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TLE		000001-06 280001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS TEMPORARY EROSION CONTROL SYSTEMS	1.	ALL CONSTRUCTIO
COVER SHEET		420001-09	PAVEMENT JOINTS	1.	AND BRIDGE CO
GENERAL NOTES		420001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS		"SUPPLEMENTAL S
WWRD GENERAL NOTES		424016-04	MID-BLOCK CURB RAMPS FOR SIDEWALKS		THE LATEST EDIT
SUMMARY OF QUANTITIES		424026-02	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS		STREETS AND HIGH
TYPICAL SECTIONS		424031-01	MEDIAN PEDESTRIAN CROSSINGS		CONSTRUCTION IN
SCHEDULE OF QUANTITIES		442201-03	CLASS C AND D PATCHES		STOCK, 2004 EDIT
ALIGNMENT, TIES, AND BENCHMARKS		601001-05	PIPE UNDERDRAINS		MANUAL FOR INS
BORING LOGS		602001-02	CATCH BASIN, TYPE A		THE IDOT GEOTE
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ARDS, AND SPECIAL PROVISIONS

- CTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED APRIL 1, 2016: THE AL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2018; DITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN IN IN ILLINOIS" JUNE 2014 SEVENTH EDITION; "AMERICAN STANDARDS FOR NURSERY EDITION"; THE "ILLINOIS URBAN MANUAL" AND THE "ILLINOIS URBAN MANUAL FIELD INSPECTION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES"; OTECHNICAL MANUAL (DECEMBER 15, 2015); THE DETAILS IN THE PLANS; THE WITH DISABILITIES ACT OF 1990 ACCESSIBILITY GUIDELINES: THE "DRAFT" ON ACT OF 1973 (SECTION 504); THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES; ECIAL PROVISIONS, IDOT STANDARD DRAWINGS, AND VILLAGE OF SCHAUMBURG AWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- AL NOTES, ALL REFERENCES TO ENGINEER SHALL BE INTERPRETED AS THE RESIDENT D ALL REFERENCES TO VILLAGE AND TO OWNER SHALL BE INTERPRETED AS THE VILLAGE JRG.
- LL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- IMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE 3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR HE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION. FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
- IE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS E FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- ING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR 5. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING ERY PRECAUTION NECESSARY TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED FIES. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BY UTILITY RELOCATION OR ADJUSTMENT.
- TOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE S. ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE 3Y THE CONTRACTOR AND DEPOSITED AT LOCATIONS PROVIDED BY HIM, OR DISPOSED E RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO THE APPROVAL OF . NO EXTRA COMPENSATION WILL BE ALLOWED THE CONTRACTOR FOR ANY EXPENSE COMPLYING WITH THE REQUIREMENTS OF THIS NOTE.

R AND SIDEWALK

- RACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT R OR NOT IT CONTAINS REINFORCEMENT.
- HALT BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL O GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE
- ALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL ND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION EER.
- SSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED 3. 1AY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO SAID SERVICES NOT CONSIDERED TO BE ASPHALT MATERIALS ARE PLACED. THE THICKNESSES SHOWN ON THE PLANS ARE THE IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT HIS CEPTABLE THICKNESSES. OWN EXPENSE.
- ITSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY ND STANDARD SPECIFICATION FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN IOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER, MEDIAN, AND CHAIR R CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- THE CONTRACTOR SHALL BE AWARE THAT AT TIMES THE ENGINEER MAY REQUIRE A CHANGE IN 5. STORM SEWER ELEVATION DUE TO A UTILITY LINE OR OTHER OBSTRUCTION. IF SUCH A GRADE I CROSS SLOPE AT ANY POINT IN THE TRAVERSABLE AREA OF THE SIDEWALK, CHANGE DOES NOT ALTER THE PIPE CLASSIFICATION. THE ADDITIONAL EXCAVATION OR SHEETING E AREAS THROUGH DRIVEWAYS, SHALL BE 2.00%. ALL AREAS OF NEW SIDEWALK THAT REQUIRED SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING INSTALLED. IF THE REVISED AXIMUM WILL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE. GRADE RESULTS IN A CHANGE IN PIPE CLASSIFICATION, PAYMENT WILL BE MADE FOR THE REVISED TYPE OF STORM SEWER.

NG AND HEDGE REMOVAL

- TOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED MOST IMPORTANCE TO THE VILLAGE. ALL TREE PROTECTION, TREE REMOVAL, TREE 1. D ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER. I ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES ICALLY DIRECTED BY THE ENGINEER. 2.
- ENCE SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WHEN THE ENGINEER. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, D INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL N WORK HAS BEEN COMPLETED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					PLUI Ge		GROVE RAL NO
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ROADWAY EXCAVATION

THE QUANTITIES OF FURNISHED EXCAVATION HAVE BEEN CALCULATED ASSUMING THAT ALL MATERIAL EXCAVATED UNDER THE PAY ITEM EARTH EXCAVATION WILL BE REMOVED FROM THE JOB SITE. IF THE CONTRACTOR EXCAVATES SUITABLE MATERIAL AND PLACES IT IN AREAS OF THE PROJECT REQUIRING EMBANKMENT UNDER THE PAY ITEM EARTH EXCAVATION, AS DESCRIBED IN SECTION 202 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER, THE APPLICABLE DEDUCTION TO THE FURNISHED EXCAVATION QUANTITY SHALL BE MADE AS DEFINED BY ARTICLE 204.07(B), EXCEPT THAT A SHRINKAGE FACTOR OF 15% SHALL BE USED. THE CONTRACTOR SHALL NOT BE ALLOWED A CHANGE IN THE UNIT PRICES FOR EARTH EXCAVATION OR FURNISHED EXCAVATION BASED ON THESE CHANGES TO THE QUANTITIES. THE VOLUMES OF FURNISHED EXCAVATION SHOWN ON THE PLANS ARE THE COMPACTED VOLUMES. THE VOLUMES SHOWN ON THE PLANS HAVE NOT BEEN ADJUSTED TO ACCOUNT FOR SHRINKAGE DUE TO COMPACTION.

<u>UTILITIES</u>

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE 1. LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY.
 - 2. COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
 - ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL 4. BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR 6. DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. THE COST TO COMPLY WITH THE ABOVE SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS, DRAINAGE STRUCTURES, VALVE VAULTS, WATERMAIN, AND FIRE HYDRANTS INSTALLED AS PART OF THIS PROJECT.
 - THE CONTRACTOR SHALL MAKE NOTE OF ANY PRIVATE SPRINKLERS WITHIN THE DISTURBED 7. FOOTPRINT, AND SHALL PROVIDE SPRINKLER LOCATIONS TO THE ENGINEER PRIOR TO GROUND DISTURBANCE.
- WATER VALVES SHALL BE OPERATED ONLY BY VILLAGE OF SCHAUMBURG PUBLIC WORKS PERSONNEL. 8.

STORM & SANITARY SEWER

- TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN 1. 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.
- DRAINAGE STRUCTURE FLAT-TOPS AND CONES SHALL BE TURNED SO THAT THE FRAMES ARE CLOSEST 2. TO THE CENTERLINE OF THE LANE. ALL FLAT-TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.
- ONLY METHOD 1 OR METHOD 2 UNDER ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS SHALL BE 4. ALLOWED FOR THE PLACEMENT OF TRENCH BACKFILL. COARSE AGGREGATE SHALL BE CA-6.

LANDSCAPING

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.

E ROAD Notes		F.A.U. RTE.	F.A.U. RTE. SECTION		TOTAL SHEETS	SHEET NO.
		2582	14-00115-01-PV	СООК	274	2
				CONTRAC	T NO.	61E16
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	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -
Default	PLOT DATE = 6/12/2018	DATE –	04/06/18 FINAL	REVISED -

<u>STAKING</u>

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION 1. 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.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB 3. 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.
- PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED 4. PAVEMENT, UNLESS OTHERWISE INDICATED.
- ESTIMATED LOCATIONS OF SIDEWALK REMOVAL AND REPLACEMENT HAVE BEEN SHOWN ON THE 5. PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.
- 6. THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

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.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL 2. STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH 3. RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
- ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE 4. 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.
- ALL SLOPES SHALL BE COVERED WITH SOD AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN 5. COMPLETED. THE LIMITS OF THE SOD SHALL BE THE LIMITS OF GRADING.
- INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES 6. IN THE CURB AND GUTTER AND SHOULDERS. INLET AND PIPE PROTECTION SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN LANDSCAPED AREAS.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. 7. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
- SEE STANDARD 280001-07 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND 8 REQUIREMENTS.
- WHEN A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION 9. CONTROL MEASURES MEETING THE APPROVAL OF THE ENGINEER SHALL BE PROVIDED. THIS WORK SHALL BE PAID FOR AT THE UNIT PRICE FOR THE INDIVIDUAL ITEMS USED.
- 10. THE SURFACE OF ALL STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION WITH THE USE OF TEMPORARY EROSION CONTROL SEEDING. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

MISCELLANEOUS

- 1. MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- 2. THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT PAVEMENT.
- 3. MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

COORDINATION WITH ADJACENT SECTION CONTRACTS AND UTILITY WORK

- CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES, INCLUDING MAINTENANCE OF 1. SEE SPECIAL PROVISIONS AND PLANS FOR ADDITIONAL REQUIREMENTS.
- PLUM GROVE ROAD: IL ROUTE 72 (HIGGINS RD) TO IL ROUTE 58 (GOLF ROAD) 2. SECTION NO 14-00115-00-PV PLANS BY: BAXTER & WOODMAN, INC. ANTICIPATED SPRING 2018 CONSTRUCTION START
- STATE AND NATIONAL PARKWAY: PLUM GROVE ROAD TO IL ROUTE 58 (GOLF ROAD) 3. SECTION NO 15-00119-00-PV
- UTILITY RELOCATIONS BY VARIOUS UTILITY COMPANIES IN RELATION TO SECTION CONTRACTS. 4.
- OTHER CONTRACTORS WORKING IN ABUTTING PROPERTIES. 5.

STATE OF HUMDIS	PLUM GROVE ROAD			F.A.U. RTE.	SECTION	COUNTY TOTAL SHEET SHEETS NO.
STATE OF ILLINUIS	GENERAL NOTES				14-00115-01-PV	СООК 274 3
DEPARTMENT OF TRANSPORTATION						CONTRACT NO. 61E16
	SCALE: NTS	SHEET 2 OF 2 SHEETS	STA. TO STA.		ILLINOIS FED.	AID PROJECT

UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE

SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE

THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A

TRAFFIC, DETOURS AND MATERIAL DELIVERIES/HAUL-OFF WITH ADJACENT CONTRACTS AND UTILITIES.

PLANS BY: CIVILTECH ENGINEERING, INC. ANTICIPATED SPRING 2019 CONSTRUCTION START

 EXCEPT AS MODIFIED HEREIN OR STANDARD SPECIFICATIONS FOR ILLINOIS DEPARTMENT OF TRANSSEWER AND WATER MAIN CONST STANDARD SPECIFICATIONS FOR EDITION (SSWS) FOR SANITARY 2. VILLAGE OF SCHAUMBURG MUNIC THE METROPOLITAN WATER REC MANAGEMENT ORDINANCE AND IN CASE OF CONFLICT BETWEEN PRECEDENCE AND SHALL CONTRE B. NOTIFICATIONS THE MWRD LOCAL SEWER SYSTEM: DAYS PRIOR TO THE COMMENCEM THE VILLAGE OF SCHAUMBURG EN PRIOR TO THE START OF CONSTRI DETERMINE ITEMS REQUIRING IN: THE CONTRACTOR SHALL NOTIFY , EXACT LOCATIONS OF UTILITIES A UTILITIES ARE ENCOUNTERED TH- NOTIFY THE ENGINEER SO THAT T C. GENERAL NOTES ALL ELEVATIONS SHOWN ON PLAN: MWRD, THE MUNICIPALITY AND TH INSPECT, APPROVE, AND REJECT T THE CONTRACTOR(S) SHALL INDEF ETC., FROM ALL LIABILITY INVOLV ON THE PROJECT. THE CONTRACTOR(S) SHALL INDEF ETC., FROM ALL LIABILITY INVOLV ON THE PROJECT. THE CONTRACTOR(S) SHALL INDEF ELEVATIONS PRIOR TO BEGINNING ANY EXISTING PAVEMENT, SIDEWA AND NOT CALLED FOR TO BE REMO MATERIAL AND COMPACTION TEST OF THE MUNICIPALITY, MWRD, AN THE UNDERGROUND CONTRACTOR INSPECTION AGENCIES. ALL NEW AND EXISTING UTILITY S SHALL BE ADJUSTED TO FINISH GF RECORD DRAWINGS SHALL BE KE UNDERGROUND IMPROVEMENTS / UNTIL THEY ARE RECEIVED. ANY ALL NEW AND EXISTING UTILITY S SHALL BE ADJUSTED TO FINISH GF RECORD DRAWINGS SHALL BE KE UNDERGROUND IMPROVEMENTS / UNTIL THEY ARE RECEIVED. ANY ALL NEW AND EXISTING UTILITY S SHALL BE ADJUSTED TO FINISH GF OR BENDS SHALL BE TIED TO A FF OR BENDS SHALL BE TIED TO A FF OR BENDS SHALL BE TIED TO A FF SANITARY SEWER CONSTRUCT FOR WATER AND SEWER MAIN CO ALL FLOOR DRAINS SHALL DISCHA ALL FLOOR DRAINS SHALL DISCHA ALL FLOOR DRAINS SHALL DISCHA 	ROAD AND BRIDGE CONSTRUCTION (SPORTATION (IDOT SS) FOR ALL IMPR RUCTION; WATER AND SEWER MAIN CONSTRUC SEWER AND WATER MAIN CONSTRUC SEWER AND USTRICT OF GREATER CH TECHNICAL GUIDANCE MANUAL; THE APPLICABLE ORDINANCES NOTEI OL ALL CONSTRUCTION. S SECTION FIELD OFFICE MUST BE NO IENT OF ANY WORK (CALL 708-588-409 GINEERING DEPARTMENT AND PUBLIC UCTION AND PRIOR TO EACH PHASE O SPECTION PRIOR TO START OF CONST ALL UTILITY COMPANIES PRIOR TO BE AND FOR THEIR PROTECTION DURING AT CONFLICT IN LOCATION WITH NEV THE CONFLICT CAN BE RESOLVED. CAL S REFERENCE THE NORTH AMERICAN HE OWNER OR OWNER'S REPRESENTA THE CONSTRUCTION IMPROVEMENTS. MNIFY THE OWNER, ENGINEER, MUNIC (2D WITH THE CONSTRUCTION, INSTA UST BE CONSTRUCTED IN ACCORDAN MUNICIPALITY UNLESS CHANGES ARE AGENT. THE CONSTRUCTION DETAILS, CTION TECHNIQUES MUST BE FOLLOV RGROUND UTILITIES WHICH ARE SHO GOVED SHALL BE REPLACED AT THE EX ING SHALL BE REPLACED AT THE EX ING SHALL BE REPLACED AT THE EX ING SHALL BE PERFORMED IN ACCOR ALK, DRIVEWAY, ETC., DAMAGED DURI OVED SHALL BE REPLACED AT THE EX ING SHALL BE PERFORMED IN ACCOR ID OWNER. R SHALL MAKE ALL NECESSARY ARRAN STRUCTURES ON SITE AND IN AREAS E RADE PRIOR TO FINAL INSPECTION. PT BY THE CONTRACTOR AND SUBMIT ARE COMPLETED. FINAL PAYMENTS TO CHANGES IN LENGTH, LOCATION OR / JCATED FROM THE DOWNSTREAM MA IRE HYDRANT.	LATEST EDITION), BY THE ROVEMENTS EXCEPT SANITARY TION IN ILLINOIS, LATEST TION; ICAGO (MWRD) WATERSHED D, THE MORE STRINGENT SHALL TAKE DIFIED AT LEAST TWO (2) WORKING 55). CMUST BE NOTIFIED AT LEAST 24 HOURS DF WORK, CONTRACTOR SHALL FRUCTION OR EACH WORK PHASE. GINNING CONSTRUCTION FOR THE CONSTRUCTION, IF EXISTING V CONSTRUCTION, IF EXISTING V CONSTRUCTION, IMMEDIATELY L JULLIE, AT 1-800-892-0123. VERTICAL DATUM OF 1988 (NAVD88). TIVE SHALL HAVE THE AUTHORITY TO CIPALITY, MWRD, AND THEIR AGENTS, LLATION, OR TESTING OF THIS WORK CE WITH THE ENGINEERING PLANS AS PRESENTED ON THE PLANS, MUST VED ON THE IMPROVEMENTS WIN ON THE PLANS ARE FOR NGINEER. VERIFY LOCATIONS AND ING CONSTRUCTION OPERATIONS PENSE OF THE CONTRACTOR. DANCE WITH THE REQUIREMENTS GEMENTS TO NOTIFY ALL DISTURBED DURING CONSTRUCTION TED TO THE ENGINEER AS SOON AS DATEC ONTRACTOR SHALL BE HELD ALIONMER SHALL BE SHOWN IN RED. NHOLE. ALL VALVES, B-BOXES, TEES WATER, SUCH AS GROUND AND ER PIPE AT THE POINT OF SEWER E PLUG SHALL REMAIN IN PLACE AFTER THE SEWERS HAVE BEEN (STEM FOR THE PURPOSE OF HIBITED WITHOUT PRIOR APPROVAL I THE STANDARD SPECIFICATIONS ITION). M. ORM SEWER SYSTEM.	PIPE MATERIAL VITRIFIED CLAY PIPE REINFORCED CONCRETE SEWER PIPE CAST IRON SOIL PIPE DUCTILE IRON PIPE POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=4 HIGH DENSITY POLYETHYLENE (HDPE) WATER MAIN QUALITY PVC 4-INCH TO 12-INCH 14-INCH TO 48-INCH 14-INCH TO 12-INCH 14-INCH TO 12-INCH 14-INCH TO 12-INCH 14-INCH TO 12-INCH POLYPROPYLENE (PP) PIPE 12-INCH TO 24-INCH DOUBLE WALL 30-INCH TO 60-INCH TRIPLE WALL 30-INCH THE OP OF THE PIPE WHEN U 9. NON-SHEAR FLEXIBLE-TYPE COUPLINC OF DISSIMILAR PIPE MATERIALS. 10. ALL MANHOLES SHALL BE PROVIDED CONSTRUCTED WITH A CONCEALED I CAST INTO THE LID. 11. WHEN CONNECTING TO AN EXISTING AN EXISTING ANHOLE, ONE OF TH A) A CIRCULAR SAW-CUT OF SEWER AND PROPER INSTALL ATATON OF DISTANCE FRO	AS AY AY AY AY AY AY AY AY AY AY AY AY AY
 A WATER-TIGHT PLUG SHALL BE IN CONNECTION PRIOR TO COMMENC UNTIL REMOVAL IS AUTHORIZED E TESTED AND ACCEPTED. DISCHARGING ANY UNPOLLUTED V SEWER FLUSHING OF LINES FOR T FROM THE MUNICIPALITY OR MWF ALL SANITARY SEWER CONSTRUCT FOR WATER AND SEWER MAIN CO ALL FLOOR DRAINS SHALL DISCHAR ALL DOWNSPOUTS AND FOOTING IN 7. ALL SANITARY SEWER PIPE MATER 	NSTALLED IN THE DOWNSTREAM SEW CING ANY SEWER CONSTRUCTION. TH BY THE MUNICIPALITY AND/OR MWRD NATER INTO THE SANITARY SEWER SY THE DEFLECTION TEST SHALL BE PROP RD. TION SHALL BE IN ACCORDANCE WITH NSTRUCTION IN ILLINOIS (LATEST ED RGE TO THE SANITARY SEWER SYSTE DRAINS SHALL DISCHARGE TO THE ST STALS AND JOINTS (AND STORM SEWE)	E PLUG SHALL REMAIN IN PLACE AFTER THE SEWERS HAVE BEEN (STEM FOR THE PURPOSE OF HIBITED WITHOUT PRIOR APPROVAL THE STANDARD SPECIFICATIONS DITION). M. FORM SEWER SYSTEM.	 GRANULAR MATERIAL OR REMOVED. 14. ALL SANITARY MANHOLES, (AND STOMINIMUM INSIDE DIAMETER OF 48 IN CONCRETE. 15. ALL SANITARY MANHOLES, (AND STOPRECAST "RUBBER BOOTS" THAT CONSECTIONS SHALL CONSIST OF MODIF 16. ALL ABANDONED SANITARY SEWERS NON-SHRINK CONCRETE OR MORTAR 17. EXCEPT FOR FOUNDATION/FOOTING ASSOCIATED WITH VOLUME CONTROPIPES ARE NOT ALLOWED TO BE CONSEWERS, OR STORM SEWERS TRIBUT CONSTRUCTION OF NEW FACILITIES PERFORATED PIPES ENCOUNTERED V 	DRM MANH NCHES, AI DRM MANH NFORM TO FIED GROU SHALL BE CHALL BE CHALL BE DL FACILIT NNECTED TARY TO C OF THIS WITHIN TI BINED SEV ED FOR A SHALL BE TON, AND ENT OF A THE PERN
FILE NAME = N:\SCHAUMBURG\150321\Cıvıl\GEN_MWRD_150 Default	USER NAME = jmiller 0321.SHT PLOT SCALE = 20' PLOT DATE = 6/12/2018	DESIGNED - BLL / DJK DRAWN - VAR CHECKED - JGS DATE - 04/06/18 FINAL	REVISED – REVISED – REVISED – REVISED –	

