

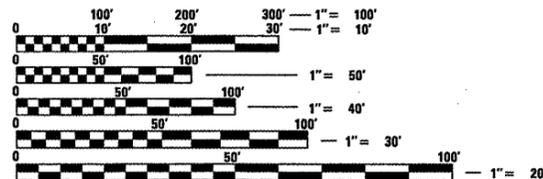
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

VARIOUS ROUTES  
SECTION: 2012-013 RS  
VARIOUS LOCATIONS IN DUPAGE COUNTY  
INTERMITTENT RESURFACING  
DUPAGE COUNTY  
C-91-397-12

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 RS	DUPAGE	31	1
		ILLINOIS	CONTRACT NO. 60T59	

FOR INDEX OF SHEETS, SEE SHEET NO. 2



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

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

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

CONTRACT NO. 60T59

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED April 4 20 12  
Diane O'Keefe, ASCE  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 20 12  
John D. Baranzelli, P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

May 11 20 12  
William R. Frey, Jr.  
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF PATCHING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
7-22	PATCHING SCHEDULE	701421-04	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\geq$ 45 MPH TO 55 MPH
23	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
24	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701427	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$ 40 MPH
25	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
26	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701502-04	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
27	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
28	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	701602-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
29	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
30	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
31	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	701901-02	TRAFFIC CONTROL DEVICES

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 PAVEMENT PATCHING 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 MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 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 PAVEMENT PATCHES SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR MILLING AND PATCHING SHALL BE THREE (3) FEET.

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

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING

THE COST OF TRAFFIC CONTROL AND PROTECTION FOR THE PROJECT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ROAD WORK.

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.

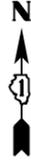
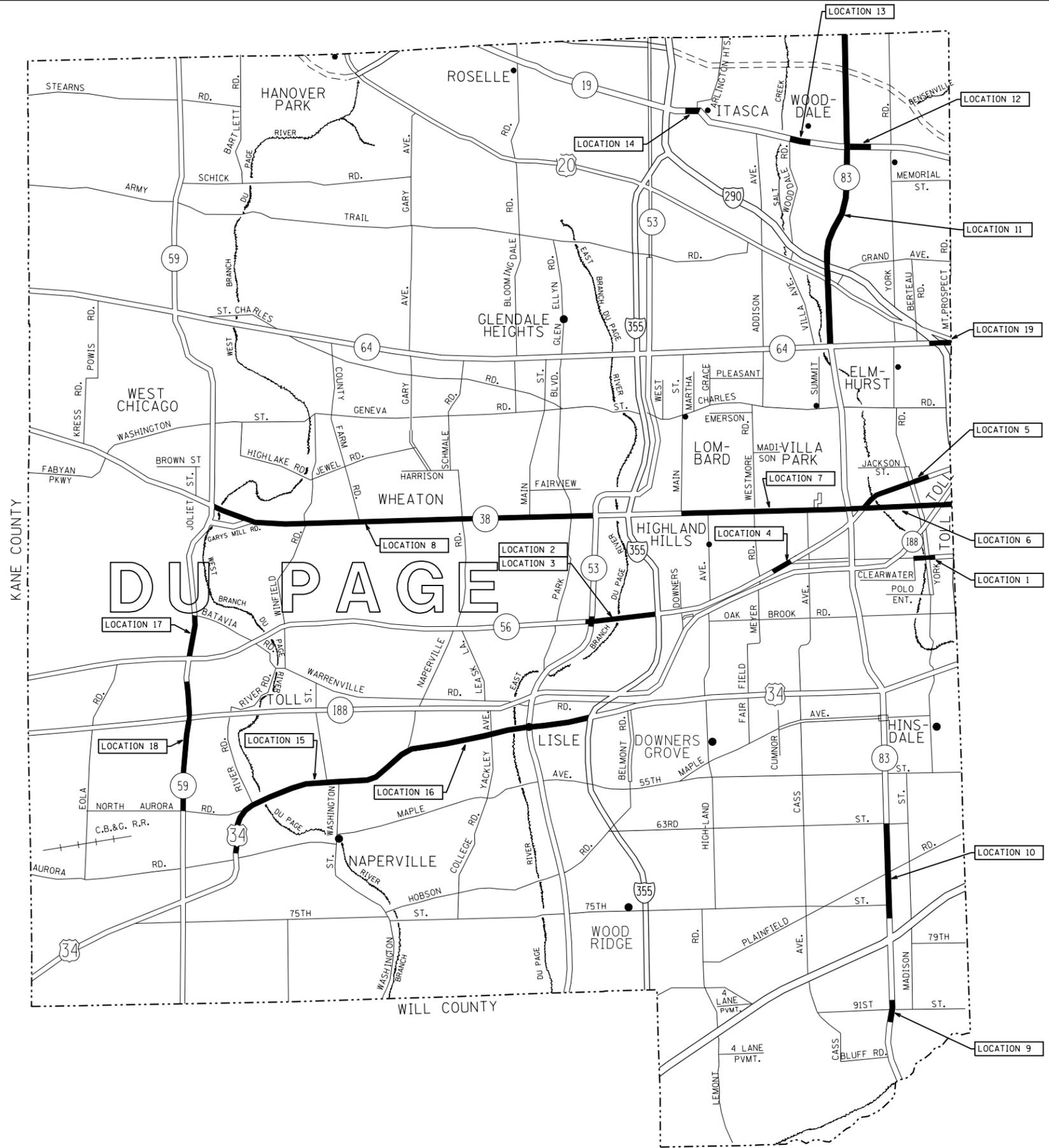
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS (%) @ N <sub>DES.</sub>
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 CYR

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

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

FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED - PLP 04/30/2012	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>	F.A. RITE. VAR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwork\p\p\p\pencepl\10383638\10139	12-Design.dgn	DRAWN -	REVISED -				2012-013 RS	DUPAGE	31	2	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			SCALE:	SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 4/30/2012	DATE -	REVISED -			<b>CONTRACT NO. 60159</b>					

SUMMARY OF QUANTITIES					URBAN CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES					URBAN CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	14	14						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1040	1040					
40600300	AGGREGATE (PRIME COAT)	TON	70	70						* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	453	453					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	52	52						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	337	337					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	420	420					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	1036	1036						* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1468	1468					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3868	3868						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1468	1468					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	34528	34528						* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	599	599					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	977	977					
67100100	MOBILIZATION	L SUM	1	1															
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1542	1542															
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	514	514															
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	282	282															
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15918	15918						* SPECIALTY ITEM									



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	PLOT DATE = 4/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENERAL LOCATION MAP</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 R5	DUPAGE	31	4
CONTRACT NO. 60T59				
ILLINOIS FED. AID PROJECT				

	SUMMARY -DUPAGE COUNTY ROUTES	MUNICIPALITES	SPEED LIMIT	ADT (YEAR)
LOC. 1	22ND ST. (CLEARWATER DR. TO WINDSOR DR.)	OAKBROOK	40 MPH	24,200 (2008)
LOC. 2	IL 56 - EB (IL 53 TO INTERSTATE 355)	DOWNERS GROVE	45-50 MPH	33,700 (2011)
LOC. 3	IL 56 - WB (E. BRANCH DUPAGE RIVER BRIDGE TO IL 53)	DOWNERS GROVE	50 MPH	33,700 (2011)
LOC. 4	IL 56 (CAMDEN CT. TO FOUNTAIN SQUARE DR.)	OAKBROOK, OAKBROOK TERRACE	45 MPH	47,200 (2009)
LOC. 5	IL 56 (IL 38 TO POPLAR AVE.)	ELMHURST, OAKBROOK TERRACE	35-45 MPH	18,500 (2011)
LOC. 6	IL 38 - WB (HARRISON ST. TO MAIN ST.)	OAKBROOK, OAKBROOK TERRACE, ELMHURST, VILLA PARK, LOMBARD	35-55 MPH	52,100 (2011)
LOC. 7	IL 38 - EB (MAIN ST. TO IL 83)	LOMBARD, VILLA PARK, OAKBROOK TERRACE	35-55 MPH	48,800 (2011)
LOC. 8	IL 38 (IL 59 TO IL 53)	WHEATON, GLEN ELLYN, WHEATON, WINFIELD, WEST CHICAGO	35-50 MPH	39,800 (2011)
LOC. 9	IL 83 (VALLEY VIEW DR. TO BLUFF RD.)	BURR RIDGE	45-55 MPH	31,000 (2009)
LOC. 10	IL 83 (MIDWAR DR. TO 63RD ST.)	WILLOWBROOK, DARIEN	45 MPH	47,100 (2009)
LOC. 11	IL 83 (IL 64 TO DEVON AVE.)	ELMHURST, ADDISON, BENSENVILLE, WOOD DALE, ELK GROVE VILLAGE	45-50 MPH	53,000 (2011)
LOC. 12	IL 19 (IL 83 TO CHURCH RD.)	BENSENVILLE, WOOD DALE	35 MPH	25,100 (2011)
LOC. 13	IL 19 - WB (CEDAR AVE. TO WOOD DALE RD.)	WOOD DALE	30 MPH	25,900 (2011)
LOC. 14	IL 19 - WB (WALNUT ST. TO CATALPA AVE.)	ITASCA	30 MPH	14,000 (2011)
LOC. 15	US 34 (JEFFERSON ST. TO NAPER BLVD.)	NAPERVILLE	35-40 MPH	36,200 (2011)
LOC. 16	US 34 (NAPER BLVD. TO INTERSTATE 355)	NAPERVILLE, LISLE	40 MPH	33,700 (2009)
LOC. 17	IL 59 (BATAVIA RD. TO NORTH OF IL 56)	WARRENVILLE	45 MPH	32,600 (2011)
LOC. 18	IL 59 (DIEHL RD. TO NORTH AURORA RD.)	NAPERVILLE, WARRENVILLE	45 MPH	47,200 (2011)
LOC. 19	IL 64 (WB I-290 RAMP to EB I-290 RAMP)	ELMHURST	40 MPH	34,200 (2011)

