

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63527	

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAP ROUTE 344 (IL ROUTE 83 - BUSSE ROAD)
AT GREENLEAF AVENUE
SECTION 09-00056-00-CH
PROJECT M-9003(659)
ROADWAY RECONSTRUCTION AND
TRAFFIC SIGNAL MODERNIZATION
VILLAGE OF ELK GROVE VILLAGE
COOK COUNTY
C-91-616-10

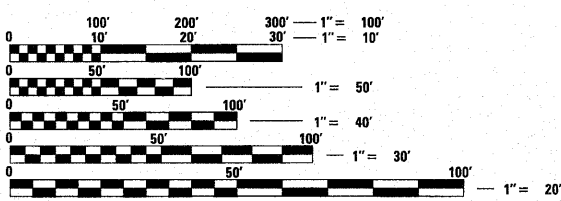


LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

DESIGN SPEED:
IL ROUTE 83 - 50 MPH
GREENLEAF AVENUE - 35 MPH

POSTED SPEED:
IL ROUTE 83 - 45 MPH
GREENLEAF AVENUE - 30 MPH

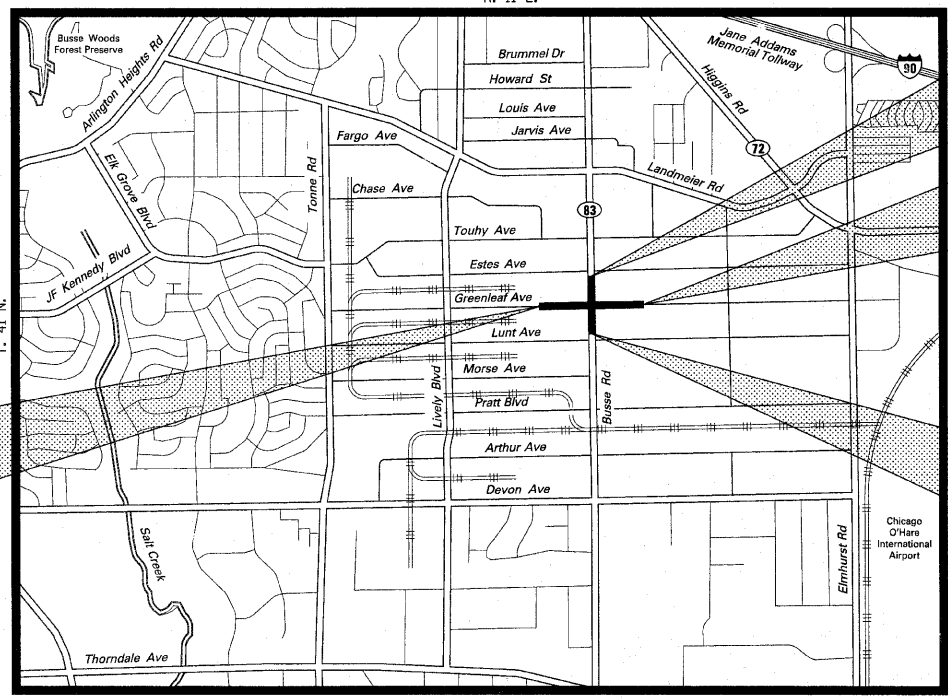
DESIGN DESIGNATIONS:
IL ROUTE 83 - 53,000 (2030) ARTERIAL 9.64 (HMA OVERLAY-15)
GREENLEAF AVENUE - 10,000 (2030) COLLECTOR 4.57 (PCC-20)



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 OR 811

CONTRACT NO. 63527



IMPROVEMENT BEGINS
STA. 110+80.83
GREENLEAF AVENUE

IMPROVEMENT ENDS
STA. 103+68.59
ILLINOIS ROUTE 83

IMPROVEMENT ENDS
STA. 129+37.00
GREENLEAF AVENUE

IMPROVEMENT BEGINS
STA. 92+12.95
ILLINOIS ROUTE 83

PROJECT LENGTH:
IL ROUTE 83 - 1,155.64 FT. (0.219 MILE) (NET AND GROSS)
GREENLEAF AVENUE - 1,856.17 FT. (0.352 MILE) (NET AND GROSS)
TOTAL - 3,011.81 FT (0.571 MILE) (NET AND GROSS)

LOCATION MAP
NOT TO SCALE

3RD P.M., ELK GROVE TOWNSHIP



SIGNED: [Signature] EXPIRES 11-30-2011
DATE: 10-21-10 FOR DRAWINGS 1-52, 72-111



SIGNED: [Signature] EXPIRES 11-30-2011
DATE: 10/21/10 FOR DRAWINGS 53-67

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: OCTOBER 21 20 10
Mary Jo Pye
ACTING DIRECTOR OF ENGINEERING AND COMMUNITY DEVELOPMENT

PASSED: NOVEMBER 4 20 10
Christopher Holt
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW: November 4 20 10
Jim Oll
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

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OF THE STATE OF ILLINOIS**



SIGNED: [Signature] EXPIRES 11-30-2011
DATE: 10/21/10 FOR DRAWINGS 68-71

CIVILTECH
450 E. Devon Ave, Suite 300 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406
CONSULTANT ENGINEER: DAVID KREEGER, P.E. CIVILTECH ENGINEERING, INC.

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SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED.
- THE ENGINEER AND ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES IN ACCORDANCE WITH ARTICLES 105.07, 107.20, AND 107.31. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
- THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE PROJECT LIMITS. ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE PROJECT SITE BY THE CONTRACTOR AND DEPOSITED AT LOCATIONS PROVIDED BY HIM, OR DISPOSED OF WITHIN THE RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO THE APPROVAL OF THE ENGINEER. NO EXTRA COMPENSATION WILL BE ALLOWED THE CONTRACTOR FOR ANY EXPENSE INCURRED BY COMPLYING WITH THE REQUIREMENTS OF THIS NOTE.

PAVING, SHOULDERS, CURB & GUTTER AND SIDEWALK

- THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, MEDIAN, SHOULDER, AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE CONTRACTOR SHALL BE REQUIRED TO SAW VERTICAL CUTS SO AS TO FORM CLEAN VERTICAL JOINTS. SHOULD THE CONTRACTOR DEFACE ANY EDGE, A NEW SAWED JOINT SHALL BE PROVIDED AND ANY ADDITIONAL WORK, INCLUDING REMOVAL AND REPLACEMENT, SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- REMOVAL OF ALL REINFORCEMENT WITHIN THE EXISTING PAVEMENT SHALL BE INCLUDED IN THE COST OF "PAVEMENT REMOVAL".
- HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- ALL RAISED REFLECTIVE PAVEMENT MARKERS IN THE RESURFACING AREA SHALL BE REMOVED PRIOR TO MILLING AND REPLACED WHEN PAVING IS COMPLETE. THE REMOVAL OF ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER REMOVAL".
- ALL SIDEWALK CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH THREE #4 REBARS WHICH EXTEND 5 FEET BEYOND THE TRENCH WALLS. AT LOCATIONS WHERE THE SIDEWALK IS ADJACENT TO THE BACK OF CURB, A 1" PREFORMED EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK. THIS WORK SHALL BE INCLUDED IN THE COST OF THE "PCC SIDEWALK 5 INCH".
- ALL FORMS USED FOR SIDEWALK SHALL BE 2" X 6" LUMBER, 2" X 8" LUMBER, OR APPROVED METAL FORMS, AND ALL FORMS USED FOR DRIVEWAY PAVEMENT SHALL BE 2" X 8" LUMBER OR APPROVED METAL FORMS, EXCEPT WITHIN AREAS WITH RADII WHEN 1" X 6" FORMS SHALL BE UTILIZED. THE ENGINEER MUST INSPECT AND APPROVE THE BASE AND FORMWORK BEFORE ANY CONCRETE IS POURED. A MINIMUM 24 HOUR NOTICE SHALL BE PROVIDED FOR FORM WORK INSPECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE SIDEWALK OR DRIVEWAY PAVEMENT BEING CONSTRUCTED.
- THE EXISTING CURB AND GUTTER SHALL BE SAW CUT AT EACH LIMIT OF REMOVAL AND THE NEW CURB AND GUTTER SHALL BE TIED IN TO THE EXISTING WITH TWO 1/4 INCH STEEL DOWEL BARS (18" LONG) DRILLED INTO THE EXISTING CURB AND GUTTER END. THE ENGINEER MUST INSPECT AND APPROVE THE BASE AND FORMWORK BEFORE ANY CONCRETE IS POURED. A MINIMUM 24 HOUR NOTICE SHALL BE PROVIDED FOR FORM WORK INSPECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER BEING CONSTRUCTED.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. ALL TREE PROTECTION, TREE REMOVAL, TREE PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- TEMPORARY FENCE SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WHEN DIRECTED BY THE ENGINEER. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

ROADWAY EXCAVATION

- POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN INCLUDED IN THE CONTRACT TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."
- THE QUANTITIES OF FURNISHED EXCAVATION HAVE BEEN CALCULATED ASSUMING THAT ALL MATERIAL EXCAVATED UNDER THE PAY ITEM EARTH EXCAVATION WILL BE REMOVED FROM THE JOB SITE. IF THE CONTRACTOR EXCAVATES SUITABLE MATERIAL AND PLACES IT IN AREAS OF THE PROJECT REQUIRING EMBANKMENT UNDER THE PAY ITEM EARTH EXCAVATION, AS DESCRIBED IN SECTION 202 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER, THE APPLICABLE DEDUCTION TO THE FURNISHED EXCAVATION QUANTITY SHALL BE MADE AS DEFINED BY ARTICLE 204.07(9), EXCEPT THAT A SHRINKAGE FACTOR OF 15% SHALL BE USED. THE CONTRACTOR SHALL NOT BE ALLOWED A CHANGE IN THE UNIT PRICES FOR EARTH EXCAVATION OR FURNISHED EXCAVATION BASED ON THESE CHANGES TO THE QUANTITIES. THE VOLUMES OF FURNISHED EXCAVATION SHOWN ON THE PLANS ARE THE COMPACTED VOLUMES. THE VOLUMES SHOWN ON THE PLANS HAVE NOT BEEN ADJUSTED TO ACCOUNT FOR SHRINKAGE DUE TO COMPACTION.
- USE OF CCDD FILL OPERATIONS - IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) AT A CCDD FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED AS PER PUBLIC ACT 96-1416 TO USE THE SITE. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

UTILITIES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY.
- COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE COST OF ALL MATERIALS REQUIRED AND ALL LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE STORM SEWERS AND DRAINAGE STRUCTURES INSTALLED AS PART OF THIS PROJECT.
- ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE DEPARTMENT, IN ACCORDANCE WITH ARTICLES 105.07, 107.20, AND 107.31.
- THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. THE COST TO COMPLY WITH THE ABOVE SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS AND DRAINAGE STRUCTURES INSTALLED AS PART OF THIS PROJECT.
- SANITARY SEWER REQUIRED FOR THE ITEM "ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS" SHALL MEET THE FOLLOWING MATERIAL REQUIREMENTS: PIPE SHALL BE PVC PLASTIC PIPE. ALL PIPE AND FITTINGS SHALL CONFORM TO ASTM D3034 SDR 26 PS=115. THE SDR SHALL BE 26 AS A MINIMUM. ALL PIPE SHALL BE MADE FROM QUALITY PVC RESIN, COMPOUNDED TO PROVIDE PHYSICAL AND MECHANICAL PROPERTIES THAT EQUAL OR EXCEED CELL CLASS 12454 AS DEFINED IN ASTM D1784.

COMMITMENTS

- THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR STORE ANY EQUIPMENT OR MATERIALS IN THE PARKWAY ON THE WEST SIDE OF IL ROUTE 83, NORTH OF ESTES AVENUE.

FILE NAME	USER NAME	DESIGNED	REVISED	GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...2362\cad\sheet\2362_notes.dgn	djk	JAT	-			334	09-00056-00-CH	COOK	111	2
		JAT	-							
		DJK	-							
		10-22-10	-							
				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION						
				SHEET NO. 1 OF 2 SHEETS		CONTRACT NO. 63527 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036591				

STORM & SANITARY SEWER

1. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED.
2. UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS.

DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.
3. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWER ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS AND DRAINAGE STRUCTURES INSTALLED AS PART OF THIS PROJECT.
4. TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.
5. DRAINAGE STRUCTURE FLAT-TOPS AND CONES SHALL BE TURNED SO THAT THE FRAMES ARE CLOSEST TO THE CENTERLINE OF THE LANE. ALL FLAT-TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.
6. ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
7. THE REMOVAL OF END SECTIONS SHALL BE PAID FOR PER FOOT AS "STORM SEWER REMOVAL" OF THE DIAMETER INDICATED.
8. ONLY METHOD 1 UNDER SECTION 550.07 OF THE STANDARD SPECIFICATIONS SHALL BE ALLOWED FOR THE PLACEMENT OF TRENCH BACKFILL.
9. THE CONTRACTOR SHALL BE AWARE THAT AT TIMES THE ENGINEER MAY REQUIRE A CHANGE IN STORM SEWER ELEVATION DUE TO A UTILITY LINE OR OTHER OBSTRUCTION. IF SUCH A GRADE CHANGE DOES NOT ALTER THE PIPE CLASSIFICATION, THE ADDITIONAL EXCAVATION OR SHEETING REQUIRED SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING INSTALLED. IF THE REVISED GRADE RESULTS IN A CHANGE IN PIPE CLASSIFICATION, PAYMENT WILL BE MADE FOR THE REVISED TYPE OF STORM SEWER.
10. ALL ABANDONED PIPE AND STRUCTURE INVERTS SHALL BE PLUGGED WITH CONCRETE BRICKS AND NON-SHRINK MORTAR FOR A LENGTH OF 2' MEASURED FROM THE END OF THE PIPE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM OR SANITARY SEWER ITEMS BEING REMOVED.

LANDSCAPING

1. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER.
2. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION CONTROL

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
3. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
4. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
5. ALL SLOPES SHALL BE COVERED WITH SOD AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SOD SHALL BE THE LIMITS OF GRADING.
6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE CURB AND GUTTER AND SHOULDERS.
7. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
8. SEE STANDARD 280001-05 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND REQUIREMENTS.
9. WHEN A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES MEETING THE APPROVAL OF THE ENGINEER SHALL BE PROVIDED. THIS WORK SHALL BE PAID FOR AT THE UNIT PRICE FOR THE INDIVIDUAL ITEMS USED.
10. THE SURFACE OF ALL STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION WITH THE USE OF TEMPORARY EROSION CONTROL SEEDING. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

MISCELLANEOUS COMMITMENTS

1. SITE OBJECTS: REMOVAL OF MISCELLANEOUS PARKWAY IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BLOCK RETAINING WALLS, CONCRETE RETAINING WALLS, LANDSCAPE TIMBERS, LANDSCAPE ROCKS, FENCES, FENCE POSTS, PLANTERS, VEGETATION, BRICK OR BRICK PAVEMENT WALKWAYS WITHIN R.O.W. LIMITS SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION." THE CONTRACTOR SHALL CONTACT THE ADJACENT PROPERTY OWNER TO DETERMINE IF SUCH ITEMS SHALL BE RETURNED TO THE PROPERTY OWNER OR BE DISPOSED OF PROPERLY.
2. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
4. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, IDOT AREA TRAFFIC FIELD ENGINEER AT 847-705-8419 AT LEAST TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
5. THE RESIDENT ENGINEER SHALL CONTACT THE ENGINEER AND TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE ENGINEER, HIS/HER AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
4. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
5. ESTIMATED LOCATIONS OF SIDEWALK REMOVAL AND REPLACEMENT HAVE BEEN SHOWN ON THE PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.
6. THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

UTILITY CONTACTS

- AT&T
MICHAEL CARNEY
1000 COMMERCE DRIVE
FLOOR 2
OAKBROOK, IL 60523
PH. 630-573-5450
- AT&T LOCAL NETWORK SERVICES
BOBBY AKHTER
4513 WESTERN AVENUE
ROOM 227
LISLE, IL 60532
P.H. 630-810-6274
- BUCKEYE PARTNERS
JOMARIE JENKINS
5 TEK PARK
9999 HAMILTON BOULEVARD
BREININGVILLE, PA 18031
PH. 610-904-4138
BILL O'MALLEY
PH. 847-878-3428
- COMCAST
THOMAS MUNAR
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
PH. 630-600-6316
- COMED
TERRI BLECK
1500 FRANKLIN BOULEVARD
LIBERTYVILLE, IL 60048
847-816-5239
- MCI/VERIZON
JIM TODD
P.O. BOX 387
SUMMIT, IL 60501
708-458-6410
- NICOR
CONSTANCE LANE
1844 FERRY ROAD
NAPERVILLE, IL 60563
PH. 630-983-8676

FILE NAME = ...2362\lead\sheet\2362_notos.dgn	USER NAME = krk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - JAT	REVISED -			334	09-00056-00-CH	COOK	111	3	
		CHECKED - DJK	REVISED -			CONTRACT NO. 63527					
		DATE - 10-22-10	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659					
				SHEET NO. 2 OF 2 SHEETS							

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	27	27						
20101000	TEMPORARY FENCE	FOOT	440	440						
20101100	TREE TRUNK PROTECTION	EACH	11	11						
20101200	TREE ROOT PRUNING	EACH	11	11						
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	6	6						
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5						
20200100	EARTH EXCAVATION	CU YD	2294	1616	678					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1040	1040						
20400800	FURNISHED EXCAVATION	CU YD	1303	1228	75					
20800150	TRENCH BACKFILL	CU YD	2281	340	1					1940
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3237						3237	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	40						40	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	40						40	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	40						40	
25200100	SODDING	SQ YD	3237						3237	
25200200	SUPPLEMENTAL WATERING	UNIT	49						49	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	67	63	4					
28000305	TEMPORARY DITCH CHECKS	FOOT	72		72					
28000510	INLET FILTERS	EACH	61	54	7					
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	457		457					
31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	1654					1654		
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	13574	12284	1290					
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1584	1584						
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	330		330					
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2650		2650					
40600300	AGGREGATE (PRIME COAT)	TON	26		26					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40		40					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	1526		1526					
40600895	CONSTRUCTING TEST STRIP	EACH	1		1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	205		205					
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	215		215					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1298		1298					
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	30	30						
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	8542	8542						
42001300	PROTECTIVE COAT	SQ YD	16043	13763	626			1654		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	14887					14887		
42400800	DETECTABLE WARNINGS	SQ FT	109					109		
44000100	PAVEMENT REMOVAL	SQ YD	13030	13014	16					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 1 OF 7 SHEETS

F.A.P. RTE. 334	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 4
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	13508		13508					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1318	1318						
44000300	CURB REMOVAL	FOOT	108	108						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	6906	4798	2108					
44000600	SIDEWALK REMOVAL	SQ FT	11589	11486	103					
44003100	MEDIAN REMOVAL	SQ FT	12879	1486	11393					
44004250	PAVED SHOULDER REMOVAL	SQ YD	326		326					
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	109	75	34					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	438	100	338					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	504	31	473					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	473		473					
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	18000		18000					
45200100	JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)	FOOT	18840		18840					
45200300	JOINT OR CRACK FILLING	POUND	4416		4416					
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	308		308					
550A0020	STORM SEWERS, CLASS A, TYPE 1 6"	FOOT	8	8						
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	74	74						
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	67	67						
550A0210	STORM SEWERS, CLASS A, TYPE 1 60"	FOOT	89	89						
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	72	72						
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	11	11						
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	58	58						
550A0400	STORM SEWERS, CLASS A, TYPE 2 21"	FOOT	16	16						
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	16	16						
55100200	STORM SEWER REMOVAL 6"	FOOT	8	8						
55100400	STORM SEWER REMOVAL 10"	FOOT	5	5						
55100500	STORM SEWER REMOVAL 12"	FOOT	622	617	5					
55100700	STORM SEWER REMOVAL 15"	FOOT	14	14						
55100900	STORM SEWER REMOVAL 18"	FOOT	94	94						
55101100	STORM SEWER REMOVAL 21"	FOOT	69	69						
55101200	STORM SEWER REMOVAL 24"	FOOT	52	52						
55101800	STORM SEWER REMOVAL 42"	FOOT	39	39						
55102100	STORM SEWER REMOVAL 60"	FOOT	95	95						
56100600	WATER MAIN 6"	FOOT	136							136
56100700	WATER MAIN 8"	FOOT	197							197
56100900	WATER MAIN 12"	FOOT	1976							1976
56200300	WATER SERVICE LINE 1"	FOOT	33							33
56200700	WATER SERVICE LINE 2"	FOOT	108							108

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 2 OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	5
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
56201100	WATER SERVICE LINE 3"	FOOT	27							27
56300100	ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS	FOOT	150							150
56400810	FIRE HYDRANT EXTENSION	FOOT	6							6
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	6							6
56500800	DOMESTIC WATER SERVICE BOXES	EACH	4							4
60109510	PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"	FOOT	500	500						
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	12	12						
60205040	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	3	3						
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3						
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1						
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
60224039	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1						
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
X602281 0	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1							1
X60228 20	MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2							2
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1		1					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	12	12						
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5						
X60260 51	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	1	1						
60260100	INLETS TO BE ADJUSTED	EACH	1	1						
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1							1
X6026632	VALVE BOXES TO BE REMOVED	EACH	2							2
60500040	REMOVING MANHOLES	EACH	4	4						
60500050	REMOVING CATCH BASINS	EACH	10	10						
60500060	REMOVING INLETS	EACH	14	13	1					
60600605	CONCRETE CURB, TYPE B	FOOT	72	72						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	515	515						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2688	2633	55					
60605400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	1069	1069						
60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	2057		2057					
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	628	100	528					
X60619 00	CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL)	SQ FT	1389	1389						
60620800	CONCRETE MEDIAN, TYPE SB-9.12	SQ FT	178		178					
60624600	CORRUGATED MEDIAN	SQ FT	47	47						
66900205	SPECIAL WASTE DISPOSAL	CU YD	160	160						
66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1						
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1						

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SHEET NO. 3 OF 7 SHEETS

F.A.P. RTE. 334	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 6
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
66900565	PNAS SOIL ANALYSIS	EACH	1	1						
66900590	RCRA METALS TCLP SOIL ANALYSIS	EACH	1	1						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9						
67100100	MOBILIZATION	L SUM	1	1						
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1						
XX008438	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1	1						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	36	36						
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6886	1755	5131					
70300210	TEMPORARY PAVEMENT MARKING- LETTERS AND SYMBOLS	SQ FT	218	73	145					
70300220	TEMPORARY PAVEMENT MARKING- LINE 4"	FOOT	14162	10793	3369					
70300240	TEMPORARY PAVEMENT MARKING- LINE 6"	FOOT	725	525	200					
70300260	TEMPORARY PAVEMENT MARKING- LINE 12"	FOOT	106	106						
70300280	TEMPORARY PAVEMENT MARKING- LINE 24"	FOOT	175	45	130					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	13605	11895	1710					
72000100	SIGN PANEL - TYPE 1	SQ FT	257	102	123	32				
72000200	SIGN PANEL - TYPE 2	SQ FT	25			25				
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	29	16	13					
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	5	2	3					
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	567	375	192					
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219		219					
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3100		3100					
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1431		1431					
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	132		132					
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	146	146						
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	5412	5412						
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	913	913						
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	663	663						
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	79	79						
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	136		136					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2310	215	2095					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	136		136					
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	851			851				
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	302			302				
81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	106			106				
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	112			112				
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	450			450				
81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	75			75				
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	566			566				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SHEET NO. 4 OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	7
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
81400100	HANDHOLE	EACH	4			4				
81400200	HEAVY-DUTY HANDHOLE	EACH	4			4				
81400300	DOUBLE HANDHOLE	EACH	3			3				
81603055	UNIT DUCT, 600V, 3-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	385				385			
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1315			1315				
81900302	TRENCH AND BACKFILL WITH SCREENINGS OR SAND	FOOT	361				361			
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	20				20			
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2				
85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1				
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1			1				
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1543			1543				
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2334			2334				
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2311			2311				
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2800			2800				
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3841			3841				
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	44			44				
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3			3				
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2			2				
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1			1				
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1			1				
87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1			1				
87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1			1				
87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1			1				
87700330	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	2			2				
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	24			24				
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4				
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30			30				
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30			30				
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	42			42				
87900200	DRILL EXISTING HANDHOLE	EACH	2			2				
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8			8				
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	10			10				
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2			2				
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4			4				
88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2				
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	18			18				
88500100	INDUCTIVE LOOP DETECTOR	EACH	14			14				
88600100	DETECTOR LOOP, TYPE I	FOOT	617			617				

● SPECIALTY ITEM

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SHEET NO. 5 OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	8
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
88700200	LIGHT DETECTOR	EACH	4							4
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1							1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	8			8				
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1				
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4737			3389	1348			
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1				
89502380	REMOVE EXISTING HANDHOLE	EACH	12			12				
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10			10				
A2001228	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 4" CALIPER, BALLED AND BURLAPPED	EACH	1						1	
A2008132	TREE, TILIA CORDATA GREENSPIRE (GREENSPIRE LITTLE LEAF LINDEN), 4" CALIPER, BALLED AND BURLAPPED	EACH	2						2	
Z0012450	CONCRETE STEPS	CU YD	2	2						
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6		6					
Z0018911	DRILL AND GROUT #6 TIE BARS	EACH	1069		1069					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	415	364	51					
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	9				9			
Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1			1				
Z0033060	PERFORMED DETECTOR LOOP	FOOT	845			845				
Z0033090	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5669			5669				
Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1040	1040						
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	357	357						
Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	62	62						
Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	103	103						
Z0056614	STORM SEWER (WATER MAIN REQUIREMENTS) 21 INCH	FOOT	68	68						
Z0056624	STORM SEWER (WATER MAIN REQUIREMENTS) 42 INCH	FOOT	40	40						
Z0056800	SANITARY SEWER 6"	FOOT	27							27
Z0057100	SANITARY SEWER 12"	FOOT	202							202
Z0058200	SANITARY SEWER, TYPE 1 6"	FOOT	109							109
Z0058400	SANITARY SEWER, TYPE 1 10"	FOOT	42							42
Z0062456	TEMPORARY PAVEMENT	SQ YD	2075	2075						
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1			1				
Z0076600	TRAINEES	HOUR	1500	1500						
X0300020	WATER SERVICE CONNECTION	EACH	4							4
X0323134	REMOVE EXISTING HELIX FOUNDATION	EACH	2				2			
X0323651	REMOVE AND REINSTALL EXISTING LIGHTING UNIT	EACH	2				2			
X0323857	EXISTING LIGHT POLE FOUNDATION ADJUSTMENT	EACH	5				5			
X0325207	TELEVISION INSPECTION OF SEWER	FOOT	2942		2942					
X0487700	SANITARY SEWER REMOVAL 10"	FOOT	42							42
X0487800	SANITARY SEWER REMOVAL 12"	FOOT	202							202

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● SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 6 OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	9
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0005	0021	0021	0021	0031	0043
				RECONSTRUCTION, NO CAPACITY ADDED	SYSTEM PRESERVATION, RESURFACING	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	SAFETY (SIDEWALKS)	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION	NON-PARTICIPATING
X0839900	SANITARY SEWER REMOVAL 6"	FOOT	136							136
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	190	190						
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	24	24						
X4023000	TEMPORARY ACCESS (ROAD)	EACH	4	4						
X4200110	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	2110	2110						
X4230800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQ YD	1500	1500						
X5539700	STORM SEWERS TO BE CLEANED	FOOT	1471		1471					
X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	2							2
X5630708	CONNECTION TO EXISTING WATER MAIN 8"	EACH	4							4
X5630710	CONNECTION TO EXISTING WATER MAIN 10"	EACH	1							1
X5630712	CONNECTION TO EXISTING WATER MAIN 12"	EACH	7							7
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	4	4						
X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	3							3
X7030030	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	15243	14282	961					
X7030040	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 6 INCH	FOOT	300	300						
X7030050	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 12 INCH	FOOT	230	230						
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III, LETTERS AND SYMBOLS	SQ FT	109	109						
X7030055	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	101	101						
X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1				1			
X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	3				3			
X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1				1			
X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	5715			5715				
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1320			1320				
X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	1282							1282
XX004907	GATE VALVE 12" WITH VAULT, 5' DIAMETER	EACH	6							6
XX004913	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	3400			3400				
XX005713	ORNAMENTAL RAILING	FOOT	6	6						
XX006077	GATE VALVE AND BOX 6"	EACH	2							2
XX006241	GATE VALVE AND BOX 8"	EACH	4							4
XX006826	REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM	FOOT	50	50						
XX007090	VALVE VAULT, 5' DIA., WITH 12" VALVE	EACH	3							3
XX008361	WATER MAIN TO BE ABANDONED	L SUM	1							1
XX011700	WATER MAIN FITTINGS	POUND	6557							6557
XX008439	HOT SYNTHETIC PATTERNED TEXTURED PAVING, 3/4"	SQ FT	9120							9120
A2000824	TREE, ACER PLATANOIDES CRIMSON KING (CRIMSON KING NORWAY MAPLE), 4" CALIPER, BALLED AND BURLAPPED	EACH	2						2	

● SPECIALTY ITEM

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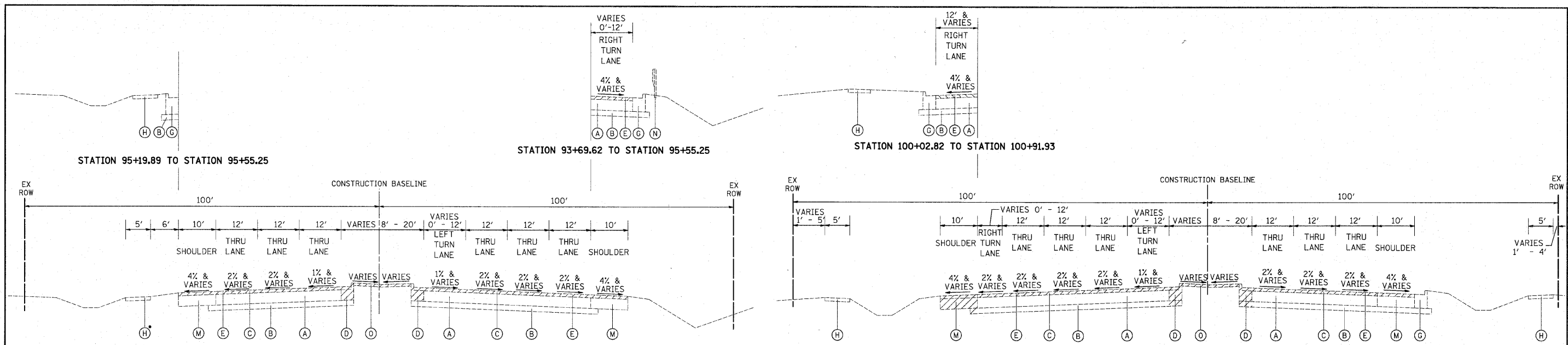
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SHEET NO. 7 OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	10
CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)</small>				

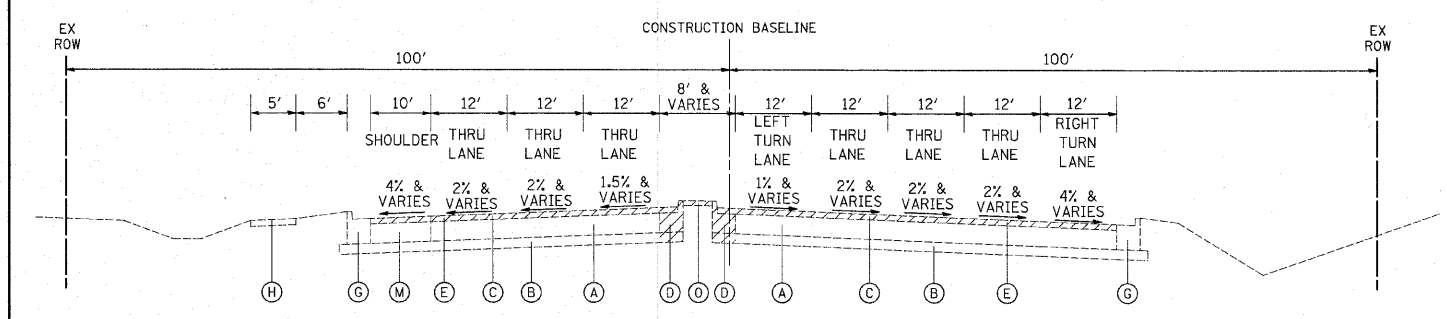


EXISTING TYPICAL SECTION

BUSSE ROAD
STATION 92+12.95 TO STATION 95+55.25

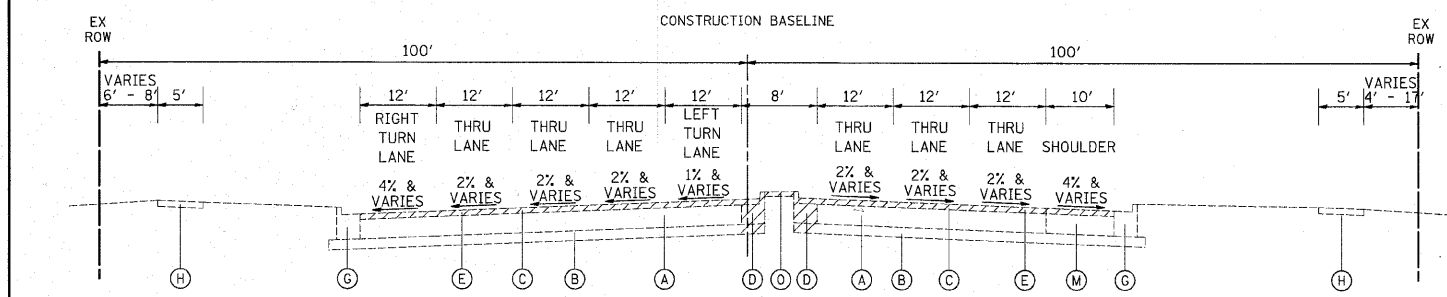
EXISTING TYPICAL SECTION

BUSSE ROAD
STATION 100+02.82 TO STATION 103+68.59



EXISTING TYPICAL SECTION

BUSSE ROAD
STATION 95+55.25 TO STATION 97+90.74



EXISTING TYPICAL SECTION

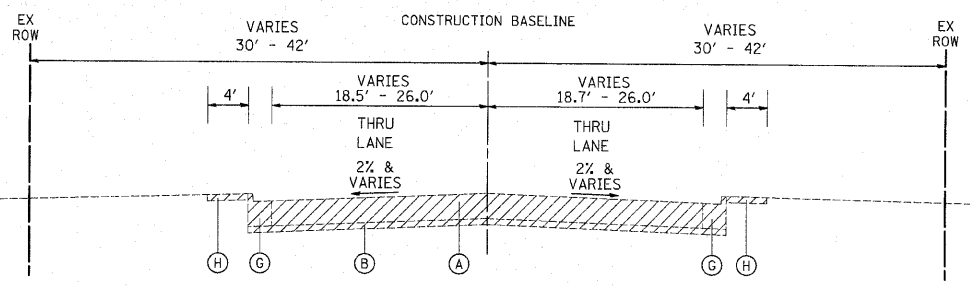
BUSSE ROAD
STATION 97+90.74 TO STATION 100+02.82

LEGEND

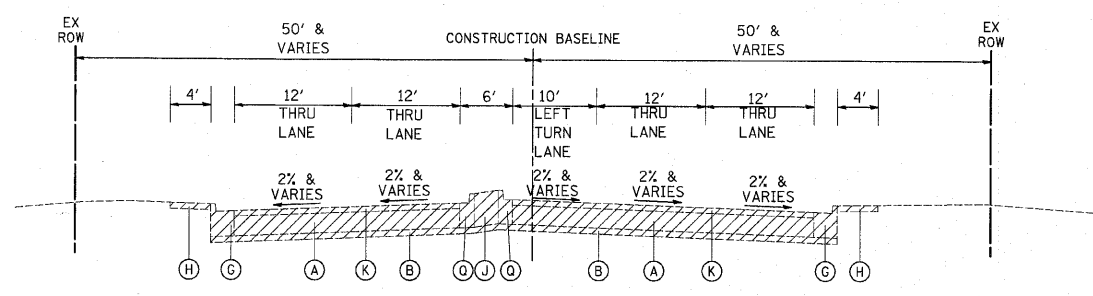
- (A) PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (B) HOT-MIX ASPHALT BASE COURSE, 4"
- (C) HOT-MIX ASPHALT SURFACE COURSE - VARIES 2 1/2" TO 3 1/2"
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (GUTTER OVERLAID)
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (F) CONCRETE MEDIAN
- (G) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (H) PORTLAND CEMENT CONCRETE SIDEWALK
- (I) HOT-MIX ASPHALT PAVEMENT - 11"
- (J) CONCRETE BARRIER MEDIAN
- (K) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (M) HOT-MIX ASPHALT SHOULDER, 10"
- (N) STEEL PLATE BEAM GUARDRAIL
- (O) CONCRETE MEDIAN SURFACE, 4"
- (P) HOT-MIX ASPHALT PAVEMENT - 10"
- (Q) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

REMOVAL ITEMS

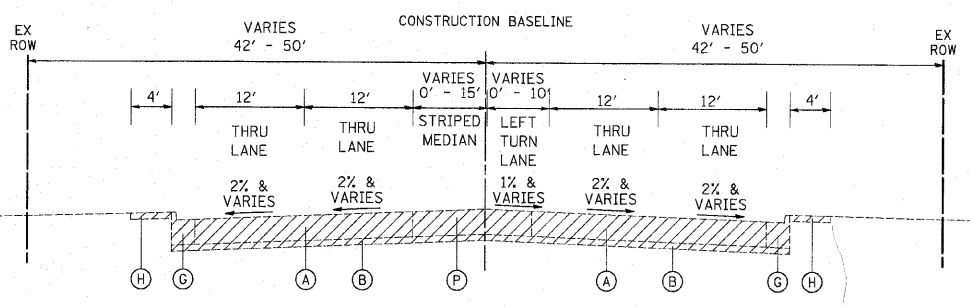
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PLOT SCALE = 5/8" = 1' IN.	CHECKED - DJK	DATE - 10-22-10	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 2 SHEETS	CONTRACT NO. 63527			
PLOT DATE = 12/21/2018	DATE - 10-22-10	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-900316591					



EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 110+80.83 TO STATION 113+35.34

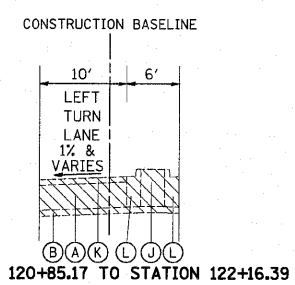


EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 118+00.00 TO STATION 120+00.00

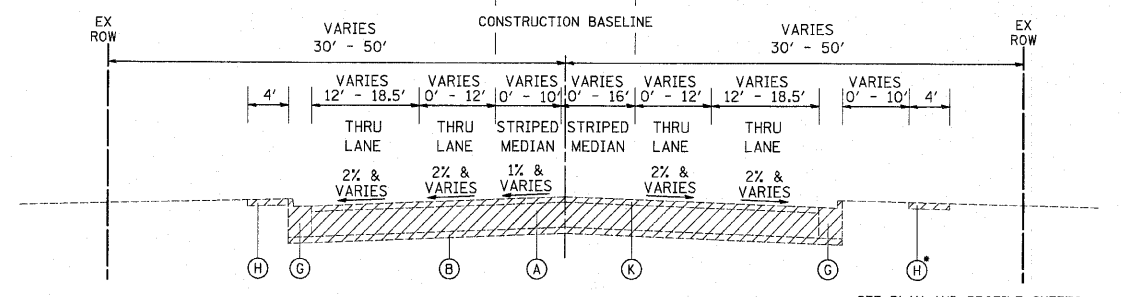


EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 113+35.34 TO STATION 117+49.40

- LEGEND**
- (A) PORTLAND CEMENT CONCRETE PAVEMENT, 10"
 - (B) HOT-MIX ASPHALT BASE COURSE, 4"
 - (C) HOT-MIX ASPHALT SURFACE COURSE - VARIES 2 1/2" TO 3 1/2"
 - (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (GUTTER OVERLAID)
 - (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 - (F) CONCRETE MEDIAN
 - (G) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - (H) PORTLAND CEMENT CONCRETE SIDEWALK
 - (I) HOT-MIX ASPHALT PAVEMENT - 11"
 - (J) CONCRETE BARRIER MEDIAN
 - (K) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
 - (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - (M) HOT-MIX ASPHALT SHOULDER, 10"
 - (N) STEEL PLATE BEAM GUARDRAIL
 - (O) CONCRETE MEDIAN SURFACE, 4"
 - (P) HOT-MIX ASPHALT PAVEMENT - 10"
 - (Q) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12
- REMOVAL ITEMS

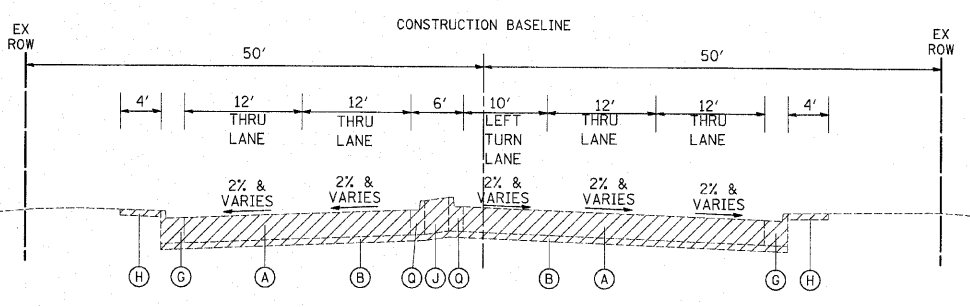


EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 120+85.17 TO STATION 122+16.39



EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 120+00.00 TO STATION 129+37.00

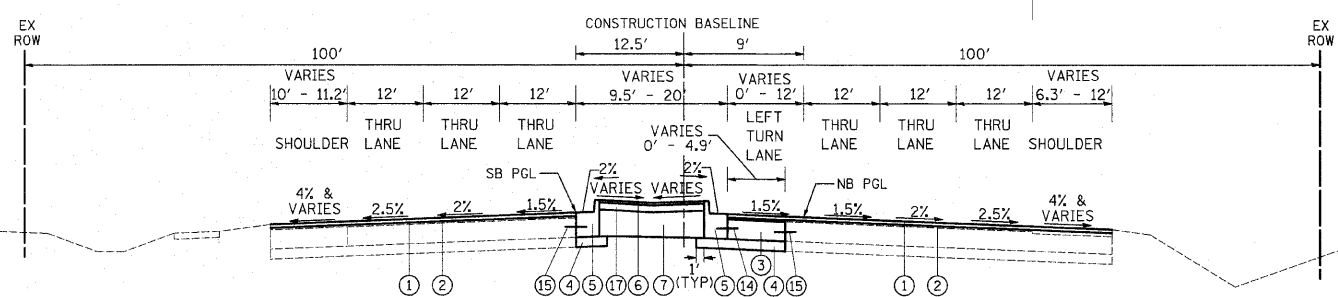
*SEE PLAN AND PROFILE SHEETS FOR REMOVAL LOCATIONS



EXISTING TYPICAL SECTION
GREENLEAF AVENUE
STATION 117+49.40 TO STATION 118+00.00

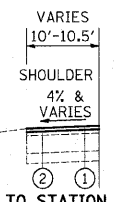
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PLOT SCALE = 5/8" = 1' IN.	CHECKED - DJK	REVISD -	SCALE: N.T.S.			SHEET NO. 2 OF 2 SHEETS	CONTRACT NO. 63527					
PLOT DATE = 10/21/2010	DATE = 10-22-10	REVISD -										
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-90036591												

STATION 93+69.62 TO STATION 94+32.95

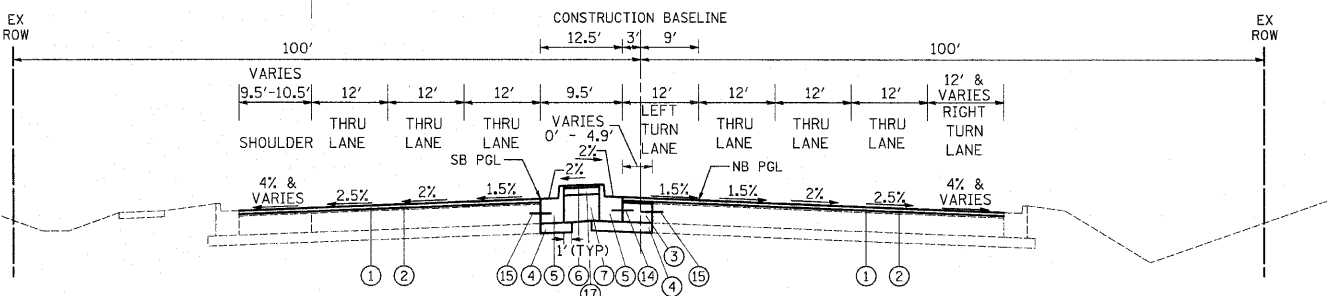


PROPOSED TYPICAL SECTION

BUSSE ROAD
STATION 92+12.95 TO STATION 94+32.95



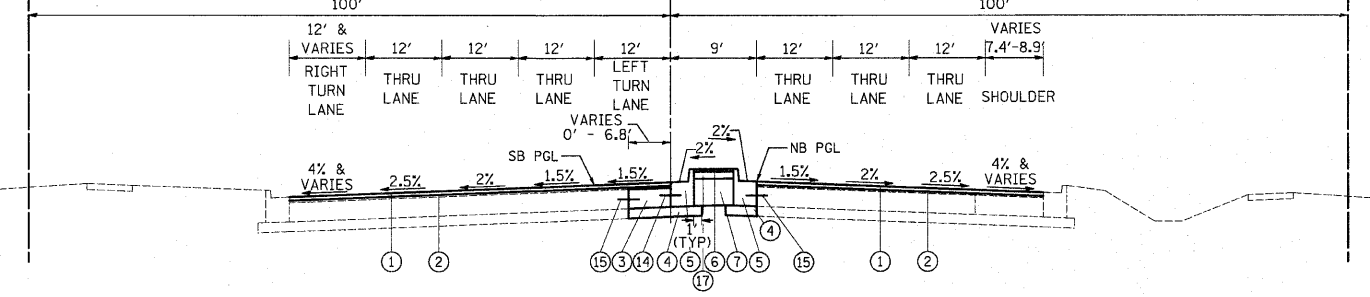
STATION 94+32.95 TO STATION 95+19.89



PROPOSED TYPICAL SECTION

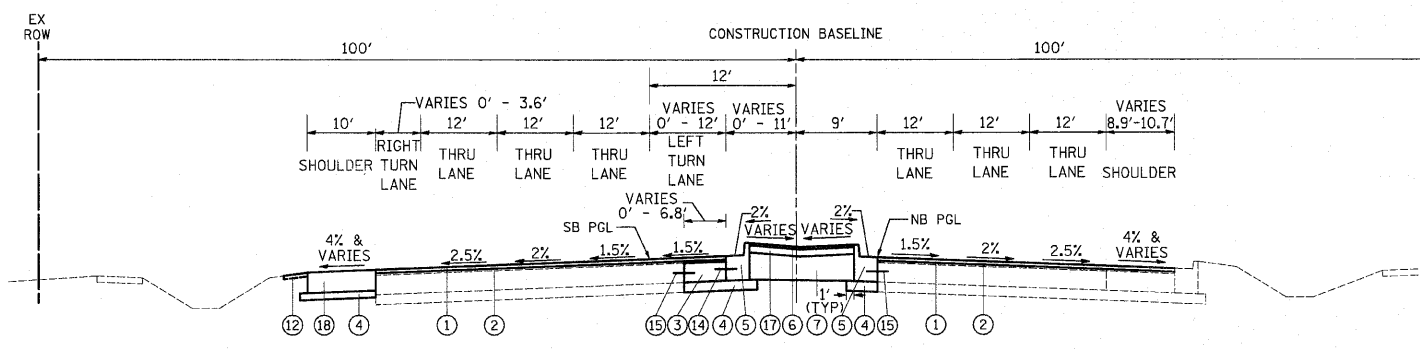
BUSSE ROAD
STATION 94+32.95 TO STATION 97+90.74

STATION 100+92.02 TO STATION 101+48.59



PROPOSED TYPICAL SECTION

BUSSE ROAD
STATION 97+90.74 TO STATION 101+48.59



PROPOSED TYPICAL SECTION

BUSSE ROAD
STATION 101+48.59 TO STATION 103+68.59

CONTRACTOR SHALL MILL BEFORE PATCHING
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

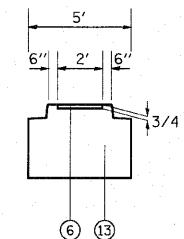
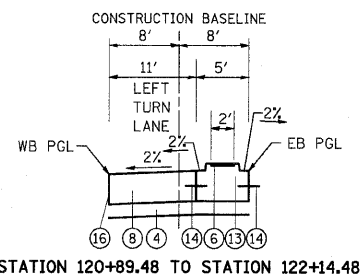
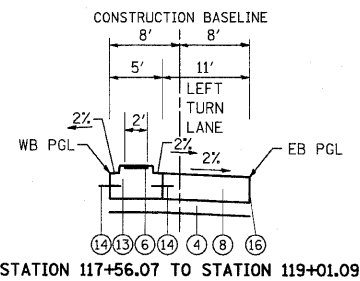
PAY ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm); 1 3/4"	4% @ 90 GYR.
LEVELING BINDER (MACHINE METHOD), N70; 3/4" (MIN. & VARIES)	4% @ 70 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 1 1/2"	4% @ 50 GYR.
TEMPORARY PAVEMENT (HMA BINDER IL-19mm); 8 1/2"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); 10"	4% @ 70 GYR.
MEDIAN	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR.
INCIDENTAL HOT-MIX ASPHALT SURFACING	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (IL-9.5mm)	4% @ 50 GYR.
SHOULDER	
HMA SHOULDER (HMA BINDER IL-19mm); 10"	2% @ 30 GYR.

NOTES:

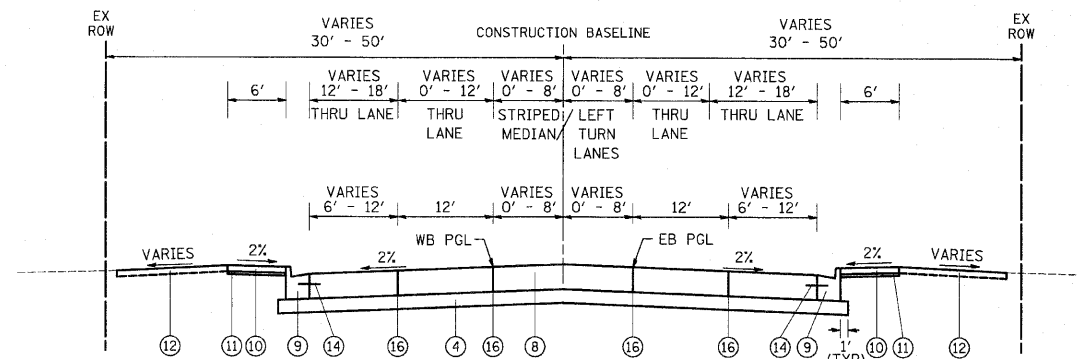
- THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

LEGEND

- | | |
|--|---|
| ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX F, N90, 1 3/4" | ⑪ SUBBASE GRANULAR MATERIAL, TYPE B 2" |
| ② LEVELING BINDER (MACHINE METHOD), N70, 3/4" (MIN. & VARIES) | ⑫ TOPSOIL FURNISH AND PLACE, 4" SODDING |
| ③ PORTLAND CEMENT CONCRETE BASE COURSE, 10" | ⑬ CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL) |
| ④ SUBBASE GRANULAR MATERIAL, TYPE B, 6" | ⑭ NO. 6 EPOXY COATED, DEFORMED TIE BAR @ 24" C-C (PER STANDARD 606001) (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24) |
| ⑤ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 | ⑮ NO. 6 EPOXY COATED, DEFORMED TIE BAR, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MINIMUM) |
| ⑥ HOT SYNTHETIC PATTERNED TEXTURED PAVING, 3/4" | ⑯ LONGITUDINAL JOINT (SEE JOINTING PLAN FOR REINFORCEMENT DETAILS) |
| ⑦ SUBBASE GRANULAR MATERIAL, TYPE B | ⑰ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4" |
| ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) | ⑱ HOT-MIX ASPHALT SHOULDERS, 10" |
| ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | |
| ⑩ PORTLAND CEMENT CONCRETE SIDEWALK, 5" | |



CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL) DETAIL



PROPOSED TYPICAL SECTION

**GREENLEAF AVENUE
STATION 110+80.83 TO STATION 129+37.00**

LEGEND

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX F, N90, 1 3/4"
- ② LEVELING BINDER (MACHINE METHOD), N90, 3/4" (MIN. & VARIES)
- ③ PORTLAND CEMENT CONCRETE BASE COURSE, 10"
- ④ SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- ⑤ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12
- ⑥ HOT SYNTHETIC PATTERNED TEXTURED PAVING, 3/4"
- ⑦ SUBBASE GRANULAR MATERIAL, TYPE B
- ⑧ PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑩ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑪ SUBBASE GRANULAR MATERIAL, TYPE B 2"
- ⑫ TOPSOIL FURNISH AND PLACE, 4" SODDING
- ⑬ CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL)
- ⑭ NO. 6 EPOXY COATED, DEFORMED TIE BAR @ 24" C-C (PER STANDARD 606001) (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
- ⑮ NO. 6 EPOXY COATED, DEFORMED TIE BAR, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MINIMUM)
- ⑯ LONGITUDINAL JOINT (SEE JOINTING PLAN FOR REINFORCEMENT DETAILS)
- ⑰ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"
- ⑱ HOT-MIX ASPHALT SHOULDERS, 10"

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PLOT SCALE = 5/8" = 1' / IN.	DRAWN - BLG	REVISED -
PLOT DATE = 10/21/2010	CHECKED - DJK	REVISED -
	DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
PROPOSED TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 14
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

EARTHWORK SCHEDULE - GREENLEAF AVENUE				
ITEM	UNIT	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION	C.Y.	478	564	574
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	407	480	488
EMBANKMENT REQUIRED	C.Y.	349	836	44
EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	C.Y.	+58	-356	+444

EARTHWORK SCHEDULE - IL ROUTE 83 (BUSSE ROAD)				
ITEM	UNIT	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION	C.Y.	-	-	678
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	-	-	576
EMBANKMENT REQUIRED	C.Y.	-	-	76
EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	C.Y.	-	-	+500

SHRINKAGE CALCULATED USING 15% SHRINKAGE FACTOR

A PAY ITEM FOR "FURNISHED EXCAVATION" HAS BEEN INCLUDED ON THE ASSUMPTION THAT, DUE TO LIMITED WORKING SPACE, ALL EMBANKMENT MAY HAVE TO BE BROUGHT IN FROM OUTSIDE THE PROJECT LIMITS.

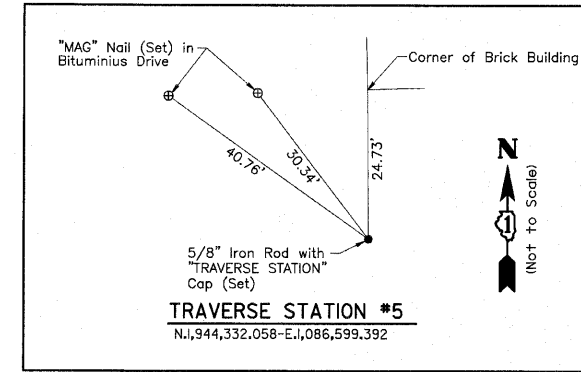
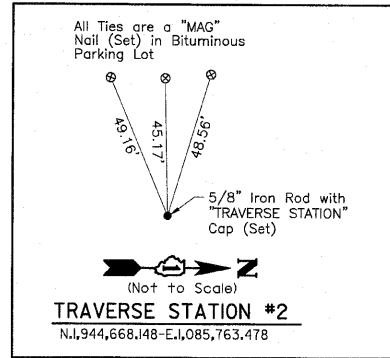
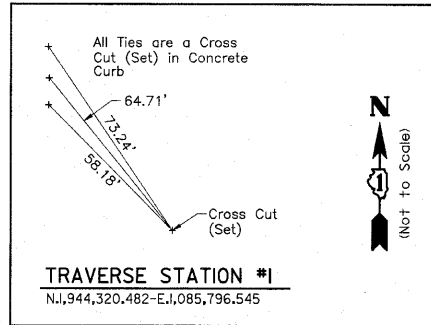
SCHEDULE OF TREE REMOVAL	
STATION	6 TO 15 UNIT DIAMETER
124+80, LT	7
124+91, RT	6
125+07, LT	6
128+05, LT	8

SCHEDULE OF DRIVEWAY PAVEMENT REMOVAL & REPLACEMENT		
STATION	DRIVEWAY PAVEMENT REMOVAL	PCC DW, 8", SPECIAL
109+72, RT	2 SY	2 SY
110+60, RT	36 SY	36 SY
111+24, LT	27 SY	30 SY
111+51, RT	50 SY	61 SY
111+68, LT	33 SY	37 SY
112+41, RT	53 SY	54 SY
113+61, RT	45 SY	57 SY
114+20, LT	79 SY	92 SY
114+73, RT	42 SY	48 SY
115+39, LT	40 SY	52 SY
115+81, RT	70 SY	100 SY
116+75, LT	51 SY	114 SY
116+82, RT	56 SY	59 SY
117+22, LT*	52 SY	0 SY
117+35, RT	51 SY	48 SY
121+38, LT	58 SY	65 SY
122+53, LT	98 SY	143 SY
122+63, RT	65 SY	67 SY
123+06, LT**	45 SY	0 SY
123+22, RT	37 SY	43 SY
124+47, RT	43 SY	52 SY
126+68, LT	45 SY	131 SY
127+13, LT***	35 SY	0 SY
127+39, RT	164 SY	171 SY
129+05, RT	41 SY	38 SY

- * PROPOSED DRIVEWAY AREA COMBINED WITH DRIVEWAY AT 116+75, LT
- ** PROPOSED DRIVEWAY AREA COMBINED WITH DRIVEWAY AT 122+53, LT
- *** PROPOSED DRIVEWAY AREA COMBINED WITH DRIVEWAY AT 126+68, LT

DATE: _____ BY: _____
 SURVEYED: _____
 PLAN: _____
 NOTE BOOK: _____
 ALIGNMENT CHECKED: _____
 I.T.O. OF MAY CHECKED: _____
 NO. _____

DATE: _____ BY: _____
 SURVEYED: _____
 PROFILE: _____
 NOTE BOOK: _____
 GRADES CHECKED: _____
 B.M. NUMBER: _____
 NO. _____
 PRODUCE NOTATIONS CHECKED: _____

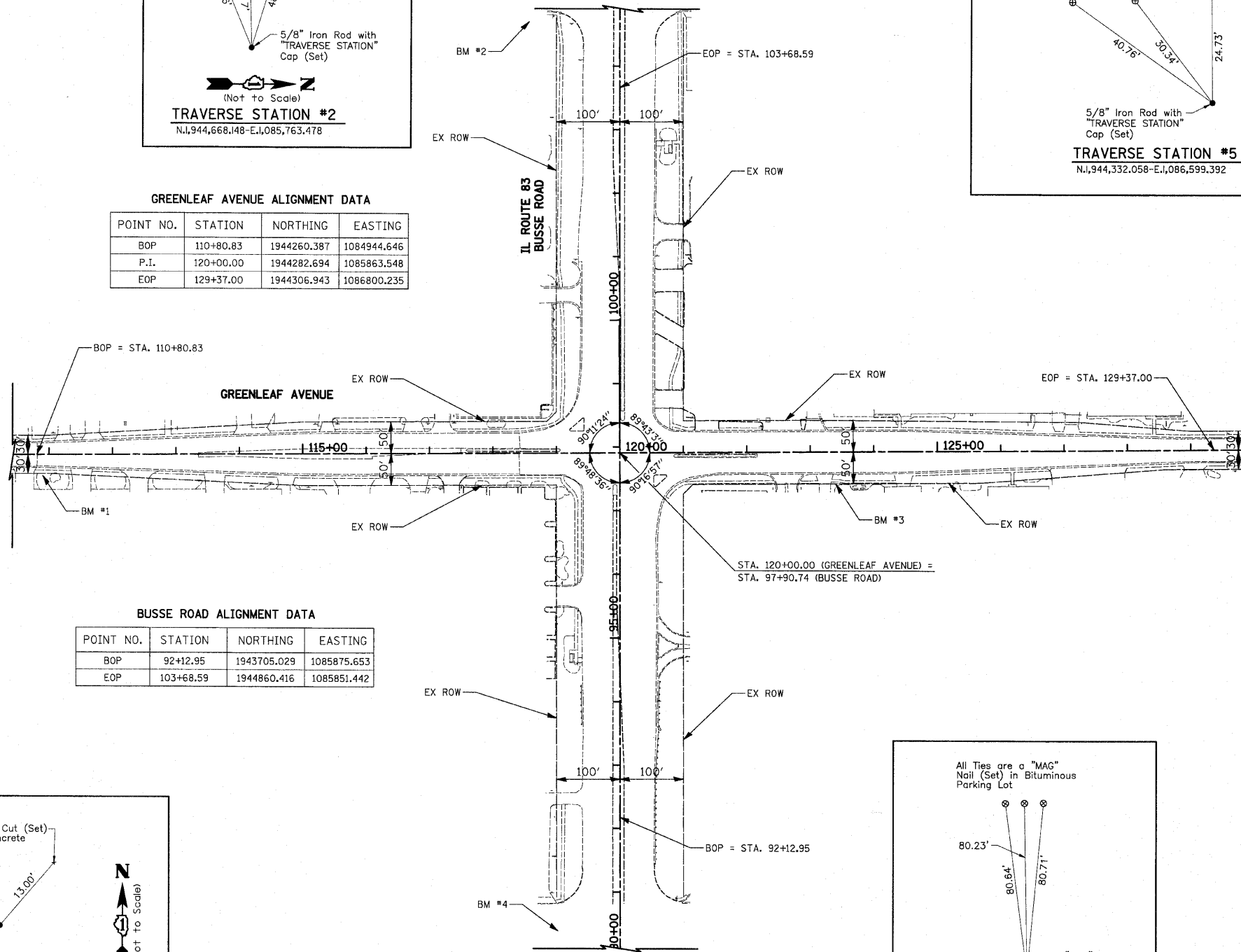
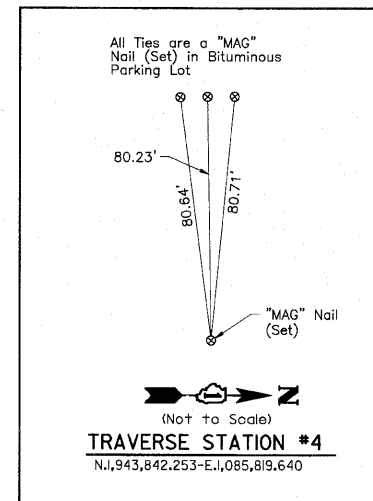
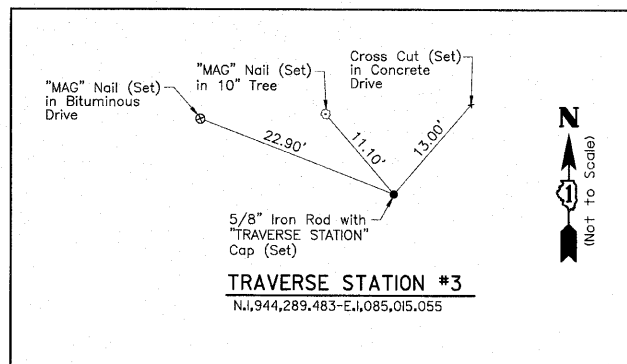


GREENLEAF AVENUE ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
BOP	110+80.83	1944260.387	1084944.646
P.I.	120+00.00	1944282.694	1085863.548
EOP	129+37.00	1944306.943	1086800.235

BUSSE ROAD ALIGNMENT DATA

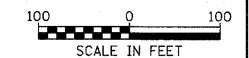
POINT NO.	STATION	NORTHING	EASTING
BOP	92+12.95	1943705.029	1085875.653
EOP	103+68.59	1944860.416	1085851.442



NOTES:
 BOP = BEGINNING OF PROJECT
 EOP = END OF PROJECT
 P.I. = POINT OF INTERSECTION
 P.C. = POINT OF CURVATURE
 P.T. = POINT OF TANGENT
 BM = BENCHMARK

BENCHMARKS

- REF BM ELEVATIONS ARE BASED ON G.P.S. RTK OBSERVATIONS MEASURED AT TRAVERSE STATION #2, AS SHOWN HEREON. NGVD '88 ELEV. = 678.54
- BM #1 FOUND CROSS CUT IN SOUTHEAST FLANGE BOLT OF FIRE HYDRANT (SOUTH SIDE OF GREENLEAF AVENUE). ELEV. = 679.21
- BM #2 CROSS CUT (SET) IN SOUTHEAST FLANGE BOLT OF FIRE HYDRANT IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF BUSSE ROAD AND ESTES AVENUE. ELEV. = 681.06
- BM #3 CROSS CUT (SET) IN SOUTHEAST FLANGE BOLT OF FIRE HYDRANT (SOUTH SIDE OF GREENLEAF AVENUE). ELEV. = 676.63
- BM #4 RAILROAD SPIKE SET IN POWER POLE IN SOUTHWEST QUADRANT OF THE INTERSECTION OF BUSSE ROAD AND LUNT AVENUE. ELEV. = 678.20



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PLOT DATE = 10/21/2018	CHECKED - DJK	REVISED -
	DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
 ALIGNMENT, TIES AND BENCHMARKS**
 SCALE: 1" = 100' SHEET NO. 1 OF 1 SHEETS

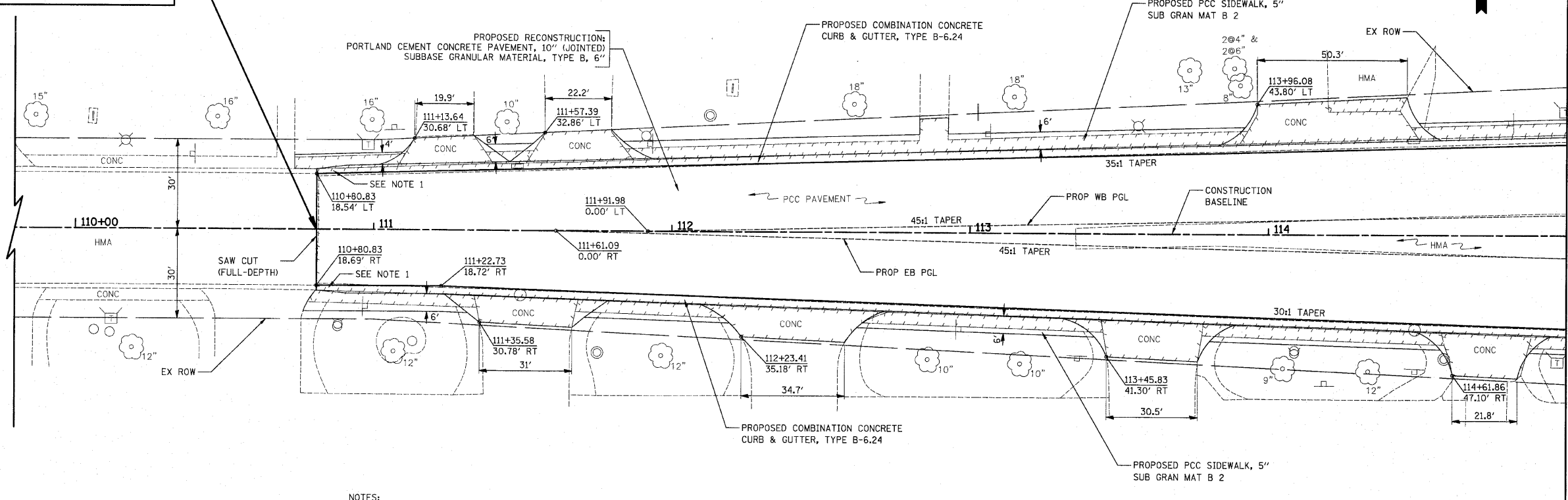
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344	09-00056-00-CH	COOK	111	16

CONTRACT NO. 63527
 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900316593

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NOTE BOOK	
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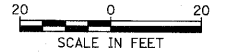
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STA. 110+80.83



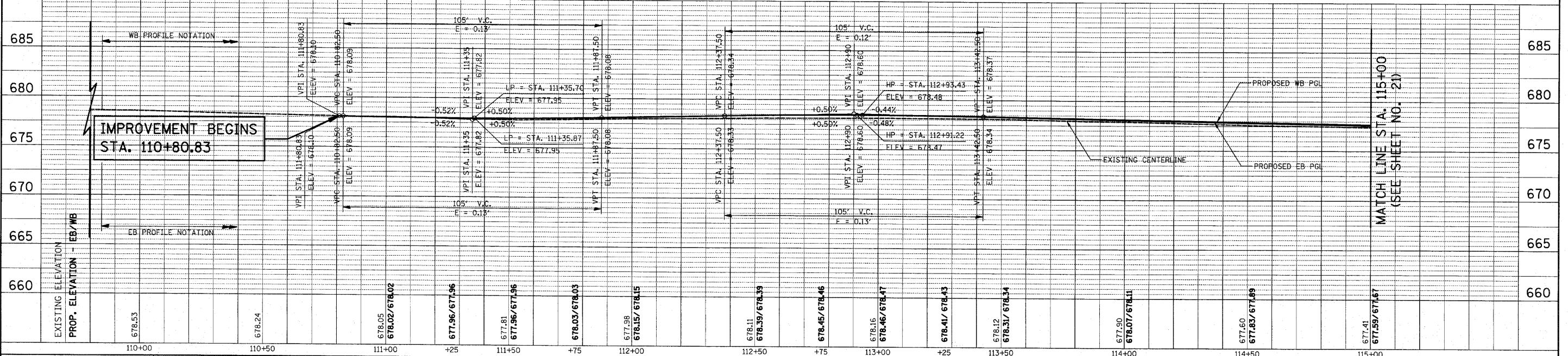
MATCH LINE STA. 115+00
(SEE SHEET NO. 21)

NOTES:

1. TRANSITION CURB FROM B-6.24 TO MATCH EXISTING OVER 10'. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".
2. ALL DRIVEWAYS SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL.
3. SEE MAINTENANCE OF TRAFFIC AND WATERMAIN PLANS FOR REPLACEMENT REQUIRED WEST OF RECONSTRUCTION LIMITS.



