

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 63142	

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# VILLAGE OF LAKE IN THE HILLS PLANS FOR PROPOSED FEDERAL-AID HIGHWAY

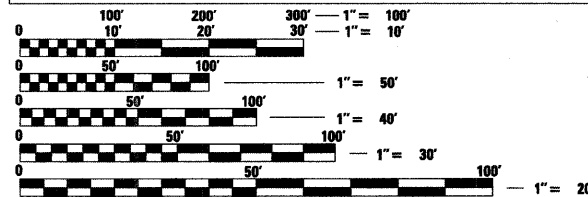
**FAU 4039 (MILLER ROAD)  
RANDALL ROAD TO CRYSTAL LAKE ROAD  
RECONSTRUCTION**

**AND  
FAU 4038 (CRYSTAL LAKE ROAD)  
CRYSTAL LAKE ROAD TO OAK STREET  
RECONSTRUCTION**

**SECTION NO.: 08-00029-00-FP  
C-91-018-09**


**PROJECT NO.: M-9003 (081)  
VILLAGE OF LAKE IN THE HILLS  
MCHENRY COUNTY**

TRAFFIC DATA		
ADT:		
MILLER ROAD	4,200 VPD (2008)	6,000 VPD (2030)
CRYSTAL LAKE ROAD	3,000 VPD (2008)	5,000 VPD (2030)
POSTED SPEED      DESIGN SPEED		
25 MPH (EXISTING)	30 MPH (PROPOSED)	
25 MPH (PROPOSED)		



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 CALL 811



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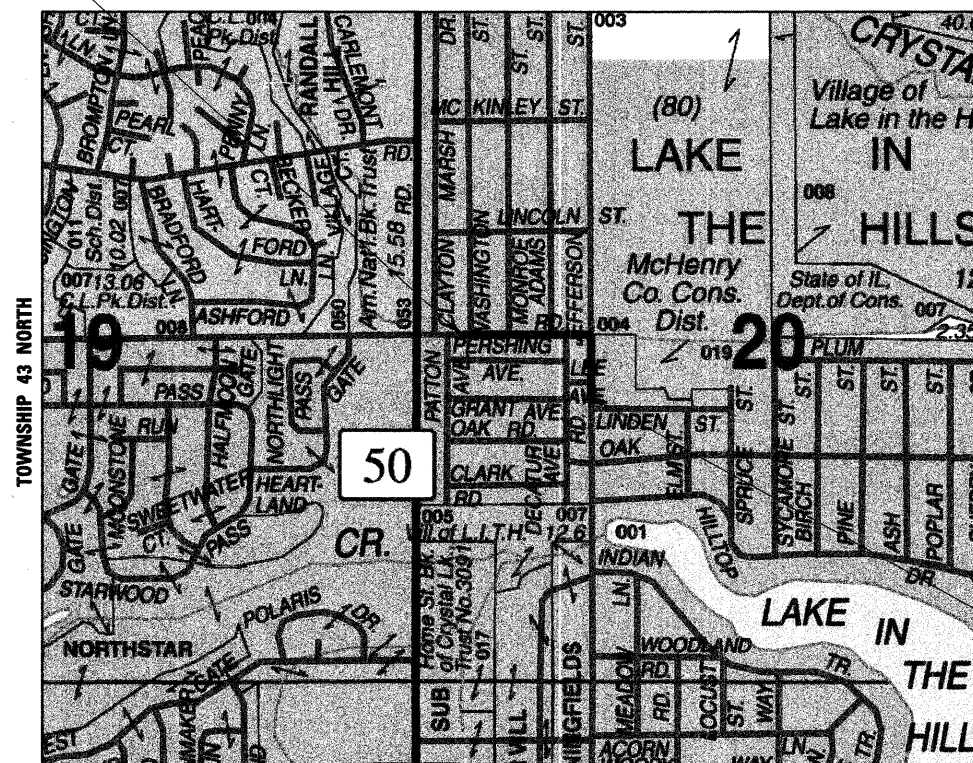
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www.secgroupinc.com

**PROJECT ENGINEER: BENJAMIN D. HARTMAN**  
**PROJECT MANAGER: JEFFREY L. PISHA**

**CONTRACT NO. 63142**

PROJECT BEGINS  
MILLER ROAD  
STA. 32 + 86

PROJECT LOCATION MAP  
RANGE 8 EAST



PROJECT LOCATION MAP  
N.T.S.

PROJECT LENGTH

NET LENGTH OF PROJECT (MILLER ROAD) = 1,104.13 FT (0.2091 MI)  
NET LENGTH OF PROJECT (CRYSTAL LAKE ROAD) = 610.65 FT (0.1157 MI)  
GROSS LENGTH OF PROJECT = 1,714.78 FT (0.3248 MI)

PROJECT ENDS  
CRYSTAL LAKE ROAD  
STA. 60 + 00



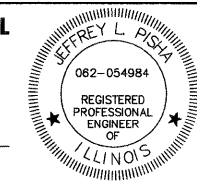
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED Feb. 13 20 09  
*Paul Miller*  
VILLAGE OF LAKE IN THE HILLS

PASSED FEBRUARY 10 20 09  
*Christy Christenholz*  
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED REVIEW FEBRUARY 20, 20 09  
*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL



*Jeffrey L. Pisha* 2-2009  
JEFFREY L. PISHA  
EXPIRES: 11-30-09  
SEAL

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COMPANY NAME: SEC GROUP, INC.  
 PROJECT CONTACT: J. PISHA  
 CLIENT: VILLAGE OF LAKE IN THE HILLS  
 DATE PLOTTED: 2/12/2009 9:49:02 AM  
 PLOT NUMBER: 010291-CV-09P  
 FILE NUMBER: 63142-TRANS-01  
 PLOT TABLE: standard-trans.tbl  
 ASSOCIATE FIELD ENGINEER: KEVIN STALLWORTH, P.E. (847) 705-4169

**GENERAL NOTES**

1. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2009; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS"; THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
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. A FIELD INSPECTION PRIOR TO BIDDING MAY BE NECESSARY. 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) AND THE VILLAGE OF LAKE IN THE HILLS 847-960-7500 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET TO THE SATISFACTION OF THE ENGINEER.
7. 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.
8. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN ALONG RETURNS AND AT POINTS OF CURVATURE, ETC. ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
9. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
10. THE ENGINEER SHALL BE RESPONSIBLE FOR AND PROVIDE REQUIRED STAKING INFORMATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS PRIOR TO REQUIRED STAKING BEING COMPLETED. CONSTRUCTION STAKES WILL BE INSTALLED ONE TIME, ANY ADDITIONAL RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR OR PROVIDED AT A COST TO THE CONTRACTOR.
11. ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE USGS DATUM.
12. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE ITEM REMOVED.
13. DRIVEWAY OFFSETS ARE TO BE CONSTRUCTED TO WITHIN ONE (1) FOOT OF THE R.O.W. OR UNLESS OTHERWISE NOTED.
14. ALL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH IDOT DRIVEWAY DETAILS INCLUDED IN DETAIL SHEETS.
15. THE CURB AND GUTTER SHALL BE DEPRESSED THROUGH DRIVEWAYS AND PAID FOR AS COMBINATION CURB AND GUTTER, TYPE B-6.12.
16. REMOVAL OF EXISTING COMBINATION CURB AND GUTTER, REGARDLESS OF CURB AND GUTTER TYPE, SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL".
17. THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
18. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
19. A SOILS REPORT IS ON FILE AND AVAILABLE FOR REVIEW AT SEC GROUP, INC. MCHENRY OFFICE UPON REQUEST.
20. SEE TYPICAL SECTIONS SHEETS FOR THE HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE FOR THIS PROJECT.
21. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ-YD.

**STORM SEWERS AND UTILITIES**

1. 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 IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. 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.
4. ALL UTILITY COMPANIES AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
5. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
6. UNLESS OTHERWISE NOTED OFFSETS FOR DRAINAGE STRUCTURES LOCATED IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT AND OFFSETS FOR DRAINAGE STRUCTURES NOT LOCATED IN THE CURB AND GUTTER ARE TO THE CENTER OF STRUCTURE.
7. STORM SEWER LENGTHS ARE MEASURED FROM INSIDE EDGE OF STRUCTURE TO THE INSIDE EDGE OF STRUCTURE, THEN ADDING 0.5' TO EACH END OF PIPE. SLOPE OF PIPE IS CALCULATED BY DIVIDING THE DIFFERENCE IN ELEVATION BY THE PIPE LENGTH.
8. THE PAY ITEM FOR STORM SEWER REMOVAL SHALL INCLUDE ANY TRENCH BACKFILL REQUIRED TO FILL AREA OF SEWER REMOVAL WHERE THERE IS NO REPLACEMENT. IF PROPOSED STORM SEWER IS REPLACED IN THE SAME TRENCH, THEN TRENCH BACKFILL SHALL BE PAID FOR SEPARATELY WITH THE QUANTITY SHOWN ON THE PLANS.
9. ALL STORM SEWER SHALL BE REINFORCED CONCRETE PIPE WITH FLEXIBLE GASKETS MEETING THE REQUIREMENTS OF ASTM C361. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE PRICE OF THE STORM SEWER.
10. 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.
11. ANY LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
12. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN, IN AN OPERATING CONDITION, TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY THE EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE PROPOSED SYSTEM.
14. ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE VILLAGE, AS APPLICABLE.
15. ANY ITEMS DAMAGED DURING REMOVAL OPERATIONS SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICK-UP BY THE VILLAGE DELIVERY TO THE VILLAGE MAINTENANCE YARD SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
16. ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THE CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET, VALVE VAULT OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM." ALL LIDS TO BE USED ON SANITARY SYSTEM STRUCTURES SHALL BEAR THE WORD "SANITARY." ANY ADDITIONAL COST FOR THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE FRAMES AND CLOSED LIDS PROVIDED.
17. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT OR RECONSTRUCTION COST.
18. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF LAKE IN THE HILLS PUBLIC WORKS A MINIMUM OF 48 HOURS PRIOR TO ANY DISRUPTION IN WATER SERVICE.

**BACKFILL**

1. STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.
2. PROVIDE TRENCH BACKFILL FOR ALL UTILITY LINES WITHIN 2' OF PAVED AREAS. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PIPE SIZE AND INVERT DEPTH FROM SUBGRADE.

**BACKFILL (CONTINUED)**

3. COST OF ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED, INCLUDING BEDDING MATERIAL, SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE BID.
- SIGNING AND STRIPING**
1. SEE IDOT STANDARD DETAIL 780001 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
  2. PAVEMENT MARKING DIMENSIONS ARE TO THE CENTER OF A SINGLE LINE OR TO THE CENTER OF THE GAP OF A DOUBLE LINE.
  3. ALL EXISTING SIGNS LOCATED ON UTILITY/LIGHT POLES TO REMAIN THAT DO NOT CONFLICT WITH THE IMPROVEMENTS SHALL REMAIN IN PLACE UNLESS DIRECTED BY THE ENGINEER.
  4. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
  5. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH HIS 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 SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
  6. ALL SIGNS SHALL BE INSTALLED OR RELOCATED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. THIS WORK SHALL BE PAID FOR USING THE APPROPRIATE PAY ITEMS.
  7. ALL REMOVED SIGNS SHALL BE RETURNED TO THE VILLAGE AS APPLICABLE.
  8. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 729 OF THE STANDARD SPECIFICATIONS.

**EROSION CONTROL PLANS**

1. SEE EROSION CONTROL PLANS FOR GENERAL NOTES CONCERNING EROSION CONTROL.

**TRAFFIC CONTROL**

1. SEE TRAFFIC CONTROL PLANS FOR GENERAL NOTES CONCERNING TRAFFIC CONTROL AND PROTECTION.

**EARTHWORK**

1. PRIOR TO ANY EMBANKMENT PLACEMENT ALL VEGETATION AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENINGS ON EXISTING SLOPES SHOULD BE BENCHED AND PLACED IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS BEFORE REMOVAL OF ANY UNSTABLE MATERIAL.

**STATE STANDARDS**

STANDARD NO.	LIST OF DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALK
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-01	GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)
602001-01	CATCH BASIN, TYPE A
602301-02	INLET, TYPE A
602306-02	INLET, TYPE B
602401-02	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LID TYPE 1
604036-02	GRATE TYPE B
604051-03	FRAME AND GRATE TYPE 11
604056-03	FRAME AND GRATE TYPE 11V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
606201-02	TYPE B GUTTER (INLET, OUTLET, & ENTRANCE)
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
729001-01	APPLICATIONS FOR TYPE A AND B METAL POSTS
780001-02	PAVEMENT MARKINGS

**VILLAGE OF LAKE IN THE HILLS**

**GENERAL NOTES**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	2
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63142	


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USER NAME = bhartman	DESIGNED - BDH	REVISED -
PLOT SCALE = NTS	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

SPECIALTY ITEM	CODE NO	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
					STP	
					80% FED / 20% VILLAGE I000-2A	
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	147	147	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,305	3,305	
	20400800	FURNISHED EXCAVATION	CU YD	550	550	
	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	105	105	
	20800150	TRENCH BACKFILL	CU YD	594	594	
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,710	4,710	
	21300010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100	
*	25000210	SEEDING, CLASS 2A	ACRE	1.0	1.00	
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90	
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90	
*	25100630	EROSION CONTROL BLANKET	SQ YD	4,710	4,710	
*	25200200	SUPPLEMENTAL WATERING	UNIT	236	236	
*	25300910	SALVAGING AND TRANSPLANTING TREES, SPECIAL	EACH	19	19	
*	28000250	TEMPORARY EROSION CONTROL SEEDING	LB	100	100	
	28000300	TEMPORARY DITCH CHECK	EACH	20	20	
	28000400	PERIMETER EROSION BARRIER	FOOT	550	550	
	28000500	INLET AND PIPE PROTECTION	EACH	5	5	
	28000510	INLET FILTERS	EACH	24	24	
	28100105	STONE RIPRAP, CLASS A3	SQ YD	30	30	
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B, 4"	SQ YD	800	800	
	31101400	SUB-BASE GRANULAR MATERIAL, TYPE B, 6"	SQ YD	5,810	5,810	
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	686	686	
	40600300	AGGREGATE (PRIME COAT)	TON	14	14	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT-JOINT	SQ YD	150	150	
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	38	38	
	40701881	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"	SQ YD	5,100	5,100	
	42001300	PROTECTIVE COAT	SQ YD	1,495	1,495	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	6,210	6,210	
	42400800	DETECTABLE WARNINGS	SQ FT	72	72	
	44000100	PAVEMENT REMOVAL	SQ YD	4,865	4,865	
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"	SQ YD	438	438	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,700	1,700	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	550	550	
	50105220	PIPE CULVERT REMOVAL	FOOT	153	153	
	542C0217	PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	81	81	
	542C0223	PIPE CULVERTS, CLASS C, TYPE 1 18"	FOOT	24	24	
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2	
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	
	54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1	1	
	550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	737	737	
	550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"	FOOT	368	368	
	550A0410	STORM SEWERS, CLASS A, TYPE 2, 24"	FOOT	127	127	

SPECIALTY ITEM	CODE NO	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
					STP	
					80% FED / 20% VILLAGE I000-2A	
	550A0430	STORM SEWERS, CLASS A, TYPE 2, 30"	FOOT	164	164	
	55100500	STORM SEWER REMOVAL 12"	FOOT	210	210	
	55100900	STORM SEWER REMOVAL 18"	FOOT	177	177	
	55101100	STORM SEWER REMOVAL 21"	FOOT	84	84	
*	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2	
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	6	6	
	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 F&G	EACH	15	15	
	60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	6	6	
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	2	2	
	60600605	CONCRETE CURB, TYPE B	FOOT	64	64	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	3,515	3,515	
	67100100	MOBILIZATION	L SUM	1	1	
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	500	500	
	72000100	SIGN PANEL - TYPE 1	SQ FT	104	104	
	72000200	SIGN PANEL - TYPE 2	SQ FT	36	36	
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	23	23	
	72900200	METAL POST - TYPE B	FOOT	294	294	
*	78000200	THERMOPLASTIC PAVEMENT MARKING, 4"	FOOT	2,600	2,600	
*	78000400	THERMOPLASTIC PAVEMENT MARKING, 6"	FOOT	370	370	
*	78000600	THERMOPLASTIC PAVEMENT MARKING, 12"	FOOT	565	565	
*	78000650	THERMOPLASTIC PAVEMENT MARKING, 24"	FOOT	165	165	
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	100	100	
	X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	24	24	
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	8	8	
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	4	4	
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	8	8	
	X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1	
*	XX006570	TREES (SPECIAL)	EACH	49	49	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	13	13	
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	7	7	
△	Z0076600	TRAINEES	HOURS	500	500	
	XX006800	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	1,420	1,420	

△ Y080

MILLER ROAD - PHASE 1  
08/20/09 - sum.dgn



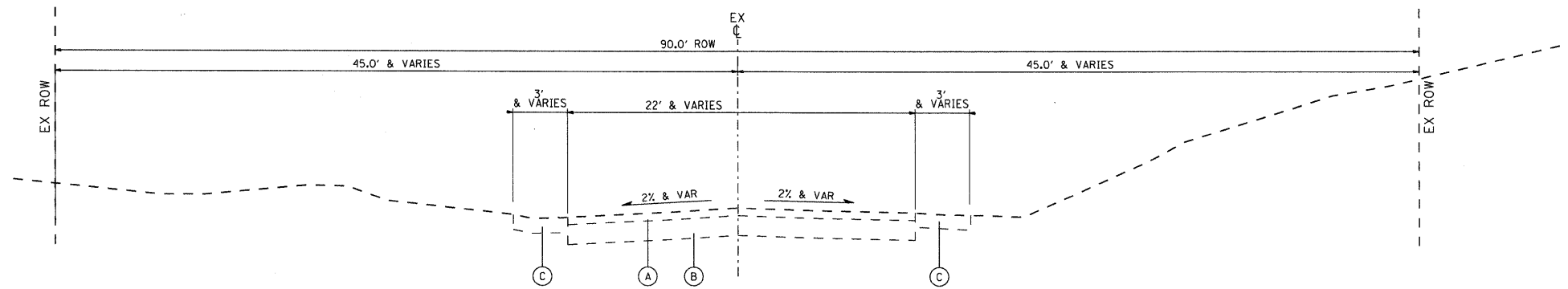
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PLOT SCALE = NTS	DRAWN -	REVISED -
PLOT DATE = 2/16/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

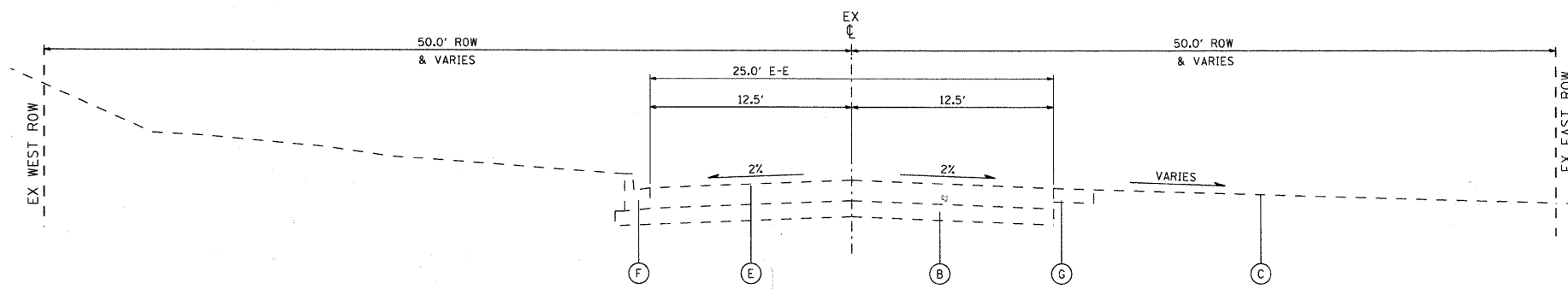
SUMMARY OF QUANTITIES

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

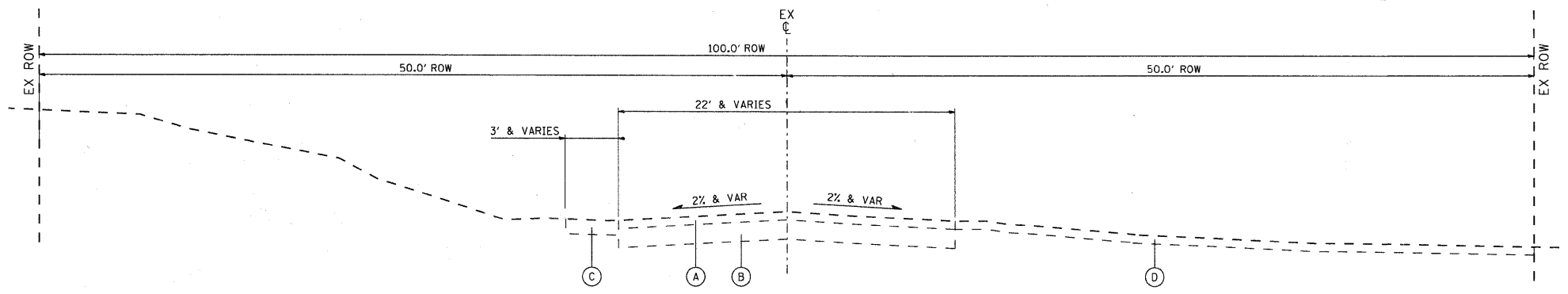
F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 3
CONTRACT NO. 63142				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