SUMMARY - DUPAGE COUNTY ROUTES		HMA 2" MILL & RESURFACE (SY)
LOC. 1	22ND ST. (CLEARWATER DR. TO WINDSOR DR.)	2067
LOC. 2	IL 56 - EB (IL 53 TO INTERSTATE 355)	461
LOC. 3	IL 56 - WB (E. BRANCH DUPAGE RIVER BRIDGE TO IL 53)	679
LOC. 4	IL 56 (CAMDEN CT. TO FOUNTAIN SQUARE DR.)	3672
LOC. 5	IL 56 (IL 38 TO POPLAR AVE.)	4521
LOC. 6	IL 38 - WB (HARRISON ST. TO MAIN ST.)	2065
LOC. 7	IL 38 - EB (MAIN ST. TO IL 83)	1098
LOC. 8	IL 38 (IL 59 TO IL 53)	1068
LOC. 9	IL 83 (VALLEY VIEW DR. TO BLUFF RD.)	974
LOC. 10	IL 83 (MIDWAY DR. TO 63RD ST.)	1279
LOC. 11	IL 83 (IL 64 TO DEVON AVE.)	5208
LOC. 12	IL 19 (IL 83 TO CHURCH RD.)	1198
LOC. 13	IL 19 - WB (CEDAR AVE. TO WOODDALE RD.)	347
LOC. 14	IL 19 - WB (WALNUT ST. TO CATALPA AVE.)	538
LOC. 15	US 34 (JEFFERSON ST. TO NAPER BLVD.)	3440
LOC. 16	US 34 (NAPER BLVD. TO INTERSTATE 355)	2245
LOC. 17	IL 59 (BATAVIA RD. TO NORTH OF IL 56)	1264
LOC. 18	IL 59 (DIEHL RD. TO NORTH AURORA RD.)	1104
LOC. 19	IL 64 (WB I-290 RAMP to EB I-290 RAMP)	1300
<b>DUPAGE COUNTY TOTAL =</b>		<b>34528</b>
		<b>SY</b>





ROUTE: IL 56 (Camden Ct. to Fountain Square Dr.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Trans Am Plaza		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	3	12	7	84	9
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	3	12	10	120	13
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
	Meyers Rd	WB	1	12	9	108	12

ROUTE: IL 56 (Camden Ct. to Fountain Square Dr.) (Continued)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	3	12	7	84	9
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	T	12	5	60	7
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	T	12	8	96	11
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	T	12	8	96	11
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	T	12	8	96	11
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	T	12	8	96	11
		WB	1	12	8	96	11
		WB	2	12	8	96	11
		WB	3	12	8	96	11
		WB	1	12	16	192	21
		WB	2	12	16	192	21
		WB	3	12	16	192	21
		WB	1	12	12	144	16
		WB	2	12	12	144	16
		WB	3	12	12	144	16
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	24	288	32
		WB	2	12	24	288	32
		WB	3	12	24	288	32
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	21	252	28
		WB	2	12	21	252	28
		WB	3	12	21	252	28
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
	Fountain Square Dr	WB	1	12	9	108	12

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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE  
IL 56**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 R5	DUPAGE	31	9
CONTRACT NO. 60T59				
ILLINOIS FED. AID PROJECT				

ROUTE:		IL 56 (Camden Ct. to Fountain Square Dr.) (Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Meyers Rd		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	10	120	13
		WB	2	12	10	120	13
		WB	3	12	10	120	13
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	3	12	7	84	9
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	3	12	7	84	9
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	7	84	9
		WB	2	12	7	84	9
		WB	3	12	7	84	9
		WB	T	12	17	204	23
		WB	1	12	17	204	23
		WB	2	12	17	204	23
		WB	3	12	17	204	23
		WB	T	12	6	72	8
		WB	1	12	6	72	8
		WB	2	12	6	72	8
		WB	3	12	6	72	8
		WB	T	12	9	108	12
		WB	1	12	9	108	12
		WB	2	12	9	108	12
		WB	3	12	9	108	12
		WB	1	12	5	60	7
		WB	2	12	5	60	7
		WB	3	12	5	60	7
		WB	1	12	10	120	13
		WB	2	12	10	120	13
	Fountain Square Dr	WB	3	12	10	120	13
Fountain Square Dr.		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	18	216	24
	Meyers Rd	EB	2	12	18	216	24

ROUTE:		IL 56 (Camden Ct. to Fountain Square Dr.) (Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Fountain Square Dr.		EB	3	12	18	216	24
		EB	1	12	11	132	15
		EB	2	12	11	132	15
		EB	3	12	11	132	15
		EB	1	12	15	180	20
		EB	2	12	15	180	20
		EB	3	12	15	180	20
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	8	96	11
		EB	2	12	8	96	11
		EB	3	12	8	96	11
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	11	132	15
		EB	2	12	11	132	15
		EB	3	12	11	132	15
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	18	216	24
		EB	2	12	18	216	24
		EB	3	12	18	216	24
		EB	T	12	12	144	16
		EB	1	12	12	144	16
		EB	2	12	12	144	16
		EB	3	12	12	144	16
		EB	1	12	6	72	8
		EB	2	12	6	72	8
		EB	3	12	6	72	8
		EB	1	12	5	60	7
		EB	2	12	5	60	7
		EB	3	12	5	60	7
		EB	1	12	9	108	12
		EB	T	12	9	108	12
		EB	1	12	9	108	12
		EB	2	12	9	108	12
		EB	3	12	9	108	12
		EB	1	12	18	216	24
	Meyers Rd	EB	T	12	5	60	7

Continued on next sheet

FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED -
ct:\pw\work\p1dot\pencepl\d0303630\DI39	12-Design.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PATCHING SCHEDULE  
IL 56**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 R5		31	10
			CONTRACT NO. 60T59	
ILLINOIS FED. AID PROJECT				



ROUTE: IL 38 WB (Harrison St. to Main St.)							
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)
Harrison St.		W/B	Joint	3	300	900	100
		W/B	Joint	3	350	1050	117
		W/B	Joint	3	200	600	67
		W/B	Joint	3	25	75	8
		W/B	Joint	3	400	1200	133
		W/B	Joint	3	80	240	27
		W/B	Joint	3	700	2100	233
		W/B	Joint	3	700	2100	233
		W/B	Joint	3	200	600	67
		W/B	Joint	3	400	1200	133
		W/B	Joint	3	300	900	100
		W/B	Joint	3	350	1050	117
		W/B	Joint	3	600	1800	200
		W/B	Joint	3	100	300	33
		W/B	Joint	3	190	570	63
		W/B	Joint	3	300	900	100
		W/B	Joint	3	400	1200	133
		W/B	Joint	3	100	300	33
		W/B	Joint	3	200	600	67
	Main St.	W/B	Joint	3	300	900	100
		<b>TOTALS:</b>			<b>6195</b>		<b>2065</b>
					<b>FT</b>		<b>SY</b>

ROUTE: IL 38 EB (Main St. to IL 83)							
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)
Main St.		E/B	Joint	3	50	150	17
		E/B	Joint	3	25	75	8
		E/B	Joint	3	300	900	100
		E/B	Joint	3	60	180	20
		E/B	Joint	3	90	270	30
		E/B	Joint	3	50	150	17
		E/B	Joint	3	100	300	33
		E/B	Joint	3	60	180	20
		E/B	Joint	3	30	90	10
		E/B	Joint	3	500	1500	167
		E/B	Joint	3	130	390	43
		E/B	Joint	3	400	1200	133
		E/B	Joint	3	100	300	33
		E/B	Joint	3	500	1500	167
		E/B	Joint	3	300	900	100
	IL 83	E/B	Joint	3	600	1800	200
		<b>TOTALS:</b>			<b>3295</b>		<b>1098</b>
					<b>FT</b>		<b>SY</b>





