

| | | | | |
|-----------|----------------|----------|--------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-00062-00-SW | LAKE | 73 | 1 |
| | | ILLINOIS | CONTRACT NO. 63280 | |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL-AID HIGHWAY

**OAKWOOD DRIVE PEDESTRIAN WAY
FAIRFIELD RD. TO CEDAR LAKE RD.
AND
LOTUS DRIVE PEDESTRIAN WAY
LONG LAKE DR. TO GOLFVIEW DR.**

**VILLAGE SECTION: 08-00062-00-SW
FEDERAL PROJECT: SRTS-CMM - 4008(022)**

**VILLAGE OF ROUND LAKE BEACH
JOB NO. C-40-007-08**



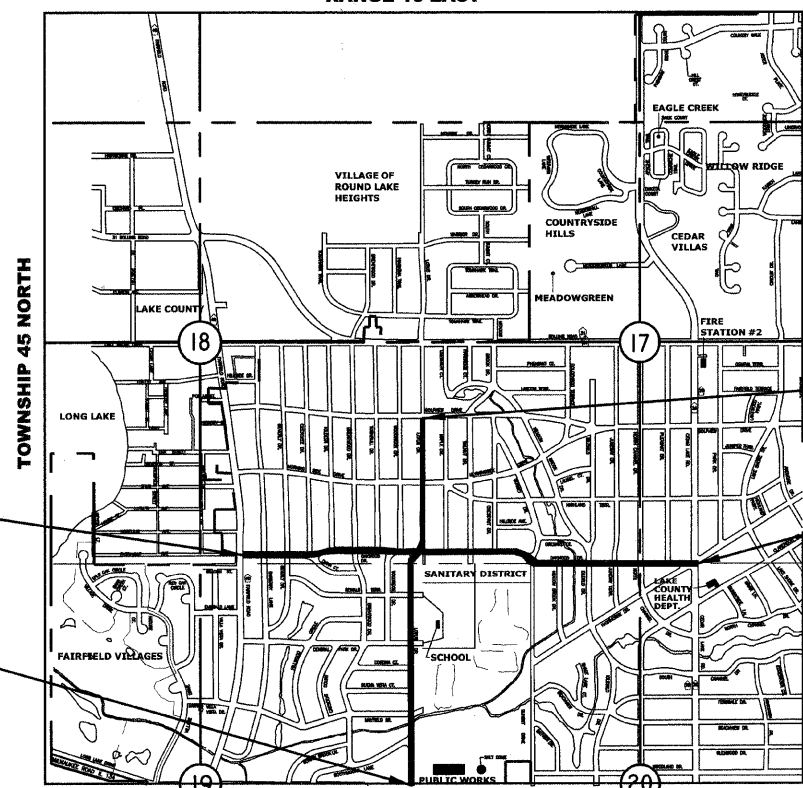
LOCATION OF SECTION INDICATED THUS

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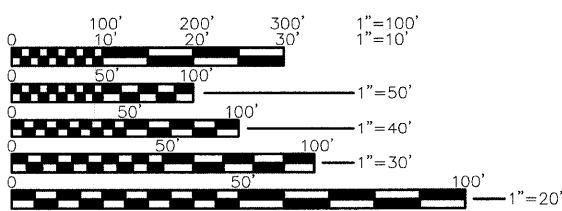
LOCATION MAP

RANGE 10 EAST



PROJECT IS LOCATED IN THE VILLAGE OF ROUND LAKE BEACH

JULIE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811



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.

OAKWOOD DRIVE PROJECT BEGINS STATION 100+69

LOTUS DRIVE PROJECT BEGINS STATION 200+10

LOTUS DRIVE PROJECT ENDS STATION 246+48

OAKWOOD DRIVE PROJECT ENDS STATION 154+15

PROJECT LENGTH
TOTAL GROSS LENGTH= 9984 FT. (1.89 MI)
TOTAL NET LENGTH= 9984 FT. (1.89 MI)

3rd P.M.

PROFESSIONAL ENGINEER'S SIGN & SEAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED October 15 2009
LOCAL AGENCY OFFICIAL

PASSED October 26, 2009
REGION ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW OCTOBER 26, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

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

PLAN NOTES

| SUMMARY OF QUANTITIES | | | | CMAQ | SPTS | |
|-----------------------|----------|---|-------|----------------|------------------------|-------|
| SPECIALTY ITEM | CODE NO. | PAY ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION TYPE CODE | |
| | | | | | SFTY-1B SFTY-1B | |
| | 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 252 | 125 | 127 |
| | 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 324 | 56 | 268 |
| | 20100600 | HEDGE REMOVAL | UNIT | 153 | 40 | 113 |
| | 20101200 | TREE ROOT PRUNING | EACH | 20 | 10 | 10 |
| | 20200100 | EARTH EXCAVATION | CU YD | 3100 | 950 | 2150 |
| | 20800150 | TRENCH BACKFILL | CU YD | 35 | - | 35 |
| | 20900310 | POROUS GRANULAR BACKFILL | TON | 120 | 50 | 70 |
| | 21101610 | TOPSOIL FURNISH AND PLACE, 3" | SQ YD | 8491 | 2678 | 5813 |
| | 21400100 | GRADING AND SHAPING DITCHES | FOOT | 500 | 250 | 250 |
| | 25000100 | SEEDING, CLASS 1 | ACRE | 1.75 | 0.55 | 1.2 |
| | 25100125 | MULCH, METHOD 3 | ACRE | 1.75 | 0.55 | 1.2 |
| | 25200200 | SUPPLEMENTAL WATERING | UNIT | 20 | 7 | 13 |
| | 31101100 | SUB-BASE GRANULAR MATERIAL, TYPE B | CU YD | 65 | 22 | 43 |
| | 35101400 | AGGREGATE BASE COURSE, TYPE B | TON | 454 | 136 | 318 |
| | 40300200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 0.53 | 0.16 | 0.37 |
| | 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 38 | 10 | 28 |
| | 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 25 | 7 | 18 |
| | 42001300 | PROTECTIVE COAT | SQ YD | 9024 | 3170 | 5854 |
| | 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 395 | 45 | 350 |
| | 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 64,782 | 23722 | 41060 |
| | 42400300 | PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH | SQ FT | 11,451 | 3420 | 8031 |
| | 42400800 | DETECTABLE WARNINGS | SQ FT | 1300 | 510 | 790 |
| | 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 374 | 135 | 239 |
| | 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 1950 | 550 | 1400 |
| | 44000300 | CURB REMOVAL | FOOT | 510 | 190 | 320 |
| | 44000600 | SIDEWALK REMOVAL | SQ FT | 1115 | 15 | 1100 |
| | 44002500 | GUTTER OUTLET REMOVAL | EACH | 1 | - | 1 |
| | 44004400 | PAVEMENT REMOVAL (SPECIAL) | SQ YD | 9 | - | 9 |
| | 44201717 | CLASS D PATCHES, TYPE II, 6 INCH | SQ YD | 20 | 10 | 10 |
| | 48101200 | AGGREGATE SHOULDERS, TYPE B | TON | 100 | 50 | 50 |
| | 50105200 | REMOVE EXISTING CULVERTS | EACH | 39 | 13 | 26 |
| | 54200217 | PIPE CULVERTS, CLASS C, TYPE 1, 12" | FOOT | 2500 | 1050 | 1450 |
| | 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12" | EACH | 2 | 1 | 1 |
| | 54213867 | STEEL END SECTIONS 12" | EACH | 110 | 50 | 60 |
| | 55019500 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV, 12" | FOOT | 160 | 40 | 120 |
| | 56500600 | DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED | EACH | 31 | 6 | 25 |
| | 60107600 | PIPE UNDERDRAINS 4" | FOOT | 1025 | 550 | 475 |
| | 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 8 | 3 | 5 |
| | 60240210 | INLETS, TYPE B, TYPE 1 FRAME, OPEN LID | EACH | 2 | 1 | 1 |
| | 60240215 | INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID | EACH | 18 | 10 | 8 |
| | 60240301 | INLETS, TYPE B, TYPE 8 GRATE | EACH | 6 | 3 | 3 |
| | 60255500 | MANHOLES TO BE ADJUSTED | EACH | 27 | 8 | 19 |
| | 60266600 | VALVE BOXES TO BE ADJUSTED | EACH | 10 | 3 | 7 |
| | 60406100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | EACH | 4 | 1 | 3 |
| | 60500040 | REMOVING MANHOLES | EACH | 10 | 3 | 7 |
| | 60600095 | CLASS SI CONCRETE (OUTLET) | CU YD | 7 | 3 | 4 |
| | 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-5.12 | FOOT | 2500 | 700 | 1800 |
| | 63000001 | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS | FOOT | 80 | 40 | 40 |
| | 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT | EACH | 4 | 2 | 2 |
| | 63200310 | GUARDRAIL REMOVAL | FOOT | 80 | 40 | 40 |
| | 67100100 | MOBILIZATION | L SUM | 1 | 0.50 | 0.50 |
| | 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 0.50 | 0.50 |
| | 72400500 | RELOCATE SIGN PANEL ASSEMBLY- TYPE A | EACH | 25 | 7 | 18 |
| | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 6500 | 1700 | 4800 |
| | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 4070 | 800 | 3270 |
| | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 776 | 50 | 726 |
| | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 725 | 225 | 500 |
| | Z0000940 | AGGREGATE FOR DRIVEWAY MAINTENANCE | TON | 40 | 20 | 20 |
| | Z0018900 | DRILL AND GROUT DOWEL BARS | EACH | 95 | 35 | 60 |
| | Z0022800 | FENCE REMOVAL | FOOT | 545 | 435 | 110 |
| | Z0055900 | RUSTIC WOOD POST AND RAIL FENCE | FOOT | 270 | 100 | 170 |
| | Z0062300 | SAWING ASPHALT SURFACE | FOOT | 4600 | 1300 | 3300 |
| | XX000856 | MAILBOX REMOVAL AND RELOCATION | EACH | 25 | 1 | 24 |
| | XX001621 | BRICK PAVER REMOVAL | SQ FT | 36 | 36 | - |
| | XX006806 | HOT-MIX ASPHALT DRIVEWAY PAVEMENT | SQ YD | 650 | 200 | 450 |
| | X0322256 | TEMPORARY INFORMATIONAL SIGNING | SQ FT | 100 | 50 | 50 |
| | X0322923 | SEGMENTAL CONCRETE BLOCK WALL | SQ FT | 2200 | 1100 | 1100 |
| | X0322924 | RETAINING WALL REMOVAL | SQ FT | 340 | | 340 |

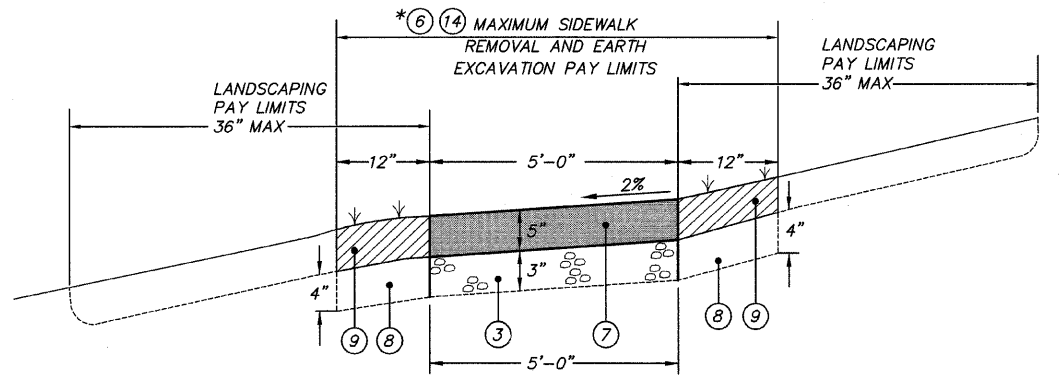
- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007, AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", ADOPTED ON JANUARY 1, 2009, THE DETAILS IN THESE PLANS AND THE CONTRACT DOCUMENTS.
- THE ELEVATIONS SHOWN ON THESE PLANS ARE U.S.G.S. DATUM.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND ON THE PLAN SHEETS. CARE SHOULD, THEREFORE, BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.
- THE CONTRACTOR SHALL NOTIFY JULIE (811) FOR UTILITY LOCATIONS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIALS BLOCKING DITCH LINES, STORM SEWERS, MANHOLES, ETC., SHALL BE REMOVED AT THE END OF EACH DAY. MAINTENANCE OF DRAINAGE WAYS AND STRUCTURES SHALL BE INCLUDED IN THE COST OF PIPE CULVERTS.
- ALL SUITABLE EXCAVATED MATERIALS FROM SEWER TRENCHES, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 202 EARTH EXCAVATION.
- EXISTING SUMP PUMPS, FIELD TILES, ETC., DISCHARGING INTO EXISTING STORM SEWERS SHALL BE PROTECTED.
- ALL SOD OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM EXISTING SURFACES BEFORE PLACING AGGREGATE MATERIALS.
- THE LOCATION AND/OR ELEVATIONS OF THE EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS, TELEPHONES AND POWER ARE SHOWN ON THE PLANS BASED ON THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR MUST ASSUME RESPONSIBILITY FOR ALL UTILITIES, WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES SHOWN MAY BE DIFFERENT THAN INDICATED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT ANY RELOCATION NECESSARY WILL PROCEED IN AN ORDERLY MANNER.
- FRAME ELEVATIONS SHOWN ON THE PLAN ARE APPROXIMATE ONLY AND SHALL BE ADJUSTED TO FINAL GRADE AT THE TIME OF CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED WITHIN 6 INCHES OF PLAN ELEVATION.
- HANDICAP RAMPS SHALL BE PROVIDED AT ALL INTERSECTIONS. SIDEWALK SHALL BE 5 INCHES THICK EXCEPT WHERE IT CROSSES A DRIVE, WHERE IT SHALL BE 6 INCHES THICK.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB AND GUTTER, P.C.C. SIDEWALK AND P.C.C. SIDEWALK.
- PIPES TO BE ABANDONED SHALL BE PLUGGED AND BULKHEADED AS DIRECTED BY THE ENGINEER AT EACH END. COST OF BULKHEADING SHALL BE INCLUDED IN THE PRICE OF STORM SEWER INSTALLATION.
- ANY EXISTING DECORATIVE LANDSCAPING WITHIN THE RIGHT-OF-WAY THAT INTERFERES WITH THE WORK, SUCH AS RETAINING WALL TIMBERS, RAILROAD TIES, ORNAMENTAL ROCKS, FENCES, DECORATIVE WALKS, PLANTERS AND BUSHES SHALL BE REMOVED AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- AGGREGATE FOR AGGREGATE BASE COURSE, AGGREGATE SHOULDERS, AGGREGATE FOR DRIVEWAY MAINTENANCE AND SUB BASE GRANULAR MATERIAL SHALL BE CA-6, CRUSHED STONE OR GRAVEL.
- THE PAY ITEM FOR DRIVEWAY REMOVAL SHALL INCLUDE BOTH CONCRETE AND HMA DRIVEWAYS. HMA DRIVEWAY PAVEMENT SHALL BE PAID FOR AT THE UNIT PRICE PER SQUARE YARD OF HOT-MIX ASPHALT DRIVEWAY PAVEMENT. MATERIAL THICKNESS FOR DRIVEWAYS SHALL BE 3 INCHES.
- SIDEWALK AND CURB REMOVAL SHALL INCLUDE SAW CUTTING WHERE NECESSARY.
- REMOVAL OF EXISTING END SECTIONS AND DELIVERY OF ANY SALVAGED MATERIALS REQUESTED BY THE OWNER SHALL BE INCLUDED IN THE COST OF REMOVE EXISTING CULVERTS.
- PIPE CULVERTS SHALL CONFORM TO SECTION 542 OF THE STANDARD SPECIFICATIONS. MATERIALS SHALL BE CORRUGATED STEEL CULVERT PIPE AND INCLUDE ALL NECESSARY COUPLING RINGS, ETC.
- THE PAY ITEM FOR DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED SHALL INCLUDE BOTH WATER AND GAS SERVICES.
- ADJUSTMENT OF MANHOLES AND VALVE VAULTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTMENT RINGS AND SEALED WITH A BUTYL BASED ROPE GASKET.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING DRIVEWAYS ALONG THE ROUTE. FOR NEW CURB, THE VOID IN FRONT AND BACK WILL BE FILLED WITH AGGREGATE FOR DRIVEWAY MAINTENANCE IMMEDIATELY AFTER THE CURB HAS CURED. AGGREGATE USED FOR ACCESS TO DRIVES SHALL BE RE-USED AS PART OF THE DRIVEWAY SHAPING AND GRADING. PAYMENTS SHALL BE AT THE UNIT PRICE PER TON AND INCLUDE SCARIFYING, GRADING, RE-HANDLING OF THE MATERIAL, COMPACTING, FURNISHING, INSTALLING AND REMOVING OF MATERIALS FOR AGGREGATE FOR DRIVEWAY MAINTENANCE.
- STORM SEWER INSTALLATION SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 551 OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS: BEDDING MATERIALS SHALL BE PLACED FROM A POINT 4 INCHES BELOW THE PIPE TO AT LEAST THE SPRINGLINE OF THE PIPE. PIPE MATERIAL SHALL BE REINFORCED CONCRETE PIPE, ASTM C-76 WITH ASTM C-443 JOINTS.
- EXISTING PUBLIC AND PRIVATE UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES, AND SURVEYS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF ALL UTILITIES AND STRUCTURES THAT MAY BE FOUND IN THE VICINITY OF THE CONSTRUCTION AND ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES MAY BE DIFFERENT THAN INDICATED. SHOULD ANY DAMAGES OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE, REPAIRS SHALL BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF HIS CONSTRUCTION SCHEDULE AND COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER.

25. EXISTING SIGNS THAT REQUIRE RELOCATION DUE TO THE DAMAGED ROADWAY ALIGNMENT SHALL BE REMOVED AND RELOCATED TO THE LOCATION DESIGNATED BY THE ENGINEER. RELOCATION SHALL BE PAID FOR EACH LOCATION AND INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT TO BE COMPLETE AND IN-PLACE. SIGNS THAT INTERFERE WITH UNDERGROUND UTILITY INSTALLATION THAT REQUIRE REMOVAL/ REPLACEMENT SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE PIPE INSTALLATION PRICE. SIGN REPLACEMENT, WHETHER IT IS A PAY ITEM OR NOT, SHALL OCCUR AS SOON AS PRACTICAL AND AT THE DIRECTION OF THE ENGINEER. PAYMENT SHALL BE AT THE UNIT PRICE PER ITEM OF RELOCATION OF SIGN PANEL ASSEMBLY, TYPE A.

- TREE REMOVAL SHALL BE MEASURED IN UNITS-DIAMETER. UNITS FOR THE PAY ITEM SHALL BE MEASURES BY THE INCH.
- CLASS SI CONCRETE (OUTLETS) SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARDS 606006 WITH THE FOLLOWING EXCEPTION. THE OUTLET SHALL BE MODIFIED FOR A COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 SECTION.
- PIPE UNDERDRAINS ADJACENT TO MASONRY RETAINING WALL SHALL BE INSTALLED AS FOLLOWS:
A.) BACKFILL SHALL CONSIST OF CA-16 AND SHALL BE INCLUDED IN THE PRICE FOR THE UNDERDRAINS.
B.) PIPE MATERIAL SHALL BE PERFORATED PVC, AASHTO M278 OR PERFORATED CORRUGATED PVC WITH A SMOOTH INTERIOR ASTM F949, SIZE AS SHOWN ON THE DRAWINGS.
C.) PIPE JOINTS SHALL BE GASKET OR "O-RING" TYPE.
D.) FABRIC ENVELOPE FOR PIPE UNDERDRAIN SHALL BE PROVIDED AND COMPLY WITH ARTICLE 1080.01A FOR NONWOVEN, NEEDLE PUNCH FABRIC. THE COST OF THE FABRIC ENVELOPE SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT OF PIPE UNDERDRAINS, 4".
- SIDEWALKS SHALL BE CONSTRUCTED ACCORDING TO SECTION 424 OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS. THE PLANS ARE ILLUSTRATIVE ONLY TO PROVIDE THE CONTRACTOR WITH THE SCOPE AND ESTIMATE OF WORK REQUIRED. FINAL LOCATION OF THE SIDEWALKS SHALL BE STAKED IN THE FIELD AND WILL BE SUBJECT MINOR TO DEVIATION AS DETERMINED BY ENGINEER. NO ADDITIONAL COMPENSATION WILL BE PERMITTED DUE TO MINOR REALIGNMENT OF THE SIDEWALK. EXPANSION JOINTS SHALL BE INSTALLED EVERY 50 FEET WITH PERFORMED JOINT FILLER IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS. EXCAVATION TO SUBGRADE SHALL BE PAID FOR AS EARTH EXCAVATION OR SIDEWALK REMOVAL. AGGREGATE MATERIALS SHALL BE PAID FOR AS SUBBASE GRANULAR MATERIALS, TYPE A. SIDEWALK SHALL BE PAID FOR AT THE UNIT PRICE PER SQUARE FOOT FOR P.C.C. SIDEWALK, 5", 6".
- THERE ARE U.S. POSTAL SERVICE MAILBOXES WHICH WILL REQUIRE REMOVAL, TEMPORARY PLACEMENT FOR CONTINUED OPERATION, AND RESETTING TO THERE NEW LOCATION. PRIOR TO MOVING ANY MAILBOXES, THE CONTRACTOR MUST FIRST CHECK WITH THE LOCAL POST OFFICE TO DETERMINE ANY AND ALL CONDITIONS REQUIRED FOR MOVING SAID MAILBOXES. IF ANY POST OR MAILBOXES ARE BROKEN DURING RELOCATION, THE CONTRACTOR WILL REPLACE THE DAMAGED MATERIALS IN KIND AND AT NO COST TO THE CONTRACT. ALL REPLACEMENT MATERIALS SHALL MEET THE APPROVAL OF THE ENGINEER AND POST OFFICE. PERMANENT RELOCATION OF THE MAILBOXES SHALL TAKE PLACE AS SOON AS POSSIBLE AFTER COMPLETION OF THE ROADWAY WIDENING, AND BE SET IN A MANNER SO APPROVED BY THE POST OFFICE AND ENGINEER. AS PER ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS PAYMENT FOR MAIL BOX REMOVAL AND RELOCATION WILL BE PAID AT THE UNIT PRICE PROVIDED.
- ANY EXISTING SUMP PUMP/DOWNSPOUT DRAINS THAT DISCHARGE UNDER THE PROPOSED SIDEWALK SHALL BE CONNECTED AND EXTENDED BEYOND THE SIDEWALK AND HAVE AN OPEN DISCHARGE. PAYMENT SHALL BE AT THE UNIT PRICE PER FOOT OF PIPE UNDERDRAIN, 4".

HIGHWAY STANDARDS

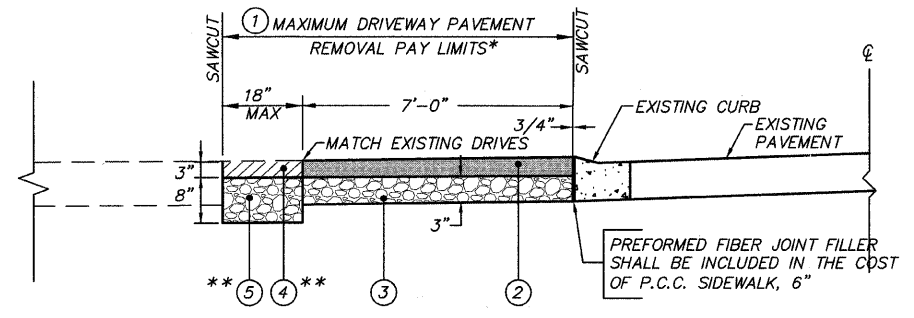
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|---------------------|---|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS |
| 424001-05 | CURB RAMPS FOR SIDEWALKS |
| 606001-04 | CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER |
| 701301-03 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701501-05 | URBAN LANE CLOSURE, 2L, 2W UNDIVIDED |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 780001-02 | TYPICAL PAVEMENT MARKINGS |
| 542301-02 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 542401-01 | METAL END SECTIONS FOR PIPE CULVERTS |
| 602306-02 | INLET, TYPE B |
| 602301-02 | INLET, TYPE A |
| 604001-03 | FRAME AND LIDS, TYPE 1 |
| 604036-02 | GRATE, TYPE B |
| 442201-03 | CLASS C AND D PATCHES |
| 606006-02 | OUTLET FOR CONCRETE CURB AND GUTTER TYPE B-15.60 (B-6.24) |



* PAY ITEM = EARTH EXCAVATION WHERE THERE IS NO EXISTING SIDEWALK
 = SIDEWALK REMOVAL WHERE THERE IS SIDEWALK.

TYPICAL PROPOSED SECTION—SIDEWALK THROUGH TURF

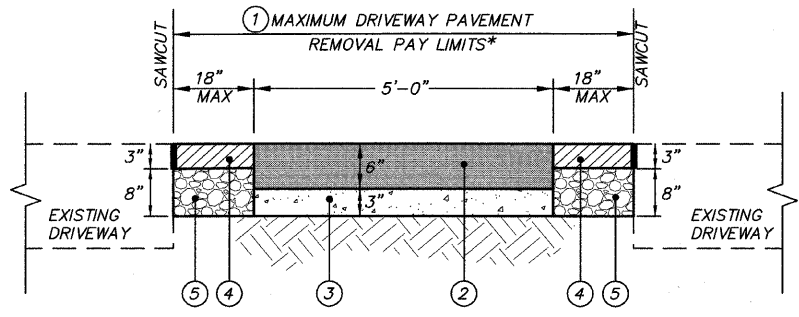
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SIDEWALK ADJACENT TO CURB DETAIL

NOT TO SCALE

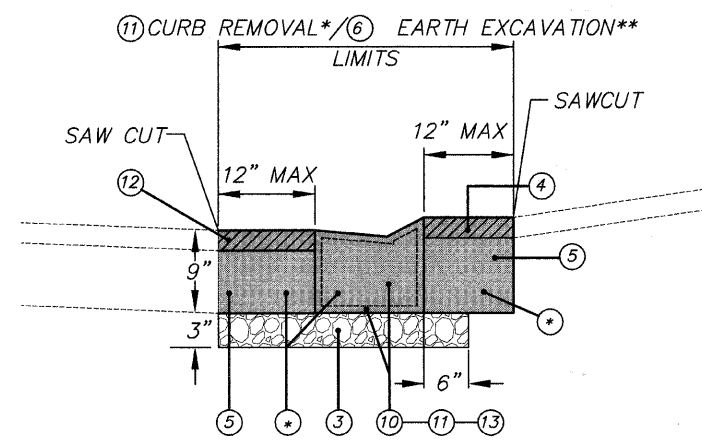
** DETAIL SECTION SHOWN IS THROUGH DRIVEWAY FOR SIDEWALK THROUGH TURF REPLACE (4) & (5) WITH (9)



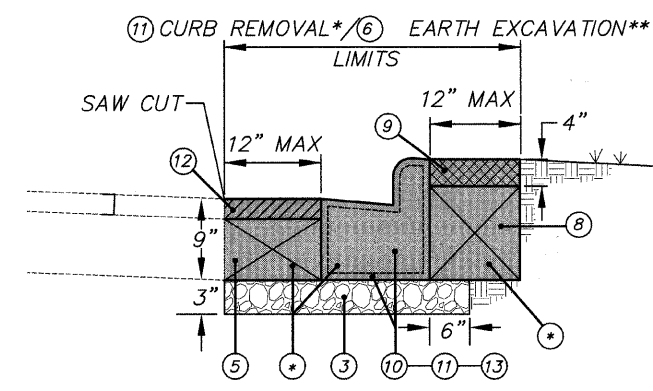
TYPICAL PROPOSED SECTION—SIDEWALK THROUGH DRIVEWAY

NOT TO SCALE

* DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE ALL HMA AND AGGREGATE AND EARTH MATERIALS TO REMOVE AND DISPOSE OF TO THE TOP OF PROPOSED SUBGRADE



TYPICAL CURB INSTALLATION ADJACENT TO DRIVEWAY



TYPICAL CURB INSTALLATION ADJACENT TO LAWN

* WHERE EXISTING AND PROPOSED CURB ARE NOT IN SAME ALIGNMENT CURB REMOVAL SHALL BE MEASURED FROM 12 INCHES IN FRONT OF NEW CURB TO 12" IN BACK OF NEW CURB OR TO THE BACK OF THE OLD CURB WHICHEVER IS GREATER.

** PAY ITEM = CURB REMOVAL WHERE THERE IS CURB
 = EARTH EXCAVATION WHERE THERE IS NO CURB

Legend

- (*) CURB REMOVAL/EARTH EXCAVATION LIMITS SHALL INCLUDE 12 INCHES IN FRONT AND BACK OF NEW CURB TO SUBGRADE ELEVATION; COST OF EXCAVATION/DISPOSAL TO BE INCLUDED IN PRICE OF CURB REMOVAL.
- (1) PROPOSED DRIVEWAY PAVEMENT REMOVAL
- (2) PROPOSED PCC SIDEWALK, 6"
- (3) PROPOSED SUBBASE GRANULAR MATERIAL
- (4) PROPOSED HMA DRIVEWAY PAVEMENT, 3"
- (5) PROPOSED AGGREGATE BASE COURSE, TY B (CRUSHED)
- (6) PROPOSED EARTH EXCAVATION
- (7) PROPOSED PCC SIDEWALK, 5"
- (8) SUITABLE EXCAVATED MATERIAL BACKFILL
- (9) PROPOSED LANDSCAPING:
 - TOPSOIL FURNISH AND PLACE, 3"
 - SEEDING, CLASS 1
 - MULCH, METHOD 3
- (10) EXISTING CURB
- (11) PROPOSED CURB REMOVAL
- (12) a) HOT MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 b) HOT MIX ASPHALT SURFACE COURSE, MIX C, N50, 1 1/2"
- (13) PROPOSED COMBINATION CONCRET CURB & GUTTER, TYPB-6.12
- (14) SIDEWALK REMOVAL

HOT MIX ASPHALT MIXTURE REQUIREMENT

| MIXTURE TYPE | AIR VOIDS @ Ndes |
|---|------------------|
| PAVEMENT REPLACEMENT | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm) | 4% @ 50 GYR |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | 4% @ 50 GYR |
| PAVEMENT RESURFACING | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm) | 4% @ GYR |
| DRIVEWAYS | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (IL-9.5mm) | 4% @ GYR |

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

MATCHLINE STA. 115+00

MATCHLINE STA. 130+00

MATCHLINE STA. 145+00

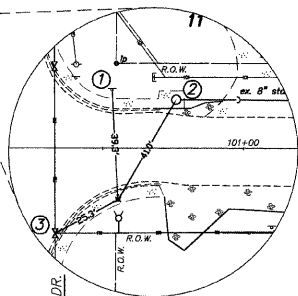
MATCHLINE STA. 115+00

MATCHLINE STA. 130+00

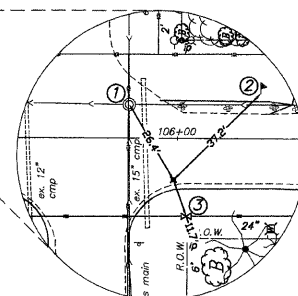
MATCHLINE STA. 145+00

STATION 100+00
BEGINNING OF
IMPROVEMENTS

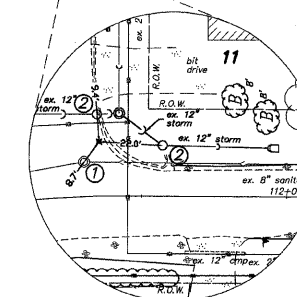
SET PK
STA. 100+55, 18.27'RT
1. SIGN
2. CATCH BASIN
3. WATER VALVE



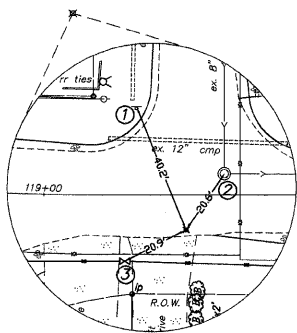
SET PK
STA. 105+99, 12.47'RT
1. SANITARY MH
2. MAIL BOX
3. WATER VALVE



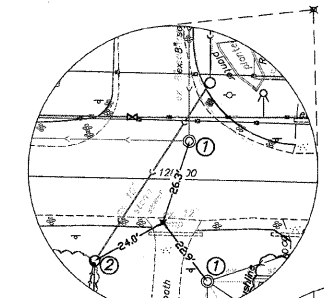
SET PK
STA. 111+36, 18.69'LT
1. SANITARY MH
2. CATCH BASIN



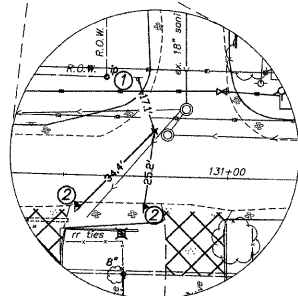
SET PK
STA. 119+43, 10.55'RT
1. SIGN
2. SANITARY MH
3. WATER VALVE



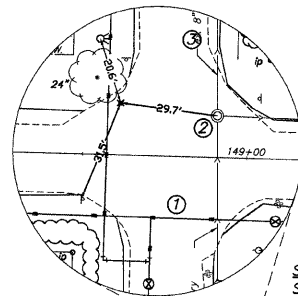
SET PK
STA. 127+96, 13.40'RT
1. SANITARY MH
2. CATCH BASIN



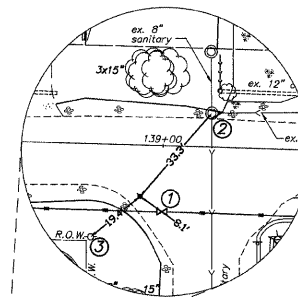
SET PK
STA. 130+77, 13.82'RT
1. SIGN
2. MAIL BOX



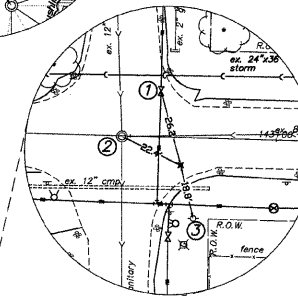
SET CROSS
STA. 135+76, 22.40'RT
1. WATER VALVE
2. CATCH BASIN



SET PK
STA. 138+93, 15.41'RT
1. WATER VALVE
2. SANITARY MH
3. POWER POLE

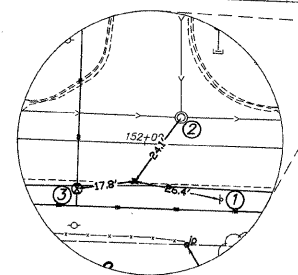


SET PK
STA. 142+68, 9.46'RT
1. WATER VALVE
2. SANITARY MH
3. POWER POLE



SET PK
STA. 148+61, 15.72'LT
1. SIGN
2. SANITARY MH
3. FIRE HYDRANT

OAKWOOD DRIVE



SET PK
STA. 151+97, 11.44'RT
1. SIGN
2. SANITARY MH
3. WATER VALVE VAULT

STATION 154+15
END OF
IMPROVEMENTS

- BENCHMARKS**
- A. SET PK LOCATED AT THE NORTHEAST CORNER OF OAKWOOD DRIVE AND CHEROKEE DRIVE. ELEV=766.35
 - B. SET PK LOCATED AT THE NORTHWEST CORNER OF OAKWOOD DRIVE AND MAPLE STREET. ELEV=748.84
 - C. SET PK LOCATED AT THE NORTHEAST CORNER OF OAKWOOD DRIVE AND IDLEWILD DRIVE. ELEV=755.53
 - D. SET PK LOCATED AT THE NORTHEAST CORNER OF OAKWOOD DRIVE AND HAWTHORNE DRIVE. ELEV= 765.47

FILE NAME = 10258803A.DWG

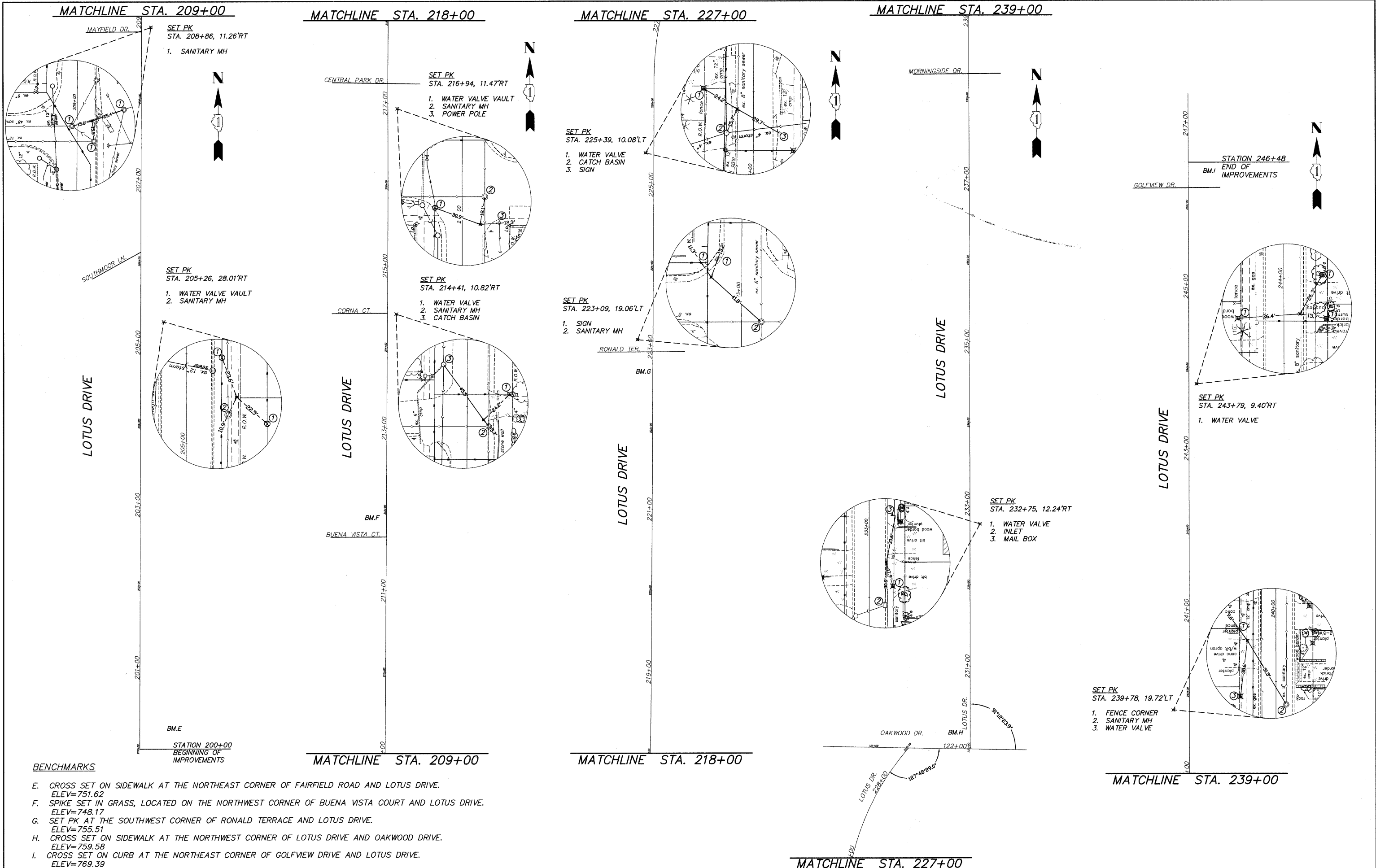
| | | |
|--------------|------------------|------------|
| USER NAME = | DESIGNED -- RJD | REVISED -- |
| FILE NAME = | DRAWN -- EC | REVISED -- |
| PLOT SCALE = | CHECKED -- RJD | REVISED -- |
| PLOT DATE = | DATE -- 10/02/09 | REVISED -- |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKWOOD DRIVE
ALIGNMENT AND TIES

SCALE: N.T.S. SHEET NO. 4 OF 73 SHEETS

| | | | | |
|---------------------------|----------------|--------|--------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-00062-00-SW | LAKE | 73 | 4 |
| | | | CONTRACT NO. 63280 | |
| ILLINOIS FED. AID PROJECT | | | | |



BENCHMARKS

- E. CROSS SET ON SIDEWALK AT THE NORTHEAST CORNER OF FAIRFIELD ROAD AND LOTUS DRIVE.
ELEV=751.62
- F. SPIKE SET IN GRASS, LOCATED ON THE NORTHWEST CORNER OF BUENA VISTA COURT AND LOTUS DRIVE.
ELEV=748.17
- G. SET PK AT THE SOUTHWEST CORNER OF RONALD TERRACE AND LOTUS DRIVE.
ELEV=755.51
- H. CROSS SET ON SIDEWALK AT THE NORTHWEST CORNER OF LOTUS DRIVE AND OAKWOOD DRIVE.
ELEV=759.58
- I. CROSS SET ON CURB AT THE NORTHEAST CORNER OF GOLFVIEW DRIVE AND LOTUS DRIVE.
ELEV=769.39

| | | | | | | | | | | | | |
|---------------------------|--------------|------------------|------------|---|---|--------------------------|------|------------------------|---------|--------|--------------|-----------|
| FILE NAME = 10258803A.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | LOTUS DRIVE ALIGNMENT AND TIES | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | --- | 08-00062-00-SW | LAKE | 73 | 5 | | | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | CONTRACT NO. 63280 | | | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | ILLINOIS FED. AID PROJECT | | | | | | | |
| | | | | | SCALE: N.T.S. | SHEET NO. 5 OF 73 SHEETS | | STA. ---- TO STA. ---- | | | | |

| HMA DRIVEWAY REMOVAL/REPLACEMENT SCHEDULE | | | | |
|---|-----------------------|---------------------------|-----------------------|---------------------------|
| STATION | FUNDING SOURCE | | | |
| | CMAQ | | SRTS | |
| | (SY) DRIVEWAY REMOVAL | (SY) DRIVEWAY REPLACEMENT | (SY) DRIVEWAY REMOVAL | (SY) DRIVEWAY REPLACEMENT |
| A. OAKWOOD | | | | |
| 100+96-101+18 Lt | 19.6 | 7.3 | | |
| 101+76-101+95 Rt | | | 16.9 | 6.3 |
| 103+84-104+04 Rt | | | 17.8 | 6.6 |
| 104+35-104+54 Lt | 16.9 | 6.3 | | |
| 106+95-107+08 Lt | 11.6 | 4.3 | | |
| 107+42-107+60 Lt | 16.0 | 5.9 | | |
| 109+70-109+90 Lt | 17.8 | 6.6 | | |
| 110+20-110+37 Lt | 15.1 | 5.6 | | |
| 110+30-110+64 Rt | | | 30.3 | 11.2 |
| 111+67-111+85 Rt | | | 16.0 | 5.9 |
| 112+20-112+40 Rt | | | 17.8 | 6.6 |
| 112+45-112+60 Lt | 13.4 | 5.0 | | |
| 112+68-112+85 Rt | | | 15.1 | 5.6 |
| 112+92-113+08 Lt | 14.2 | 5.3 | | |
| 115+05-115+45 Rt | | | 26.7 | 13.2 |
| 115+15-115+27 Lt | 10.7 | 4.0 | | |
| 116+21-116+43 Rt | | | 19.6 | 7.3 |
| 116+45-116+64 Rt | | | 16.9 | 6.3 |
| 117+85-118+05 Lt | 17.8 | 6.6 | | |
| 119+27-119+47 Rt | | | 17.8 | 6.6 |
| 120+85-121+10 Lt | 55.6 | 4.2 | | |
| 122+80-123+16 Rt | | | 32.0 | 11.9 |
| 123+12-123+40 Lt | 24.9 | 9.3 | | |
| 123+65-124+00 Rt | | | 31.2 | 11.6 |
| 124+08-124+25 Rt | | | 15.1 | 8.9 |
| 124+52-124+70 Rt | | | 16.0 | 5.9 |
| 124+93-125+08 Rt | | | 13.4 | 5.0 |
| 127+14-127+35 Rt | | | 18.7 | 6.9 |
| 128+32-128+55 Rt | | | 20.5 | 7.6 |
| 128+35-128+54 Lt | 16.9 | 6.3 | | |
| 128+77-128+98 Rt | | | 18.7 | 6.9 |
| 129+17-129+29 Rt | | | 10.7 | 4.0 |
| 129+47-129+70 Rt | | | 43.5 | |
| 129+90-130+12 Lt | 19.6 | 7.3 | | |
| 130+27-130+50 Rt | | | 20.5 | |
| 130+82-131+00 Rt | | | 16.0 | |
| 132+00-132+18 Lt | 16.0 | 5.9 | | |
| 132+65-132+78 Lt | 11.6 | 4.3 | | |
| 132+70-132+86 Rt | | | 14.2 | 5.3 |
| 133+85-134+05 Lt | 17.8 | 6.6 | | |
| 134+10-134+30 Rt | | | 17.8 | 6.6 |
| 134+20-134+40 Lt | 17.8 | 6.6 | | |
| 137+50-137+62 Rt | | | 10.7 | |
| 137+55-137+70 Lt | 13.4 | | | |
| 138+48-138+65 Lt | 15.1 | 5.6 | | |
| 138+38-138+54 Rt | | | 14.2 | 5.3 |
| 140+00-140+22 Lt | 19.6 | 7.3 | | |
| 140+90-141+10 Lt | 17.8 | 6.6 | | |
| 143+25-143+45 Lt | 17.8 | 6.6 | | |
| 143+65-143+78 Lt | 11.6 | 4.0 | | |
| 143+73-144+05 Rt | | | 28.5 | 10.9 |
| 144+10-144+30 Lt | 17.8 | 6.6 | | |
| 144+28-144+48 Rt | | | 17.8 | 6.6 |
| 147+18-147+32 Lt | 12.5 | 4.6 | | |
| 147+20-147+43 Rt | | | 20.5 | 7.6 |
| 149+62-149+97 Lt | 31.2 | 11.6 | | |
| 153+20-153+90 Lt | 62.3 | 23.1 | | |
| Total A (Oakwood) | 539.0 | 183.4 | 484.2 | 186.6 |

| HMA DRIVEWAY REMOVAL/REPLACEMENT SCHEDULE | | | | |
|---|-----------------------|---------------------------|-----------------------|---------------------------|
| STATION | FUNDING SOURCE | | | |
| | CMAQ | | SRTS | |
| | (SY) DRIVEWAY REMOVAL | (SY) DRIVEWAY REPLACEMENT | (SY) DRIVEWAY REMOVAL | (SY) DRIVEWAY REPLACEMENT |
| B. LOTUS | | | | |
| 209+35-209+50 Rt | | | 13.4 | 5.0 |
| 209+50-209+90 Lt | | | 88.9 | |
| 209+95-210+10 Rt | | | 33.3 | |
| 210+50-210+70 Lt | | | 44.5 | |
| 210+78-210+90 Rt | | | 10.7 | 4.0 |
| 211+95-212+10 Rt | | | 13.4 | 5.0 |
| 213+00-213+18 Rt | | | 16.0 | 5.9 |
| 213+97-214+15 Rt | | | 30.0 | |
| 214+42-214+58 Rt | | | 28.4 | 19.4 |
| 214+95-215+10 Rt | | | 13.4 | 5.0 |
| 215+55-215+65 Rt | | | 8.9 | 3.3 |
| 216+50-216+70 Rt | | | 17.8 | 6.6 |
| 218+53-218+63 Rt | | | 8.9 | 3.3 |
| 219+05-219+22 Rt | | | 15.1 | 5.6 |
| 219+32-219+53 Lt | | | 18.7 | 6.9 |
| 219+54-219+67 Rt | | | 11.6 | 4.3 |
| 220+03-220+20 Rt | | | 15.1 | 5.6 |
| 220+30-220+50 Lt | | | 17.8 | 6.6 |
| 221+36-221+52 Rt | | | 14.2 | 5.3 |
| 221+85-222+05 Lt | | | 17.8 | 6.6 |
| 222+03-222+22 Rt | | | 16.9 | 6.3 |
| 223+73-223+94 Lt | | | 18.7 | 6.9 |
| 224+52-224+70 Lt | | | 16.0 | 5.9 |
| 225+00-225+15 Lt | | | 13.4 | |
| 225+50-225+70 Lt | | | 17.8 | |
| 225+82-226+06 Lt | | | 21.4 | 7.9 |
| 226+12-226+33 Rt | | | 18.7 | 6.9 |
| 226+60-226+78 Lt | | | 16.0 | 5.9 |
| 226+90-227+20 Rt | | | 26.7 | 10.0 |
| 228+55-228+75 Rt | | | 17.8 | 6.6 |
| 230+98-231+08 Rt | | | 8.9 | 3.3 |
| 231+58-231+74 Rt | | | 14.2 | 5.3 |
| 231+95-232+10 Rt | | | 13.3 | 7.3 |
| 232+57-232+78 Rt | | | 18.7 | 6.9 |
| 232+83-233+03 Rt | | | 17.8 | 6.6 |
| 233+34-233+58 Rt | | | 21.4 | 7.9 |
| 234+05-234+22 Rt | | | 15.1 | 5.6 |
| 234+65-235+82 Rt | | | 15.10 | 5.6 |
| 234+91-235+10 Rt | | | 16.9 | |
| 235+31-235+48 Rt | | | 15.1 | 5.6 |
| 235+93-236+10 Rt | | | 15.1 | 5.6 |
| 236+62-236+78 Rt | | | 14.2 | 5.3 |
| 239+50-239+62 Rt | | | 10.7 | 4.0 |
| 240+94-241+05 Rt | | | 9.8 | 3.6 |
| 241+45-241+60 Rt | | | 13.4 | 5.0 |
| 242+37-242+58 Rt | | | 18.7 | 7.0 |
| 243+17-243+35 Rt | | | 16.0 | 6.0 |
| 243+50-243+70 Rt | | | 17.8 | 6.6 |
| 243+85-243+98 Rt | | | 11.6 | 4.3 |
| TOTAL B (LOTUS) | | | 905.1 | 256.3 |
| TOTAL C (MISC.) | | 16.8 | | 7.1 |
| TOTAL A + B + C | 539 | 200.0 | 1,389.3 | 450.0 |

| SEGMENTAL CONCRETE BLOCK WALL SCHEDULE | | |
|--|----------------|----------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (SF) AREA | SRTS (SF) AREA |
| A. OAKWOOD | | |
| 104+08-104+34 Lt | 56 | |
| 104+52-104+91 Lt | 84 | |
| 118+00-119+15 Lt | 215 | |
| 120+00-120+75 Lt | 152 | |
| 120+00-120+30 Rt | | 56 |
| 136+55-138+00 Rt | | 350 |
| 138+00-138+30 Rt | | 75 |
| 139+50-140+00 Lt | 100 | |
| 140+20-140+60 Lt | 100 | |
| 140+55-140+85 Lt | 60 | |
| 140+50-140+80 Rt | | 75 |
| 146+85-147+00 Lt | 75 | |
| 147+32-148+00 Lt | 140 | |
| 148+00-148+45 Lt | 90 | |
| 150+80-150+90 Rt | | 65 |
| TOTAL A (OAKWOOD) | 1072 | 621 |
| B. LOTUS | | |
| 209+20-209+45 Lt | | 50 |
| 210+80-211+20 Lt | | 100 |
| 222+50-222+65 Lt | | 20 |
| 224+75-225+00 Lt | | 55 |
| 227+52-227+91 Lt | | 43 |
| 230+30-230+85 Rt | | 106 |
| 240+03-240+20 Rt | | 70 |
| TOTAL B (LOTUS) | | 444 |
| TOTAL C (MISC.) | 28 | 35 |
| TOTAL A + B + C | 1100 | 1100 |

| CLASS D PATCHES, TY 1, 6" SCHEDULE | | |
|------------------------------------|----------------|----------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (SY) AREA | SRTS (SY) AREA |
| A. OAKWOOD | | |
| 124+70-124+71 Lt | 5 | |
| 124+70-124+71 Rt | | 5 |
| 124+80-124+81 Lt | 5 | |
| 124+80-124+81 Rt | | 5 |
| TOTAL | 10 | 10 |

| PCC DRIVEWAY REMOVAL/REPLACEMENT SCHEDULE | | | | |
|---|----------------|------------------|--------------|------------------|
| STATION | FUNDING SOURCE | | | |
| | CMAQ | | SRTS | |
| | (SY) REMOVAL | (SY) REPLACEMENT | (SY) REMOVAL | (SY) REPLACEMENT |
| A. OAKWOOD | | | | |
| 137+50-137+62 Rt | | | | 20.0 |
| 137+55-137+70 Lt | | 33.3 | | |
| TOTAL A (OAKWOOD) | | 33.3 | | 20.0 |
| B. LOTUS | | | | |
| 209+50-209+90 Lt | | | | 88.9 |
| 209+95-210+10 Rt | | | | 25.0 |
| 210+50-210+70 Lt | | | | 44.5 |
| 213+97-214+15 Rt | | | | 30.0 |
| 221+32-221+52 Lt | | | | 41.7 |
| 225+00-225+15 Lt | | | | 25.0 |
| 225+50-225+70 Lt | | | | 33.3 |
| 234+91-235+10 Rt | | | | 21.1 |
| TOTAL B (LOTUS) | | | | 309.5 |
| TOTAL C (MISC.) | | 17.7 | | 20.5 |
| TOTAL A + B + C | | 50.0 | | 350.0 |

| HOT MIX ASPHALT SURFACE REMOVAL SCHEDULE | | | |
|--|----------------------------|----------------------------|----------------------------|
| STATION | FUNDING SOURCE | | |
| | CMAQ (SY) | SRTS (SY) | |
| | HMA SURFACE REMOVAL 1-1/2" | HMA SURFACE REMOVAL 1-1/2" | HMA SURFACE REMOVAL 1-1/2" |
| A. OAKWOOD | | | |
| 121+68-122+80 Lt | 135 | | |
| 121+68-122+80 Rt | | | 135 |
| TOTAL B (MISC.) | | | 104 |
| TOTAL A + B | 135 | | 239 |

| DETECTABLE WARNING SCHEDULE | | |
|-----------------------------|----------------|----------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (SF) AREA | SRTS (SF) AREA |
| A. OAKWOOD | | |
| 100+65 Lt | 10 | |
| 100+65 Rt | | 10 |
| 102+60 Lt | 10 | |
| 102+60 Rt | | 10 |
| 102+70 Lt | 10 | |
| 102+70 Rt | | 10 |
| 103+10 Lt | 10 | |
| 103+15 Lt | 10 | |
| 103+15 Rt | | 10 |
| 103+18 Rt | | 10 |
| 105+50 Lt | 10 | |
| 105+55 Lt | 10 | |
| 105+55 Rt | | 30 |
| 105+85 Lt | 10 | |
| 105+94 Lt | 10 | |
| 105+85 Rt | | 20 |
| 108+19 Rt | | 10 |
| 108+19 Lt | 10 | |
| 108+26 Rt | | 10 |
| 108+40 Lt | 10 | |
| 108+60 Lt | 10 | |
| 109+35 Rt | | 10 |
| 111+05 Lt | 10 | |
| 111+40 Lt | 10 | |
| 113+76 Lt | 10 | |
| 113+79 Lt | 10 | |
| 113+77 Rt | | 10 |
| 113+81 Rt | | 10 |
| 114+10 Lt | 10 | |
| 114+14 Rt | | 10 |
| 114+20 Rt | | 10 |
| 114+22 Lt | 10 | |
| 116+55 Lt | 10 | |
| 116+85 Lt | 10 | |
| 117+95 Rt | | 10 |
| 118+75 Rt | | 10 |
| 119+30 Lt | 10 | |
| 119+65 Lt | 10 | |
| 120+75 Lt | 10 | |
| 120+75 Rt | | 10 |
| 120+90 Rt | | 10 |
| 121+50 Rt | | 10 |
| 122+00 Lt | 10 | |
| 122+35 Lt | 10 | |
| 122+40 Lt | 10 | |
| 124+85 Lt | 10 | |
| 125+20 Lt | 10 | |
| 127+75 Lt | 10 | |
| 127+66 Rt | | 10 |
| 128+13 Lt | 10 | |
| 128+18 Lt | 10 | |
| 128+20 Rt | | 10 |
| 130+70 Lt | 10 | |
| 131+05 Lt | | 10 |
| 135+45 Lt | 10 | |
| 135+49 Lt | 10 | |
| 135+45 Rt | | 10 |
| 135+80 Rt | | 10 |
| 135+87 Lt | 10 | |
| 136+18 Lt | 10 | |
| 136+23 Rt | | 10 |
| 136+28 Rt | | 10 |
| 138+90 Rt | | 10 |
| 139+35 Rt | | 10 |
| 142+20 Rt | | 10 |
| 142+23 Lt | 10 | |
| 142+30 Rt | | 10 |
| 142+30 Lt | 10 | |
| 142+60 Lt | 10 | |
| 142+70 Lt | 10 | |
| 142+65 Rt | | 20 |
| 145+41 Rt | | 10 |
| 145+41 Lt | 10 | |
| 145+46 Lt | 10 | |
| 145+46 Rt | | 10 |
| 145+79 Rt | | 10 |
| 145+79 Lt | 10 | |
| 145+82 Lt | 10 | |
| 145+82 Rt | | 10 |
| 148+45 Lt | 10 | |
| 148+45 Rt | | 10 |
| 148+60 Lt | 10 | |
| 148+60 Rt | | 10 |
| 148+96 Rt | | 10 |
| 148+97 Lt | 10 | |
| 149+00 Lt | 10 | |
| 149+02 Rt | | 10 |
| 151+85 Lt | 10 | |
| 152+19 Lt | 10 | |
| 152+20 Rt | | 10 |
| 152+24 Lt | 10 | |
| TOTAL A (OAKWOOD) | 510 | 440 |

