

30+2=32

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	30	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63146	

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

**FAU 3869 (HALIGUS ROAD)
GENEVA LANE TO FAU 4039 (MILLER ROAD)
RECONSTRUCTION
SECTION NO.: 08-00030-00-FP
PROJECT NO.: M-9003 (082)
VILLAGE OF LAKE IN THE HILLS
MCHENRY COUNTY
C-91-017-09**

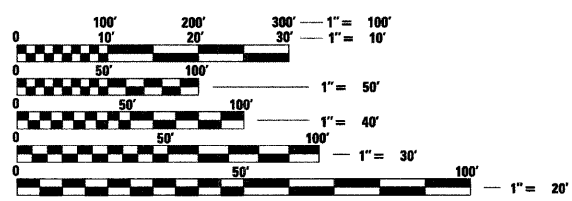
PROJECT LOCATION MAP
RANGE 7 EAST



TRAFFIC DATA

ADT:
HALIGUS ROAD 4,500 VPD (2008) 12,000 VPD (2030)

POSTED SPEED DESIGN SPEED
35 MPH (EXISTING) 40 MPH (PROPOSED)
35 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.

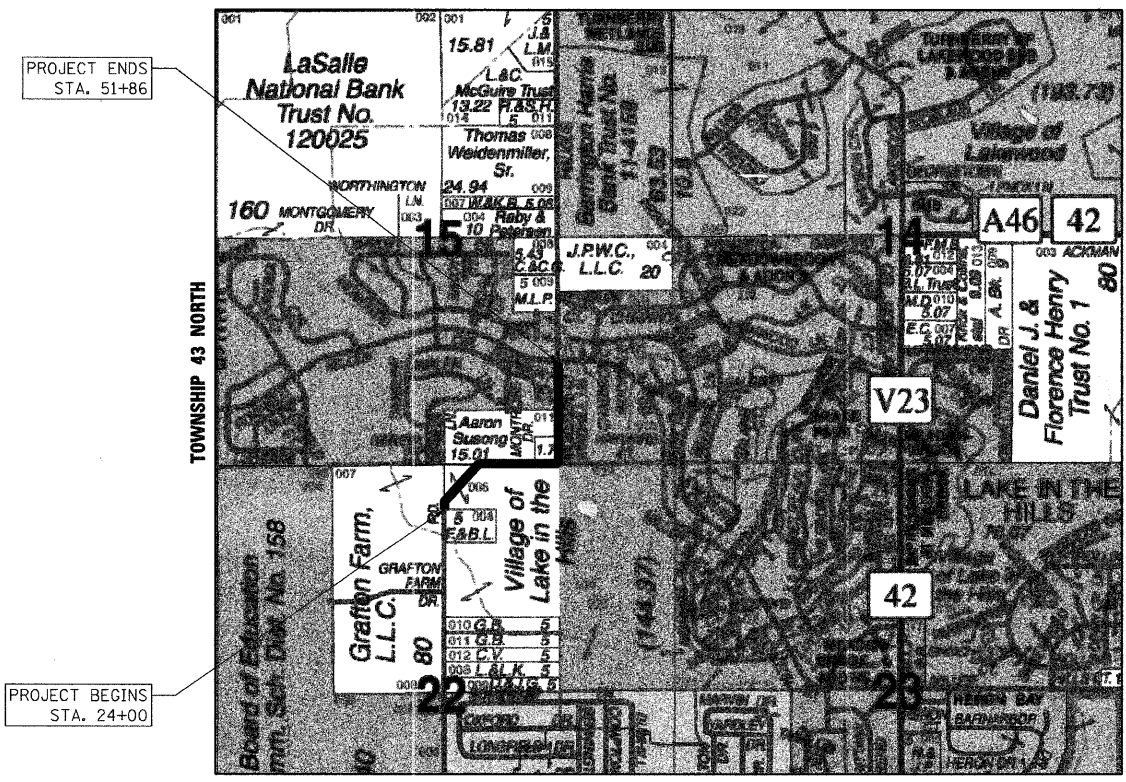
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JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811

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

CONTRACT NO. 63146



PROJECT LOCATION MAP
N.T.S.

PROJECT LENGTH
NET LENGTH OF PROJECT (HALIGUS ROAD) = 2,786 FT (0.5277 MI)
GROSS LENGTH OF PROJECT = 2,786 FT (0.5277 MI)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 3/30 20 09
Paul Mallard
VILLAGE OF LAKE IN THE HILLS

PASSED April 06 20 09
Christophe Hestler
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW APRIL 6, 20 09
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

Jeffrey L. Pisha 3/24/09

JEFFREY L. PISHA
EXPIRES: 11-30-09
SEAL

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT
 DATE PLOTTED: 3/10/2009 9:43:46 AM
 FILE NAME: 07070-crc-cgo
 PLOT DRIVER: pdfplot
 PEN TABLE: srfender-frans.tbl
 ASSOCIATE FIELD ENGINEER: KEVIN STALLWORTH, P.E. (847) 705-4169

GENERAL NOTES

- 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.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- 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.
- 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.
- 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).
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET TO THE SATISFACTION OF THE ENGINEER.
- 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.
- 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.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE USGS DATUM.
- 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.
- DRIVEWAY OFFSETS ARE TO BE CONSTRUCTED TO WITHIN ONE (1) FOOT OF THE R.O.W. OR UNLESS OTHERWISE NOTED.
- ALL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VILLAGE OF LAKE IN THE HILLS DRIVEWAY DETAILS INCLUDED IN DETAIL SHEETS.
- REMOVAL OF EXISTING COMBINATION CURB AND GUTTER, REGARDLESS OF CURB AND GUTTER TYPE, SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL".
- THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
- POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. 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.
- A SOILS REPORT IS ON FILE AND AVAILABLE FOR REVIEW AT SEC GROUP, INC. MCHENRY OFFICE UPON REQUEST.

STORM SEWERS AND UTILITIES

- 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.
- 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.
- 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.
- ALL UTILITY COMPANIES AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- UNLESS OTHERWISE NOTED ALL OFFSETS FOR ALL DRAINAGE STRUCTURES ARE TO THE CENTER OF THE STRUCTURE.
- 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.
- 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.
- ANY STORM SEWERS CROSSING WATER MAINS SHALL BE OF WATERMAIN QUALITY PIPE (RUBBER GASKET) IN ACCORDANCE WITH THE SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT BE INCLUDED IN THE COST OF THE STORM SEWER BEING INSTALLED.
- 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.
- 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.
- 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.
- 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.
- ALL FRAMES, GRATES, LIDS AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE VILLAGE, AS APPLICABLE.
- 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.
- 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.
- 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.
- 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

- STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.
- 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)

- 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

- SEE IDOT STANDARD DETAIL 780001 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- PAVEMENT MARKING DIMENSIONS ARE TO THE CENTER OF A SINGLE LINE OR TO THE CENTER OF THE GAP OF A DOUBLE LINE.
- 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.
- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.

- 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.

- 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.
- ALL REMOVED SIGNS SHALL BE RETURNED TO THE VILLAGE AS APPLICABLE.
- 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

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

TRAFFIC CONTROL

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

EARTHWORK

- 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.
- 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
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
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
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

GENERAL NOTES AND HIGHWAY STANDARDS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	2
				CONTRACT NO. 63146
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

VILLAGE OF LAKE IN THE HILLS

USER NAME	DESIGNED	REVISION
charlke	JLP	
FILE NAME = 070710-gen.dgn	DRAWN = BDH	REVISION
PILOT SCALE = NTS	CHECKED = DVC	REVISION
PILOT DATE = 4/1/2009	DATE = 4/1/09	REVISION

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COMPANY NAME: **SEC Group, Inc.**
 PROJECT CONTACT: **charlke**
 CLIENT: **ILLINOIS**
 DATE PLOTTED: **4/1/2009 4:10:10 PM**
 FILE NAME: **070710-gen.dgn**
 PLOT DRIVER: **pdfplot**
 PEN TABLE: **standard.ctb**

SPECIALTY ITEM	CODE NO	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
					STP	80% FED / 20% VILLAGE
					1000-2A	
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	274	274	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	7,555	7,555	
	20400800	FURNISHED EXCAVATION	CU YD	1,180	1,180	
	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	745	745	
	20800150	TRENCH BACKFILL	CU YD	500	500	
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	9,900	9,900	
	21300010	EXPLORATION TRENCH, SPECIAL	FOOT	50	50	
*	25000210	SEEDING, CLASS 2A	ACRE	2.0	2.0	
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	185	185	
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	185	185	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	185	185	
*	25100630	EROSION CONTROL BLANKET	SQ YD	9,000	9,000	
*	25300910	SALVAGING AND TRANSPLANTING TREES, SPECIAL	EACH	10	10	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50	50	
	28000300	TEMPORARY DITCH CHECK	EACH	12	12	
	28000400	PERIMETER EROSION BARRIER	FOOT	700	700	
	28000500	INLET AND PIPE PROTECTION	EACH	1	1	
	28000510	INLET FILTERS	EACH	22	22	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	36	36	
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B, 4"	SQ YD	12,825	12,825	
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	536	536	
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1,215	1,215	
	40600300	AGGREGATE (PRIME COAT)	TON	24	24	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT-JOINT	SQ YD	375	375	
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	233	233	
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	227	227	
	40701881	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"	SQ YD	10,125	10,125	
	42001300	PROTECTIVE COAT	SQ YD	536	536	
	42400800	DETECTABLE WARNINGS	SQ FT	116	116	
	44000100	PAVEMENT REMOVAL	SQ YD	9,696	9,696	
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1,490	1,490	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	280	280	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	220	220	
	44000600	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	4,395	4,395	
	44004700	SIDEWALK REMOVAL	SQ FT	679	679	
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	110	110	
	48101500	AGGREGATE SHOULDERS, TYPE B, 6"	SQ YD	2,012	2,012	
	48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,679	1,679	
	50105220	PIPE CULVERT REMOVAL	FOOT	100	100	
	54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1	
	54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	1	1	
	55100500	STORM SEWER REMOVAL 12"	FOOT	179	179	
	55100700	STORM SEWER REMOVAL 15"	FOOT	219	219	
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	8	8	

SPECIALTY ITEM	CODE NO	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
					STP	80% FED / 20% VILLAGE
					1000-2A	
	60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	7	7	
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	4	4	
	60500080	REMOVING CATCH BASINS TO MAINTAIN FLOW	EACH	1	1	
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	6	6	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	269	269	
	67100100	MOBILIZATION	L SUM	1	1	
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	600	600	
	72000100	SIGN PANEL - TYPE 1	SQ FT	145	145	
	72900100	METAL POST - TYPE A	FOOT	351	351	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	180	180	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	14,910	14,910	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,100	1,100	
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	135	135	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,102	1,102	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	95	95	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	175	175	
	550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	421	421	
	550A0360	STORM SEWERS, CLASS A, TYPE 2, 15"	FOOT	123	123	
	550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"	FOOT	695	695	
	550A0410	STORM SEWERS, CLASS A, TYPE 2, 24"	FOOT	239	239	
	550A0430	STORM SEWERS, CLASS A, TYPE 2, 30"	FOOT	135	135	
	550A0450	STORM SEWERS, CLASS A, TYPE 2, 36"	FOOT	857	857	
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	100	100	
	X0325416	TRAFFIC CONTROL AND PROTECTION FOR DETOUR ROUTE	L SUM	1	1	
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1	
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2	2	
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	3	3	
*	XX006570	TREES (SPECIAL)	EACH	20	20	
	XX006806	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	205	205	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	1	1	
	Z0018700	DRAINAGE STRUCTURES TO BE REMOVED	EACH	8	8	
	Z0076600	TRAINEES	HOURS	500	500	
	XX007026	FENCE REMOVAL AND REINSTALLATION	FOOT	580	580	
	00325796	GATES TO BE REMOVED AND RE-ERECTED	EACH	1	1	

Δ = 4080

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CLIENT: #CLIENT
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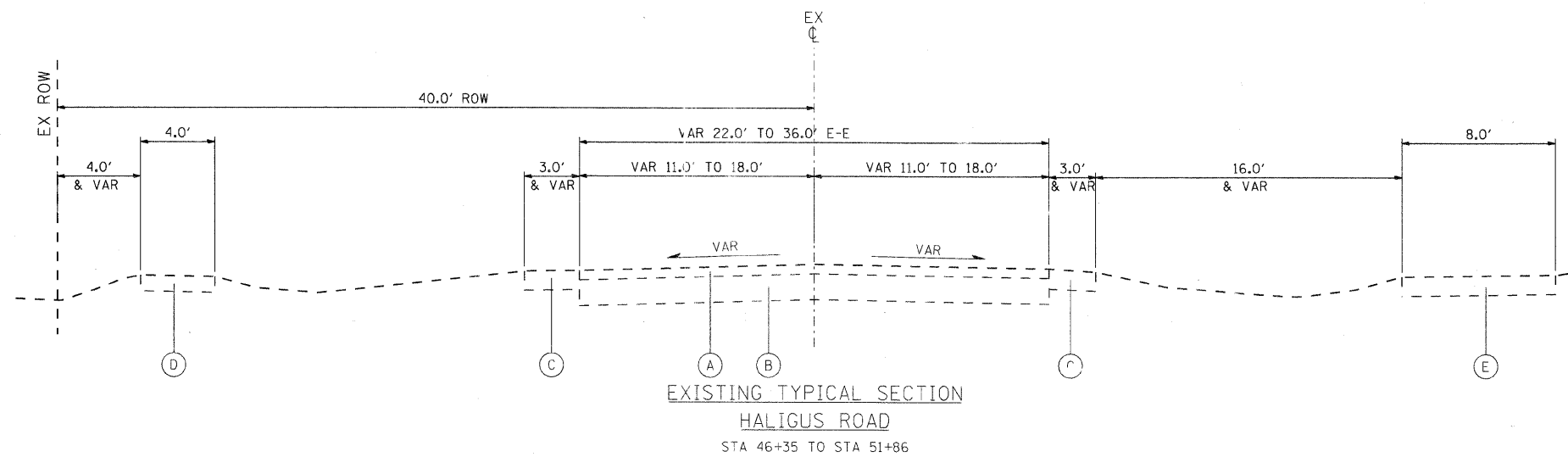
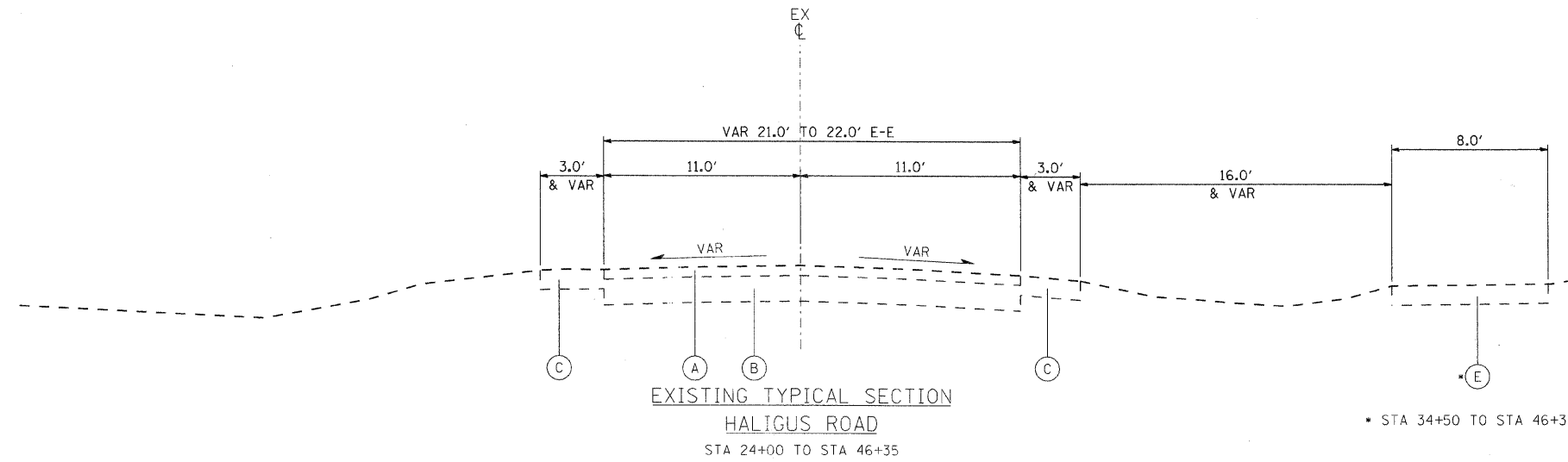
VILLAGE OF LAKE IN THE HILLS

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

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 3
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

EXISTING TYPICAL SECTION LEGEND

- (A) ASPHALT SURFACE COURSE (± 4 INCH)
- (B) GRANULAR BASE COURSE
- (C) AGGREGATE SHOULDER
- (D) CONCRETE SIDEWALK
- (E) ASPHALT PATH



COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT
 CLIENT: #CLIENT
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PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED

VILLAGE OF LAKE IN THE HILLS

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

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 4
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

EXISTING TYPICAL SECTION LEGEND

- (A) ASPHALT SURFACE COURSE (± 4 INCH)
- (B) GRANULAR BASE COURSE
- (C) AGGREGATE SHOULDER
- (D) CONCRETE SIDEWALK
- (E) ASPHALT PATH

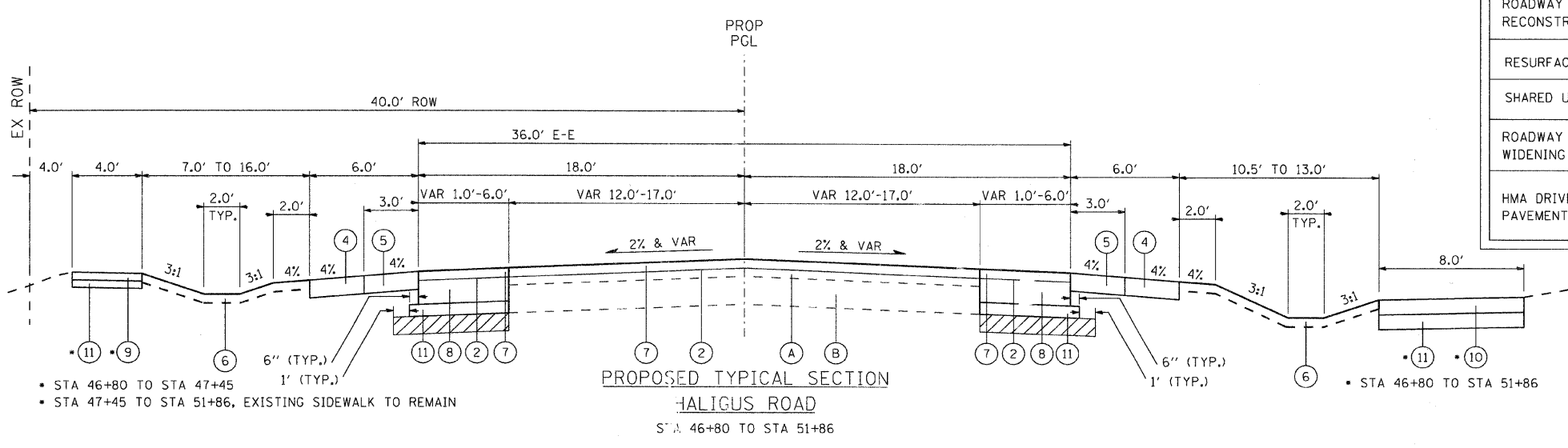
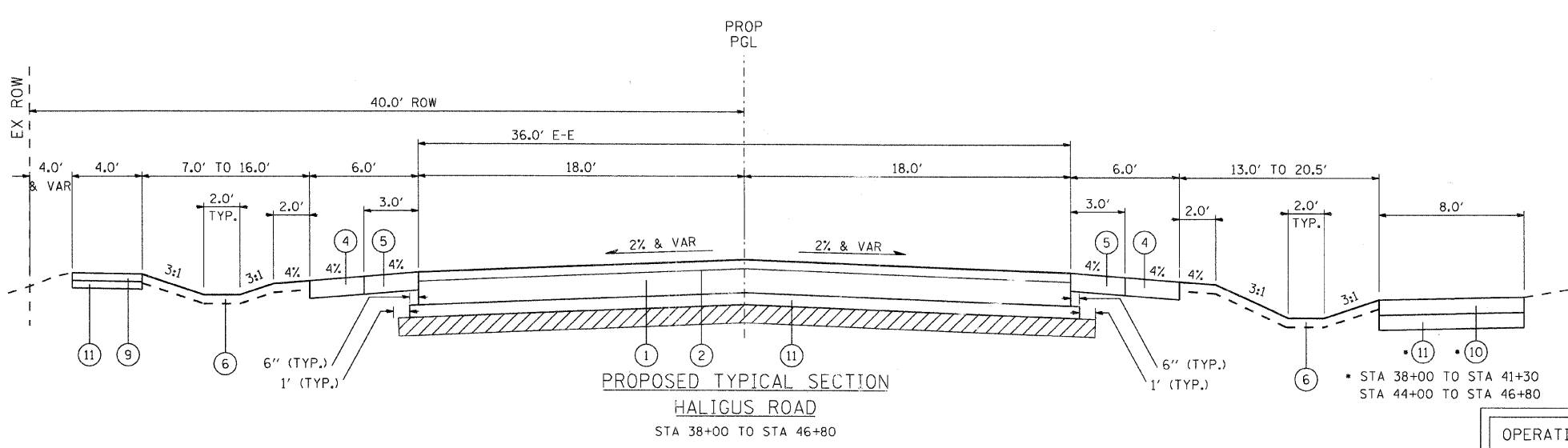
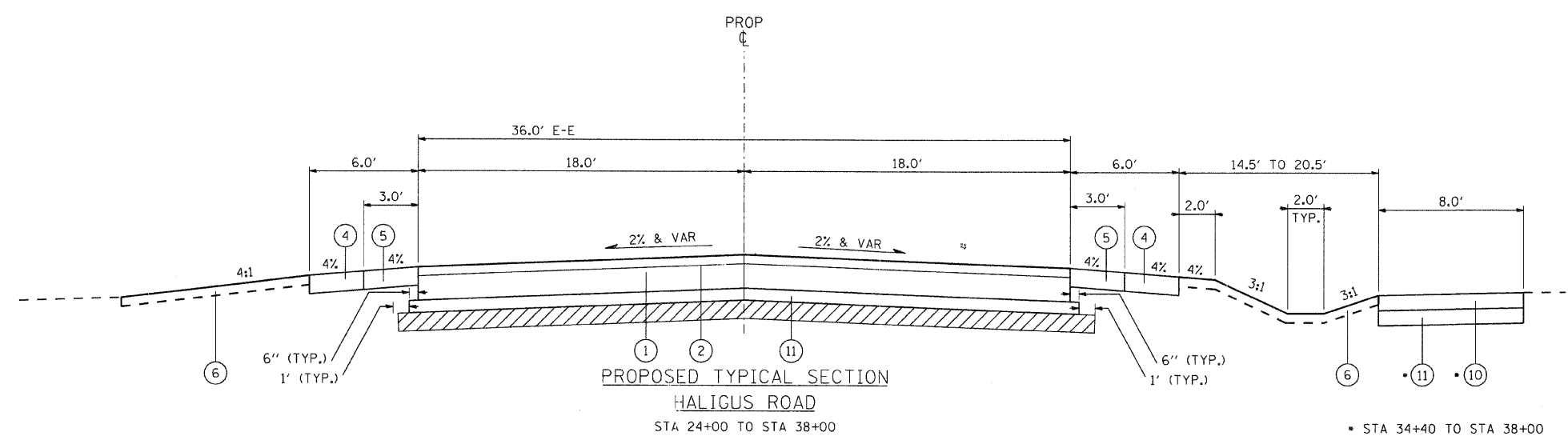
PROPOSED TYPICAL SECTION LEGEND

- (1) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10" (2" SURFACE, 8" BINDER)
 - (2) BITUMINOUS MATERIALS (PRIME COAT) 0.10 GALLON/SQ YD
 - (3) NOT USED
 - (4) AGGREGATE SHOULDERS TYPE B, 6"
 - (5) HOT-MIX ASPHALT SHOULDERS, 6"
 - (6) TOPSOIL, FURNISH AND PLACE, 4" AND SEEDING, CLASS 2A
 - (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2")
 - (8) HOT-MIX ASPHALT BASE COURSE, 8"
 - (9) PORTLAND CEMENT CONCRETE SIDEWALK, 5" (6" THICK THRU DRIVEWAYS)
 - (10) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (3")
 - (11) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- INDICATES POROUS GRANULAR EMBANKMENT SUBGRADE (TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	ITEM	AC TYPE	VOIDS
ROADWAY RECONSTRUCTION	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10" 2" SURFACE COURSE, MIX "D", N70 (IL-9.5mm) 8" BINDER COURSE, IL-19.0, N70	PG 64-22	4% @ 70 GYR.
RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	PG 64-22	4% @ 70 GYR.
SHARED USE PATH	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
ROADWAY WIDENING	2" SURFACE COURSE, MIX "D", N70 (IL-9.5mm) 8" BINDER COURSE, IL-19.0, N70	PG 64-22	4% @ 70 GYR.
HMA DRIVEWAY PAVEMENT	HOT-MIX ASPHALT DRIVEWAY PAVEMENT 2" SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.

• WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.
 THE UNIT WEIGHT TO CALCULATE HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LB/SY PER INCH THICKNESS.



COMPANY NAME: Smith
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 CLIENT: #CLIENT
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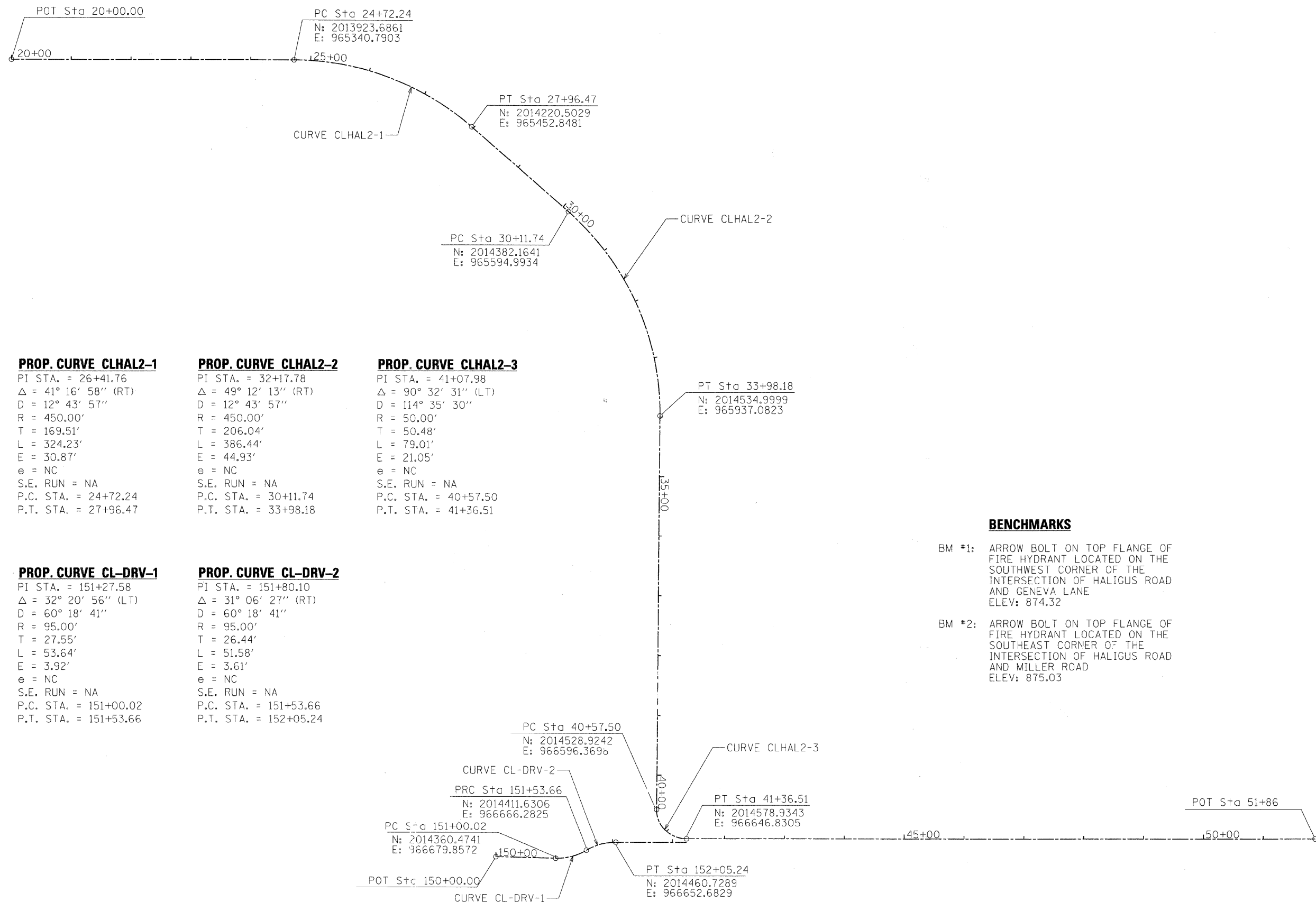


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VILLAGE OF LAKE IN THE HILLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63146	



PROP. CURVE CLHAL2-1

PI STA. = 26+41.76
 $\Delta = 41^\circ 16' 58''$ (RT)
 D = 12° 43' 57"
 R = 450.00'
 T = 169.51'
 L = 324.23'
 E = 30.87'
 e = NC
 S.E. RUN = NA
 P.C. STA. = 24+72.24
 P.T. STA. = 27+96.47

PROP. CURVE CLHAL2-2

PI STA. = 32+17.78
 $\Delta = 49^\circ 12' 13''$ (RT)
 D = 12° 43' 57"
 R = 450.00'
 T = 206.04'
 L = 386.44'
 E = 44.93'
 e = NC
 S.E. RUN = NA
 P.C. STA. = 30+11.74
 P.T. STA. = 33+98.18

PROP. CURVE CLHAL2-3

PI STA. = 41+07.98
 $\Delta = 90^\circ 32' 31''$ (LT)
 D = 114° 35' 30"
 R = 50.00'
 T = 50.48'
 L = 79.01'
 E = 21.05'
 e = NC
 S.E. RUN = NA
 P.C. STA. = 40+57.50
 P.T. STA. = 41+36.51

PROP. CURVE CL-DRV-1

PI STA. = 151+27.58
 $\Delta = 32^\circ 20' 56''$ (LT)
 D = 60° 18' 41"
 R = 95.00'
 T = 27.55'
 L = 53.64'
 E = 3.92'
 e = NC
 S.E. RUN = NA
 P.C. STA. = 151+00.02
 P.T. STA. = 151+53.66

PROP. CURVE CL-DRV-2

PI STA. = 151+80.10
 $\Delta = 31^\circ 06' 27''$ (RT)
 D = 60° 18' 41"
 R = 95.00'
 T = 26.44'
 L = 51.58'
 E = 3.61'
 e = NC
 S.E. RUN = NA
 P.C. STA. = 151+53.66
 P.T. STA. = 152+05.24

BENCHMARKS

- BM #1: ARROW BOLT ON TOP FLANGE OF FIRE HYDRANT LOCATED ON THE SOUTHWEST CORNER OF THE INTERSECTION OF HALIGUS ROAD AND GENEVA LANE
ELEV: 874.32
- BM #2: ARROW BOLT ON TOP FLANGE OF FIRE HYDRANT LOCATED ON THE SOUTHWEST CORNER OF THE INTERSECTION OF HALIGUS ROAD AND MILLER ROAD
ELEV: 875.03

COMPANY NAME: Smith
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 CLIENT: #CLIENT
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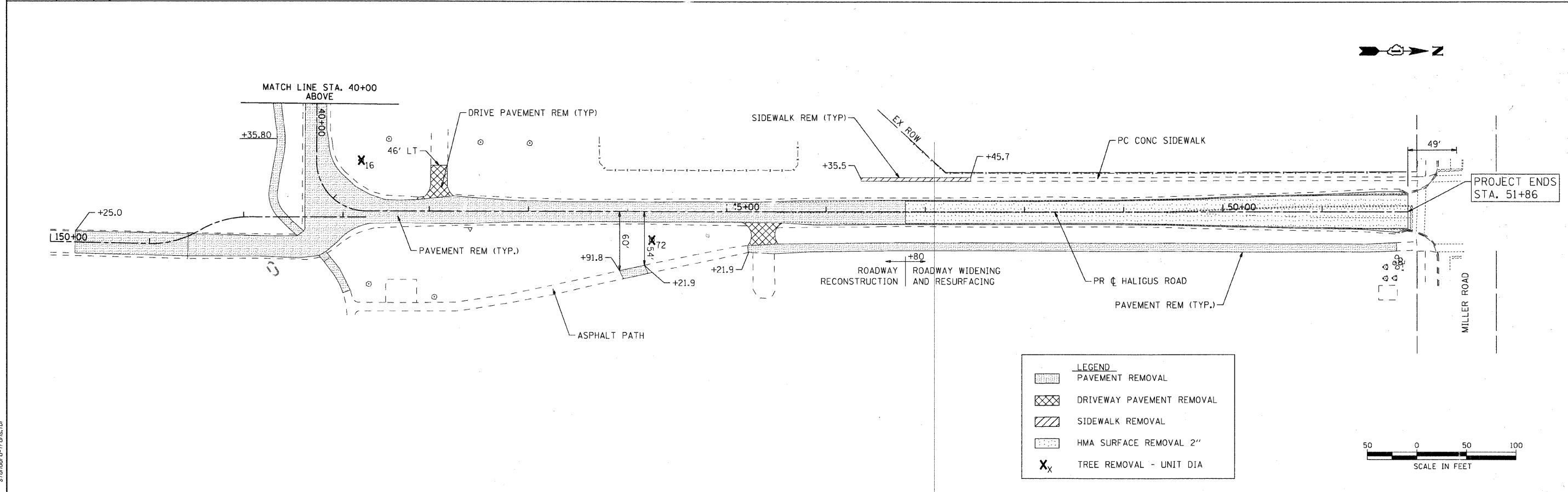
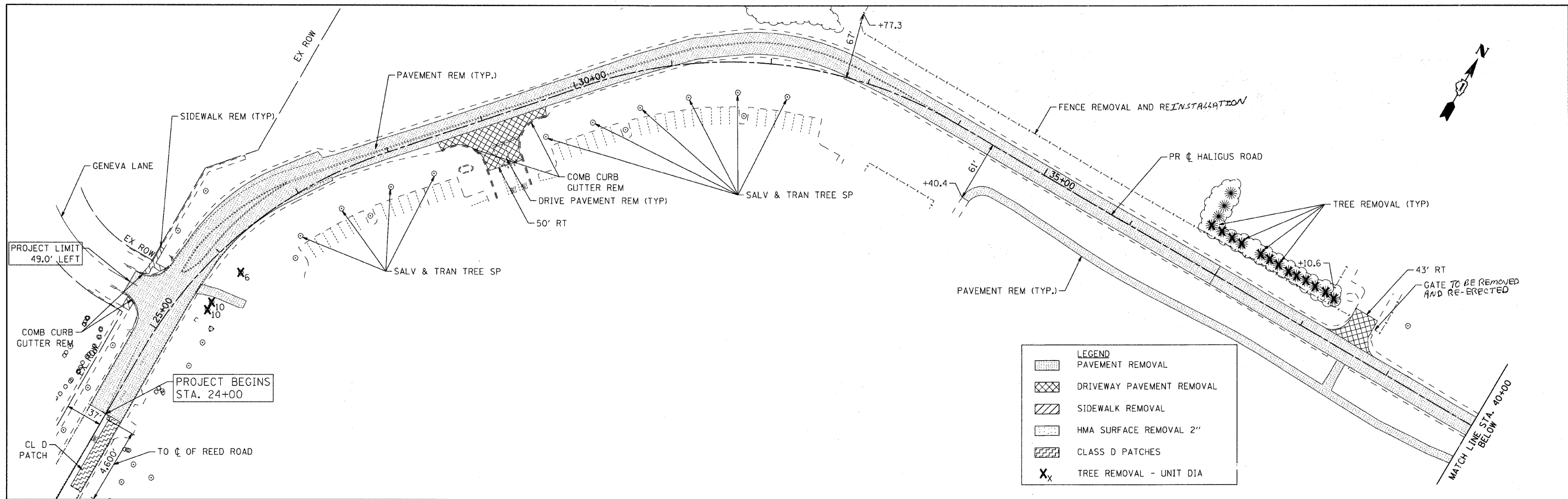
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PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED

VILLAGE OF LAKE IN THE HILLS

ALIGNMENT, TIES, AND BENCHMARKS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	6
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



COMPANY NAME: Smith
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 CLIENT: #CLIENT/
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PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

**EXISTING REMOVAL PLAN
HALIGUS ROAD**

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 7
CONTRACT NO. 63146				

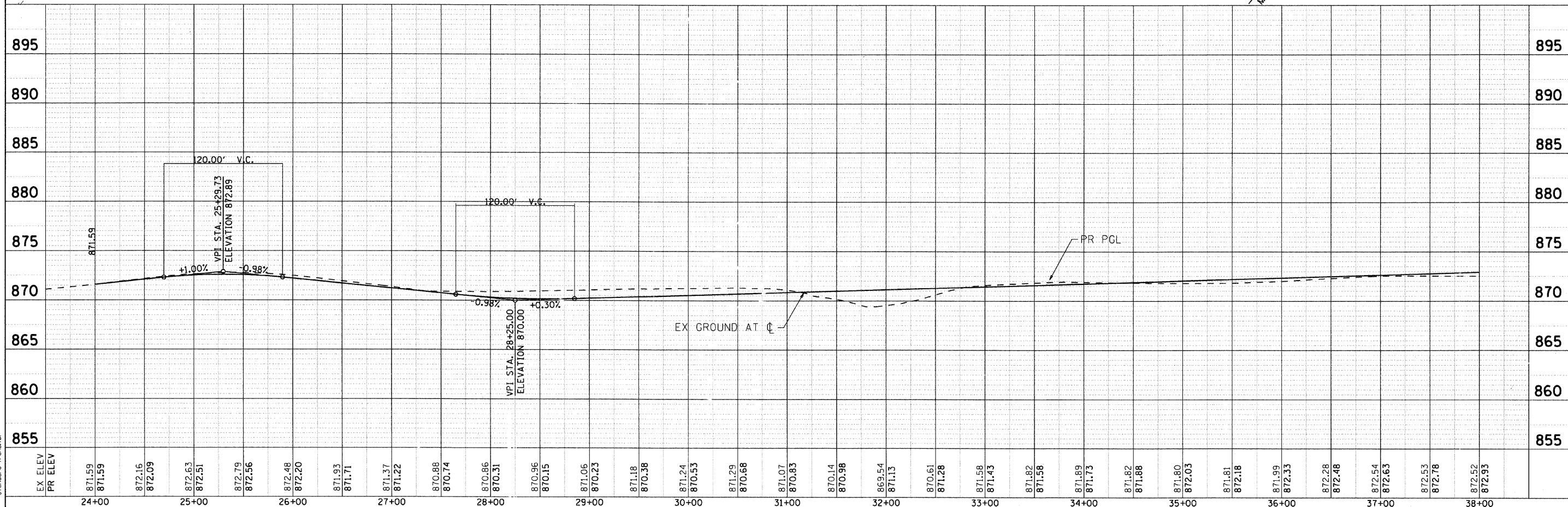
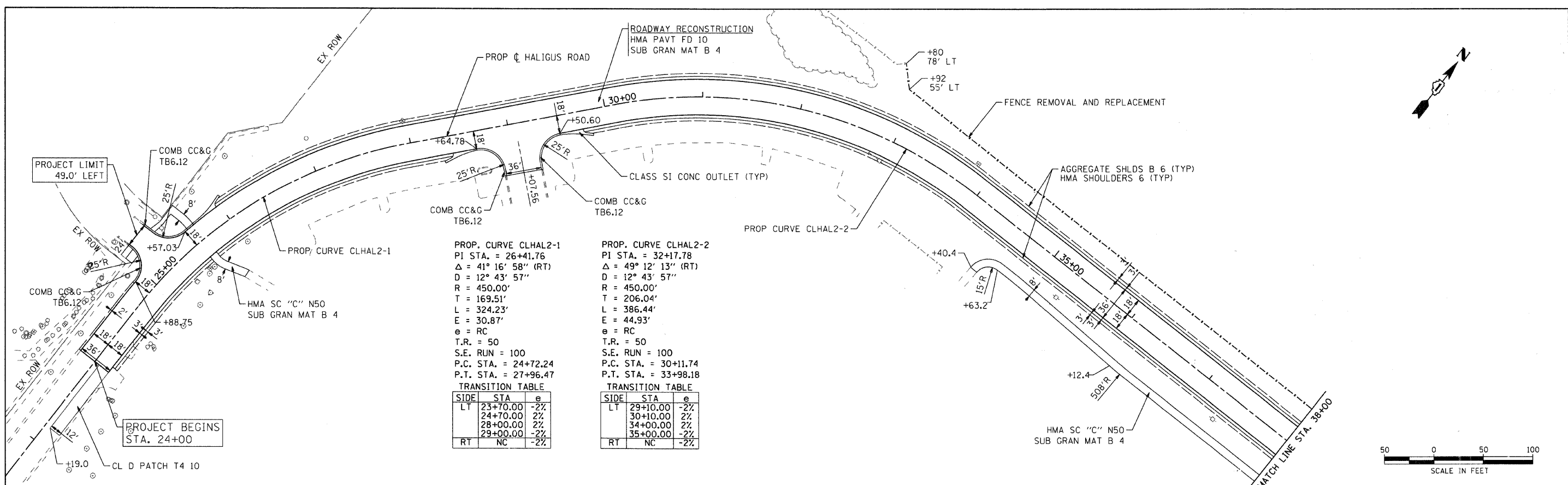
SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. BEG TO STA. END

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

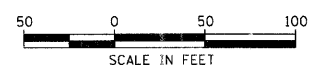
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COMPANY NAME: SEC Group, Inc.
 PROJECT CONTACT: JLP
 CLIENT: VILLAGE OF LAKE IN THE HILLS
 DATE PLOTTED: 4/1/2009 4:44:28 PM
 FILE NAME: 07070-ppp-01.dgn
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SEC Group, Inc. Engineering Surveying Planning Landscape Architecture McHenry • Yorkville • New Lenox • Chicago www.secgroupinc.com	USER NAME = charlie DESIGNED - JLP DRAWN - BDH CHECKED - DVC DATE = 4/1/09	REVISED REVISED REVISED REVISED	VILLAGE OF LAKE IN THE HILLS PROPOSED PLAN AND PROFILE HALIGUS ROAD	F.A. RTE. 3869 SECTION 08-00030-00-FP COUNTY MCHENRY TOTAL SHEETS 32 SHEET NO. 8 CONTRACT NO. 63146
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PROP. CURVE CL-DRV-1
 PI STA. = 151+27.58
 $\Delta = 32^\circ 20' 56''$ (LT)
 D = 60° 18' 41"
 R = 95.00'
 T = 27.55'
 L = 53.64'
 E = 3.92'
 P.C. STA. = 151+00.02
 P.T. STA. = 151+53.66

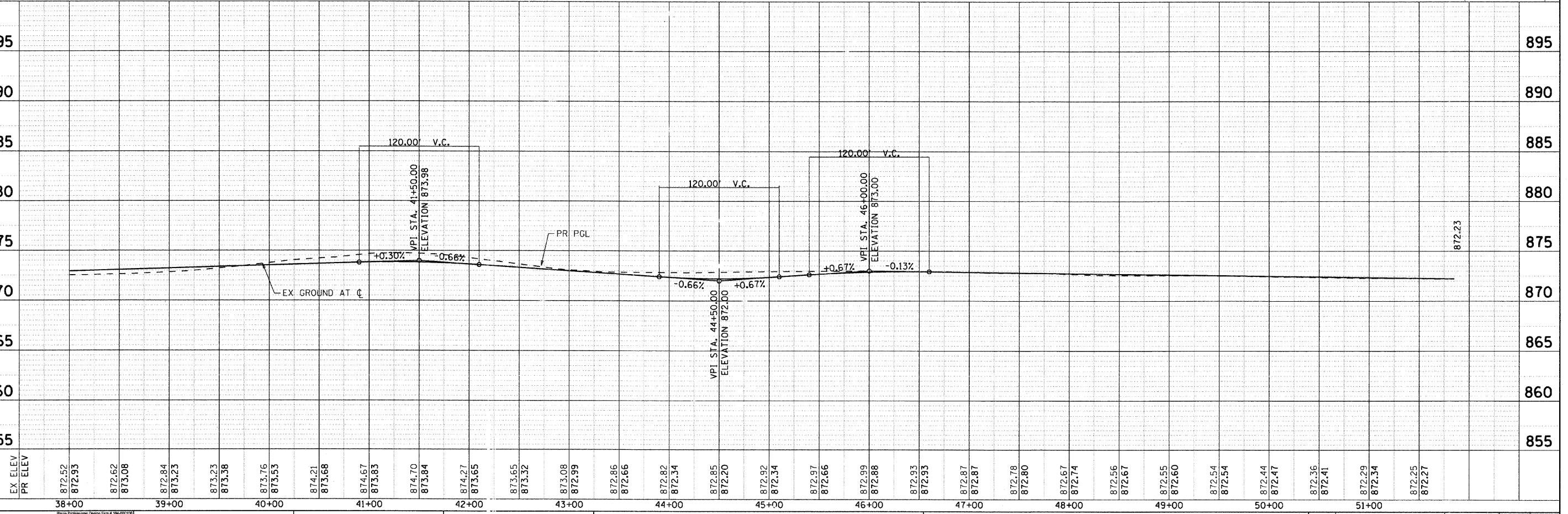
PROP. CURVE CL-DRV-2
 PI STA. = 151+80.10
 $\Delta = 31^\circ 06' 27''$ (RT)
 D = 60° 18' 41"
 R = 95.00'
 T = 26.44'
 L = 51.58'
 E = 3.61'
 P.C. STA. = 151+53.66
 P.T. STA. = 152+05.24

PROP CURVE CLHAL2-3
 PI STA. = 41+07.98
 $\Delta = 90^\circ 32' 31''$ (LT)
 D = 114° 35' 30"
 R = 50.00'
 T = 50.48'
 L = 79.01'
 E = 21.05'
 P.C. STA. = 40+57.50
 P.T. STA. = 41+36.51

