06-13-14 LETTING ITEM 038

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

VARIOUS ROUTES
SECTION: 2014–027RS
VARIOUS LOCATIONS IN MCHENRY COUNTY
INTERMITTENT RESURFACING
MCHENRY COUNTY
C-91-303-14

FOR GENERAL LOCATION MAP, SEE SHEET NO. 4

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2014-027RS

D-91-303-14

ILLINOIS CONTRACT NO. 60Y13

VAR.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20 14

CONTROL OF BENGINEER

ENGINEER OF DESIGN AND ENVIRONMENT

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

LOCATION OF SECTION INDICATED THUS: - -

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

THE VILLAGE OF LAKE IN THE HILLS
THE VILLAGE OF PRAIRIE GROVE
THE VILLAGE OF RICHMOND
THE CITY OF CRYSTAL LAKE
THE CITY OF HARVARD
THE CITY OF MARENGO
THE CITY OF MCHENRY
THE CITY OF WOODSTOCK

THIS PROJECT IS LOCATED IN: THE VILLAGE OF ALGONQUIN

THE VILLAGE OF CARY
THE VILLAGE OF HEBRON

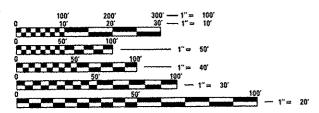
FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

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

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

CONTRACT NO. 60Y13

INDEX OF SHEETS

STATE STANDARDS

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	TITLE SHEET	000001 06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES	701011 - 04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
3	SUMMARY OF QUANTITIES	701301 -04	LANE CLOSURE, 2L. 2W, SHORT TIME OPERATIONS
4	GENERAL LOCATION MAP	701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY
5	ROUTE INFORMATION	701311-03	LANE CLOSURE 2L. 2W MOVING OPERATIONS - DAY ONLY
б	SUMMARY OF INTERMITTENT RESURFACING SCHEDULE	701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES
7-24	INTERMITTENT RESURFACING SCHEDULE		
25	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701421-06	LANE CLOSURE. MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
26	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)	701426 <i>~06</i>	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS \geq 45 MPH
27	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701427- <i>02</i>	LANE CLOSURE. MULTILANE. INTERMITTENT OR MOVING OPER., FOR SPEEDS \leq 40 MPH
28	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701501-06	URBAN LANE CLOSURE. 2L. 2W. UNDIVIDED
29	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701502 - 06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL
30	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)	·	LEFT TURN LANE
31	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
32	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7)	701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL
33	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)		LEFT TURN LANE
	113-017	701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
		701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
		701901-03	TRAFFIC CONTROL DEVICES

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

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

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

OUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

GENERAL NOTES

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

(48 HOUR NOTIFICATION REQUIRED)

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

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

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

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

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

THE ENGINEER SHALL CONTACT WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-4342 MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO HAVE A 3 INCH HOT-MIX ASPHALT OVERLAY ON TOP OF A TEN INCH CONCRETE BASE.

ALL INTERMITTENT RESURFACING LOCATIONS SHOWN IN THE PLANS ARE TWO (2) INCH MILL AND RESURFACE ONLY. THE MINIMUM WIDTH FOR INTERMITTENT RESURFACING SHALL BE THREE (3) FEET.

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

THE COST OF ANY PARTIAL OR FULL DEPTH PATCHING REQUIRED AFTER THE REMOVAL OF THE EXISTING 2 INCH HOT-MIX ASPHALT SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY DETECTOR LOOPS DAMAGED BY MILLING SHALL BE REPLACED IN KIND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO GRINDING OR REMOVAL.

ALL LOOP DETECTOR LOCATIONS SHALL BE CURB MARKED BY THE CONTRACTOR PRIOR TO MILLING FOR THE PURPOSE OF REESTABLISHING DETECTOR LOOP LAYOUT AFTER THE RESURFACING IS COMPLETED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC. THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

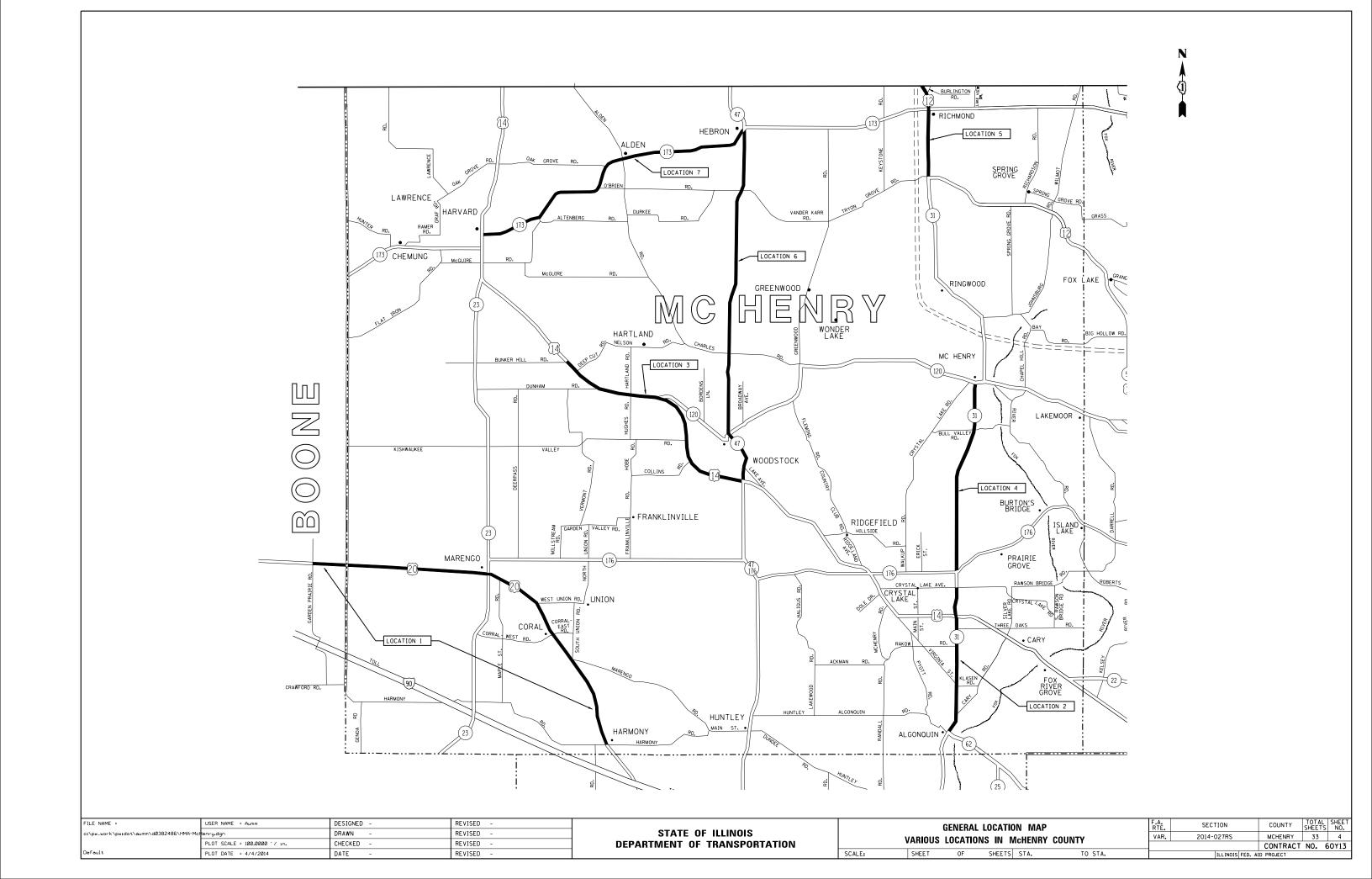
ANY MILLED PAVEMENT IS TO BE RESURFACED BY THE END OF EACH DAY AND OPEN TO TRAFFIC.

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INDEX OF	SHEETS	, STATE	STANDAR	DS AND	GENERAL NOTES	YAR,	2014-021RS	MCHENRY	33	2
	,							CONTRACT	NO.	60Y13
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70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3169	3169		And the control of th													ngayananahan nganana in 1873/166
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	SUMMARY - MCHENRY COUNTY ARTERIAL ROUTES	CITIES/VILLAGES	TOWNSHIPS	SPEED LIMIT	EXISTING ADT (YEAR)
LOC.1	US 20 (GARDEN PRAIRIE RD. TO HARMONY RD.)	MARENGO	BONUS, CORAL, MARENGO, SENECA	30-55 MPH	13,600 (2013)
LOC.2	IL 31 (CRYSTAL LAKE AVE. TO ALGONQUIN RD.)	ALGONQUIN, CARY, CRYSTAL LAKE, LAKE IN THE HILLS	ALGONQUIN, NUNDA	35-55 MPH	31,100 (2013)
LOC.3	US 14 (IL 47 TO BUNKER HILL RD.)	WOODSTOCK	DORR, HARTLAND, SENECA	55 MPH	12,700 (2013)
LOC.4	IL 31 (IL 176 TO IL 120)	CRYSTAL LAKE, MCHENRY, PRAIRIE GROVE	MCHENRY, NUNDA	30-55 MPH	19,800 (2013)
LOC.5	US 12 (IL 31 TO NORTH STATE LINE)	RICHMOND	RICHMOND	30-45 MPH	13,700 (2013)
LOC.6	IL 47 (US 14 TO IL 173)	HEBRON, WOODSTOCK	DORR, GREENWOOD, HEBRON	30-55 MPH	12,400 (2013)
LOC.7	IL 173 (US 14 TO IL 47)	HARVARD, HEBRON	ALDEN, CHEMUNG, HEBRON	35-55 MPH	4,700 (2013)

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١	/ARIOUS	LOCATIO	NIC INI N	/IcHENR	Y COUNTY	VAR.	2014-027RS	MCHENRY	33	5
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	SHEET	OF	SHEETS	STA.	TO STA.		TILLINOIS FED. A	ID PROJECT		

		HMA 2" MILL
	SUMMARY - McHENRY COUNTY ARTERIAL ROUTES	& RESURFACE
		(SY)
LOC.1	US 20 (GARDEN PRAIRIE RD. TO HARMONY RD.)	1,390
LOC.2	IL 31 (CRYSTAL LAKE RD. TO ALGONQUIN RD.)	500
LOC.3	US 14 (IL 47 TO BUNKER HILL RD.)	4,595
LOC.4	IL 31 (IL 176 TO IL 120)	431
LOC.5	US 12 (IL 31 TO NORTH STATE LINE)	1,522
LOC.6	IL 47 (US 14 TO IL 173)	3,551
LOC.7	IL 173 (US 14 TO IL 47)	12,026
	McHENRY COUNTY ARTERIAL TOTAL =	24015
		SY

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Default	PLOT DATE = 4/4/2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT	

