06-13-14 LETTING ITEM 039

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	1
	ILLINOIS	CONTRACT NO. 60Y14		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

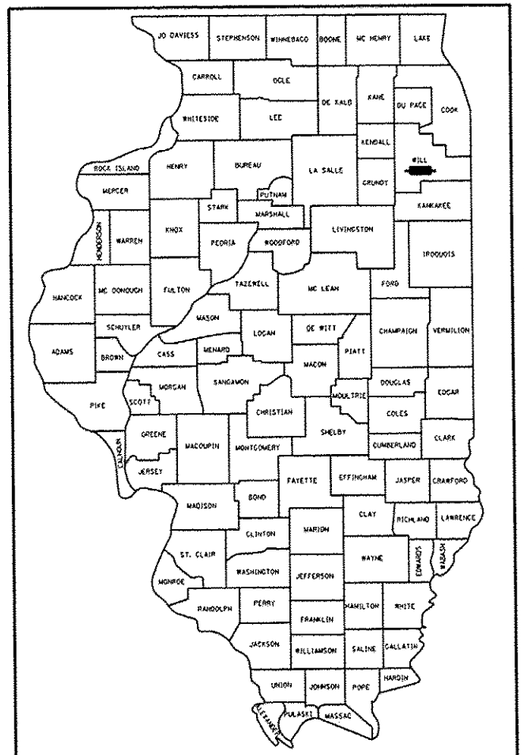
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN:
THE VILLAGE OF CHANNAHON
THE VILLAGE OF MANHATTAN
THE VILLAGE OF OSWEGO
THE VILLAGE OF PLAINFIELD
THE VILLAGE OF ROMEOVILLE
THE VILLAGE OF SHOREWOOD
THE CITY OF AURORA
THE CITY OF BRAIDWOOD
THE CITY OF CREST HILL
THE CITY OF JOLIET
THE CITY OF WILMINGTON

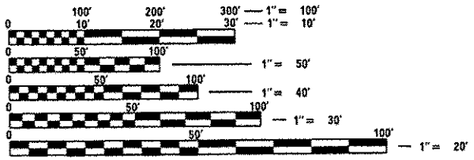
VARIOUS ROUTES
SECTION: 2014-028RS
VARIOUS LOCATIONS IN WILL COUNTY
INTERMITTENT RESURFACING
WILL COUNTY
C-91-304-14

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

D-91-304-14



LOCATION OF SECTION INDICATED THUS: –



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Apr. 13 20 14
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 9 20 14
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 14
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

CONTRACT NO. 60Y14

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701421-06	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\geq$ 45 MPH TO 55 MPH
701426-06	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-03	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ $N_{DES.}$	
INTERMITTENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm) 13" (3 LIFTS)	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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.
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

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 WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-4342 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

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	2
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 100% STATE 0005					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	54	54					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1075	1075					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4015	4015					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	35847	35847					
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	377	377					
44201831	CLASS D PATCHES, TYPE III, 15 INCH	SQ YD	190	190					
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	182	182					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	5728	5728					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1909	1909					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	257	257					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	62284	62284					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	721	721					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	50	50					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	100	100					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	275	275					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	814	814					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	814	814					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	342	342					
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	16301	16301					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	900	900					
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500					

* SPECIALTY ITEM

Ø 0042

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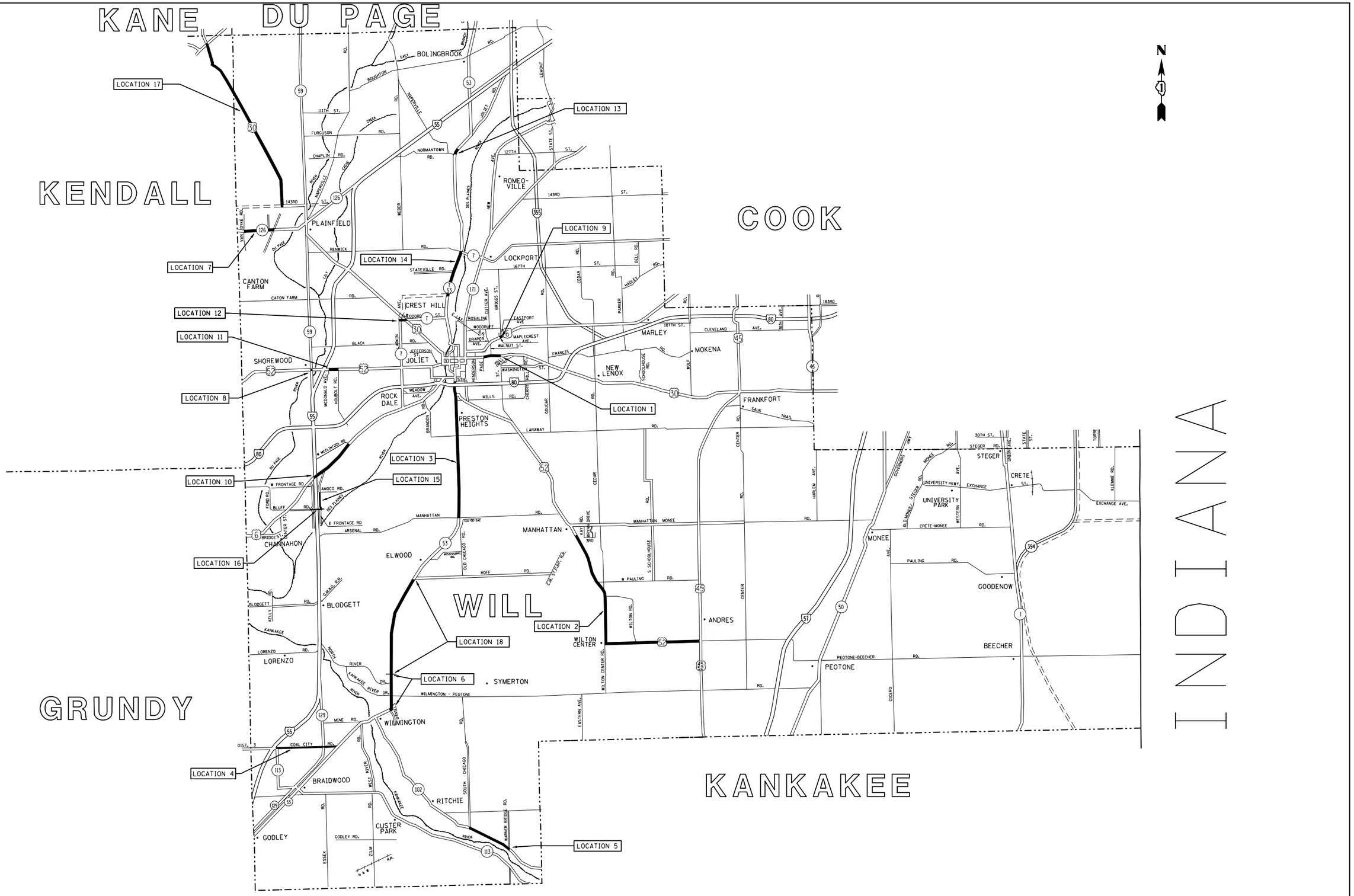
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES Rev.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	3
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			



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	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			VAR.	2014-028RS	WILL	26	4
Default	PLOT DATE = 4/4/2014	CHECKED -	REVISED -					CONTRACT NO. 60Y14		
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

	SUMMARY - WILL COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	US 30 (BRIGGS ST. TO PAGE ST.)	JOLIET	JOLIET	35-40 MPH	12,100 (2013)
LOC.2	US 52 (WHITSON ST. TO US 45)	MANHATTAN	MANHATTAN, PEOTONE, WILTON	35-55 MPH	9,350 (2013)
LOC.3	IL 53 (5TH ST. TO MANHATTAN RD.)	JOLIET	JACKSON, JOLIET	40-55 MPH	17,500 (2013)
LOC.4	COAL CITY RD. (IL 113 TO IL 53)	BRAIDWOOD, WILMINGTON	CUSTER, REED, WILMINGTON	45-55 MPH	3,700 (2012)
LOC.5	IL 102 (OLD CHICAGO RD. TO WARNER BRIDGE RD.)	UNINCORPORATED	ROCKVILLE, WESLEY	55 MPH	2,950 (2013)
LOC.6	IL 53 (SOUTH ARSENAL TO DANIELS LANE)	WILMINGTON	FLORENCE, WILMINGTON	35-55 MPH	16,100 (2013)
LOC.7	IL 126 / LOCK PORT ST. (NEW FARM RD. AT R.R. CROSSING TO VAN DYKE RD.)	PLAINFIELD	PLAINFIELD	40 MPH	15,800 (2013)
LOC.8	IL 59 (AT US 52)	SHOREWOOD	TROY	35 MPH	26,700 (2013)
LOC.9	US 6 (MAPLECREST AVE. TO EASTPORT AVE.)	UNINCORPORATED	JOLIET	35 MPH	8,400 (2013)
LOC.10	US 6 (I-55 TO MCCLINTOCK ROAD)	CHANNAHON, JOLIET	CHANNAHON, TROY	40-50 MPH	9,450 (2013)
LOC.11	US 52 (MCDONALD AVE. TO HOUBOLT RD.)	JOLIET, SHOREWOOD	TROY	40-45 MPH	24,600 (2013)
LOC.12	IL 7 / THEODORE ST. (LARKIN AVE. TO US 30/PLAINFIELD RD.)	CREST HILL, JOLIET	JOLIET, LOCKPORT	35 MPH	12,900 (2011)
LOC.13	NB IL 53 (NORMANTOWN RD. TO RIDGEWOOD AVE.)	ROMEOVILLE	DUPAGE	40 MPH	27,500 (2013)
LOC.14	IL 53 (RENWICK RD. TO CATON FARM RD.)	CREST HILL, ROMEOVILLE	LOCKPORT	45 MPH	21,500 (2013)
LOC.15	I-55 EAST FRONTAGE RD. (BLUFF RD. TO AMOCO RD.)	CHANNAHON	CHANNAHON	N/A	3,200 (2013)
LOC.16	BLUFF RD. (W. FRONTAGE RD. TO E. FRONTAGE RD.)	CHANNAHON	CHANNAHON	N/A	5,150 (2013)
LOC.17	US 30 (143RD ST. TO OGDEN AVE.)	AURORA, OSWEGO, PLAINFIELD	OSWEGO, PLAINFIELD, WHEATLAND	50-55 MPH	21,100 (2013)
LOC.18	IL 53 (S. ARSENAL RD. TO HOFF ROAD)	WILMINGTON	FLORENCE, JACKSON, WILMINGTON	55 MPH	7,750 (2013)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE INFORMATION
VARIOUS LOCATIONS IN WILL COUNTY

