

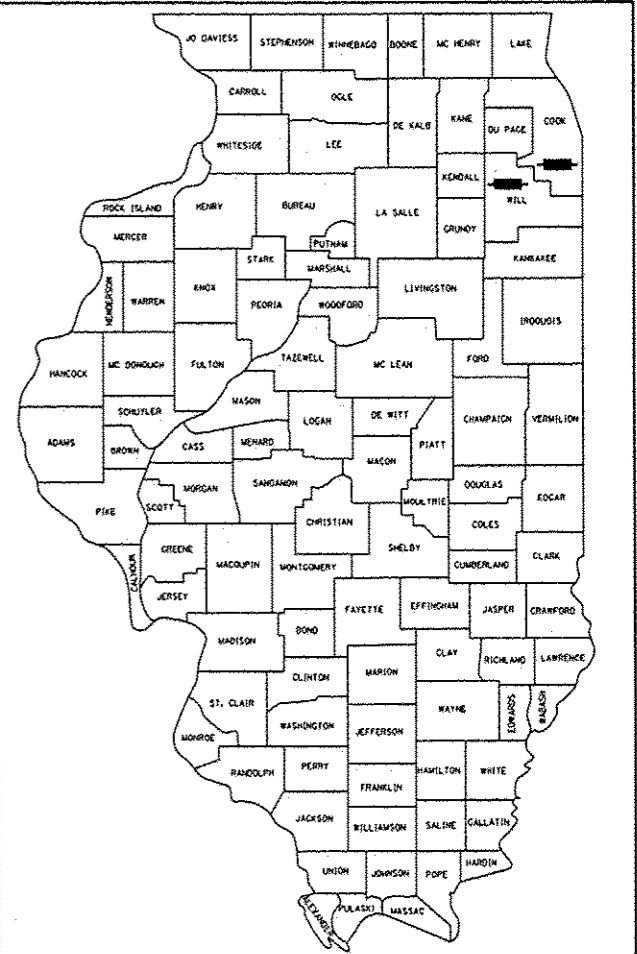
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	1
		ILLINOIS	CONTRACT NO. 62A92	

D-91-338-15

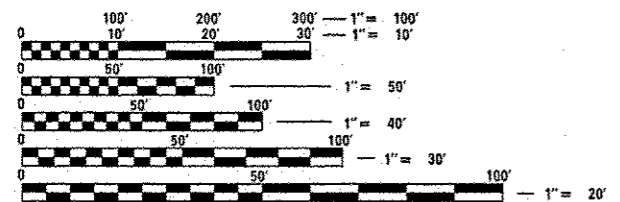


LOCATION OF SECTION INDICATED THUS: - [black bar] -

VARIOUS ROUTES  
SECTION: 2015-035RS  
VARIOUS SOUTH EXPRESSWAY LOCATIONS  
INTERMITTENT RESURFACING  
COOK AND WILL COUNTIES  
C-91-338-15

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

- THIS PROJECT IS LOCATED IN:
- THE CITY OF BLUE ISLAND
  - THE CITY OF CHICAGO
  - THE CITY OF COUNTRY CLUB HILLS
  - THE CITY OF JOLIET
  - THE CITY OF MARKHAM
  - THE CITY OF OAK FOREST
  - THE VILLAGE OF CALUMET PARK
  - THE VILLAGE OF DIXMOOR
  - THE VILLAGE OF HAZEL CREST
  - THE VILLAGE OF MATTESON
  - THE VILLAGE OF PLAINFIELD
  - THE VILLAGE OF POSEN
  - THE VILLAGE OF RIVERDALE
  - THE VILLAGE OF ROCKDALE
  - THE VILLAGE OF TINLEY PARK



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. 62A92

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED April 8, 2015  
*[Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2015  
*[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2015  
*[Signature]*  
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	701400-08	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
3	SUMMARY OF QUANTITIES	701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
4	GENERAL LOCATION MAP	701411-09	MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMP
5	ROUTE INFORMATION	701426-07	MULTI-LANE, INTERMITTENT OR MOVING OPERATION
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701428	TRAFFIC CONTROL SETUP & REMOVAL FREEWAY/EXPRESSWAY
7-12	INTERMITTENT RESURFACING SCHEDULE	701446-06	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
13	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701901-04	TRAFFIC CONTROL DEVICES
14	ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)		
15	FREEWAY SINGLE & MULTI-LANE WEAVE (TC-09)		
16-17	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)		
18	FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)		
19	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS (TC-18)		
20	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)		
21	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)		

NO WORK SHALL BE PERFORMED ON ANY BRIDGES OR ELEVATED STRUCTURES.

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) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER AT (847) 705-4153 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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.

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 OR INDUCTION 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.

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

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).

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (OMP)
MIXTURE TYPE	AIR VOIDS (%) @ N <sub>DES.</sub>	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5MM), 2"	4% @ 90 GYR	QC / QA

OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)  
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 (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

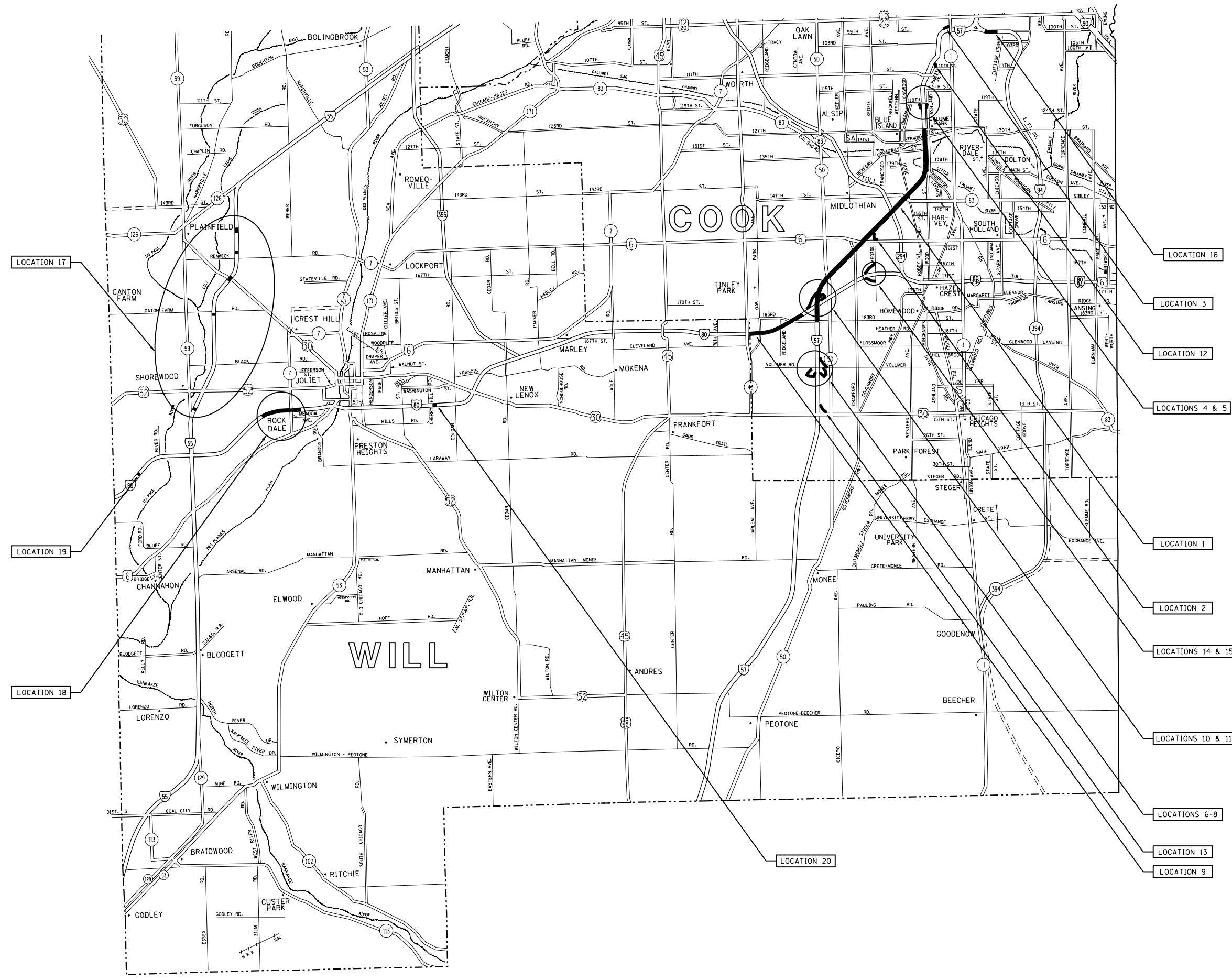
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Defaults		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE COOK COUNTY 0005	100% STATE WILL COUNTY 0005				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2040	1568	472				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	6	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	137	105	32				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	509	391	118				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4531	3483	1048				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	3	2				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	4.5	1.5				
67100100	MOBILIZATION	LSUM	1	0.75	0.25				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	0.75	0.25				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	410	294	116				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	137	98	39				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	72.8	72.8					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4221	2995	1226				
									* SPECIALTY ITEM

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE COOK COUNTY 0005	100% STATE WILL COUNTY 0005				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	284	234	50				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	869	819	50				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	75	25				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	75	75					
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - (INLAID - LINE 5"	FOOT	855	654	201				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	296	251	45				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	296	251	45				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	100	100					
X7010410	SPEED DISPLAY TRAILER	CAL MO	1	0.75	0.25				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	LSUM	1	0.75	0.25				
* X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	300	225	75				
* X8850102	INDUCTION LOOP	FOOT	100	75	25				



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENERAL LOCATION MAP VARIOUS SOUTH EXPRESSWAY LOCATIONS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	4
			CONTRACT NO. 62A92	
ILLINOIS FED. AID PROJECT				

