08-02-13 LETTING ITEM 024

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

THIS PROJECT IS LOCATED IN:
THE VILLAGE OF ISLAND LAKE
THE VILLAGE OF WAUCONDA
THE CITY OF CRYSTAL LAKE
THE CITY OF MARENGO
THE CITY OF WOODSTOCK

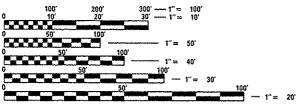
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VARIOUS ROUTES
SECTION: 2013–028 RS
VARIOUS LOCATIONS IN MCHENRY AND WESTERN LAKE COUNTIES
INTERMITTENT RESURFACING
MCHENRY & LAKE COUNTIES
C-91-348-13

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

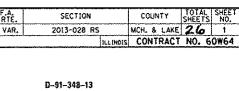


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

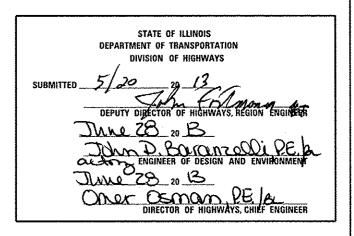
J.U.L.I.E. JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1–800–892–0123 OR 811

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

CONTRACT NO. 60W64







PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

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 -03	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 <i>-03</i>	L'ANE CLOSURE, 2L. 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311 - 03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
6	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	101311-03	
7-17	INTERMITTENT RESURFACING SCHEDULE	701336 -06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
18	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701421 -05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS \geq 45 MPH TO 55 MPH
19	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426 -05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS > 45 MPH
20	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
21	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701501 -06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
22 23	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14) PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC	701502 -05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
2.0	STAGING (TC-16)		
24	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701601 - 08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
25	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 1 OF 6)	701602 -06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL
26	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING	. 4	LEFT TURN LANE
	(TS-07)	701606 -08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
		701701 -08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
		701901 - 02	TRAFFIC CONTROL DEVICES
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HOT-MIX ASPHALT MIXTURE RE	QUIREMENTS
MIXTURE TYPE	AIR VOIDS (%) @ N _{OES.}
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% © 70 GYR

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 75 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL INTERMITTENT RESURFACING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT DEBBIE HANLON, AREA TRAFFIC FIELD ENGINEER AT (847) 438-2300 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.

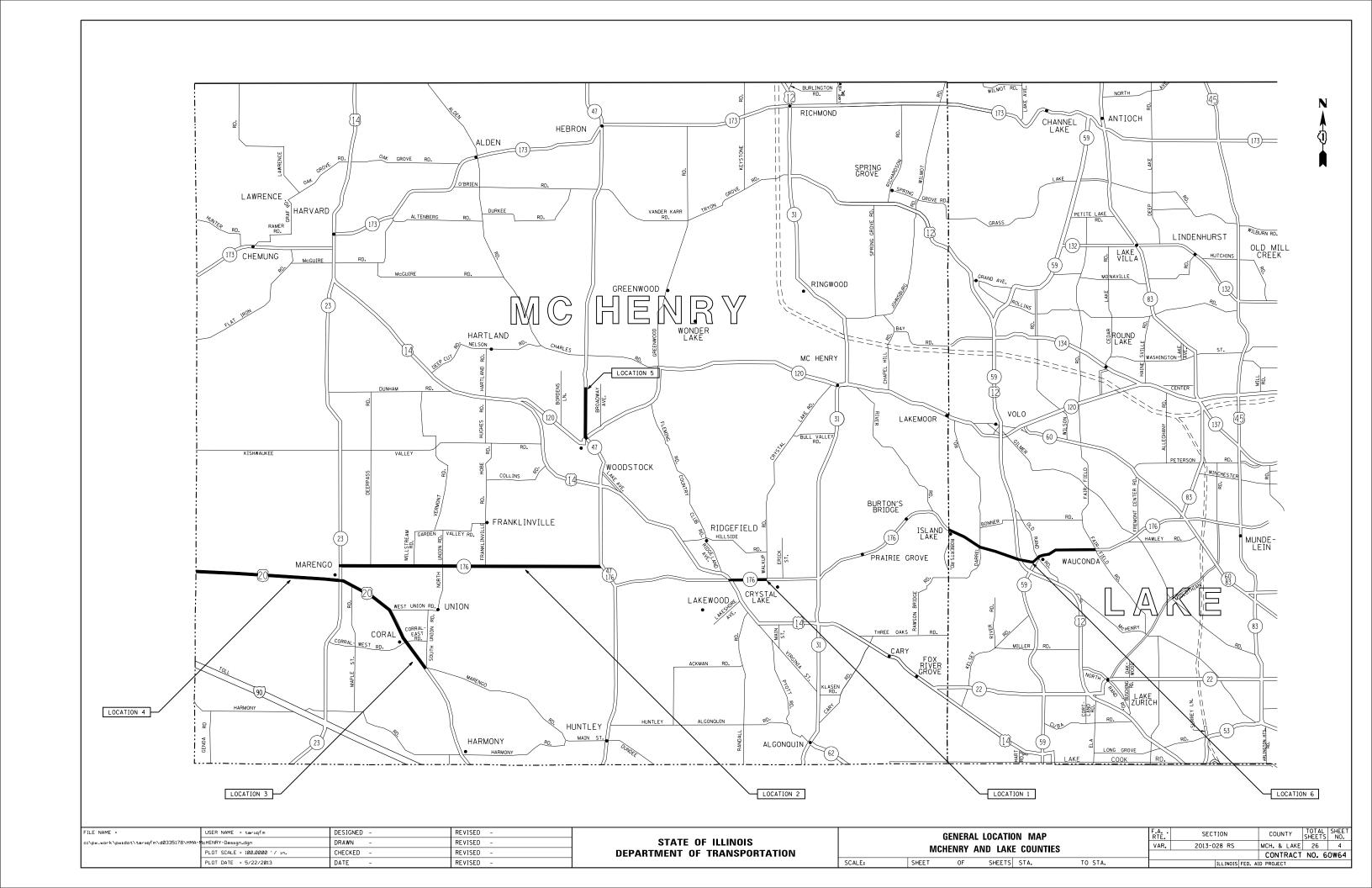
ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

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STATI	E OF	ILLINOIS
DEPARTMENT	OF '	TRANSPORTATION

				F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
INDEX OF	SHEETS, STATE	STANDARDS AND	GENERAL NOTES	VAR,	2013-028 RS	MCH. & LAKE	56	2
	·····					CONTRACT	NO. 6	OW64
:	SHEET OF	SHEETS! STA.	TO STA.		ILLINOIS FFO. A	ID PROJECT		