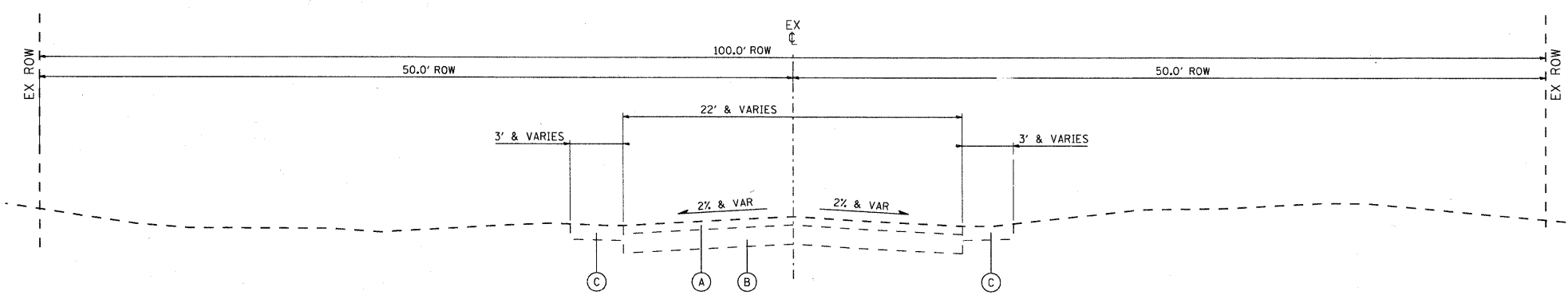
EXISTING TYPICAL SECTION  
MILLER ROAD  
STA 32+86 TO STA 43+90



EXISTING TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 60+00 TO STA 61+40



EXISTING TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 61+40 TO STA 64+65



EXISTING TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 64+65 TO STA 66+10

EXISTING LEGEND

- (A) ASPHALT SURFACE COURSE (±4 INCH)
- (B) GRANULAR BASE COURSE
- (C) AGGREGATE SHOULDER
- (D) ASPHALT PARKING LOT SURFACE
- (E) ASPHALT PAVEMENT 9"
- (F) COMBINATION CONCRETE CURB AND GUTTER
- (G) ASPHALT SHOULDER, 4"

MILLER ROAD - PHASE I  
08/09/07 - 08/09/09

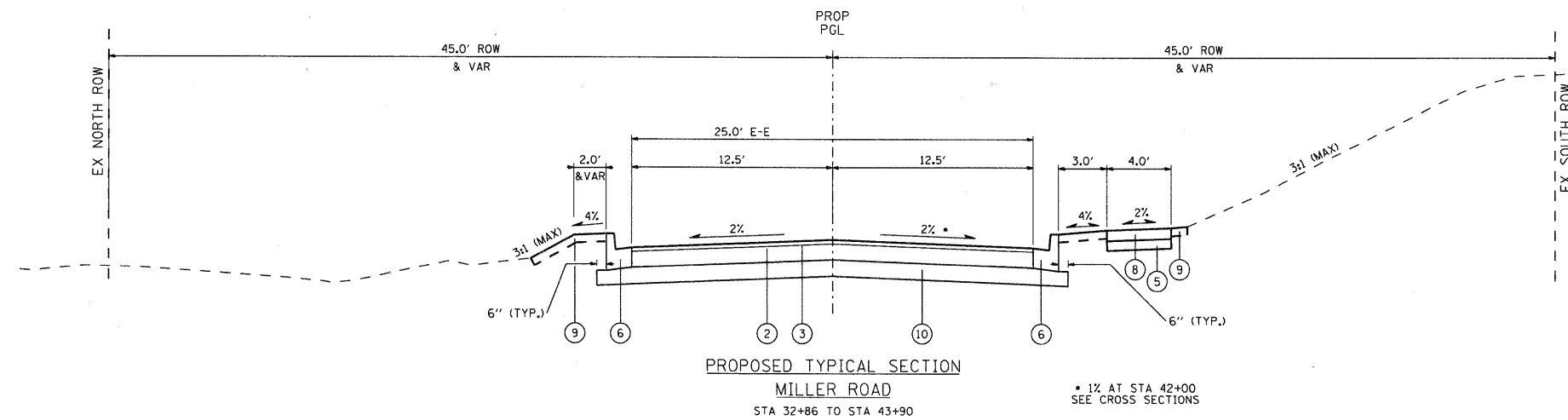


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DRAWN -	CHECKED -	REVISED -
DATE = 2/13/2009	DATE = 2/12/09	REVISED -

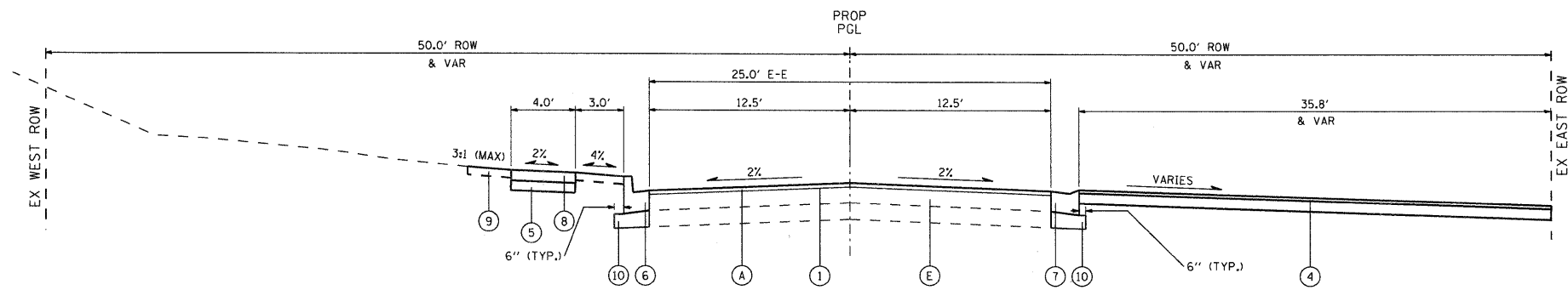
VILLAGE OF LAKE IN THE HILLS

EXISTING TYPICAL SECTIONS	
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

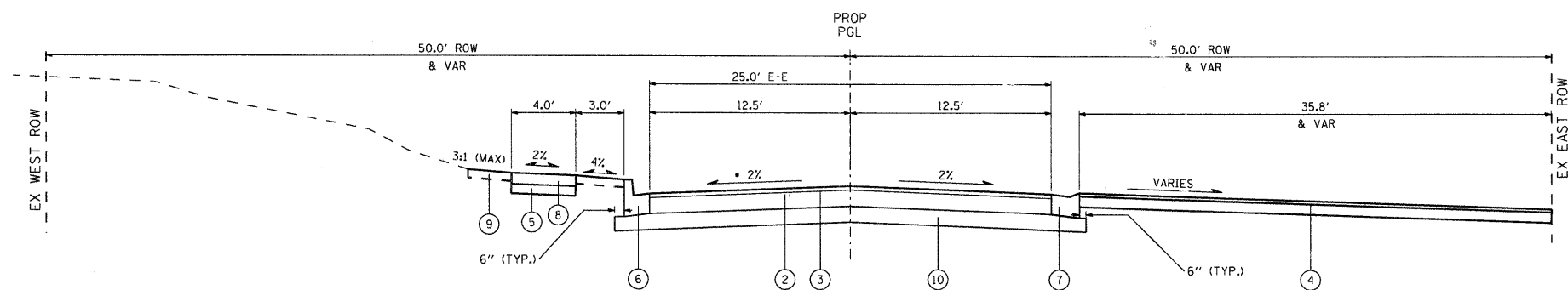
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63142	



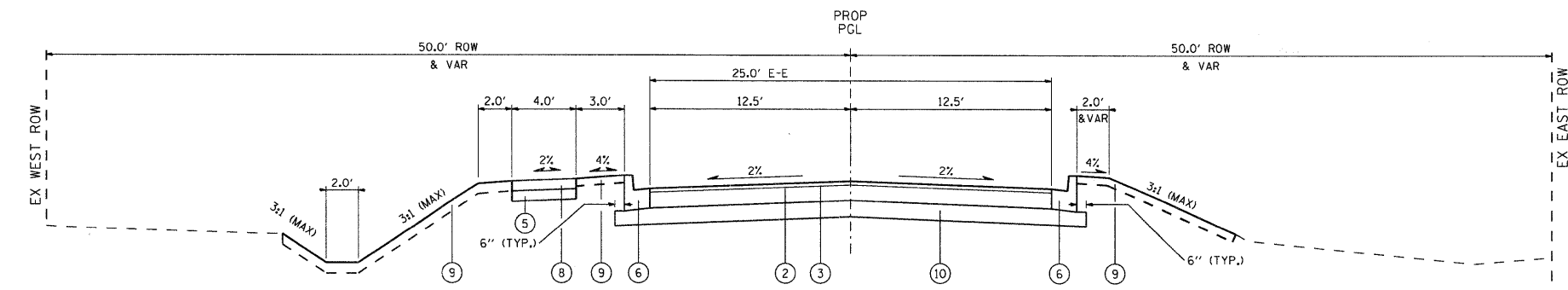
PROPOSED TYPICAL SECTION  
MILLER ROAD  
STA 32+86 TO STA 43+90



PROPOSED TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 60+00 TO STA 61+40



PROPOSED TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 61+40 TO STA 64+65



PROPOSED TYPICAL SECTION  
CRYSTAL LAKE ROAD  
STA 64+65 TO STA 66+10

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
- (B) GRANULAR BASE COURSE
- (C) AGGREGATE SHOULDER
- (D) ASPHALT PARKING LOT SURFACE
- (E) ASPHALT PAVEMENT 9"
- (F) COMBINATION CONCRETE CURB AND GUTTER
- (G) ASPHALT SHOULDER

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1.75")
- (2) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10" (1.75" SURFACE, 8.25" BINDER)
- (3) BITUMINOUS MATERIALS (PRIME COAT) 0.10 GALLON/50 YD
- (4) HOT-MIX ASPHALT DRIVEWAY PAVEMENT
- (5) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (7) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (DEPRESSED)
- (8) PORTLAND CEMENT CONCRETE SIDEWALK, 5" (6" THICK THRU DRIVEWAYS)
- (9) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING, CLASS 2A
- (10) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	ITEM	AC TYPE	VOIDS
ROADWAY RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
ROADWAY RECONSTRUCTION	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10" 1.75" SURFACE COURSE, MIX D, N50 (IL-9.5mm) 8.25" BINDER COURSE, IL-19.0, N50	PG 64-22 PG 64-22 •	4% @ 50 GYR. 4% @ 50 GYR.
HMA DRIVEWAY PAVEMENT	HOT-MIX ASPHALT DRIVEWAY PAVEMENT SURFACE COURSE, MIX C, N50 (IL-9.5mm) HMA BASE COURSE	PG 64-22 PG 64-22 •	4% @ 50 GYR. 4% @ 50 GYR.

\* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

MILLER ROAD - PHASE 1  
08080 - 1/25/09



USER NAME = bhartman  
PLOT SCALE = NTS  
PLOT DATE = 2/13/2009

DESIGNED - BDH  
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DATE - 2/12/09

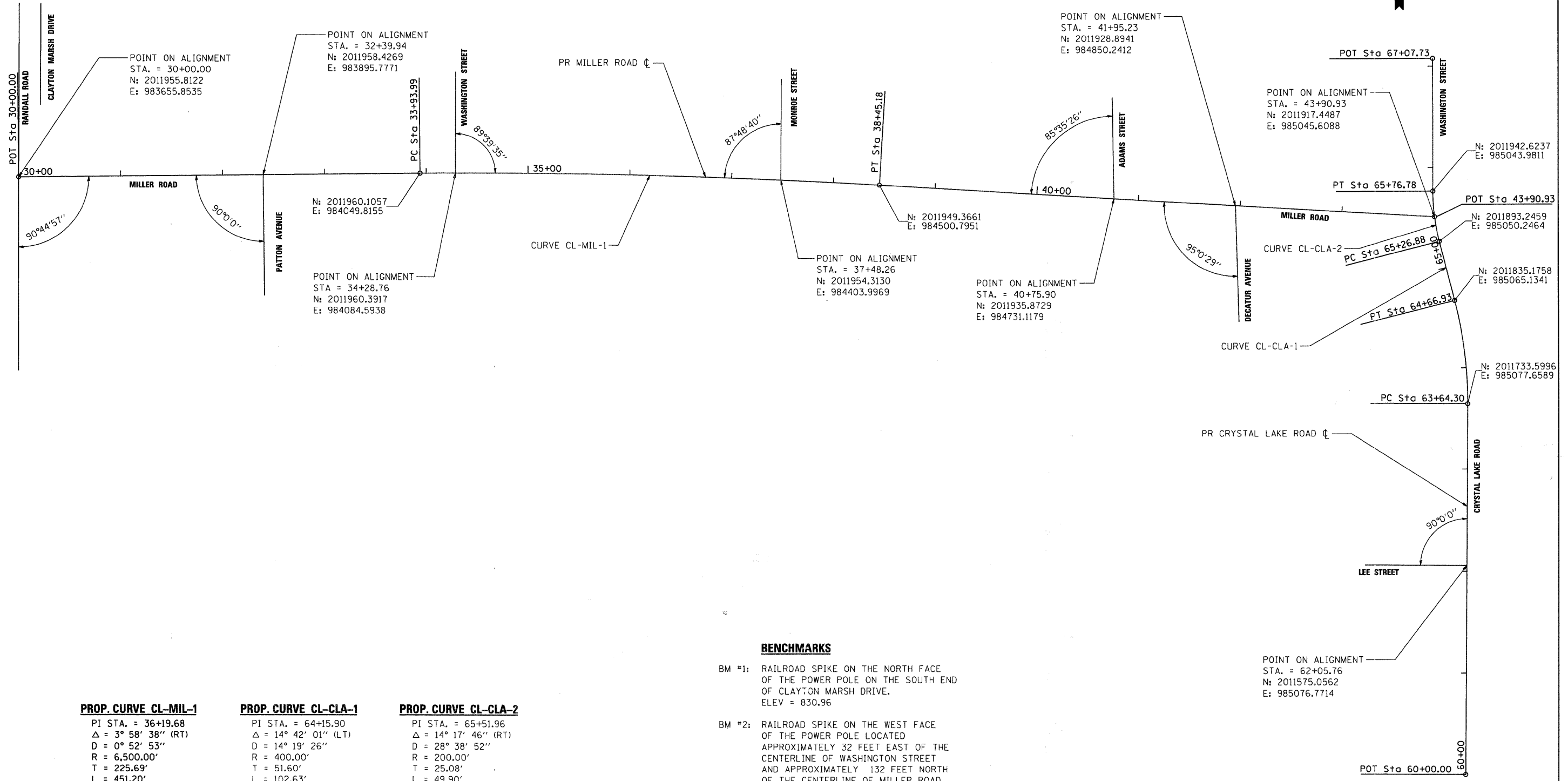
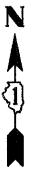
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VILLAGE OF LAKE IN THE HILLS

PROPOSED TYPICAL SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	5
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 63142



**PROP. CURVE CL-MIL-1**

PI STA. = 36+19.68  
 $\Delta = 3^\circ 58' 38''$  (RT)  
 D = 0° 52' 53"  
 R = 6,500.00'  
 T = 225.69'  
 L = 451.20'  
 E = 3.92'  
 e = NC  
 T.R. = -  
 S.E. RUN = NA  
 P.C. STA. = 33+93.99  
 P.T. STA. = 38+45.18

**PROP. CURVE CL-CLA-1**

PI STA. = 64+15.90  
 $\Delta = 14^\circ 42' 01''$  (LT)  
 D = 14° 19' 26"  
 R = 400.00'  
 T = 51.60'  
 L = 102.63'  
 E = 3.31'  
 e = NC  
 T.R. = -  
 S.E. RUN = NA  
 P.C. STA. = 63+64.30  
 P.T. STA. = 64+66.93

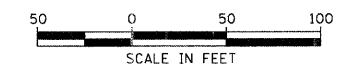
**PROP. CURVE CL-CLA-2**

PI STA. = 65+51.96  
 $\Delta = 14^\circ 17' 46''$  (RT)  
 D = 28° 38' 52"  
 R = 200.00'  
 T = 25.08'  
 L = 49.90'  
 E = 1.57'  
 e = NC  
 T.R. = -  
 S.E. RUN = NA  
 P.C. STA. = 65+26.88  
 P.T. STA. = 65+76.78

**BENCHMARKS**

- BM #1: RAILROAD SPIKE ON THE NORTH FACE OF THE POWER POLE ON THE SOUTH END OF CLAYTON MARSH DRIVE. ELEV = 830.96
- BM #2: RAILROAD SPIKE ON THE WEST FACE OF THE POWER POLE LOCATED APPROXIMATELY 32 FEET EAST OF THE CENTERLINE OF WASHINGTON STREET AND APPROXIMATELY 132 FEET NORTH OF THE CENTERLINE OF MILLER ROAD. ELEV = 845.15
- BM #3: RAILROAD SPIKE ON THE WEST FACE OF THE POWER POLE LOCATED ON THE NORTHEAST CORNER OF MILLER ROAD AND JEFFERSON STREET. ELEV = 831.68

POINT ON ALIGNMENT  
 STA. = 62+05.76  
 N: 2011575.0562  
 E: 985076.7714



MILLER ROAD - PHASE 1 CROSSING - 01.dwg



USER NAME = bhartman	DESIGNED - BDH	REVISED -
PLOT SCALE = NTS	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

**ALIGNMENT, TIES & BENCHMARK**

SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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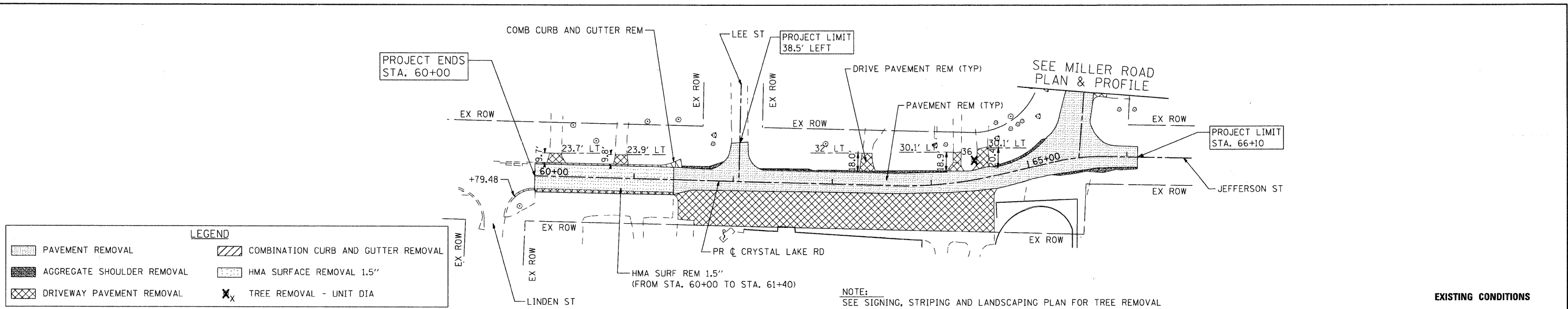
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FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		



DATE	
BY	
PLAN	
NO.	
NO.	
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DATE	
BY	
PROFILE	
NO.	
NO.	
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NO.	

