04-27-12 LETTING ITEM 083

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	1
	ILLINOIS	CONTRACT NO.	63695	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU ROUTE 4086 (EAST WONDER LAKE ROAD)
180' NORTH OF CATALPA DRIVE TO DEEP SPRINGS ROAD
FAU ROUTE 4081 (THOMPSON ROAD)
1,050' SOUTH OF VINE AVENUE TO FAU 4082 (WONDERMERE ROAD)
RESURFACING
SECTION 11-00007-00-RS
PROJECT M-9003 (901)
VILLAGE OF WONDER LAKE
MCHENRY COUNTY
C-91-172-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ADT:

EAST WONDER LAKE ROAD	4850 VPD (2009)
THOMPSON ROAD	5200 VPD (2009)

POSTED SPEED

EAST WONDER LAKE ROAD	35 MPH
THOMPSON ROAD	35 MPH

DESIGN DESIGNATION

FAU 4086 (EAST WONDER LAKE ROAD) - COLLECTOR
FAU 4081 (THOMPSON ROAD) - COLLECTOR

J.U.L.I.E.
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811

811
Know what's below.
Call before you dig.

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

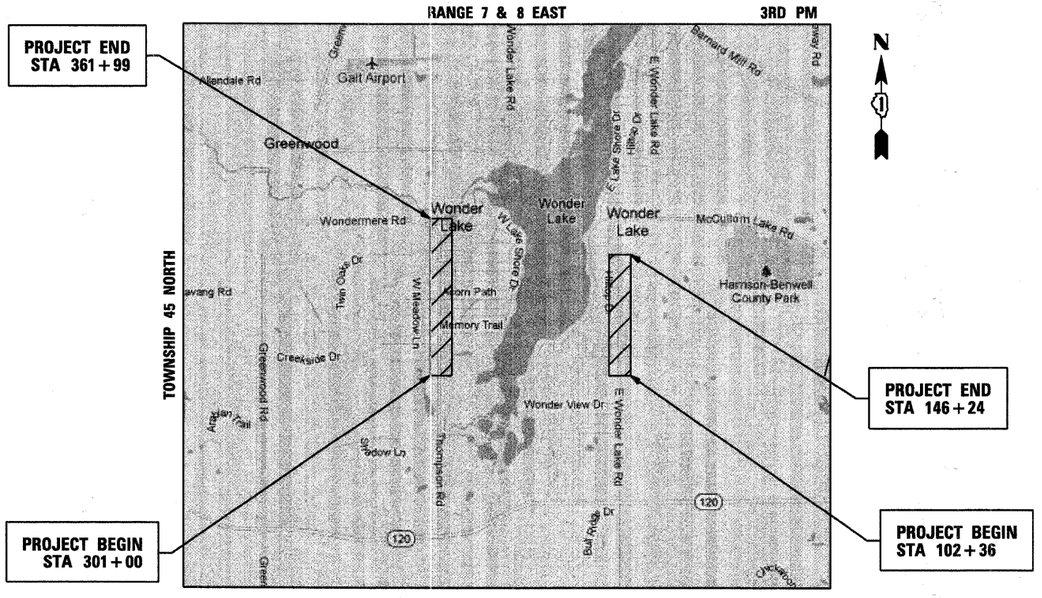
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

HRGreen
420 NORTH FRONT STREET, SUITE 100 | McHENRY, ILLINOIS 60050
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

PROJECT ENGINEER: J. STRZALKA
PROJECT MANAGER: A. CHAUDHRY

CONTRACT NO. 63695

PROJECT LOCATION MAP
MCHENRY TOWNSHIP & GREENWOOD TOWNSHIP
N.T.S.



PROJECT LENGTH

NET LENGTH OF IMPROVEMENT (EAST WONDER LAKE ROAD) = 4,388 FT (0.83 MI)
NET LENGTH OF IMPROVEMENT (THOMPSON ROAD) = 6,099 FT (1.16 MI)
GROSS LENGTH OF PROJECT = 10,487 FT (1.99 MI)

LOCATION OF SECTION INDICATED THUS: –■–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Feb. 8th 20 12
VILLAGE OF WONDER LAKE

PASSED February 21 2012
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW February 23, 20 12
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

AKRAM CHAUDHRY, P.E.
EXPIRES: 11-30-2013

M. AKRAM CHAUDHRY 062-036735 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
SEAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: STEVE WEIR
CLIENT: VILLAGE OF WONDER LAKE
DATE PLOTTED: 2/6/2012 10:34:11 AM
FILE NAME: 8610367-cvr.dgn
PLOT DRIVER: pdf.pltr
PEN TABLE: STANDARD-TRANS.TBL

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	SCHEDULE OF QUANTITIES
6-9	ROADWAY PLANS
10-13	CONSTRUCTION DETAILS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD STRIPS / SHLDS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-02	TRAFFIC CONTROL DEVICES
BLR 24-2	MAILBOX TURNOUT FOR LOCAL ROADS

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), JANUARY 1, 2012.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT OR VILLAGE.
7. SAW CUTTING OF PAVEMENTS, AND OTHER SURFACES SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
9. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
10. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
12. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. THE REMOVAL OF SHORT TERM PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE UNIT COST OF THE HOT-MIX ASPHALT PAVEMENT COURSE BEING CONSTRUCTED.
14. TEMPORARY RAMPS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE CONSTRUCTION DETAILS. THE INSTALLATION AND REMOVAL OF THE TEMPORARY RAMPS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.
15. AGGREGATE SHOULDERS, TYPE B SHALL BE CONSTRUCTED WITH GRADATION CA-6 CRUSHED GRAVEL OR CRUSHED STONE. RECYCLED CONCRETE WILL NOT BE PERMITTED.
16. THE THICKNESS OF THE AGGREGATE SHOULDER SHALL EQUAL THE RESURFACING THICKNESS AT THE EDGE OF PAVEMENT AND WILL BE TAPERED TO ONE INCH (1") AT THE EDGE OF SHOULDER. THE CONTRACTOR WILL CONSTRUCT AND COMPACT THE SHOULDER TO THE SATISFACTION OF THE ENGINEER.
17. EXISTING AGGREGATE DRIVEWAYS WILL RECEIVE A TWENTY-FOUR INCH (24") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.
18. EXISTING ASPHALT DRIVEWAYS WILL RECEIVE A FORTY-EIGHT INCH (48") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.

    REMOVAL OF THE EXISTING DRIVEWAY APRON WILL BE SAWCUT AND MILLED TO TWO AND ONE QUARTER INCHES (2 1/4") FOR A SATISFACTORY TRANSITION BETWEEN THE ROADWAY PAVEMENT AND THE DRIVEWAY PAVEMENT REMAINING AT EXISTING GRADE. THE REMOVAL WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR HOT-MIX ASPHALT SURFACE REMOVAL, 1" WHEN THE DRIVEWAY TRANSITION IS FORTY-EIGHT INCHES (48") OR LESS FROM THE EDGE OF PAVEMENT.

GENERAL NOTES (CONT.)

19. HOT-MIX ASPHALT DRIVEWAY APRONS EXCEEDING FORTY-EIGHT INCHES (48") FROM THE EDGE OF PAVEMENT TO THE SAW CUT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
20. EXISTING CONCRETE AND BRICK DRIVEWAYS WILL RECEIVE A SAW CUT ALONG THE FACE THE DRIVEWAY.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND LR 105 IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
22. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
24. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENNANCES THAT MUST BE KEPT IN OPERATION.
25. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

☐ BOXED ITEMS INDICATE WORK INCIDENTAL TO THE CONTRACT OR BY OTHERS.

