

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	1
ILLINOIS			CONTRACT NO. 62A81	

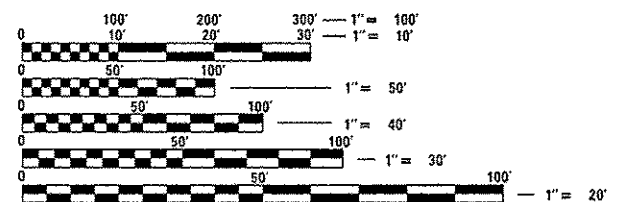
D-91-327-15



VARIOUS ROUTES
SECTION: 2015-024RS
VARIOUS LOCATIONS IN NORTHERN COOK COUNTY
INTERMITTENT RESURFACING
COOK COUNTY
C-91-327-15

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

- THIS PROJECT IS LOCATED IN:
- THE VILLAGE OF ARLINGTON HEIGHTS
 - THE VILLAGE OF BARRINGTON HILLS
 - THE VILLAGE OF BUFFALO GROVE
 - THE VILLAGE OF ELK GROVE
 - THE VILLAGE OF FRANKLIN PARK
 - THE VILLAGE OF GLENVIEW
 - THE VILLAGE OF HANOVER PARK
 - THE VILLAGE OF HOFFMAN ESTATES
 - THE VILLAGE OF LINCOLNWOOD
 - THE VILLAGE OF MELROSE PARK
 - THE VILLAGE OF MOUNT PROSPECT
 - THE VILLAGE OF NILES
 - THE VILLAGE OF NORRIDGE
 - THE VILLAGE OF NORTHBROOK
 - THE VILLAGE OF NORTHFIELD
 - THE VILLAGE OF SCHAUMBURG
 - THE VILLAGE OF SCHILLER PARK
 - THE VILLAGE OF SKOKIE
 - THE VILLAGE OF STONE PARK
 - THE VILLAGE OF STREAMWOOD
 - THE VILLAGE OF WHEELING
 - THE VILLAGE OF WILMETTE
 - THE CITY OF DES PLAINES
 - THE CITY OF NORTH LAKE
 - THE CITY OF PARK RIDGE
 - THE CITY OF PROSPECT HEIGHTS
 - THE CITY OF ROLLING MEADOWS



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

CONTRACT NO. 62A81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 8 2015
John F. ...
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 2015
John D. Baranzelli, PE
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2015
Emel Osman, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	COVER SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
7-54	INTERMITTENT RESURFACING SCHEDULE	701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS \geq 45 MPH TO 55 MPH
55	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS \geq 45 MPH
56	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \leq 40 MPH
57	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
58	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
59	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
60	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
61	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
62	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701901-04	TRAFFIC CONTROL DEVICES
63	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)		

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 JOE ECKERT, AREA TRAFFIC FIELD TECHNICIAN AT (847) 705-4412 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

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

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

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

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

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

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

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ N _{DES}	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	QC / QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/50 YD³/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	28130	28130				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	94	94				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1875	1875				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	7002	7002				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	62511	62511				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	30	30				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	LSUM	1	1				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4715	4715				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1572	1572				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	784	784				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	48561	48561				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3303	3303				
* SPECIALTY ITEM								

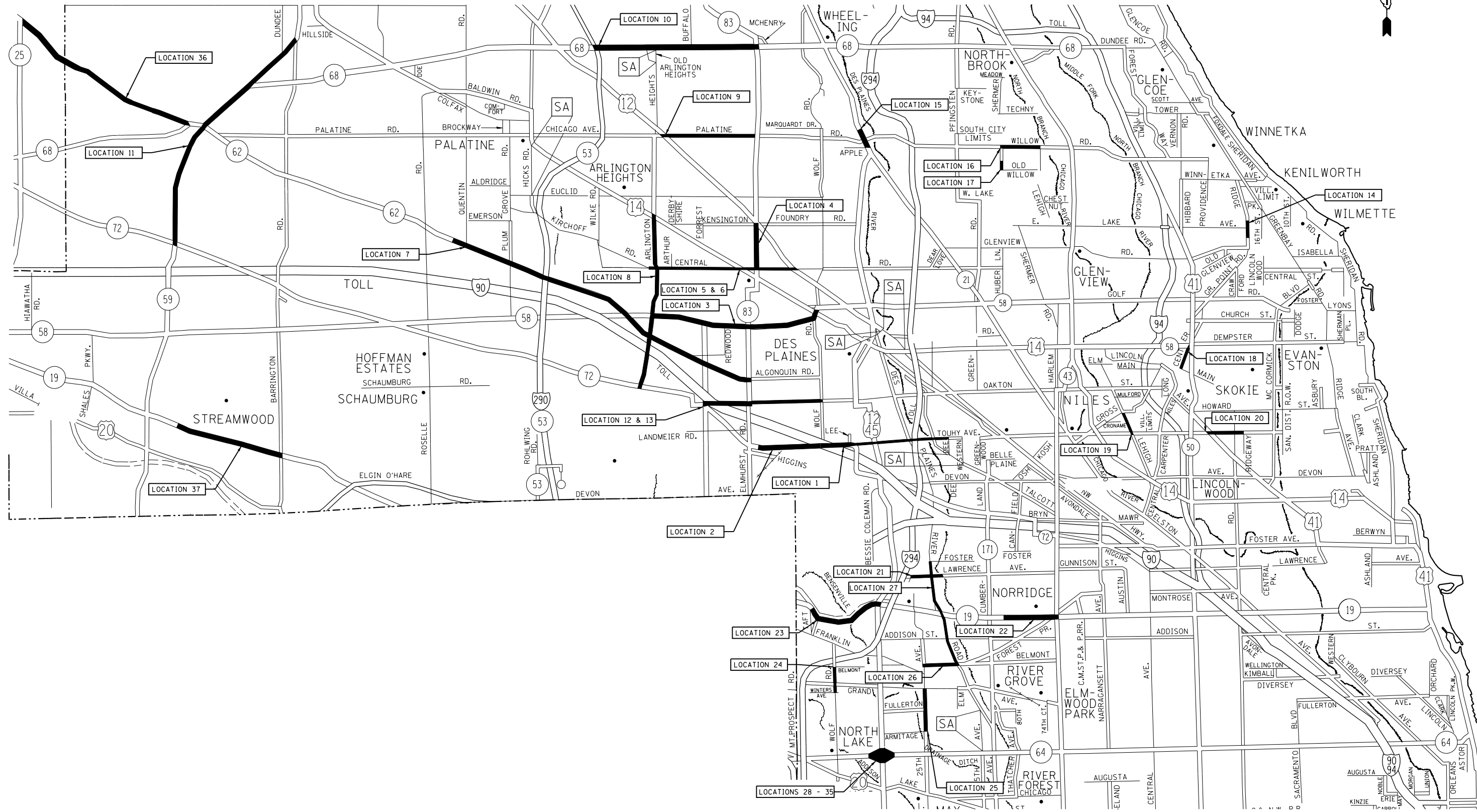
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	50	50				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	370	370				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	609	609				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1654	1654				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1654	1654				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	998	998				
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	1620	1620				
* SPECIALTY ITEM								

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	PLOT DATE = 4/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
		STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	3
CONTRACT NO. 62A81				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -
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	PLOT DATE = 4/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	4
CONTRACT NO. 62A81			ILLINOIS FED. AID PROJECT	

	SUMMARY - NORTHERN COOK COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	TOUHY AVE. (WOLF RD. TO DEE RD.)	1,690
LOC.2	IL 72 (WOLF RD. TO ELMHURST RD.)	5,761
LOC.3	IL 58 / GOLF RD. (ARLINGTON HEIGHTS RD. TO CUMBERLAND CIRCLE)	2,921
LOC.4	ELMHURST RD. (CENTRAL RD. TO KENSINGTON RD.)	1,744
LOC.5	CENTRAL RD. (RAND RD. TO ARTHUR AVE.)	6,252
LOC.6	CENTRAL RD. (ARTHUR AVE. TO KIRCHOFF RD.)	1,433
LOC.7	IL 62 (IL 83 TO JUST WEST OF QUENTIN RD. (CONC. PVT. JOINT))	944
LOC.8	ARLINGTON HEIGHTS RD. (IL 72 TO NORTHWEST HWY.)	571
LOC.9	PALATINE RD. (IL 83 TO RAND RD.)	115
LOC.10	DUNDEE RD. (IL 53 TO IL 83)	2,280
LOC.11	IL 59 (IL 72 TO BARRINGTON RD.)	4,901
LOC.12	OAKTON ST. (WOLF RD. TO ELMHURST RD.)	995
LOC.13	WB OAKTON ST. (ELMHURST RD. TO HIGGINS RD.)	20
LOC.14	RIDGE RD. (BIRCHWOOD AVE. TO WALNUT AVE.)	424
LOC.15	US 45 / IL 21 / MILWAUKEE AVE. (NORTH OF PALATINE RD. TO APPLE DR.)	154
LOC.16	WILLOW RD. (SHERMER RD. TO OLD WILLOW RD.)	40
LOC.17	SHERMER RD. (OLD WILLOW RD. TO UPRR VIADUCT)	494
LOC.18	NILES CENTER RD. (MAIN ST. TO DEMPSTER ST.)	187
LOC.19	LEHIGH AVE. (TOUHY AVE. TO GROSS POINT RD.)	553
LOC.20	TOUHY AVE. (US 41 TO RIDGEWAY AVE.)	1,152
LOC.21	LAWRENCE AVE. (25TH AVE. TO DES PLAINES RIVER)	496
LOC.22	IL 19 (PIONEER AVE. TO HARLEM AVE.)	3,048
LOC.23	IL 19 (MANNHEIM RD. TO TAFT AVE.)	2,129
LOC.24	WOLF RD. (BELMONT AVE. TO WINTERS DR.)	2,172
LOC.25	25TH AVE. (GRAND AVE. TO ARMITAGE AVE.)	8,446
LOC.26	BELMONT AVE. (RIVER RD. TO 25TH AVE.)	2,164
LOC.27	RIVER RD. (FOSTER AVE. TO BELMONT AVE.)	1,467
LOC.28	NORTH AVE. RAMP (WB NORTH AVE. TO NB MANNHEIM RD.)	621
LOC.29	NORTH AVE. RAMP (WB NORTH AVE. TO SB MANNHEIM RD.)	631
LOC.30	NORTH AVE. RAMP (EB NORTH AVE. TO NB MANNHEIM RD.)	146
LOC.31	NORTH AVE. RAMP (EB NORTH AVE. TO SB MANNHEIM RD.)	469
LOC.32	MANNHEIM RD. RAMP (SB MANNHEIM RD. TO WB NORTH AVE.)	433
LOC.33	MANNHEIM RD. RAMP (SB MANNHEIM RD. TO EB NORTH AVE.)	646
LOC.34	MANNHEIM RD. RAMP (NB MANNHEIM RD. TO WB NORTH AVE.)	466
LOC.35	MANNHEIM RD. RAMP (NB MANNHEIM RD. TO EB NORTH AVE.)	146
LOC.36	IL 62 (IL 25 TO IL 68)	2,562
LOC.37	IL 19 (OAK RIDGE DR. TO BARRINGTON RD.)	3,838
	NORTHERN COOK COUNTY ARTERIAL TOTAL =	62,511
		SY