ROUTE:	US 20(Harmony Road to	County Line Rd)					
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Harmony Road			CL	3	10	30	3
	Blackstone Way		CL	3	10	30	3
Blackstone Way			CL	3	10	30	3
			CL	3	10	30	3
	Marengo Road		CL	3	10	30	3
Marengo Road			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	20	60	7
			CL	3	10	30	3
		WB	1	12	10	120	13
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
		WB	1	12	4	48	5
	W Union Road	WB	1	12	4	48	5
W Union Road			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	15	45	5
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	5	15	2
			CL	3	10	30	3
		WB	1	3	50	150	17
			CL	3	40	120	13
		WB		3	30	90	10
			CL	3	30	90	10
	S Prospect Street		CL	3	10	30	3
S Prospect Street	S East Street		CL	3	40	120	13
S East Street	S Page Street	1	CL	4	10	40	4
	5				-	<u> </u>	
OMIT PCC PAVEMENT							
S Ford Street		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	3	10	30	3
		WB	1	3	20	60	7
		WB	1	3	10	30	3
		WB	1	3	10	30	3
		WB	1	12	4	48	5
	West Street	WB	1	12	4	48	5
West Street	11001 011001	1 ,,,,	CL	3	6	18	2
VVCOL OLICCI	Meyer Road	WB	1	6	4	24	3

DOLUTE	LIO 00/II D II O			(0 1: 1)			
ROUTE:	US 20(Harmony Road to Co	ounty Line Rd)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TION	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Meyer Road		(112702)	CL	3	15	45	5
Meyerroad			CL	3	15	45	5
			CL	3	15	45	5
			CL	3	15	45	5
			CL	3	30	90	10
			CL	3	30	90	10
			CL	3	200	600	67
			CL	3	20	60	7
			CL	3	100	300	33
			CL	3	40	120	13
			CL	3	40	120	13
			CL	3	30	90	10
			CL	3	30	90	10
			CL	3	20	60	7
			CL	3	50	150	17
			CL	3	30	90	10
			CL	3	10	30	3
			CL	3	20	60	7
			CL	3	20	60	7
			CL	3	20	60	7
			CL	3	20	60	7
			CL	3	10	30	3
			CL	3	20	60	7
			CL	3	60	180	20
			CL	3	70	210	23
			CL	3	20	60	7
			CL	3	40	120	13
			CL	3	60	180	20
			CL	3	20	60	7
			CL	3	30	90	10
	Johnson Road		CL	3	40	120	13
Johnson Road			CL	3	30	90	10
			CL	3	50	150	17
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3

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	INTERMIT	TENT	RESURFAC	CING SCHI	DULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	
US 20						VAR.	VAR. 2014-027RS MCHENRY		33	7
			03 20					CONTRACT	NO.	60Y13
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT			

ROUT	E: US 20(Harmony Road to	County Line Rd)		(Continued)			
CROS	SS STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		, ,	CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
		WB	1	4	80	320	36
			CL	3	10	30	3
		WB	1	5	20	100	11
			CL	3	15	45	5
			CL	3	10	30	3
			CL	3	30	90	10
			CL	3	15	45	5
			CL	3	20	60	7
			CL	3	10	30	3
		WB	1	12	4	48	5
			CL	3	20	60	7
			CL	3	10	30	3
			CL	3	20	60	7
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	10	30	3
		WB	1	3	10	30	3
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	3	10	30	3
		WB	1	12	4	48	5
		WB	1	12	4	48	5
			CL	3	20	60	7
			CL	3	40	120	13
	Burma Road		CL	3	80	240	27
Burma Road		WB	1	6	4	24	3
			CL	3	30	90	10
			CL	3	70	210	23
			CL	3	30	90	10
			CL	3	30	90	10
			CL	3	20	60	7
			CL	3	30	90	10
			CL	3	20	60	7
			CL	3	10	30	3
			CL	3	40	120	13
			CL	3	20	60	7
	1	WB	1	12	4	48	5

DOLITE	US 20(Harmony Road to C	ounty Line Dd\		(Continued)			
ROUTE	US 20(Harmony Road to C	ounty Line Ra)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
			CL	3	15	45	5
			CL	3	10	30	3
			CL	3	10	30	3
			CL	3	200	600	67
		WB	1	12	8	96	11
			CL	3	20	60	7
			CL	3	10	30	3
			CL	3	40	120	13
			CL	3	30	90	10
	0		디디	3	20	60	7
County Line	County Line	ED.	CL	3 12	30 8	90 96	10
County Line Burma Road	Burma Road	EB EB	1	8	20	160	11 18
Duillia Road	+	EB EB	1	12	20 8	96	11
		EB	1	12	4	48	5
		EB	1	3	10	30	3
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Johnson Road	EB	1	3	40	120	13
Johnson Road		EB	1	12	4	48	5
		EB	1	6	4	24	3
		EB	1	12	4	48	5
		EB	1	6	4	24	3
		EB	1	12	4	48	5
		EB	1	6	4	24	3
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Meyer Road	EB	1	3	6	18	2
Meyer Road		EB	1	6	4	24	3
		EB	1	6	4	24	3
	Wood Street	EB	1	6 12	4	24 48	3 5
West Street	West Street	EB ER	1				5
vvest Street		EB EB	1	12 3	20	48 60	7
	S Ford Street	EB	1	3	10	30	3
	3 , 514 511661				10		
OMIT PCC PAVEMENT							
S Page Street	S East Street	EB	1	12	4	48	5
S Prospect Street		EB	1	6	4	24	3
	W Union Road	EB	1	12	30	360	40
W Union Road	Marengo Road	EB	1	6	40	240	27
		TOTALS:			3459		1390
					FT		SY

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STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

	INTERMITTENT RESURFACING SCHEDULE						SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 20					VAR.	2014-027RS	MCHENRY	33	8	
							CONTRACT	NO.	60Y13	
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		

CROSS STREET		DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
Omintal Laka Armana		(NB/SB) SB	(1, 2, 3)	MDTH 12	LENGTH	(SQ FT) 48	(SQ YD
Crystal Lake Avenue		SB	2	12	4	48	5
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	6	72	8
		SB	2	12	6	72	8
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	5	60	7
		SB	2	12	5	60	7
		SB	1	12	4	48	5
		SB	2	12	4	48	5
		SB	2	3	60	180	20
		SB	2	3	50	150	17
		SB	2	3	25 25	75 200	8
	110.11	SB SB	1	12 12	25 25	300 300	33 33
U.S. 14	U.S. 14	NB	2	12	5	60	7
0.5. 14		NB	1	12	5	60	7
		NB	2	12	6	72	8
		NB	1	12	6	72	8
		NB	2	12	5	60	7
		NB	1	12	5	60	7
		NB	2	12	5	60	7
		NB	1	12	5	60	7
		NB	2	12	4	48	5
		NB	1	12	4	48	5
		NB	1	3	75	225	25
		NB	2	3	60	180	20
		NB	2	3	50	150	17
		NB	2	12	5	60	7
	Crystal Lake Avenue	NB	1	12	5	60	7
Cary Road		SB	1	12	5	60	7
		SB	1	12	5	60	7
		SB	1	12	5	60	7
		SB	1	12	5	60	7
Alman main D	Algonquin Road	SB	1	12	5	60	7
Algonquin Road	1	NB	1	12	5	60	7
		NB NB	1	12	5	60 60	7
	+	NB NB	1	12 12	5 5	60	7
		NB NB	1	12	20	240	27
		NB NB	1	12	12	144	16
	+	NB	1	12	5	60	7
	Cary Road	NB	1	12	5	60	7
	Cary Noau	140	'	14	3	00	
			L				
		TOTALS:			615		500
		,			FT		SY

00000	CTDEET	DIDECTION	1 457-	DA) (=1.1=1.1=	DA) (=14=1:=	DEDAIR	DE5::
	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
D 1 155 D 1		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YE
Bunker Hill Road		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12 12	4	48	5
		EB EB	1	12	4	48 48	5 5
			1		4		
		EB	1	12	4	48	5
		EB EB	1	12 12	4	48 48	5 5
		EB	1	12	4	48	5
		EB		12	· ·	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	6	30	180	20
		EB	1	6	30	180	20
		EB	1	6	30	180	20
	Deep Cut Road	EB	1	6	30	180	20
Deep Cut Road	Deep Cut Noad	EB	1	12	4	48	5
Beep out roud		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	1	,	ı '	12	,	72	

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ROUTE	: US 14 (IL 47 to Bunker H	fill Road)		(Continued)			
		,		,			
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	Dunham Road	EB	1	12	6	72	8
Dunham Road		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12 12	4	48	5
		EB	1	12 12	4	48	5
	1	EB	1	12	6	72 72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1		6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12 12	6 12	72	8
		EB	1			144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
		EB	1	12	12	144	16
	Lhades Dard	EB	1	12	12	144	16
Harley David	Hughes Road	EB	1	12	12	144	16
Hughes Road		EB	1	12	4	48	5
		EB EB	1	12 12	4	48	5 5
		EB	1	12	4	48 48	5
			1		4		
		EB	1	12	4	48	5 5
		EB EB	1	12 12	4	48 48	5
		EB	1	12	4	48 48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48 48	5
		EB	1	12	4	48 48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	 	EB	1	12	4	48	5
		EB	1	12	4	48	5
	1	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	1						5
		FR	1 1	1 17		Д×	
		EB EB	1	12	4	48 48	
		EB EB EB	1 1	12 12 12	4 4 4	48 48 48	5 5

ROUTE:	US 14 (IL 47 to Bunker Hill	Road)		(Continued)			
ODOGG	CTDEET	DIDECTION	1 4515	DAY/ENAENT	DAY/EMENIT	DEDAID	DEDAID
	STREET	DIRECTION	LANE NO.	PAVEMENT PATCH	PAVEMENT PATCH	REPAIR AREA	REPAIR AREA
FROM	ТО	(EB/WB) (NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	4	48	(30 10)
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB		12	4	48	5 5
		EB EB	1	12		48	5
		EB EB		12	4	48	
			1		4		5
		EB	1	12	4	48	5
		EB	1	12	4	48	5 20
		EB EB	1	6	30	180	
	11, 400		1	6	30	180	20
	IL 120	EB	1	6	30	180	20
IL 120		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	6	30	180	20
	Kishwaukee Valley Road	EB	1	6	30	180	20
Kishwaukee Valley Road	Thornwadice valley fload	EB	1	12	4	48	5
Manwaukee valley Nodu		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB EB		12		48	5 5
		EB EB	1	12	4		5
			1		4	48	
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	i	EB	1	12	4	48	5
		EB	1	12	4	48	5

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ROUTE:	US 14 (IL 47 to Bunker Hill	Road)		(Continued)			
					B		
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH WIDTH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)		LENGTH	(SQ FT)	(SQ YD)
		EB EB	1	12 12	4	48 48	5 5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
		EB	1	12	6	72	8
	IL 47	EB	1	12	12	144	16
IL 47		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		, vv∺					

ROUT	E: US 14 (IL 47 to Bunker Hill	Road)		(Continued)			
CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		` WB ´	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	1	WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB WB	1	12 12	4	48 48	5 5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	+	WB	1	12	4	48	5
	+	WB	1	12	4	48	5
	+	WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
	+	WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
,		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
-		WB	1	12	6	72	8
		1 445			•	, _	•

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ROUTE.	US 14 (IL 47 to Bunker Hill	Road)		(Continued)			
110012.	OO TT (IE TT TO BUILTING THIN	· (ouu)		(Goriamaca)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	1	3	100	300	33
	Kishwaukee Valley Road	WB	1	3	100	300	33
Kishwaukee Valley Road		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		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	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
	IL 120	WB	1	3	100	300	33
IL 120		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
	Hughes Road	WB	1	3	100	300	33
Hughes Road		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB WB	1	12	4	48 48	5 5
				12	4		

