08-02-13 LETTING ITEM 029

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

VARIOUS ROUTES
SECTION: 2013-033 RS
VARIOUS LOCATIONS IN CENTRAL COOK COUNTY
INTERMITTENT RESURFACING
COOK COUNTY
C-91-353-13

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

THE VILLAGE OF HILLSIDE
THE VILLAGE OF HODGKINS
THE VILLAGE OF JUSTICE
THE VILLAGE OF LA GRANGE
THE VILLAGE OF LA GRANGE PARK
THE VILLAGE OF LYONS
THE VILLAGE OF RIVER FOREST
THE VILLAGE OF SUMMIT
THE VILLAGE OF WILLOW SPRINGS
THE CITY OF COUNTRYSIDE

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN: THE VILLAGE OF BELLWOOD THE VILLAGE OF BERKELEY THE VILLAGE OF FOREST PARK

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0 160' 200' 300' 1' = 100'
10' 20' 30' - 1' = 10'
0 50' 100' 1'' = 50'
0 50' 100' - 1'' = 30'
0 50' 100' - 1'' = 30'

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

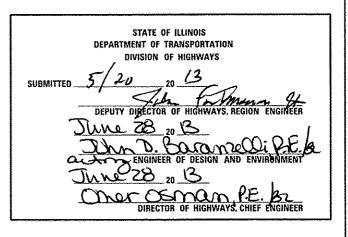
PROJECT ENGINEER: DANIEL WILGREEN (847) 705-4240 PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60W69

F.A. RTE. SECTION COUNTY TOTAL SHEET SHOETS OF SHEETS OF

D-91-353-13

STEPHENON WHOSEAST DOOR ME HEARY LAKE COURS AND PACE COURS STANK HEARY DOOR NO COUNTY LAKE COURS AND MADE OF THE TOTAL SALE COUNTY LAKE COURS AND MADE OF THE TOTAL SALE COUNTY LAKE AND COUNTY LAKE COURS AND



PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET		
		000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS. STATE STANDARDS AND GENERAL NOTES	701011 - 03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301 -04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306 <i>-03</i>	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311 - 03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	•	
7-12	INTERMITTENT RESURFACING SCHEDULE	701336- <i>06</i>	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
13	BUTT JOINT AND HMA TAPER DETAILS (80-32)	701421 - 05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
14	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS. INTERSECTIONS AND DRIVEWAYS (TC-10)	701426 -05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS > 45 MPH
15	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
16	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502 -05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL
17	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS		LEFT TURN LANE
	(TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601 -08	URBAN LANE CLOSURE, MULTILANE, IW OR 2W WITH
18	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)		NONTRAVERSABLE MEDIAN
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701602 -06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
20	CTANDADO TRAFFIC CICAMA DECICA DETANA CATO DE CASETA AS CA	70,000 00	
20	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701606 <i>-08</i>	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
21	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701701 - <i>08</i>	URBAN LANE CLOSURE, MULTILANE INTERSECTION
		701901-02	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE RE	EQUIREMENTS
MIXTURE TYPE	AIR VOIDS (%) @ N _{OES.}
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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 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)

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS. THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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

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

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

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT JERNARD PERKINS, AREA TRAFFIC FIELD ENGINEER AT (708) 524-2145 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

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

NO PATCHING OR RESURFACING IS TO BE DONE WITHIN FIFTY (50) FEET OF ANY RAILROAD CROSSING WITHOUT OBTAINING THE PROPER RAILROAD PROTECTIVE LIABILITY INSURANCE.

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109,04 OF THE STANDARD SPECIFICATIONS.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

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

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

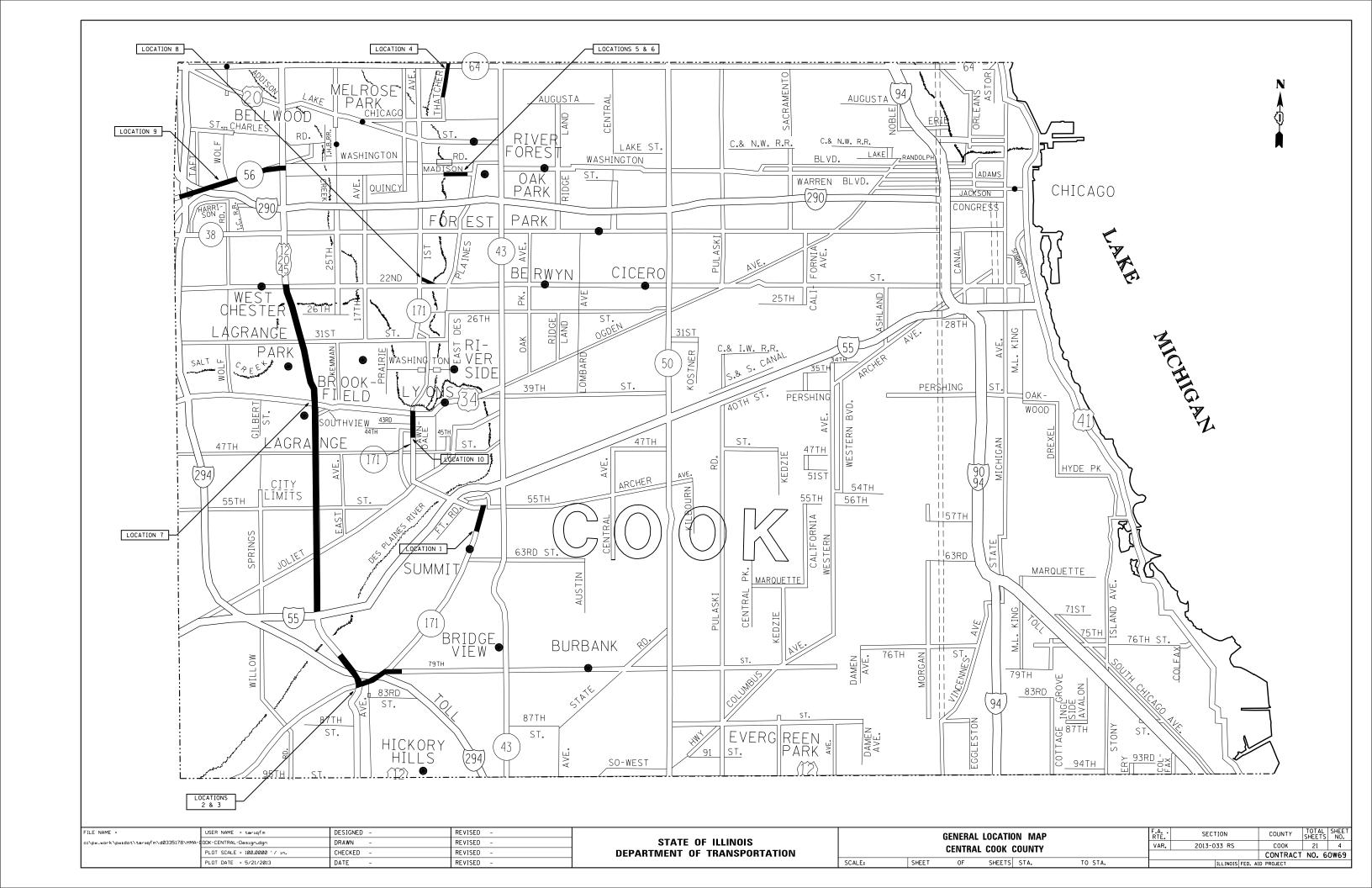
ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

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STATE	OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