| DETECTABLE WARNING SCHEDULE | | |
|-----------------------------|----------------|----------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (SF) AREA | SRTS (SF) AREA |
| B. LOTUS | | |
| 200+18 Rt | | 8 |
| 200+18 Lt | | 8 |
| 205+70 Lt | | 10 |
| 206+30 Lt | | 10 |
| 209+00 Lt | | 10 |
| 211+50 Lt | | 10 |
| 211+80 Lt | | 10 |
| 214+15 Lt | | 10 |
| 214+60 Lt | | 10 |
| 217+00 Rt | | 20 |
| 217+00 Lt | | 10 |
| 217+02 Rt | | 10 |
| 217+06 Lt | | 10 |
| 217+44 Rt | | 10 |
| 217+46 Lt | | 10 |
| 217+50 Lt | | 20 |
| 217+50 Rt | | 20 |
| 222+70 Lt | | 20 |
| 222+71 Rt | | 10 |
| 222+75 Rt | | 20 |
| 222+76 Lt | | 10 |
| 223+15 Lt | | 20 |
| 223+15 Rt | | 20 |
| 223+20 Lt | | 10 |
| 238+08 Rt | | 10 |
| 238+45 Rt | | 10 |
| 246+00 Rt | | 20 |
| TOTAL B (LOTUS) | | 348 |
| TOTAL C (MISC.) | | 4 |
| TOTAL A + B + C | 510 | 790 |

| CURB REMOVAL/REPLACEMENT SCHEDULE | | | | | | |
|-----------------------------------|----------------|--------------------------------|------------|-------------------|--------------------------------|------------|
| STATION | FUNDING SOURCE | | | | | |
| | CMAQ | | | SRTS | | |
| | (FT) REMOVAL | (FT) CON CONC C&G TYP. B.C. 12 | DOWEL BARS | (FT) CURB REMOVAL | (FT) CON CONC C&G TYP. B.C. 12 | DOWEL BARS |
| A. OAKWOOD | | | | | | |
| 110+90-111+17 Lt | 27 | 27 | 1 | | | |
| 111+45-111+62 Lt | 27 | 27 | 1 | | | |
| 120+75-121+00 Rt | | | | | 60 | 2 |
| 129+50-131+90 Rt | | | | | 240 | |
| 121+65-122+65 Rt | | | | | 100 | 2 |
| 133+65-135+20 Rt | | | | | 140 | 2 |
| 121+90-122+10 Lt | | 25 | 2 | | | |
| 137+38-137+78 Rt | | | | | 40 | |
| 122+30-122+50 Lt | | 25 | 2 | | | |
| 135+42-135+55 Lt | 25 | 25 | 4 | | | |
| 135+65-135+85 Rt | | | | 30 | 30 | 4 |
| 135+80-136+00 Lt | 25 | 25 | 4 | | | |
| 136+15-136+30 Rt | | | | 25 | 25 | 4 |
| 140+40-140+98 Rt | | | | | 65 | |
| 140+50-141+60 Lt | | 117 | 2 | | | |
| 142+15-142+30 Lt | | 21 | | | | |
| 142+15-142+30 Rt | | | | | 25 | |
| 142+61-142+72 Lt | | 17 | | | | |
| 142+61-142+72 Rt | | | | | 21 | |
| 145+40-145+50 Lt | 22 | 22 | 4 | | | |
| 145+40-145+50 Rt | | | | 17 | 17 | 4 |
| 145+75-145+85 Lt | 20 | 20 | 4 | | | |
| 145+75-145+85 Rt | | | | 17 | 17 | 4 |
| 148+60-147+08 Lt | | 48 | | | | |
| 148+42-148+65 Lt | | 33 | | | | |
| 148+42-148+65 Rt | | | | | 30 | |
| 148+90-150+10 Rt | | | | | 125 | |
| 148+90-149+10 Lt | | 28 | | | | |
| 151+80-151+90 Lt | 20 | 20 | 4 | | | |
| 152+10-152+20 Lt | 20 | 45 | 4 | | | |
| 152+44-154+10 Lt | | 160 | | | | |
| 153+00-153+93 Rt | | | | | 95 | 2 |
| TOTAL A (OAKWOOD) | 186 | 685 | 32 | 89 | 1030 | 24 |
| B. LOTUS | | | | | | |
| 200+10-200+21 Rt | | | | 21 | 21 | 4 |
| 200+11-200+24 Lt | | | | 20 | 20 | 4 |
| 205+64-205+73 Lt | | | | 15 | 15 | 4 |
| 206+20-206+35 Lt | | | | 20 | 20 | 4 |
| 208+85-209+05 Rt | | | | | 20 | |
| 215+90-217+05 Rt | | | | | 130 | |
| 222+25-222+84 Rt | | | | | 92 | |
| 226+80-228+55 Rt | | | | | 170 | |
| 227+70-228+00 Lt | | | | | 65 | |
| 230+15-230+35 Rt | | | | 30 | 30 | 4 |
| 230+15-230+35 Lt | | | | 30 | 30 | 4 |
| 238+00-238+17 Rt | | | | 30 | 30 | 4 |
| 238+39-238+54 Rt | | | | 30 | 30 | 4 |
| 245+86-246+07 Rt | | | | 33 | 33 | 4 |
| TOTAL B (LOTUS) | | | | 229 | 706 | 36 |
| TOTAL C (MISC.) | 4 | | | 2 | | |
| TOTAL A + B + C | 190 | 685 | 32 | 320 | 1736 | 60 |

| SAW CUTTING SCHEDULE | | |
|----------------------|----------------------|----------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (FT) BITUMINOUS | SRTS (FT) BITUMINOUS |
| A. OAKWOOD | | |
| 100+95-101+20 Lt | 50 | |
| 101+76-101+95 Rt | | 38 |
| 103+85-104+08 Lt | 46 | |
| 103+85-104+05 Rt | | 40 |
| 104+34-104+53 Lt | 38 | |
| 106+90-107+08 Lt | 22 | |
| 107+42-107+58 Lt | 32 | |
| 107+58-107+78 Rt | | 40 |
| 109+60-109+80 Lt | 40 | |
| 110+22-110+40 Lt | 36 | |
| 110+28-110+60 Rt | | 44 |
| 110+90-111+17 Lt | 27 | |
| 111+45-111+62 Lt | 27 | |
| 111+60-111+76 Rt | | 32 |
| 112+12-112+33 Rt | | 42 |
| 112+45-112+60 Lt | 30 | |
| 112+60-112+77 Rt | | 34 |
| 112+90-113+10 Lt | 40 | |
| 115+05-115+45 Rt | | 80 |
| 115+15-115+28 Lt | 26 | |
| 116+20-116+65 Rt | | 90 |
| 117+90-118+10 Lt | 40 | |
| 119+00-119+22 Rt | | 44 |
| 119+28-119+44 Rt | | 32 |
| 120+85-121+10 Lt | 50 | |
| 121+95-122+13 Rt | | 36 |
| 122+82-123+18 Rt | | 72 |
| 123+12-123+38 Lt | 52 | |
| 123+65-124+00 Rt | | 70 |
| 124+10-124+22 Rt | | 24 |
| 124+52-124+70 Rt | | 36 |
| 124+92-125+08 Rt | | 32 |
| 127+12-127+36 Rt | | 48 |
| 128+35-128+50 Lt | 30 | |
| 128+35-128+50 Rt | | 30 |
| 128+50-128+54 Lt | 8 | |
| 128+50-128+55 Rt | | 10 |
| 128+77-128+98 Rt | | 42 |
| 129+17-129+28 Rt | | 22 |
| 129+89-130+09 Rt | | 20 |
| 129+92-130+13 Lt | 42 | |
| 130+30-130+50 Rt | | 20 |
| 130+82-131+00 Rt | | 18 |
| 131+36-131+65 Rt | | 29 |
| 131+93-132+18 Lt | 50 | |
| 132+63-132+80 Lt | 34 | |
| 132+70-132+85 Rt | | 30 |

| SAW CUTTING SCHEDULE | | |
|--------------------------|----------------------|----------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (FT) BITUMINOUS | SRTS (FT) BITUMINOUS |
| A. OAKWOOD | | |
| 133+85-134+05 Rt | | 40 |
| 134+25-134+40 Lt | 30 | |
| 134+10-134+30 Rt | | 40 |
| 135+65-135+85 Rt | | 30 |
| 135+42-135+55 Lt | 25 | |
| 135+80-136+00 Lt | 25 | |
| 136+15-136+30 Rt | | 25 |
| 137+50-137+65 Rt | | 15 |
| 137+55-137+65 Lt | 10 | |
| 138+40-138+54 Rt | | 28 |
| 138+47-138+65 Lt | 36 | |
| 139+20-139+50 Lt | 30 | |
| 140+00-140+20 Lt | 40 | |
| 143+26-143+45 Lt | 38 | |
| 143+65-143+78 Lt | 26 | |
| 143+75-144+05 Rt | | 60 |
| 144+13-144+32 Lt | 38 | |
| 144+28-144+48 Rt | | 40 |
| 145+40-145+50 Lt | 22 | |
| 145+40-145+50 Rt | | 17 |
| 145+75-145+85 Lt | 20 | |
| 145+75-145+85 Rt | | 17 |
| 147+20-147+40 Rt | | 40 |
| 147+20-147+32 Lt | 24 | |
| 149+63-149+97 Lt | 68 | |
| 151+80-151+90 Lt | 20 | |
| 152+10-152+20 Lt | 20 | |
| 153+25-153+85 Lt | 60 | |
| TOTAL A (OAKWOOD) | 1252 | 1407 |

| SAW CUTTING SCHEDULE | | |
|----------------------|----------------------|----------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (FT) BITUMINOUS | SRTS (FT) BITUMINOUS |
| B. LOTUS | | |
| 209+36-209+55 Rt | | 38 |
| 209+54-209+90 Lt | | 36 |
| 210+75-210+95 Rt | | 42 |
| 209+95-210+10 Rt | | 18 |
| 211+25-211+63 Rt | | 76 |
| 213+00-213+19 Rt | | 38 |
| 213+43-213+63 Rt | | 40 |
| 213+90-214+10 Rt | | 20 |
| 214+43-214+58 Rt | | 30 |
| 214+95-215+10 Rt | | 30 |
| 215+54-215+64 Rt | | 20 |
| 216+52-216+72 Rt | | 20 |
| 218+52-218+63 Rt | | 22 |
| 219+07-219+23 Rt | | 30 |
| 219+53-219+67 Rt | | 28 |
| 219+32-219+55 Lt | | 46 |
| 220+06-220+20 Rt | | 30 |
| 220+32-220+50 Lt | | 36 |
| 221+36-221+55 Rt | | 38 |
| 221+80-222+02 Lt | | 44 |
| 222+10-222+23 Rt | | 26 |
| 223+73-223+93 Lt | | 40 |
| 224+54-224+71 Lt | | 34 |
| 225+00-225+15 Lt | | 30 |
| 225+53-225+70 Lt | | 34 |
| 225+82-226+08 Lt | | 52 |
| 226+12-226+32 Rt | | 40 |
| 226+60-226+32 Lt | | 30 |
| 226+83-227+10 Rt | | 54 |
| 230+15-230+35 Rt | | 30 |
| 230+15-230+35 Lt | | 30 |
| 230+97-231+10 Rt | | 26 |
| 231+56-231+75 Rt | | 38 |
| 231+97-232+15 Rt | | 36 |
| 232+55-232+77 Rt | | 44 |
| 232+84-233+03 Rt | | 38 |
| 233+35-233+55 Rt | | 40 |
| 234+07-234+26 Rt | | 38 |
| 234+68-234+76 Rt | | 20 |
| 234+92-235+00 Rt | | 16 |
| 235+00-235+08 Rt | | 16 |
| 235+32-235+47 Rt | | 30 |
| 235+92-236+11 Rt | | 38 |
| 236+60-236+76 Rt | | 32 |
| 238+00-238+12 Rt | | 30 |
| 238+40-238+50 Rt | | 30 |

| SAW CUTTING SCHEDULE | | |
|------------------------|----------------------|----------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (FT) BITUMINOUS | SRTS (FT) BITUMINOUS |
| B. LOTUS | | |
| 239+50-239+65 Rt | | 30 |
| 239+84-240+00 Rt | | 32 |
| 240+00-240+04 Rt | | 8 |
| 241+95-241+05 Rt | | 22 |
| 241+45-241+60 Rt | | 30 |
| 242+38-242+58 Rt | | 40 |
| 243+15-243+33 Rt | | 36 |
| 243+51-243+69 Rt | | 36 |
| 243+85-243+97 Rt | | 24 |
| 246+00-246+10 Rt | | 30 |
| 246+38-246+48 Rt | | 30 |
| TOTAL B (LOTUS) | | 1872 |
| TOTAL C (MISC.) | 48 | 21 |
| TOTAL A + B | 1300 | 3300 |

| | | | |
|--------------------------|-------------|-----------------|------------|
| FILE NAME = 10258802.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- |
| | | | |

| PCC SIDEWALK SCHEDULE | | | | | |
|-----------------------|----------------|---------|---------|---------|--|
| STATION | FUNDING SOURCE | | | | |
| | CMAQ | | SRTS | | |
| | (SF) 5" | (SF) 6" | (SF) 5" | (SF) 6" | |
| A. OAKWOOD | | | | | |
| 100+65-100+95 Lt | 200 | | | | |
| 100+95-101+20 Lt | | 125 | | | |
| 101+20-101+70 Lt | 325 | | | | |
| 101+70-102+00 Lt | | 150 | | | |
| 102+00-102+80 Lt | 450 | | | | |
| 103+10-103+68 Lt | 300 | | | | |
| 103+78-103+85 Lt | 35 | | | | |
| 103+85-104+08 Lt | | 115 | | | |
| 104+08-104+34 Lt | 130 | | | | |
| 104+34-104+53 Lt | | 95 | | | |
| 104+53-105+00 Lt | 235 | | | | |
| 100+65-101+78 Rt | | | 575 | | |
| 101+76-101+95 Rt | | | | 95 | |
| 101+95-102+85 Rt | | | 500 | | |
| 103+13-103+85 Rt | | | 360 | | |
| 103+85-104+05 Rt | | | | 100 | |
| 104+05-104+40 Rt | | | 175 | | |
| 104+40-104+53 Rt | | | | 65 | |
| 104+53-105+00 Rt | | | 235 | | |
| 105+00-105+55 Lt | 305 | | | | |
| 105+80-106+36 Lt | 330 | | | | |
| 106+36-106+55 Lt | | 95 | | | |
| 106+55-106+90 Lt | 200 | | | | |
| 106+90-107+08 Lt | | 90 | | | |
| 107+08-107+42 Lt | 170 | | | | |
| 107+42-107+58 Lt | | 80 | | | |
| 107+58-108+30 Lt | 410 | | | | |
| 108+30-109+10 Lt | 300 | | | | |
| 109+10-109+22 Lt | | 60 | | | |
| 109+22-109+60 Lt | 190 | | | | |
| 109+60-109+80 Lt | | 100 | | | |
| 109+80-110+00 Lt | 100 | | | | |
| 105+00-105+60 Rt | | | 350 | | |
| 105+85-106+55 Rt | | | 400 | | |
| 106+55-106+89 Rt | | | | 70 | |
| 106+89-107+05 Rt | | | 180 | | |
| 107+05-107+17 Rt | | | | 60 | |
| 107+17-107+58 Rt | | | 205 | | |
| 107+58-107+78 Rt | | | | 100 | |
| 107+78-108+58 Rt | | | 460 | | |
| 109+20-110+00 Rt | | | 425 | | |
| 110+00-110+22 Lt | 110 | | | | |
| 110+22-110+40 Lt | | 90 | | | |
| 110+40-111+10 Lt | 400 | | | | |
| 111+35-112+45 Lt | 600 | | | | |
| 112+45-112+60 Lt | | 75 | | | |

| PCC SIDEWALK SCHEDULE | | | | | |
|-----------------------|----------------|---------|---------|---------|--|
| STATION | FUNDING SOURCE | | | | |
| | CMAQ | | SRTS | | |
| | (SF) 5" | (SF) 6" | (SF) 5" | (SF) 6" | |
| A. OAKWOOD | | | | | |
| 124+22-124+50 Rt | | | | 140 | |
| 124+50-124+90 Lt | 225 | | | | |
| 125+10-127+80 Lt | 1500 | | | | |
| 127+05-128+35 Lt | 250 | | | | |
| 128+35-128+50 Lt | | 75 | | | |
| 124+50-124+52 Rt | | | 10 | | |
| 124+52-124+70 Rt | | | | 90 | |
| 124+70-124+92 Rt | | | 110 | | |
| 124+92-125+08 Rt | | | | 80 | |
| 125+08-127+12 Rt | | | 1020 | | |
| 127+12-127+36 Rt | | | | 120 | |
| 127+36-127+93 Rt | | | 335 | | |
| 128+00-128+35 Rt | | | 175 | | |
| 128+35-128+50 Rt | | | | 75 | |
| 128+50-128+54 Lt | | 20 | | | |
| 128+54-129+92 Lt | 690 | | | | |
| 129+92-130+13 Lt | | 105 | | | |
| 130+13-130+75 Lt | 360 | | | | |
| 131+00-131+93 Lt | 515 | | | | |
| 131+93-132+18 Lt | | 125 | | | |
| 132+18-132+63 Lt | 275 | | | | |
| 132+63-132+80 Lt | | 85 | | | |
| 132+80-133+00 Lt | 100 | | | | |
| 128+50-128+55 Rt | | | | 25 | |
| 128+55-128+77 Rt | | | 110 | | |
| 128+77-128+98 Rt | | | | 105 | |
| 128+98-129+17 Rt | | | 95 | | |
| 129+17-129+28 Rt | | | | 55 | |
| 129+28-129+50 Rt | | | 110 | | |
| 129+50-129+59 Rt | | | 140 | | |
| 130+09-130+30 Rt | | | 105 | | |
| 130+30-130+82 Rt | | | 160 | | |
| 131+00-131+36 Rt | | | 180 | | |
| 131+36-131+65 Rt | | | | 145 | |
| 131+65-132+70 Rt | | | 625 | | |
| 132+70-132+85 Rt | | | | 75 | |
| 132+85-133+00 Rt | | | | 75 | |
| 133+00-133+05 Lt | 25 | | | | |
| 133+05-133+20 Lt | | 75 | | | |
| 133+20-133+85 Lt | 325 | | | | |
| 133+85-134+05 Lt | | 100 | | | |
| 134+05-134+25 Lt | 125 | | | | |
| 134+25-134+40 Lt | | 75 | | | |
| 134+40-135+50 Lt | 775 | | | | |
| 135+50-137+55 Lt | 875 | | | | |
| 137+55-138+00 Lt | 175 | | | | |

| PCC SIDEWALK SCHEDULE | | | | | |
|--------------------------|----------------|--------------|---------------|--------------|--|
| STATION | FUNDING SOURCE | | | | |
| | CMAQ | | SRTS | | |
| | (SF) 5" | (SF) 6" | (SF) 5" | (SF) 6" | |
| A. OAKWOOD | | | | | |
| 133+00-134+10 Rt | | | 550 | | |
| 134+10-134+30 Rt | | | | 100 | |
| 134+30-135+80 Rt | | | | 1050 | |
| 136+10-137+50 Rt | | | | 875 | |
| 137+55-138+00 Rt | | | 225 | | |
| 138+00-138+19 Lt | | 95 | | | |
| 138+35-138+47 Lt | | 60 | | | |
| 138+47-138+65 Lt | | | 90 | | |
| 138+65-139+20 Lt | | | 275 | | |
| 139+48-140+00 Lt | | 310 | | | |
| 140+00-140+20 Lt | | 100 | | | |
| 140+20-142+30 Lt | 1250 | | | | |
| 142+60-143+00 Lt | 225 | | | | |
| 138+00-138+40 Rt | | | 200 | | |
| 138+40-138+54 Rt | | | | 70 | |
| 138+54-138+96 Rt | | | 210 | | |
| 139+30-142+30 Rt | | | 1750 | | |
| 142+60-143+00 Rt | | | 250 | | |
| 143+00-143+25 Lt | 130 | | | | |
| 143+26-143+45 Lt | | 95 | | | |
| 143+45-143+65 Lt | 100 | | | | |
| 143+65-143+78 Lt | | 65 | | | |
| 143+78-144+13 Lt | 225 | | | | |
| 144+13-144+32 Lt | | 95 | | | |
| 144+32-145+50 Lt | 640 | | | | |
| 145+74-147+20 Lt | 830 | | | | |
| 147+20-147+32 Lt | | 60 | | | |
| 147+32-148+00 Lt | 340 | | | | |
| 143+00-143+75 Rt | | | 375 | | |
| 143+75-144+05 Rt | | | | 150 | |
| 144+05-144+28 Rt | | | 115 | | |
| 144+28-144+48 Rt | | | | 100 | |
| 144+48-145+50 Rt | | | 535 | | |
| 145+75-147+20 Rt | | | 775 | | |
| 147+20-147+40 Rt | | | | 100 | |
| 147+40-148+00 Rt | | | 300 | | |
| 148+00-148+25 Lt | 375 | | | | |
| 148+90-149+63 Lt | 415 | | | | |
| 149+63-149+97 Lt | | 170 | | | |
| 149+97-151+85 Lt | 940 | | | | |
| 152+15-152+50 Lt | 200 | | | | |
| 148+00-148+65 Rt | | | 375 | | |
| 148+90-150+11 Rt | | | 700 | | |
| 150+11-150+30 Rt | | | | 145 | |
| 150+30-151+30 Rt | | | 500 | | |
| 151+30-151+50 Rt | | | | 100 | |
| 151+50-152+50 Rt | | | 600 | | |
| 152+50-153+25 Lt | 525 | | | | |
| 152+50-153+90 Rt | 687 | | | | |
| 153+25-153+90 Lt | | 490 | | | |
| TOTAL A (OAKWOOD) | 23,722 | 3,420 | 21,375 | 3,525 | |

| PCC SIDEWALK SCHEDULE | | | | | |
|-----------------------|----------------|---------|---------|---------|--|
| STATION | FUNDING SOURCE | | | | |
| | CMAQ | | SRTS | | |
| | (SF) 5" | (SF) 6" | (SF) 5" | (SF) 6" | |
| B. LOTUS | | | | | |
| 200+15-200+20 Lt | | | 18 | | |
| 200+15-200+20 Rt | | | | 30 | |
| 205+57-205+71 Lt | | | | 53 | |
| 205+84-205+88 Rt | | | 19 | | |
| 206+24-206+40 Lt | | | 53 | | |
| 206+90-207+01 Rt | | | 42 | | |
| 207+78-207+83 Lt | | | 19 | | |
| 208+23-208+28 Lt | | | 18 | | |
| 208+24-208+29 Rt | | | 18 | | |
| 208+38-208+55 Lt | | | 64 | | |
| 208+84-208+92 Rt | | | 18 | | |
| 212+18-212+24 Lt | | | 19 | | |
| 212+39-212+43 Lt | | | 14 | | |
| 212+73-212+75 Rt | | | 13 | | |
| 212+92-213+02 Lt | | | | 38 | |
| 214+16-214+24 Lt | | | 34 | | |
| 214+54-214+65 Lt | | | 34 | | |
| 215+98-216+10 Lt | | | 38 | | |
| 216+95-217+10 Lt | | | 112 | | |
| 223+10-223+22 Rt | | | 63 | | |
| 223+38-223+43 Rt | | | 20 | | |
| 223+78-223+82 Rt | | | 22 | | |
| 224+03-224+08 Rt | | | 25 | | |
| 224+18-224+32 Rt | | | | 58 | |
| 224+43-224+48 Rt | | | 12 | | |
| 224+81-224+86 Rt | | | 20 | | |
| 227+95-228+13 Lt | | | 76 | | |
| 238+43-238+56 Lt | | | 45 | | |
| 245+91-246+02 Lt | | | 30 | | |
| 246+37-247+47 Lt | | | 34 | | |
| 208+90-209+54 Lt | | | 250 | | |
| 208+78-209+38 Rt | | | 365 | | |
| 209+36-209+55 Rt | | | | 95 | |
| 209+55-209+96 Rt | | | 205 | | |
| 209+90-210+00 Lt | | | 35 | | |
| 210+00-210+52 Lt | | | 260 | | |
| 210+67-211+55 Lt | | | 440 | | |
| 211+80-212+00 Lt | | | 100 | | |
| 210+10-210+75 Rt | | | 325 | | |
| 210+75-210+96 Rt | | | | 105 | |
| 210+96-211+25 Rt | | | 145 | | |
| 211+25-211+63 Rt | | | | 190 | |
| 211+63-211+95 Rt | | | 160 | | |
| 211+95-212+10 Rt | | | | 75 | |
| 212+10-213+00 Rt | | | 450 | | |
| 213+00-213+19 Rt | | | | 95 | |
| 213+19-213+43 Rt | | | 120 | | |
| 213+43-213+63 Rt | | | | 100 | |
| 213+63-213+98 Rt | | | 175 | | |
| 213+98-214+14 Rt | | | | 80 | |
| 214+14-214+43 Rt | | | 145 | | |
| 214+43-214+58 Rt | | | | 75 | |
| 214+58-214+96 Rt | | | 190 | | |
| 215+12-215+54 Rt | | | 210 | | |
| 215+54-215+64 Rt | | | | 50 | |
| 215+64-216+52 Rt | | | 540 | | |
| 216+52-216+72 Rt | | | | 100 | |
| 216+72-217+05 Rt | | | 190 | | |
| 217+40-218+52 Rt | | | 660 | | |
| 218+52-218+63 Rt | | | | 55 | |
| 218+63-219+07 Rt | | | 220 | | |
| 219+07-219+23 Rt | | | | 75 | |
| 219+23-219+53 Rt | | | 100 | | |
| 219+53-219+67 Rt | | | | 70 | |

| STATION | INLET SCHEDULE | | | | | | | | | |
|--------------------------|---------------------------------|------------------------|------------------------|--------------------|--------------------|---------------------------------|------------------------|------------------------|--------------------|--------------------|
| | FUNDING SOURCE | | | | | | | | | |
| | CMAQ (EA) | | | | SRTS (EA) | | | | | |
| | TYA 2 TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TYB 3 TY 1F, CL | TYB 3 TY 1F, OL | TYA 2 TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TYB 3 TY 1F, CL | TYB 3 TY 1F, OL |
| A. OAKWOOD | | | | | | | | | | |
| 103+15, 30' Lt | | | 1 | | | | | | | |
| 105+55, 18' Lt | | | | 1 | | | | | | |
| 105+56, 18' Rt | | | | | | | | 1 | | |
| 105+90, 16' Lt | | | | 1 | | | | | | |
| 105+93, 20' Rt | | | | | | | | 1 | | |
| 108+26, 20' Lt | | | | 1 | | | | | | |
| 108+36, 36' Rt | | | | | | | | 1 | | |
| 108+65, 20' Lt | | | | 1 | | | | | | |
| 113+68, 18' Lt | | | | 1 | | | | | | |
| 113+68, 22' Rt | | | | | | | | 1 | | |
| 114+12, 20' Lt | | | | 1 | | | | | | |
| 114+26, 12' Rt | | | | | | | | 1 | | |
| 116+98, 17' Lt | | | | 1 | | | | | | |
| 117+83, 16' Rt | | | | | | | | 1 | | |
| 119+27, 34' Lt | 1 | | | | | | | | | |
| 119+65, 44' Lt | 1 | | | | | | | | | |
| 120+67, 19' Rt | | | | | | 1 | | | | |
| 122+84, 14' Rt | | | | | | | | | 1 | |
| 124+72, 14' Lt | | | 1 | | | | | | | |
| 124+80, 17' Rt | | | | | | 1 | | | | |
| 125+23, 13' Lt | | | | 1 | | | | | | |
| 126+40, 15' Lt | | | 1 | | | | | | | |
| 127+08, 18' Rt | | | | | | | | 1 | | |
| 131+10, 14' Lt | | | | 1 | | | | | | |
| 142+66, 17' Rt | | | | | | | | 1 | | |
| 145+95, 22' Lt | | | | 1 | | | | | | |
| 146+12, 27' Lt | 1 | | | 1 | | | | | | |
| 148+60, 18' Lt | | | | | 1 | | | | | |
| 152+05, 17' Rt | | | | | | 1 | | | | |
| TOTAL A (OAKWOOD) | 3 | 3 | 10 | 1 | 1 | 2 | 8 | 1 | | |

| STATION | INLET SCHEDULE | | | | | | | | | |
|------------------------|---------------------------------|------------------------|------------------------|--------------------|--------------------|---------------------------------|------------------------|------------------------|--------------------|--------------------|
| | FUNDING SOURCE | | | | | | | | | |
| | CMAQ (EA) | | | | SRTS (EA) | | | | | |
| | TYA 2 TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TYB 3 TY 1F, CL | TYB 3 TY 1F, OL | TYA 2 TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TY 8 GRATE TYB 3 | TYB 3 TY 1F, CL | TYB 3 TY 1F, OL |
| B. LOTUS | | | | | | | | | | |
| 238+04, 30' Rt | | | | | | 1 | | | | |
| 238+50, 32' Rt | | | | | | 1 | | | | |
| 238+56, 16' Rt | | | | | | | 1 | | | |
| 240+16, 16' Rt | | | | | | 1 | | | | |
| 245+94, 28' Rt | | | | | | 1 | | | | |
| TOTAL B (LOTUS) | | | | | | 4 | 1 | | | |
| TOTAL A + B | 3 | 3 | 10 | 1 | 1 | 5 | 3 | 8 | 1 | |

| STATION | STORM (12" RCCP, CL IV) SCHEDULE | | | | | |
|------------------------|----------------------------------|----------------------|-----------------|----------------|----------------------|-----------------|
| | FUNDING SOURCE | | | | | |
| | CMAQ | | | SRTS | | |
| | (FT) LENGTH | (EA) PRC FES, 12" | (EA) MH/CORE | (FT) LENGTH | (EA) PRC FES, 12" | (EA) MH/CORE |
| A. OAKWOOD | | | | | | |
| 122+70 Rt | | | | 60 | | |
| 123+00 Rt | | | | 50 | 1 | |
| 124+80 Rt | | | | 10 | | |
| 146+00 Lt | 39 | 1 | | | | |
| TOTAL B (MISC.) | 1 | | | | | |
| TOTAL A + B | 40 | 1 | | 120 | 1 | |

| STATION | OUTLET (CLASS SI CONCRETE) SCHEDULE | | | |
|-------------------|-------------------------------------|--------|-----------|--------|
| | FUNDING SOURCE | | | |
| | CMAQ (EA) | | SRTS (EA) | |
| | OUTLET | OUTLET | OUTLET | OUTLET |
| A. OAKWOOD | | | | |
| 122+60 Rt | | | 2 | |
| 129+45 Rt | | | 1 | |
| 141+60 Lt | 1 | | | |
| 153+00 Rt | | | 1 | |
| 146+60 Lt | 1 | | | |
| 147+10 Lt | 1 | | | |
| TOTAL | 3 | | 4 | |

ASSUME 2 CY/EA

| STATION | REMOVING MANHOLES SCHEDULE | | | |
|--------------------------------|----------------------------|------------------|------------------|------------------|
| | FUNDING SOURCE | | | |
| | CMAQ (EA) | | SRTS (EA) | |
| | INLET REMOVAL | INLET REMOVAL | INLET REMOVAL | INLET REMOVAL |
| A. OAKWOOD | | | | |
| 103+15, 30' Lt | 1 | | | |
| 121+70 Rt | | | 2 | |
| 122+29 Rt | | | 1 | |
| 124+40 Rt | | | 1 | |
| 126+40, 15' Lt | 1 | | | |
| B. MISCELLANEOUS | 1 | | 3 | |
| TOTAL B (MISCELLANEOUS) | 1 | | 3 | |
| TOTAL | 3 | | 7 | |

| STATION | REMOVE EXISTING CULVERTS SCHEDULE | | | |
|--------------------------------|-----------------------------------|--------------------|--------------------|--------------------|
| | FUNDING SOURCE | | | |
| | CMAQ (EA) | | SRTS (EA) | |
| | CULVERT REMOVAL | CULVERT REMOVAL | CULVERT REMOVAL | CULVERT REMOVAL |
| A. OAKWOOD | | | | |
| 110+31-110+71 Rt | | | 1 | |
| 119+65 Lt | 1 | | | |
| 121+60-122+80 Lt | 1 | | | |
| 121+60-122+80 Rt | | | 1 | |
| 124+80 Lt | 1 | | | |
| 129+48-129+75 Rt | | | 1 | |
| 129+85-130+11 Rt | | | 1 | |
| 130+26-130+51 Rt | | | 1 | |
| 130+80-131+21 Rt | | | 1 | |
| 131+24-131+40 Rt | | | 1 | |
| 145+30-145+40 Rt | | | 1 | |
| 149+64-149+81 Rt | | | 1 | |
| 150+10-150+30 Rt | | | 1 | |
| TOTAL A (OAKWOOD) | 3 | | 10 | |
| B. LOTUS | | | | |
| 214+00 Rt | | | 1 | |
| TOTAL B (LOTUS) | | | 1 | |
| C. MISCELLANEOUS | 10 | | 15 | |
| TOTAL C (MISCELLANEOUS) | 10 | | 15 | |
| TOTAL A + B + C | 13 | | 26 | |

| STATION | PIPE CULVERTS, 12" SCHEDULE | | | | | | | |
|--------------------------|-----------------------------|-------------|---------------------|----------------|-------------|---------------------|---------------------|---------------------|
| | FUNDING SOURCE | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | (FT) LENGTH | (EA) SES | (EA) SS TAP, 12" | (FT) LENGTH | (EA) SES | (EA) SS TAP, 12" | (EA) SS TAP, 12" | (EA) SS TAP, 12" |
| A. OAKWOOD | | | | | | | | |
| 100+60, 18' Lt | 15 | 1 | 1 | | | | | |
| 100+60, 21' Rt | | | | 15 | 2 | | | |
| 102+65, 18' Lt | 26 | 2 | | | | | | |
| 102+65, 25' Rt | | | | 28 | 1 | 1 | | |
| 103+10, 34' Rt | | | | 5 | 1 | | | |
| 103+20, 26' Lt | 26 | 1 | | | | | | |
| 105+40, 17' Lt | 16 | 1 | | | | | | |
| 105+40, 19' Rt | | | | 16 | 1 | | | |
| 105+55, 28' Lt | 16 | 1 | | | | | | |
| 105+55, 28' Rt | | | | 16 | 1 | | | |
| 105+90, 26' Lt | 14 | 1 | | | | | | |
| 105+90, 26' Rt | | | | 20 | 1 | | | |
| 106+00, 16' Lt | 14 | 1 | | | | | | |
| 106+00, 19' Rt | | | | 20 | 1 | | | |
| 108+15, 18' Lt | 50 | 2 | | | | | | |
| 108+15, 26' Rt | | | | 50 | 2 | | | |
| 108+60, 32' Lt | 16 | 1 | | | | | | |
| 108+70, 20' Lt | 16 | 1 | | | | | | |
| 109+50, 24' Rt | | | | 28 | 1 | | | |
| 110+50, 22' Rt | | | | 40 | | | | |
| 113+60, 17' Lt | 16 | 1 | | | | | | |
| 113+60, 18' Rt | | | | 20 | 1 | | | |
| 113+75, 25' Lt | 16 | 1 | | | | | | |
| 113+75, 30' Rt | | | | 20 | 1 | | | |
| 114+10, 29' Lt | 20 | 1 | | | | | | |
| 114+20, 19' Lt | 20 | 1 | | | | | | |
| 114+20, 23' Rt | | | | 18 | 1 | | | |
| 114+30, 15' Rt | | | | 18 | 1 | | | |
| 116+90, 30' Lt | 35 | 1 | | | | | | |
| 117+10, 16' Lt | 30 | 1 | | | | | | |
| 117+80, 24' Rt | | | | 40 | 2 | | | |
| 118+90, 26' Rt | | | | 40 | 2 | | | |
| 119+20, 27' Lt | 15 | 2 | | | | | | |
| 119+70, 33' Lt | 24 | 1 | | | | | | |
| 120+60, 19' Lt | 12 | 1 | | | | | | |
| 120+80, 36' Lt | 40 | 1 | | | | | | |
| 123+90, 19' Lt | 50 | 2 | | | | | | |
| 124+60, 18' Lt | 25 | 1 | | | | | | |
| 124+75, 18' Lt | 45 | 1 | | | | | | |
| 124+75, 0' Rt | | | | 70 | | | | |
| 124+80, 23' Rt | | | | 50 | 1 | | | |
| 125+20, 26' Lt | 26 | 1 | | | | | | |
| 125+40, 14' Lt | 50 | 1 | | | | | | |
| 126+30, 16' Lt | 30 | 1 | | | | | | |
| 126+50, 16' Lt | 15 | 1 | | | | | | |
| 127+00, 20' Rt | | | | 47 | 1 | | | |
| 127+62, 17' Rt | | | | 14 | 2 | | | |
| 128+20, 16' Rt | | | | 15 | 2 | | | |
| 130+60, 27' Lt | 35 | 2 | | | | | | |
| 131+05, 27' Lt | 20 | 1 | | | | | | |
| 135+22, 33' Lt | 28 | 1 | | | | | | |
| 131+25, 15' Lt | 25 | 1 | | | | | | |
| 135+22, 26' Rt | | | | 20 | 1 | | | |
| 133+50, 26' Rt | | | | 50 | 2 | | | |
| 136+30, 24' Rt | | | | 26 | 1 | 1 | | |
| 138+80, 24' Rt | | | | 75 | 2 | | | |
| 140+30, 23' Rt | | | | 30 | 2 | | | |
| 140+60, 18' Lt | 25 | 2 | | | | | | |
| 141+00, 19' Rt | | | | 30 | 2 | | | |
| 142+20, 26' Lt | 25 | 2 | | | | | | |
| 142+60, 31' Rt | | | | 32 | 1 | | | |
| 142+80, 17' Rt | | | | 16 | 1 | | | |
| 145+30, 18' Rt | | | | 24 | 1 | 1 | | |
| 146+00, 24' Lt | 39 | 1 | | | | | | |
| 146+80, 16' Lt | 75 | 2 | | | | | | |
| 148+40, 18' Lt | 30 | 1 | | | | | | |
| 148+55, 37' Lt | 34 | 1 | | | | | | |
| 150+00, 21' Rt | | | | 125 | 2 | | | |
| 151+80, 28' Lt | 22 | 2 | | | | | | |
| 152+00, 17' Rt | | | | 70 | 1 | | | |
| TOTAL A (OAKWOOD) | 1012 | 46 | 1 | 1074 | 39 | 3 | | |

| STATION | PIPE CULVERTS, 12" SCHEDULE | | | | | | | |
|------------------------|-----------------------------|-------------|---------------------|----------------|-------------|---------------------|---------------------|---------------------|
| | FUNDING SOURCE | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | (FT) LENGTH | (EA) SES | (EA) SS TAP, 12" | (FT) LENGTH | (EA) SES | (EA) SS TAP, 12" | (EA) SS TAP, 12" | (EA) SS TAP, 12" |
| B. LOTUS | | | | | | | | |
| 209+20, 24' Rt | | | | 10 | 1 | | | |
| 210+60, 17' Lt | | | | 30 | | | | |
| 211+45, 30' Lt | | | | 20 | 1 | 1 | | |
| 214+00, 19' Rt | | | | 24 | | | | |
| 216+00, 21' Rt | | | | 30 | 2 | | | |
| 217+50, 22' Rt | | | | 44 | 2 | | | |
| 217+50, 23' Lt | | | | 20 | 2 | | | |
| 221+00, 15' Lt | | | | 40 | 2 | | | |
| 222+70, 27' Lt | | | | 24 | 2 | | | |
| 223+20, 26' Lt | | | | 24 | 2 | | | |
| 225+10, 18' Lt | | | | 25 | | | | |
| 225+60, 18' Lt | | | | 24 | | | | |
| 230+23, 23' Rt | | | | 33 | 2 | | | |
| TOTAL B (LOTUS) | | | | 318 | 16 | 1 | | |
| TOTAL C (MISC.) | 38 | 4 | | 28 | 5 | | | |
| TOTAL A + B + C | 1050 | 50 | 1 | 1450 | 60 | 4 | | |

| TREE REMOVAL (6" TO 15" DIA) SCHEDULE | | |
|---------------------------------------|---------------------------------------|---------------------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (INCH DIA) TREE REMOVAL | SRTS (INCH DIA) TREE REMOVAL |
| A. OAKWOOD | | |
| 104+20, 28'Lt | 4 | |
| 105+14, 27'Rt | | 15 |
| 105+35, 29'Rt | | 6 |
| 112+17, 22'Rt | | 6 |
| 115+57, 23'Rt | | 6 |
| 116+37, 29'Lt | 8 | |
| 119+71, 29'Rt | | 6 |
| 123+64, 28'Rt | | 12 |
| 125+59, 25'Rt | | 12 |
| 125+66, 25'Rt | | 12 |
| 125+88, 20'Rt | | 15 |
| 126+03, 25'Rt | | 15 |
| 126+27, 25'Rt | | 4 |
| 129+41, 26'Lt | 8 | |
| 135+70, 25' Rt | | 8 |
| 139+00, 25' Lt | 45 | |
| 150+80, 29' Lt | 6 | |
| 150+80, 29' Lt | 8 | |
| 151+00, 29' Lt | 6 | |
| 151+25, 29' Lt | 6 | |
| 151+45, 29' Lt | 6 | |
| TOTAL | 97 | 117 |

| TREE REMOVAL (6" TO 15" DIA) SCHEDULE | | |
|---------------------------------------|---------------------------------------|---------------------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (INCH DIA) TREE REMOVAL | SRTS (INCH DIA) TREE REMOVAL |
| B. LOTUS | | |
| 240+65, 21'Rt | | 4 |
| 240+72, 21'Rt | | 6 |
| TOTAL B | | 10 |
| TOTAL C (MISC.) | 28 | |
| TOTAL A + B | 25 | 127 |

| TREE REMOVAL (>15" DIA) SCHEDULE | | |
|----------------------------------|---------------------------------------|---------------------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (INCH DIA) TREE REMOVAL | SRTS (INCH DIA) TREE REMOVAL |
| A. OAKWOOD | | |
| 105+28, 28'Rt | | 20 |
| 107+51, 26'Rt | | 18 |
| 109+70, 27'Lt | 20 | |
| 120+05, 29'Lt | 18 | |
| 120+74, 27'Lt | 18 | |
| 125+68, 23'Rt | | 18 |
| 125+77, 20'Rt | | 18 |
| 125+81, 20'Rt | | 18 |
| 126+42, 20'Rt | | 24 |
| 133+70, 25' Rt | | 36 |
| 152+60, 25' Rt | | 24 |
| 152+90, 25' Rt | | 24 |
| TOTAL | 56 | 218 |

| TREE REMOVAL (>15" DIA) SCHEDULE | | |
|----------------------------------|---------------------------------------|---------------------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (INCH DIA) TREE REMOVAL | SRTS (INCH DIA) TREE REMOVAL |
| B. LOTUS | | |
| 236+32, 25'rt | | 20 |
| 107+51, 26'Rt | | 30 |
| TOTAL | | 50 |
| TOTAL A+B | 56 | 268 |

| HEDGE REMOVAL SCHEDULE | | |
|--------------------------------|------------------------------------|------------------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (UNIT) HEDGE REMOVAL | SRTS (UNIT) HEDGE REMOVAL |
| A. OAKWOOD | | |
| 104+50-104+90 Lt | 5 | |
| 110+50-111+45 Rt | | 9.5 |
| 112+80-113+30 Rt | | 5 |
| 115+30-116+00 Lt | 7 | |
| 116+30-116+45 Rt | | 1.5 |
| 120+45-120+65 Rt | | 2 |
| 124+25-124+45 Rt | | 2 |
| 127+35-127+70 Rt | | 3 |
| 128+25-128+35 Rt | | 1 |
| 131+50-131+70 Rt | | 2 |
| 132+87-133+00 Lt | 1.3 | |
| 133+40-133+90 Lt | 7 | |
| 133+90-133+60 Rt | | 3 |
| 134+10-134+20 Lt | 1 | |
| 137+40-137+50 Lt | 1 | |
| 137+70-138+00 Lt | 3 | |
| 138+10-138+30 Rt | | 2 |
| 140+47-140+87 Rt | | 4 |
| 141+50-142+30 Lt | 4 | |
| 145+90-146+65 Lt | 7.5 | |
| 147+10-147+20 Rt | | 1 |
| 147+40-148+00 Rt | | 6 |
| 148+00-148+60 Rt | | 6 |
| 150+40-150+90 Rt | | 5 |
| 150+40-150+60 Lt | 1.5 | |
| TOTAL A (OAKWOOD) | 38.3 | 53.0 |
| B. LOTUS | | |
| 215+40-215+50 Rt | | 1 |
| 218+57-218+67 Lt | | 1 |
| 224+20-224+30 Lt | | 1 |
| 224+40-224+50 Lt | | 1 |
| 235+70-235+90 Rt | | 2 |
| 236+80-236+90 Rt | | 1 |
| 241+10-241+50 Rt | | 4 |
| 244+10-244+70 Rt | | 6 |
| TOTAL B (LOTUS) | | 17.0 |
| C. MISCELLANEOUS | | |
| | 1.7 | 42.0 |
| TOTAL C (MISCELLANEOUS) | 1.7 | 41.0 |
| TOTAL A + B + C | 40.0 | 113.0 |

| SIDEWALK REMOVAL SCHEDULE | | | |
|---------------------------|-------------------------------------|-------------------------------------|--|
| STATION | FUNDING SOURCE | | |
| | CMAQ (SF) SIDEWALK REMOVAL | SRTS (SF) SIDEWALK REMOVAL | |
| B. LOTUS | | | |
| 200+15-200+20 Lt | | 18 | |
| 200+15-200+20 Rt | | 30 | |
| 205+57-205+71 Lt | | 53 | |
| 205+84-205+89 Rt | | 19 | |
| 206+24-206+40 Lt | | 53 | |
| 206+90-207+01 Rt | | 42 | |
| 207+78-207+83 Lt | | 19 | |
| 208+23-208+28 Lt | | 18 | |
| 208+24-208+29 Rt | | 18 | |
| 208+38-208+55 Lt | | 64 | |
| 208+84-208+92 Rt | | 18 | |
| 212+18-212+24 Lt | | 19 | |
| 212+39-212+43 Lt | | 14 | |
| 212+73-212+75 Rt | | 13 | |
| 212+92-213+02 Lt | | 38 | |
| 214+16-214+24 Lt | | 34 | |
| 214+54-214+65 Lt | | 34 | |
| 215+99-216+10 Lt | | 38 | |
| 216+95-217+10 Lt | | 112 | |
| 223+10-223+22 Rt | | 63 | |
| 223+38-223+43 Rt | | 20 | |
| 223+78-223+82 Rt | | 22 | |
| 224+03-224+08 Rt | | 25 | |
| 224+18-224+32 Rt | | 58 | |
| 224+43-224+48 Rt | | 12 | |
| 224+81-224+86 Rt | | 20 | |
| 237+95-238+13 Lt | | 76 | |
| 238+43-238+56 Lt | | 45 | |
| 245+91-246+02 Lt | | 30 | |
| 246+37-247+47 Lt | | 34 | |
| MISC. | 15 | 41 | |
| TOTAL | 15 | 1100 | |

| MAILBOX REMOVAL / RELOCATION SCHEDULE | | |
|---------------------------------------|-----------------------------|-----------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (EA) MAILBOX REL | SRTS (EA) MAILBOX REL |
| A. OAKWOOD | | |
| 117+65 Rt | | 1 |
| 117+70 Rt | | 1 |
| 122+19 Rt | | 1 |
| 129+46 Rt | | 1 |
| 130+13 Rt | | 2 |
| 130+54 Rt | | 1 |
| 130+75 Rt | | 1 |
| 131+86 Rt | | 3 |
| 136+50 Lt | 1 | |
| TOTAL A (OAKWOOD) | 1 | 11 |
| B. LOTUS | | |
| 240+26 Rt | | 2 |
| 241+65 Rt | | 1 |
| 241+80 Rt | | 1 |
| 242+30 Rt | | 2 |
| 243+40 Rt | | 3 |
| 244+05 Rt | | 1 |
| 245+35 Rt | | 1 |
| 245+45 Rt | | 1 |
| 245+65 Rt | | 1 |
| TOTAL B (LOTUS) | | 13 |
| Total A + B | 1 | 24 |

| FENCE REMOVAL SCHEDULE | | | | |
|--------------------------|----------------------------------|-----------------|----------------------------------|------------|
| STATION | FUNDING SOURCE | | | |
| | CMAQ (FT) FENCE REMOVAL | TYPE | SRTS (FT) FENCE REMOVAL | TYPE |
| A. OAKWOOD | | | | |
| 117+00-117+60 Lt | 60 | CYCLONE, 4' | | |
| 118+00-118+50 Lt | 50 | CYCLONE, 4' | | |
| 125+57-126+32 Lt | 75 | STOCKADE, 6' | | |
| 126+32-127+52 Lt | 120 | STOCKADE, 6' | | |
| 128+60-129+45 Lt | 95 | STOCKADE, 4' | | |
| 140+50-140+90 Rt | | | 40 | GUARD RAIL |
| TOTAL A (OAKWOOD) | 400 | | 40 | |
| B. LOTUS | | | | |
| 210+90-211+20 Rt | | | 30 | PICKET, 4' |
| 222+23-222+63 Rt | | | 40 | PICKET, 4' |
| TOTAL B (LOTUS) | | | 70 | |
| TOTAL C (MISC.) | 35 | | | |
| TOTAL A + B + C | 435 | | 110 | |

| RUSTIC WOOD POST AND RAIL FENCE SCHEDULE | | |
|--|------------------------|------------------------|
| STATION | FUNDING SOURCE | |
| | CMAQ (FT) LENGTH | SRTS (FT) LENGTH |
| A. OAKWOOD | | |
| 121+15-122+00 Lt | 100 | |
| 125+30-127+00 Rt | | 170 |
| TOTAL | 100 | 170 |

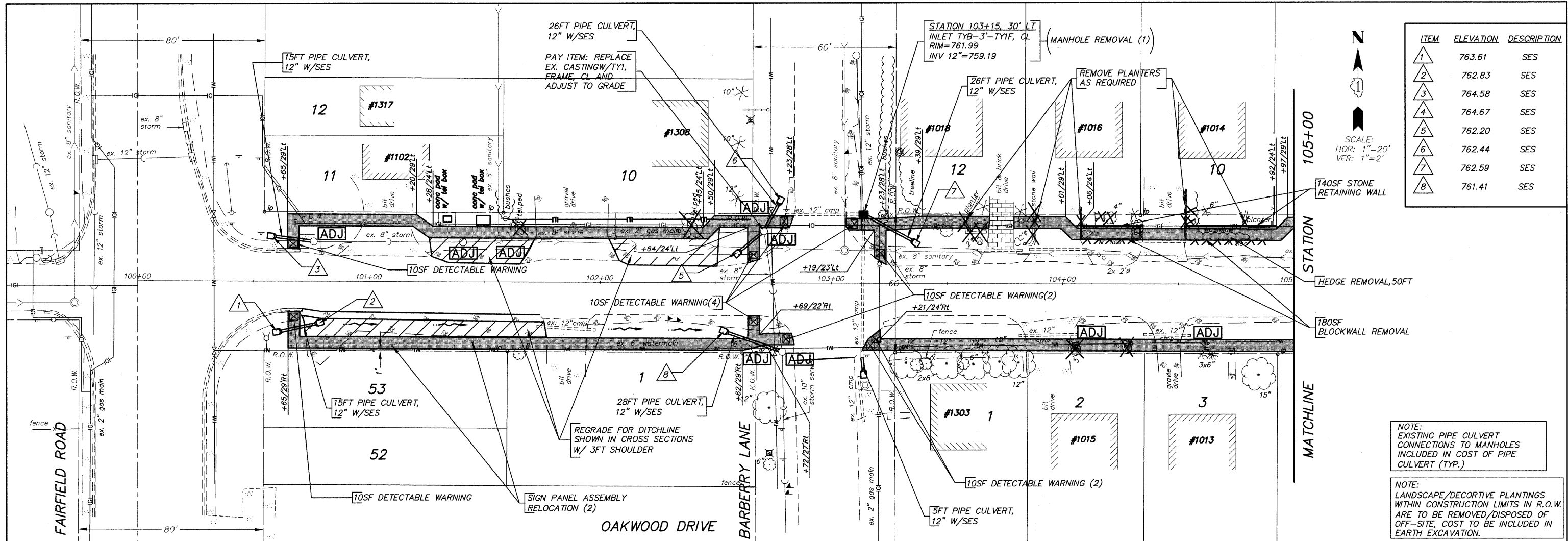
| GUARD RAIL REMOVAL/REPLACEMENT SCHEDULE | | | | |
|---|---|--|---|--|
| STATION | FUNDING SOURCE | | | |
| | CMAQ (FT) STEEL PLATE GUARD RAIL TY A AND GUARD RAIL REMOVAL | (EA) TERMINAL TY 1 SPECIAL (TANGENT) | SRTS (FT) STEEL PLATE GUARD RAIL TY A AND GUARD RAIL REMOVAL | (EA) TERMINAL TY 1 SPECIAL (TANGENT) |
| A. OAKWOOD | | | | |
| 140+50-140+90 Rt | | | 40 | 2 |
| 140+54-140+90 Lt | 40 | 2 | | |
| Total | 40 | 2 | 40 | 2 |

| THERMOPLASTIC PAVEMENT MARKING SCHEDULE | | | | | | | | |
|---|----------------|---------|----------|----------|---------|---------|----------|----------|
| STATION | FUNDING SOURCE | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) |
| B. LOTUS | | | | | | | | |
| 200+14 CI | | | | | | 46 | | |
| 200+20 CI | | | | | | 35 | | |
| 200+24 Lt | | | | | | | | 15 |
| 200+49 CI | | | | | 100 | | | |
| 205+48 CI | | | | | 100 | | | |
| 205+63 Rt | | | | | | | | 12 |
| 205+81 Lt | | | | | | | | 14 |
| 205+93 Lt | | | | | 100 | | | |
| 205+97 Lt | | | | | | 47 | | |
| 205+97 Lt | | | | | | 57 | | |
| 206+54 Lt | | | | | | | | 12 |
| 206+79 CI | | | | | 100 | | | |
| 208+72 Lt | | | | | | | | 10 |
| 208+78 Lt | | | | | | 28 | | |
| 208+78 Lt | | | | | | 26 | | |
| 208+78 Lt | | | | | 100 | | | |
| 211+80 Lt | | | | | | | | 10 |
| 211+85 Lt | | | | | 100 | | | |
| 211+86 Lt | | | | | | 21 | | |
| 211+86 Lt | | | | | | 25 | | |
| 214+36 Lt | | | | | | | | 10 |
| 214+41 Lt | | | | | 100 | | | |
| 214+42 Lt | | | | | | 24 | | |
| 214+42 Lt | | | | | | 29 | | |
| 216+91 Rt | | | | | | | | 10 |
| 216+95 CI | | | | | | 24 | | |
| 216+98 CI | | | | | | | 48 | |
| 217+01 CI | | | | | | 28 | | |
| 217+18 Lt | | | | | | | | 12 |
| 217+20 Rt | | | | | 100 | | | |
| 217+24 Lt | | | | | 100 | | | |
| 217+25 Lt | | | | | | 32 | | |
| 217+25 Lt | | | | | | 39 | | |
| 217+25 Lt | | | | | | | 66 | |
| 217+27 Rt | | | | | | | | 12 |
| 217+28 Rt | | | | | | 31 | | |
| 217+28 Rt | | | | | | 38 | | |
| 217+28 Rt | | | | | | | 66 | |
| 217+47 CI | | | | | | 24 | | |
| 217+48 CI | | | | | 100 | | | |
| 217+50 CI | | | | | | | 48 | |
| 217+53 CI | | | | | | 22 | | |
| 217+59 Lt | | | | | | | | 10 |
| 222+38 CI | | | | | 100 | | | |
| 222+63 Rt | | | | | | | | 10 |
| 222+67 CI | | | | | | 28 | | |
| 222+70 CI | | | | | | | 60 | |
| 222+73 CI | | | | | | 34 | | |
| 222+88 Lt | | | | | | | | 10 |
| 222+94 Lt | | | | | | 26 | | |
| 222+94 Lt | | | | | | 32 | | |
| 222+94 Lt | | | | | 100 | | | |
| 222+96 Rt | | | | | 100 | | | |
| 223+02 Rt | | | | | | | | 10 |
| 223+26 Lt | | | | | | | | 10 |
| 222+97 Rt | | | | | | 25 | | |
| 222+97 Rt | | | | | | 28 | | |
| 223+22 CI | | | | | | 25 | | |
| 223+19 CI | | | | | | | 54 | |
| 223+16 CI | | | | | | 35 | | |
| 223+61 CI | | | | | 100 | | | |
| 237+74 CI | | | | | 100 | | | |
| 237+99 Rt | | | | | | | | 11 |
| 238+04 CI | | | | | | 24 | | |
| 238+10 CI | | | | | | 30 | | |
| 238+23 Lt | | | | | | | | 11 |
| 238+28 Lt | | | | | | 25 | | |
| 238+28 Lt | | | | | | 34 | | |
| 238+28 Rt | | | | | | 31 | | |
| 238+28 Rt | | | | | | 24 | | |
| 238+29 Lt | | | | | 100 | | | |
| 238+31 Rt | | | | | 100 | | | |
| 238+34 Rt | | | | | | | | 10 |
| 238+47 CI | | | | | | 29 | | |
| 238+53 CI | | | | | | 23 | | |
| 238+88 CI | | | | | 100 | | | |
| 245+67 CI | | | | | 100 | | | |
| 245+97 CI | | | | | | 26 | | |
| 246+03 CI | | | | | | 35 | | |
| 246+20 Lt | | | | | 100 | | | |
| 246+21 Lt | | | | | | 36 | | |
| 246+21 Lt | | | | | | 29 | | |
| 246+23 Rt | | | | | 100 | | | |
| 246+14 Lt | | | | | | | | 11 |
| 246+24 Rt | | | | | | 36 | | |
| 246+24 Rt | | | | | | 31 | | |
| 246+30 Rt | | | | | | | | 13 |
| 246+41 CI | | | | | | 34 | | |
| 246+47 CI | | | | | | 25 | | |
| 246+77 CI | | | | | 100 | | | |
| 246+51 Lt | | | | | | | | 11 |
| TOTAL B (LOTUS) | | | | | 2200 | 1281 | 342 | 234 |
| TOTAL C (MISC.) | | 6 | 8 | | | 8 | | 13 |
| TOTAL A + B + C | 1700 | 800 | 50 | 225 | 4800 | 3270 | 726 | 500 |