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	5
		CONTRACT NO. 60Y14		
	ILLINOIS	FED. AID PROJECT		

		HMA 2" MILL & RESURFACE (SY)
	SUMMARY - WILL COUNTY ARTERIAL ROUTES	
LOC.1	US 30 (BRIGGS ST. TO PAGE ST.)	299
LOC.2	US 52 (WHITSON ST. TO US 45)	1,701
LOC.3	IL 53 (5TH ST. TO MANHATTAN RD.)	1,118
LOC.4	COAL CITY RD. (IL 113 TO IL 53)	2,084
LOC.5	IL 102 (OLD CHICAGO RD. TO WARNER BRIDGE RD.)	749
LOC.6	IL 53 (SOUTH ARSENAL TO DANIELS LANE)	460
LOC.7	IL 126 / LOCK PORT ST. (NEW FARM RD. AT R.R. CROSSING TO VAN DYKE RD.)	936
LOC.8	IL 59 (AT US 52)	1,633
LOC.9	US 6 (MAPLECREST AVE. TO EASTPORT AVE.)	3,752
LOC.10	US 6 (I-55 TO MCCLINTOCK ROAD)	2,941
LOC.11	US 52 (MCDONALD AVE. TO HOUBOLT RD.)	3,280
LOC.12	IL 7 / THEODORE ST. (LARKIN AVE. TO US 30/PLAINFIELD RD.)	404
LOC.13	NB IL 53 (NORMANTOWN RD. TO RIDGEWOOD AVE.)	352
LOC.14	IL 53 (RENWICK RD. TO CATON FARM RD.)	3,608
LOC.15	I-55 EAST FRONTAGE RD. (BLUFF RD. TO AMOCO RD.)	324
LOC.16	BLUFF RD. (W. FRONTAGE RD. TO E. FRONTAGE RD.)	157
LOC.17	US 30 (143RD ST. TO OGDEN AVE.)	12,049
	WILL COUNTY ARTERIAL INTERMITTENT RESURFACING TOTAL =	35847 SY
✳ LOC.18	IL 53 (S. ARSENAL RD. TO HOFF ROAD)	749
	WILL COUNTY ARTERIAL FULL DEPTH PATCHING TOTAL =	749 SY

✳CLASS D PATCHING ONLY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF INTERMITTENT RESURFACING / PATCHING SCHEDULE
VARIOUS LOCATIONS IN WILL COUNTY

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	6
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			

ROUTE: US 30(Briggs Street to Page Avenue)

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)
Briggs Street		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	12	144	16
		WB	2	12	20	240	27
	Hebbard Street	WB	1	12	6	72	8
Hebbard Street		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	10	120	13
	Walnut Street	WB	2	12	6	72	8
Walnut Street		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	1	12	6	72	8
	PCC Joint W of Walnut St.	WB	2	12	6	72	8
PCC Joint W of Walnut St.		EB	1	12	6	72	8
	Walnut Street	EB	2	12	6	72	8
Walnut Street		EB	1	12	8	96	11
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
	Hebbard Street	EB	1	12	6	72	8
Hebbard Street		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Briggs Street	EB	1	12	6	72	8
		TOTALS:			**224**		**299**
					FT		**SY**

ROUTE: US 52 (US 45 to Whitson Street)

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)
US 45		WB	1	12	8	96	11
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	12	144	16
		WB	1	12	40	480	53
		WB	1	12	8	96	11
		WB	1	12	12	144	16
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	12	144	16
		WB	1	12	20	240	27

ROUTE: US 52 (US 45 to Whitson Street) (Continued)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	1	12	8	96	11
		WB	1	12	12	144	16
		WB	1	12	20	240	27
		WB	1	12	8	96	11
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		WB	1	12	6	72	8
		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	1	12	8	96	11
		WB	1	12	20	240	27
		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	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	10	120	13
		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	8	96	11
		WB	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	6	72	8
		WB	1	12	6	72	8
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		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	10	120	13
		WB	1	12	20	240	27
	Cedar Road	WB	1	12	40	480	53
Cedar Road		WB	1	12	8	96	11
		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	1	12	10	120	13
		WB	1	12	8	96	11
	Hoff Road	WB	1	12	10	120	13
Hoff Road	Bruns Road	WB	1	12	40	480	53

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 30 AND US 52

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	7
		CONTRACT NO. 60Y14		
		ILLINOIS FED. AID PROJECT		

ROUTE: US 52 (US 45 to Whitson Street) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Bruns Road		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
	2nd Street	WB	1	12	40	480	53
2nd Street		WB	1	12	12	144	16
	Whitson Street	WB	1	12	8	96	11
Whitson Street		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Bruns Road	EB	1	12	6	72	8
Bruns Road		EB	1	12	6	72	8
		EB	1	12	20	240	27
	Hoff Road	EB	1	12	6	72	8
Hoff Road		EB	1	12	6	72	8
		EB	1	12	20	240	27
		EB	1	12	6	72	8
		EB	1	12	40	480	53
		EB	1	12	6	72	8
	Cedar Road	EB	1	12	6	72	8
Cedar Road		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	20	240	27
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	(Fire Station)	EB	1	12	6	72	8
(Fire Station)		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	(Bridge)	EB	1	12	6	72	8
(Bridge)		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Quigley Road	EB	1	12	6	72	8
Quigley Road		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	12	144	16
		EB	1	12	12	144	16
		EB	1	12	8	96	11
		EB	1	12	6	72	8
	Elevator Road	EB	1	12	6	72	8
Elevator Road		EB	1	12	6	72	8
		EB	1	12	8	96	11
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	100	1200	133
		EB	1	12	6	72	8
	US 45	EB	1	12	6	72	8
		TOTALS:			**1276**		**1701**
					FT		**SY**

ROUTE: IL 53 (5th Avenue to Manhattan Road)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Patterson Road		SB	1	6	6	36	4
		SB	2	4	30	120	13
		SB	2	4	10	40	4
		SB	2	12	30	360	40
		SB	1	4	30	120	13
		SB	1	4	6	24	3
		SB	1	4	6	24	3
		SB	1	4	20	80	9
	Mills Road	SB	1	4	20	80	9
Mills Road		SB	1	4	6	24	3
		SB	2	4	20	80	9
		SB	2	4	15	60	7
		SB	1	12	8	96	11
		SB	1	4	20	80	9
		SB	2	4	15	60	7
		SB	1	4	10	40	4
		SB	1	4	10	40	4
		SB	1	4	15	60	7
		SB	1	12	30	360	40
		SB	2	4	12	48	5
		SB	2	4	15	60	7
		SB	1	4	10	40	4
		SB	2	4	30	120	13
		SB	2	4	30	120	13
		SB	2	4	20	80	9
		SB	1	12	30	360	40
		SB	2	4	8	32	4
		SB	1	4	15	60	7
		SB	1	4	10	40	4
		SB	2	4	10	40	4
		SB	2	4	10	40	4
		SB	2	4	10	40	4
	Laraway Road	SB	2	4	10	40	4
Laraway Road		SB	2	4	10	40	4
		SB	2	4	10	40	4
		SB	1	4	10	40	4
		SB	1	4	30	120	13
		SB	2	4	20	80	9
	Schweitzer Road	SB	2	12	6	72	8
Schweitzer Road		SB	2	6	70	420	47
		SB	2	4	175	700	78
		SB	2	4	35	140	16
		SB	2	4	10	40	4
		SB	2	4	25	100	11
		SB	2	4	10	40	4
		SB	2	4	20	80	9
		SB	2	4	10	40	4
		SB	2	4	15	60	7
		SB	2	4	35	140	16
		SB	2	4	50	200	22
		SB	1	12	6	72	8
	Millsdale Road	SB	2	12	10	120	13
Millsdale Road	W. Noel Road	SB	2	4	15	60	7
W. Noel Road		SB	2	4	85	340	38
	Manhattan Road	SB	2	4	25	100	11

