

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE DIRECTOR OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

8. EXISTING BUILDING FOUNDATION AND CONCRETE WALL DIMENSIONS AND ELEVATIONS ARE SHOWN FOR REFERENCE ONLY. FIELD VERIFY CONDITIONS PRIOR TO CONSTRUCTION. ALL VERIFICATION SHALL BE INCLUDED IN THE APPLICABLE REMOVAL PAY ITEM.

9. PROVIDE TEMPORARY SHORING OF EXISTING STRUCTURES AS REQUIRED DURING CONSTRUCTION. ALL SHORING SHALL BE INCLUDED IN THE APPLICABLE REMOVAL PAY ITEM.

10. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE PAY ITEM FOR SIDEWALK REMOVAL. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.

11. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.

12. IN AREAS WHERE THE EXISTING DRIVEWAY, OR SIDEWALK IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY OR SIDEWALK SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, DRIVEWAY PAVEMENT REMOVAL OR SIDEWALK REMOVAL.

13. EXISTING CURB AND GUTTER, ROADWAY PAVEMENT AND CONCRETE RETAINING WALL INFRASTRUCTURE WITHIN THE CEDAR LAKE ROAD RIGHT-OF-WAY ARE TO REMAIN. THE CONTRACTOR SHALL TAKE EXTREME CAUTION WHEN ACCESSING THE SITE TO PRESERVE THIS EXISTING INFRASTRUCTURE. IF THE EXISTING INFRASTRUCTURE IS DAMAGED, THE INFRASTRUCTURE SHALL BE REPLACED IN KIND TO THE SATISFACTION OF LAKE COUNTY DIVISION OF TRANSPORTATION, THE VILLAGE AND THE ENGINEER. REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

14. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.

15. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DIRECTED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5- FEET.

16. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED OR PROPERLY DISPOSED OF AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF DEBRIS REMOVAL. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

17. FURNISHED EXCAVATION FROM AN OFF-SITE LOCATION, IF NECESSARY, SHALL BE INCLUDED IN THE ITEM EARTH EXCAVATION.

18. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

19. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.

20. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.