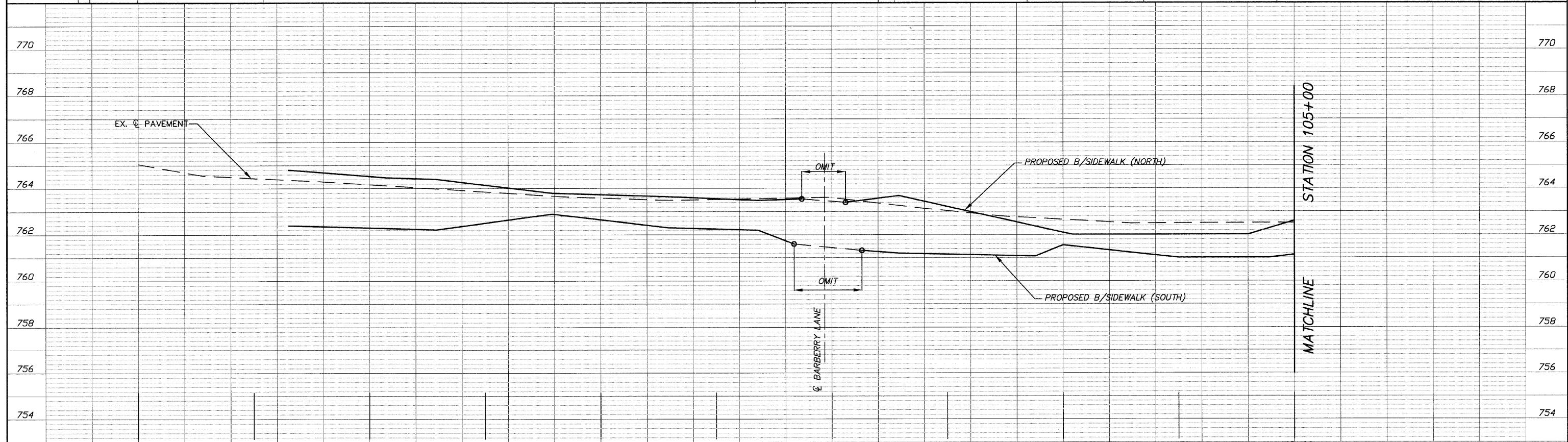
| Thermoplastic Pavement Marking Schedule | | | | | | | | |
|---|----------------|---------|----------|----------|---------|---------|----------|----------|
| Station | Funding Source | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) |
| A. OAKWOOD | | | | | | | | |
| 102+63 CI | | | | | | | 22 | |
| 102+66 CI | | | | | | | 42 | |
| 102+69 CI | | | | | | | 24 | |
| 102+90 Lt | | | | 10 | | | | |
| 102+94 Lt | 100 | | | | | | | |
| 102+95 Lt | | 20 | | | | | | |
| 102+95 Lt | | 24 | | | | | | |
| 102+97 Rt | | | | | 100 | | | |
| 102+98 Rt | | | | | | 29 | | |
| 102+98 Rt | | | | | | 35 | | |
| 103+05 Rt | | | | | | | | 12 |
| 103+18 CI | | | | | | 30 | | |
| 103+21 CI | | | | | | | 54 | |
| 103+24 CI | | | | | | 26 | | |
| 105+47 CI | | | | | | 24 | | |
| 105+50 CI | | | | | | | 48 | |
| 105+53 CI | | | | | | 31 | | |
| 105+63 Lt | | | 10 | | | | | |
| 105+69 Lt | | 20 | | | | | | |
| 105+68 Lt | 100 | | | | | | | |
| 105+69 Lt | | 23 | | | | | | |
| 105+74 Rt | | | | 100 | | | | |
| 105+73 Rt | | | | | | 25 | | |
| 105+73 Rt | | | | | | 21 | | |
| 105+78 Rt | | | | | | | | 10 |
| 105+88 CI | | | | | | 34 | | |
| 105+92 CI | | | | | | | 54 | |
| 105+94 CI | | | | | | 27 | | |
| 107+86 CI | | | | 100 | | | | |
| 108+12 Rt | | | | | | | | 10 |
| 108+16 CI | | | | | | 28 | | |
| 108+22 CI | | | | | | 32 | | |
| 108+36 Lt | | | 10 | | | | | |
| 108+41 Lt | 100 | | | | | | | |
| 108+43 Lt | | 26 | | | | | | |
| 108+43 Lt | | 23 | | | | | | |
| 108+65 Lt | | | 10 | | | | | |
| 108+87 Rt | | | | | | 82 | | |
| 108+87 Rt | | | | | | 95 | | |
| 108+97 Rt | | | | 100 | | | | |
| 109+07 Rt | | | | | | | | 35 |
| 109+09 CI | | | | | 100 | | | |
| 111+18 Lt | | | 10 | | | | | |
| 111+23 Lt | | 31 | | | | | | |
| 111+23 Lt | | 26 | | | | | | |
| 111+24 Lt | 100 | | | | | | | |
| 113+43 CI | | | | 100 | | | | |
| 113+69 Rt | | | | | | | | 10 |
| 113+73 Rt | | | | | | 28 | | |
| 113+79 Rt | | | | | | 35 | | |
| 113+88 Lt | | | 10 | | | | | |
| 113+94 Lt | | 25 | | | | | | |
| 113+94 Lt | | 23 | | | | | | |
| 113+96 Lt | 100 | | | | | | | |
| 113+98 Rt | 100 | | | | | | | |
| 113+98 Rt | | | | | | 26 | | |
| 113+98 Rt | | | | | | 23 | | |
| 114+04 Rt | | | | | | | | 10 |
| 114+19 CI | | | | | | 24 | | |

| THERMOPLASTIC PAVEMENT MARKING SCHEDULE | | | | | | | | |
|---|----------------|---------|----------|----------|---------|---------|----------|----------|
| STATION | FUNDING SOURCE | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) |
| A. OAKWOOD | | | | | | | | |
| 114+25 CI | | | | | | 22 | | |
| 114+29 Lt | | | | 10 | | | | |
| 114+54 CI | | | | | 100 | | | |
| 116+61 Lt | | | | 10 | | | | |
| 116+67 Lt | | 24 | | | | | | |
| 116+67 Lt | | 22 | | | | | | |
| 116+68 Lt | 100 | | | | | | | |
| 118+39 Rt | | | | | | 65 | | |
| 118+39 Rt | | | | | | 78 | | |
| 118+48 Rt | | | | | | | | 30 |
| 119+41 Lt | | | | 10 | | | | |
| 119+44 Lt | 100 | | | | | | | |
| 119+47 Lt | | 30 | | | | | | |
| 119+47 Lt | | 24 | | | | | | |
| 120+43 CI | | | | | 100 | | | |
| 120+68 Rt | | | | | | | | 10 |
| 120+72 CI | | | | | | 20 | | |
| 120+78 CI | | | | | | 23 | | |
| 121+15 Rt | | | | | | 55 | | |
| 121+15 Rt | | | | | | 65 | | |
| 121+15 Rt | | | | | 100 | | | |
| 121+18 Rt | | | | | | | | 18 |
| 121+28 Rt | | | | | | | | 18 |
| 122+12 Lt | | | | 10 | | | | |
| 122+18 Lt | | 23 | | | | | | |
| 122+18 Lt | | 28 | | | | | | |
| 122+18 Lt | 100 | | | | | | | |
| 122+55 Lt | | | | 10 | | | | |
| 122+80 CI | | | | | 100 | | | |
| 124+94 Lt | | | | | 8 | | | |
| 124+98 Lt | 100 | | | | | | | |
| 124+99 Lt | | 23 | | | | | | |
| 124+99 Lt | | 19 | | | | | | |
| 127+29 CI | | | | | 100 | | | |
| 127+54 Rt | | | | | | | | 10 |
| 127+58 CI | | | | | | 20 | | |
| 127+61 CI | | | | | | 36 | | |
| 127+64 CI | | | | | | 20 | | |
| 127+86 Lt | | | | 10 | | | | |
| 127+92 Lt | 100 | | | | | | | |
| 127+92 Lt | | 48 | | | | | | |
| 127+93 Lt | | 28 | | | | | | |
| 127+93 Lt | | 24 | | | | | | |
| 128+17 CI | | | | | | 26 | | |
| 128+21 CI | | | | | | | 42 | |
| 128+23 CI | | | | | | 23 | | |
| 128+27 Lt | | | | 10 | | | | |
| 128+52 CI | | | | | 100 | | | |
| 130+82 Lt | | | | 10 | | | | |
| 130+87 Lt | | 25 | | | | | | |
| 130+87 Lt | | 31 | | | | | | |
| 130+98 Lt | 100 | | | | | | | |
| 135+14 CI | | | | | | 100 | | |
| 135+39 Rt | | | | | | | | 10 |
| 135+43 CI | | | | | | 25 | | |
| 135+49 CI | | | | | | 31 | | |
| 135+57 Lt | | | | 10 | | | | |
| 135+63 Lt | 100 | | | | | | | |
| 135+65 Lt | | 26 | | | | | | |
| 135+65 Lt | | 30 | | | | | | |

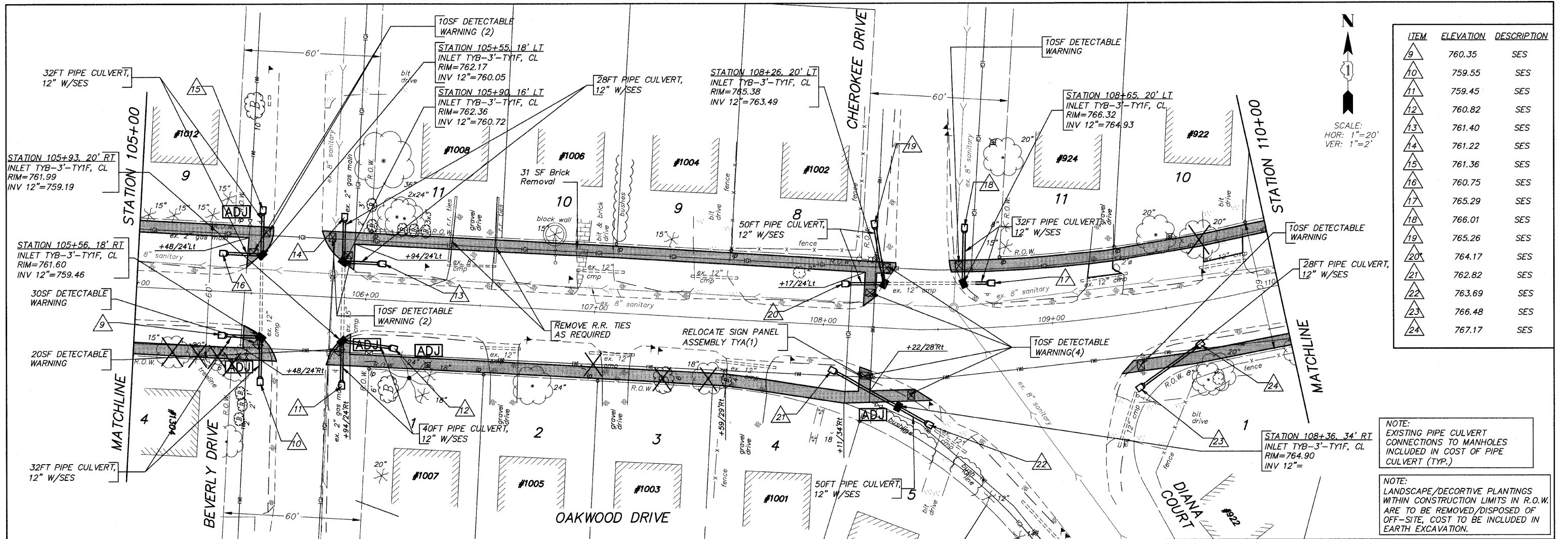
| THERMOPLASTIC PAVEMENT MARKING SCHEDULE | | | | | | | | |
|---|----------------|---------|----------|----------|---------|---------|----------|----------|
| STATION | FUNDING SOURCE | | | | | | | |
| | CMAQ | | | | SRTS | | | |
| | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) | 4' (FT) | 6' (FT) | 12' (FT) | 24' (FT) |
| A. OAKWOOD | | | | | | | | |
| 136+00 Rt | | | | | | | 34 | |
| 136+00 Rt | | | | | 100 | | | |



| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 1 | 763.61 | SES |
| 2 | 762.83 | SES |
| 3 | 764.58 | SES |
| 4 | 764.67 | SES |
| 5 | 762.20 | SES |
| 6 | 762.44 | SES |
| 7 | 762.59 | SES |
| 8 | 761.41 | SES |



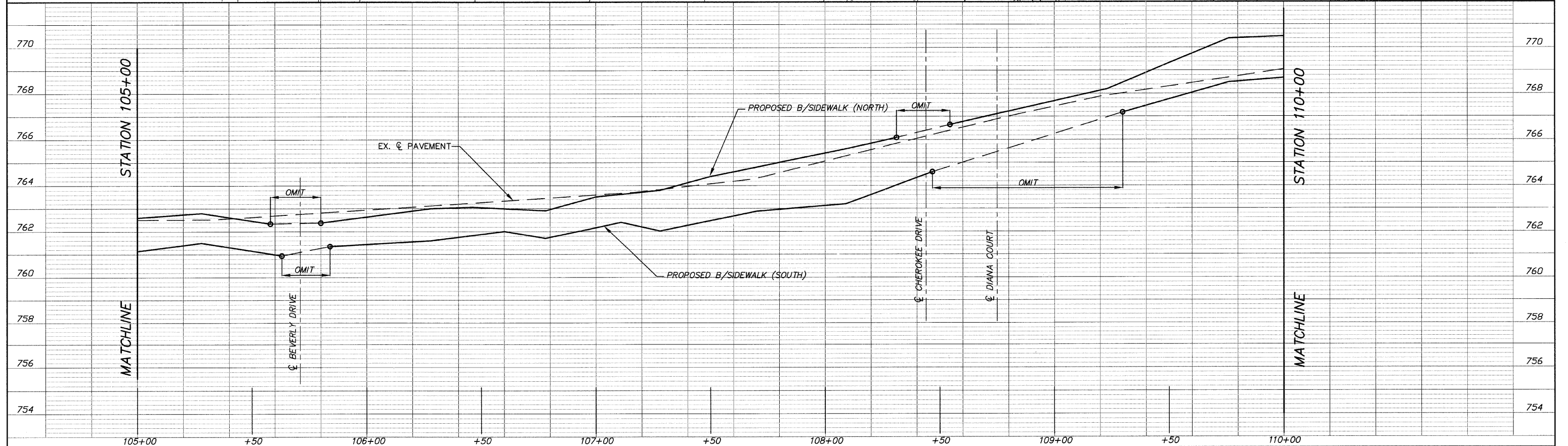
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|--------------------------|--------------|-----------------|-----------|---|-------------------------|--|----------------|--------|--------------|-----------|--|
| FILE NAME = 10258804.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | --- | 08-00062-00-SW | LAKE | 73 | 12 | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | SCALE: 1"=20' SHEET NO. 12 OF 73 SHEETS STA. 100+00 TO STA. 105+00 | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | CONTRACT NO. 63280 ILLINOIS FED. AID PROJECT | | | | | |

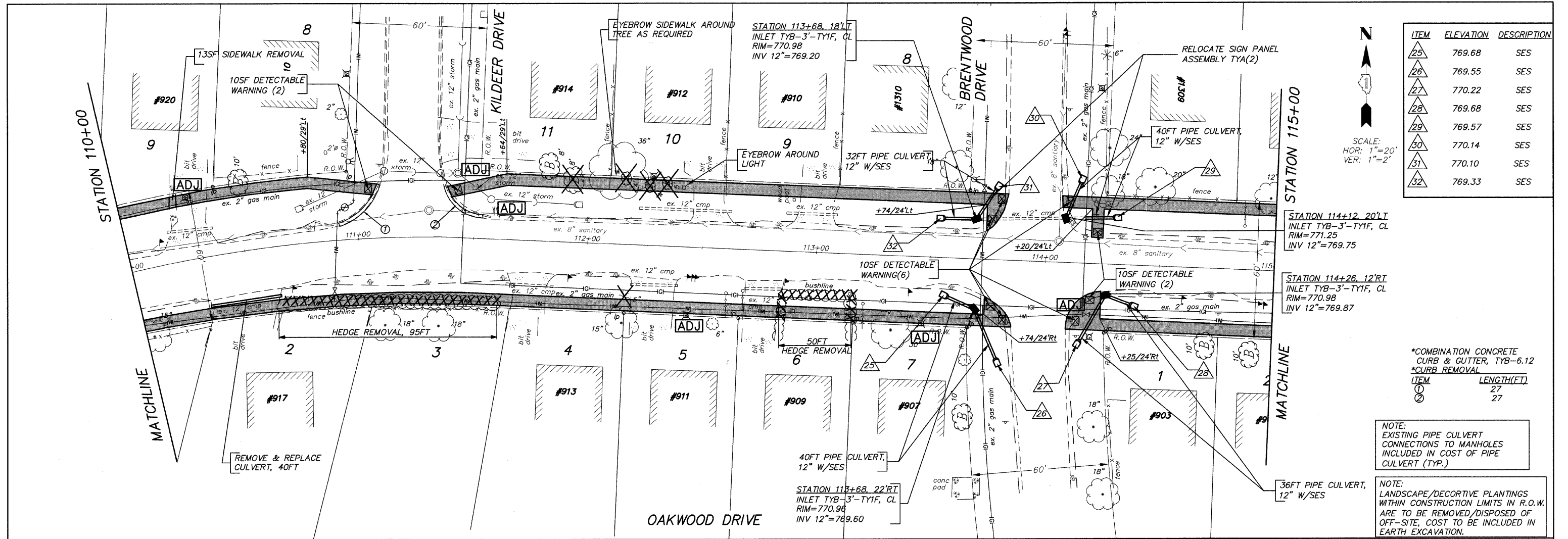


| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 9 | 760.35 | SES |
| 10 | 759.55 | SES |
| 11 | 759.45 | SES |
| 12 | 760.82 | SES |
| 13 | 761.40 | SES |
| 14 | 761.22 | SES |
| 15 | 761.36 | SES |
| 16 | 760.75 | SES |
| 17 | 765.29 | SES |
| 18 | 766.01 | SES |
| 19 | 765.26 | SES |
| 20 | 764.17 | SES |
| 21 | 762.82 | SES |
| 22 | 763.69 | SES |
| 23 | 766.48 | SES |
| 24 | 767.17 | SES |

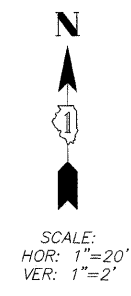
NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 25 | 769.68 | SES |
| 26 | 769.55 | SES |
| 27 | 770.22 | SES |
| 28 | 769.68 | SES |
| 29 | 769.57 | SES |
| 30 | 770.14 | SES |
| 31 | 770.10 | SES |
| 32 | 769.33 | SES |

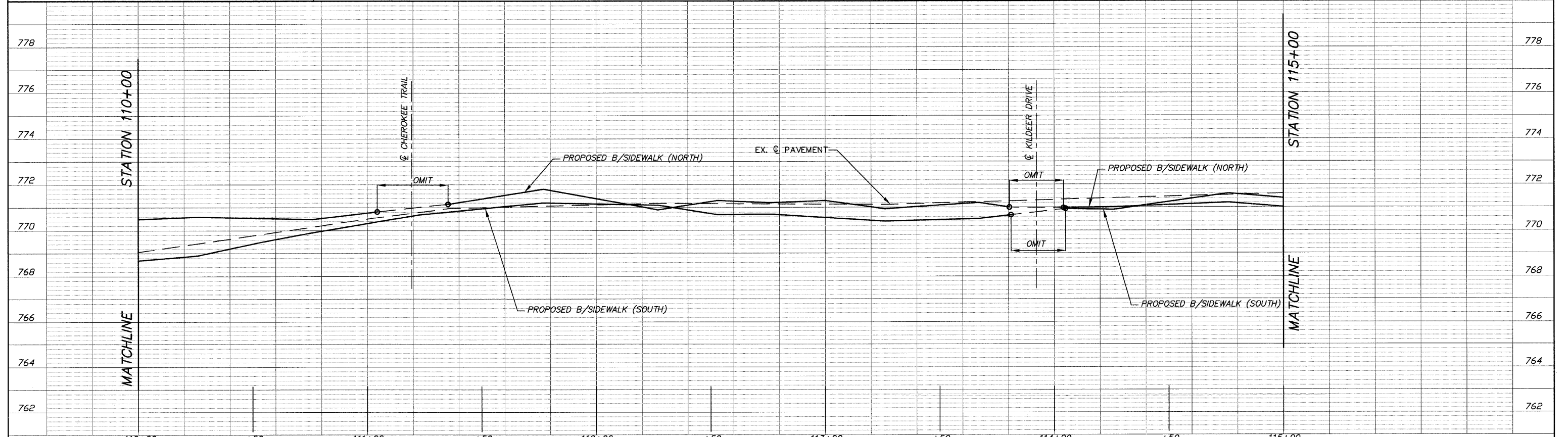


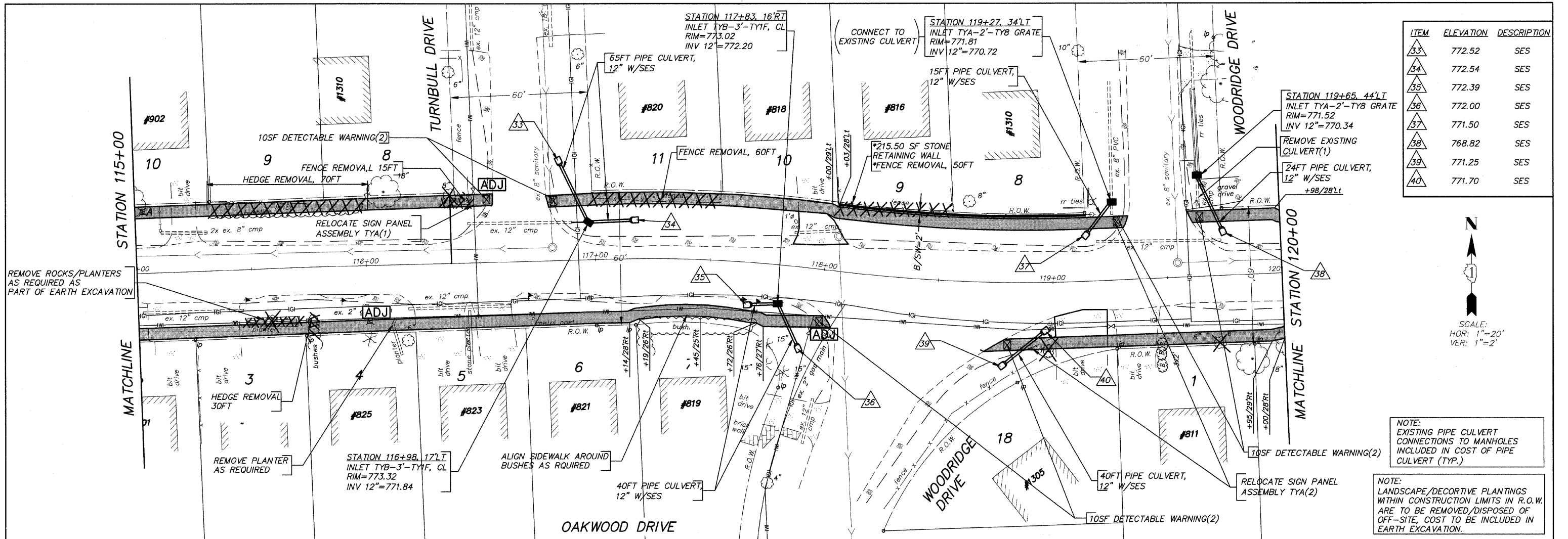
*COMBINATION CONCRETE CURB & GUTTER, TYB-6.12
*CURB REMOVAL

| ITEM | LENGTH(FT) |
|------|------------|
| 1 | 27 |
| 2 | 27 |

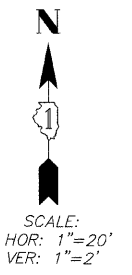
NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



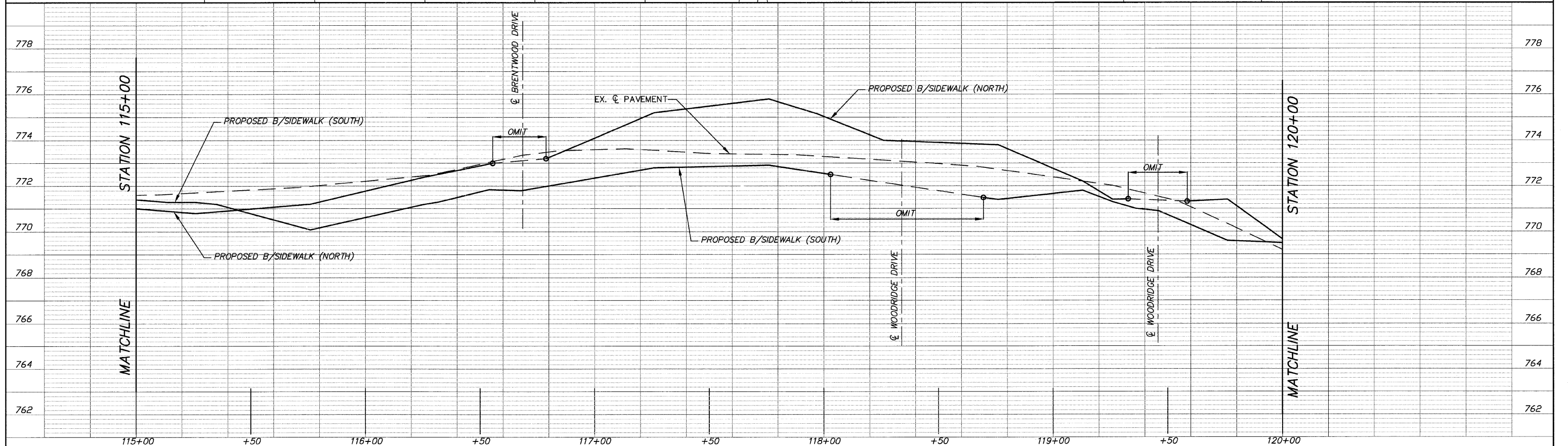


| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 33 | 772.52 | SES |
| 34 | 772.54 | SES |
| 35 | 772.39 | SES |
| 36 | 772.00 | SES |
| 37 | 771.50 | SES |
| 38 | 768.82 | SES |
| 39 | 771.25 | SES |
| 40 | 771.70 | SES |

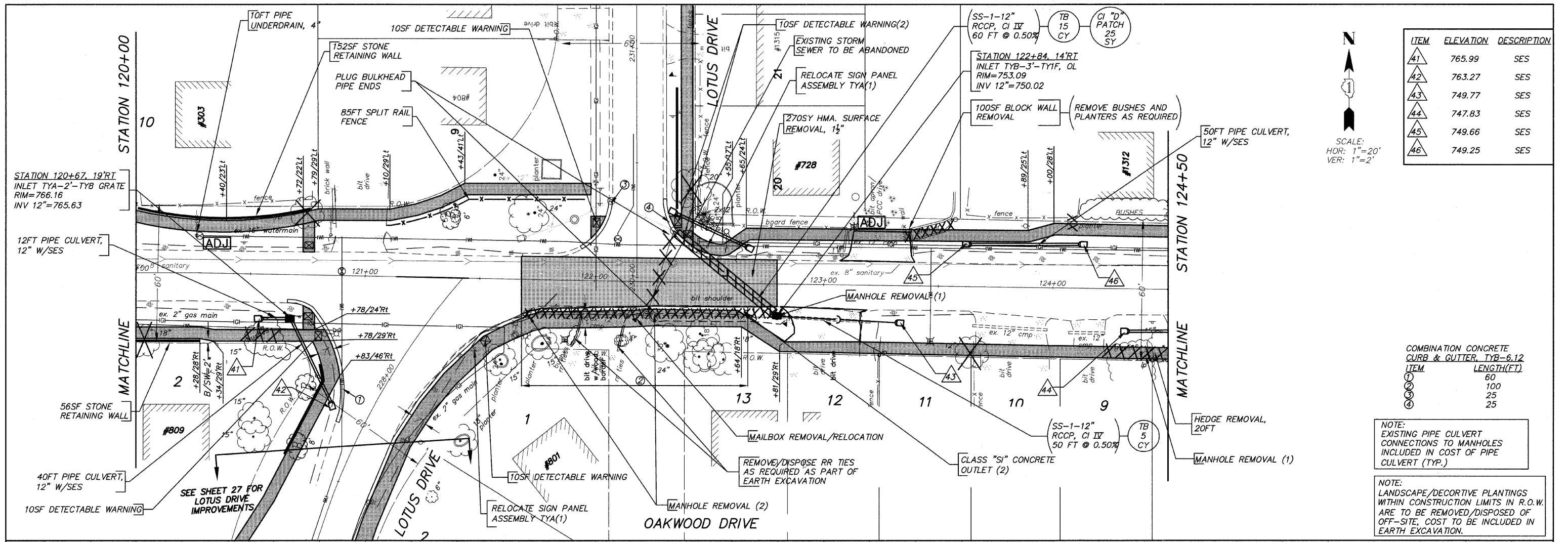


NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



| | | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|--|----------------|--------|--------------|-----------|--|
| FILE NAME = 10258804.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | --- | 08-00062-00-SW | LAKE | 73 | 15 | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | SCALE: 1"=20' SHEET NO. 15 OF 73 SHEETS STA. 115+00 TO STA. 120+00 | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | CONTRACT NO. 63280 ILLINOIS FED. AID PROJECT | | | | | |



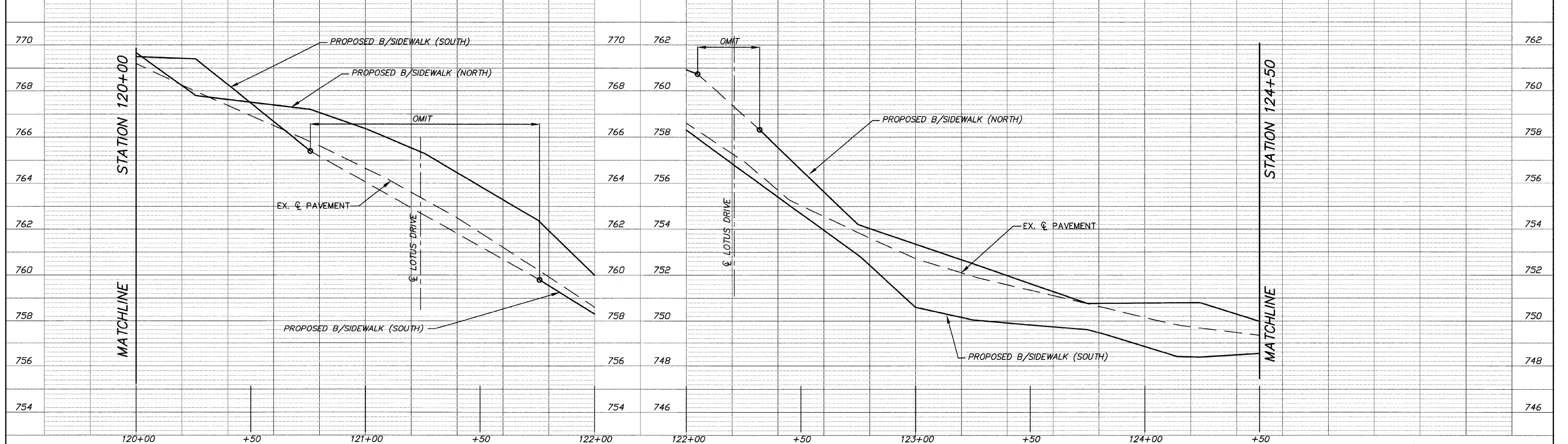
| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 41 | 765.99 | SES |
| 42 | 763.27 | SES |
| 43 | 749.77 | SES |
| 44 | 747.83 | SES |
| 45 | 749.66 | SES |
| 46 | 749.25 | SES |

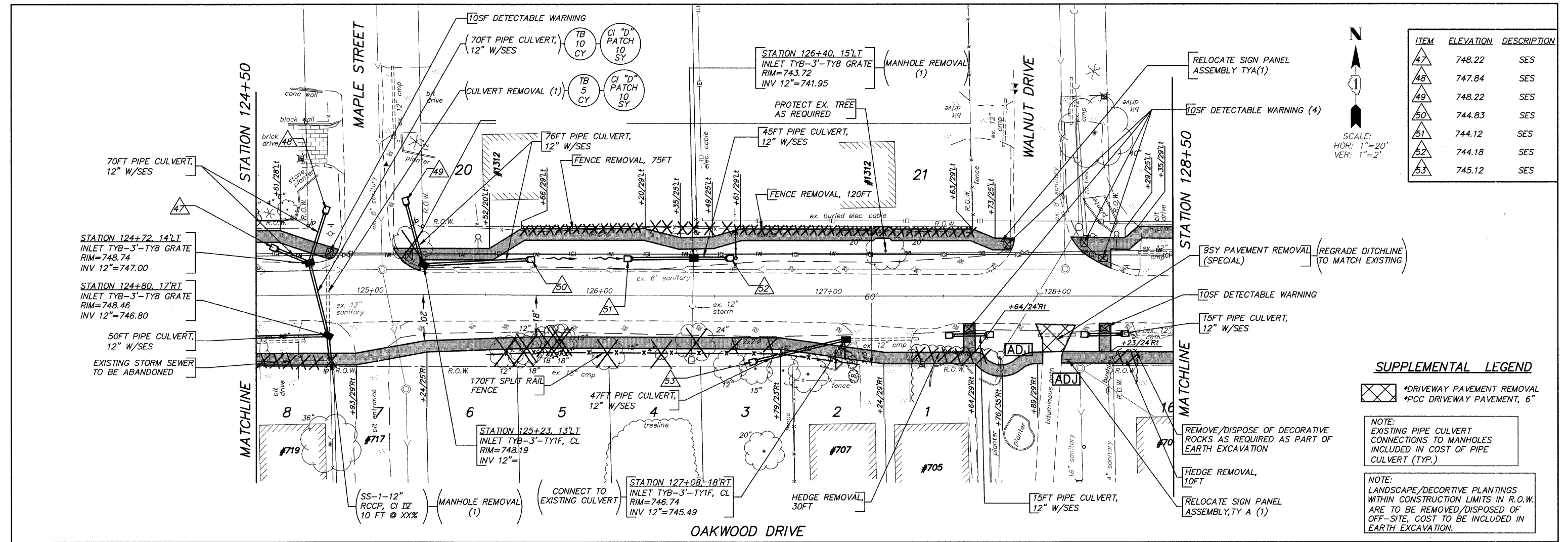
SCALE:
HOR: 1"=20'
VER: 1"=2'

| COMBINATION CONCRETE CURB & GUTTER, TYB-6,12 | |
|--|------------|
| ITEM | LENGTH(FT) |
| 1 | 60 |
| 2 | 100 |
| 3 | 25 |
| 4 | 25 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 47 | 748.22 | SES |
| 48 | 747.84 | SES |
| 49 | 748.22 | SES |
| 50 | 744.83 | SES |
| 51 | 744.12 | SES |
| 52 | 744.18 | SES |
| 53 | 745.12 | SES |

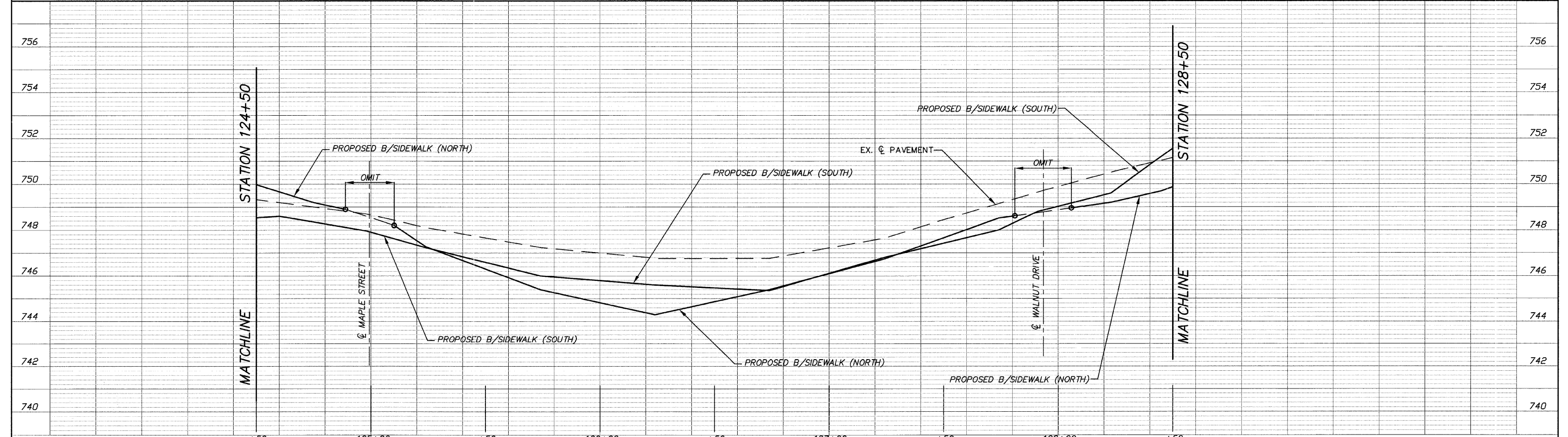
SCALE:
HOR: 1"=20'
VER: 1"=2'

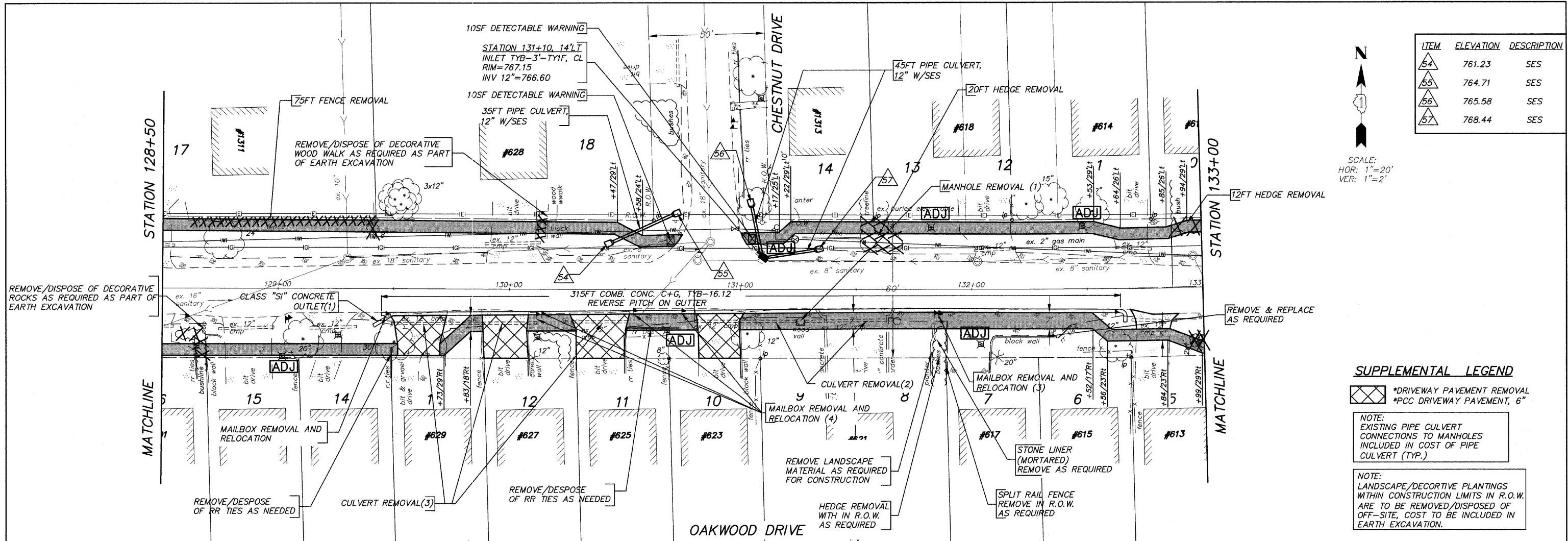
SUPPLEMENTAL LEGEND

- *DRIVEWAY PAVEMENT REMOVAL
- *PCC DRIVEWAY PAVEMENT, 6"

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 54 | 761.23 | SES |
| 55 | 764.71 | SES |
| 56 | 765.58 | SES |
| 57 | 768.44 | SES |

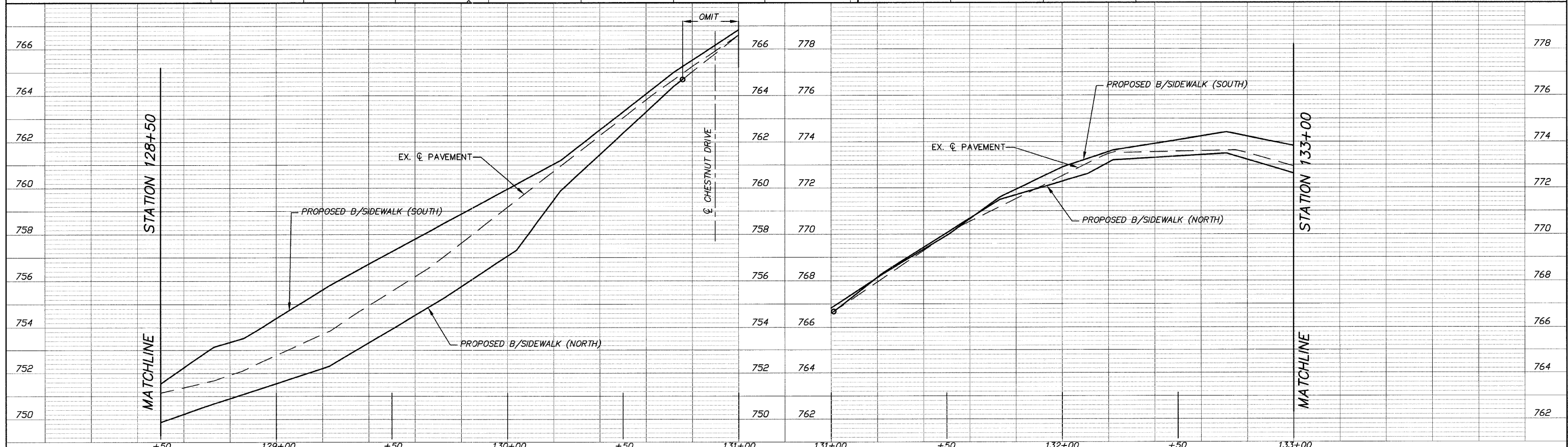
SCALE:
HOR: 1"=20'
VER: 1"=2'

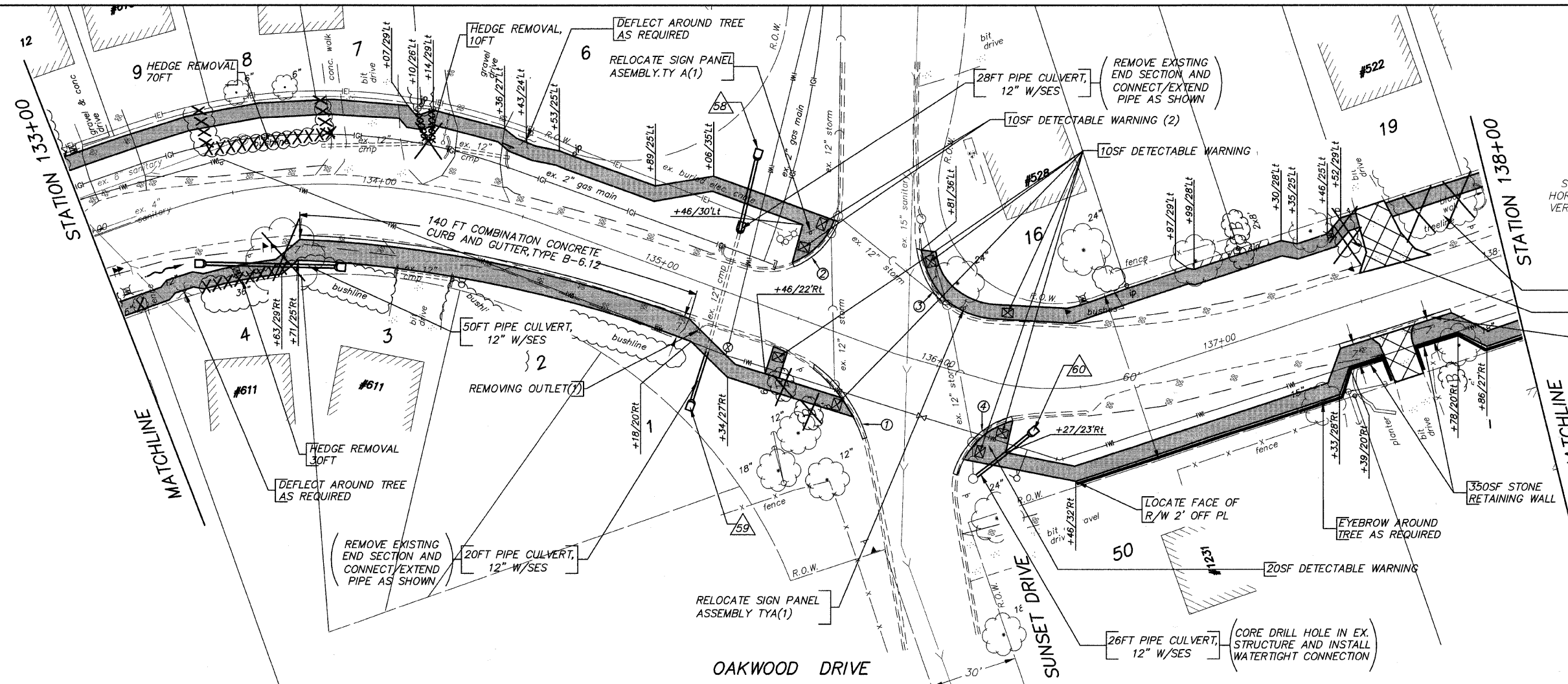
SUPPLEMENTAL LEGEND

- *DRIVEWAY PAVEMENT REMOVAL
- *PCC DRIVEWAY PAVEMENT, 6"

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 58 | 765.91 | SES |
| 59 | 764.54 | SES |
| 60 | 768.29 | SES |

SCALE:
HOR: 1"=20'
VER: 1"=2'

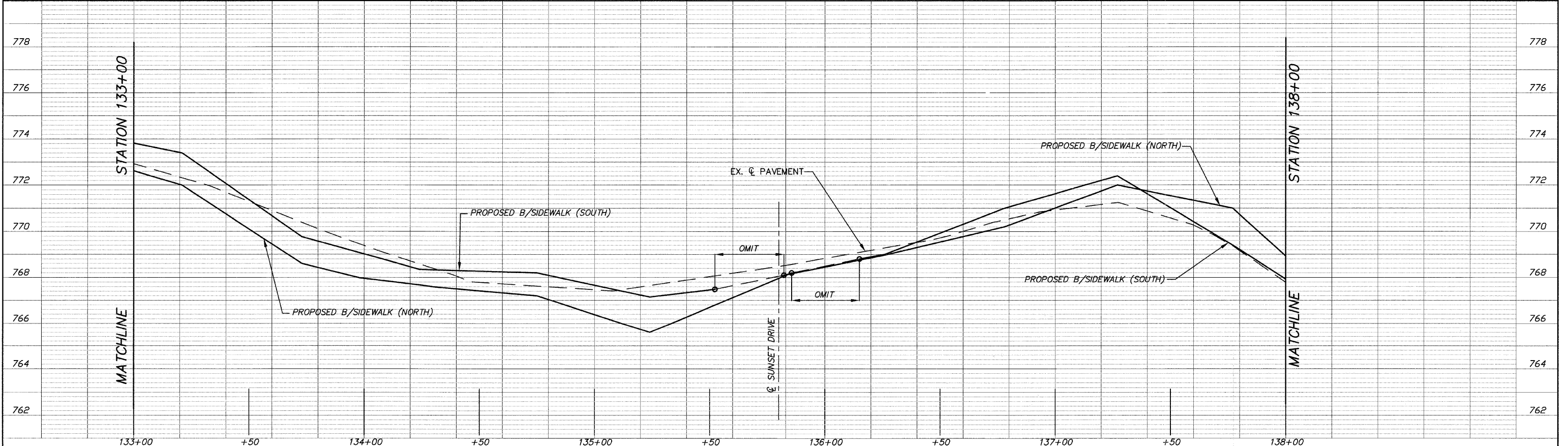
*COMBINATION CONCRETE CURB & GUTTER, TYB-6.12
*CURB REMOVAL

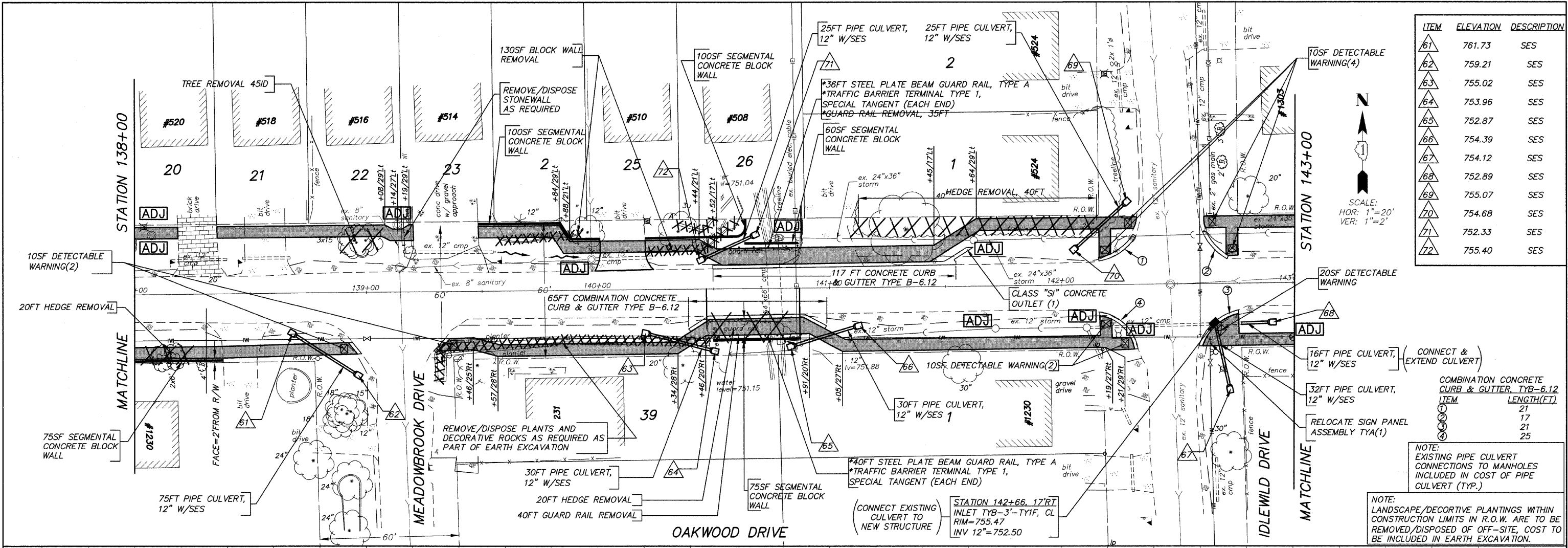
| ITEM | LENGTH(FT) |
|------|------------|
| 1 | 30 |
| 2 | 25 |
| 3 | 25 |
| 4 | 25 |

SUPPLEMENTAL LEGEND
 *DRIVEWAY PAVEMENT REMOVAL
 *PCC DRIVEWAY PAVEMENT, 6"

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





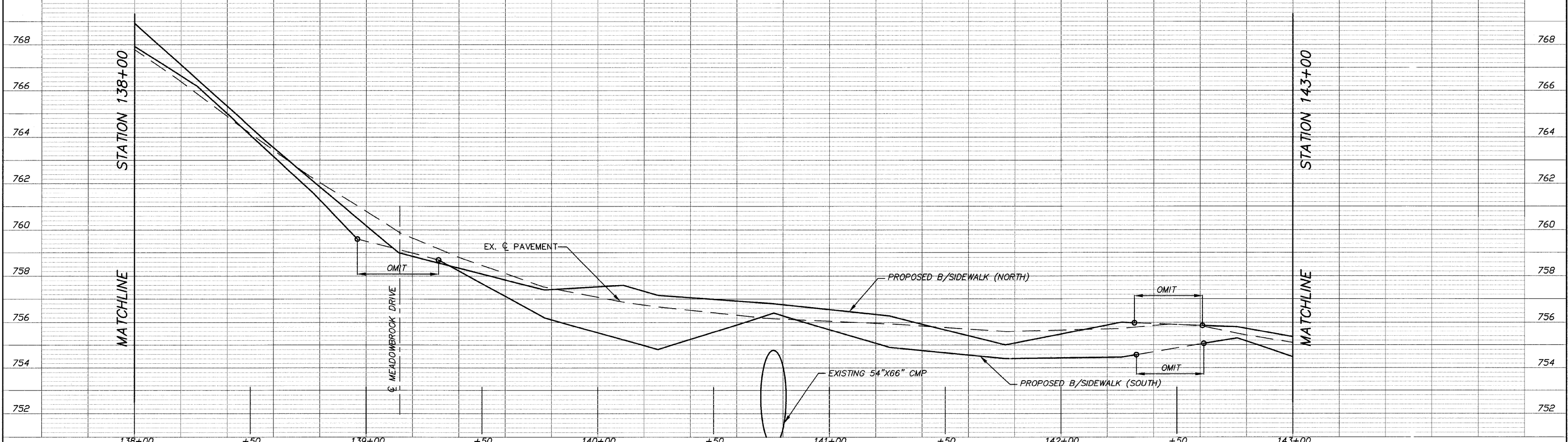
| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 61 | 761.73 | SES |
| 62 | 759.21 | SES |
| 63 | 755.02 | SES |
| 64 | 753.96 | SES |
| 65 | 752.87 | SES |
| 66 | 754.39 | SES |
| 67 | 754.12 | SES |
| 68 | 752.89 | SES |
| 69 | 755.07 | SES |
| 70 | 754.68 | SES |
| 71 | 752.33 | SES |
| 72 | 755.40 | SES |