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 52 AND IL 53

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	8
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 53 (5th Avenue to Manhattan Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Manhattan Road		NB	2	4	15	60	7
		NB	1	4	30	120	13
		NB	2	4	30	120	13
	W. Noel Road	NB	1	12	6	72	8
W. Noel Road		NB	1	4	20	80	9
		NB	1	4	15	60	7
		NB	1	4	10	40	4
		NB	2	6	40	240	27
		NB	2	6	25	150	17
		NB	2	4	80	320	36
		NB	2	12	20	240	27
	Millsdale Road	NB	2	6	10	60	7
Millsdale Road		NB	1	12	10	120	13
		NB	1	4	10	40	4
		NB	1	4	30	120	13
		NB	1	4	20	80	9
		NB	1	4	12	48	5
		NB	1	4	10	40	4
		NB	2	12	6	72	8
	Schweitzer Road	NB	2	4	15	60	7
Schweitzer Road	Laraway Road	NB	2	12	12	144	16
		NB	2	4	10	40	4
		NB	1	4	10	40	4
		NB	1	4	10	40	4
		NB	1	4	10	40	4
		NB	1	4	10	40	4
		NB	1	4	15	60	7
		NB	1	12	12	144	16
		NB	1	4	20	80	9
		NB	2	4	10	40	4
		NB	1	4	30	120	13
		NB	2	12	12	144	16
		NB	1	4	100	400	44
	Mills Road	NB	1	4	20	80	9
		NB	2	4	10	40	4
		NB	2	4	12	48	5
		NB	1	4	25	100	11
		NB	1	12	6	72	8
	Patterson Road	NB	2	4	10	40	4
		TOTALS:			**2032**		**1118**
					FT		**SY**

ROUTE: Coal City Road (IL 113 to IL 53)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 113		EB	1	12	6	72	8
		EB	1	4	25	100	11
		EB	1	6	30	180	20
		EB	1	4	15	60	7
		EB	1	6	40	240	27
		EB	1	4	30	120	13
		EB	1	6	100	600	67
		EB	1	4	20	80	9
		EB	1	1	100	100	11
		EB	1	6	50	300	33
		EB	1	6	150	900	100
		EB	1	4	20	80	9
		EB	1	4	20	80	9
	N. Center Street	EB	1	4	50	200	22
N. Center Street		EB	1	6	15	90	10
		EB	1	4	50	200	22
		EB	1	4	150	600	67
		EB	1	4	30	120	13
	Wilmington Club Entrance	EB	1	4	20	80	9
Wilmington Club Entrance	Novy Road	EB	1	4	300	1200	133
Novy Road		EB	1	6	200	1200	133
		EB	1	6	100	600	67
		EB	1	6	200	1200	133
		EB	1	4	20	80	9
		EB	1	6	400	2400	267
	Shadow Lake Gate 2	EB	1	4	50	200	22
Shadow Lake Gate 2		EB	1	6	200	1200	133
		EB	1	4	5	20	2
		EB	1	6	150	900	100
		EB	1	6	75	450	50
		EB	1	6	100	600	67
	Entrance to Lift Station	EB	1	12	20	240	27
Entrance to Lift Station		EB	1	4	25	100	11
		EB	1	4	150	600	67
		EB	1	4	150	600	67
	IL 129	EB	1	4	20	80	9
IL 129		EB	1	6	20	120	13
		EB	1	4	30	120	13
	IL 53	EB	1	4	30	120	13
IL 53		WB	1	4	12	48	5
	IL 129	WB	1	4	40	160	18
IL 129		WB	1	4	12	48	5
	Entrance to Lift Station	WB	1	4	40	160	18
Entrance to Lift Station		WB	1	4	15	60	7
	Shadow Lake Gate 2	WB	1	4	30	120	13
Shadow Lake Gate 2	Novy Road	WB	1	4	75	300	33
		WB	1	4	25	100	11
		WB	1	4	25	100	11
	Wilmington Club Entrance	WB	1	4	50	200	22
Wilmington Club Entrance		WB	1	4	150	600	67
	N. Center Street	WB	1	4	100	400	44
		WB	1	4	25	100	11
		WB	1	4	15	60	7
	IL 113	WB	1	12	6	72	8
		TOTALS:			**3786**		**2084**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 53 AND COAL CITY RD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	9
		CONTRACT NO. 60Y14		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 102 (Old Chicago Road to Warner Bridge Road)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH (FT)	LENGTH (FT)	(SQ FT)	(SQ YD)
Old Chicago Road	Byron Road	EB	1	4	20	80	9
Byron Road		EB	1	4	20	80	9
		EB	1	8	200	1600	178
		EB	1	6	10	60	7
	W. Thornton Road	EB	1	12	6	72	8
W. Thornton Road		CL	CL	4	100	400	44
		CL	CL	4	50	200	22
		EB	1	4	6	24	3
		EB	1	4	20	80	9
		EB	1	4	10	40	4
		CL	CL	4	40	160	18
		EB	1	4	10	40	4
	Mary Byron Road	CL	CL	4	200	800	89
Mary Byron Road	Warner Bridge Road	EB	1	4	20	80	9
Warner Bridge Road		WB	1	4	10	40	4
		WB	1	12	12	144	16
		WB	1	4	20	80	9
		WB	1	4	15	60	7
		WB	1	4	20	80	9
		WB	1	4	50	200	22
	Mary Byron Road	WB	1	4	20	80	9
Mary Byron Road		WB	1	4	50	200	22
		WB	1	4	50	200	22
		WB	1	4	20	80	9
		WB	1	6	10	60	7
		WB	1	4	10	40	4
		WB	1	4	200	800	89
		WB	1	4	50	200	22
	W. Thornton Road	WB	1	4	20	80	9
W. Thornton Road	Byron Road	WB	1	4	25	100	11
Byron Road		WB	1	6	30	180	20
	Old Chicago Road	WB	1	4	100	400	44
		TOTALS:			**1424**		**749**
					FT		**SY**

ROUTE: IL 53 (W. Arsenal Road to Daniels Street)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH (FT)	LENGTH (FT)	(SQ FT)	(SQ YD)
W. Arsenal Road	New River Road	SB	1	4	100	400	44
New River Road	Peotone Road	SB	1	4	100	400	44
Peotone Road	Daniels Street	SB					
Daniels Street		NB	1	4	10	40	4
		NB	1	4	40	160	18
		NB	1	4	200	800	89
		NB	1	4	50	200	22
		NB	1	4	200	800	89
		NB	1	4	50	200	22
	Peotone Road	NB	1	4	100	400	44
Peotone Road		NB	1	12	12	144	16
	New River Road	NB	1	4	150	600	67
New River Road	W. Arsenal Road	NB					
		TOTALS:			**1012**		**460**
					FT		**SY**

ROUTE: IL 126/Lockport St. (Wood Farm Rd to RR Crossing @ VanDyke Rd.)

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)
Van Dyke Road		EB	1	12	300	3600	400
		EB	1	12	200	2400	267
	50 ft East of R.R. Tracks	EB	1	12	60	720	80
50 ft East of R.R. Tracks		WB	1	12	100	1200	133
		WB	1	4	75	300	33
	Van Dyke Road	WB	1	4	50	200	22
		TOTALS:			**785**		**936**
					FT		**SY**

ROUTE: IL 59 at US 52

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)
IL 59 South of US 52		NB	1	12	150	1800	200
		NB	2	12	150	1800	200
	US 52	NB	3	12	150	1800	200
US 52		NB	1	12	75	900	100
	IL 59 North of US 52	NB	2	12	75	900	100
IL 59 North of US 52		SB	1	12	200	2400	267
		SB	2	12	200	2400	267
	US 52	SB	3	12	200	2400	267
US 52	IL 59 South of US 52	SB	1	4	75	300	33
		TOTALS:			**1275**		**1633**
					FT		**SY**

ROUTE: US 6(Maplecrest Avenue to Eastport Avenue)

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)
Eastport Avenue		WB	1	11	200	2200	244
		WB	1	11	50	550	61
		WB	1	6	20	120	13
		WB	1	11	500	5500	611
	Briggs Street	WB	1	11	500	5500	611
Briggs Street	Maplecrest Avenue	WB	1	11	200	2200	244
Maplecrest Avenue		EB	1	6	200	1200	133
		EB	1	11	500	5500	611
	Briggs Street	EB	1	11	1000	11000	1222
		TOTALS:			**3170**		**3752**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 102, IL 53, IL 126(LOCKPORT ST.), IL 59 AT US 52, AND US 6

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	10
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			

ROUTE: US 6(I-55 to McClintock Road)

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)
McClintock Road	Carrie Avenue	WB	1	4	1000	4000	444
Carrie Avenue		WB	1	4	750	3000	333
		WB	1	11	5	55	6
		WB	1	4	50	200	22
	RR Tracks	WB	1	11	5	55	6
RR Tracks	McDonald Drive	WB	1	4	500	2000	222
McDonald Drive		WB	1	4	100	400	44
	Patricia Lane	WB	1	4	500	2000	222
Patricia Lane		WB	1	4	500	2000	222
		WB	1	4	100	400	44
		WB	1	4	100	400	44
		WB	1	4	500	2000	222
		WB	1	11	4	44	5
		WB	1	4	100	400	44
		WB	1	11	40	440	49
		WB	1	4	40	160	18
		WB	1	11	25	275	31
		WB	1	4	500	2000	222
	I-55	WB	1	4	500	2000	222
I-55		EB	1	4	300	1200	133
		EB	1	4	200	800	89
		EB	1	4	50	200	22
	Manor Lane	EB	1	4	200	800	89
Manor Lane	Patricia Lane	EB	1	4	100	400	44
Patricia Lane	RR Tracks	EB	1	4	100	400	44
		EB	1	4	100	400	44
	Carrie Avenue	EB	1	4	100	400	44
Carrie Avenue	McClintock Road	EB	1	11	4	44	5
		TOTALS:			**6473**		**2941**
					FT		**SY**

