

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

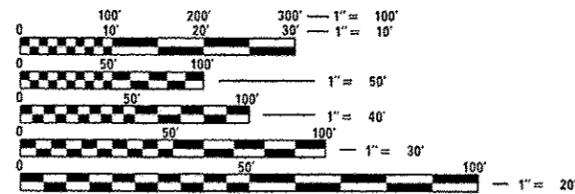
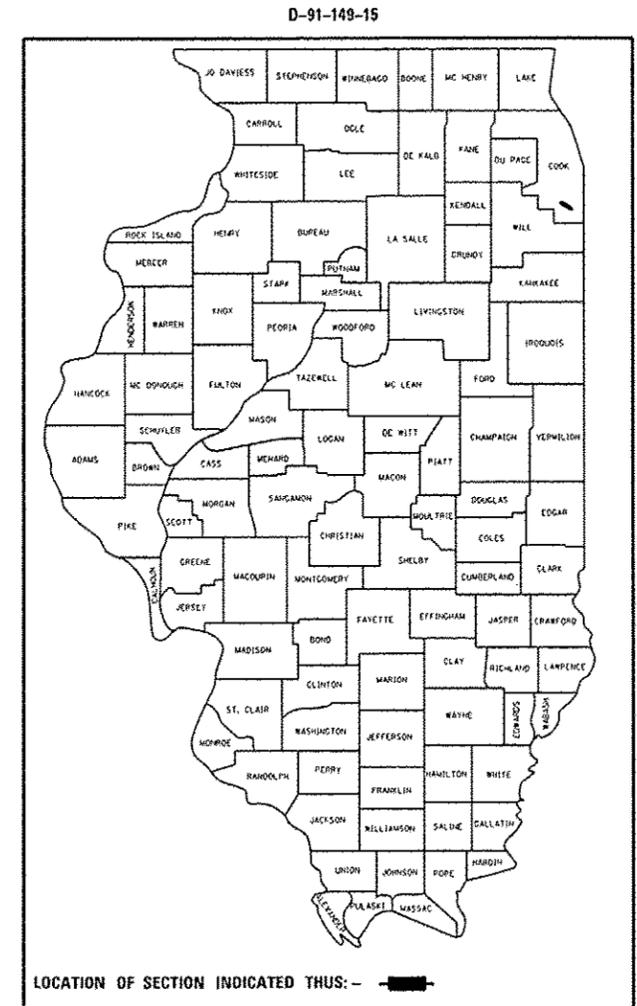
F.A.I. ROUTE 80 (I-80)
RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY)
SECTION T-1F-RS
RESURFACING (3P)
COOK COUNTY
C-91-149-15

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-RS	COOK	21	1
		ILLINOIS	CONTRACT NO. 62A37	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF HAZEL CREST

TRAFFIC DATA:
2013 ADT = 6,900
SPEED LIMIT = 25 MPH

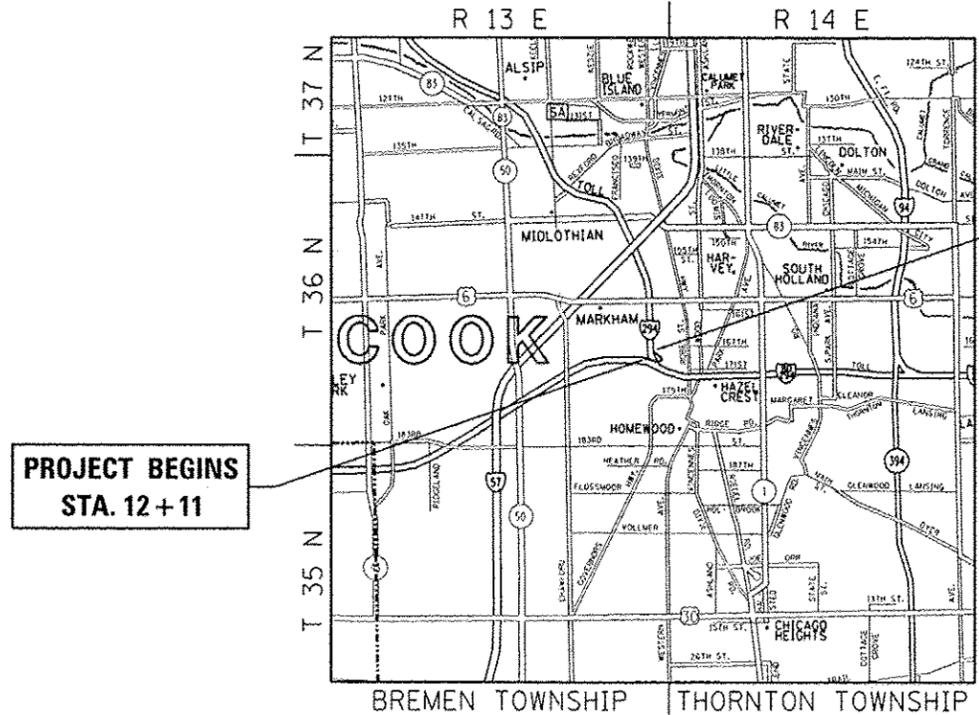


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

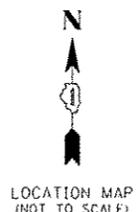
PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 62A37



PROJECT ENDS
STA. 27 + 35

PROJECT BEGINS
STA. 12 + 11



GROSS & NET LENGTH = 1,524 FT. = 0.29 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 20 20 15

John Fortman
DEPUTY DIRECTOR OF HIGHWAYS, REGIONAL ENGINEER

Mar 20 20 15
Dan D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Mar 20 20 15
Omar Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
630001-10	STEEL PLATE BEAM GUARDRAIL
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701400-08	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \geq 45 MPH
701428	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-06	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-04	TRAFFIC CONTROL DEVICES

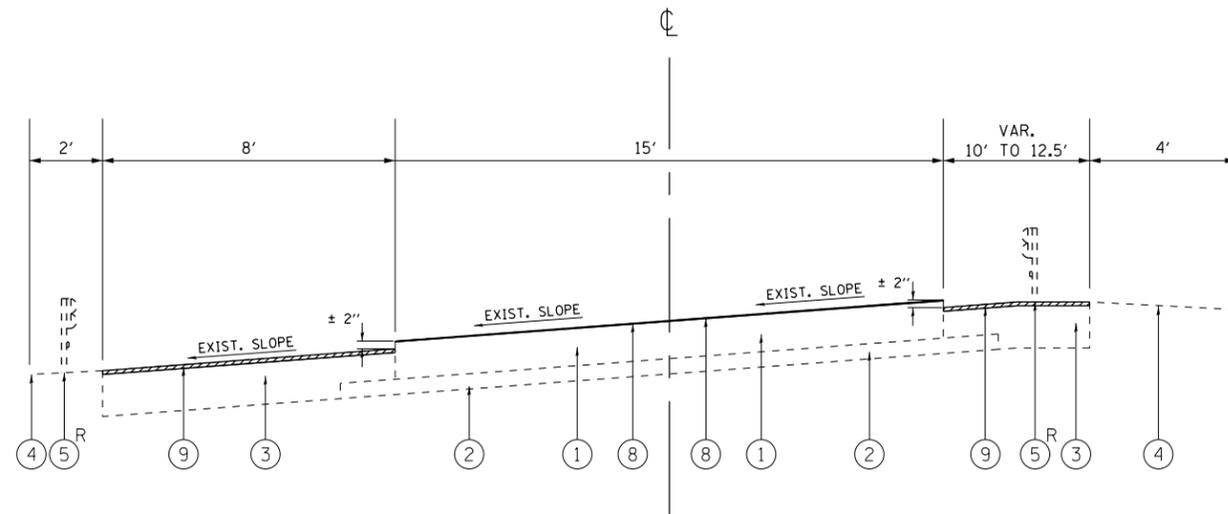
GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF HAZEL CREST.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- ANY PAVEMENT MARKINGS OBLITERATED BY MILLING AND RESURFACING OPERATIONS SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE RESIDENT ENGINEER SHALL CONTACT THE EXPRESSWAY FIELD ENGINEER AT (847) 705-4153 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE RESIDENT ENGINEER SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.D.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE RAMP CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

FILE NAME :	USER NAME : Teriaf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY)) INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
or:\work\pilot\teriaf\m\0420525\01	teriaf-gennote.dgn	DRAWN -	REVISED -			80	T-IF-RS	COOK	21	2	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 62A37					
Default	PLOT DATE = 2/23/2015	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE						
				ROADWAY 0005						
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3934	3934						
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5						
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	13	13						
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	300	300						
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	4	4						
40603085	HOT-MIX ASPHALT BINDER COURSE, [L-19.0, N70]	TON	704	704						
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	366	366						
44000150	HOT-MIX ASPHALT SURFACE REMOVAL, 1/4"	SQ YD	3179	3179						
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	1412	1412						
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	296	296						
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	157	157						
44002208	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2"	SQ YD	30	30						
* SPECIALTY ITEMS										

SUMMARY OF QUANTITIES			URBAN		CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE						
				ROADWAY 0005						
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	229	229						
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	58	58						
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	96	96						
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	53	53						
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1946	1946						
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1						
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1						
63200310	GUARDRAIL REMOVAL	FOOT	2027	2027						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						
67100100	MOBILIZATION	L SUM	1	1						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1.5	1.5						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1927	1927						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	643	643						



I-80 RAMP
EXISTING TYPICAL SECTION
 STA. 12+11 TO STA. 14+41

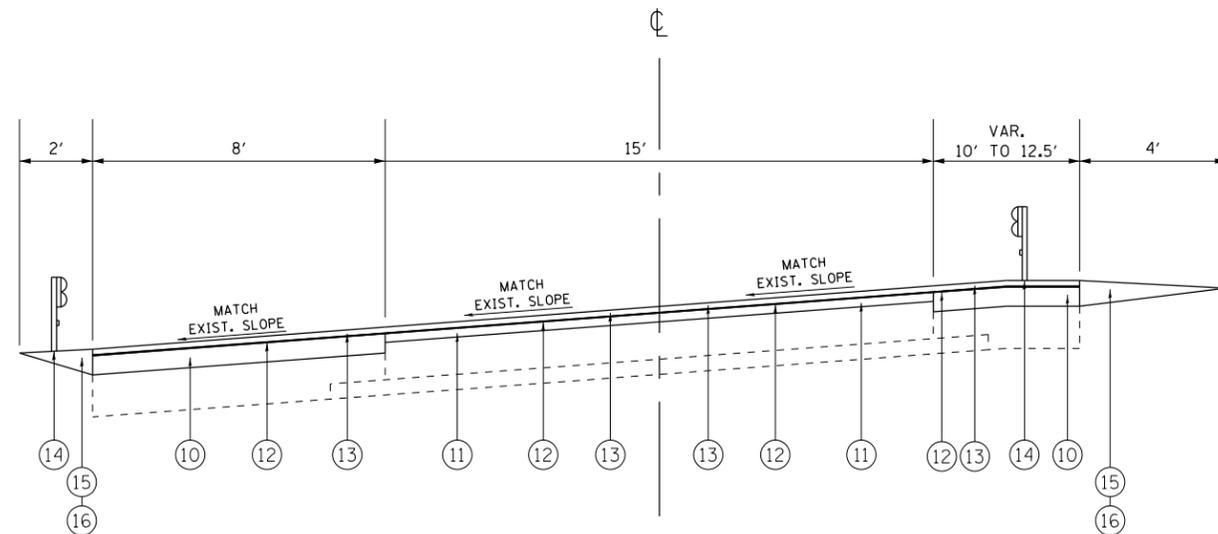
LEGEND:

- ① EXISTING PCC PAVEMENT (± 10")
- ② EXISTING STABILIZED SUBBASE (± 4")
- ③ EXISTING STABILIZED SHOULDER (± 14")
- ④ EXISTING SOD OR AGGREGATE SHOULDER
- ⑤ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑥ EXISTING PCC PAVEMENT (± 8")
- ⑦ EXISTING HMA SURFACE COURSE (± 2")
- ⑧ PROPOSED PCC SURFACE REMOVAL 1/4"
- ⑨ PROPOSED HMA SURFACE REMOVAL, 1"
- ⑩ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 5/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2 1/2"
- ⑫ PROPOSED HMA SURFACE REMOVAL, 1/4"
- ⑬ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ⑭ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑰ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑱ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ⑲ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 4 1/2"

R = TO BE REMOVED

NOTES:

1. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
2. THE CONTRACTOR SHALL PLACE THE HMA BINDER COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.
3. THE CONTRACTOR SHALL PLACE THE HMA SURFACE COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.



I-80 RAMP
PROPOSED TYPICAL SECTION
 STA. 12+11 TO STA. 14+41

RESURFACING SEQUENCE:

1. MILL 1" OF HMA ON THE SHOULDERS AND GRIND 1/4" OF PCC ON THE MAINLINE (SEE EXISTING TYPICAL SECTION ABOVE).
2. PLACE 5/4" OF HMA BINDER COURSE ON THE SHOULDERS AND PLACE 2 1/2" HMA BINDER COURSE ON THE MAINLINE (SEE PROPOSED TYPICAL SECTION ABOVE).
3. MILL 1/4" OF THE HMA BINDER ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION ABOVE).
4. PLACE 2" OF POLY HMA SURFACE COURSE ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION ABOVE).

