06-12-2015 LETTING ITEM 044

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	1
	ILLINOIS	CONTRACT NO. 62A86		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

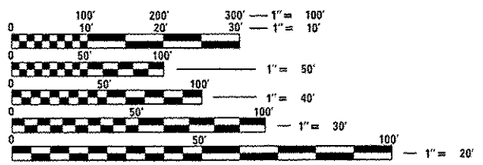
THIS PROJECT IS LOCATED IN:
THE VILLAGE OF BULL VALLEY
THE CITY OF CRYSTAL LAKE
THE CITY OF HARVARD
THE VILLAGE OF HEBRON
THE VILLAGE OF LAKEWOOD
THE CITY OF MARENGO
THE CITY OF MCHENRY
THE VILLAGE OF PRAIRIE GROVE
THE VILLAGE OF RICHMOND
THE VILLAGE OF SPRING GROVE
THE VILLAGE OF WONDER LAKE
THE CITY OF WOODSTOCK

VARIOUS ROUTES
SECTION: 2015–029RS
VARIOUS LOCATIONS IN MCHENRY COUNTY
INTERMITTENT RESURFACING
MCHENRY COUNTY
C–91–332–15

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

D–91–332–15

LOCATION OF SECTION INDICATED THUS: –



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 8 20 15

John Fultmann PE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 20 15

Jun D. Baranzelli, PE /br
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 20 15

Omer Osman PE /br
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

CONTRACT NO. 62A86

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS $\geq$ 45 MPH TO 55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq$ 40 MPH
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-04	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-04	TRAFFIC CONTROL DEVICES

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 WALTER CZARNY, 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.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ $N_{DES.}$	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM), 2"	4% @ 70 GYR	QC / QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

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		DRAWN -	REVISED -
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Default	PLOT DATE = 4/7/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	2
		CONTRACT NO. 62A86		
		ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE 0005					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	13216	13216					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	45	45					
	FLANGEWAYS								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	882	882					
	JOINT								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX	TON	3290	3290					
	"D", N70								
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	29368	29368					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	5					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	LSUM	1	1					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3989	3989					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1330	1330					
* 78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	322	322					
	LETTERS AND SYMBOLS								
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	43601	43601					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	272	272					

* SPECIALTY ITEM

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		100% STATE 0005					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	50	50					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	68	68					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	64	64					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	498	498					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	498	498					
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	338	338					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	514	514					

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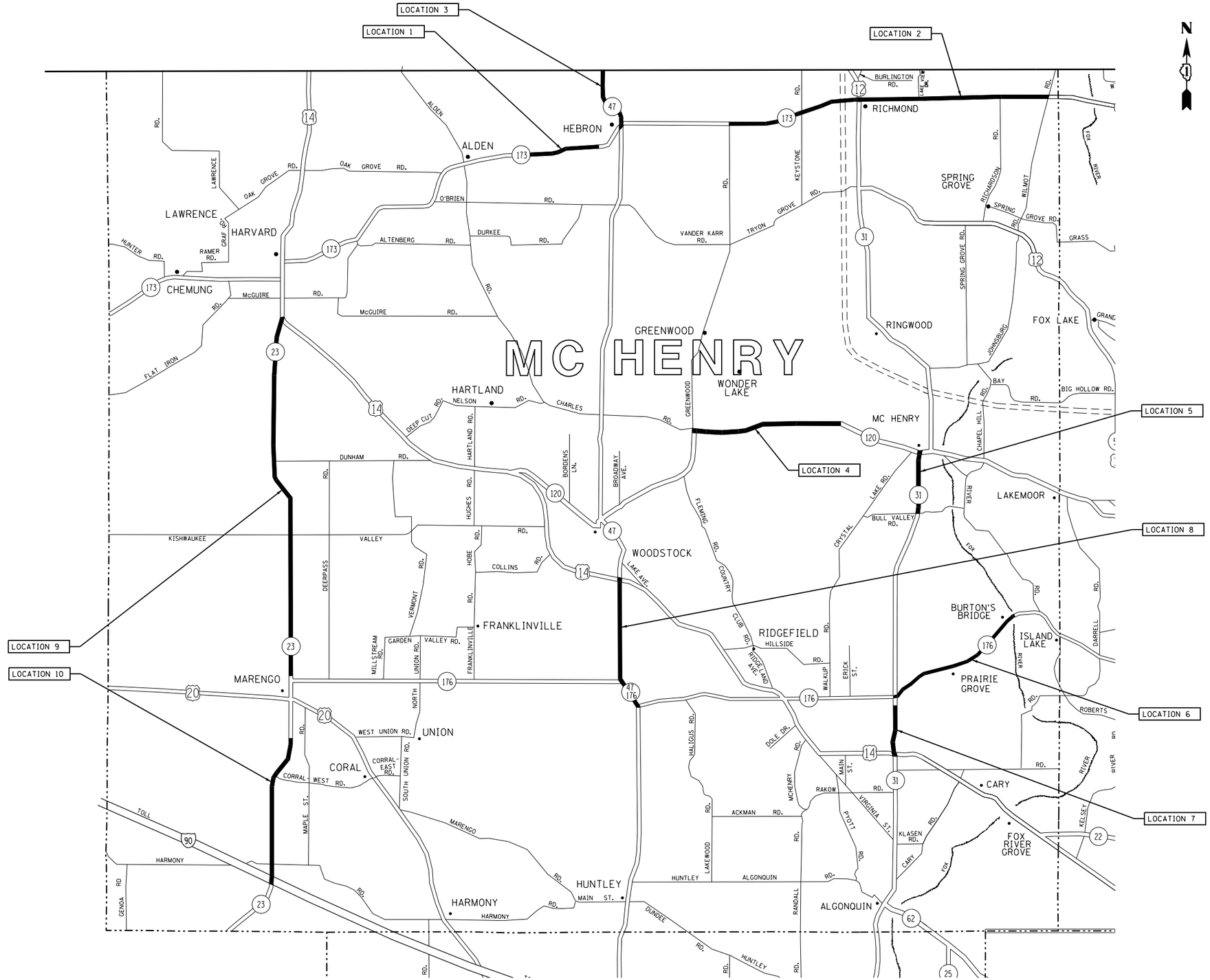
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	3
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			



FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**GENERAL LOCATION MAP VARIOUS LOCATIONS IN McHENRY COUNTY**			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN RWB	REVISED -					VAR.	2015-029RS	McHENRY	35	4
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -								CONTRACT NO. 62A86	
Default	PLOT DATE = 4/7/2015	DATE 3/27/2015	REVISED -		SCALE: NTS	SHEET 1 OF 1 SHEETS	STA. TO STA.			ILLINOIS	FED. AID PROJECT	

	SUMMARY - MCHENRY COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	IL 173 (FINK ROAD TO KENNEDY STREET)	HEBRON	ALDEN, HEBRON	55 MPH	2,700 (2013)
LOC.2	IL 173 (GREENWOOD ROAD TO WILMOT ROAD)	RICHMOND, SPRING GROVE	BURTON, HEBRON, RICHMOND	35-55 MPH	8,500 (2014)
LOC.3	IL 47 (IL 173 TO WISCONSIN STATE LINE)	HEBRON	HEBRON	30-55 MPH	4,450 (2013)
LOC.4	IL 120 (GREENWOOD ROAD TO MARTIN ROAD)	BULL VALLEY, MCHENRY, WONDER LAKE	GREENWOOD, MCHENRY	45-55 MPH	15,100 (2013)
LOC.5	IL 31 (IL 120 TO BULL VALLEY ROAD)	MCHENRY	MCHENRY, NUNDA	30-45 MPH	17,800 (2013)
LOC.6	IL 176 (IL 31 TO FOX RIVER)	CRYSTAL LAKE, PRAIRIE GROVE	NUNDA	35-50 MPH	16,700 (2013)
LOC.7	IL 31 (STRONG ROAD TO US 14)	CRYSTAL LAKE	ALGONQUIN, NUNDA	40-55 MPH	19,800 (2013)
LOC.8	IL 47 (IL 176 TO US 14)	LAKEWOOD, WOODSTOCK	DORR	40-55 MPH	18,700 (2013)
LOC.9	IL 23 (US 14 TO 8TH AVENUE)	HARVARD, MARENGO	DUNHAM, MARENGO	35-55 MPH	7,100 (2013)
LOC.10	IL 23 (RATFIELD ROAD TO I-90)	MARENGO	RILEY	45-55 MPH	3,900 (2013)

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Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE INFORMATION
VARIOUS LOCATIONS IN McHENRY COUNTY

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	5
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

	SUMMARY - MCHENRY COUNTY ARTERIAL ROUTES	HMA 2" MILL & RESURFACE (SY)
LOC.1	IL 173 (FINK ROAD TO KENNEDY STREET)	1,634
LOC.2	IL 173 (GREENWOOD ROAD TO WILMOT ROAD)	2,711
LOC.3	IL 47 (IL 173 TO WISCONSIN STATE LINE)	1,802
LOC.4	IL 120 (GREENWOOD ROAD TO MARTIN ROAD)	2,006
LOC.5	IL 31 (IL 120 TO BULL VALLEY ROAD)	1,222
LOC.6	IL 176 (IL 31 TO FOX RIVER)	410
LOC.7	IL 31 (STRONG ROAD TO US 14)	1,733
LOC.8	IL 47 (IL 176 TO US 14)	3,943
LOC.9	IL 23 (US 14 TO 8TH AVENUE)	10,861
LOC.10	IL 23 (RATFIELD ROAD TO I-90)	3,046
	MCHENRY COUNTY ARTERIAL TOTAL =	29,368
		SY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF INTERMITTENT RESURFACING SCHEDULE
VARIOUS LOCATIONS IN McHENRY COUNTY

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	6
		CONTRACT NO. 62A86		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 173 (Fink Road to Kennedy Street)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Fink Road		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	12	156	17
		EB	1	13	12	156	17
		EB	1	13	12	156	17
		EB	1	13	12	156	17
		EB	1	13	12	156	17
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	40	520	58
		EB	1	13	40	520	58
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
			CL	3	80	240	27
		EB	1	13	8	104	12
		EB	1	13	8	104	12
		EB	1	13	20	260	29
		EB	1	13	20	260	29
		EB	1	13	20	260	29
	E. of Bridge	EB	CL	3	20	60	7
W. of Bridge		EB	CL	3	20	60	7
		EB	CL	3	20	60	7
		EB	CL	3	20	60	7
		EB	CL	3	20	60	7
		EB	CL	3	15	45	5
		EB	CL	3	15	45	5
		EB	CL	3	15	45	5
		EB	CL	3	15	45	5
		EB	CL	3	15	45	5
		EB	1	13	20	260	29
		EB	1	13	20	260	29
		EB	1	13	20	260	29
		EB	1	13	40	520	58
		EB	1	13	40	520	58