ROUTE: IL7 / Theodore St (Larkin Avenue to US30)

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)
US 30		WB	1	6	20	120	13
		WB	1	6	20	120	13
		WB	1	14	20	280	31
		WB	1	6	10	60	7
		WB	1	6	30	180	20
		WB	1	12	30	360	40
		WB	2	4	20	80	9
		WB	2	4	20	80	9
		WB	2	4	20	80	9
		WB	2	4	20	80	9
		WB	2	4	20	80	9
	Larkin Avenue	WB	2	4	20	80	9
Larkin Avenue	US 30	EB	1	6	6	36	4
		EB	2	4	200	800	89
		EB	2	12	100	1200	133
		TOTALS:			**556**		**404**
					FT		**SY**

ROUTE: US 52 (McDonald Avenue to Houbolt Road)

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)
McDonald Avenue		EB	1	12	100	1200	133
		EB	1	4	1600	6400	711
		EB	2	12	100	1200	133
	Houbolt Road	EB	2	4	3000	12000	1333
Houbolt Road		WB	1	4	1700	6800	756
		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	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	20	240	27
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
		WB	2	12	6	72	8
	McDonald Avenue	WB	2	12	20	240	27
		TOTALS:			**6660**		**3280**
					FT		**SY**

ROUTE: NB IL 53 (Normantown Road to Ridgewood Avenue)

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)
Normantown Road		NB	1	12	130	1560	173
		NB	1	4	250	1000	111
		NB	2	12	20	240	27
		NB	2	12	6	72	8
	Ridgewood Avenue	NB	2	12	25	300	33
		TOTALS:			**431**		**352**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 6, US 52, IL 7/THEODORE ST. AND IL 53

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	11
		CONTRACT NO. 60Y14		
		ILLINOIS	FED. AID PROJECT	

ROUTE: IL 53 (Renwick Road to Caton Farm Road)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Renwick Road		SB	1	6	150	900	100
		SB	1	12	20	240	27
		SB	1	12	50	600	67
		SB	2	6	15	90	10
		SB	2	6	200	1200	133
		SB	2	14	100	1400	156
		SB	2	14	40	560	62
		SB	2	6	50	300	33
		SB	2	14	40	560	62
		SB	2	14	150	2100	233
		SB	2	6	50	300	33
		SB	2	6	50	300	33
		SB	2	14	200	2800	311
		SB	2	4	300	1200	133
		SB	2	4	40	160	18
	Division Street	SB	2	12	12	144	16
Division Street		SB	1	6	40	240	27
		SB	1	5	100	500	56
		SB	1	6	150	900	100
		SB	1	12	20	240	27
		SB	1	12	20	240	27
		SB	1	12	20	240	27
		SB	1	12	50	600	67
		SB	2	6	100	600	67
		SB	2	8	60	480	53
		SB	2	5	100	500	56
		SB	2	8	20	160	18
		SB	2	8	70	560	62
		SB	2	6	6	36	4
		SB	2	6	6	36	4
		SB	2	14	15	210	23
		SB	2	14	100	1400	156
		SB	2	6	50	300	33
		SB	2	12	10	120	13
		SB	2	14	40	560	62
		SB	2	5	300	1500	167
		SB	2	5	100	500	56
		SB	2	6	50	300	33
	Caton Farm Road	SB	2	14	40	560	62
Caton Farm Road		NB	1	12	40	480	53
		NB	1	12	20	240	27
		NB	2	14	50	700	78
		NB	2	6	70	420	47
		NB	2	6	50	300	33
		NB	2	14	50	700	78
		NB	2	12	50	600	67
		NB	2	12	6	72	8
		NB	2	14	50	700	78
		NB	2	14	50	700	78
		NB	2	14	50	700	78
		NB	2	6	6	36	4
	Division Street	NB	2	6	6	36	4

ROUTE: IL 53 (Renwick Road to Caton Farm Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Division Street		NB	1	12	20	240	27
		NB	2	14	40	560	62
		NB	2	14	100	1400	156
		NB	2	14	20	280	31
		NB	2	6	40	240	27
		NB	2	6	40	240	27
		NB	2	12	12	144	16
	Renwick Road	NB	2	8	6	48	5
		TOTALS:			**3710**		**3608**
					FT		**SY**

ROUTE: I-55 E. Frontage Road(Bluff Road to Amoco Road)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Amoco Road		SB	1	4	60	240	27
		SB	1	3	10	30	3
		SB	1	4	20	80	9
		SB	1	3	30	90	10
		SB	1	4	20	80	9
		SB	CL	4	10	40	4
		SB	1	4	10	40	4
		SB	CL	4	40	160	18
		SB	CL	4	10	40	4
		SB	CL	4	40	160	18
		SB	1	4	20	80	9
		SB	CL	4	30	120	13
		SB	1	4	20	80	9
		SB	CL	4	10	40	4
		SB	CL	4	5	20	2
		SB	CL	4	15	60	7
		SB	CL	4	10	40	4
	Bluff Road	SB	CL	5	20	100	11
Bluff Road		NB	1	4	10	40	4
		NB	1	4	30	120	13
		NB	1	5	20	100	11
		NB	1	4	10	40	4
		NB	1	4	20	80	9
		NB	1	4	30	120	13
		NB	1	4	25	100	11
		NB	1	4	6	24	3
		NB	1	3	10	30	3
		NB	1	6	30	180	20
		NB	1	4	30	120	13
		NB	1	4	10	40	4
		NB	1	3	30	90	10
		NB	1	3	60	180	20
	Amoco Road	NB	1	6	25	150	17
		TOTALS:			**726**		**324**
					FT		**SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 53 AND I-55 E. FRONTAGE ROAD

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	12
		CONTRACT NO. 60Y14		
	ILLINOIS	FED. AID PROJECT		

ROUTE: Bluff Road (I-55 W Frontage Rd to E Frontage Rd)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
E Frontage Road		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	4	4	16	2
		WB	1	10	3	30	3
		WB	1	4	20	80	9
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	NB Ramps	WB	1	12	4	48	5
SB Ramps		WB	1	12	4	48	5
		WB	1	6	4	24	3
		WB	1	6	4	24	3
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	6	4	24	3
		WB	1	6	4	24	3
		WB	1	3	4	12	1
	W Frontage Road	WB	1	4	4	16	2
W Frontage Road	Southbound Ramps	EB	1	3	3	9	1
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	6	4	24	3
		EB	1	6	4	24	3
		EB	1	6	4	24	3
	SB Ramps	EB	1	4	30	120	13
NB Ramps		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	E Frontage Road	EB	1	12	4	48	5
		TOTALS:			**174**		**157**
					FT		**SY**

ROUTE: US 30 (Ogden Avenue to 143rd Street)

CROSS STREETS FROM	CROSS STREETS TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Ogden Avenue		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	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	200	600	67
	Wolf Road	EB	1	3	200	600	67
Wolf Road		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	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
	111th Street	EB	1	3	100	300	33
111th Street		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
BLUFF RD. AND US 30

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	13
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			

ROUTE:	US 30 (Ogden Avenue to 143rd Street)			(Continued)			
CROSS	STREETS	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)
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	CL	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		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	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	6	72	8

ROUTE:	US 30 (Ogden Avenue to 143rd Street)			(Continued)			
CROSS	STREETS	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)
		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	6	72	8
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	20	240	27
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
		EB	1	12	50	600	67
	Normantown Road	EB	1	12	50	600	67
Normantown Road		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	10	120	13
		EB	1	12	10	120	13
		EB	1	12	10	120	13
		EB	1	12	10	120	13
		EB	1	12	10	120	13
		EB	1	12	20	240	27

CONTINUED ON NEXT SHEET

ROUTE: US 30 (Ogden Avenue to 143rd Street) (Continued)

CROSS FROM	STREETS TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	12	20	240	27
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
	143rd Street	EB	1	3	100	300	33
143rd Street		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	12	10	120	13
		WB	1	12	10	120	13
		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	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Normantown Road	WB	1	12	6	72	8
Normantown Road		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

ROUTE: US 30 (Ogden Avenue to 143rd Street) (Continued)

CROSS FROM	STREETS TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		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	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	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	12	50	600	67
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33

CONTINUED ON NEXT SHEET

ROUTE: US 30 (Ogden Avenue to 143rd Street) (Continued)

CROSS	STREETS	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)
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
	111th Street	WB	1	3	100	300	33
111th Street		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33

ROUTE: US 30 (Ogden Avenue to 143rd Street) (Continued)

CROSS	STREETS	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)
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		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	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Wolf Road	WB	1	12	6	72	8
Wolf Road		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	12	20	240	27
		WB	1	12	20	240	27
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Ogden Avenue	WB	1	12	6	72	8
		TOTALS:			**25274**		**12049**
					FT		**SY**

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PLOT DATE = 4/4/2014

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
US 30

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	16

CONTRACT NO. 60Y14
ILLINOIS FED. AID PROJECT

ROUTE: IL 53(S. Arsenal Road to Hoff Road)

CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	CLASS "D"	CLASS "D"	CLASS "D"
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	TYPE II	TYPE III	TYPE IV
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)	(SQ YD)	(SQ YD)
S. Arsenal Road		NB	1	8	12	96	11		
		NB	2	8	8	64	7		
		NB	2	8	28	224		25	
		NB	2	8	8	64	7		
		NB	2	8	24	192		21	
		NB	2	8	24	192		21	
		NB	2	8	8	64	7		
		NB	2	8	8	64	7		
		NB	2	8	8	64	7		
		NB	2	8	8	64	7		
		NB	2	8	8	64	7		
		NB	2	12	8	96	11		
		NB	2	12	12	144		16	
		NB	2	8	8	64	7		
		NB	2	8	40	320			36
		NB	2	8	8	64	7		
		NB	2	8	16	128	14		
		NB	2	8	68	544			60
		NB	2	8	8	64	7		
		NB	2	12	8	96	11		
		NB	2	8	8	64	7		
		NB	2	8	12	96	11		
		NB	2	8	20	160		18	
		NB	2	12	8	96	11		
		NB	2	8	20	160		18	
		NB	2	8	8	64	7		
		NB	2	8	20	160		18	
		NB	2	8	12	96	11		
		NB	2	8	20	160		18	
		NB	2	8	20	160		18	
		NB	2	8	8	64	7		
		NB	2	12	8	96	11		
	Steel Bridge Overpass	NB	2	8	8	64	7		
Steel Bridge Overpass		NB	1	8	12	96	11		
		NB	2	8	8	64	7		
		NB	2	8	8	64	7		
		NB	2	8	12	96	11		
		NB	2	8	8	64	7		
		NB	2	8	36	288			32
		NB	2	8	16	128	14		
		NB	2	12	8	96	11		
		NB	2	8	20	160		18	
		NB	2	8	8	64	7		
		NB	2	8	16	128	14		
		NB	2	8	16	128	14		
		NB	2	8	16	128	14		
		NB	2	12	8	96	11		
		NB	2	8	16	128	14		
		NB	2	8	8	64	7		
	Hoff Road	NB	2	8	8	64	7		
Hoff Road		SB	2	8	12	96	11		
		SB	2	8	8	64	7		
		SB	2	12	40	480			53
		SB	2	8	8	64	7		
	Steel Bridge Overpass	SB	2	8	8	64	7		
Steel Bridge Overpass	S. Arsenal Road	SB	2						
		TOTALS:			792		377	190	182
					FT		SY	SY	SY

PATCHING AT THIS LOCATION SHALL BE FULL DEPTH ONLY. CLASS D PATCHES SHALL CONSIST OF 13" HMA BINDER IL-19 AND 2" HMA SURFACE COURSE, MIX "D", N70. THE COST OF BOTH ITEMS SHALL BE PAID FOR AS CLASS D PATCHES, TYPE II, III & IV, 15". SEE HMA MIXTURE REQUIREMENTS ON SHEET 2.

GENERAL NOTE: ROLLERS SHALL NOT BE ALLOWED TO OPERATE IN VIBRATORY MODE OVER WHITETOPPING PANELS OR DURING PATCHING OPERATIONS LOCATED ON IL RTE 53 FROM HOFF RD TO ARSENAL RD. PANELS DAMAGED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED IN KIND OR WITH A FULL DEPTH PATCH AS SPECIFIED IN THE CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

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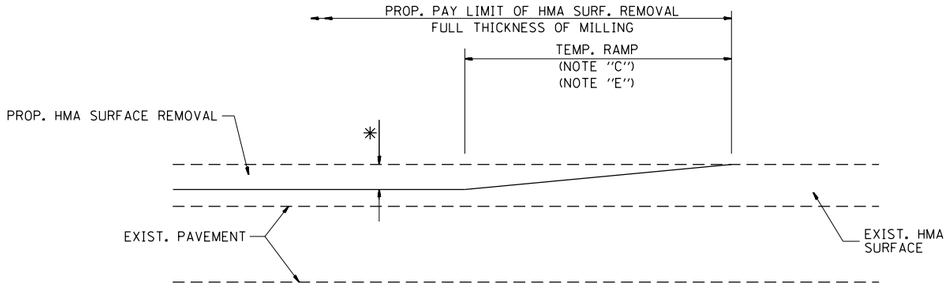
Default	PLOT DATE = 5/1/2014	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATCHING SCHEDULE
IL 53(S. ARSENAL ROAD TO HOFF ROAD)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

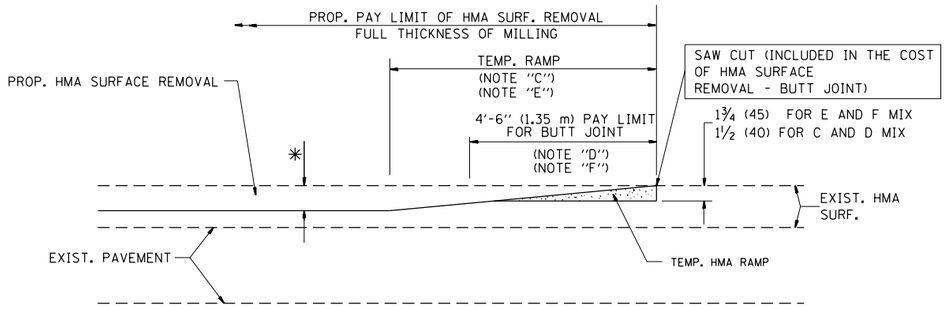
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	17
		CONTRACT NO. 60Y14		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