ROUT	E: US 14 (IL 47 to Bunker Hil	Road)		(Continued)			
CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
THOW	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	-	48	5
					4		
		WB	1	12 12	4	48	5
		WB	1		4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
				12		72	8
		WB	1		6		
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	8	96	11
		WB	1	12	8	96	11
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	6	30	180	20
		WB	1	3	100	300	33
		WB	1	3	100	300	33
	<u> </u>	WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB		3	100	300	33
			1	3			33
		WB WB	1	3	100 100	300 300	33
	Dunham Road						

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ROUTE:	US 14 (IL 47 to Bunker Hill	rvoau)		(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Dunham Road		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	3	100	300	33
	1						
		WB	1	3	100	300	33

FROM Deep Cut Road	STREET TO	DIRECTION (EB/WB) (NB/SB) WB WB WB	LANE NO. (1, 2, 3) 1	PAVEMENT PATCH WIDTH 3	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ FT)	REPAI
FROM		(EB/WB) (NB/SB) WB WB WB	NO. (1, 2, 3)	PATCH WIDTH	PATCH	AREA	AREA
		(NB/SB) WB WB WB WB	1		LENGTH	(SO FT)	(00)
Deep Cut Road		WB WB WB	1	3		(0011)	(SQ YE
Deep Cut Road		WB WB	1		100	300	33
Deep Cut Road		WB		3	100	300	33
Deep Cut Road			1	3	100	300	33
Deep Cut Road			1	3	100	300	33
Deep Cut Road		WB	1	3	100	300	33
Deep Cut Road		WB	1	3	100	300	33
Deep Cut Road	Deep Cut Road	WB	1	3	100	300	33
		WB	1	12	4	48	5
		WB	1	12	4	48	5 5
		WB WB	1	12 12	4 4	48 48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB WB	1	12 12	6	72 72	8 8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	6	72	8
		WB	1	12	12	144	16
		WB	1	6	30	180	20
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
		WB	1	3	100	300	33
	Bunker Hill Road	WB	1	3	100	300	33
		TOTALS:			6836		4595
		. C IALO.			FT		SY

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STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	INTERMITI	TENT	RESURFAC	ING S	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
US 14					VAR.	2014-027RS	MCHENRY	33	13	
			03 17					CONTRACT	NO.	60Y13
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

ROUTE:	IL 31 (IL 176 to IL 120)						
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPA
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111	, ,	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YI
IL 176	Drake Drive	NB	1	12	4	48	5
Drake Drive		NB	1	12	6	72	8
	Half Mile Road	NB	1	12	5	60	7
Edgewood Road		NB	1	12	6	72	8
	Gracy Road	NB	1	12	4	48	5
Gracy Road	,	NB	1	12	4	48	5
•		NB	1	12	5	60	7
	Albany Street	NB	1	12	6	72	8
Miller Road	,	NB	1	12	6	72	8
		NB	1	12	6	72	8
		NB	1	12	4	48	5
		NB	1	12	4	48	5
	Grove Avenue	NB	1	12	15	180	20
Grove Avenue		NB	1	12	6	72	8
		NB	1	4	40	160	18
		NB	1	12	4	48	5
		NB	1	12	12	144	16
		NB	1	6	6	36	4
		NB	1	12	15	180	20
		NB	1	12	12	144	16
		NB	1	12	6	72	8
		NB	1	12	4	48	5
	IL 120	NB	1	12	6	72	8
IL 120		SB	1	12	6	72	8
		SB	1	12	4	48	5
		SB	1	12	6	72	8
		SB	1	12	12	144	16
		SB	1	12	4	48	5
		SB	1	12	4	48	5
	Grove Avenue	SB	1	12	6	72	8
Grove Avenue		SB	1	12	15	180	20
		SB	1	4	30	120	13
		SB	1	12	4	48	5
		SB	1	12	18	216	24
		SB	1	12	4	48	5
<u> </u>		SB	1	12	6	72	8
	Miller Road	SB	1	12	6	72	8
Albany Street		SB	1	12	8	96	11
		SB	1	12	20	240	27
		SB	1	12	5	60	7
	Gracy Road	SB	1	12	4	48	5
Gracy Road		SB	1	12	4	48	5
	Edgewood Road	SB	1	12	6	72	8
Half Mile Road		SB	1	12	5	60	7
	Drake Drive	SB	1	12	6	72	8
Drake Drive	IL 176	SB	1	12	4	48	5
		TOTALS:			373		431

CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROIVI	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
IL State Line		SB	1	14	3	42	5
iL State Line		SB	1	14	3	42	5
		SB	1	3	50	150	17
		SB	1	14	3	42	5
		SB	1	14	3	42	5
	Ami Drive	SB	1	3	300	900	100
Ami Drive		SB	1	3	25	75	8
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	3	200	600	67
		SB	1	13	3	39	4
		SB	1	13	3	39	4
		SB	1	3	40	120	13
		SB	1	13	3	39	4
		SB	1	3	40	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	3	50	150	17
		SB	1	3	20	60	7
		SB	1	14	6	84	9
		SB	1	14	3	42	5
		SB	1	3	20	60	7
		SB	1	4	20	80	9
		SB	1	3	100	300	33
	Prospect Street	SB	1	14	3	42	5
Prospect Street		SB	1	14	3	42	5
		SB	1	14	6	84	9
		SB	1	14	3	42	5
		SB	1	14	20	280	31
		SB	1	14	3	42	5
		SB SB	1	14 14	15	210 70	23 8
		SB	1	14	5 3		
		SB	1	14	3	42 42	5 5
		SB	1	14	4	42 56	6
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	14	3	42	5
		SB	1	3	200	600	67
	IL 31	SB	1	3	24	72	8
IL 31		NB	1	3	100	300	33
		NB	1	14	20	280	31
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	3	42	5
		NB	1	14	6	84	9

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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION			IL 31	AND US	12			2011 021110	CONTRACT	NO. 60Y13
Default	PLOT DATE = 4/4/2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS S	STA.	TO STA.		ILLINOIS FED. A	AID PROJECT	

IL State Line	NB N	1 1 1 1 1 1 1 1 1 1 1 1	14 14 14 3 3 14 14 14 3 14 3	3 3 3 3 30 100 3 3 10 50 3 3 30	42 42 42 90 300 42 42 140 150 42 90	5 5 5 10 33 5 5 16 17 5
IL State Line	NB N	1 1 1 1 1 1 1 1 1	14 14 14 3 3 3 14 14 14 3	3 3 3 30 100 3 3 10 50 3	42 42 90 300 42 42 140 150 42	5 5 5 10 33 5 5 16 17 5
II Stata Lina	NB N	1 1 1 1 1 1 1 1 1	14 14 14 3 3 3 14 14 14 3	3 3 3 30 100 3 3 10 50 3	42 42 90 300 42 42 140 150 42	5 5 5 10 33 5 5 16 17 5
	NB	1 1 1 1 1 1 1 1	14 14 14 3 3 14 14 14 14 3	3 3 3 30 100 3 3 10 50	42 42 42 90 300 42 42 140 150	5 5 5 10 33 5 5 16 17
	NB	1 1 1 1 1 1 1	14 14 14 3 3 14 14	3 3 3 30 100 3 3	42 42 42 90 300 42 42 140	5 5 5 10 33 5 5
	NB NB NB NB NB NB NB NB	1 1 1 1 1 1	14 14 14 3 3 14	3 3 3 30 100 3 3	42 42 42 90 300 42 42	5 5 5 10 33 5 5
	NB NB NB NB NB NB NB	1 1 1 1	14 14 14 3 3	3 3 3 30 100	42 42 42 90 300	5 5 5 10 33 5
	NB NB NB NB	1 1 1 1	14 14 14 3	3 3 3 30	42 42 42 90	5 5 5 10
	NB NB NB	1 1 1	14 14 14	3 3 3	42 42 42	5 5 5
	NB NB	1	14 14	3	42 42	5 5
	NB	1	14	3	42	5
	I NR	1 1	ı 1/ l	3 1	12	5
IL 173						33
	NB	1	3	300	900	100
	NB	1	14	3	42	5
	NB	1	14	3	42	5
						5
						100 5
						58 100
South Street						5
2 0 2:						5
		1	14	3	42	5
	NB	1	6	50	300	33
	NB	1	6	50	300	33
	NB	1	3	100	300	33
	NB	1	3	100	300	33
	NB	1	14	3	42	5
•						5
						5
Prospect Street						5
						5
						5 5
						5
						5
		1				5
		1		3		5
	NB	1	14	6	84	9
	NB	1	14	15	210	23
	NB	1	14	8	112	12
		1		3	42	5
						5
						5 47
						5
						8
		1	14	10	140	16
	NB	1	14	10	140	16
	NB	1	14	3	42	5
	NB	1	14	3	42	5
	NB	1	14	3	42	5
						31
						5
						(SQ YI
ТО						AREA
						REPAI
	Prospect Street South Street	TO (EB/WB) (NB/SB) NB	ROSS STREET TO (EB/WB) NO. (NB/SB) (1,2,3) NB 1 NB	ROSS STREET DIRECTION LANE PAVEMENT TO (EB/WB) (NO. PATCH (NB/SB) (1,2,3) WDTH NB 1 14 NB 14 NB 14 NB	ROSS STREET DIRECTION (EB/WB) NO. (NB/SB) (I1,2,3) WIDTH LENGTH NB 1 14 3 NB 1 14 4 NB 1	No. No.

							_
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
110.44		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD
US 14		NB	1	13	4	52	6
		NB	2	13	4	52	6
		NB	1	13	4	52	6
		NB	2	13	4	52	6
		NB	1	13	4	52	6
		NB	2	13	4	52	6
	ļ	NB	1	13	4	52	6
Laka Armana	Lake Avenue	NB NB	1	13	8 4	104	12
Lake Avenue		NB NB	1 2	13 13	4	52 52	6 6
		NB	1	13	15	195	22
		NB	1	13	4	52	6
		NB NB		13	4	52 52	6
		NB NB	1	13	4	52 52	6
		NB NB	1	13	4	52 52	6
		NB	1	13	4	52	6
	Country Club Road	NB	1	13	50	650	72
Country Club Road	Country Club Road	NB NB	1	13	4	52	6
Country Club Road		NB	1	13	4	52	6
		NB	1	4	120	480	53
	Irving Avenue	NB	1	4	60	240	27
Irving Avenue	II Willig Averlue	NB	1	13	15	195	22
IIVING Avenue		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	IL 120	NB	1	13	4	52	6
IL 120	IL 120	NB	1	13	4	52	6
IL 120		NB	1	4	40	160	18
	Donovan Avenue	NB	1	4	40	160	18
Donovan Avenue	Boriovari Averide	NB	1	13	4	52	6
Donovan / Wende	Greenwood Avenue	NB	1	13	4	52	6
Greenwood Avenue	Creenwood / Wende	NB	1	13	4	52	6
Orderiwood / Werlac		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	St. Johns Road	NB	1	13	4	52	6
St. Johns Road	1	NB	1	13	4	52	6
	Russel Court	NB	1	13	4	52	6
Russel Court		NB	1	14	4	56	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	14	4	56	6
		NB	1	14	4	56	6
	Cooney Drive	NB	1	13	4	52	6
Cooney Drive	·	NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	Charles Road	NB	1	13	4	52	6
Charles Road		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
				13	4	52	6