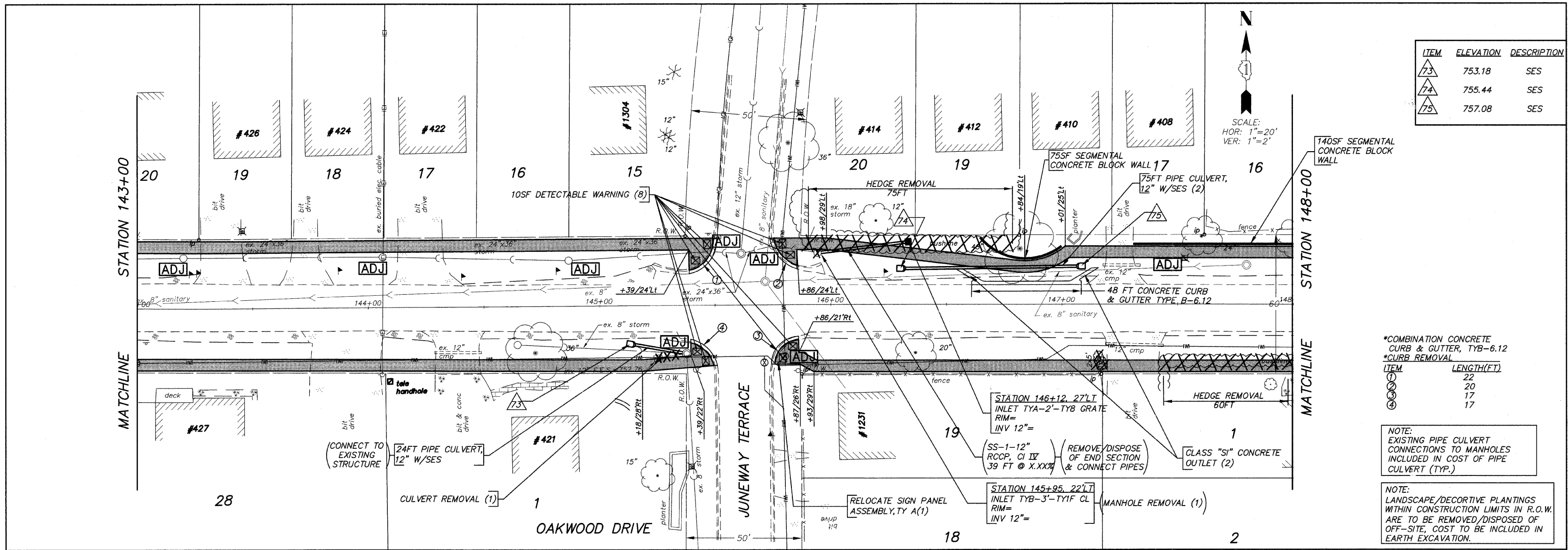
SCALE:
HOR: 1"=20'
VER: 1"=2'

| ITEM | LENGTH(FT) |
|------|------------|
| 1 | 21 |
| 2 | 17 |
| 3 | 21 |
| 4 | 25 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





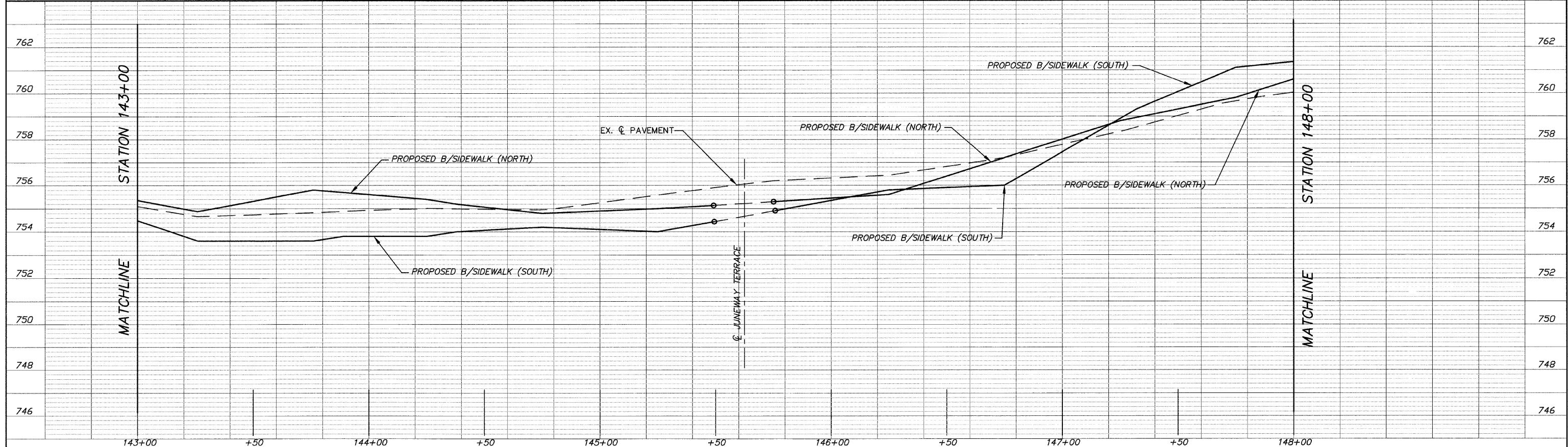
| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 73 | 753.18 | SES |
| 74 | 755.44 | SES |
| 75 | 757.08 | SES |

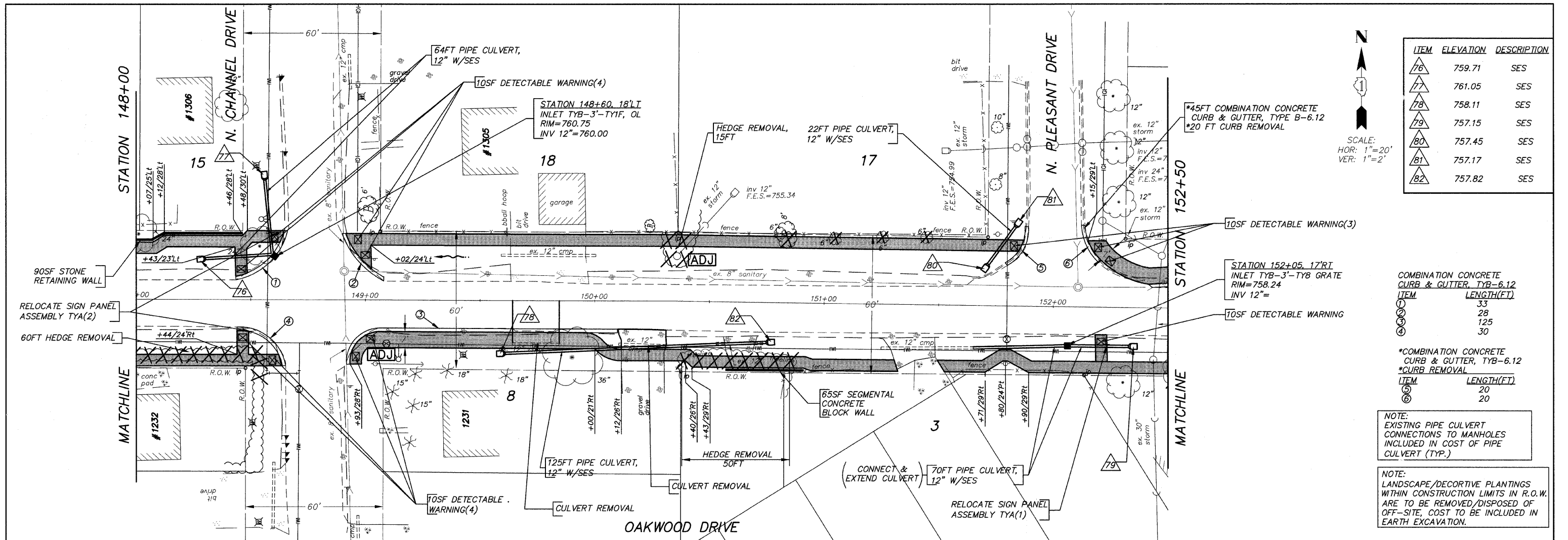
*COMBINATION CONCRETE CURB & GUTTER, TYB-6.12
*CURB REMOVAL

| ITEM | LENGTH(FT) |
|------|------------|
| 1 | 22 |
| 2 | 20 |
| 3 | 17 |
| 4 | 17 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.





| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 76 | 759.71 | SES |
| 77 | 761.05 | SES |
| 78 | 758.11 | SES |
| 79 | 757.15 | SES |
| 80 | 757.45 | SES |
| 81 | 757.17 | SES |
| 82 | 757.82 | SES |

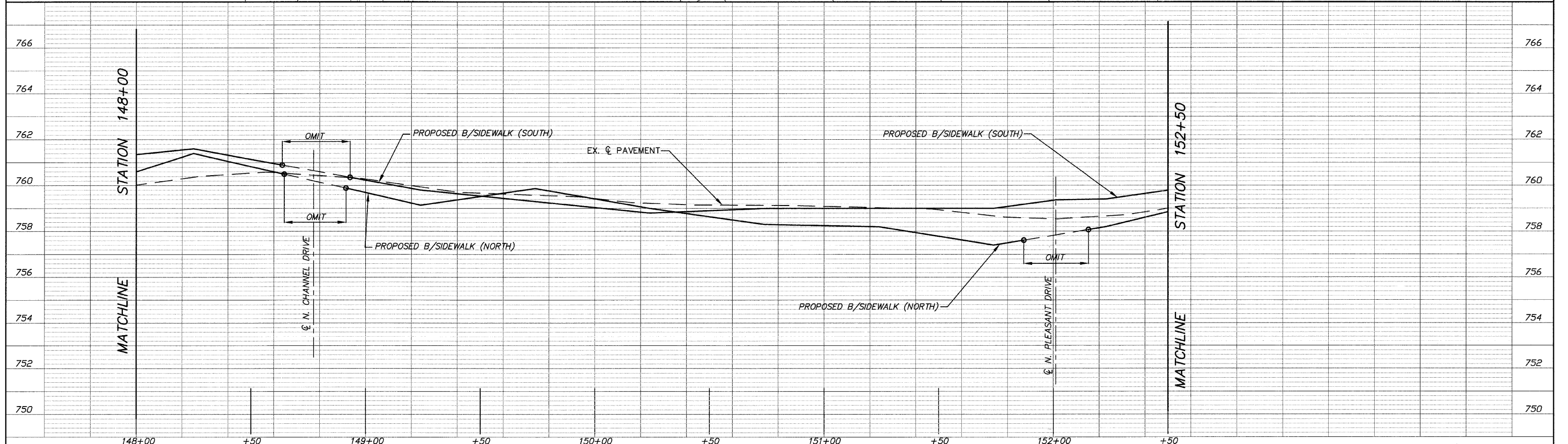
SCALE:
HOR: 1"=20'
VER: 1"=2'

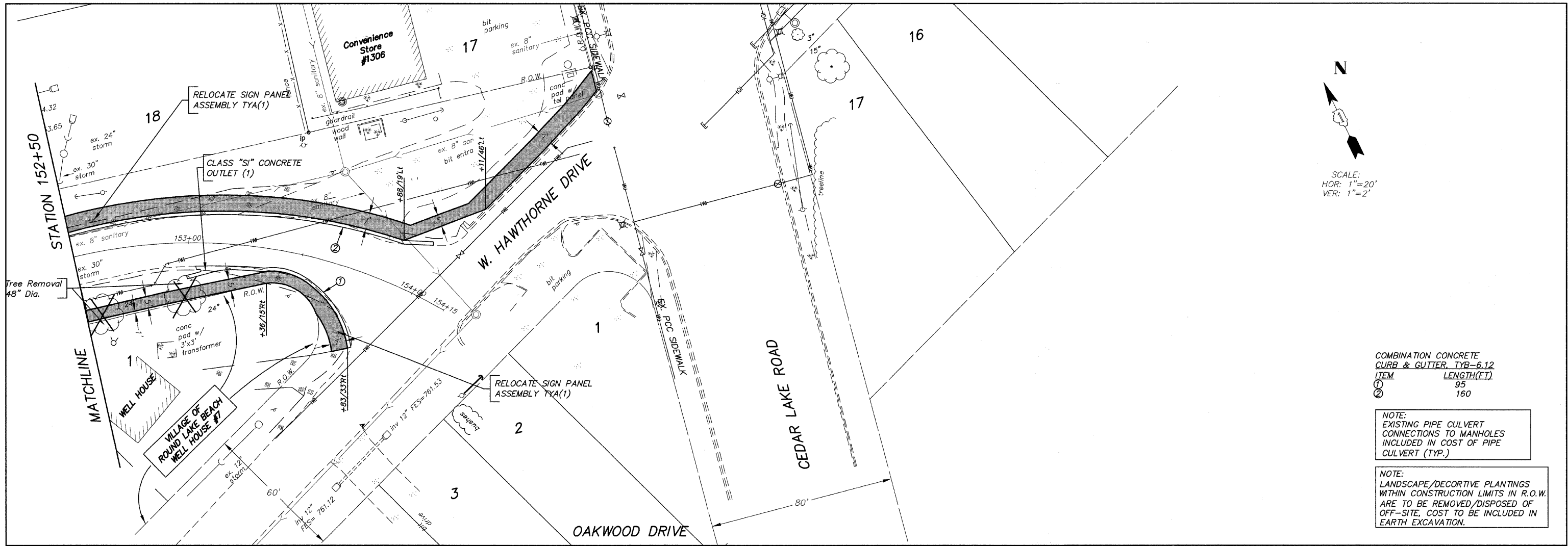
| COMBINATION CONCRETE CURB & GUTTER, TYB-6.12 | |
|--|------------|
| ITEM | LENGTH(FT) |
| 1 | 33 |
| 2 | 28 |
| 3 | 125 |
| 4 | 30 |

| *COMBINATION CONCRETE CURB & GUTTER, TYB-6.12 *CURB REMOVAL | |
|---|------------|
| ITEM | LENGTH(FT) |
| 5 | 20 |
| 6 | 20 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



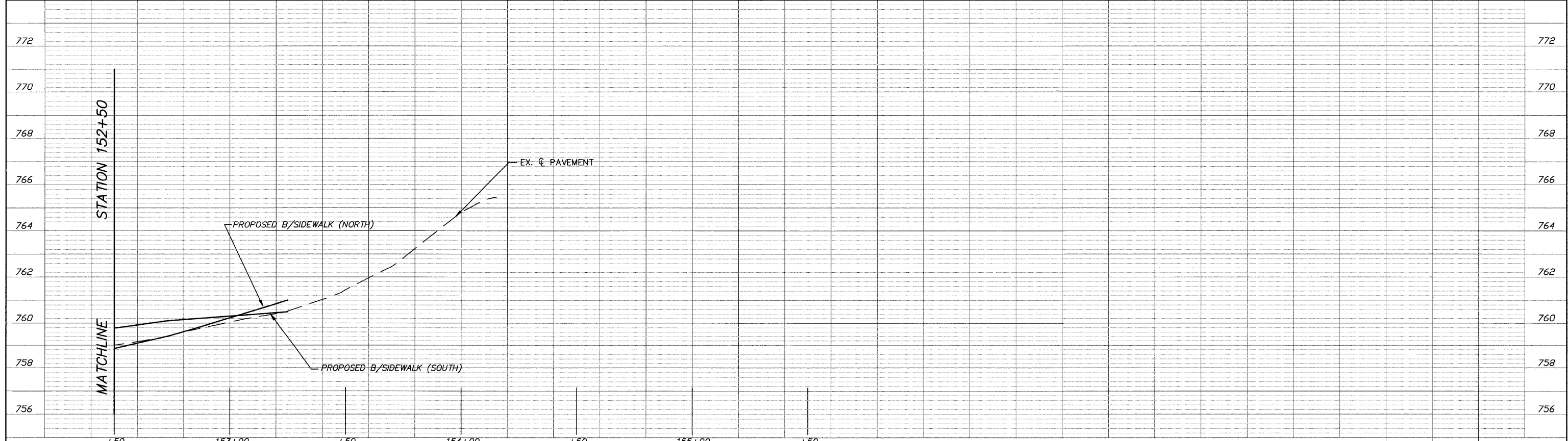


COMBINATION CONCRETE CURB & GUTTER, TYB-6.12

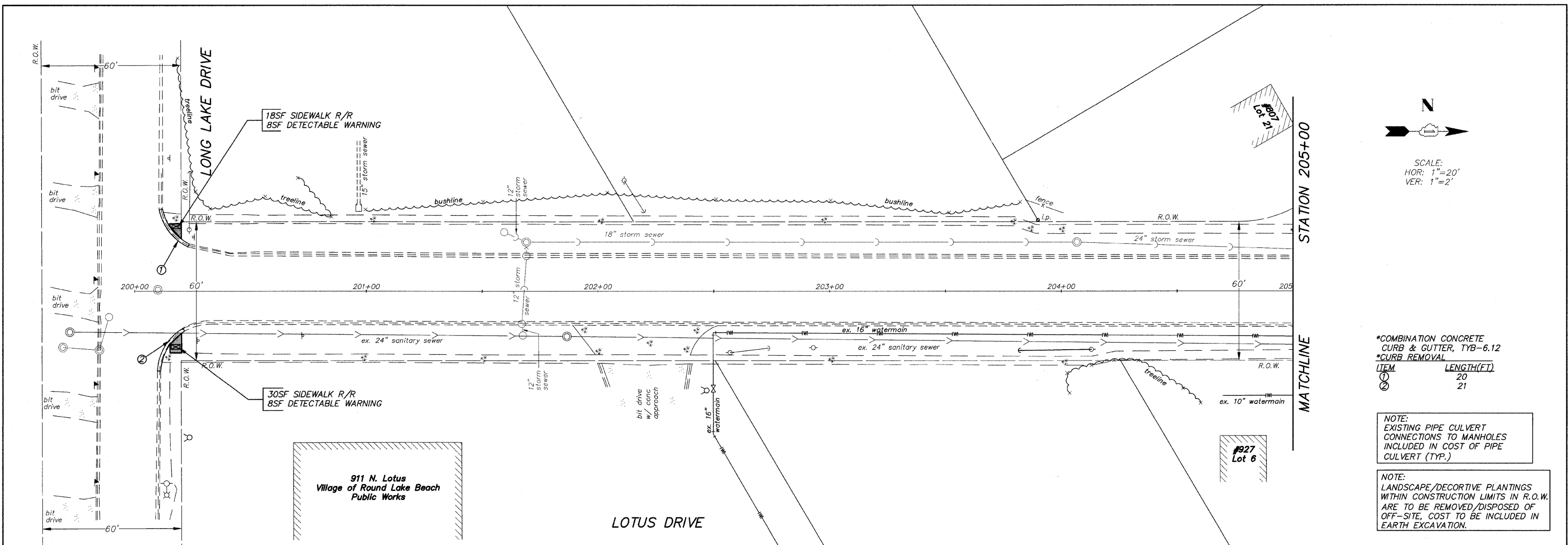
| ITEM | LENGTH(FT) |
|------|------------|
| ① | 95 |
| ② | 160 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



| | | | | | | | | | | | |
|--------------------------|--------------|------------------|------------|---|-------------------------|--|----------------|--------|--------------|-----------|--|
| FILE NAME = 10258804.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 23 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | | SCALE: 1"=20' SHEET NO. 23 OF 73 SHEETS STA. 152+50 TO STA. 154+15 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | ILLINOIS FED. AID PROJECT CONTRACT NO. 63280 | | | | | |



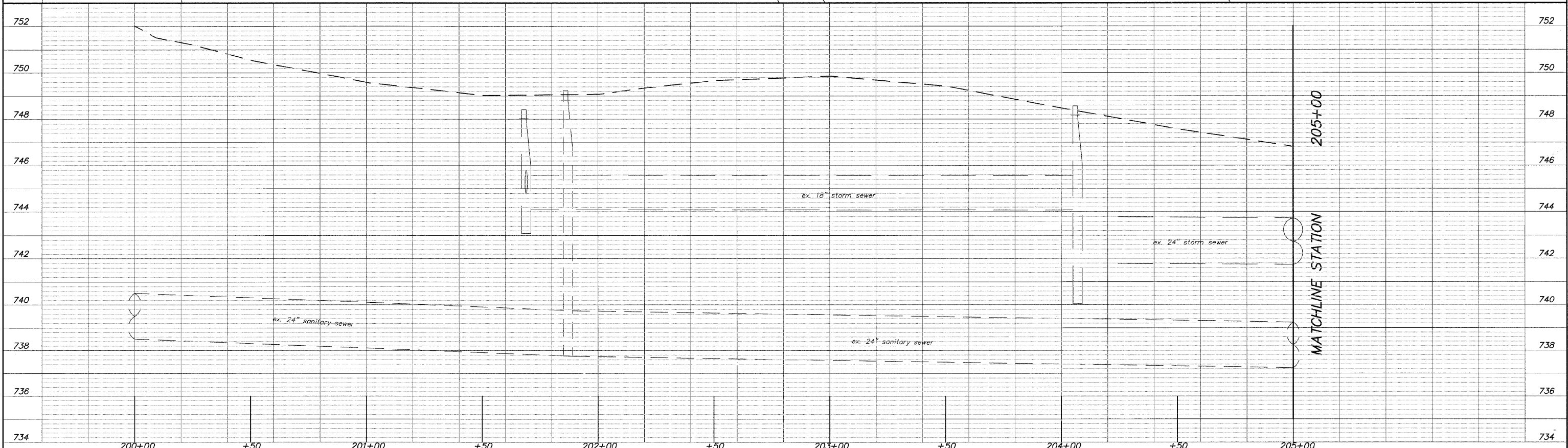
N
 SCALE:
 HOR: 1"=20'
 VER: 1"=2'

*COMBINATION CONCRETE CURB & GUTTER, TYB-6.12
 *CURB REMOVAL

| ITEM | LENGTH(FT) |
|------|------------|
| ① | 20 |
| ② | 21 |

NOTE:
 EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

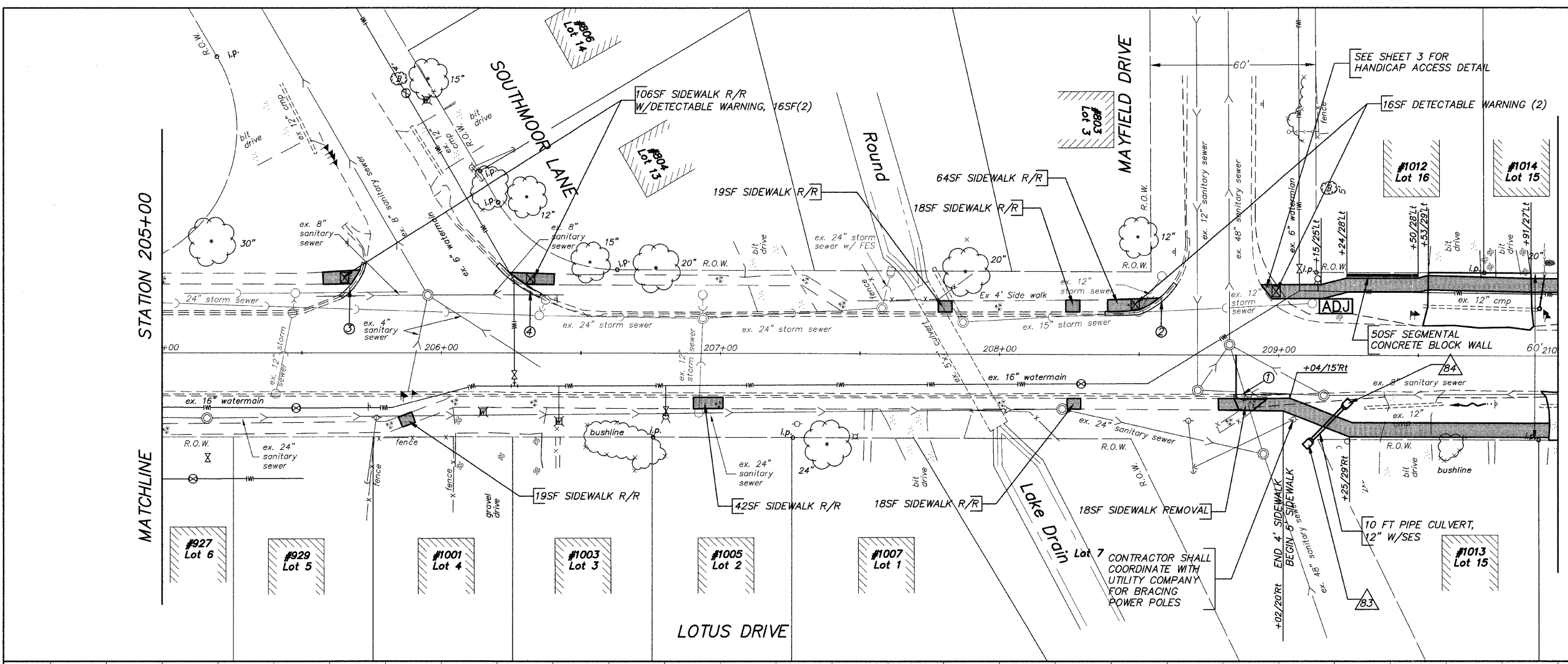
NOTE:
 LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



| | | | | | | | | | | | |
|--------------------------|--------------|------------------|------------|---|-------------------------|--|----------------|--------|--------------|-----------|--|
| FILE NAME = 10258805.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 24 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | | SCALE: 1"=20' SHEET NO. 24 OF 73 SHEETS STA. 200+00 TO STA. 205+00 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | CONTRACT NO. 63280 ILLINOIS FED. AID PROJECT | | | | | |

| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| △83 | 745.39 | SES |
| △84 | 745.73 | SES |

SCALE:
HOR: 1"=20'
VER: 1"=2'

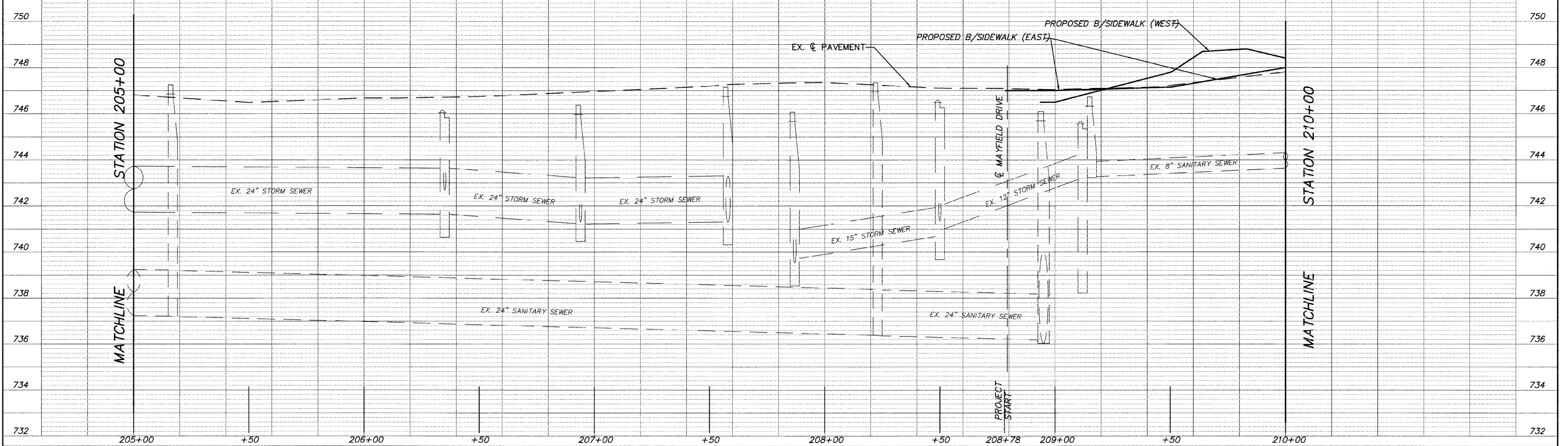


*COMBINATION CONCRETE CURB & GUTTER, TYB-6.12
*CURB REMOVAL

| ITEM | LENGTH(FT) |
|------|------------|
| ① | 20 |
| ② | 30 |
| ③ | 15 |
| ④ | 20 |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORATIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



FILE NAME = 10258805.DWG

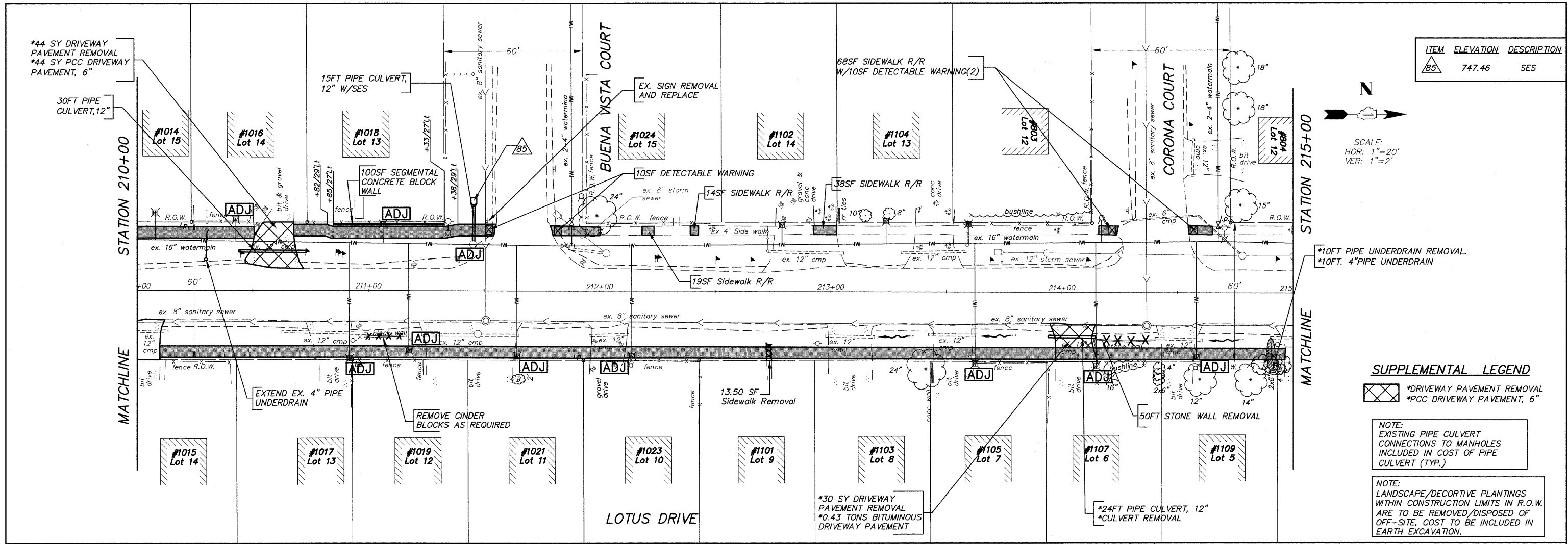
| | | |
|--------------|-----------------|-----------|
| USER NAME = | DESIGNED - RJD | REVISED - |
| FILE NAME = | DRAWN - EC | REVISED - |
| PLOT SCALE = | CHECKED - RJD | REVISED - |
| PLOT DATE = | DATE - 10/02/09 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20' SHEET NO. 25 OF 73 SHEETS STA. 205+00 TO STA. 210+00

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-00062-00-SW | LAKE | 73 | 25 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 85 | 747.46 | SES |

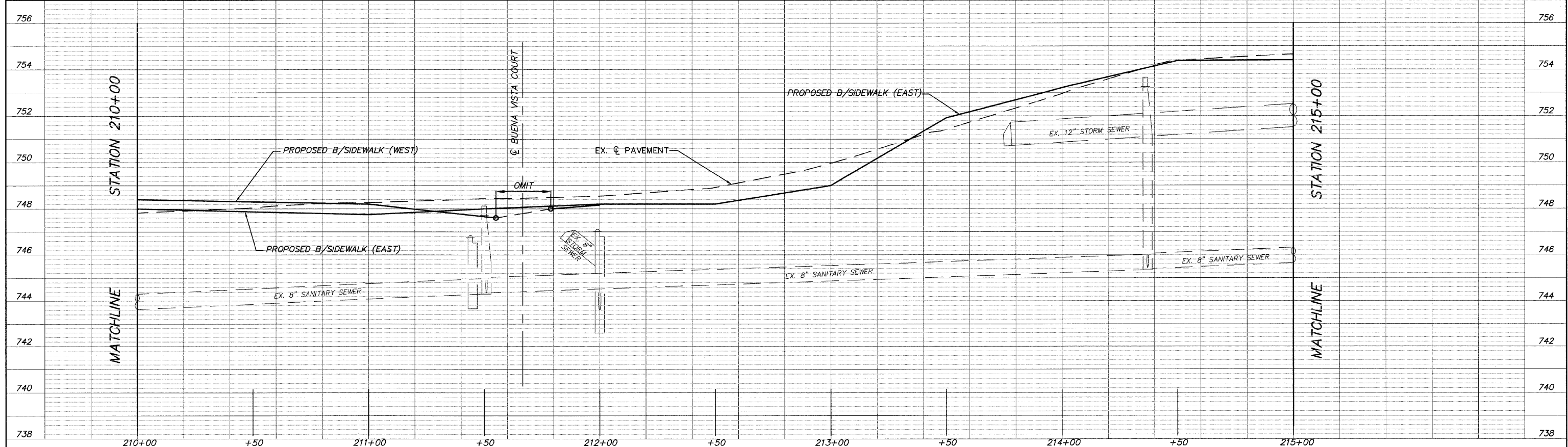
SCALE:
HOR: 1"=20'
VER: 1"=2'

SUPPLEMENTAL LEGEND

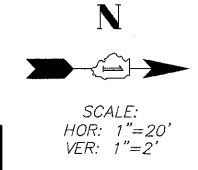
- *DRIVEWAY PAVEMENT REMOVAL
- *PCC DRIVEWAY PAVEMENT, 6"

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



| | | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|---------------------------|----------------------------|--------------------|----------------|--|
| FILE NAME = 10258805.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. = | SECTION = 08-00062-00-SW | COUNTY = LAKE | TOTAL SHEETS = 73 | SHEET NO. = 26 | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | SCALE: 1"=20' | SHEET NO. 26 OF 73 SHEETS | STA. 210+00 TO STA. 215+00 | CONTRACT NO. 63280 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | |



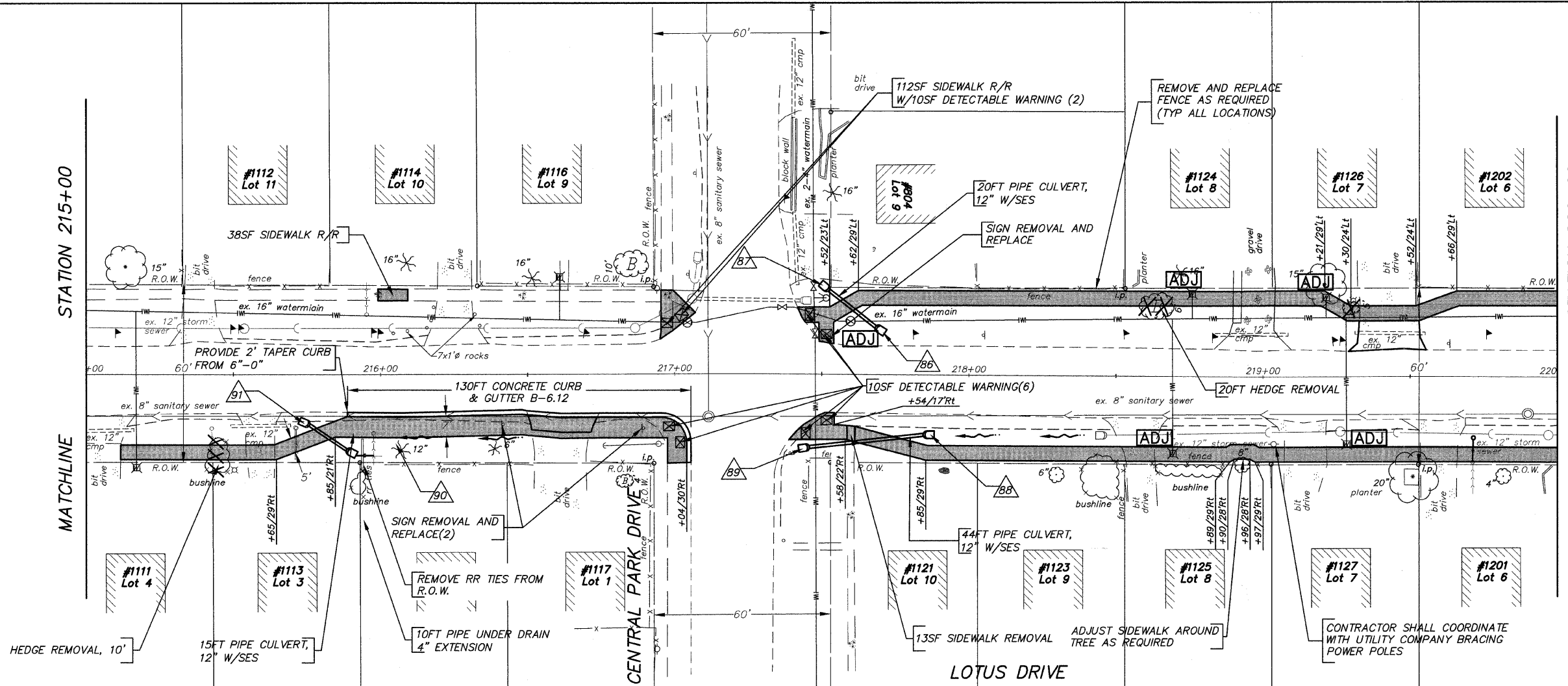
| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 86 | 754.15 | SES |
| 87 | 753.92 | SES |
| 88 | 753.75 | SES |
| 89 | 754.49 | SES |
| 90 | 754.40 | SES |
| 91 | 754.19 | SES |

STATION 215+00

STATION 220+00

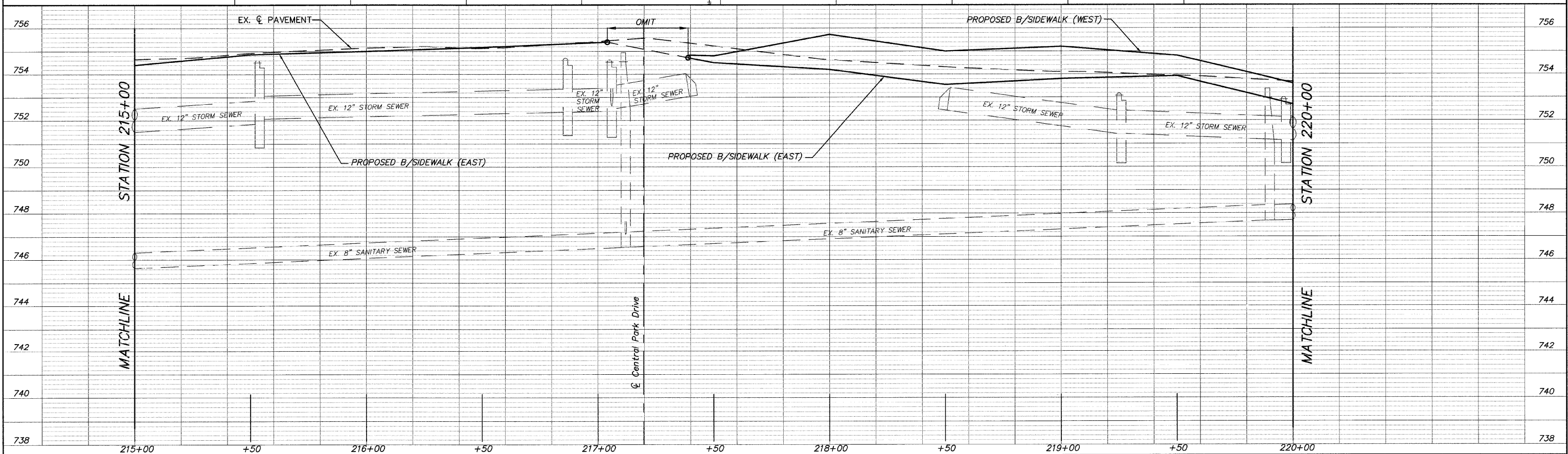
MATCHLINE

MATCHLINE



NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



FILE NAME = 10258805.DWG

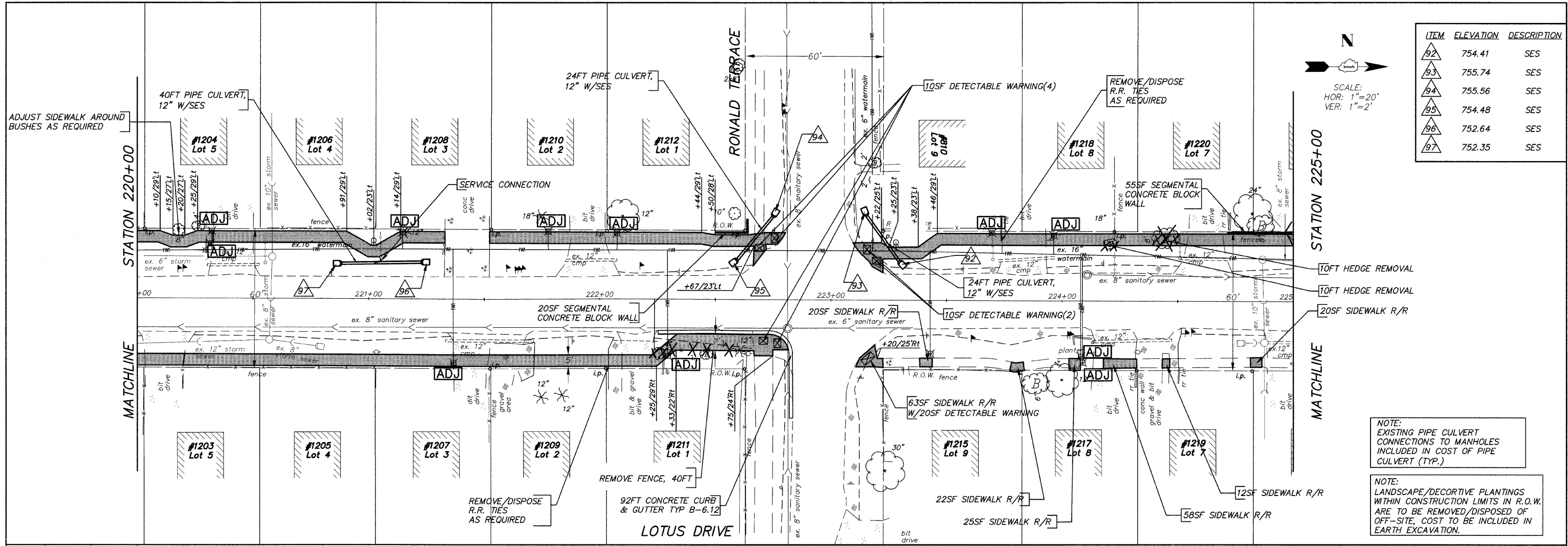
| | | |
|--------------|------------------|------------|
| USER NAME = | DESIGNED -- RJD | REVISED -- |
| FILE NAME = | DRAWN -- EC | REVISED -- |
| PLOT SCALE = | CHECKED -- RJD | REVISED -- |
| PLOT DATE = | DATE -- 10/02/09 | REVISED -- |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

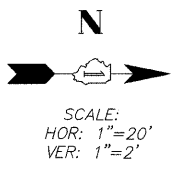
PLAN AND PROFILE

SCALE: 1"=20' SHEET NO. 27 OF 73 SHEETS STA. 215+00 TO STA. 220+00

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-00062-00-SW | LAKE | 73 | 27 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |

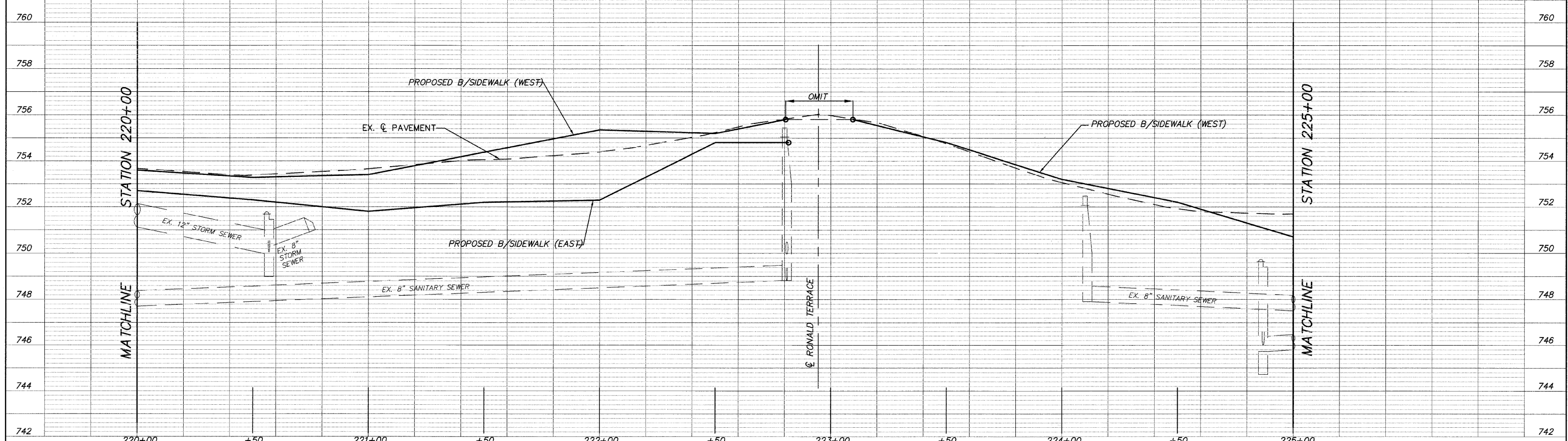


| ITEM | ELEVATION | DESCRIPTION |
|------|-----------|-------------|
| 92 | 754.41 | SES |
| 93 | 755.74 | SES |
| 94 | 755.56 | SES |
| 95 | 754.48 | SES |
| 96 | 752.64 | SES |
| 97 | 752.35 | SES |

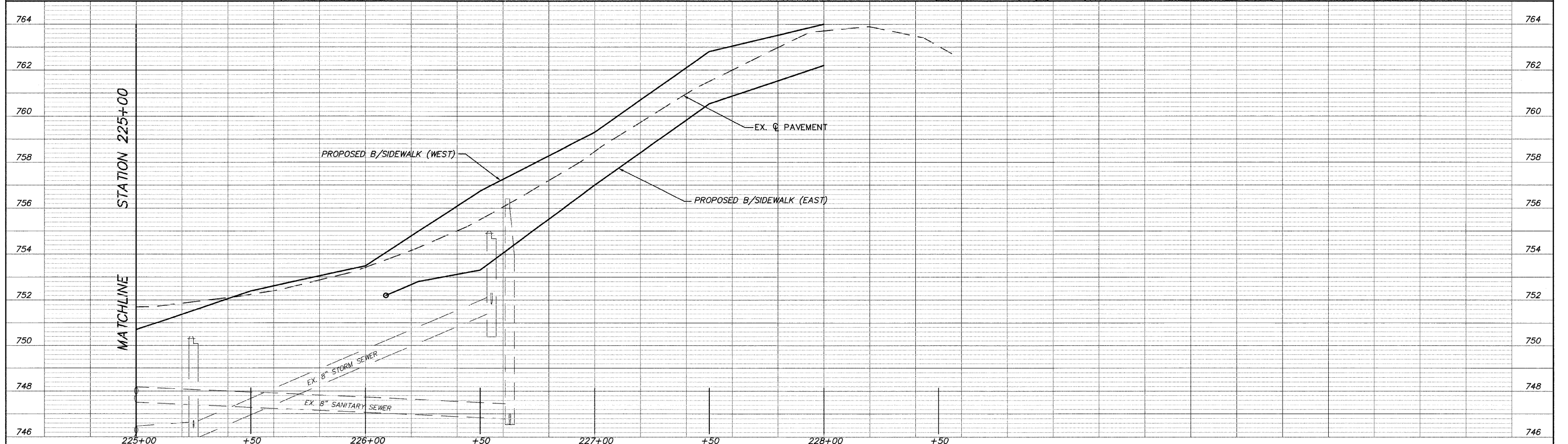
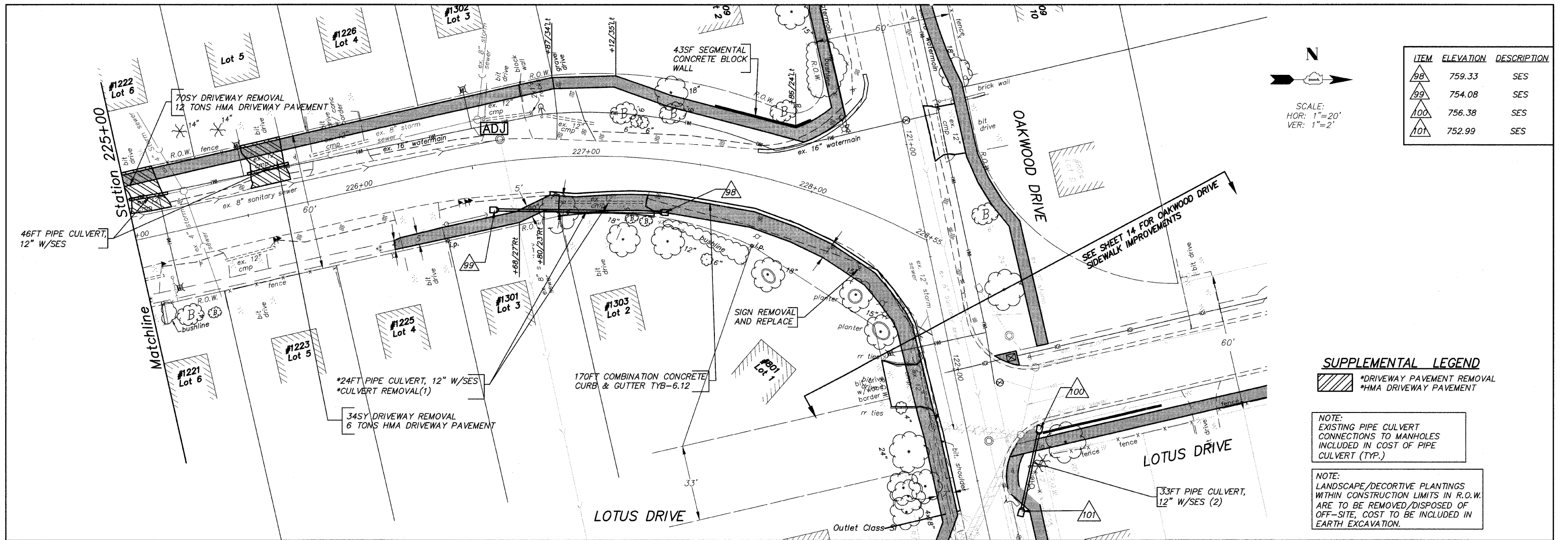


NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.

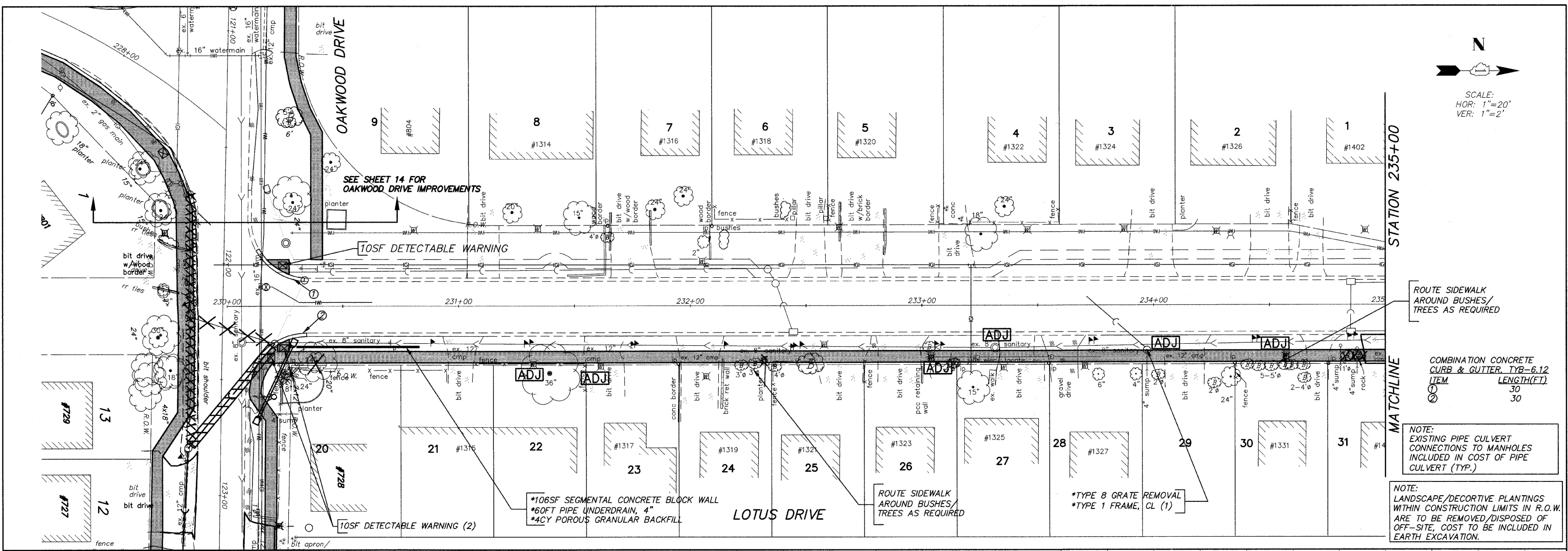


| | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|-----------|----------|----------------|-------------|
| FILE NAME = 10258805.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. = | SECTION = | COUNTY = | TOTAL SHEETS = | SHEET NO. = |
| | FILE NAME = | DRAWN - EC | REVISED - | | | 08-00062-00-SW | LAKE | 73 | 28 | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|---------------------------|----------------------------|--------------------|--------------|--|
| FILE NAME = 10258805.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. --- | SECTION 08-00062-00-SW | COUNTY LAKE | TOTAL SHEETS 73 | SHEET NO. 29 | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | SCALE: 1"=20' | SHEET NO. 29 OF 73 SHEETS | STA. 225+00 TO STA. 228+55 | CONTRACT NO. 63280 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | |

N
 SCALE:
 HOR: 1"=20'
 VER: 1"=2'

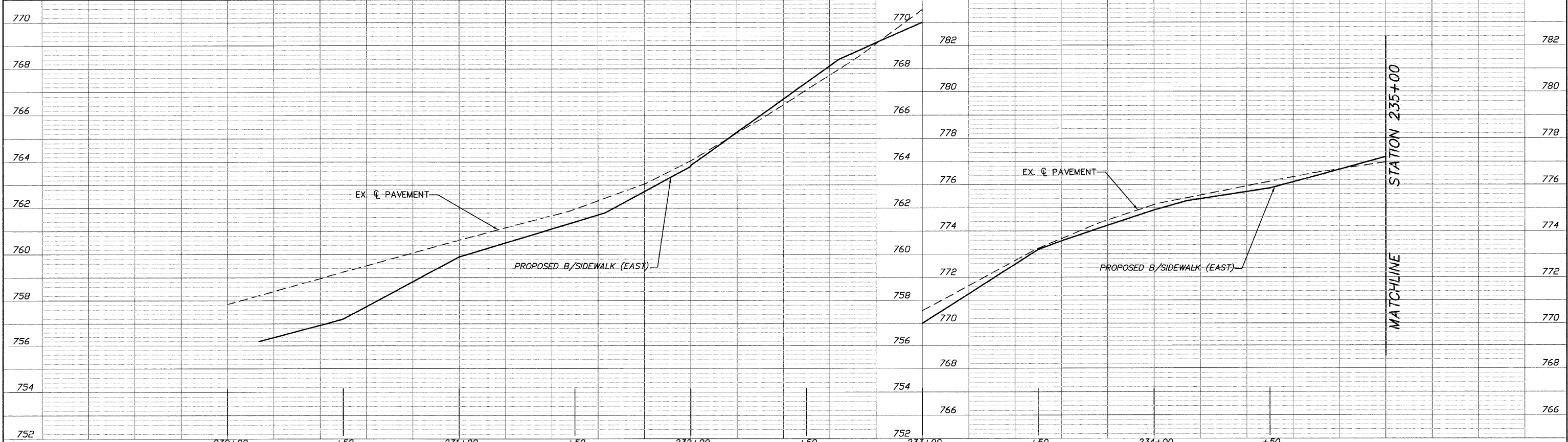


ROUTE SIDEWALK
 AROUND BUSHES/
 TREES AS REQUIRED

| ITEM | LENGTH(FT) |
|------|------------|
| 1 | 30 |
| 2 | 30 |

NOTE:
 EXISTING PIPE CULVERT
 CONNECTIONS TO MANHOLES
 INCLUDED IN COST OF PIPE
 CULVERT (TYP.)