LAKE COUNTY DIVISION OF TRANSPORTATION GENERAL NOTES

- THE REVIEW AND APPROVAL OF THESE FINAL ENGINEERING PLANS AND SPECIFICATIONS BY THE LAKE COUNTY DIVISION OF TRANSPORTATION DOES NOT CONSTITUTE A RELEASE FROM OR GRANT OF VARIATION FROM THE RULES, REGULATIONS, AND SPECIFICATIONS REQUIRED IN THE LAKE COUNTY HIGHWAY UTILITY AND FACILITY PLACEMENT ORDINANCE, LATEST EDITION, AS AMENDED, OR ANY SUCCESSOR DOCUMENT OR DOCUMENTS THERETO. THE PERMITTEE, THE PERMITTEE'S DESIGNATED REPRESENTATIVES, AND/OR ALL SUCCESSORS AND ASSIGNS SHALL BE SOLELY RESPONSIBLE FOR ALL WORK AND IMPROVEMENTS WITHIN THE LIMITS OF THE COUNTY HIGHWAY RIGHT-OF-WAY. UNLESS OTHERWISE SPECIFIED, APPROVED IN WRITING BY THE LAKE COUNTY COUNTY ENGINEER, AND ON FILE WITH THE LAKE COUNTY DIVISION OF TRANSPORTATION, ALL WORK AND MATERIALS NECESSARY TO CONSTRUCT UTILITIES AND FACILITIES AND RESTORE THE RIGHT-OF-WAY WITHIN THE LIMITS OF THE COUNTY HIGHWAY SHALL BE IN CONFORMANCE WITH THE RULES, REGULATIONS, AND SPECIFICATIONS OF THE LAKE COUNTY UTILITY AND FACILITY PLACEMENT ORDINANCE, LATEST EDITION, AS AMENDED, OR ANY SUCCESSOR DOCUMENT OR DOCUMENTS THERETO.
- THE CONSTRUCTION, INCLUDING MATERIALS USED, OF THIS UTILITY AND FACILITY SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF THE MOST RECENT EDITIONS OF "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS"; INCLUDING ALL AMENDMENTS AND SUCCESSOR DOCUMENTS TO THE AFOREMENTIONED DOCUMENTS AS PUBLISHED OR ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE STATED IN THESE ENGINEERING PLANS.
- THE CONSTRUCTION OF THIS UTILITY OR FACILITY SHALL ALSO BE IN ACCORDANCE WITH THE "LAKE COUNTY HIGHWAY UTILITY AND FACILITY PLACEMENT ORDINANCE," LATEST EDITION, AS AMENDED, OR ANY SUCCESSOR DOCUMENT OR DOCUMENTS THERETO.
- THE LAKE COUNTY DIVISION OF TRANSPORTATION SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS OR FOR ANY ADDITIONAL WORK, WHICH MAY BE NEEDED DUE TO ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS.
- THE PERMITTEE SHALL BE RESPONSIBLE FOR ANY ADDITIONAL WORK, AND ALL COSTS THEREOF, REQUIRED BECAUSE OF ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND FOR THE CORRECTION OF ANY CONSTRUCTION, MAINTENANCE, OR SAFETY PROBLEMS, WHICH BECOME APPARENT DURING CONSTRUCTION OR BY INSPECTIONS MADE BY THE PERSON IN CHARGE OR THE LAKE COUNTY DIVISION OF TRANSPORTATION.
- THE PERSON IN CHARGE SHALL NOTE ANY CHANGES FROM THESE ENGINEERING PLANS AND SHALL NOTIFY THE PERMIT DEPARTMENT OF THE LAKE COUNTY DIVISION OF TRANSPORTATION ABOUT ANY CHANGES THAT DEVIATE FROM THE INTENT OF THE ENGINEERING PLANS.

SUGGESTED STAGES OF CONSTRUCTION

PEDESTRIAN ACCESS.

PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES.

CONSTRUCTION HOURS.

CONSTRUCTION ACTIVITY WITHIN THE PROJECT LIMITS SHALL OCCUR BETWEEN 7:00 AM AND 7:00 PM IN ACCORDANCE WITH THE VILLAGE ORDINANCE.

GENERAL NOTES:

EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES.

CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVES OR THE ROAD SHALL NOT BE COMMENCED WITHOUT AT LEAST THREE (3) DAYS PRIOR NOTICE TO THE VILLAGE AND COUNTY BY THE CONTRACTOR. THE CONTRACTOR WILL ALSO BE REQUIRED TO PROVIDE A 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING WRITTEN NOTICES AND/OR POSTING SIGNS.

STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT IS PERMITTED ON THE EXISTING PARKING LOT LOCATED IMMEDIATELY WEST OF CEDAR LAKE ROAD. NO CONSTRUCTION MATERIALS SHALL BE STORED AT ANY OTHER LOCATION.

THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.

CONSTRUCTION STAGING SEQUENCE:

STAGE I: CONCRETE DEMOLITION AND REMOVAL.

STAGE II: SITE RESTORATION.

TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. WHERE PARKWAYS ARE DISTURBED, TEMPORARY EROSION CONTROL MEASURES SHALL BE ESTABLISHED WITHIN 21 DAYS OF THE COMPLETION OF DISTURBANCE AND MAINTAINED TO THE SATISFACTION OF THE VILLAGE AND COUNTY.

STAGE I: CONCRETE DEMOLITION AND REMOVAL.

PHASE 1: SUBMIT FENCE SHOP DRAWINGS FOR REVIEW.

PHASE 2: SAWCUT CONCRETE.

REMOVE SITE DEBRIS.

PHASE 3: REMOVE CONCRETE FROM BUILDING SLABS, FOUNDATION WALLS AND BINS.

PHASE 4: REMOVE EXISTING GRAVEL, HOT-MIX ASPHALT (MAINTAINING PORTIONS FOR SITE ACCESS), UNSUITABLE MATERIALS AND EARTH EXCAVATION.