FILE NAME = USER NAME = Aumm DESIGNED -REVISED -REVISED -DRAWN -CHECKED -REVISED -PLOT DATE = 4/4/2014 DATE REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERMITT	ENT	RESURFAC	CING	SCHEDULE	
	US	12 AND I	L 47		
CHEET	ΩF	CHEETC	CTA		TO S

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	2014-027RS	MCHENRY	33	15
		CONTRACT	NO. 6	50Y13
	ILLINOIS FED. AI	D PROJECT		

ROUTE:	IL 47 (US 14 to IL 173)			(Continued)			
CDUSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	15	195	22
		NB	1	4	20	80	9
		NB	1	13	4	52	6
		NB	1	4	20	80	9
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	4	20	80	9
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	Raycraft Road	NB	1	13	4	52	6
Raycraft Road		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	4	40	160	18
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	Allendale Road	NB	1	13	4	52	6
Allendale Road		NB	1	13	4	52	6
		NB	1	13	10	130	14
		NB	1	4	60	240	27
		NB	1	4	40	160	18
		NB	1	13	4	52	6
		NB	1	13	4	52	6
		NB	1	13	4	52	6
	<u> </u>	NB	1	4	20	80	9
		NB	1	13 13	4	52	6
	Thayer Road			1 13 1	4	52	
Thayer Road	Inayer Road	NB	1		45		6
Thayer Road	mayer Road	NB	1	13	15	195	22
Thayer Road	Thayer Road	NB NB	1	13 4	40	195 160	22 18
Thayer Road	inayer Road	NB NB NB	1 1 1	13 4 13	40 4	195 160 52	22 18 6
Thayer Road	Inayer Road	NB NB NB NB	1 1 1	13 4 13 4	40 4 40	195 160 52 160	22 18 6 18
Thayer Road	Inayer Road	NB NB NB NB	1 1 1 1	13 4 13 4 13	40 4 40 4	195 160 52 160 52	22 18 6 18 6
Thayer Road	Inayer Road	NB NB NB NB NB	1 1 1 1 1	13 4 13 4 13 13	40 4 40 4 20	195 160 52 160 52 260	22 18 6 18 6 29
Thayer Road	Inayer Road	NB NB NB NB NB NB NB NB NB	1 1 1 1 1 1	13 4 13 4 13 13 4	40 4 40 4 20 10	195 160 52 160 52 260 40	22 18 6 18 6 29 4
Thayer Road	Inayer Road	NB	1 1 1 1 1 1 1	13 4 13 4 13 13 4 13	40 4 40 4 20 10 4	195 160 52 160 52 260 40 52	22 18 6 18 6 29 4 6
Thayer Road	Inayer Road	NB	1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 13	40 4 40 4 20 10 4 4	195 160 52 160 52 260 40 52 52	22 18 6 18 6 29 4 6
Thayer Road	Inayer Road	NB	1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 13 4 13	40 4 40 4 20 10 4 4 25	195 160 52 160 52 260 40 52 52 52	22 18 6 18 6 29 4 6 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 13 4 13	40 4 40 4 20 10 4 4 25 4	195 160 52 160 52 260 40 52 52 52 100 52	22 18 6 18 6 29 4 6 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15	195 160 52 160 52 260 40 52 52 52 100 52 60	22 18 6 18 6 29 4 6 6 7
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13	40 4 40 4 20 10 4 4 25 4 15 20	195 160 52 160 52 260 40 52 52 100 52 60	22 18 6 18 6 29 4 6 6 7 29
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15 20 30	195 160 52 160 52 260 40 52 52 100 52 60 260	22 18 6 18 6 29 4 6 6 11 6 7 29 13
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 1	40 4 40 4 20 10 4 4 25 4 15 20 30 4	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400	22 18 6 18 6 29 4 6 6 6 7 29 13 6 44
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 1	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160	22 18 6 18 6 29 4 6 6 6 7 29 13 6 44 18
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 13 4 13	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40 4	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6 44 18 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40 4 150	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160 52 600	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6 44 18 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40 4 150 30	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160 52 600 120	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6 44 18 6 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 13 4 13 4 13	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40 4 4 150 30 4	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160 52 600 120 52	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6 44 18 6 67 13 6
Thayer Road	Inayer Road	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 13 13 4 13 4 13 4 13 4 13 4 13 4 13 4 13 4 13 4	40 4 40 4 20 10 4 4 25 4 15 20 30 4 100 40 4 150 30	195 160 52 160 52 260 40 52 52 100 52 60 260 120 52 400 160 52 600 120	22 18 6 18 6 29 4 6 6 6 11 6 7 29 13 6 44 18 6 6

CROSS STI FROM Obrien Road Price Road IL 173 4th Avenue	Price Road 4th Avenue	DIRECTION (EB/WB) (NB/SB) NB	LANE NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1	PAVEMENT PATCH WDTH 13 13 4 13 13 4 4 13 13 4 4 13 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	PAVEMENT PATCH LENGTH 4 4 30 4 4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 8 6 120 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	REPAIR AREA (SQ FT) 52 52 120 52 52 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48 48 48 48	REPAIR AREA (SQ YD) 6 6 6 13 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 11 8 53 5 5 5 5 13
Price Road Price Road IL 173	Price Road 4th Avenue	(EB/WB) (NB/SB) NB	NO. (1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PATCH WIDTH 13 13 4 13 13 14 4 13 13 4 4 13 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	PATCH LENGTH 4 4 30 4 4 4 80 30 50 4 20 4 4 4 4 4 4 4 4 4 4 4 4 4	AREA (SQ FT) 52 52 120 52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	AREA (SQ YD) 6 6 6 13 6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 11 8 53 5 5 5 13
Obrien Road Price Road 4th Avenue	Price Road 4th Avenue	(NB/SB) NB	(1, 2, 3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MDTH 13 13 4 13 13 14 4 13 13 4 4 13 13	LENGTH 4 4 30 4 4 4 80 30 50 4 20 4 4 4 4 4 4 4 4 4 4 4 4 4	(SQ FT) 52 52 120 52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	(SQ YD) 6 6 6 13 6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 11 8 53 5 5 5 5 13
Price Road 4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 13 14 13 13 13 14 4 13 13 13 4 13 14 12 12 12 12 12 12 12 12 12 12 12 12 12	4 4 4 4 4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4	52 52 52 52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	6 6 6 13 6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5
Price Road 4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 13 13 4 4 13 13 13 4 13 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	4 30 4 4 4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4 4	52 120 52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48 48	6 13 6 6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 13 13 13 4 4 13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	30 4 4 4 80 30 50 4 20 4 4 4 4 4 4 4 4 4 4 4 4 4	120 52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	13 6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 13 13 4 4 13 13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	4 4 4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4 4 4	52 52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	6 6 6 36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 13 4 4 13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	4 4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4 4	52 52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	6 6 36 33 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 4 13 13 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	4 80 30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	52 320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	6 36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB N	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 4 13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	80 30 50 4 20 4 50 4 4 4 4 8 6 120 4 4 4 4 4 4 4	320 120 650 52 80 52 200 48 48 48 48 48 48 48 48 48 48	36 13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB SB SB SB SB SB SB SB SB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	30 50 4 20 4 50 4 4 4 4 4 4 4 4 4 4 4 4 4	120 650 52 80 52 200 48 48 48 48 96 72 480 48 48 48 48	13 72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 11 8 53 5 5 5 5 13
4th Avenue	4th Avenue	NB NB NB NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 13 4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	50 4 20 4 50 4 4 4 4 8 6 120 4 4 4 4	650 52 80 52 200 48 48 48 48 96 72 480 48 48 48 48 48	72 6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB NB NB NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 13 4 12 12 12 12 12 12 12 12 12 12	4 20 4 50 4 4 4 4 8 6 120 4 4 4 4 4	52 80 52 200 48 48 48 48 96 72 480 48 48 48 48	6 9 6 22 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB NB NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 13 4 12 12 12 12 12 12 12 12 12 12 12 12 12	20 4 50 4 4 4 4 8 6 120 4 4 4 4	80 52 200 48 48 48 48 96 72 480 48 48 48 48	9 6 22 5 5 5 5 5 5 11 8 53 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 4 12 12 12 12 12 12 12 4 12 12 12 12 12 12	4 50 4 4 4 4 8 6 120 4 4 4 4 4	52 200 48 48 48 48 96 72 480 48 48 48	6 22 5 5 5 5 5 11 8 53 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue	4th Avenue	NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 12 12 12 12 12 12 12 4 12 12 12 12 12 12	4 4 4 8 6 120 4 4 4 4 4	200 48 48 48 48 96 72 480 48 48 48 48	22 5 5 5 5 5 11 8 53 5 5 5 5 5 5 5 5 5 5 5 5 5
4th Avenue		NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 12 12 12 12 12 12 14 12 12 12 12 12 12	4 4 4 8 6 120 4 4 4 4 4	48 48 48 96 72 480 48 48 48 48	5 5 5 5 11 8 53 5 5 5 5 5 5
IL 173		NB NB NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1	12 12 12 12 12 14 12 12 12 12 12 12	4 4 8 6 120 4 4 4 4 4	48 48 48 96 72 480 48 48 48 48	5 5 5 11 8 53 5 5 5 5 5 5
IL 173		NB NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 12 12 12 4 12 12 12 12 12 12	4 4 8 6 120 4 4 4 4 4 4	48 48 96 72 480 48 48 48 48	5 5 11 8 53 5 5 5 5 5 5 5
IL 173		NB NB NB NB SB	1 1 1 1 1 1 1 1 1 1	12 12 12 4 12 12 12 12 12 12	4 8 6 120 4 4 4 4 4 4	48 96 72 480 48 48 48 48 48	5 11 8 53 5 5 5 5 5 5 5 5
IL 173	IL 173	NB NB NB SB	1 1 1 1 1 1 1 1 1	12 12 4 12 12 12 12 12 12	8 6 120 4 4 4 4 4 4	96 72 480 48 48 48 48 48	11 8 53 5 5 5 5 5 5 5 5
	IL 173	NB NB SB	1 1 1 1 1 1 1 1	12 4 12 12 12 12 12 12	6 120 4 4 4 4 4 4 4	72 480 48 48 48 48 48 48	8 53 5 5 5 5 5 5 5 5
	IL 173	NB SB	1 1 1 1 1 1 1	4 12 12 12 12 12 12	120 4 4 4 4 4 4 4	480 48 48 48 48 48	53 5 5 5 5 5 5 5
		SB	1 1 1 1 1 1	12 12 12 12 12 12	4 4 4 4 4 4	48 48 48 48 48 48	5 5 5 5 5 5
		SB	1 1 1 1	12 12 12 12 12	4 4 4 4	48 48 48 48	5 5 5 5 13
4th Avenue		SB SB SB SB SB SB SB	1 1 1 1	12 12 12 12	4 4 4 4	48 48 48 48	5 5 5 5 13
4th Avenue		SB SB SB SB SB SB	1 1 1	12 12 12	4 4 4	48 48 48	5 5 5 13
4th Avenue		SB SB SB SB SB	1 1 1	12 12	4	48 48	5 5 13
4th Avenue		SB SB SB SB	1	12	4	48	5 13
4th Avenue		SB SB SB	1		-		13
4th Avenue		SB SB			.5U	120	
4th Avenue		SB		12	4	48	5
4th Avenue			1	12	4	48	5
4th Avenue		SB	1	4	100	400	44
4th Avenue		SB	1	12	6	72	8
4th Avenue		SB	1	4	60	240	27
4th Avenue		SB	1	12	4	48	5
4th Avenue	4th Avenue	SB	1	12	4	48	5
NIT NOTICE	Terr / Worldo	SB	1	4	60	240	27
		SB	1	4	60	240	27
		SB	1	12	50	600	67
		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	6	72	8
		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	8	96	11
		SB	1	12	4	48	5
		SB	1	12	4	48	5
		SB	1	12	4	48	5
Price Road	Price Road	SB	1	13	4	52	6
1 1100 1 1000	Price Road			13	4	52	6
	Price Road	I SB	1			52	6
	Price Road	SB SB	1		4		
	Price Road	SB SB SB	1 1 1	13	4	52	6