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PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -

VILLAGE OF WONDER LAKE

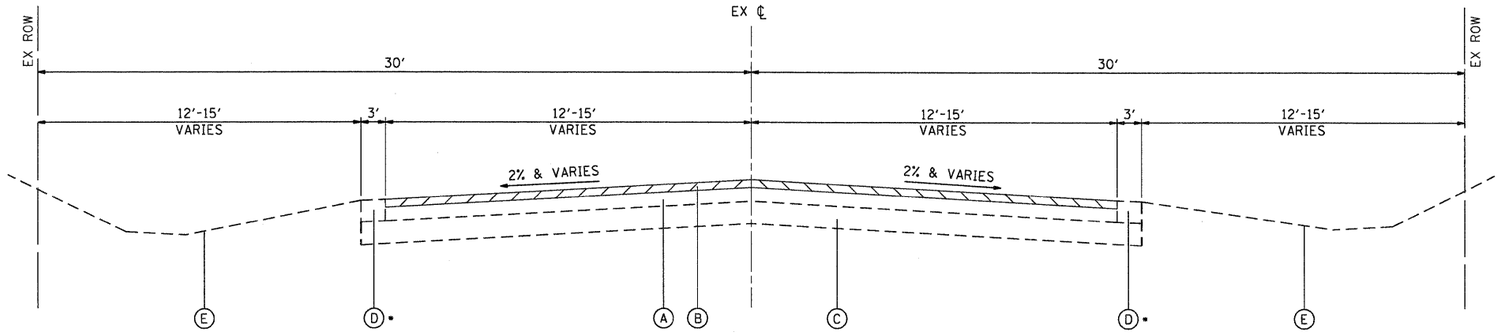
EAST WONDER LAKE ROAD & THOMPSON ROAD
INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES

SCALE: NTS | SHEET NO. 1 OF 1 SHEETS | STA. NA | TO STA. NA

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	2
		CONTRACT NO. 63695		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

SPECIALTY ITEMS (Δ)	SPECIAL PROVISION (*)	PAYITEM NUMBER	PAY ITEM DESCRIPTION	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0005
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,745	3,745
		40600300	AGGREGATE (PRIME COAT)	TON	76	76
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	590	590
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1,670	1,670
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	3,395	3,395
		44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	38,560	38,560
		44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	100	100
		44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	140	140
		44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	140	140
		48101200	AGGREGATE SHOULDERS, TYPE B	TON	818	818
		60255500	MANHOLES TO BE ADJUSTED	EACH	1	1
		67100100	MOBILIZATION	L SUM	1	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	5,730	5,730
Δ		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	25,037	25,037
Δ		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	48	48
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	128.50	128.50
	*	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	585	585
	*	XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	985	985



EXISTING TYPICAL SECTION EAST WONDER LAKE ROAD

STA 102+36 TO STA 146+24

EXISTING TYPICAL SECTION THOMPSON ROAD

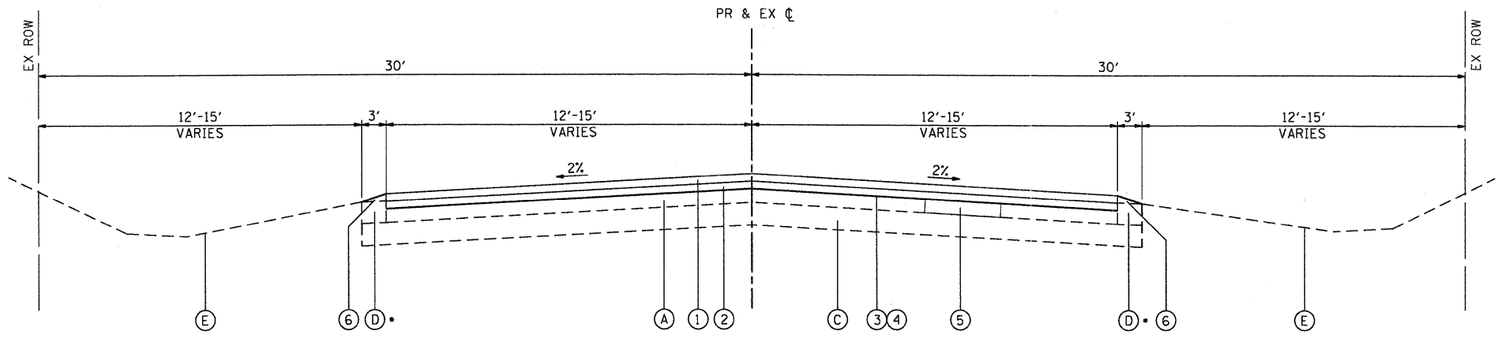
STA 301+00 TO STA 361+99

DENOTES AREA OF HOT-MIX ASPHALT SURFACE REMOVAL

NOTES:
• EX CONC GUTTER:
STA 331+33 LT TO STA 332+89 LT
STA 341+41 RT TO STA 344+72 RT
STA 341+75 LT TO STA 343+67 LT
STA 344+34 LT TO STA 345+56 LT

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT; DEPTH 8"±
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 1 INCH
- (C) AGGREGATE SUBBASE; 12"±
- (D) AGGREGATE SHOULDERS
- (E) EXISTING GROUND



PROPOSED TYPICAL SECTION EAST WONDER LAKE ROAD

STA 102+36 TO STA 146+24

PROPOSED TYPICAL SECTION THOMPSON ROAD

STA 301+00 TO STA 361+99

NOTES:
• EX CONC GUTTER:
STA 331+33 LT TO STA 332+89 LT
STA 341+41 RT TO STA 344+72 RT
STA 341+75 LT TO STA 343+67 LT
STA 344+34 LT TO STA 345+56 LT

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 ½"
- (2) LEVELING BINDER (MACHINE METHOD), N50; 3/4"
- (3) BITUMINOUS MATERIALS (PRIME COAT)
- (4) AGGREGATE (PRIME COAT)
- (5) CLASS D PATCHES, 8 INCH (AS DIRECTED BY THE ENGINEER)
- (6) AGGREGATE SHOULDERS, TYPE B (9% MAX SLOPE)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	**AIR VOIDS @ Ndes**
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 1 1/2"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm); 3/4"	4% @ 50 GYR
PATCHING	
CLASS D PATCH, (HMA BINDER IL-19mm); 8" (PLACED IN TWO LIFTS)	4% @ 70 GYR.
DRIVEWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 3"	4% @ 50 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR PERCENT OF RAP SEE DISTRICT ONE SPECIAL PROVISIONS.
THE CONTRACTOR SHALL MILL BEFORE PATCHING.
THE SURFACE COURSE SHALL BE INSTALLED 1/4" ABOVE THE GUTTER FLAG.

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PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -

VILLAGE OF WONDER LAKE

EAST WONDER LAKE ROAD & THOMPSON ROAD
TYPICAL SECTIONS

SCALE: NTS | SHEET NO. 1 OF 1 SHEETS | STA. BEG | TO STA. END

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4087	11-00007-00-PP	MCHENRY	13	4
		CONTRACT NO.	63695	
		ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES
EAST WONDER LAKE ROAD

HOT–MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

LOCATION	WIDTH (FT)	LENGTH (FT)	AREA (SF)	AREA (SY)
SOUTH OF OAKWOOD (BEGIN PROJECT)	30.0	4.50	135.0	15.0
OAKWOOD DR	22.0	4.50	99.0	11.0
WOODED SHORE	18.0	4.50	81.0	9.0
WOODED SHORE	31.0	4.50	139.5	15.5
BEAVER RD	23.0	4.50	103.5	11.5
HICKORY GROVE RD	35.0	4.50	157.5	17.5
BEACH RD	30.0	4.50	135.0	15.0
PHEASANT RD	25.0	4.50	112.5	12.5
ORCHARD RD	26.0	4.50	117.0	13.0
HICKORY TR	48.0	4.50	216.0	24.0
HICKORY RD	23.0	4.50	103.5	11.5
ARBOR RD	22.0	4.50	99.0	11.0
OAK ST	30.0	4.50	135.0	15.0
CEDAR RD	26.0	4.50	117.0	13.0
DEEP SPRINGS RD	35.0	4.50	157.5	17.5
NORTH OF DEEP SPRINGS (END PROJECT)	30.0	4.50	135.0	15.0
		TOTALS =	2,044.00	228.00