	SUMMARY OF QUANTITIES	·····	URBAN			ONSTRUCT	ION TYPE	CODE		1	SUMM	ARY OF QUANTITIES		URBAN			ONSTRUCT	ION TYPE	CODE	
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40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	18	7				<u></u>	* 7810010	RAISED REFL	ECTIVE PAVEMENT MARKER	EACH	324	96	228				***************************************
		Topic Control of Contr					Andreas -													
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SO YD	479	. 354	125					7830020	RAISED REFL	ECTIVE PAVEMENT MARKER REMOVAL	EACH	324	96	228	And Annual Control of the Control of		***************************************	<u> </u>
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40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	1788	1321	467			2 2	Commence of the Commence of th		-	· · · · · · · · · · · · · · · · · · ·								
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44000157	HOT-MIX ASPHALT SURFACE REMOVAL. 2"	SO YO	15953	11788	4165	-		ļ				S-TRAINING		6.00					-	
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	SUMMARY - MCHENRY COUNTY AND WESTERN LAKE COUNTY ROUTES	MUNICIPALITIES	SPEED LIMIT	EXISTING ADT (YEAR)
LOC. 1	IL 176 (US 14 TO WALKUP RD.)	CRYSTAL LAKE, NUNDA TWP.	35 MPH	14,500 (2011)
LOC. 2	IL 176 (IL 47 TO IL 23)	UNINCORPORATED MCHENRY COUNTY, MARENGO TWP., SENECA TWP.	35-55 MPH	9,200 (2011)
LOC. 3	US 20 (IL 23 TO MARENGO RD.)	MARENGO, UNINCORPORATED MCHENRY COUNTY, MARENGO TWP., SENECA TWP., RILEY TWP., CORAL TWP.	30-55 MPH	14,000 (2012)
LOC. 4	US 20 (IL 23 TO BOONE CO. LINE)	MARENGO, UNINCORPORATED MCHENRY COUNTY, MARENGO TWP.	30-55 MPH	12,200 (2011)
LOC. 5	IL 47 (WARE RD. TO IL 120)	WOODSTOCK, DORR TWP., GREENWOOD TWP.	30-35 MPH	6,550 (2011)
LOC. 6	IL 176 (ROBERTS RD. TO FAIRFIELD RD.) - LAKE COUNTY	WAUCONDA, ISLAND LAKE, WAUCONDA TWP., FREEMONT TWP.	30-55 MPH	19,500 (2011)

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		HMA 2" MILL
	SUMMARY - MCHENRY COUNTY AND WESTERN LAKE COUNTY ROUTES	& RESURFACE
		(SY)
LOC. 1	IL 176 (US 14 TO WALKUP RD.)	214
LOC. 2	IL 176 (IL 47 TO IL 23)	7091
LOC. 3	US 20 (IL 23 TO MARENGO RD.)	104
LOC. 4	US 20 (IL 23 TO BOONE CO. LINE)	635
LOC. 5	IL 47 (WARE RD. TO IL 120)	3744
LOC. 6	IL 176 (ROBERTS RD. TO FAIRFIELD RD.) - LAKE COUNTY	4165
	MCHENRY COUNTY AND WESTERN LAKE COUNTY TOTAL =	15953
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FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YE
US 14		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 EB	1	12 12	4	48 48	5 5
		EB	1	12	4	48	5
		EB	1	12		48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Oak Ave.	EB	1	12	4	48	5
Oak Ave.	Oak Ave.	EB	1	12	4	48	5
Jan Ave.		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	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Walkup Rd.	EB	1	12	4	48	5
Walkup Rd.		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
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		WB	1	12	4	48	5
		WB	1	12	4	48	5
	Oak Ave.	WB	1	12	4	48	5
Oak Ave.		WB	1	12	4	48	5
		WB	1	12	4	48	5
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		TOTALS:			160		214
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ROUTE:	IL 176 (IL 47 to IL 23)						
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
IL 47		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	4	50	200	22
		WB	1	3	50	150	17
		WB	1	15	3	45	5
		WB	1	3	50	150	17
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	15	4	60	7
		WB	1	15	4	60	7
		WB	1	15	4	60	7
		WB WB	1	15 15	3	45 45	5 5
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		WB	1	15	4	60	
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		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	150	450	50
		WB	1	3	200	600	67
		WB	1	15	8	120	13
		WB	1	3	25	75	8
		WB	1	15	4	60	7
		WB	1	15	4	60	7
		WB	1	15	4	60	7
		WB	1	15	8	120	13
		WB	1	15	3	45	5
		WB	1	15	12	180	20
		WB	1	12	3	36	4
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ROUTE:	IL 176 (IL 47 to IL 23)			(Continued)			
CDOSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
				PATCH			
FROM	ТО	(EB/WB) (NB/SB)	NO. (1, 2, 3)	WDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
		WB	1	12		36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
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		WB	1	12	3	36	4
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45 45	5
		WB	1	15	3	45	5
		WB	1	15	3	45 45	5
		WB	1	15	3	45 45	5
		WB		15	3	45 45	5
		WB	1	3	100	300	33
		WB	1	15		45	5
		WB		15	3		
			1		3	45	5
		WB	1	15	3	45 45	5
		WB	1	15 15	3	45 45	5 5
		WB	1				
		WB	1	15 15	3	45 45	5
		WB	1	15		45	5
		WB	1	3 15	150	450	50
		WB WB	1		3	45 45	5
			1	15	3	45 45	5
		WB	1	15	3	45 45	5
		WB	1	15	3	45 45	5
	Cor Dd	WB	1	15	3	45	5
C D4	Gee Rd.	WB	1	3	100	300	33
Gee Rd.		WB	1	15	3	45 45	5
		WB	1	15	3	45	5
		WB	1	15	20	300	33
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	15	3	45	5

ROUTE: II	_ 176 (IL 47 to IL 23)			(Continued)			
CROSS S	TREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	300	900	100
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	100	300	33
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	15	20	300	33
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	3	100	300	33
				3			67
		WB	1		200	600	
		WB	1	15	6	90	10
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	8	120	13
	Union Rd.	WB	1	3	300	900	100
Union Dd	onion Na.	WB	1	15	12	180	20
Union Rd.							
		WB	1	15	4	60	7
		WB	1	15	4	60	7
	Millstream Rd	WB	1	15	4	60	7
Millstream Rd		WB	1	3	100	300	33
		WB	1	15	3	45	5
		WB	1	3	100	300	33
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB			3		
			1	15 15	3	45 45	5 5
		WB					

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

STAT	E OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMIT	TENT	RESURFAC	ING SC	HEDULE	F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		IL 176			VAR.	2013-028 RS	MCH. & LAKE	26	8	
		IL 170					CONTRACT	NO. 6	OW64	
SHEET	OF	SHEETS	STA.	TO STA.		TILINOIS EED AT	n ppn iect			

ROUTE	ROUTE: IL 176 (IL 47 to IL 23)			(Continued)			
CROSS	S 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)
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	3	100	300	33
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	12	180	20
		WB	1	3	100	300	33
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	3	200	600	67
		WB	1	3	150	450	50
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5 5
	Doormood Dd	WB	1	15	3	45 45	5
Deerpass Rd.	Deerpass Rd.	WB WB	1	15 15	12	45 180	20
Deelpass Ru.		WB	1	3	200	600	67
		WB	1	3	200	600	67
		WB	1	15	3	45	5
		WB	1	12	100	1200	133
		WB	1	12	100	1200	133
		WB	1	3	250	750	83
		WB	1	3	150	450	50
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5

ROUTE:	IL 176 (IL 47 to IL 23)			(Continued)			
CROSS S	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)
		WB	1	3	200	600	67
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	15	3	45	5
	IL 23	WB	1	3	100	300	33
IL 23	IL ZJ	EB	1	3	150	450	50
IL 23							
		EB	1	3	50	150	17
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	50	150	17
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	300	900	100
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	250	750	83
		EB	1	3	200	600	67
		EB	1	12	100	1200	133
		EB	1	12	100	1200	133
		EB	1	15	3	45	5
		EB	1	3	100	300	33
+							
	D. 51	EB	1	3	100	300	33
	Deerpass Rd.	EB	1	15	12	180	20
Deerpass Rd.		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
+		EB	1	3	200	600	67
		EB	1	3	50	150	17
		EB	1	15	3	45	5