	SUMMARY - SOUTHERN EXPRESSWAY ROUTES	COUNTY	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	SB I-57 (127TH ST. TO 183RD ST.)	COOK	BLUE ISLAND, CALUMET PARK, COUNTRY CLUB HILLS, DIXMOOR, MARKHAM, OAK FOREST, POSEN, RIVERDALE	BREMEN, CALUMET, THORNTON	55 MPH	107,900 (2014)
LOC.2	NB I-57 (LONG ARM RAMP FROM 159TH ST. TO NB I-57)	COOK	MARKHAM	BREMEN	35 MPH	3,300 (2014)
LOC.3	SB I-57 (ENTRANCE RAMP FROM HALSTED ST. TO SB I-57)	COOK	CHICAGO	LAKE	N/A	7,600 (2002)
LOC.4	SB I-57 (ENTRANCE RAMP FROM 119TH ST. TO SB I-57)	COOK	CALUMET PARK	CALUMET	N/A	6,800 (2002)
LOC.5	NB I-57 (EXIT RAMP FROM NB I-57 TO 119TH ST.)	COOK	CALUMET PARK	CALUMET	30 MPH	4,400 (2002)
LOC.6	SB I-57 (EXIT RAMP FROM SB I-57 TO EB VOLLMER RD.)	COOK	MATTESON	RICH	30 MPH	1,000 (1987)
LOC.7	NB I-57 (ENTRANCE RAMP FROM EB VOLLMER RD. TO NB I-57)	COOK	MATTESON	RICH	30 MPH	4,000 (1987)
LOC.8	NB I-57 (ENTRANCE RAMP FROM WB VOLLMER RD. TO NB I-57)	COOK	UNINCORPORATED	RICH	30 MPH	4,400 (1987)
LOC.9	WB I-80 (CENTRAL AVE. TO HARLEM AVE.)	COOK	TINLEY PARK	BREMEN, RICH	55-65 MPH	103,800 (2014)
LOC.10	NB I-57 (RAMP FROM NB I-57 TO WB I-80)	COOK	UNINCORPORATED	BREMEN	30 MPH	10,300 (2014)
LOC.11	SB I-57 (RAMP FROM SB I-57 TO WB I-80)	COOK	UNINCORPORATED	BREMEN	45 MPH	18,300 (2014)
LOC.12	NB I-57 (ENTRANCE RAMP FROM 111TH ST. TO NB I-57)	COOK	CHICAGO	LAKE	N/A	9,500 (2002)
LOC.13	NB I-57 (ENTRANCE RAMP FROM WB US 30 TO NB I-57)	COOK	MATTESON	RICH	30 MPH	9,000 (2009)
LOC.14	WB I-80 (ENTRANCE RAMP FROM KEDZIE AVE. TO WB I-80)	COOK	HAZEL CREST	BREMEN	N/A	6,000 (2013)
LOC.15	EB I-80 (EXIT RAMP FROM EB I-80 TO KEDZIE AVE.)	COOK	HAZEL CREST	BREMEN	30 MPH	7,700 (2013)
LOC.16	SB I-94 (BETWEEN MICHIGAN AVE. AND KING DR. BRIDGES)	COOK	CHICAGO	HYDE PARK	55 MPH	130,300 (2014)
LOC.17	I-55 (NORTH OF IL 59 TO SOUTH OF LOCKPORT RD.)	WILL	JOLIET, PLAINFIELD	PLAINFIELD, TROY	65 MPH	75,200 (2013)
LOC.18	I-80 (WEST OF JOLIET JUNCTION TRAIL TO EAST OF MIDLAND AVE. )	WILL	JOLIET, ROCKDALE	JOLIET, TROY	55-70 MPH	82,600 (2013)
LOC.19	WB I-80 (1.4 MILES WEST OF RIVER RD. (AT MILE 123.75 & MILE 124))	WILL	UNINCORPORATED	TROY	70 MPH	55,600 (2013)
LOC.20	EB I-80 (EAST OF CHERRY HILL RD.)	WILL	UNINCORPORATED	NEW LENOX	55 MPH	76,400 (2014)

	SUMMARY - SOUTHERN EXPRESSWAY ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	SB I-57 (127TH ST. TO 183RD ST.)	672
LOC.2	NB I-57 (LONG ARM RAMP FROM 159TH ST. TO NB I-57)	240
LOC.3	SB I-57 (ENTRANCE RAMP FROM HALSTED ST. TO SB I-57)	151
LOC.4	SB I-57 (ENTRANCE RAMP FROM 119TH ST. TO SB I-57)	252
LOC.5	NB I-57 (EXIT RAMP FROM NB I-57 TO 119TH ST.)	325
LOC.6	SB I-57 (EXIT RAMP FROM SB I-57 TO EB VOLLMER RD.)	181
LOC.7	NB I-57 (ENTRANCE RAMP FROM EB VOLLMER RD. TO NB I-57)	171
LOC.8	NB I-57 (ENTRANCE RAMP FROM WB VOLLMER RD. TO NB I-57)	149
LOC.9	WB I-80 (CENTRAL AVE. TO HARLEM AVE.)	416
LOC.10	NB I-57 (RAMP FROM NB I-57 TO WB I-80)	192
LOC.11	SB I-57 (RAMP FROM SB I-57 TO WB I-80)	60
LOC.12	NB I-57 (ENTRANCE RAMP FROM 111TH ST. TO NB I-57)	106
LOC.13	NB I-57 (ENTRANCE RAMP FROM WB US 30 TO NB I-57)	66
LOC.14	WB I-80 (ENTRANCE RAMP FROM KEDZIE AVE. TO WB I-80)	49
LOC.15	EB I-80 (EXIT RAMP FROM EB I-80 TO KEDZIE AVE.)	53
LOC.16	SB I-94 (BETWEEN MICHIGAN AVE. AND KING DR. BRIDGES)	400
LOC.17	I-55 (NORTH OF IL 59 TO SOUTH OF LOCKPORT RD.)	907
LOC.18	I-80 (WEST OF JOLIET JUNCTION TRAIL TO EAST OF MIDLAND AVE. )	100
LOC.19	WB I-80 (1.4 MILES WEST OF RIVER RD. (AT MILE 123.75 & MILE 124))	24
LOC.20	EB I-80 (EAST OF CHERRY HILL RD.)	17
	SOUTHERN EXPRESSWAY TOTAL =	4,531
		SY

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF INTERMITTENT RESURFACING SCHEDULE  
VARIOUS SOUTH EXPRESSWAY LOCATIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	6
			CONTRACT NO. 62A92	
ILLINOIS FED. AID PROJECT				











ROUTE: NB I-57 (Entrance Ramp from 111th St. to NB I-57)

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						
111th St.		NB	Ramp	4	20	80	9
		NB	Ramp	6	20	120	13
		NB	Ramp	6	20	120	13
		NB	Ramp	20	3	60	7
		NB	Ramp	10	15	150	17
		NB	Ramp	4	15	60	7
		NB	Ramp	8	3	24	3
		NB	Ramp	18	6	108	12
		NB	Ramp	12	4	48	5
		NB	Ramp	12	4	48	5
	NB I-57	NB	Ramp	6	15	90	10

**TOTALS:** **129** **FT** **106** **SY**

ROUTE: NB I-57 (Entrance Ramp from WB US 30 to NB I-57)

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 US 30		NB	Ramp	12	4	48	5
		NB	Ramp	12	20	240	27
		NB	Ramp	25	3	75	8
		NB	Ramp	12	6	72	8
		NB	Ramp	20	3	60	7
		NB	Ramp	12	4	48	5
	NB I-57	NB	Ramp	12	4	48	5

**TOTALS:** **44** **FT** **66** **SY**

ROUTE: WB I-80 (Entrance Ramp from Kedzie Ave. to WB I-80)

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						
Kedzie Ave.		WB	Ramp	20	6	120	13
		WB	Ramp	10	5	50	6
		WB	Ramp	15	8	120	13
		WB	Ramp	15	6	90	10
		WB I-80	WB	Ramp	15	4	60

**TOTALS:** **29** **FT** **49** **SY**

ROUTE: EB I-80 (Exit Ramp from EB I-80 to Kedzie 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 I-80		EB	Ramp	15	6	90	10
		EB	Ramp	15	6	90	10
		EB	Ramp	15	8	120	13
		EB	Ramp	15	6	90	10
		Kedzie Ave.	EB	Ramp	15	6	90

**TOTALS:** **32** **FT** **53** **SY**

ROUTE: SB I-94 (Between Michigan Ave. and King Dr. Bridges)

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						
Michigan Ave.	King Dr.	SB	1 and 2	2	1800	3600	400
			Joint				

**TOTALS:** **1800** **FT** **400** **SY**

ROUTE: I-55 (North of IL 59 to South of Lockport 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						
North of IL 59		NB	2	12	30	360	40
		NB	2	12	30	360	40
	North of IL 59	NB	2	12	30	360	40
South of Caton Farm Rd.		SB	1	12	50	600	67
	South of Caton Farm Rd.	SB	1	12	50	600	67
at US 30		SB	1	12	30	360	40
	at US 30	SB	3	12	50	600	67
North of Renwick Rd.		NB	3	12	100	1200	133
	North of Renwick Rd.	NB	3	12	300	3600	400
South of Lockport Rd.	South of Lockport Rd.	SB	3	6	20	120	13

**TOTALS:** **690** **FT** **907** **SY**

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERMITTENT RESURFACING SCHEDULE  
I-57, I-80, I-94 AND I-55**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A92	

ROUTE: I-80 (West of Joliet Junction Trail to East of Midland 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						
West of Joliet Junction Tr.	West of Joliet Junction Tr.	WB	2	5	5	25	3
Joliet Junction Trail		EB	2	12	10	120	13
		EB	2	12	15	180	20
		EB	2	10	6	60	7
		EB	2	12	20	240	27
		EB	2	13	7	91	10
	Larkin Ave.	EB	2	4	4	16	2
East of Larkin Ave.	East of Larkin Ave.	EB	2	5	3	15	2
West of Midland Ave.	West of Midland Ave.	WB	1	12	3	36	4
East of Midland Ave.	East of Midland Ave.	EB	2	12	10	120	13

**TOTALS:** **83** **100**  
**FT** **SY**

ROUTE: WB I-80 (1.4 Miles West of River Rd. (At Mile 123.75 & Mile 124))

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						
at Mile 124	at Mile 124	WB	2	12	5	60	7
at Mile 123.75		WB	2	12	4	48	5
		WB	2	12	4	48	5
	at Mile 123.75	WB	2	12	5	60	7

**TOTALS:** **18** **24**  
**FT** **SY**

ROUTE: EB I-80 (East of Cherry Hill 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	2	13	12	150	17