THERMOPLASTIC PAVEMENT MARKING – LINE 4"

LOCATION	STA	OFFSET	TO STA	OFFSET	LENGTH (FT)	TYPE	NET LENGTH (FT)
PRWOND	102+36.0	0.0	106+81.0	0.0	445.0	SK DA	112.0
PRWOND	107+65.0	0.0	111+41.0	0.0	376.0	SK DA	94.0
PRWOND	112+25.0	0.0	116+89.0	0.0	464.0	SK DA	116.0
PRWOND	116+89.0	0.0	120+15.0	0.0	326.0	SOLID SKIP	408.0
PRWOND	120+94.0	0.0	122+54.0	0.0	160.0	SOLID SKIP	200.0
PRWOND	127+29.0	0.0	130+46.0	0.0	317.0	SOLID SKIP	397.0
PRWOND	131+37.0	0.0	133+16.0	0.0	179.0	SOLID SKIP	224.0
PRWOND	133+90.0	0.0	135+36.0	0.0	146.0	SK DA	37.0
PRWOND	135+36.0	0.0	136+34.0	0.0	98.0	SOLID SKIP	123.0
PRWOND	137+19.0	0.0	139+30.0	0.0	211.0	SOLID SKIP	264.0
PRWOND	140+23.0	0.0	142+23.0	0.0	200.0	SOLID SKIP	250.0
PRWOND	143+14.0	0.0	144+29.0	0.0	115.0	SOLID SKIP	144.0
PRWOND	102+36.0	-12.0	106+81.0	-12.0	445.0	SOLID	445.0
PRWOND	102+36.0	12.0	111+41.0	12.0	905.0	SOLID	905.0
PRWOND	107+65.0	-12.0	111+41.0	-12.0	376.0	SOLID	376.0
PRWOND	112+25.0	-12.0	120+15.0	-12.0	790.0	SOLID	790.0
PRWOND	112+25.0	12.0	123+33.0	12.0	1,108.0	SOLID	1,108.0
PRWOND	120+94.0	-12.0	123+33.0	-12.0	239.0	SOLID	239.0
PRWOND	124+30.0	-12.0	126+60.0	-12.0	230.0	SOLID	230.0
PRWOND	124+30.0	12.0	133+16.0	12.0	886.0	SOLID	886.0
PRWOND	127+29.0	-12.0	130+46.0	-12.0	317.0	SOLID	317.0
PRWOND	131+36.0	-12.0	133+15.0	-12.0	179.0	SOLID	179.0
PRWOND	133+89.0	-12.0	136+33.0	-12.0	244.0	SOLID	244.0
PRWOND	133+90.0	12.0	146+24.0	12.0	1,234.0	SOLID	1,234.0
PRWOND	137+19.0	-12.0	139+30.0	-12.0	211.0	SOLID	211.0
PRWOND	140+23.0	-12.0	142+23.0	-12.0	200.0	SOLID	200.0
PRWOND	143+14.0	-12.0	145+21.0	-12.0	207.0	SOLID	207.0
PRWOND	122+54.0	0.0	123+33.0	0.0	79.0	DBL CL	158.0
PRWOND	124+30.0	0.0	126+60.0	0.0	230.0	DBL CL	460.0
PRWOND	144+29.0	0.0	145+21.0	0.0	92.0	DBL CL	184.0
				TOTAL =	11,009.0		10,742.0

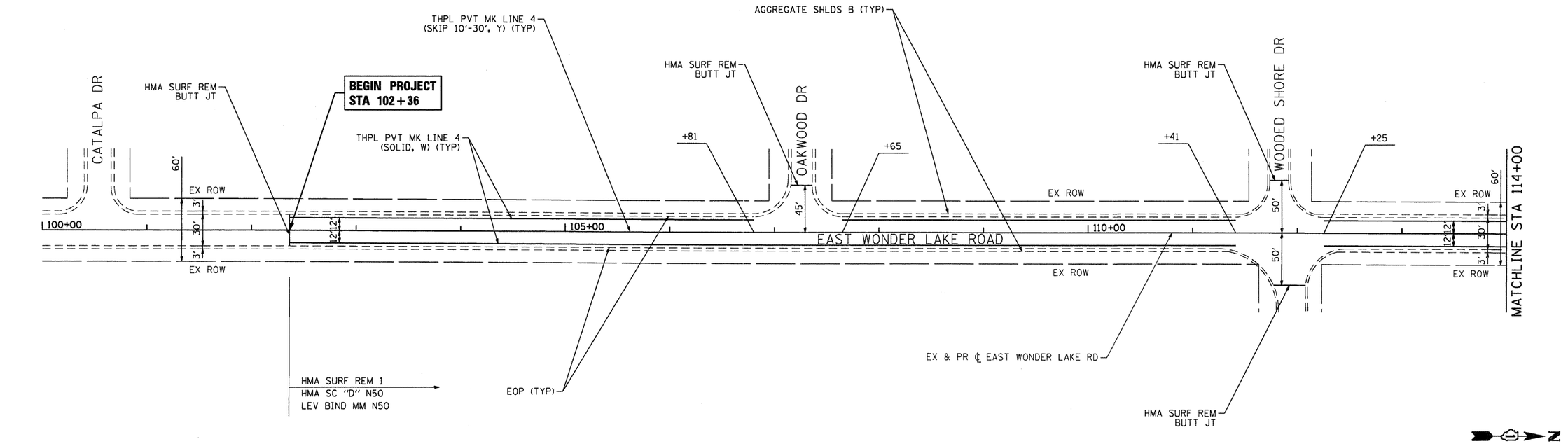
SCHEDULE OF QUANTITIES
THOMPSON ROAD

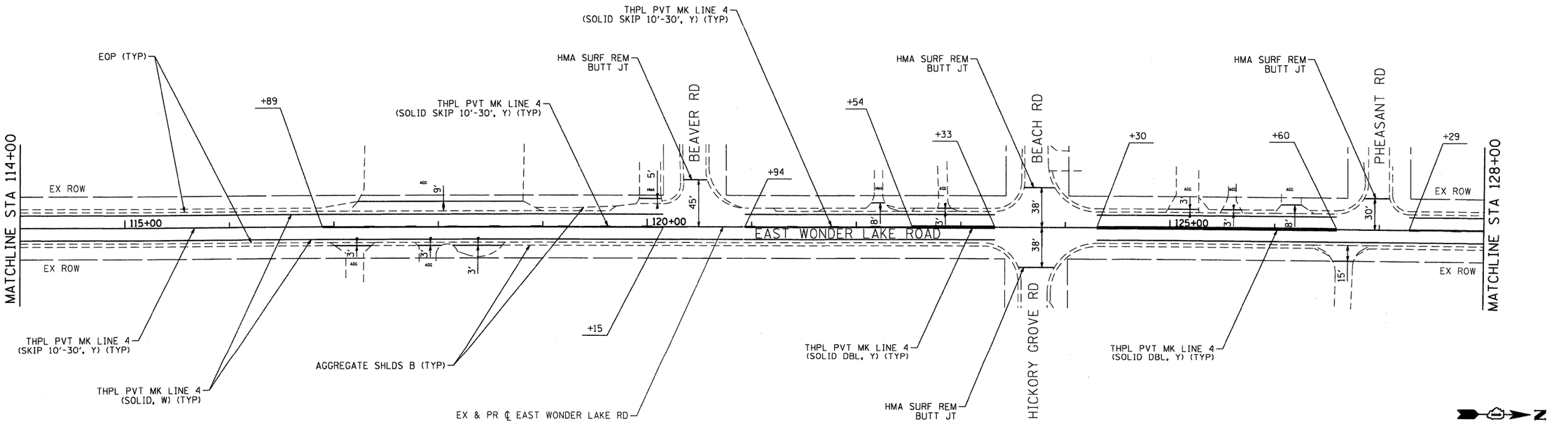
HOT–MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