	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS	
E	ASTM C-700	ASTM C-425	
RETE SEWER PIPE	ASTM C-76	ASTM C-443	
PE	ASTM A-74	ASTM C-564	
	ANSI A21.51	ANSI A21.11	
DE (PVC) PIPE DIAMETER SDR 26 I DIAMETER F/DY=46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212	
(ETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED))
TY PVC			
4	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139	

ERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
ASTM F-2736	D-3212, F-477
ASTM F-2764	D3212, F-477
	ASTM F-2736

VER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), BEDDING WITH STONE ¼ "TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL DE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE NCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" F THE PIPE WHEN USING PVC.

BLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES PE MATERIALS.

HALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE 'ITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" ID.

NG TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR NHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED: SAW-CUT OF SEWER MAIN BY PROPER TOOLS (`SHEWER-TAP" MACHINE)

INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.

ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH EE BRANCH SECTION. UTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION

FITTING, USING "BAND SEAL" TO HOLD IT FIRMLY IN PLACE.

NITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED TERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE G A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME HE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL RIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, L BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A ALITY CARRIER PIPE WITH THE ENDS SEALED.

PTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH RIAL OR REMOVED.

ANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED

ANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE R BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG ICRETE OR MORTAR PLUG.

NDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES H VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED LLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY RM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. DF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND ES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND DNNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY WERS.

VENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. LOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY RE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO NALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN OMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF LACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL
1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTRO APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL P DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSIO PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANU
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHA SITE AT ALL TIMES.
 5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIM a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL SOIL DISTURBANCE. b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF
WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALEN
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MI IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF TH SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-W/ AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUM TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANURBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSCONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRU
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO D HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT T CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT B/
12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HA PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PER SEVEN (7) DAYS.
13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHA PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL DRAINAGE AREA HAS BEEN STABILIZED.
15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIME SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS
16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPR BLANKET.
17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUE BY APPROPRIATE SEDIMENT CONTROL MEASURES.
18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING E THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINE GREEN INFRASTRUCTURE PRACTICES.
19. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DIS BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SY DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE COMMENCEMENT OF DEWATERING ACTIVITIES.
20. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AN INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS A AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CON THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIM ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER E UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
21. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED W FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
22. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAIN ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS C UNTIL PERMANENT STABILIZATION IS ACHIEVED.
23. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

E. EROSION AND SEDIMENT CONTROL

24. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE F REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRE SITE INSPECTOR, OR MWRD.

STATE OF ILLINOIS						
DEPARTMENT	OF TRANSPO	RTATION				

PLUM GROVE MWRD GENERA

E ROAD Al Notes	F.A.U. RTE. 2582	SECTION 14-00115-01-P	COUNTY V COOK	TOTAL SHEETS 274	SHEET NO. 4
PLANS ARE THE MINIMUM ECTED BY THE ENGINEER,					
LL BE REMOVED WITHIN					
AINED AND REPAIRED AS NEEDED S OF CONSTRUCTION SHUTDOWN					
D WITHIN SEVEN (7) DAYS					
DIMENT CONTROL DEVICE. ER BAG OR EXISTING VEGETATED GE TO WATERWAYS, FLOOD					
G AND EXCAVATION FOR THE NS AS WELL AS THEIR SERVICES CONTAINS SEDIMENT SHALL PASS					
BE PRESENT AT THE					
DISCHARGE LOCATIONS SHALL G SYSTEMS SHOULD BE INSPECTED					
LES CANNOT BE TRIBUTARY TO A NED SEWER AREA FOR					
IG DRAIN TILES AND INCORPORATE					
PPROPRIATE EROSION CONTROL					
IMETER SEDIMENT CONTROLS. REAS OR THEIR BUFFERS.					
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SHALL, AT A MINIMUM, BE					
HAVE TEMPORARILY OR PERMANENT MEASURES WITHIN					
T TRAP OR BASIN. VOLUME T BASINS.					
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ING OR LEAVING A CONSTRUCTION -WAY, STREET, ALLEY OR PARKING CUMULATIONS WARRANT AND					
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LENT PRECIPITATION. MINIMIZE EROSION.					
OL MEASURES, PRIOR TO ANY OF THE END OF A STORM EVENT					
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AL NOTES		2582	14-00115	5-01-PV		СООК	274	4	
						CONTRAC	T NO.	61E16	
S	STA.	TO STA.			ILLINOIS	FED. AI	D PROJECT		

P	CODED PAY ITEM SI NUMBER	DESCRIPTION	UNIT	QUANTIT
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	80
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36
	20101000	TEMPORARY FENCE	FOOT	600
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2
	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	8
	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	Ę
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	
	20101700	SUPPLEMENTAL WATERING	UNIT	1;
	20200100	EARTH EXCAVATION	CUYD	763
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	8150
	20800150	TRENCH BACKFILL	CUYD	9825
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6610
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1585
	25000400		POUND	210
	25000500	PHOSPHORUS FERTILIZER NUTRIENT		210
	25000500	POTASSIUM FERTILIZER NUTRIENT	POUND	
+			POUND	210
+	25200110	SODDING, SALT TOLERANT	SQ YD	1745
	25200200	SUPPLEMENTAL WATERING	UNIT	10
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	54
	28000400	PERIMETER EROSION BARRIER	FOOT	971
	28000510	INLET FILTERS	EACH	10
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	879
	28100109	STONE RIPRAP, CLASS A5	SQ YD	2
+	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CUYD	175
+	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3115
	35101582	AGGREGATE BASE COURSE TYPE B 2"	SQ YD	173
	35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	463
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1149
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	97
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	25
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	177
		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	70
	40603335			
	40603335	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	SQ YD	2511
		HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	SQ YD TON	
	40701861			135
	40701861	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	135
	40701861 40800050 42300400	INCIDENTAL HOT-MIX ASPHALT SURFACING PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH PORTLAND CEMENT CONCRETE SIDEV/ALK 5 INCH	TON SQ YD	135 178 2402
	40701861 40800050 42300400 42400200	INCIDENTAL HOT-MIX ASPHALT SURFACING PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH PORTLAND CEMENT CONCRETE SIDEV/ALK 5 INCH	TON SQ YD SQ FT	135 178 2402 1689
	40701861 40800050 42300400 42400200 442400200	INCIDENTAL HOT-MIX ASPHALT SURFACING PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	TON SQ YD SQ FT SQ YD	135 178 2402 1689 21:
	40701861 40800050 42300400 42400200 44000156 44000158	INCIDENTAL HOT-MIX ASPHALT SURFACING PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH PORTLAND CEMENT CONCRETE SIDEV/ALK 5 INCH HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4" HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	TON SQ YD SQ FT SQ YD SQ YD	25110 1355 1785 2402 16839 2110 2511 14433

>	SI	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
	-	44003100	MEDIAN REMOVAL	SQ FT	1567
		44004000	PAVED DITCH REMOVAL	FOOT	300
+		44201713	CLASS D PATCHES TYPE I 6 INCH	SQ YD	72
+		44201717	CLASS D PATCHES TYPE II 6 INCH	SQ YD	144
+		44201721	CLASS D PATCHES TYPE II 6 INCH	SQ YD	240
		44201723	CLASS D PATCHES TYPE IV, 6 INCH	SQ YD	1575
		50104400	CONCRETE HEADWALL REMOVAL	EACH	3
		54001001	BOX CULVERT END SECTIONS CULVERT NO 1	EACH	1
		54010402	PRECAST CONCRETE BOX CULVERTS 4' X 2'	FOOT	934
		550A0050	STORM SEWERS CLASS A, TYPE 1 12"	FOOT	3599
		550A0070	STORM SEWERS CLASS & TYPE 1 15"	FOOT	796
		550A0340	STORM SEWERS CLASS A TYPE 2 12"	FOOT	324
		550A0360	STORM SEWERS CLASS A, TYPE 2 15"	FOOT	347
		550A0380			491
			STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	
		550A0410	STORM SEWERS CLASS A, TYPE 2 24"	FOOT	132
		550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	149
		55100300	STORM SEWER REMOVAL 8*	FOOT	57
		55100400	STORM SEWER REMOVAL 10"	FOOT	7
		55100500	STORM SEWER REMOVAL 12"	FOOT	1164
		55100700	STORM SEWER REMOVAL 15"	FOOT	134
		55100900	STORM SEWER REMOVAL 18	FOOT	122
		55101200	STORM SEWER REMOVAL 24"	FOOT	314
		55101600	STORM SEWER REMOVAL 36'	FOOT	90
	*	56100700	WATER MAIN 8"	FOOT	300
	*	56100800	WATER MAIN 10"	FOOT	200
	*	56100900	WATER MAIN 12"	FOOT	2080
+	*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	11
+	*	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	15
	``	58700300	CONCRETE SEALER	SQ FT	4503
		60107600	PIPE UNDERDRAINS 4"	FOOT	3492
		60201340	CATCH BASINS, TYPE A 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	24
		60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	3
		60207915	CATCH BASINS, TYPE C TYPE 11V FRAME AND GRA E	EACH	4
		60208240	CATCH BASINS TYPE C TYPE 24 FRAME AND GRATE	EACH	41
		60218400	MANHOLES TYPE A, 4'-DIAMETER TYPE 1 FRAME CLOSED LID	EACH	26
		60221100	MANHOLES, TYPE A, 5"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2
		60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAVE, CLOSED LID	EACH	1
		60224446	MANHOLES TYPE A, 7-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
		60224469	MANHOLES, TYPE A, 9'-DIAMETER TYPE 1 FRAME, CLOSED LID	EACH	7
		60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	8
		60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1
		60251200	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 8 GRATE	EACH	1

FILE NAME =	USER NAME = Jmiller	DESIGNED - BLL / DJK	REVISED -		PLUM GROVE ROAD	F.A.U. SECTION COUNTY TOTAL SHEET
N:\SCHAUMBURG\150321\C1v11\SOQ_150321_1.S	T	DRAWN - VAR	REVISED -	STATE OF ILLINOIS		2582 14-00115-01-PV COOK 274 5
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -	DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	CONTRACT NO. 61E16
Default	PLOT DATE = 6/12/2018	DATE - 04/06/18 FINAL	REVISED -		SCALE: NTS SHEET 1 OF 2 SHEETS STA TO STA	ILLINOIS FED. AID PROJECT

_____ 60608572 60618300 60619600 67000400 70300924 70400100 70400200 * 72000200 * 72000200 * 72000200 72400100 72400200 72400310 * 72900100 * 72900200 * 73100100 * 78000100 * 7800200 * 78000400 * 78000500 * 78000600 * 78000650 78300200 * 80400100