ROUTE: IL 83 (Midway Dr. to 63rd St.)		(Continued)					
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Midway Dr.		S/B	1	12	20	240	27
		S/B	2	12	20	240	27
		S/B	1	12	30	360	40
		S/B	2	12	30	360	40
		S/B	1	12	20	240	27
		S/B	2	12	20	240	27
		S/B	1	12	15	180	20
		S/B	2	12	15	180	20
		S/B	1	12	30	360	40
		S/B	2	12	40	480	53
		S/B	1	12	6	72	8
		S/B	2	12	10	120	13
		S/B	1	12	6	72	8
		S/B	2	12	10	120	13
		S/B	1	12	15	180	20
		S/B	1	12	15	180	20
		S/B	2	12	10	120	13
		S/B	2	12	10	120	13
		S/B	1	12	30	360	40
		S/B	2	12	30	360	40
		S/B	1	12	6	72	8
		S/B	2	12	6	72	8
		S/B	2	12	20	240	27
		S/B	1	12	6	72	8
		S/B	2	12	6	72	8
		S/B	1	12	6	72	8
		S/B	2	12	6	72	8
		S/B	1	12	6	72	8
		S/B	2	12	6	72	8
		S/B	1	12	6	72	8
		S/B	2	12	6	72	8
		S/B	1	12	10	120	13
	63rd St.	S/B	2	12	10	120	13
		<b>TOTALS:</b>				<b>959</b>	<b>1279</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 83 (IL 64 to Devon Ave.)							
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 64		N/B	Shoulder	12	400	4800	533
		N/B	Ramp	12	20	240	27
		N/B	Ramp	12	10	120	13
		N/B	Ramp	12	10	120	13
		N/B	Ramp	12	30	360	40
		N/B	2	6	20	120	13
		N/B	1	12	15	180	20
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
	IL 290	N/B	2	12	15	180	20
IL 290		N/B	Ramp	12	20	240	27
		N/B	2	6	20	120	13
		N/B	2	12	6	72	8
		N/B	1	12	8	96	11
		N/B	1	12	12	144	16
		N/B	3	12	300	3600	400
		N/B	3	6	100	600	67
		N/B	3	6	100	600	67
		N/B	3	12	25	300	33
		N/B	3	6	150	900	100
		N/B	Joint	2	20	40	4
		N/B	3	12	15	180	20
		N/B	3	12	8	96	11
		N/B	3	12	8	96	11
		N/B	3	12	6	72	8
		N/B	Joint	2	120	240	27
		N/B	3	12	8	96	11
		N/B	3	12	6	72	8
		N/B	Joint	2	80	160	18
		N/B	3	12	15	180	20
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	1	12	6	72	8
		N/B	1	12	6	72	8
		N/B	1	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6	72	8
		N/B	1	12	6	72	8
		N/B	2	12	6	72	8
		N/B	3	12	6		









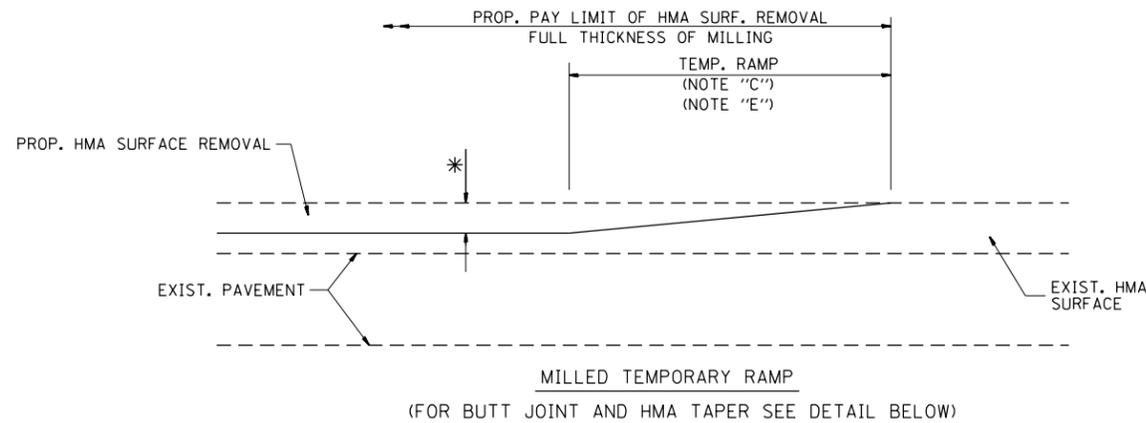
ROUTE: US 34 (Jefferson Ave. to Naper Blvd.)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Quincy Ave.		EB	1	12	6	72	8
			*	25	Each	1800	200
		EB	2	12	6	72	8
	Raymond Dr.		*	25	Each	1800	200
Raymond Dr.		EB	1	12	6	72	8
			*	18	Each	1296	144
		EB	2	12	6	72	8
	5th Ave.		*	18	Each	1296	144
5th Ave.		EB	1	12	6	72	8
			*	13	Each	936	104
		EB	2	12	6	72	8
	Royal St. George Dr.		*	13	Each	936	104
Royal St. George Dr.		EB	1	12	6	72	8
			*	30	Each	2160	240
		EB	2	12	6	72	8
	Mill St.		*	30	Each	2160	240
Mill St.		EB	1	12	6	72	8
			*	16	Each	1152	128
		EB	2	12	6	72	8
	Washington St.		*	16	Each	1152	128
Washington St.		EB	1	12	6	72	8
			*	27	Each	1944	216
		EB	2	12	6	72	8
	Naper Blvd.		*	27	Each	1944	216
Naper Blvd		WB	1	12	6	72	8
			*	17	Each	1224	136
		WB	2	12	6	72	8
	Columbia St.		*	17	Each	1224	136
Columbia St.		WB	1	12	6	72	8
			*	26	Each	1872	208
		WB	2	12	6	72	8
	Washington St.		*	26	Each	1872	208
Washington St.		WB	1	12	6	72	8
			*	19	Each	1368	152
		WB	2	12	6	72	8
	Raymond Dr.		*	19	Each	1368	152
Raymond Dr.		WB	1	12	6	72	8
			*	24	Each	1728	192
	Quincy Ave.		*	24	Each	1728	192
		WB	2	12	6	72	8
			*	24	Each	1728	192
<b>NOTE: * NUMBER OF PATCHES</b>							
					<b>TOTALS:</b>	<b>2580</b>	<b>3440</b>
					<b>FT</b>		<b>SY</b>

ROUTE: US 34 (Naper Blvd. to I-355)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Naper Blvd		EB	1	12	8	96	11
			*	41	Each	3936	437
		EB	2	12	8	96	11
	Yackley Ave.			41	Each	3936	437
Yackley Ave.		EB	1	12	6	72	8
			*	18	Each	1296	144
		EB	2	12	6	72	8
	Main St./Lisle Rd.			18	Each	1296	144
Main St./Lisle Rd		EB	1	12	6	72	8
			*	12	Each	864	96
		EB	2	12	6	72	8
	I-355			12	Each	864	96
I-355		WB	1	12	8	96	11
			*	12	Each	1152	128
		WB	2	12	8	96	11
				12	Each	1152	128
		WB	1	12	20	240	27
			*	1	Each	240	27
		WB	2	12	20	240	27
	Main St./Lisle Rd.			1	Each	240	27
Main St./Lisle Rd		WB	1	12	8	96	11
			*	2	Each	192	21
		WB	2	12	8	96	11
				2	Each	192	21
		WB	1	12	10	120	13
			*	2	Each	240	27
		WB	2	12	10	120	13
				2	Each	240	27
		WB	1	12	12	144	16
			*	6	Each	864	96
		WB	2	12	12	144	16
				6	Each	864	96
		WB	1	12	14	168	19
			*	4	Each	672	75
		WB	2	12	14	168	19
				4	Each	672	75
		WB	1	12	16	192	21
			*	1	Each	192	21
		WB	2	12	16	192	21
				1	Each	192	21
		WB	1	12	18	216	24
			*	1	Each	216	24
		WB	2	12	18	216	24
				1	Each	216	24
		WB	1	12	20	240	27
			*	1	Each	240	27
	Naper Blvd.			1	Each	240	27
Naper Blvd.		WB	2	12	20	240	27
				1	Each	240	27
<b>NOTE: * NUMBER OF PATCHES</b>							
					<b>TOTALS:</b>	<b>1772</b>	<b>2245</b>
					<b>FT</b>		<b>SY</b>

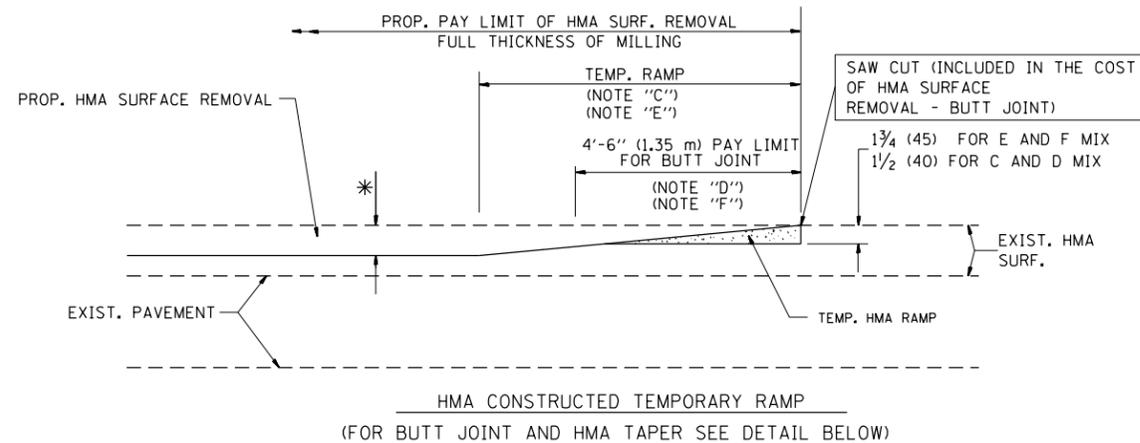
ROUTE: IL 59 (Batavia Rd. to North of IL 56)							
CROSS STREET		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Batavia Rd.		SB	1	12	6	72	8
			*	<b>43</b>	<b>Each</b>	<b>3096</b>	<b>344</b>
		SB	2	12	6	72	8
			*	<b>43</b>	<b>Each</b>	<b>3096</b>	<b>344</b>
	North of IL 56						
Batavia Rd.		NB	1	12	6	72	8
			*	<b>36</b>	<b>Each</b>	<b>2592</b>	<b>288</b>
		NB	2	12	6	72	8
	North of IL 56		*	<b>36</b>	<b>Each</b>	<b>2592</b>	<b>288</b>
<b>NOTE: * Number of Patches</b>							
<b>TOTALS:</b>						<b>948</b>	<b>1264</b>
						<b>FT</b>	<b>SY</b>