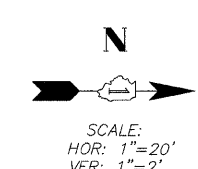
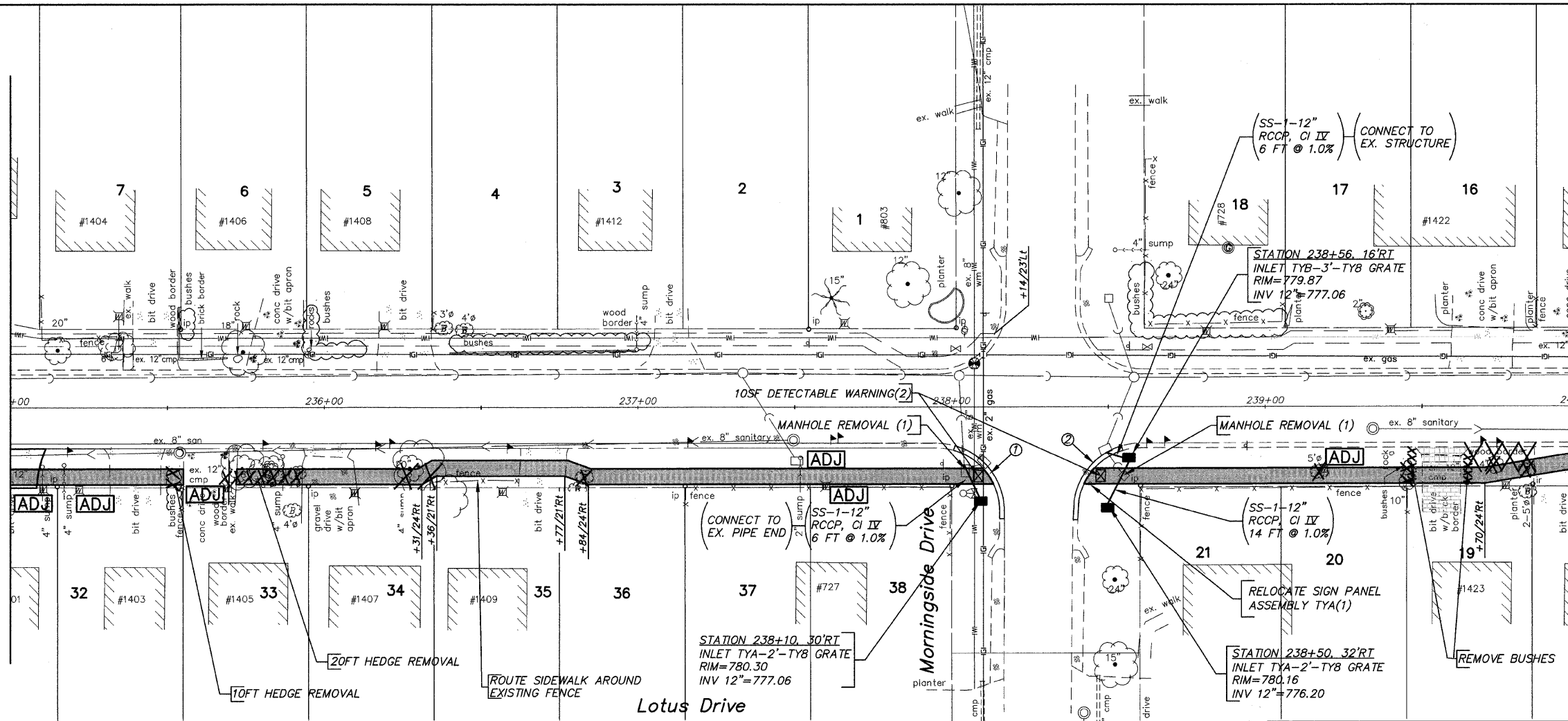
NOTE:
 LANDSCAPE/DECORATIVE PLANTINGS
 WITHIN CONSTRUCTION LIMITS IN R.O.W.
 ARE TO BE REMOVED/DISPOSED OF
 OFF-SITE, COST TO BE INCLUDED IN
 EARTH EXCAVATION.



| | | | | | | | | | | | |
|-------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|---------------------------|----------------------------|--------------------|----------------|--|
| FILE NAME = 1025806.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. = | SECTION = 08-00062-00-SW | COUNTY = LAKE | TOTAL SHEETS = 73 | SHEET NO. = 30 | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | SCALE: 1"=20' | SHEET NO. 30 OF 73 SHEETS | STA. 230+00 TO STA. 235+00 | CONTRACT NO. 63280 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | |

STATION 235+00

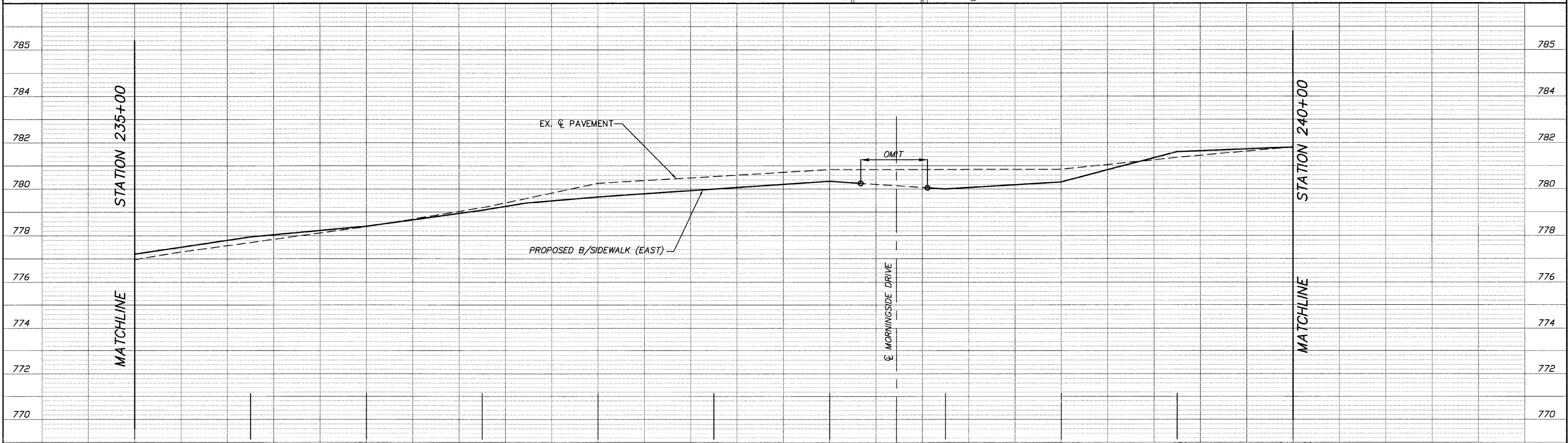
MATCHLINE



| COMBINATION CONCRETE CURB & GUTTER, TYB-6.12 | ITEM | LENGTH(FT) |
|--|------|------------|
| 1 | 30 | |
| 2 | 30 | |

NOTE:
EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE:
LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



235+00 +50 236+00 +50 237+00 +50 238+00 +50 239+00 +50 240+00

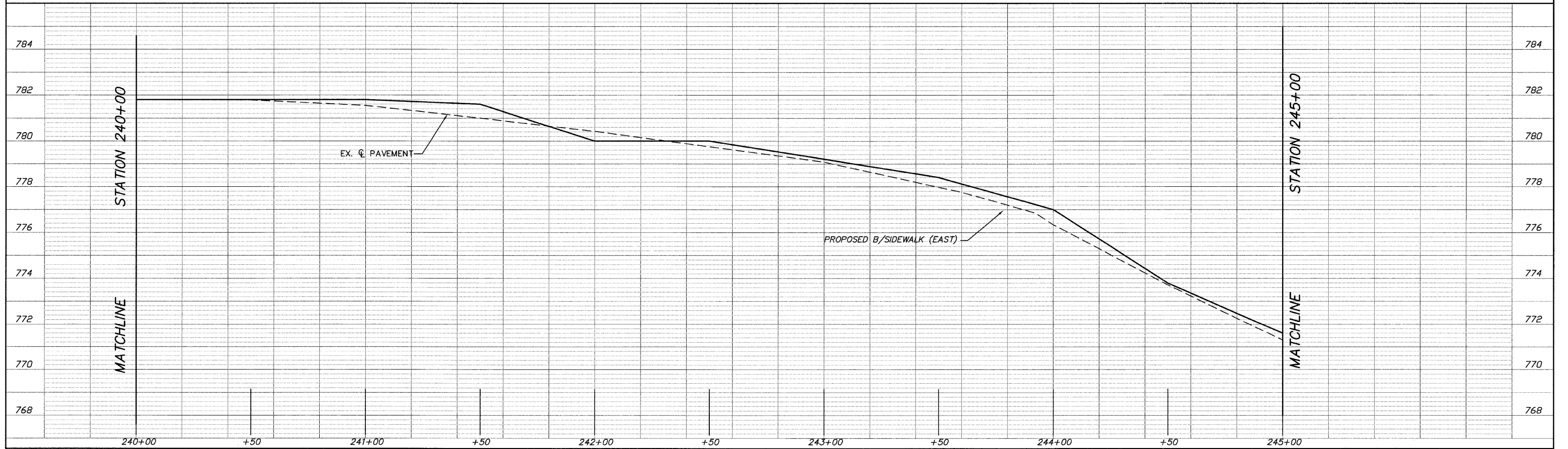
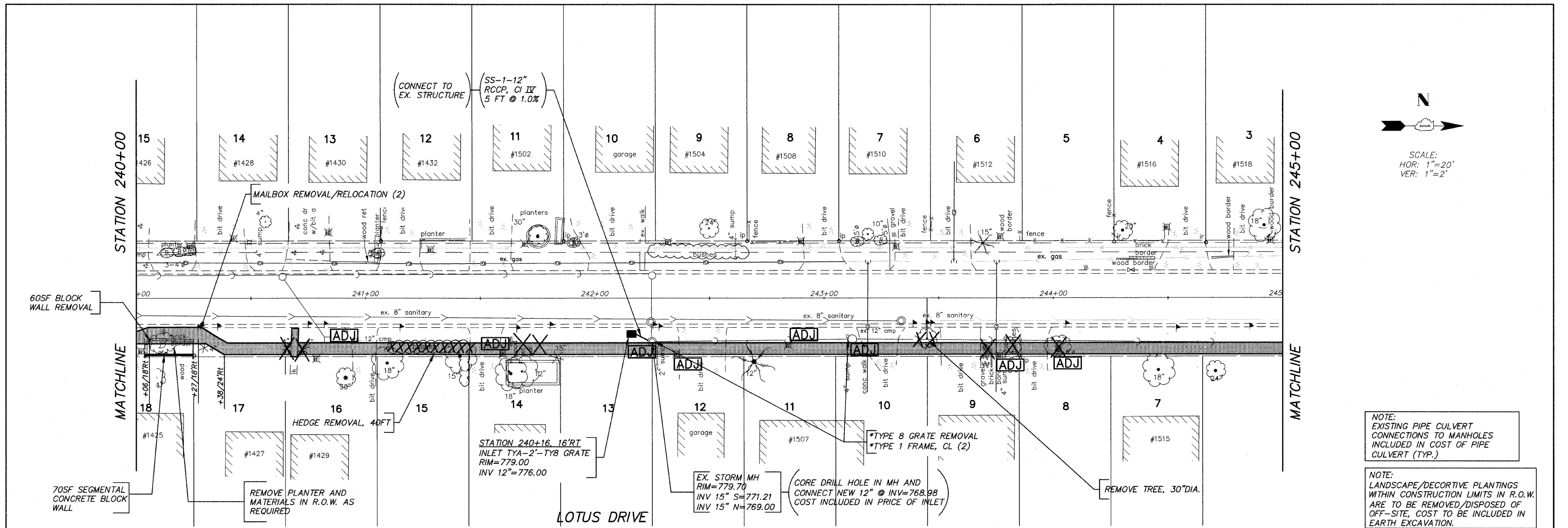
| | | | |
|--------------------------|--------------|------------------|------------|
| FILE NAME = 10258806.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- |
| | FILE NAME = | DRAWN -- EC | REVISED -- |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

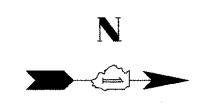
PLAN AND PROFILE

SCALE: 1"=20' SHEET NO. 31 OF 73 SHEETS STA. 235+00 TO STA. 240+00

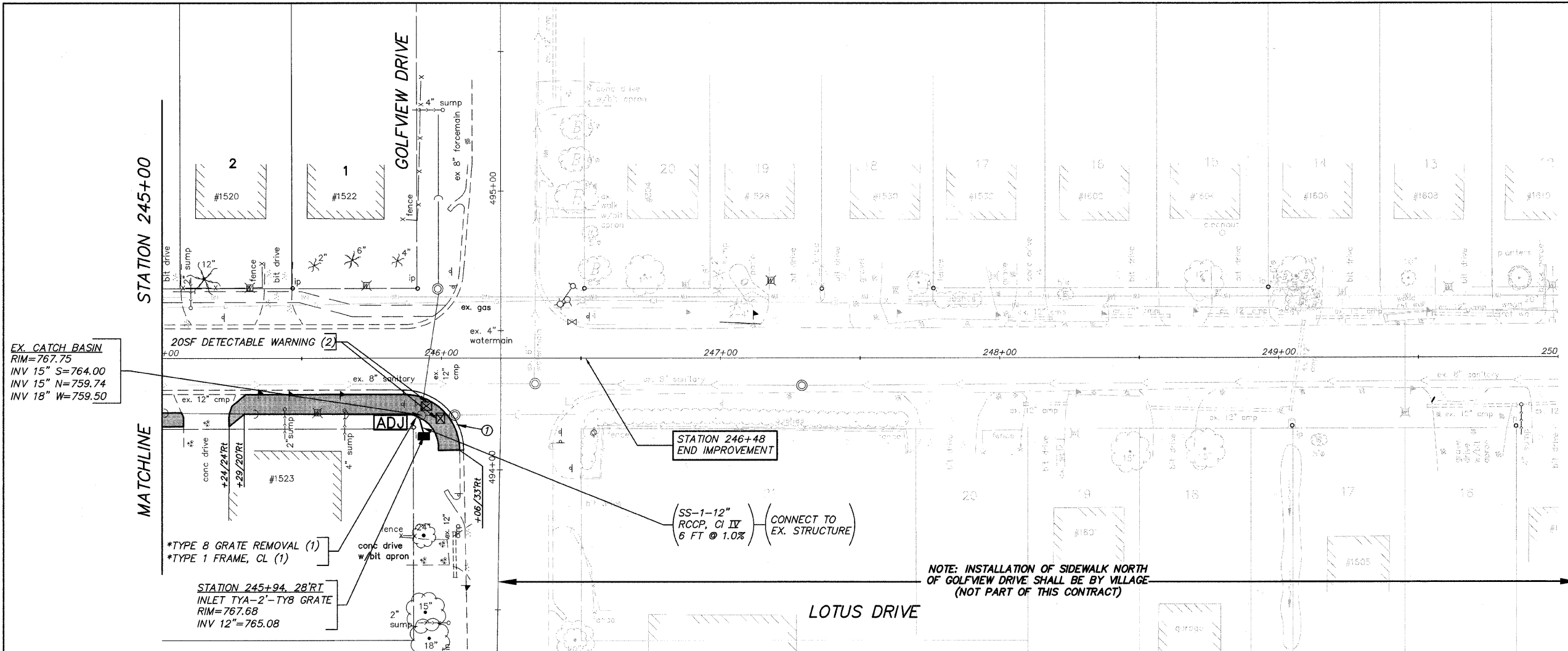
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|--------|---------------------------|-----------|
| --- | 08-00062-00-SW | LAKE | 73 | 31 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



| | | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|---------------------------|----------------------------|--------------------|--------------|--|
| FILE NAME = 10258806.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. --- | SECTION 08-00062-00-SW | COUNTY LAKE | TOTAL SHEETS 73 | SHEET NO. 32 | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | SCALE: 1"=20' | SHEET NO. 32 OF 73 SHEETS | STA. 240+00 TO STA. 245+00 | CONTRACT NO. 63280 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | |



SCALE:
HOR: 1"=20'
VER: 1"=2'



EX. CATCH BASIN
RIM=767.75
INV 15" S=764.00
INV 15" N=759.74
INV 18" W=759.50

*TYPE 8 GRATE REMOVAL (1)
*TYPE 1 FRAME, CL (1)

STATION 245+94, 28"RT
INLET TYA-2'-TY8 GRATE
RIM=767.68
INV 12"=765.08

STATION 246+48
END IMPROVEMENT

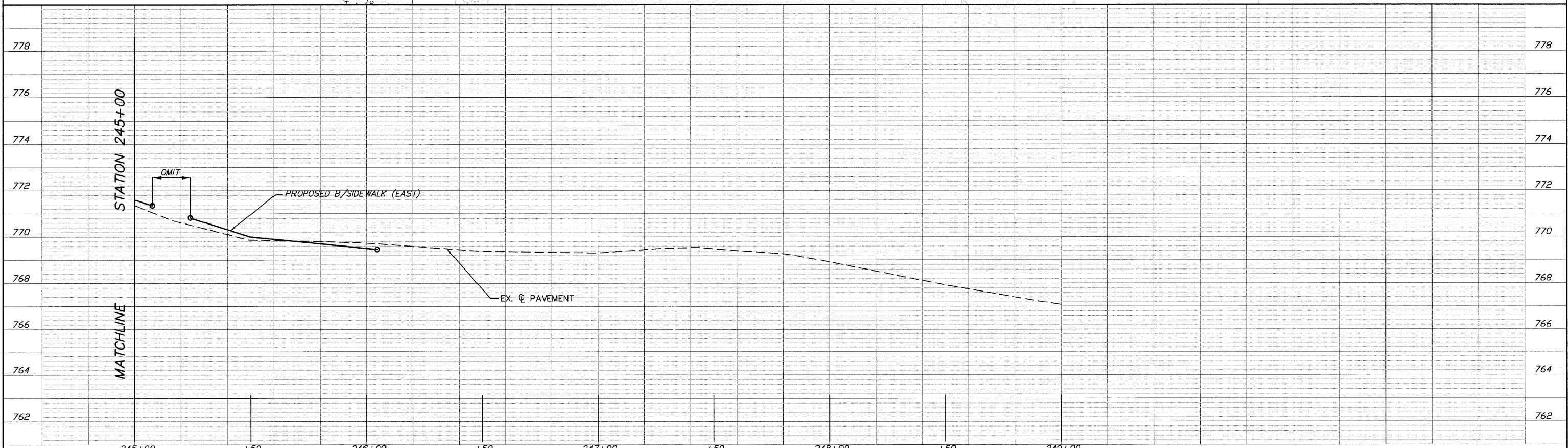
(SS-1-12" RCCP, CI IV)
6 FT @ 1.0% (CONNECT TO EX. STRUCTURE)

NOTE: INSTALLATION OF SIDEWALK NORTH OF GOLFVIEW DRIVE SHALL BE BY VILLAGE (NOT PART OF THIS CONTRACT)

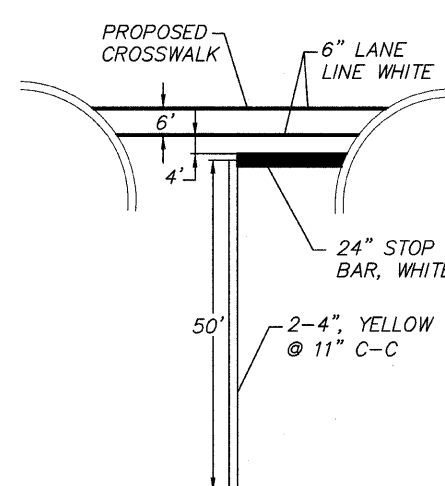
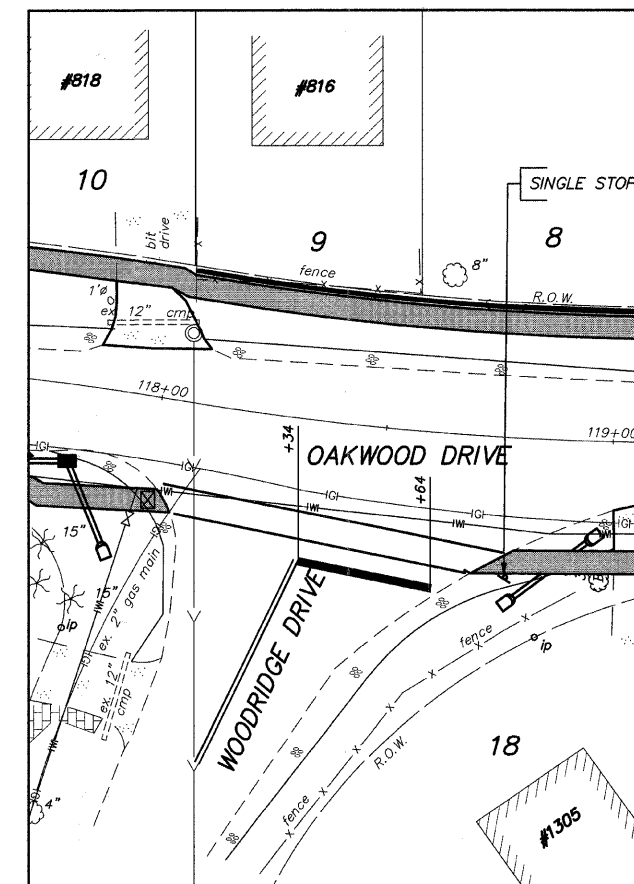
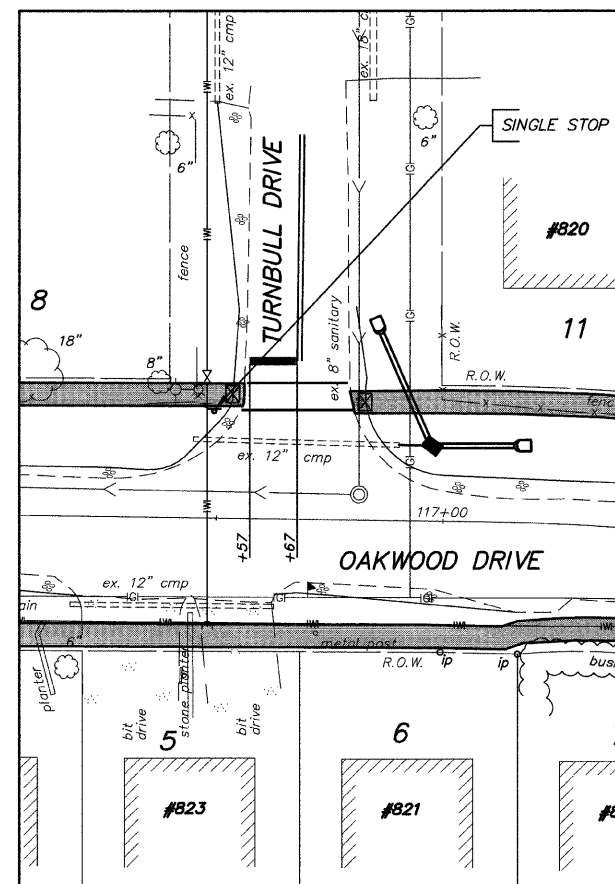
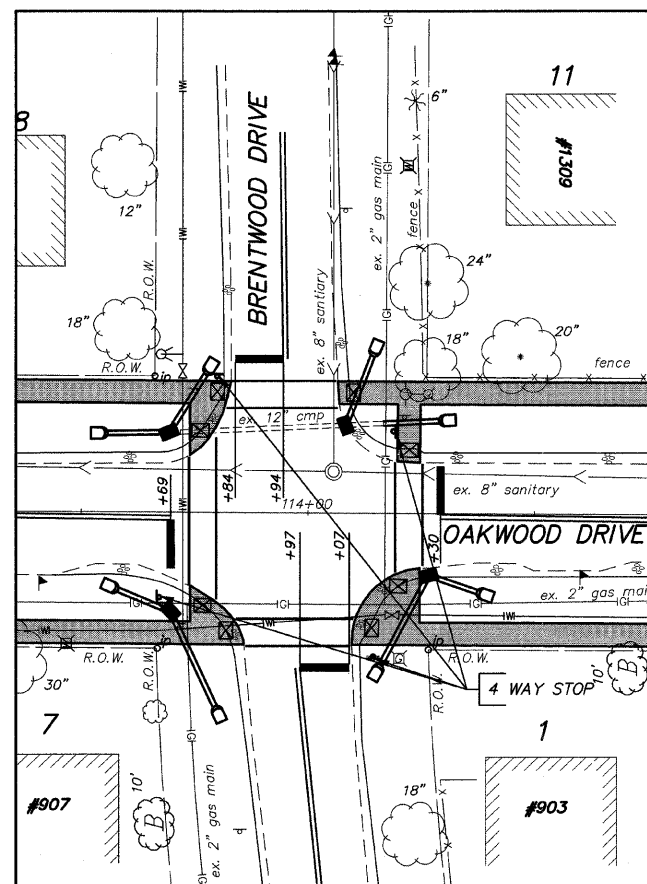
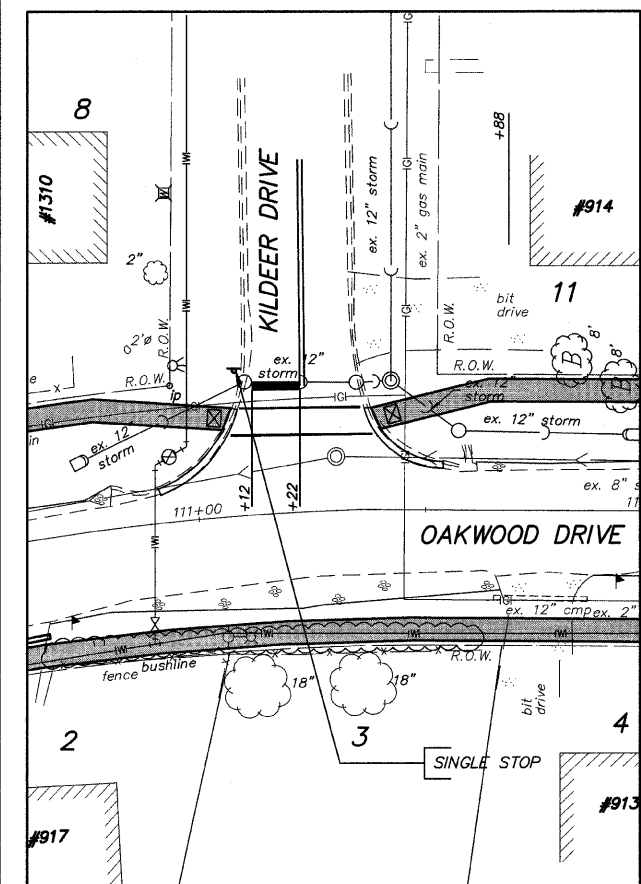
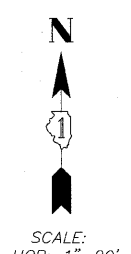
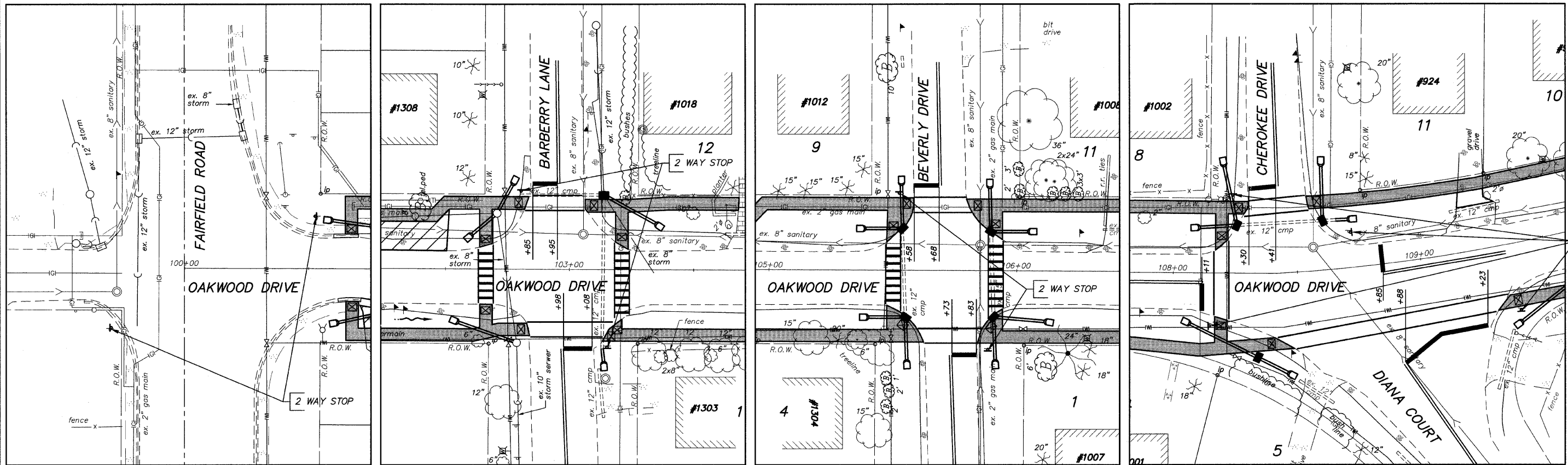
| ITEM | LENGTH(FT) |
|------|------------|
| ① | 33 |

NOTE: EXISTING PIPE CULVERT CONNECTIONS TO MANHOLES INCLUDED IN COST OF PIPE CULVERT (TYP.)

NOTE: LANDSCAPE/DECORTIVE PLANTINGS WITHIN CONSTRUCTION LIMITS IN R.O.W. ARE TO BE REMOVED/DISPOSED OF OFF-SITE, COST TO BE INCLUDED IN EARTH EXCAVATION.



| | | | | | | | | | | | | |
|--------------------------|--------------|-----------------|-----------|---|-------------------------|---------------------------|---------------------------|----------------------------|--------------------|----------------|--|--|
| FILE NAME = 10258806.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A. RTE. = | SECTION = 08-00062-00-SW | COUNTY = LAKE | TOTAL SHEETS = 73 | SHEET NO. = 33 | | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | SCALE: 1"=20' | SHEET NO. 33 OF 73 SHEETS | STA. 245+00 TO STA. 246+48 | CONTRACT NO. 63280 | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | | |



TYPICAL CROSSWALK DETAIL
NOT TO SCALE

NOTE:
SEE SHEET 39 FOR DISTRICT 1
TYPICAL PAVEMENT MARKINGS

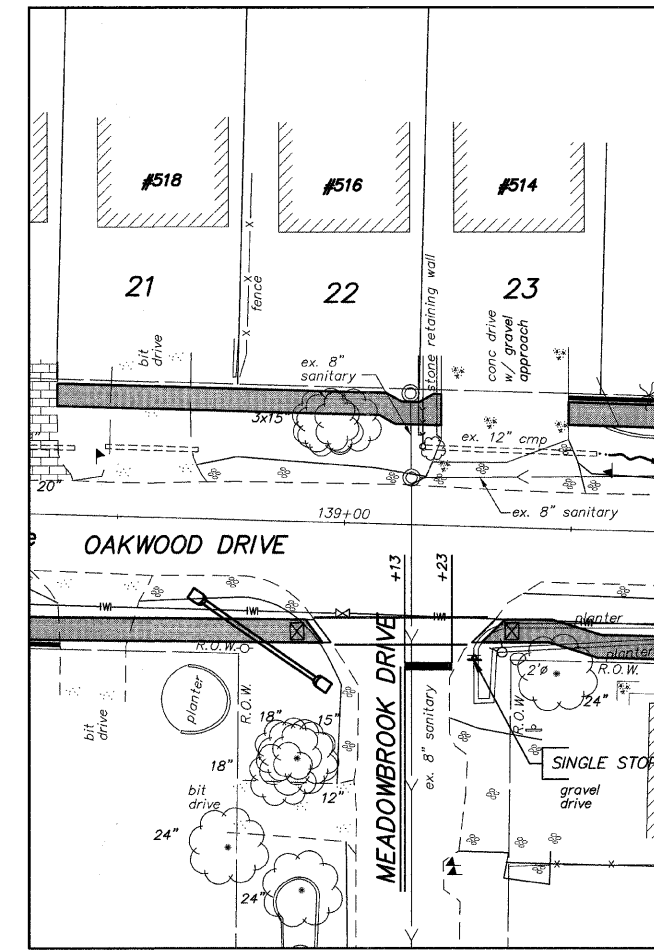
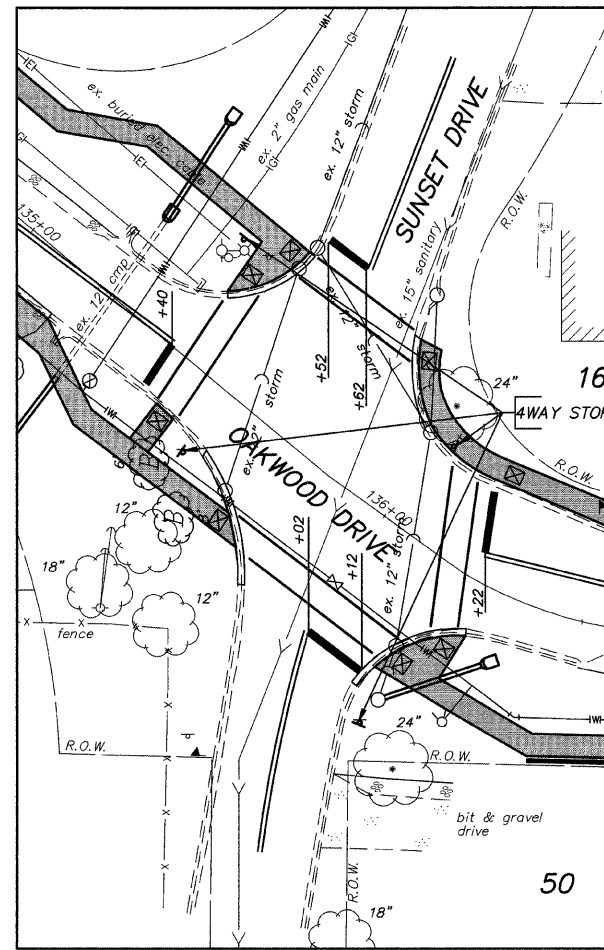
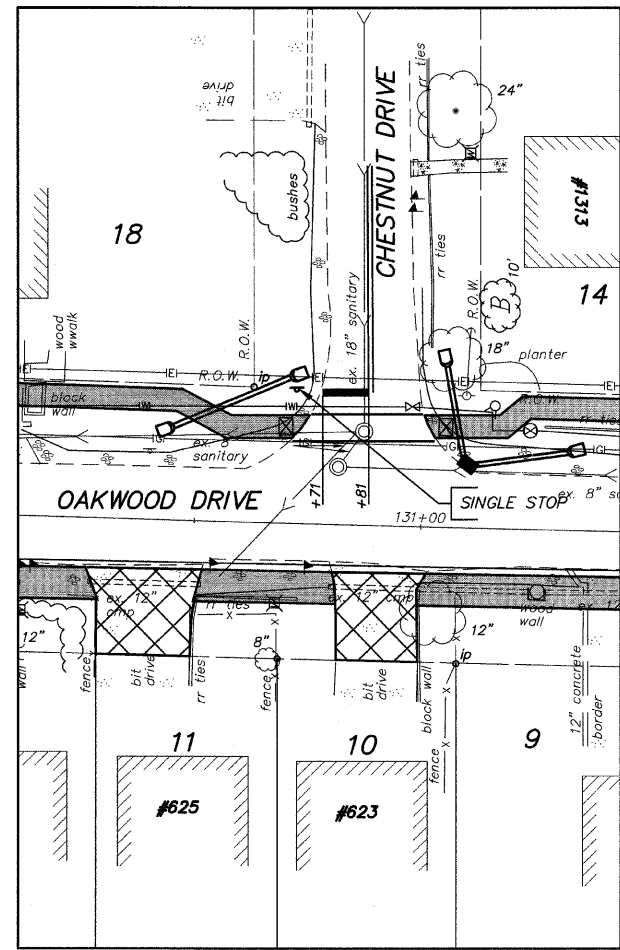
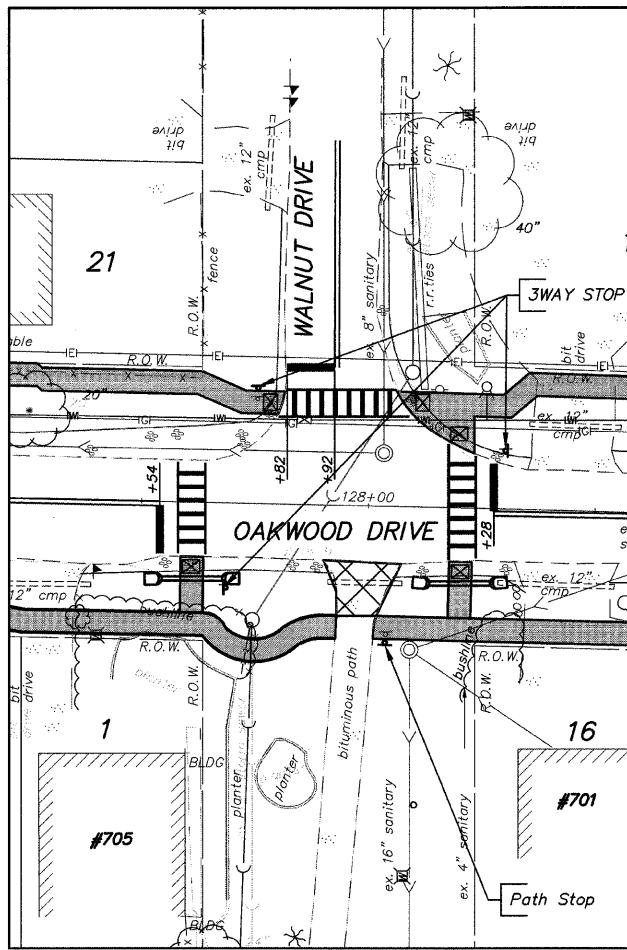
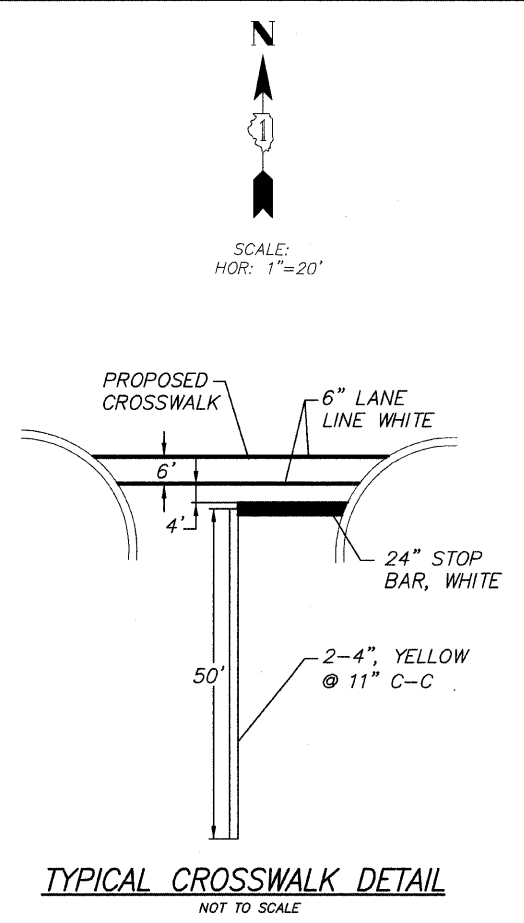
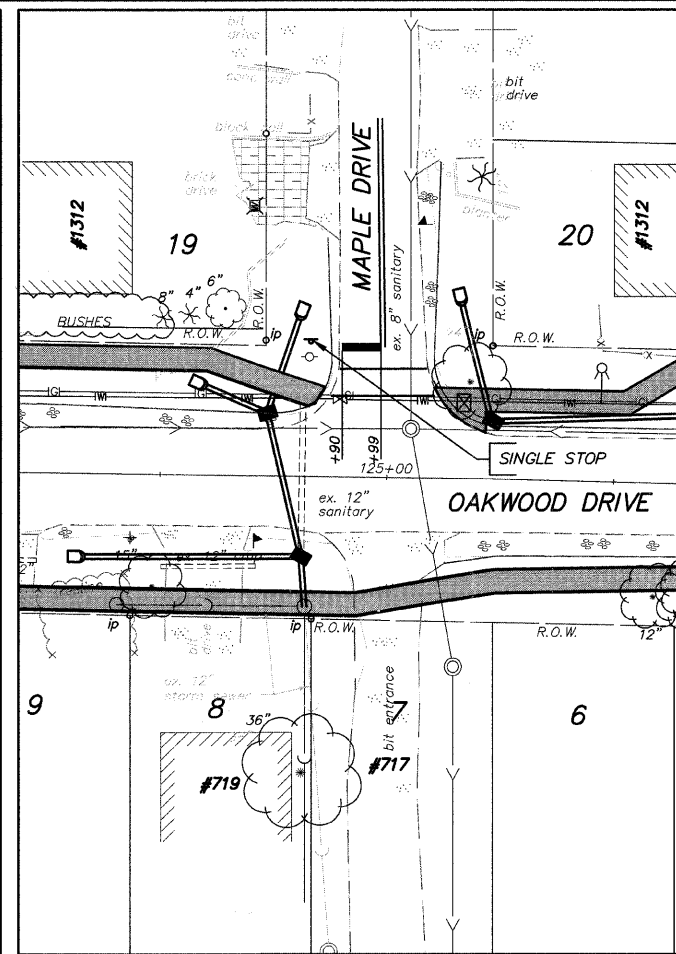
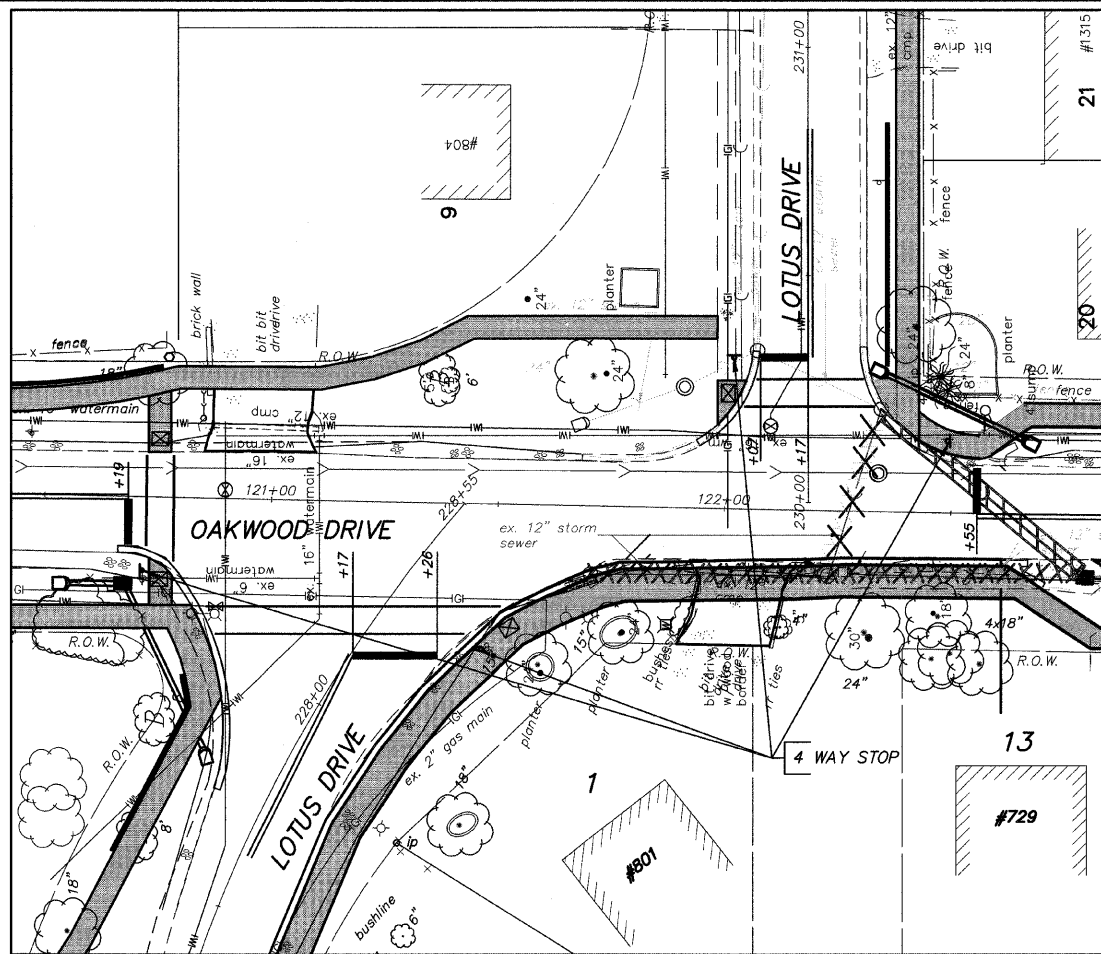
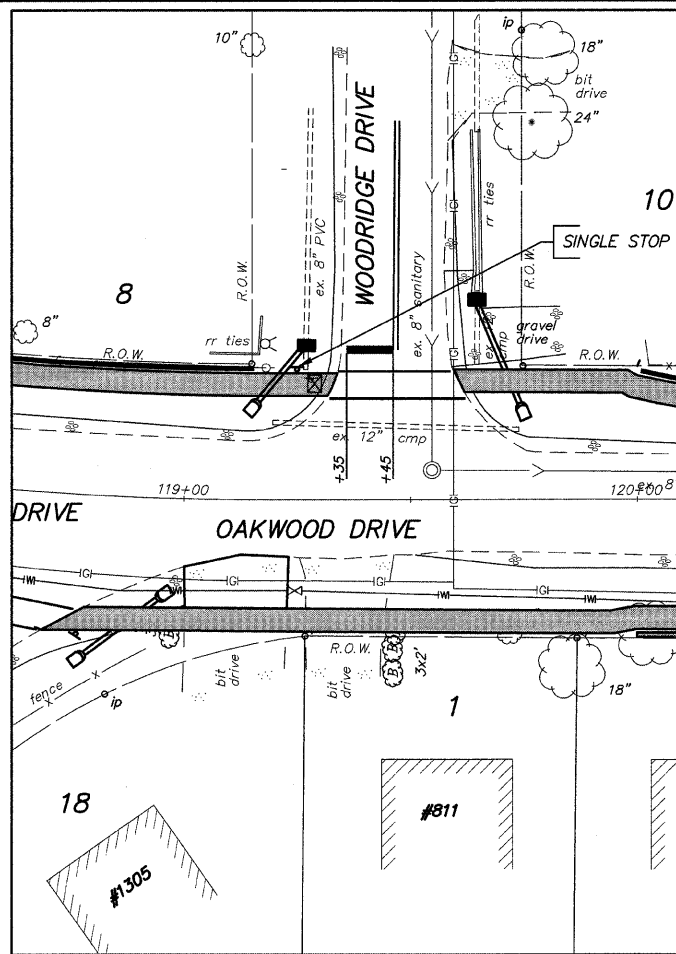
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| | FILE NAME = | DRAWN — EC | REVISED — |
| | PLOT SCALE = | CHECKED — RJD | REVISED — |
| | PLOT DATE = | DATE — 10/02/09 | REVISED — |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET NO. 34 OF 73 SHEETS

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 08-00062-00-SW | LAKE | 73 | 34 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



NOTE:
SEE SHEET 39 FOR DISTRICT 1
TYPICAL PAVEMENT MARKINGS

FILE NAME = 10258808.DWG

USER NAME =
FILE NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED — RJD
DRAWN — EC
CHECKED — RJD
DATE — 10/02/09

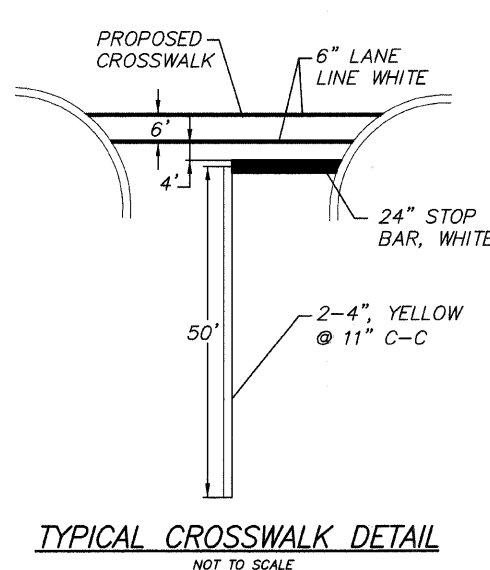
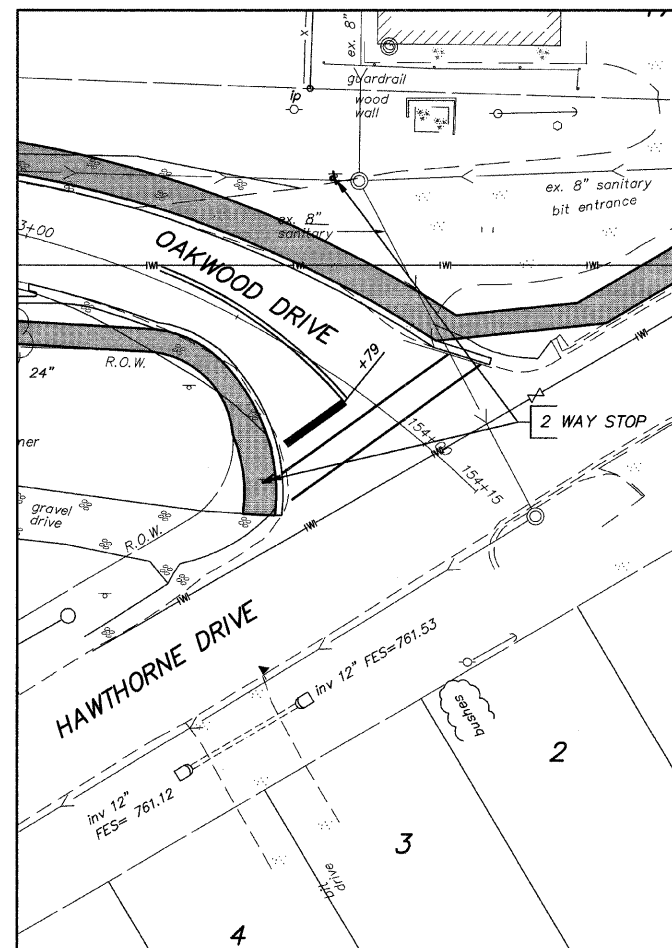
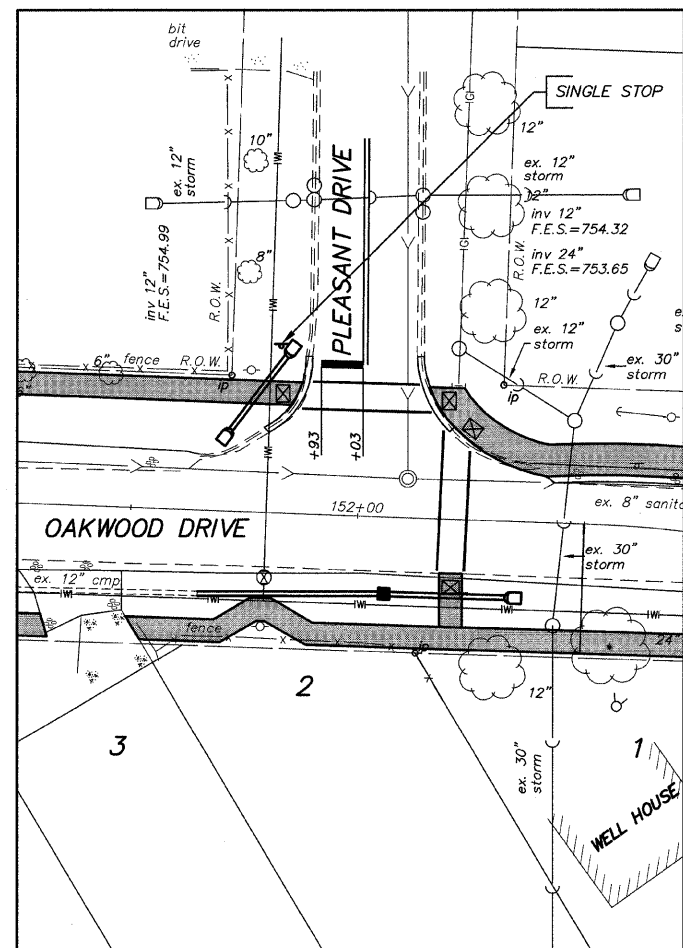
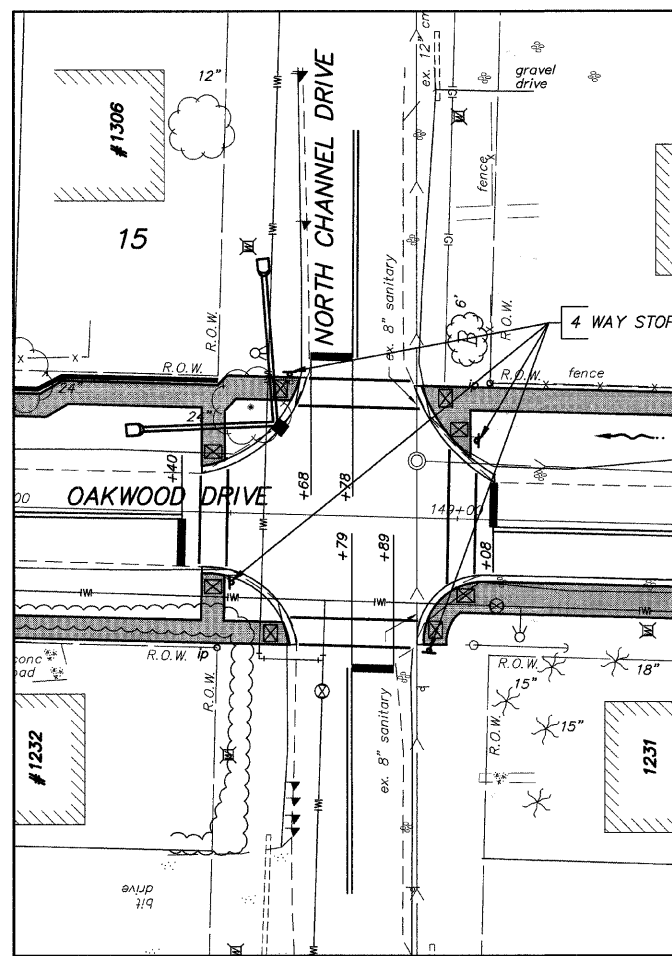
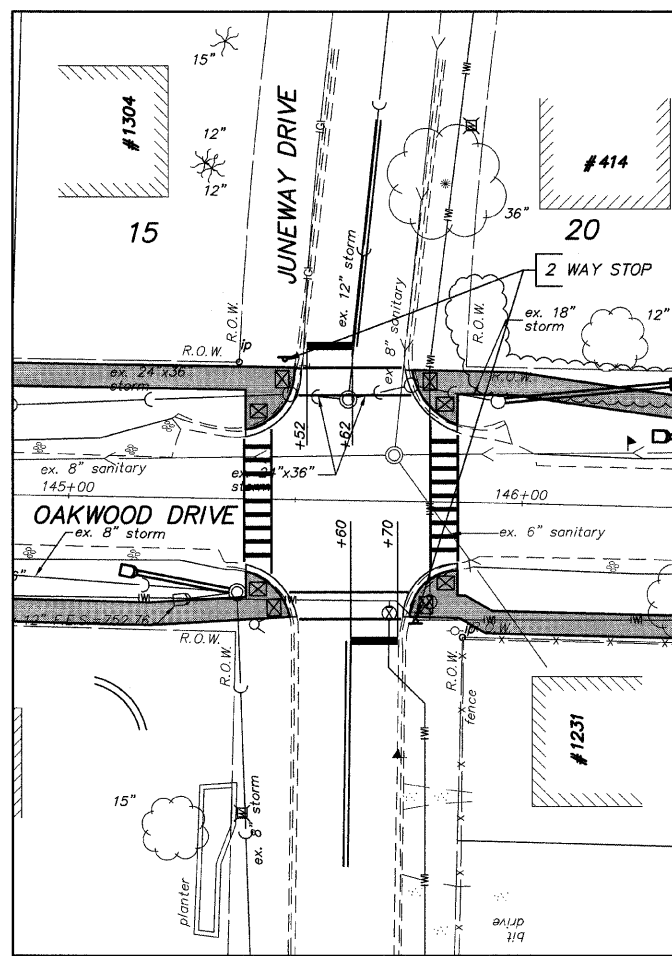
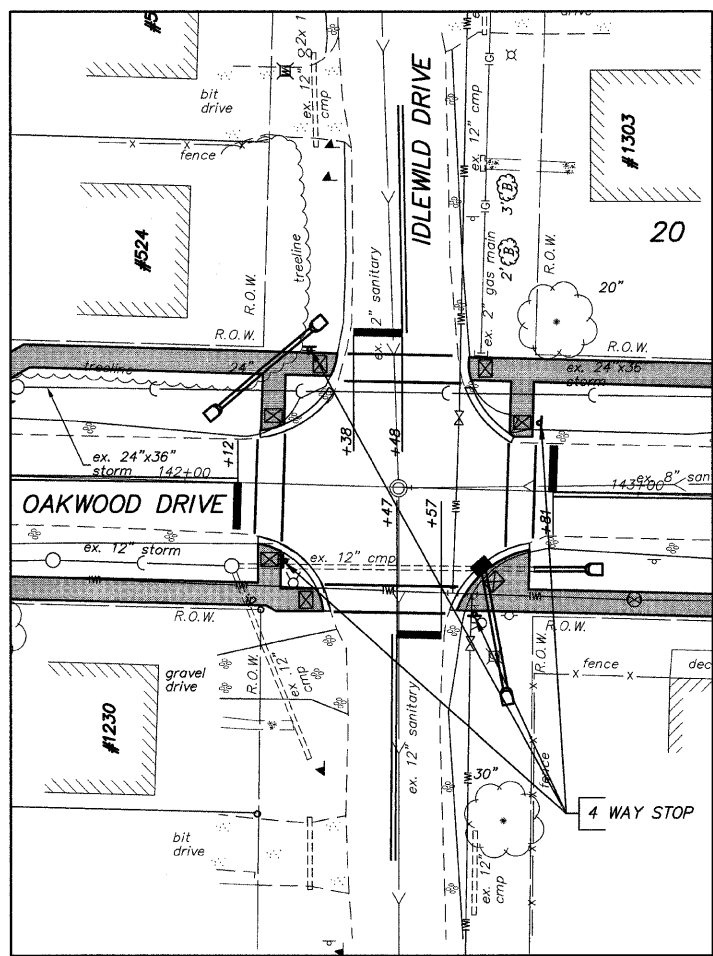
REVISED —
REVISED —
REVISED —
REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: 1"=20'
SHEET NO. 35 OF 73 SHEETS