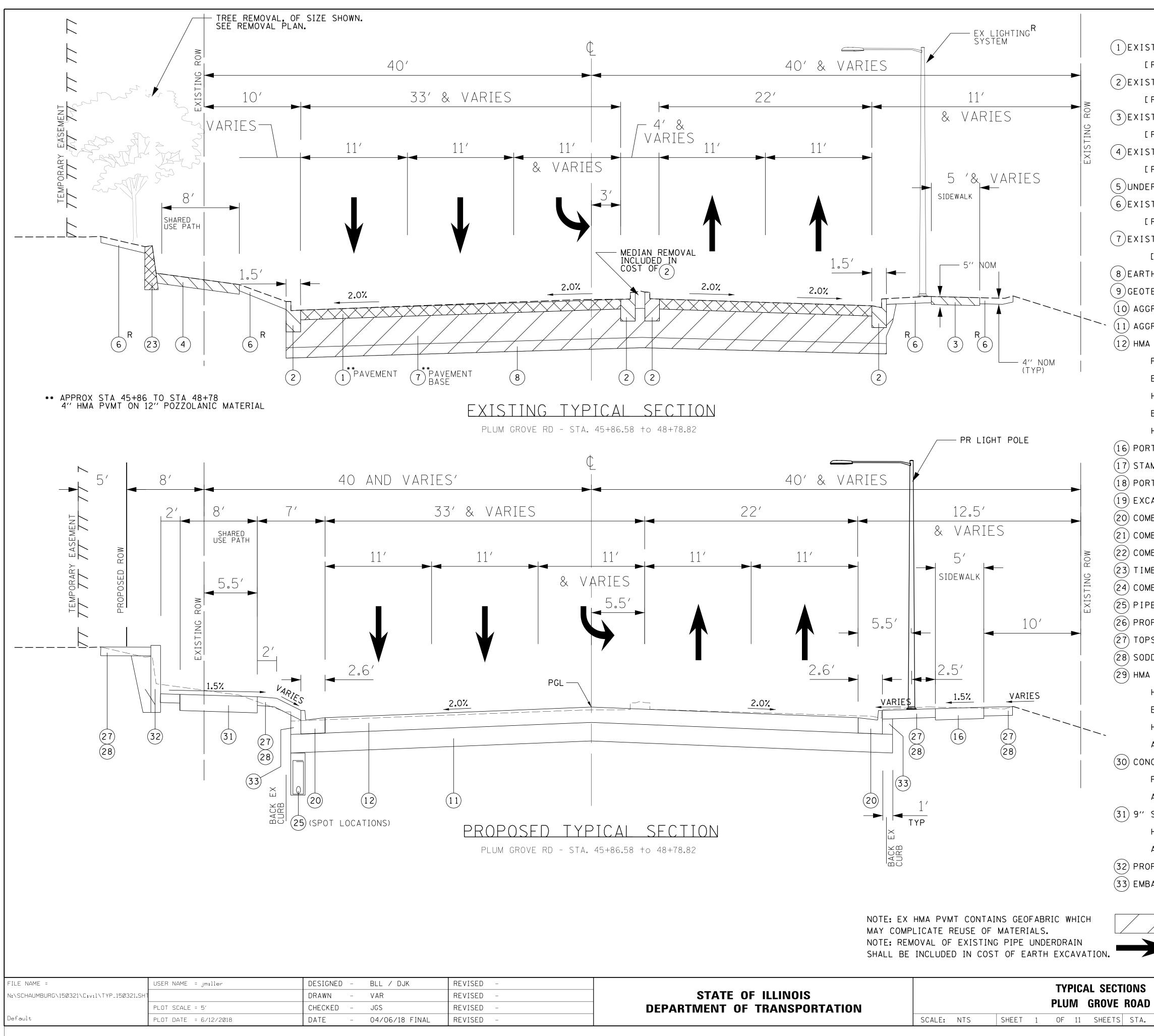
		CODED PAY			
P	SI	NUMBER	DESCRIPTION	UNIT	QUANTITY
	-	60500040	REMOVING MANHOLES	EACH	15
		60500050	REMOVING CATCH BASINS	EACH	14
		60500060	REMOVING INLETS	EACH	21
		60600605	CONCRETE CURB, TYPE B	FOOT	667
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	5066
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	11002
_		60608572	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4 18	FOOT	629
		60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	33
		60619600	CONCRETE MEDIAN, TYPE SB-6,12	SQ FT	317
		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24
		67100100	MOBILIZATION	LSUM	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	4015
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1338
		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	471
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	16556
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	567
		70300250	TEMPORARY PAVEMENT MARKING - LINE 8"		
				FOOT	2747
		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	580
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24*	FOOT	161
		70300900	PAVEMENT MARKING TAPE, TYPE N - LETTERS AND SYMBOLS	SQ FT	265
		70300904	PAVEMENT MARKING TAPE, TYPE N 4"	FOOT	3612
		70300906	PAVEMENT MARKING TAPE, TYPE N 6"	FOOT	190
		70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	40
		70400100	TEMPORARY CONCRETE BARRIER	FOOT	125
		70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	250
		70500625	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
	*		SIGN PANEL - TYPE 1		
	*	72000100		SQ FT	704
		72000200	SIGN PANEL - TYPE 2	SQ FT	224
		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	129
		72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	154
		72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	146
	*	72900100	METAL POST - TYPE A	FOOT	600
	*	72900200	METAL POST - TYPE B	FOOT	600
	*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4
_	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2120
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8479
	*				
		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	631
	*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3920
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	599
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	388
	1	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	500
	*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1

5P	SI	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT
+	*	80400200	ELECTRIC UTILITY SERVICE CONNECTION	LSUM
	*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT
	*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT
	*	81028370	UNDERGROUND CONDUIT, PVC, 3* DIA.	FOOT
	*	81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA	FOOT
	*	81028740	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA	FOOT
	*	81702120		FOOT
	*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8 ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT
	*	81702130		
	*		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT
	*	81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT
		81800230	AERIAL CABLE, 2-1/C NC. 6 WITH MESSENGER WIRE	FOOT
+	*	82102250	LUMINAIRE, SODIUM VAFOR, HORIZONTAL MOUNT, 250 WATT	EACH
	*	82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH
	*	83008300	LIGHT POLE, ALUMINUM, 40 FT. M.H., 8 FT. MAST ARM	EACH
	*	83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6"	EACH
	*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH
	*	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH
	*	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH
	*	84200804	REMOVAL OF POLE FOUNDATION	EACH
	*	84400105	RELOCATE EXISTING LIGHT POLE	EACH
	*	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH
+	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH
+	*	88600100	DETECTOR LOOP, TYPE I	FOOT
+	*	89502380	REMOVE EXISTING HANDHOLE	EACH
+	*	A2000220	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2002879	TREE, CELTIS OCCIDENTALIS CHICAGOLAND, (CHICAGOLAND COMWON HACKBERRY), 2' CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2004520	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO) 2- 1/2" CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2004820	TREE, GLEDITSIA TRIACANTHOS INERMS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2' CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2005676	TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 12' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH
+	*	A2005960	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION LONDON PLANETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2007620	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH
+	*	A2007720	TREE, TAXODIUM DISTICHUM SHAWNEE BRAVE (SHAWNEE BRAVE BALD CYPRESS) 2-1/2" CALIPER BALLED AND BURLAPPED	EACH
	1		CYPRESS), 2-1/2" CALIPER, BALLED AND BURLAPPED	

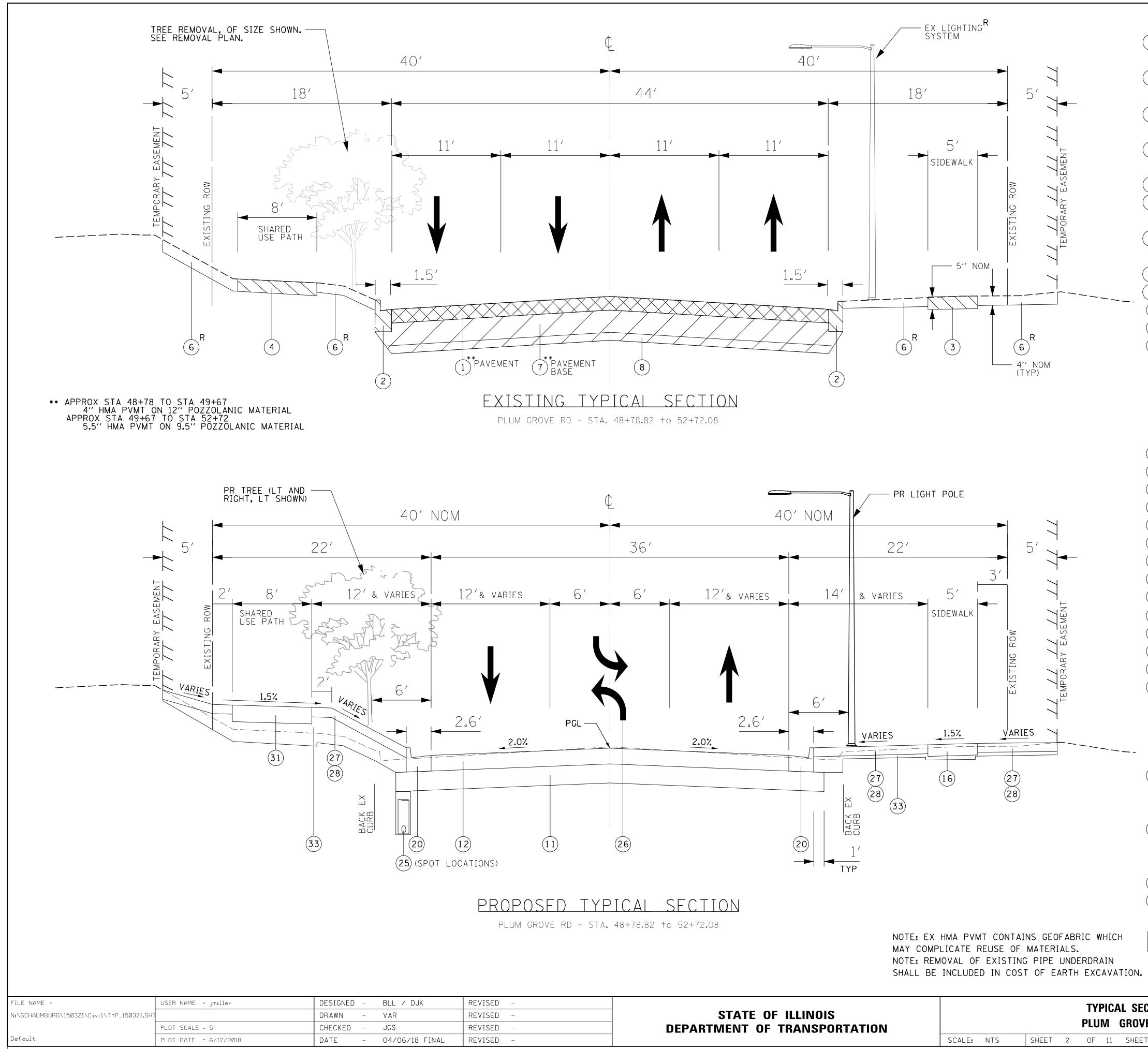
P	SI	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
+	*	A2007920	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN). 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	13
+		A2008519	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 2-1/2" CALIPER, BALLED AND	EACH	13
T	*	A2006319	BURLAPPED	EACH	13
+	*	A3005210	TREE, ZELKOVA SERRATA, (JAPANESE ZELKOVA), 2-1/2" CALIPER. BALLED AND BURLAPPED	EACH	13
+	*	B20007 69	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 8' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	3
+	*	B2001770	TREE, CRATAEGUS CRUSGALLI VAR INERMIS (THORNLESS COCKSPUR HAWTHORN), & HEIGHT, BALLED AND BURLAPPED, MULTHEADS	EACH	4
+	*	C2003436	SHRUB. HYDRANGEA ARBORESCENS ANNABELLE (ANNABELLE SMOOTH HYDRANGEA), 3' HEIGHT, BALLED AND BURLAPPED	EACH	63
+	*	C2C062G5	SHRUB, RHUS TYPHINA TIGER EYES, (TIGER EYES CUTLEAF STAGHORN SUMAC), CONTAINER GROWN, 5-GALLON	EACH	16
+	*	C2C07005	SHRUB, ROSA RADTKOPINK (PINK DOUBLE KNOCKOUT ROSE), 18" HEIGHT, CONTAINER	EACH	6
+	*	C2C076G3	SHRUB, ROSA NEARLY WILD (NEARLY WILD SHRUB ROSE), CONTAINER GROWN, 3-GALLON	EACH	32
+	*	C2C09636	SHRUB, SAMBUCUS CANADENSIS (AMERICAN ELDER). 3' HEIGHT, CONTAINER	EACH	27
+	*	C2C10924	SHRUB, SYRINGA MEYERI PALIBIN (DWARF KOREAN LILAC), 2' HEIGHT, CONTAINER	EACH	6
+	*	K0012990	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	8
+	*	K0029634	WEED CONTROL, PRÉ-EMERGENT GRANULAR HERBICIDE	POUND	9
+		LR420037	PORTLAND CEMENT CONCRETE PAVEMENT 10" (SPECIAL)	SQ YD	702
+	*	X0322708	REMOVE EXISTING STREET LIGHTING EQUIPMENT	EACH	1
+		X0322938	TEMPORARY END SECTION	EACH	2
+		X0324752	STORM SEWER TO BE FILLED	CU YD	6
+		X0324450	SEGMENTAL CONCRETE BLOCK WALL, SPECIAL	SQ.FT	816
+		X0325003	REMOVE EXISTING VALVE AND VAULT	EACH	8
+	*	X0325815	REMOVE EXISTING CABLE	FOOT	5700
+		X0327036		SQ YD	3505
+	*	X0327236	TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	12
+		X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1650
+		X1200043	PRECAST CONCRETE JUNCTION CHAMBER	EACH	1
+		X1200044	TEMPORARY STORM SEWER 12"	FOOT	192
+		X1700011	STAMPED COLORED PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4 INCH	SQ FT	6737
+		X2080250	TRENCH BACKFILL, SPECIAL	CU YD	80
+		X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	25
+		X4023000	TEMPORARY ACCESS (ROAD)	EACH	10

P	SI	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
+	Ī	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	1289
+	-	X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	31271
+		X5011100	FOUNDATION REMOVAL	EACH	13
+	*	X5090810	PEDESTRIAN RAIL (SPECIAL)	FOOT	33
	*				
+	*	X5610651	ABANDON EXISTING WATER MAIN, FILL WITH CLSM	FOOT	1171
+	1	X5610750	WATER MAIN LINE STOP 10"	EACH	1
+	*	X5610752	WATER MAIN LINE STOP 12"	EACH	9
+	-	X6023242	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE, SPECIAL	EACH	13
+	-	X6060062	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9 12 (SPECIAL)	FOOT	1497
+	-	X6061900	CONCRETE MEDIAN, TYPE SB-6.12 (SPECIAL)	SQ FT	665
+		X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	LSUM	1
		X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	1281
+		X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT'	9007
+	*	X8100105	CONDUIT SPLICE	EACH	2
+	*	X8130125	REMOVE EXISTING JUNCTION BOX	EACH	1
+	*	X8211125	LUMINAIRE, LED. HORIZONTAL MOUNT, SPECIAL	EACH	47
	*				
+	*	X8440102	RELOCATE EXISTING LUMINAIRE	EACH	4
+		X8951011	REMOVE AERIAL CABLE	FOOT	2050
+	*	XX000052	REMOVE EXISTING WATERMAIN	FOOT	11 71
+	*	XX000836	PRESSURE TESTING AND DISINFECTION	LSUM	1
+	-	XX002258	STRUCTURES TO BE ADJUSTED	EACH	45
+	*	XX003848	GYPSUM PLACEMENT	POUND	1152
÷	*	XX003885	IRRIGATION SYSTEM	LSUM	1
+	*	XX004907	GATE VALVE 12" WITH VAULT, 5' DIAMETER	EACH	12
+	*	XX006159	MEDIAN SOIL MIX FURNISH AND PLACE	CU YD	140
+	*	XX007363	COMPOST FURNISH AND PLACE, SPECIAL	CUYD	24
+	*	XX008195	EXPLORATION EXCAVATION (UTILITY)	FOOT	250
+		XX008296	GATE VALVE 10" WITH VAULT, 5' DIAMETER	EACH	1
+	*	XX008910	PAVEMENT MARKING (SPECIAL)	SQFT	2640
	~				
+		Z0007430	TEMPORARY SIDEWALK	SQ FT	1200
+		Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	• 927
+	-	Z0013798		LSUM	1
+		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	426
+	*	Z0033024	MAINTAIN EXISTING LIGHTING SYSTEM	LSUM	1
_	*	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	6786
+		Z0038122	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2 1/4"	SQ YD	257
+		Z0056648	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	263
+	*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	4
+		Z0075505	TIMBER RETAINING WALL REMOVAL	FOOT	135
+		Z0076600	TRAINEES	HOUR	1500
+		Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	
· ·	+			100K	1500

FILE NAME =	USER NAME = Jmiller	DESIGNED - BLL / DJK	REVISED -		PLUM GROVE ROAD	F.A.U. SECTION COUNTY TOTAL
N:\SCHAUMBURG\150321\C1v11\SOQ_150321_2.	нт	DRAWN - VAR	REVISED -	STATE OF ILLINOIS		2582 14-00115-01-PV COOK 274
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -	DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	CONTRACT NO.
Default	PLOT DATE = 6/27/2018	DATE - 04/06/18 FINAL	REVISED -		SCALE: NTS SHEET 2 OF 2 SHEETS STA TO STA	ILLINOIS FED. AID PROJECT

