

SECTION "B" -- IL 4 / IL 29 INTERSECTION IMPROVEMENT RESURFACING SCHEDULE

DESCRIPTION	STATION TO STATION	LENGTH (FT)	AVG. PAVT. WIDTH (FT)	PAVMENT AREA (SQYD)	EOP HMA SHLDR WIDTH (FT)	MEDIAN HMA SHLDR WIDTH (FT)	HMA SHLDR AREA (SQYD)	BIT MAT PRIMECOAT (TON)	AGG PRIMECOAT (TON)	1" HMA LEVEL BINDER (TON)	1.5" POLY SURFACE HMA (TON)	2" POLY HMA SURFACE (TON)	HMA SURF. REM 2" (SQYD)	HMA SURF. REM 2.5" (SQYD)	2" HMA SHLDR (TON)	2.5" HMA SHLDR (TON)	AGG SHLDR (TON)	GRADE & SHAPE SHLDR (UNIT)	BUTT JOINT (SQYD)	TEMP RAMPS (SQYD)	
NORTHBOUND LANES -- IL 4/VET PKY																					
MAIN LINE	112+50	111+44	106.00	24	282.67	10	117.78	0.2	0.8	15.8	23.7					16.5	4.0				
MAIN LINE	111+44	110+23	121.00	24	322.67	10	8	242.00	0.3	1.1	18.1	27.1				33.9	4.6				
MAIN LINE	110+23	110+02	21.00	24	56.00		8	18.67	0.0	0.1	3.1	4.7				2.6					
MAIN LINE	110+02	109+28	74.00	24	197.33			0.1	0.4	11.1	16.6										
MAIN LINE	109+28	109+00	28.00	24	74.67	10	31.11	0.0	0.2	4.2	6.3					4.4	1.1				
MAIN LINE	109+00	107+86	114.00	24	304.00	10	6	202.67	0.2	1.0	17.0	25.5				28.4	4.3				
MAIN LINE	107+86	102+76	510.00	24	1,360.00			0.5	2.7	76.2	114.2										
MAIN LINE	102+76	101+08	168.00	24	448.00			0.2	0.9	25.1	37.6		448.0								
STATION EQUATION 100+49.35BK = 199+51.54AH																					
MAIN LINE	199+74.	200+56	82.00	24	218.67			0.2	0.4	12.2	18.4		218.7								
MAIN LINE	200+56	203+81	325.00	24	866.67	10	361.11	0.5	2.5	48.5	72.8		1,227.8			50.6	12.3				
MAIN LINE	203+81	208+00	419.00	24	1,117.33	10	6	744.89	0.7	3.7	62.6	93.9	1,862.2			104.3	31.8				
IL 4 / 100 W. RD. TURN LANES																					
LEFT TURN	112+50	111+87	63.00		168.06		7	49.00	0.1	0.4	9.4	14.1				6.9	2.4				
LEFT TURN	111+87	111+45	42.00		127.44				0.1	0.3	7.1	10.7									
LEFT TURN	111+45	110+32	113.00	14	175.78				0.1	0.4	9.8	14.8									
IL 4 / IL 29 TURN LANES																					
LEFT TURN	108+14	104+25	389.00		595.11				0.5	1.2	33.3	50.0									
LEFT TURN	104+25	102+76	149.00	26	430.44				0.3	0.9	24.1	36.2									
LEFT TURN	102+76	101+35	141.00	26	407.33				0.3	0.8	22.8	34.2									
LEFT TURN	101+35	100+78	57.00		243.44				0.2	0.5	13.6	20.4									
RIGHT TURN	107+86	106+00	186.00		63.82	7	144.67	0.1	0.4	3.6	5.4					20.3	7.1				
RIGHT TURN	106+00	104+89	111.00		139.22	4	49.33	0.1	0.4	7.8	11.7					6.9	4.2				
RIGHT TURN	104+89	102+76	213.00	12	284.00	4	94.67	0.3	0.8	15.9	23.9					13.3	8.1				
RIGHT TURN	102+76	102+34	42.00	12	56.00	4	18.67	0.0	0.1	3.1	4.7		74.7			2.6	1.6				
RIGHT TURN	102+34	101+14	120.00		418.31			0.3	0.8	23.4	35.1		418.3								
NORTHBOUND TOTALS					8,356.96			2,074.56	5.4	20.9	468.0	702.0	0.0	3,308.7	941.0	0.0	290.4	81.5	0.0	0.0	0.0
SOUTHBOUND LANES -- IL 4/VET PKY																					