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COMPANY NAME: SEC Group, Inc.
 CONTACT: 417/220-4463
 CLIENT: 417/220-4463
 DATE PLOTTED: 07/10/09
 PLOT DRIVER: per/fpf
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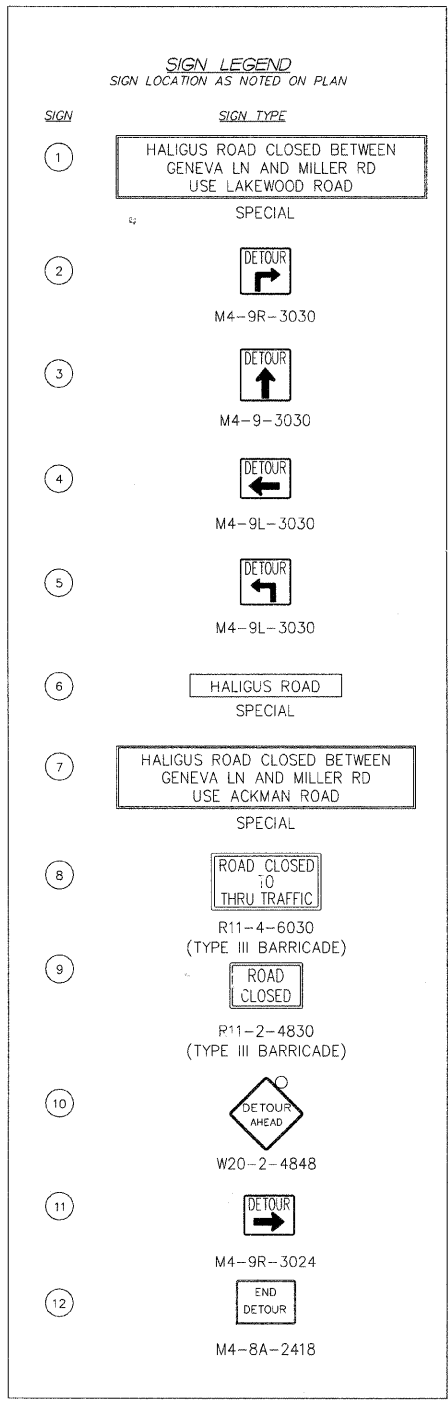
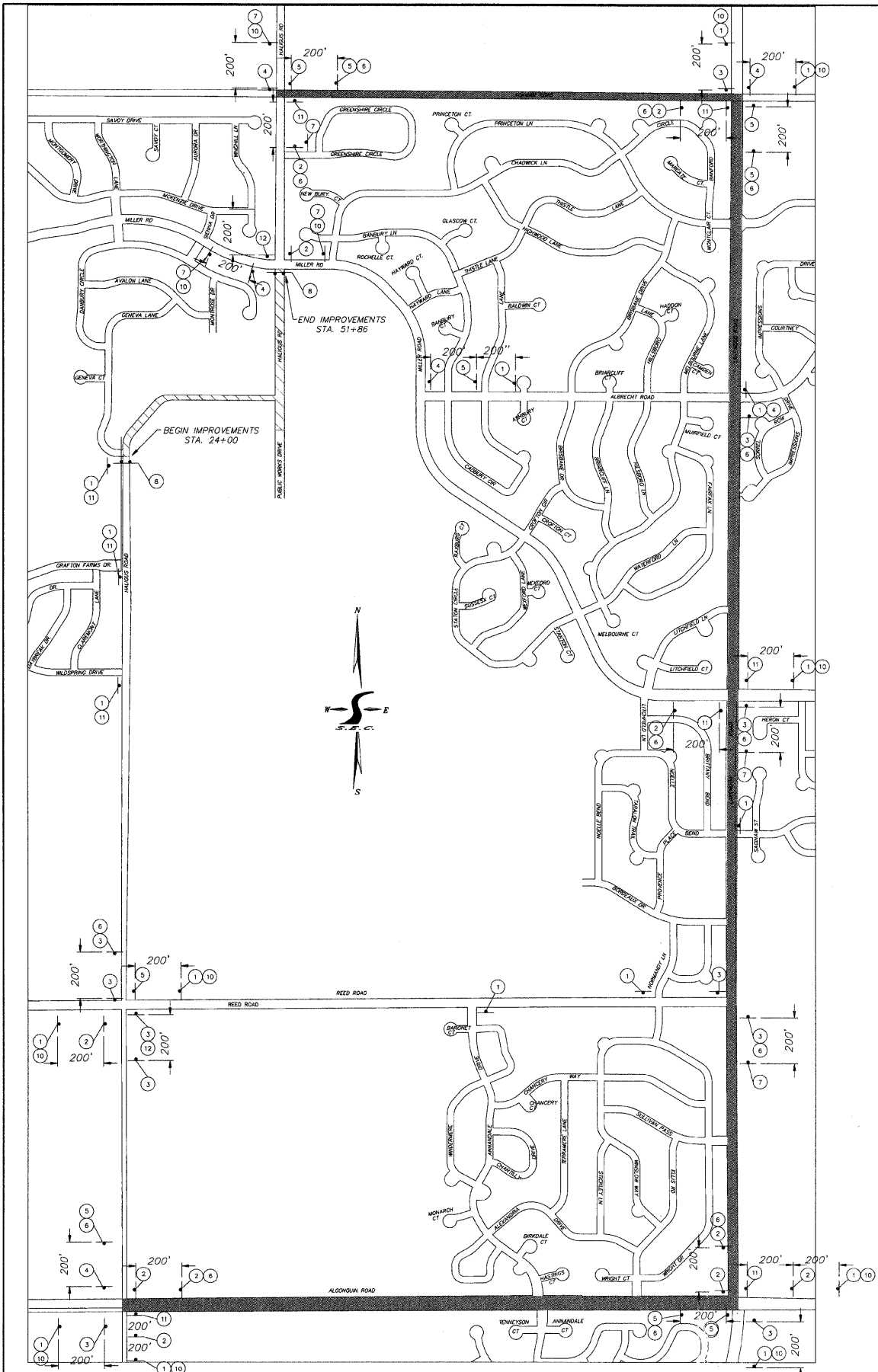
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873.23		41+00	873.23		41+00
873.23		42+00	873.23		42+00
873.38		43+00	873.38		43+00
873.76		44+00	873.76		44+00
873.53		45+00	873.53		45+00
874.21		46+00	874.21		46+00
873.68		47+00	873.68		47+00
874.67		48+00	874.67		48+00
873.83		49+00	873.83		49+00
874.70		50+00	874.70		50+00
873.84		51+00	873.84		51+00
874.27			874.27		
873.65			873.65		
873.65			873.32		
873.08			873.08		
872.99			872.86		
872.86			872.66		
872.82			872.82		
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872.27			872.27		

USER NAME	char-tke
DESIGNED	JLP
DRAWN	BDH
CHECKED	DVC
DATE	4/1/09

REVISIONS	

PROPOSED PLAN AND PROFILE HALIGUS ROAD			
SCALE: 50	SHEET NO. 2 OF 2 SHEETS	STA. 38+00	TO STA. END

F.A. RTE. 3869	SECTION 08-0030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 9
CONTRACT NO. 63146				
ILLINOIS FED. AID PROJECT				

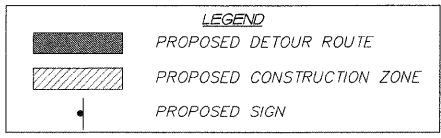


DETOUR GENERAL NOTES

1. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING HAS BEEN ERRECTED IN ACCORDANCE WITH THE DETOUR PLAN.
2. 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.
3. 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.
4. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL.
5. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
6. 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.
7. 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.
8. 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.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. 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.
11. 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".
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. ALL WORK REQUIRED FOR DETOUR SIGNING SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR."

SUGGESTED MAINTAINENCE OF TRAFFIC GENERAL NOTES

1. HALIGUS ROAD SHALL BE CLOSED TO THROUGH TRAFFIC WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONSTRUCTION. TRAFFIC DURING THE DAY SHALL BE MAINTAINED PER STANDARD 701301.
2. ONCE HALIGUS ROAD IS CONSTRUCTED UP TO AND INCLUDING HOT-MIX ASPHALT BINDER COURSE, HALIGUS ROAD SHALL BE OPENED TO ALL TRAFFIC.
3. TRAFFIC SHALL BE MAINTAINED AS PER STANDARDS 701301 AND 701501 WHEN PLACING SURFACE COURSE TO FINISHED GRADE.
4. ALL TEMPORARY CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
5. 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"
6. 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.
7. REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.



COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT
 CLIENT: #CLIENT
 DATE PLOTTED: 4/1/2009 4:20:01 PM
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SEC Group, Inc.
 Engineering
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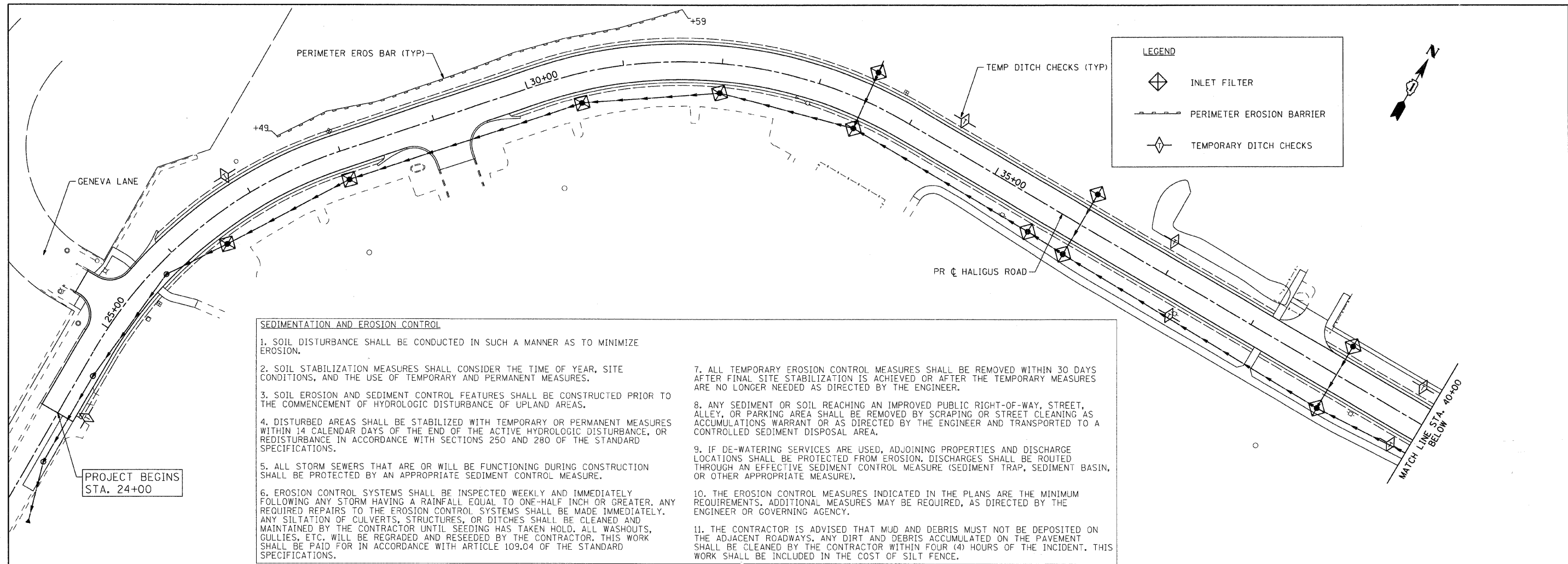
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PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED

VILLAGE OF LAKE IN THE HILLS




**MAINTENANCE OF TRAFFIC PLAN
DETOUR PLAN**

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

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 10
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



LEGEND

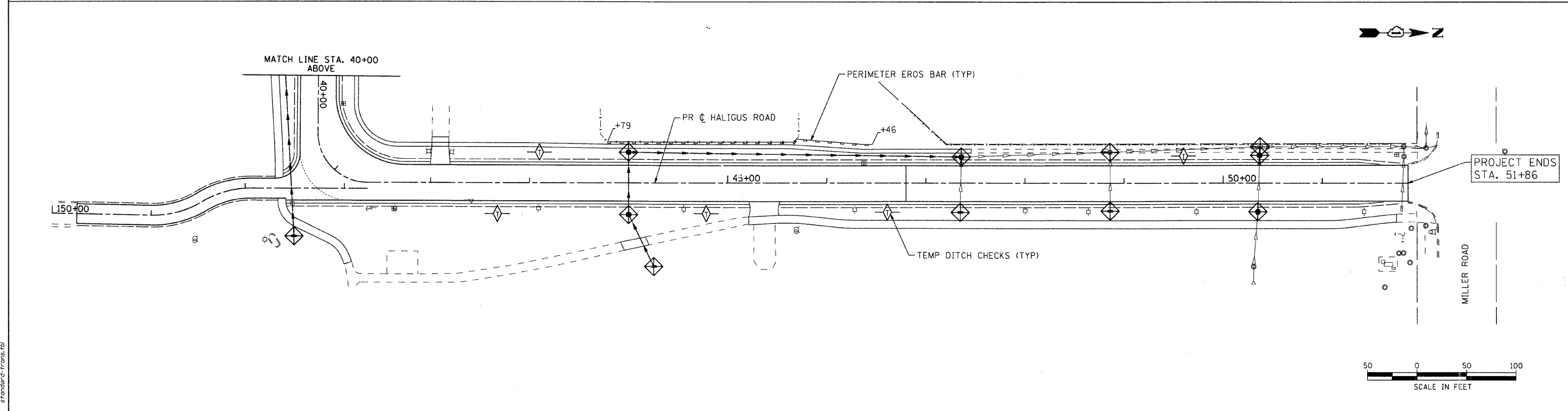
-  INLET FILTER
-  PERIMETER EROSION BARRIER
-  TEMPORARY DITCH CHECKS

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, CULLIES, ETC. WILL BE REGRADED AND RESEED 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.

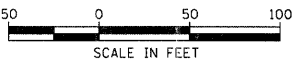
PROJECT BEGINS STA. 24+00

MATCH LINE STA. 40+00 BELOW



MATCH LINE STA. 40+00 ABOVE

PROJECT ENDS STA. 51+86



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 CLIENT: #CLIENT
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 PLOT DRIVER: pdfcalp
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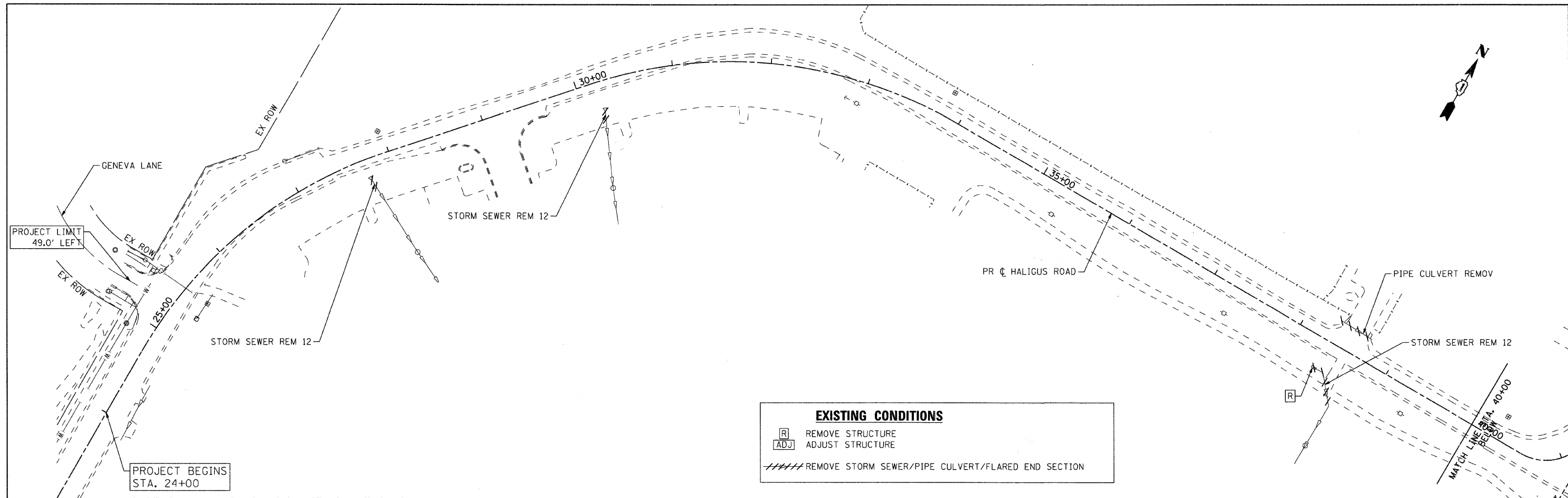
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VILLAGE OF LAKE IN THE HILLS

EROSION CONTROL PLAN
HALIGUS ROAD

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

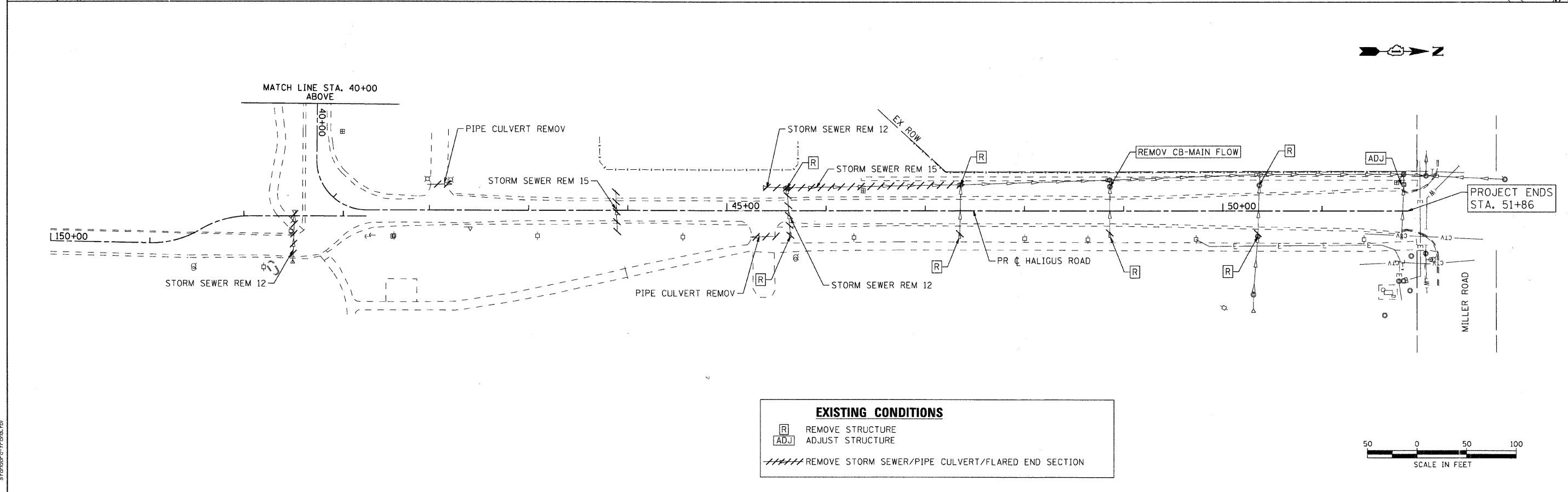
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	11
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63146	



EXISTING CONDITIONS

[R] REMOVE STRUCTURE
 [ADJ] ADJUST STRUCTURE

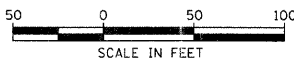
///// REMOVE STORM SEWER/PIPE CULVERT/FLARED END SECTION



EXISTING CONDITIONS

[R] REMOVE STRUCTURE
 [ADJ] ADJUST STRUCTURE

///// REMOVE STORM SEWER/PIPE CULVERT/FLARED END SECTION



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 CLIENT: #CLIENT
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PLOT SCALE = 50	CHECKED - DVC	REVISED -
PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

DRAINAGE REMOVAL PLAN
HALIGUS ROAD

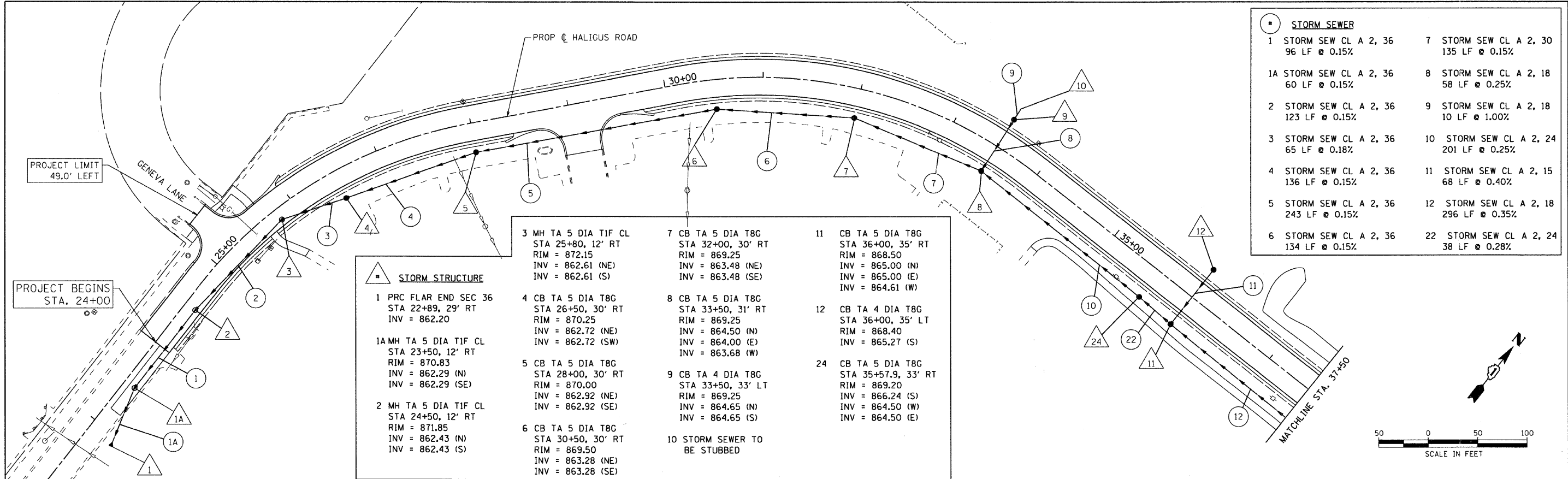
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F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 12
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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DESIGNED	
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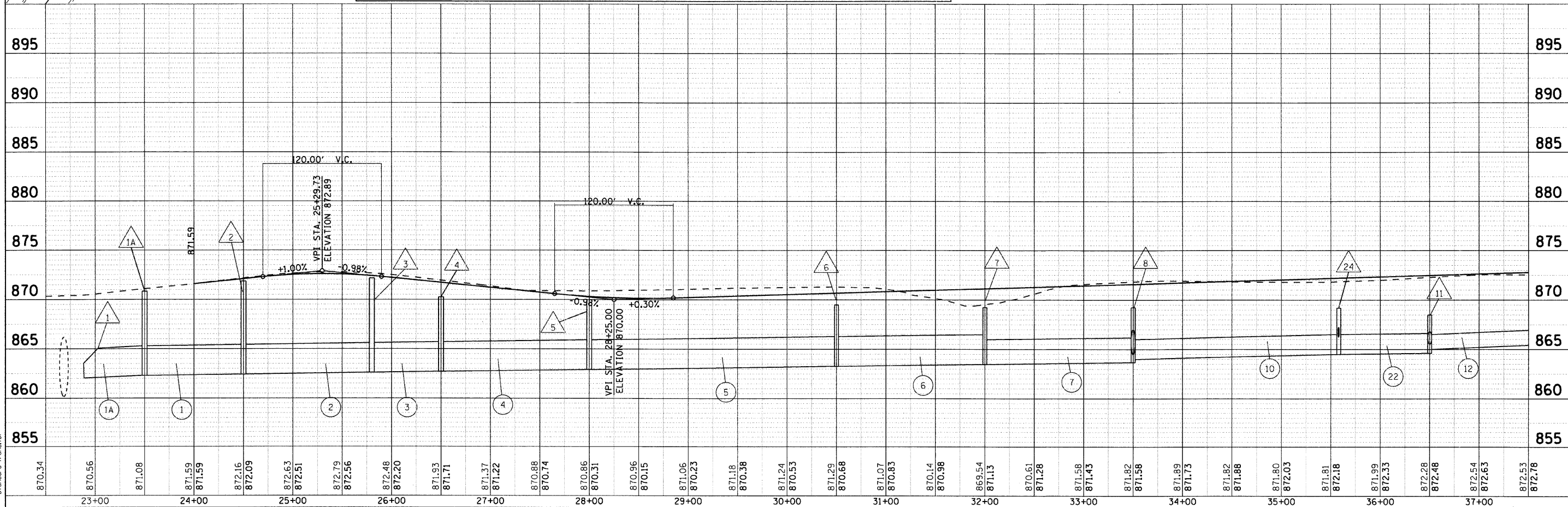
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BY	
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STRUCTURE	
NOTING	
CHRD	

COMPANY NAME: SEC Group, Inc.
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 FILE NAME: 07070-00-01.dgn
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 PEN TABLE: standard-trans.tbl



STORM SEWER	
1 STORM SEW CL A 2, 36 96 LF @ 0.15%	7 STORM SEW CL A 2, 30 135 LF @ 0.15%
1A STORM SEW CL A 2, 36 60 LF @ 0.15%	8 STORM SEW CL A 2, 18 58 LF @ 0.25%
2 STORM SEW CL A 2, 36 123 LF @ 0.15%	9 STORM SEW CL A 2, 18 10 LF @ 1.00%
3 STORM SEW CL A 2, 36 65 LF @ 0.18%	10 STORM SEW CL A 2, 24 201 LF @ 0.25%
4 STORM SEW CL A 2, 36 136 LF @ 0.15%	11 STORM SEW CL A 2, 15 68 LF @ 0.40%
5 STORM SEW CL A 2, 36 243 LF @ 0.15%	12 STORM SEW CL A 2, 18 296 LF @ 0.35%
6 STORM SEW CL A 2, 36 134 LF @ 0.15%	22 STORM SEW CL A 2, 24 38 LF @ 0.28%