					F.A	SECTION	COUNTY	TOTAL	SHEE
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	,						CONTRACT	NO. (60W69
	SHEET	O۴	SHEETS STA.	TO STA.	1	ILLINOIS FED. A	D PROJECT		

	SUMMARY OF QUANTITIES	······································	URBAN		CONSTRUCT	ION TYPE	CODE			SLIMMA	RY OF QUANTITIES	······································	URBAN			ONSTRUCT	TION TYPE	CODE	
CODE NO		UNIT	TOTAL OUANTITIES	100% STATE 0005	***************************************				CODE NO	30	ITEM	UNIT	TOTAL	100% STATE 0005					
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40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	4	4		The state of the s		The state of the s	* 78000650	THERMOPLAST	IC PAVEMENT MARKING - LINE 24"	FOOT	800	800					
40600300	AGGREGATE (PRIME COAT)	TON	16	16		e-paragramation and the paragramation and the paragram and the paragramation and the paragramation and the paragramation and the par		· · ·	78100100	RAISED REFLI	ECTIVE PAVEMENT MARKER	EACH	135	135					-
			Contract of State of					A Paragraphic Market	-	-									
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	12	12					78300200	RAISED REFLI	ECTIVE PAVEMENT MARKER REMOVAL	EACH	135	135					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	229	229				-	¥ 88600600	DETECTOR LO	DP REPLACEMENT	FOOT	240	240			-		-
10000302			223					7		02:22:01 20	OF CRUCATOR CONTRACTOR		2.50				-	<u> </u>	-
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40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	854	854			<u> </u>	 									<u> </u>		
	"D", N70																		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	7625	7625		V-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1				· · · · · · · · · · · · · · · · · · ·							WARRING TO THE PARTY OF THE PAR		ļ
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60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	5				sis a manufactura de la compansión de la											
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67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6		ļ													-
67100100	MOBILIZATION	L SUM	1	***************************************		<u></u>	-	AL ANTIBERT AND PROPERTY AND PR					-						
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70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	270	270				And the second s					Charles of the Charle						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	90	90			***************************************	***************************************					THE PARTY AND TH						
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78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	612	612		[-	HUMANAMANA			<u> </u>	No. of the latest and		-		·	The state of the s		-
	LETTERS AND SYMBOLS																Average description of the second of the sec		
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78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2732	2732			NATIONAL DE L'ANADAMENT DE L'ANADAME	Volt 18 Prop of 18 According to 18 According t											
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	234	234				***************************************	,										
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		τε -	······································	REVISEO -		<u> </u>		VI II			SCALE: SHEET NO. OF	SHEETS STA	, 7	O STA.	FEO. F	OAD DIST, NO, 1	ILLINOIS FED. A	D PROJECT	10, 50



	SUMMARY - CENTRAL COOK COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 1	ARCHER RD. (55TH ST. TO 58TH ST.)	SUMMIT, LYONS TWP.	35 MPH	26,800 (2011)
200.1	Andrea (SSTTS) TO SSTTS),	SOMMIN, ET SING TWIT.	33 1411 11	20,000 (2011)
LOC. 2	NB LAGRANGE RD. (FROM ARCHER AVE. (IL 171)/79TH ST./I-294 TO I & M CANAL)	WILLOW SPRINGS, JUSTICE, LYONS TWP.	45 MPH	14,200 (2010)
LOC. 3	88TH AVE./CORK AVE. (ARCHER AVE. (IL 171) TO 79TH ST.)	JUSTICE, LYONS TWP.	35 MPH	11,900 (2010)
LOC. 4	THATCHER AVE. (NORTH AVE. TO DIVISION ST.)	RIVER FOREST, RIVER FOREST TWP.	25 MPH	8,000 (2010)
LOC. 5	WB MADISON ST. (LATHROP AVE. TO DES PLAINES RIVER)	RIVER FOREST, FOREST PARK, RIVER FOREST TWP., PROVISO TWP.	25 MPH	18,800 (2010)
LOC. 6	EB MADISON ST. (DES PLAINES RIVER TO PARK AVE.)	RIVER FOREST, FOREST PARK, RIVER FOREST TWP., PROVISO TWP.	25 MPH	18,800 (2010)
LOC. 7	LA GRANGE RD. (22ND ST. TO I-55)	LA GRANGE PARK, LA GRANGE, COUNTRYSIDE, HODGKINS, PROVISO TWP., LYONS TWP.	20-45 MPH	34,400 (2012)
LOC. 8	1ST AVE. CUTOFF (22ND ST. TO 1ST AVE.)	FOREST PARK, PROVISO TWP.	35 MPH	1,000 (2012)
LOC. 9	IL 56 (CALVIN AVE. TO MANNHEIM RD.)	BELLWOOD, BERKELEY, HILLSIDE, PROVISO TWP.	30-35 MPH	13,600 (2012)
LOC. 10	1ST AVE. (OGDEN AVE. TO 45TH ST.)	LYONS, LYONS TWP.	40 MPH	31,800 (2012)

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		HMA 2" MILL
	SUMMARY - CENTRAL COOK COUNTY ROUTES	& RESURFACE
		(SY)
LOC. 1	ARCHER RD. (55TH ST. TO 58TH ST.)	874
LOC. 2	NB LAGRANGE RD. (FROM ARCHER AVE. (IL 171)/79TH ST./I-294 TO I & M CANAL)	272
LOC. 3	88TH AVE./CORK AVE. (ARCHER AVE. (IL 171) TO 79TH ST.)	168
LOC. 4	THATCHER AVE. (NORTH AVE. TO DIVISION ST.)	520
LOC. 5	WB MADISON ST. (LATHROP AVE. TO DES PLAINES RIVER)	580
LOC. 6	EB MADISON ST. (DES PLAINES RIVER TO PARK AVE.)	588
LOC. 7	LA GRANGE RD. (22ND ST. TO I-55)	3123
LOC. 8	1ST AVE. CUTOFF (22ND ST. TO 1ST AVE.)	744
LOC. 9	IL 56 (CALVIN AVE. TO MANNHEIM RD.)	368
LOC. 10	1ST AVE. (OGDEN AVE. TO 45TH ST.)	388
	CENTRAL COOK COUNTY TOTAL =	7625
		SY

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	PLOT DATE = 5/21/2013	DATE -	REVISED -				ILLINOIS FED. AID PROJECT		

ROUTE	E: Archer Rd. (55th St. to 58	8th St.)					
CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
57th Pl		NB	1	5	11	55	6
Oranii		NB	2	7	11	77	9
		SB	Med	5	11	55	6
		SB	2	5	11	55	6
		NB	2	4	20	80	9
		IND		5	10	50	6
		ND	med		10	50	
		NB	2	5			6
		NB	1	4	20	80	9
		NB	2	4	5	20	2
		NB	2	4	5	20	2
		SB	1	4	10	40	4
		NB	1	5	10	50	6
		NB	1	5	14	70	8
		1	med	5	10	50	6
			med	4	4	16	2
		NB	2	5	14	70	8
		NB	1	5	10	50	6
		SB	1	4	4	16	2
		SB	1	4	4	16	2
		NB	1	4	11	44	5
		NB	1	5	5	25	3
			med	4	20	80	9
		NB	1	4	11	44	5
		NB	2	4	11	44	5
		NB	2	3	10	30	3
		NB	2	15	5	75	8
	+	NB	2	5	11	55	6
		NB	2	5	11	55 55	6
		NB	2	4	20	80	9
		NB	2	5	11	55	6
		NB	2	5	11	55	6
		NB	1	5	11	55	6
		NB	2	5	11	55	6
		NB	1	5	14	75	8
		NB	2	4	25	100	11
		NB	1	5	11	55	6
		NB	1	5	11	55	6
		NB	2	5	11	55	6
		NB	1	4	12	48	5
	57th St/Bulldog Dr	NB	2	4	12	48	5
57th St/Bulldog Dr		NB	1	6	23	138	15
•		SB	1	5	11	55	6
		SB	1	5	11	55	6
		SB	2	5	11	55	12
		SB	1	5	11	55	6
		NB	1	6	23	138	15
		NB	1	5	11	55	6
		NB	1	5	11	55	6
	+	NB	2	10	25	250	28
		SB			5	250	
			turn lane				3
		SB	1	4	20	80	9
		NB	1	6	250	1500	167
		NB	2	5	20	100	11
		NB	1	5	11	55	6
	56th PI	NB	2	5	11	55	6