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

STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMIT	TENT	RESURFAC	ING SC	HEDULE	F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		IL 176			VAR.	2013-028 RS	MCH. & LAKE	26	9
		IL 170					CONTRACT	NO. 6	0W64
SHEET	OF	SHEETS	STA.	TO STA.		TILINOIS EED A	ID PROJECT		

ROUTE:	IL 176 (IL 47 to IL 23)			(Continued)			
CDOSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
			NO.	PATCH	PATCH	AREA	
FROM	ТО	(EB/WB) (NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	AREA (SQ YD)
		EB	1	15		45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	50	150	17
		EB	1	3	100	300	33
		EB	1	15	12	180	20
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45 45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	100	300	33
		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	3	100	300	33
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	100	300	33
		EB	1	15	3	45	5
	Dunham Rd	EB	1	3	150	450	50
Dunham Rd	- Daniiani Na	EB	1	15	4	60	7
		EB	1	15	4	60	7
		EB	1	15	4	60	7
	Union Rd.	EB	1	15	12	180	20
Union Rd.	20111101	EB	1	3	200	600	67
r.w.		EB	1	3	300	900	100
		EB	1	15	8	120	13
		EB	1	15	3	45	5
		EB	1	15	3	45	5 5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	15	3	45	5

ROUTE: IL 1	76 (IL 47 to IL 23)			(Continued)			
CROSS STR	EET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	15	3	45	5
		EB	1	15	6	90	10
		EB	1	3	200	600	67
		EB	1	3	100	300	33
		EB	1	3	50	150	17
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	20	300	33
		EB	1	3	100	300	33
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	100	300	33
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
+		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	200	300	33
		EB	1	15	3	45	5
	Gee Rd.	EB	1	15	3	45 45	5
Co- Dd	Gee Ra.						
Gee Rd.		EB	1	3	50	150	17
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	50	150	17
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
· · · · · · · · · · · · · · · · · · ·	1	EB	1	15	3	45	5

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

STATE	E 01	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMIT	ΓENT	RESURFAC	CING SO	CHEDULE	F.A. RTE.	SECTION	(
		IL 176			VAR.	2013-028 RS	MCH
		IL 170					C
SHEET	ΩF	SHEETS	STA	TO STA		THE INDICE SERVICE	0 00

CROSS STREET DIRECTION CAME PACHENT PAVEMENT REPARK AREA RATEA	ROUTE:	IL 176 (IL 47 to IL 23)			(Continued)			
(MSSS)	CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
(MSSS)			(EB/WB)	NO.		PATCH		
EB					WIDTH			
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB								
EB 1 12 3 36 4								
EB 1 12 3 36 4 EB 1								
EB 1 12 3 36 4 EB 1								
EB 1 12 3 36 4								
EB 1 12 3 36 4								
EB 1 12 3 36 4 EB 1 15 3 36 4 EB 1 15 12 180 20 EB 1 15 12 180 20 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 3 45 5 EB 15								
EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 12 180 20 EB 1 15 15 12 180 20 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 8 50 60 60 67 EB 1 15 8 120 13 EB 1 15 8 120 13 EB 1 15 8 120 13 EB 1 15 8 50 60 60 67 EB 1 15 8 120 13 EB 1 15 8 8								
EB 1 12 3 36 4 EB 1 15 3 45 5 EB 1 15 3 45 5								
EB 1 12 3 36 4 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 4 60 7								
EB 1 12 3 36 4 EB 1 15 3 45 5 EB 1								
EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 4 60 7 EB 1 15 4 60 7								
EB 1 12 3 36 4 EB 1 15 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1								
EB 1 12 3 36 4 EB 1 12 3 36 7 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 200 600 67 EB 1 3 200 600 67 EB 1 3 45 5 EB 1 15 5 3 45 5 EB 15 5 5 E								
EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 4 60 7 EB 1 15 3 45 5								
EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 8 120 13 EB 1 15 8 120 13 EB 1 3 200 600 67 EB 1				1				4
EB 1 12 3 36 4 EB 1 12 3 36 4 EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 200 600 67 EB 1 3 200 600 60 67 EB 1 3 200 600 60 67 EB 1 15 3 45 5 <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td>				1				
EB 1 12 3 36 4 EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 15 3 45 5 EB								
EB 1 12 3 36 4 EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 150 450 50 EB 1 3 150 450 50 EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 3 45 5 EB <td< td=""><td></td><td></td><td></td><td></td><td></td><td>3</td><td></td><td></td></td<>						3		
EB 1 15 12 180 20 EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB 1 15 3 45				1				
EB 1 15 3 45 5 EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 3 200 600 67 EB 1 15 3 45 5								
EB 1 15 8 120 13 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 3 150 450 50 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 15 8 120 13 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5								
EB 1 15 4 60 7 EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 15 8 120 13 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB 1<				1				
EB 1 15 4 60 7 EB 1 3 200 600 67 EB 1 15 8 120 13 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB 1 15 3 45								
EB 1 3 200 600 67 EB 1 15 8 120 13 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB 1<								
EB 1 15 8 120 13 EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5								
EB 1 3 150 450 50 EB 1 3 200 600 67 EB 1 15 3 45 5 EB 1 15 3 45 5 <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>200</td> <td></td> <td></td>				1		200		
EB 1 3 200 600 67 EB 1 15 3 45 5				1				
EB 1 3 200 600 67 EB 1 15 3 45 5							450	
EB 1 15 3 45 5				1				67
EB 1 15 3 45 5				1		3		
EB 1 15 3 45 5				1		3		
EB 1 15 3 45 5			EB		15	3	45	
EB 1 15 3 45 5								
EB 1 15 3 45 5								
EB 1 15 3 45 5 EB 1 15 3 45 5 EB 1 15 3 45 5								
EB 1 15 3 45 5 EB 1 15 3 45 5								
EB 1 15 3 45 5								
, I EB 1 15 3 45 5			EB	1	15	3	45	5

ROUTE:	IL 176 (IL 47 to IL 23)			(Continued)			
	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	4	60	7
		EB	1	15	4	60	7
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	4	60	7
		EB	1	15	4	60	7
		EB	1	15	4	60	7
		EB	1	3	250	750	83
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	3	200	600	67
		EB	1	15	3	45	5
		EB	1	3	100	300	33
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
		EB	1	15	3	45	5
	IL 47	EB	1	15	3	45	5
		TOTALS:			14534		7091
		IOTALS.			FT		SY
					ET		91

ROUTE:	US 20 (IL 23 to Marengo R	d.)					
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
IL 23		EB		13	4	52	6
	Elm St.	EB		13	4	52	6
Elm St.		EB		13	4	52	6
	Maple St.	EB		13	6	78	9
Maple St.	Prospect St.	EB		13	6	78	9
Mildred Dr.		EB		4	40	160	18
		EB		13	3	39	4
		EB		13	3	39	4
		EB		13	3	39	4
	Coral Rd.	EB		13	3	39	4
Coral Rd.	Marengo Rd.	EB		3	100	300	33
		TOTALS:			176		104
					FT		SY

FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -
c:\pw_work\pwidot\tariqfm\d0335178\HMA-N	1cHENRY-Design.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 5/21/2013	DATE -	REVISED -

STATI	E OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

	INTERMIT	TENT	RESURFA	CING SC	CHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		II 1	76 AND U	S 20		VAR.	2013-028 RS	MCH. & LAKE	26	11
		11. 1	O AND U	3 20				CONTRACT	NO. 6	0W64
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