LOCATION	WIDTH (FT)	LENGTH (FT)	AREA (SF)	AREA (SY)
SOUTH OF VINE (BEGIN PROJECT)	24.0	4.50	108.0	12.0
VINE	18.0	4.50	81.0	9.0
ORIOLE	21.0	4.50	95.0	11.0
EVERGREEN	22.0	4.50	99.0	11.0
PINE	20.0	4.50	90.0	10.0
ELM	26.0	4.50	117.0	13.0
MEMORY	25.0	4.50	113.0	13.0
MEMORY	19.0	4.50	86.0	10.0
SHADY	24.0	4.50	108.0	12.0
SHADY	28.0	4.50	126.0	14.0
SUNSET	21.0	4.50	95.0	11.0
SUNSET	27.0	4.50	122.0	14.0
RAMBLE	27.0	4.50	122.0	14.0
RAMBLE	29.0	4.50	131.0	15.0
ACORN	23.0	4.50	104.0	12.0
ACORN	61.0	4.50	275.0	31.0
WOODY	26.0	4.50	117.0	13.0
CORAL	41.0	4.50	185.0	21.0
HIGHLAND	32.0	4.50	144.0	16.0
ALDEN	23.0	4.50	104.0	12.0
DORR	35.0	4.50	158.0	18.0
BURTON	32.0	4.50	144.0	16.0
BURTON	28.0	4.50	126.0	14.0
RILEY	30.0	4.50	135.0	15.0
WONDERMERE	21.0	4.50	95.0	11.0
NORTH OF WONDERMERE (END PROJECT)	22.0	4.50	99.0	11.0
		TOTALS =	3,180.00	360.00

THERMOPLASTIC PAVEMENT MARKING – LINE 4"

LOCATION	STA	OFFSET	TO STA	OFFSET	LENGTH (FT)	TYPE	NET LENGTH (FT)
PRTHOM1	301+00.0	0.0	311+16.0	0.0	1,016.0	SK DA	254.0
PRTHOM1	312+05.0	0.0	314+18.0	0.0	213.0	SOLID SKIP	267.0
PRTHOM1	315+14.0	0.0	317+42.0	0.0	228.0	SOLID SKIP	285.0
PRTHOM1	341+76.0	0.0	343+24.0	0.0	148.0	SOLID SKIP	185.0
PRTHOM1	345+15.0	0.0	347+84.0	0.0	269.0	SK DA	68.0
PRTHOM1	348+92.0	0.0	352+15.0	0.0	323.0	SK DA	81.0
PRTHOM1	353+13.0	0.0	357+98.0	0.0	485.0	SK DA	122.0
PRTHOM1	359+02.0	0.0	360+56.0	0.0	154.0	SK DA	39.0
PRTHOM1	301+00.0	-11.0	311+16.0	-11.0	1,016.0	SOLID	1,016.0
PRTHOM1	301+00.0	11.0	321+52.0	11.0	2,052.0	SOLID	2,052.0
PRTHOM1	312+05.0	-11.0	314+18.0	-11.0	213.0	SOLID	213.0
PRTHOM1	315+14.0	-11.0	317+42.0	-11.0	228.0	SOLID	228.0
PRTHOM1	318+16.0	-11.0	320+48.0	-11.0	232.0	SOLID	232.0
PRTHOM1	321+36.0	-11.0	324+45.0	-11.0	309.0	SOLID	309.0
PRTHOM1	322+44.0	11.0	324+44.0	11.0	200.0	SOLID	200.0
PRTHOM1	325+36.0	-11.0	327+67.0	-11.0	231.0	SOLID	231.0
PRTHOM1	325+36.0	11.0	327+67.0	11.0	231.0	SOLID	231.0
PRTHOM1	328+62.0	-11.0	330+76.0	-11.0	214.0	SOLID	214.0
PRTHOM1	328+63.0	11.0	330+76.0	11.0	213.0	SOLID	213.0
PRTHOM1	331+64.0	-11.0	333+93.0	-11.0	229.0	SOLID	229.0
PRTHOM1	331+64.0	11.0	333+93.0	11.0	229.0	SOLID	229.0
PRTHOM1	334+78.0	-11.0	337+02.0	-11.0	224.0	SOLID	224.0
PRTHOM1	334+78.0	11.0	337+02.0	11.0	224.0	SOLID	224.0
PRTHOM1	338+03.0	-11.0	340+49.0	-11.0	246.0	SOLID	246.0
PRTHOM1	338+03.0	11.0	340+48.0	11.0	245.0	SOLID	245.0
PRTHOM1	341+76.0	-11.0	343+24.0	-11.0	148.0	SOLID	148.0
PRTHOM1	341+76.0	11.0	344+34.0	11.0	258.0	SOLID	258.0
PRTHOM1	344+34.0	-11.0	352+15.0	-11.0	781.0	SOLID	781.0
PRTHOM1	345+15.0	11.0	347+84.0	11.0	269.0	SOLID	269.0
PRTHOM1	348+92.0	11.0	352+15.0	11.0	323.0	SOLID	323.0
PRTHOM1	353+13.0	-11.0	360+56.0	-11.0	743.0	SOLID	743.0
PRTHOM1	353+13.0	11.0	357+98.0	11.0	485.0	SOLID	485.0
PRTHOM1	359+02.0	11.0	361+99.0	11.0	297.0	SOLID	297.0
PRTHOM1	318+16.0	0.0	320+48.0	0.0	232.0	DBL CL	464.0
PRTHOM1	322+44.0	0.0	324+45.0	0.0	201.0	DBL CL	402.0
PRTHOM1	325+36.0	0.0	327+67.0	0.0	231.0	DBL CL	462.0
PRTHOM1	328+62.0	0.0	330+76.0	0.0	214.0	DBL CL	428.0
PRTHOM1	331+64.0	0.0	333+93.0	0.0	229.0	DBL CL	458.0
PRTHOM1	334+78.0	0.0	337+02.0	0.0	224.0	DBL CL	448.0
PRTHOM1	338+03.0	0.0	340+49.0	0.0	246.0	DBL CL	492.0
				TOTAL =	14,253.0		14,295.0





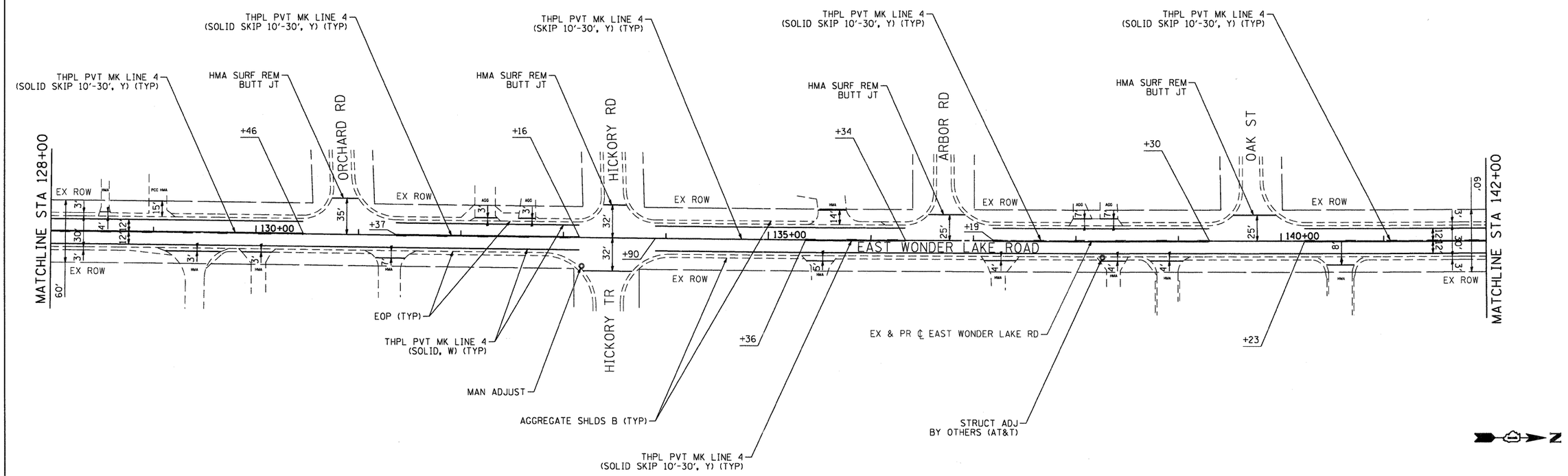
HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = JStrzel	DESIGNED - JJS	REVISED -
		DRAWN - JJS	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AC	REVISED -
	PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -

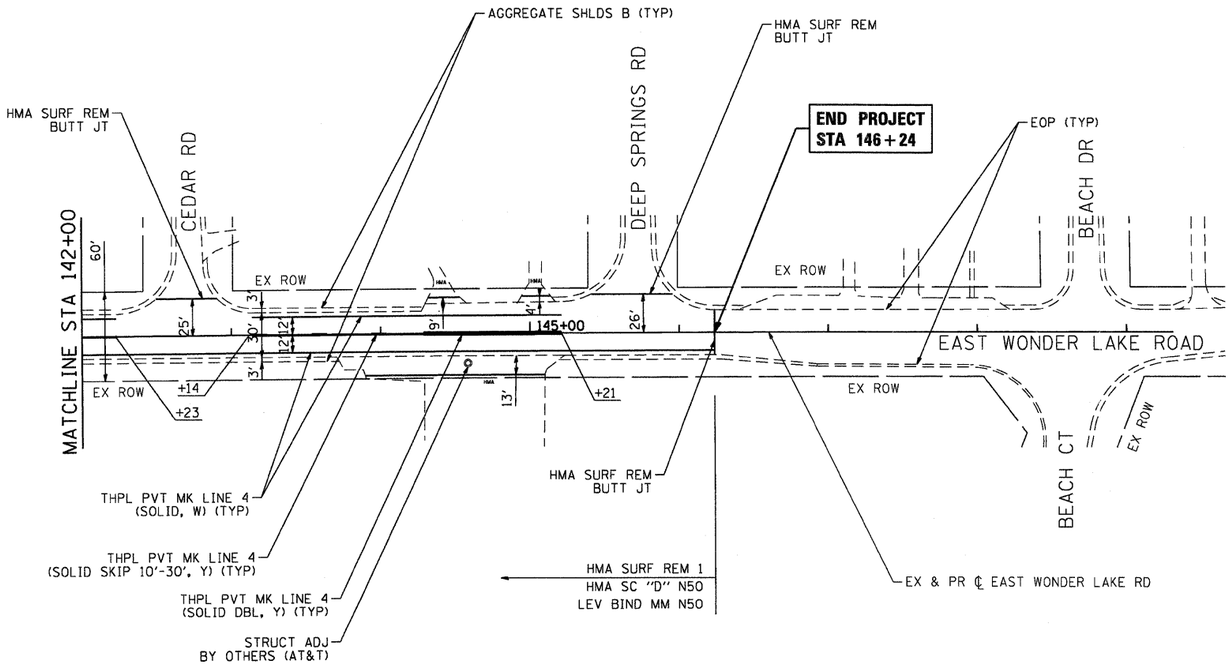
VILLAGE OF WONDER LAKE

EAST WONDER LAKE ROAD
ROADWAY PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 4 SHEETS | STA. BEG | TO STA. 128+00

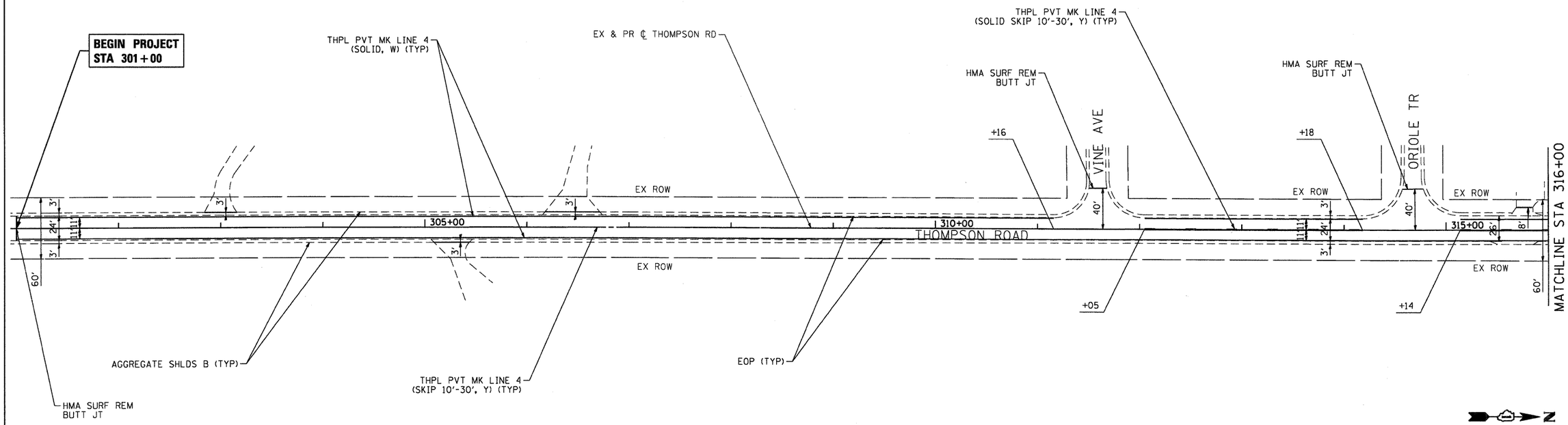
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	6
		CONTRACT NO. 63695		
		ILLINOIS FED. AID PROJECT		

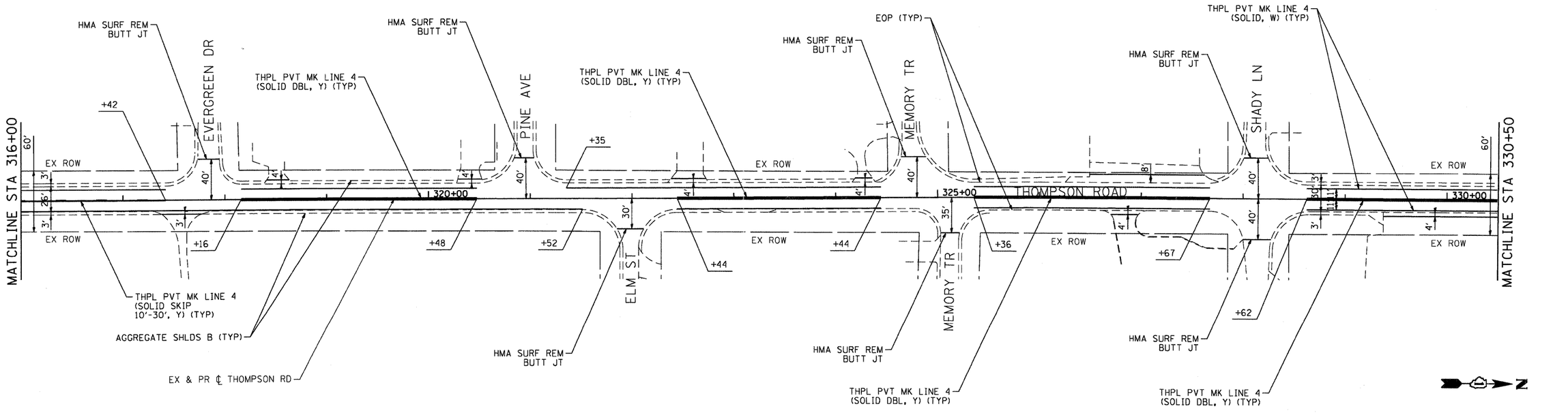




HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = JStrzal	DESIGNED - JJS	REVISED -	VILLAGE OF WONDER LAKE	EAST WONDER LAKE ROAD ROADWAY PLAN
		DRAWN - JJS	REVISED -		
	PLOT SCALE = 1'=50'	CHECKED - AC	REVISED -		SCALE: 1"=50' | SHEET NO. 2 OF 4 SHEETS | STA. 128+00 TO STA. END
	PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4087	11-00007-00-PP	MCHENRY	13	7
		CONTRACT NO.	63695	
		ILLINOIS FED. AID PROJECT		