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
MIXTURE USES	MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, (IL 9.5 mm); 2"	4% @ 90 GYR	QC / QA
	HMA BINDER COURSE, IL-19.0, N70; 2 1/2" OR 4 1/2"	4% @ 70 GYR	QC / QA
SHOULDER RESURFACING	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, (IL 9.5 mm); 2"	4% @ 90 GYR	QC / QA
	HMA BINDER COURSE, IL-19.0, N70; 4 1/2" OR 5 1/4"	4% @ 70 GYR	QC / QA
PATCHING	CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC / QA
	HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC / QA

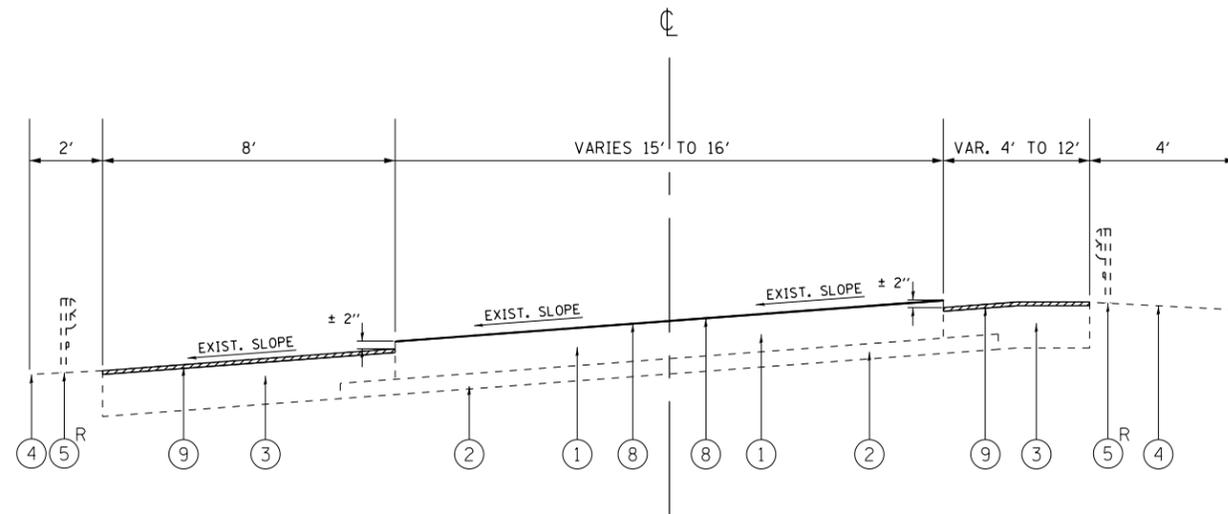
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURES IS 112 LBS/SQ YD/IN.

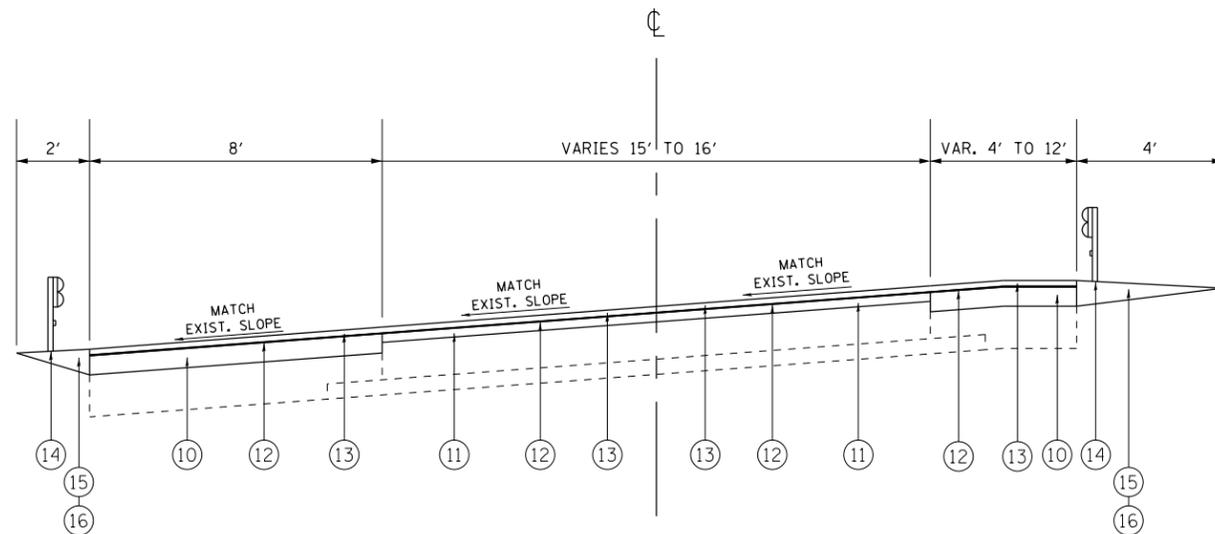
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



I-80 RAMP
EXISTING TYPICAL SECTION
 STA. 14+41 TO STA. 15+54
 STA. 22+55 TO STA. 27+35



I-80 RAMP
PROPOSED TYPICAL SECTION
 STA. 14+41 TO STA. 15+54
 STA. 22+55 TO STA. 27+35

LEGEND:

- ① EXISTING PCC PAVEMENT (± 10")
- ② EXISTING STABILIZED SUBBASE (± 4")
- ③ EXISTING STABILIZED SHOULDER (± 14")
- ④ EXISTING SOD OR AGGREGATE SHOULDER
- ⑤ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑥ EXISTING PCC PAVEMENT (± 8")
- ⑦ EXISTING HMA SURFACE COURSE (± 2")
- ⑧ PROPOSED PCC SURFACE REMOVAL 1/4"
- ⑨ PROPOSED HMA SURFACE REMOVAL, 1"
- ⑩ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 5 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2 1/2"
- ⑫ PROPOSED HMA SURFACE REMOVAL, 1/4"
- ⑬ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ⑭ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑰ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑱ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ⑲ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 4 1/2"

R = TO BE REMOVED

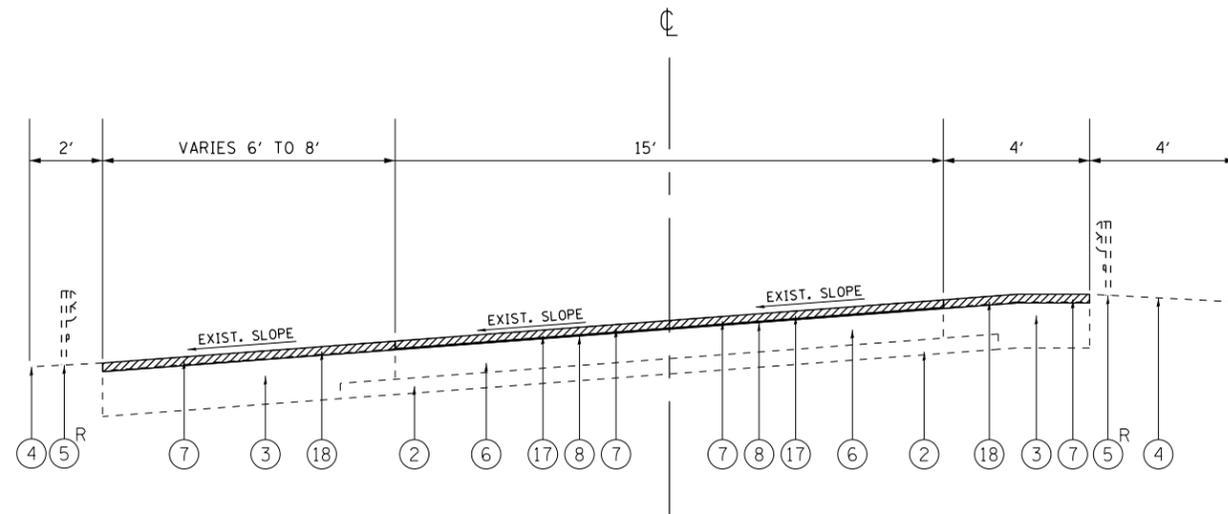
RESURFACING SEQUENCE:

1. MILL 1" OF HMA ON THE SHOULDERS AND GRIND 1/4" OF PCC ON THE MAINLINE (SEE EXISTING TYPICAL SECTION).
2. PLACE 5 1/4" OF HMA BINDER COURSE ON THE SHOULDERS AND PLACE 2 1/2" HMA BINDER COURSE ON THE MAINLINE (SEE PROPOSED TYPICAL SECTION).
3. MILL 1/4" OF THE HMA BINDER ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).
4. PLACE 2" OF POLY HMA SURFACE COURSE ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).

NOTES:

1. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
2. THE CONTRACTOR SHALL PLACE THE HMA BINDER COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.
3. THE CONTRACTOR SHALL PLACE THE HMA SURFACE COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY)) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			80	T-IF-RS	COOK	21	6	
		CHECKED -	REVISED -			CONTRACT NO. 62A37					
Default	PLOT DATE = 2/23/2015	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		



I-80 RAMP
EXISTING TYPICAL SECTION
 STA. 15+54 TO STA. 16+79

LEGEND:

- ① EXISTING PCC PAVEMENT (± 10")
- ② EXISTING STABILIZED SUBBASE (± 4")
- ③ EXISTING STABILIZED SHOULDER (± 14")
- ④ EXISTING SOD OR AGGREGATE SHOULDER
- ⑤ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑥ EXISTING PCC PAVEMENT (± 8")
- ⑦ EXISTING HMA SURFACE COURSE (± 2")
- ⑧ PROPOSED PCC SURFACE REMOVAL 1/4"
- ⑨ PROPOSED HMA SURFACE REMOVAL, 1"
- ⑩ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 5 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2 1/2"
- ⑫ PROPOSED HMA SURFACE REMOVAL, 1/4"
- ⑬ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ⑭ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑮ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑯ PROPOSED GRADING AND SHAPING SHOULDERS
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- ⑱ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ⑲ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 4 1/2"

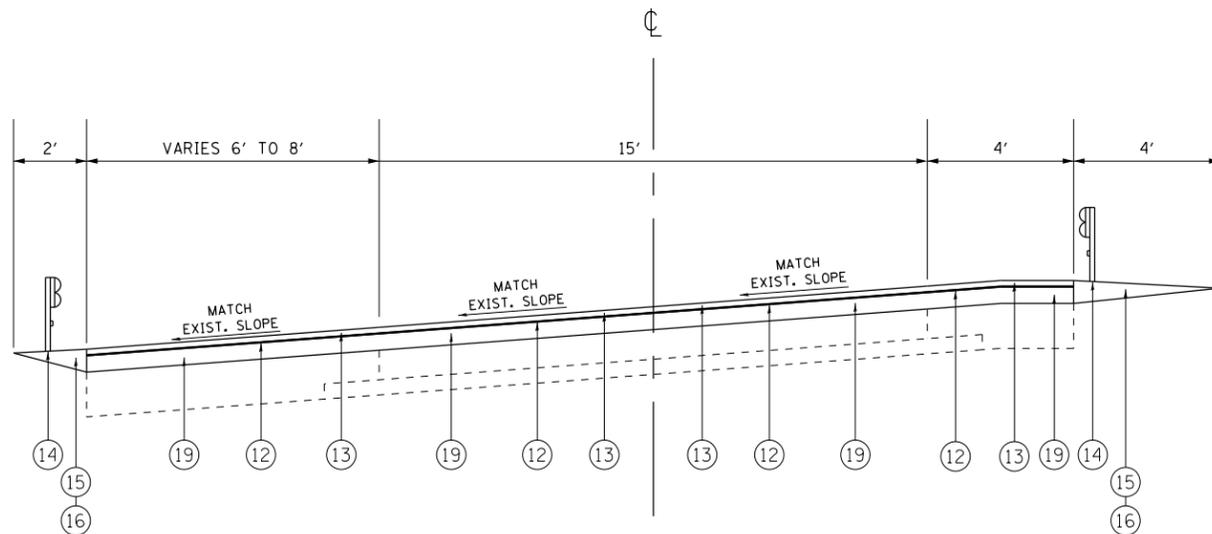
R = TO BE REMOVED

RESURFACING SEQUENCE:

1. MILL 2 1/4" OF HMA ON THE SHOULDERS AND 2" OF HMA ON THE MAINLINE.
 GRIND AN ADDITIONAL 1/4" OF PCC ON THE MAINLINE (SEE EXISTING TYPICAL SECTION).
2. PLACE 4 1/2" OF HMA BINDER COURSE ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).
3. MILL 1/4" OF THE HMA BINDER ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).
4. PLACE 2" OF POLY HMA SURFACE COURSE ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).

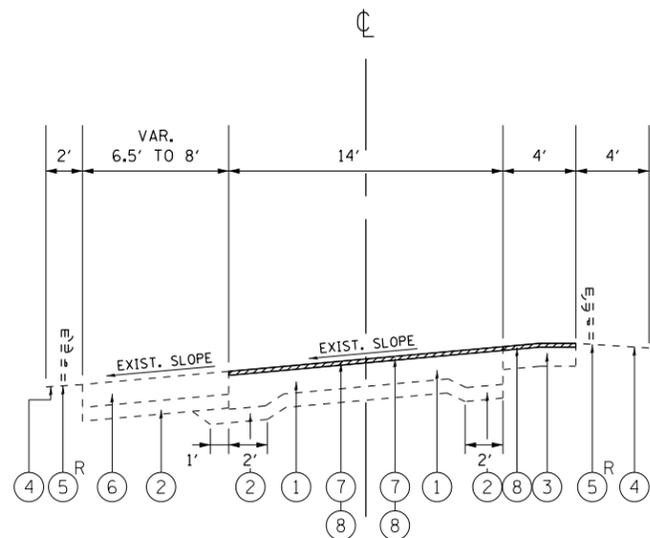
NOTES:

1. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
2. THE CONTRACTOR SHALL PLACE THE HMA BINDER COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.
3. THE CONTRACTOR SHALL PLACE THE HMA SURFACE COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME.