CROSS S	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)
IL 23		WB	1	4	20	80	9
		WB	1	6	10	60	7
	Rowland Ave.	EB	1	13	20	260	29
Rowland Ave.		WB	1	6	20	120	13
	Park Dr.	WB	1	4	10	40	4
Ritz Rd./Meyer Rd.		EB/WB	CL	3	10	30	3
,		EB/WB	CL	3	60	180	20
		WB	1	4	30	120	13
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	50	150	17
		EB	1	13	4	52	6
		EB	1	13	3	39	4
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	10	30	3
		EB/WB	CL	3	20	60	7
		WB	1	13	4	52	6
		EB/WB	CL	3	20	60	7
		EB/WB			20	60	7
			CL	3			17
		EB/WB	CL		50	150	
	5.	EB/WB	CL	3	30	90	10
	Johnson Rd.	EB	1	3	60	180	20
Johnson Rd.		EB	1	13	3	39	4
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	30	90	10
		WB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	3	30	90	10
		EB	1	13	3	39	4
		WB	1	13	3	39	4
		WB	1	13	3	39	4
		EB/WB	CL	3	20	60	7
	Thorne Rd.	EB/WB	CL	3	10	30	3
Thorne Rd.		WB	1	3	70	210	23
		WB	1	13	3	39	4
		EB	1	13	3	39	4
		WB	1	13	3	39	4
		EB	1	13	3	39	4
		EB	1	13	3	39	4
		EB/WB	CL	3	30	90	10
		EB/WB	CL	3	10	30	3
		EB/WB	CL	3	20	60	7
		WB			3		
			1	13		39	4
		EB/WB	CL	3	20	60	7
		EB/WB	CL	3	30	90	10
		WB	1	13	3	39	4
		EB	1	13	3	39	4
		EB/WB	CL	3	10	30	3
		EB	1	4	30	120	13
		WB	1	13	3	39	4
		WB	1	13	4	52	6
		EB/WB	CL	3	20	60	7
		WB	1	13	4	52	6
		WB	1	13	3	39	4

CROSS STREET	ROUTE	US 20 (IL 23 to Boone Co.	Line)		(Continued)			
(NBSS) (1,2,3) MDTH	CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
EB/WB Cl. 3 20 60 7			(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
EB/WB CL 3 30 90 10			(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Burna Rd. WB			EB/WB	CL	3	20	60	7
Burma Rd. WB								
Burma Rd.				CL				
EB		Burma Rd.						
EBWWB CL 3 50 150 17	Burma Rd.							
EBW/B CL 3 20 60 7								
EB/WB CL 3 30 90 10								
EBWB CL 3 10 30 3 10 30 3 10 30 3								
EB/WB CL 3 30 90 10 10 WB 1 13 3 39 4 EB/WB CL 3 20 60 7 EB/WB CL 3 20 60 7 EB/WB CL 3 30 90 10 10 10 10 10 10 1								
WB								
EB/WB CL 3 20 60 7								
EB/WB CL 3 20 60 7								
BB/WB								
WB								
BB/WB		1						
WB								
WB								
EB/WB CL 3 10 30 3 EB/WB CL 3 20 60 7 EB/WB CL 3 20 60 7 EB/WB CL 3 30 90 10 EB/WB CL 3 30 90 10 EB/WB CL 3 30 90 10 EB/WB CL 3 20 60 7 EB/WB CL 20 20 20		 						
EB/WB CL 3 20 60 7								
EB/WB CL 3 20 60 7								
EB/WB CL 3 30 90 10								
BB/WB CL 3 20 60 7 7 60 7 7 60 7 7 7 7 7 7 7 7 7								
EB							60	
County Line Rd. EB				1	13	3	39	4
County Line Rd. EB/WB CL 3 20 60 7			EB/WB	CL	3	20	60	7
TOTALS:			EB	1	13	3	39	4
ROUTE: L 47 (Ware Rd. to L 120)		County Line Rd.	EB/WB	CL	3	20	60	7
ROUTE: L 47 (Ware Rd. to L 120)								
ROUTE: L47 (Ware Rd. to L120)								
CROSS STREET DIRECTION (EBWB) LANE (MS/SB) PAVEMENT (PATCH PATCH PATCH AREA AREA AREA AREA AREA (NB/SB) REPAIR (SQ FT) REPAIR (SQ YD) Ware Rd. 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10			TOTALS:					
CROSS STREET DIRECTION (EBWB) LANE (MS/SB) PAVEMENT (PATCH PATCH PATCH AREA AREA AREA AREA AREA (NB/SB) REPAIR (SQ FT) REPAIR (SQ YD) Ware Rd. 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10			TOTALS:					
FROM TO (EB/WB) NO. PATCH (NB/SB) PATCH (NB/SB) PATCH (NB/SB) PATCH (SQ FT) AREA (SQ YD) Ware Rd. 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 <td>ROUTE</td> <td>IL 47 (Ware Rd. to IL 120)</td> <td>TOTALS:</td> <td></td> <td></td> <td></td> <td></td> <td></td>	ROUTE	IL 47 (Ware Rd. to IL 120)	TOTALS:					
Ware Rd. (I,2,3) WDTH LENGTH (SQ FT) (SQ YD) Ware Rd. 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90	ROUTE	IL 47 (Ware Rd. to IL 120)	TOTALS:					
Ware Rd. 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 </td <td></td> <td></td> <td></td> <td>LANE</td> <td>PAVEMENT</td> <td>FT</td> <td>REPAIR</td> <td>SY</td>				LANE	PAVEMENT	FT	REPAIR	SY
1 5 18 90 10 1 5 18 90 10 <td>CROSS</td> <td>STREET</td> <td>DIRECTION</td> <td></td> <td></td> <td>FT PAVEMENT</td> <td></td> <td>SY</td>	CROSS	STREET	DIRECTION			FT PAVEMENT		SY
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO.</td> <td>PATCH WIDTH</td> <td>PAVEMENT PATCH LENGTH</td> <td>AREA (SQ FT)</td> <td>REPAIR AREA (SQ YD)</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO.	PATCH WIDTH	PAVEMENT PATCH LENGTH	AREA (SQ FT)	REPAIR AREA (SQ YD)
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3)</td> <td>PATCH WIDTH</td> <td>PAVEMENT PATCH LENGTH</td> <td>AREA (SQ FT)</td> <td>REPAIR AREA (SQ YD)</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3)	PATCH WIDTH	PAVEMENT PATCH LENGTH	AREA (SQ FT)	REPAIR AREA (SQ YD)
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1</td> <td>PATCH WIDTH 3 5</td> <td>PAVEMENT PATCH LENGTH 1000 18</td> <td>AREA (SQ FT) 3000 90</td> <td>REPAIR AREA (SQ YD) 333 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1	PATCH WIDTH 3 5	PAVEMENT PATCH LENGTH 1000 18	AREA (SQ FT) 3000 90	REPAIR AREA (SQ YD) 333 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1</td> <td>PATCH WDTH 3 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18</td> <td>AREA (SQ FT) 3000 90</td> <td>REPAIR AREA (SQ YD) 333 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1	PATCH WDTH 3 5	PAVEMENT PATCH LENGTH 1000 18 18	AREA (SQ FT) 3000 90	REPAIR AREA (SQ YD) 333 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1 1 1</td> <td>PATCH WIDTH 3 5 5 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18 18</td> <td>AREA (SQ FT) 3000 90 90</td> <td>REPAIR AREA (SQ YD) 333 10 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1	PATCH WIDTH 3 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18	AREA (SQ FT) 3000 90 90	REPAIR AREA (SQ YD) 333 10 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1 1 1 1</td> <td>PATCH WIDTH 3 5 5 5 5 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18 18 18</td> <td>AREA (SQ FT) 3000 90 90 90</td> <td>REPAIR AREA (SQ YD) 333 10 10 10 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18	AREA (SQ FT) 3000 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1 1 1 1 1 1 1</td> <td>PATCH WIDTH 3 5 5 5 5 5 5 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18 18 18</td> <td>AREA (SQ FT) 3000 90 90 90 90</td> <td>REPAIR AREA (SQ YD) 333 10 10 10 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18</td> <td>AREA (SQ FT) 3000 90 90 90 90 90 90</td> <td>REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 <td>CROSS FROM</td> <td>STREET</td> <td>DIRECTION (EB/WB)</td> <td>NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5</td> <td>PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18</td> <td>AREA (SQ FT) 3000 90 90 90 90 90 90 90</td> <td>REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10</td>	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 3 1000 3000 333 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10 1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10 1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
1 5 18 90 10	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10
SONT MOLES ON NEXT SHEET	CROSS FROM	STREET	DIRECTION (EB/WB)	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PAVEMENT PATCH LENGTH 1000 18 18 18 18 18 18 18 18 18 18 18 18 18	AREA (SQ FT) 3000 90 90 90 90 90 90 90 90 90 90 90 90	REPAIR AREA (SQ YD) 333 10 10 10 10 10 10 10 10 10 10 10 10 10