HRGreen.com
Illinois Professional Design Firm
184-001322

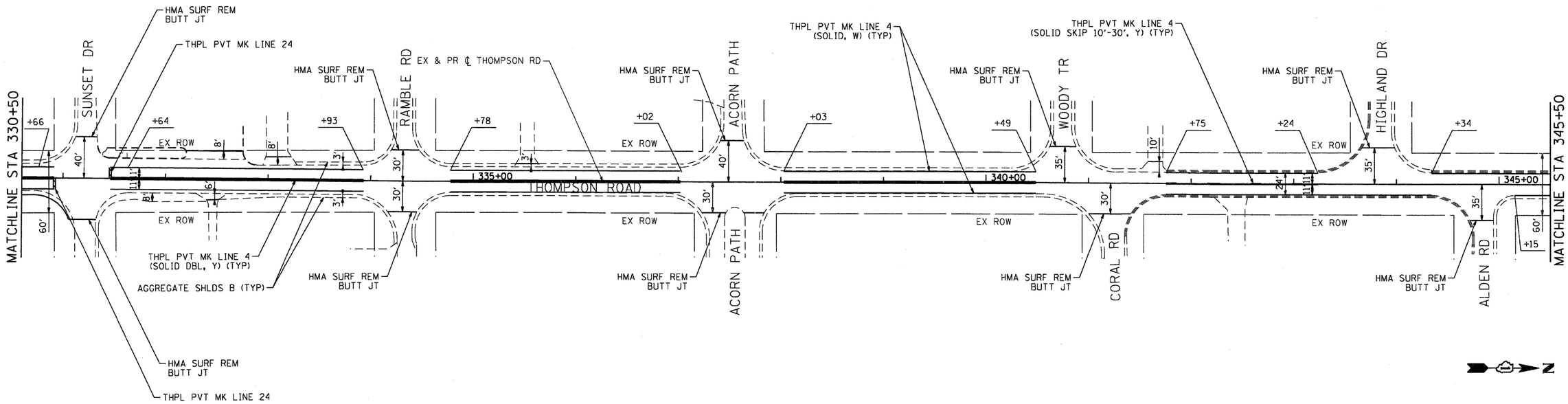
USER NAME = JStrzal	DESIGNED - JJS	REVISED -	
	DRAWN - JJS	REVISED -	
PLOT SCALE = 1"=50'	CHECKED - AC	REVISED -	
PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -	

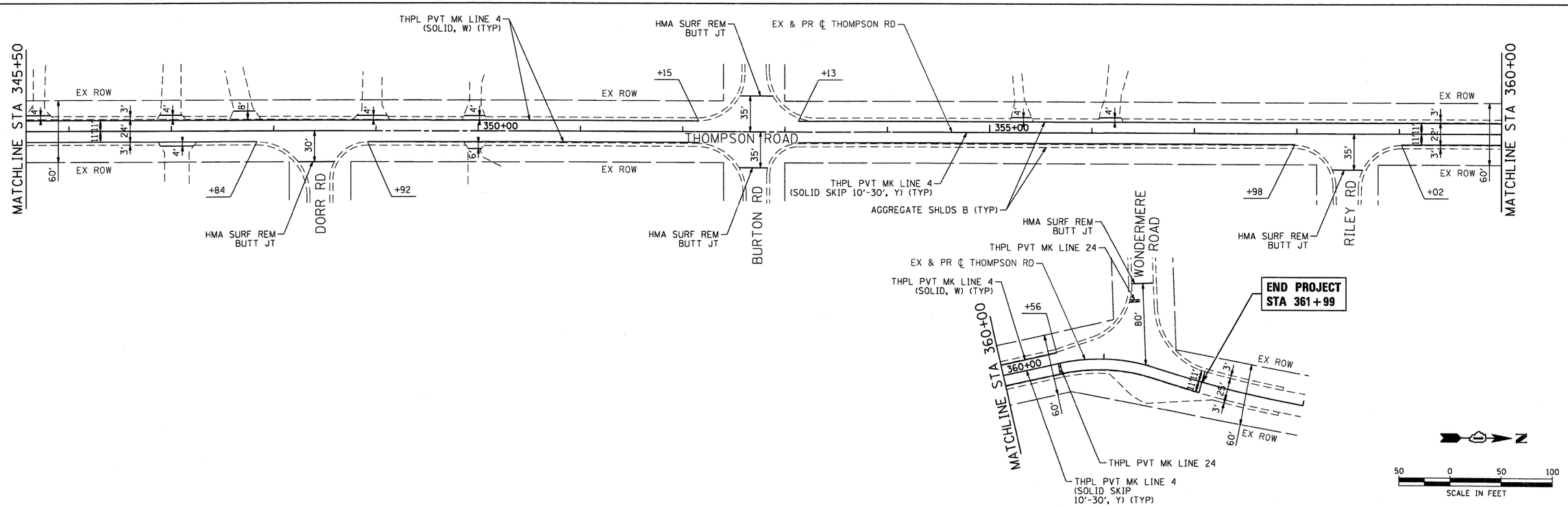
VILLAGE OF WONDER LAKE

THOMPSON ROAD
ROADWAY PLAN

SCALE: 1"=50' | SHEET NO. 3 OF 4 SHEETS | STA. BEG | TO STA. 330+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	8
		CONTRACT NO.	63695	
		ILLINOIS FED. AID PROJECT		





