

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

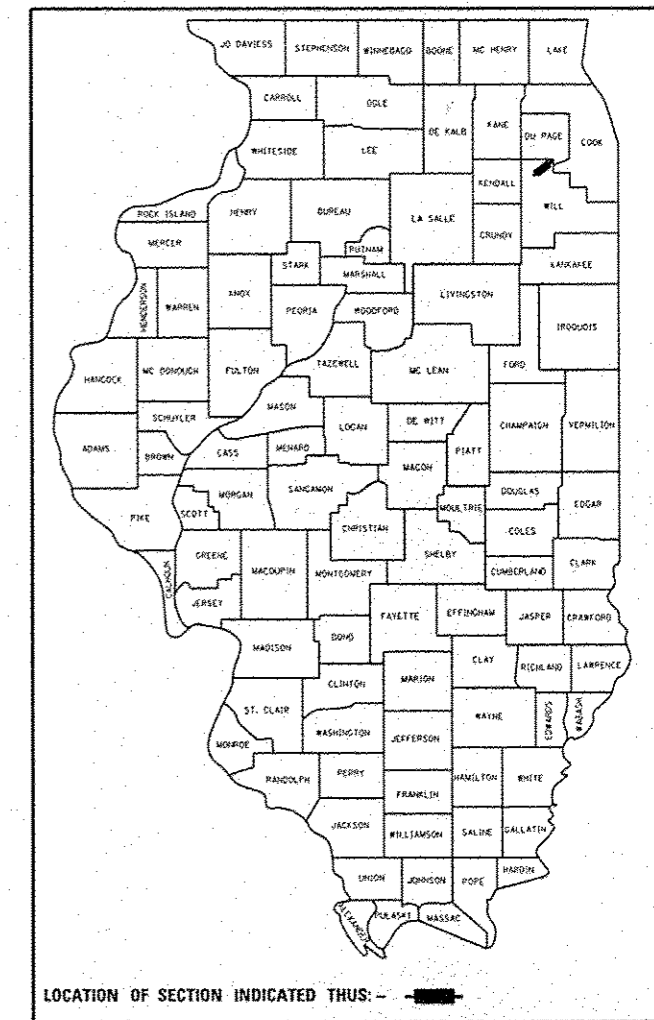
**PROPOSED
HIGHWAY PLANS**

**FAI 55: INTERSTATE 55
SOUTHBOUND BOLINGBROOK WEIGH STATION
SECTION: (99-1TWS-2)PP-1
WEIGH STATION PATCHING
WILL COUNTY**

C-91-125-14

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	199-1TWS-2)PP-1	WILL	14	1
		ILLINOIS	CONTRACT NO. 60X54	

D-91-125-14



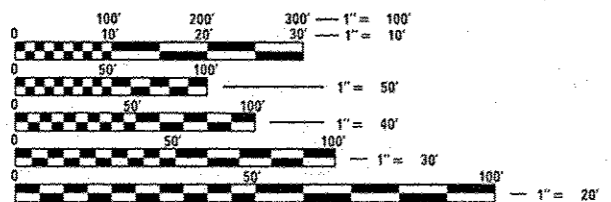
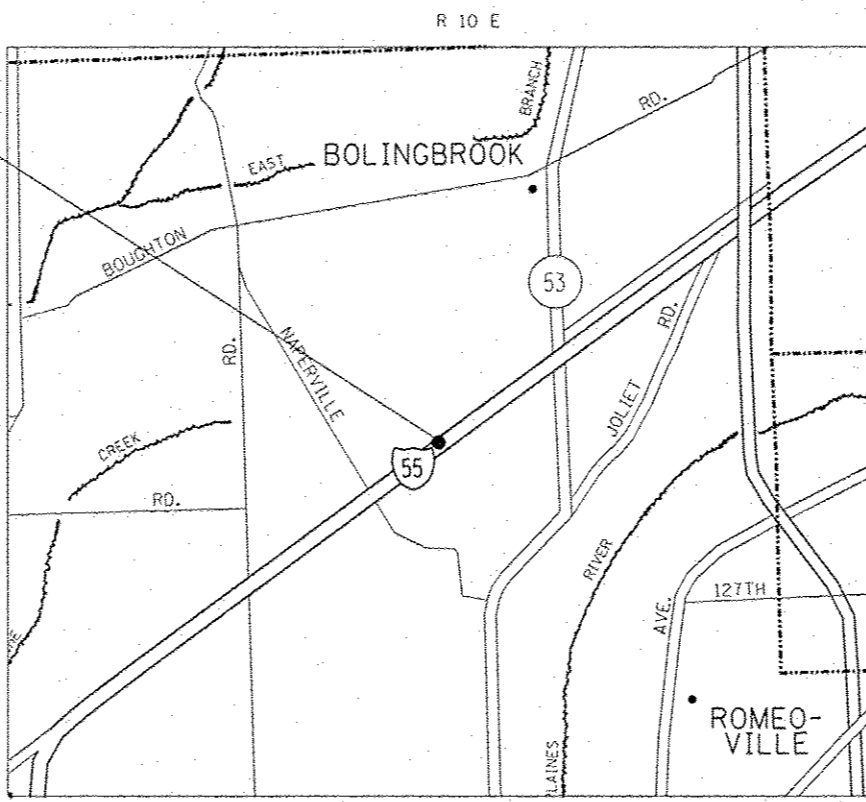
FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED IN THE VILLAGE OF BOLINGBROOK

TRAFFIC DATA

2012 ADT = 7,000
SPEED LIMIT = 30 MPH

IMPROVEMENT LOCATION



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: JEAN ALAIN MIDY (847) 221-3056
PROJECT MANAGER: ISSAM RAYYAN (847) 705-4178

GROSS AND NET LENGTH = 4100.00 FT. = 0.7765 MILE

CONTRACT NO. 60X54

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 7 20 14
John D. Baranzelli, PE, PE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 21 20 14
John D. Baranzelli, PE, PE
ENGINEER OF DESIGN AND ENVIRONMENT

March 21 20 14
Omer Osman, PE, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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- 10-11. MULTI LANE FREEWAY PAVEMENT MARKING (TC-12)
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13. PARTIAL RAMP CLOSURES (TC-17)
14. SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE
OPENINGS (TC-18)

STATE STANDARDS

- 420001-07 PAVEMENT JOINTS
- 420701-02 PAVEMENT FABRIC
- 442101-07 CLASS B PATCHES
- 701400-07 APPROACH TO LANCE CLOSURE FREEWAY/EXPRESSWAY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP
FOR SPEEDS > 45 MPH
- 701428 TRAFFIC CONTROL SET UP AND REMOVAL FREEWAY/EXPRESSWAY
- 701901-03 TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF BOLINGBROOK.

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

USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE 1/32 LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE) 9/32 DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

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

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

POLYUREA PAVEMENT MARKING APPLIES TO EXISTING PAVEMENT MARKING AFFECTED BY PATCHING.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE.

THE ENGINEER SHALL OBTAIN APPROVAL FROM THE DISTRICT ONE BUREAU CHIEF OF MAINTENANCE FOR ANY PROPOSED REVISIONS IN THE SCHEDULED PAVEMENT PATCHING LOCATIONS.

ANY DAMAGE TO THE ADJACENT GRASS AREAS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DRILL AND GROUT SHALL BE INCLUDED IN THE COST OF TIE BAR.

FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\p\work\p\p\dat\hardnettr\0370739\012514\shl-plan.dgn	DRAWN -	REVISED -	55			(99-1TWS-2)PP-1	WILL	14	2	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	CONTRACT NO. 60X54							
Default	PLOT DATE = 2/18/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	100% STATE TOTAL QUANTITIES	0005					CODE NO	ITEM	UNIT	TOTAL QUANTITIES					
42001300	PROTECTIVE COAT	SQ YD	895	895													
44201007	CLASS B PATCHES, TYPE II, 13 INCH	SQ YD	824	824													
44201013	CLASS B PATCHES, TYPE IV, 13 INCH	SQ YD	72	72													
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	718	718													
44201299	DOWEL BARS 1 1/2"	EACH	2220	2220													
44213100	PAVEMENT FABRIC	SQ YD	72	72													
44213200	SAW CUTS	FOOT	3616	3616													
44213202	TIE BARS 1"	EACH	40	40													
67100100	MOBILIZATION	L SUM	1	1													
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	931	931													
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	470	470													
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	150	150													
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)	L SUM	1	1													

*Specialty Item

FILE NAME: c:\pwworkspace\hardnet\0310739-012514-01.plt	USER NAME: hardnet	DESIGNED: -	REVISED: -
PLOT SCALE: 100,000 / 1"	CHECKED: -	DRAWN: -	REVISED: -
PLOT DATE: 2/10/2014	DATE: -	DATE: -	REVISED: -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-17WS-2)PP-1	WILL	14	3
CONTRACT NO. 60X54				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PATCHING SCHEDULE

STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA				DOWEL BARS 20017100 (Each)	SAW CUTS 44213200 (ft)	TIE BARS 44213202 (Each)	PAVEMENT FABRIC 44213100 (sq. yd)
					TYPE I (sq. yd)	TYPE II (sq. yd)	TYPE III (sq. yd)	TYPE IV (sq. yd)				
422+70	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
422+58	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
422+20	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
421+81	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
421+40	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
420+92	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
420+57	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
420+17	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
419+78	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
419+35	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
418+98	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
418+59	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
418+23	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
418+14	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
417+81	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
417+37	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
416+98	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
416+54	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
416+19	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
415+79	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
415+38	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
415+00	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
414+56	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
414+19	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
413+78	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
413+38	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
412+19	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
411+79	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
411+37	SB	Entrance	6	19	0.0	12.7	0.0	0.0	36	69.0	0	0.0
410+96	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
410+60	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
410+17	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
409+33	SB	Entrance	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
SHEET TOTALS					0.0 (sq. yd)	354.0 (sq. yd)	0.0 (sq. yd)	0.0 (sq. yd)	932 (Each)	1989.0 (ft)	0.0 (Each)	0.0 (sq. yd)

PATCHING SCHEDULE

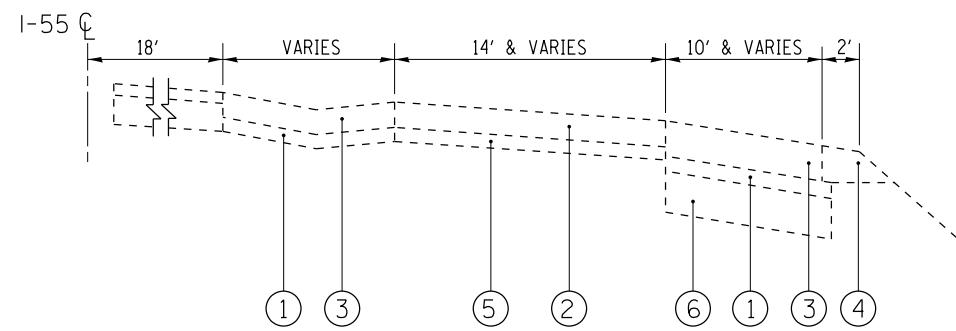
STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA				DOWEL BARS 20017100 (Each)	SAW CUTS 44213200 (ft)	TIE BARS 20075300 (Each)	PAVEMENT FABRIC 44213100 (sq. yd)
					TYPE I (sq. yd)	TYPE II (sq. yd)	TYPE III (sq. yd)	TYPE IV (sq. yd)				
407+80	SB	Bypass	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
407+50	SB	Bypass	24	16	0.0	0.0	0.0	42.7	28	96.0	24	42.7
406+99	SB	Bypass	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
SHEET TOTALS					0.0 (sq. yd)	106.7 (sq. yd)	0.0 (sq. yd)	42.7 (sq. yd)	308 (Each)	696.0 (ft)	24.0 (Each)	42.7 (sq. yd)

PATCHING SCHEDULE

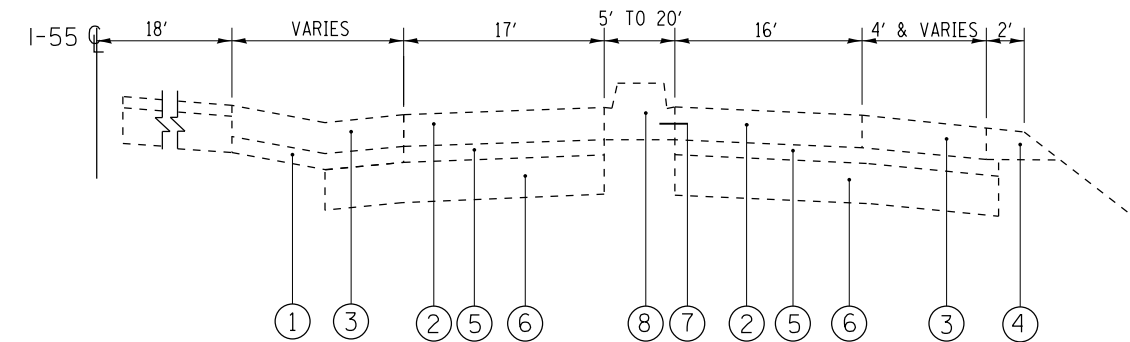
STATION	DIRECTION	LANE	LENGTH (ft)	WIDTH (ft)	PATCH AREA				DOWEL BARS 20017100 (Each)	SAW CUTS 44213200 (ft)	TIE BARS 44213202 (Each)	PAVEMENT FABRIC 44213100 (sq. yd)
					TYPE I (sq. yd)	TYPE II (sq. yd)	TYPE III (sq. yd)	TYPE IV (sq. yd)				
408+56	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
408+23	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
407+81	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
407+44	SB	Scale	16	16	0.0	0.0	0.0	28.4	28	80.0	16	28.4
406+99	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
406+62	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
406+07	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
405+64	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
405+29	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
404+86	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
404+50	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
404+05	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
403+61	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
403+25	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
402+82	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
402+51	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
402+38	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
402+10	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
401+98	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
401+70	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
401+28	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
400+87	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
400+44	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
400+08	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
399+65	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
399+27	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
398+81	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
398+43	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
398+00	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
397+61	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
396+82	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
396+46	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
396+01	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
397+81	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
398+75	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
386+59	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
386+20	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
385+80	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
385+41	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
385+00	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
384+64	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
383+79	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
382+60	SB	Scale	6	16	0.0	10.7	0.0	0.0	28	60.0	0	0.0
SHEET TOTALS					0.0 (sq. yd)	448.0 (sq. yd)	0.0 (sq. yd)	28.4 (sq. yd)	1204 (Each)	2600.0 (ft)	16.0 (Each)	28.4 (sq. yd)

FINAL TOTALS

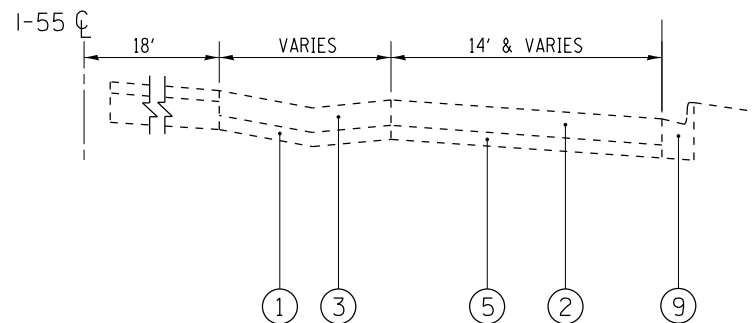
Lane	PATCH AREA				DOWEL BARS 20017100 (Each)	SAW CUTS 44213200 (ft)	TIE BARS 44213202 (Each)	PAVEMENT FABRIC 44213100 (sq. yd)
	TYPE I (sq. yd)	TYPE II (sq. yd)	TYPE III (sq. yd)	TYPE IV (sq. yd)				
Entrance	0.0	354.0	0.0	0.0	932.0	1989.0	0.0	0.0
Bypass	0.0	21.3	0.0	42.7	84.0	216.0	24.0	42.7
Scale	0.0	448.0	0.0	28.4	1204.0	2600.0	16.0	28.4
FINAL TOTAL	0.0	823.3	0.0	71.1	2220.0	3616.0	40.0	71.1



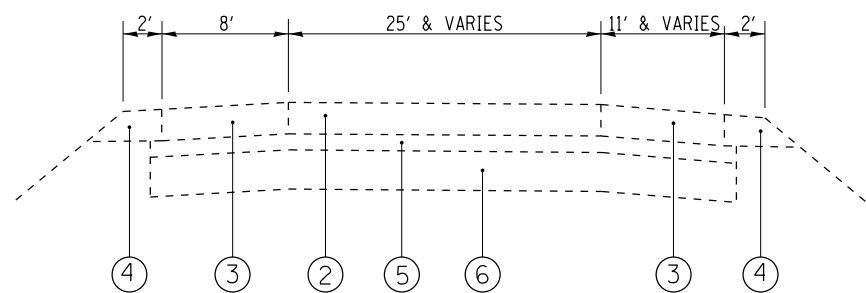
TYPICAL SECTION
I-55 SB BOLINGBROOK WEIGH STATION
 STA. 382+60 TO STA. 384+55
 STA. 409+05 TO STA. 411+30
 STA. 420+20 TO STA. 422+70