I-80 RAMP
PROPOSED TYPICAL SECTION
 STA. 15+54 TO STA. 16+79

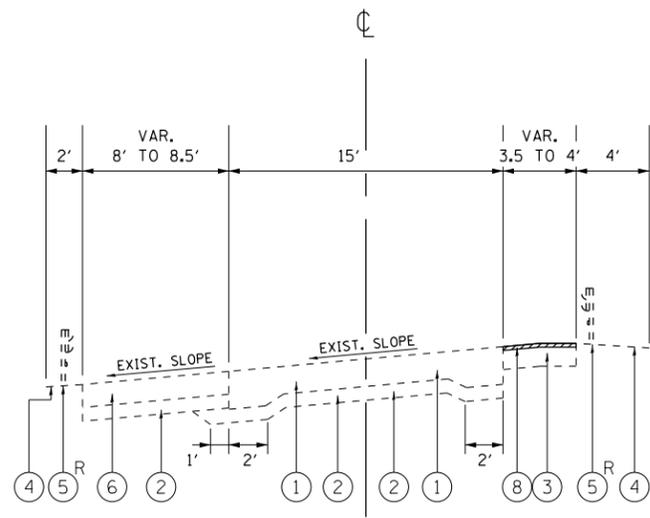
FILE NAME = c:\pwork\pwork\tdot\teriqf\0420525\DIxxx-sh-typical.dgn	USER NAME = Teriqf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY)) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			80	T-IF-RS	COOK	21	7
Default	PLOT DATE = 2/23/2015	DATE -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT CONTRACT NO. 62A37				



I-80 RAMP

EXISTING TYPICAL SECTION

STA. 16+79 TO STA. 16+97
 STA. 16+99 TO STA. 17+17



I-80 RAMP

EXISTING TYPICAL SECTION

STA. 22+09 TO STA. 22+55

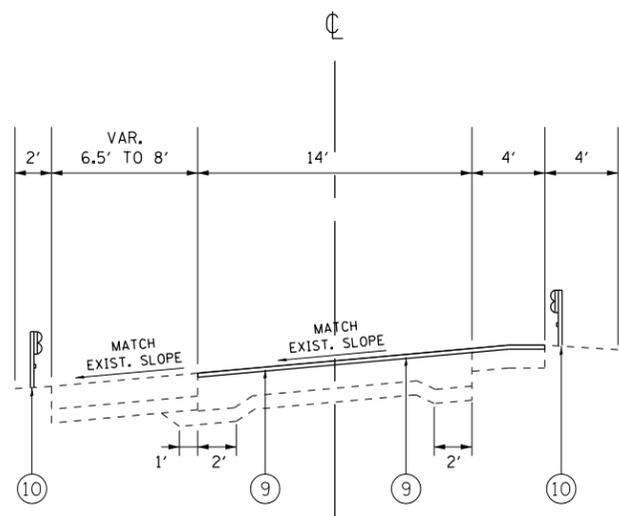
LEGEND:

- ① EXISTING PCC PAVEMENT (± 10" - ± 16 1/2")
- ② EXISTING SUBBASE GRANULAR MATERIAL (± 6")
- ③ EXISTING STABILIZED SHOULDER (± 10")
- ④ EXISTING SOD OR AGGREGATE SHOULDER
- ⑤ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑥ EXISTING PCC SHOULDER (± 10")
- ⑦ EXISTING HMA SURFACE COURSE (± 2")
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ⑩ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

R = TO BE REMOVED

RESURFACING SEQUENCE:

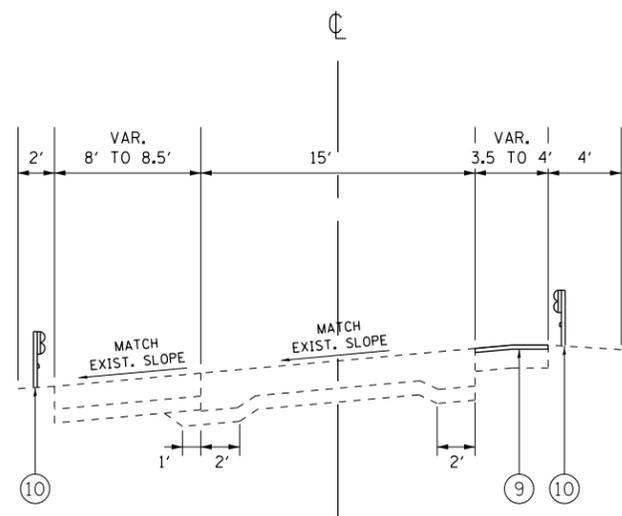
1. MILL 2" OF HMA ON THE SHOULDERS (RT SIDE ONLY) AND ON THE MAINLINE (ONLY SHOULDERS ON THE RIGHT SIDE SHALL BE MILLED FROM STA. 22+09 TO STA. 22+55).
2. PLACE 2" OF POLY HMA SURFACE COURSE ON THE SHOULDERS AND THE MAINLINE (SEE PROPOSED TYPICAL SECTION).



I-80 RAMP

PROPOSED TYPICAL SECTION

STA. 16+79 TO STA. 16+97
 STA. 16+99 TO STA. 17+17



I-80 RAMP

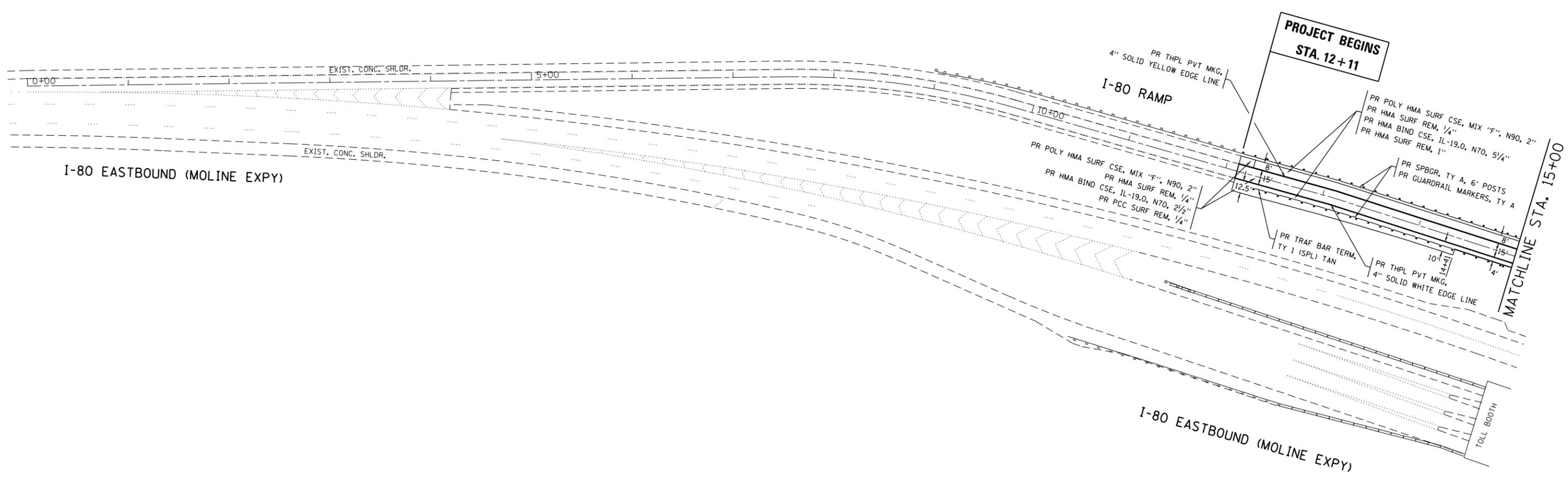
PROPOSED TYPICAL SECTION

STA. 22+09 TO STA. 22+55

NOTES:

1. THE CONTRACTOR SHALL PLACE THE HMA SURFACE COURSE ACROSS THE MAINLINE AND SHOULDERS AT THE SAME TIME. (ONLY APPLIES TO STA. 16+79 TO STA. 16+97 AND STA. 16+99 TO STA. 17+17)
2. FROM STA. 16+99 TO STA. 17+17, EXISTING AND PROPOSED HMA SHOULDERS AND STEEL PLATE BEAM GUARDRAIL ON THE RIGHT SIDE ONLY EXTEND TO STA. 17+06.
3. NO PATCHING SHALL BE PERFORMED FROM STA. 16+79 TO STA. 16+97, STA. 16+99 TO STA. 17+17, AND STA. 22+09 TO STA. 22+55.

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY)) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT DATE = 2/23/2015	DRAWN -	REVISED -			80	T-IF-RS	COOK	21	8	
		CHECKED -	REVISED -			CONTRACT NO. 62A37					
		DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO



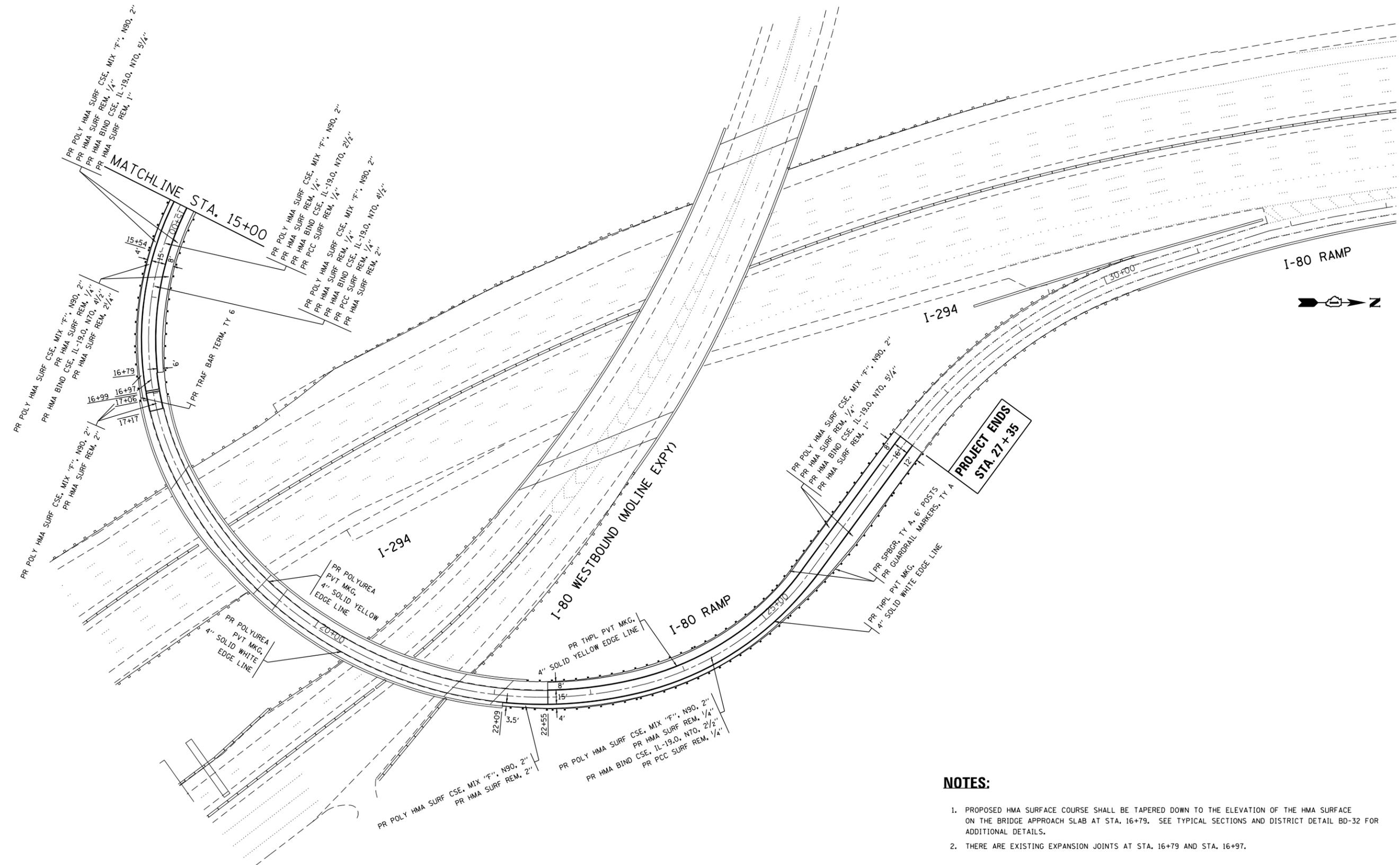
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY))
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET OF SHEETS STA. 12+11 TO STA. 15+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-RS	COOK	21	9
CONTRACT NO. 62A37				
ILLINOIS FED. AID PROJECT				



NOTES:

1. PROPOSED HMA SURFACE COURSE SHALL BE TAPERED DOWN TO THE ELEVATION OF THE HMA SURFACE ON THE BRIDGE APPROACH SLAB AT STA. 16+79. SEE TYPICAL SECTIONS AND DISTRICT DETAIL BD-32 FOR ADDITIONAL DETAILS.
2. THERE ARE EXISTING EXPANSION JOINTS AT STA. 16+79 AND STA. 16+97.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