SEC GROUP, INC.  
 PROJECT CONTACT: J. PISHA  
 CLIENT: VILLAGE OF LAKE IN THE HILLS  
 DATE PLOTTED: 2/13/2009 10:17 AM  
 FILE NAME: 070907-rnp-02.dgn  
 PLOT DRIVER: acadplot  
 STANDARD: trans.tbl

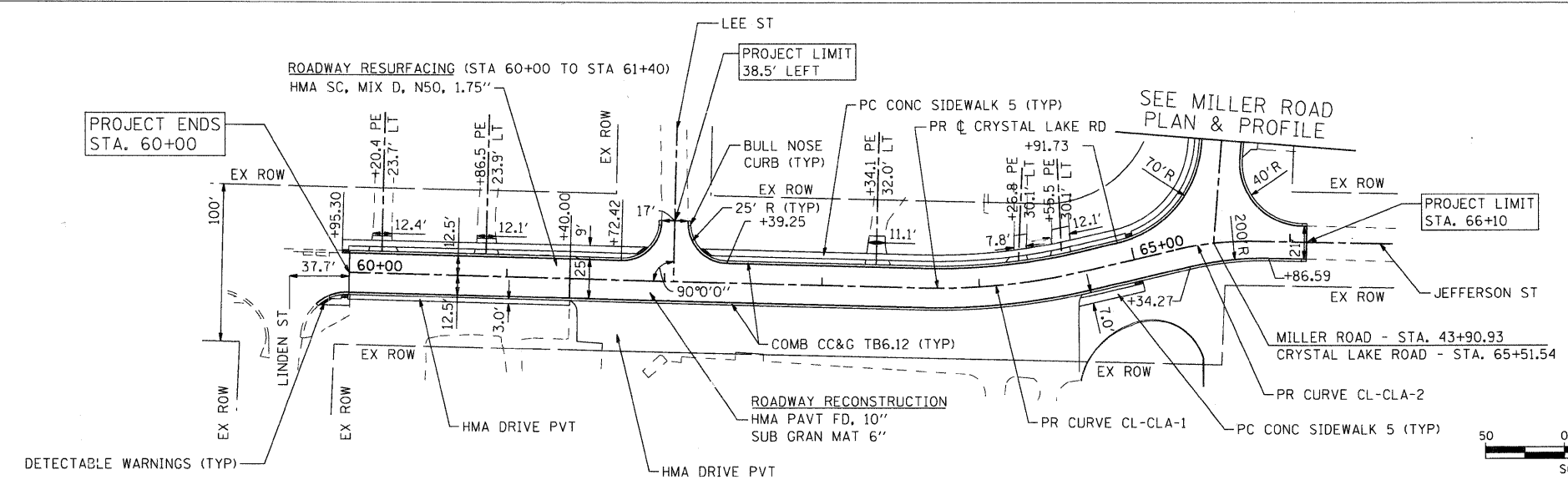


**LEGEND**

PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL
AGGREGATE SHOULDER REMOVAL	HMA SURFACE REMOVAL 1.5"
DRIVEWAY PAVEMENT REMOVAL	TREE REMOVAL - UNIT DIA

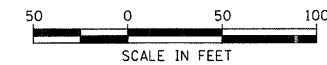
NOTE:  
SEE SIGNING, STRIPING AND LANDSCAPING PLAN FOR TREE REMOVAL

**EXISTING CONDITIONS**

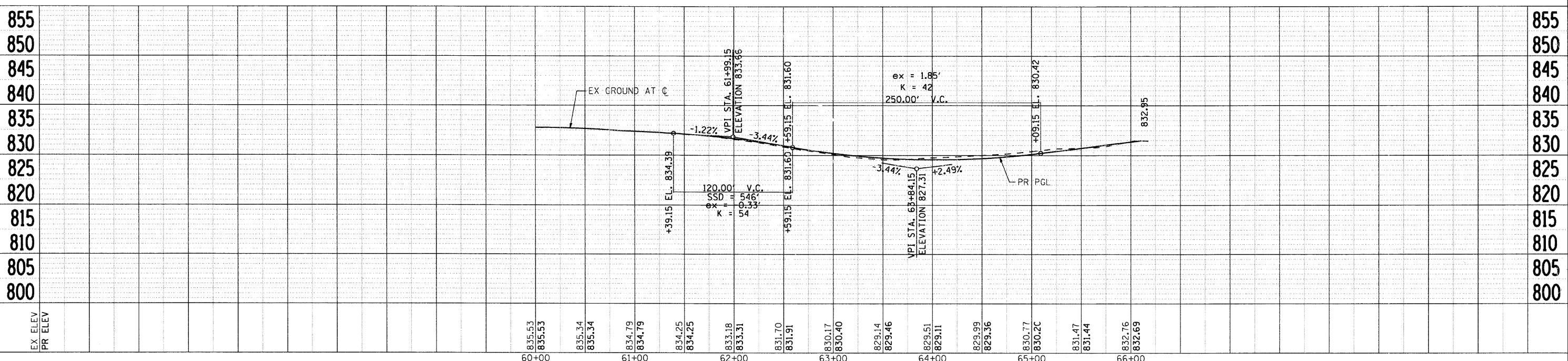


PR CURVE CL-CLA-1  
 PI STA. = 64+15.90  
 $\Delta = 14^\circ 42' 01''$  (LT)  
 $D = 14^\circ 19' 26''$   
 $R = 400.00'$   
 $T = 51.60'$   
 $L = 102.63'$   
 $E = 3.31'$   
 P.C. STA. = 63+64.30  
 P.T. STA. = 64+66.93

PR CURVE CL-CLA-2  
 PI STA. = 65+51.96  
 $\Delta = 14^\circ 17' 46''$  (RT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 25.08'$   
 $L = 49.90'$   
 $E = 1.57'$   
 P.C. STA. = 65+26.88  
 P.T. STA. = 65+76.78

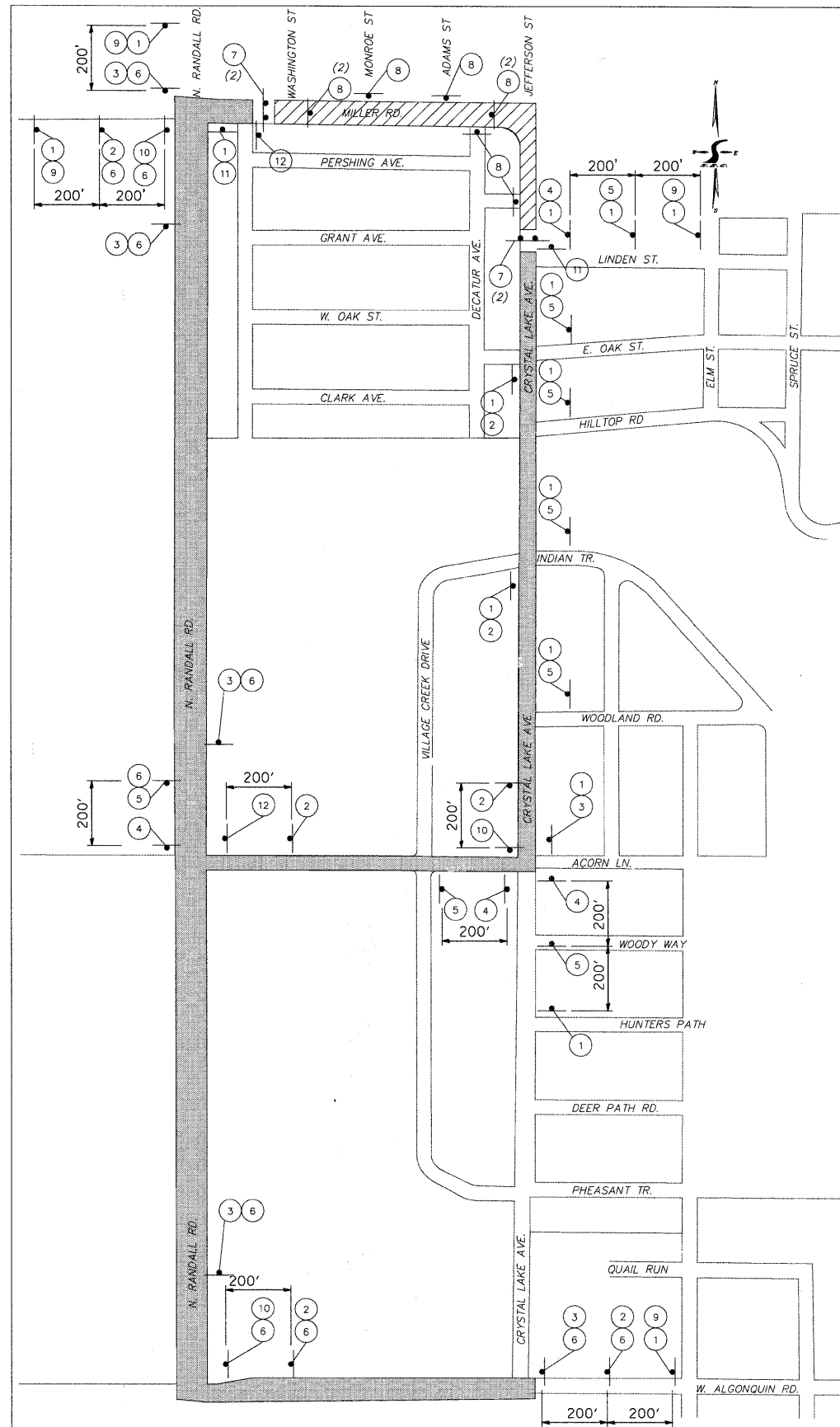


**PROPOSED IMPROVEMENTS**



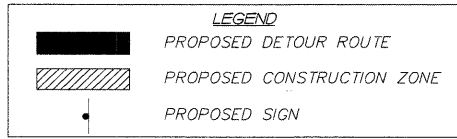
<b>SEC Group, Inc.</b> Engineering, Planning, Landscape Architecture McHenry • Yorkville • New Lenox • Chicago www.secgroupinc.com		USER NAME = bhartman FILE NAME = 070907-rnp-02.dgn PLOT SCALE = 50 PLOT DATE = 2/13/2009	DESIGNED - BDH DRAWN - CHECKED - DATE - 2/12/09	REVISED REVISED REVISED REVISED	<b>VILLAGE OF LAKE IN THE HILLS</b> <b>EXISTING AND PROPOSED PLAN AND PROFILE</b> <b>CRYSTAL LAKE ROAD</b>			F.A. RTE. 4039 SECTION 08-0029-00-FP COUNTY MCHENRY TOTAL SHEETS 29 SHEET NO. 8 CONTRACT NO. 63142	SCALE: 50 SHEET NO. 2 OF 2 SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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**SIGN LEGEND**  
SIGN LOCATION AS NOTED ON PLAN

- |      |   |
|------|---|
| SIGN | SIGN TYPE   |
| ①    | MILLER ROAD CLOSED BETWEEN WASHINGTON ST AND CRYSTAL LAKE RD. USE RANDALL ROAD<br>SPECIAL |
| ②    | M4-9R-3030  |
| ③    | M4-9-3030   |
| ④    | M4-9L-3030  |
| ⑤    | M4-9L-3030  |
| ⑥    | MILLER ROAD<br>SPECIAL  |
| ⑦    | R11-4-603J<br>(TYPE III BARRICADE)  |
| ⑧    | R11-2-4830<br>(TYPE III BARRICADE)  |
| ⑨    | W20-2-4848  |
| ⑩    | M4-9R-3024  |
| ⑪    | M4-8A-2418  |

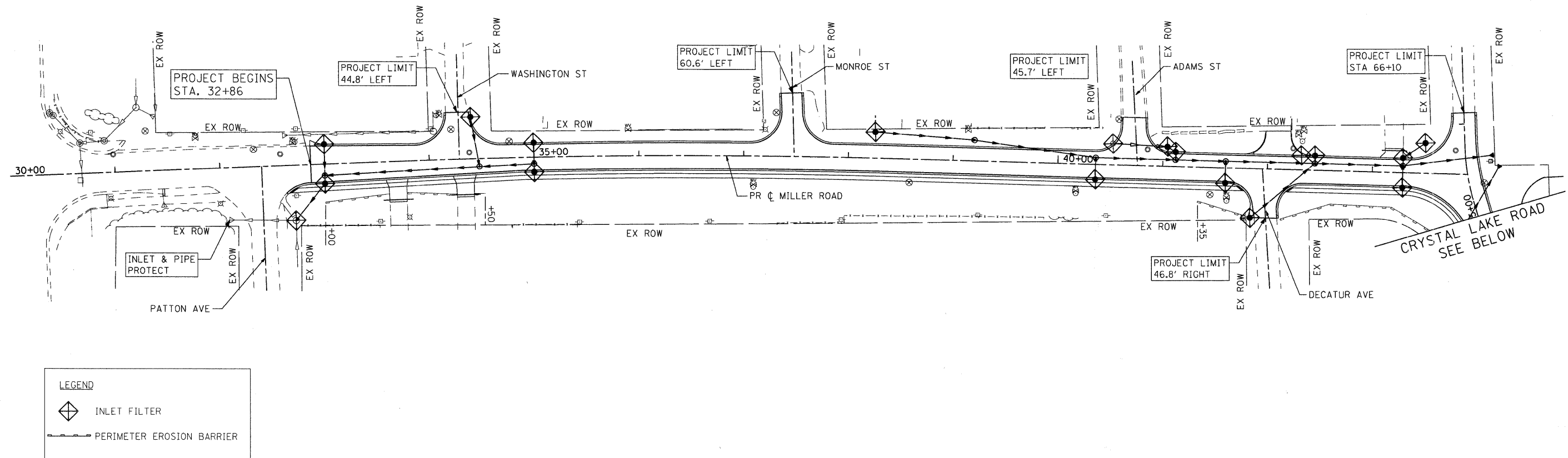


**DETOUR GENERAL NOTES**

- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING HAS BEEN ERECTED IN ACCORDANCE WITH THE DETOUR PLAN.
- THE ENGINEER, THE LAKE IN THE HILLS POLICE DEPARTMENT, AND THE MCHENRY COUNTY DIVISION OF TRANSPORTATION SHALL BE NOTIFIED IN WRITING AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND AND BRIDGE CONSTRUCTIONS" ADOPTED JANUARY 1, 2007. THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL.
- ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, (INCLUDING A 24-HR EMERGENCY NUMBER) AND HIS REPRESENTATIVES SHALL BE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK AT THE PRECONSTRUCTION CONFERENCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WITH THE DETOUR IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6"
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- THE "ROAD CLOSED" (R11-2 AND (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOPS OF THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE TWO AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
- THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE STANDARDS SPECIFICATIONS SHALL APPLY.
- DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- ALL WORK REQUIRED FOR DETOUR SIGNING SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR."
- NO DETOUR SIGNING SHALL BE PLACED ON STREET LIGHTING OR TRAFFIC SIGNAL STRUCTURES, OR OTHER COUNTY HIGHWAY SIGNS.

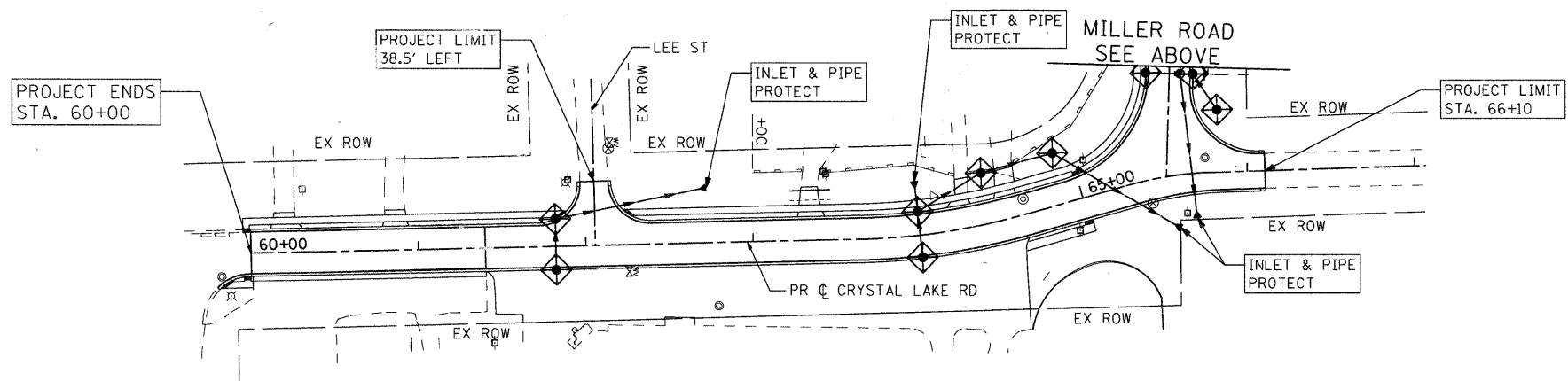
**SUGGESTED MAINTAINENCE OF TRAFFIC GENERAL NOTES**

- MILLER ROAD SHALL BE CLOSED TO ALL TRAFFIC BETWEEN STATION 34+50 AND STATION 43+00. ONCE MILLER ROAD IS CONSTRUCTED UP TO AND INCLUDING THE HOT-MIX ASPHALT BINDER COURSE, THIS SECTION OF MILLER ROAD SHALL BE OPENED TO LOCAL TRAFFIC ONLY.
- MILLER ROAD BETWEEN STATION 32+86 AND STATION 34+50, BETWEEN STATION 43+00 AND CRYSTAL LAKE ROAD, AND CRYSTAL LAKE ROAD BETWEEN MILLER ROAD AND LINDEN STREET SHALL BE CLOSED TO THROUGH TRAFFIC. TRAFFIC DURING THE DAY SHALL BE MAINTAINED PER STANDARD 701301. BEFORE THE END OF EACH DAY, AGGREGATE SHALL BE PLACED ON ALL EXCAVATED AREAS IN ORDER TO MAINTAIN ACCESS TO JEFFERSON STREET, WASHINGTON STREET, AND EXISTING DRIVEWAYS. THE PAY ITEMS "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)", "TEMPORARY ACCESS (PRIVATE ENTRANCE)", AND "TEMPORARY ACCESS (ROAD)" SHALL BE USED FOR THIS PAYMENT.
- ONCE MILLER ROAD AND CRYSTAL LAKE ROAD ARE CONSTRUCTED UP TO AND INCLUDING HOT-MIX ASPHALT BINDER COURSE, MILLER ROAD AND CRYSTAL LAKE ROAD SHALL BE OPENED TO ALL TRAFFIC.
- TRAFFIC SHALL BE MAINTAINED AS PER STANDARDS 701301 AND 701501 WHEN PLACING SURFACE COURSE TO FINISHED GRADE.
- ALL TEMPORARY CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- TEMPORARY SIGNING, AS SHOWN, SHALL CONFORM TO THE APPLICABLE STANDARDS INCLUDED IN THE SPECIAL PROVISIONS AND CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH TRAFFIC CONTROL SHALL BE INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR"
- EXISTING TRAFFIC CONTROL DEVICES WITHIN THE LIMITS OF THE CONSTRUCTION ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGED CONTROL DEVICES CAUSED BY HIS/HER WORK SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
- REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.



**SEDIMENTATION AND EROSION CONTROL**

1. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION.
2. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY AND PERMANENT MEASURES.
3. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
4. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF THE ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE IN ACCORDANCE WITH SECTIONS 250 AND 280 OF THE STANDARD SPECIFICATIONS.
5. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
6. EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND IMMEDIATELY FOLLOWING ANY STORM HAVING A RAINFALL EQUAL TO ONE-HALF INCH OR GREATER. ANY REQUIRED REPAIRS TO THE EROSION CONTROL SYSTEMS SHALL BE MADE IMMEDIATELY. ANY SILTATION OF CULVERTS, STRUCTURES, OR DITCHES SHALL BE CLEANED AND MAINTAINED BY THE CONTRACTOR UNTIL SEEDING HAS TAKEN HOLD. ALL WASHOUTS, GULLIES, ETC. WILL BE REGRADED AND RESEEDED BY THE CONTRACTOR. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
7. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED AS DIRECTED BY THE ENGINEER.
8. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT OR AS DIRECTED BY THE ENGINEER AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
9. IF DE-WATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
10. THE EROSION CONTROL MEASURES INDICATED IN THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
11. THE CONTRACTOR IS ADVISED THAT MUD AND DEBRIS MUST NOT BE DEPOSITED ON THE ADJACENT ROADWAYS. ANY DIRT AND DEBRIS ACCUMULATED ON THE PAVEMENT SHALL BE CLEANED BY THE CONTRACTOR WITHIN FOUR (4) HOURS OF THE INCIDENT. THIS WORK SHALL BE INCLUDED IN THE COST OF SILT FENCE.