ROUTE:	Archer Rd. (55th St. to 58t	h St.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
56th PI		NB	1	5	11	55	6
		NB	2	5	11	55	6
		NB	1	5	15	75	8
		NB	2	5	15	75	8
		NB	1	8	11	88	10
		NB	2	8	11	88	10
		NB	med	4	11	44	5
		NB	1	4	11	44	5
		NB	1	4	11	44	5
		NB	2	4	11	44	5
		SB	1	5	20	100	11
		NB	1	4	200	800	89
		NB	med	4	11	44	5
		NB	1	4	11	44	5
		NB	1	4	11	44	5
		NB	2	4	11	44	5
		NB	2	5	25	125	14
		SB	1	4	11	44	5
		SB	1	4	11	44	5
		NB	1	4	11	44	5
		NB	1	5	5	25	3
		SB	med	4	200	800	89
		SB	1	10	11	110	12
	<u> </u>	SB	2	10	11	110	12
	55th St	SB	2	4	11	44	5
		TOTALS:			1581		874
					FT		SY

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STATI	E 01	F ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

	INTERMITTENT RESURFACING SCHEDULE ARCHER RD.		HEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ARCHER RD.		VAR.	соок	21	7					
			IIOIILII III	<i>,</i> .				CONTRACT	NO. 6	50W69
	SHEET		TO STA.		ILLINOIS FED. A	D PROJECT				

ROUTE: NB	La Grange Rd. (F	From Archer Av	æ. (IL 171)/79th St./I-	294 to I&M C	Canal)	
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
Archer Ave(IL 171)/79th St./I-294		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	8	72	8
		NB	1	12	10	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	8	72	8
		NB	2	12	10	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	8	72	8
		NB	3	12	10	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
		NB	3	12	6	72	8
	I&M Canal	NB	3	12	6	72	8
		TOTALS:			222		272
		TOTALS:			FT		SY

ROUTE: 88	th Ave./Cork Ave. (Arc	cher Ave. (IL 171)	to 79th S	t.)			
CROSS ST	REET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
Archer Ave (IL 171)		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	10	120	13
		NB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	8	96	11
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
	79th St.	SB	2	12	6	72	8
		TOTALS:			126		168
					FT		SY

ROUTE	Thatcher Ave. (North Ave.	e. to Division St.)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YI
Division St.		NB	Rt Turn	5	41	205	23
	North Ave	NB	2	5	99	495	55
North Ave		SB	2	5	17	85	9
		SB		5	67	335	37
		SB		5	23	115	13
		SB		6	40	240	27
		SB		6	25	150	17
		SB		6	50	300	33
		SB		5	31	155	17
		SB		5	71	355	39
		SB		4	92	368	41
		SB		6	27	162	18
		SB		5	162	810	90
		SB		6	11	66	7
		SB		7	29	203	23
		SB		6	33	198	22
	Division St.	SB		6	73	438	49
		TOTALS:			891		520
					FT		SY

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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	
Default	PLOT DATE = 5/21/2013	DATE -	REVISED -	

STATI	E OF	: ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	INTERMITI	ENT RE	SURFAC	ING SCHEDULE		F.A. RTE.	SECTION	SECTION COUNTY TOTAL SHEET NO		
INTERMITTENT RESURFACING SCHEDULE LA GRANGE RD., 88TH AVE., AND THATCHER AVE.	ΛVF	VAR.	2013-033 RS	соок	21	8				
	UIIANUL IIL	,, oo iii	AVL., C	IND INAIGHEN	AVL.			CONTRACT	NO. 6	50W6
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

ROUTE:	WB Madison St. (Lathrop	Ave. to Des Pla	aines Rive	er)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1 INOIVI	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Lathrop Ave		WB	2	6	58	348	39
Latinop 7 WC		WB	2	6	39	234	26
		WB	2	5	10	50	6
		WB	2	6	10	60	7
		WB	2	5	90	450	50
		WB	2	12	23	276	31
		WB	2	5	34	170	19
		WB	2	7	11	77	9
		WB	2	4	26	104	12
		WB	2	14	5	70	8
		WB	2	10	56	560	62
		WB	2	6	34	204	23
		WB	2	11	174	1914	213
		WB	2	14	14	196	22
		WB	2	5	10	50	6
		WB	2	7	34	238	26
	Des Plaines River	WB	2	5	43	215	24
		TOTALS:			671		580
					FT		SY