PHASE 5: COMMENCE REMOVAL WORK FOR NEW DRIVEWAY TO ACCESS METRA SITE.

INSTALL STREET LIGHT FOUNDATION.

PHASE 6: STABILIZE ALL DAMAGED PARKWAYS WITH TEMPORARY EROSION CONTROL SEEDING.

STAGE II: SITE RESTORATION.

PHASE 1: COMMENCE INSTALLING TOPSOIL, EXCELSIOR BLANKET AND SEEDING ON DISTURBED AREAS.

INSTALL GRANULAR STRUCTURAL FILL IN CONCRETE BIN VOID.

INSTALL CONCRETE PAD AT LANDSCAPE BED.

PHASE 2: COMMENCE INSTALLING FENCE.

INSTALL STREET LIGHT AND HANDHOLE.

COMPLETE INSTALLATION OF NEW DRIVEWAY TO METRA SITE.

COMMENCE INSTALLING LANDSCAPING ELEMENTS.

PHASE 3: REMOVE REMAINING HOT-MIX ASPHALT (PREVIOUSLY RETAINED FOR SITE ACCESS) AND UNSUITABLE MATERIALS.

ENSURE REMOVAL IS STAGED TO PREVENT DAMAGE TO FINAL GRADED AREAS.

COMPLETE INSTALLING TOPSOIL, EXCELSIOR BLANKET AND SEEDING ON DISTURBED AREAS.

PHASE 4: REMOVE EXISTING SIDEWALK, DRIVEWAY APRON AND CURB AND GUTTER AT SITE ACCESS TO CEDAR LAKE ROAD.

PHASE 5: INSTALL REPLACEMENT SIDEWALK, RESTORE DRIVEWAY APRON AREA AND INSTALL CURB AND GUTTER AT SITE ACCESS TO CEDAR LAKE ROAD.

F.A. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-00028-00-LS	LAKE	ILLINOIS	18	2
STA.	TO STA.	FED. ROAD DIST. NO.	FED. AID PROJECT	
C-91-150-07		C-91-150-07	TE-00D1(757)	

CONTRACT NO.: 83930

COMMITMENTS

- JULIE MEMBER COMPANIES HAVE ADVISED OF A POSSIBLE UTILITY SERVICE(S) LATERALLY CROSSING THE PROJECT SITE IN THE VICINITY OF STA. 5+75. THE POSSIBLE UTILITY SERVICE(S), MAY SERVE THE ROUND LAKE METRA STATION. PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE TO VERIFY THE PRESENCE OF SAID UTILITY SERVICE(S) AND NOTIFY THE VILLAGE, ENGINEER AND JULIE MEMBER COMPANY(S) OF THE IMPACT. IMPACT MAY RESULT IN MODIFICATIONS TO THE PROPOSED GRADING PLAN AS WELL AS ADJUSTMENT IN QUANTITIES, TO ENSURE ADEQUATE VERTICAL SEPARATION OF THE POSSIBLE UTILITY SERVICE(S) IS PROVIDED. ALL ACTIVITIES ASSOCIATED WITH THIS INVESTIGATION AND SUBSEQUENT ACTION ARE INCLUDED IN THE COST OF THE CONTRACT.
- IN ADDITION TO THE PROCUREMENT OF RAILROAD PROTECTIVE LIABILITY INSURANCE, ANY CONTRACTOR(S), SUB-CONTRACTOR(S) ETC. REQUIRING ACCESS TO THE METRA PROPERTY FOR THIS WORK SHALL BE REQUIRED TO OBTAIN METRA'S RIGHT OF ENTRY AGREEMENT, PRIOR TO THE COMMENCEMENT OF ANY WORK ON METRA'S PROPERTY.

