

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

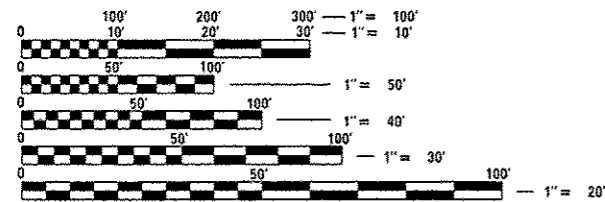
**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN:  
THE VILLAGE OF ALSIP  
THE VILLAGE OF CRESTWOOD  
THE VILLAGE OF FORD HEIGHTS  
THE VILLAGE OF GLENWOOD  
THE VILLAGE OF LEMONT  
THE VILLAGE OF LYNWOOD  
THE VILLAGE OF MATTESON  
THE VILLAGE OF MERRIONETTE PARK  
THE VILLAGE OF MIDLOTHIAN  
THE VILLAGE OF OAK LAWN  
THE VILLAGE OF ORLAND PARK  
THE VILLAGE OF PALOS PARK  
THE VILLAGE OF PARK FOREST  
THE VILLAGE OF TINLEY PARK  
THE VILLAGE OF WORTH  
THE CITY OF CHICAGO HEIGHTS  
THE CITY OF COUNTRY CLUB HILLS  
THE CITY OF OAK FOREST  
THE CITY OF PALOS HEIGHTS  
THE CITY OF PALOS HILLS

VARIOUS ROUTES  
SECTION: 2015-026RS  
VARIOUS LOCATIONS IN SOUTHERN COOK COUNTY  
INTERMITTENT RESURFACING  
COOK COUNTY  
C-91-329-15

FOR GENERAL LOCATION MAPS, SEE SHEET NO. 4



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. 62A83

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-026RS	COOK	30	1
ILLINOIS			CONTRACT NO. 62A83	

D-91-329-15



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED April 8 20 15

John F. [Signature]  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 20 15  
John D. Baranzelli P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 15  
Omer Osman P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	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
7-21	INTERMITTENT RESURFACING SCHEDULE	701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
22	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
23	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
24	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
25	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
26	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
27	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
28	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
29	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701901-04	TRAFFIC CONTROL DEVICES
30	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 PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT (708) 597-9800 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

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

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

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

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

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

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

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ N <sub>DES.</sub>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	OC / OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/50 YD<sup>3</sup>/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

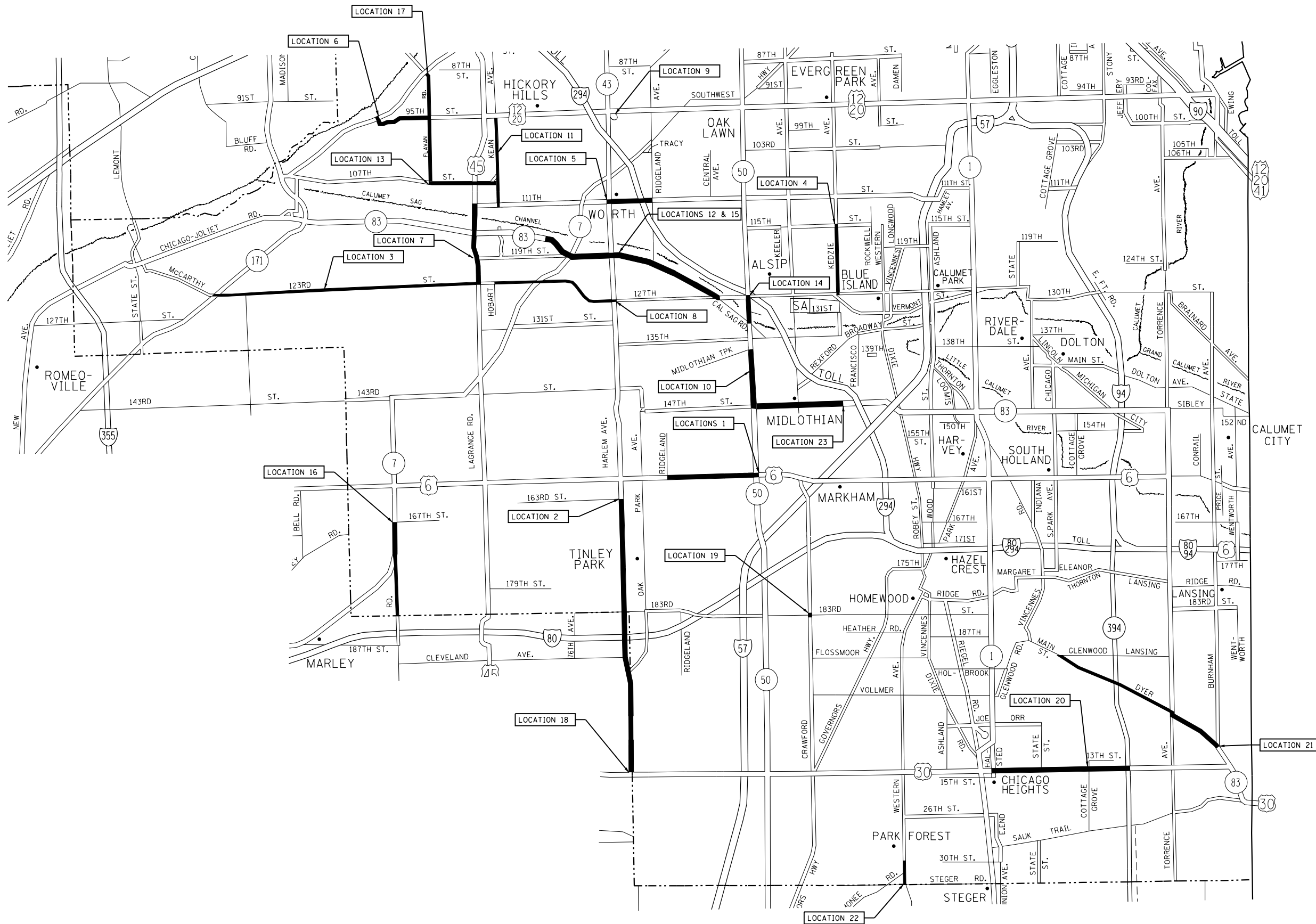
FILE NAME : c:\p\work\p\idot\bigramisa\04279221	USER NAME : bigramisa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	0-Cook-South.dgn	DRAWN -	REVISED -			VAR.	2015-026RS	COOK	30	2	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 62A83		ILLINOIS FED. AID PROJECT			
Default	PLOT DATE = 4/7/2015	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA.	TO STA.		

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	12217	12217				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANCEWAYS	TON	41	41				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	814	814				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3041	3041				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	27147	27147				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	LSUM	1	1				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2928	2928				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	976	976				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2023	2023				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	31797	31797				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	410	410				
* 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	220	220				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	342	342				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	914	914				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	914	914				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	957	957				
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	1080	1080				



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	PLOT DATE = 4/3/2015	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-02GR5	COOK	30	4
CONTRACT NO. 62A83			ILLINOIS FED. AID PROJECT	

	SUMMARY - SOUTHERN COOK COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	US 6 / 159TH ST. (CICERO AVE. TO RIDGELAND AVE.)	OAK FOREST	BREMEN	40-45 MPH	38,900 (2013)
LOC.2	NB IL 43 / HARLEM AVE. (183RD ST. TO 163RD ST.)	TINLEY PARK	BREMEN, ORLAND	40-45 MPH	37,900 (2013)
LOC.3	MCCARTHY RD. (US 45 TO IL 171)	LEMONT, PALOS PARK	LEMONT, PALOS	40-50 MPH	15,600 (2014)
LOC.4	KEDZIE AVE. (115TH ST. TO 127TH ST.)	ALSIP, MERRIONETTE PARK	WORTH	35-40 MPH	15,100 (2014)
LOC.5	111TH ST. (RIDGELAND AVE. TO HARLEM AVE.)	WORTH	WORTH	30 MPH	27,300 (2014)
LOC.6	95TH ST. (FLAVIN RD. / 104TH AVE. TO IL 171)	UNINCORPORATED	PALOS	30-40 MPH	2,950 (2014)
LOC.7	US 45 / LAGRANGE RD. (111TH ST. TO 123RD ST.)	PALOS PARK	PALOS	45 MPH	40,100 (2013)
LOC.8	MCCARTHY RD. (HARLEM AVE. TO HOBART AVE.)	PALOS PARK, PALOS HEIGHTS	PALOS	35 MPH	6,600 (2014)
LOC.9	95TH ST. RAMP (EB 95TH ST. TO NB HARLEM AVE.)	OAK LAWN	WORTH	N/A	2,500 (2012)
LOC.10	IL 50 / CICERO AVE. (147TH ST. TO MIDLOTHIAN TPKE.)	CRESTWOOD, MIDLOTHIAN	BREMEN	35 MPH	34,000 (2013)
LOC.11	KEAN AVE. (95TH ST. TO 111TH ST. )	PALOS HILLS	PALOS	35-40 MPH	2,400 (2014)
LOC.12	IL 83 / W. COLLEGE DR. / W. CAL SAG RD. (HARLEM AVE. TO 127TH ST.)	ALSIP, PALOS HEIGHTS	WORTH	35-45 MPH	28,900 (2013)
LOC.13	107TH ST. (FLAVIN RD. TO KEAN AVE.)	UNINCORPORATED	PALOS	50 MPH	5,400 (2014)
LOC.14	CICERO AVE. (131ST ST. TO IL 83)	ALSIP, CRESTWOOD	WORTH	35 MPH	39,100 (2013)
LOC.15	IL 83 (HARLEM AVE. TO HIGHWOOD DR.)	PALOS PARK, PALOS HEIGHTS	PALOS	35-40 MPH	16,700 (2013)
LOC.16	WOLF RD. (167TH ST. TO 183RD ST.)	ORLAND PARK	ORLAND	45 MPH	19,000 (2013)
LOC.17	FLAVIN RD. (107TH ST. TO IL 171)	UNINCORPORATED	PALOS	40-50 MPH	8,000 (2014)
LOC.18	NB IL 43 / HARLEM AVE. (183RD ST. TO US 30)	MATTESON, TINLEY PARK	RICH	45 MPH	35,600 (2013)
LOC.19	CRAWFORD AVE. (AT 183RD ST. INTERSECTION)	COUNTRY CLUB HILLS	BREMEN, RICH	40 MPH	13,600 (2014)
LOC.20	US 30 (IL 394 TO HALSTED ST.)	CHICAGO HEIGHTS, FORD HEIGHTS	BLOOM	35-40 MPH	19,000 (2013)
LOC.21	GLENWOOD DYER RD. (GLENWOOD LANSING RD. TO BURNHAM AVE.)	GLENWOOD, LYNWOOD	BLOOM	40-45 MPH	11,300 (2014)
LOC.22	WESTERN AVE. (SAUK TRAIL TO STEGER RD.)	PARK FOREST	BLOOM, RICH	35-40 MPH	13,000 (2014)
LOC.23	147TH ST. (CICERO AVE. TO KEDZIE AVE.)	MIDLOTHIAN	BREMEN	30-35 MPH	14,400 (2014)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROUTE INFORMATION  
VARIOUS LOCATIONS IN SOUTHERN COOK COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-026RS	COOK	30	5
CONTRACT NO. 62A83			ILLINOIS FED. AID PROJECT	