TOOTE.	EB Madison St. (Des Plair	ies Rivei to Fa					
00000	STREET	DIRECTION	LANIE	DA\/		DEDAID	DED.
			LANE NO.	PAVEMENT PATCH	PAVEMENT PATCH	REPAIR AREA	REPAI
FROM	ТО	(EB/WB) (NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YE
Des Plaines River		EB		6 VIIII	6	36	(30,11
Des Plaines River		EB	2	13	6	78	9
	-	EB	2	9	70	630	70
	_	EB	2	8	4	32	4
	+	EB	2	4	28	112	12
	+	EB	2	7	49	343	38
	+	EB	2	6	31	186	21
	+	EB	2	11	10	110	12
	+	EB	2	7	13	91	10
	<u> </u>	EB	2	8	11	88	10
	<u> </u>	EB	2	11	8	88	10
	<u> </u>	EB	2	6	48	288	32
		EB	2	5	7	35	4
		EB	2	7	10	70	8
		EB	2	7	8	56	6
		EB	2	7	29	203	23
	†	EB	2	7	9	63	7
	 	EB	2	7	10	70	8
		EB	2	8	6	48	5
		EB	2	7	70	490	54
		EB	2	6	46	276	31
		EB	2	8	62	496	55
		EB	2	8	22	176	20
	1	EB	2	8	3	24	3
		EB	2	10	7	70	8
		EB	2	9	9	81	9
		EB	2	6	28	168	19
		EB	2	17	6	102	11
		EB	2	7	4	28	3
		EB	2	6	28	168	19
		EB	2	10	13	130	14
	†						
	Park Ave	EB	2	6	28	168	19
	Park Ave						
	Park Ave	EB EB	2	6	28 17	168	19 30
	Park Ave	EB	2	6	28 17 706	168	19 30 588
	Park Ave	EB EB	2	6	28 17	168	19 30
ROUTE:	Park Ave La Grange Rd. (22nd St. to	EB EB TOTALS:	2	6	28 17 706	168	19 30 588
	La Grange Rd. (22nd St. to	EB EB TOTALS:	2 2	6 16	28 17 706 FT	168 272	19 30 588 SY
CROSS	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55)	2 2 LANE	6 16	28 17 706 FT	168 272 REPAIR	19 30 588 SY
	La Grange Rd. (22nd St. to	EB EB TOTALS: DI-55) DIRECTION (EB/WB)	2 2 2 LANE NO.	6 16 PAVEMENT PATCH	28 17 706 FT PAVEMENT PATCH	168 272 REPAIR AREA	19 30 588 SY
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB)	2 2 2 LANE NO. (1, 2, 3)	6 16 PAVEMENT PATCH WDTH	28 17 706 FT PAVEMENT PATCH LENGTH	168 272 REPAIR AREA (SQ FT)	19 30 588 SY REPAI AREA (SQ YE
CROSS	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB	2 2 2 LANE NO. (1, 2, 3)	PAVEMENT PATCH WDTH 12	28 17 706 FT PAVEMENT PATCH LENGTH 12	REPAIR AREA (SQ FT)	19 30 588 SY REPAI AREA (SQ YE
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB NB	2 2 2 LANE NO. (1, 2, 3) 1 2	PAVEMENT PATCH WDTH 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12	168 272 REPAIR AREA (SQ FT) 144 144	19 30 588 SY REPAI AREA (SQ YE 16 16
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB NB NB	2 2 2 LANE NO. (1, 2, 3) 1 2	PAVEMENT PATCH WDTH 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8	168 272 REPAIR AREA (SQ FT) 144 144 96	19 30 588 SY REPAI AREA (SQ YE 16 16
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB NB NB NB NB	2 2 2 LANE NO. (1, 2, 3) 1 2 1	PAVEMENT PATCH WDTH 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12	168 272 REPAIR AREA (SQ FT) 144 144 96 144	19 30 588 SY REPAI AREA (SQ YE 16 16 11
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB NB NB NB NB NB	2 2 2 LANE NO. (1, 2, 3) 1 2 1 1 2	PAVEMENT PATCH WDTH 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB NB NB NB NB NB NB NB NB	2 2 2 LANE NO. (1, 2, 3) 1 2 1 1 2 3	PAVEMENT PATCH WDTH 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 144	19 30 588 SY REPAI AREA (SQ YI 16 16 11 16
CROSS FROM	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DIRECTION (EB/WB) (NB/SB) NB	2 2 2 LANE NO. (1, 2, 3) 1 2 1 1 2 3 2	PAVEMENT PATCH WDTH 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12 12 8	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 144 96	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16 16
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DIRECTION (EB/WB) (NB/SB) NB	2 2 2 NO. (1, 2, 3) 1 2 1 1 2 3 2 1	PAVEMENT PATCH WDTH 12 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12 12 8 8	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 144 96 96	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16 16 11
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DIRECTION (EB/WB) (NB/SB) NB	2 2 2 NO. (1, 2, 3) 1 2 1 1 2 3 2 1 1	6 16 16 PAVEMENT PATCH WDTH 12 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12 12 8 8 8	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 96 96 96 180	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16 16 11 11 20
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DIRECTION (EB/WB) (NB/SB) NB	2 2 2 NO. (1, 2, 3) 1 2 1 1 2 3 2 1 1 1 2	PAVEMENT PATCH WDTH 12 12 12 12 12 12 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12 12 15 15	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 96 96 96 180	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16 16 11 11 20 20
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DI-55) DIRECTION (EB/WB) (NB/SB) NB	2 2 2 NO. (1, 2, 3) 1 2 1 2 3 2 1 1 1 2 1	6 16 16 16 PAVEMENT PATCH WDTH 12 12 12 12 12 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 12 12 12 15 15	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 96 96 180 180	19 30 588 SY REPAII AREA (SQ YE 16 16 11 16 16 11 20 20 20
CROSS FROM I-55	La Grange Rd. (22nd St. to STREET	EB EB EB TOTALS: DIRECTION (EB/WB) (NB/SB) NB	2 2 2 NO. (1, 2, 3) 1 2 1 1 2 3 2 1 1 1 2	PAVEMENT PATCH WDTH 12 12 12 12 12 12 12 12 12 12 12 12 12	28 17 706 FT PAVEMENT PATCH LENGTH 12 12 8 12 12 12 12 15 15	168 272 REPAIR AREA (SQ FT) 144 144 96 144 144 96 96 96 180	19 30 588 SY REPAI AREA (SQ YE 16 16 11 16 16 11 11 20 20

NB

NB

Joliet Rd

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FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -			INTERM	ITTENT R	RESURFA	CING SCHE	DIJI F	F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\tariqfm\d0335178\HM	A-COOK-CENTRAL-Design.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS	INTERMITTENT RESURFACING SCHEDULE MADISON ST. AND LA GRANGE RD.			VAR.	2013-033 RS	соок	21	9			
	PLOT SCALE = 100.0000 ' / 10.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		IVIAUI	2011 21.	AND LA	GRANGE	Kυ.			CONTRACT	T NO. 6	OW69
Default	PLOT DATE = 5/21/2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	D PROJECT		

ROUTE:	La Grange Rd. (22nd St.	to I-55)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Joliet Rd		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	6	72	8
		NB	2	12	8	96	11
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	8	96	11
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	55th St	NB	2	12	6	72	8
55th St		NB	2	12	15	180	20
		NB	1	12	15	180	20
		NB	2	12	15	180	20
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	6	72	8
		NB	2	12	6	72	8
	Plainfield Rd	NB	2	12	8	96	11
Plainfield Rd		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	2	12	12	144	16
		NB	2	12	20	240	27
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	15	180	20
		NB	2	12	30	360	40
		NB	1	12	25	300	33
		NB	2	12	25	300	33
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	47th St	NB	2	12	6	72	8
47th St		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	15	180	20
		NB	1	12	10	120	13
		I IND		1 12	10	120	, ,,

ROUTE	: La Grange Rd. (22nd St. t	0 1-00)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
		NB	2	12	15	180	20
	Cossitt Ave	NB	2	12	8	96	11
Cossitt Ave		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	20	240	27
		NB	2	12	20	240	27
		NB	3	12	20	240	27
		NB	1	12	30	360	40
		NB	2	12	30	360	40
	Ogden St	NB	3	12	30	360	40
Ogden St		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	10	120	13
		NB	1	12	15	180	20
		NB	2	12	15	180	20
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	12	144	16
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	60	720	80
		NB	2	12	60	720	80
		NB	2	12	10	120	13
	Harding Ave	NB	1	12	8	96	11
Harding Ave		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	8	96	11
		NB	1	12	10	120	13
		NB	2	12	10	120	13
		NB	2	12	10	120	13
		NB	1	12	12	144	16
		NB	2	12	12	144	16
		NB	2	12	30	360	40
		NB	2	12	25	300	33
	31st St	NB	2	12	20	240	27
31st St		NB	2	12	30	360	40
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
	22nd St	NB	2	12	6	72	8
31st St		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	15	180	20
		SB	1	12	8	96	11
	Harding Ave	SB	2	12	8	96	11
	i larang / wc	SB	1	12	8	96	11
Harding Ave							

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FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/21/2013	DATE -	REVISED -

STATE	: OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMITT	TENT	RESURFAC	ING S	SCHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1 /	GRANGE	RD.		VAR.	2013-033 RS	соок	21	10
	LA	GIIAIVUL					CONTRACT	NO. 6	OW69
SHEET	ΩF	SHEETS	STA	TO STA.		TILINOIS EED AT	D PRO IECT		