ROUTE: Touhy Ave. (Wolf Rd. to Dee Rd.)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Dee Rd.		WB	2	4	100	400	44
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1/2	2	80	160	18
		WB	1/2	2	50	100	11
		WB	1	12	4	48	5
		WB	1	12	4	48	5
Talcott Rd.	Talcott Rd.	WB	1	2	100	200	22
		WB	1	12	4	48	5
		WB	2	2	100	200	22
		WB	1/2	2	100	200	22
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
W. of River Rd. / PCC	E. of River Rd. / PCC	WB	RTL	12	4	48	5
		WB	1	2	200	400	44
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	2	100	200	22
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	20	240	27
		WB	1	12	110	1320	147
		WB	1	12	15	180	20
Maple St.	Maple St.	WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
Mannheim Rd.	Mannheim Rd.	WB	1	2	100	200	22
		WB	1/2	2	150	300	33
		WB	1	12	4	48	5
		WB	1	12	20	240	27
		WB	2	12	20	240	27
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
WB	1	12	4	48	5		

ROUTE: Touhy Ave. (Wolf Rd. to Dee Rd.) (Continued)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Mannheim Rd. (Cont.)		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
Lee St.	Lee St.	WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
Wolf Rd. @ PCC Limit	Wolf Rd. @ PCC Limit	WB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
Lee St.	Lee St.	EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: IL 72 (Wolf Rd. to Elmhurst Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Mt. Prospect Rd. (Cont.)		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	3	2	60	120	13
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	3	12	10	120	13
		WB	1	12	12	144	16
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	10	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2/3	2	50	100	11
		WB	1	12	15	180	20
		WB	2	12	15	180	20
		WB	1	12	8	96	11
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	4	48	5
		WB	1	12	80	960	107
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	6	72	8
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	2	12	25	300	33
		WB	3	12	25	300	33
		WB	1	12	30	360	40
		WB	3	4	15	60	7
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	3	12	4	48	5
		WB	1	12	30	360	40
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
	PCC Limit E. of Elmhurst Rd.	WB	3	12	8	96	11
	PCC Limit E. of Elmhurst Rd.	EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5

ROUTE: IL 72 (Wolf Rd. to Elmhurst Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
PCC Limit E. of Elmhurst Rd. (Cont.)		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2/3	2	100	200	22
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	2/3	2	15	30	3
		EB	1	12	6	72	8
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	13	156	17
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	15	180	20
		EB	2	12	15	180	20
		EB	3	12	15	180	20
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	10	120	13
		EB	2/3	2	25	50	6
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	30	360	40
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: IL 72 (Wolf Rd. to Elmhurst Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
PCC Limit E. of Elmhurst Rd. (Cont.)		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	12	144	16
		EB	2	12	12	144	16
		EB	3	12	12	144	16
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1/2	2	50	100	11
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	20	240	27
		EB	2	12	20	240	27
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	8	96	11
		EB	1	12	8	96	11
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	10	120	13
		EB	1	12	60	720	80
		EB	1	12	4	48	5

ROUTE: IL 72 (Wolf Rd. to Elmhurst Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
PCC Limit E. of Elmhurst Rd. (Cont.)		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: IL 72 (Wolf Rd. to Elmhurst Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
PCC Limit E. of Elmhurst Rd. (Cont.)		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
Mt. Prospect Rd.	Mt. Prospect Rd.	EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	12	144	16
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5

ROUTE: IL 58 / Golf Rd. (Arlington Heights Rd. to Cumberland Circle) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Wolf Rd. (Cont.)		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	TL/1	2	80	160	18
		WB	2	4	60	240	27
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	2	60	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	4	60	240	27
		WB	1	12	4	48	5
	Mt. Prospect Rd.	WB	2	12	4	48	5
Mt. Prospect Rd.		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	4	60	240	27
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	4	48	5
		WB	2	4	6	24	3
		WB	2	12	10	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	4	48	5
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
	IL 83 / Elmhurst Rd.	WB	2	12	4	48	5

ROUTE: IL 58 / Golf Rd. (Arlington Heights Rd. to Cumberland Circle) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 83 / Elmhurst Rd.		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	TL/1	2	50	100	11
		WB	2	4	80	320	36
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1/2	2	60	120	13
		WB	2	4	50	200	22
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	2	50	100	11
		WB	2	2	50	100	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	4	50	200	22
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	6	72	8
		WB	2	12	8	96	11
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	4	60	240	27
		WB	1	12	6	72	8
		WB	2	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: IL 58 / Golf Rd. (Arlington Heights Rd. to Cumberland Circle) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
IL 83 Elmhurst Rd. (Cont.)		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	2	40	80	9
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	4	60	240	27
		WB	1	12	4	48	5
	Busse Rd.	WB	2	12	4	48	5
Busse Rd.		WB	3	2	100	200	22
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	10	120	13
		WB	2	2	80	160	18
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	2	60	120	13
		WB	2	12	10	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	2	80	160	18
		WB	2	12	4	48	5
		WB	2	2	150	300	33
		WB	1	12	4	48	5
	Meier Rd.	WB	2	2	30	60	7
Meier Rd.		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	2	80	160	18
		WB	1	12	6	72	8
		WB	2	12	8	96	11
		WB	2	2	60	120	13
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	1	12	4	48	5
		WB	2	12	4	48	5
		WB	2	2	60	120	13
		WB	1	12	4	48	5
	Arlington Heights Rd.	WB	2	12	4	48	5
Arlington Heights Rd.		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	3	12	4	48	5
		EB	1	12	4	48	5

ROUTE: IL 58 / Golf Rd. (Arlington Heights Rd. to Cumberland Circle) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Arlington Heights Rd. (Cont.)		EB	2	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	8	96	11
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	4	48	5
	Meier Rd.	EB	2	12	4	48	5
Meier Rd.		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	8	96	11
		EB	1	12	6	72	8
		EB	2	12	8	96	11
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	2	60	120	13
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	6	72	8
		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	4	48	5
	Busse Rd.	EB	2	12	4	48	5

CONTINUED ON NEXT SHEET

ROUTE: Central Rd. (Rand Rd. to Arthur Ave.) (Continued)

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						
Owens St. (cont.)		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	6	72	8
	IL 83 (Main St.)	WB	2	12	6	72	8
IL 83 (Main St.)		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	12	144	16
		WB	2	12	10	120	13
		WB	2	12	10	120	13
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	8	96	11
Northwest Hwy.	Northwest Hwy.	WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8

ROUTE: Central Rd. (Rand Rd. to Arthur Ave.) (Continued)

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						
Northwest Hwy. (Cont.)		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
	Lancaster St.	WB	2	12	3	36	4
Lancaster St.		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	70	840	93
		WB	2	12	70	840	93
		WB	1	12	80	960	107
		WB	1	4	60	240	27
		WB	1	12	50	600	67
		WB	2	12	50	600	67
		WB	2	12	60	720	80
		WB	INT	12	100	1200	133
		WB	1	12	100	1200	133
		WB	1	12	30	360	40
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	1&2	12	200	2400	267
		WB	2	12	12	144	16
		WB	LTL	12	10	120	13
		WB	LTL	12	4	48	5
		WB	LTL	12	4	48	5
		WB	2	12	12	144	16
		WB	LTL	12	40	480	53
Busse Rd.	Busse Rd.	WB	1	12	15	180	20
		WB	INT	12	12	144	16
		WB	INT	12	12	144	16
		WB	1	12	150	1800	200
		WB	2	12	150	1800	200
		WB	1	12	100	1200	133
		WB	2	12	100	1200	133
		WB	1	12	100	1200	133
		WB	2	12	100	1200	133
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	6	15	90	10
		WB	2&RTL	3	60	180	20
		WB	1	12	100	1200	133
		WB	2	12	100	1200	133
		WB	RTL	15	10	150	17
		WB	INT	12	100	1200	133
		WB	INT	12	100	1200	133
		WB	1	12	180	2160	240
		WB	2	12	180	2160	240
		WB	1	12	50	600	67
		WB	2	12	50	600	67
		WB	LTL	12	80	960	107
		WB	RTL	12	80	960	107
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: Ridge Rd. (Birchwood Ave. to Walnut Ave.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Birchwood Ave.		NB	1	20	40	800	89
		NB	1	20	20	400	44
		NB	1	20	12	240	27
	Lake Ave.	NB	1	12	30	360	40
Lake Ave.	Forest Ave.	NB	1	20	20	400	44
Forest Ave.	Walnut Ave.	NB	1	3	40	120	13
Lake Ave.		SB	1	3	100	300	33
	Schiller Ave.	SB	1	20	50	1000	111
Schiller Ave.	Birchwood Ave.	SB	1	20	10	200	22

TOTALS: 322 FT 424 SY

ROUTE: US 45 / IL 21 / Milwaukee Ave. (North of Palatine Rd. to Apple Dr.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
North of Palatine Rd.		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	1	2	15	30	3
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	3	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
Apple Dr.	Apple Dr.	SB	2	12	6	72	8
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	8	96	11
	North of Palatine Rd.	NB	2	2	20	40	4

TOTALS: 145 FT 154 SY

ROUTE: Willow Rd. (Shermer Rd. to Old Willow Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Shermer Rd.		EB	1	12	6	72	8
	RR Overpass Just East of Shermer Rd.	EB	2	12	6	72	8
East of Patriot Blvd.		EB	1	12	6	72	8
	Old Willow Rd.	EB	2	12	6	72	8
Old Willow Rd.	East of Patriot Blvd.	WB	1	12	6	72	8

TOTALS: 30 FT 40 SY

ROUTE: Shermer Rd. (Old Willow Rd. to UPRR Viaduct)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Old Willow Rd.		NB	1	3	30	90	10
		NB	1	12	40	480	53
		NB	1	6	30	180	20
		NB	1	12	6	72	8
		NB	1	6	40	240	27
	Holste Rd.	NB	1	12	10	120	13
Holste Rd.		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	12	8	96	11
		NB	1	3	50	150	17
		NB	1	12	8	96	11
	UPRR Viaduct	NB	1	12	20	240	27
UPRR Viaduct		SB	1	3	40	120	13
		SB	1	12	8	96	11
		SB	1	3	50	150	17
		SB	1	12	8	96	11
		SB	1	12	8	96	11
		SB	1	3	40	120	13
		SB	1	12	20	240	27
	South of Holste Rd.	SB	1	12	8	96	11
South of Holste Rd.		SB	1	3	40	120	13
		SB	1	12	8	96	11
		SB	1	12	10	120	13
		SB	1	12	50	600	67
		SB	1	6	50	300	33
	Old Willow Rd.	SB	1	12	20	240	27

TOTALS: 618 FT 494 SY

ROUTE: Touhy Ave. (US 41 to Ridgeway Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
US 41 (Cont.)		EB	1&2	6	20	120	13
		EB	1&2	6	50	300	33
		EB	2	12	50	600	67
	Ridgeway Ave.	EB	1	12	30	360	40
		EB	2	12	50	600	67
Ridgeway Ave.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	10	120	13
	Crawford Ave.	WB	1&2	6	20	120	13
Crawford Ave.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	10	120	13
		WB	2	12	10	120	13
		WB	2	8	120	960	107
	US 41	WB	2	10	30	300	33

TOTALS: 954 FT 1152 SY

ROUTE: Lawrence Ave. (25th Ave. to Des Plaines River)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
25th Ave.		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	8	96	11
		EB	2	3	40	120	13
		EB	2	12	15	180	20
		EB	2	12	75	900	100
		EB	2	6	30	180	20
	River Rd.	EB	2	6	20	120	13

ROUTE: Lawrence Ave. (25th Ave. to Des Plaines River) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
River Rd.		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Des Plaines River	EB	2	12	6	72	8
Des Plaines River		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	1&2	6	15	90	10
	River Rd.	WB	1	12	8	96	11
River Rd.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	6	15	90	10
		WB	1	12	20	240	27
	25th Ave.	WB	1	6	50	300	33
		WB	2	12	15	180	20

TOTALS: 467 FT 496 SY

ROUTE: IL 19 (Pioneer Ave. to Harlem Ave.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Pioneer Ave.		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	2	12	8	96	11

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -
c:\pwork\pwork\bidot\bilgramisa\d0427922\HMA-Cook-North.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 4/7/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
TOUHY AVE., LAWRENCE AVE., AND IL 19