**TOTALS:** **12** **17**  
**FT** **SY**

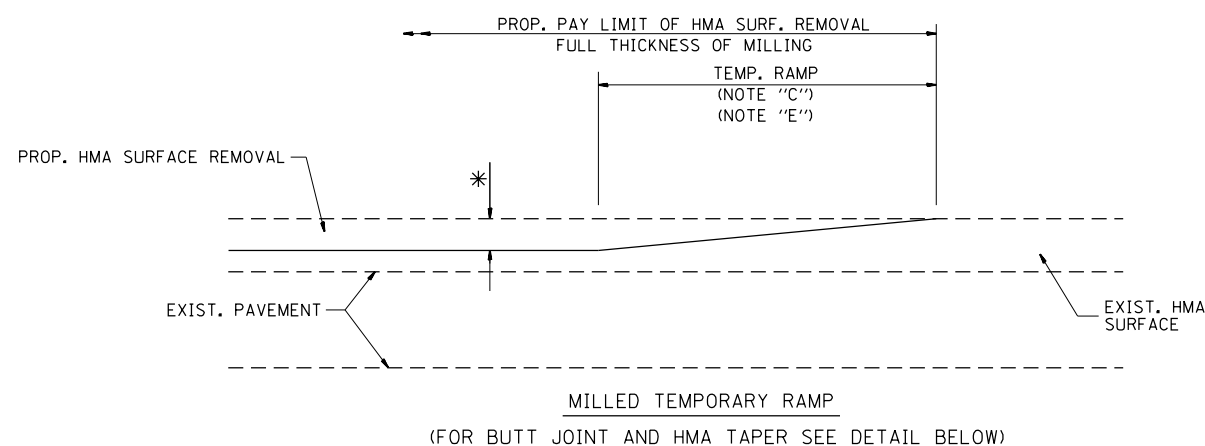
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

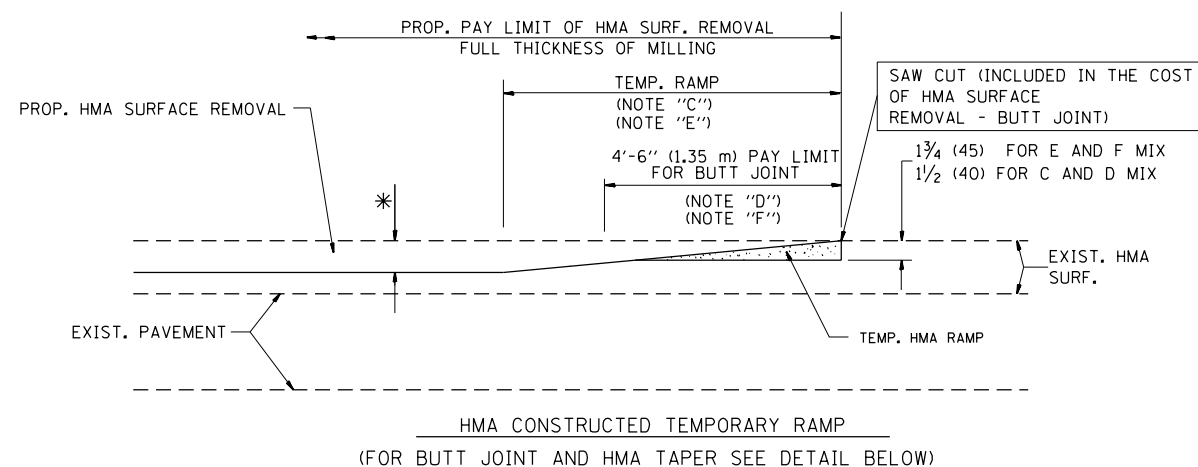
**INTERMITTENT RESURFACING SCHEDULE  
I-80**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	12
CONTRACT NO. 62A92			ILLINOIS FED. AID PROJECT	

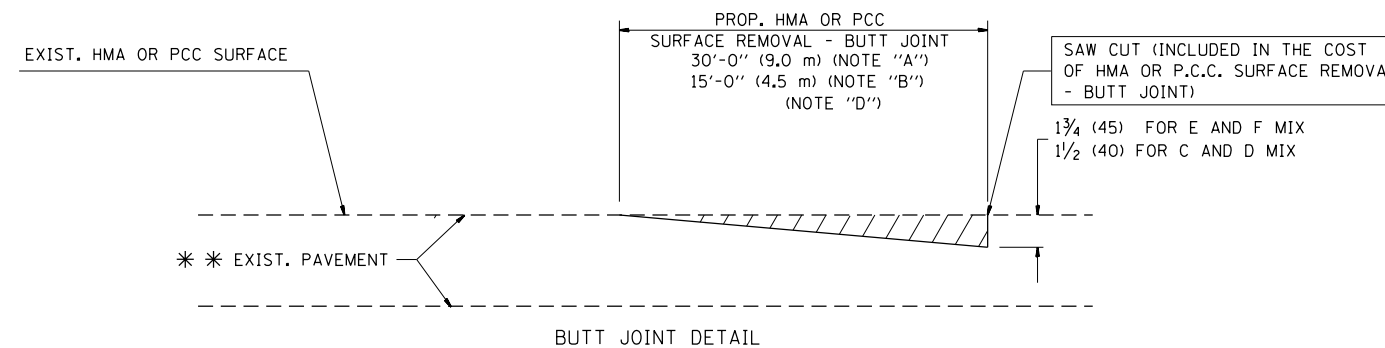


**OPTION 1**

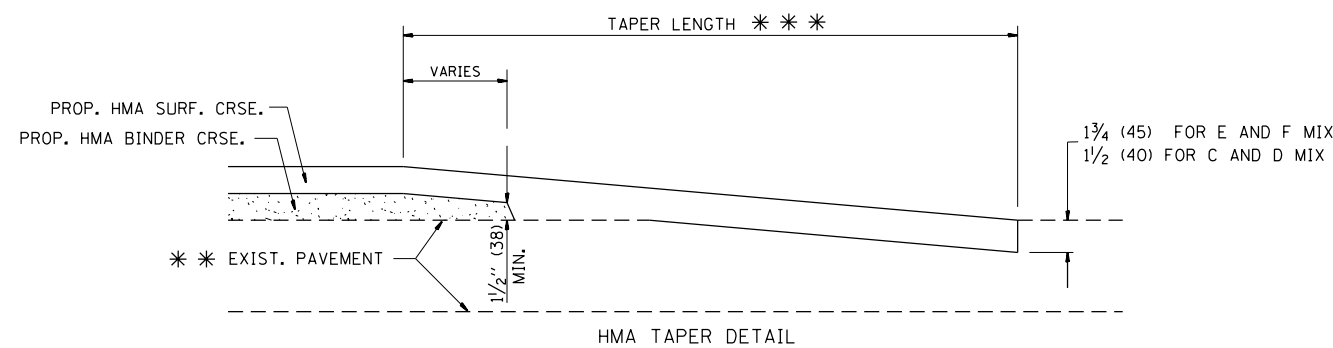


**OPTION 2**

**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".

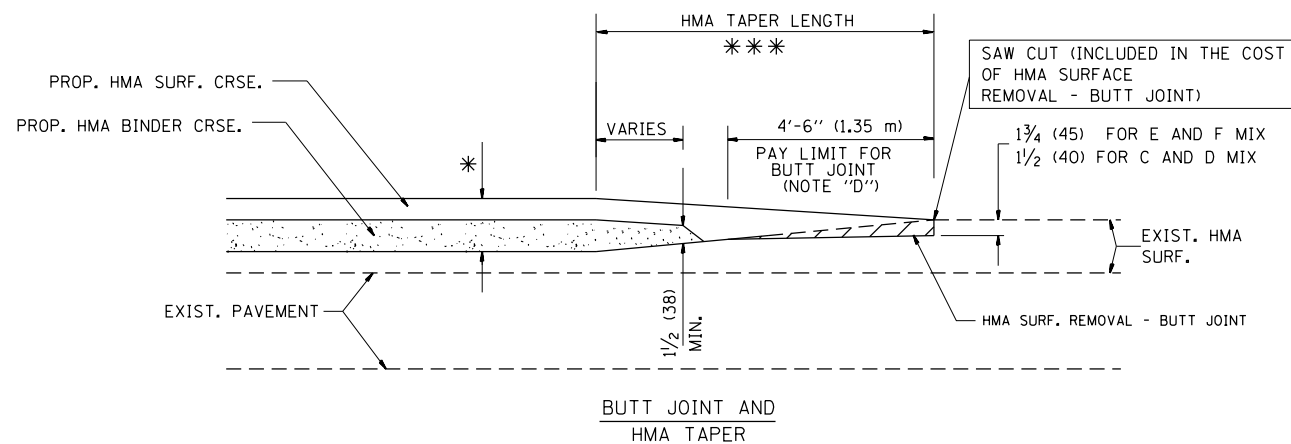
\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

\*\*\* 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**

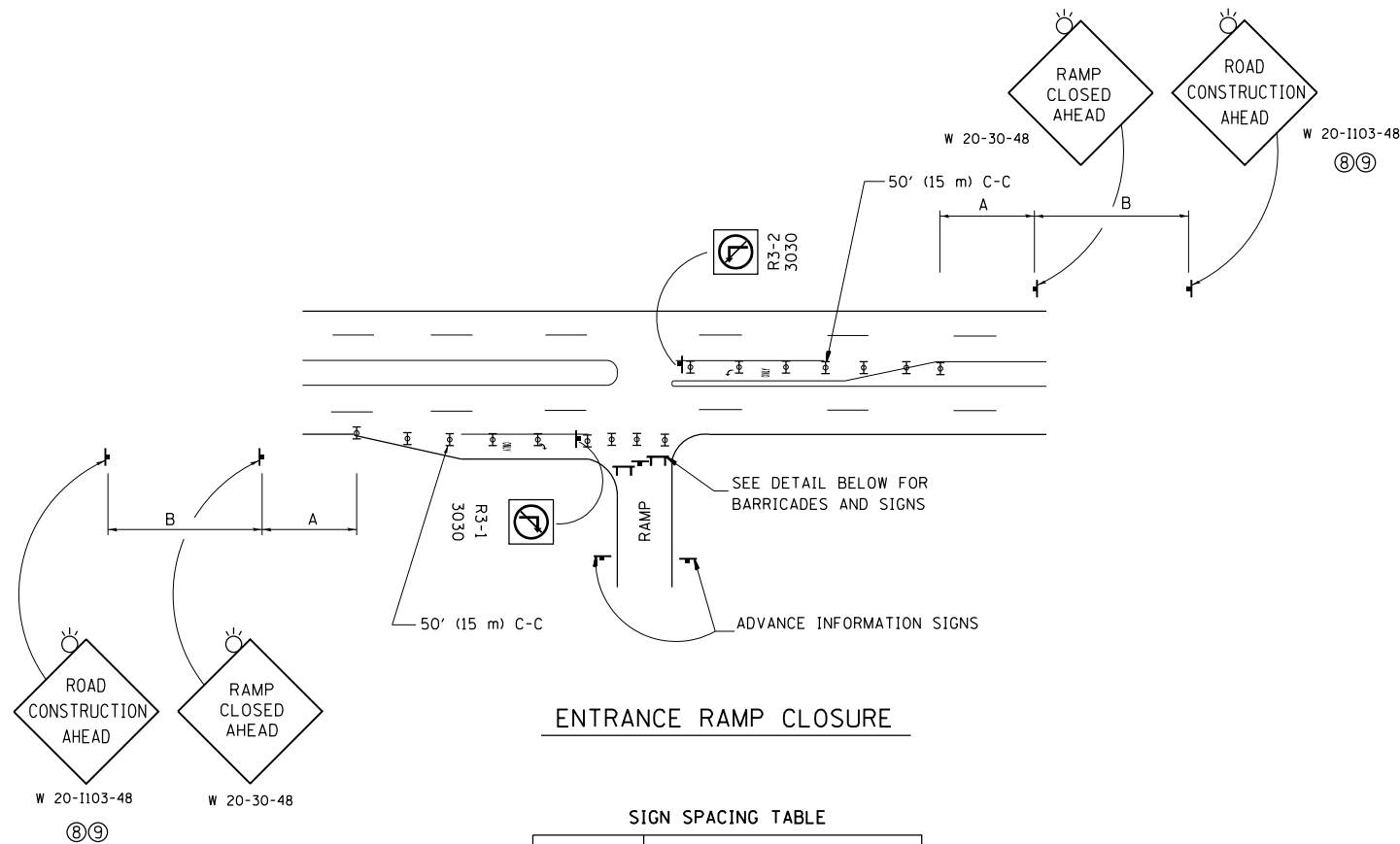
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	PLOT DATE = 4/8/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.	2015-035RS	COOK & WILL	21	13
BD400-05 BD32		CONTRACT NO. 62A92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