ROUTE	La Grange Rd. (22nd St	. to I-55)		(Continued)			
CROSS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		SB	1	12	10	120	13
		SB	2	12	10	120	13
		SB	2	12	12	144	16
		SB	2	12	12	144	16
		SB	1	12	12	144	16
		SB	2	12	12	144	16
		SB	1	12	20	240	27
		SB	2	12	20	240	27
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	12	144	16
		SB	2	12	12	144	16
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	15	180	20
	Ondon Ct	SB			15		20
Ondo Ct	Ogden St		2	12		180	
Ogden St	1	SB SB	1 2	12 12	10 10	120 120	13 13
		SB	2	12	15	180	20
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	8	96	11
	Cossitt Ave	SB	2	12	8	96	11
Cossitt Ave		SB	2	12	10	120	13
		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	2	12	10	120	13
		SB	1	12	8	96	11
		SB	2	12	8	96	11
	47th St	SB	2	12	15	180	20
47th St		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	15	180	20
		SB	2	12	30	360	40
		SB	1	12	6	72	8
	1	SB	2	12	6	72	8
		SB	1	12	8	96	11
		SB	2	12	8	96	11
	1	SB	1	12	6	72	8
	†	SB	2	12	6	72	8
		SB	2	12	8	96	11
		SB	2	12	8	96	11
	+	SB	2	12	8	96	11
	+	SB	1	12	8	96	11
	+	SB	2	12	8	96	11
	+	SB	1	12	8	96	11
	+	SB	2	12	8	96	11
	+	SB	2	12	15	180	20
	1	SB	2	12	40	480	53
	+						
	+	SB	2	12	8	96	11
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	8	96	11
	Plainfield Rd	SB	2	12	8	96	11

ROUTE	La Grange Rd. (22nd St. t	o I-55)		(Continued)			
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Plainfield Rd		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	10	120	13
		SB	2	12	10	120	13
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	10	120	13
	55th St	SB	2	12	10	120	13
55th St		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	8	96	11
		SB	2	12	8	96	11
		SB	2	12	6	72	8
		SB	1	12	8	96	11
	Joliet Rd	SB	2	12	8	96	11
Joliet Rd		SB	TL	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	67th St	SB	1	12	6	72	8
67th St		SB	1	12	15	180	20
		SB	2	12	15	180	20
		SB	1	12	12	144	16
	I-55	SB	2	12	12	144	16
		TOTALS:			2342		3123
					FT		SY

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STATE	OF ILLINOIS	
DEPARTMENT	OF TRANSPORTAT	ΓΙΟΝ

	INTERMIT	TENT	RESURFAC	ING S	CHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		LA	GRANGE	RD.		VAR.	2013-033 RS	соок	21	11
		LA	UIIANUL	IID.				CONTRACT	NO. 6	OW69
CALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

ROUTE:	1st Ave. Cutoff (22nd St. to	1st Ave.)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
22nd St.(Cermak Rd.)		NB	1	19	104	1976	220
· · ·		NB	1	8	21	168	19
		NB	1	15	66	990	110
		NB	1	7	40	280	31
		NB	1	5	45	225	25
		NB	1	15	5	75	8
		NB	1	5	66	330	37
		NB	1	5	17	85	9
		NB	1	7	40	280	31
		NB	1	7	8	56	6
		NB	1	14	55	770	86
		NB	1	7	45	315	35
		NB	1	4	23	92	10
	1st Ave	NB	1	5	14	70	8
1st Ave		SB	1	4	18	72	8
		SB	1	6	30	180	20
		SB	1	4	23	92	10
		SB	1	4	23	92	10
		SB	1	4	120	480	53
	22nd St.(Cermak Rd.)	SB	1	5	14	70	8
		TOTALS:			777		744
					FT		SY

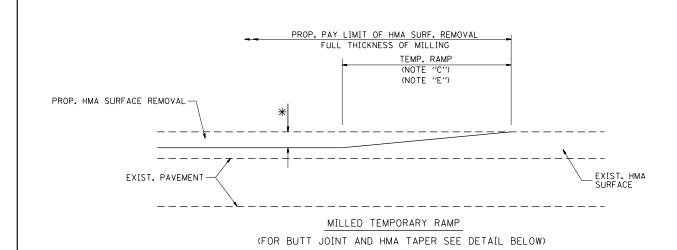
ROUT	E: IL 56 (Calvin Ave. to Mannheir	n Rd.)					
		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FDOM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROM	10	,		WDTH	LENGTH		
01: 4		(NB/SB)	(1, 2, 3)			(SQ FT)	(SQ YE
Calvin Ave	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	EB	2	12	8	96	11
14/ CT 0 A	Viaduct(E. of Darmstadt Rd)	EB	CL	6	100	600	67
W of Taft Ave		EB	2	12	25	300	33
	Taft Ave	EB	CL	6	12	72	8
Taft Ave		EB	1,2	6	12	72	8
		EB	1,2	6	12	72	8
		EB	1,2	6	12	72	8
		EB	1,2	6	12	72	8
	Howard Ave	EB	1,2	6	12	72	8
51st Ave		EB	1	10	20	200	22
		EB	1	10	15	150	17
	50th Ave	EB	1	10	25	250	28
50th Ave		EB	1	10	10	100	11
	Forest Ave	EB	1	10	8	80	9
Mannheim Rd		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	10	6	60	7
	Hyde Park Ave	WB	1	10	30	300	33
Forest Ave	Jackson Blvd	WB	1	10	7	70	8
Taft Ave	Darmstadt Rd	WB	2	12	38	456	51
		TOTALS:			382		368
		IOIALO.			FT		SY

ROUTE:	1st Ave. (Ogden Ave. to 45	5th St.)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
45th St.		NB	1	6	7	42	5
		NB	2	6	7	42	5
		SB	1	6	7	42	5
		SB	2	5	6	30	3
		NB	1	5	6	30	3
	44th St.	SB	2	5	6	30	3
44th St.		NB	1	5	6	30	3
		NB	2	5	6	30	3
		SB	1	6	20	120	13
		SB	2	6	20	120	13
		NB	1	6	19	114	13
		NB	2	6	19	114	13
	43rd St.	SB	1	6	19	114	13
43rd St.		SB	2	8	19	152	17
		NB	1	7	18	126	14
		NB	2	7	18	126	14
		SB	1	7	18	126	14
	Plainfield Rd.	SB	2	7	18	126	14
Plainfield Rd.		NB	1	7	18	126	14
		NB	2	7	18	126	14
		SB	1	7	24	168	19
		SB	2	11	20	220	24
	Ogden Ave.(US 34)	NB	1	11	20	220	24
Ogden Ave.(US 34)		NB	2	11	20	220	24
		SB	1	10	25	250	28
		SB	2	10	25	250	28
		NB	1	10	20	200	22
	End	NB	2	10	20	200	22
		TOTALS:			449		388
		IOIALS.			FT		SY

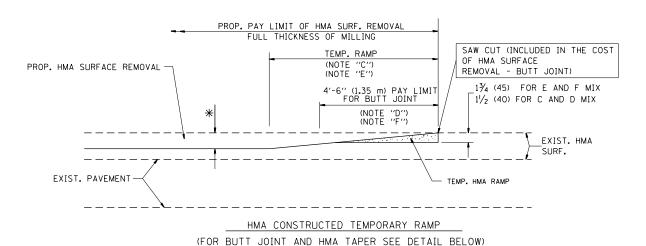
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DEPARTMENT	0F	TRANSPORTATIO	N