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
Default	PLOT DATE = 4/4/2014	DATE -	REVISED -

STATI	E OI	FILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	INTERMIT	TENT I	RESURFAC	ING SC	HEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	IL 47					VAR.	2014-027RS	MCHENRY	33	16
IL 4/							CONTRACT	NO. 6	50Y13	
	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

ROUTE	: IL 47 (US 14 to IL 173)			(Continued)			
CBOCC	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
	-		NO.	PAVEMENT	PATCH	AREA	AREA
FROM	ТО	(EB/WB) (NB/SB)		WDTH	LENGTH		
		` ,	(1, 2, 3)			(SQ FT)	(SQ YD)
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	14	4	56	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	14	4	56	6
		SB	1	14	4	56	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	O'brien Road	SB	1	13	4	52	6
O'brien Road		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	8	104	12
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	Thayer Road	SB	1	4	50	200	22
Thayer Road	Illayer Road	SB	1	13	4	52	6
mayer Road		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	6	78	9
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	<u> </u>	SB	1	13	4	52	6
	Allendale Road	SB	1	13	4	52	6
Allendale Road		SB	1	15	6	90	10
		SB	1	13	6	78	9
		SB	1	13	8	104	12
		SB	1	13	8	104	12
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	Raycraft Road	SB	1	13	4	52	6
Raycraft Road		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6

ROUTE:	IL 47 (US 14 to IL 173)			(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TION	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		SB	1	13	10	130	14
		SB	1	13	10	130	14
		SB	1	13	8	104	12
		SB	1	13	4	52	6
			-				
		SB	1	13	4	52	6
		SB	1	13	6	78	9
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	8	104	12
	Charles Road	SB	1	13	8	104	12
Charles Road		SB	1	13	4	52	6
	Cooney Drive	SB	1	13	4	52	6
Cooney Drive	,	SB	1	13	4	52	6
· · · · · · · · · · · · · · · · · · ·		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB		13	6	52 78	9
		SB	1	13			9
			1		6		
		SB	1	13	4	52	6
		SB	1	13	20	260	29
		SB	1	4	50	200	22
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
	Russel Court	SB	2	13	4	52	6
Russel Court		SB	1	13	4	52	6
. 10.000.		SB	1	13	8	104	12
		SB	1	13	4	52	6
		SB	1	13	4	52	6
				13		52	6
		SB SB	1	13	4	52	
			1		4		6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
	St. Johns Road	SB	2	13	4	52	6
St. Johns Road		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	O	SB	2	13	4	52	6
	Greenwood Avenue	SB	1	13	4	52	6
		SB	1	4	80	320	36
Greenwood Avenue		SB	1	13	15	195	22
Greenwood Avenue			1	13	4	52	6
Greenwood Avenue		SB					
Greenwood Avenue		SB SB	1	13	4	52	6
Greenwood Avenue	Donovan Avenue			13 13	<u>4</u> 8	52 104	6 12
Greenwood Avenue Donovan Avenue	Donovan Avenue	SB	1				
	Donovan Avenue	SB SB	1	13	8	104	12

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ROUTE	: IL 47 (US 14 to IL 173)			(Continued)			
		DIDECTION			DA) (= 1 4 = 1 - 1	DEDAIR	DED.
	STREET	DIRECTION	NO.	PAVEMENT PATCH	PAVEMENT PATCH	REPAIR AREA	REPAIR AREA
FROM	ТО	(EB/WB) (NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	IL 120	SB	2	13	4	52	6
IL 120	1.2.1.2.	SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB SB	2	13 13	4	52 52	6
		SB	1	13	4	52 	6
	Irving Avenue	SB	2	13	4	52	6
Irving Avenue	II WING / WOULD	SB	1	4	60	240	27
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	1	13	4	52	6
	Country Club Road	SB	2	13	4	52	6
Country Club Road		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB SB	2	13 13	4	52 52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	3	13	4	52	6
		SB	1	13	15	195	22
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	13	4	52	6
		SB	2	13	4	52	6
	N.C. "	SB	1	13	4	52	6
MaCamaril Darad	McConnell Road	SB	2	13	4	52	6
McConnell Road		SB SB	1	13 13	60 60	780 780	87 87
		SB	1	13	4	780 52	6
		SB	2	13	4	52	6
		SB	1	6	80	480	53
		SB	1	6	40	240	27
		SB	1	4	50	200	22
		SB	1	13	4	52	6
		SB	2	13	4	52	6
		SB	1	4	200	800	89
		SB	1	4	40	160	18
		SB	1	13	4	52	6
		SB	2	13	4	52	6
	110.11	SB	1	13	4	52	6
	US 14	SB	2	13	4	52	6
		TOTALS:			4054		3551
		I J IALU.			FT		SY

ROUTE:	"- "	73 (IL 47 - US 1	•,				
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPA
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	ARE/
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YI
IL 47		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	40	120	13
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	12	30	360	40
		WB	1	4	20	80	9
		WB	1	4	12	48	5
		WB	1	4	12	48	5
		WB	1	3	120	360	40
		WB	1	3	300	900	100
		WB	1	3	500	1500	167
		WB	1	3	250	750	83
		WB	1	12	20	240	27
		WB	1	6	80	480	53
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	3	25	75	8
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	3	25	75	8
		WB	1	5	12	60	7
		WB	1	4	12	48	5
		WB	1	3	12	36	4
		WB	1	6	12	72	8
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
	Johnson Road	WB	1	12	3	36	4
Johnson Road		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	3	40	120	13
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	4	120	480	53
	PCC Pavement	WB	1	12	3	36	4

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Default	PLOT DATE = 4/4/2014	DATE -	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

	INTERMIT	TENT R	ESURFA	CING SCH	EDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		II /17	AND IL	172		VAR.	2014-027RS	MCHENRY	33	18
								CONTRACT	NO.	60Y13
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

ROUTE:	IL 173 (IL 47 - US 14)			(Continued)			
CROSS	CTDEET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROIVI	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
PCC Pavement		WB	1	12	3	36	4
1 00 T dvement		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	5	60	7
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	3	15	45	5
		WB	1	12	3	36	4
	Mansion Heights Drive	WB	1	12	3	36	4
Mansion Heights Drive		WB	1	12	3	36	4
		WB	1	12	3	36	4
	French Drive	WB	1	12	3	36	4
French Drive		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	10	30	3
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	25	300	33
		WB	1	12	4	48	5
		WB	1	4	12	48	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	25	75	8
		WB	1	12	5	60	7
		WB	1	12	3	36	4
		WB	1	15	3	45	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	4	48	5
		WB	1	8 12	3	24	3 4
		WB WB	1	12	3	36 36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	5	140	700	78
		WB	1	6	12	700	8
		WB	1	12	30	360	40
		WB	1	12	8	96	11
		WB	1	5	50	250	28
	1	WB	1	12	12	144	16
		WB	1	12	12	144	16
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	5	12	60	7

ROUTE: [I	IL 173 (IL 47 - US 14)			(Continued)			
CROSS S	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
TROW	10	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD
		WB	1	8	12	96	11
		WB	1	6	12	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	4	15	60	7
		WB	1	12	15	180	20
		WB	1	12	5	60	7
		WB	1	12	4	48	5
		WB	1	12	6	72	8
		WB	1	4	80	320	36
		WB	1	12	25	300	33
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	5	60	7
		WB	1	12	3	36	4
		WB	1	4	40	160	18
		WB	1	3	12	36	4
		WB	1	3 5	15	45	5 7
		WB WB	1	3	12 12	60 36	4
		WB	1	3	100	300	33
-		WB	1	3	30	90	10
		WB	1	3	12	36	4
		WB	1	3	12	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	15	3	45	5
		WB	1	15	3	45	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	70	3	210	23
		WB	1	12	3	36	4
	Alden Road	WB	1	12	3	36	4
Alden Road		WB	1	3	100	300	33
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	80	240	27
	Oak Grove Road	l WB	1	12	3	36	4

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STATE	OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

	INTERN	IITTENT	RESURFAC	ING S	CHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			IL 173			VAR.	2014-027RS	MCHENRY	33	19
			IL 1/3					CONTRACT	NO. 6	50Y13
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		

ROUTE: [L 173 (IL 47 - US 14)			(Continued)			
CROSS S	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YD)
Oak Grove Road		WB	1	12	3	36	4
		WB	1	3	150	450	50
		WB	1	12	3	36	4
		WB	1	12	30	360	40
		WB	1	12	4	48	5
		WB	1	12	10	120	13
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	10	120	13
		WB	1	12	30	360	40
		WB	1	3	50	150	17
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	3	10	30	3
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	6	40	240	27
		WB	1	12	100	1200	133
		WB	1	6	200	1200	133
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	10	120	13
		WB	1	12	8	96	11
		WB	1	12	100	1200	133
		WB	1	3	50	150	17
		WB	1	12	8	96	11
		WB	1	6	50	300	33
		WB	1	12	8	96	11
	O'Brien Road	WB	1	6	200	1200	133
O'Brien Road		WB	1	12	50	600	67
		WB	1	12	3	36	4
		WB	1	3	50	150	17
		WB	1	12	8	96	11
		WB	1	3	100	300	33
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	50	600	67
		WB	1	12	3	36	4
		WB	1	12	100	1200	133
		WB	1	12	130	1560	173
		WB	1	12	10	120	13
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	40	480	53
	· · · · · · · · · · · · · · · · · · ·	WB	1	12	50	600	67

			(Continued)			IL 173 (IL 47 - US 14)	ROUTE:
REPAIR	REPAIR	PAVEMENT	PAVEMENT	LANE	DIRECTION	STREET	CBOSS
AREA	AREA	PATCH	PATCH	NO.			
(SQ YD)	(SQ FT)	LENGTH	WDTH	(1, 2, 3)	(EB/WB) (NB/SB)	ТО	FROM
					, ,		
5 53	48 480	4	12 12	1	WB WB		
5		40					
133	48 1200	4	12 12	1	WB WB		
53	480	100 40	12	1	WB		
4	36	3	12	1	WB		
	36	3	12		WB		
4		_		1			
27 67	240	40 100	6	1	WB WB		
	600		6	1	WB		
267	2400	200	12	1			
133	1200	100	12	1	WB		
133	1200	100	12	1	WB		
13	120	12	10	1	WB		
50	450	150	3	1	WB		
11	96	8	12	1	WB		
8	72	6	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
133	1200	100	12	1	WB		
67	600	100	6	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
8	72	6	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
8	72	6	12	1	WB	Reese Road	
4	36	3	12	1	WB		Reese Road
5	48	4	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
33	300	100	3	1	WB		
13	120	40	3	1	WB		
33	300	100	3	1	WB		
17	150	50	3	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
67	600	50	12	1	WB		
8	72	6	12	1	WB		
27	240	40	6	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
4	36	3	12	1	WB		
33	300	100	3	1	WB		
5	48	4	12	1	WB		
10	90	30	3	1	WB		
	36	3	12	1	WB	1	

