08-02-13 LETTING ITEM 030

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN: THE VILLAGE OF ALSIP THE VILLAGE OF BEECHER THE VILLAGE OF BRIDGEVIEW

THE VILLAGE OF CRESTWOOD
THE VILLAGE OF DOLTON

THE VILLAGE OF LANSING
THE VILLAGE OF LEMONT
THE VILLAGE OF MIDLOTHIAN

THE VILLAGE OF MONEE
THE VILLAGE OF OAK LAWN

THE VILLAGE OF PEOTONE
THE VILLAGE OF THORNTON
THE VILLAGE OF UNIVERSITY PARK
THE CITY OF CALUMET CITY
THE CITY OF CHICAGO HEIGHTS
THE CITY OF OAK FOREST
THE CITY OF PALOS HEIGHTS
THE CITY OF PALOS HILLS

THE VILLAGE OF FORD HEIGHTS THE VILLAGE OF HOMEWOOD

THE VILLAGE OF ORLAND PARK THE VILLAGE OF PALOS PARK

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

VARIOUS ROUTES
SECTION: 2013-034 RS
VARIOUS LOCATIONS IN SOUTHERN COOK AND WILL COUNTIES
INTERMITTENT RESURFACING
COOK AND WILL COUNTIES
C-91-354-13

FOR GENERAL LOCATION MAPS, SEE SHEETS NO. 4 AND NO. 5

AD BAYESS STEPHENON REDRESSED BOOM MC MEMBER LAKE

CARROLL OCLE

REPOALL WILL

REPOALL WILL

STANK MAPSHALL

LASALE

COUNGER

FOR STANK MAPSHALL

LIVINGSTON

SCRUTLET

MASSON

CASS MEMARSON

SCRUTLET

MASSON

CASS MEMARSON

CONCLAS

SCRUTLET

MASSON

CASS MEMARSON

CAREER

SECTION 2013-034 RS

D-91-354-13

VAR.

COOK & WILL 27

ILLINOIS CONTRACT NO. 60W70

0 100' 200' 300' — 1" = 100' 10' 20' 30' — 1" = 10' 0 50' 100' 1" = 40' 0 50' 100' 1" = 40' 0 50' 100' 1" = 30' 0 50' 100' 1" = 20'

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. 60W70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 5/20/13

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINERR

JUNE 28/20/13

DIVIN D. BOTO TOOL PE OF MIGHWAYS, PERSON AND ENVIRONMENT

JUNE 28/20/13

OTHER CENTRAL CONTROL OF MIGHWAYS, CHIEF ENGINEER

LOCATION OF SECTION INDICATED THUS: - -

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
**	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 <i>-04</i>	LANE CLOSURE, 2L. 2W, SHORT TIME OPERATIONS
4-5	GENERAL LOCATION MAP	701306 <i>-03</i>	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
6	ROUTE INFORMATION	701311- <i>03</i>	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
7	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE		
8-18	INTERMITTENT RESURFACING SCHEDULE	701336- <i>06</i>	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
19	BUTT JOINT AND HMA TAPER DETAILS (80-32)	701421 - 05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS \geq 45 MPH TO 55 MPH
20	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426 <i>-0</i> 5	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS > 45 MPH
21	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701501-00	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
23	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14) PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC	701502 <i>-0</i> 5	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
4 , −•	STAGING (TC-16)	701601 -08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH
-25	ARTERIAL ROAD INFORMATION SIGN (TC-22)	101601-08	NONTRAVERSABLE MEDIAN
:26	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701602 <i>-06</i>	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)		LEFT TURN LANE
	(13-01)	701606- <i>08</i>	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
		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 _{DES.}
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)

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 PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 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.

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.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

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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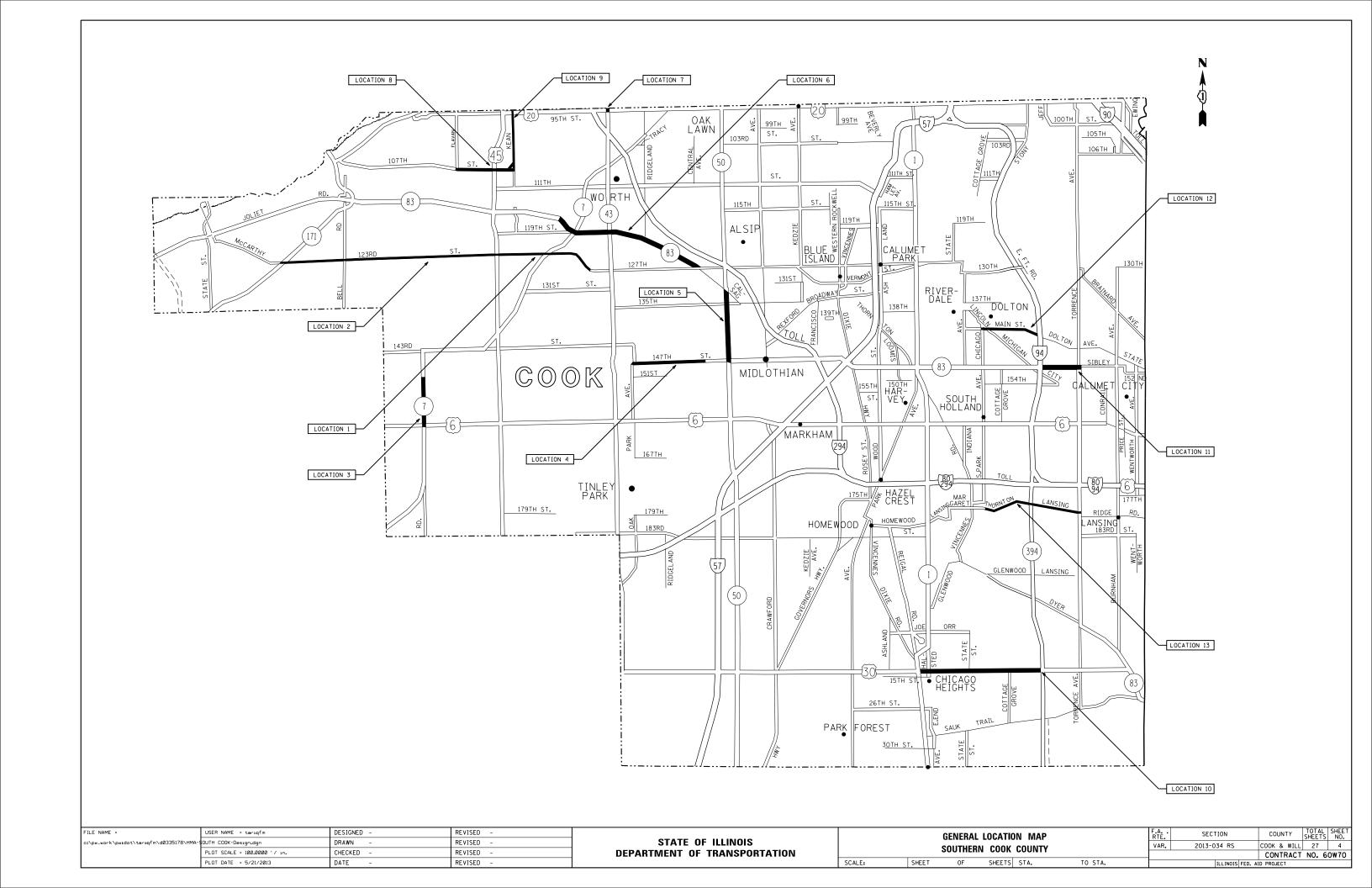
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

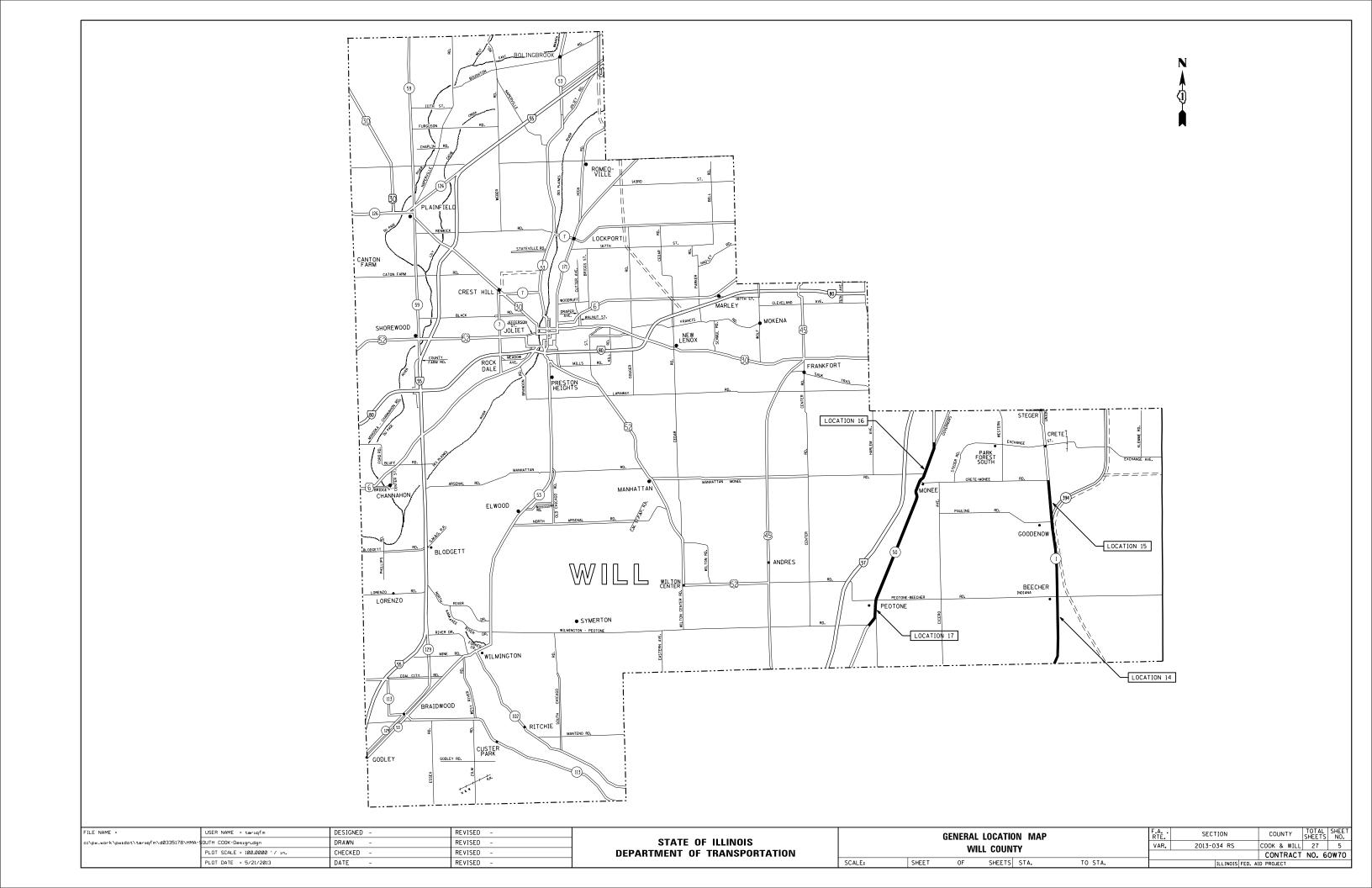
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F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	2
		CONTRACT	NQ. 6	OW70
	ILLINOIS FEO. A	D PROJECT		