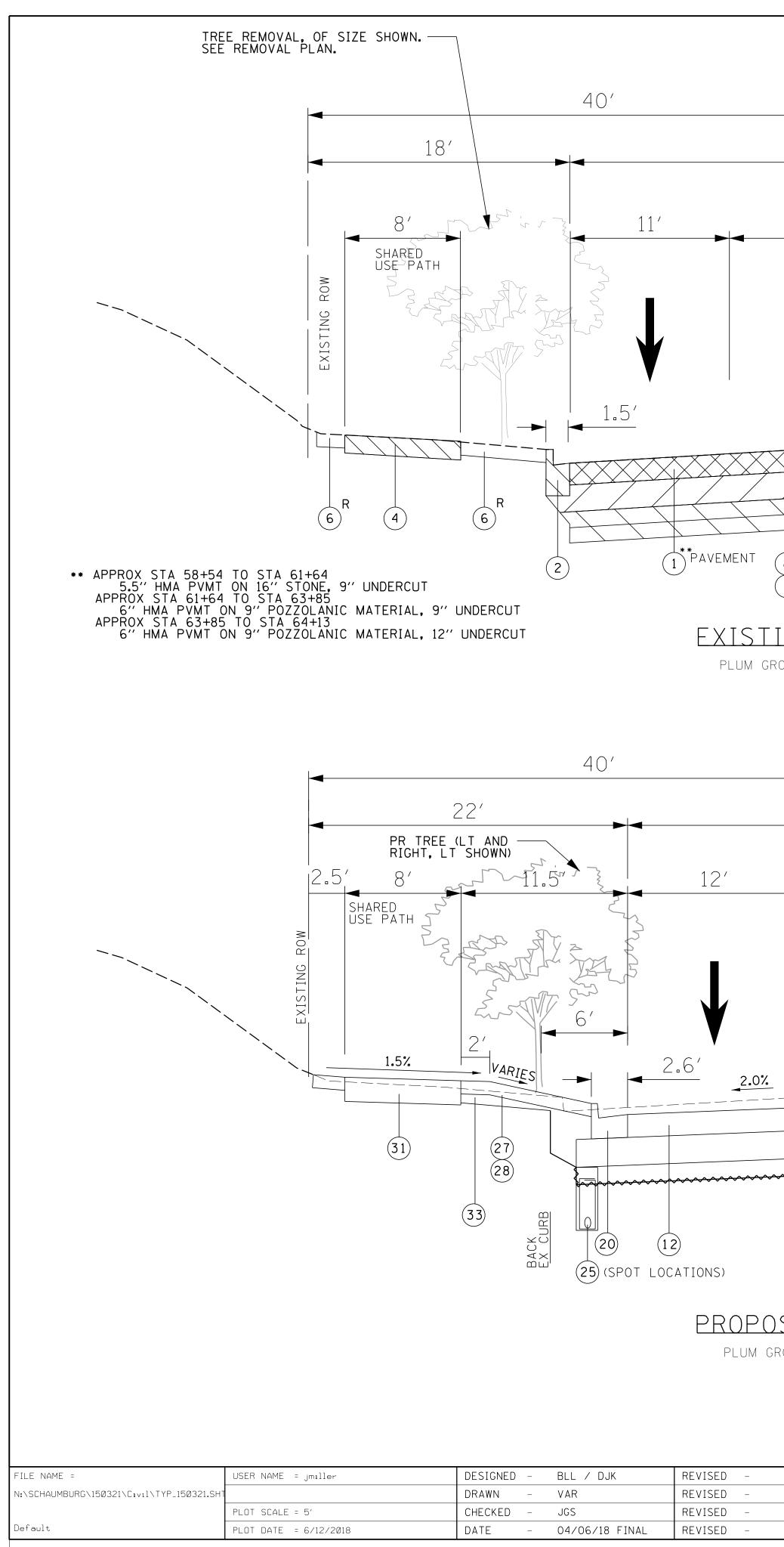


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(1)EXISTING PAVEMENT (HOT-MIX ASPHALT AND PCC CONCRETE)
      [REMOVAL PAID AS PAVEMENT REMOVAL (SPECIAL)]
(2)EXISTING CURB AND GUTTER
      [REMOVAL PAID AS COMBINATION CURB AND GUTTER REMOVAL]
(3) EXISTING CONCRETE SIDEWALK
      [REMOVAL PAID AS SIDEWALK REMOVAL]
(4)EXISTING BICYCLE PATH
     [REMOVAL PAID AS BIKE PATH REMOVAL]
(5) UNDERCUT [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(6)EXISTING TOPSOIL
      [REMOVAL PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(7) EXISTING POZZOLANIC MATERIAL
      [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(8)EARTH EXCAVATION
(9)GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(10) AGGREGATE SUBGRADE IMPROVEMENT
 (11) AGGREGATE SUBGRADE IMPROVEMENT 12"
(12) HMA PAVEMENT (FULL DEPTH), 9":
       POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX 'E', N70; 1-3/4"
       BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
       HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 3-1/4" [1 LIFT]
       BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
       HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 4" [1 LIFT]
(16) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(17) STAMPED COLORED PCC MEDIAN SURFACE 4 INCH
(18) PORTLAND CEMENT CONCRETE PAVEMENT 10" (SPECIAL); STAMPED & COLORED
(19) EXCAVATION [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(20) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
(21) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
(22) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)
(23) TIMBER RETAINING WALL REMOVAL
(24) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18
(25) PIPE UNDERDRAINS, TYPE 2, 4"
(26) PROPOSED PAVEMENT MARKINGS
(27) TOPSOIL FURNISH AND PLACE, 4"
 (28) SODDING, SALT TOLERANT
(29) HMA DRIVEWAY:
       HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 1-1/2"
       BITUMINOUS MATERIALS (TACK COAT)
       HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50; 2-1/2"
       AGGREGATE BASE COURSE, TYPE B 6"
(30) CONCRETE DRIVEWAY:
       PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
       AGGREGATE BASE COURSE, TYPE B 2"
(31) 9" SHARED USE PATH:
       HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 3"
       AGGREGATE BASE COURSE, TYPE B 6"
(32) PROPOSED SEGMENTAL CONCRETE BLOCK WALL, SPECIAL
(33) EMBANKMENT [INCLUDED IN THE COST OF EARTH EXCAVATION]
                       = REMOVAL
                    .R
              DIRECTION OF VEHICULAR TRAVEL
                                                                TOTAL SHEE
SHEETS NO.
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                                2582
                                                         CONTRACT NO. 61E16
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                                              ILLINOIS FED. AID PROJECT
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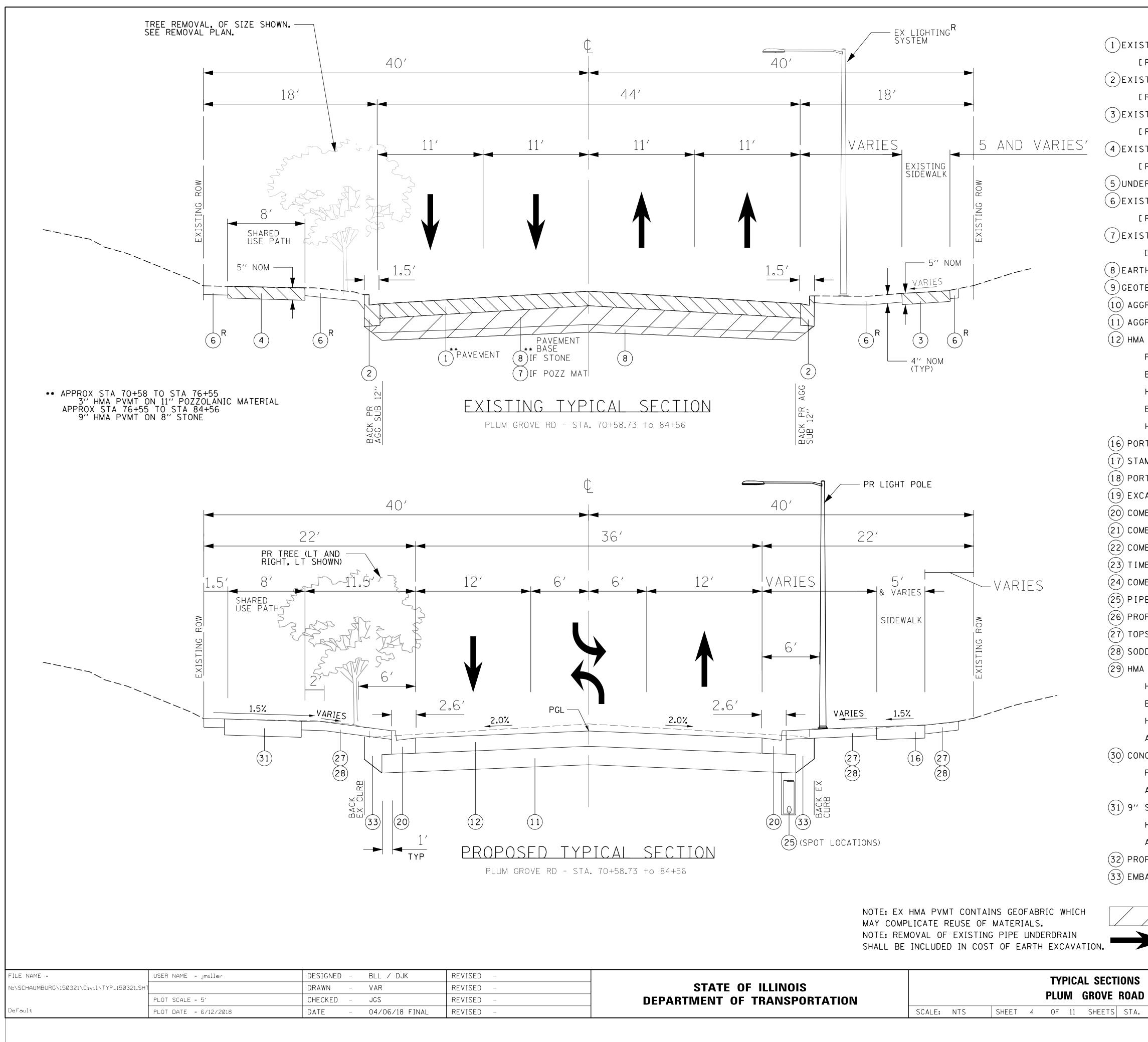
	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION							AL SECT Grove
		SCALE:	NTS	SHEET	2	OF	11	SHEETS

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(1)EXISTING PAVEMENT (HOT-MIX ASPHALT AND PCC CONCRETE)
     [REMOVAL PAID AS PAVEMENT REMOVAL (SPECIAL)]
(2) EXISTING CURB AND GUTTER
     [REMOVAL PAID AS COMBINATION CURB AND GUTTER REMOVAL]
(3) EXISTING CONCRETE SIDEWALK
     [REMOVAL PAID AS SIDEWALK REMOVAL]
(4) EXISTING BICYCLE PATH
     [REMOVAL PAID AS BIKE PATH REMOVAL]
(5) UNDERCUT [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(6)EXISTING TOPSOIL
     [REMOVAL PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(7) EXISTING POZZOLANIC MATERIAL
      [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(8)EARTH EXCAVATION
9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(10) AGGREGATE SUBGRADE IMPROVEMENT
(11) AGGREGATE SUBGRADE IMPROVEMENT 12"
(12) HMA PAVEMENT (FULL DEPTH), 9":
      POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX 'E', N70; 1-3/4"
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 3-1/4" [1 LIFT]
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
       HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 4" [1 LIFT]
(16) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(17) STAMPED COLORED PCC MEDIAN SURFACE 4 INCH
(18) PORTLAND CEMENT CONCRETE PAVEMENT 10" (SPECIAL); STAMPED & COLORED
(19) EXCAVATION [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(20) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
(21) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
(22) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)
(23) TIMBER RETAINING WALL REMOVAL
(24) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18
(25) PIPE UNDERDRAINS, TYPE 2, 4"
(26) PROPOSED PAVEMENT MARKINGS
(27) TOPSOIL FURNISH AND PLACE, 4"
(28) SODDING, SALT TOLERANT
(29) HMA DRIVEWAY:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D'. N50: 1-1/2"
      BITUMINOUS MATERIALS (TACK COAT)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50; 2-1/2"
      AGGREGATE BASE COURSE, TYPE B 6"
(30) CONCRETE DRIVEWAY:
      PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
      AGGREGATE BASE COURSE, TYPE B 2"
(31) 9" SHARED USE PATH:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 3"
      AGGREGATE BASE COURSE, TYPE B 6"
(32) PROPOSED SEGMENTAL CONCRETE BLOCK WALL, SPECIAL
(33) EMBANKMENT [INCLUDED IN THE COST OF EARTH EXCAVATION]
                       = REMOVAL
                   .R
              DIRECTION OF VEHICULAR TRAVEL
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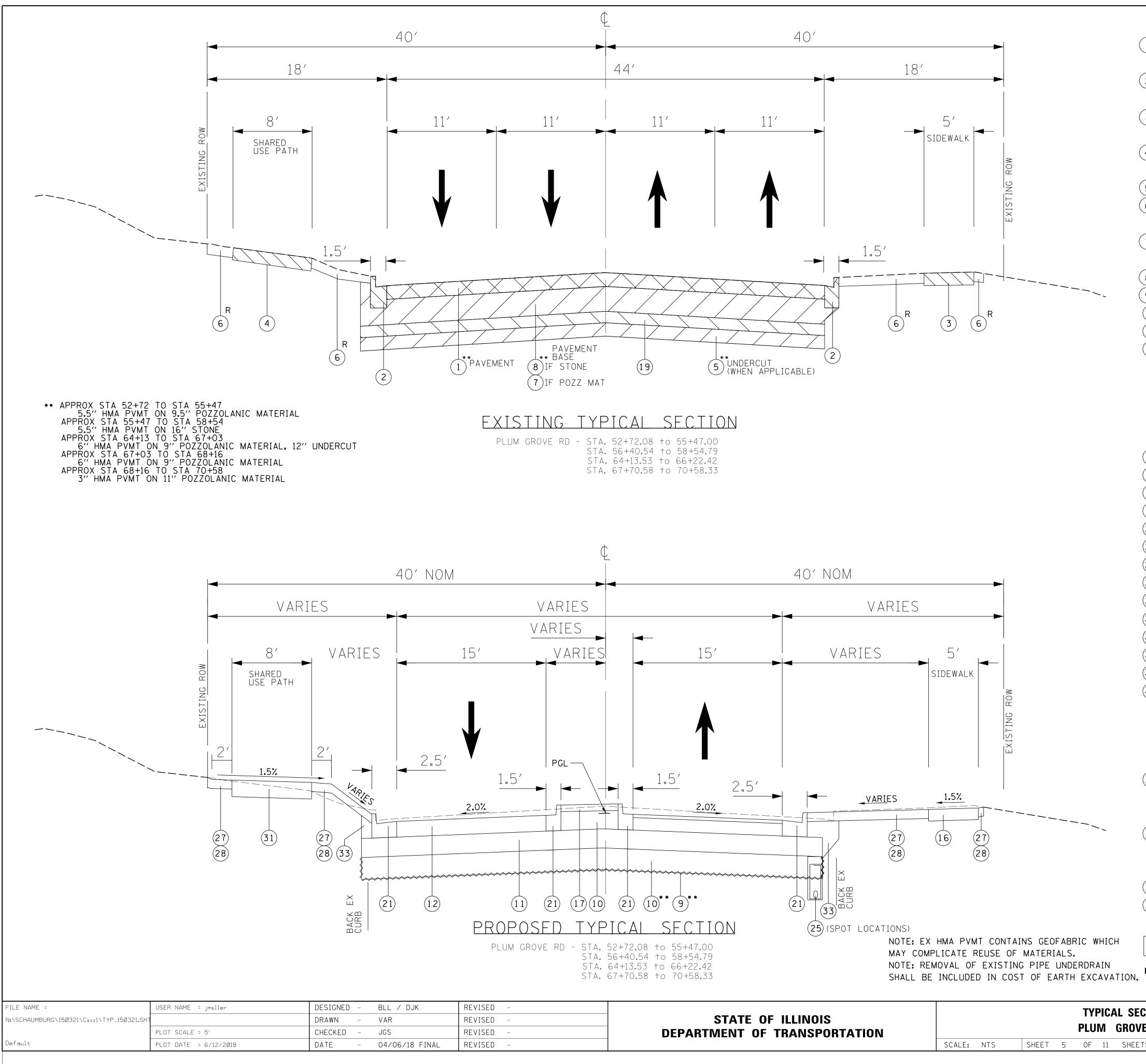


		OF ILLINOIS DF TRANSPORTATIO	DN SCAL	E: NTS SHEET	TYPICAL SECPLUMGROVE3OF11SHEETS
ROVE RD - STA.	58+54.79 to 64+13.53		MAY COMPLICAT NOTE: REMOVAL	PVMT CONTAINS GEOF E REUSE OF MATERIA OF EXISTING PIPE L JDED IN COST OF EA	ALS. UNDERDRAIN RTH EXCAVATION.
sed tyf	PICAL SECTION	TYP			(- (- (-
	(10**9**				
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		BACK EX CURB	(27) (28)	16	
PGL —	■ <u>2.0%</u>		VARIES 1	<u>5%</u>	
		<b>6</b> ′		EXISTING	
			SID	EWALK	(. (. (.
6′	6′ 12′			5' L	(* (* (*
►	_ 	40′	22′		() (• (•
(			PR LIGHT POLE		
NG TYP ove rd - sta.	ICAL SECTION 58+54.79 to 64+13.53				(
PAVEMENT ** BASE 8 IF STONE 7 IF POZZ MAT	(19) (5)*UNDER	CUT (2)			
			$(6)^{R}$ $(3)$	(6) ^R	
V		■ <u>1.5′</u>   _			
				EXISTING ROW	(.
11′		11′	->		
	44′		18′		
		40′	▶		
Ć	▶		EX LIGHT SYSTEM	INGR	C

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1) EXISTING PAVEMENT (HOT-MIX ASPHALT AND PCC CONCRETE)
     [REMOVAL PAID AS PAVEMENT REMOVAL (SPECIAL)]
(2)EXISTING CURB AND GUTTER
     [REMOVAL PAID AS COMBINATION CURB AND GUTTER REMOVAL]
3)EXISTING CONCRETE SIDEWALK
    [REMOVAL PAID AS SIDEWALK REMOVAL]
4)EXISTING BICYCLE PATH
    [REMOVAL PAID AS BIKE PATH REMOVAL]
5) UNDERCUT [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
6)EXISTING TOPSOIL
    [REMOVAL PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
7)EXISTING POZZOLANIC MATERIAL
      [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
8)EARTH EXCAVATION
 )GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 10) AGGREGATE SUBGRADE IMPROVEMENT
  ) AGGREGATE SUBGRADE IMPROVEMENT 12''
12)HMA PAVEMENT (FULL DEPTH), 9":
      POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX 'E', N70; 1-3/4"
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 3-1/4" [1 LIFT]
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 4" [1 LIFT]
 16) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 17) STAMPED COLORED PCC MEDIAN SURFACE 4 INCH
 18) PORTLAND CEMENT CONCRETE PAVEMENT 10" (SPECIAL); STAMPED & COLORED
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21) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
22) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)
23) TIMBER RETAINING WALL REMOVAL
(24) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18
(25) PIPE UNDERDRAINS, TYPE 2, 4"
26) PROPOSED PAVEMENT MARKINGS
27) TOPSOIL FURNISH AND PLACE, 4"
(28) SODDING, SALT TOLERANT
(29) HMA DRIVEWAY:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 1-1/2"
      BITUMINOUS MATERIALS (TACK COAT)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50; 2-1/2"
      AGGREGATE BASE COURSE, TYPE B 6"
(30) CONCRETE DRIVEWAY:
      PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
      AGGREGATE BASE COURSE, TYPE B 2"
(31) 9" SHARED USE PATH:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 3"
      AGGREGATE BASE COURSE, TYPE B 6"
(32) PROPOSED SEGMENTAL CONCRETE BLOCK WALL, SPECIAL
(33) EMBANKMENT [INCLUDED IN THE COST OF EARTH EXCAVATION]
                  ,R = REMOVAL
             DIRECTION OF VEHICULAR TRAVEL
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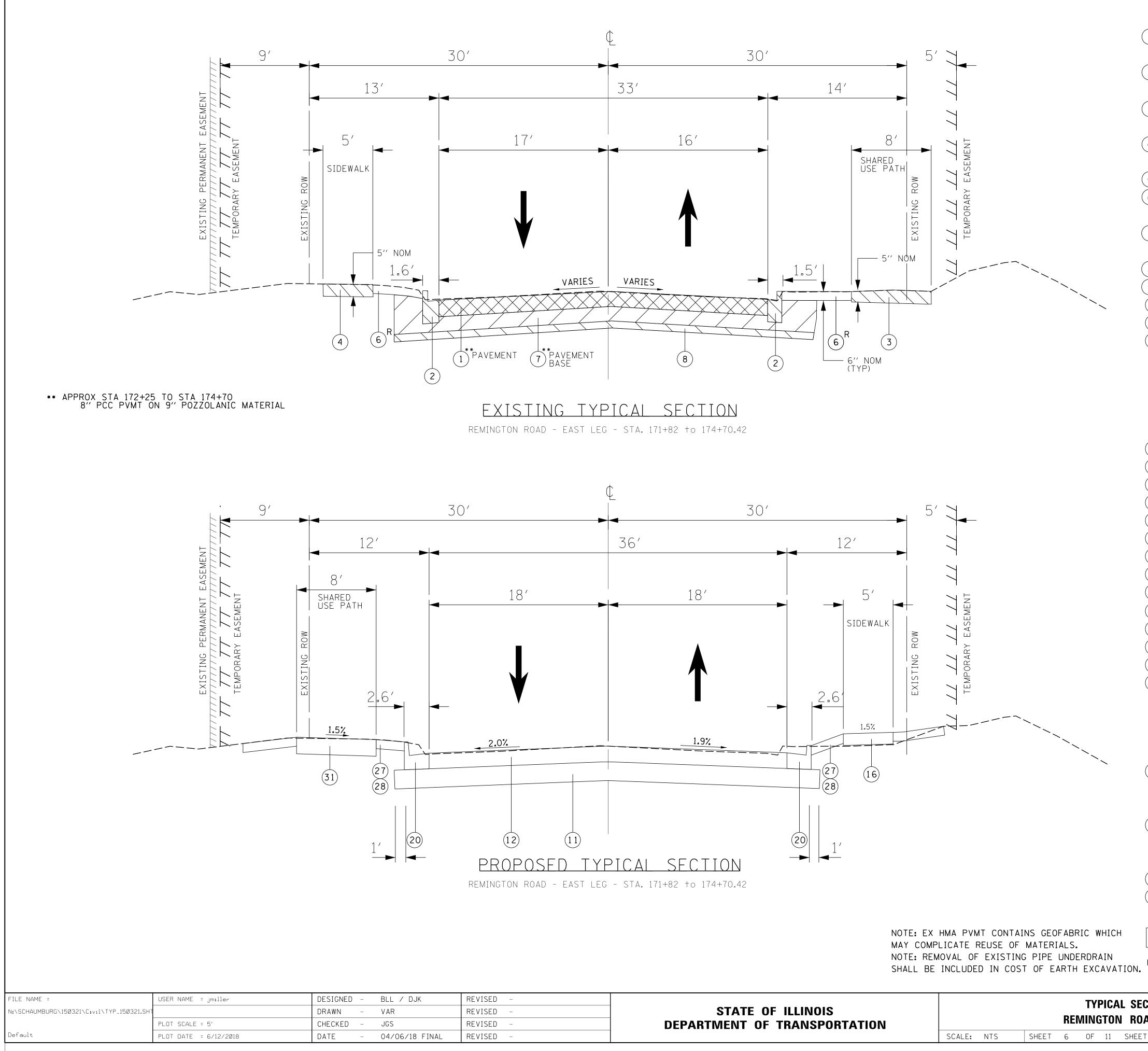
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     [REMOVAL PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
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GROVE	RD	-		52+72.08			
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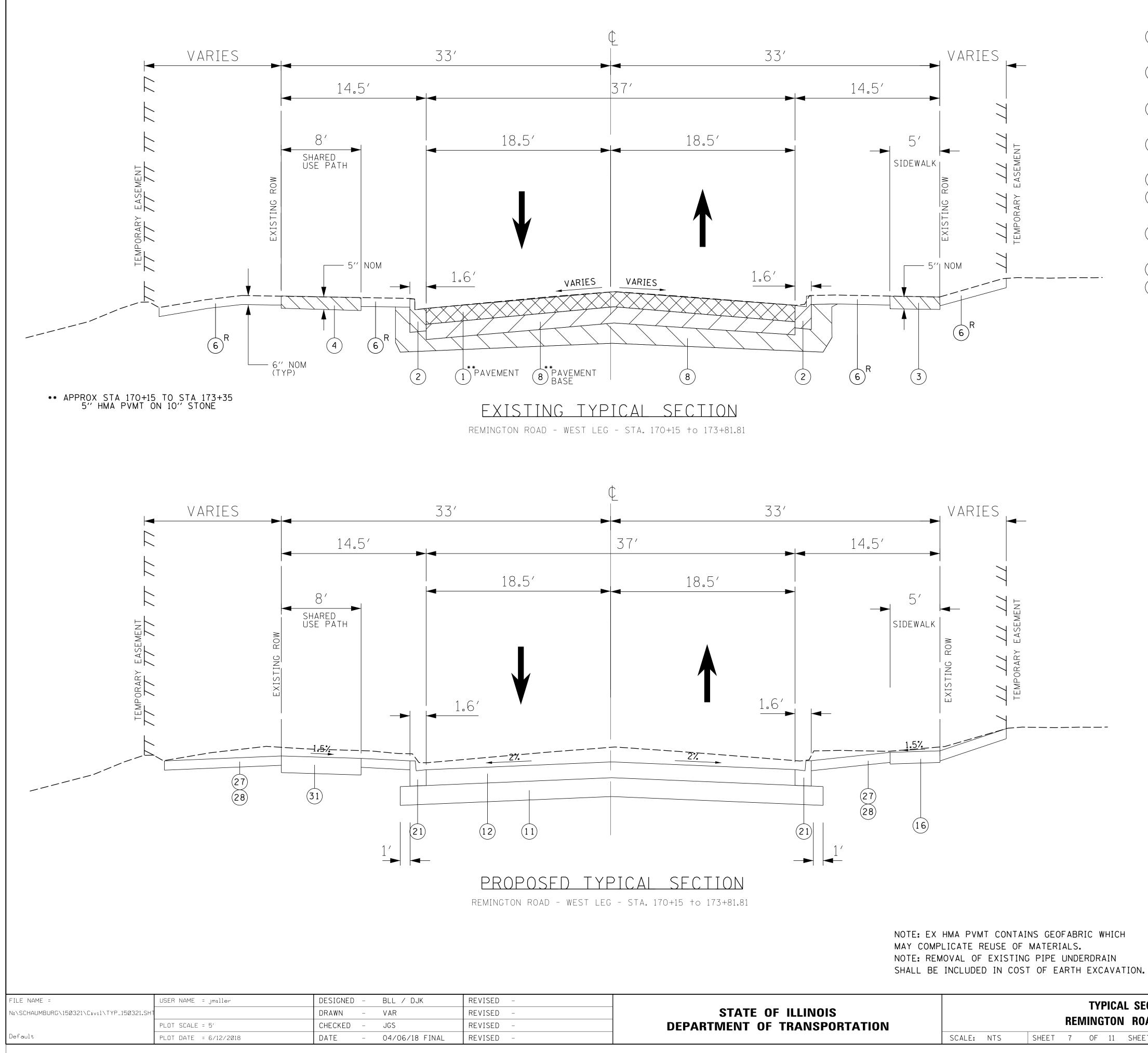
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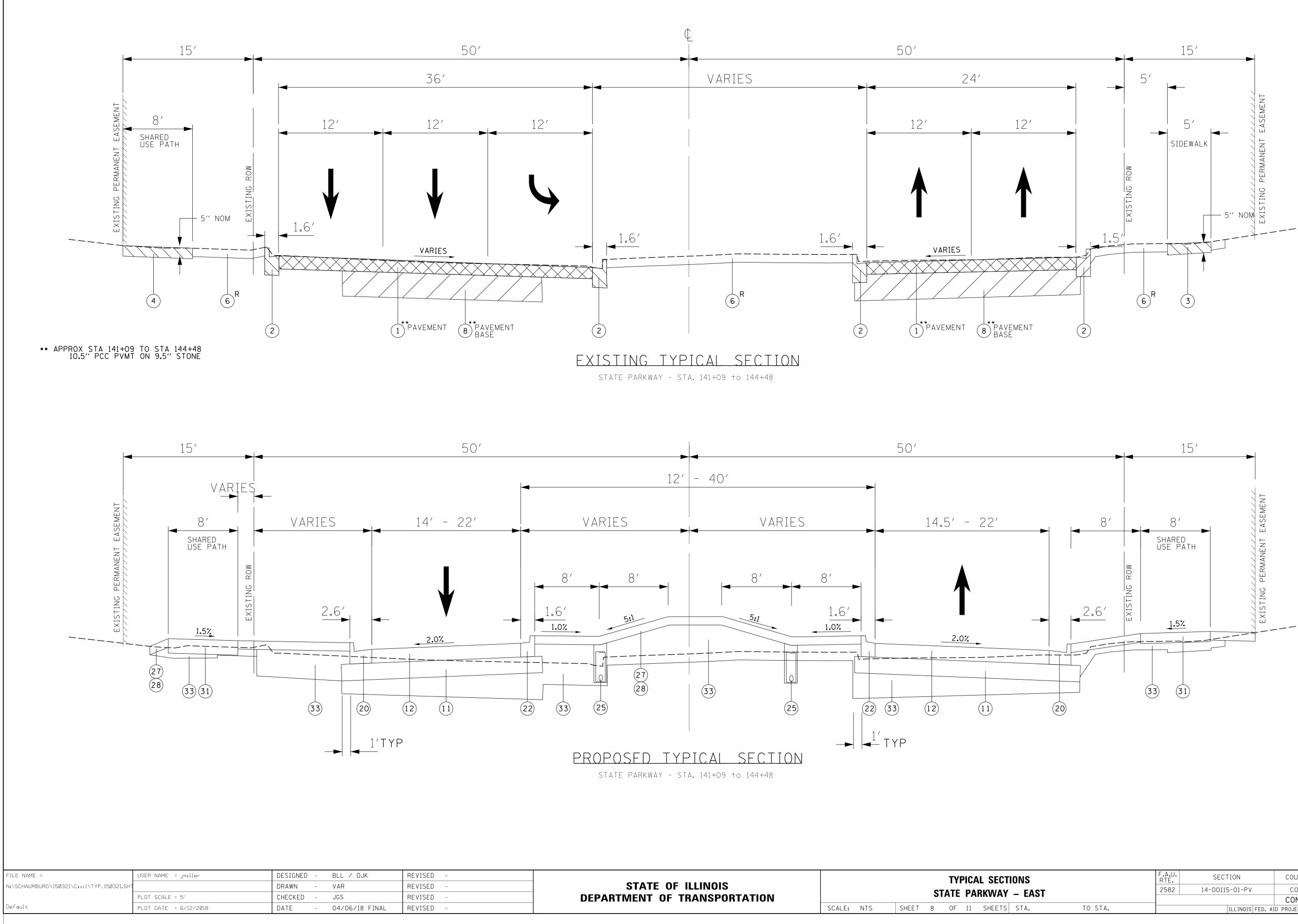
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	SCALE:	NTS	SHEET	6	OF	11	SHEETS

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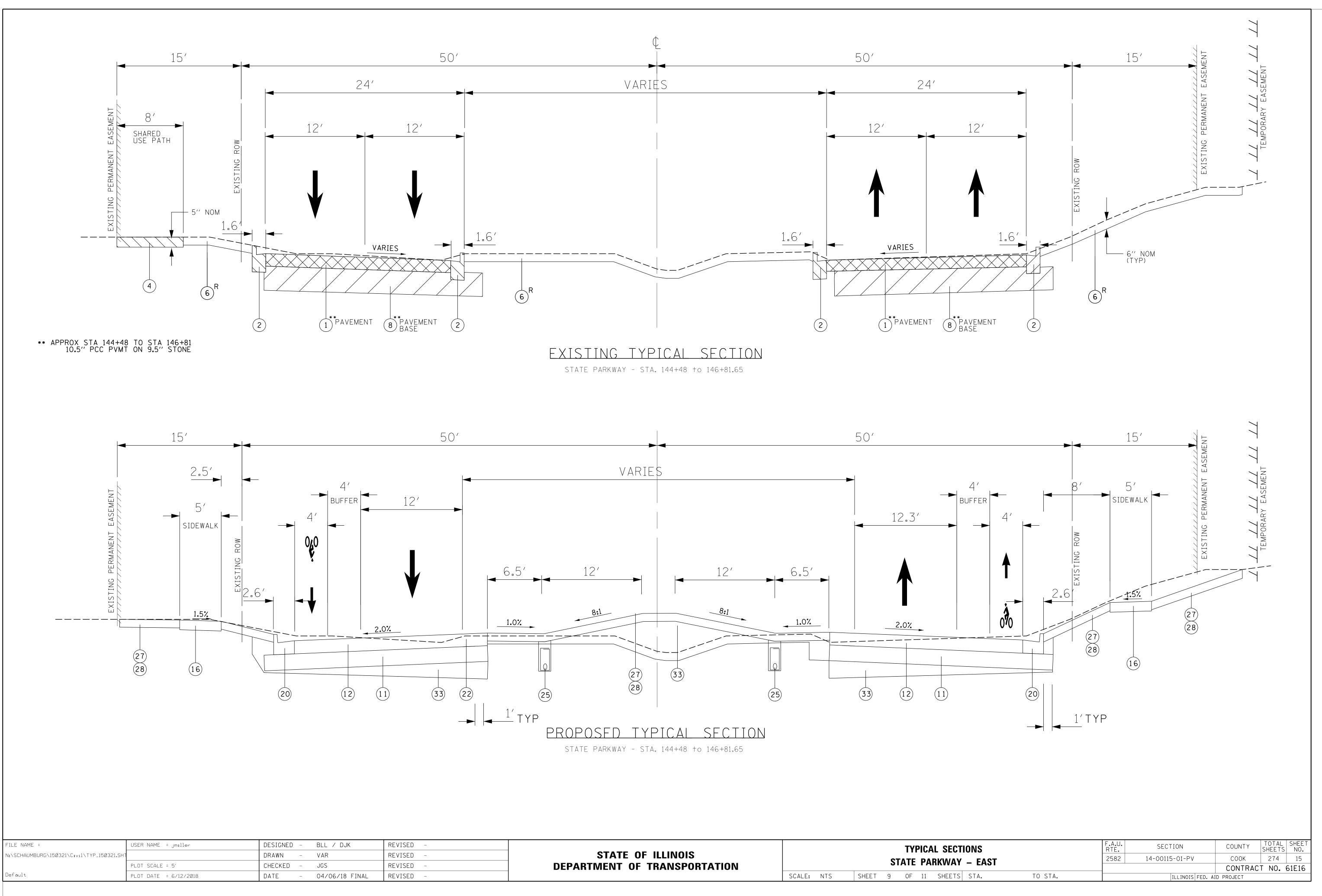


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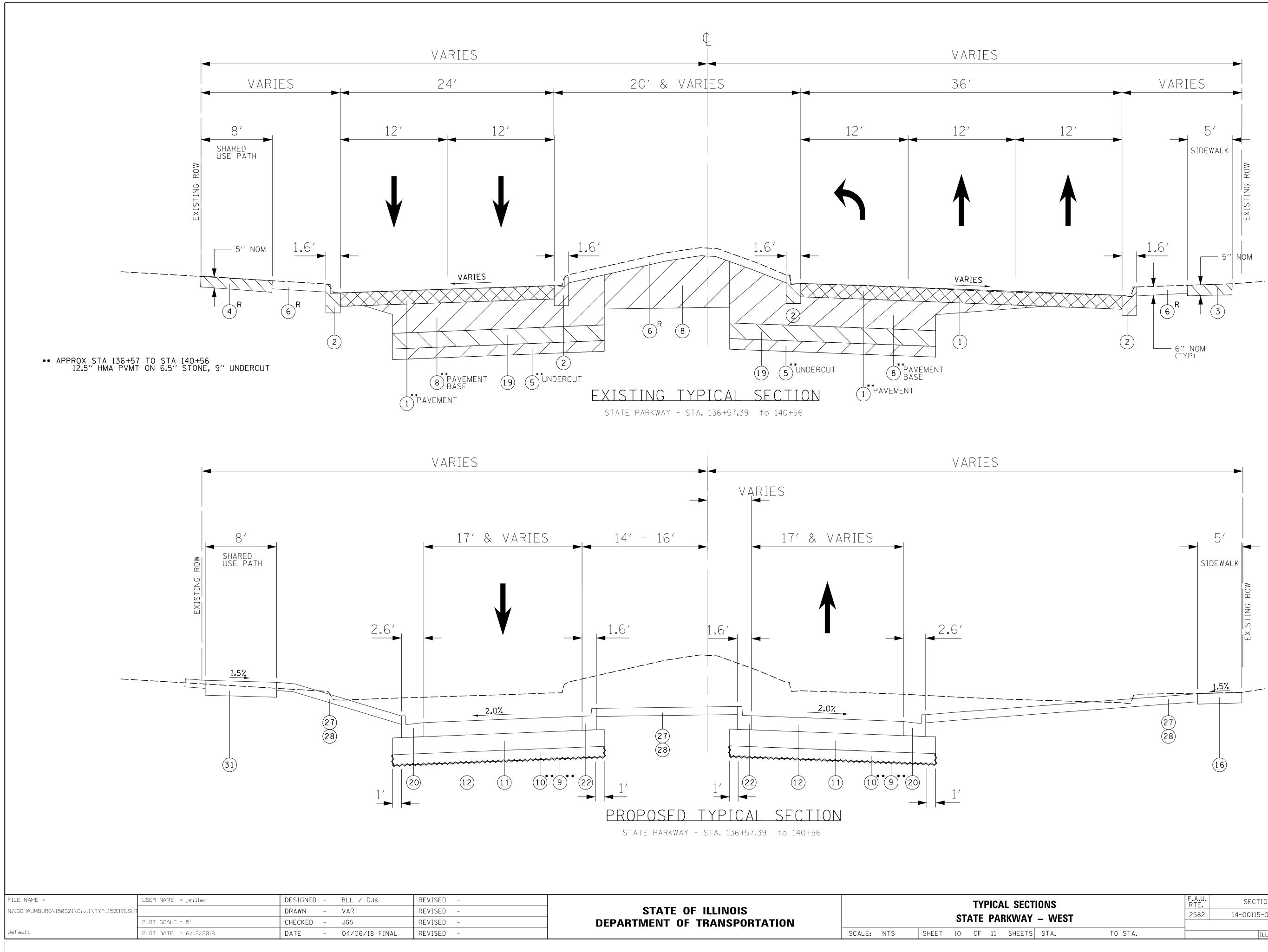
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		TYPICAL SECTIONS STATE PARKWAY – EAST		F.A.U. RTE. 2582	SECTION 14-00115-01-PV	COUNTY COOK	TOTAL SHEETSSHEET NO.27414TNO.
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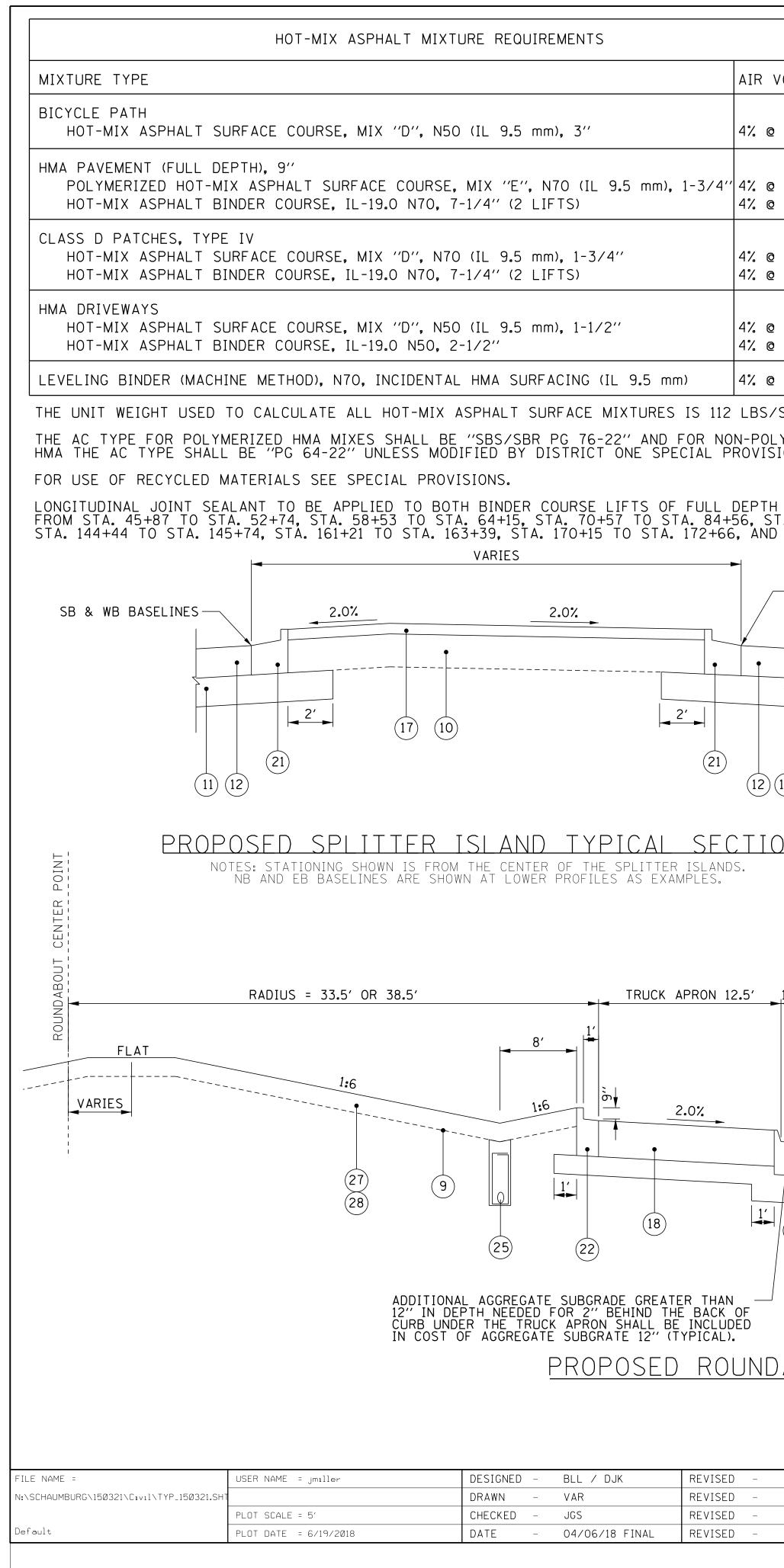


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	VARIES
OIDS @NDES	SB & WB BASELINES
50 GYR.	
70 GYR. 70 GYR.	# COMB. CONCRETE C&G     10     10     (10)       TYPE B-6.12     10     10     10       SHALL HAVE ADA COMPLIANT     # 21     16     # 21       CURB AT RAMPS     12     11
70 GYR. 70 GYR.	
50 GYR. 50 GYR.	<u>Splitter island at pedestrian crossings</u> (
70 GYR. SY/IN. YMERIZED ONS.	
HMA PAVEME A. 137+45 TC STA. 174+00	NT, D. STA 138+21, D TO STA. 174+70.
	VARIES
NB & EB BASELINES	SB & WB BASELINES * COMB. CONCRETE C&G. TYPE B-6.12 TRANSITIONS TO TYPE M-3.12 (MOD) AT END OF MEDIAN NOSE SPLITTER ISLAND AT RAMPED MEDIAN NOSE
	TRAVEL LANE 20' 2' 8.58' 8' TRAL ISLAND ELINE ROUNDABOUT INSCRIBED CIRCLE 2.0% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5%
<u>about</u>	TYPICAL SECTION NOTE: EX HMA PVMT CONTAINS GEOFABRIC WHICH MAY COMPLICATE REUSE OF MATERIALS. NOTE: REMOVAL OF EXISTING PIPE UNDERDRAIN SHALL BE INCLUDED IN COST OF EARTH EXCAVATION.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION							L SECT
	SCALE:	NTS	SHEET	11	OF	11	SHEETS

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1) EXISTING PAVEMENT (HOT-MIX ASPHALT AND PCC CONCRETE)
     [REMOVAL PAID AS PAVEMENT REMOVAL (SPECIAL)]
(2)EXISTING CURB AND GUTTER
     [REMOVAL PAID AS COMBINATION CURB AND GUTTER REMOVAL]
(3) EXISTING CONCRETE SIDEWALK
     [REMOVAL PAID AS SIDEWALK REMOVAL]
(4) EXISTING BICYCLE PATH
     [REMOVAL PAID AS BIKE PATH REMOVAL]
5) UNDERCUT [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
6)EXISTING TOPSOIL
     [REMOVAL PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(7) EXISTING POZZOLANIC MATERIAL
      [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
8)EARTH EXCAVATION
9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(10) AGGREGATE SUBGRADE IMPROVEMENT
(11) AGGREGATE SUBGRADE IMPROVEMENT 12"
(12) HMA PAVEMENT (FULL DEPTH), 9":
      POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX 'E', N70; 1-3/4"
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 3-1/4" [1 LIFT]
      BITUMINOUS MATERIALS (TACK COAT) (PAID SEPARATELY)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70; 4" [1 LIFT]
(16) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(17) STAMPED COLORED PCC MEDIAN SURFACE 4 INCH
(18) PORTLAND CEMENT CONCRETE PAVEMENT 10" (SPECIAL); STAMPED & COLORED
(19) EXCAVATION [PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS]
(20) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
(21) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
(22) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)
(23) TIMBER RETAINING WALL REMOVAL
(24) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18
(25) PIPE UNDERDRAINS, TYPE 2, 4"
(26) PROPOSED PAVEMENT MARKINGS
(27) TOPSOIL FURNISH AND PLACE, 4"
(28) SODDING, SALT TOLERANT
(29) HMA DRIVEWAY:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 1-1/2"
      BITUMINOUS MATERIALS (TACK COAT)
      HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50; 2-1/2"
      AGGREGATE BASE COURSE, TYPE B 6"
(30) CONCRETE DRIVEWAY:
      PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
      AGGREGATE BASE COURSE, TYPE B 2"
(31) 9" SHARED USE PATH:
      HOT-MIX ASPHALT SURFACE COURSE MIX 'D', N50; 3"
      AGGREGATE BASE COURSE, TYPE B 6"
(32) PROPOSED SEGMENTAL CONCRETE BLOCK WALL, SPECIAL
(33) EMBANKMENT [INCLUDED IN THE COST OF EARTH EXCAVATION]
                       = REMOVAL
              DIRECTION OF VEHICULAR TRAVEL
                                                                TOTAL SHEE
Sheets NO.
                                F.A.U.
RTE.
                                          SECTION
                                                        COUNTY
 TIONS
                                                                 274 17
                                        14-00115-01-PV
                                                         COOK
                                2582
 UTS
                                                         CONTRACT NO. 61E16
  STA.
                TO STA.
                                             ILLINOIS FED. AID PROJECT
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FILE NAME =	USER NAME = jmiller	DESIGNED -	BLL / DJK	REVISED -
N:\SCHAUMBURG\150321\C1v11\SKD_150321_1.5	нт	DRAWN -	VAR	REVISED -
	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -
Default	PLOT DATE = 6/12/2018	DATE –	04/06/18 FINAL	REVISED -

			Sodding, Salt	Tolerant (SF)			
From (STA.)	To (STA.)	RT/LT	Non-Irrigated	Irrigated	Trees	Shrubs	Perennials
45+70	48+10		1780	0	0	0	C
48+10	49+50		1316	0	1	0	0
49+50	51+75		2694	0	4	0	(
51+75	54+73		4190	0	5	0	(
54+73	174+70		2857	0	0	0	(
174+70	56+76		3605	0	0	0	(
56+76	57+75		1228	0	1	0	(
	60+25					0	
57+75			3065	0	4		(
60+25	63+25		3331	0	4	0	(
63+25	65+92		4750	0	5	0	(
65+92	144+50		5713	0	3	0	(
144+50	145+25		577	0	0	0	(
145+25	146+25		970	0	0	0	(
146+25	147+46		470	0	0	0	(
147+46	145+50		1871	0	0	0	(
145+50	144+90		475	0	0	0	(
144+90	143+00	LT	2682	0	2	0	(
143+00	68+07	LT	4761	0	1	0	(
68+07	71+70	RT	4330	0	8	0	(
71+70	74+40	RT	3043	0	3	0	(
74+40	77+75	RT	4228	0	6	0	(
77+75	163+49	RT	12801	0	11	0	(
45+70	48+25	LT	3090	0	0	0	(
48+25	50+50	LT	2868	0	0	0	(
50+50	52+00	LT	1541	0	2	0	(
52+00	54+66		3976	0	0	0	(
54+66	172+25		3191	0	0	0	(
172+25	170+75		1755	0	0	0	(
170+75	170+15		596	0	0	0	(
170+15	170+19		197	0	0	0	(
170+15	56+77		5745	0	0	0	(
56+77	59+25		3339	0	5	0	(
	62+25			0	6	0	
59+25			3313				(
62+25	65+93		6219	0	10	0	(
65+93	136+57		10761	0	21	0	(
136+57	137+75		490	0	0	0	(
137+75	68+15		4420	0	5	0	(
68+15	71+60		3568	0	7	0	(
71+60	73+92		2334	0	5	0	(
73+92	77+81		4124	0	8	0	(
77+81	81+75		3966	0	7	0	(
81+75	161+13		3249	0	4	0	(
55+40	56+03	RB	0	1237	3	37	244
66+60	67+33	RB	0	2319	3	37	244
136+57	137+43	MED	752	0	0	0	(
138+30	139+87	MED	0	1667	6	17	72
142+23	144+33	MED	0	3309	10	59	213
145+85	147+20		0	5021	0	0	(
148+06	148+91		3271	0	0	0	(

Approxima	Approximate Schedule of Pavement - by Stage								
Pavement (SF)									
Stage Removal Proposed C&G (LF)									
1	26,200	25,700	1,400						
2	126,400	98,800	8,700						
3	33,200	28,600	2,600						
4	69,300	47,800	3,900						
5	16,700	13,900	800						
Total	271,800	214,800	17,400						

Schedule d	Schedule of Pedestrian Handrail									
Post	Station	Offset	RT/LT							
1	678+47.6	0.1	RT							
2	678+54.1	0.1	RT							
3	678+60.7	0.1	RT							
4	678+67.2	0.1	RT							
5	678+73.7	0.1	RT							
6	678+80.2	0.1	RT							

	Schedule o	<u>f Driveways</u>								
					Are	ea (SY)				
	Number	<b>Center Station</b>	Offset	Width at ROW	PCC	HMA	Constr.	Stage	Sequence	Shared w/
Plum Grove Rd.	#1	48+10.00	25.6 RT	25.1	45	17	Full	1	1-2	
	#2	48+25.00	25.1 LT	27.8	47	57	Full	1	1-1	#4
	#3	49+50.00	22.3 RT	27.5	68	18	Half	1	1-4	
	#4	50+50.00	19.4 LT	27.7	64	22	Full	1	1-3	#2
	#5	51+75.00	18 RT	27.1	85	36	Full	2	2-7	
	#6	52+00.00	18.7 LT	24.5	69	29	Full	3	3-5	#25
	#7	57+75.00	21 RT	27.4	73	70	Full	2	2-8	
	#8	59+25.00	18 LT	24.2	69	30	Full	3	3-4	#10, #23
	#9	60+25.00	18 RT	40.1	121	4	Half	2	2-11	
	#10	62+25.00	18 LT	30.3	85	137	Full	4	4-2	#8 <i>,</i> #23
	#11	63+25.00	18 RT	36.1	117	22	Half	2	2-12	
	#12	71+60.00	18 LT	24.1	83	4	Full	4	4-3	#16
	#13	71+70.00	18 RT	31	86	11	Full	2	2-10	#17, #19
	#14	77+75.00	18 RT	21.9	55	9	Full	2	2-9	
	#15	81+75.00	18 LT	29.7	89	0	Half	5	5-1	
State Pkwy.	#16	137+75.00	33 LT	21.7	73	0	Full	4	4-1	#12
	#17	143+00.00	27 LT	26.1	101	19	Full	2	2-6	#13, #19
	#18	144+50.00	44 RT	45.4	58	57	Half	2	2-3	
	#19	144+90.00	43.1 LT	39.3	53	5	Full	2	2-4	#13, #17
	#20	145+25.00	43.9 RT	52	67	50	Half	2	2-2	
	#21	145+50.00	43.1 LT	36.9	49	47	Half	2	2-5	
	#22	146+25.00	43.9 RT	47.3	64	46	Full	2	2-1	
Remington Rd.	#23	170+50.00	18 LT	29.8	51	20	Full	3	3-1	#8, #10
	#24	170+75.00	19.3 RT	42.9	66	68	Half	3	3-2	
	#25	172+25.00	19.2 RT	23.1	45	95	Full	3	3-3	#6
		-		· · ·						
	PI	UM GROVE RO	)AD		F	A.U. RTE.	SECTION		COUNTY	TOTAL S SHEETS
						2582	14-00115-01-	PV	СООК	274
	<b>30ΠΕΙ</b>	DULE OF QUAN	111169			I			CONTRAC	T NO. 61
NTS SHEE	T 1 OF	3 SHEETS S	TA	TO STA			ILLIN	OIS FED. AID	PROJECT	

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: NTS SHEET 1 OF 3 SHEETS STA. -

Charles ID	C+-+!	Offerst	<u>Structures</u>	Ctati	Offcot	
Structure ID	Station	Offset	Structure ID	Station	Offset	
S-01	137+45.07	32.0 LT	S-208	54+50.05	17.0 R	
S-02	137+44.95	26.0 RT	S-209	54+84.79	21.2 R	
S-04	138+34.54	35.1 LT	S-214	55+95.35	0.0 LT	
S-05	138+31.22	23.8 RT	S-215	57+38.86	17.5 R	
S-06	139+69.80	32.9 LT	S-216	57+38.77	22.1 R	
S-07	140+06.71	36.1 LT	S-218	59+54.84	18.0 L	
S-08	140+15.34	37.4 LT	S-219	59+50.00	18.1 R	
S-10	139+70.18	16.1 RT	S-221	61+99.98	18.0 L	
S-11	140+04.27	18.5 RT	S-222	62+00.02	18.0 R	
S-12	140+15.41	21.8 RT	S-224	63+75.00	19.7 L	
S-15	142+25.00	19.4 LT	S-225	64+00.02	18.0 R	
S-17	142+25.00	31.8 RT	S-227	65+24.95	22.0 L	
S-18	144+15.03	40.7 LT	S-228	65+90.95	29.2 L	
S-20	144+10.84	44.0 RT	S-229	66+12.95	36.2 L	
S-21	146+75.00	43.0 LT	S-230	65+25.02	17.8 R	
S-23	146+75.00	44.0 RT	S-231	65+84.37	17.7 L	
S-24	147+12.95	12.4 LT	S-232	66+04.44	22.2 R	
S-25	147+12.95	20.1 RT	S-236	67+25.00	1.6 R1	
S-26	171+00.00	18.1 LT	S-240	68+34.98	16.7 L	
S-28	171+00.00	19.3 RT	S-241	68+67.00	17.0 L	
S-29	171+92.00	19.1 LT	S-242	68+86.73	17.2 L	
S-31	171+92.00	20.2 RT	S-243	68+35.02	23.2 R	
S-32	172+65.24	23.2 LT	S-244	68+67.00	22.0 R	
S-34	172+68.90	20.1 RT	S-245	68+82.85	22.0 R	
S-35	172+92.35	22.4 RT	S-246	69+20.28	17.6 L ⁻	
S-36	172+93.25	29.5 LT	S-248	69+20.39	22.0 R	
S-40	173+81.81	18.0 LT	S-249	70+55.00	19.0 L ⁻	
S-41	173+81.81	19.8 RT	S-251	70+55.20	21.9 R	
S-42	144+00.15	40.1 LT	S-252	72+09.98	19.0 L	
S-43	143+95.85	44.5 RT	S-254	72+10.02	19.1 R	
S-44	142+25.00	44.5 LT	S-255	73+49.98	19.0 L	
S-101	46+11.55	28.5 LT	S-257	73+50.02	19.0 R	
S-102	46+18.11	38.4 RT	S-258	74+75.00	18.0 L	
S-103	46+84.97	28.5 LT	S-260	74+75.04	23.4 R	
S-104	46+85.02	30.5 RT	S-261	76+25.00	18.0 L	
S-106	47+74.98	27.5 LT	S-263	76+25.00	18.0 R	
S-107	47+75.02	27.5 RT	S-301	79+24.93	18.9 L	
S-109	48+84.98	24.8 LT	S-302	80+50.00	19.0 LT	
S-110	48+85.02	24.8 RT	S-303	81+42.00	19.0 L	
S-112	50+09.98	21.7 LT	S-304	79+25.00	19.0 R	
S-112	50+10.02	21.7 RT	S-305	80+50.00	19.0 R	
S-201	51+39.98	19.0 LT	S-306	81+50.00	11.0 R	
S-201	51+39.98	19.0 RT	S-401	81+30.00	19.3 L	
S-202	54+00.00	22.0 LT	S-401 S-403	82+90.00	19.3 L	
S-204	54+45.39	23.3 LT	S-405	84+07.40	33.1 L	
S-205	54+45.59	31.3 LT	S-405	84+07.40	36.0 R	
S-200	54+00.00	17.6 RT	3-400	04700.21	30.0 K	

ARTHWORK SUMMARY													
				(C	AVATION U YD)	(CL	NKMENT J YD)	(PAI REMOV DISPO UNSUI MATE (CU	IL STRIP D AS AL AND SAL OF TABLE RIAL) YD)	IN EI ADJ SHRI	VATION T USED MBANKMI IUSTED F INKAGE (1 (CU YD)	ENT BAL OR WAS 15%) SHOR (CU	HWORK ANCE TE OR TAGE (-) J YD)
			ID TOTAL		7688	2	870	12	263		6736	3	717
PLUM GROVE ROAD	<b>STATIC</b> 45+		<b>TATION</b> 81+66.3	┦┠───	5845	_	2699		907		5	168	2320
REMINGTON ROAD	170+		174+70.4		1843				193			568	1397
TATE PARKWAY	136+		49+00.0		477		2254		163			408	-1846
IOTE. THIS SUMMARY DOES NOT LOCK WALL (SPECIAL)								ATION, O					
	EARTHWORK		ATION										
	STATION	EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	UNSUITABLE MATERIAL (SQ FT)	UNDERCUT (SQ FT)	TOPSOIL STRIP (UNSUITABLE) (SQ FT)	EXCAVATION (CU YD)	EMBANKMENT (CU YD)	UNSUITABLE MATERIAL (CU YD)	UNDERCUT (CU YD)	TOPSOIL STRIP (UNSUITABLE) (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15%)	EARTHWORK BALANCE WASTE OR SHORTAGE (-)
							5845	2699	2384	1053	907	5168	2320
	45+70.0	27.2	1.8	0	0	0	0	0	0	0		0	0
	45+70.0 45+86.6	37.2	4.8	0	0	0 4.2	0 25	0	0	0	0	0 21	0 18
	46+00.0	49.8	1.8	0	0	3.8	24	2	0	0	2	20	18
	46+50.0	40.1	0.9	0	0	5.7	84	3	0	0	9	71	68
	47+00.0	31.3	1.5	0	0	5.4	67	3	0	0	11	57	54
	47+50.0 47+78.7	37 37.8	2.1	0	0 0	6.1 6.6	64 40	4	0	0	11	54 34	50 31
	48+00.4	40.6	3.1	0	0	3.3	32	3	0	0	4	27	24
	48+17.1	33.5	1.9	0	0	0	23	2	0	0	2	20	18
	48+23.5	34.7	2	0	0	0	9	1	0	0	0	8	7
	48+44.8 48+61.5	37.4 43.2	0.9	0	0	4.6 10.7	29 25	2 1	0	0	2 5	25 21	23 20
	49+00.0	39.9	0.2	0	0	10.1	60	2	0	0	15	51	49
	49+33.2	28.7	2.7	0	0	4.6	43	2	0	0	10	37	35
	49+57.6	26.2	4	0	0	4.3	25 45	4	0	0	5	21 38	17
	50+00.0 50+47.3	29.9 24.6	0.3	0	0	3.9 3.9	45	4	0	0	7	41	34 37
	50+74.8	22.5	6.3	0	0	8.5	24	5	0	0	7	20	15
	51+00.0	22.6	12.8	0	0	6.4	22	9	0	0	7	19	10
	51+50.0	26.3	18.2	0	0	4.2	46	29 8	0	0	10	<u>39</u> 12	10
	51+64.8 51+86.9	22.1 28.5	9.8	0	0	0	21	8	0	0	2	12	4 12
	52+08.4	36.3	4.6	0	0	3.2	26	4	0	0	2	22	18
	52+50.0	26.9	12.4	0	0	8	49	14 18	0	0	9	42	28
	F0.000	1 44 0		0	0			19	0	0	15	57	39
	53+00.0 53+50.0	44.8 98.8	6.1		-	8.2 8.3	67 133				16	113	105
	53+00.0 53+50.0 54+00.0	44.8 98.8 158.9	0.1 2.2 0	0 0	0	8.3 9.6	67 133 239	8	0	0	16 17	113 203	
	53+50.0 54+00.0 54+50.0	98.8 158.9 213	2.2 0 0.7	0 0 0	0 0 0	8.3 9.6 13.4	133 239 345	8	0 0 0	0 0 0	17 22	203 293	200 292
	53+50.0 54+00.0 54+50.0 55+00.0	98.8 158.9 213 235.6	2.2 0 0.7 0	0 0 0 0	0 0 0 0	8.3 9.6 13.4 26.3	133 239 345 416	8 3 1 1	0 0 0 0	0 0 0 0	17 22 37	203 293 354	105 200 292 353 166
	53+50.0 54+00.0 54+50.0	98.8 158.9 213	2.2 0 0.7	0 0 0	0 0 0	8.3 9.6 13.4	133 239 345	8	0 0 0	0 0 0	17 22	203 293	200 292
	53+50.0 $54+00.0$ $54+50.0$ $55+00.0$ $55+25.0$ $55+71.5$ $56+00.0$	98.8 158.9 213 235.6 228.9 7.8 190.1	2.2 0 0.7 0 38.1 257.9 61.5	0 0 0 0 0 0 0	0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0	133 239 345 416 216 204 105	8 3 1 1 18 255 169	0 0 0 0 0 0 0	0 0 0 0 0 0 0	17 22 37 29 31 0	203 293 354 184 173 89	200 292 353 166 -82 -80
	53+50.0 $54+00.0$ $54+50.0$ $55+00.0$ $55+25.0$ $55+71.5$ $56+00.0$ $56+25.0$	98.8 158.9 213 235.6 228.9 7.8 190.1 166.2	2.2 0 0.7 0 38.1 257.9 61.5 7	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4	133 239 345 416 216 204 105 165	8 3 1 1 18 255 169 32	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	17 22 37 29 31 0 15	203 293 354 184 173 89 140	200 292 353 166 -82 -80 108
	53+50.0 $54+00.0$ $54+50.0$ $55+00.0$ $55+25.0$ $55+71.5$ $56+00.0$ $56+25.0$ $56+50.0$	98.8 158.9 213 235.6 228.9 7.8 190.1 166.2 120.6	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8	133         239         345         416         216         204         105         165         133	8 3 1 1 18 255 169 32 4	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26	203 293 354 184 173 89 140 113	200 292 353 166 -82 -80 108 109
	53+50.0 $54+00.0$ $54+50.0$ $55+00.0$ $55+25.0$ $55+71.5$ $56+00.0$ $56+25.0$	98.8 158.9 213 235.6 228.9 7.8 190.1 166.2	2.2 0 0.7 0 38.1 257.9 61.5 7	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4	133 239 345 416 216 204 105 165	8 3 1 1 18 255 169 32	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	17 22 37 29 31 0 15	203 293 354 184 173 89 140	200 292 353 166 -82 -80 108
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\end{array}$	98.8         158.9         213         235.6         228.9         7.8         190.1         166.2         120.6         54         42.7         35.2	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7	133         239         345         416         216         204         105         165         133         162         102         34	8 3 1 1 18 255 169 32 4 5 11 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31	203 293 354 184 173 89 140 113 138 87 29	200 292 353 166 -82 -80 108 109 133 76 23
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ \end{array}$	98.8 158.9 213 235.6 228.9 7.8 190.1 166.2 120.6 54 42.7 35.2 37	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7	133         239         345         416         216         204         105         165         133         162         102         34         27	8 3 1 1 18 255 169 32 4 5 11 6 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4	203 293 354 184 173 89 140 113 138 87 29 23	200 292 353 166 -82 -80 108 109 133 76 23 18
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ 58+50.0\\ \end{array}$	98.8         158.9         213         235.6         228.9         7.8         190.1         166.2         120.6         54         42.7         35.2         37         25.4	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9 4.4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7 8.8	133         239         345         416         216         204         105         165         133         162         102         34         27         58	8 3 1 1 18 255 169 32 4 5 11 6 5 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4 14	203 293 354 184 173 89 140 113 138 87 29 23 23 49	200 292 353 166 -82 -80 108 109 133 76 23 18 41
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ \end{array}$	98.8 158.9 213 235.6 228.9 7.8 190.1 166.2 120.6 54 42.7 35.2 37	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7	133         239         345         416         216         204         105         165         133         162         102         34         27         58         36	8 3 1 1 18 255 169 32 4 5 11 6 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4	203 293 354 184 173 89 140 113 138 87 29 23	200 292 353 166 -82 -80 108 109 133 76 23 18
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ 58+50.0\\ 58+50.0\\ 59+09.7\\ 59+33.6\\ 60+00.0\\ \end{array}$	98.8           158.9           213           235.6           228.9           7.8           190.1           166.2           120.6           54           42.7           35.2           37           25.4           6.6           7.2           6.6	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9 4.4 5.5 6.5 7.5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7 8.8 3.7 3.8 6.4	133         239         345         416         216         204         105         165         133         162         102         34         27         58         36         7         17	8 3 1 1 18 255 169 32 4 5 11 6 5 8 11 6 11 6 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4 14 14 14 14 14 14 13	203 293 354 184 173 89 140 113 138 87 29 23 23 49 31 6 14	200 292 353 166 -82 -80 108 109 133 76 23 18 41 20 0 -4
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ 58+50.0\\ 58+50.0\\ 59+09.7\\ 59+33.6\\ 60+00.0\\ 60+27.2\end{array}$	98.8         158.9         213         235.6         228.9         7.8         190.1         166.2         120.6         54         42.7         35.2         37         25.4         6.6         7.2         6.6         3.4	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9 4.4 5.5 6.5 7.5 30.1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7 8.8 3.7 3.8 6.4 2.7	133         239         345         416         216         204         105         165         133         162         102         34         27         58         36         7         17         6	8 3 1 1 18 255 169 32 4 5 11 5 5 11 6 5 8 11 6 18 19	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4 14 14 14 14 14 14 14 5	203 293 354 184 173 89 140 113 138 87 29 23 23 49 31 6 14 5	200 292 353 166 -82 -80 108 109 133 76 23 18 41 20 0 -4 -14
	$\begin{array}{r} 53+50.0\\ 54+00.0\\ 54+50.0\\ 55+0.0\\ 55+25.0\\ 55+71.5\\ 56+00.0\\ 56+25.0\\ 56+25.0\\ 56+50.0\\ 56+50.0\\ 57+00.0\\ 57+56.5\\ 57+79.8\\ 58+00.0\\ 58+50.0\\ 58+50.0\\ 59+09.7\\ 59+33.6\\ 60+00.0\\ \end{array}$	98.8         158.9         213         235.6         228.9         7.8         190.1         166.2         120.6         54         42.7         35.2         37         25.4         6.6         7.2         6.6	2.2 0 0.7 0 38.1 257.9 61.5 7 0.1 5.3 4.7 8.8 3.9 4.4 5.5 6.5 7.5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.3 9.6 13.4 26.3 35.3 0 0 32.4 22.8 10.1 2.7 2.7 5.7 8.8 3.7 3.8 6.4	133         239         345         416         216         204         105         165         133         162         102         34         27         58         36         7         17	8 3 1 1 18 255 169 32 4 5 11 6 5 8 11 6 11 6 18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 22 37 29 31 0 15 26 31 14 3 4 14 14 14 14 14 14 13	203 293 354 184 173 89 140 113 138 87 29 23 23 49 31 6 14	200 292 353 166 -82 -80 108 109 133 76 23 18 41 20 0 -4