MILLER ROAD - PHASE 1  
07/20/09 - 10/10/09



USER NAME = bhartman	DESIGNED - BDH	REVISED -
PLOT SCALE = 50	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

**EROSION CONTROL PLAN  
MILLER ROAD**

SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 10
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		CONTRACT NO. 63142		

SCHEDULE OF STORM SEWER PIPES

PIPE NO.	FROM STRUCT.	INVERT	TO STRUCT.	INVERT	STORM SEWER, CLASS A, TYPE 2				SLOPE (%)	TBF (CY)
					12"	18"	24"	30"		
1	2	828.74	1	827.93		42			1.93	6
2	3	830.91	2	830.84	4				1.75	1
3	4	833.21	3	832.91	27				1.11	4
4	5	836.78	3	832.81	145				2.74	49
5	6	840.00	5	839.55	45				1.00	9
6	8	841.59	5	840.53	49				2.16	15
7	9	843.90	8	843.80	5				2.00	1
8	7	844.00	8	843.80	17				1.18	3
9	10	851.37	11	847.49	92				4.22	58
10	11	842.48	12	838.38	114				3.60	79
11	13	838.69	12	838.48	18				1.17	3
12	12	833.92	16	833.08		73			1.15	55
13	14	838.58	15	835.86	EX				5.22	6
14	15	834.55	17	834.50	5				1.00	1
15	17	834.00	16	833.94	3				2.00	1
16	16	831.52	18	830.78			45		1.64	15
17	19	831.09	18	830.88	18				1.17	3
18	18	828.44	21	827.79			82		0.79	89
19	20	831.04	21	827.89	78				4.04	30
20	22	827.99	21	827.89	5				2.00	6
21	21	826.39	23	826.23				81	0.20	86
22	24	826.54	23	826.33	18				1.17	5
23	25	826.43	23	826.33	5				2.00	1
24	26	826.79	25	826.53	23				1.13	5
25	23	826.23	27	826.00				83	0.28	16
26	29	824.96	28	824.70		85			0.31	9
27	30	825.20	29	825.06		41			0.34	4
28	31	825.44	30	825.30		42			0.33	5
29	32	826.22	31	826.00	15				1.47	2
30	33	825.63	31	825.50	24				0.54	3
31	35	829.00	34	828.20		85			0.94	20
32	36	829.77	35	829.50	27				1.00	4
					737	368	127	164		594

SCHEDULE OF STORM SEWER STRUCTURES

STR #	STATION	OFFSET (FT)	STRUCTURE TYPE		FLARED END SECT			DIA. (FT)	FRAME & GRATE	INVERTS				RIM ELEVATION				
			MHTY A	CBTY A	12"	18"	30"			N	NW	W	SW	S	SE	E	NE	
1	32+70.95	52.89		EX					T1 F OL			827.93					827.93	830.81
2	33+00.00	16.8		1				4	T11 F&G	830.84			828.74					835.59
3	33+00.00	10.82	1					4	T1 F CL	832.91				830.91		832.81		835.71
4	33+00.00	-17.7		1				4	T11 F&G					833.21				835.57
5	34+47.75	7.71	1					4	T1 F CL	839.55		836.78				840.53		844.30
6	34+39.00	-41.8		1				4	T11 F&G						840.00			842.37
7	35+00.00	-12.5		1				4	T11 F&G						844.00			847.45
8	35+00.00	6.4	1					4	T1 F CL	843.80		841.59			843.80			847.58
9	35+00.00	12.5		1				4	T11 F&G	843.90								847.45
10	38+25.15	-24.51		1				4	T8 G	856.58						851.37		859.37
11	39+20.00	-20	1					4	T1 F OL			847.49				842.48		850.99
12	40+35.96	-6.5	1					4	T1 F CL			838.38		838.48		833.92		842.50
13	40+35.96	12.5		1				4	T11 F&G	838.69								842.39
14	40+52.04	-20.65		EX				EX	T11 F&G							838.58		840.75
15	41+04.11	-18.95		1				4	T8 G			835.86			834.55			838.20
16	41+12.16	-6.5	1					4	T1 F CL	833.94		833.08				831.52		837.38
17	41+12.16	-12.5		1				4	T11 F&G		834.50			834.00				837.26
18	41+60.00	-6.5	1					4	T1 F CL			830.78		830.88		828.44		834.95
19	41+60.00	12.5		1				4	T11 F&G	831.09								834.76
20	41+84.40	47.03		1				4	T8 G					831.04		831.04		833.04
21	42+45.00	-6.5	1					5	T1 F CL	827.89		827.79	827.89			826.39		837.30
22	42+45.00	-12.5		1				4	T11 F&G					827.99				832.05
23	43+29.00	-6.5	1					5	T1 F CL	826.33		826.23		826.33		826.23		831.18
24	43+29.00	12.5		1				4	T11 F&G	826.54								830.85
25	43+29.00	-12.5		1				4	T11 F&G					826.43		826.53		830.85
26	43+50.00	-29		1				4	T8 G				826.79					830.78
27	65+68.30	25							FES			826.00						FES
28	65+57.80	30					1		FES				824.70					FES
29	64+89.86	-31		1				4	T8 G					825.06		824.96		827.60
30	64+43.73	-30.84		1				4	T8 G	825.20					825.30			828.68
31	64+00.00	-12.5		1				4	T11 F&G		825.44	826.00				825.50		828.86
32	64+00.00	-32.29					1		FES							826.22		FES
33	64+00.00	12.5		1				4	T11 F&G			825.63						828.86
34	62+72.30	-33.06					1		FES	828.20								FES
35	61+82.00	-12.5		1				4	T11 F&G	829.00						829.50		833.56
36	61+82.00	12.5		1				4	T11 F&G			829.77						833.60
					9	21	1	2	1									

SCHEDULE OF PIPE CULVERTS

PIPE NO.	UPSTREAM STA	OFFSET (FT)	INVERT	DOWNSTREAM STA	OFFSET (FT)	INVERT	CLASS C, TYPE 1 DIAM. (IN)	PIPE LENGTH	SLOPE (%)	TBF (CY)
C1	33+55.04	36.5	836.62	33+83.51	36.5	836.87	12	28.47	-0.88	10
C2	34+19.59	34	841.40	34+48.04	34	841.65	12	28.45	-0.88	10
C3	43+08.65	-21.1	829.90	43+32.57	-21.1	829.70	12	23.92	0.84	10
C4	63+22.67	-30	827.10	63+46.67	-30.1	826.86	18	24.00	1.00	10

40

MILLER ROAD - PHASE 1  
07/2007 - app-sch-09n



USER NAME = bhartman  
PLOT SCALE = 50  
PLOT DATE = 2/13/2009

DESIGNED - BDH  
DRAWN -  
CHECKED -  
DATE - 2/12/09

REVISED -  
REVISED -  
REVISED -  
REVISED -

VILLAGE OF LAKE IN THE HILLS

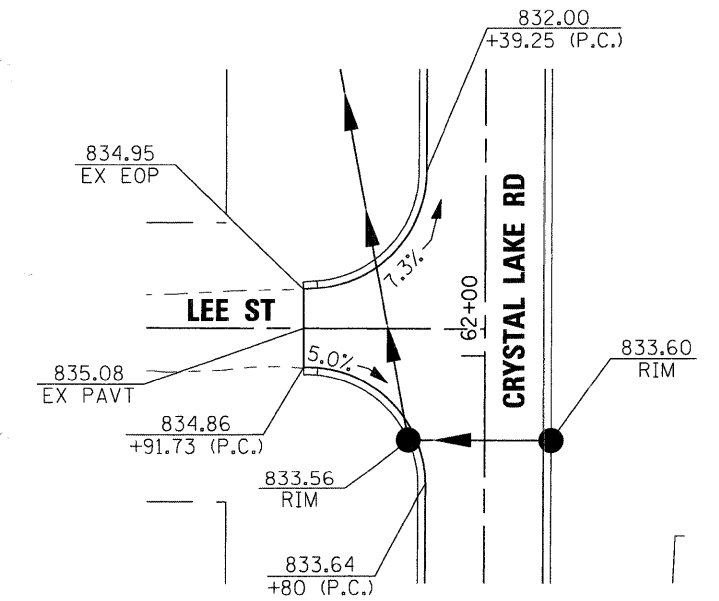
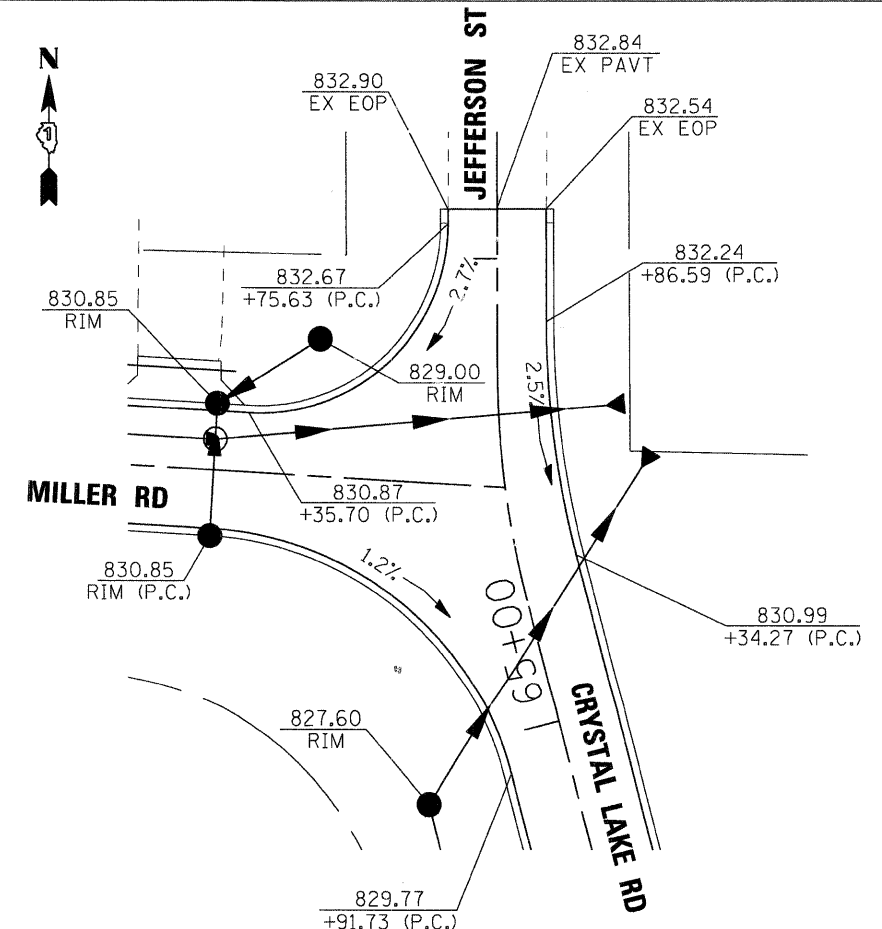
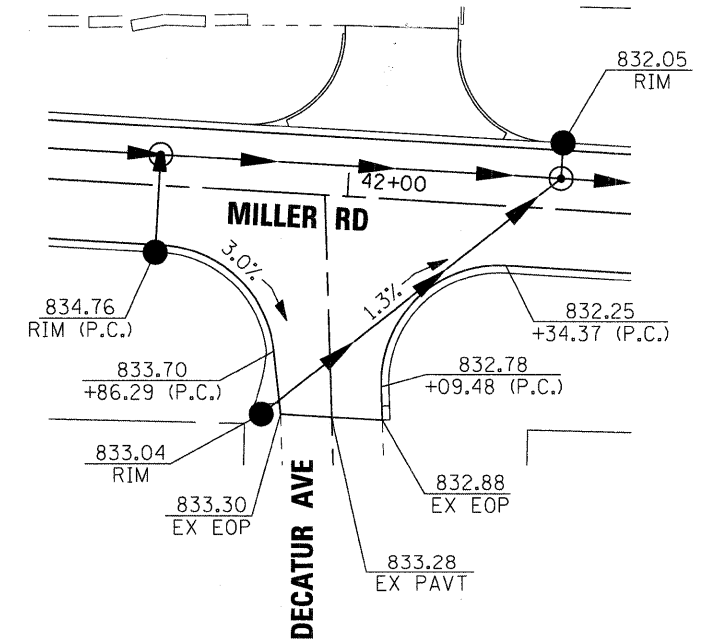
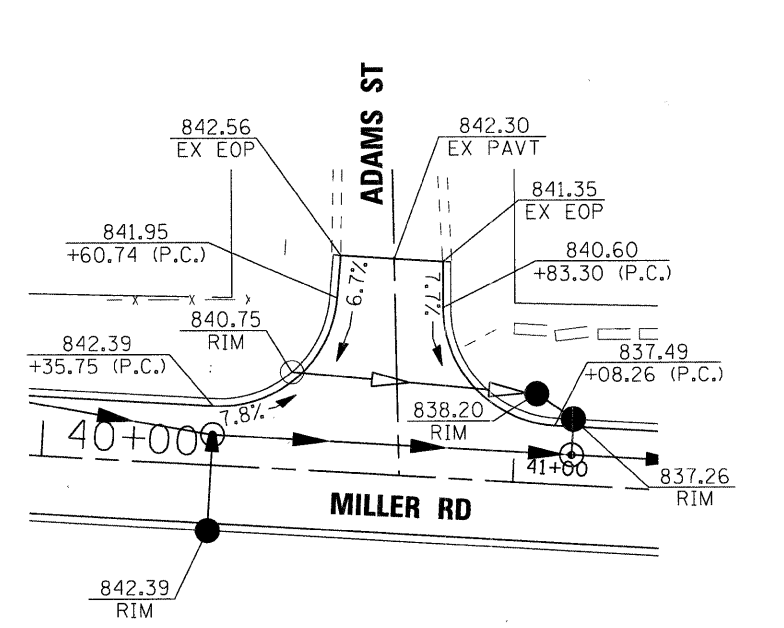
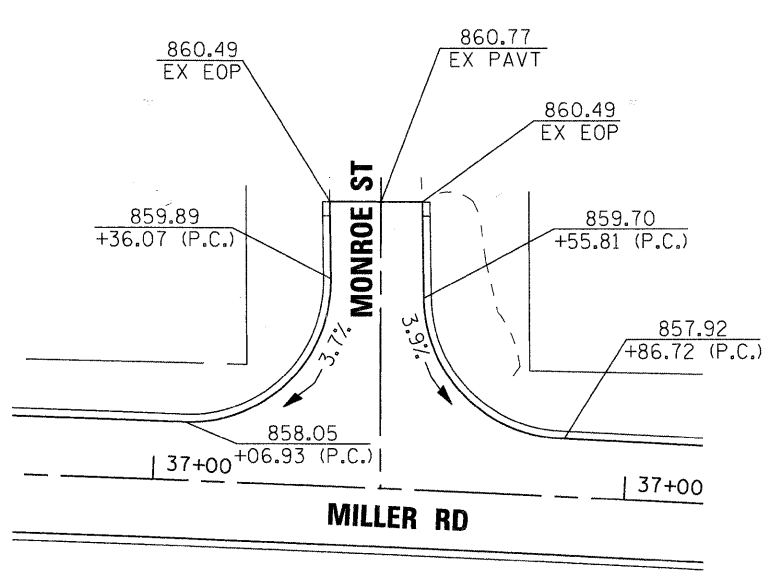
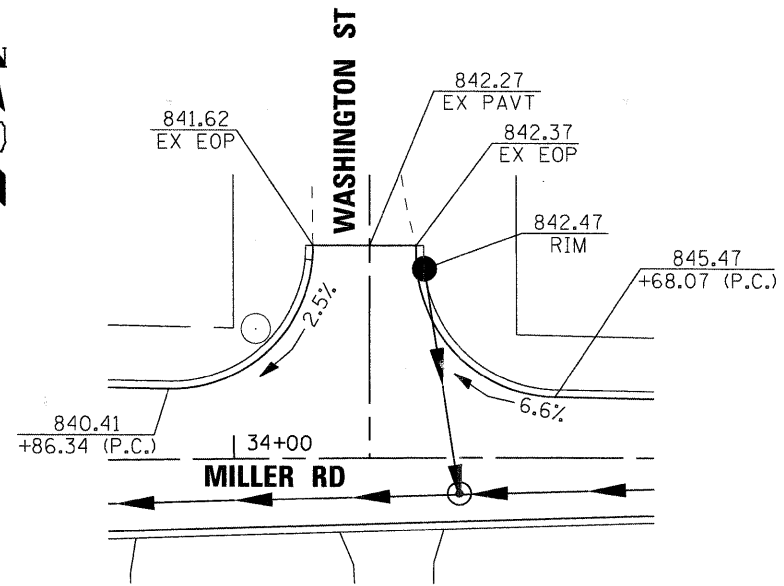
DRAINAGE AND UTILITIES  
SCHEDULE OF QUANTITIES

SCALE: 50 SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	11
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63142	







MILLER ROAD - PHASE 1  
012507-map-01.dwg



USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = 20	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE = 2/12/09	REVISED -

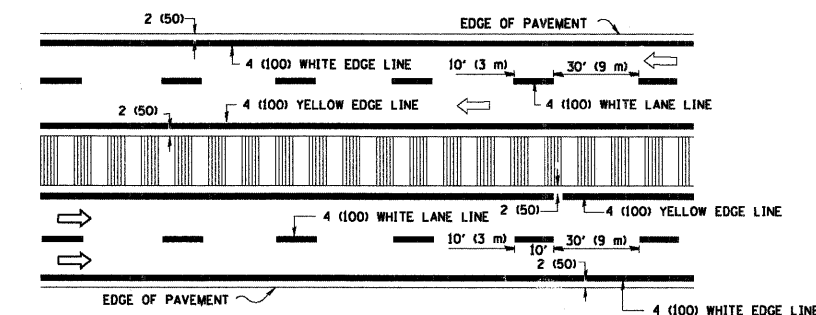
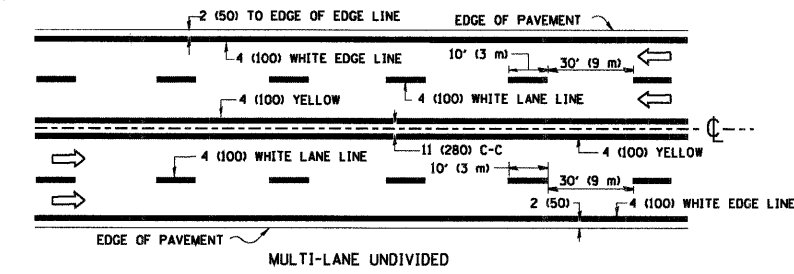
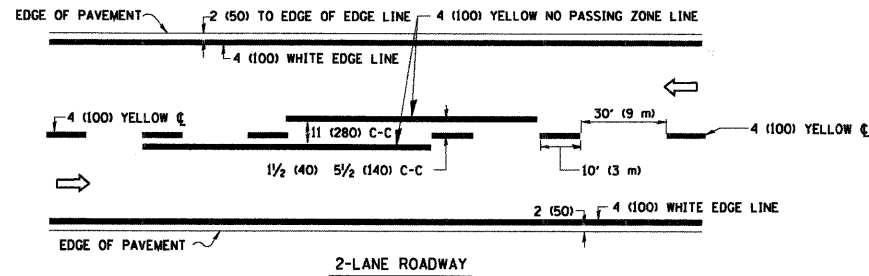
**VILLAGE OF LAKE IN THE HILLS**

**INTERSECTION GRADING PLAN  
MILLER ROAD /CRYSTAL LAKE ROAD**

SCALE: 20 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

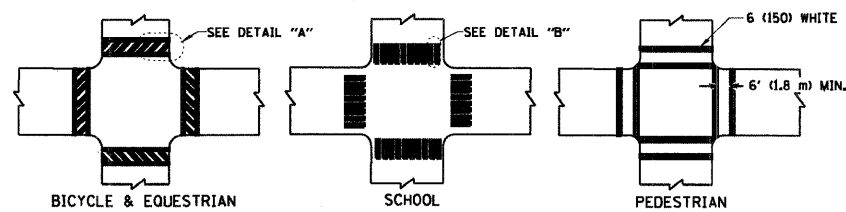
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	14
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63142	



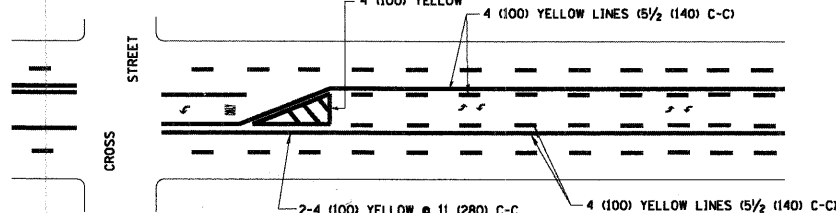
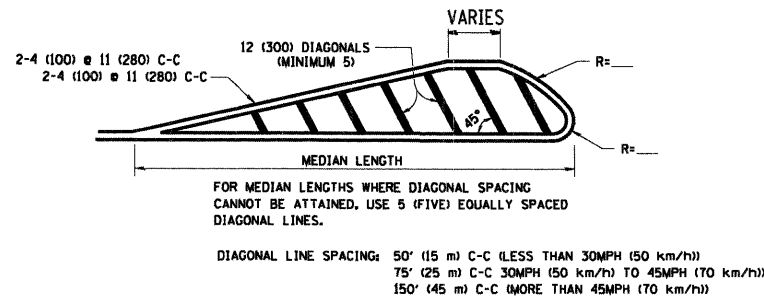
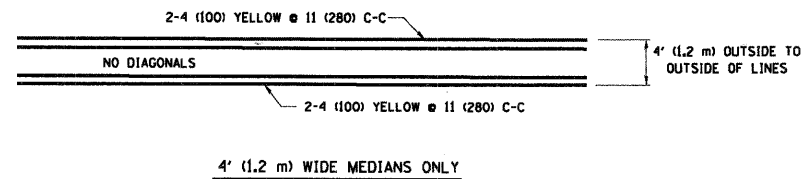


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

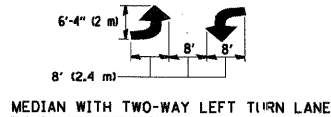
**TYPICAL LANE AND EDGE LINE MARKING**



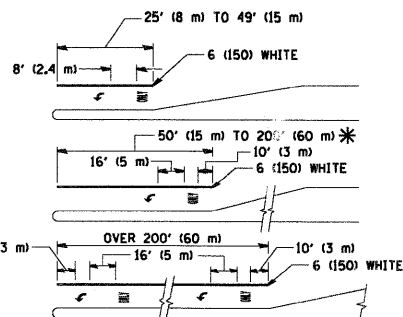
**TYPICAL CROSSWALK MARKING**



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.