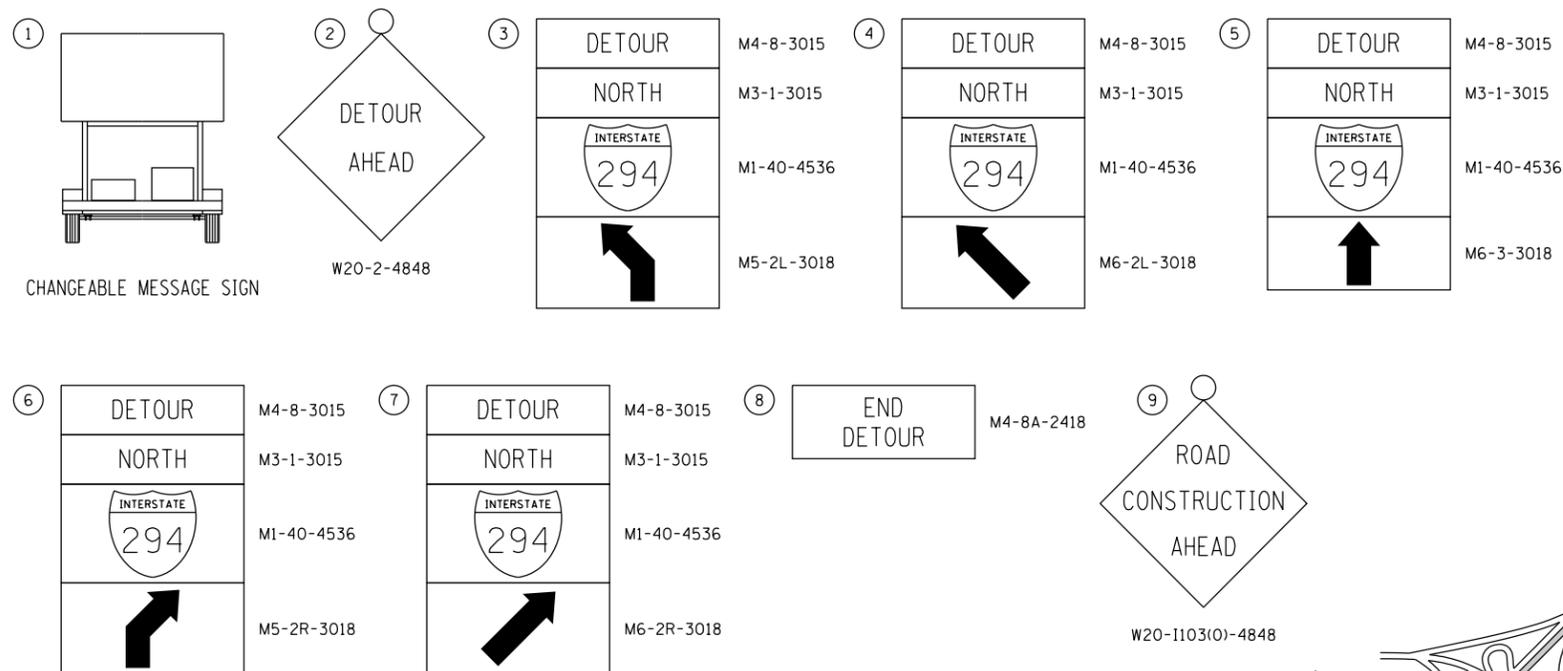
**I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY))
ROADWAY AND PAVEMENT MARKING PLANS**

SCALE: 1"=50' SHEET OF SHEETS STA. 15+00 TO STA. 27+35

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-RS	COOK	21	10
CONTRACT NO. 62A37				
ILLINOIS FED. AID PROJECT				

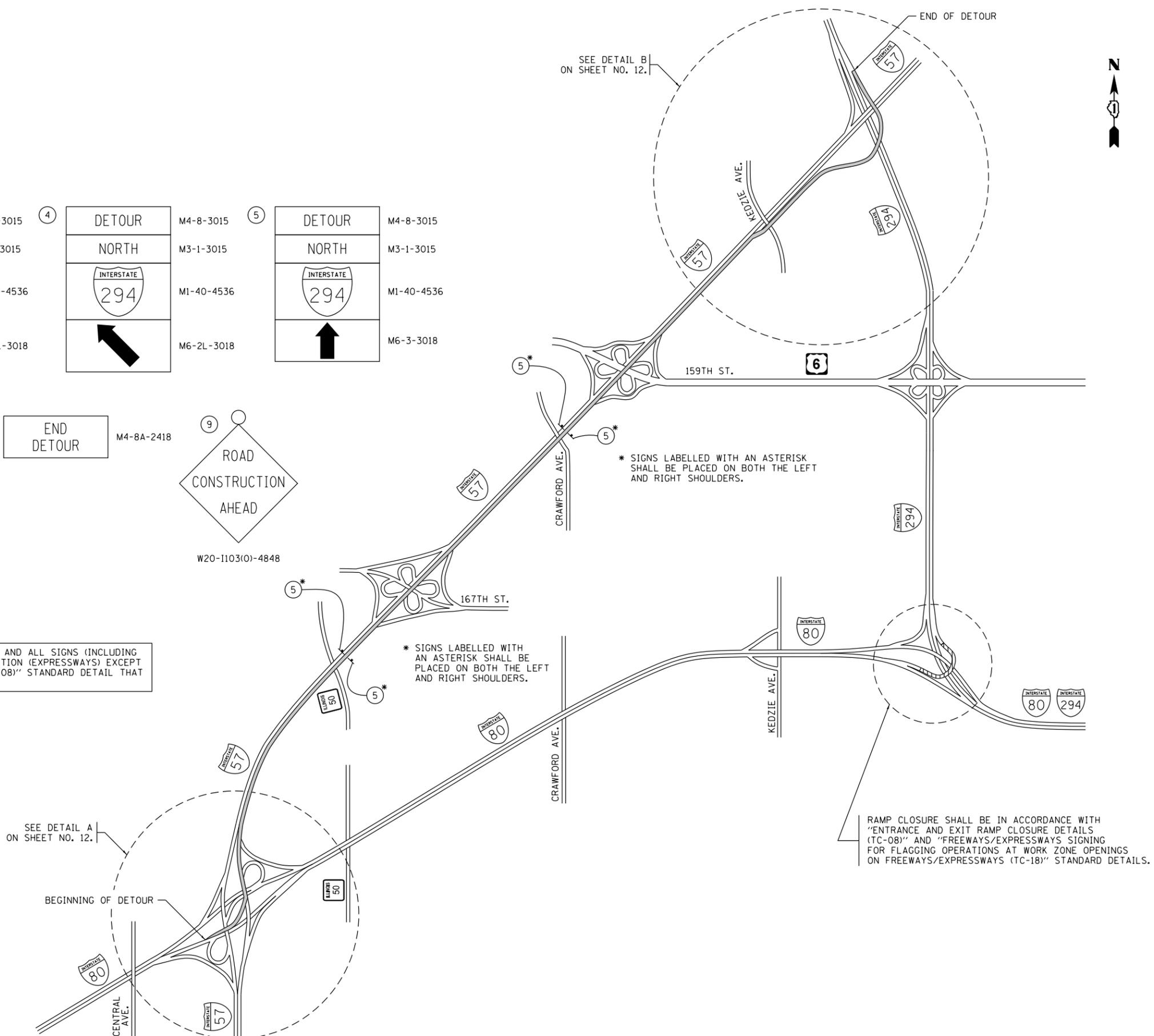
LEGEND

- DETOUR ROUTE
- ▨ WORK ZONE
- † SIGN
- ◻ CHANGEABLE MESSAGE SIGN
- AMBER FLASHING LIGHT



NOTES

1. THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES, WARNING LIGHTS AND ALL SIGNS (INCLUDING DETOUR SIGNS) SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) EXCEPT THOSE SIGNS MENTIONED ON THE "ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-08)" STANDARD DETAIL THAT ARE TO BE PAID FOR AS TEMPORARY INFORMATION SIGNING.



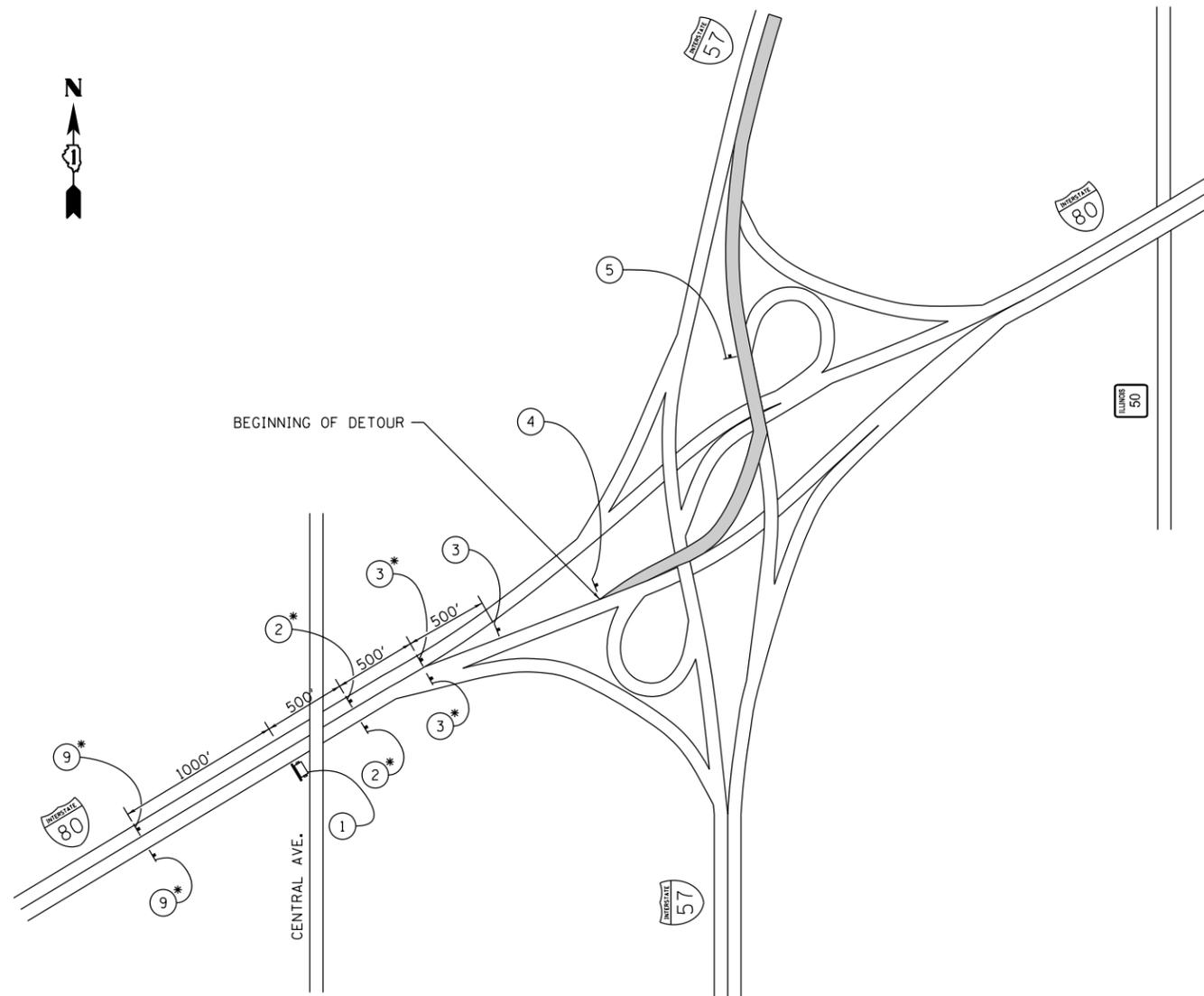
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY))
SUGGESTED DETOUR PLAN**