ROUTE: IL 59 (Diehl Rd. to North Aurora 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)
Diehl Rd.		SB	1	12	6	72	8
			*	<b>44</b>	<b>Each</b>	<b>3168</b>	<b>352</b>
		SB	2	12	6	72	8
	North Aurora Rd.		*	<b>44</b>	<b>Each</b>	<b>3168</b>	<b>352</b>
Diehl Rd.		NB	1	12	6	72	8
			*	<b>25</b>	<b>Each</b>	<b>1800</b>	<b>200</b>
		NB	2	12	6	72	8
	North Aurora Rd.		*	<b>25</b>	<b>Each</b>	<b>1800</b>	<b>200</b>
<b>NOTE: * Number of Patches</b>							
<b>TOTALS:</b>						<b>828</b>	<b>1104</b>
						<b>FT</b>	<b>SY</b>



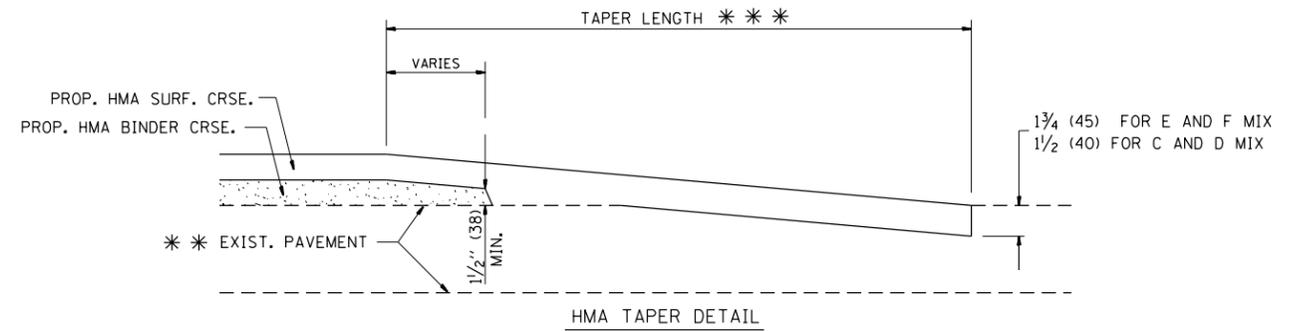
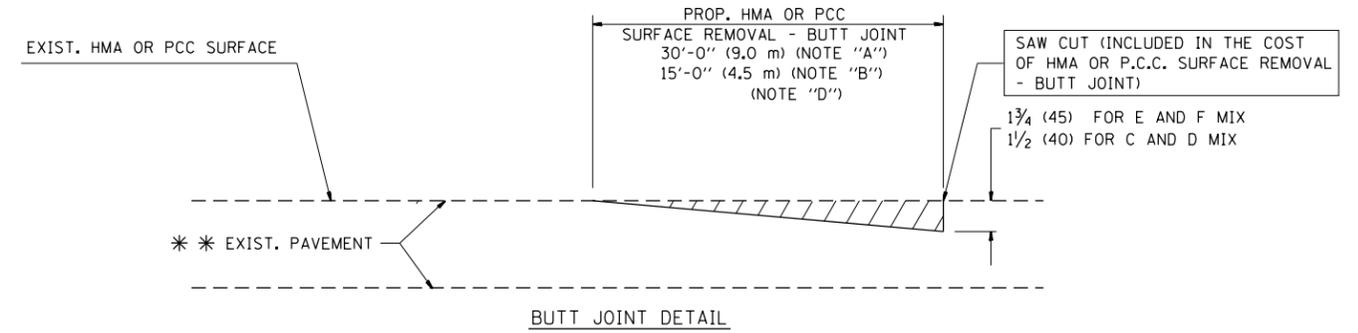


**OPTION 1**



**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

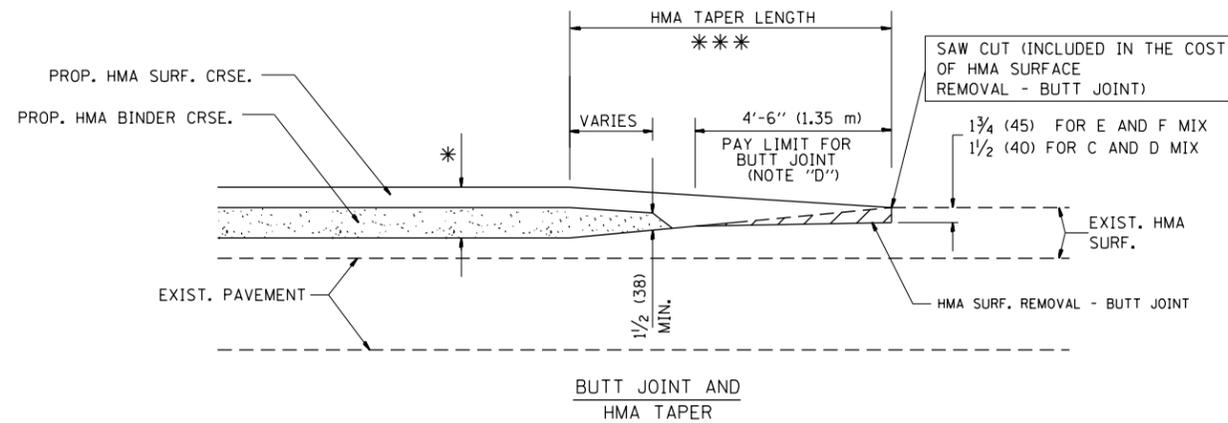
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



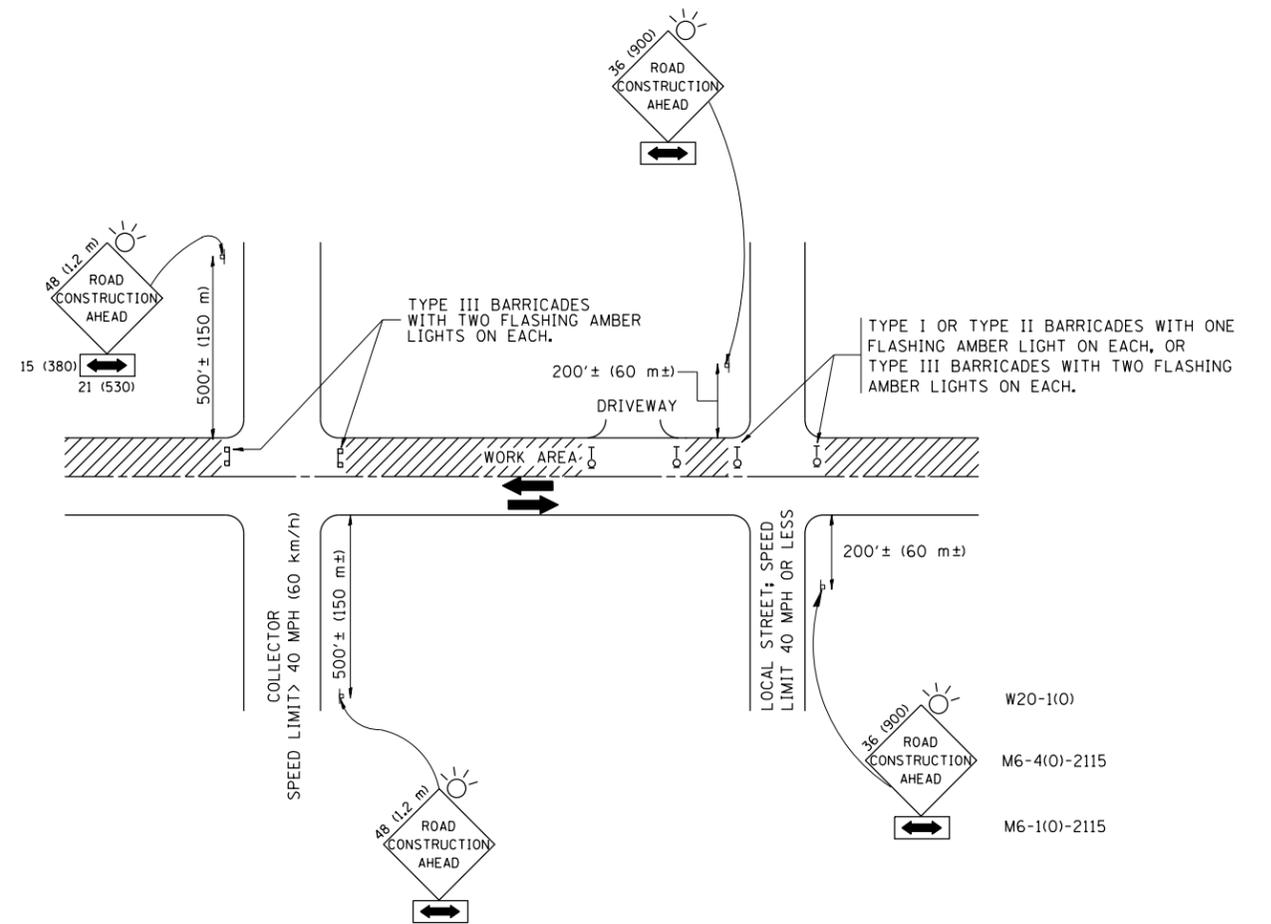
**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME =	USER NAME = pencepl	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p\dot\pencepl\d0303630\Dist	td.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 4/10/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 R5	DUPAGE	31	23
BD400-05 BD32		CONTRACT NO. 60T59		
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.