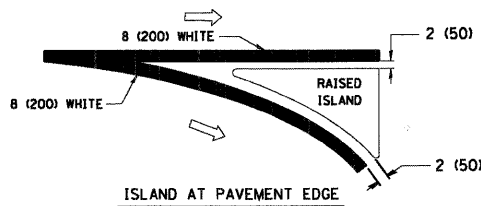
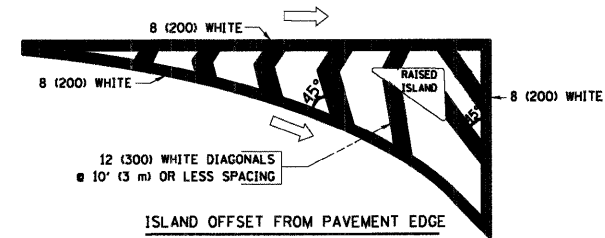
**TYPICAL TURN LANE MARKING**



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**



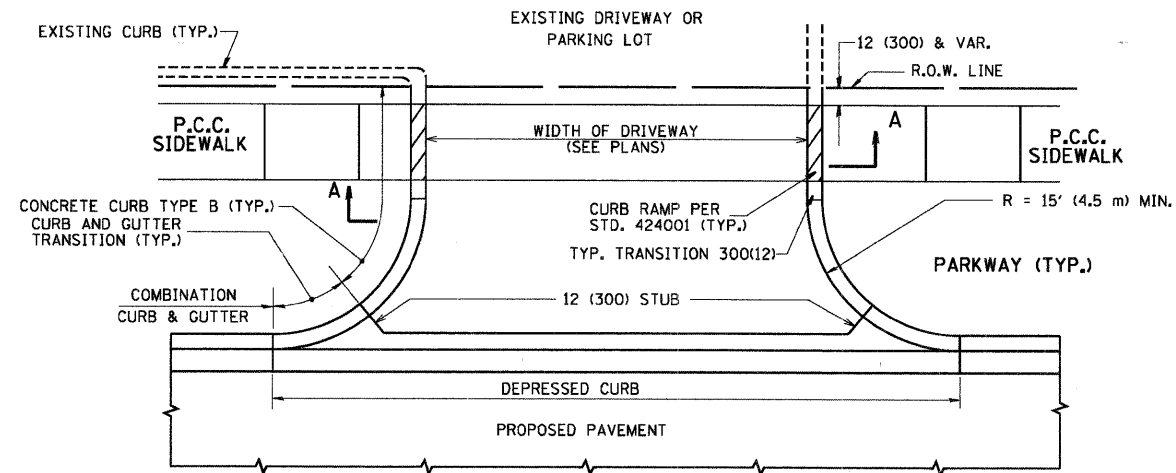
**TYPICAL ISLAND MARKING**

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES	5 (125) ON FREEWAYS	SKIP-DASH	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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
CROSSWALK LINES (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
CROSSWALK LINES (LONGITUDINAL BARS (SCHOOL))	12 (300) @ 90°	SOLID	WHITE	2' (600) APART
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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE
PAINTED MEDIANS	NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	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" 15 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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))

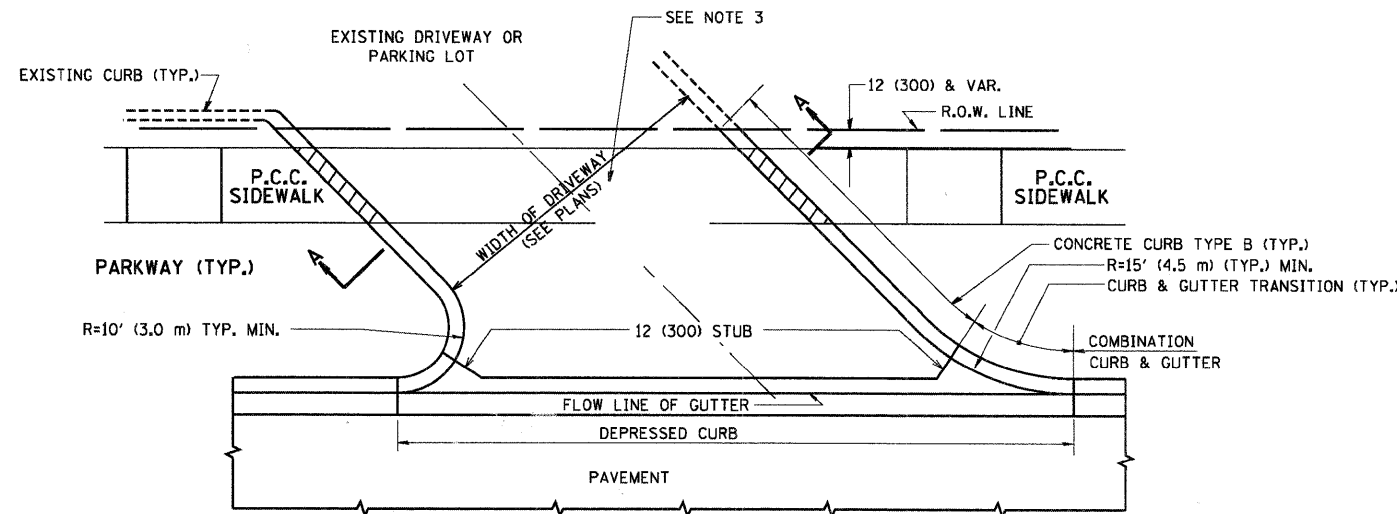
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

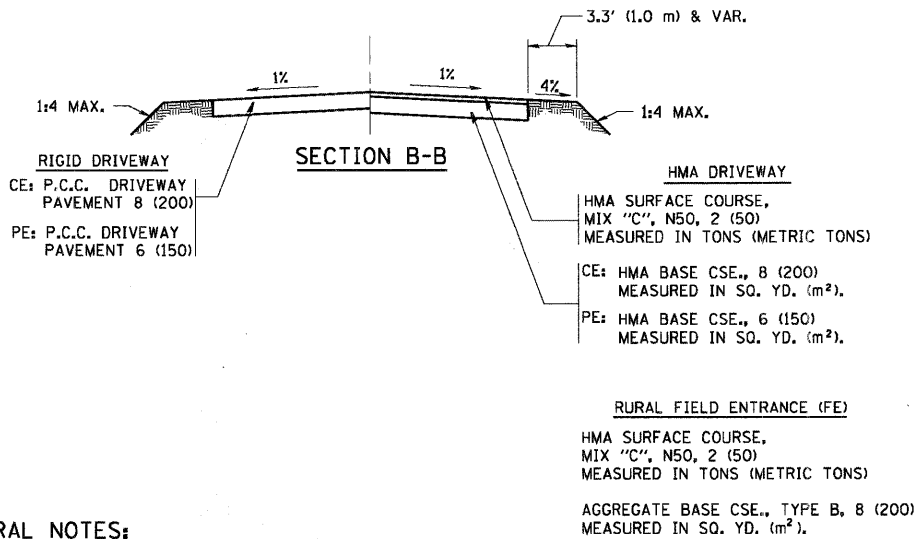
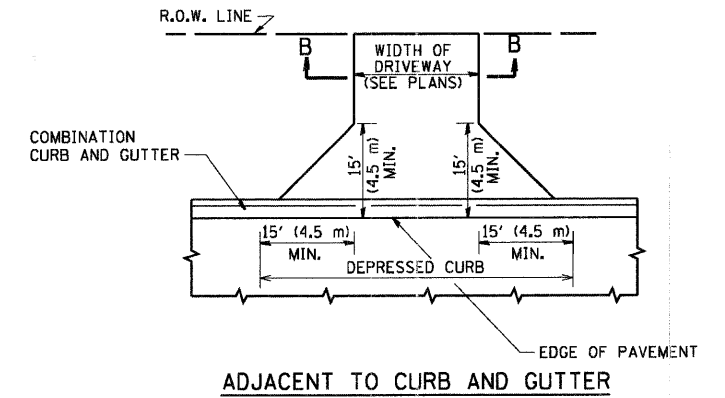
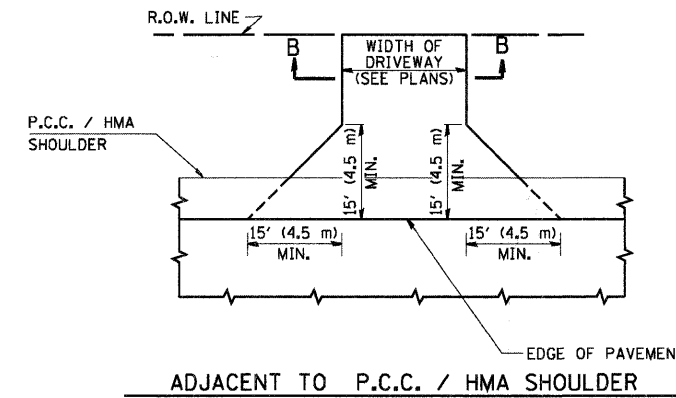
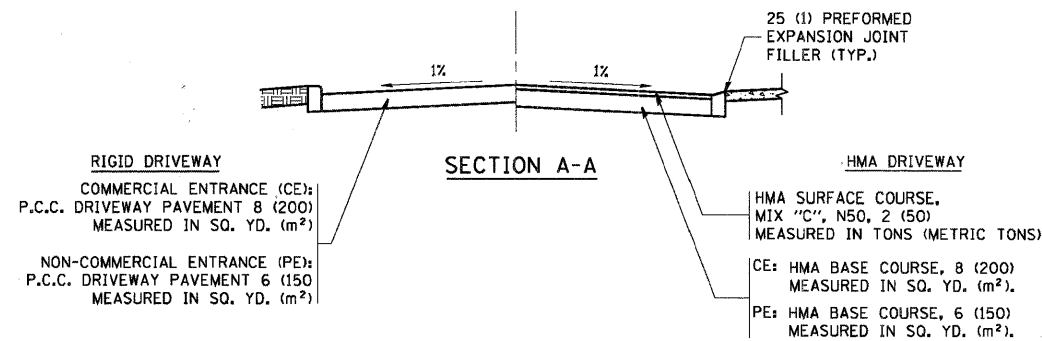




WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

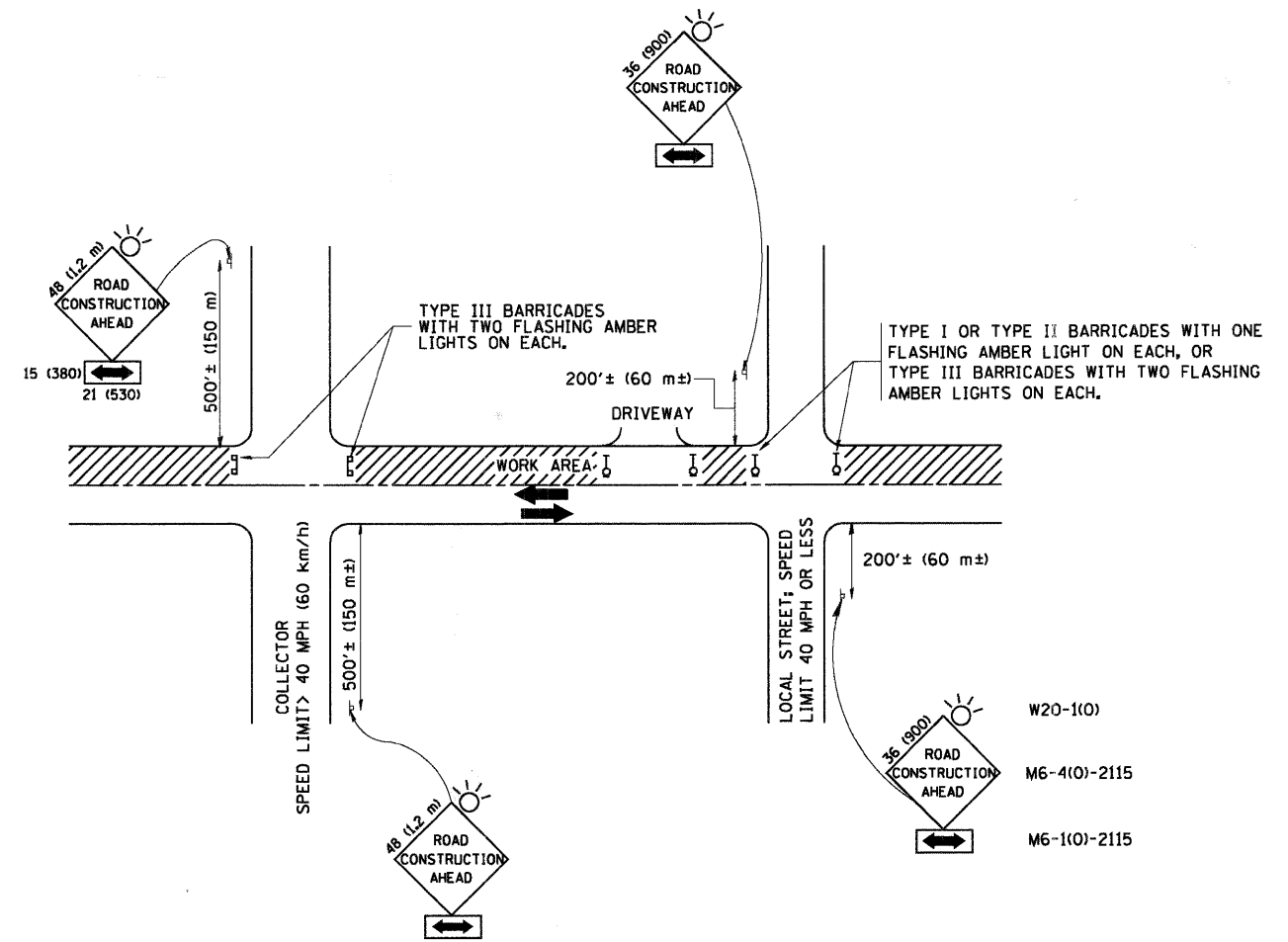
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = K:\vststsd22x34\bd01.dgn	USER NAME = lsgsa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB &amp; EDGE OF SHOULDER &gt;= 15' (4.5 m)</b>	F.A. RTE. = 4039	SECTION = 08-00029-00-FP	COUNTY = MCHENRY	TOTAL SHEETS = 29	SHEET NO. = 17	
PLOT SCALE = 5/8" = 1' / IN.	CHECKED -	DATE - 11-04-95	REVISED - P. LOFLUER 04-15-03			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD0156-07 (BD-01)</b>		CONTRACT NO. 63142
PLOT DATE = 6/11/2008	DATE -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 06-11-08					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



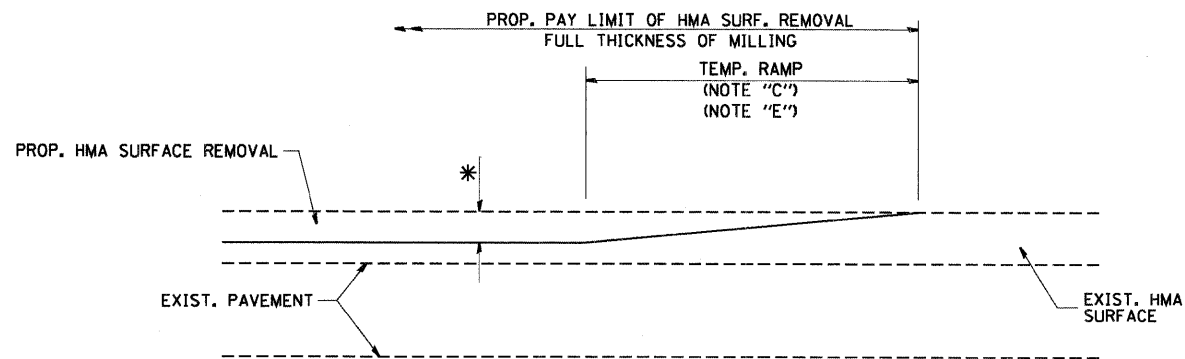
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
  - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

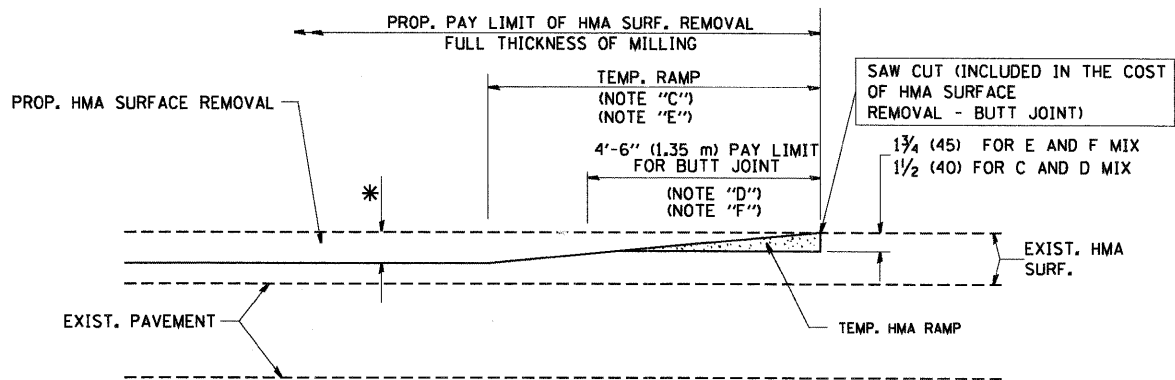
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\ts18.dgn	USER NAME = gaglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 18
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-10		CONTRACT NO. 63142		
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