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-00062-00-SW | LAKE | 73 | 35 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



SCALE:

 HOR: 1"=20'

NOTE:

 SEE SHEET 39 FOR DISTRICT 1

 TYPICAL PAVEMENT MARKINGS

FILE NAME = 10258808.DWG

| | | |
|--------------|-----------------|-----------|
| USER NAME = | DESIGNED — RJD | REVISED — |
| FILE NAME = | DRAWN — EC | REVISED — |
| PLOT SCALE = | CHECKED — RJD | REVISED — |
| PLOT DATE = | DATE — 10/02/09 | REVISED — |

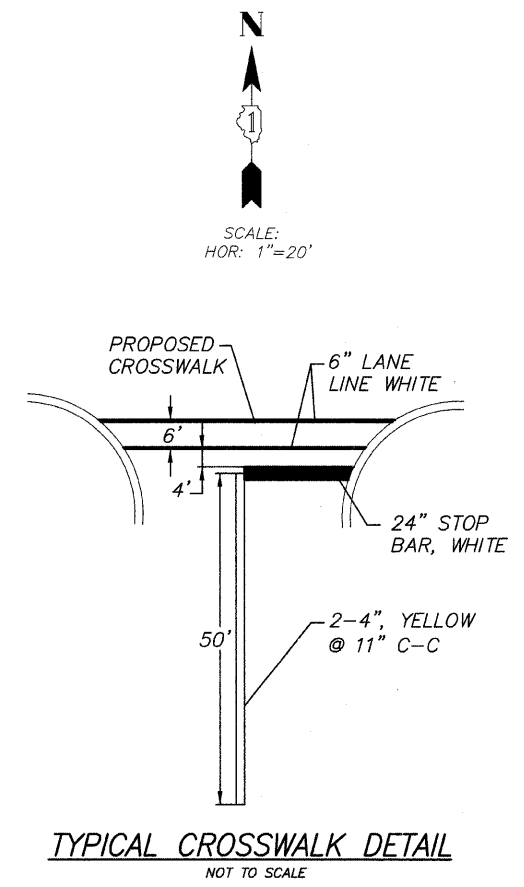
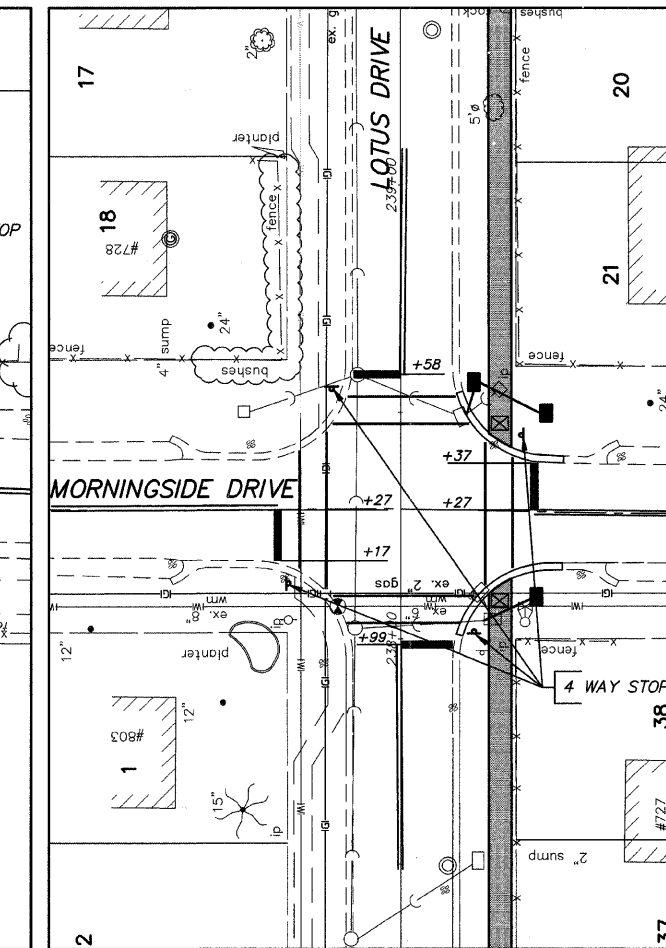
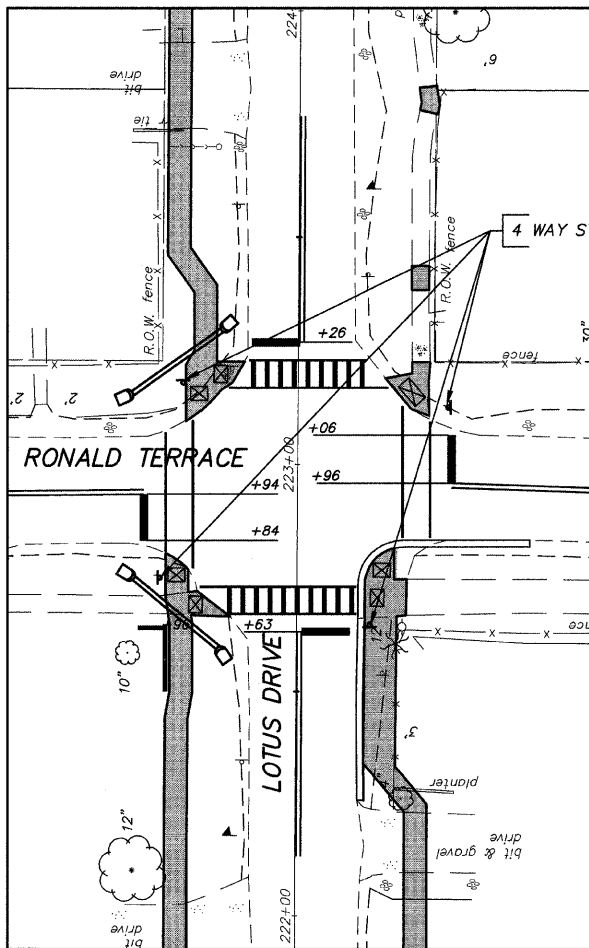
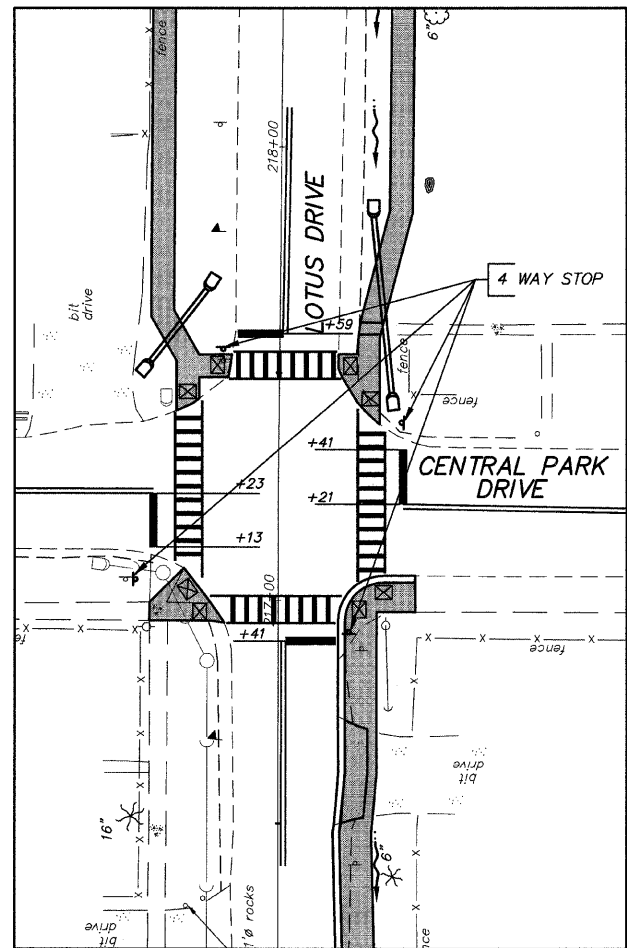
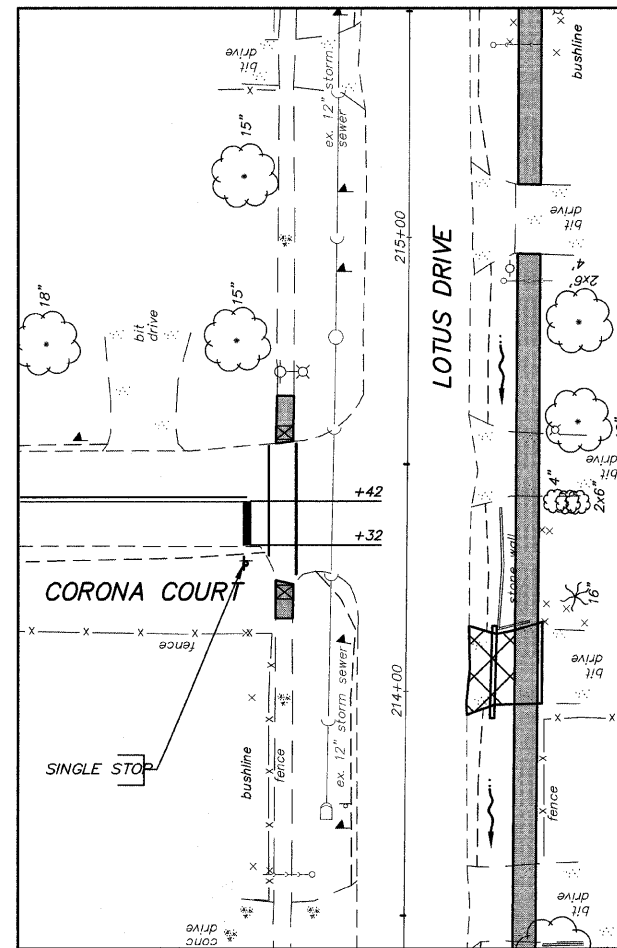
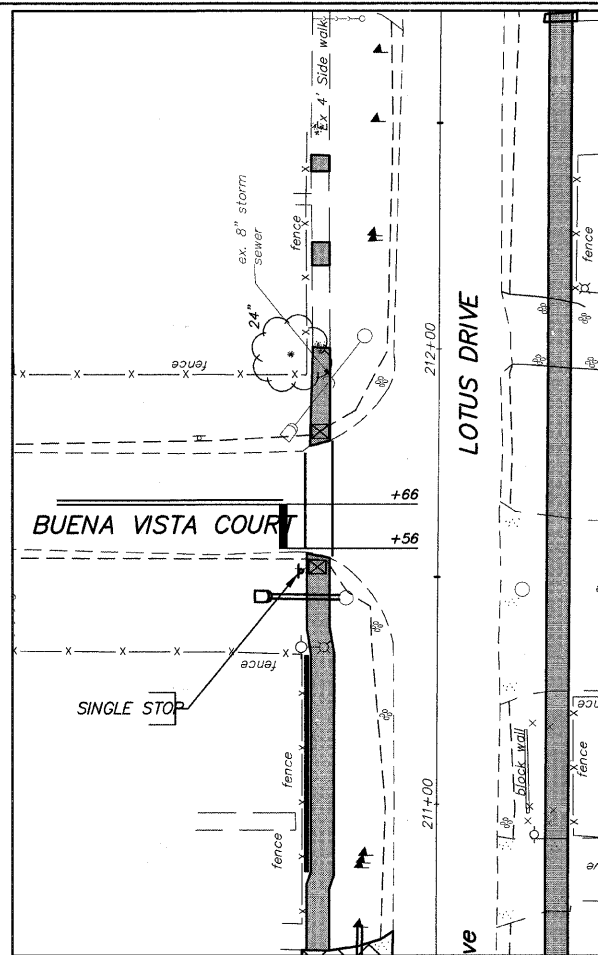
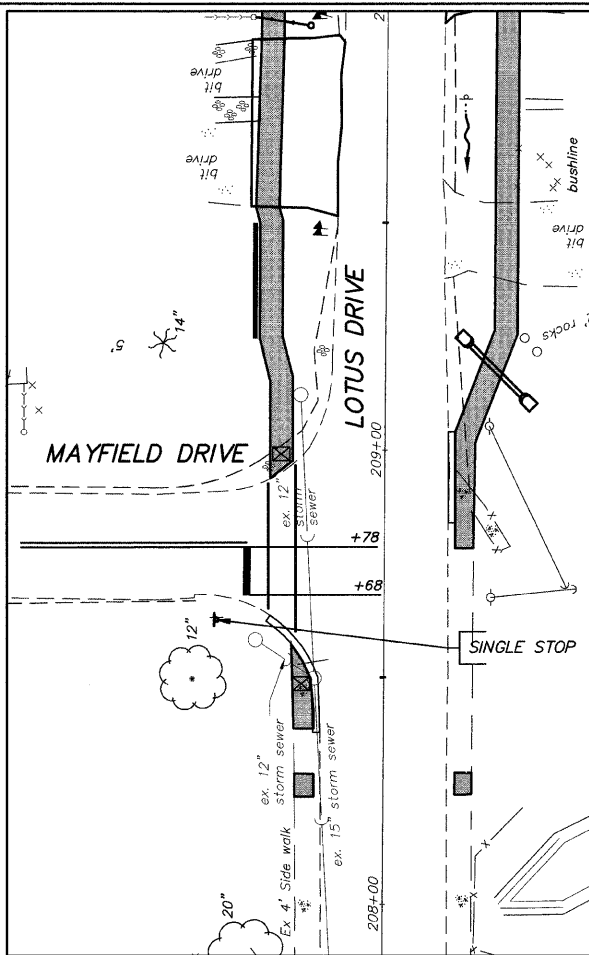
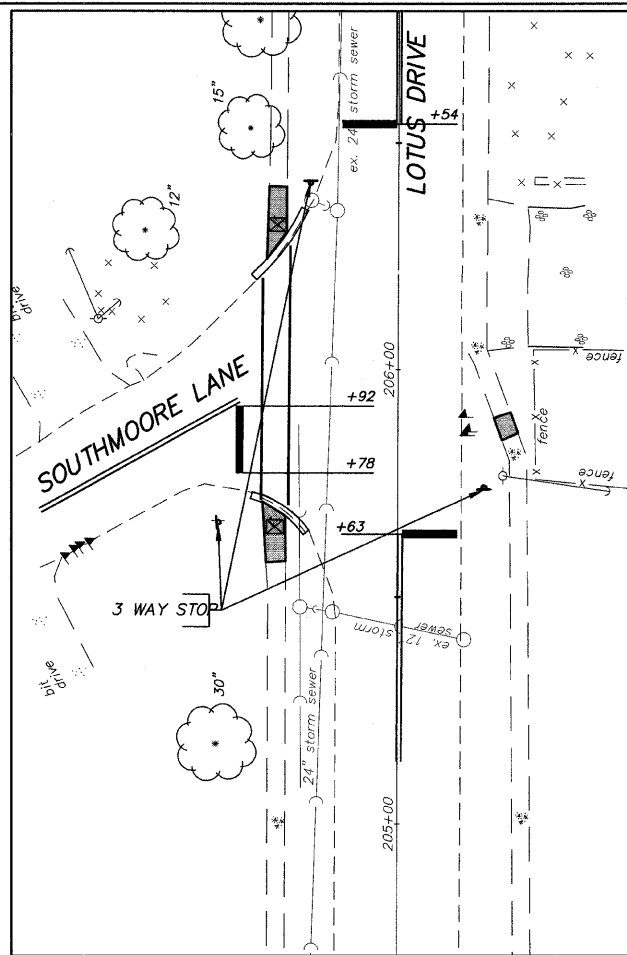
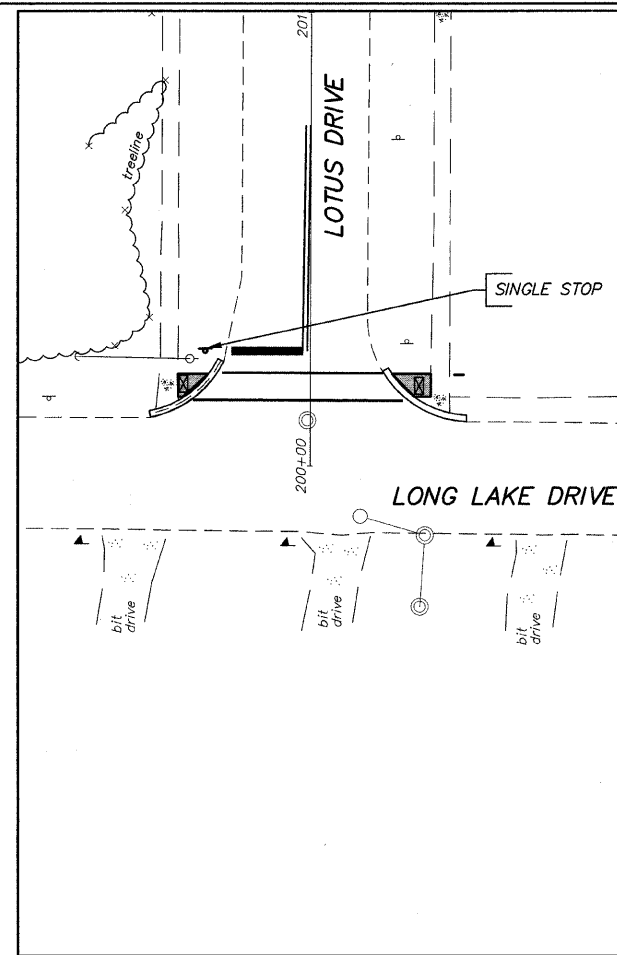
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET NO. 36 OF 73 SHEETS

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|--------|---------------------------|-----------|
| --- | 08-00062-00-SW | LAKE | 73 | 36 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



NOTE:
SEE SHEET 39 FOR DISTRICT 1
TYPICAL PAVEMENT MARKINGS

FILE NAME = 10258808.DWG

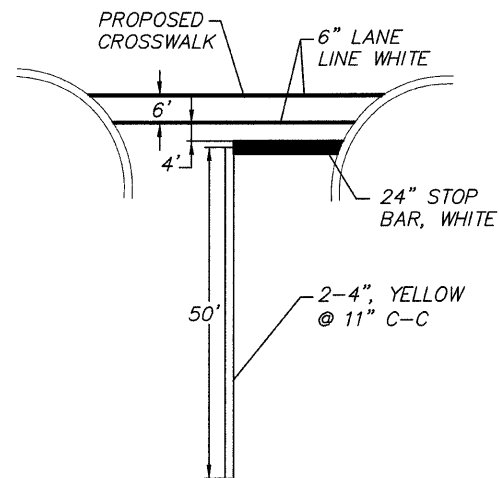
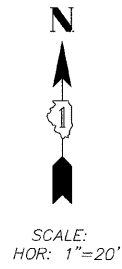
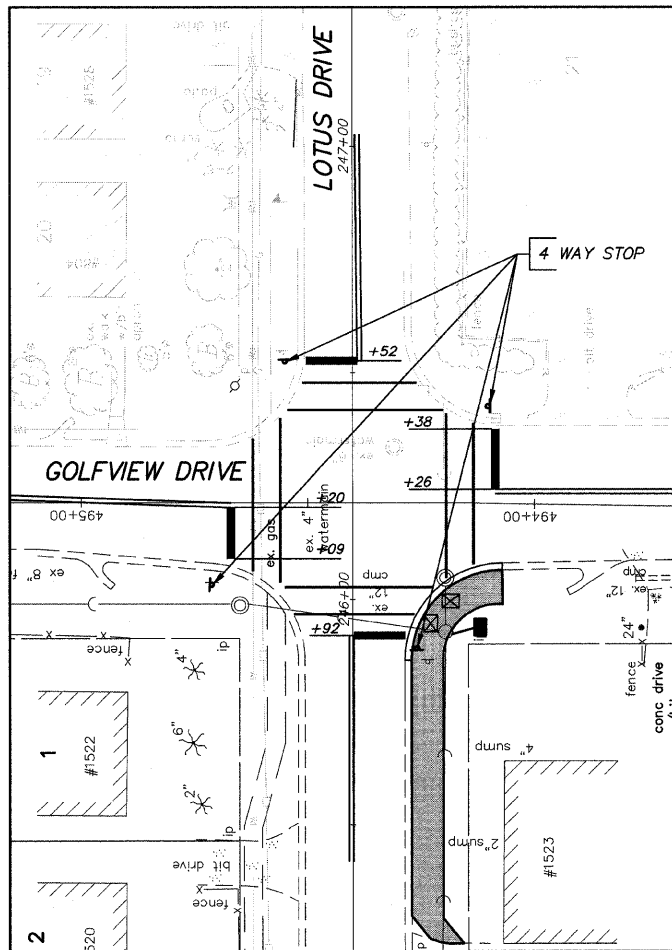
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| USER NAME = | DESIGNED - RJD | REVISED - |
| FILE NAME = | DRAWN - EC | REVISED - |
| PLOT SCALE = | CHECKED - RJD | REVISED - |
| PLOT DATE = | DATE - 10/02/09 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET NO. 37 OF 73 SHEETS

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|--------|---------------------------|-----------|
| --- | 08-00062-00-SW | LAKE | 73 | 37 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |



TYPICAL CROSSWALK DETAIL
NOT TO SCALE

NOTE:
SEE SHEET 39 FOR DISTRICT 1
TYPICAL PAVEMENT MARKINGS

FILE NAME = 10258808.DWG

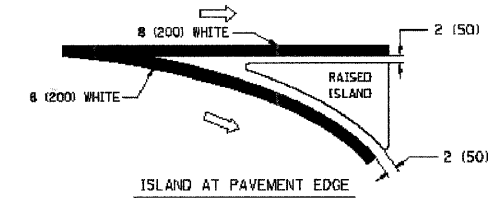
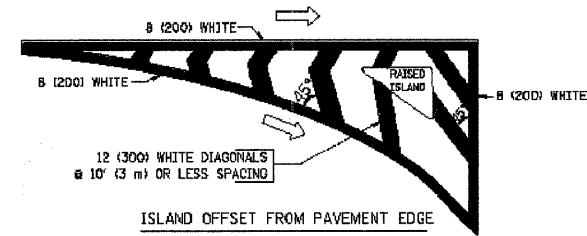
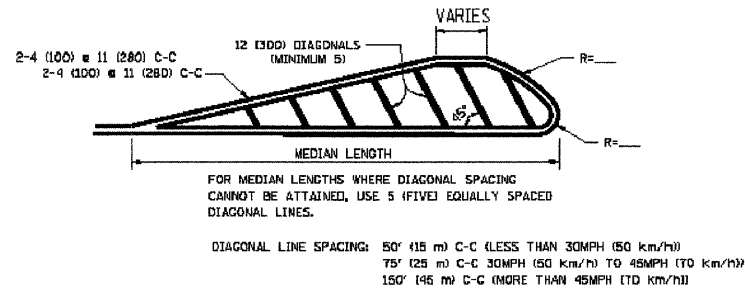
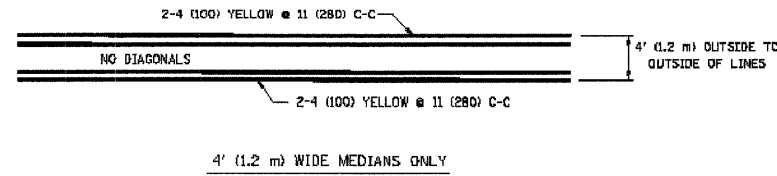
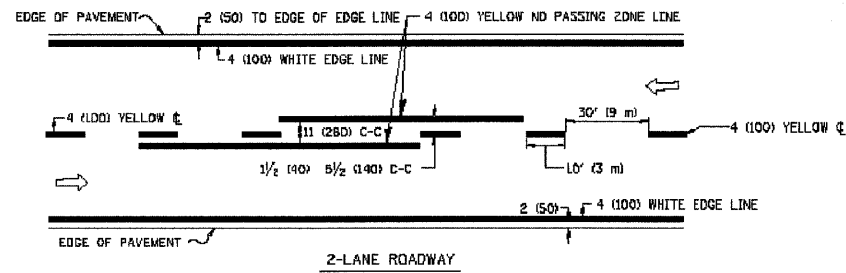
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| PLOT DATE = | DATE -- 10/02/09 | REVISED -- |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

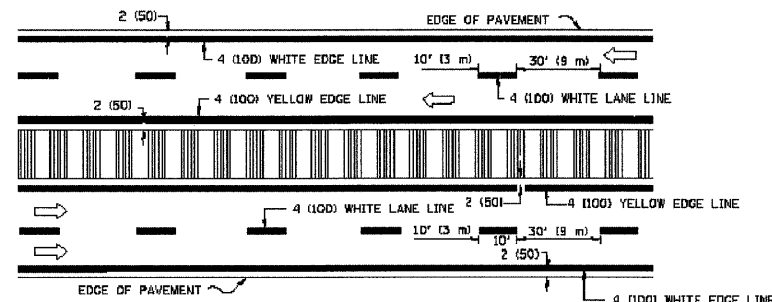
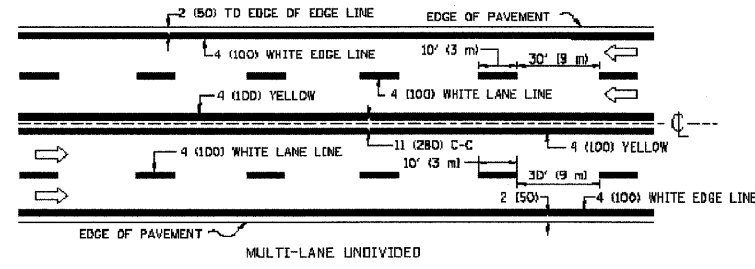
PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET NO. 38 OF 73 SHEETS

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|--------|---------------------------|-----------|
| --- | 08-00062-00-SW | LAKE | 73 | 38 |
| CONTRACT NO. 63280 | | | ILLINOIS FED. AID PROJECT | |

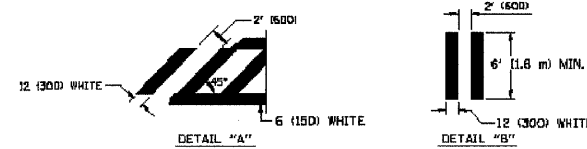
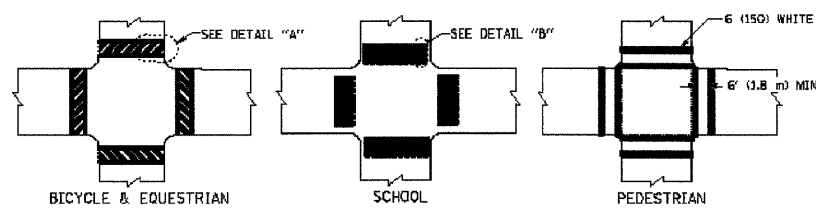


TYPICAL ISLAND MARKING

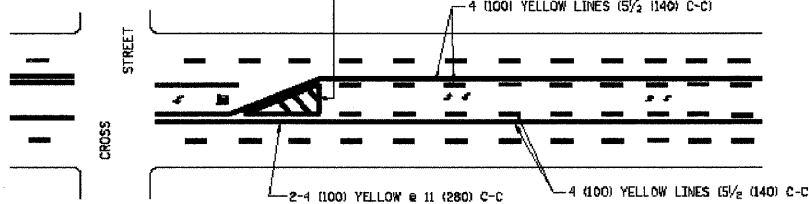


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

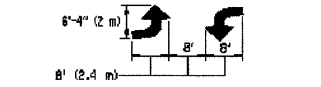
TYPICAL LANE AND EDGE LINE MARKING



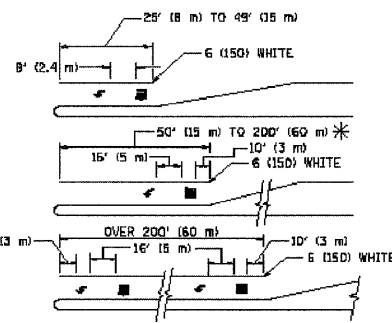
TYPICAL CROSSWALK MARKING



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



TYPICAL 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".

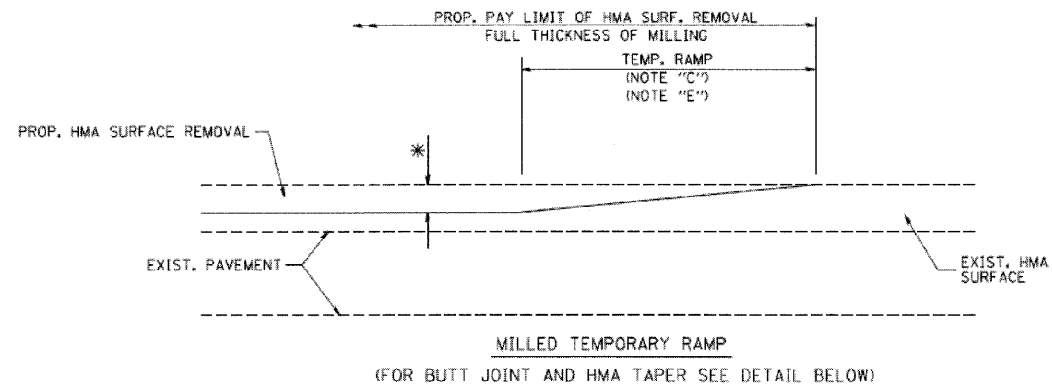
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

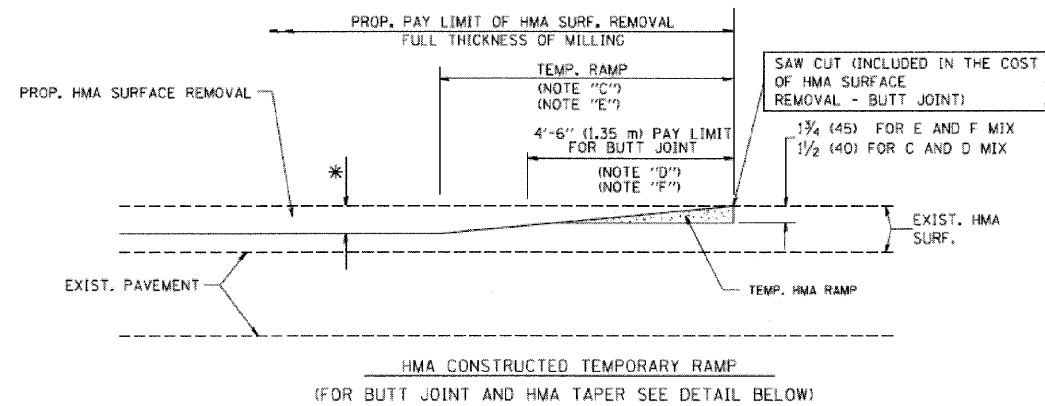
| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 30' (9 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 5 1/2 (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' (2.4 m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| DORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF "X" = 3.6 SQ. FT. (0.33 m ²) EACH "X" = 54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |

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

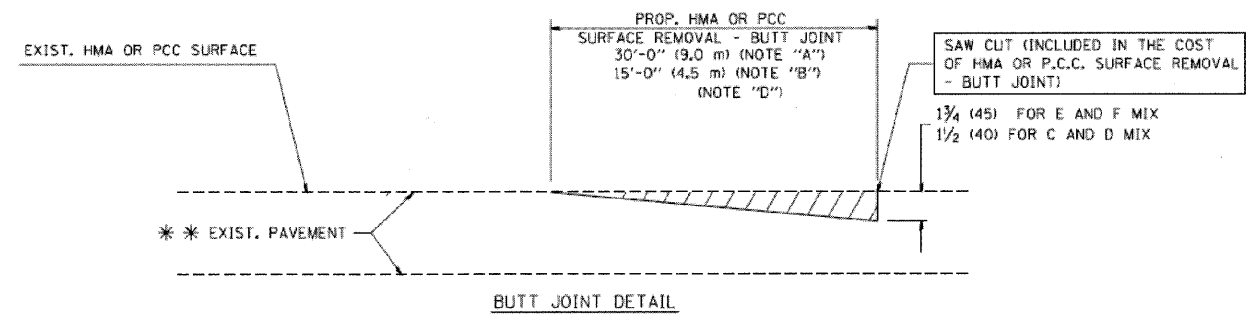
All dimensions are in inches (millimeters) unless otherwise shown.



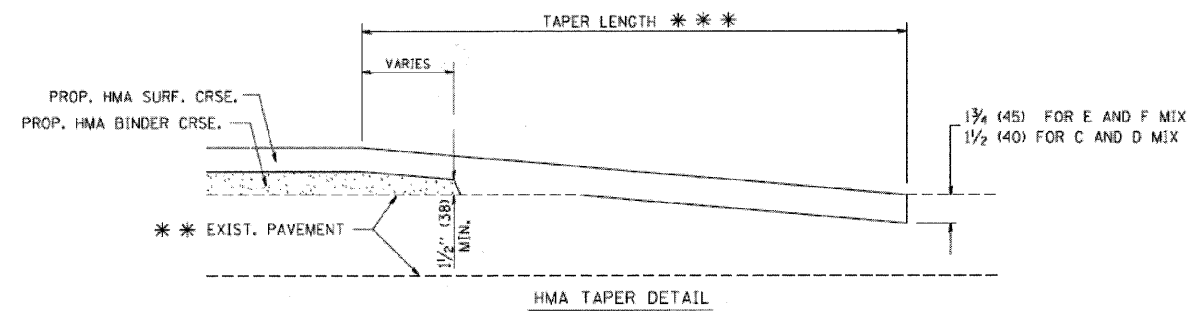
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

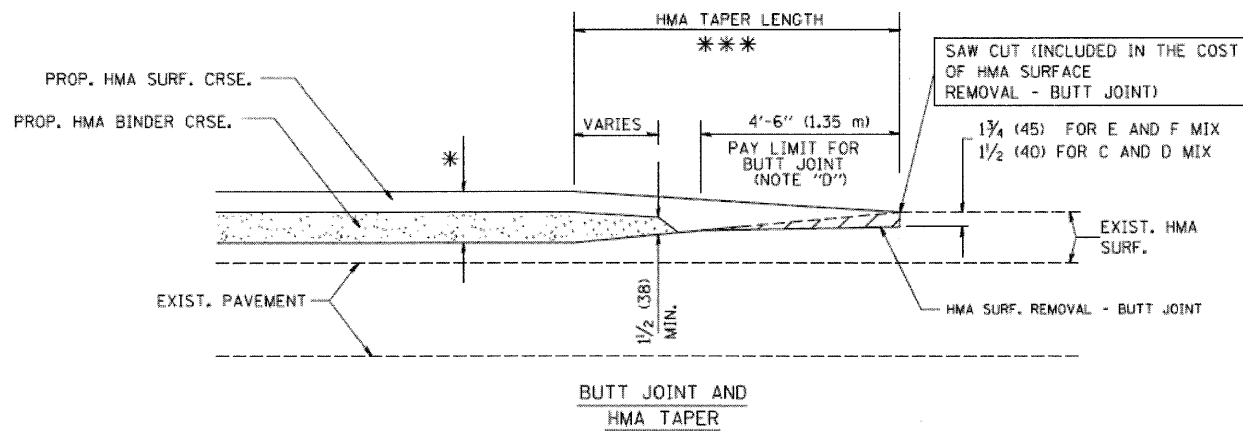
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

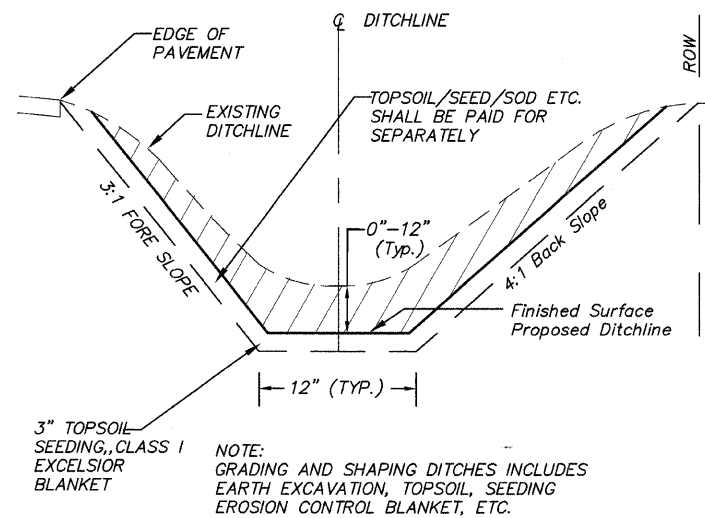
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".



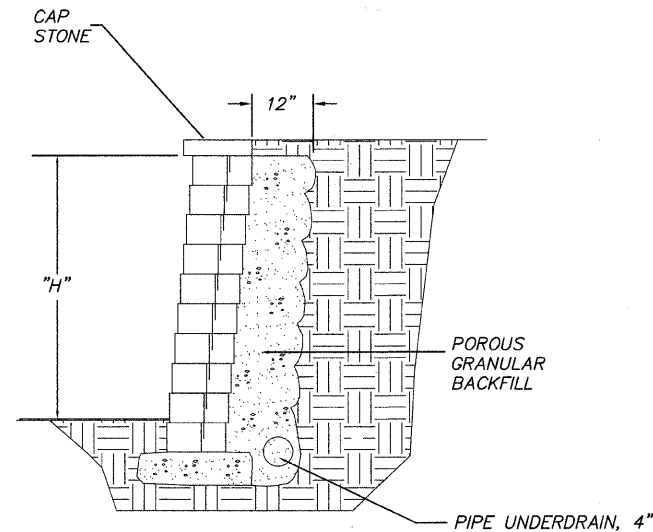
BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

| | | | | | | | | | | | |
|--------------------------|--------------|------------------|------------|---|---|---------------------------|----------------|--------|--------------|-----------|--|
| FILE NAME = 10258809.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BUTT JOINT AND HMA TAPER DETAILS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 40 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | | SCALE: N.T.S. | SHEET NO. 40 OF 73 SHEETS | | | | | |

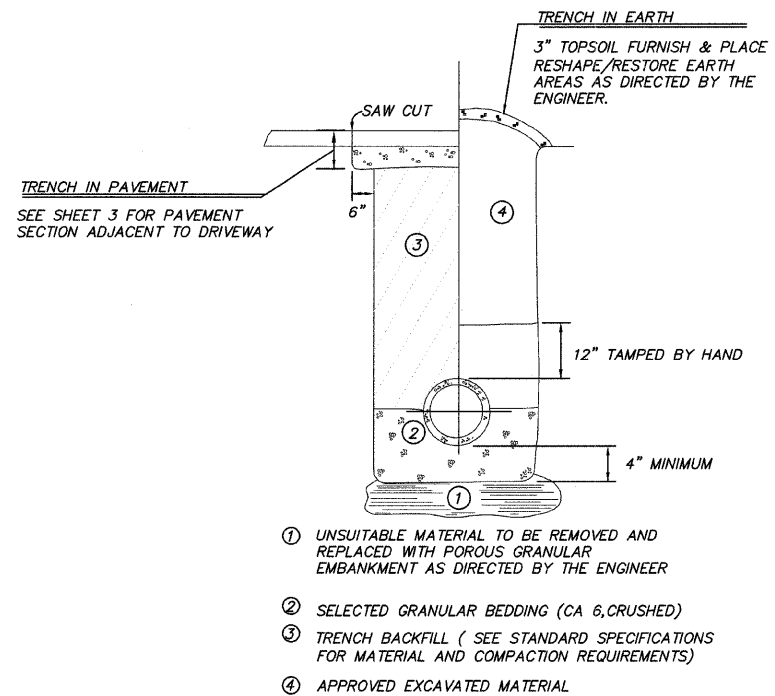


**TYPICAL SECTION -
GRADING AND SHAPING DITCHES**



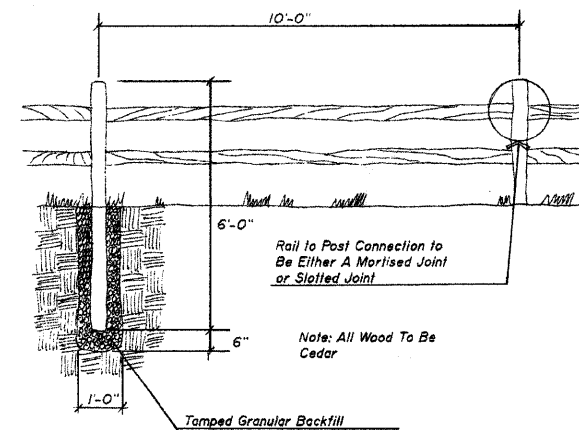
STONE RETAINING WALL DETAIL

NOT TO SCALE



TYPICAL TRENCH DETAIL

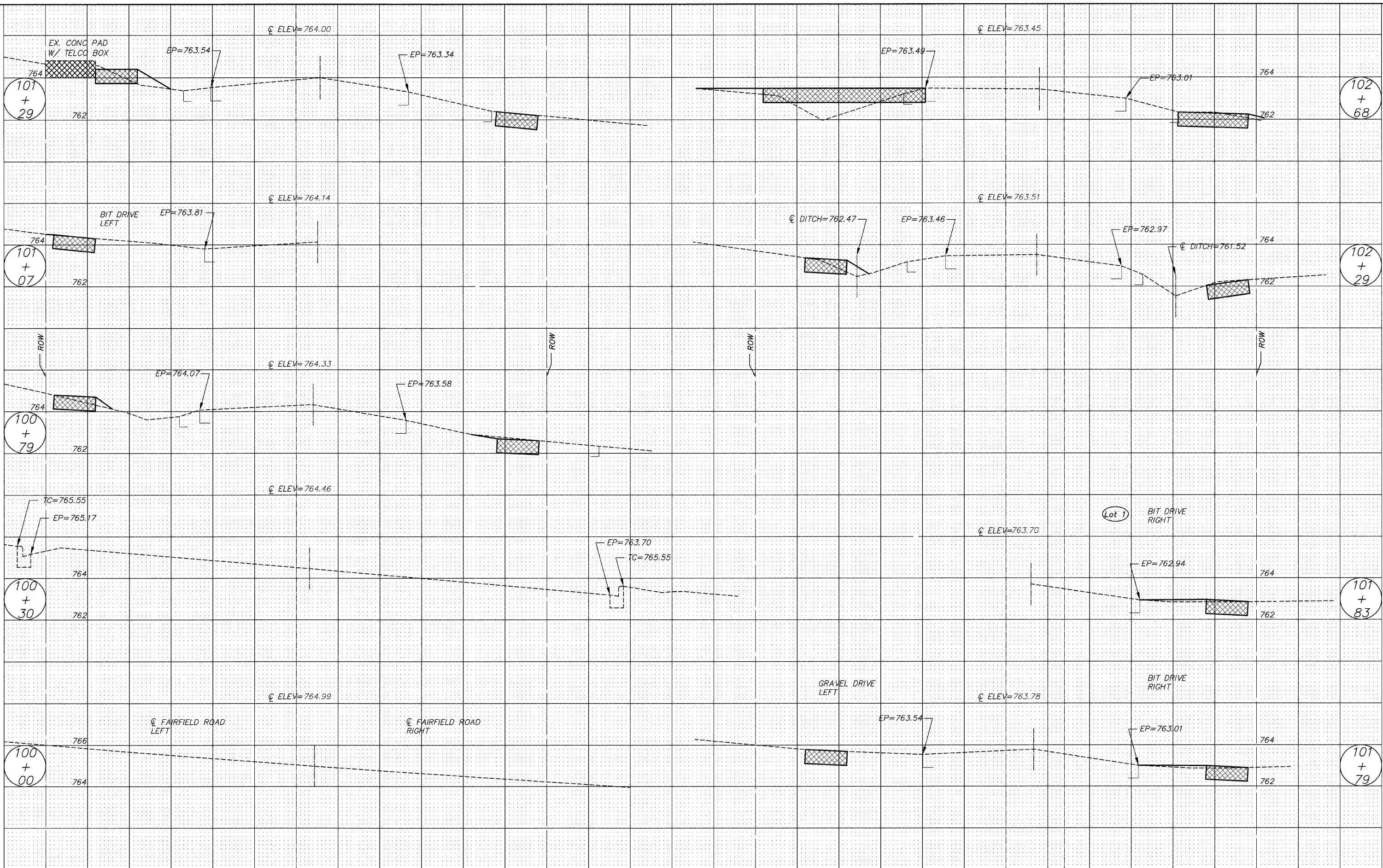
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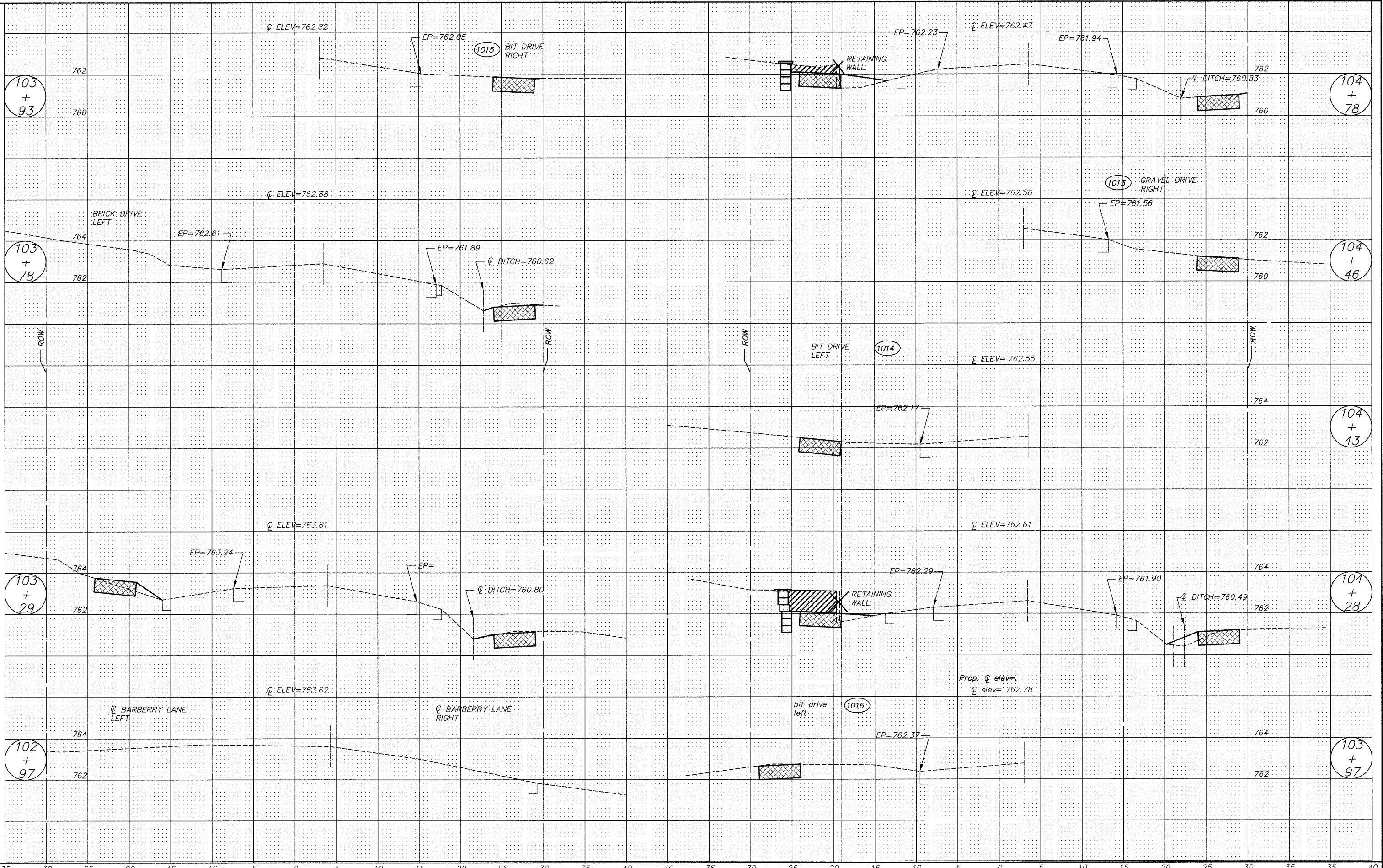
**RUSTIC WOOD POST AND
RAIL FENCE DETAIL**

NOT TO SCALE

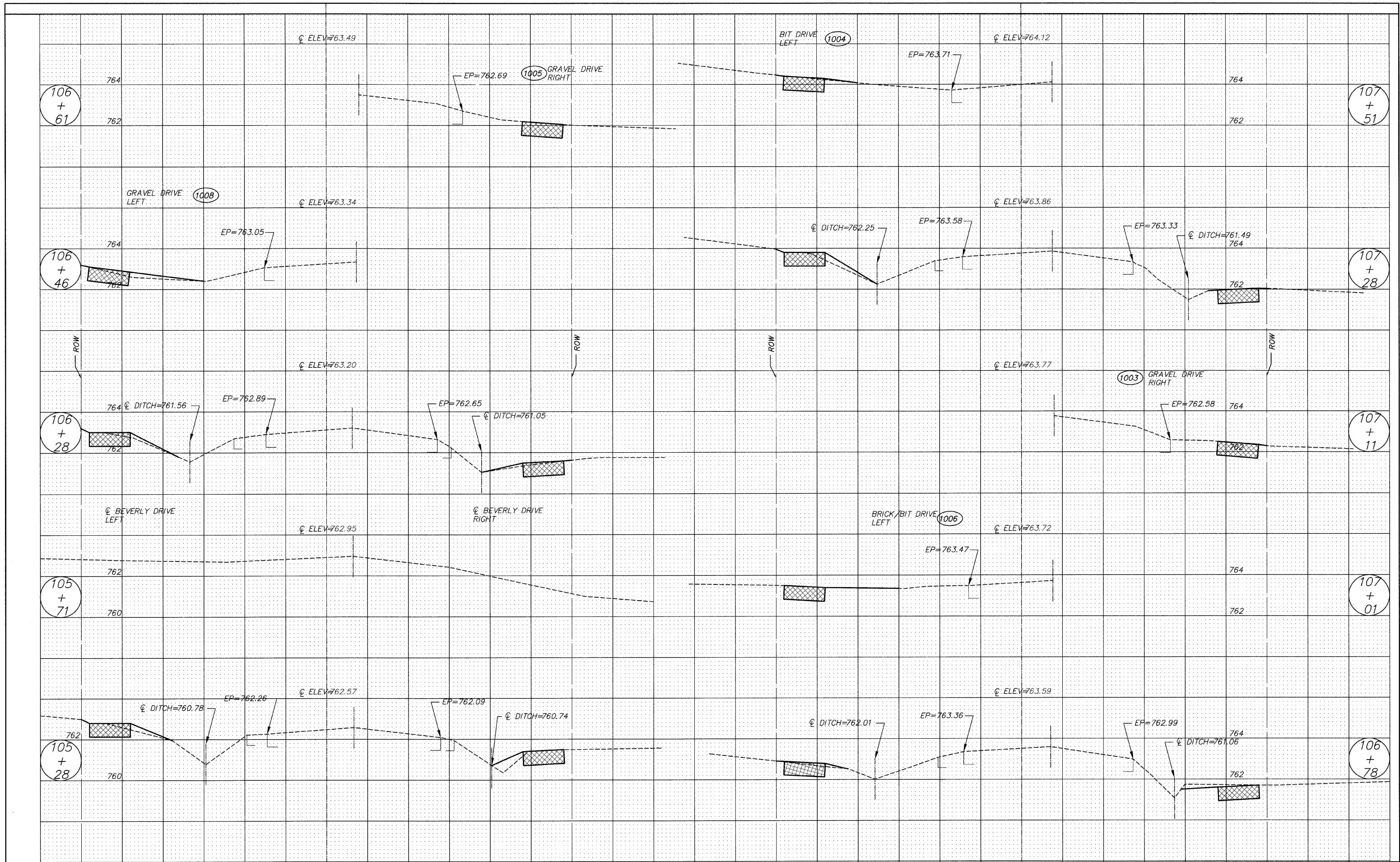
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| FILE NAME = 10258803.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SPECIAL DETAILS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 41 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | SCALE: N.T.S. | | SHEET NO. 41 OF 73 SHEETS | | ILLINOIS FED. AID PROJECT | |



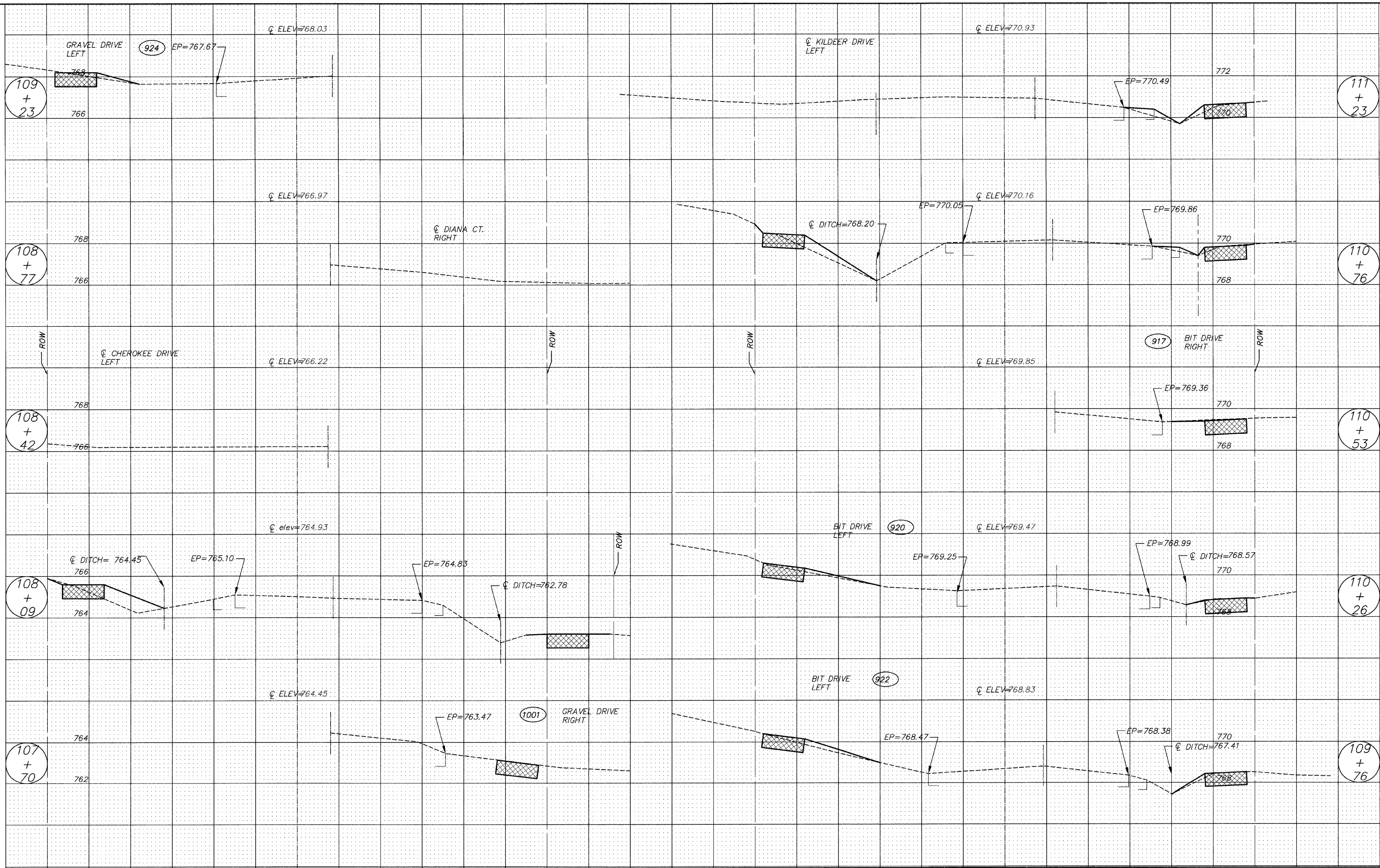
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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS - SECTIONS | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | SCALE: 1"=5' | SHEET NO. 42 OF 73 SHEETS | STA. 100+00 | TO STA. 102+68 | --- | 08-00062-00-SW | LAKE | 73 | 42 |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | CONTRACT NO. 63280 | | | | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | ILLINOIS FED. AID PROJECT | | | | | | | | |



