06-13-14 LETTING ITEM 041

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK & DUPAGE	19	1
	ILLINOIS	CONTRACT NO. 60Y16		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

VARIOUS ROUTES
SECTION: 2014–030RS
VARIOUS CENTRAL EXPRESSWAY LOCATIONS
INTERMITTENT RESURFACING
COOK AND DUPAGE COUNTIES
C–91–306–14

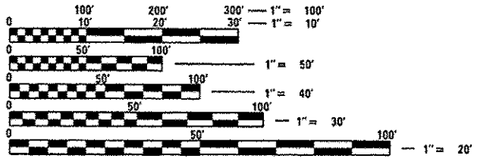
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN:
THE VILLAGE OF BEDFORD PARK
THE VILLAGE OF BURR RIDGE
THE VILLAGE OF FOREST VIEW
THE VILLAGE OF HODGKINS
THE VILLAGE OF INDIAN HEAD PARK
THE VILLAGE OF STICKNEY
THE VILLAGE OF SUMMIT
THE CITY OF CHICAGO
THE CITY OF COUNTRYSIDE
THE CITY OF ELMHURST

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

D–91–306–14

LOCATION OF SECTION INDICATED THUS:– ■



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 10 20 14
John Fallmann for
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 9 20 14
John D. Baranzelli, P.E. by
acting ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 14
Omer Osman, P.E. by
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

CONTRACT NO. 60Y16

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701400-07	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMPS
701426-06	MULTI-LANE, INTERMITTENT OR MOVING OPERATION
701428	TRAFFIC CONTROL SETUP & REMOVAL FREEWAY/EXPRESSWAY
701446-05	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-03	TRAFFIC CONTROL DEVICES

GENERAL NOTES

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) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT JERNARD PERKINS, AREA TRAFFIC FIELD ENGINEER AT (708) 524-2145 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 (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ $N_{DES.}$	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5MM), 2"	4% @ 90 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	2
		CONTRACT NO. 60Y16		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: 100% STATE COOK COUNTY 0005	100% STATE DUPAGE COUNTY 0005				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	7	5	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	114	88	26				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	425	328	97				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	3785	2926	859				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	8	2				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	4.5	1.5				
67100100	MOBILIZATION	L SUM	1	0.75	0.25				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	0.75	0.25				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	174	166	8				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	58	55	3				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37	0				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1810	1730	80				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	115	90	25				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	75	25	50				

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SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: 100% STATE COOK COUNTY 0005	100% STATE DUPAGE COUNTY 0005				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	75	25				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	100	75	25				
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	727	564	163				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	100	75	25				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	100	75	25				
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	100	75	25				
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1704	1317	387				
X7010410	SPEED DISPLAY TRAILER	CAL MO	1	0.5	0.5				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	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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* SPECIALTY ITEM

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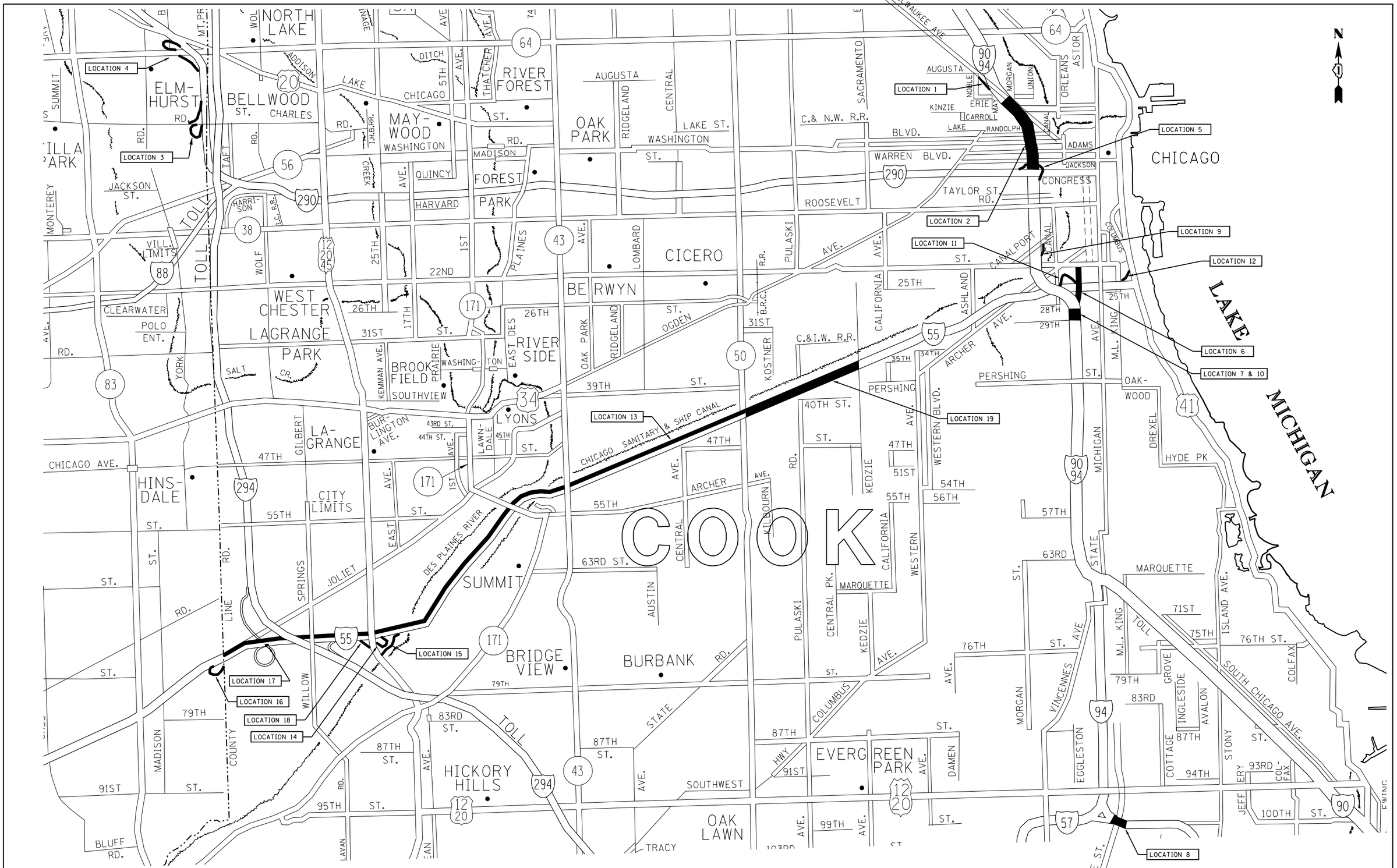
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	3
		CONTRACT NO. 60Y16		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL LOCATION MAP
VARIOUS CENTRAL EXPRESSWAY LOCATIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	4
		CONTRACT NO. 60Y16		
	ILLINOIS FED. AID PROJECT			

	SUMMARY - CENTRAL EXPRESSWAY ROUTES	COUNTY	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	SB KENNEDY (MILWAUKEE AVENUE SB ENTRANCE RAMP)	COOK	CHICAGO	WEST CHICAGO	N/A	6,500 (1994)
LOC.2	KENNEDY (HUBBARDS CAVE TO CONGRESS PARKWAY)	COOK	CHICAGO	WEST CHICAGO	45 MPH	262,100 (2013)
LOC.3	EB I-290 (AT E. ST. CHARLES ROAD)	DUPAGE	ELMHURST	YORK	N/A	2,200 (2002)
LOC.4	EB I-290 (ENTRANCE RAMPS FROM EB & WB NORTH AVENUE)	DUPAGE	ELMHURST	ADDISON/ YORK	N/A	8,700 (2002)
LOC.5	NB DAN RYAN (RAMP TO WB I-290(EISENHOWER))	COOK	CHICAGO	WEST CHICAGO	N/A	29,600 (2011)
LOC.6	SB DAN RYAN (CHINATOWN FEEDER RAMP FROM CERMAK(22ND ST) TO LOCALS/EXPRESS)	COOK	CHICAGO	SOUTH CHICAGO	40 MPH	2,750 (2010)
LOC.7	SB DAN RYAN (AT PCC/HMA JOINT TO EXPRESS LANES(AT 29TH ST.))	COOK	CHICAGO	SOUTH CHICAGO	55 MPH	263,700 (2013)
LOC.8	SB DAN RYAN (AT STATE ST. OVERPASS)	COOK	CHICAGO	HYDE PARK	55 MPH	134,500 (2013)
LOC.9	NB DAN RYAN (CANALPORT AVE. EXIT RAMP)	COOK	CHICAGO	WEST CHICAGO	N/A	5,700 (2002)
LOC.10	NB DAN RYAN (PCC/HMA JOINT AT CHINATOWN EXIT TO CERMAK ROAD)	COOK	CHICAGO	SOUTH CHICAGO	40 MPH	2,750 (2010)
LOC.11	SB DAN RYAN (I-55 (STEVENSON) ENTRANCE RAMP)	COOK	CHICAGO	SOUTH CHICAGO	25 MPH	14,500 (2000)
LOC.12	SWB I-55(STEVENSON) (SB LSD ENTRANCE RAMP)	COOK	CHICAGO	SOUTH CHICAGO	50 MPH	36,700 (2013)
LOC.13	SWB I-55(STEVENSON) (KEDZIE AVENUE TO COUNTY LINE ROAD)	COOK	BEDFORD PARK, BURR RIDGE, CHICAGO, COUNTRYSIDE, FOREST VIEW, HODGKINS, INDIAN HEAD PARK, STICKNEY, SUMMIT	LAKE, LYONS, SOUTH CHICAGO, STICKNEY, WEST CHICAGO	55 MPH	177,100 (2013)
LOC.14	NEB I-55(STEVENSON) (NB LA GRANGE ROAD EXIT RAMP)	COOK	HODGKINS	LYONS	N/A	3,400 (2002)
LOC.15	NEB I-55(STEVENSON) (NB LA GRANGE ROAD ENTRANCE RAMP)	COOK	HODGKINS	LYONS	25 MPH	9,600 (2002)
LOC.16	NEB I-55(STEVENSON) (SB COUNTY LINE ROAD ENTRANCE RAMP)	DUPAGE	BURR RIDGE	LYONS/ DOWNER'S GROVE	30 MPH	7,500 (2002)
LOC.17	NEB I-55(STEVENSON) (AT THE I-294 MERGER)	COOK	BURR RIDGE, INDIAN HEAD PARK	LYONS	0 MPH	0
LOC.18	NEB I-55(STEVENSON) (LONG ARM RAMP TO SB LAGRANGE ROAD)	COOK	COUNTRYSIDE	LYONS	30 MPH	12,500 (2002)
LOC.19	NEB I-55(STEVENSON) (CICERO AVE. TO KEDZIE AVE.)	COOK	CHICAGO	LAKE, SOUTH CHICAGO	55 MPH	176,200 (2013)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE INFORMATION
VARIOUS CENTRAL EXPRESSWAY LOCATIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	5
		CONTRACT NO. 60Y16		
	ILLINOIS FED. AID PROJECT			