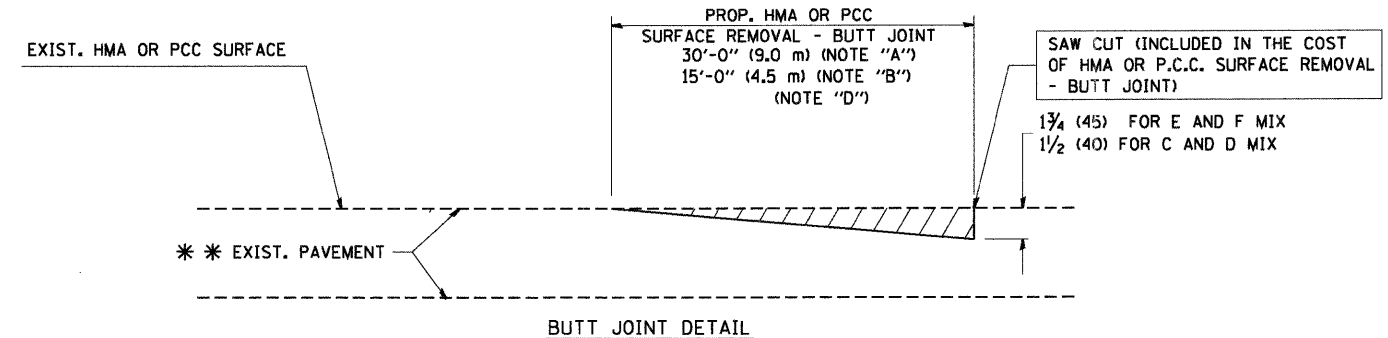
**OPTION 1**



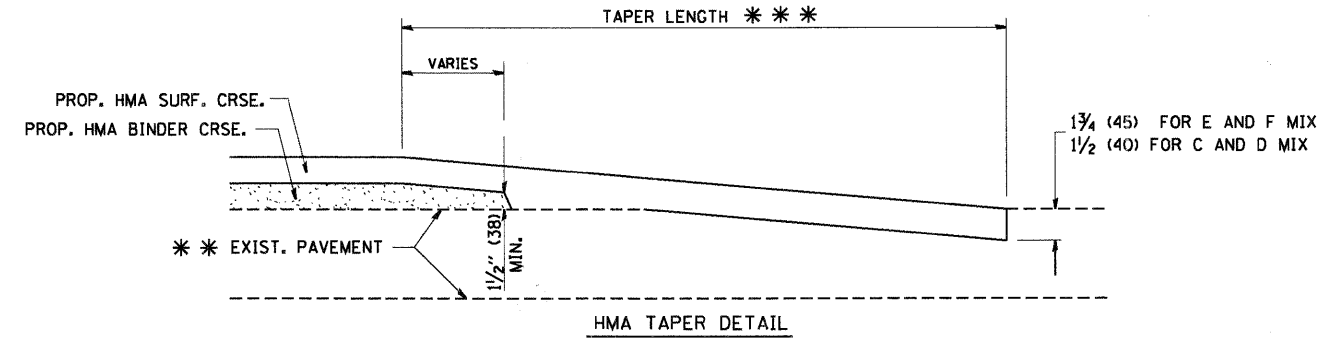
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

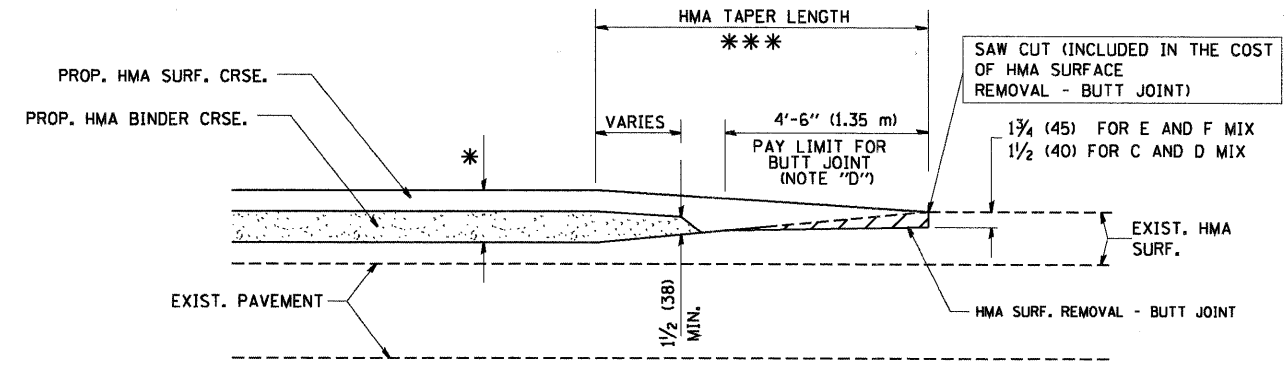
**NOTES**

- 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".

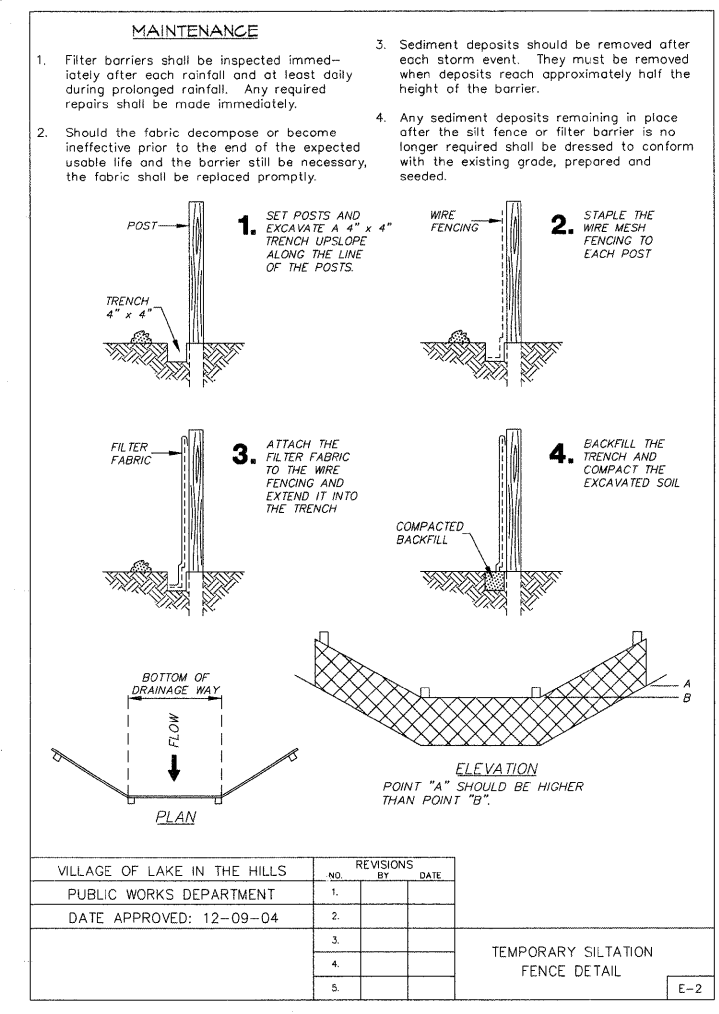
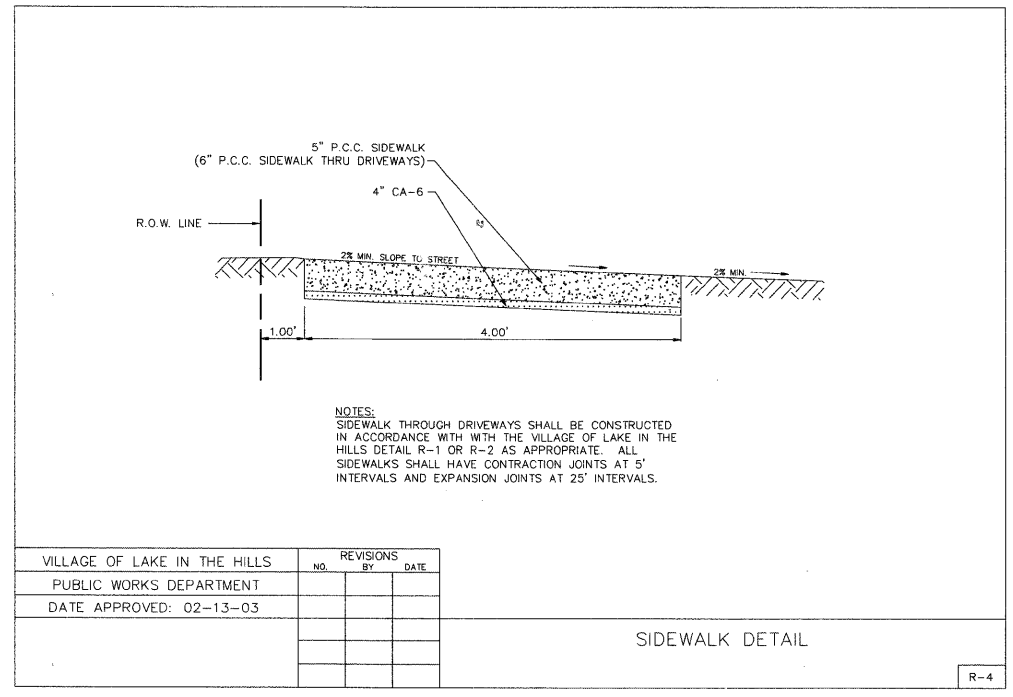
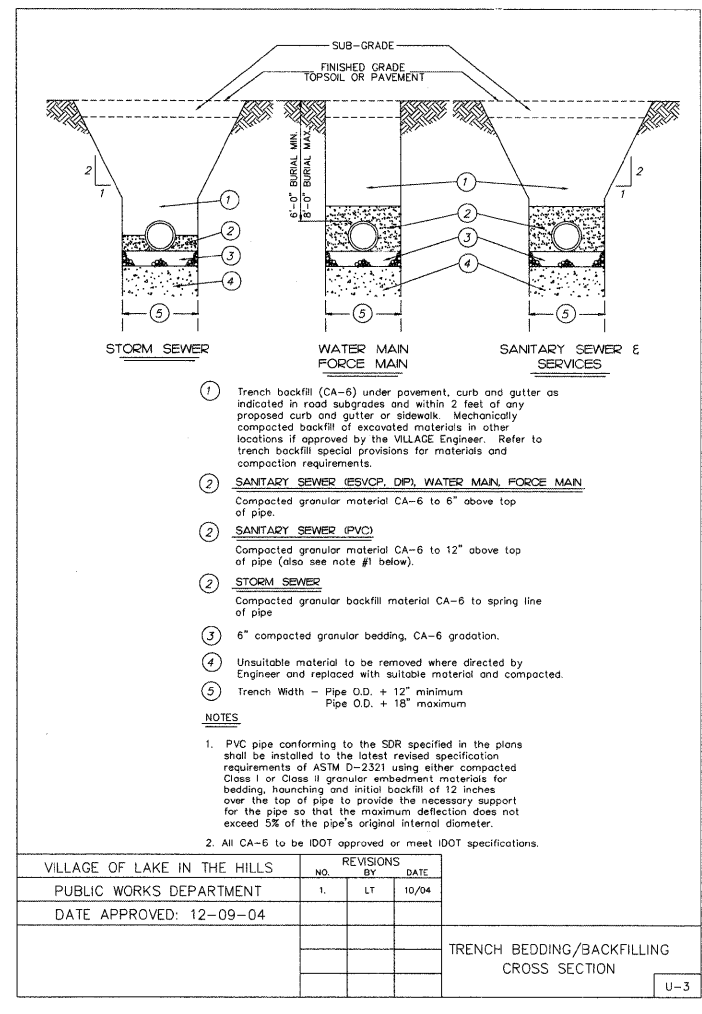
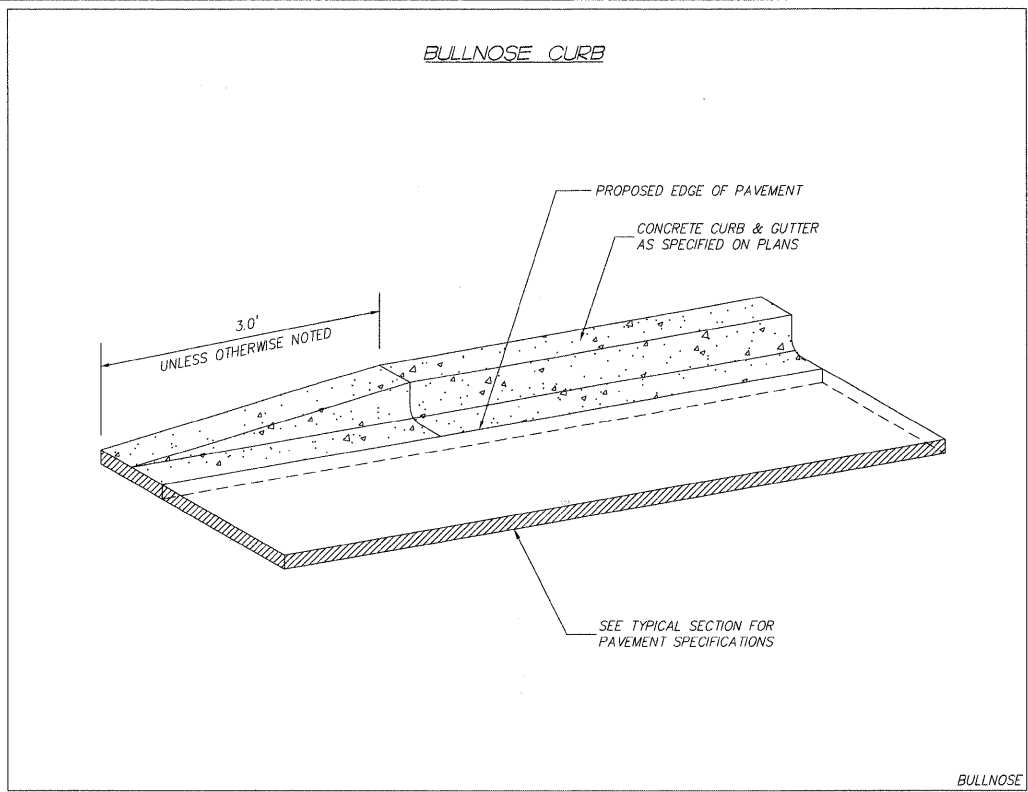
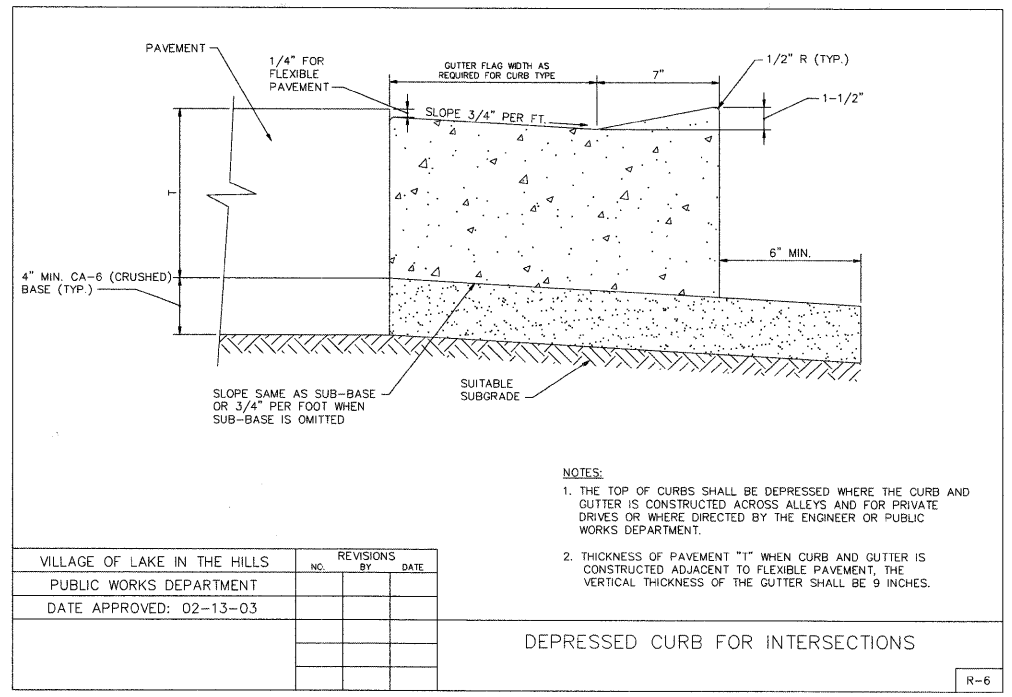
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



BUTT JOINT AND HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gegl1enobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND HMA TAPER DETAILS</b>		F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 19
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	BD400-05 BD32		CONTRACT NO. 63142	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01		TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 06-13-90	REVISED - R. BORO 01-01-07								



MILLER ROAD - PHASE 1  
01001-dm-02.dgn



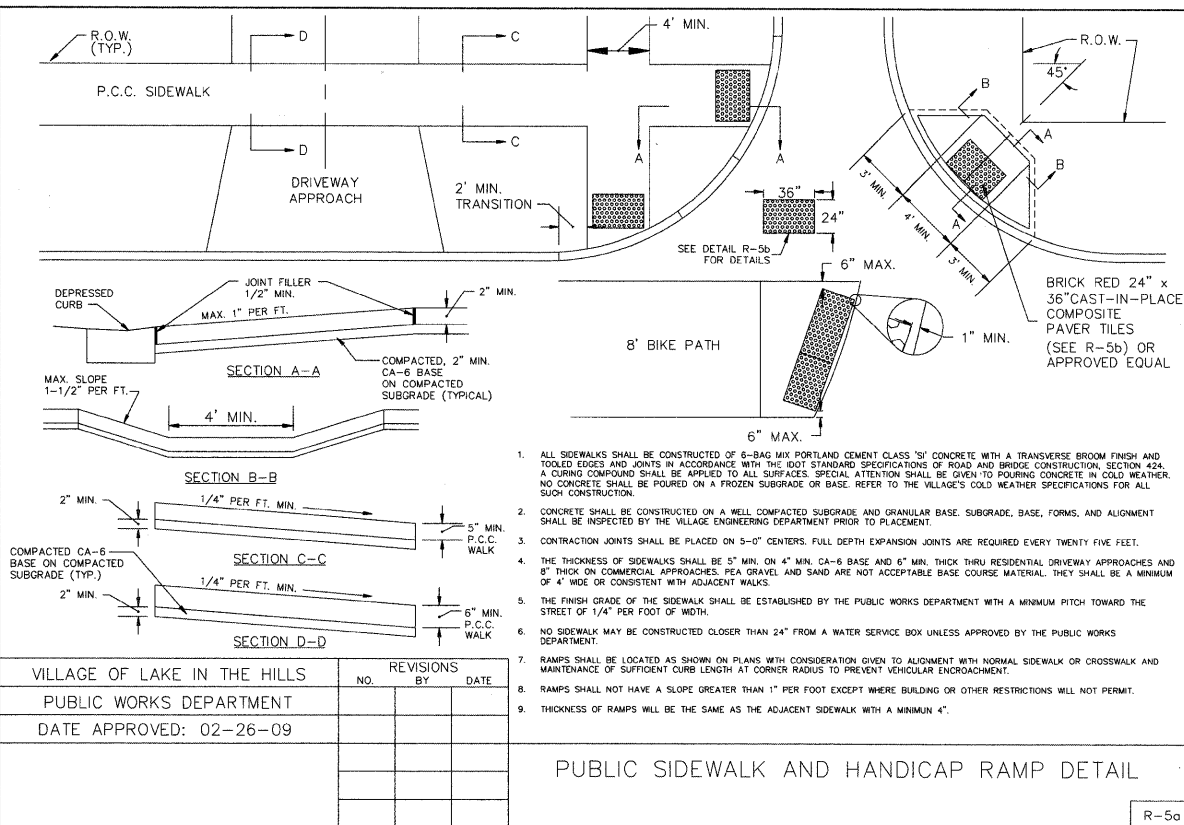
USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = NTS	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

GENERAL DETAILS

SCALE: NTS SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 20
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT CONTRACT NO. 63142		



VILLAGE OF LAKE IN THE HILLS	NO.	REVISIONS BY	DATE
PUBLIC WORKS DEPARTMENT			
DATE APPROVED: 02-26-09			

PUBLIC SIDEWALK AND HANDICAP RAMP DETAIL

R-5a

**PRODUCT SPECIFICATIONS  
CAST-IN-PLACE COMPOSITE PAVER TILES  
Inline Dome Pattern: Tactile Warning Surface**

**DOME GEOMETRY** In accordance with ADA Regulations for Detectable Warning on Curb Ramps: raised truncated domes with a diameter of nominal 0.9", a height of nominal 0.2", and a center-to-center spacing of 1.67" minimum, and 2.35" maximum.