	SUMMARY - SOUTHERN COOK COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	US 6 / 159TH ST. (CICERO AVE. TO RIDGELAND AVE.)	419
LOC.2	NB IL 43 / HARLEM AVE. (183RD ST. TO 163RD ST.)	72
LOC.3	MCCARTHY RD. (US 45 TO IL 171)	806
LOC.4	KEDZIE AVE. (115TH ST. TO 127TH ST.)	195
LOC.5	111TH ST. (RIDGELAND AVE. TO HARLEM AVE.)	69
LOC.6	95TH ST. (FLAVIN RD. / 104TH AVE. TO IL 171)	79
LOC.7	US 45 / LAGRANGE RD. (111TH ST. TO 123RD ST.)	80
LOC.8	MCCARTHY RD. (HARLEM AVE. TO HOBART AVE.)	1,317
LOC.9	95TH ST. RAMP (EB 95TH ST. TO NB HARLEM AVE.)	194
LOC.10	IL 50 / CICERO AVE. (147TH ST. TO MIDLOTHIAN TPKE.)	691
LOC.11	KEAN AVE. (95TH ST. TO 111TH ST. )	533
LOC.12	IL 83 / W. COLLEGE DR. / W. CAL SAG RD. (HARLEM AVE. TO 127TH ST.)	121
LOC.13	107TH ST. (FLAVIN RD. TO KEAN AVE.)	218
LOC.14	CICERO AVE. (131ST ST. TO IL 83)	395
LOC.15	IL 83 (HARLEM AVE. TO HIGHWOOD DR.)	630
LOC.16	WOLF RD. (167TH ST. TO 183RD ST.)	741
LOC.17	FLAVIN RD. (107TH ST. TO IL 171)	221
LOC.18	NB IL 43 / HARLEM AVE. (183RD ST. TO US 30)	1,972
LOC.19	CRAWFORD AVE. (AT 183RD ST. INTERSECTION)	128
LOC.20	US 30 (IL 394 TO HALSTED ST.)	4,614
LOC.21	GLENWOOD DYER RD. (GLENWOOD LANSING RD. TO BURNHAM AVE.)	9,799
LOC.22	WESTERN AVE. (SAUK TRAIL TO STEGER RD.)	1,677
LOC.23	147TH ST. (CICERO AVE. TO KEDZIE AVE.)	2,176
	<b>SOUTHERN COOK COUNTY ARTERIAL TOTAL =</b>	<b>27,147</b>
		<b>SY</b>

ROUTE: US 6 / 159th St. (Cicero Ave. to Ridgeland 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						
Cicero Ave.		WB	1	12	50	600	67
		WB	2	12	50	600	67
	Laramie Ave.	WB	2	12	4	48	5
Ridgeland Ave.		EB	2	12	6	72	8
	Arroyo Dr.	EB	2	12	6	72	8
Arroyo Dr.		EB	2	12	4	48	5
	Central Ave.	EB	1	12	4	48	5
Central Ave.	Loel Ave.	EB	2	12	4	48	5
Loel Ave.	Lockwood Ave.	EB	2	12	60	720	80
Lockwood Ave.	Latrobe Ave.	EB	2	12	20	240	27
Latrobe Ave.	Laramie Ave.	EB	2	12	6	72	8
Laramie Ave.		EB	1	12	50	600	67
	Cicero Ave.	EB	2	12	50	600	67

**TOTALS:** **314** **419**  
**FT** **SY**

ROUTE: NB IL 43 / Harlem Ave. (183rd St. to 163rd St.)

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						
183rd St.		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	4	48	5
		NB	2	12	6	72	8
	163rd St.	NB	2	12	4	48	5
		NB	2	12	6	72	8

**TOTALS:** **54** **72**  
**FT** **SY**

ROUTE: McCarthy Rd. (US 45 to IL 171)

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 171		EB	1	12	8	96	11
		EB	1	4	100	400	44
		EB	1	10	10	100	11
		EB	1	4	25	100	11
		EB	1	12	10	120	13
		EB	1	12	6	72	8
		EB	1	6	6	36	4
Bell Rd.	Bell Rd.	EB	1	12	6	72	8
		EB	1	8	10	80	9
		EB	1	4	20	80	9
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	5	8	40	4
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Will-Cook Rd.	EB	1	6	14	84	9
Will-Cook Rd.		EB	1	4	25	100	11
		EB	1	5	20	100	11
		EB	1	5	15	75	8
		EB	1	5	10	50	6
		EB	1	5	10	50	6
		EB	1	4	20	80	9
		EB	1	6	10	60	7
		EB	1	6	12	72	8
		EB	1	6	12	72	8
	104th Ave.	EB	1	4	10	40	4
104th Ave.		EB	1	3	25	75	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	4	25	100	11
		EB	1	4	50	200	22
		EB	1	4	25	100	11
		EB	1	4	4	16	2
		EB	1	12	6	72	8
		EB	1	12	7	84	9
US 45	US 45	EB	1	4	10	40	4
		WB	1	12	6	72	8
		WB	1	4	50	200	22
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	15	4	60	7
		WB	1	4	20	80	9
		WB	1	12	4	48	5
		WB	1	12	10	120	13
104th Ave.	104th Ave.	WB	1	6	25	150	17
		WB	1	4	20	80	9
		WB	1	3	20	60	7
		WB	1	6	6	36	4
		WB	1	6	20	120	13
		WB	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	8	96	11
		WB	1	12	6	72	8

CONTINUED ON NEXT SHEET

ROUTE: McCarthy Rd. (US 45 to IL 171) (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						
		WB	1	6	6	36	4
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
	Wolf Rd.	WB	1	12	6	72	8
Wolf Rd.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	6	20	120	13
		WB	1	6	6	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Will-Cook Rd.	WB	1	12	8	96	11
Will-Cook Rd.		WB	1	12	6	72	8
		WB	1	3	20	60	7
		WB	1	4	20	80	9
	Bell Rd.	WB	1	4	50	200	22
Bell Rd.		WB	1	4	20	80	9
		WB	1	12	6	72	8
		WB	1	4	15	60	7
		WB	1	12	6	72	8
		WB	1	5	50	250	28
		WB	1	4	20	80	9
		WB	1	4	100	400	44
		WB	1	12	6	72	8
		WB	1	12	4	48	5
	IL 171	WB	1	12	4	48	5

**TOTALS:** **1217** **806**  
**FT** **SY**

ROUTE: Kedzie Ave. (115th St. to 127th St.)

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						
115th St.		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	5	60	7
		SB	2	12	4	48	5
		SB	2	12	5	60	7
		SB	2	12	4	48	5
		SB	2	12	20	240	27
		SB	2	12	20	240	27
		SB	2	12	4	48	5
	127th St.	SB	2	12	4	48	5
127th St.		NB	2	12	4	48	5
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	10	120	13
		NB	2	12	6	72	8
		NB	2	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	4	48	5
	115th St.	NB	2	12	4	48	5

**TOTALS:** **146** **195**  
**FT** **SY**

ROUTE: 111th St. (Ridgeland 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						
Harlem Ave.		EB	1	12	4	48	5
		EB	2	12	4	48	5
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Ridgeland Ave.	EB	1	12	6	72	8
Ridgeland Ave.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	5	60	7
	Harlem Ave.	WB	2	12	5	60	7

**TOTALS:** **52** **69**  
**FT** **SY**



ROUTE: 95th St. (Flavin Rd. / 104th Ave. to IL 171)

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						
Flavin Rd. / 104th Ave.		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	8	96	11
	IL 171	WB	1	12	4	48	5
IL 171		EB	1	12	4	48	5
		EB	1	12	5	60	7
	Flavin Rd. / 104th Ave.	EB	1	12	6	72	8

**TOTALS:** **59** **79**  
**FT** **SY**

ROUTE: US 45 / LaGrange Rd. (111th St. to 123rd St.)

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						
123rd St.		NB	2	12	40	480	53
	119th St.	NB	2	12	4	48	5
111th St.		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
	123rd St.	SB	2	12	4	48	5

**TOTALS:** **60** **80**  
**FT** **SY**

ROUTE: McCarthy Rd. (Harlem Ave. to Hobart 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						
Hobart Ave.		EB	1	5	50	250	28
		EB	1	5	50	250	28
		EB	1	5	50	250	28
		EB	1	5	50	250	28
		EB	1	5	100	500	56
		EB	1	5	50	250	28
		EB	1	5	100	500	56
		EB	1	5	100	500	56
		EB	1	5	100	500	56
		EB	1	5	50	250	28
	Southwest Hwy.	EB	1	5	50	250	28
Southwest Hwy.		EB	1	3	100	300	33
		EB	1	5	200	1000	111
	80th Ave.	EB	1	5	200	1000	111
80th Ave.	76th Ave.	EB	1	5	50	250	28
76th Ave.	Harlem Ave.	EB	1	3	100	300	33
76th Ave.		WB	1	5	200	1000	111
	80th Ave.	WB	1	5	200	1000	111
Southwest Hwy.		WB	1	5	50	250	28
		WB	1	5	50	250	28
		WB	1	5	300	1500	167
	Hobart Ave.	WB	1	5	50	250	28

**TOTALS:** **2450** **1317**  
**FT** **SY**

ROUTE: 95th St. Ramp (EB 95th St. to NB 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						
EB 95th St.		NB	Ramp	20	50	1000	111
		NB	Ramp	5	50	250	28
		NB	Ramp	5	50	250	28
	NB Harlem Ave.	NB	Ramp	5	50	250	28

**TOTALS:** **200** **194**  
**FT** **SY**



ROUTE: IL 83 / W. College Dr. / W. Cal Sag Rd. (Harlem Ave. to 127th St.)

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						
Harlem Ave.		EB	1	3	20	60	7
	Ridgeland Ave.	EB	1	3	50	150	17
Ridgeland Ave.		EB	1	3	100	300	33
		EB	1	5	50	250	28
	127th St.	EB	1	3	30	90	10
127th St.	Ridgeland Ave.	WB	1	3	30	90	10
Ridgeland Ave.	Harlem Ave.	WB	1	3	50	150	17

**TOTALS:** **330** **121**  
**FT** **SY**

ROUTE: 107th St. (Flavin Rd. to Kean 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						
Flavin Rd.		EB	1	5	50	250	28
		EB	1	5	50	250	28
		EB	1	5	50	250	28
		EB	1	5	10	50	6
		EB	1	5	12	60	7
		EB	1	5	12	60	7
	LaGrange Rd.	EB	1	5	12	60	7
LaGrange Rd.	Kean Ave.	EB	1	5	50	250	28
Kean Ave.	LaGrange Rd.	WB	1	5	50	250	28
LaGrange Rd.		WB	1	5	12	60	7
		WB	SHLDR	3	100	300	33
	Flavin Rd.	WB	1	5	12	60	7

**TOTALS:** **432** **218**  
**FT** **SY**

ROUTE: Cicero Ave. (131st St. to IL 83)

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						
131st. St.		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	Cal Sag Bridge	NB	2	12	6	72	8
Cal Sag Bridge		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	IL 83	NB	2	12	6	72	8
IL 83		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	20	240	27
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	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	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	LTL	12	6	72	8
		SB	LTL	12	6	72	8
	Cal Sag Bridge	SB	LTL	12	6	72	8
Cal Sag Bridge		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	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
	131st. St.	SB	1	12	6	72	8

**TOTALS:** **296** **395**  
**FT** **SY**

ROUTE: IL 83 (Harlem Ave. to Highwood Dr.)

Table with columns: FROM, TO, DIRECTION, LANE NO., PAVEMENT PATCH WIDTH, PAVEMENT PATCH LENGTH, REPAIR AREA (SQ FT), REPAIR AREA (SQ YD). Rows include Harlem Ave. to 76th Ave., 76th Ave. to IL 7, IL 7 to Highwood Dr., Highwood Dr. to IL 7, IL 7 to 76th Ave., and 76th Ave. to Harlem Ave.

TOTALS: 790 FT 630 SY

ROUTE: Wolf Rd. (167th St. to 183rd St.)

Table with columns: FROM, TO, DIRECTION, LANE NO., PAVEMENT PATCH WIDTH, PAVEMENT PATCH LENGTH, REPAIR AREA (SQ FT), REPAIR AREA (SQ YD). Rows include 183rd St. (multiple entries), 179th St., and US 6.

ROUTE: Wolf Rd. (167th St. to 183rd St.) (Continued)

Table with columns: FROM, TO, DIRECTION, LANE NO., PAVEMENT PATCH WIDTH, PAVEMENT PATCH LENGTH, REPAIR AREA (SQ FT), REPAIR AREA (SQ YD). Rows include 167th St., US 6, 179th St., and 183rd St.

TOTALS: 556 FT 741 SY

Metadata table with fields: FILE NAME, USER NAME, DESIGNED, REVISIONS, DRAWN, CHECKED, DATE, PLOT SCALE, PLOT DATE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

Project information table with fields: INTERMITTENT RESURFACING SCHEDULE, IL 83 AND WOLF RD., SCALE, SHEET OF SHEETS, STA. TO STA., F.A. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.





ROUTE: US 30 (IL 394 to Halsted St.) (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						
Wentworth Ave.		WB	2	12	30	360	40
		WB	2	12	15	180	20
		WB	2	12	15	180	20
		WB	2	6	50	300	33
		WB	2	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	6	50	300	33
	Center Ave.	WB	2	12	10	120	13
Center Ave.		WB	2	12	10	120	13
		WB	2	12	20	240	27
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	East End Ave.	WB	2	12	15	180	20
East End Ave.		WB	2	12	200	2400	267
	Halsted St.	WB	2	12	6	72	8
End of Concrete, E of Bridge		WB	1	12	10	120	13
		WB	1	12	6	72	8
	IL 394 Bridge	WB	1	12	6	72	8
IL 394 Bridge		WB	1	12	6	72	8
		WB	1	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	15	180	20
	Woodlawn Ave.	WB	1	12	6	72	8
Woodlawn Ave.		WB	1	12	6	72	8
	Ellis Ave.	WB	1	12	6	72	8
Ellis Ave.	Cottage Grove Ave.	WB	1	12	15	180	20
Cottage Grove Ave.	Ford Plant	WB	1	12	6	72	8
Ford Plant		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	6	72	8
	State St.	WB	1	12	10	120	13
State St.	Wentworth Ave.	WB	1	12	15	180	20
Wentworth Ave.		WB	1	12	10	120	13
		WB	1	12	20	240	27
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	1	12	10	120	13
		WB	1	12	40	480	53
		WB	1	12	20	240	27
		WB	1	12	20	240	27
	Center Ave.	WB	1	12	15	180	20
Center Ave.		WB	1	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	15	180	20
		WB	1	12	30	360	40
		WB	1	12	15	180	20
	East End Ave.	WB	1	12	15	180	20
East End Ave.		WB	1	12	150	1800	200
	Halsted St.	WB	1	12	6	72	8
Halsted St.		EB	2	12	6	72	8
	East End Ave.	EB	2	12	10	120	13

ROUTE: US 30 (IL 394 to Halsted St.) (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						
East End Ave.		EB	2	12	10	120	13
		EB	2	12	6	72	8
		EB	2	6	50	300	33
		EB	2	12	15	180	20
		EB	2	12	15	180	20
	Center Ave.	EB	2	6	150	900	100
Center Ave.		EB	2	12	6	72	8
		EB	2	12	10	120	13
		EB	2	6	75	450	50
		EB	2	12	15	180	20
		EB	2	12	30	360	40
		EB	2	12	10	120	13
		EB	2	12	45	540	60
	Wentworth Ave.	EB	2	12	10	120	13
Wentworth Ave.		EB	2	6	50	300	33
		EB	2	12	20	240	27
		EB	2	12	50	600	67
		EB	2	6	100	600	67
	State St.	EB	2	6	75	450	50
State St.		EB	2	12	10	120	13
		EB	2	6	100	600	67
		EB	2	6	250	1500	167
		EB	2	6	100	600	67
		EB	2	12	6	72	8
		EB	2	6	75	450	50
		EB	2	12	30	360	40
		EB	2	12	10	120	13
	Ford Plant	EB	2	12	15	180	20
Ford St.	Cottage Grove Ave.	EB	2	12	6	72	8
Cottage Grove Ave.		EB	2	12	10	120	13
	Ellis Ave.	EB	2	6	50	300	33
Ellis Ave.		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	6	150	900	100
	Woodlawn Ave.	EB	2	12	10	120	13
Woodlawn Ave.		EB	2	12	6	72	8
		EB	2	6	75	450	50
		EB	2	6	150	900	100
		EB	2	12	6	72	8
		EB	2	12	35	420	47
		EB	2	12	6	72	8
		EB	2	12	25	300	33
		EB	2	12	10	120	13
	IL 394 Bridge	EB	2	12	15	180	20
IL 394 Bridge		EB	2	12	6	72	8
	End of Concrete, E of Bridge	EB	2	12	6	72	8
Halsted St.		EB	1	12	25	300	33
		EB	1	12	25	300	33
	East End Ave.	EB	1	12	75	900	100
East End Ave.		EB	1	12	15	180	20
		EB	1	12	10	120	13
		EB	1	12	15	180	20
		EB	1	12	10	120	13
	Center Ave.	EB	1	12	10	120	13

CONTINUED ON NEXT SHEET

ROUTE: US 30 (IL 394 to Halsted St.) (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						
Center Ave.		EB	1	12	10	120	13
		EB	1	12	15	180	20
		EB	1	12	50	600	67
		EB	1	12	15	180	20
		EB	1	12	25	300	33
		EB	1	12	55	660	73
	Wentworth Ave.	EB	1	12	10	120	13
Wentworth Ave.		EB	1	12	6	72	8
		EB	1	12	10	120	13
	State St.	EB	1	12	20	240	27
State St.		EB	1	12	6	72	8
		EB	1	12	10	120	13
		EB	1	12	15	180	20
		EB	1	12	10	120	13
		EB	1	12	15	180	20
		EB	1	12	20	240	27
		EB	1	12	15	180	20
		EB	1	12	10	120	13
		EB	1	5	100	500	56
		EB	1	6	100	600	67
	Ford Plant	EB	1	6	100	600	67
Ford Plant	Cottage Grove Ave.	EB	1	6	50	300	33
Cottage Grove Ave.		EB	1	12	10	120	13
	Ellis Ave.	EB	1	12	20	240	27
Ellis Ave.		EB	1	12	6	72	8
	Woodlawn Ave.	EB	1	12	10	120	13
Woodlawn Ave.		EB	1	12	15	180	20
		EB	1	12	15	180	20
		EB	1	6	75	450	50
		EB	1	12	10	120	13
		EB	1	12	10	120	13
		EB	1	12	6	72	8
	IL 394 Bridge	EB	1	6	75	450	50
IL 394 Bridge		EB	1	12	6	72	8
	End of Concrete, E of Bridge	EB	1	12	6	72	8

TOTALS: 4689 FT 4614 SY

ROUTE: Glenwood Dyer Rd. (Glenwood Lansing Rd. to Burnham 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						
Burnham Ave.		NB	1	6	20	120	13
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	6	150	900	100
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	50	300	33
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	50	300	33
	Torrence Ave.	NB	1	12	10	120	13
Torrence Ave.		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	12	20	240	27
		NB	1	6	150	900	100
		NB	1	6	150	900	100
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	500	3000	333
		NB	1	6	120	720	80
		NB	1	12	15	180	20
		NB	1	12	50	600	67
		NB	1	6	150	900	100
		NB	1	6	200	1200	133
		NB	1	12	6	72	8
		NB	1	6	50	300	33
		NB	1	12	6	72	8
		NB	1	12	15	180	20
		NB	1	6	250	1500	167
		NB	1	12	10	120	13
		NB	1	12	6	72	8
	Stoney Island Ave.	NB	1	6	50	300	33
Stoney Island Ave.		NB	1	16	15	240	27
		NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	12	10	120	13
	IL 394 NB	NB	1	12	10	120	13
IL 394 NB		NB	1	12	6	72	8
	IL 394 SB	NB	1	12	6	72	8
IL 394 SB		NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	12	40	480	53
		NB	1	16	6	96	11
		NB	1	6	150	900	100
		NB	1	10	100	1000	111
		NB	1	6	20	120	13
		NB	1	12	6	72	8
		NB	1	12	15	180	20

CONTINUED ON NEXT SHEET



ROUTE: Glenwood Dyer Rd. (Glenwood Lansing Rd. to Burnham 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						
IL 394 SB (Cont.)		NB	1	6	500	3000	333
		NB	1	12	10	120	13
		NB	1	6	150	900	100
		NB	1	12	6	72	8
		NB	1	6	75	450	50
		NB	1	6	50	300	33
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	6	75	450	50
	Cottage Grove Ave.	NB	1	12	6	72	8
Cottage Grove Ave.		NB	1	12	6	72	8
		NB	1	12	20	240	27
		NB	1	6	150	900	100
		NB	1	12	6	72	8
		NB	1	6	300	1800	200
		NB	1	12	15	180	20
		NB	1	6	200	1200	133
		NB	1	12	6	72	8
		NB	1	6	100	600	67
		NB	1	12	20	240	27
		NB	1	12	6	72	8
		NB	RTL	12	6	72	8
		NB	RTL	12	6	72	8
		NB	RTL	12	10	120	13
		NB	LTL	12	6	72	8
		NB	LTL	12	6	72	8
		NB	LTL	12	10	120	13
	Glenwood Lansing Rd.	NB	LTL	12	30	360	40
Glenwood Lansing Rd.		SB	1	12	40	480	53
		SB	1	12	20	240	27
		SB	1	6	10	60	7
		SB	1	12	6	72	8
		SB	1	6	500	3000	333
		SB	1	12	6	72	8
		SB	1	6	50	300	33
		SB	1	10	12	120	13
		SB	1	6	300	1800	200
		SB	1	12	25	300	33
		SB	1	6	500	3000	333
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	6	100	600	67
		SB	1	12	20	240	27
	Cottage Grove Ave.	SB	1	12	15	180	20
Cottage Grove Ave.		SB	1	12	20	240	27
		SB	1	6	75	450	50
		SB	1	6	200	1200	133
		SB	1	12	20	240	27
		SB	1	12	15	180	20
		SB	1	6	300	1800	200
		SB	1	12	15	180	20
		SB	1	6	175	1050	117
		SB	1	12	10	120	13
		SB	1	12	20	240	27
		SB	1	6	500	3000	333
		SB	1	12	10	120	13
		SB	1	12	10	120	13

ROUTE: Glenwood Dyer Rd. (Glenwood Lansing Rd. to Burnham 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						
Cottage Grove Ave. (Cont.)		SB	1	12	250	3000	333
		SB	1	6	125	750	83
		SB	1	12	20	240	27
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	IL 394 SB	SB	1	12	6	72	8
IL 394 SB		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	IL 394 NB	SB	1	12	20	240	27
IL 394 NB		SB	1	12	15	180	20
		SB	1	6	100	600	67
		SB	1	12	6	72	8
		SB	1	5	400	2000	222
		SB	1	12	15	180	20
		SB	1	12	12	144	16
		SB	1	6	250	1500	167
		SB	1	12	30	360	40
		SB	1	12	50	600	67
		SB	1	6	150	900	100
		SB	1	12	6	72	8
		SB	1	12	50	600	67
		SB	1	6	350	2100	233
		SB	1	12	10	120	13
		SB	1	6	200	1200	133
		SB	1	12	10	120	13
		SB	1	6	75	450	50
		SB	1	6	50	300	33
		SB	1	12	10	120	13
		SB	1	12	10	120	13
	Stoney Island Ave.	SB	1	12	6	72	8
Stoney Island Ave.		SB	1	12	6	72	8
		SB	1	15	12	15	20
		SB	1	100	6	100	67
		SB	1	6	12	6	8
		SB	1	400	6	400	267
		SB	1	15	12	15	20
		SB	1	12	12	12	16
		SB	1	250	6	250	167
		SB	1	30	12	30	40
		SB	1	50	12	50	67
		SB	1	150	6	150	100
		SB	1	6	12	6	8
		SB	1	50	12	50	67
		SB	1	350	6	350	233
		SB	1	10	12	10	13
		SB	1	200	6	200	133
		SB	1	10	12	10	13
		SB	1	75	6	75	50
		SB	1	50	6	50	33
		SB	1	10	12	10	13
		SB	1	10	12	10	13
	Torrence Ave.	SB	1	6	12	6	8

CONTINUED ON NEXT SHEET

ROUTE: Glenwood Dyer Rd. (Glenwood Lansing Rd. to Burnham Ave.) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
Torrence Ave.		SB	1	18	20	360	40
		SB	1	6	40	240	27
		SB	1	12	10	120	13
		SB	1	12	20	240	27
		SB	1	6	100	600	67
		SB	1	6	20	120	13
		SB	1	6	50	300	33
		SB	1	6	150	900	100
		SB	1	6	20	120	13
		SB	1	6	75	450	50
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	6	75	450	50
		SB	1	6	50	300	33
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	30	360	40
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	50	600	67
North of Torrence Ave.			CTL	12	6	72	8
			CTL	12	10	120	13
			CTL	12	25	300	33
			CTL	12	10	120	13
	North of Torrence Ave.		CTL	6	20	120	13
At Stoney Island Ave.	South of Intersection		LTL	12	10	120	13
At Stoney Island Ave.	South of Intersection		LTL	12	10	120	13
At Stoney Island Ave.	North of Intersection		LTL	12	6	72	8
At Stoney Island Ave.	North of Intersection		LTL	12	6	72	8
At Stoney Island Ave.	North of Intersection		LTL	12	10	120	13
At Stoney Island Ave.	North of Intersection		LTL	12	10	120	13
At Stoney Island Ave.	North of Intersection		LTL	12	6	72	8
At Stoney Island Ave.	North of Intersection		LTL	12	15	180	20
SB to NB IL 394			CTL	12	10	120	13
SB to NB IL 394			CTL	12	6	72	8
NB to SB IL 394			CTL	12	6	72	8
NB to SB IL 394			CTL	12	6	72	8
NB at Cottage Grove Ave.			LTL	12	10	120	13
NB at Cottage Grove Ave.			LTL	12	6	72	8
NB at Cottage Grove Ave.			LTL	12	15	180	20
SB at Cottage Grove Ave.			LTL	12	20	240	27
SB at Cottage Grove Ave.			LTL	12	6	72	8
SB at Cottage Grove Ave.			LTL	12	10	120	13

**TOTALS: 10906 FT 9799 SY**

ROUTE: Western Ave. (Sauk Trail to Steger Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT		REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO			PATCH WIDTH	PATCH LENGTH		
Sauk Trail	Monee Rd.	SB	2	12	6	72.0	8.0
Monee Rd.		SB	2	12	6	72.0	8.0
		SB	2	12	45	540.0	60.0
		SB	2	12	100	1200.0	133.3
		SB	2	12	75	900.0	100.0
		SB	2	12	45	540.0	60.0
		SB	2	12	50	600.0	66.7
		SB	2	12	10	120.0	13.3
		SB	2	12	25	300.0	33.3
		SB	2	12	20	240.0	26.7
		SB	1	12	35	420.0	46.7
		SB	1	12	75	900.0	100.0
		SB	1	12	150	1800.0	200.0
		SB	1	12	15	180.0	20.0
		SB	1	12	10	120.0	13.3
	Steger Rd.	SB	1	12	15	180.0	20.0
Steger Rd.		NB	2	12	10	120.0	13.3
		NB	2	12	25	300.0	33.3
		NB	2	12	50	600.0	66.7
		NB	2	12	150	1800.0	200.0
		NB	2	12	75	900.0	100.0
		NB	2	12	35	420.0	46.7
Monee Rd.	Monee Rd.	NB	2	12	10	120.0	13.3
Steger Rd.	Sauk Trail	NB	2	12	6	72.0	8.0
		NB	1	12	25	300.0	33.3
		NB	1	12	10	120.0	13.3
		NB	1	12	15	180.0	20.0
		NB	1	12	100	1200.0	133.3
		NB	1	12	20	240.0	26.7
		NB	1	12	10	120.0	13.3
at Steger Rd.	Monee Rd.	NB	1	12	10	120.0	13.3
		SB	LTL	12	35	420.0	46.7

**TOTALS: 1258 FT 1677 SY**

FILE NAME =	USER NAME = Bilgrmise	DESIGNED -	REVISED -
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Default		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERMITTENT RESURFACING SCHEDULE  
GLENWOOD DYER RD. AND WESTERN AVE.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-026RS	COOK	30	18
CONTRACT NO. 62A83				
ILLINOIS FED. AID PROJECT				





ROUTE: 147th St. (Cicero Ave. to Kedzie 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						
Pulaski Rd.		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	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	2	12	6	72	8
Keeler Ave.	Keeler Ave.	WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
Kilbourn Ave.	Kilbourn Ave.	WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		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	2	12	6	72	8
		WB	2	12	6	72	8
Cicero Ave.	Cicero Ave.	WB	2	12	6	72	8

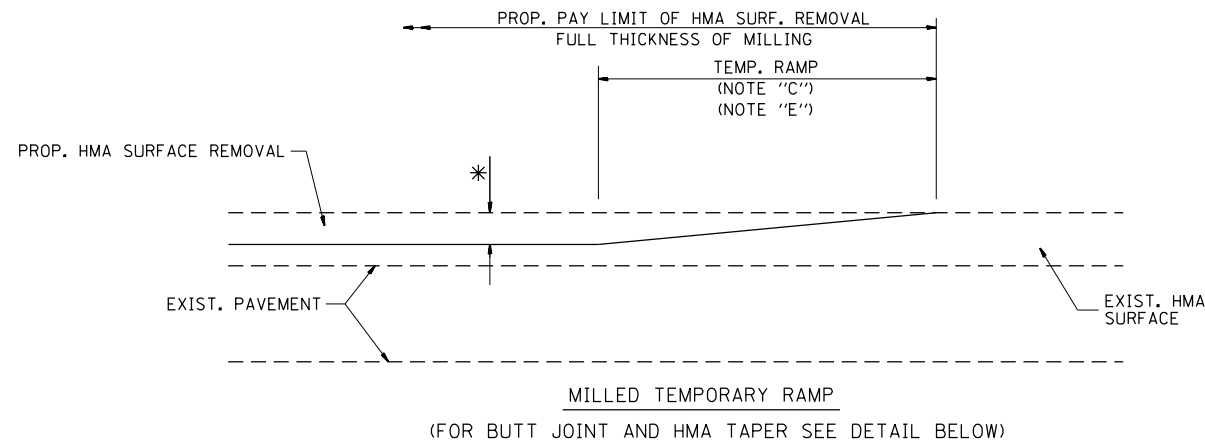
**TOTALS: 1632 FT 2176 SY**

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	PLOT DATE = 4/3/2015	DATE -	REVISED -

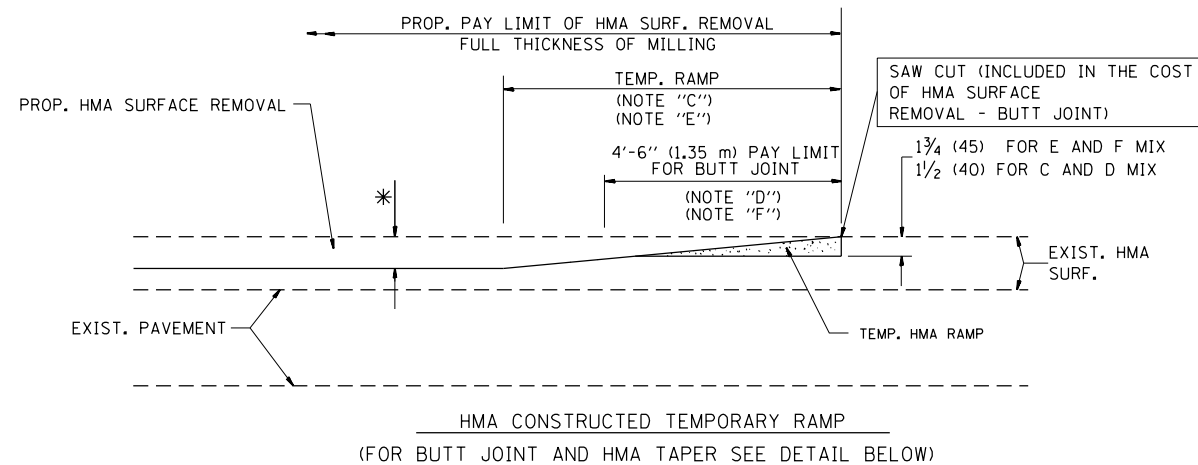
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>INTERMITTENT RESURFACING SCHEDULE</b>			
<b>147TH ST</b>			
SCALE:	SHEET	OF	SHEETS
		STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-026RS	COOK	30	21
		CONTRACT NO. 62A83		
ILLINOIS FED. AID PROJECT				

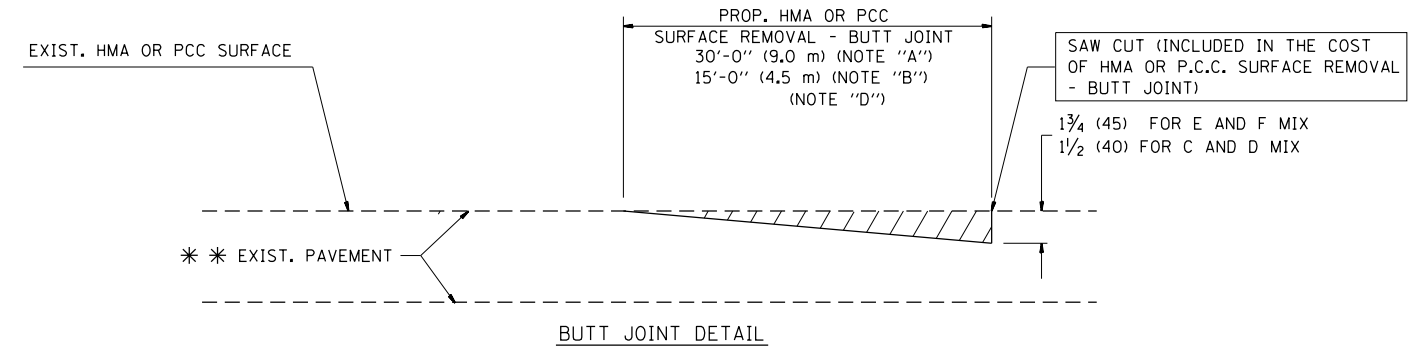


**OPTION 1**

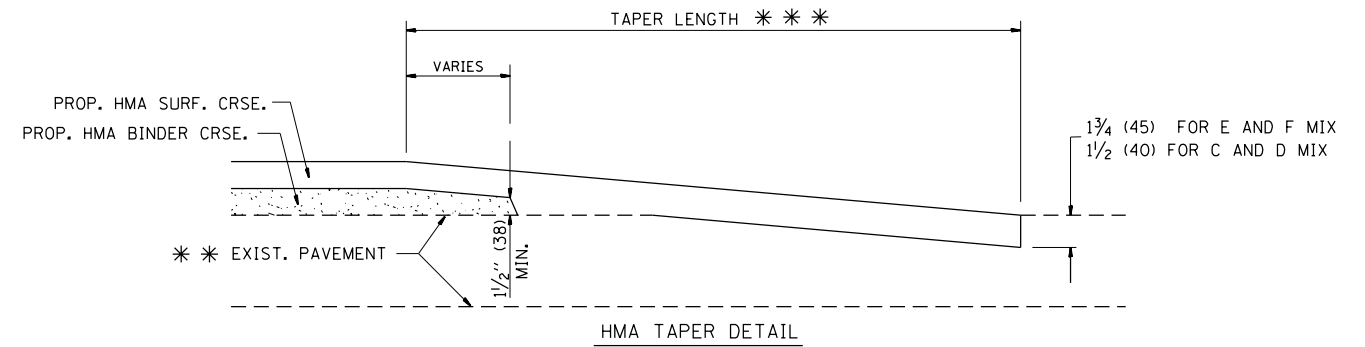


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

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

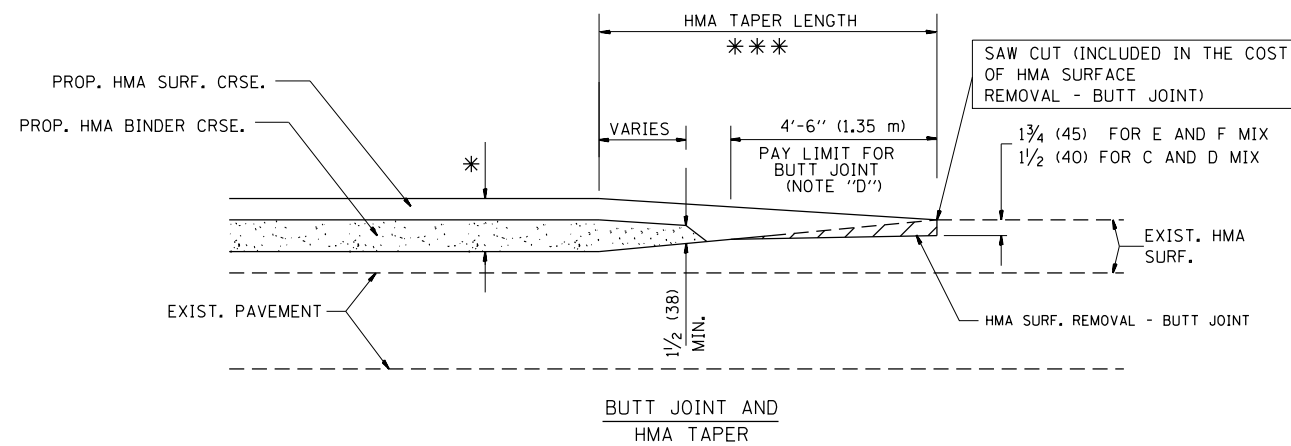
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



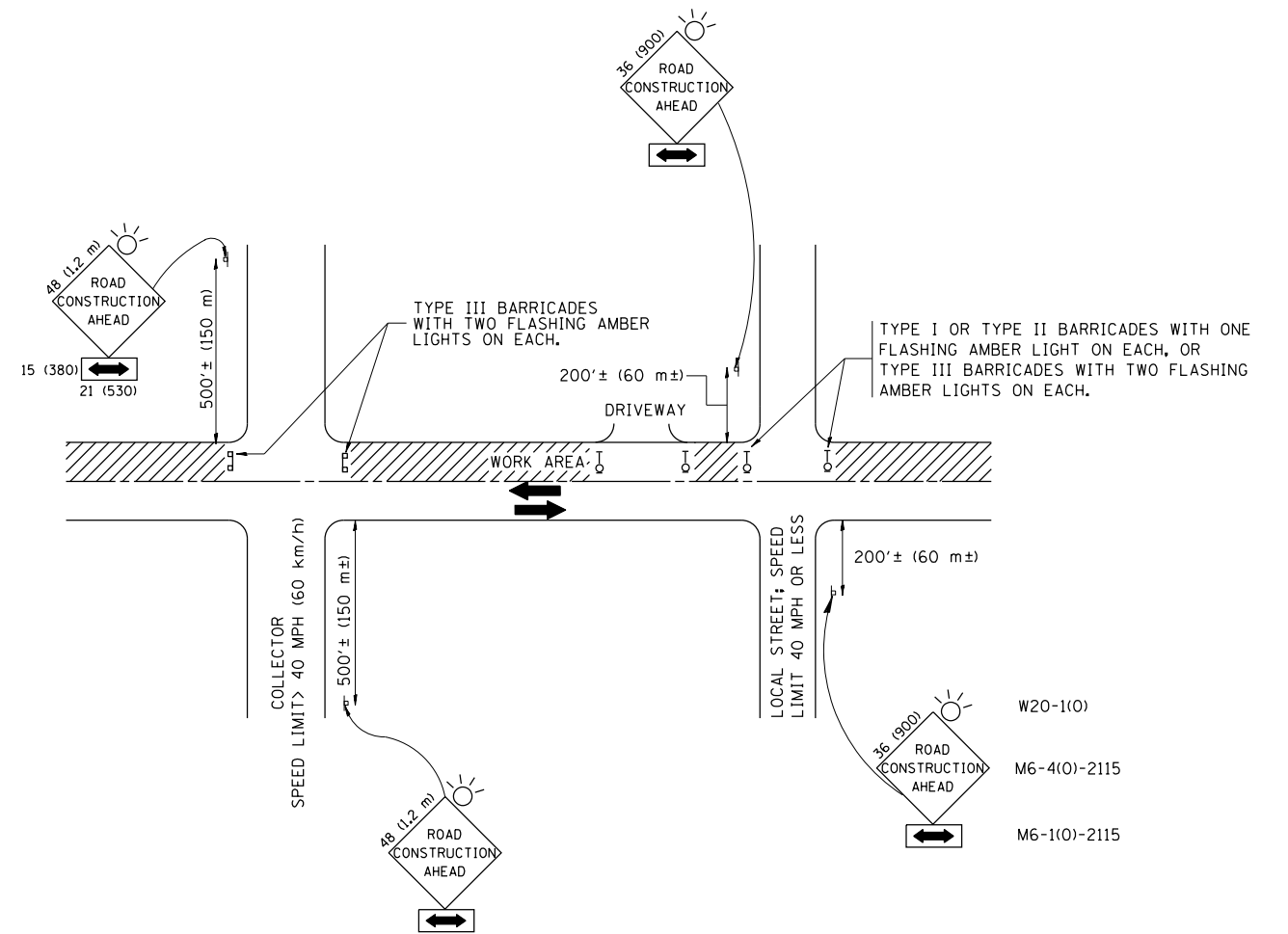
**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME =	USER NAME = Bilgramisa	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p\idot\bilgramisa\d0427922\HMA-Cook-South-DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
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	PLOT DATE = 4/3/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-026RS	COOK	30	22
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 62A83</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

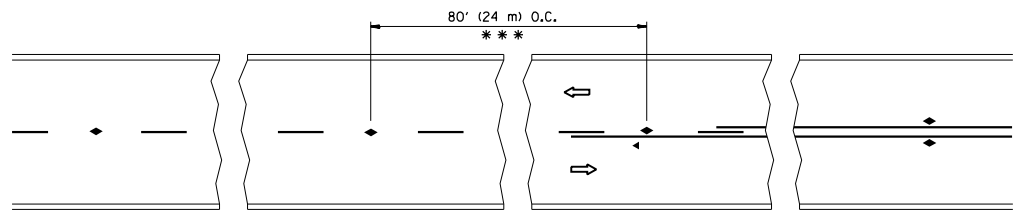
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/3/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

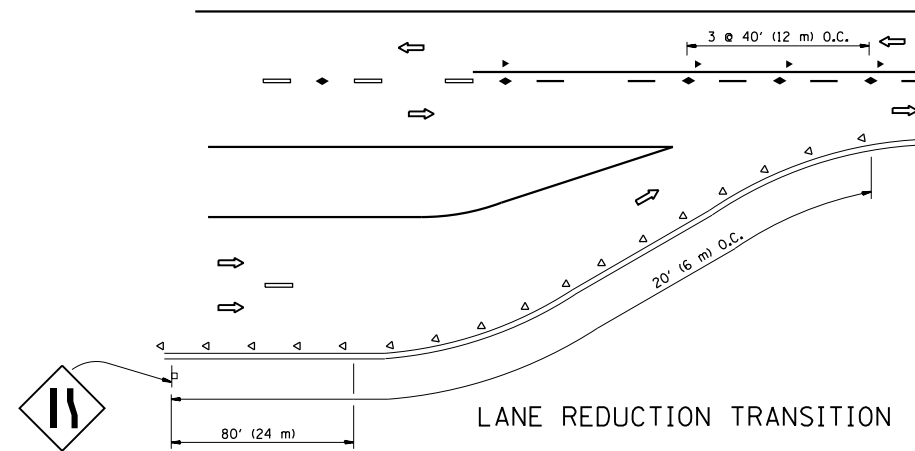
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-02GR5	COOK	30	23
TC-10		CONTRACT NO. 62A83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

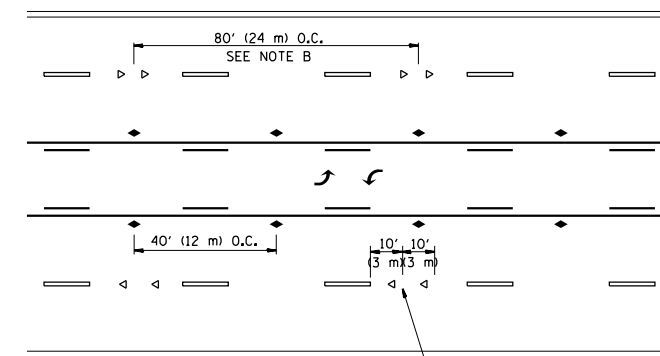


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

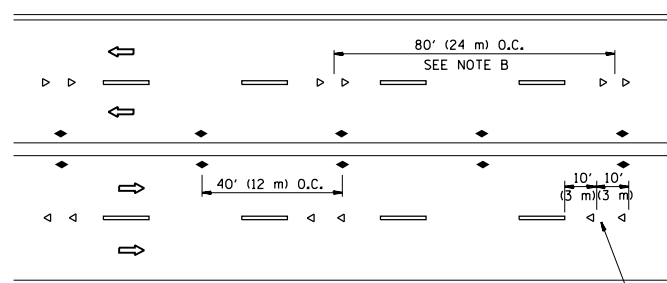
TWO-LANE/TWO-WAY



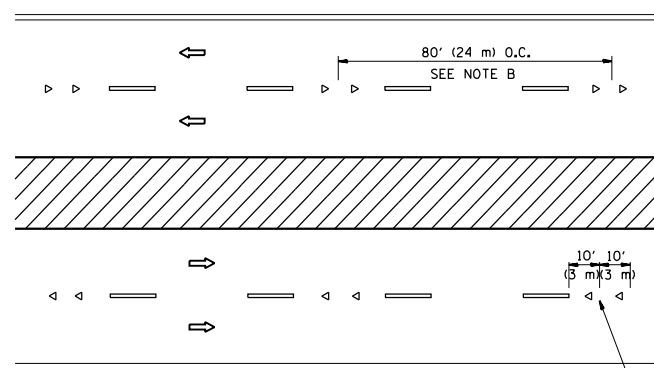
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

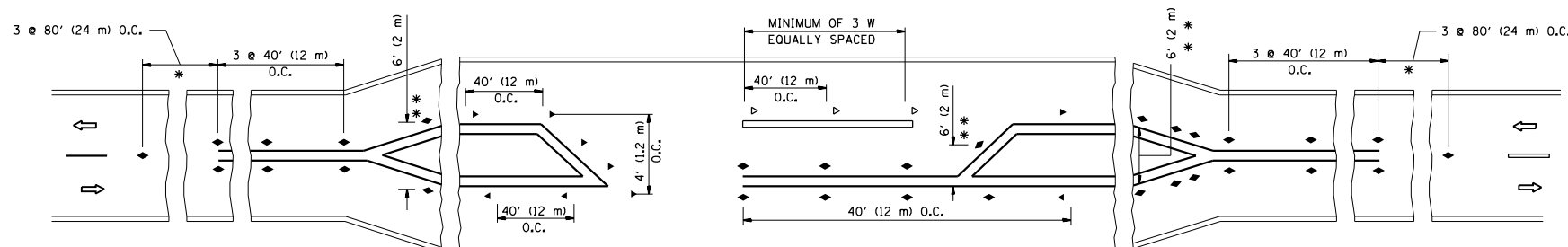
- YELLOW STRIPE
- ▬ WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

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

FILE NAME =	USER NAME = Bilgramis	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\p\dot\bilgramis\40427922\HMA-Cook-South-DistStd.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 4/3/2015	DATE -	REVISED - C. JUCIUS 09-09-09

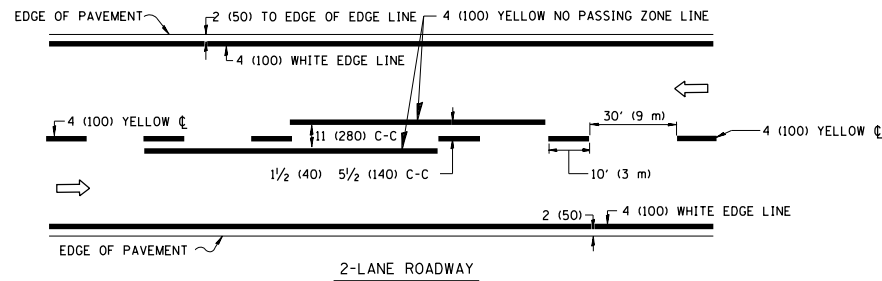
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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	2015-026RS	COOK	30	24
TC-11		CONTRACT NO. 62A83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



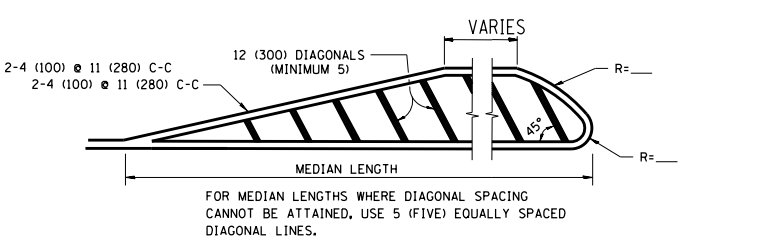
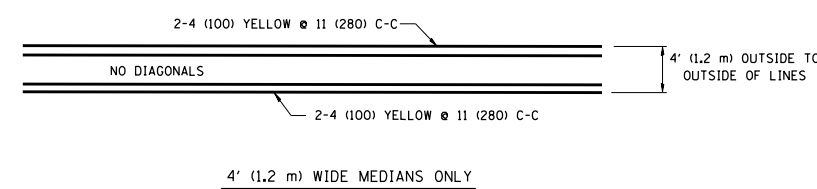


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

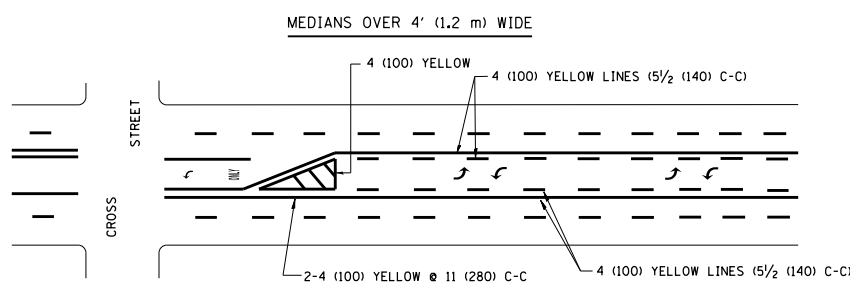
**TYPICAL LANE AND EDGE LINE MARKING**



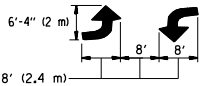
**TYPICAL CROSSWALK MARKING**



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

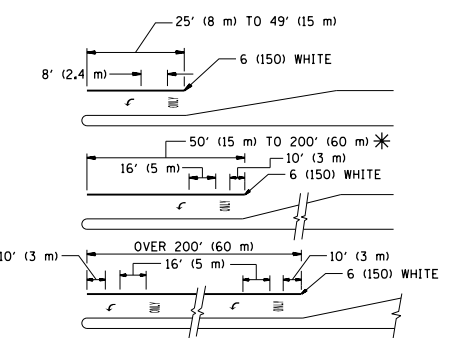


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



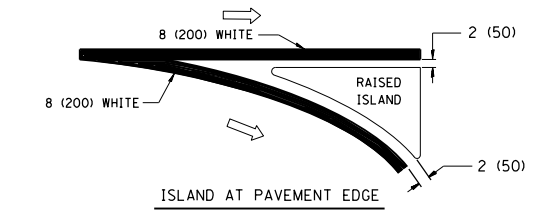
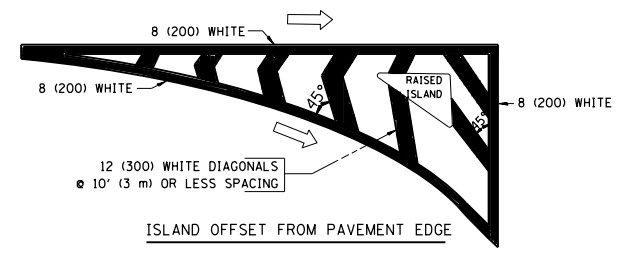
**TYPICAL PAINTED MEDIAN MARKING**

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



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

**TYPICAL TURN LANE MARKING**

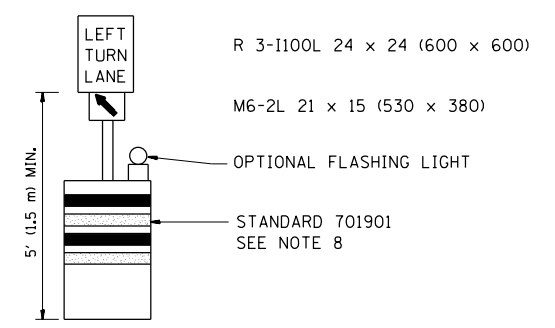
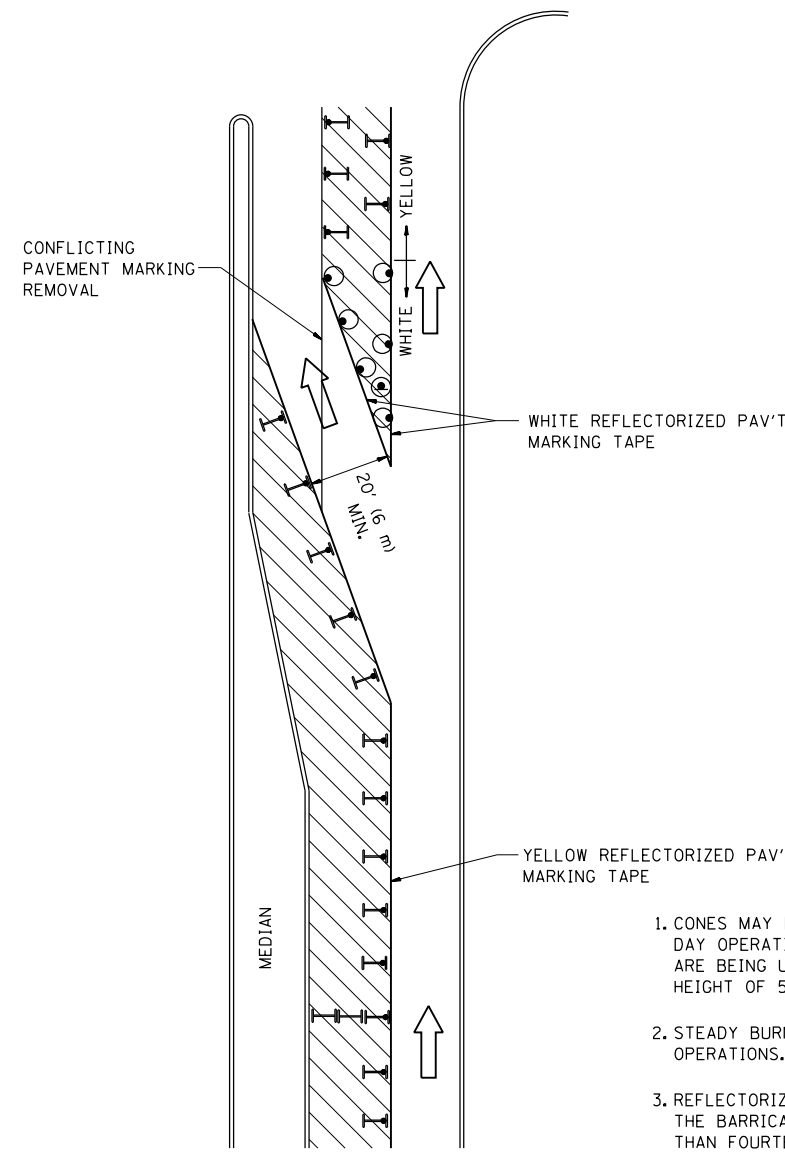


**TYPICAL ISLAND MARKING**

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	5/2 (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; 5/2 (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 <sup>2</sup> ) EACH "X": 54.0 SQ. FT. (5.0 m <sup>2</sup> ) 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.

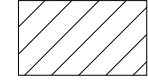







**GENERAL NOTES**

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**

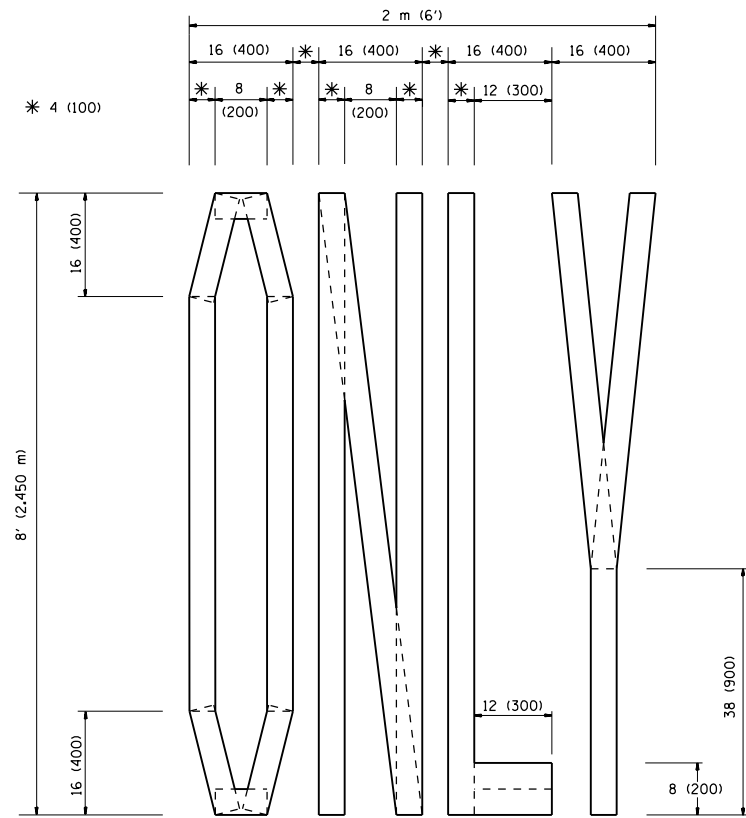
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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-South-DistStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/3/2015	REVISED -T, RAMMACHER 01-06-00	REVISED -

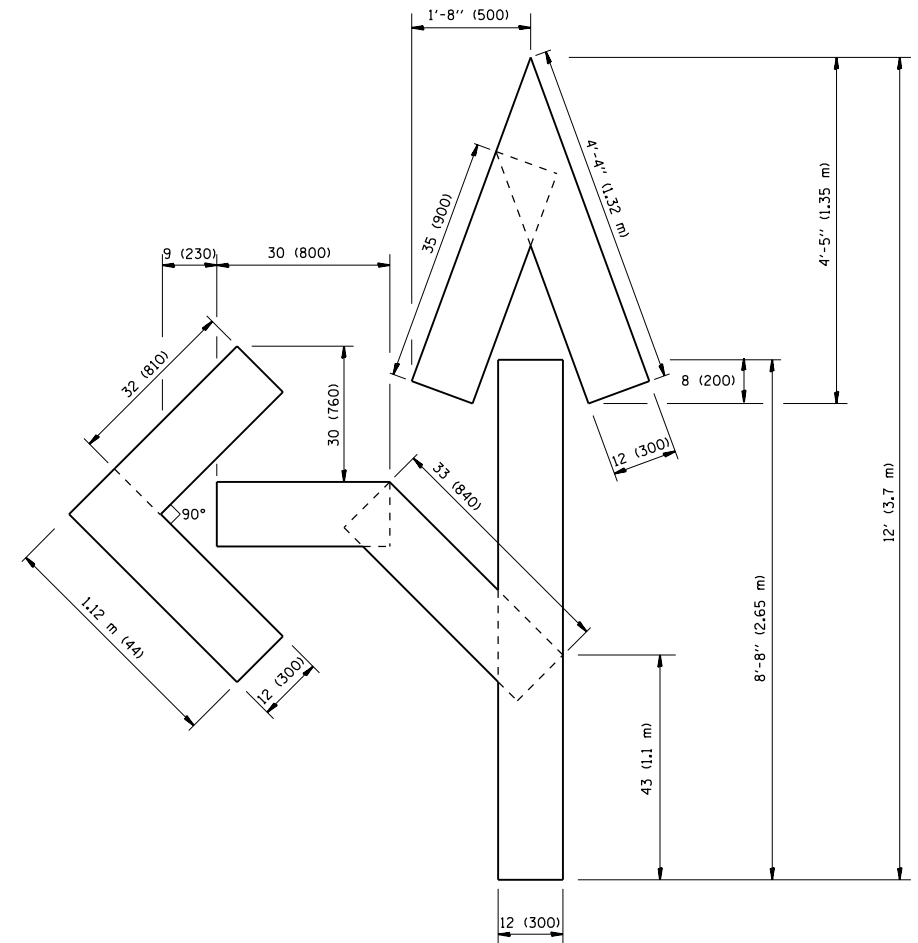
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

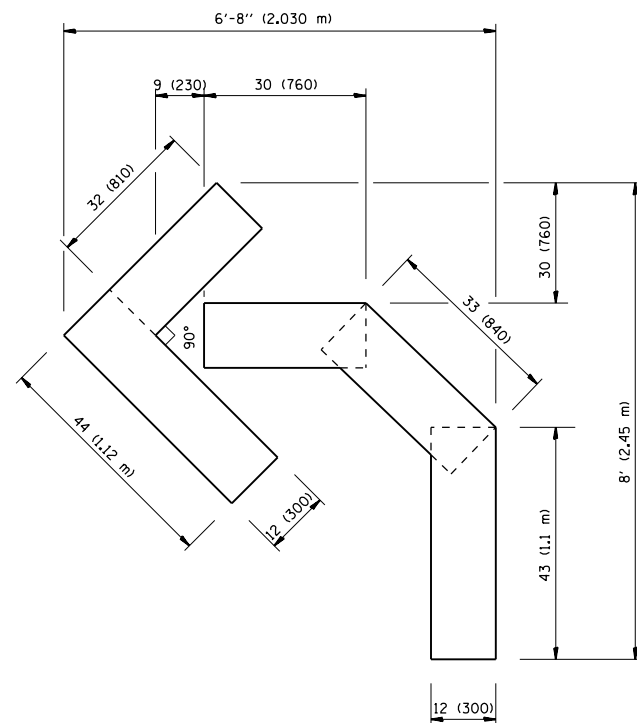
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-026RS	COOK	30	26
TC-14		CONTRACT NO. 62A83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

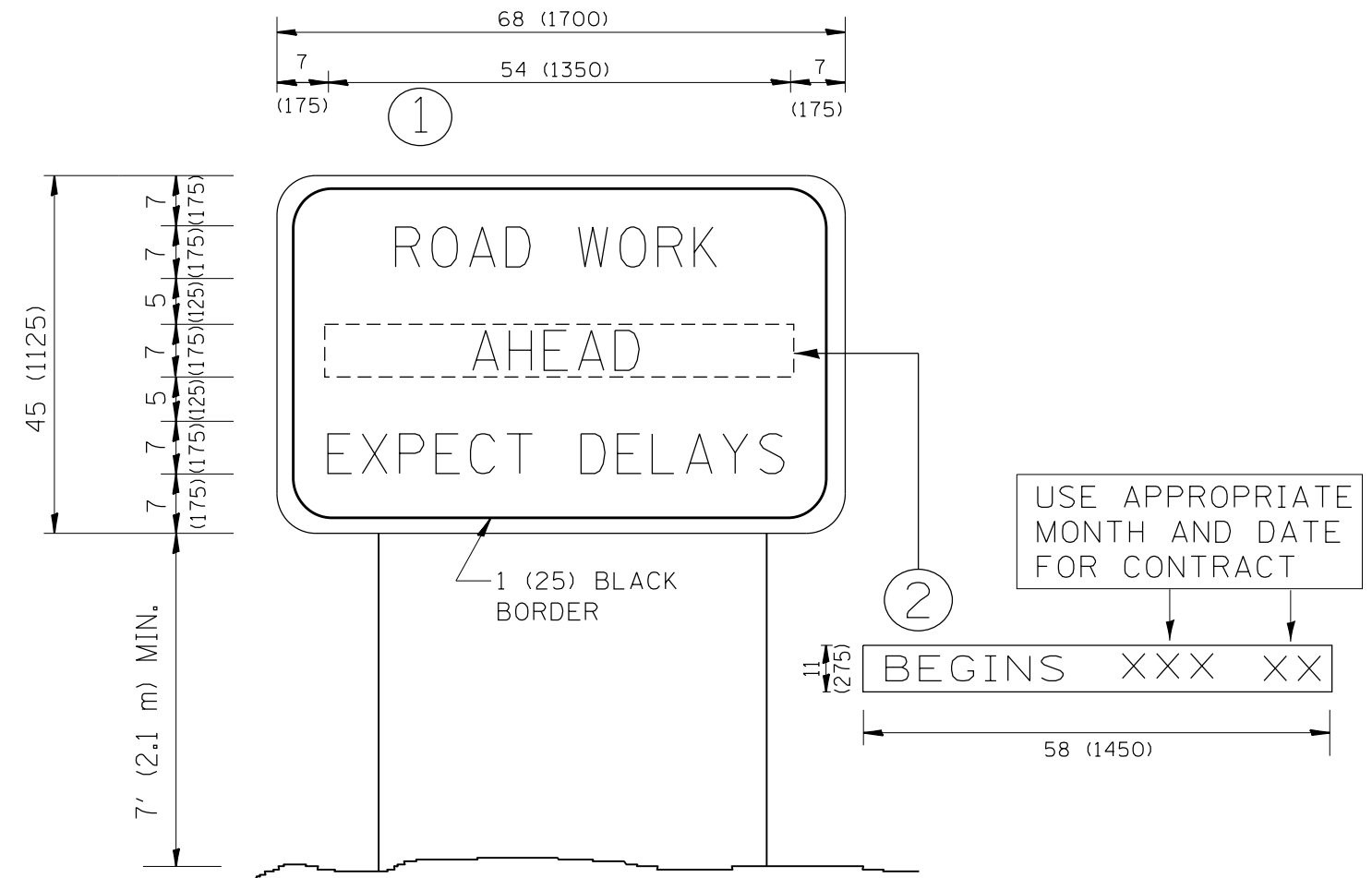
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	PLOT DATE = 4/3/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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	2015-026R5	COOK	30	27
TC-16		CONTRACT NO. 62A83		
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:\pw_work\pwidot\bilgramisa\d0427922\HA-Cook-South-DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/3/2015	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

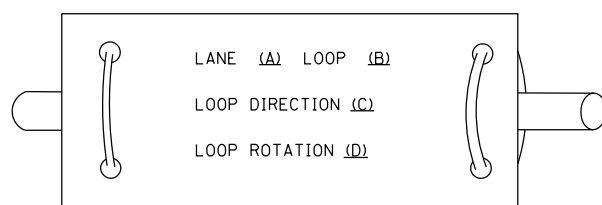
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22		CONTRACT NO. 62A83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

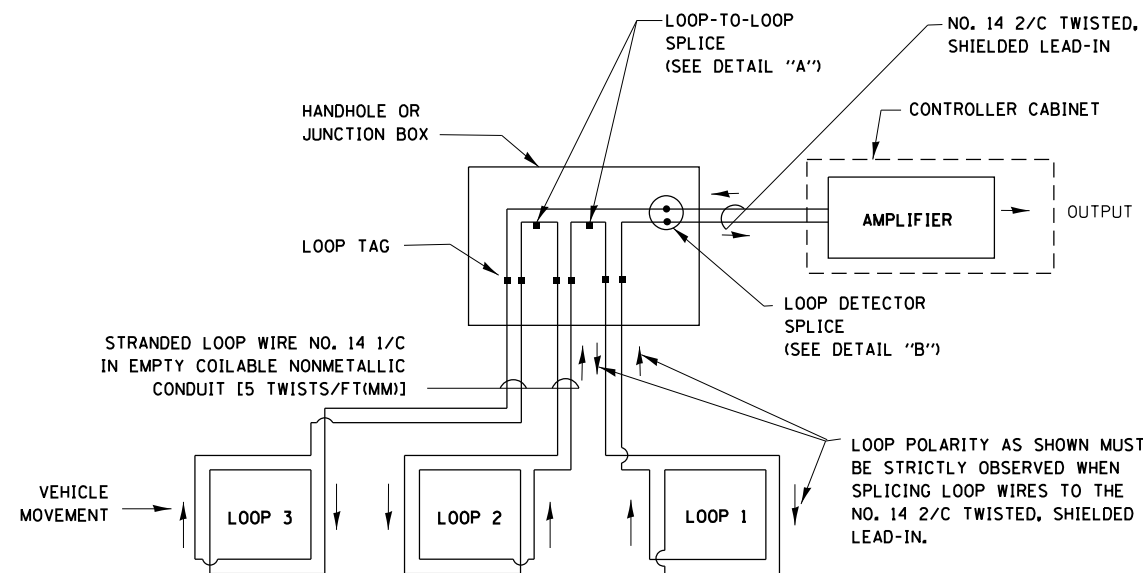
**LOOP DETECTOR NOTES**

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.

**LOOP LEAD-IN CABLE TAG**

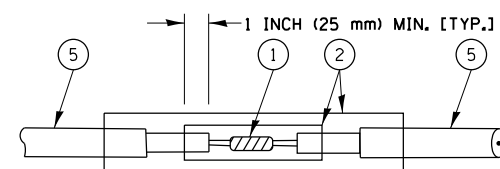


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

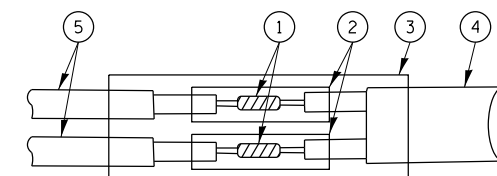


**DETECTOR LOOP WIRING SCHEMATIC**

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

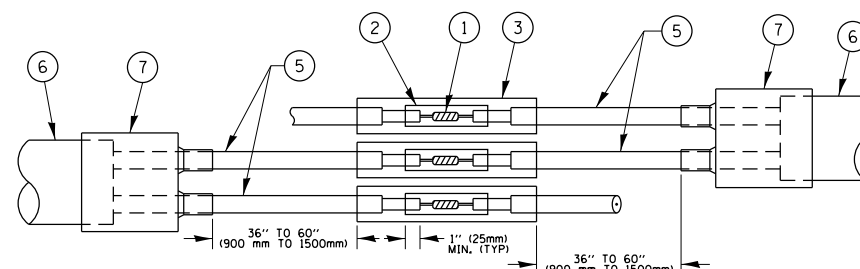


DETAIL "A"  
LOOP-TO-LOOP SPLICE

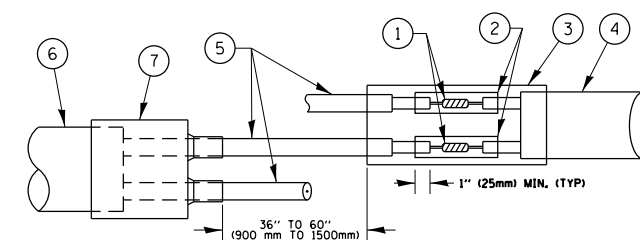


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

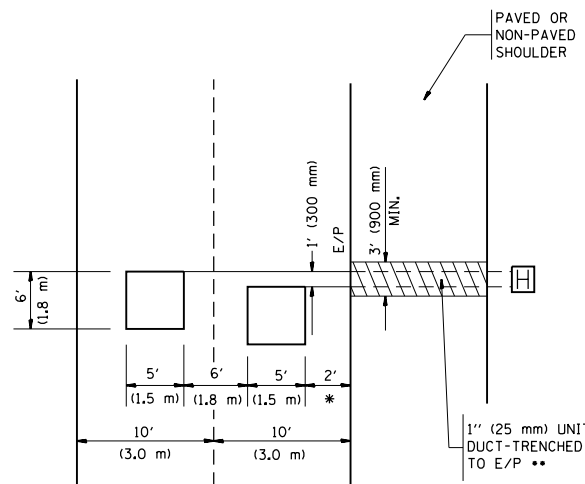
**LOOP DETECTOR SPLICE**

- 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	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\id\dot\bilgramisa\d0427922\HMA-Cook-South-Dist5std.dgn	DRAWN - BCK	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	VAR	2015-026RS	COOK	30	29
PLOT SCALE = 100.0000' / in.	DATE - 10-28-09	REVISI	DATE -		TS-05		CONTRACT NO. 62A83		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = 4/3/2015													

LOOPS NEXT TO SHOULDERS

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



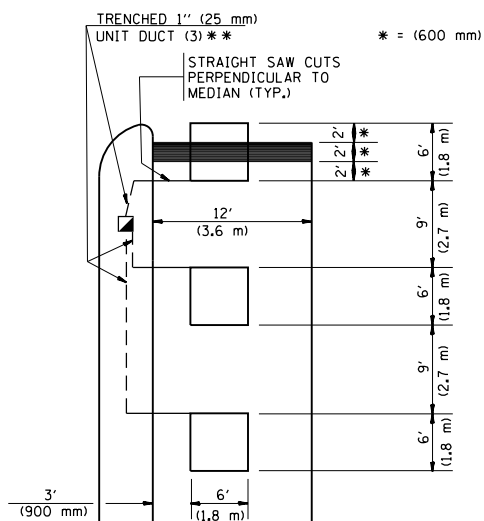
\* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

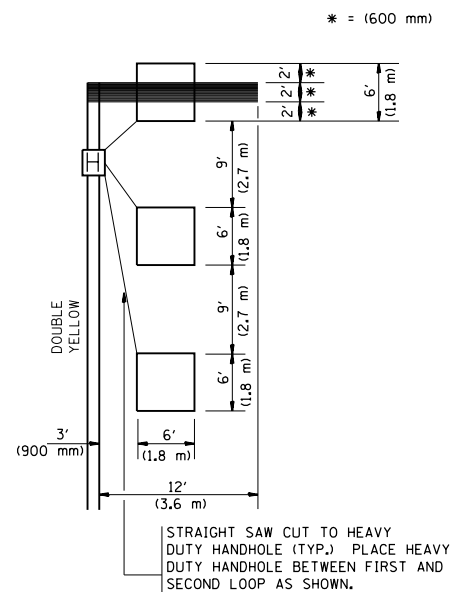


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

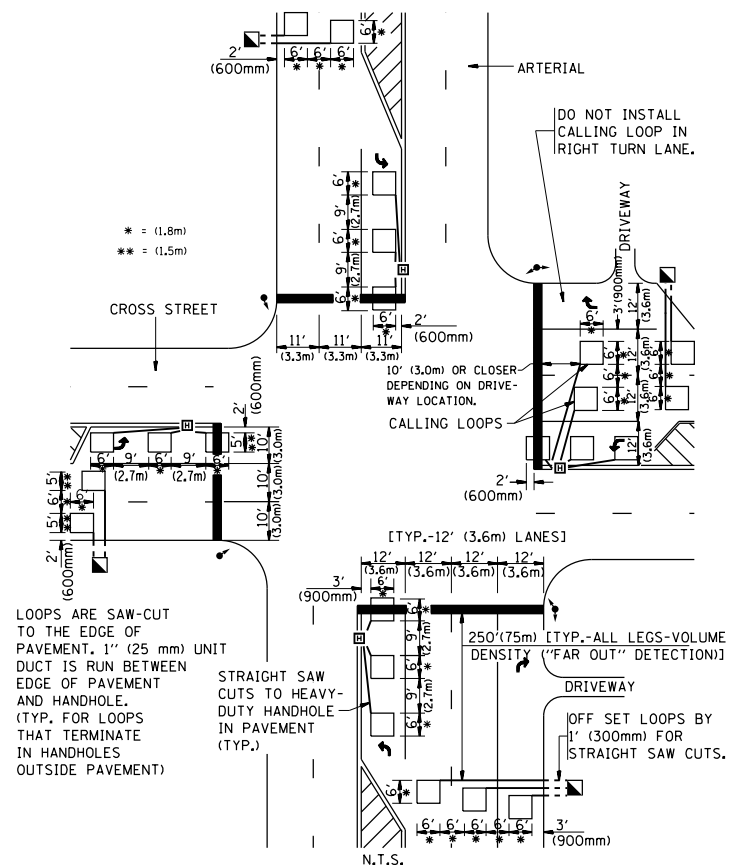
LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



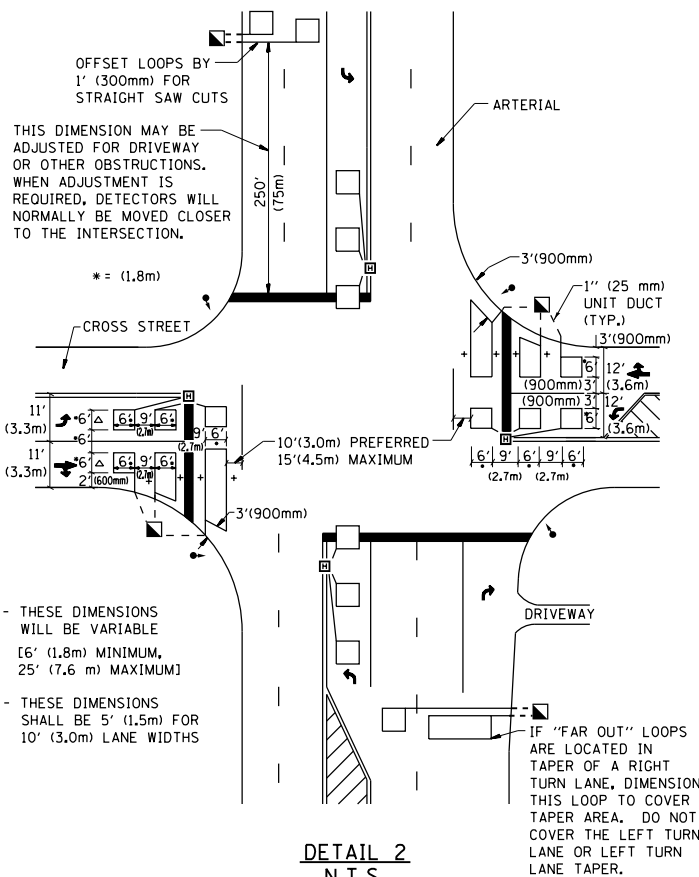
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

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 -
et:\pw\work\p\dot\bilgramisa\d0427922\HNA-Cook-South-DistStd.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"		CHECKED - R.K.F.	REVISED -
PLOT DATE = 4/3/2015		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	2015-026R5	COOK	30	30
TS-07		CONTRACT NO. 62A83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				