	SUMMARY - CENTRAL EXPRESSWAY ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	SB KENNEDY (MILWAUKEE AVENUE SB ENTRANCE RAMP)	222
LOC.2	KENNEDY (HUBBARDS CAVE TO CONGRESS PARKWAY)	411
LOC.3	EB I-290 (AT E. ST. CHARLES ROAD)	734
LOC.4	EB I-290 (ENTRANCE RAMPS FROM EB & WB NORTH AVENUE)	98
LOC.5	NB DAN RYAN (RAMP TO WB I-290(EISENHOWER))	291
LOC.6	SB DAN RYAN (CHINATOWN FEEDER RAMP FROM CERMAK(22ND ST) TO LOCALS/EXPRESS)	36
LOC.7	SB DAN RYAN (AT PCC/HMA JOINT TO EXPRESS LANES(AT 29TH ST.))	83
LOC.8	SB DAN RYAN (AT STATE ST. OVERPASS)	133
LOC.9	NB DAN RYAN (CANALPORT AVE. EXIT RAMP)	694
LOC.10	NB DAN RYAN (PCC/HMA JOINT AT CHINATOWN EXIT TO CERMAK ROAD)	67
LOC.11	SB DAN RYAN (I-55 (STEVENSON) ENTRANCE RAMP)	13
LOC.12	SWB I-55(STEVENSON) (SB LSD ENTRANCE RAMP)	24
LOC.13	SWB I-55(STEVENSON) (KEDZIE AVENUE TO COUNTY LINE ROAD)	340
LOC.14	NEB I-55(STEVENSON) (NB LA GRANGE ROAD EXIT RAMP)	168
LOC.15	NEB I-55(STEVENSON) (NB LA GRANGE ROAD ENTRANCE RAMP)	199
LOC.16	NEB I-55(STEVENSON) (SB COUNTY LINE ROAD ENTRANCE RAMP)	27
LOC.17	NEB I-55(STEVENSON) (AT THE I-294 MERGER)	16
LOC.18	NEB I-55(STEVENSON) (LONG ARM RAMP TO SB LAGRANGE ROAD)	96
LOC.19	NEB I-55(STEVENSON) (CICERO AVE. TO KEDZIE AVE.)	133
	CENTRAL EXPRESSWAY TOTAL =	3,785 SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF INTERMITTENT RESURFACING SCHEDULE
VARIOUS CENTRAL EXPRESSWAY LOCATIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	6
		CONTRACT NO. 60Y16		
	ILLINOIS	FED. AID PROJECT		

ROUTE: SB Kennedy(Milwaukee Avenue SB Entrance Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Milwaukee Avenue		SB	2	15	40	600	67
	PCC Joint on Ramp	SB	Ramp	20	70	1400	156
		TOTALS:			**110**		**222**
					FT		**SY**

ROUTE: Kennedy Expressway (Hubbards Cave to Congress Parkway)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
W. Fulton Street		SB	1	12	20	240	27
		SB	2	12	20	240	27
		SB	3	12	20	240	27
		SB	4	12	20	240	27
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	3	12	15	180	20
		SB	4	12	15	180	20
		SB	1	12	8	96	11
		SB	2	12	8	96	11
	PCC Jt. At I-290	SB	3	12	8	96	11
PCC Jt. At I-290		NB	1	12	20	240	27
		NB	2	12	20	240	27
		NB	3	12	20	240	27
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	3	12	10	120	13
		NB	2	12	6	72	8
		NB	3	12	6	72	8
		NB	4	12	6	72	8
		NB	5	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	6	72	8
		NB	4	12	6	72	8
	Hubbards Cave	NB	5	12	6	72	8
		TOTALS:			**308**		**411**
					FT		**SY**

ROUTE: EB I-290 at E. St. Charles Road

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Ramp EB I-290		WB	Ramp	15	12	180	20
	WB St Charles Road	WB	Ramp	15	6	90	10
St Charles Road		EB	1	12	40	480	53
	West Approach over I-290	EB	2	12	40	480	53
St Charles Road		EB	1	12	40	480	53
		EB	2	12	40	40	4
	East Approach over I-290	EB	3	12	40	480	53
St Charles Road		WB	1	12	40	480	53
		WB	2	12	40	480	53
	West Approach over I-290	WB	3	12	40	480	53
St Charles Road		WB	1	12	40	480	53
		WB	2	12	40	480	53
	East Approach over I-290	WB	3	12	40	480	53
WB St Charles	EB I 290		Ramp	15	100	1500	167
		TOTALS:			**558**		**734**
					FT		**SY**

ROUTE: EB I-290 Entrance ramps from EB & WB North Avenue

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
WB North Avenue		WB	Ramp	15	6	90	10
		WB	Ramp	15	6	90	10
		WB	Ramp	15	20	300	33
	EB I-290	WB	Ramp	15	12	180	20
EB North Avenue		EB	Ramp	15	6	90	10
		EB	Ramp	15	6	90	10
	EB I-290	EB	Ramp	7	6	42	5
		TOTALS:			**62**		**98**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
KENNEDY EXPRESSWAY AND I-290 EB

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	7
		CONTRACT NO. 60Y16		
	ILLINOIS	FED. AID PROJECT		

ROUTE: NB Dan Ryan(Ramp to WB I-290(Eisenhower))

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NB Dan Ryan		NB	Ramp	25	20	500	56
		NB	Ramp	25	20	500	56
		NB	Ramp	12	15	180	20
		NB	Ramp	12	15	180	20
		NB	Ramp	12	15	180	20
		NB	Ramp	12	15	180	20
	WB I-290(Eisenhower)	NB	Ramp	6	150	900	100
		TOTALS:			**250**		**291**
					FT		**SY**

ROUTE: SB Dan Ryan (Chinatown Feeder Ramp From Cermak Road to locals/express)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Chinatown Feeder	Local SB Dan Ryan	SB	3	12	12	144	16
PCC/HMA Jt. At 32nd St.	Local SB Dan Ryan	SB	Ramp	15	12	180	20
Entrance Ramp							
		TOTALS:			**24**		**36**
					FT		**SY**

ROUTE: SB Dan Ryan(at PCC/HMA Joint to Express Lanes(at 29th St.))