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	ROUTE:	IL 47 (Ware Rd. to IL 120)			(Continued)			
	CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM		ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		· -	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
			(112752)	1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
						18	90	10
				1	5			
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	3	1000	3000	333
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1		18	90	10
					5			
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
							3000	
				1	3	1000		333
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
					5	18	90	10
				1				
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
			-	1	3	1000	3000	333
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10
				1	5	18	90	10

ROUIE:	IL 47 (Ware Rd. to IL 120)			(Continued)			
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)
		(112702)	1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
						90	10
			1	5	18		
			1	5	18	90	10
			1	5	18	90	10
			1	3	1000	3000	333
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	3	1000	3000	333
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
				5	18	90	10
			1				
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
			1	5	18	90	10
	IL 120		1	5	18	90	10
		TOTAL C.			9538		3744
		TOTALS:			9556		SY

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STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	INTER	/ITTENT R	RESURFAC	CING S	CHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
			IL 47			VAR.	2013-028 RS	MCH. & LAKE	26	13
	T							CONTRACT	NO. 6	50W64
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED	. AID PROJECT		

1,001	E: IL 176 (Roberts Rd. to	rainleid 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
Roberts Rd.		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
			1	12	3	36	4
		EB				36	
		EB	1	12	3		4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75 75	8
							8
		EB	1	3	25	75	
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		WB	1	12	3	36	4
	1	WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
	+	WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB		12	3	36	4
	+	WB	1		3		
			1	12		36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	25	75	8
		WB	1	3	25	75	8
		WB	1	3	25	75	8
		WB	1	3	25	75	8
	1	WB	1	3	50	150	17
	Darrell Rd.	WB	1	3	50	150	17

ROUTE:	airfield Rd.) (Continued)						
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROW	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Marala Da							
Mack Dr.		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
					3		
		EB	1	12		36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB		12	3	36	4
			1				
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
				12	3		
		EB	1			36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
						26	
		EB EB	1 1	12 12	3	36 36	4

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STATI	E OF	- ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERM	ITTENT	RESURFAC	ING S	CHEDULE	F.A. RTE.	SECTION
		IL 176			VAR.	2013-028 RS
		12 170				
SHEET	ΩF	SHEETS	STA	TO STA		TILL THOSE F

ROUTE:	IL 176 (Roberts Rd. to Fa	irfield Rd.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	6	72	8
				12	12		16
		EB	1			144	
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	3	25	75 	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	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	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	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
					100		
		EB	1	3		300	33
		EB	1	3	100	300	33

ROUTE	IL 176 (Roberts Rd. to	Fairfield Rd.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
	1	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
		EB	1	3	100	300	33
		WB	1	12	3	36	4
		WB	1	12	3	36	
							4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB		12	3	36	
		WB	1	12		36	4
			1		3		4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	12	144	16
		WB	1	3	25	75	+
		WB					8
			1	3	25	75	8
		WB	1	3	25	75	8
		WB	1	3	25	75	8
		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	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB					
	M-:- 01		1	3	100	300	33
M : 0:	Main St.	WB	1	3	100	300	33
Main St.		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	1		_ '				
		EB	1	12	3	36	4

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

STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

INTERMI	TTENT	RESURFAC	ING SC	HEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		IL 176			VAR.	2013-028 RS	MCH. & LAKE	26	15
		IL 170					CONTRACT	NO. 6	0W64
SHEET	OF	SHEETS	STA.	TO STA.		TILL INDIS FED. AT	D PROJECT		

ROUTE	: IL 176 (Roberts Rd. to F	airfield Rd.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	
		EB		12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
			1	12	3	36	
		EB	1				4
		EB	1	12	3	36	4
		EB	1	12 12	3	36 36	4
		EB	1				4
		EB	1	12	3	36	т —
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12 12	3	36	4
		EB	1			36	4
		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	12	144	16
		EB	1	3	25	75 75	8
		EB	1	3	25	75 75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8
		EB	1	3	25	75	8

ROUTE:	IL 176 (Roberts Rd. to Fa	airfield Rd.)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
					50	150	17
		EB	1	3			
		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
					50		
		EB	1	3		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
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		EB	1	3	50	150	17
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		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	3	50	150	17
					50		
		EB	1	3		150	17
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
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		EB	1	3	100	300	33
		EB	1	3	100	300	33
		EB	1	3	100	300	33
		WB	1	12	3	36	4
		WB	1	12	3	36	4
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		WB	1	12	3	36	4
		WB	1	12	3	36	4
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		WB	1	12	3	36	4
		WB	1	12	3	36	4
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		WB WB	1	12 12	3	36 36	4

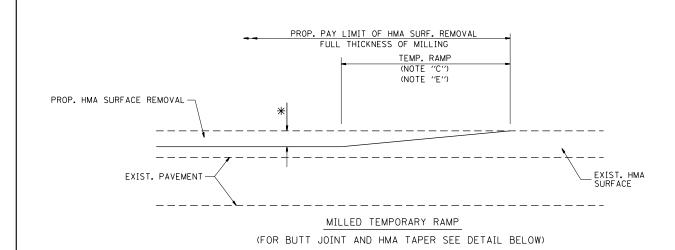
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	PLOT DATE = 5/21/2013	DATE -	REVISED -

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DEPARTMENT	0F	TRANSPORTATION

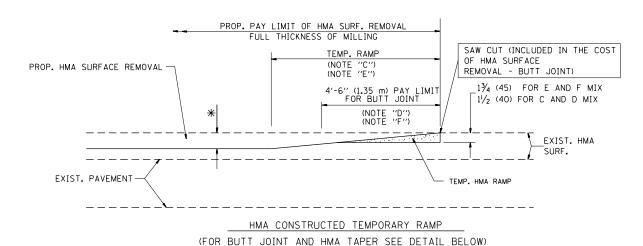
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		IL 176			VAR.	2013-028 RS	MCH. & LAKE	26	16
		12 170					CONTRACT	NO. 6	OW64
SHEET	OF	SHEETS	STA	TO STA.		TILINOIS EED AT	ID PROJECT		