GREENLEAF AVENUE



MATCH LINE STA. 115+00
(SEE SHEET NO. 21)

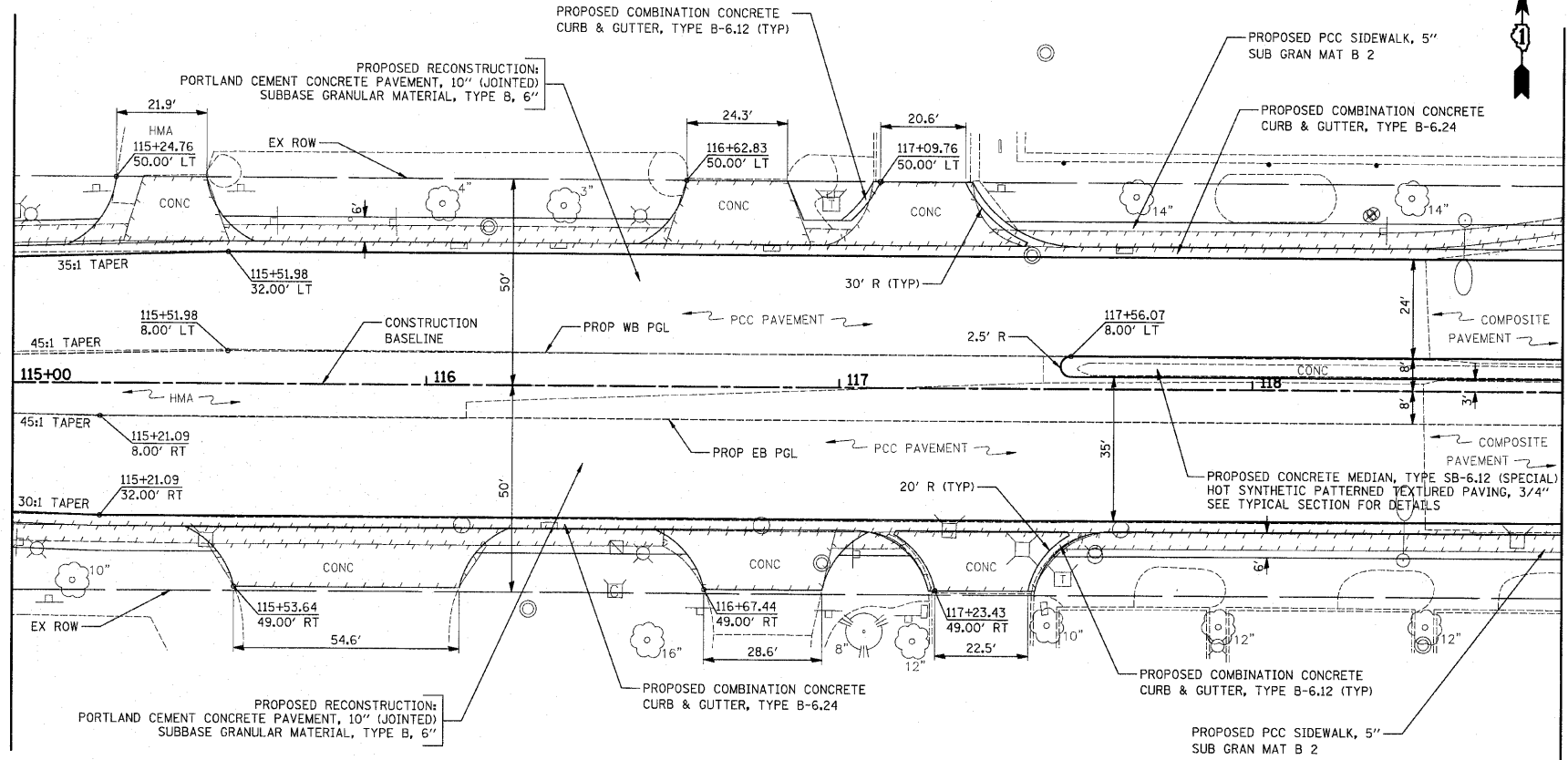
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PLOT SCALE = 28.0000' / IN.	CHECKED - DJK	REVISED -	REVISED -			SCALE: 1" = 20'	SHEET NO. 4 OF 7 SHEETS	STA. 110+80.83 TO STA. 115+00.00	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT M-90036599	
PLOT DATE = 10/21/2010	DATE = 10-22-10	REVISED -	REVISED -								

PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	NO. OF WAY CHECKED		
	PAID FILE NAME		

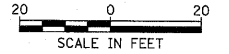
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MATCH LINE STA. 115+00
(SEE SHEET NO. 20)

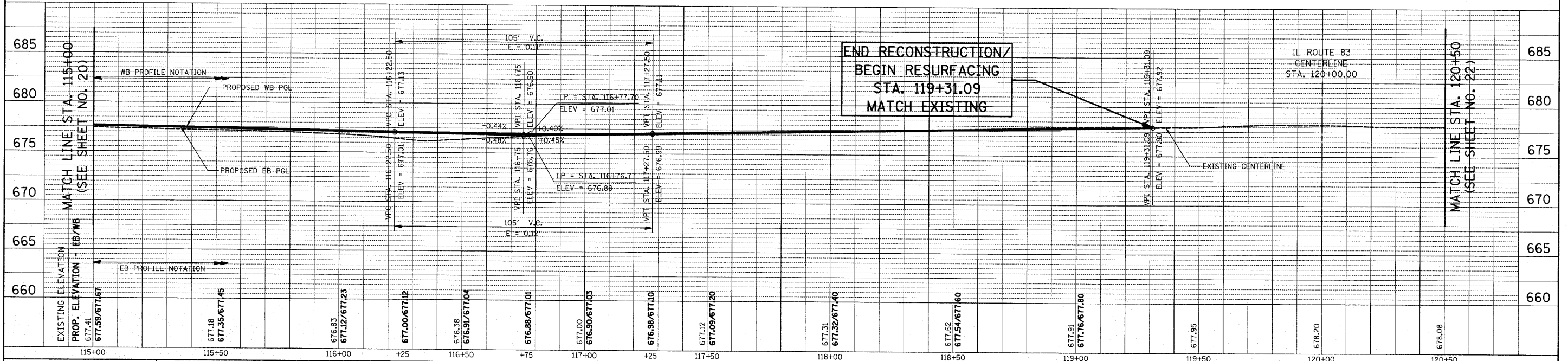
MATCH LINE STA. 118+75
(SEE SHEET NO. 18)



- NOTES:
1. ALL DRIVEWAYS SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL.
 2. REDUCE PROPOSED SIDEWALK WIDTH AT EXISTING LIGHT POLES WITH CONCRETE FOUNDATIONS, AS DIRECTED BY THE ENGINEER.



GREENLEAF AVENUE

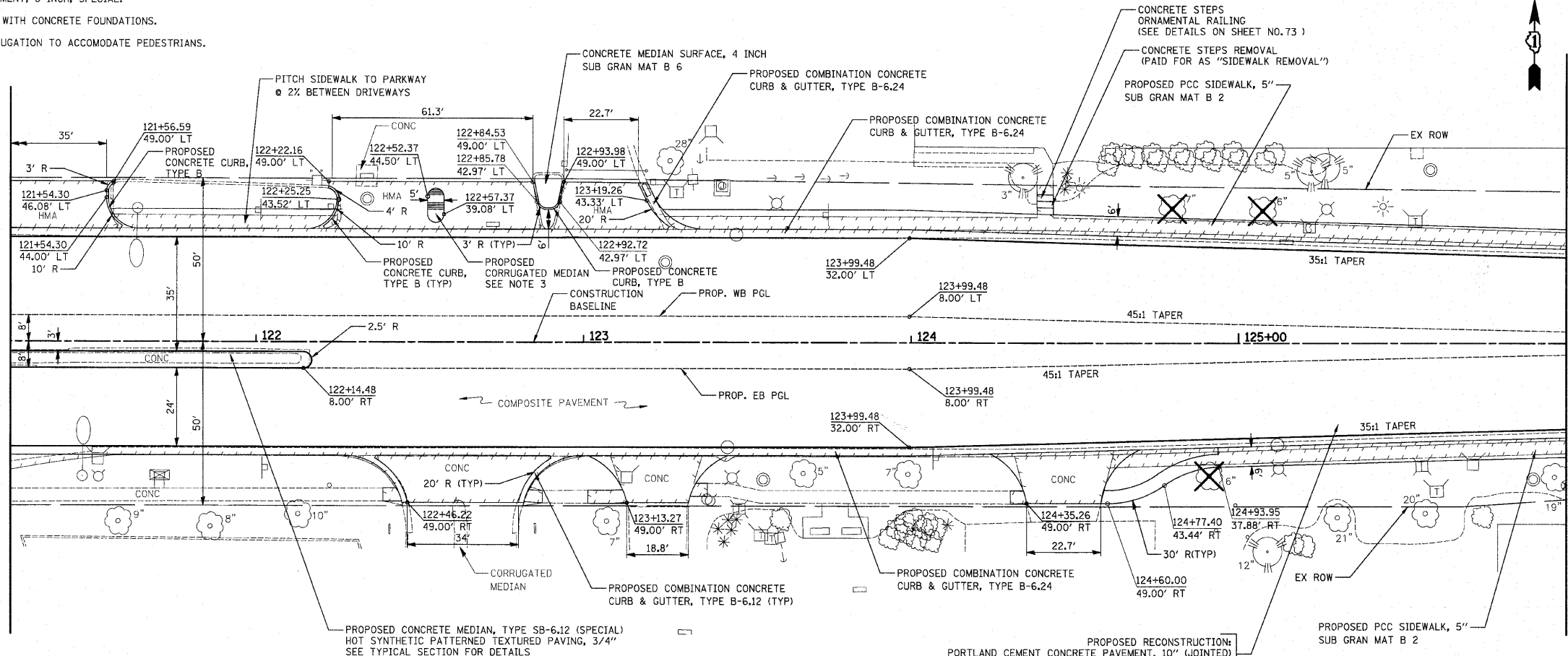


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PLOT SCALE = 28.0000' / IN.	CHECKED - DJK	REVISIONS	REVISIONS			SCALE: 1" = 20'	SHEET NO. 5 OF 7 SHEETS	STA. 115+00.00 TO STA. 118+75.00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036599				
PLOT DATE = 10/21/2019	DATE = 10-22-10	REVISIONS	REVISIONS										

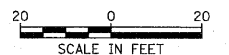
- NOTES:**
- ALL DRIVEWAYS SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL.
 - REDUCE PROPOSED SIDEWALK WIDTH AT EXISTING LIGHT POLES WITH CONCRETE FOUNDATIONS.
 - SOUTHERN 4' OF MEDIAN SHALL BE SMOOTH AND WITHOUT CORRUGATION TO ACCOMMODATE PEDESTRIANS.

MATCH LINE STA. 121+25
(SEE SHEET NO. 18)

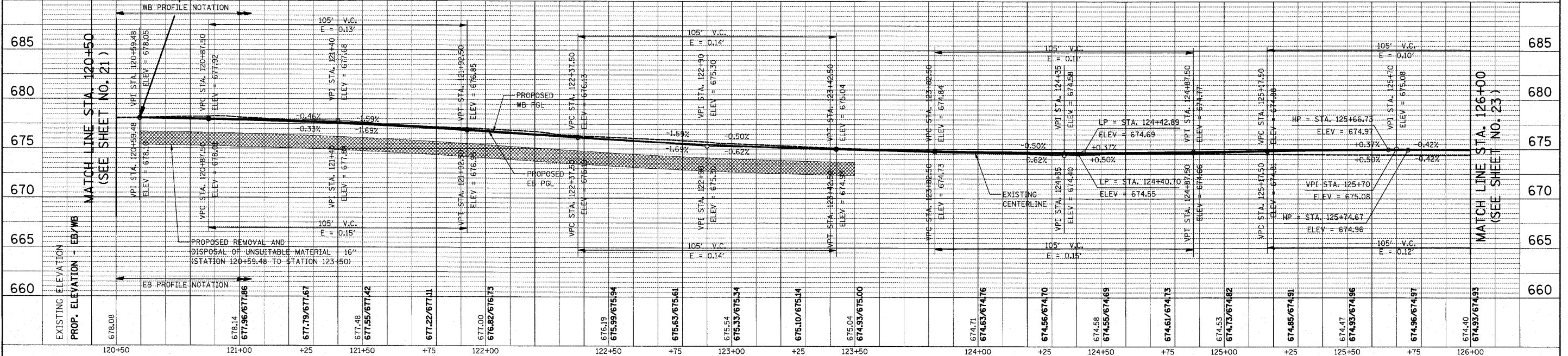
MATCH LINE STA. 126+00
(SEE SHEET NO. 23)



END RESURFACING/
BEGIN RECONSTRUCTION
STA. 120+59.48
MATCH EXISTING



GREENLEAF AVENUE



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PLOT SCALE = 20.0000' / IN.	CHECKED - DJK	DATE - 10-22-10	REVISED -		SCALE: 1" = 20'	SHEET NO. 6 OF 7 SHEETS	STA. 121+25.00 TO STA. 126+00.00	CONTRACT NO. 63527				
PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)							

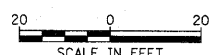
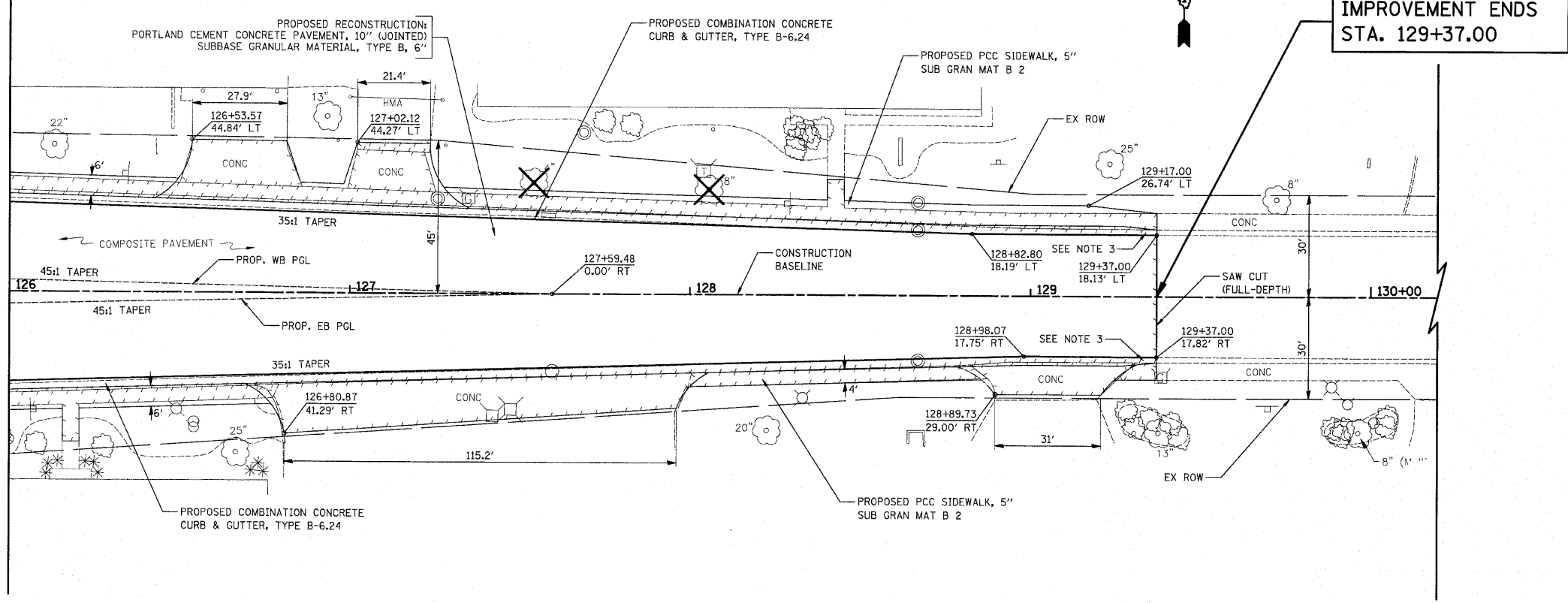
NOTES:

1. ALL DRIVEWAYS SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL.
2. SEE MAINTENANCE OF TRAFFIC AND WATERMAIN PLANS FOR REPLACEMENT REQUIRED EAST OF RECONSTRUCTION LIMITS.
3. TRANSITION CURB FROM B-6.24 TO MATCH EXISTING OVER 10'. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".

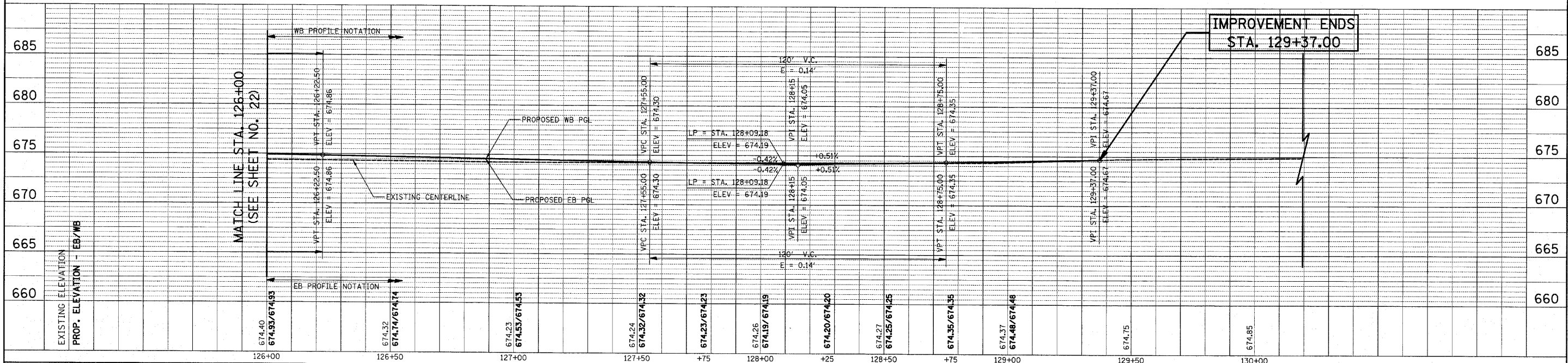
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GRADES CHECKED	
CONSTRUCTION NOTATIONS CHECKED	
NO. OF WAYS CHECKED	
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MATCH LINE STA. 126+00
(SEE SHEET NO. 22)



GREENLEAF AVENUE



IMPROVEMENT ENDS
STA. 129+37.00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
PLAN AND PROFILE
SCALE: 1" = 20' SHEET NO. 7 OF 7 SHEETS STA. 126+00.00 TO STA. 129+37.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	23
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036593				

ACCESS MAINTENANCE NOTES

MAINTAINING ACCESS TO PRIVATE DRIVEWAYS IS OF THE UTMOST IMPORTANCE. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING THE CONSTRUCTION OF DRIVEWAYS. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER DRIVEWAY ACCESS:

1. THE CONTRACTOR SHALL WORK WITH ADJACENT BUSINESS OWNERS TO DETERMINE DRIVEWAY RECONSTRUCTION SCHEDULING. ALL DRIVEWAY CLOSURES SHALL BE APPROVED BY THE ENGINEER.

2. TEMPORARY DRIVES SHALL BE CONSTRUCTED USING 100% RECYCLED ASPHALT PAVEMENT. THE WIDTH OF THE DRIVE SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOTE THAT THE TEMPORARY DRIVEWAY WIDTH MAY EXCEED THE WIDTH OF THE EXISTING DRIVEWAY IN ORDER TO ALLOW FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS.

THE COST OF PLACING, MAINTAINING AND REMOVING TEMPORARY DRIVES SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)".

IT MAY BE NECESSARY TO CONSTRUCT TEMPORARY PADS IN THE CONSTRUCTION ZONE FOR DRIVEWAYS ON THE OPPOSITE SIDE OF THE ROAD. THESE PADS MAY BE NECESSARY FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS. THE ENGINEER SHALL DIRECT THE CONTRACTOR AS TO THE LOCATIONS AND SIZES OF THESE PADS. THE COST OF PLACING THESE TEMPORARY PADS SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE TEMPORARY ACCESS FOR THE LOADING DOCK OR DRIVEWAY.

3. A 4" PVC DRAIN SHALL BE PLACED UNDER TEMPORARY DRIVES TO PROVIDE POSITIVE DRAINAGE WHEN THE ROADWAY IS EXCAVATED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "DRIVEWAY PAVEMENT REMOVAL".

4. QUANTITIES FOR HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) HAVE BEEN INCLUDED FOR USE IN FRONT OF THE DRIVEWAYS IN ORDER TO EXPEDITE THE COMPLETION OF THIS WORK. THESE ITEMS SHALL ONLY BE USED WHEN APPROVED BY THE ENGINEER.

5. ALL BARRICADES REQUIRED TO SUB-STAGE DRIVEWAY CONSTRUCTION AND MAINTAIN ACCESS TO DRIVEWAYS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

KEEPING ROADS OPEN TO TRAFFIC

EXCEPT FOR APPROVED CLOSURES AS DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS, ALL ROADS SHALL BE KEPT OPEN TO TRAFFIC DURING THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR MAY CLOSE ONE LANE OF TRAFFIC (BECAUSE OF CONSTRUCTION) ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M.

WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON TWO-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND FLAGGERS AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON FOUR-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND BARRICADES AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED BETWEEN 3:00 P.M. AND 9:00 A.M. AND WHEN NO CONSTRUCTION ACTIVITIES ARE BEING CARRIED ON, THE ENGINEER MAY WAIVE THE LANE CLOSURE TIME RESTRICTION AT HIS DISCRETION.

THE CONTRACTOR SHALL LIMIT ANY DROP-OFF BETWEEN LANES TO 1-1/2" DURING ANY OVERNIGHT PERIOD.

TEMPORARY PAVEMENT FOR ALL STAGES SHALL CONSIST OF THE FOLLOWING:

- 1.5" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1L-9.5 mm)
- 8.5" TEMP PAVEMENT (HMA BINDER 1L-19 mm)

OR

8" PORTLAND CEMENT CONCRETE BASE COURSE

PRE-STAGE 1 (NOT SHOWN)

1. INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF IL ROUTE 83 AND GREENLEAF AVENUE. (NOTE: THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED.)
2. REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
3. REMOVE EXISTING BARRIER MEDIANS ON GREENLEAF AVENUE, AND CURB AND GUTTER, SIDEWALKS, AND DRIVEWAYS IN AREAS REQUIRING TEMPORARY PAVEMENT. PLACE TEMPORARY PAVEMENT. THIS WORK SHALL BE PERFORMED USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT HIGHWAY STANDARDS 701501 AND 701601.

STAGE 1

1. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. SHIFT TRAFFIC AS INDICATED.
2. REMOVE EXISTING PAVEMENT, CURB AND GUTTER AND DRIVEWAYS ON THE SOUTH SIDE OF GREENLEAF AVENUE.
3. CONSTRUCT WATERMAIN AND STORM SEWER LATERALS ACROSS GREENLEAF AVENUE. DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501 SHALL BE ALLOWED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM. TRENCHES SHALL NOT BE LEFT IN STONE OVERNIGHT. THE CONTRACTOR SHALL CONSTRUCT, REPAIR AND MAINTAIN THE TRENCHES WITH CLASS D PATCHES, 10 INCH. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS PROVIDED TO THE NEW STORM SEWER STRUCTURES ON BOTH SIDES OF GREENLEAF AVENUE.
4. CONSTRUCT CURB AND GUTTER, CONCRETE PAVEMENT, SIDEWALK AND ENTRANCES AS SHOWN.
5. REDUCE RADIUS AT THE SOUTHEAST CORNER TO COMPLETE CONSTRUCTION AT THE INTERSECTION. THE RADIUS SHALL ONLY BE REDUCED FOR A MAXIMUM OF 7 CALENDAR DAYS.
6. CONSTRUCT TEMPORARY PAVEMENT REQUIRED FOR STAGE 2 CONSTRUCTION USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT HIGHWAY STANDARDS 701501.

STAGE 2

1. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT TRAFFIC AS INDICATED.
2. REMOVE EXISTING PAVEMENT, CURB AND GUTTER AND DRIVEWAYS ON THE NORTH SIDE OF GREENLEAF AVENUE.
3. CONSTRUCT CURB AND GUTTER, CONCRETE PAVEMENT, SIDEWALK AND ENTRANCES AS SHOWN.
4. REDUCE RADIUS AT THE NORTHWEST CORNER TO COMPLETE CONSTRUCTION AT THE INTERSECTION. THE RADIUS SHALL ONLY BE REDUCED FOR A MAXIMUM OF 7 CALENDAR DAYS.

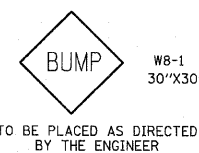
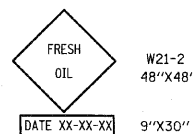
STAGE 3

1. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT TRAFFIC AS INDICATED.
2. IMPLEMENT DETOUR.
3. CONSTRUCT TURN LANE AND MEDIAN ON GREENLEAF AVENUE. RESTORE AREAS BEYOND RECONSTRUCTION LIMIT AFFECTED BY THE TEMPORARY PAVEMENT.
4. REMOVE EXISTING MEDIAN AND CURB AND GUTTER ON IL ROUTE 83.
5. CONSTRUCT CURB AND GUTTER AND BASE COURSE WIDENING ON IL ROUTE 83. DAILY LANE CLOSURES WILL BE ALLOWED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM IN ACCORDANCE WITH IDOT HIGHWAY STANDARDS 701421.
6. REMOVE AND REPLACE SHOULDERS AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS ON IL ROUTE 83. DAILY LANE CLOSURES WILL BE ALLOWED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM IN ACCORDANCE WITH IDOT HIGHWAY STANDARDS 701421.
7. COMPLETE ALL LANDSCAPING.
8. MILL EXISTING PAVEMENT ON IL ROUTE 83.
9. PLACE LEVEL BINDER AND SURFACE COURSE ON IL ROUTE 83 MAINTAINING TRAFFIC PER STANDARD 701421.
10. PLACE PERMANENT PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS AND SIGNS.
11. INSTALL AND ACTIVATE TRAFFIC SIGNALS AT THE INTERSECTION OF IL ROUTE 83 AND GREENLEAF AVENUE. (NOTE: THE TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED.)
12. REMOVE CONSTRUCTION SIGNS AND OPEN ALL LANES TO TRAFFIC.

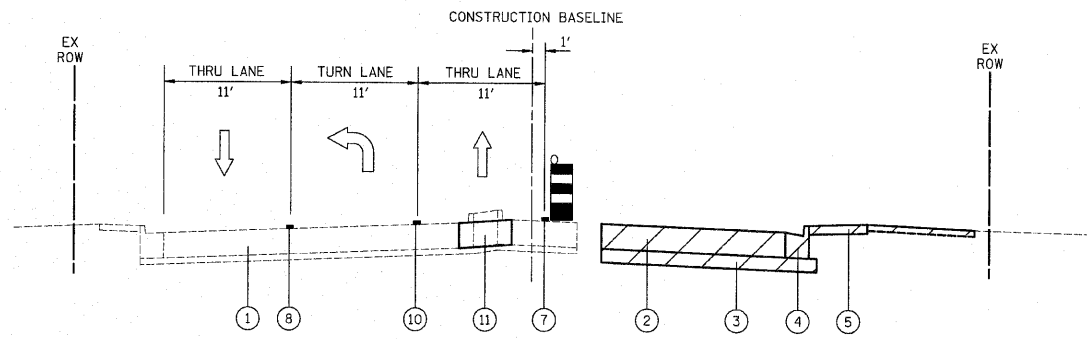
MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
4. ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
5. BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
6. ALL BARRICADES OR DRUMS AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
7. BARRICADES OR DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADII.
8. DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
9. DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SUPPLEMENTAL SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
10. TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
11. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
12. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
13. THE FIRST TWO WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
14. EXCEPT FOR APPROVED CLOSURES AS DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS, ALL ROADS SHALL BE KEPT OPEN TO TRAFFIC DURING THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR MAY CLOSE ONE LANE OF TRAFFIC (BECAUSE OF CONSTRUCTION) ONLY BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM.

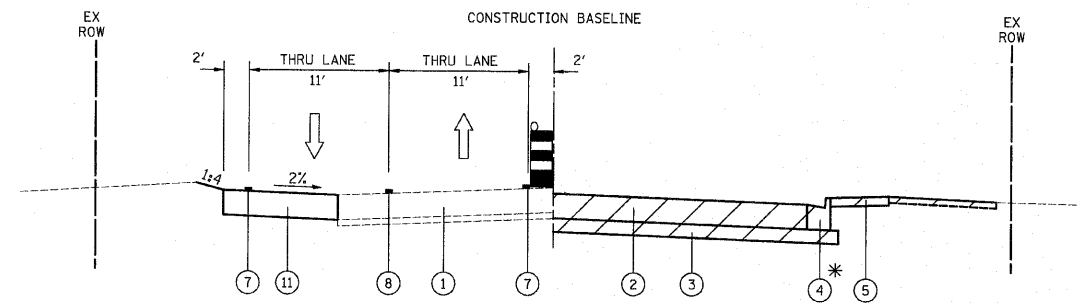
WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON TWO-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND FLAGGERS AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON FOUR-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND BARRICADES AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED BETWEEN 3:00 PM AND 9:00 AM WHEN NO CONSTRUCTION ACTIVITIES ARE BEING CARRIED ON. THE ENGINEER MAY WAIVE THE LANE CLOSURE TIME RESTRICTION AT HIS DISCRETION.
15. "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
16. "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG IL ROUTE 83. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
17. THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
18. TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON ALL SURFACES OUTSIDE OF THE PROJECT LIMITS AND ON THE FINAL PAVEMENT SURFACE. THIS WORK SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III" OF THE
19. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
20. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)". QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT REMOVAL ARE NOT INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)" AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.
21. A TOTAL QUANTITY OF FOUR EACH FOR "TEMPORARY ACCESS (ROAD)" HAS BEEN INCLUDED FOR USE IN PROVIDING PEDESTRIAN ACCESS ACROSS THE INTERSECTION OF IL ROUTE 83 AND GREENLEAF AVENUE.
22. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
23. DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. DROP-OFFS GREATER THAN 18" WILL NOT BE ALLOWED WHEN TRAFFIC IS PRESENT IN THE ADJACENT LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE WIDENING DURING THE HOURS THAT THE ADJACENT LANE IS CLOSED, AS NOTED ABOVE. PRIOR TO RE-OPENING THE LANE TO TRAFFIC THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN 18". THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME LIMIT OF THE DAILY LANE CLOSURE. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.



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	PLOT DATE = 10/21/2010	CHECKED - DJK	REVISIONS			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)					
		DATE - 10-22-10	REVISIONS			SHEET NO. 1 OF 2 SHEETS					

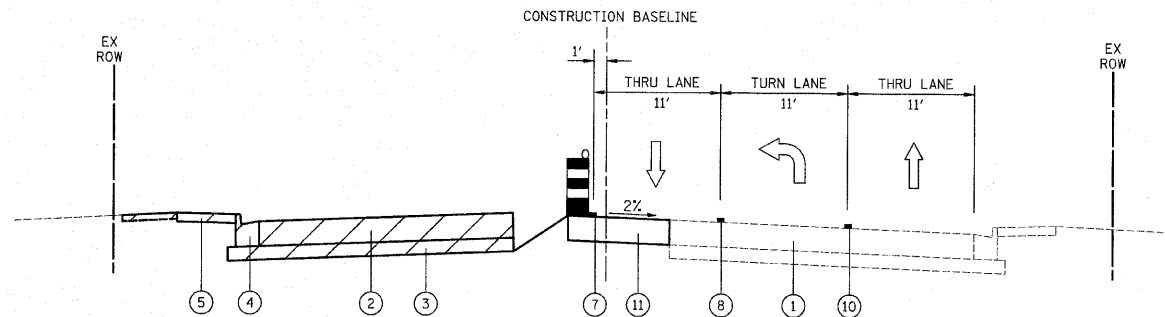


**STAGE 1 TYPICAL SECTION
GREENLEAF AVENUE
SECTION A-A**

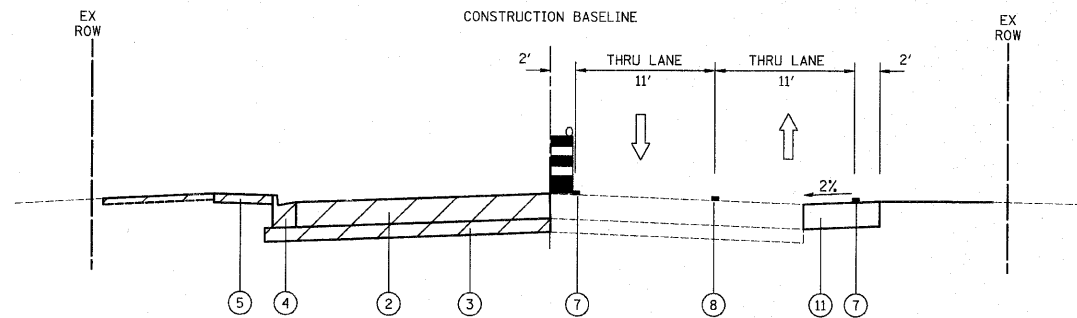


**STAGE 1 TYPICAL SECTION
GREENLEAF AVENUE
SECTION B-B**

* SEE MOT PLAN VIEW FOR LIMITS OF CURB AND GUTTER TO BE CONSTRUCTED DURING STAGE 1



**STAGE 2 TYPICAL SECTION
GREENLEAF AVENUE
SECTION A-A**



**STAGE 2 TYPICAL SECTION
GREENLEAF AVENUE
SECTION B-B**

LEGEND

- ① EXISTING PAVEMENT
- ② PROPOSED PCC PAVEMENT
- ③ PROPOSED SUB-BASE GRANULAR MATERIAL
- ④ PROPOSED COMB. CONC. CURB AND GUTTER
- ⑤ PROPOSED PCC SIDEWALK
- ⑥ PROPOSED CONCRETE MEDIAN
- ⑦ LINE 4" (WHITE EDGE LINE)
- ⑧ LINE 4" (DOUBLE YELLOW)
- ⑨ LINE 4" (WHITE- 10' DASH - 30' SKIP)
- ⑩ LINE 6" (WHITE LANE LINE, SOLID OR DOTTED)
- ⑪ TEMPORARY PAVEMENT
- ⑫ LINE 4" (YELLOW EDGE LINE)

CONSTRUCTION ZONE

TRAFFIC FLOW

DRUMS WITH MONO DIRECTIONAL STEADY BURN LIGHT

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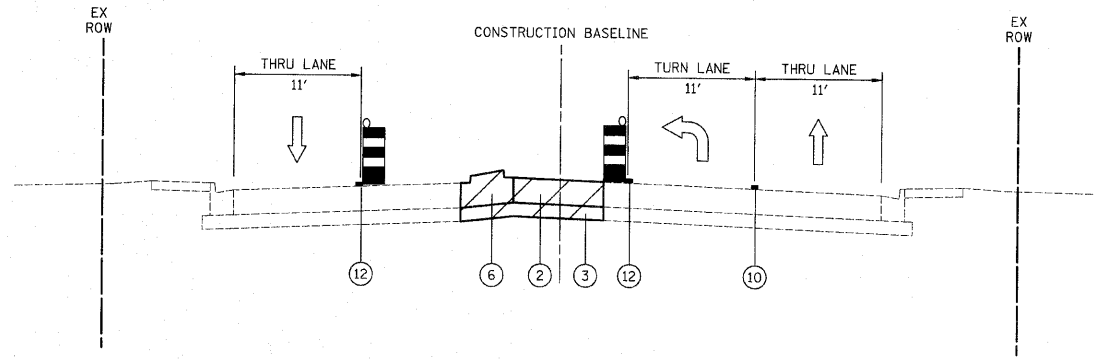
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

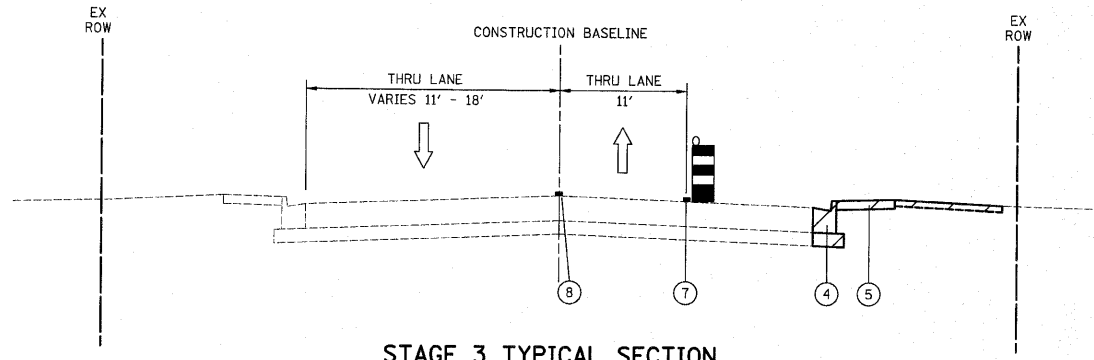
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS

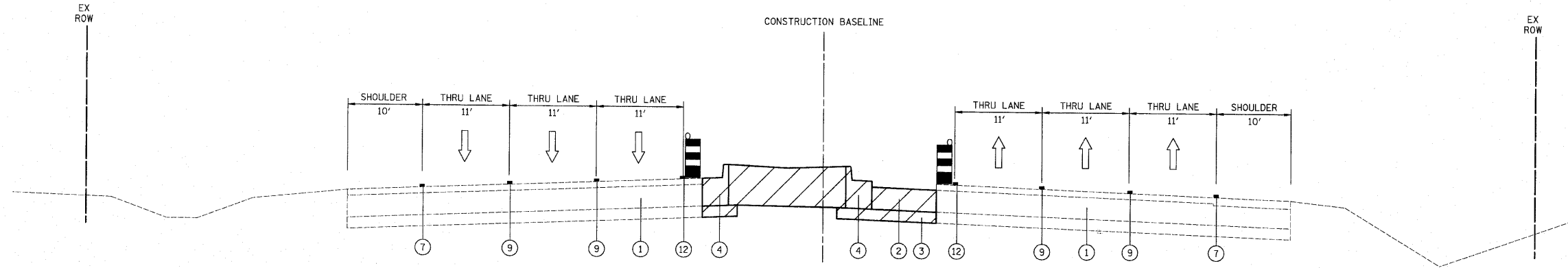
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FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900366591				






**STAGE 3 TYPICAL SECTION
GREENLEAF AVENUE**
SECTION A-A



**STAGE 3 TYPICAL SECTION
GREENLEAF AVENUE**
SECTION B-B



**STAGE 3 TYPICAL SECTION
IL ROUTE 83 (BUSSE ROAD)**
SECTION C-C

- LEGEND**
- ① EXISTING PAVEMENT
 - ② PROPOSED PCC PAVEMENT
 - ③ PROPOSED SUB-BASE GRANULAR MATERIAL
 - ④ PROPOSED COMB. CONC. CURB AND GUTTER
 - ⑤ PROPOSED PCC SIDEWALK
 - ⑥ PROPOSED CONCRETE MEDIAN
 - ⑦ LINE 4" (WHITE EDGE LINE)
 - ⑧ LINE 4" (DOUBLE YELLOW)
 - ⑨ LINE 4" (WHITE - 10' DASH - 30' SKIP)
 - ⑩ LINE 6" (WHITE LANE LINE, SOLID OR DOTTED)
 - ⑪ TEMPORARY PAVEMENT
 - ⑫ LINE 4" (YELLOW EDGE LINE)
-  CONSTRUCTION ZONE
 TRAFFIC FLOW
 DRUMS WITH MONO DIRECTIONAL STEADY BURN LIGHT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

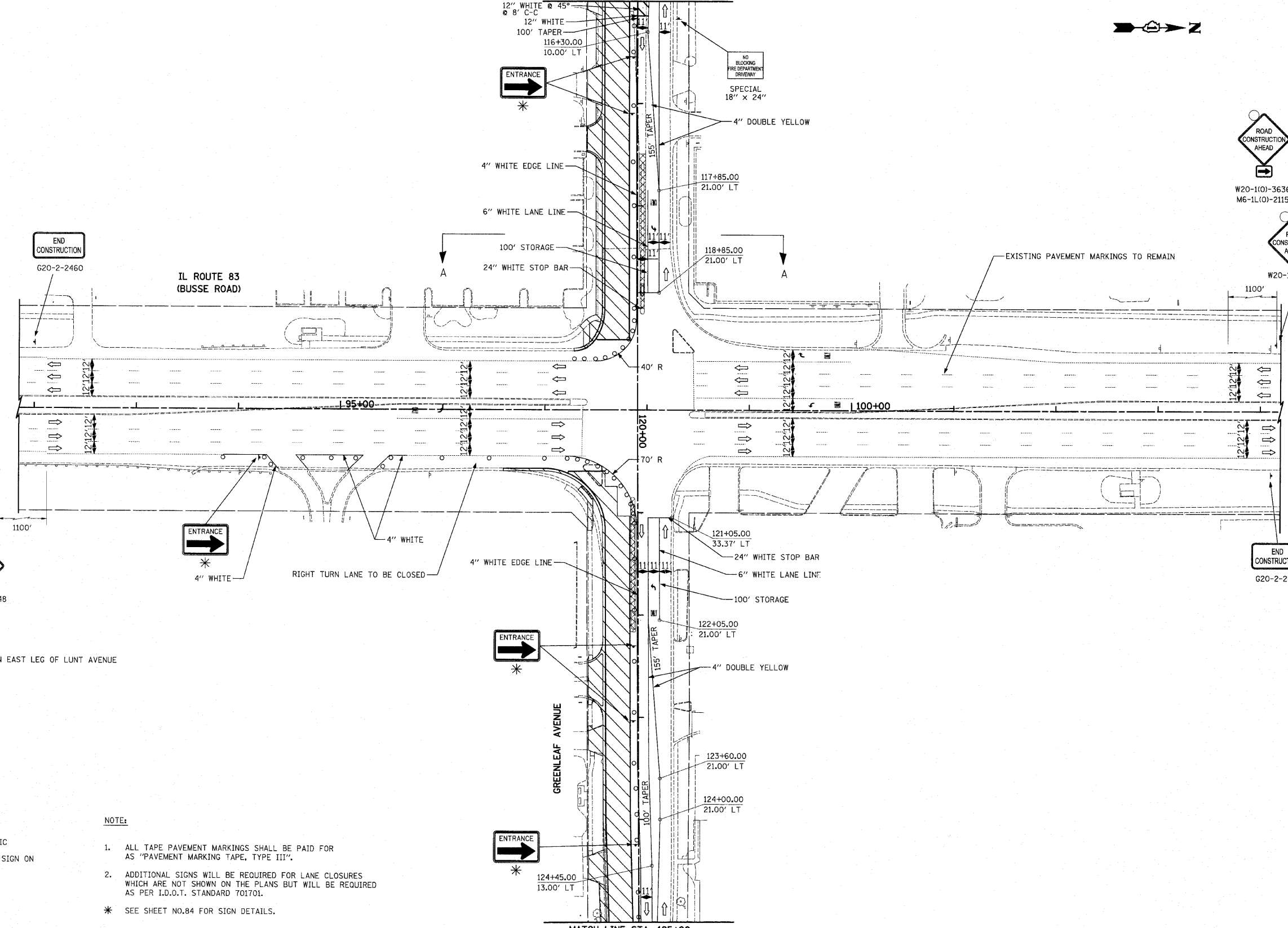
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS**
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CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)</small>				

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PROFILE	
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MATCH LINE STA. 116+00
(SEE SHEET NO. 28)



TEMPORARY INFORMATION SIGN-
LOCATE AS DIRECTED BY THE ENGINEER
(SEE SHEET 83 FOR DETAILS)

TEMPORARY INFORMATION SIGN-
LOCATE AS DIRECTED BY THE ENGINEER
(SEE SHEET 83 FOR DETAILS)

LEGEND

- TYPE II DRUM
- ⇄ DIRECTION OF TRAFFIC
- ⊥ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO.84 FOR SIGN DETAILS.

MATCH LINE STA. 125+00
(SEE SHEET NO. 28)

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

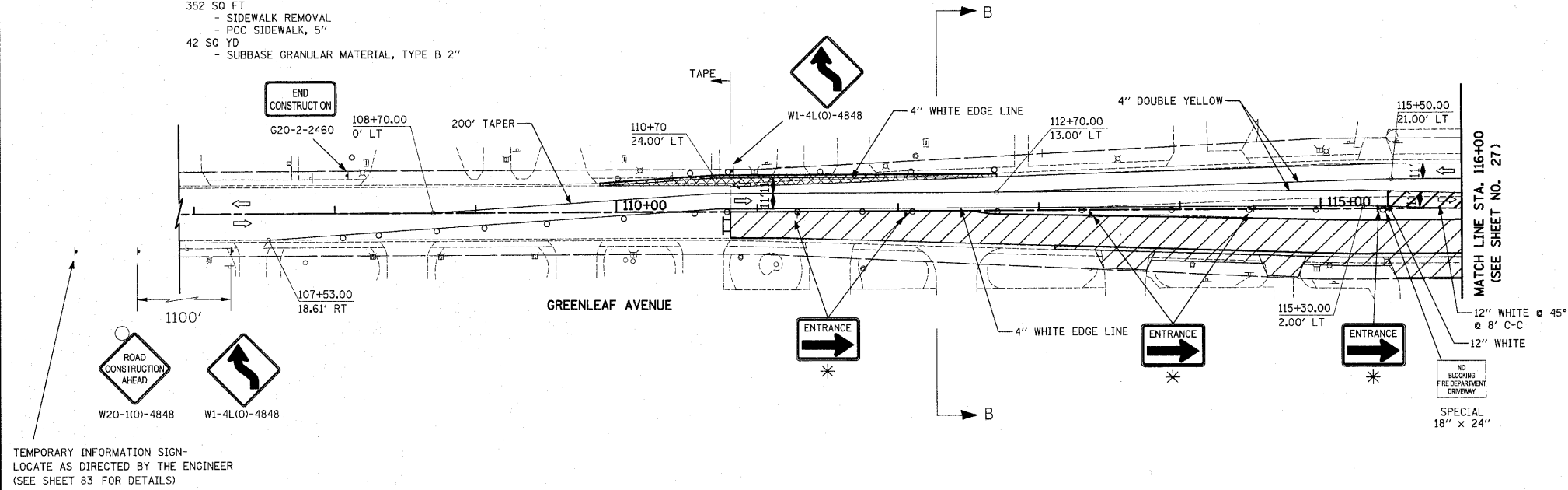
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
MAINTENANCE OF TRAFFIC - STAGE 1**
SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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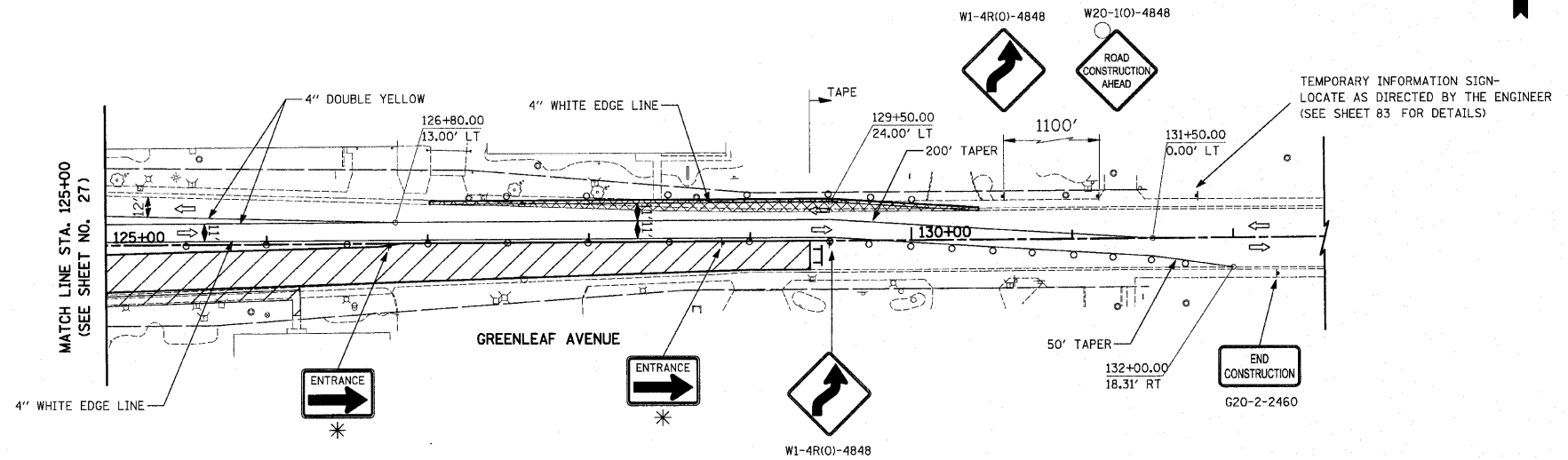
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REMOVAL AND REPLACEMENT INCLUDED WEST OF RECONSTRUCTION LIMIT:
 93 FT
 - CURB AND GUTTER REMOVAL
 - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
 27 SQ YD
 - SUBBASE GRANULAR MATERIAL, TYPE B 6"
 352 SQ FT
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 42 SQ YD
 - SUBBASE GRANULAR MATERIAL, TYPE B 2"



TEMPORARY INFORMATION SIGN-LOCATE AS DIRECTED BY THE ENGINEER (SEE SHEET 83 FOR DETAILS)

REMOVAL AND REPLACEMENT INCLUDED EAST OF RECONSTRUCTION LIMIT:
 105 FT
 - CURB AND GUTTER REMOVAL
 - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
 30 SQ YD
 - SUB-BASE GRANULAR MATERIAL, TYPE B 6"
 512 SQ FT
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 57 SQ YD
 - SUB-BASE GRANULAR MATERIAL, TYPE B 2"



TEMPORARY INFORMATION SIGN-LOCATE AS DIRECTED BY THE ENGINEER (SEE SHEET 83 FOR DETAILS)

LEGEND

- TYPE II DRUM
- ➔ DIRECTION OF TRAFFIC
- ⊥ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO.84 FOR SIGN DETAILS.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
 MAINTENANCE OF TRAFFIC - STAGE 1**

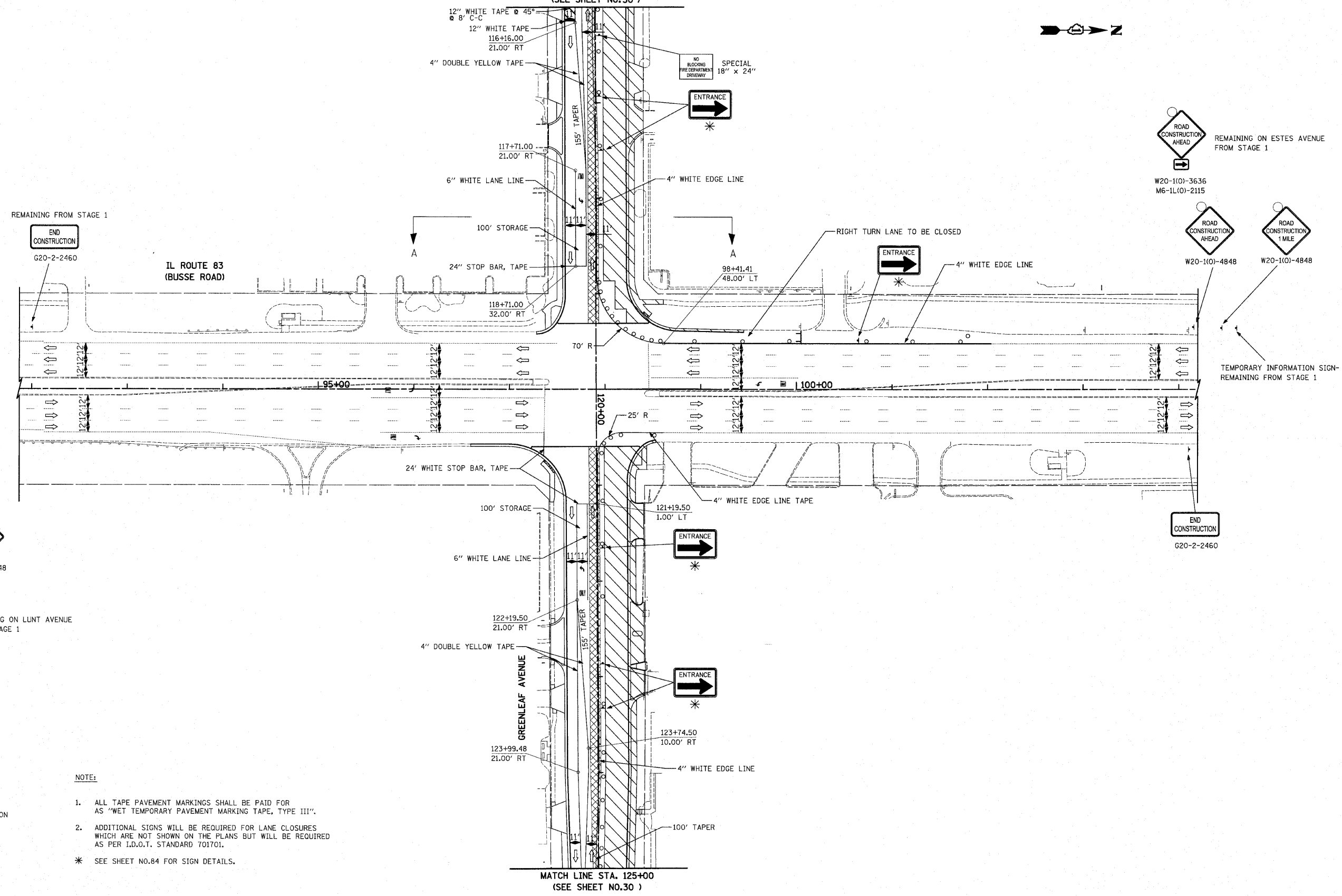
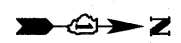
SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

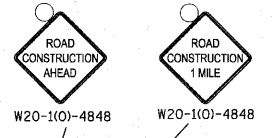
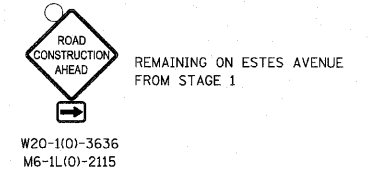
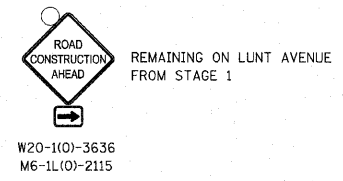
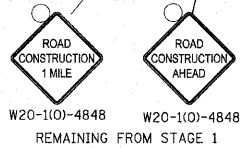
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MATCH LINE STA. 116+00
(SEE SHEET NO.30)



TEMPORARY INFORMATION SIGN-
REMAINING FROM STAGE 1



TEMPORARY INFORMATION SIGN-
REMAINING FROM STAGE 1



LEGEND

- TYPE II DRUM
- ⇨ DIRECTION OF TRAFFIC
- ⊥ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⌌ TYPE III BARRICADE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

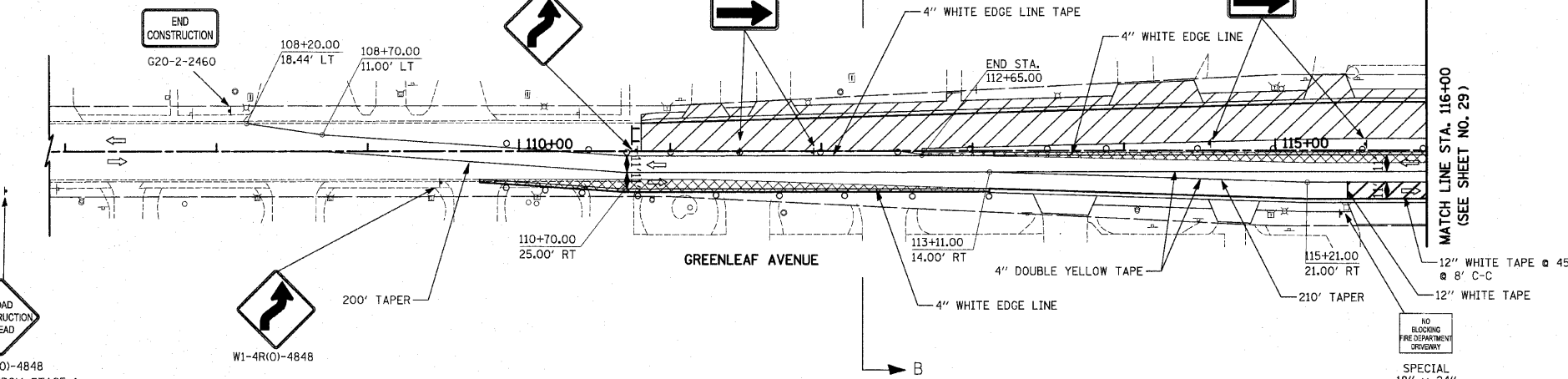
NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO.84 FOR SIGN DETAILS.

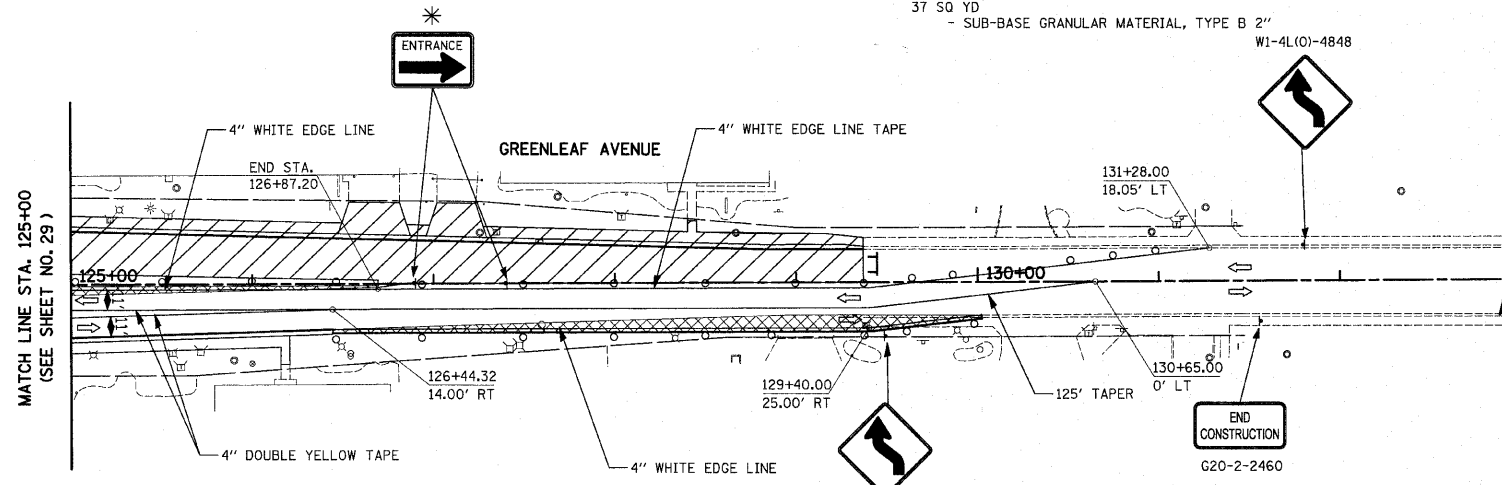
MATCH LINE STA. 125+00
(SEE SHEET NO.30)

FILE NAME =	USER NAME = djk	DESIGNED - BLG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE MAINTENANCE OF TRAFFIC - STAGE 2	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\ced\sheet\2362_MOT_02_01.dgn		DRAWN - BLG	REVISED -			344	09-00056-00-CH	COOK	111	29	
PLOT SCALE = 50.0000' / IN.		CHECKED - DJK	REVISED -			CONTRACT NO. 63527					
PLOT DATE = 10/21/2010		DATE - 10-22-10	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659					

REMOVAL AND REPLACEMENT INCLUDED WEST OF RECONSTRUCTION LIMIT:
 107 FT
 - CURB AND GUTTER REMOVAL
 - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
 31 SQ YD
 - SUBBASE GRANULAR MATERIAL, TYPE B 6"
 219 SQ FT
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 24 SQ YD
 - SUBBASE GRANULAR MATERIAL, TYPE B 2"
 2 SQ YD
 - DRIVEWAY PAVEMENT REMOVAL
 - PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL
 - AGGREGATE BASE COURSE, TYPE B 8"



REMOVAL AND REPLACEMENT INCLUDED EAST OF RECONSTRUCTION LIMIT:
 65 FT
 - CURB AND GUTTER REMOVAL
 - COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
 19 SQ YD
 - SUB-BASE GRANULAR MATERIAL, TYPE B 6"
 331 SQ FT
 - SIDEWALK REMOVAL
 - PCC SIDEWALK, 5"
 37 SQ YD
 - SUB-BASE GRANULAR MATERIAL, TYPE B 2"



LEGEND

- TYPE II DRUM
- DIRECTION OF TRAFFIC
- ⊥ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO. 84 FOR SIGN DETAILS.