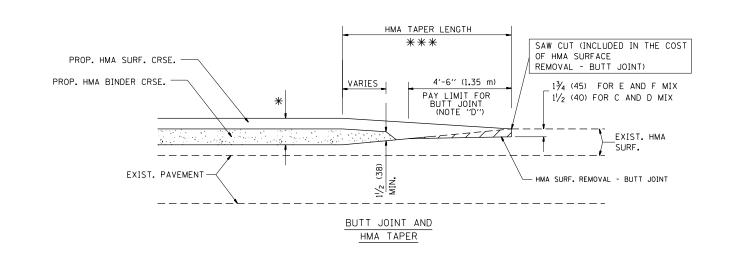
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	1ST AVE. CUTOFF, IL 56, AND 1ST AVE.					VAR.	2013-033 RS	СООК	21	12
_	131 AVE. CUTUFF, IL 30, AND 131 AVE.						CONTRACT	NO. 6	50W69	
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		



OPTION 1

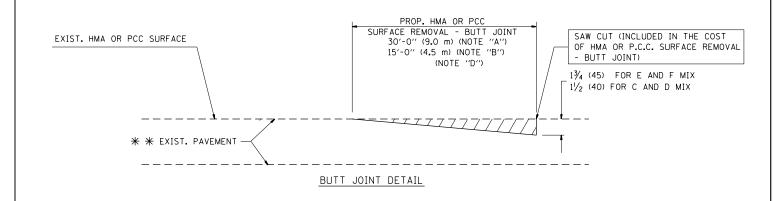


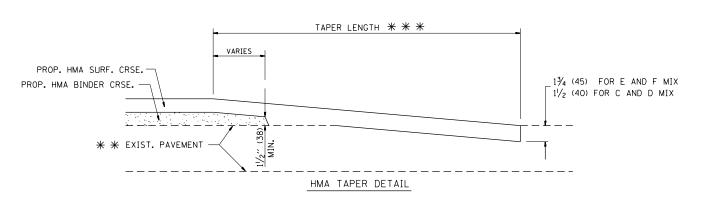
OPTION 2 TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

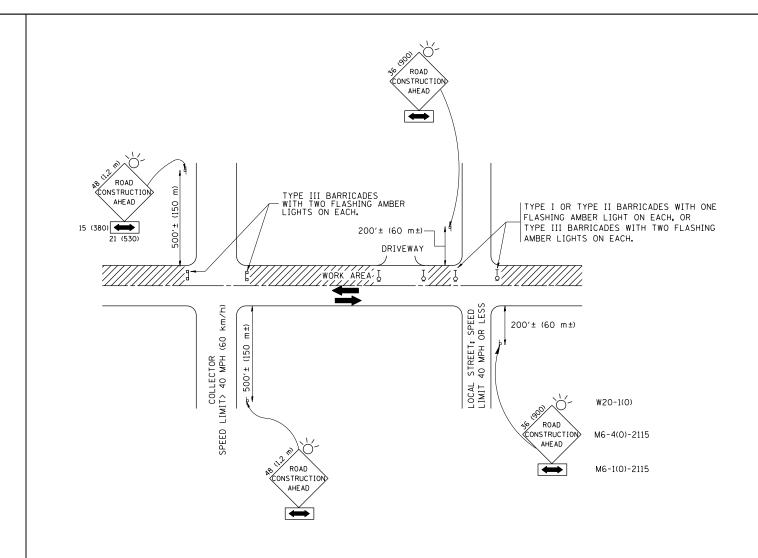
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- : 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.

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.



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- Q) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h)
 AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1,2 m x 1,2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROLLTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

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

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

- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

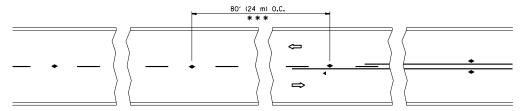
All dimensions are in millimeters (inches) unless otherwise shown.

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PLOT SCALE = 100.0000 '/ in.		CHECKED -	REVISED - A. HOUSEH 10-15-96	
		PLOT DATE = 5/21/2013	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATI	E OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

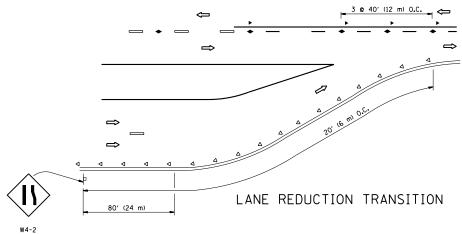
TRAFFIC CONTROL AND PROTECTION FOR						SECTION		
	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS							
SIDE KUADS, INTERSECTIONS, AND DRIVEWAYS						TC-10		
SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. R	OAD DIST. NO. 1 ILLINOIS		

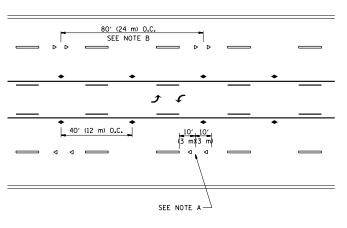
F.A RTE.	SECT	TION			COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-0	33 RS		Τ	COOK	21	14
	TC-10)	Т	CONTRACT	NO. 6	OW69	
FED. R	DAD DIST. NO. 1	ILLINOIS	FED.	AID	PROJECT		



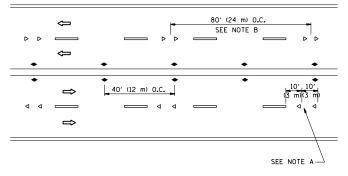
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

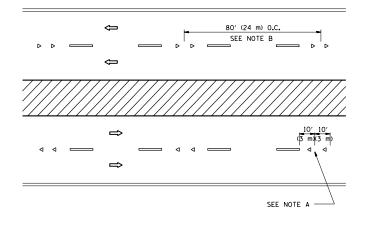




TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

---- YELLOW STRIPE

---- WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (₩/O)
- ◆ TWO-WAY AMBER MARKER

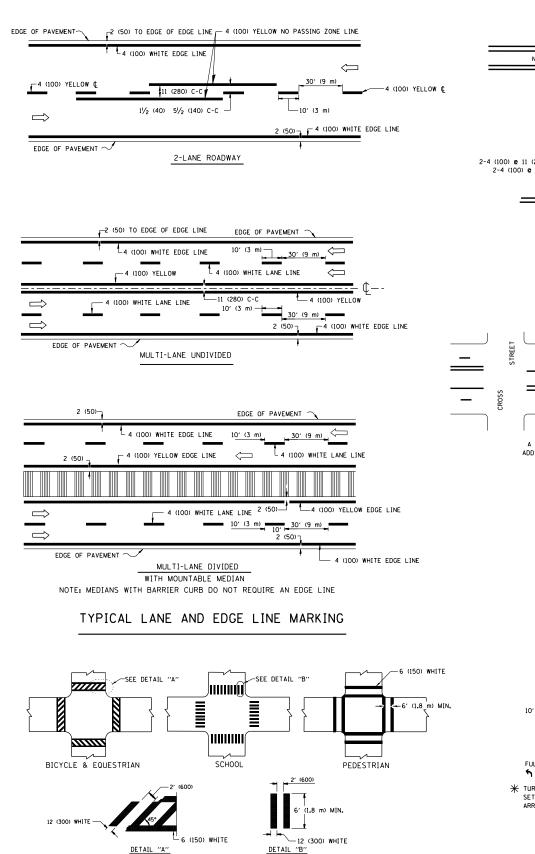
DESIGN NOTES

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

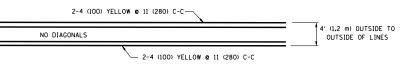
LEFT TURN

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

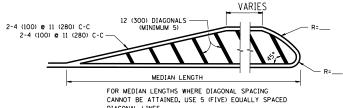
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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 01-06-00	DEPARTMENT OF TRANSPORTATION	NAISED REFLECTIVE PAVEIVIENT WARKENS (SNOW-PLOW RESISTANT)		TC-11	CONTRACT NO. 60W69
	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. RO	AD DIST. NO. 1 ILLINOIS FE	D. AID PROJECT