ROUTE	E: IL 176 (Roberts Rd. to	Fairfield Rd.)		(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)
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		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
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		WB	1	3	50	150	17
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		WB	1	3	50	150	17
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		WB	1	3	100	300	33
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		WB	1	3	100	300	33
		WB	1	3	100	300	33
	F : (! D !	WB	1	3	100	300	33
	Fairfield Rd.	WB	1	3	100	300	33
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		Total -			FT		\$105 SY
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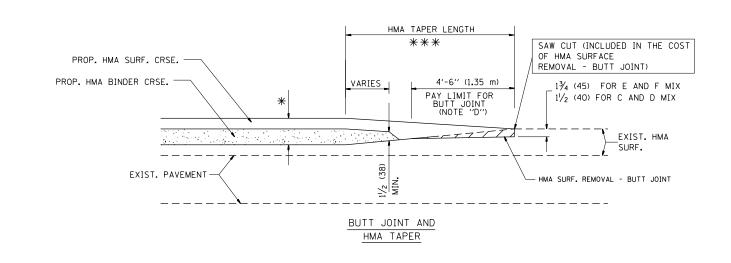
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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRAC	CT NO.	60W64		
	PLOT DATE = 5/21/2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED	AID PROJECT		



OPTION 1



OPTION 2 TYPICAL TEMPORARY RAMP

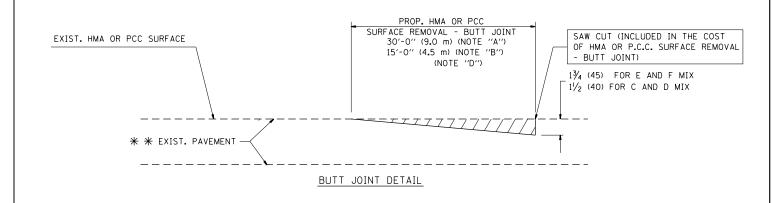


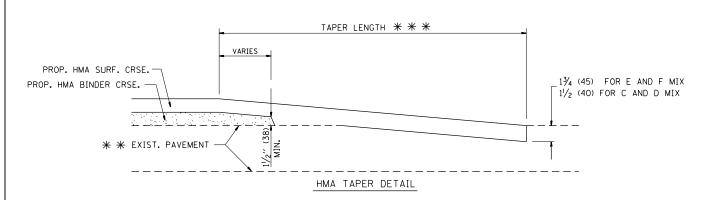
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS

OTHERWISE SHOWN.





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

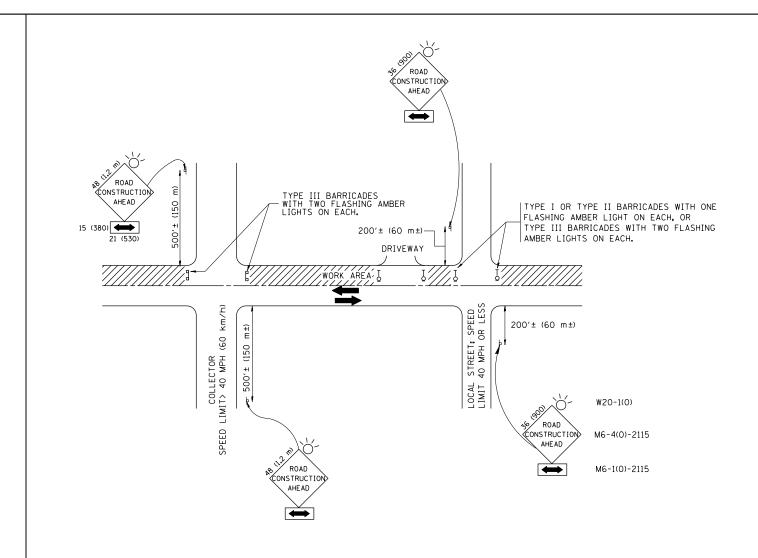
* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- 0) ONE ROAD CONSTRUCTION AHEAD SIGN $36 \times 36 \ (900 \times 900)$ WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- d) 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 ROLLTE.
- 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 (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

SCALE: NONE

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

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

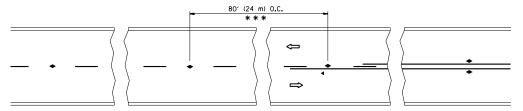
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

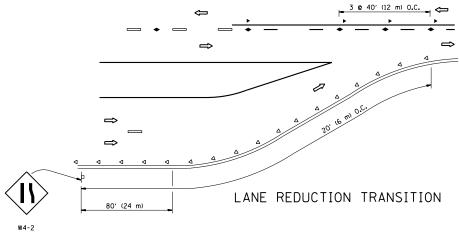
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

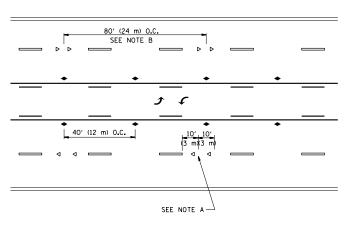
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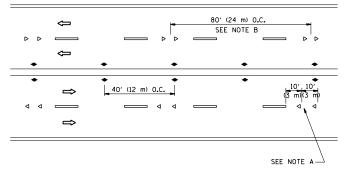
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

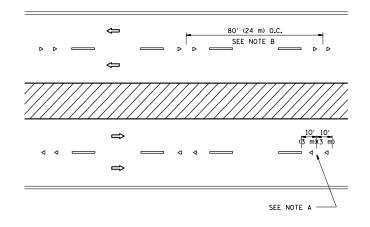




TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

- MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- 2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- 3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

---- YELLOW STRIPE

---- WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (₩/O)
- ◆ TWO-WAY AMBER MARKER

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
- 4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

MINIMUM OF 3 W
EQUALLY SPACED 3 @ 80' (24 m) O.C. — ___ 3 @ 80' (24 m) O.C. 3 @ 40' (12 m) 3 @ 40' (12 m) 40' (12 m) 0.C. 40' (12 m) 0.C. ⇔ \Rightarrow ◆ 40′ (12 m) 0.C. 40' (12 m) 0.C. * 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.

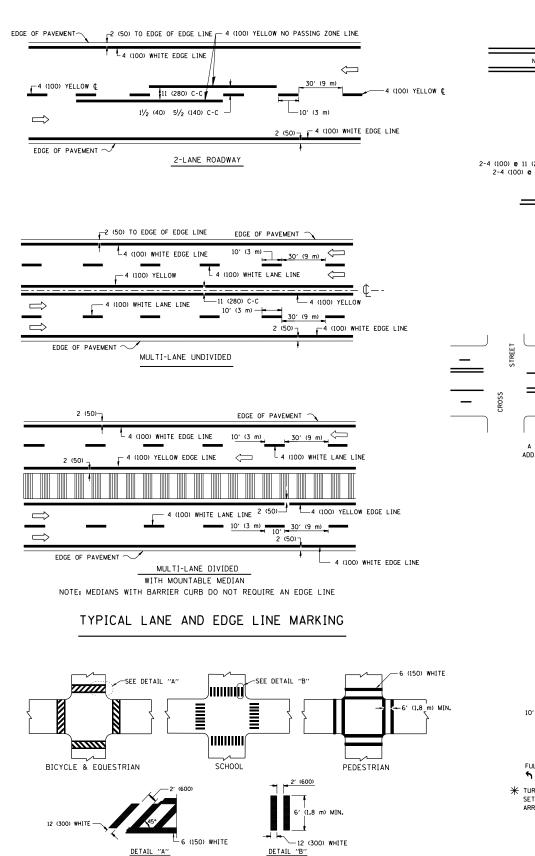
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CONTRACT NO. 60W64

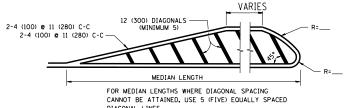
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	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD	D DIST. NO. 1 ILLINOIS FED.	