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 USER NAME = djc
 PLDT SCALE = 50.0000 1' / IN.
 PLDT DATE = 10/21/2010

DESIGNED - BLG
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 CHECKED - DJK
 DATE - 10-22-10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
MAINTENANCE OF TRAFFIC - STAGE 2
 SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	30
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90031659				

LEGEND

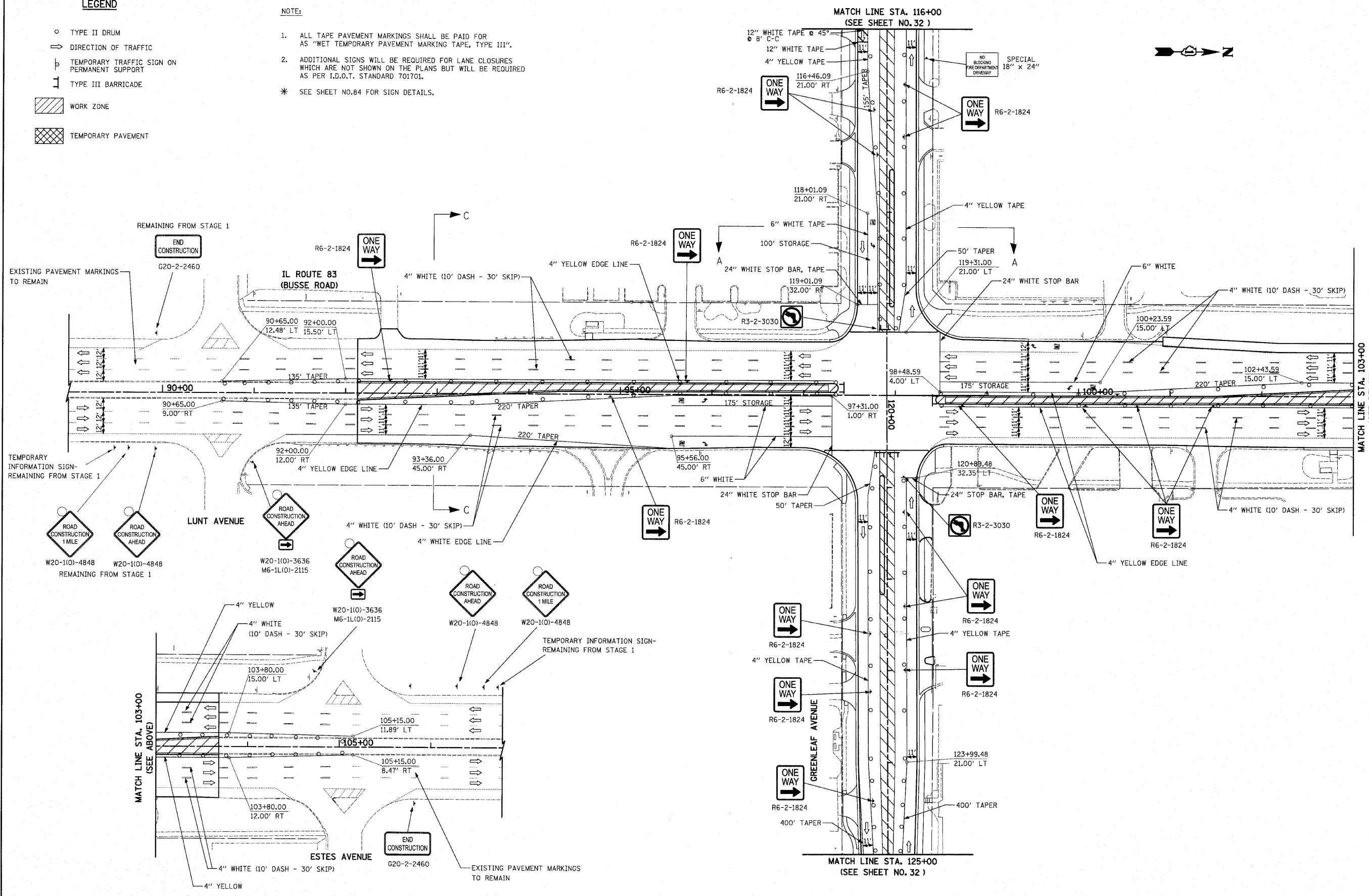
- TYPE II DRUM
- ➔ DIRECTION OF TRAFFIC
- Ⓟ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRIAGE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO.84 FOR SIGN DETAILS.

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PLOT SCALE = 50.0000' / IN.	
PLOT DATE = 10/21/2010	

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CHECKED -	DJK	REVISED -	
DATE -	10-22-10	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

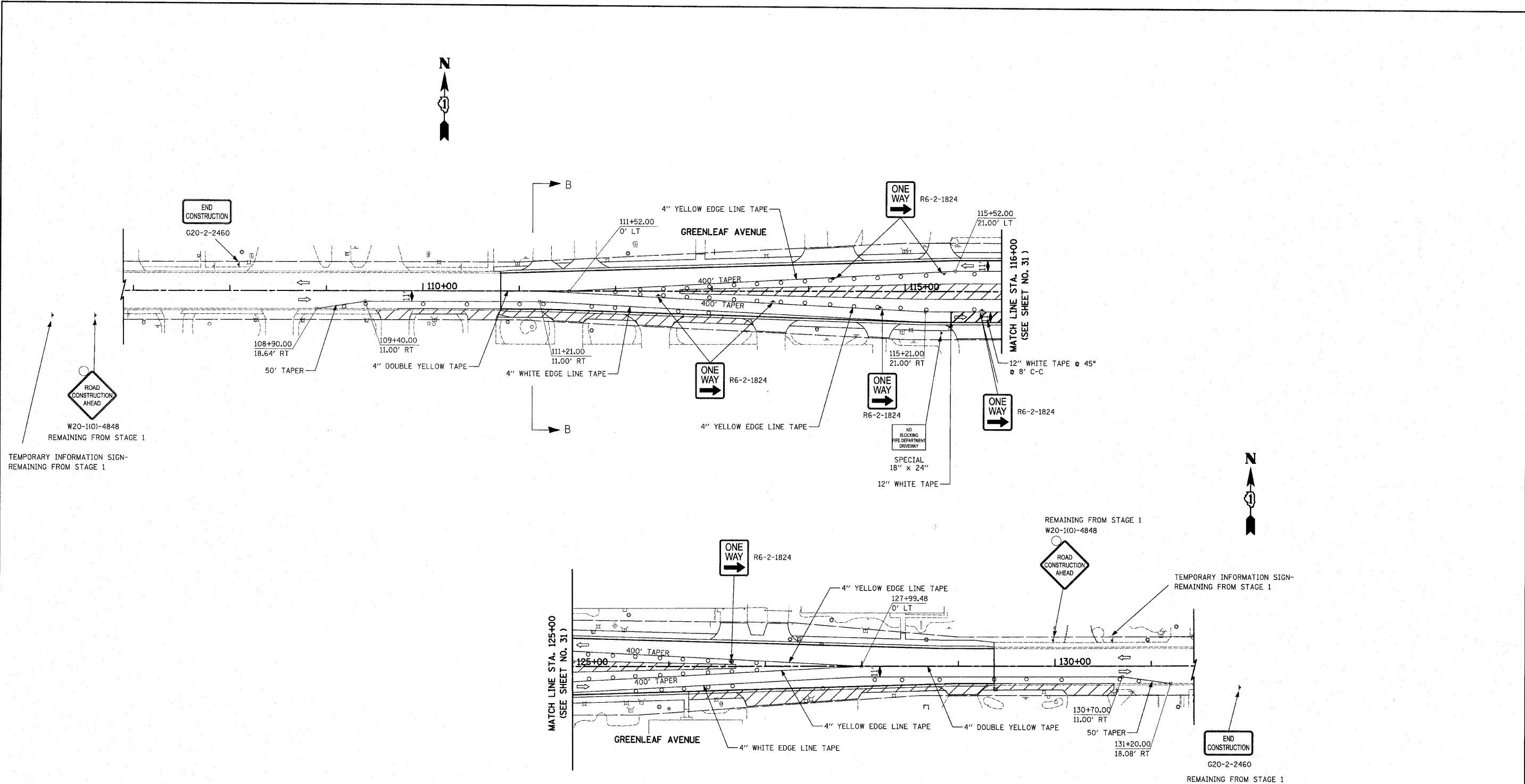
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
MAINTENANCE OF TRAFFIC - STAGE 3**

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	31
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-90036599				

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PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
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	NOTATION	
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LEGEND

- TYPE II DRUM
- DIRECTION OF TRAFFIC
- ⊥ TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ▨ WORK ZONE
- ▩ TEMPORARY PAVEMENT

NOTE:

1. ALL TAPE PAVEMENT MARKINGS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III".
 2. ADDITIONAL SIGNS WILL BE REQUIRED FOR LANE CLOSURES WHICH ARE NOT SHOWN ON THE PLANS BUT WILL BE REQUIRED AS PER I.D.O.T. STANDARD 701701.
- * SEE SHEET NO.84 FOR SIGN DETAILS.

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 PLOT DATE = 10/21/2010

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 DATE - 10-22-10

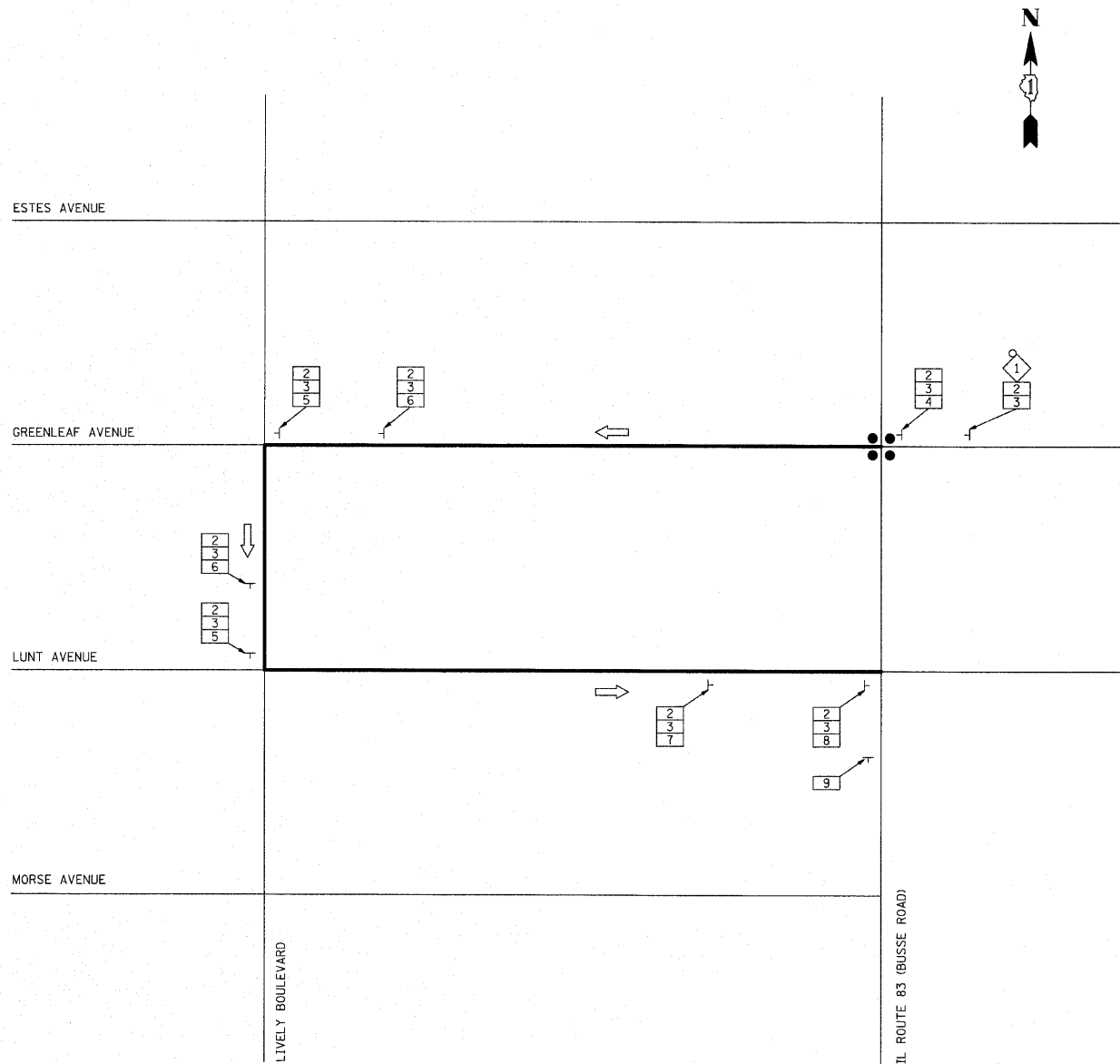
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
 MAINTENANCE OF TRAFFIC - STAGE 3**

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	32
CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-900316591</small>				



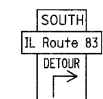
LEGEND

- SIGNALIZED INTERSECTION
- 48" X 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- DETOUR ROUTE
- DETOUR ROUTE DIRECTION
- SIGN POST

SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE	REFERENCE
1		W20-2(O)-4848
2		M3-2(O)-2412
3		W17-1100-2412
4		M4-9(O)-3030
5		M4-9L(O)-3024
6		M4-9L(O)-3030
7		M4-9R(O)-3030
8		M4-9R(O)-3024
9		M4-8a(O)-2418

TYPICAL SIGN ORIENTATION



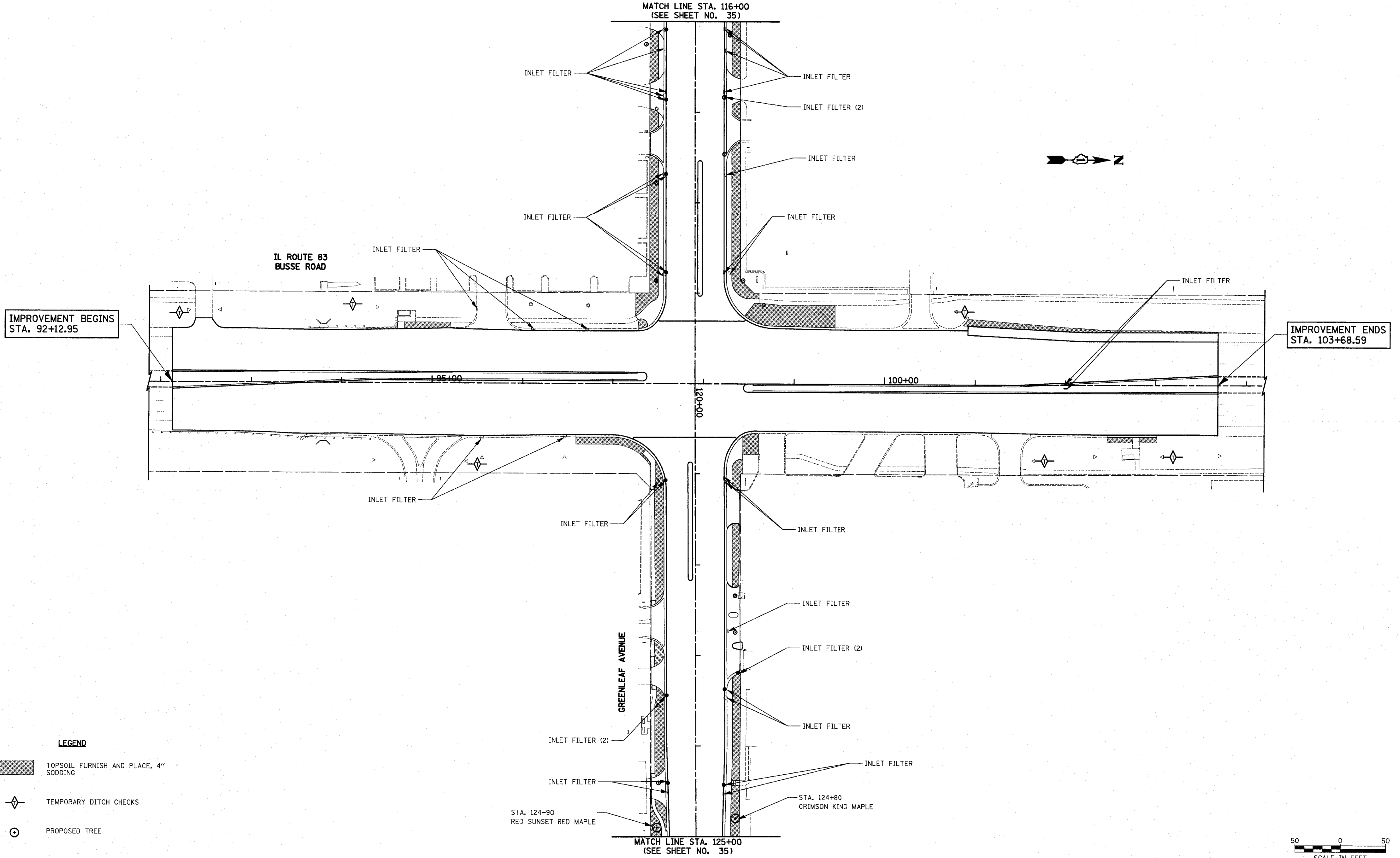
DETOUR GENERAL NOTES

1. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL ALSO CONTACT THE ELK GROVE VILLAGE POLICE DEPARTMENT (847-357-4100) AND ELK GROVE VILLAGE FIRE DEPARTMENT (847-734-8000).
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
3. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
7. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
12. AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
14. THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
15. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
16. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
18. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
19. THE COST OF THIS WORK FOR THE DETOUR SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".

FILE NAME = ...\\2362\oad\sheet\2362_Detour.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE DETOUR PLAN - STAGE 3	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.0000' / IN.	CHECKED - DJK	REVISED -	344			09-00056-00-CH	COOK	111	33	
PLOT DATE = 10/21/2010	DATE - 10-22-10	REVISED -	CONTRACT NO. 63527							
SHEET NO. 1 OF 1 SHEETS						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

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IMPROVEMENT BEGINS
STA. 92+12.95

IMPROVEMENT ENDS
STA. 103+68.59

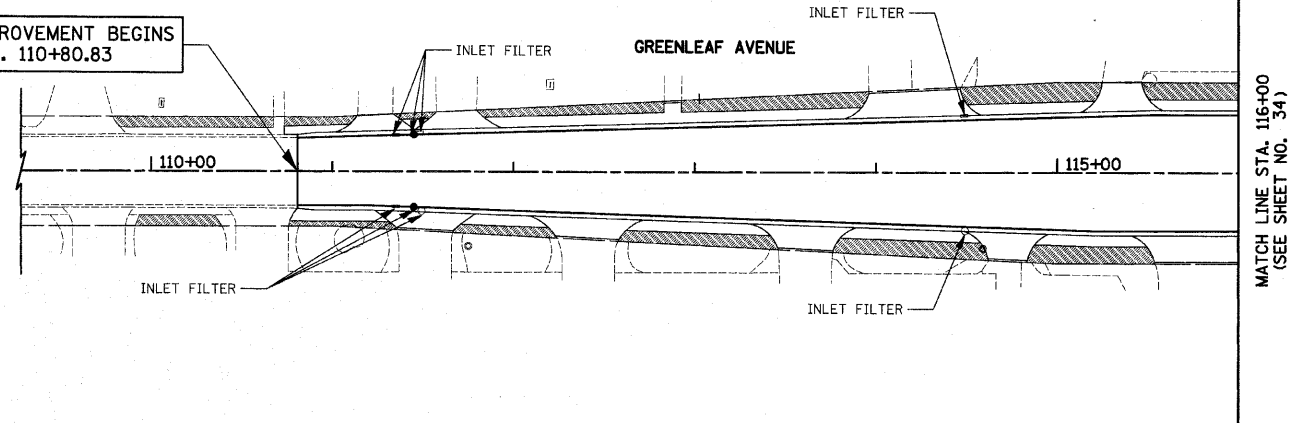
- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4" SODDING
 - TEMPORARY DITCH CHECKS
 - PROPOSED TREE

FILE NAME = ...2362\ced\sheet\2362_EC_01.dgn	USER NAME = djk	DESIGNED - BLG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE EROSION CONTROL AND LANDSCAPING	F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 34	
PLOT SCALE = 50,0000' / IN.	CHECKED - DJK	DRAWN - BLG	REVISED -			CONTRACT NO. 63527					
PLOT DATE = 10/21/2010	DATE - 10-22-10	REVISOR -	REVISOR -			SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS					
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)					

NOTE:
PLACE INLET FILTER ON FIRST OPEN LID
STRUCTURE ON EACH SIDE OF GREENLEAF AVENUE
WEST OF PROJECT LIMITS.



IMPROVEMENT BEGINS
STA. 110+80.83



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PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	BLM. NOTES		
	STRUCTURE NOTATIONS CHECKED		

LEGEND

TOPSOIL FURNISH AND PLACE, 4" SODDING

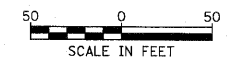
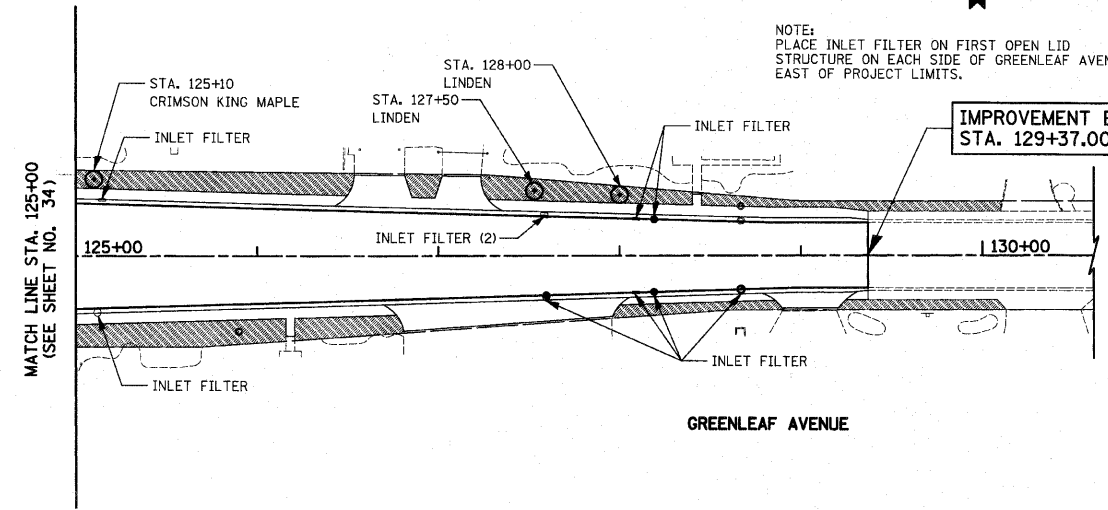
TEMPORARY DITCH CHECKS

PROPOSED TREE

NOTE:
PLACE INLET FILTER ON FIRST OPEN LID
STRUCTURE ON EACH SIDE OF GREENLEAF AVENUE
EAST OF PROJECT LIMITS.



IMPROVEMENT ENDS
STA. 129+37.00



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PLOT SCALE = 50,0000' / IN.
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PLOT DATE = 10/21/2010

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DATE - 10-22-10

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

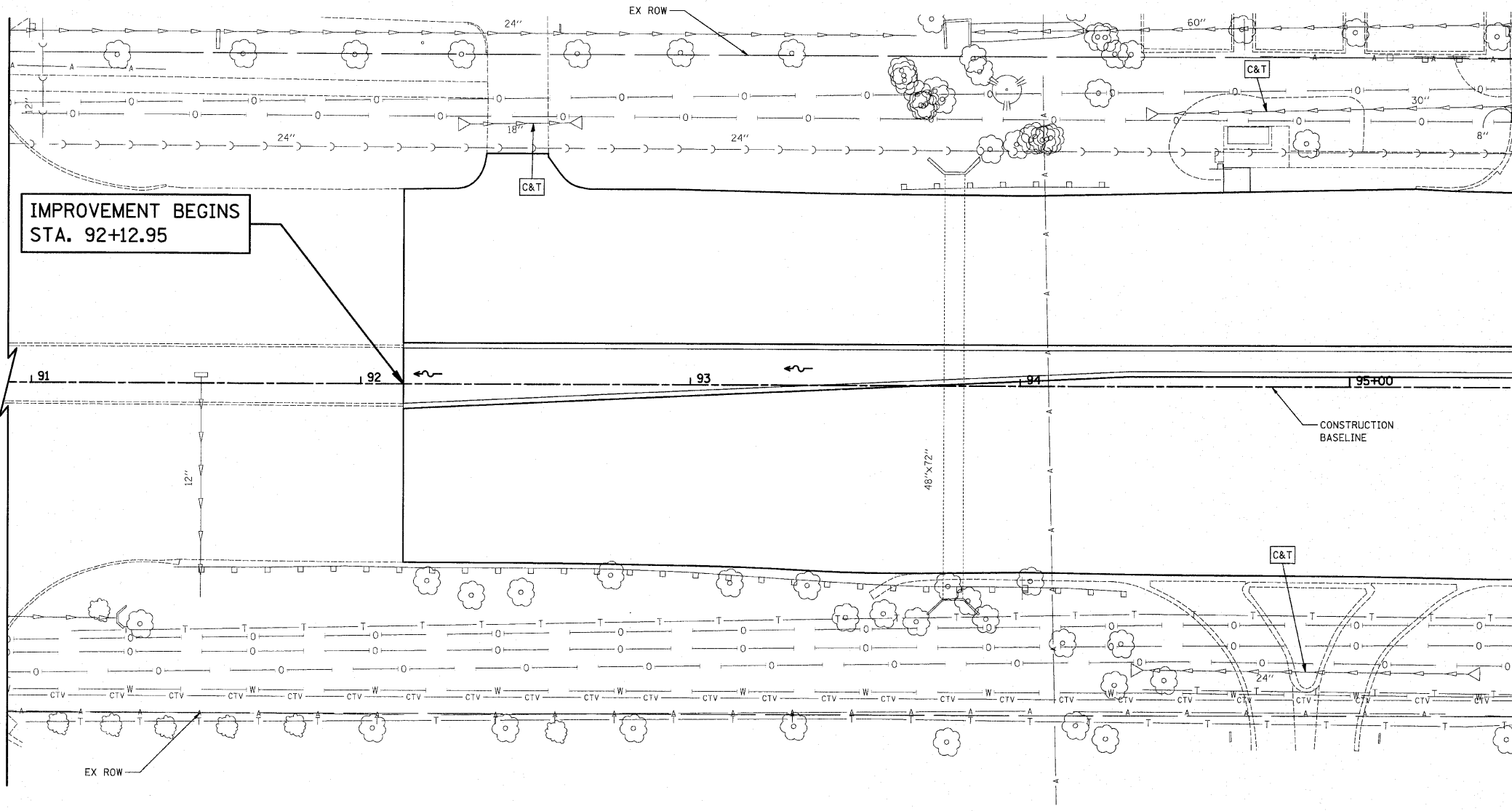
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
EROSION CONTROL AND LANDSCAPING**

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	35
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659				

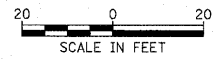
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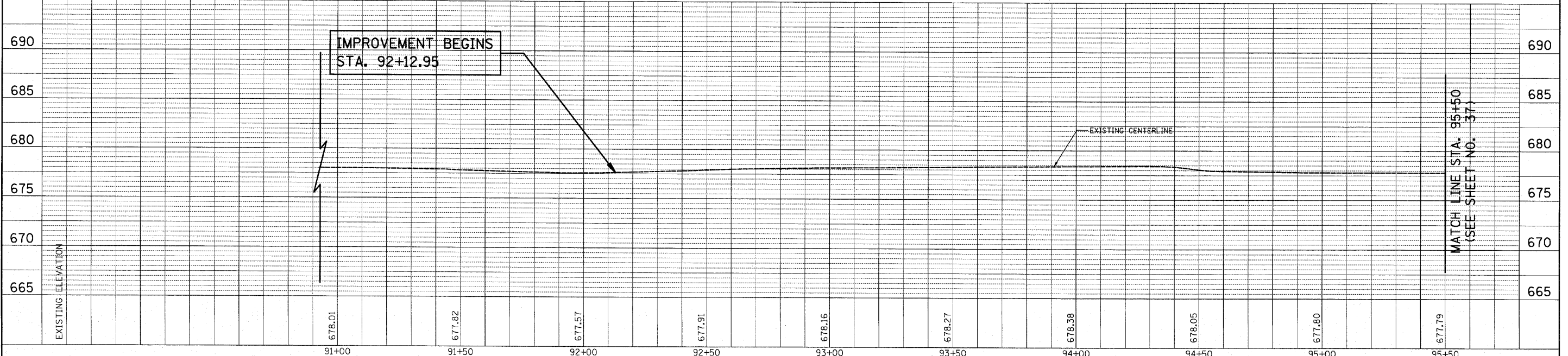


MATCH LINE STA. 95+50
(SEE SHEET NO. 37)

- C&T** STORM SEWERS TO BE CLEANED AND TELEVISION INSPECTION OF SEWER
- C** DRAINAGE STRUCTURES TO BE CLEANED



BUSSE ROAD



MATCH LINE STA. 95+50
(SEE SHEET NO. 37)

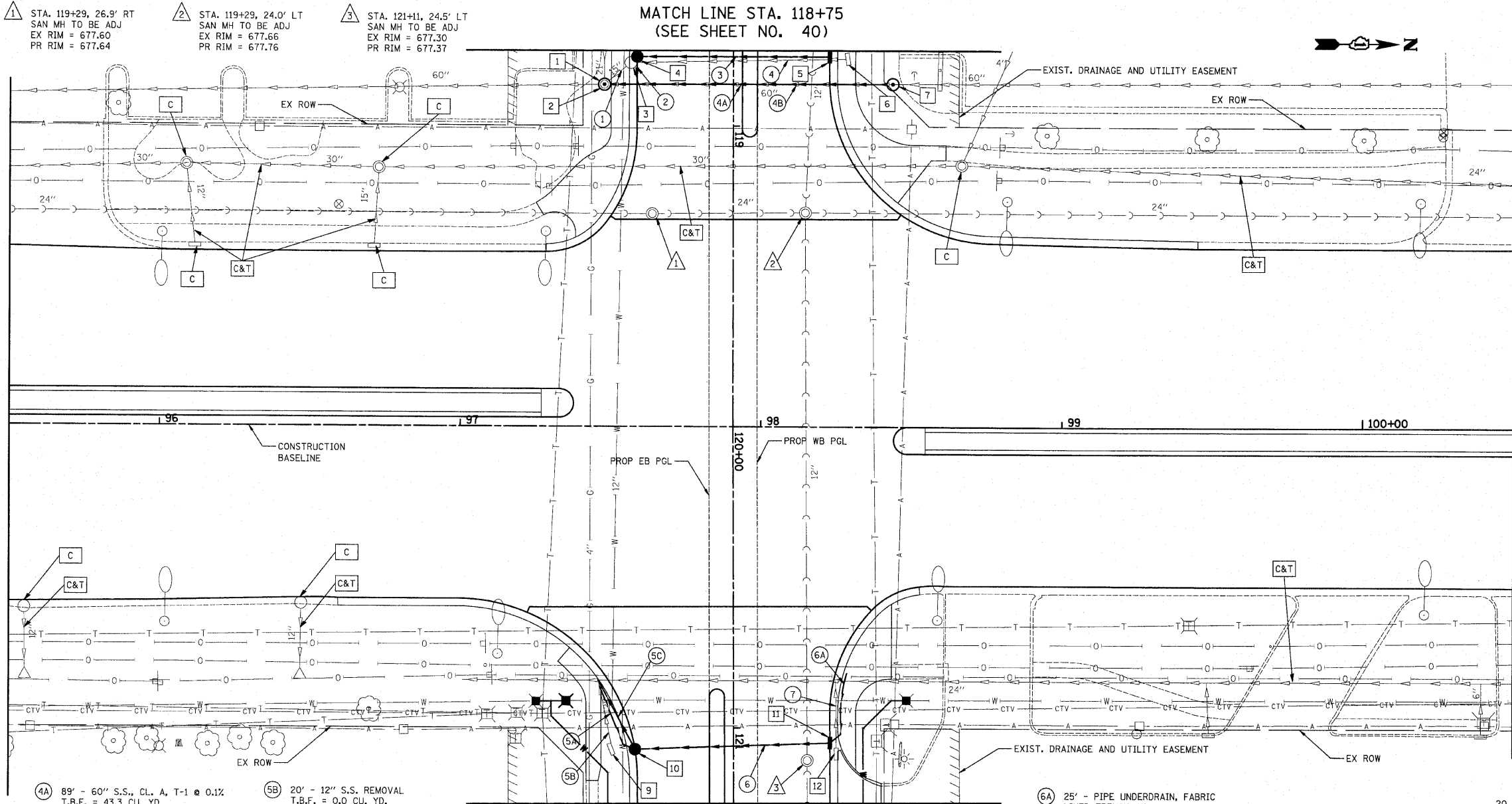
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	PLOT SCALE = 20,0000' / IN.	CHECKED - DJK	REVISED -		SCALE: 1" = 20'		SHEET NO. 1 OF 7 SHEETS		STA. 92+12.95 TO STA. 95+50.00		CONTRACT NO. 63527	
	PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-900316591							

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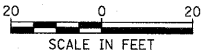
- 1 STA. 118+86.19, 42.9' RT MH TO BE REMOVED
- 2 STA. 118+86.19, 42.9' RT MH T-A, 7' DIA TYPE 1 FR., C.L. RIM = 677.67 INV = 670.80 (EX 21" W) INV = 670.80 (EX 60" S) INV = 670.80 (60" N)
- 3 STA. 118+79, 34.1' RT CB TO BE REMOVED
- 4 STA. 118+77, 32.0' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 677.18 INV = 672.44 (12" N) INV = 672.44 (15" E)
- 5 STA. 118+77, 32.0' LT INLET T-A TYPE 24 F & G RIM = 677.23 INV = 673.72 (12" S)
- 6 STA. 118+78, 38.0' LT INLET TO BE REMOVED
- 7 STA. 118+86.09, 53.0' LT MH T-A, 6' DIA TYPE 1 FR., C.L. RIM = 677.74 INV = 670.89 (60" S) INV = 670.89 (EX 60" N)
- 8 NOT USED
- 9 STA. 121+07, 40.7' RT INLET TO BE REMOVED
- 10 STA. 121+07, 32.8' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 677.32 INV = 673.93 (12" N & SW, 4" S)
- 11 STA. 121+05, 32.0' LT INLET T-A TYPE 24 F & G RIM = 677.22 INV = 674.22 (12" S & 4" N)
- 12 STA. 121+09, 34.1' LT INLET TO BE REMOVED

- 1 6' - 15" S.S. REMOVAL T.B.F. = 5.8 CU. YD.
- 2 6' - 15" S.S., CL. A, T-2 @ 2.0% T.B.F. = 1.8 CU. YD. (CONNECT TO PROPOSED 60" STORM SEWER - SEE DETAIL)
- 3 64' - 12" S.S., CL. A, T-2 @ 2.0% T.B.F. = 13.8 CU. YD.
- 4 72' - 12" S.S. REMOVAL T.B.F. = 23.3 CU. YD.
- 4A 89' - 60" S.S., CL. A, T-1 @ 0.1% T.B.F. = 43.3 CU. YD.
- 4B 95' - 60" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 5A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 5B 20' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 5C 26' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 4.0 CU. YD.
- 6 65' - 12" S.S., W.M.R. @ 0.45% T.B.F. = 8.6 CU. YD.
- 6A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 7 22' - 12" S.S. REMOVAL (BRICK AND MORTAR 1' OUTSIDE 24" SEWER) T.B.F. = 4.0 CU. YD.



MATCH LINE STA. 100+50
(SEE SHEET NO. 38)

MATCH LINE STA. 95+50
(SEE SHEET NO. 36)



ELEVATION	95+50	96+00	96+50	97+00	97+50	98+00	98+50	99+00	99+50	100+00	100+50
EXISTING ELEVATION	677.79	677.97	678.19	678.34	678.23	678.22	678.54	678.64	678.65	678.69	679.19
GREENLEAF CENTERLINE STA. 97+90.74											
EXISTING CENTERLINE											

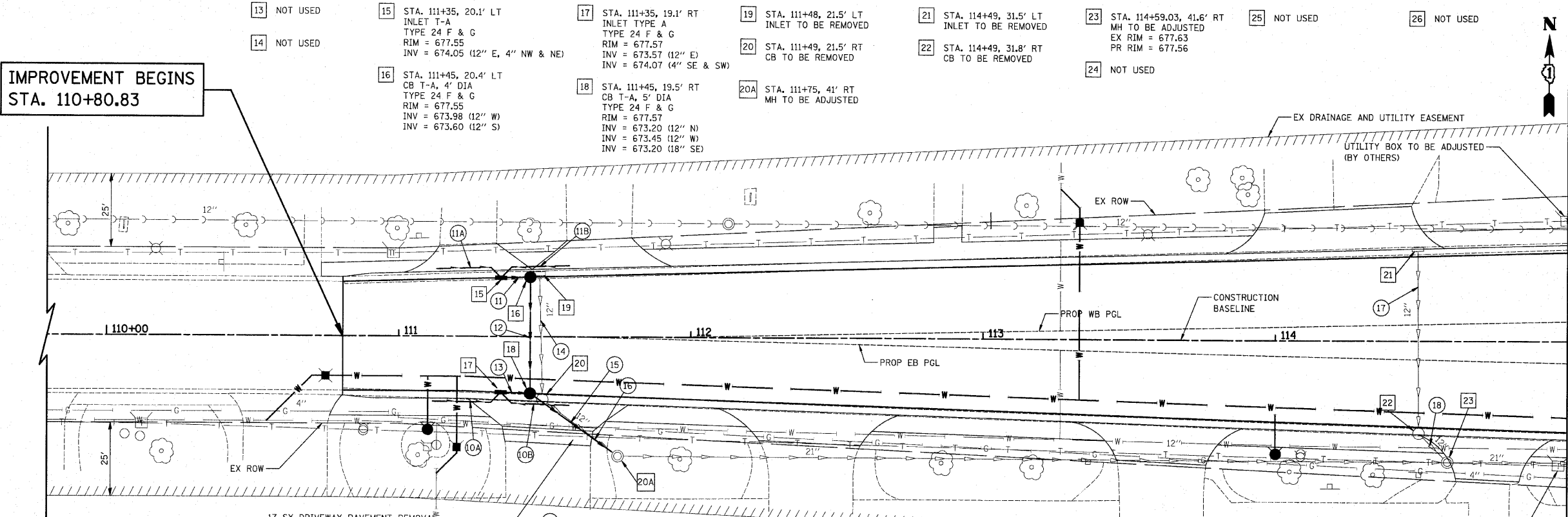
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PLOT SCALE = 20.0000' / IN.	CHECKED - DJK	REVISED -	SCALE: 1" = 20'			SHEET NO. 2 OF 7 SHEETS	STA. 95+50.00 TO STA. 100+50.00	FED. ROAD DIST. NO. 1 [ILLINOIS]	FED. AID PROJECT	M-90036593
PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -	CONTRACT NO. 63527							

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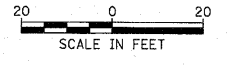
IMPROVEMENT BEGINS
STA. 110+80.83

MATCH LINE STA. 115+00
(SEE SHEET NO. 40)

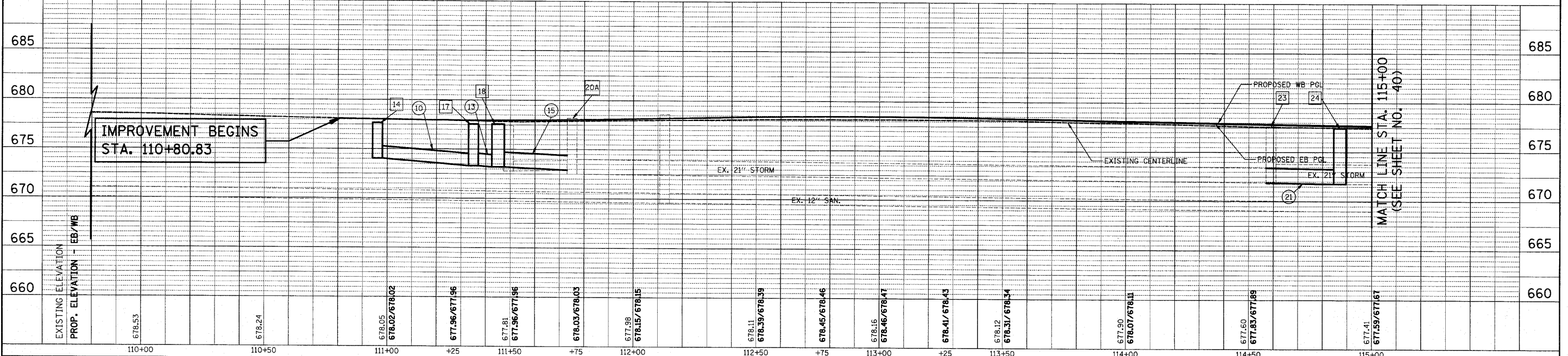


17 SY DRIVEWAY PAVEMENT REMOVAL
17 SY PCC DRIVEWAY PAVEMENT, 8 INCH (SPECIAL)
17 SY AGGREGATE BASE COURSE, TYPE B B'

- 9 NOT USED
- 10 NOT USED
- 10A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 10B 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 11 7' - 12" S.S., CL. A, T-1 @ 1.0% T.B.F. = 1.6 CU. YD.
- 11A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 12 40' - 12" S.S., W.M.R. @ 1.0% T.B.F. = 9.9 CU. YD.
- 13 6' - 12" S.S., W.M.R. @ 2.0% T.B.F. = 1.7 CU. YD.
- 14 43' - 12" S.S. REMOVAL T.B.F. = 11.4 CU. YD.
- 15 30' - 18" S.S., CL. A, T-2 @ 1.0% T.B.F. = 11.5 CU. YD.
- 16 26' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 17 63' - 12" S.S. REMOVAL T.B.F. = 12.2 CU. YD.
- 18 8' - 12" S.S. REMOVAL T.B.F. = 3.0 CU. YD.
- 19 NOT USED
- 20 NOT USED
- 21 NOT USED
- 22 NOT USED



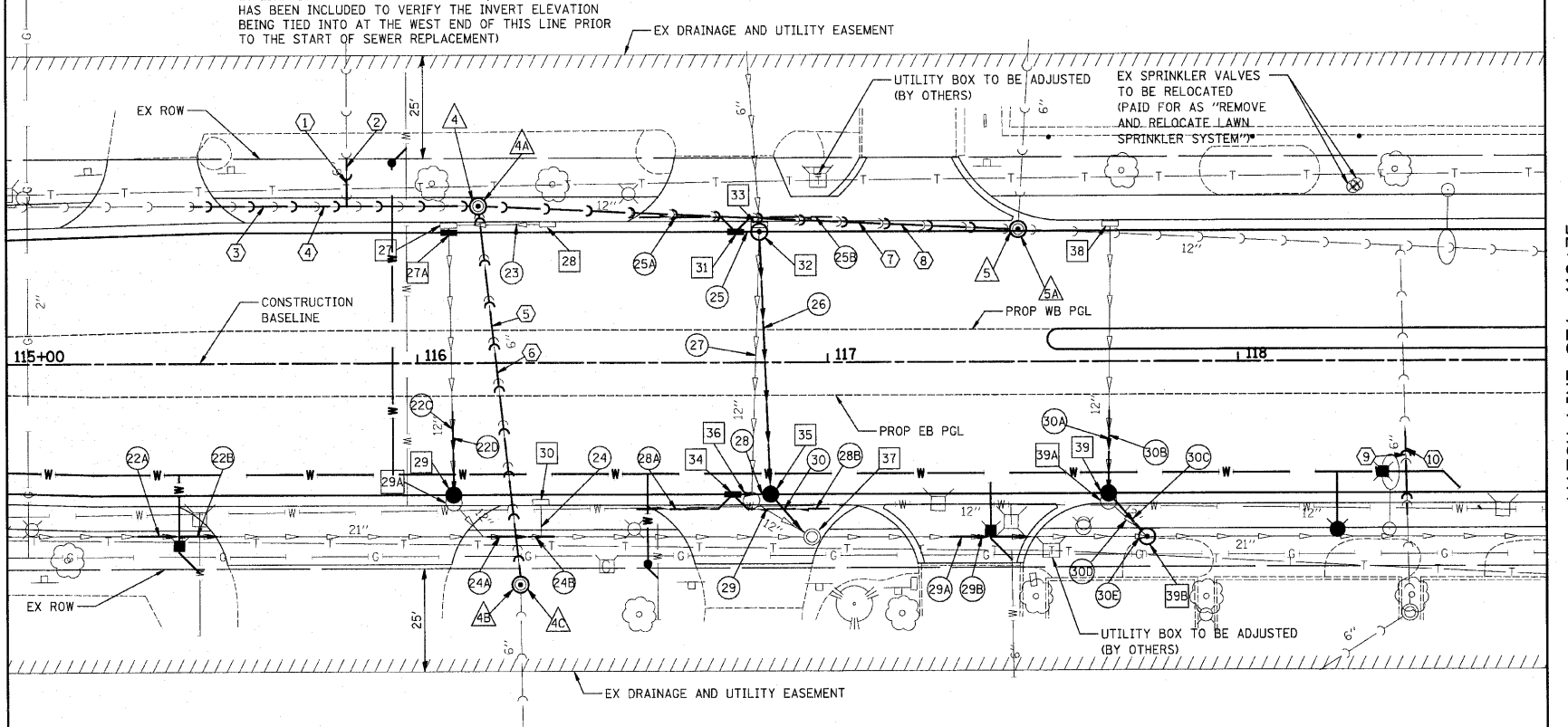
GREENLEAF AVENUE



MATCH LINE STA. 115+00
(SEE SHEET NO. 40)

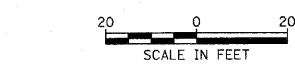
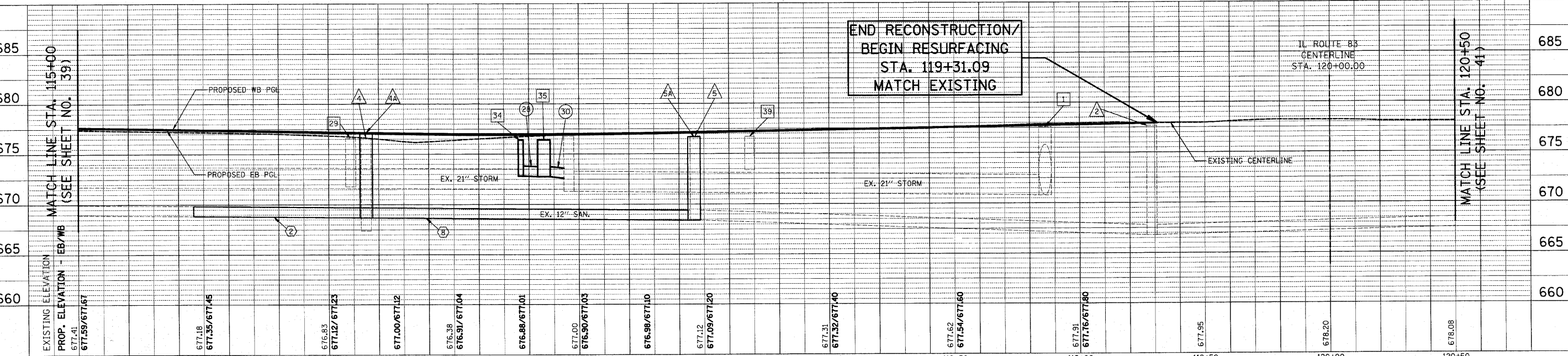
FILE NAME = ...\\2362\ced\sheet\2362.D&U.4.dgn	USER NAME = djc	DESIGNED - BLG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE DRAINAGE AND UTILITIES	F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 39
PLOT SCALE = 20,0000' / IN.	CHECKED - DJK	DATE - 10-22-10	REVISED -			CONTRACT NO. 63527				
PLOT DATE = 10/21/2010	DATE - 10-22-10	REVISED -	SCALE: 1" = 20'			SHEET NO. 4 OF 7 SHEETS	STA. 110+80.83 TO STA. 115+00.00			
			FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	M-9003(659)			

- 1 11' - 6" SANITARY SEWER REMOVAL T.B.F. = 0.0 CU. YD.
- 2 11' - SANITARY SEWER, 6" @ 0.5% T.B.F. = 4.5 CU. YD.
- 3 67' - 12" SANITARY SEWER REMOVAL T.B.F. = 0.0 CU. YD.
- 4 67' - SANITARY SEWER, 12" @ 0.23% T.B.F. = 75.7 CU. YD. (A QUANTITY OF EXPLORATION TRENCH, SPECIAL HAS BEEN INCLUDED TO VERIFY THE INVERT ELEVATION BEING TIED INTO AT THE WEST END OF THIS LINE PRIOR TO THE START OF SEWER REPLACEMENT)
- 5 89' - 6" SANITARY SEWER REMOVAL T.B.F. = 0.0 CU. YD.
- 6 89' - SANITARY SEWER, TYPE 1 6" @ 1.50% T.B.F. = 68.6 CU. YD.
- 7 127' - 12" SANITARY SEWER REMOVAL T.B.F. = 0.0 CU. YD.
- 8 127' - SANITARY SEWER, 12" @ 0.23% T.B.F. = 129.2 CU. YD.
- 9 20' - 6" SANITARY SEWER REMOVAL T.B.F. = 0.0 CU. YD.
- 10 20' - SANITARY SEWER, TYPE 1 6" @ 0.50% T.B.F. = 18.7 CU. YD.
- 27 STA. 116+08, 33.8' LT INLET TO BE REMOVED
- 27A STA. 116+08, 32.0' LT INLET T-A TYPE 24 F & G RIM = 676.72 INV = 673.10 (EX 12" S)
- 28 STA. 116+32, 34.0' LT INLET TO BE REMOVED
- 29 STA. 116+09, 32.0' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 676.59 INV = 671.80 (EX 12" N) INV = 671.80 (EX 12" N)
- 29A STA. 116+09, 33.9' RT CB TO BE REMOVED
- 30 STA. 116+30, 33.8' RT INLET TO BE REMOVED
- 31 STA. 116+77.70, 32.0' LT INLET T-A TYPE 24 F & G RIM = 676.53 INV = 673.43 (12" E, 4" NW & NE)
- 32 STA. 116+83.45, 32.0' LT MH T-A, 4' DIA TYPE 24 F & G RIM = 676.53 INV = 673.40 (12" S & W) INV = 673.60 (EX 6" N)
- 33 STA. 116+84, 33.7' LT INLET TO BE REMOVED
- 34 STA. 116+76.77, 32.0' RT INLET T-A TYPE 24 F & G RIM = 676.40 INV = 672.83 (12" E) INV = 672.90 (4" SW & SE)
- 35 STA. 116+86, 32.0' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 676.40 INV = 672.76 (12" N) INV = 672.77 (12" W) INV = 672.76 (12" SE)
- 36 STA. 116+81, 33.5' RT CB TO BE REMOVED
- 37 STA. 116+96, 42.5' RT MH TO BE ADJUSTED EX RIM = 676.75 PR RIM = 676.65 INV = 672.60 (12" NW)
- 38 STA. 117+69, 33.7' LT INLET TO BE ADJUSTED EX RIM = 676.69 PR RIM = 676.80
- 39 STA. 117+68, 32.0' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 676.70 INV = 673.40 (12" N) INV = 673.30 (12" SE)
- 39A STA. 117+68, 34.0' RT CB TO BE REMOVED
- 39B STA. 117+77.66, 42.6' RT MH T-A, 4' DIA TYPE 24 F & G RIM = 677.30 INV = 671.08 (EX 21" W) INV = 671.07 (EX 21" E) INV = 673.22 (12" NW)



- 22A 20' - 21" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 22B 20' - 21" S.S., W.M.R. @ 0.5% T.B.F. = 15.3 CU. YD.
- 22C 20' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 22D 20' - 12" S.S., W.M.R. @ 2.0% T.B.F. = 5.6 CU. YD.
- 23 22' - 12" S.S. REMOVAL T.B.F. = 2.4 CU. YD.
- 24 5' - 10" S.S. REMOVAL T.B.F. = 0.9 CU. YD.
- 24A 16' - 21" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 24B 16' - 21" S.S., CL. A, T-2 @ 0.5% T.B.F. = 12.3 CU. YD.
- 25 3' - 12" S.S., CL. A, T-1 @ 1.0% T.B.F. = 0.4 CU. YD.
- 25A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 25B 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 26 64' - 12" S.S., W.M.R. @ 1.0% T.B.F. = 9.1 CU. YD.
- 27 67' - 12" S.S. REMOVAL T.B.F. = 8.9 CU. YD.
- 28 6' - 12" S.S., CL. A, T-1 @ 1.0% T.B.F. = 1.2 CU. YD.
- 28A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 28B 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 29 11' - 12" S.S. REMOVAL T.B.F. = 2.1 CU. YD.
- 29A 20' - 21" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 29B 20' - 21" S.S., W.M.R. @ 2.8% T.B.F. = 7.7 CU. YD.
- 30 8' - 12" S.S., CL. A, T-2 @ 2.0% T.B.F. = 1.9 CU. YD.
- 30A 20' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 30B 20' - 12" S.S., W.M.R. @ 0.7% T.B.F. = 3.1 CU. YD.
- 30C 10' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.

- 4 STA. 116+15, 38.4' LT SAN. MH TO BE REMOVED
- 4A STA. 116+15, 38.4' LT SAN. MH, 5' DIA T-1 FR., C.L. RIM = 677.14 INV = 668.69 (12" W) INV = 668.69 (12" E) INV = 669.18 (6" S)
- 4B STA. 116+25, 54.0' RT SAN. MH TO BE REMOVED
- 4C STA. 116+25, 54.0' RT SAN. MH, 4' DIA T-1 FR., C.L. RIM = 676.66 INV = 672.50 (EX. 6" S) INV = 670.51 (6" N)
- 5 STA. 117+46, 32.4' LT SAN. MH TO BE REMOVED
- 5A STA. 117+46, 32.4' LT SAN. MH, 5' DIA T-1 FR., C.L. RIM = 676.68 INV = 668.40 (EX 12" W) INV = 668.40 (EX 12" E) INV = 669.00 (EX 6" N)



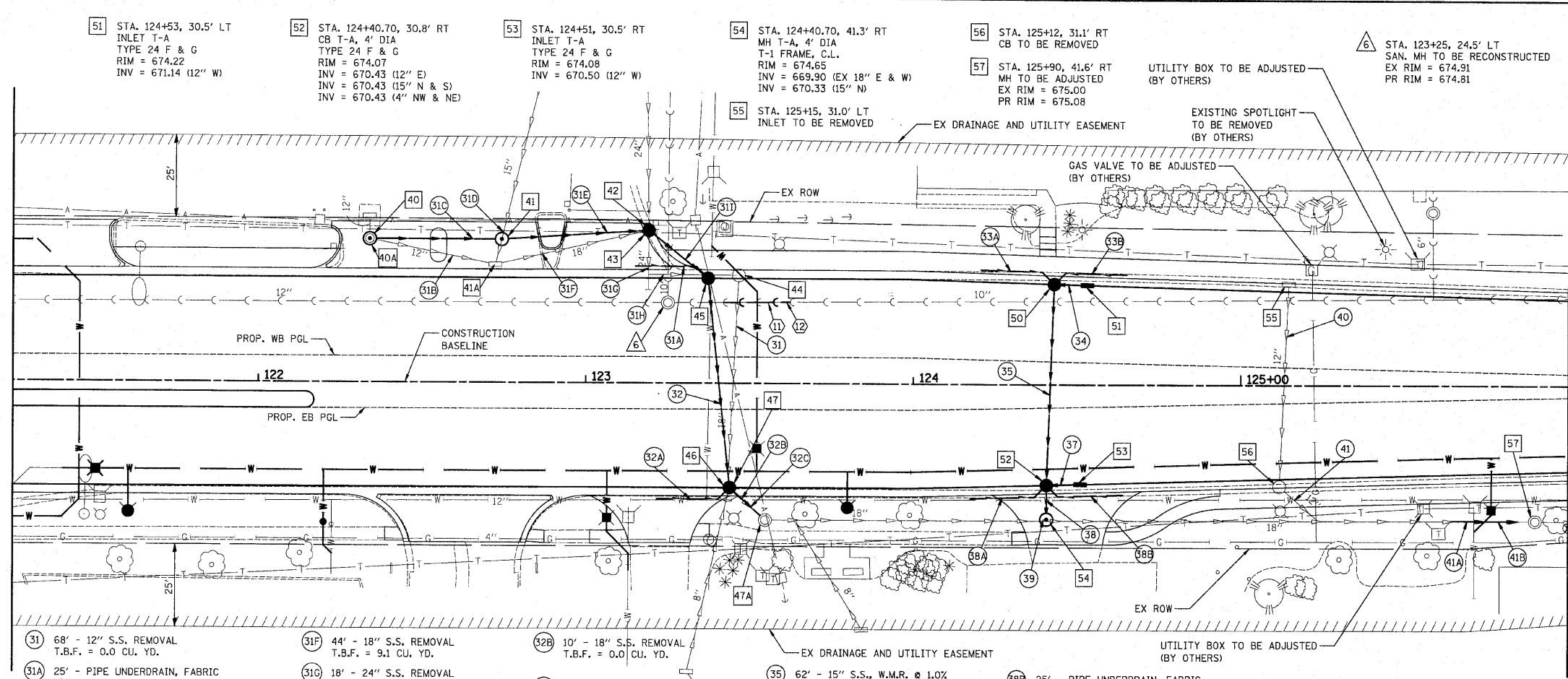
SCALE IN FEET

PLAN	DATE	BY
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PROFILE	DATE	BY
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STRUCTURE NOTATIONS		
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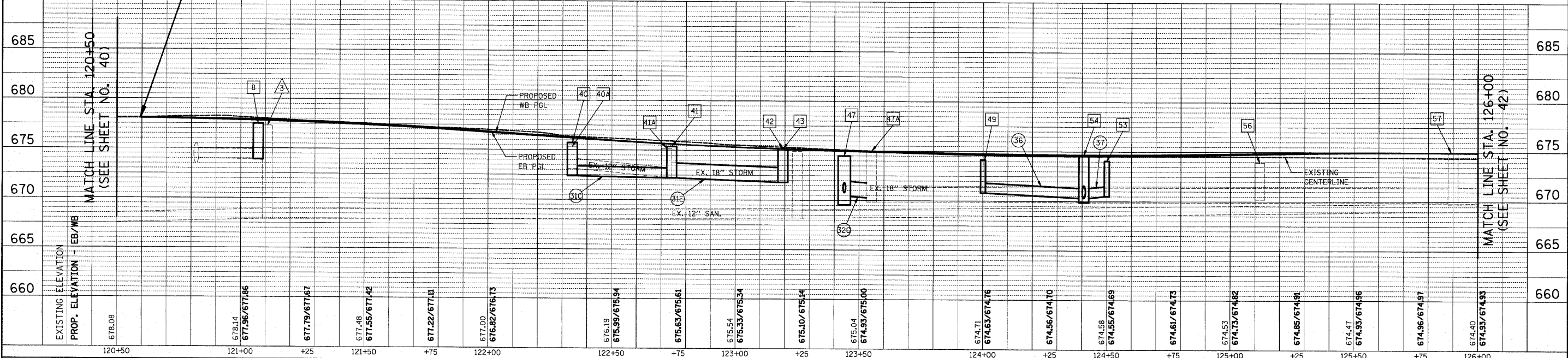
FILE NAME =	USER NAME = djc	DESIGNED - BLG	REVISED -	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\2362\cad\sheet\2362_D&U.5.dgn		DRAWN - BLG	REVISED -	DRAINAGE AND UTILITIES			344	09-00056-00-CH	COOK	111	40
PLOT SCALE = 20.0000' / IN.	CHECKED - DJK	REVISOR -	DATE - 10-22-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			CONTRACT NO. 63527			M-9003(659)	
PLOT DATE = 11/3/2010				SCALE: 1" = 20'			SHEET NO. 5 OF 7 SHEETS			STA. 115+00.00 TO STA. 118+75.00	

- 40 STA. 122+34, 43.8' LT MH T-A, 4' DIA. T-1 FRAME, C.L. RIM = 675.68 INV = 673.10 (EX 12" N) INV = 672.39 (12" E)
- 40A STA. 122+34, 43.8' LT MH TO BE REMOVED
- 41 STA. 122+74.21, 43.8' LT MH T-A, 4' DIA T-1 FRAME, C.L. RIM = 675.36 INV = 672.30 (EX 15" N) INV = 672.21 (12" W) INV = 672.21 (18" E)
- 41A STA. 122+72, 36.0' LT INLET TO BE REMOVED
- 42 STA. 123+19, 46.6' LT INLET TO BE REMOVED
- 43 STA. 123+19.17, 46.6' LT CB T-A, 5' DIA TYPE 24 F & G RIM = 675.16 INV = 671.80 (EX 24" N) INV = 671.80 (18" W & SE)
- 44 STA. 123+47, 33.0' LT CB TO BE REMOVED
- 45 STA. 123+37, 32.0' LT CB T-A, 4' DIA. TYPE 24 F & G RIM = 674.59 INV = 671.25 (18" S & 4" W) INV = 671.34 (18" NW)
- 46 STA. 123+44, 32.0' RT CB TO BE REMOVED
- 47 STA. 123+44, 32.0' RT CB T-A, 5' DIA TYPE 24 F & G RIM = 674.49 INV = 671.10 (EX 8" S) INV = 670.42 (18" N) INV = 670.42 (18" SE) INV = 670.99 (4" W)
- 47A STA. 123+55, 41.9' RT MH TO BE ADJUSTED EX RIM = 675.04 PR RIM = 674.98 INV = 670.29 (18" NW) INV = 669.87 (EX 24" E)
- 48 NOT USED
- 49 NOT USED
- 50 STA. 124+42.89, 30.8' LT CB T-A, 4' DIA TYPE 24 F & G RIM = 674.21 INV = 671.07 (12" E) INV = 671.05 (15" S) INV = 671.05 (4" NW & NE)
- 51 STA. 124+53, 30.5' LT INLET T-A TYPE 24 F & G RIM = 674.22 INV = 671.14 (12" W)
- 52 STA. 124+40.70, 30.8' RT CB T-A, 4' DIA TYPE 24 F & G RIM = 674.07 INV = 670.43 (12" E) INV = 670.43 (15" N & S) INV = 670.43 (4" NW & NE)
- 53 STA. 124+51, 30.5' RT INLET T-A TYPE 24 F & G RIM = 674.08 INV = 670.50 (12" W)
- 54 STA. 124+40.70, 41.3' RT MH T-A, 4' DIA T-1 FRAME, C.L. RIM = 674.65 INV = 669.90 (EX 18" E & W) INV = 670.33 (15" N)
- 55 STA. 125+15, 31.0' LT INLET TO BE REMOVED
- 56 STA. 125+12, 31.1' RT CB TO BE REMOVED
- 57 STA. 125+90, 41.6' RT MH TO BE ADJUSTED EX RIM = 675.00 PR RIM = 675.08
- 6 STA. 123+25, 24.5' LT SAN. MH TO BE RECONSTRUCTED EX RIM = 674.91 PR RIM = 674.81



- 31 68' - 12" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 31A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 31B 36' - 12" S.S. REMOVAL T.B.F. = 5.0 CU. YD.
- 31C 36' - 12" S.S., CL. A, T-1 @ 0.5% T.B.F. = 4.8 CU. YD.
- 31D 8' - 15" S.S. REMOVAL T.B.F. = 0.8 CU. YD.
- 31E 43' - 18" S.S., CL. A, T-X @ 1.0% T.B.F. = 4.4 CU. YD.
- 31F 44' - 18" S.S. REMOVAL T.B.F. = 9.1 CU. YD.
- 31G 18' - 24" S.S. REMOVAL T.B.F. = 5.4 CU. YD.
- 31H 26' - 24" S.S. REMOVAL T.B.F. = 7.1 CU. YD.
- 31I 19' - 18" S.S., W.M.R. @ 2.4% T.B.F. = 3.7 CU. YD.
- 32 64' - 18" S.S., W.M.R. @ 1.3% T.B.F. = 10.0 CU. YD.
- 32A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 32B 10' - 18" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 32C 10' - 18" S.S., CL. A, T-1 @ 1.3% T.B.F. = 0.5 CU. YD.
- 33 NOT USED
- 33A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 33B 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 34 7' - 12" S.S., CL. A, T-1 @ 1.0% T.B.F. = 1.0 CU. YD.
- 35 62' - 15" S.S., W.M.R. @ 1.0% T.B.F. = 8.2 CU. YD.
- 36 NOT USED
- 37 7' - 12" S.S., CL. A, T-1 @ 1.0% T.B.F. = 1.2 CU. YD.
- 38 5' - 15" S.S., CL. A, T-2 @ 2.0% T.B.F. = 1.3 CU. YD.
- 38A 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 38B 25' - PIPE UNDERDRAIN, FABRIC LINED TRENCH 4"
- 39 4' - 18" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 40 62' - 12" S.S. REMOVAL T.B.F. = 12.0 CU. YD.
- 41 11' - 12" S.S. REMOVAL (BRICK AND MORTAR 1' OUTSIDE 18" SEWER) T.B.F. = 3.6 CU. YD.
- 41A 20' - 18" S.S. REMOVAL T.B.F. = 0.0 CU. YD.
- 41B 20' - 18" S.S., W.M.R. @ 0.5% T.B.F. = 0.0 CU. YD.
- 42 20' - SANITARY SEWER, TYPE 1 10" @ 0.3% T.B.F. = 13.7 CU. YD.