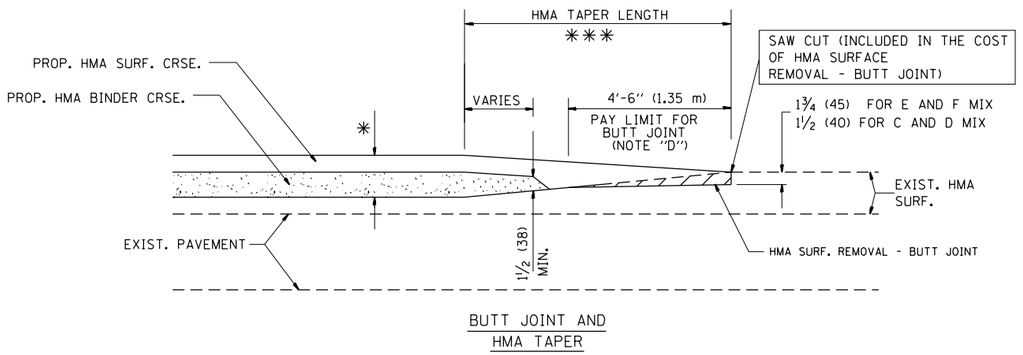


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

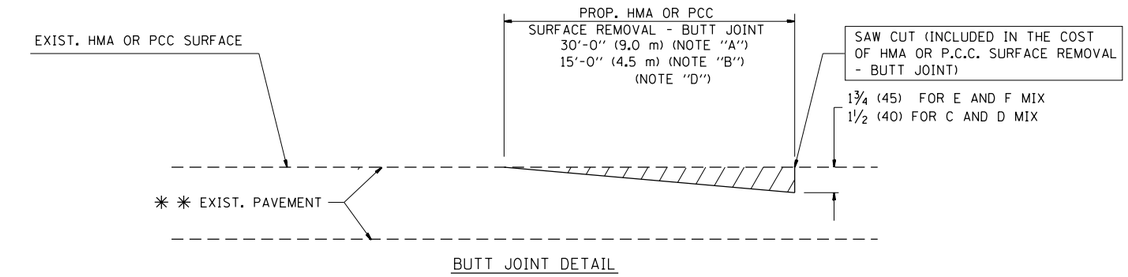
OPTION 2

TYPICAL TEMPORARY RAMP

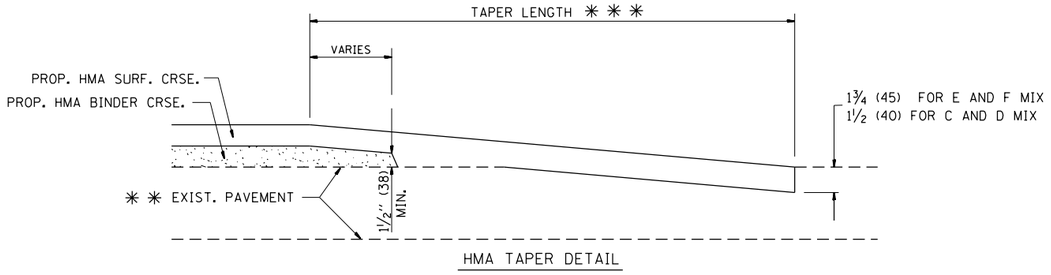


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

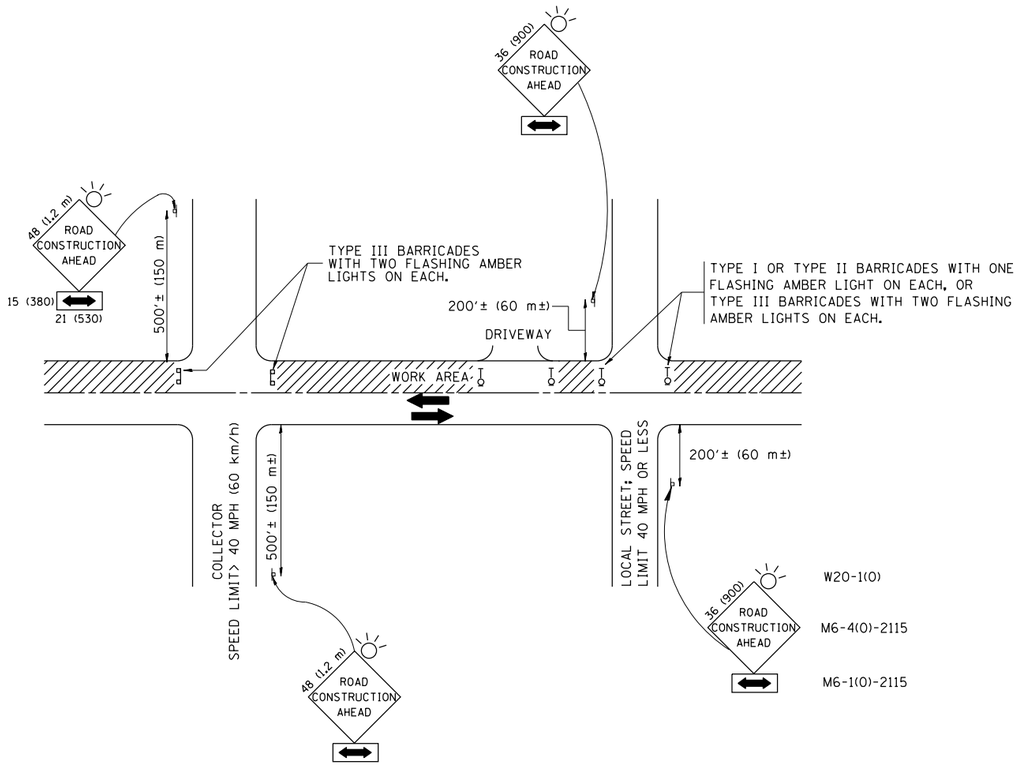
FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 4/4/2014	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	18
	BD400-05 BD32	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN 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.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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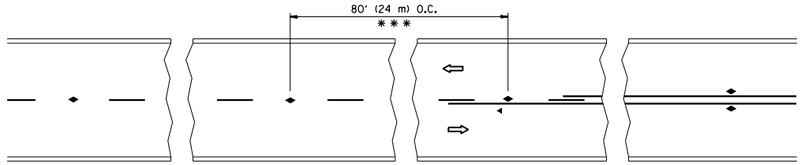
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/4/2014	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

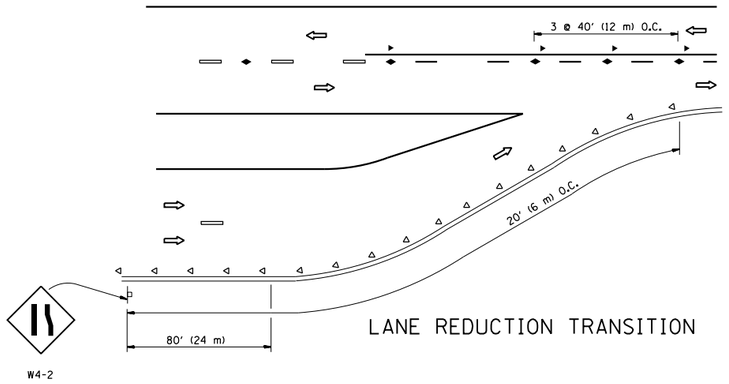
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	19
	TC-10	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

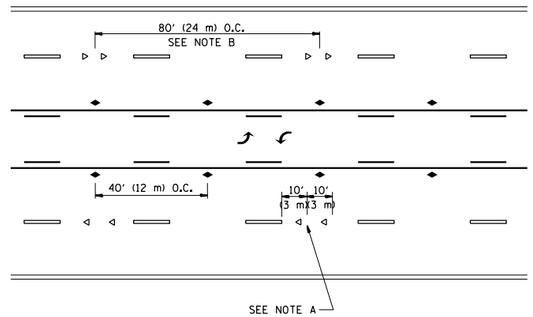


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

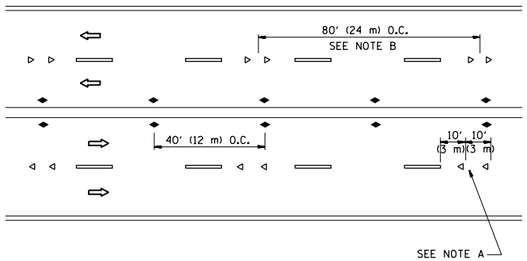
TWO-LANE/TWO-WAY



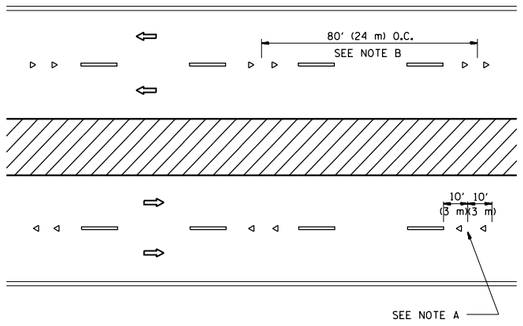
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. 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.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

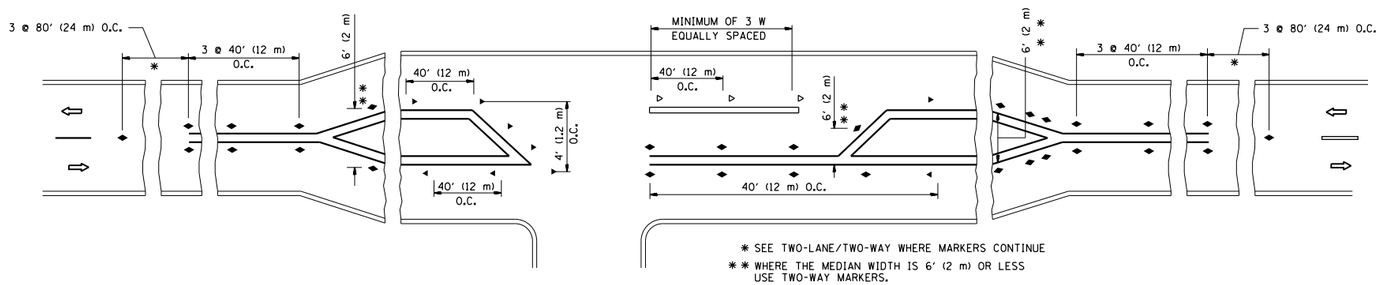
LANE MARKER NOTES

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.

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.



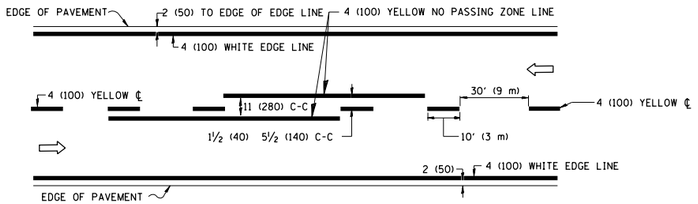
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

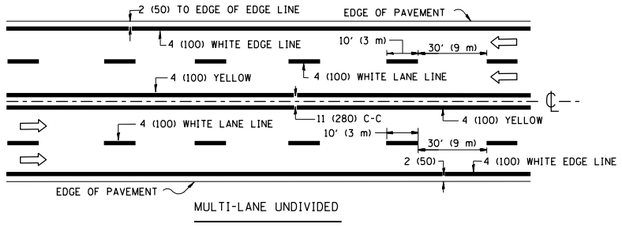
LEFT TURN

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

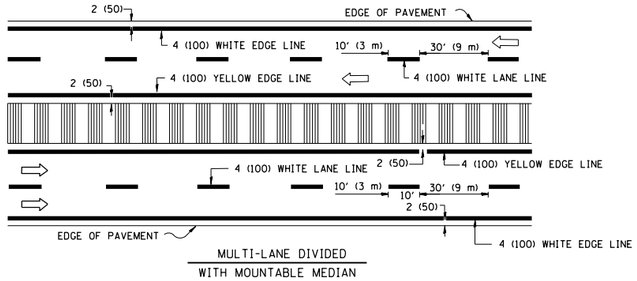
FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 03-12-99					VAR.	2014-028RS	WILL	26	20
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00						TC-11	CONTRACT NO. 60Y14		
	PLOT DATE = 4/4/2014	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. AID PROJECT		



2-LANE ROADWAY



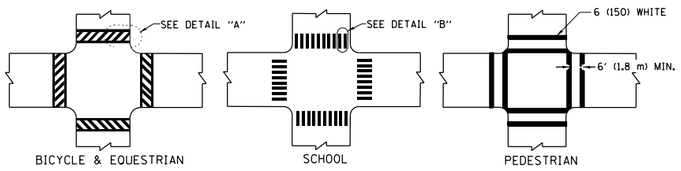
MULTI-LANE UNDIVIDED



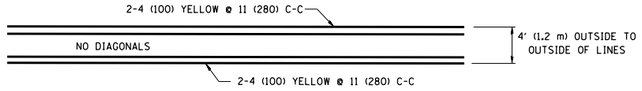
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

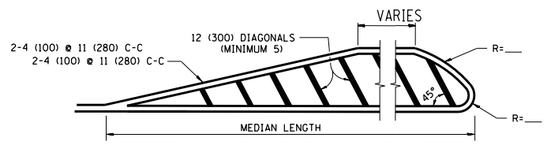
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