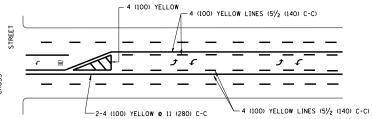
2-4 (100) YELLOW • 11 (280) C-C NO DIAGONALS 4' (1.2 m) OUTSIDE TO OUTSIDE OF LINES 2-4 (100) YELLOW • 11 (280) C-C

4' (1.2 m) WIDE MEDIANS ONLY

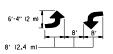


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

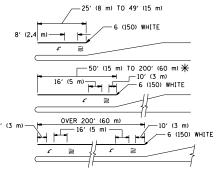


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

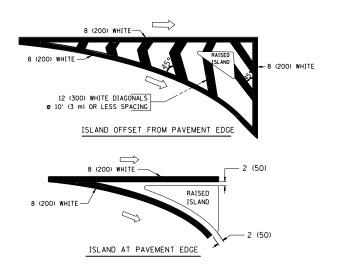


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) \P AREA = 20.8 SO. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	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)	SOL ID SOL ID	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	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SO. FT. (0.33 m²) EACH "X"=54.0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (0VER 45MPH (70 km/h))

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

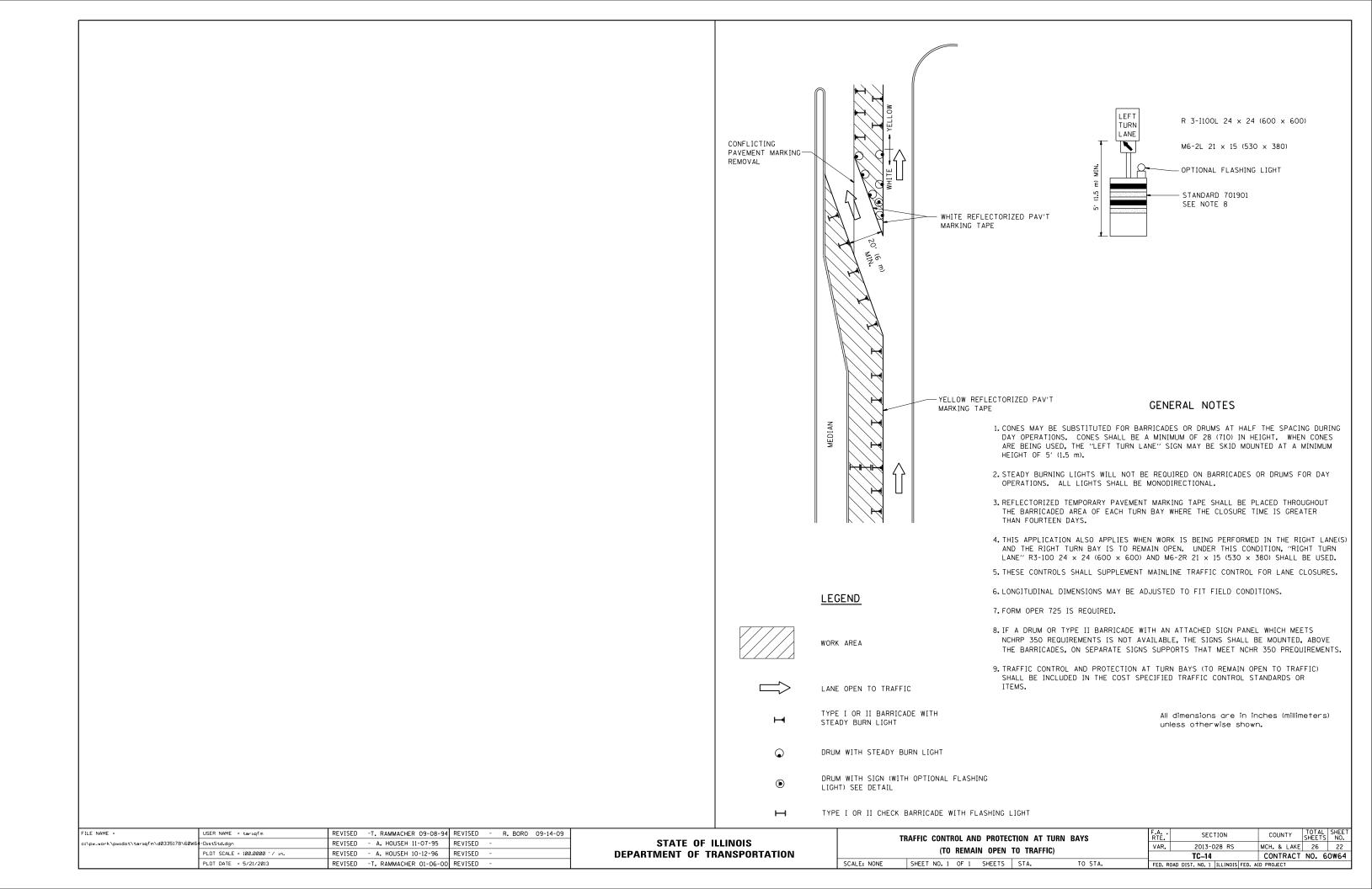
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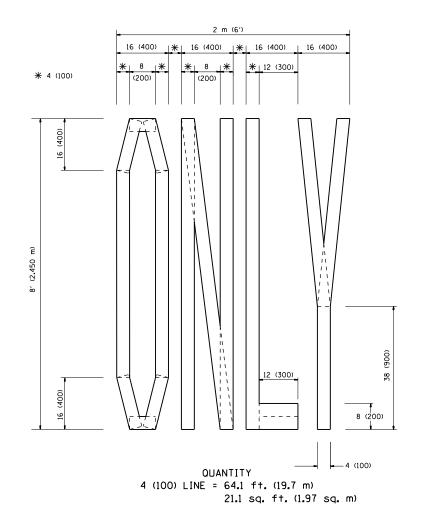
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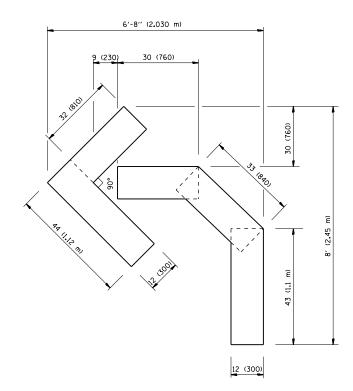
TYPICAL CROSSWALK MARKING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