**END RESURFACING/
BEGIN RECONSTRUCTION
STA. 120+59.48
MATCH EXISTING**



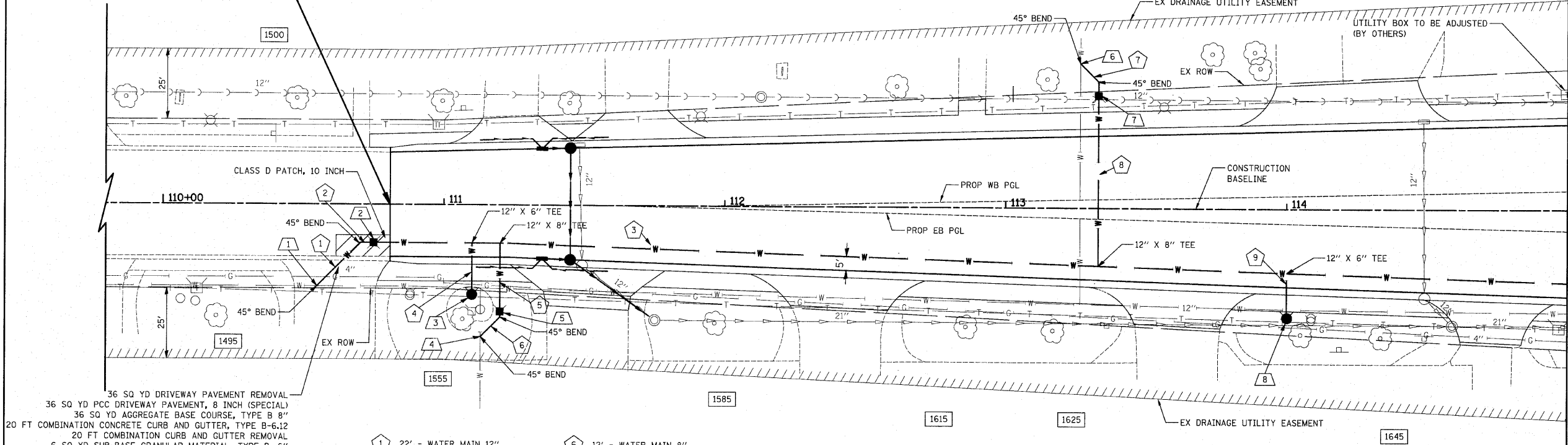
EXISTING ELEVATION	PROP. ELEVATION - EB/WB	120+50	121+00	+25	121+50	+75	122+00	122+50	+75	123+00	+25	123+50	124+00	+25	124+50	+75	125+00	+25	125+50	+75	126+00	
678.08	678.08																					
	678.14																					
	677.96/677.86																					
	677.79/677.67																					
	677.48																					
	677.55/677.42																					
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PLAN	SURVEYED	DATE
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	NOTED	BY
	INSTRUMENT	BY
	FILE NAME	BY

PROFILE	SURVEYED	DATE
	GRADES	BY
	NOTED	BY
	STRUCTURE	BY
	STATUS	BY

**IMPROVEMENT BEGINS
STA. 110+80.83**

- 1 STA. 110+55, 29' RT CONNECTION TO EXISTING WATERMAIN 12"
- 2 STA. 110+75, 14.0' RT GATE VALVE 12" WITH VAULT, 5'-DIAMETER RIM = 677.78
- 3 STA. 111+10, 32.0' RT FH W/ AUX VALVE & VALVE BOX
- 4 STA. 111+13, 47' RT CONNECTION TO EXISTING WATERMAIN 8"
- 5 STA. 111+20, 38' RT VALVE BOX 8" 8" VALVE RIM = 677.94
- 6 STA. 113+26, 51' LT CONNECTION TO EXISTING WATERMAIN 8"
- 7 STA. 113+33, 40' LT VALVE BOX 8" 8" VALVE RIM = 678.28
- 8 STA. 114+00.1, 39.0' RT FH W/ AUX VALVE & VALVE BOX

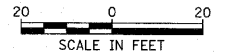


36 SQ YD DRIVEWAY PAVEMENT REMOVAL
36 SQ YD PCC DRIVEWAY PAVEMENT, 8 INCH (SPECIAL)
36 SQ YD AGGREGATE BASE COURSE, TYPE B 8"
20 FT COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
20 FT COMBINATION CONCRETE CURB AND GUTTER REMOVAL
6 SQ YD SUB-BASE GRANULAR MATERIAL, TYPE B, 6"

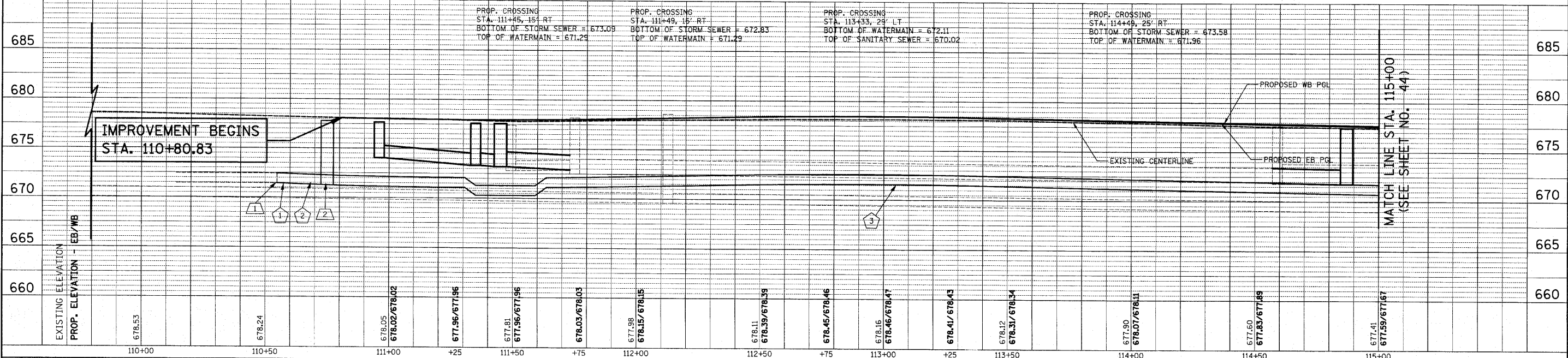
- 1 22' - WATER MAIN 12" T.B.F. = 14.9 CU. YD.
- 2 5' - WATER MAIN 12" T.B.F. = 3.3 CU. YD.
- 3 760' - WATER MAIN 12" T.B.F. = 571.6 CU. YD.
- 4 18' - WATER MAIN 6" T.B.F. = 9.3 CU. YD.
- 5 24' - WATER MAIN 8" T.B.F. = 7.4 CU. YD.
- 6 12' - WATER MAIN 8" T.B.F. = 0.0 CU. YD.
- 7 14' - WATER MAIN 8" T.B.F. = 0.0 CU. YD.
- 8 61' - WATER MAIN 8" T.B.F. = 33.9 CU. YD.
- 9 16' - WATER MAIN 6" T.B.F. = 11.0 CU. YD.

NOTES:

- 1) THE CONTRACTOR SHALL FIELD VERIFY THE SIZES OF EXISTING WATERMAIN AND SERVICES PRIOR TO ORDERING NEW MATERIAL.
- 2) REMOVAL OF EXISTING WATERMAIN THAT IS IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE INCLUDED IN THE COST OF "ABANDON EXISTING WATERMAIN". REMOVAL OF EXISTING WATER VALVE BOXES SHALL BE INCLUDED IN THE COST OF "ABANDON EXISTING WATERMAIN" UNLESS SPECIFICALLY CALLED-OUT IN THE PLANS.
- 3) SPECIFIC LOCATIONS FOR THE CUTTING AND CAPPING OF THE EXISTING WATERMAIN ARE SHOWN FOR THE REQUIRED CONNECTIONS AT THE INTERSECTION OF BUSSE ROAD AND GREENLEAF AVENUE. ADDITIONAL CUTTING AND CAPPING WILL BE REQUIRED AT OTHER LOCATIONS ALONG THE EXISTING WATERMAIN TO BE ABANDONED THAT ARE NOT SHOWN, BUT WILL BE DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "WATERMAIN TO BE ABANDONED".



GREENLEAF AVENUE



FILE NAME = ...\\2362\cad\sheet\2362_W1_01.dgn	USER NAME = djc	DESIGNED - BLG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE WATERMAIN PLANS	F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.	344 09-00056-00-CH COOK 111 43		
PLOT SCALE = 20.0000' / IN.	CHECKED - DJK	REVISOR -	REVISOR -			CONTRACT NO. 63527			
PLOT DATE = 10/21/2010	DATE - 10-22-10	REVISOR -	REVISOR -			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(659)			
						SCALE: 1" = 20' SHEET NO. 1 OF 4 SHEETS STA. 110+80.83 TO STA. 115+00.00			

MATCH LINE STA. 115+00 (SEE SHEET NO. 44)

IL ROUTE 83
(BUSSE ROAD)

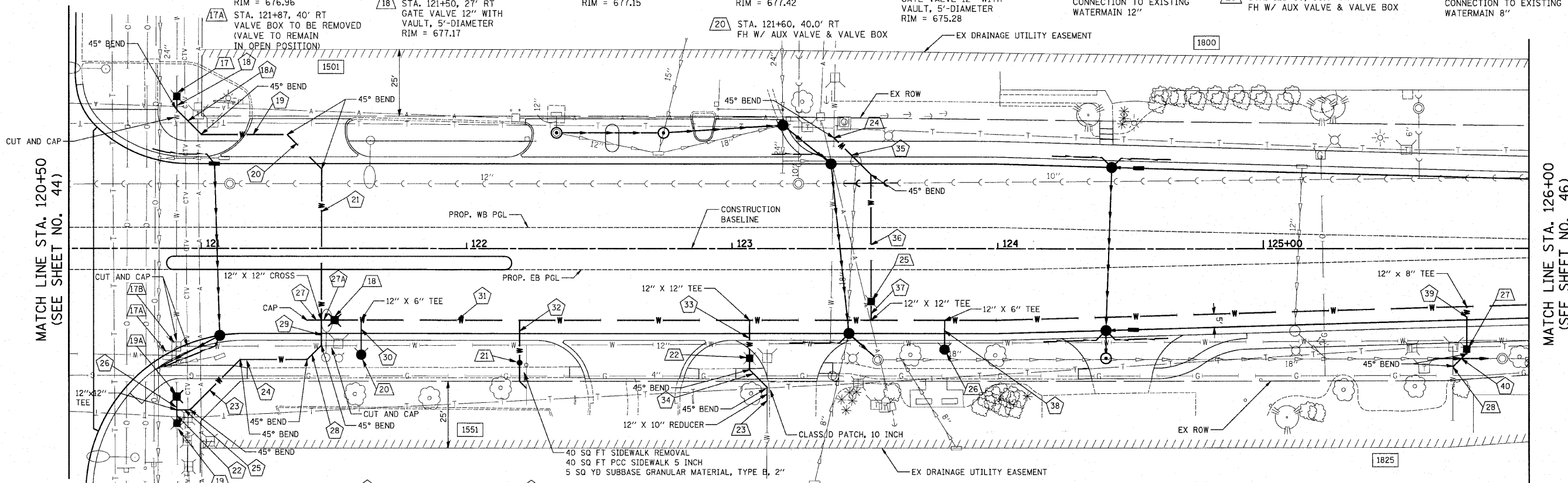
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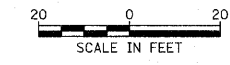
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DRAWN	BLG
CHECKED	DJK
DATE	10-22-10

- 17 STA. 120+91, 57' LT VALVE VAULT, 5'-DIA., WITH 12" VALVE CONNECTION TO EXISTING WATERMAIN 12" RIM = 676.96
- 17A STA. 121+87, 40' RT VALVE BOX TO BE REMOVED (VALVE TO REMAIN IN OPEN POSITION)
- 17B STA. 121+91, 37' RT VALVE BOX TO BE REMOVED (VALVE TO REMAIN IN OPEN POSITION)
- 18 STA. 121+50, 27' RT GATE VALVE 12" WITH VAULT, 5'-DIAMETER RIM = 677.17
- 19 STA. 120+91, 66' RT VALVE VAULT, 5'-DIA., WITH 12" VALVE CONNECTION TO EXISTING WATERMAIN 12" RIM = 677.15
- 19A STA. 120+91, 56' RT VALVE VAULT, 5'-DIA., WITH 12" VALVE CONNECTION TO EXISTING WATERMAIN 12" RIM = 677.42
- 20 STA. 121+60, 40.0' RT FH W/ AUX VALVE & VALVE BOX
- 21 STA. 122+20, 43' RT DOMESTIC WATER SERVICE BOX
- 22 STA. 123+06.5, 41' RT GATE VALVE 12" WITH VAULT, 5'-DIAMETER RIM = 675.28
- 23 STA. 123+13, 60' RT CONNECTION TO EXISTING WATERMAIN 10"
- 24 STA. 123+38, 42' LT CONNECTION TO EXISTING WATERMAIN 12"
- 25 STA. 123+52, 20' RT GATE VALVE 12" WITH VAULT, 5'-DIAMETER RIM = 674.68
- 26 STA. 123+80, 38.0' RT FH W/ AUX VALVE & VALVE BOX
- 27 STA. 125+76.6, 38.0' RT GATE VALVE AND BOX 8" RIM = 675.05
- 28 STA. 125+72, 45' RT CONNECTION TO EXISTING WATERMAIN 8"

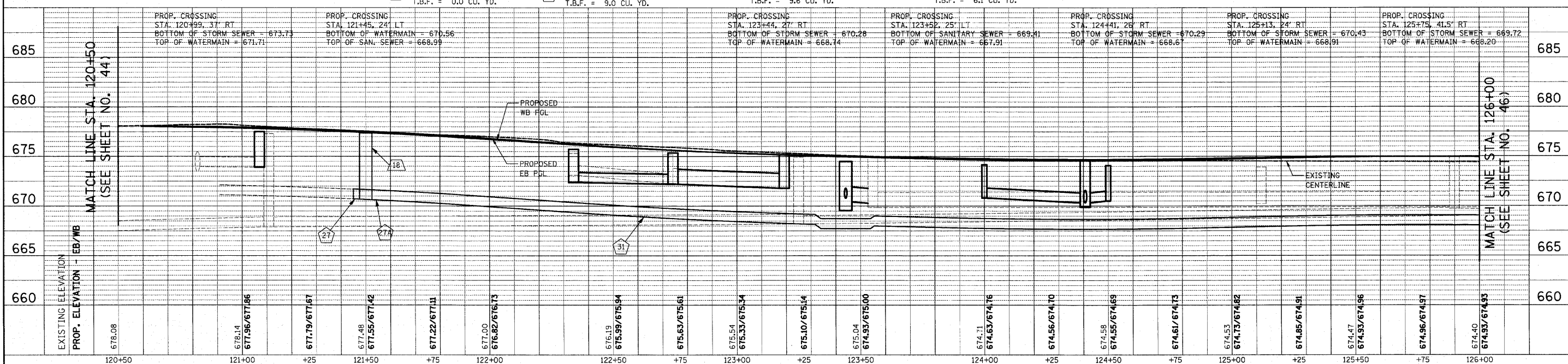


IL ROUTE 83
(BUSSE ROAD)

- 18 5' - WATER MAIN 12" T.B.F. = 0.0 CU. YD.
- 18A 13' - WATER MAIN 12" T.B.F. = 0.0 CU. YD.
- 19 32' - WATER MAIN 12" T.B.F. = 22.0 CU. YD.
- 20 18' - WATER MAIN 12" T.B.F. = 12.4 CU. YD.
- 21 57' - WATER MAIN 12" T.B.F. = 39.2 CU. YD.
- 22 5' - WATER MAIN 12" T.B.F. = 0.0 CU. YD.
- 23 27' - WATER MAIN 12" T.B.F. = 10.1 CU. YD.
- 24 25' - WATER MAIN 12" T.B.F. = 19.4 CU. YD.
- 25 5' - WATER MAIN 12" T.B.F. = 0.0 CU. YD.
- 26 5' - WATER MAIN 12" T.B.F. = 0.0 CU. YD.
- 27 5' - WATER MAIN 12" T.B.F. = 3.4 CU. YD.
- 27A 5' - WATER MAIN 12" T.B.F. = 3.4 CU. YD.
- 28 8' - WATER MAIN 12" T.B.F. = 2.0 CU. YD.
- 29 9' - WATER MAIN 12" T.B.F. = 9.0 CU. YD.
- 30 13' - WATER MAIN 6" T.B.F. = 5.8 CU. YD.
- 31 790' - WATER MAIN 12" T.B.F. = 560.3 CU. YD.
- 32 27' - WATER SERVICE LINE, 2" 1 EACH - WATER SERVICE CONNECTION T.B.F. = 5.1 CU. YD.
- 33 14' - WATER MAIN 12" T.B.F. = 9.6 CU. YD.
- 34 19' - WATER MAIN 12" T.B.F. = 13.1 CU. YD.
- 35 20' - WATER MAIN 12" T.B.F. = 14.4 CU. YD.
- 36 48' - WATER MAIN 12" T.B.F. = 38.9 CU. YD.
- 37 7' - WATER MAIN 12" T.B.F. = 6.1 CU. YD.
- 38 11' - WATER MAIN 6" T.B.F. = 5.8 CU. YD.
- 39 16' - WATER MAIN 8" T.B.F. = 10.9 CU. YD.
- 40 7' - WATER MAIN 8" T.B.F. = 0.0 CU. YD.



GREENLEAF AVENUE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
WATERMAIN PLANS

SCALE: 1" = 20' SHEET NO. 3 OF 4 SHEETS STA. 120+50.00 TO STA. 126+00.00

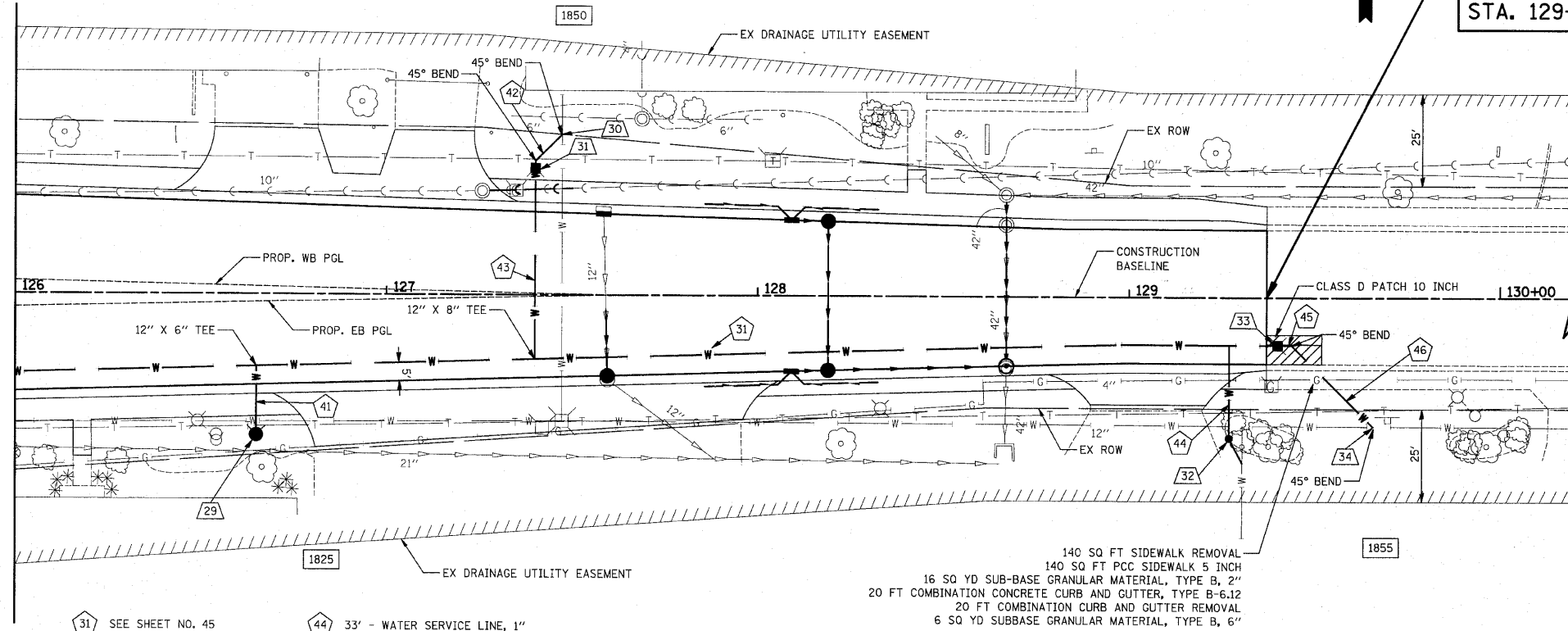
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	45
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63527	
			M-90031659	

DATE	
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NOTE BOOK	
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PLAN	
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DATE	
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SURVEYED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK	
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PROFILE	
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- 29 STA. 126+65, 38.0' RT
FH W/ AUX VALVE & VALVE BOX
- 30 STA. 127+47, 43' LT
CONNECTION TO EXISTING
WATERMAIN 8"
- 31 STA. 127+40, 34' LT
GATE VALVE AND BOX 8"
RIM = 674.37
- 32 STA. 129+27, 38' LT
DOMESTIC WATER
SERVICE BOX
- 33 STA. 129+40, 14.0' RT
GATE VALVE 12" WITH
VAULT, 5'-DIAMETER
RIM = 674.15
- 34 STA. 129+66, 35' RT
CONNECTION TO EXISTING
WATERMAIN 12"

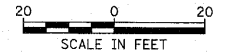
MATCH LINE STA. 126+00
(SEE SHEET NO. 45)



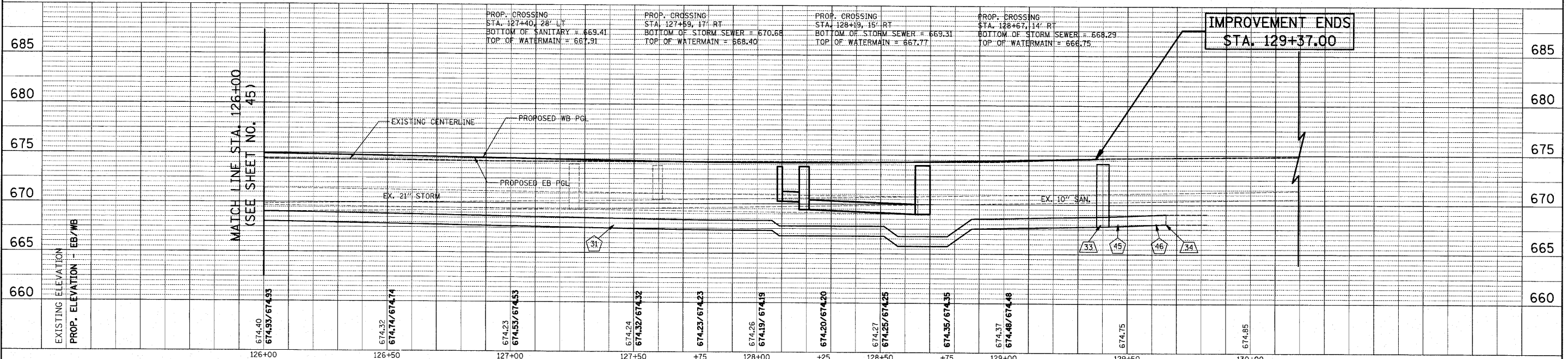
IMPROVEMENT ENDS
STA. 129+37.00

- 31 SEE SHEET NO. 45
- 41 19' - WATER MAIN 6"
T.B.F. = 9.3 CU. YD.
- 42 12' - WATER MAIN 8"
T.B.F. = 0.0 CU. YD.
- 43 51' - WATER MAIN 8"
T.B.F. = 34.8 CU. YD.
- 44 33' - WATER SERVICE LINE, 1"
1 EACH - WATER SERVICE CONNECTION
T.B.F. = 7.1 CU. YD.
- 45 4' - WATER MAIN 12"
T.B.F. = 3.4 CU. YD.
- 46 31' - WATER MAIN 12"
T.B.F. = 11.7 CU. YD.

140 SQ FT SIDEWALK REMOVAL
140 SQ FT PCC SIDEWALK 5 INCH
16 SQ YD SUB-BASE GRANULAR MATERIAL, TYPE B, 2"
20 FT COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
20 FT COMBINATION CURB AND GUTTER REMOVAL
6 SQ YD SUBBASE GRANULAR MATERIAL, TYPE B, 6"



GREENLEAF AVENUE



IMPROVEMENT ENDS
STA. 129+37.00

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PLOT SCALE = 20.0000' / IN.	DRAWN - BLG	REVISED -
PLOT DATE = 12/21/2018	CHECKED - DJK	REVISED -
	DATE - 10-22-10	REVISED -

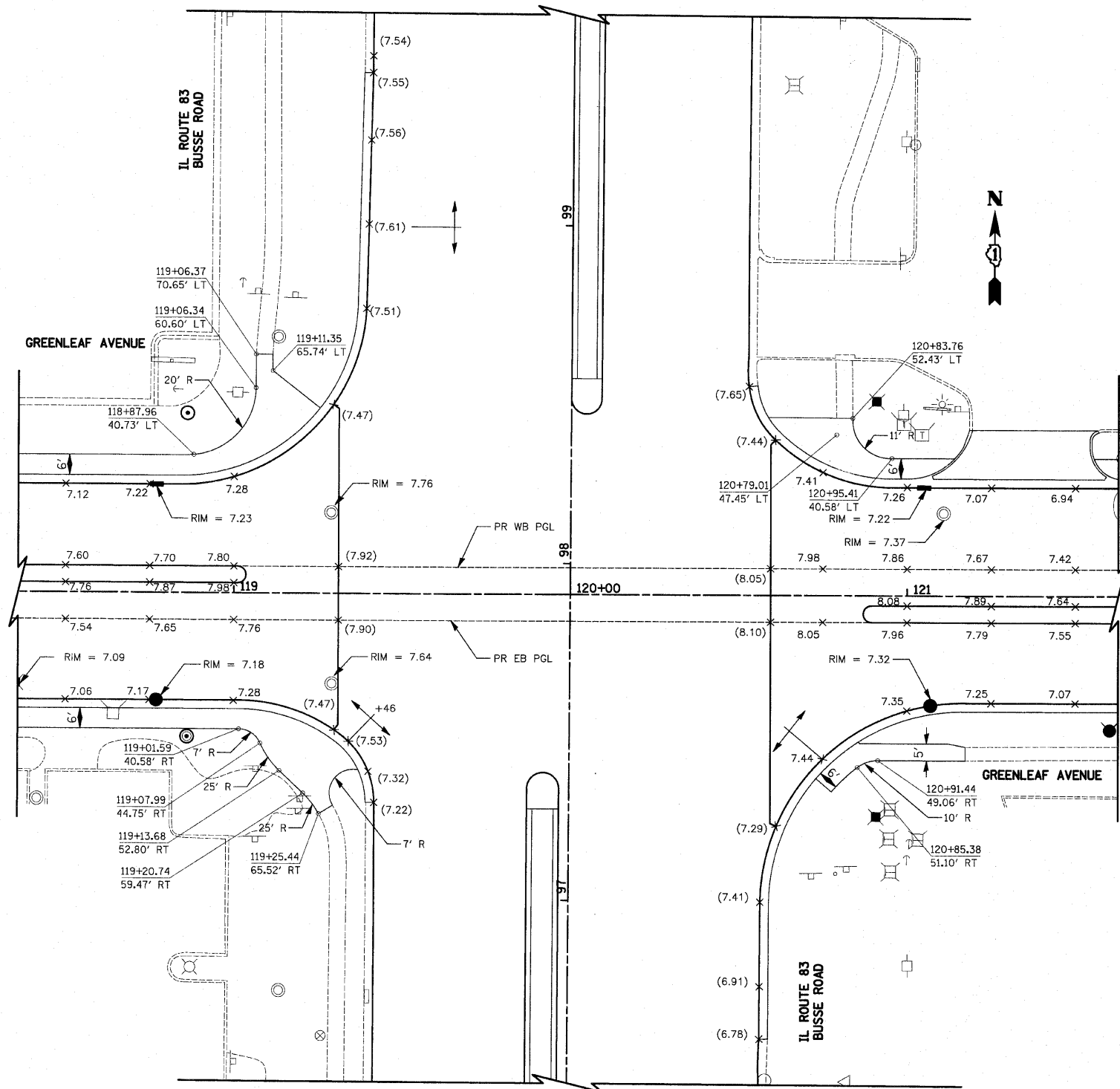
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
WATERMAIN PLANS
SCALE: 1" = 20' SHEET NO. 4 OF 4 SHEETS STA. 126+00.00 TO STA. 129+37.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	46
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036591				

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	CHECKED	
	RT. OF WAY	
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	CAD FILE	
	NAME	

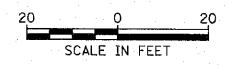
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	GRADES	BY
	NOTED	
	CHECKED	
	STRUCTURE	
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	CHG	



LEGEND

(X.XX) EXISTING ELEVATION
 X.XX PROPOSED ELEVATION

*ADD 670' TO ALL ELEVATIONS



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USER NAME = djk

PLOT SCALE = 20,0000' / IN.

PLOT DATE = 10/21/2010

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CHECKED -	DJK	REVISED -	
DATE -	10-22-10	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

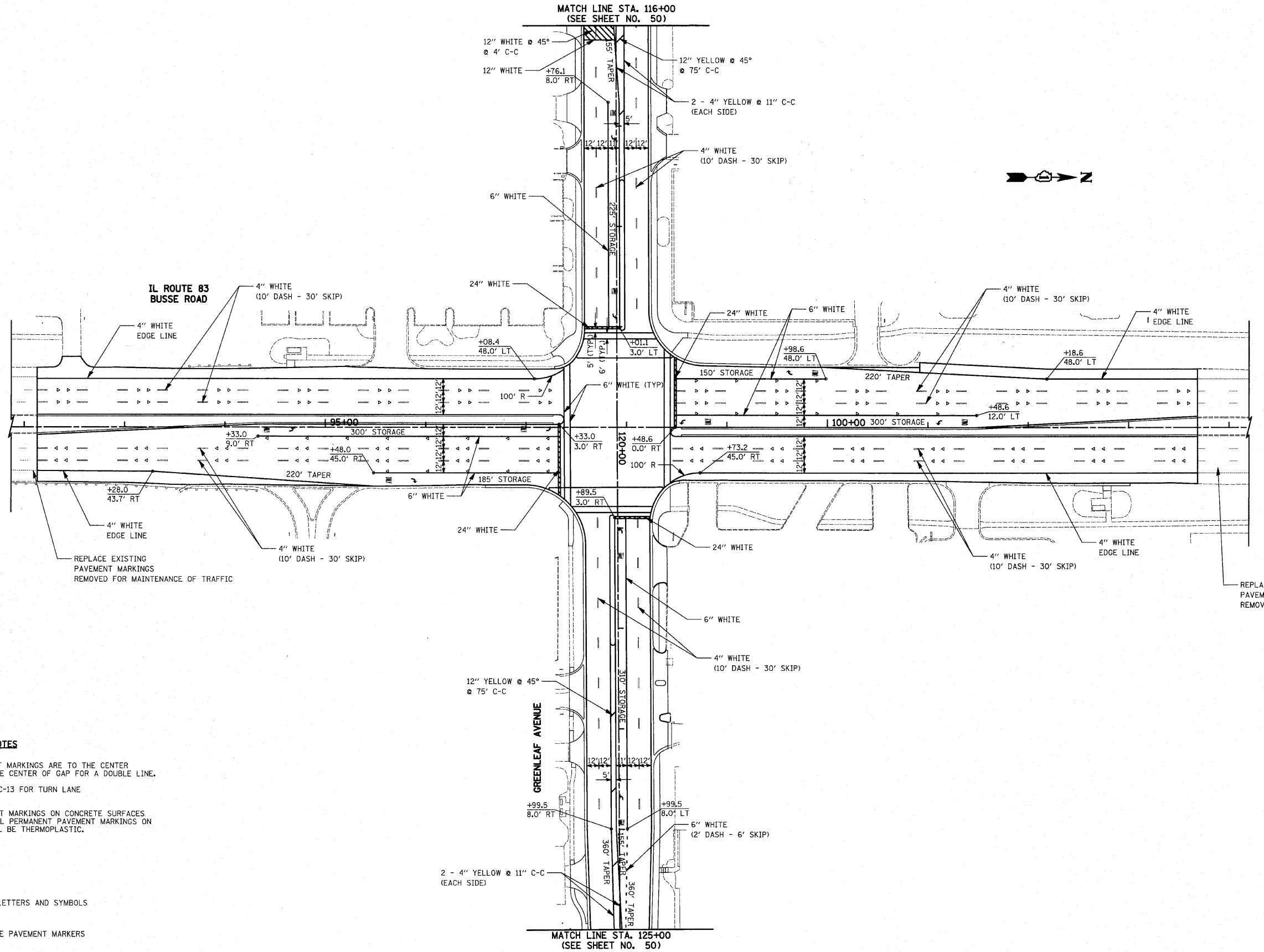
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
 INTERSECTION GRADING PLAN**

SCA. : 1" = 20' SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	48
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

PLAN	DATE	BY
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ALIGNMENT CHECKED		
NOTE BOOK NO.		
NO. OF PAGES CHECKED		
ROAD FILE NAME		

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GRADES CHECKED		
NOTE BOOK NO.		
STRUCTURE NOTATIONS CHECKED		

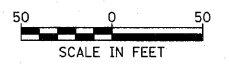


GENERAL NOTES

- DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
- SEE I.D.O.T. STANDARD TC-13 FOR TURN LANE MARKING DETAILS.
- ALL PERMANENT PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE POLYUREA. ALL PERMANENT PAVEMENT MARKINGS ON ASPHALT SURFACES SHALL BE THERMOPLASTIC.

LEGEND

- PROPOSED WHITE LETTERS AND SYMBOLS
- RAISED REFLECTIVE PAVEMENT MARKERS



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PLOT DATE = 10/22/2010	

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DATE -	10-22-10	REVISED -	

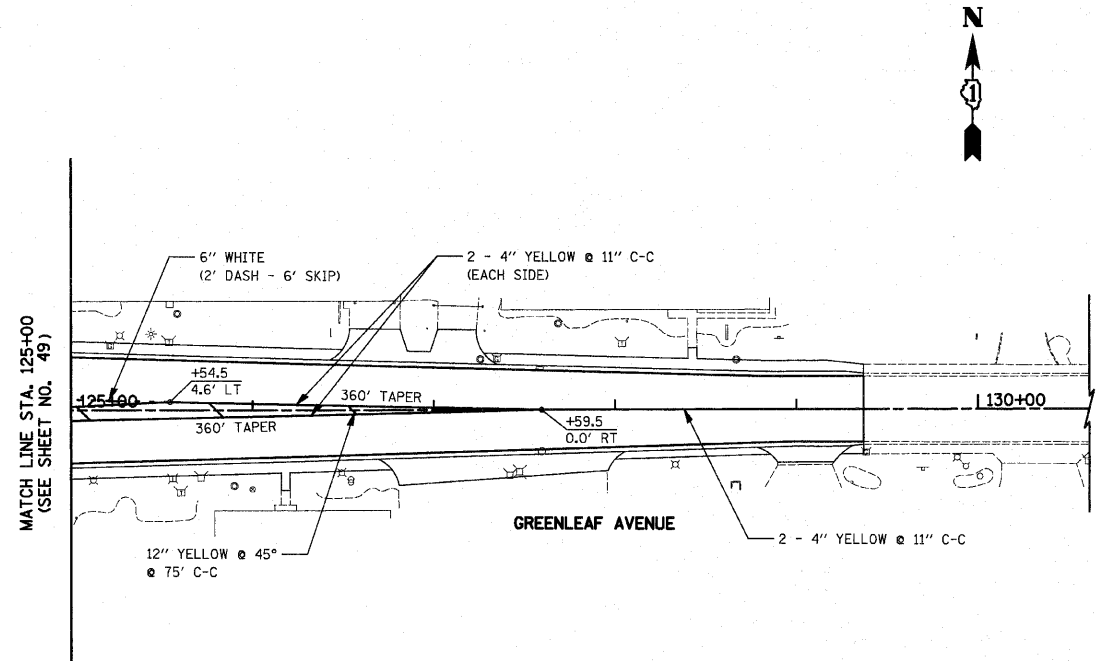
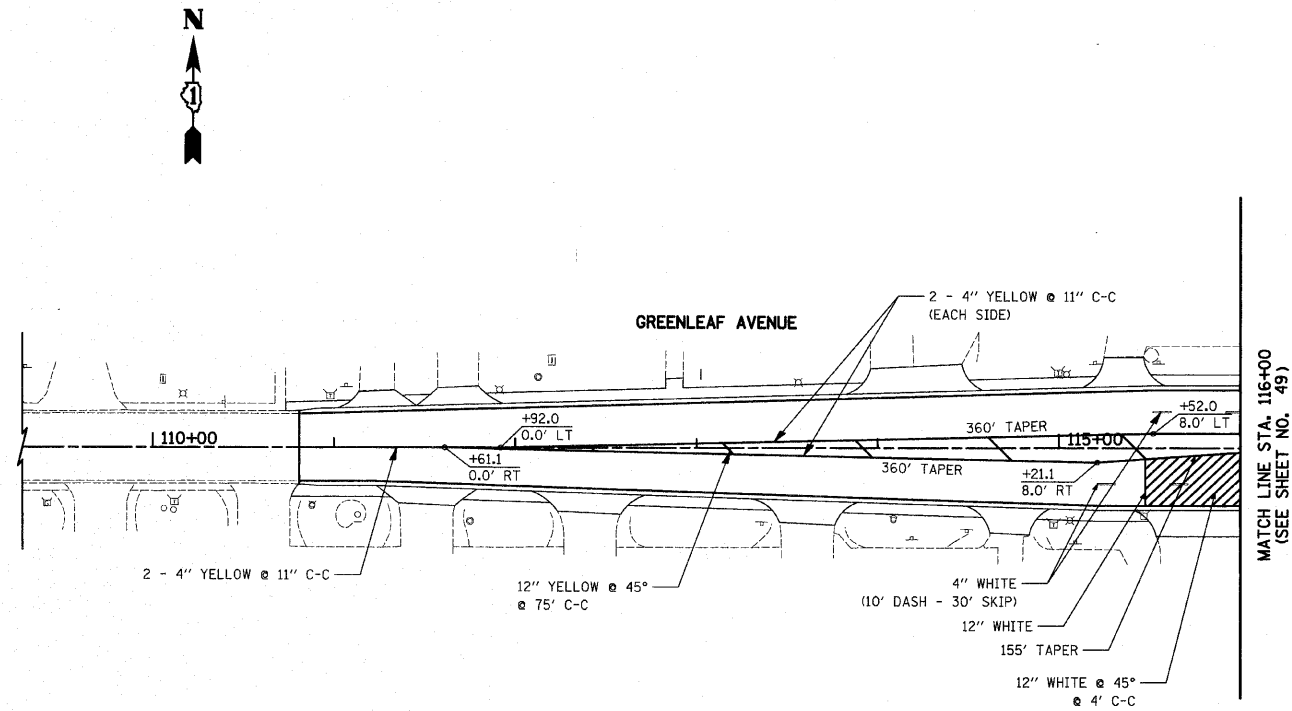
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE PAVEMENT MARKING PLAN	
SCALE: 1" = 50'	SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	49
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

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		NOTE BOOK	RT. OF WAY	CHECKED
		NO.		

DATE	BY	SURVEYED	GRADES	CHECKED
		NOTE BOOK	BLM.	NOTED
		NO.		

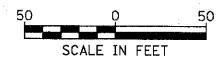


GENERAL NOTES

- DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
- SEE I.D.O.T. STANDARD TC-13 FOR TURN LANE MARKING DETAILS.
- ALL PERMANENT PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE POLYUREA. ALL PERMANENT PAVEMENT MARKINGS ON ASPHALT SURFACES SHALL BE THERMOPLASTIC.

LEGEND

- PROPOSED WHITE LETTERS AND SYMBOLS
- ◊ RAISED REFLECTIVE PAVEMENT MARKERS



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	DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

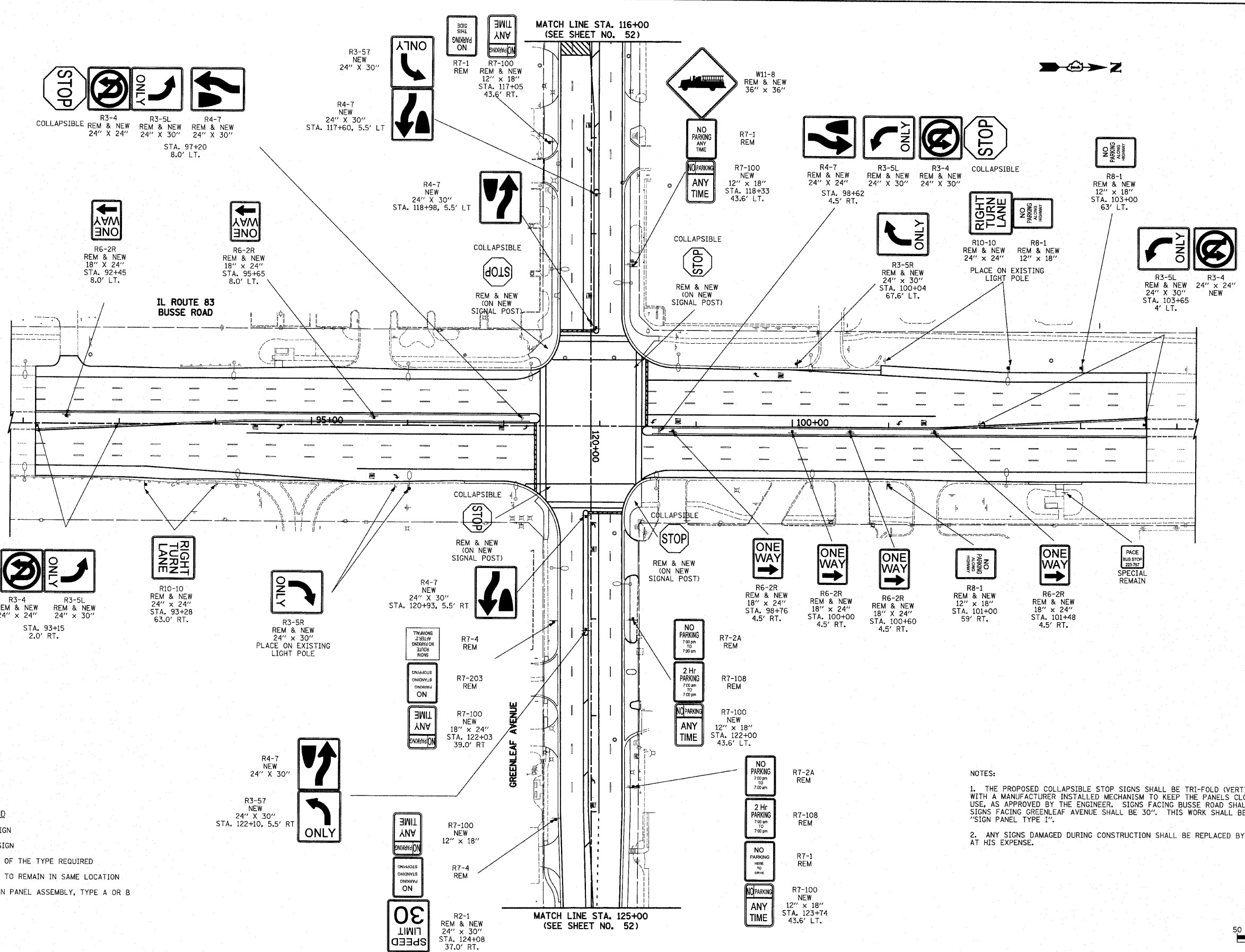
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	50
CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003659J</small>				

PLAN	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
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PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	STRUCTURE NOTATIONS OK'D		

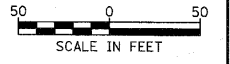


LEGEND

- ◊ EXISTING SIGN
- ◊ PROPOSED SIGN
- NEW SIGN PANEL OF THE TYPE REQUIRED
- REMAIN SIGN PANEL TO REMAIN IN SAME LOCATION
- REM REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B

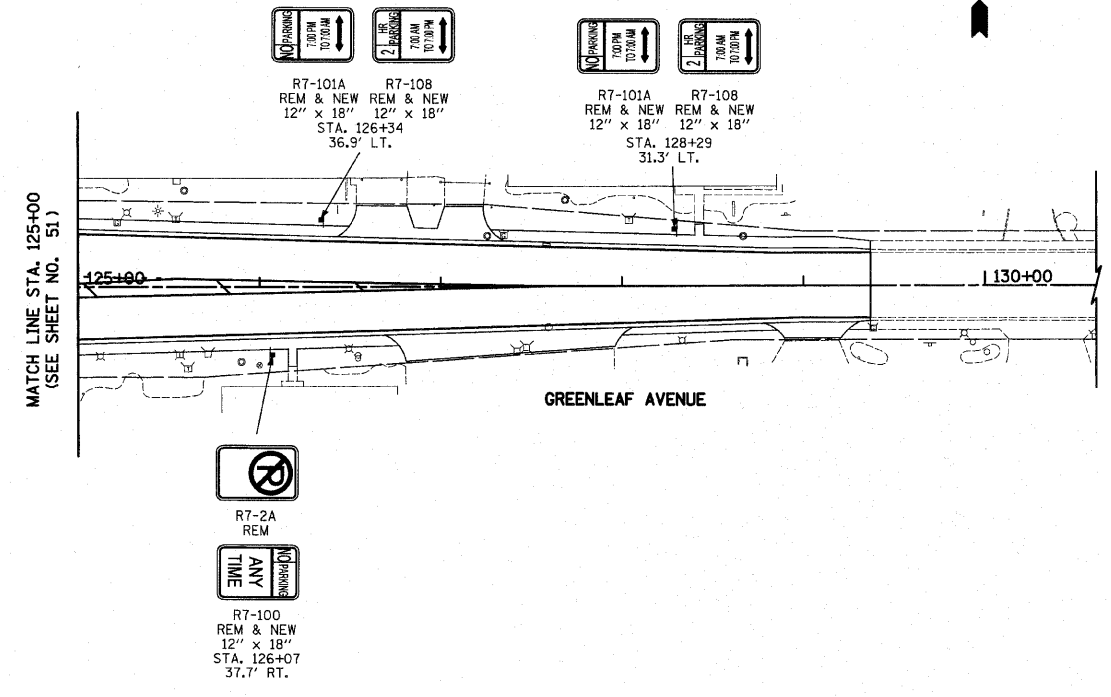
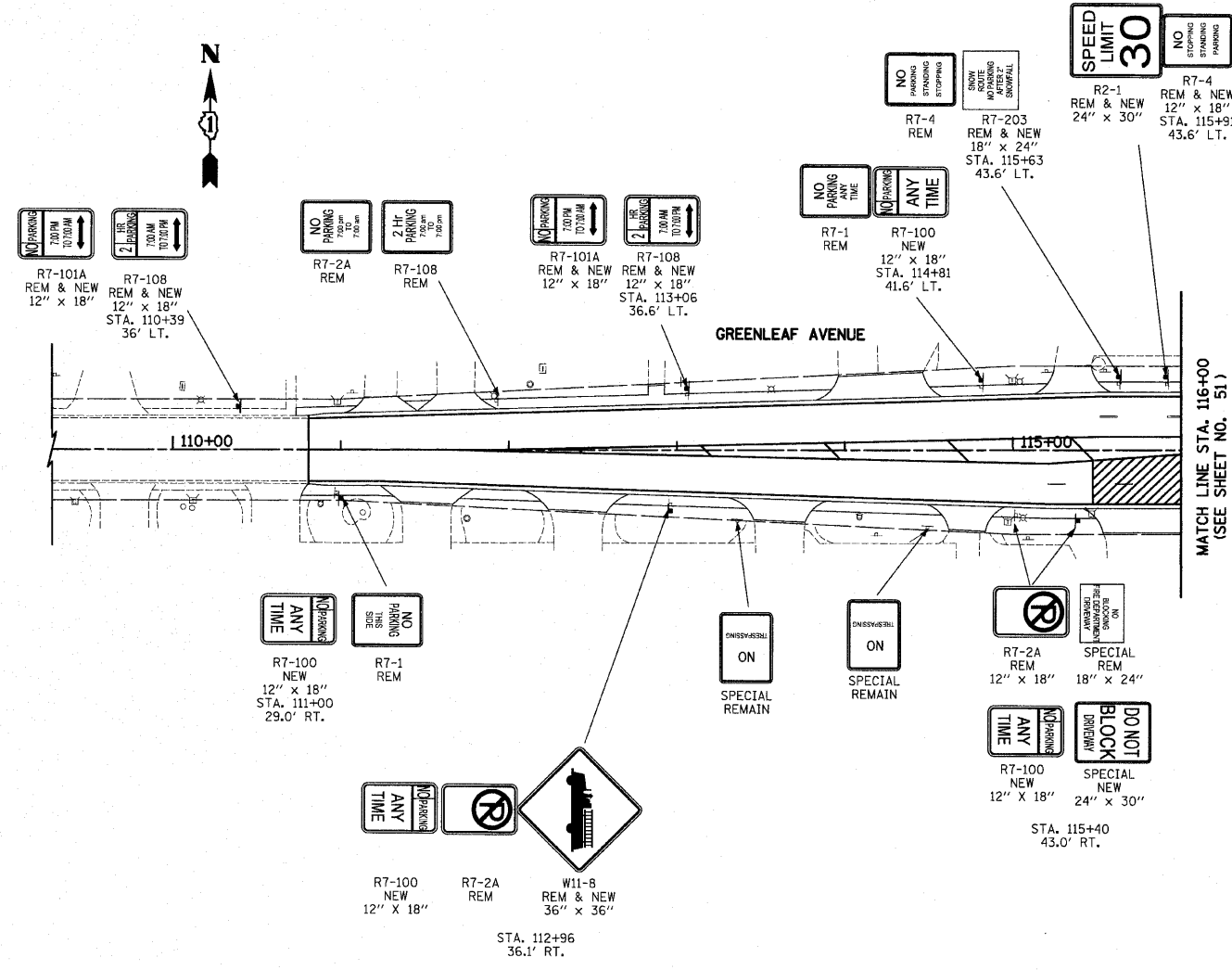
NOTES:

- THE PROPOSED COLLAPSIBLE STOP SIGNS SHALL BE TRI-FOLD (VERTICAL) SIGN PANELS WITH A MANUFACTURER INSTALLED MECHANISM TO KEEP THE PANELS CLOSED WHEN NOT IN USE, AS APPROVED BY THE ENGINEER. SIGNS FACING BUSSE ROAD SHALL BE 36" AND SIGNS FACING GREENLEAF AVENUE SHALL BE 30". THIS WORK SHALL BE PAID FOR AS "SIGN PANEL TYPE I".
- ANY SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

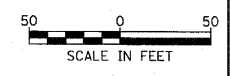


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- LEGEND**
- ◊ EXISTING SIGN
 - ◊ PROPOSED SIGN
 - NEW SIGN PANEL OF THE TYPE REQUIRED
 - REMAIN SIGN PANEL TO REMAIN IN SAME LOCATION
 - REM REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B



FILE NAME = ...\\cd\sheet\2362_Signing_02.dgn	USER NAME = k-r-k	DESIGNED - BLG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE SIGNING PLAN	F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 52
PLOT SCALE = 50,0000' / IN.	CHECKED - DJK	REVISED -	REVISED -			CONTRACT NO. 63527				
PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900316593				
						SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS				

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF ELK GROVE VILLAGE. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK-UP OF ALL EQUIPMENT TO BE RETURNED TO THE VILLAGE AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 4 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

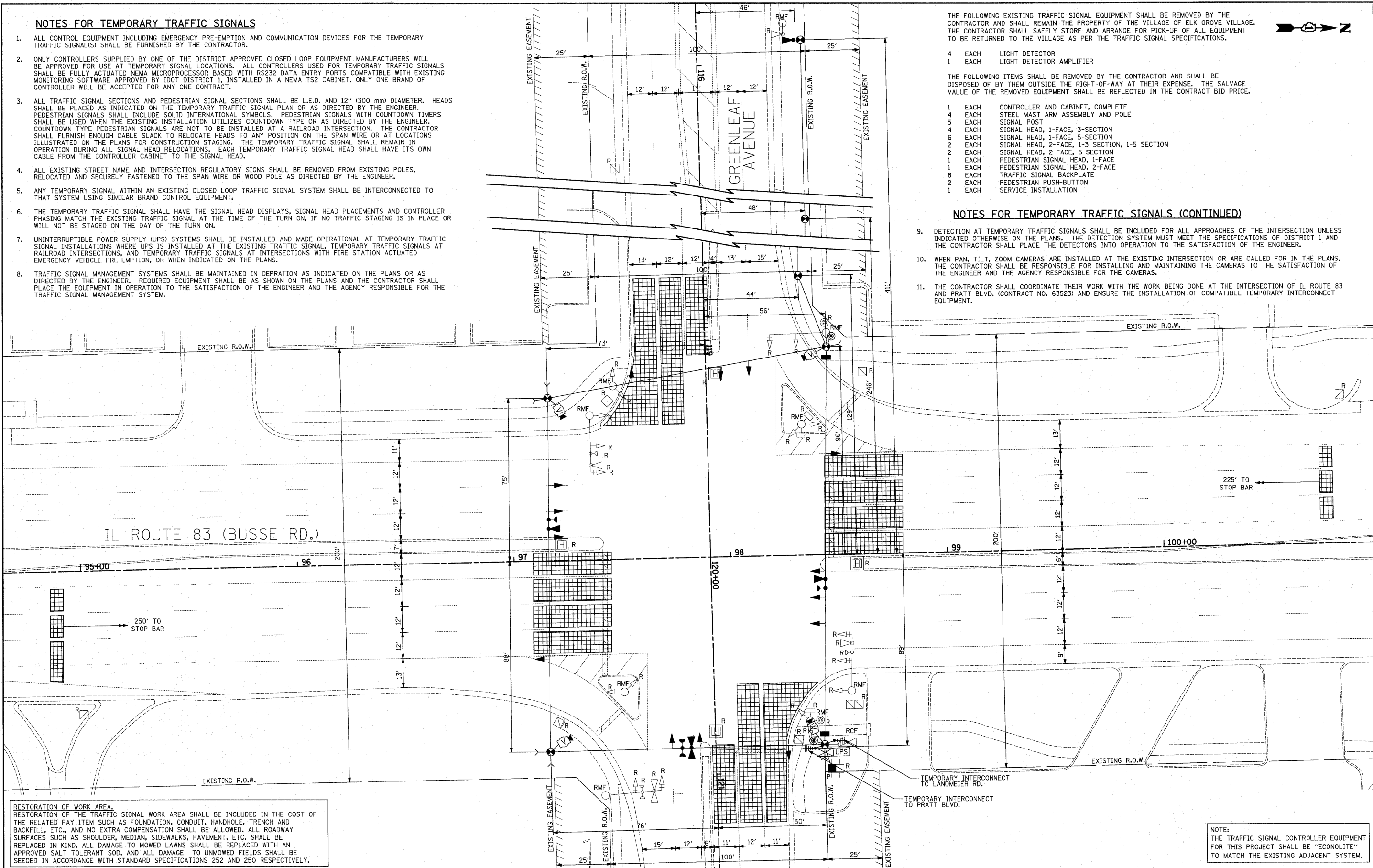
- 1 EACH CONTROLLER AND CABINET, COMPLETE
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 5 EACH SIGNAL POST
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 6 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 2 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 2 EACH SIGNAL HEAD, 2-FACE, 5-SECTION
- 1 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH PEDESTRIAN PUSH-BUTTON
- 1 EACH SERVICE INSTALLATION

NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. THE CONTRACTOR SHALL COORDINATE THEIR WORK WITH THE WORK BEING DONE AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. (CONTRACT NO. 63523) AND ENSURE THE INSTALLATION OF COMPATIBLE TEMPORARY INTERCONNECT EQUIPMENT.

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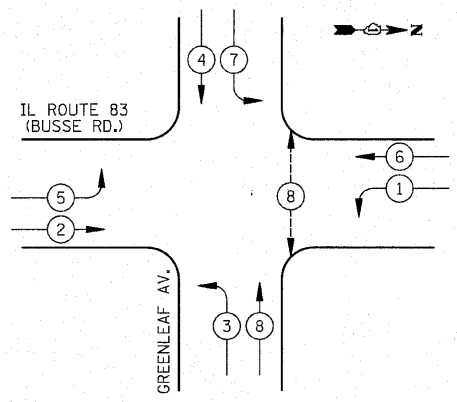
RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

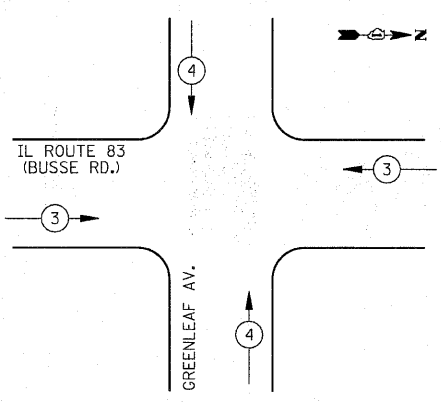
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NO.	

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND

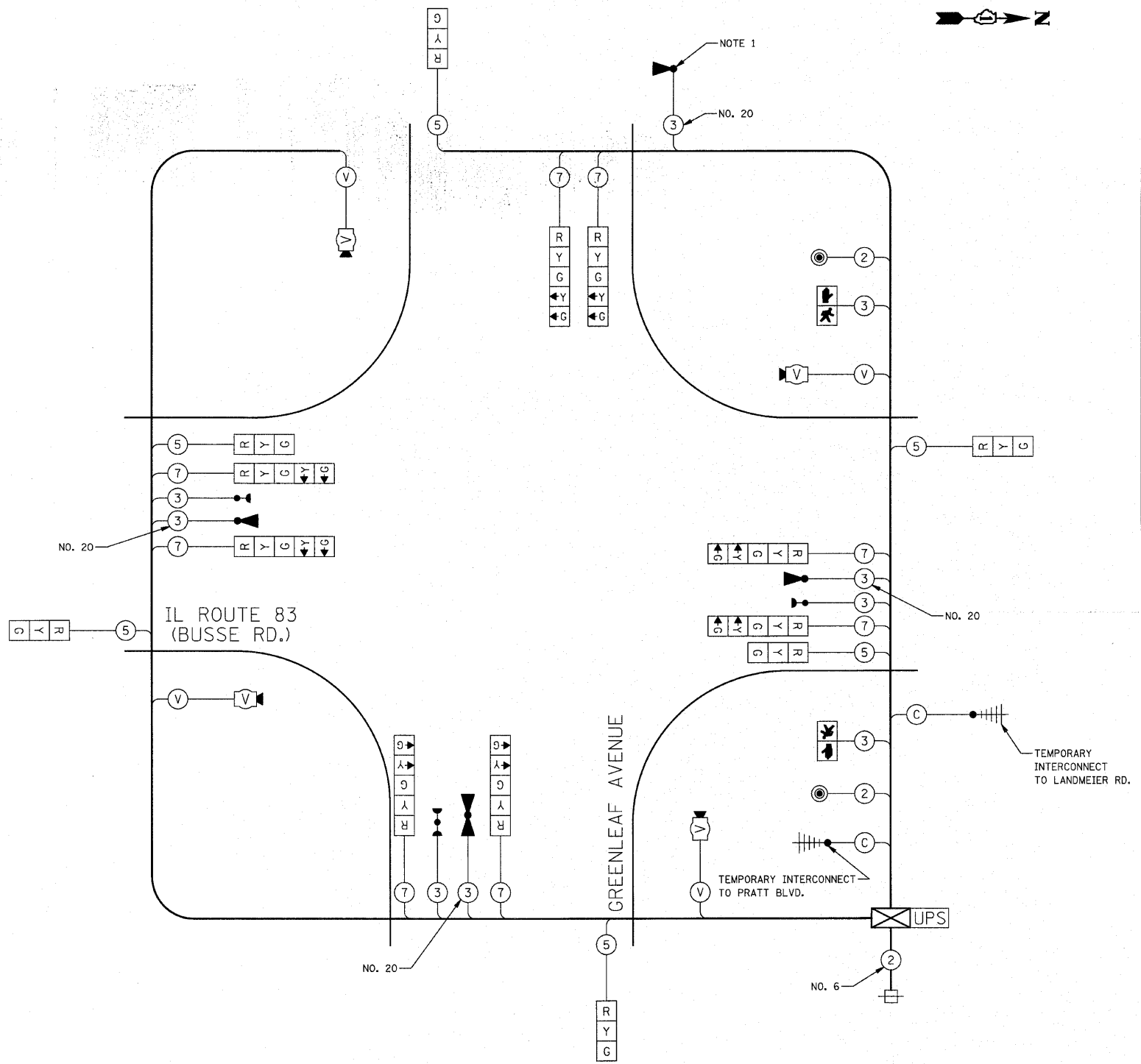
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY CABLE PLAN NOTES

- THIS TEMPORARY EMERGENCY VEHICLE PREEMPTION DETECTOR SHALL PLACE A CALL IN PHASES 4 AND 7.



TEMPORARY CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	14		17	0.50	119
(YELLOW)	14		25	0.25	88
(GREEN)	14		15	0.25	53
ARROW	16		12	0.10	19
PED. SIGNAL	2		25	1.00	50
CONTROLLER	1		100	1.00	100
VIDEO SYSTEM	1		150	1.00	150
FLASHER				0.50	
TOTAL =					579

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COM ED

FILE NAME =	USER NAME = djk	DESIGNED - BRD	REVISED -
...\\02_Temp Cable Plan.dgn		DRAWN - JRT	REVISED -
		CHECKED - JJE	REVISED -
		DATE - 10-22-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION,
& TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 83 (BUSSE RD.) AND GREENLEAF AVENUE
SCALE: NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	54
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				

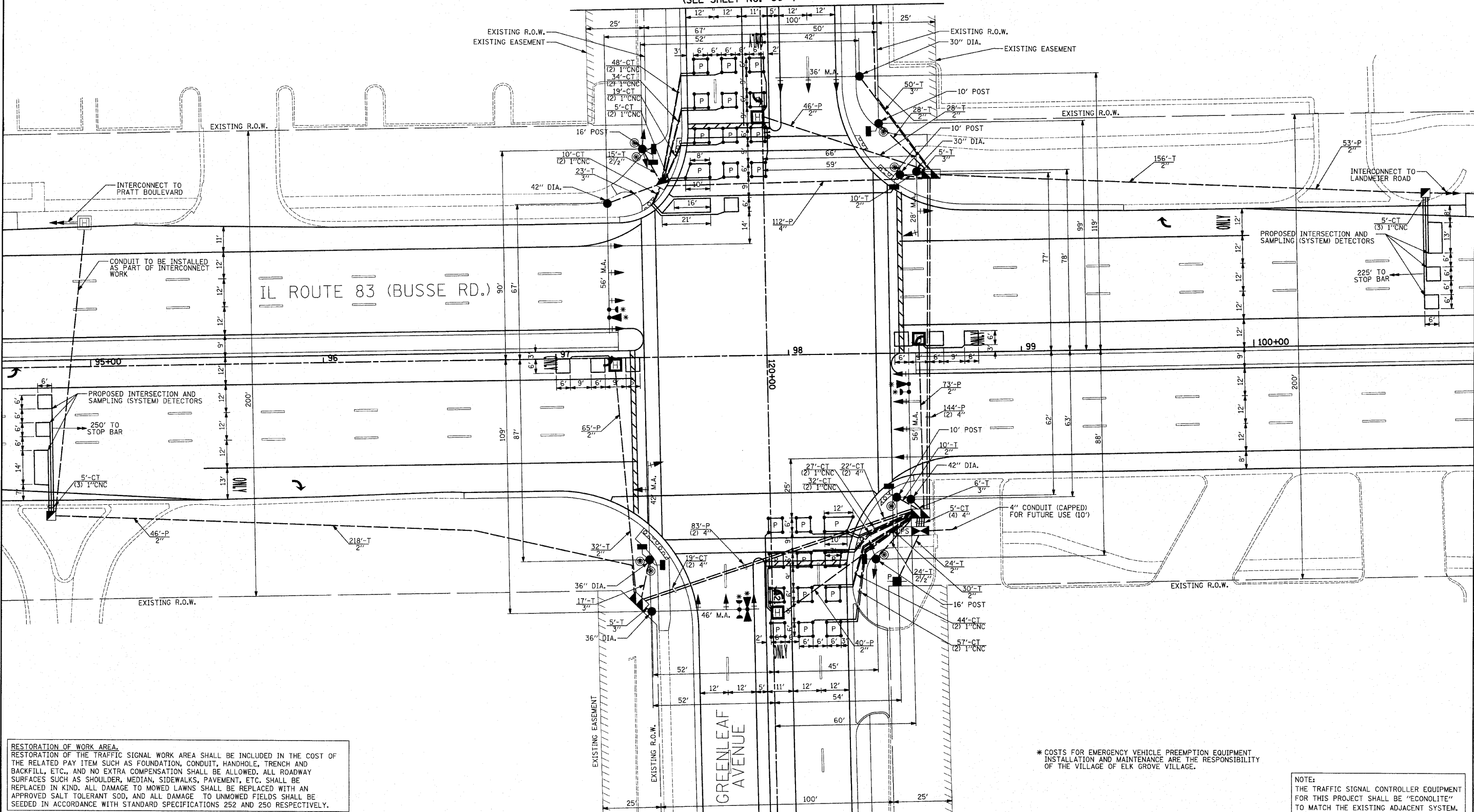
NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



MATCH LINE STA. 118+50
(SEE SHEET NO. 56)

DATE	
BY	
SURVEYED	
GRADES CHECKED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK NO.	
STUDY FILE NAME	
PLAN	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK NO.	
STUDY FILE NAME	
PROFILE	



RESTORATION OF WORK AREA.
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOG, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

* COSTS FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT INSTALLATION AND MAINTENANCE ARE THE RESPONSIBILITY OF THE VILLAGE OF ELK GROVE VILLAGE.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = ...N03-04.Signal Plan.dgn

USER NAME = djk
PLOT SCALE = 20,0000' / IN.
PLOT DATE = 10/21/2010

DESIGNED - BRD
DRAWN - JRT
CHECKED - JJE
DATE - 10-22-10

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

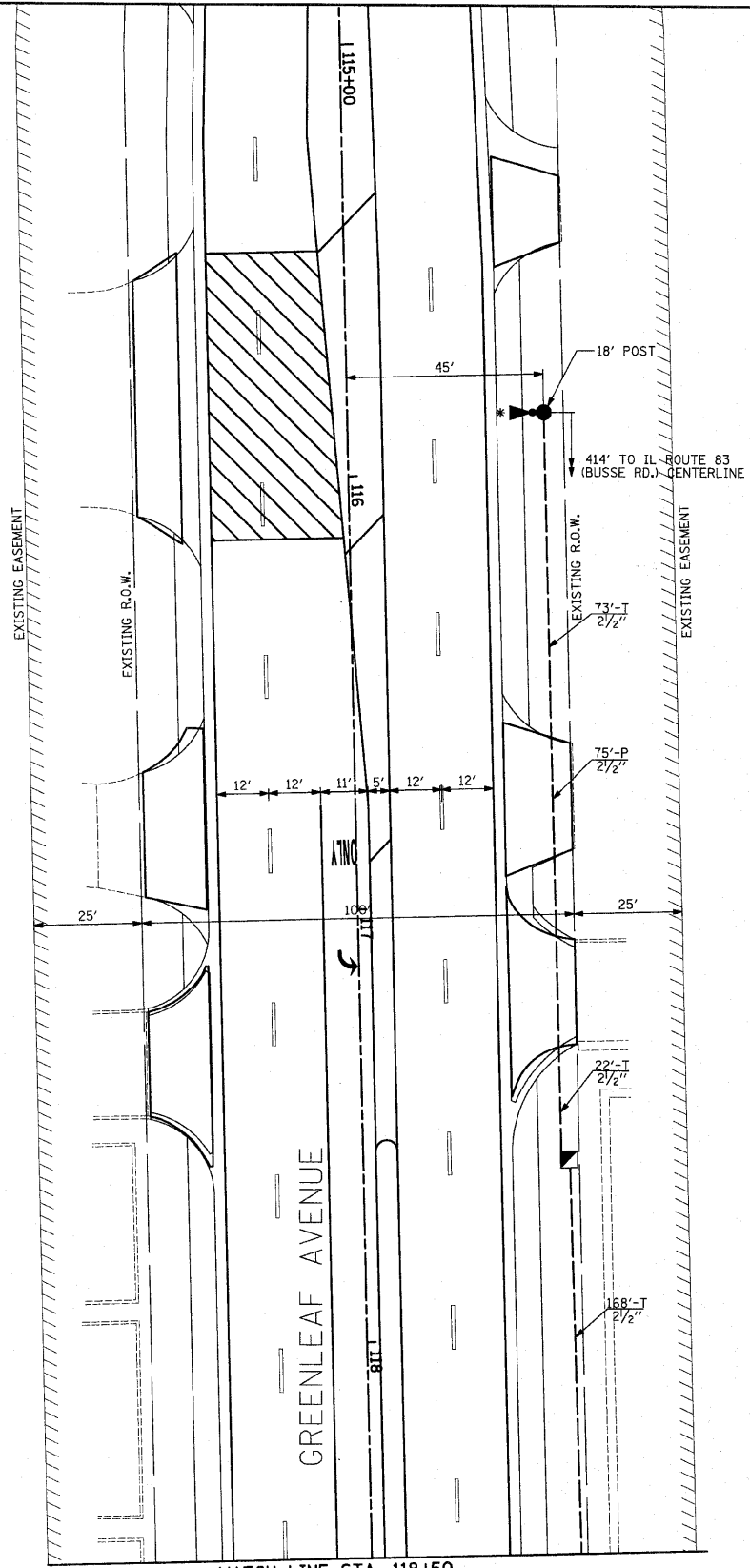
TRAFFIC SIGNAL MODERNIZATION PLAN
IL ROUTE 83 (BUSSE RD.) AND GREENLEAF AVENUE

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	55
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-90036593				

PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNMENT CHECKED	BY
NO.	RT. OF WAY CHECKED	
	PROG. FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	STRUCTURE NOTATIONS CHECKED	



MATCH LINE STA. 118+50
(SEE SHEET NO. 55)

* COSTS FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT
INSTALLATION AND MAINTENANCE ARE THE RESPONSIBILITY
OF THE VILLAGE OF ELK GROVE VILLAGE.