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A81	

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Diversey Ave. (Cont.)		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	6	20	120	13
		SB	1	12	6	72	8
		SB	2	6	6	36	4
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	MED	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	MED	15	3	45	5
		SB	MED	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	6	72	8
		SB	EOP	3	35	105	12
		SB	1	12	3	36	4
		SB	2	9	3	27	3
		SB	EOP	3	35	105	12
		SB	MED	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	50	150	17
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	100	300	33
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	35	105	12
		SB	LT	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	LT	12	20	240	27
		SB	1	12	20	240	27
		SB	2	12	20	240	27
		SB	LT	12	80	960	107
		SB	1	12	80	960	107
		SB	2	12	80	960	107
		SB	MED	12	50	600	67
		SB	1	12	50	600	67
	Winters Dr.	SB	2	12	50	600	67
Winters Dr.		NB	MED	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1,2	6	140	840	93
		NB	EOP	3	140	420	47
		NB	2	15	3	45	5
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	18	3	54	6
		NB	1	12	3	36	4
		NB	2	12	10	120	13
		NB	EOP	3	50	150	17
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	3	36	4
		NB	2	12	6	72	8

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Winters Dr.		NB	MED	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1,2	6	140	840	93
		NB	EOP	3	140	420	47
		NB	2	15	3	45	5
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	18	3	54	6
		NB	1	12	3	36	4
		NB	2	12	10	120	13
		NB	EOP	3	50	150	17
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	3	36	4
Winters Dr. (Cont.)		NB	2	12	6	72	8
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	EOP	3	50	150	17
		NB	2	12	10	120	13
		NB	EOP	3	25	75	8
		NB	EOP	3	35	105	12
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	9	3	27	3
		NB	EOP	3	50	150	17
		NB	LT	6	3	18	2
		NB	1	12	6	72	8
		NB	2	12	25	300	33
		NB	EOP	3	50	150	17
		NB	LT	12	3	36	4
		NB	1	12	3	36	4
		NB	2	9	3	27	3
		NB	2	18	3	54	6
		NB	1,2	12	3	36	4
		NB	2	18	3	54	6
		NB	LT	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	EOP	3	15	45	5
		NB	EOP	3	20	60	7
Diversey Ave.	Diversey Ave.	NB	EOP	10	10	100	11
		NB	1	12	3	36	4
		NB	2	12	20	240	27
		NB	2	20	10	200	22
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	2	16	3	48	5
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	EOP	3	50	150	17

CONTINUED ON NEXT SHEET

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Armitage Ave. (Cont.)		NB	2	12	30	360	40
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	2	9	25	225	25
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	2	6	8	48	5
		NB	2	12	6	72	8
		NB	1	12	15	180	20
		NB	2	12	10	120	13
		NB	MED,1	12	6	72	8
		NB	2	12	3	36	4
		NB	MED,1	10	75	750	83
		NB	2	10	50	500	56
		NB	MED,1	10	30	300	33
		NB	MED,1	6	3	18	2
		NB	2	12	5	60	7
		NB	MED,1	10	3	30	3
		NB	MED,1	10	20	200	22
		NB	2	12	20	240	27
		NB	EOP	8	110	880	98
		NB	2	4	6	24	3
		NB	1	12	3	36	4
		NB	MED,1	15	60	900	100
		NB	2	12	6	72	8
		NB	2	6	130	780	87
		NB	2	6	3	18	2
		NB	2	6	3	18	2
		NB	2	6	3	18	2
		NB	MED,1	15	3	45	5
		NB	2	12	3	36	4
		NB	1	12	35	420	47
		NB	2	12	25	300	33
		NB	1	12	170	2040	227
		NB	2	12	150	1800	200
		NB	2	12	3	36	4
		NB	1,2	3	30	90	10
		NB	2	9	3	27	3
		NB	2	14	10	140	16
		NB	2	12	10	120	13
		NB	1	12	6	72	8
		NB	2	12	10	120	13
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	2	12	3	36	4
		NB	2	12	15	180	20
		NB	2	6	65	390	43
		NB	2	2	12	10	1
		NB	1	12	3	36	4
		NB	LT	12	10	120	13
	Fullerton Ave.	NB	EOP	3	120	360	40

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Fullerton Ave.		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	45	540	60
		NB	2	12	45	540	60
		NB	MED	6	10	60	7
		NB	2	12	50	600	67
		NB	MED	6	10	60	7
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	2	16	6	96	11
		NB	2	6	40	240	27
		NB	MED	6	10	60	7
		NB	2	18	6	108	12
		NB	MED,1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	6	25	150	17
		NB	MED	3	4	12	1
		NB	2	12	3	36	4
		NB	1	12	25	300	33
		NB	MED	10	6	60	7
		NB	1	12	25	300	33
		NB	2	12	80	960	107
		NB	MED,1	6	20	120	13
		NB	2	12	25	300	33
		NB	1,2	3	25	75	8
		NB	MED	6	3	18	2
		NB	MED	8	3	24	3
		NB	MED,1	15	3	45	5
		NB	2	12	3	36	4
		NB	MED,1	8	3	24	3
		NB	1	12	3	36	4
		NB	2	12	40	480	53
		NB	MED,1	15	3	45	5
		NB	2	12	10	120	13
		NB	2	12	30	360	40
		NB	1	6	25	150	17
		NB	2	6	30	180	20
	Nevada Ave.	NB	1	12	3	36	4
Nevada Ave.		NB	2	12	3	36	4
		NB	2	12	3	36	4
		NB	EOP	3	55	165	18
		NB	2	12	3	36	4
		NB	1	8	10	80	9
		NB	2	12	20	240	27
		NB	1	12	3	36	4
		NB	2	12	25	300	33
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	50	600	67
		NB	1	12	3	36	4
		NB	2	12	55	660	73
		NB	2	12	3	36	4

CONTINUED ON NEXT SHEET

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -
ct:\pw\work\p\dot\bilgramisa\d0427922\HMA-Cook-North.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/7/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
25TH AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	42
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A81	

ROUTE: 25th Ave. (Grand Ave. to Armitage Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Nevada Ave. (Cont.)		NB	2	12	3	36	4
		NB	EOP	3	45	135	15
		NB	2	12	3	36	4
		NB	2	12	55	660	73
	Richard Ave.	NB	2	12	3	36	4
Richard Ave.		NB	1	12	6	72	8
		NB	2	12	3	36	4
		NB	2	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	EOP	3	15	45	5
		NB	2	12	50	600	67
		NB	1	12	10	120	13
		NB	1	18	10	180	20
		NB	MED	6	12	72	8
		NB	MED,1	7	20	140	16
		NB	2	12	3	36	4
		NB	1	12	3	36	4
		NB	6	6	10	60	7
		NB	MED,1	12	18	216	24
		NB	2	12	10	120	13
		NB	EOP	3	25	75	8
		NB	MED,1	12	15	180	20
		NB	2	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	2	12	3	36	4
		NB	2	12	10	120	13
		NB	2	3	20	20	2
		NB	2	15	15	225	25
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	1	12	10	120	13
		NB	2	12	4	48	5
		NB	2	12	3	36	4
		NB	2	12	15	180	20
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	2	12	3	36	4
		NB	1,2	15	45	675	75
		NB	1	12	3	36	4
		NB	2	12	3	36	4
		NB	EOP	3	18	54	6
		NB	2	9	3	27	3
		NB	1	12	3	36	4
		NB	EOP	3	6	18	2
		NB	1,2	16	3	48	5
		NB	LT	12	3	36	4
		NB	1	12	3	36	4
		NB	RT	12	3	36	4
		NB	EOP	3	50	150	17
		NB	1	12	3	36	4
		NB	RT	12	3	36	4
		NB	LT,1	12	3	36	4
		NB	1	12	10	120	13

ROUTE: 25th Ave. (Grand Ave. to Armitage Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Richard Ave. (Cont.)		NB	2	12	10	120	13
		NB	1	12	10	120	13
		NB	2	12	6	72	8
	Grand Ave.	NB	RT	12	3	36	4
Grand Ave.		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	15	3	45	5
		SB	EOP	3	30	90	10
		SB	2	15	15	225	25
		SB	1	6	3	18	2
		SB	2	6	10	60	7
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	20	60	7
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	45	135	15
		SB	2	12	3	36	4
	Johanna Ave.	SB	EOP	3	65	195	22
Johanna Ave.		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	1	6	12	72	8
		SB	2	12	6	72	8
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	1	7	16	112	12
		SB	2	12	30	360	40
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	2	12	10	120	13
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	12	6	72	8
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	2	15	12	180	20
		SB	1	12	3	36	4
		SB	2	10	40	400	44
		SB	1	12	3	36	4
		SB	1	6	25	150	17
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	25	300	33
		SB	2	12	3	36	4
		SB	2	12	3	36	4
	Richard Ave.	SB	2	6	40	240	27
Richard Ave.		SB	2	12	10	120	13
		SB	1	6	15	90	10
		SB	1	12	3	36	4

CONTINUED ON NEXT SHEET

ROUTE: 25th Ave. (Grand Ave. to Armitage Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Richard Ave. (Cont.)		SB	1	12	3	36	4
		SB	EOP	3	75	225	25
		SB	2	12	10	120	13
		SB	1	12	10	120	13
		SB	2	6	30	180	20
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1,2	6	10	60	7
		SB	1	12	3	36	4
		SB	EOP	3	50	150	17
		SB	EOP	6	20	120	13
		SB	EOP	3	20	60	7
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	2	15	10	150	17
		SB	2	12	4	48	5
		SB	1	12	3	36	4
		SB	1	6	3	18	2
		SB	2	6	40	240	27
		SB	1	12	3	36	4
		SB	2	12	3	36	4
Nevada Ave.	Nevada Ave.	SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	6	65	390	43
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	2	12	3	36	4
		SB	1	9	3	27	3
		SB	1	9	3	27	3
		SB	1	3	6	18	2
		SB	1	6	6	36	4
		SB	1	12	10	120	13
		SB	2	12	8	96	11
		SB	1	12	3	36	4
		SB	2	12	20	240	27
		SB	2	6	30	180	20
		SB	1	12	3	36	4
		SB	2	12	10	120	13
		SB	1	12	6	72	8
		SB	2	12	40	480	53
		SB	1	12	10	120	13
		SB	1	12	3	36	4
		SB	2	12	12	144	16
		SB	2	12	45	540	60
		SB	1	6	90	540	60
		SB	2	12	75	900	100
		SB	1	6	3	18	2
		SB	1	6	3	18	2
		SB	1	6	3	18	2
		SB	1	6	10	60	7
		SB	2	12	40	480	53
		SB	LT	12	80	960	107
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	LT	12	3	36	4
		SB	1	12	3	36	4