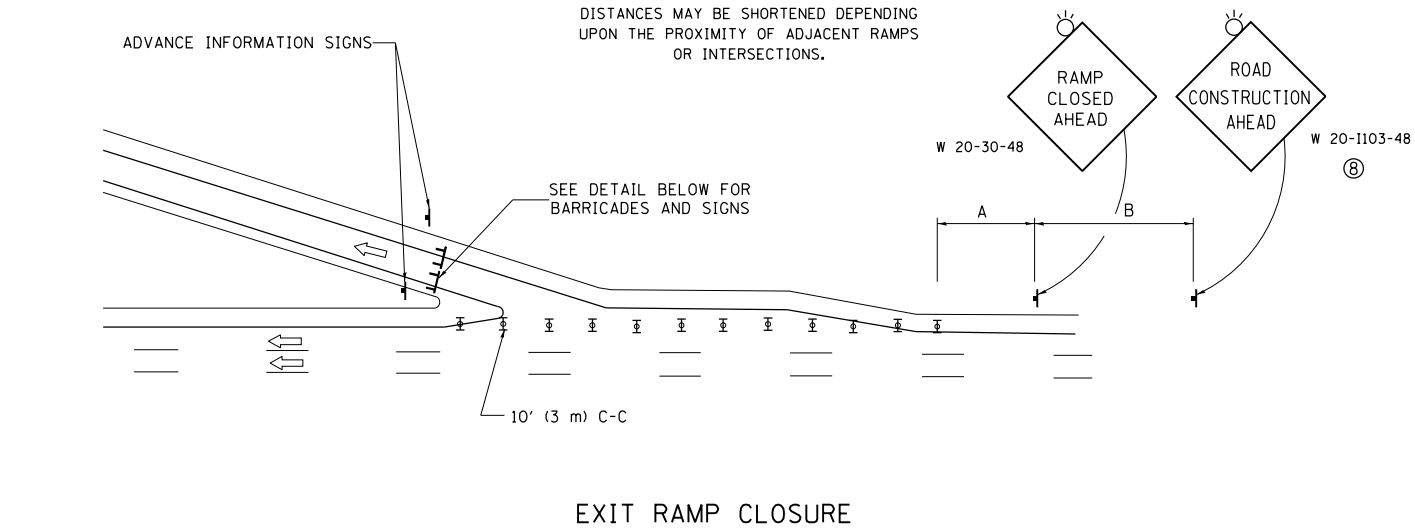


**ENTRANCE RAMP CLOSURE**

**SIGN SPACING TABLE**

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

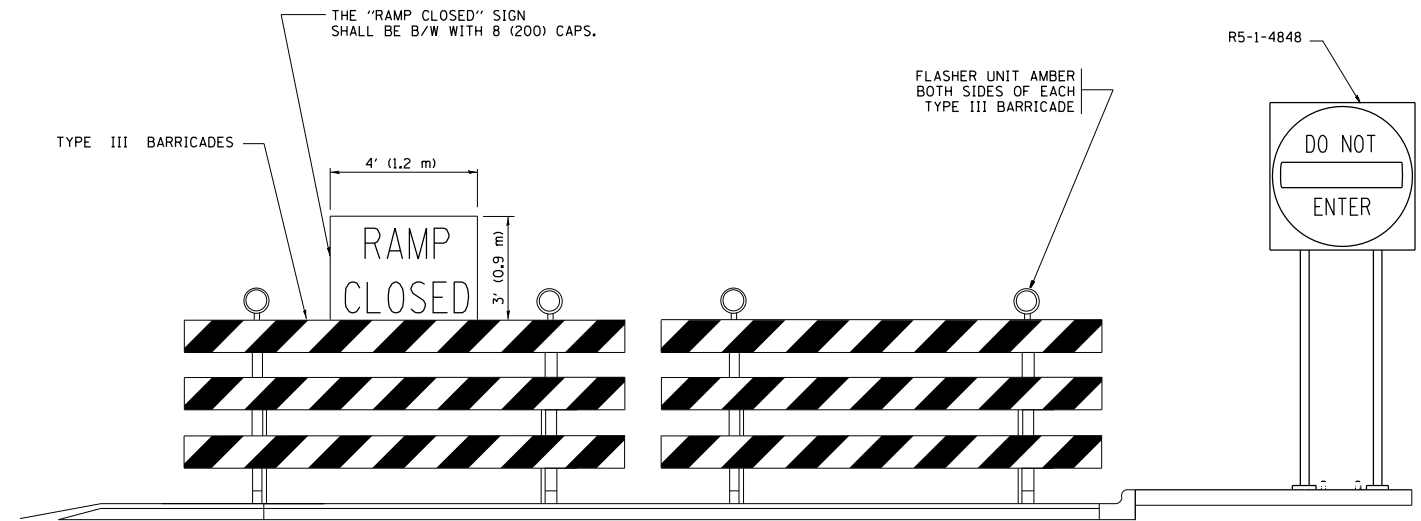
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



**EXIT RAMP CLOSURE**

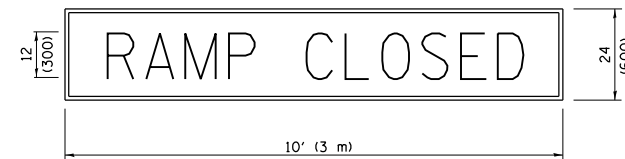
**SYMBOLS**

- ⊥ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊓ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



**DETAIL FOR REQUIRED BARRICADES & SIGNS**

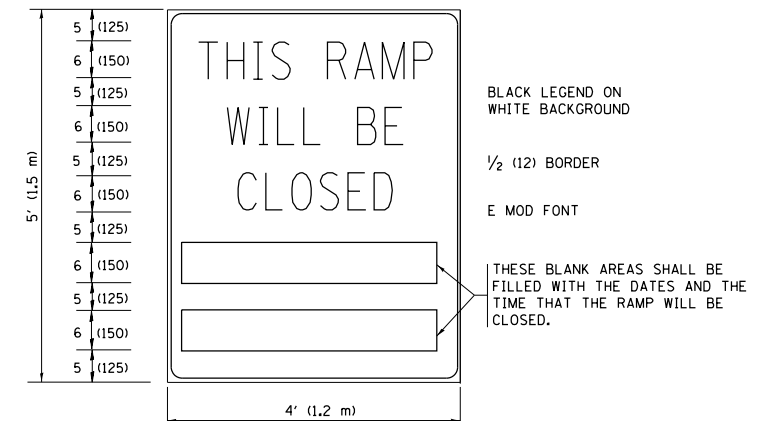
**RAMP CLOSURE ADVANCE WARNING SIGN**



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY  
E MOD FONT  
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

**RAMP CLOSURE ADVANCE INFORMATION SIGN**



BLACK LEGEND ON WHITE BACKGROUND  
1/2 (12) BORDER  
E MOD FONT

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

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

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

**GENERAL NOTES:**

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

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	PLOT DATE = 4/8/2015	DATE - 02-83	REVISED - MD 06-13

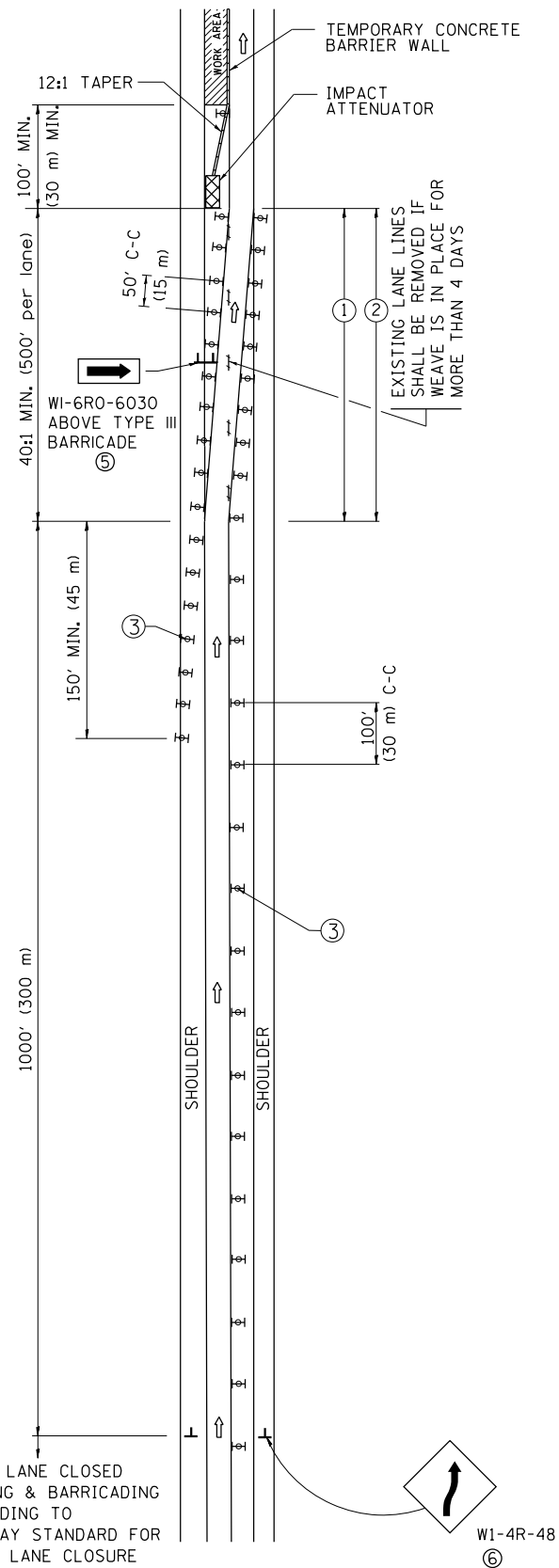
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP  
CLOSURE DETAILS**