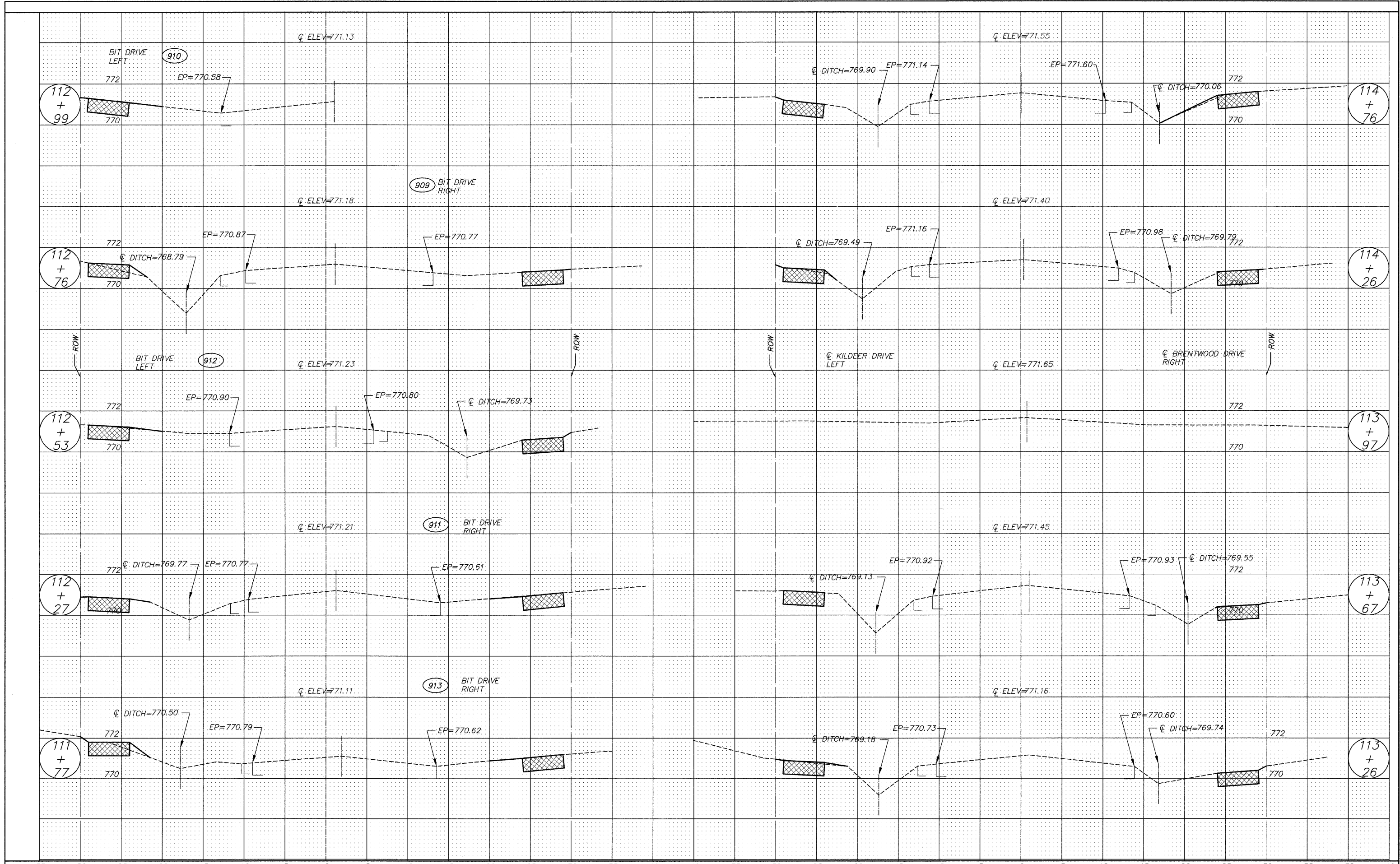
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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN - EC | REVISED - | | | --- | 08-00062-00-SW | LAKE | 73 | 43 | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: 1"=5' | | SHEET NO. 43 OF 73 SHEETS | | STA. 102+97 TO STA. 104+78 | | | |

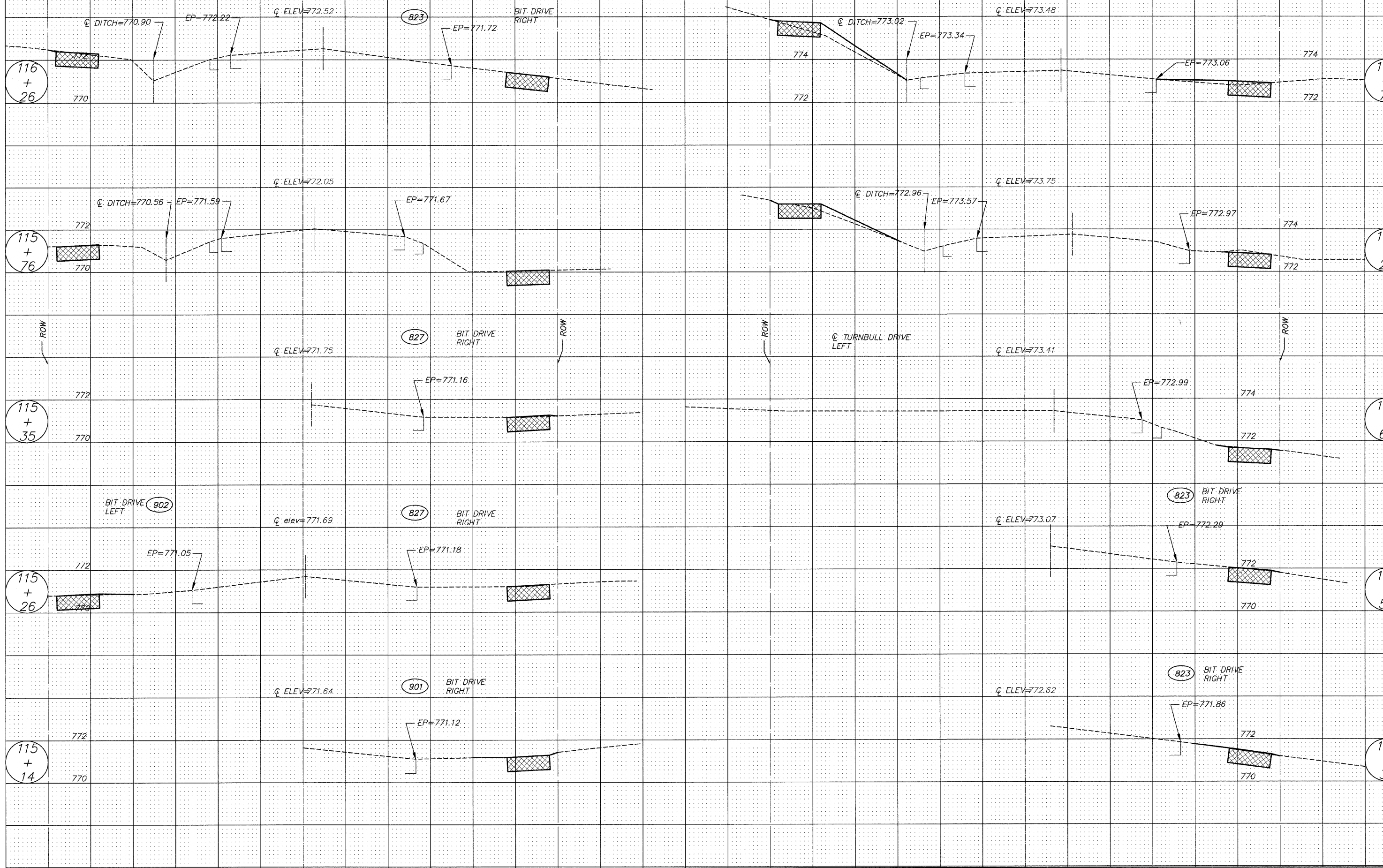


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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED - BJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | SCALE: 1"=5' | SHEET NO. 44 OF 73 SHEETS | STA. 105+28 | 08-00062-00-SW | LAKE | 73 | 44 |
| | PLOT SCALE = | CHECKED - BJD | REVISED - | | TO STA. 107+51 | | CONTRACT NO. 63280 | | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | | | | | | | |

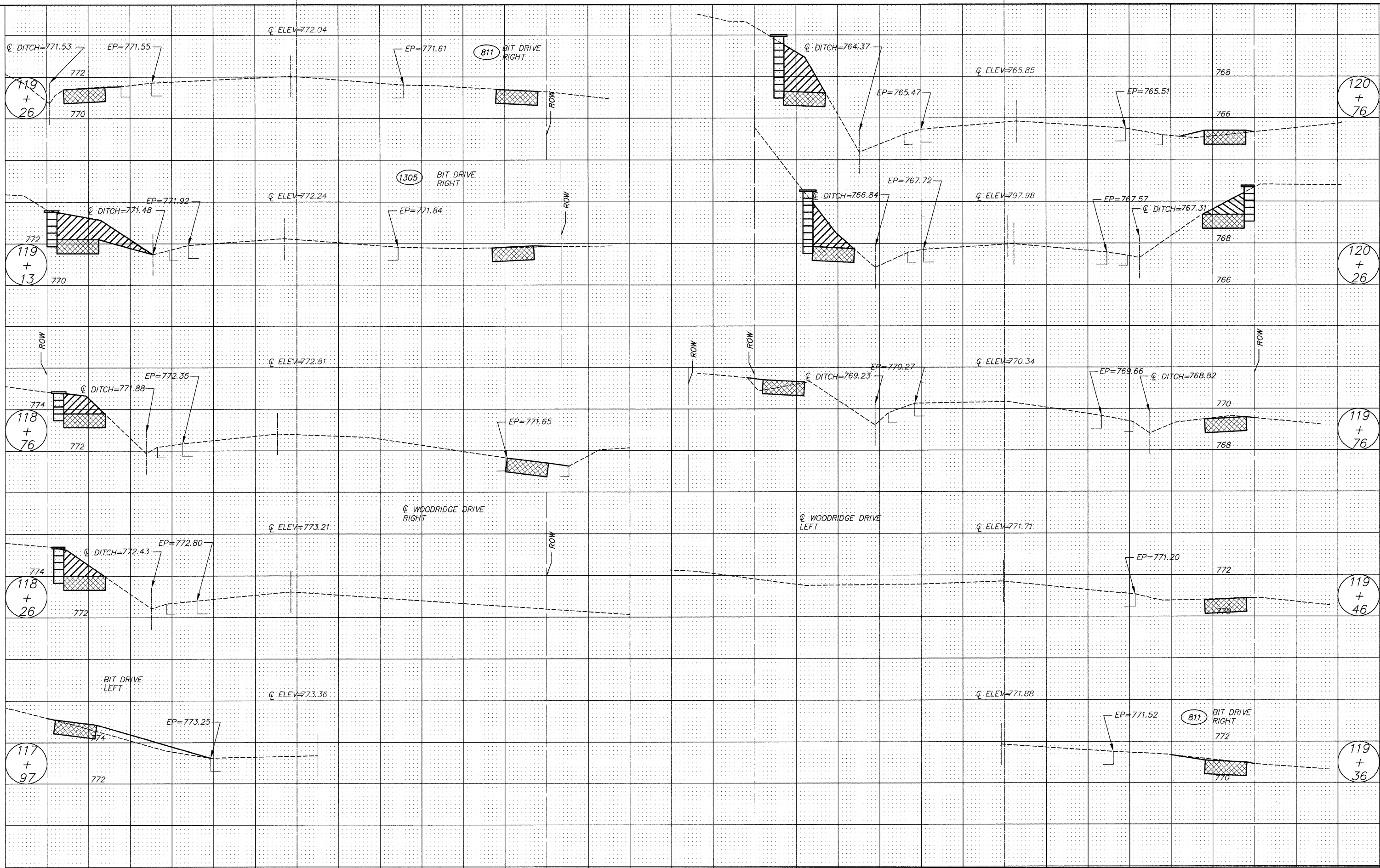


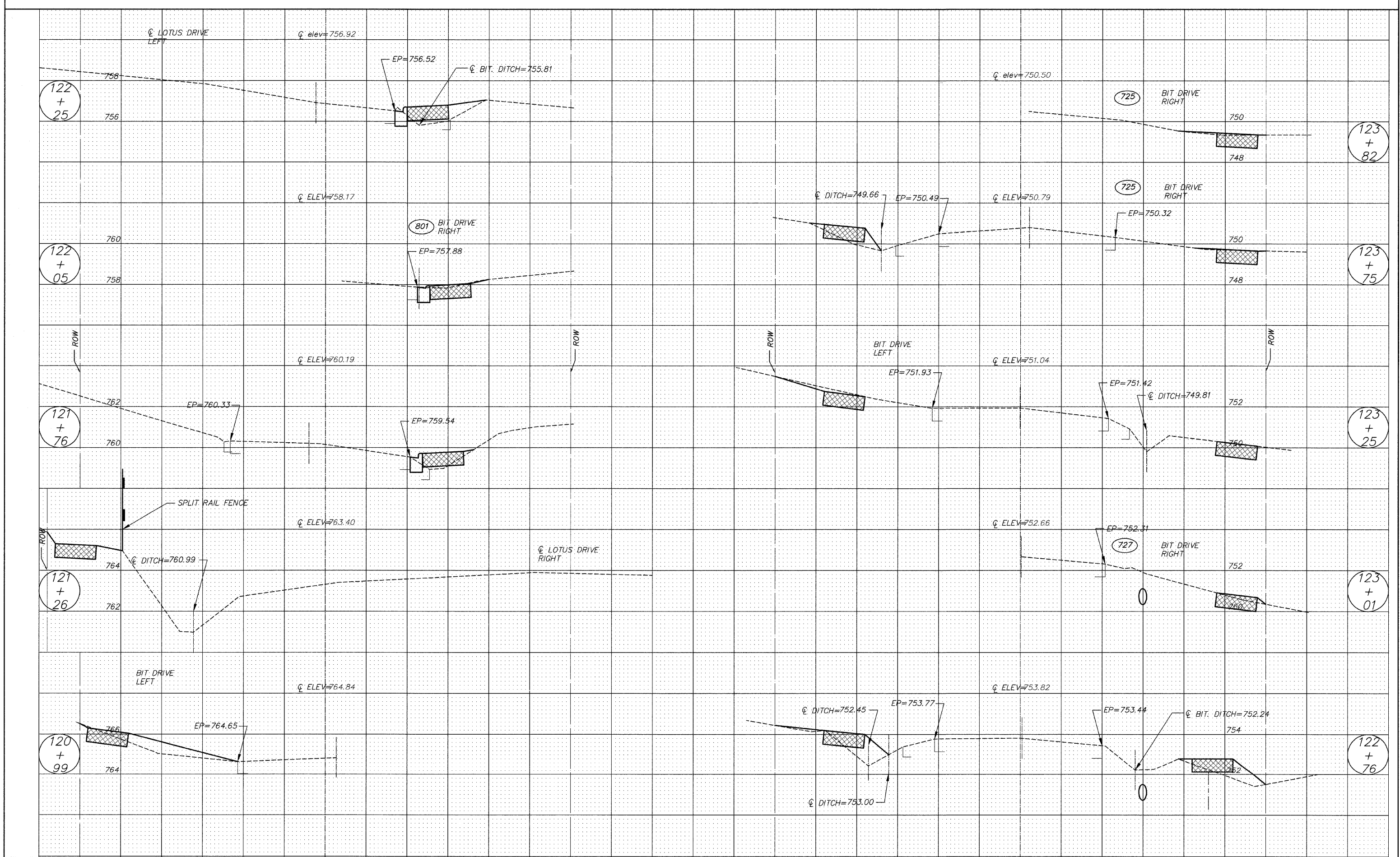
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| | FILE NAME = | DRAWN -- EC | REVISED -- | | | | | | --- | 08-0062-00-SW | LAKE | 73 | 45 |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | SCALE: 1"=5' | | | | SHEET NO. 45 OF 73 SHEETS STA. 107+70 TO STA. 111+23 | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | CONTRACT NO. 63280 ILLINOIS FED. AID PROJECT | | | | | | | | |



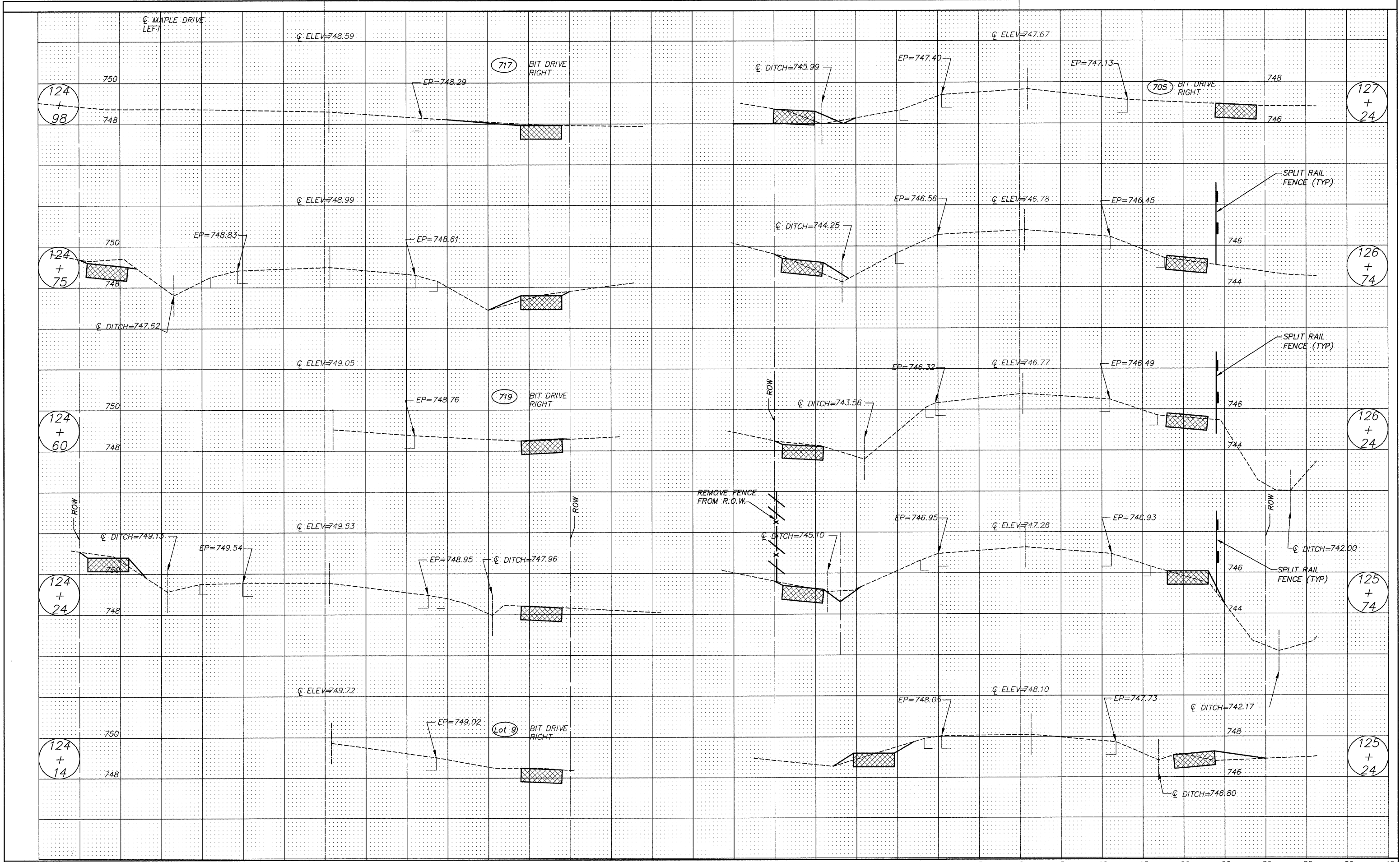


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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-0062-00-SW | LAKE | 73 | 47 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | | | | SHEET NO. 47 OF 73 SHEETS STA. 115+14 TO STA. 117+76 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | CONTRACT NO. 63280 | | | | ILLINOIS FED. AID PROJECT | | | | |

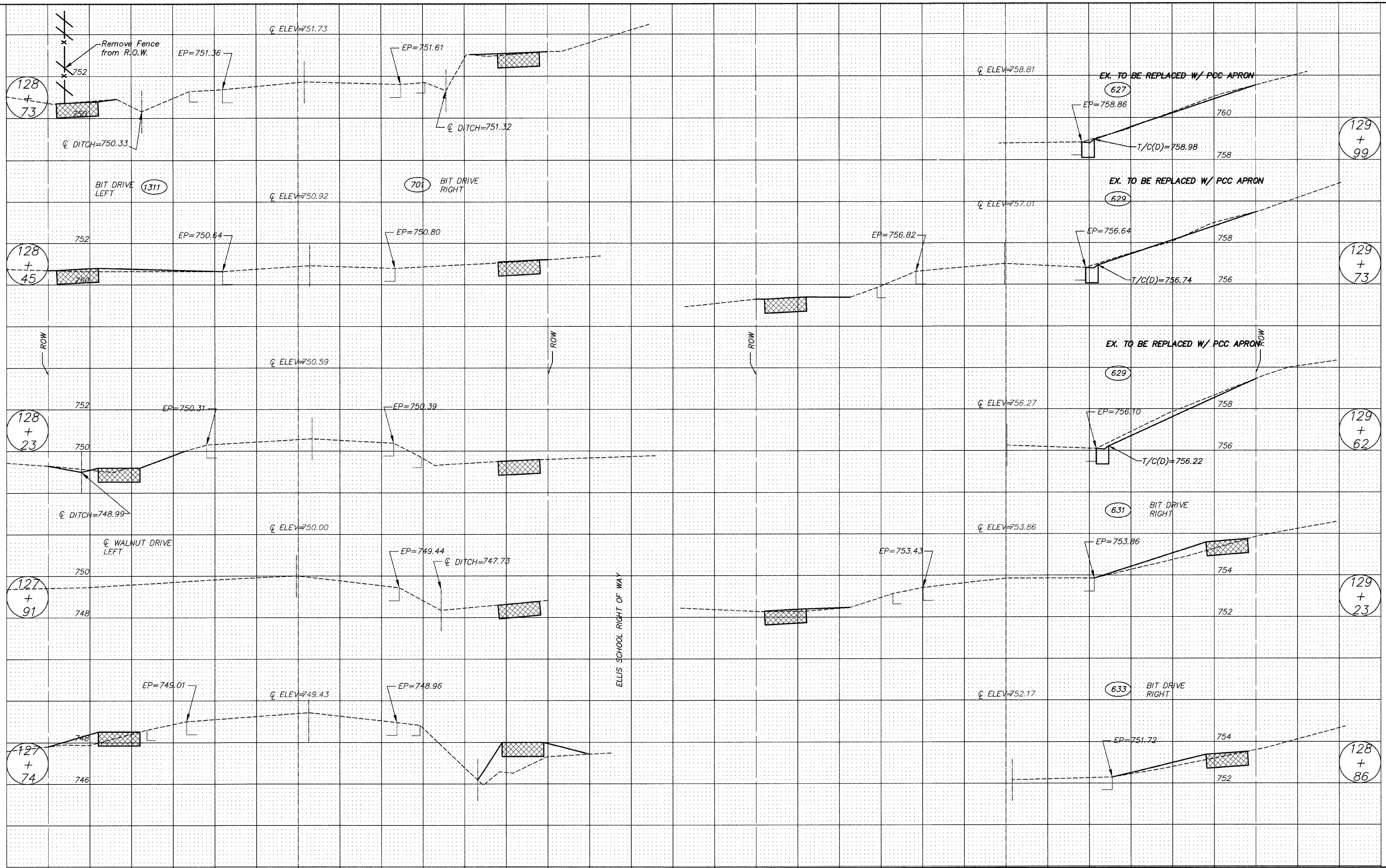




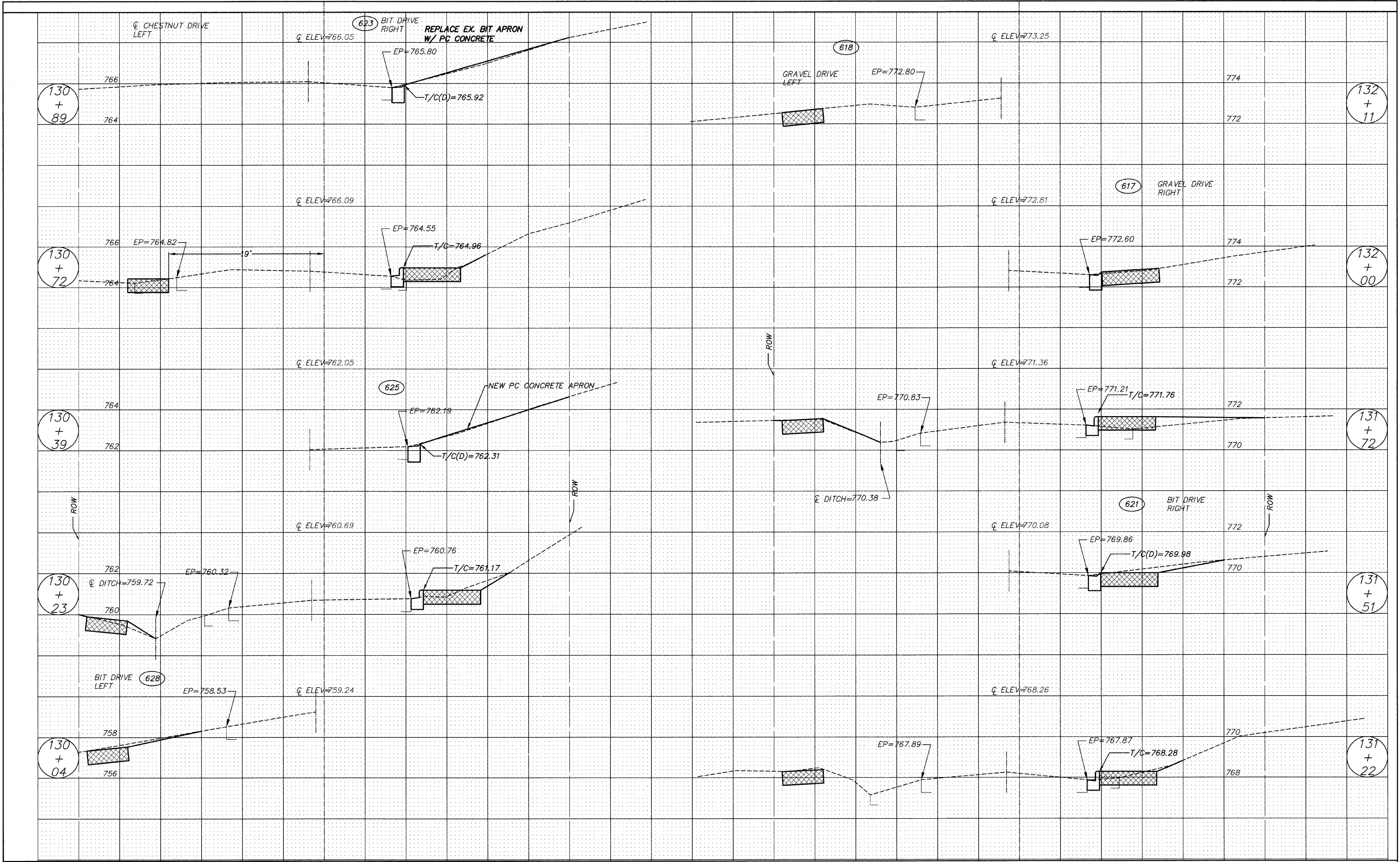
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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 49 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 49 OF 73 SHEETS | STA. 120+99 | TO STA. 123+82 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |



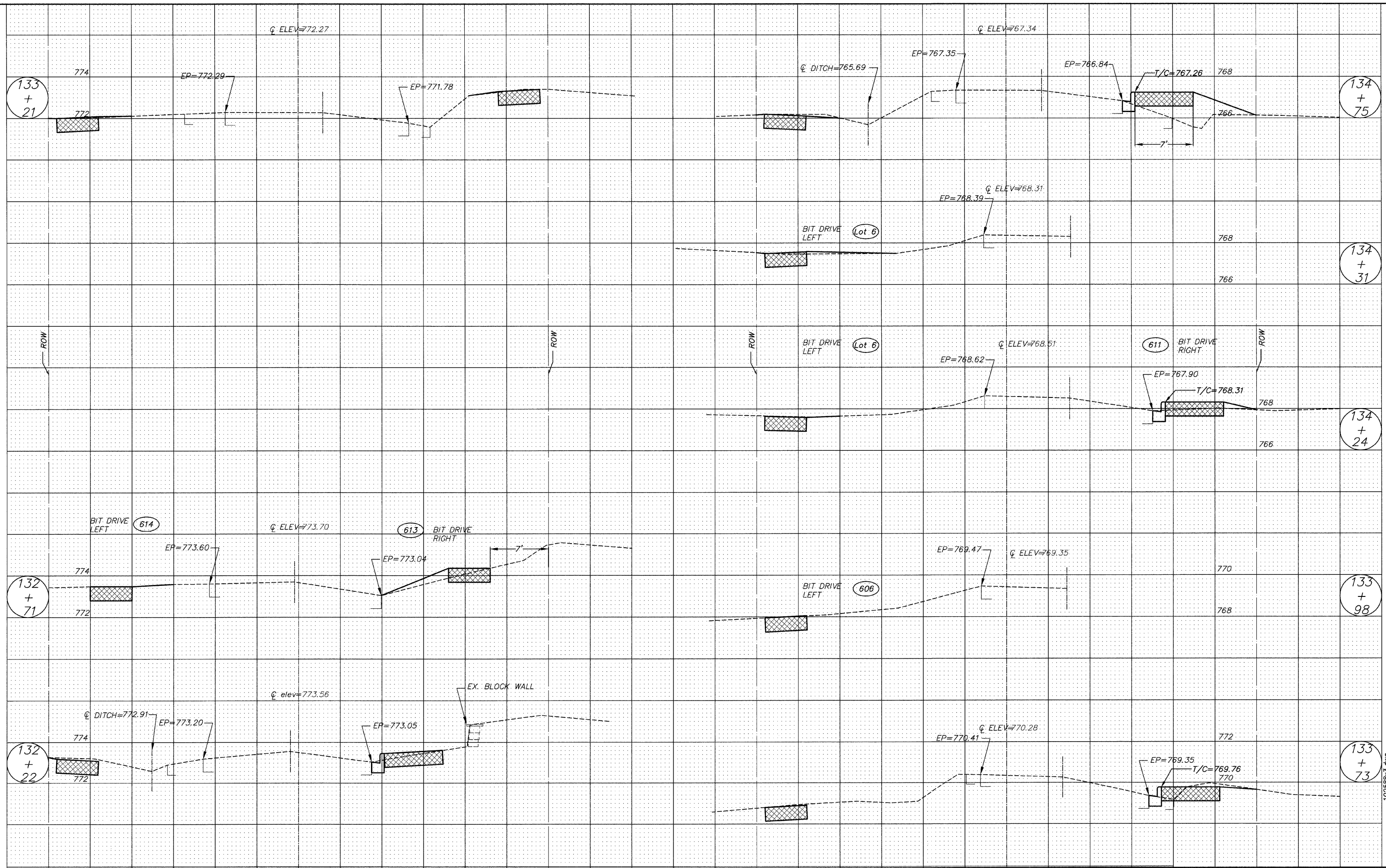
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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 50 | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 50 OF 73 SHEETS | STA. 124+14 | TO STA. 127+24 | CONTRACT NO. 63280 | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |



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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 51 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 51 OF 73 SHEETS | STA. 127+74 | TO STA. 129+99 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

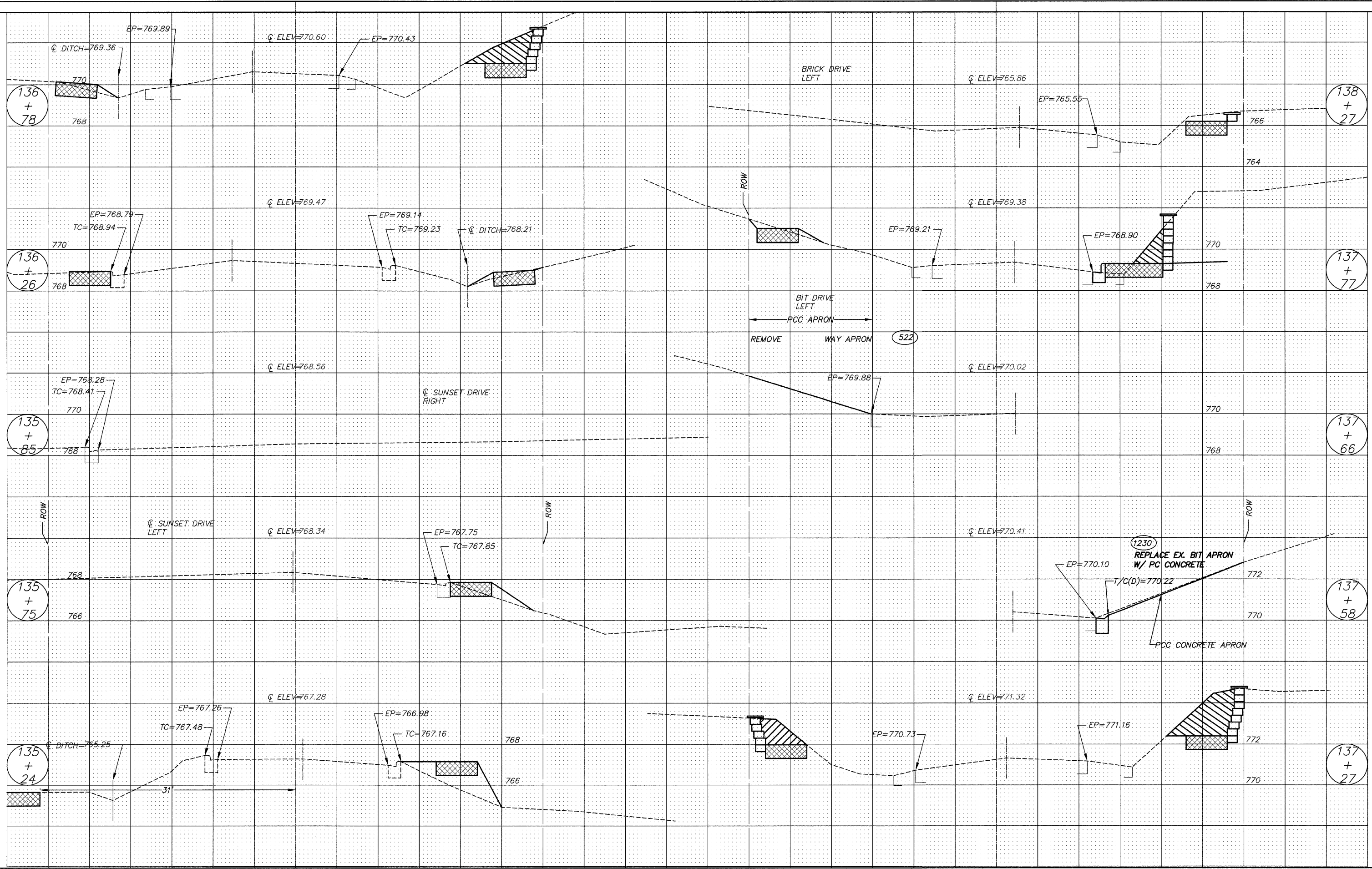


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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | SCALE: 1"=5' | SHEET NO. 52 OF 73 SHEETS | STA. 130+04 | TO STA. 132+11 | 08-00062-00-SW | LAKE | 73 | 52 |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | CONTRACT NO. 63280 | | | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

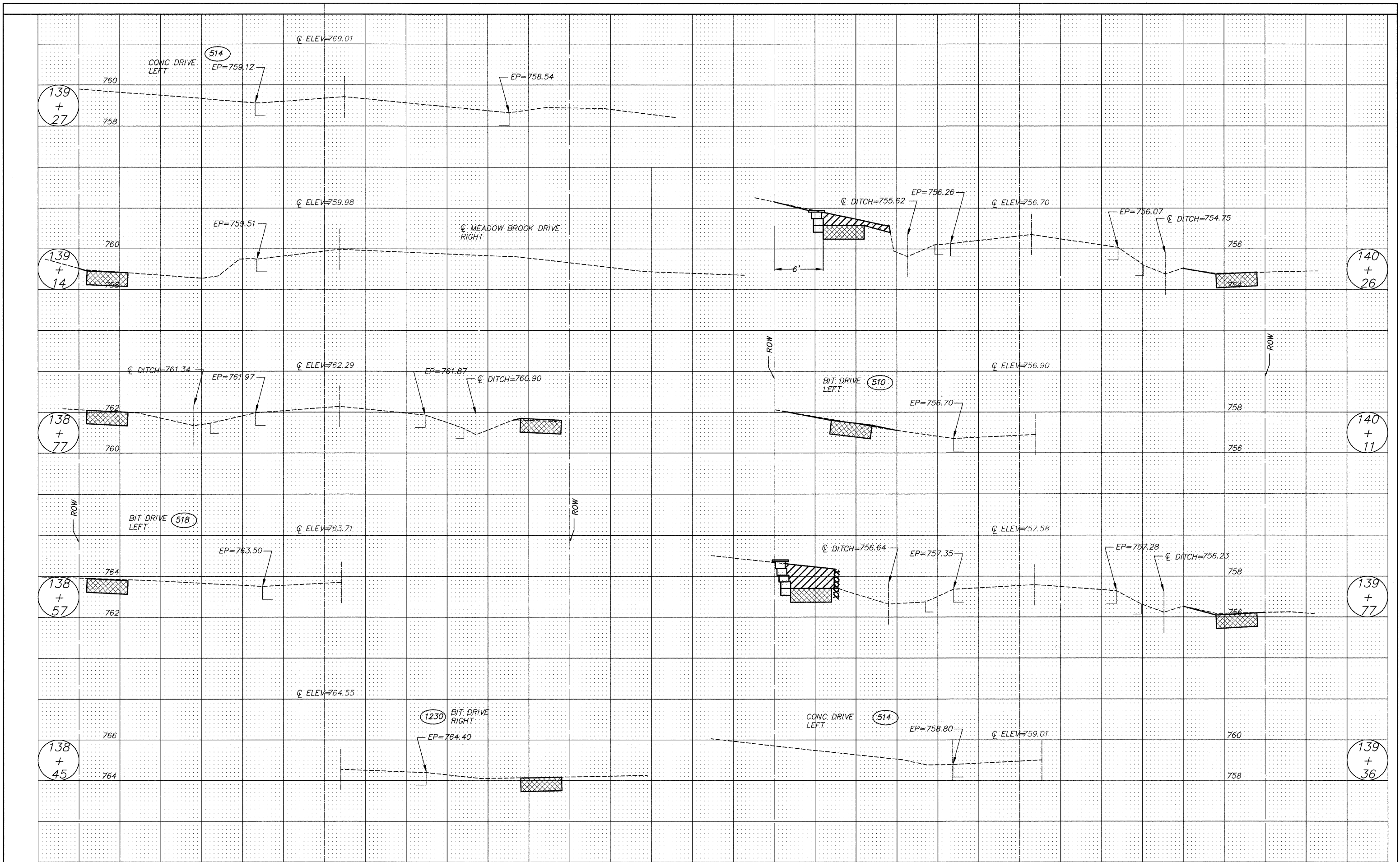


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| PLOT SCALE = | DRAWN - EC | REVISED - | --- | | 08-00062-00-SW | LAKE | 73 | 53 | | | |
| PLOT DATE = | CHECKED - RJD | REVISED - | CONTRACT NO. 63280 | | | | | | | | |
| | DATE - 10/02/09 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | SCALE: 1"=5' | | SHEET NO. 53 OF 73 SHEETS | | STA. 132+22 | | TO STA. 134+75 | |

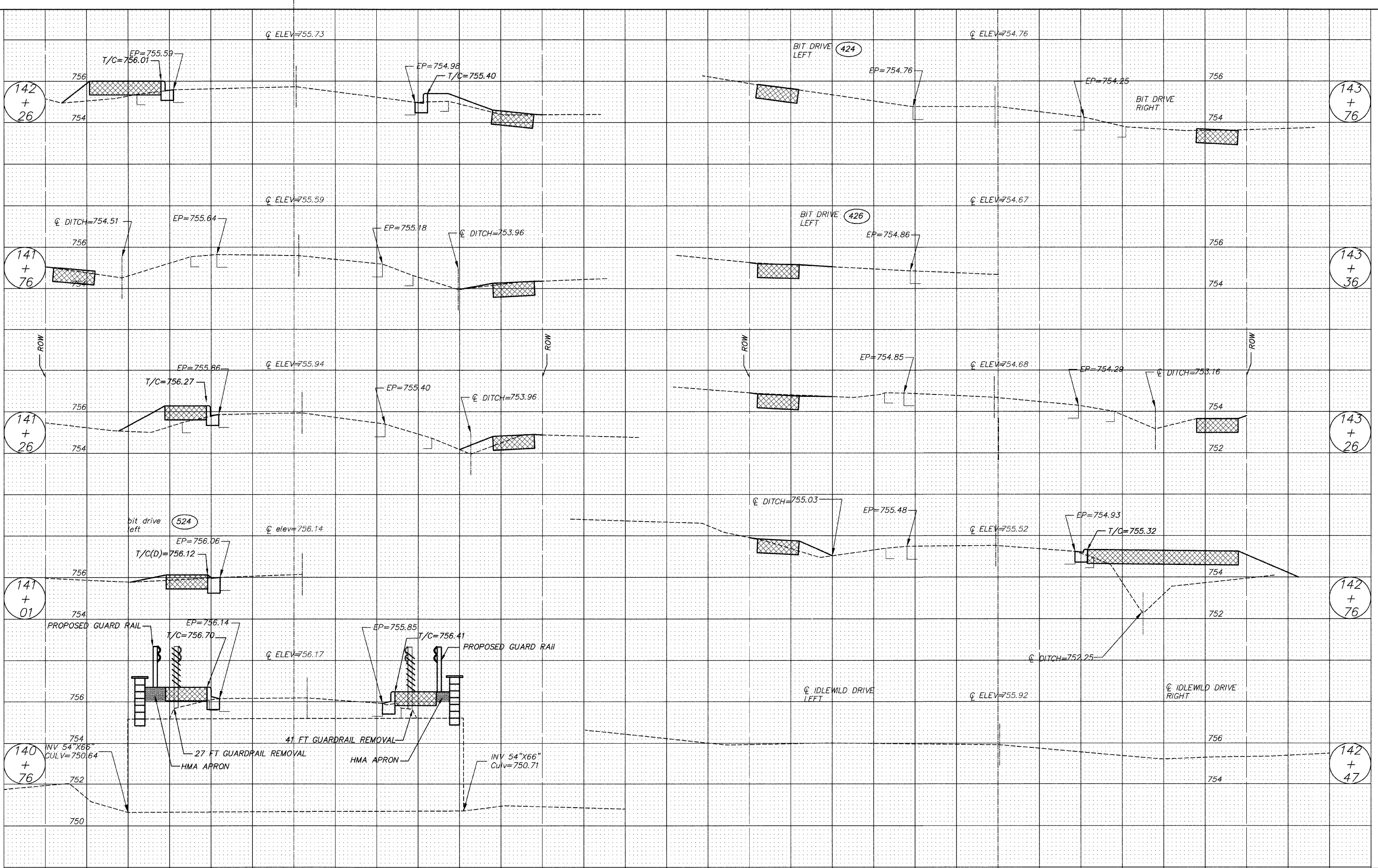
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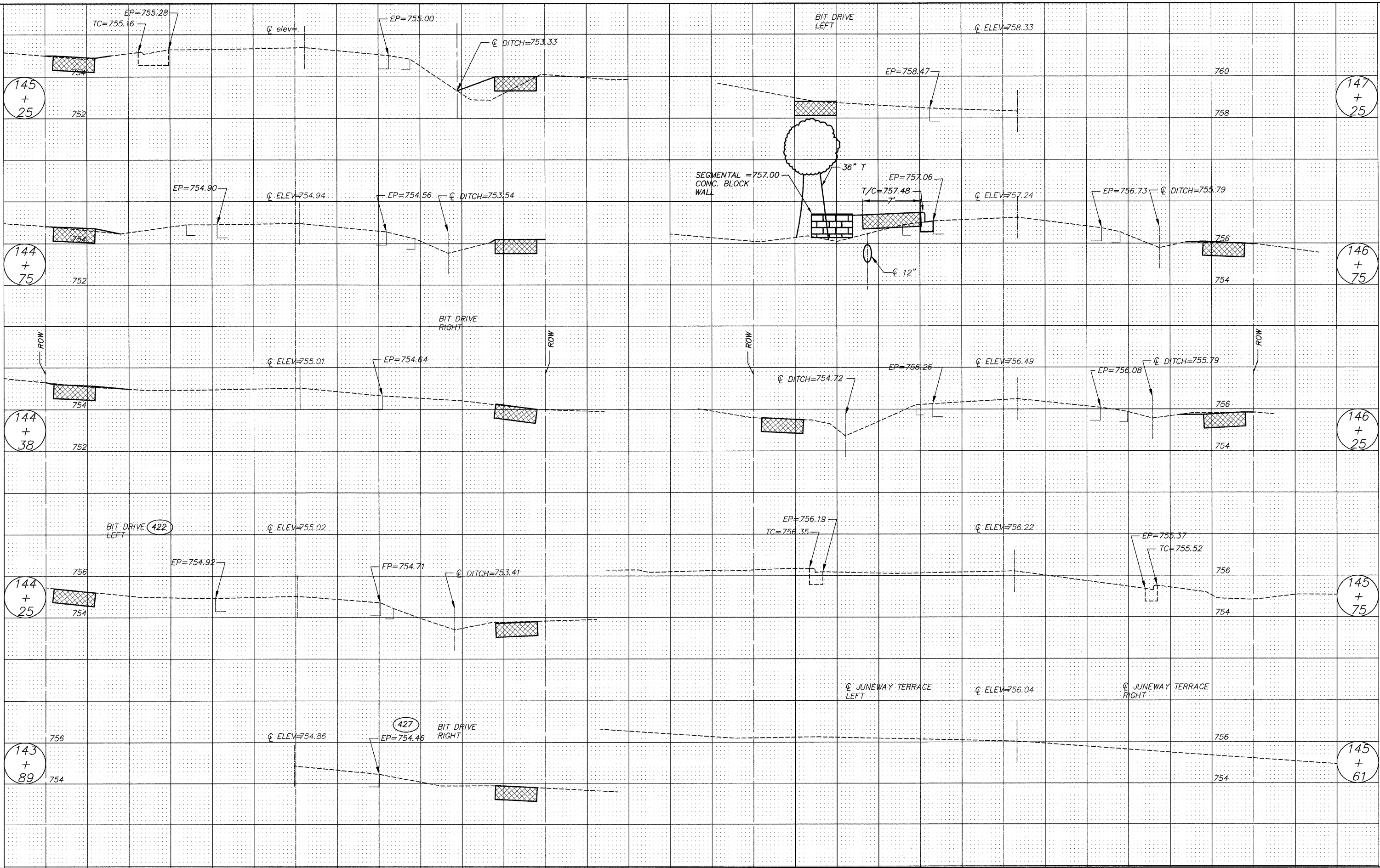
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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 54 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 54 OF 73 SHEETS | STA. 135+24 | TO STA. 138+27 | | CONTRACT NO. 63280 | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | |

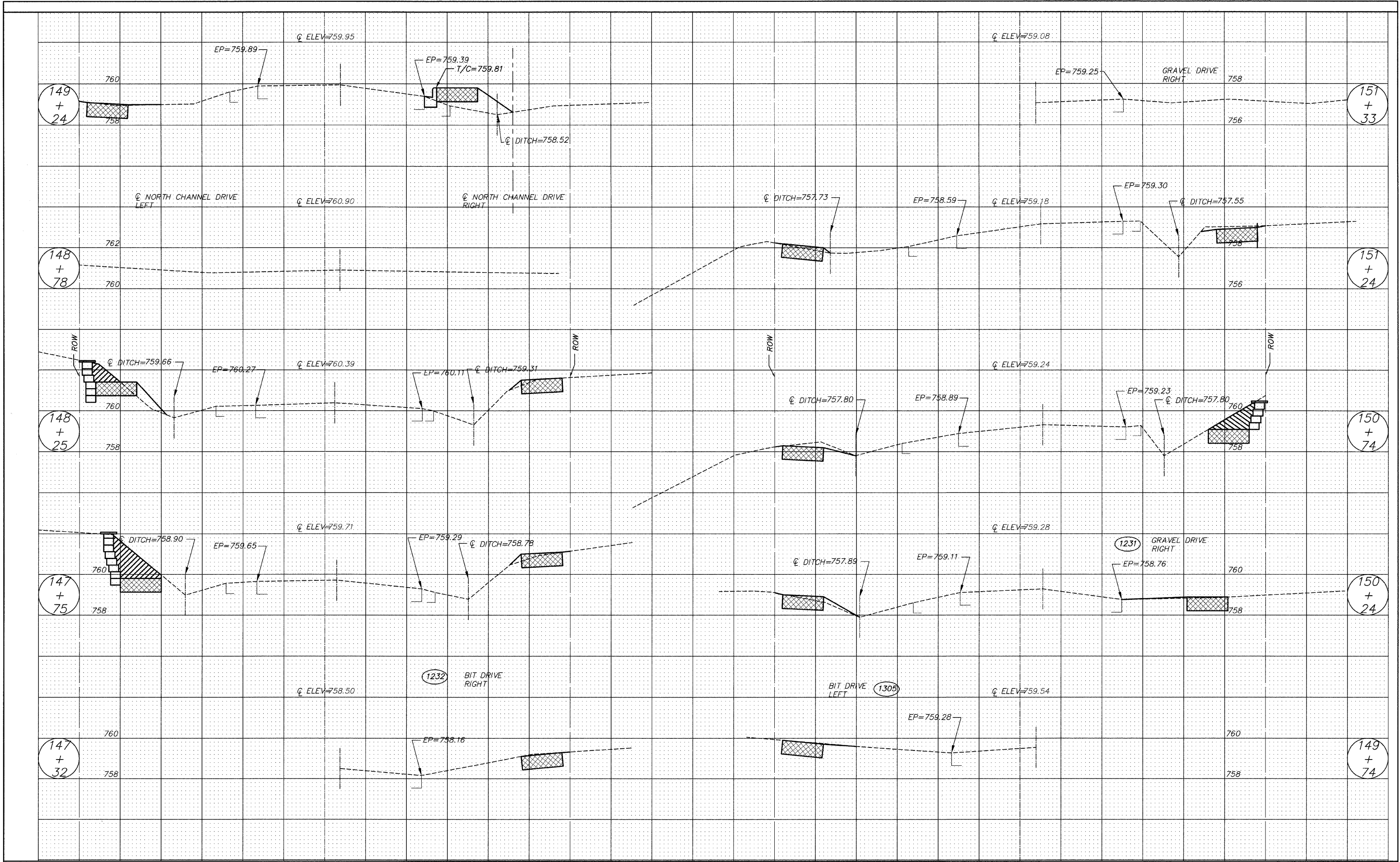


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| FILE NAME = 102588x3.DWG | USER NAME = | DESIGNED - RJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 55 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 55 OF 73 SHEETS | STA. 138+45 | TO STA. 140+26 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

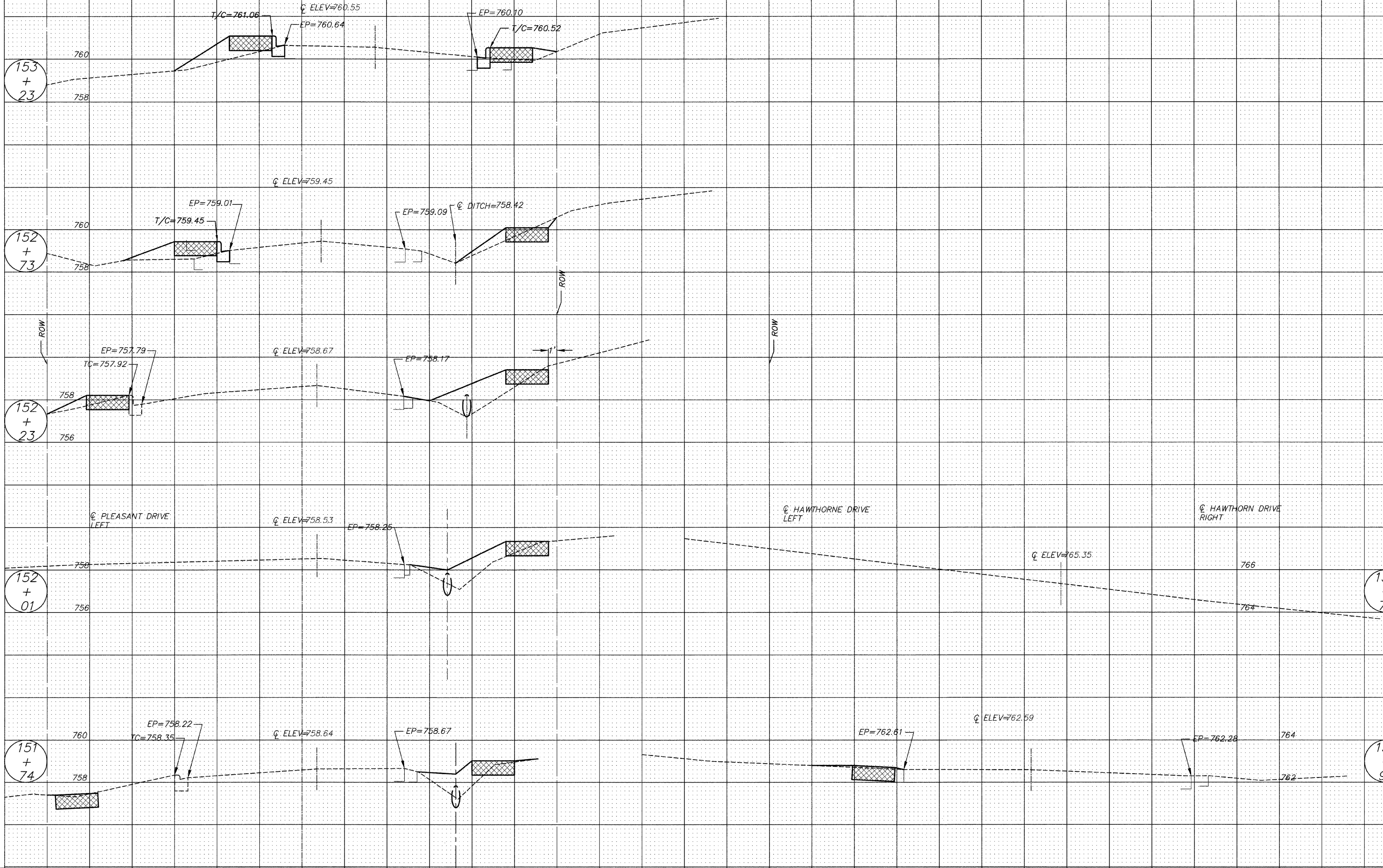


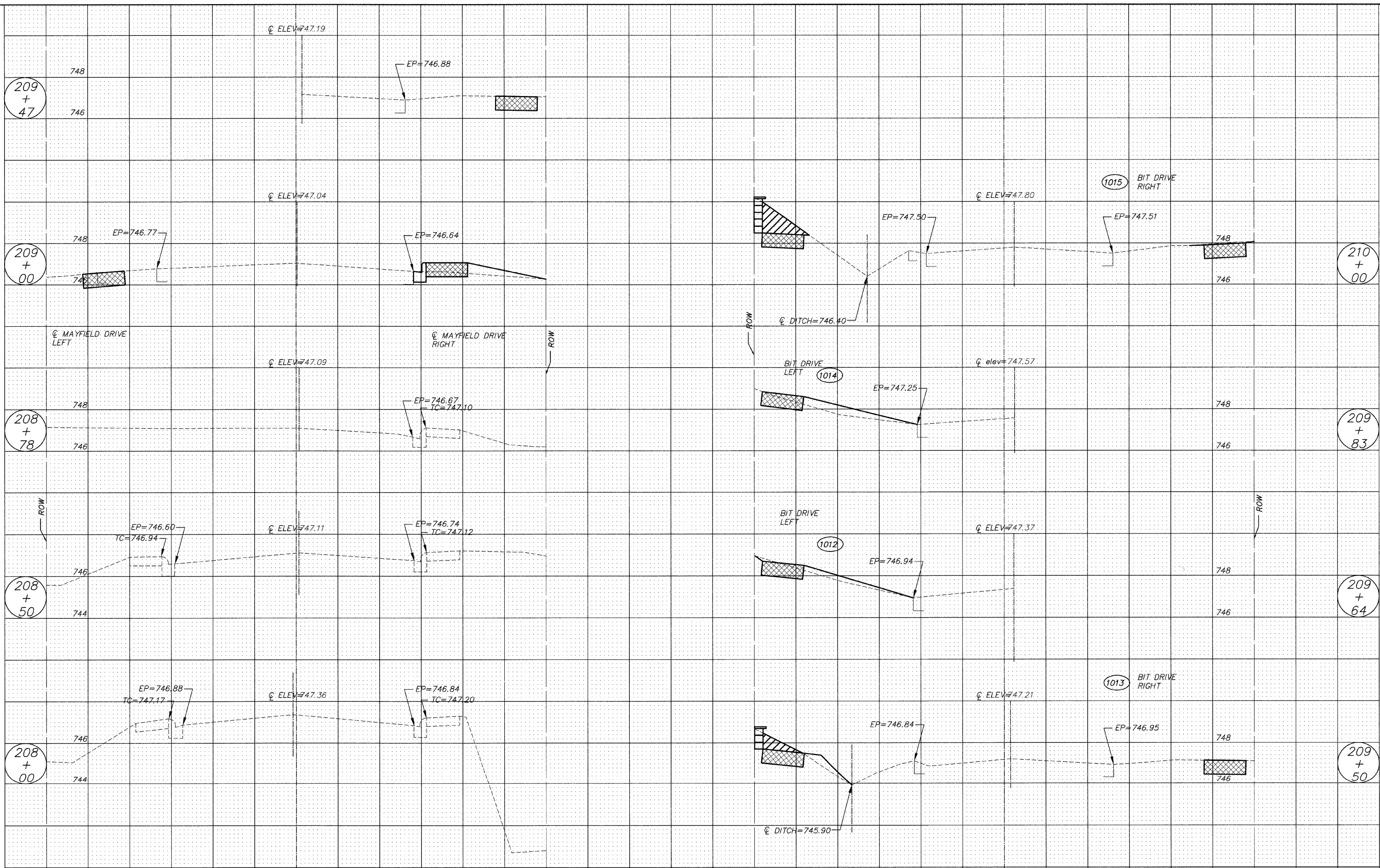
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| | FILE NAME = | DRAWN - EC | REVISED - | | SCALE: 1"=5' | | | | --- | 08-00062-00-SW | LAKE | 73 | 56 |
| | PLOT SCALE = RJD | CHECKED - RJD | REVISED - | | SHEET NO. 56 OF 73 SHEETS | | | | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | STA. 140+76 TO STA. 143+76 | | | | ILLINOIS FED. AID PROJECT | | | | |