STORM STRUCTURE		
1 PRC FLAR END SEC 36 STA 22+89, 29' RT INV = 862.20	3 MH TA 5 DIA TIF CL STA 25+80, 12' RT RIM = 872.15 INV = 862.61 (NE) INV = 862.61 (S)	7 CB TA 5 DIA T8G STA 32+00, 30' RT RIM = 869.25 INV = 863.48 (NE) INV = 863.48 (SE)
1A MH TA 5 DIA TIF CL STA 23+50, 12' RT RIM = 870.83 INV = 862.29 (N) INV = 862.29 (SE)	4 CB TA 5 DIA T8G STA 26+50, 30' RT RIM = 870.25 INV = 862.72 (NE) INV = 862.72 (SW)	8 CB TA 5 DIA T8G STA 33+50, 31' RT RIM = 869.25 INV = 864.50 (N) INV = 864.00 (E) INV = 863.68 (W)
2 MH TA 5 DIA TIF CL STA 24+50, 12' RT RIM = 871.85 INV = 862.43 (N) INV = 862.43 (S)	5 CB TA 5 DIA T8G STA 28+00, 30' RT RIM = 870.00 INV = 862.92 (NE) INV = 862.92 (SE)	9 CB TA 4 DIA T8G STA 33+50, 33' LT RIM = 869.25 INV = 864.65 (N) INV = 864.65 (S)
	6 CB TA 5 DIA T8G STA 30+50, 30' RT RIM = 869.50 INV = 863.28 (NE) INV = 863.28 (SE)	10 STORM SEWER TO BE STUBBED
		11 CB TA 5 DIA T8G STA 36+00, 35' RT RIM = 868.50 INV = 865.00 (N) INV = 865.00 (E) INV = 864.61 (W)
		12 CB TA 4 DIA T8G STA 36+00, 35' LT RIM = 868.40 INV = 865.27 (S)
		24 CB TA 5 DIA T8G STA 35+57.9, 33' RT RIM = 869.20 INV = 866.24 (S) INV = 864.50 (W) INV = 864.50 (E)



870.34	870.56	871.08	871.59	872.16	872.63	872.79	872.48	871.93	871.37	870.88	870.31	870.96	871.06	871.18	871.29	871.07	870.14	869.54	870.61	871.58	871.82	871.89	871.82	871.80	871.81	871.99	872.28	872.54	872.53	
23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00																

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USER NAME = charlke	DESIGNED - JLP	REVISED -
PLOT SCALE = 50	DRAWN - BDH	REVISED -
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VILLAGE OF LAKE IN THE HILLS

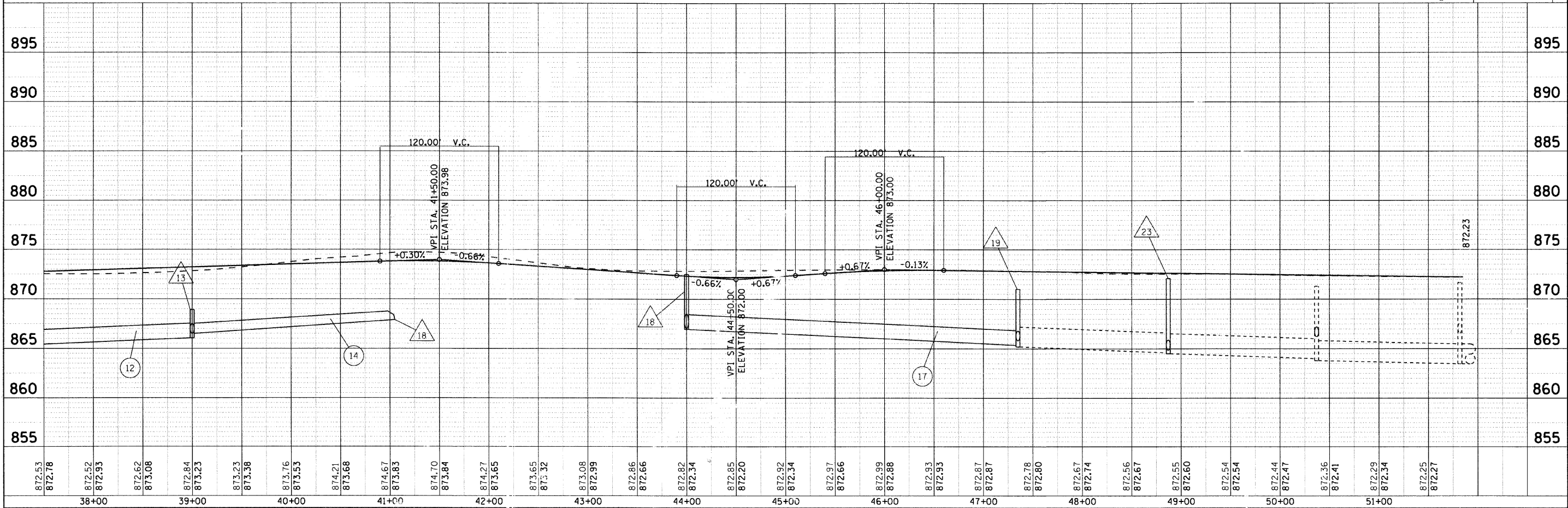
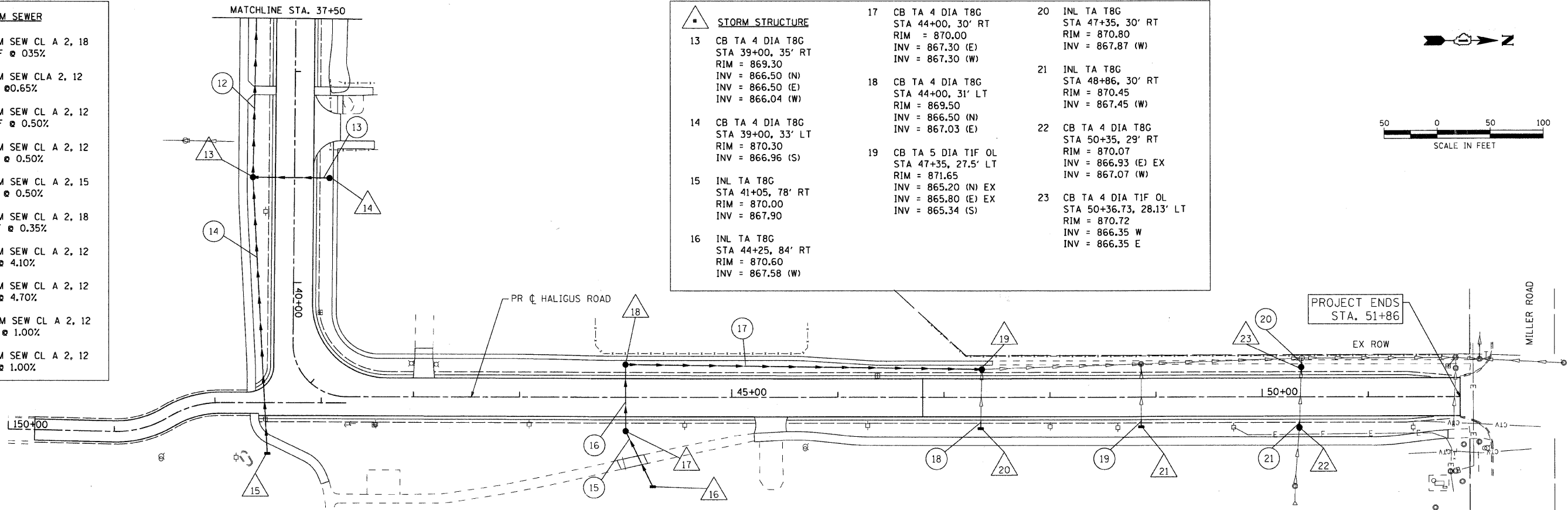
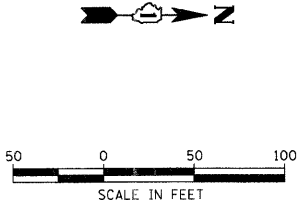
**DRAINAGE AND UTILITIES
 HALIGUS ROAD**

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 13
CONTRACT NO. 63146			ILLINOIS FED. AID PROJECT	

SCALE: 50 SHEET NO. 1 OF 2 SHEETS STA. BEG TO STA. 37+50

- STORM SEWER**
- 12 STORM SEW CL A 2, 18
296 LF @ 0.35%
 - 13 STORM SEW CL A 2, 12
70 LF @ 0.65%
 - 14 STORM SEW CL A 2, 12
259 LF @ 0.50%
 - 15 STORM SEW CL A 2, 12
56 LF @ 0.50%
 - 16 STORM SEW CL A 2, 15
55 LF @ 0.50%
 - 17 STORM SEW CL A 2, 18
331 LF @ 0.35%
 - 18 STORM SEW CL A 2, 12
7 LF @ 4.10%
 - 19 STORM SEW CL A 2, 12
7 LF @ 4.70%
 - 20 STORM SEW CL A 2, 12
15 LF @ 1.00%
 - 21 STORM SEW CL A 2, 12
7 LF @ 1.00%

- STORM STRUCTURE**
- 13 CB TA 4 DIA T8G
STA 39+00, 35' RT
RIM = 869.30
INV = 866.50 (N)
INV = 866.50 (E)
INV = 866.04 (W)
 - 14 CB TA 4 DIA T8G
STA 39+00, 33' LT
RIM = 870.30
INV = 866.96 (S)
 - 15 INL TA T8G
STA 41+05, 78' RT
RIM = 870.00
INV = 867.90
 - 16 INL TA T8G
STA 44+25, 84' RT
RIM = 870.60
INV = 867.58 (W)
 - 17 CB TA 4 DIA T8G
STA 44+00, 30' RT
RIM = 870.00
INV = 867.30 (E)
INV = 867.30 (W)
 - 18 CB TA 4 DIA T8G
STA 44+00, 31' LT
RIM = 869.50
INV = 866.50 (N)
INV = 867.03 (E)
 - 19 CB TA 5 DIA T1F OL
STA 47+35, 27.5' LT
RIM = 871.65
INV = 865.20 (N) EX
INV = 865.80 (E) EX
INV = 865.34 (S)
 - 20 INL TA T8G
STA 47+35, 30' RT
RIM = 870.80
INV = 867.87 (W)
 - 21 INL TA T8G
STA 48+86, 30' RT
RIM = 870.45
INV = 867.45 (W)
 - 22 CB TA 4 DIA T8G
STA 50+35, 29' RT
RIM = 870.07
INV = 866.93 (E) EX
INV = 867.07 (W)
 - 23 CB TA 4 DIA T1F OL
STA 50+36.73, 28.13' LT
RIM = 870.72
INV = 866.35 W
INV = 866.35 E



PLAN

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

PROFILE

DATE	
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DATE	
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REVISIONS	
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DATE	
BY	
REVISIONS	
NO.	

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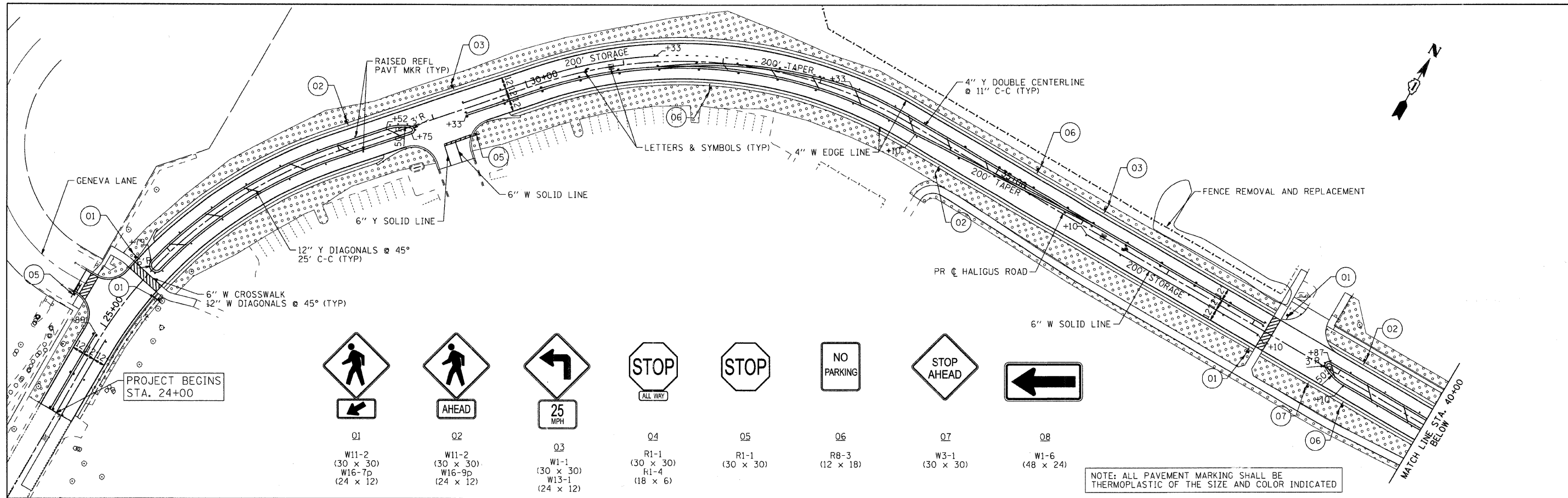
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VILLAGE OF LAKE IN THE HILLS

**DRAINAGE AND UTILITIES
 HALIGUS ROAD**

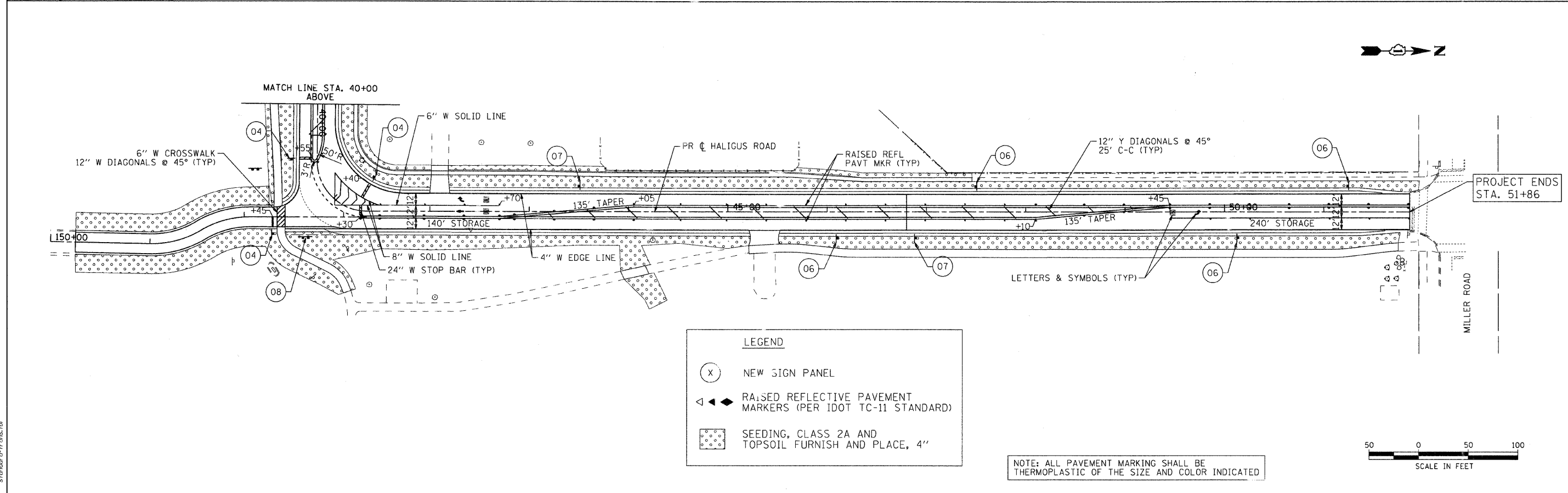
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	14
CONTRACT NO. 63146			ILLINOIS FED. AID PROJECT	



01	02	03	04	05	06	07	08
W11-2 (30 x 30) W16-7p (24 x 12)	W11-2 (30 x 30) W16-9p (24 x 12)	W1-1 (30 x 30) W13-1 (24 x 12)	R1-1 (30 x 30) R1-4 (18 x 6)	R1-1 (30 x 30)	R8-3 (12 x 18)	W3-1 (30 x 30)	W1-6 (48 x 24)

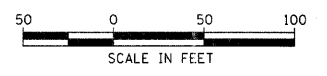
NOTE: ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC OF THE SIZE AND COLOR INDICATED



LEGEND

- (X) NEW SIGN PANEL
- ◀▶ RAISED REFLECTIVE PAVEMENT MARKERS (PER IDOT TC-11 STANDARD)
- SEEDING, CLASS 2A AND TOPSOIL FURNISH AND PLACE, 4"

NOTE: ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC OF THE SIZE AND COLOR INDICATED



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 CLIENT: #CLIENT1
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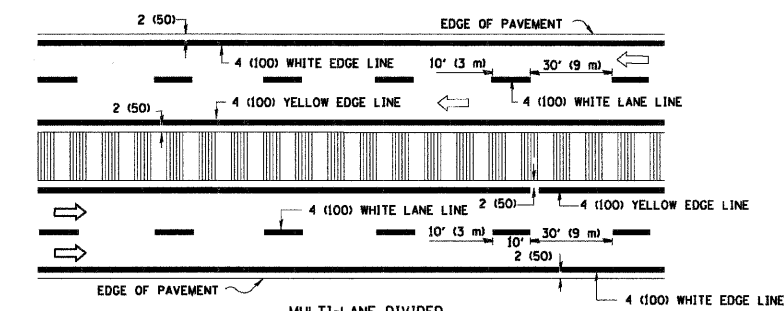
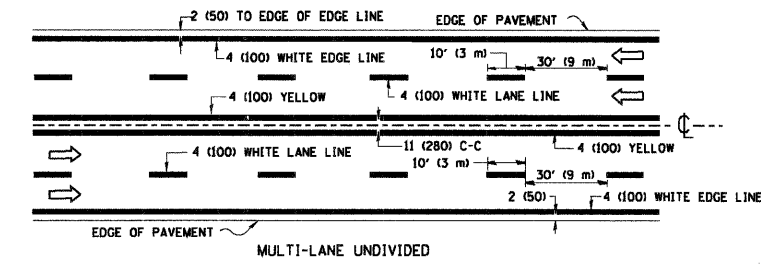
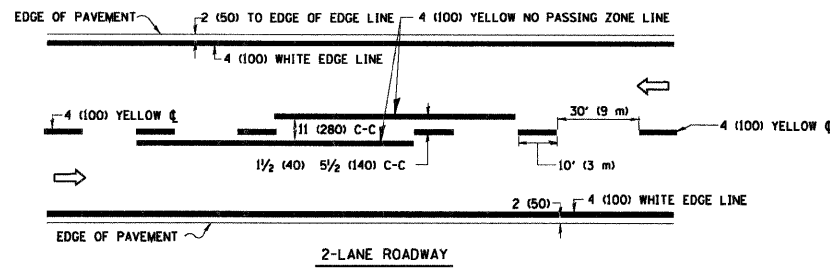
VILLAGE OF LAKE IN THE HILLS

**STRIPING, SIGNING, AND LANDSCAPING PLAN
 HALIGUS ROAD**

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

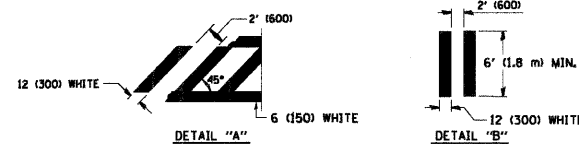
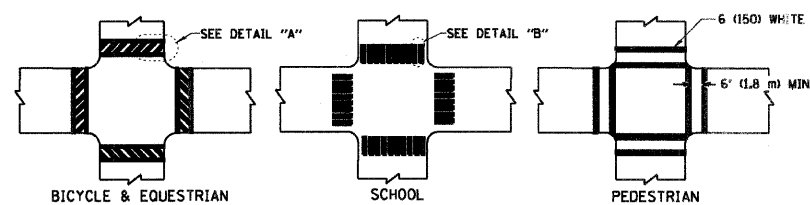
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 63146

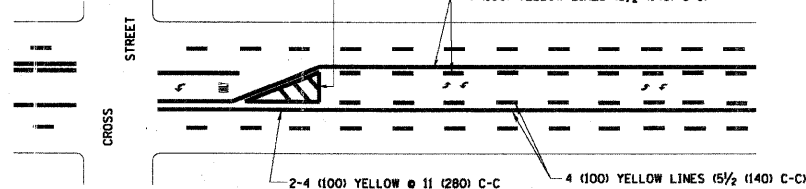
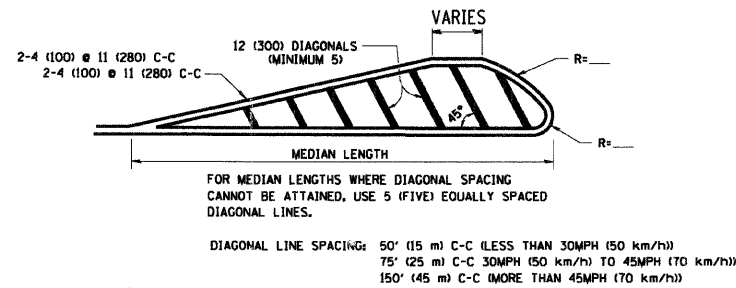
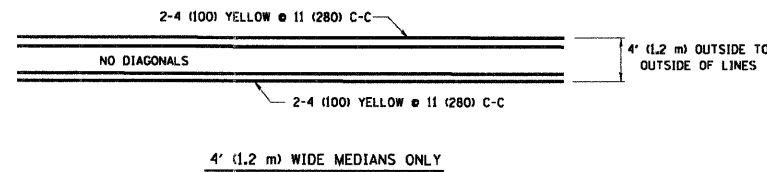


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

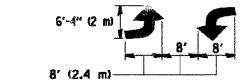
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

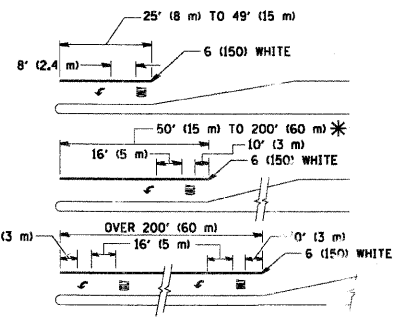


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

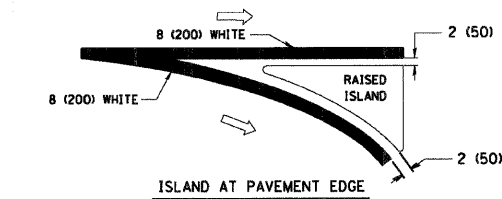
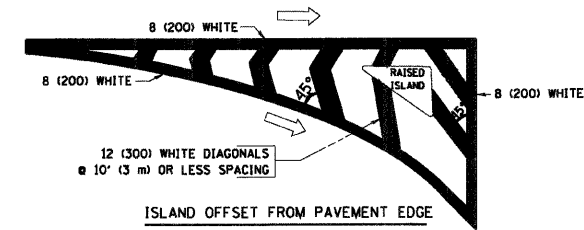


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

* 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

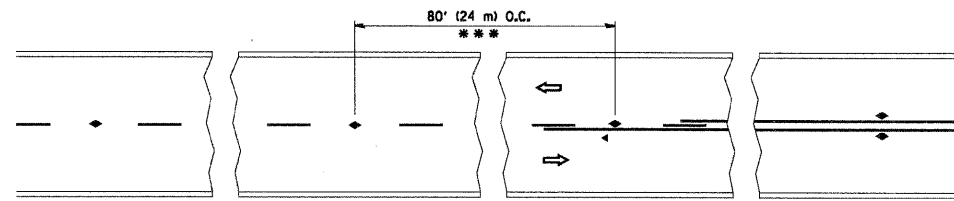


TYPICAL ISLAND MARKING

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	5/2 (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	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
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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 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°	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" 15' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 AREA OF "RR" = 3 SQ. FT. (0.33 m ²) EACH "X" = 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

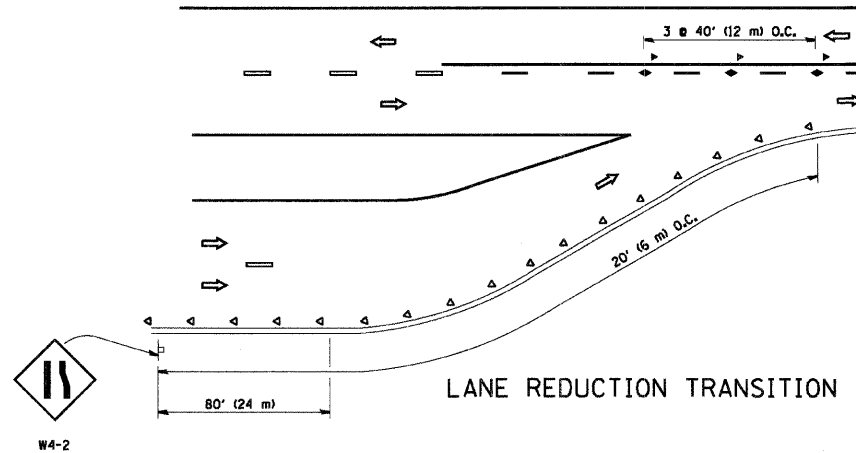
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78001.