TYPICAL CROSSWALK MARKING

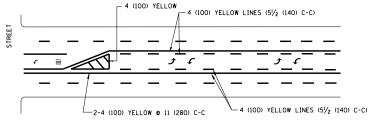


4' (1.2 m) WIDE MEDIANS ONLY

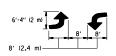


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

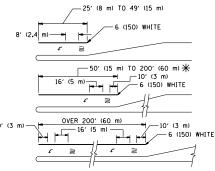


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

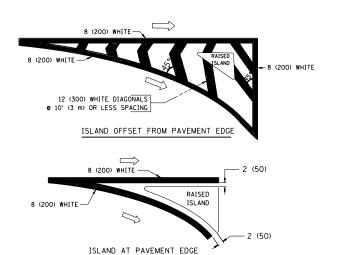


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) \P AREA = 20.8 SO. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE			CDACING / DEMARKS
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 1280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW: EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSMALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"*3.6 SO. FT. (0.33 m²) EACH "X"*54.0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (0VER 45MPH (70 km/h))

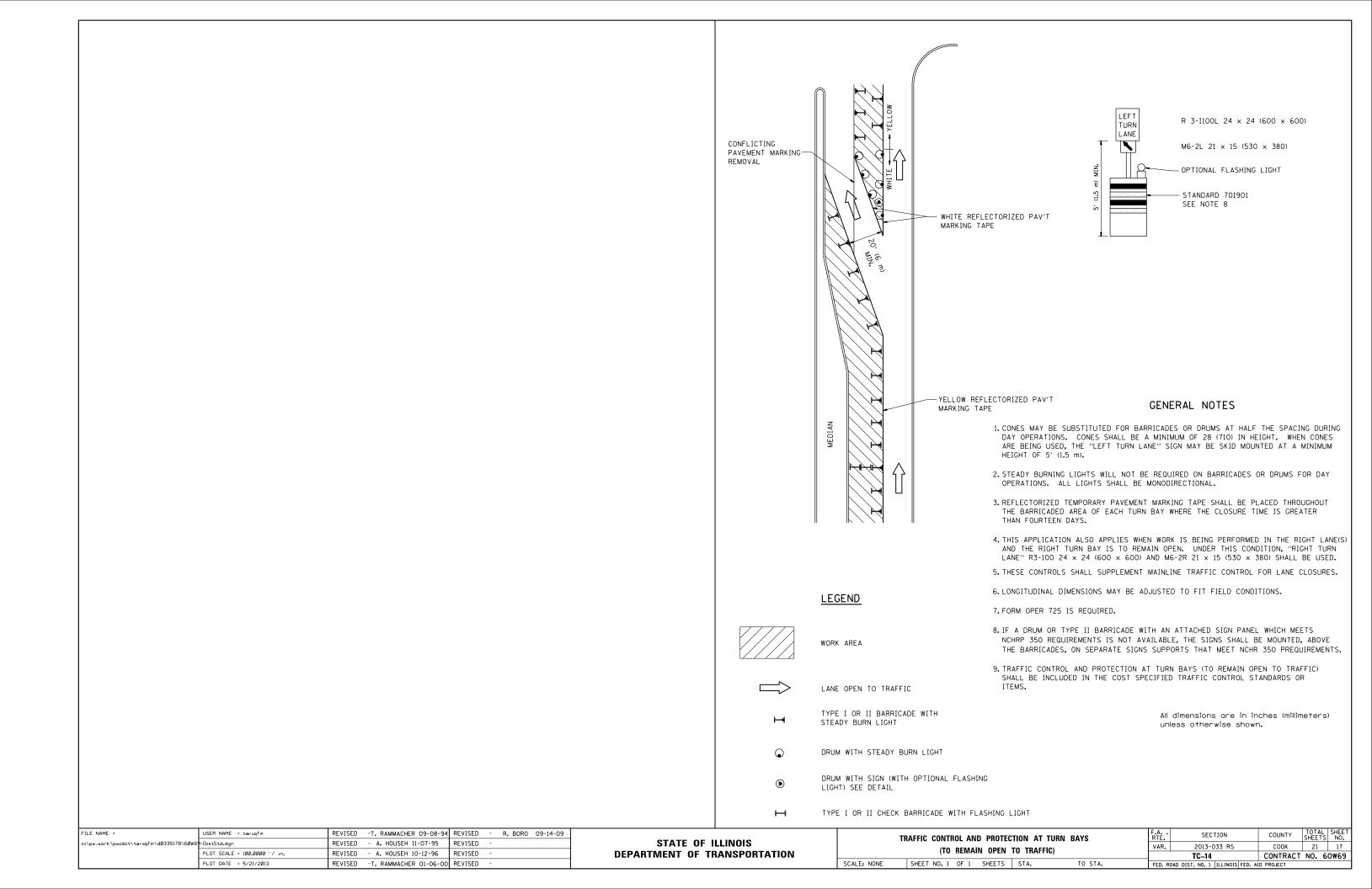
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

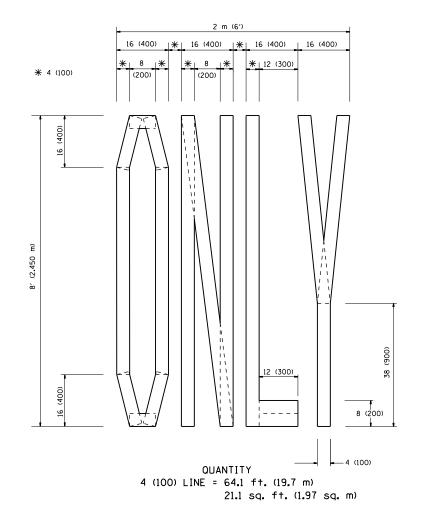
All dimensions are in inches (millimeters) unless otherwise shown.

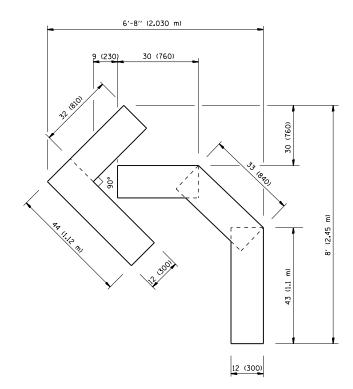
21 16

CONTRACT NO. 60W69

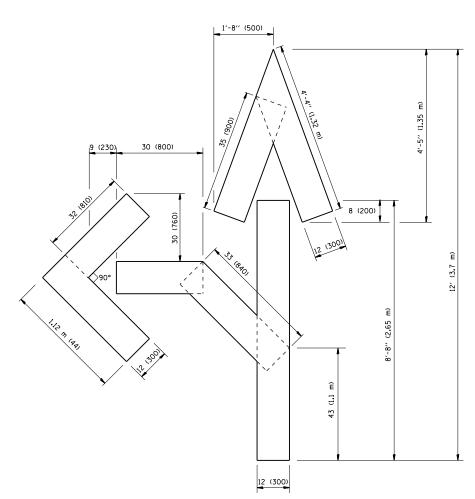
FILE NAME =	USER NAME = tariqfm	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94		DISTRICT ONE	F.A	SECTION	COUNTY
c:\pw_work\pwidot\tariqfm\d0335178\60W6	3-DistStd.dgn	DRAWN -	REVISED -C. JUCIUS 09-09-09	STATE OF ILLINOIS		VAR.	2013-033 RS	СООК
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	_	TC-13	CONTRACT
	PLOT DATE = 5/21/2013	DATE - 03-19-90	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FE	D. AID PROJECT