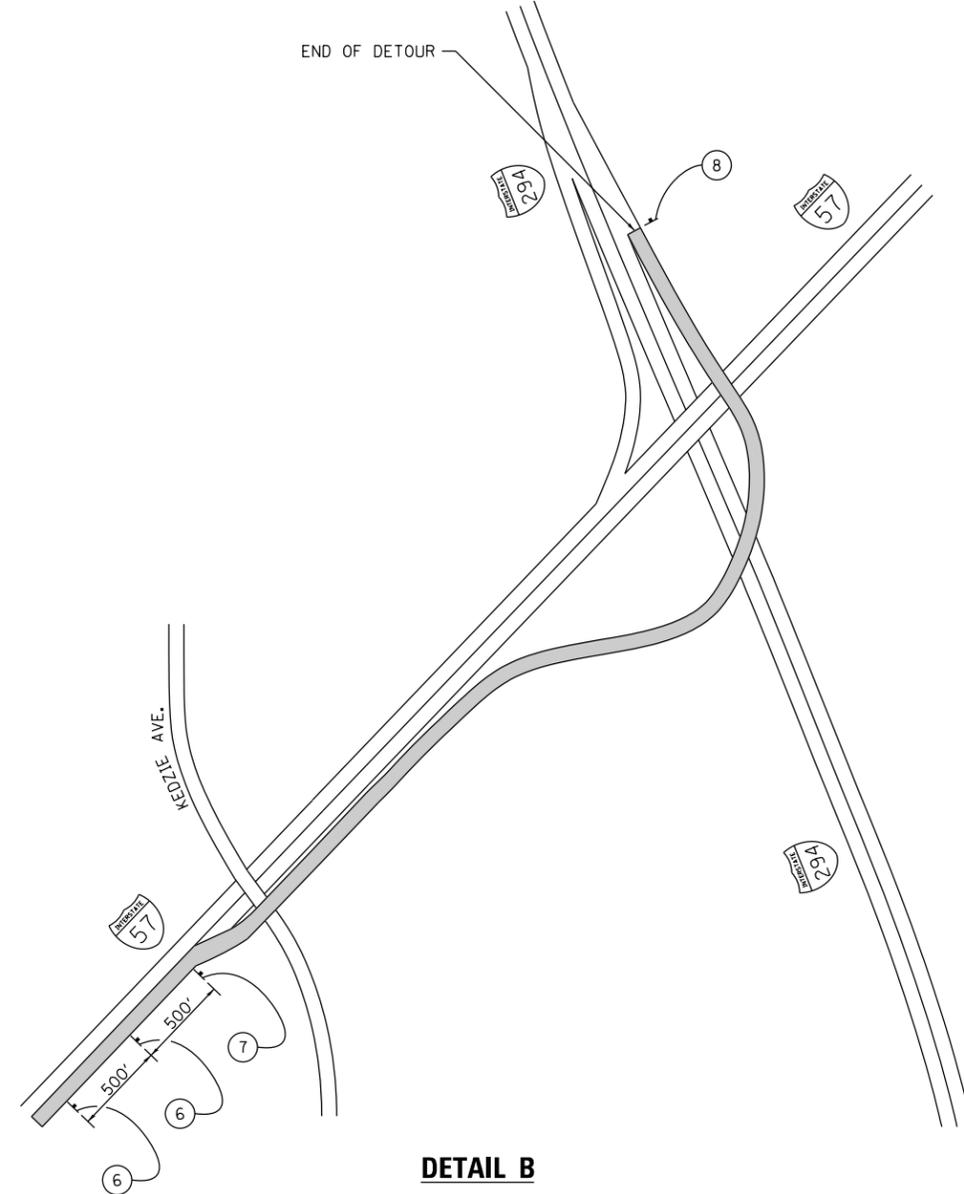
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	11
CONTRACT NO. 62A37				
ILLINOIS FED. AID PROJECT				



DETAIL A

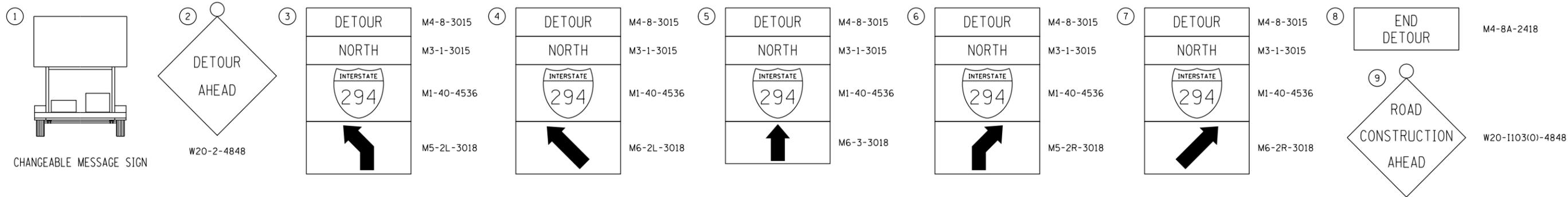
* SIGNS LABELLED WITH AN ASTERISK SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SHOULDERS.



DETAIL B

LEGEND

- DETOUR ROUTE
- WORK ZONE
- SIGN
- CHANGEABLE MESSAGE SIGN
- AMBER FLASHING LIGHT



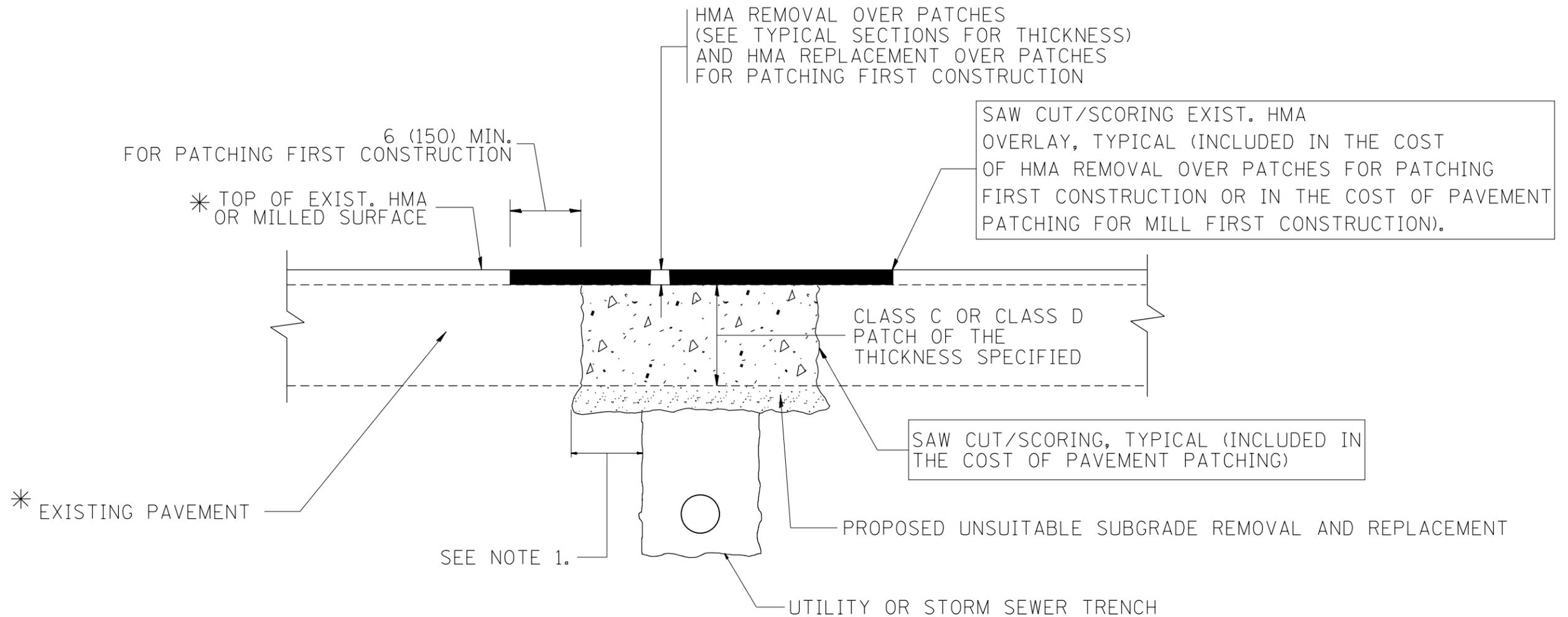
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-80 (RAMP EB I-80 TO NB I-294 (TRI-STATE TOLLWAY))
SUGGESTED DETOUR PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	12
CONTRACT NO. 62A37				
ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

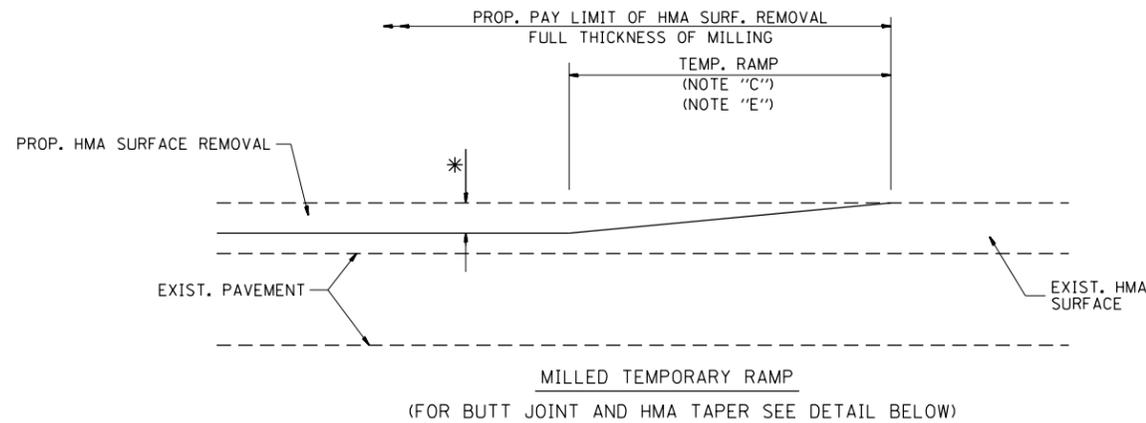
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 2/23/2015	DATE - 10-25-94	REVISED - K. ENG 10-27-08

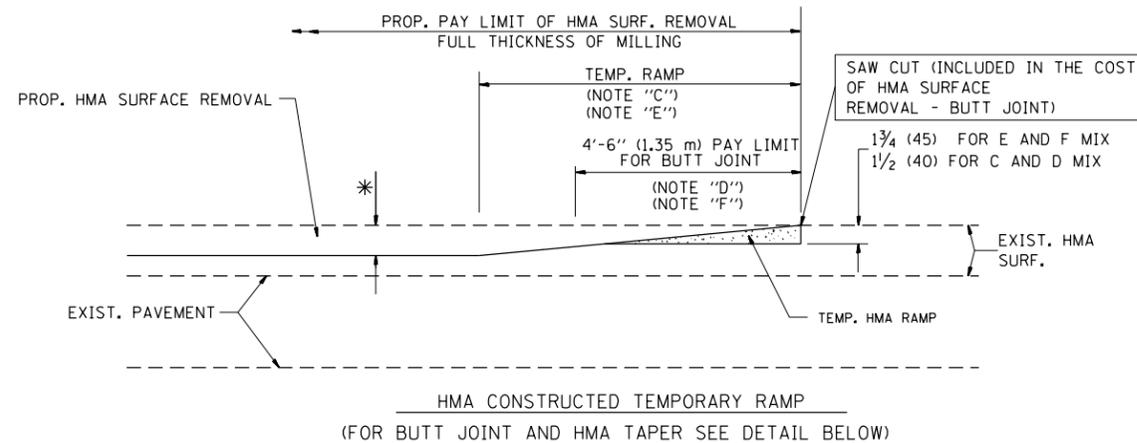
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	13
BD400-04 (BD-22)		CONTRACT NO. 62A37		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

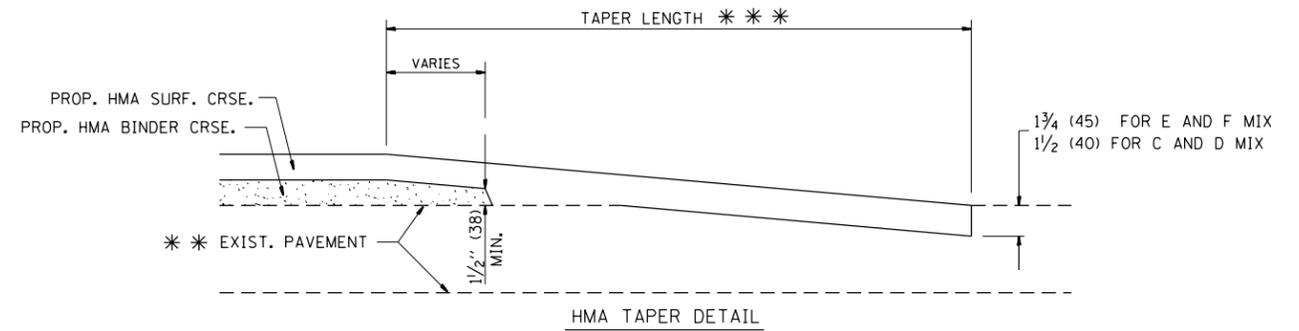
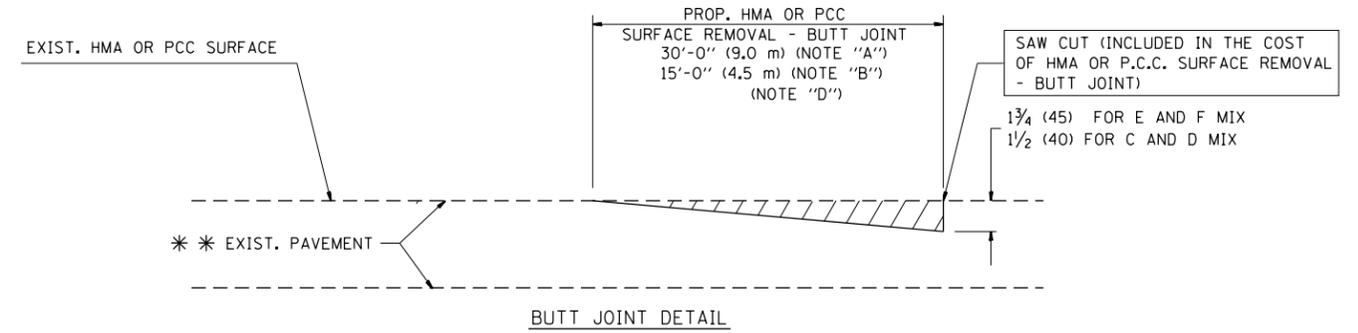


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

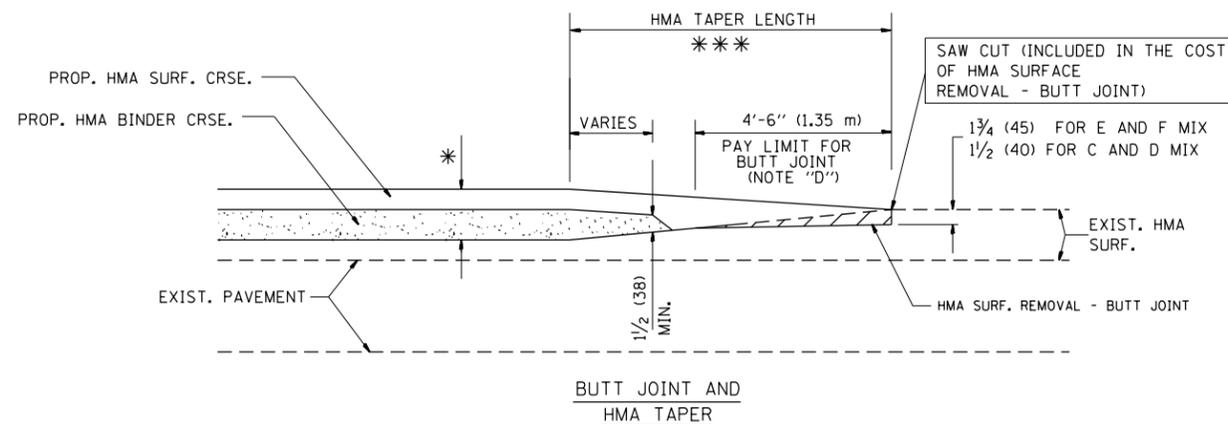
NOTES

- 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.



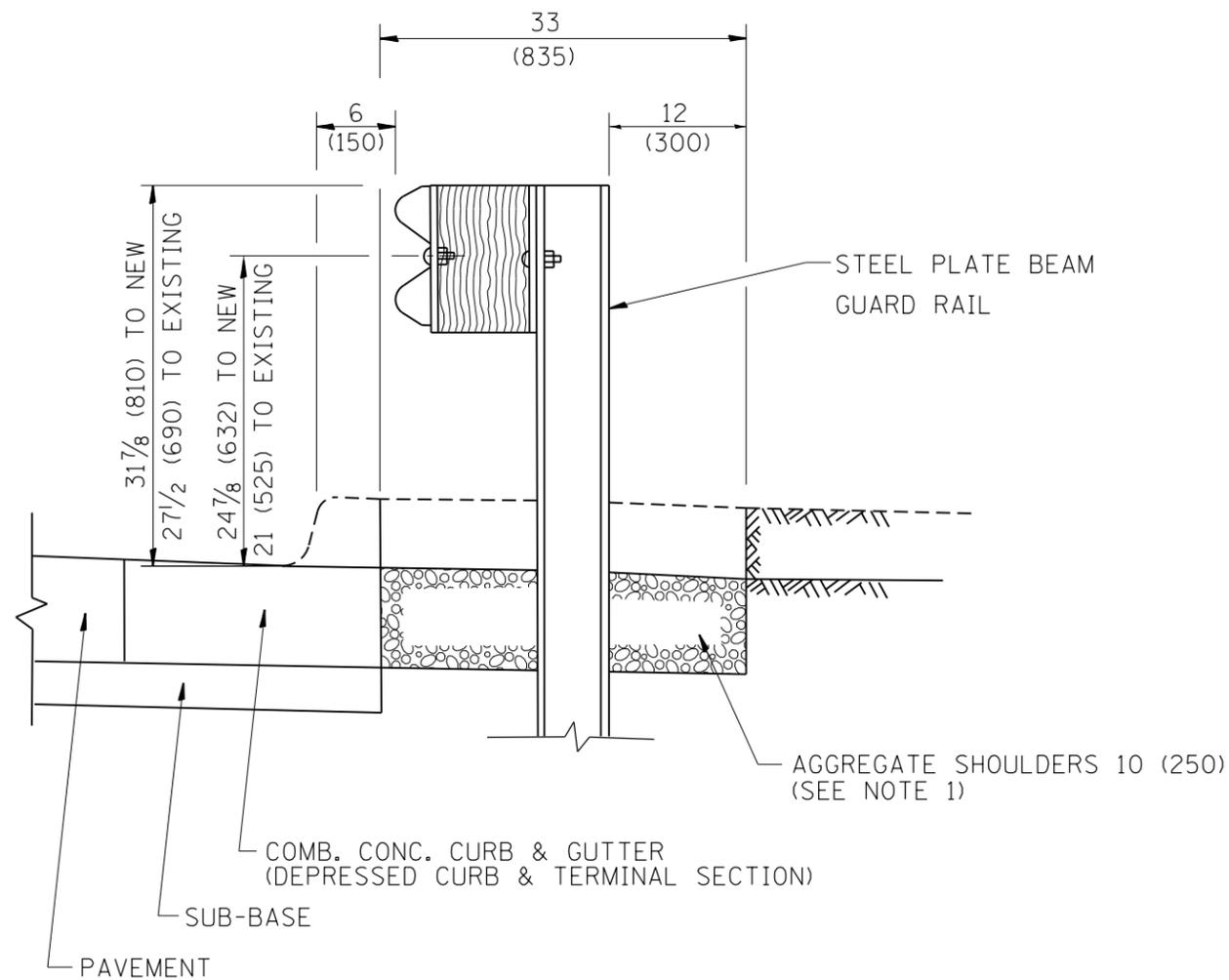
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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	PLOT DATE = 2/23/2015	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.

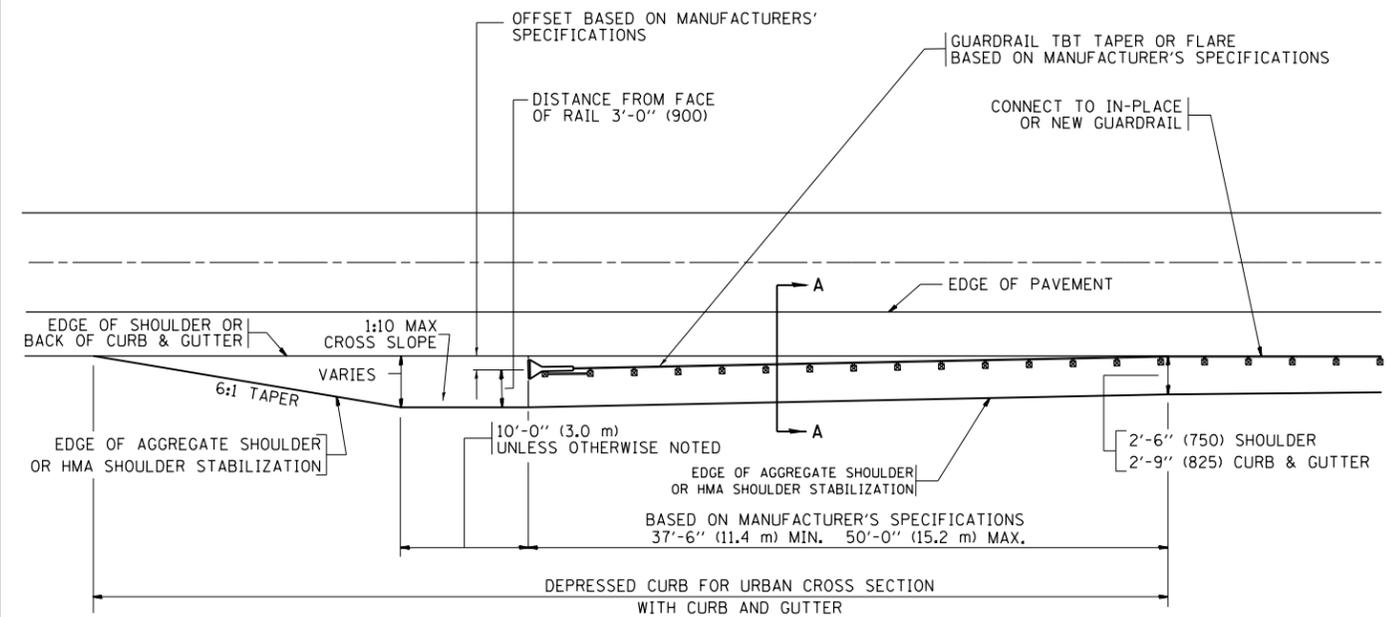
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80	T-1F-R5	COOK	21	14
BD400-05 BD32		CONTRACT NO. 62A37		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

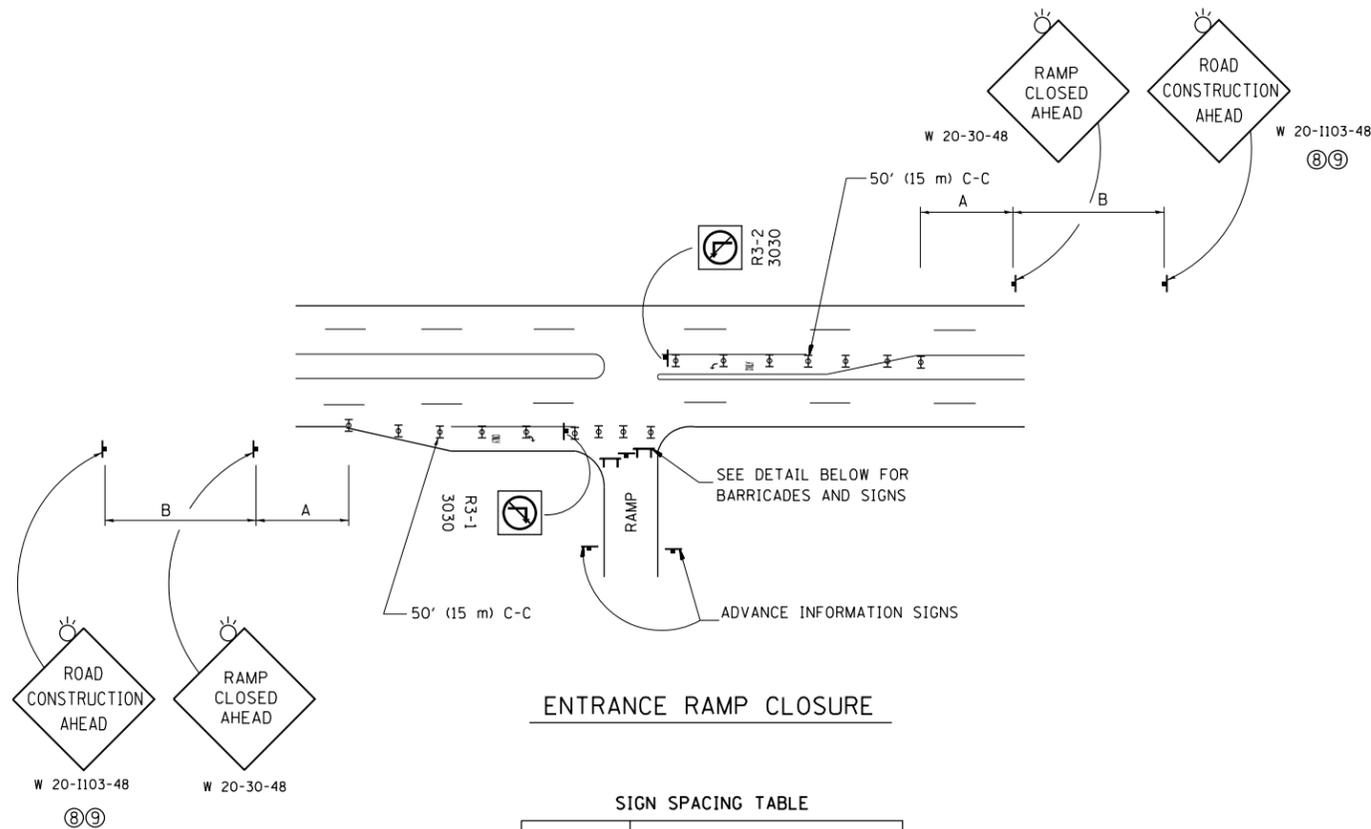
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	PLOT DATE = 2/23/2015	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY 1 SPL.**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	15
BD600-10 (BD 34)			CONTRACT NO. 62A37	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

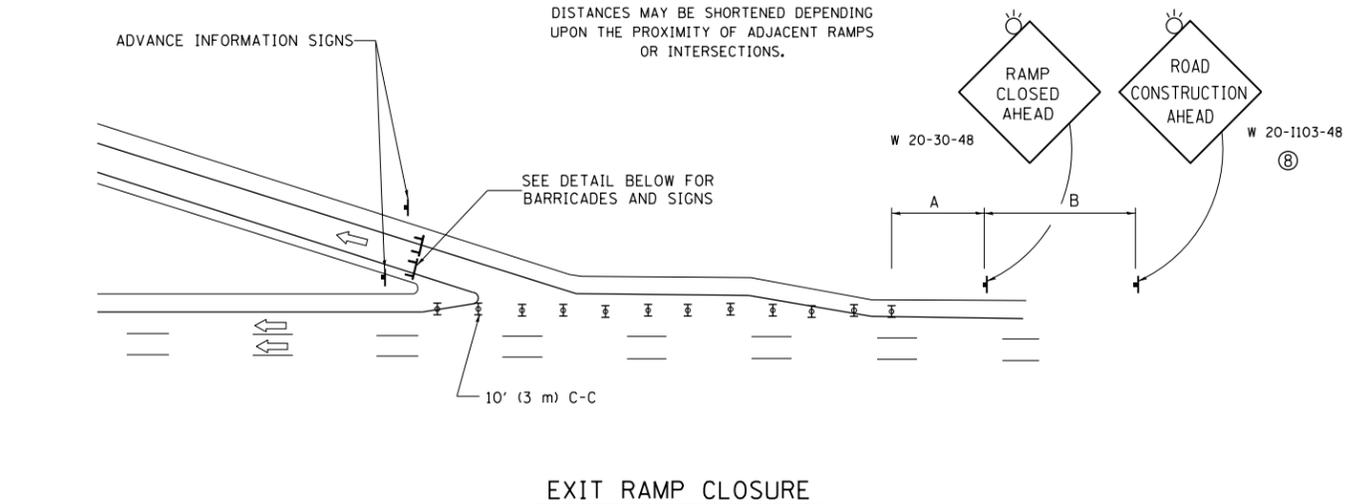


ENTRANCE RAMP CLOSURE

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)