ROUTE: IL 173 (Fink Road to Kennedy Street) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	13	60	780	87
		EB	1	13	60	780	87
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	5	65	7
		EB	1	13	8	104	12
		EB	1	13	8	104	12
		EB	1	13	8	104	12
		EB	1	13	12	156	17
		EB	1	13	12	156	17
			CL	3	50	150	17
	Kennedy Street		CL	3	50	150	17
Kennedy Street		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
			CL	3	25	75	8
		WB	1	13	6	78	9
		WB	CL	20	3	60	7
		WB	CL	20	3	60	7
		WB	CL	20	3	60	7
		WB	CL	20	3	60	7
		WB	1	13	8	104	12
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	15	195	22
		WB	1	13	15	195	22
	E. of Bridge	WB	1	13	15	195	22
W. of Bridge		WB	1	13	12	156	17
		WB	1	13	12	156	17
		WB	1	13	12	156	17
		WB	1	13	12	156	17
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6

CONTINUED ON NEXT SHEET

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Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 173

SCALE: | SHEET 1 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	7
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 173 (Fink Road to Kennedy Street) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	8	104	12
		WB	1	13	8	104	12
		WB	1	13	8	104	12
		WB	1	13	8	104	12
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
		WB	1	13	5	65	7
	Mansion Heights Drive	WB	1	13	5	65	7
Mansion Heights Drive	Mansion Heights Drive	WB	1	3	45	135	15
Mansion Heights Drive	Fink Road	WB	1	23	6	138	15
		TOTALS:			**1447 FT**		**1634 SY**

ROUTE: IL 173 (Greenwood Road to Wilmot Road)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
Greenwood Road		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	15	45	5
		EB	1	13	10	130	14
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	30	90	10
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	4	10	40	4
		EB	CL	3	40	120	13
		EB	CL	3	30	90	10
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	30	90	10

ROUTE: IL 173 (Greenwood Road to Wilmot Road) (Continued)

CROSS STREET		DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
FROM	TO						
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	10	30	3
		EB	CL	3	10	30	3
		EB	CL	3	60	180	20
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	40	120	13
		EB	1	13	4	52	6
	West of RR Tracks	EB	1	13	4	52	6
East of RR Tracks		EB	CL	3	10	30	3
		EB	CL	3	10	30	3
		EB	1	13	4	52	6
		EB	1	13	8	104	12
		EB	1	13	4	52	6
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	4	52	6
		EB	CL	3	30	90	10
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	30	90	10
		EB	1	13	30	390	43
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
	Keystone Road	EB	1	13	4	52	6
Keystone Road		EB	1	13	6	78	9
		EB	1	13	15	195	22
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	CL	3	60	180	20
		EB	1	13	4	52	6
		EB	1	13	6	78	9
		EB	CL	3	30	90	10
		EB	1	13	25	325	36
		EB	1	13	15	195	22
	Broadway Road	EB	1	13	4	52	6
Broadway Road		EB	1	13	35	455	51
		EB	1	6	90	540	60
		EB	1	13	12	156	17
		EB	1	6	30	180	20
		EB	1	13	4	52	6
	US 12	EB	1	13	4	52	6

CONTINUED ON NEXT SHEET

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -
		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL173

SCALE: | SHEET 2 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	8
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 173 (Greenwood Road to Wilmot Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
US 12		EB	1	13	4	52	6
		EB	1	13	8	104	12
		EB	1	13	4	52	6
		EB	1	13	15	195	22
		EB	1	15	5	75	8
		EB	1	13	30	390	43
		EB	1	13	10	130	14
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	8	104	12
		EB	1	13	8	104	12
		EB	CL	3	30	90	10
		EB	1	13	4	52	6
		EB	1	6	30	180	20
		EB	CL	3	30	90	10
		EB	CL	3	60	180	20
		EB	1	13	5	65	7
		EB	1	13	8	104	12
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	20	260	29
		EB	1	13	10	130	14
		EB	1	13	4	52	6
	North Solon Road	EB	CL	3	10	30	3
North Solon Road		EB	1	6	100	600	67
		EB	1	6	40	240	27
		EB	1	13	15	195	22
		EB	CL	3	50	150	17
		EB	CL	3	100	300	33
		EB	1	3	20	60	7
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	4	25	100	11
		EB	1	13	30	390	43
		EB	1	13	4	52	6
		EB	1	13	10	130	14
		EB	CL	3	10	30	3
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	3	20	60	7
	Clark Road	EB	1	15	4	60	7
Clark Road		EB	1	15	4	60	7
		EB	1	13	6	78	9
		EB	CL	3	60	180	20
		EB	1	4	80	320	36
		EB	1	3	100	300	33
		EB	1	13	4	52	6
		EB	CL	3	30	90	10
		EB	CL	3	60	180	20

ROUTE: IL 173 (Greenwood Road to Wilmot Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	13	8	104	12
		EB	1	13	4	52	6
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	4	52	6
		EB	1	13	25	325	36
		EB	CL	3	100	300	33
		EB	CL	3	50	150	17
		EB	1	13	4	52	6
		EB	1	13	25	325	36
	Winn Road	EB	CL	3	100	300	33
Winn Road		EB	1	3	45	135	15
		EB	1	13	20	260	29
		EB	1	13	4	52	6
		EB	1	13	15	195	22
		EB	1	13	4	52	6
		EB	1	4	100	400	44
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	1	13	6	78	9
		EB	CL	3	40	120	13
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	4	60	240	27
		EB	1	13	4	52	6
		EB	1	3	30	90	10
		EB	1	3	25	75	8
		EB	1	3	20	60	7
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	3	30	90	10
		EB	1	3	15	45	5
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	3	15	45	5
		EB	1	13	4	52	6
		EB	1	13	10	130	14
		EB	1	13	4	52	6
		EB	1	3	15	45	5
		EB	1	13	4	52	6
		EB	1	13	4	52	6
	Richardson Road	EB	1	13	4	52	6
Richardson Road		EB	1	4	30	120	13
		EB	1	13	4	52	6
		EB	1	13	6	78	9
		EB	1	3	15	45	5
		EB	1	13	20	260	29
		EB	1	13	4	52	6

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		DRAWN RWB	REVISED -
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Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 173

SCALE: | SHEET 3 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	9
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 173 (Greenwood Road to Wilmot Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		EB	1	13	4	52	6
		EB	1	3	25	75	8
		EB	1	3	60	180	20
		EB	1	13	4	52	6
		EB	1	13	4	52	6
		EB	1	3	15	45	5
		EB	1	3	15	45	5
		EB	1	3	15	45	5
		EB	1	13	4	52	6
		EB	1	3	25	75	8
		EB	1	13	12	156	17
		EB	1	13	20	260	29
	Wilmot Road	EB	1	13	8	104	12
Wilmot Road		WB	1	4	80	320	36
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	6	78	9
		WB	1	13	6	78	9
	Michigan Drive	WB	1	13	4	52	6
Breezy Lawn Road		WB	1	13	6	78	9
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	3	20	60	7
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
	Zarnstorff Road	WB	1	13	4	52	6
Zarnstorff Road		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	12	156	17
		WB	1	13	8	104	12
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	6	78	9
		WB	1	6	25	150	17
		WB	1	13	4	52	6
	Winn Road	WB	1	13	4	52	6
Winn Road		WB	1	13	4	52	6
		WB	1	13	6	78	9
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	6	78	9
		WB	1	13	4	52	6
		WB	1	13	6	78	9
		WB	1	13	6	78	9
		WB	1	6	30	180	20
		WB	1	13	4	52	6
	Red Hawk Lane	WB	1	13	4	52	6

ROUTE: IL 173 (Greenwood Road to Wilmot Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Red Hawk Lane		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
		WB	1	13	4	52	6
	Lakeview Road	WB	1	13	4	52	6
	TOTALS:				**3627 FT**		**2711 SY**

ROUTE: IL 47 (IL 173 to Wisconsin State Line)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
IL 173		NB	1	6	6	36	4
		NB	1	3	13	39	4
		NB	1	13	3	39	4
		NB	1	3	50	150	17
	Freeman Road	NB	1	13	3	39	4
Freeman Road		NB	1	3	50	150	17
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	3	100	300	33
		NB	1	3	40	120	13
		NB	1	13	3	39	4
		NB	1	3	3	9	1
		NB	1	13	6	78	9
		NB	1	13	3	39	4
		NB	1	6	50	300	33
		NB	1	3	150	450	50
		NB	1	3	15	45	5
		NB	1	6	50	300	33
		NB	1	3	30	90	10
		NB	1	13	20	260	29
		NB	1	13	6	78	9
		NB	1	13	3	39	4
		NB	1	13	5	65	7
		NB	1	13	15	195	22
		NB	1	13	8	104	12
		NB	1	13	3	39	4
		NB	1	13	6	78	9
		NB	1	13	3	39	4
		NB	1	13	4	52	6
		NB	1	13	3	39	4
		NB	1	3	100	300	33
		NB	1	6	40	240	27
		NB	1	13	15	195	22
		NB	1	13	3	39	4
		NB	1	13	10	130	14

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		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 173 / IL 47

SCALE: | SHEET 4 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	10
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 47 (IL 173 to Wisconsin State Line) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	13	6	78	9
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	10	130	14
		NB	1	3	50	150	17
		NB	1	3	150	450	50
		NB	1	13	5	65	7
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	25	325	36
	Wisconsin State Line	NB	1	6	40	240	27
						0	0
Wisconsin State Line		SB	1	13	150	1950	217
		SB	1	13	20	260	29
		SB	1	13	40	520	58
		SB	1	13	6	78	9
		SB	1	13	4	52	6
		SB	1	13	3	39	4
		SB	1	13	150	1950	217
		SB	1	3	3	9	1
		SB	1	13	20	260	29
		SB	1	13	3	39	4
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	40	520	58
		SB	1	13	10	130	14
		SB	1	13	3	39	4
		SB	1	3	50	150	17
		SB	1	10	3	30	3
		SB	1	3	30	90	10
		SB	1	13	4	52	6
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4

ROUTE: IL 47 (IL 173 to Wisconsin State Line) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	4	52	6
		SB	1	13	3	39	4
		SB	1	13	4	52	6
		SB	1	13	13	169	19
		SB	1	13	30	390	43
		SB	1	13	50	650	72
		SB	1	13	5	65	7
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	30	390	43
		SB	1	13	3	39	4
		SB	1	13	6	78	9
		SB	1	3	50	150	17
		SB	1	3	100	300	33
		SB	1	3	100	300	33
	IL 173	SB	1	3	100	300	33
		TOTALS:			**2259 FT**		**1802 SY**