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

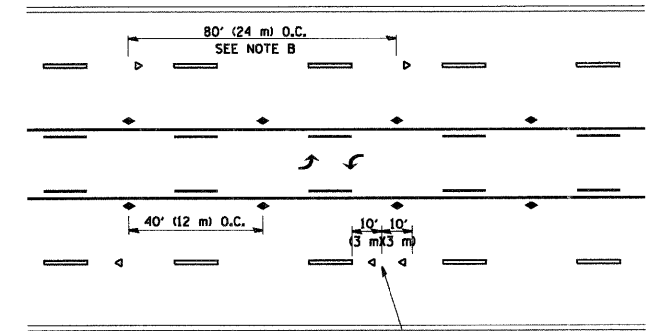


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

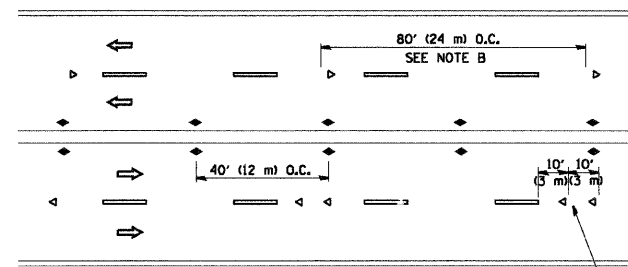
TWO-LANE/TWO-WAY



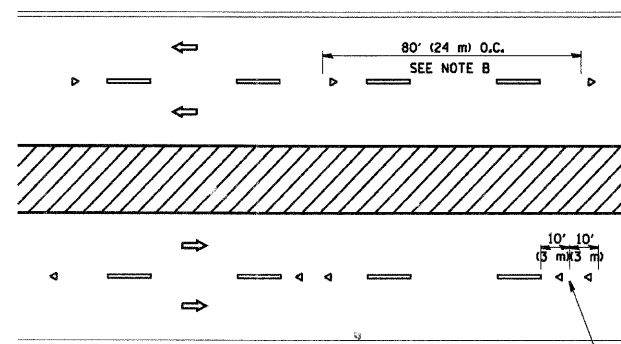
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

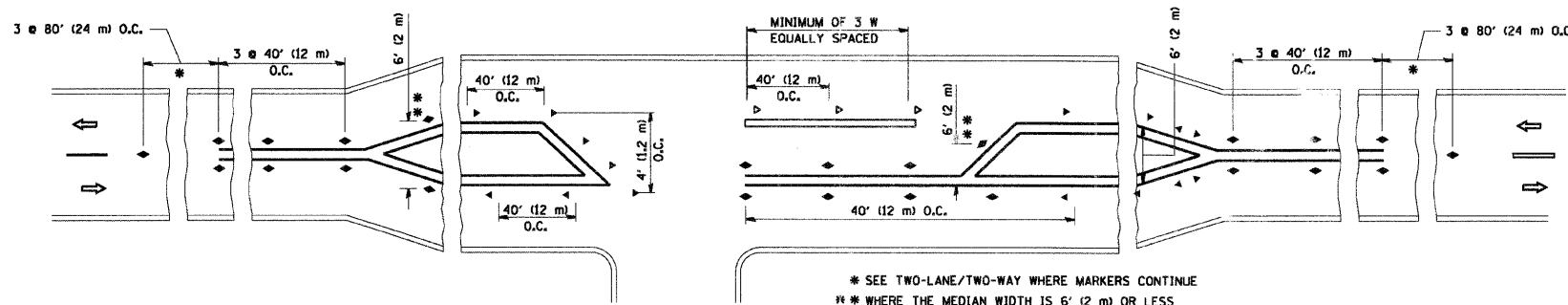
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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

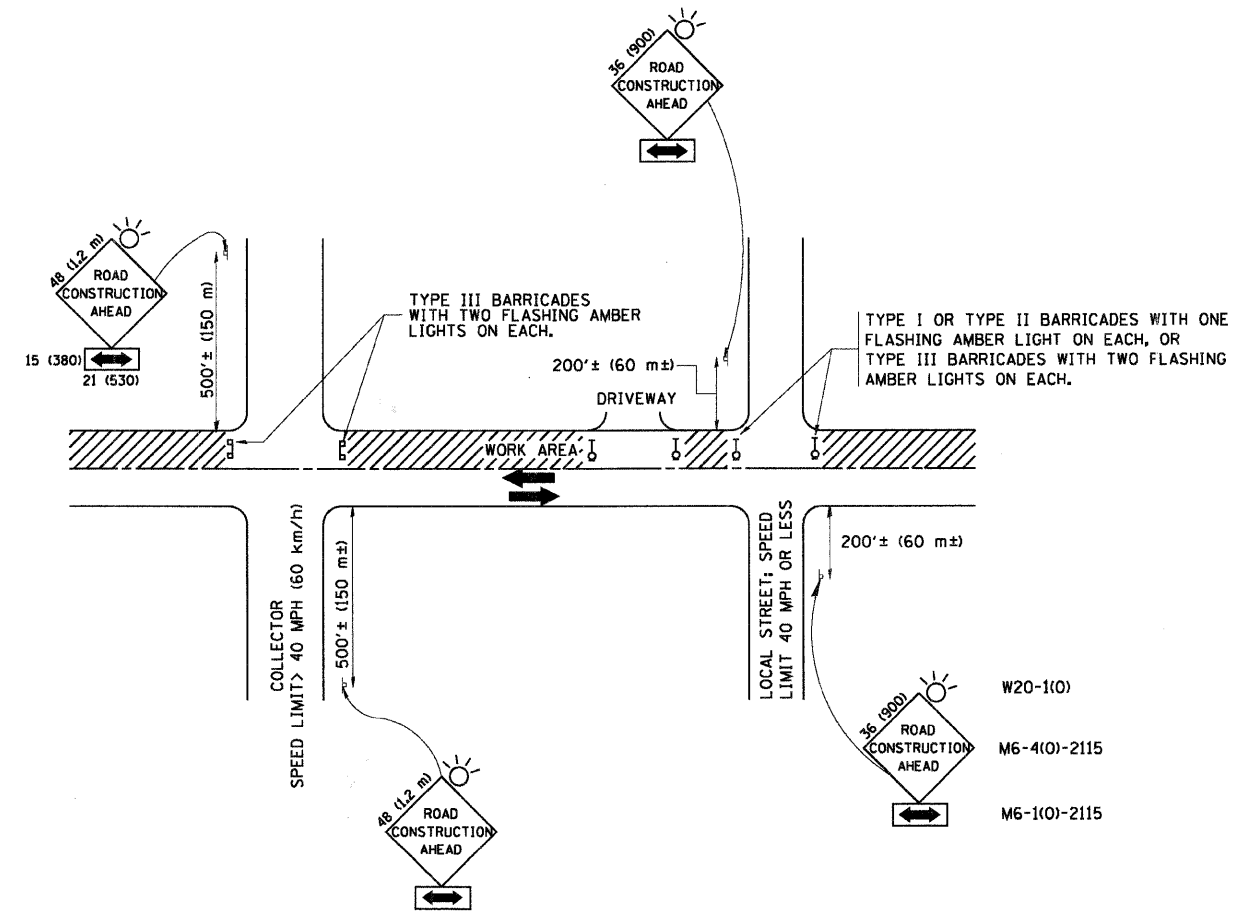


LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

FILE NAME = W:\diststd\22x34\sc11.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED - T. RAMMACHER 09-19-94 REVISED - T. RAMMACHER 03-12-99 REVISED - T. RAMMACHER 01-06-00 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS		F.A. RTE. = 3869	SECTION = 08-00030-00-FP	COUNTY = MCHENRY	TOTAL SHEETS = 32	SHEET NO. = 17	
					RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		TC-11		CONTRACT NO.			
					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		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.

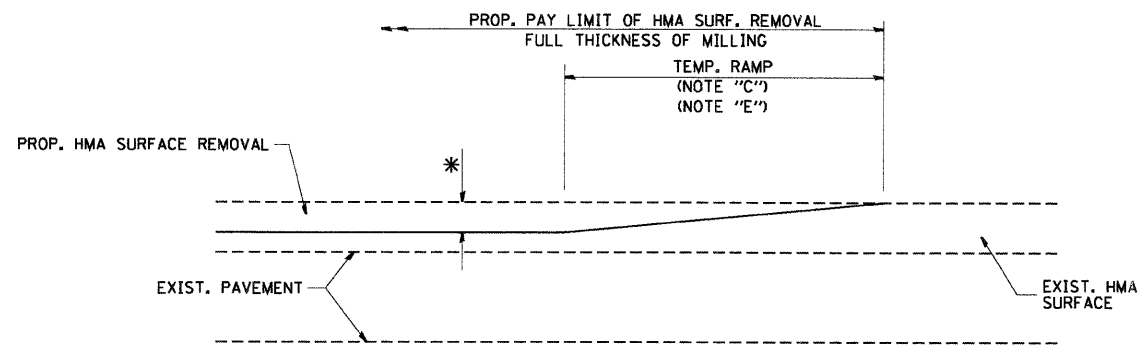
D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = W:\distatd\22x34\te1@dgn	USER NAME = geglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

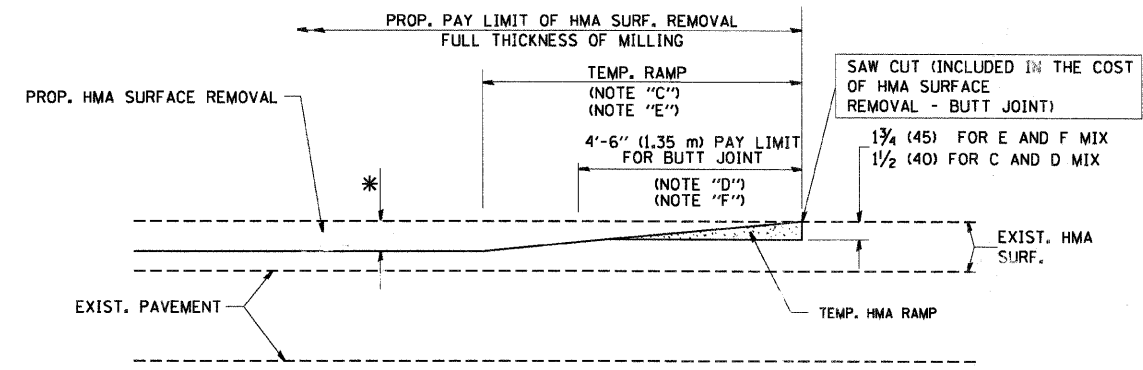
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A. RTE. = 3869	SECTION = 08-00030-00-FP	COUNTY = MCHENRY	TOTAL SHEETS = 32	SHEET NO. = 18
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-10 CONTRACT NO.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



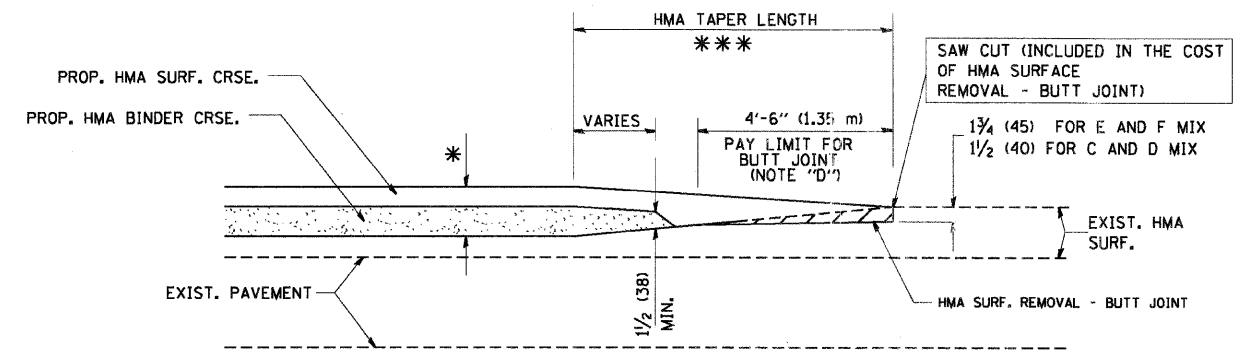
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



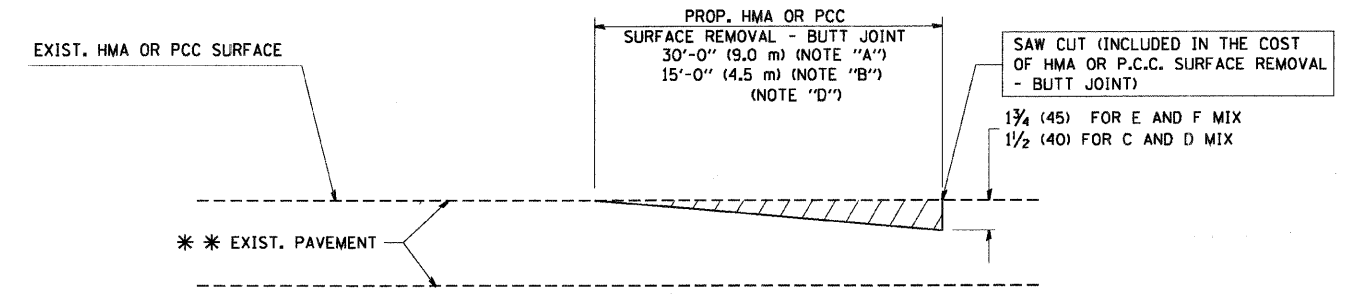
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

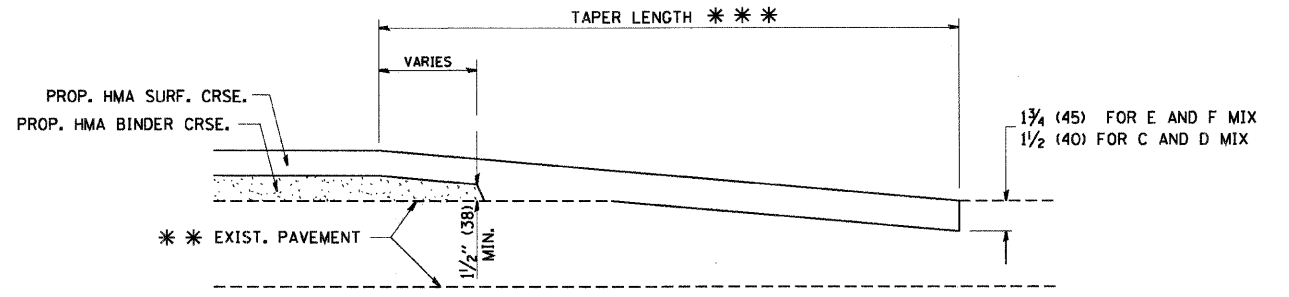


BUTT JOINT AND HMA TAPER

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".

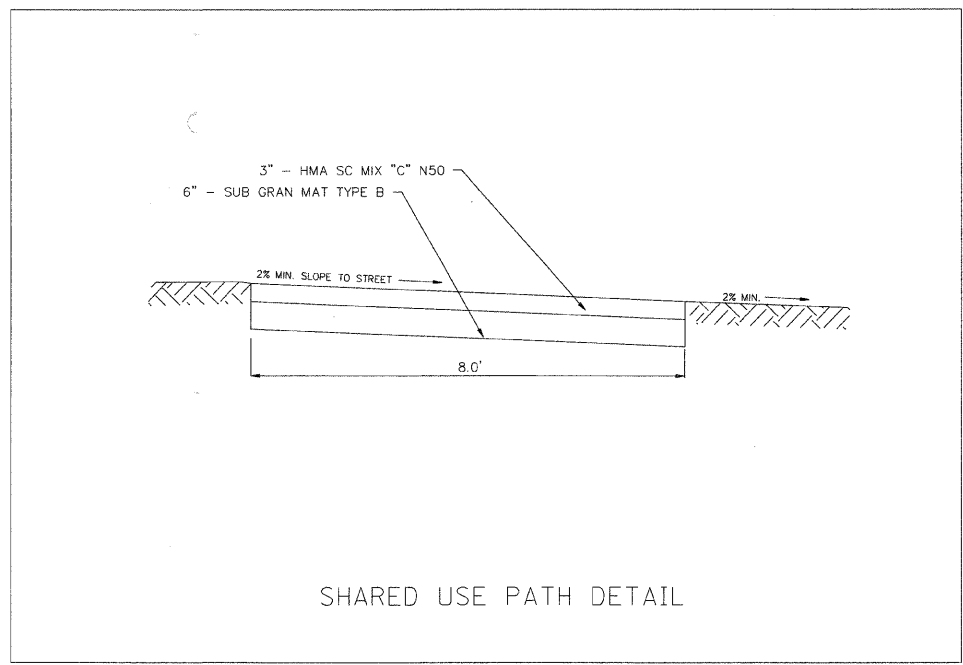
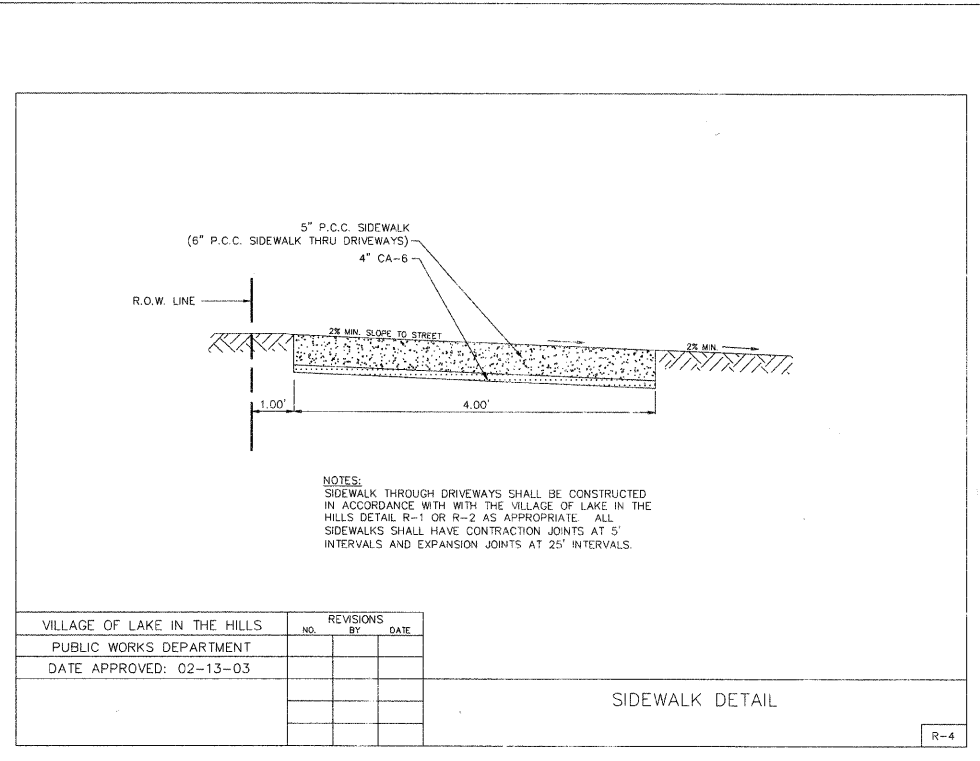
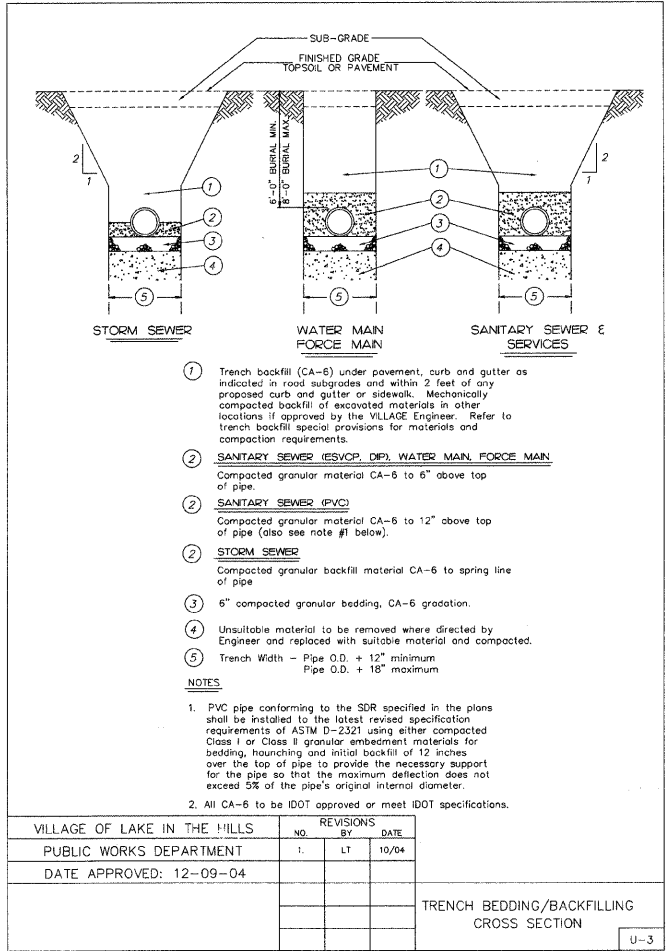
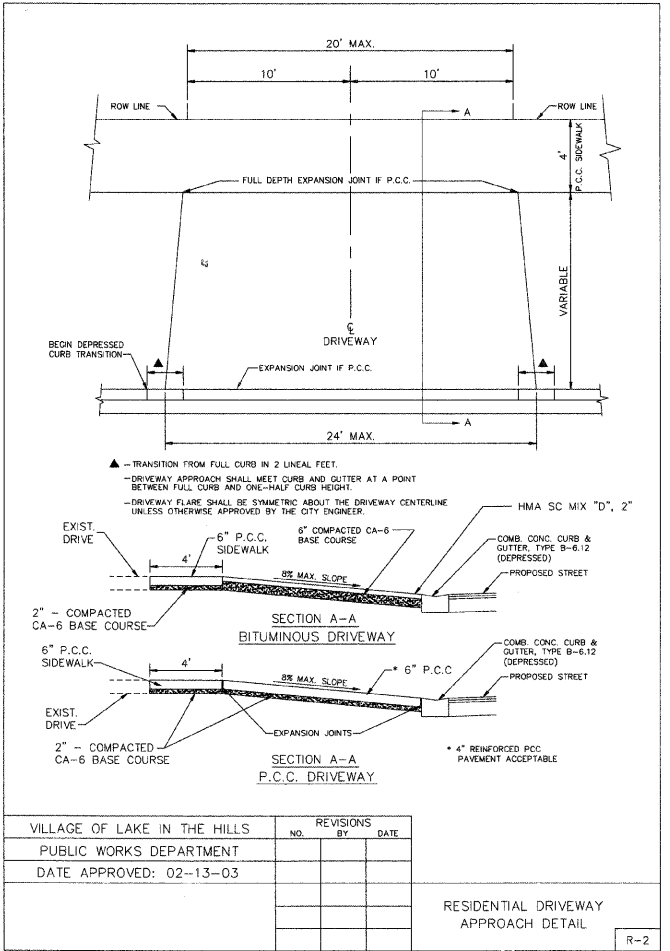
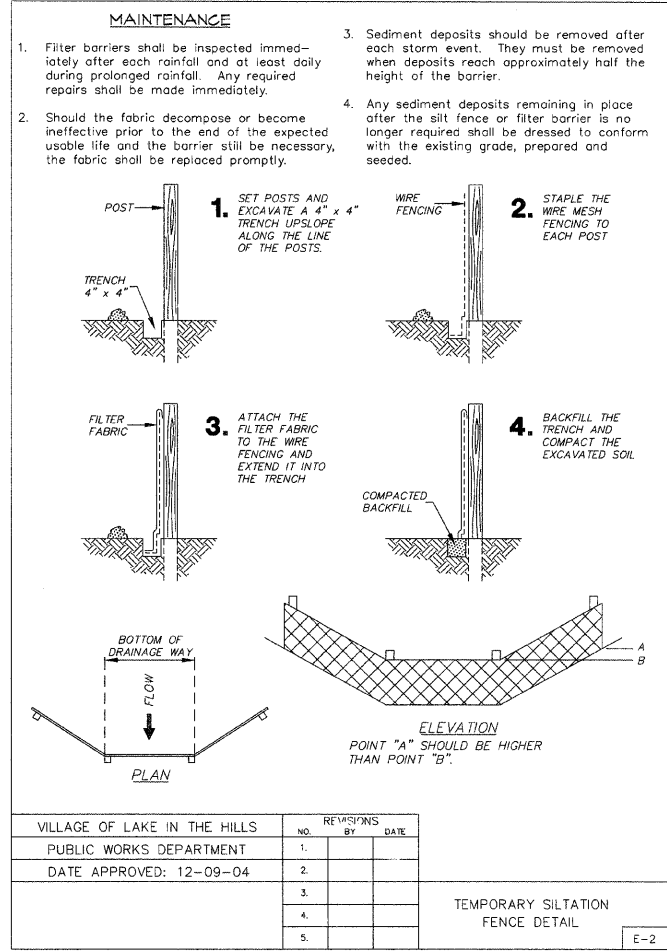
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\distatd\22x34\bd32.dgn	USER NAME = geglennobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	19
BD400-05 BD32			CONTRACT NO. 63146	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