MAIN LINE	208+00.	207+20	80.00	24	213.33	10	6	142.22	0.2	0.7	11.9	17.9	355.6			19.9	6.1				
MAIN LINE	207+20	206+63	57.00	24	152.00	10		63.33	0.1	0.4	8.5	12.8	215.3			8.9	2.2				
MAIN LINE	206+63	200+11	652.00	24	1,738.67				1.3	3.5	97.4	146.0	1,738.7								
STATION EQUATION 100+49.35BK = 199+51.54AH																					
MAIN LINE	100+71.	101+30	59.00	24	157.33				0.1	0.3	8.8	13.2		157.3							
MAIN LINE	101+30.	101+50	20.00	24	53.33		8	17.78	0.0	0.1	3.0	4.5		71.1			2.5				
MAIN LINE	101+50	102+91	141.00	24	376.00	10	8	282.00	0.3	1.3	21.1	31.6		658.0			39.5	5.4			
MAIN LINE	102+91	104+26	135.00	24	360.00	10	4	210.00	0.2	1.1	20.2	30.2		570.0			29.4	5.1			
MAIN LINE	104+26	107+70	344.00	24	917.33	10		382.22	0.5	2.6	51.4	77.1	1,299.6			53.5	13.1				
MAIN LINE	107+70	108+79	109.00	24	290.67	10	8	218.00	0.2	1.0	16.3	24.4	508.7			30.5	4.1				
MAIN LINE	108+79	109+13	34.00	24	90.67	10	8	68.00	0.1	0.3	5.1	7.6				9.5	1.3				
MAIN LINE	109+13	109+44	31.00	24	82.67	8		27.56	0.0	0.2	4.6	6.9				3.9					
MAIN LINE	109+44	109+87	43.00	24	114.67	10		47.78	0.1	0.3	6.4	9.6				6.7	1.6				
MAIN LINE	109+87	110+62	75.00	24	200.00	10	8	150.00	0.1	0.7	11.2	16.8				21.0	2.8				
MAIN LINE	110+62	111+87	125.00	24	333.33	10	8	250.00	0.2	1.2	18.7	28.0				35.0	4.7				
MAIN LINE	111+87	112+50	63.00	24	168.00	10	8	126.00	0.1	0.6	9.4	14.1				17.6	4.8				
IL 4 / IL 29 TURN LANES																					
LEFT TURN	207+20	203+30	390.00		572.29				0.2	1.1	32.0	48.1								14.8	
LEFT TURN	203+30	200+39	291.00	26	840.67				0.3	1.7	47.1	70.6									
LEFT TURN	200+39	199+80	59.00		252.28				0.1	0.5	14.1	21.2									
RIGHT TURN	206+63	204+10	253.00		186.43	7	196.78	0.1	0.8	10.4	15.7		383.2			27.5	9.6				
RIGHT TURN	204+10	201+44	266.00	12	354.67	4	118.22	0.2	0.9	19.9	29.8		472.9			16.6	10.1				
RIGHT TURN	201+44	200+17	127.00		444.54				0.2	0.9	24.9	37.3	444.5								
IL 4 / 100 W. RD. TURN LANES																					
LEFT TURN	102+91	107+73	482.00		704.27				0.5	1.4	39.4	59.2		704.3							
LEFT TURN	107+73	109+13	140.00	14	217.78				0.2	0.4	12.2	18.3									
SOUTHBOUND TOTALS					8,820.91			2,299.89	5.4	22.2	494.0	741.0	0.0	3,610.2	3,968.9	0.0	322.0	85.7	0.0	0.0	0.0
SIDE ROAD -- 100 W. ROAD																					
MAIN LINE	9+42	9+89	47.00		501.02				0.4	1.0	28.1	42.1		501.0							
SIDE ROAD TOTALS					501.02			0.00	0.4	1.0	28.1	42.1	0.0	0.0	501.0	0.0	0.0	0.0	0.0	0.0	0.0
NORTHBOUND TOTALS					8,356.96			2,074.56	5.4	20.9	468.0	702.0	0.0	3,308.7	941.0	0.0	290.4	81.5	0.0	0.0	0.0
SOUTHBOUND TOTALS					8,820.91			2,299.89	5.4	22.2	494.0	741.0	0.0	3,610.2	3,968.9	0.0	322.0	85.7	0.0	0.0	0.0
INTERSECTION IMPROVEMENT TOTALS			1,968.00		17,678.89			4,374.44	11.2	44.1	990.0	1,485.0	0.0	6,918.9	5,410.9	0.0	612.4	167.2	0.0	0.0	0.0