ROUTE: IL 120 (Greenwood Road to Martin Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Greenwood Road		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		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	12	50	600	67
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	3	50	150	17
	Thompson Road	EB	1	3	50	150	17

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		DRAWN RWB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 47 / IL 120

SCALE: | SHEET 5 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	11
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 120 (Greenwood Road to Martin Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Thompson Road		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	3	50	150	17
		EB	1	3	50	150	17
		EB	1	12	25	300	33
	East Wonderlake Road	EB	1	12	25	300	33
East Wonderlake Road		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	4	56	6
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	14	6	84	9
		EB	1	12	25	300	33
		EB	1	12	25	300	33
		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	4	100	400	44
	Martin Road	EB	1	14	12	168	19
Greenwood Road		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6

ROUTE: IL 120 (Greenwood Road to Martin Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	3	50	150	17
		WB	1	3	50	150	17
	Thompson Road	WB	1	3	50	150	17
Thompson Road		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
	East Wonderlake Road	WB	1	14	6	84	9
East Wonderlake Road		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	4	56	6
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	14	6	84	9
		WB	1	12	25	300	33
		WB	1	12	25	300	33

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		DRAWN RWB	REVISED -
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Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 120

SCALE: | SHEET 6 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	12
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 120 (Greenwood Road to Martin Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		WB	1	12	25	300	33
		WB	1	14	12	168	19
		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	1	3	200	600	67
		WB	1	3	100	300	33
	Martin Road	WB	1	3	100	300	33
		TOTALS:			**3397 FT**		**2006 SY**

ROUTE: IL 31 (IL 120 to Bull Valley Road)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Bull Valley Road		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	8	96	11
		NB	1	12	6	72	8
		NB	1	12	6	72	8
	Bank Drive	NB	1	3	20	60	7
Bank Drive		NB	1	12	5	60	7
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	1	12	3	36	4
		NB	1	12	12	144	16
		NB	1	12	8	96	11
		NB	1	12	15	180	20
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	6	40	240	27
		NB	1	4	50	200	22
	High Street	NB	1	12	4	48	5
High Street		NB	1	4	30	120	13
		NB	1	4	60	240	27
		NB	1	4	30	120	13
	Ann Street	NB	1	4	35	140	16
Ann Street		NB	1	4	40	160	18
	Grove Avenue	NB	1	4	15	60	7
Grove Avenue		NB	1	12	5	60	7
		NB	1	12	4	48	5
		NB	1	4	60	240	27
	Oak Avenue	NB	1	4	50	200	22
Oak Avenue		NB	1	4	25	100	11
		NB	1	4	20	80	9

ROUTE: IL 31 (IL 120 to Bull Valley Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
	Kane Avenue	NB	1	4	50	200	22
Kane Avenue		NB	1	12	6	72	8
		NB	1	12	15	180	20
		NB	1	4	50	200	22
		NB	1	6	12	72	8
		NB	1	12	15	180	20
		NB	1	12	4	48	5
		NB	1	8	25	200	22
		NB	1	12	8	96	11
		NB	1	12	4	48	5
		NB	1	12	5	60	7
		NB	1	12	4	48	5
	John Street	NB	1	4	40	160	18
John Street	Main Street	NB	1	12	4	48	5
Main Street	IL 120	NB	1	12	4	48	5
Bull Valley Road	Bank Drive	NB	3	12	4	48	5
Bank Drive	Park Place	NB	3	12	4	48	5
Park Place		NB	3	4	100	400	44
		NB	3	12	5	60	7
	High Street	NB	3	12	4	48	5
High Street		NB	3	4	30	120	13
	Lillian Street	NB	3	4	60	240	27
Lillian Street		NB	3	4	45	180	20
	Oak Avenue	NB	3	12	4	48	5
Oak Avenue	Kane Avenue	NB	3	12	10	120	13
Kane Avenue		NB	3	12	8	96	11
		NB	3	12	4	48	5
	John Street	NB	3	4	35	140	16
IL 120	Main Street	SB	1	3	15	45	5
Main Street	John Street	SB	1	12	6	72	8
John Street		SB	1	12	8	96	11
		SB	1	6	16	96	11
	Meadow Lane	SB	1	4	40	160	18
		SB	1	12	15	180	20
	Kane Avenue	SB	1	4	30	120	13
Kane Avenue		SB	1	12	15	180	20
		SB	1	12	4	48	5
		SB	1	12	4	48	5
	Oak Avenue	SB	1	4	55	220	24
Oak Avenue		SB	1	12	4	48	5
		SB	1	12	4	48	5
	Lillian Street	SB	1	12	4	48	5
Lillian Street		SB	1	4	20	80	9
		SB	1	12	4	48	5
		SB	1	4	5	20	2
		SB	1	12	4	48	5
		SB	1	4	50	200	22
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	4	30	120	13
		SB	1	4	25	100	11
		SB	1	12	85	1020	113
		SB	1	12	8	96	11
		SB	1	12	4	48	5

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 120 / IL 31

SCALE: | SHEET 7 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	13
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 31 (IL 120 to Bull Valley Road) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	12	4	48	5
		SB	1	12	6	72	8
		SB	1	12	15	180	20
		SB	1	12	15	180	20
		SB	1	12	4	48	5
		SB	1	12	4	48	5
	Knox Drive	SB	1	12	4	48	5
Knox Drive		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	6	72	8
		SB	1	12	4	48	5
	Bull Valley Road	SB	1	12	4	48	5
		TOTALS:			**1705 FT**		**1222 SY**

ROUTE: IL 176 (IL 31 to Fox River)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Smith Road		EB	1	12	25	300	33
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Valley View Road	EB	1	12	6	72	8
Valley View Road		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	4	50	200	22
		EB	1	4	50	200	22
		EB	1	4	50	200	22
	Buhel Road	EB	1	4	75	300	33
Buhel Road		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Fox River	EB	1	12	6	72	8
Smith Road		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Valley View Road	WB	1	12	6	72	8
Valley View Road		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	6	75	450	50
	Buhel Road	WB	1	3	100	300	33
Buhel Road		WB	1	12	6	72	8
		WB	1	12	6	72	8
	Fox River	WB	1	12	6	72	8
IL 31	Smith Road		CL	3	100	300	33
		TOTALS:			**645 FT**		**410 SY**

ROUTE: IL 31 (Strong Road to US 14)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Strong Road		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	2	12	4	48	5
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	8	96	11
		SB	1	12	8	96	11
		SB	1	12	8	96	11
		SB	2	12	8	96	11
		SB	2	12	8	96	11
		SB	1	12	12	144	16
		SB	1	12	12	144	16
		SB	1	12	12	144	16
		SB	2	12	12	144	16
		SB	2	12	12	144	16
		SB	1	6	30	180	20
		SB	1	6	30	180	20
		SB	1	6	30	180	20
		SB	2	6	30	180	20
		SB	2	6	30	180	20
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	1	3	12	36	4
		SB	2	3	12	36	4

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 31 / IL 176

SCALE: | SHEET 8 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	14
		CONTRACT NO. 62A86		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 31 (Strong Road to US 14) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	2	3	12	36	4
		SB	1	3	25	75	8
		SB	1	3	25	75	8
		SB	1	3	25	75	8
		SB	2	3	25	75	8
		SB	2	3	25	75	8
		SB	1	3	40	120	13
		SB	1	3	40	120	13
		SB	1	3	40	120	13
		SB	2	3	40	120	13
		SB	2	3	40	120	13
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	1	3	50	150	17
		SB	2	3	50	150	17
		SB	2	3	50	150	17
		SB	1	3	75	225	25
		SB	1	3	75	225	25
		SB	1	3	75	225	25
		SB	2	3	75	225	25
	US 14	SB	2	3	75	225	25
US 14		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	2	12	4	48	5
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8
		NB	2	12	6	72	8

ROUTE: IL 31 (Strong Road to US 14) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	2	12	6	72	8
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	2	12	8	96	11
		NB	2	12	8	96	11
		NB	1	12	12	144	16
		NB	1	12	12	144	16
		NB	1	12	12	144	16
		NB	2	12	12	144	16
		NB	2	12	12	144	16
		NB	1	6	30	180	20
		NB	1	6	30	180	20
		NB	1	6	30	180	20
		NB	2	6	30	180	20
		NB	2	6	30	180	20
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	100	300	33
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	1	3	12	36	4
		NB	2	3	12	36	4
		NB	2	3	12	36	4
		NB	1	3	25	75	8
		NB	1	3	25	75	8
		NB	1	3	25	75	8
		NB	2	3	25	75	8
		NB	2	3	25	75	8
		NB	1	3	40	120	13
		NB	1	3	40	120	13
		NB	1	3	40	120	13
		NB	1	3	40	120	13
		NB	2	3	40	120	13
		NB	2	3	40	120	13
		NB	1	3	50	150	17
		NB	1	3	50	150	17
		NB	1	3	50	150	17
		NB	2	3	50	150	17
		NB	2	3	50	150	17
		NB	1	3	75	225	25
		NB	1	3	75	225	25
		NB	1	3	75	225	25
		NB	2	3	75	225	25
	Strong Road	NB	2	3	75	225	25
		TOTALS:			**3340 FT**		**1733 SY**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 31

SCALE: | SHEET 9 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	15
		CONTRACT NO. 62A86		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 47 (IL 176 to US 14)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
US 14		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	3	200	600	67
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	2	3	350	1050	117
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	LT	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	LT	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	RT	12	3	36	4
		SB	1	12	3	36	4
		SB	2	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	300	900	100
		SB	1	12	3	36	4
		SB	1	29	3	87	10
	Cobblestone Way	SB	1	25	3	75	8
Cobblestone Way		SB	1	3	200	600	67
		SB	1	13	14	182	20
		SB	1	3	14	42	5
		SB	1	12	3	36	4
		SB	1	3	250	750	83
		SB	1	13	10	130	14
		SB	1	13	3	39	4
	Hercules Road	SB	1	13	3	39	4
Hercules Road		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	25	75	8
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4