RESTORATION OF WORK AREA.
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

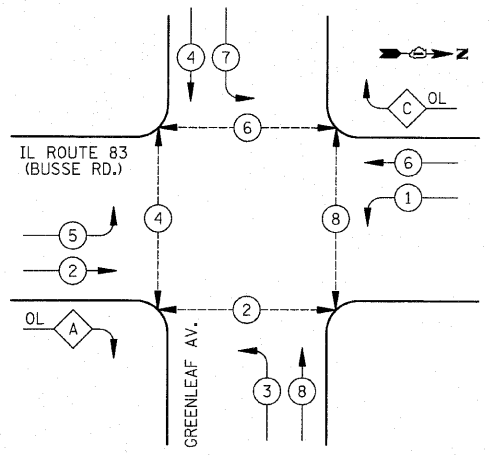
NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = ...N03-04.Signal Plan.dgn	USER NAME = djk	DESIGNED - BRD	REVISIONS	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (BUSSE RD.) AND GREENLEAF AVENUE</p>	F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 56
PLOT SCALE = 20,0000' / IN.	CHECKED - JJE	REVISIONS	CONTRACT NO. 63527							
PLOT DATE = 10/21/2010	DATE - 10-22-10	REVISIONS	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900316591							
SCALE: 1"=20'		SHEET NO. 2 OF 2 SHEETS				STA. TO STA.				

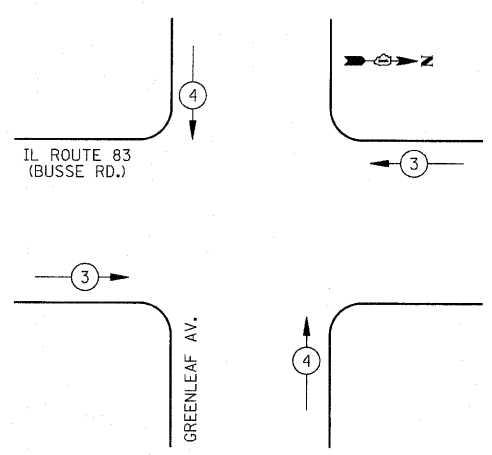
DATE: _____
 BY: _____
 SURVEYED _____
 ALIGNED _____
 CHECKED _____
 PLAN NO. _____
 NOTE BOOK NO. _____
 FILE NAME _____

DATE: _____
 BY: _____
 SURVEYED _____
 GRADES CHECKED _____
 PLAN NO. _____
 NOTE BOOK NO. _____
 FILE NAME _____

PROPOSED CONTROLLER SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PROPOSED VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3 4
MOVEMENT	

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2 + 3	
C	= 6 + 7	

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	32
SIGN PANEL - TYPE 2	SQ FT	25
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	536
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	302
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	106
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	112
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	323
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	75
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	566
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	3
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1000
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1543
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2334
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2311
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2800
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3841
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	44
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	24
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	42
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	10
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	18
INDUCTIVE LOOP DETECTOR	EACH	14
DETECTOR LOOP, TYPE I	FOOT	617
* LIGHT DETECTOR	EACH	4
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	12
REMOVE EXISTING CONCRETE FOUNDATION	EACH	10
PREFORMED DETECTOR LOOP	FOOT	845
TEMPORARY TRAFFIC SIGNAL TIMINGS	EACH	1
SERVICE INSTALLATION, POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1320
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	1282
* 100% COST TO VILLAGE OF ELK GROVE VILLAGE		

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	22		17	0.50	187
(YELLOW)	22		25	0.25	138
(GREEN)	22		15	0.25	83
ARROW	24		12	0.10	29
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
TOTAL =					737

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 WEST CENTER COURT
 SCHAUMBURG, IL 60196-1096
 CONTACT: ELEANOR SARALLO
 PHONE: (630) 424-5124
 COMPANY: COM ED

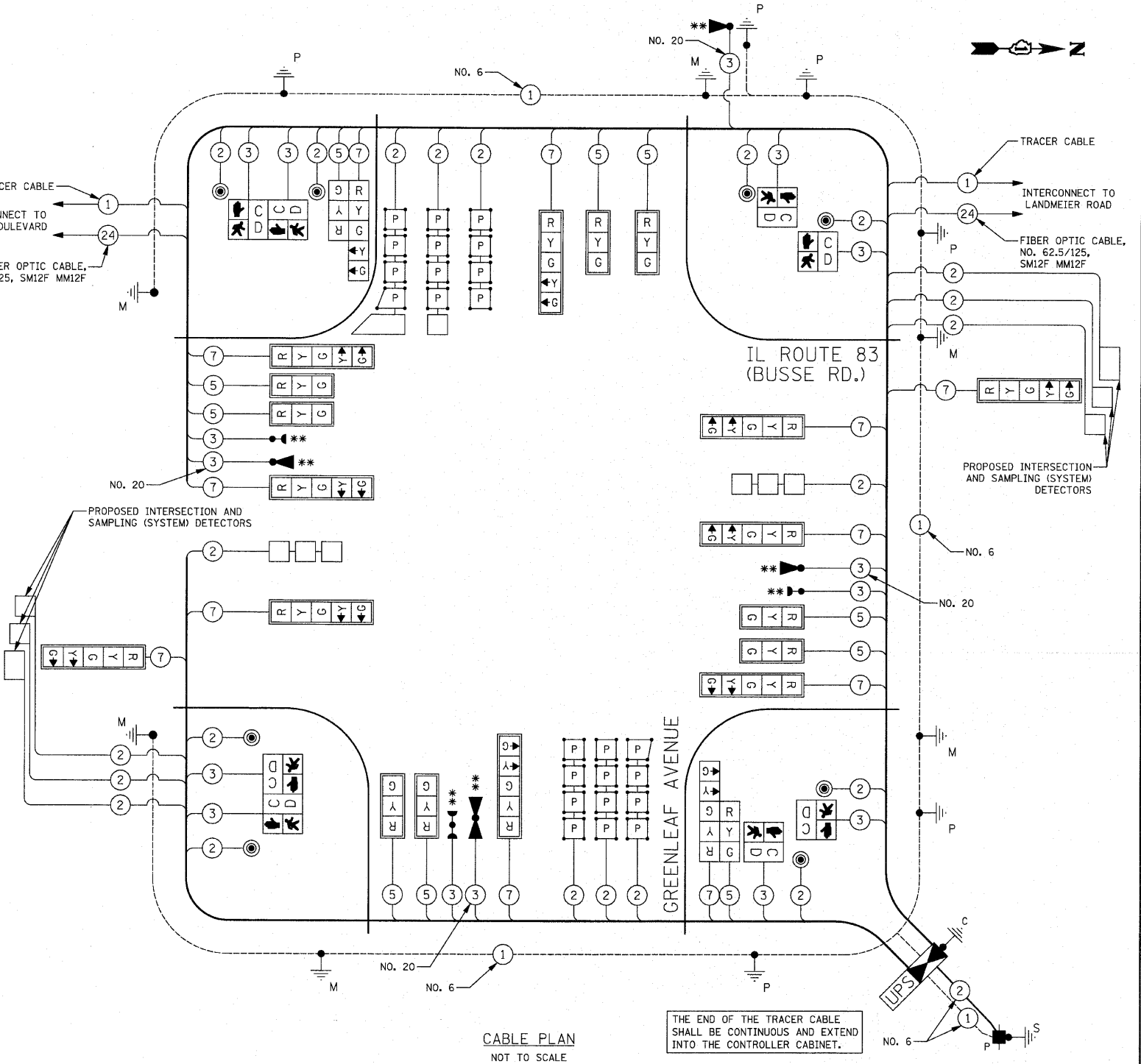
FILE NAME = ...V85_Cable Plan.dgn
 USER NAME = djk
 DESIGNED - BRD
 DRAWN - JRT
 PLOT SCALE = 5/8" = 1' IN.
 CHECKED - JJE
 DATE - 10-22-10
 REVISIONS:
 REVISIONS -
 REVISIONS -
 REVISIONS -
 REVISIONS -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

**CABLE PLAN, SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE & SCHEDULE OF QUANTITIES
 IL ROUTE 83 (BUSSE RD.) AND GREENLEAF AVENUE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
344	09-00056-00-CH	COOK	111	57

SCALE: NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
 CONTRACT NO. 63527
 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900316593

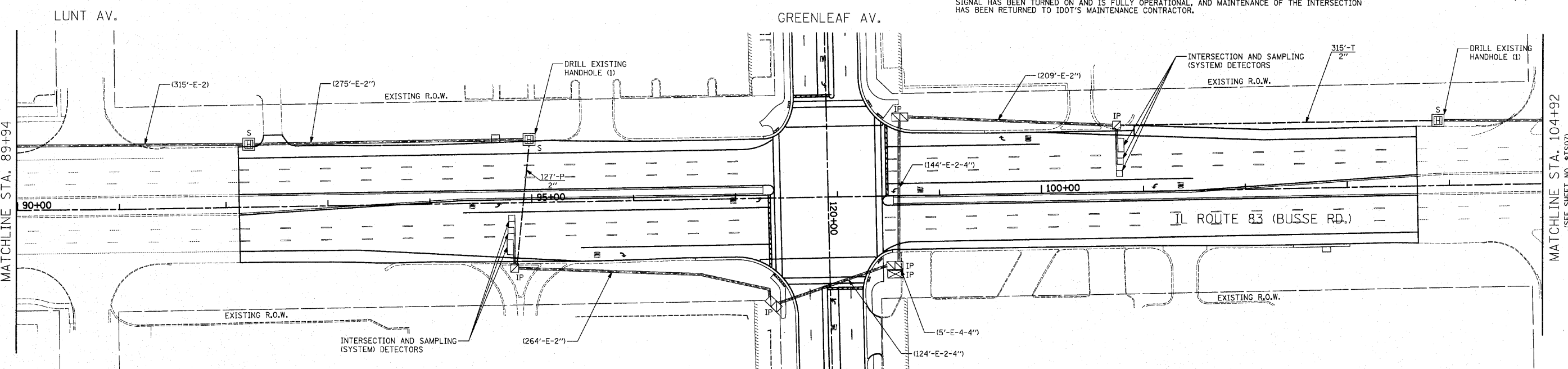
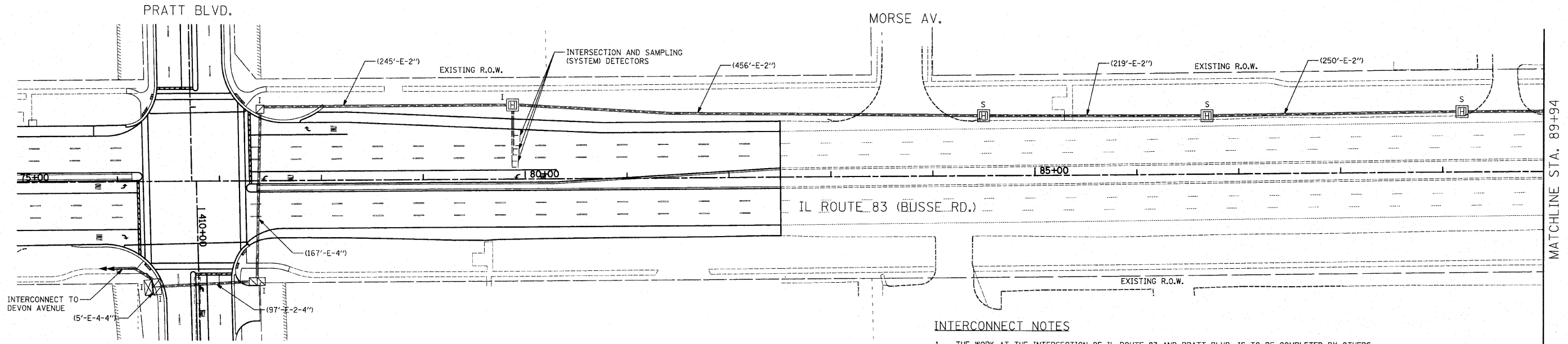


** COSTS FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT INSTALLATION AND MAINTENANCE ARE THE RESPONSIBILITY OF THE VILLAGE OF ELK GROVE VILLAGE.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

DATE	
BY	
PLAN	
SURVEYED	
ALIGNED	
CHECKED	
NO.	
NO.	
NO.	
NO.	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
GRADES	
CHECKED	
NO.	
NO.	
NO.	
NO.	
NO.	



INTERCONNECT NOTES

1. THE WORK AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. IS TO BE COMPLETED BY OTHERS UNDER CONTRACT NO. 63523. THE CONTRACTOR SHALL CLOSELY COORDINATE THEIR TRAFFIC SIGNAL WORK WITH THE TRAFFIC SIGNAL WORK BEING PERFORMED UNDER THE PRATT BLVD. CONTRACT.
2. THE CONTRACTOR SHALL NOT INSTALL FIBER OPTIC CABLE BETWEEN GREENLEAF AV. AND PRATT BLVD. UNTIL THE TRAFFIC SIGNAL WORK AT PRATT BLVD. IS COMPLETE.
3. THE TEMPORARY INTERCONNECT SHALL NOT BE REMOVED UNTIL THE FIBER OPTIC INTERCONNECT IS INSTALLED AND IS FULLY OPERATIONAL. THE REMOVAL OF THE TEMPORARY INTERCONNECT EQUIPMENT AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. SHALL BE INCLUDED IN THE PAY ITEM "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION."
4. MAINTENANCE OF THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. SHALL NOT BEGIN UNTIL ALL TRAFFIC SIGNAL WORK UNDER CONTRACT NO. 63523 HAS BEEN COMPLETED BY OTHERS, THE PROPOSED SIGNAL HAS BEEN TURNED ON AND IS FULLY OPERATIONAL, AND MAINTENANCE OF THE INTERSECTION HAS BEEN RETURNED TO IDOT'S MAINTENANCE CONTRACTOR.

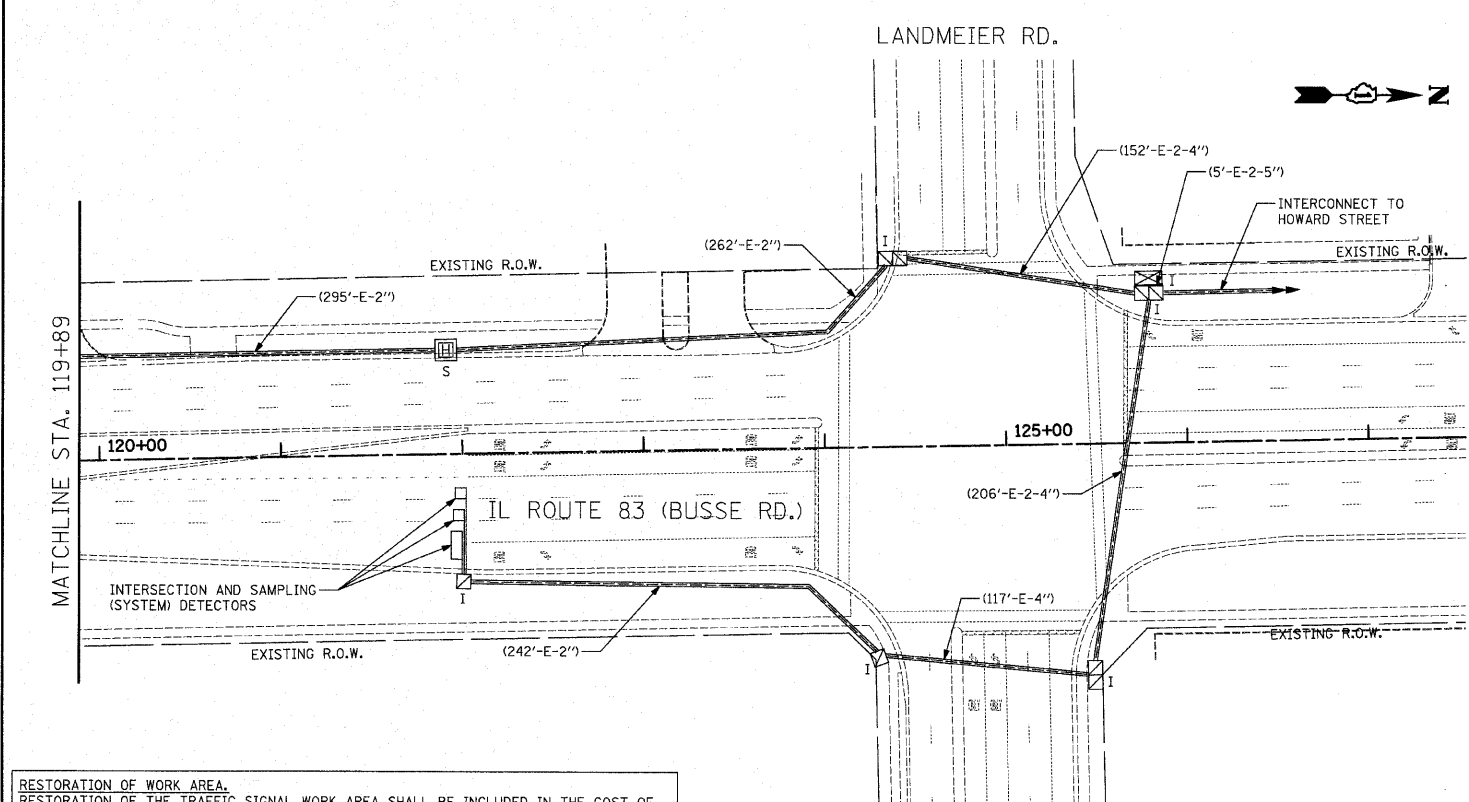
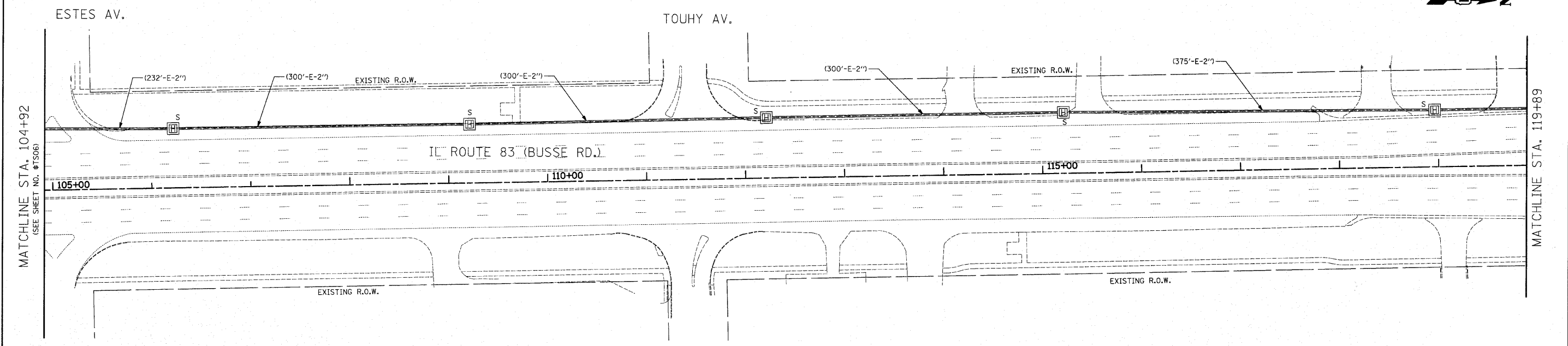
RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME - ...\085_Interconnect Plan.dgn	USER NAME -	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 83 (BUSSE ROAD) TRAFFIC SIGNAL INTERCONNECT PLAN	F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE =	CHECKED -	REVISED -						111	58
	PLLOT DATE =	DATE -	REVISED -						CONTRACT NO. 63527	
									NOT TO SCALE SHEET NO. 1 OF 2 SHEETS	
									FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-90036591	

DATE	
BY	
PLAN	
SURVEYED	
GRADES CHECKED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NO. OF FILE NAME	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
GRADES CHECKED	
BLM. NOTED	
PRODUCTIVE NOTATIONS CH/G	
NO.	



RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

INTERCONNECT NOTES

1. THE WORK AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. IS TO BE COMPLETED BY OTHERS UNDER CONTRACT NO. 63523. THE CONTRACTOR SHALL CLOSELY COORDINATE THEIR TRAFFIC SIGNAL WORK WITH THE TRAFFIC SIGNAL WORK BEING PERFORMED UNDER THE PRATT BLVD. CONTRACT.
2. THE CONTRACTOR SHALL NOT INSTALL FIBER OPTIC CABLE BETWEEN GREENLEAF AV. AND PRATT BLVD. UNTIL THE TRAFFIC SIGNAL WORK AT PRATT BLVD. IS COMPLETE.
3. THE TEMPORARY INTERCONNECT SHALL NOT BE REMOVED UNTIL THE FIBER OPTIC INTERCONNECT IS INSTALLED AND IS FULLY OPERATIONAL. THE REMOVAL OF THE TEMPORARY INTERCONNECT EQUIPMENT AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. SHALL BE INCLUDED IN THE PAY ITEM "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION."
4. MAINTENANCE OF THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. SHALL NOT BEGIN UNTIL ALL TRAFFIC SIGNAL WORK UNDER CONTRACT NO. 63523 HAS BEEN COMPLETED BY OTHERS, THE PROPOSED SIGNAL HAS BEEN TURNED ON AND IS FULLY OPERATIONAL, AND MAINTENANCE OF THE INTERSECTION HAS BEEN RETURNED TO IDOT'S MAINTENANCE CONTRACTOR.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =
 ...N07_Interconnect Plan.dgn

USER NAME = djk
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 12/21/2018

DESIGNED - BRD
 DRAWN - JRT
 CHECKED - JJE
 DATE - 10-22-10

REVISED -
 REVISED -
 REVISED -
 REVISED -

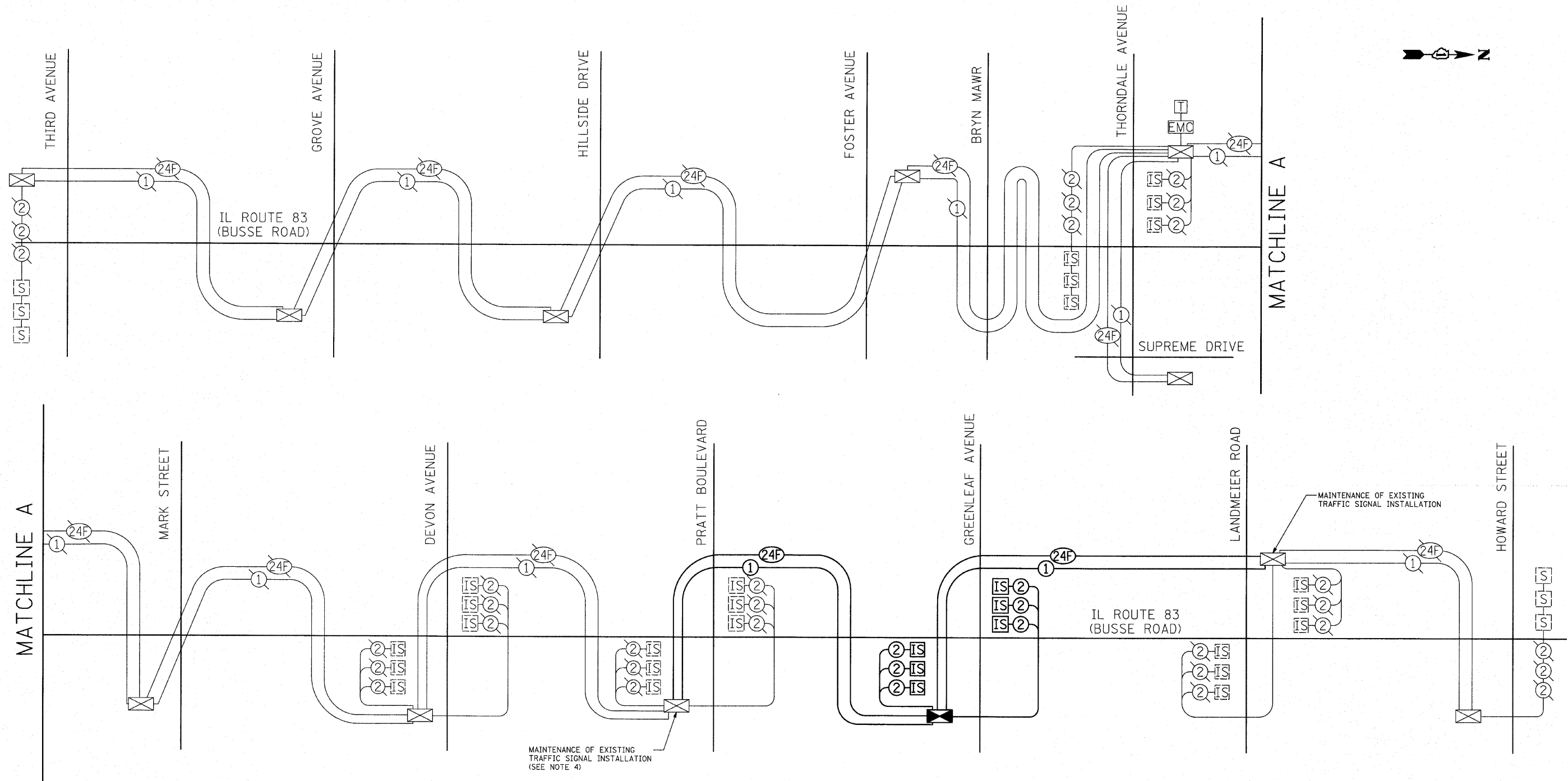
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 83 (BUSSE ROAD)
 TRAFFIC SIGNAL INTERCONNECT PLAN**
 SCALE: 1" = 50'
 SHEET NO. 2 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	59
CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-900316593</small>				

PLAN	SURVEYED	DATE
	ALIGNED	
	NOTED	
	BY	
	NO. OF WAY CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	BY	
	NO. OF WAY CHECKED	
	BY	
	NO.	



INTERCONNECT SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	315
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	127
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	315
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3389
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SMI2F	FOOT	5715
REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	3400
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5669

INTERCONNECT NOTES

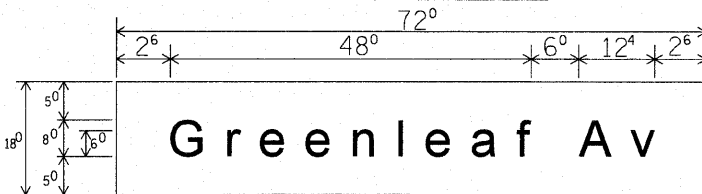
1. THE WORK AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. IS TO BE COMPLETED BY OTHERS UNDER CONTRACT NO. 63523. THE CONTRACTOR SHALL CLOSELY COORDINATE THEIR TRAFFIC SIGNAL WORK WITH THE TRAFFIC SIGNAL WORK BEING PERFORMED UNDER THE PRATT BLVD. CONTRACT.
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3. THE TEMPORARY INTERCONNECT SHALL NOT BE REMOVED UNTIL THE FIBER OPTIC INTERCONNECT IS INSTALLED AND IS FULLY OPERATIONAL. THE REMOVAL OF THE TEMPORARY INTERCONNECT EQUIPMENT AT THE INTERSECTION OF IL ROUTE 83 AND PRATT BLVD. SHALL BE INCLUDED IN THE PAY ITEM "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION."
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NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

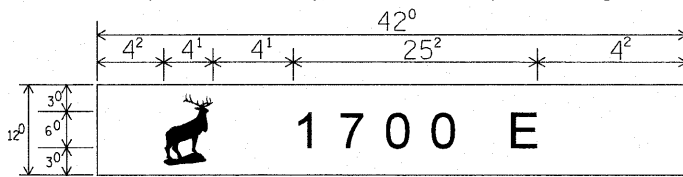
DATE _____
BY _____
SURVEYED _____
ALIGNED _____
NOTE BOOK NO. _____
FT. OF WAY CHECKED _____
PLAN _____
NO. _____
FILE NAME _____

DATE _____
BY _____
SURVEYED _____
ALIGNED _____
NOTE BOOK NO. _____
FT. OF WAY CHECKED _____
PROFILE _____
NO. _____
FILE NAME _____

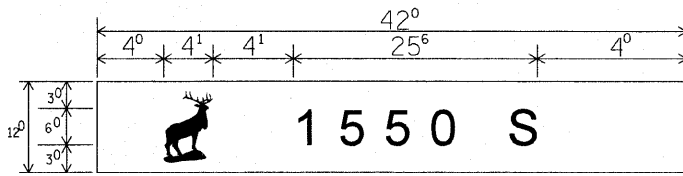
PANEL SIGN DESIGN TYPE 1



Sq. M Each 9.00 Sq. Ft. Each 2 Required Design Series D

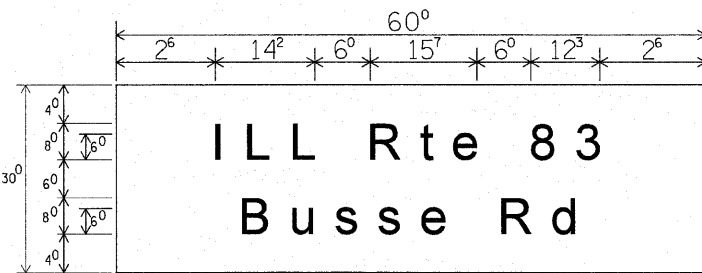


Sq. M Each 3.50 Sq. Ft. Each 2 Required Design Series D



Sq. M Each 3.50 Sq. Ft. Each 2 Required Design Series D

PANEL SIGN DESIGN TYPE 2



Sq. M Each 12.50 Sq. Ft. Each 2 Required Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

GENERAL NOTES

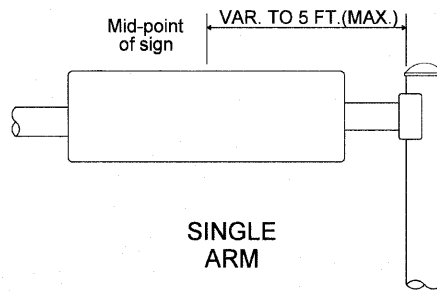
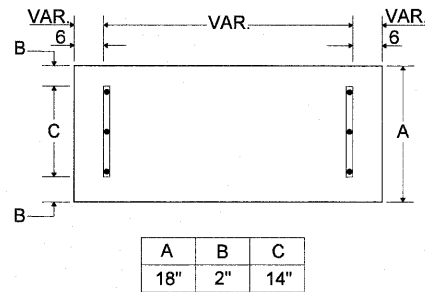
- WHERE MAST ARM MOUNTED STREET SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 8877001, 877002, 877006, 877011, 877012, AS APPLICABLE. PLUS TWO (2) SIGN PANELS 2'-6" X 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR THE STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITIES.
- ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

* J.O. HERBERT CO. MIDLOTHIAN, VA
* WESTERN REMAC INC. WOODRIDGE, IL

- PARTS LISTING:**
- SIGN CHANNEL PART *HPN053 (MED. CHANNEL)
 - SIGN SCREWS 1/4 " x 14 x 1" H.W.H #3
 - BRACKETS PART *HPN034 (UNIVERSAL)
 - CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

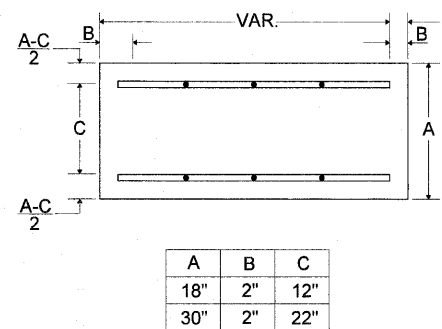
SUPPORTING CHANNELS



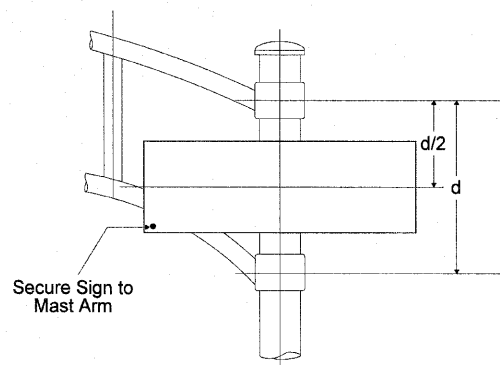
SINGLE ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #5.

SUPPORTING CHANNELS



A B C
18" 2" 12"
30" 2" 22"



DUAL ARM

UPPER TO LOWER CASE SPACING CHART 8-6 INCH SERIES "C" & "D"

EXAMPLE, 2^③ DENOTES 3/8"

SERIES	SECOND LETTER																	
	a c c d e		b h i k		f w		j		s t		v y		x		z			
	g	o	q	l	m	n	p	r	u									
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴		
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷		
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵		
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵		
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²			
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹		
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹		
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴		
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴		
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴		
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴		
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴		
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²		
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹		

LOWER CASE TO LOWER CASE SPACING CHART 6 INCH SERIES "C" & "D"

SERIES	SECOND LETTER																	
	a c c d e		b h i k		f w		j		s t		v y		x		z			
	g	o	q	l	m	n	p	r	u									
F																		
I																		
R	a	d	g	h														
S	l	j	l	m														
T	n	q	u															
L	b	f	k	o	p	s												
E	c	e																
R	r																	
T	t	z																
E	v	y																
R	w																	
R	x																	

NUMBER TO NUMBER SPACING CHART 8 INCH SERIES "C" & "D"

SERIES	SECOND NUMBER																				
	0		1		2		3		4		5		6		7		8		9		
F																					
I																					
R	0	9																			
S	1																				
T	2	3	4																		
L	5																				
E	6																				
R	7																				
R	8																				

UPPER AND LOWER CASE LETTER WIDTHS

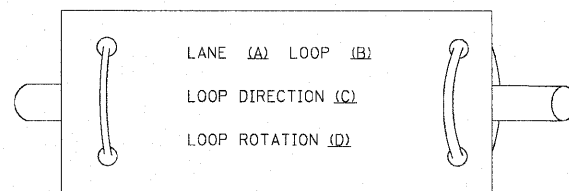
LETTERS	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES	SERIES	SERIES	SERIES			
	C	D	C	D		C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁶	3 ²
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷
W	4 ⁴	5 ²	6 ⁰	7 ⁰	w	5 ⁵	6 ⁴
X	3 ⁴	4 ⁰	4 ⁵	5 ³	x	4 ⁴	5 ¹
Y	3 ⁶	5 ⁰	5 ⁰	6 ⁶	y	4 ⁶	5 ³
Z	3 ²	4 ⁰	4 ³	5 ³	z	3 ⁶	4 ³

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 ²	1 ⁴	1 ⁵	2 ⁰
2	3 ²	4 ⁰	4 ³	5 ³
3	3 ²	4 ⁰	4 ³	5 ³
4	3 ⁵	4 ⁰	4 ⁷	5 ⁷
5	3 ²	4 ⁰	4 ³	5 ³
6	3 ²	4 ⁰	4 ³	5 ³
7	3 ²	4 ⁰	4 ³	5 ³
8	3 ²	4 ⁰	4 ³	5 ³
9	3 ²	4 ⁰	4 ³	5 ³
0	3 ⁴	4 ²	4 ⁵	5 ⁵

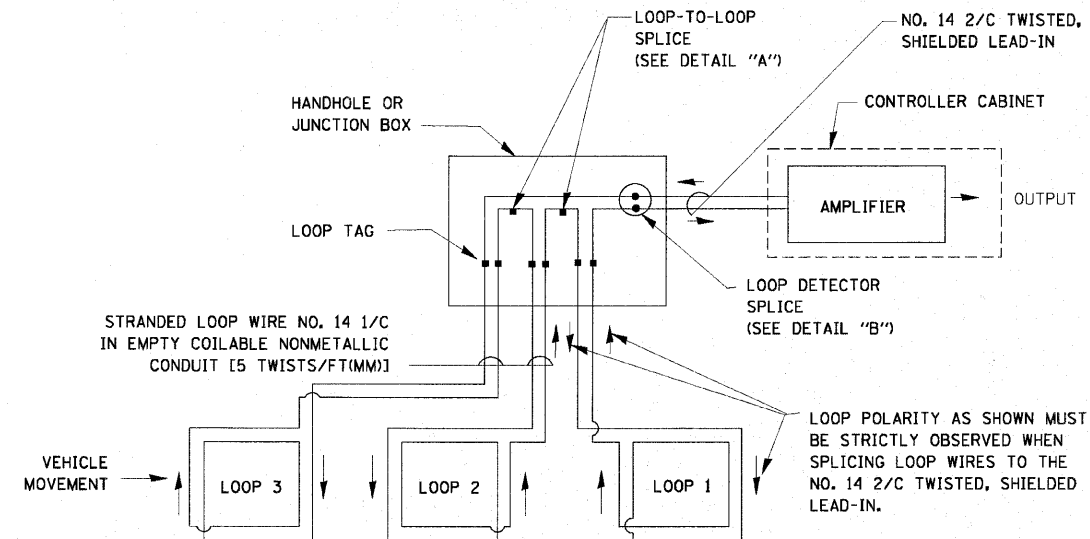
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

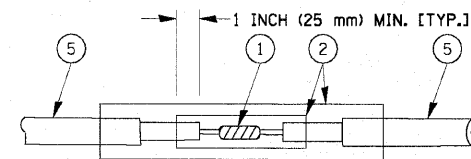


- A. LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

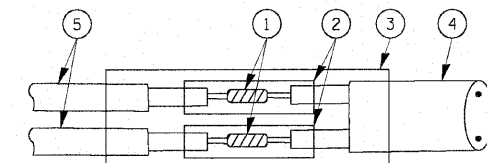


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

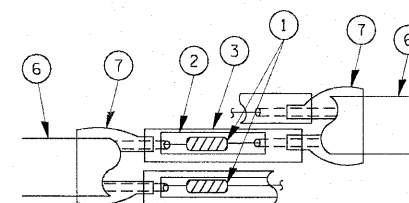


DETAIL "A" LOOP-TO-LOOP SPLICE

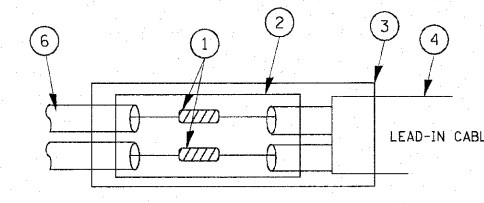


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

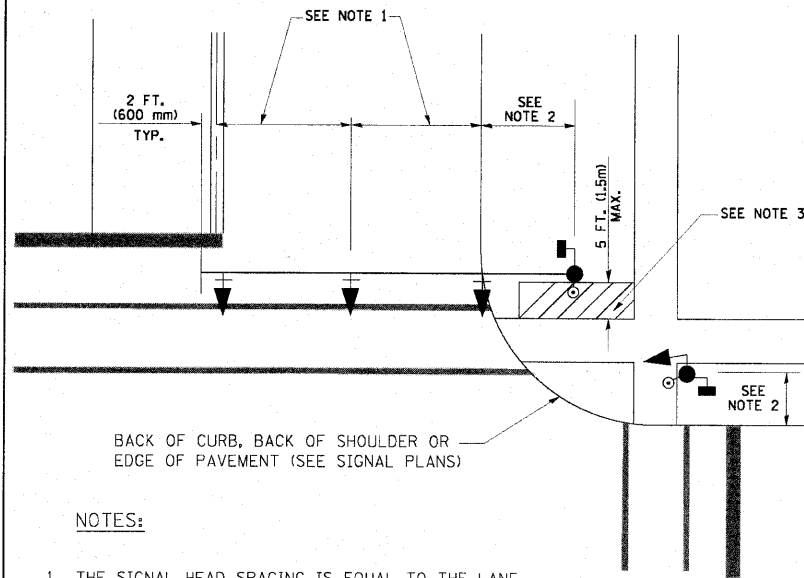
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = kanthaphixajbc	DESIGNED - DAD	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\p\work\FWIDOT\KANTHAPHIXAYBC\0112614\w\aff\c\Legend_v7.dgn	DRAWN - BCK	REVISOR -	344			09-00056-00-CH	COOK	111	62	
PLOT SCALE = 20,0000' / IN.	CHECKED - DAD	REVISOR -	CONTRACT NO. 63527							
PLOT DATE = 10/15/2009	DATE - 10/28/09	REVISOR -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659							
				SCALE:	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

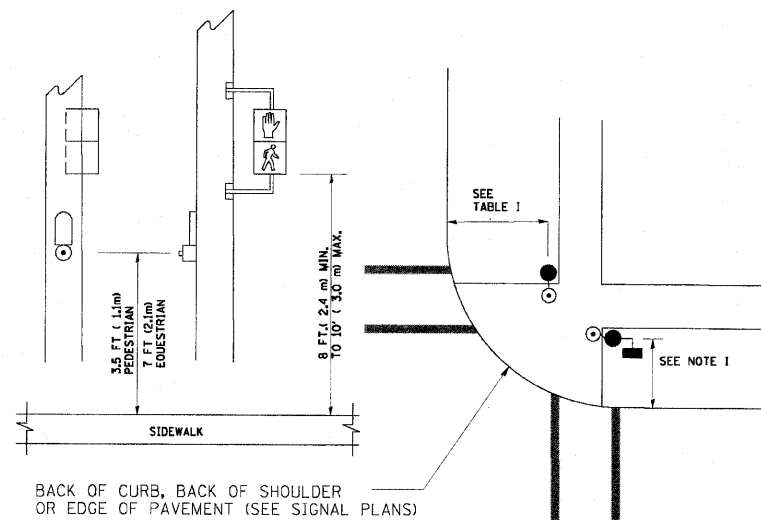
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

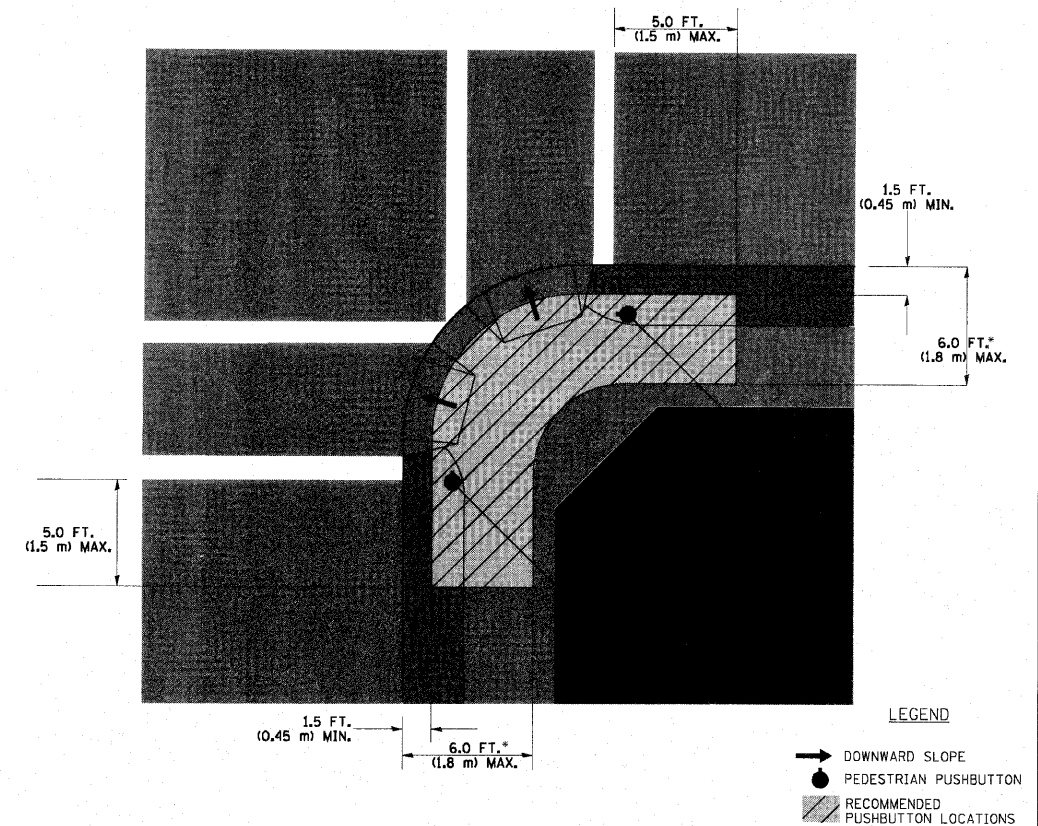
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

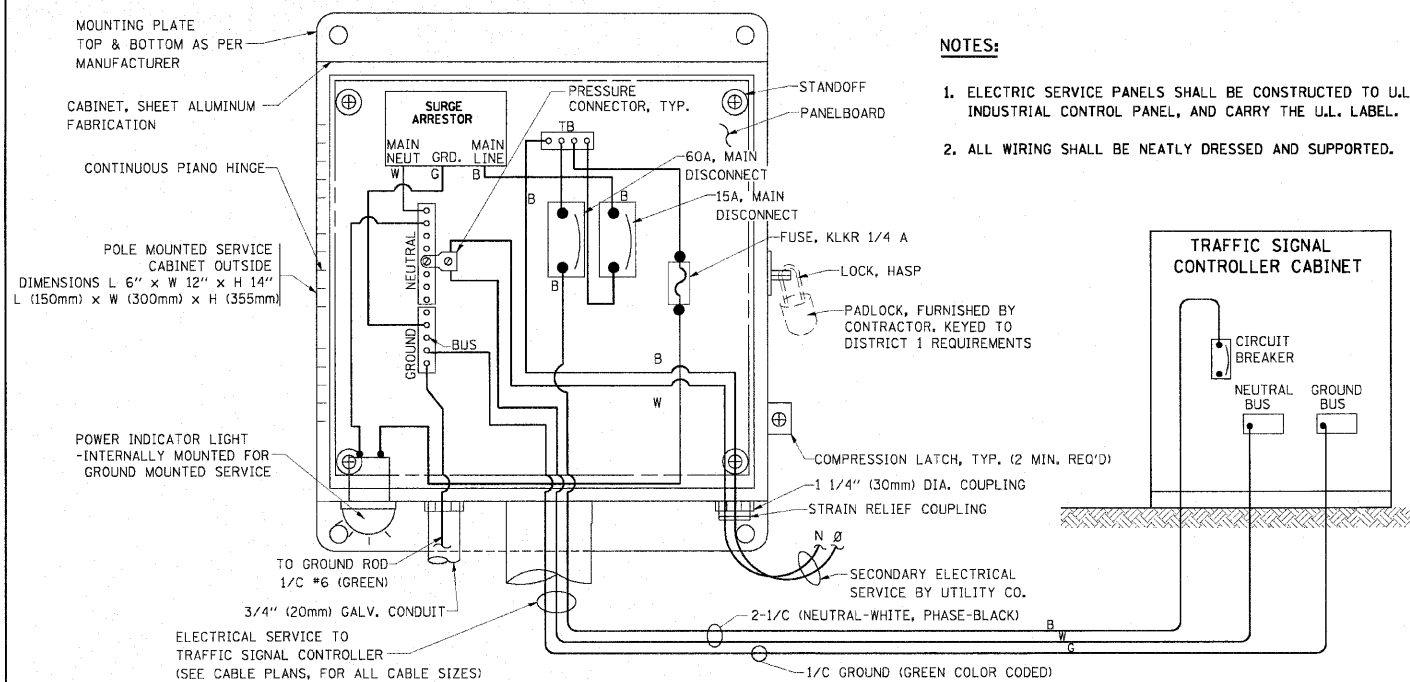
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

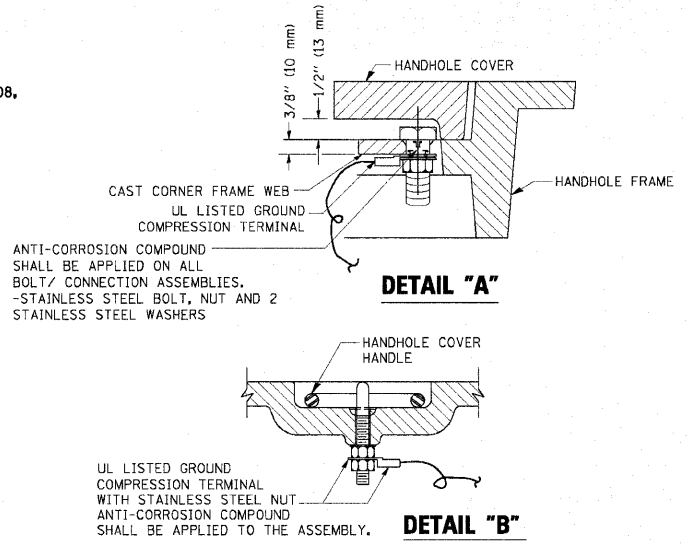
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

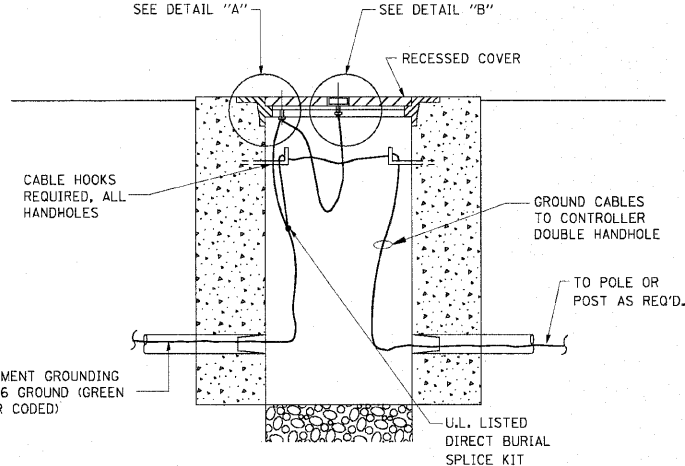


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

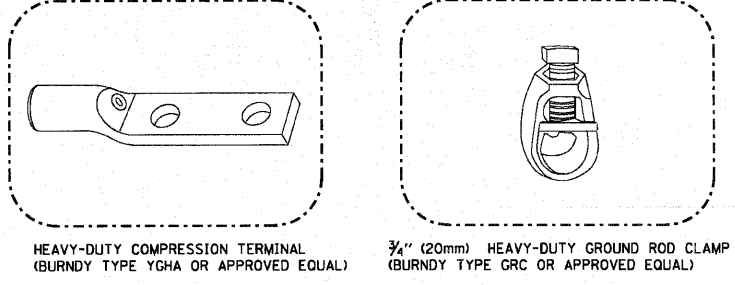


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

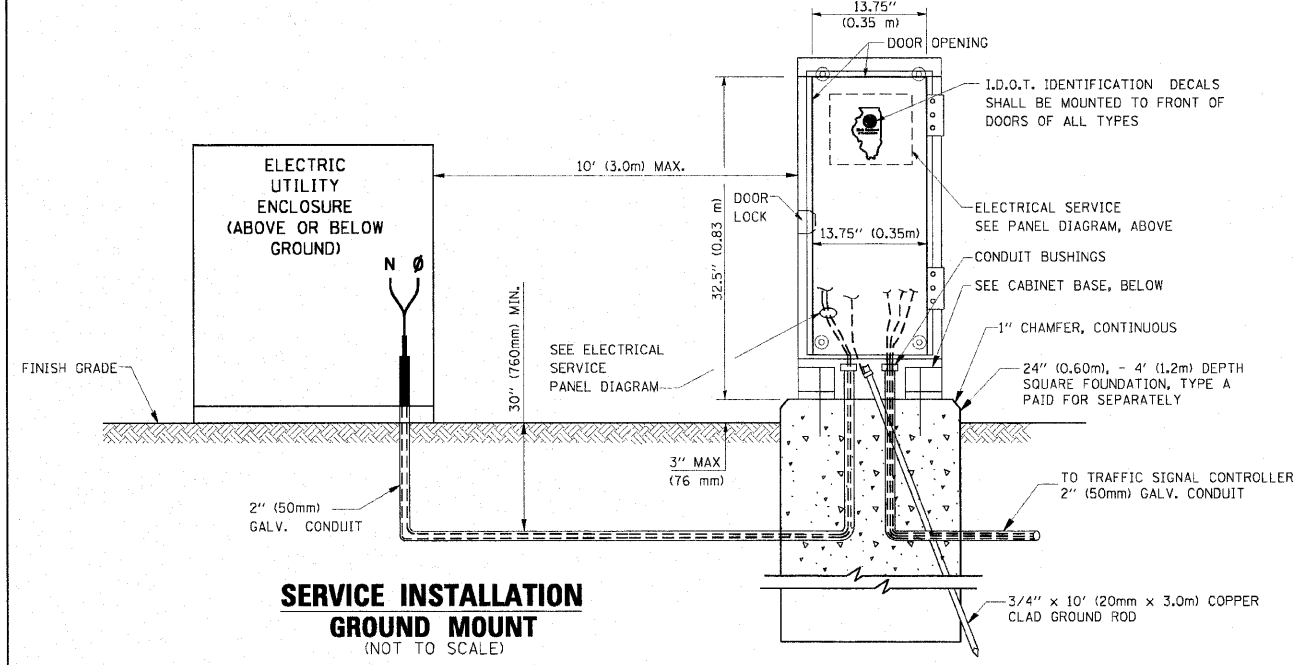
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



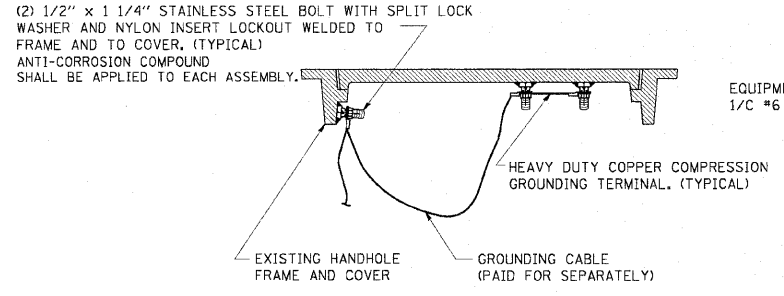
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



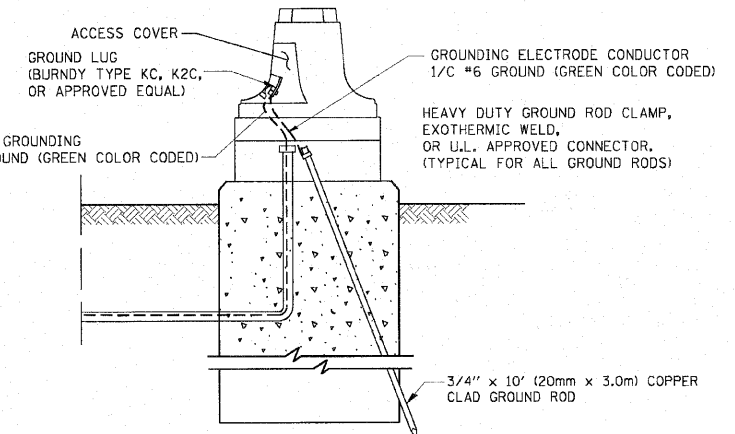
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
 - 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
 - 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
 - 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

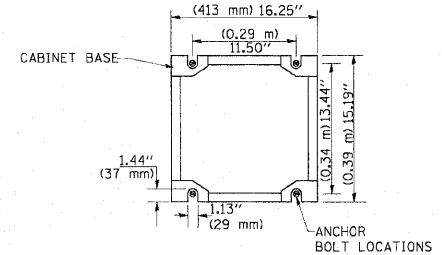


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

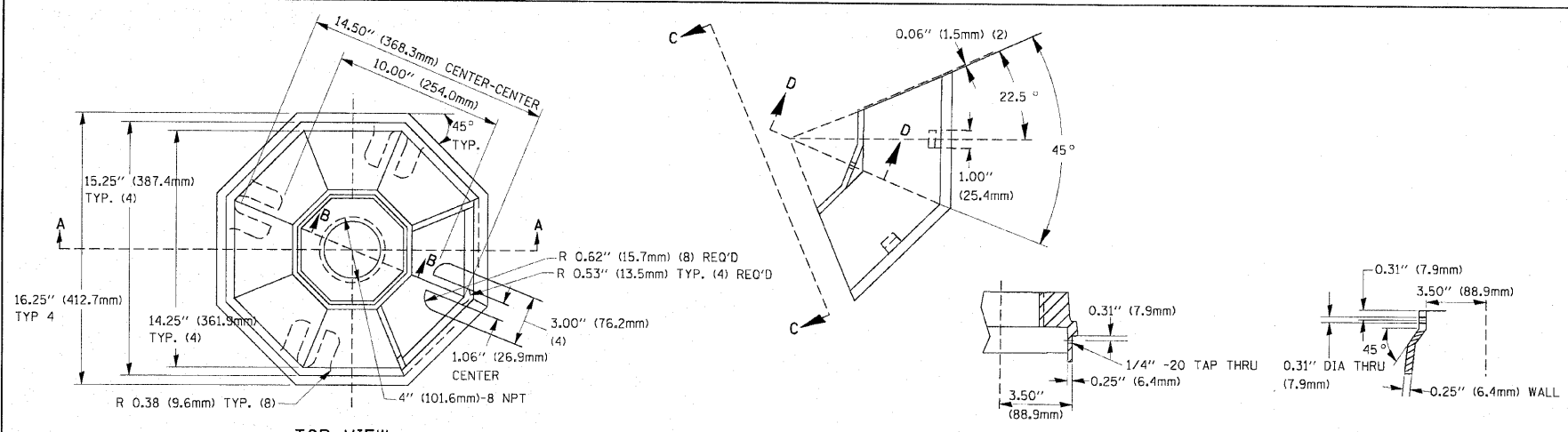


MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



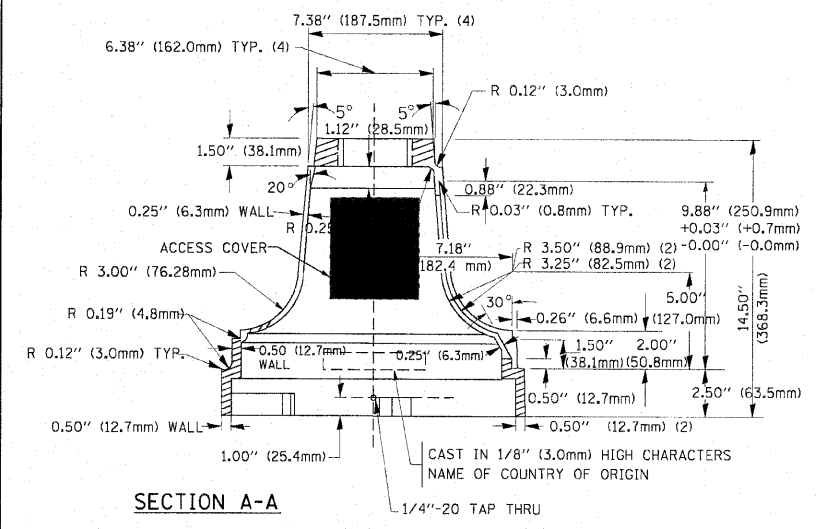
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ca:\pwork\pwork\10\KANTHA\PHIXAYBC\01126	4\tr\aff\to\legend.v7.dgn	DRAWN - BCK	REVISED -			344	09-00056-00-CH	COOK	111	64	
PLOT SCALE = 20.0000 / IN.	CHECKED - DAD	REVISOR -	REVISED -			CONTRACT NO. 63527					
PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISOR -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-900316599					



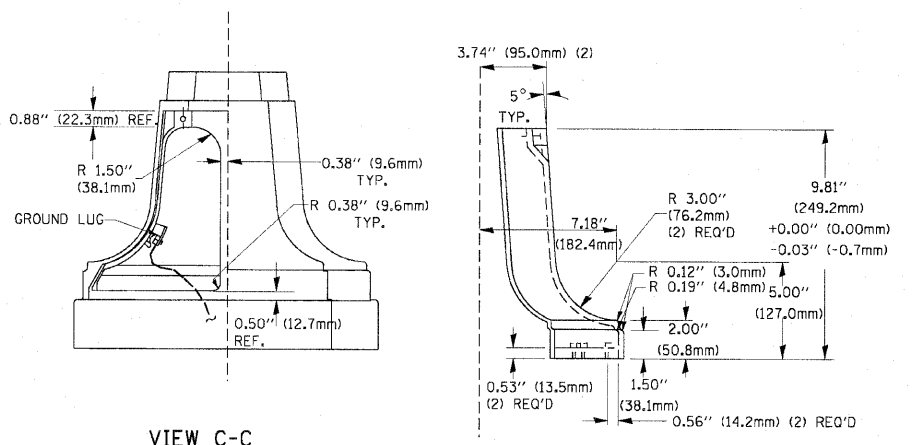
TOP VIEW

SECTION B-B

SECTION D-D

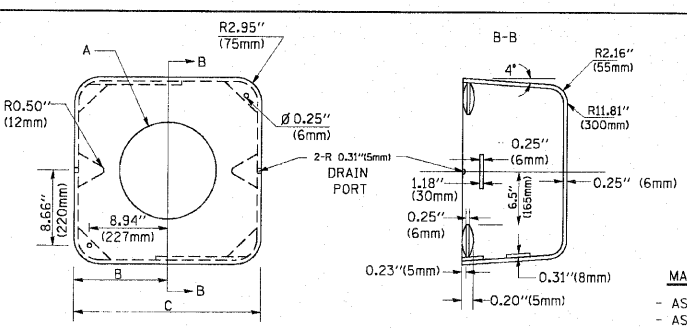


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



SHROUD

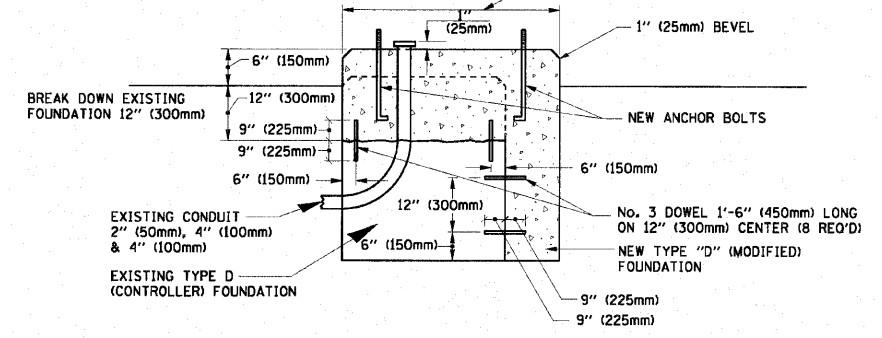
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

NOTES:

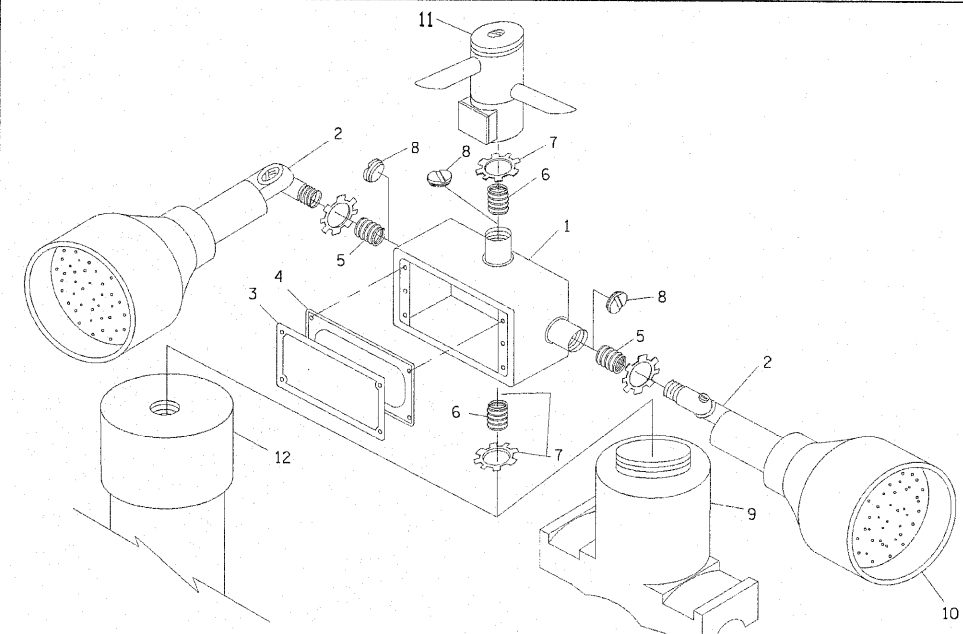
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

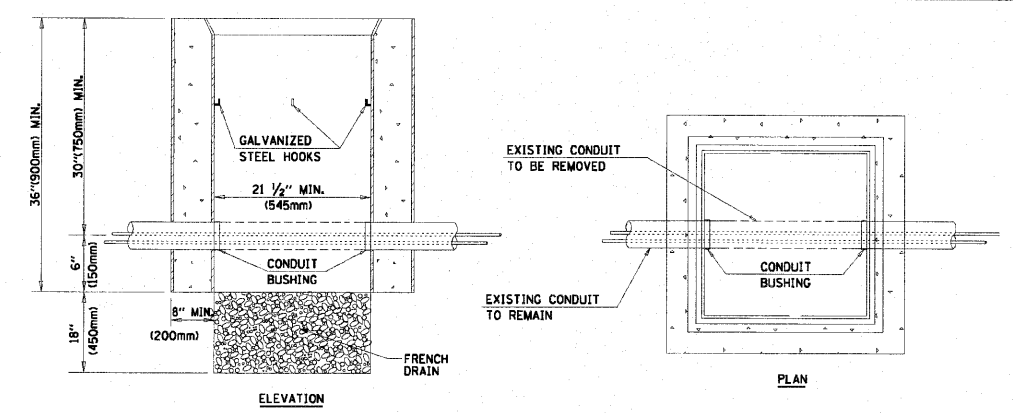
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4"(19 mm) CLOSE NIPPLE
7	3/4"(19 mm) LOCKNUT
8	3/4"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