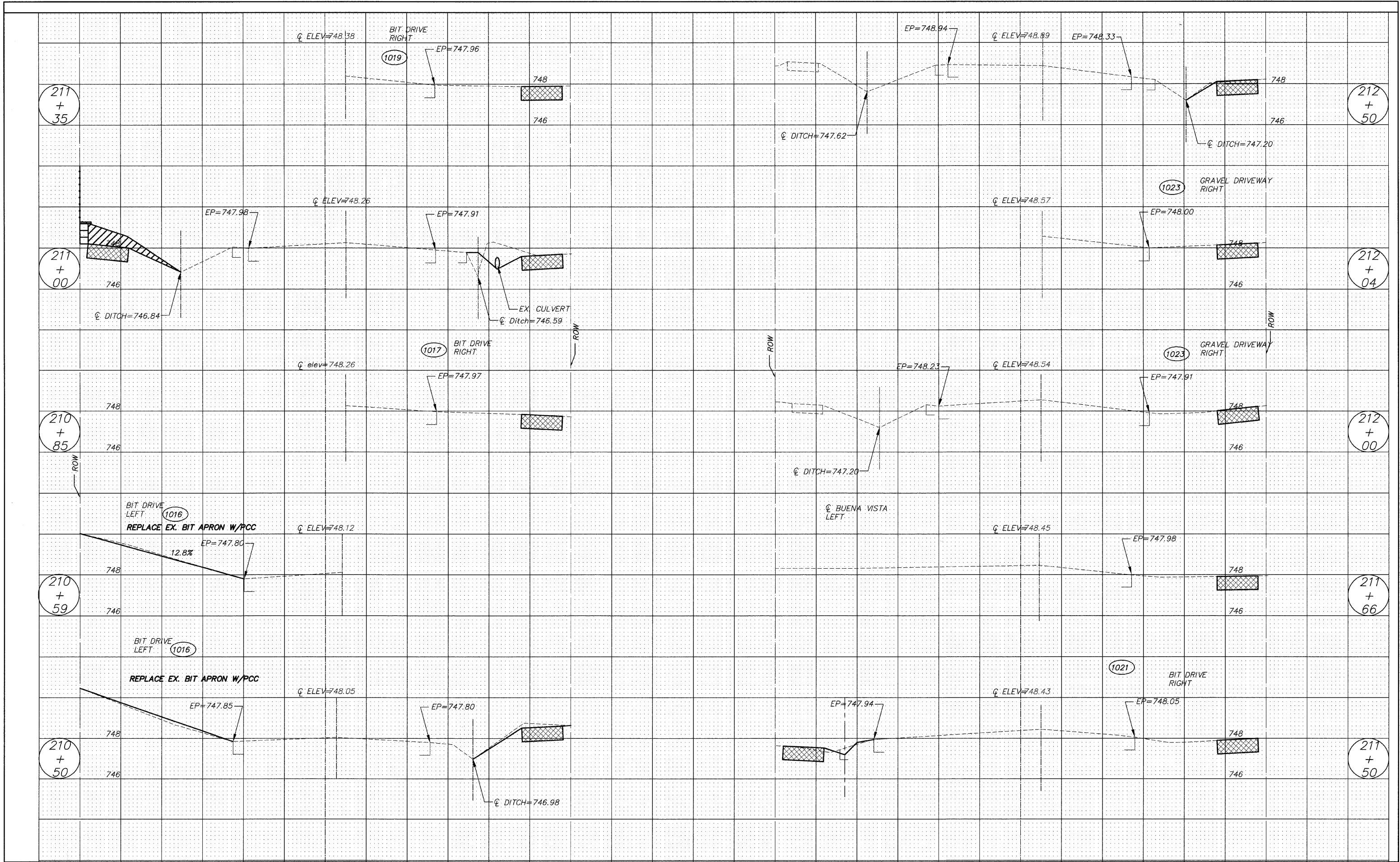


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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 58 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 58 OF 73 SHEETS | STA. 147+32 | TO STA. 151+33 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

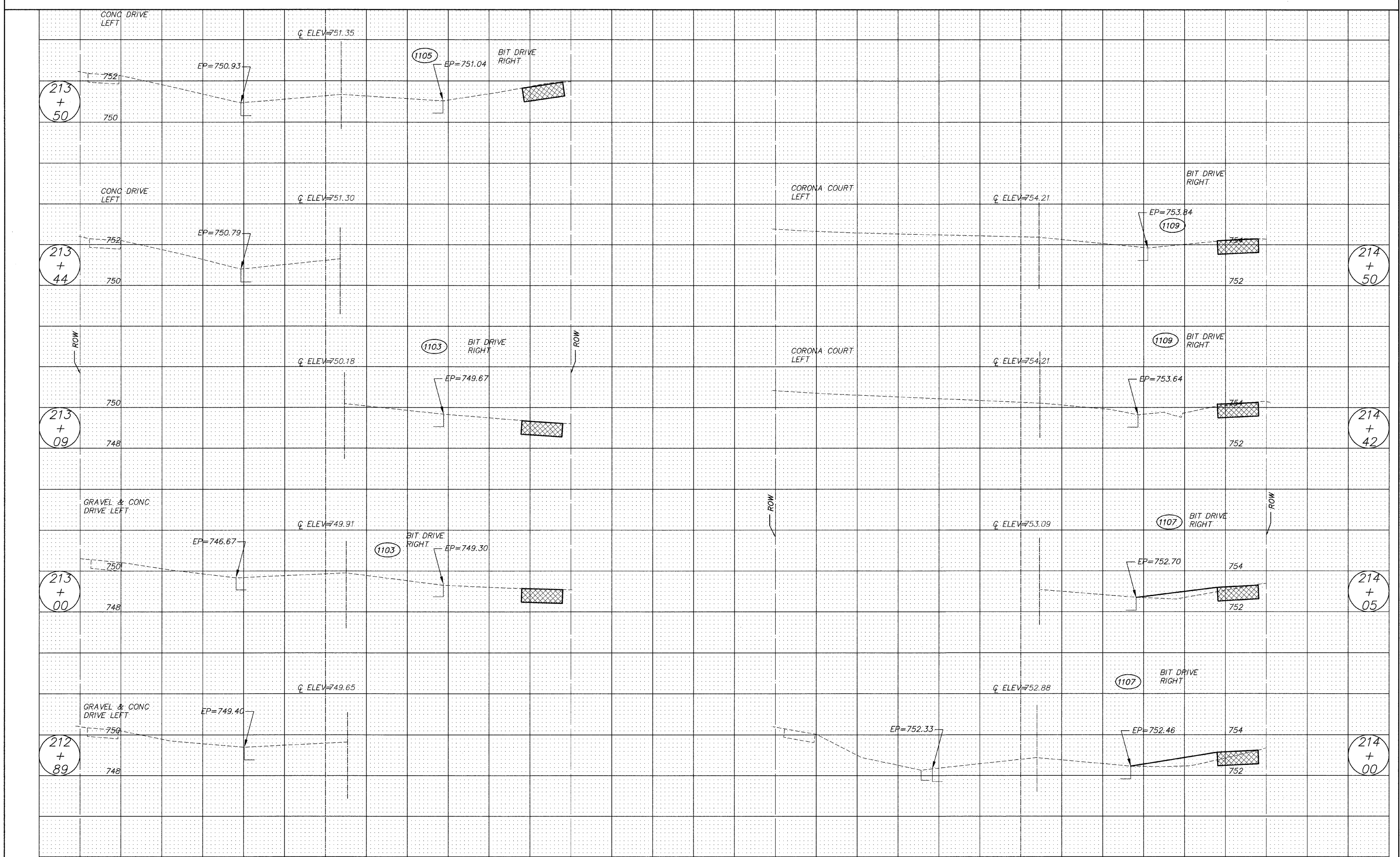




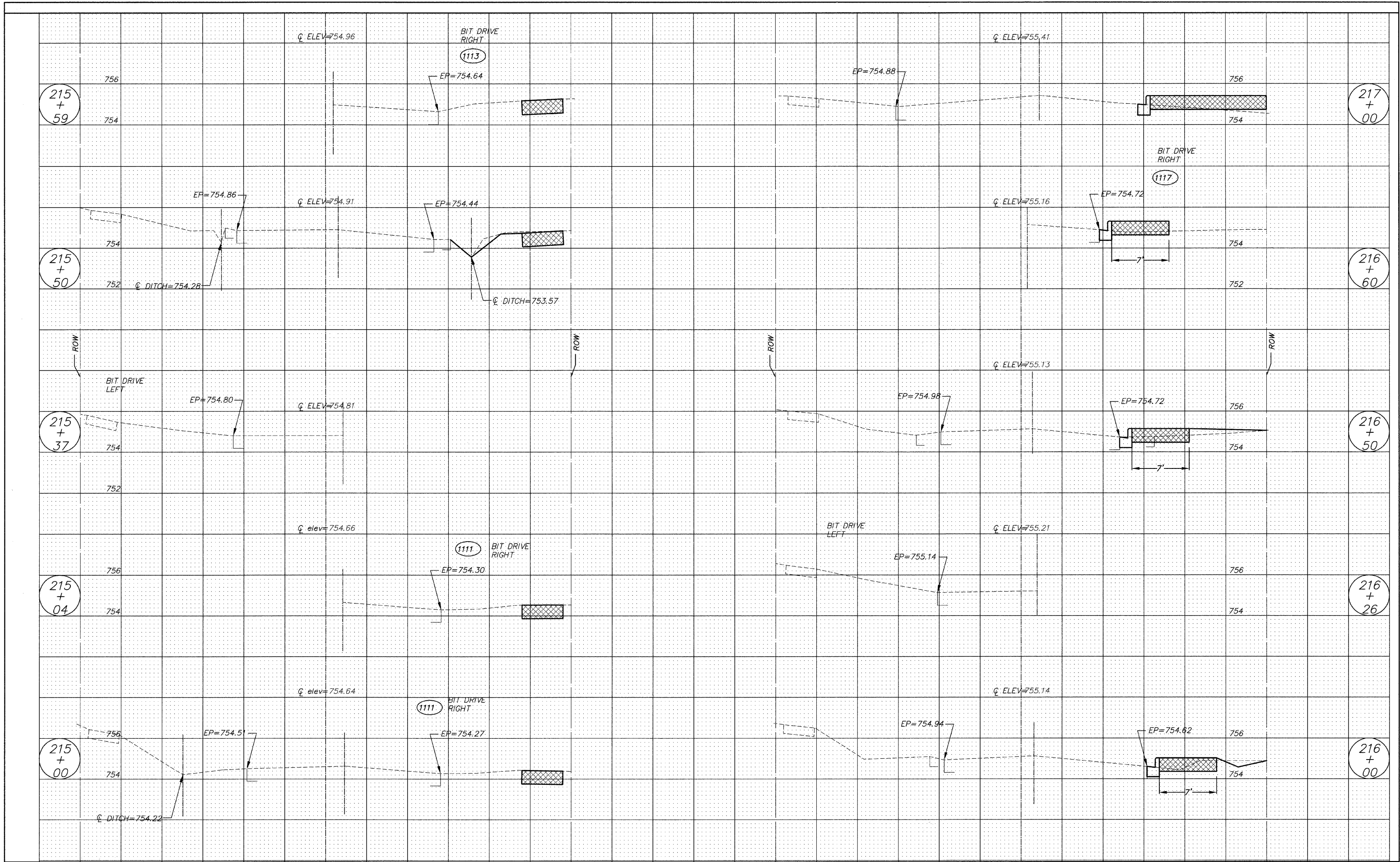
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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 60 | | | | |
| | PLOT SCALE = | CHECKED - BJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 60 OF 73 SHEETS | STA. 208+00 | TO STA. 210+00 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |



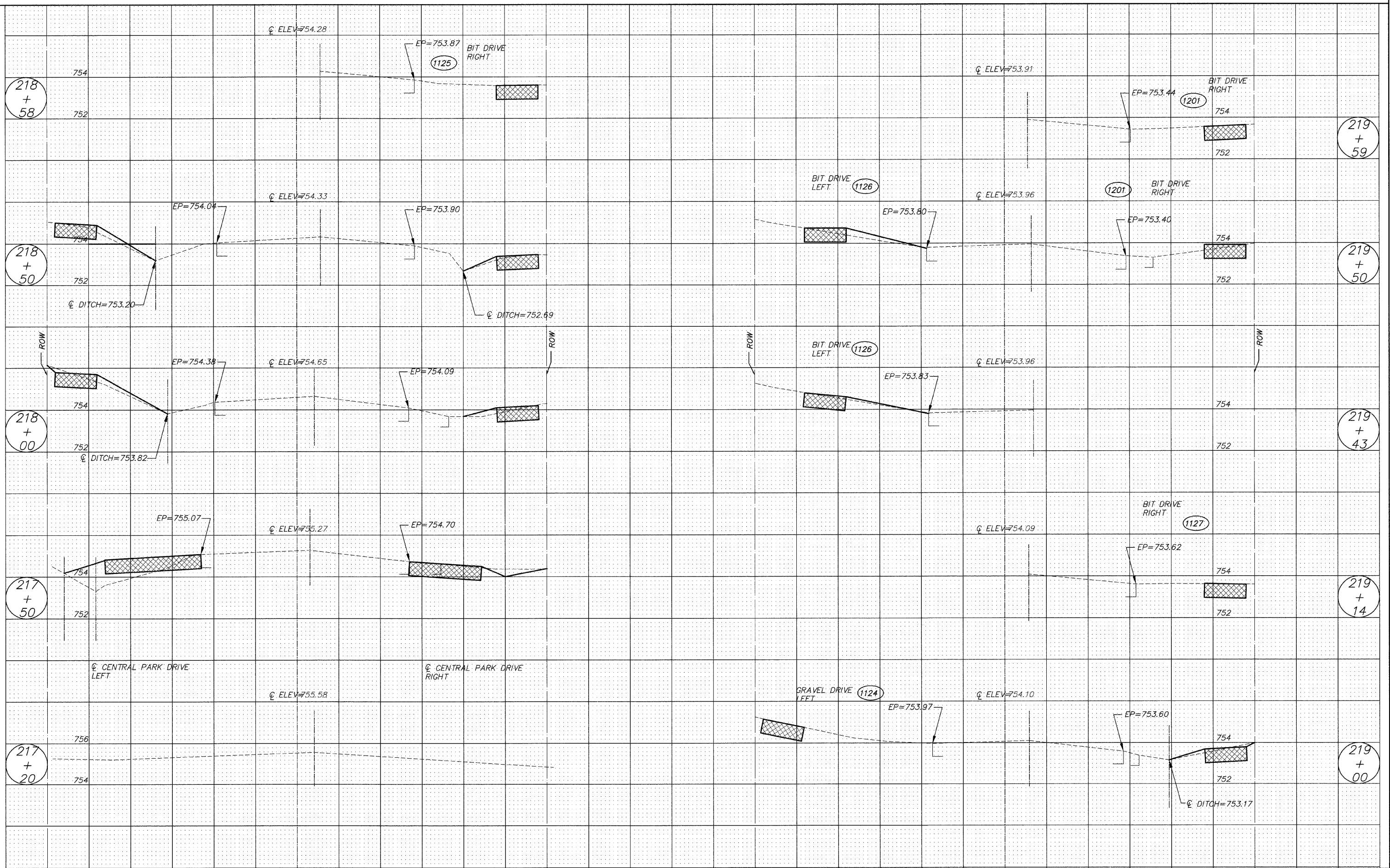
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| | FILE NAME = | DRAWN - EC | REVISED - | | SCALE: 1"=5' | | | | --- | 08-00062-00-SW | LAKE | 73 | 61 |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SHEET NO. 61 OF 73 SHEETS STA. 210+50 TO STA. 121+50 | | | | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |



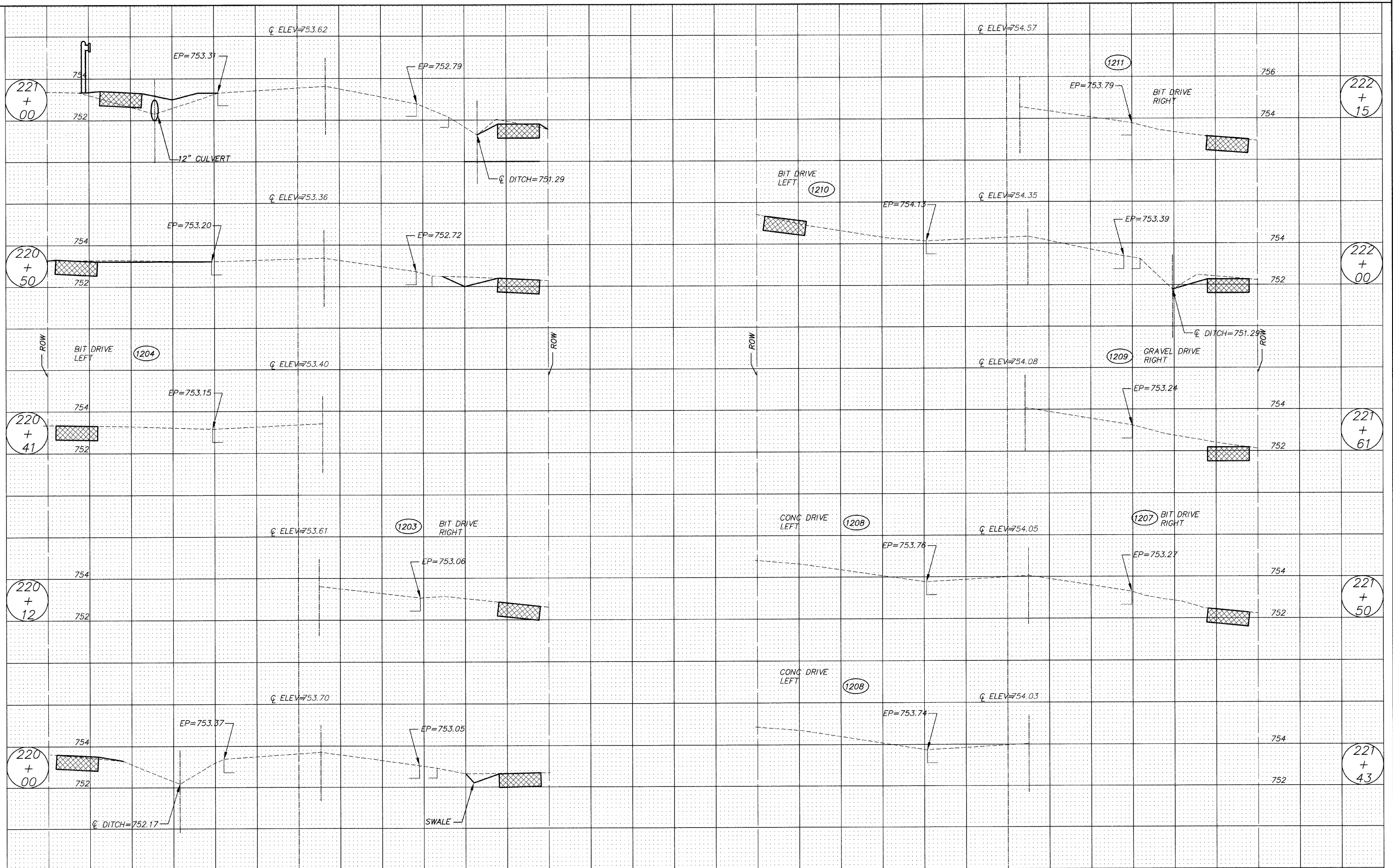
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| 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 40 | 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 35 | 40 | | | | | |
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| PLOT SCALE = | | | | | | | | | | | | DRAWN - EC | | REVISED - | | --- | 08-00062-00-SW | | | | | | | | | | | | | LAKE | 73 | 62 | | | | | | |
| PLOT DATE = | | | | | | | | | | | | CHECKED - RJD | | REVISED - | | --- | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | DATE - 10/02/09 | | REVISED - | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | SCALE: 1"=5' | | | | | | | | | | | | SHEET NO. 62 OF 73 SHEETS | STA. 212+89 | TO STA. 214+50 | ILLINOIS FED. AID PROJECT | CONTRACT NO. 63280 | | | | | | |



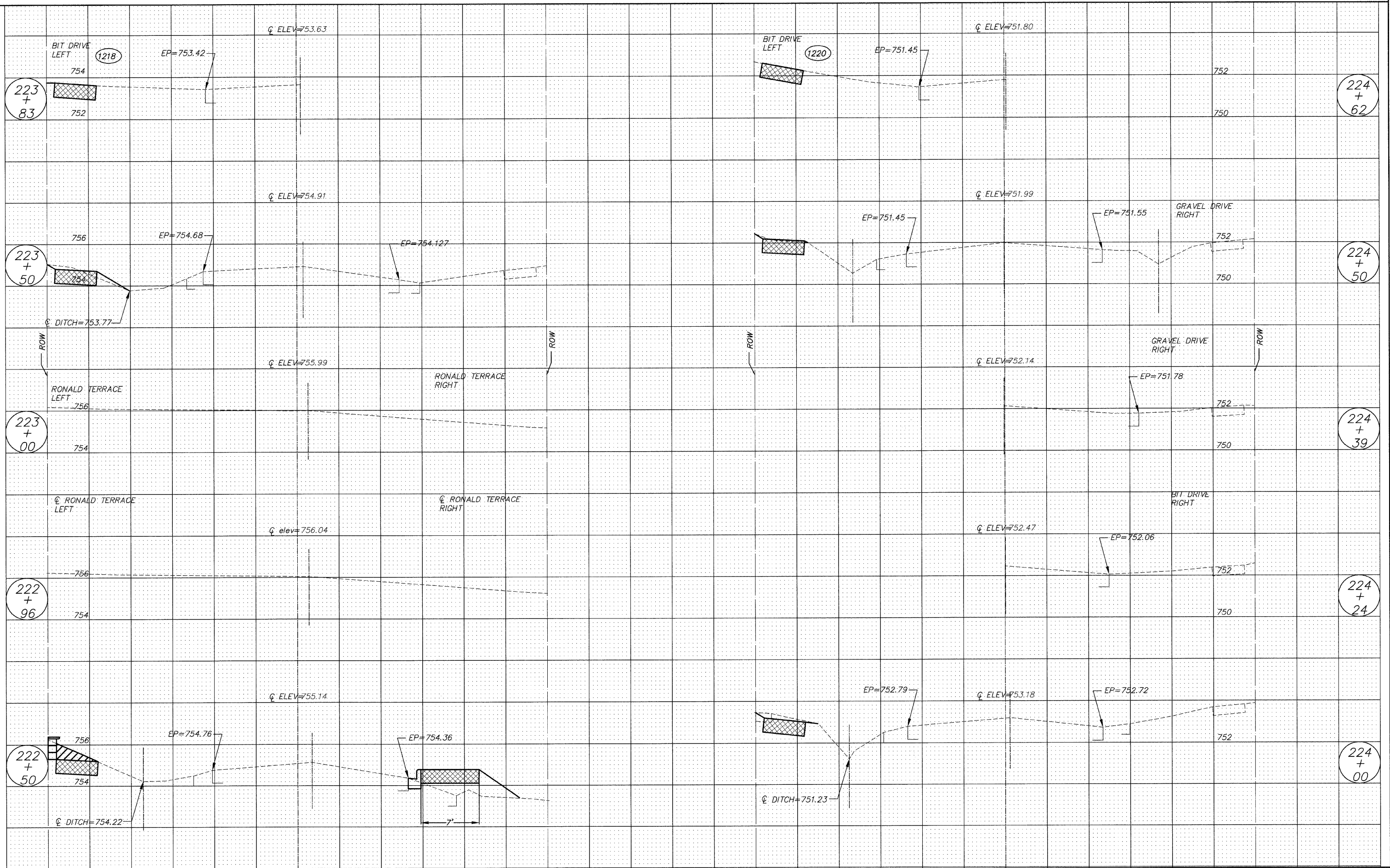
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| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 63 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 63 OF 73 SHEETS | STA. 215+00 | TO STA. 217+00 | CONTRACT NO. 63280 | | | | |
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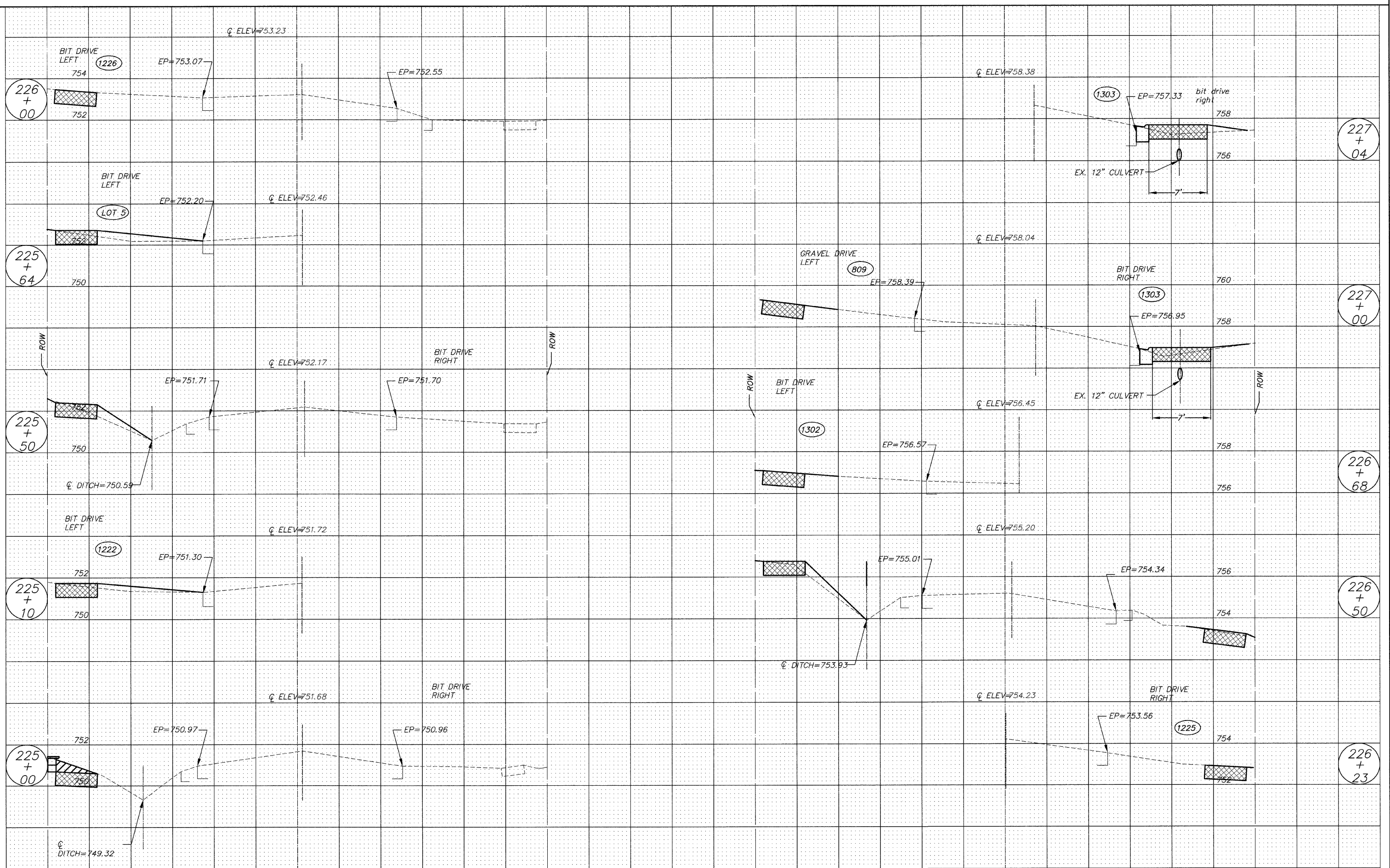
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| FILE NAME = 102588x1.DWG | USER NAME = | DESIGNED - R.J.D. | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN - EC. | REVISED - | | SCALE: 1"=5' | SHEET NO. 64 OF 73 SHEETS | STA. 217+20 | TO STA. 219+59 | 08-00062-00-SW | LAKE | 73 | 64 |
| | PLOT SCALE = | CHECKED - R.J.D. | REVISED - | | CONTRACT NO. 63280 | | | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |



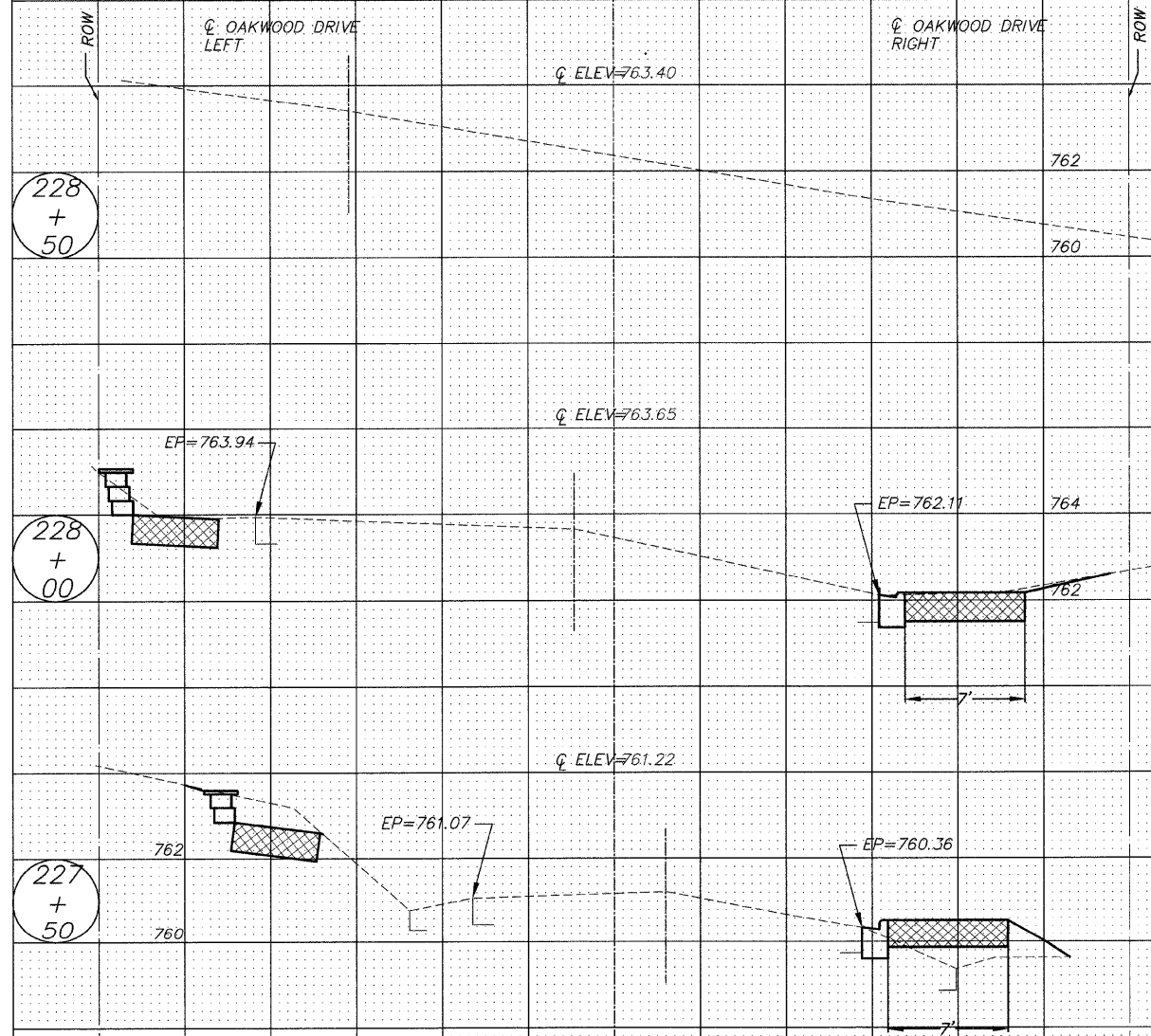
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| FILE NAME = 102588x1.DWG | USER NAME = | DESIGNED -- BJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 65 | |
| | PLOT SCALE = | CHECKED -- BJD | REVISED -- | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: 1"=5' | | SHEET NO. 65 OF 73 SHEETS STA. 220+00 TO STA. 222+15 | | | | | |



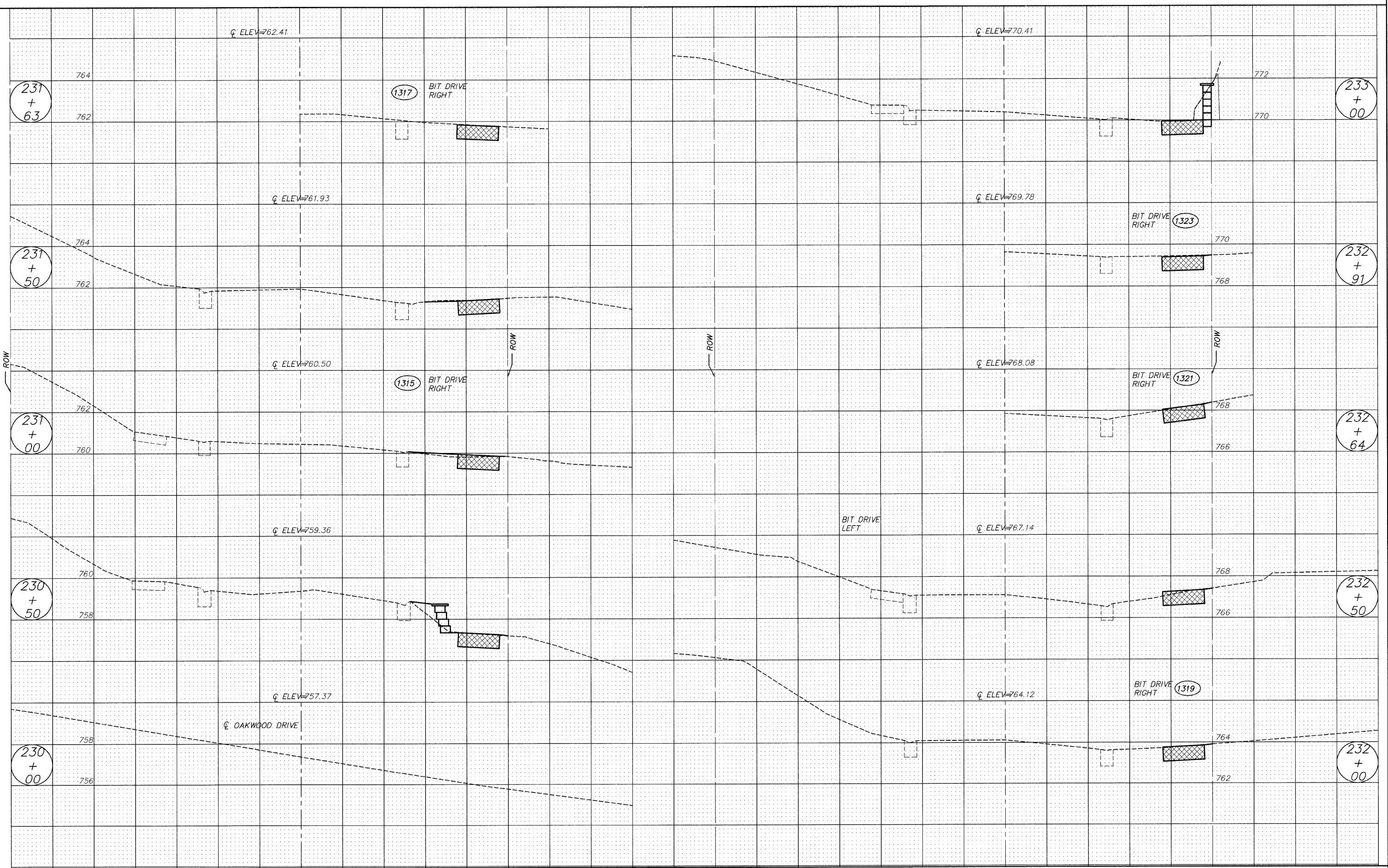
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| FILE NAME = 102588x1.DWG | USER NAME = | DESIGNED - BJD | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | SCALE: 1"=5' | SHEET NO. 66 OF 73 SHEETS | STA. 222+50 TO STA. 224+62 | 08-00062-00-SW | LAKE | 73 | 66 |
| | PLOT SCALE = | CHECKED - BJD | REVISED - | | CONTRACT NO. 63280 | | | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | |



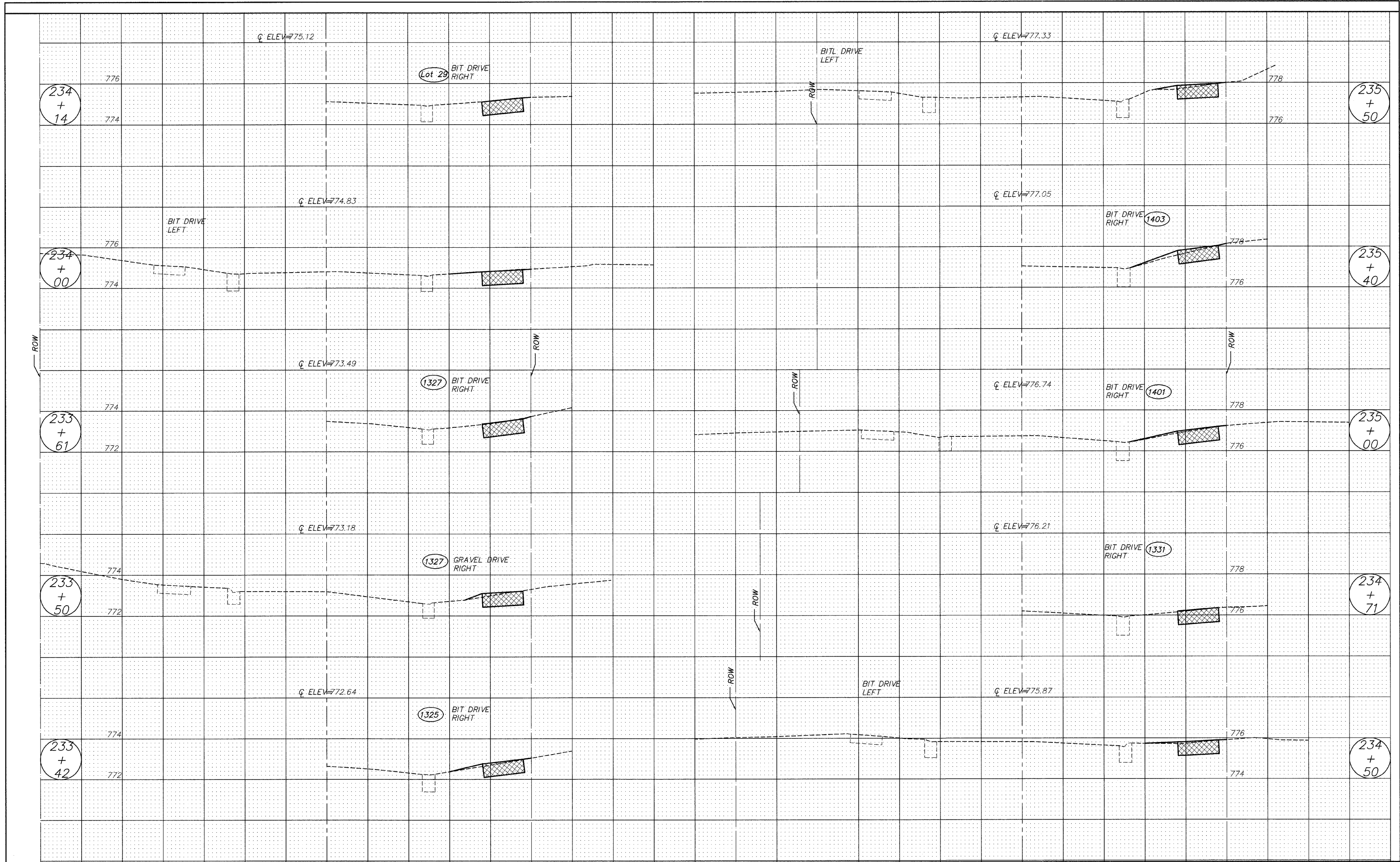
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| FILE NAME = 102588x1.DWG | USER NAME = | DESIGNED -- RJD | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | | --- | 08-00062-00-SW | LAKE | 73 | 67 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: 1"=5' | | SHEET NO. 67 OF 73 SHEETS | | STA. 225+00 TO STA. 227+04 | | | |



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| FILE NAME = 102588x1.DWG | USER NAME = | DESIGNED — BJD | REVISED — | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN — EC | REVISED — | | SCALE: 1"=5' | SHEET NO. 68 OF 73 SHEETS | STA. 227+50 | TO STA. 228+50 | 08-00062-00-SW | LAKE | 73 | 68 |
| | PLOT SCALE = | CHECKED — BJD | REVISED — | | ILLINOIS FED. AID PROJECT | | | | | | | |
| | PLOT DATE = | DATE — 10/02/09 | REVISED — | | CONTRACT NO. 63280 | | | | | | | |



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| FILE NAME = 102588x2.DWG | USER NAME = | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 69 | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 69 OF 73 SHEETS | STA. 230+00 TO STA. 233+00 | CONTRACT NO. 63280 | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | |



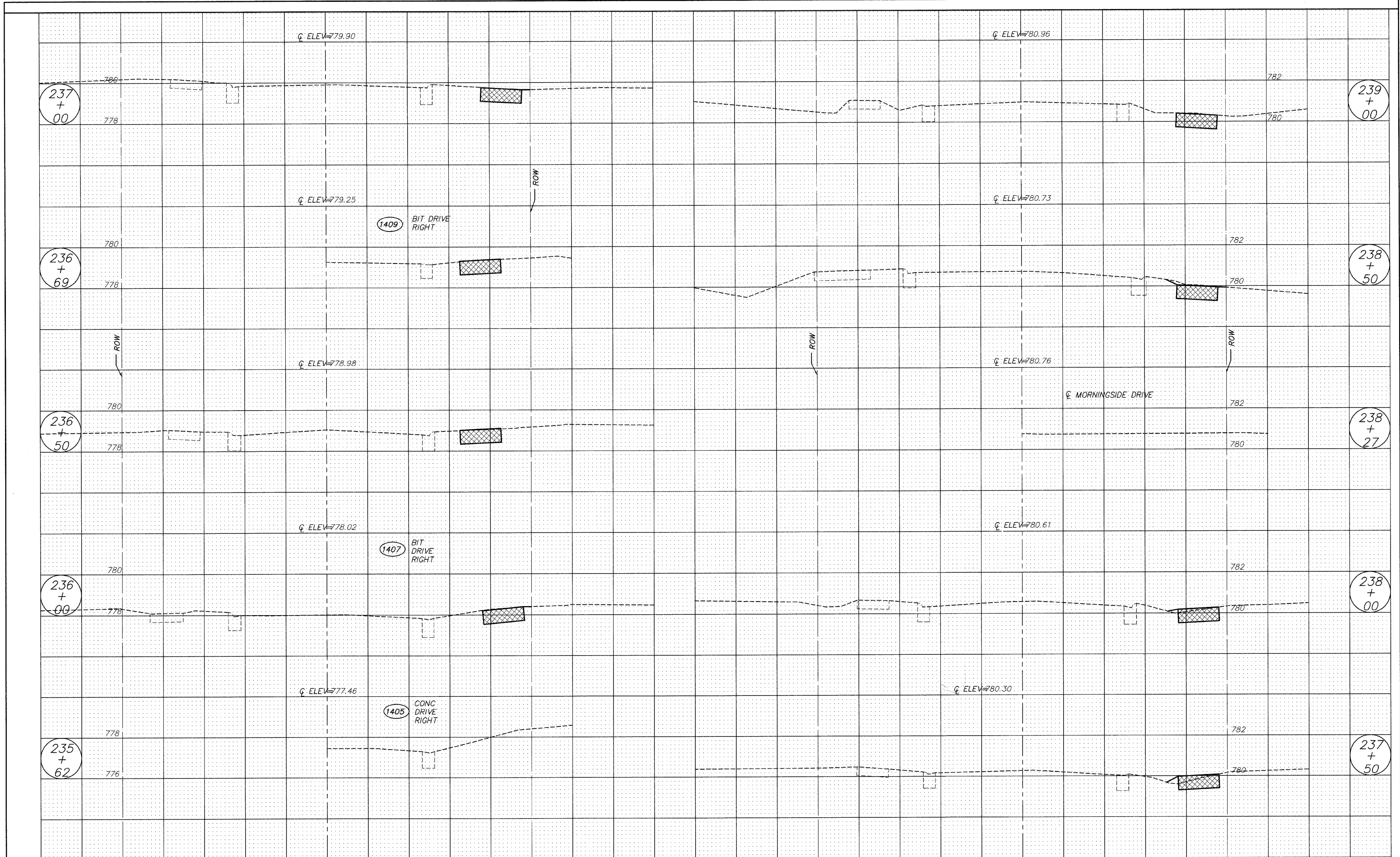
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| FILE NAME = 102588x2.DWG | USER NAME = | DESIGNED — | REVISED — | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | FILE NAME = | DRAWN — EC | REVISED — | | | --- | 08-0062-00-SW | LAKE | 73 | 70 | |
| | PLOT SCALE = | CHECKED — RJD | REVISED — | | | CONTRACT NO. 63280 | | | | | |
| | PLOT DATE = | DATE — 10/02/09 | REVISED — | | | ILLINOIS FED. AID PROJECT | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

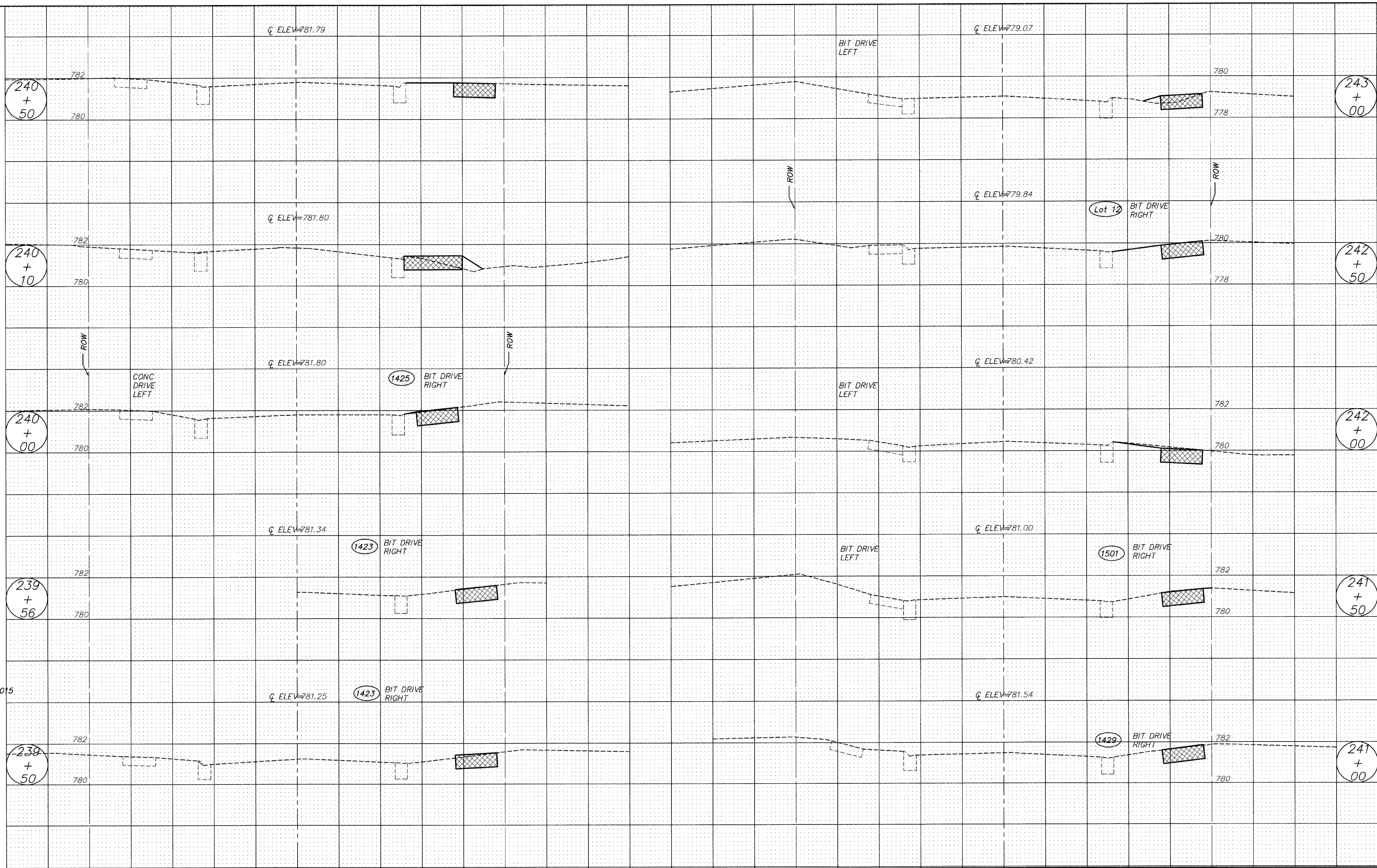
CROSS SECTION

SCALE: 1"=5' SHEET NO. 70 OF 73 SHEETS STA. 233+42 TO STA. 235+50

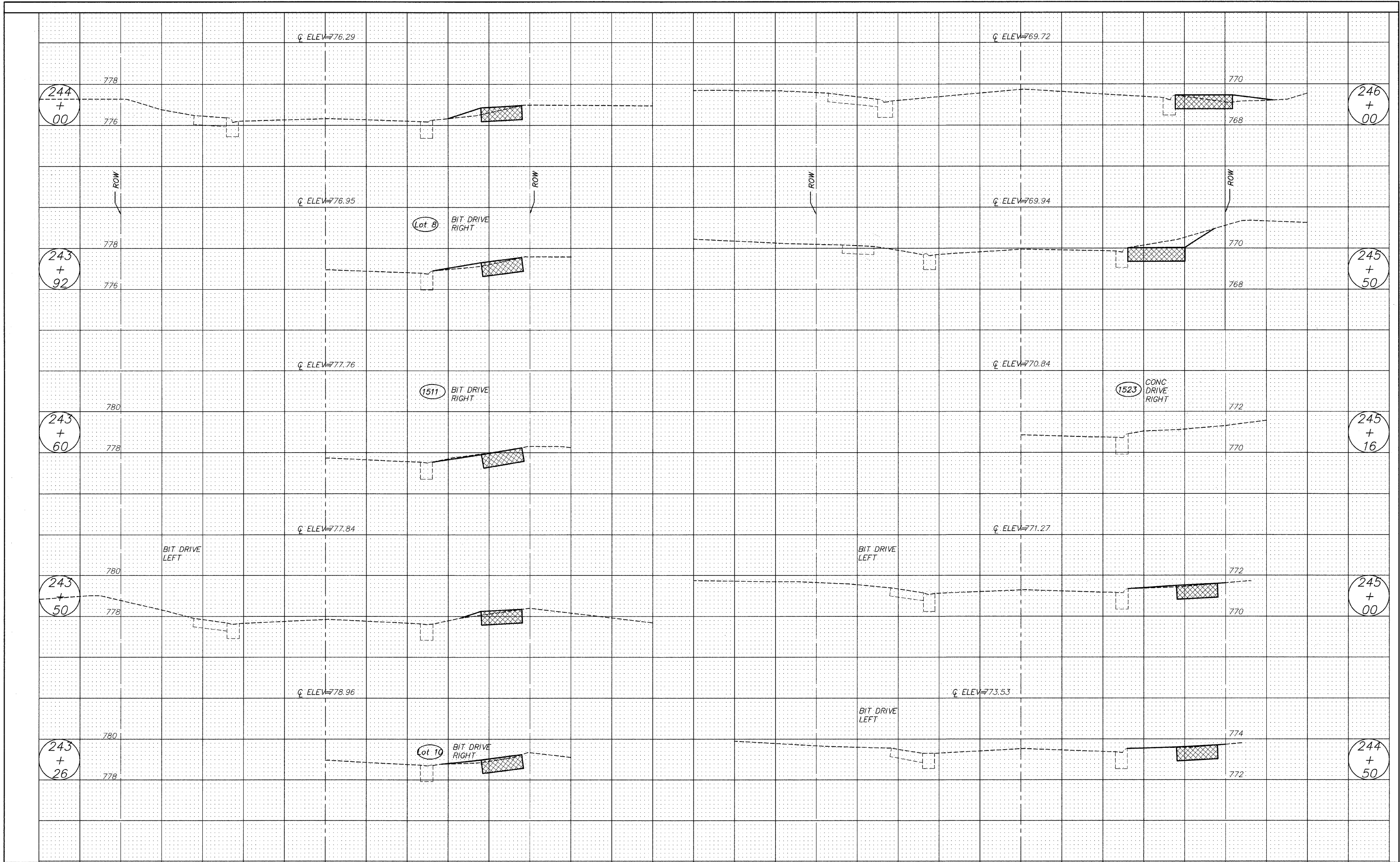
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 08-0062-00-SW | LAKE | 73 | 70 |
| CONTRACT NO. 63280 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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|--------------------------|----|-------------|----|------------|----|-----------|---|------------|----|-----------|----|---------------|----|-----------|----|-----------------|----|-----------|----|---|----|----|---|---|---|----|----|----|----|-----------|----|----------------|--|--------|--|-----------------|--|
| 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 40 | 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | | | | | |
| FILE NAME = 102588x2.DWG | | USER NAME = | | DESIGNED — | | REVISED — | | DRAWN — EC | | REVISED — | | CHECKED — RJD | | REVISED — | | DATE — 10/02/09 | | REVISED — | | <p style="text-align: center;">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p style="text-align: center;">CROSS SECTION</p> <p>SCALE: 1"=5' SHEET NO. 71 OF 73 SHEETS STA. 235+62 TO STA. 239+00</p> | | | | | | | | | | F.A. RTE. | | SECTION | | COUNTY | | TOTAL SHEET NO. | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | --- | | 08-00062-00-SW | | LAKE | | 73 | |



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| FILE NAME = 102588x2.DWG | USER NAME = | DESIGNED -- | REVISED -- | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN -- EC | REVISED -- | | SCALE: 1"=5' | SHEET NO. 72 OF 73 SHEETS | STA. 239+50 TO STA. 243+26 | 08-00062-00-SW | LAKE | 73 | 72 | |
| | PLOT SCALE = | CHECKED -- RJD | REVISED -- | | CONTRACT NO. 63280 | | | | | | | |
| | PLOT DATE = | DATE -- 10/02/09 | REVISED -- | | ILLINOIS FED. AID PROJECT | | | | | | | |



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| FILE NAME = 102588x2.DWG | USER NAME = | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTION | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | FILE NAME = | DRAWN - EC | REVISED - | | --- | 08-00062-00-SW | LAKE | 73 | 73 | | | | |
| | PLOT SCALE = | CHECKED - RJD | REVISED - | | SCALE: 1"=5' | SHEET NO. 73 OF 73 SHEETS | STA. 243+50 | TO STA. 246+21 | CONTRACT NO. 63280 | | | | |
| | PLOT DATE = | DATE - 10/02/09 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |