

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK & DUPAGE	21	1
		ILLINOIS	CONTRACT NO. 62A91	

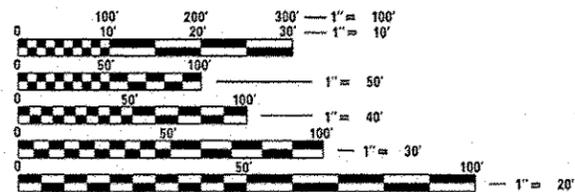
D-91-337-15



VARIOUS ROUTES
SECTION: 2015-034RS
VARIOUS CENTRAL EXPRESSWAY LOCATIONS
INTERMITTENT RESURFACING
COOK AND DUPAGE COUNTIES
C-91-337-15

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

- THIS PROJECT IS LOCATED IN:
- THE CITY OF CHICAGO
 - THE CITY OF COUNTRYSIDE
 - THE CITY OF ELMHURST
 - THE CITY OF OAK PARK
 - THE VILLAGE OF ADDISON
 - THE VILLAGE OF BEDFORD PARK
 - THE VILLAGE OF BERKELEY
 - THE VILLAGE OF BURR RIDGE
 - THE VILLAGE OF FOREST PARK
 - THE VILLAGE OF FOREST VIEW
 - THE VILLAGE OF HODGKINS
 - THE VILLAGE OF INDIAN HEAD PARK
 - THE VILLAGE OF MAYWOOD
 - THE VILLAGE OF SUMMIT



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

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

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

CONTRACT NO. 62A91

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

May 8 2015
John D. Baranzoli P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2015
Orin Conner P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

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

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

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (OR TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (OR ISTHA)

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

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

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

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

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

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

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (OMP)
MIXTURE TYPE	AIR VOIDS (%) @ N _{DES.}	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5MM), 2"	4% @ 90 CYR	OC / OA

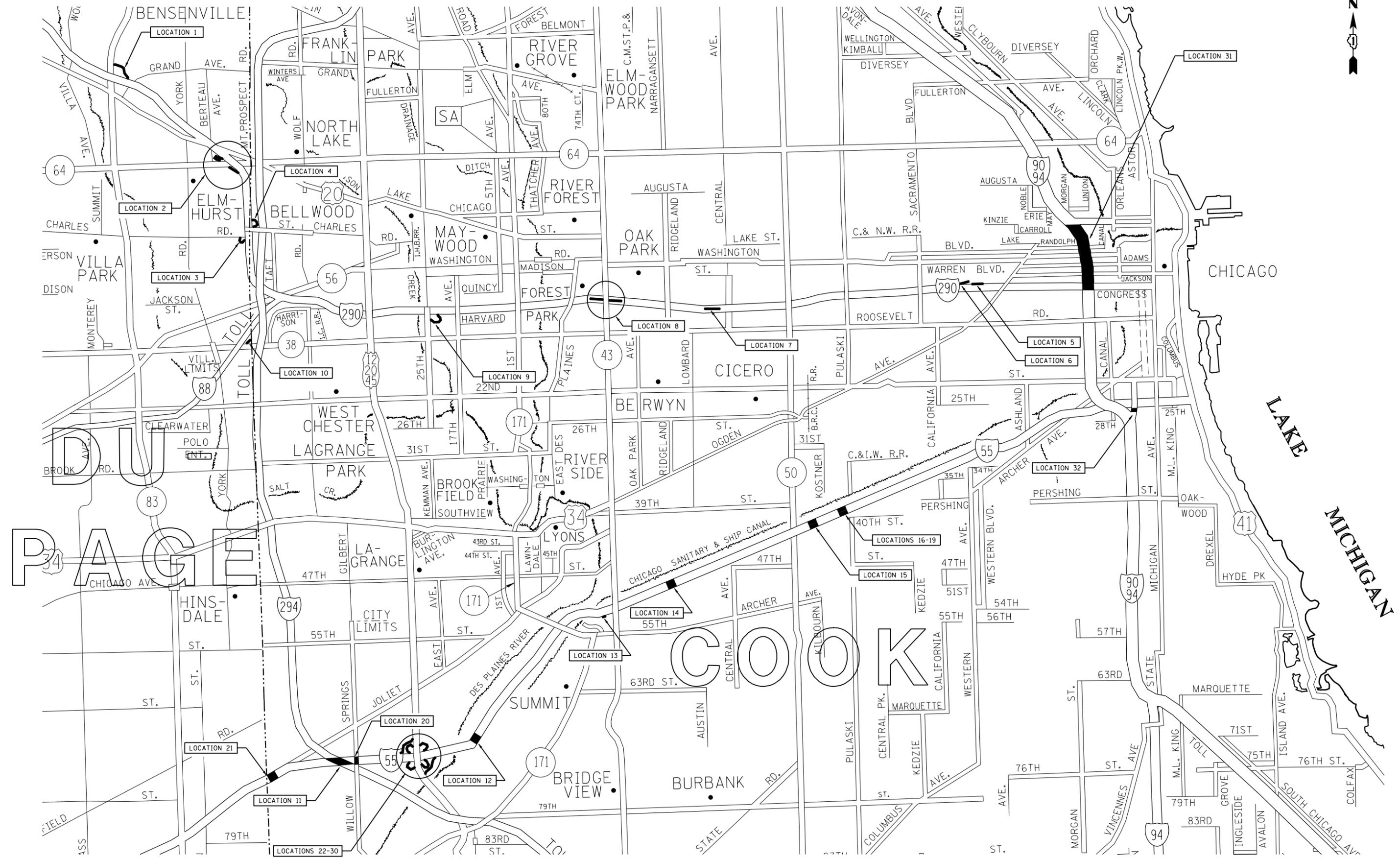
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA)
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/50 YD/IN.
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
 QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE COOK COUNTY 0005	100% STATE DUPAGE COUNTY 0005			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1677	1155	522			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6	4	2			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	112	??	35			
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	418	288	130			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	3724	2566	1158			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	3	2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	4	2			
67100100	MOBILIZATION	LSUM	1	0.7	0.3			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	0.7	0.3			
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	498	310	188			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	166	103	63			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	72.8	36.4	36.4			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5368	3340	2028			
* SPECIALTY ITEM								

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE COOK COUNTY 0005	100% STATE DUPAGE COUNTY 0005			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	100	70	30			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	130	100	30			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	70	30			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	100	70	30			
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	178	153	25			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	110	100	10			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	110	100	10			
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	100	70	30			
X7010410	SPEED DISPLAY TRAILER	CAL MO	1	0.7	0.3			
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	LSUM	1	0.7	0.3			
* X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	300	232	68			
* X8850102	INDUCTION LOOP	FOOT	100	70	30			



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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.	2015-034RS	COOK&DUPAGE	21	4
CONTRACT NO. 62A91			ILLINOIS FED. AID PROJECT	

	SUMMARY - CENTRAL EXPRESSWAY ROUTES	COUNTY	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	WB I-290 (NB IL 83 EXIT RAMP)	DUPAGE	ADDISON, ELMHURST	ADDISON	25 MPH	9,700 (2002)
LOC.2	EB I-290 (EB & WB NORTH AVE. RAMPS TO EB I-290)	DUPAGE	ELMHURST	ADDISON, YORK	N/A	8,700 (2002)
LOC.3	EB I-290 (EB ST. CHARLES RD. EXIT RAMP)	DUPAGE	ELMHURST	YORK	30 MPH	5,500 (2002)
LOC.4	WB I-290 (WB ST. CHARLES RD. EXIT RAMP)	COOK	BERKELEY	PROVISO	30 MPH	2,100 (2002)
LOC.5	WB I-290 (DAMEN AVE. TO OAKLEY BLVD., ACCELERATION LANE)	COOK	CHICAGO	WEST CHICAGO	55 MPH	8,900 (2002)
LOC.6	WB I-290 (WESTERN AVE. ENTRANCE RAMP)	COOK	CHICAGO	WEST CHICAGO	30 MPH	10,000 (2011)
LOC.7	EB I-290 (AUSTIN BLVD. ENTRANCE RAMP)	COOK	CHICAGO	WEST CHICAGO	N/A	19,000 (2002)
LOC.8	WB I-290 (HARLEM AVE. EXIT AND ENTRANCE RAMPS)	COOK	FOREST PARK, OAK PARK	OAK PARK, PROVISO	N/A	13,000 (2002)
LOC.9	EB I-290 (NB 25TH AVE. EXIT RAMP)	COOK	MAYWOOD	PROVISO	25 MPH	2,200 (2002)
LOC.10	WB I-290 (RAMP TO ROOSEVELT RD. EXTENSION)	DUPAGE	UNINCORPORATED	YORK	N/A	13,400 (2004)
LOC.11	NEB I-55 (AT I-294 OVERPASS)	COOK	INDIAN HEAD PARK	LYONS	55 MPH	148,400 (2014)
LOC.12	NEB I-55 (0.25 MILES NORTHEAST OF DES PLAINES RIVER TO SOUTHWEST OF OVERHEAD MESSAGE SIGN)	COOK	BEDFORD PARK	LYONS	55 MPH	155,200 (2014)
LOC.13	NEB I-55 (HARLEM AVE. EXIT RAMP (BEGINNING OF RAMP))	COOK	SUMMIT	LYONS	30 MPH	8,900 (2002)
LOC.14	NEB I-55 (BETWEEN HARLEM AVE. AND CENTRAL AVE.)	COOK	FOREST VIEW	STICKNEY	55 MPH	150,400 (2014)
LOC.15	NEB I-55 (WHERE CICERO AVE. ENTRANCE RAMP MEETS THE MAINLINE)	COOK	CHICAGO	LAKE	55 MPH	178,400 (2014)
LOC.16	NEB I-55 (BETWEEN PULASKI RD. AND KEDZIE AVE. NEAR OVERHEAD MESSAGE SIGN)	COOK	CHICAGO	SOUTH CHICAGO	55 MPH	179,000 (2014)
LOC.17	SWB I-55 (AT TRANSITION FROM PCC TO HMA, WEST OF KEDZIE AVE. AND EAST OF PULASKI RD.)	COOK	CHICAGO	SOUTH CHICAGO	55 MPH	179,000 (2014)
LOC.18	SWB I-55 (200' WEST OF TRANSITION FROM PCC TO HMA, WEST OF KEDZIE AVE. AND EAST OF PULASKI RD.)	COOK	CHICAGO	SOUTH CHICAGO	55 MPH	179,000 (2014)
LOC.19	SWB I-55 (NEAR RAILROAD BRIDGE, EAST OF PULASKI RD.)	COOK	CHICAGO	SOUTH CHICAGO	55 MPH	179,000 (2014)
LOC.20	SWB I-55 (AT WILLOW SPRINGS RD. OVERPASS)	COOK	COUNTRYSIDE	LYONS	55 MPH	148,400 (2014)
LOC.21	SWB I-55 (AT TRANSITION FROM PCC TO HMA AT NB COUNTY LINE RD. EXIT)	COOK	BURR RIDGE	LYONS	55 MPH	160,500 (2014)
LOC.22	I-55 (RAMP FROM SB LA GRANGE RD. TO NEB I-55 (RIGHT EDGELINE))	COOK	COUNTRYSIDE	LYONS	N/A	4,300 (2002)
LOC.23	I-55 (RAMP FROM NEB I-55 TO NB LA GRANGE RD. (RIGHT EDGELINE))	COOK	HODGKINS	LYONS	25 MPH	3,400 (2002)
LOC.24	I-55 (RAMP FROM NB LA GRANGE RD. TO SWB I-55)	COOK	HODGKINS	LYONS	25 MPH	12,000 (2014)
LOC.25	I-55 (RAMP FROM NB LA GRANGE RD. TO SWB I-55 (RIGHT EDGELINE))	COOK	HODGKINS	LYONS	25 MPH	12,000 (2014)
LOC.26	I-55 (RAMP FROM NB LA GRANGE RD. TO NEB I-55)	COOK	HODGKINS	LYONS	N/A	9,600 (2002)
LOC.27	I-55 (RAMP FROM NB LA GRANGE RD. TO NEB I-55 (RIGHT EDGELINE))	COOK	HODGKINS	LYONS	N/A	9,600 (2002)
LOC.28	I-55 (RAMP FROM SB LA GRANGE RD. TO SWB I-55 (RIGHT EDGELINE))	COOK	COUNTRYSIDE	LYONS	35 MPH	2,100 (2014)
LOC.29	I-55 (RAMP FROM SWB I-55 TO SB LA GRANGE RD. (RIGHT EDGELINE))	COOK	COUNTRYSIDE	LYONS	30 MPH	11,500 (2014)
LOC.30	I-55 (RAMP FROM SWB I-55 TO SB LA GRANGE RD.)	COOK	COUNTRYSIDE	LYONS	30 MPH	11,500 (2014)
LOC.31	I-90 / I-94 (JUST NORTH OF HUBBARD'S CAVE TO I-290)	COOK	CHICAGO	WEST CHICAGO	45 MPH	261,200 (2014)
LOC.32	NB I-94 (CHINATOWN / 22ND ST. FEEDER AT 28TH PL. (WHERE PCC MEETS HMA))	COOK	CHICAGO	SOUTH CHICAGO	40 MPH	24,800 (2002)

ROUTE: EB I-290 (NB 25th Ave. Exit Ramp)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	Ramp	12	50	600	67

TOTALS: **50** **67**
FT **SY**

ROUTE: WB I-290 (Ramp to Roosevelt Rd. Extension)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		WB	Ramp	12	3	36	4
		WB	Ramp	12	3	36	4
		WB	Ramp	12	3	36	4
		WB	Ramp	12	3	36	4

TOTALS: **12** **16**
FT **SY**

ROUTE: NEB I-55 (At I-294 Overpass)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NEB	3	12	40	480	53

TOTALS: **40** **53**
FT **SY**

ROUTE: NEB I-55 (0.25 miles Northeast of Des Plaines River to Southwest of Overhead Message Sign)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
	Northeast of Des Plaines River	NEB	1 & 2	24	5	120	13
		NEB	3	12	10	120	13
		NEB	2 & 3	24	15	360	40
	Overhead Message Sign	NEB	2	12	5	60	7

TOTALS: **35** **73**
FT **SY**

ROUTE: NEB I-55 (Harlem Ave. Exit Ramp (Beginning of Ramp))

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

TOTALS: **8** **11**
FT **SY**

ROUTE: NEB I-55 (Between Harlem Ave. and Central Ave.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
	Harlem Ave.	NEB	3	12	15	180	20
		NEB	3	12	12	144	16
	Central Ave.	NEB	3	12	5	60	7

TOTALS: **32** **43**
FT **SY**

ROUTE: NEB I-55 (Where Cicero Ave. Entrance Ramp meets the Mainline)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NEB	1,2,3	36	5	180	20

TOTALS: **5** **20**
FT **SY**

ROUTE: NEB I-55 (Between Pulaski Rd. and Kedzie Ave. near Overhead Message Sign)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NEB	1,2,3	36	20	720	80

TOTALS: **20** **80**
FT **SY**

ROUTE: SWB I-55 (at Transition from PCC to HMA, West of Kedzie Ave. and East of Pulaski Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SWB	1,2,3	36	20	720	80

TOTALS: **20** **80**
FT **SY**

ROUTE: SWB I-55 (200' West of transition from PCC to HMA, West of Kedzie Ave. and East of Pulaski Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SWB	1,2,3	36	10	360	40

TOTALS: **10** **40**
FT **SY**

ROUTE: SWB I-55 (Near Railroad Bridge, East of Pulaski Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SWB	3	12	10	120	13
		SWB	2	12	5	60	7
		SWB	1	12	5	60	7
		SWB	2	12	20	240	27
		SWB	3	12	5	60	7

TOTALS: **45** **60**
FT **SY**

ROUTE: SWB I-55 (at Willow Springs Rd. Overpass)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SWB	1,2,3	36	15	540	60
		SWB	3	12	7	84	9

TOTALS: **22** **69**
FT **SY**

ROUTE: SWB I-55 (at Transition from PCC to HMA at NB County Line Rd. Exit)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		SWB	1,2,3	36	15	540	60

TOTALS: **15** **60**
FT **SY**

ROUTE: I-55 (Ramp from SB La Grange Rd. to NEB I-55 (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SB La Grange Rd.	NEB I-55	NEB	Ramp	3	725	2175	242

TOTALS: **725** **242**
FT **SY**

ROUTE: I-55 (Ramp from NEB I-55 to NB La Grange Rd. (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NEB I-55	NB La Grange Rd.	NEB	Ramp	3	435	1305	145

TOTALS: **435** **145**
FT **SY**

ROUTE: I-55 (Ramp from NB La Grange Rd. to SWB I-55)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NB La Grange Rd.		SWB	Ramp	17	10	170	19
		SWB	Ramp	17	10	170	19
	SWB I-55	SWB	Ramp	17	10	170	19

TOTALS: **30** **57**
FT **SY**

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	PLOT DATE = 4/8/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERMITTENT RESURFACING SCHEDULE			
I-55			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A91	

ROUTE: I-55 (Ramp from NB La Grange Rd. to SWB I-55 (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NB La Grange Rd.	SWB I-55	SWB	Ramp	3	475	1425	158

TOTALS: **475** **158**
FT **SY**

ROUTE: I-55 (Ramp from SWB I-55 to SB La Grange Rd. (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SWB I-55	SB La Grange Rd.	SB	Ramp	3	585	1755	195

TOTALS: **585** **195**
FT **SY**

ROUTE: I-55 (Ramp from NB La Grange Rd. to NEB I-55)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NB La Grange Rd.		NEB	Ramp	17	5	85	9
	NEB I-55	NEB	Ramp	17	10	170	19

TOTALS: **15** **28**
FT **SY**

ROUTE: I-55 (Ramp from SWB I-55 to SB La Grange Rd.)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SWB I-55		SB	Ramp	17	70	1190	132
		SB	Ramp	17	5	85	9
		SB	Ramp	17	5	85	9
		SB	Ramp	17	20	340	38
	SB La Grange Rd.	SB	Ramp	17	15	255	28

TOTALS: **115** **217**
FT **SY**

ROUTE: I-55 (Ramp from NB La Grange Rd. to NEB I-55 (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
NB La Grange Rd.	NEB I-55	NEB	Ramp	3	500	1500	167

TOTALS: **500** **167**
FT **SY**

ROUTE: I-55 (Ramp from SB La Grange Rd. to SWB I-55 (Right Edgeline))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
SB La Grange Rd.	SWB I-55	SWB	Ramp	3	220	660	73

TOTALS: **220** **73**
FT **SY**

ROUTE: I-90 / I-94 (Just North of Hubbard's Cave to I-290)

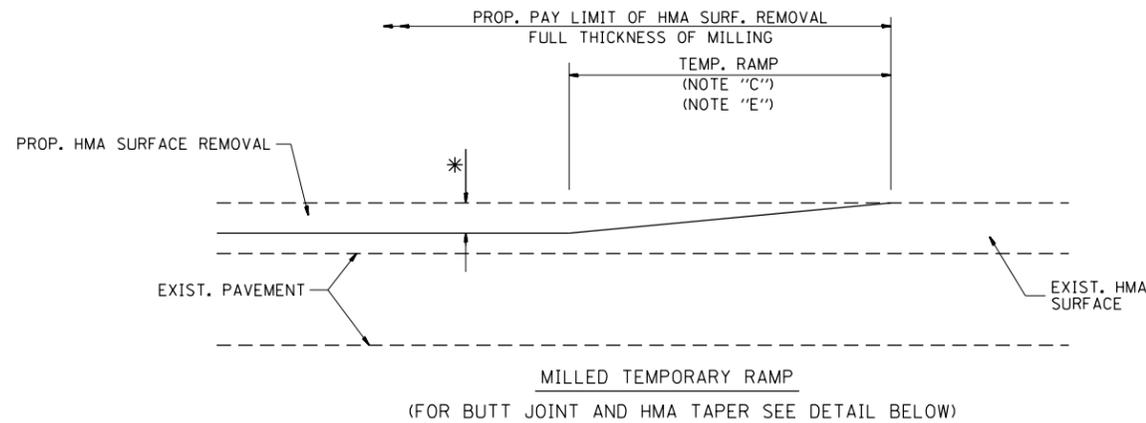
CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
North of Hubbard's Cave		SB	1	12	20	240	27
		SB	2	12	20	240	27
		SB	3	12	20	240	27
		SB	4	12	20	240	27
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	3	12	15	180	20
		SB	4	12	15	180	20
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	3	12	8	96	11
		SB	1	12	8	96	11
		SB	2	12	8	96	11
	I-290	SB	3	12	8	96	11
I-290		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	3	12	8	96	11
		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
	North of Hubbard's Cave	NB	5	12	6	72	8