ROUTE: 25th Ave. (Grand Ave. to Armitage Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Nevada Ave. (Cont.)		SB	2	12	6	72	8
		SB	EOP	3	40	120	13
		SB	2	12	3	36	4
		SB	EOP	3	35	105	12
	Fullerton Ave.	SB	1	12	3	36	4
Fullerton Ave.		SB	2	12	3	36	4
		SB	2	12	10	120	13
		SB	1	12	6	72	8
		SB	2	12	10	120	13
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	6	3	18	2
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	30	360	40
		SB	2	12	30	360	40
		SB	1	12	25	300	33
		SB	2	12	25	300	33
		SB	1	12	75	900	100
		SB	2	12	65	780	87
		SB	1	12	50	600	67
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	EOP	3	35	105	12
		SB	2	9	12	108	12
		SB	2	12	35	420	47
		SB	1	12	12	144	16
		SB	2	12	6	72	8
		SB	2	6	40	240	27
		SB	1,2	6	40	240	27
		SB	1	12	6	72	8
		SB	2	12	20	240	27
	Belden Ave.	SB	EOP	3	75	225	25
Belden Ave.		SB	1	12	10	120	13
		SB	2	12	45	540	60
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	6	35	210	23
		SB	MED,1	6	100	600	67
		SB	2	12	30	360	40
		SB	2	12	20	240	27
		SB	1	12	50	600	67
		SB	MED,1	6	50	300	33
		SB	1,2	6	25	150	17
		SB	1	6	3	18	2
		SB	2	12	55	660	73
		SB	1	12	30	360	40
		SB	1	6	15	90	10
		SB	2	12	45	540	60
		SB	1	12	30	360	40
		SB	1	12	20	240	27
		SB	1	6	3	18	2
		SB	1,2	3	30	90	10
		SB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: North Ave. Ramp (WB North Ave. to NB Mannheim Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
WB North Ave.		NB	Ramp	18	40	720	80
		NB	Ramp	18	15	270	30
		NB	Ramp	10	10	100	11
		NB	Ramp	5	49	245	27
		NB	Ramp	20	47	940	104
		NB	Ramp	10	4	40	4
		NB	Ramp	20	15	300	33
		NB	Ramp	4	15	60	7
		NB	Ramp	20	82	1640	182
		NB	Ramp	6	35	210	23
		NB	Ramp	6	35	210	23
		NB	Ramp	5	83	415	46
		NB	Ramp	8	40	320	36
		NB Mannheim Rd.	NB	Ramp	12	10	120

TOTALS: **480 FT** **621 SY**

ROUTE: North Ave. Ramp (WB North Ave. to SB Mannheim Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)	
FROM	TO							
WB North Ave.		SB	Ramp	3	35	105	12	
		SB	Ramp	14	40	560	62	
		SB	Ramp	14	20	280	31	
		SB	Ramp	20	7	140	16	
		SB	Ramp	20	45	900	100	
		SB	Ramp	7	25	175	19	
		SB	Ramp	20	65	1300	144	
		SB	Ramp	16	4	64	7	
		SB	Ramp	16	4	64	7	
		SB	Ramp	12	24	288	32	
		SB	Ramp	12	10	120	13	
		SB	Ramp	12	15	180	20	
		SB Mannheim Rd.	SB	Ramp	12	125	1500	167

TOTALS: **419 FT** **631 SY**

ROUTE: North Ave. Ramp (EB North Ave. to NB Mannheim Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)	
FROM	TO							
EB North Ave.		NB	Ramp	11	15	165	18	
		NB	Ramp	6	15	90	10	
		NB	Ramp	14	10	140	16	
		NB	Ramp	4	20	80	9	
		NB	Ramp	13	22	286	32	
		NB	Ramp	12	10	120	13	
		NB	Ramp	12	6	72	8	
		NB	Ramp	12	10	120	13	
		NB	Ramp	12	10	120	13	
		NB Mannheim Rd.	NB	Ramp	12	10	120	13

TOTALS: **128 FT** **146 SY**

ROUTE: North Ave. Ramp (EB North Ave. to SB Mannheim Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)	
FROM	TO							
EB North Ave.		SB	Ramp	18	45	810	90	
		SB	Ramp	10	35	350	39	
		SB	Ramp	18	17	306	34	
		SB	Ramp	7	27	189	21	
		SB	Ramp	18	60	1080	120	
		SB	Ramp	14	5	70	8	
		SB	Ramp	14	46	644	72	
		SB	Ramp	4	67	268	30	
		SB	Ramp	10	12	120	13	
		SB	Ramp	12	8	96	11	
		SB	Ramp	12	10	120	13	
		SB	Ramp	12	8	96	11	
		SB Mannheim Rd.	SB	Ramp	12	6	72	8

TOTALS: **346 FT** **469 SY**

ROUTE: Mannheim Rd. Ramp (SB Mannheim Rd. to WB North Ave.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)	
FROM	TO							
SB Mannheim Rd.		WB	Ramp	12	10	120	13	
		WB	Ramp	8	15	120	13	
		WB	Ramp	8	10	80	9	
		WB	Ramp	8	240	1920	213	
		WB	Ramp	3	45	135	15	
		WB	Ramp	10	26	260	29	
		WB	Ramp	6	87	522	58	
		WB	Ramp	20	10	200	22	
		WB	Ramp	3	30	90	10	
		WB North Ave.	WB	Ramp	10	45	450	50

TOTALS: **518 FT** **433 SY**

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INTERMITTENT RESURFACING SCHEDULE
NORTH AVE. AND MANNHEIM RD.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-024RS	COOK	63	48
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A81	

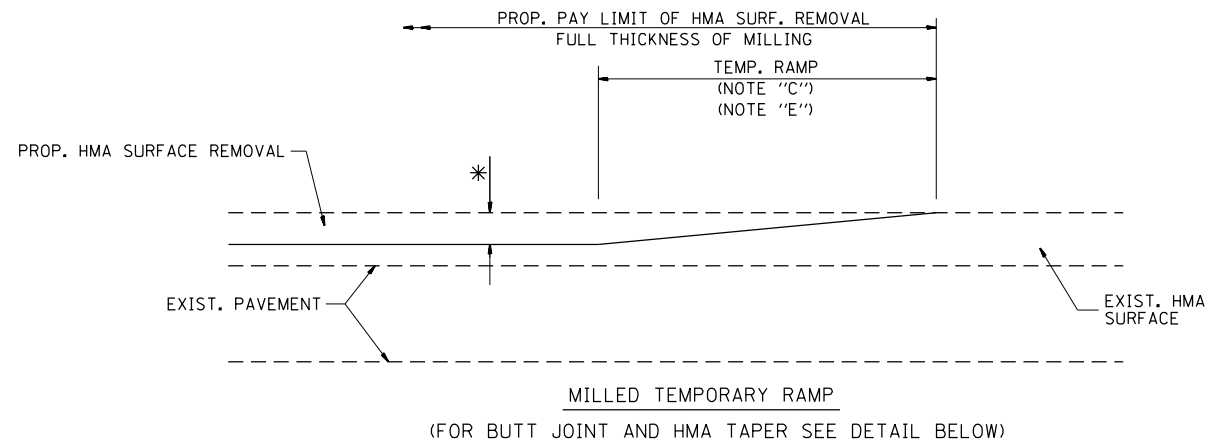
ROUTE: IL 19 (Oak Ridge Dr. to Barrington Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Bartlett Rd. (Cont.)		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	6	121	726	81
		WB	1	6	50	300	33
		WB	1	12	3	36	4
		WB	LT	3	79	237	26
		WB	1	5	12	60	7
		WB	1	3	20	60	7
		WB	LT	3	75	225	25
		WB	1	3	45	135	15
	Brittany Dr.	WB	1	3	15	45	5
Brittany Dr.		WB	CL	3	50	150	17
		WB	Median	3	40	120	13
		WB	1	3	20	60	7
		WB	1	3	300	900	100
		WB	1	3	100	300	33
		WB	1	3	35	105	12
		WB	1	3	10	30	3
		WB	1	3	100	300	33
		WB	1	6	32	192	21
		WB	1	12	18	216	24
		WB	1	12	11	132	15
		WB	1	12	12	144	16
		WB	1	6	98	588	65
		WB	LT	6	30	180	20
		WB	1	3	12	36	4
		WB	LT	3	10	30	3
		WB	LT	3	10	30	3
		WB	1	6	8	48	5
		WB	1, LT	15	3	45	5
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	2	12	3	36	4
		WB	2	12	3	36	4
	Whispering Dr.	WB	1	6	67	402	45

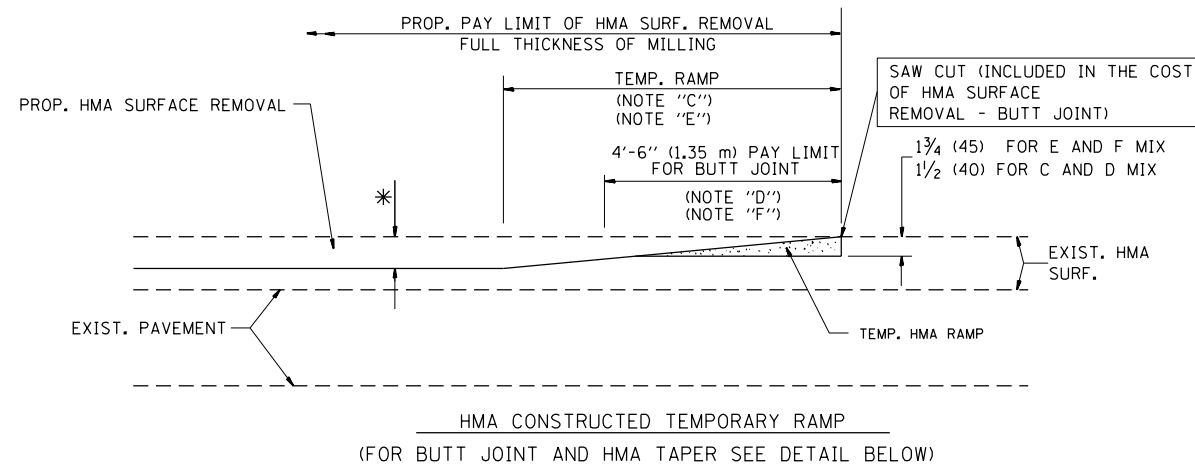
ROUTE: IL 19 (Oak Ridge Dr. to Barrington Rd.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Whispering Dr.		WB	1	3	100	300	33
		WB	1	3	15	45	5
		WB	1	3	20	60	7
		WB	1	3	15	45	5
		WB	1	3	20	60	7
		WB	RT	3	100	300	33
		WB	1	3	150	450	50
		WB	RT	3	40	120	13
		WB	LT	3	40	120	13
		WB	1	3	100	300	33
		WB	CL	3	80	240	27
		WB	1	3	20	60	7
	Oak Ridge Dr.	WB	1, LT	3	100	300	33

TOTALS: 7852 FT 3838 SY

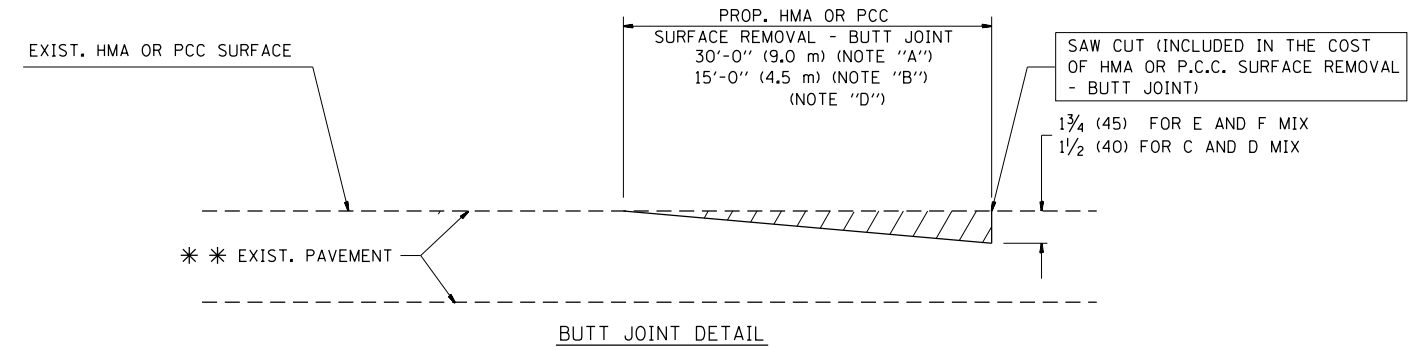


OPTION 1

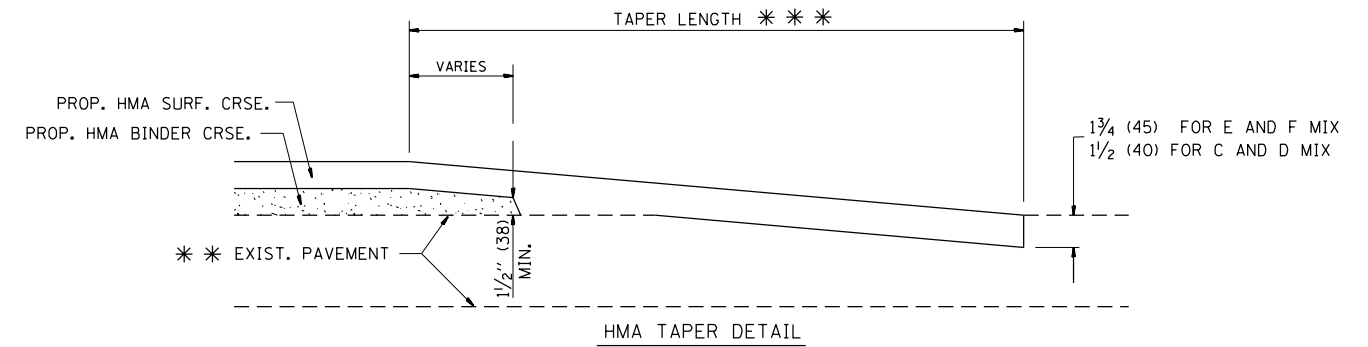


OPTION 2

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.