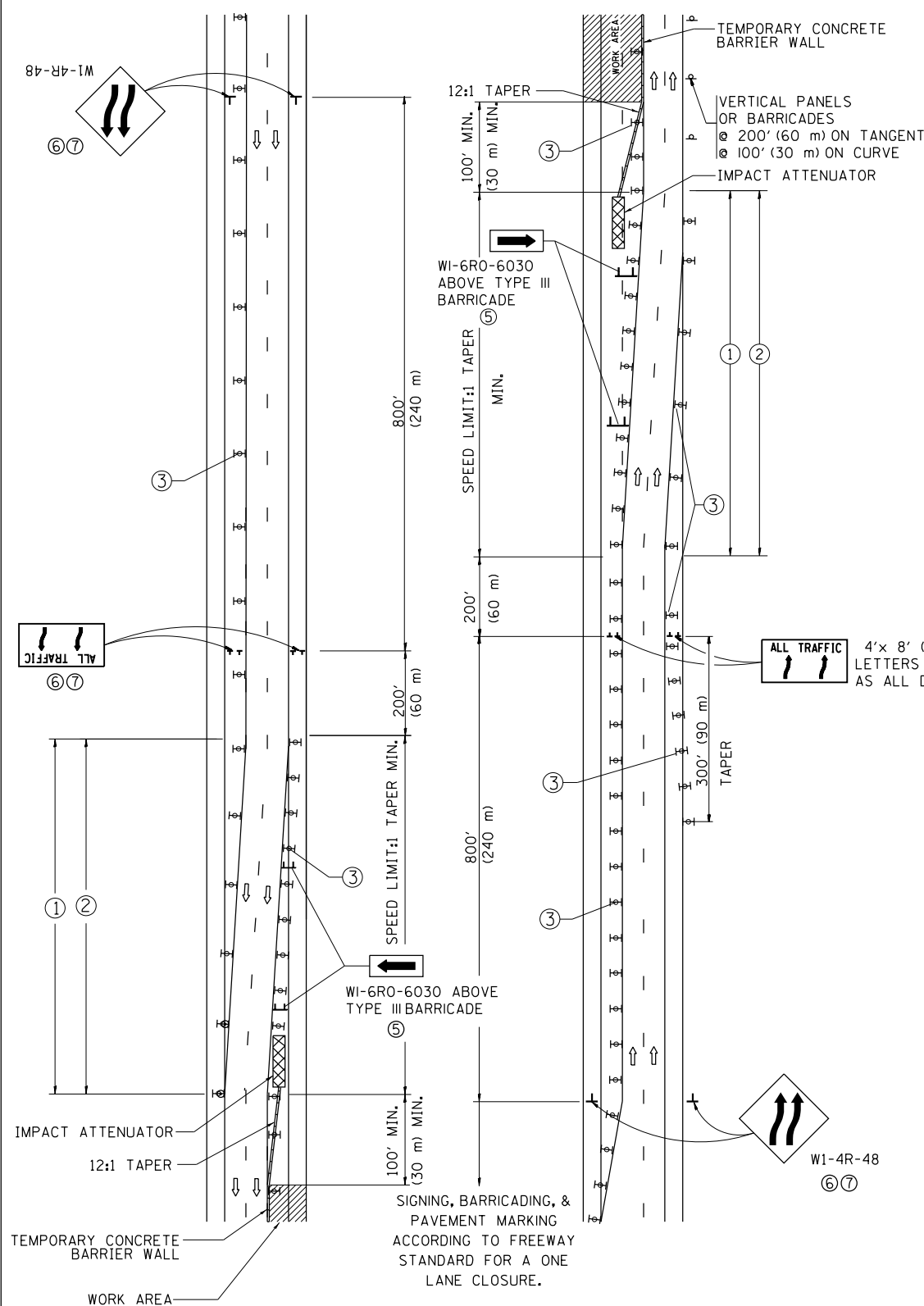
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	14
TC-08		CONTRACT NO. 62A92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



### GENERAL NOTES

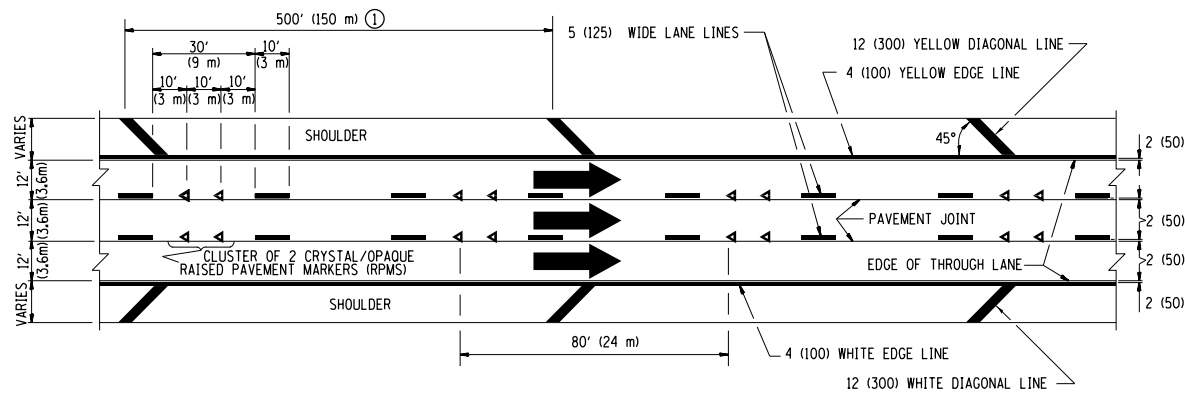
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

### SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

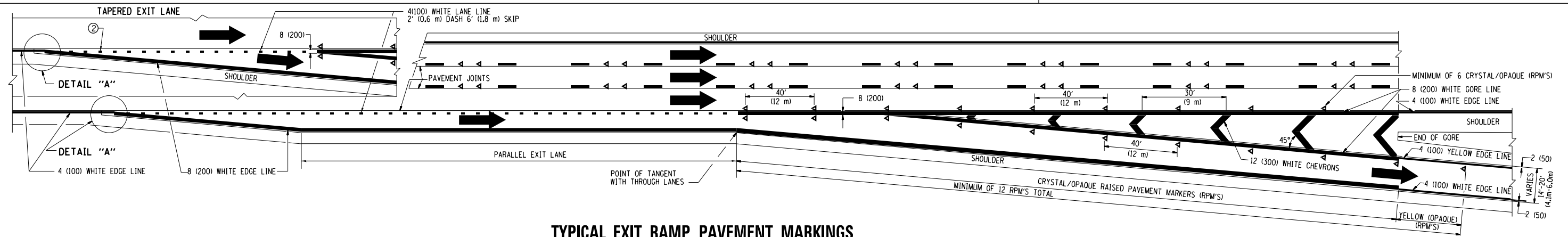
FILE NAME =	USER NAME = Tariqf	DESIGNED - DWS	REVISED - JAF 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\idot\tariqf\m\427922\HMA-Expressway-South-DistStd.dgn		DRAWN -	REVISED - SPB 01-07			VAR.	2015-035RS	COOK & WILL	21	15
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED - SPB 12-09			<b>TC-09</b>		<b>CONTRACT NO. 62A92</b>		
PLOT DATE = 4/8/2015		DATE - 02-87	REVISED - MD 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



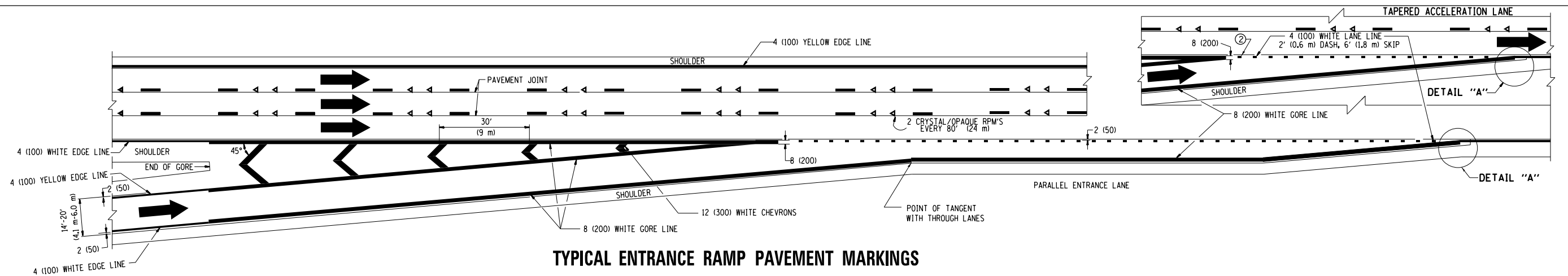
**TYPICAL EDGE LINES & LANE LINES**

**PAVEMENT MARKING MATERIALS**

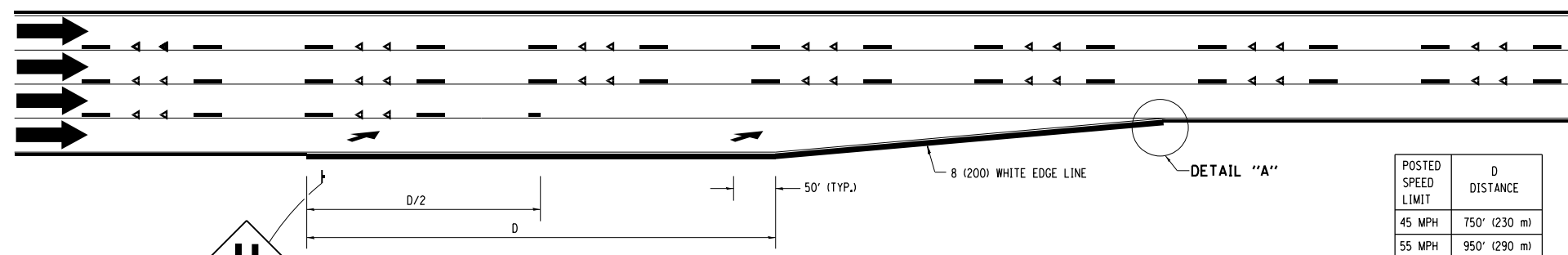
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