HRGreen.com
Illinois Professional Design Firm # 184-001322

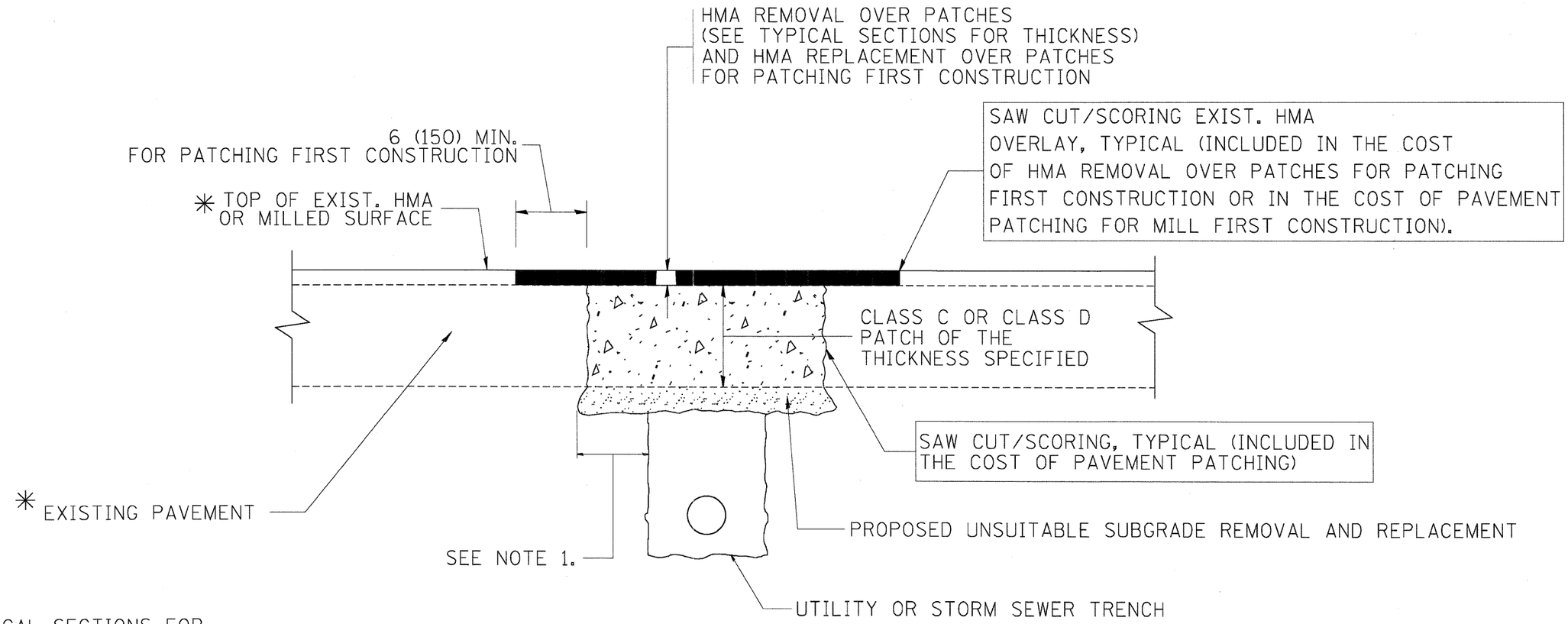
USER NAME = JStrzal	DESIGNED - JJS	REVISED -	
	DRAWN - JJS	REVISED -	
PLOT SCALE = 1"=50'	CHECKED - AC	REVISED -	
PLOT DATE = 2/6/2012	DATE - 2/6/12	REVISED -	

VILLAGE OF WONDER LAKE

THOMPSON ROAD
ROADWAY PLAN

SCALE: 1"=50' | SHEET NO. 4 OF 4 SHEETS | STA. 330+50 TO STA. END

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	9
		CONTRACT NO.	63695	
	ILLINOIS FED. AID PROJECT			



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

HRGreen.com
Illinois Professional Design Firm # 184-001322

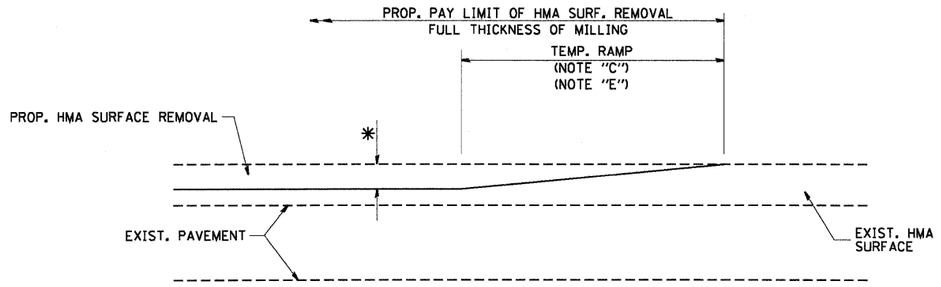
USER NAME = JStrzal	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	
	DRAWN -	REVISED - R. BORO 01-01-07	
PLOT SCALE =	CHECKED -	REVISED - R. BORO 09-04-07	
PLOT DATE = 2/6/2012	DATE - 10-25-94	REVISED - K. ENG 10-27-08	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

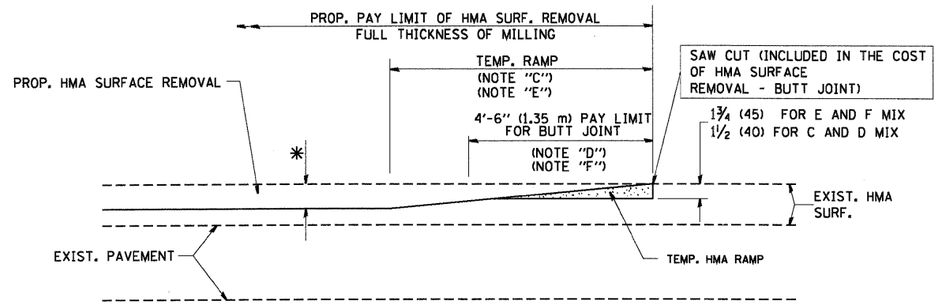
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	10
	BD400-04 (BD-22)	CONTRACT NO.	63695	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

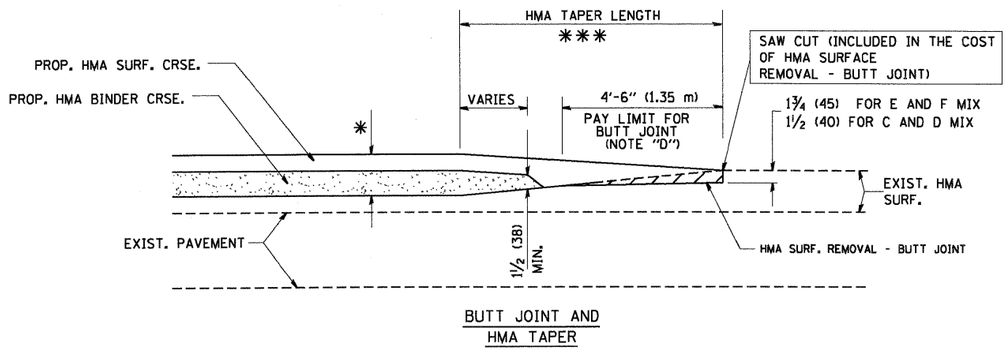


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

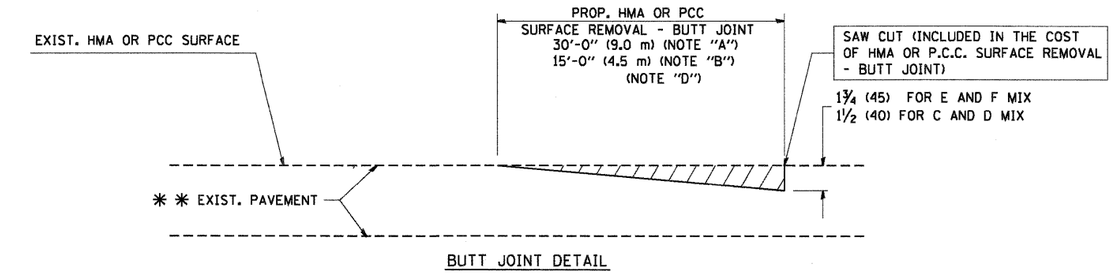
OPTION 2

TYPICAL TEMPORARY RAMP

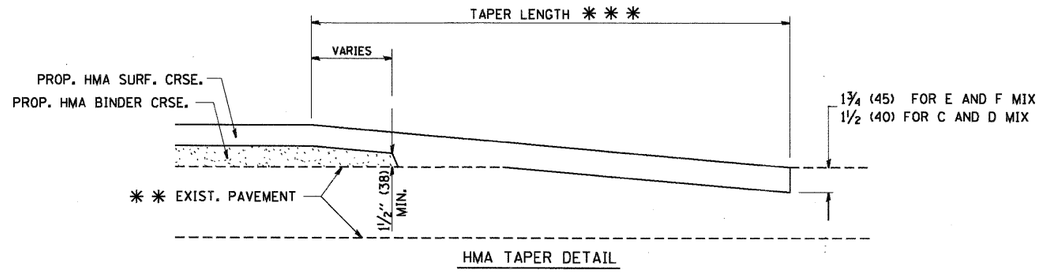


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

HRGreen.com
Illinois Professional Design Firm # 184-001322
HRGreen

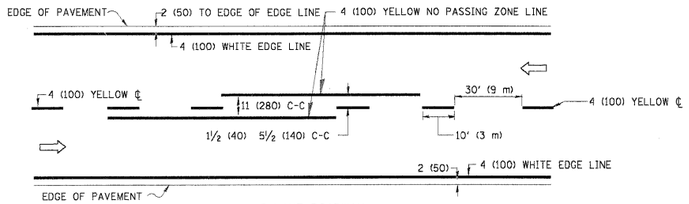
USER NAME = JStrzal	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
	DRAWN -	REVISED - A. ABBAS 03-21-97	
PLOT SCALE =	CHECKED -	REVISED - M. GOMEZ 04-06-01	
PLOT DATE = 2/6/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