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Default	PLOT DATE = 4/4/2014	DATE -	REVISED -

STATI	E 01	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	INTERM	IITTENT	RESURFAC	CING S	CHEDULE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			IL 173			VAR.	2014-027RS	MCHENRY	33	20
			IL 1/3					CONTRACT	NO.	60Y13
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

ROUTE	: IL 173 (IL 47 - US 14)			(Continued)			
CDOSS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
		(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROM	ТО	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
	_	(NB/SB)		3			33
			1		100	300	+
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	6	100	600	67
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	12	144	16
		WB	1	3	100	300	33
		WB	1	3	30	90	10
		WB	1	12	3	36	4
		WB	1	12	3	36	4
	+	WB	1	12	3	36	4
	+	WB	1	12	6	72	8
	+	WB	1	12	130	1560	173
		WB	1	12	40	480	53
		WB	1	12	40	480	53
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	6	50	300	33
		WB	1	12	30	360	40
		WB	1	6	150	900	100
	Altenburg Road	WB	1	12	6	72	8
Altenburg Road		WB	1	12	10	120	13
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	30	360	40
		WB	1	12	50	600	67
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	30	360	40
		WB	1	3	100	300	33
	1	WB	1	3	200	600	67
		WB	1	3	100	300	33
		WB	1	12	3	36	4
		WB	1	3	100	300	33
		WB					
			1	12	3	36	4
		WB	1	12	30	360	40
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	6	50	300	33
		WB	1	12	40	480	53
		WB	1	12	4	48	5
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	10	12	120	13
		WB	1	12	4	48	5

	E: IL 173 (IL 47 - US 14)			(Continued)			
	SSTREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPA
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	ARE
		(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YI
		WB	1	12	50	600	67
		WB	1	12	100	1200	133
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB WB	1	12 12	3	36 36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	4	48	5
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	200	600	67
		WB	1	12	3	36	4
		WB	1	12	6	72	8
		WB	1	12	3	36	4
		WB	1	12	3	36	4
		WB	1	3	50	150	17
		WB	1	3	300	900	100
	Harvard Hills Road	WB	1	3	150	450	50
Grant Street		WB	1	18	20	360	40
		WB	1	6	200	1200	133
		WB	1	12	30	360	40
		WB	1	6	30	180	20
		WB	1	3	50	150	17
		WB	1	3	50	150	17
		WB	1	18	3	54	6
		WB	1	18	4	72	8
	1.2	WB	1	18	4	72	8
110.44	US 14	WB	1	18	4	72	8
US 14		EB	1	18	50	900	100
		EB	1	18	100	1800	200
		EB	1	4	18	72	8
		EB	1	4	18	72	8
		EB	1	3	40	120	13
		EB	1	6	40	240	27
	1 0 101	EB EB	1	3	40	120 540	13 60
	Grant Street	ı – H	1	18	30	540	i 60

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -			INTERMI	ITTENT RI	FSIIRFA	CING SCHE	FNIII F	F.A. RTF	SECTION	COUNTY	TOTAL	SHEET
c:\pw_work\pwidot\aumm\d0382486\HMA-Mc	Henry.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS		1141			Jilla Joile	LDULL	VAR.	2014-027RS	MCHENRY	33	21
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION				IL 173					CONTRACT	NO.	60Y13
Default	PLOT DATE = 4/4/2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A			

ROUTE: IL 173 (IL 47 - US 1	4)		(Continued)			
CROSS STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM TO	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
FROM 10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
Harvard Hills Road	EB	1	36	10	360	40
That vara Timo Tead	EB	1	12	8	96	11
	EB	1	12	3	36	4
	EB	1	12	30	360	40
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	40	480	53
	EB	1	12	60	720	80
	EB	1	12	20	240	27
	EB	1	12	10	120	13
	EB	1	12	80	960	107
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	100	1200	133
	EB	1	12	40	480	53
	EB	1	12	40	480	53
	EB	1	6	100	600	67
	EB	1	12	4	48	5
	EB	1	12	4	48	5
	EB	1	12	4	48	5
	EB	1	12	80	960	107
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	100	1200	133
	EB EB	1	12 12	200 10	2400 120	267 13
	EB	1	12	8	96	11
	EB	1	12	6	72	8
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	8	96	11
	EB	1	12	6	72	8
	EB	1	12	6	72	8
	EB	1	12	6	72	8
	EB	1	12	10	120	13
	EB	1	12	12	144	16
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	12	3	36	4
	EB	1	6	200	1200	133
	EB	1	12	4	48	5
	EB	1	12	4	48	5
	EB	1	12	40	480	53
I .	EB	1	12	4	48	5

ROUTE:	IL 173 (IL 47 - US 14)			(Continued)			
00000	OTDEET	DIDECTION		DAY FRANK	DAY (EN JEN JE	DEDAID	DEDAID
	STREET	DIRECTION	LANE	PAVEMENT		REPAIR	REPAIR
FROM	ТО	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
				12			
		EB EB	1	12	10 10	120 120	13 13
		EB	1	12	4	48	13 5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	Altenburg Road	EB	1	6	100	600	67
Altenburg Road	Alteribulg Road	EB	1	12	100	120	13
Aiteribuig Nodu		EB	1	12	4	48	5
		EB	1	12	40	480	53
		EB	1	12	3	36	4
		EB	1	3	100	300	33
		EB	1	3	12	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	10	120	13
		EB	1	12	40	480	53
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	40	120	13
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	3	200	600	67
		EB	1	12	4	48	5
		EB	1	12	4	48	5
	1	EB	1	12	6	72 49	8
		EB EB	1	12 12	4	48 48	5 5
		EB	1	12	4	48	5 5
	1	EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	1	EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	4	48	5
	1	EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	40	480	53
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	•	-				CONTINUED C	N NEXT SHEET

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -	
c:\pw_work\pwidot\aumm\d0382486\HMA-Mcl	lenry.dgn	DRAWN -	REVISED -	
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -	[
Default	PLOT DATE = 4/4/2014	DATE -	REVISED -	

STATE	E OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

INTERMITTENT RESURFACING SCHEDULE					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 173					VAR.	2014-027RS	MCHENRY	33	22
		IL 1/3					CONTRACT	NO. (50Y13
SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

POLITE:	IL 173 (IL 47 - US 14)			(Continued)			
ROUTE.	1173 (11.47 - 03.14)			(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110101	10	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	100	1200	133
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	Reese Road	EB	1	12	3	36	4
Reese Road		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	12	8	96	11
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	4	30	120	13
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	50	600	67
		EB	1	12	4	48	5
		EB	1	6	100	600	67
		EB	1	6	50	300	33
		EB	1	12	5	60	7
		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	6	40	240	27
		EB	1	12	4	48	5
		EB	1	6	30	180	20
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	20	240	27
		EB	1	12	3	36	4
	Shields Road	EB	1	12	3	36	4
	Officias Maa		<u>'</u>	14	, J	50	-

ROUTE	: IL 173 (IL 47 - US 14)			(Continued)			
CROSS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPA
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
		(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YI
Shields Road		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	8	96	11
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	6	40	240	27
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	12	6	72	8
		EB	1	6	30	180	20
	010: 0	EB	1	12	30	360	40
01D : D !	O'Brien Road	EB	1	6	100	600	67
O'Brien Road		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB EB	1	12 12	3 6	36 72	4
		EB	1	12			8 5
	Nolan Street	EB	1	12	3	48 36	4
Nolan Street	Noian Street	EB	1	12	3	36	4
Noian Street		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	3	100	300	33
		EB	1	3	12	36	4
		EB	1	3	12	36	4
		EB	1	12	3	36	4
		EB	1	12	10	120	13
		EB	1	12	4	48	5
		EB	1	12	4	48	5
		EB	1	6	150	900	100
		EB	1	12	3	36	4
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	4	48	5
	Oak Grove Road	EB	1	12	3	36	4
Oak Grove Road		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	6	100	600	67
		EB	1	12	15	180	20
		EB	1	8	140	1120	124
		EB	1	12	4	48	5
		EB	1	12	4	48	5

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -			INTERN	MITTENT R	RESURFA	CING SCHEI	DIJI F	F.A. RTF	SECTION	COUNTY	TOTAL SHE	ĒΠ
c:\pw_work\pwidot\aumm\d0382486\HMA-McF	lenry.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS					onita donie	DOLL	VAR.	2014-027RS	MCHENRY	33 23	<u>:</u>
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION				IL 173					CONTRACT	T NO. 60Y1	ا 3
Default	PLOT DATE = 4/4/2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		\neg

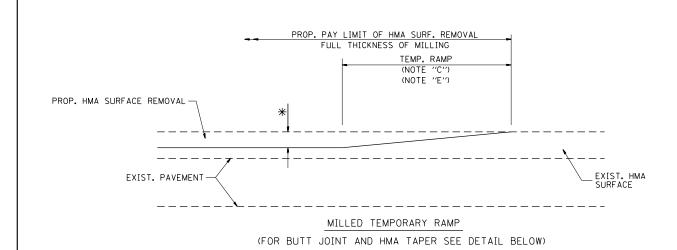
ROUTE	E: IL 173 (IL 47 - US 14)			(Continued)			
CROS	S STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
77.0111	1,0	(NB/SB)	(1, 2, 3)	WDTH	LENGTH	(SQ FT)	(SQ YD)
		EB	1	12	8	96	11
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	Alden Road	EB	1	12	3	36	4
Alden Road	7.1.3011 7.103.3	EB	1	12	3	36	4
711401111044		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	5	60	7
	+	EB	1	12	3	36	4
	+	EB	1	3	40	120	13
	+	EB	1	12	3	36	4
	+	EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB EB	1	12 12	6 5	72 60	8 7
			1				
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	6	72	8
		EB	1	3	30	90	10
		EB	1	6	30	180	20
		EB	1	3	30	90	10
		EB	1	3	20	60	7
		EB	1	3	20	60	7
		EB	1	3	10	30	3
		EB	1	3	12	36	4
	Fink Road	EB	1	3	40	120	13
Fink Road		EB	1	3	300	900	100
		EB	1	12	100	1200	133
		EB	1	3	40	120	13
		EB	1	12	10	120	13
		EB	1	3	20	60	7
		EB	1	12	20	240	27
	French Drive	EB	1	12	8	96	11
French Drive		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	PCC Pavement	EB	1	12	3	36	4