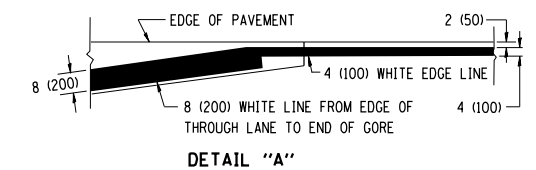
**TYPICAL EXIT RAMP PAVEMENT MARKINGS**



**TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS**



**LANE REDUCTION PAVEMENT MARKINGS**



**NOTES:**

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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

FILE NAME =	USER NAME = Tariqfm	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
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PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED - S.P.B. 01-10
PLOT DATE = 4/8/2015		DATE - 01-90	REVISED - M.D. 05-13

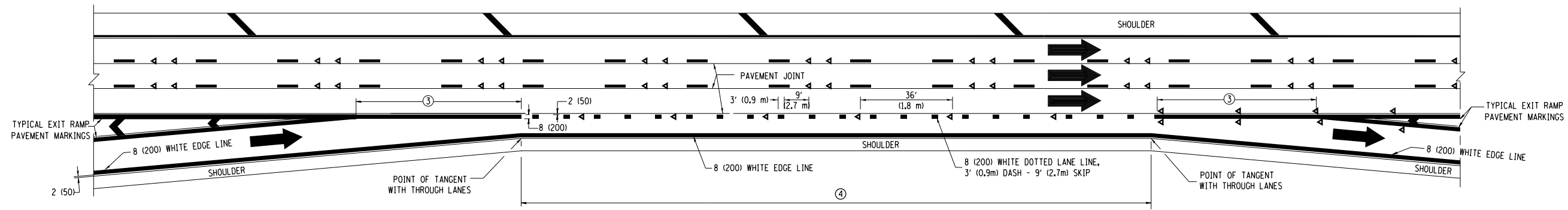
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.
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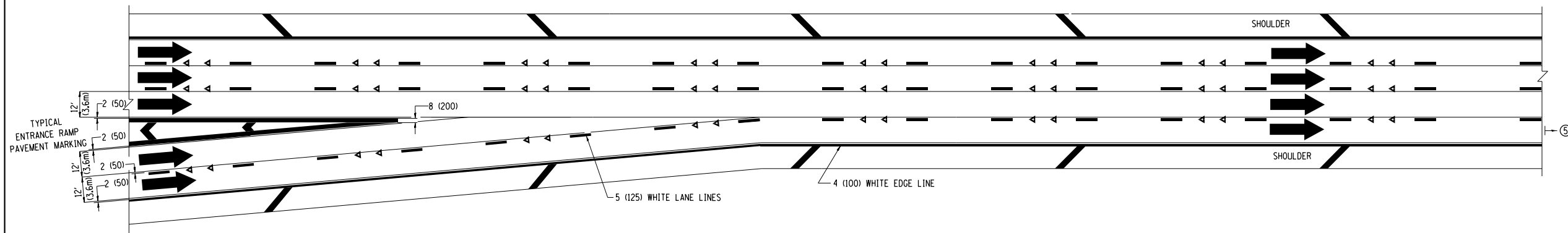
**MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	16
TC-12		CONTRACT NO. 62A92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

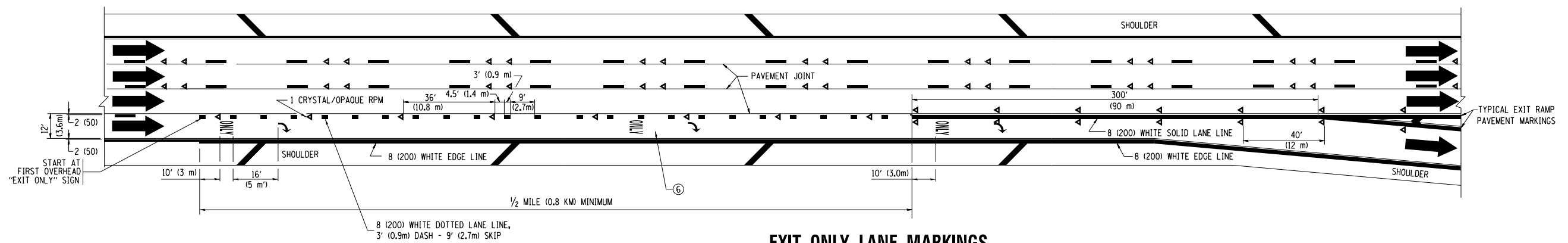




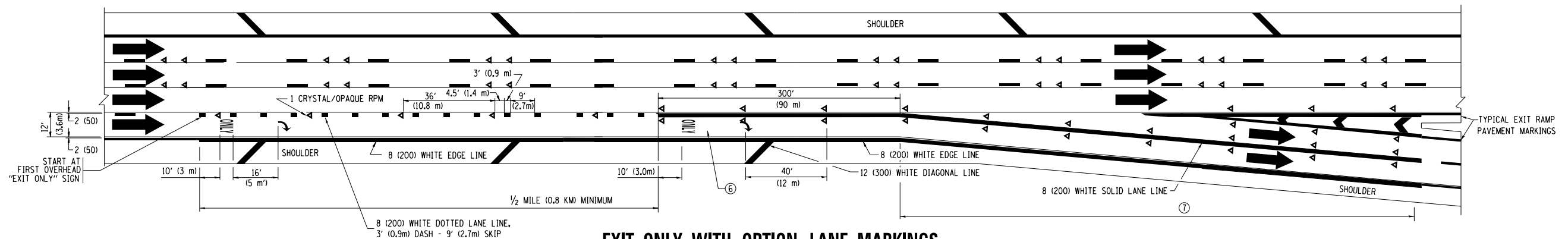
**AUXILIARY LANE MARKINGS**



**TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS**



**EXIT ONLY LANE MARKINGS**



**EXIT ONLY WITH OPTION LANE MARKINGS**

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

FILE NAME =	USER NAME = Tariqf	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ei:\pw\work\puidot\tariqf\m\0427922\HMA-Expressway-South-DistStd.dgn		DRAWN -	REVISED - J.A.F. 02-06
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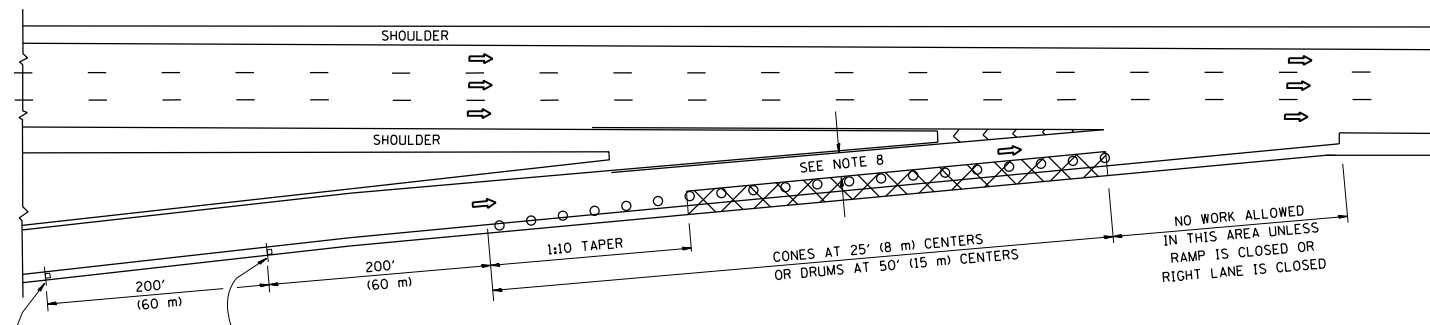
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>			
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

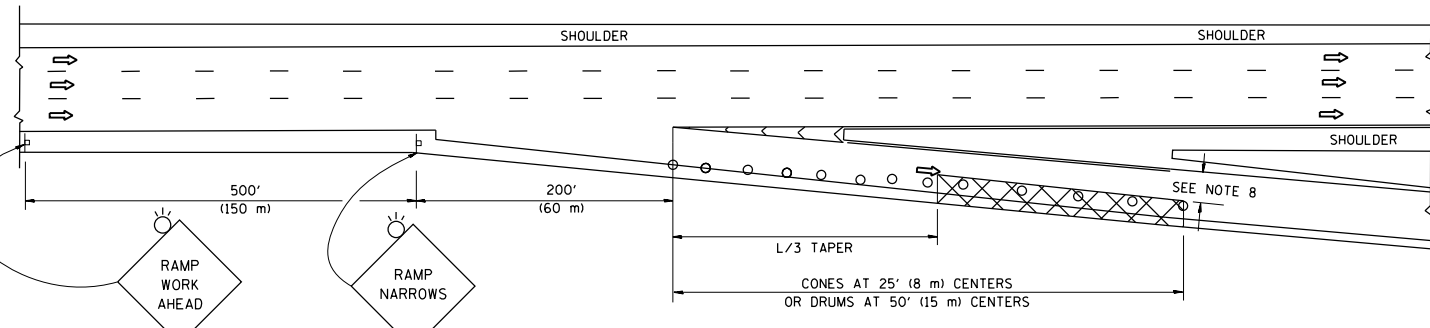
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	17
<b>TC-12</b>		<b>CONTRACT NO. 62A92</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

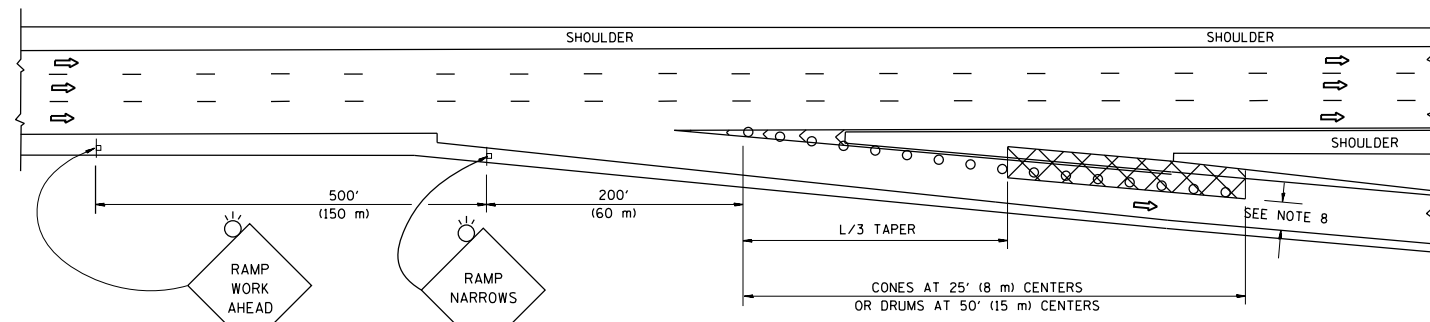
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