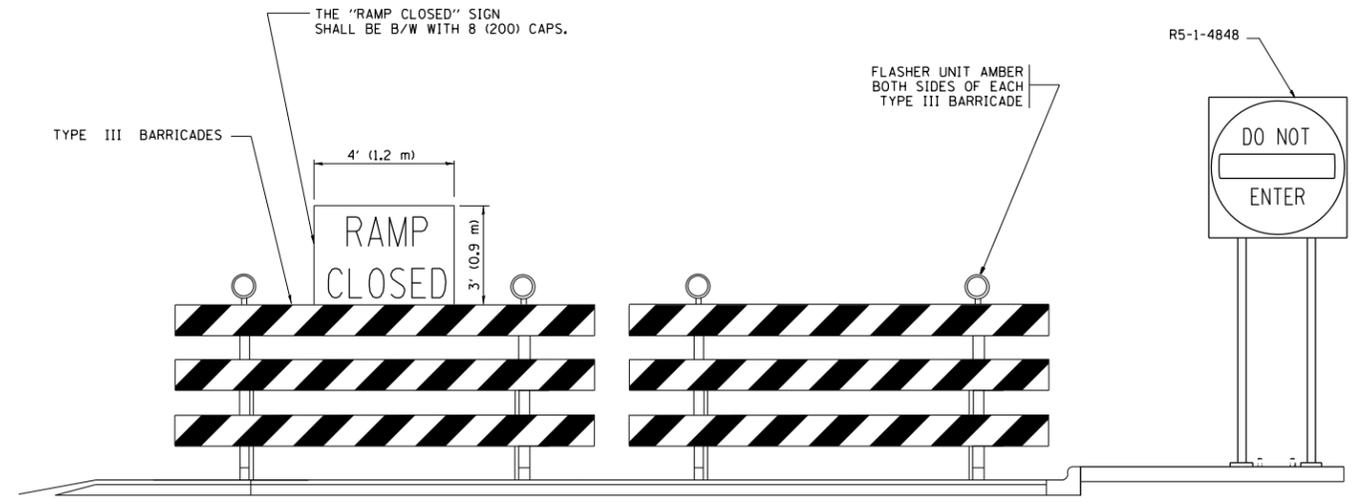
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

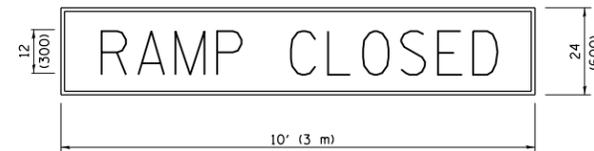
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

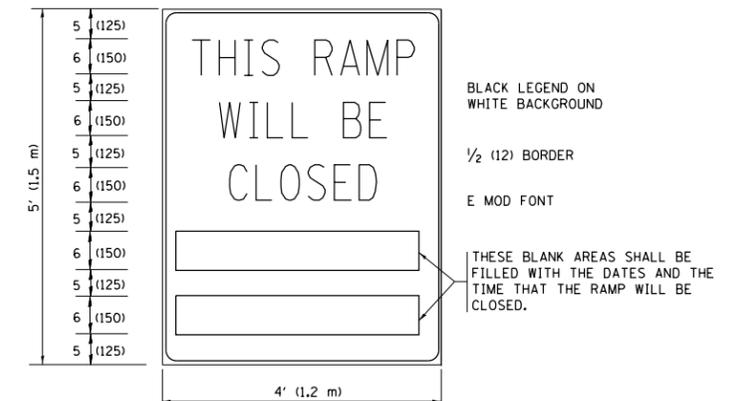
RAMP CLOSURE ADVANCE WARNING SIGN



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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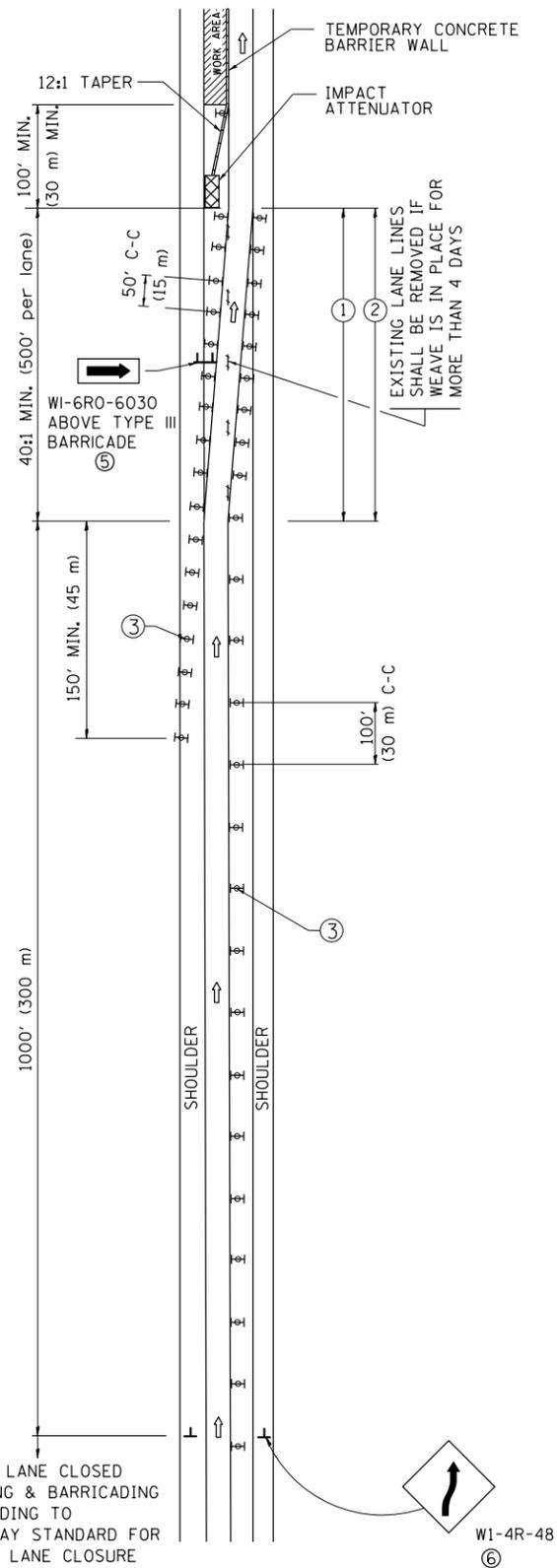
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

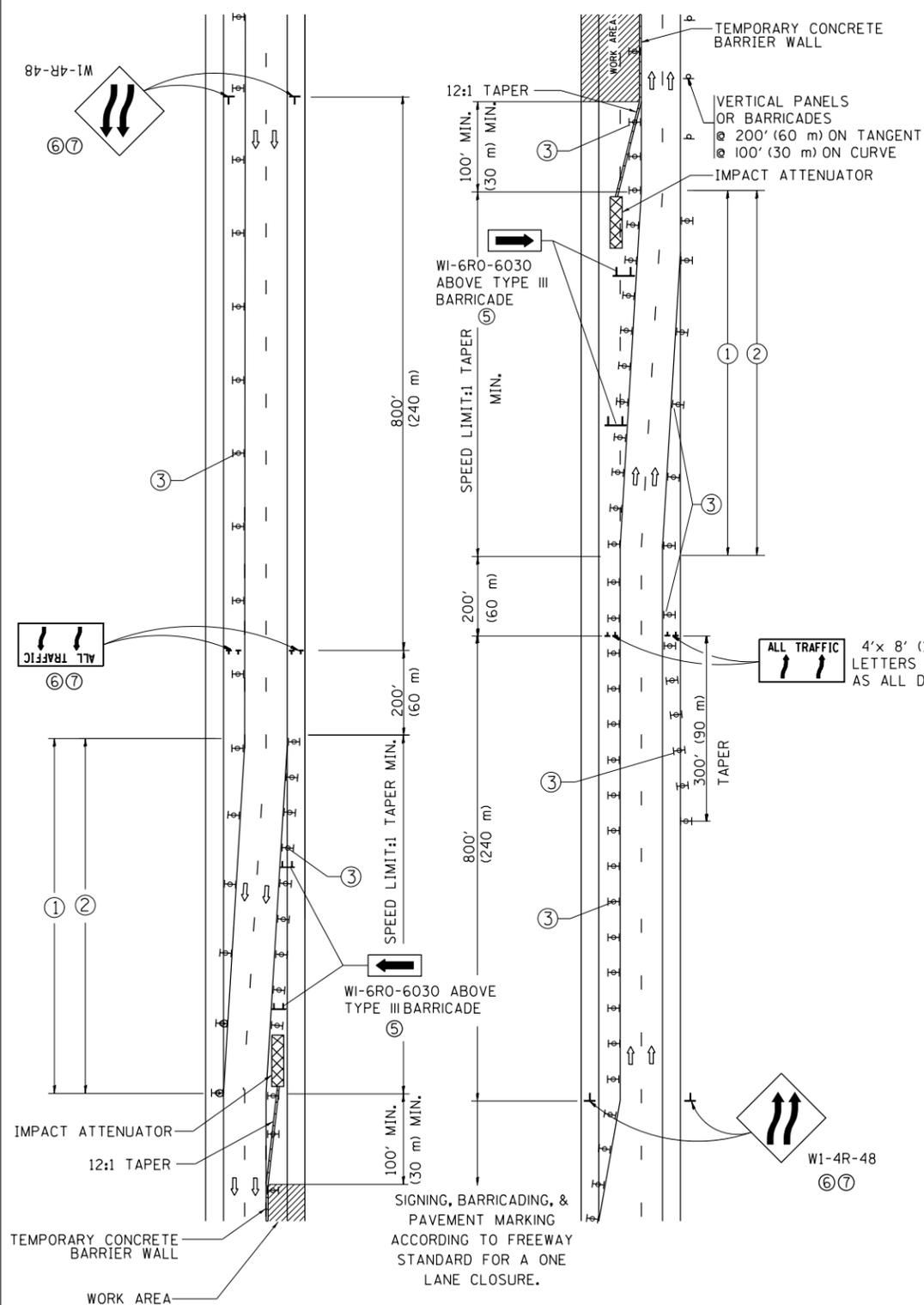
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	16
TC-08		CONTRACT NO. 62A37		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

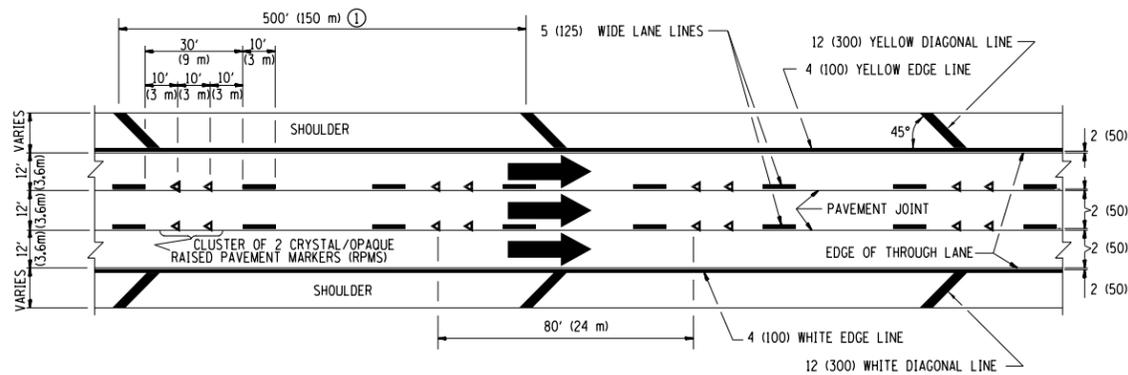
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA 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

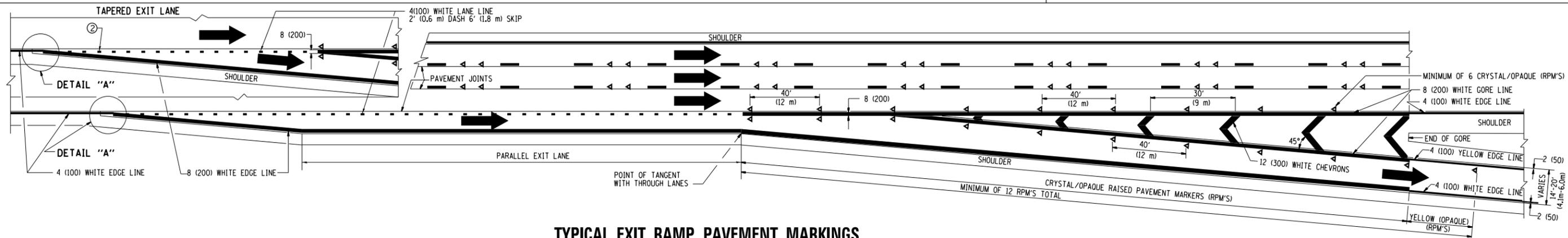
FILE NAME =	USER NAME = Tariqfm	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\tariqfm\d0420525\Dist\d.dgn	DRAWN -	REVISED - SPB 01-07	80			T-IF-R5	COOK	21	17	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - SPB 12-09	TC-09			CONTRACT NO. 62A37				
PLOT DATE = 2/23/2015	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



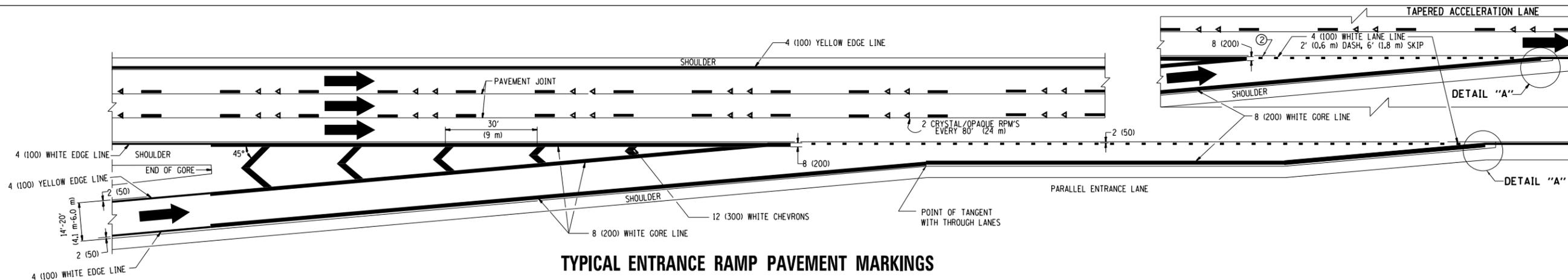
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

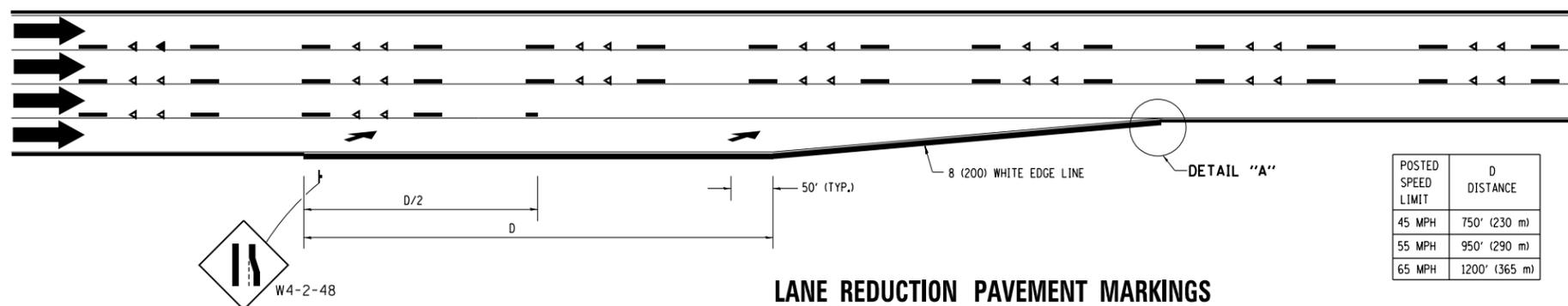
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

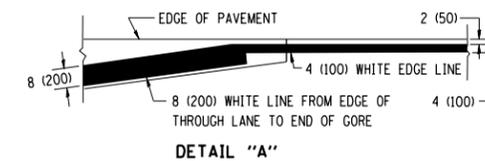


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

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



NOTES:

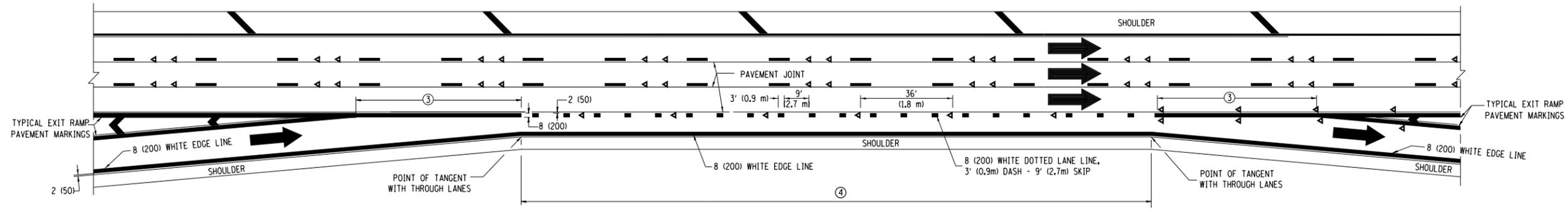
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT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

FILE NAME =	USER NAME = Tariqf	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
ca:\pwork\pwork\tdot\tariqf\td0420525\Dist\td.dgn		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 01-10
	PLOT DATE = 2/23/2015	DATE - 01-90	REVISED - M.D. 05-13

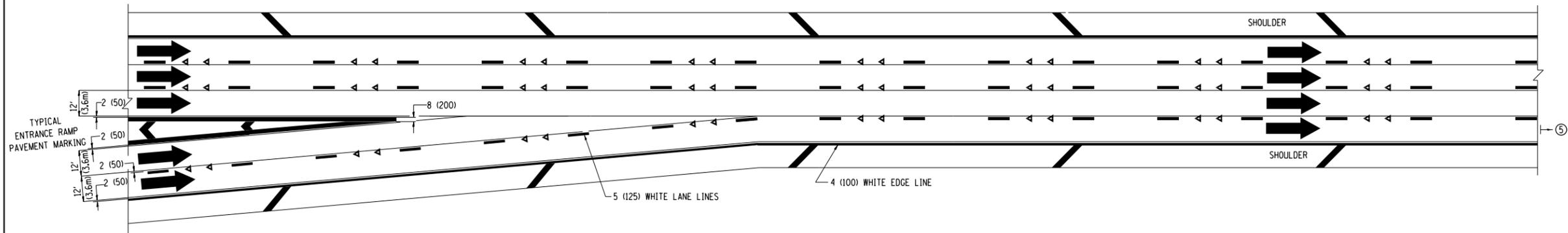
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

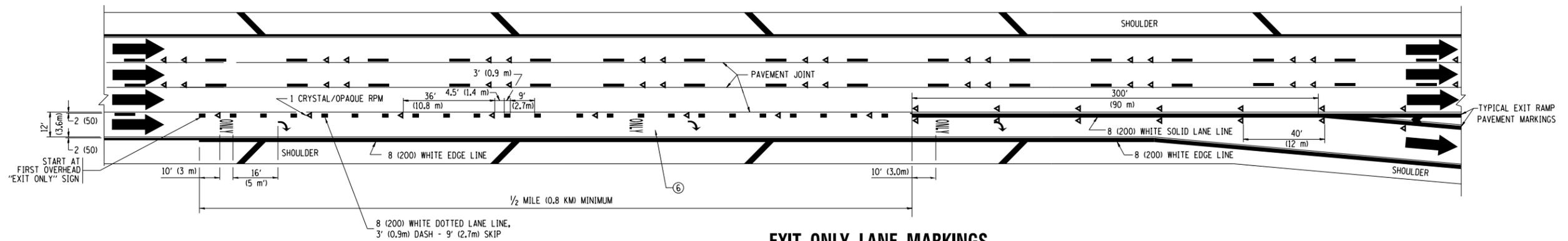
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	18
TC-12			CONTRACT NO. 62A37	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



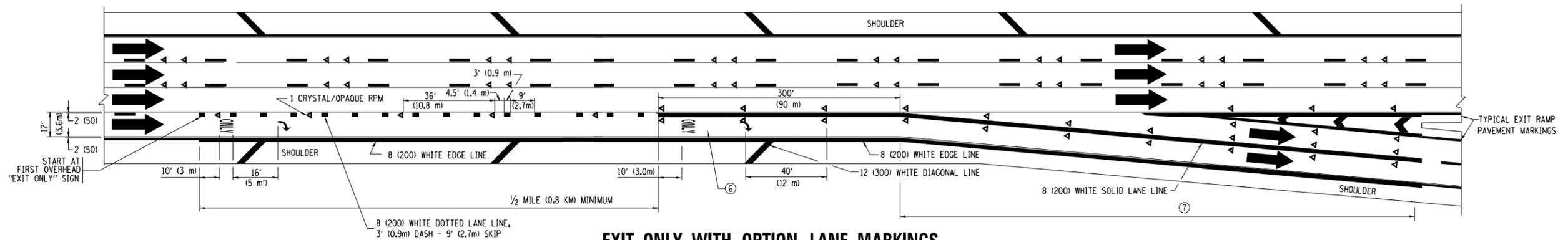
AUXILIARY LANE MARKINGS



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 = Tariqfm	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ei:\pw\work\puidot\tariqfm\d0420525\Dist\td.dgn		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 2/23/2015	DATE - 01-90	REVISED - S.P.B. 01-10

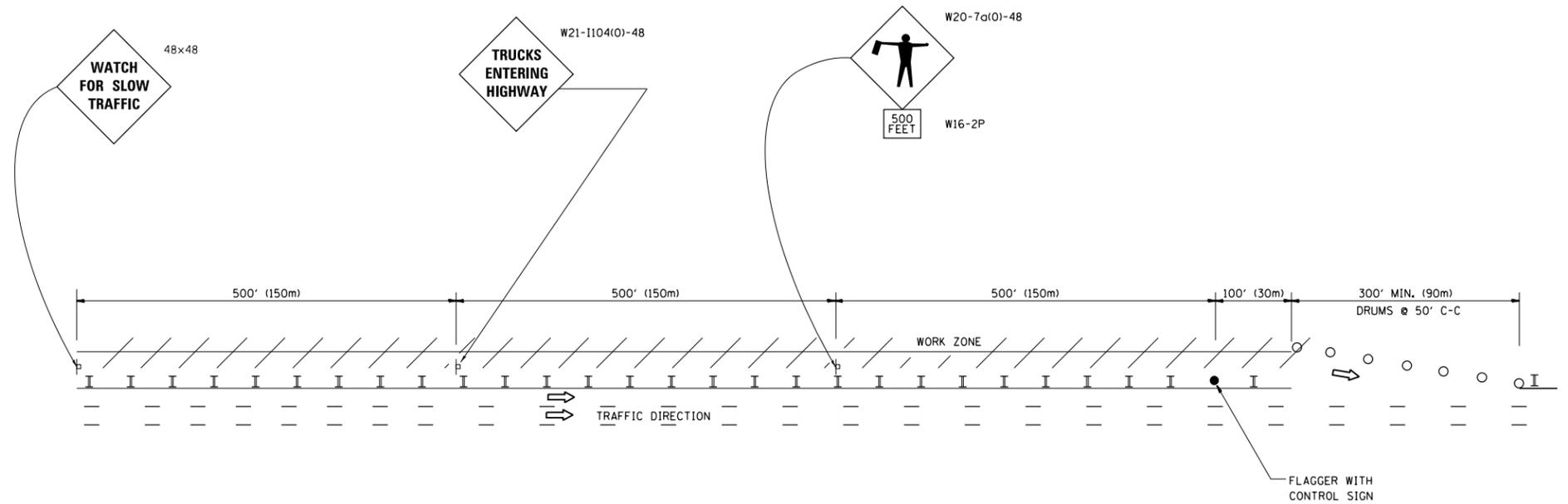
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

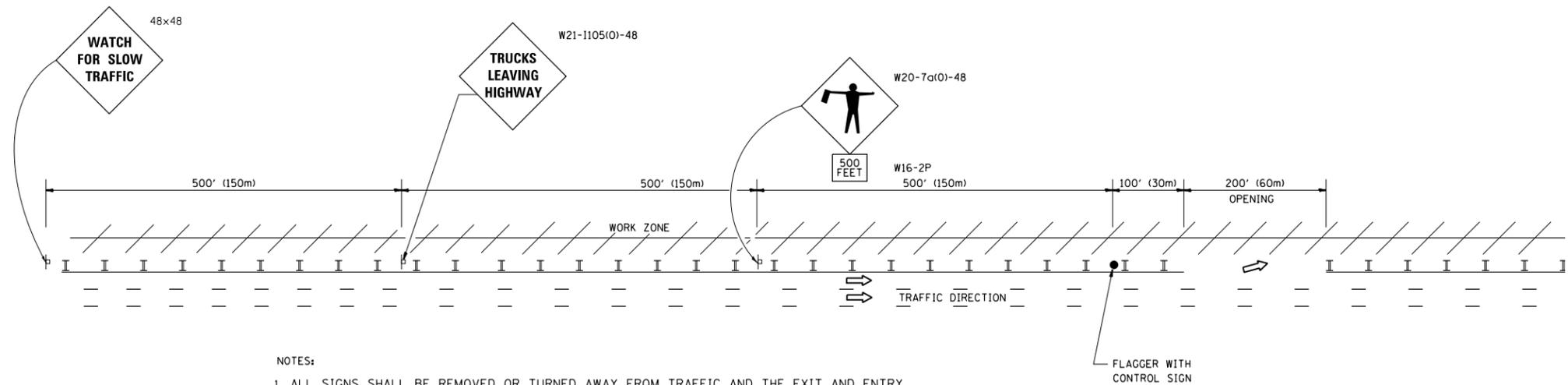
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	19
TC-12			CONTRACT NO. 62A37	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED - J.A.F. 02-06
c:\pwork\pwork\dot\tariqfm\0420525\Dist\td.dgn		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 12-09
	PLOT DATE = 2/23/2015	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.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	T-1F-R5	COOK	21	21
TC-18			CONTRACT NO. 62A37	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				