ROUTE:	IL 173 (IL 47 - US 14)			(Continued)			
CROSS	STREET	DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAI
FROM	ТО	(EB/WB)	NO.	PATCH	PATCH	AREA	AREA
1110111	1.0	(NB/SB)	(1, 2, 3)	WIDTH	LENGTH	(SQ FT)	(SQ YE
PCC Pavement		EB	1	6	130	780	87
· · · · · · · · · · · · · · · · · · ·		EB	1	8	80	640	71
		EB	1	3	50	150	17
		EB	1	3	40	120	13
		EB	1	3	30	90	10
		EB	1	12	4	48	5
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	Johnson Road	EB	1	12	4	48	5
Johnson Road		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	40	120	13
		EB	1	12	100	1200	133
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	Kennedy Drive	EB	1	3	100	300	33
Kennedy Drive		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	3	150	450	50
		EB	1	3	40	120	13
		EB	1	3	40	120	13
		EB	1	3	50	150	17
		EB	1	3	200	600	67
		EB	1	3	200	600	67
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
		EB	1	12	3	36	4
	IL 47	EB	1	12	3	36	4
		TOTALS:			15447	108234	12026
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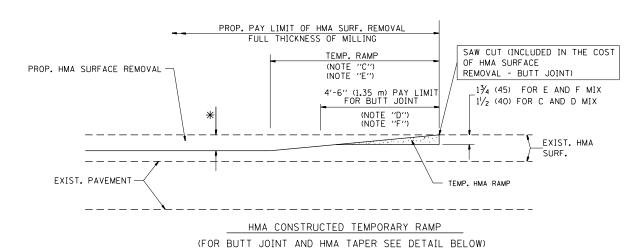
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STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

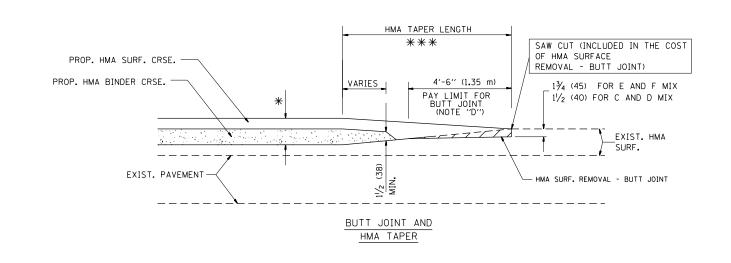
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			II 173			VAR.	2014-027RS	MCHENRY	33	24
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OPTION 1



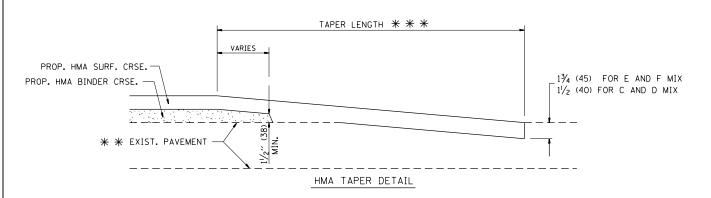
OPTION 2 TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT 30'-0" (9.0 m) (NOTE "A") 15'-0" (4.5 m) (NOTE "B") (NOTE "D") * * EXIST. PAVEMENT BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

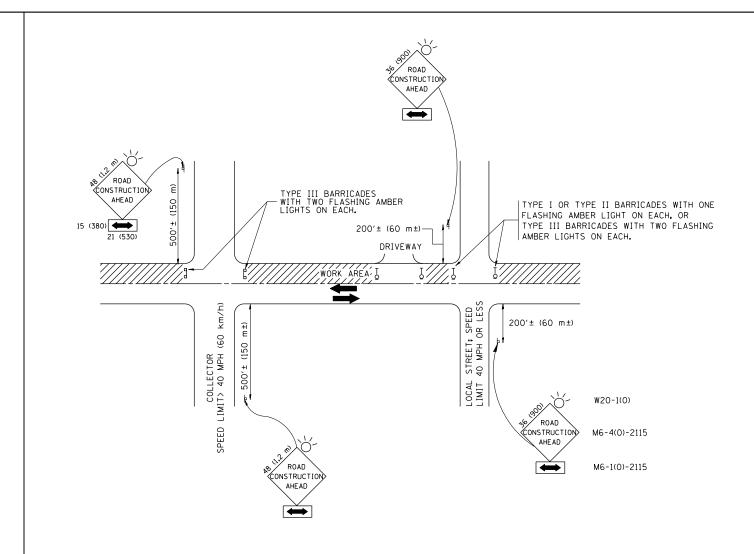
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- 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.

BASIS OF PAYMENT:

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

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



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 \times 48 (1.2 m \times 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROLLTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

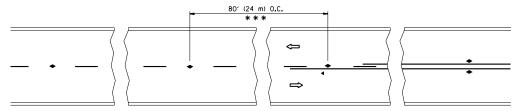
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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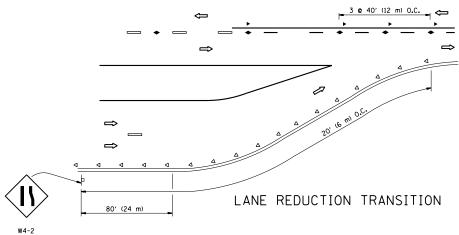
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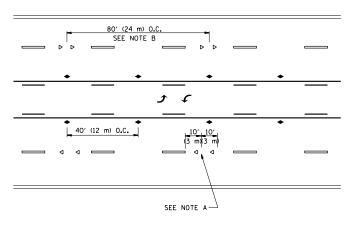
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		SIDE ROADS, INTERSECTIONS	AND DRIVE	NAVC	VAR.	2014-027RS	MCHENRY	33	26
		SIDE NOADS, INTENSECTIONS	AND DRIVE	IVATO		TC-10	CONTRACT	NO. 6	60Y13
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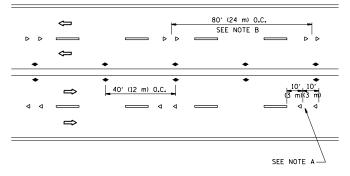
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

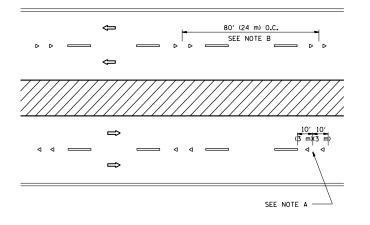




TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

SYMBOLS

---- YELLOW STRIPE

WHITE STRIPE

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

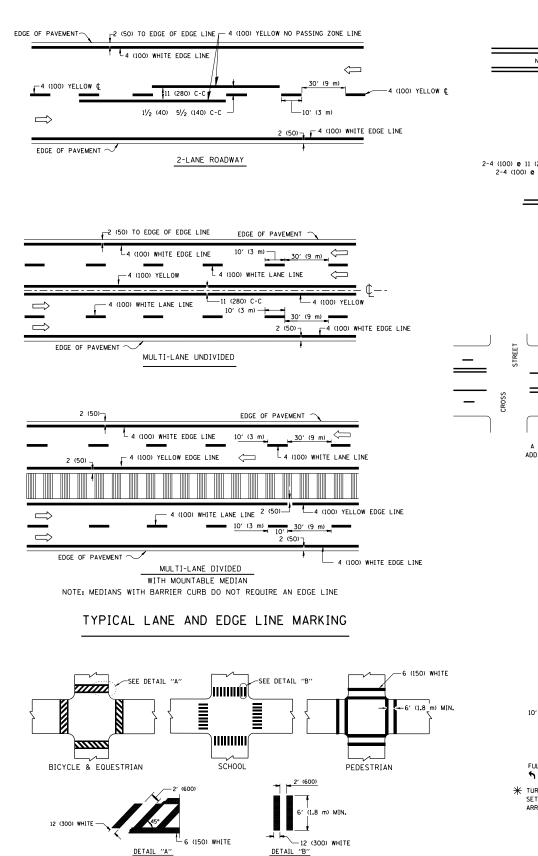
DESIGN NOTES

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

LEFT TURN

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

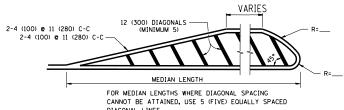
FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94			TYPICAL APPLICA	TIONS	F.A	SECTION	COUNTY	SHEETS NO.
c:\pw_work\pwidot\aumm\d0382486\60Y13-D	stStd.dgn	DRAWN -	REVISED -T. RAMMACHER 03-12-99	STATE OF ILLINOIS	DAIGED			VAR.	2014-027RS	MCHENRY	33 27
	PLOT SCALE = 100.0000 ' / 10.	CHECKED -	REVISED -T. RAMMACHER 01-06-00	DEPARTMENT OF TRANSPORTATION	KAISED	REFLECTIVE PAVEMENT MARKER	2 (2MOAN-LOAN RESISTANT)		TC-11	CONTRACT	T NO. 60Y13
	PLOT DATE = 4/4/2014	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FEE	D. AID PROJECT	



TYPICAL CROSSWALK MARKING

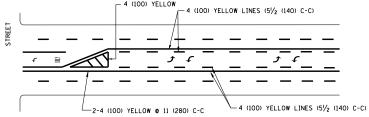
4' (1.2 m) OUTSIDE TO OUTSIDE OF LINES NO DIAGONALS __ 2-4 (100) YELLOW @ 11 (280) C-C

4' (1.2 m) WIDE MEDIANS ONLY

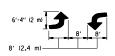


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

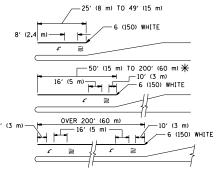


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

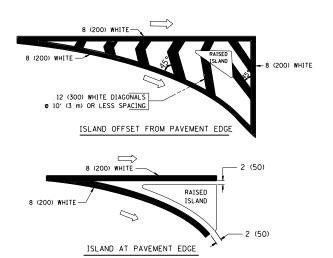


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) \P AREA = 20.8 SO. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

NG



TYPICAL ISLAND MARKING

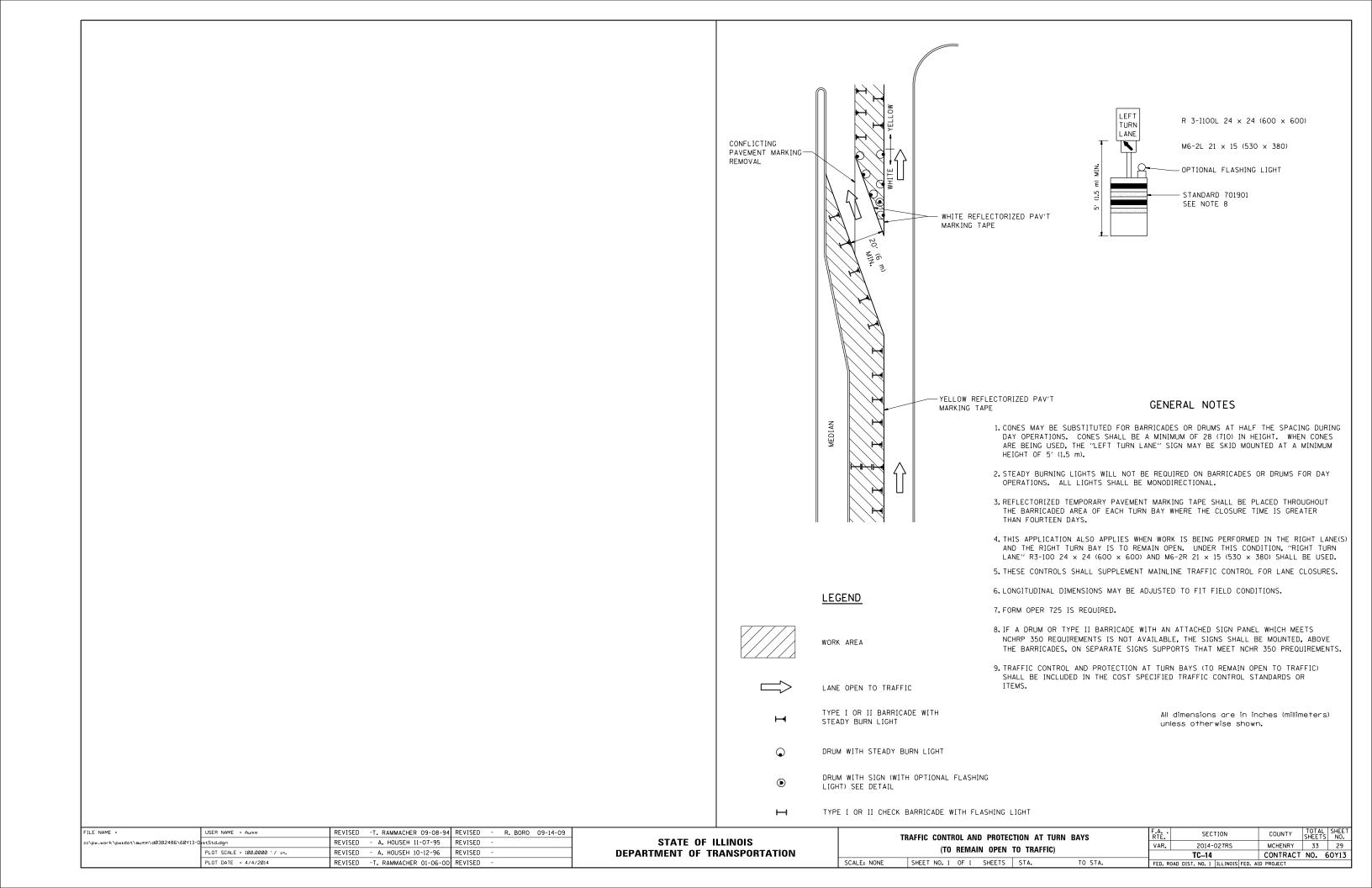
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TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE 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	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 5' (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))

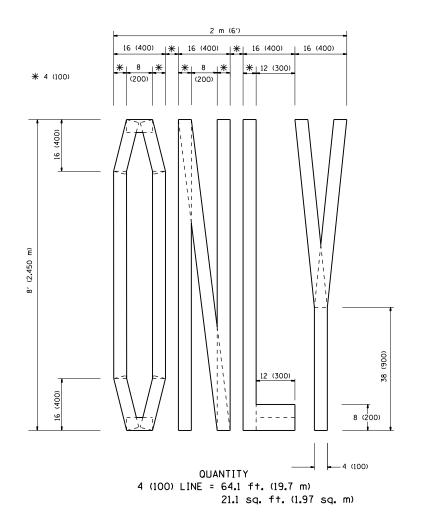
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

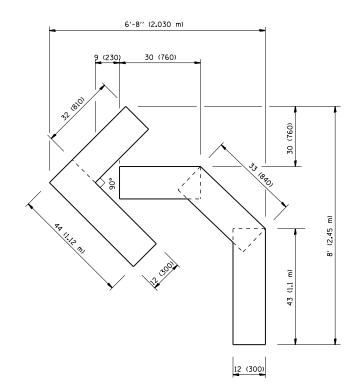
All dimensions are in inches (millimeters) unless otherwise shown.

TYPICAL	TURN	LANE	MARKIN

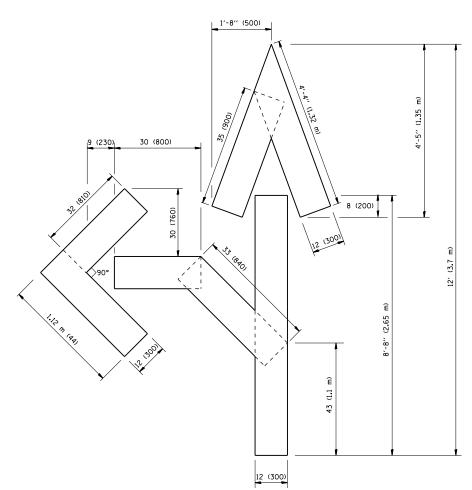
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	PLOT DATE = 4/4/2014	DATE - 03-19-90	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED ROAD				







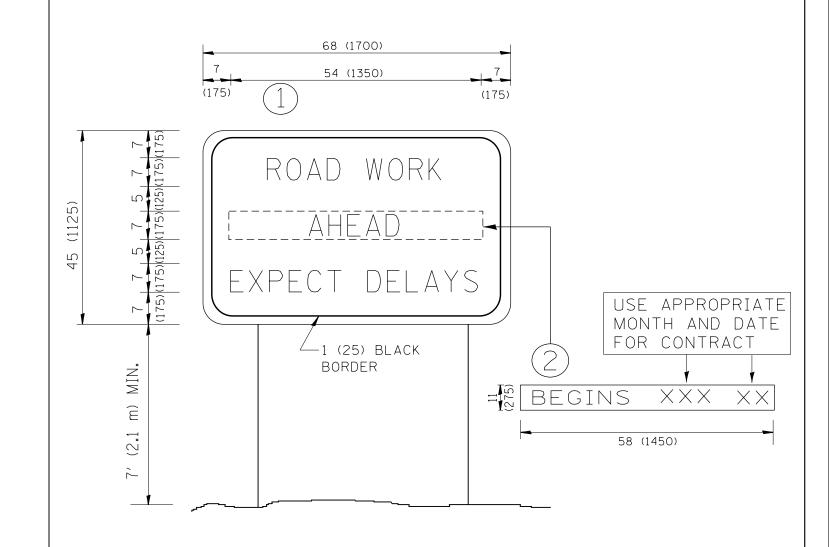
OUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)



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

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

FILE NAME =	USER NAME = Aumm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96			PAVEMENT MARKING LETTERS AND SYMBOLS	F.A RTF.	SECTION	COUNTY TOTAL SHEET
c:\pw_work\pwidot\aumm\d0382486\60Yl3-D			REVISED -T. RAMMACHER 11-04-97	STATE OF ILLINOIS	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. FED.	VAR.	2014-027RS	MCHENRY 33 30	
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	DEPARTMENT OF TRANSPORTATION		FUN TRAFFIC STAUINU		TC-16	CONTRACT NO. 60Y13
	PLOT DATE = 4/4/2014	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DI	ST. NO. 1 ILLINOIS FED. A	D 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.

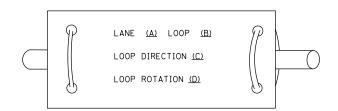
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		PLOT DATE = 4/4/2014	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED. ROAD D	IST. NO. 1 ILLINOIS FED. AI	PROJECT	

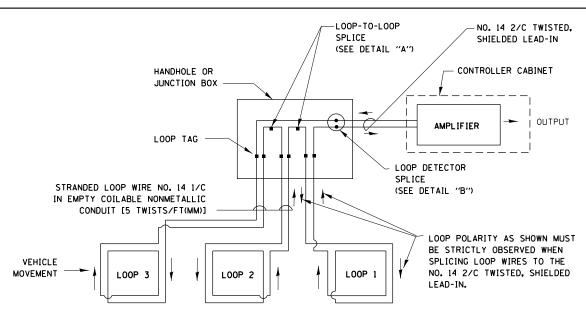
LOOP DETECTOR NOTES

- 1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

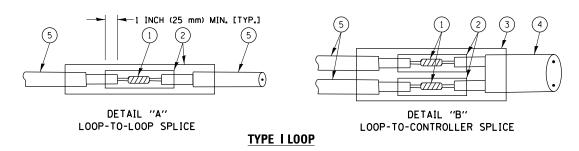


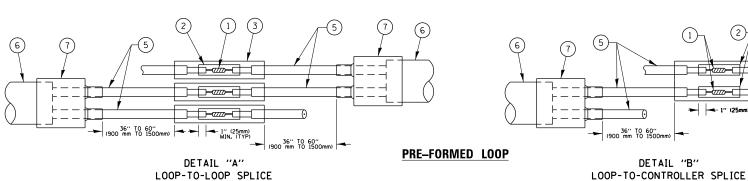
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

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





LOOP DETECTOR SPLICE

- (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.

SCALE: NONE

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

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR The BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

→ 1" (25mm) MIN, (TYP)

FILE N	AME =	USER NAME = Aumm	DESIGNED	-	DAD	REVISED	-	DAG 1-1-14
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		PLOT SCALE = 100.0000 '/ in.	CHECKED	-	DAD	REVISED	-	
		PLOT DATE = 4/4/2014	DATE	-	10-28-09	REVISED	-	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE					F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	STANDARD	TDAEEI	C CIGNAL	DECIGN	DETAILS	VAR.	2014-027RS	MCHENRY	33	32
STANDARD TRAFFIC SIGNAL DESIGN DETAILS						TS-05 CONTR			NO. (60Y13
	SHEET NO. 2	OF 7	SHEETS	STA.	TO STA.	EED BO	AN DIST NO 1 THE INDIS EED A	IN PROJECT		

LOOPS NEXT TO SHOULDERS PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER. PAVED OR NON-PAVED SHOULDER Ê (1.5 m) (1.8 m) (1.5 m) 1" (25 mm) UNI DUCT-TRENCHED TO E/P •• (3.0 m) (3.0 m) * = (600 mm)* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING) HANDHOLE LOCATION MAY 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 TRENCHED 1" (25 mm) UNIT DUCT (3) * * * = (600 mm) STRAIGHT SAW CUTS PERPENDICULAR TO MEDIAN (TYP.) (3.6 m) (900 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

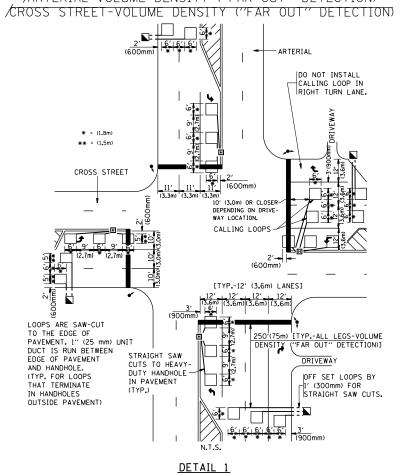
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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) (900 m (1.8 m) (3.6 m |STRAIGHT SAW CUT TO HEAVY DUTY HANDHOLE (TYP.) PLACE HEAVY DUTY HANDHOLE BETWEEN FIRST AND SECOND LOOP AS SHOWN. NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



N.T.S.

USER NAME = Aumm

PLOT DATE = 4/4/2014

PLOT SCALE = 100.0000 '/ in.

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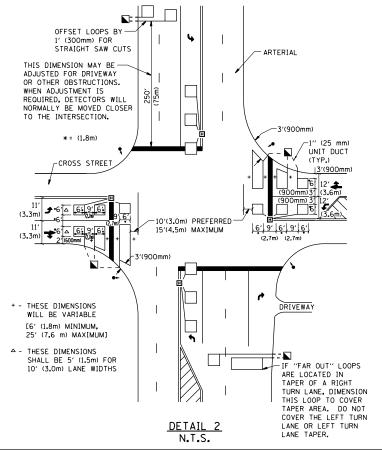
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DATE

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SCALE: NONE

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- * 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.

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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DIS				ETECTOR L R ROADW		
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RTE.					COUNTY	SHEETS	NO.			
VAR. 2014-027RS								MCHENRY	33	33
TS-07								CONTRACT	NO. 6	50Y13
FED. F	CAO	DIST.	NO.	1	ILLINOIS	FED.	AIC	PROJECT		

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**