ROUTE: IL 47 (IL 176 to US 14) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	3	100	300	33
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	30	90	10
	Lucas Road	SB	1	13	3	39	4
Lucas Road		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	50	150	17
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	50	650	72
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	20	60	7
		SB	1	13	3	39	4
		SB	1	13	30	390	43
		SB	1	3	20	60	7
		SB	1	3	20	60	7
		SB	1	6	20	120	13
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	10	130	14
		SB	1	13	3	39	4
		SB	1	13	10	130	14
		SB	1	6	30	180	20
		SB	1	13	40	520	58
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	8	60	480	53
		SB	1	13	3	39	4
		SB	1	6	40	240	27
	IL 176 West	SB	1	32	6	192	21
IL 176 West		SB	1	13	350	4550	506
	IL 176 East	SB	1	13	40	520	58
IL 176 East		NB	1	3	40	120	13
		NB	1	4	60	240	27
		NB	1	18	4	72	8
		NB	1	3	60	180	20
	IL 176 West	NB	1	12	6	72	8
IL 176 West		NB	1	3	20	60	7
		NB	1	18	3	54	6
		NB	1	4	100	400	44
		NB	1	16	14	224	25
		NB	1	6	120	720	80
		NB	1	8	16	128	14
		NB	1	6	80	480	53
		NB	1	16	3	48	5
		NB	1	16	3	48	5
		NB	1	14	4	56	6
		NB	1	13	60	780	87
		NB	1	13	3	39	4

CONTINUED ON NEXT SHEET

ROUTE: IL 47 (IL 176 to US 14) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	13	30	390	43
		NB	1	13	30	390	43
		NB	1	6	30	180	20
		NB	1	13	12	156	17
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	4	52	6
		NB	1	13	6	78	9
		NB	1	13	10	130	14
		NB	1	13	15	195	22
		NB	1	13	20	260	29
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	10	130	14
		NB	1	4	30	120	13
		NB	1	18	3	54	6
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
	Lucas Road	NB	1	13	10	130	14
Lucas Road		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	80	1040	116
		NB	1	13	3	39	4
		NB	1	16	3	48	5
		NB	1	16	3	48	5
		NB	1	14	20	280	31
		NB	1	4	200	800	89
		NB	1	13	3	39	4
		NB	1	4	60	240	27
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	4	10	40	4
		NB	1	13	4	52	6
	Hercules Road	NB	1	13	15	195	22
Hercules Road		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	4	52	6
		NB	1	13	3	39	4
	Cobblestone Way	NB	1	10	40	400	44
Cobblestone Way		NB	1	4	30	120	13
		NB	1	3	60	180	20

ROUTE: IL 47 (IL 176 to US 14) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	3	22	66	7
		NB	1	4	6	24	3
		NB	1	3	30	90	10
		NB	1	3	30	90	10
		NB	1	3	30	90	10
		NB	1	3	240	720	80
		NB	1	12	3	36	4
		NB	1	3	170	510	57
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	20	240	27
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	US 14	NB	1	12	3	36	4
US 14	Cobblestone Way		CL	3	300	900	100
Cobblestone Way			CL	3	100	300	33
			CL	3	300	900	100
	Hercules Road		CL	3	200	600	67
Hercules Road			CL	3	100	300	33
			CL	3	100	300	33
			CL	3	400	1200	133
			CL	3	100	300	33
	Lucas Road		CL	3	200	600	67
Lucas Road			CL	3	100	300	33
			CL	3	50	150	17
			CL	3	100	300	33
			CL	3	50	150	17
			CL	3	150	450	50
	IL 176 West		CL	3	100	300	33

TOTALS: **6830 FT** **3943 SY**

ROUTE: IL 23 (US 14 to 8th Avenue)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
8th Avenue		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	3	200	600	67
		NB	1	3	20	60	7
		NB	1	12	3	36	4
		NB	1	12	8	96	11
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	10	120	13

CONTINUED ON NEXT SHEET

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	12	15	180	20
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	3	150	450	50
		NB	1	12	6	72	8
		NB	1	12	3	36	4
	River Road	NB	1	3	100	300	33
River Road		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	3	200	600	67
		NB	1	3	100	300	33
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	20	240	27
		NB	1	3	300	900	100
		NB	1	12	3	36	4
		NB	1	12	15	180	20
		NB	1	3	75	225	25
		NB	1	12	10	120	13
		NB	1	12	25	300	33
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	3	250	750	83
		NB	1	12	10	120	13
		NB	1	12	6	72	8
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	3	200	600	67
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	15	180	20
		NB	1	3	200	600	67
		NB	1	12	10	120	13
		NB	1	12	30	360	40
		NB	1	3	200	600	67
		NB	1	3	400	1200	133
		NB	1	12	3	36	4
		NB	1	3	75	225	25
		NB	1	12	25	300	33
		NB	1	12	6	72	8
		NB	1	12	3	36	4

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	3	500	1500	167
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	25	300	33
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	3	100	300	33
		NB	1	3	200	600	67
		NB	1	12	30	360	40
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	12	6	72	8
		NB	1	12	3	36	4
		NB	1	3	200	600	67
		NB	1	6	40	240	27
		NB	1	12	6	72	8
		NB	1	12	25	300	33
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	3	200	600	67
		NB	1	12	3	36	4
		NB	1	3	200	600	67
		NB	1	3	200	600	67
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	3	50	150	17
		NB	1	12	25	300	33
		NB	1	12	3	36	4
		NB	1	3	500	1500	167
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Kishwaukee Valley Road	NB	1	3	75	225	25
Kishwaukee Valley Road		NB	1	13	4	52	6
		NB	1	13	75	975	108
		NB	1	3	100	300	33
		NB	1	13	3	39	4
		NB	1	13	50	650	72
		NB	1	3	50	150	17
		NB	1	6	3	18	2
		NB	1	13	3	39	4
		NB	1	13	6	78	9
		NB	1	3	100	300	33
		NB	1	13	4	52	6
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4

CONTINUED ON NEXT SHEET

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -
		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 23

SCALE: | SHEET 12 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	18
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	3	200	600	67
		NB	1	13	3	39	4
	Busse Road	NB	1	13	3	39	4
Busse Road		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	3	100	300	33
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	6	250	1500	167
		NB	1	13	150	1950	217
		NB	1	6	150	900	100
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	100	1300	144
		NB	1	6	100	600	67
		NB	1	13	10	130	14
		NB	1	13	10	130	14
		NB	1	13	10	130	14
		NB	1	13	70	910	101
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	25	325	36
		NB	1	13	3	39	4
	Dunham Road	NB	1	13	30	390	43
Dunham Road		NB	1	6	300	1800	200
		NB	1	13	3	39	4
		NB	1	13	200	2600	289
		NB	1	13	3	39	4
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	15	195	22
		NB	1	13	10	130	14
		NB	1	13	20	260	29
		NB	1	13	8	104	12
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	13	6	78	9
		NB	1	6	30	180	20
		NB	1	13	3	39	4
		NB	1	13	75	975	108
		NB	1	13	30	390	43
		NB	1	6	100	600	67
		NB	1	13	30	390	43
	Bunker Hill Road	NB	1	3	75	225	25
Bunker Hill Road		NB	1	13	3	39	4
		NB	1	3	75	225	25
		NB	1	13	3	39	4
		NB	1	13	3	39	4
		NB	1	3	500	1500	167
		NB	1	13	50	650	72

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	13	10	130	14
		NB	1	13	40	520	58
		NB	1	13	6	78	9
		NB	1	13	4	52	6
		NB	1	6	40	240	27
		NB	1	13	3	39	4
		NB	1	13	20	260	29
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	3	100	300	33
		NB	1	13	10	130	14
	Lembke Road	NB	1	13	8	104	12
Lembke Road		NB	1	3	60	180	20
		NB	1	13	5	65	7
		NB	1	13	3	39	4
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	6	78	9
		NB	1	13	36	468	52
		NB	1	13	6	78	9
		NB	1	13	20	260	29
		NB	1	13	6	78	9
		NB	1	13	30	390	43
		NB	1	13	10	130	14
		NB	1	13	40	520	58
		NB	1	3	200	600	67
		NB	1	3	75	225	25
		NB	1	13	40	520	58
	Streit Road	NB	1	3	50	150	17
Streit Road		NB	1	3	75	225	25
		NB	1	6	50	300	33
		NB	1	3	30	90	10
		NB	1	13	30	390	43
		NB	1	13	30	390	43
		NB	1	13	10	130	14
		NB	1	3	50	150	17
		NB	1	6	50	300	33
		NB	1	6	200	1200	133
	US 14	NB	1	13	50	650	72
US 14		SB	1	10	3	30	3
		SB	1	25	6	150	17
		SB	1	13	3	39	4
		SB	1	6	150	900	100
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	30	90	10
		SB	1	3	150	450	50
		SB	1	13	25	325	36
		SB	1	13	3	39	4

CONTINUED ON NEXT SHEET

ROUTE: IL 23 (US 14 to 8th Avenue) (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)
		SB	1	3	20	60	7
		SB	1	6	70	420	47
	Streit Road	SB	1	13	6	78	9
Streit Road		SB	1	15	13	195	22
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	5	65	7
		SB	1	6	35	210	23
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	6	6	36	4
		SB	1	13	6	78	9
		SB	1	6	3	18	2
		SB	1	6	3	18	2
		SB	1	13	3	39	4
		SB	1	3	150	450	50
		SB	1	13	5	65	7
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	150	450	50
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	60	180	20
		SB	1	13	4	52	6
		SB	1	13	6	78	9
		SB	1	13	50	650	72
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	5	65	7
		SB	1	6	40	240	27
		SB	1	13	6	78	9
		SB	1	13	6	78	9
		SB	1	13	6	78	9
		SB	1	13	15	195	22
		SB	1	13	6	78	9
		SB	1	13	6	78	9
		SB	1	3	30	90	10
		SB	1	13	6	78	9
		SB	1	3	60	180	20
		SB	1	13	10	130	14
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
	Lembke Road	SB	1	3	60	180	20
Lembke Road		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	10	130	14

ROUTE: IL 23 (US 14 to 8th Avenue) (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)
		SB	1	13	6	78	9
		SB	1	3	120	360	40
		SB	1	3	80	240	27
		SB	1	3	50	150	17
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	200	600	67
		SB	1	13	6	78	9
		SB	1	13	30	390	43
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	5	65	7
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	50	150	17
		SB	1	13	3	39	4
		SB	1	13	40	520	58
		SB	1	13	30	390	43
		SB	1	3	100	300	33
		SB	1	3	50	150	17
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	5	65	7
		SB	1	13	8	104	12
		SB	1	6	20	120	13
		SB	1	13	4	52	6
		SB	1	3	50	150	17
		SB	1	13	40	520	58
		SB	1	13	3	39	4
		SB	1	13	10	130	14
		SB	1	13	10	130	14
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	6	20	120	13
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
	Bunker Hill Road	SB	1	13	3	39	4
Bunker Hill Road		SB	1	4	40	160	18
		SB	1	13	5	65	7
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	5	65	7
		SB	1	13	3	39	4