BENCHMARKS

- SOUTH FLANGE BOLT ON FIRE HYDRANT AT SOUTH SIDE ROUTE 134 BETWEEN "ACE HARDWARE" AND "LAKES BOWL" ELEVATION = 777.58
- CHISELED "X" ON TOP OF CURB AT ENTRANCE TO ATM NEAR THE ENTRANCE OF "ACE HARDWARE" ELEVATION = 774.03
- CHISELED "X" ON TOP OF CONCRETE RETAINING WALL APPROXIMATELY 51.6 FEET NORTH OF THE CENTERLINE OF THE MAIN TRACK AT METRA GRADE CROSSING AT CEDAR LAKE ROAD. "X" IS ON WEST SIDE OF CEDAR LAKE ROAD BETWEEN SIDEWALK AND BACK OF CURB. ELEVATION = 793.60

HIGHWAY STANDARDS

- 000001-04 - STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-03 - TEMPORARY EROSION CONTROL SYSTEMS
- 701502-01 - URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701801-03 - LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 702001-06 - TRAFFIC CONTROL DEVICES

INDEX OF SHEETS

SHEET NO.	TITLE
1.	COVER SHEET
2.	INDEX OF SHEETS, GENERAL NOTES, COMMITMENTS, BENCHMARKS, SUGGESTED STAGES OF CONSTRUCTION AND HIGHWAY STANDARDS
3.	SUMMARY OF QUANTITIES
4.	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE
5.	SCHEDULE OF MATERIALS
6.	PLAN: METROPOLITAN CORRIDOR - DEMOLITION PLAN STA 1+00 TO STA 10+00
7.	PLAN: METROPOLITAN CORRIDOR - FINAL GRADING PLAN STA 1+00 TO STA 10+00
8.	PLAN: METROPOLITAN CORRIDOR - EROSION AND SEDIMENT CONTROL PLAN STA 1+00 TO STA. 10+00
9.	PLAN: METROPOLITAN CORRIDOR - LANDSCAPE PLAN STA 8+00 TO STA 9+50
10.	PLAN: METROPOLITAN CORRIDOR - LIGHTING PLAN STA 8+00 TO STA 9+50
11.	MISCELLANEOUS DETAILS
12.	DISTRICT 1 (TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND STREETS
13.	DISTRICT 1 (TC-18) SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
14.	DISTRICT 1 (TC-22) TEMPORARY INFORMATION SIGNING
15.	DISTRICT 1 (BM-14) METHOD OF FLAGGING
16-18.	CROSS SECTIONS: METROPOLITAN CORRIDOR

I:\R001\060749_TEP_DWGS\060749_INDEX-GNITES-BM.dwg - S1-2
 Plotted: 5-09-07 @ 1:41pm By: 560kar
 Copy to: 5-09-07 By: Boxler & Woodman, Inc.
 State of Illinois Professional Design Firm
 License No. 04-001121 - Expires 4-30-07

CONSULTANTS	REV. NO.	DATE	DESCRIPTION
	1	4-4-07	VILLAGE/IDOT/LCDOT/METRA REVIEW
	2	5-10-07	VILLAGE/IDOT/LCDOT/METRA REVIEW

* - REFER TO EQUIPMENT MANUFACTURER'S SHOP DRAWINGS

Baxter & Woodman
 Consulting Engineers

Baxter & Woodman
 Crystal Lake, Illinois 815.459.1280
 Burlington, Wisconsin 262.763.7834
 Mokena, Illinois 708.475.2090
 DuKali, Illinois 815.787.3111
 Graylake, Illinois 847.223.5088
 Rockford, Illinois 815.489.1551
 Plainfield, Illinois 815.609.7425

VILLAGE OF ROUND LAKE, ILLINOIS
METROPOLITAN CORRIDOR BEAUTIFICATION
AND PEDESTRIAN ACCESS ACCOMMODATION PROJECT

INDEX TO SHEETS, GEN. NOTES, COMMITMENTS,
BENCHMARKS, SUGGESTED STAGES OF
CONSTRUCTION AND HIGHWAY STANDARDS

DESIGNED BY MWP	SCALE NONE
DRAWN BY UKB	PROJECT NO. 060749
CHECKED BY MWP	SHEET NO.
DATE 2-09-07	2 OF 18