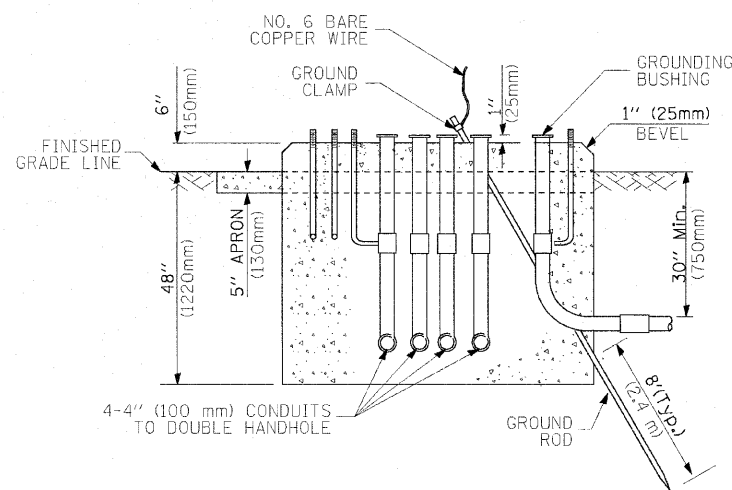
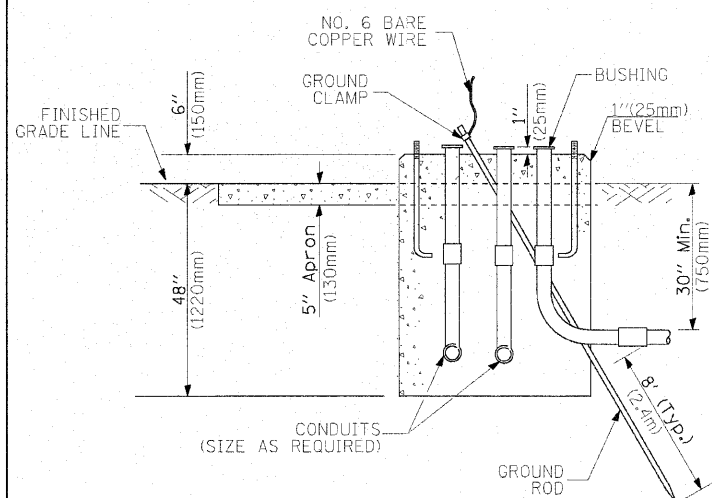
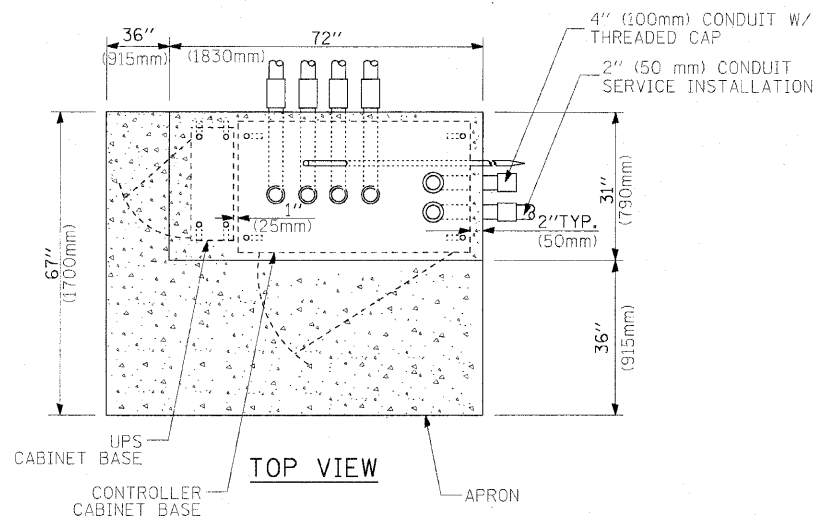
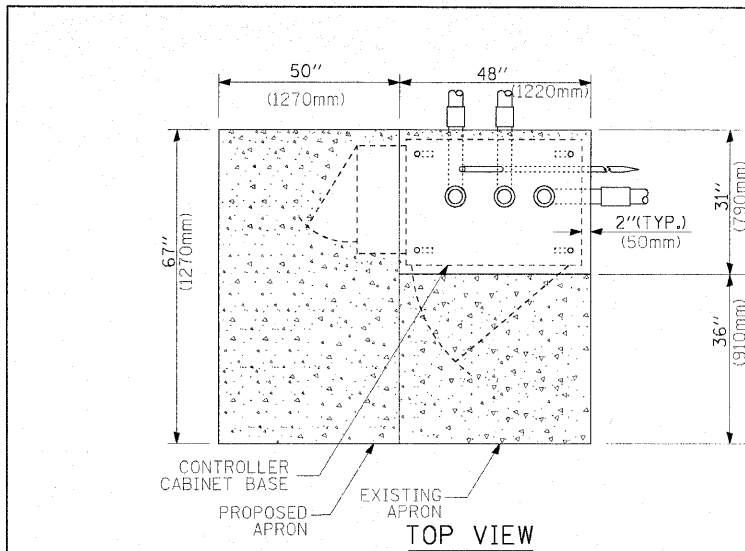
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

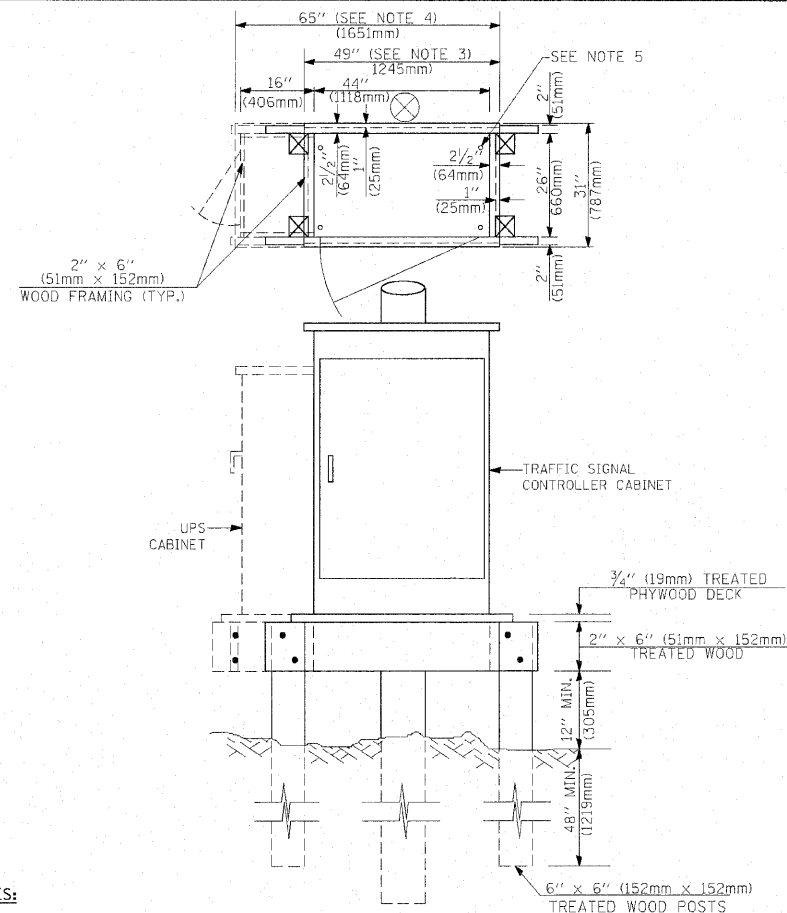
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FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)			CONTRACT NO. 63527	

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unclassified Compressive Strength (QU) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**





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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63527			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)	

TRAFFIC SIGNAL LEGEND

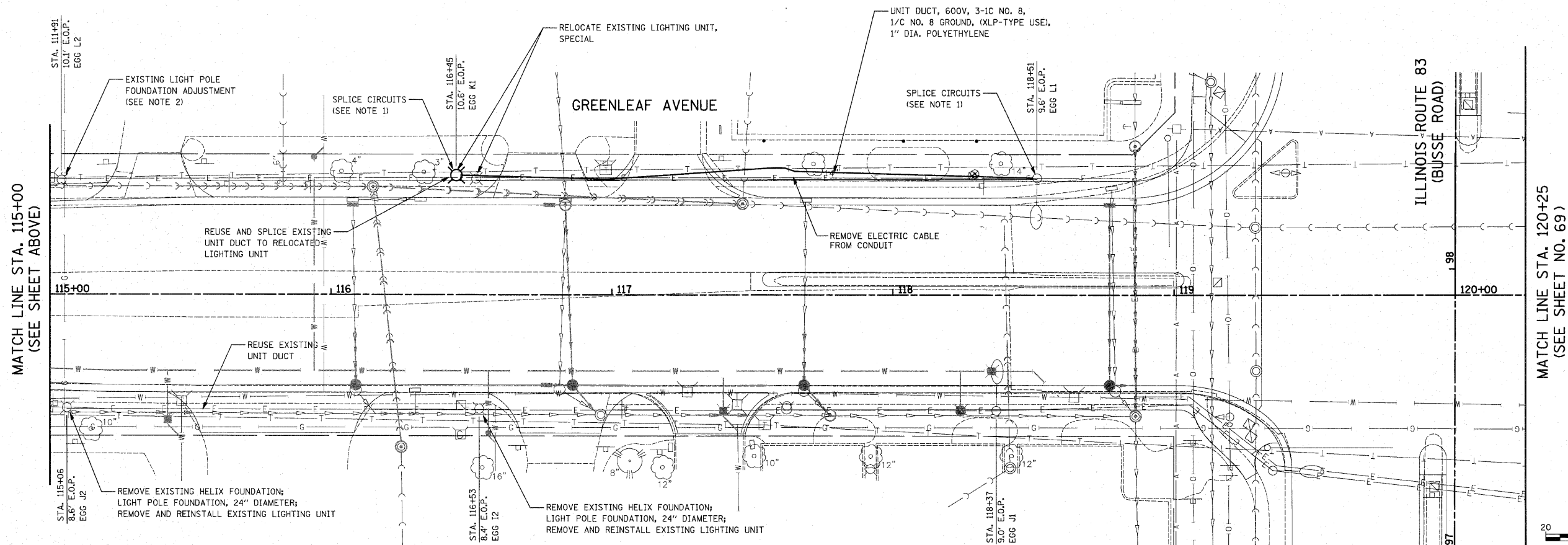
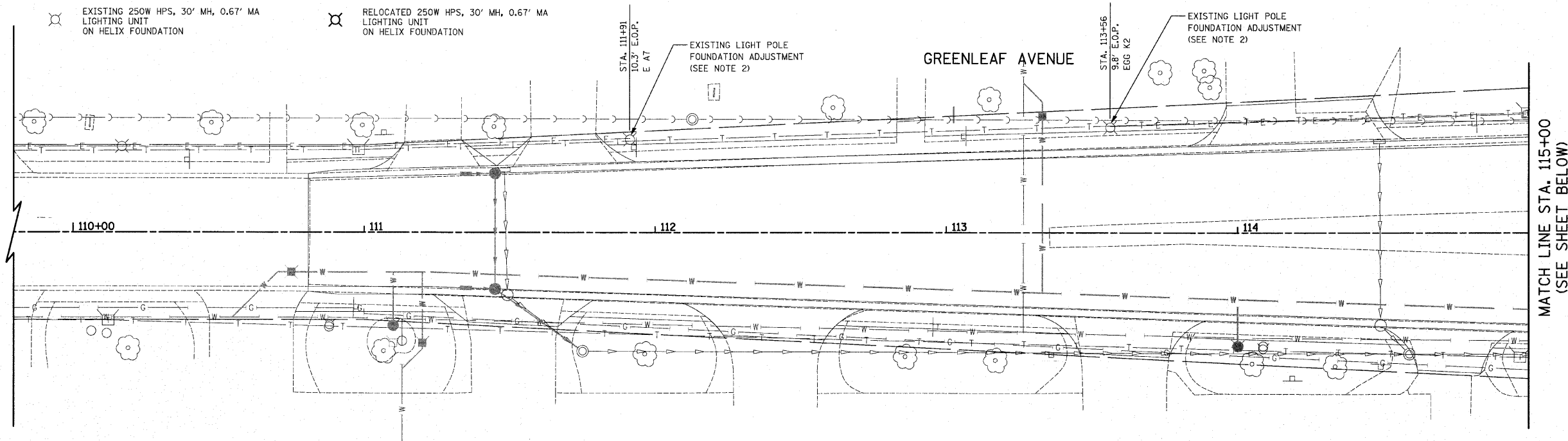
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CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																					
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																					
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																					
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																					
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																					
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)																					
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																					
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																					
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED																					
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>					EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
	EXISTING	PROPOSED																											
RAILROAD CONTROL CABINET																													
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FLASHING SIGNAL																													
CROSSING GATE																													
CROSSBUCK																													
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																									
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																									
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT																									
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																									
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																									
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																									
MICROWAVE VEHICLE SENSOR																													
VIDEO DETECTION CAMERA																													
VIDEO DETECTION ZONE																													
PAN, TILT, ZOOM CAMERA																													
WIRELESS DETECTOR SENSOR																													
WIRELESS ACCESS POINT																													

LEGEND

-  EXISTING 400W HPS, 45' MH, 10' MA LIGHTING UNIT ON CONCRETE FOUNDATION
-  RELOCATED 400W HPS, 45' MH, 10' MA LIGHTING UNIT ON CONCRETE FOUNDATION
-  EXISTING 250W HPS, 30' MH, 0.67' MA LIGHTING UNIT ON HELIX FOUNDATION
-  RELOCATED 250W HPS, 30' MH, 0.67' MA LIGHTING UNIT ON HELIX FOUNDATION

NOTES:

1. SEE EXISTING WIRING DIAGRAM ON SHEET 70 FOR CIRCUITRY.
2. SEE LIGHT POLE FOUNDATION ADJUSTMENT DETAIL ON SHEET 71.
3. THERE SHALL BE NO UNDERGROUND SPLICING OF UNIT DUCT CONDUCTORS EXCEPT AT THE POLE BASE.
4. CONTINUITY OF EQUIPMENT GROUNDING CONDUCTOR FROM CONTROLLER TO THE LAST POLE OF EACH IMPACTED CIRCUIT SHALL BE CONFIRMED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN 'MAINTENANCE OF LIGHTING SYSTEM'.



PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNMENT CHECKED	
NO.	RT. OF WAY CHECKED	
	POSS. FILE, NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	
NO.	EM. NOTED	
	STRUCTURE NOTATIONS CHRD	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

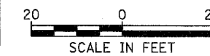
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
LIGHTING PLAN**

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	DRAWN - SJC	REVISED -
	CHECKED - DNM	REVISED -
	DATE - 10-22-10	REVISED -

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 110+80.83 TO STA. 120+25

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 68
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659				

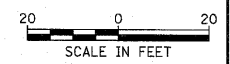
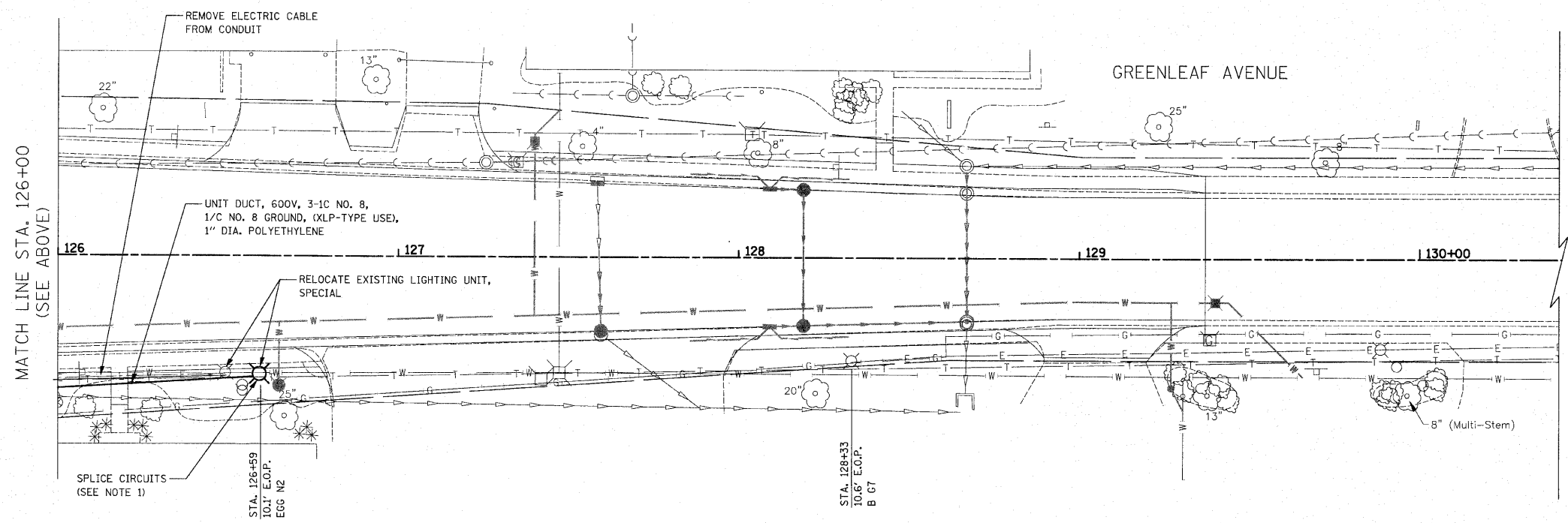
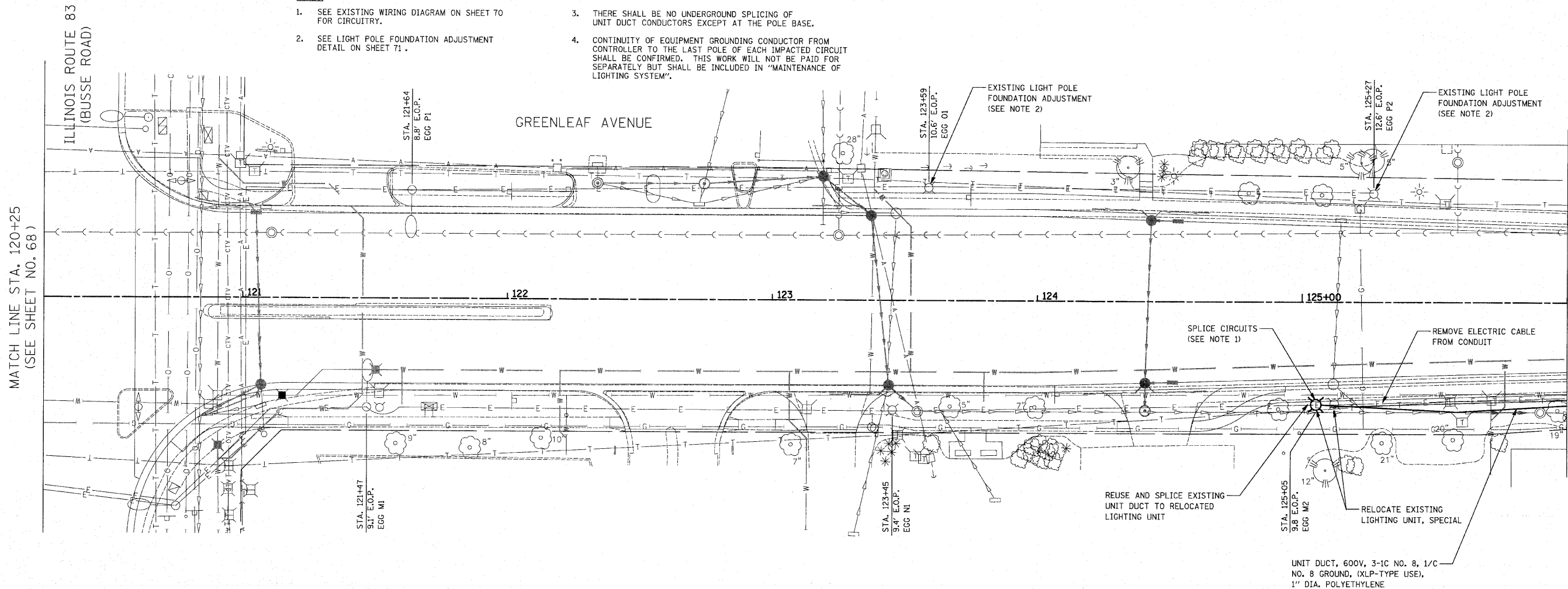


PLAN	DATE	BY
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GRADES CHECKED		
ALIGNMENT CHECKED		
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NO. OF PAGES CHECKED		
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PROFILE	DATE	BY
SURVEYED		
GRADES CHECKED		
ALIGNMENT CHECKED		
NOTE BOOK NO.		
NO. OF PAGES CHECKED		
DATE		
BY		
NO.		

NOTES:

- SEE EXISTING WIRING DIAGRAM ON SHEET 70 FOR CIRCUITRY.
- SEE LIGHT POLE FOUNDATION ADJUSTMENT DETAIL ON SHEET 71.
- THERE SHALL BE NO UNDERGROUND SPlicing OF UNIT DUCT CONDUCTORS EXCEPT AT THE POLE BASE.
- CONTINUITY OF EQUIPMENT GROUNDING CONDUCTOR FROM CONTROLLER TO THE LAST POLE OF EACH IMPACTED CIRCUIT SHALL BE CONFIRMED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN "MAINTENANCE OF LIGHTING SYSTEM".



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CHECKED -	DNM	REVISED -	
DATE -	10-22-10	REVISED -	

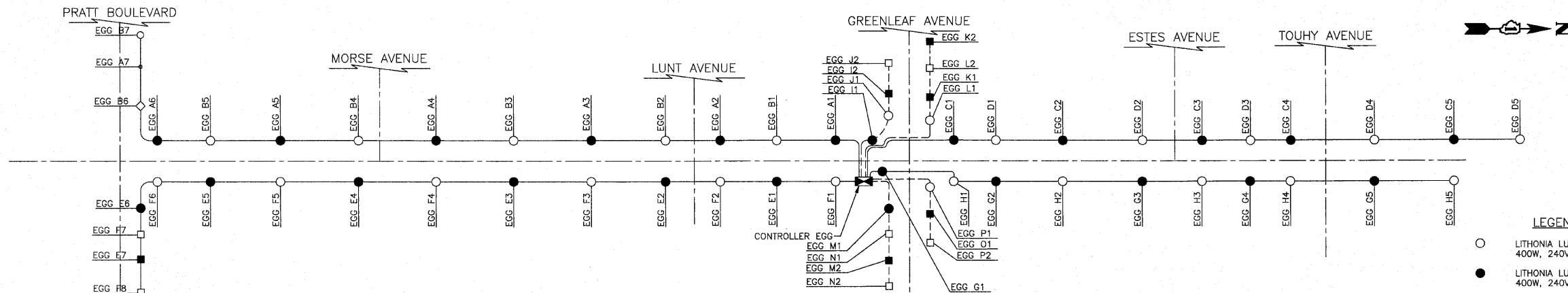
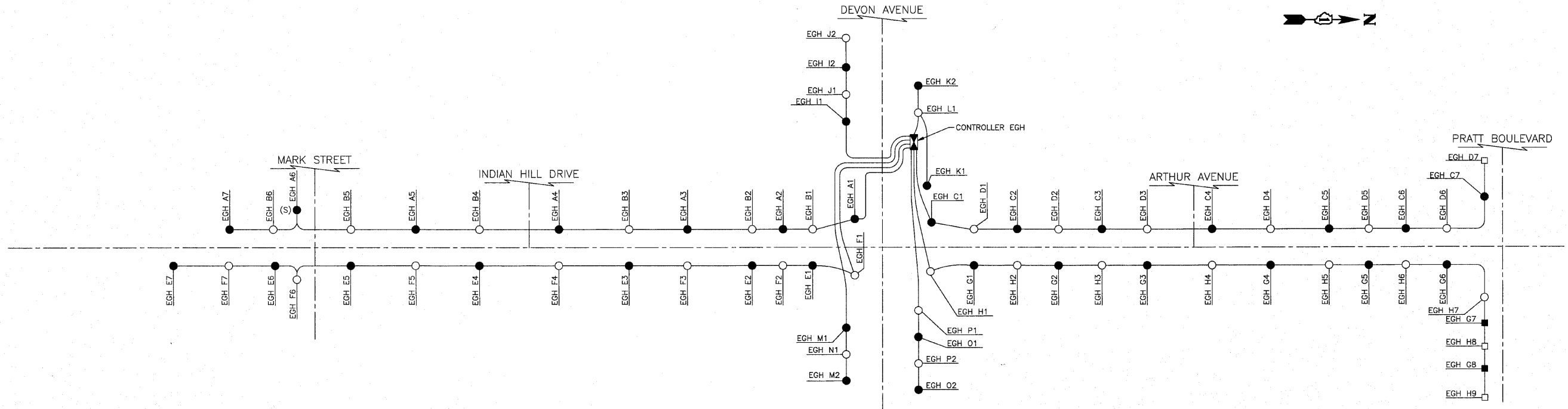
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
LIGHTING PLAN**
 SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. 120+25.00 TO STA. 129+37.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	69
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-90036593				

PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	ALIGNMENT CHECKED		
	PLAN CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	NOTE BOOK		
	PROFILES CHECKED		
	PLAN NOTED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		



CONTROLLER EGH
CIRCUIT LOAD TABLE

CIRCUIT NO.	TOTAL FIXTURE AMPS	KW LOAD
A	13.0	3.1
B	11.7	2.8
C	13.65	2.8
D	11.05	2.7
E	13.65	3.3
F	13.65	3.3
G	14.95	3.6
H	16.25	3.9
I	3.90	0.9
J	3.90	0.9
K	3.90	0.9
L	1.95	0.9
M	3.90	0.9
N	1.95	0.5
O	3.90	0.9
P	3.90	0.9
TOTAL	139.1	33.2

400W LUMINAIRE = 1.95A
250W LUMINAIRE = 1.30A

CONTROLLER EGG
CIRCUIT LOAD TABLE

CIRCUIT NO.	TOTAL FIXTURE AMPS	KW LOAD
A	13.00	3.1
B	13.00	3.1
C	9.75	2.3
D	9.75	2.3
E	14.30	3.4
F	14.30	3.4
G	9.75	2.3
H	9.75	2.3
I	3.25	0.8
J	3.25	0.8
K	2.60	0.6
L	3.25	0.8
M	3.25	0.8
N	2.60	0.6
O	1.30	0.3
P	3.25	0.8
TOTAL	116.4	27.7

400W LUMINAIRE = 1.95A
250W LUMINAIRE = 1.30A

- LEGEND**
- LITHONIA LUMINAIRE, SODIUM VAPOR 400W, 240V ON RED WIRE
 - LITHONIA LUMINAIRE, SODIUM VAPOR 400W, 240V ON BLACK WIRE
 - (S) ○ LITHONIA LUMINAIRE, SODIUM VAPOR 250W, 240V ON RED WIRE
 - KIM LUMINAIRE, SODIUM VAPOR 250W, 240V ON RED WIRE
 - KIM LUMINAIRE, SODIUM VAPOR 250W, 240V ON BLACK WIRE
 - ◻ PROPOSED LIGHTING CONTROLLER 240/480V, 1 ϕ, 3-WIRE
 - UNIT DUCT, WITH 3-1/C NO. 4 AND 1-1/C NO. 4 GROUND, 600V (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE
 - - - UNIT DUCT, WITH 3-1/C NO. 8 AND 1-1/C NO. 8 GROUND, 600V (XLP-TYPE USE) 1" DIA. POLYETHYLENE

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PLOT DATE = 10/21/2010

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DATE - 10-22-10

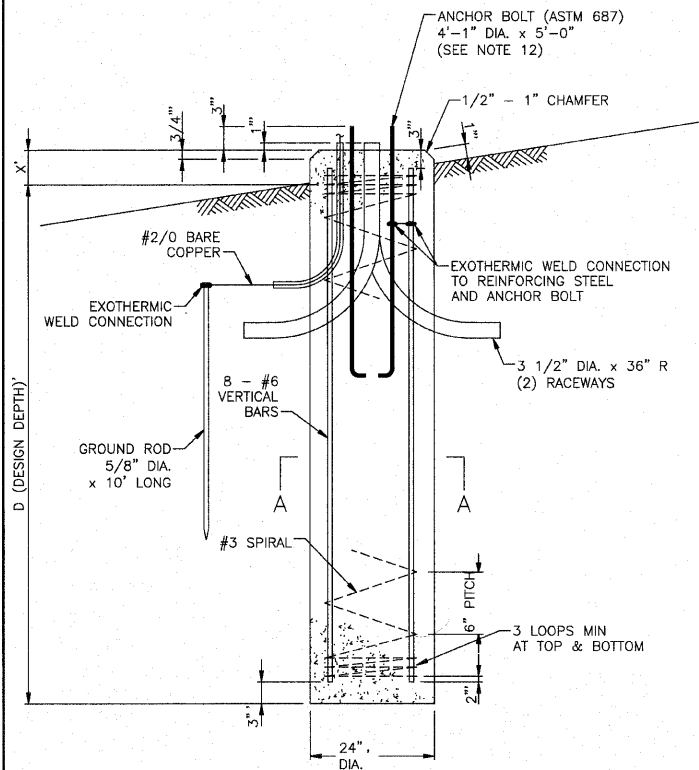
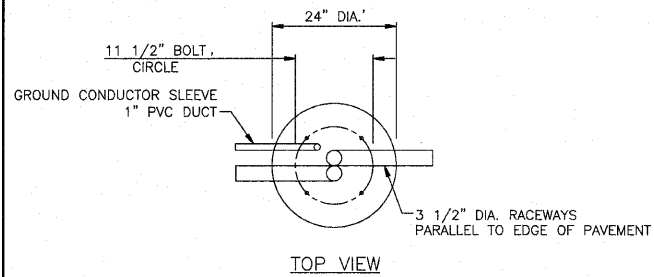
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

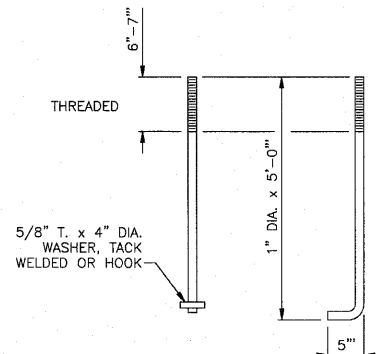
**IL ROUTE 83 (BUSSE ROAD) AND GREENLEAF AVENUE
EXISTING CABLE PLAN**

SCALE: 1" = 40' SHEET NO. 1 OF 1 SHEETS

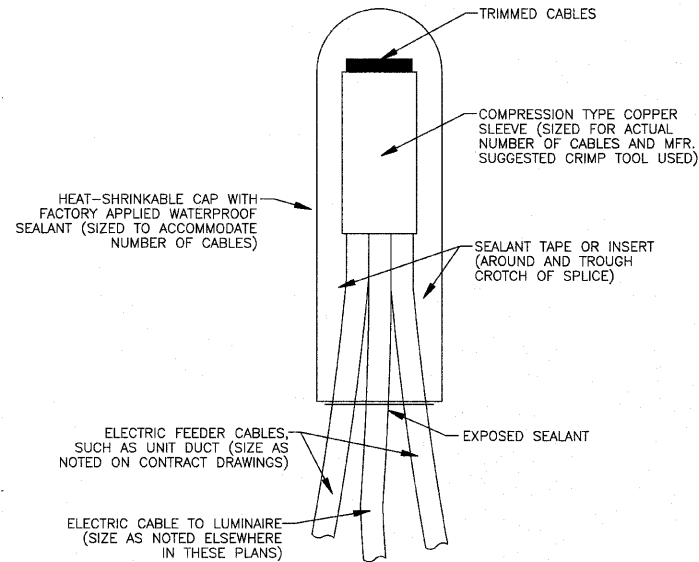
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	70
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63527	
M-9003(659)				



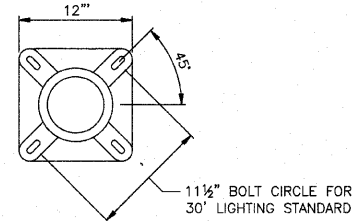
- NOTES:**
1. THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE. THE CONTRACTOR SHALL NOT ORDER REINFORCEMENT BARS UNTIL THE OFFSET AND DIMENSION D ARE DETERMINED.
 2. EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" OR 30" IN DIAMETER.
 3. THE CONTRACTOR SHALL USE #3 SPIRAL AT 6" PITCH OR AT HIS OPTION MAY SUBSTITUTE #3 TIES AT 12" CENTER.
 4. THE ANCHOR SHALL BE A TACK WELDED TYPE BOLT OR HOOK TYPE BOLT. COLD BENDING OF THE HOOK BOLT WILL NOT BE ALLOWED.
 5. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
 6. THE ENTIRE LENGTH OF THE ANCHOR BOLTS AS WELL AS THE NUTS AND WASHERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM DESIGNATION A 153.
 7. CONCRETE SHALL BE CLASS "DS". CONCRETE FOUNDATION MUST BE CURED FOR (10) TEN DAYS BEFORE THE LIGHT STANDARD IS ERECTED.
 8. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.
 9. ANCHOR BOLTS SHALL PROJECT 3" ABOVE THE TOP OF THE FOUNDATION.
 10. RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.
 11. THE CONTRACTOR SHALL COORDINATE THE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS.
 12. A MINIMUM OF 3" OF THE THREADING ON THE ANCHOR BOLTS SHALL REMAIN BELOW THE TOP OF THE FOUNDATION.



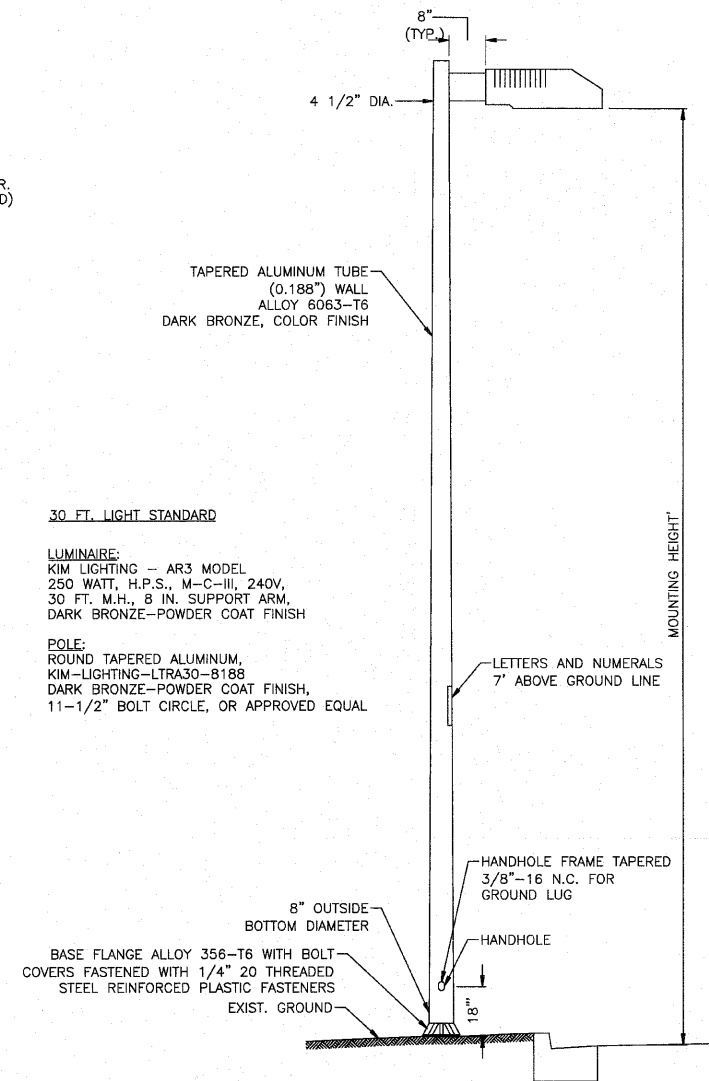
ANCHOR BOLT DETAIL



NOTE: NUMBER OF CABLES IN SPLICE MAY VARY
SPLICING ELECTRIC CABLES
BASIC MATERIALS AND METHODS



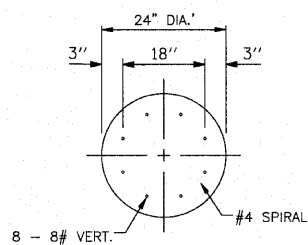
KIM LIGHTING UNIT ANCHOR BASE DETAIL
 (FOR REFERENCE ONLY)



KIM LIGHTING UNIT DETAIL
 (FOR REFERENCE ONLY)

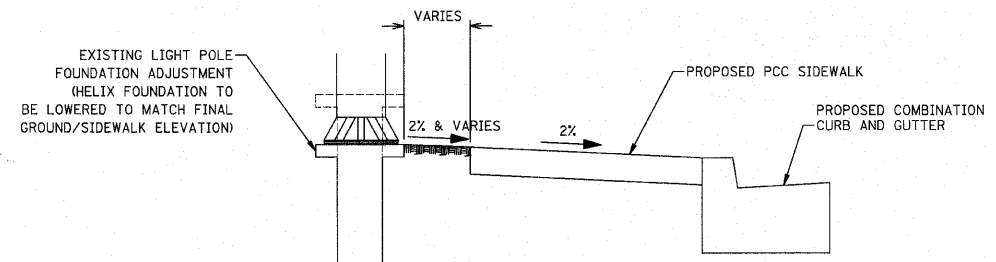
DESIGN TABLE - LIGHT POLE FOUNDATION, 24" DIAMETER

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM		TWIN ARM	
			VERT. BARS	SPIRAL	VERT. BARS	SPIRAL
SOFT CLAY	13'-0"	15'-0"	8-#6 x 12'-6"	#3 x 122'	8-#6 x 14'-3"	#3 x 141'
MEDIUM CLAY	9'-6"	10'-9"	8-#6 x 9'-0"	#3 x 90'	8-#6 x 10'-0"	#3 x 100'
STIFF CLAY	7'-0"	8'-0"	8-#6 x 6'-6"	#3 x 66'	8-#6 x 7'-6"	#3 x 76'
LOOSE SAND	10'-0"	11'-0"	8-#6 x 9'-6"	#3 x 94'	8-#6 x 10'-6"	#3 x 103'
MEDIUM SAND	8'-3"	9'-0"	8-#6 x 8'-0"	#3 x 78'	8-#6 x 8'-6"	#3 x 85'
DENSE SAND	7'-9"	9'-0"	8-#6 x 7'-6"	#3 x 73'	8-#6 x 8'-6"	#3 x 85'
ROCK OR SOLIDIFIED SLAG	5'-0"	5'-0"	NONE	NONE	NONE	NONE



SECTION A-A

LIGHT POLE FOUNDATION, 24" DIAMETER

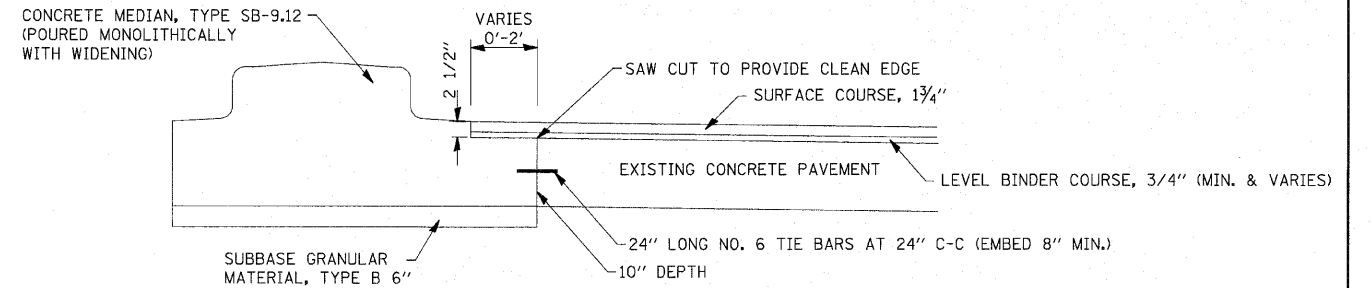
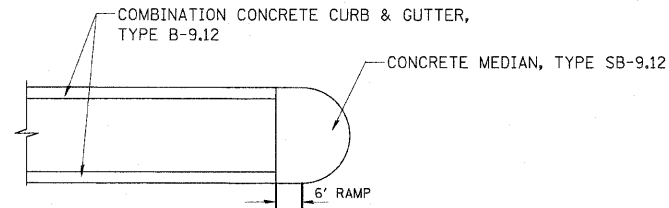


EXISTING LIGHT POLE FOUNDATION
 ADJUSTMENT

CONCRETE MEDIAN, TYPE SB-9.12

AT MEDIAN NOSES

NOTE: CONCRETE MEDIAN, TYPE SB-9.12 SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606301



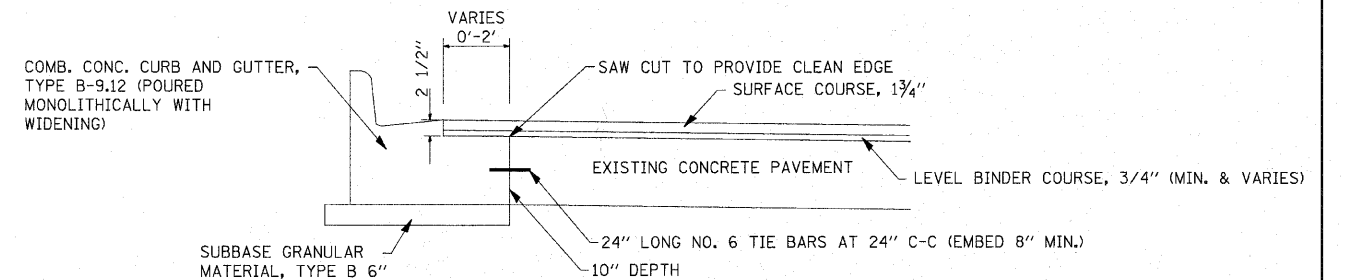
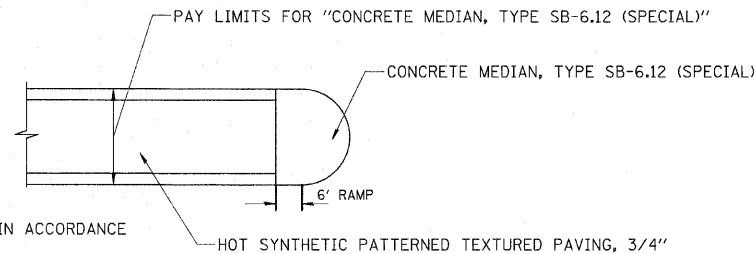
CONCRETE MEDIAN, TYPE SB-9.12

AT LOCATIONS WHERE WIDENING IS 2' OR LESS

CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL)

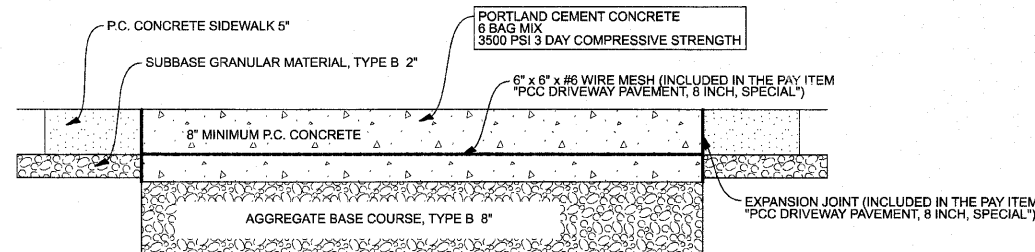
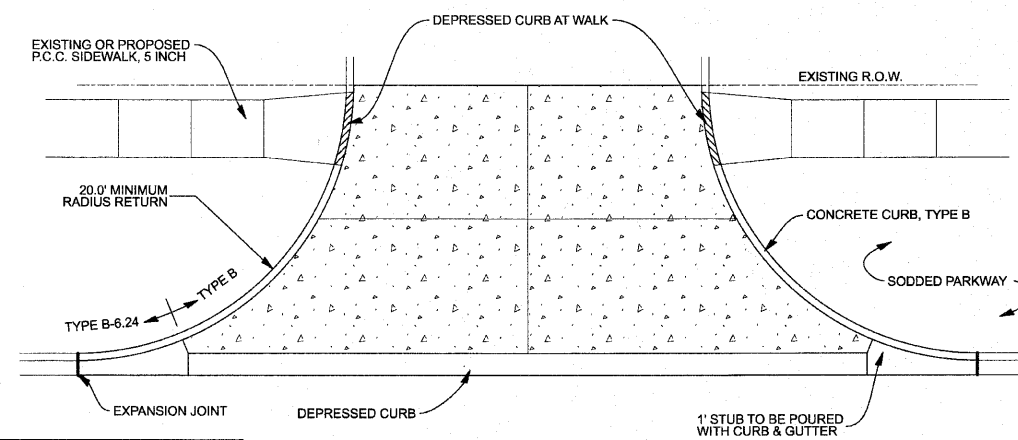
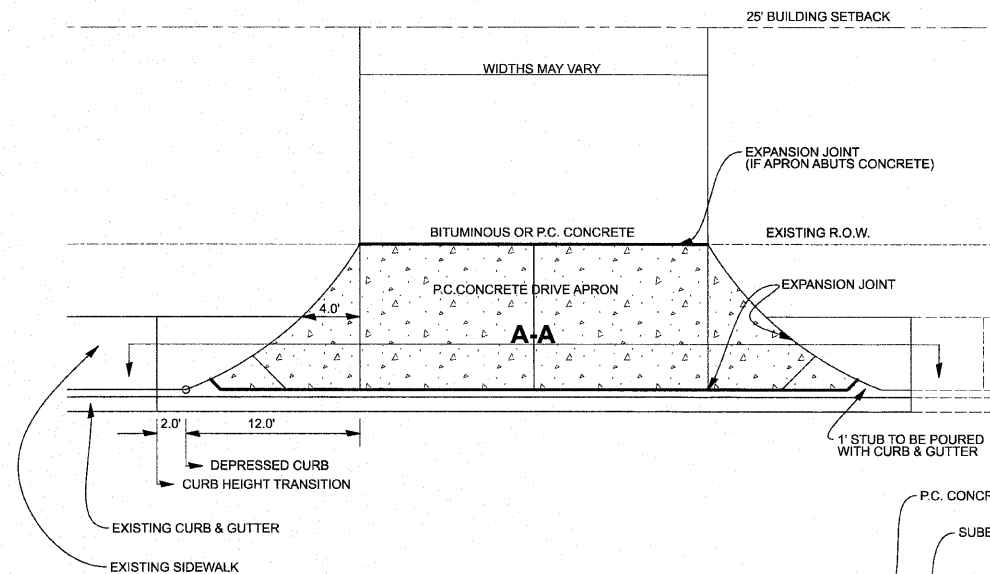
AT MEDIAN NOSES

NOTE: CONCRETE MEDIAN, TYPE SB-6.12 SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606301



COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

AT LOCATIONS WHERE WIDENING IS 2' OR LESS



SECTION A-A

DRIVEWAY DETAIL

NOT TO SCALE

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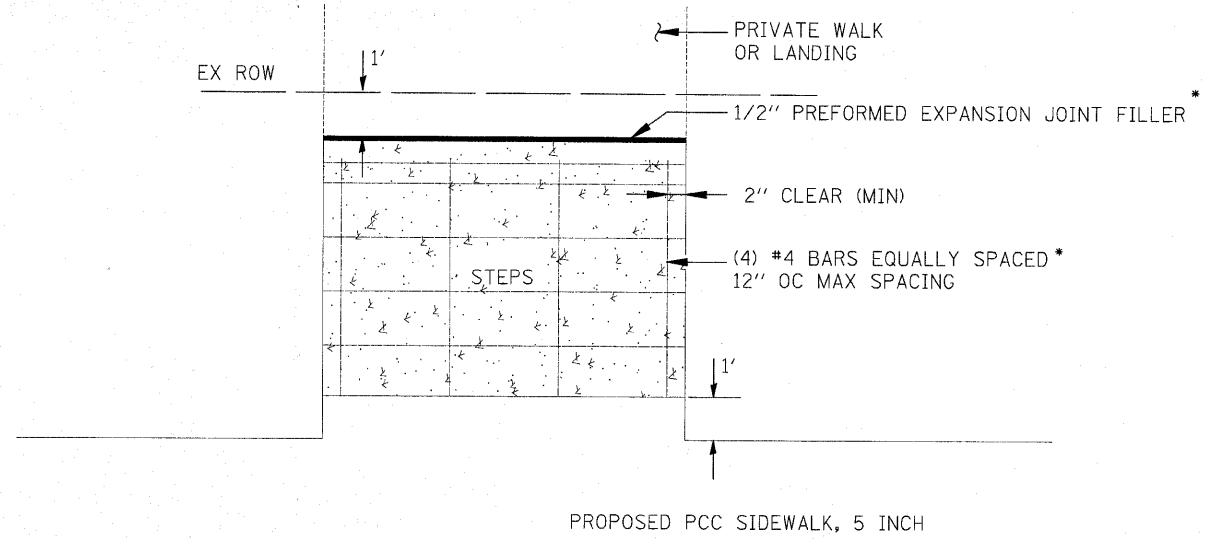
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY DETAILS

SHEET NO. 1 OF 5 SHEETS

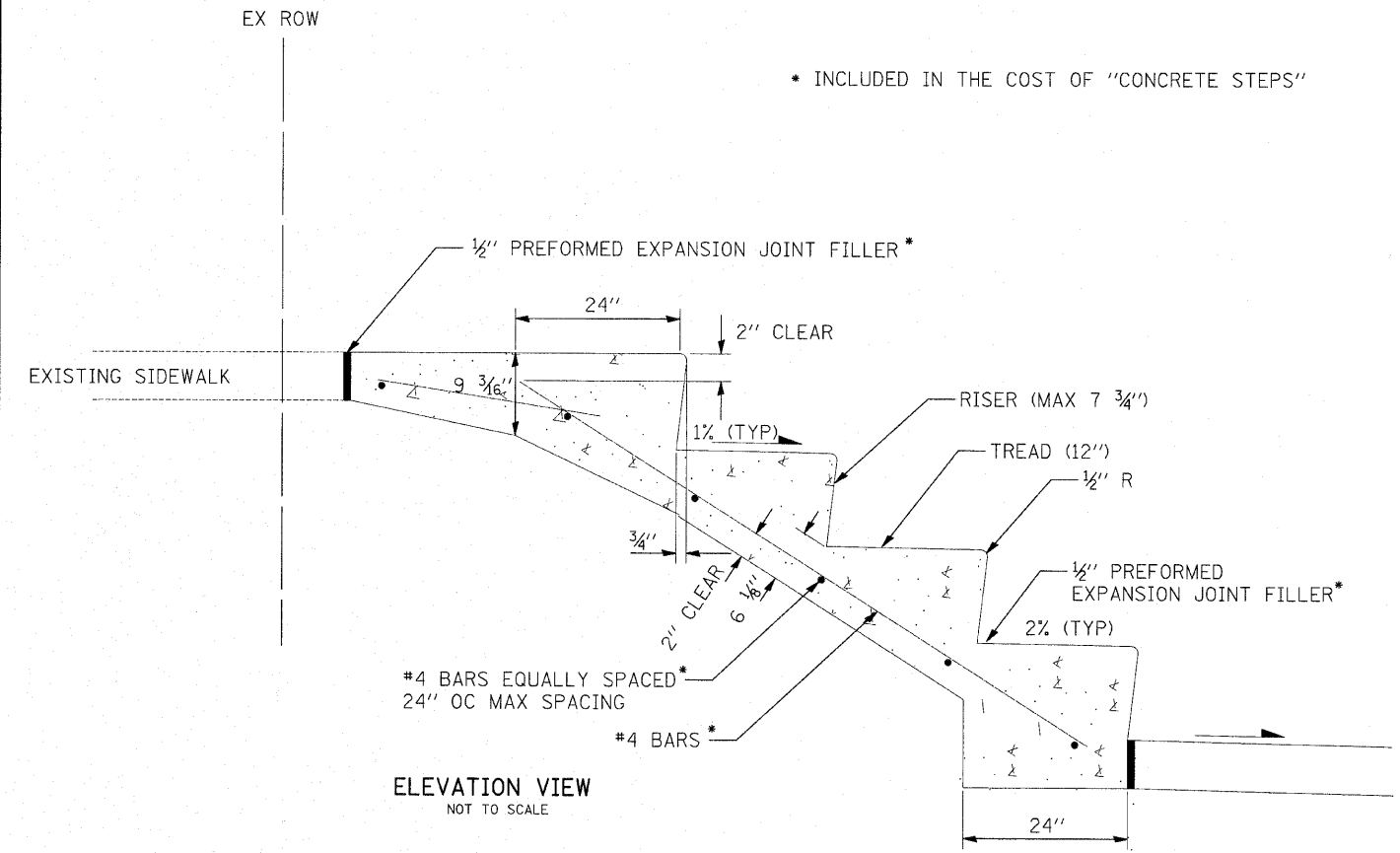
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334	09-00056-00-CH	COOK	111	72
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				



PLAN VIEW
NOT TO SCALE

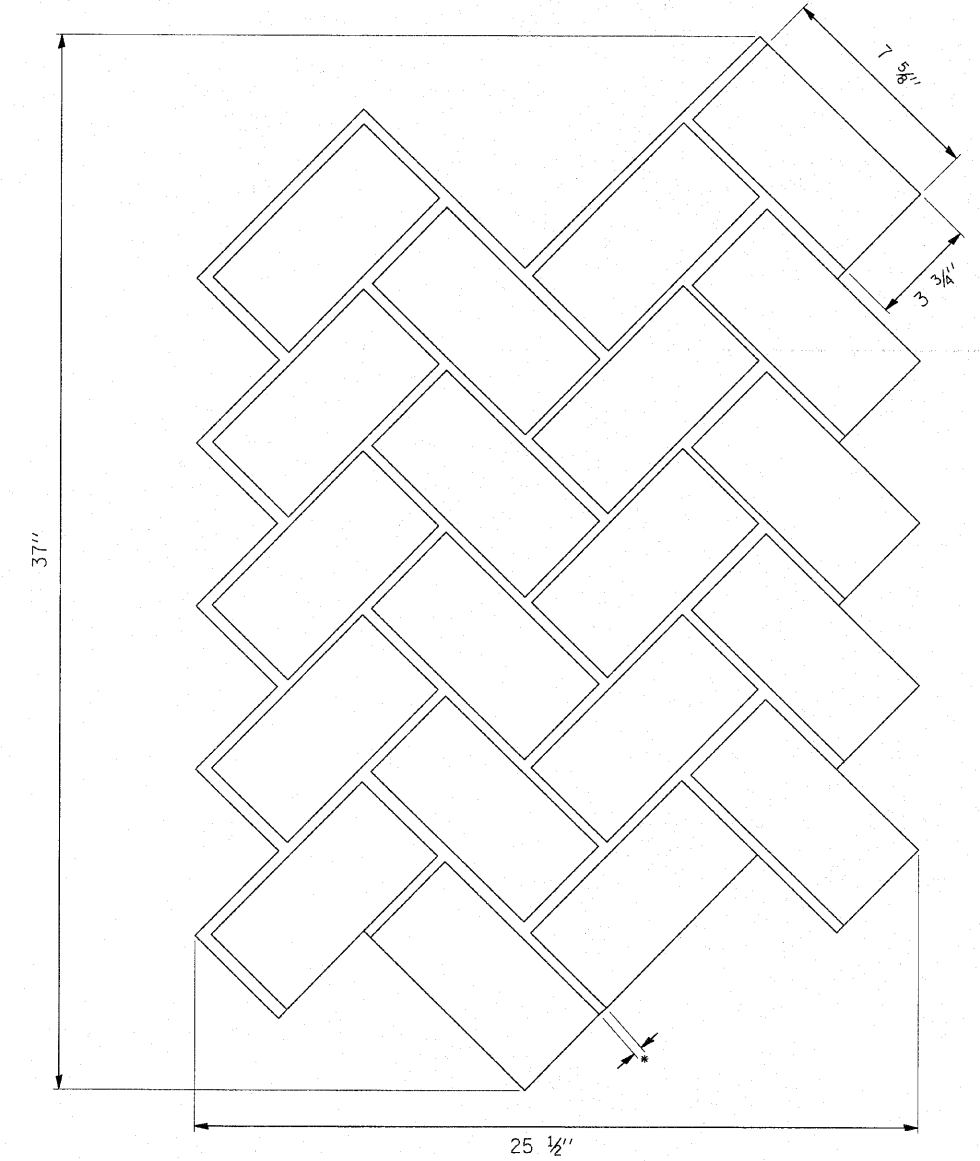
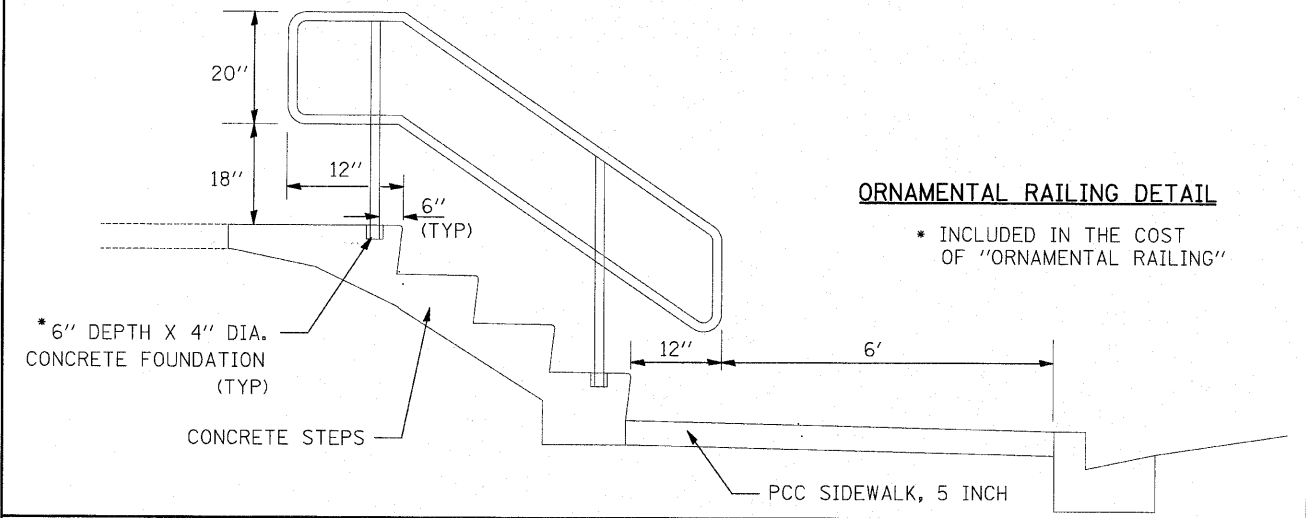
NOTES:
1. CONCRETE SHALL BE CLASS SI WITH A TROWEL FINISH.

* INCLUDED IN THE COST OF "CONCRETE STEPS"



ELEVATION VIEW
NOT TO SCALE

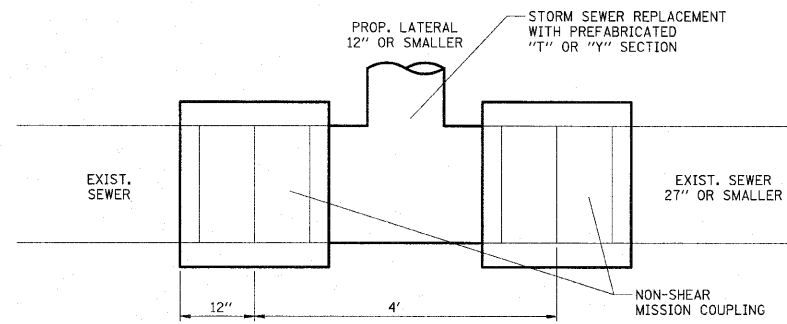
CONCRETE STEPS
STA. 124+40



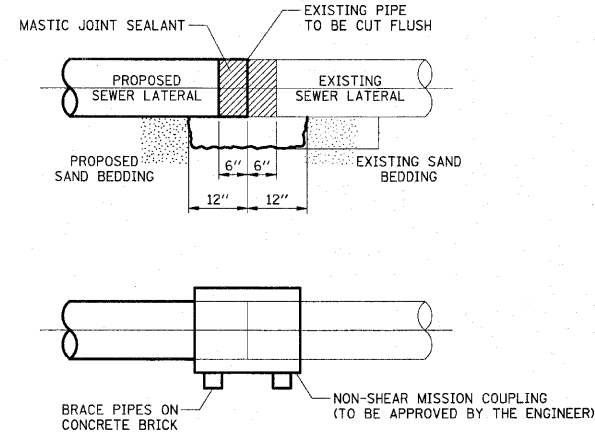
* GROUT LINES CAN VARY FROM 1/4" TO 1/2"

HOT SYNTHETIC PATTERNED TEXTURED PAVING - BRICK HERRINGBONE PATTERN

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PLOT SCALE = 50.0000' / IN.	CHECKED - DJK	DATE - 10-22-10	REVISIONS -			CONTRACT NO. 63527					
PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISIONS -	SHEET NO. 2 OF 5 SHEETS								
						FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)					



DETAIL A
LATERAL CONNECTION TO EXISTING
SEWER OF 27" OR SMALLER



DETAIL B
NON-SHEAR MISSION COUPLING
NOT TO SCALE

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. INSTALL MISSION COUPLING.
5. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
6. SUPPORT EACH PIPE END WITH CONCRETE BRICK.

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTIONS TO EXISTING SEWER OF 27" OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

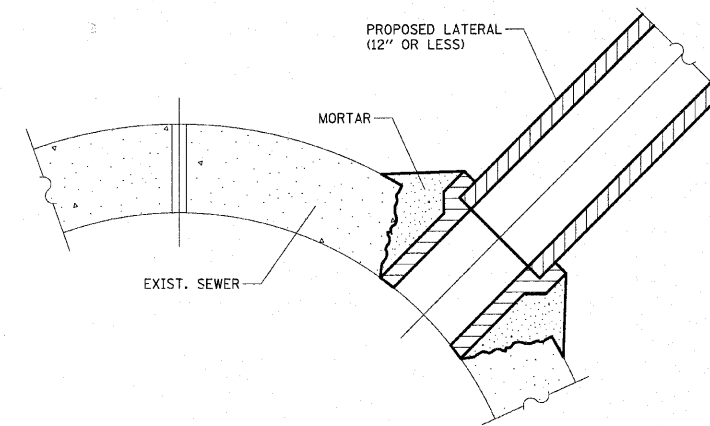
GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE STORM SEWER BEING CONSTRUCTED.

THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS BEING CONSTRUCTED.