CONTINUED ON NEXT SHEET

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	20	260	29
		SB	1	13	4	52	6
		SB	1	13	6	78	9
		SB	1	13	6	78	9
		SB	1	6	100	600	67
		SB	1	13	3	39	4
		SB	1	3	100	300	33
		SB	1	13	6	78	9
		SB	1	6	100	600	67
		SB	1	3	500	1500	167
		SB	1	3	40	120	13
		SB	1	6	30	180	20
		SB	1	3	30	90	10
		SB	1	13	3	39	4
		SB	1	13	6	78	9
		SB	1	6	40	240	27
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	100	300	33
		SB	1	3	100	300	33
		SB	1	13	8	104	12
		SB	1	13	10	130	14
		SB	1	13	10	130	14
		SB	1	13	6	78	9
		SB	1	13	6	78	9
		SB	1	13	10	130	14
		SB	1	13	10	130	14
		SB	1	3	500	1500	167
		SB	1	13	3	39	4
	Dunham Road	SB	1	13	3	39	4
Dunham Road		SB	1	5	30	150	17
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	50	650	72
		SB	1	13	20	260	29
	Olbrich Road	SB	1	6	20	120	13
Olbrich Road		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	30	390	43
		SB	1	13	6	78	9
		SB	1	13	50	650	72
		SB	1	13	40	520	58
		SB	1	13	3	39	4
		SB	1	13	50	650	72
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	100	1300	144
		SB	1	13	50	650	72
		SB	1	6	50	300	33

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	6	50	300	33
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	20	260	29
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	13	75	975	108
		SB	1	13	40	520	58
		SB	1	3	50	150	17
		SB	1	3	100	300	33
		SB	1	13	6	78	9
		SB	1	13	3	39	4
		SB	1	3	75	225	25
		SB	1	3	20	60	7
		SB	1	13	50	650	72
		SB	1	3	30	90	10
		SB	1	13	100	1300	144
		SB	1	6	200	1200	133
		SB	1	13	6	78	9
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	1	12	3	36	4
	Kishwaukee Valley Road	SB	1	3	75	225	25
Kishwaukee Valley Road		SB	1	3	25	75	8
		SB	1	12	10	120	13
		SB	1	12	3	36	4
		SB	1	3	30	90	10
		SB	1	12	3	36	4
		SB	1	3	75	225	25
		SB	1	12	3	36	4
		SB	1	3	50	150	17
		SB	1	12	10	120	13
		SB	1	3	30	90	10
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	15	180	20
		SB	1	3	300	900	100
		SB	1	3	100	300	33
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
	Collins Road	SB	1	3	75	225	25

CONTINUED ON NEXT SHEET

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -
		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 23

SCALE: | SHEET 15 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	21
		CONTRACT NO. 62A86		
		ILLINOIS FED. AID PROJECT		

ROUTE: IL 23 (US 14 to 8th Avenue) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Collins Road		SB	1	12	15	180	20
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	6	72	8
		SB	1	3	150	450	50
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	150	450	50
		SB	1	12	8	96	11
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	3	75	225	25
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	25	75	8
		SB	1	3	200	600	67
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	15	180	20
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	1	12	10	120	13
		SB	1	12	3	36	4
		SB	1	12	15	180	20
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
	River Road	SB	1	12	10	120	13
River Road		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	75	225	25
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
	8th Avenue	SB	1	12	3	36	4
	TOTALS:				**17319 FT**		**10861 SY**

ROUTE: IL 23 (Ratfield Road to I-90)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Ratfield Road		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	50	150	17
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	3	40	120	13
		SB	1	3	75	225	25
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	12	5	60	7
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	100	300	33
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	3	50	150	17
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	3	200	600	67
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
	Coral Road	SB	1	3	30	90	10
Coral Road		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	20	240	27

CONTINUED ON NEXT SHEET

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -
		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 23

SCALE: | SHEET 16 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	22
		CONTRACT NO. 62A86		
	ILLINOIS	FED. AID PROJECT		

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	10	120	13
		SB	1	12	5	60	7
		SB	1	3	75	225	25
		SB	1	12	10	120	13
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	12	5	60	7
		SB	1	15	15	225	25
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	10	120	13
		SB	1	3	30	90	10
		SB	1	12	3	36	4
		SB	1	3	200	600	67
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	5	30	150	17
		SB	1	3	100	300	33
		SB	1	25	25	625	69
		SB	1	12	5	60	7
		SB	1	3	100	300	33
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	12	144	16
	Grange Road	SB	1	12	3	36	4

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
Grange Road		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	25	300	33
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	3	50	150	17
		SB	1	12	3	36	4
		SB	1	3	200	600	67
		SB	1	12	5	60	7
		SB	1	5	10	50	6
		SB	1	12	3	36	4
		SB	1	3	100	300	33
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	12	6	72	8
		SB	1	12	5	60	7
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	1	12	4	48	5
	Anthony Road	SB	1	12	8	96	11
Anthony Road		SB	1	12	5	60	7
		SB	1	12	12	144	16
		SB	1	12	25	300	33
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	15	180	20
		SB	1	12	6	72	8
		SB	1	12	3	36	4
		SB	1	3	100	300	33
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	50	150	17
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	6	72	8
		SB	1	12	12	144	16

CONTINUED ON NEXT SHEET

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	10	120	13
		SB	1	12	4	48	5
		SB	1	12	5	60	7
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	4	48	5
	Harmony Road	SB	1	12	3	36	4
Harmony Road		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	3	50	150	17
		SB	1	12	3	36	4
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	3	300	900	100
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	5	60	7
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	3	36	4
		SB	1	12	3	36	4
		SB	1	12	3	36	4
	I-90	SB	1	12	3	36	4
I-90		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	13	4	52	6
		NB	1	3	300	900	100
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	3	36	4

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	8	96	11
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Harmony Road	NB	1	12	3	36	4
Harmony Road		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	8	96	11
		NB	1	12	8	96	11
		NB	1	12	3	36	4
		NB	1	12	8	96	11
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Anthony Road	NB	1	12	10	120	13
Anthony Road		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	3	36	4
		NB	1	12	3	36	4

CONTINUED ON NEXT SHEET

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -
		DRAWN RWB	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE
IL 23

SCALE: | SHEET 18 OF 20 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	24
		CONTRACT NO. 62A86		
	ILLINOIS FED. AID PROJECT			

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	12	10	120	13
		NB	1	12	5	60	7
		NB	1	12	8	96	11
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	8	96	11
		NB	1	12	4	48	5
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Grange Road	NB	1	12	5	60	7
Grange Road		NB	1	12	20	240	27
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	10	120	13
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	8	96	11
		NB	1	12	5	60	7
		NB	1	12	12	144	16
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	10	120	13

ROUTE: IL 23 (Ratfield Road to I-90) (Continued)

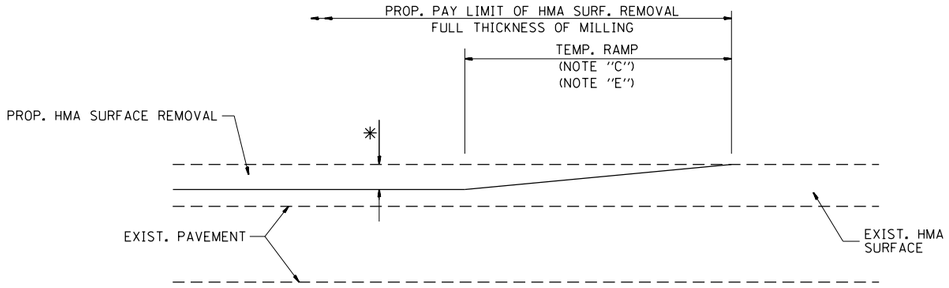
CROSS STREET FROM	CROSS STREET TO	DIRECTION (EB/WB) (NB/SB)	LANE NO. (1, 2, 3)	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAIR AREA (SQ YD)
		NB	1	12	3	36	4
		NB	1	12	5	60	7
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	7	84	9
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	3	36	4
		NB	1	12	12	144	16
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	12	144	16
		NB	1	12	3	36	4
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Coral Road	NB	1	3	100	300	33
Coral Road		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4

CONTINUED ON NEXT SHEET

ROUTE: IL 23 (Ratfield Road to I-90) (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)
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	4	48	5
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
		NB	1	12	3	36	4
	Ratfield Road	NB	1	12	3	36	4
		TOTALS:			**4002 FT**		**3046 SY**

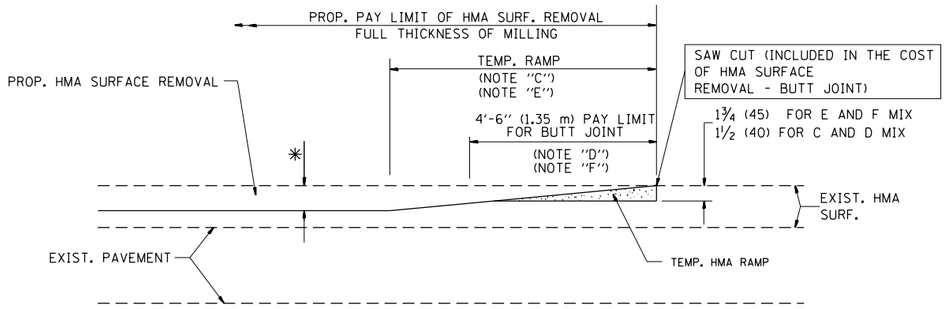
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry.dgn	USER NAME = bartonrw	DESIGNED RWB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**INTERMITTENT RESURFACING SCHEDULE IL 23**			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN RWB	REVISED -					VAR.	2015-029RS	McHENRY	35	26
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -									CONTRACT NO. 62A86
Default	PLOT DATE = 4/7/2015	DATE 3/31/2015	REVISED -		SCALE:	SHEET 20 OF 20 SHEETS	STA. TO STA.			ILLINOIS	FED. AID PROJECT	