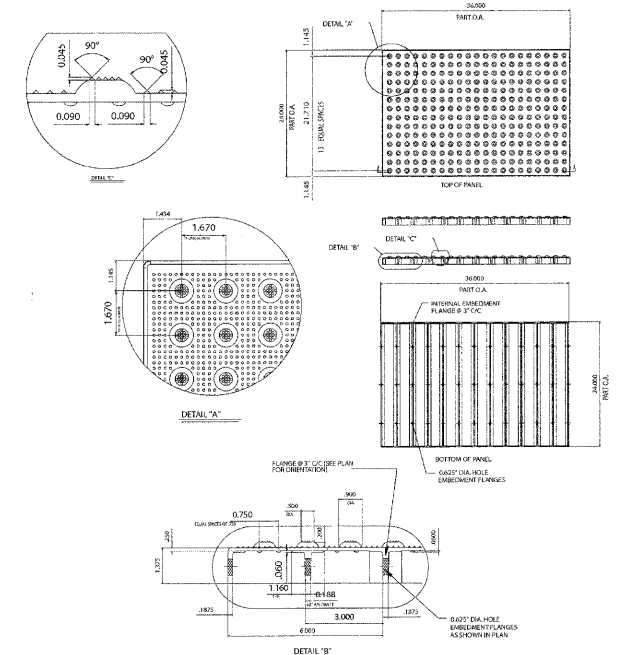
**PANEL DIMENSIONS** Use ADA Solutions Part # 2436DPave2, #2448DPave2, #2460DPave2, Brick Red, or Approved Equal

**MATERIAL** A homogenous glass and carbon reinforced composite which is colorfast and UV stable. Truncated Domes are fiberglass reinforced for enhanced durability. The TWS panel color is uniform throughout and does not rely on any type of paint coating to achieve color stability. Standard colors include: Federal Yellow, Brick Red, Clay Red, Dark Gray, Black, and Blue.

**INSTALLATION** TWS Units are to be used on new curb ramp locations. The TWS Units can be pre-filled with concrete and set in place or pressed into place in the freshly poured concrete.

**PHYSICAL CHARACTERISTICS:**

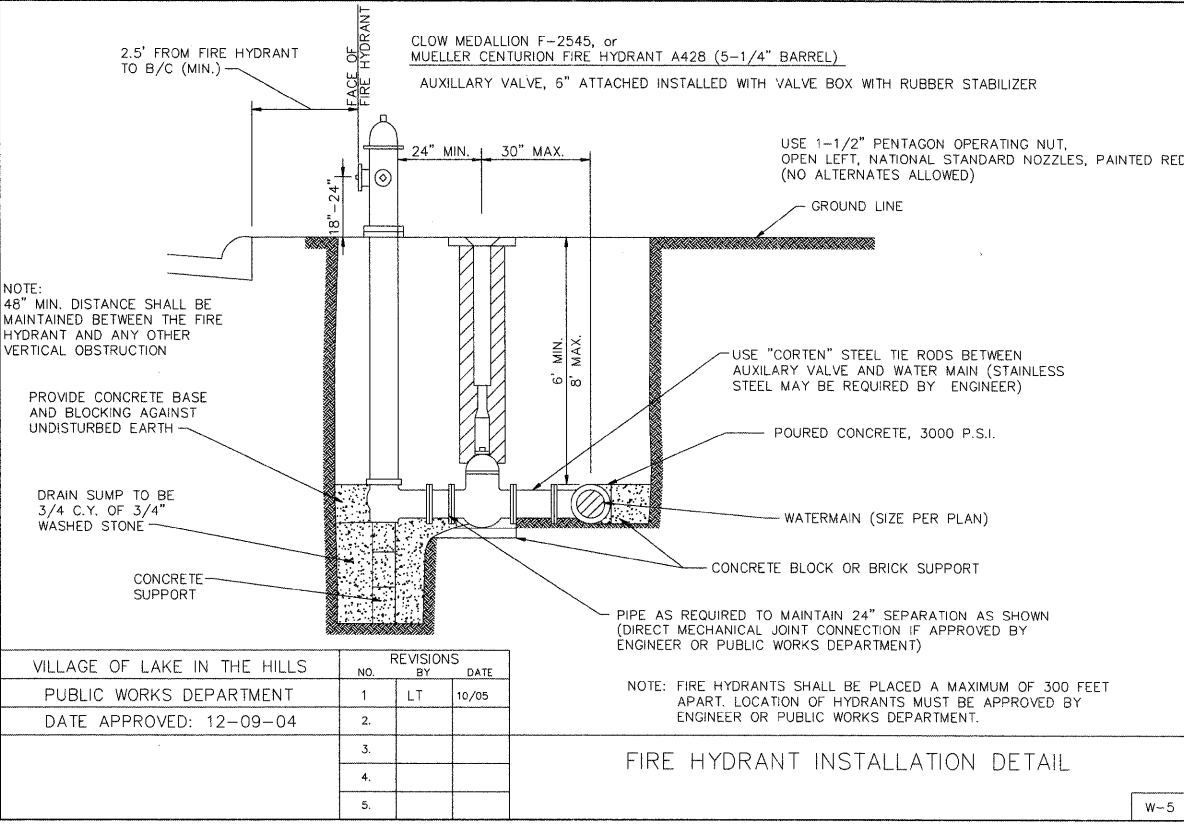
Compressive Strength	28,900 psi	ASTM D 695
Flexural Strength	29,300 psi	ASTM D 790
Water Absorption	0.07%	ASTM D 570
Slip Resistance	1.18 Dry/L.05 Wet	ASTM E 1028
Flame Spread Index	20	ASTM E 84
Salt Spray	No Change (200 hours)	ASTM B 117
Chemical Stain Testing	No Deterioration	ASTM 1308
Abrasion Resistance	549	ASTM C 501
Accelerated Weathering	Delta E < 5.0 (2,000 hours)	ASTM G 155
Tensile Strength	11,600 psi	ASTM D 638
Adhesion to Concrete (20° -180°)	No Delamination or Degradation	ASTM C 903
Freeze/Thaw/Heat	No Disintegration	ASTM C 1026



VILLAGE OF LAKE IN THE HILLS	NO.	REVISIONS BY	DATE
PUBLIC WORKS DEPARTMENT			
DATE APPROVED: 02-26-09			

CAST-IN-PLACE COMPOSITE PAVER TILES  
BRICK RED, 24" X 36"

R-5b



VILLAGE OF LAKE IN THE HILLS	NO.	REVISIONS BY	DATE
PUBLIC WORKS DEPARTMENT	1	LT	10/05
DATE APPROVED: 12-09-04	2.		
	3.		
	4.		
	5.		

FIRE HYDRANT INSTALLATION DETAIL

W-5

MILLER ROAD - PHASE 1  
02/27/09 - 01/05/09



USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = NTS	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

**GENERAL DETAILS**

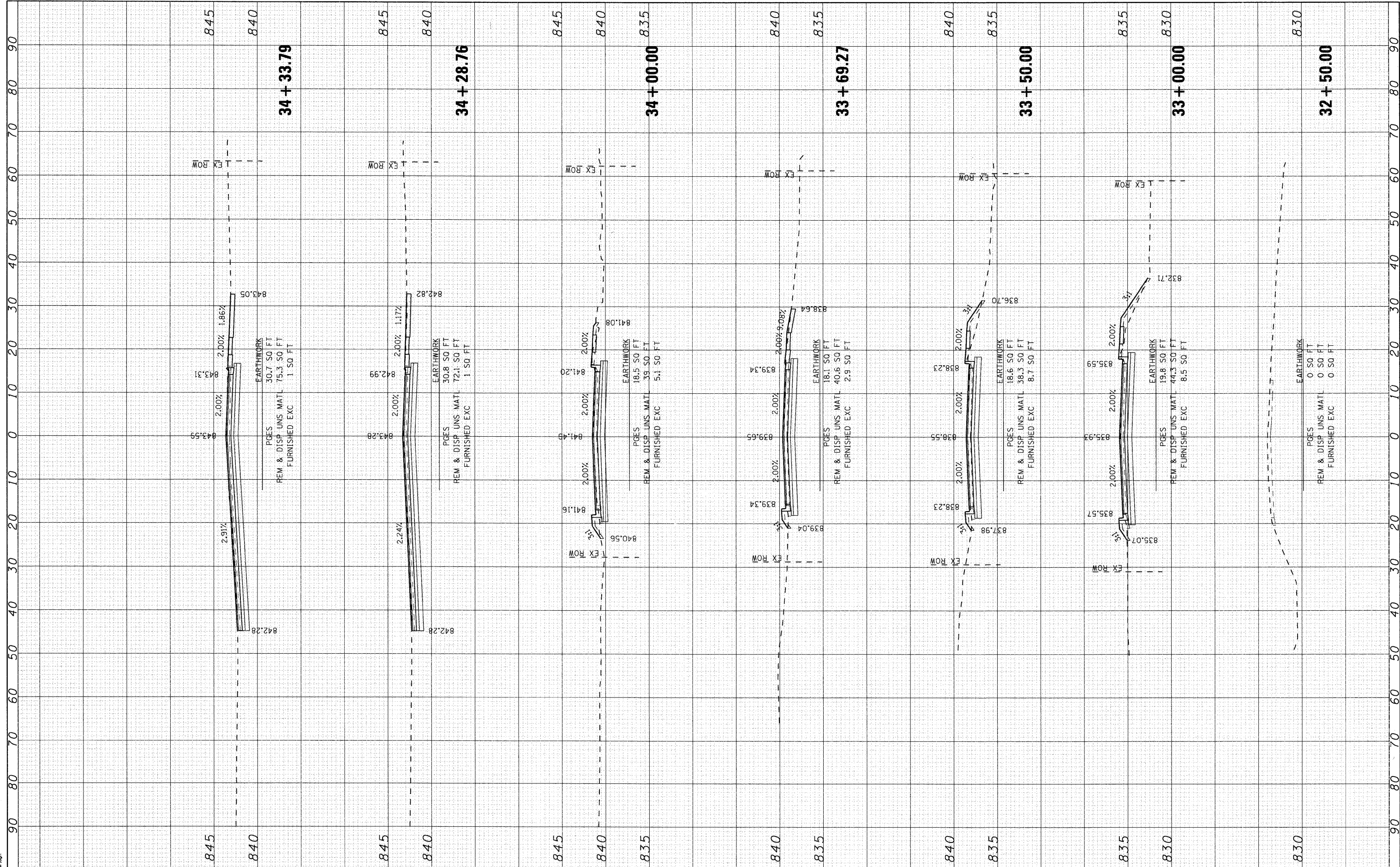
SCALE: NTS	SHEET NO. 6 OF 6 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	21
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 63142

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
NO.	AREAS		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
NO.	AREAS		

MILLER ROAD - PHASE 1  
01/20/07 - 04/20/09



USER NAME =	bharman
DESIGNED -	BDH
DRAWN -	
CHECKED -	
DATE -	2/12/09
PLOT SCALE =	10
PLOT DATE =	2/13/2009

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**VILLAGE OF LAKE IN THE HILLS**

**CROSS SECTIONS  
MILLER ROAD**

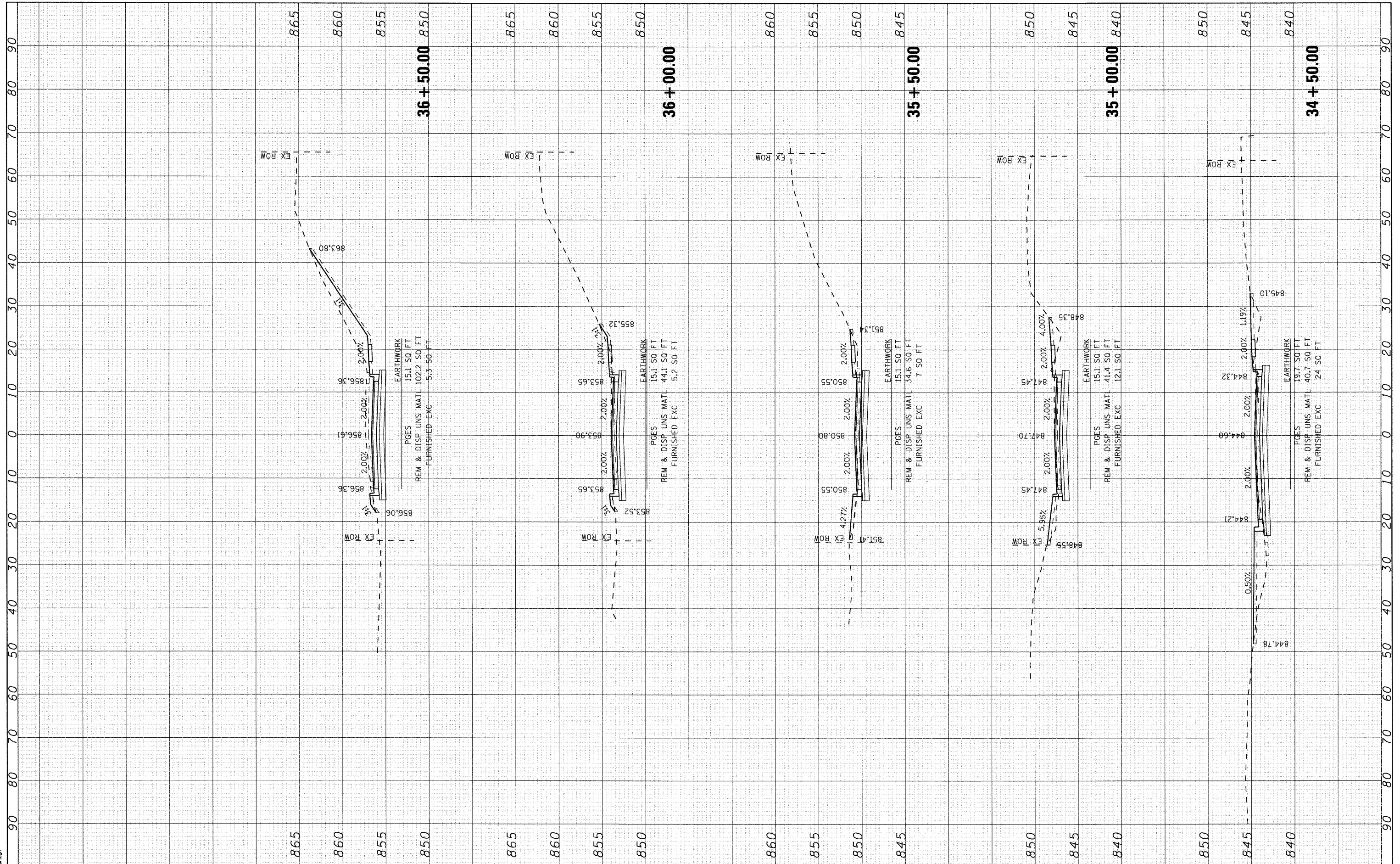
SCALE: 10 SHEET NO. 1 OF 5 SHEETS STA. 32+50.00 TO STA. 34+33.79

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	22
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63142	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

MILLER ROAD - PHASE 1  
02/09/09 - as-shown.dgn



USER NAME = bhartman  
 PLOT SCALE = 10  
 PLOT DATE = 2/13/2009

DESIGNED - BDH  
 DRAWN -  
 CHECKED -  
 DATE - 2/12/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

VILLAGE OF LAKE IN THE HILLS

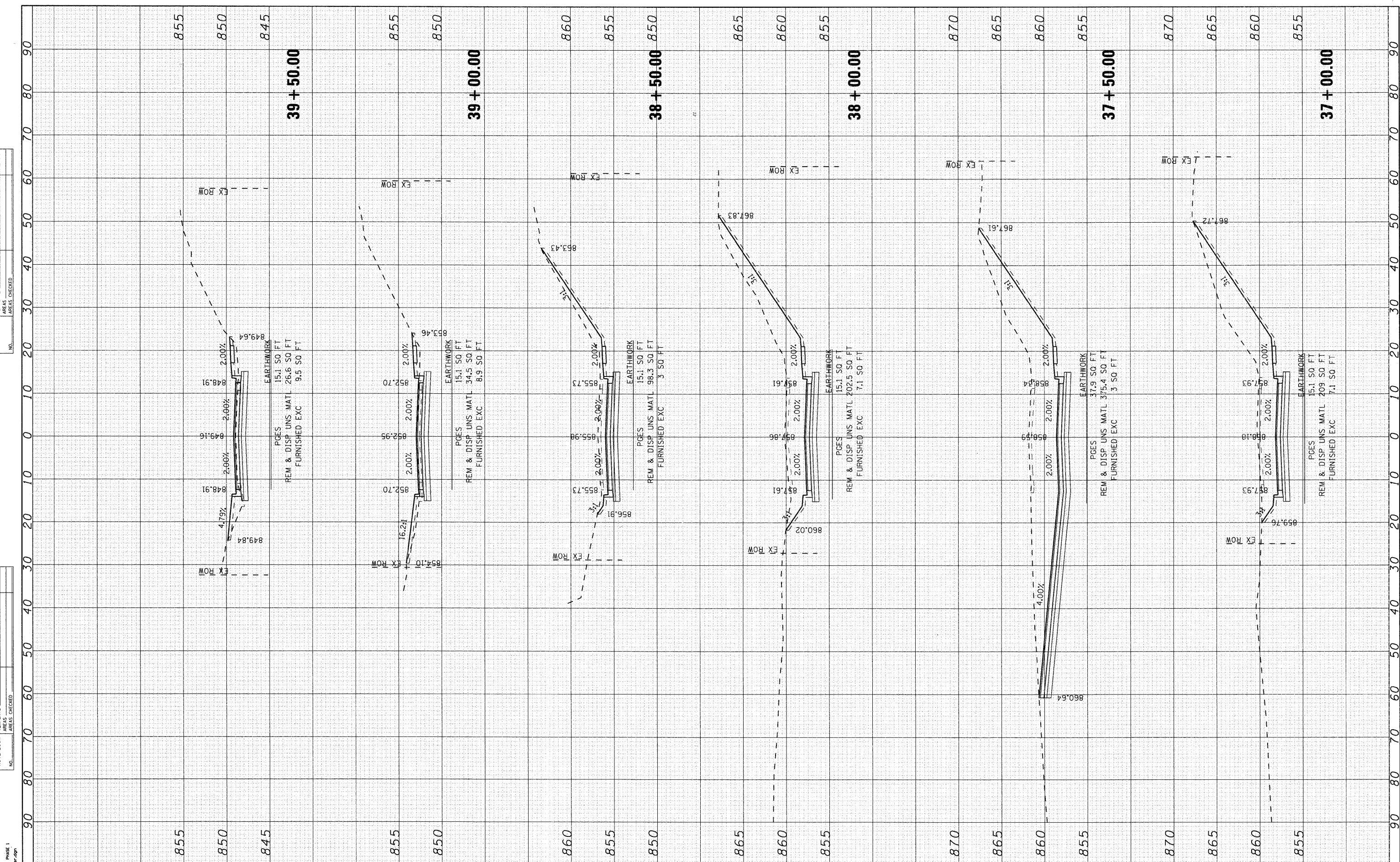
CROSS SECTIONS  
 MILLER ROAD

SCALE: 10 SHEET NO. 2 OF 5 SHEETS STA. 34+50.00 TO STA. 36+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	23
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