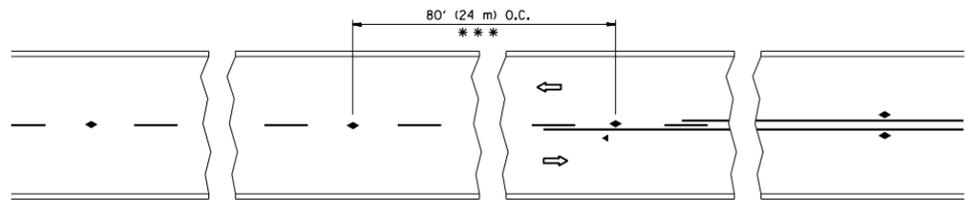
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/10/2012	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

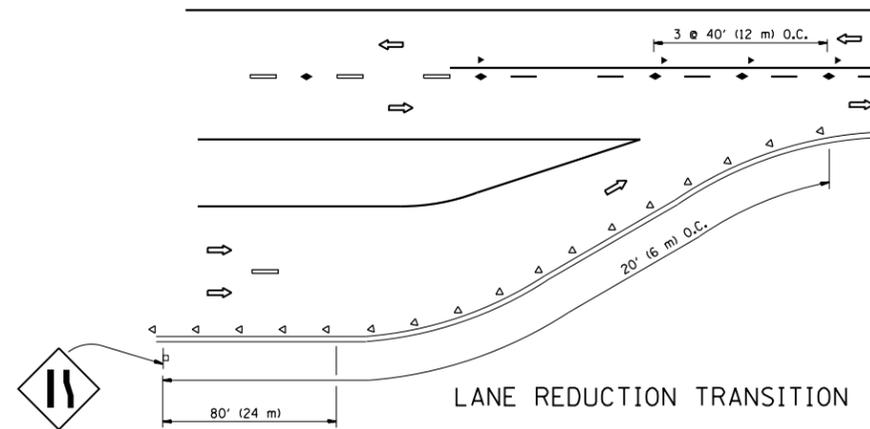
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 RS	DUPAGE	31	24
TC-10			CONTRACT NO. 60T59	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

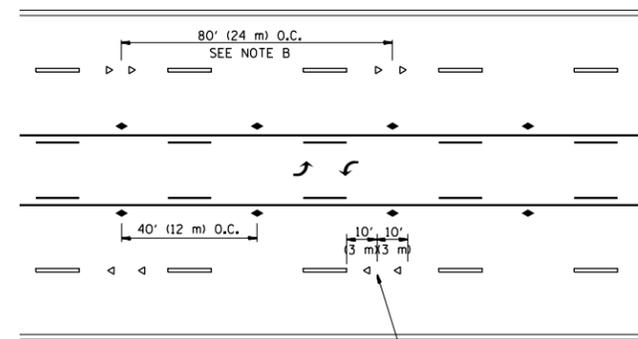


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

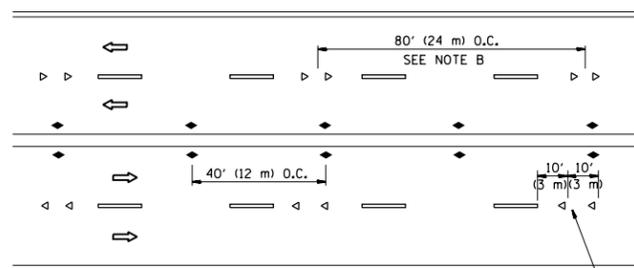
TWO-LANE/TWO-WAY



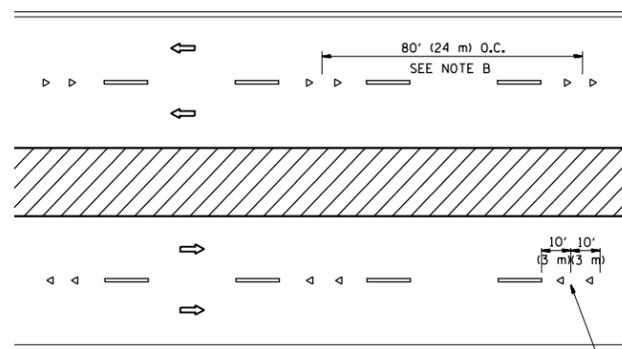
LANE REDUCTION TRANSITION



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

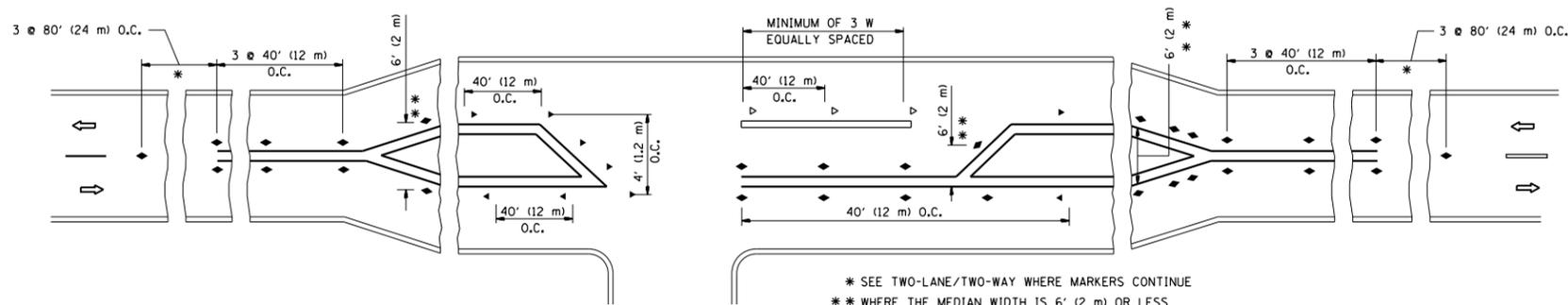
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

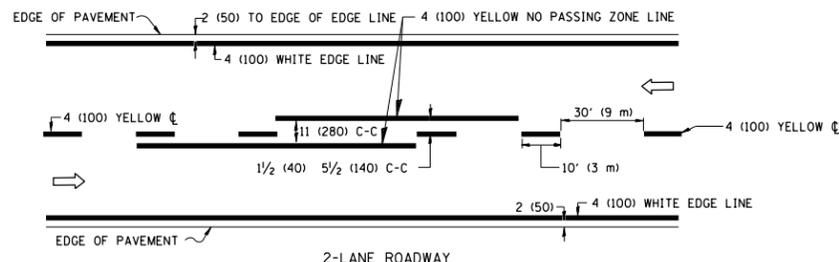


LEFT TURN

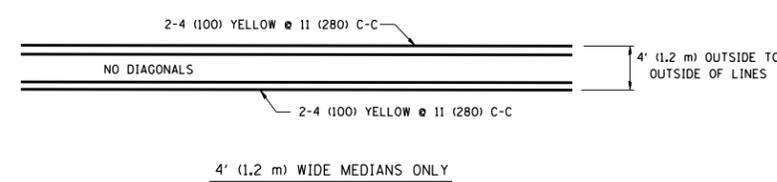
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

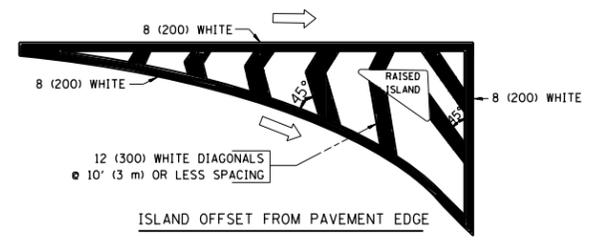
FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\p\p\pencepl\d0303630\Dist\d.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99	REVISED - T. RAMMACHER 01-06-00					VAR.	2012-013 RS	DUPAGE	31	25
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00	REVISED - C. JUCIUS 09-09-09		<b>TC-11</b>			<b>CONTRACT NO. 60T59</b>				
PLOT DATE = 4/10/2012	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		