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

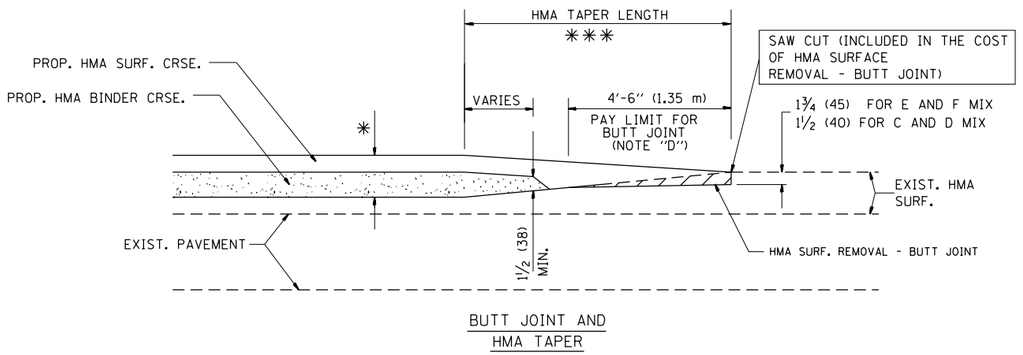


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

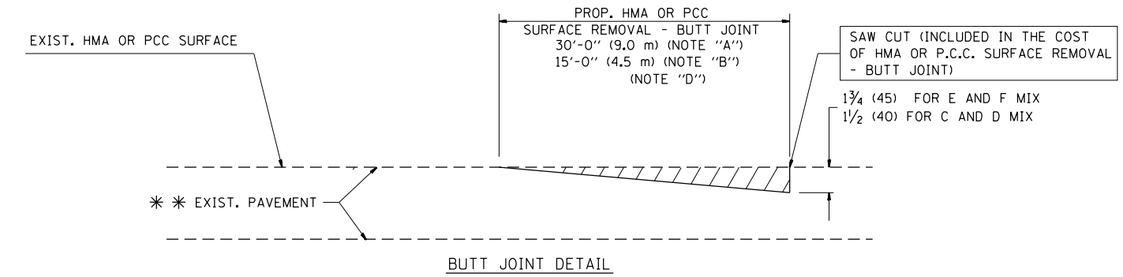
OPTION 2

TYPICAL TEMPORARY RAMP

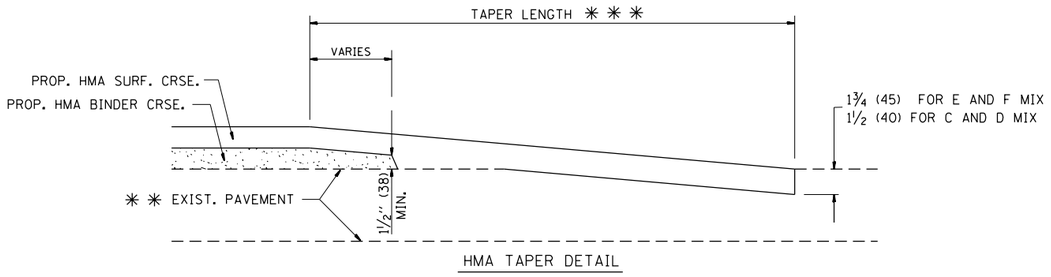


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

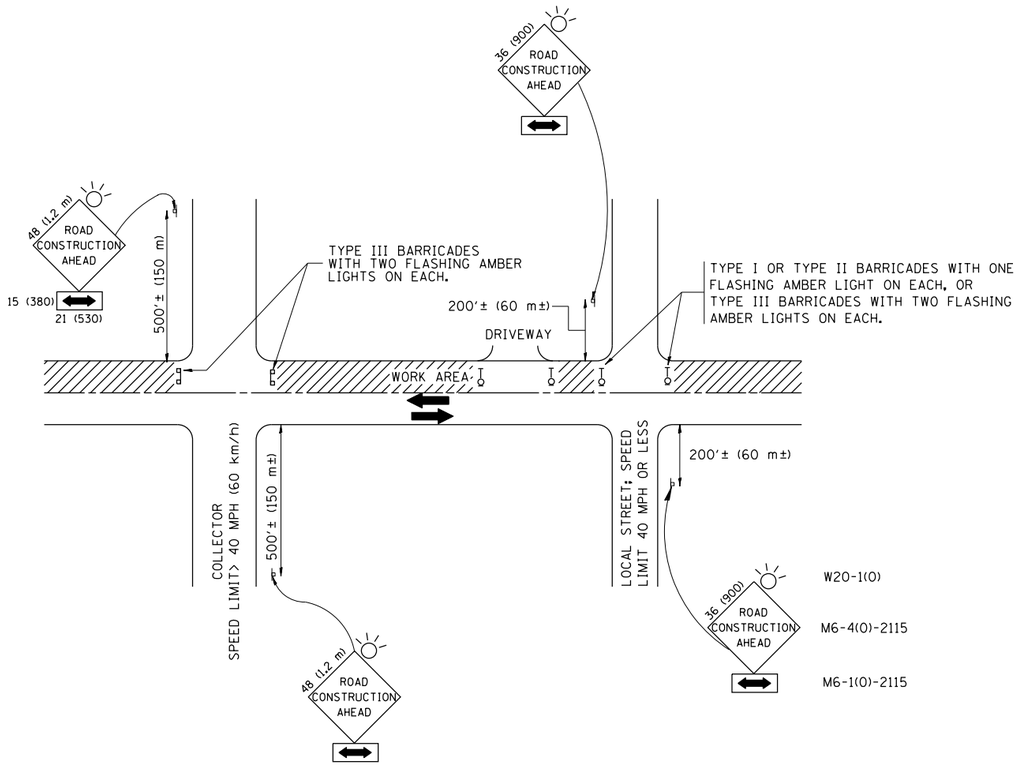
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 4/7/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	27
	BD400-05 BD32	CONTRACT NO. 62A86		
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.

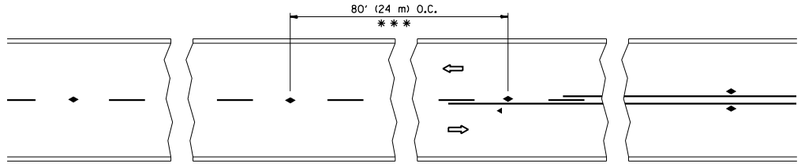
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 4/7/2015	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

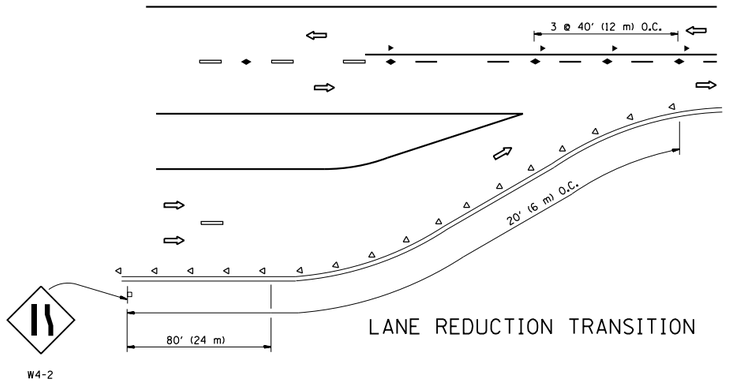
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	28
	TC-10	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

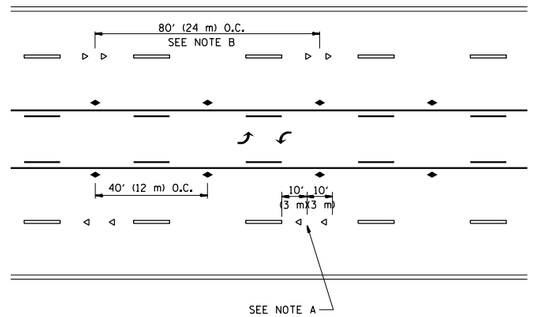


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

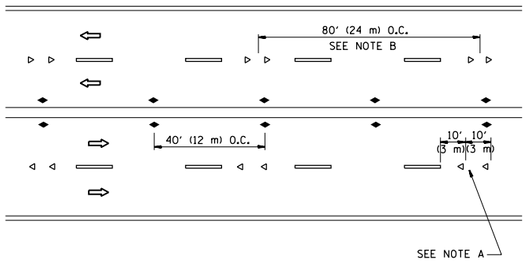
TWO-LANE/TWO-WAY



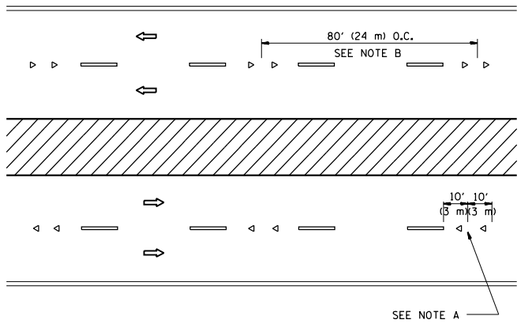
LANE REDUCTION TRANSITION



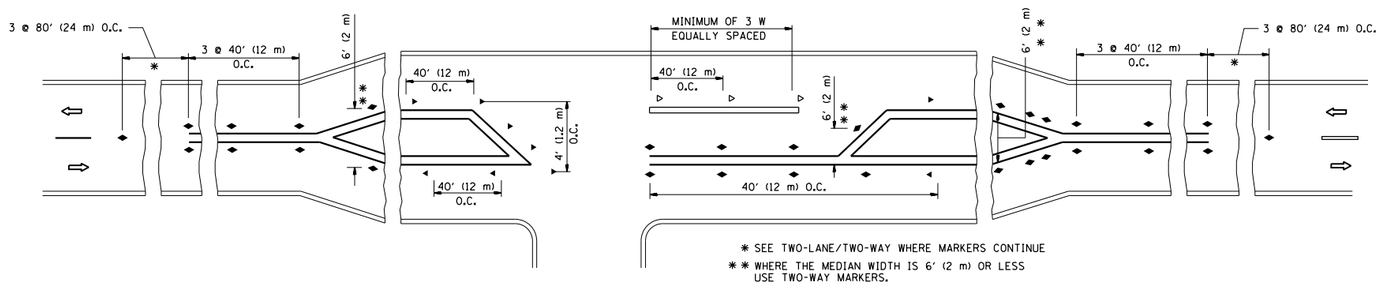
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



LEFT TURN

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.

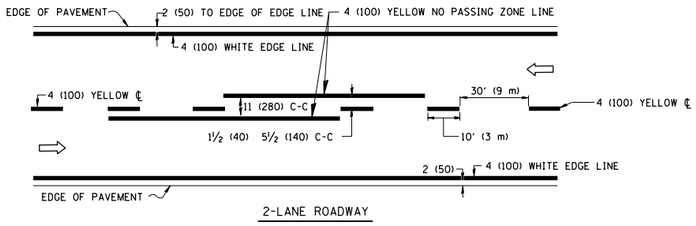
B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

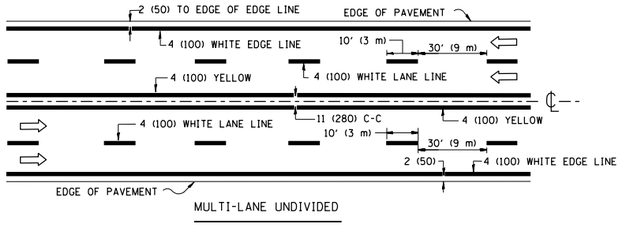
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS 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.

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

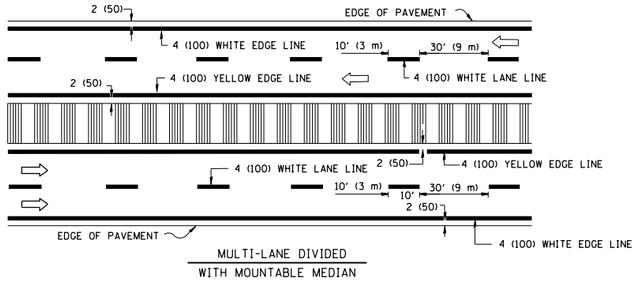
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 03-12-99					VAR.	2015-029RS	McHENRY	35	29
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00						TC-11		CONTRACT NO. 62A86	
	PLOT DATE = 4/7/2015	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



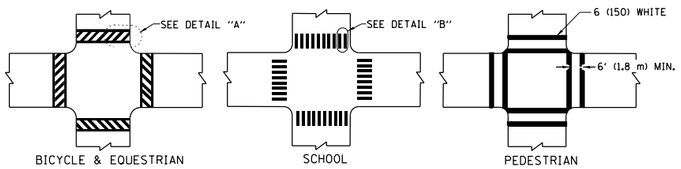
MULTI-LANE UNDIVIDED



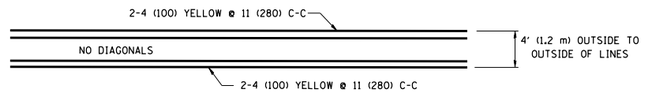
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

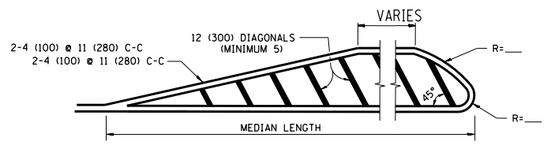
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



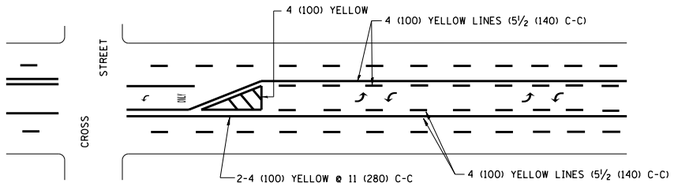
4' (1.2 m) WIDE MEDIANS ONLY



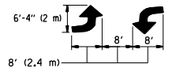
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

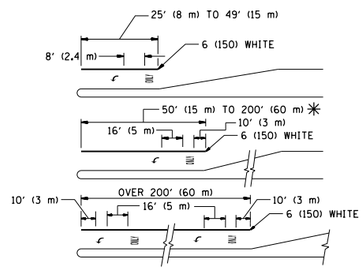


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

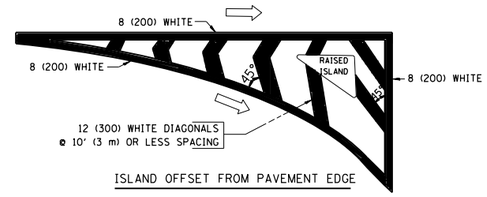


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

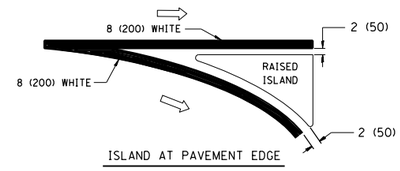
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⌀ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ⌀ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

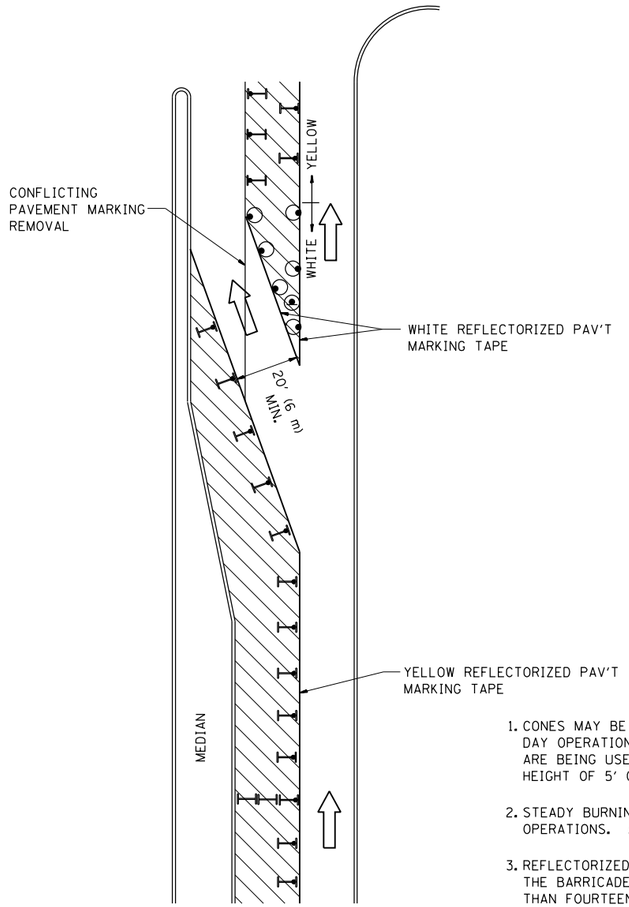
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/7/2015	DATE - 03-19-90	REVISED -

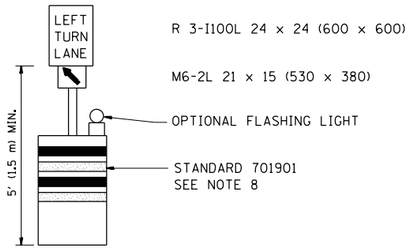
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.	2015-029RS	McHENRY	35	30
	TC-13	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

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

LEGEND

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

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

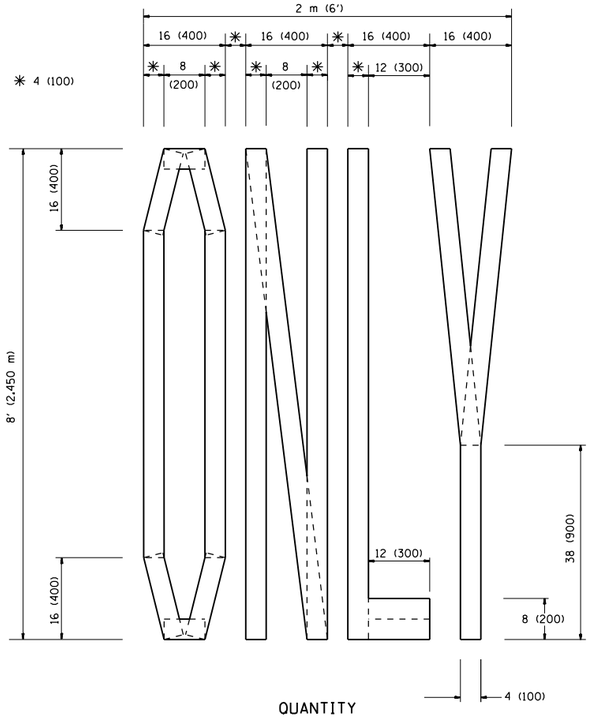
FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0000 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 4/7/2015	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

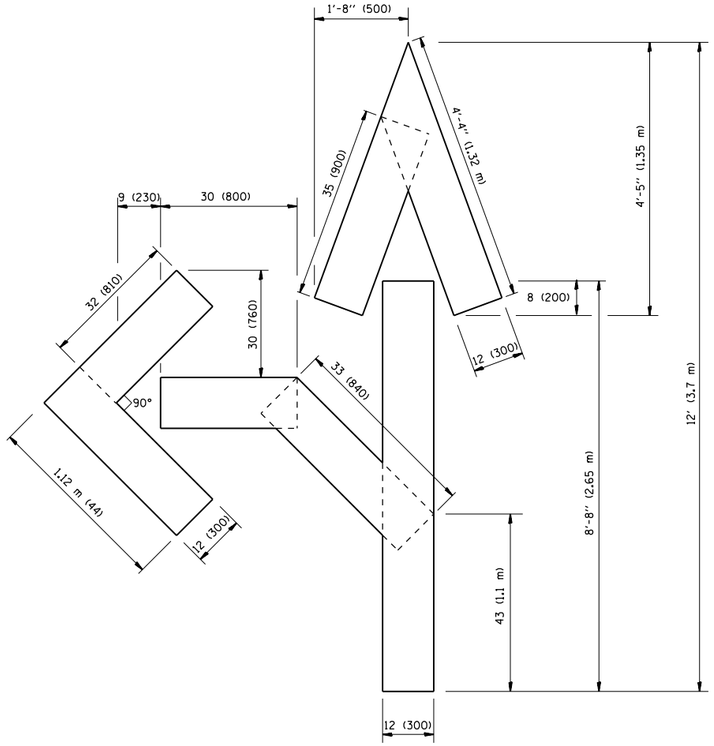
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

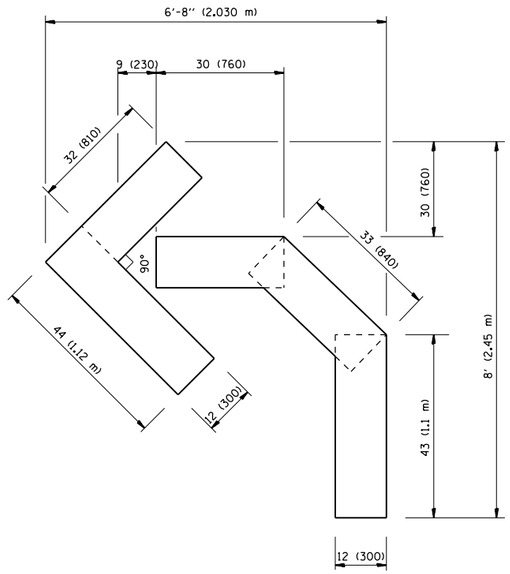
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	31
	TC-14	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