TOTALS: 356 FT 475 SY

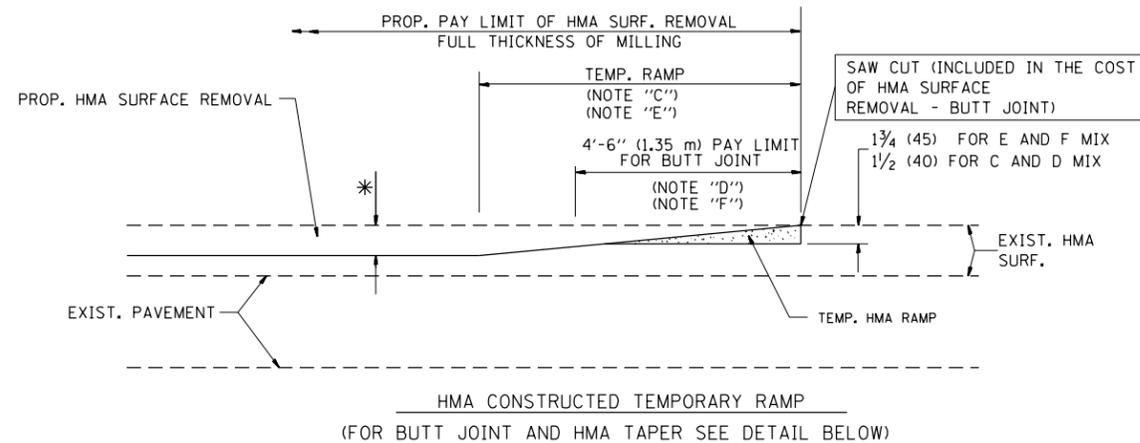
ROUTE: NB I-94 (Chinatown / 22nd St. Feeder at 28th Pl. (Where PCC meets HMA))

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	3	12	4	48	5
		NB	4	12	4	48	5

TOTALS: 16 FT 21 SY

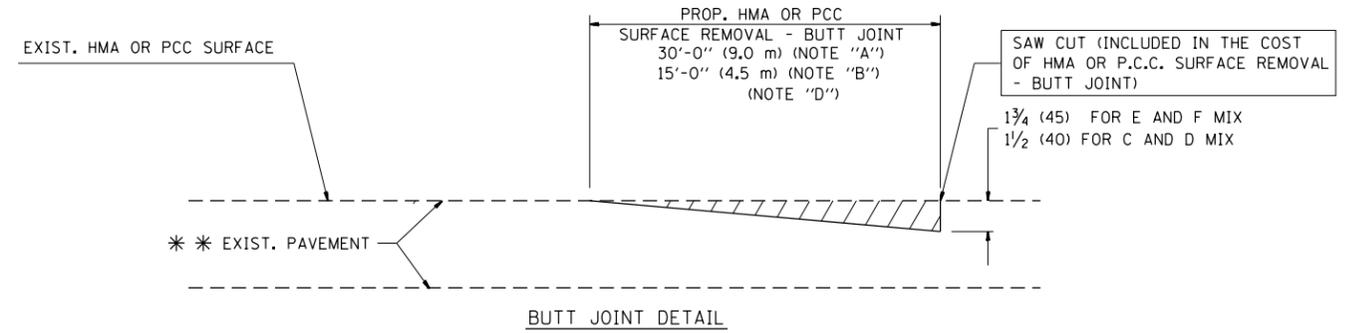


OPTION 1

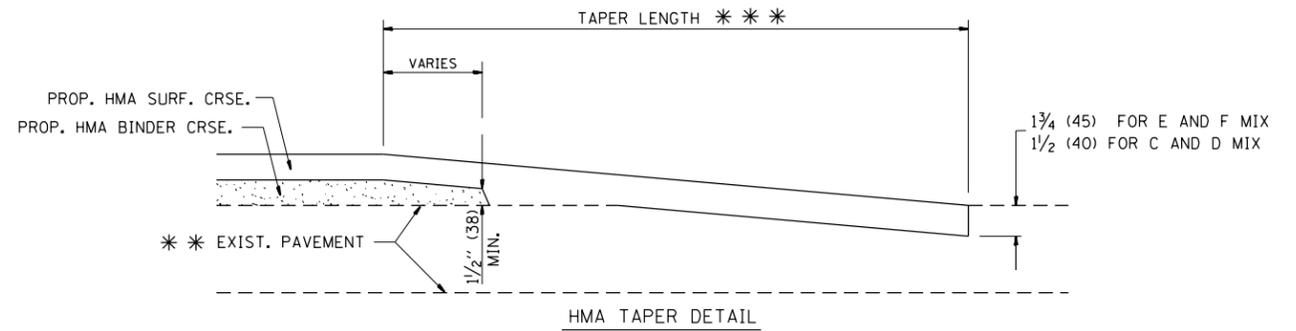


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

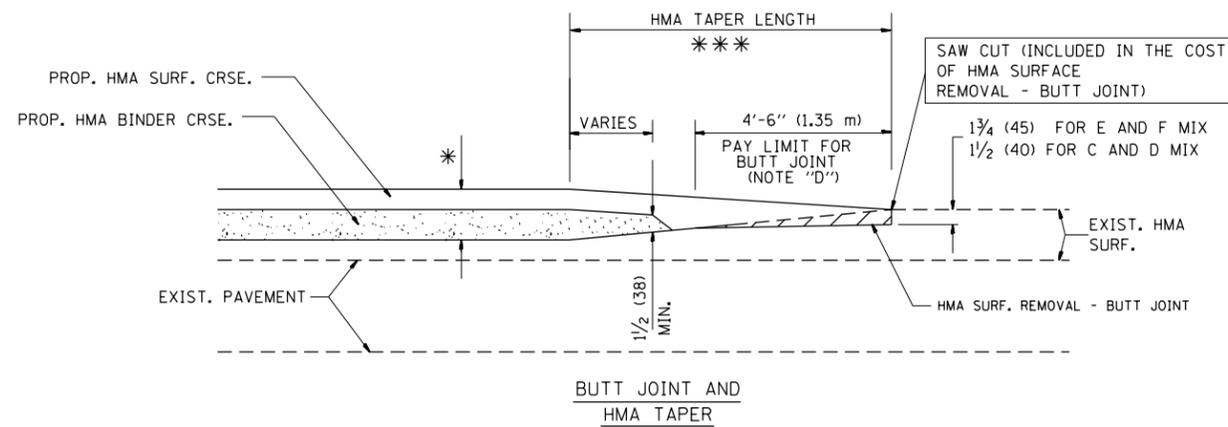
NOTES

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

BASIS OF PAYMENT:

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

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



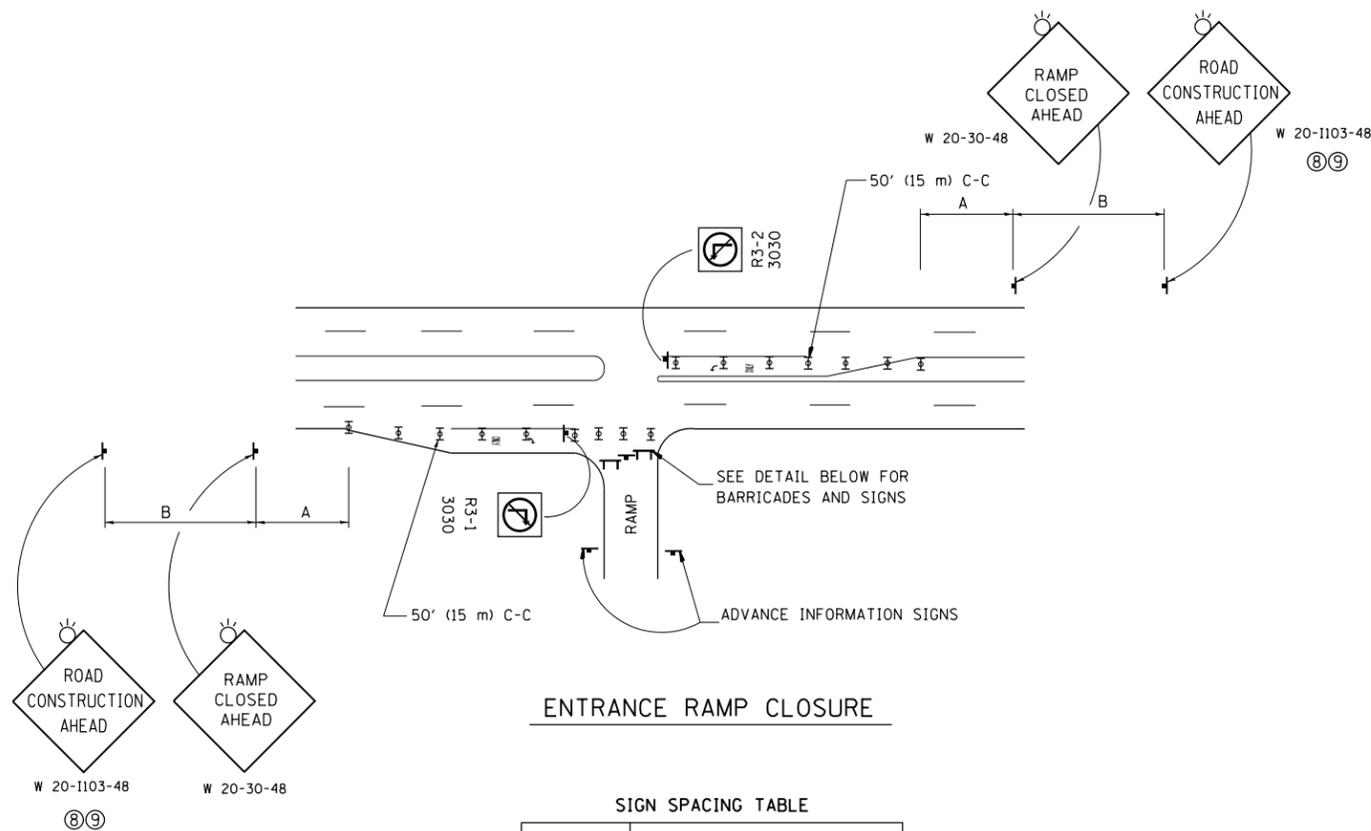
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME =	USER NAME = Tariqf	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
Expressway-Control-DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 4/8/2015		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	13
BD400-05 BD32		CONTRACT NO. 62A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

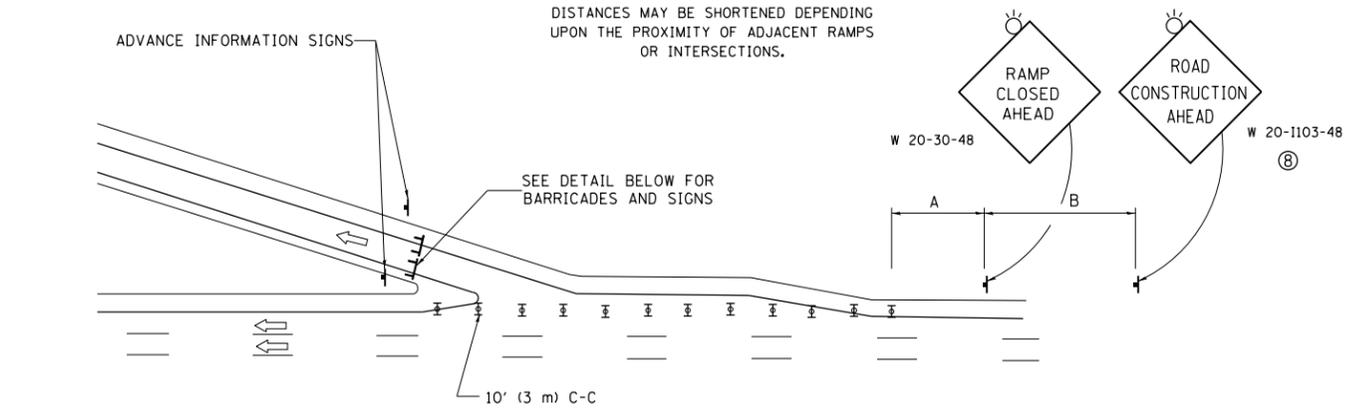


ENTRANCE RAMP CLOSURE

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)

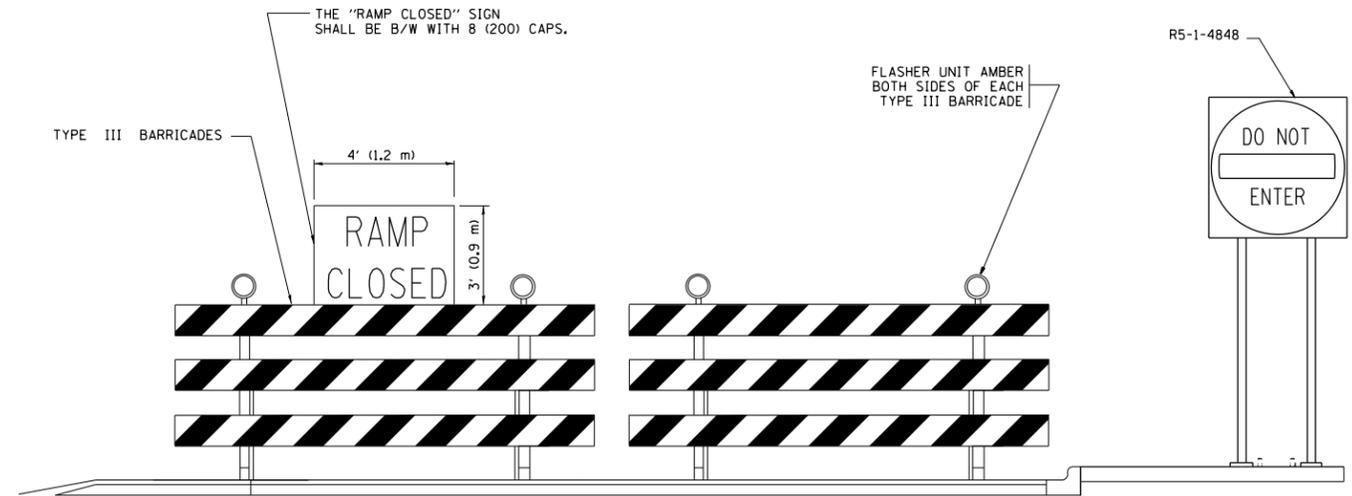
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

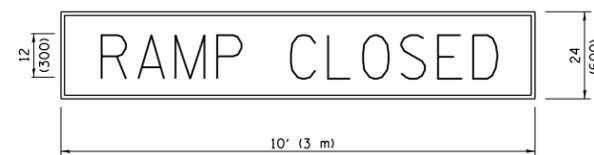
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

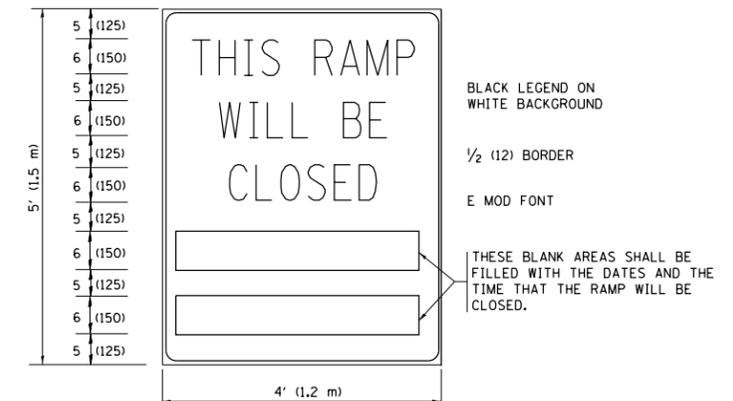
RAMP CLOSURE ADVANCE WARNING SIGN



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.

FILE NAME =	USER NAME = tariqfm	DESIGNED - DWS	REVISED - JAF 02-06
et:\pw\work\p\idot\tariqfm\d0427922\HMA-	Expressway-Centrol-DistStd.dgn	DRAWN -	REVISED - SPB 01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - SPB 12-09
	PLOT DATE = 4/8/2015	DATE - 02-83	REVISED - MD 06-13

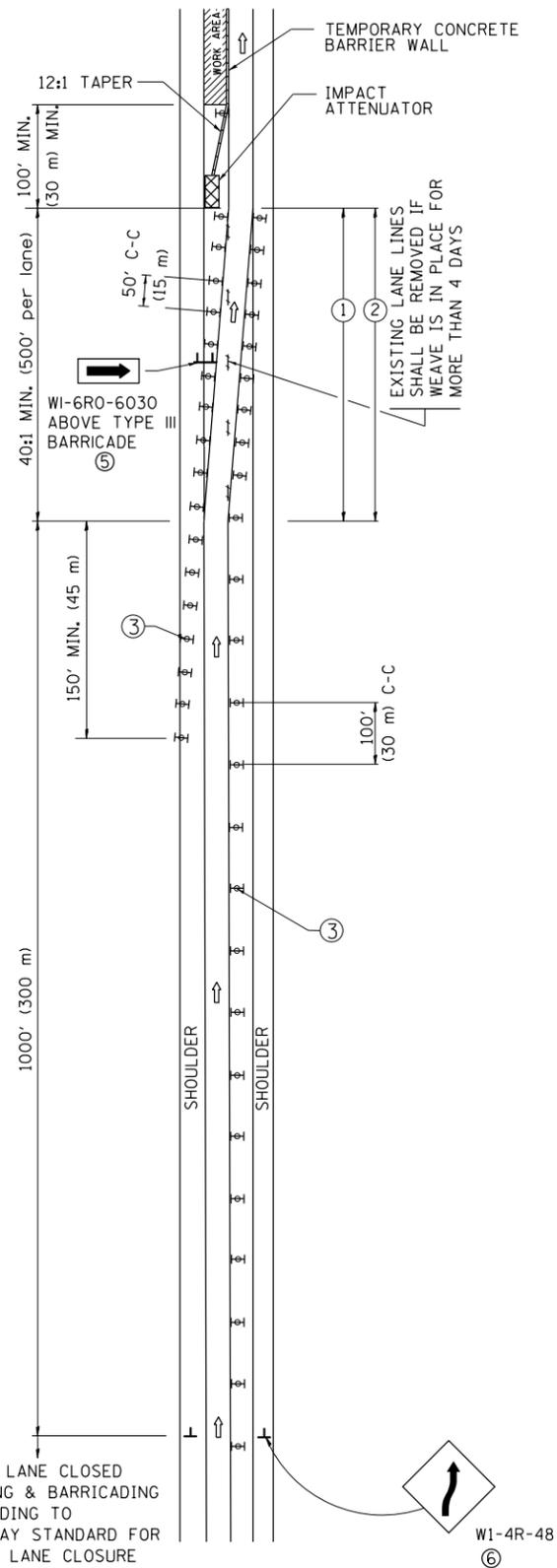
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

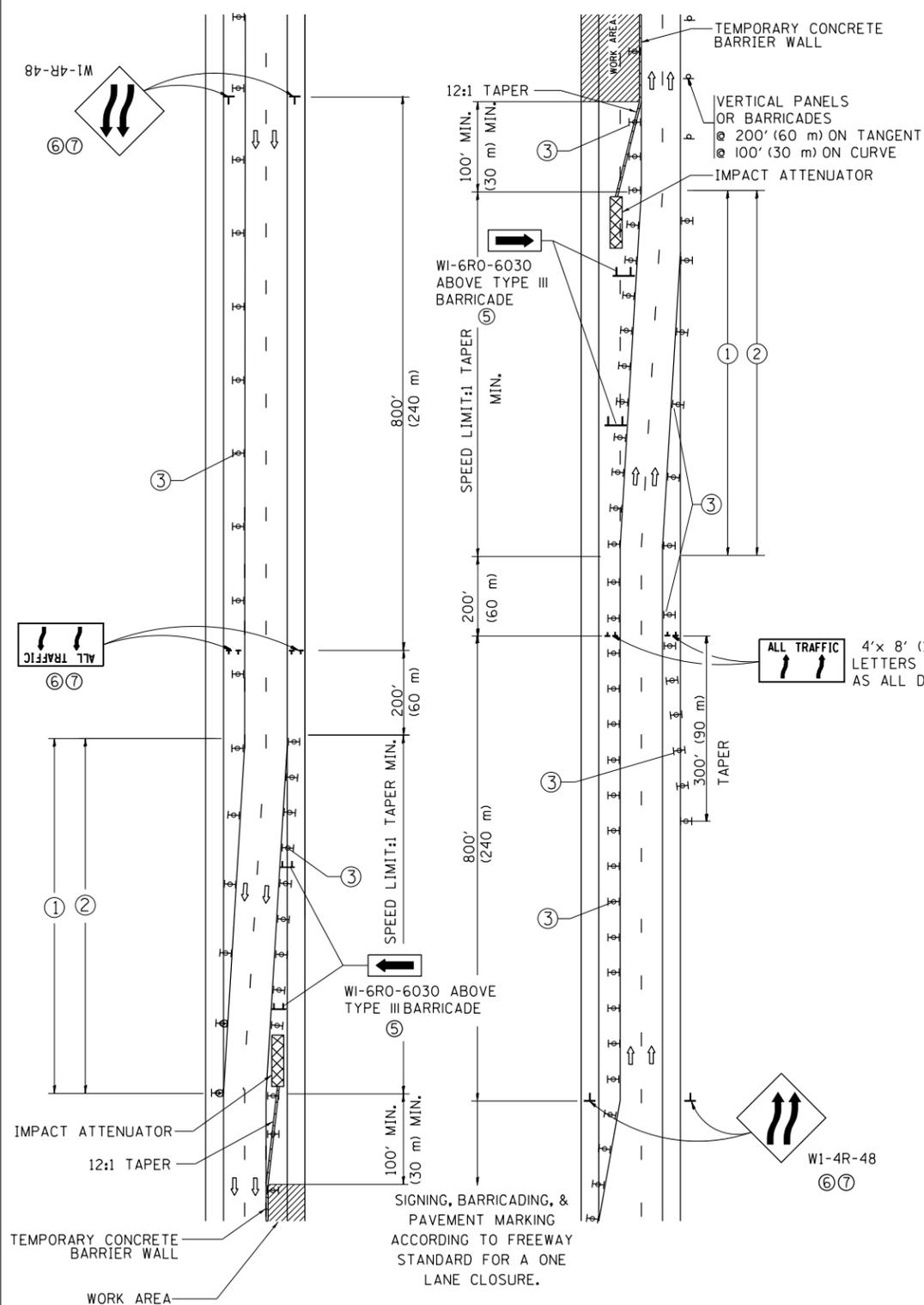
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	14
TC-08		CONTRACT NO. 62A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

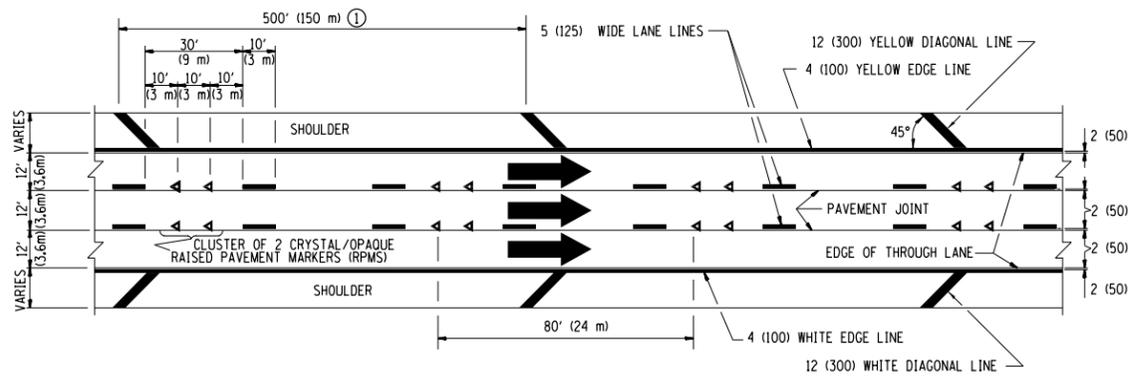
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE 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.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- 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.
- 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.
- 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 (6, 7)
- W24-1-48 (7)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

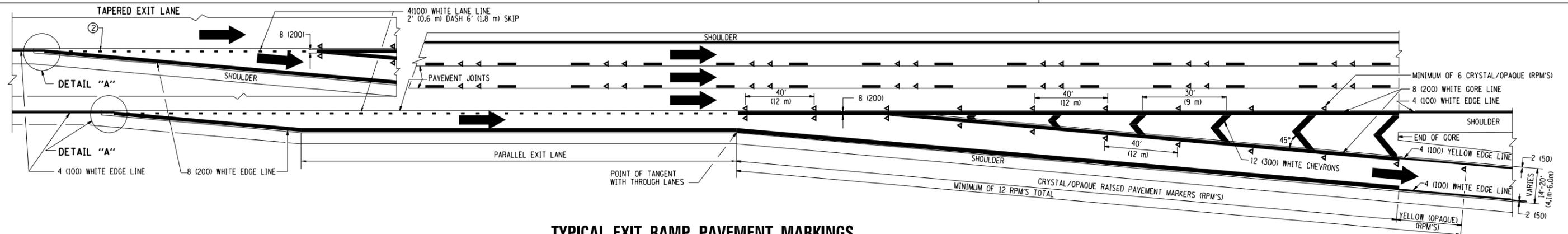
FILE NAME =	USER NAME = Tariqf	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\idot\tariqf\m\0427922\HMA-Expressway-Centrol-DistStd.dgn		DRAWN -	REVISED - SPB 01-07			VAR.	2015-034RS	COOK&DUPAGE	21	15
PLOT SCALE = 100.0000' / 1" =		CHECKED -	REVISED - SPB 12-09			TC-09		CONTRACT NO. 62A91		
PLOT DATE = 4/8/2015		DATE - 02-87	REVISED - MD 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



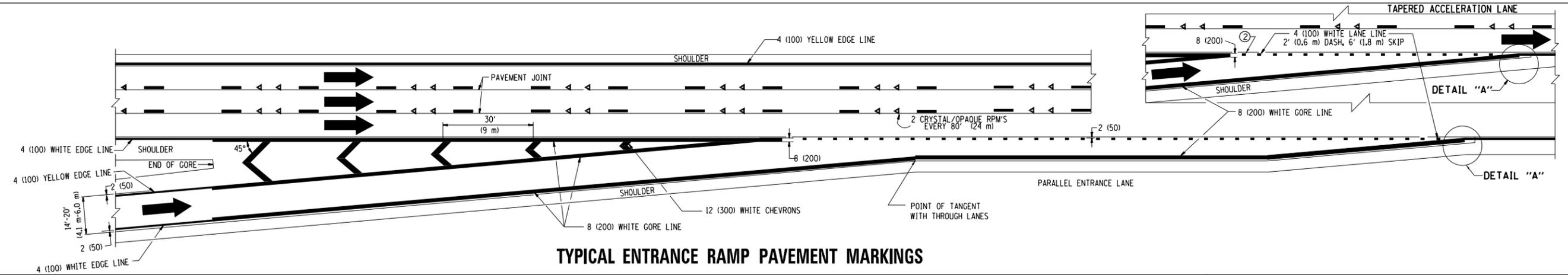
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

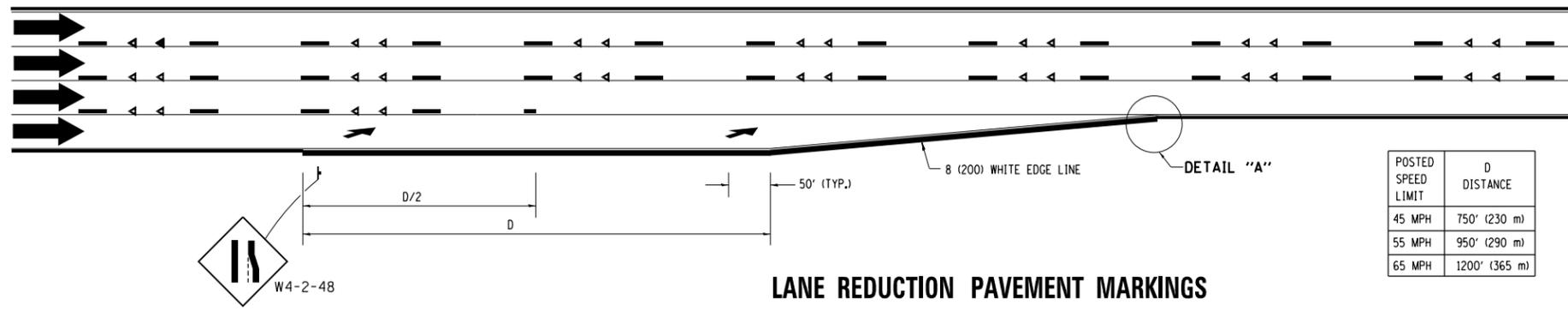
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

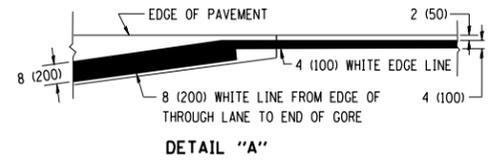


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

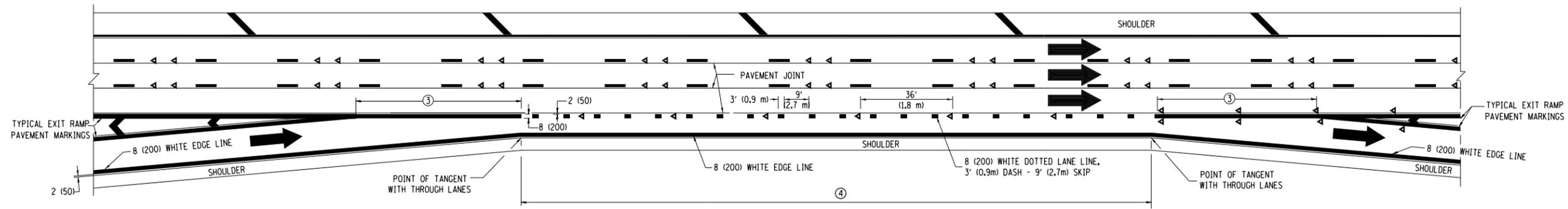


LANE REDUCTION PAVEMENT MARKINGS

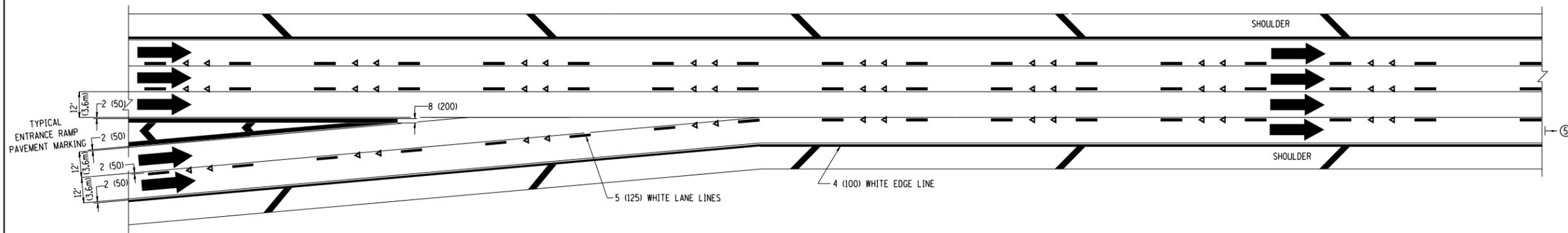
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



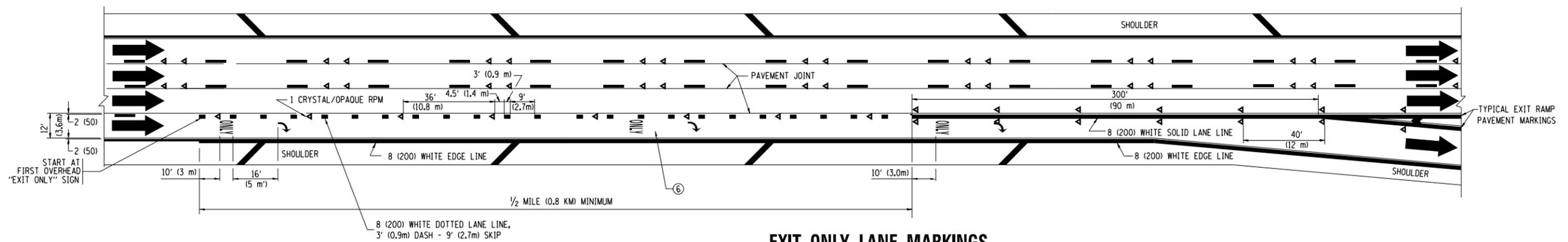
- NOTES:**
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED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



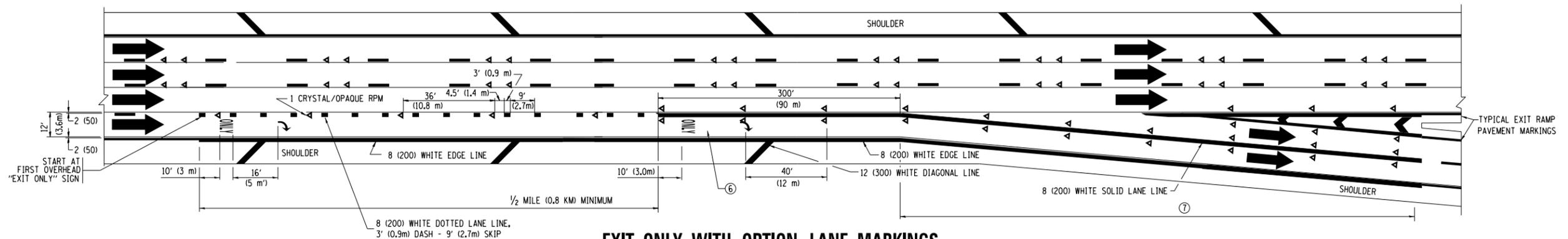
AUXILIARY LANE MARKINGS



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.

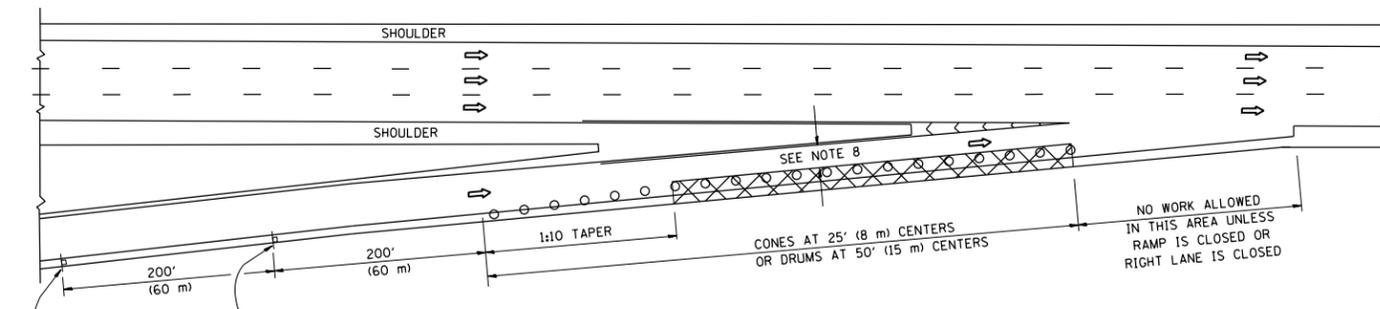
FILE NAME =	USER NAME = Tariqfm	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ei:\pw\work\puidot\tariqfm\d0427922\HMA-Expressway-Central-DistStd.dgn		DRAWN -	REVISED - J.A.F. 02-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE - 01-90	REVISED - S.P.B. 01-10

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

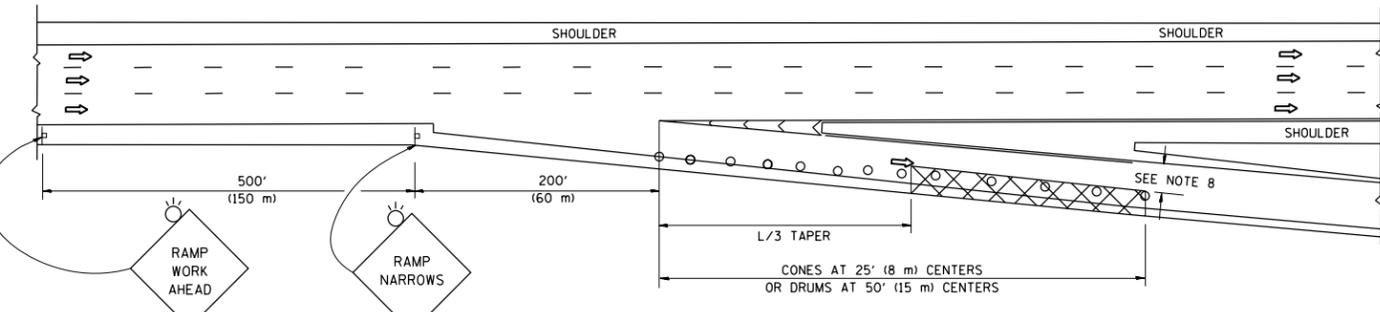
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	17
TC-12		CONTRACT NO. 62A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

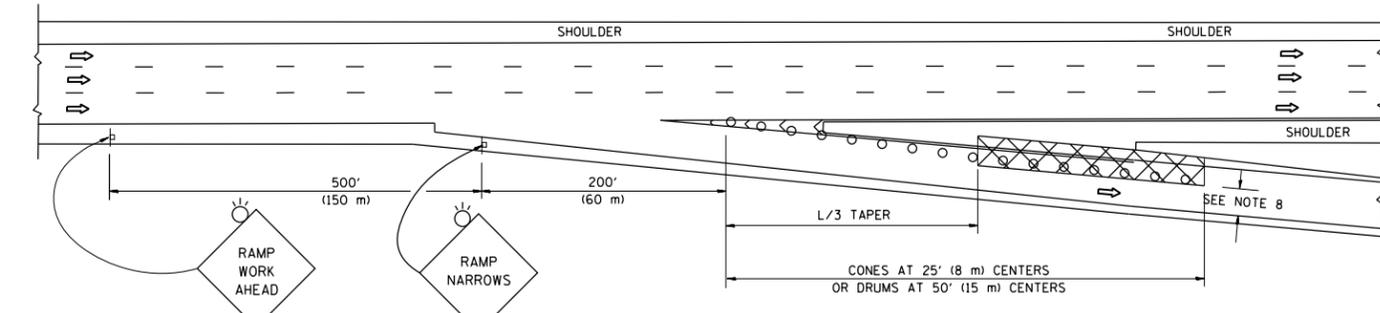
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