DETAIL C
PROPOSED LATERAL CONNECTION TO
EXISTING SEWER OF 30" OR LARGER

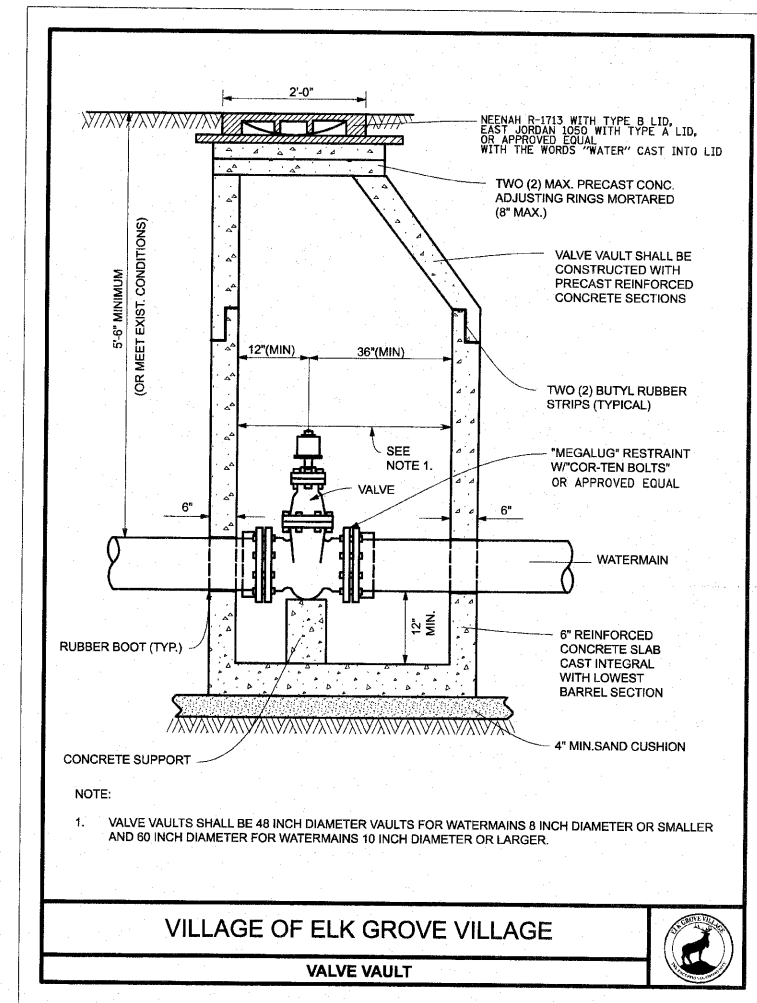
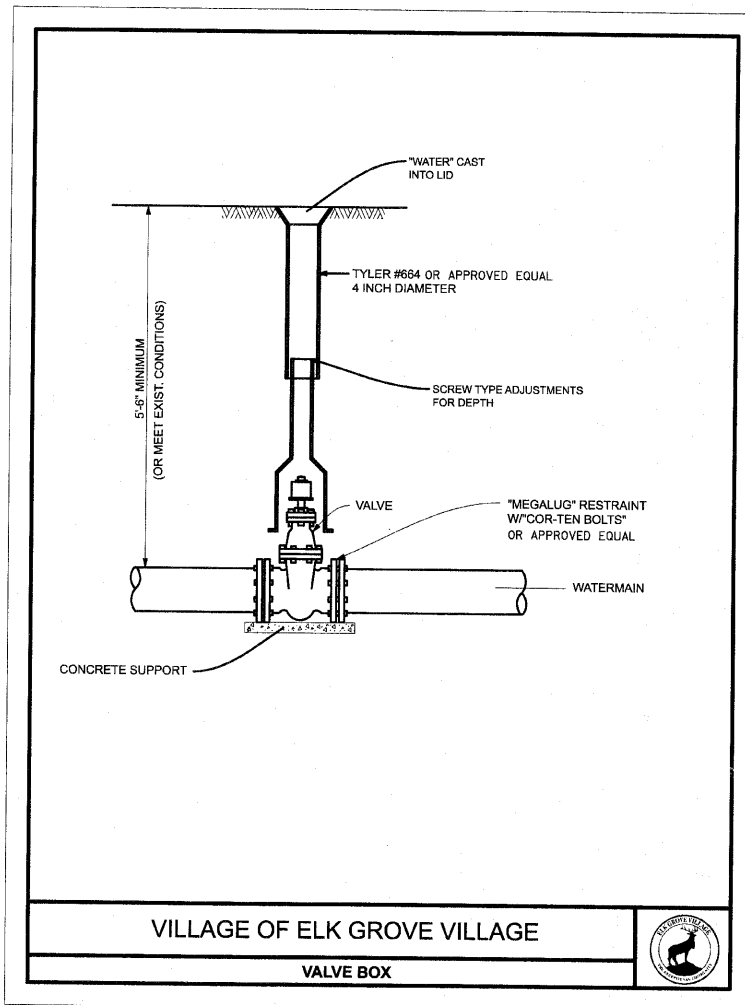
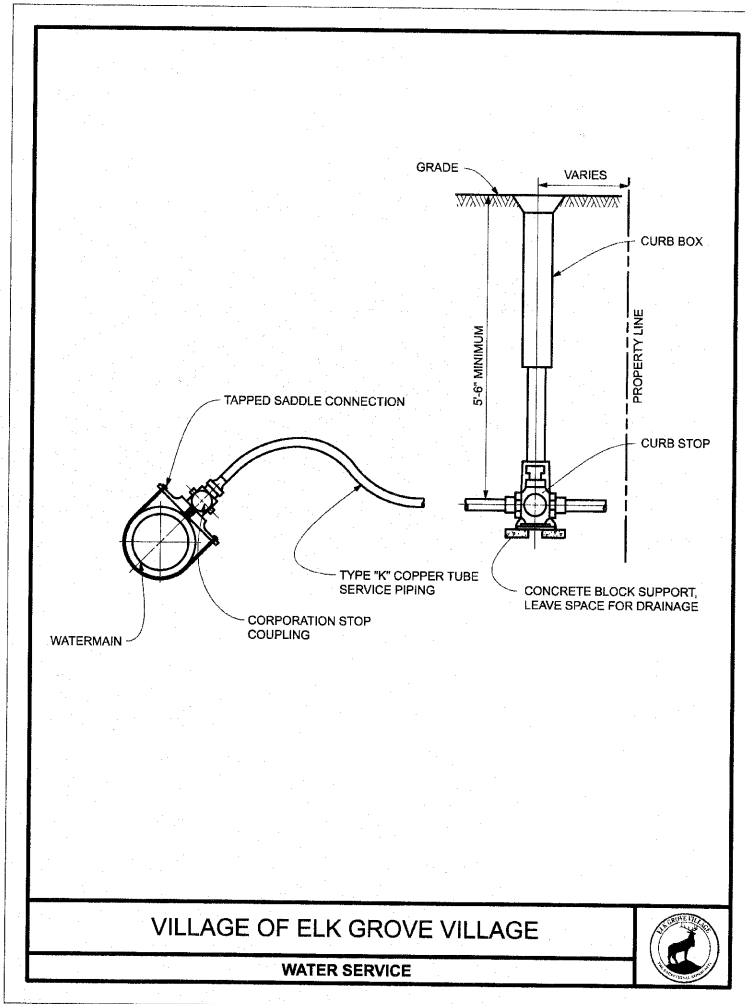
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	PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

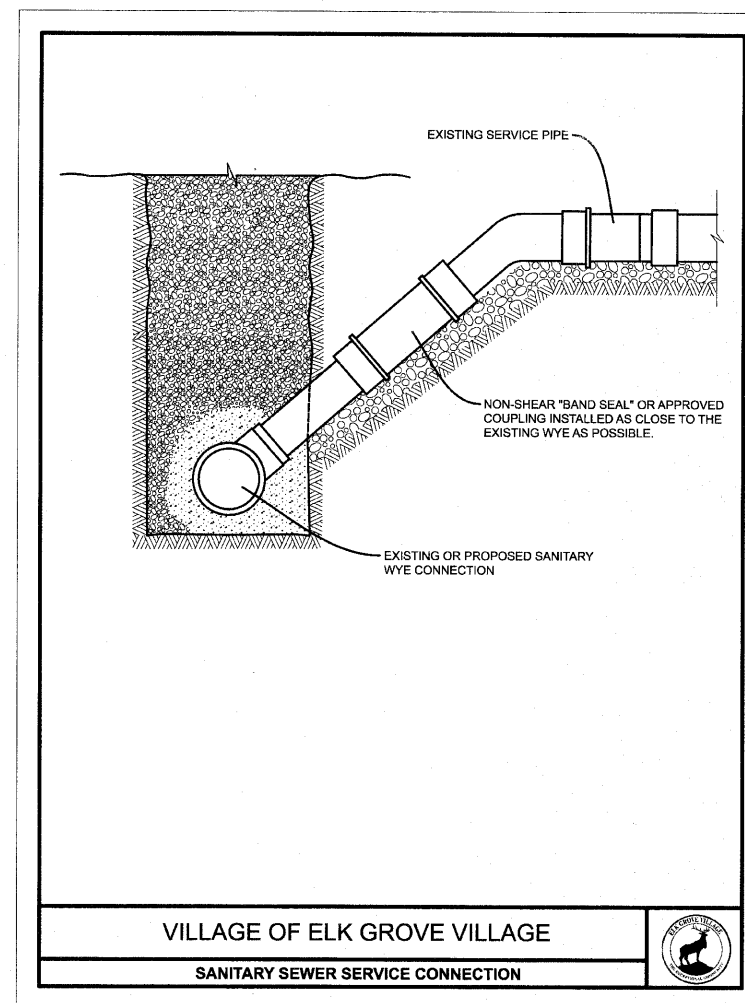
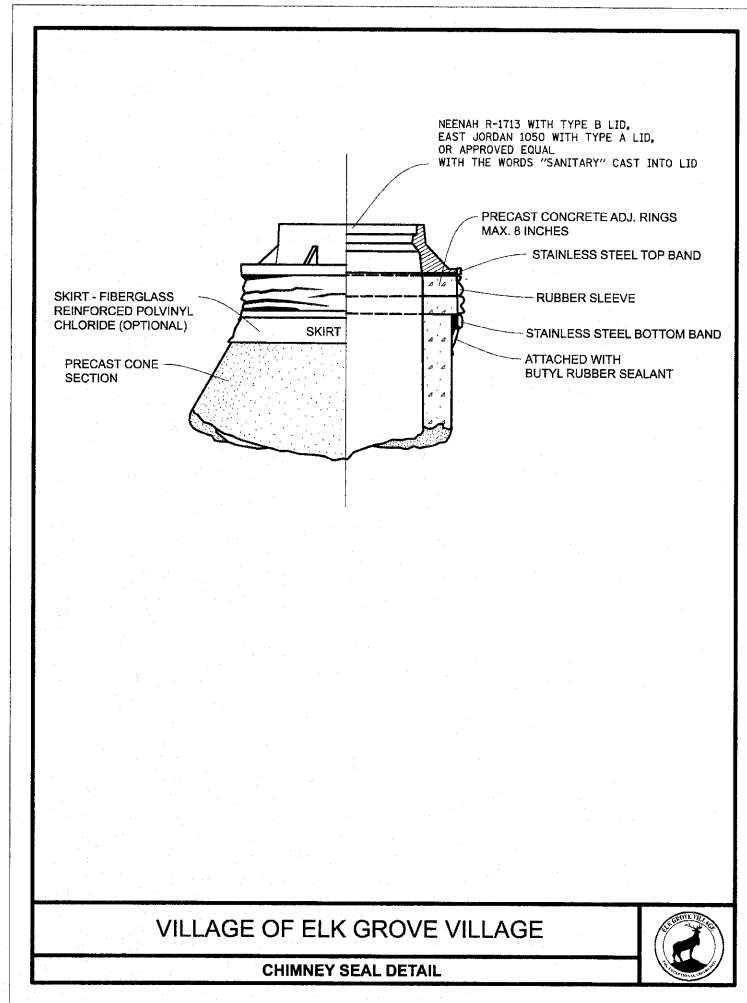
ROADWAY DETAILS

SHEET NO. 3 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	74
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)			CONTRACT NO. 63527	



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PLOT SCALE = 5/8" = 1' IN.	CHECKED - DJK	REVISOR -	DATE - 10-22-10			SHEET NO. 4 OF 5 SHEETS		CONTRACT NO. 63527				
PLOT DATE = 11/1/2010	DATE - 10-22-10	REVISOR -	REVISOR -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-900316591						



NOTE:

1. SANITARY MANHOLES SHALL BE PRECAST STRUCTURES WITH THE DIAMETER DEPENDENT ON THE PIPE SIZE. THE CONCRETE BOTTOM SHALL BE CAST INTEGRAL WITH THE LOWEST BARREL SECTION UNLESS NOTED OTHERWISE ON THE PLAN.
2. ALL SANITARY MANHOLES SHALL BE EQUIPPED WITH STEPS.
3. ALL MANHOLES SHALL HAVE A MAXIMUM OF TWO (2) ADJUSTING RINGS AND A MAXIMUM ADJUSTMENT OF EIGHT (8) INCHES.
4. ALL MANHOLE SECTIONS AND ADJUSTING RINGS SHALL BE SECURELY SEALED TO EACH OTHER AND TO THE FRAME AND COVER USING RESILIENT FLEXIBLE NON-HARDENING PREFORMED BITUMINOUS MASTIC (RAM-NEK OR APPROVED EQUAL) OR BUTYL RUBBER JOINT SEALER (EASY STICK OR APPROVED EQUAL).
5. THE FOLLOWING TYPE 1 FRAMES AND CLOSED LIDS SHALL BE USED ON ALL SANITARY MANHOLES:
NEENADH FOUNDRY *R-1712 WITH TYPE B COVER;
EAST JORDAN IRON WORKS *1050 EXHD WITH TYPE A *540 COVER;
OR APPROVED EQUAL
SANITARY COVERS SHALL HAVE A 1 INCH CONCEALED PICKHOLE AND A RUBBER SELF-SEALING GASKET. SANITARY MANHOLES SHALL HAVE THE WORD "SANITARY" IMPRINTED ON THE COVER.
6. ALL SANITARY SEWER MANHOLES AND SANITARY INSPECTION MANHOLES SHALL HAVE AN EXTERNAL CHIMNEY SEAL INSTALLED BETWEEN THE FRAME AND CONE SECTION (SEE DETAIL ABOVE). IF CONDITIONS PROHIBIT INSTALLATION, AN INTERNAL CHIMNEY SEAL WILL BE ALLOWED WITH VILLAGE PERMISSION.
7. ALL SANITARY MANHOLES SHALL HAVE FLEXIBLE GASKETED COUPLINGS PRECAST INTO STRUCTURE FOR ALL PIPE CONNECTIONS.
8. THIS WORK SHALL BE INCLUDED IN THE COST OF "SANITARY MANHOLES, TYPE A, TYPE 1 FRAME, CLOSED LID" OF THE SIZE SPECIFIED.

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USER NAME = kfk

DESIGNED - BLG

REVISED -

DRAWN - BLG

REVISED -

PLOT SCALE = 50.0000' / IN.

CHECKED - DJK

REVISED -

PLOT DATE = 10/22/2010

DATE - 10-22-10

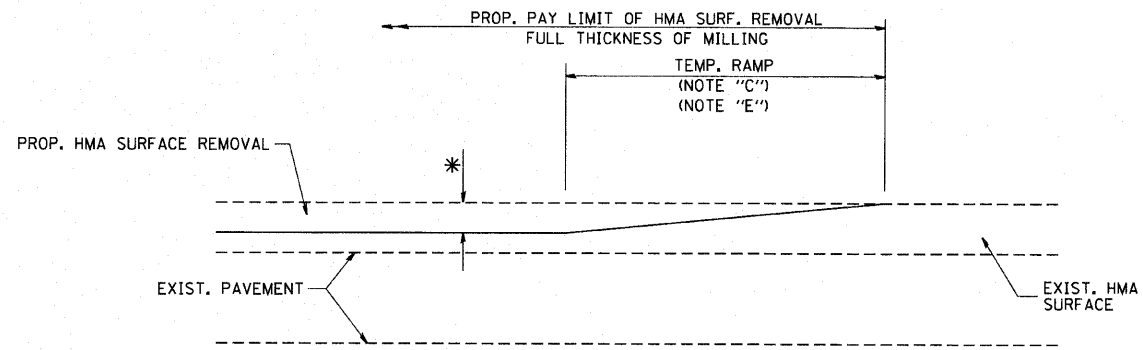
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS

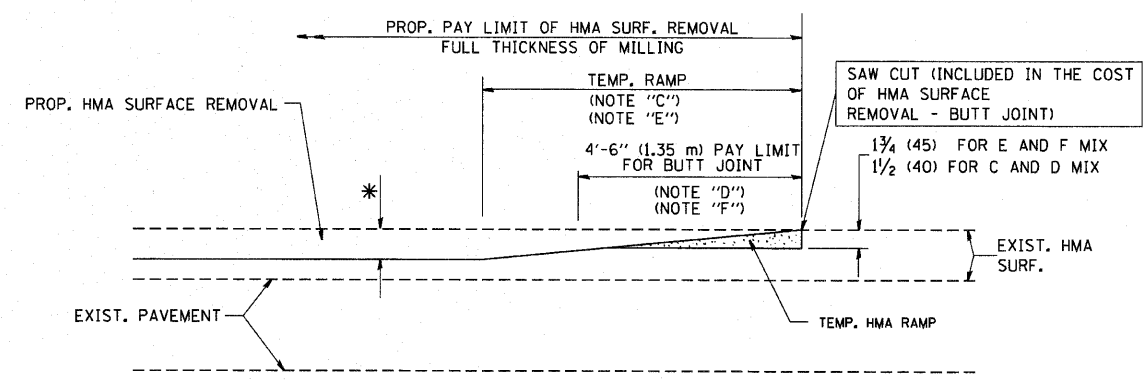
SHEET NO. 5 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	09-00056-00-CH	COOK	111	76
CONTRACT NO. 63527				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659</small>				



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

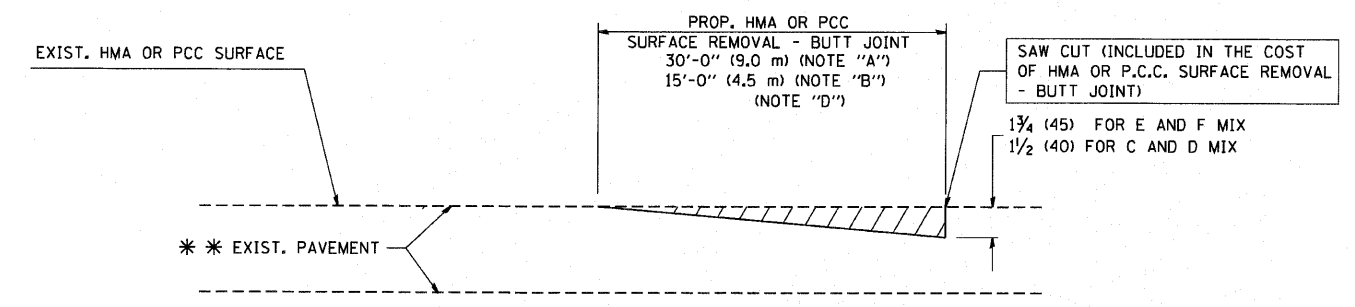
OPTION 1



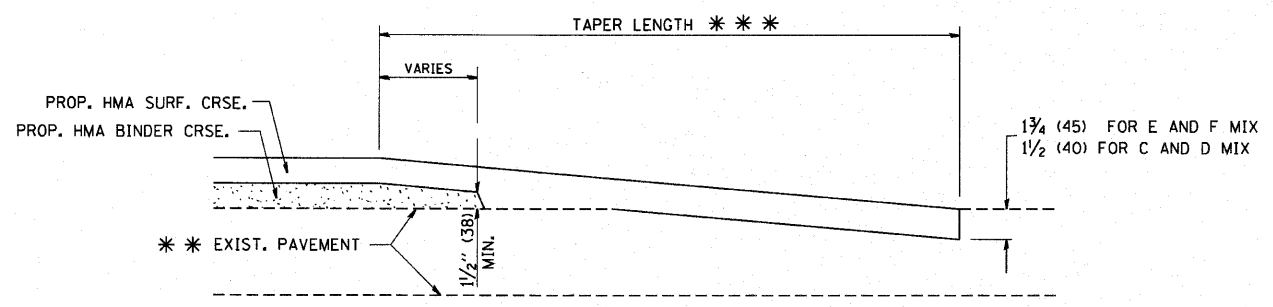
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

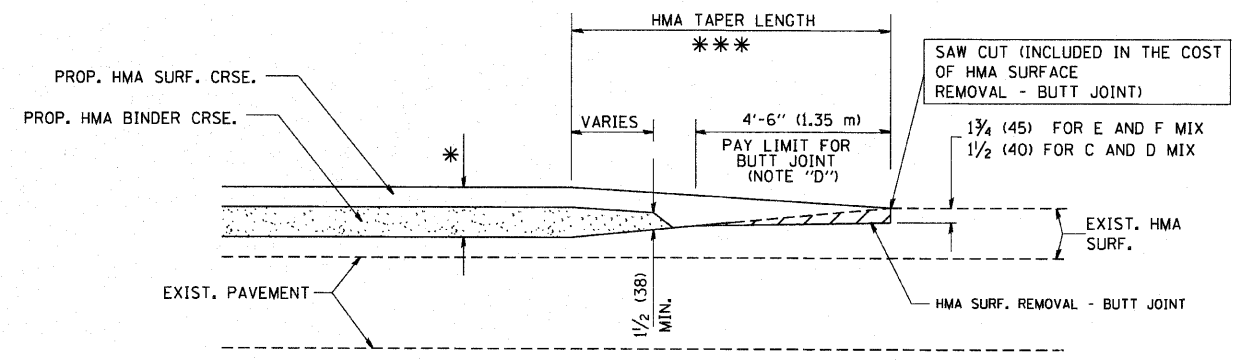
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

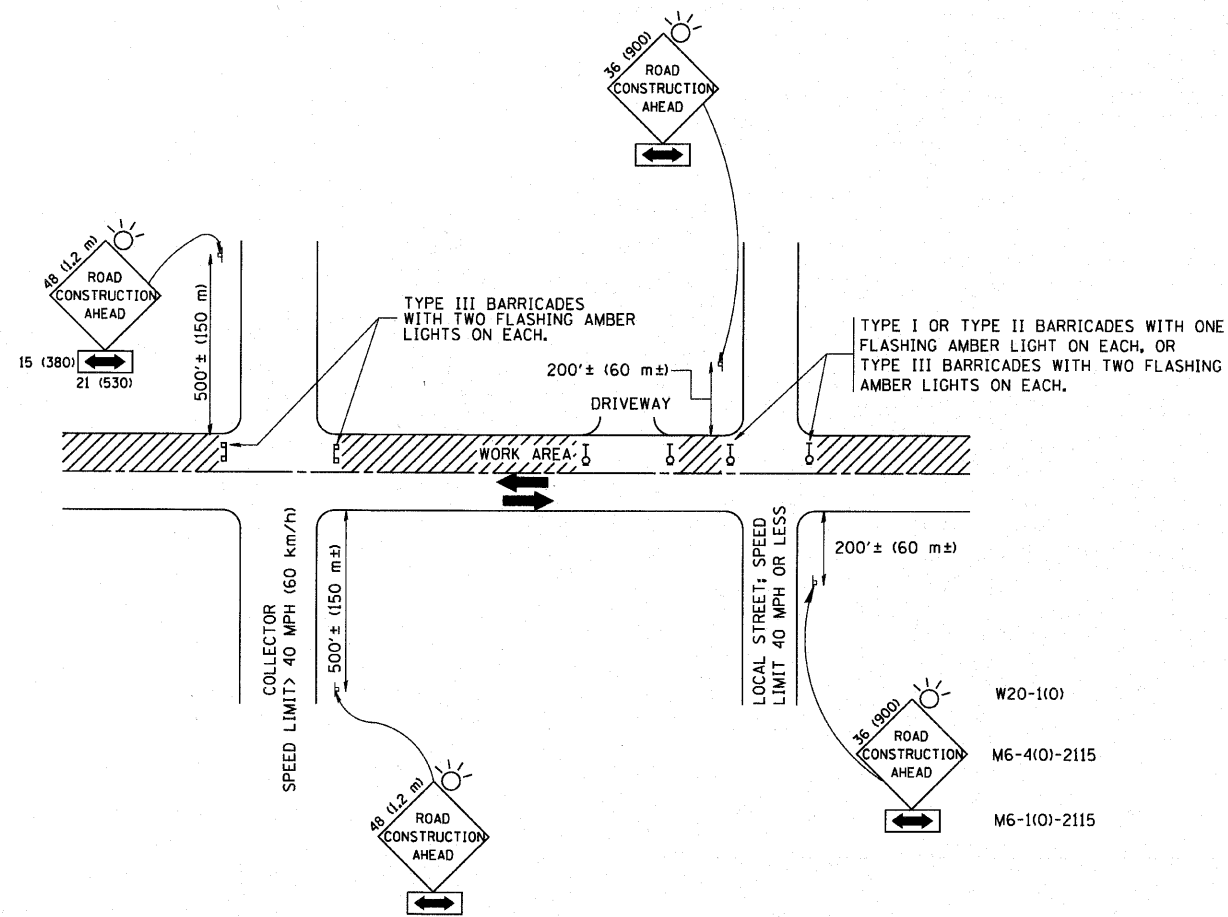
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

FILE NAME = M:\diststd\22x34\bd32.dgn	USER NAME = gegl1enobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS			F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 77
	PLOT SCALE = 50,0000 ' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-05 BD32			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01		CONTRACT NO. 63527							
		DATE - 06-13-90	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)							



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

NOTES:

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

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

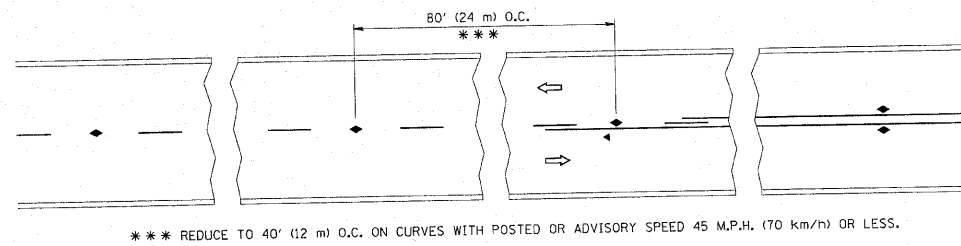
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	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

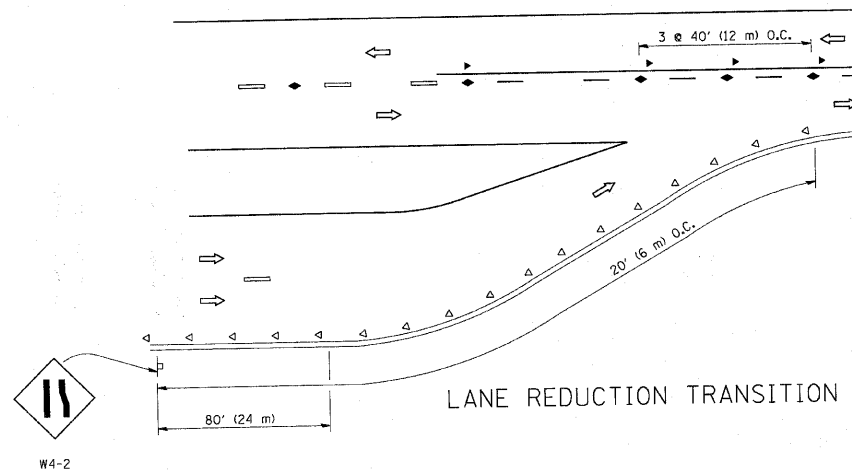
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

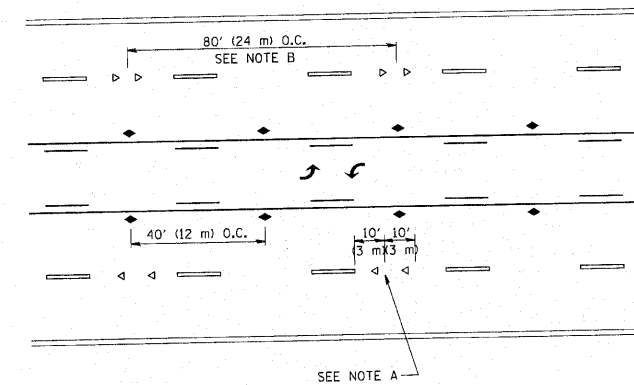
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TC-10			CONTRACT NO. 63527	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(659)				



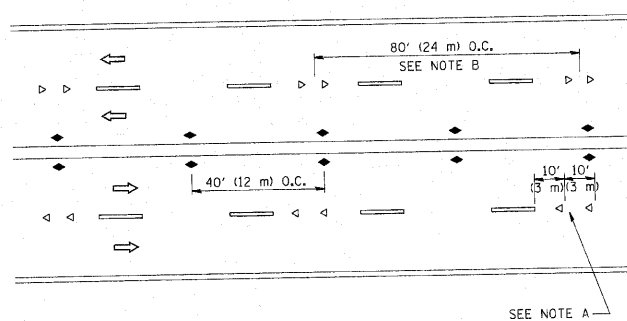
TWO-LANE/TWO-WAY



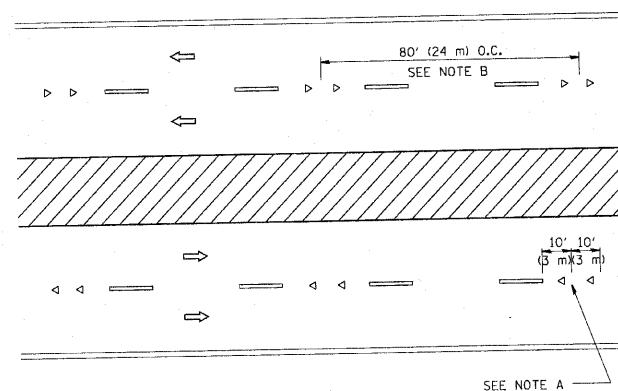
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

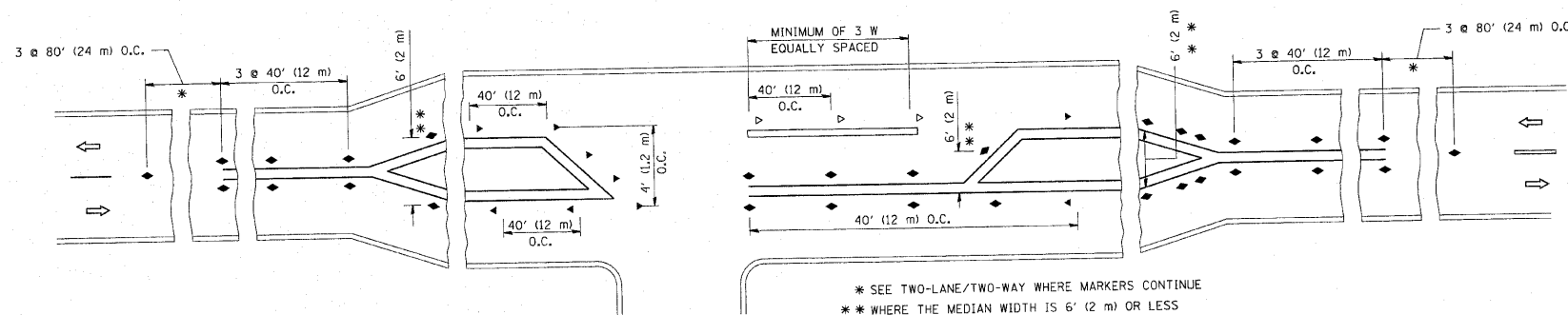
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

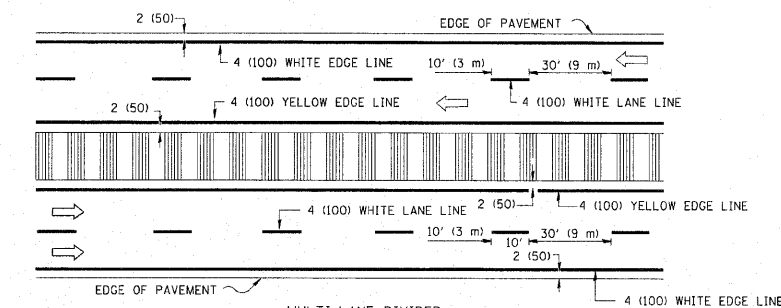
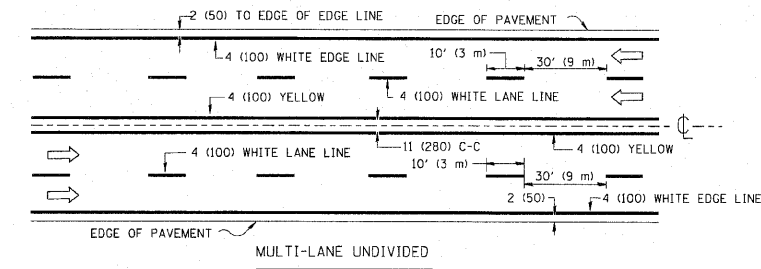
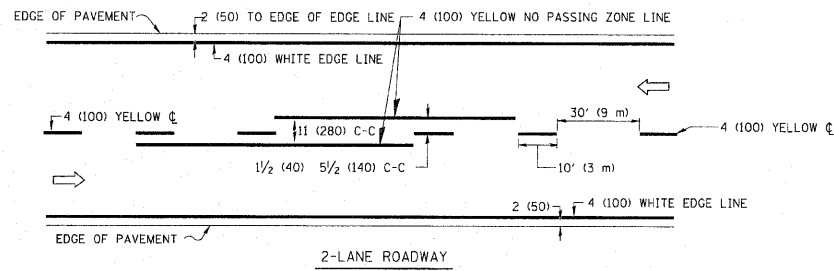
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		CHECKED -	REVISED - T. RAMMACHER 01-06-00
		DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

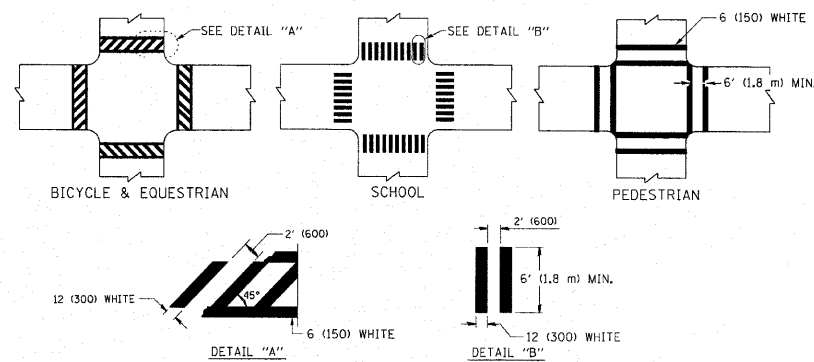
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F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 79
TC-11			CONTRACT NO. 63527	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)				

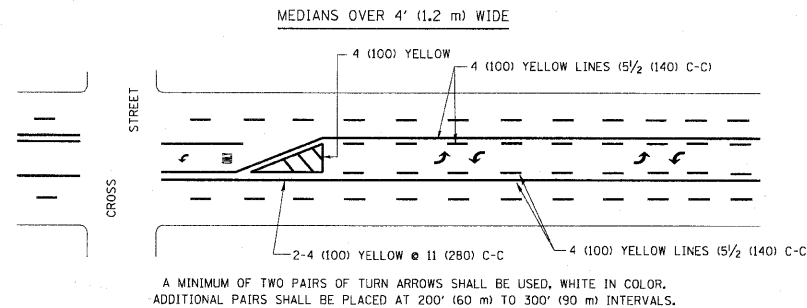
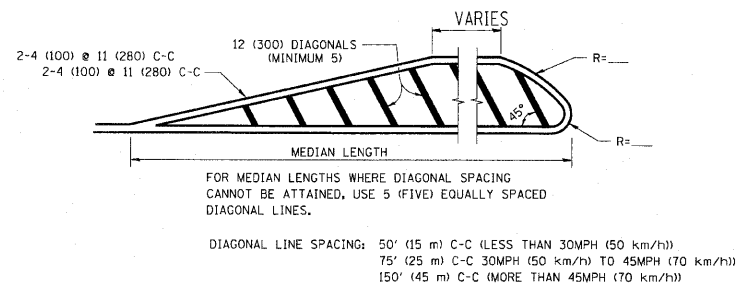
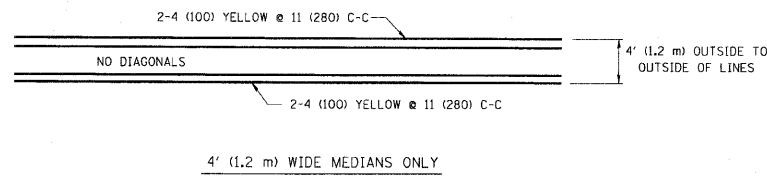


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

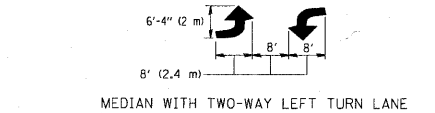
TYPICAL LANE AND EDGE LINE MARKING



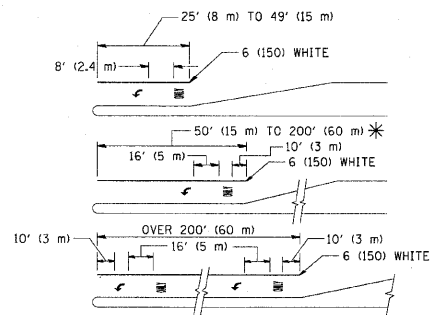
TYPICAL CROSSWALK MARKING



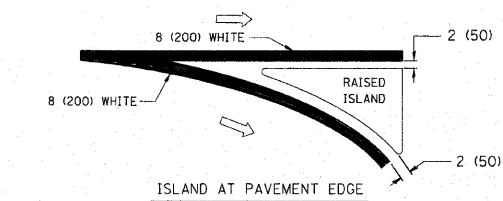
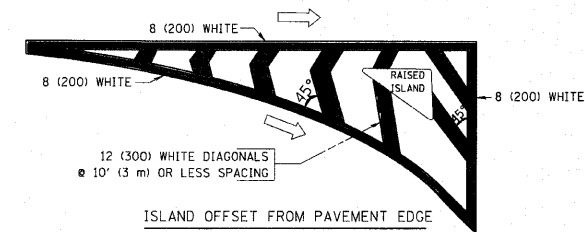
TYPICAL PAINTED MEDIAN MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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 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.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 AREA OF: "R"=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' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

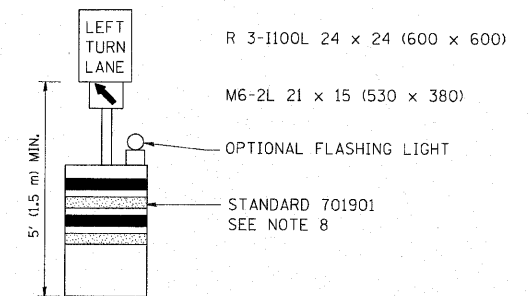
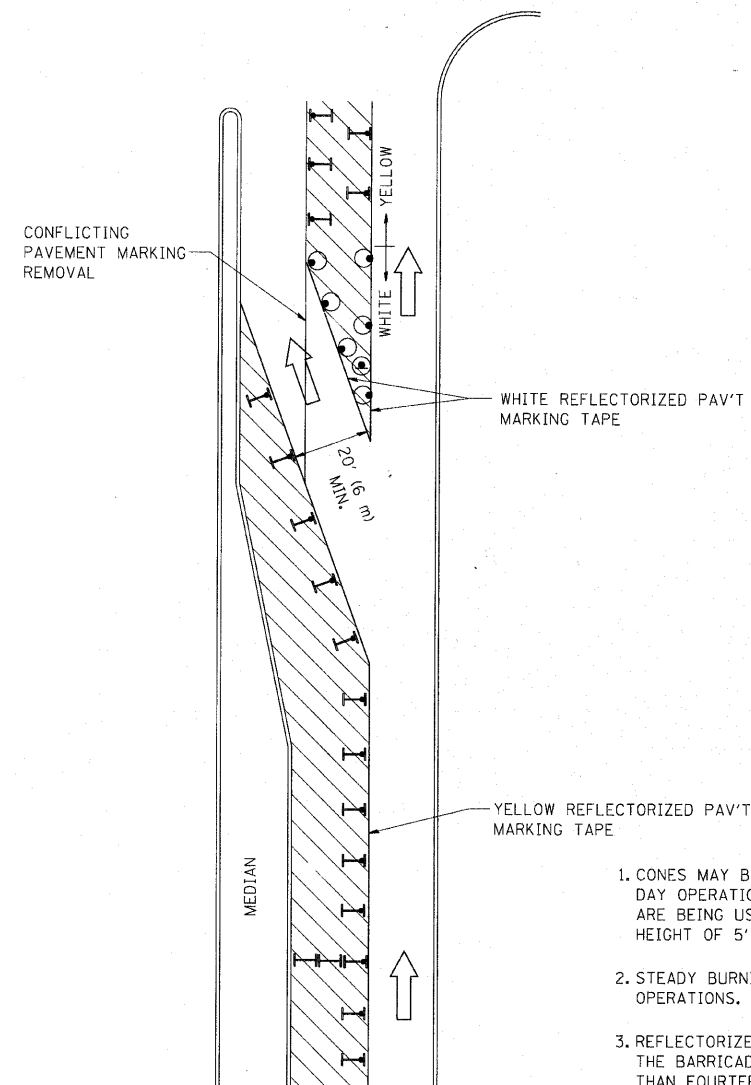
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	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	80
TC-13		CONTRACT NO. 63527		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(659)				



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

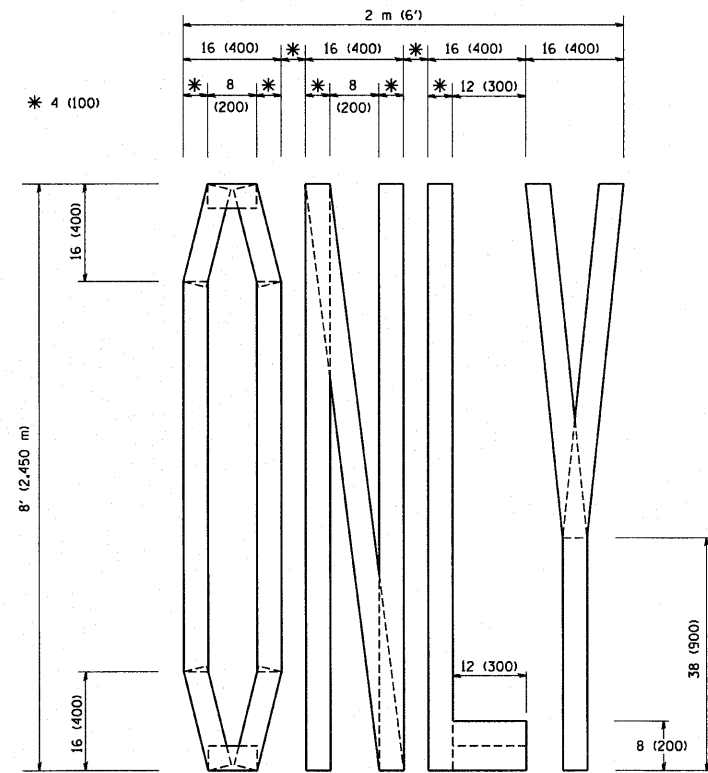
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PLOT SCALE = 49.9999 1/ IN.		REVISED -T, RAMMACHER 01-06-00	REVISED -
PLOT DATE = 9/14/2009			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

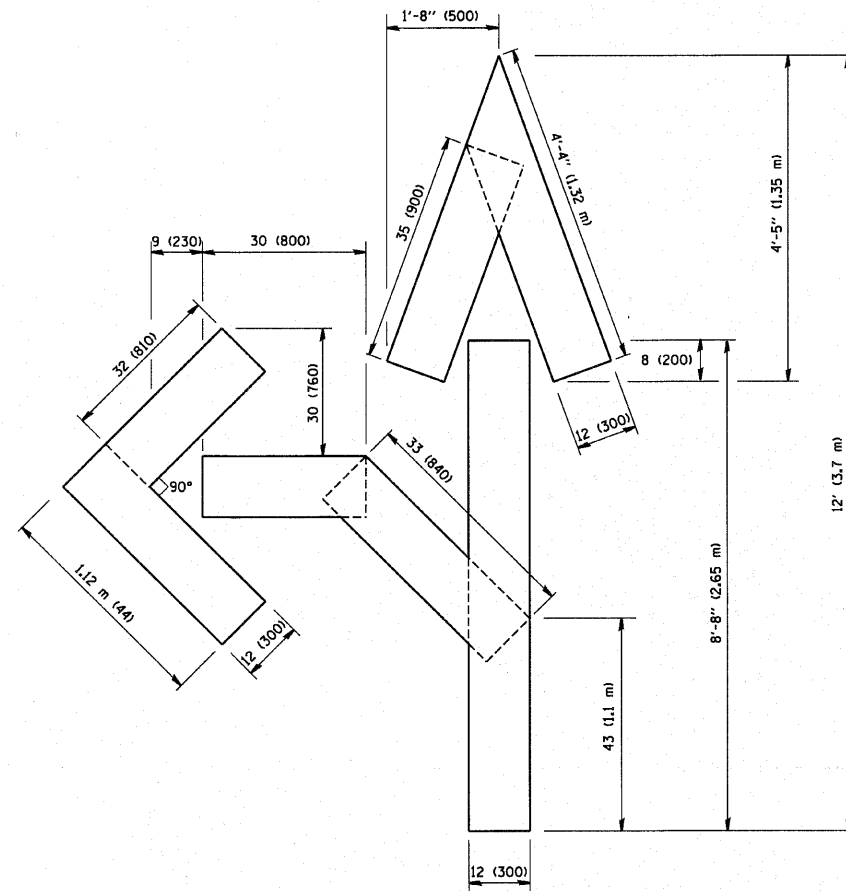
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

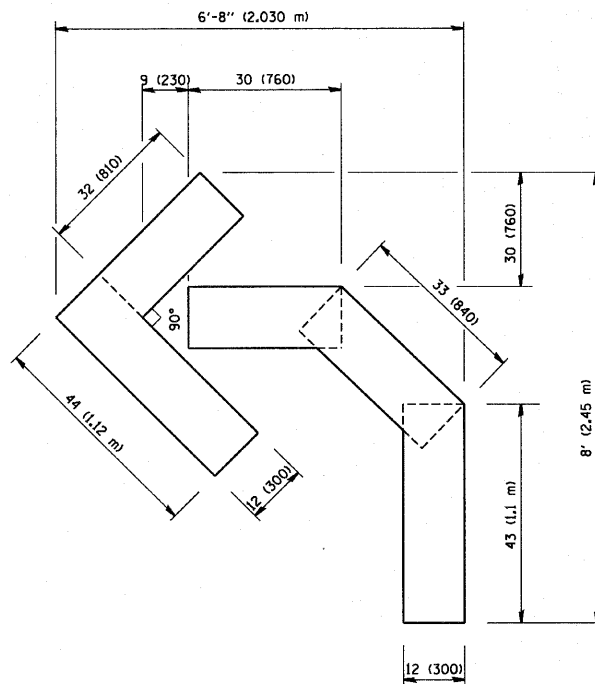
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	81
TC-14		CONTRACT NO. 63527		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME =
 W:\diststd\22x34\tc16.dgn

USER NAME = gagliano
 PLOT SCALE = 50.0000" / IN.
 PLOT DATE = 1/4/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE - 09-18-94

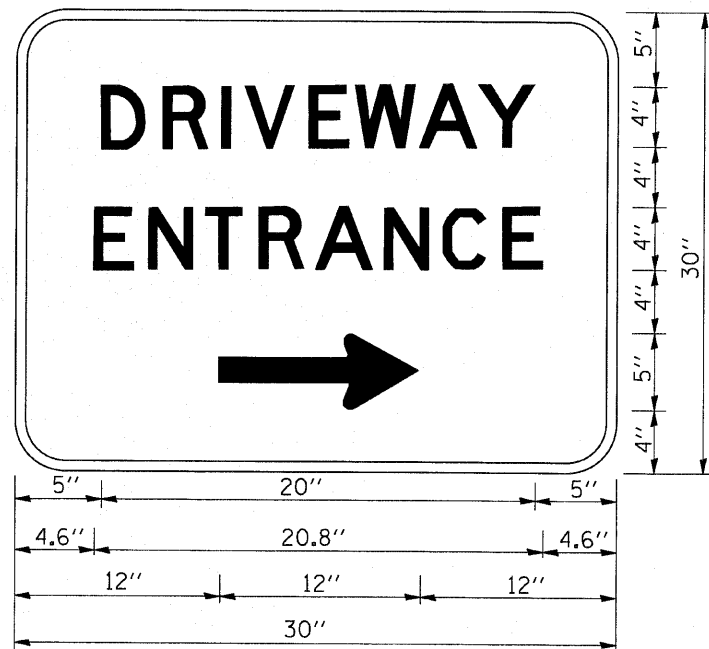
REVISED -T. RAMMACHER 06-05-96
 REVISED -T. RAMMACHER 11-04-97
 REVISED -T. RAMMACHER 03-02-98
 REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	82
TC-16			CONTRACT NO. 63527	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003(659)				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\drt\std\22x34\to26.dgn
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USER NAME = gegljanobz	DESIGNED -	REVISED - C. JUCIUS 02-15-07
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PLOT DATE = 1/4/2008	CHECKED -	REVISED -
	DATE -	REVISED -

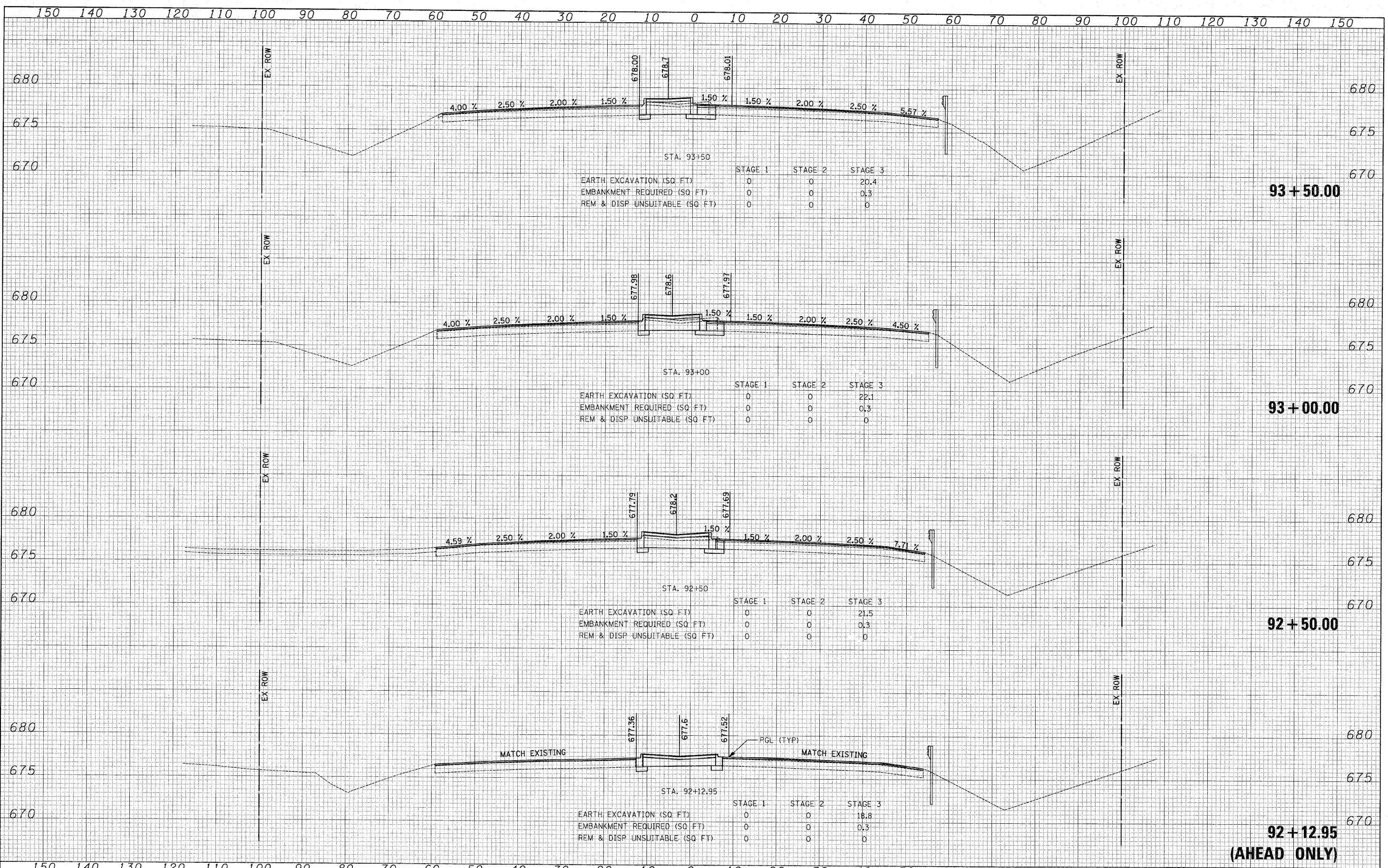
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 84
TC-26		CONTRACT NO. 63527		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003(659)				

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



STA. 93+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	20.4
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

93 + 50.00

STA. 93+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	22.1
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

93 + 00.00

STA. 92+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	21.5
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

92 + 50.00

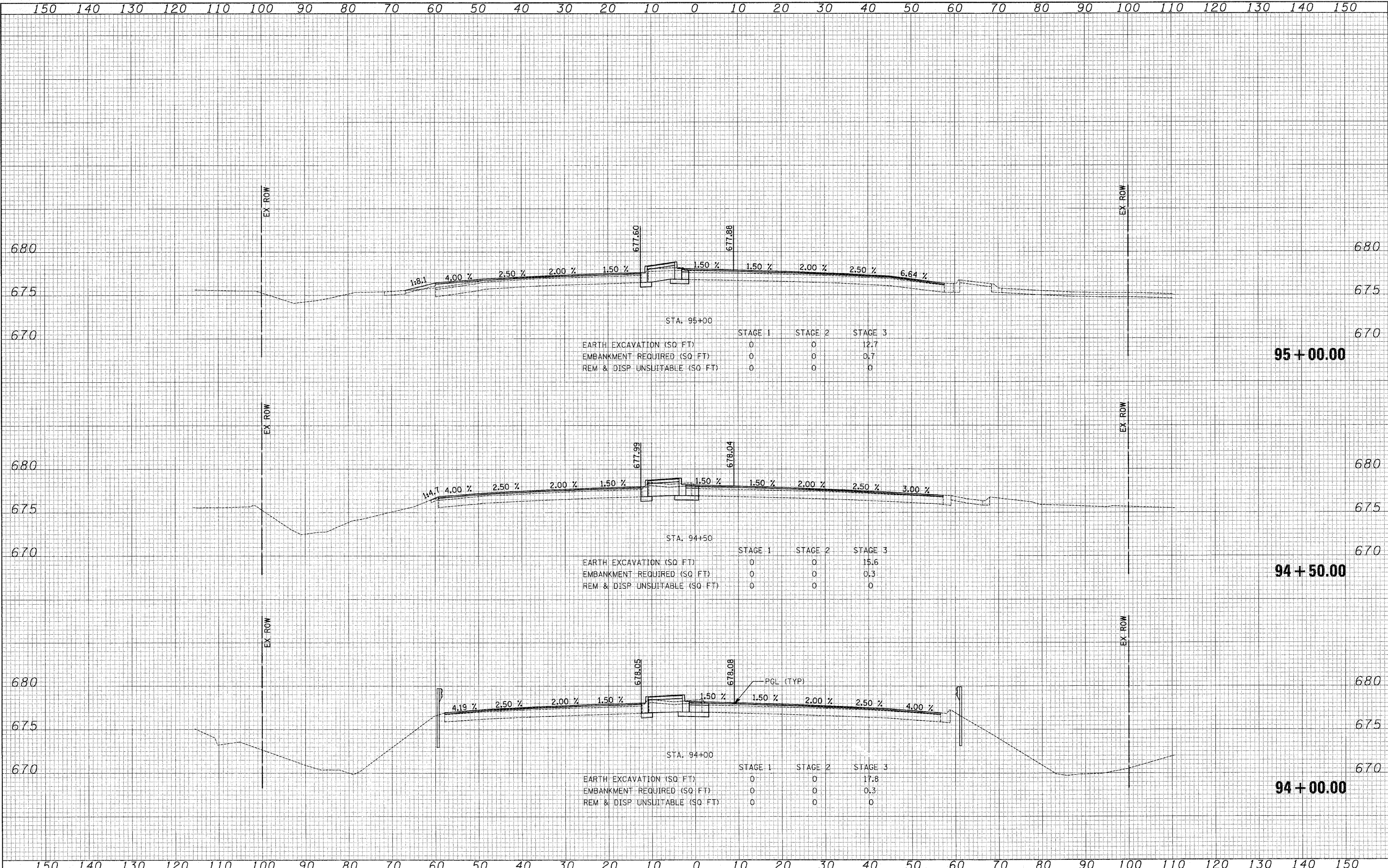
STA. 92+12.95

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	18.8
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

**92 + 12.95
 (AHEAD ONLY)**

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____



STA. 95+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	12.7
EMBANKMENT REQUIRED (SQ FT)	0	0	0.7
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 94+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	15.6
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 94+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	17.8
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

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 PLOT DATE = 10/22/2010

DESIGNED - BLG
 DRAWN - BLG
 CHECKED - DJK
 DATE - 10-22-10

REVISED -
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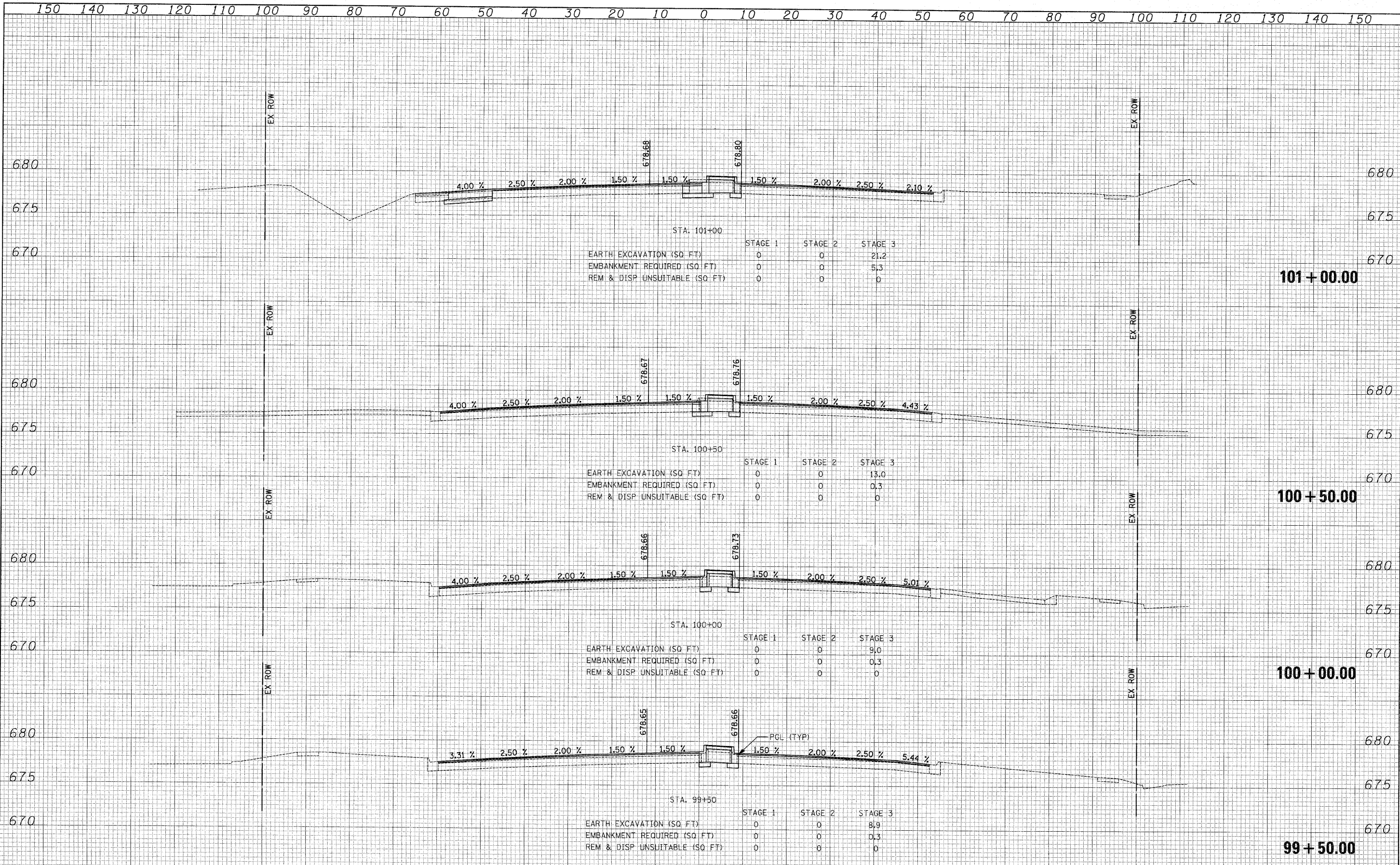
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BUSSE ROAD
 CROSS SECTIONS**
 SCALE: H_v 1"=10'
 V_v 1"=5'
 SHEET NO. 2 OF 7 SHEETS
 STA. 94+00.00 TO STA. 95+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	86
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63527	
FED. AID PROJECT M-90036591				

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 FINAL SURVEY _____
 NOTE BOOK _____
 NO. _____

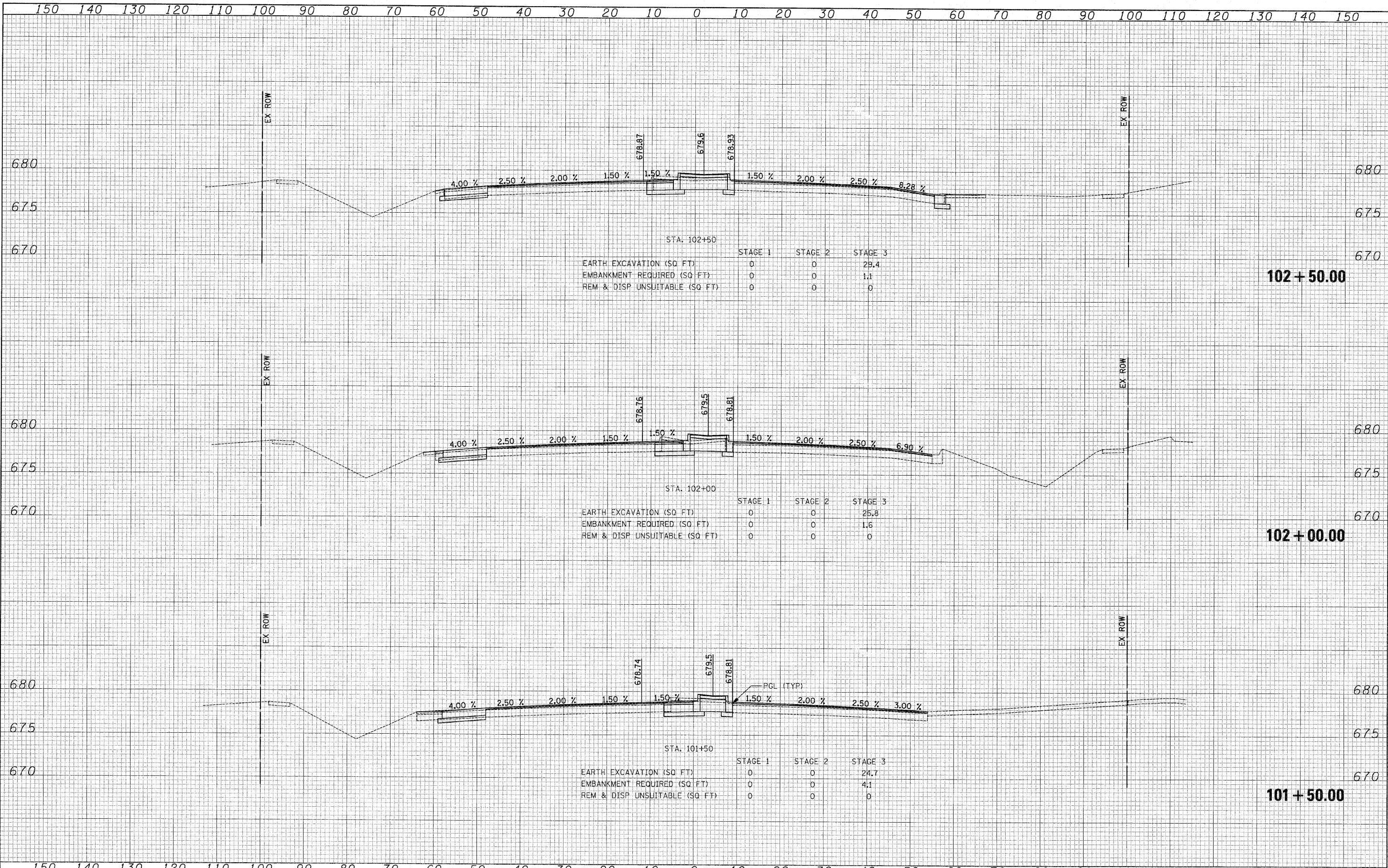
DATE _____
 BY _____
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 NOTE BOOK _____
 NO. _____



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PLOT SCALE = 10.0000' / IN.	CHECKED - DJK	REVISD -	REVISD -			SCALE: $\frac{1}{4}'' = 10'$ $\frac{1}{8}'' = 5'$	SHEET NO. 5 OF 7 SHEETS	STA. 99+50.00 TO STA. 101+00.00	CONTRACT NO. 63527			
PLOT DATE = 10/22/2018	DATE - 10-22-10	REVISD -	REVISD -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036591						

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 FINAL SURVEY _____
 NOTE BOOK _____
 AREAS CHECKED _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 ORIGINAL SURVEY _____
 NOTE BOOK _____
 AREAS CHECKED _____



STA. 102+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	29.4
EMBANKMENT REQUIRED (SQ FT)	0	0	1.1
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 102+00

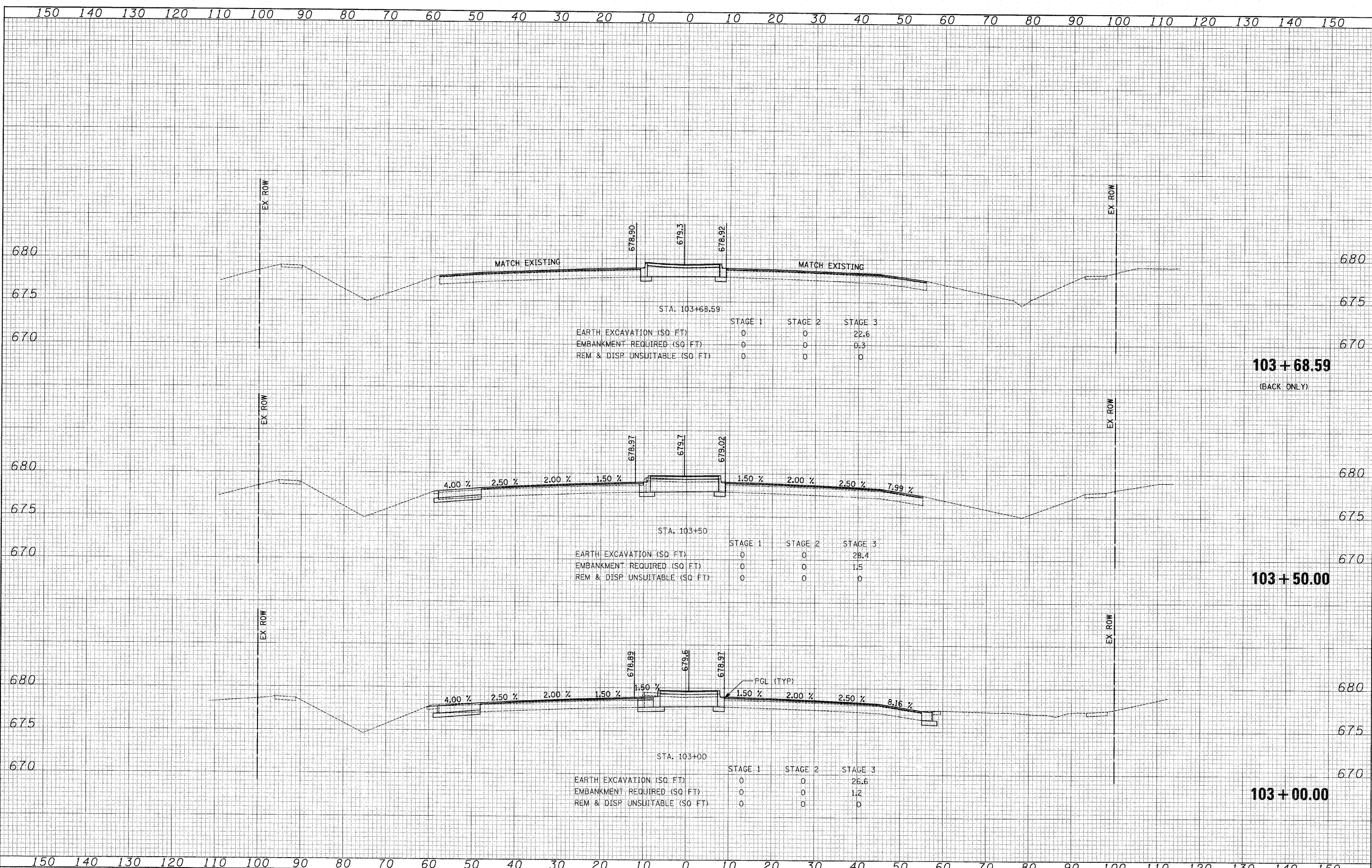
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EARTH EXCAVATION (SQ FT)	0	0	25.8
EMBANKMENT REQUIRED (SQ FT)	0	0	1.6
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 101+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	24.7
EMBANKMENT REQUIRED (SQ FT)	0	0	4.1
REM & DISP UNSUITABLE (SQ FT)	0	0	0

FINAL SURVEY PLOTTED DATE AREAS CHECKED

ORIGINAL SURVEY PLOTTED DATE AREAS CHECKED



STA. 103+68.59

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	22.6
EMBANKMENT REQUIRED (SQ FT)	0	0	0.3
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 103+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	28.4
EMBANKMENT REQUIRED (SQ FT)	0	0	1.5
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 103+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	0	26.6
EMBANKMENT REQUIRED (SQ FT)	0	0	1.2
REM & DISP UNSUITABLE (SQ FT)	0	0	0

103 + 68.59
(BACK ONLY)