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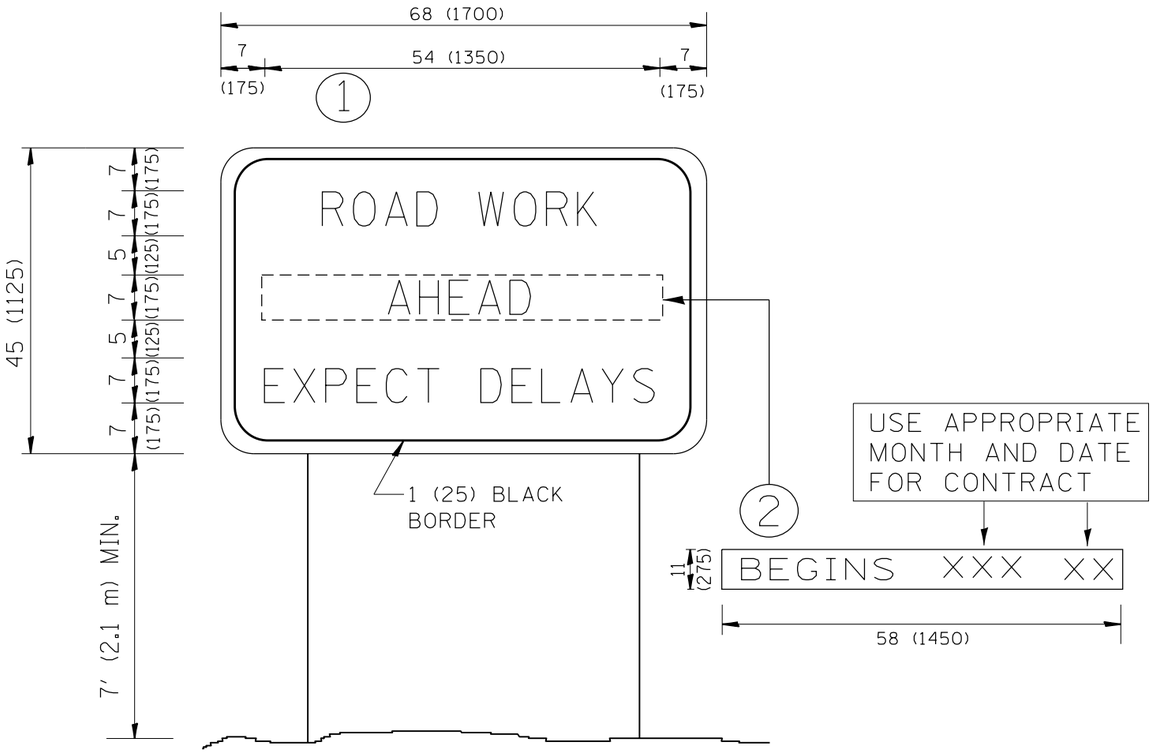
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 4/7/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.	2015-029RS	McHENRY	35	32
	TC-16	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE ''ROAD CONSTRUCTION AHEAD'' SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR ''TEMPORARY INFORMATION SIGNING'' FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = c:\pw_work\pwidot\bartonrw\d0427922\HMA-McHenry-DistStd.dgn	USER NAME = bartonrw	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 4/7/2015	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	33
	TC-22	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

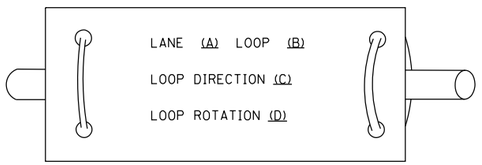
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

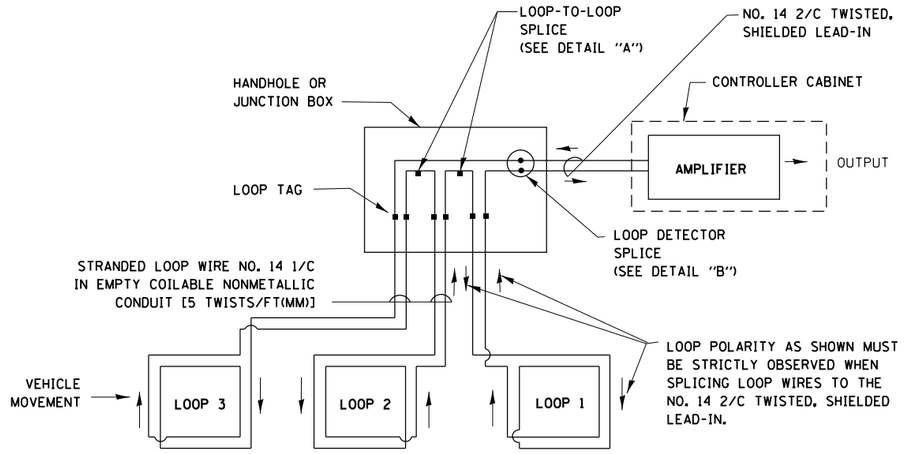


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

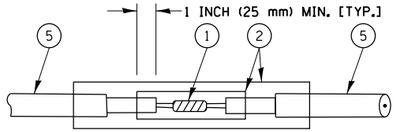
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

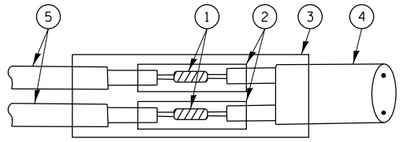


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

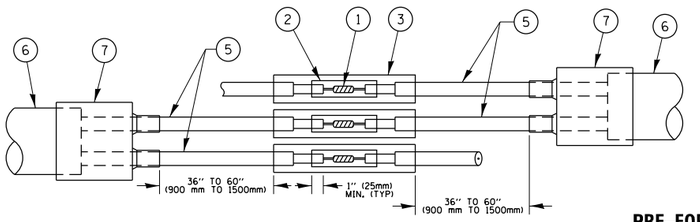


DETAIL "A"
LOOP-TO-LOOP SPLICE



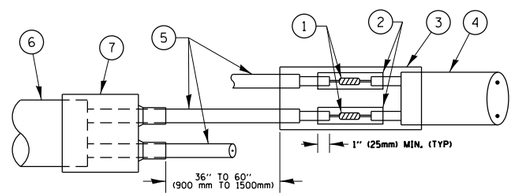
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 4/7/2015	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

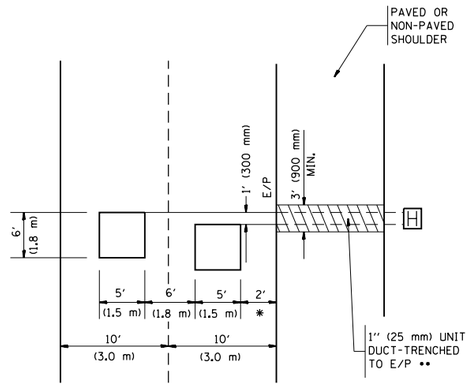
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	34
	TS-05	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

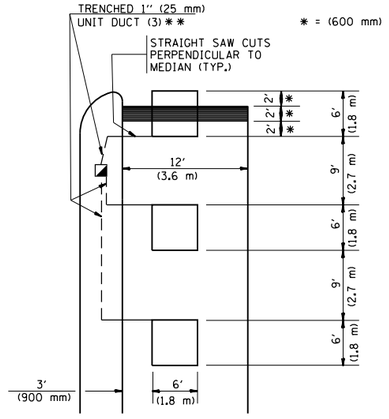


* = (600 mm)

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

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

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

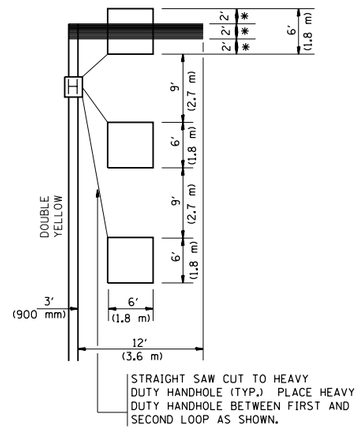


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

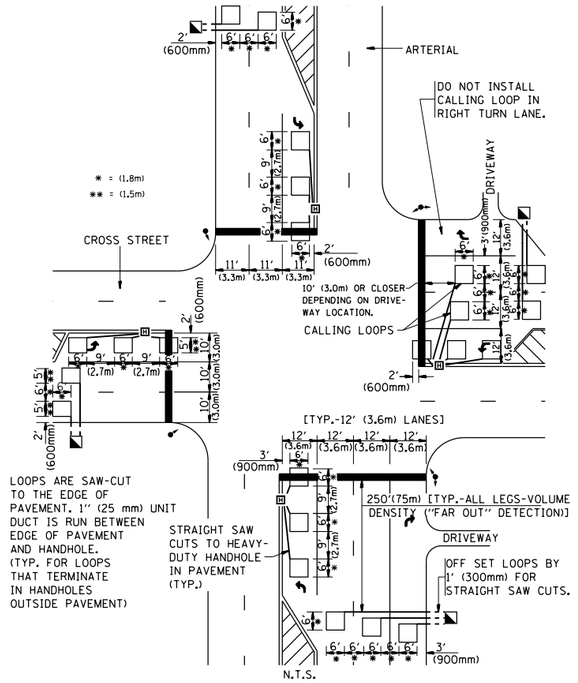
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



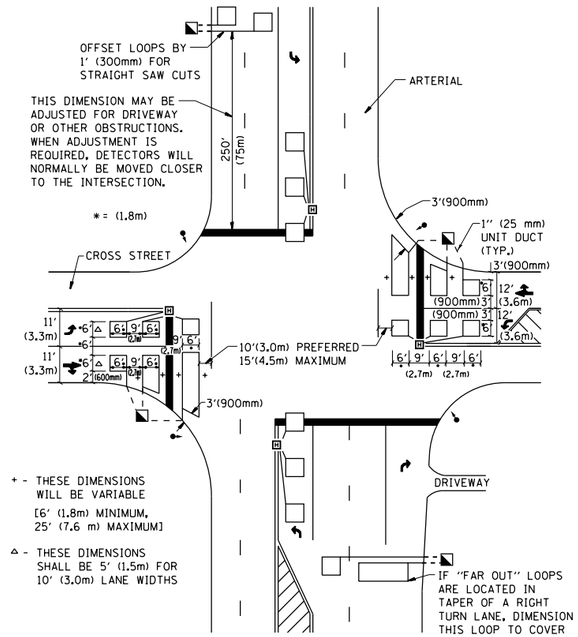
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 4/7/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2015-029RS	McHENRY	35	35
	TS-07	CONTRACT NO. 62A86		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		