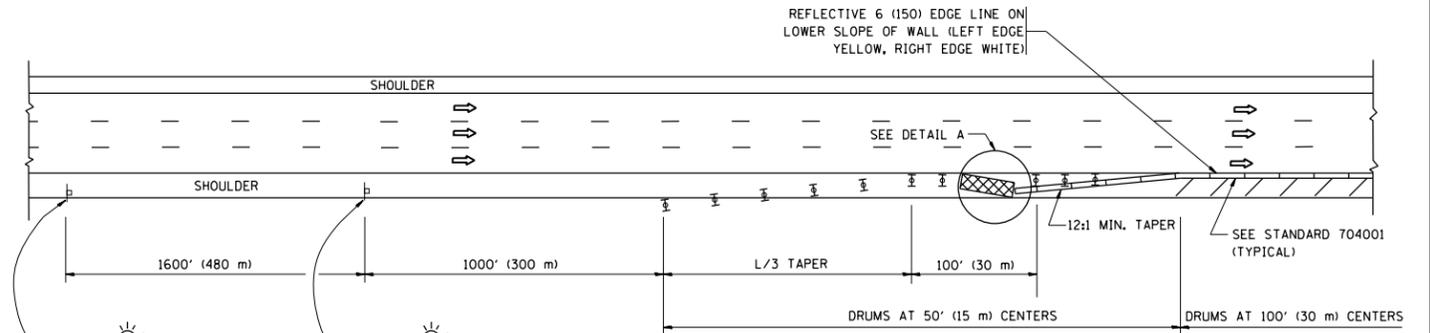
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

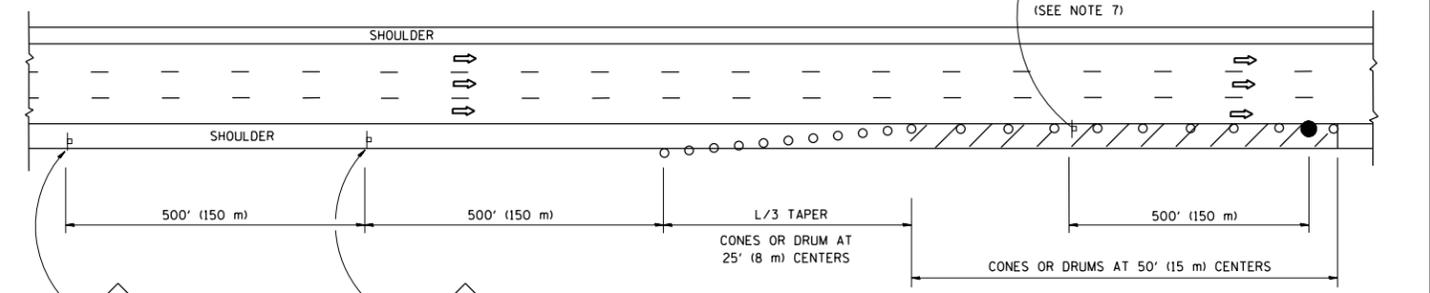
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME 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.

SHOULDER CLOSURE DETAILS

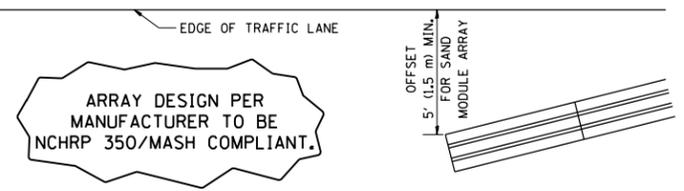


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

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

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

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED - J.A.F. 12-06
es:\pw\work\p\id\Tariqfm\d0427922\HMA-Expressway-Central-DistStd.dgn		DRAWN - D.W.S.	REVISED - S.P.B. 01-07
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - S.P.B. 12-09
	PLOT DATE = 4/8/2015	DATE - 11-96	REVISED - M.D. 06-13

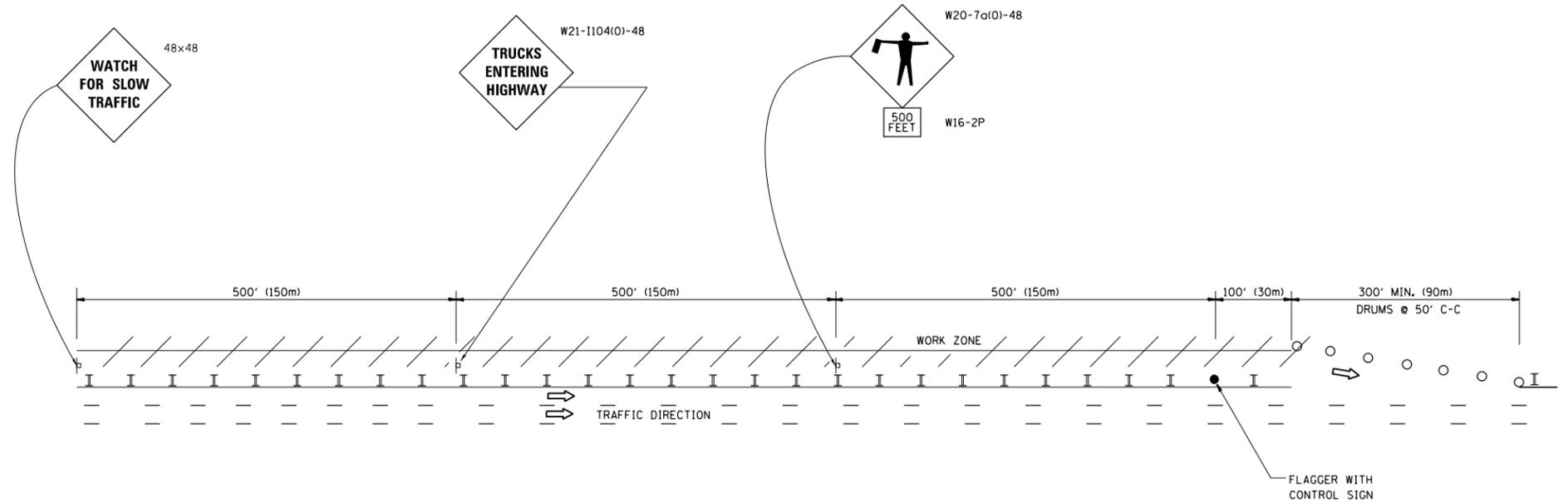
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY			
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

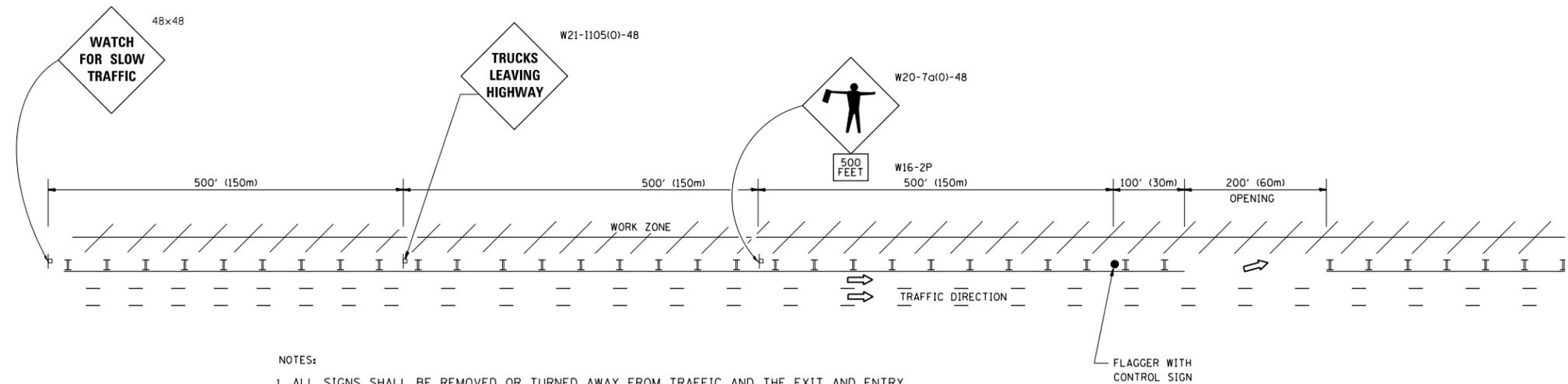
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	18
TC-17		CONTRACT NO. 62A91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

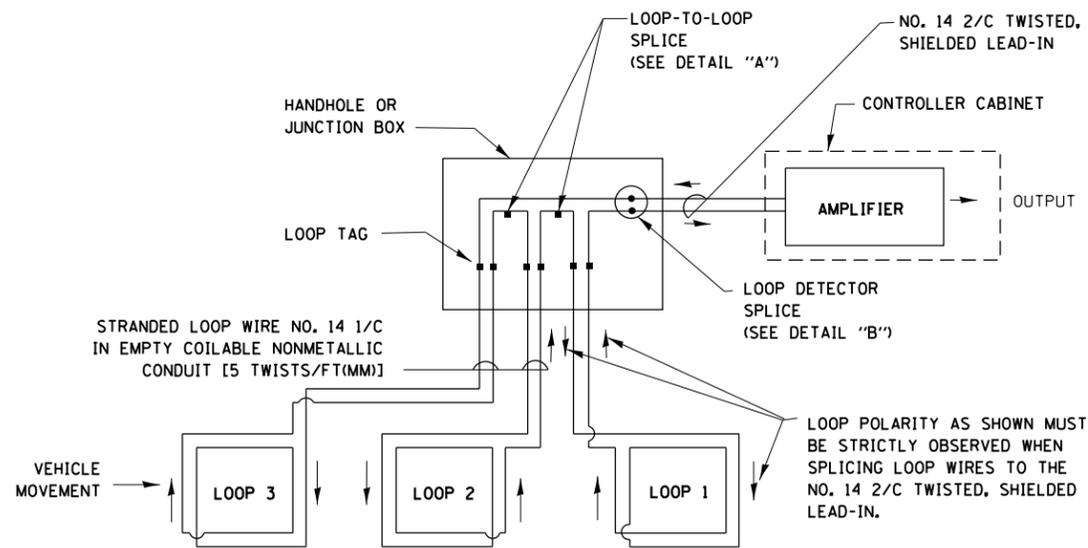
1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = TariqfM	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\dot\tariqfM\d0427922\HMA	Expressway-Control-DistStd.dgn	DRAWN -	REVISED - S.P.B. 01-07			VAR.	2015-034RS	COOK&DUPAGE	21	19
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - S.P.B. 12-09			TC-18		CONTRACT NO. 62A91		
	PLOT DATE = 4/8/2015	DATE -	REVISED - M.D. 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

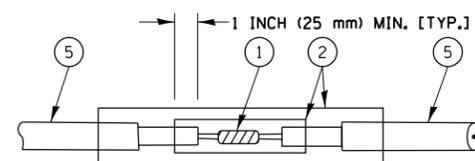
LOOP DETECTOR NOTES

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

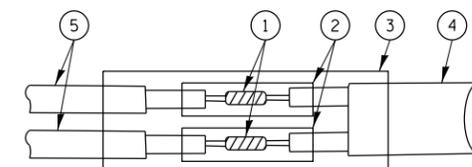


DETECTOR LOOP WIRING SCHEMATIC

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



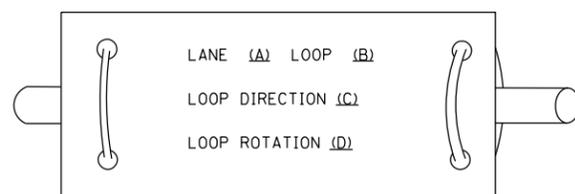
**DETAIL "A"
LOOP-TO-LOOP SPLICE**



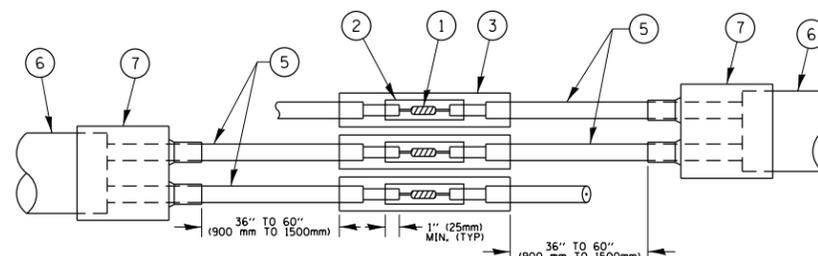
**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP

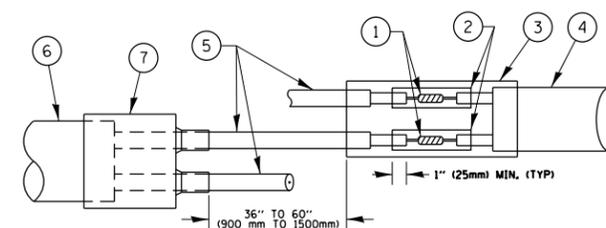
LOOP LEAD-IN CABLE TAG



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



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



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

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = Tariqfm	DESIGNED - DAD	REVISED - DAG 1-1-14
ei:\pw\work\p\id\dot\tariqfm\d0427922\HMA-	Expressway-Centrol-DistStd.dgn	DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/8/2015	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

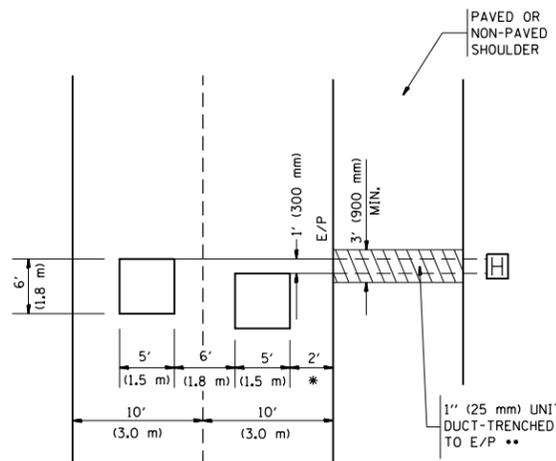
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-034RS	COOK&DUPAGE	21	20
TS-05		CONTRACT NO. 62A9I		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

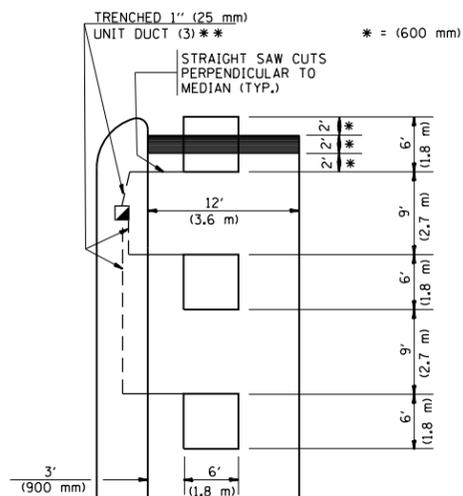


* = (600 mm)

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

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

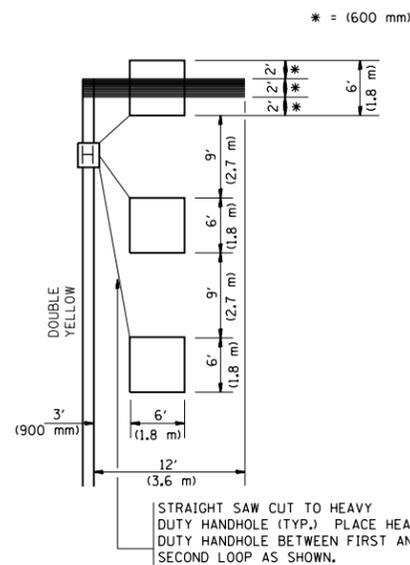
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

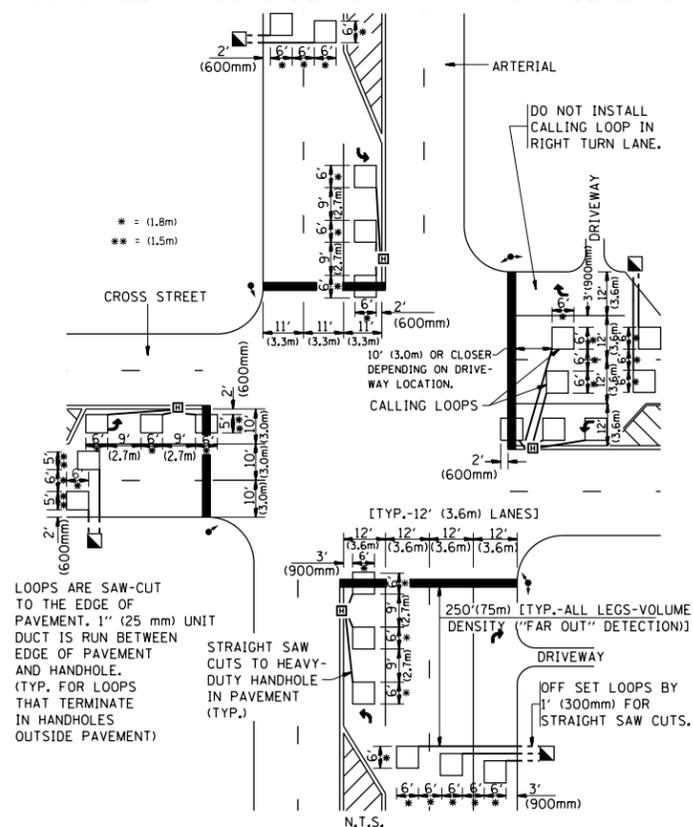
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



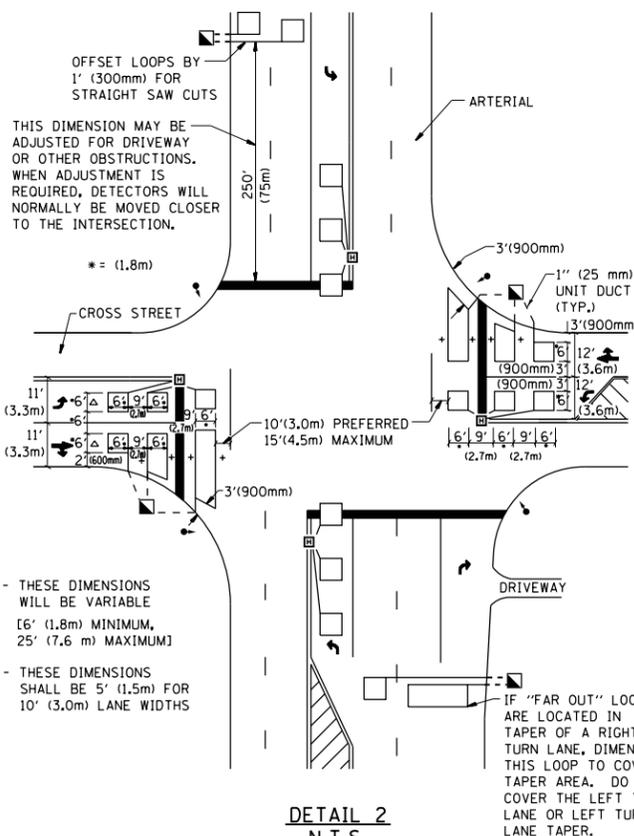
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = Tariqfm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw_work\p\idot\tariqfm\d0427922\HMA	Expressway-Centrol-DistStd.dgn	DRAWN -	REVISED -			VAR.	2015-034RS	COOK&DUPAGE	21	21
	PLOT SCALE = 100.0000' / in.	CHECKED - R.K.F.	REVISED -			TS-07		CONTRACT NO. 62A91		
	PLOT DATE = 4/8/2015	DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	