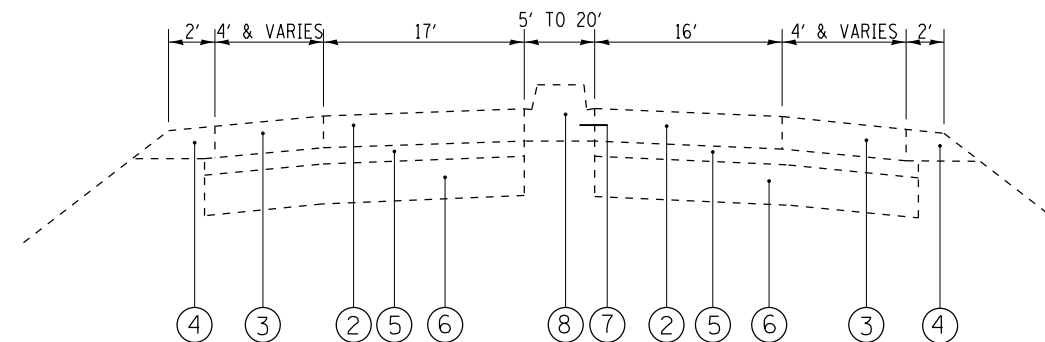
TYPICAL SECTION
I-55 SB BOLINBROOK WEIGH STATION
 STA. 404+50 TO STA. 409+05



TYPICAL SECTION
I-55 SB BOLINGBROOK WEIGH STATION
 STA. 411+30 TO STA. 420+20



TYPICAL SECTION
I-55 SB BOLINGBROOK WEIGH STATION
 STA. 384+55 TO STA. 393+60



TYPICAL SECTION
I-55 SB BOLINBROOK WEIGH STATION
 STA. 393+60 TO STA. 404+50

LEGEND

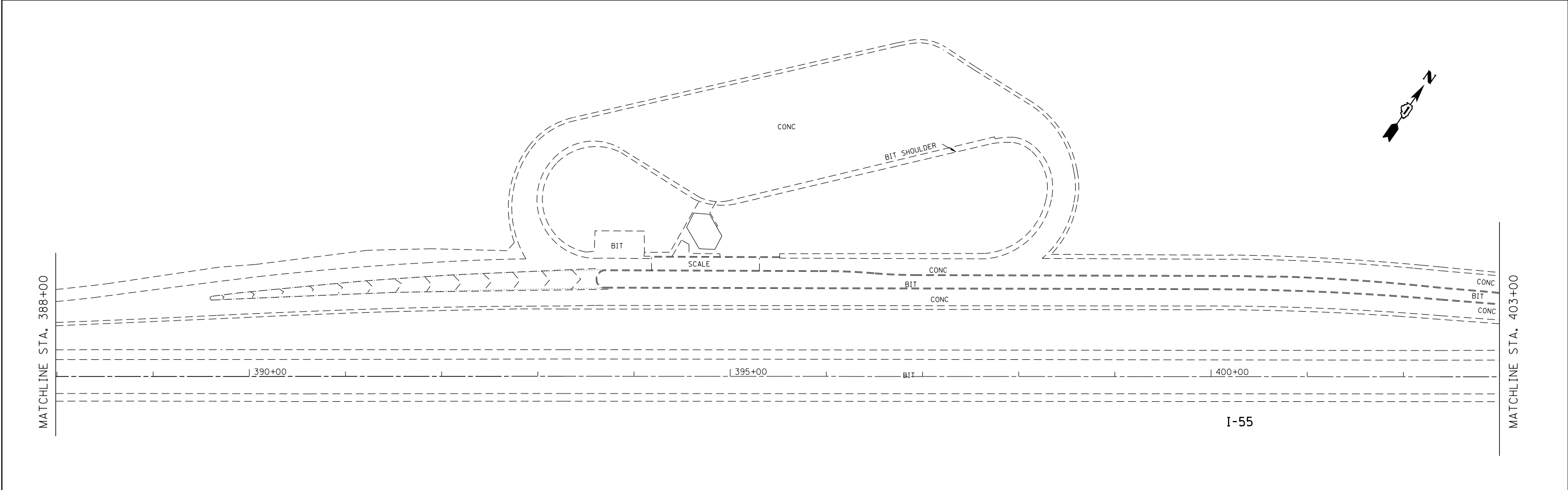
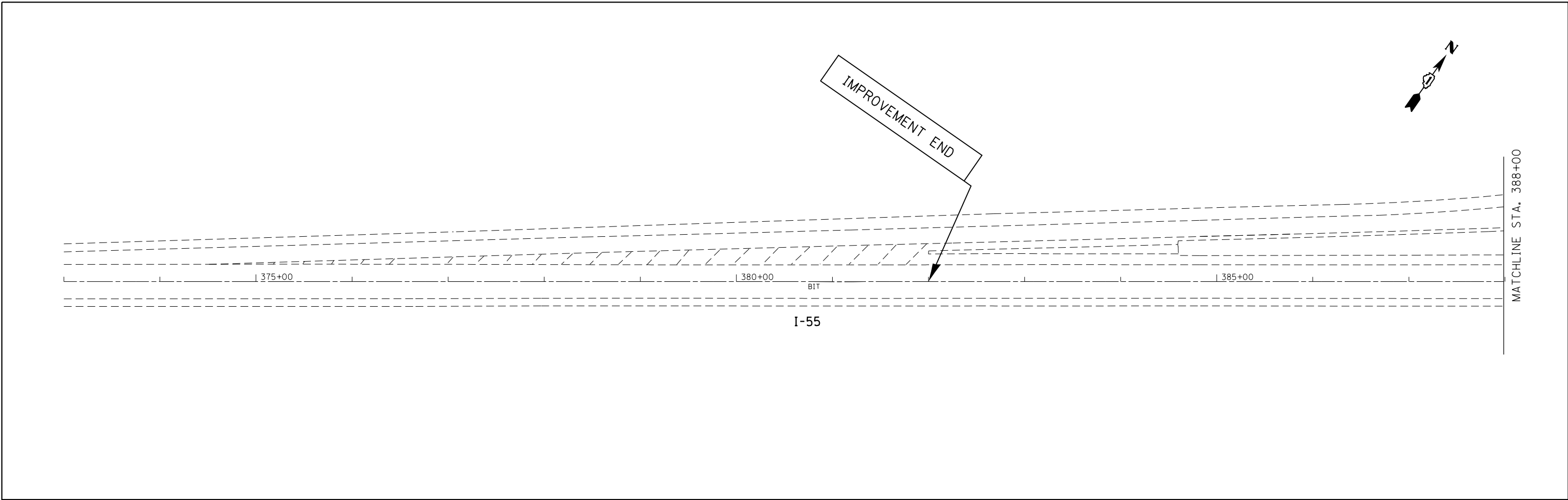
- ① EXIST. STABILIZED SUB-BASE, 4"
- ② EXIST. P.C.C. PAVT., 13" (HINGE JOINTED)
- ③ EXIST. BIT. SHOULDER, 8"
- ④ EXIST. AGGR. SHOULDER, TYPE A, 10"
- ⑤ EXIST. BIT. BASE CSE., 4"
- ⑥ EXIST. AGGR. SUBGRADE, 12"
- ⑦ EXIST. #8 TIE BAR
- ⑧ EXIST. MEDIAN
- ⑨ EXIST. CURB & GUTTER

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -
ct:\pw\work\p\idot\hardnettbr\d0370739\0	12514-sh-t-plan.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 109.1152' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSTATE 55		TYPICAL SECTIONS	
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-1TWS-2)PP-1	WILL	14	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60X54	



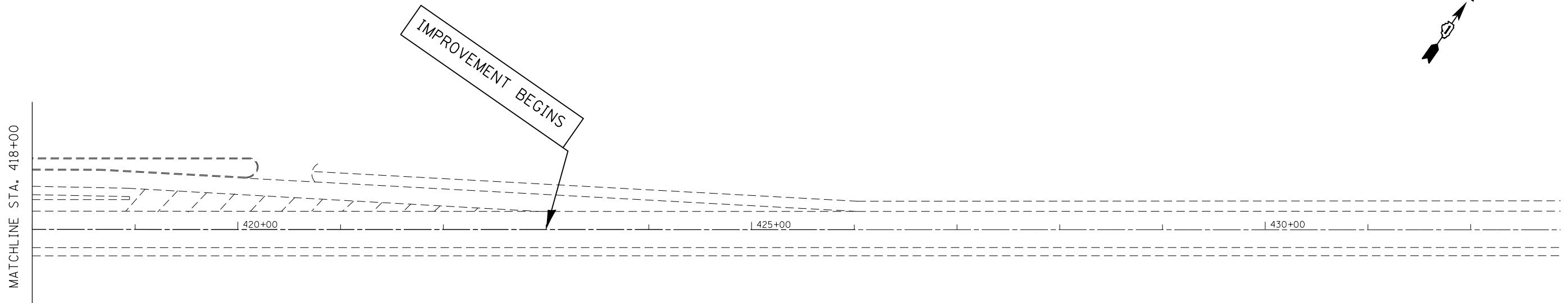
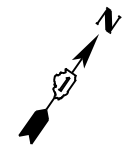
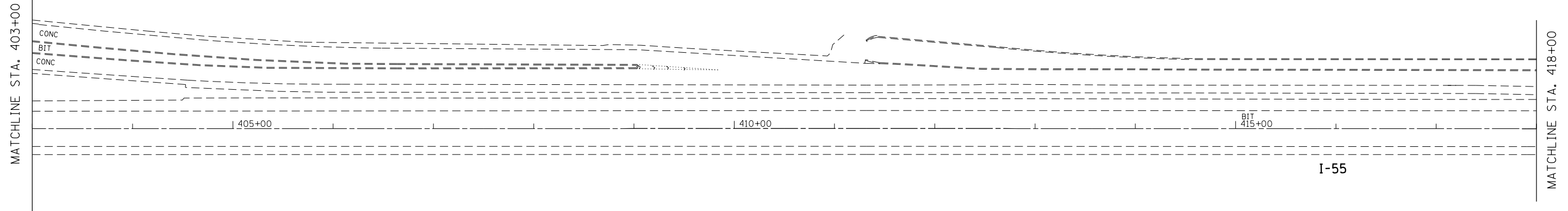
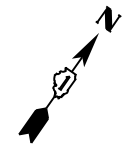
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
I-55 AT SOUTHBOUND BOLINGBROOK WEIGH STATION**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-1TWS-2)PP-1	WILL	14	6
CONTRACT NO. 60X54				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



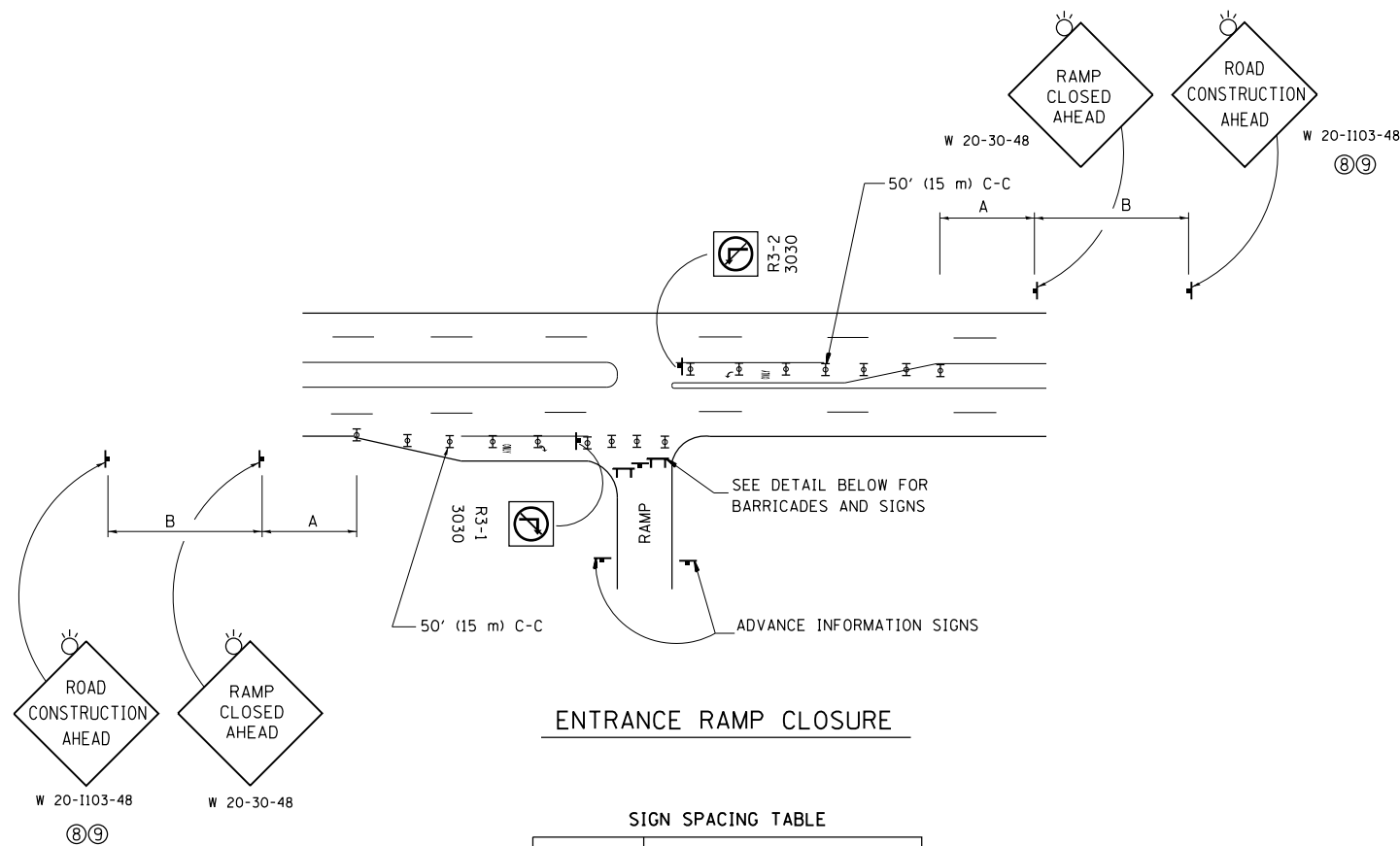
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
I-55 AT SOUTHBOUND BOLINGBROOK WEIGH STATION**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-1TWS-2)PP-1	WILL	14	7
CONTRACT NO. 60X54			ILLINOIS FED. AID PROJECT	

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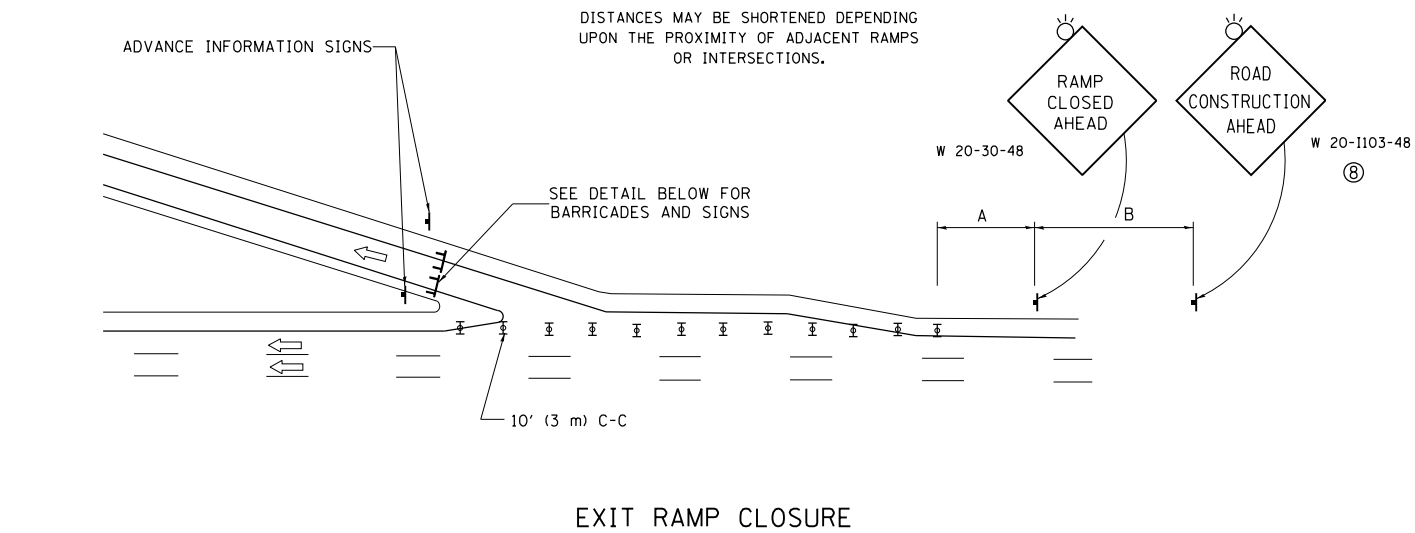


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

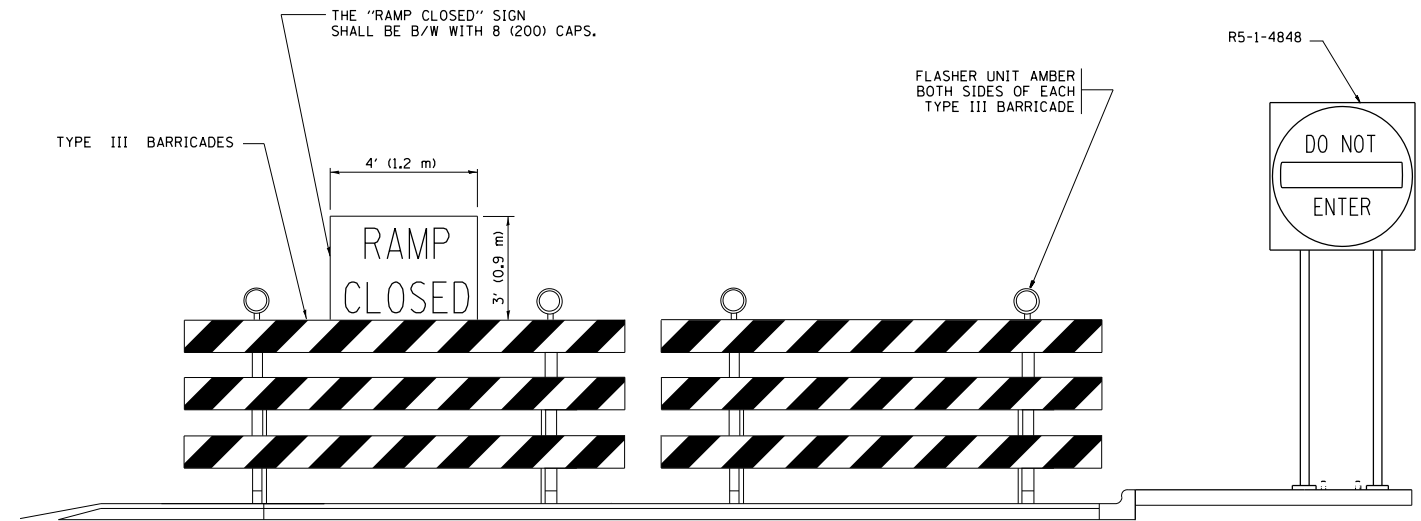
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

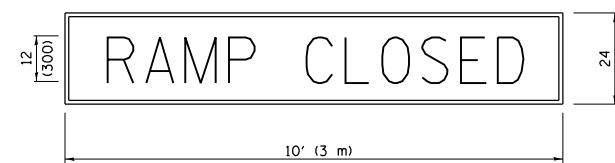
SYMBOLS

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



DETAIL FOR REQUIRED BARRICADES & SIGNS

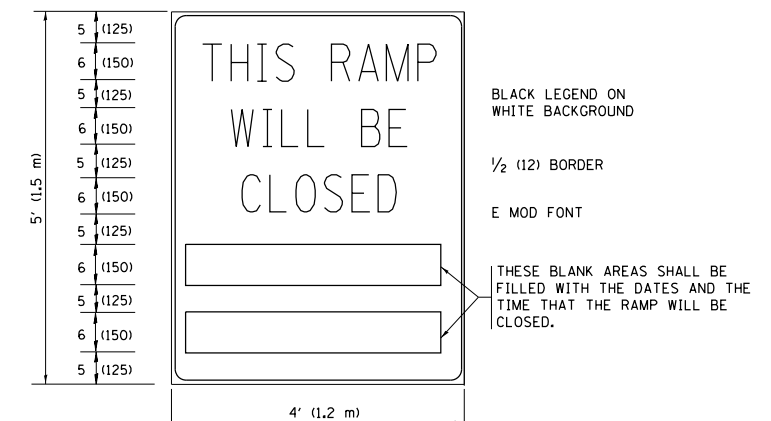
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

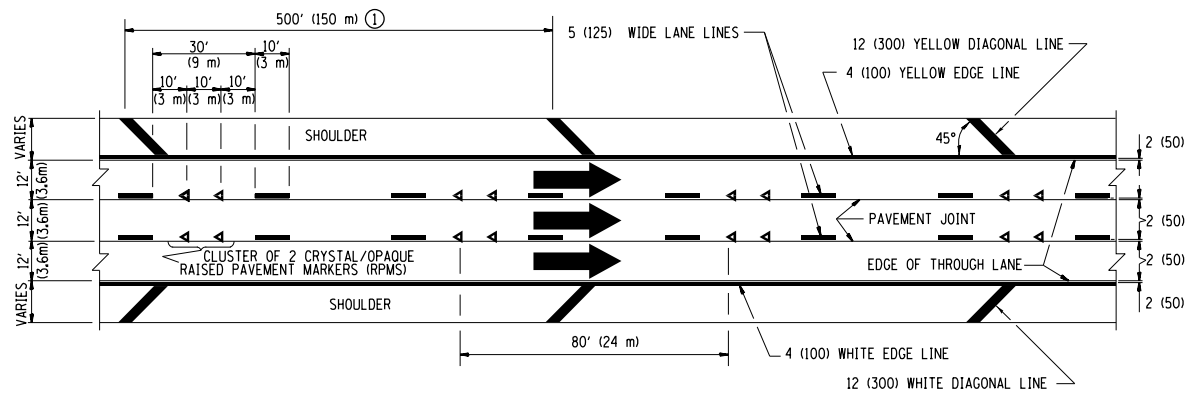
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 2/10/2014	DATE - 02-83	REVISED - MD 06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ENTRANCE AND EXIT RAMP CLOSURE DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

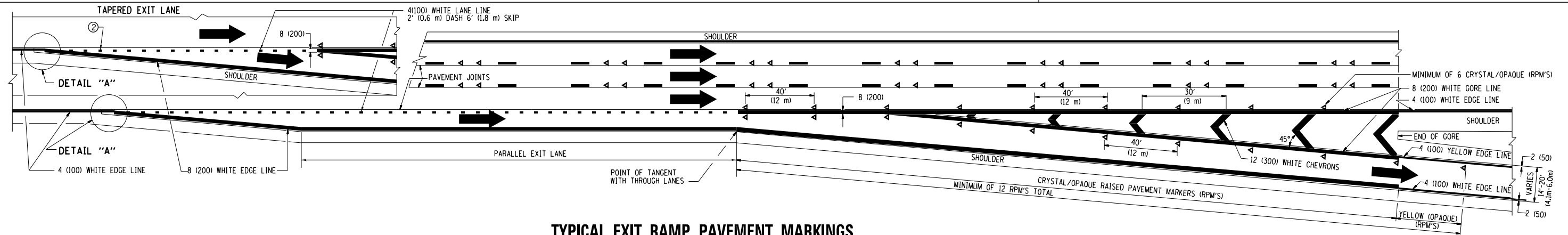
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55	(99-1TWS-2)PP-1	WILL	14	9
TC-08		CONTRACT NO. 60X54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



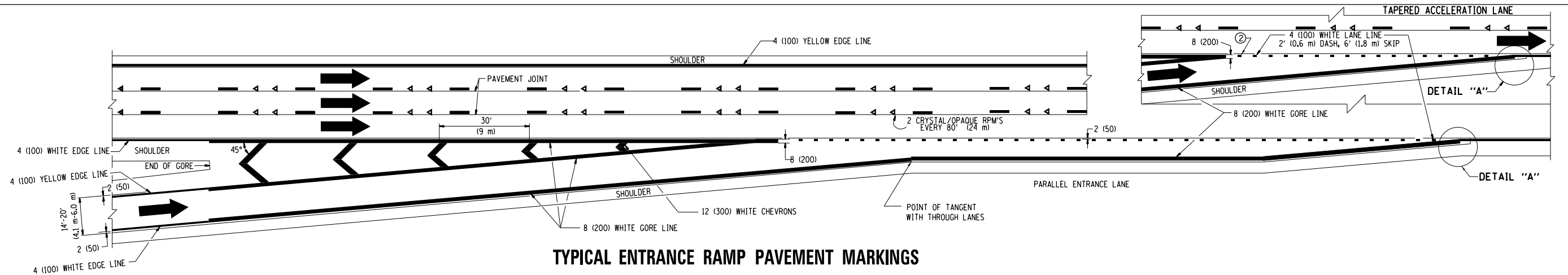
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

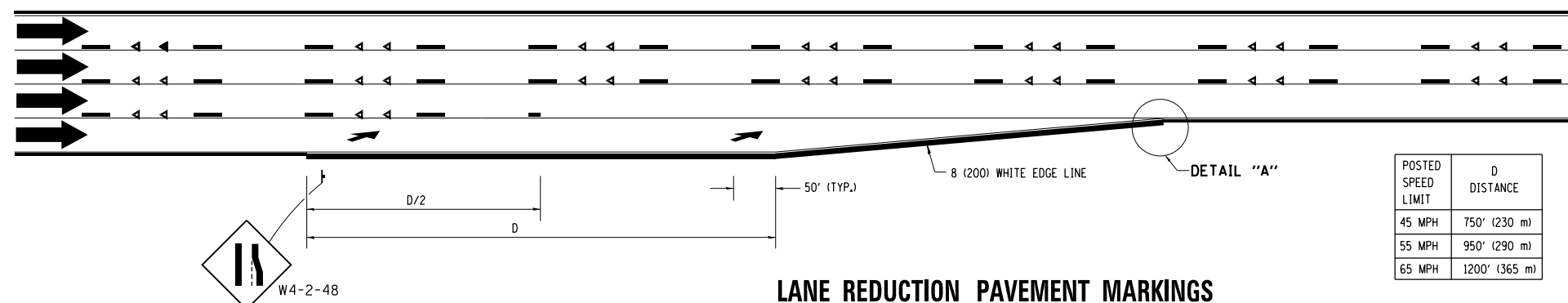
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



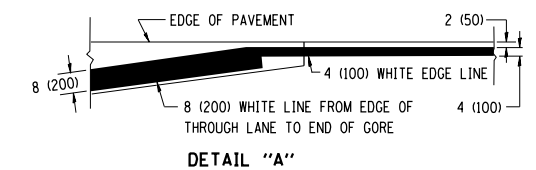
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS



NOTES:

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

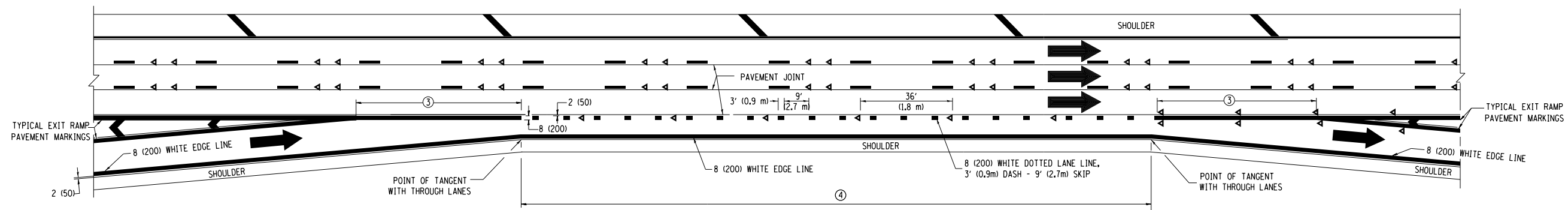
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

FILE NAME =	USER NAME = hardnettr	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
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	PLOT DATE = 2/10/2014	DATE - 01-90	REVISED - M.D. 05-13

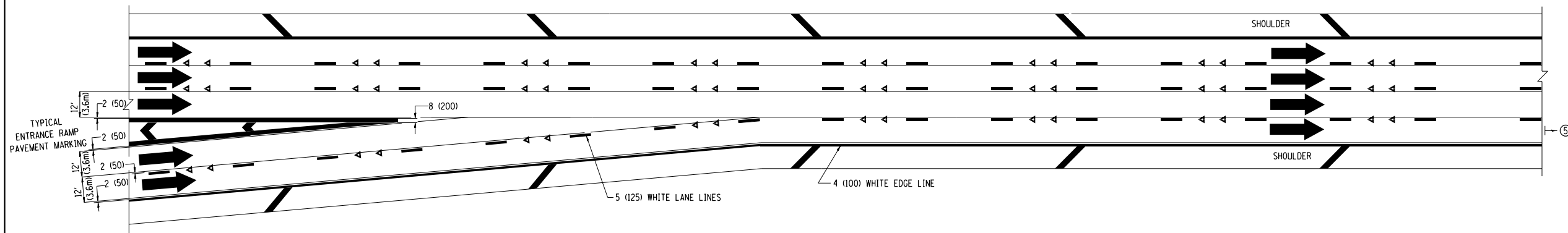
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

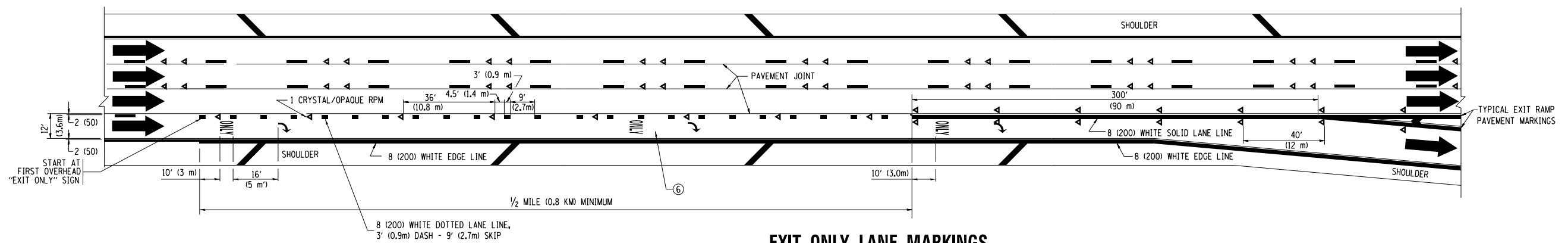
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TC-12			CONTRACT NO. 60X54	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



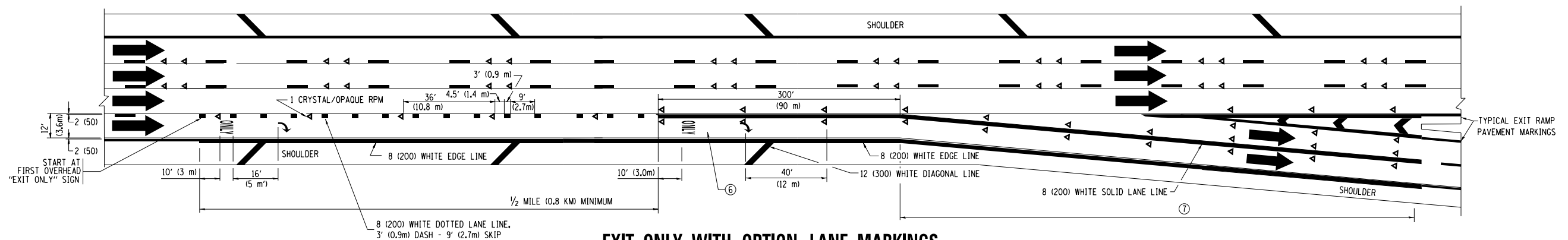
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

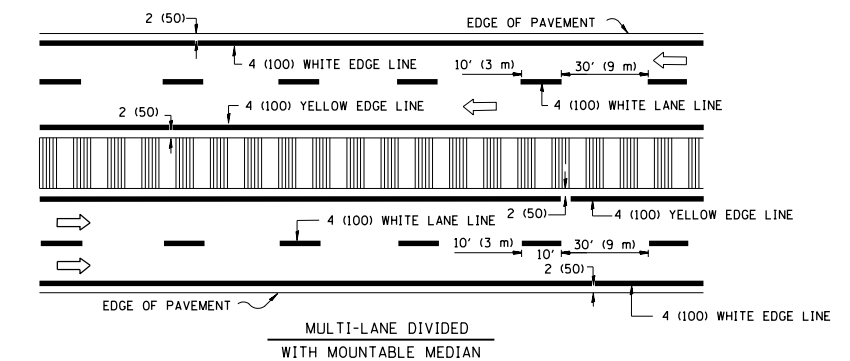
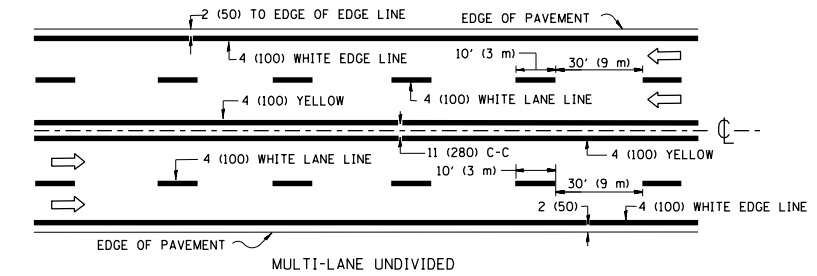
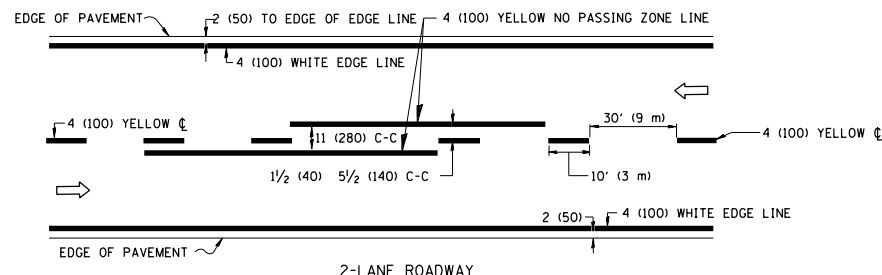
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME =	USER NAME = hardnettbr	DESIGNED - D.W.S.	REVISED - D.W.S. 07-96
ei:\pw\work\pmdot\hardnettbr\d0370739\012514-sh1-plan.dgn		DRAWN -	REVISED - J.A.F. 02-06
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	PLOT DATE = 2/10/2014	DATE - 01-90	REVISED - S.P.B. 01-10

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

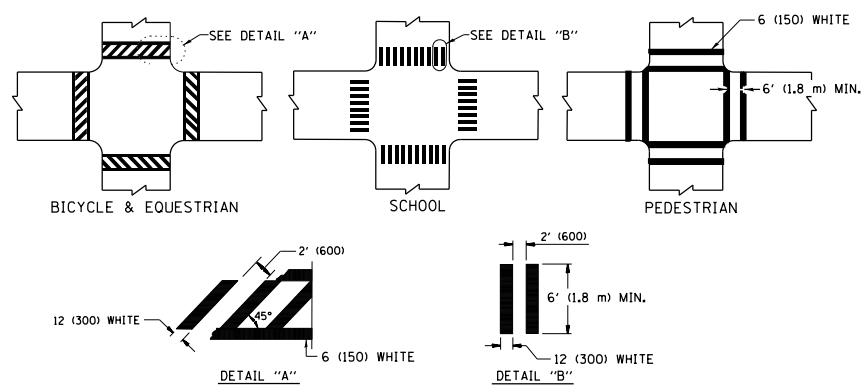
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-1TWS-2)PP-1	WILL	14	11
TC-12			CONTRACT NO. 60X54	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

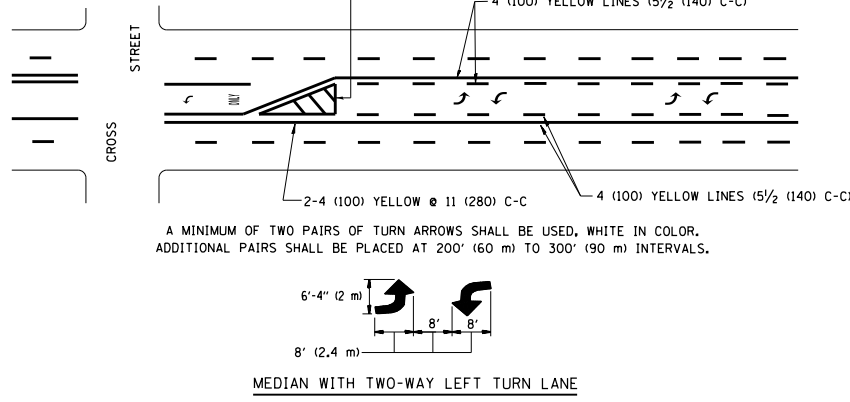
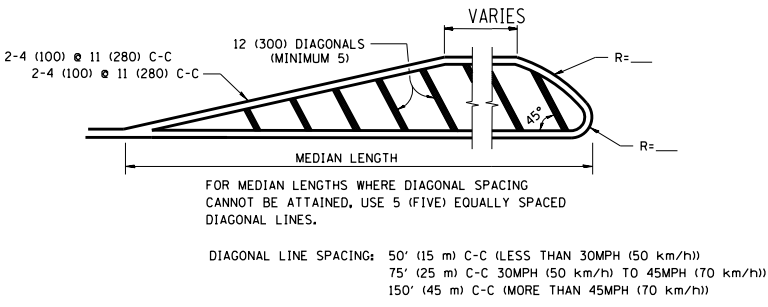
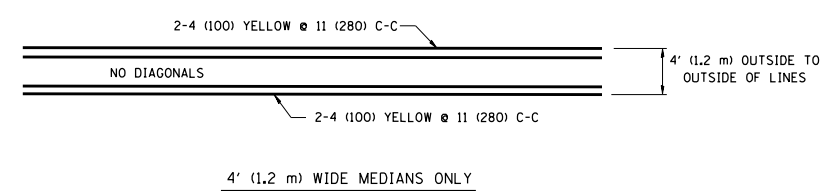


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

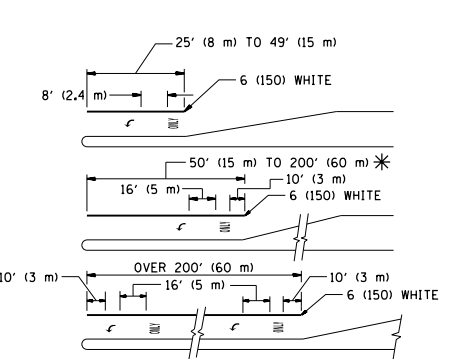


TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING

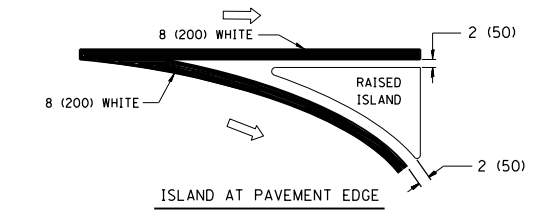
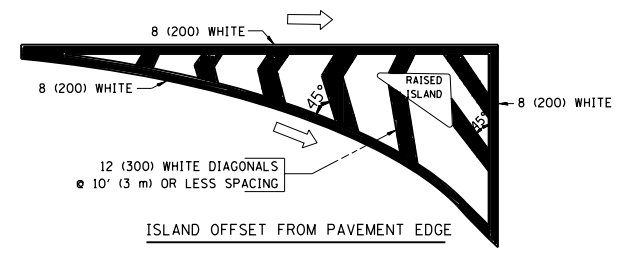
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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	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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) 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	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, 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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²) EACH
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 (OVER 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.

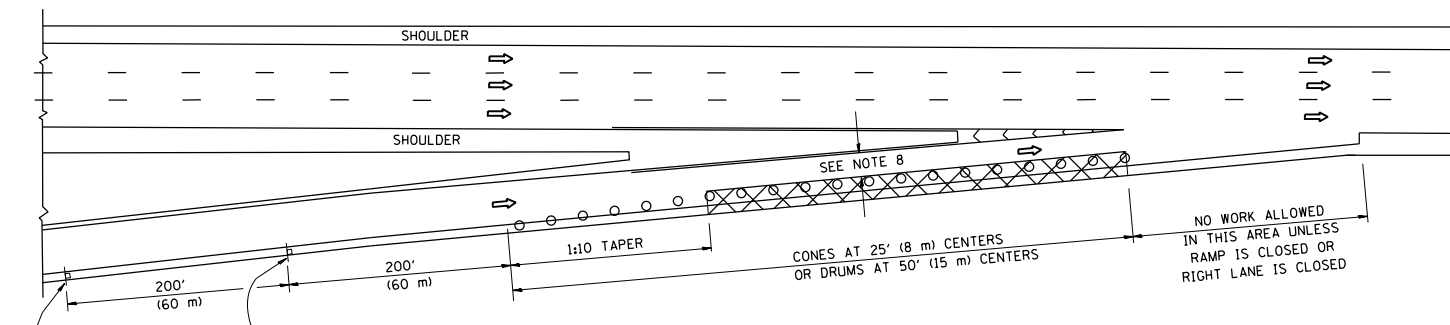
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

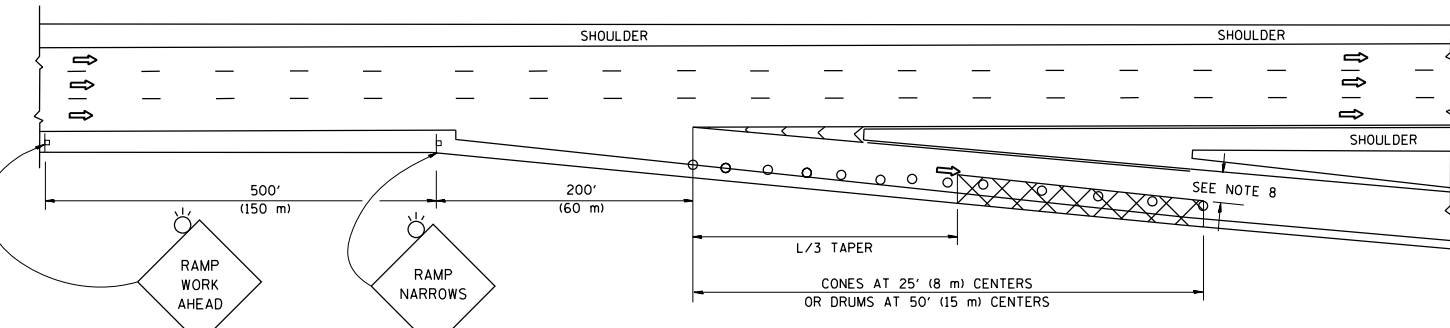
DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(99-1TWS-2)PP-1	WILL	14	12
TC-13		CONTRACT NO. 60X54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

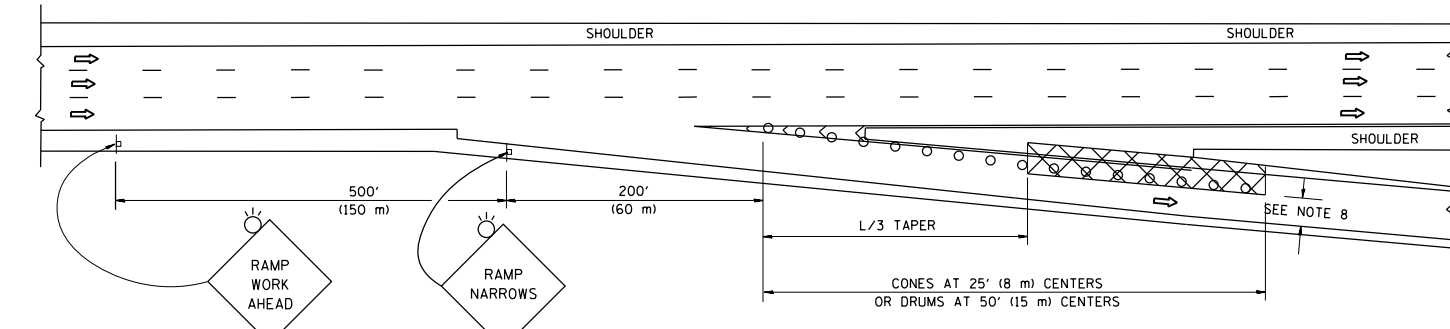
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

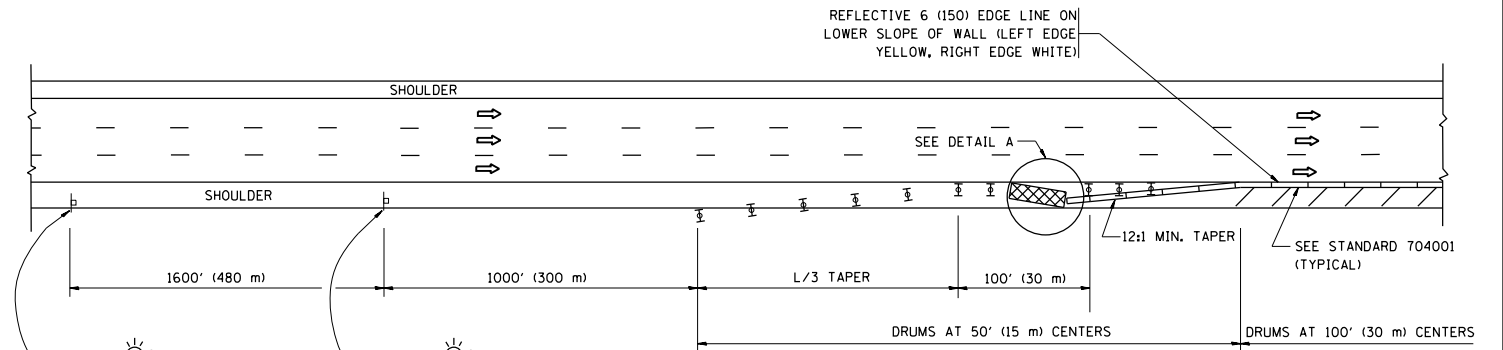
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

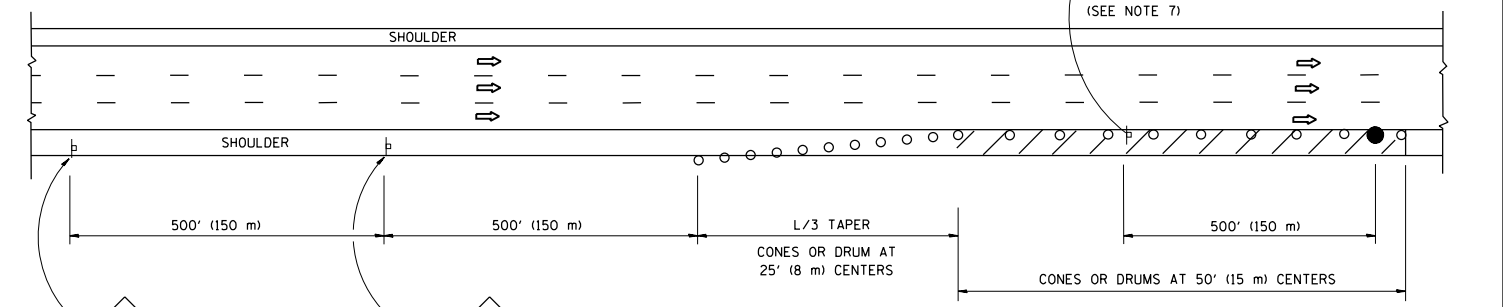
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

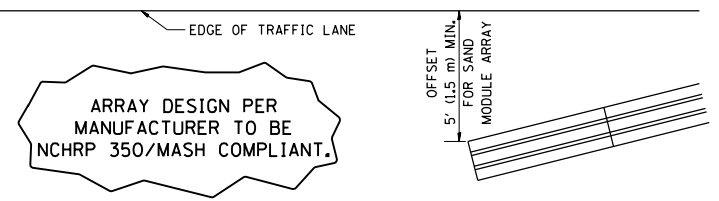


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

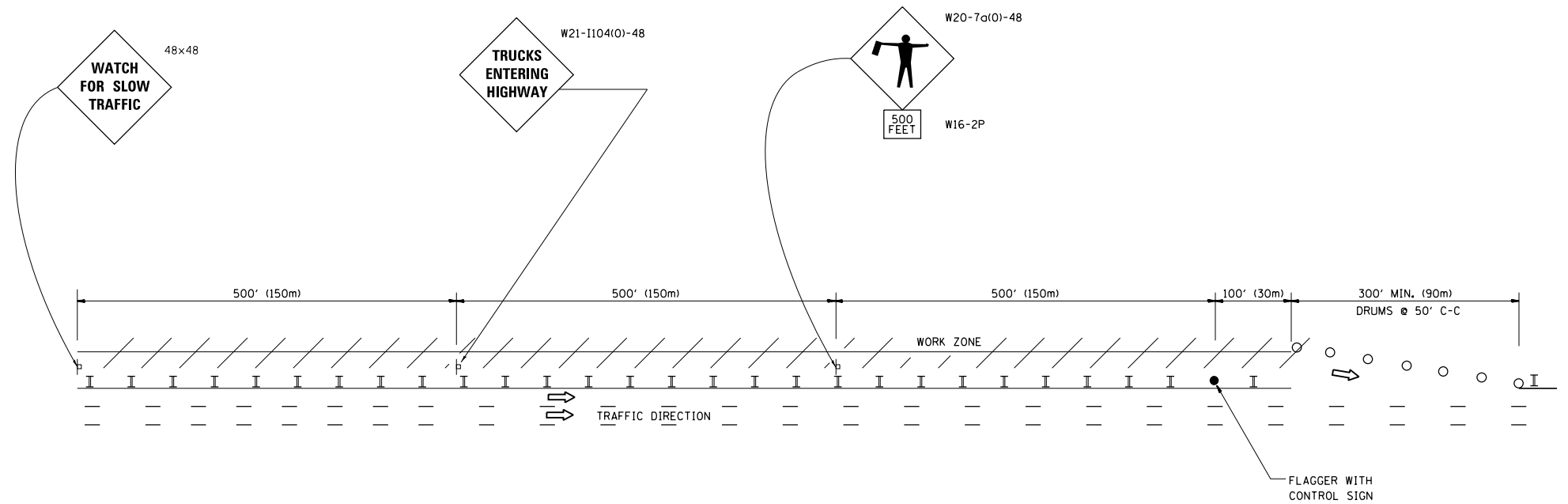
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL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

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

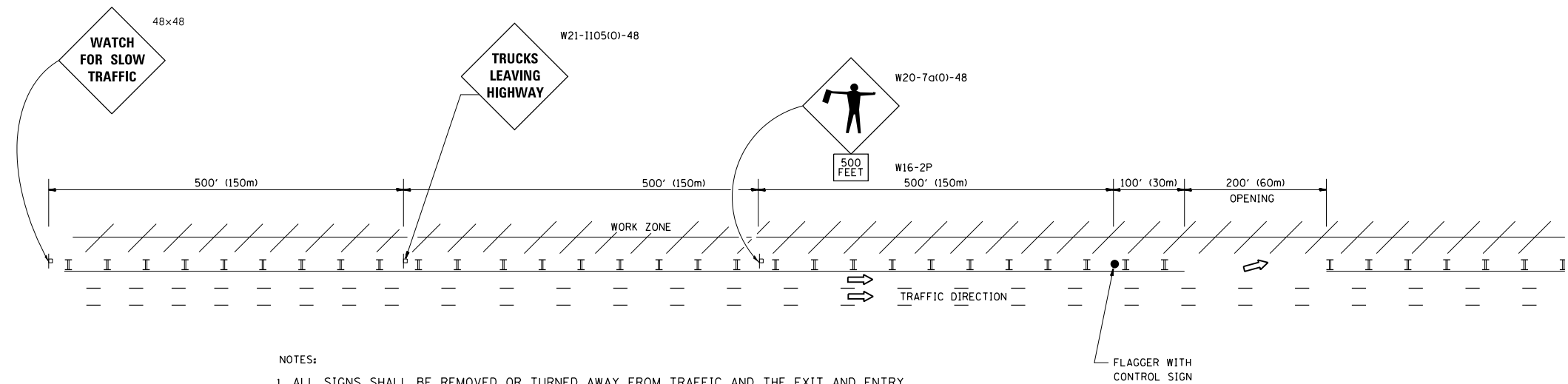
FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\hardnettr\d0370739\0	12514-sh-t-plen.dgn	DRAWN - D.W.S.	REVISED - S.P.B. 01-07		55	(99-1TWS-2)PP-1	WILL	14	13			
	PLOT SCALE = 101.2434' / in.	CHECKED -	REVISED - S.P.B. 12-09		TC-17			CONTRACT NO. 60X54				
	PLOT DATE = 2/10/2014	DATE - 11-96	REVISED - M.D. 06-13		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\hardnettbr\d0370739\0	12514-sh-t-plan.dgn	DRAWN -	REVISED - S.P.B. 01-07			55	(99-1TWS-2)PP-1	WILL	14	14	
	PLOT SCALE = 101.1939' / in.	CHECKED -	REVISED - S.P.B. 12-09			TC-18		CONTRACT NO. 60X54			
	PLOT DATE = 2/10/2014	DATE -	REVISED - M.D. 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					