F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63383		

INDEX OF SHEETS

SEE SHEET NO. 3 FOR LIST OF HIGHWAY STANDARDS

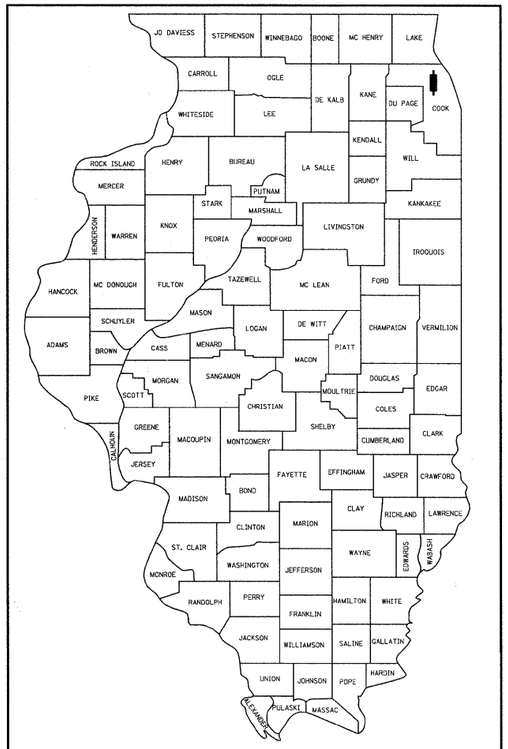
VILLAGE OF GLENVIEW PROJECT NO. E03–035

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

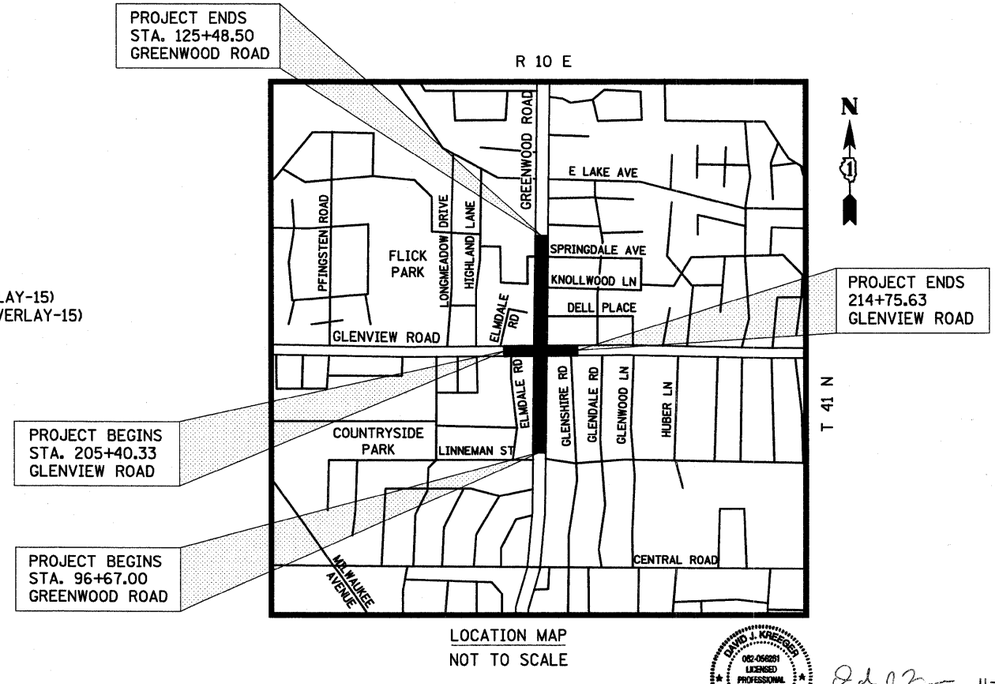
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2743 (GREENWOOD ROAD)
AT FAU ROUTE 1297 (GLENVIEW ROAD)
SECTION 05–00161–00–CH
PROJECT M–8003(543)
INTERSECTION IMPROVEMENT
AND TRAFFIC SIGNAL MODERNIZATION
VILLAGE OF GLENVIEW
COOK COUNTY
C–91–069–06

D–91–069–06



LOCATION OF SECTION INDICATED THUS: –



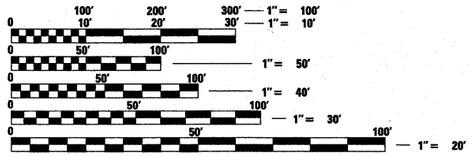
LOCATION MAP
NOT TO SCALE

DESIGN SPEEDS: 40 MPH

POSTED SPEEDS: 35 MPH

DESIGN DESIGNATIONS:

GREENWOOD ROAD - 14,700 (2030) COLLECTOR TWS-4 2.56 (HMA OVERLAY-15)
GLENVIEW ROAD - 14,200 (2030) MINOR ARTERIAL TWS-4 1.56 (HMA OVERLAY-15)



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

CONTRACT NO. 63383

PROJECT LENGTH (NET AND GROSS):

GREENWOOD ROAD - 2881.5 FT. (0.55 MILE)
GLENVIEW ROAD - 935.3 FT. (0.18 MILE)

TOTAL - 3816.8 FT. (0.72 MILE)

DAVID J. KREEGER 062-056251 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

11-23-09
REGISTERED P.E., STATE OF ILLINOIS

11-30-11
EXPIRES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED November 23 2009
VILLAGE ENGINEER, VILLAGE OF GLENVIEW

PASSED DECEMBER 3 2009
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW DECEMBER 7, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

ASSOCIATE FIELD ENGINEER: KEVIN STALLWORTH 847-705-4169 SCHAUMBURG, IL
CONSULTANT ENGINEER: DAVID KREEGER, P.E. CIVILTECH ENGINEERING, INC.

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

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. 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, 2010; 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.

2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

3. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED FROM THE VILLAGE OF GLENVIEW AND IEPA.

4. 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.

5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

6. PER THE VILLAGE'S ORDINANCE, THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM - 7:00 PM MONDAY THROUGH FRIDAY, 9:00 AM - 5:00 PM SATURDAYS. WORK ON SATURDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE. NO WORK WILL BE PERMITTED ON HOLIDAYS WITHOUT THE ENGINEER'S APPROVAL. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING OR STARTING UP OF ANY MACHINERY OR ENGINES.

7. WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE EVERY PRECAUTION NECESSARY TO ENSURE THAT THERE WILL BE NO DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.

8. 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.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY OF NOTIFICAION LETTERS (SUPPLIED BY THE VILLAGE) TO ALL RESIDENTS AFFECTED BY EACH PHASE OF CONSTRUCTION (EXAMPLES INCLUDE, BUT ARE NOT LIMITED TO: TREE REMOVAL, UNDERGROUND UTILITY WORK, PAVEMENT REMOVAL, DRIVEWAY REMOVAL, BITUMINOUS PRIME COAT APPLICATION AND PAVEMENT PLACEMENT, ETC.) AT LEAST 24 HOURS, BUT NOT MORE THAN 72 HOURS, PRIOR TO COMMENCEMENT OF THE IDENTIFIED WORK. 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

1. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, 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.

2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.

3. 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.

4. 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.

5. 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.

6. ALL CURB AND GUTTER CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #4 REBARS WHICH EXTEND 5 FEET BEYOND THE TRENCH WALLS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER BEING CONSTRUCTED.

7. ALL SIDEWALK CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #4 REBARS WHICH EXTEND 5 FEET BEYOND THE TRENCH WALLS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE SIDEWALK BEING CONSTRUCTED.

8. ALL RAISED RELFECTIVE PAVEMENT MARKERS IN THE RESURFACING AREA SHALL BE REMOVED PRIOR TO MILLING AND REPLACED WHEN FINAL PAVEMENT MARKING IS COMPLETED.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

1. 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.

2. TREE REMOVAL NOTICES WILL BE POSTED BY THE VILLAGE ON THE TREES TO BE REMOVED. TREE REMOVAL WORK WILL BE ALLOWED 10 DAYS AFTER POSTING OF THE TREE REMOVAL NOTICE.

3. TEMPORARY FENCE SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION OR AS 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.

4. ALL CLEARING AND REMOVAL OF TREES UNDER 6" IN DIAMETER SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.

5. ALL CLEARING AND THE REMOVAL OF BUSHES, AS DIRECTED BY THE ENGINEER, SHALL BE INCIDENTAL TO THE COST OF "EARTH EXCAVATION".

6. ALL LIMBS, BRANCHES AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

7. THE CONTRACTOR SHALL COORDINATE THE TREE REMOVALS FROM BENEATH THE UTILITY LINES WITH THE UTILITY COMPANIES.

UTILITIES

1. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

2. 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. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE "STANDARD SPECIFICATIONS." THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE UTILITY OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.

4. COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.

5. 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.)

6. 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 UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

7. 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 VILLAGE.

8. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.

9. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL BE INCIDENTAL TO THE UTILITY INSTALLATIONS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING STORM SEWERS, SANITARY SEWERS AND WATER MAINS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR RELOCATION OF THEIR FACILITIES, IF NECESSARY.

ROADWAY EXCAVATION

1. ALL EXCESS MATERIAL (BROKEN CONCRETE, SEWER PIPE, WASTE ROADWAY EXCAVATION AND SURPLUS MATERIAL FROM SEWER TRENCHES) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN "EARTH EXCAVATION."

2. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN INCLUDED IN THE CONTRACT TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE LIMITS OF THIS WORK SHOWN IN THE CROSS SECTIONS IS BASED ON THE RECOMMENDATIONS INCLUDED IN THE GEOTECHNICAL REPORTS PREPARED BY TESTING SERVICE CORPORATION DATED NOVEMBER 22, 2006 AND BY MIDLAND STANDARD ENGINEERING & TESTING DATED JULY 22, 2009 (COPIES INCLUDED IN THE SPECIAL PROVISIONS). 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."

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 CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

4. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.

5. 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.

6. 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.

7. 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.

8. THE REMOVAL OF END SECTIONS SHALL BE PAID FOR PER FOOT AS "STORM SEWER REMOVAL" OF THE DIAMETER INDICATED.

FILE NAME = J:\2275\Cad\Sheet\2275_notes.dgn	USER NAME = blg	DESIGNED - JAT	REVISED -
		DRAWN - JAT	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SHEET NO. 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	2

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. (8003(543))

MATERIALS QC/QA POLICY

1. ALL HOT-MIX ASPHALT AND P.C. CONCRETE MATERIALS USED ON THIS PROJECT SHALL BE TESTED AND INSPECTED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S QC/QA REQUIREMENTS.
2. THE CONTRACTOR SHALL PROVIDE QC TESTING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS ORDER BOARD (PHONE: 847-705-4337 OR FAX: 847-705-4529) BY 4:00 P.M., 24-HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF ALL HOT-MIX ASPHALT AND CONCRETE MATERIALS USED ON THIS PROJECT.
3. THE CONTRACTOR IS TO SUBMIT A QC PLAN FOR HMA AND CONCRETE MATERIALS TO THE QA MANAGER FOR APPROVAL PRIOR TO CONSTRUCTION OPERATIONS COMMENCING. THE QA MANAGER WILL APPROVE THIS PLAN AND COPY THE DISTRICT BY MATERIALS OFFICE ON THE APPROVAL LETTER.
4. QC AND QA REPORTS FOR CONCRETE WILL BE SENT TO THE DISTRICT BUREAU OF MATERIALS OFFICE AFTER REVIEW AND APPROVAL BY THE QA MANAGER.
5. QC REPORT FOR HMA MIXTURES WILL BE TRANSMITTED DIRECTLY BY THE CONTRACTOR DAILY DURING PRODUCTION. THE DISTRICT WILL REVIEW AND RETAIN THE QA PLANT REPORTS. THE QA FIELD REPORTS CAN BE SUBMITTED BY THE QA MANAGER TO THE DISTRICT VIA THE DISTRICT LOCAL ROADS OFFICE.
6. THE COSTS TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF THE VARIOUS HOT-MIX ASPHALT AND P.C. CONCRETE ITEMS.

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 SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SODDING 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, SHOULDERS, DITCHES/SWALES.
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 280001-04 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND REQUIREMENTS.

MISCELLANEOUS

1. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
2. 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 PAVER WALKWAYS WITHIN R.O.W. LIMITS SHALL BE INCIDENTAL TO THE PAY ITEM "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.
3. THE CONTRACTOR SHALL ADHERE TO IDOT STANDARD DRAWING NO. 701801-04 WHEN CLOSING ANY SIDEWALK TO PERMIT CONSTRUCTION OF THE IMPROVEMENTS.
4. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
5. THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
6. EXISTING AGGREGATE AND HMA DRIVEWAYS SHALL BE REPLACED WITH HMA DRIVEWAY PAVEMENT. EXISTING CONCRETE DRIVEWAYS (INCLUDING STAMPED CONCRETE) SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT.

SPECIAL WASTE

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF "SPECIAL WASTE PLANS AND REPORTS".

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS 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. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. DATUM.
7. THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

IDOT STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER & SURFACE COURSES
420001-07	PAVEMENT JOINTS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-01	CATCH BASIN TYPE A
602011-01	CATCH BASIN TYPE C
602301-02	INLET, TYPE A
602401-02	MANHOLE TYPE A
602406-03	MANHOLE TYPE A 6FT DIA
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	CAST IRON STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE, TYPE 8
604086-02	FRAME & GRATE TYPE 23
604091-02	FRAME AND GRATE TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-02	OUTLETS FOR CONCRETE CURB & GUTTER TYPE B-15.24 (B6.24)
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-03	URBAN LANE CLOSURE 2L 2W WITH BIDIRECTIONAL LEFT TURN LANE
701602-04	URBAN LANE CLOSURE MULTI LANE 1W 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE, FOR SPEEDS < 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
720006-02	SIGN PANEL ERECTION DETAILS
720016-02	MAST ARM MOUNTED STREET NAME SIGNS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-02	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-04	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-08	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

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	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SHEET NO. 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	3
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	Y060
				ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
				70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	329	134	14	181			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	196	20	176				
20101000	TEMPORARY FENCE	FOOT	3040	3040					
20101100	TREE TRUNK PROTECTION	EACH	82	82					
● 20101200	TREE ROOT PRUNING	EACH	82	82					
● 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	65	65					
● 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	17	17					
20200100	EARTH EXCAVATION	CU YD	4405	4405					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1231	1231					
20400800	FURNISHED EXCAVATION	CU YD	1375	827	190	358			
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1231	1231					
20800150	TRENCH BACKFILL	CU YD	3586	2460	5	13			1108
● 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	8905	5847	910	2148			
21300010	EXPLORATION TRENCH, SPECIAL	FOOT	350	350					
● 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	110	72	11	27			
● 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	110	72	11	27			
● 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	110	72	11	27			
● 25200110	SODDING, SALT TOLERANT	SQ YD	8905	5847	910	2148			
● 25200200	SUPPLEMENTAL WATERING	UNIT	134	134					
● 25300600	TRANSPLANTED SALVAGED TREES	EACH	10	10					
● 25300700	TRANSPLANTED SALVAGED SHRUBS	EACH	10	10					
● 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	184	184					
28000510	INLET FILTERS	EACH	164	164					
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	8129	8129					
35300405	PORTLAND CEMENT CONCRETE BASE COURSE 9 ¼"	SQ YD	394	394					
35300515	PORTLAND CEMENT CONCRETE BASE COURSE 10 ¾"	SQ YD	4190	4190					
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6142	6142					
40600300	AGGREGATE (PRIME COAT)	TON	61	61					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	293	293					
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	4486	4486					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1779	1779					

● SPECIALTY ITEM

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	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 1 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	4

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT CMM-M-8003(543)

CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	Y060
				ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
				70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
42001300	PROTECTIVE COAT	SQ YD	5752	3861	385	1506			
42300710	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL	SQ YD	274			274			
42300800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQ YD	128	128					
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	23577	10506	3406	9665			
42400460	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	SQ FT	2973	2973					
42400800	DETECTABLE WARNINGS	SQ FT	640	542	57	41			
44000100	PAVEMENT REMOVAL	SQ YD	483	483					
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½"	SQ YD	10643	10643					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 ¼"	SQ YD	2162	2162					
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	2957	2957					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3828	2098	99	1631			
44000300	CURB REMOVAL	FOOT	928	928					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4258	4258					
44000600	SIDEWALK REMOVAL	SQ FT	9514	9514					
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	84	84					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	530	510					20
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	830	798					32
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	2254	1387					867
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	62	62					
5421D012	PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	FOOT	185	185					
54216185	REINFORCED CONCRETE PIPE TEE, 15" PIPE WITH 12" RISER	EACH	2	2					
54216190	REINFORCED CONCRETE PIPE TEE, 18" PIPE WITH 12" RISER	EACH	2	2					
54216200	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 12" RISER	EACH	1	1					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	527	455	10	62			
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	152	152					
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	56	56					
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	101	101					
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	740	671	26	43			
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	237	237					
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	843	843					
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	459	459					
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	311	311					

● SPECIALTY ITEM

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		DRAWN - JAT	REVISED -			2743	05-00161-00-CH	COOK	112 / 5
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -						CONTRACT NO. 63383
	PLOT DATE = 3/19/2010	DATE - 03-19-10	REVISED -		SHEET NO. 2 OF 9 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)

	CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	X060
					ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
					70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
	550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	650	650					
	55100100	STORM SEWER REMOVAL 4"	FOOT	19	19					
	55100200	STORM SEWER REMOVAL 6"	FOOT	29	29					
	55100300	STORM SEWER REMOVAL 8"	FOOT	159	159					
	55100400	STORM SEWER REMOVAL 10"	FOOT	122	122					
	55100500	STORM SEWER REMOVAL 12"	FOOT	1020	1020					
	55100700	STORM SEWER REMOVAL 15"	FOOT	1241	1241					
	55100900	STORM SEWER REMOVAL 18"	FOOT	462	462					
	55101200	STORM SEWER REMOVAL 24"	FOOT	1442	1442					
●	56103000	DUCTILE IRON WATER MAIN 6"	FOOT	144						144
●	56103100	DUCTILE IRON WATER MAIN 8"	FOOT	233						233
●	56103200	DUCTILE IRON WATER MAIN 10"	FOOT	42						42
●	56103300	DUCTILE IRON WATER MAIN 12"	FOOT	476						476
●	56103400	DUCTILE IRON WATER MAIN 16"	FOOT	517						517
●	56105760	BUTTERFLY VALVES 16"	EACH	4						4
●	56106400	ADJUSTING WATER MAIN 8"	FOOT	78						78
●	56106700	ADJUSTING WATER MAIN 16"	FOOT	25						25
●	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1						1
●	56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	2						2
●	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	3						3
●	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	5						5
●	56500300	DOMESTIC METER VAULTS TO BE ADJUSTED	EACH	12						12
●	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	11						11
●	56500700	DOMESTIC WATER SERVICE BOXES TO BE REMOVED	EACH	20						20
	60109510	PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"	FOOT	950	950					
	60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1					
	60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	2					
	60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1					
	60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	31	31					
	60203905	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2					
	60205040	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4	4					

● SPECIALTY ITEM

FILE NAME = J:\2275\Cad\Sheet\2275_Sum_Quant.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JAT	REVISED -			2743	05-00161-00-CH	COOK	112	6
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -					CONTRACT NO. 63383		
	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -		SHEET NO. 3 OF 9 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)	

	CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	Y060
					ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
					70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
	60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	2	2					
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	23	18	3	2			
	60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	2	2					
	60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	13	13					
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5					
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	17	17					
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	4	4					
	60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	4	4					
●	60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7						7
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2					
	60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	10	10					
	60255500	MANHOLES TO BE ADJUSTED	EACH	4	4					
●	60260050	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	1	1					
●	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3						3
●	60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	1						1
●	60266500	VALVE VAULTS TO BE REMOVED	EACH	5						5
●	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3						3
●	60266910	VALVE BOXES TO BE REMOVED	EACH	1						1
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6					
	60500040	REMOVING MANHOLES	EACH	20	20					
	60500050	REMOVING CATCH BASINS	EACH	49	49					
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	4	4					
	60600605	CONCRETE CURB, TYPE B	FOOT	404	404					
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	499	499					
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	5109	5109					
	60605400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	1193	1193					
●	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1255	1255					
●	66900400	SPECIAL WASTE GROUND WATER DISPOSAL	GALLON	797	797					
●	66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1					
●	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3					
●	66901000	BACKFILL PLUGS	CU YD	100	100					
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9					
	67100100	MOBILIZATION	L SUM	1	1					

● SPECIALTY ITEM

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		DRAWN - JAT	REVISED -			2743	05-00161-00-CH	COOK	112	7
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -						CONTRACT NO. 63383	
	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -		SHEET NO. 4 OF 9 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)	

CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	
				ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
				70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	24	24					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4519	4519					
70300210	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	1517	1517					
70300220	TEMPORARY PAVEMENT MARKING LINE 4"	FOOT	37958	37958					
70300240	TEMPORARY PAVEMENT MARKING LINE 6"	FOOT	4431	4431					
70300260	TEMPORARY PAVEMENT MARKING LINE 12"	FOOT	717	717					
70300280	TEMPORARY PAVEMENT MARKING LINE 24"	FOOT	559	559					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2101	2101					
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	30	30					
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	161	161					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	20603	20603					
72000100	SIGN PANEL - TYPE 1	SQ FT	262	229			33		
72000200	SIGN PANEL - TYPE 2	SQ FT	16	16					
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	22	22					
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	6	6					
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	10	10					
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	391	391					
73000100	WOOD SIGN SUPPORT	FOOT	16	16					
● 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	597	597					
● 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10559	10559					
● 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2303	2303					
● 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	430	430					
● 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	253	253					
● 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	55	55					
● 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	263	263					
● 78300100	PAVEMENT MARKING REMOVAL	SQ FT	4771	4771					
● 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	54	54					
● 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	480				480		
● 81000700	CONDUIT IN TRENCH, 2 ½" DIA., GALVANIZED STEEL	FOOT	29				29		
● 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	48				48		
● 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	20				20		

● SPECIALTY ITEM

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	PLOT DATE = 1/28/2010	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 5 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	8
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		

	CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	Y060
					ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
					70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
●	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	426				426		
●	81018600	CONDUIT PUSHED, 2 ½" DIA., GALVANIZED STEEL	FOOT	17				17		
●	81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	6				6		
●	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	405				405		
●	81400100	HANDHOLE	EACH	4				4		
●	81400200	HEAVY-DUTY HANDHOLE	EACH	4				4		
●	81400300	DOUBLE HANDHOLE	EACH	2				2		
●	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	562				562		
●	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1				1		
●	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1256				1256		
●	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1629				1629		
●	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	793				793		
●	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2127				2127		
●	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1928				1928		
●	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	150				150		
●	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4				4		
●	87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1				1		
●	87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1				1		
●	87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	2				2		
●	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16				16		
●	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4				4		
●	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52				52		
●	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4				4		
●	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2				2		
●	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	6				6		
●	88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2				2		
●	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8				8		
●	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10				10		
●	88500100	INDUCTIVE LOOP DETECTOR	EACH	10				10		
●	88600100	DETECTOR LOOP, TYPE 1	FOOT	1265				1265		
●	88700200	LIGHT DETECTOR	EACH	2					2	

● SPECIALTY ITEM

FILE NAME = J:\2275\Cad\Sheet\2275_Sum_Quant.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JAT	REVISED -			2743	05-00161-00-CH	COOK	112	9
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -						CONTRACT NO. 63383	
	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -		SHEET NO. 6 OF 9 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)	

	CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	Y060
					ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
					70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
●	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1	
●	88800100	PEDESTRIAN PUSH-BUTTON	EACH	8				8		
●	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1				1		
●	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1				1		
●	89502380	REMOVE EXISTING HANDHOLE	EACH	11				11		
●	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12				12		
●	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0018913	DRILL AND GROUT #8 TIE BARS	EACH	11311	11311					
▲	Z0076600	TRAINEES	HOURS	2000	2000					
●	B2000120	TREE, ACER CAMPESTRE (HEDGE MAPLE), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	6					
●	B2006220	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	6					
●	K1005481	SHREDDED BARK MULCH 3"	SQ YD	787	787					
	XX000406	BRICK PAVER REMOVAL AND REPLACEMENT	SQ FT	16	16					
●	XX000679	CUT AND CAP EXISTING WATER MAIN	EACH	6						6
●	XX001490	GATE VALVES, 8"	EACH	3						3
●	XX003032	GATE VALVES, 12"	EACH	3						3
●	XX004705	CONNECT TO EXISTING WATER MAIN 10"	EACH	1						1
●	XX004706	CONNECT TO EXISTING WATER MAIN 6"	EACH	1						1
●	XX004810	VALVE VAULTS, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4						4
●	XX005773	CONNECT TO EXISTING WATER MAIN 12"	EACH	3						3
	XX006641	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 1, 36"	FOOT	69	69					
	XX006643	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 2, 24"	FOOT	478	478					
●	XX007684	FILL EXISTING WATER MAINS	CU YD	19						19
●	XX011700	WATER MAIN FITTINGS	POUND	7725						7725
●	X0301335	WATER MAIN REMOVAL 8"	FOOT	133						133
●	X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	11	11					
	X0321598	MANHOLES, TYPE A, 6'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	3	3					
●	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	278	278					
●	X0323353	GATE VALVES, 10"	EACH	1						1
	X0323381	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 1, 12"	FOOT	304	304					

● SPECIALTY ITEM

▲ Y080

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		DRAWN - JAT	REVISED -
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	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 7 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	10
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)	

	CODED PAY ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	J000-2A	SFTY-1B	SFTY-1B	Y031-1F	Y031-1F	
					ROADWAY	SIDEWALK (STA. 113+74 TO STA. 118+85, RT)	SIDEWALK (STA. 98+39 TO STA. 107+87)	TRAFFIC SIGNALS	EMERGENCY VEHICLE PRE-EMPTION	WATERMAIN
					70% FEDERAL / 30% VILLAGE	80% FEDERAL / 20% VILLAGE	80% FEDERAL / 20% VILLAGE	70% FEDERAL / 30% VILLAGE	100% VILLAGE	100% VILLAGE
	X0323383	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 1, 18"	FOOT	71	71					
	X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	492	492					
●	X0323828	WATER MAIN REMOVAL 16"	FOOT	13						13
	X0323863	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 2, 12"	FOOT	229	229					
	X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	1019	1019					
	X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	102	102					
●	XX008308	CONNECT TO EXISTING WATER MAIN 8"	EACH	7						7
	X0324752	STORM SEWER TO BE FILLED	CU YD	45	45					
●	XX008309	CONNECT TO EXISTING WATER MAIN 16"	EACH	1						1
●	X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1				1		
	X0712400	TEMPORARY PAVEMENT	SQ YD	3035	3035					
	X2800500	INLET PROTECTION, SPECIAL	EACH	46	46					
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	28	28					
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	14	14					
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	6	6					
	40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	873	873					
●	X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1				1		
●	X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1				1		
●	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	842				842		
●	X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	307					307	
	35301202	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE BASE COURSE 9 ¼"	SQ YD	43	43					
	35301306	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE BASE COURSE 10 ¾"	SQ YD	1204	1204					
	Z004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	801	13	40	748			
	Z004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	1047	1047					
	X0323889	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 2, 18"	FOOT	134	134					
	XX006837	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 2, 36"	FOOT	40	40					
●	XX007820	WATER SERVICE LINE 1.5"	EACH	8						8
●	XX006135	WATER SERVICE REPLACEMENT, 1.5" - DIRECTIONAL BORING	EACH	10						10
●	XX006339	WATER SERVICE REPLACEMENT, 2" - DIRECTIONAL BORING	EACH	2						2
●	72900300	METAL POSTS	FOOT	65	65					

● SPECIALTY ITEM

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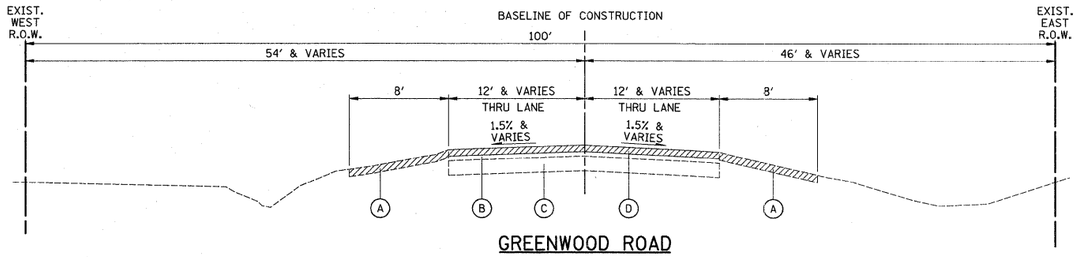
		DRAWN - JAT	REVISED -	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -	
	PLOT DATE = 12/11/2009	DATE - 11-23-09	REVISED -	

SUMMARY OF QUANTITIES

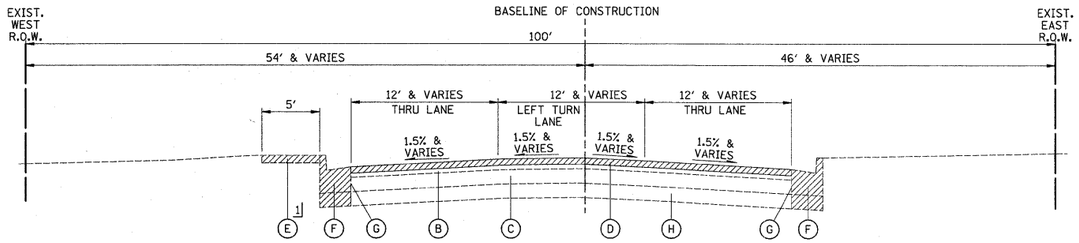
SHEET NO. 8 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	11
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		



GREENWOOD ROAD

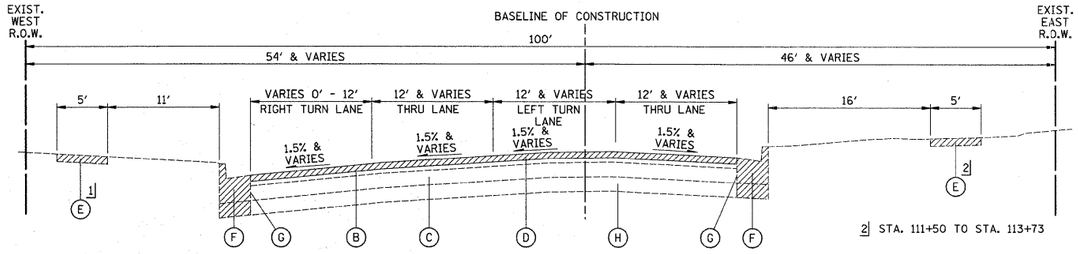
STA. 98+31.27 TO STA. 107+25



1 STA. 109+36 TO STA. 111+50

GREENWOOD ROAD

STA. 107+25 TO STA. 111+50

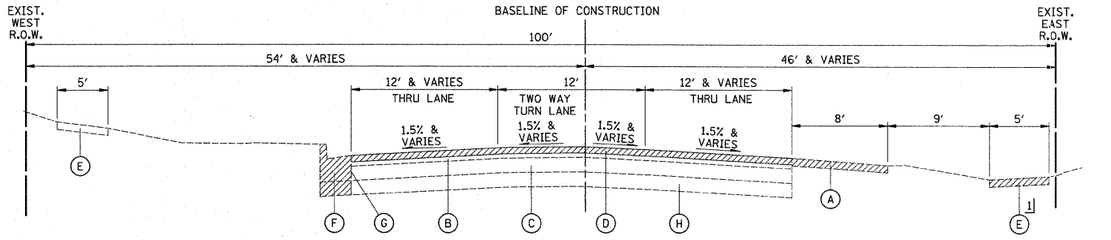


2 STA. 111+50 TO STA. 113+73

GREENWOOD ROAD

STA. 111+50 TO STA. 116+00

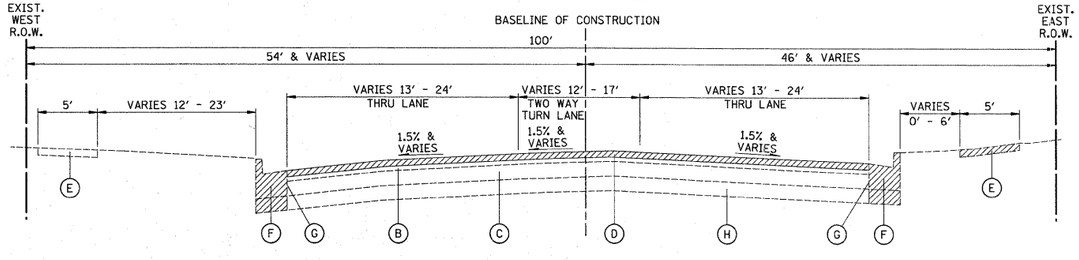
1 SEE PLAN AND PROFILE SHEETS FOR SIDEWALK REMOVAL LIMITS.



1 STA. 119+13 TO STA. 120+73

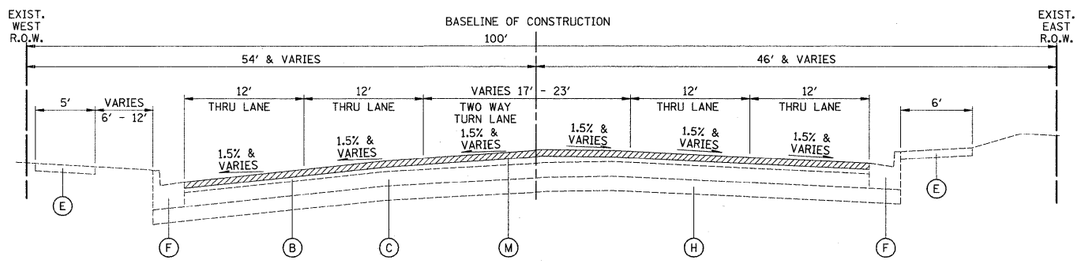
GREENWOOD ROAD

STA. 116+00 TO STA. 120+73



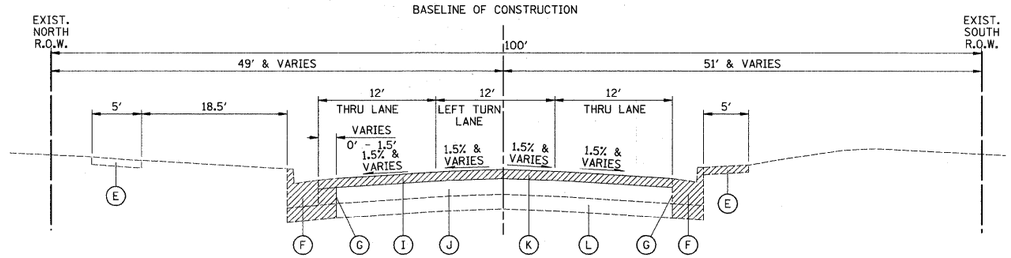
GREENWOOD ROAD

STA. 120+73 TO STA. 123+13.62



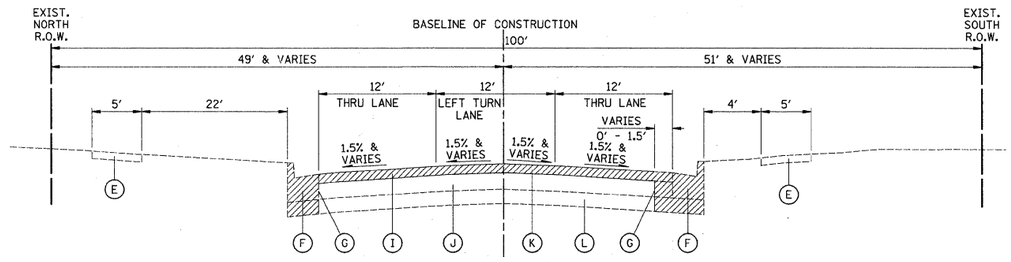
GREENWOOD ROAD

STA. 123+13.62 TO STA. 125+48.50



GLENVIEW ROAD

STA. 205+77.48 TO STA. 210+00



GLENVIEW ROAD

STA. 210+00 TO STA. 213+85.51

LEGEND

- (A) EXISTING AGGREGATE SHOULDER (REMOVAL PAID FOR AS "EARTH EXCAVATION")
- (B) EXISTING HOT-MIX ASPHALT PAVEMENT, 2.5" TO 9"
- (C) EXISTING P.C.C. BASE COURSE, 5.5" TO 13"
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
- (E) EXISTING P.C.C. SIDEWALK
- (F) EXISTING TYPE B-6.24 CURB AND GUTTER
- (G) PROPOSED FULL-DEPTH SAW CUT (INCIDENTAL TO "COMBINATION CURB AND GUTTER REMOVAL")
- (H) EXISTING AGGREGATE BASE, 2" TO 20"
- (I) EXISTING HOT-MIX ASPHALT PAVEMENT, 3"
- (J) EXISTING P.C.C BASE COURSE, 14"
- (K) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (L) EXISTING AGGREGATE BASE, 4" TO 6"
- (M) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

ITEMS TO BE REMOVED

NOTE: EXISTING AGGREGATE BASE AND AGGREGATE SHOULDER REMOVAL SHALL BE PAID FOR AS "EARTH EXCAVATION".

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		DRAWN - KRK	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

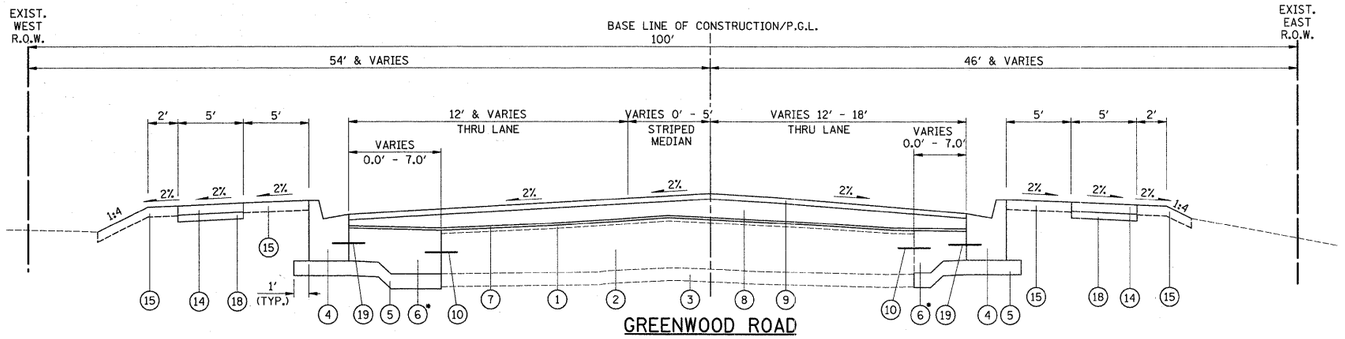
EXISTING TYPICAL SECTIONS

SHEET NO. 1 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	12

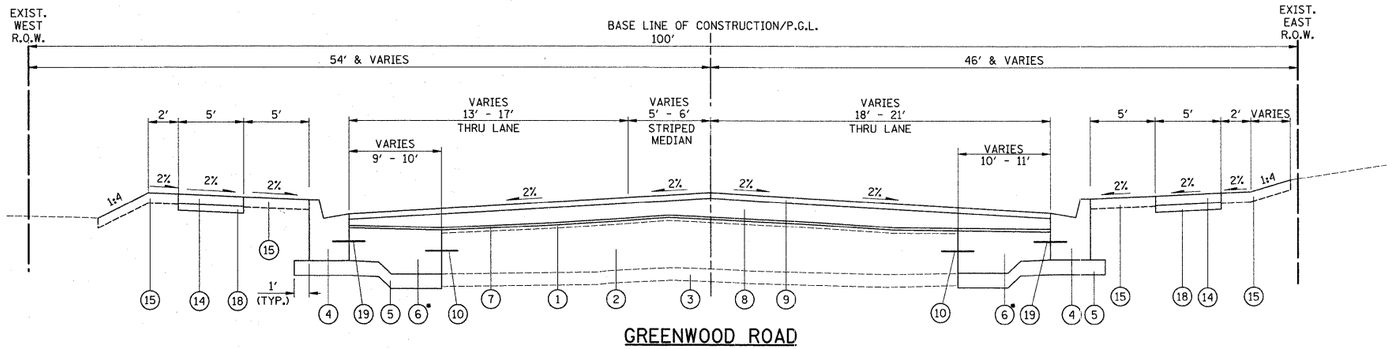
CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)



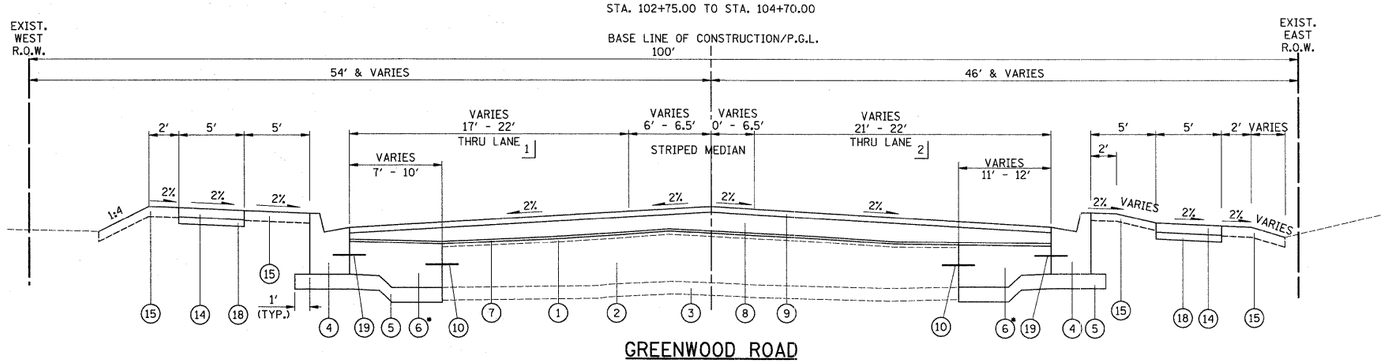
GREENWOOD ROAD

STA. 98+31.27 TO STA. 102+75.00



GREENWOOD ROAD

STA. 102+75.00 TO STA. 104+70.00



GREENWOOD ROAD

STA. 104+70.00 TO STA. 108+33.00

1 STRIPED AS 2 - 11' THRU LANES FROM STA. 107+20 TO STA. 108+33

2 STRIPED AS 2 - 11' THRU LANES FROM STA. 105+18.67 TO STA. 108+33

LEGEND

1. EXISTING ASPHALT PAVEMENT TO REMAIN (AFTER MILLING)
2. EXISTING P.C.C. BASE COURSE TO REMAIN
3. EXISTING AGGREGATE BASE COURSE TO REMAIN
4. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FLAG DEPTH = 15")
5. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6"
6. PROPOSED P.C.C. BASE COURSE, 10 3/4"
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
8. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VAR. THICKNESS, MIN 2 1/4")
9. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
10. PROPOSED #8 EPOXY COATED TIE BAR, DEFORMED, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
11. EXISTING P.C.C. SIDEWALK TO REMAIN
12. EXISTING CURB AND GUTTER TO REMAIN
13. PROPOSED P.C.C. BASE COURSE, 9 1/4"
14. PROPOSED P.C.C SIDEWALK, 5 INCH, SPECIAL
    NOTE: THICKNESS TO BE INCREASED TO 6" THROUGH RESIDENTIAL DRIVEWAY APRONS (INCIDENTAL)
15. PROPOSED SODDING, SALT TOLERANT
    PROPOSED TOPSOIL, FURNISH AND PLACE 4"
16. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
    (FLAG DEPTH: MATCH BOTTOM ELEVATION OF EXISTING PCC BASE COURSE)
17. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 (FLAG DEPTH = 13.75")
18. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 3" (INCLUDED IN THE COST OF "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL")
19. PROPOSED #8 EPOXY COATED TIE BAR, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
20. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FLAG DEPTH = 10")
21. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2" (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
22. PROPOSED HOT-MIX ASPHALT BASE COURSE 8" (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
23. PROPOSED AGGREGATE BASE COURSE, TYPE B 6" (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)

• ADDITIONAL P.C.C. BASE COURSE THICKNESS REQUIRED TO MATCH EXISTING PAVEMENT DEPTH SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE, 10 3/4" OR P.C.C. BASE COURSE, 9 1/4". SEE SHEET NO. 7 FOR ADDITIONAL DETAILS AND DIMENSIONS.

CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5 MM), 1 1/2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER, IL-19.0, N70 2 1/4" MIN. & VARIES	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	4% @ 50 GYR.
HMA DRIVEWAY PAVEMENT, 8", SPECIAL	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 MM), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL 19 MM), 6"	4% @ 50 GYR.
HMA DRIVEWAY PAVEMENT, 10", SPECIAL	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 MM), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL 19 MM), 8"	4% @ 50 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM), 1 1/2"	4% @ 50 GYR.
TEMP PAVEMENT (HMA BINDER IL 19 MM), 6 1/2"	4% @ 50 GYR.
CLASS D PATCH	
CLASS D PATCH (HMA BINDER IL-19 MM), 10"	4% @ 70 GYR.

NOTES:

1. THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.
2. 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.

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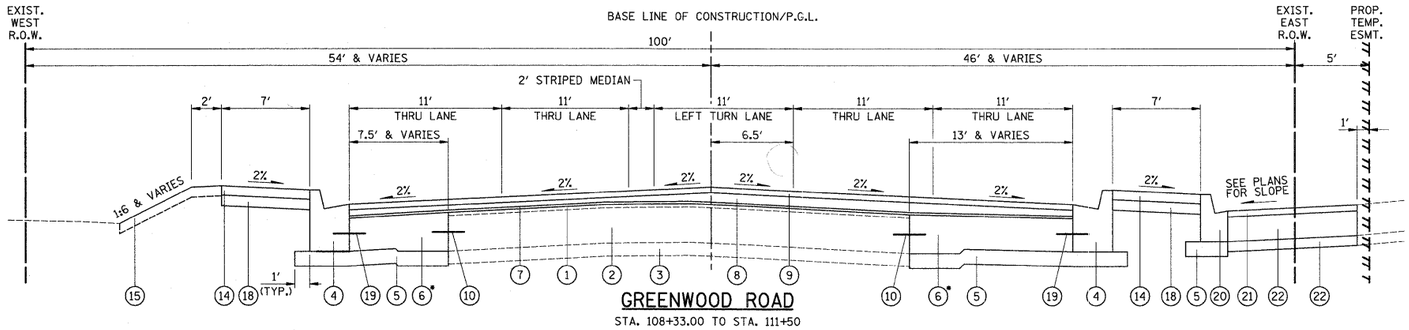
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

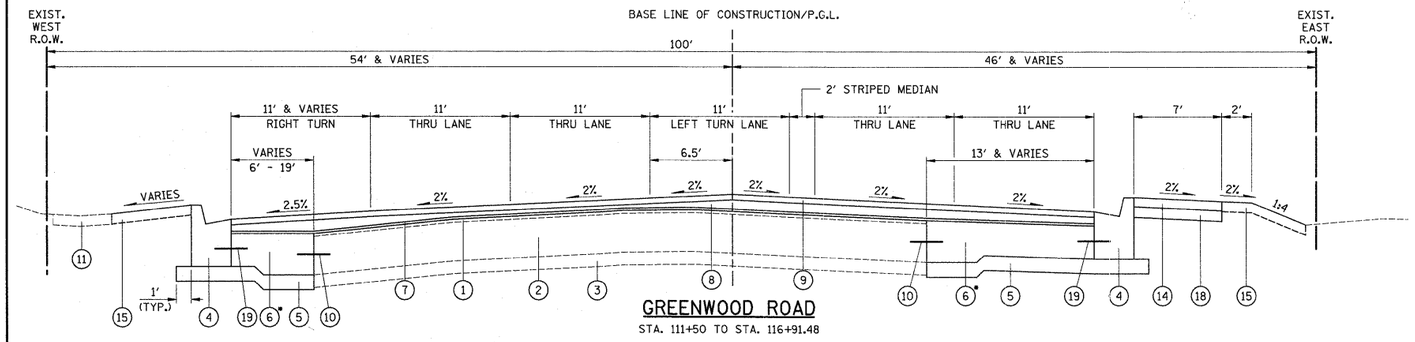
SHEET NO. 2 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	13
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



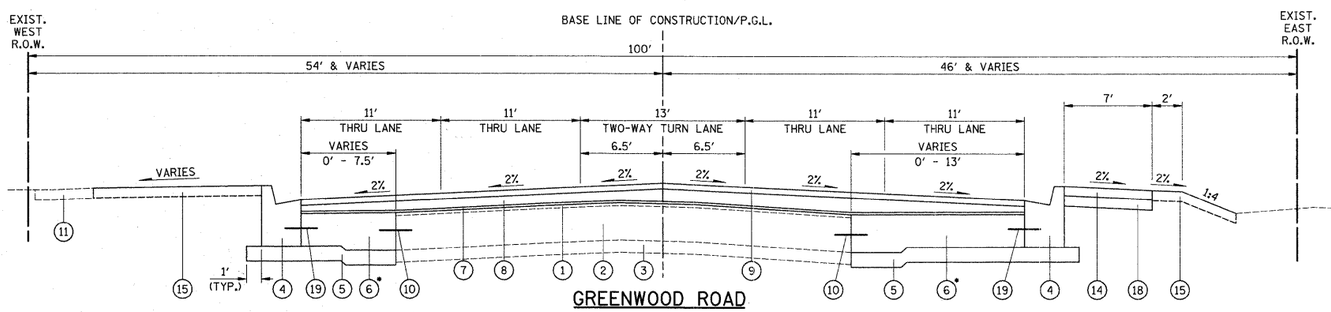
GREENWOOD ROAD

STA. 108+33.00 TO STA. 111+50



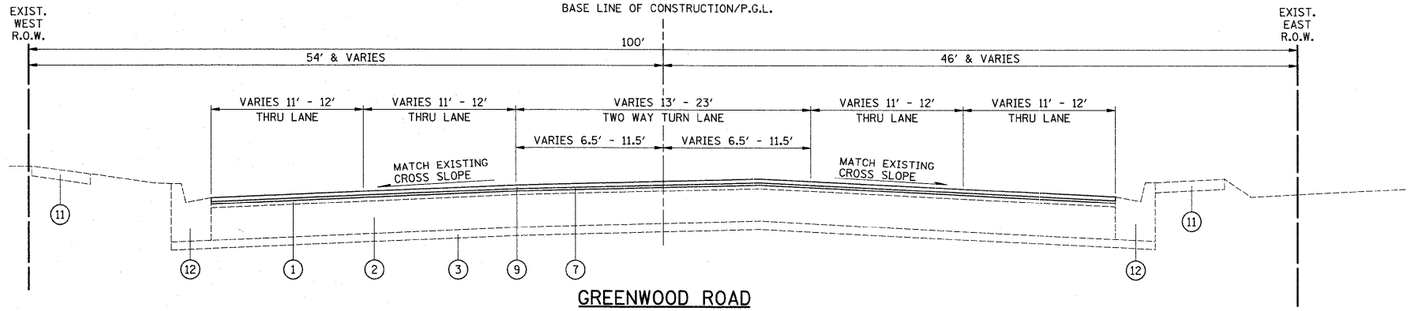
GREENWOOD ROAD

STA. 111+50 TO STA. 116+91.48



GREENWOOD ROAD

STA. 116+91.48 TO STA. 123+16.48



GREENWOOD ROAD

STA. 123+16.48 TO STA. 125+48.50

LEGEND

1. EXISTING ASPHALT PAVEMENT TO REMAIN (AFTER MILLING)
2. EXISTING P.C.C. BASE COURSE TO REMAIN
3. EXISTING AGGREGATE BASE COURSE TO REMAIN
4. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FLAG DEPTH = 15")
5. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6"
6. PROPOSED P.C.C. BASE COURSE, 10 3/4"
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
8. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VAR. THICKNESS, MIN 2 1/4")
9. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
10. PROPOSED #8 EPOXY COATED TIE BAR, DEFORMED, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
11. EXISTING P.C.C. SIDEWALK TO REMAIN
12. EXISTING CURB AND GUTTER TO REMAIN
13. PROPOSED P.C.C. BASE COURSE, 9 1/4"
14. PROPOSED P.C.C SIDEWALK, 5 INCH, SPECIAL
    NOTE: THICKNESS TO BE INCREASED TO 6" THROUGH RESIDENTIAL DRIVEWAY APRONS (INCIDENTAL)
15. PROPOSED SODDING, SALT TOLERANT
    PROPOSED TOPSOIL, FURNISH AND PLACE 4"
16. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
    (FLAG DEPTH: MATCH BOTTOM ELEVATION OF EXISTING PCC BASE COURSE)
17. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 (FLAG DEPTH = 13.75")
18. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 3" (INCLUDED IN THE COST OF "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL")
19. PROPOSED #8 EPOXY COATED TIE BAR, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
20. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FLAG DEPTH = 10")
21. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
22. PROPOSED HOT-MIX ASPHALT BASE COURSE 8"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
23. PROPOSED AGGREGATE BASE COURSE, TYPE B 6"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)

* ADDITIONAL P.C.C. BASE COURSE THICKNESS REQUIRED TO MATCH EXISTING PAVEMENT DEPTH SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE, 10 3/4" OR P.C.C. BASE COURSE, 9 1/4". SEE SHEET NO. 7O FOR ADDITIONAL DETAILS AND DIMENSIONS.

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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

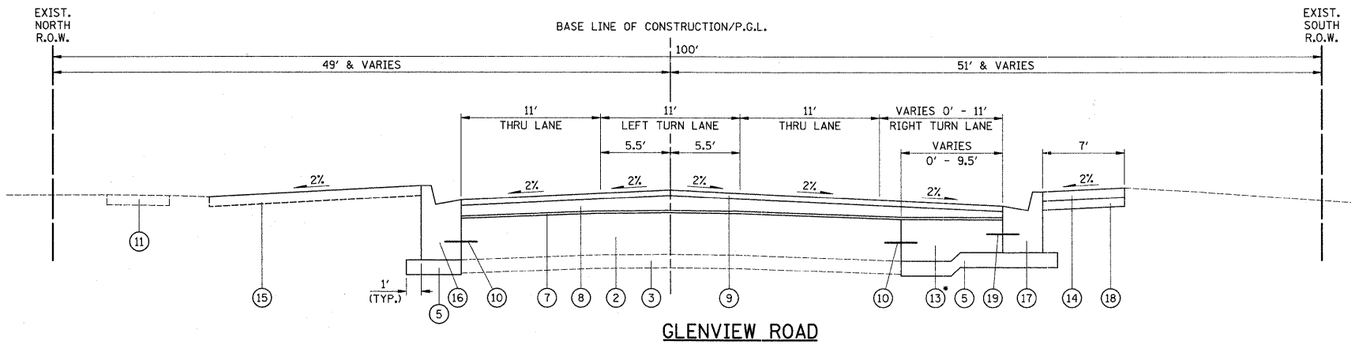
PROPOSED TYPICAL SECTIONS

SHEET NO. 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	14

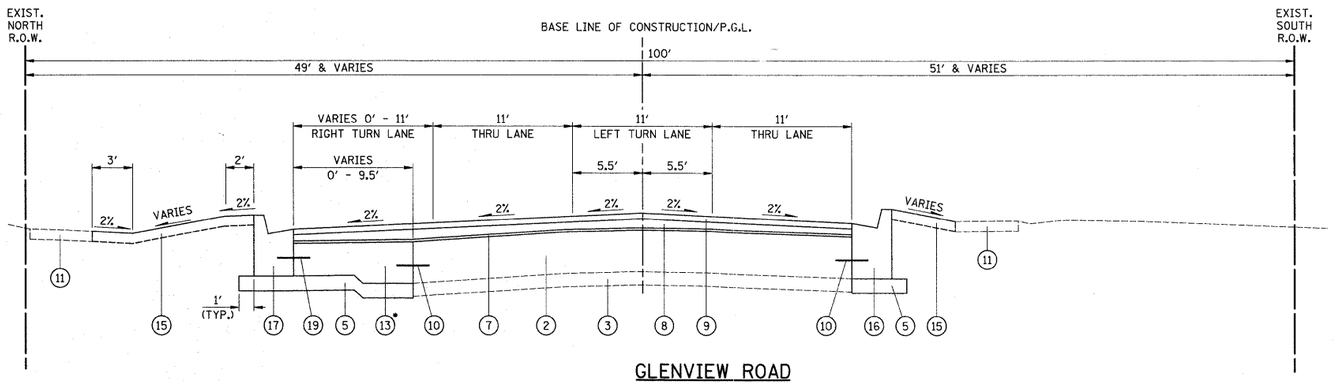
CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)



GLENVIEW ROAD

STA. 205+77.48 TO STA. 210+00



GLENVIEW ROAD

STA. 210+00 TO STA. 213+85.51

LEGEND

1. EXISTING ASPHALT PAVEMENT TO REMAIN (AFTER MILLING)
2. EXISTING P.C.C. BASE COURSE TO REMAIN
3. EXISTING AGGREGATE BASE COURSE TO REMAIN
4. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FLAG DEPTH = 15")
5. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6"
6. PROPOSED P.C.C. BASE COURSE, 10 3/4"
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
8. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VAR. THICKNESS, MIN 2 1/4")
9. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
10. PROPOSED #8 EPOXY COATED TIE BAR, DEFORMED, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
11. EXISTING P.C.C. SIDEWALK TO REMAIN
12. EXISTING CURB AND GUTTER TO REMAIN
13. PROPOSED P.C.C. BASE COURSE, 9 1/4"
14. PROPOSED P.C.C SIDEWALK, 5 INCH, SPECIAL
    NOTE: THICKNESS TO BE INCREASED TO 6" THROUGH RESIDENTIAL DRIVEWAY APRONS (INCIDENTAL)
15. PROPOSED SODDING, SALT TOLERANT
    PROPOSED TOPSOIL, FURNISH AND PLACE 4"
16. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
    (FLAG DEPTH: MATCH BOTTOM ELEVATION OF EXISTING PCC BASE COURSE)
17. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 (FLAG DEPTH = 13.75")
18. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 3" (INCLUDED IN THE COST OF "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL")
19. PROPOSED #8 EPOXY COATED TIE BAR, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MIN.)
20. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FLAG DEPTH = 10")
21. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
22. PROPOSED HOT-MIX ASPHALT BASE COURSE 8"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)
23. PROPOSED AGGREGATE BASE COURSE, TYPE B 6"
    (INCLUDED IN THE PAY ITEM "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10", SPECIAL)

• ADDITIONAL P.C.C. BASE COURSE THICKNESS REQUIRED TO MATCH EXISTING PAVEMENT DEPTH SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE, 10 3/4" OR P.C.C. BASE COURSE, 9 1/4". SEE SHEET NO. 70 FOR ADDITIONAL DETAILS AND DIMENSIONS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SHEET NO. 4 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	15
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

SCHEDULE OF TREE REMOVAL	
STATION	6 TO 15 UNIT DIAMETER
98+84, RT	7
98+88, RT	7
98+92, RT	7
99+03, RT	7
99+21, RT	10
99+27, RT	9
99+34, RT	7
99+42, RT	9
99+50, RT	11
101+00, RT	6
104+48, LT	8
104+69, LT	13
105+64, LT	9
105+64, LT	9
106+39, RT	10
106+39, RT	10
106+39, RT	8
107+01, RT	12
107+01, RT	10
107+01, RT	8
107+01, RT	8
107+01, RT	10
110+52, RT	15
111+88, RT	6
112+54, RT	9
113+10, RT	10
113+47, RT	9
113+50, LT	8
113+87, LT	8
114+69, LT	8
115+52, LT	11
116+35, LT	9
117+54, RT	14
208+93, LT	7
211+10, RT	14
211+43, LT	6

SCHEDULE OF TREE REMOVAL		
STATION	OVER 15 UNIT DIAMETER	
106+36, RT	20	
114+36, RT	20	
114+84, RT	18	*
115+13, RT	18	*
115+77, RT	24	*
116+05, RT	24	*
116+35, RT	24	*
116+66, RT	24	*
116+95, RT	24	*

* TREES ARE BENEATH UTILTIY LINES. CONTRACTOR WILL NEED TO COORDINATE WORK WITH UTILITY COMPANIES.

SCHEDULE OF DRIVEWAYS		
STATION	DRIVEWAY REMOVAL (SQ YD)	HMA DRIVEWAY, 8 INCH, SPECIAL (SQ YD)
96+86, RT	7	8
97+72, RT	19	24
99+35, LT	46	42
99+57, LT	56	42
100+11, RT	73	51
101+59, RT	55	38
101+78, LT	185	126
101+94, RT	55	37
102+51, LT	50	34
102+69, RT	0	47
103+06, LT	46	33
103+15, RT	50	47
103+29, LT	41	33
104+12, LT	47	20
105+41, RT	46	24
106+17, LT	46	26
106+17, RT	47	27
106+83, RT	68	32
106+93, LT	55	25
107+66, LT	32	20
107+66, RT	35	12
117+42, RT	99	40
121+27, RT	32	13

SCHEDULE OF DRIVEWAYS		
STATION	DRIVEWAY REMOVAL (SQ YD)	HMA DRIVEWAY, 10 INCH, SPECIAL (SQ YD)
107+91, RT	826	301
108+03, LT	519	313
109+68, LT	65	37
110+07, RT	105	0
112+79, RT	92	46
208+55, RT	78	38
210+93, RT	112	86
211+52, RT	127	104
211+65, LT	64	44
214+10, LT	78	78

SCHEDULE OF PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	
STATION	PCC SIDEWALK 8 INCH, SPECIAL (SQ FT)
107+91, RT	196
108+03, LT	217
108+63, LT	238
108+92, RT	233
109+68, LT	208
110+07, RT	533
112+79, RT	215
206+95, LT	231
208+55, RT	233
210+93, RT	227
211+52, RT	325
214+10, LT	119

SCHEDULE OF DRIVEWAYS		
STATION	DRIVEWAY REMOVAL (SQ YD)	PCC DRIVEWAY, 6 INCH, SPECIAL (SQ YD)
100+81, LT	72	50
100+85, RT	77	58
103+90, RT	69	53
104+63, RT	88	55
105+01, LT	47	30
105+47, LT	57	28

SCHEDULE OF DRIVEWAYS		
STATION	DRIVEWAY REMOVAL (SQ YD)	PCC DRIVEWAY, 10 INCH, SPECIAL (SQ YD)
206+95, LT	122	128

EARTHWORK SCHEDULE - GREENWOOD ROAD				
		STAGE 1	STAGE 2	STAGE 3
ITEM	UNIT			
EARTH EXCAVATION	C.Y.	589	1495	1750
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	501	1271	1489
EMBANKMENT REQUIRED	C.Y.	126	552	615
EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	C.Y.	+375	+719	+874

EARTHWORK SCHEDULE - GLENVIEW ROAD			
		STAGE 2	STAGE 2A
ITEM	UNIT		
EARTH EXCAVATION	C.Y.	292	279
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	248	237
EMBANKMENT REQUIRED	C.Y.	50	32
EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	C.Y.	+198	+205

SCHEDULE OF AGGREGATE SHOULDERS, TYPE B 6"	
STATION RANGE	AREA (SQ YD)
97+00 TO 97+60, RT	57
98+34 TO 98+40, LT	5

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.

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PLOT DATE = 11/25/2009

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DRAWN - JAT
CHECKED - DJK
DATE - 11-23-09

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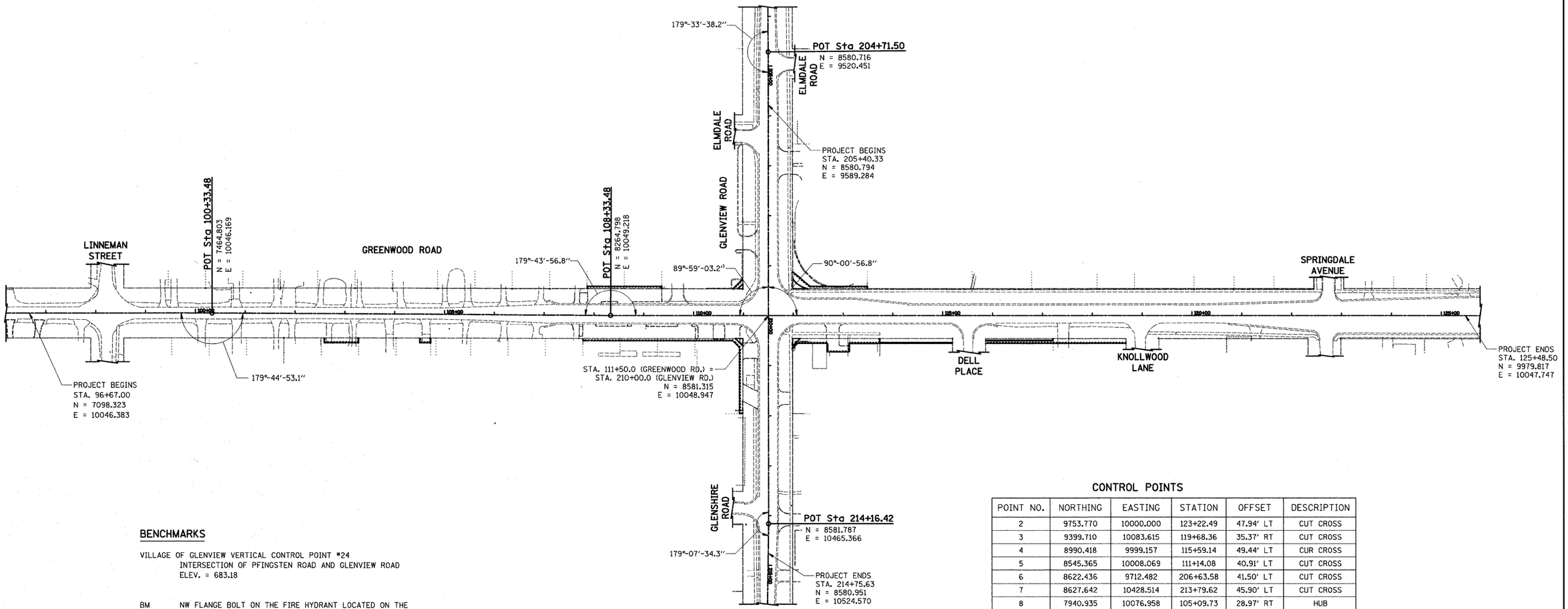
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD ROAD
SCHEDULE OF QUANTITIES

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	16
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	



BENCHMARKS

VILLAGE OF GLENVIEW VERTICAL CONTROL POINT #24
INTERSECTION OF PFINGSTEN ROAD AND GLENVIEW ROAD
ELEV. = 683.18

BM NW FLANGE BOLT ON THE FIRE HYDRANT LOCATED ON THE SOUTHWEST CORNER OF GLENVIEW ROAD AND GREENWOOD ROAD
ELEV. = 680.03

CONTROL POINTS

POINT NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
2	9753.770	10000.000	123+22.49	47.94' LT	CUT CROSS
3	9399.710	10083.615	119+68.36	35.37' RT	CUT CROSS
4	8990.418	9999.157	115+59.14	49.44' LT	CUR CROSS
5	8545.365	10008.069	111+14.08	40.91' LT	CUT CROSS
6	8622.436	9712.482	206+63.58	41.50' LT	CUT CROSS
7	8627.642	10428.514	213+79.62	45.90' LT	CUT CROSS
8	7940.935	10076.958	105+09.73	28.97' RT	HUB
9	7542.399	10005.552	101+10.92	40.91' LT	HUB
10	8298.727	10068.914	108+67.39	19.73' RT	CUT CROSS
20	7223.667	10067.889	97+92.33	21.58' RT	PK NAIL
21	7260.522	10124.450	98+29.15	78.16' RT	PK NAIL
22	8491.430	9947.387	110+60.20	101.64' LT	PK NAIL
44	8136.707	10022.744	107+05.29	25.99' LT	CUT CROSS

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SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT & BENCHMARKS

SCALE: 1" = 100' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	17
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

PLAN — SURVEYED | DRAWN | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

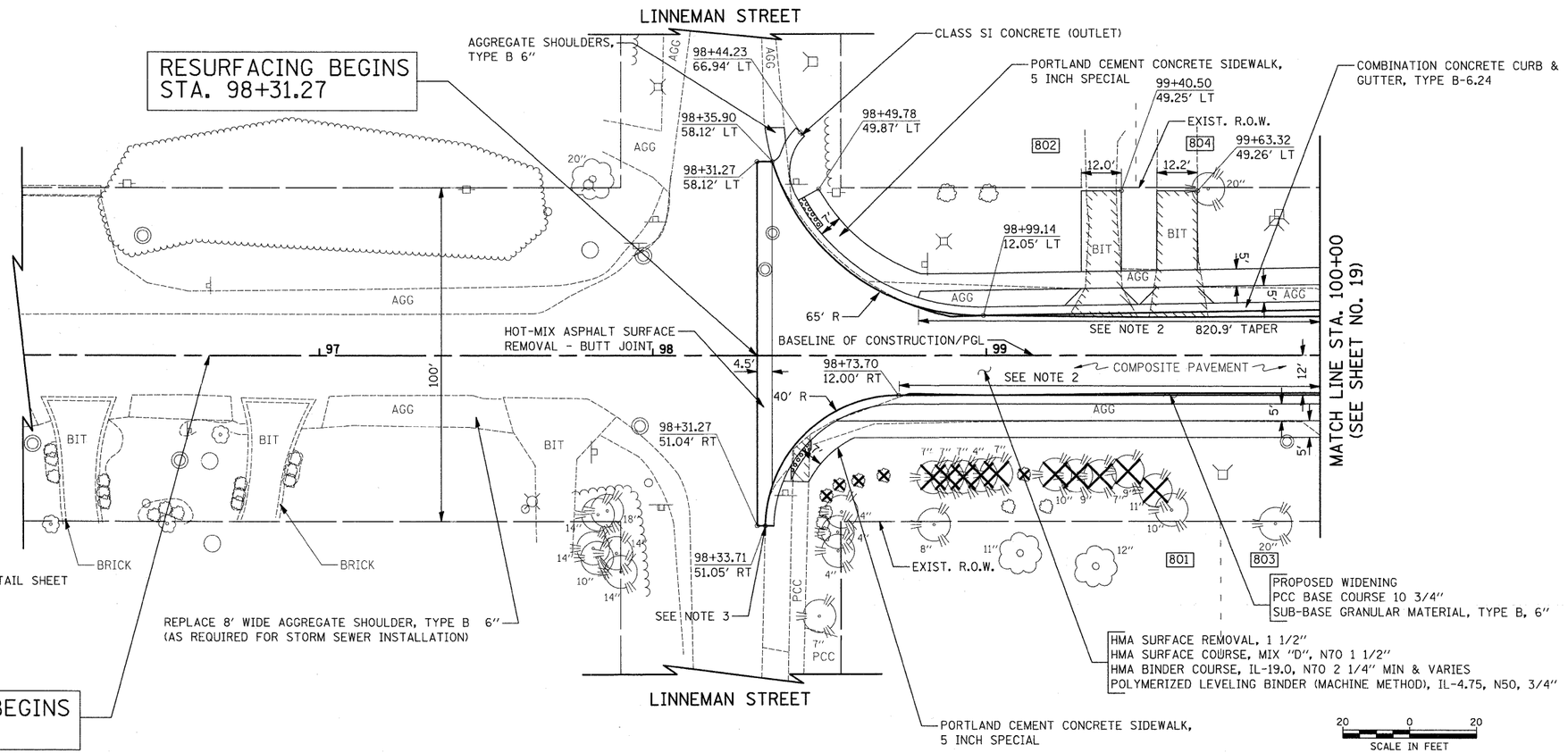
PROFILE — SURVEYED | PLOTTED | DRAWN | CHECKED | B.M. NOTED | STRUCTURE NO'TATNS CHK'D | NOTE BOOK | NO. | BY | DATE

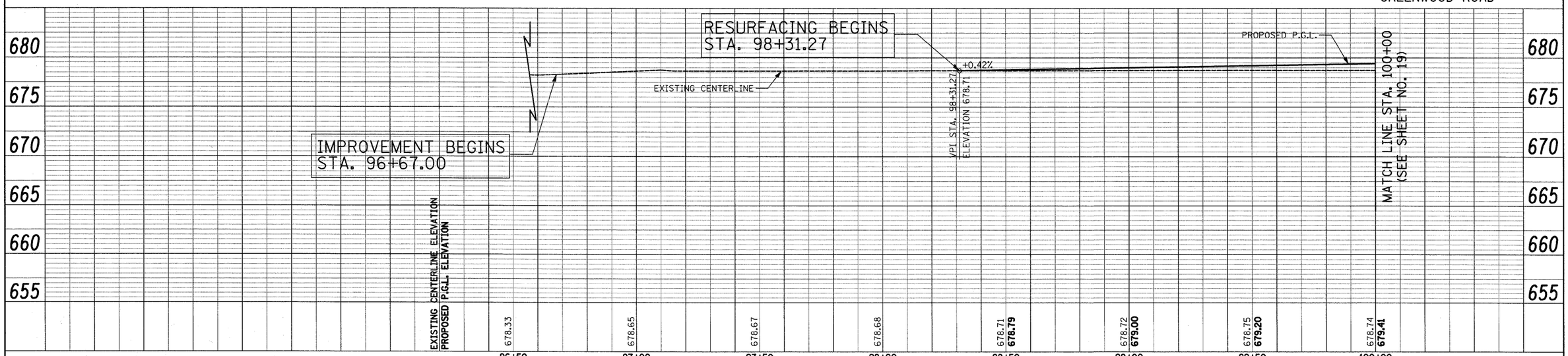
LEGEND

- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL, DRIVEWAY REMOVAL
- DETECTABLE WARNING
- TREE / BUSH REMOVAL

NOTES:

1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
2. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
3. DEPRESS CURB FROM CROSSWALK TO PROJECT LIMIT ON SIDE STREET.





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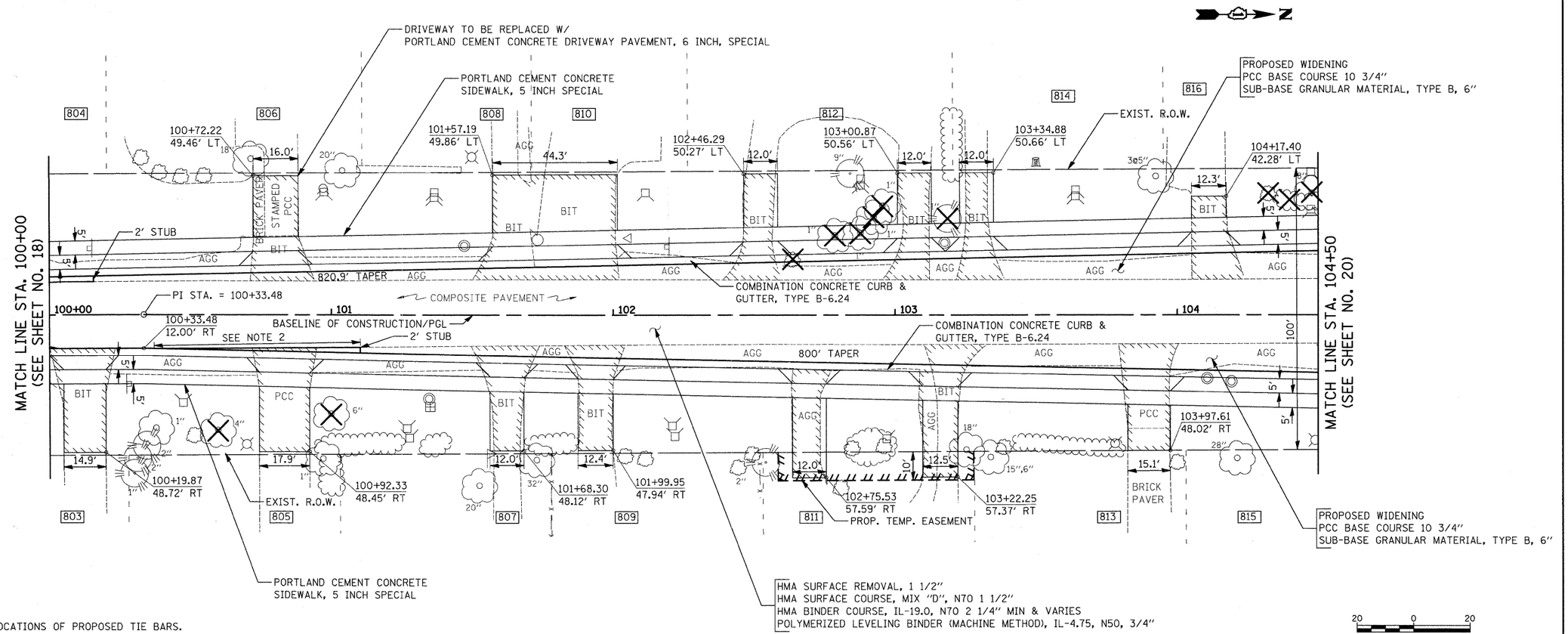
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 1 OF 10 SHEETS | STA. 96+67 TO STA. 100+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	18
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

PLAN — SURVEYED | PLOTTED | CROSS CHECKED | R.O.W. AGREEMENT CHECKED | R.R. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE



PORTLAND CEMENT CONCRETE
SIDEWALK, 5 INCH SPECIAL

HMA SURFACE REMOVAL, 1 1/2"
HMA SURFACE COURSE, MIX "D", N70 1 1/2"
HMA BINDER COURSE, IL-19.0, N70 2 1/4" MIN & VARIES
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

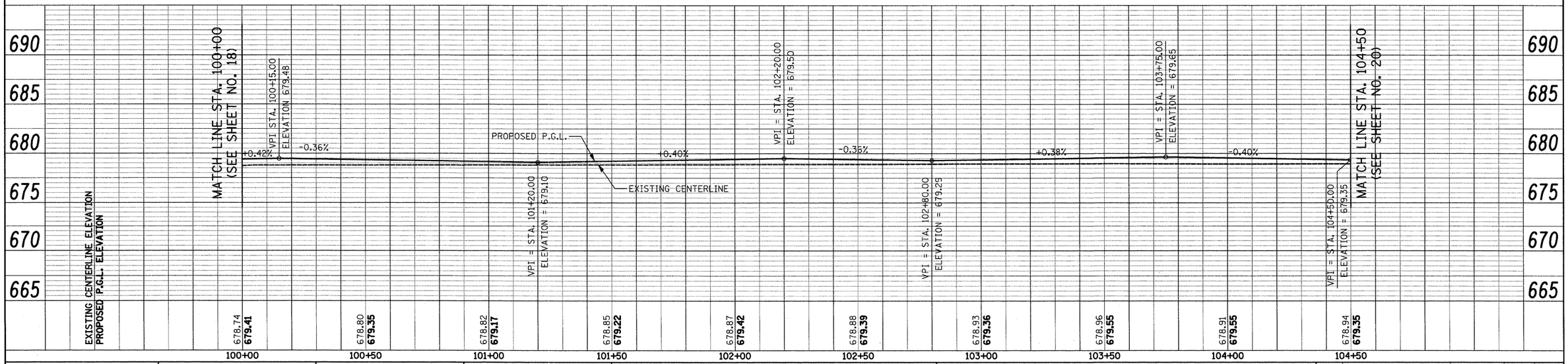
NOTES:

1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
2. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.

20 0 20
SCALE IN FEET

GREENWOOD ROAD

PROFILE — SURVEYED | PLOTTED | CROSS CHECKED | R.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO.



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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

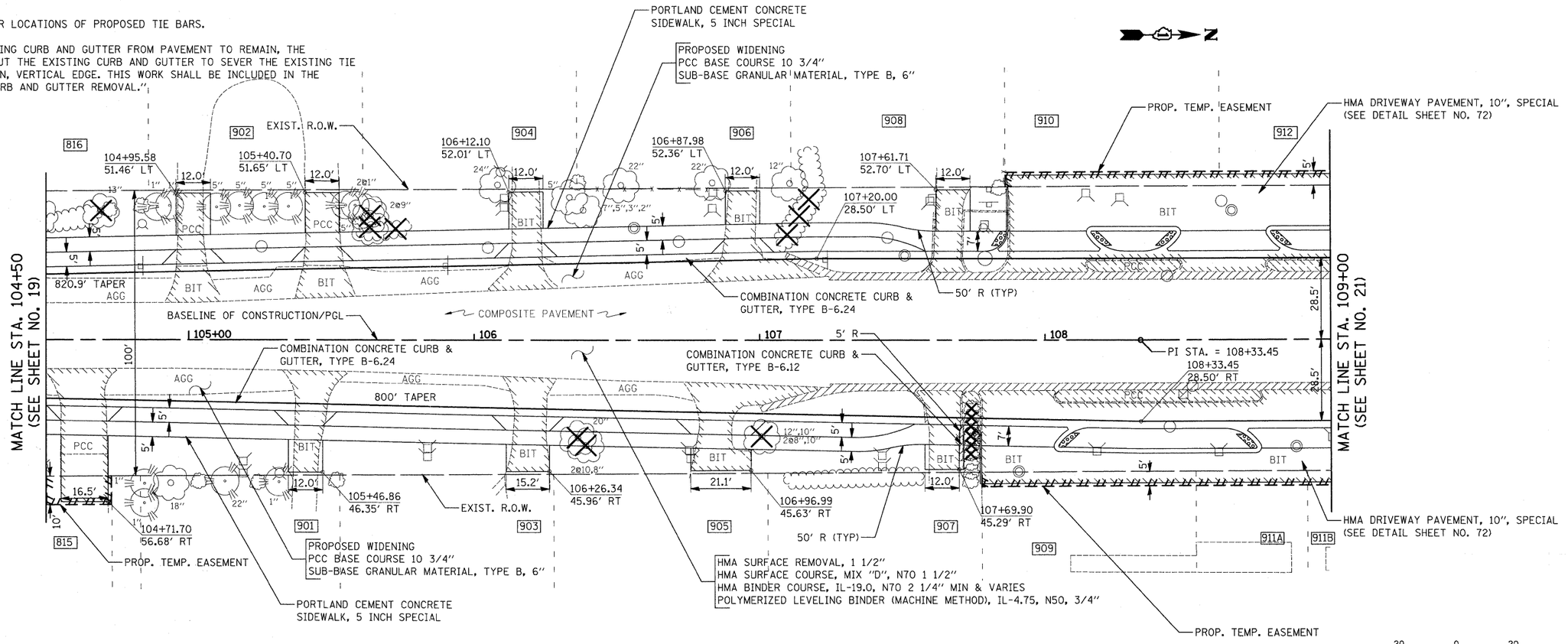
PLAN AND PROFILE

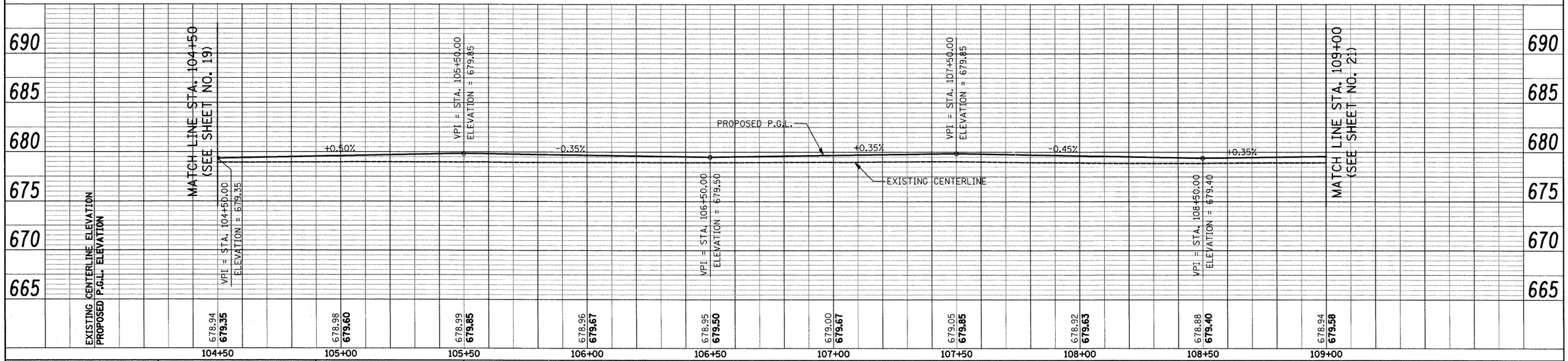
SCALE: 1"=20' | SHEET NO. 2 OF 10 SHEETS | STA. 100+00 TO STA. 104+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	19
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

NOTES:

1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
2. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."





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		DRAWN - CDC	REVISED -					2743	05-00161-00-CH	COOK	112	20
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -							CONTRACT NO. 63383		
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -		SCALE: 1"=20'	SHEET NO. 3 OF 10 SHEETS	STA. 104+50 TO STA. 109+00	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

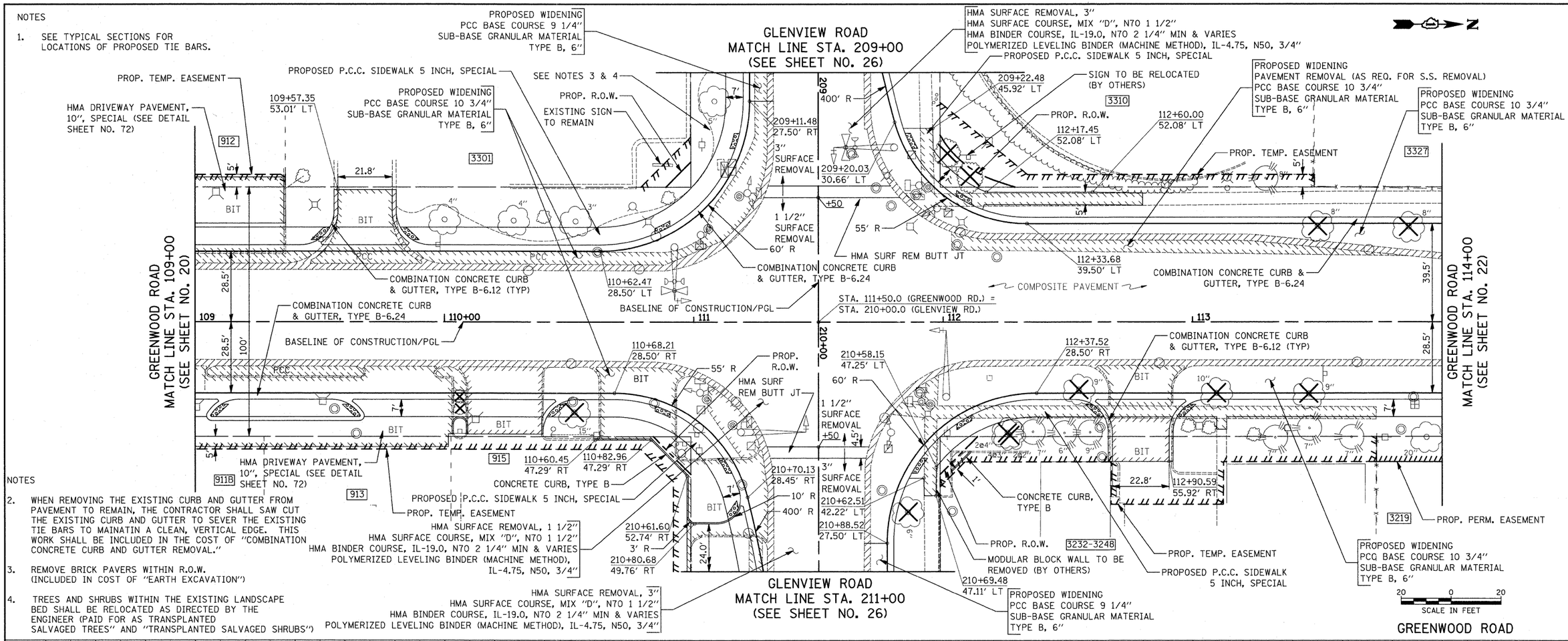
NOTES

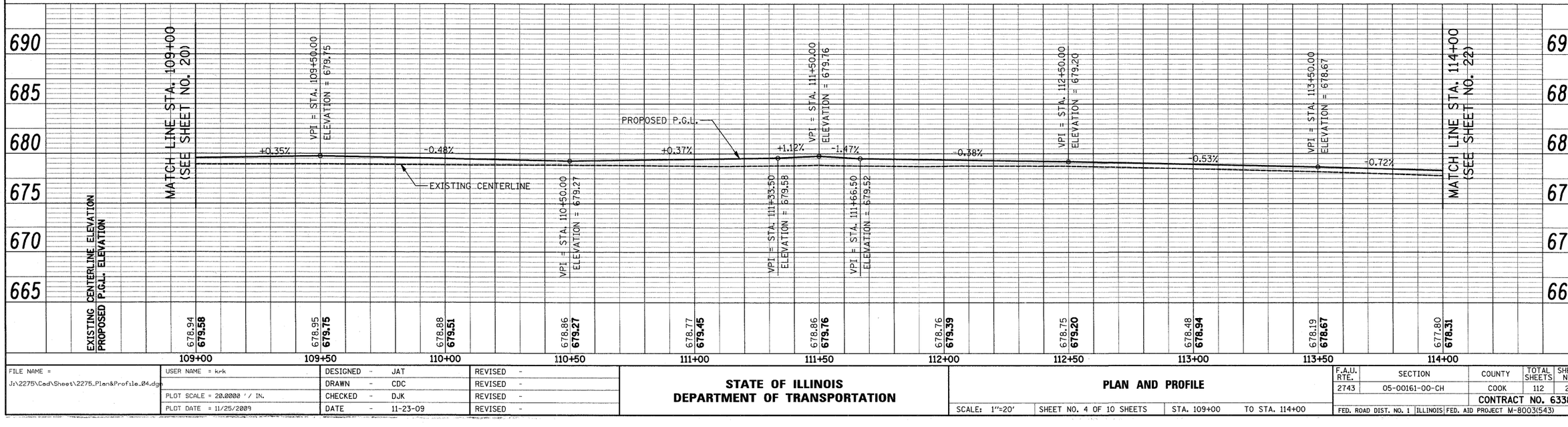
1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.

2. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINATIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER REMOVAL."

3. REMOVE BRICK PAVERS WITHIN R.O.W. (INCLUDED IN COST OF "EARTH EXCAVATION")

4. TREES AND SHRUBS WITHIN THE EXISTING LANDSCAPE BED SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER (PAID FOR AS TRANSPLANTED SALVAGED TREES" AND "TRANSPLANTED SALVAGED SHRUBS")





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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 4 OF 10 SHEETS | STA. 109+00 TO STA. 114+00

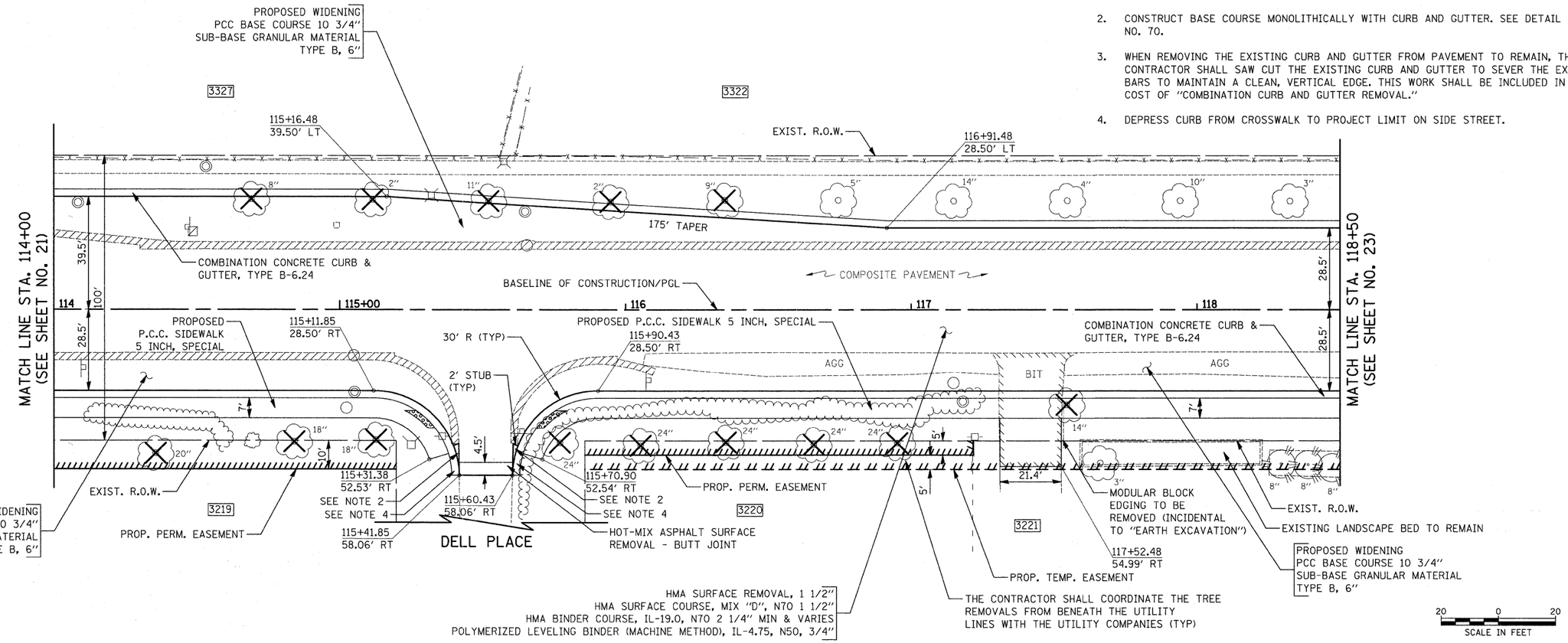
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	21

CONTRACT NO. 63383

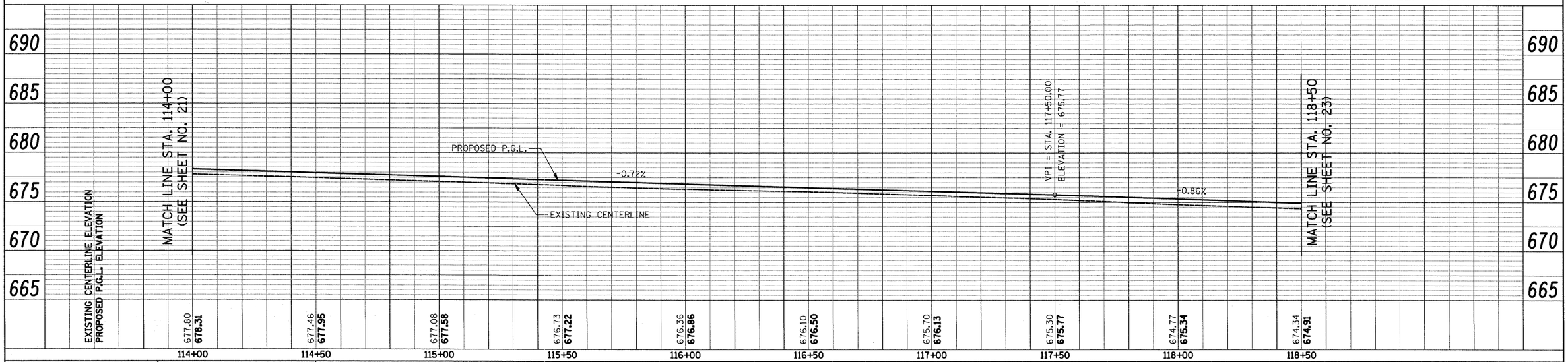
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)

NOTES:

1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
2. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
3. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."
4. DEPRESS CURB FROM CROSSWALK TO PROJECT LIMIT ON SIDE STREET.



GREENWOOD ROAD



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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 5 OF 10 SHEETS | STA. 114+00 | TO STA. 118+50

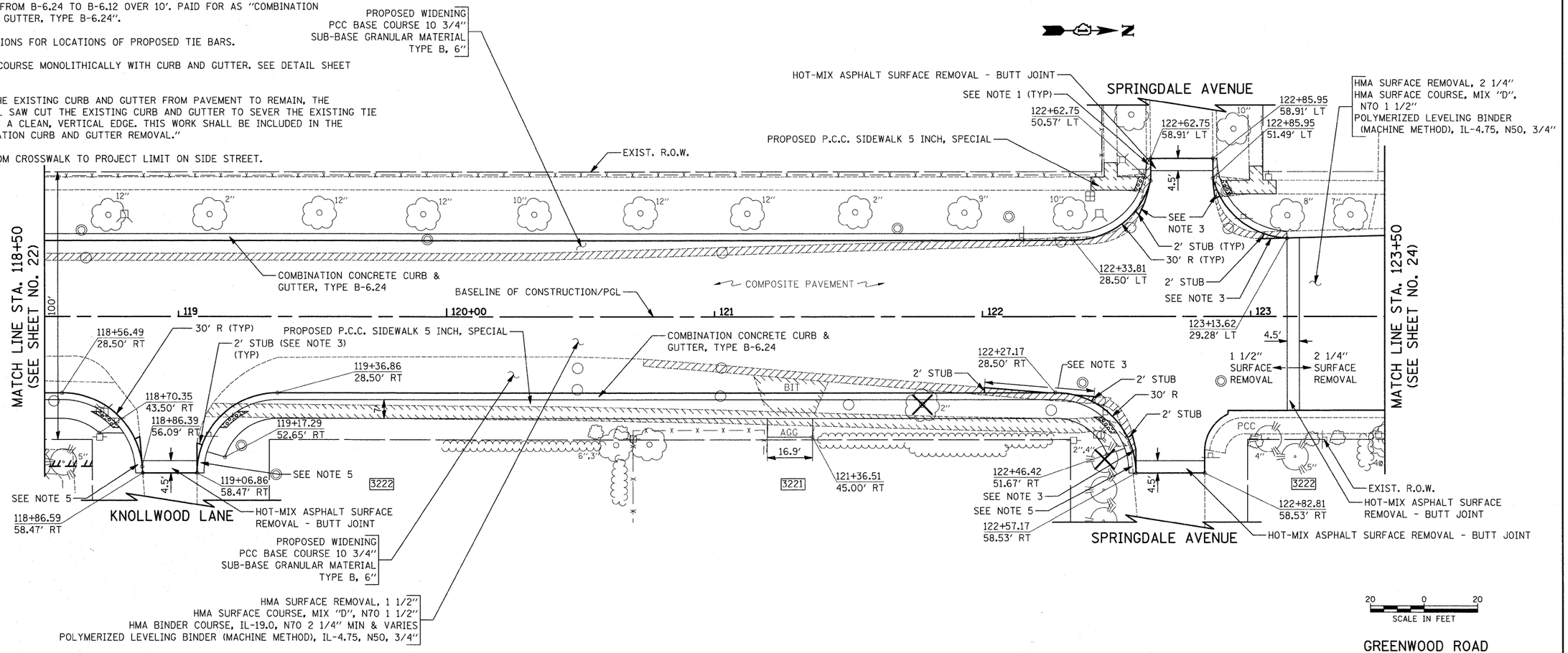
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	22
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

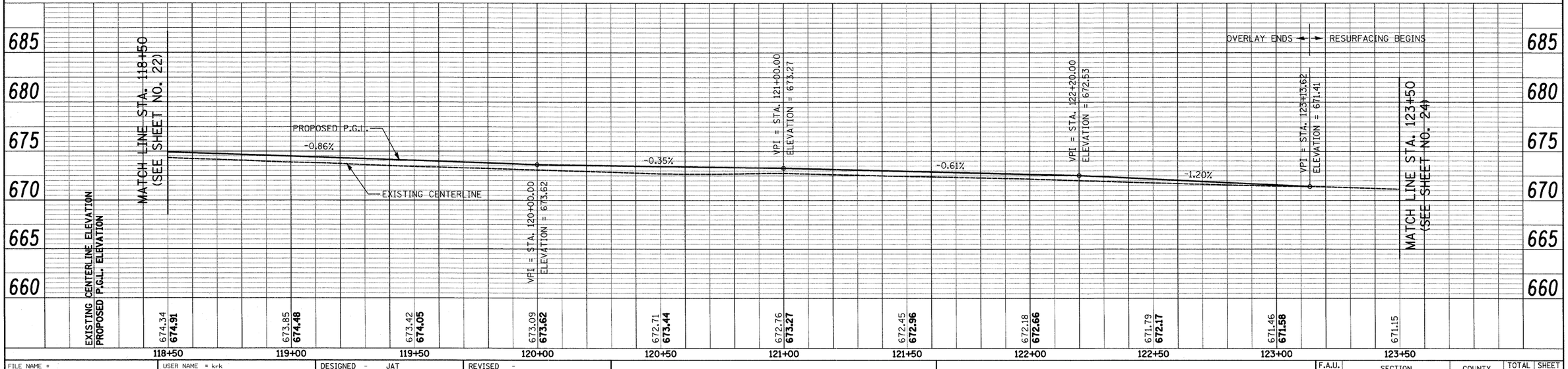
NOTES:

1. TRANSITION CURB FROM B-6.24 TO B-6.12 OVER 10'. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".
2. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
3. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
4. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."
5. DEPRESS CURB FROM CROSSWALK TO PROJECT LIMIT ON SIDE STREET.

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / ADD TIE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / BY / DATE





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SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

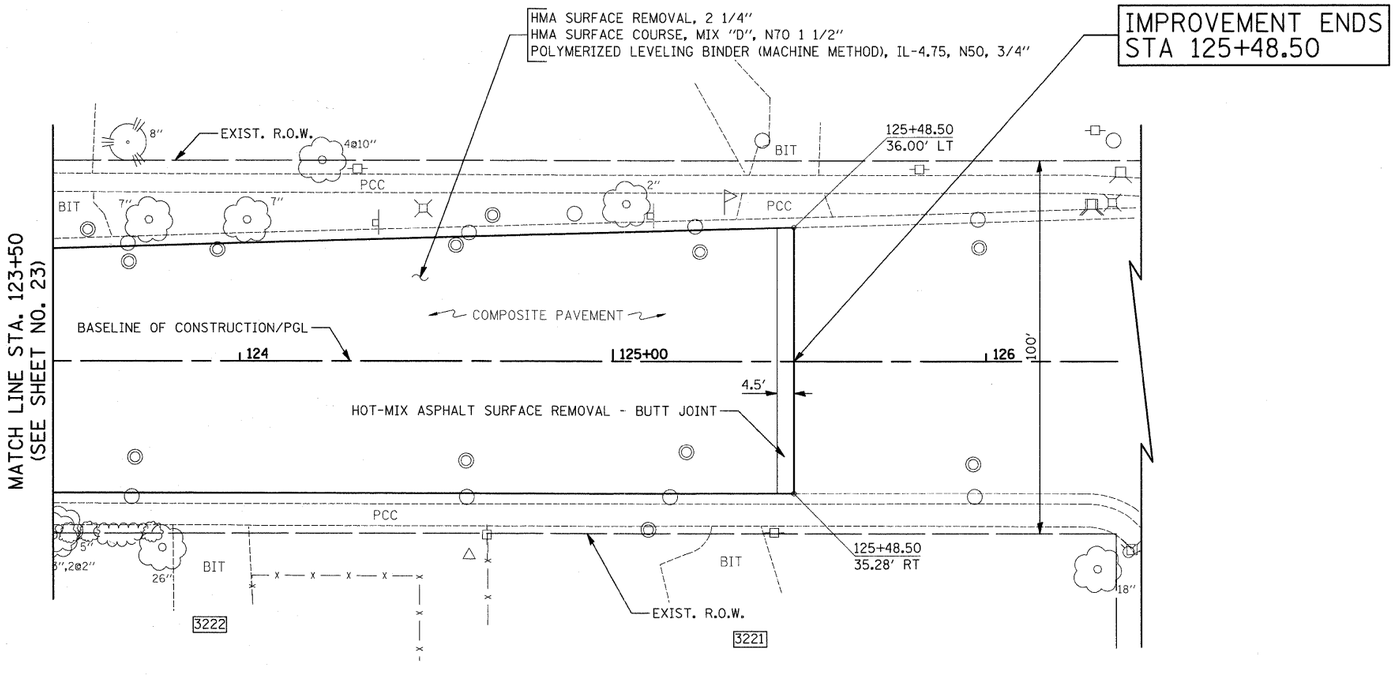
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 6 OF 10 SHEETS | STA. 118+50 | TO STA. 123+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	23

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)



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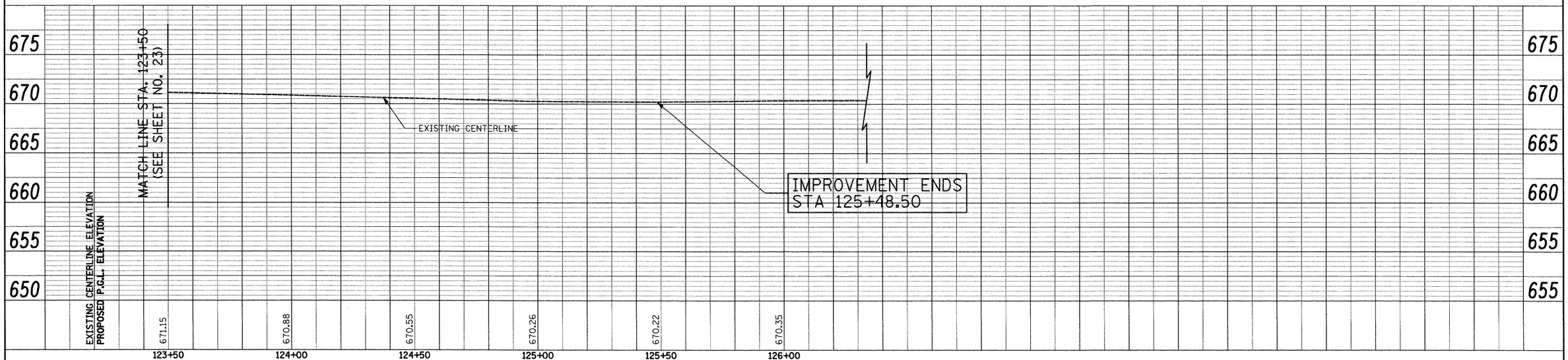
SCALE IN FEET

GREENWOOD ROAD



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PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BY, DATE, NOTE BOOK, NO., STRUCTURE NO., ATANS CHKD

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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

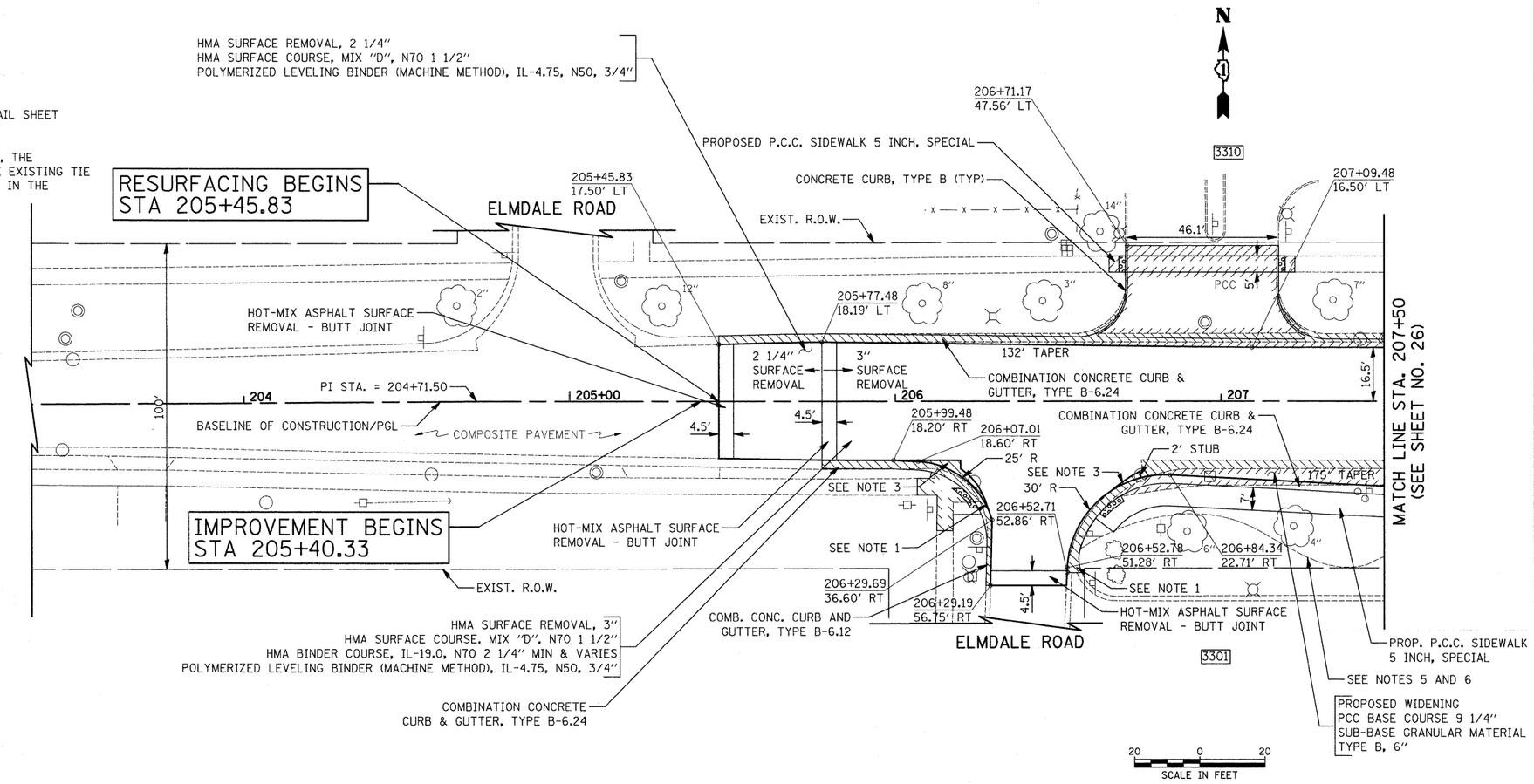
SCALE: 1"=20' | SHEET NO. 7 OF 10 SHEETS | STA. 123+50 | TO STA. 125+48.5

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	24
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

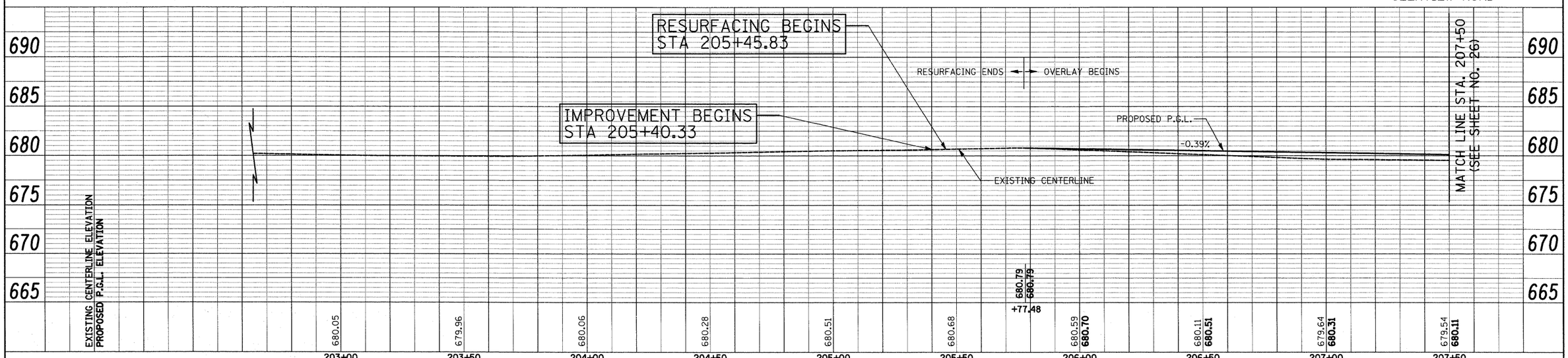
NOTES:

1. TRANSITION CURB FROM B-6.24 TO B-6.12 OVER 10'. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".
2. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
3. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
4. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."
5. REMOVE BRICK PAVERS WITHIN R.O.W. (INCLUDED IN COST OF "EARTH EXCAVATION")
6. TREES AND SHRUBS WITHIN THE EXISTING LANDSCAPE BED SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER (PAID FOR AS "TRANSPLANTED SALVAGED TREES" AND "TRANSPLANTED SALVAGED SHRUBS")

PLAN — DATE / BY / SURVEYED / PLOTTED / ALIGNMENT CHECKED / BLM WORKED / CADD FILE NAME / NOTE BOOK / NO.



PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BLM WORKED / STRUCTURE NO(Y/N)S CHK'D / NOTE BOOK / NO.



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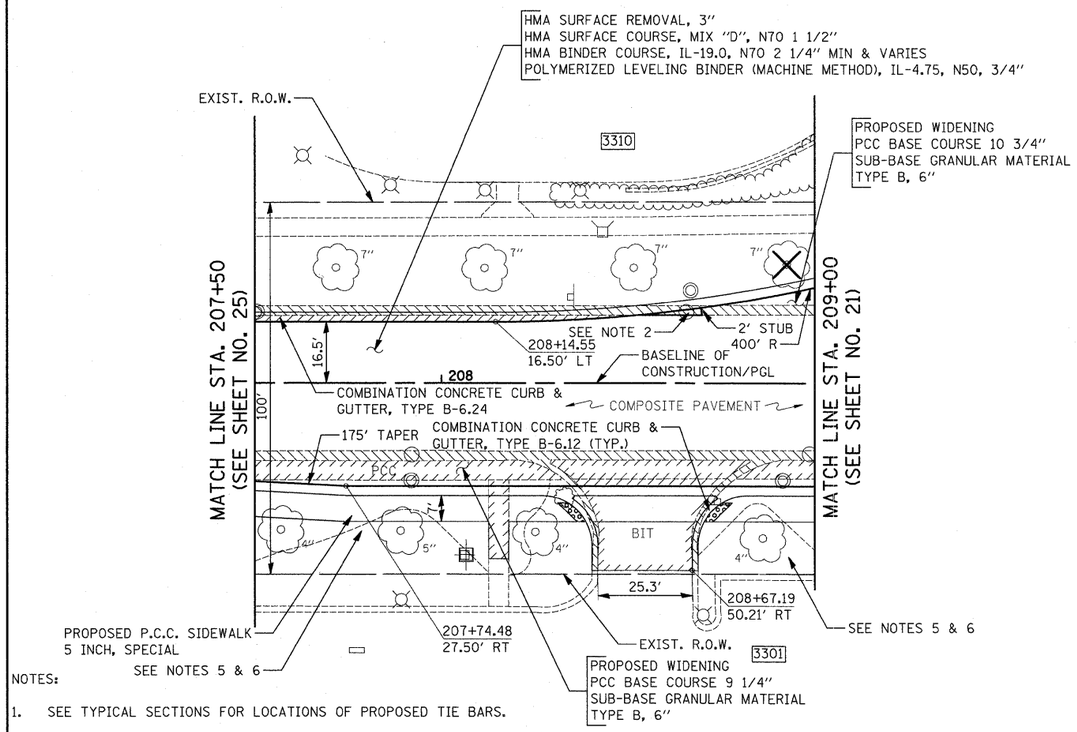
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

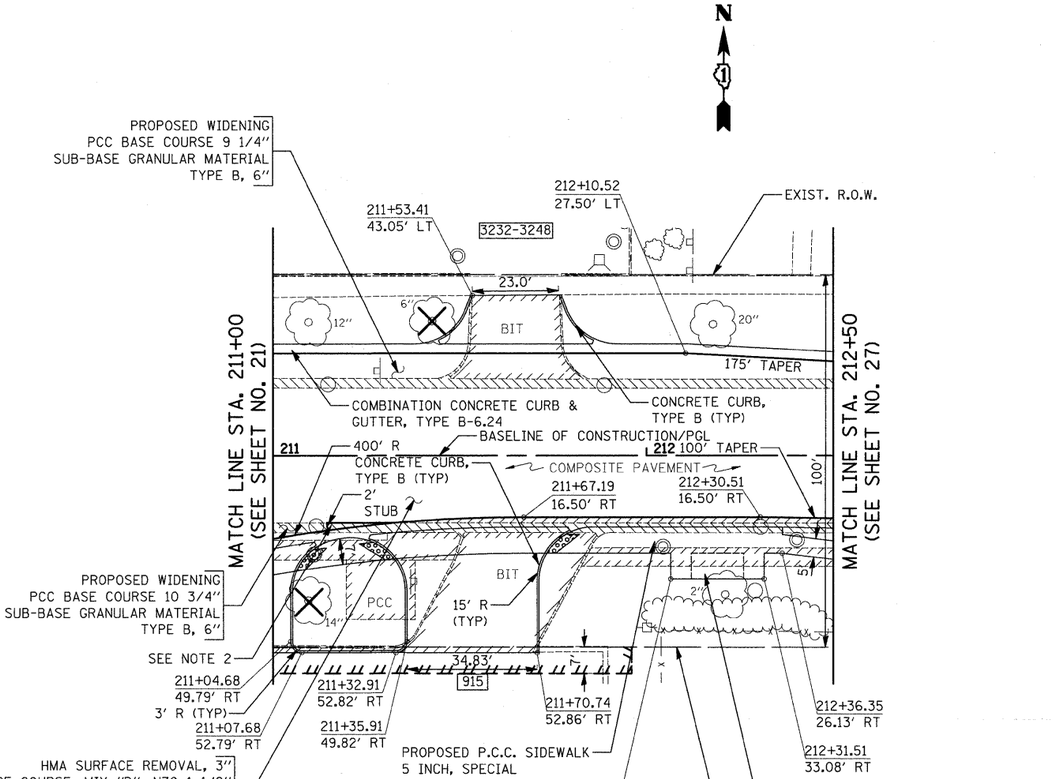
SCALE: 1"=20' | SHEET NO. 8 OF 10 SHEETS | STA. 205+40.3 | TO STA. 207+50.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	25
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	



NOTES:

1. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
2. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
3. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."



4. THE RELOCATION OF THE EXISTING BUS SHELTER AND SIGN SHALL BE PERFORMED BY PACE. THE CONTRACTOR SHALL CONTACT PACE'S SUPERVISOR OF FACILITIES MAINTENANCE AT 708-649-3231, 5 DAYS IN ADVANCE OF THE NEED TO MOVE THE SHELTER TO A TEMPORARY LOCATION AND BEFORE THE NEED TO RELOCATE THE SHELTER TO THE NEW PAD LOCATION.
5. REMOVE BRICK PAVERS WITHIN R.O.W. (INCLUDED IN COST OF "EARTH EXCAVATION")
6. TREES AND SHRUBS WITHIN THE EXISTING LANDSCAPE BED SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER (PAID FOR AS "TRANSPLANTED SALVAGED TREES" AND "TRANSPLANTED SALVAGED SHRUBS")

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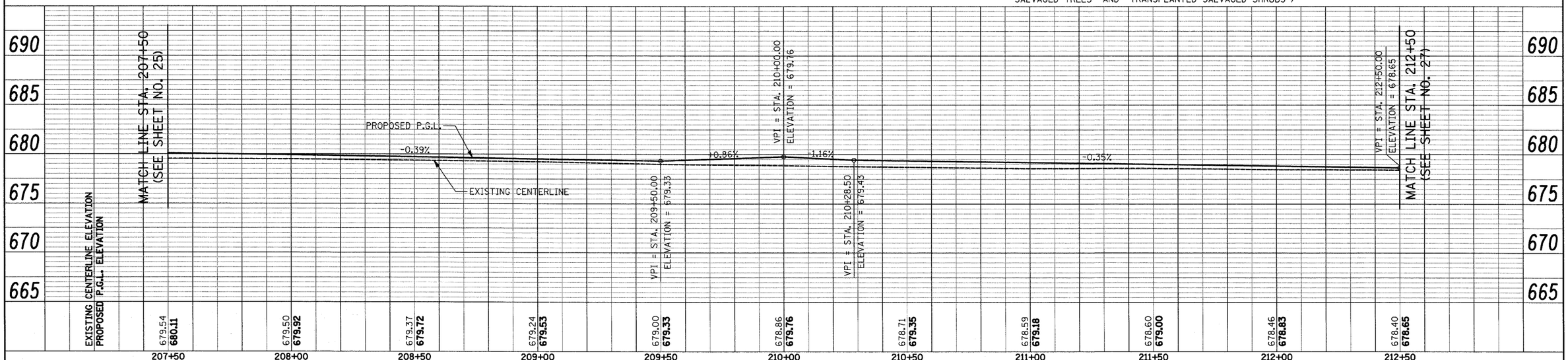
SCALE IN FEET

GLENVIEW ROAD



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

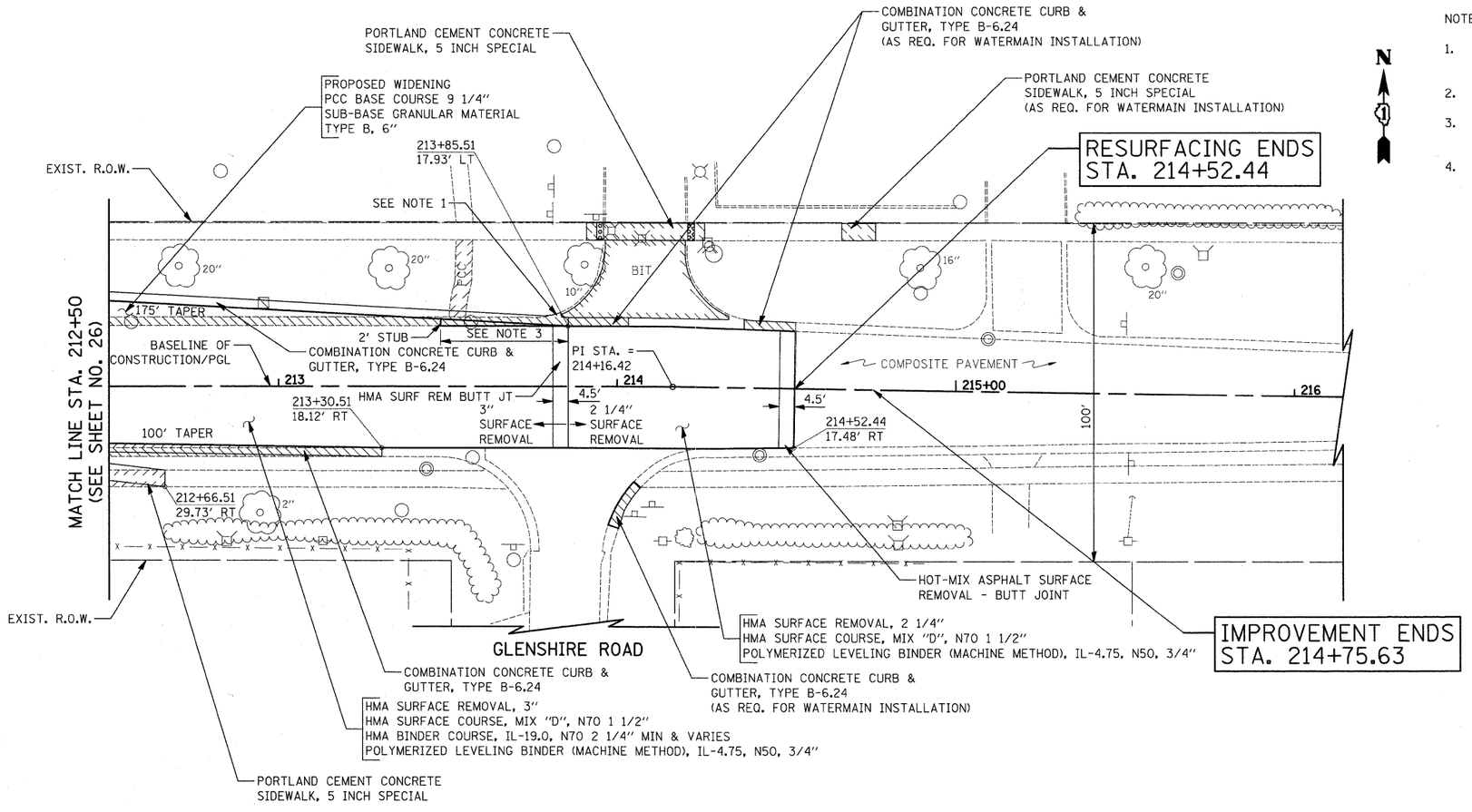
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 9 OF 10 SHEETS | STA. 207+50 | TO STA. 212+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	26
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

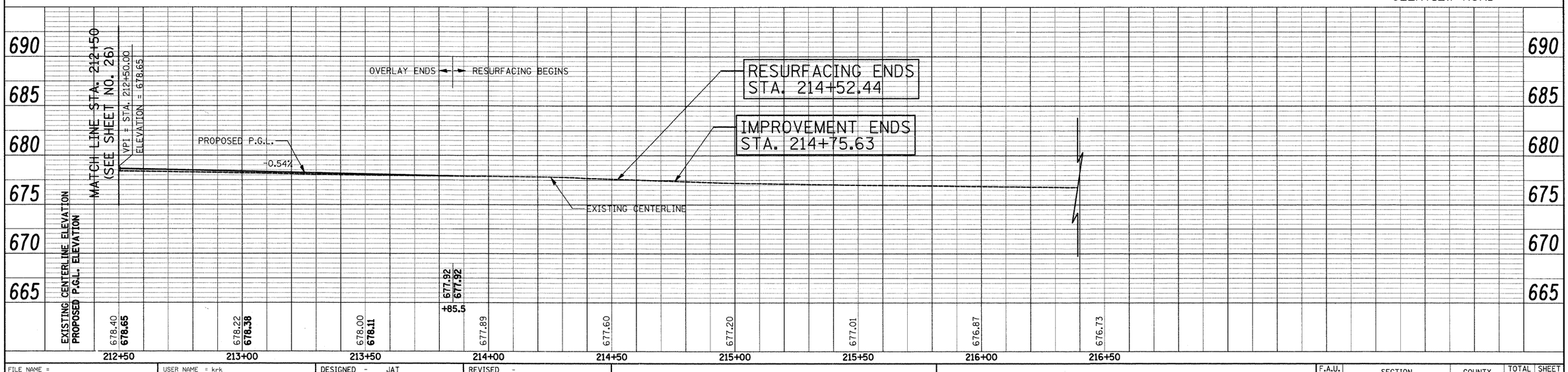
PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | BY | DATE



NOTES:

1. TRANSITION CURB HEAD TO MATCH EXISTING TYPE B CURB. PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24".
2. SEE TYPICAL SECTIONS FOR LOCATIONS OF PROPOSED TIE BARS.
3. CONSTRUCT BASE COURSE MONOLITHICALLY WITH CURB AND GUTTER. SEE DETAIL SHEET NO. 70.
4. WHEN REMOVING THE EXISTING CURB AND GUTTER FROM PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW CUT THE EXISTING CURB AND GUTTER TO SEVER THE EXISTING TIE BARS TO MAINTAIN A CLEAN, VERTICAL EDGE. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMBINATION CURB AND GUTTER REMOVAL."

GLENVIEW ROAD



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 10 OF 10 SHEETS | STA. 212+50 | TO STA. 213+85.5

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	27
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

STAGE 1 (NOT SHOWN)

1. INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF GREENWOOD ROAD AND GLENVIEW ROAD. CLOSE DRIVEWAY AT STA. 110+75 RT TO ALLOW INSTALLATION OF TEMPORARY POLE. (NOTE: THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED.)

2. REMOVE EXISTING SIGNAL POLES AND EQUIPMENT DESIGNATED TO BE REMOVED.

3. CONSTRUCT TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE REQUIRED FOR STAGE 2 TRAFFIC. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502.

4. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AND SHIFT TRAFFIC.

STAGE 2

1. CONSTRUCT WATERMAIN. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502. THE LEFT TURN LANES AT THE INTERSECTION OF GREENWOOD ROAD AND GLENVIEW ROAD MAY ONLY BE CLOSED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. CONSTRUCT STORM SEWER MAINLINE ON EAST SIDE OF GREENWOOD ROAD AND NORTH SIDE OF GLENVIEW ROAD. CONSTRUCT STORM SEWER LATERALS TO CENTERLINE OF GREENWOOD ROAD. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502. THE LEFT TURN LANES AT THE INTERSECTION OF GREENWOOD ROAD AND GLENVIEW ROAD MAY ONLY BE CLOSED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM UNLESS OTHERWISE APPROVED BY THE ENGINEER.

3. REMOVE EXISTING CURB AND GUTTER AND DRIVEWAYS ON THE EAST SIDE OF GREENWOOD ROAD AND NORTH SIDE OF GLENVIEW ROAD.

4. CONSTRUCT CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK AND ENTRANCES AS SHOWN.

5. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES REQUIRED FOR STAGE 2A AND SHIFT TRAFFIC ON GLENVIEW ROAD.

STAGE 2A

1. CONSTRUCT STORM SEWER MAINLINE ON SOUTH SIDE OF GLENVIEW ROAD. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501. THE LEFT TURN MAY ONLY BE CLOSED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. REMOVE EXISTING CURB AND GUTTER AND DRIVEWAYS ON THE SOUTH SIDE OF GLENVIEW ROAD.

3. CONSTRUCT CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK AND ENTRANCES AS SHOWN.

4. MILL EXISTING PAVEMENT. TWO-WAY TRAFFIC SHALL MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502.

5. PLACE LEVELING BINDER AND BINDER WITHIN LIMITS OF THE STAGE 2 WIDENING AND EXISTING PAVEMENT.

6. PLACE TOPSOIL AND SOD.

7. CONSTRUCT TEMPORARY PAVEMENT REQUIRED FOR STAGE 3 TRAFFIC. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502.

8. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES REQUIRED FOR STAGE 3 AND SHIFT TRAFFIC.

STAGE 3

1. REMOVE EXISTING CURB AND GUTTER AND DRIVEWAYS ON THE WEST SIDE OF GREENWOOD ROAD.

2. CONSTRUCT CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK AND ENTRANCES AS SHOWN.

3. COMPLETE THE CONSTRUCTION OF THE CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK, AND ENTRANCES ON THE EAST SIDE OF GREENWOOD ROAD.

4. PLACE LEVELING BINDER AND BINDER WITHIN LIMITS OF THE STAGE 3.

5. PLACE TOPSOIL AND SOD.

6. PLACE SURFACE COURSE THROUGHOUT PROJECT LIMITS. TWO-WAY TRAFFIC SHALL MAINTAINED THROUGH THE USE OF FLAGGERS IN ACCORDANCE WITH IDOT STANDARD 701501 AND 701502.

7. PLACE PERMANENT PAVEMENT MARKINGS.

8. INSTALL AND ACTIVATE PERMANENT SIGNALS. (NOTE: THE TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED).

ACCESS MAINTENANCE NOTES

MAINTAINING ACCESS TO DRIVEWAYS IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. 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.

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

3. THE CONTRACTOR SHALL, WHERE WIDTH ALLOWS, STAGE CONSTRUCT DRIVEWAYS, AS DIRECTED BY THE ENGINEER.

4. 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".

TEMPORARY DRAINAGE NOTES

T1 STA. 108+42.8, 22.4' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T2 STA. 110+33.7, 20.7' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T3 STA. 110+78.2, 21.4' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T4 STA. 112+06.9, 30.0' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T5 STA. 113+70.7, 29.1' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T6 STA. 115+65.5, 22.5' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T7 STA. 118+65.5, 22.1' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T8 STA. 121+02.9, 24.0' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T9 STA. 122+29.3, 27.8' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

T10 STA. 122+55.3, 33.3' LT
CB TO BE ADJUSTED WITH NEW T-1 FR, O.L.

(T1) 17' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 99+27, 36' LT INV = 676.30
STA. 99+44, 36' LT INV = 676.37

(T2) 20' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 99+47, 36' LT INV = 676.38
STA. 99+67, 36' LT INV = 676.46

(T3) 24' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 100+68, 34' LT INV = 676.86
STA. 100+92, 34' LT INV = 676.96

(T4) 51' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 101+53, 33' LT INV = 677.20
STA. 102+04, 33' LT INV = 677.41

(T5) 18' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 102+42, 32' LT INV = 677.57
STA. 102+60, 32' LT INV = 677.64

(T6) 17' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 102+99, 30' LT INV = 677.80
STA. 103+16, 30' LT INV = 677.87

(T7) 17' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 103+21, 30' LT INV = 677.89
STA. 103+38, 30' LT INV = 677.96

(T8) 21' - 12" PIPE CULVERT, CL. D, T-1 (TEMPORARY) @ 0.41%
STA. 104+01, 33' LT INV = 678.19
STA. 104+22, 33' LT INV = 678.28

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. TEMPORARY LANE CLOSURES WILL BE ALLOWED ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M., WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARD UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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 WITHIN THE PROJECT. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".

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".

18. TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON ALL SURFACES OUTSIDE OF THE RESURFACING LIMITS AND ON THE FINAL PAVEMENT SURFACE. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING TAPE, TYPE III" OF THE SIZE SPECIFIED.

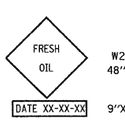
19. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".

20. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, VERTICAL PANELS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION". QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION" AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.

21. A QUANTITY FOR "TEMPORARY ACCESS (ROAD)" HAS BEEN INCLUDED FOR USE IN PROVIDING PEDESTRIAN ACCESS ACROSS THE WIDENING OF THE INTERSECTIONS OF GREENWOOD ROAD AND THE FOLLOWING CROSS STREETS:

    LINNEMAN STREET (1 EACH)
    GLENVIEW ROAD (1 EACH)
    KNOLLWOOD DRIVE (1 EACH)
    SPRINGDALE ROAD (2 EACH)
    ELMDALE ROAD (1 EACH)

22. AT THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL FURNISH THE NAME AND TELEPHONE NUMBER OF THE INDIVIDUAL IN THE CONTRACTOR'S DIRECT EMPLOY WHO IS TO BE RESPONSIBLE, 24 HOURS-A-DAY, FOR THE INSTALLATION AND MAINTENANCE OF TRAFFIC CONTROL FOR THE PROJECT.



W21-2
48"X48"

9"X30"

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		DRAWN - KRK	REVISED -		
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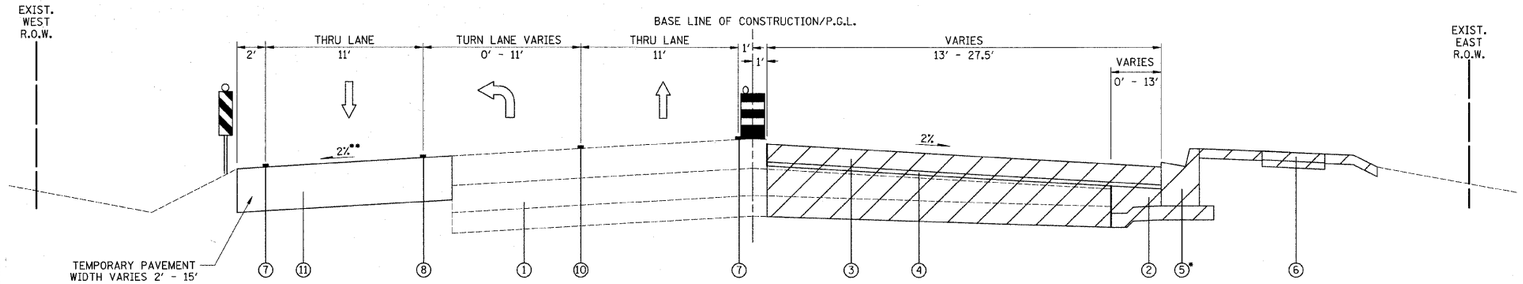
	PLOT DATE = 1/28/2010	DATE - 11-23-09	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	28
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		

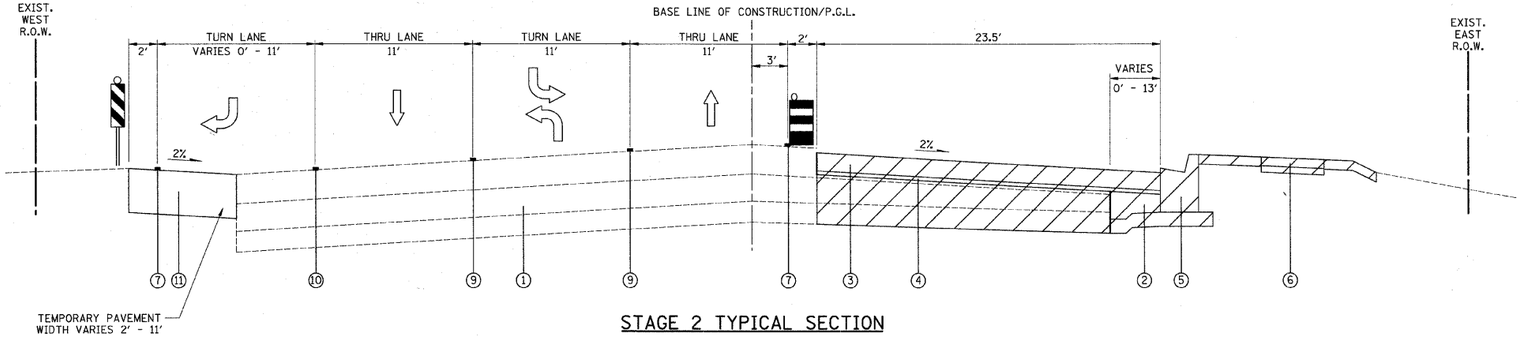


STAGE 2 TYPICAL SECTION
GREENWOOD ROAD

STA. 98+31.27 TO STA. 111+50.00

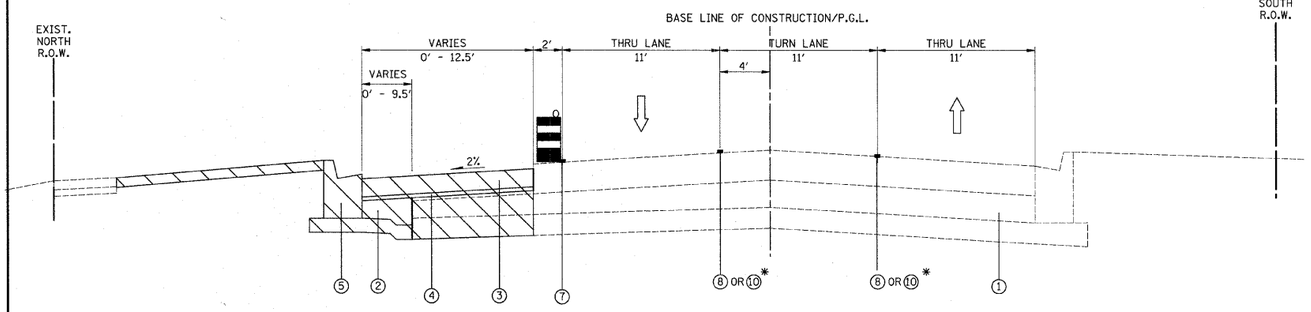
*PLACE CURB AND GUTTER AND SIDEWALK FROM STA. 98+33 TO STA. 105+18 AT THE END OF STAGE 3

**SLOPE TEMPORARY PAVEMENT TOWARDS EXISTING PAVEMENT AT 2% FROM STA 107+25 TO STA. 111+30



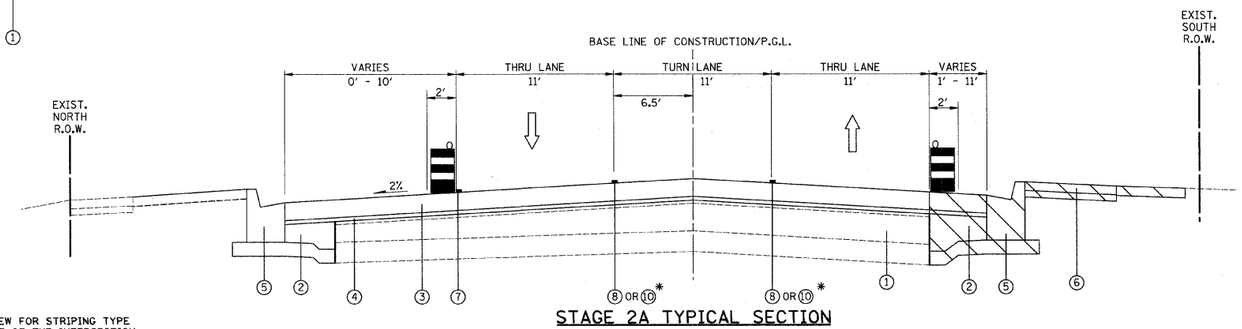
STAGE 2 TYPICAL SECTION
GREENWOOD ROAD

STA. 111+50.00 TO STA. 125+48.50



STAGE 2 TYPICAL SECTION
GLENVIEW ROAD

STA. 205+40.33 TO STA. 214+75.67



*SEE PLAN VIEW FOR STRIPING TYPE ON EACH SIDE OF THE INTERSECTION

STAGE 2A TYPICAL SECTION
GLENVIEW ROAD

STA. 205+40.33 TO STA. 214+75.67

LEGEND

1. EXISTING PAVEMENT
2. PROPOSED BASE COURSE WIDENING
3. PROPOSED HOT-MIX ASPHALT BINDER COURSE
4. PROPOSED LEVELING BINDER
5. PROPOSED COMB. CONCRETE CURB AND GUTTER
6. PROPOSED SIDEWALK
7. TEMPORARY PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
8. TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
9. TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH (10' DASH - 30' SKIP) AND YELLOW SOLID LINE @ 5 1/2" C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE LANE LINE, SOLID OR DOTTED)
11. TEMPORARY PAVEMENT

CONSTRUCTION ZONE

TRAFFIC FLOW

DRUMS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT

VERTICAL PANEL WITH STEADY BURN LIGHT

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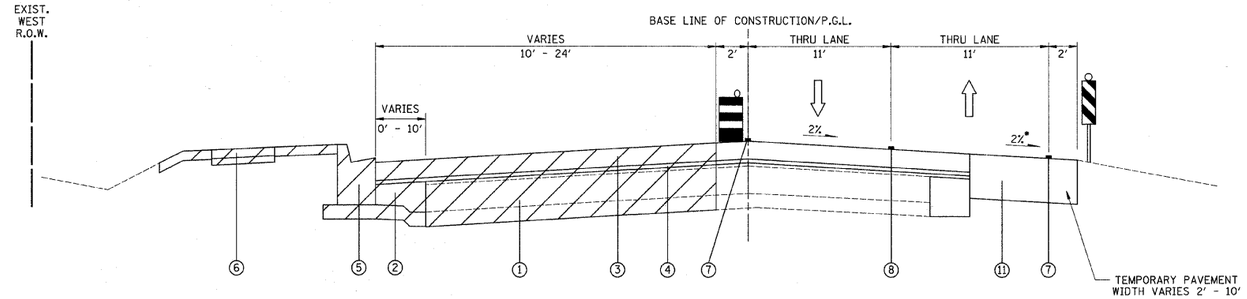
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SHEET NO. 1 OF 2 SHEETS

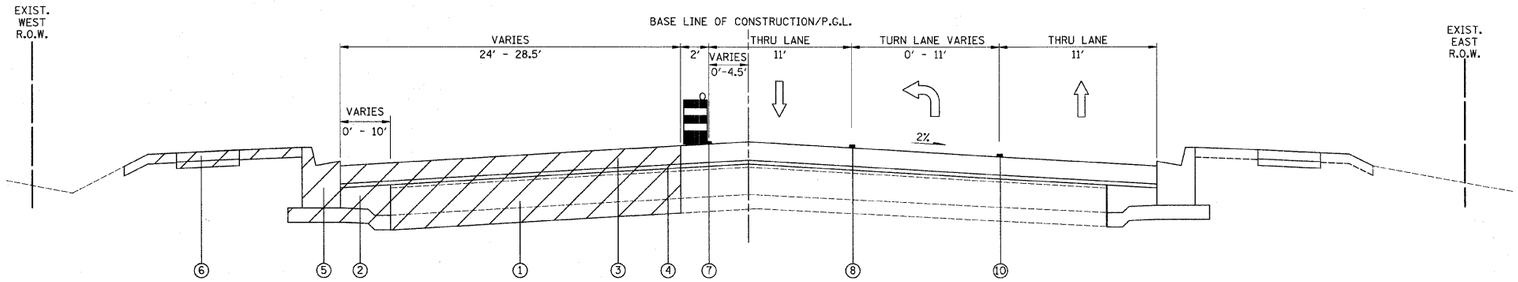
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	29
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	CMM-M-8003(543)	



STAGE 3 TYPICAL SECTION
GREENWOOD ROAD

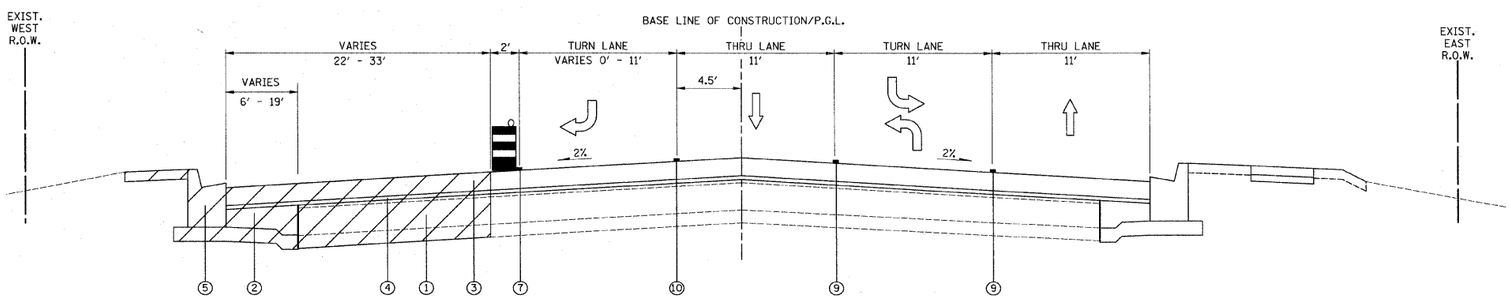
STA. 98+31.27 TO STA. 105+18.00

*SLOPE TEMPORARY PAVEMENT TOWARDS EXISTING PAVEMENT AT 2% FROM STA 103+00 TO STA. 105+00



STAGE 3 TYPICAL SECTION
GREENWOOD ROAD

STA. 105+18 TO STA. 111+50.00



STAGE 3 TYPICAL SECTION
GREENWOOD ROAD

STA. 111+50.00 TO STA. 125+48.50

LEGEND

1. EXISTING PAVEMENT
2. PROPOSED BASE COURSE WIDENING
3. PROPOSED HOT-MIX ASPHALT BINDER COURSE
4. PROPOSED LEVELING BINDER
5. PROPOSED COMB. CONCRETE CURB AND GUTTER
6. PROPOSED SIDEWALK
7. TEMPORARY PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
8. TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
9. TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH (10' DASH - 30' SKIP) AND YELLOW SOLID LINE @ 5 1/2" C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE LANE LINE, SOLID OR DOTTED)
11. TEMPORARY PAVEMENT

CONSTRUCTION ZONE

TRAFFIC FLOW

DRUMS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT

VERTICAL PANEL WITH STEADY BURN LIGHT

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	PLOT DATE = 1/28/2010	DATE - 11-23-09	REVISED -

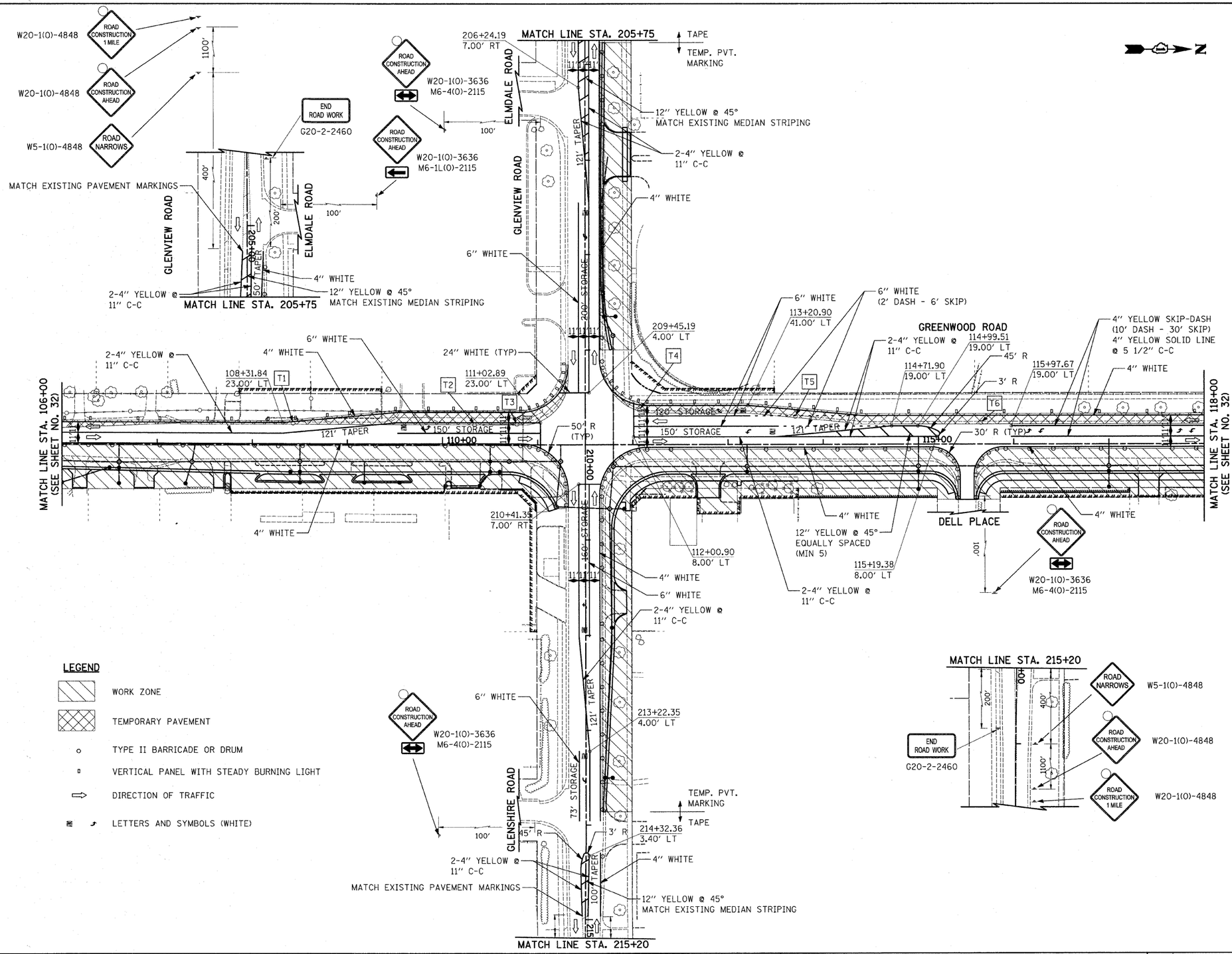
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SHEET NO. 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	30
			CONTRACT NO. 63383	

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT CMV-M-8003(543)



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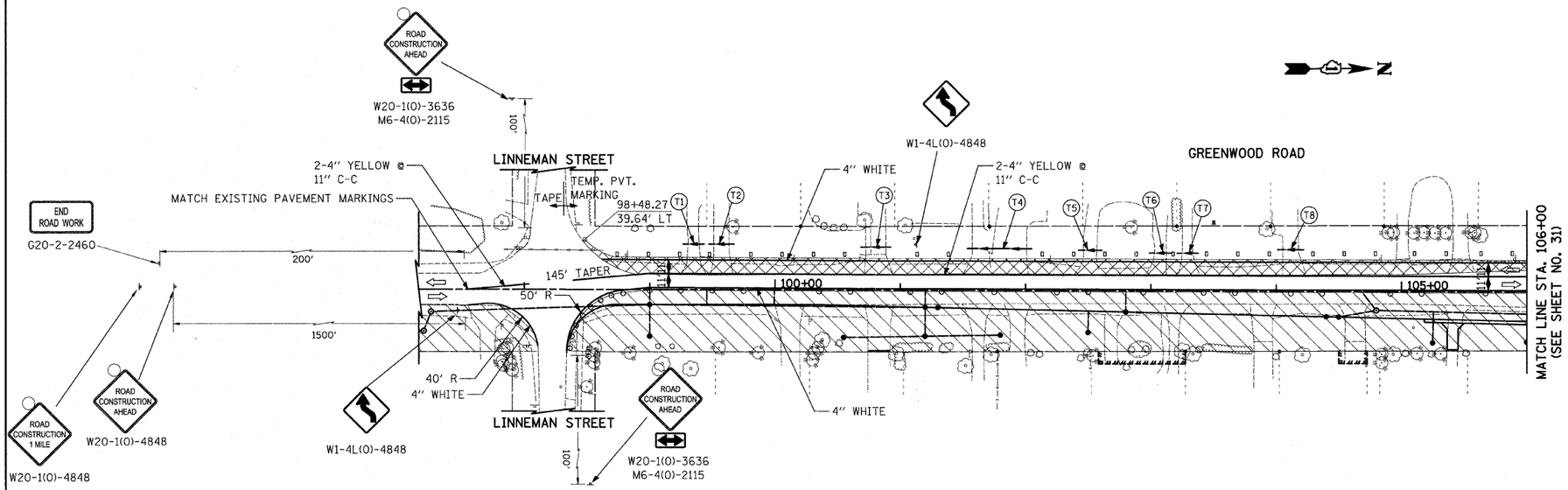
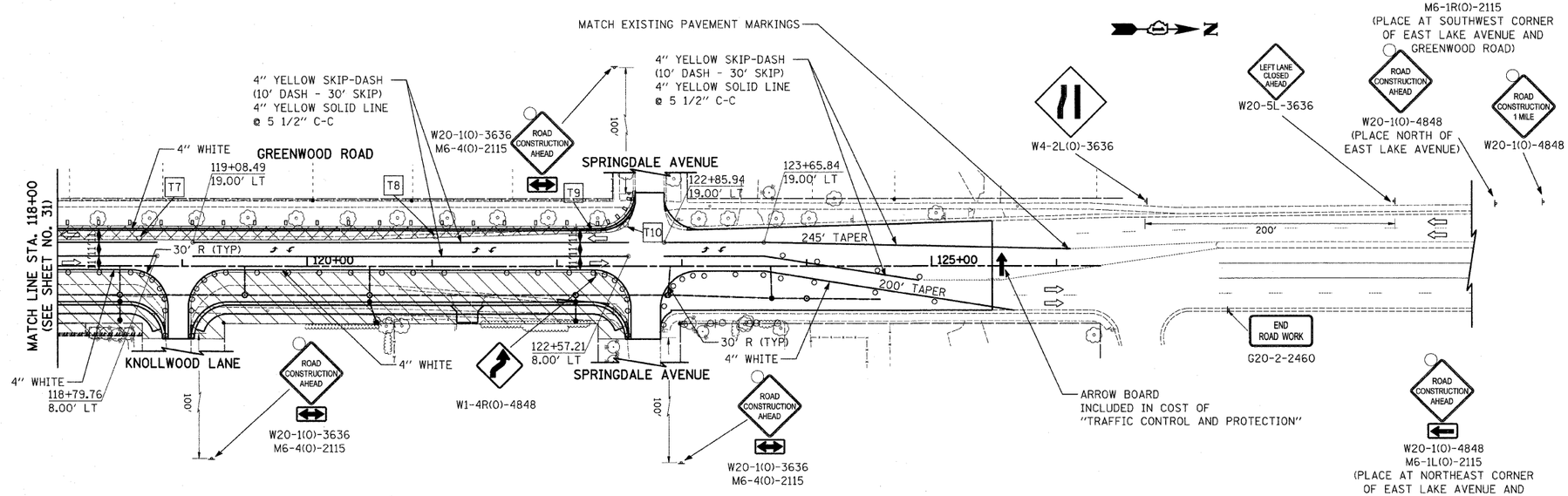
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 2

SCALE: 1"=50' | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	31
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		





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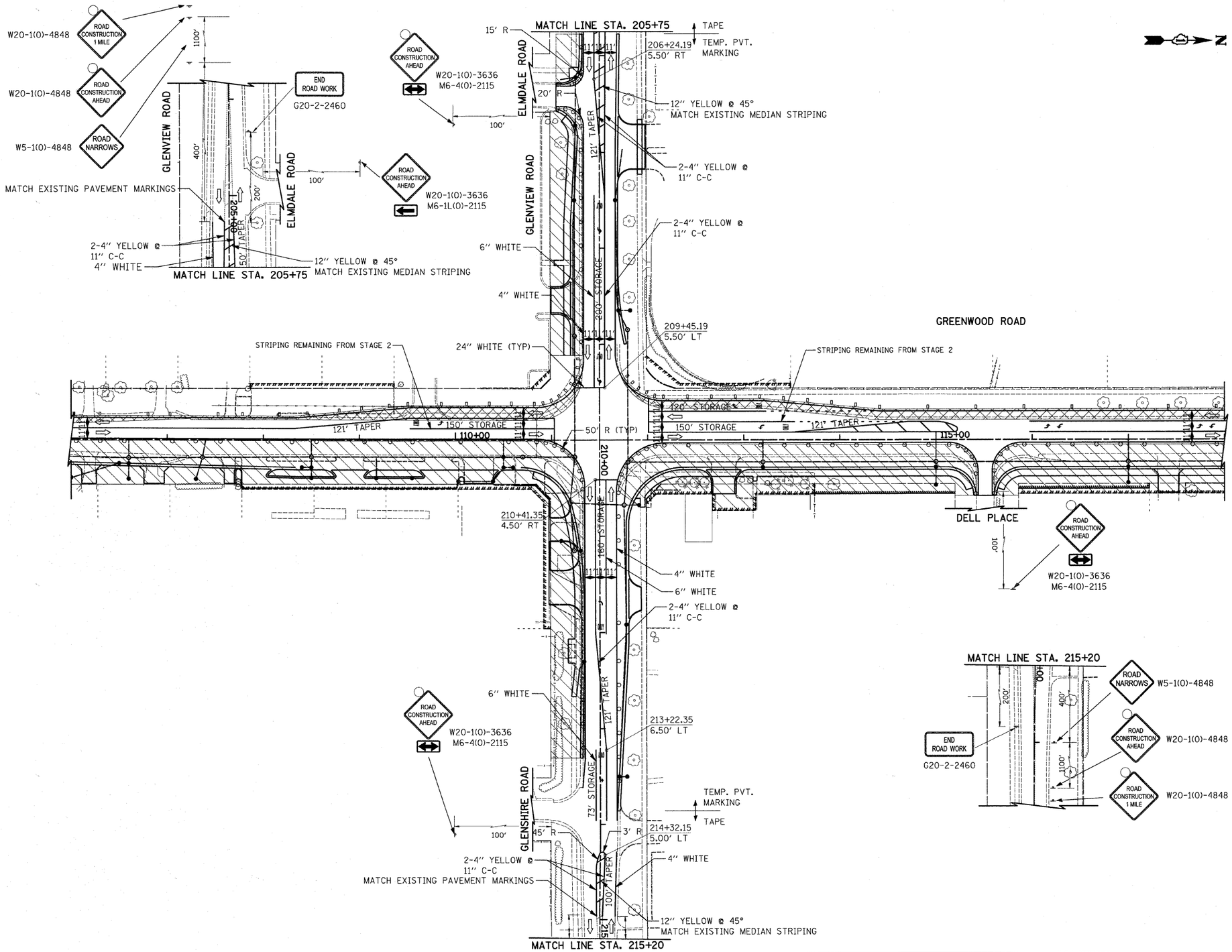
	PLOT DATE = 1/28/2010	DATE - 11-23-09	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	32
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		



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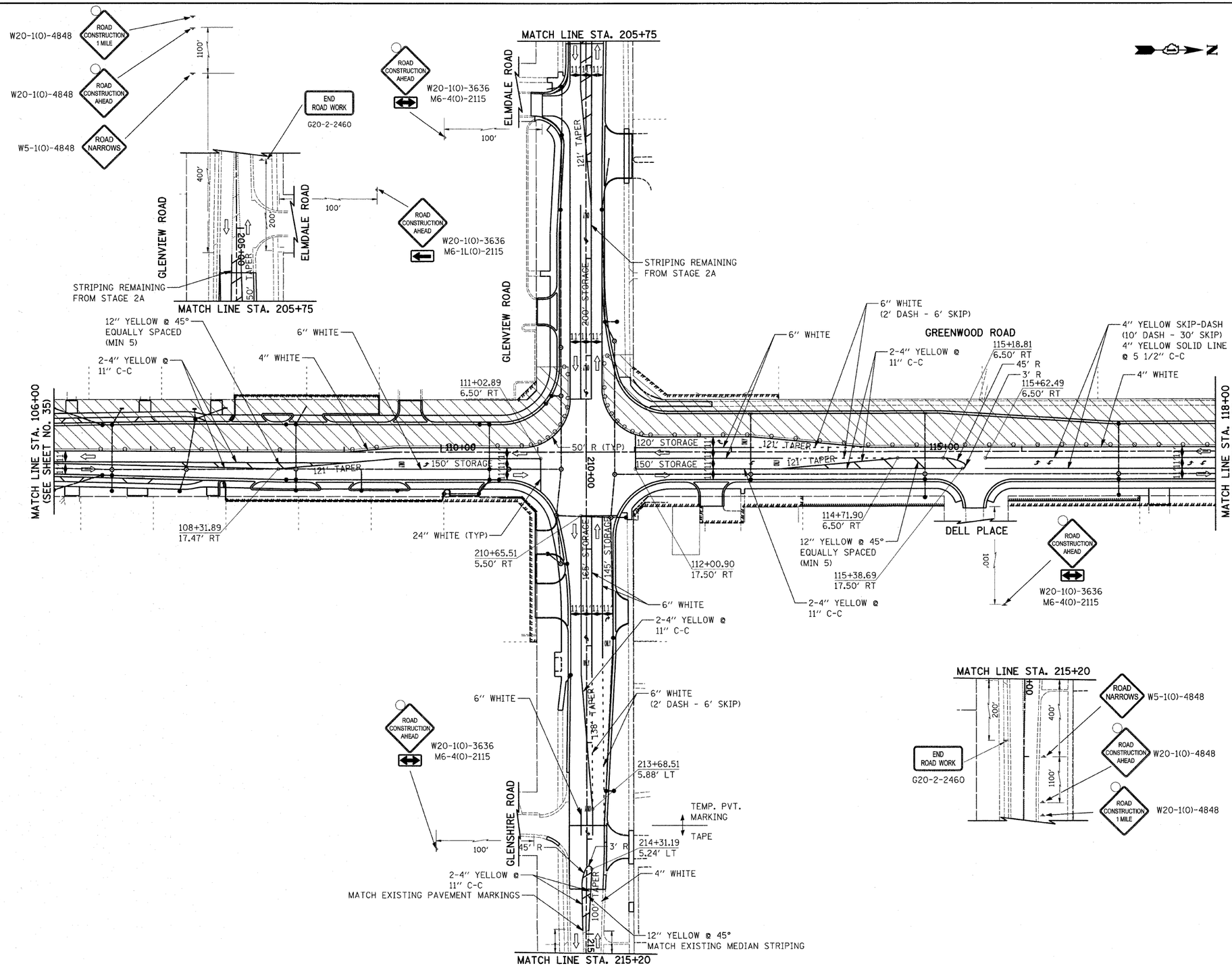
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 2A

SCALE: 1"=50' | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	33
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CMM-M-8003(543)		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 3

SCALE: 1"=50' | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	34
			CONTRACT NO. 63383	
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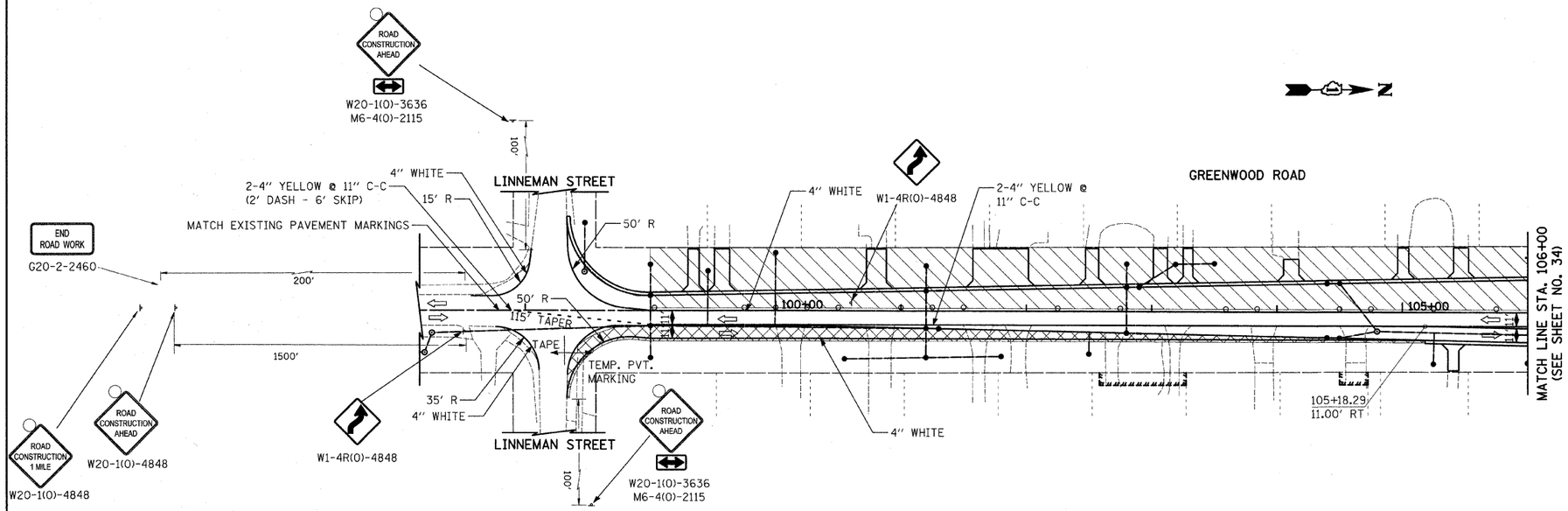

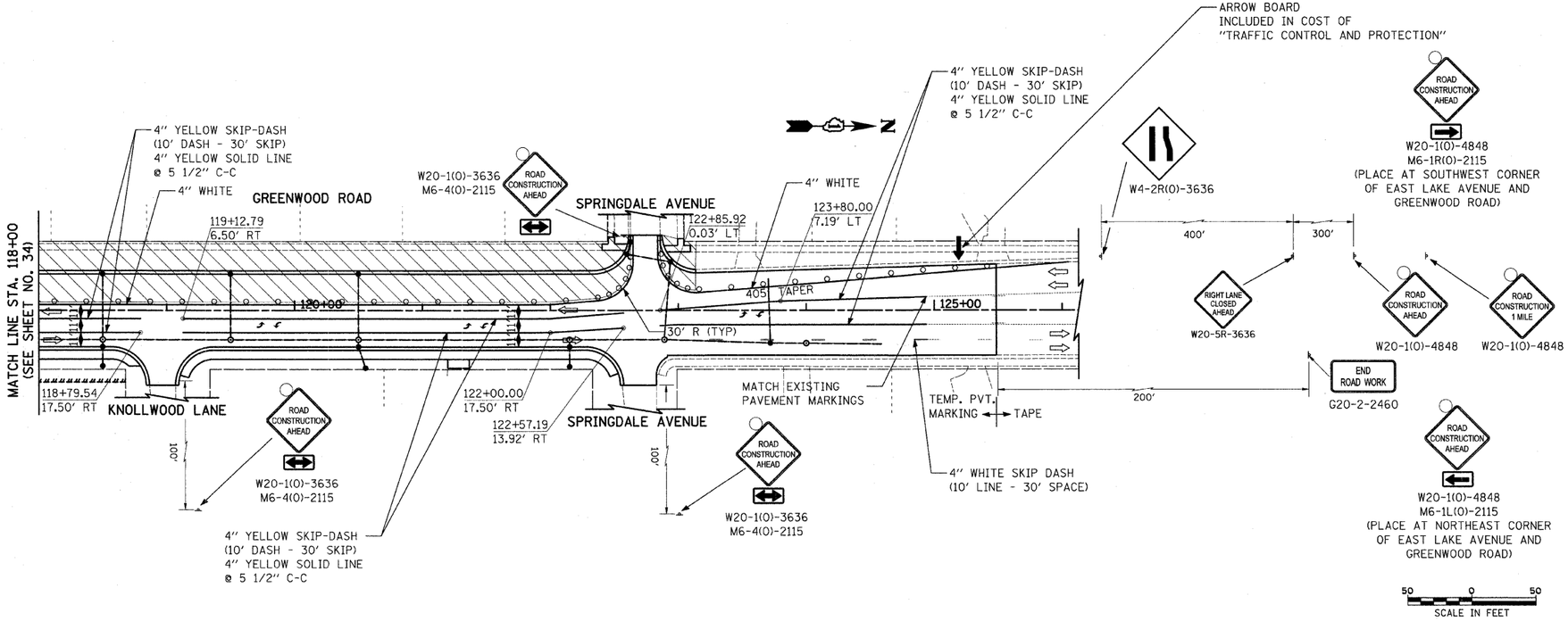

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	PLOT DATE = 1/28/2010	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

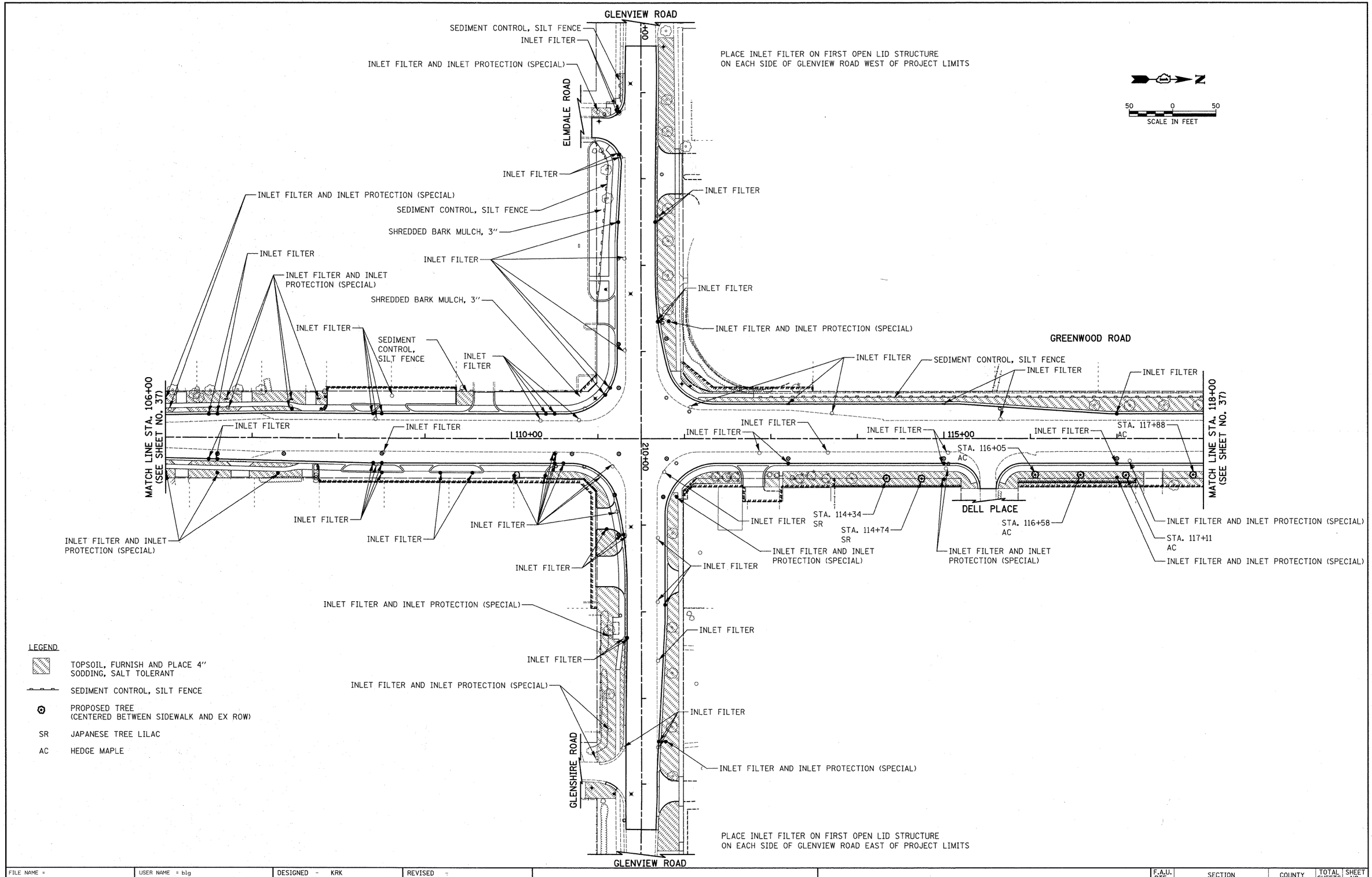
MAINTENANCE OF TRAFFIC STAGE 3

SCALE: 1"=50' | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	35

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT CMM-M-8003(543)



LEGEND

- TOPSOIL, FURNISH AND PLACE 4" SODDING, SALT TOLERANT
- SEDIMENT CONTROL, SILT FENCE
- PROPOSED TREE (CENTERED BETWEEN SIDEWALK AND EX ROW)
- SR JAPANESE TREE LILAC
- AC HEDGE MAPLE

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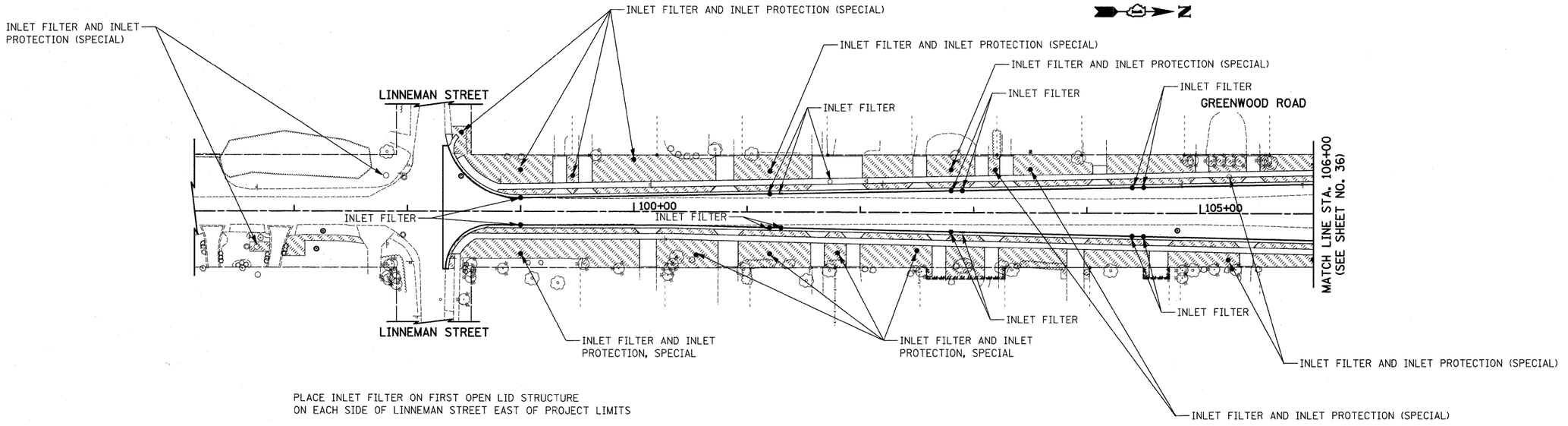
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	36
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



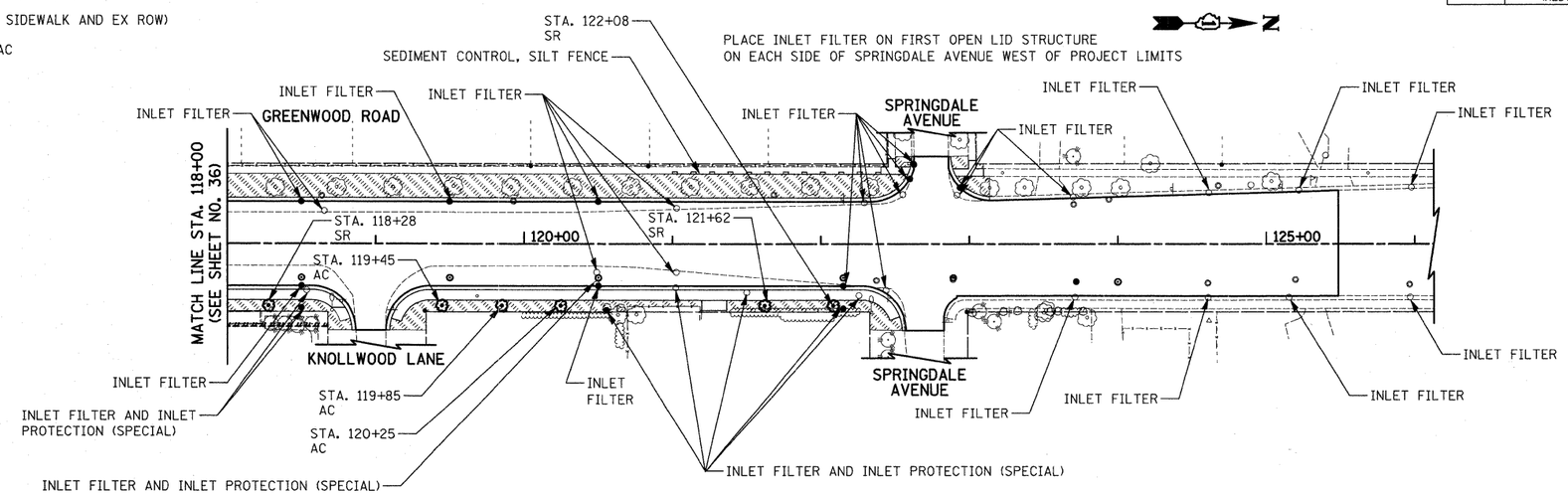
PLACE INLET FILTER ON FIRST OPEN LID STRUCTURE
ON EACH SIDE OF LINNEMAN STREET EAST OF PROJECT LIMITS

LEGEND

- TOPSOIL, FURNISH AND PLACE 4" SODDING, SALT TOLERANT
- SEDIMENT CONTROL, SILT FENCE
- PROPOSED TREE (CENTERED BETWEEN SIDEWALK AND EX ROW)
- SR JAPANESE TREE LILAC
- AC HEDGE MAPLE

PLANT LIST

SYMBOL	BOTANIC NAME (COMMON NAME)	SIZE	QUANTITY
	TREES		
SR	SYRINGA RETICULATA (JAPANESE TREE LILAC)	2½" DIA.	6
AC	ACER CAMPESTRE (HEDGE MAPLE)	2½" DIA.	6



PLACE INLET FILTER ON FIRST OPEN LID STRUCTURE
ON EACH SIDE OF SPRINGDALE AVENUE WEST OF PROJECT LIMITS

PLACE INLET FILTER ON FIRST OPEN LID STRUCTURE
ON EACH SIDE OF KNOLLWOOD LANE EAST OF PROJECT LIMITS

PLACE INLET FILTER ON FIRST OPEN LID STRUCTURE
ON EACH SIDE OF SPRINGDALE AVENUE EAST OF PROJECT LIMITS

50 0 50
SCALE IN FEET

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	37
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

1 STA. 96+67.0, 31.7' RT
EXISTING CB
RIM = 674.06
INV = 670.30 (EX 15" S)
INV = 670.80 (15" N)

2 STA. 97+19.7, 33.6' RT
MH T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 676.89
INV = 671.09 (15" S)
INV = 672.97 (15" NW)
INV = 671.72 (EX 8" N)

3 NOT USED

4 STA. 97+25.5, 17.8' RT
MH T-A, 6' DIA.
TYPE 1 FR., C.L.,
RESTRICTOR PLATE
RIM = 677.95
INV = 673.07 (24" N)
INV = 673.05 (15" SE)

5 STA. 98+47.7, 70.2' LT
CB T-C
TYPE 8 GRATE
RIM = 677.45
INV = 675.82 (12" E)

5B STA. 98+47.4, 31.1' LT
MH T-A, 4' DIA,
TYPE 1 FR., C.L.
RIM = 678.35
INV = 675.64 (12" W)
INV = 675.08 (EX 6" S)

6 STA. 99+00.0, 37.0' LT
CB T-C
TYPE 8 GRATE
RIM = 675.94
INV = 673.98 (12" E)

6B STA. 99+00.0, 12.1' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.76
INV = 673.85 (12" W)
INV = 673.85 (12" E)
INV = 675.26 (4" NW)

6C STA. 99+00.0, 12.0' RT
CB T-A, 5' DIA.
TYPE 24 F & G
RIM = 678.75
INV = 673.74 (12" W)
INV = 673.74 (18" N)
INV = 673.74 (24" S)
INV = 673.74 (12" E)
INV = 675.25 (4" NE)

7 STA. 99+46.0, 31.8' LT
CB T-C
TYPE 8 GRATE
RIM = 677.57
INV = 674.35 (12" E)

7B STA. 99+00.0, 37.4' RT
CB T-C
TYPE 8 GRATE
RIM = 676.21
INV = 673.83 (12" W)

7C STA. 100+00.0, 46.2' LT
CB T-C
TYPE 8 GRATE
RIM = 676.69
INV = 674.64 (12" E)

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

NOTE:

1. REPLACE WATER SERVICES (1.5") AT THE FOLLOWING HOUSES: 803 AND 804.

2. DRIVEWAY PATCH TO BE PAID FOR AS "DRIVEWAY PAVEMENT REMOVAL" AND "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8", SPECIAL." REPLACEMENT OF BRICK PAVERS TO BE PAID FOR AS "BRICK PAVER REMOVAL AND REPLACEMENT".

(1) 49' - 15" S.S., CL. A, T-2 @ 0.59%
T.B.F. = 4.2 CU. YD.

(2) 53' - 8" S.S. REMOVAL

(3) 12' - 15" S.S., CL. A, T-2 @ 0.59%
T.B.F. = 1.2 CU. YD.

(4) NOT USED

(5) 169' - 24" S.S., W.M.R., T-2 @ 0.40%
T.B.F. = 39.8 CU. YD.

(5B) 36' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 2.6 CU. YD.

(5C) 18' - 6" S.S. REMOVAL

(6A) 15" S.S. TO BE FILLED (2.5 CU. YD.)

(6) 20' - 12" S.S., W.M.R., T-2 @ 0.63%
T.B.F. = 3.2 CU. YD.

(6B) 24' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 8.7 CU. YD.

(7) 215' - 18" S.S., CL. A, T-2 @ 0.40%
T.B.F. = 44.1 CU. YD.

(8A) 47' - 12" S.S. REMOVAL

(8) 43' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 10.1 CU. YD.
INVERT = 674.16 (12" W)

(8B) 19' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 3.5 CU. YD.

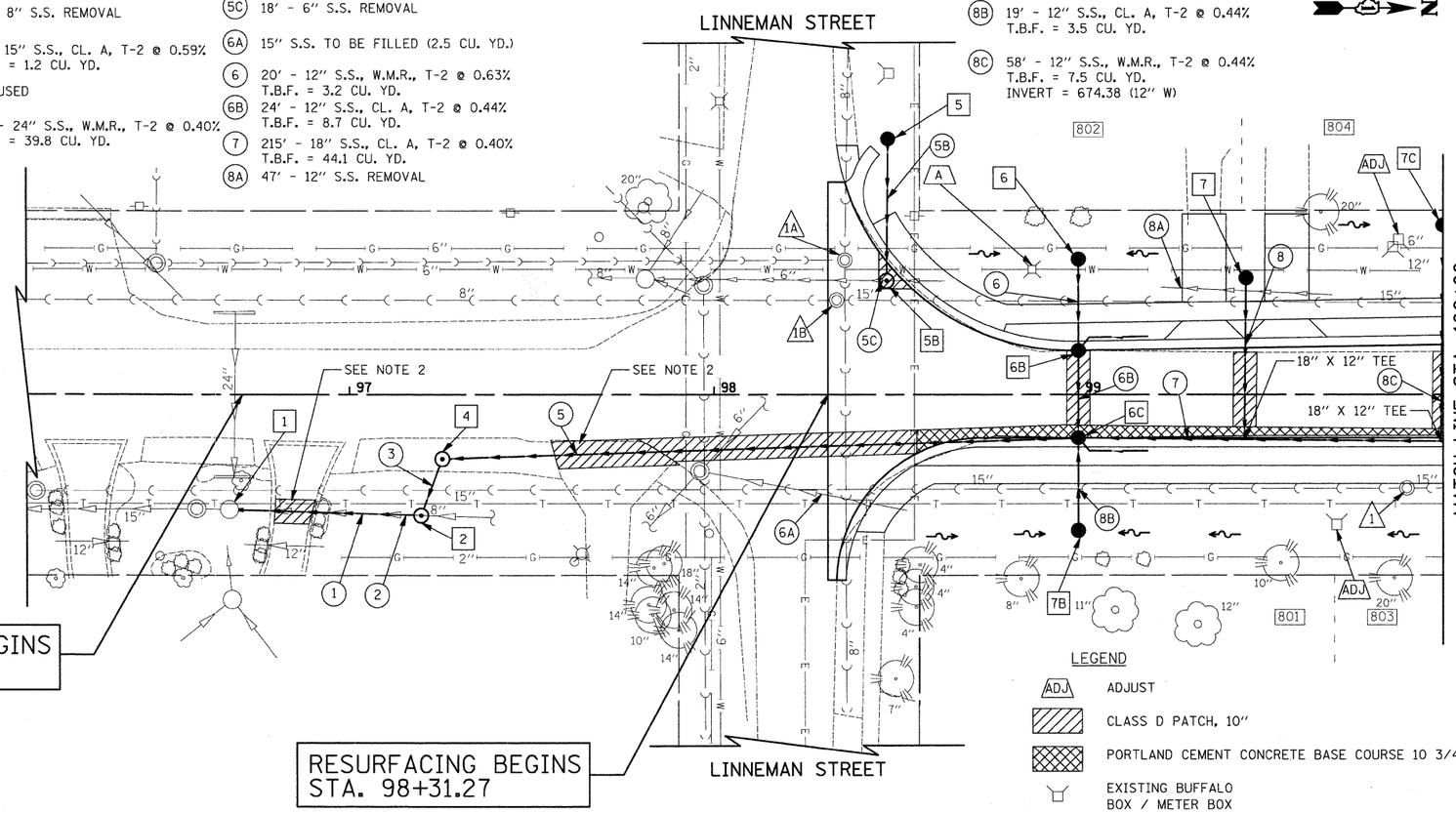
(8C) 58' - 12" S.S., W.M.R., T-2 @ 0.44%
T.B.F. = 7.5 CU. YD.
INVERT = 674.38 (12" W)

1A STA. 98+36.0, 36.8' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.36
PR RIM = 678.38

1B STA. 98+33.7, 25.8' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.44
PR RIM = 678.46

1 STA. 99+90.1, 25.9' RT
SAN. MH TO BE RECON.
EX RIM = 677.05
PR RIM = 679.24

A STA. 98+87.3, 34.2' RT
V.V. TO BE RECON.
EX RIM = 677.42
PR RIM = 676.91



LEGEND

ADJ ADJUST

CLASS D PATCH, 10"

PORTLAND CEMENT CONCRETE BASE COURSE 10 3/4"

EXISTING BUFFALO BOX / METER BOX

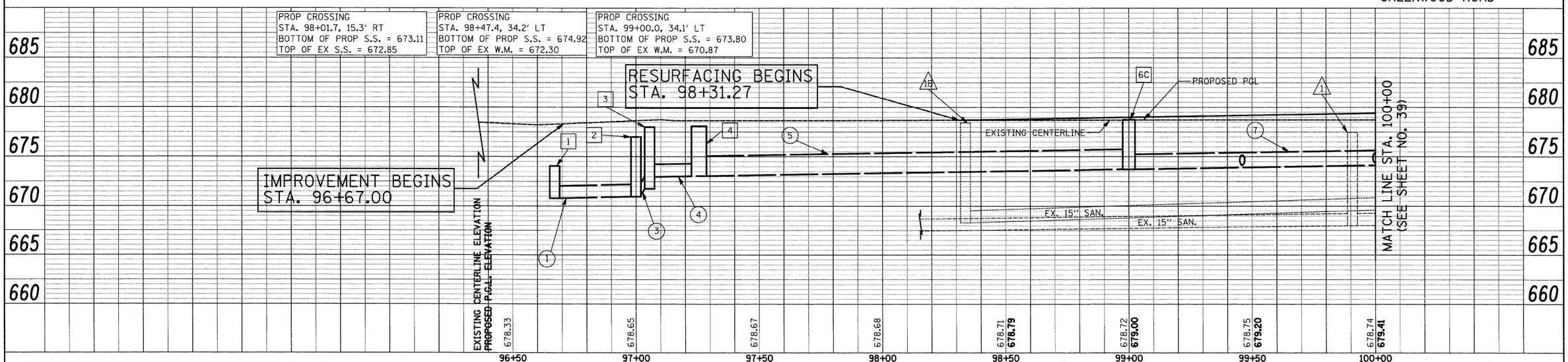
PIPE UNDERDRAINS, FABRIC LINED TRENCH 4" (25' PER LOCATION)

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(TAP)S CHKD, NOTE BOOK, NO., BY, DATE

PROP CROSSING
STA. 98+01.7, 15.3' RT
BOTTOM OF PROP S.S. = 673.11
TOP OF EX S.S. = 672.85

PROP CROSSING
STA. 98+47.4, 34.2' LT
BOTTOM OF PROP S.S. = 674.92
TOP OF EX W.M. = 672.30

PROP CROSSING
STA. 99+00.0, 34.1' LT
BOTTOM OF PROP S.S. = 673.80
TOP OF EX W.M. = 670.87



GREENWOOD ROAD

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 1 OF 11 SHEETS | STA. 96+67 TO STA. 100+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	38
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

7C SEE SHEET NO. 38

8 STA. 100+55.0, 38.2' RT
CB T-C
TYPE 8 GRATE
RIM = 676.56
INV = 674.94 (12" N)

9 STA. 101+20.0, 37.0' RT
CB T-A, 4' DIA.
TYPE 8 GRATE
RIM = 676.76
INV = 674.67 (12" N)
INV = 674.67 (12" S)
INV = 674.67 (12" W)

10 STA. 101+20, 36.0' LT
CB T-C
TYPE 8 GRATE
RIM = 678.04
INV = 674.80 (12" E)

11 STA. 101+20.0, 16.0' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.78
INV = 674.73 (12" W & E)
INV = 674.78 (12" N)
INV = 675.28 (4" NW & SW)

11B STA. 101+20.0, 13.8' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.82
INV = 674.60 (12" W & E)
INV = 674.60 (18" S)
INV = 674.60 (15" N)
INV = 675.32 (4" NE & SE)

12 STA. 101+30.0, 16.3' LT
INLET T-A
TYPE 24 F & G
RIM = 678.81
INV = 674.81 (12" S)

12B STA. 101+30.0, 14.0' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.86
INV = 674.63 (15" S)
INV = 674.64 (15" N)

13 STA. 101+73.2, 26.9' LT
CB TO BE REMOVED

14 STA. 101+80.0, 36.0' RT
CB T-C
TYPE 8 GRATE
RIM = 677.73
INV = 674.92 (12" S)

15 NOT USED

16 STA. 102+50.0, 33.8' RT
CB T-C
TYPE 8 GRATE
RIM = 678.52
INV = 675.31 (12" W)

17 STA. 102+80.0, 38.0' LT
CB T-C
TYPE 8 GRATE
RIM = 678.73
INV = 675.44 (12" E)

18 STA. 102+80.0, 19.4' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.90
INV = 675.38 (12" N, W, & E)
INV = 675.40 (4" NW & SW)

19 STA. 102+80.0, 17.1' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.94
INV = 675.22 (12" N & W)
INV = 675.22 (15" S)
INV = 675.44 (4" NE & SE)

20 STA. 102+90.0, 19.6' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.94
INV = 675.41 (12" S)
INV = 675.41 (12" NW)

21 STA. 102+90.0, 17.3' RT
INLET T-A
TYPE 24 F & G
RIM = 678.98
INV = 675.25 (12" S)

22 STA. 103+19.0, 38.0' LT
CB T-A, 4' DIA.
TYPE 8 GRATE
RIM = 678.93
INV = 675.54 (12" SE)
INV = 675.54 (12" N)

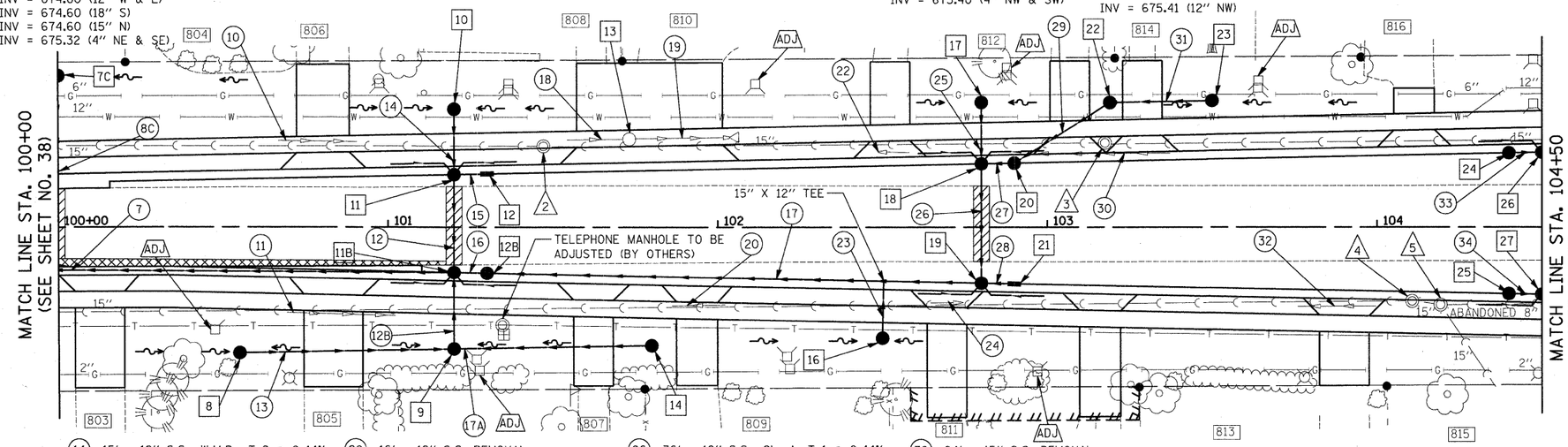
23 STA. 103+50.0, 38.5' LT
CB T-C
TYPE 8 GRATE
RIM = 678.89
INV = 675.66 (12" S)

24 STA. 104+40.0, 22.7' LT
CB T-C
TYPE 24 F & G
RIM = 678.94
INV = 675.59 (12" N)

25 STA. 104+40.0, 20.4' RT
CB T-C
TYPE 24 F & G
RIM = 678.98
INV = 675.51 (12" N)

26 STA. 104+50.0, 22.9' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.89
INV = 675.56 (12" S & NE)
INV = 675.56 (4" NW & SW)

27 STA. 104+50.0, 20.6' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.94
INV = 675.48 (12" S & NW)
INV = 675.48 (4" NE & SE)



(7) SEE SHEET NO. 38

(8C) SEE SHEET NO. 38

(9) NOT USED

(10) 24' - 15" S.S. REMOVAL

(11) 33' - 12" S.S. REMOVAL

(12) 30' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 8.0 CU. YD.

(12B) 17' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 4.3 CU. YD.

(13) 62' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 2.9 CU. YD.

(14) 15' - 12" S.S., W.M.R., T-2 @ 0.44%
T.B.F. = 3.5 CU. YD.

(15) 7' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 1.2 CU. YD.

(16) 6' - 15" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 1.1 CU. YD.

(17A) 57' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 1.8 CU. YD.

(17) 146' - 15" S.S., CL. A, T-1 @ 0.40%
T.B.F. = 20.9 CU. YD.

(18) 17' - 12" S.S. REMOVAL

(19) 34' - 12" S.S. REMOVAL

(20) 16' - 12" S.S. REMOVAL

(21) NOT USED

(22) 9' - 12" S.S. REMOVAL

(23) 16' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 3.3 CU. YD.
INVERT = 675.24 (12" E)

(24) 10' - 12" S.S. REMOVAL

(25) 14' - 12" S.S., W.M.R., T-1 @ 0.44%
T.B.F. = 3.0 CU. YD.

(26) 36' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 7.5 CU. YD.

(27) 6' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 0.8 CU. YD.

(28) 7' - 12" S.S., CL. A, T-1 @ 0.40%
T.B.F. = 1.0 CU. YD.

(29) 29' - 12" S.S., W.M.R., T-1 @ 0.44%
T.B.F. = 6.1 CU. YD.

(30) 40' - 12" S.S. REMOVAL

(31) 28' - 12" S.S., W.M.R., T-1 @ 0.44%
T.B.F. = 2.3 CU. YD.

(32) 24' - 15" S.S. REMOVAL

(33) 7' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 1.0 CU. YD.

(34) 7' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 1.0 CU. YD.

△2 STA. 101+47.1, 24.7' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.27
PR RIM = 679.15

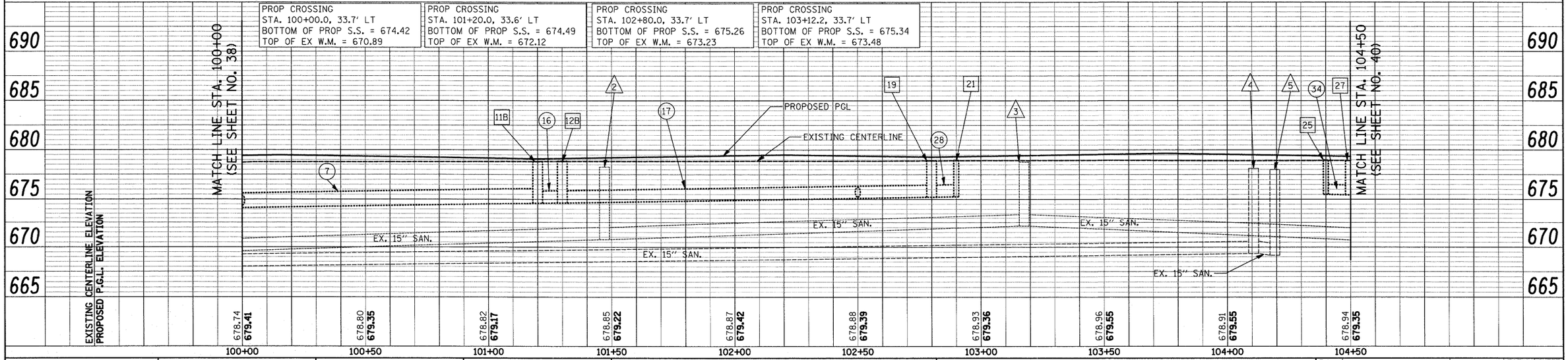
△3 STA. 103+17.5, 25.8' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.79
PR RIM = 679.47

△4 STA. 104+10.7, 22.6' RT
SAN. MH TO BE ADJUSTED
EX RIM = 678.12
PR RIM = 679.49

△5 STA. 104+19.3, 23.7' RT
SAN. MH TO BE ADJUSTED
EX RIM = 678.01
PR RIM = 679.48

NOTE: REPLACE WATER SERVICES (1.5") AT THE FOLLOWING HOUSES:
808, 812, 814, 816, 807,
809, AND 811.

GREENWOOD ROAD



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	PLOT DATE = 3/19/2010	DATE - 03-19-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 2 OF 11 SHEETS | STA. 100+00 TO STA. 104+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	39
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

PLAN — DATE / BY / SURVEYED / PLOTTED / ALIGNMENT CHECKED / ALL MONUMENTS FOUND AND PLACED / CADD FILE NAME / NOTE BOOK / NO.

PROFILE — DATE / BY / SURVEYED / PLOTTED / GRADES CHECKED / ALL MONUMENTS FOUND AND PLACED / STRUCTURE NO(S)/STA'NG CH'KD / NOTE BOOK / NO.

26 SEE SHEET NO. 39

27 SEE SHEET NO. 39

28 STA. 104+80.0, 15.2' RT
MH T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 679.20
INV = 675.35 (12" SE)
INV = 675.35 (12" SW)
INV = 675.35 (15" N)

29 STA. 105+25.5, 32.6' LT
CB TO BE REMOVED

30 STA. 105+25.0, 41.0' RT
CB T-C
TYPE 8 GRATE
RIM = 678.13
INV = 676.02 (12" W)

31 STA. 106+00.0, 44.0' LT
INLET T-A
TYPE 8 GRATE
RIM = 678.47
INV = 675.22 (12" NE)

32 STA. 106+04.8, 32.3' TL
CB TO BE REMOVED

33 STA. 106+00.0, 40.2' RT
CB T-C
TYPE 8 GRATE
RIM = 677.94
INV = 675.28 (12" NW)

34 STA. 106+50.0, 27.0' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.96
INV = 674.96 (12" N)
INV = 674.97 (12" SW)
INV = 675.46 (4" NW & SW)

35 STA. 106+50.0, 24.7' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 679.01
INV = 675.01 (12" N)
INV = 675.03 (12" SE)
INV = 675.51 (4" NE & SE)

36 STA. 106+60.0, 27.3' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 678.99
INV = 676.28 (12" NW)
INV = 674.93 (12" S)
INV = 674.84 (12" E)

37 STA. 106+60.0, 18.9' RT
MH T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 679.16
INV = 674.65 (18" N)
INV = 674.65 (15" S)
INV = 674.94 (12" E)
INV = 674.65 (12" W)

38 STA. 106+60.0, 24.9' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 679.04
INV = 674.96 (12" W)
INV = 675.00 (12" E)
INV = 674.98 (12" S)

39 STA. 106+60.0, 41.0' RT
CB T-C
TYPE 8 GRATE
RIM = 677.50
INV = 675.06 (12" W)

40 STA. 106+70.0, 44.0' LT
INLET T-A
TYPE 8 GRATE
RIM = 678.24
INV = 676.36 (12" SE)

41 STA. 106+71.7, 34.4' LT
CB TO BE REMOVED

42 STA. 107+30.0, 41.0' RT
CB T-C
TYPE 8 GRATE
RIM = 678.74
INV = 674.83 (12" W)

43 STA. 107+45.0, 44.0' LT
INLET T-A
TYPE 8 GRATE
RIM = 678.50
INV = 676.43 (12" E)

44 STA. 107+44.8, 35.8' LT
CB TO BE REMOVED

44B STA. 107+46.0, 33.6' LT
CB T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 679.60
INV = 674.67 (12" E)
INV = 676.40 (12" W)
INV = 676.45 (12" NW)

45A STA. 107+36.8, 18.3' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.44
INV = 674.43 (18" S)
INV = 674.42 (18" N)
INV = 674.43 (12" W & SE)

45 STA. 107+77.0, 45.0' LT
INLET T-A
TYPE 8 GRATE
RIM = 678.60
INV = 676.60 (12" SE)

46 STA. 108+40.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 678.88
INV = 675.38 (12" N)

47 STA. 108+42.8, 22.4' LT
CB TO BE REMOVED

48 STA. 108+40.0, 28.5' RT
CB T-C
TYPE 24 F & G
RIM = 678.88
INV = 675.38 (12" N)

49 STA. 108+43.5, 30.4' RT
CB TO BE REMOVED

50 STA. 108+61.9, 48.7' LT
CB TO BE ADJUSTED
EX RIM = 677.76
PR RIM = 678.10
INV = 675.21 (EX 6" W)
INV = 675.11 (12" SE)

51 STA. 108+50.0, 28.5' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 678.83
INV = 674.95 (12" E)
INV = 675.28 (12" S)
INV = 675.03 (12" NW)
INV = 675.33 (4" NW & SW)

52 STA. 108+51.6, 16.1' RT
CB TO BE REMOVED

53 STA. 108+50.0, 17.5' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.05
INV = 674.09 (24" N)
INV = 674.09 (18" S)
INV = 675.15 (12" E)
INV = 674.62 (12" W)

54 STA. 108+50.0, 28.5' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 678.83
INV = 675.28 (12" W, S, E)
INV = 675.33 (4" NE & SE)

55 STA. 108+50.0, 39.7' RT
CB T-C
TYPE 23 F & G
RIM = 678.63
INV = 675.31 (12" W)

B STA. 104+83.7, 40.6' LT
FH TO BE ADJUSTED

C STA. 107+79.5, 46.9' LT
CONNECT TO EXISTING
WATERMAIN 12" (AT EX. TEE)

1A STA. 107+84.6, 47.0' LT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 12"
CONNECT TO
EXISTING WATERMAIN 12"
RIM = 678.70

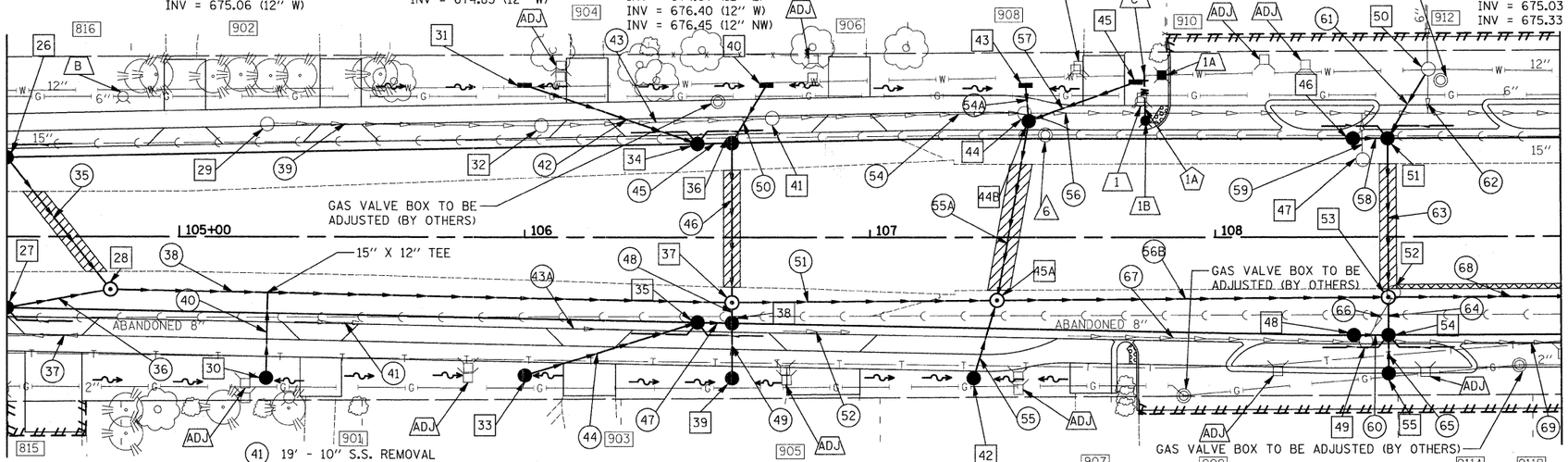
1 STA. 107+78.3, 39.3' LT
FH TO BE REMOVED

1B STA. 107+79.8, 33.7' LT
FH W/ AUX VALVE
AND VALVE BOX

1A 12" - 6" DUCTILE IRON
WATERMAIN
T.B.F. = 6.3 CU. YD.

6 STA. 107+50.8, 29.6' LT
SAN. MH TO BE ADJUSTED
EX RIM = 679.05
PR RIM = 679.28 (E/P)

NOTE:
REPLACE WATER SERVICES (1.5")
AT THE FOLLOWING HOUSES:
904, 906, 908, 901, 903,
905, AND 907.



35 47' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 8.9 CU. YD.

36 29' - 12" S.S., CL. A, T-1 @ 0.44%
T.B.F. = 5.1 CU. YD.

37 28' - 12" S.S. REMOVAL

38 176' - 15" S.S., CL. A, T-2 @ 0.40%
T.B.F. = 39.6 CU. YD.

39 75' - 12" S.S. REMOVAL

40 24' - 12" S.S., CL. A, T-2 @ 3.00%
T.B.F. = 2.6 CU. YD.
INVERT = 675.30 (12" E)

41 19' - 10" S.S. REMOVAL

42 50' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 10.1 CU. YD.

43 63' - 12" S.S. REMOVAL

43A 18' - 12" S.S. REMOVAL

44 49' - 12" S.S., CL. A, T-1 @ 0.50%
T.B.F. = 7.0 CU. YD.

45 7' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 1.2 CU. YD.

46 44' - 12" S.S., CL. A, T-2 @ 0.44%
T.B.F. = 12.1 CU. YD.

47 7' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 1.2 CU. YD.

48 4' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 1.0 CU. YD.

49 11' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 2.4 CU. YD.

50 16' - 12" S.S., W.M.R., T-2 @ 0.50%
T.B.F. = 3.7 CU. YD.

51 72' - 18" S.S., CL. A, T-2 @ 0.30%
T.B.F. = 21.2 CU. YD.

52 19' - 12" S.S. REMOVAL

53 NOT USED

54A 7' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 1.8 CU. YD.

54 69' - 12" S.S. REMOVAL

55A 48' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 16.1 CU. YD.

55 20' - 12" S.S., CL. A, T-2 @ 2.00%
T.B.F. = 6.4 CU. YD.

56 336' - 15" S.S. REMOVAL

56B 108' - 18" S.S., CL. A, T-2 @ 0.30%
T.B.F. = 34.6 CU. YD.

57 30' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 3.9 CU. YD.

58 7' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.0 CU. YD.

59 9' - 10" S.S. REMOVAL

60 7' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.0 CU. YD.

61 17' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 2.6 CU. YD.

62 11' - 6" S.S. REMOVAL

63 44' - 12" S.S., CL. A, T-2 @ 0.75%
T.B.F. = 11.2 CU. YD.

64 9' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.7 CU. YD.

65 6' - 12" S.S., CL. A, T-1 @ 0.45%
T.B.F. = 0.8 CU. YD.

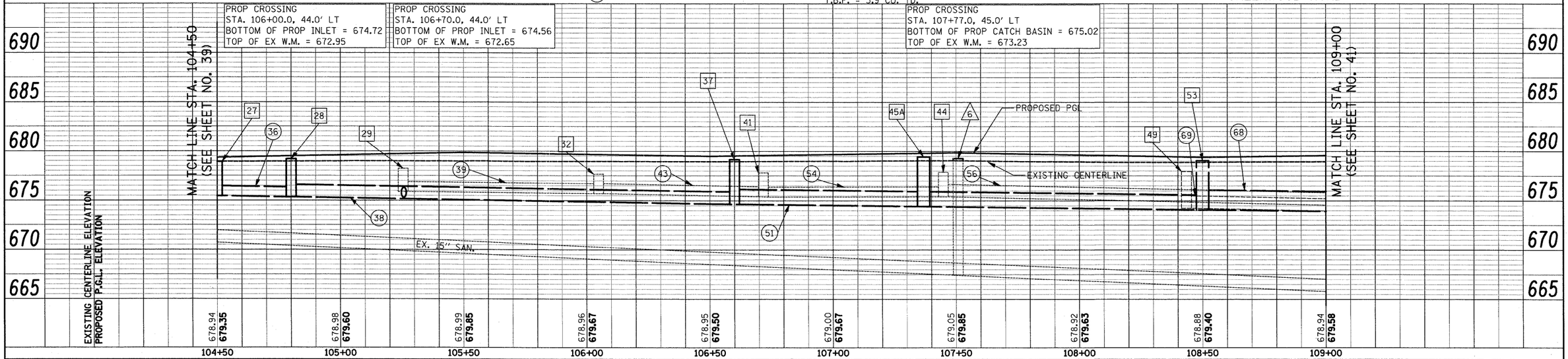
66 10' - 12" S.S. REMOVAL

67 84' - 15" S.S. REMOVAL

68 195' - 24" S.S., CL. A,
T-2 @ 0.30%
T.B.F. = 66.0 CU. YD.

69 203' - 15" S.S. REMOVAL

GREENWOOD ROAD



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		DRAWN - JAT	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 3 OF 11 SHEETS | STA. 104+50 TO STA. 109+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	40
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

PLAN: SURVEYED | DRAWN | ALIGNMENT CHECKED | RT. OF WAY CHECKED | 2000 FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | DRAWN | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | BY | DATE

GLENVIEW ROAD
MATCH LINE STA. 209+00
(SEE SHEET NO. 47)

MATCH LINE STA. 109+00
(SEE SHEET NO. 40)

MATCH LINE STA. 114+00
(SEE SHEET NO. 43)

GLENVIEW ROAD
MATCH LINE STA. 211+00
(SEE SHEET NO. 47)

GREENWOOD ROAD

TELEPHONE MANHOLE TO BE ADJUSTED (BY OTHERS)
GAS VALVE BOX TO BE ADJUSTED (BY OTHERS)
TELEPHONE MANHOLE TO BE ADJUSTED (BY OTHERS)
16"X6" TEE
PROP. TEMP. EASEMENT
16" X 16" TEE
16" X 12" REDUCER
24" X 12" TEE
ABANDONED 8"
TELEPHONE MANHOLE TO BE ADJUSTED (BY OTHERS)
GAS VALVE BOX TO BE ADJUSTED (BY OTHERS)
LIGHT POLE TO BE RELOCATED (BY OTHERS)
UTILITY POLE TO BE RELOCATED (BY OTHERS)
PROP. R.O.W.
PROP. TEMP. EASEMENT
MONITORING WELL TO BE PROTECTED BY THE CONTRACTOR (COST INCLUDED IN "DRIVEWAY REMOVAL")
PROP. PERM. EASEMENT

NOTES:

1. ALL WATERMAIN BENDS SHOWN ARE 45° BENDS. THE COST OF THE BENDS SHALL BE PAID FOR AS "WATERMAIN FITTINGS".

2. REPLACE WATER SERVICES TO BANK (1.5"), STRIP MALL (2.0"), AND GAS STATION (1.5").

PROP CROSSING
STA. 111+24.1, 46.0' LT
BOTTOM OF PROP S.S. = 672.70
TOP OF PROP W.M. = 671.20

PROP CROSSING
STA. 111+38.0, 65.9' RT
BOTTOM OF PROP S.S. = 672.20
TOP OF PROP W.M. = 670.70

PROP CROSSING
STA. 111+79.4, 76.1' LT
BOTTOM OF PROP S.S. = 671.57
TOP OF PROP W.M. = 670.07

PROP CROSSING
STA. 113+20.0, 39.5' LT
TOP OF PROP INLET = 674.09
TOP OF EXIST W.M. = 672.76

PROP CROSSING
STA. 112+03.4, 56.5' LT
TOP OF EXIST SAN. SEWER = 664.05
BOTTOM OF PROP W.M. = 671.62

PROPOSED PGL
EXISTING CENTERLINE
EX. 15" SAN.
EX. 8" SAN.

685 680 675 670 665 660

EXISTING CENTERLINE ELEVATION
PROPOSED P.G.L. ELEVATION

	109+00	109+50	110+00	110+50	111+00	111+50	112+00	112+50	113+00	113+50	114+00
EXISTING	678.94	678.95	678.88	678.86	678.77	678.86	678.76	678.75	678.48	678.19	677.80
PROPOSED	679.58	679.75	679.51	679.27	679.45	679.76	679.39	679.20	678.94	678.67	678.31

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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 4 OF 11 SHEETS | STA. 109+00 TO STA. 114+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	41
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / NOTE BOOK / NO. / CADD FILE NAME — BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / NOTE BOOK / NO. / STRUCTURE NO'S/PINS CHKD — BY / DATE

PLAN
SURVEYED
PLOTTED
ALIGNMENTS CHECKED
GRADES CHECKED
NOTE BOOK
NO.
BY
DATE

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

56 STA. 109+17.7, 39.7' RT
CB T-A, 4' DIA.
TYPE 23 F & G
RIM = 678.84
INV = 674.48 (12" N)
INV = 674.48 (12" W)

57 STA. 109+54.8, 39.7' RT
CB T-C
TYPE 23 F & G
RIM = 678.96
INV = 675.46 (12" S)

57A STA. 110+03.0, 43.0' RT
CB T-C
TYPE 1 FR., O.L.
RIM = 678.91
INV = 675.48 (12" N)

58 STA. 110+33.7, 20.7' LT
CB TO BE REMOVED

59 STA. 110+40.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 678.75
INV = 675.25 (12" N)

60 STA. 110+50.8, 16.7' RT
CB TO BE REMOVED

61 STA. 110+50.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.70
INV = 675.16 (12" N)
INV = 675.16 (12" W)
INV = 675.16 (12" SE)
INV = 675.20 (4" NE & SE)

61A STA. 110+39.0, 43.0' RT
CB T-A, 4' DIA.
TYPE 1 FR., O.L.
RIM = 678.73
INV = 675.31 (12" S)
INV = 675.22 (12" NW)

62 STA. 110+51.4, 32.0' RT
MH TO BE REMOVED

63 STA. 110+50.0, 28.5' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.70
INV = 675.15 (12" E)
INV = 675.15 (12" S)
INV = 675.20 (4" NW & SW)

64 STA. 110+50.0, 17.5' RT
CB T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 678.92
INV = 673.50 (24" N)
INV = 673.50 (24" S)
INV = 674.49 (12" W)
INV = 675.03 (12" E)

65 STA. 110+60.0, 28.5' RT
CB T-C
TYPE 24 F & G
RIM = 678.76
INV = 675.26 (12" S)

66 STA. 110+78.2, 21.4' LT
CB TO BE REMOVED

67 STA. 110+70.0, 17.5' RT
MH T-A, 6' DIA.
TYPE 1 FR., C.L.,
RESTRICTOR PLATE
RIM = 679.03
INV = 673.45 (24" S)
INV = 673.45 (24" N)

68 STA. 110+84.2, 32.6' RT
MH TO BE REMOVED

69 STA. 110+84.9, 34.6' LT
CB TO BE REMOVED

70 STA. 111+01.8, 42.5' RT
CB TO BE REMOVED

71 STA. 111+16.9, 32.0' RT
CB TO BE REMOVED

72 STA. 210+65.1, 30.8' RT
MH TO BE REMOVED

73 STA. 210+65.1, 30.8' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 678.94
INV = 672.59 (24" N)
INV = 672.60 (24" W)
INV = 673.90 (18" E)

74 STA. 209+50.0, 41.5' RT
CB T-C
TYPE 24 F & G
RIM = 678.60
INV = 675.13 (12" NW)

75 STA. 209+41.8, 35.8' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.69
INV = 675.02 (12" N & SE)
INV = 675.19 (4" S & W)

76 STA. 209+41.8, 25.9' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 678.84
INV = 672.98 (24" W & E)
INV = 674.90 (12" S)

77 STA. 111+24.1, 17.5' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.28
INV = 673.29 (24" S)
INV = 672.77 (24" W & E)

78 STA. 210+84.5. 28.2' RT
CB TO BE REMOVED

79 STA, 209+53.3, 29.3' LT
MH TO BE REMOVED

80 STA. 111+90.6, 28.4' RT
MH TO BE REMOVED

81 STA. 210+38.5, 26.5' LT
CB TO BE REMOVED

82 STA. 210+67.4, 25.4' LT
MH TO BE REMOVED

83 STA. 210+67.4, 25.4' LT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 678.81
INV = 672.15 (18" E)
INV = 674.90 (12" N)
INV = 672.15 (24" W)
INV = 673.29 (EX 6" NE)
INV = 672.15 (24" S)

84 STA. 210+67.4, 41.0' LT
CB T-C
TYPE 8 GRATE
RIM = 678.96
INV = 674.96 (12" S)

85 STA. 112+06.9, 36.0' LT
CB TO BE REMOVED

86 STA. 112+05.7, 31.2' LT
MH TO BE REMOVED

87 STA. 111+79.5, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.12
INV = 669.85 (18" W)
INV = 669.85 (30" N)
INV = 671.97 (24" E)

88 STA. 112+86.7, 16.5' RT
CB TO BE REMOVED

89 STA. 113+20.0, 39.5' LT
INLET T-A
TYPE 24 F & G
RIM = 677.99
INV = 674.59 (12" E)

90 STA. 113+20.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 678.37
INV = 674.72 (12" E)
INV = 673.01 (12" W)
INV = 669.10 (30" S)
INV = 669.10 (30" N)

91 STA. 113+20.0, 28.5' RT
CB T-C
TYPE 24 F & G
RIM = 678.26
INV = 674.76 (12" W & 4" SE)

92 STA. 113+70.7, 29.1' LT
CB TO BE REMOVED

93 STA. 113+66.0, 16.2' RT
CB TO BE REMOVED

56 SEE SHEET NO. 40

68 SEE SHEET NO. 40

69 SEE SHEET NO. 40

69A 34' - 12" S.S., CL. A, T-1 @ 0.50%
T.B.F. = 7.6 CU. YD.

70 18' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 5.1 CU. YD.
INVERT = 674.39 (12" E)

71 34' - 12" S.S., CL. A, T-2 @ 2.88%
T.B.F. = 8.4 CU. YD.

72 7' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.0 CU. YD.

73 41' - 12" S.S. REMOVAL

74 44' - 12" S.S., CL.A, T-2 @ 1.50%
T.B.F. = 10.3 CU. YD.

75 9' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.6 CU. YD.

75A 12' - 12" S.S., CL. A, T-1 @ 0.50%
T.B.F. = 2.6 CU. YD.

76 7' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.0 CU. YD.

77 9' - 12" S.S. REMOVAL

78 15' - 24" S.S., CL. A, T-2 @ 0.32%
T.B.F. = 5.8 CU. YD.

79 29' - 15" S.S. REMOVAL

80 29' - 12" S.S. REMOVAL
12" S.S. TO BE FILLED (1.0 CU. YD.)

81 4' - 12" S.S. REMOVAL

82 90' - 15" S.S. REMOVAL

83 7' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.0 CU. YD.

84 8' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.7 CU. YD.

85 49' - 24" S.S., CL. A, T-2 @ 0.32%
T.B.F. = 25.9 CU. YD.

86 14' - 12" S.S. REMOVAL

87 3' - 12" S.S. REMOVAL

88 43' - 12" S.S. REMOVAL

89 15' - 12" S.S. REMOVAL

90 45' - 24" S.S., CL. A, T-2 @ 0.30%
T.B.F. = 29.9 CU. YD.

91 71' - 24" S.S., W.M.R., T-2 @ 0.30%
T.B.F. = 48.4 CU. YD.

92 43' - 24" S.S., CL. A, T-2 @ 0.40%
T.B.F. = 32.9 CU. YD.

93 51' - 24" S.S. REMOVAL

94 51' - 24" S.S., W.M.R., T-2 @ 0.86%
T.B.F. = 42.3 CU. YD.

95 41' - 18" S.S. REMOVAL

96 45' - 18" S.S., CL. A, T-2 @ 2.80%
T.B.F. = 29.2 CU. YD.

97 134' - 18" S.S., W.M.R., T-2 @ 2.00%
T.B.F. = 143.0 CU. YD.

98 14' - 12" S.S. REMOVAL

99 37' - 24" S.S. REMOVAL

100 40' - 24" S.S., W.M.R., T-2 @ 0.45%
T.B.F. = 33.9 CU. YD.

101 43' - 12" S.S. REMOVAL

102 120' - 18" S.S., CL. A, T-2 @ 1.00%
T.B.F. = 79.9 CU. YD.

103 313' - 18" S.S. REMOVAL

104 12' - 12" S.S., CL.A, T-1 @ 0.50%
T.B.F. = 1.2 CU. YD.

105 83' - 10" S.S. REMOVAL

106 15" S.S. TO BE FILLED (1.6 CU. YD.)

107 1' - 12" S.S. REMOVAL

108 12" S.S. TO BE FILLED (2.9 CU. YD.)

109 310' - 24" S.S. REMOVAL

110 136' - 30" S.S., CL. A, T-2 @ 0.55%
T.B.F. = 188.0 CU. YD.

111 161' - 15" S.S. REMOVAL

112 10' - 12" S.S. REMOVAL

113 60' - 12" S.S., W.M.R., T-2 @ 2.63%
T.B.F. = 16.7 CU. YD.

114 3' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 0.5 CU. YD.

115 175' - 30" S.S., CL. A, T-2 @ 0.55%
T.B.F. = 238.0 CU. YD.

116 190' - 15" S.S. REMOVAL

117 11' - 12" S.S. REMOVAL

2 STA. 109+48.0, 47.0' LT
V.V. TO BE ADJUSTED
EX RIM = 679.22
PR RIM = 679.37

3 STA. 110+81.8, 40.3' LT
V.V. TO BE ADJUSTED
EX RIM = 678.65
PR RIM = 679.23

4 STA. 110+81.8, 40.3' LT
CONNECT TO EXISTING WATERMAIN 12"

4B STA. 110+85.0, 39.2' LT
CUT AND CAP EXISTING WATERMAIN

5 STA. 209+54.0, 53.0' RT
VALVE VAULT, TYPE A, 6' DIA.
TYPE 1 FR., C.L.
16" BUTTERFLY VALVE
RIM = 679.09

6 STA. 209+41.4, 27.4' LT
V.V. TO BE REMOVED

7 STA. 111+86.8, 38.4' LT
VALVE BOX BE REMOVED

8 STA. 111+93.8, 36.8' RT
V.V. TO BE REMOVED

9 STA. 111+97.2, 62.8' LT
VALVE VAULT, TYPE A, 6' DIA.
TYPE 1 FR., C.L.
16" BUTTERFLY VALVE
RIM = 679.08

9A STA. 111+97.2, 62.8' LT
FH W/ AUX VALVE & VALVE BOX

10 STA. 112+07.4, 40.0' LT
V.V. TO BE REMOVED

11 STA. 112+21.2, 40.0' LT
CONNECT TO EXISTING WATERMAIN 16"

1 17' - 12" DUCTILE IRON WATERMAIN
T.B.F. = 12.3 CU. YD.

2 41' - 16" DUCTILE IRON WATERMAIN
T.B.F. = 50.2 CU. YD.

2B 12" WATERMAIN FILLING (3.8 CU. YD.)

3 121' - 16" DUCTILE IRON WATERMAIN
T.B.F. = 139.2 CU. YD.

4 148' - 12" DUCTILE IRON WATERMAIN
T.B.F. = 170.2 CU. YD.

5 65' - 16" DUCTILE IRON WATERMAIN
T.B.F. = 79.6 CU. YD.

5A 5' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 4.4 CU. YD.

5B FILL EXISTING WATERMAINS, 8" (0.3 CU. YD.)

5C FILL EXISTING WATERMAINS, 8" (1.0 CU. YD.)

5D FILL EXISTING WATERMAINS, 8" (4.8 CU. YD.)

6 32' - 16" DUCTILE IRON WATERMAIN
T.B.F. = 23.7 CU. YD.

6B 83' - WATERMAIN MAIN REMOVAL 8"

6C 13' - WATERMAIN REMOVAL 16"

7 STA. 110+61.4, 28.2' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.95
PR RIM = 678.74

8 STA. 112+21.6, 26.2' LT
SAN. MH TO BE ADJUSTED
EX RIM = 678.29
PR RIM = 678.78

9 STA. 113+83.6, 43.2' RT
SAN. MH TO BE ADJUSTED
EX RIM = 676.91
PR RIM = 677.59

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		DRAWN - JAT	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 3/19/2010	DATE - 03-19-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 5 OF 11 SHEETS | STA. 109+00 TO STA. 114+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	42
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

94 STA. 115+00.0, 39.5' LT
INLET T-A
TYPE 24 F & G
RIM = 676.74
INV = 673.24 (12" E & 4" SW)

95 STA. 115+00.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 677.12
INV = 672.40 (12" E)
INV = 672.86 (12" W)
INV = 668.14 (36" N)
INV = 668.14 (30" S)

96 STA. 115+00.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 677.01
INV = 672.43 (12" W & E)
INV = 673.51 (4" SE)

97 STA. 115+00.0, 47.0' RT
CB T-C
TYPE 8 GRATE
RIM = 675.50
INV = 672.50 (12" W)

98 STA. 115+05.0, 16.2' RT
CB TO BE REMOVED

99 STA. 115+05.2, 29.0' RT
MH TO BE REMOVED

100 STA. 115+02.4, 34.6' RT
CB TO BE REMOVED

101 STA. 115+64.9, 34.3' LT
MH TO BE REMOVED

102 STA. 115+65.5, 22.5' LT
CB TO BE REMOVED

103 STA. 117+00.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 675.56
INV = 672.06 (12" E & 4" SW)

104 STA. 117+00.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 675.67
INV = 667.65 (36" N)
INV = 667.65 (36" S)
INV = 671.33 (12" W)
INV = 670.76 (12" E)

105 STA. 117+00.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 675.56
INV = 670.80 (12" W)
INV = 672.54 (12" E)

106 STA. 117+00.0, 45.0' RT
CB T-C
TYPE 8 GRATE
RIM = 674.60
INV = 672.60 (12" W)

107 STA. 117+14.8, 25.7' RT
CB TO BE REMOVED

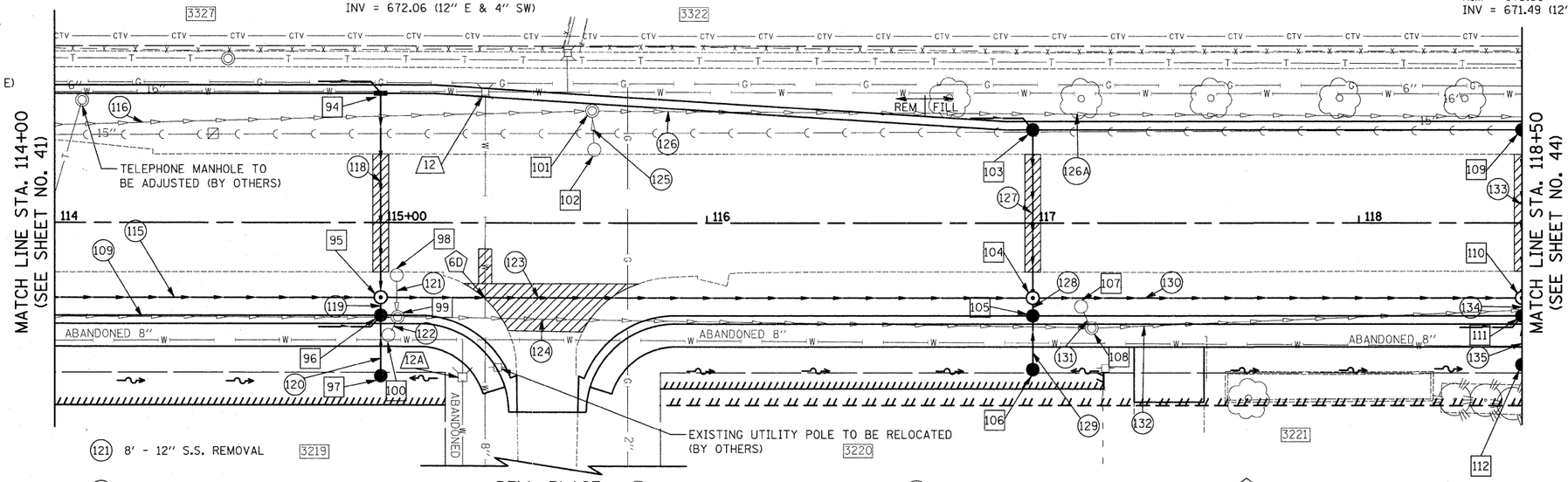
108 STA. 117+18.1, 32.3' RT
MH TO BE REMOVED

109 STA. 118+50.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 674.34
INV = 670.84 (12" E)

110 STA. 118+50.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 674.45
INV = 667.29 (36" N)
INV = 667.29 (36" S)
INV = 670.11 (12" W)
INV = 670.76 (12" E)

111 STA. 118+50.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 674.34
INV = 670.80 (12" W)
INV = 671.44 (12" E)
INV = 670.84 (4" SE)

112 STA. 118+50.0, 43.5' RT
CB T-C
TYPE 8 GRATE
RIM = 673.50
INV = 671.49 (12" W)



109 SEE SHEET NO. 42

115 SEE SHEET NO. 42

116 SEE SHEET NO. 42

118 60' - 12" S.S., W.M.R., T-2 @ 1.00%
T.B.F. = 12.9 CU. YD.

119 3' - 12" S.S., CL. A, T-2 @ 1.00%
T.B.F. = 0.9 CU. YD.

120 14' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 1.8 CU. YD.

121 8' - 12" S.S. REMOVAL

122 2' - 12" S.S. REMOVAL

123 20' - 36" S.S., W.M.R., T-2 @ 0.25%
175' - 36" S.S., CL. A, T-2 @ 0.25%
T.B.F. = 236.2 CU. YD.

124 208' - 24" S.S. REMOVAL

125 8' - 12" S.S. REMOVAL

126 100' - 15" S.S. REMOVAL

126A 15" S.S. TO BE FILLED (8.8 CU. YD.)

127 49' - 12" S.S., CL. A, T-2 @ 1.50%
T.B.F. = 10.8 CU. YD.

128 3' - 12" S.S., CL. A, T-2 @ 1.50%
T.B.F. = 0.9 CU. YD.

129 12' - 12" S.S., CL. A, T-1 @ 0.50%
T.B.F. = 1.8 CU. YD.

130 145' - 36" S.S., CL. A, T-2 @ 0.25%
T.B.F. = 143.5 CU. YD.

131 3' - 12" S.S. REMOVAL

132 327' - 24" S.S. REMOVAL

133 49' - 12" S.S., CL. A, T-2 @ 1.50%
T.B.F. = 11.3 CU. YD.

134 3' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 0.5 CU. YD.

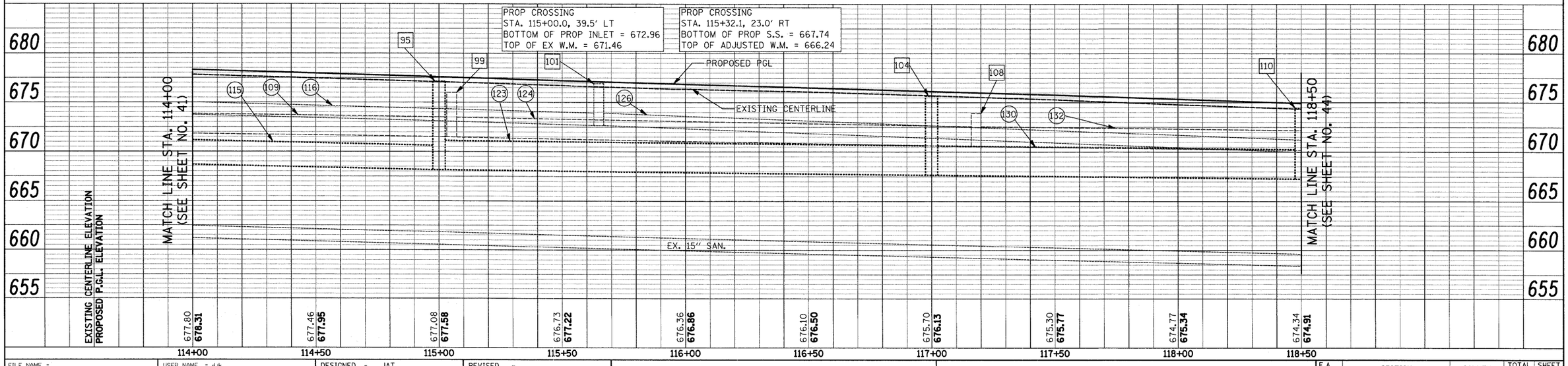
135 10' - 12" S.S., CL. A, T-1 @ 0.50%
T.B.F. = 1.4 CU. YD.

6D 30' - ADJUSTING WATERMAIN 8"

12 STA. 115+32.1, 40.0' LT
V.V. TO BE ADJUSTED
EX RIM = 676.83
PR RIM = 676.53

12A STA. 115+25.1, 47.4' RT
VALVE BOX TO BE ADJUSTED

GREENWOOD ROAD



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	PLOT DATE = 3/19/2010	DATE - 03-19-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 6 OF 11 SHEETS | STA. 114+00 | TO STA. 118+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	43

CONTRACT NO. 63383
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, ELEVATIONS CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ELEVATIONS CHECKED, STRUCTURE NO(S)/ATN'S CHKD, NOTE BOOK, NO., BY, DATE

PLAN
SURVEYED
AS-BUILT
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DGN FILE NAME
NOTE BOOK
NO.
DATE
BY

109 SEE SHEET NO. 43

110 SEE SHEET NO. 43

111 SEE SHEET NO. 43

112 SEE SHEET NO. 43

113 STA. 118+53.5, 31.5' RT
CB TO BE REMOVED

114 STA. 118+63.8, 32.4' LT
MH TO BE REMOVED

115 STA. 118+65.5, 22.1' LT
CB TO BE REMOVED

116B STA. 119+50.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 673.59
INV = 667.00 (36" N & S)
INV = 668.70 (12" W)

126 SEE SHEET NO. 43

132 SEE SHEET NO. 43

133 SEE SHEET NO. 43

134 SEE SHEET NO. 43

135 SEE SHEET NO. 43

136 3' - 12" S.S.
REMOVAL

137 75' - 36" S.S.,
CL.A, T-2 @ 0.30%
20' - 36" S.S.,
W.M.R., T-2 @ 0.30%
T.B.F. = 84.6 CU. YD.

138 6' - 12" S.S. REMOVAL

139 15" S.S. TO BE FILLED
(13.6 CU. YD.)

140 49' - 12" S.S., CL. A,
T-2 @ 1.60%
T.B.F. = 16.4 CU. YD.

141 95' - 36" S.S., CL. A,
T-2 @ 0.30%
T.B.F. = 68.3 CU. YD.

142 49' - 12" S.S., CL.A, T-2 @ 1.50%
T.B.F. = 15.4 CU. YD.

143 4' - 12" S.S. REMOVAL

144 3' - 12" S.S., CL.A, T-1 @ 2.00%
T.B.F. = 0.4 CU. YD.

116 STA. 119+50.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 673.48
INV = 669.48 (12" E)

118 STA. 120+50.0, 28.5' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 672.88
INV = 668.53 (12" E)

119 STA. 120+48.9, 19.2' RT
CB TO BE REMOVED

120 STA. 120+50.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 672.99
INV = 666.70 (36" N)
INV = 666.71 (36" S)
INV = 667.80 (12" W)
INV = 669.59 (12" E)

121 STA. 120+48.8, 27.2' RT
CB TO BE REMOVED

122 STA. 120+50.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 672.88
INV = 669.65 (12" W)
INV = 669.67 (12" NE)

123 STA. 120+55.4, 45.0' RT
CB T-C
TYPE 8 GRATE
RIM = 672.20
INV = 669.91 (12" SW)

124 STA. 121+02.9, 24.0' LT
CB TO BE REMOVED

125 STA. 121+02.5, 19.1' RT
CB TO BE REMOVED

126 STA. 121+02.2, 29.7' RT
CB TO BE REMOVED

127 STA. 121+50.0, 32.9' RT
CB TO BE REMOVED

128 STA. 121+68.3, 33.0' LT
MH TO BE REMOVED

129 STA. 122+15.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 672.10
INV = 666.22 (36" N)
INV = 666.22 (36" S)
INV = 668.15 (12" E)

130 STA. 122+15.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.99
INV = 668.19 (12" W & E)
INV = 668.49 (4" SE)

131 STA. 122+15.0, 44.0' RT
CB T-C
TYPE 8 GRATE
RIM = 671.72
INV = 668.35 (12" W)

132 STA. 122+25.6, 35.0' RT
CB TO BE REMOVED

133 STA. 122+29.3, 27.8' LT
CB TO BE REMOVED

134 STA. 122+37.3, 24.8' RT
MH TO BE REMOVED

135 STA. 122+43.9, 31.5' RT
CB TO BE REMOVED

136 STA. 122+55.3, 33.3' LT
CB TO BE REMOVED

137 STA. 122+62.7, 53.5' LT
CB T-C
TYPE 24 F & G
RIM = 671.31
INV = 668.47 (12" SE)

138 STA. 122+60.0, 43.9' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.49
INV = 668.43 (12" N, 4" SW)
INV = 668.43 (12" NW)

139 STA. 122+93.8, 38.0' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.05
INV = 668.26 (12" S)
INV = 668.26 (12" E)

140 STA. 122+91.7, 32.9' LT
CB TO BE REMOVED

141 STA. 122+89.1, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 671.29
INV = 667.96 (12" W)
INV = 665.98 (36" N)
INV = 665.98 (36" S)

142 STA. 122+89.0, 24.1' RT
MH TO BE REMOVED

8 5' - 6" DUCTILE IRON
WATERMAIN
T.B.F. = 0.0 CU. YD.

8B 25' - ADJUSTING
WATERMAIN 16"

14 STA. 118+70.7, 35.4' RT
FIRE HYDRANT TO
BE RELOCATED
TO STA. 118+75.0, 60.0' RT

15 STA. 118+79.8, 38.4' LT
VALVE BOX TO BE ADJUSTED

149 7' - 12" S.S. REMOVAL

150 7' - 12" S.S. REMOVAL

151 44' - 24" S.S. REMOVAL

152 15" S.S. TO BE FILLED
(3.7 CU. YD.)

153 83' - 24" S.S. REMOVAL

154 3' - 12" S.S., CL.A, T-1 @ 1.50%
T.B.F. = 0.6 CU. YD.

155 11' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.8 CU. YD.

145 12' - 12" S.S., CL. A, T-1 @ 2.00%
T.B.F. = 1.3 CU. YD.

146 160' - 36" S.S., CL.A, T-2 @ 0.30%
T.B.F. = 99.1 CU. YD.

147 19' - 4" S.S. REMOVAL

148 49' - 24" S.S. REMOVAL

156 69' - 36" S.S., W.M.R.,
T-1 @ 0.35% *
T.B.F. = 15.2 CU. YD.

157 12" S.S. TO BE FILLED
(1.4 CU. YD.)

158 11' - 12" S.S. REMOVAL

159 47' - 24" S.S. REMOVAL

160 5' - 12" S.S. REMOVAL

161 15" S.S. TO BE FILLED
(1.5 CU. YD.)

162 7' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 1.0 CU. YD.

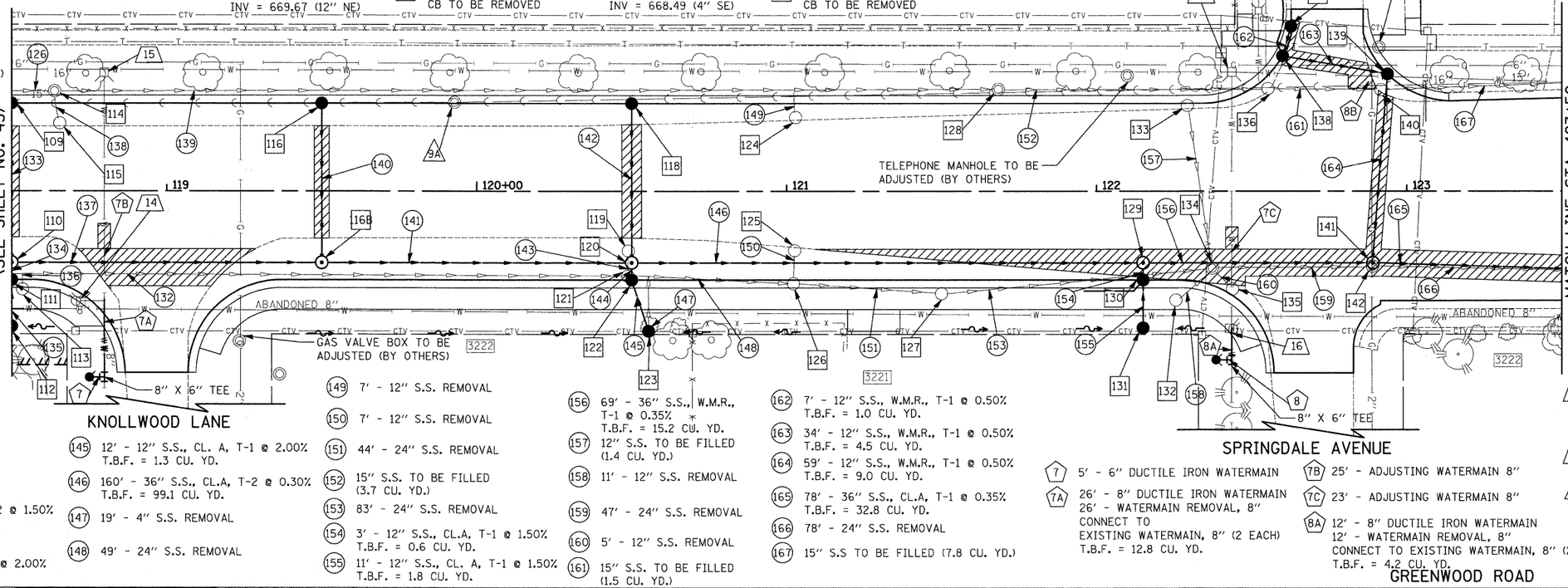
163 34' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 4.5 CU. YD.

164 59' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 9.0 CU. YD.

165 78' - 36" S.S., CL.A, T-1 @ 0.35%
T.B.F. = 32.8 CU. YD.

166 78' - 24" S.S. REMOVAL

167 15" S.S TO BE FILLED (7.8 CU. YD.)



7 5' - 6" DUCTILE IRON WATERMAIN

7A 26' - 8" DUCTILE IRON WATERMAIN
26' - WATERMAIN REMOVAL, 8"
CONNECT TO
EXISTING WATERMAIN, 8" (2 EACH)
T.B.F. = 12.8 CU. YD.

7B 25' - ADJUSTING WATERMAIN 8"

7C 23' - ADJUSTING WATERMAIN 8"

8A 12' - 8" DUCTILE IRON WATERMAIN
12' - WATERMAIN REMOVAL, 8"
CONNECT TO EXISTING WATERMAIN, 8" (2 EACH)
T.B.F. = 4.2 CU. YD.

16 STA. 122+44.1, 44.4' RT
FIRE HYDRANT TO
BE RELOCATED
TO STA. 122+38.5, 54.3' RT

17 STA. 122+43.6, 38.6' LT
VALVE BOX TO BE ADJUSTED

9A STA. 119+92.9, 28.8' LT
SAN. MH TO BE ADJUSTED
EX RIM = 673.43
PR RIM = 673.11

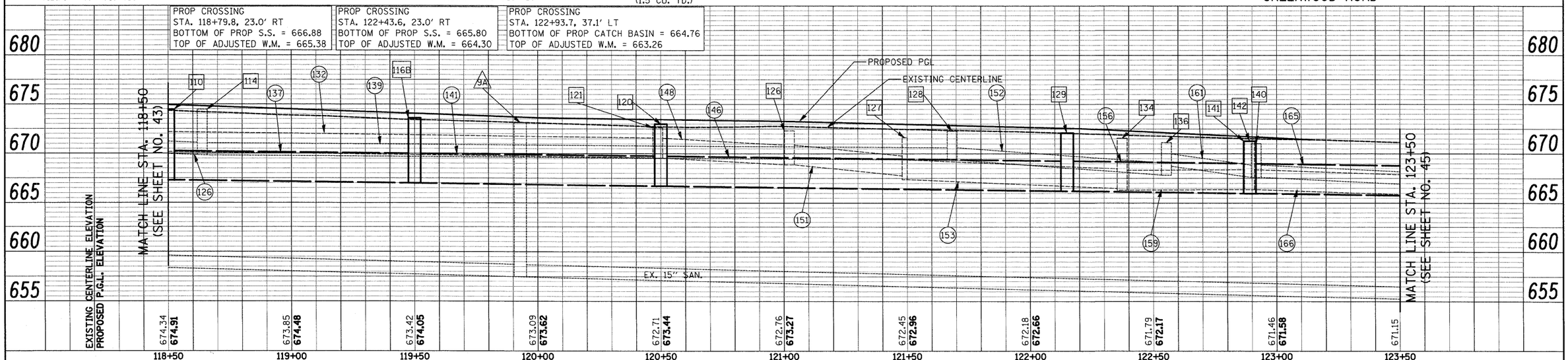
GREENWOOD ROAD

PROFILE
SURVEYED
AS-BUILT
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE
BY

PROP CROSSING
STA. 118+79.8, 23.0' RT
BOTTOM OF PROP S.S. = 666.88
TOP OF ADJUSTED W.M. = 665.38

PROP CROSSING
STA. 122+43.6, 23.0' RT
BOTTOM OF PROP S.S. = 665.80
TOP OF ADJUSTED W.M. = 664.30

PROP CROSSING
STA. 122+93.7, 37.1' LT
BOTTOM OF PROP CATCH BASIN = 664.76
TOP OF ADJUSTED W.M. = 663.26



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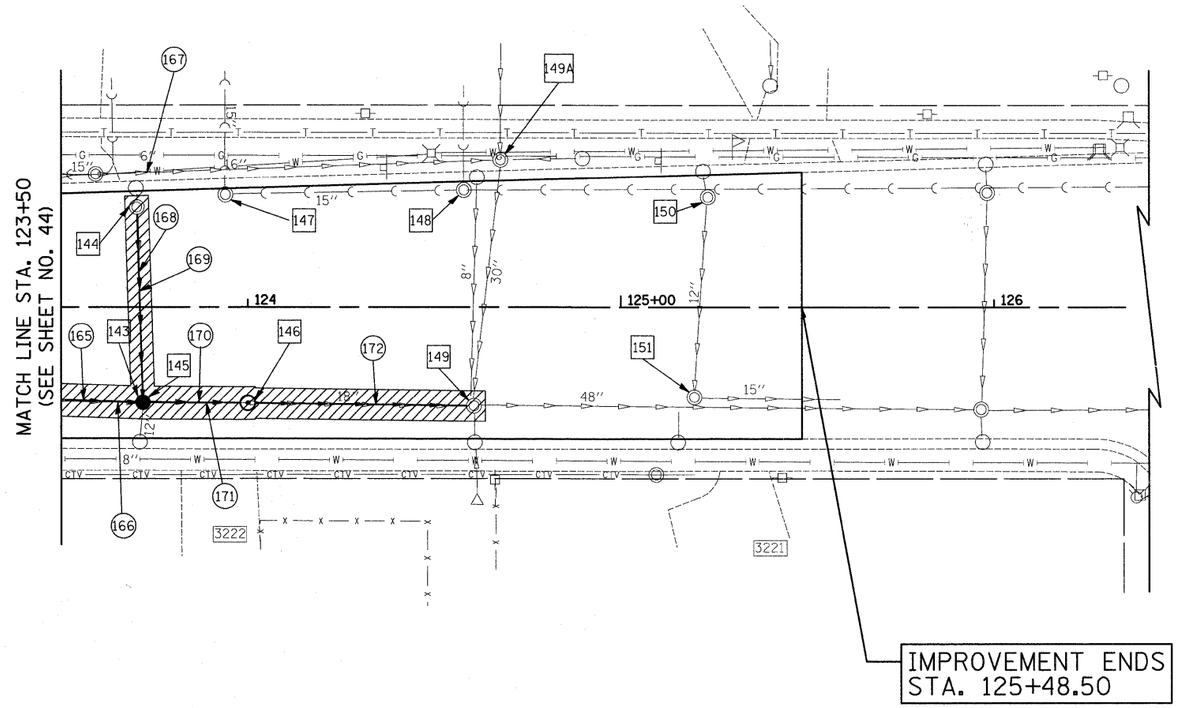
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 7 OF 11 SHEETS | STA. 118+50 | TO STA. 123+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	44
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	



143 STA. 123+71.9, 25.6' RT
MH TO BE REMOVED

144 STA. 123+70.3, 26.6' LT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 670.57
PR RIM = 670.57
INV = 667.17 (12" E)

145 STA. 123+71.9, 25.6' RT
CB T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 670.71
INV = 665.71 (36" S)
INV = 665.71 (12" W)
INV = 665.67 (36" N)
INV = 666.21 (EX 12" E)

146 STA. 124+00.0, 25.8' RT
MH T-A, 6' DIA.
TYPE 1 FR., C.L.,
RESTRICTOR PLATE
RIM = 670.55
INV = 665.50 (36" S)
INV = 665.48 (30" N)

147 STA. 123+94.1, 29.9' LT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 670.36
PR RIM = 670.36

148 STA. 124+57.9, 31.1' LT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 669.90
PR RIM = 669.90

149 STA. 124+60.6, 26.6' RT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 670.05
PR RIM = 670.05
INV = 665.05 (30" S)
INV = 664.59 (EX 48" N)
INV = 665.73 (EX 30" W)

149A STA. 124+67.8, 39.3' LT
EXISTING MANHOLE
BRICK AND MORTAR SOUTH INVERT
(INCLUDED IN COST OF FILLING STORM SEWER)

150 STA. 125+23.3, 29.3' LT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 669.70
PR RIM = 669.70

151 STA. 125+19.7, 24.2' RT
FRAME AND LID TO BE
ADJUSTED, SPECIAL
EX RIM = 669.79
PR RIM = 669.79

165 SEE SHEET NO. 44

166 SEE SHEET NO. 44

167 SEE SHEET NO. 44

168 48' - 12" S.S., CL.A, T-2 @ 3.04%
T.B.F. = 14.6 CU. YD.

169 48' - 12" S.S. REMOVAL

170 84' - 18"' S.S. REMOVAL

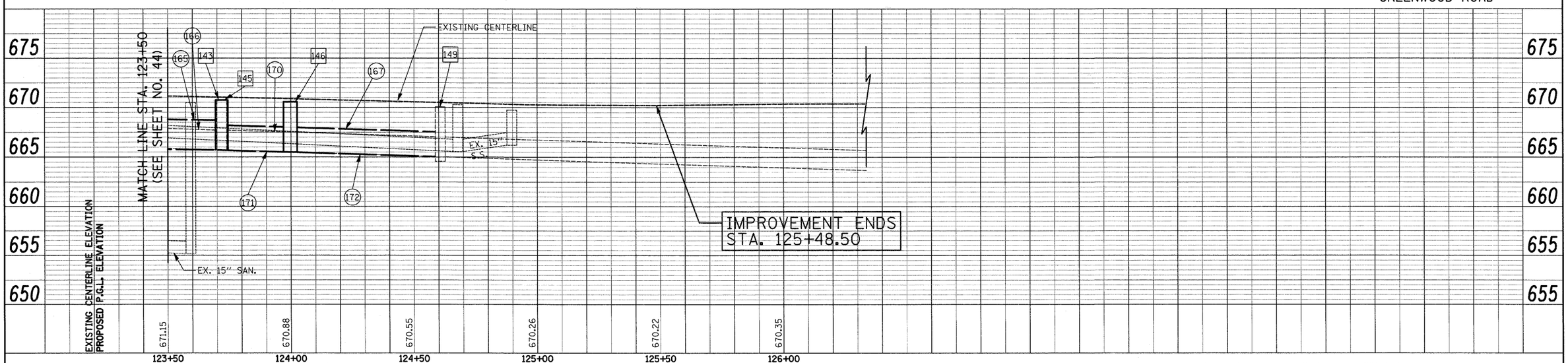
171 23' - 36" S.S., CL.A, T-1 @ 0.74%
T.B.F. = 7.4 CU. YD.

172 56' - 30" S.S., CL.A, T-1 @ 0.77%
T.B.F. = 20.3 CU. YD.

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
BY
DATE
GRADES CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
R.O.D. FILE NAME

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
BY
DATE
GRADES CHECKED
R.W. NOTED
STRUCTURE NOTATIONS CHKD

GREENWOOD ROAD



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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 8 OF 11 SHEETS | STA. 123+50 | TO STA. 125+48.5

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	45
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

(152) STA. 206+24.2, 24.8' RT
CB TO BE REMOVED

(153) STA. 206+22.3, 24.9' RT
CB T-A, 5' DIA.
TYPE 24 F & G
RIM = 679.72
INV = 673.90 (24" E)
INV = 673.92 (EX 15" W)
INV = 674.03 (12" S)

(154) STA. 206+25.0, 42.2' RT
MH TO BE ADJUSTED
EX RIM = 679.02
PR RIM = 679.16
INV = 674.17 (12" N)
INV = 674.17 (EX S)
INV = 674.02 (EX 12" NE,
TO BE ABANDONED)

(155) STA. 206+72.1, 25.0' RT
CB T-A, 5' DIA.
TYPE 24 F & G
RIM = 679.50
INV = 673.75 (24" W)
INV = 673.75 (24" E)

(156) STA. 206+75.3, 22.8' RT
CB TO BE REMOVED

(157) STA. 206+95.0, 24.2' LT
MH TO BE ADJUSTED
EX RIM = 679.71
PR RIM = 680.00
INV = 676.21 (EX 18" W)
INV = 676.21 (18" E)

(158) STA. 207+42.7, 19.1' LT
CB TO BE REMOVED

(159) STA. 207+50.0, 16.5' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 679.79
INV = 675.70 (18" W)
INV = 675.70 (18" E)

(160) STA. 207+50.0, 26.2' RT
CB T-A, 5' DIA.
TYPE 24 F & G
RIM = 679.59
INV = 673.53 (24" W)
INV = 673.53 (24" E)

(173A) 20' - 18" S.S. REMOVAL

(173B) 20' - 18" S.S., W.M.R., T-1
MATCH EXISTING SLOPE
T.B.F. = 2.4 CU. YD.

(173) 47' - 12" S.S. REMOVAL

(174) 50' - 24" S.S., W.M.R., T-2 @ 0.30%
T.B.F. = 34.2 CU. YD.

(175) NOT USED

(176) 50' - 8" S.S. REMOVAL

(177) 113' - 24" S.S. REMOVAL

(178) 72' - 24" S.S., CL.A, T-2 @ 0.30%
T.B.F. = 29.7 CU. YD.

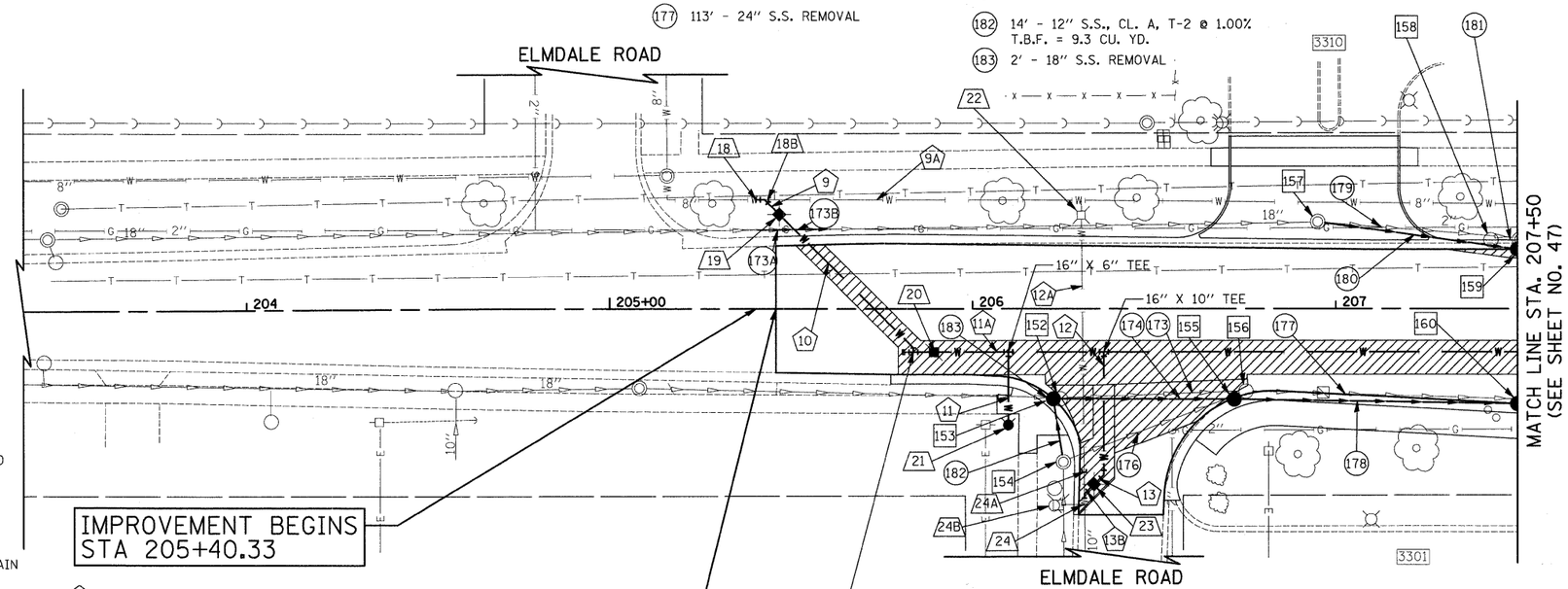
(179) 52' - 8" S.S. REMOVAL

(180) 51' - 18" S.S., W.M.R., T-1 @ 1.00%
T.B.F. = 11.2 CU. YD.

(181) 4' - 8" S.S. REMOVAL

(182) 14' - 12" S.S., CL. A, T-2 @ 1.00%
T.B.F. = 9.3 CU. YD.

(183) 2' - 18" S.S. REMOVAL



(18) STA. 205+40.3, 30.3' LT
CONNECT TO EXISTING WATER MAIN 8"

(18B) STA. 205+43.7, 30.3' LT
CUT AND CAP EXISTING WATERMAIN

(19) STA. 205+46.8, 26.2' LT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 8"
RIM = 680.72

(20) STA. 205+89.4, 12.0' RT
VALVE VAULT, TYPE A, 6' DIA.
TYPE 1 FR., C.L.
16" BUTTERFLY VALVE
RIM = 680.51

(21) STA. 206+09.9, 32.1' RT
FH W/ AUX VALVE &
VALVE BOX

(22) STA. 206+29.9, 25.9' LT
V.V. TO BE REMOVED

(23) STA. 206+33.5, 48.4' RT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 10"
RIM = 678.30

(24) STA. 206+30.8, 54' RT
CONNECT TO
EXISTING WATERMAIN 10"
(REMOVE EXISTING TEE)

(24A) STA. 206+30.7, 45.0' RT
CUT AND CAP
EXISTING WATERMAIN

(24B) STA. 206+23, 54.2' RT
FIRE HYDRANT TO BE REMOVED

(9) 8' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 0.0 CU. YD.

(9A) FILL EXISTING WATERMAINS, 8"
(4.0 CU. YD.)

(10) 58' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 34.0 CU. YD.

(11A) 255' - 16" DUCTILE IRON WATERMAIN
T.B.F. = 180.6 CU. YD.

(11) 20' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 13.6 CU. YD.

(12A) FILL EXISTING WATERMAINS, 10"
(1.5 CU. YD.)

(12) 34' - 10" DUCTILE IRON WATERMAIN
T.B.F. = 23.8 CU. YD.

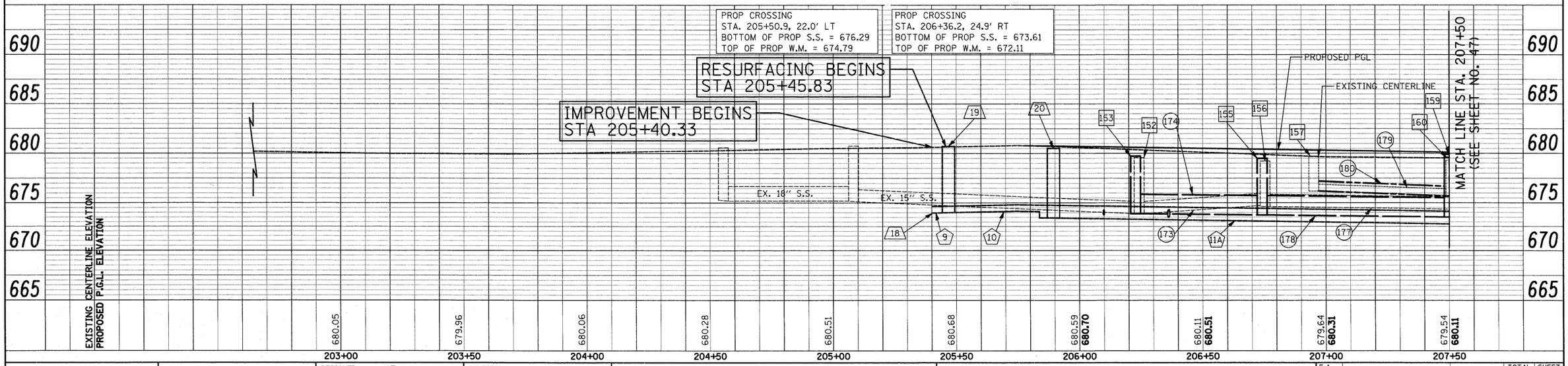
(13) 4' - 10" DUCTILE IRON WATERMAIN
T.B.F. = 2.8 CU. YD.

(13B) 4' - 10" DUCTILE IRON WATERMAIN
T.B.F. = 2.8 CU. YD.

NOTE:

1. ALL WATERMAIN BENDS SHOWN ARE 45° BENDS.
THE COST OF THE BENDS SHALL BE PAID FOR AS
"WATERMAIN FITTINGS".

GLENVIEW ROAD



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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 9 OF 11 SHEETS | STA. 205+77.5 TO STA. 207+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	46
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

PLAN — SURVEYED | DRAWN | ALIGNMENT CHECKED | RT. OF WAY CHECKED | PLAN FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | DRAWN | GRADES CHECKED | BM. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | BY | DATE

(82) SEE SHEET NO. 42
(90) SEE SHEET NO. 42
(95) SEE SHEET NO. 42
(96) SEE SHEET NO. 42
(97) SEE SHEET NO. 42
(101) SEE SHEET NO. 42
(102) SEE SHEET NO. 42
(103) SEE SHEET NO. 42

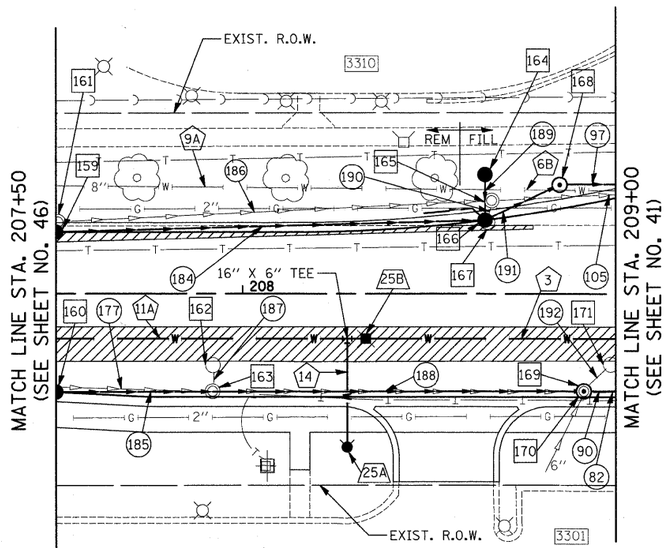
(105) SEE SHEET NO. 42
(177) SEE SHEET NO. 46
(184) 111' - 18" S.S., CL. A, T-2 @ 1.00%
T.B.F. = 21.4 CU. YD.
(185) 137' - 24" S.S., W.M.R., T-2 @ 0.30%
T.B.F. = 93.6 CU. YD.
(186) 112' - 12" S.S. REMOVAL

(187) 3' - 10" S.S. REMOVAL
(188) 95' - 24" S.S. REMOVAL
(189) 7' - 12" S.S., CL. A, T-2 @ 0.50%
T.B.F. = 0.2 CU. YD.
(190) 2' - 10" S.S. REMOVAL
(191) 18' - 18" S.S., CL. A, T-2 @ 1.00%
T.B.F. = 3.7 CU. YD.

(192) 6' - 10" S.S. REMOVAL
(193) 4' - 12" S.S. REMOVAL
(193A) 4' - 18" S.S. REMOVAL
(194A) 2' - 12" S.S., CL.A, T-2 @ 2.00%
T.B.F. = 0.6 CU. YD.
(194) 14' - 12" S.S., CL.A, T-1 @ 0.50%
T.B.F. = 2.2 CU. YD.

(195) 4' - 12" S.S. REMOVAL
(196) 154' - 18" S.S., CL.A, T-2 @ 0.50%
T.B.F. = 37.5 CU. YD.
(197) 8' - 12" S.S., CL.A, T-2 @ 1.00%
T.B.F. = 3.1 CU. YD.

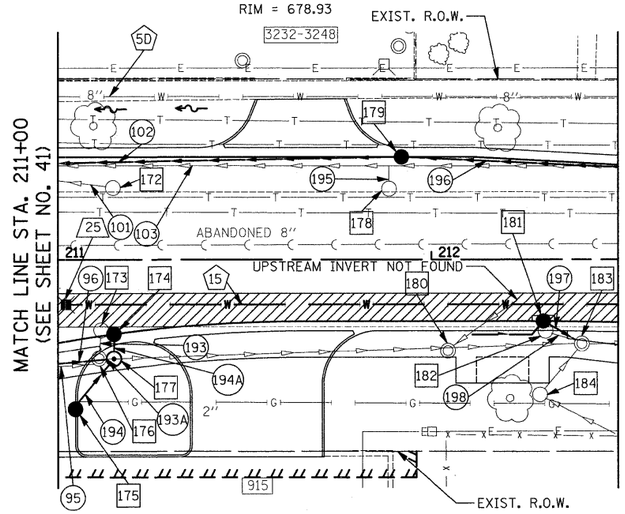
(198) 6' - 12" S.S. REMOVAL



NOTES:

1. ALL WATERMAIN BENDS SHOWN ARE 45° BENDS. THE COST OF THE BENDS SHALL BE PAID FOR AS "WATERMAIN FITTINGS".
2. REPLACE WATER SERVICES TO BANK (1.5"), STRIP MALL (2.0"), AND GAS STATION (1.5").

(25A) STA. 208+28.0, 41.0' RT
FH W/ AUX VALVE & VALVE BOX
(25B) STA. 208+33.0, 12.0' RT
VALVE VAULT, TYPE A, 6' DIA.
TYPE 1 FR., C.L.
16" BUTTERFLY VALVE
RIM = 679.55
(25) STA. 211+02.2, 12.0' RT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 12"
RIM = 678.93



(3) SEE SHEET NO. 42
(5D) SEE SHEET NO. 42
(6B) SEE SHEET NO. 42
(9A) SEE SHEET NO. 46
(11A) SEE SHEET NO. 46
(14) 29' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 19.8 CU. YD.
(15) 313' - 12" DUCTILE IRON WATERMAIN
T.B.F. = 225.4 CU. YD.

(159) SEE SHEET NO. 46
(160) SEE SHEET NO. 46
(161) STA. 207+50.6, 19.2' LT
MH TO BE REMOVED
(162) STA. 207+92.1, 19.1' RT
CB TO BE REMOVED
(163) STA. 207+92.0, 26.0' RT
MH TO BE REMOVED

(164) STA. 208+65.0, 32.0' LT
CB T-C
TYPE 8 GRATE
RIM = 679.46
INV = 675.51 (12" S)
(165) STA. 208+66.8, 25.0' LT
MH TO BE REMOVED
(166) STA. 208+65.0, 19.7' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 679.27
INV = 674.59 (18" W)
INV = 675.48 (12" N)
INV = 674.59 (18" NE)
INV = 675.76 (4" NW)
(167) STA. 208+65.6, 19.2' LT
CB TO BE REMOVED
(168) STA. 208+85.0, 29.3' LT
MH T-A, 4' DIA.
TYPE 1 FR., C.L.
RIM = 679.53
INV = 672.53 (18" E)
INV = 674.41 (18" SW)
(169) STA. 208+91.5, 26.0' RT
MH TO BE REMOVED

(170) STA. 208+91.5, 26.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.04
INV = 673.12 (24" W)
INV = 673.12 (24" E)
INV = 674.30 (EX 6" SW)
(171) STA. 208+98.7, 18.9' RT
CB TO BE REMOVED
(172) STA. 211+14.7, 19.2' LT
CB TO BE REMOVED
(173) STA. 211+11.6, 18.9' RT
CB TO BE REMOVED
(174) STA. 211+15.0, 19.9' RT
CB T-C
TYPE 24 F & G
RIM = 678.73
INV = 674.79 (12" S)

(175) STA. 211+04.7, 40.0' RT
CB T-C
TYPE 1 FR., O.L.
RIM = 678.43
INV = 676.00 (12" NE)
(176) STA. 211+11.0, 26.4' RT
MH TO BE REMOVED
(177) STA. 211+15.0, 26.5' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 679.04
INV = 674.75 (12" N)
INV = 672.64 (18" W)
INV = 667.98 (EX 18" E)
INV = 675.93 (12" SW)
(178) STA. 211+88.7, 18.9' LT
CB TO BE REMOVED

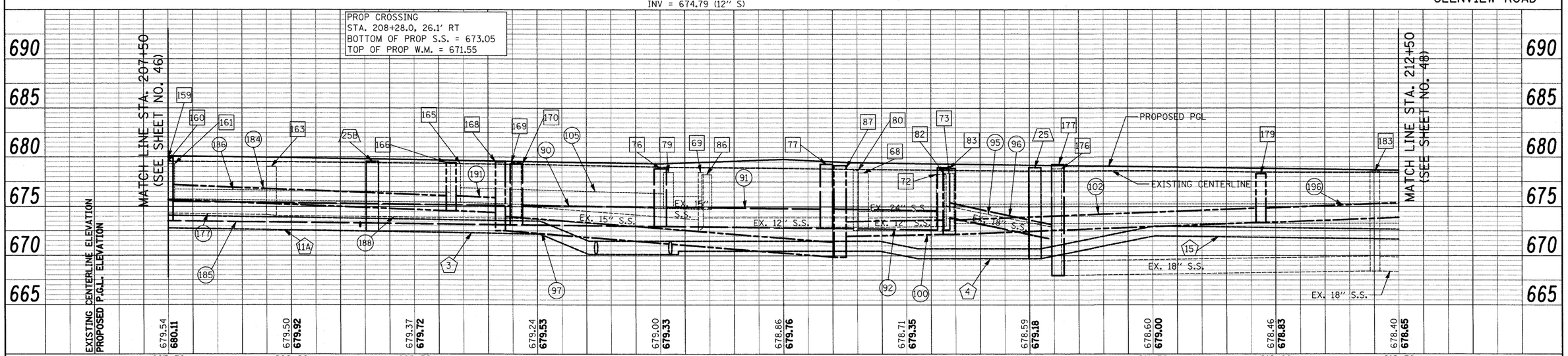
(179) STA. 211+92.0, 27.5' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.30
INV = 673.35 (18" W)
INV = 673.35 (18" E)

(180) STA. 212+04.4, 24.4' RT
MH TO BE ADJUSTED
EX RIM = 678.50
PR RIM = 678.76
(181) STA. 212+30.0, 16.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 678.39
INV = 673.54 (12" SE)
INV = 674.89 (4" SW)

(182) STA. 212+30.6, 19.1' RT
CB TO BE REMOVED
(183) STA. 212+40.3, 22.5' RT
MH TO BE ADJUSTED
EX RIM = 678.56
PR RIM = 678.67
INV = 673.46 (12" NW)
INV = 673.56 (EX 10" SW)
INV = 668.40 (EX 18" E)
INV = 668.40 (EX 18" W)

(184) STA. 212+29.1, 36.2' RT
CB TO BE ADJUSTED
EX RIM = 677.51
PR RIM = 677.94

GLENVIEW ROAD



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ALIGNMENT CHECKED
RT. OF WAY CHECKED
CAD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
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GRADES CHECKED
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STRUCTURE NOTATNS CHKD
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NO.
BY
DATE

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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 10 OF 11 SHEETS | STA. 207+50 TO STA. 212+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	47
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

185 STA. 212+56.6, 19.1' LT
CB TO BE REMOVED

186 STA. 213+50.0, 26.0' LT
CB T-C
TYPE 8 GRATE
RIM = 677.30
INV = 674.13 (12" S)

187 STA. 213+50.0, 19.9' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 677.71
INV = 674.12 (12" N)
INV = 674.12 (18" W & 4" NW)

188 STA. 213+56.8, 19.0' LT
CB TO BE REMOVED

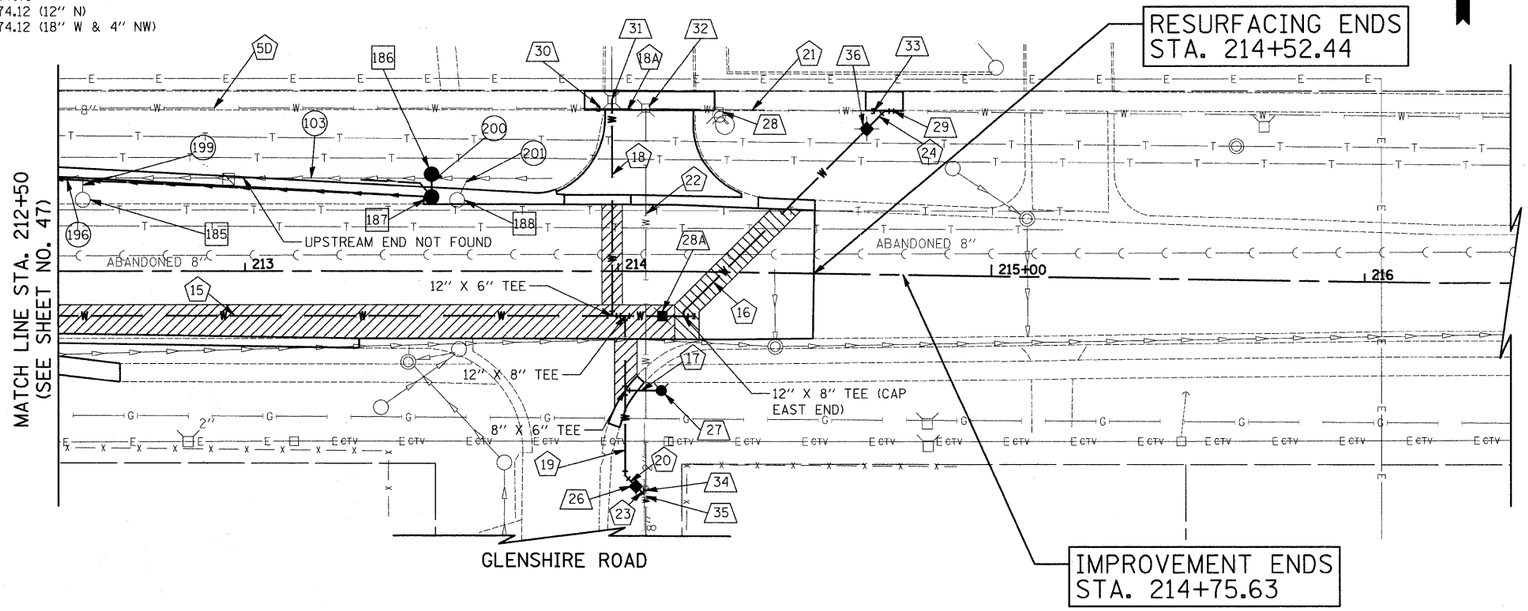
103 SEE SHEET NO. 42

196 SEE SHEET NO. 47

199 5' - 12" S.S. REMOVAL

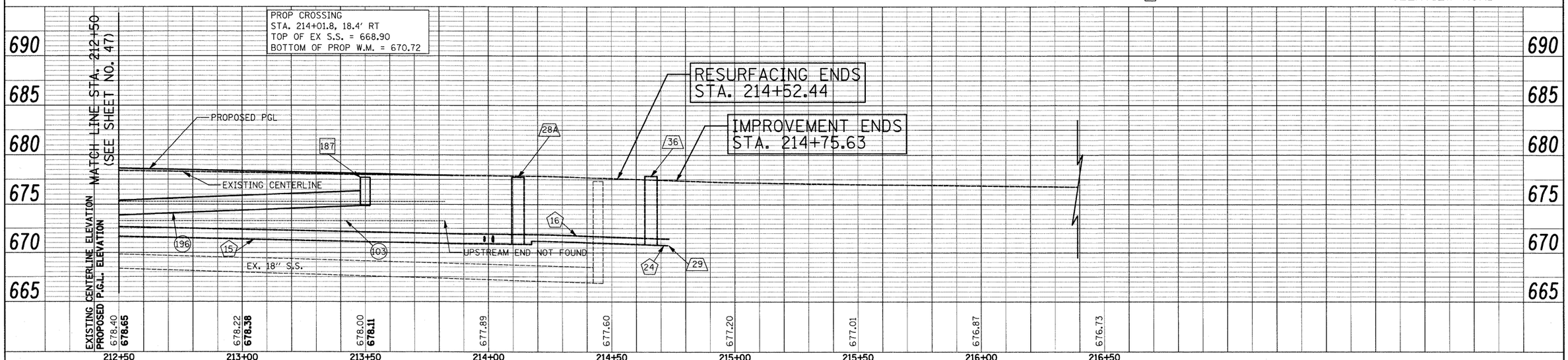
200 1' - 12" S.S., CL.A, T-1 @ 0.50%
T.B.F. = 0.1 CU. YD.

201 5' - 12" S.S. REMOVAL



NOTE:

1. ALL WATERMAIN BENDS SHOWN ARE 45° BENDS. THE COST OF THE BENDS SHALL BE PAID FOR AS "WATERMAIN FITTINGS".



26 STA. 214+04.7, 57.7' RT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 8"
RIM = 677.64

27 STA. 214+11.5, 32.0' RT
FH W/ AUX VALVE & VALVE BOX

28 STA. 214+26.6, 41.6' LT
FH TO BE REMOVED

28A STA. 214+12.0, 12.0' RT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
12" GATE VALVE
RIM = 677.72

29 STA. 214+73.2, 43.8' LT
CONNECT TO EXISTING WATER MAIN 8"

30 STA. 213+95.0, 43.6' LT
CUT AND CAP EXISTING WATERMAIN

31 STA. 213+98.4, 45.9' LT
CONNECT TO EXISTING WATERMAIN 6" (EXISTING VALVE)

32 STA. 214+07.4, 43.7' LT
VALVE VAULT TO BE REMOVED

33 STA. 214+68.0, 43.8' LT
CUT AND CAP EXISTING WATERMAIN

34 STA. 214+07.3, 58.8' RT
CUT AND CAP EXISTING WATERMAIN

35 STA. 214+07.3, 60.3' RT
CONNECT TO EXISTING WATERMAIN 8"

36 STA. 214+66.0, 39.0' LT
VALVE VAULT, TYPE A, 5' DIA.
TYPE 1 FR., C.L.
GATE VALVE 8"
RIM = 677.65

50 SEE SHEET NO. 42

15 SEE SHEET NO. 47

16 71' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 30.6 CU. YD.

17 10' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 6.8 CU. YD.

18A 12' - WATERMAIN REMOVAL 8"

18 58' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 39.5 CU. YD.

19 43' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 21.8 CU. YD.

20 4' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 0.0 CU. YD.

21 FILL EXISTING WATERMAIN, 8" (0.8 CU. YD.)

22 FILL EXISTING WATERMAIN, 8" (1.3 CU. YD.)

23 4' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 0.0 CU. YD.

24 7' - 8" DUCTILE IRON WATERMAIN
T.B.F. = 3.4 CU. YD.

GLENVIEW ROAD

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, ALL MATERIAL ADDED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALL NOTES, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

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	PLOT DATE = 3/19/2010	DATE - 03-19-10	REVISED -

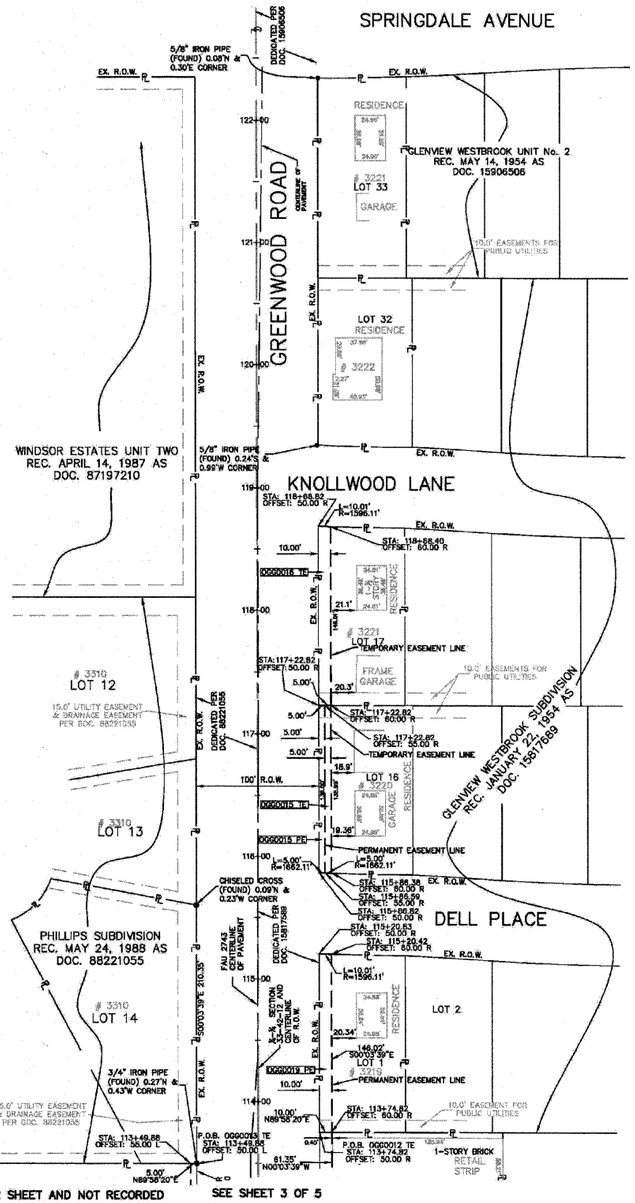
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: 1"=20' | SHEET NO. 11 OF 11 SHEETS | STA. 212+50 TO STA. 213+85.5

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	48
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

PART OF SECTION 33, TOWNSHIP 42 NORTH RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS



SHEET 1 IS A COVER SHEET AND NOT RECORDED

SEE SHEET 3 OF 5

PARCEL NUMBER	OWNER	PIN	TOTAL HOLDING	AREA TAKING	PREVIOUS DEDICATION	AREA REMAINING	EASEMENT AREA	EASEMENT PURPOSE	PROPERTY ACQUIRED BY
0GG0015PE 0GG0015TE	Bernard E. Kelsey, as Trustee of the Bernard E. Kelsey Trust, dated April 29, 1992.	04-33-203-009	0.241 ac.	N/A	0	0.241 ac.	0.016 ac. 0.017 ac.	PERMANENT DRAINAGE TEMPORARY CONSTRUCTION	
0GG0016TE	Mario Duran and Myriam Duran, husband and wife as Tenants by the Entirety	04-33-203-001	0.235 ac.	N/A	0	0.235 ac.	0.034 ac.	TEMPORARY CONSTRUCTION	
0GG0019PE	Edward Jakubik as Trustee of the Edward Jakubik Trust dated May 26, 2004	04-33-204-001	0.234 ac.	N/A	0	0.234 ac.	0.033 ac.	PERMANENT DRAINAGE	

* Area of Dedication

NAD88 IL. EAST ZONE GROUND COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
125+48.50	0.0' ℄	1970999.393	1118315.029
118+68.40	60.00' Rt.	1970319.259	1118374.665
118+68.82	50.00' Rt.	1970319.687	1118364.666
117+22.82	60.00' Rt.	1970173.676	1118374.588
117+22.82	55.00' Rt.	1970173.682	1118369.588
117+22.82	50.00' Rt.	1970173.688	1118364.588
115+86.38	60.00' Rt.	1970037.242	1118374.515
115+86.59	55.00' Rt.	1970037.457	1118369.515
115+86.82	50.00' Rt.	1970037.687	1118364.515
115+20.83	50.00' Rt.	1969971.701	1118364.480
115+20.42	60.00' Rt.	1969971.284	1118374.480

SECTION CORNER — QUARTER SECTION CORNER

BASIS OF BEARING IS THE CENTERLINE OF GREENWOOD ROAD BEARING N00°03'39"W

- A/C — ACCESS CONTROL LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINE
- ℄ — PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 000.00' — MEASURED DIMENSION
- 000.00' (COMP) — COMPUTED DIMENSION
- ( ) — RECORD DATA
- EXISTING BUILDING

- ○ IRON PIPE OR ROD FOUND
- ● REPLACED AFTER CONSTRUCTION
- \+ CUT CROSS FOUND OR SET
- ● T1, T2, T3 — **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8" IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1, BT2, BT3 — **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8" IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ — **STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN.** IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ M — **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8" IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● — PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
- ◘ — RIGHT OF WAY STAKING PROPOSED TO BE SET.

REVISION	DESCRIPTION	DATE
4	CHANGES PER ENG. RE-FINAL SUBMITTAL	08/27/09
3	FINAL SUBMITTAL	11/19/07
2	PER IDOT REVIEW	6/11/07
1	PER IDOT REVIEW	4/25/07
	PRELIMINARY SUBMITTAL	4/3/07
DRAFTING BY:	LWP	
CHECKED BY:	JJB	

LTI JOB NO. 07-152

STATE OF ILLINOIS } S.S.
COUNTY OF McHENRY }

THIS IS TO CERTIFY THAT I, TERENCE R. CAHILL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY. THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY. THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF A PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED: _____

TERENCE R. CAHILL
ILLINOIS P.L.S. NO. 35-2859
LIC. EXP. 11/30/10

PROFESSIONAL LAND SURVEYOR — TERENCE R. CAHILL — 35-2859 — CORTLAND ESTATES, ILLINOIS — STATE OF ILLINOIS

LICENSE EXPIRES 11/30/10

land technology, inc.
3922 W. MAIN STREET McHENRY, IL. 60050
P: (815)363-9200 F: (815)363-9223
E-MAIL: LANDTECH@ LANDTECHNOLOGYINC.COM
ILLINOIS PROFESSIONAL DESIGN FIRM No. 184-001331

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.U. 2743

STA 99+00 & STA 125+48.50
(GREENWOOD ROAD & GLENVIEW ROAD)
COOK COUNTY

SECTION 05-00161-00-CH — ~~SCALE: 1" = 50'~~
PROJECT R-90-010-07 — SHEET 2 OF 5

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

FILE NAME =	USER NAME = djk	DESIGNED - JAT	REVISED -
J:\2275\Cad\Sheet\2275_plats_01.dgn		DRAWN - JAT	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SHEET NO. 1 OF 3 SHEETS

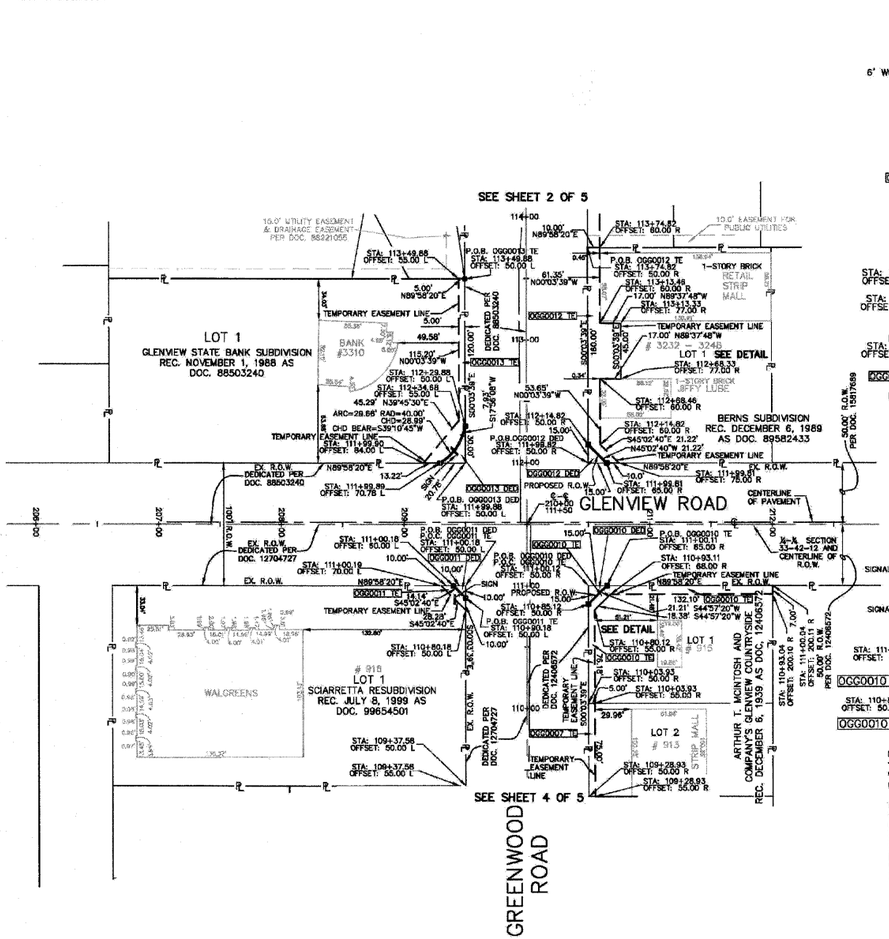
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	49
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

PART OF SECTION 33, TOWNSHIP 42 NORTH RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS

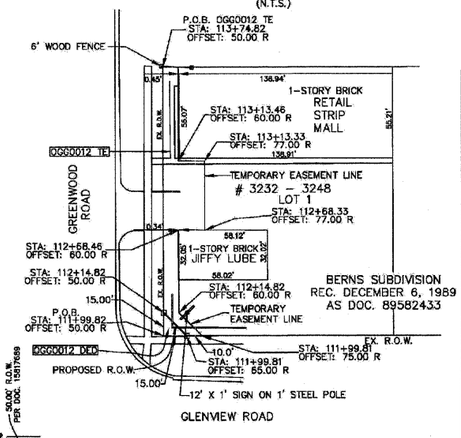
NAD88 IL. EAST ZONE GROUND COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
109+28.93	50.00' Rt.	1969379.808	1118364.163
109+28.93	55.00' Rt.	1969379.791	1118369.163
109+37.58	50.00' Lt.	1969388.499	1118264.168
109+37.58	55.00' Lt.	1969388.504	1118259.168
110+03.93	50.00' Rt.	1969454.808	1118364.203
110+03.93	55.00' Rt.	1969454.802	1118369.203
110+80.12	55.00' Rt.	1969530.982	1118369.244
110+80.18	50.00' Lt.	1969531.099	1118264.244
110+85.12	50.00' Rt.	1969535.988	1118364.247
110+90.18	50.00' Lt.	1969541.099	1118264.250
110+93.04	200.10' Lt.	1969543.821	1118514.348
110+93.11	68.00' Rt.	1969543.968	1118382.251
111+00.04	200.11' Lt.	1969550.821	1118514.357
111+00.11	65.00' Rt.	1969550.971	1118379.255
111+00.18	60.00' Lt.	1969551.110	1118254.255
111+00.19	70.00' Lt.	1969551.121	1118244.255
111+50.00	0.00' – ℄–℄	1969600.893	1118314.282
210+00.00	0.00' – ℄–℄	1969600.893	1118314.282
111+99.81	75.00' Rt.	1969650.660	1118389.308
111+99.81	65.00' Rt.	1969650.671	1118379.308
111+99.89	70.78' Lt.	1969650.822	1118243.524
111+99.90	84.00' Lt.	1969650.838	1118230.308
112+14.82	50.00' Rt.	1969665.688	1118364.316
112+14.82	60.00' Rt.	1969665.677	1118374.316
112+29.88	50.00' Lt.	1969680.799	1118264.324
112+34.68	55.00' Lt.	1969682.612	1118259.325
112+68.33	77.00' Rt.	1969719.186	1118391.345
112+68.46	60.00' Rt.	1969719.323	1118374.345
113+13.33	77.00' Rt.	1969764.186	1118391.369
113+13.46	60.00' Rt.	1969764.323	1118374.369
113+49.88	50.00' Lt.	1969800.799	1118264.388
113+49.88	55.00' Lt.	1969800.804	1118259.388
113+74.82	50.00' Rt.	1969825.687	1118364.402
113+74.82	60.00' Rt.	1969825.676	1118374.402

PARCEL NUMBER	OWNER	PIN	TOTAL HOLDING	AREA TAKING	PREVIOUS DEDICATION	AREA REMAINING	EASEMENT AREA	EASEMENT PURPOSE	PROPERTY ACQUIRED BY
0GG0010TE 0GG0010DED	Raju Mathew	04–33–402–001	0.331 ac.	*0.003 ac./ 112 sf	0 0	0.328 ac.	0.036 ac.	TEMPORARY CONSTRUCTION	
0GG0011TE 0GG0011DED	LaSalle Bank, NA, as successor to American National Bank & Trust Company of Chicago as Trustee under Trust Agreement dated April 9, 1999 known as Trust No. 601025–06	04–33–304–033	1.074 ac.	*0.001 ac./ 50.0 sf	0 0	1.073 ac.	0.003 ac./ 150 sf	TEMPORARY CONSTRUCTION	
0GG0012TE 0GG0012DED	Midwest Bank and Trust Company as Trustee under Trust Agreement dated April 30, 1985 known as Trust No. 85–04–4686	04–33–204–009	0.601 ac.	*0.003 ac./ 112 sf	0	0.598 ac.	0.057 ac.	TEMPORARY CONSTRUCTION	
0GG0013TE 0GG0013DED	Glenview State Bank, an Illinois Banking Corporation	04–33–116–048	0.999 ac.	*0.005 ac./ 217 sf	0 0	0.994 ac.	0.024 ac.	TEMPORARY CONSTRUCTION	

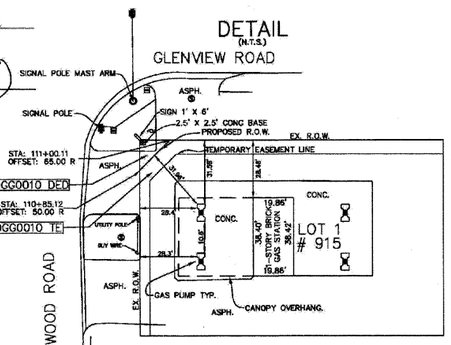
* Area of Dedication



DETAIL
(N.T.S.)



DETAIL
(N.T.S.)
GLENVIEW ROAD



SECTION CORNER | QUARTER SECTION CORNER

BASIS OF BEARING IS THE CENTERLINE OF GREENWOOD ROAD BEARING N00°03'39"W

A/C	ACCESS CONTROL LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
	PLATTED LOT LINE
℄	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	CENTER LINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	PROPOSED EASEMENT
000.00'	MEASURED DIMENSION
000.00' (COMP)	COMPUTED DIMENSION
( )	RECORD DATA
	EXISTING BUILDING

o	IRON PIPE OR ROD FOUND	•	REPLACED AFTER CONSTRUCTION
+	CUT CROSS FOUND OR SET		

- ● T1, T2, T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8" IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1, BT2, BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8" IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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SHEET 1 IS A COVER SHEET AND NOT RECORDED

REVISION	DESCRIPTION	DATE
4	CHANGES PER ENG. RE–FINAL SUBMITTAL	08/27/09
3	FINAL SUBMITTAL	11/19/07
2	PER IDOT REVIEW	6/11/07
1	PER IDOT REVIEW	4/25/07
	PRELIMINARY SUBMITTAL	4/3/07

DRAFTING BY:	LWP
CHECKED BY:	JJB

LTI JOB NO. 07–152

STATE OF ILLINOIS } S.S.
COUNTY OF McHENRY }

THIS IS TO CERTIFY THAT I, TERENCE R. CAHILL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY. THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY. THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF A PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATE: _____

TERENCE R. CAHILL
ILLINOIS P.L.S. NO. 35–2859
LIC. EXP. 11/30/10

LICENSE EXPIRES 11/30/10

Land Technology, Inc.
3922 W. MAIN STREET McHENRY, IL. 60050
P: (815)363–9200 F: (815)363–9223
E–MAIL: LANDTECH@LANDTECHNOLOGYINC.COM
ILLINOIS PROFESSIONAL DESIGN FIRM No. 184–001331

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.U. 2743

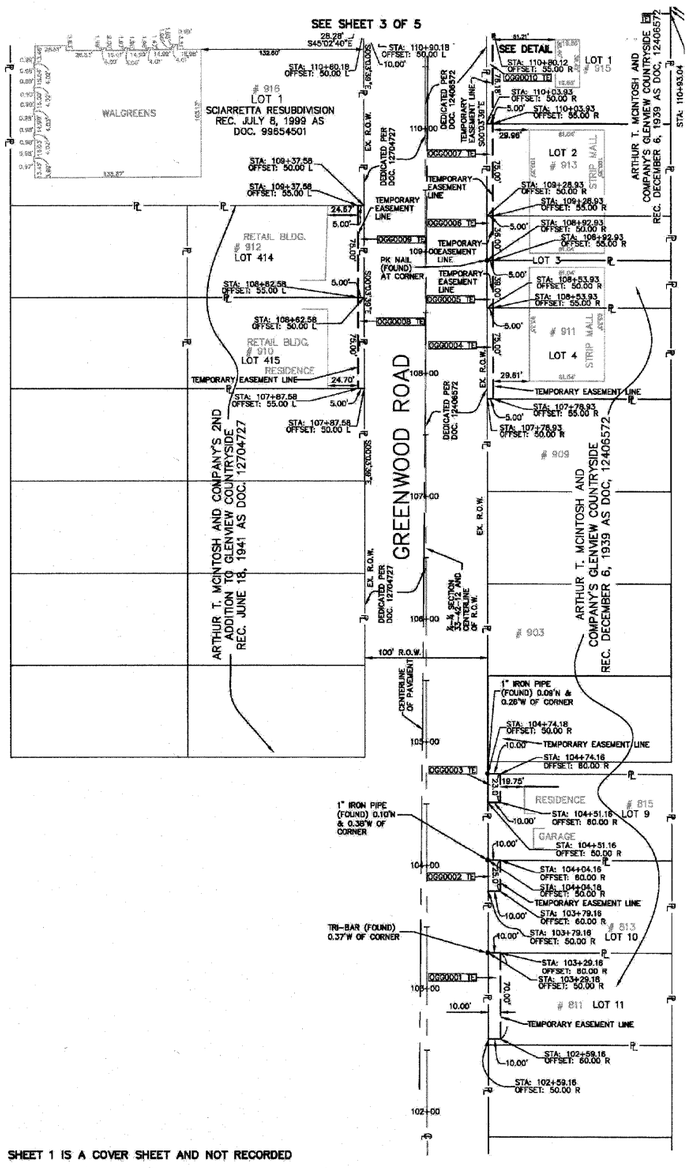
STA 99+00 & STA 125+48.50
(GREENWOOD ROAD & GLENVIEW ROAD)
COOK COUNTY

SECTION 05–00161–00–CH ~~SCALE: 1" = 50'~~
PROJECT R–90–010–07 SHEET 3 OF 5

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

FILE NAME = J:\2275\Cad\Sheet\2275_plats_02.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAT OF HIGHWAYS**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JAT	REVISED -			2743	05–00161–00–CH	COOK	112	50
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -		SHEET NO. 2 OF 3 SHEETS			CONTRACT NO. 63383		
	PLOT DATE = 11/20/2009	DATE - 11–23–09	REVISED -			FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M–8003(543)		

PART OF SECTION 33, TOWNSHIP 42 NORTH RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS



PARCEL NUMBER	OWNER	PIN	TOTAL HOLDING	AREA TAKING	PREVIOUS DEDICATION	AREA REMAINING	EASEMENT AREA	EASEMENT PURPOSE	PROPERTY ACQUIRED BY
0GG00001TE	Elizabeth Fritz	04-33-402-011	0.258 ac.	N/A	0	0.258 ac.	0.016 ac./700 sf	TEMPORARY CONSTRUCTION	
0GG00002TE	Bogosav Radovanovic and Dragica Radovanovic, husband and wife, as Tenents by the Entirety	04-33-402-010	0.258 ac.	N/A	0	0.258 ac.	0.006 ac./250 sf	TEMPORARY CONSTRUCTION	
0GG00003TE	Kazimierz Mazurek, married to Zofia Mazurek	04-33-402-009	0.241 ac.	N/A	0	0.241 ac.	0.005 ac./230 sf	TEMPORARY CONSTRUCTION	
0GG00004TE	Howard Chernawsky and Roberta A. Chernawsky, his wife, as Joint Tenants	04-33-402-004	0.258 ac.	N/A	0	0.258 ac.	0.009 ac./375 sf	TEMPORARY CONSTRUCTION	
0GG00005TE	Ettio B. Micheletti as Trustee under Trust Agreement dated April 30, 1990	04-33-402-034	0.134 ac.	N/A	0	0.134 ac.	0.004 ac./195 sf	TEMPORARY CONSTRUCTION	
0GG00006TE	Fawwaz E. Dababneh	04-33-402-033	0.124 ac.	N/A	0	0.124 ac.	0.004 ac./180 sf	TEMPORARY CONSTRUCTION	
0GG00007TE	Dell's Apparel, an Illinois Corporation	04-33-402-002	0.258 ac.	N/A	0	0.258 ac.	0.009 ac./375 sf	TEMPORARY CONSTRUCTION	
0GG00008TE	Janet M. Doetsch, as Trustee of the Janet M. Doetsch Declaration of Trust dated July 18, 1984	04-33-304-012	0.248 ac.	N/A	0	0.248 ac.	0.009 ac./375 sf	TEMPORARY CONSTRUCTION	
0GG00009TE	Matthew L. Doetsch and Jerome A. Doetsch each as to an undivided 50% interest as Tenants in Common	04-33-304-011	0.248 ac.	N/A	0	0.248 ac.	0.009 ac./375 sf	TEMPORARY CONSTRUCTION	

* Area of Dedication

NAD88 IL. EAST ZONE GROUND COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
108+82.58	55.00' Lt.	1969313.504	1118259.128
108+82.58	50.00' Lt.	1969313.499	1118264.128
108+92.93	50.00' Rt.	1969343.808	1118364.144
108+92.93	55.00' Rt.	1969343.802	1118369.144
108+53.93	50.00' Rt.	1969304.808	1118364.123
108+53.93	55.00' Rt.	1969304.802	1118369.123
107+87.58	55.00' Lt.	1969238.504	1118259.088
107+87.58	50.00' Lt.	1969238.499	1118264.088
107+78.93	55.00' Rt.	1969229.802	1118269.083
107+78.93	50.00' Rt.	1969229.808	1118364.083
104+74.18	50.00' Rt.	1968925.045	1118363.920
104+74.16	60.00' Rt.	1968925.018	1118373.920
104+51.16	60.00' Rt.	1968902.018	1118373.908
104+51.16	50.00' Rt.	1968902.031	1118363.908
104+04.16	60.00' Rt.	1968855.018	1118373.883
104+04.18	50.00' Rt.	1968855.045	1118363.883
103+79.16	60.00' Rt.	1968830.018	1118373.870
103+79.16	50.00' Rt.	1968830.030	1118363.870
103+29.16	60.00' Rt.	1968780.018	1118373.843
103+29.18	50.00' Rt.	1968780.045	1118363.843
102+59.16	60.00' Rt.	1968710.018	1118373.806
102+59.16	50.00' Rt.	1968710.030	1118363.806
99+00	0.0' ℄	1970012.062	1118259.501

SECTION CORNER — QUARTER SECTION CORNER

BASIS OF BEARING IS THE CENTERLINE OF GREENWOOD ROAD BEARING N00°03'39"W

- A/C — ACCESS CONTROL LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINE
- ℄ — PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 000.00' — MEASURED DIMENSION
- 000.00' (COMP) — COMPUTED DIMENSION
- ( ) — RECORD DATA
- EXISTING BUILDING

- o IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- ● REPLACED AFTER CONSTRUCTION
- ● T1 T2 T3 **THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.** SET 5/8" IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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- ⬢ PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
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SHEET 1 IS A COVER SHEET AND NOT RECORDED

REVISION	DESCRIPTION	DATE
4	CHANGES PER ENG. RE-FINAL SUBMITTAL	08/27/09
3	FINAL SUBMITTAL	11/19/07
2	PER IDOT REVIEW	6/11/07
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	PRELIMINARY SUBMITTAL	4/3/07
DRAFTING BY:	LWP	
CHECKED BY:	JJB	
LTI JOB NO. 07-152		

STATE OF ILLINOIS } S.S.
COUNTY OF McHENRY }

THIS IS TO CERTIFY THAT I, TERENCE R. CAHILL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY. THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF A PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATE: _____

TERENCE R. CAHILL
ILLINOIS P.L.S. NO. 35-2859
LIC. EXP. 11/30/10

TERENCE R. CAHILL 035-002859 REGISTERED ILLINOIS LAND SURVEYOR STATE OF ILLINOIS

LICENSE EXPIRES 11/30/10

land technology, inc.
3922 W. MAIN STREET McHENRY, IL. 60050
P: (815)363-9200 F: (815)363-9223
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ILLINOIS PROFESSIONAL DESIGN FIRM No. 184-001331

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.U. 2743
STA 99+00 & STA 125+48.50
(GREENWOOD ROAD & GLENVIEW ROAD)
COOK COUNTY
SECTION 05-00161-00-CH — ~~SCALE: 1" = 50'~~
PROJECT R-90-010-07 — SHEET 4 OF 5

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

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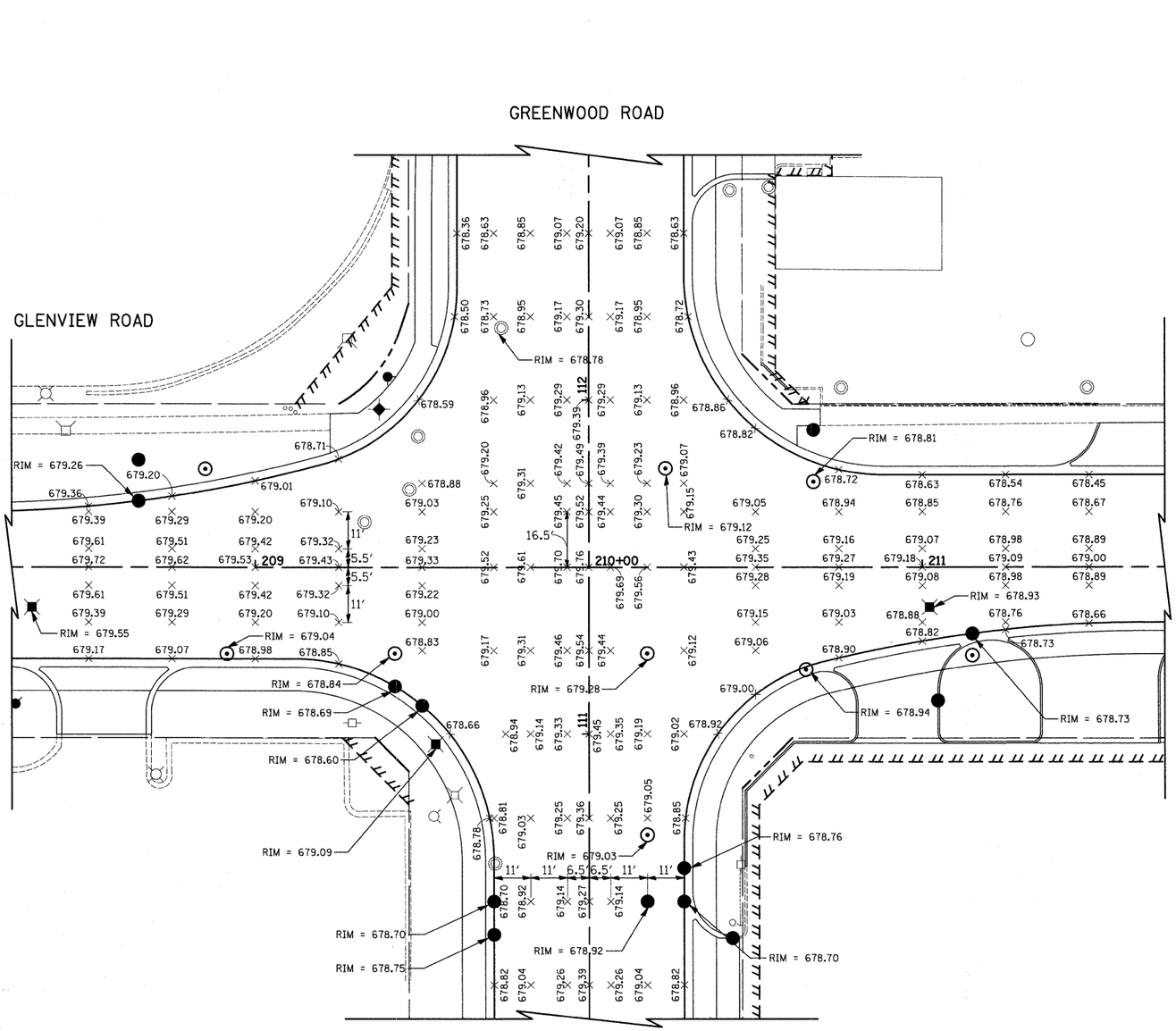
		DRAWN - JAT	REVISED -	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -	
	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SHEET NO. 3 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	51
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



NOTES

1) THIS SHEET INTENDED FOR ELEVATION INFORMATION ONLY.
2) ELEVATIONS ARE GIVEN EVERY 25' UNLESS OTHERWISE NOTED.

LEGEND

XXX.XX PROPOSED ELEVATION

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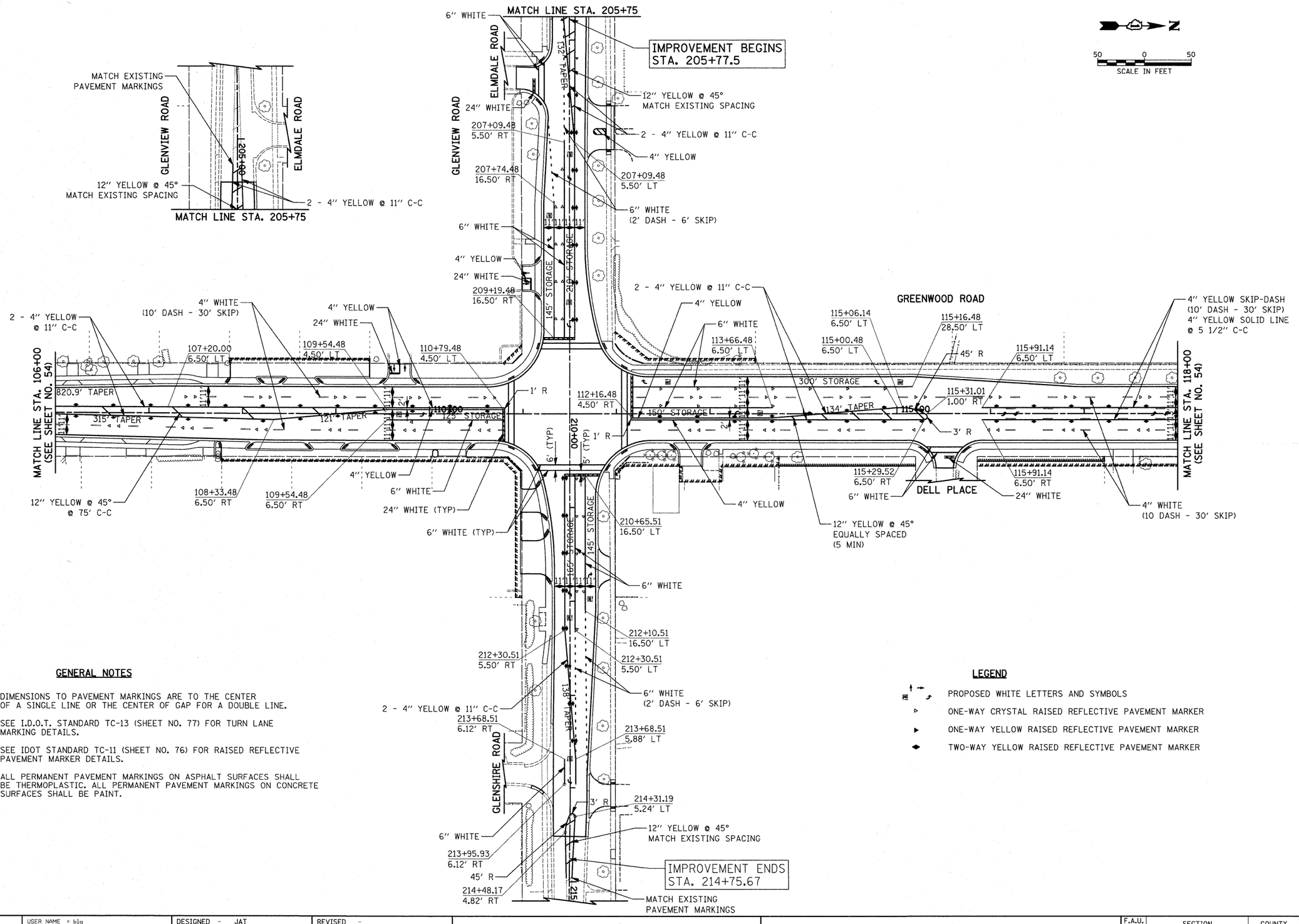
		DRAWN - CDC	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING DETAILS

SCALE: 1" = 20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	52
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



GENERAL NOTES

1. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
2. SEE I.D.O.T. STANDARD TC-13 (SHEET NO. 77) FOR TURN LANE MARKING DETAILS.
3. SEE IDOT STANDARD TC-11 (SHEET NO. 76) FOR RAISED REFLECTIVE PAVEMENT MARKER DETAILS.
4. ALL PERMANENT PAVEMENT MARKINGS ON ASPHALT SURFACES SHALL BE THERMOPLASTIC. ALL PERMANENT PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE PAINT.

LEGEND

- PROPOSED WHITE LETTERS AND SYMBOLS
- ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER
- ONE-WAY YELLOW RAISED REFLECTIVE PAVEMENT MARKER
- TWO-WAY YELLOW RAISED REFLECTIVE PAVEMENT MARKER

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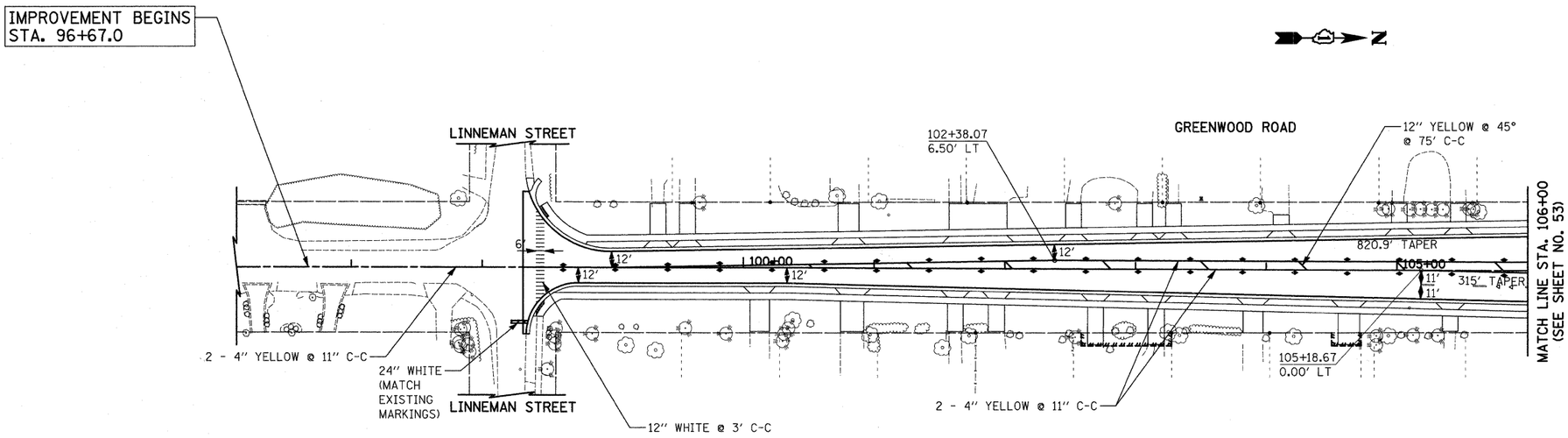
	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	53
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

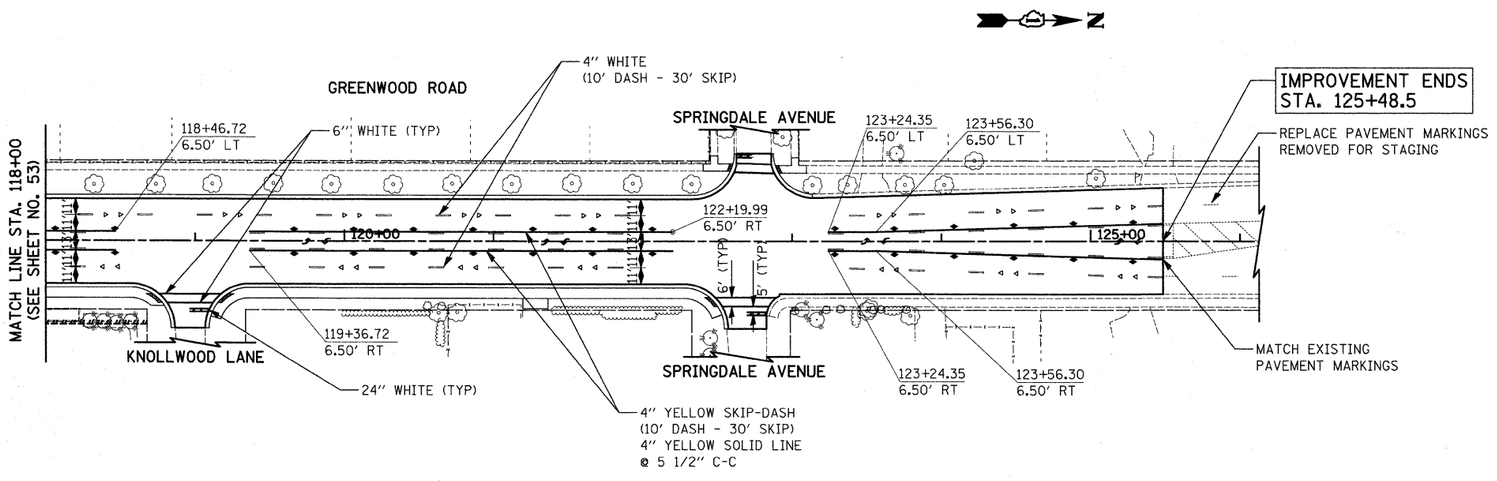


GENERAL NOTES

1. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
2. SEE I.D.O.T. STANDARD TC-13 (SHEET NO. 77) FOR TURN LANE MARKING DETAILS.
3. SEE IDOT STANDARD TC-11 (SHEET NO. 76) FOR RAISED REFLECTIVE PAVEMENT MARKER DETAILS.
4. ALL PERMANENT PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE PAINT. ALL PERMANENT PAVEMENT MARKINGS ON ASPHALT SHALL BE THERMOPLASTIC.

LEGEND

- PROPOSED WHITE LETTERS AND SYMBOLS
- ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER
- ONE-WAY YELLOW RAISED REFLECTIVE PAVEMENT MARKER
- TWO-WAY YELLOW RAISED REFLECTIVE PAVEMENT MARKER



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SCALE IN FEET

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	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

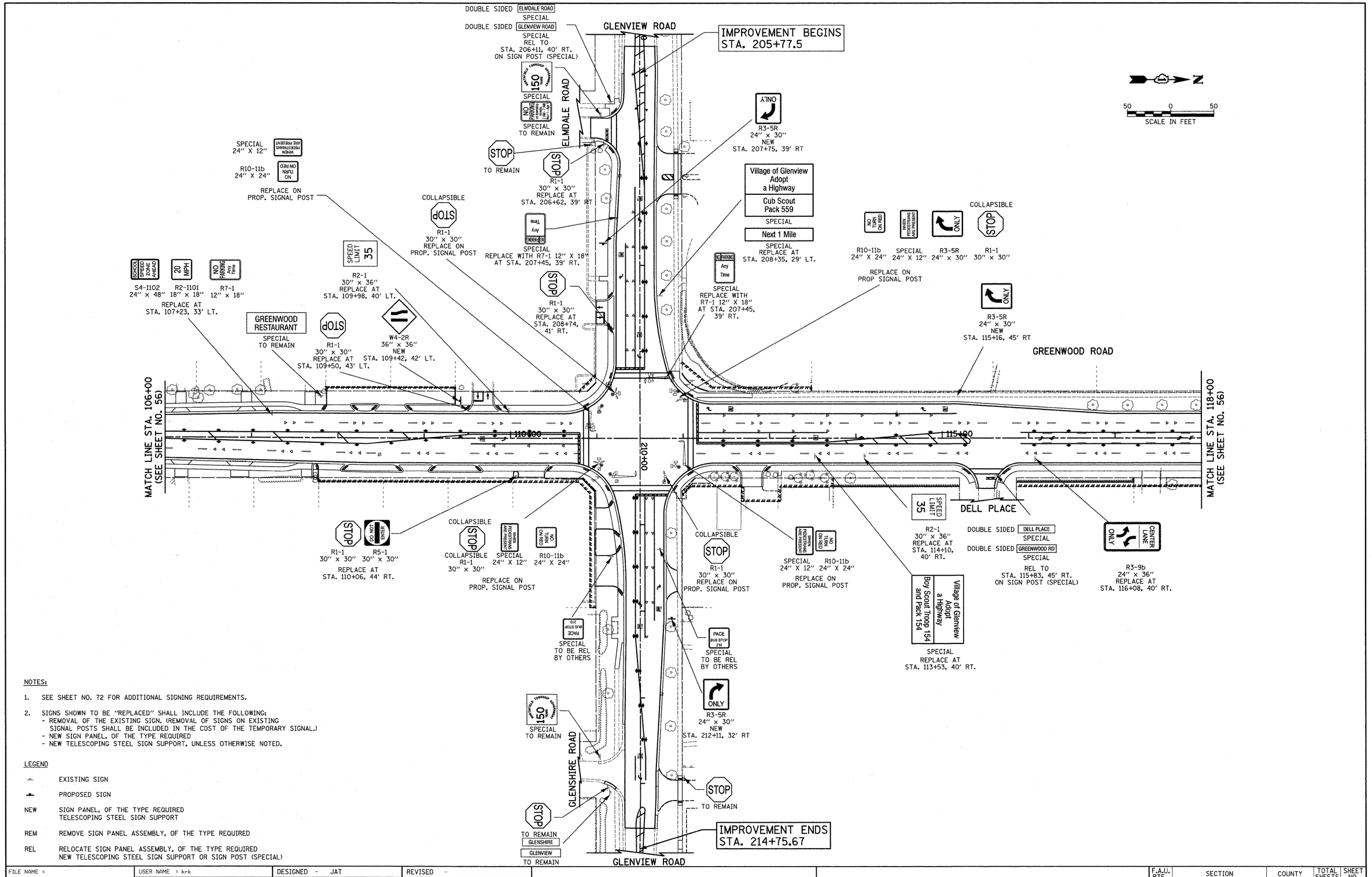
PAVEMENT MARKING PLAN

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	54

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)



NOTES:

1. SEE SHEET NO. 72 FOR ADDITIONAL SIGNING REQUIREMENTS.
2. SIGNS SHOWN TO BE "REPLACED" SHALL INCLUDE THE FOLLOWING:
   - REMOVAL OF THE EXISTING SIGN. (REMOVAL OF SIGNS ON EXISTING SIGNAL POSTS SHALL BE INCLUDED IN THE COST OF THE TEMPORARY SIGNAL.)
   - NEW SIGN PANEL, OF THE TYPE REQUIRED
   - NEW TELESCOPING STEEL SIGN SUPPORT, UNLESS OTHERWISE NOTED.

LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- NEW — SIGN PANEL, OF THE TYPE REQUIRED TELESCOPING STEEL SIGN SUPPORT
- REM — REMOVE SIGN PANEL ASSEMBLY, OF THE TYPE REQUIRED
- REL — RELOCATE SIGN PANEL ASSEMBLY, OF THE TYPE REQUIRED NEW TELESCOPING STEEL SIGN SUPPORT OR SIGN POST (SPECIAL)

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		DRAWN - JAT	REVISED -
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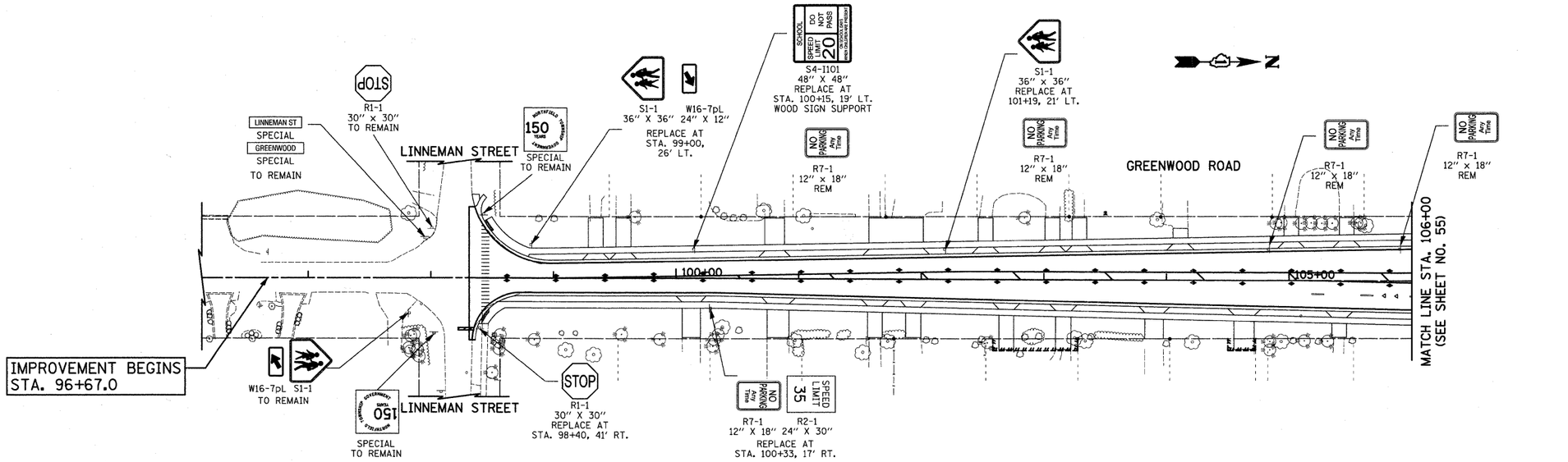
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

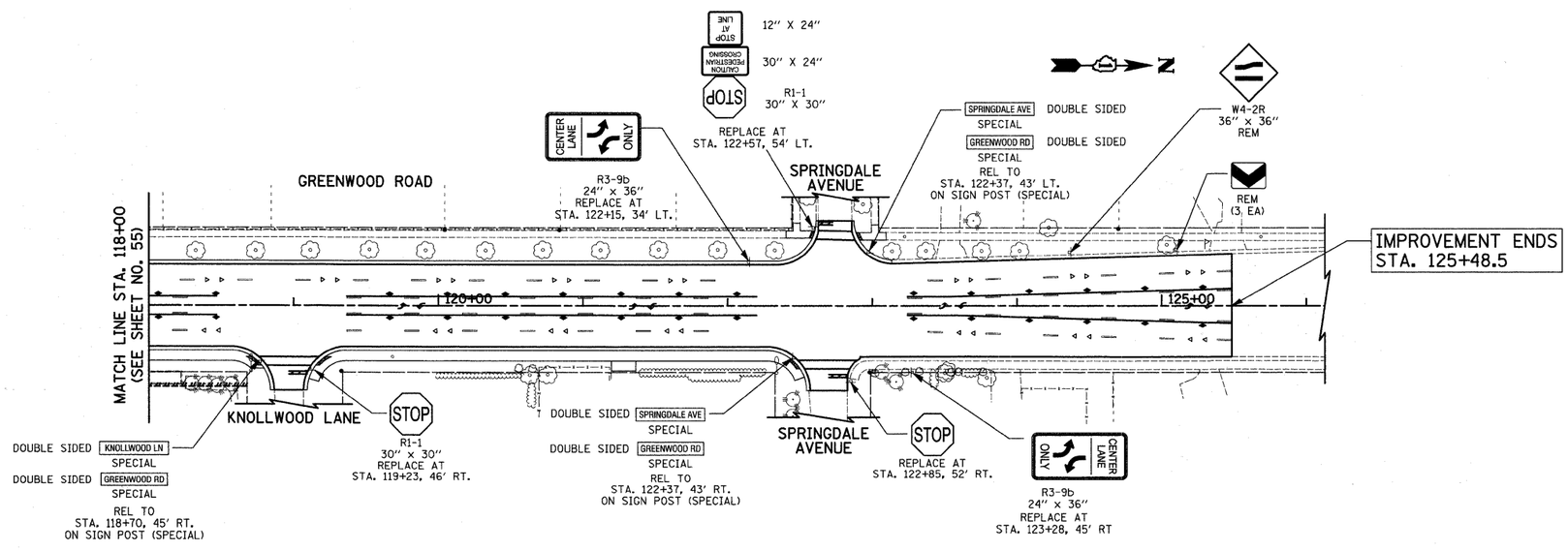
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	55
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		





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SCALE IN FEET

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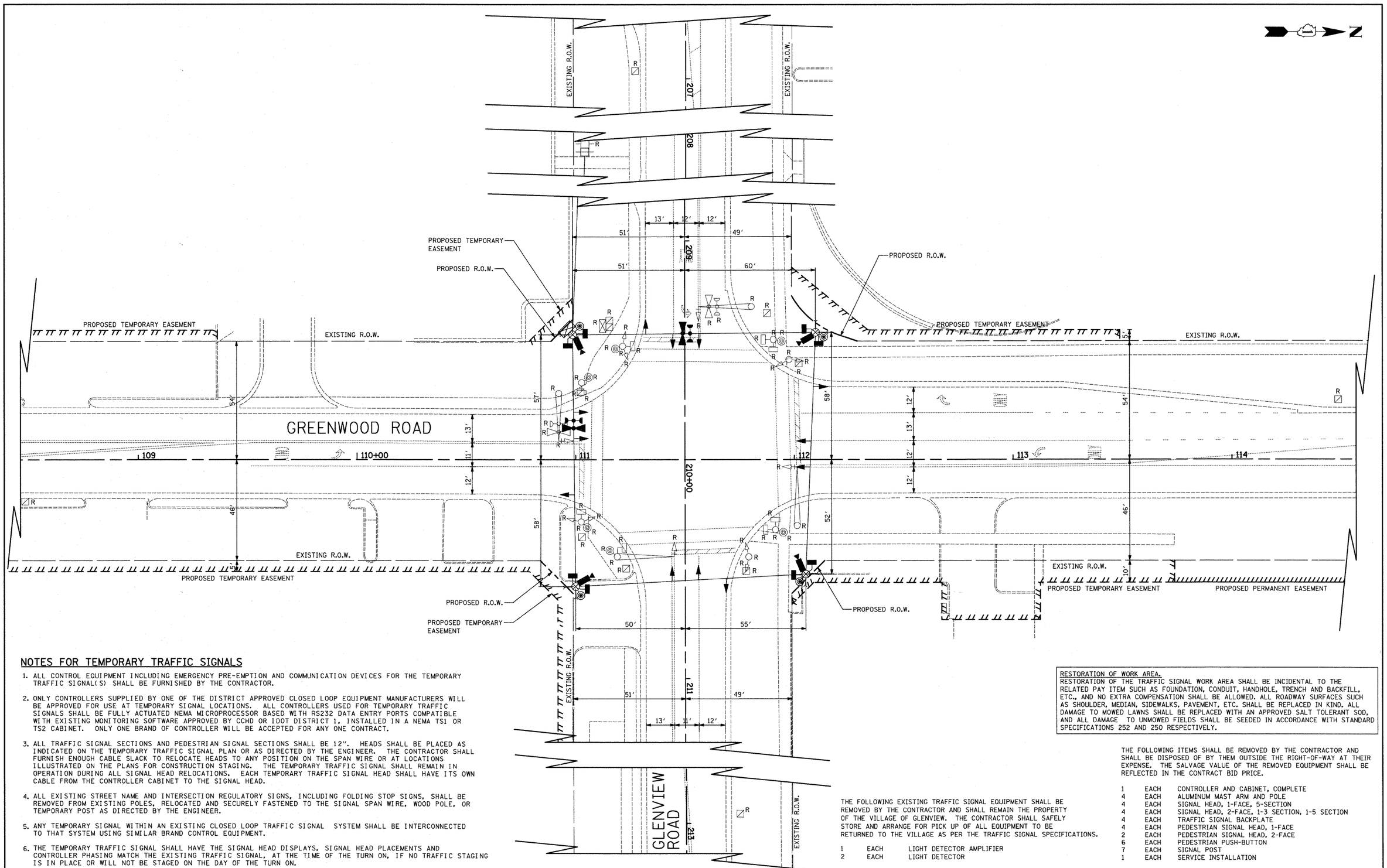
		DRAWN JAT	REVISED -		SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.
	PLOT SCALE = 50.0000 ' / IN.	CHECKED DJK	REVISED -		
	PLOT DATE = 11/25/2009	DATE 11-23-09	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	108	56
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



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 CCHD OR IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR 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 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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, INCLUDING FOLDING STOP SIGNS, SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE, WOOD POLE, OR TEMPORARY POST 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.

RESTORATION OF WORK AREA.
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF GLENVIEW. 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.

1	EACH	LIGHT DETECTOR AMPLIFIER
2	EACH	LIGHT DETECTOR

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	ALUMINUM MAST ARM AND POLE
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
4	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
2	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE
6	EACH	PEDESTRIAN PUSH-BUTTON
7	EACH	SIGNAL POST
1	EACH	SERVICE INSTALLATION

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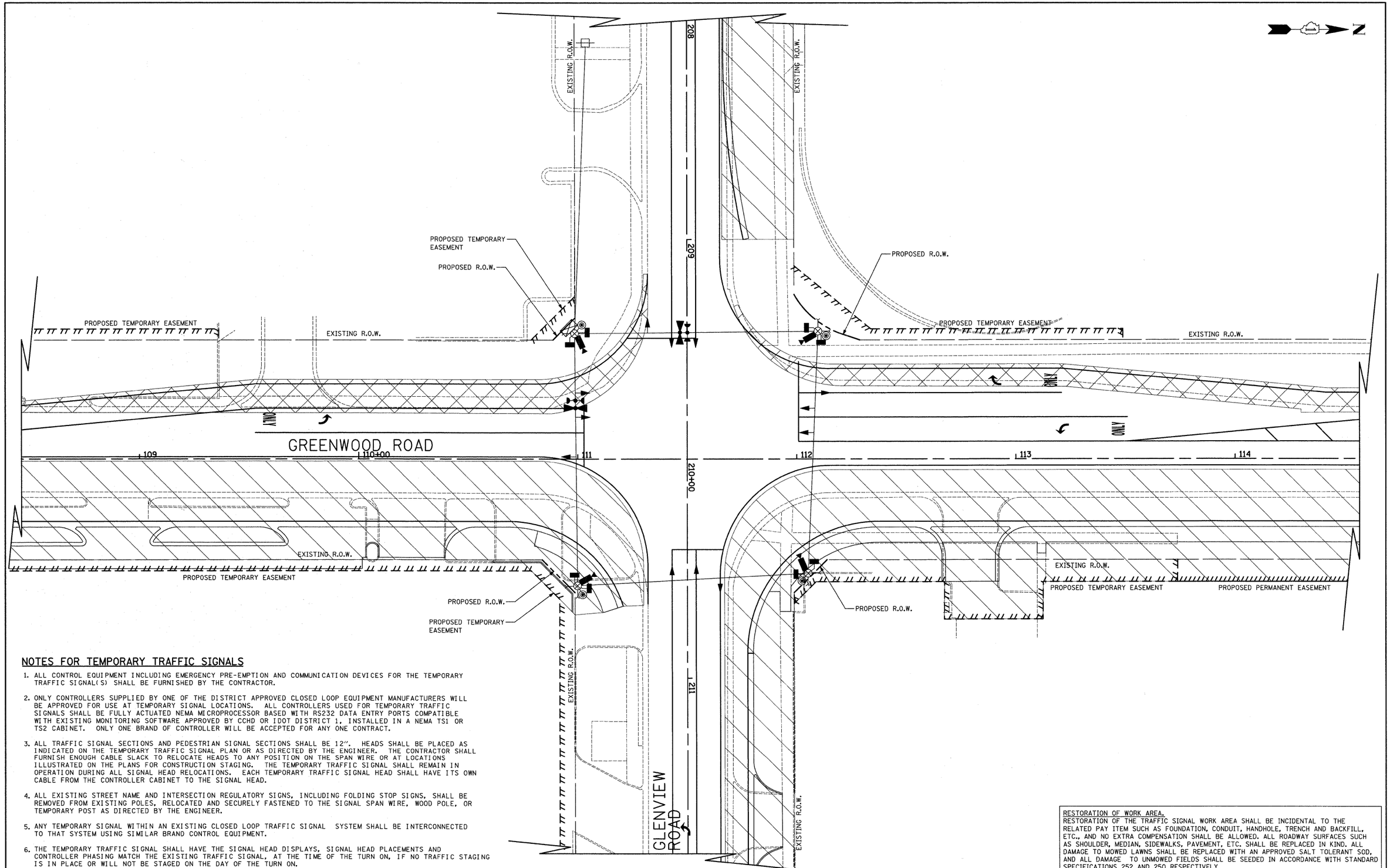
	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
GREENWOOD ROAD AT GLENVIEW ROAD

SCALE: 1" = 20′ | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	57
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



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.
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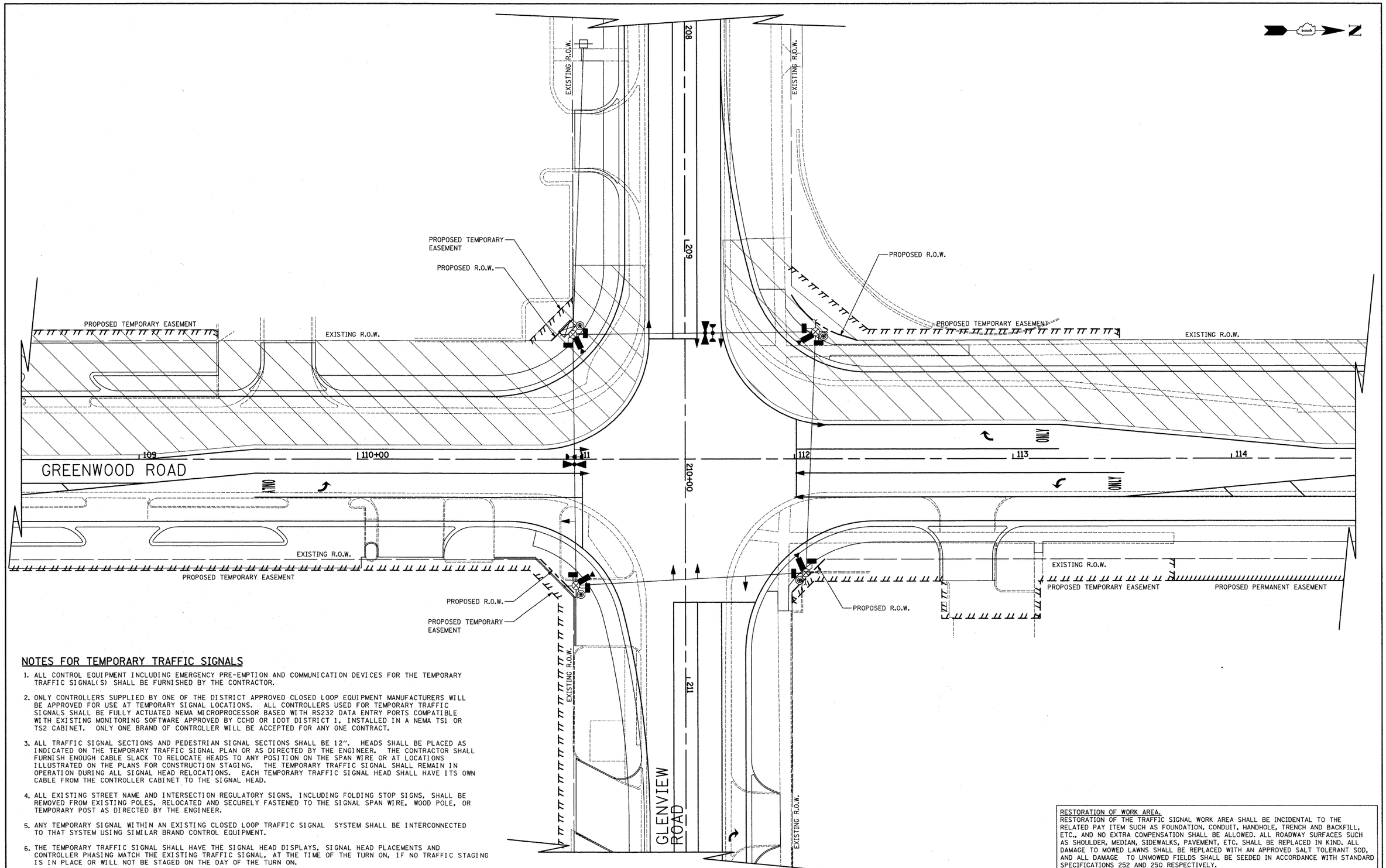
	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLAN
CONSTRUCTION STAGES 2 AND 2A
GREENWOOD ROAD AT GLENVIEW ROAD

SCALE: 1" = 20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	58
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



NOTES FOR TEMPORARY TRAFFIC SIGNALS

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	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

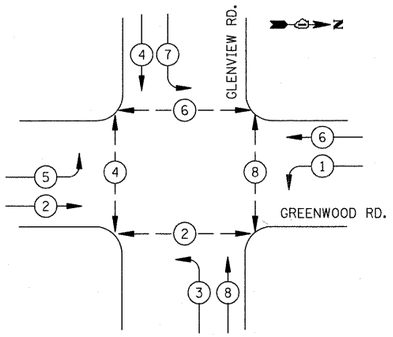
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLAN
CONSTRUCTION STAGE 3
GREENWOOD ROAD AT GLENVIEW ROAD

SCALE: 1" = 20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	59
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

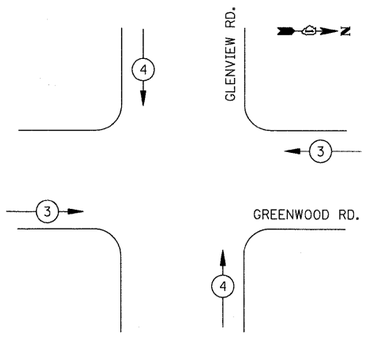
TEMPORARY CONTROLLER SEQUENCE



LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN PHASE
- • — NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

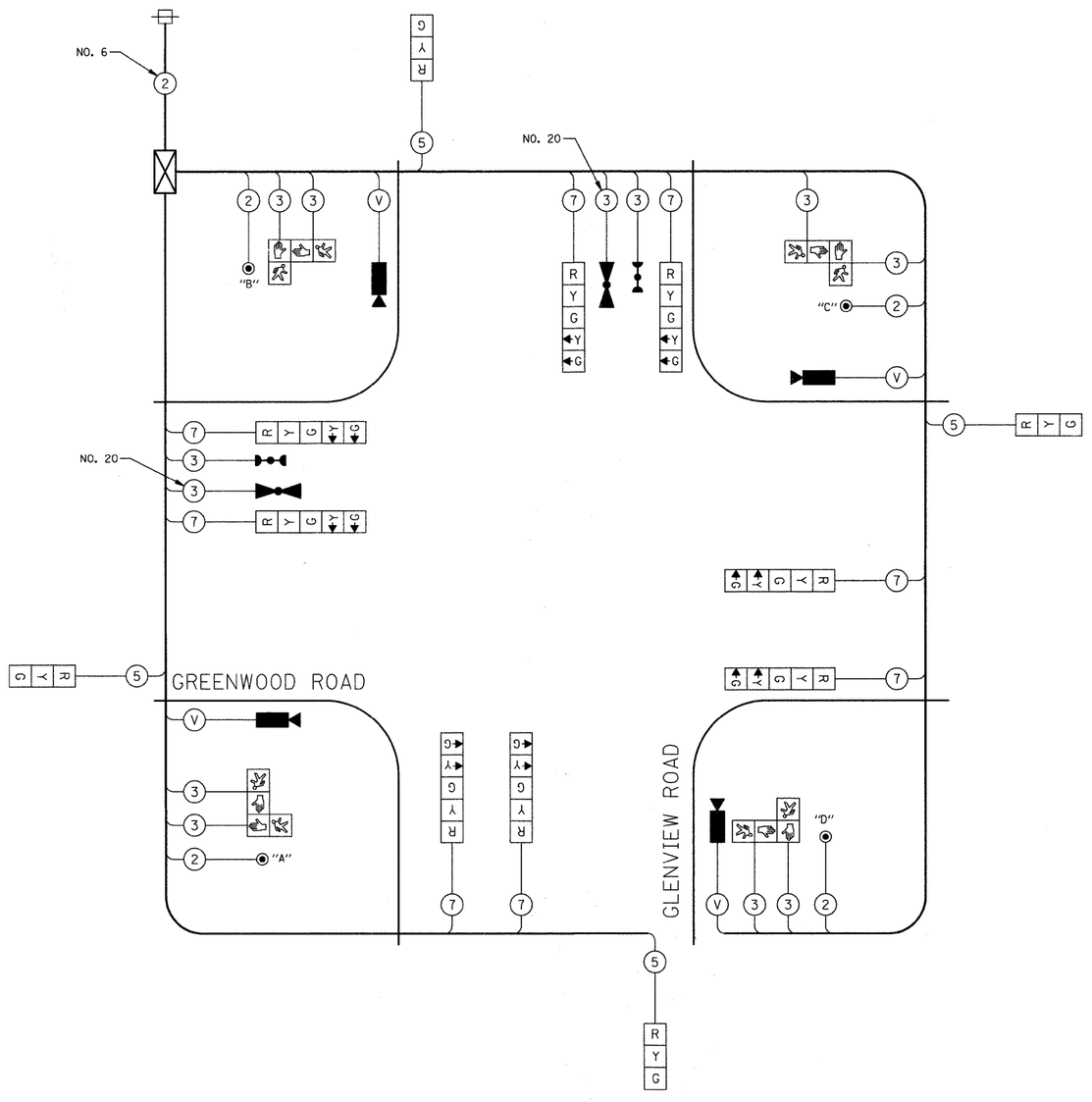


PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

TEMPORARY PHASE DESIGNATION DIAGRAM

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	16		12	0.10	19
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
FLASHER				0.50	
				TOTAL =	541

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
ENERGY SUPPLY: CONTACT: MAUREEN RAYE
PHONE: (847) 816-5492
COMPANY: COM ED



TEMPORARY CABLE PLAN

NOT TO SCALE

NOTE:
PEDESTRIAN PUSH-BUTTON "A" SHALL PLACE A CALL TO PHASES 2 & 4
PEDESTRIAN PUSH-BUTTON "B" SHALL PLACE A CALL TO PHASES 4 & 6
PEDESTRIAN PUSH-BUTTON "C" SHALL PLACE A CALL TO PHASES 6 & 8
PEDESTRIAN PUSH-BUTTON "D" SHALL PLACE A CALL TO PHASES 8 & 2

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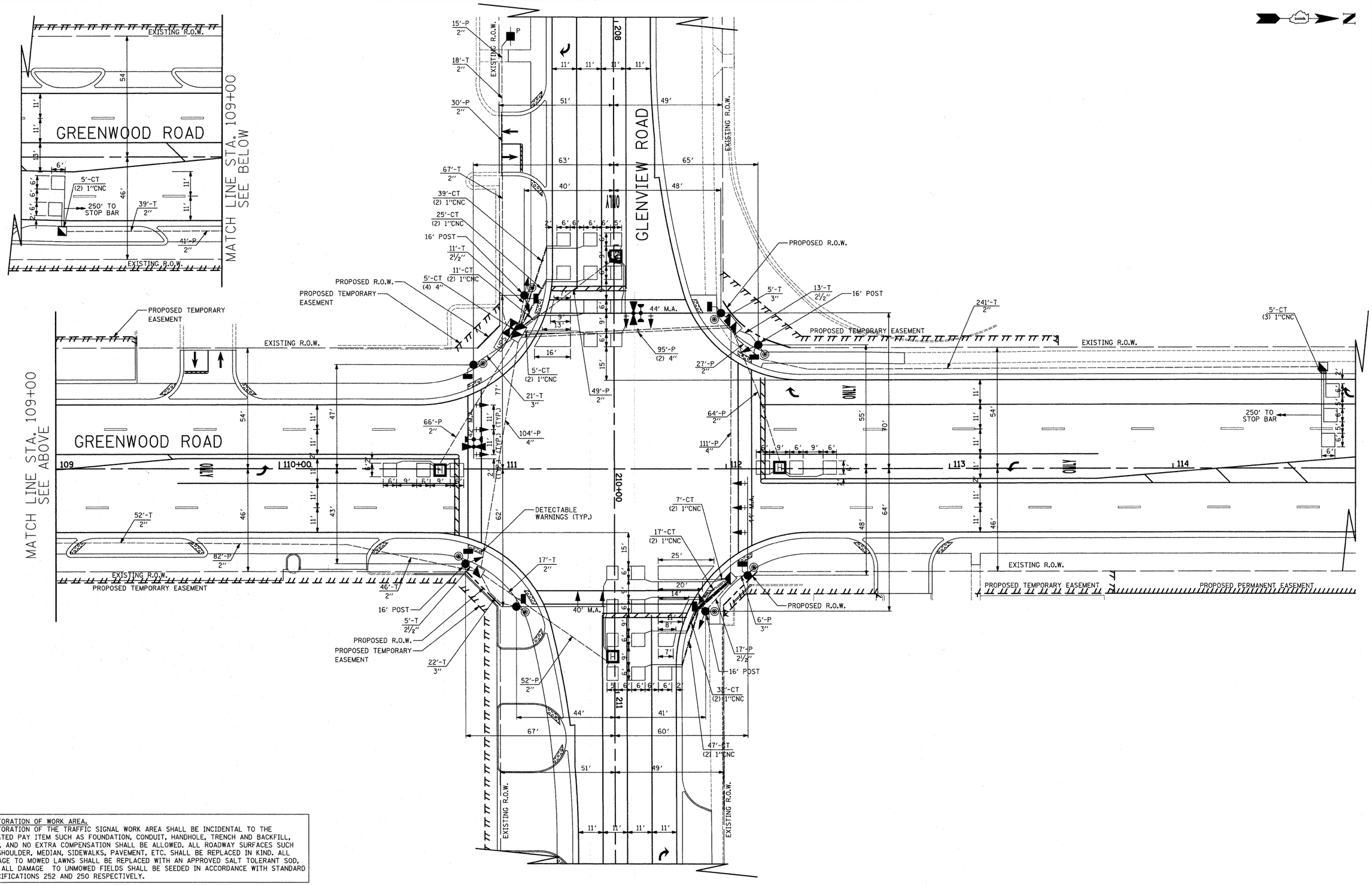
	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM & TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD ROAD AT GLENVIEW ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	60
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



RESTORATION OF WORK AREA.
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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.

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	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

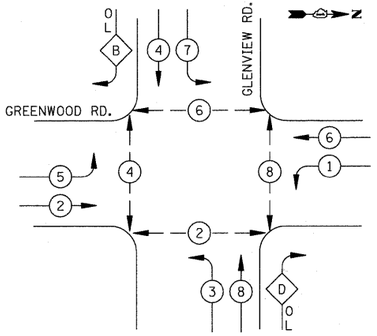
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
GREENWOOD ROAD AT GLENVIEW ROAD

SCALE: 1" = 20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	61
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

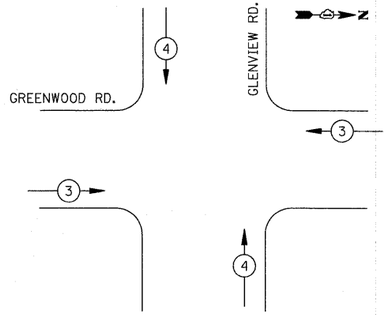
PROPOSED CONTROLLER SEQUENCE



LEGEND

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

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5
D	=	8	+	1

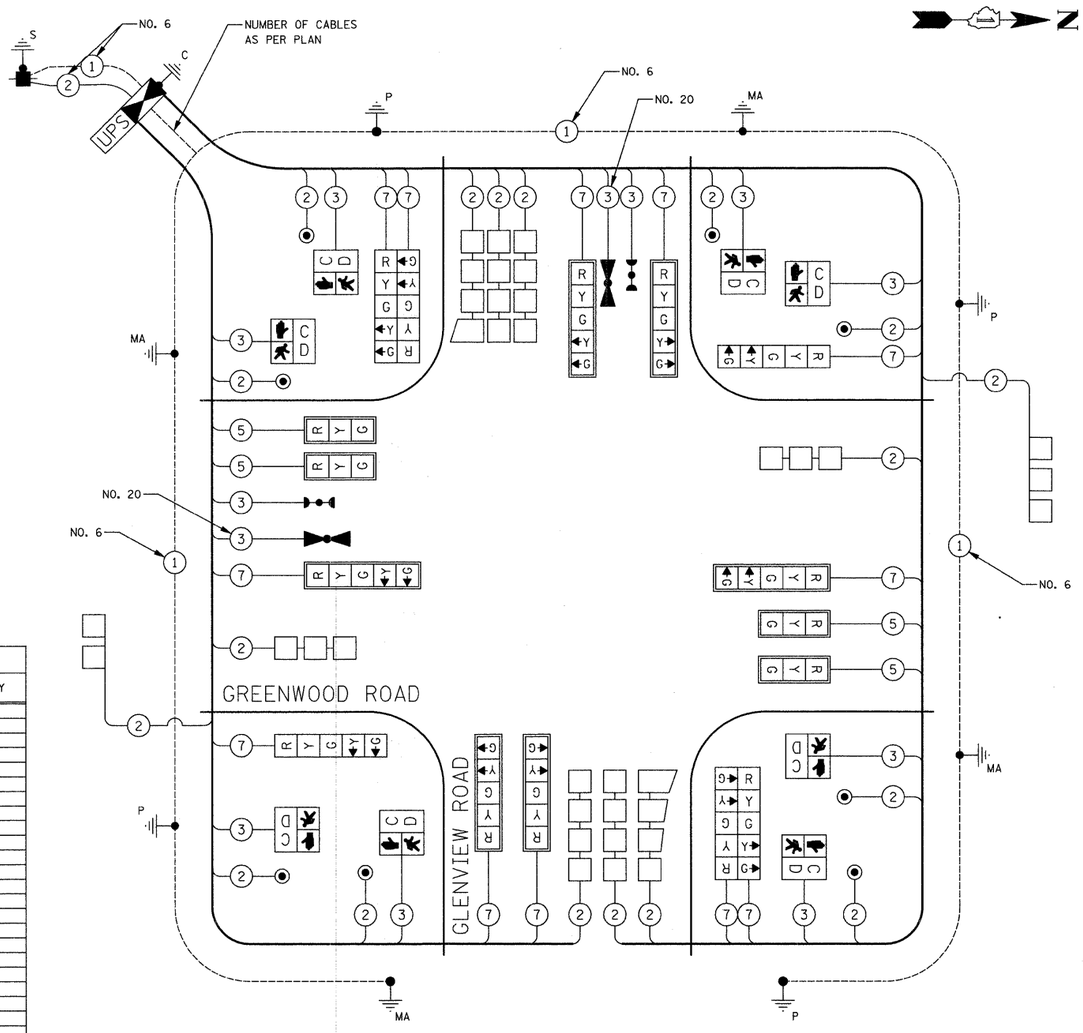
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	16		17	0.50	136
(YELLOW)	16		25	0.25	100
(GREEN)	16		15	0.25	60
ARROW	24		12	0.10	29
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
FLASHER				0.50	
				TOTAL =	625

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
ENERGY SUPPLY: CONTACT: MAUREEN RAYE
PHONE: (847) 816-5492
COMPANY: COM ED

SCHEDULE OF QUANTITIES

	PAY ITEM	UNIT	QUANTITY
	SIGN PANEL - TYPE 1	SQ FT	33
	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	480
	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	29
	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	48
	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	20
	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	426
	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	17
	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	6
	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	405
	HANDHOLE	EACH	4
	HEAVY-DUTY HANDHOLE	EACH	4
	DOUBLE HANDHOLE	EACH	2
	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	562
	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1256
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1619
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	793
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2127
	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1928
	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	150
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	2
	CONCRETE FOUNDATION, TYPE A	FOOT	16
	CONCRETE FOUNDATION, TYPE C	FOOT	4
	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	6
	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10
	INDUCTIVE LOOP DETECTOR	EACH	10
	DETECTOR LOOP, TYPE I	FOOT	1265
*	LIGHT DETECTOR	EACH	2
*	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	11
	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12
	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
	SERVICE INSTALLATION, POLE MOUNT	EACH	1
	UNINTERRUPTIBLE POWER SUPPLY	EACH	1
	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	842
*	ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED, SHIELDED	FOOT	307

* 100% COST TO VILLAGE OF GLENVIEW



CABLE PLAN
NOT TO SCALE

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED - JJE	REVISED -
	PLOT DATE = 11/23/2009	DATE - 11/23/09	REVISED -

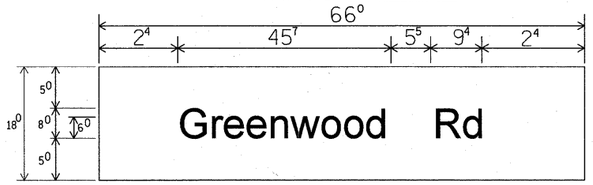
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, EMERGENCY VEHICLE PREEMPTION SEQUENCE, PHASE DESIGNATION DIAGRAM & SCHEDULE OF QUANTITIES
GREENWOOD ROAD AT GLENVIEW ROAD

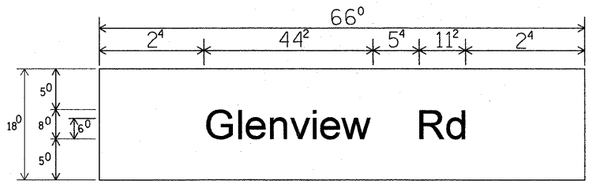
SCALE: NO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	62
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

PANEL SIGN DESIGN TYPE 1

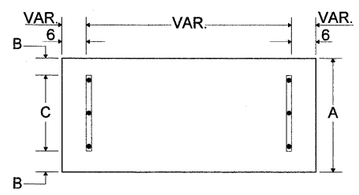


____ Sq. M Each 8.25 Sq. Ft. Each 2 Required Design Series C

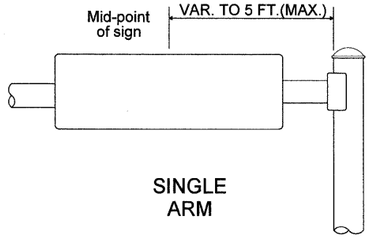


____ Sq. M Each 8.25 Sq. Ft. Each 2 Required Design Series D

SUPPORTING CHANNELS



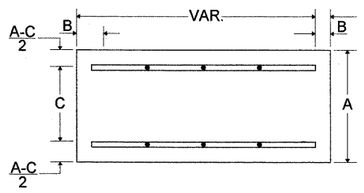
A	B	C
18"	2"	14"



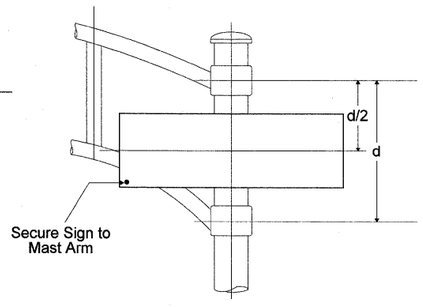
SINGLE ARM

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

SUPPORTING CHANNELS



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



DUAL ARM

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" X 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR 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 VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
4. ALL BORDERS SHALL BE 3/4 " WIDE AND CORNER RADIUS SHALL BE 2-1/4".
5. 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:

   * A.K.T. CORPORATION SCHAUMBURG, IL
   * AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
   * TUCKER COMPANY, INC. WAUWATOSA, WI
   * WESTERN TRAFFIC CONTROL, INC. CICERO, IL

   PARTS LISTING:

   SIGN CHANNEL — PART #HPN053 (MED. CHANNEL)
   SIGN SCREWS — 1/4 " x 14 x 1" H.W.H #3 SELF TAPPING WITH NEOPRENE WASHER
   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/BRACKET OF THE ABOVE PRODUCT.

EXAMPLE, 2③ DENOTES 3/8"

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

	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
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	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"

FIRST LETTER	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d g h i j l m n q u	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^6	1^7
b f k o p s	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
c e	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
r	0^6	1^0	1^2	1^4	0^6	1^0	0^3	0^3	0^5	0^6	0^5	0^6	0^6	1^0	0^6	1^0
t z	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
v y	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2
w	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
x	1^2	1^4	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

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

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7
1	2^0	2^1	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	2^0	2^1	2^0	2^1	1^4	1^5	2^0	2^1	2^0	2^1
2 3 4	1^4	1^5	1^4	1^5	1^4	1^5	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^6	1^7	1^4	1^5
5	1^4	1^5	1^4	1^5	1^4	1^5	1^1	1^2	1^1	1^2	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
6	1^6	1^7	1^4	1^5	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
7	1^2	1^4	1^2	1^4	1^4	1^5	1^2	1^5	0^5	0^6	1^2	1^4	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4
8	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^4	1^5

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	6 INCH UPPER CASE LETTERS SERIES D	8 INCH UPPER CASE LETTERS SERIES C	8 INCH UPPER CASE LETTERS SERIES D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	6 INCH LOWER CASE LETTERS SERIES 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 C	6 INCH SERIES D	8 INCH SERIES C	8 INCH SERIES 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

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		DATE - 11/23/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS
GREENWOOD ROAD AT GLENVIEW ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	63
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

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.

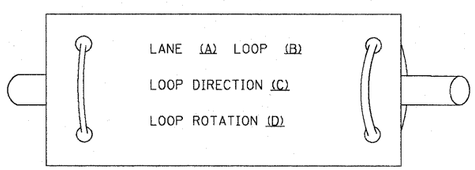
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

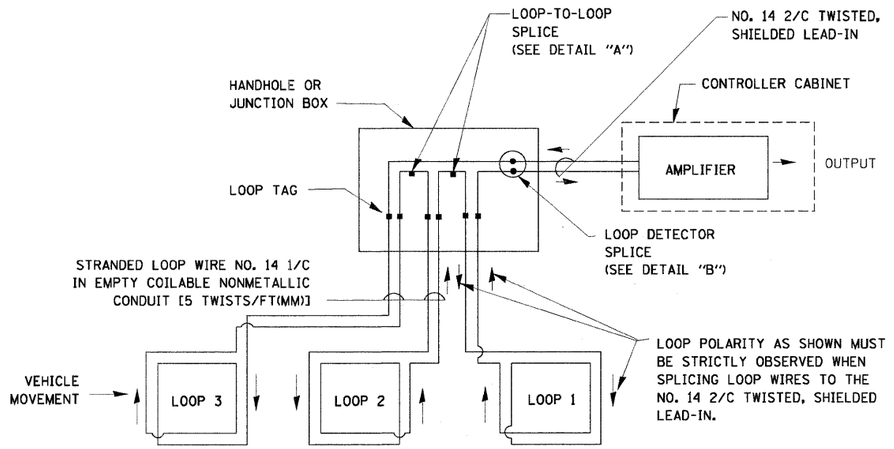


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

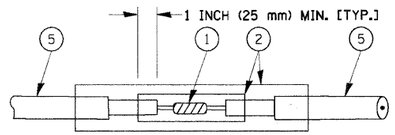
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

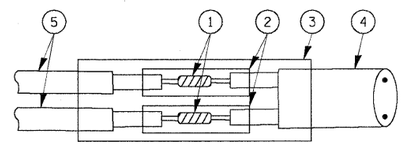


DETECTOR LOOP WIRING SCHEMATIC

- 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.

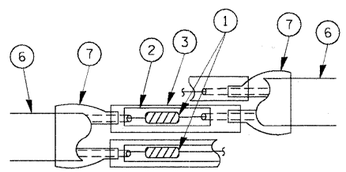


DETAIL "A"
LOOP-TO-LOOP SPLICE



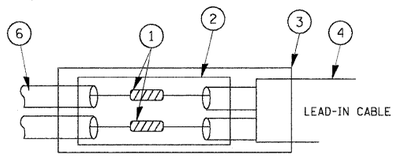
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



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 LENGHT 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

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

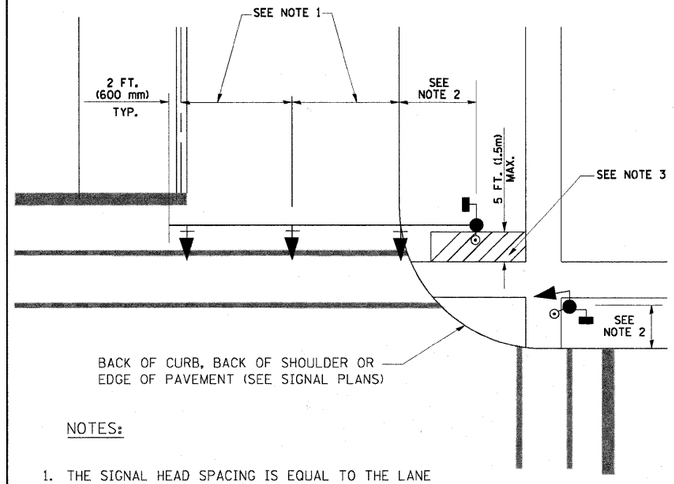
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	64
		CONTRACT NO. 63383		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(543)		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

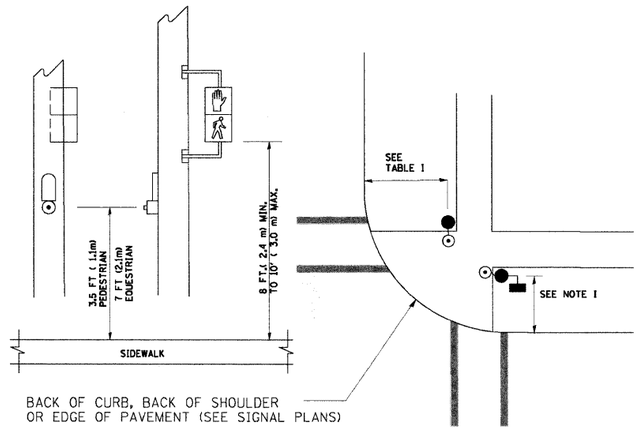
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

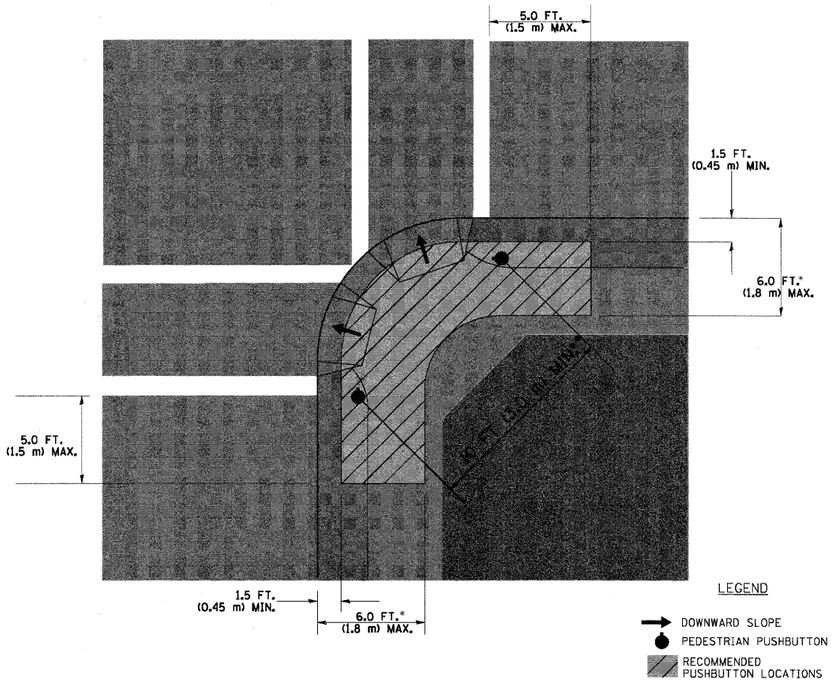
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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.

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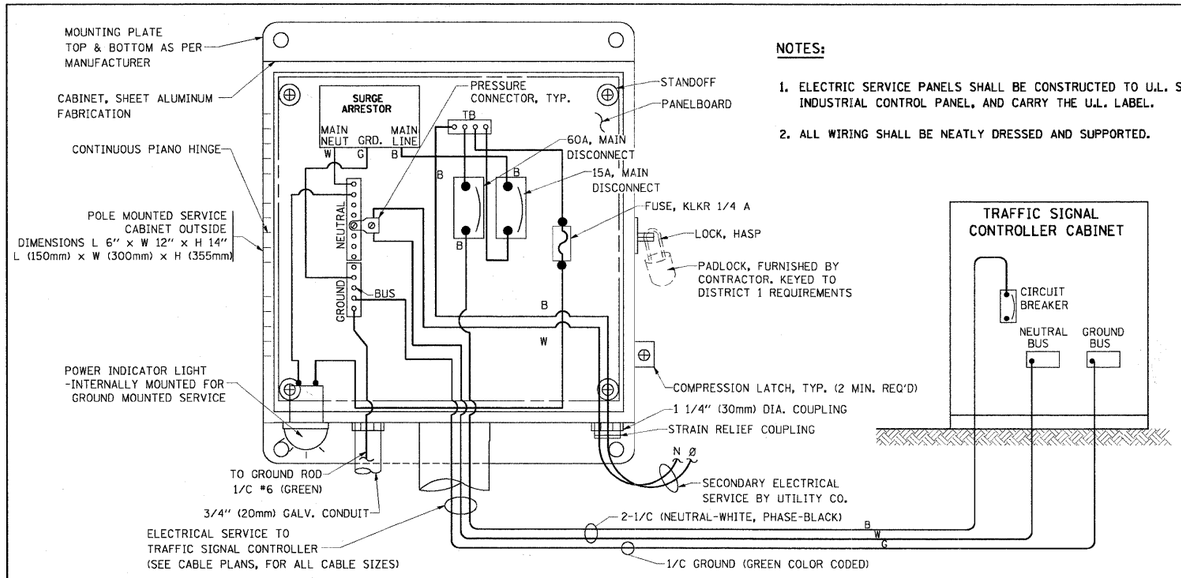
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	65
		CONTRACT NO. 63383		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(543)		



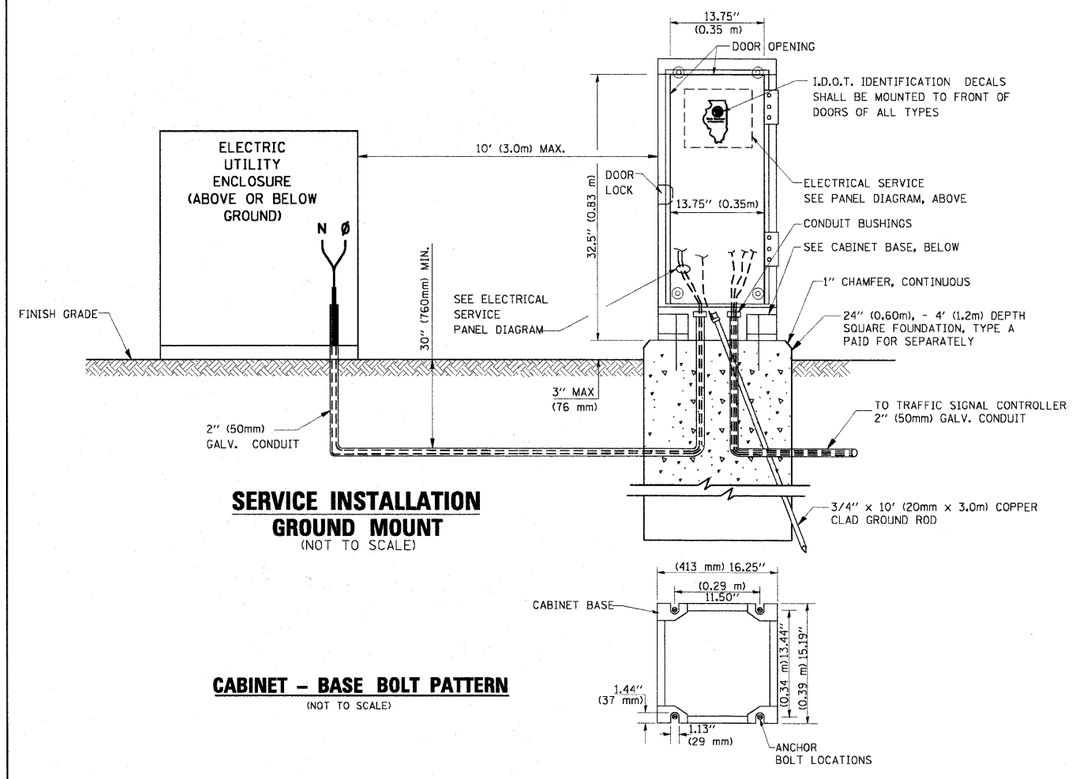
NOTES:

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.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

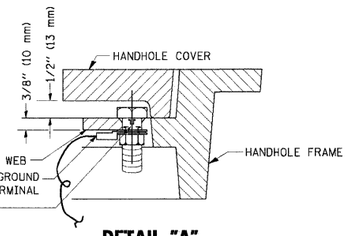


SERVICE INSTALLATION GROUND MOUNT

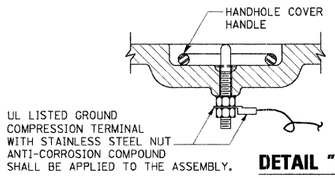
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



DETAIL "A"



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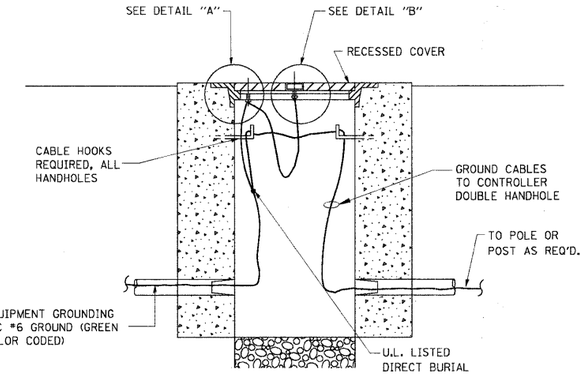
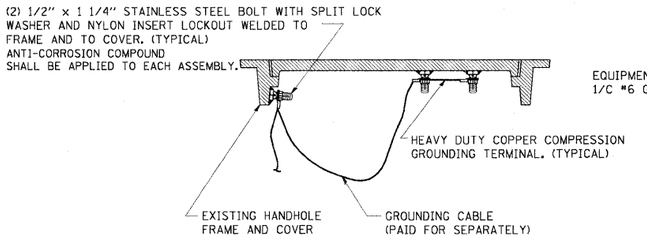


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



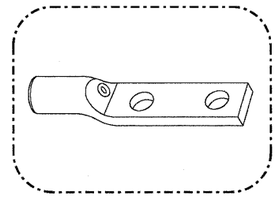
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

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.

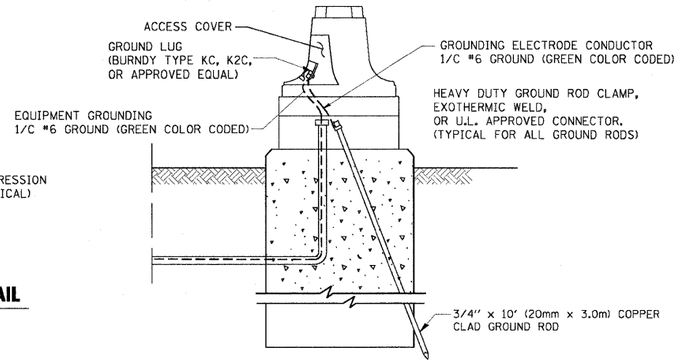


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

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.



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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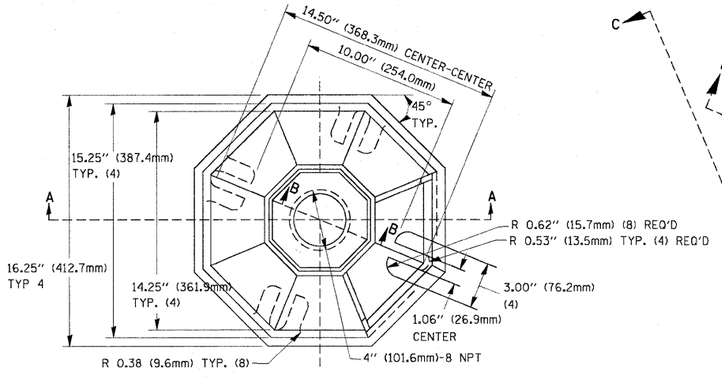
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

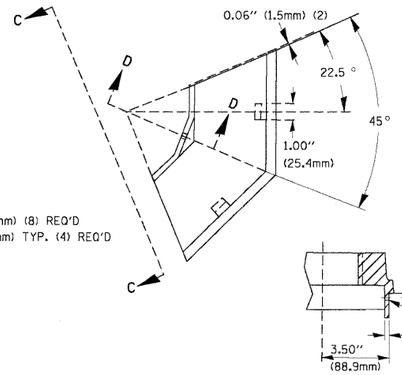
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

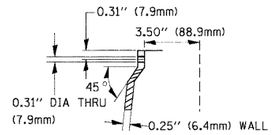
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	66
		CONTRACT NO. 63383		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(543)		



TOP VIEW



SECTION B-B



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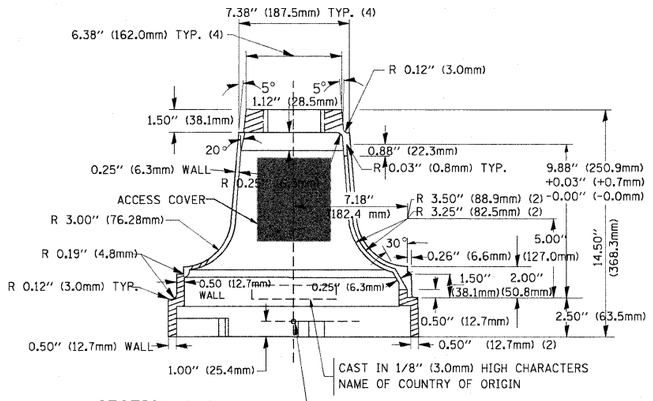
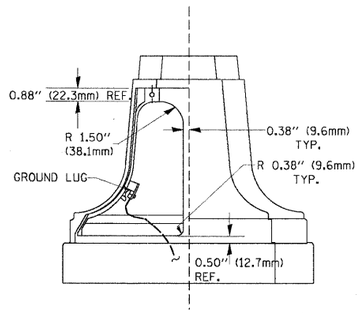
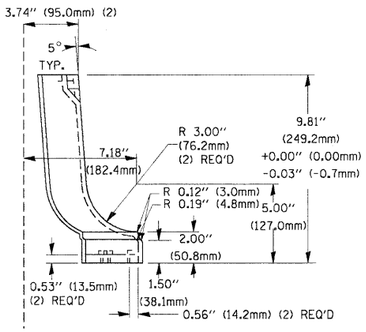


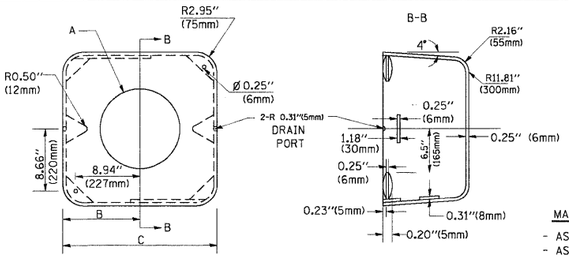
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

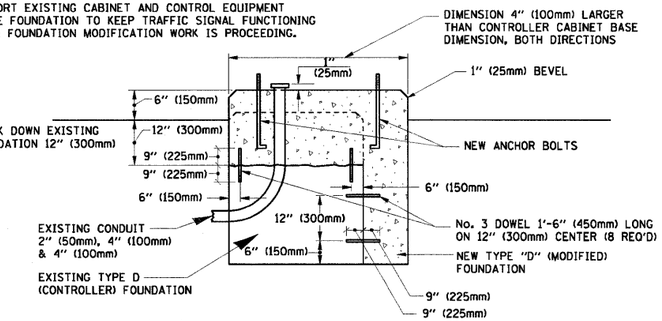
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

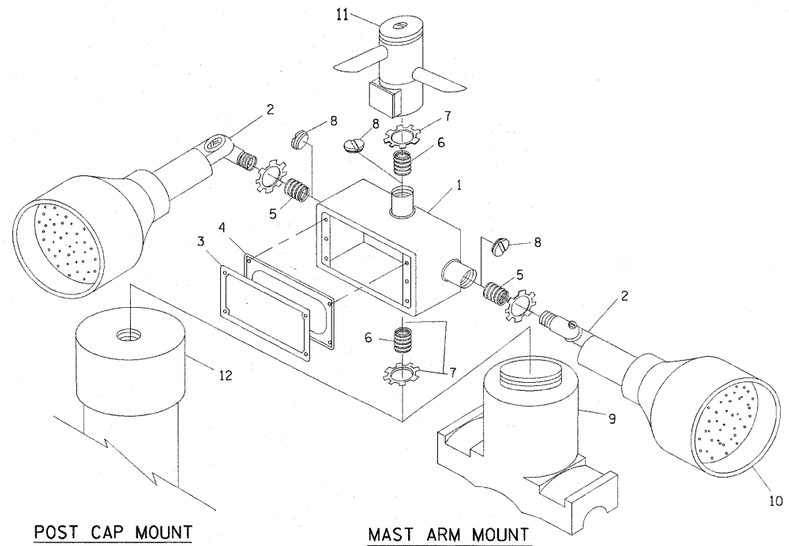
NOTES:

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

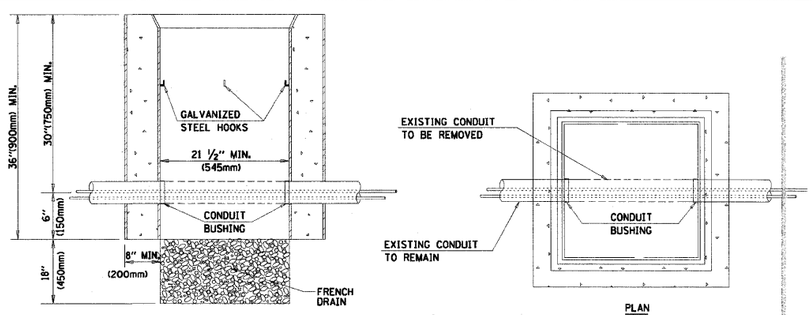
MAST ARM MOUNT

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	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(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 ¾"(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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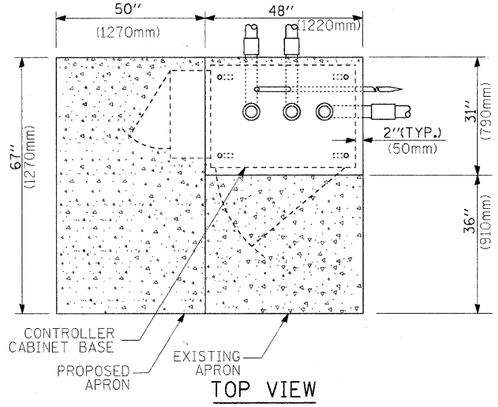
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

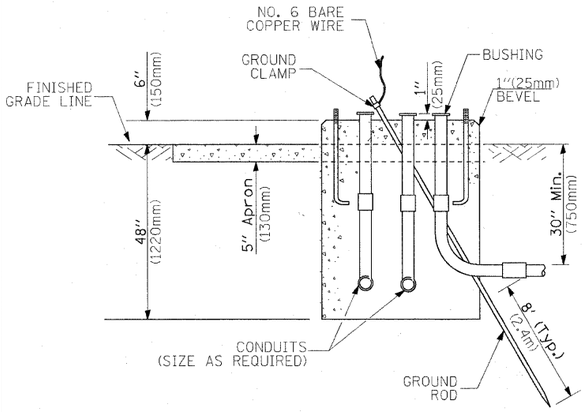
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

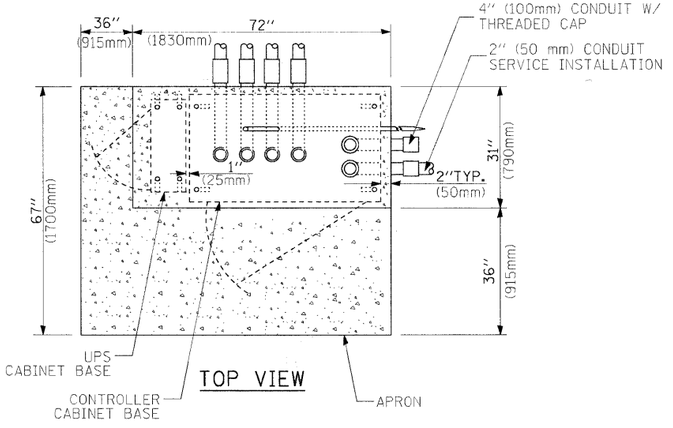
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	67
		CONTRACT NO.	63383	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-8003(540)	



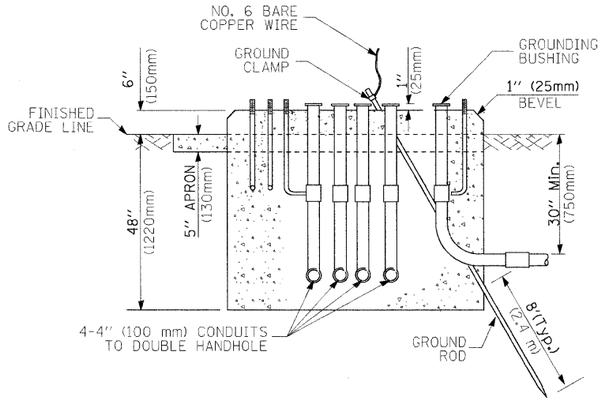
TOP VIEW



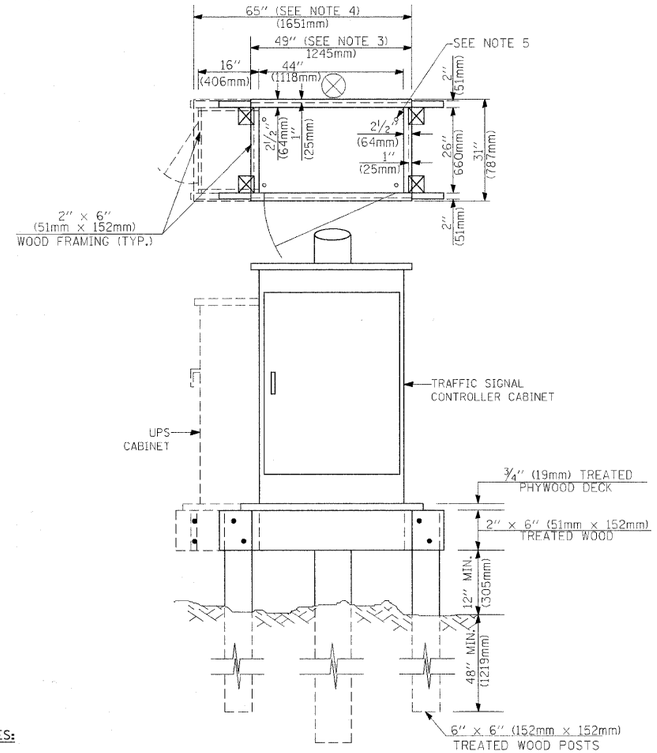
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



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)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up 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 Unconfined 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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	68
		CONTRACT NO. 63383		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(543)		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		R R	R R
COMMUNICATIONS CABINET	R CC	E C C	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G Y G	R Y G Y G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G Y G "P"	R Y G Y G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		CW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET	R R	R R
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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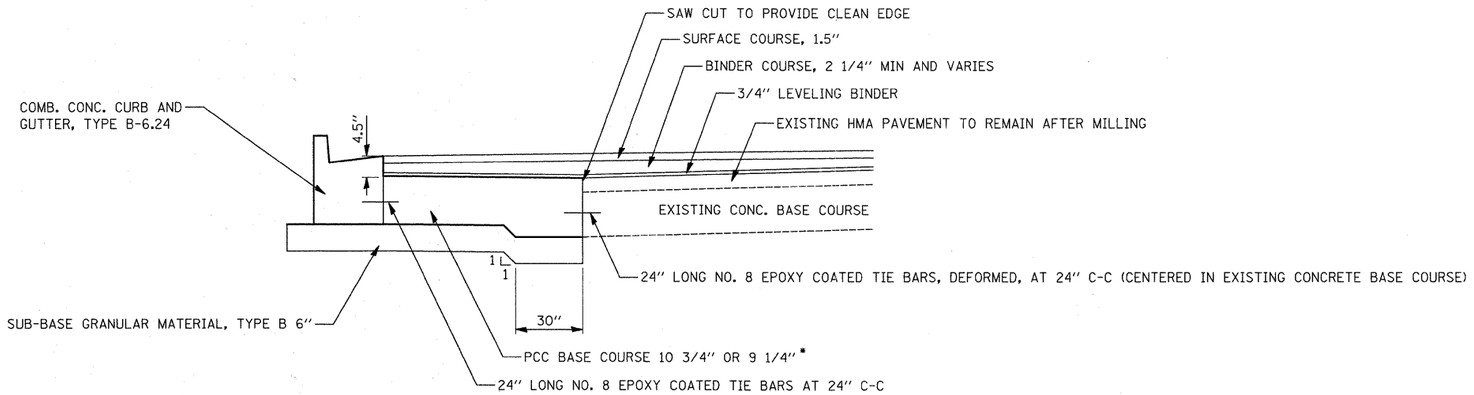
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

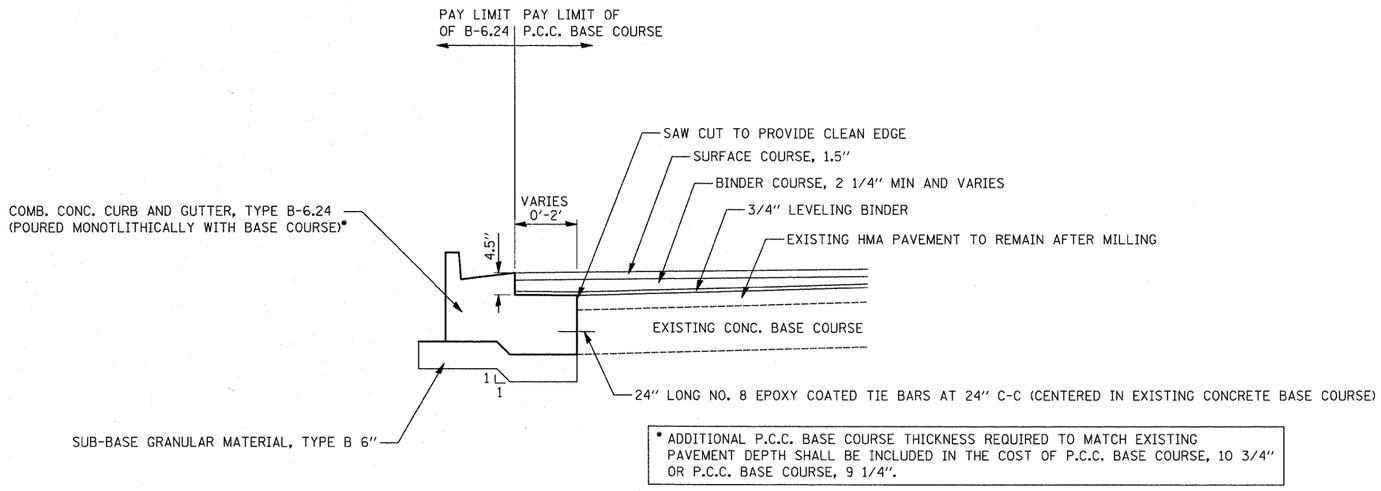
SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	69
		CONTRACT NO. 63383		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(543)		



PCC BASE COURSE

* ADDITIONAL P.C.C. BASE COURSE THICKNESS REQUIRED TO MATCH EXISTING PAVEMENT DEPTH SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE, 10 3/4" OR P.C.C. BASE COURSE, 9 1/4".

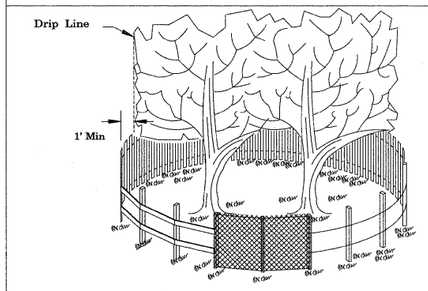


* ADDITIONAL P.C.C. BASE COURSE THICKNESS REQUIRED TO MATCH EXISTING PAVEMENT DEPTH SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE, 10 3/4" OR P.C.C. BASE COURSE, 9 1/4".

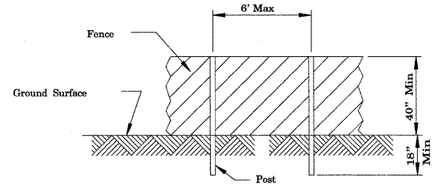
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

AT LOCATIONS WHERE WIDENING IS 2' OR LESS

TREE PROTECTION - FENCING *



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE		NRCS	STANDARD DWG. NO.
Project		Natural Resources Conservation Service	IL-690
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 4-7-94
Approved	Date		

* PAID FOR AS "TEMPORARY FENCE"

FILE NAME =	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
J:\2275\Cad\Sheet\2275_DET_01.dgn		DRAWN - JAT	REVISED -			2743	05-00161-00-CH	COOK	112	70
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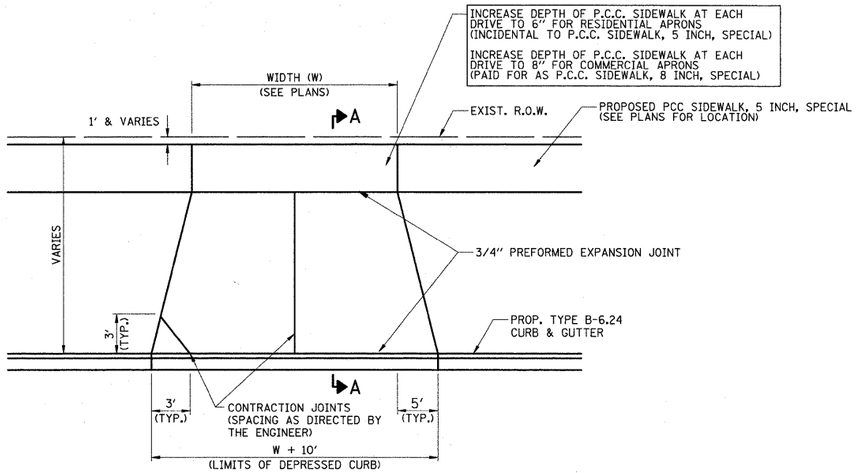
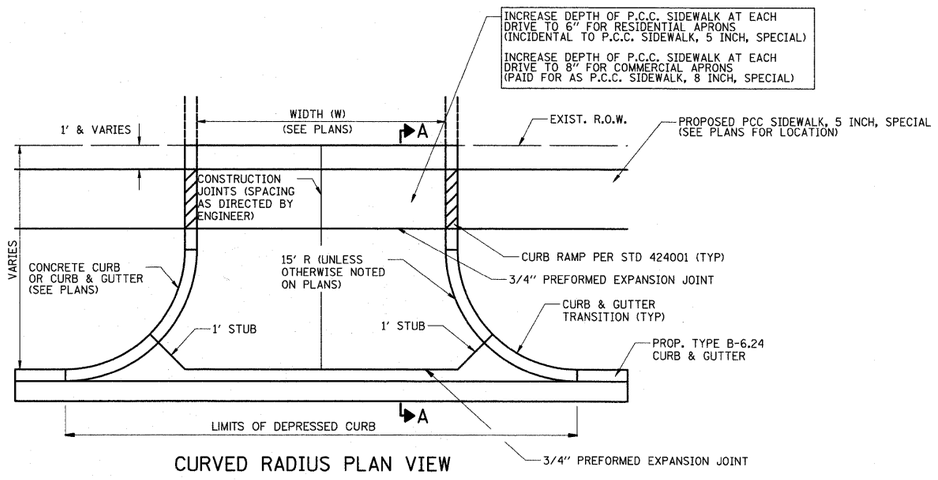
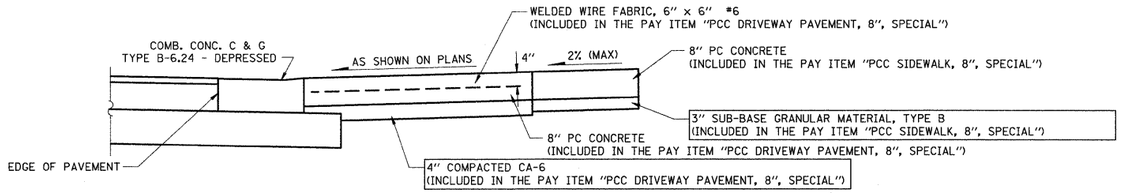


STRAIGHT TAPER PLAN VIEW



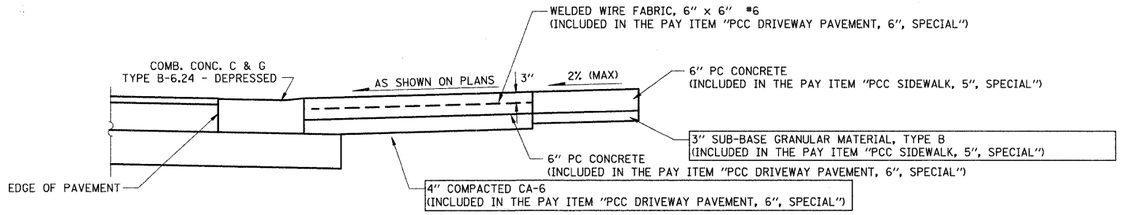
CURVED RADIUS PLAN VIEW



SECTION A-A

PCC COMMERCIAL DRIVEWAY DETAIL

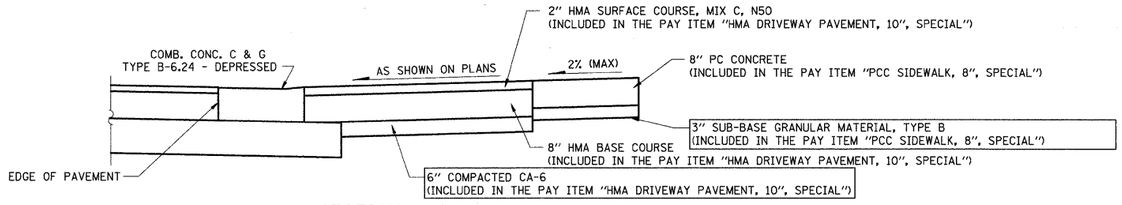
NOT TO SCALE



SECTION A-A

PCC RESIDENTIAL DRIVEWAY DETAIL

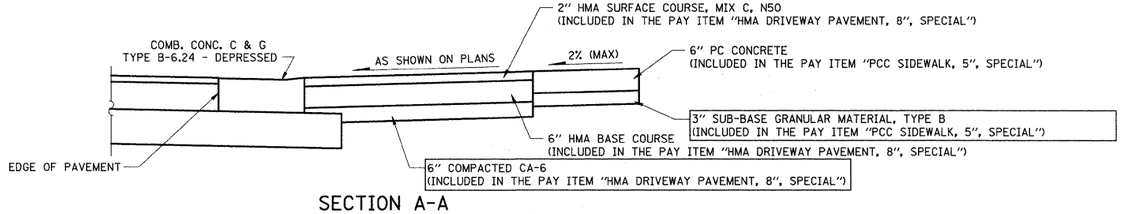
NOT TO SCALE



SECTION A-A

HMA COMMERCIAL DRIVEWAY DETAIL

NOT TO SCALE



SECTION A-A

HMA RESIDENTIAL DRIVEWAY DETAIL

NOT TO SCALE

NOTE: FOR DRIVEWAYS THAT DO NOT PITCH OVER THE PROPOSED CURB AND GUTTER, THE CONTRACTOR SHALL ENSURE THAT THE DRIVEWAYS WILL DRAIN TO THE PROPOSED DITCH ON EITHER SIDE OF THE DRIVEWAY.

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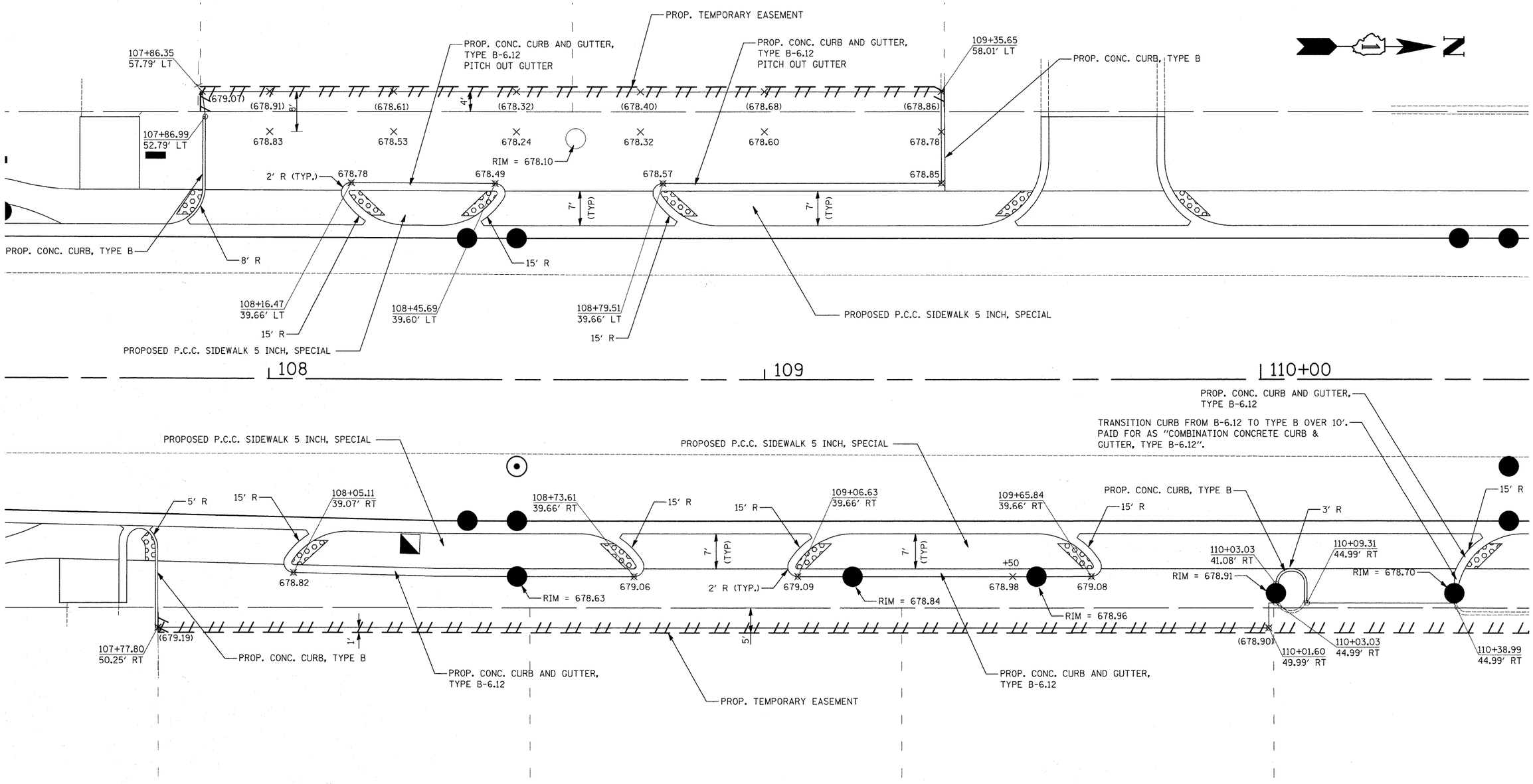
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SHEET NO. 2 OF 5 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	71
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



LEGEND

XXX.XX PROPOSED PAVEMENT ELEVATION
(XXX.XX) EXISTING PAVEMENT ELEVATION

10 0 10
SCALE IN FEET

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	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

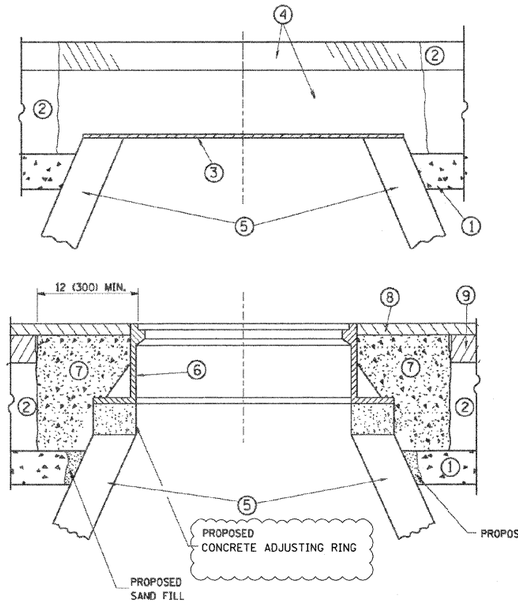
CONSTRUCTION DETAILS

SHEET NO. 3 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	72

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

VILLAGE OF GLENVIEW ~~CITY OF CHICAGO~~ CASTINGS ARE THE PROPERTY OF THE VILLAGE ~~CITY~~ AND THE CONTRACTOR SHALL NOTIFY THE ~~CITY~~ FOR REMOVAL AND DISPOSITION OF THE CASTINGS. VILLAGE

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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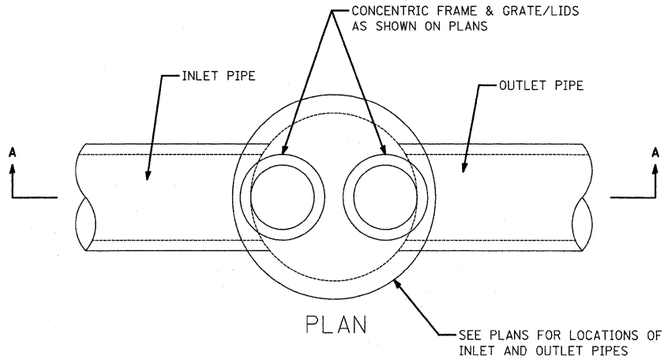
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

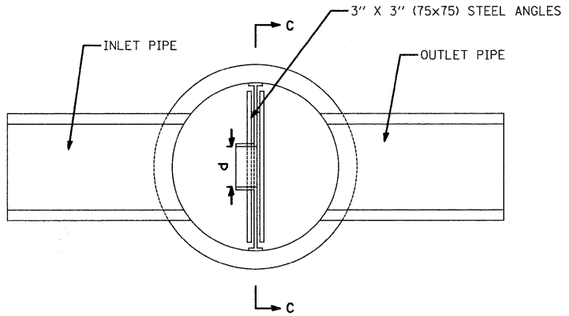
CONSTRUCTION DETAILS

SHEET NO. 4 OF 5 SHEETS

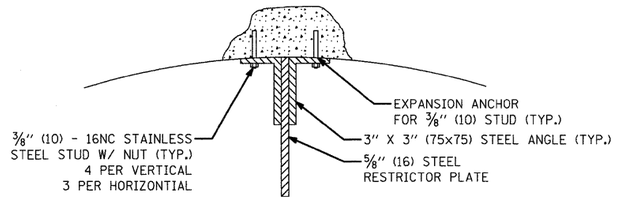
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	73
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

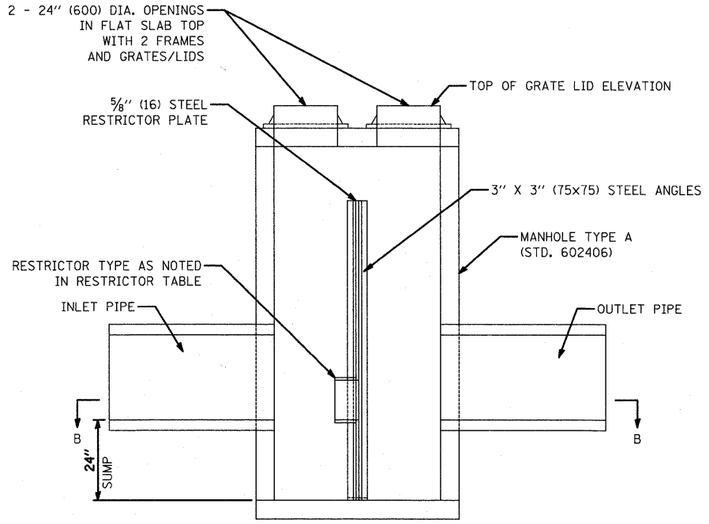


PLAN

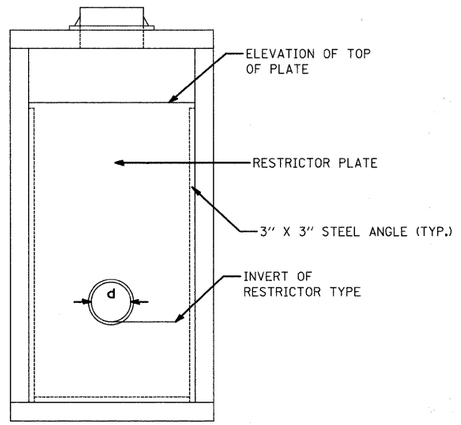


SECTION B-B



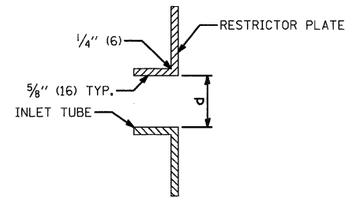


SECTION A-A



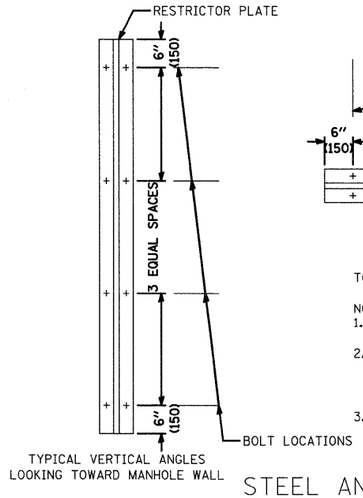
SECTION C-C

NOTE:
1. ALL STEEL ANGLES AND PLATES TO BE HOT-DIPPED GALVANIZED AFTER FABRICATION
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE
3. BASIS OF PAYMENT: "MANHOLES TYPE A, 6 FT DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" PER EACH

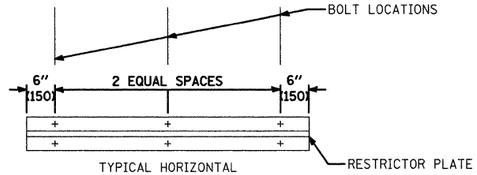


INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER IN. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
97+25.5, RT	6'	2-T-1 F & C.L.	2	10.0	673.05	675.94
110+70.0, RT	6'	2-T-1 F & C.L.	2	21.0	673.45	675.74
124+00.0, RT	6'	2-T-1 F & C.L.	2	30.0	665.50	668.87



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:
1. ANGLES SHOULD BE 3" X 3" X 3/8" (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH 2-1/2 DIA.	LENGTH 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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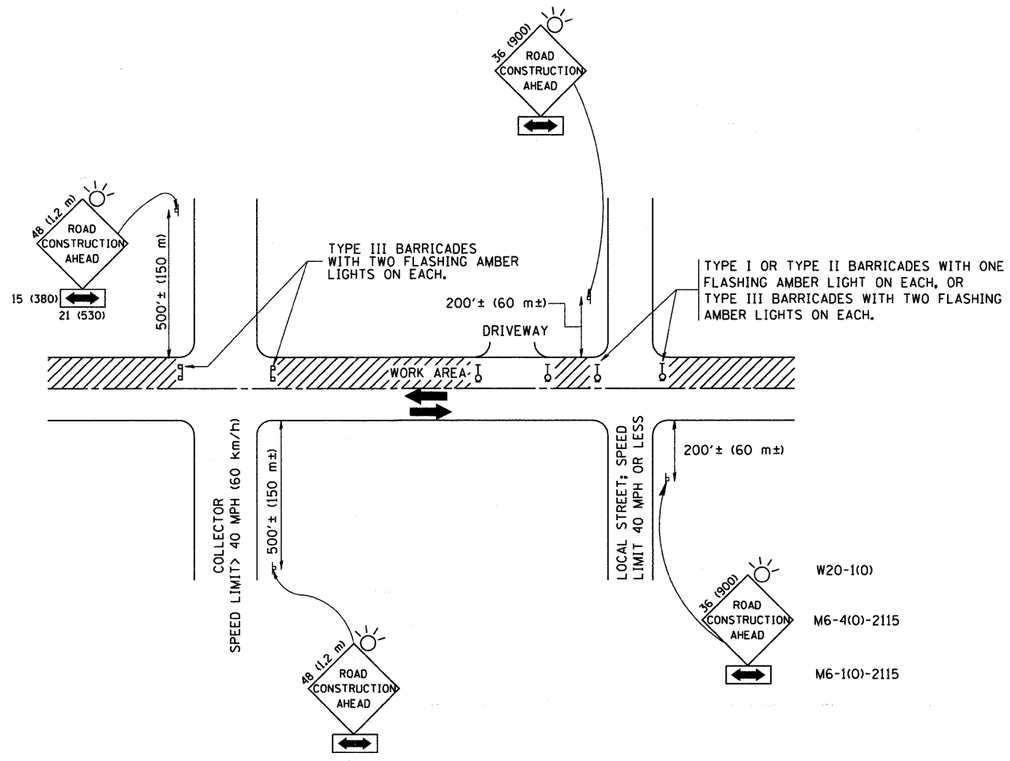
	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SHEET NO. 5 OF 5 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	74
			CONTRACT NO. 63383	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

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

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

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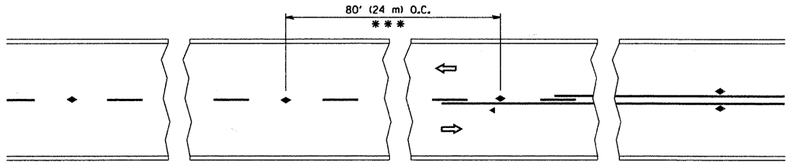
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2000	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

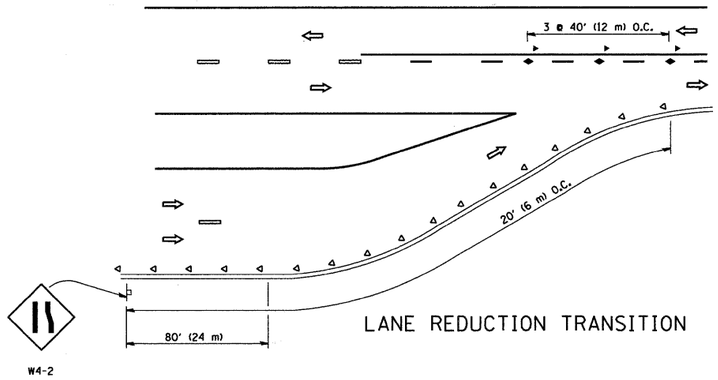
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	75
	TC-10	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-8003(543)	

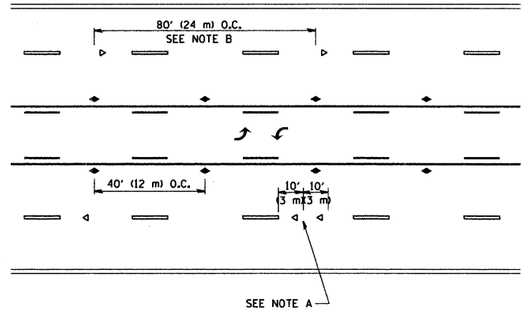


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

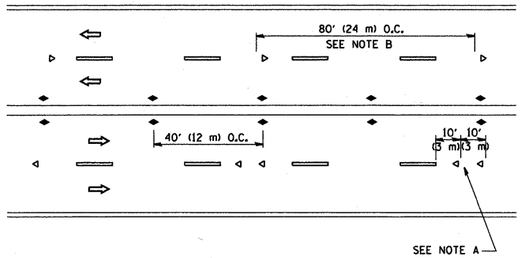
TWO-LANE/TWO-WAY



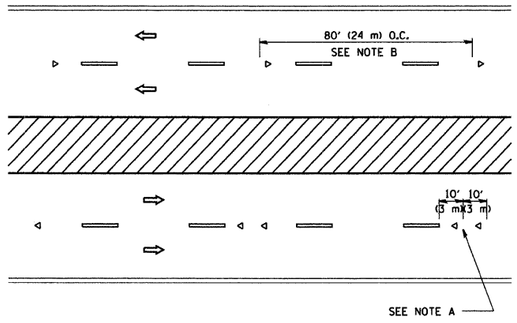
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

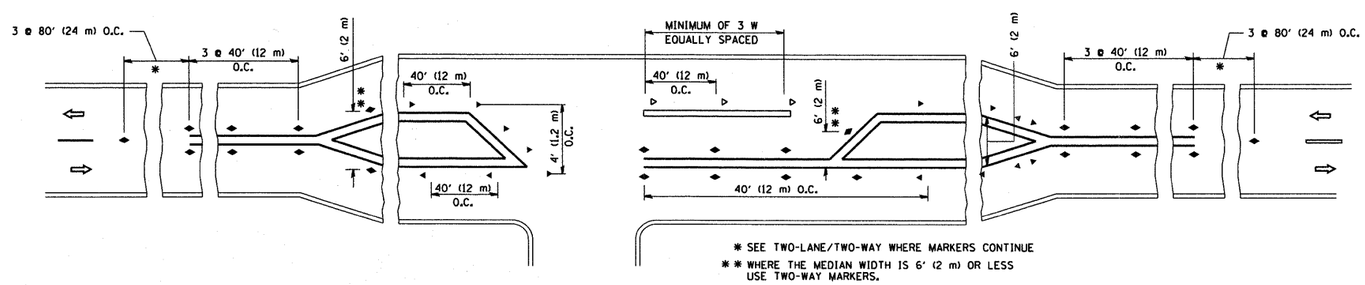
SYMBOLS

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

LANE MARKER NOTES

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.



LEFT TURN

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.

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

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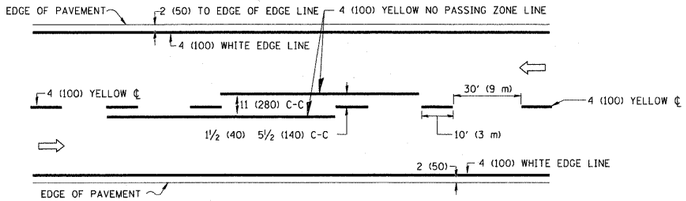
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

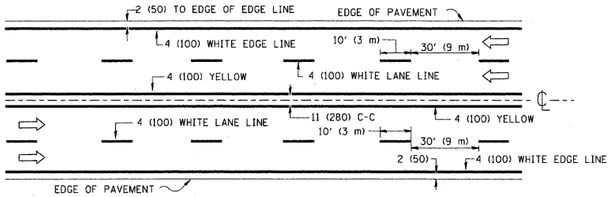
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

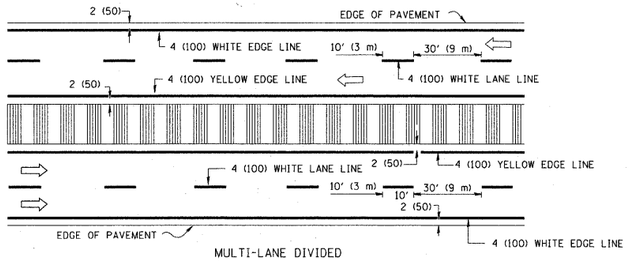
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	76
	TC-11	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



2-LANE ROADWAY



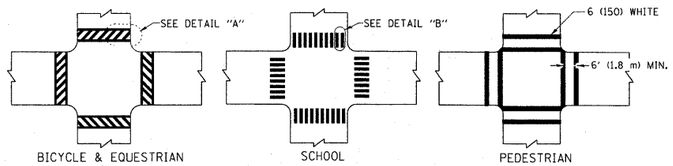
MULTI-LANE UNDIVIDED

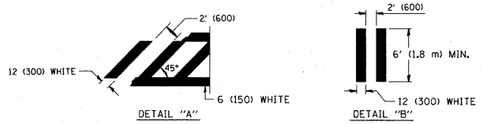


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

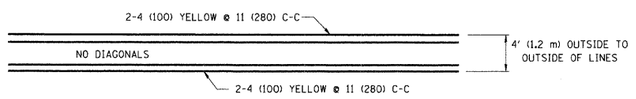
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

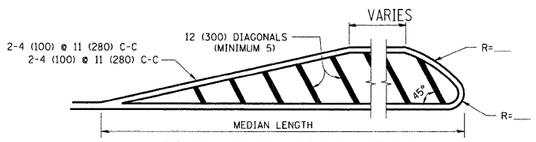




TYPICAL CROSSWALK MARKING



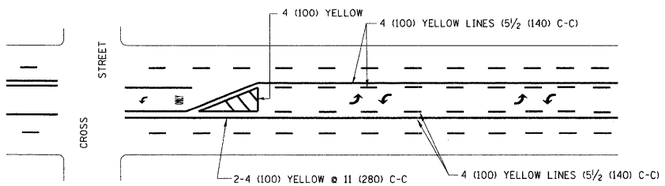
4' (1.2 m) WIDE MEDIANS ONLY



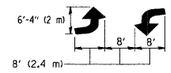
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

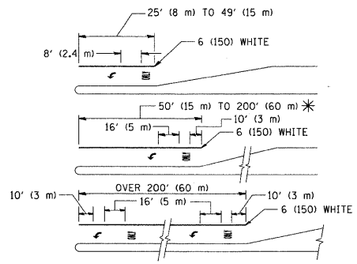


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED. WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

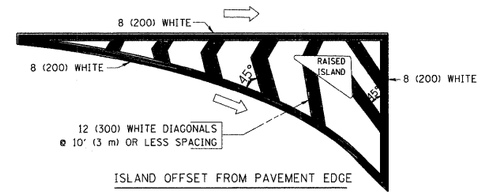


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

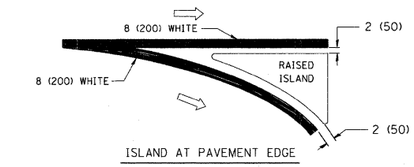
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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	5½ (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^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.

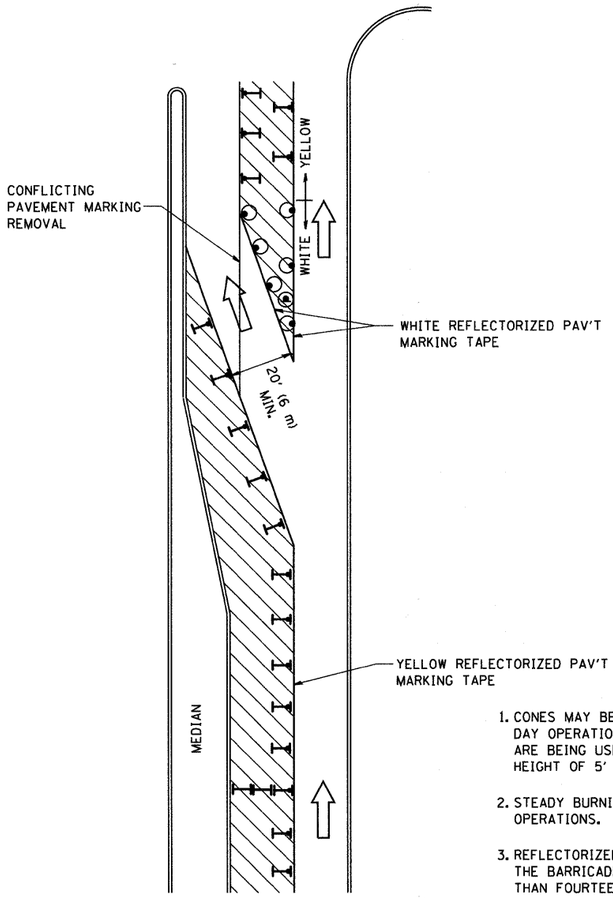
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

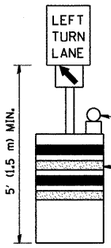
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			112	77
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

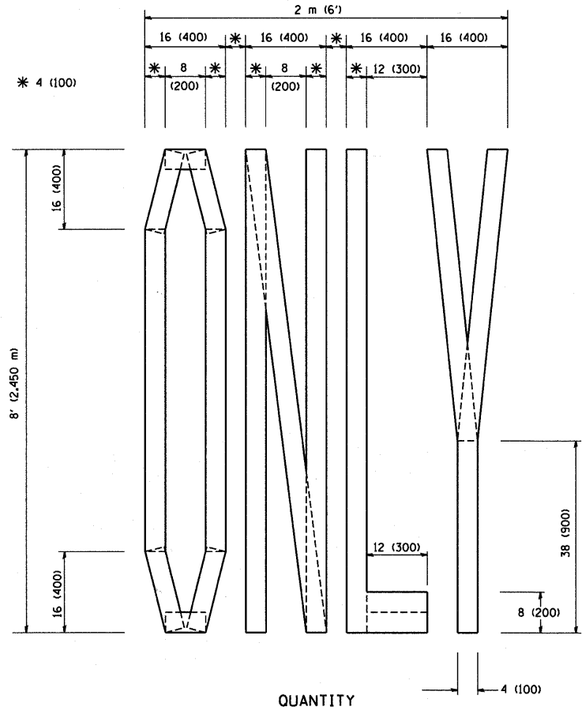
FILE NAME = W:\diststd\22x34\tc14.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/4/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

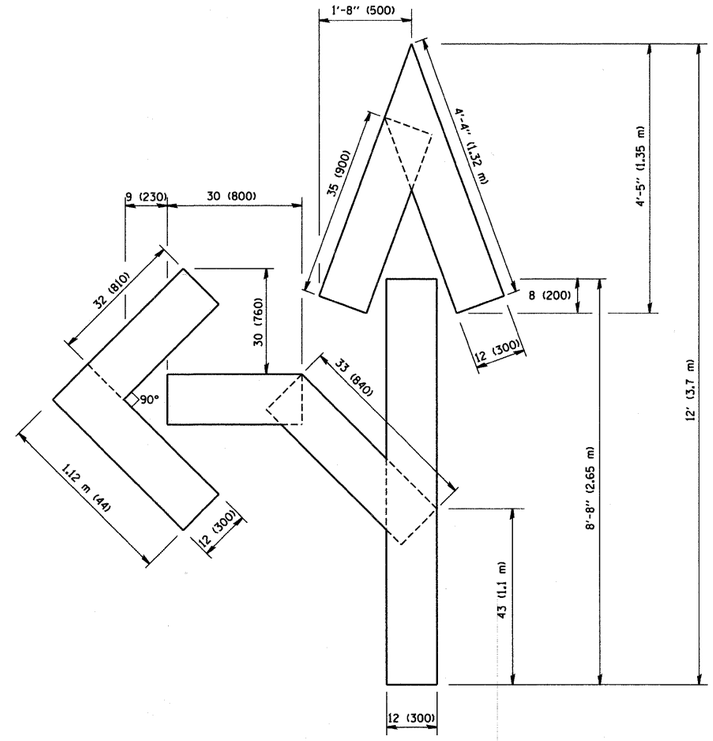
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

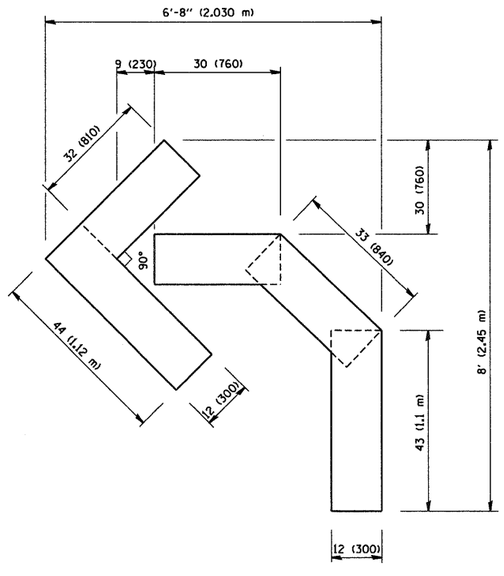
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	78
	TC-14	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



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.

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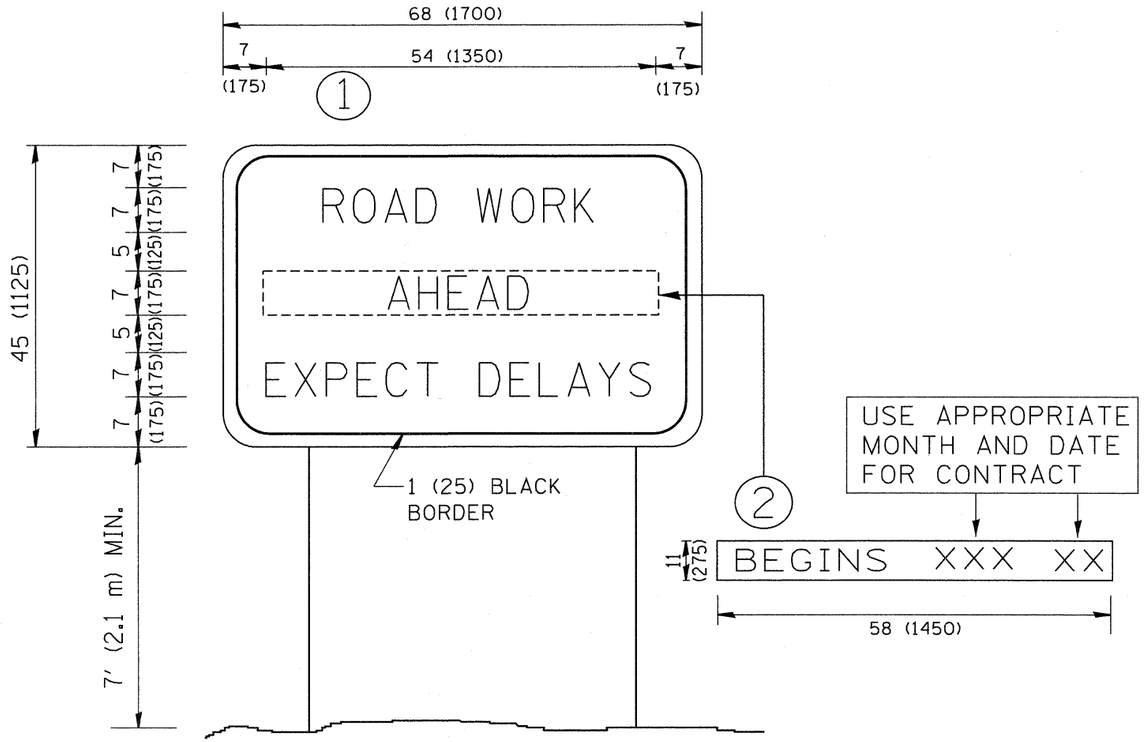
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	79
	TC-16	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

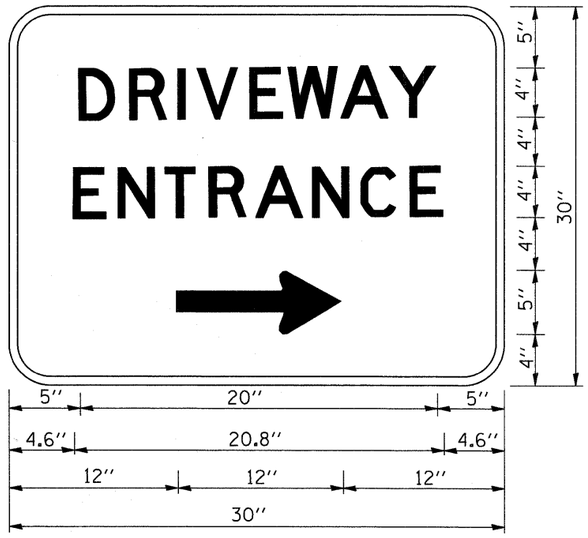
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	80
	TC-22	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		



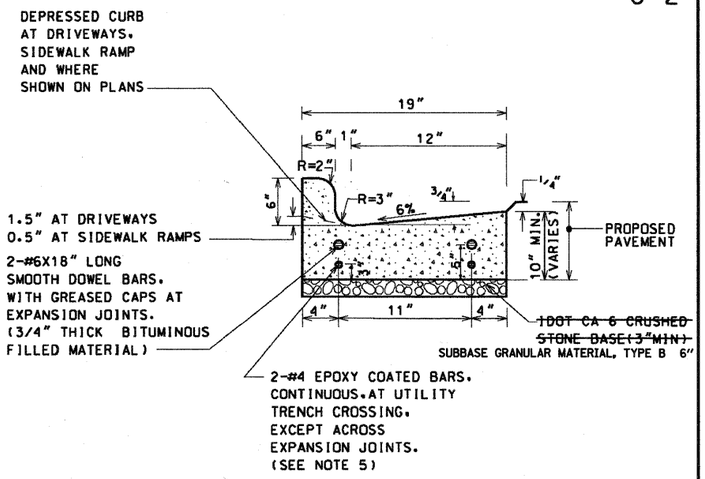
3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

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:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			2743	05-00161-00-CH	COOK	112	81
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -				TC-26	CONTRACT NO.		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

C-2



NOTE:

1. 2" DEEP CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS, AND SHALL BE GROOVED WITH AN EDGING TOOL. SEE ARTICLES 420.05 AND 606 OF IDOT STANDARD SPECIFICATIONS.
2. EXPANSION JOINTS SHALL BE PLACED AT 60' (MAX) INTERVALS, AT ALL P.C.'S AND P.T.'S, CURB RETURNS, AND AT THE END OF EACH POUR.
3. P.C.C. SHALL CONSIST OF IDOT CLASS SI (6.1 BAG) CONCRETE MIX, WITH 5% TO 8% AIR ENTRAINMENT, AND A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS.(NO FLY ASH ALLOWED)
4. PROVIDE 2 #6X24" LONG TIE BARS AT CONNECTIONS BETWEEN EXISTING AND NEW CURB & GUTTER.
5. CURBS, SPANNING UTILITY TRENCHES, SHALL BE CONSTRUCTED WITH TWO #4 REINFORCEMENT BARS,WHICH EXTEND FIVE (5) FEET BEYOND THE TRENCH WALLS.

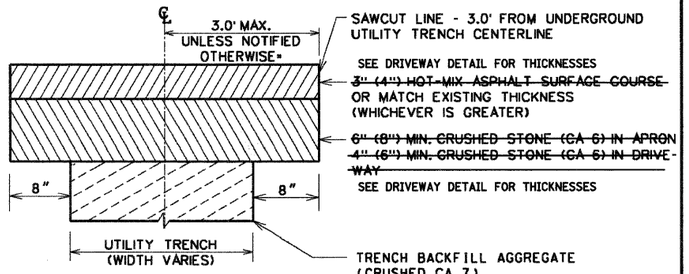
NOT TO SCALE

B-6.12 CURB & GUTTER DETAIL

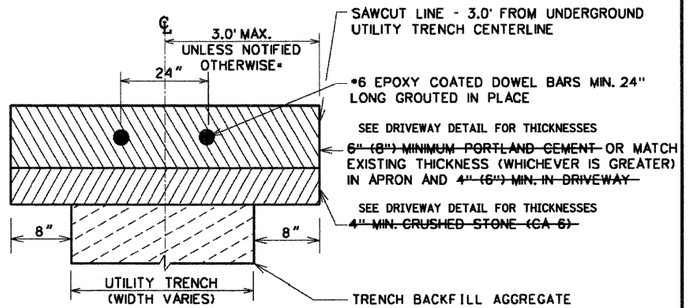
REVISED:01-01-09

P-3

A. ASPHALT DRIVEWAY - RESIDENTIAL {COMMERCIAL}



B. CONCRETE DRIVEWAY - RESIDENTIAL {COMMERCIAL}



* UNLESS APPROVED OTHERVISE BY VILLAGE ENGINEERING.

NOT TO SCALE

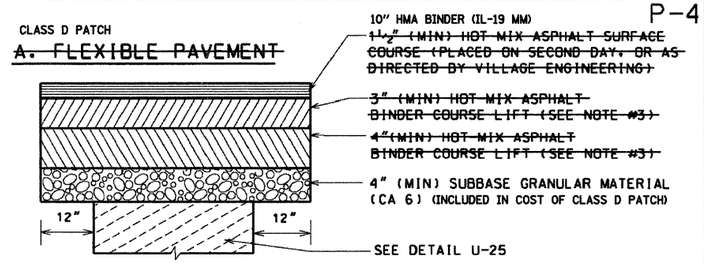
DRIVEWAY REPLACEMENT DETAIL

REVISED:01-01-09

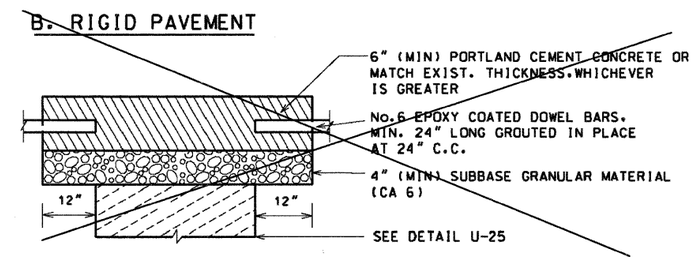
THIS WORK SHALL BE PAID FOR "DRIVEWAY PAVEMENT REMOVAL" AND "PCC DRIVEWAY PAVEMENT, SPECIAL" OF THE THICKNESS REQUIRED OR "HOT-MIX ASPHALT DRIVEWAY PAVEMENT, SPECIAL" OF THE THICKNESS REQUIRED.

P-4

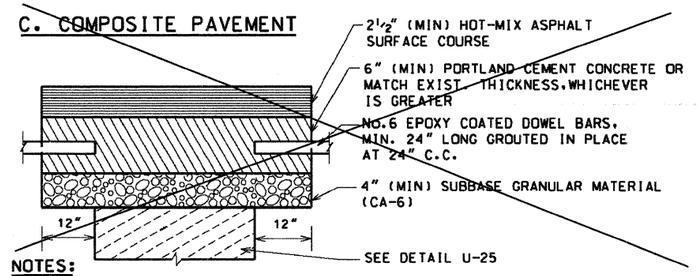
A. ~~FLEXIBLE PAVEMENT~~



B. RIGID PAVEMENT



C. COMPOSITE PAVEMENT



NOTES:

1. ALL PAVEMENT PATCHES SHALL BE SAWCUT FULL-DEPTH A MINIMUM OF ONE FOOT BEYOND THE LIMITS OF PAVEMENT REMOVAL IN ALL DIRECTIONS.
2. ~~PORTLAND CEMENT CONCRETE SHALL CONFORM TO IDOT CLASS PP MIN. 3,500 PSI (6.1 BAG MIX) AT 14 DAYS. WITH 5 % TO 7 % AIR ENTRAINMENT (NO FLY ASH ALLOWED).~~
3. ~~7" (MIN) BINDER TOTAL OR MATCH EXISTING THICKNESS, WHICHEVER IS GREATER.~~

NOT TO SCALE

PAVEMENT PATCH DETAIL

REVISED:01-01-09

ALL PLATING OF THE TRENCH REQUIRED TO MAINTAIN TRAFFIC PRIOR TO THE PLACEMENT OF THE PATCH, SHALL BE INCLUDED IN THE COST OF THE PATCH.

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		DRAWN - JAT	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/23/2009	DATE - 11-23-09	REVISED -

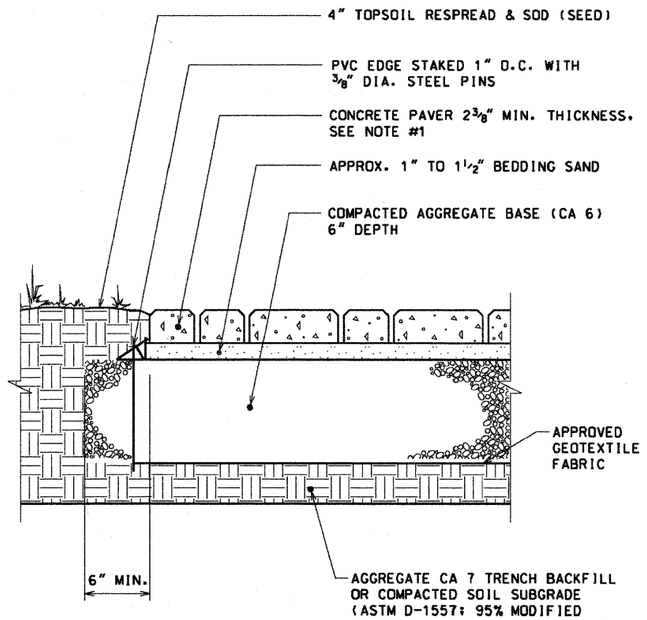
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 1 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	82
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

P-5



NOTES:

1. EXISTING PAVERS TO BE REUSED WHEN CONSTRUCTION WORK IS PERFORMED IN AREAS WITH EXISTING PAVERS.
2. CRUSHED AGGREGATE CA 7 SHALL BE USED IN ALL AREAS WHERE UTILITY WORK IS PERFORMED UNDER EXISTING DRIVEWAYS.
3. PAVERS SHALL NOT BE USED IN PUBLIC STREETS.
4. A HOLD HARMLESS AGREEMENT SHALL BE REQUIRED IN ADVANCE OF CONSTRUCTION FOR ANY PAVER INSTALLATION WITHIN THE VILLAGE RIGHT-OF-WAY.

REVISED:01-01-09

NOT TO SCALE

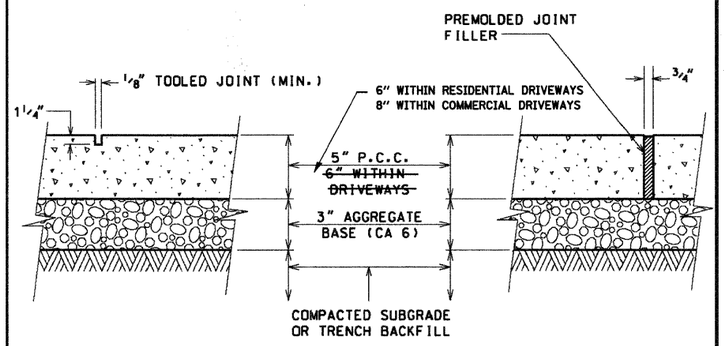
PAVER INSTALLATION DETAIL

THIS WORK SHALL BE PAID FOR AS "BRICK PAVER REMOVAL AND REPLACEMENT".

P-6

CONTRACTION JOINT DETAIL

EXPANSION JOINT DETAIL



NOTES:

1. UNLESS OTHERWISE NOTED ON PLANS. CONTRACTION JOINTS TO BE AT 5'-0" O.C.
2. EXPANSION JOINTS TO BE 50'-0" O.C. MAX. OR AT BACK OF CURB. CHANGE OF DIRECTION. OTHER WALK. UTILITY APPURTENANCE. OR FACE OF STRUCTURE.
3. PORTLAND CEMENT CONCRETE SHALL CONFORM TO IDOT CLASS SI. MIN. 3.500 PSI (6.1 BAG MIX) AT 14 DAYS. WITH 5% TO 8% AIR ENTRAINMENT. (NO FLY ASH ALLOWED)

REVISED:01-01-09

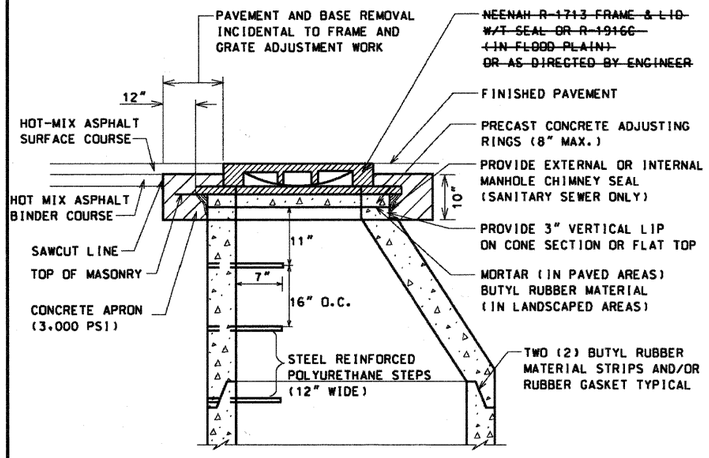
NOT TO SCALE

CONCRETE WALK JOINT DETAIL

FILE NAME = J:\2275\Cad\Sheet\2275_DET_05.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	VILLAGE OF GLENVIEW CONSTRUCTION DETAILS
		DRAWN - JAT	REVISED -		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DJK	REVISED -		SHEET NO. 2 OF 9 SHEETS
	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	83
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

U-1



NOTE:

THE REQUIRED MANHOLE FRAME AND GRATE ADJUSTMENTS, DUE TO THE PAVEMENT RESURFACING, INCLUDING POURING OF CONCRETE APRON, SHALL BE PERFORMED BEFORE PLACING HOT-MIX ASPHALT SURFACE COURSE.

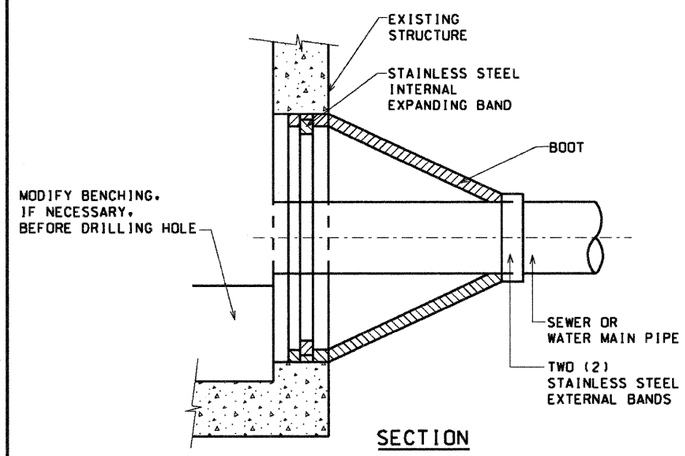
NOT TO SCALE

STRUCTURE FRAME & GRATE ADJUSTMENT DETAIL

REVISED:01-01-09

PAID FOR AS "MANHOLE TO BE ADJUSTED", "CATCH BASIN TO BE ADJUSTED", "SANITARY MANHOLES TO BE ADJUSTED", OR "VALVE VAULTS TO BE ADJUSTED"

U-5



SECTION

NOTES:

1. CORE-DRILL CIRCULAR OPENING IN STRUCTURE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
2. KOR-N SEAL FLEXIBLE RUBBER BOOT (MANUFACTURED BY NATIONAL POLLUTION CONTROL SYSTEMS, INC. OR AS APPROVED BY VILLAGE ENGINEERING SHALL BE USED FOR WATERTIGHT CONNECTION.
3. CUT, SHAPE AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW FROM NEW CONNECTION.
4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

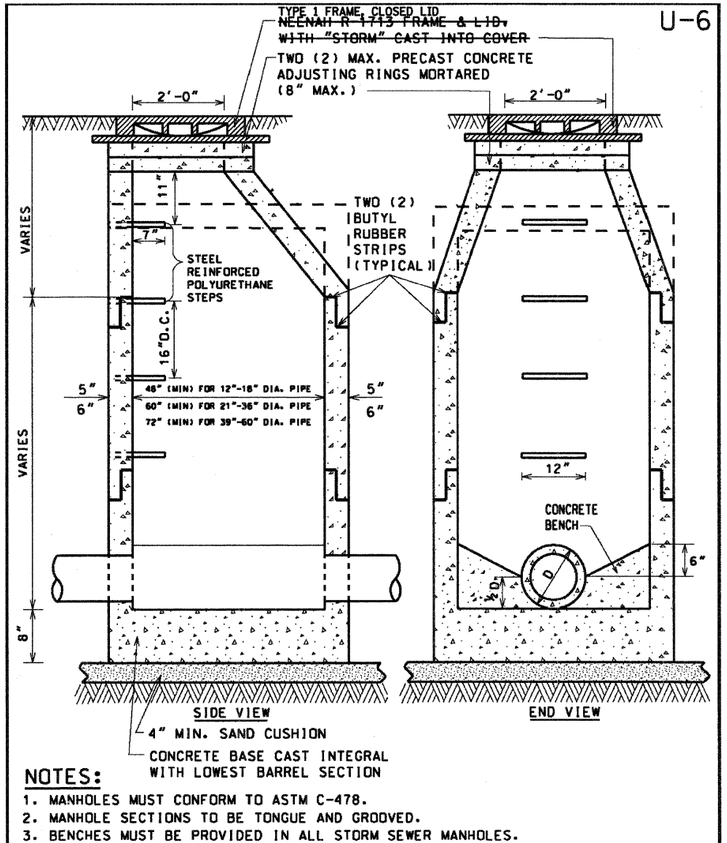
NOT TO SCALE

PIPE CONNECTION TO STRUCTURE DETAIL

REVISED:01-01-09

THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER OR WATERMAIN BEING INSTALLED.

U-6



SIDE VIEW

END VIEW

NOTES:

1. MANHOLES MUST CONFORM TO ASTM C-478.
2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
3. BENCHES MUST BE PROVIDED IN ALL STORM SEWER MANHOLES.
4. ALL PIPE PENETRATIONS OCCURING WITHIN (OR BELOW) GROUNDWATER TABLE AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
5. USE ECCENTRIC CONE ONLY.

* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

STORM MANHOLE DETAIL

REVISED:01-01-09

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

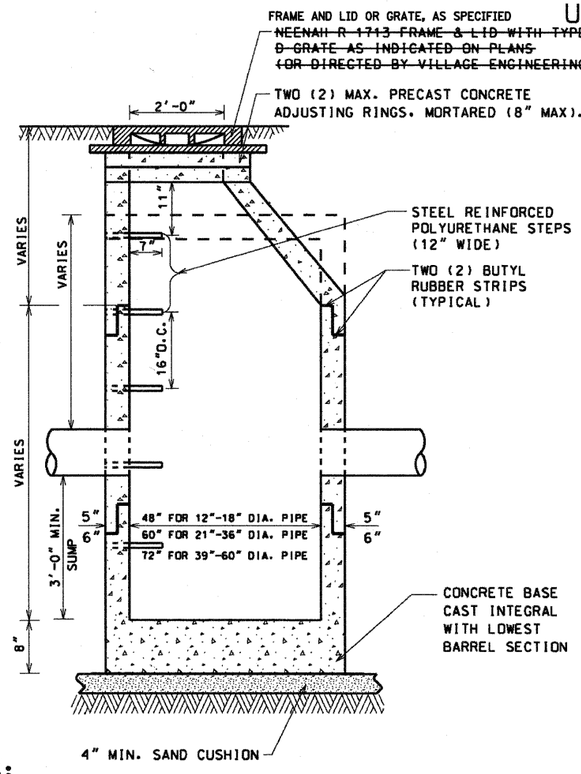
SHEET NO. 3 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	84

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)

U-9



NOTES:

1. MANHOLES MUST CONFORM TO ASTM C-478.
2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
3. NON-PRECAST OPENINGS SHALL BE CORED. RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
4. USE ECCENTRIC CONE ONLY.

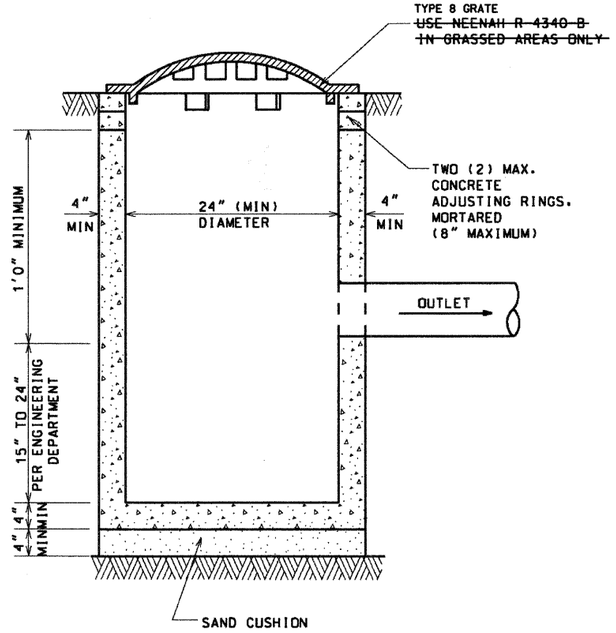
* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

CATCH BASIN DETAIL

REVISED:01-01-09

U-10



NOTE:

1. CATCH BASIN TO BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
2. CATCH BASIN MUST CONFORM TO ASTM C-478.
3. NON-PRECAST OPENINGS SHALL BE CORED. RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
4. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES. IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A 48 INCH DIAMETER CATCH BASIN.

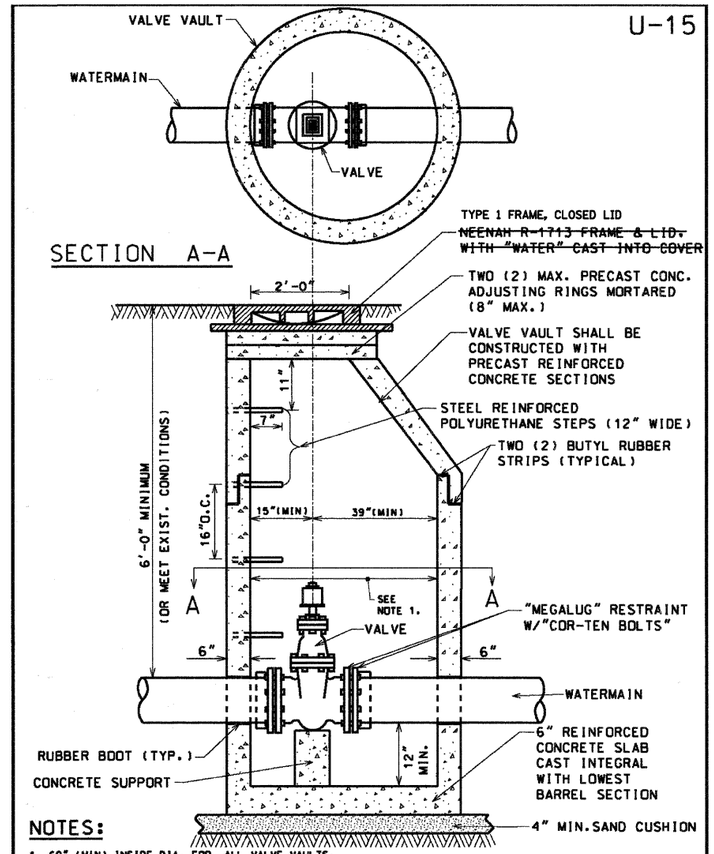
* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

TYPE C CATCH BASIN DETAIL

REVISED:01-01-09

U-15



NOTES:

1. 60" (MIN) INSIDE DIA. FOR ALL VALVE VAULTS.
2. VALVE VAULT MUST CONFORM TO ASTM C-478.
3. USE ECCENTRIC CONE ONLY.
4. VAULT SECTIONS TO BE TONGUE AND GROOVED.
5. NON-PRECAST OPENINGS SHALL BE CORED AND RUBBER BOOTED.*
6. BACKFILL MATERIAL SHALL BE IDOT CA 7 STONE.
7. a) MECHANICAL JOINT BOLTS & NUTS SHALL BE COMPOSED OF CORE-TEN.
   b) ALL OTHER HEXAGONAL BOLTS & NUTS SHALL BE COMPOSED OF STAINLESS STEEL.

* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

VALVE VAULT DETAIL

REVISED:01-01-09

PAID FOR AS "VALVE VAULT, TYPE 1, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID"

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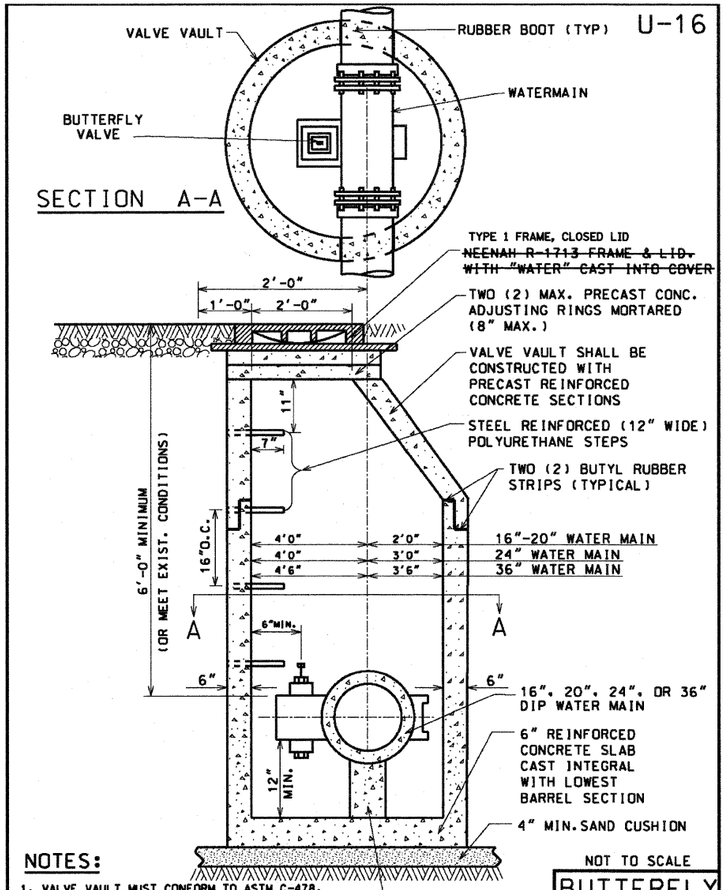
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 4 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	85
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

U-16



NOTES:

1. VALVE VAULT MUST CONFORM TO ASTM C-478.
2. USE ECCENTRIC CONE ONLY.
3. VAULT SECTIONS TO BE TONGUE AND GROOVED.
4. NON-PRECAST OPENING TO BE CORED AND RUBBER BOOTED.*
5. BACKFILL MATERIAL SHALL BE IDOT CA 7 CRUSHED STONE.
6. ALL BOLTS SHALL BE STAINLESS STEEL.

* SEE PIPE CONNNECTIONS TO STRUCTURE DETAIL U-5.

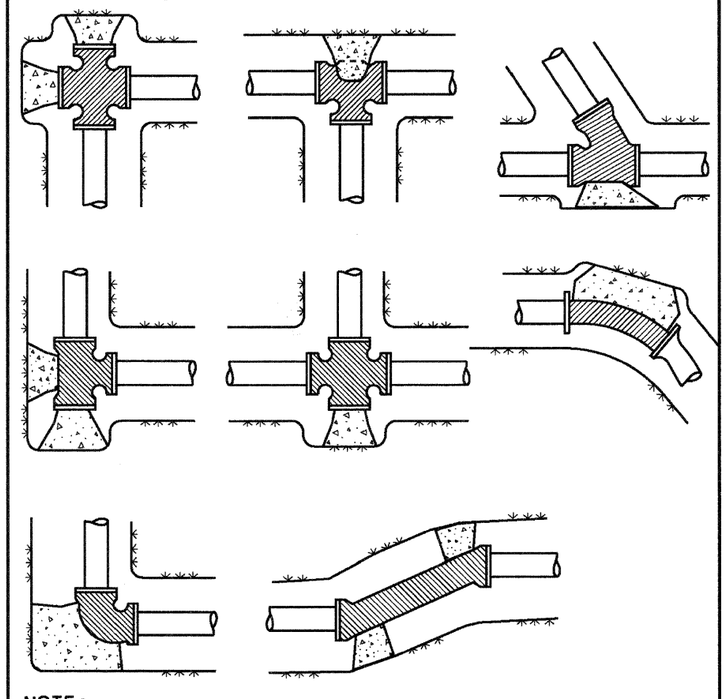
NOT TO SCALE

REVISED:01-01-09

BUTTERFLY VALVE VAULT DETAIL

PAID FOR AS "VALVE VAULT, TYPE 1, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID"

U-19



NOTE:

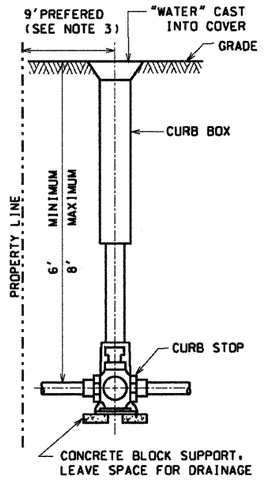
1. ALL BENDS OF 10° AND LARGER SHALL BE BLOCKED WITH AT LEAST 10" THICK POURED IN PLACE CONCRETE BLOCKS AGAINST UNDISTURBED VERTICAL EARTH FACE.
2. ALL CONCRETE TO BE MIN. 3,000 PSI.
3. IN ADDITION TO THE ABOVE THRUST BLOCKING: ALL MECHANICAL JOINTS. (BENDS OVER 10° TEES. CROSSES. VALVES AND FIRE HYDRANTS) SHALL HAVE A "MEGALUG" RESTRAINT. OR AS APPROVED BY VILLAGE ENGINEERING. BOLTS SHALL BE "COR-TEN".

NOT TO SCALE

REVISED:01-01-09

THRUST BLOCK DETAIL

U-20



A. CURB BOX: FOR 1",1½",2" WATER SERVICES

1. -MUELLER H-10302 WITH 1½" I.D. UPPER SECTION AND A 2" MINNEAPOLIS TAPPED BASE.
2. -FORD EM2-60-67.
3. -AY McDONALD 5623 EXTENDABLE TO 6 FEET.

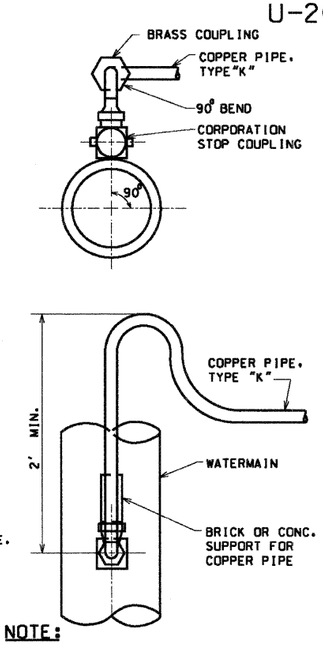
B. CURB STOP:

1. -MUELLER B-25154 (1",1½",2").
2. -FORD 1" IS B22-444M: *CURB STOP WILL REQUIRE 2"x1½" BUSHING
   1½" IS B22-666M
   2" IS B22-777M.
3. -AY McDONALD 6104 (1",1½",2"). *1"CURB STOP WILL REQUIRE 2"x1½" BUSHING.

C. CORPORATION STOP:

1. -MUELLER B25000 PLUS H-15068 QUARTER BEND FLARED COUPLING.
2. -FORD 1" IS FB600-4 PLUS LO2 SWIVEL QUARTER BEND FLARED COUPLING
   1½" IS FB600-6 PLUS LO2 SWIVEL QUARTER BEND FLARED COUPLING
   2" IS FB600-7 PLUS LO2 SWIVEL QUARTER BEND FLARED COUPLING.
3. -AY McDONALD 4701B PLUS 4776S SWIVEL QUARTER BEND FLARED COUPLING.

D. WHERE 1½" TO 2" TAPS ARE REQUIRED. A DOUBLE-STRAP BRONZE SADDLE MUST BE USED FOR THE TAP. MUELLER H16126-H16137. FORD 202B-540 OR A.Y. McDONALD No 3825 TAP SIZE.



NOTE:

1. PIPE SIZE CAN VARY, BUT 1" MINIMUM. OTHER APPURTENANCES SHALL REFLECT SAME.
2. COPPER PIPE SHALL BE ONE PIECE BETWEEN TAP AND CURB BOX.
3. CURB BOX SHALL BE 3' FROM PROPERTY LINE WITHIN CUL-DE-SACS.
4. MINIMUM OF 3' BETWEEN TAPS AND 3' TO NEAREST JOINT.
5. STAMP OR SAWCUT ON THE CURB (OR PAVEMENT SURFACE AS DIRECTED BY VILLAGE ENGINEER) ALL NEW B-BOX/SERVICE LOCATIONS WITH "W". ANY ABANDONMENT/REMOVAL OF B-BOX SERVICES REQUIRES REMOVAL OF THE EXISTING STAMPED OR SAWCUT MARKING AT THE TIME OF ABANDONMENT/REMOVAL.

NOT TO SCALE

REVISED:01-01-09

COPPER WATER SERVICE CONNECTION DETAIL

PAID FOR AS "WATER SERVICE REPLACEMENT" OF THE SIZE AND TYPE SPECIFIED.

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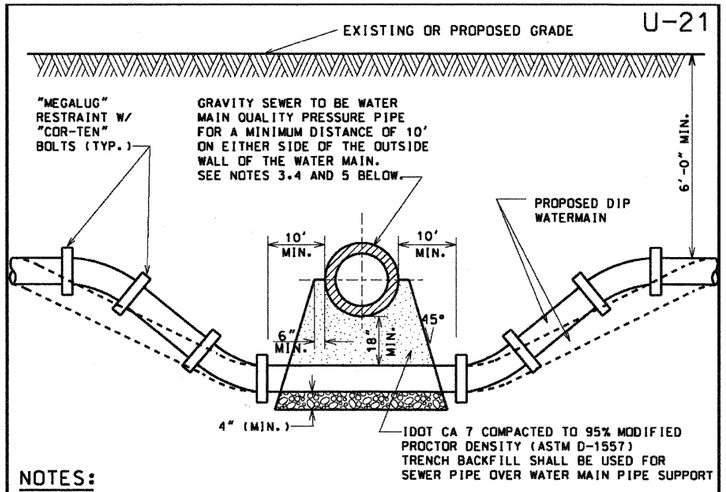
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 5 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	86
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

U-21



NOTES:

1. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATERMAINS AND SEWERS SHALL COMPLY WITH VILLAGE OF GLENVIEW ENGINEERING STANDARDS MANUAL OR IEPA REQUIREMENTS. WHICHEVER IS MORE STRINGENT.

2. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS, PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPE UNDER 14" IN DIAMETER AND 3 DEGREES PER JOINT FOR PIPE 14" AND OVER IN DIAMETER. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATERMAIN DEPTH ARE REQUIRED, OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING. RETAINER GLANDS TO BE "MEGALUG" RESTRAINT, SERIES 1100 OR APPROVED EQUAL WITH "COR TEN" BOLTS.

3. ALL SANITARY SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS OR WATER SERVICES ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE POLYVINYL CHLORIDE PRESSURE PIPE (SDR 26-160 PSI) AND SHALL CONFORM WITH THE LATEST REVISION OF ASTM D- 2241. JOINTS SHALL CONFORM TO ASTM D-3139 AND ELASTOMERIC GASKETS SHALL CONFORM TO ASTM F-477. THE SAME PIPE AND JOINT MATERIALS SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.

4. ALL STORM SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE REINFORCED CONCRETE PIPE, ASTM C-361, CLASS D-25.WITH BELL AND SPIGOT JOINTS AND RUBBER GASKETS, OR PVC SDR 26 AS SPECIFIED IN NOTE 3 ABOVE. THE SAME PIPE AND JOINT MATERIAL SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.

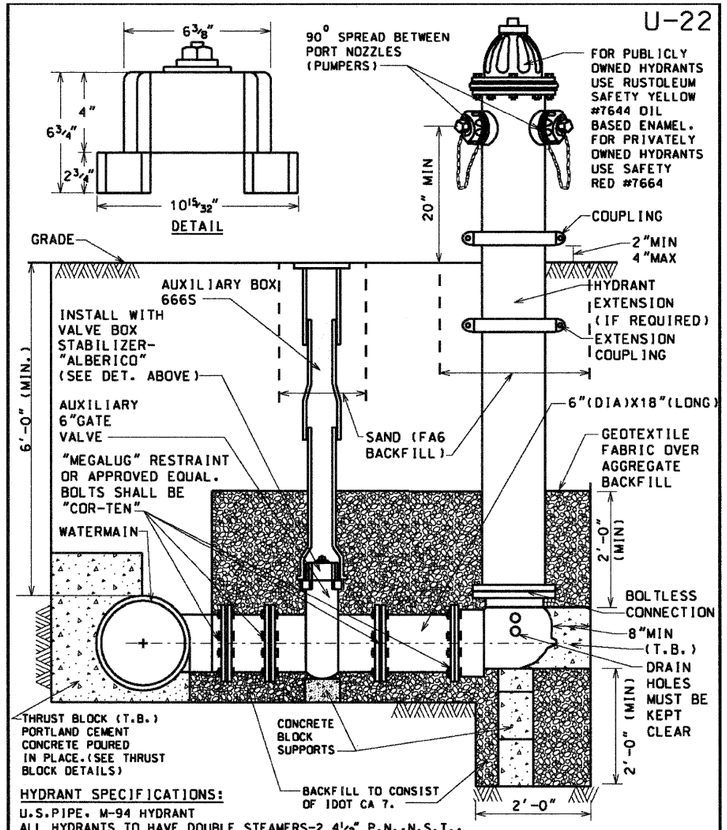
5. FOR NEW SEWER INSTALLATIONS CROSSING OVER WATER MAINS, THE ENTIRE RUN OF NEW SEWER SHALL BE WATER MAIN QUALITY PIPE, EXTENDING FROM STRUCTURE TO STRUCTURE ON EACH SIDE OF THE CROSSING.

NOT TO SCALE

WATER MAIN CROSSING DETAIL

REVISED:01-01-09

U-22



HYDRANT SPECIFICATIONS:

U.S.PIPE, M-94 HYDRANT
ALL HYDRANTS TO HAVE DOUBLE STEAMERS-2 4½" P.N..N.S.T..
MECHANICAL JOINT SHOE WITH 6" RESILIENT WEDGE AUXILIARY VALVE.
MAIN VALVE OPENING SHALL BE 5¼".
ONLY AUXILIARY BOX EXTENSIONS ARE PERMITTED.
AUXILIARY BOX ADAPTERS OR RISERS ARE NOT PERMITTED.
HYDRANT BARREL SHALL BE ONE PIECE DUCTILE IRON PIPE.
POLY-WRAPPED (AS WATER MAIN) TO HYDRANT BASE.
HYDRANT LEADS TO BE 6" DIAMETER UP TO 25' LONG AND 8" DIAMETER IF GREATER THAN 25'.
ALL PARTS OF AUXILIARY BOX INCLUDING THE COVER SHALL BE MADE OF CAST IRON.

NOT TO SCALE

HYDRANT DETAIL

REVISED:01-01-09

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 6 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	87

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)

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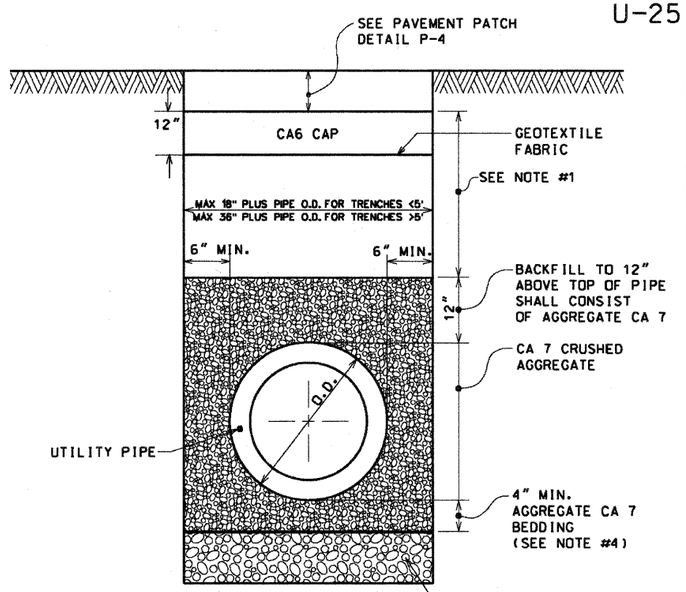


NOTES:

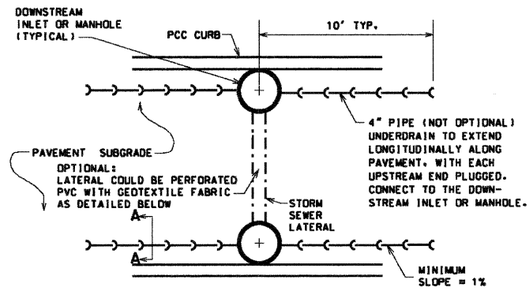
1. TRENCH BACKFILL UNDER A PAVED SURFACE OR WITHIN THE ZONE OF INFLUENCE (5' FROM EDGE OF PAVEMENT) SHALL CONSIST OF:
   a) UNDER NEW PAVEMENT:
      12" THICK PAVEMENT SUBGRADE (AGGREGATE CA 6 CAP) OVER AGGREGATE CA-7 TRENCH BACKFILL OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MIX 1 (ONLY IF REQUIRED BY VILLAGE ENGINEERING)
   b) UNDER EXISTING PAVEMENT:
      SAME AS 'a' ABOVE
   c) UNDER PRIVATELY OWNED PAVEMENT:
      SAME AS 'a' ABOVE.
2. ALL MATERIALS SHALL BE PROPERLY COMPACTED PER SPECIFICATIONS (INUNDATION OR WATER JETTING IS NOT ALLOWED).
3. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
4. BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.
5. IF APPROVED BY VILLAGE ENGINEERING, A ONE (1) INCH THICK STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY CONTRACTOR UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE PROTECTED FROM SLIDING AND PROVIDED WITH BITUMINOUS RAMPS IF REQUIRED BY VILLAGE ENGINEERING.
6. PRIOR TO PLACEMENT OF PAVEMENT MATERIALS, THE EXISTING EXPOSED EDGES SHALL BE SAWCUT TO PROVIDE A SMOOTH CLEAN EDGE, FREE OF LOOSE MATERIAL.
7. THE PLACEMENT OF PAVEMENTS SHALL NOT BE ALLOWED WITHOUT PRIOR APPROVAL BY VILLAGE ENGINEERING.

REVISED:01-01-09

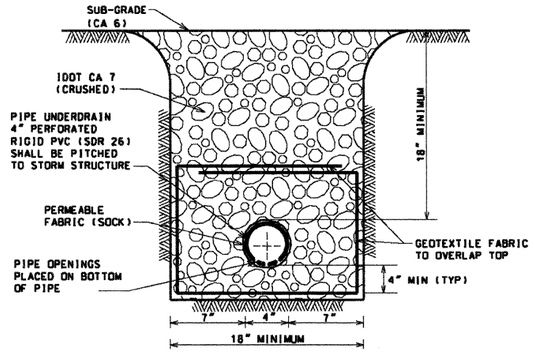
NOT TO SCALE

UTILITY TRENCH IN PAVEMENT AREAS DETAIL

U-27



PIPE UNDERDRAIN PLAN VIEW



SECTION A-A

NOTE:

UNDERDRAIN TO BE INSTALLED IF INDICATED ON PLANS AND/OR REQUESTED BY VILLAGE ENGINEERING.

REVISED:01-01-09

NOT TO SCALE

PIPE UNDERDRAIN DETAIL

PAID FOR AS PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 7 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	88

CONTRACT NO. 63383

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-8003(543)

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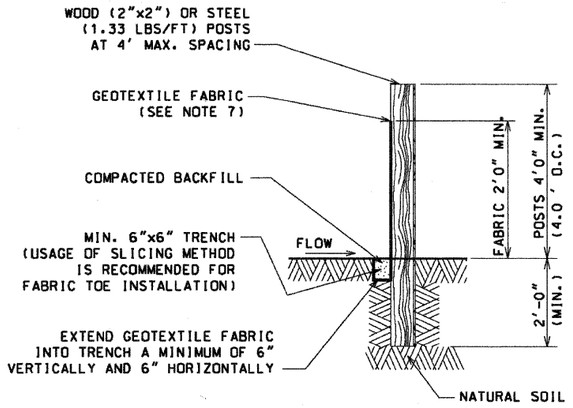


NOTES:

1. SILT FENCE SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AND WHERE INDICATED BY VILLAGE ENGINEERING.
2. ATTACH GEOTEXTILE FABRIC TO WIRE MESH WITH HOG RINGS. TO WOOD POSTS WITH NAILS, AND TO STEEL POSTS WITH TIE-WIRES AT TOP AND MID-SECTION.
3. OVERLAP GEOTEXTILE FABRIC BY 6" AND FOLD WHERE 2 SECTIONS ADJOIN.
4. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF HALF INCH ($\frac{1}{2}$") PER DAY OR EQUAL SNOW MELT. REPAIR OR REPLACEMENT OF SILT FENCE SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE SILT FENCE SHALL BE REMOVED (AND PROMPTLY DISPOSED OF) WHENEVER SEDIMENT ACCUMULATION DEPTH AT THE SILT FENCE IS APPROXIMATELY EQUAL TO TWELVE (12) INCHES (ONE-HALF OF SILT FENCE HEIGHT).
6. MATERIAL (GEOTEXTILE & POST) INSTALLATION, MAINTENANCE, AND SILT FENCE REMOVAL SHALL COMPLY WITH AASHTO, M 288 REQUIREMENTS.
7. THE FABRIC FOR SILT FENCE SHALL BE A WOVEN FABRIC MEETING THE REQUIREMENTS OF AASHTO M 288 (TABLE 7) FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION.
8. SILT FENCE SHALL BE MAINTAINED IN PLACE UNTIL COMPLETION OF CONSTRUCTION AND THE UPSLOPE AREA HAS BEEN STABILIZED. AND SHALL BE REMOVED ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.

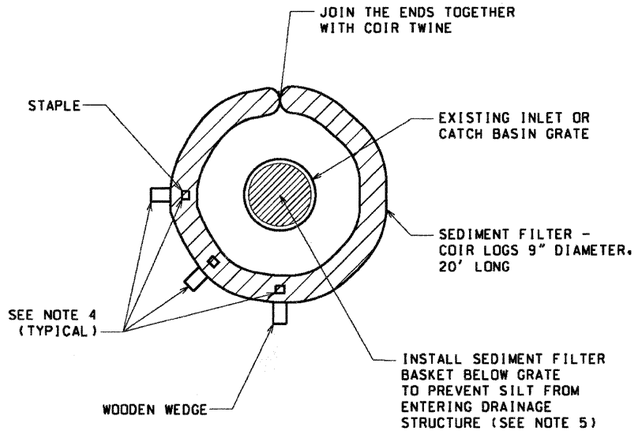
NOT TO SCALE

REVISED:01-01-09

SILT FENCE DETAIL

PAID FOR AS "SEDIMENT CONTROL, SILT FENCE" AND "SEDIMENT CONTROL, SILT FENCE MAINTENANCE".

ER-5



NOTES:

1. SEDIMENT BARRIERS (COIR LOGS OR APPROVED EQUAL) AND/OR FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED AROUND ALL STORM SEWER INLETS. CATCH BASINS ONLY AS DIRECTED BY VILLAGE ENGINEERING.
2. SEDIMENT BARRIERS SHALL BE PLACED WITH ENDS TIGHTLY ABUTTING THE ADJACENT SEDIMENT BARRIERS TO CREATE A CONTINUOUS BARRIER.
3. EACH SEDIMENT BARRIER SHALL BE STAPLED (3.0' O.C.). STAPLES TO PENETRATE 6" TO 12" BELOW GRADE.
4. WOODEN WEDGES AND/OR STAPLES AS PER MANUFACTURER'S PRODUCT INSTALLATION SPECIFICATIONS.
5. REINFORCED FILTER BASKETS SHALL BE USED FOR SEDIMENT CONTROL. SEE STANDARD DETAILS ER-8, ER-9.
6. INSPECTION OF SEDIMENT BARRIERS AND FILTER BASKETS SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF HALF INCH ($\frac{1}{2}$") PER DAY OR EQUAL SNOW MELT. REPAIR OR REPLACEMENT OF SEDIMENT FILTER SHALL BE MADE PROMPTLY AS NEEDED.
7. REMOVE ACCUMULATED SEDIMENT WHEN SEDIMENT DEPTH AT THE BARRIER IS APPROXIMATELY EQUAL TO ONE-HALF OF BARRIER'S HEIGHT.
8. SEDIMENT BARRIERS AND FILTER BASKETS SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION AND ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.

NOT TO SCALE

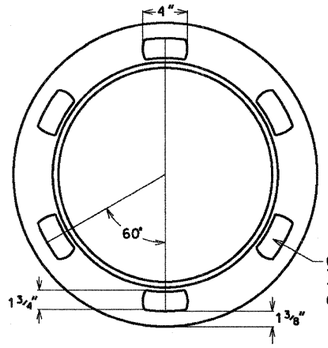
REVISED:01-01-09

SEDIMENT FILTER DETAIL

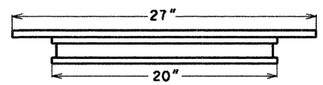
FILTER BASKETS SHALL BE PAID FOR AS "INLET FILTERS". THE COIR LOGS SHALL BE PAID FOR AS "INLET PROTECTION, SPECIAL".

ER-8

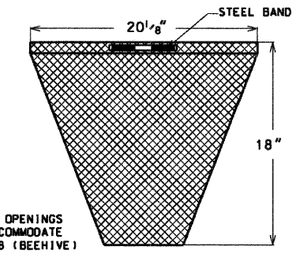
FRAME - PLAN VIEW



FRAME - SECTION



SEDIMENT BAG - SECTION



GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM $\frac{1}{8}$" FLAT STOCK. BASE RIM FABRICATED FROM 1$\frac{1}{2}$"X1/2"X1/8" CHANNEL. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

NOT TO SCALE

REVISED:01-01-09

FILTER FOR BEEHIVE GRATE (TYPE 8) DETAIL

PAID FOR AS "INLET FILTER".

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	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

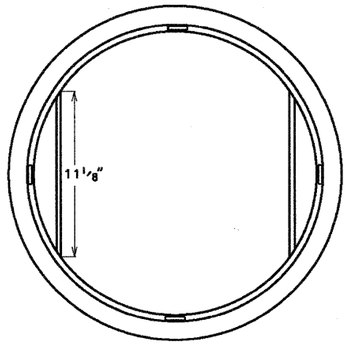
CONSTRUCTION DETAILS

SHEET NO. 8 OF 9 SHEETS

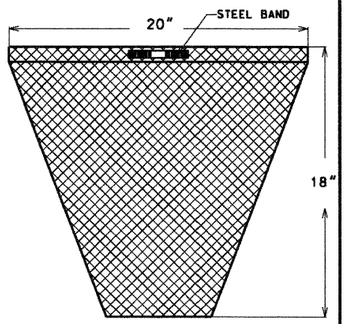
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	89
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

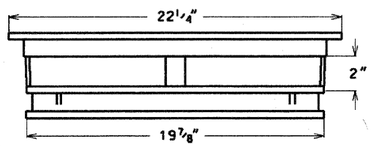
ER-9

FRAME - PLAN VIEW



SEDIMENT BAG - SECTION





FRAME - SECTION

GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1 1/4"X1 1/4"X1/8" ANGLE. BASE RIM FABRICATED FROM 1 1/2"X1/2"X1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1 1/4"X1/4" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.
FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEERING.

NOT TO SCALE

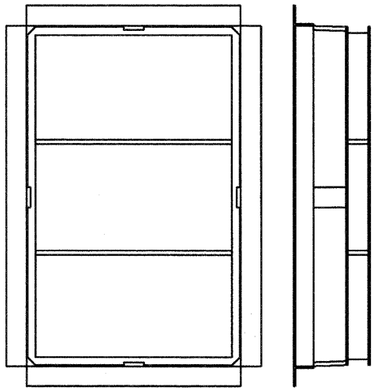
REVISED:01-01-09

FILTER FOR ROUND OPEN (TYPE 1) GRATE & FRAME DETAIL

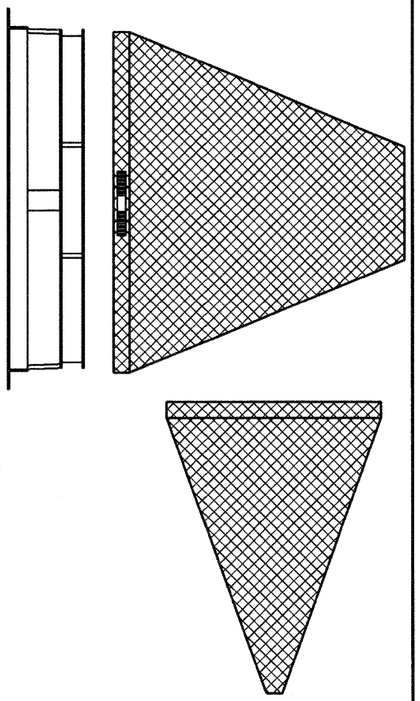
PAID FOR AS "INLET FILTER".

ER-10

FRAME - PLAN VIEW



SEDIMENT BAG - SECTION



GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1 1/4"X1 1/4"X1/8" ANGLE. BASE RIM FABRICATED FROM 1 1/2"X1/2"X1/8" CHANNEL. HANDLES AND SUSPENTION BRACKETS FABRICATED FROM 1 1/4"X1/4" FLAT STOCK.ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

NOT TO SCALE

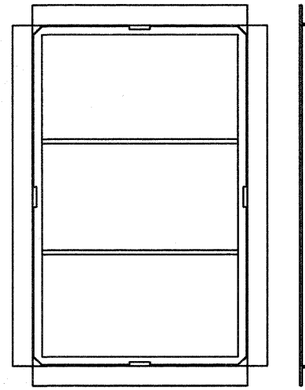
REVISED:01-01-09

TYPICAL RECTANGULAR CATCH-ALL

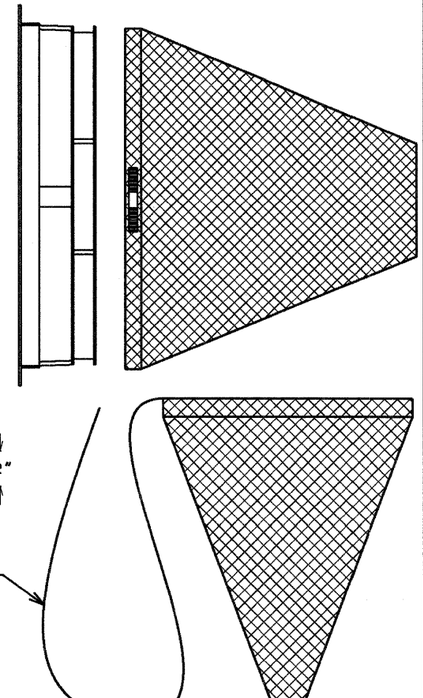
PAID FOR AS "INLET FILTER".

ER-11

FRAME - PLAN VIEW



SEDIMENT BAG - SECTION



GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1 1/4"X1 1/4"X1/8" ANGLE. BASE RIM FABRICATED FROM 1 1/2"X1/2"X1/8" CHANNEL. HANDLES AND SUSPENTION BRACKETS FABRICATED FROM 1 1/4"X1/4" FLAT STOCK.ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

NOT TO SCALE

REVISED:01-01-09

TYPICAL CURB BOX CATCH-ALL

PAID FOR AS "INLET FILTER".

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	PLOT DATE = 11/20/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

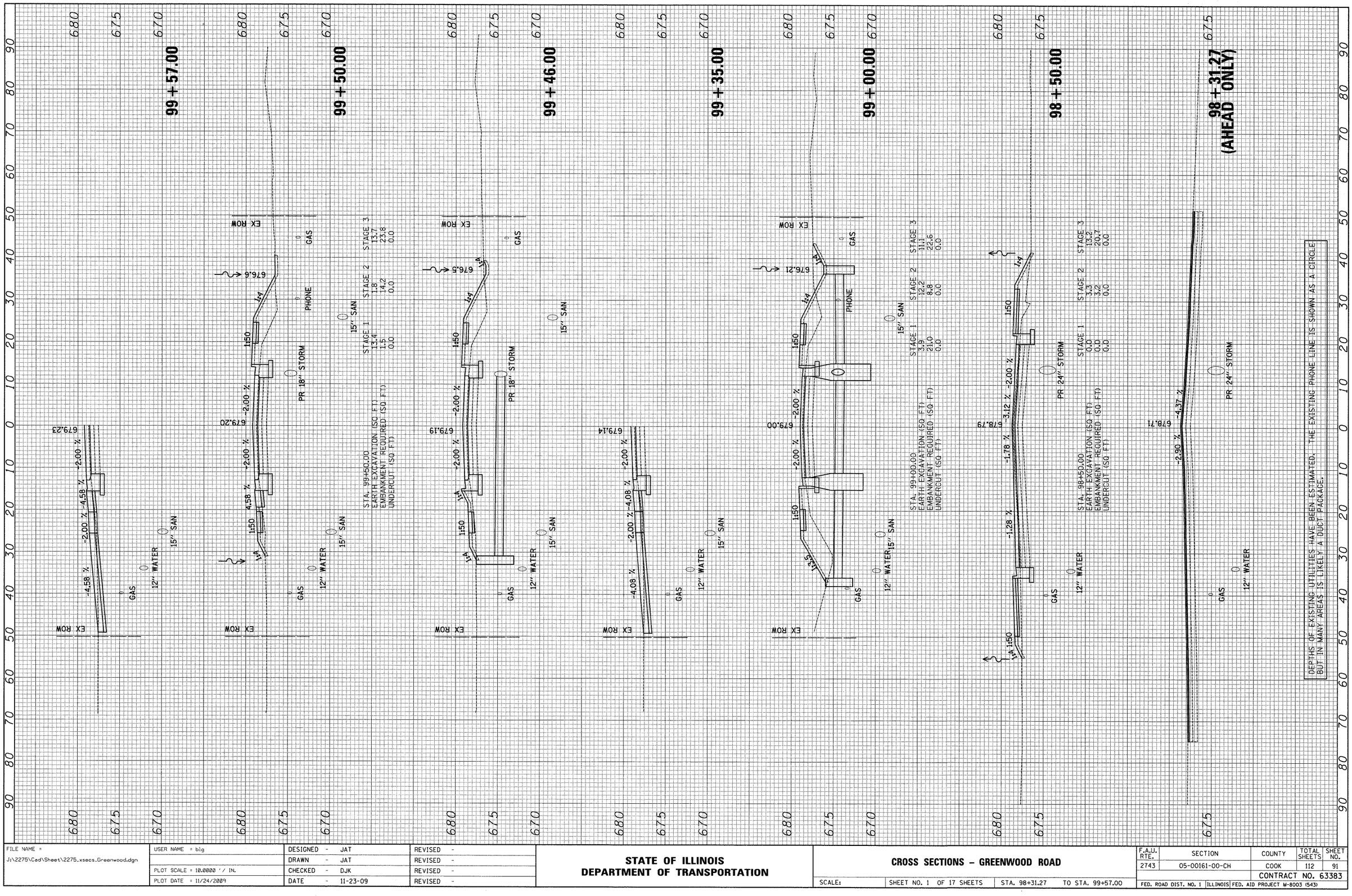
VILLAGE OF GLENVIEW CONSTRUCTION DETAILS

SHEET NO. 9 OF 9 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	90
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003(543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 1 OF 17 SHEETS | STA. 98+31.27 | TO STA. 99+57.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	91
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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

101+50.00

677.2
1:4
1:50
-2.00 %
679.22
1:4
PR 15" STORM
PR 12" STORM
PHONE
GAS
15" SAN
EX ROW

STA. 101+50.00
EARTH EXCAVATION (SQ FT)
EMBANKMENT REQUIRED (SQ FT)
UNDERCUT (SQ FT)

STAGE 1	STAGE 2	STAGE 3
11.3	4.3	15.7
4.0	5.2	24.2
0.0	0.0	0.0

101+00.00

676.9
1:4
1:50
-2.00 %
679.17
1:4
1:16 %
PR 18" STORM
PR 12" STORM
PHONE
GAS
15" SAN
12" WATER
EX ROW

STA. 101+00.00
EARTH EXCAVATION (SQ FT)
EMBANKMENT REQUIRED (SQ FT)
UNDERCUT (SQ FT)

STAGE 1	STAGE 2	STAGE 3
12.9	3.9	11.4
4.3	4.7	26.2
0.0	0.0	0.0

100+83.00

-6.01 %
-2.00 %
679.23
-2.00 %
-0.20 %
PR 18" STORM
PR 12" STORM
PHONE
GAS
15" SAN
12" WATER
EX ROW

STA. 101+00.00
EARTH EXCAVATION (SQ FT)
EMBANKMENT REQUIRED (SQ FT)
UNDERCUT (SQ FT)

100+50.00

676.6
1:4
1:50
-2.00 %
679.35
1:4
PR 18" STORM
PHONE
GAS
15" SAN
12" WATER
EX ROW

STA. 100+50.00
EARTH EXCAVATION (SQ FT)
EMBANKMENT REQUIRED (SQ FT)
UNDERCUT (SQ FT)

STAGE 1	STAGE 2	STAGE 3
7.0	0.4	13.8
5.3	13.6	30.7
0.0	0.0	0.0

100+13.00

-7.45 %
-7.68 %
-2.00 %
679.47
PR 18" STORM
PHONE
GAS
15" SAN
EX ROW

100+00.00

676.8
1:4
1:50
-2.00 %
679.41
1:4
1:7
PR 18" STORM
PHONE
GAS
15" SAN
12" WATER
EX ROW

STA. 100+00.00
EARTH EXCAVATION (SQ FT)
EMBANKMENT REQUIRED (SQ FT)
UNDERCUT (SQ FT)

STAGE 1	STAGE 2	STAGE 3
4.2	1.0	15.5
13.5	9.9	40.4
0.0	0.0	0.0

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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

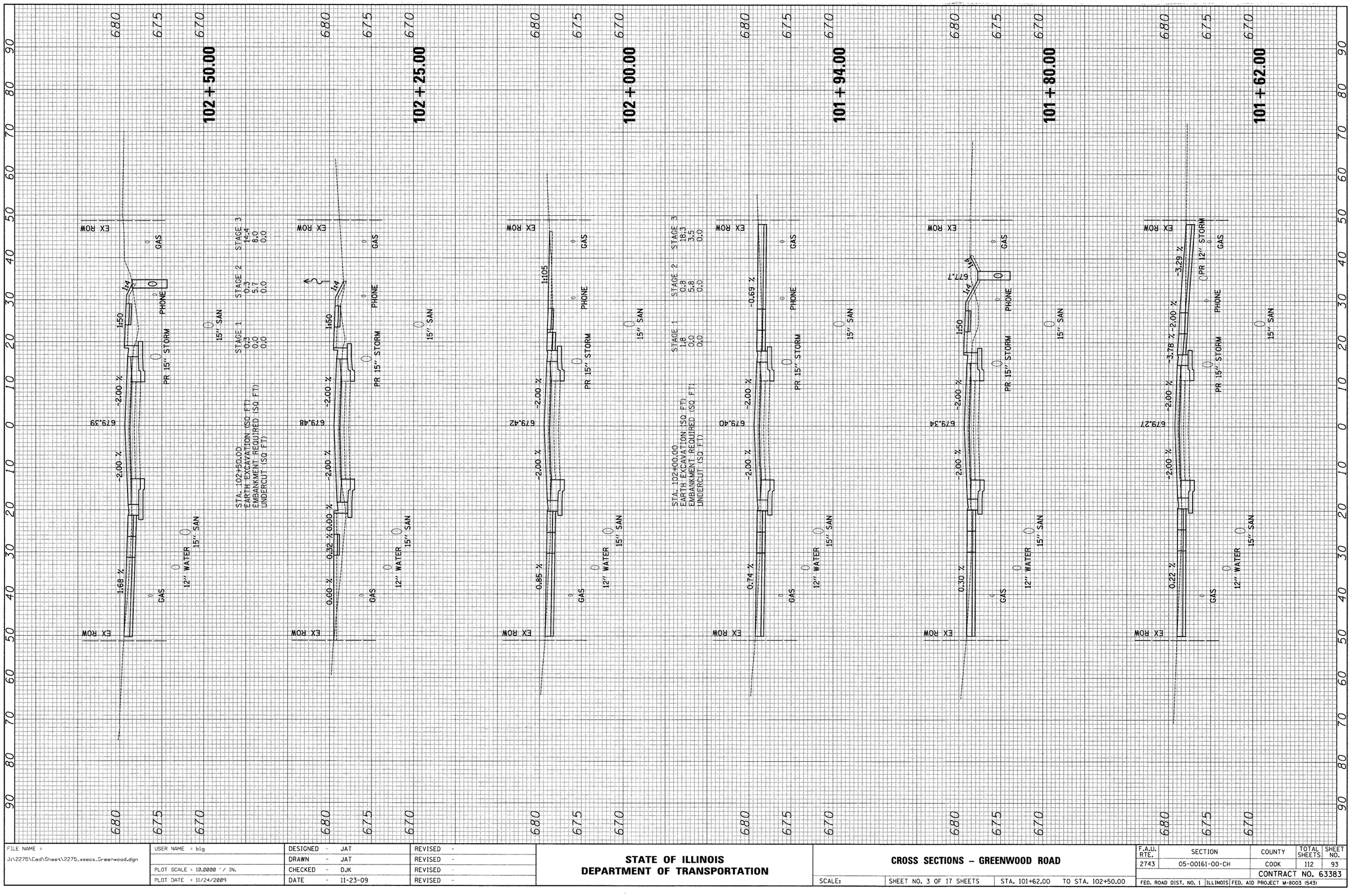
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 2 OF 17 SHEETS | STA. 100+00.00 TO STA. 101+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	92
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

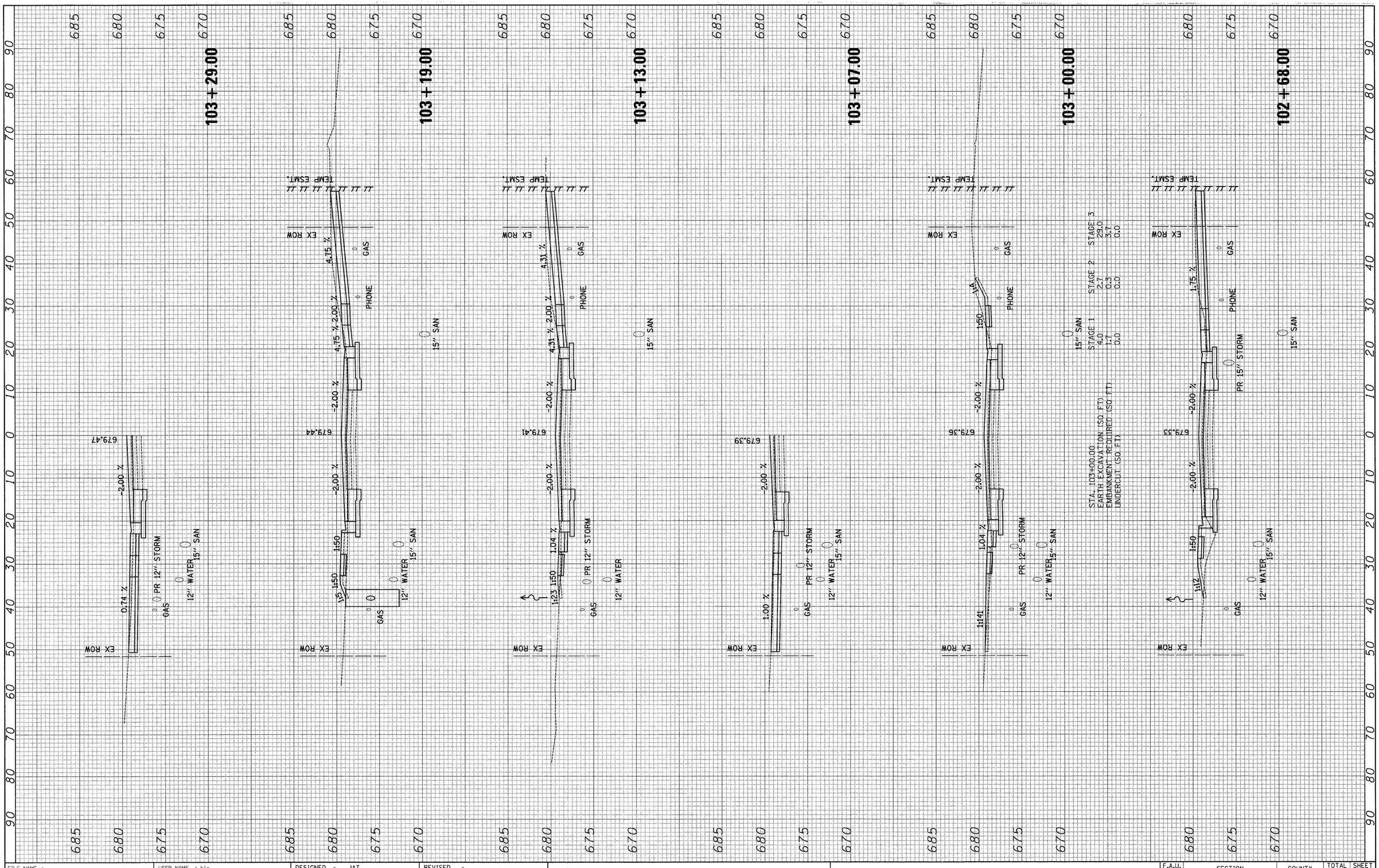
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 3 OF 17 SHEETS | STA. 101+62.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	93
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

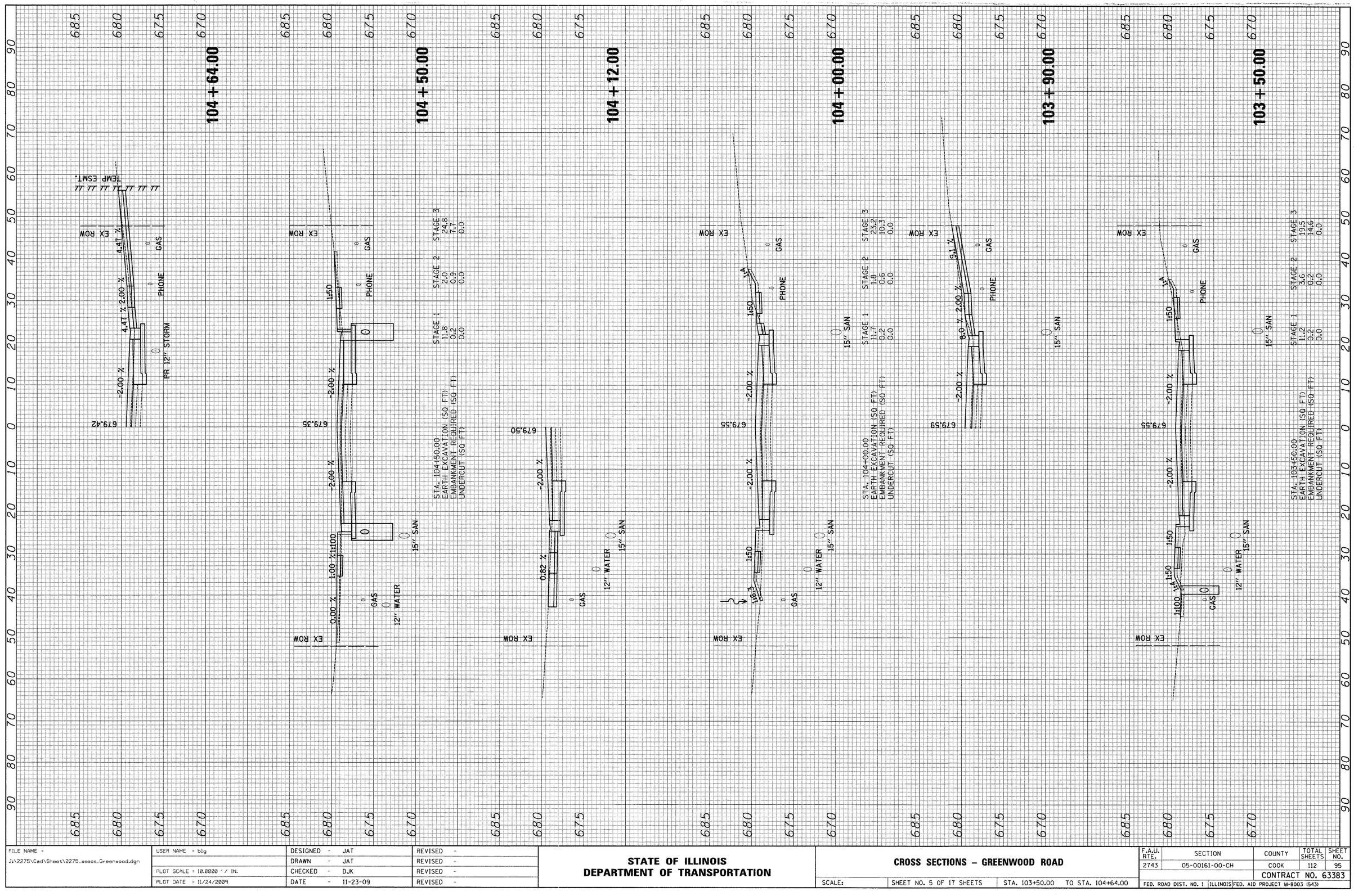
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 4 OF 17 SHEETS | STA. 102+68.00 TO STA. 103+29.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	94
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 5 OF 17 SHEETS | STA. 103+50.00 TO STA. 104+64.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	95
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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

106+00.00

EX ROW — PHONE — GAS — PR 15" STORM — 12" STORM — 15" SAN — 12" WATER

-2.00 % — 1:50 — 1:4 — 1:4 — 1:50 — 1:4 — 679.67

STA. 106+00.00
EARTH EXCAVATION (SQ FT) — STAGE 1: 5.9 — STAGE 2: 10.8 — STAGE 3: 12.5
EMBANKMENT REQUIRED (SQ FT) — 0.3 — 13.5 — 9.3
UNDERCUT (SQ FT) — 0.0 — 0.0 — 12.6

105+50.00

EX ROW — PHONE — GAS — PR 15" STORM — 12" STORM — 15" SAN — 12" WATER

-2.00 % — 5.77 % — 1:50 — 1:4 — 679.85 — 679.84 — 1.16 % — 1.37 %

STA. 105+50.00
EARTH EXCAVATION (SQ FT) — STAGE 1: 2.1 — STAGE 2: 9.3 — STAGE 3: 25.1
EMBANKMENT REQUIRED (SQ FT) — 0.0 — 11.3 — 0.9
UNDERCUT (SQ FT) — 0.0 — 0.0 — 13.6

105+47.00

EX ROW — PHONE — GAS — PR 15" STORM — 12" STORM — 15" SAN — 12" WATER

-2.00 % — -5.77 % — -2.00 % — -5.76 % — 679.81 — 1.80 %

105+41.00

105+25.00

EX ROW — PHONE — GAS — PR 15" STORM — 12" STORM — 15" SAN — 12" WATER

-2.00 % — 1:50 — 1:3.3 — 679.73 — 1:1.33

105+00.00

EX ROW — PHONE — GAS — PR 15" STORM — 12" STORM — 15" SAN — 12" WATER

-2.00 % — 1:50 — 1:4 — 679.60 — 3.89 % — 2.00 %

STA. 105+00.00
EARTH EXCAVATION (SQ FT) — STAGE 1: 5.8 — STAGE 2: 13.1 — STAGE 3: 26.6
EMBANKMENT REQUIRED (SQ FT) — 0.3 — 9.5 — 6.4
UNDERCUT (SQ FT) — 0.0 — 0.0 — 0.0

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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

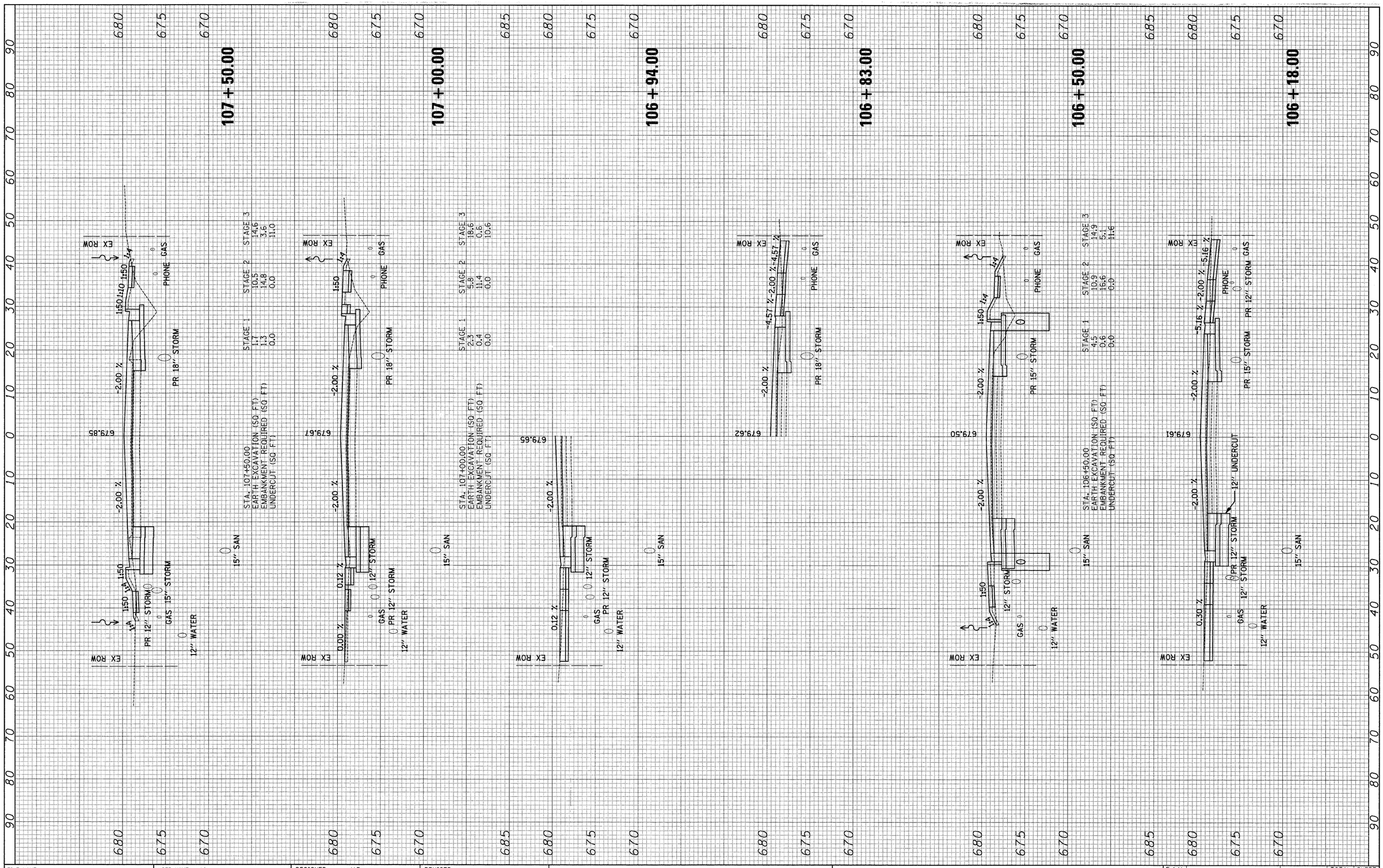
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 6 OF 17 SHEETS | STA. 105+00.00 TO STA. 106+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	96
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

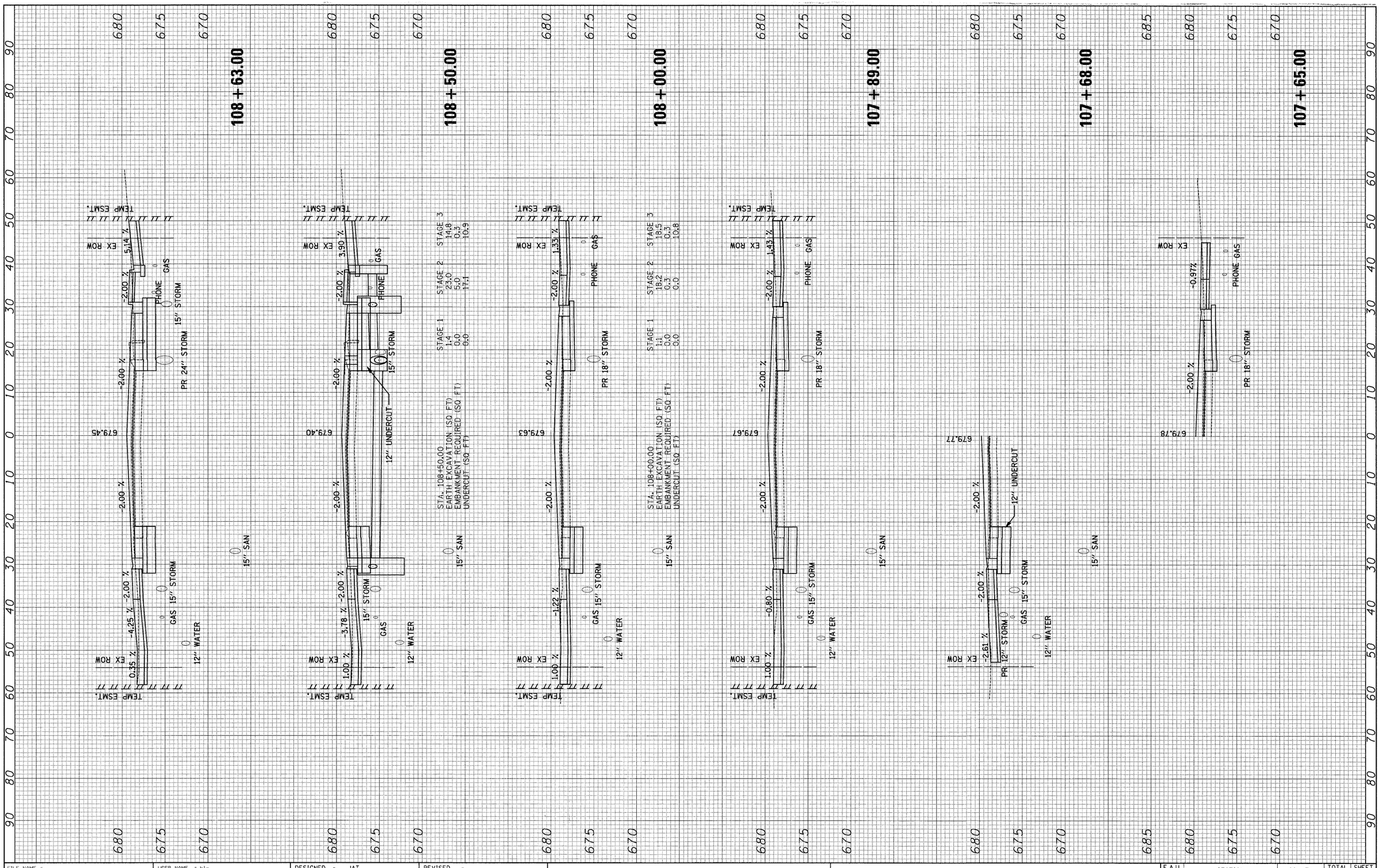
CROSS SECTIONS - GREENWOOD ROAD

SCALE: | SHEET NO. 7 OF 17 SHEETS | STA. 106+18.00 TO STA. 107+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	97
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

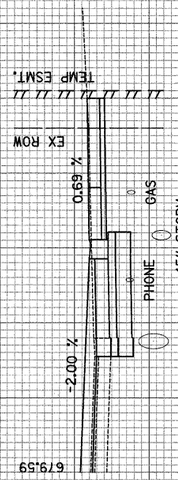
SCALE: | SHEET NO. 8 OF 17 SHEETS | STA. 107+65.00 TO STA. 108+63.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	98
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

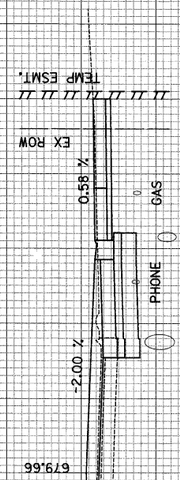
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

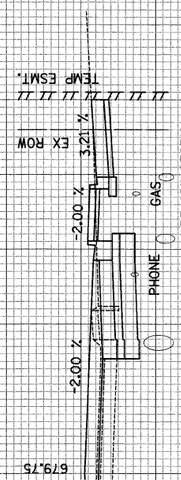
109 + 84.00



109 + 68.00

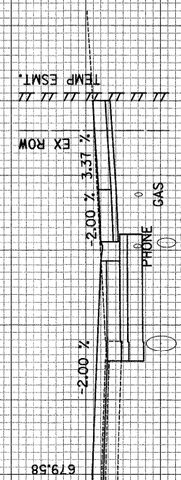


109 + 50.00



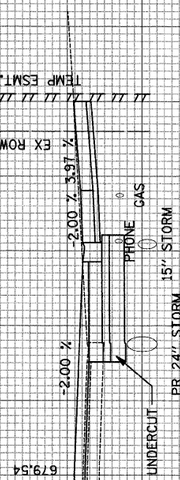
STA. 109+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	5.5	24.4	13.3
EMBANKMENT REQUIRED (SQ FT)	0.3	4.6	2.3
UNDERCUT (SQ FT)	0.0	16.8	13.5

109 + 00.00



STA. 109+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	1.9	32.3	21.8
EMBANKMENT REQUIRED (SQ FT)	0.0	0.3	5.6
UNDERCUT (SQ FT)	0.0	16.9	11.0

108 + 90.00



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

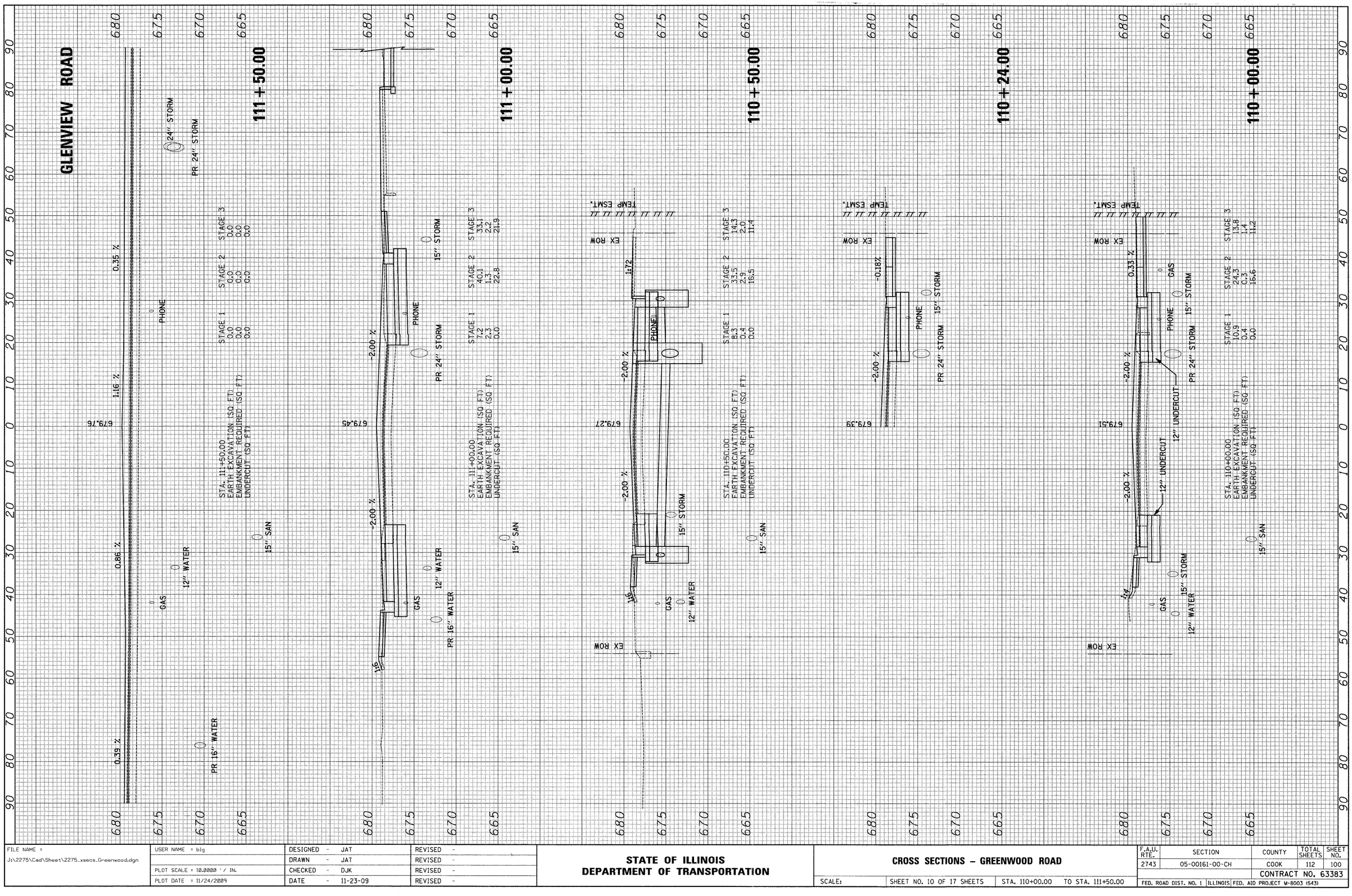
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 9 OF 17 SHEETS | STA. 108+90.00 TO STA. 109+84.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	99
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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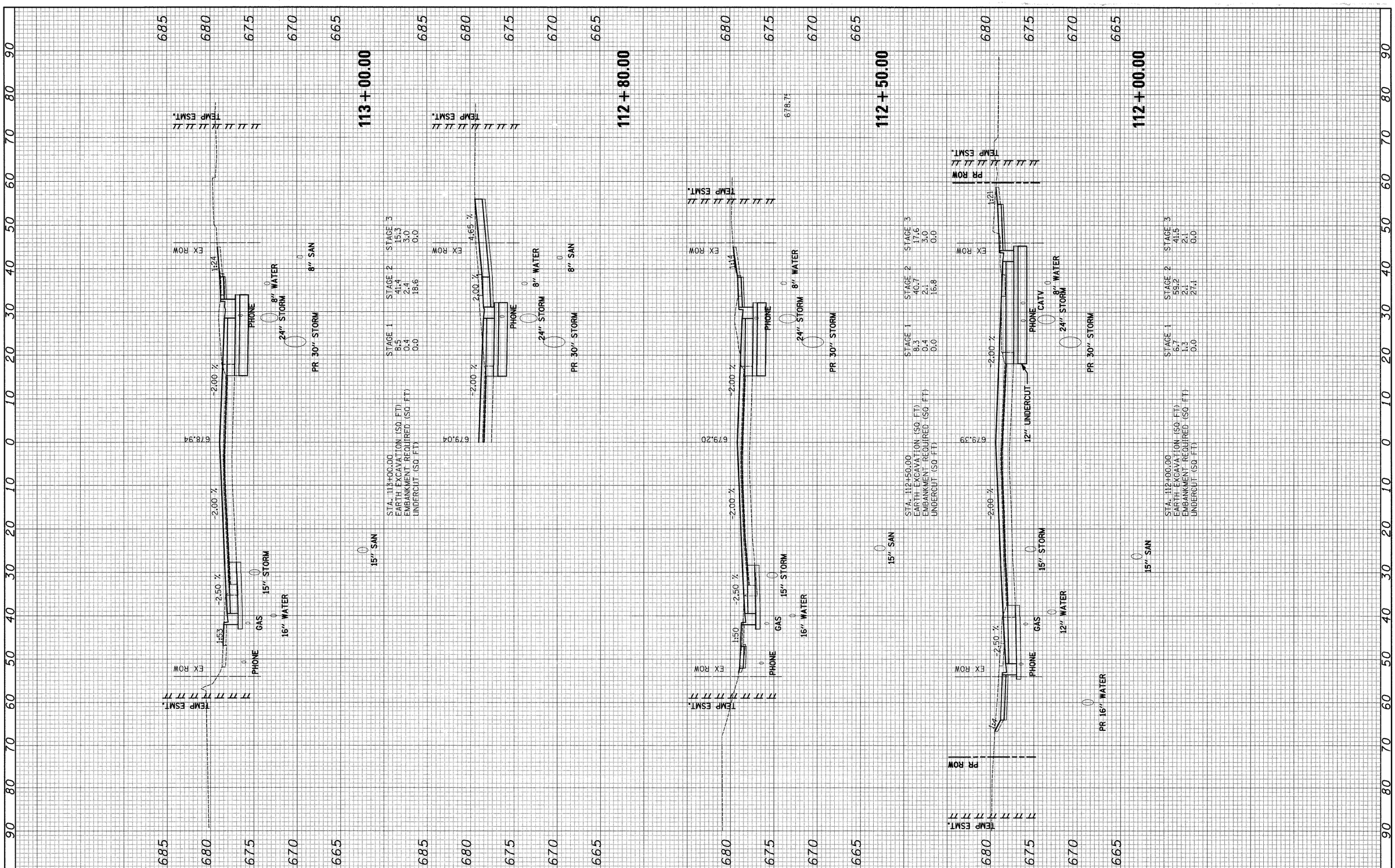
	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 10 OF 17 SHEETS | STA. 110+00.00 TO STA. 111+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	100
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		



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

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

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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - GREENWOOD ROAD

SCALE: | SHEET NO. 11 OF 17 SHEETS | STA. 111+50.18 TO STA. 113+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	101
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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

DELL PLACE

115 + 50.00

-2.59 %
-2.00 %
-2.50 %
1:4
24" STORM
8" WATER
PR 36" STORM
15" SAN
15" STORM
16" WATER
CATV
PHONE
GAS
EX ROW
677.22

STA. 115+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	6.6	0.0	31.3
EMBANKMENT REQUIRED (SQ FT)	0.2	0.0	2.7
UNDERCUT (SQ FT)	0.0	0.0	20.0

115 + 00.00

PERM ESMT.
EX ROW
675.5
1:4
-2.00 %
-2.50 %
1:12
24" STORM
8" WATER
15" SAN
15" STORM
16" WATER
CATV
PHONE
GAS
EX ROW
677.58

STA. 115+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.1	24.7	36.5
EMBANKMENT REQUIRED (SQ FT)	0.2	13.4	2.7
UNDERCUT (SQ FT)	0.0	0.0	22.1

114 + 50.00

PERM ESMT.
EX ROW
675.8
1:4
-2.00 %
-2.50 %
1:10
12" UNDERCUT
24" STORM
8" WATER
PR 30" STORM
15" SAN
15" STORM
16" WATER
CATV
PHONE
GAS
EX ROW
677.95

STA. 114+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	6.1	24.6	34.1
EMBANKMENT REQUIRED (SQ FT)	1.5	16.3	2.6
UNDERCUT (SQ FT)	0.0	16.9	22.1

114 + 00.00

PERM ESMT.
EX ROW
676.0
1:4
-2.00 %
-2.50 %
1:11
24" STORM
8" WATER
PR 30" STORM
15" SAN
15" STORM
16" WATER
CATV
PHONE
GAS
EX ROW
678.31

STA. 114+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.6	21.5	25.4
EMBANKMENT REQUIRED (SQ FT)	0.2	15.9	2.6
UNDERCUT (SQ FT)	0.0	16.8	0.0

113 + 50.00

TEMP ESMT.
EX ROW
1:16
-2.00 %
-2.50 %
1:20
12" UNDERCUT
24" STORM
8" WATER
8" SAN
15" SAN
15" STORM
16" WATER
PHONE
GAS
EX ROW
678.67

STA. 113+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	7.8	34.6	19.4
EMBANKMENT REQUIRED (SQ FT)	0.3	2.0	2.8
UNDERCUT (SQ FT)	0.0	16.9	0.0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

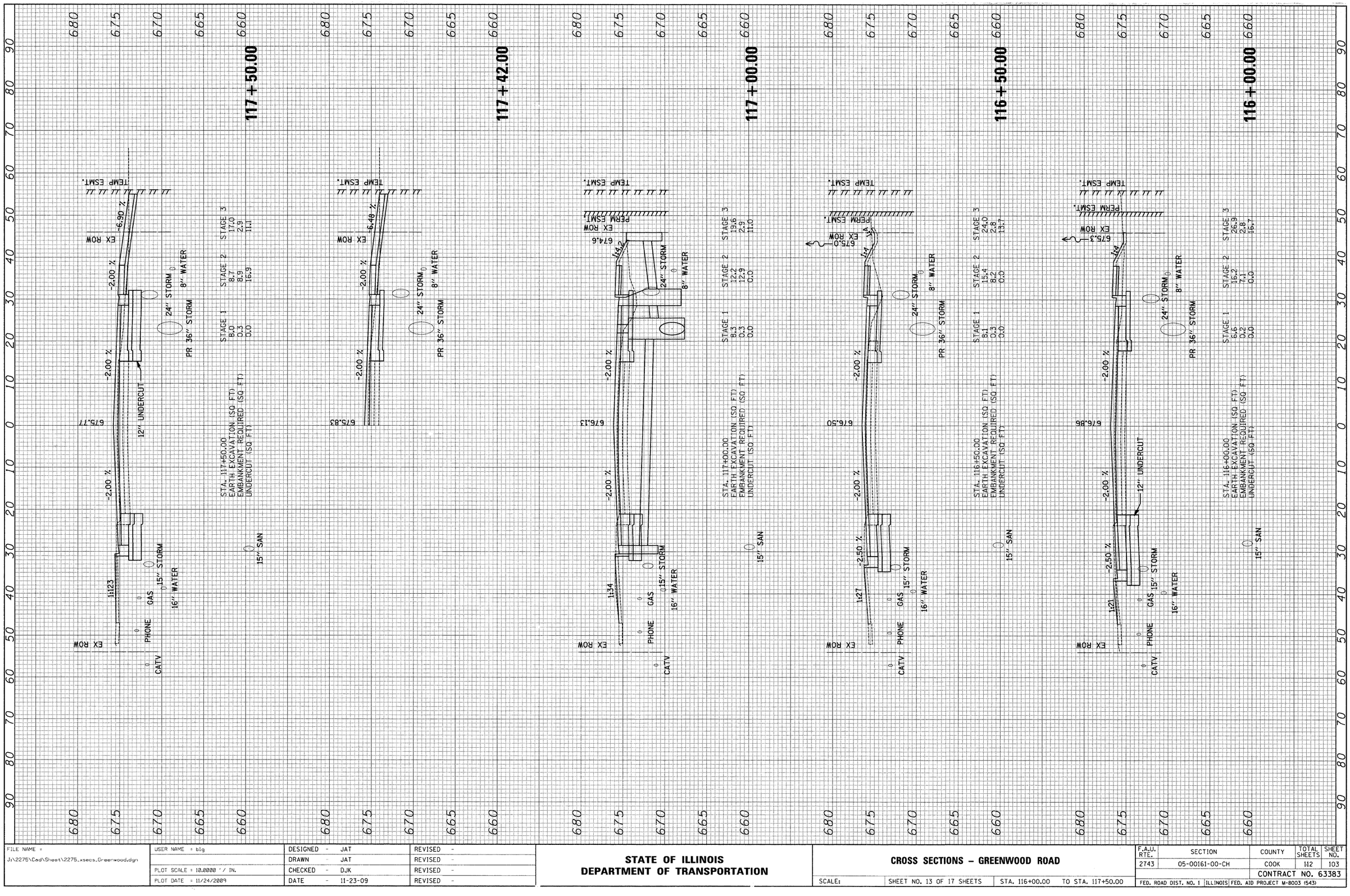
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 12 OF 17 SHEETS | STA. 113+50.00 TO STA. 115+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	102
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 13 OF 17 SHEETS | STA. 116+00.00 TO STA. 117+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	103
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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

120+00.00

673.1
EX ROW
1:4
673.62
-2.00 %
CATV
24" STORM
8" WATER
PR 36" STORM
1:44
PHONE
GAS
15" STORM
16" WATER
EX ROW
15" SAN

STA. 120+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	9.4	38.2	19.7
EMBANKMENT REQUIRED (SQ FT)	0.4	2.0	3.1
UNDERCUT (SQ FT)	0.0	17.1	0.0

119+50.00

673.4
EX ROW
1:4
674.05
-2.00 %
CATV
24" STORM
8" WATER
PR 36" STORM
1:43
PHONE
GAS
15" STORM
16" WATER
EX ROW
15" SAN

STA. 119+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	9.8	33.0	18.5
EMBANKMENT REQUIRED (SQ FT)	0.4	2.0	3.1
UNDERCUT (SQ FT)	0.0	16.9	0.0

KNOLLWOOD LANE

119+00.00

-3.00 %
674.48
-2.00 %
CATV
24" STORM
8" WATER
PR 36" STORM
1:75
PHONE
GAS
15" STORM
16" WATER
EX ROW
15" SAN

STA. 119+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	10.1	0.0	18.8
EMBANKMENT REQUIRED (SQ FT)	0.4	0.0	3.0
UNDERCUT (SQ FT)	0.0	0.0	0.0

118+50.00

TEMP ESMT.
673.5
EX ROW
1:4
674.91
-2.00 %
8" WATER
24" STORM
1:43
PHONE
GAS
15" STORM
16" WATER
EX ROW
15" SAN

STA. 118+50.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	8.8	15.6	16.2
EMBANKMENT REQUIRED (SQ FT)	0.3	8.1	5.1
UNDERCUT (SQ FT)	0.0	17.2	0.0

118+00.00

TEMP ESMT.
674.1
EX ROW
1:4
675.34
-2.00 %
12" UNDERCUT
24" STORM
8" WATER
1:96
PHONE
GAS
15" STORM
16" WATER
EX ROW
15" SAN

STA. 118+00.00	STAGE 1	STAGE 2	STAGE 3
EARTH EXCAVATION (SQ FT)	8.5	15.4	16.7
EMBANKMENT REQUIRED (SQ FT)	0.3	7.1	0.0
UNDERCUT (SQ FT)	0.0	17.3	0.0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

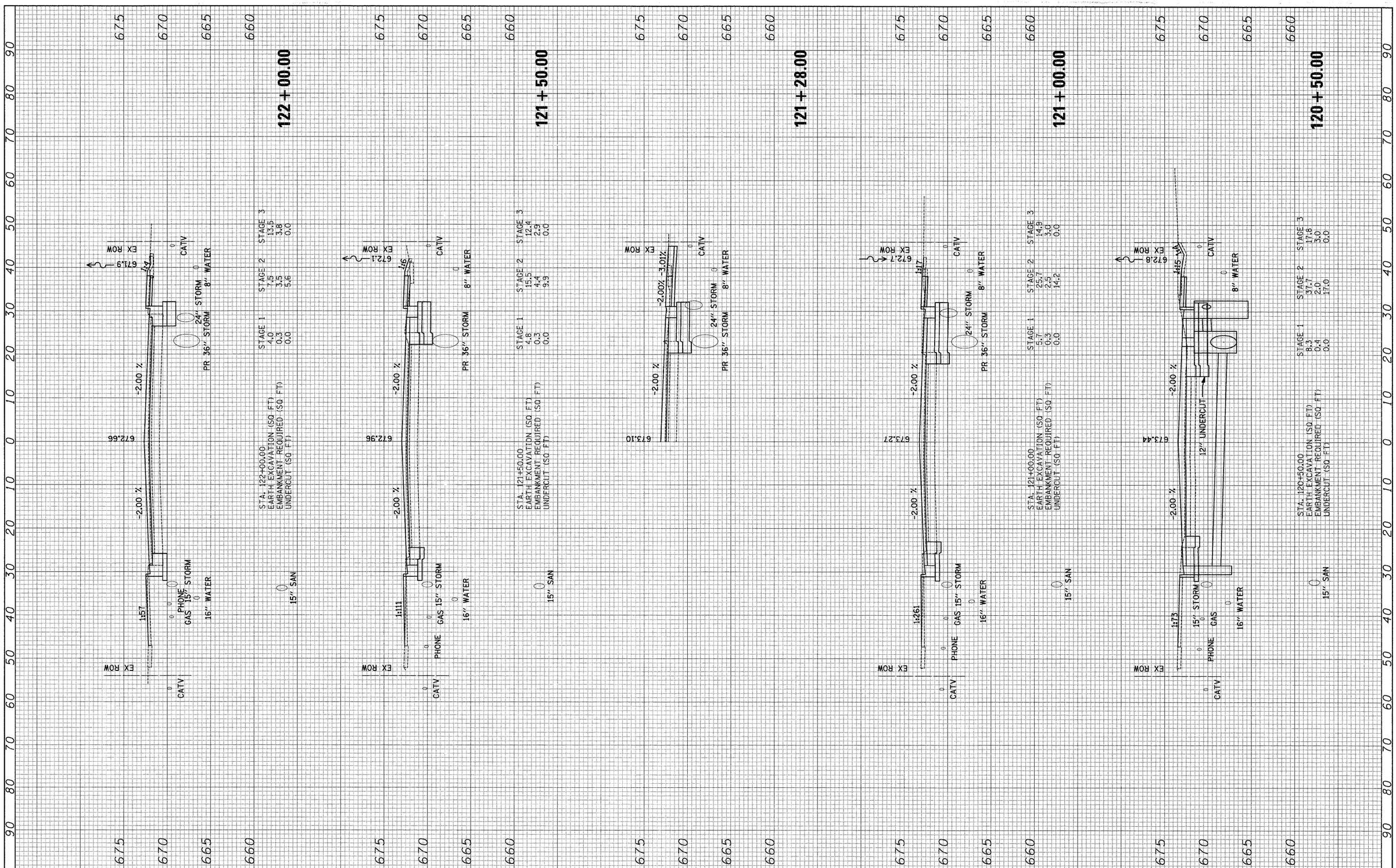
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 14 OF 17 SHEETS | STA. 118+00.00 TO STA. 120+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	104
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

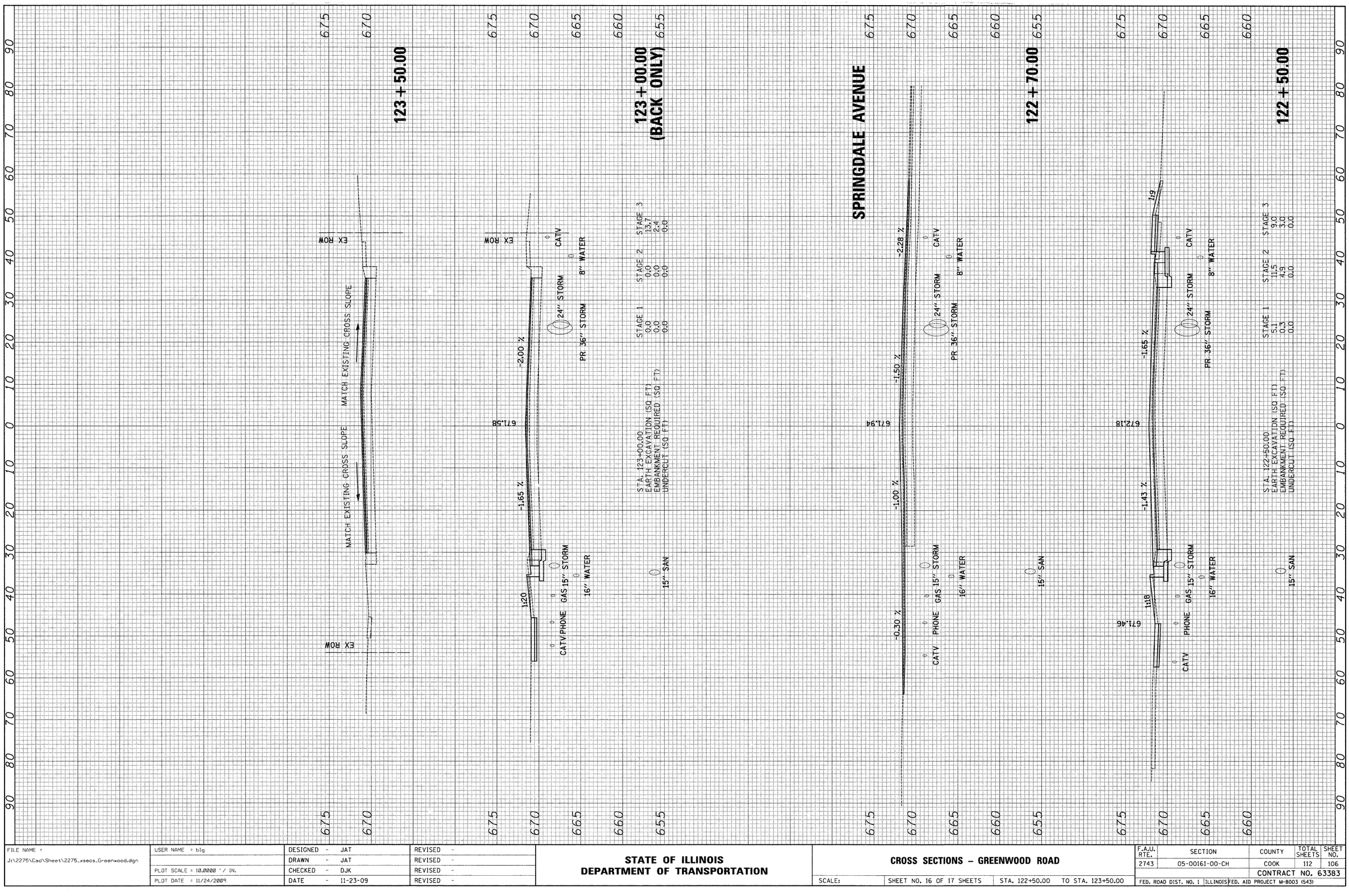
CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 15 OF 17 SHEETS | STA. 120+50.00 TO STA. 122+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	105
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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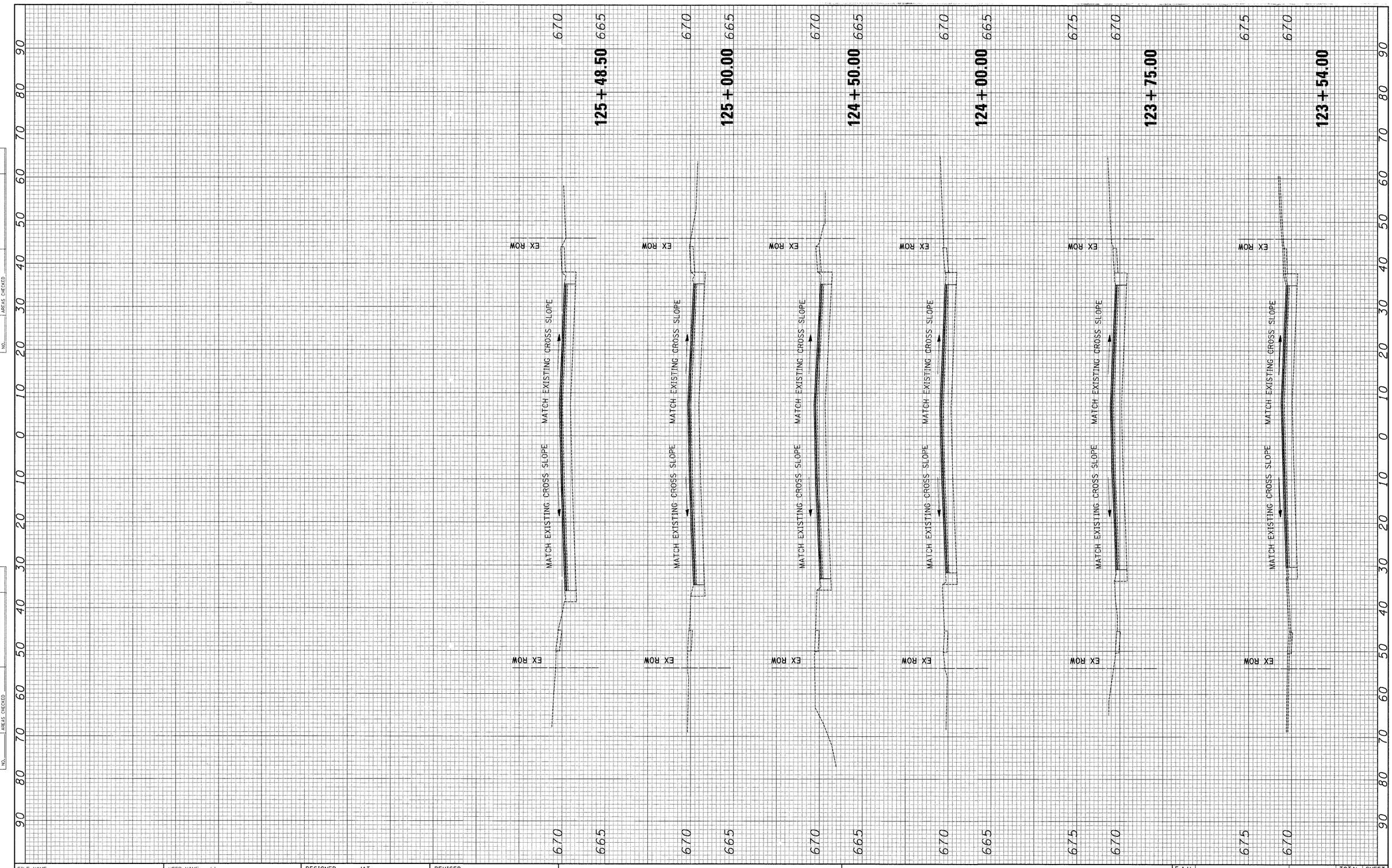
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 16 OF 17 SHEETS | STA. 122+50.00 TO STA. 123+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	106
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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



ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – GREENWOOD ROAD

SCALE: | SHEET NO. 17 OF 17 SHEETS | STA. 123+54.00 TO STA. 125+48.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	107
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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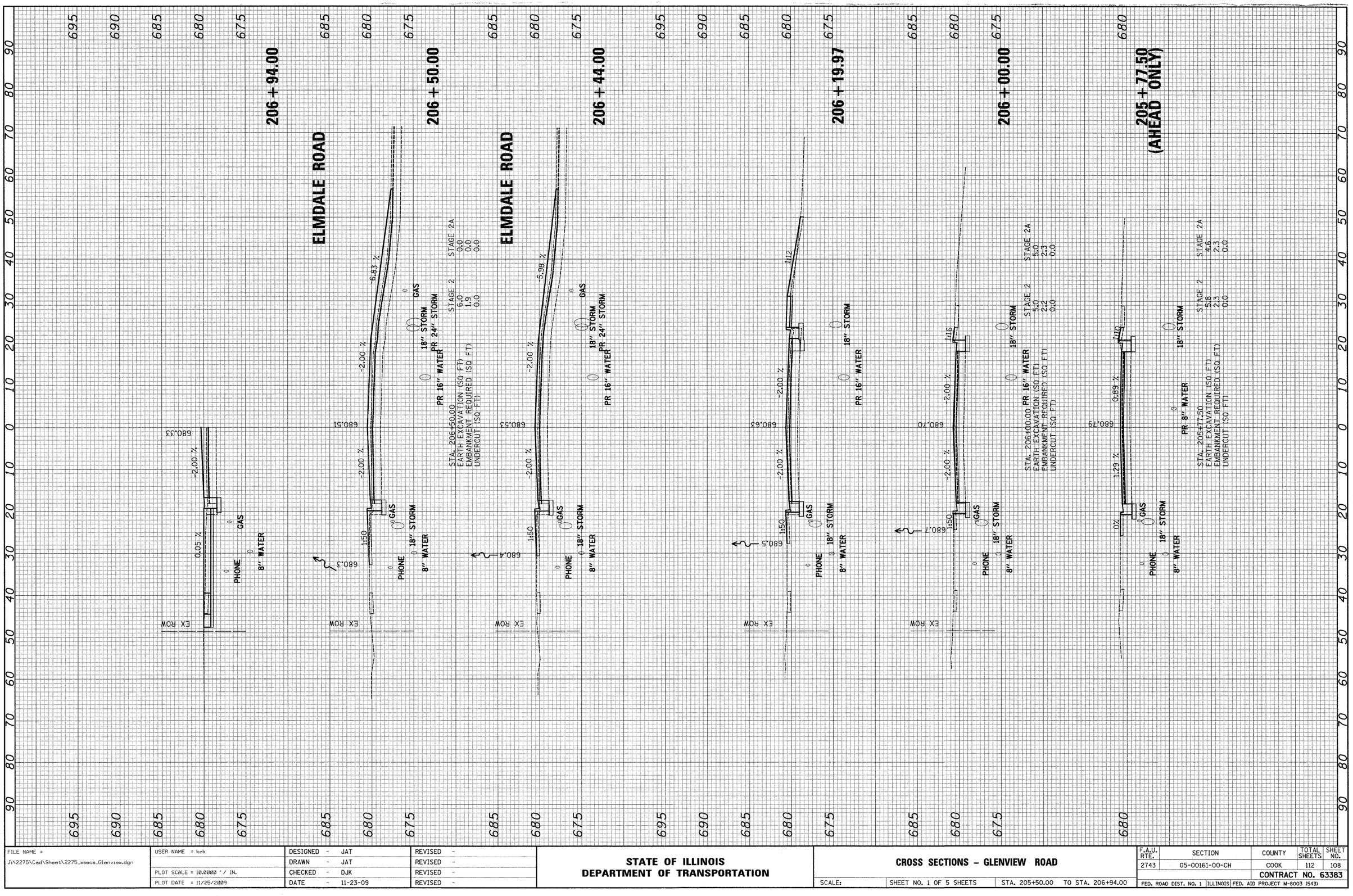
	AREAS		
	AREAS CHECKED		



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	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

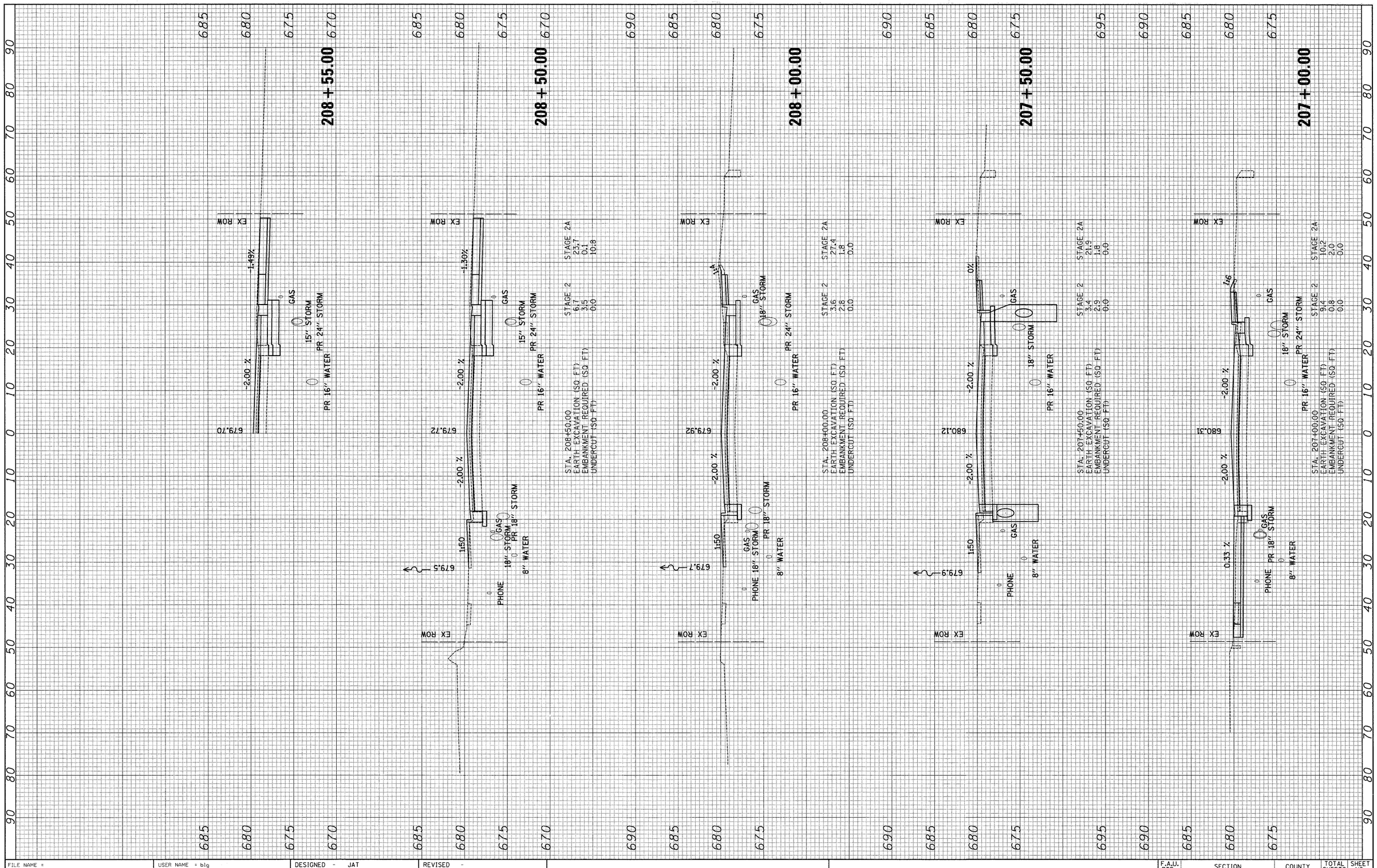
CROSS SECTIONS - GLENVIEW ROAD

SCALE: | SHEET NO. 1 OF 5 SHEETS | STA. 205+50.00 TO STA. 206+94.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	108
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

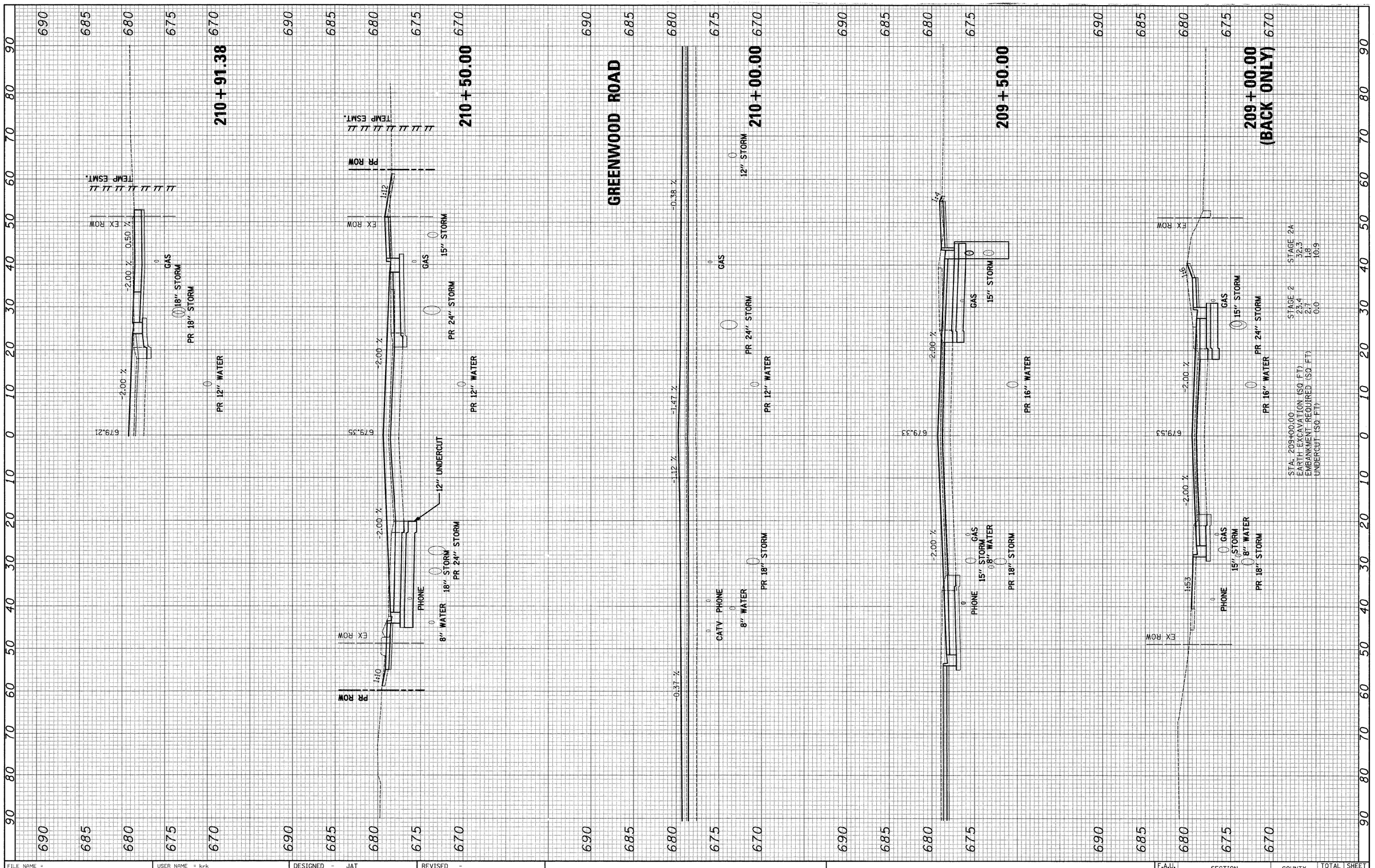
CROSS SECTIONS – GLENVIEW ROAD

SCALE: | SHEET NO. 2 OF 5 SHEETS | STA. 207+00.00 | TO STA.208+55.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	109
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



STA. 209+00.00

	STAGE 2	STAGE 2A
EARTH EXCAVATION (SQ FT)	25.4	32.3
EMBANKMENT REQUIRED (SQ FT)	2.7	1.8
UNDERCUT (SQ FT)	0.0	10.9

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		DRAWN - JAT	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 11/25/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

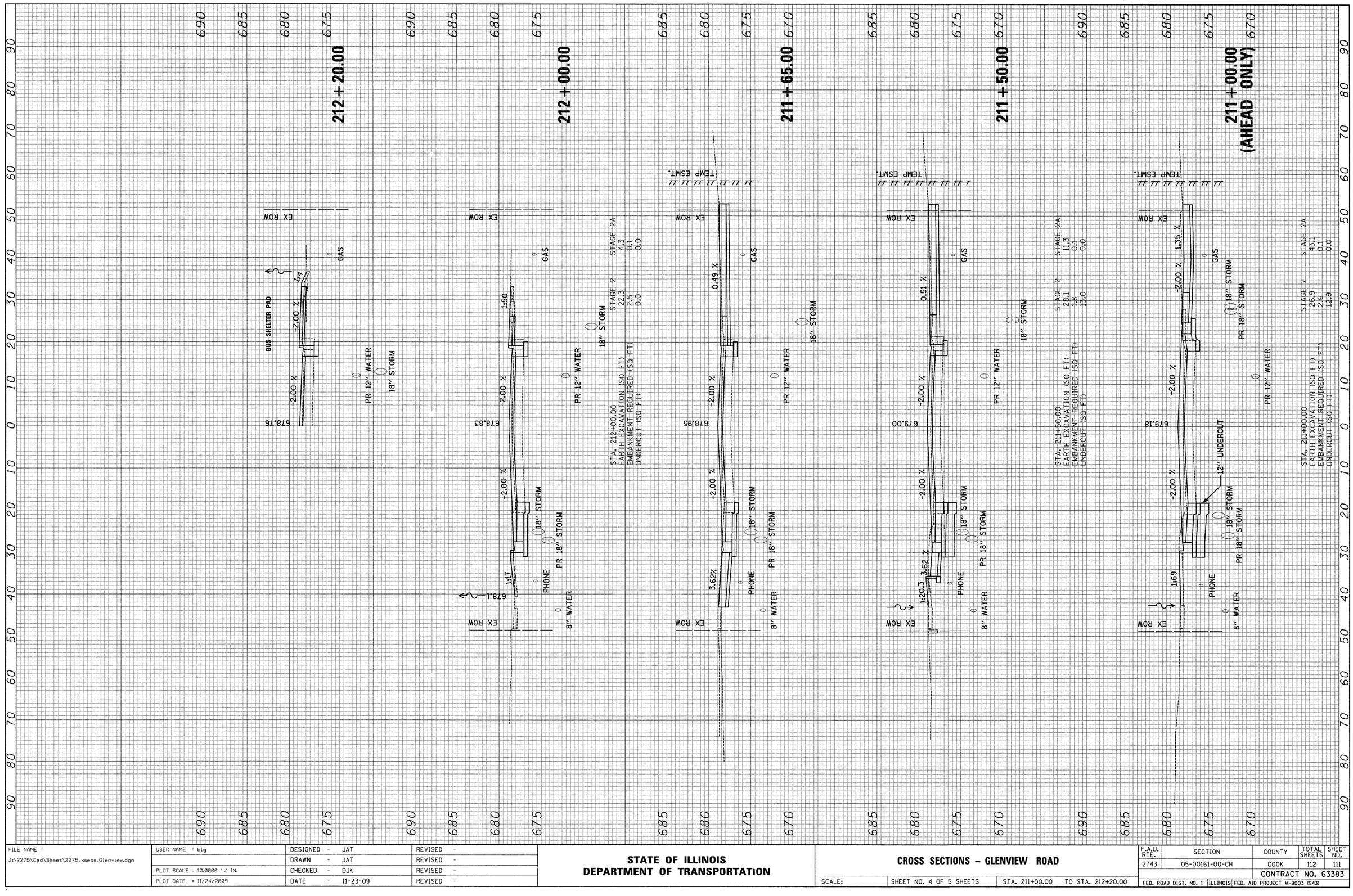
CROSS SECTIONS - GLENVIEW ROAD

SCALE: | SHEET NO. 3 OF 5 SHEETS | STA. 209+00.00 TO STA. 210+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	110
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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



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	PLOT DATE = 11/24/2009	DATE - 11-23-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - GLENVIEW ROAD

SCALE: | SHEET NO. 4 OF 5 SHEETS | STA. 211+00.00 | TO STA. 212+20.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	111
		CONTRACT NO. 63383		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-8003 (543)		

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

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

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PLOT SCALE = 10.0000 ' / IN.

PLOT DATE = 3/19/2010

DESIGNED	-	JAT
DRAWN	-	JAT
CHECKED	-	DJK
DATE	-	03-19-10

REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

CROSS SECTIONS - GLENVIEW ROAD

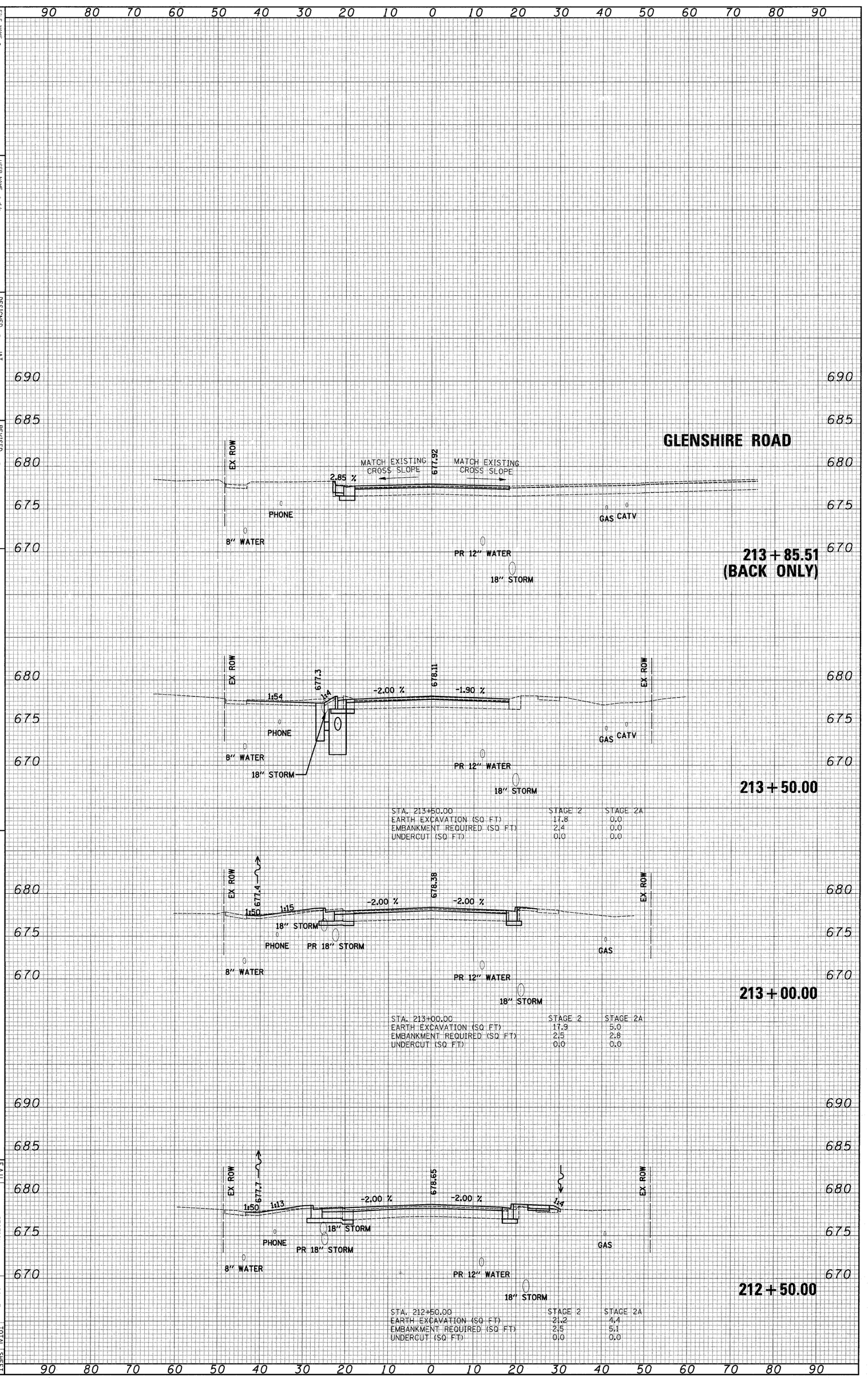
SHEET NO. 5 OF 5 SHEETS

STA. 212+50.00 TO STA. 214+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	05-00161-00-CH	COOK	112	112

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

CONTRACT NO. 63383



STA. 213+50.00

	STAGE 2	STAGE 2A
EARTH EXCAVATION (SQ FT)	17.8	0.0
EMBANKMENT REQUIRED (SQ FT)	2.4	0.0
UNDERCUT (SQ FT)	0.0	0.0

STA. 213+00.00

	STAGE 2	STAGE 2A
EARTH EXCAVATION (SQ FT)	17.9	5.0
EMBANKMENT REQUIRED (SQ FT)	2.5	2.8
UNDERCUT (SQ FT)	0.0	0.0

STA. 212+50.00

	STAGE 2	STAGE 2A
EARTH EXCAVATION (SQ FT)	21.2	1.4
EMBANKMENT REQUIRED (SQ FT)	2.5	5.1
UNDERCUT (SQ FT)	0.0	0.0