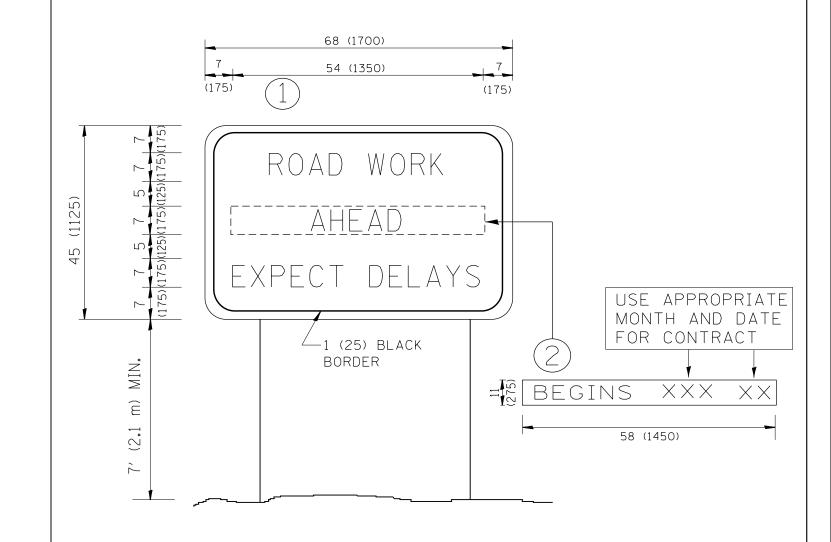
OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



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

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

FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -	-T. RAMMACHER 06-05-96			PAVEMENT MARKING LETTERS AND SYMBOLS		nis	F.A RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\tariqfm\d0335178\60W6	-DistStd.dgn	DRAWN -	REVISED -	-T. RAMMACHER 11-04-97	STATE OF ILLINOIS					VAR.	2013-033 RS	соок	21 18
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	-T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION	FOR TRAFFIC STAGING					TC-16		T NO. 60W69
	PLOT DATE = 5/21/2013	DATE - 09-18-94	REVISED -	-E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A		



NOTES:

- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL 2 SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- 6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
- 7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

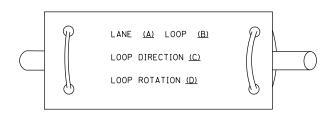
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAM	E =	USER NAME = tariqfm	DESIGNED -	REVISED - R. MIRS 09-15-97	·		ARTERIAL ROAD		F.A	SECTION	COUNTY	TOTAL	SHEET NO.
c:\pw_wor	k\pwidot\tariqfm\d0335178\60W6	-DistStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS				VAR.	2013-033 RS	соок	21	19
		PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99		INFORMATION SIGN SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-22	CONTRACT	NO. 60	JW69	
		PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 01-31-07				FED. ROAD	DIST. NO. 1 ILLINOIS FED. A	ID PROJECT			

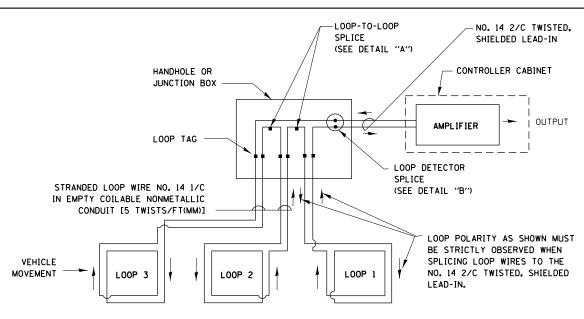
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

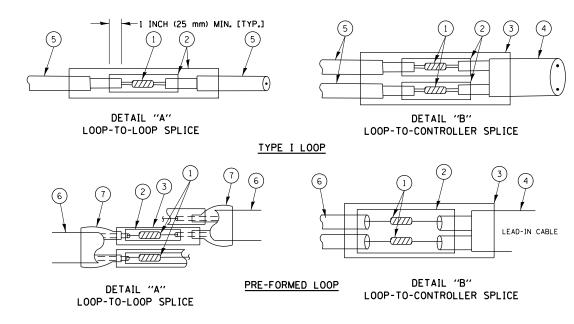


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

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



LOOP DETECTOR SPLICE

- $\hfill \hfill \hfill$
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.
- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP

SCALE: N

7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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	PLOT DATE = 5/21/2013	DATE	-	10-28-09	REVISED -

STATI	E OF	ILLINOIS	
DEPARTMENT	OF	TRANSPORTATIO	N

						F	F.A SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
						١	VAR. 2013-033 RS		COOK	21	20	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS								TS-05 CONTRACT NO. 60				
NONE	SHEET NO. 1	OF 6	SHEETS	STA.	TO STA.	F	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. PAVED OR NON-PAVED SHOULDER Ê (1.5 m) (1.8 m) (1.5 m) 1" (25 mm) UNI DUCT-TRENCHED TO E/P •• (3.0 m) (3.0 m) * = (600 mm)* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

FILE NAME :

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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. TRENCHED 1" (25 mm) WEDIAN (TYP.) ** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

VOLUME DENSITY ("FAR OUT" DETECTION)

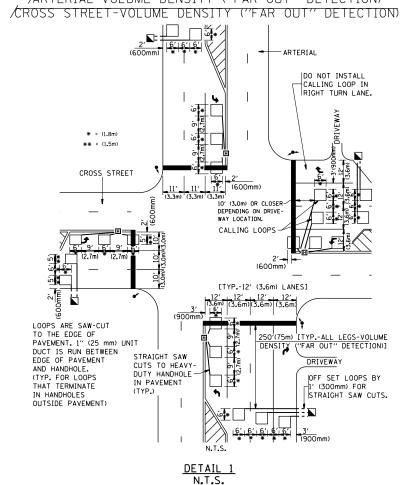
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

*

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



DESIGNED

ORAWN

DATE

CHECKED

R.K.F.

USER NAME = tariqfm

PLOT DATE = 5/21/2013

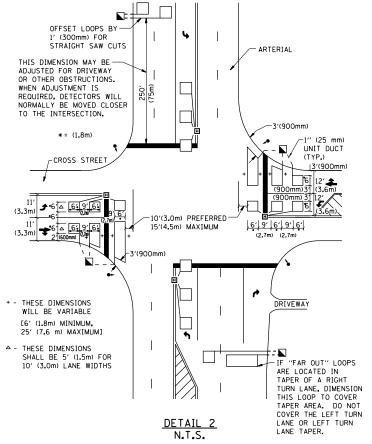
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SCALE: NONE

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIFLDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX, EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF <u>ALL</u> 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.

JOTE.

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.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION					SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DETAILS FOR ROADW	AV DECIDE	VAR.	2013-033 RS	соок	21	21	
	DETAILS FOR HOADW.	AT NESUNIT		TS-07	CONTRACT	NO. 6	OW69	
	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED RO	AD DIST NO 1 THE INDIS FED A	ID PROJECT		