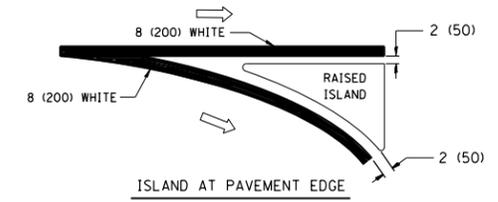
2-LANE ROADWAY



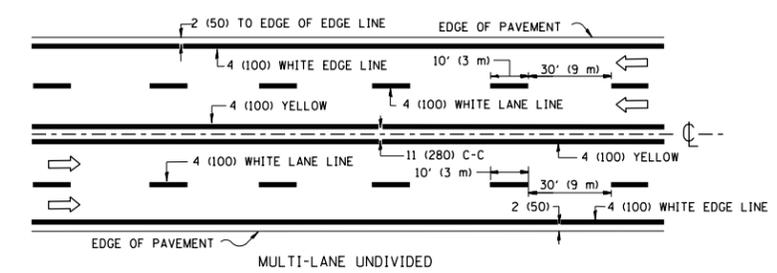
4' (1.2 m) WIDE MEDIANS ONLY



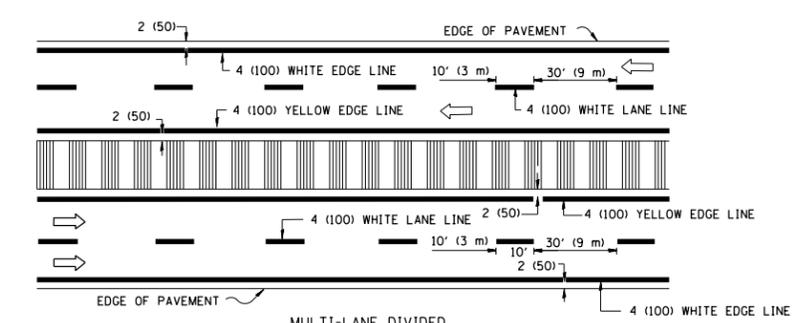
ISLAND OFFSET FROM PAVEMENT EDGE



TYPICAL ISLAND MARKING



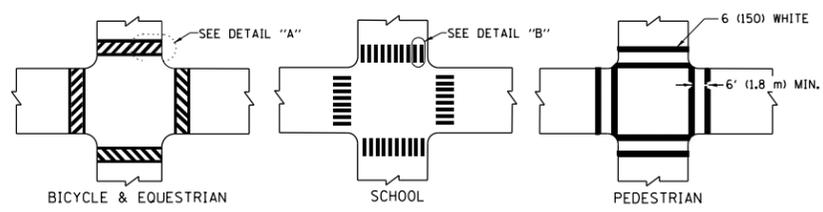
MULTI-LANE UNDIVIDED



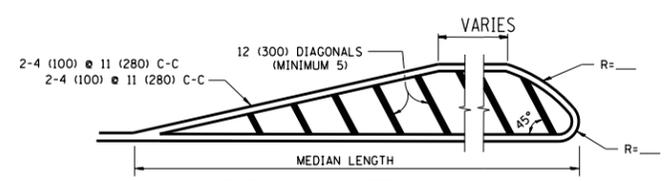
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

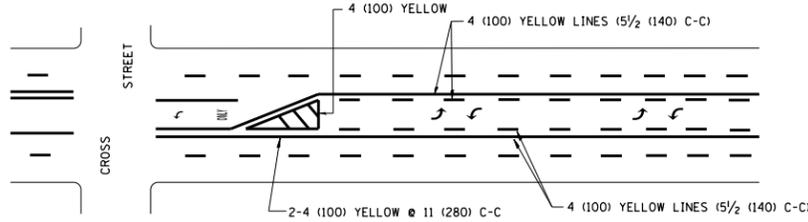
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

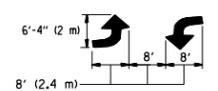


MEDIANS OVER 4' (1.2 m) WIDE



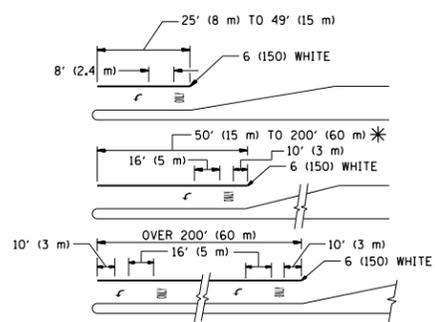
TYPICAL PAINTED MEDIAN MARKING

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.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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".

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 1/2 (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 1/2 (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' (4.5 m) MIN. LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

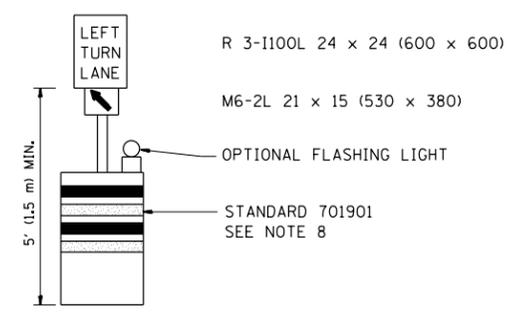
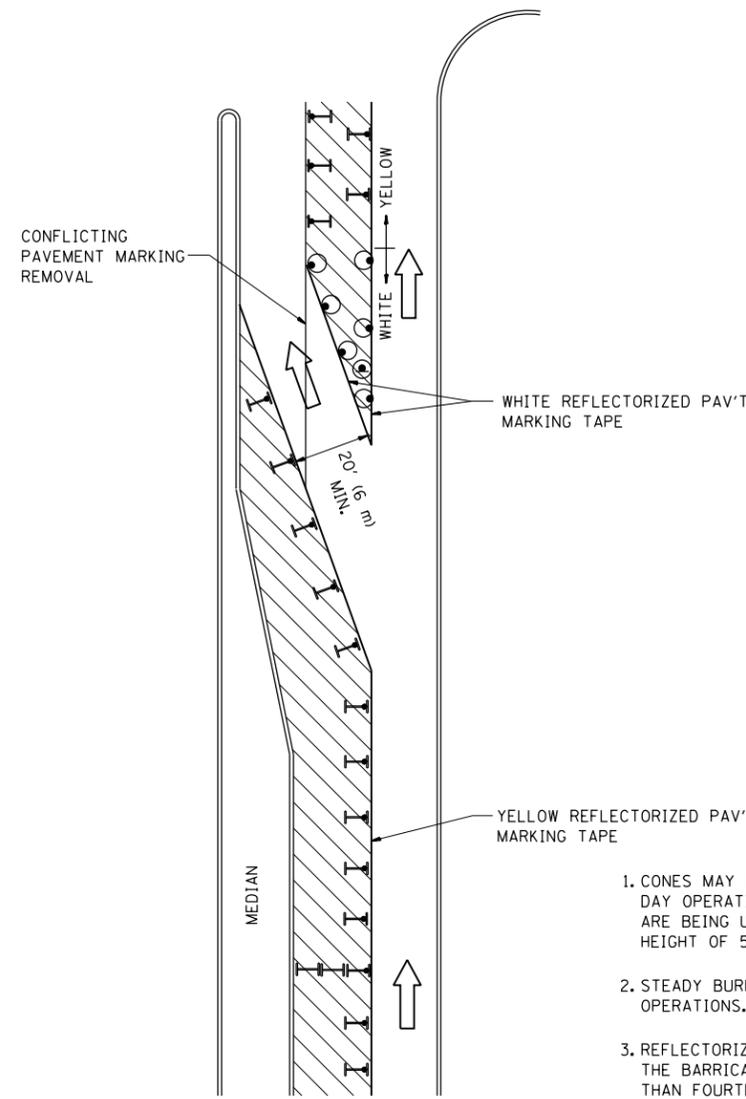
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = pencepl	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
et:\pw\work\p1dot\pencepl\d0303630\Dist\d.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2012	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.	2012-013 R5	DUPAGE	31	26
TC-13		CONTRACT NO. 60T59		
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 NCHRP 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.

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

**LEGEND**

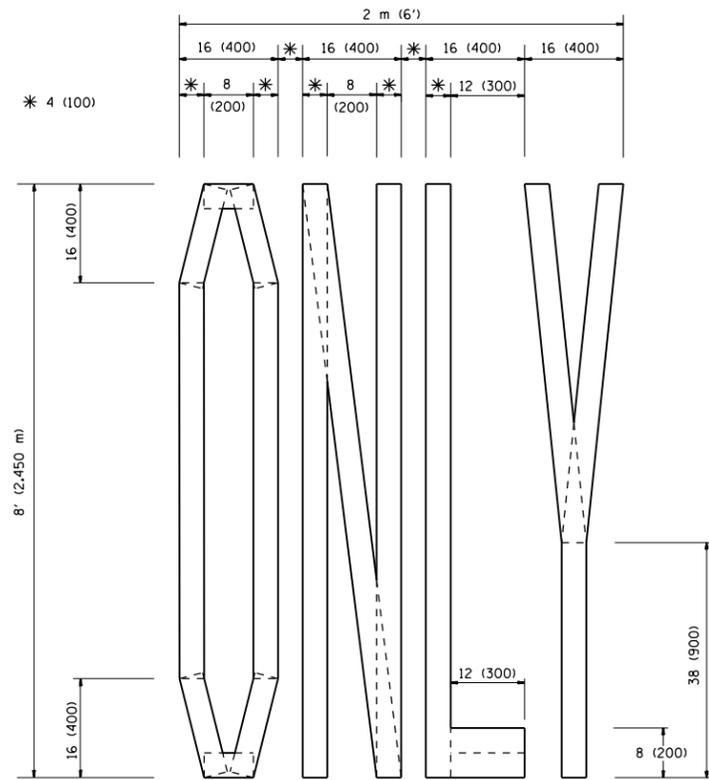
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = pencepl	REVISED -T, RAMMACHER 09-08-94	REVISED - R, BORO 09-14-09
et:\pw\work\p\dot\pencepl\d0303630\Dist	td.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / 1in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 4/10/2012	REVISED -T, RAMMACHER 01-06-00	REVISED -

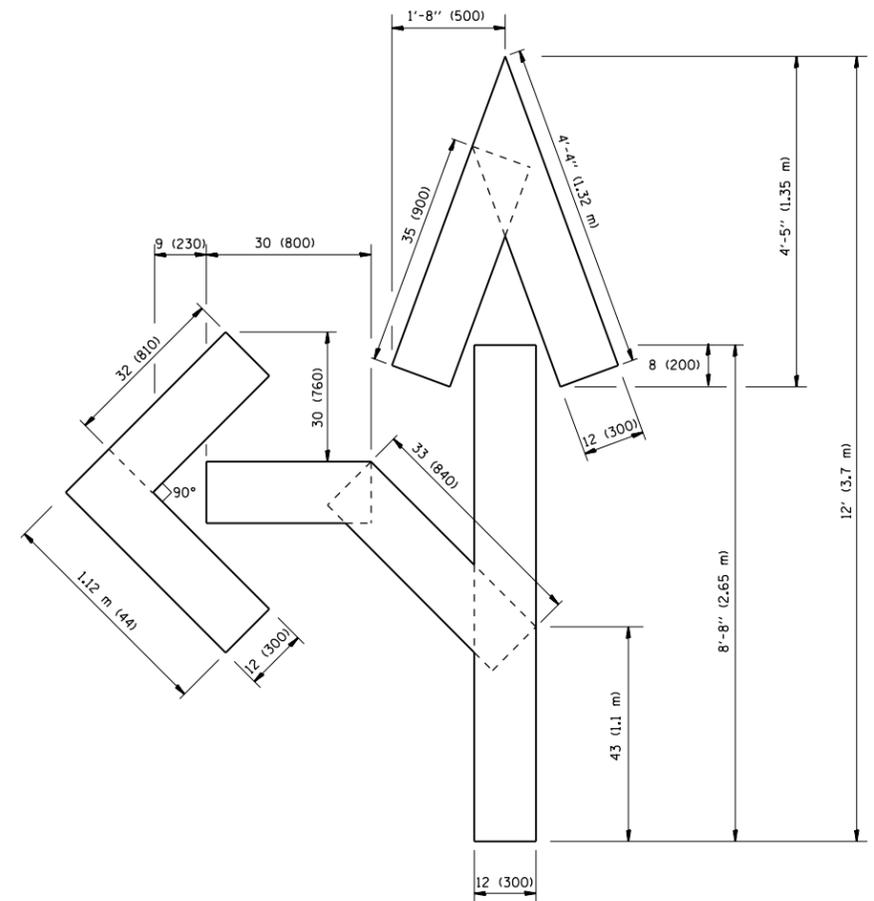
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

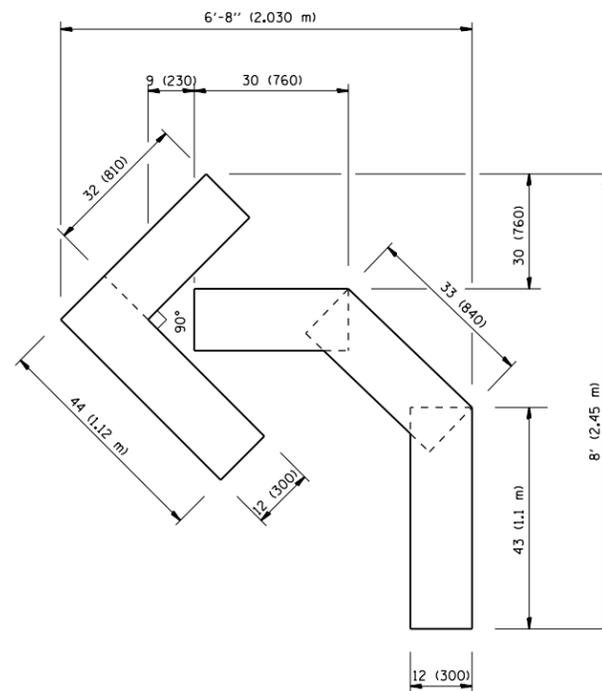
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2012-013 RS	DUPAGE	31	27
TC-14		CONTRACT NO. 60T59		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

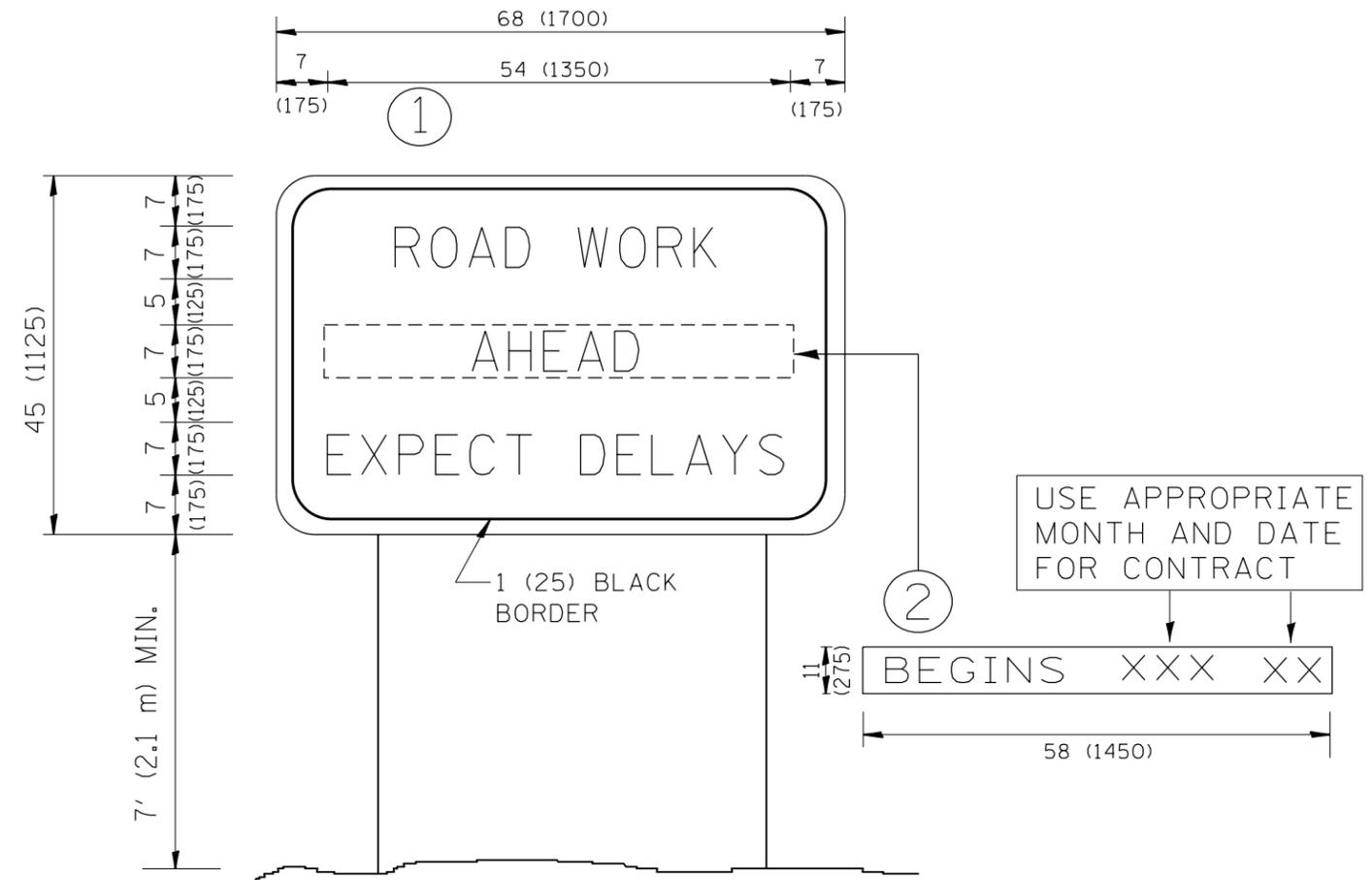
FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
et:\pw\work\p\dot\pencepl\d0303630\Dist	td.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/10/2012	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.	2012-013 RS	DUPAGE	31	28
TC-16			CONTRACT NO. 60T59	
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.

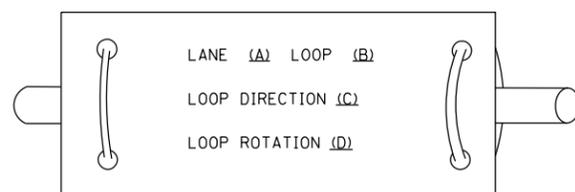
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw_work\pwork\pencepl\d0303630\Dist	td.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			VAR.	2012-013 RS	DUPAGE	31	29
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 60T59</b>		
	PLOT DATE = 4/10/2012	DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT

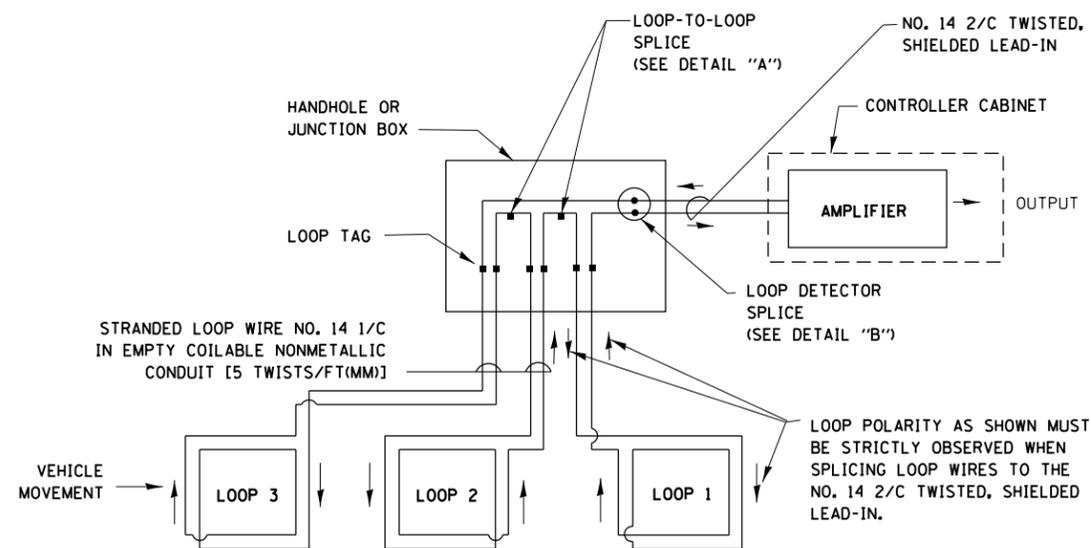
## LOOP DETECTOR NOTES

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

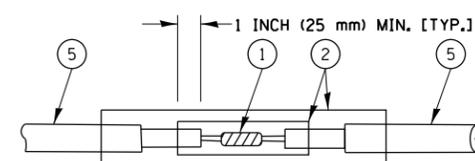


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

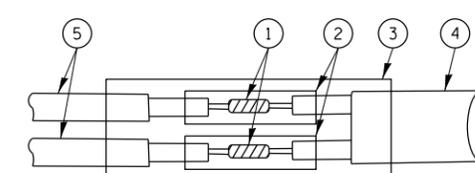


### DETECTOR LOOP WIRING SCHEMATIC

- 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.

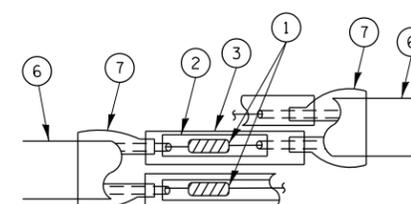


DETAIL "A"  
LOOP-TO-LOOP SPLICE

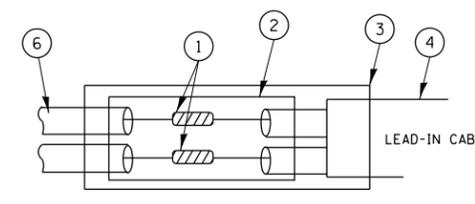


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

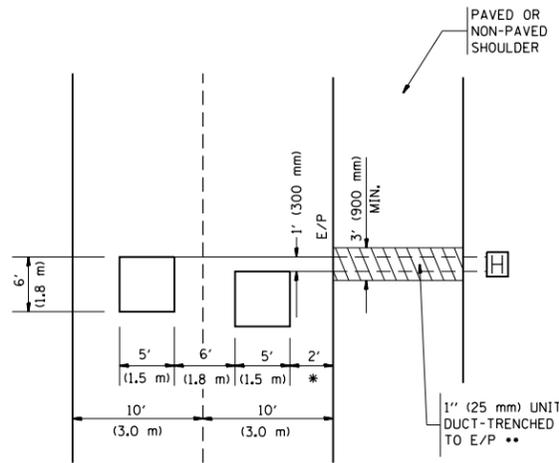
### LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = pencepl	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\pencepl\d0303630\Dist1	td.dgn	DRAWN - BCK	REVISED -			VAR.	2012-013 RS	DUPAGE	31	30
	PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -			<b>TS-05</b>		<b>CONTRACT NO. 60T59</b>		
	PLOT DATE = 4/10/2012	DATE - 10-28-09	REVISED -			SCALE: NONE	SHEET NO. 1 OF 6 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.



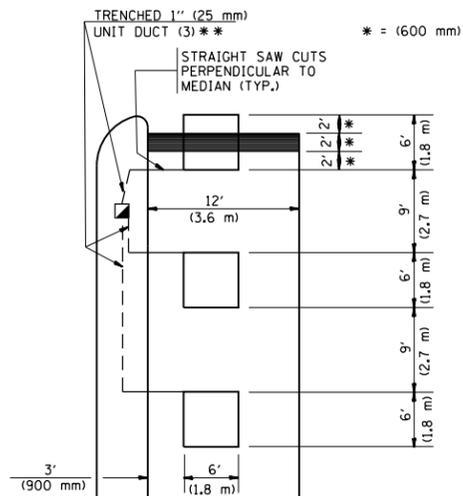
\* = (600 mm)

\*\* 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.

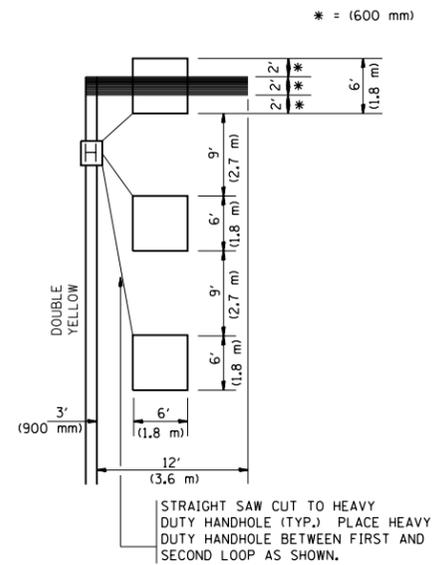


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

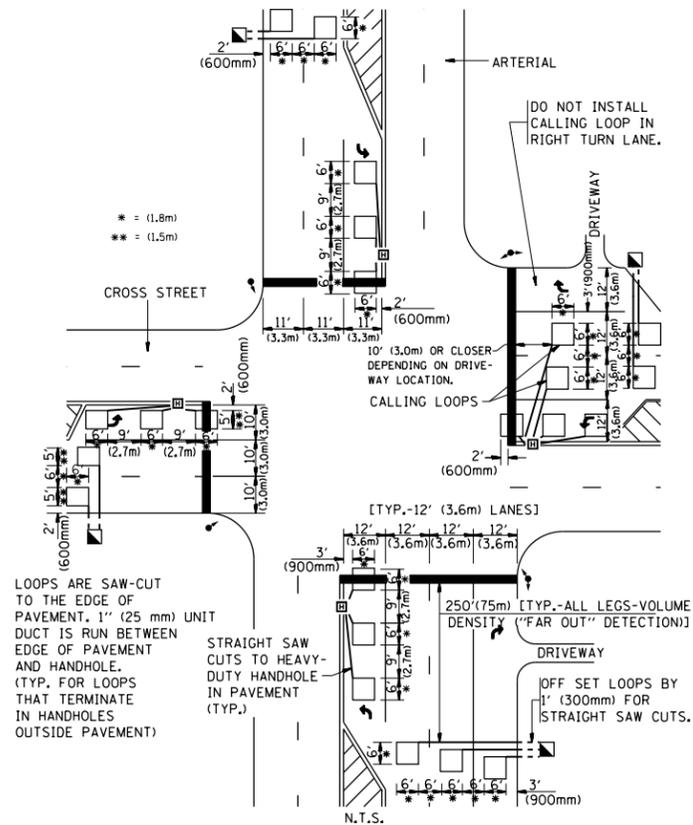
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



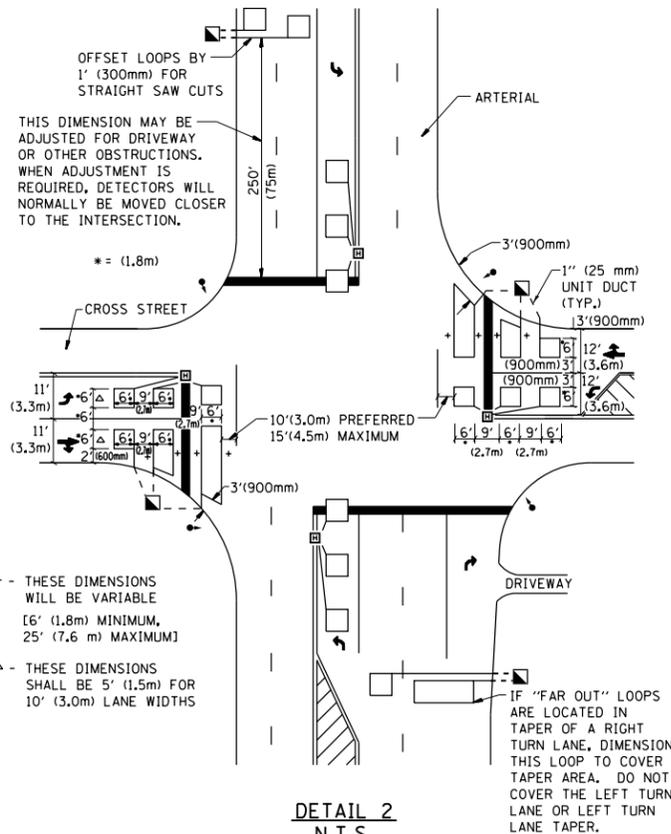
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

FILE NAME =	USER NAME = pencepl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p1dot\pencepl\d0303630\Dist1.dgn		DRAWN -	REVISED -			VAR.	2012-013 R5	DUPAGE	31	31	
PLOT SCALE = 100.0000' / 1".		CHECKED - R.K.F.	REVISED -			<b>TS-07</b>		<b>CONTRACT NO. 60T59</b>			
PLOT DATE = 4/10/2012		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	