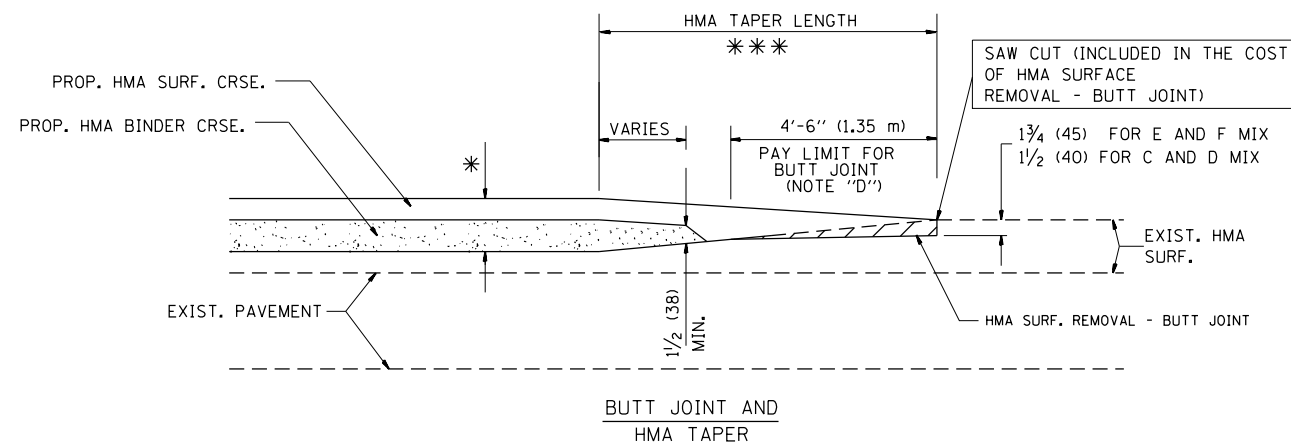
NOTES

- 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

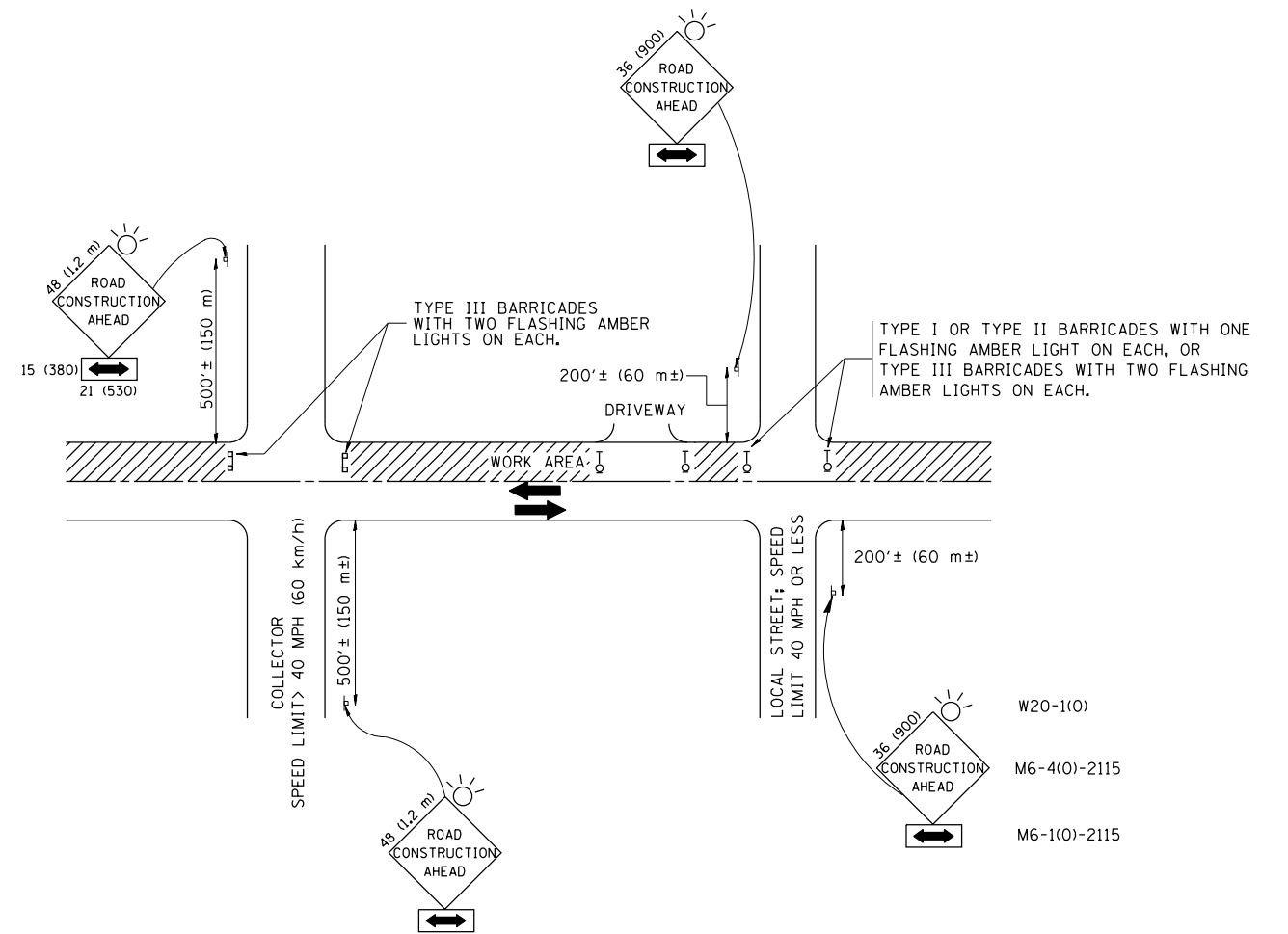
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	PLOT DATE = 4/7/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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	2015-024RS	COOK	63	55
BD400-05 BD32		CONTRACT NO. 62A81		
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.

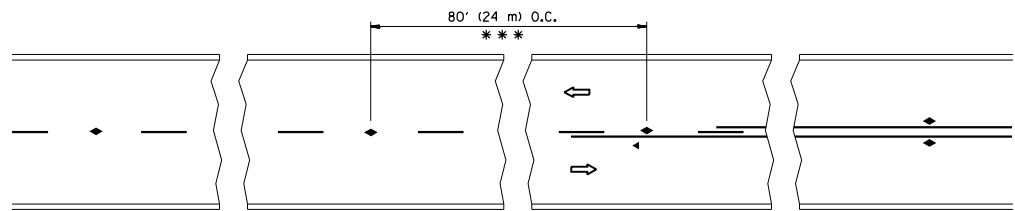
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	PLOT DATE = 4/7/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

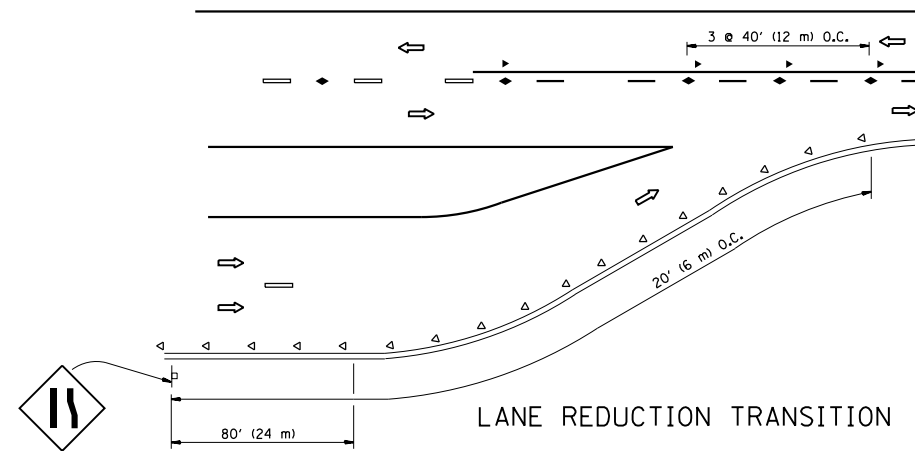
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62A81	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

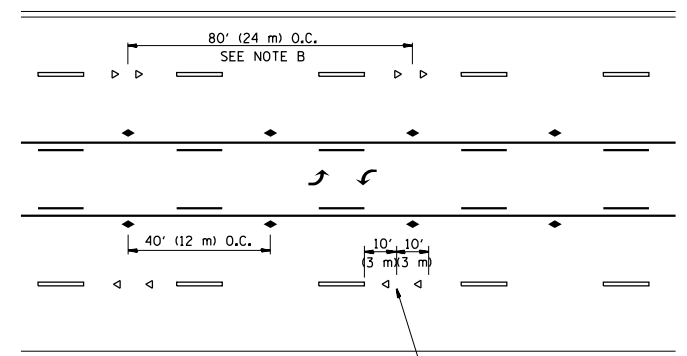


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

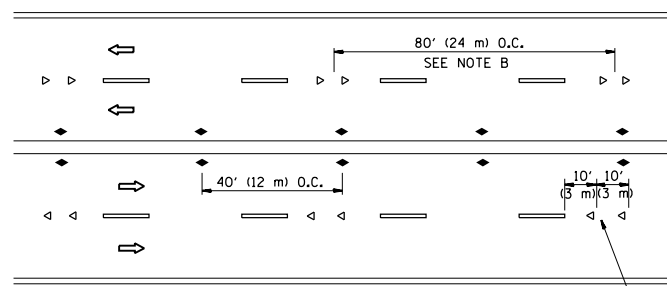
TWO-LANE/TWO-WAY



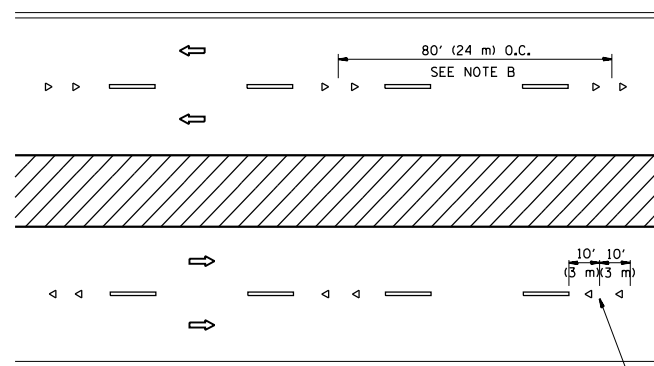
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