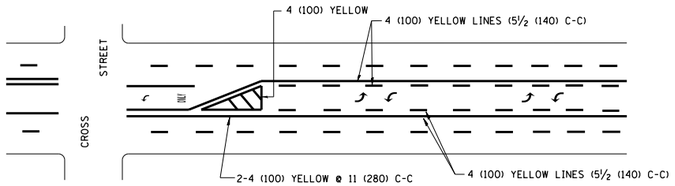
4' (1.2 m) WIDE MEDIANS ONLY



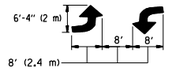
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

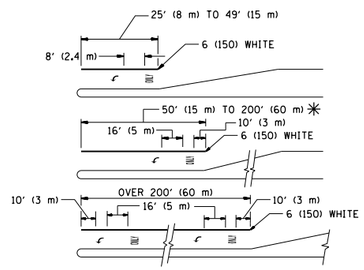


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

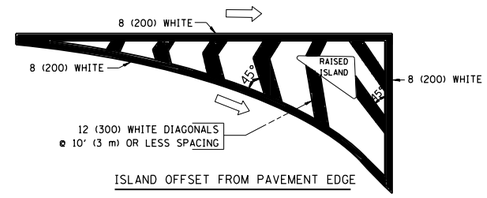


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

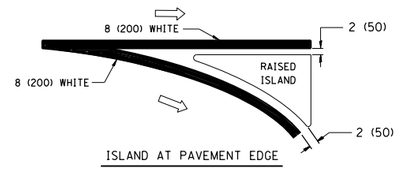
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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 FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 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; 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 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; "R" IS 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)
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.

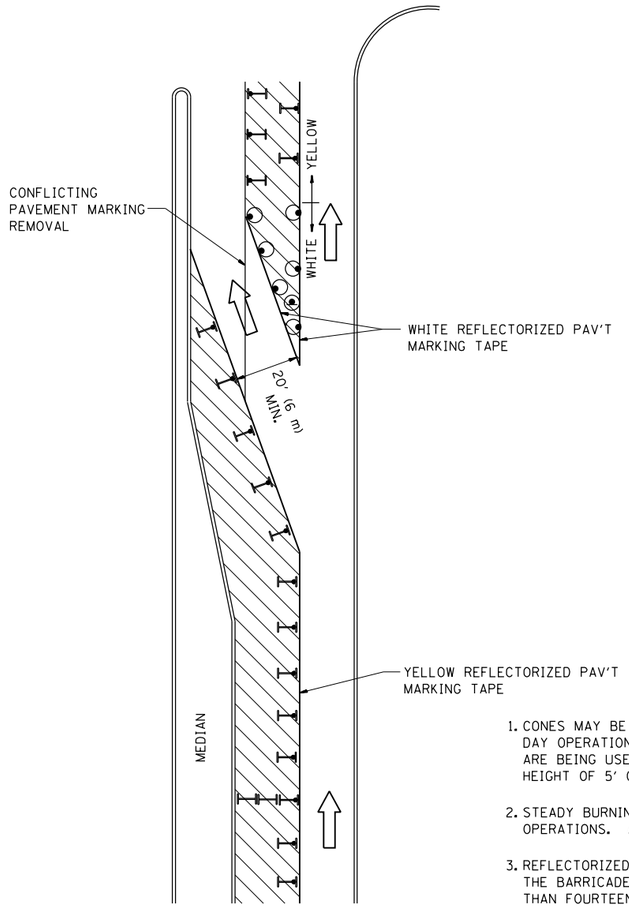
FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/4/2014	DATE - 03-19-90	REVISED -

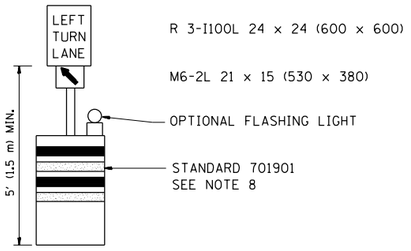
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	21
	TC-13	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

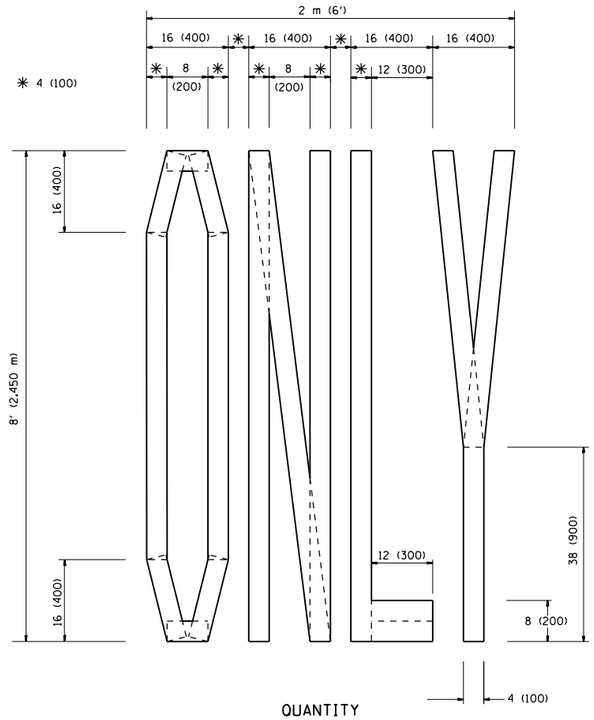
FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0000 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 4/4/2014	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

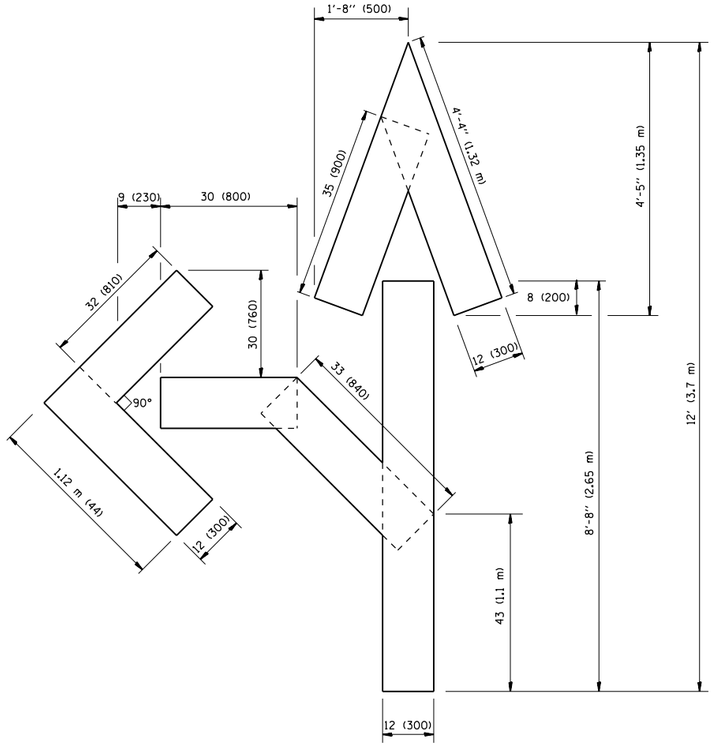
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

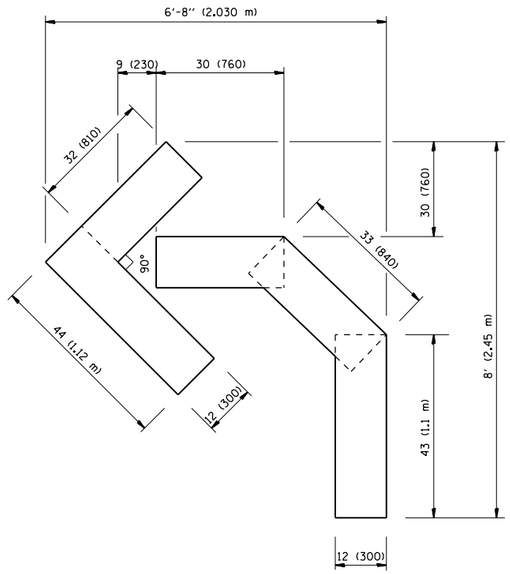
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	22
	TC-14	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



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



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

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

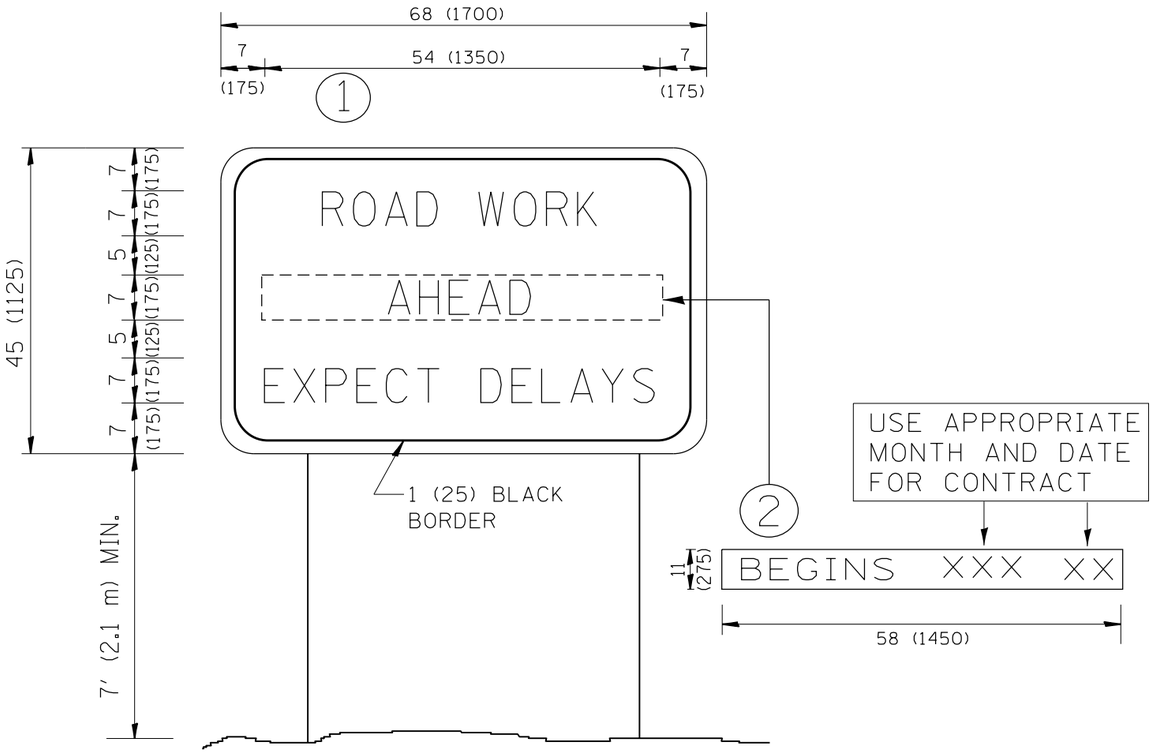
FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/4/2014	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	23
	TC-16	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. 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.

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

FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 4/4/2014	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	24
	TC-22	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

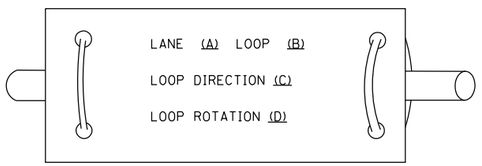
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

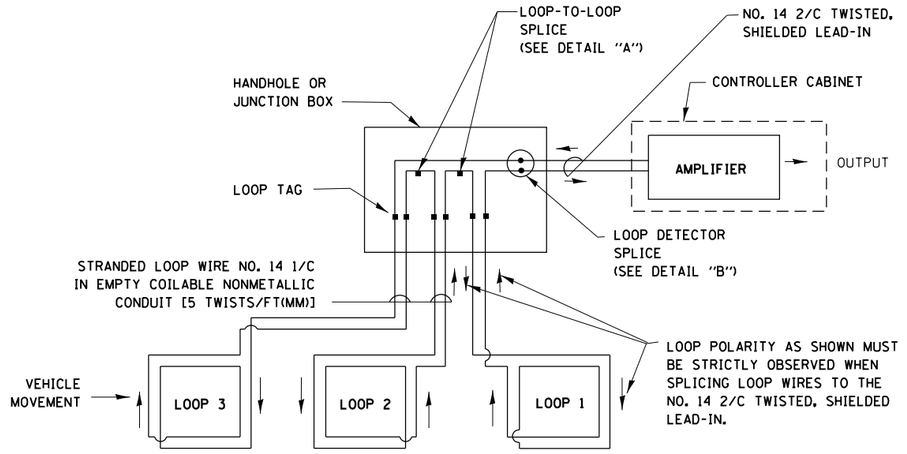


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

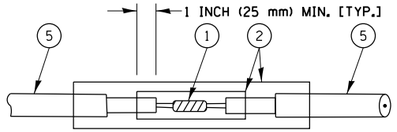
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

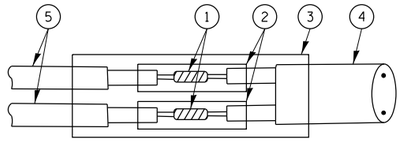


DETECTOR LOOP WIRING SCHEMATIC

- 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.

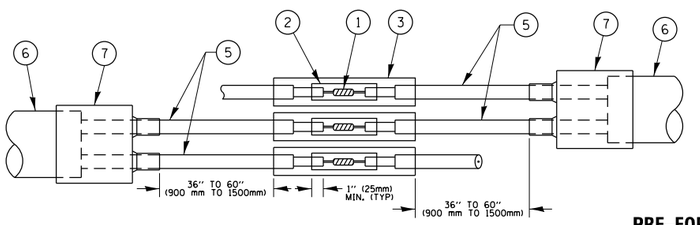


DETAIL "A"
LOOP-TO-LOOP SPLICE



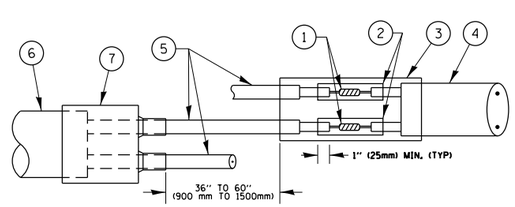
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

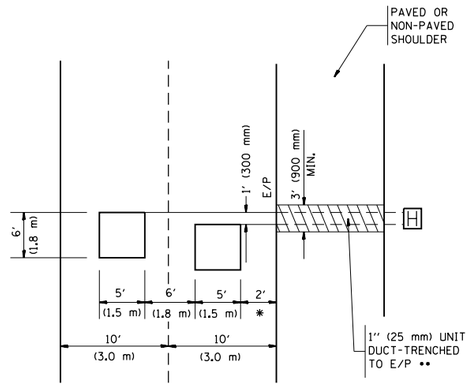
(6) PRE-FORMED LOOP

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

FILE NAME = c:\pw_work\pwidot\aumm\d0382486\60Y14-DistStd.dgn	USER NAME = Aumm	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCK	REVISED -					VAR.	2014-028RS	WILL	26	25
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -						TS-05	CONTRACT NO. 60Y14		
	PLOT DATE = 4/4/2014	DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

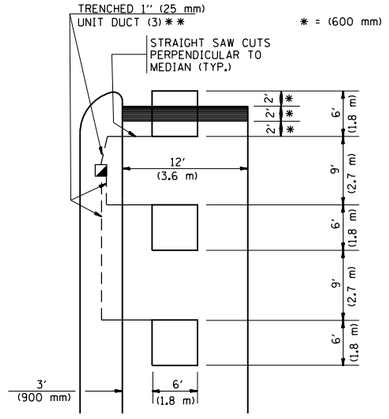


* = (600 mm)

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

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

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

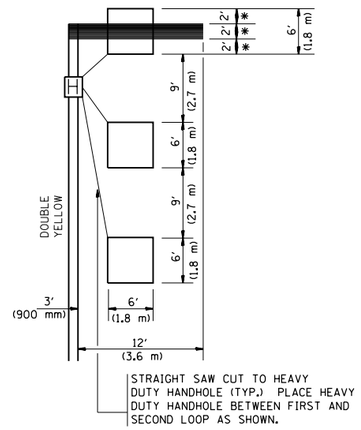


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

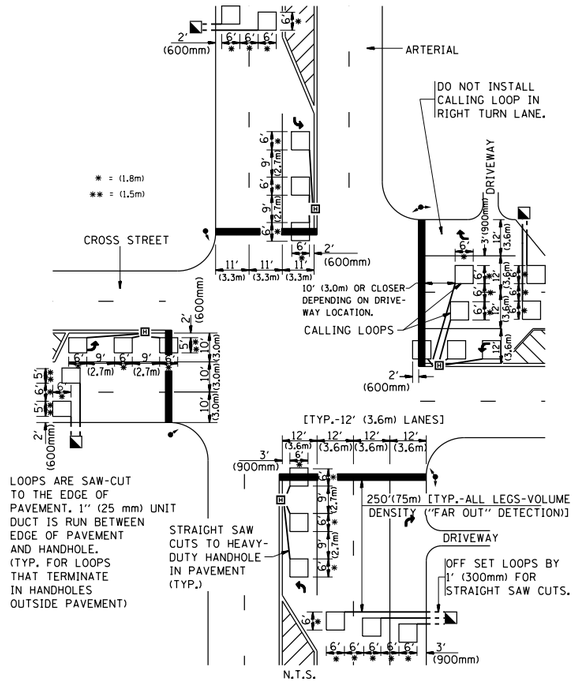
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



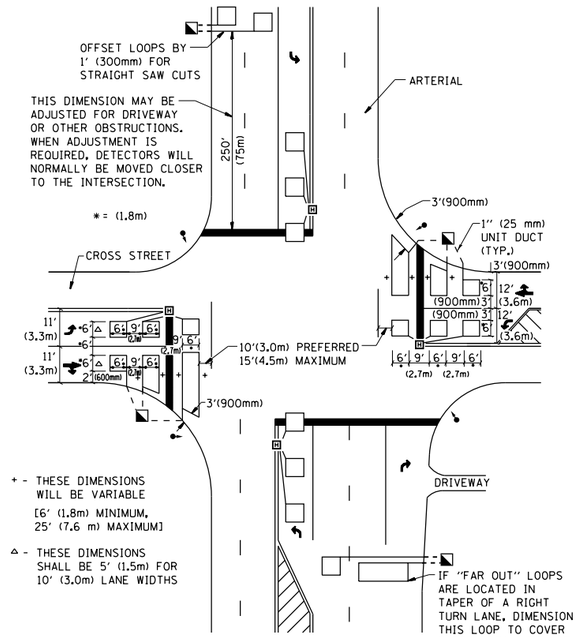
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 4/4/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-028RS	WILL	26	26
	TS-07	CONTRACT NO. 60Y14		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		