103 + 50.00

103 + 00.00

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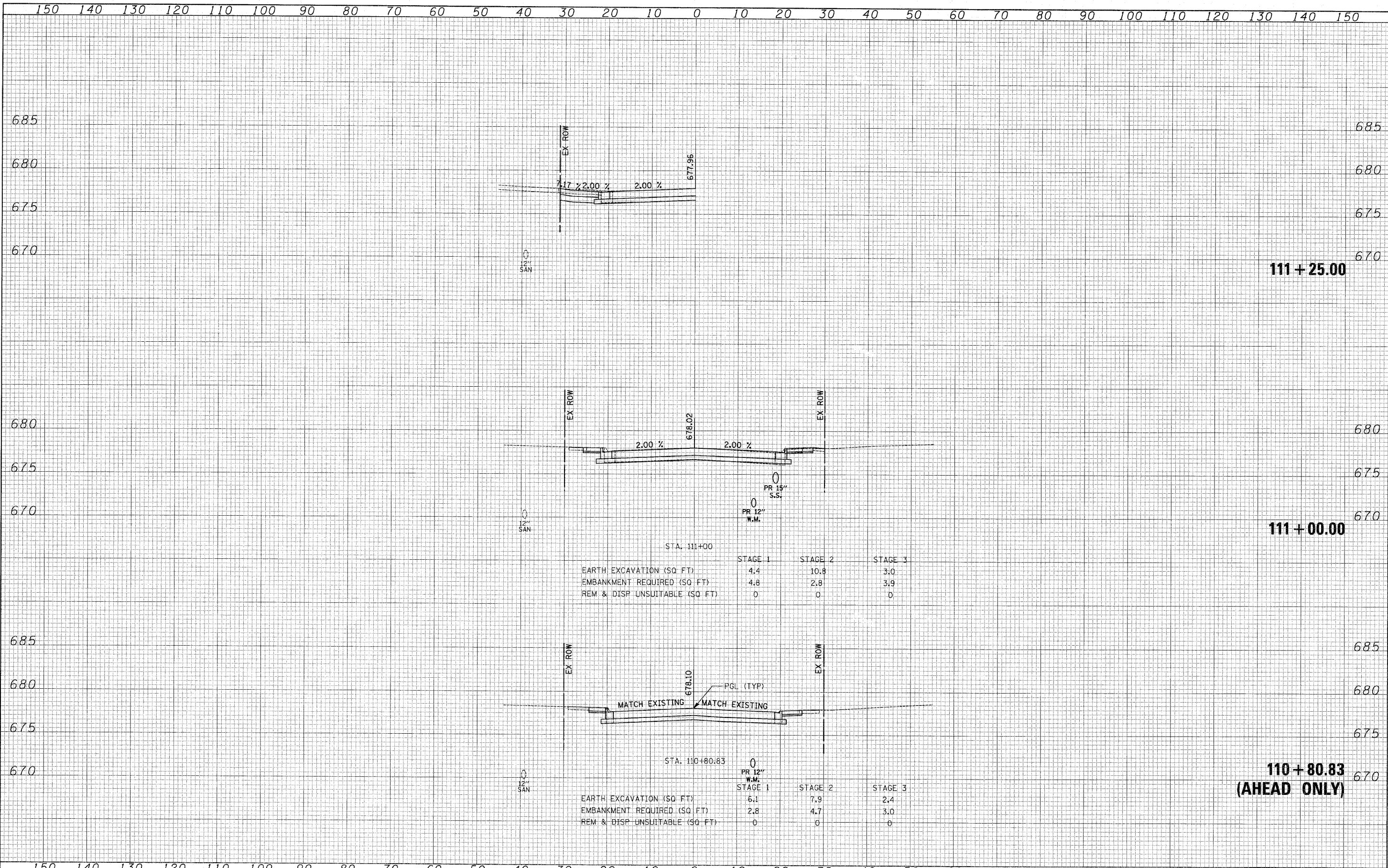
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BUSSE ROAD
 CROSS SECTIONS
 SCALE: H: 1"=10'
 V: 1"=5'
 SHEET NO. 7 OF 7 SHEETS
 STA. 103+00.00 TO STA. 103+68.59

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 91
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003659				

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



111 + 25.00

111 + 00.00

**110 + 80.83
(AHEAD ONLY)**

STA. 111+00

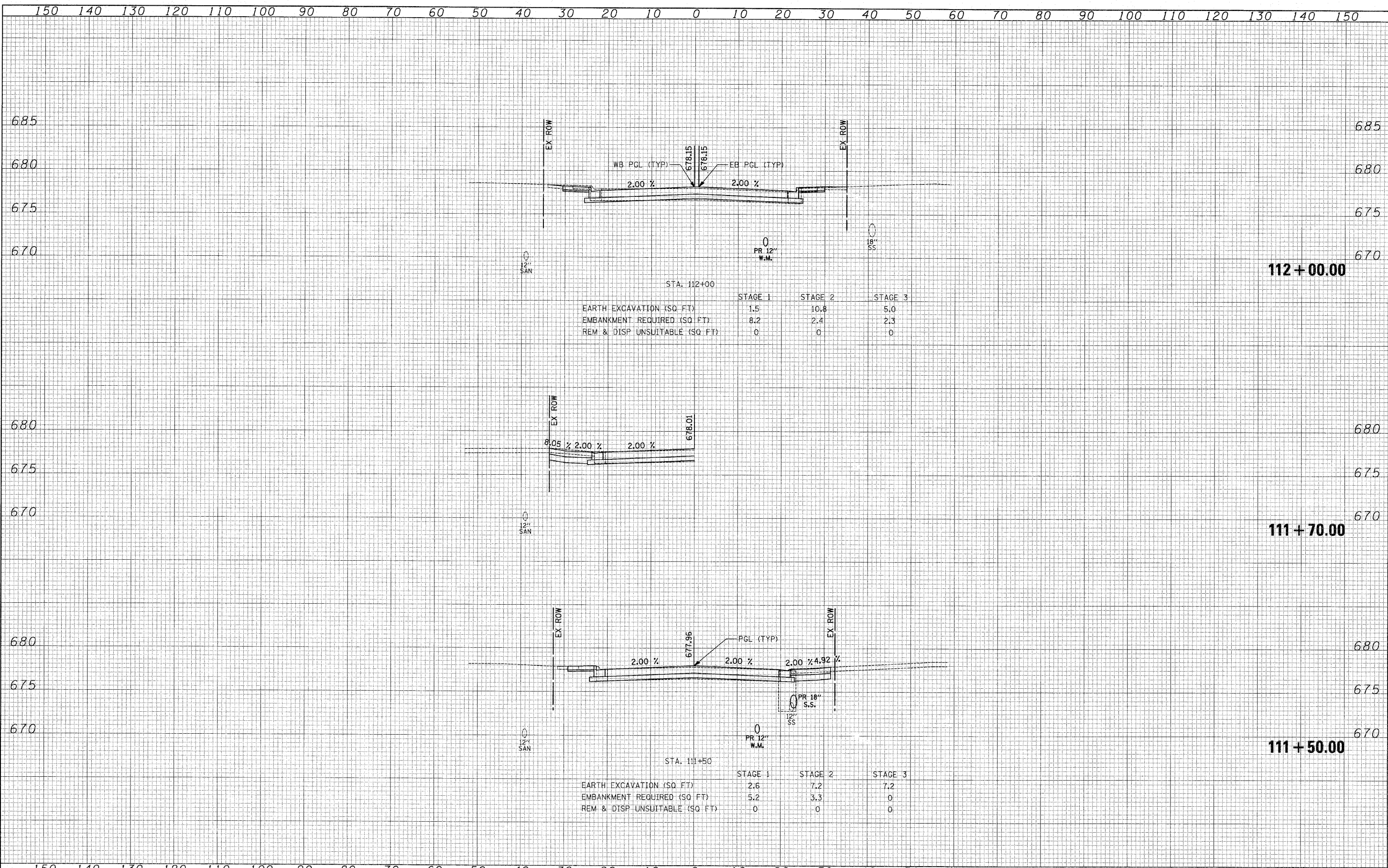
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EARTH EXCAVATION (SQ FT)	4.4	10.8	3.0
EMBANKMENT REQUIRED (SQ FT)	4.8	2.8	3.9
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 110+80.83

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	6.1	7.9	2.4
EMBANKMENT REQUIRED (SQ FT)	2.8	4.7	3.0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

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

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



STA. 112+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT.)	1.5	10.8	5.0
EMBANKMENT REQUIRED (SQ. FT.)	8.2	2.4	2.3
REM & DISP UNSUITABLE (SQ. FT.)	0	0	0

STA. 111+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT.)	2.6	7.2	7.2
EMBANKMENT REQUIRED (SQ. FT.)	5.2	3.3	0
REM & DISP UNSUITABLE (SQ. FT.)	0	0	0

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 DRAWN - BLG
 CHECKED - DJK
 DATE - 10-22-10

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

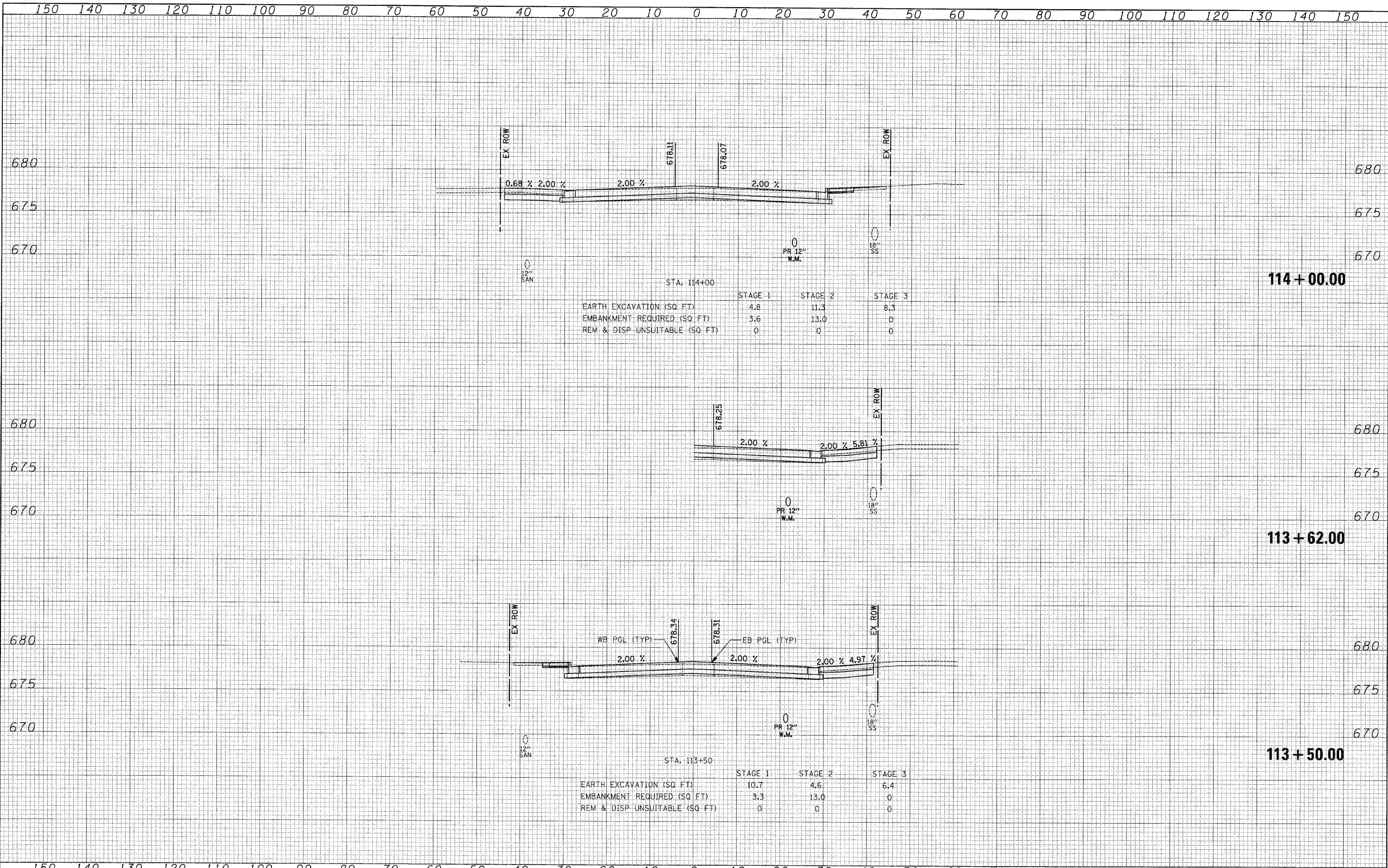
**GREENLEAF AVENUE
 CROSS SECTIONS**

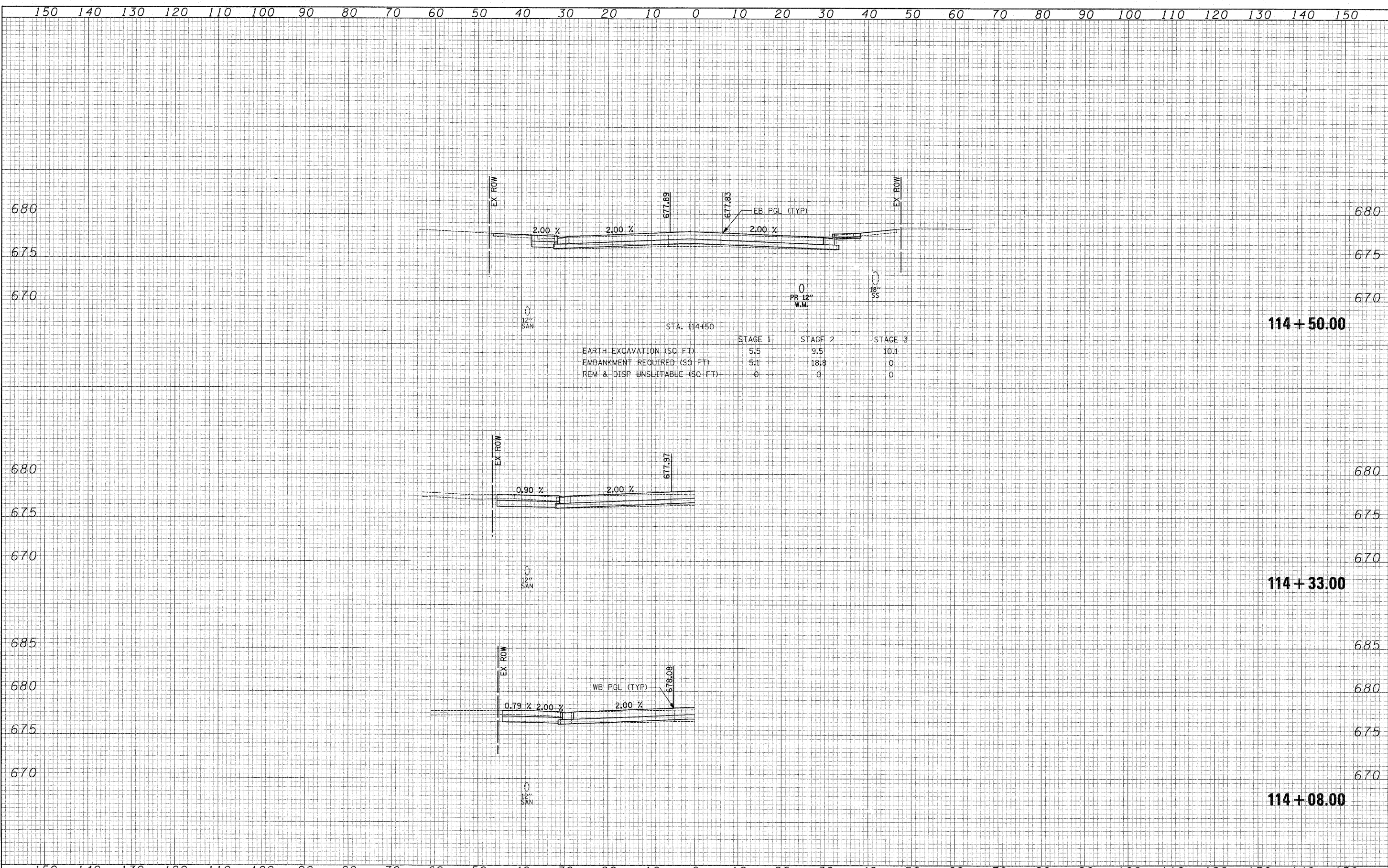
SCALE: H_v 1" = 10'
 V_v 1" = 5'
 SHEET NO. 2 OF 20 SHEETS
 STA. 111+50.00 TO STA. 112+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	93
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036591				

DATE _____ BY _____
 SURVEYED _____
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 NOTE BOOK _____
 AREAS CHECKED _____

DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____





STA. 114+50

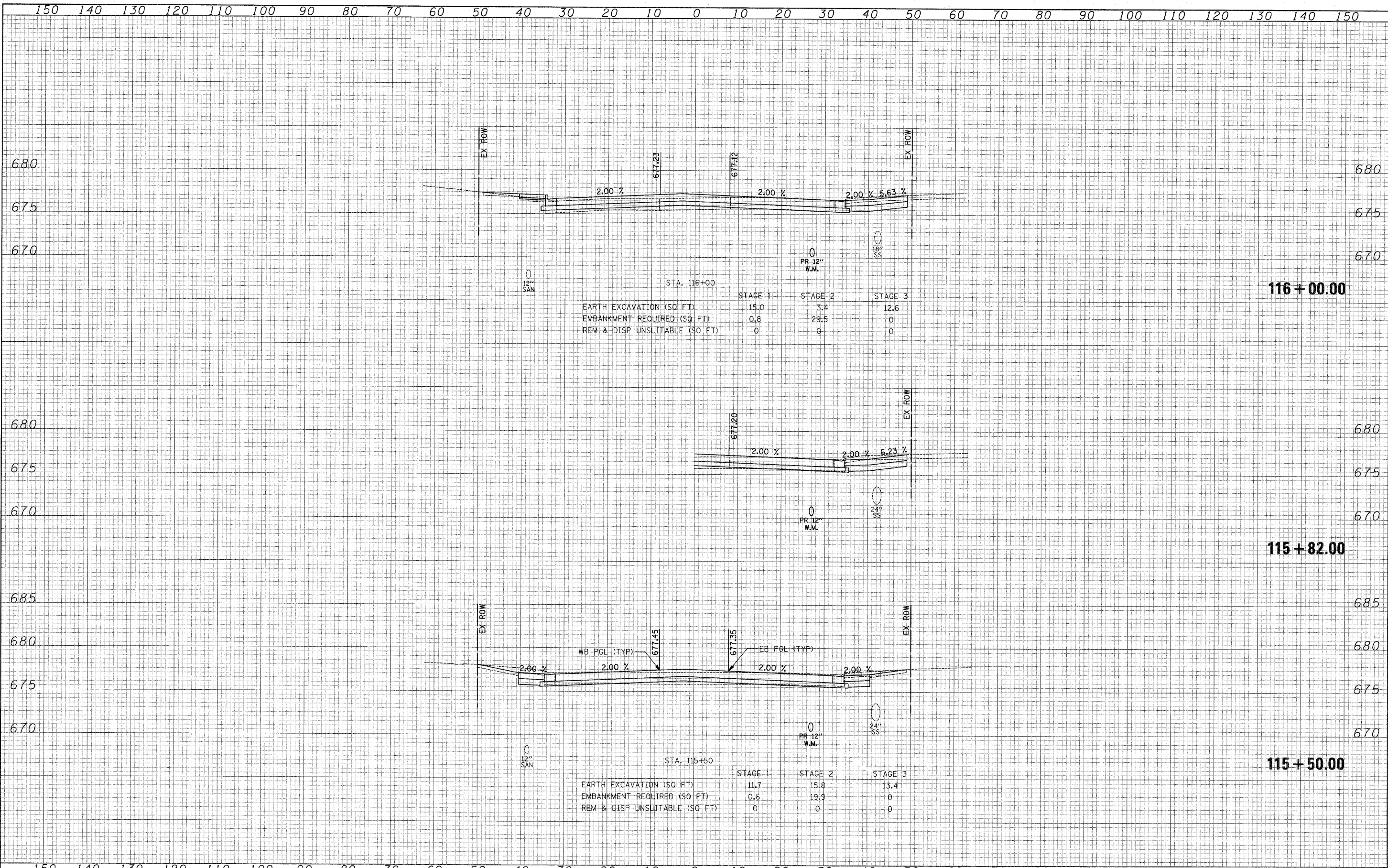
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EARTH EXCAVATION (SQ. FT.)	5.5	9.5	10.1
EMBANKMENT REQUIRED (SQ. FT.)	5.1	18.8	0
REM & DISP UNSUITABLE (SQ. FT.)	0	0	0

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

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

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 NOTE BOOK _____
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DATE _____ BY _____
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 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____



STA. 116+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	15.0	3.4	12.6
EMBANKMENT REQUIRED (SQ FT)	0.8	29.5	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

STA. 115+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	11.7	15.8	13.4
EMBANKMENT REQUIRED (SQ FT)	0.6	19.9	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

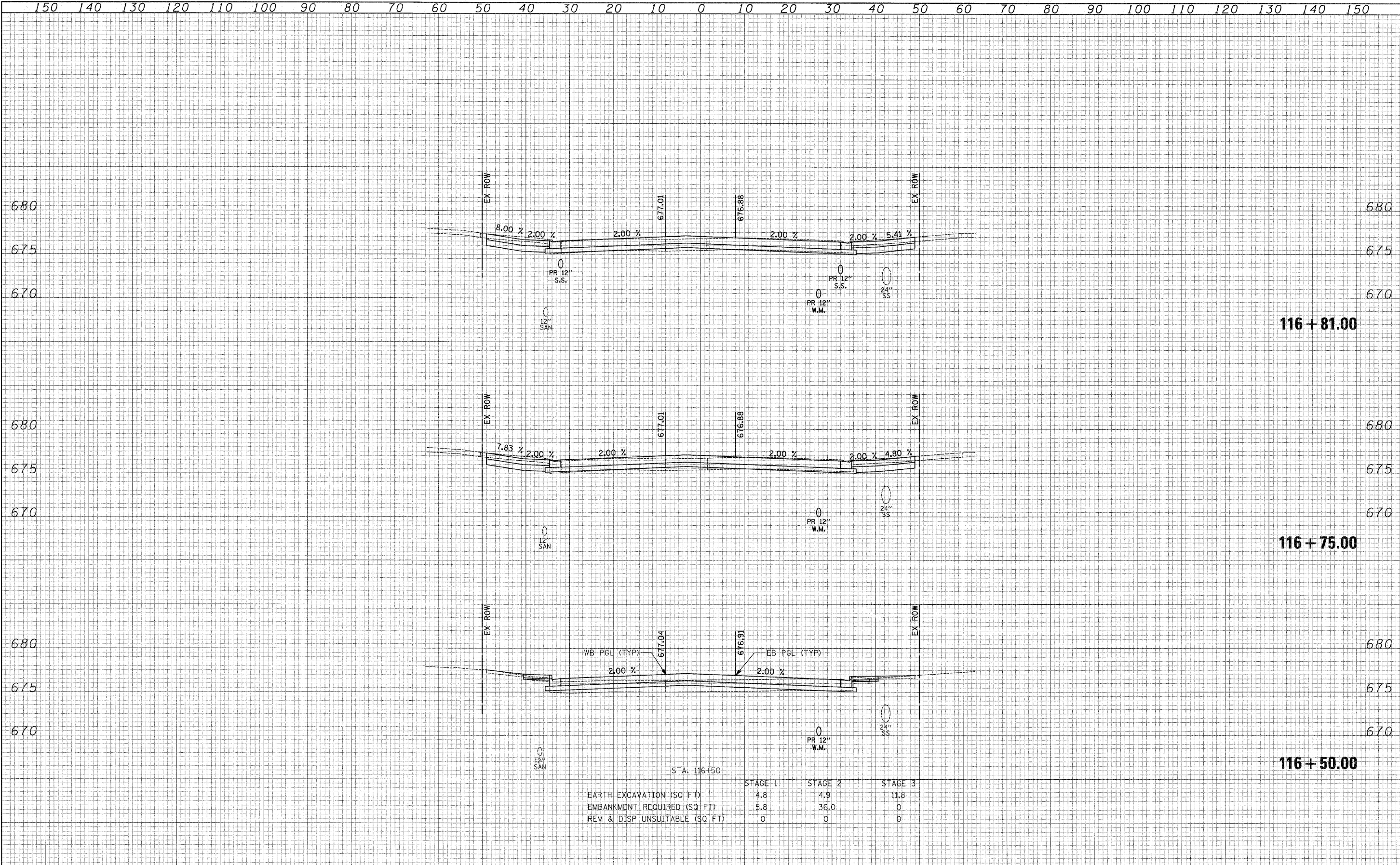
**GREENLEAF AVENUE
 CROSS SECTIONS**

SCALE: $\frac{1}{4}'' = 1'-0''$
 $\frac{1}{8}'' = 1'-0''$ SHEET NO. 7 OF 20 SHEETS STA. 115+50.00 TO STA. 116+00.00

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 98
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036593				

DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
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 FINAL SURVEY _____
 NOTE BOOK _____
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 NOTE BOOK _____
 NO. _____

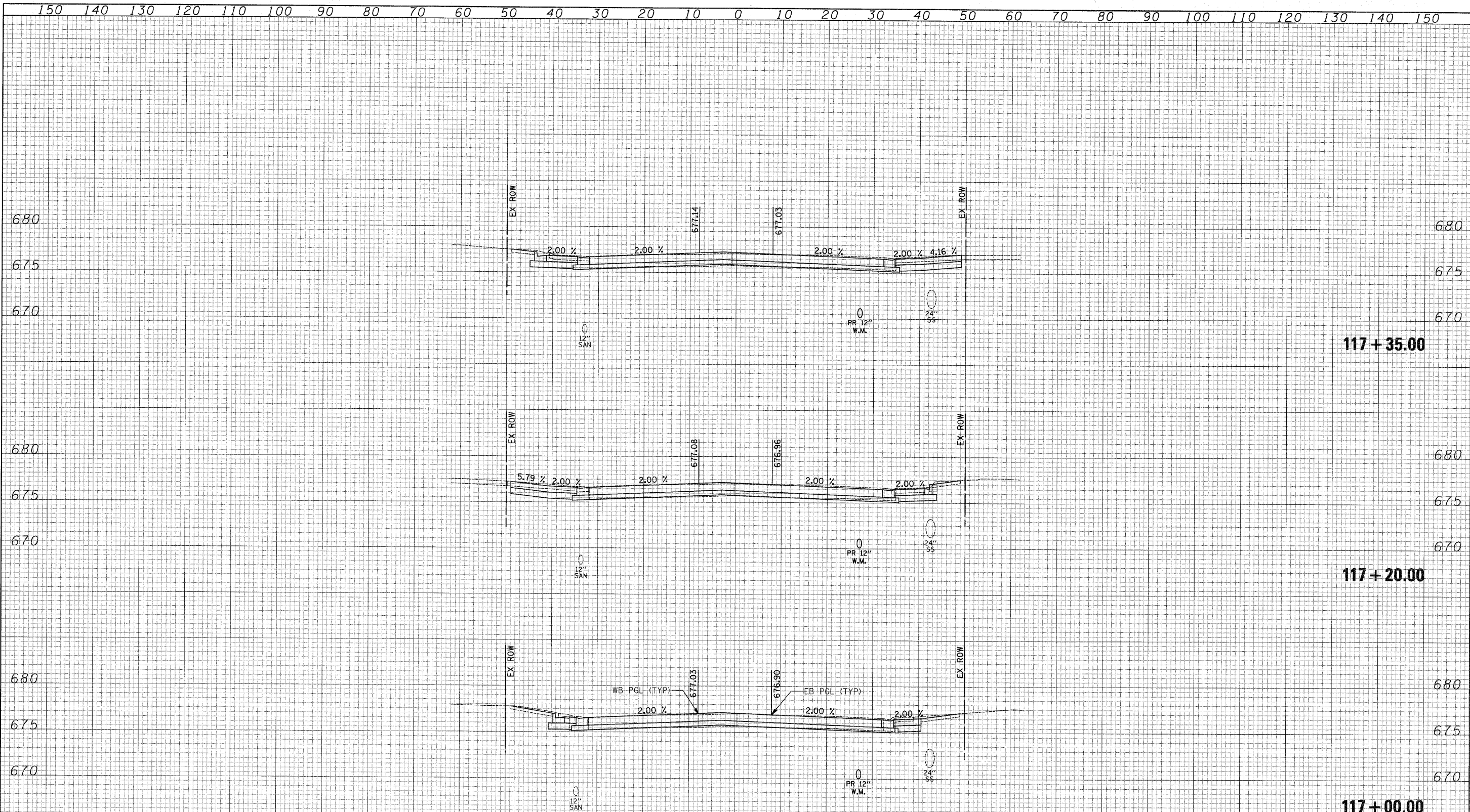


STA. 116+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	4.8	4.9	11.8
EMBANKMENT REQUIRED (SQ FT)	5.8	36.0	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

DATE _____
 BY _____
 SURVEYED _____
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 TEMP. ADJ. _____
 AREAS CHECKED _____
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DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMP. ADJ. _____
 AREAS CHECKED _____
 NO. _____



STA. 117+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT.)	13.9	12.5	12.9
EMBANKMENT REQUIRED (SQ. FT.)	0	16.7	0
REM & DISP UNSUITABLE (SQ. FT.)	0	0	0

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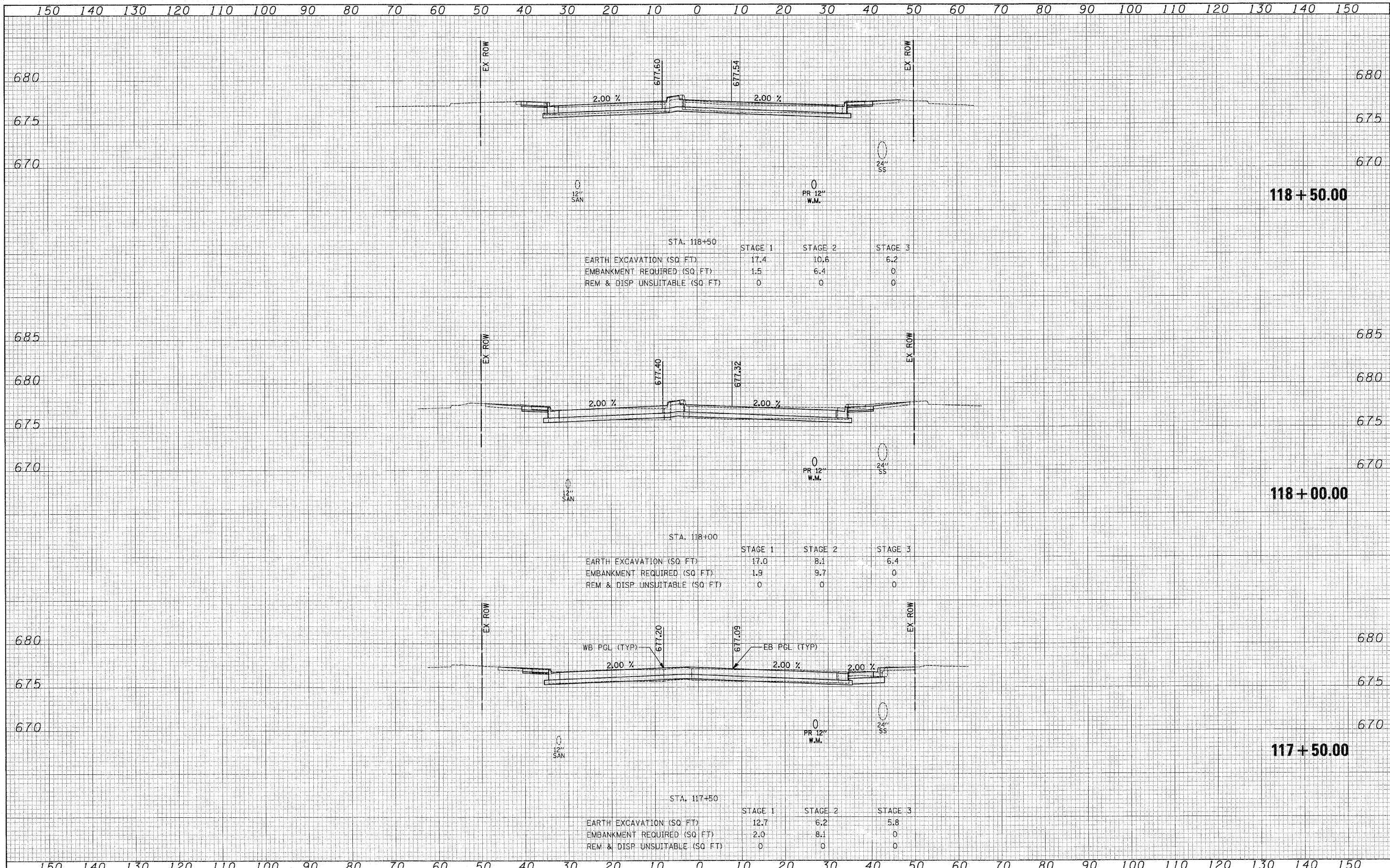
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 DATE - 10-22-10
 REVISED -
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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
 CROSS SECTIONS**

SCALE: 1/4" = 10'
 1/8" = 5'
 SHEET NO. 9 OF 20 SHEETS
 STA. 117+00.00 TO STA. 117+35.00

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 100
CONTRACT NO. 63527			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-9003659	



STA. 118+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT)	17.4	10.6	6.2
EMBANKMENT REQUIRED (SQ. FT)	1.5	6.4	0
REM & DISP UNSUITABLE (SQ. FT)	0	0	0

STA. 118+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT)	17.0	8.1	6.4
EMBANKMENT REQUIRED (SQ. FT)	1.9	9.7	0
REM & DISP UNSUITABLE (SQ. FT)	0	0	0

STA. 117+50

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ. FT)	12.7	6.2	5.8
EMBANKMENT REQUIRED (SQ. FT)	2.0	8.1	0
REM & DISP UNSUITABLE (SQ. FT)	0	0	0

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

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

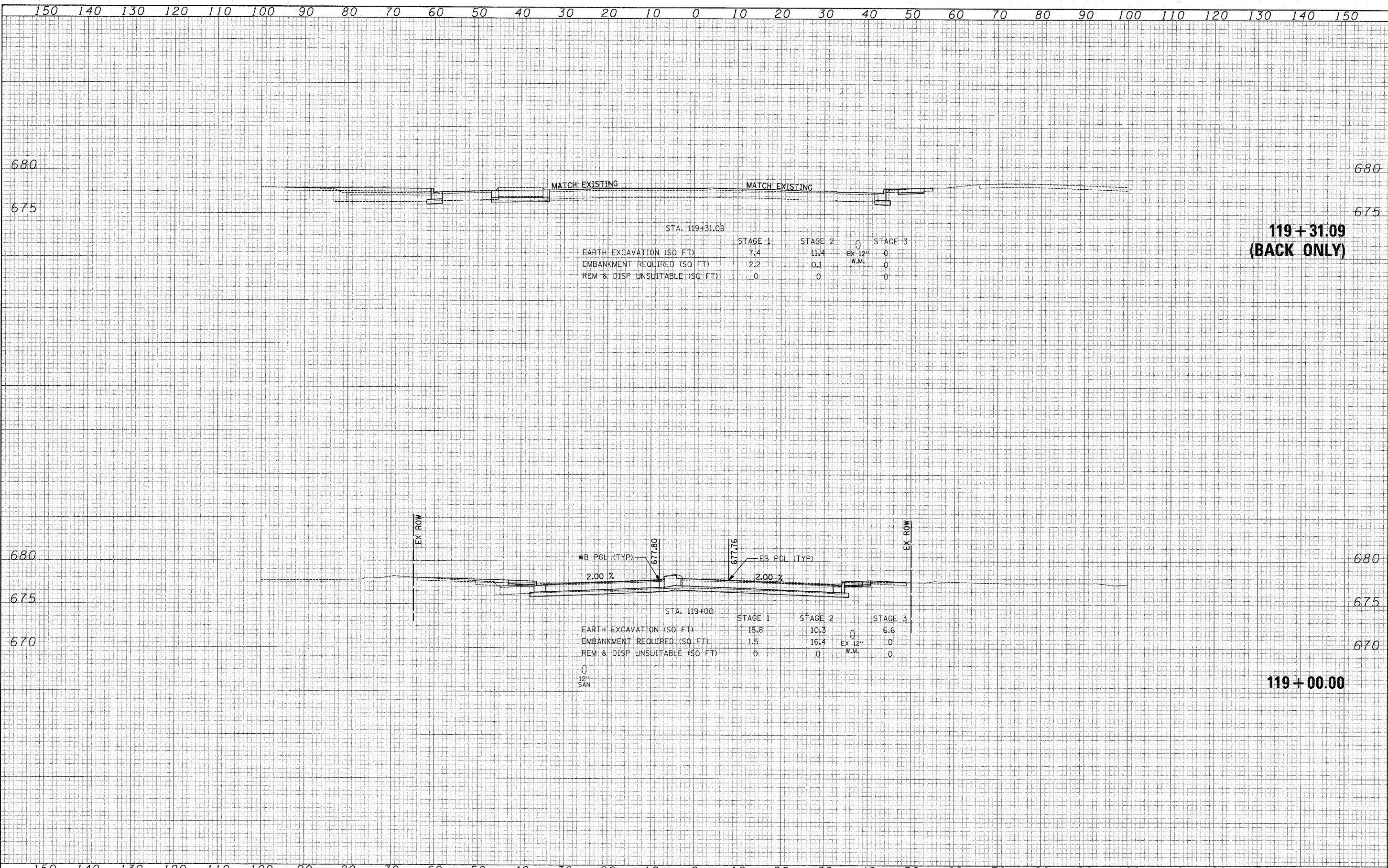
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CHECKED - DJK	REVISED -
DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
 CROSS SECTIONS**
 SCALE: H: 1"=10' V: 1"=5'
 SHEET NO. 10 OF 20 SHEETS STA. 117+50.00 TO STA. 118+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	101
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-900316591			CONTRACT NO. 63527	



STA. 119+31.09

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.4	11.4	0
EMBANKMENT REQUIRED (SQ FT)	2.2	0.1	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

**119 + 31.09
(BACK ONLY)**

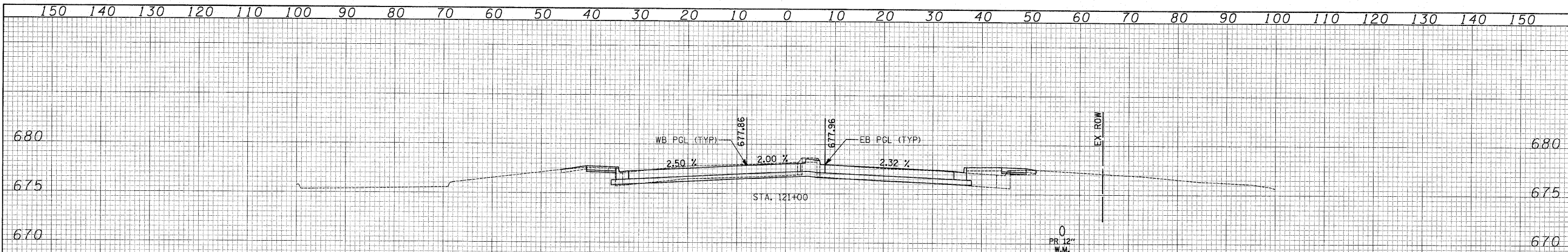
STA. 119+00

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	15.8	10.3	6.6
EMBANKMENT REQUIRED (SQ FT)	1.5	16.4	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

119 + 00.00

DATE: _____
BY: _____
SURVEYED: _____
PLOTTED: _____
FINAL SURVEY: _____
NOTE BOOK: _____
AREAS CHECKED: _____

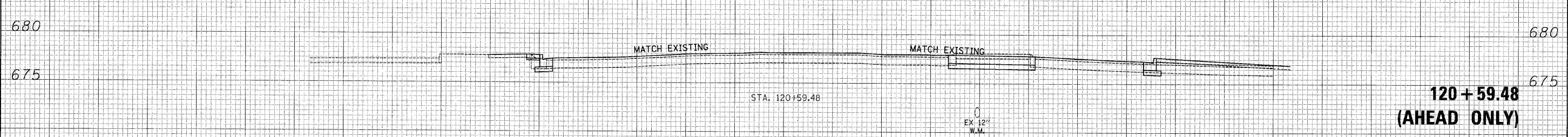
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BY: _____
SURVEYED: _____
PLOTTED: _____
ORIGINAL SURVEY: _____
NOTE BOOK: _____
AREAS CHECKED: _____



0
12"
SAN

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0.1	10.8	10.7
EMBANKMENT REQUIRED (SQ FT)	14.6	9.2	0
REM & DISP UNSUITABLE (SQ FT)	38.5	35.8	20.7

121 + 00.00



0
EX 12"
W.M.

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	9.7	4.2	0
EMBANKMENT REQUIRED (SQ FT)	25.5	0.1	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

**120 + 59.48
(AHEAD ONLY)**

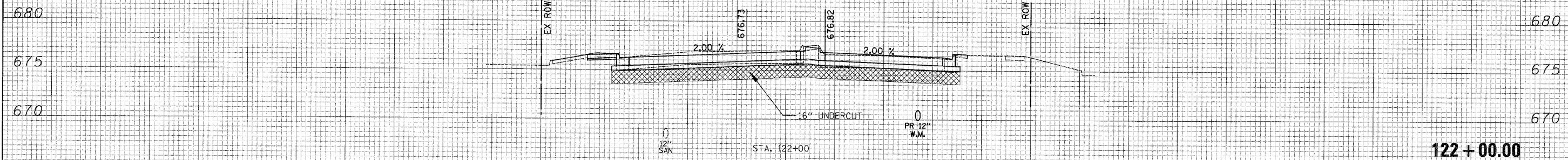
BY: _____ DATE: _____
 SURVEYED _____
 PLOTTED _____
 FINAL SURVEY _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

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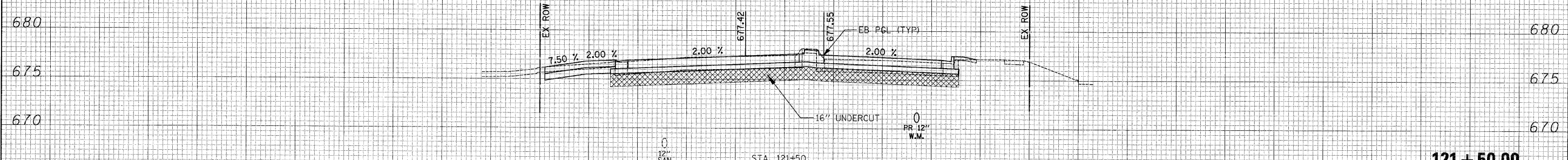
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 BY _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 AREAS _____
 AREAS CHECKED _____
 NO. _____

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



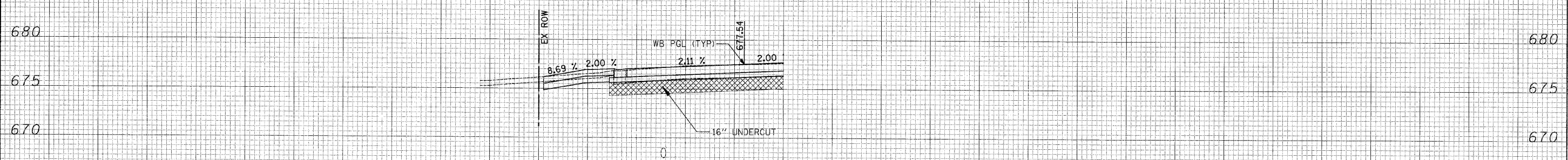
	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	2.9	16.3	11.3
EMBANKMENT REQUIRED (SQ FT)	1.9	9.4	0
REM & DISP UNSUITABLE (SQ FT)	36.9	36.8	21.3

122 + 00.00



	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	1.8	13.2	9.7
EMBANKMENT REQUIRED (SQ FT)	1.9	10.1	0
REM & DISP UNSUITABLE (SQ FT)	37.2	36.7	21.3

121 + 50.00



121 + 39.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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 PLOT SCALE = 10,0000' / IN.
 PLOT DATE = 10/22/2010

DESIGNED - BLG	REVISOR -
DRAWN - BLG	REVISOR -
CHECKED - DJK	REVISOR -
DATE - 10-22-10	REVISOR -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

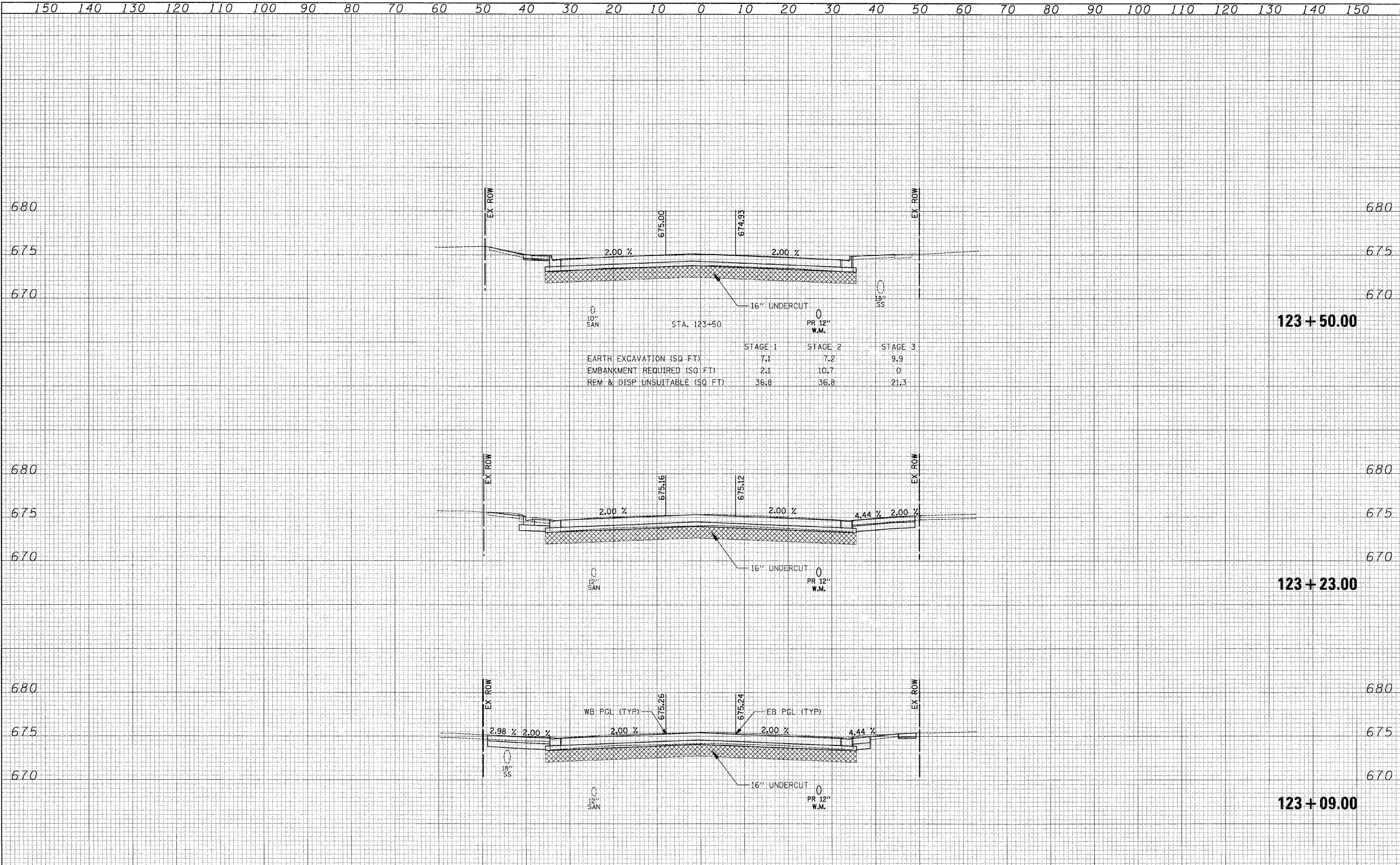
**GREENLEAF AVENUE
 CROSS SECTIONS**

SCALE: H: 1"=10' V: 1"=5' SHEET NO. 13 OF 20 SHEETS STA. 121+39.00 TO STA. 122+00.00

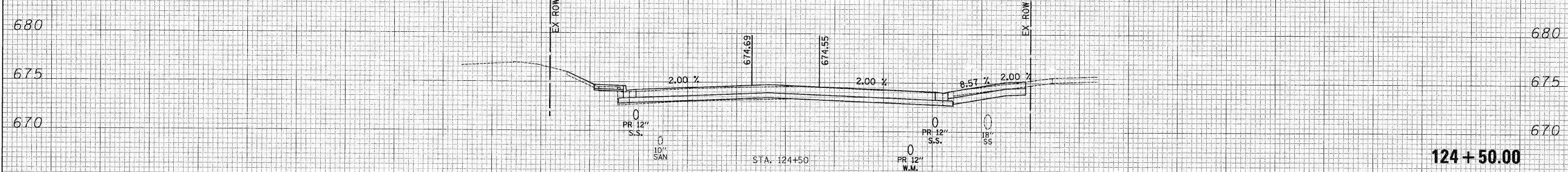
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	104
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90036591				

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

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

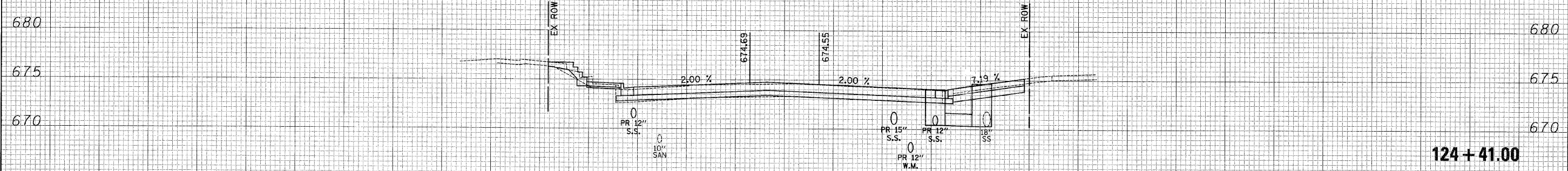


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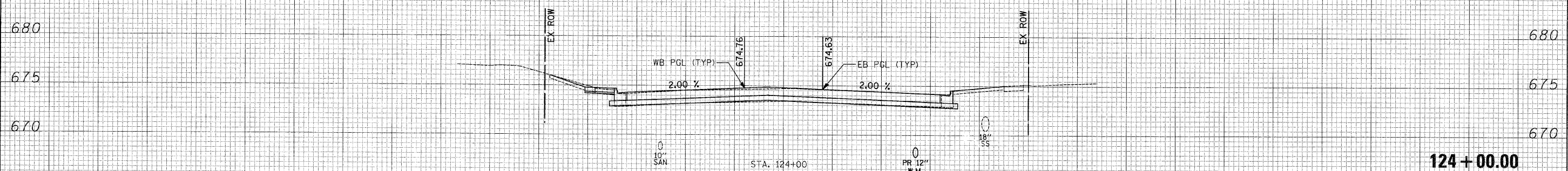
	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	11.2	2.1	10.5
EMBANKMENT REQUIRED (SQ FT)	0.1	15.5	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

124 + 50.00



	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.4	6.6	11.1
EMBANKMENT REQUIRED (SQ FT)	2.2	14.2	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

124 + 41.00



	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.4	6.6	11.1
EMBANKMENT REQUIRED (SQ FT)	2.2	14.2	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

124 + 00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE
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DRAWN - BLG	REVISED -
CHECKED - DJK	REVISED -
DATE - 10-22-10	REVISED -

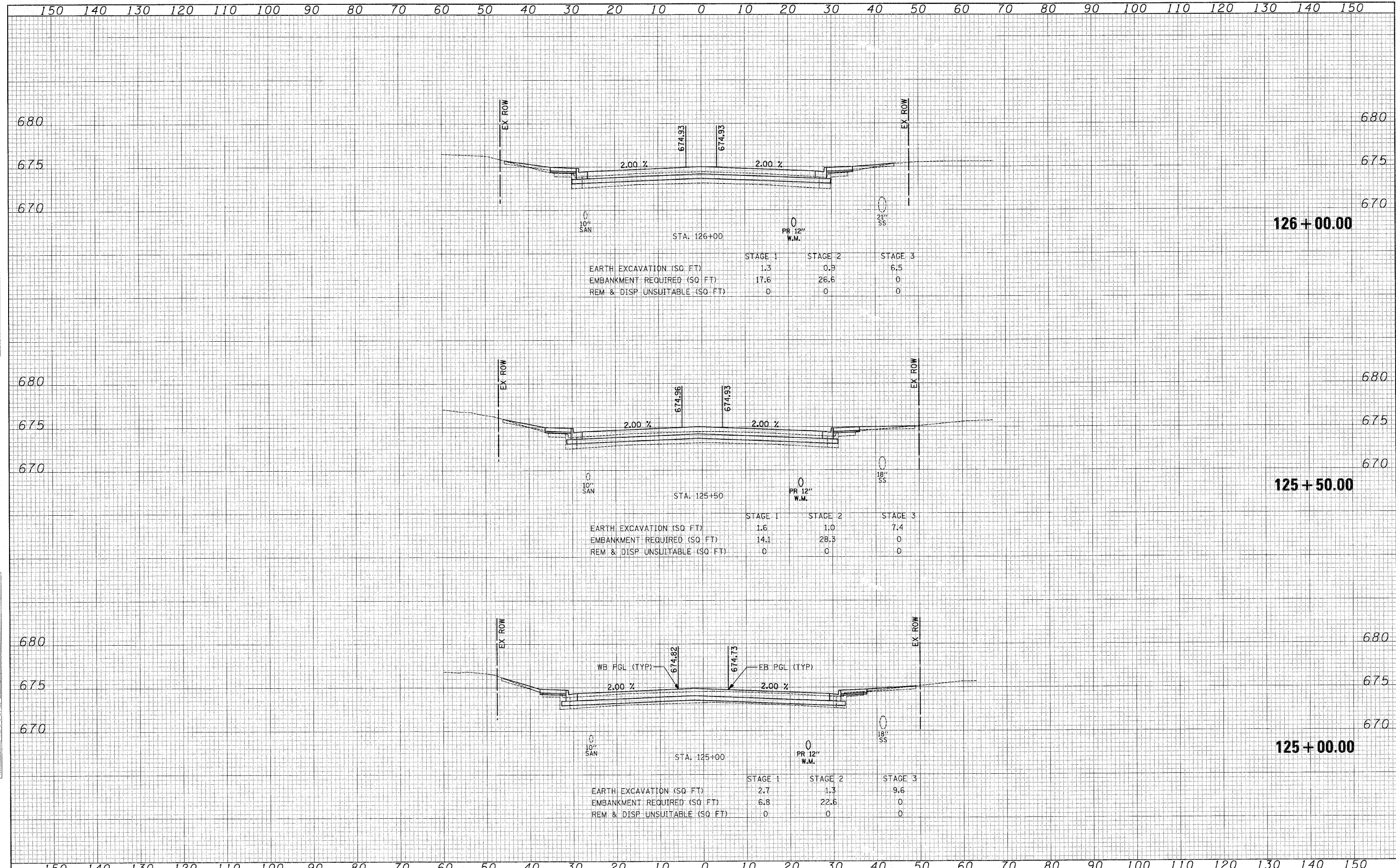
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
CROSS SECTIONS**

SCALE: $\frac{1}{4}'' = 10'$
 $\frac{1}{8}'' = 5'$

SHEET NO. 16 OF 20 SHEETS STA. 124+00.00 TO STA. 124+50.00

F.A.P. RTE. 344	SECTION 09-00056-00-CH	COUNTY COOK	TOTAL SHEETS 111	SHEET NO. 107
CONTRACT NO. 63527				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003659				



DATE	
BY	
FINAL SURVEY	
NO'E BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NO'E BOOK	
AREAS CHECKED	

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 PLOT SCALE = 10.0000" = 1"
 PLOT DATE = 10/22/2010

DESIGNED -	BLG	REVISED -	
DRAWN -	BLG	REVISED -	
CHECKED -	DJK	REVISED -	
DATE -	10-22-10	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
CROSS SECTIONS**

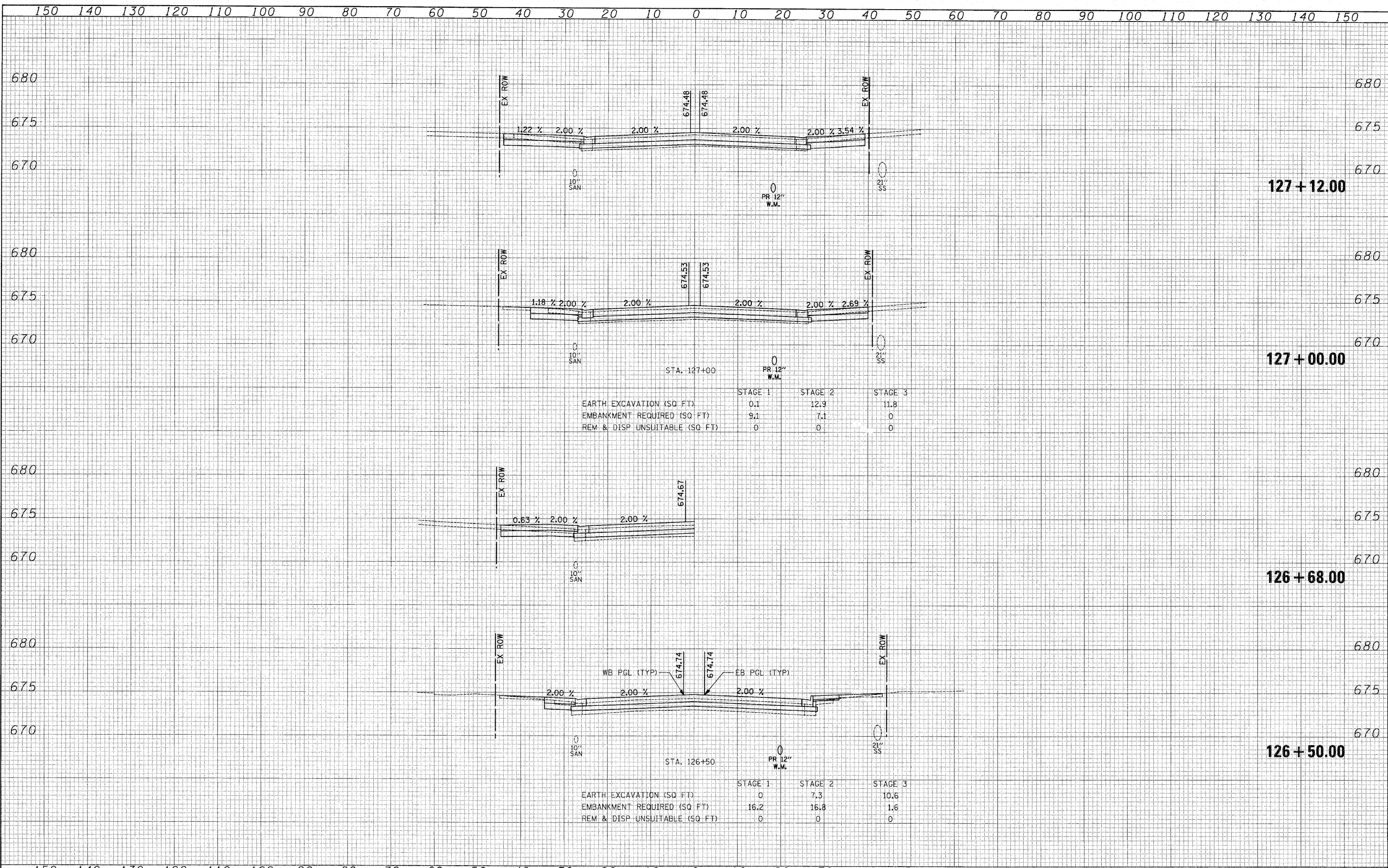
SCALE: H: 1"=10'
V: 1"=5'

SHEET NO. 17 OF 20 SHEETS STA. 125+00.00 TO STA. 126+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	108
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63527	
FED. AID PROJECT M-900316591				

FINAL SURVEY
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ORIGINAL SURVEY
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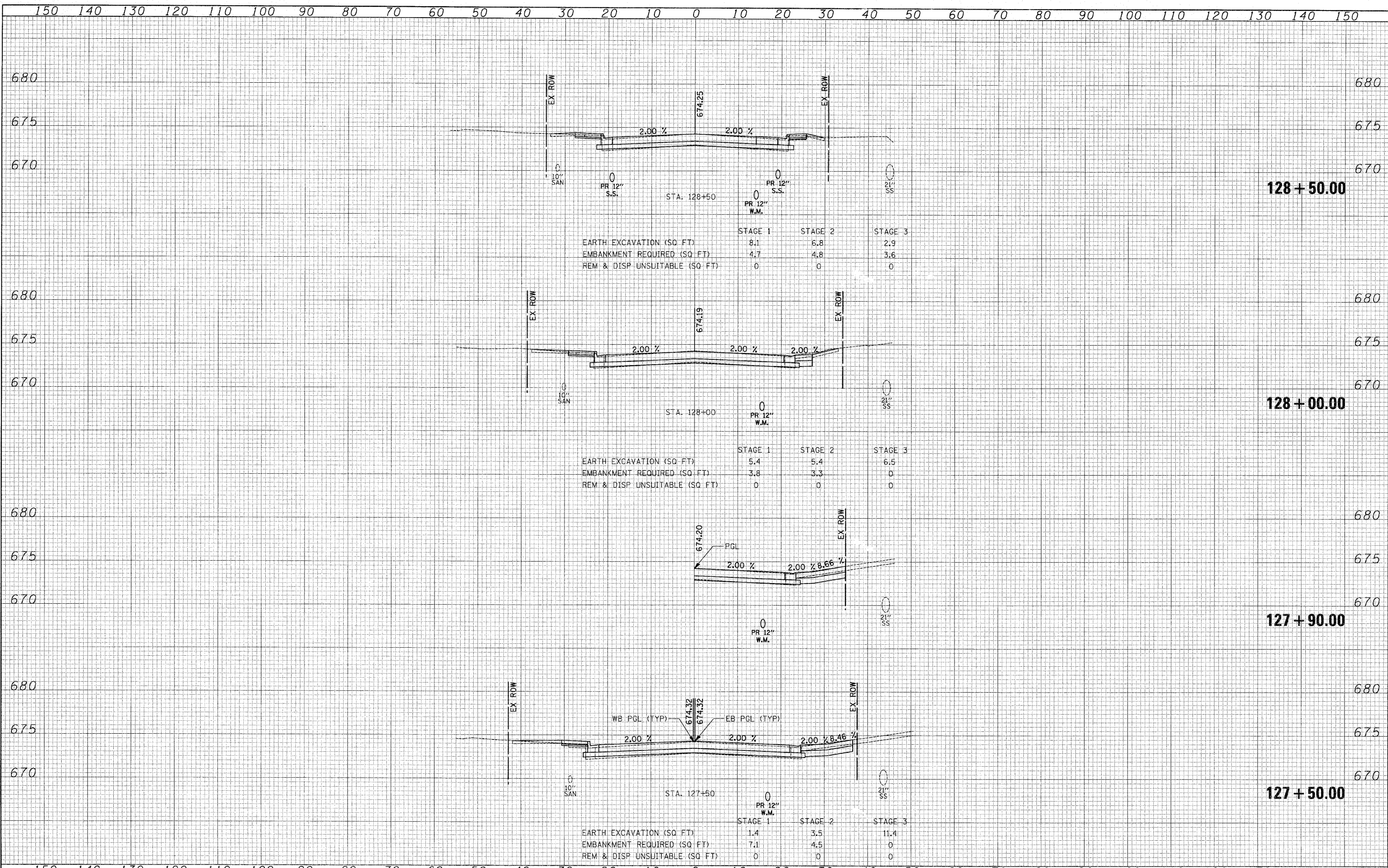


	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0.1	12.9	11.8
EMBANKMENT REQUIRED (SQ FT)	9.1	7.1	0
REM & DISP UNSUITABLE (SQ FT)	0	0	0

	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	0	7.3	10.6
EMBANKMENT REQUIRED (SQ FT)	16.2	16.8	1.6
REM & DISP UNSUITABLE (SQ FT)	0	0	0

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

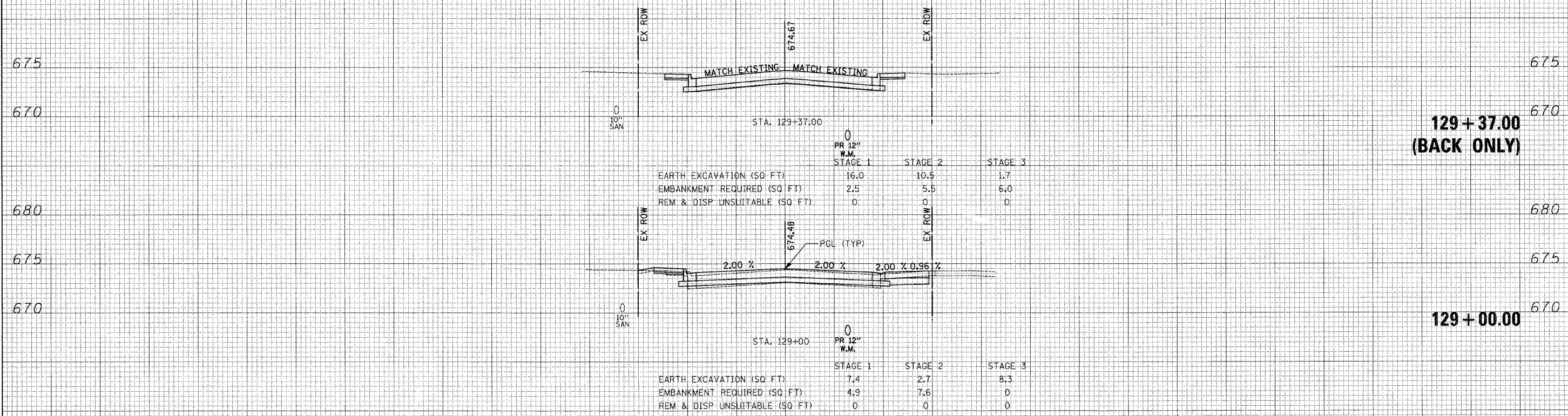


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PLOT SCALE = 1/8"=1'-0"	CHECKED - DJK	DATE - 10-22-10	REVISED -			SCALE: H: 1"=10' V: 1"=5'	SHEET NO. 19 OF 20 SHEETS	STA. 127+50.00 TO STA. 128+50.00	CONTRACT NO. 63527			
PLOT DATE = 10/22/2010	DATE - 10-22-10	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(659)						

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE	
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FINISHED SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



**129 + 37.00
(BACK ONLY)**

129 + 00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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PLOT DATE = 10/22/2010	CHECKED - DJK	REVISED -
	DATE - 10-22-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GREENLEAF AVENUE
CROSS SECTIONS**

SCALE: H: 1"=10' V: 1"=5' SHEET NO. 20 OF 20 SHEETS STA. 129+00.00 TO STA. 129+37.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	09-00056-00-CH	COOK	111	111
CONTRACT NO. 63527			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003659	