COMPANY NAME: Smith
PROJECT CONTACT: #PROJECT CONTACT
CLIENT: #CLIENT
DATE PLOTTED: 4/7/2009 5:00:10 PM
PLOT SCALE: 1/8" = 1'-0"
PLOT DWG#: 070710-det-04.dgn
PEN TABLE: standard.tbl



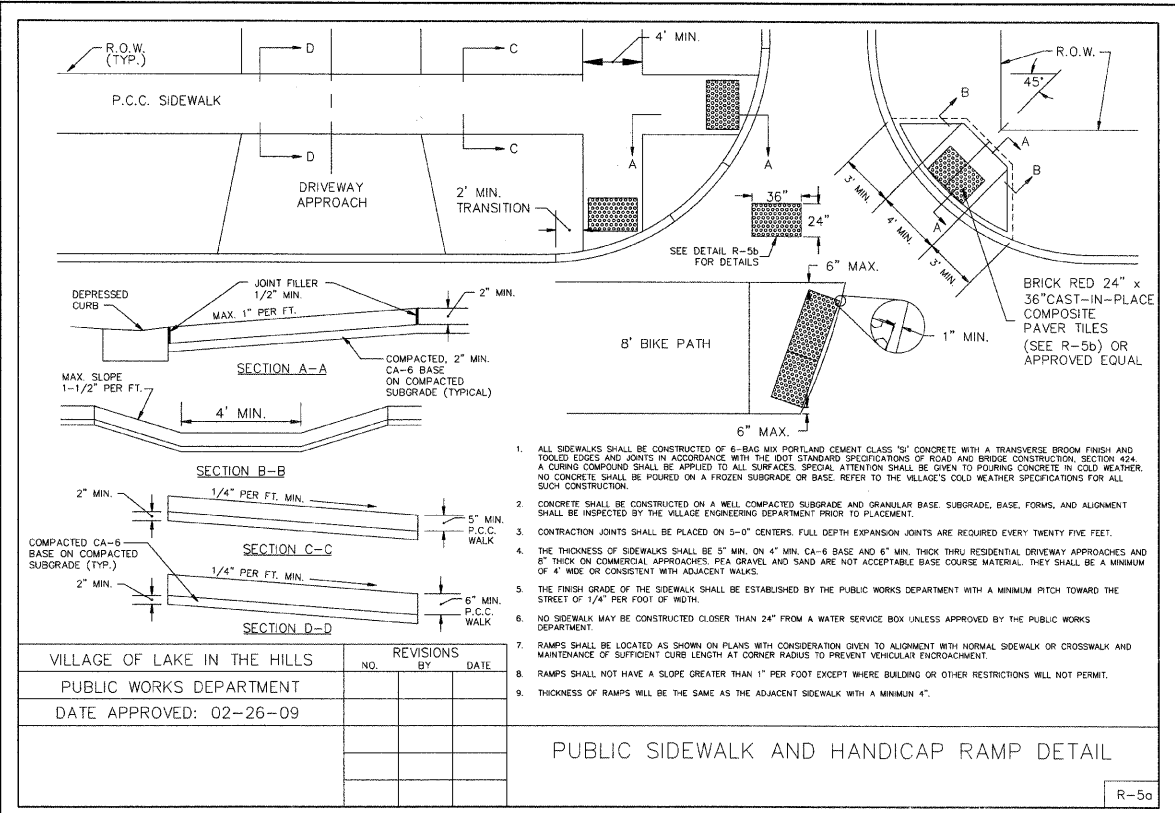
USER NAME = cher-ka	DESIGNED - JLP	REVISED -
FILE NAME = 070710-det-04.dgn	DRAWN - BDH	REVISED -
PLOT SCALE = NTS	CHECKED - DVC	REVISED -
PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED -

VILLAGE OF LAKE IN THE HILLS

GENERAL DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	20
CONTRACT NO. 63146				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- ALL SIDEWALKS SHALL BE CONSTRUCTED OF 6-BAG MIX PORTLAND CEMENT CLASS "50" CONCRETE WITH A TRANSVERSE BROOM FINISH AND TOOLED EDGES AND JOINTS IN ACCORDANCE WITH THE DOT STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION, SECTION 424. A CURING COMPOUND SHALL BE APPLIED TO ALL SURFACES. SPECIAL ATTENTION SHALL BE GIVEN TO POURING CONCRETE IN COLD WEATHER. NO CONCRETE SHALL BE POURED ON A FROZEN SUBGRADE OR BASE. REFER TO THE VILLAGE'S COLD WEATHER SPECIFICATIONS FOR ALL SUCH CONSTRUCTION.
- CONCRETE SHALL BE CONSTRUCTED ON A WELL COMPACTED SUBGRADE AND GRANULAR BASE. SUBGRADE, BASE, FORMS, AND ALIGNMENT SHALL BE INSPECTED BY THE VILLAGE ENGINEERING DEPARTMENT PRIOR TO PLACEMENT.
- CONTRACTION JOINTS SHALL BE PLACED ON 5'-0" CENTERS. FULL DEPTH EXPANSION JOINTS ARE REQUIRED EVERY TWENTY FIVE FEET.
- THE THICKNESS OF SIDEWALKS SHALL BE 5" MIN. ON 4" MIN. CA-6 BASE AND 6" MIN. THICK THRU RESIDENTIAL DRIVEWAY APPROACHES AND 8" THICK ON COMMERCIAL APPROACHES. PEA GRAVEL AND SAND ARE NOT ACCEPTABLE BASE COURSE MATERIAL. THEY SHALL BE A MINIMUM OF 4" WIDE OR CONSISTENT WITH ADJACENT WALKS.
- THE FINISH GRADE OF THE SIDEWALK SHALL BE ESTABLISHED BY THE PUBLIC WORKS DEPARTMENT WITH A MINIMUM PITCH TOWARD THE STREET OF 1/4" PER FOOT OF WIDTH.
- NO SIDEWALK MAY BE CONSTRUCTED CLOSER THAN 24" FROM A WATER SERVICE BOX UNLESS APPROVED BY THE PUBLIC WORKS DEPARTMENT.
- RAMPS SHALL BE LOCATED AS SHOWN ON PLANS WITH CONSIDERATION GIVEN TO ALIGNMENT WITH NORMAL SIDEWALK OR CROSSWALK AND MAINTENANCE OF SUFFICIENT CURB LENGTH AT CORNER RADII TO PREVENT VEHICULAR ENCRUSHMENT.
- RAMPS SHALL NOT HAVE A SLOPE GREATER THAN 1" PER FOOT EXCEPT WHERE BUILDING OR OTHER RESTRICTIONS WILL NOT PERMIT.
- THICKNESS OF RAMPS WILL BE THE SAME AS THE ADJACENT SIDEWALK WITH A MINIMUM 4".

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
In-line 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 homogeneous 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:

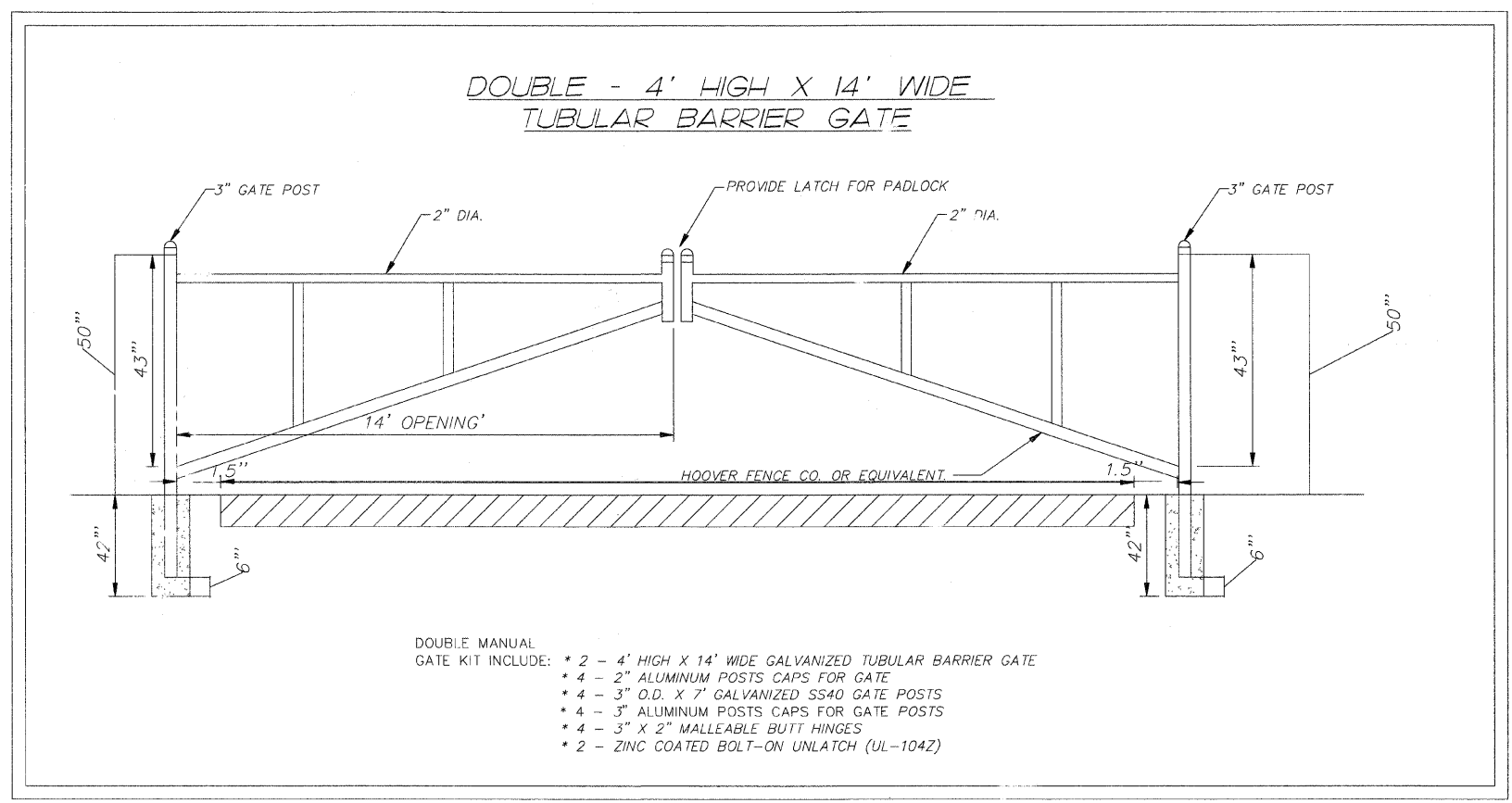
Compressive Strength	28,900 psi	ASTM D 695
Flexural Strength	29,300 psi	ASTM D 790
Water Absorption	07%	ASTM D 573
Slip Resistance	1.18 Dry/1.05 Wet	ASTM C 1028
Flame Spread Index	20	ASTM E 84
Salt Spray	No Change (300 hours)	ASTM B 117
Chemical Stain Testing	No Deterioration	ASTM 1308
Abrasion Resistance	549	ASTM C 501
Accelerated Weathering	Delta E < 5.0 (2,000 hours)	ASTM C 155
Tensile Strength	11,600 psi	ASTM D 638
Adhesion to Concrete (20° -180°)	No Delamination or Degradation	ASTM C 963
Freeze/Thaw/Heat	No Disintegration	ASTM C 1026

DETAILS: DETAIL 'A', DETAIL 'B', DETAIL 'C', DETAIL 'D', DETAIL 'E', DETAIL 'F', DETAIL 'G', DETAIL 'H', DETAIL 'I', DETAIL 'J', DETAIL 'K', DETAIL 'L', DETAIL 'M', DETAIL 'N', DETAIL 'O', DETAIL 'P', DETAIL 'Q', DETAIL 'R', DETAIL 'S', DETAIL 'T', DETAIL 'U', DETAIL 'V', DETAIL 'W', DETAIL 'X', DETAIL 'Y', DETAIL 'Z', DETAIL 'AA', DETAIL 'AB', DETAIL 'AC', DETAIL 'AD', DETAIL 'AE', DETAIL 'AF', DETAIL 'AG', DETAIL 'AH', DETAIL 'AI', DETAIL 'AJ', DETAIL 'AK', DETAIL 'AL', DETAIL 'AM', DETAIL 'AN', DETAIL 'AO', DETAIL 'AP', DETAIL 'AQ', DETAIL 'AR', DETAIL 'AS', DETAIL 'AT', DETAIL 'AU', DETAIL 'AV', DETAIL 'AW', DETAIL 'AX', DETAIL 'AY', DETAIL 'AZ', DETAIL 'BA', DETAIL 'BB', DETAIL 'BC', DETAIL 'BD', DETAIL 'BE', DETAIL 'BF', DETAIL 'BG', DETAIL 'BH', DETAIL 'BI', DETAIL 'BJ', DETAIL 'BK', DETAIL 'BL', DETAIL 'BM', DETAIL 'BN', DETAIL 'BO', DETAIL 'BP', DETAIL 'BQ', DETAIL 'BR', DETAIL 'BS', DETAIL 'BT', DETAIL 'BU', DETAIL 'BV', DETAIL 'BW', DETAIL 'BX', DETAIL 'BY', DETAIL 'BZ', DETAIL 'CA', DETAIL 'CB', DETAIL 'CC', DETAIL 'CD', DETAIL 'CE', DETAIL 'CF', DETAIL 'CG', DETAIL 'CH', DETAIL 'CI', DETAIL 'CJ', DETAIL 'CK', DETAIL 'CL', DETAIL 'CM', DETAIL 'CN', DETAIL 'CO', DETAIL 'CP', DETAIL 'CQ', DETAIL 'CR', DETAIL 'CS', DETAIL 'CT', DETAIL 'CU', DETAIL 'CV', DETAIL 'CW', DETAIL 'CX', DETAIL 'CY', DETAIL 'CZ', DETAIL 'DA', DETAIL 'DB', DETAIL 'DC', DETAIL 'DD', DETAIL 'DE', DETAIL 'DF', DETAIL 'DG', DETAIL 'DH', DETAIL 'DI', DETAIL 'DJ', DETAIL 'DK', DETAIL 'DL', DETAIL 'DM', DETAIL 'DN', DETAIL 'DO', DETAIL 'DP', DETAIL 'DQ', DETAIL 'DR', DETAIL 'DS', DETAIL 'DT', DETAIL 'DU', DETAIL 'DV', DETAIL 'DW', DETAIL 'DX', DETAIL 'DY', DETAIL 'DZ', DETAIL 'EA', DETAIL 'EB', DETAIL 'EC', DETAIL 'ED', DETAIL 'EE', DETAIL 'EF', DETAIL 'EG', DETAIL 'EH', DETAIL 'EI', DETAIL 'EJ', DETAIL 'EK', DETAIL 'EL', DETAIL 'EM', DETAIL 'EN', DETAIL 'EO', DETAIL 'EP', DETAIL 'EQ', DETAIL 'ER', DETAIL 'ES', DETAIL 'ET', DETAIL 'EU', DETAIL 'EV', DETAIL 'EW', DETAIL 'EX', DETAIL 'EY', DETAIL 'EZ', DETAIL 'FA', DETAIL 'FB', DETAIL 'FC', DETAIL 'FD', DETAIL 'FE', DETAIL 'FF', DETAIL 'FG', DETAIL 'FH', DETAIL 'FI', DETAIL 'FJ', DETAIL 'FK', DETAIL 'FL', DETAIL 'FM', DETAIL 'FN', DETAIL 'FO', DETAIL 'FP', DETAIL 'FQ', DETAIL 'FR', DETAIL 'FS', DETAIL 'FT', DETAIL 'FU', DETAIL 'FV', DETAIL 'FW', DETAIL 'FX', DETAIL 'FY', DETAIL 'FZ', DETAIL 'GA', DETAIL 'GB', DETAIL 'GC', DETAIL 'GD', DETAIL 'GE', DETAIL 'GF', DETAIL 'GG', DETAIL 'GH', DETAIL 'GI', DETAIL 'GJ', DETAIL 'GK', DETAIL 'GL', DETAIL 'GM', DETAIL 'GN', DETAIL 'GO', DETAIL 'GP', DETAIL 'GQ', DETAIL 'GR', DETAIL 'GS', DETAIL 'GT', DETAIL 'GU', DETAIL 'GV', DETAIL 'GW', DETAIL 'GX', DETAIL 'GY', DETAIL 'GZ', DETAIL 'HA', DETAIL 'HB', DETAIL 'HC', DETAIL 'HD', DETAIL 'HE', DETAIL 'HF', DETAIL 'HG', DETAIL 'HH', DETAIL 'HI', DETAIL 'HJ', DETAIL 'HK', DETAIL 'HL', DETAIL 'HM', DETAIL 'HN', DETAIL 'HO', DETAIL 'HP', DETAIL 'HQ', DETAIL 'HR', DETAIL 'HS', DETAIL 'HT', DETAIL 'HU', DETAIL 'HV', DETAIL 'HW', DETAIL 'HX', 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DETAIL 'QV', DETAIL 'QW', DETAIL 'QX', DETAIL 'QY', DETAIL 'QZ', DETAIL 'RA', DETAIL 'RB', DETAIL 'RC', DETAIL 'RD', DETAIL 'RE', DETAIL 'RF', DETAIL 'RG', DETAIL 'RH', DETAIL 'RI', DETAIL 'RJ', DETAIL 'RK', DETAIL 'RL', DETAIL 'RM', DETAIL 'RN', DETAIL 'RO', DETAIL 'RP', DETAIL 'RQ', DETAIL 'RR', DETAIL 'RS', DETAIL 'RT', DETAIL 'RU', DETAIL 'RV', DETAIL 'RW', DETAIL 'RX', DETAIL 'RY', DETAIL 'RZ', DETAIL 'SA', DETAIL 'SB', DETAIL 'SC', DETAIL 'SD', DETAIL 'SE', DETAIL 'SF', DETAIL 'SG', DETAIL 'SH', DETAIL 'SI', DETAIL 'SJ', DETAIL 'SK', DETAIL 'SL', DETAIL 'SM', DETAIL 'SN', DETAIL 'SO', DETAIL 'SP', DETAIL 'SQ', DETAIL 'SR', DETAIL 'SS', DETAIL 'ST', DETAIL 'SU', DETAIL 'SV', DETAIL 'SW', DETAIL 'SX', DETAIL 'SY', DETAIL 'SZ', DETAIL 'TA', DETAIL 'TB', DETAIL 'TC', DETAIL 'TD', DETAIL 'TE', DETAIL 'TF', DETAIL 'TG', DETAIL 'TH', DETAIL 'TI', DETAIL 'TJ', DETAIL 'TK', DETAIL 'TL', DETAIL 'TM', DETAIL 'TN', DETAIL 'TO', DETAIL 'TP', DETAIL 'TQ', DETAIL 'TR', DETAIL 'TS', DETAIL 'TT', 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DETAIL 'ZS', DETAIL 'ZT', DETAIL 'ZU', DETAIL 'ZV', DETAIL 'ZW', DETAIL 'ZX', DETAIL 'ZY', DETAIL 'ZZ'

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

GENERAL DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	21
CONTRACT NO. 63146				

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

COMPANY NAME: Smith
PROJECT CONTACT: #PROJECT CONTACT/
CLIENT: #CLIENT/
DATE PLOTTED: 4/1/2009 5:00:40 PM
PLOT DRIVER: #PLOT DRIVER/
PEN TABLE: #PEN TABLE/
Standard Trans.tbl

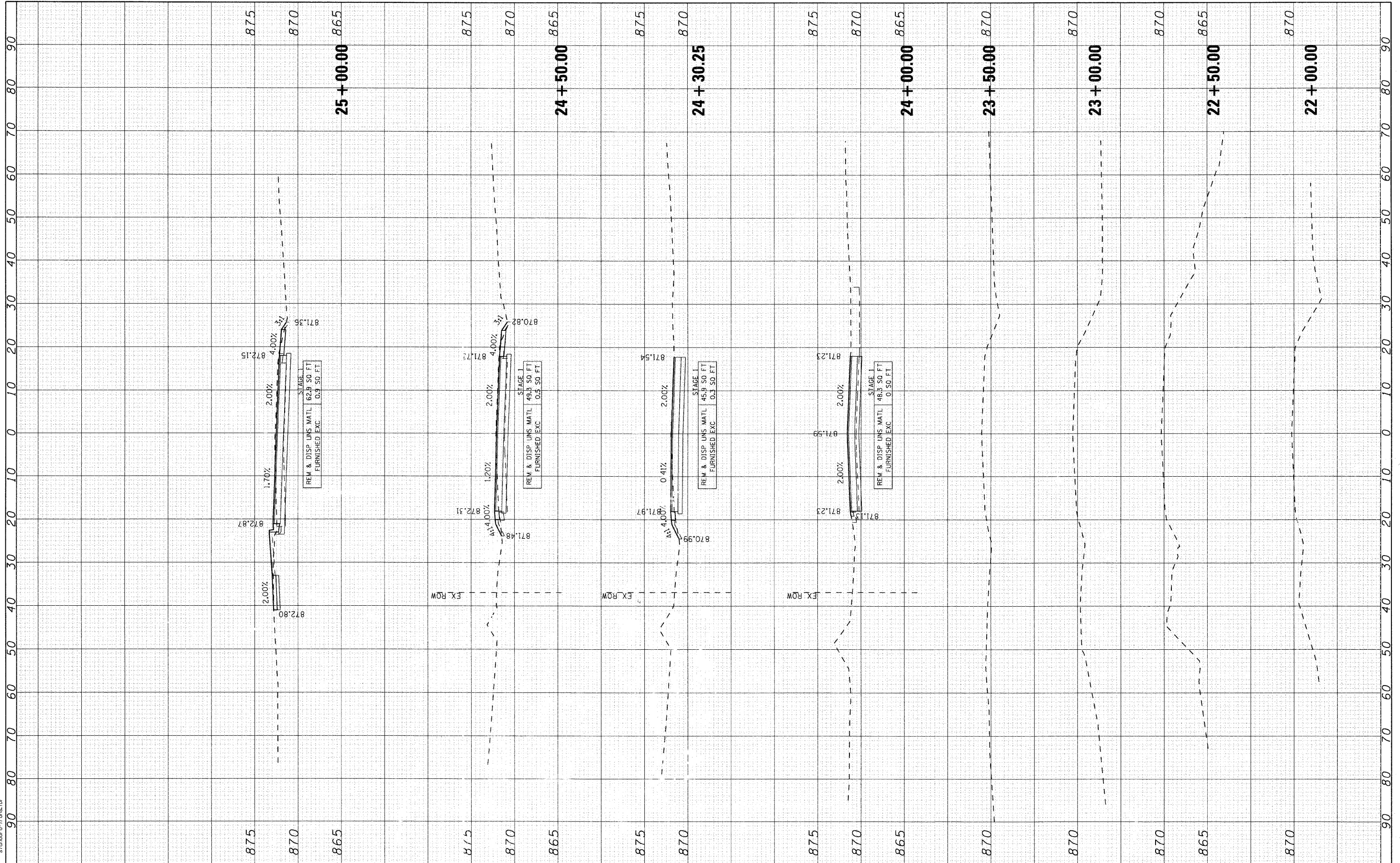


USER NAME	DESIGNED	REVISIONS
char.tke	JLP	-
FILE NAME = 070710-det-05.dgn	DRAWN - BDH	REVISED -
PLOT SCALE = NTS	CHECKED - DVC	REVISED -
PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED -

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT_CONTACT7
 CLIENT: #CLIENT7
 DATE PLOTTED: 4/1/2009 4:26:55 PM
 FILE NAME: 070710-XSC.DWG
 PLOT DRIVER: pdf24pt
 PEN TABLE: standard - Francis.tbl

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

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



USER NAME = charke
 PLOT SCALE = 1/8
 PLOT DATE = 4/1/2009

DESIGNED - BDH
 DRAWN -
 CHECKED - DVC
 DATE - 4/1/09

REVISED -
 REVISED -
 REVISED -
 REVISED -

VILLAGE OF LAKE IN THE HILLS

**CROSS SECTIONS
HALIGUS ROAD**

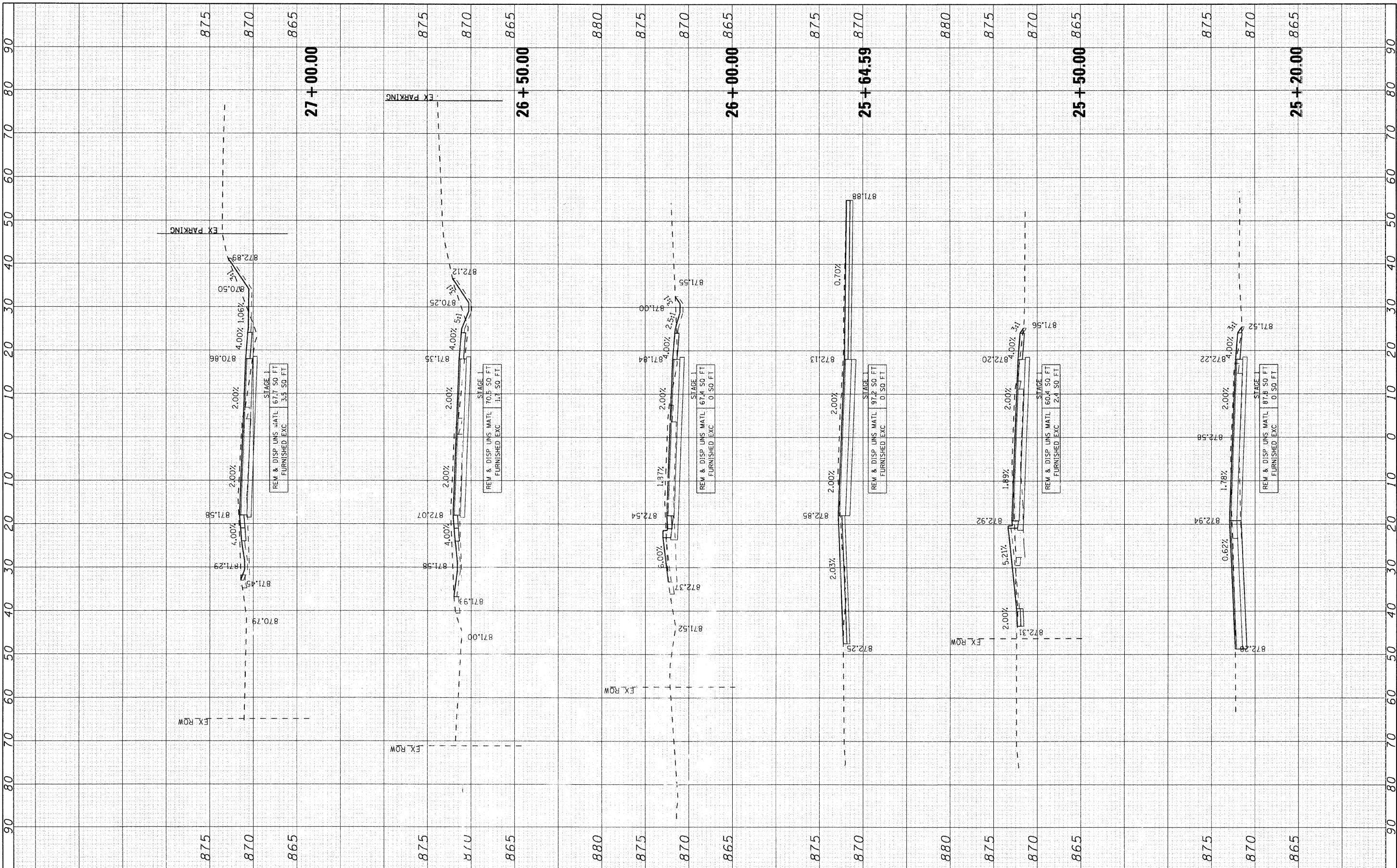
SCALE: 10 SHEET NO. 1 OF 11 SHEETS STA. 22+00.00 TO STA. 25+00.00

F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 63146		

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT
 CLIENT: #CLIENT
 DATE PLOTTED: 4/1/2009 4:13:00 PM
 FILE NAME: 070710-KSC.DGN
 PLOT DRIVER: dxfplot
 PLOT TABLE: standard-trans.tbl

ORIGINAL SURVEY
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____
 NO.:

FINAL SURVEY
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____
 NO.:



875 870 865 875 870 865 880 875 870 865 875 870 865 880 875 870 865 875 870 865 875 870 865

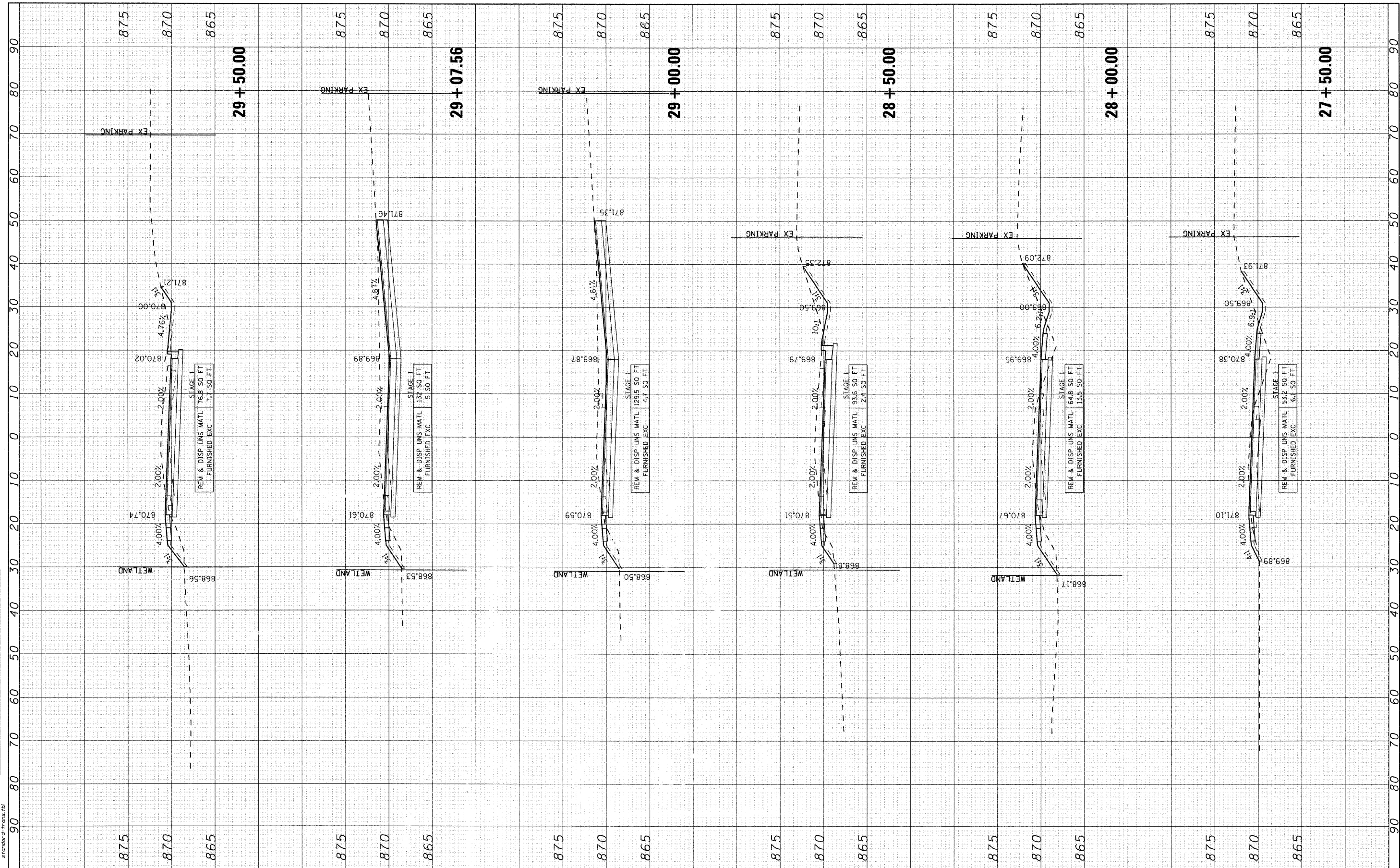
USER NAME = charke	DESIGNED - BDH	REVISED -	VILLAGE OF LAKE IN THE HILLS CROSS SECTIONS HALIGUS ROAD	F.A. RTE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 23
PLOT SCALE = 1/8"	CHECKED - DVC	REVISED -		SCALE: 10	STA. 25+00.00 TO STA. 27+00.00		CONTRACT NO. 63146	
PLOT DATE = 4/1/2009	DATE - 4/1/09	REVISED -		SHEET NO. 2 OF 11 SHEETS		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT/
 CLIENT: #CLIENT/
 DATE PLOTTED: 4/1/2009 4:13:05 PM
 FILE NAME: 070710-KSC.DGN
 PLOT DRIVER: pdf24pt
 PLOT SCALE: 1/8"=1'-0"

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

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

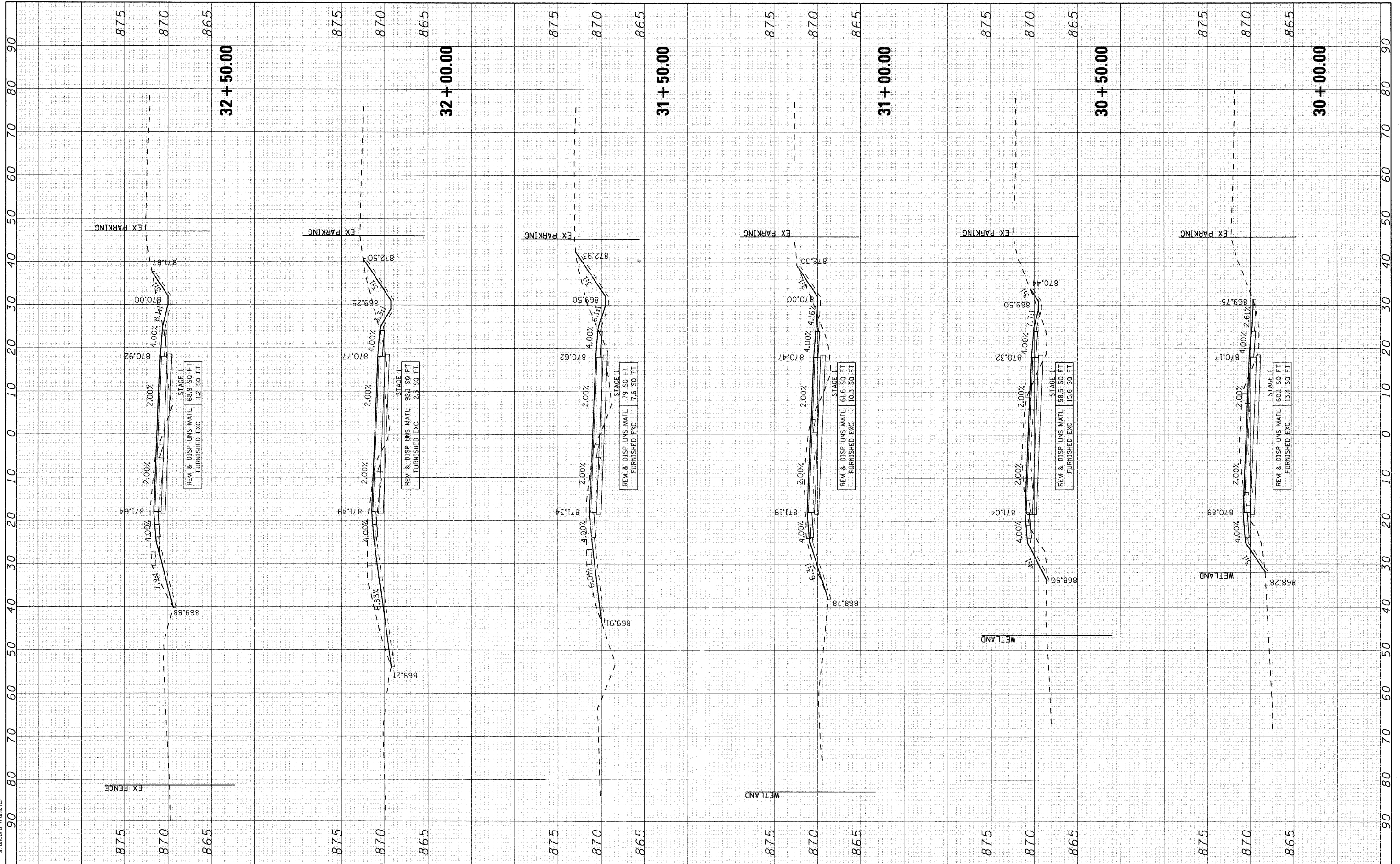


<p>SEC Group, Inc. Engineering Surveying Planning Landscape Architecture McHenry • Yorkville • New Lenox • Chicago www.secgroupinc.com</p>		USER NAME = charke DESIGNED - BOH DRAWN - CHECKED - DVC DATE - 4/1/09	REVISED - REVISED - REVISED - REVISED -	VILLAGE OF LAKE IN THE HILLS		CROSS SECTIONS HALIGUS ROAD		F.A. R.T.E. 3869 SECTION 08-00030-00-FP COUNTY MCHENRY CONTRACT NO. 63146	TOTAL SHEETS 32 SHEET NO. 24	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
SCALE: 10 SHEET NO. 3 OF 11 SHEETS STA. 27+50.00 TO STA. 29+50.00										

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT#
 CLIENT: #CLIENT#
 DATE PLOTTED: 4/1/2009 4:31:11 PM
 FILE NAME: 070710-XSC.DWG
 PLOT DRIVER: pdfcut
 PLOT TABLE: standard.ctb

ORIGINAL SURVEY BY DATE
 SURVEYED: _____ BY: _____ DATE: _____
 NOTED: _____
 NOTE BOOK NO. _____
 AREAS CHECKED: _____

FINAL SURVEY BY DATE
 SURVEYED: _____ BY: _____ DATE: _____
 NOTED: _____
 NOTE BOOK NO. _____
 AREAS CHECKED: _____



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 Landscape Architecture
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 www.secgroupinc.com

USER NAME = charlie
 DESIGNED - BDH
 DRAWN -
 CHECKED - DVC
 DATE - 4/1/09

REVISED -
 REVISED -
 REVISED -
 REVISED -

VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS
 HALIGUS ROAD

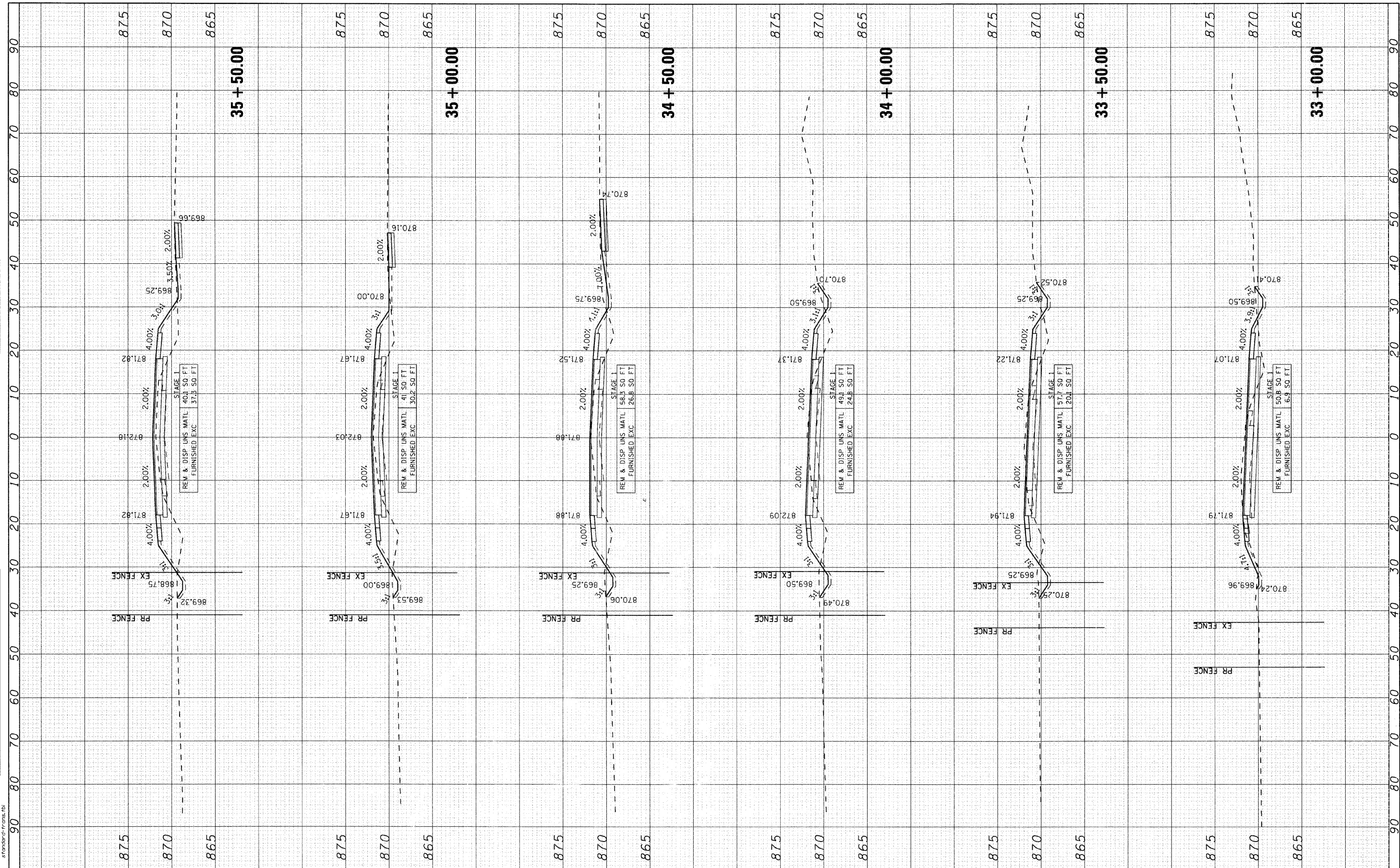
SCALE: 10 SHEET NO. 4 OF 11 SHEETS STA. 30+00.00 TO STA. 32+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	25
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63146	

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT_CONTACT1
 CLIENT: #C/ENR1
 DATE PLOTTED: 4/1/2009 4:13:16 PM
 FILE NAME: 070710-XSC.DGN
 PLOT DRIVER: pctdprt
 PEN TABLE: standard.ctb

ORIGINAL SURVEY NO. _____
 SURVEY NO. _____
 DATE _____
 BY _____
 CHECKED _____
 AREAS CHECKED _____

FINAL SURVEY NO. _____
 SURVEY NO. _____
 DATE _____
 BY _____
 CHECKED _____
 AREAS CHECKED _____



VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS
HALIGUS ROAD

SCALE: 10 SHEET NO. 5 OF 11 SHEETS STA. 33+00.00 TO STA. 35+50.00



USER NAME = chertke
 DESIGNED - BDH
 DRAWN -
 CHECKED - DVC
 DATE - 4/1/09

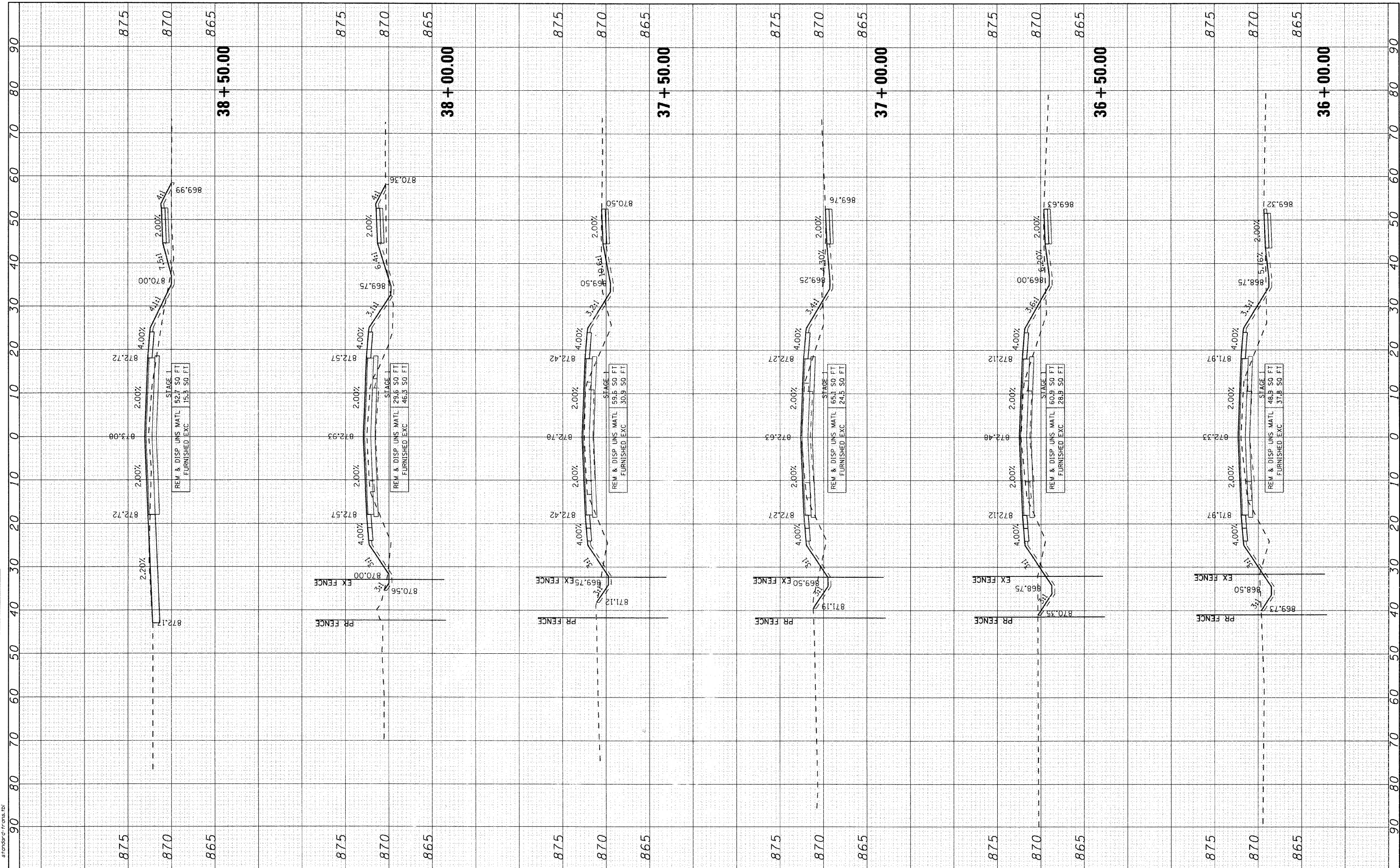
REVISED -
 REVISED -
 REVISED -
 REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	26
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63146	