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
28th Street		SB	4	12	50	600	67
		SB	2	12	6	72	8
	30 Street	SB	3	12	6	72	8
		TOTALS:			**62**		**83**
					FT		**SY**

ROUTE: SB Dan Ryan (At State Street overpass)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
99th St	100th St	SB	1	6	200	1200	133
		TOTALS:			**200**		**133**
					FT		**SY**

ROUTE: NB Dan Ryan (Canalport Avenue Exit Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NB Dan Ryan	Canalport Avenue	NB	Ramp	25	250	6250	694
		TOTALS:			**250**		**694**
					FT		**SY**

ROUTE: NB Dan Ryan (PCC/HMA joint at Chinatown exit to Cermak Road)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
PCC/HMA Jt. Chinatown Exit		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	3	12	10	120	13
		NB	Joint 1-2	3	40	120	13
	Cermak Road	NB	Joint 2-3	3	40	120	13
		TOTALS:			**110**		**67**
					FT		**SY**

ROUTE: SB Dan Ryan (I-55 entrance Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
PCC/HMA Jt. At 26th St.	SB Dan Ryan	SB	Ramp	20	6	120	13
		TOTALS:			**6**		**13**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
NORTHBOUND AND SOUTHBOUND DAN RYAN EXPRESSWAY

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	8
		CONTRACT NO. 60Y16		
	ILLINOIS FED. AID PROJECT			

ROUTE: SWB I-55(Stevenson) (SB LSD Entrance Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
LSD	50' S of Crash Barrels	SWB	1	6	12	72	8
		SWB	2	6	12	72	8
50' S of Crash Barrels	PCC/HMA Joint	SWB	2	6	12	72	8
		TOTALS:			**36**		**24**
					FT		**SY**

ROUTE: SWB I-55(Stevenson)(Kedzie Avenue to County Line Road)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
PCC/HMA Jt. W of Kedzie Ave		SWB	1	12	20	240	27
		SWB	2	12	20	240	27
	Rail Road bridge Overpass	SWB	3	12	20	240	27
Rail Road bridge Overpass		SWB	2	12	15	180	20
		SWB	1	12	12	144	16
		SWB	1	12	12	144	16
	Pulaski Road Overpass	SWB	2	12	12	144	16
Pulaski Road Overpass		SWB	1	12	15	180	20
		SWB	2	12	15	180	20
		SWB	3	12	15	180	20
	PCC/Hma Jt. At Bridge over RR	SWB	4	12	15	180	20
PCC/Hma Jt. At Bridge over RR		SWB	2	12	15	180	20
	1st Avenue Overpass	SWB	2	12	15	180	20
1st Avenue Overpass		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
		SWB	3	6	12	72	8
	County Line Road Exit sign	SWB	3	12	12	144	16
		TOTALS:			**297**		**340**
					FT		**SY**

ROUTE: NEB I-55(Stevenson)(NB LaGrange Road Exit Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NEB I-55(Stevenson)		NEB	Ramp	12	12	144	16
		NEB	Ramp	12	12	144	16
		NEB	Ramp	6	12	72	8
		NEB	Ramp	12	12	144	16
		NEB	Ramp	12	12	144	16
		NEB	Ramp	5	12	60	7
		NEB	Ramp	6	12	72	8
		NEB	Ramp	6	12	72	8
		NEB	Ramp	6	12	72	8
		NEB	Ramp	5	12	60	7
		NEB	Ramp	15	12	180	20
		NEB	Ramp	12	12	144	16
		NEB	Ramp	12	12	144	16
	NB LaGrange Road	NEB	Ramp	5	12	60	7
		TOTALS:			**168**		**168**
					FT		**SY**

ROUTE: NEB I-55(Stevenson)(NB Lagrange Road Entrance Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NB LaGrange Road		NEB	Ramp	6	12	72	8
		NEB	Ramp	8	50	400	44
		NEB	Ramp	6	15	90	10
		NEB	Ramp	6	15	90	10
		NEB	Ramp	20	12	240	27
		NEB	Ramp	8	12	96	11
	NEB I-55(Stevenson)	NEB	Ramp	8	100	800	89
		TOTALS:			**216**		**199**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
I-55 (STEVENSON EXPRESSWAY)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	9
		CONTRACT NO. 60Y16		
	ILLINOIS	FED. AID PROJECT		

ROUTE: NEB I-55(Stevenson) (SB County Line Road Entrance Ramp)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
SB County Line Road		NWS	Ramp	8	15	120	13
	NEB I-55 (Stevenson)	NWS	Ramp	8	15	120	13
	top of ramp						
		TOTALS:			**30**		**27**
					FT		**SY**

ROUTE: NEB I-55(Stevenson)(Long Arm Ramp to SB LaGrange Road)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NEB I-55(Stevenson)		NEB	Ramp	20	15	300	33
		NEB	Ramp	10	15	150	17
		NEB	Ramp	6	15	90	10
		NEB	Ramp	6	15	90	10
		NEB	Ramp	6	15	90	10
		NEB	Ramp	4	12	48	5
	SB LaGrange Road	NEB	Ramp	5	20	100	11
		TOTALS:			**107**		**96**
					FT		**SY**

ROUTE: NEB I-55(Stevenson) (at the I-294 merger)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
NEB I-55(Stevenson)		NEB	3	12	6	72	8
	Tollway Merger	NEB	3	12	6	72	8
		TOTALS:			**12**		**16**
					FT		**SY**

ROUTE: NEB I-55(Stevenson)(Cicero Avenue to Kedzie Avenue)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Cicero Avenue		NEB	1	12	15	180	20
		NEB	2	12	15	180	20
		NEB	3	12	15	180	20
	Pulaski Road	NEB	3	12	10	120	13
Pulaski Road		NEB	1	12	15	180	20
		NEB	2	12	15	180	20
PCC/HMA Jt. At Overhead Bo.		NEB	3	12	15	180	20
		TOTALS:			**100**		**133**
					FT		**SY**

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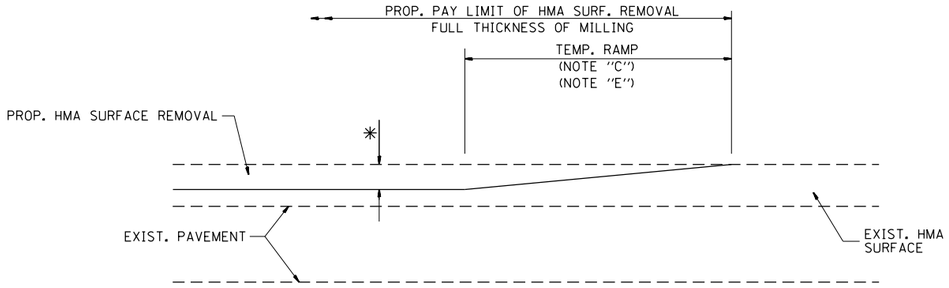
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
I-55 (STEVENSON EXPRESSWAY)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

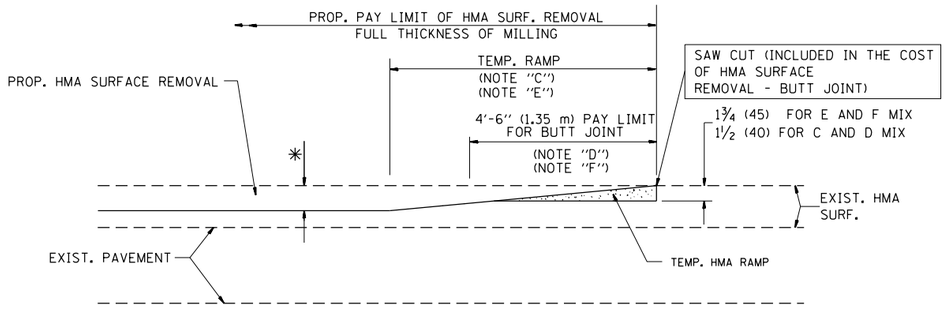
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	10
		CONTRACT NO. 60Y16		
	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