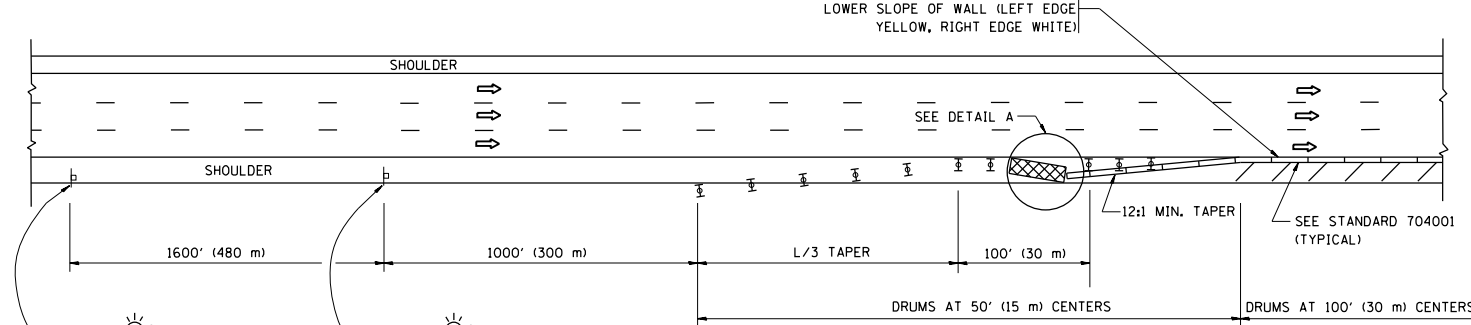
SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

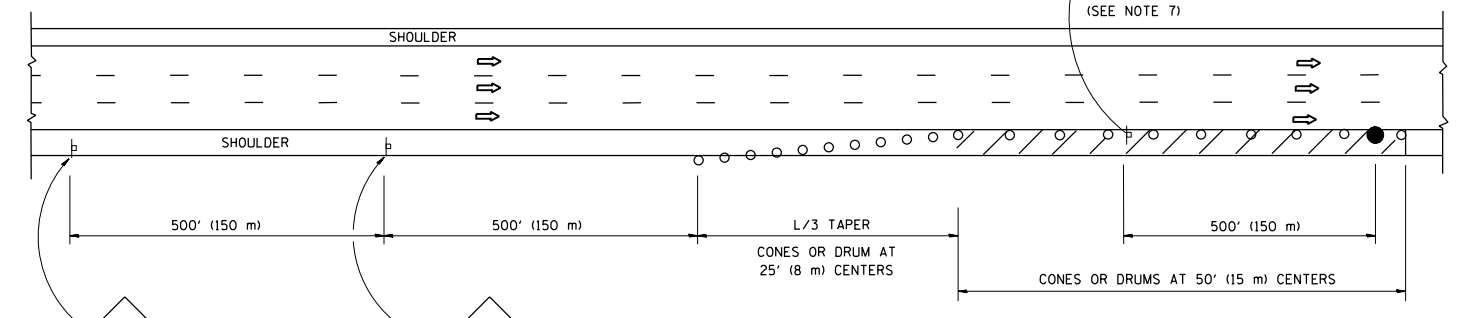
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC    ENGLISH L=0.65(W)(S)    L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS) S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

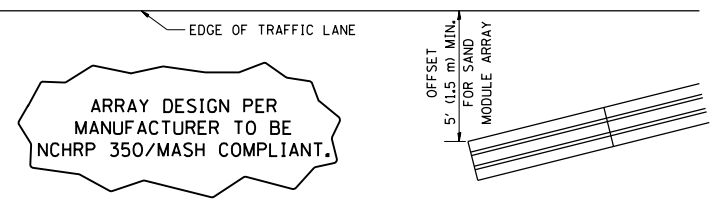


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

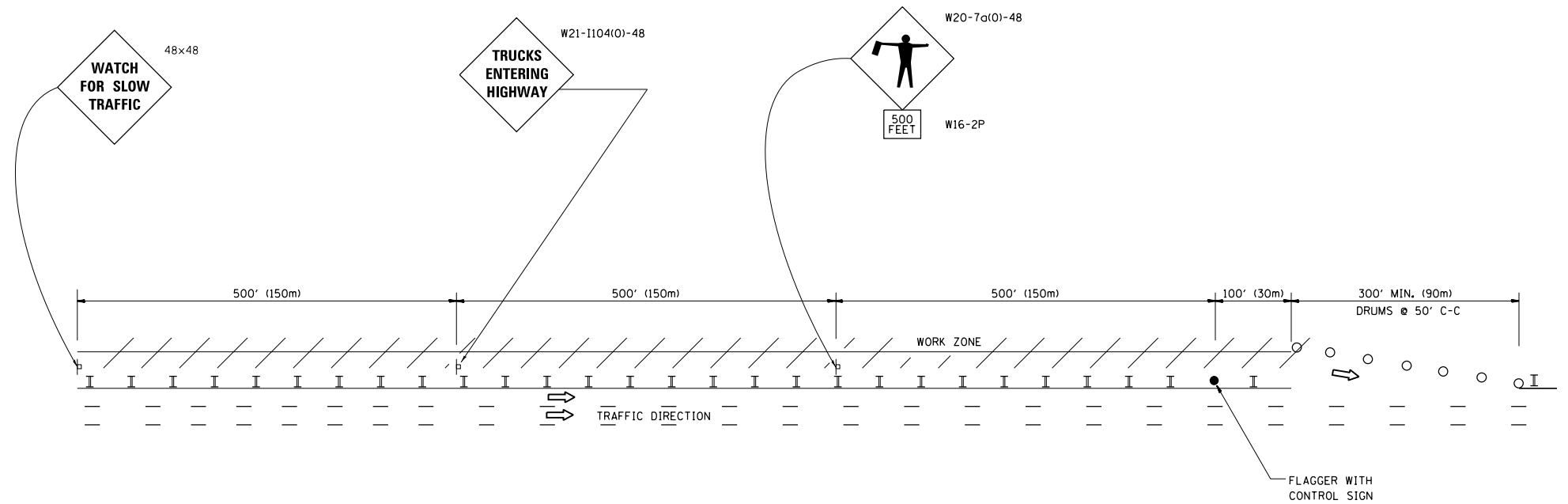
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCRACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION  
16' MIN. WIDTH CURVE SECTION.

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

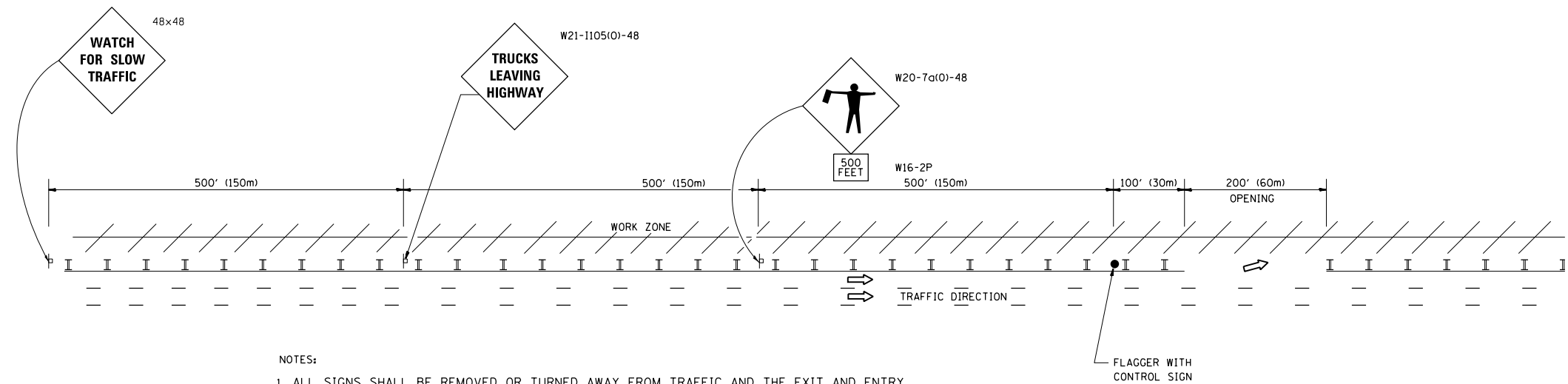
FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED - J.A.F. 12-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\idot\tariqfm\d0427922\HMA-Expressway-South-DistStd.dgn	Expressway-South-DistStd.dgn	DRAWN - D.W.S.	REVISED - S.P.B. 01-07			VAR.	2015-035RS	COOK & WILL	21	18
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - S.P.B. 12-09	REVISED - M.D. 06-13			<b>TC-17</b>		<b>CONTRACT NO. 62A92</b>		
PLOT DATE = 4/8/2015	DATE - 11-96	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

## WORK ZONE EXIT OPENING



## WORK ZONE ENTRY OPENING



**NOTES:**

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

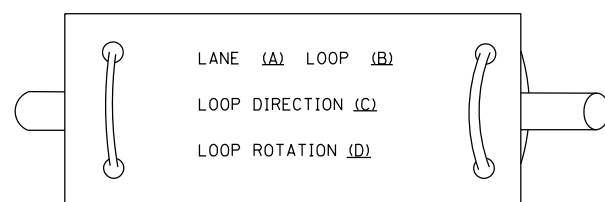
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED - J.A.F. 02-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\tariqfm\d0427922\HMA-Expressway-South-DistStd.dgn	DRAWN -	REVISED - S.P.B. 01-07	VAR.			2015-035RS	COOK & WILL	21	19	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 12-09	<b>TC-18</b>			<b>CONTRACT NO. 62A92</b>				
PLOT DATE = 4/8/2015	DATE -	REVISED - M.D. 06-13	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