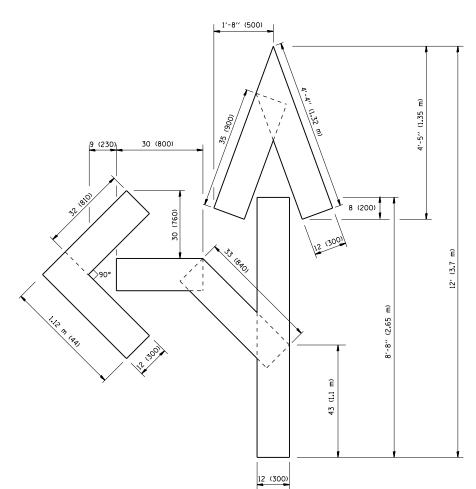
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TYPICAL PAVEMENT MARKINGS					2013-028 RS	MCH. & LAKE	26	21
	TIFICAL FAVEIVILI	I WANKING	3		TC-13	CONTRACT	NO. 6	OW64
SCALE: NONE	SHEET NO. 1 OF 1 SHEET	STA.	TO STA.	FED. R	OAD DIST. NO. 1 ILLINOIS FED. A	D PROJECT		







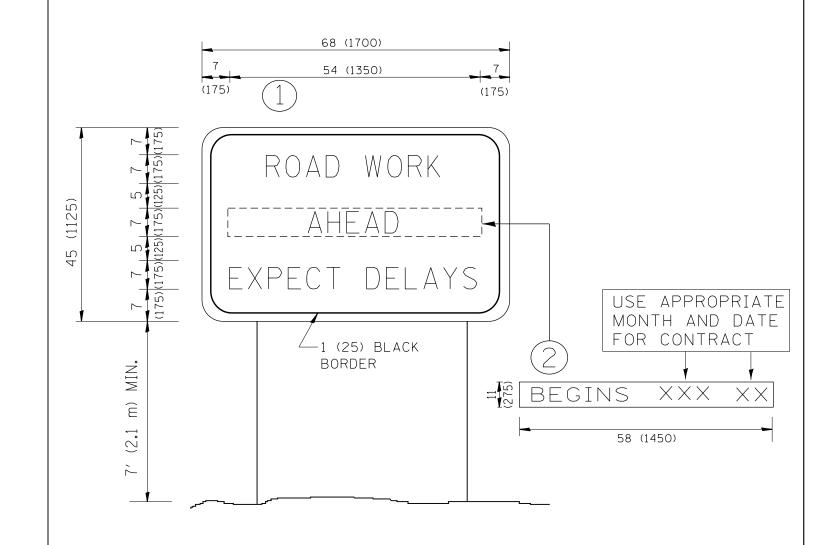
OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



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

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

FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96		PAVEMENT MARKING LETTERS AND SYMBO	115	F.A RTF.	SECTION	COUNTY TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\tariqfm\d0335178\60W6	-DistStd.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97	STATE OF ILLINOIS	FOR TRAFFIC STAGING		VAR.	2013-028 RS	MCH. & LAKE 26 23
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION	FUR TRAFFIC STAGING			TC-16	CONTRACT NO. 60W64
	PLOT DATE = 5/21/2013	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED. ROAD D	IST. 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.

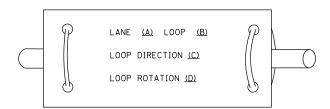
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = tariqfm	DESIGNED -	REVISED - R. MIRS 09-15-97	27.77 27 11.11.22	ARTERIAL ROAD	F.A SECTION	COUNTY TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\tariqfm\d0335178\60W6		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	INFORMATION SIGN	VAR. 2013-028 RS	MCH. & LAKE 26 24
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 02-02-9			TC-22	CONTRACT NO. 60W64
	PLOT DATE = 5/21/2013	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. A	AID PROJECT

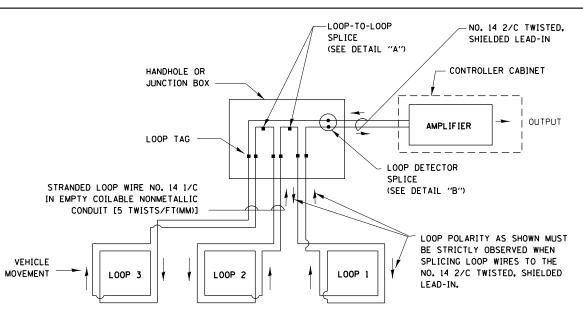
LOOP DETECTOR NOTES

- 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

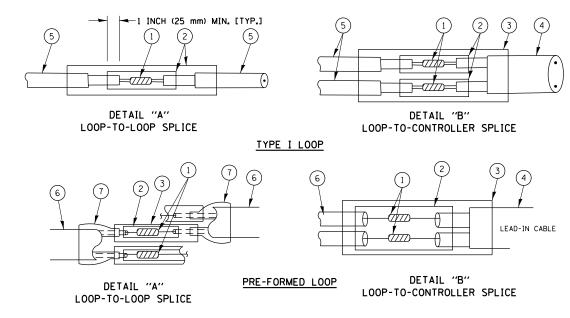


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.



LOOP DETECTOR SPLICE

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

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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	DAD	REVISED -
	PLOT DATE = 5/21/2013	DATE -	10-28-09	REVISED -

STATI	E OF	ILLINOIS	
DEPARTMENT	OF	TRANSPORTATIO	N

	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS					COUNTY	TOTAL SHEETS	SHEET NO.
						MCH. & LAKE	26	25
						CONTRACT	NO. 6	0W64
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. PAVED OR NON-PAVED SHOULDER Ê (1.5 m) (1.8 m) (1.5 m) 1" (25 mm) UNI DUCT-TRENCHED TO E/P •• (3.0 m) (3.0 m) * = (600 mm)* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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 B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN. TRENCHED 1" (25 mm) ON SAME APPROACH 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 B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN. ** = (600 mm) STRAIGHT SAW CUTS PERPENDICULAR TO MEDIAN (TYP.) ON SAME APPROACH 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 B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN. ** = (600 mm) ** = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

VOLUME DENSITY ("FAR OUT" DETECTION)

ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

* = (600 mm)

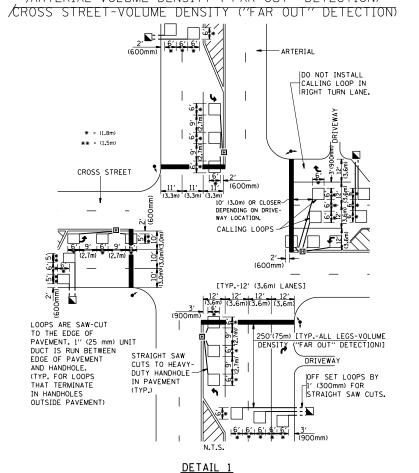
* = (600 mm)

| 12' | (3.6 m) | (1.8 m)
| DUAL LEFT TURN PHASING ENTRY AND SECOND LOOP AS SHOWN.

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

ON) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



N.T.S.

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DATE

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R.K.F.

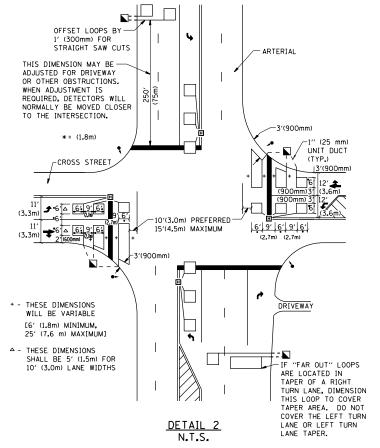
USER NAME = tariqfm

PLOT DATE = 5/21/2013

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SCALE: NONE

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

JOTE.

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

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

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING					SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						2013-028 RS	MCH. & LAKE	26	26
	DETAILS FUN NUADVVAT NESUNFACIIVU					TS-07	CONTRACT	NO. 6	OW64
	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. RO	DAD DIST. NO. 1 ILLINOIS FED. A	ID PROJECT		