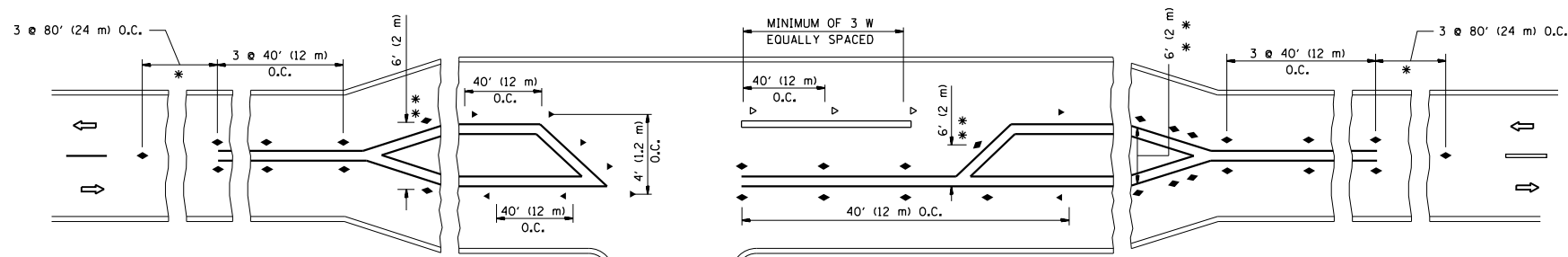
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

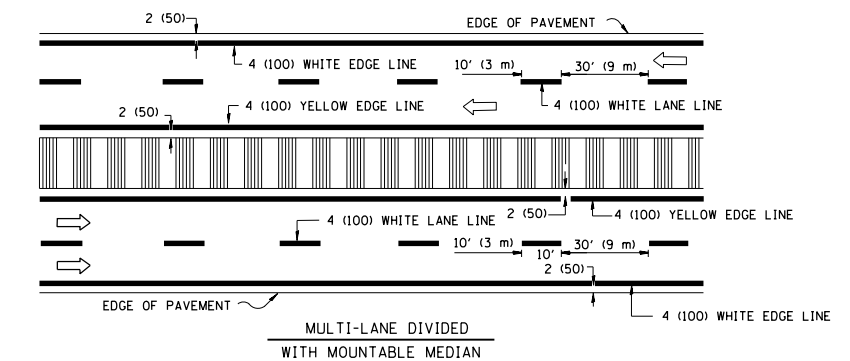
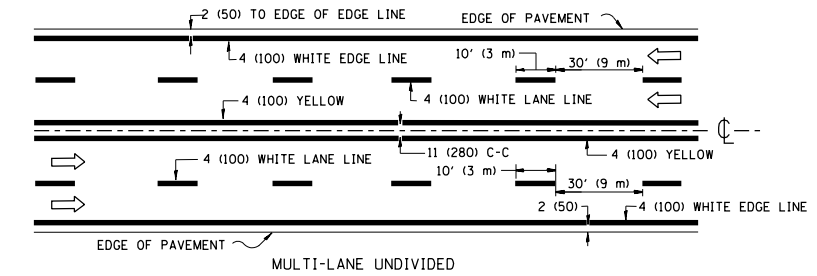
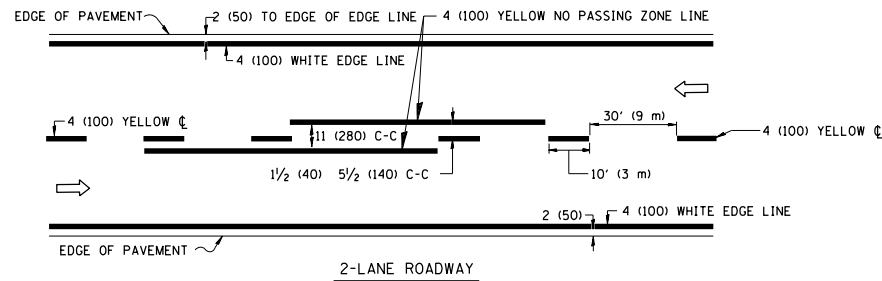
All dimensions are in inches (millimeters) unless otherwise shown.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

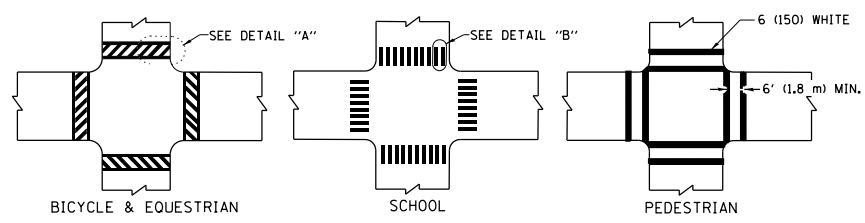
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-024RS	COOK	63	57
TC-11			CONTRACT NO. 62A81	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

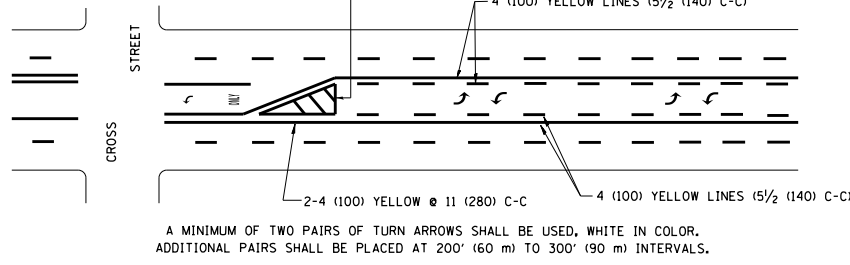
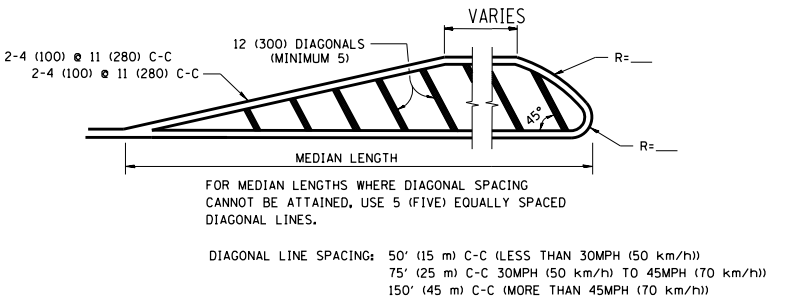
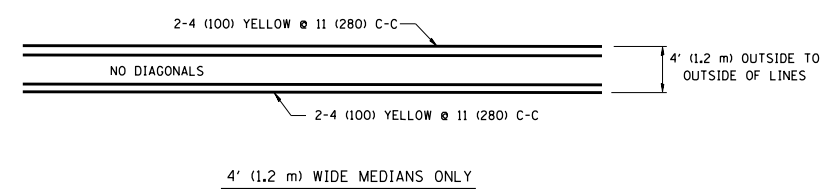


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

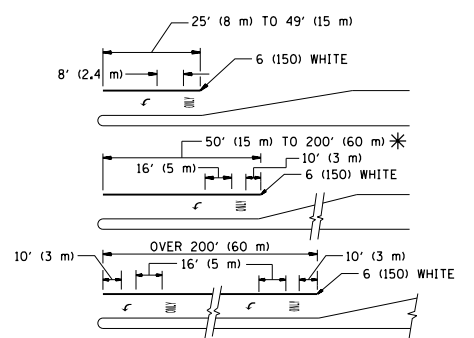
TYPICAL LANE AND EDGE LINE MARKING



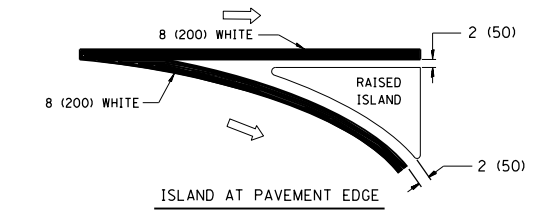
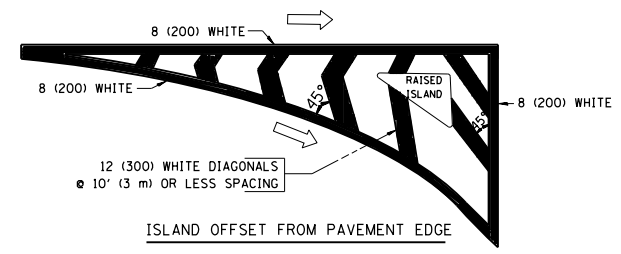
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING

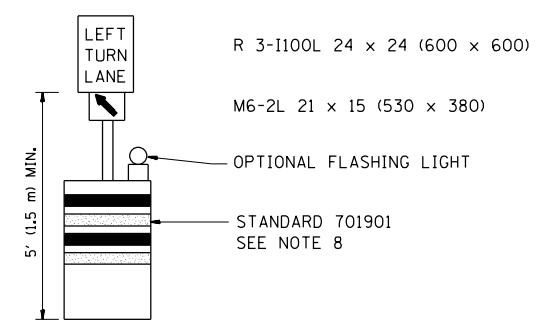
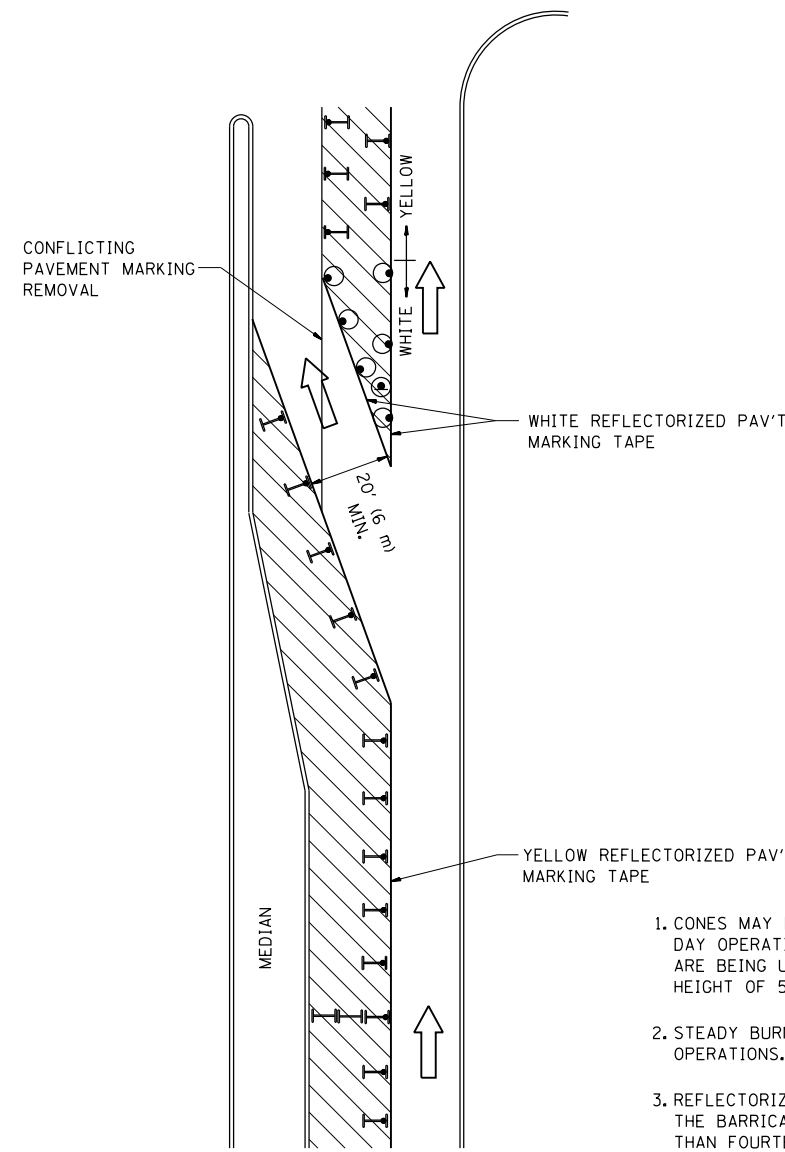


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²) EACH
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

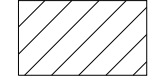







GENERAL NOTES

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

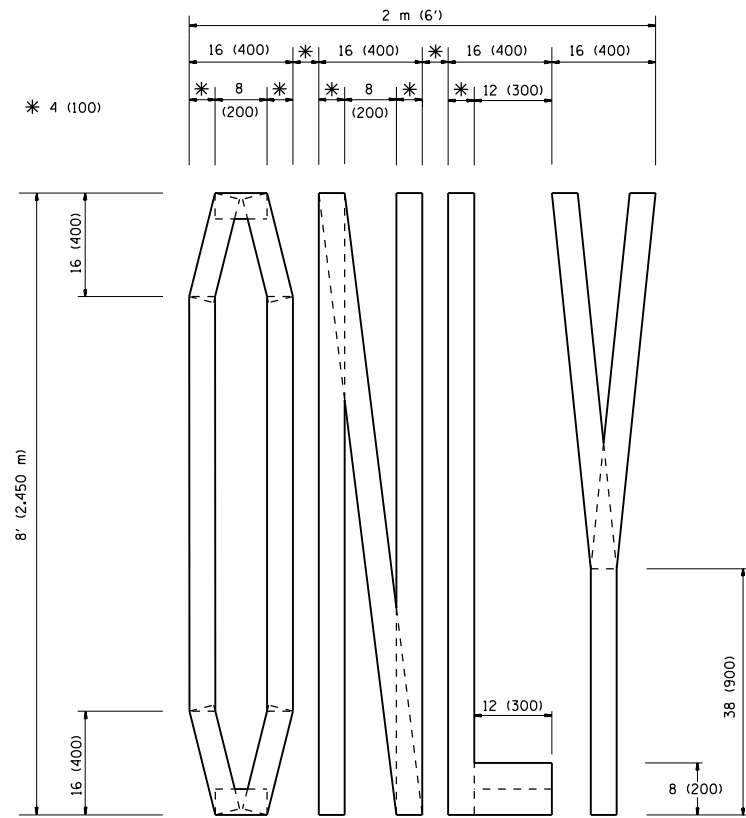
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = Bilgramisa	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
et:\pw\work\pwidot\bilgramisa\d0427922\HMA-Cook-North-DistStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/7/2015	REVISED -T, RAMMACHER 01-06-00	REVISED -

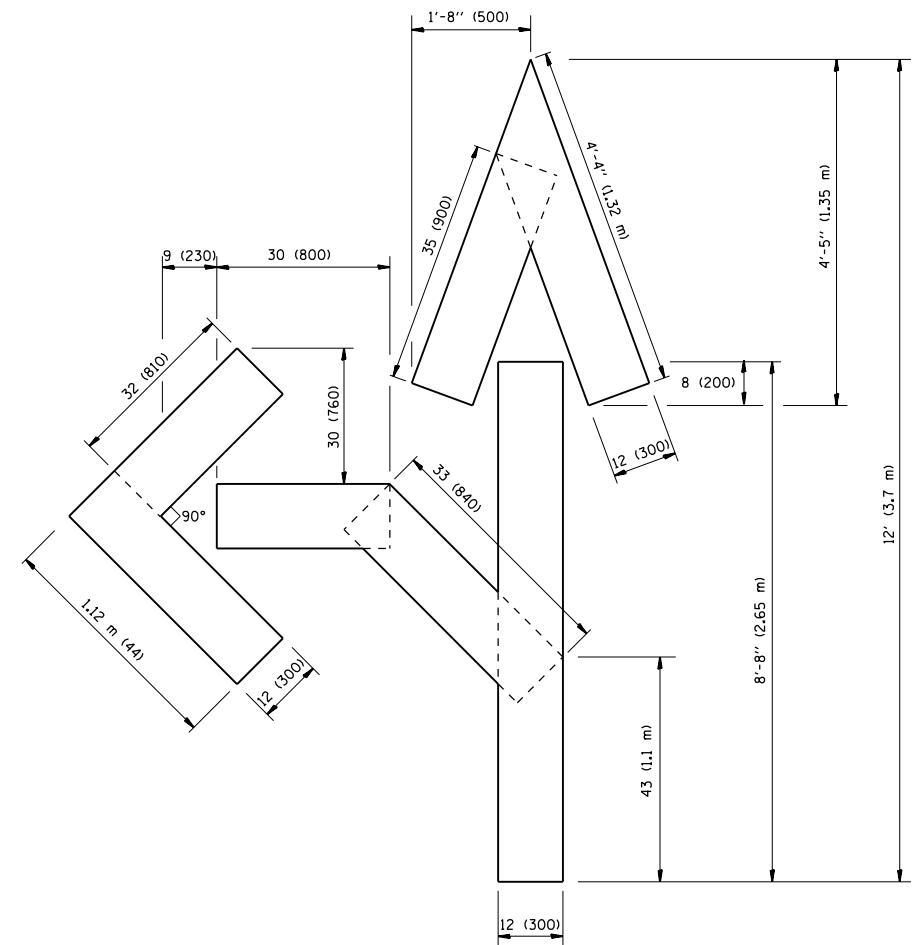
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

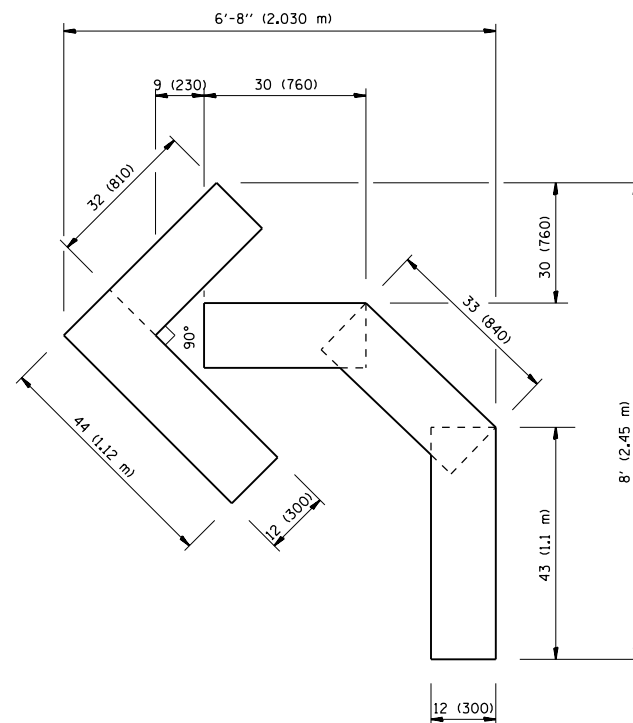
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-024RS	COOK	63	59
TC-14		CONTRACT NO. 62A81		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

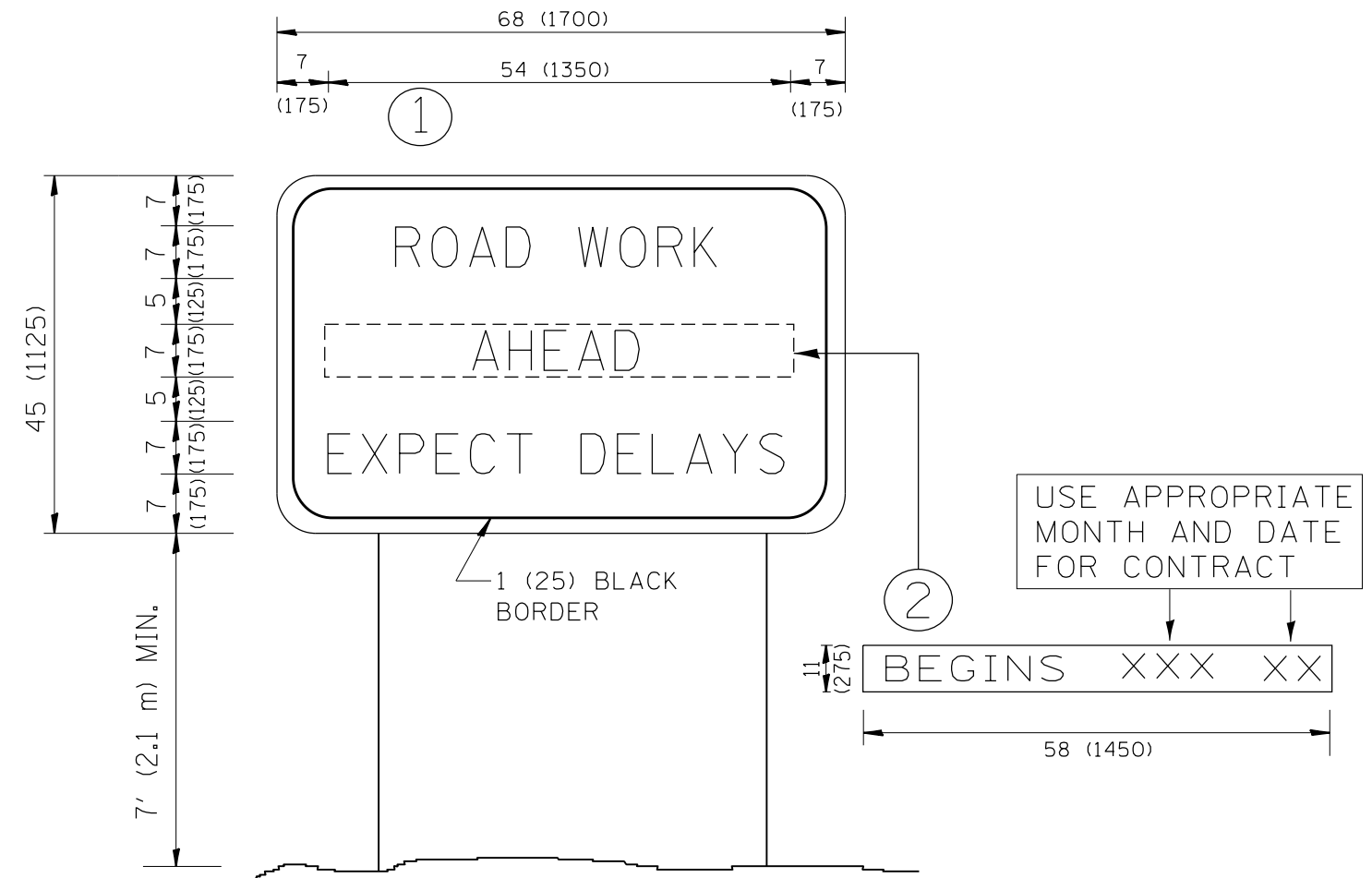
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et:\pw\work\p\dot\bilgramisa\d0427922\HMA-Cook-North-DistStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/7/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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	2015-024RS	COOK	63	60
TC-16		CONTRACT NO. 62A81		
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 = Bilgramisa	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pwork\pwork\bidot\bilgramisa\d0427922\HMA-Cook-North-DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/7/2015	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

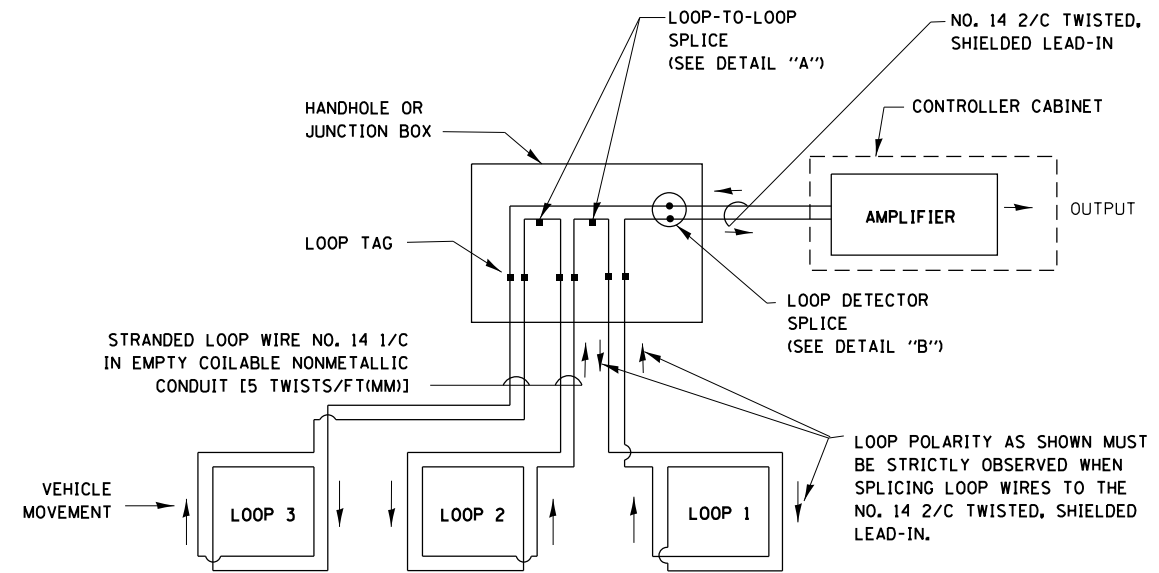
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-024RS	COOK	63	61
TC-22		CONTRACT NO. 62A81		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

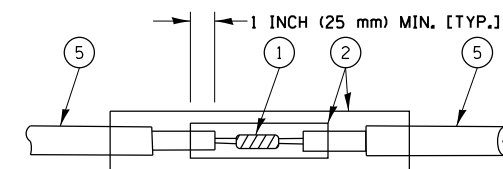
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

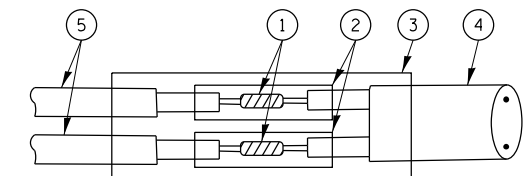


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



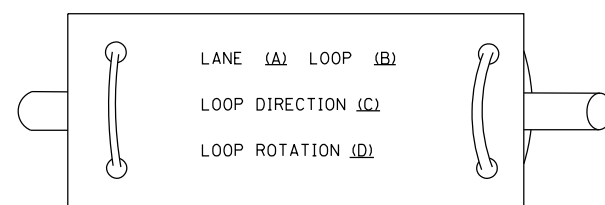
**DETAIL "A"
LOOP-TO-LOOP SPLICE**



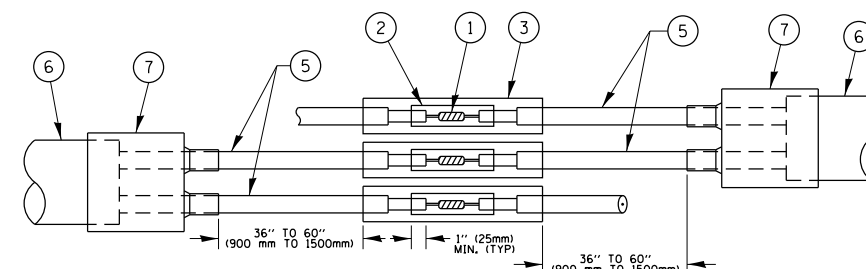
**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP

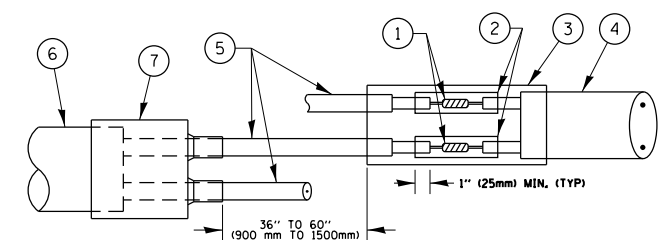
LOOP LEAD-IN CABLE TAG



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



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



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

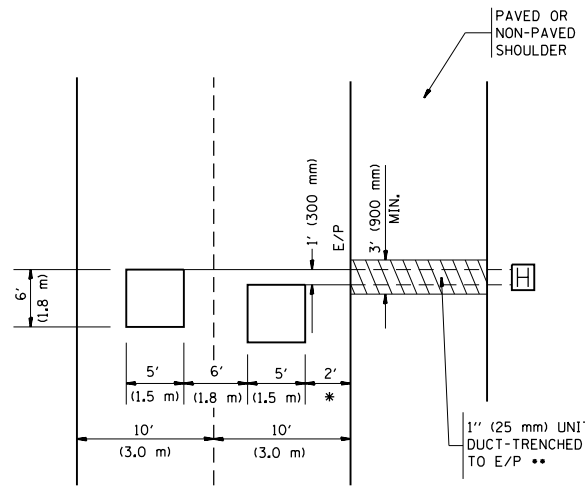
LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\bilgramisa\d0427922\HMA-Cook-North-DistStd.dgn	DRAWN - BCK	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	VAR	2015-024RS	COOK	63 62
PLOT SCALE = 100.0000' / in.	DATE - 10-28-09	REVISI	DATE -						TS-05		CONTRACT NO. 62A81	
PLOT DATE = 4/7/2015					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.



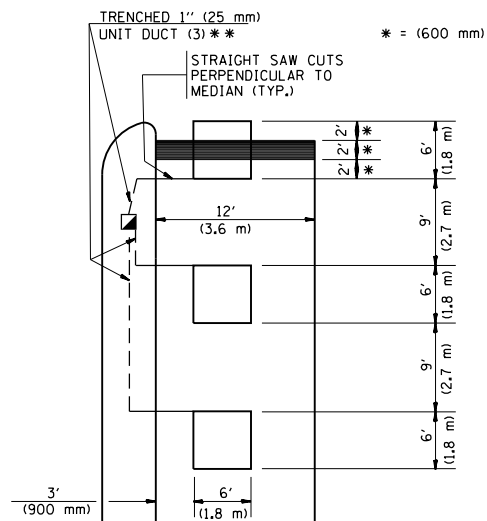
* = (600 mm)

** 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.



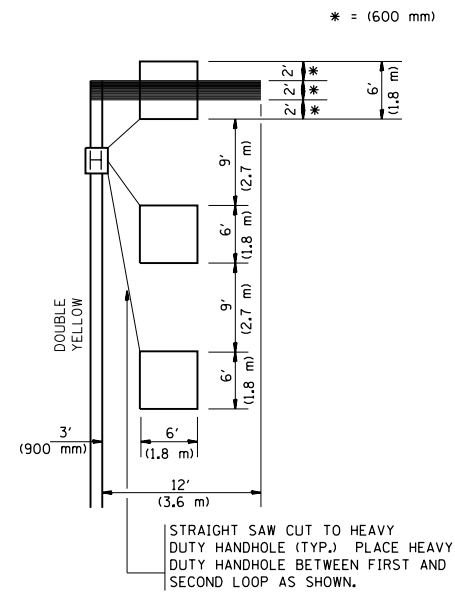
* = (600 mm)

** 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

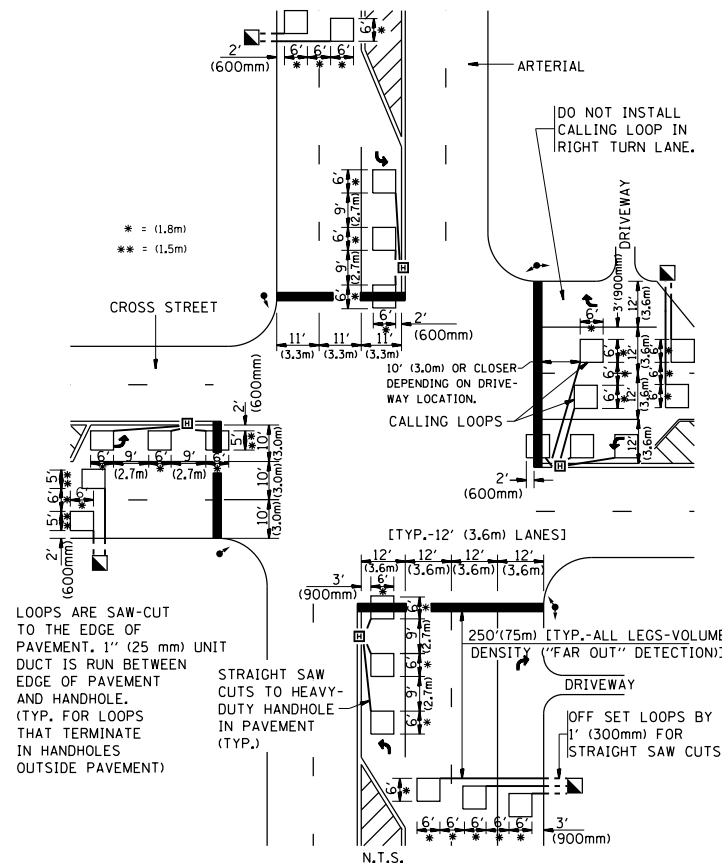
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

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

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



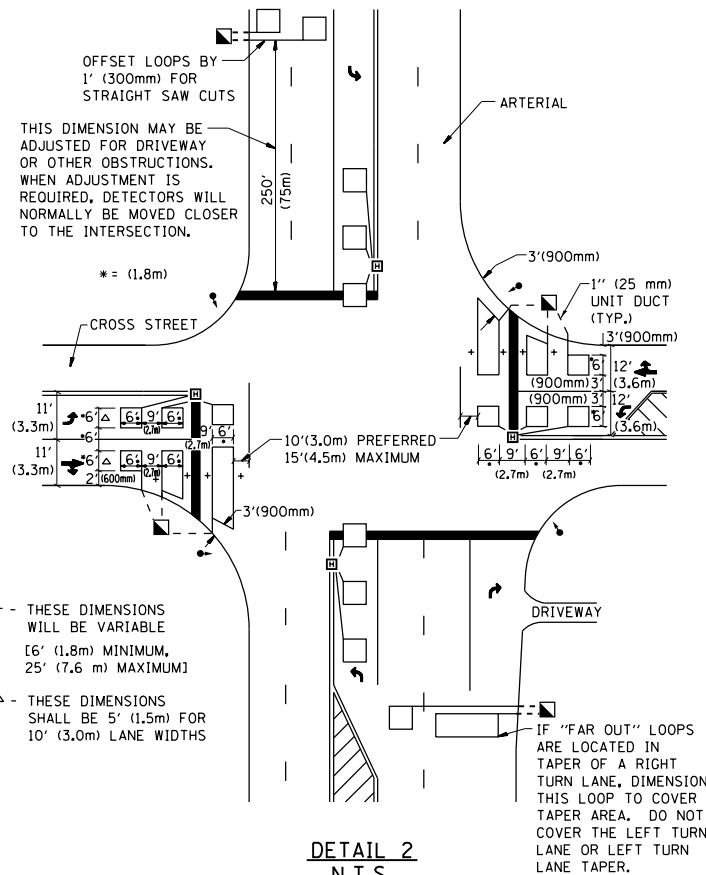
* = (1.8m)
** = (1.5m)

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.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = Bilgramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\bidot\bilgramisa\d0427922\HNA-Cook-North-DistStd.dgn		DRAWN -	REVISED -					VAR	2015-024RS	COOK	63	63
PLOT SCALE = 100.0000' / 1"		CHECKED - R.K.F.	REVISED -					TS-07		CONTRACT NO. 62A81		
PLOT DATE = 4/7/2015		DATE -	REVISED -					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					