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT/
 CLIENT: #CLIENT/
 DATE PLOTTED: 4/1/2009 4:13:22 PM
 FILE NAME: 07010-KSC.DGN
 PLOT DRIVER: pdfcpl
 PEN TABLE: standard-frans.tbl

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

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

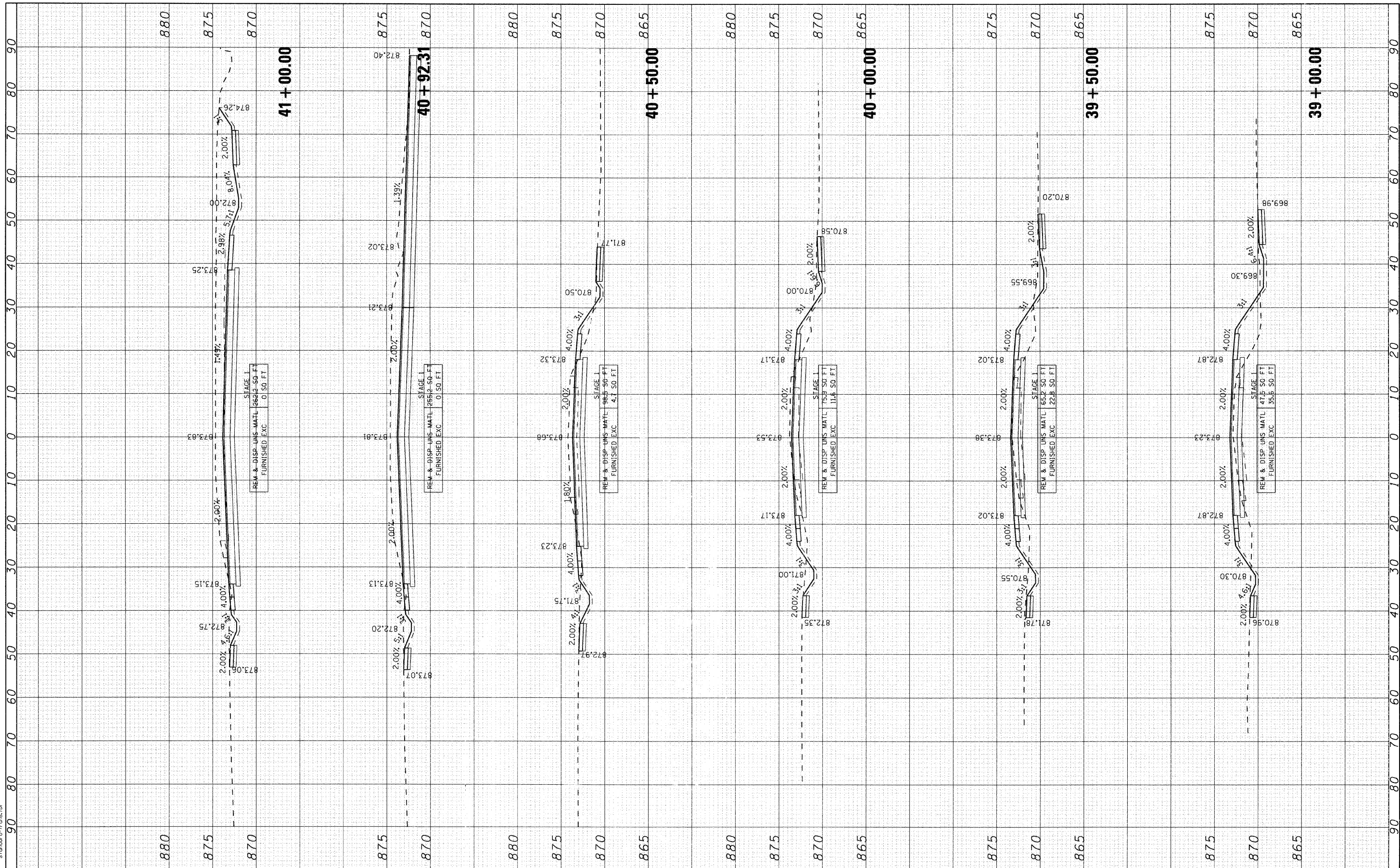


SEC Group, Inc. Engineering Surveying Planning Landscape Architecture McHenry • Yorkville • New Lenox • Chicago www.secgroupinc.com		USER NAME = charlke DESIGNED - BDH DRAWN - CHECKED - DVC DATE - 4/1/09	REVISED - REVISED - REVISED - REVISED -	VILLAGE OF LAKE IN THE HILLS		CROSS SECTIONS HALIGUS ROAD		F.A. RITE. 3869 SECTION 08-00030-00-FP COUNTY MCHENRY CONTRACT NO. 63146	TOTAL SHEETS 32 SHEET NO. 27
SCALE: 10				SHEET NO. 6 OF 11 SHEETS		STA. 36+00.00 TO STA. 38+50.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT
 CLIENT: #CLIENT
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ORIGINAL SURVEY NO. _____
 SURVEY PLOTTED DATE _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

FINAL SURVEY NO. _____
 SURVEY PLOTTED DATE _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____



VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS
 HALIGUS ROAD

USER NAME = charke
 PLOT SCALE = 10
 PLOT DATE = 4/1/2009

DESIGNED - BDH
 DRAWN - REVISED -
 CHECKED - DVC
 DATE - 4/1/09

REVISED -
 REVISED -
 REVISED -

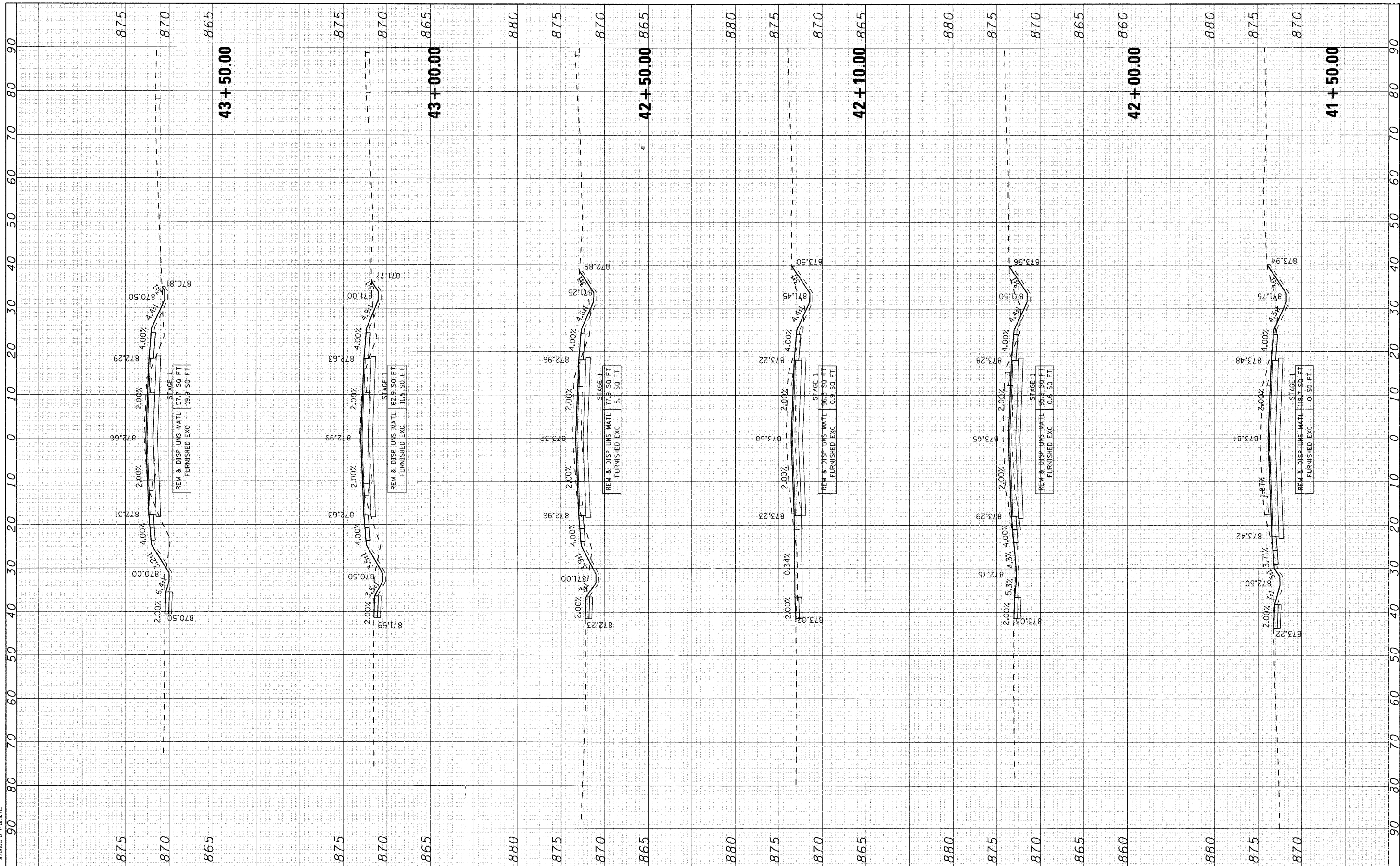
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F.A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	28
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 63146

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT/
 CLIENT: #CLIENT/
 DATE PLOTTED: 4/1/2009 4:13:34 PM
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 PLOT DRIVER: pdf24pt
 PEN TABLE: standard-frans.tbl

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

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



USER NAME = charlke
 DESIGNED - BDH
 DRAWN -
 CHECKED - DVC
 DATE - 4/1/09

REVISED -
 REVISED -
 REVISED -
 REVISED -

VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS
HALIGUS ROAD

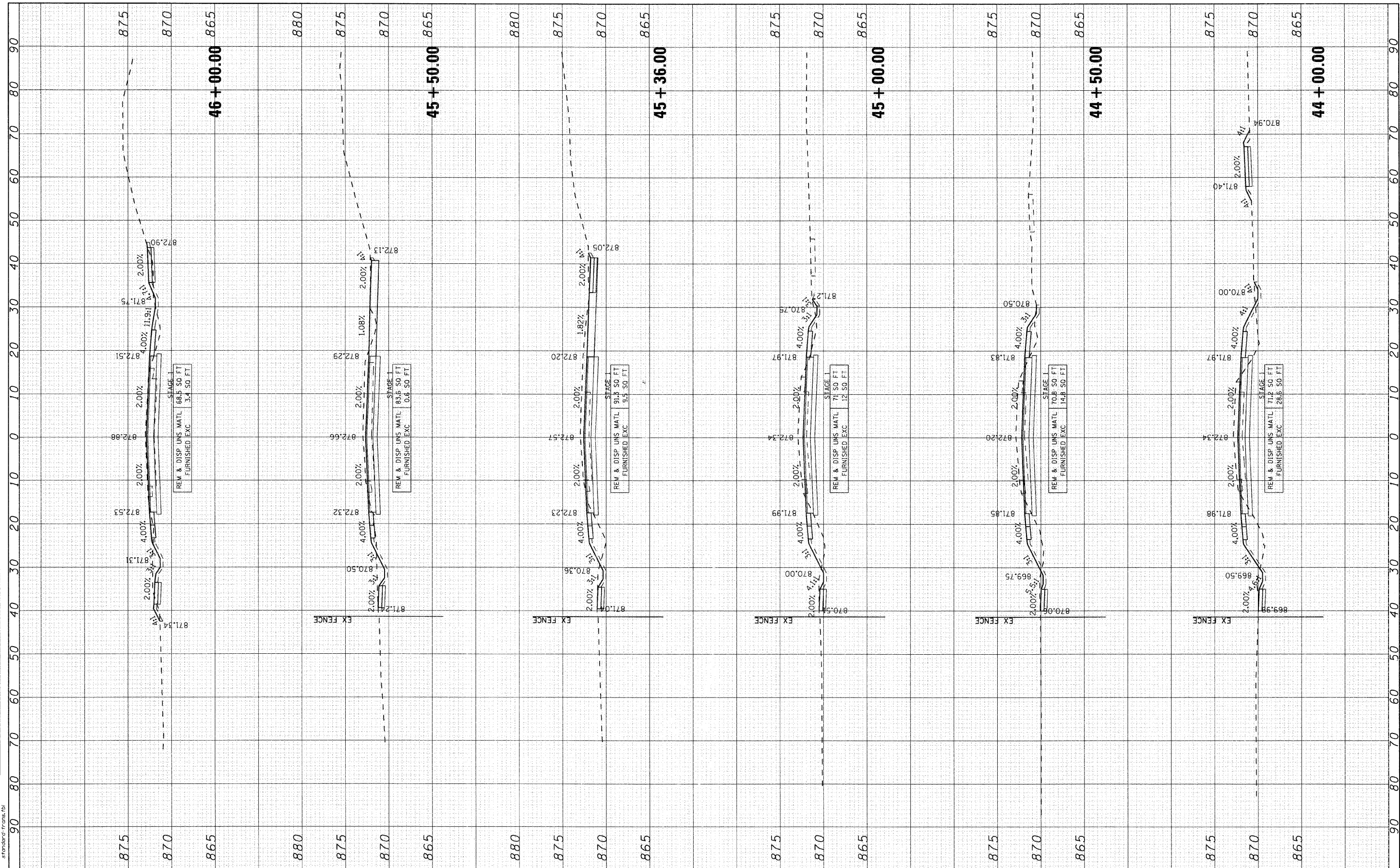
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F.A. RITE. 3869	SECTION 08-00030-00-FP	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 29
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT CONTRACT NO. 63146		

COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT_CONTACT1
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 NOTE BOOK NO. _____
 TEMPORARY AREAS CHECKED: _____
 PERMANENT AREAS CHECKED: _____

FINAL SURVEY NO. _____
 SURVEYED BY: _____
 DATE: _____
 NOTE BOOK NO. _____
 TEMPORARY AREAS CHECKED: _____
 PERMANENT AREAS CHECKED: _____



USER NAME = charlke	DESIGNED - BDH	REVISIONS
PLOT SCALE = 10	DRAWN -	REVISIONS
PLOT DATE = 4/1/2009	CHECKED - DVC	REVISIONS
	DATE - 4/1/09	REVISIONS

DESIGNED - BDH	REVISIONS
DRAWN -	REVISIONS
CHECKED - DVC	REVISIONS
DATE - 4/1/09	REVISIONS

VILLAGE OF LAKE IN THE HILLS

**CROSS SECTIONS
HALIGUS ROAD**

SCALE: 10 SHEET NO. 9 OF 11 SHEETS STA. 44+00.00 TO STA. 46+00.00

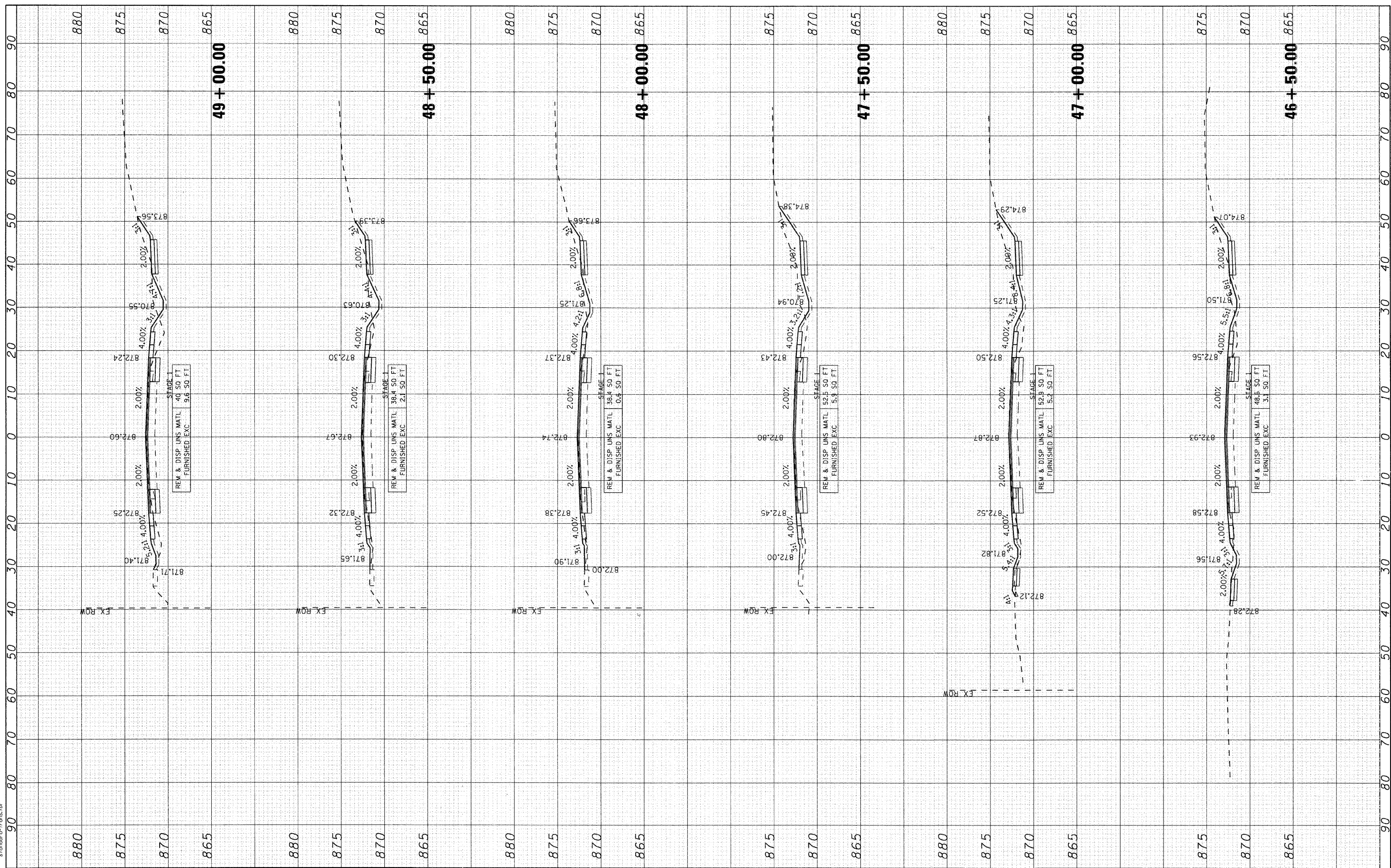
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FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT CONTACT1
 CLIENT: #CLIENT
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 FILE NAME: 070710-XSC.DWG
 PLOT DRIVER: pctdprt
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 NOTE BOOK NO. _____
 AREAS CHECKED _____

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

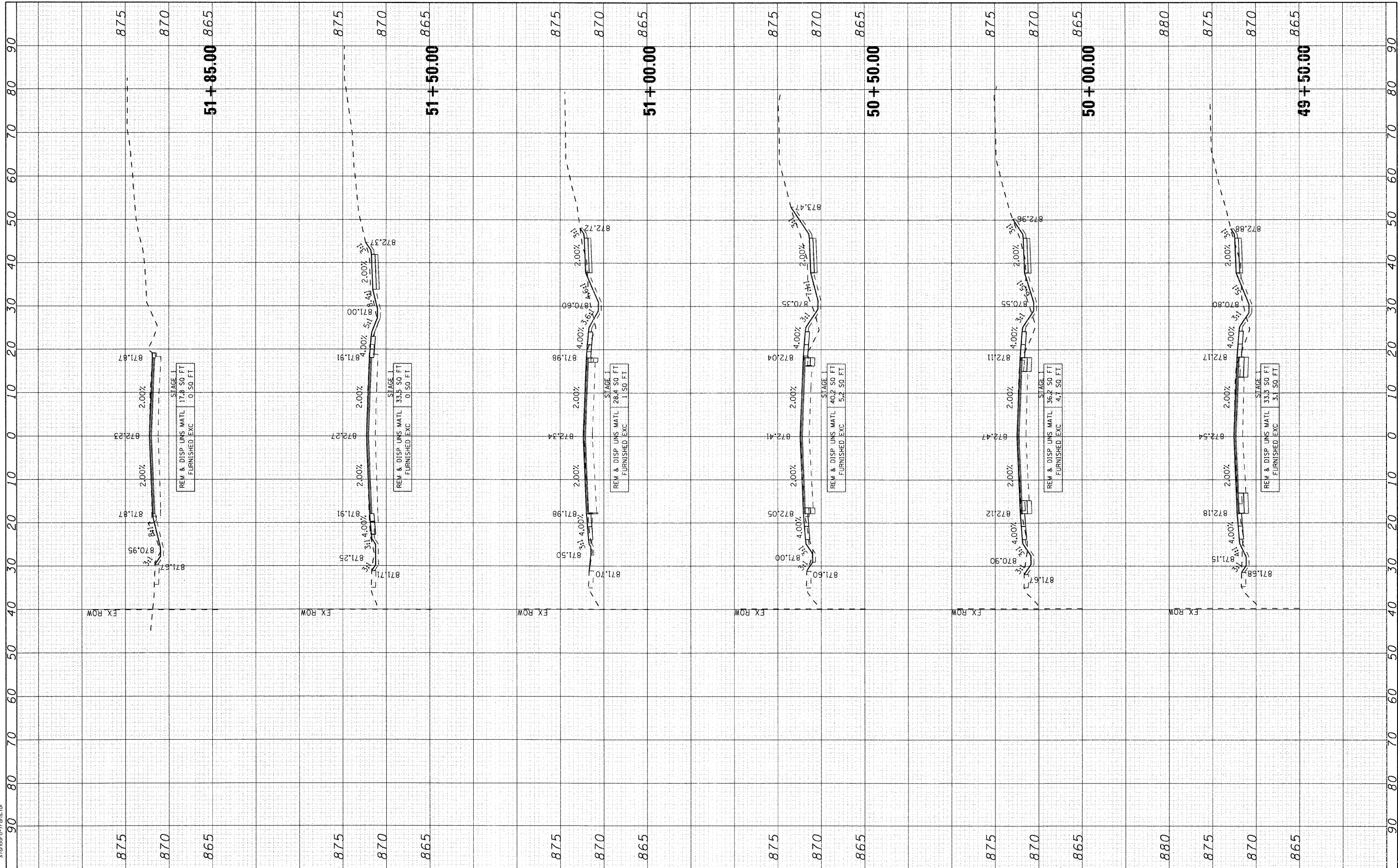


USER NAME = charke PLOT SCALE = 10 PLOT DATE = 4/1/2009	DESIGNED - BDH DRAWN - CHECKED - DVC DATE - 4/1/09	REVISED - REVISED - REVISED - REVISED -	VILLAGE OF LAKE IN THE HILLS CROSS SECTIONS HALIGUS ROAD	SCALE: 10 SHEET NO. 10 OF 11 SHEETS STA. 46+50.00 TO STA. 49+00.00	F.A. RTE. 3869 SECTION 08-00030-00-FP COUNTY MCHENRY TOTAL SHEETS 32 SHEET NO. 31 CONTRACT NO. 63146 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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COMPANY NAME: Smith
 PROJECT CONTACT: #PROJECT_CONTACT1
 CLIENT: #CLIENT1
 DATE PLOTTED: 4/1/2009 4:35:50 PM
 FILE NAME: 01010-XSC.DGN
 PLOT DRIVER: pdfplot
 PEN TABLE: standard-trans.tbl

ORIGINAL SURVEY PLOTTED DATE AREAS CHECKED
 SURVEY NO.

FINAL SURVEY PLOTTED DATE AREAS CHECKED
 SURVEY NO.



VILLAGE OF LAKE IN THE HILLS

CROSS SECTIONS
HALIGUS ROAD

SCALE: 10 SHEET NO. 11 OF 11 SHEETS STA. 49+50.00 TO STA. 51+85.00



USER NAME = charlke	DESIGNED - BDH	REVISED -
PLOT SCALE = 10	DRAWN -	REVISED -
PLOT DATE = 4/1/2009	CHECKED - DVC	REVISED -
	DATE - 4/1/09	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3869	08-00030-00-FP	MCHENRY	32	32
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63146	