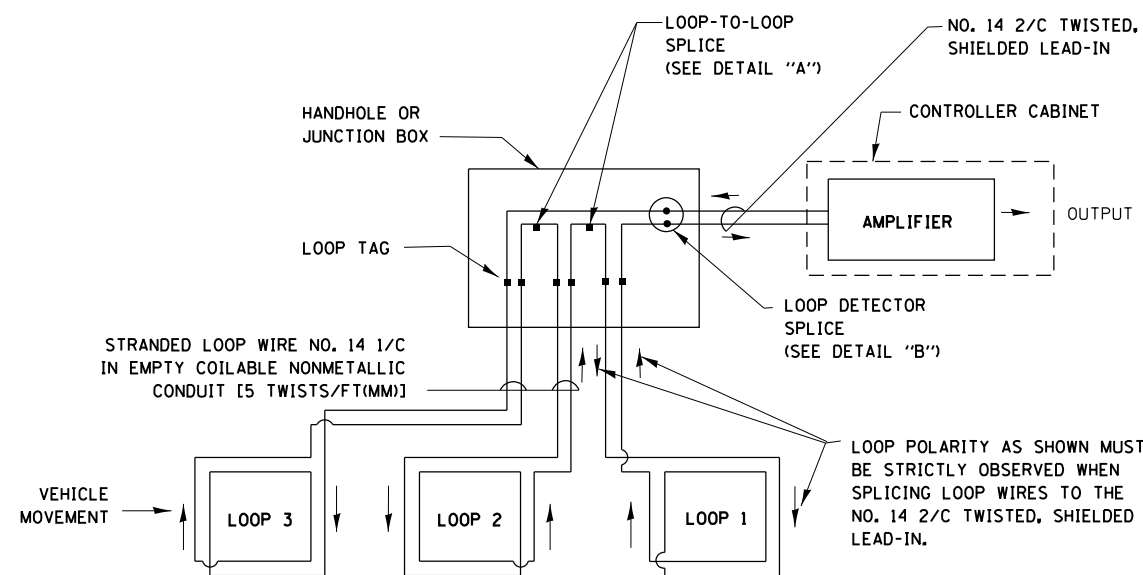
**LOOP DETECTOR NOTES**

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**

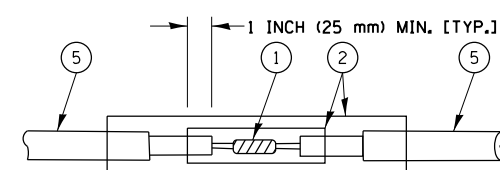


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

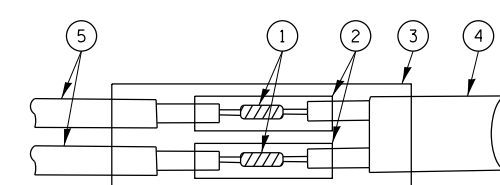


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

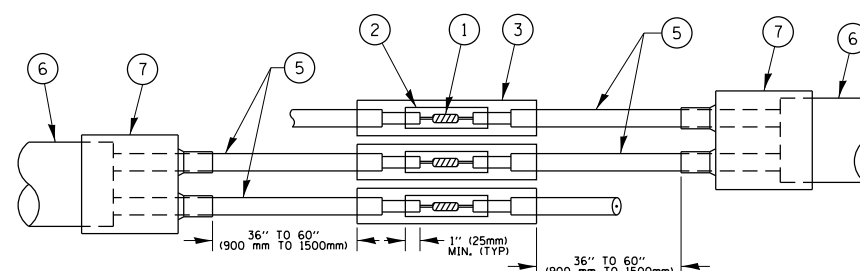


DETAIL "A"  
LOOP-TO-LOOP SPLICE

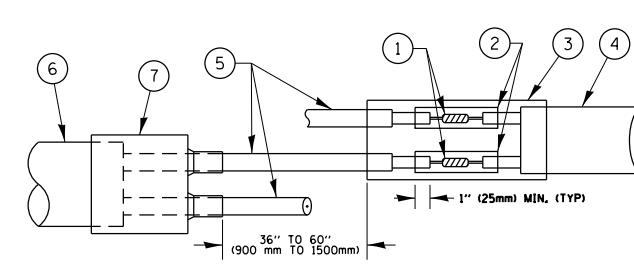


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PRE-FORMED LOOP**

**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 = Tariqfm	DESIGNED - DAD	REVISED - DAG 1-1-14
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PLOT SCALE = 100.0000' / in.		CHECKED - DAD	REVISED -
PLOT DATE = 4/8/2015		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

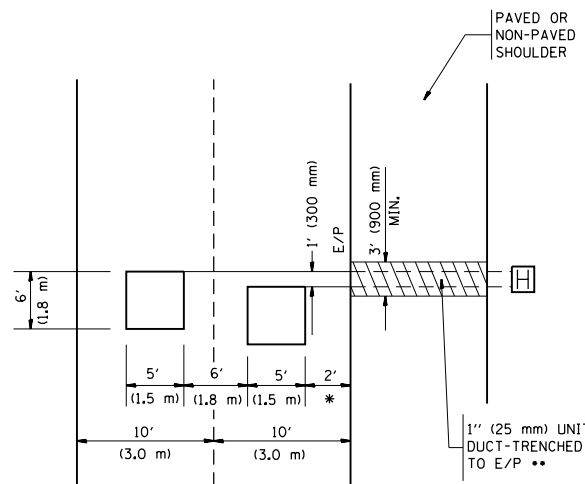
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-035RS	COOK & WILL	21	20
TS-05		CONTRACT NO. 62A92		
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.

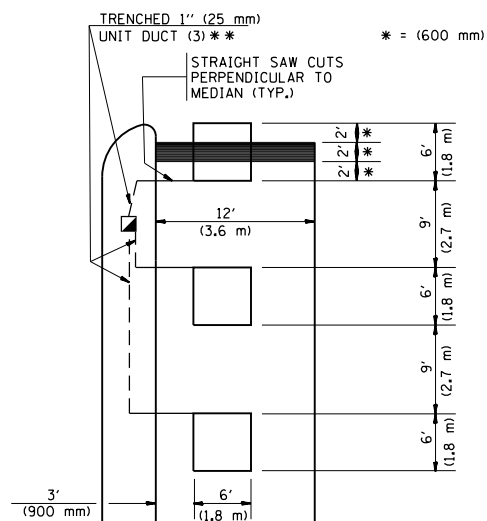


\* = (600 mm)

\*\* 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)

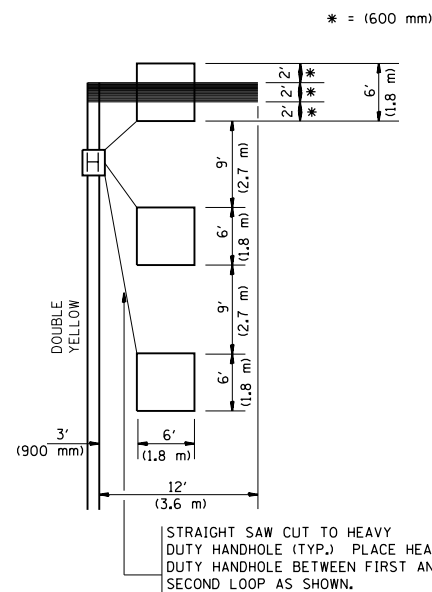
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* 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)



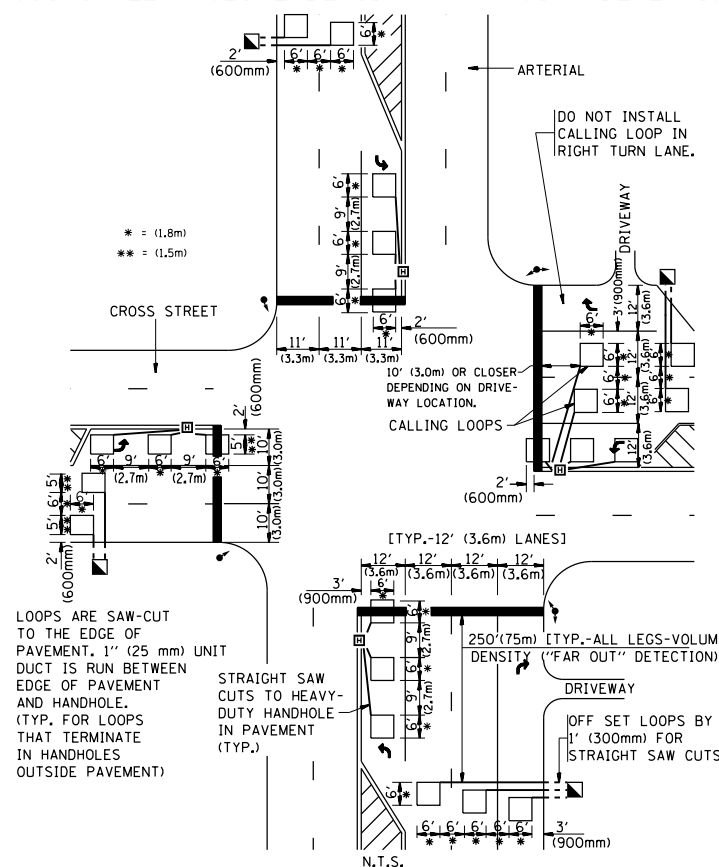
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

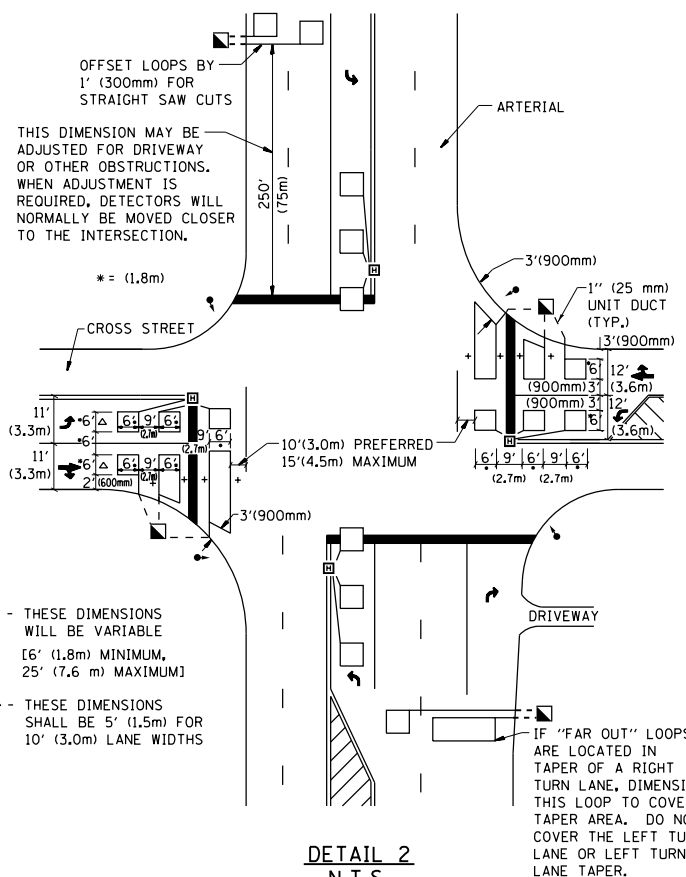
- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE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

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = Tariqf	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / 1"	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 4/8/2015	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.	2015-035RS	COOK & WILL	21	21
TS-07		CONTRACT NO. 62A92		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				