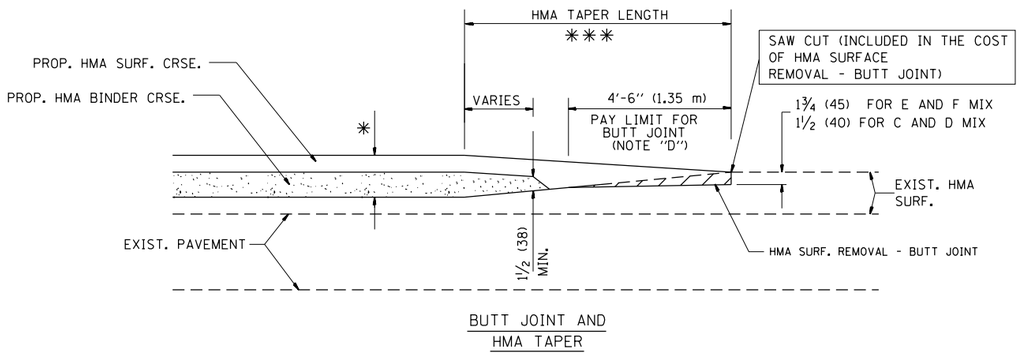


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

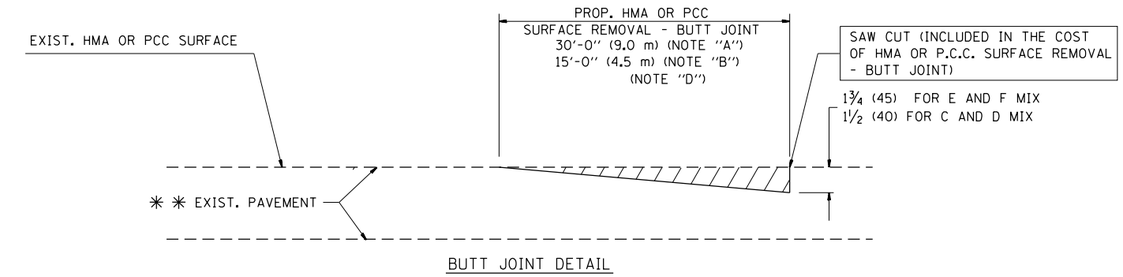
OPTION 2

TYPICAL TEMPORARY RAMP

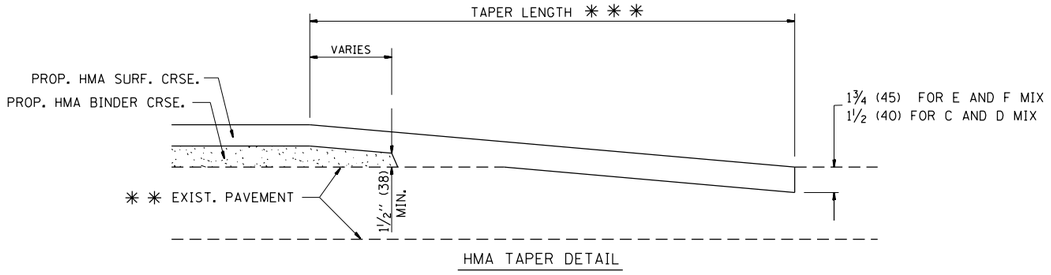


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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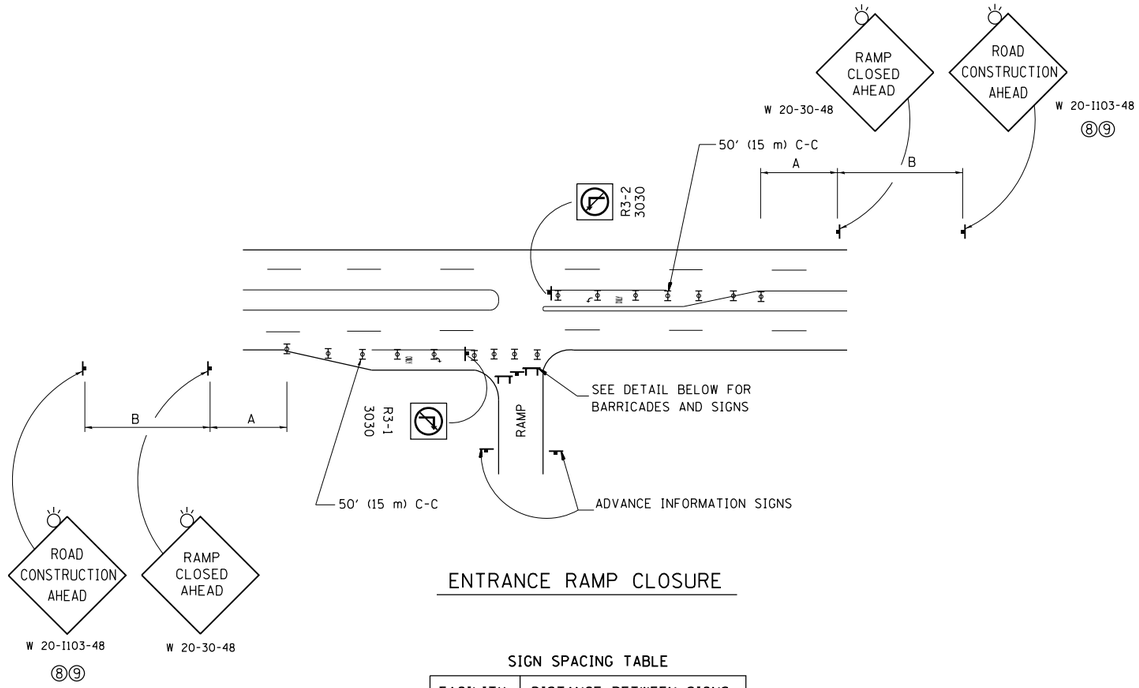
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.	2014-030RS	COOK&DUPAGE	19	11
	BD400-05 BD32	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

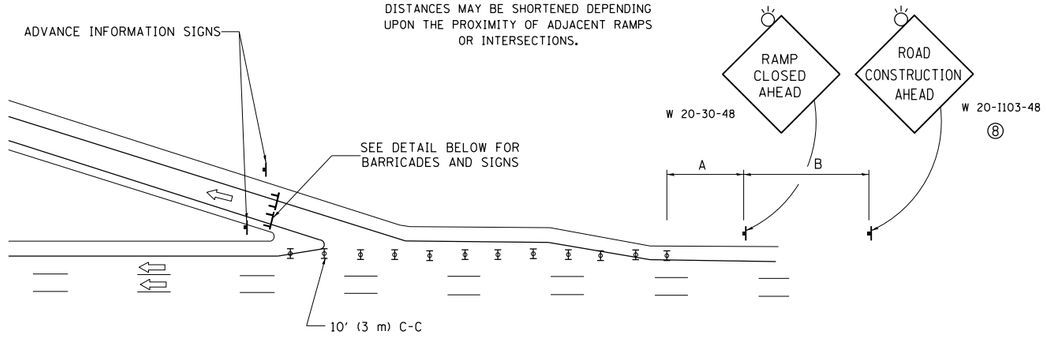


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS A	DISTANCE BETWEEN SIGNS 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.

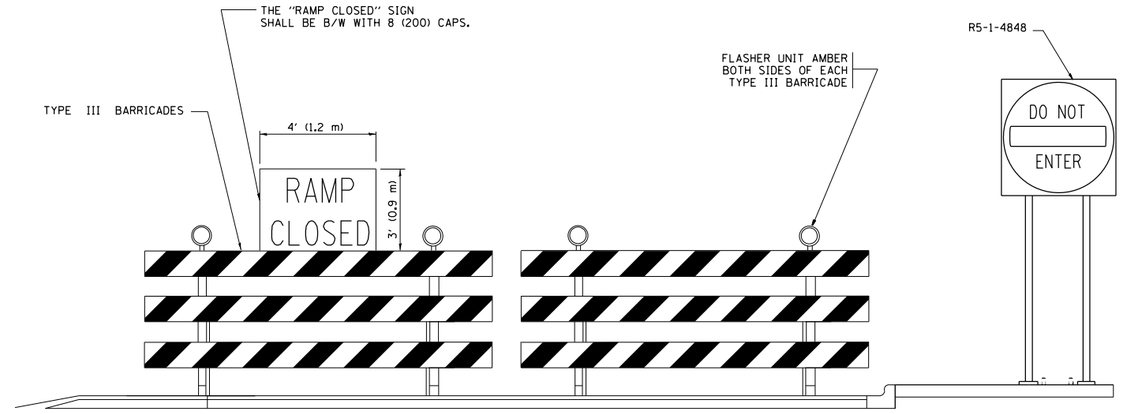


EXIT RAMP CLOSURE

SYMBOLS

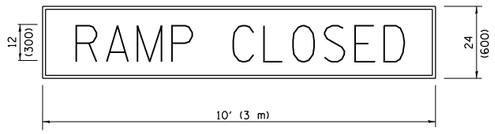
TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

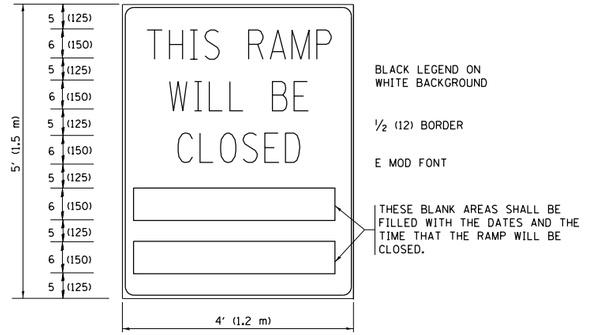
RAMP CLOSURE ADVANCE WARNING SIGN



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



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, PRECEEDED 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 = 4/9/2014	DATE - 02-83	REVISED - MD 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

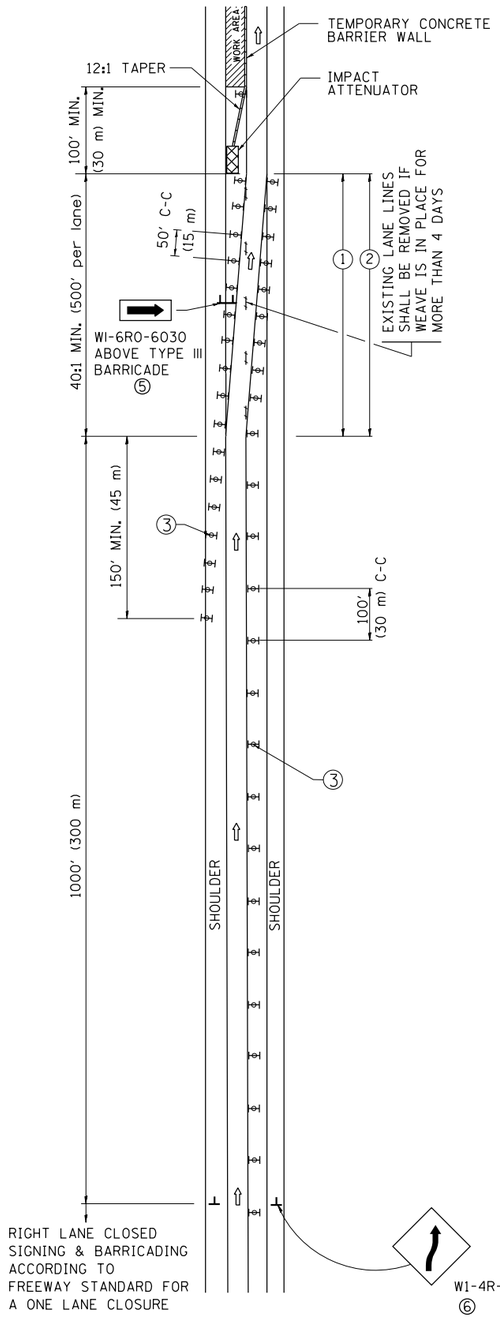
ENTRANCE AND EXIT RAMP CLOSURE DETAILS

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

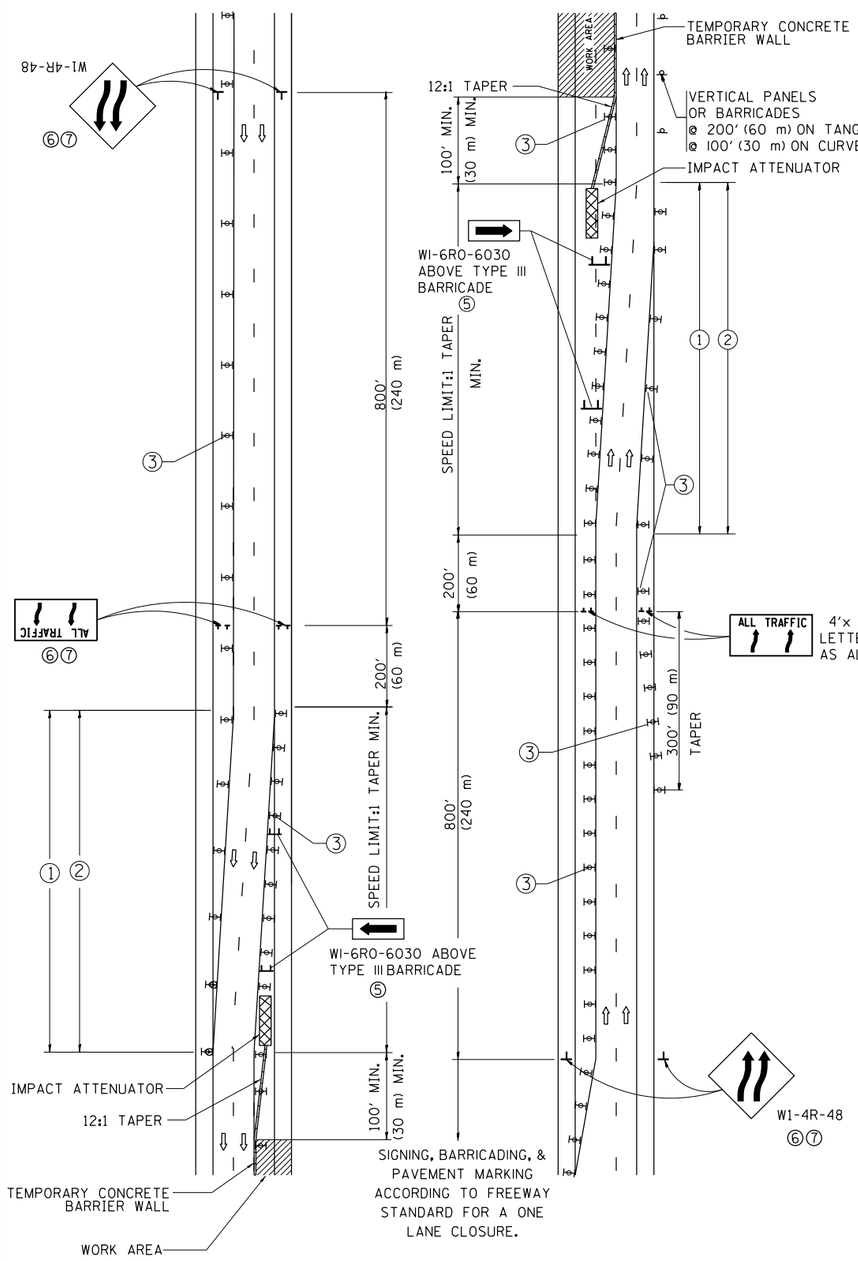
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	12
	TC-08	CONTRACT NO. 60Y16		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

SINGLE LANE WEAVE



MULTI-LANE WEAVE



ALL TRAFFIC ⑥⑦ 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

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 CONTINOUS 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 OMMITTED 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

W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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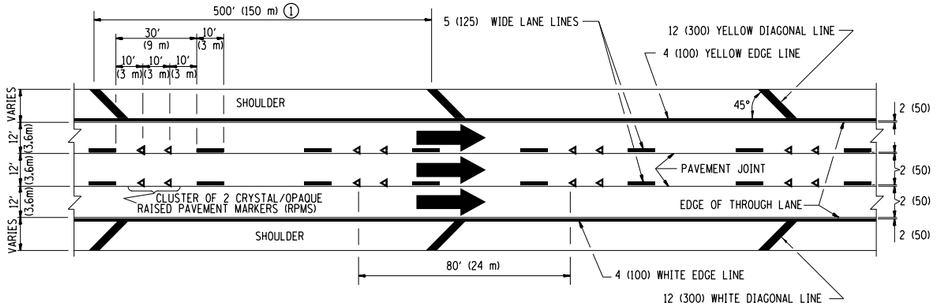
	PLOT DATE = 4/9/2014	DATE - 02-87	REVISED - MD 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

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

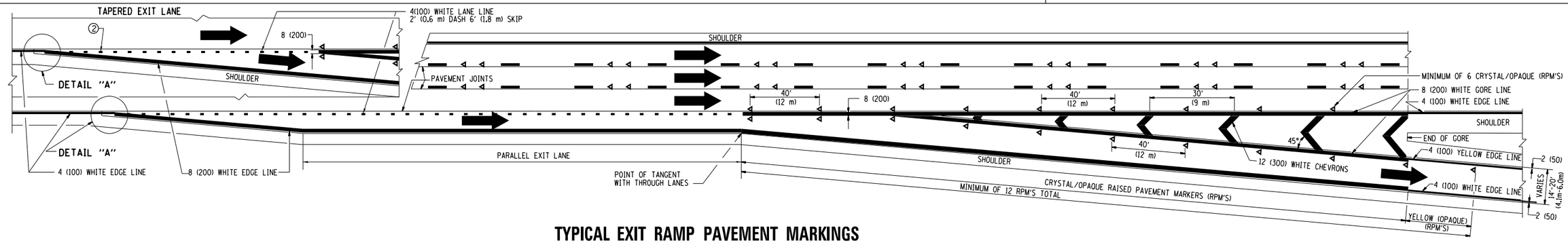
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	13
	TC-09	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



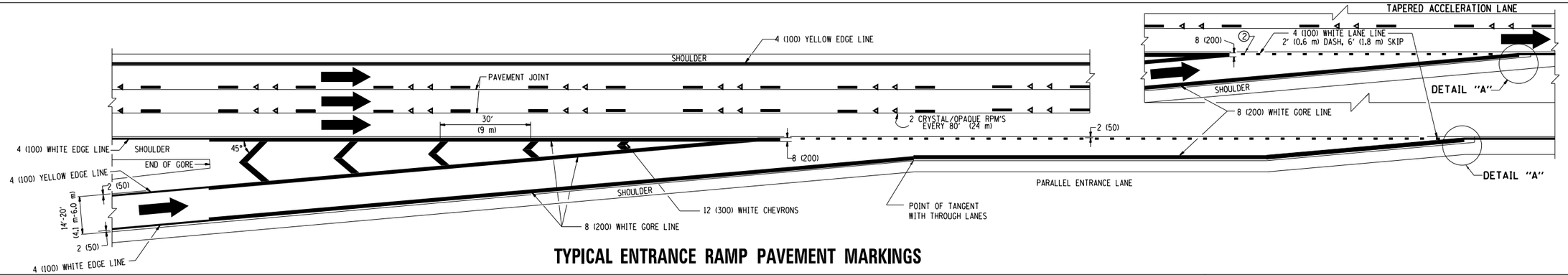
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

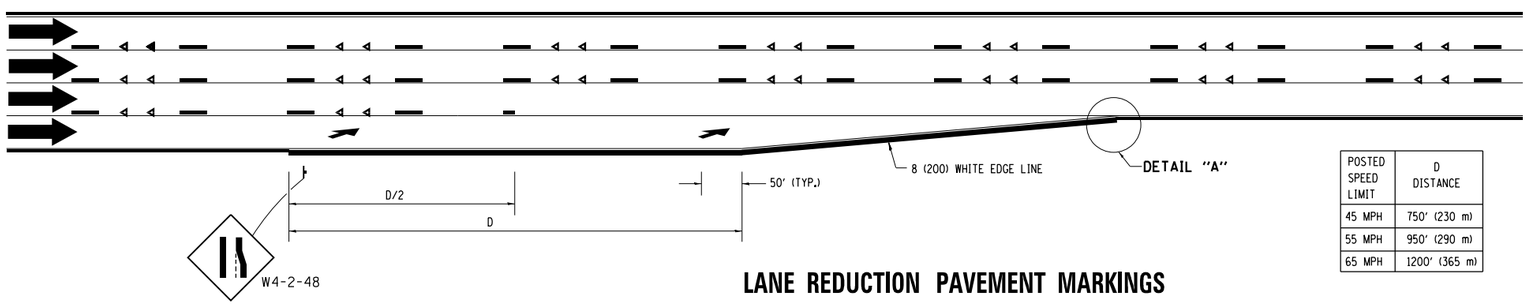
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

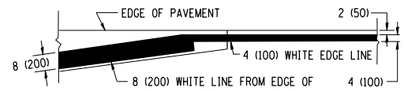


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

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.

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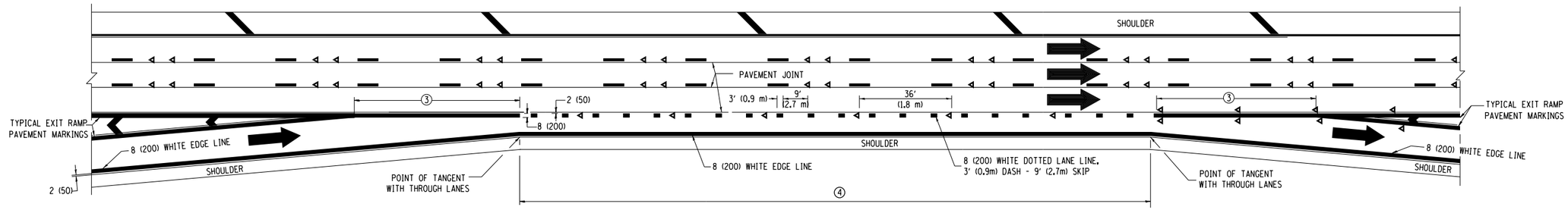
	PLOT DATE = 4/9/2014	DATE - 01-90	REVISED - M.D. 05-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

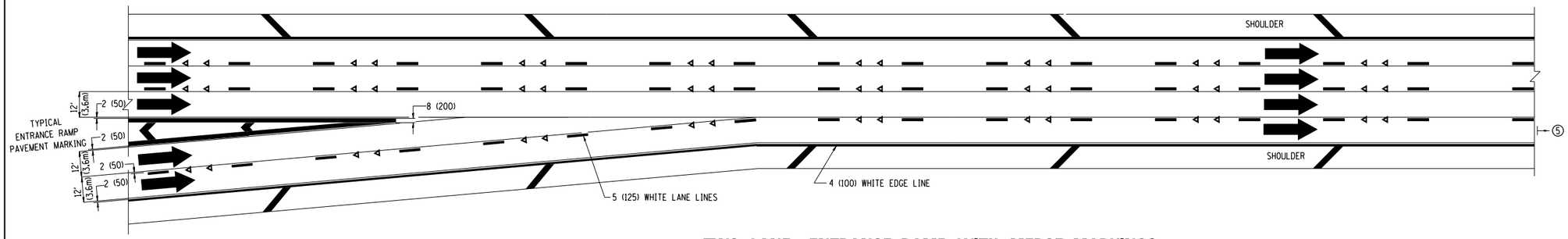
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

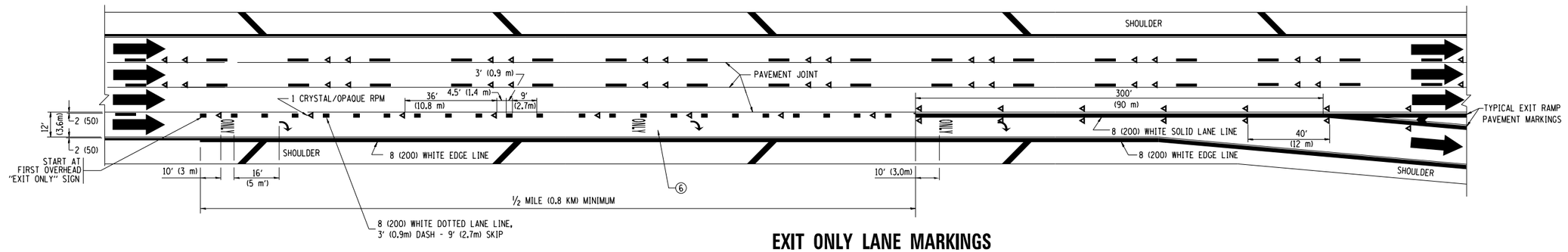
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	14
	TC-12	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



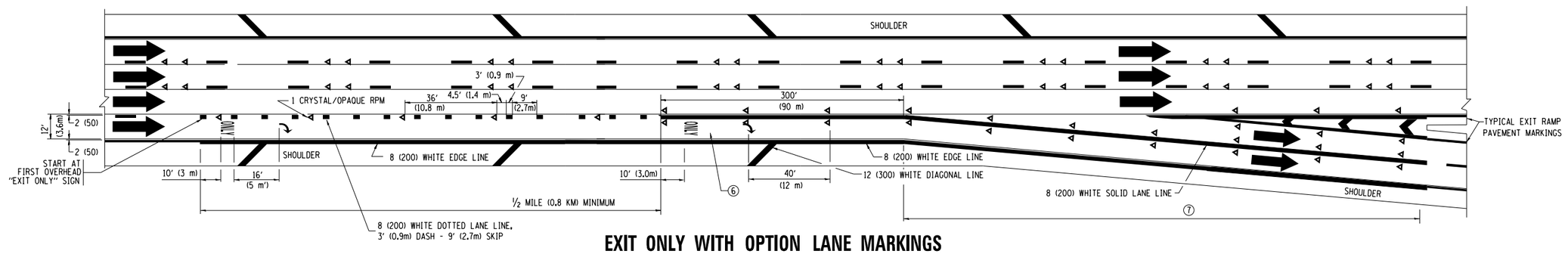
AUXILIARY LANE MARKINGS



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.

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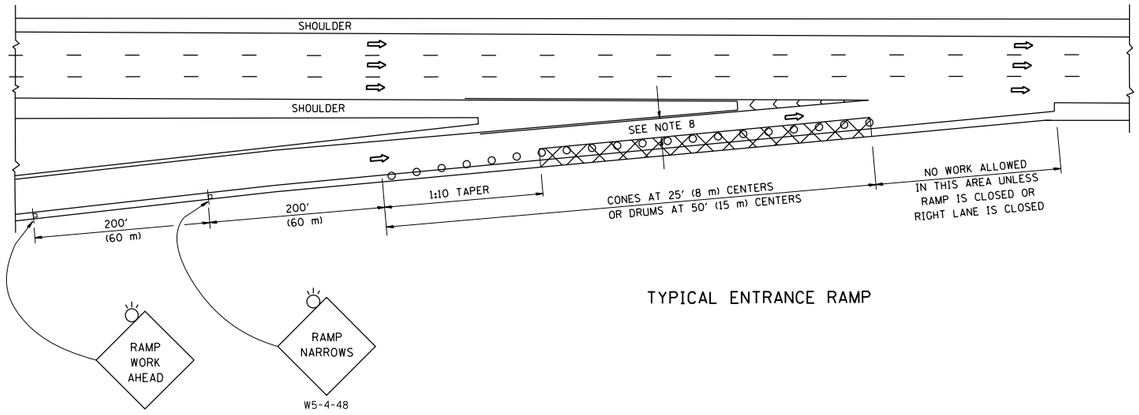
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

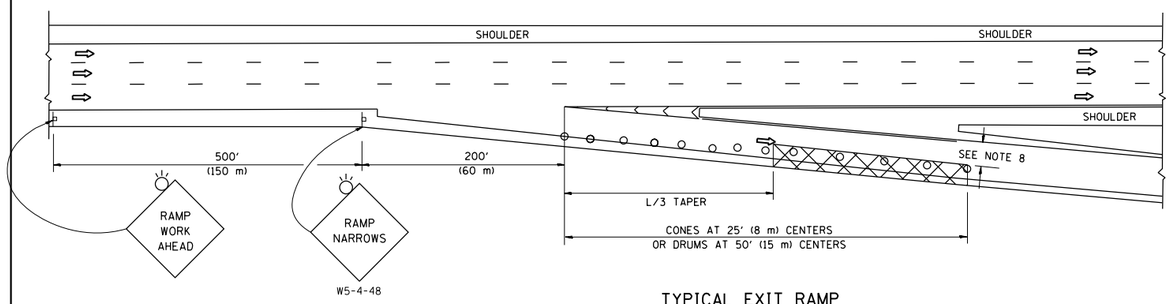
SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	15
	TC-12	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

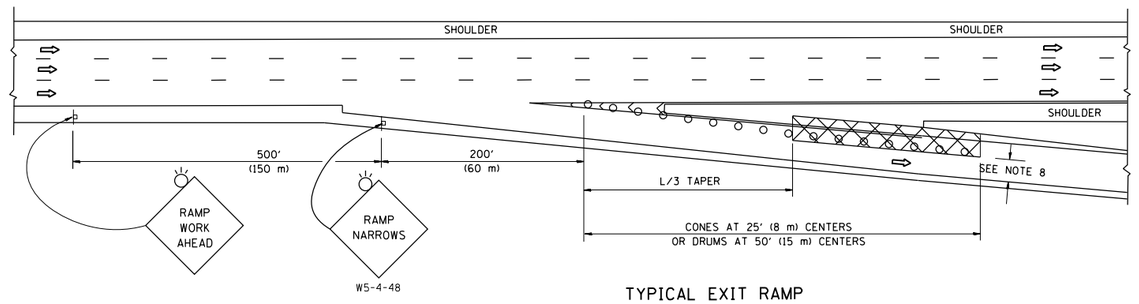
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

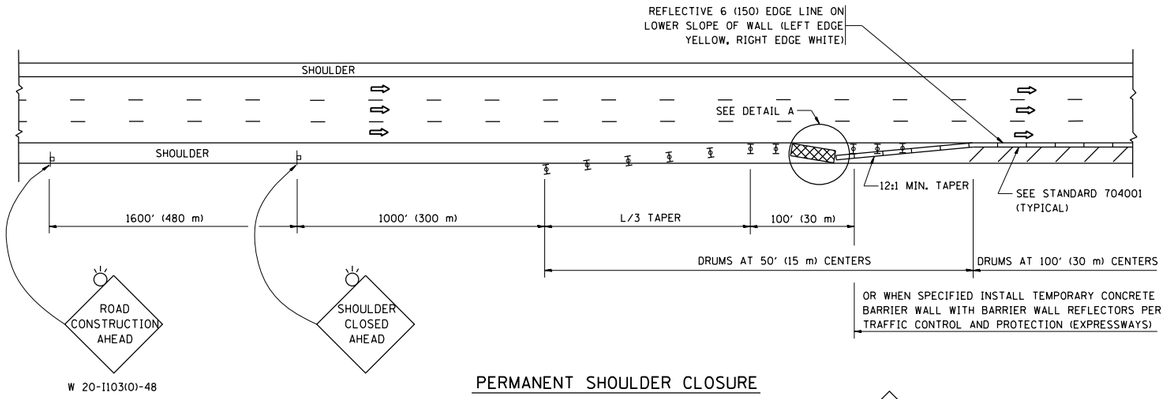


TYPICAL EXIT RAMP

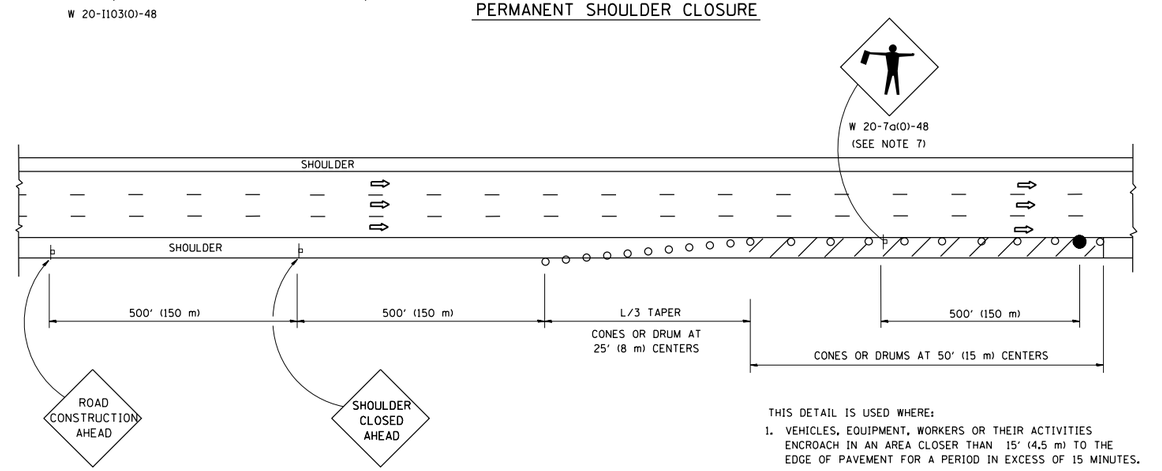


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



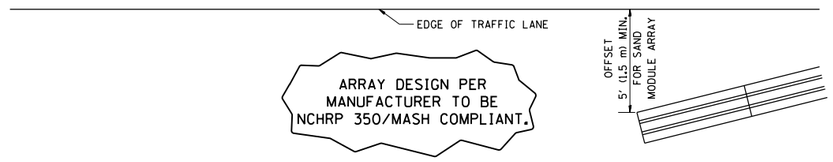
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH 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 ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

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 L=0.65(W)(S)	ENGLISH 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.
5. THE IMPACT ATTENTUATOR, 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 ENCROACHMENT 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.

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	PLOT DATE = 4/9/2014	DATE - 11-96	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

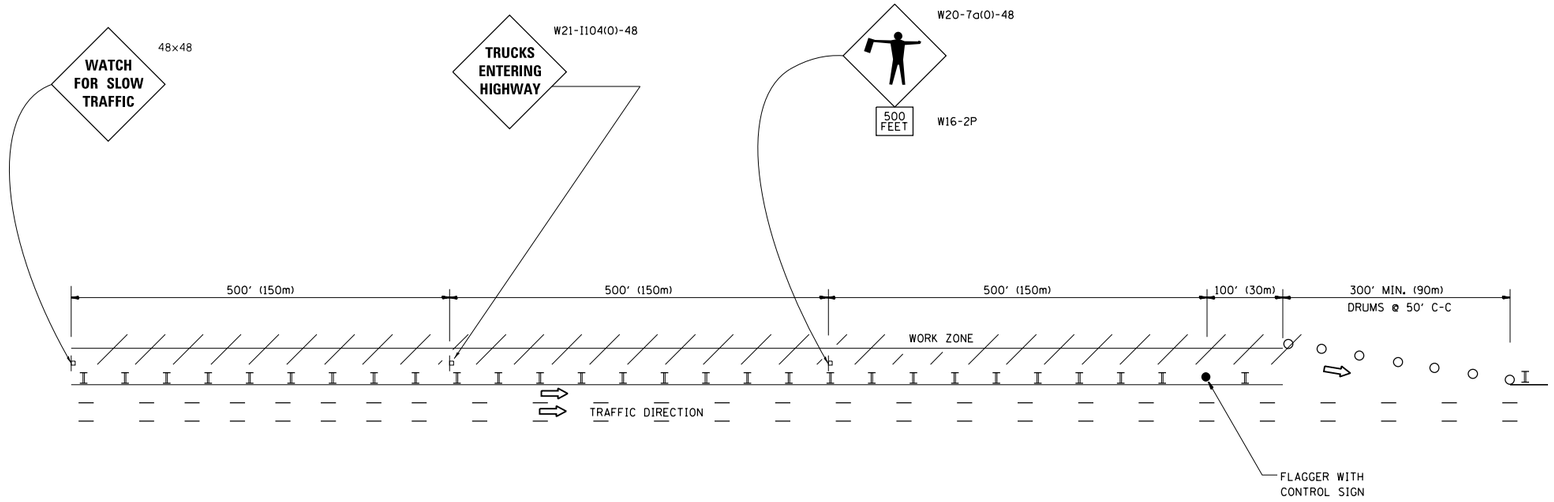
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

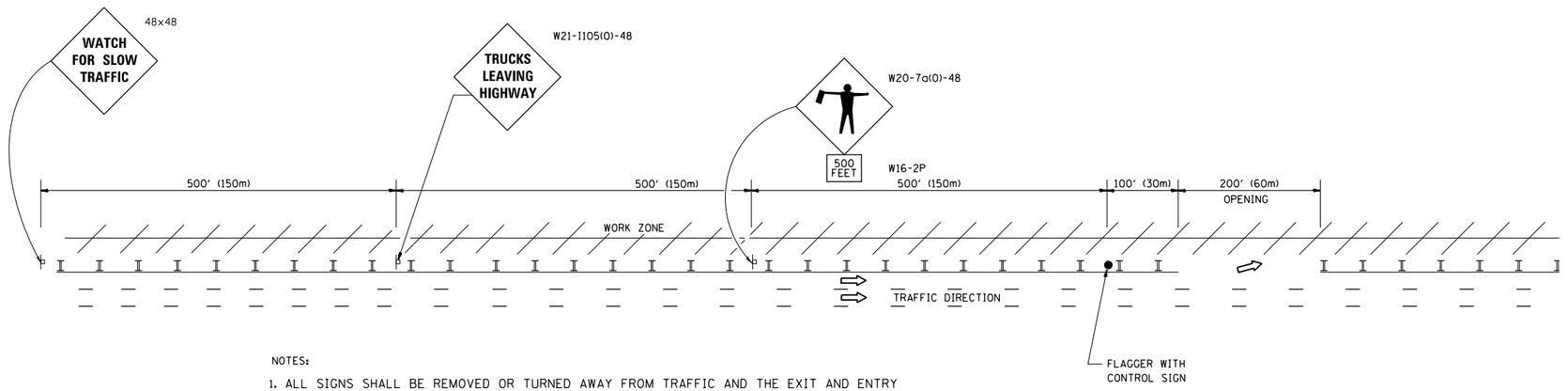
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	16
	TC-17	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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 RAMPS.
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

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	PLOT DATE = 4/9/2014	DATE -	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-03ORS	COOK&DUPAGE	19	17
	TC-18	CONTRACT NO. 60Y16		
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.

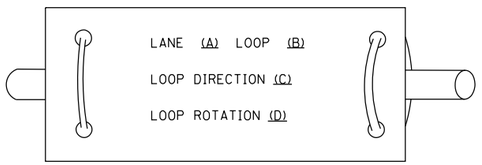
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

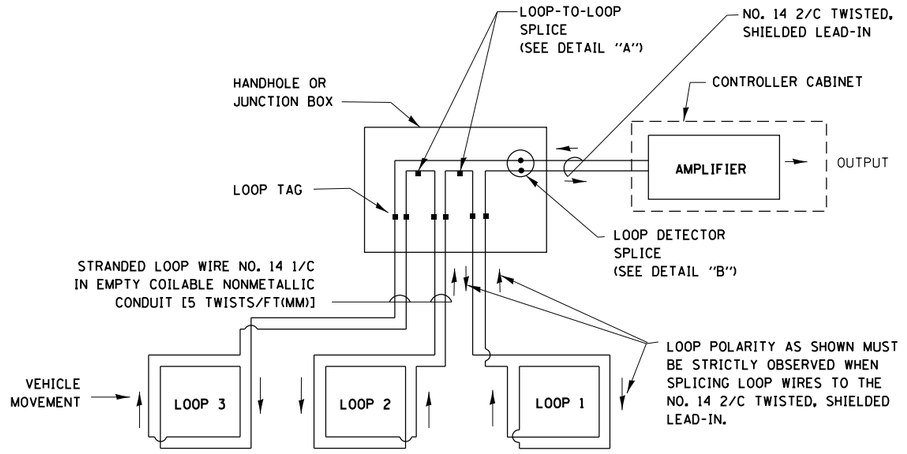


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

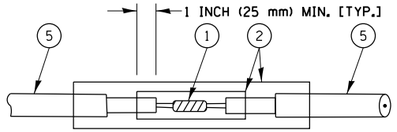
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

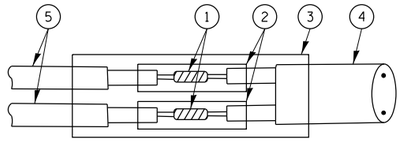


DETECTOR LOOP WIRING SCHEMATIC

- 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.

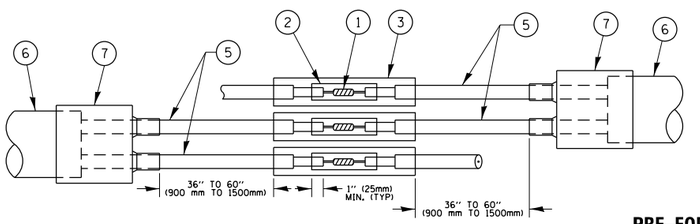


DETAIL "A"
LOOP-TO-LOOP SPLICE



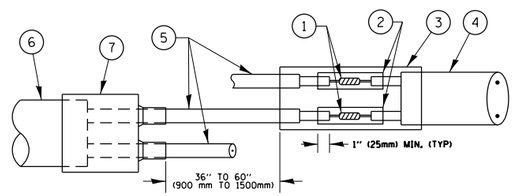
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



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 LENGHT 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

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	PLOT DATE = 4/9/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

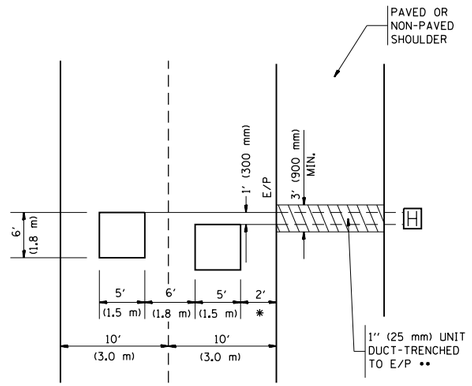
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-030RS	COOK&DUPAGE	19	18
	TS-05	CONTRACT NO. 60Y16		
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.

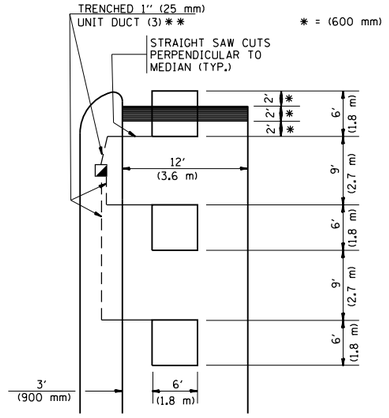


* = (600 mm)

** 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.

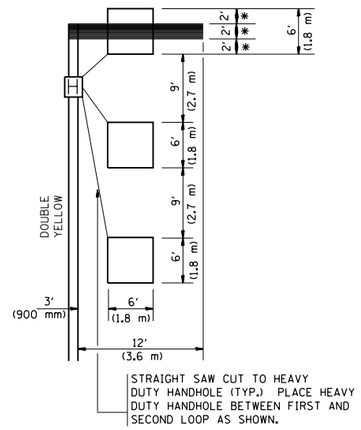


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

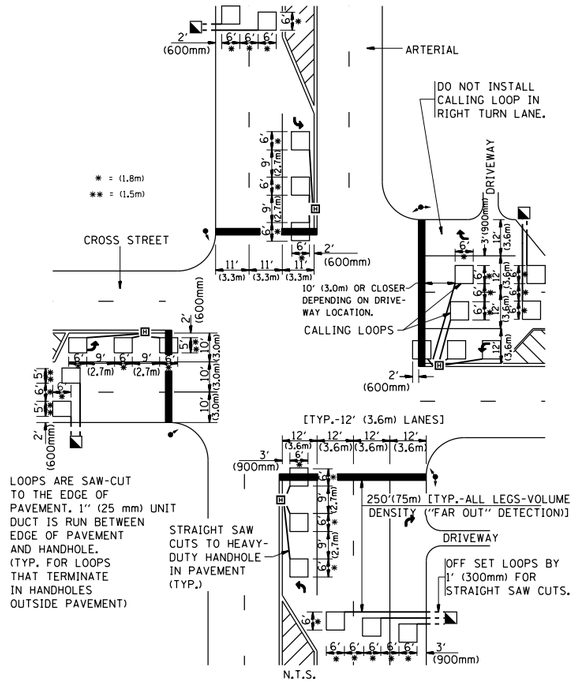
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



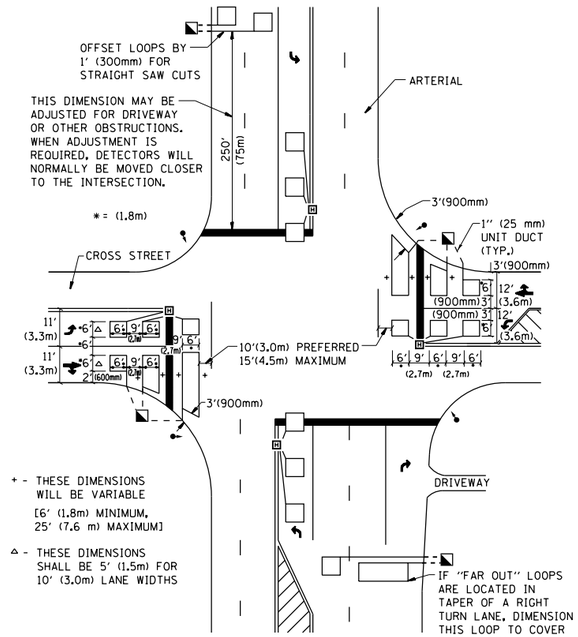
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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 SEPARATLY. 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.

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	PLOT DATE = 4/9/2014	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.	2014-030RS	COOK&DUPAGE	19	19
	TS-07	CONTRACT NO. 60Y16		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		