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	SUMMARY OF QUANTITIES		URBAN			ONSTRUCTION	TYPE CODE			SUMMARY OF QUANTITIES		URBAH			ONSTRUCTIO	ON TYPE C	ODE	······
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40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11	8	3				* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	110	110		***************************************			
40000700	AGGREGATE (PRIME COAT)	700	47	30					* 7200000	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	5007	160	100			4444		
40600300	AGGREGATE (PRIME COAT)	TON	47	36	And a second sec			-	* 78000600	I TERMOPLASTIC PAVEMENT MARKING - EINE 12"	FOOT	168	168					The state of the s
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	Ton	36	27	9				* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	298	248	50				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	700	537	163				* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1009	684	325	the special section of the section o			
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40603340	HOT-MIX ASPHALT SURFACE COURSE. MIX	TON	2014	2005	609				78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1009	684	325		-		
70007340	"D", N70	TON	2614	2005	003				* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1535	1350	185			Anna Anna Anna Anna Anna Anna Anna Anna	
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44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	23325	17894	5431				Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	875	669	206				
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67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6								***						
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67100100	MOBILIZATION	L SUM	1	0.8	0.2			and the state of t										
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4630	3360	1270	***************************************						**************************************				addinated and another control of the	Anning Annual Control of the Control	
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70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1543	1120	423			The state of the s			And the state of t	Name of the Association of the A					7	
78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	433	401	32						-	Administration of the Control of the					**************************************	
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78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	50296	36412	13884								VV- miner Ponting	The state of the s			Waterman stay of the Stay of t	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	620	540	80								***************************************					
										* SPECIALTY ITEM			***************************************				Appropriate personal services	
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SUMMARY - SOUTHERN COOK COUNTY AND WILL COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45))	PALOS PARK, PALOS HEIGHTS, PALOS TWP.	35 MPH	7,600 (2010)
123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171))	LEMONT, PALOS PARK, PALOS TWP., LEMONT TWP.	40-55 MPH	15,300 (2010)
WOLF RD. (151ST ST. TO 159TH ST.)	ORLAND PARK, ORLAND TWP.	45 MPH	17,200 (2011)
147TH ST. (OAK PARK AVE. TO LAVERGNE AVE.)	OAK FOREST, BREMEN TWP.	35-45 MPH	11,100 (2010)
CICERO AVE (IL 50) (147TH ST. TO CAL SAG RD.)	CRESTWOOD, MIDLOTHIAN, BREMEN TWP., WORTH TWP.	35 MPH	39,800 (2011)
IL 83 (127TH ST. TO HIGHWOOD DR.)	PALOS PARK, PALOS HEIGHTS, CRESTWOOD, ALSIP, PALOS TWP., WORTH TWP.	35-45 MPH	17,600 (2012)
RAMPS AT 95TH/HARLEM AVE.	OAK LAWN, BRIDGEVIEW, PALOS TWP., WORTH TWP.	25-30 MPH	2,500 (2012)
107TH ST. (FLAVIN RD. TO KEAN AVE.)	PALOS HILLS, PALOS TWP.	50 MPH	5,800 (2010)
KEAN AVE. (95TH ST. TO 107TH ST.)	PALOS HILLS, PALOS TWP.	35-40 MPH	3,350 (2010)
US 30 (HALSTED ST. TO I-394)	CHICAGO HEIGHTS, FORD HEIGHTS, BLOOM TWP.	35-40 MPH	16,600 (2011)
SIBLEY BLVD. (I-94 TO TORRENCE AVE.)	CALUMET CITY, THORNTON TWP.	35 MPH	26,600 (2011)
142ND ST. (I-94 TO CHICAGO RD.)	DOLTON, THORNTON TWP.	30-35 MPH	12,400 (2010)
MADICARET CT. (THORNTON DD. // ANCINC DD. /CCHN/AR CT. TO TORRENCE AVE.)	HOMEWOOD THORNTON LANGING THORNTON TWO	20. 45 NADLI	0.700 (2010)
MARGARET ST./THORNTON RD./LANSING RD. (SCHWABST. TO TORRENCE AVE.)	HOMEWOOD, THORNTON, LANSING, THORNTON TWP.	30-45 MIPH	9,700 (2010)
IL 1 (COUNTY LINE TO BEECHER RD.) - WILL COUNTY	BEECHER, UNINCORPORATED WILL COUNTY, WASHINGTON TWP.	35-55 MPH	4,800 (2011)
IL 1 (BEECHER RD. TO CRETE RD.) - WILL COUNTY	BEECHER, UNINCORPORATED WILL COUNTY, WASHINGTON TWP., CRETE TWP.	35-55 MPH	8,900 (2011)
IL 50 (GOVERNORS HIGHWAY TO PAULING RD.) - WILL COUNTY	MONEE, UNIVERSITY PARK, MONEE TWP.	35-55 MPH	9,250 (2011)
IL 50 (PAULING RD. TO PEOTONE RD.) - WILL COUNTY	PEOTONE, MONEE TWP., PEOTONE TWP., WILL TWP.	40-55 MPH	9,250 (2011)
	123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45)) 123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171)) WOLF RD. (151ST ST. TO 159TH ST.) 147TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) CICERO AVE (IL 50) (147TH ST. TO CAL SAG RD.) IL 83 (127TH ST. TO HIGHWOOD DR.) RAMPS AT 95TH/HARLEM AVE. 107TH ST. (FLAVIN RD. TO KEAN AVE.) KEAN AVE. (95TH ST. TO 107TH ST.) US 30 (HALSTED ST. TO 1-394) SIBLEY BLVD. (I-94 TO TORRENCE AVE.) 142ND ST. (I-94 TO CHICAGO RD.) MARGARET ST./THORNTON RD./LANSING RD. (SCHWAB ST. TO TORRENCE AVE.) IL 1 (COUNTY LINE TO BEECHER RD.) - WILL COUNTY IL 1 (BEECHER RD. TO CRETE RD.) - WILL COUNTY	123RD ST. (MCCARTHY RD.) (75TH AVE. TO LA GRANGE RD.(US 45)) 123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171)) 125TD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171)) 127TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 127TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 127TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 1283 (127TH ST. TO HIGHWOOD DR.) 1283 (127TH ST. TO HIGHWOOD DR.) 1284 (127TH ST. TO HIGHWOOD DR.) 129 PALOS PARK, PALOS HEIGHTS, CRESTWOOD, ALSIP, PALOS TWP., WORTH TWP. 127TH ST. (FLAVIN RD. TO KEAN AVE.) 127TH ST. (FLAVIN RD. TO KEAN AVE.) 128 (127TH ST. TO 107TH ST.) 129 PALOS HILLS, PALOS TWP. 129 ALOS HILLS, PALOS TWP. 129 ALOS HILLS, PALOS TWP. 120 CHICAGO HEIGHTS, BLOOM TWP. 121 D ST. (I-94 TO CHICAGO RD.) 122 ND ST. (I-94 TO CHICAGO RD.) 120 D LTON, THORNTON TWP. 121 COUNTY LINE TO BEECHER RD.) - WILL COUNTY 128 EECHER, UNINCORPORATED WILL COUNTY, WASHINGTON TWP., CRETE TWP. 128 O (GOVERNORS HIGHWAY TO PAULING RD.) - WILL COUNTY 129 BEECHER, UNIVERSITY PARK, MONEE TWP.	123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 123RD ST. (MCCARTHY RD.) (10S 45 TO ARCHER AVE. (IL 171)) 124CH ST. (10S 45 MPH. 124TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 124TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 125 MPH 124TH ST. (OAK PARK AVE. TO LAVERGNE AVE.) 125 MPH 125 MAPH 126 MAPS AT 95TH/HARLEM AVE. 125 MPH 127 MARS AT 95TH/HARLEM AVE. 127 MARS AT 95TH/HARLEM AVE. 128 MPH 129 MARS AT 95TH/HARLEM AVE. 129 MPH 120 MARS AT 95TH/HARLEM AVE. 125 MPH 126 MARS AT 95TH/HARLEM AVE. 125 MPH 126 MARS AT 95TH/HARLEM AVE. 126 MARS AT 95TH/HARLEM AVE. 127 MARS AT 95TH/HARLEM AVE. 127 MARS AT 95TH/HARLEM AVE. 128 MPH 129 MARS AT 95TH/HARLEM AVE. 129 MARS AT 95TH/HARLEM AVE. 130 (HALSTED ST. TO I-394) 140 MARS AT 95TH/MARLEM AVE. 150 MPH 150 (MARS AT 95TH/MARLEM AVE.) 150 MARS AT 95TH/MARLEM AVE. 150 MPH 151 MARS AT 95TH/MARLEM AVE. 150 MPH 150 MARS AT 95TH/MARLEM AVE. 150 MPH 15

SECTION COUNTY TOTAL SHEET NO.

13-034 RS COOK & WILL 27 6

CONTRACT NO. 60W70

| ILLINOIS | FED. AID | PROJECT

F.A. . RTE. VAR.

SECTION 2013-034 RS

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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					
	PLOT DATE = 5/21/2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS STA.	TO STA.

		HMA 2" MILL
	SUMMARY - SOUTHERN COOK COUNTY AND WILL COUNTY ROUTES	& RESURFACE
	 	(SY)
LOC. 1	123RD ST. (MCCARTHY RD.) (76TH AVE. TO LA GRANGE RD.(US 45))	500
LOC. 2	123RD ST. (MCCARTHY RD.) (US 45 TO ARCHER AVE. (IL 171))	1187
LOC. 3	WOLF RD. (151ST ST. TO 159TH ST.)	288
LOC. 4	147TH ST. (OAK PARK AVE. TO LAVERGNE AVE.)	915
LOC. 5	CICERO AVE (IL 50) (147TH ST. TO CAL SAG RD.)	1642
LOC. 6	IL 83 (127TH ST. TO HIGHWOOD DR.)	2068
LOC. 7	RAMPS AT 95TH/HARLEM AVE.	604
LOC. 8	107TH ST. (FLAVIN RD. TO KEAN AVE.)	764
LOC. 9	KEAN AVE. (95TH ST. TO 107TH ST.)	1423
LOC. 10	US 30 (HALSTED ST. TO I-394)	6540
LOC. 11	SIBLEY BLVD. (I-94 TO TORRENCE AVE.)	518
LOC. 12	142ND ST. (I-94 TO CHICAGO RD.)	614
LOC. 13	MARGARET ST./THORNTON RD./LANSING RD. (SCHWAB ST. TO TORRENCE AVE.)	831
LOC. 14	IL 1 (COUNTY LINE TO BEECHER RD.) - WILL COUNTY	190
LOC. 15	IL 1 (BEECHER RD. TO CRETE RD.) - WILL COUNTY	279
LOC. 16	IL 50 (GOVERNORS HIGHWAY TO PAULING RD.) - WILL COUNTY	584
LOC. 17	IL 50 (PAULING RD. TO PEOTONE RD.) - WILL COUNTY	4378
	SOUTHERN COOK COUNTY AND WILL COUNTY TOTAL =	23325
		SY

FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -			F.A	SECTION	COUNTY TOTAL SHEET
c:\pw_work\pwidot\tariqfm\d0335178\HMA-9	OUTH COOK-Design.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE		2013-034 RS	COOK & WILL 27 7
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT NO. 60W70
	PLOT DATE = 5/21/2013	DATE -	REVISED -		SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT

ROUTE:	123rd St. (McCarthy Rd.) (76th Ave. to La	Grange	Rd.(US 45))			
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)
La Grange Rd. (US 45)		EB	1	6	12	72	8
<u> </u>		EB	1	6	12	72	8
		EB	1	4	200	800	89
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	4	200	800	89
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
	76th Ave	EB	1	6	12	72	8
76th Ave		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	4	200	800	89
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	4	200	800	89
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
	La Grange Rd. (US 45)	WB	1	6	12	72	8
		TOTALS:			1016		500
					FT		SY

ROUTE:	123rd St.(McCarthy Rd.) (L	IS 45 to Arche	r Ave. (IL	171))			
CROSS		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)
Archer Ave.(IL 171)		EB	1	8	12	96	11
		EB	1	8	12	96	11
		EB	1	6	12	72	8
		EB	1	5	200	1000	111
		EB	1	4	200	800	89
		EB	1	4	200	800	89
		EB	1	4	100	400	44
		EB	1	4	50	200	22
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	5	50	250	28
		EB	1	12	50	600	67
		EB	1	6	12	72	8
		EB	1	6	50	300	33
		EB	1	8	30	240	27
		EB	1	8	12	96	11
		EB	1	6	12	72	8
		EB	1	4	200	800	89
		EB	1	6	12	72	8
		EB	1	6	12	72	8
	La Grange Rd.(US 45)	EB	1	6	12	72	8
La Grange Rd.(US 45)	<u> </u>	WB	1	5	100	500	56
		WB	1	4	500	2000	222
		WB	1	4	300	1200	133
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	4	30	120	13
		WB	1	4	30	120	13
	Archer Ave.(IL 171)	WB	1	4	50	200	22
	. ,						
		TOTALS:			2320		1187
					FT		SY

ROUTE:	Wolf Rd. (151st to 159th)						
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)
159th St		SB	1	5	40	200	22
		SB	1	10	12	120	13
		SB	1	10	50	500	56
	151st St	SB	1	6	12	72	8
151st St		NB	1	5	100	500	56
	159th St	NB	1	6	200	1200	133
		TOTALS:			414		288
					FT		SY

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

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

INTERMITTENT RESURFACING SCHEDULE			F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	123BU	ST. AND W	/NIF RE	•	VAR.	2013-034 RS	COOK & WILL	27	8
'	123110	OI. AND V	OLI IIL	<u></u>			CONTRACT	NO. 6	OW70
SHEET	OF	SHEETS	STA.	TO STA.		TILINOIS EED A	ID PROJECT		

CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YE
Oak Park Ave		EB	1	6	30	180	20
		EB	1	6	30	180	20
	66th Ct	EB	1	6	30	180	20
66th Ct		EB	1	6	30	180	20
		EB	1	6	30	180	20
		EB	1	12	6	72	8
	Ridgeland Ave	EB	1	6	30	180	20
Ridgeland Ave		EB	1	6	30	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	6	50	300	33
		EB	1	6	50	300	33
	Major Ave	EB	1	6	50	300	33
Major Ave		EB	1	6	30	180	20
		EB	1	6	30	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	LaVergne Ave	EB	1	12	6	72	8
LaVergne Ave		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12 12	6	72	8
		WB	1		6	72	8
	1 A	WB	1	12	6	72	8
Lama Ava	Long Ave	WB WB	1	12	6	72 72	8
Long Ave		WB	1	12 6	30	180	20
		WB	1	6	30	180	20
	Menard Ave	WB	1	6	30	180	20
Menard Ave	Wenard Ave	WB	1	12	6	72	8
Menara Ave		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	1	WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	6	30	180	20
		WB	1	6	30	180	20
	Ridgeland Ave	WB	1	6	30	180	20
Ridgeland Ave	<u> </u>	WB	1	12	20	240	27
<u>_</u>		WB	1	12	6	72	8
		WB	1	6	30	180	20
		WB	1	12	12	144	16
	Oak Park Ave	WB	1	6	30	180	20
		TOTALS:			1016		915
					FT		SY

ROUTE:	Cicero Ave. (IL 50) (147th t	o Cal Sag Rd)					
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)
147th St.		NB	2	13	20	260	29
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
	Midlothian Turnpike	NB	2	13	6	78	9
Midlothian Turnpike		NB	1	12	6	72	8
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	10	130	14
		NB	2	13	6	78	9
		NB		13		78	9
			2		6		
		NB	2	13	6	78	9
		NB	2	13	6	78	9
	135th St	NB	2	13	6	78	9
135th St		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	10	130	14
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	2	13	6	78	9
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	Bridge (Cal See)						
Duiden (C-L C)	Bridge (Cal Sag)	NB	1	5	50	250	28
Bridge (Cal Sag)		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	135th St	SB	1	12	6	72	8
135th St		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	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		SB	1	5	400	2000	222
		SB	1	12	6	72	8
			. 1	1 17		/2	ıΩ
		SB SB	1	12 12	6 6	72 72	8 8

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

INTER	RMITTENT	RESURFA	CING	SCHEDULE	
	147TH ST	AND CIC	ERO	AVE.	
CHEET	OE.	CHEETC	CTA		TO STA

VAR. I	ZU13-U34 K3	ICUUN	ō.	MILL			
VAR.	2013-034 RS	COOK & WILL			27		a
F.A RTE.	SECTION	со	UN	TY	TOTA SHEET	L S	SHEET NO.

ROUTE	Cicero Ave. (IL 50) (147th t	o Cal Sag Rd)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROW	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	13	6	78	9
		SB		13			9
			2	13	6	78	9
		SB			6	78	
		SB	2	13	20	260	29
		SB	2	13	10	130	14
		SB	2	13	6	78	9
		SB	2	13	6	78	9
	Midlothian Turnpike	SB	2	13	6	78	9
Midlothian Turnpike		SB	2	20	6	120	13
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	10	130	14
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6		9
			2		6		9
		SB SB		13		78 78	9
		SB	2	13 13	6 6	78 78	9
		SB	2	13	6		9
		SB	2	13		260	29
		SB			20 6		9
		SB	2	13	70	78	
				13		910	101
		SB	2	13	6	78 79	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	13	6	78	9
		SB	2	20	20	200	44
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	T .	0.0	4	40	- 00	0.40	07
		SB	1	12	20	240	27 33

ROUT	E: Cicero Ave. (IL 50) (147th	to Cal Sag Rd)		(Continued)			
CDOS	NO OTDEET	DIRECTION	LANE		DAY/CMCNIT	REPAIR	DEDAID
	SS 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)
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		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	10	120	13
		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	10	120	13
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
	147th St	SB	1	12	6	72	8
					-		-
					1390		1642
					FT		SY

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

STATI	E 01	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE						F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CICERO AVE.					VAR.	2013-034 RS	COOK & WILL	27	10	
		UIU	LIIU AVI	••				CONTRACT	NO. 6	OW70
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		

ROUTE:	IL 83 (127th St. to Highwo	od Dr.)					
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)
875' west of 127th St.		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	20	15	300	33
		WB	1	12	15	180	20
		WB	2	3	12	36	4
		WB	2	12	6	72	8
		WB	2	12	10	120	13
	5:1 1 14	WB	1	12	6	72	8
	Ridgeland Ave.	WB	2	12	3	36	4
Ridgeland Ave.		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	3	36	4
		WB	1	12	5	60	7
		WB	1	12	10	120	13
		WB	2	12	3	36	4
		WB	1	20	15	300	33
		WB	1	20	10	200	22
		WB	1	15	6	90	10
		WB	1	3	75	225	25
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	3	75	225	25
		WB	1	12	3	36	4
		WB	1	12	3	36	4
	Harlem Ave (IL 43)	WB	1	12	3	36	4
Harlem Ave (IL 43)	Trailetti 7 (VC (IL 10)	WB	1	3	50	150	17
Hallotti / (IE 10)		WB	1	12	3	36	4
		WB	1	12	3	36	4
	SW HWY(IL 7)	WB	1	12	3	36	4
SW HWY(IL 7)		WB	3	12	6	72	8
OVV HVVI (IL 1)		WB	3	12	6	72	8
		WB		12	6	72	8
		WB	2	12		72	8
		WB		12	6	72	
			3		6		8
		WB	3	12	6	72	8
		WB	1	12	30	360	40
		WB	1	12	3	36	4
		WB	1	12	3	36	4
—	East of Highwood Dr	WB	2	3	40	120	13
East of Highwood Dr		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	75	225	25
		EB	1	6	120	720	80
		EB	1	6	50	300	33
		EB	1	12	3	36	4
		EB	1	12	6	72	8
	SW HWY(IL 7)	EB	1	3	400	1200	133

ROUTE	IL 83 (127th St. to Highwo	od Dr.)			(Continued)		
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111	1	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
SW HWY(IL 7)		EB	1	12	6	72	8
O V V 1 (V V 1 (IL 7)		EB	1	3	400	1200	133
		EB	1	12	3	36	4
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	Harlem Ave (IL 43)	EB	1	12	3	36	4
Harlem Ave (IL 43)	Transmirtue (IE 40)	EB	1	12	6	72	8
rianom / (iz 10)		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	3	50	150	17
		EB	1	20	6	120	13
		EB	1	3	30	90	10
		EB	1	20	15	300	33
		EB	1	12	50	600	67
		EB	1	12	30	360	40
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	3	36	4
		EB	2	12	15	180	20
	Ridgeland Ave.	EB	2	12	15	180	20
Ridgeland Ave.	Ridgeland Ave.	EB	2	12	6	72	8
Riugeianu Ave.		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	1	3	50	150	17
		EB	1	3	25	75	8
		EB	1	12	3	36	4
		EB		12	30	360	40
		EB	1	60	3	180	20
			2				
		EB EB	2	12 3	9 75	108 225	12 25
				3	720	2160	240
		EB EB	1	3	300	900	100
		EB	1	12	300	36	4
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	8	96 36	11
		EB	1	12	3	36 36	4
		EB	1	12	3	36 36	4
		EB	1	12	3	36 36	4
		EB	1	12	3	36	4
		EB	1	3	30	90	10 10 10
	0751 (54071) 01	EB	1	3	30	90	
	875' west of 127th St.	EB	1	3	30	90	
		TOTALS:			4032		2068
		IO IALO.			FT		SY

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

						F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 83						VAR.	2013-034 RS	COOK & WILL	27	11
			IL 83					CONTRACT	NO. 6	50W70
	SHEET	OF	SHEETS	STA.	TO STA.		TILLINOIS FED. AT	D PROJECT		

ROUTE:	Ramps at 95th/Harlem Ave						
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO		NO.	PATCH	PATCH	AREA	AREA
FROM	10	(EB/WB)					
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Eastbound 95th Ramp	Southbound Harlem Ave		Ramp	15	6	90	5
			Ramp	15	4	60	7
Eastbound 95th Ramp	Northbound Harlem		Ramp	20	4	80	9
· · ·			<u> </u>	20	80	1600	178
				45	9	405	45
				20	4	80	9
				20	20	400	44
				4	20	80	9
				4	20	80	9
Northbound Harlem Ave	Westbound 95th		Ramp	20	100	2000	222
				20	10	200	22
				20	20	400	44
		TOTALS:			297		604
					FT		SY

ROUTE	107th St. (Flavin Rd. to Ke	ean 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)
Flavin Rd (104th Ave)		EB	1	4	200	800	89
,		EB	1	4	200	800	89
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	4	100	400	44
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	10	100	1000	111
		EB	1	6	200	1200	133
		EB	1	6	12	72	8
		EB	1	6	12	72	8
		EB	1	6	12	72	8
	Kean Ave	EB	1	6	12	72	8
Kean Ave		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	4	200	800	89
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	6	12	72	8
	Flavin Rd (104th Ave)	WB	1	6	12	72	8
		TOTALS:			1312		764
		IOIALS.			FT		SY

ROUTE:	Kean Ave. (95th St. to 1	07th St.)					
00000	OTDEET						
	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
107th St		NB	1	4	200	800	89
		NB	1	12	200	2400	267
		NB	1	12	200	2400	267
		NB	1	12	200	2400	267
		NB	1	8	100	800	89
		NB	1	4	100	400	44
		NB	1	4	200	800	89
		NB	1	8	50	400	44
	95th St	NB	1	6	100	600	67
95th St	107th St	SB	1	6	300	1800	200
		TOTALO			4050		4400
		TOTALS:			1650		1423
					FT		SY

ROUTE:	US 30 (Halsted St. to I-394)					
CPOSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROM	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Halsted St.		EB	1	10	12	120	13
Tiaisted St.		EB	1	45	12	540	60
		EB	2	10	12	120	13
		EB	2	10	12	120	13
		EB	2	15	12	180	20
		EB	2	20	12	240	27
	East End Ave.	EB	2	10	12	120	13
East End Ave.	East Ella / tts.	EB	1	25	12	300	33
		EB	1	10	12	120	13
		EB	1	25	12	300	33
		EB	1	40	12	480	53
		EB	1	10	12	120	13
		EB	2	6	12	72	8
		EB	2	20	12	240	27
		EB	2	45	12	540	60
		EB	2	100	12	1200	133
		EB	2	100	12	1200	133
		EB	2	10	12	120	13
	Center Ave.	EB	2	20	12	240	27
Center Ave.		EB	1	6	12	72	8
		EB	1	20	12	240	27
		EB	1	15	12	180	20
		EB	1	20	12	240	27
		EB	1	10	12	120	13
		EB	2	20	12	240	27
		EB	2	40	12	480	53
		EB	2	20	12	240	27
		EB	2	50	12	600	67

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	PLOT DATE = 5/21/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMI		F.A RTE.	SECTION			
RAMPS 1	N7TH ST	KEAN A	VF AN	וו חוג פון חוג	VAR.	2013-034 RS
IIAWII 3, IV	07111 31	., INEMIN F	W L., AI	4D 03 30		
SHEET	OF	SHEETS	STA.	TO STA.		ILL INDIS

ROUTE:	US 30 (Halsted St. to I-39	4)		(Continued)			
CDOSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PAVEMENT	AREA	AREA
FROIVI	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	2	75 50	12	900	100
		EB	2	50	12	600	67
		EB	2	20	12	240	27
		EB	2	15	12	180	20
		EB	2	10	12	120	13
	Wentworth Ave.	EB	2	10	12	120	13
Wentworth Ave.		EB	1	10	12	120	13
		EB	2	15	12	180	20
		EB	2	15	12	180	20
		EB	2	15	12	180	20
	State St.	EB	2	10	12	120	13
State St.		EB	1	10	12	120	13
		EB	1	6	40	240	27
		EB	1	15	12	180	20
		EB	1	25	12	300	33
		EB	1	10	12	120	13
		EB	1	50	12	600	67
		EB	1	6	40	240	27
		EB	1	3	100	300	33
		EB	1	10	12	120	13
		EB	2	15	12	180	20
		EB	2	35	12	420	47
		EB	2	6	40	240	27
		EB	2	6	100	600	67
		EB	2	6	50	300	33
		EB	2	6	125	750	83
	1	EB	2	6	50	300	33
		EB	2	10	12	120	13
	<u> </u>	EB	2	6	125	750	83
	+	EB	2	6	15	90	10
	Ford Plant	EB	2	10	12	120	13
Ford Plant	Ford Flant	EB	1	10	12	120	13
FOIG FIAIIL		EB	2	6	12	72	8
	Cattana Craim Aim			10	12	120	13
Cattana Cuara Ara	Cottage Grove Ave.	EB	2				27
Cottage Grove Ave.		EB	1	20	12	240	
		EB	1	10	12	120	13
		EB	1	20	12	240	27
		EB	1	45	12	540	60
		EB	1	10	12	120	13
		EB	1	10	12	120	13
		EB	2	10	12	120	13
		EB	2	10	12	120	13
		EB	2	6	20	120	13
	Ellis Ave.	EB	2	6	50	300	33
Ellis Ave.		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	3	50	150	17
		EB	2	6	12	72	8
		EB	2	6	12	72	8
		EB	2	15	12	180	20
		EB	2	6	130	780	87
		EB	2	6	12	72	8
	 	EB	2	10	12	120	13
	1	1 [7					

ROUTE:	1)						
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)
Woodlawn Ave.		EB	1	15	12	180	20
Woodidwii / Wo.	 	EB	1	10	12	120	13
	+	EB	1	25	12	300	33
		EB	1	25	12	300	33
	 						
		EB	1	6	12	72	8
	_	EB	1	45	12	540	60
		EB	1	45	12	540	60
		EB	1	15	12	180	20
		EB	1	10	12	120	13
		EB	1	10	12	120	13
		EB	1	6	12	72	8
		EB	1	20	12	240	27
		EB	2	6	250	1500	167
	1	EB	2	10	12	120	13
	†	EB	2	6	200	1200	133
	+	EB	2	20	12	240	27
	 	EB	2	45	12	540	60
		EB	2	15	12	180	20
	<u> </u>	EB	2	10	12	120	13
		EB	2	10	12	120	13
	Bridge over I-394	EB	2	10	12	120	13
Bridge over I-394		WB	1	6	12	72	8
		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	10	12	120	13
	†	WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	2	10	12	120	13
	 	WB	2	15	12	180	20
	 	WB	2	20	12	240	27
	\\\\ - - - - - - -						
14/ 11 4	Woodlawn Ave.	WB	2	6	150	900	100
Woodlawn Ave.		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	6	12	72	8
		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	6	12	72	8
		WB	2	6	10	60	7
		WB	2	6	40	240	27
	Ellis Ave.	WB	2	10	12	120	13
Ellis Ave.		WB	1	10	12	120	13
2	+	WB	1	6	12	72	8
	 	WB	1	6	12	72	8
	 	WB	2	20	12	240	27
	Cottonia Circuia Acci						
0-44	Cottage Grove Ave.	WB	2	15	12	180	20
Cottage Grove Ave.		WB	1	10	12	120	13
		WB	LTL	10	12	120	13
		WB	2	6	12	72	8
	Ford Plant	WB	2	6	40	240	27
Ford Plant		WB	1	10	12	120	13
		WB	1	15	12	180	20
	1	WB	1	15	12	180	20
	†	WB	1	25	12	300	33
	 	WB	1	15	12	180	20
	+	WB	1	6	40	240	27
		WB	1 2	10 10	12 12	120 120	13 13
		WB					

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STATI	E OI	FILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMIT	TENT	RESURFAC	ING SCH	HEDULE	F.A. SECTION COUNTY TOTAL SHEET NO.				
		US 30			VAR.	2013-034 RS	COOK & WILL	27	13
							CONTRACT	NO. 6	OW70
SHEET	OF	SHEETS	STA.	TO STA.		TILLINOIS FED. A	ID PROJECT		

ROUTI	E: US 30 (Halsted St. to I-39	94)		(Continued)			
CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	2	10	12	120	13
		WB	2	6	75	450	50
		WB	2	20	12	240	27
		WB	2	6	75	450	50
		WB	2	6	145	870	97
		WB	2	25	12	300	33
		WB	2	6	12	72	8
		WB	2	6	40	240	27
	State St.	WB	2	75	12	900	100
State St.		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	125	12	1500	167
		WB	2	6	20	120	13
		WB	2	50	12	600	67
		WB	2	45	12	540	60
		WB	2	20	12	240	27
	Wentworth Ave.	WB	2	15	12	180	20
Wentworth Ave.		WB	1	15	12	180	20
		WB	1	25	12	300	33
		WB	1	45	12	540	60
		WB	1	50	12	600	67
		WB	1	6	100	600	67
		WB	1	50	12	600	67
		WB	1	50	12	600	67
		WB	1	25	12	300	33
		WB	2	15	12	180	20
		WB	2	15	12	180	20
		WB	2	20	12	240	27
		WB	2	20	12	240	27
		WB	2	45	12	540	60
		WB	2	75	12	900	100
		WB	2	150	12	1800	200
		WB	2	75	12	900	100
	Center Ave.	WB	2	75	12	900	100
Center Ave.		WB	1	15	12	180	20
		WB	1	10	12	120	13
		WB	1	20	12	240	27
		WB	1	35	12	420	47
		WB	1	50	12	600	67
		WB	1	6	50	300	33
		WB	2	40	12	480	53
		WB	2	100	12	1200	133
		WB	2	75	12	900	100
		WB	2	15	12	180	20
		WB	2	45	12	540	60
		WB	2	20	12	240	27
	East End Ave.	WB	2	40	12	480	53
East End Ave.		WB	1	10	12	120	13
		WB	1	10	12	120	13
		WB	2	15	12	180	20
		WB	2	25	12	300	33
	Halsted St.	WB	2	10	12	120	13
		TOTALS:			4283		6540
					FT		SY

ROUTE	Sibley Blvd. (I-94 to Torrer	nce Ave.)					
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
I-94		EB	1	12	6	72	8
		EB	1	12	8	96	11
	Madison Ave	EB	2	12	6	72	8
Madison Ave		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	2	12	15	180	20
	Clyde ave	EB	2	12	6	72	8
Clyde ave	0.940 4.0	EB	1	12	6	72	8
0.7 40 4.0		EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	10	120	13
		EB	2	12	15	180	20
		EB	2	12	15	180	20
		EB	2	12	15	180	20
	V-1 A:	EB	2	12	15		20
V-4 A	Yates Ave					180	
Yates Ave		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Torrence Ave	EB	2	12	6	72	8
Torrence Ave		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Yates Ave	WB	2	12	6	72	8
Yates Ave		WB	1	12	8	96	11
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	30	360	40
		WB	2	12	15	180	20
	Clyde ave	WB	2	12	6	72	8
Clyde ave		WB	1	12	6	72	8
-		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	8	96	11
	Madison Ave	WB	2	12	6	72	8
Madison Ave		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
	I-94	WB	2	12	8	96	11
	101			12			
		TOTALS:			388		518
		IOIALO.			FT		SY
				<u> </u>	1 1		31
ROUTE	: 142nd St. (I-94 to Chicago	Rd.)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD

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	PLOT DATE = 5/21/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTE	RMITTENT	RESURFA	ESURFACING SCHEDULE BLVD., AND 142ND ST.					
US	30, SIBLEY	BLVD., A	ND 142ND S	T.				
SHEET	OF	SHEETS	STA.	TO STA.				

Woodlawn Ave

SCALE:

WB

WB

12

12

6

F.A. SECTION COUNTY SHEETS NO.

VAR. 2013-034 RS COOK & WILL 27 14

CONTRACT NO. 60W70

| ILLINOIS | FED. AID | PROJECT

	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
Woodlawn Ave		WB	1	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	10	120	13
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	Cottage Grove Ave	WB	2	12	6	72	8
Cottage Grove Ave		WB	1	12	8	96	11
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	2	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	6	72	8
		WB	2	12	8	96	11
		WB	2	12	8	96	11
	Lincoln Ave.	WB	2	12	8	96	11
Lincoln Ave.		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Chicago Rd.	WB	2	12	6	72	8
Chicago Rd.		EB	1	12	8	96	11
<u> </u>	Lincoln Ave.	EB	2	12	6	72	8
Lincoln Ave.		EB	1	12	6	72	8
		EB	1	12	10	120	13
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	8	96	11
		EB	2	12	10	120	13
		EB	2	12	6	72	8
		EB	2	12	6	72	8
	Cottage Grove Ave	EB	2	12	6	72	8
Cottage Grove Ave	Johnage Glove Ave	EB	1	12	10	120	13
Journal Colore		EB	1	12	10	120	13
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
			2			72	8
		EB		12	6		
		EB	2	12	6	72	8
		EB	2	12	6	72	8
		EB	2	12	40	480	53
		EB	2	12	8	96	11
	100	EB	2	12	20	240	27
	Woodlawn Ave	EB	2	12	6	72	8
		TOTALO			400		044
		TOTALS:			460 FT		614 SY
					FI I		. ST

	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
0.1.1.01		(NB/SB)	(1, 2, 3)	MDTH	LENGTH	(SQ FT)	(SQ YD
Schwab St		EB	1	12	15	180	20
		EB	1	12	6 3	72 36	8
		EB	1	12	15	180	4
		EB	-	12			20
		EB EB	1	12 12	15 15	180	20
		EB	1	12	3	180 36	20 4
		EB	1	12	6	72	8
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	6	72	8
		EB	1	12	40	480	53
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	15	180	20
		EB	1	12	15	180	20
	Bishop Ford (IL 394)	EB	1	12	6	72	8
Bishop Ford (IL 394)	Torrence Ave	EB	1	12	3	36	4
2.0/10p / 0/4 (IL 007)	TOTICING AVE	EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	35	420	47
		EB	1	12	6	72	8
		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	3	36	4
		EB	1	12	15	180	20
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	20	240	27
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	3	36	4
	Torrence Ave	EB	1	12	6	72	8
Torrence Ave		WB	1	12	45	540	60
		WB	1	12	30	360	40
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	15	180	20
		WB	1	12	15	180	20
		WB	1	12	6	72	8
	Bishop Ford (IL 394)	WB	1	12	10	120	13
Bishop Ford (IL 394)		WB	1	12	15	180	20
. , ,		WB	1	12	10	120	13
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	10	120	13
		WB	1	12	6	72	8
	1	WB	1	12	6	72	8

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

ROUTE:	Margaret St./Thornton Rd./	Lansing Rd. (S	Schwab St	t. to Torrence	Ave.)		(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)
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
	Schwab St	WB	1	12	3	36	4
		TOTALS:			623		831
					FT		SY

ROUTE	: IL 1 (County Line to Beec	her Rd.)					
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
Indiana Ave.	Corning Rd.	SB	1	10	12	120	13
Corning Rd.		SB	1	6	10	60	7
-		SB	1	6	20	120	13
		SB	1	3	20	60	7
	Kentucky Rd.	SB	1	6	10	60	7
Kentucky Rd.	Delite Inn Rd.	SB	1	0	0	0	0
Delite Inn Rd.		SB	1	15	12	180	20
		SB	1	10	12	120	13
	Countly Line Rd.	SB	1	8	12	96	11
Countly Line Rd.		NB	1	6	12	72	8
	Delite Inn Rd.	NB	1	8	12	96	11
Delite Inn Rd.		NB	1	6	35	210	23
	Kentucky Rd.	NB	1	6	15	90	10
Kentucky Rd.	Corning Rd.	NB	1	10	12	120	13
Corning Rd.		NB	1	6	12	72	8
		NB	1	6	15	90	10
		NB	1	6	12	72	8
	Indiana Ave.	NB	LTL	6	12	72	8
		TOTALS:			245		190
					FT		SY

					FT		SY
		TOTALS:			378		279
	Crete(New) Monee Rd	NB	2	6	12	72	8
Kent Ave.	Crata/Naw\ Mana - Dd	NB	1	6	12	72	8
IZ	Kent Ave.	NB	2	6	12	72	8
	1Z 1 A	NB	1	6	12	72	8
Elms Court Ln.		NB	1	6	12	72	8
	Goodenow Rd.	NB	2	6	12	72	8
		NB	1	6	12	72	8
		NB	1	6	12	72	8
Eagle Lake Rd.		NB	1	6	16	96	11
	Eagle Lake Rd.	NB	1	6	50	300	33
		NB	1	6	40	240	27
Hunters Dr.		NB	1	6	20	120	13
	Church Rd.	NB	1	6	25	150	17
		NB	1	10	12	120	13
Chestnut Ln.		NB	1	8	12	96	11
	Chestnut Ln.	NB	CTL	10	12	120	13
		NB	1	10	12	120	13
		NB	CTL ,	10	12	120	13
Beecher Rd.(Indiana Ave.)		NB	1	8	10	80	9
	Eagle Lake Rd.	SB	1	6	10	60	7
Coodenow rtd.		SB	1	6	10	60	7
Goodenow Rd.	TOTE TWO.	SB	1	6	16	96	11
Crete(New) Monee Rd	Kent Ave.	SB	2	6	25	150	17
FROW	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
CROSS	CTDEET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR

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) Governors Hwy SB RTL 8 6 48 5 SB RTL 8 6 72 8 SB RTL 6 6 72 8 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 72 8 SB RTL 5 6 72 8 SB RTL 5 6 72 8 SB RTL 6 6 72 8 SB RTL 6 72 8 SB RTL 7 8 6 72 8 SB RTL 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8	ROUTE:	IL 50 (Governors Highway t	o Pauling Rd.)					
FROM TO (EB/WB) NO. PATCH LENGTH (SQ FT) (SQ YD) Governors Hwy SB RTL 8 6 48 5 SB 1 12 6 72 8 SB RTL 6 6 6 36 4 SB RTL 6 6 6 36 4 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 72 8 SB RTL 4 6 72 8 SB RTL 5 6 72 8 SB RTL 5 6 72 8 SB RTL 6 6 72 8 SB RTL 6 72 8 SB RTL 7 8 6 72 8 SB RTL 8 6 72 8 SB RTL 8 6 72 8 SB RTL 9 8 8 SB RTL 9 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9								
(NB/SB)								
SB	FROM	ТО	, ,					
SB 1 12 6 72 8 SB 2 12 6 72 8 SB RTL 6 6 36 4 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 2 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 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>LENGTH</td> <td>, ,</td> <td>(SQ YD)</td>						LENGTH	, ,	(SQ YD)
SB 2 12 6 72 8 SB RTL 6 6 36 4 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB 2 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 1 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 <td>Governors Hwy</td> <td></td> <td></td> <td>RTL</td> <td></td> <td>6</td> <td></td> <td>5</td>	Governors Hwy			RTL		6		5
SB RTL 6 6 36 4 SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 24 3 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 1 12 6 72 8 SB 2 12 6 72 8 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
SB RTL 4 6 24 3 SB RTL 4 6 24 3 SB RTL 4 6 24 3 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 1 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 <td></td> <td></td> <td>SB</td> <td>2</td> <td>12</td> <td></td> <td>72</td> <td>8</td>			SB	2	12		72	8
SB RTL 4 6 24 3 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 2 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 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8<			SB	RTL	6	6	36	
SB 2 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 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 LTL 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 <td></td> <td></td> <td>SB</td> <td>RTL</td> <td>4</td> <td>6</td> <td>24</td> <td></td>			SB	RTL	4	6	24	
SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8			SB	RTL	4	6	24	3
SB 2 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 LTL 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 1			SB	2	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 LTL 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 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 1 12 6 72 <td< td=""><td></td><td></td><td>SB</td><td>1</td><td>12</td><td>6</td><td>72</td><td>8</td></td<>			SB	1	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 LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB LTL 12 6 72			SB	2	12	6	72	8
SB 2 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72<			SB	2	12	6	72	8
SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB LTL 12 6 72 8			SB		12	6	72	8
SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB LTL 12 6 72 8			SB	2	12	6		8
SB LTL 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 1 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8			SB	1	12	6	72	8
SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	2	12	6	72	8
SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	LTL	12	6	72	8
SB 1 12 6 72 8 SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	2	12	6	72	8
SB 2 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	LTL	12	6	72	8
SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	1	12	6	72	8
SB LTL 12 6 72 8 SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB		12	6	72	8
SB 1 12 6 72 8 SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	2	12	6	72	8
SB 2 12 6 72 8 SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	LTL	12	6		8
SB LTL 12 6 72 8 SB 1 12 6 72 8			SB	1	12	6	72	8
SB 1 12 6 72 8			SB	2	12	6	72	8
			SB	LTL	12	6		8
Dralle Rd. SB 2 12 6 72 8			SB	1	12	6	72	8
		Dralle Rd.	SB	2	12	6	72	8

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	NITTENT R ARGARET			SCHEDULE IL 50	
SHEET	OF	SHEETS	STA.		TO STA.

	CONTINUED ON	NEXT SHEET		
F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2013-034 RS	COOK & WILL	27	16
		CONTRACT	NO. 6	OW70
	TILINOIS EED AT	ID PROJECT		

					FT		SY
		TOTALS:			635		584
	Governors Hwy	NB	2	12	6	12	8
	On manage Lhur:	NB	1	12	6	72 72	8
		NB	LTL	12	6	72	8
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
Dralle Rd.		NB	1	12	6	72	8
Bond St	Dralle Rd.	omit		40		70	
D 101	Bond St	NB .,	1	12	6	72	8
	D 101	NB	2	12	6	72	8
		NB	2	12	6	72	8
Railroad Crossing		NB	1	12	6	72	8
	Railroad Crossing	NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
Monee Manhatten Rd		NB	2	12	6	72	8
Magaret St	Monee Manhatten Rd	omit					
Industrial Dr	Magaret St	NB	1	12	6	72	8
Pauling Rd	Industrial Dr	omit					
	Pauling Rd	SB	2	12	20	240	67
Industrial Dr		SB	2	12	15	180	20
	Industrial Dr	SB	1	6	30	180	20
Magaret St		SB	1	12	12	144	16
Wilson St	Magaret St	omit					
	Bond St	SB	2/SDR	4	150	600	67
Dralle Rd		SB	2/SDR	4	150	600	67
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
	IL 50 (Governors Highway t			(Continued)			

ROUT	E: IL 50 (Pauling Rd. to Peot	one Rd.)					
	, ,	,					
CROS	SSTREET	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
Pauling Rd		SB	2	6	25	150	17
		SB	2	6	25	150	17
		SB	2	12	45	540	60
		SB	2	12	60	720	80
		SB	2	6	30	180	20
		SB	2	3	100	300	33
		SB	2	3	50	150	17
		SB	2	6	40	240	27
		SB	1	3	100	300	33
		SB	1	3	75	225	25
		SB	1	3	75	225	25
		SB	1	12	25	300	33
	Offner Rd	SB	1	3	40	120	13
Offner Rd		SB	2	6	50	300	33
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	3	50	150	17
		SB	2	12	8	96	11
		SB	2	3	40	120	13
		SB	2	12	8	96	11
		SB	2	6	15	90	10
		SB	1	3	30	90	10
		SB	1	12	15	180	20
		SB	1	12	20	240	27
		SB	1	12	40	480	53
	Eagle Lake Rd	SB	1	12	8	96	11

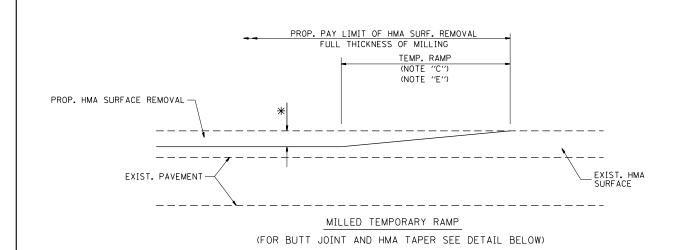
NOUTE.	IL 50 (Pauling Rd. to Peot	one ru.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Eagle Lake Rd		SB	2	12	10	120	13
		SB	2	6	15	90	10
		SB	2	12	8	96	11
		SB	2	12	8	96	11
		SB	2	6	45	270	30
		SB	2	3	40	120	13
		SB	2	3	100	300	33
		SB	2	3	150	450	50
		SB	2	3	75	225	25
		SB	1	12	10	120	13
		SB	1	12	20	240	27
		SB	1	3	15	45	5
		SB	1	12	25	300	33
		SB	1	3	30	90	10
	North Peotone Rd	SB	1	3	40	120	13
North Peotone Rd		SB	2	6	175	1050	117
		SB	2	6	175	1050	117
		SB	2	12	35	420	47
		SB	2	12	50	600	67
		SB	2	6	100	600	67
		SB	2	6	100	600	67
		SB	2	6	150	900	100
		SB	2	6	75	450	50
		SB	2	6	50	300	33
		SB	2	12	20	240	27
		SB	2	6	75	450	50
		SB	2	6	100	600	67
		SB	2	6	25	150	17
		SB	1	12	20	240	27
		SB	1	12	30	360	40
		SB	1	6	50	300	33
		SB	1	12	20	240	27
	Beecher Rd	SB	1	12	15	180	20
Beecher Rd		SB	2	6	50	300	33
		SB	2	6	50	300	33
	Crawford St	SB	1	12	15	180	20
Crawford St	North St	SB	1	12	20	240	27
North St		SB	2	6	25	150	17
	Main St	SB	1	12	35	420	47
Main St	Corning Ave	SB	2	6	25	150	17
Corning Ave		SB	2	6	20	120	13
	South St	SB	2	6	50	300	33
South St		SB	2	12	45	540	60
		SB	2	6	100	600	67
		SB	2	6	75	450	50
		SB	2	6	50	300	33
		SB	1	12	20	240	27
	4th St	SB	1	12	20	240	27
4th St	3rd St	SB	2	6	75	450	50
3rd St		SB	2	6	75	450	50
		SB	2	12	6	72	8
	Peotone Rd	SB	2	12	25	300	33
Peotone Rd	3rd St	NB	2	12	25	300	33
3rd St		NB	2	12	30	360	40
		NB	2	12	20	240	27
		NB	2	12	30	360	40
		NB	2	12	20	240	27
	Corning Ave	NB	2	12	50	600	67
Corning Ave		NB	2	12	45	540	60
		NB	2	12	10	120	13
		NB	2	6	45	270	30
		NB		12	20		27

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	PLOT DATE = 5/21/2013	DATE -	REVISED -

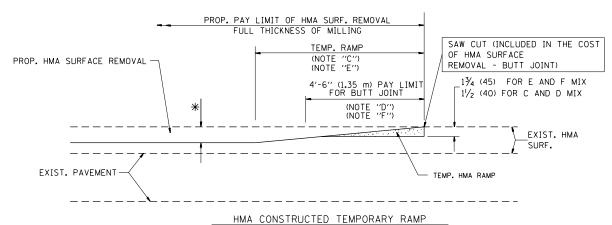
	IL 50 (Pauling Rd. to Peot			(Continued)			
CROSS		DIRECTION	LANE		PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD
		NB	1	12	15	180	20
		NB	1	12	10	120	13
		NB	1	12	10	120	13
	Beecher Rd	NB	1	12	20	240	27
Beecher Rd		NB	2	6	100	600	67
		NB	2	6	75 20	450	50 27
		NB	2	12	20	240	
		NB NB	2	6 12	45 30	270 360	30 40
		NB	2	6	15	90	10
		NB	2	6	15	90	10
		NB	2	12	30	360	40
		NB	1	12	20	240	27
		NB	1	12	15	180	20
		NB	1	12	10	120	13
		NB	1	12	15	180	20
		NB	1	12	8	96	11
		NB	1	12	20	240	27
	North Peotone Rd	NB	1	12	10	120	13
North Peotone Rd		NB	2	12	20	240	27
		NB	2	12	20	240	27
		NB	2	3	150	450	50
		NB	2	12	20	240	27
		NB	2	3	100	300	33
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	1	12	10	120	13
		NB	1	3	40	120	13
	Eagle Lake Rd	NB	1	3	30	90	10
Eagle Lake Rd		NB	2	12	30	360	40
		NB	2	3	40	120	13
		NB	2	3	30	90	10
		NB	2	6	15	90	10
		NB	2	12	20	240	27
		NB	2	6	40	240	27
		NB	1	12	20	240	27
		NB	1	12	8	96	11
		NB	1	6	20	120	13
		NB	1	3	75 6	225	25
	Office Dd	NB NB	1	12	6	72	8
Offner Rd	Offner Rd	NB NB	2	3 12	50 20	150 240	17 27
Omilei Ru		NB NB	2		40	240	27
		NB NB	2	6	20	120	13
		NB	2	6	20	120	13
		NB	2	6	10	60	7
		NB	2	6	40	240	27
		NB	2	3	50	150	17
		NB	2	6	20	120	13
		NB	2	3	40	120	13
		NB	2	6	25	150	17
		NB	2	3	40	120	13
		NB	1	6	15	90	10
		NB	1	12	20	240	27
		NB	1	3	75	225	25
		NB	1	3	75	225	25
		NB	1	12	6	72	8
		NB	1	6	200	1200	133
		NB	1	6	45	270	30
	Pauling Rd	NB	1	12	75	900	100
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		INTERM	ITTENT	RESURFAC	ING SC	HEDULE	F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	IL 50						VAR.	2013-034 RS	COOK & WILL	27	18
									CONTRACT	NO. 6	0W70
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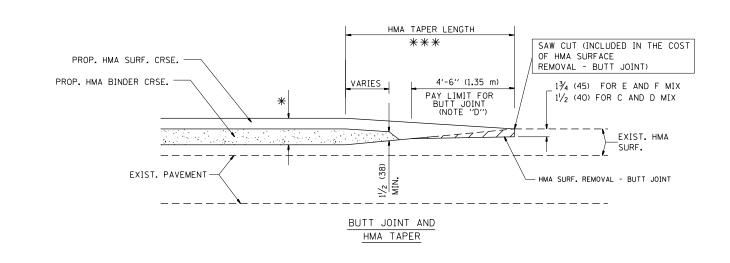
OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

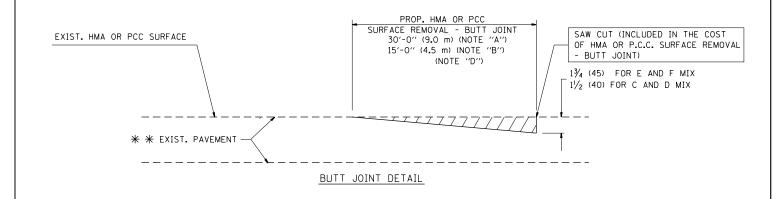
OPTION 2

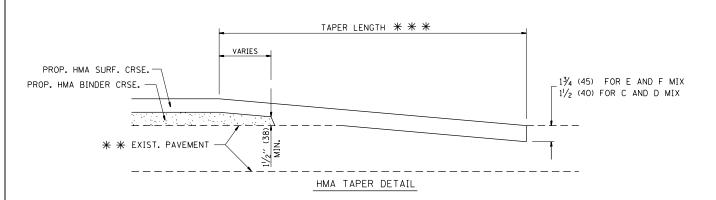
TYPICAL TEMPORARY RAMP



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.

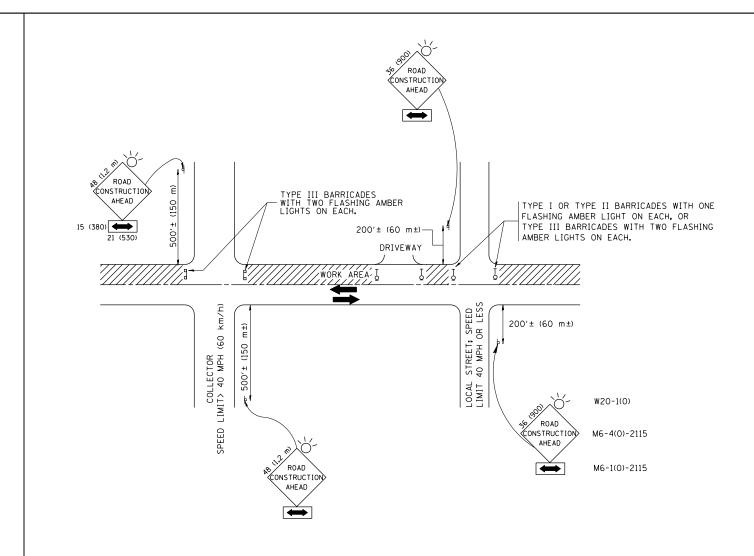
NOTES

- 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:
- 0) ONE ROAD CONSTRUCTION AHEAD SIGN $36 \times 36 \ (900 \times 900)$ 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:
- g) ONE ROAD CONSTRUCTION AHEAD SIGN 48 \times 48 (1.2 m \times 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- 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).

SCALE: NONE

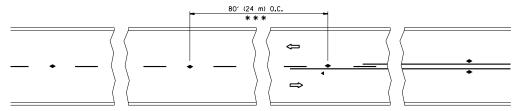
B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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.

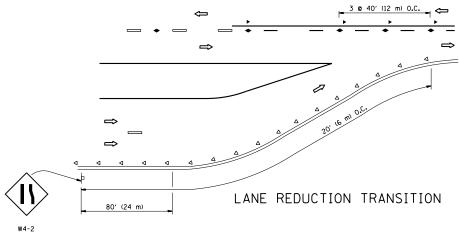
All dimensions are in millimeters (inches) unless otherwise shown.

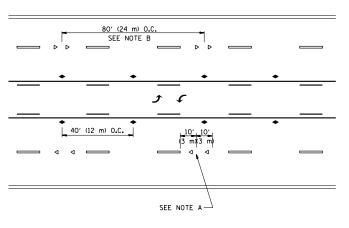
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



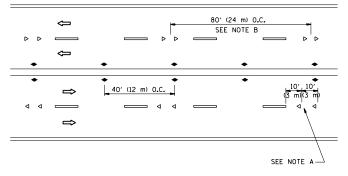
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

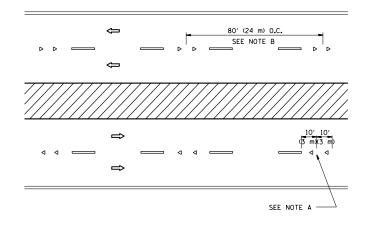




TWO-WAY LEFT TURN



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

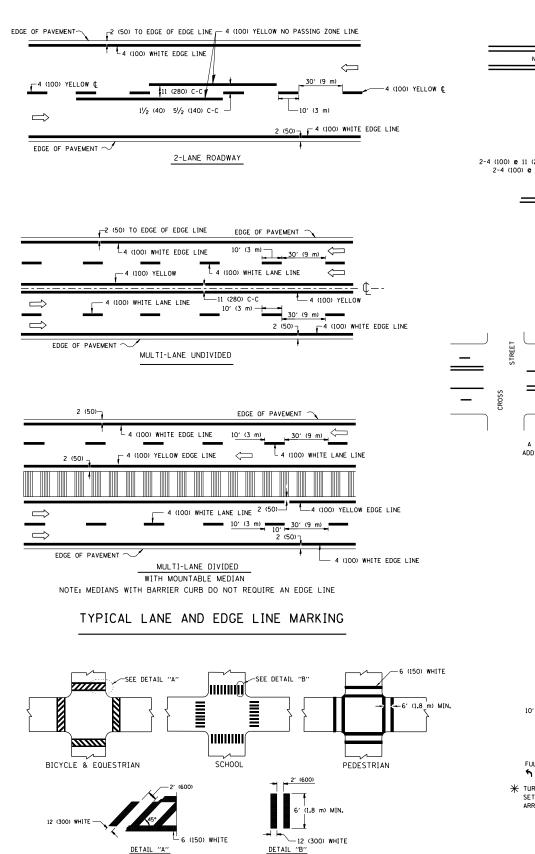
DESIGN NOTES

- 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.

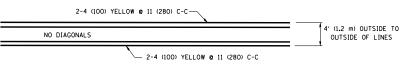
LEFT TURN

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

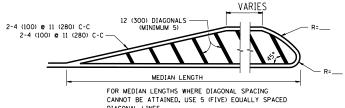
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c:\pw_work\pwidot\tariqfm\d0335178\60W7	-DistStd.dgn	DRAWN -	REVISED -T. RAMMACHER 03-12-99	STATE OF ILLINOIS				VAR.	2013-034 RS	COOK & WILL	27	21
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 01-06-00	DEPARTMENT OF TRANSPORTATION	RAISED R	EFLECTIVE PAVEMENT MARKERS	S (SNOW–PLOW RESISTANT)	******	TC-11	CONTRACT	NO. 60	W70
	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A			



TYPICAL CROSSWALK MARKING

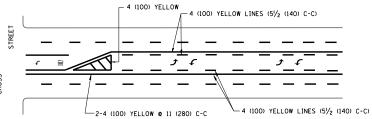


4' (1.2 m) WIDE MEDIANS ONLY

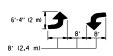


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

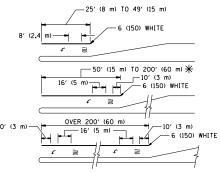


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS,



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

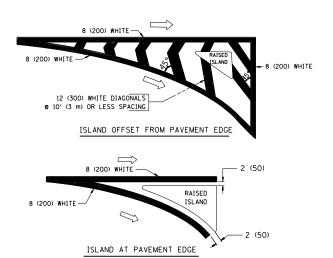


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) ONLY AREA = 20.8 SO. FT. (1.9 m²)

* 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 ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

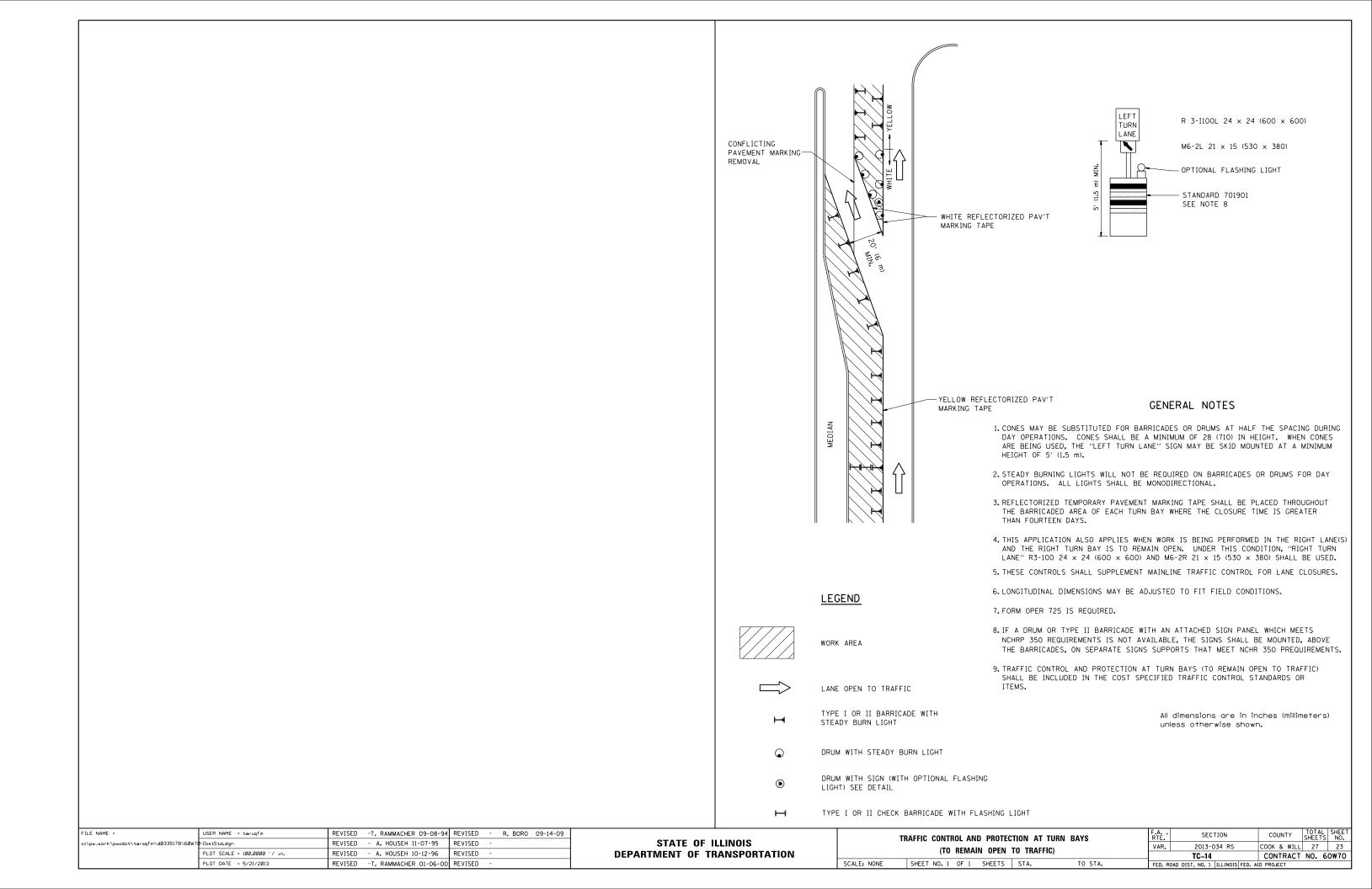
TYPE OF MARKING	WIDTH OF LINE			CDACING / DEMARKS
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE 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))

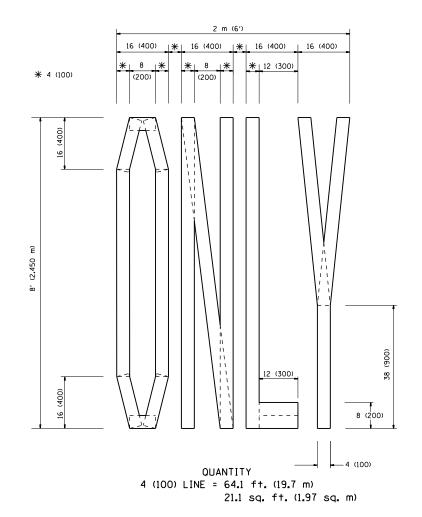
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

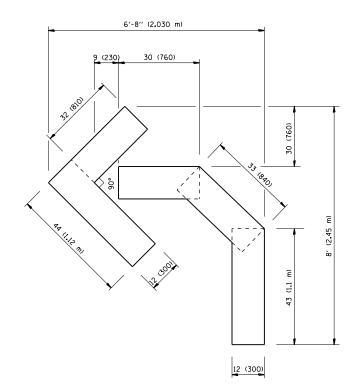
All dimensions are in inches (millimeters) unless otherwise shown.

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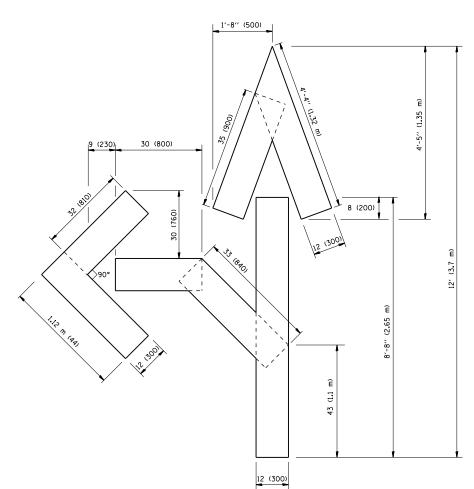
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- 1		PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		TYPICAL PAVEMENT MARKINGS			CONTRACT	NO. 60	w70
l		PLOT DATE = 5/21/2013	DATE - 03-19-90	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROA	AD DIST. NO. 1 ILLINOIS FED. AI	.D PROJECT		







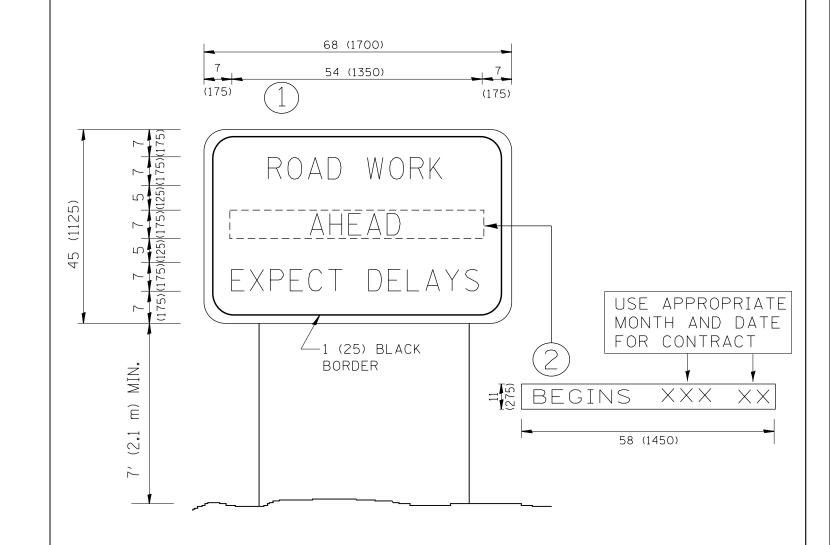
OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



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	F.A	SECTION	COUNTY TOTAL SHEET
c:\pw_work\pwidot\tariqfm\d0335178\60W70)-DistStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97	STATE OF ILLINOIS	FOR TRAFFIC STAGING	VAR.	2013-034 RS	COOK & WILL 27 24
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION	FUK TRAFFIC STAGING		TC-16	CONTRACT NO. 60W70
	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 FEE	. AID PROJECT



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.

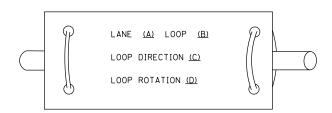
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c:\pw_work\pwidot\tariqfm\d0335178\60W	7 0 -DistStd.dgn	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	INFORMATION SIGN	VAR. 2013-034 RS	COOK & WILL 27 25
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 02-02-9	DEPARTMENT OF TRANSPORTATION	INFURIMATION SIGN	TC-22	CONTRACT NO. 60W70
	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AI	D PROJECT

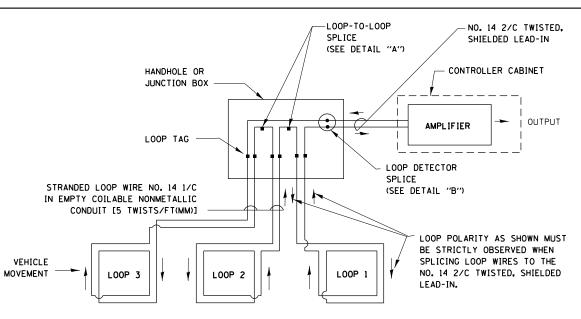
LOOP DETECTOR NOTES

- 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

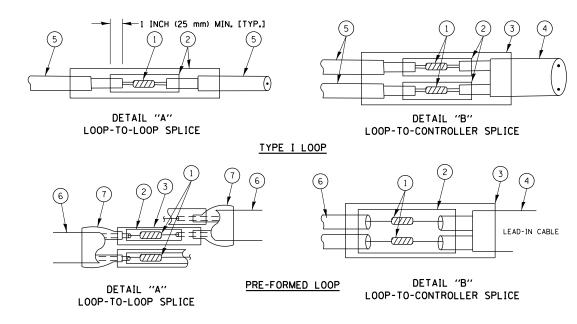


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.
- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

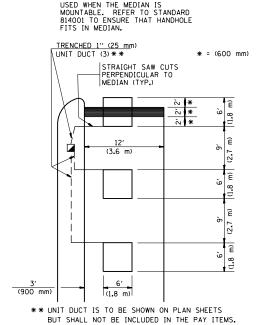
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STATE	OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

		DISTRICT (F.A RTE.	SECTION	COUNTY	TOTAL SHEETS			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS						2013-034 RS	COOK & WILL	27	26
						TS-05	CONTRACT	NO. 6	OW70
	SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	FED. R	OAD DIST. NO. 1 ILLINOIS FED. A	ID PROJECT		

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER. PAVED OR NON-PAVED SHOULDER * = (600 mm) * * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

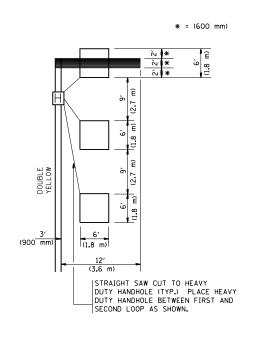
LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING) HANDHOLE LOCATION MAY VARY DEPRENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD



PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



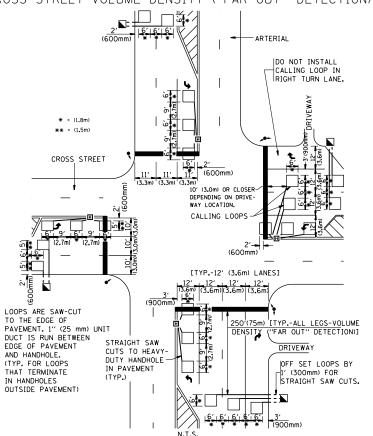
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

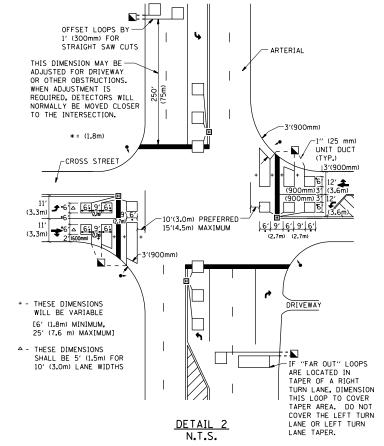
SCALE: NONE

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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

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





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.

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DETAIL

N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE! NO
		VAR.	2013-034 RS	COOK & WILL	27	27
		TS-07		CONTRACT NO. 60W7		
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