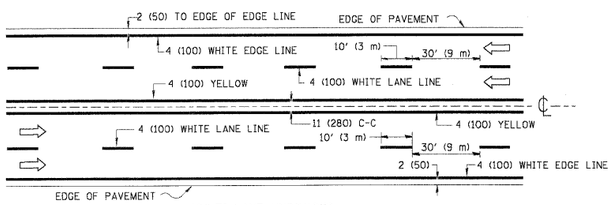
BUTT JOINT AND HMA TAPER DETAILS

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

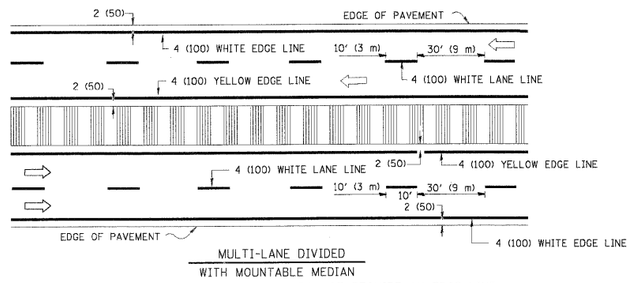
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4081	11-00007-00-PP	MCHENRY	13	11
	BD400-05 BD32	CONTRACT NO.	63695	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



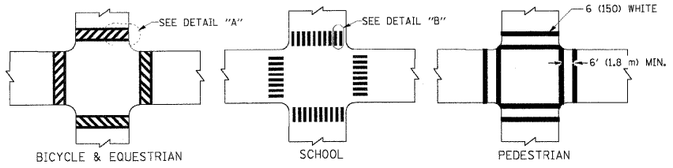
MULTI-LANE UNDIVIDED



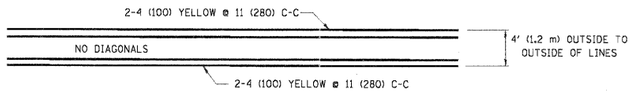
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

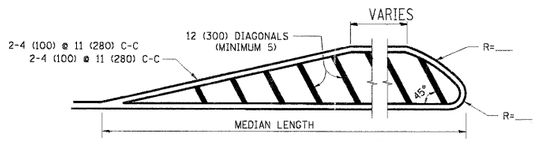
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



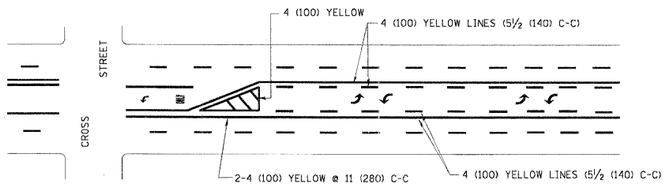
4' (1.2 m) WIDE MEDIANS ONLY



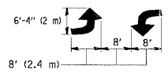
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

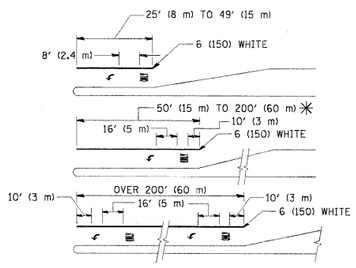


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

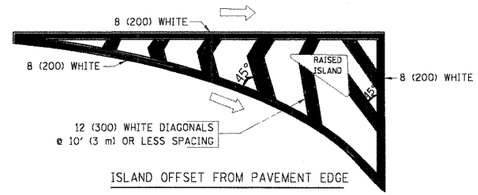


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

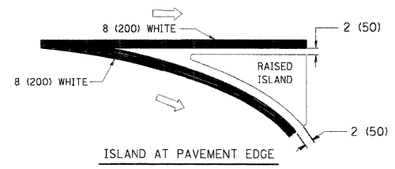
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



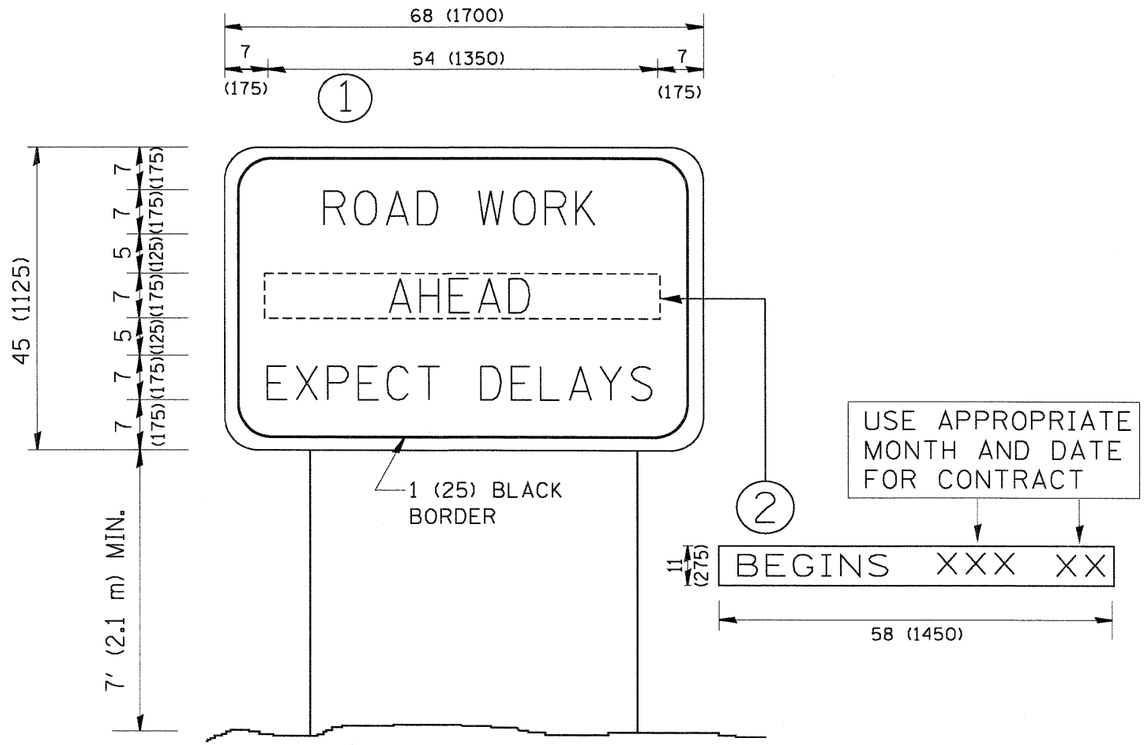
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (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.



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.

HRGreen.com
Illinois Professional Design Firm # 184-001322
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USER NAME = JStrzal	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE =	CHECKED -	REVISED -T. RAMMACHER 02-02-99
PLOT DATE = 2/6/2012	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4086 4087	11-00007-00-PP	MCHENRY	13	13
	TC-22	CONTRACT NO. 63695		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		