MILLER ROAD - PHASE 1  
01/20/09 - sec.miller.dgn



USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS  
MILLER ROAD

SCALE: 10 SHEET NO. 3 OF 5 SHEETS STA. 37+00.00 TO STA. 39+50.00

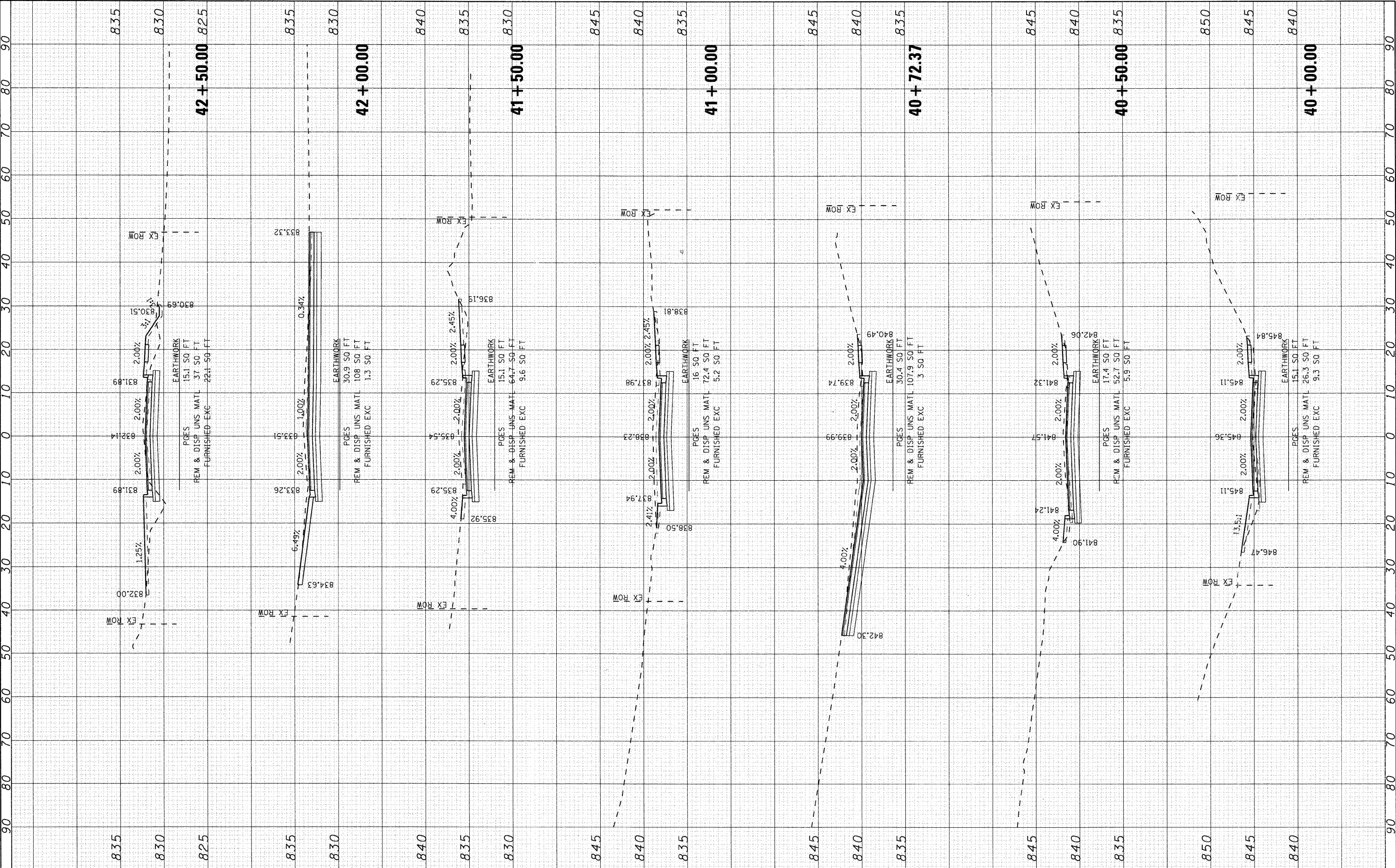
F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 63142				



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

MILLER ROAD - PHASE 1  
 2/12/09  
 2/12/09



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USER NAME = bhartman	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE = 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

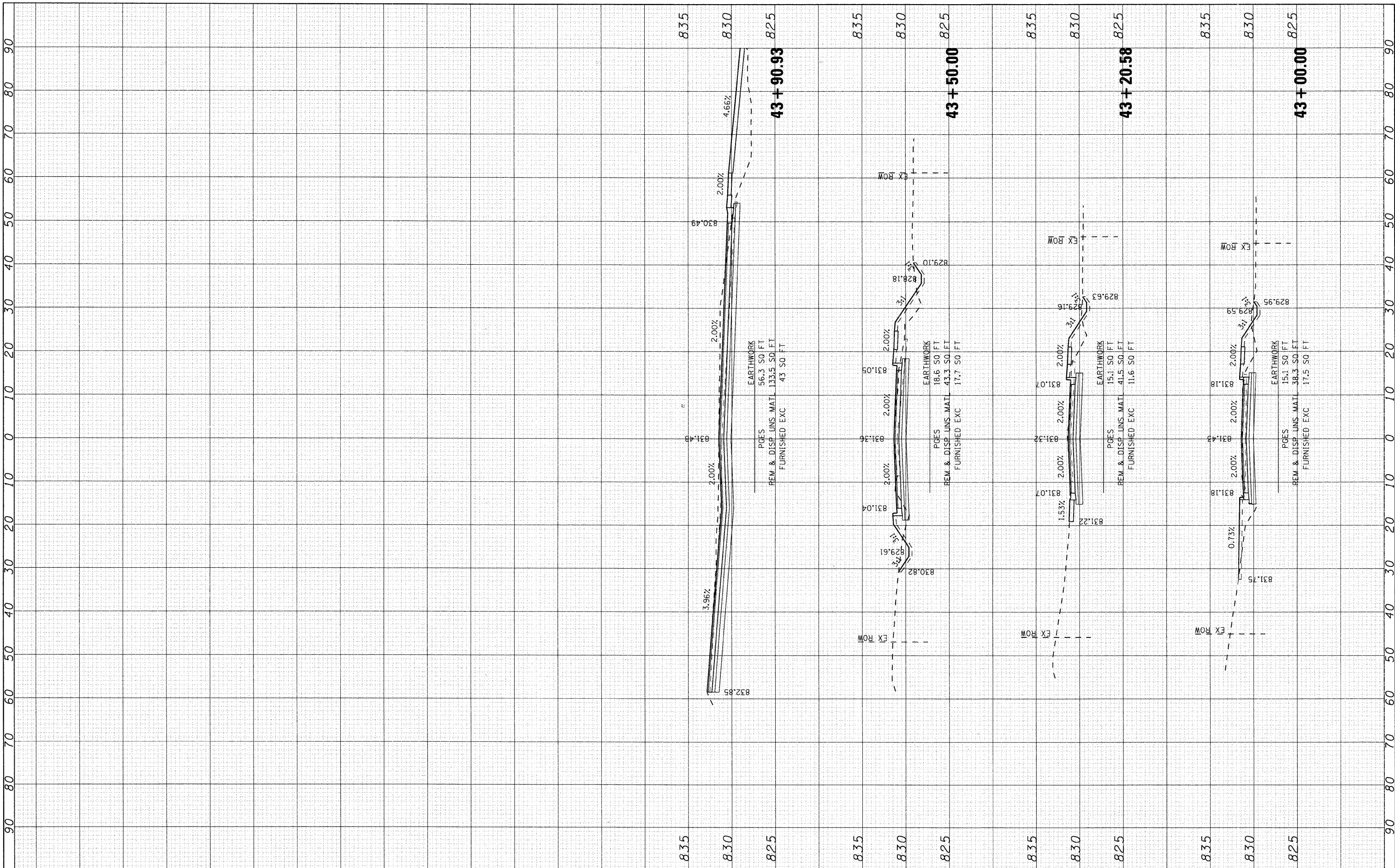
**CROSS SECTIONS  
 MILLER ROAD**  
 SCALE: 10  
 SHEET NO. 4 OF 5 SHEETS  
 STA. 40+00.00 TO STA. 42+50.00

F.A. R.T.E. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 25
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		

FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

MILLER ROAD - PHASE 1  
07/20/07 - vs. miller.dgn



USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS  
MILLER ROAD

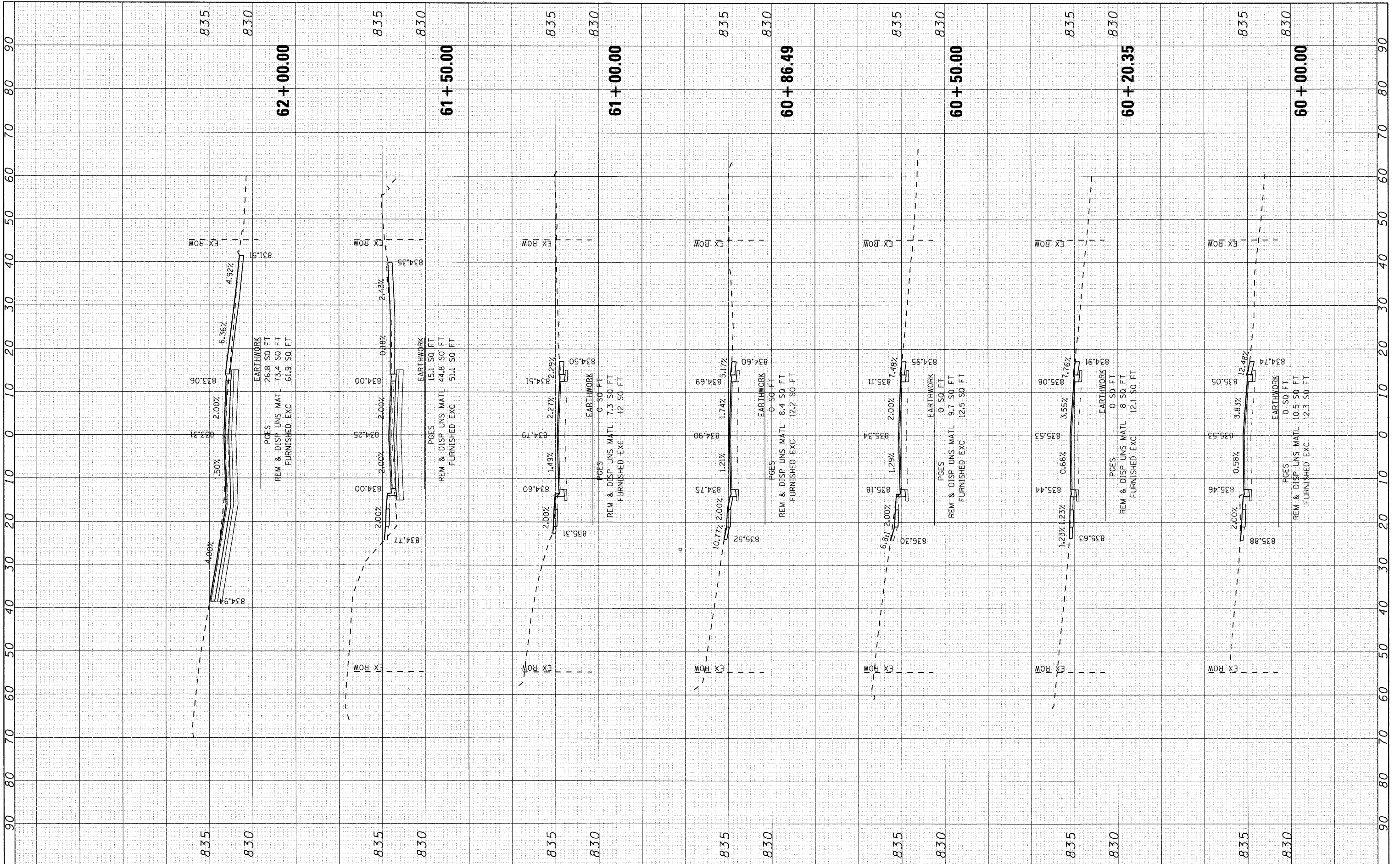
SCALE: 10 SHEET NO. 5 OF 5 SHEETS STA. 43+00.00 TO STA. 43+90.93

F.A. RTE. 4039	SECTION 08-00029-00-FP	COUNTY MCHENRY	TOTAL SHEETS 29	SHEET NO. 26
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

MILLER ROAD - PHASE 1  
02/09/09 - va, cldgpa



USER NAME = bharman  
 PLOT SCALE = 1/8  
 PLOT DATE = 2/13/2009

DESIGNED - BDH  
 DRAWN -  
 CHECKED -  
 DATE - 2/12/09

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS  
 CRYSTAL LAKE ROAD

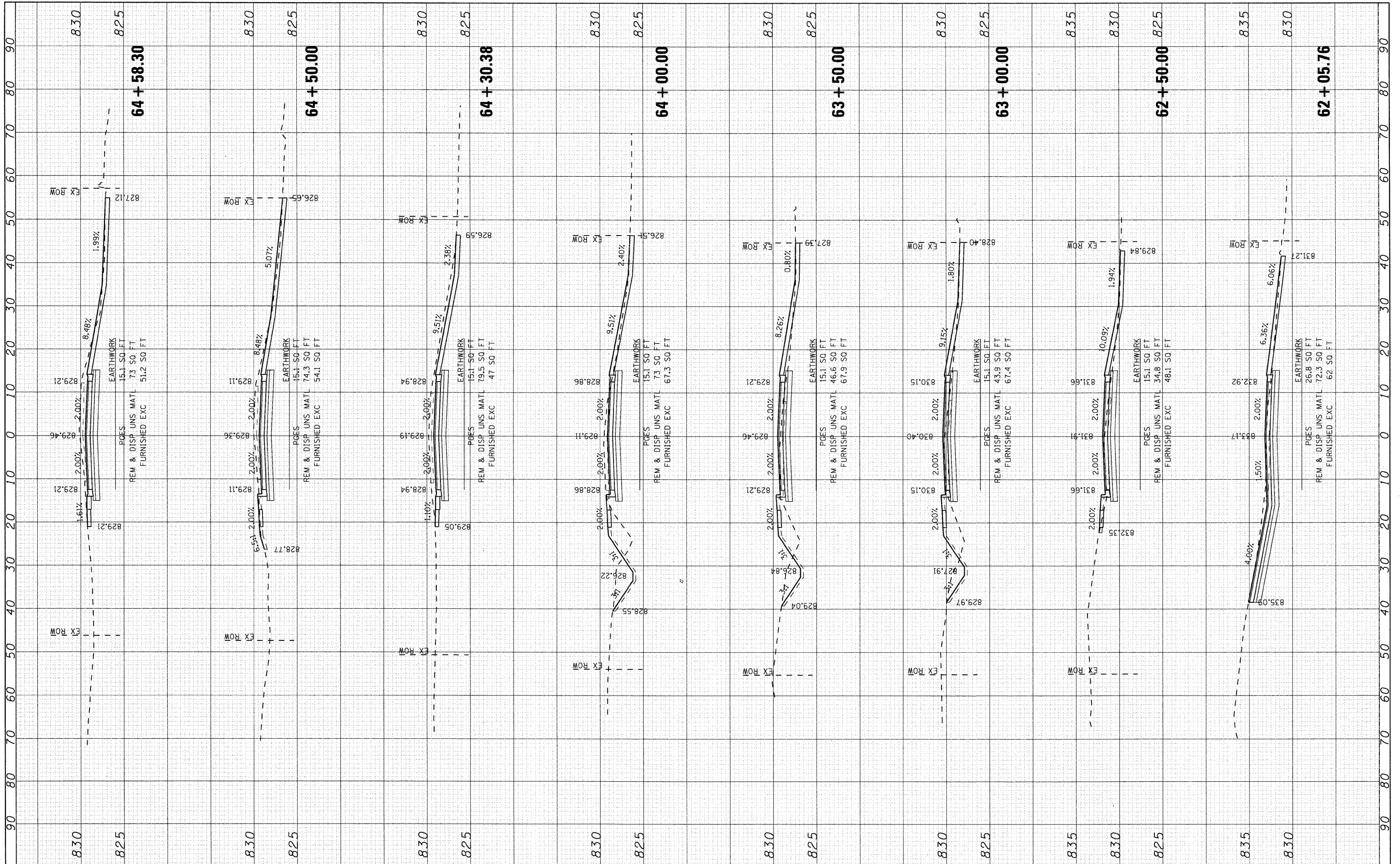
SCALE: 10 SHEET NO. 1 OF 3 SHEETS STA. 60+00.00 TO STA. 62+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	27
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		

FINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		
NO.		

MILLER ROAD - PHASE 1  
CRIBB ROAD



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USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

**CROSS SECTIONS  
CRYSTAL LAKE ROAD**

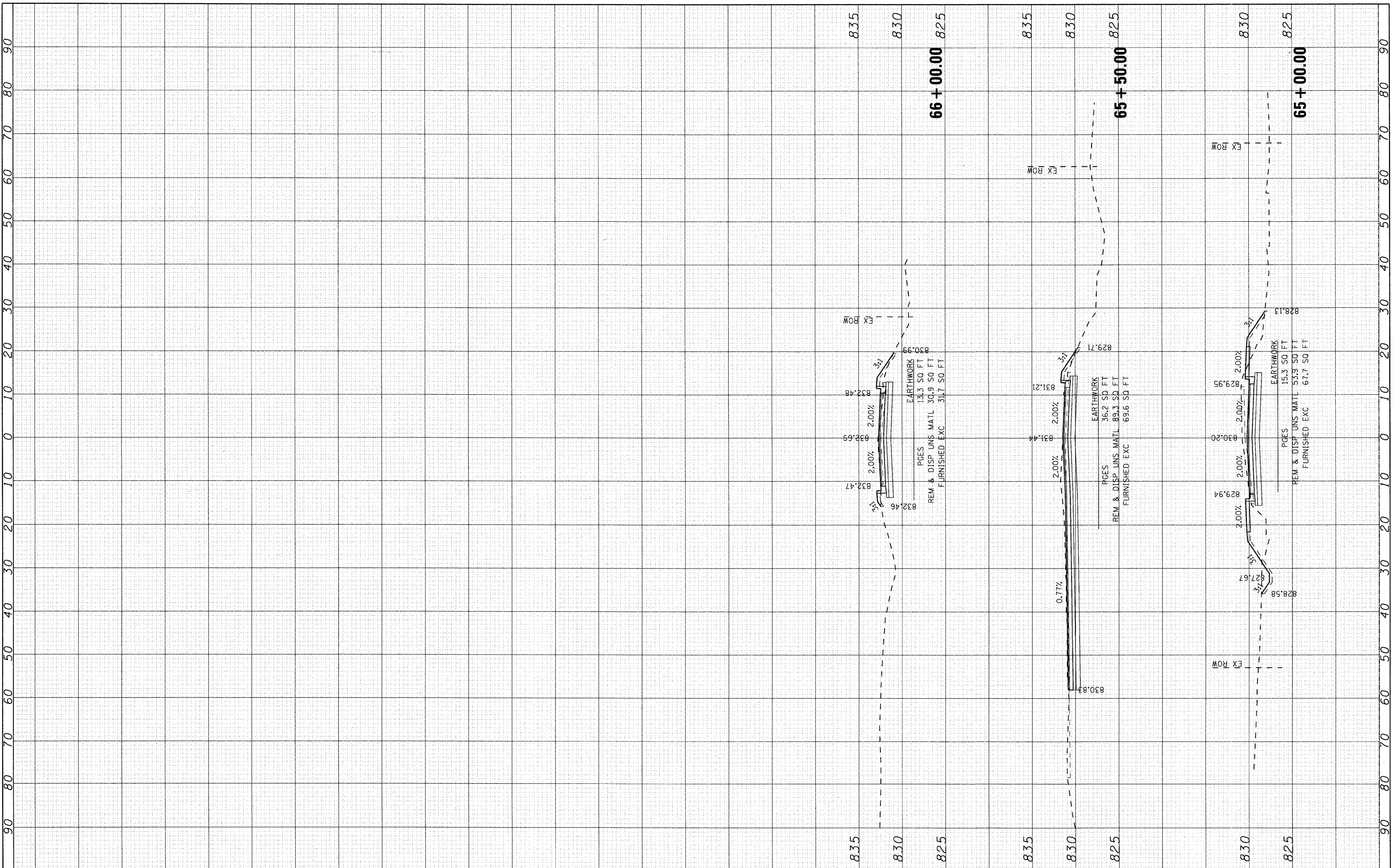
SCALE: 10	SHEET NO. 2 OF 3 SHEETS	STA. 62+05.76 TO STA. 64+58.30
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	28
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63142	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLANNED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLANNED		
NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

MILES ROAD - PHASE 1  
03/08/07 res. group



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 www.secgroupinc.com

USER NAME = bharman	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 2/13/2009	CHECKED -	REVISED -
	DATE - 2/12/09	REVISED -

**VILLAGE OF LAKE IN THE HILLS**

**CROSS SECTIONS  
CRYSTAL LAKE ROAD**

SCALE: 10      SHEET NO. 3 OF 3 SHEETS      STA. 65+00.00 TO STA. 66+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4039	08-00029-00-FP	MCHENRY	29	29
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 63142		