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BROVE ROAD GTON ROAD	<b>STATIOI</b> 45+7 170+1	<b>N TO S</b>	<b>ID TOTAL</b> <b>TATION</b> 81+66.3 74+70.4	(0	AVATION CU YD) 7688 5845 1843	(Cl 2	NKMENT J YD) 870 2699 171	(PAI REMOV DISPO UNSU MATE (CU	IL STRIP D AS AL AND SAL OF TABLE RIAL) YD) 263	EXCA IN E AD		EART ENT BAL OR WAS 15%) SHOR (CI	HWORK ANCE 5TE OR TAGE (-) J YD) 5717 2320 1397
PARKWAY	136+5		49+00.0		477		2254		163			408	-1846
	INCLUDE THE I	CALCUL		ATERIAL				ATION, O	ATERIAL	COST O			ALANCE
		EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	UNSUITABLE M/ (SQ FT)	UNDERCUT (SQ FT)	TOPSOIL STRIP (UNSUITABLE) (SQ FT)	CAVATION U YD)	EMBANKMENT (CU YD)	UNSUITABLE M/ (CU YD)	UNDERCUT (CU YD)	TOPSOIL STRIP (UNSUITABLE) (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15%)	EARTHWORK B/ WASTE OR SHORTAGE (-)
	STATION	EXC. (SQ	EM (SC	NN (SC	NN (SC	0 <u>0 x</u>		<u>М</u> <u>О</u> 2699	SND 2384	<u>ຊີບີ</u> 1053	<u>ද 5 ਹ</u> 907		
	45+70.0	07.0											
	45+70.0 45+86.6	<u>37.2</u> 44	4.8	0	0	0 4.2	0 25	0	0	0	0	0 21	0 18
	46+00.0	49.8	1.8	0	0	3.8	24	2	0	0	2	20	18
	46+50.0 47+00.0	40.1 31.3	0.9	0	0 0	5.7 5.4	84 67	3	0	0	9 11	71 57	68 54
	47+50.0	37	2.1	0	0	6.1	64	4	0	0	11	54	50
	47+78.7 48+00.4	37.8 40.6	2.3 3.1	0 0	0 0	6.6 3.3	40 32	3 3	0 0	0	4	34 27	31 24
	48+17.1 48+23.5	33.5 34.7	1.9 2	0	0	0	23 9	2	0	0	2	20 8	18
	48+44.8	37.4	0.9	0	0	4.6	29	2	0	0	2	25	23
	48+61.5 49+00.0	43.2 39.9	1.5 0.2	0	0	10.7 10.1	25 60	1	0	0	5 15	21 51	20 49
	49+33.2	28.7	2.7	0	0	4.6	43	2	0	0	10	37	35
	49+57.6 50+00.0	26.2 29.9	4 0.3	0	0	4.3 3.9	25 45	4	0	0	5 7	21 38	17 34
	50+47.3 50+74.8	24.6 22.5	3.4 6.3	0	0	3.9 8.5	48	4	0	0	7	41 20	37 15
	51+00.0	22.6	12.8	0	0	6.4	22	9	0	0	7	19	10
	51+50.0 51+64.8	26.3 22.1	18.2 9.8	0	0	4.2 0	46	29 8	0	0	10 2	39 12	10
	51+86.9	28.5	3	0	0	0	21	6	0	0	0	18	12
	52+08.4 52+50.0	36.3 26.9	4.6	0 0	0 0	3.2 8	26 49	4	0	0	2 9	22 42	18 28
	53+00.0 53+50.0	44.8 98.8	6.1 2.2	0	0	8.2 8.3	67 133	18 8	0	0	15 16	57 113	39 105
	54+00.0	158.9	0	0	0	9.6	239	<u> </u>	0	0	17	203	200
	54+50.0 55+00.0	213 235.6	0.7	0	0	13.4 26.3	345 416	1	0	0	22 37	293 354	292 353
	55+25.0	228.9	38.1	0	0	35.3	216	18	0	0	29	184	166
	55+71.5 56+00.0	7.8 190.1	257.9 61.5	0	0	0	204 105	255 169	0	0	31 0	173 89	-82 -80
	56+25.0 56+50.0	166.2 120.6	0.1	0	0	32.4 22.8	165 133	32 4	0	0	15 26	140 113	108 109
	57+00.0	54	5.3	0	0	10.1	162	5	0	0	31	138	133
	57+56.5 57+79.8	42.7 35.2	4.7 8.8	0	0	2.7 2.7	102 34	11 6	0	0	14 3	87 29	76 23
	58+00.0	37	3.9	0	0	5.7	27	5	0	0	4	23	18
	58+50.0 59+09.7	25.4 6.6	4.4 5.5	0 39.4	0 33.3	8.8 3.7	58 36	8 11	0 44	0 37	14 14	49 31	41 20
	59+33.6 60+00.0	7.2 6.6	6.5 7.5	42.3 40.5	32.8 32.8	3.8 6.4	7	6 18	37 102	30 81	4 13	6 14	0
	60+27.2	3.4	30.1	37.4	32.3	2.7	6	19	40	33	5	5	-14
	60+67.3 61+00.0	4.2 10.4	30.1 7.1	35.8 37.2	32.3 32.4	2.9 6.8	6	45 23	55 45	49 40	5	5	-40 -15
USER NAME = jmiller	DESIGN		BLL / DJK		•	_					· · · ·		
с Энт	DRAWN	-	VAR		REVISED	_			-			OF ILLIN	
PLOT SCALE = 20' PLOT DATE = 6/12/2018	CHECKE DATE		JGS 04/06/18	FINAL	REVISED REVISED	_			D	JEPAR1		OF TRAN	SPURTAT

#### NOTE. NON-SPECIAL WASTE SHOULD BE STOCKPILED ONSITE AND USED AS FILL MATERIAL AS DIRECTED BY THE ENGINEER. OFFSITE DISPOSAL OF NON-SPECIAL WASTE ONLY WHEN APPROVED BY THE ENGINEER. NOTE. 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 INCLUDED IN THE COST OF 'EARTH EXCAVATION.' THE CONTRACTOR SHALL CONTACT THE OWNER OF THE ITEMS TO DETERMINE IF SUCH ITEMS SHALL BE RETURNED TO THE PROPERTY OWNER, STOCKPILED FOR RE-USE, OR DISPOSED OF PROPERLY. EARTHWORK CALCULATION PLUM GROVE ROAD AL ERI Σ EN ш ABL Σ EMBANKI (SQ FT) UNSUIT/ (SQ FT) FT) EXC. STATION 61+50.0 10.1 8.4 44.8 62+06.9 31.6 3.4 80.1 2.9 84.8 62+36.6 37.3 3.9 62+50.0 26.7 85.8 63+00.0 29.8 1.5 104.8 23.7 63+18.0 9 108.7 63+49.8 21 9 | 117.4 | 23.1 3.7 141.9 64+00.0 4.2 158 64+50.0 19.6 65+00.0 16.3 5.1 149.3 119 65+50.0 12.8 11.2 66+00.0 33.5 9.8 92.2 66+50.0

0 345.3 0 4.3 108.4 0 72.3 312.1 0 5.5 201.4 0 1.5 138.4 0 51.9 12.8 0 48.1 24.9 0 44.8 23 0 43.3 28 0 50 22.7 0 50 6.4 0 50.7 3.1 0

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66+75.0

67+00.0

67+25.0

67+50.0

68+00.0

68+50.0

69+00.0

69+50.0

70+00.0

70+50.0

71+00.0

71+44.1

71+52.2

71+68.1

71+83.2

72+00.0

72+50.0 73+00.0

73+50.0

74+00.0

74+21.3

74+39.8

74+58.2

75+00.0

75+50.0

76+00.0

76+50.0

77+00.0

77+50.0

77+70.7 77+92.6

78+50.0

79+00.0

79+50.0

80+00.0

80+50.0

81+00.0

81+50.0

81+66.3

81+96.0

82+50.0

83+00.0

83+50.0

84+00.0

84+25.9

39.9

35.9

34.5

39.9

47.1

38.5

36.4

51.4

40.1

50

40.8

46

31.6 7.8

35.6 3.8

53.4 2.9

50.4 2.5

46.3 5.9

52 5.7

51.2 5.7

40.2 6.7

27.6 8.8

23.4 9.8

19.6 12.8

17.3 14.5

13.1 14.7

17.9 12.6

15.7 20

23.7 10.2

24.1 13.3

19.2 8.5

29.1 25.9

12

16 21.3

14.7 14.8

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5.4

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2.6

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SHEET 2 OF 3 SHEETS SCALE: NTS

58.4

PLUM GROVE SCHEDULE OF QU

ΓΙΟΝ

SQ FT)	TOPSOIL STRIP (UNSUITABLE) (SQ FT)	EXCAVATION (CU YD)	EMBANKMENT (CU YD)	UNSUITABLE MATERIAL (CU YD)	UNDERCUT (CU YD)	TOPSOIL STRIP (UNSUITABLE) (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15%)	EARTHWORK BALANCE WASTE OR SHORTAGE (-)	
32.4	6.8	19	15	76	60	13	16	1	
32.4	3.9	44	13	132	69	12	37	24	
32.4 32.4	3.8 9.1	38 16	4 2	91 43	36 17	5 4	32 14	28 12	
32.3	6.5	53	5	177	60	15	45	40	
32.4	2.5	18	4	72	22	4	15	11	
33.1	3.8	27	11	134	39	4	23	12	
46.3 45.8	6.5 5.2	41 40	12 8	242 278	74 86	10 11	35 34	23 26	
45.2	5.1	34	9	285	85	10	29	20	
45.6	5	27	16	249	85	10	23	7	
57.9	11.1	43	20	196	96	15	37	17	
0	0	32 2	329 211	86 0	<u>54</u> 0	11 0	27	-302 -209	
0	35.2	∠ 36	195	0	0	17	31	-209 -164	
0	00.2	37	238	0	0	17	31	-207	
0	2	4	158	0	0	1	3	-155	
0	11.4	50	140	0	0	13	43	-97	
0	1.2 1.7	93 87	35 45	0	0	12 3	79 74	44 29	
0	2.3	82	48	0	0	4	70	20	
0	4.4	87	47	0	0	7	74	27	
0	5.6	93	27	0	0	10	79	52	
0	6.5 1.7	94 74	9 8	0	0	12 7	80 63	71 55	
0	0	12	3	0	0	1	10	7	
0	2.8	21	3	0	0	1	18	15	
0	6.3	21	4	0	0	3	18	14	
0	7.1 6.7	28 80	5 12	0	0	5 13	24 68	19 56	
0	6.6	70	12	0	0	13	60	47	
0	5.7	63	14	0	0	12	54	40	
0	2.6	63	11	0	0	8	54	43	
0	2.6 2.6	35 36	3	0	0	3	30 31	27 29	
0	6.6	36	2	0	0	4	31	29	
0	6.6	71	7	0	0	11	60	53	
0	6.3	80	12	0	0	12	68	56	
0	6.7 6.7	92 96	11 11	0	0	13 13	78 82	67 71	
0	6.7	96 85	<u>11</u> 12	0 0	0	13	82 72	60	
0	0.0	84	10	0	0	6	72	61	
0	0	35	3	0	0	0	30	27	
0	0	36	1	0	0	0	31	30 57	
0	6.6 6.8	79 48	10 18	0	0	13	67	23	
0	6.8	40	21	0	0	13	34	13	
0	6.8	35	26	0	0	13	30	4	
0	6.5	30	28	0	0	13	26	-2 -6	
0	6.5 7.2	26 29	28 26	0	0	13 13	22 25	-0 -1	
0	5.4	11	10	0	0	4	9	-1	
0	5.4	18	23	0	0	6	15	-8	
0	8.5	40	32	0	0	14	34	2	
0	8.4 8.1	45 41	22 21	0	0	16 16	38 35	16 14	
0	9.8	41	32	0	0	10	33	6	
0	0	42	19	0	0	5	36	17	]
E ROAD UANTITIES				F.A.L RTE. 2582		SECTION 4-00115-01-	PV C	OOK NTRACT	OTAL SHEET HEETS NO. 274 19 NO. 61E16
	7° –			I			JIJ LU. AIU PRUJ		

EARTHWORK	CALCUL	ATION										
REMINGTON F	ROAD											
STATION	EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	UNSUITABLE MATERIAL (SQ FT)	UNDERCUT (SQ FT)	TOPSOIL STRIP (UNSUITABLE) (SQ FT)	EXCAVATION (CU YD)	EMBANKMENT (CU YD)	UNSUITABLE MATERIAL (CU YD)	UNDERCUT (CU YD)	TOPSOIL STRIP (UNSUITABLE) (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15%)	EARTHWORK BALANCE WASTE OR SHORTAGE (-)
	<b>D</b>					1843	171	0	0	193	1568	1397
170, 15 0	Remingt						-					
170+15.0	31.9	1.3	0	0	4.4	0	0	0	0	0	0	0
170+41.2	14.7	4.2	0	0	4.2	23	3	0	0	5	20	17
170+62.9	35.1	0.7	0	0	0	21	2	0	0	2	18	16
170+70.4	53	0.1	0	0	0	13	1	0	0	0	11	10
171+05.8	110.2	0.1	0	0	5.8	107	1	0	0	4	91	90
171+50.0	148.7	0	0	0	11.3	213	1	0	0	15	181	180
172+00.0	224.5	0	0	0	13.9	346	0	0	0	24	294	294
172+12.5	256.5	0.1	0	0	6.8	112	1	0	0	5	95	94
172+34.3	256.6	0.1	0	0	6.8	208	1	0	0	6	177	176
172+50.0	228.3	0	0	0	16.1	142	1	0	0	7	121	120
173+00.0	213	0	0	0	20.3	409	0	0	0	34	348	348
	Remingt											
172+50.0	56.8	143.1	0	0	30.2	0	0	0	0	0	0	0
173+00.0	20.2	7.2	0	0	10.6	72	140	0	0	38	61	-79
173+50.0	31.4	3.7	0	0	8.5	48	11	0	0	18	41	30
174+00.0	33.8	0.4	0	0	8.2	61	4	0	0	16	52	48
174+50.0	23.4	1	0	0	5.9	53	2	0	0	14	45	43
174+70.4	14.5	4.7	0	0	5.9	15	3	0	0	5	13	10

NOTE

NOTE. AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN INCLUDED IN THE CONTRACT TO REPL UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGG IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTR ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OF PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED COMPENSATION WILL BE DUE TO THE CONTRACTOR. IF UNSTABLE SOILS ARE ENCOUN REMOVED AND REPLACE WITH AGGREGATE SUBGRADE IMPROVEMENT. THESE LIMITS MA IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL B DISPOSAL OF UNSUITABLE MATERIAL."

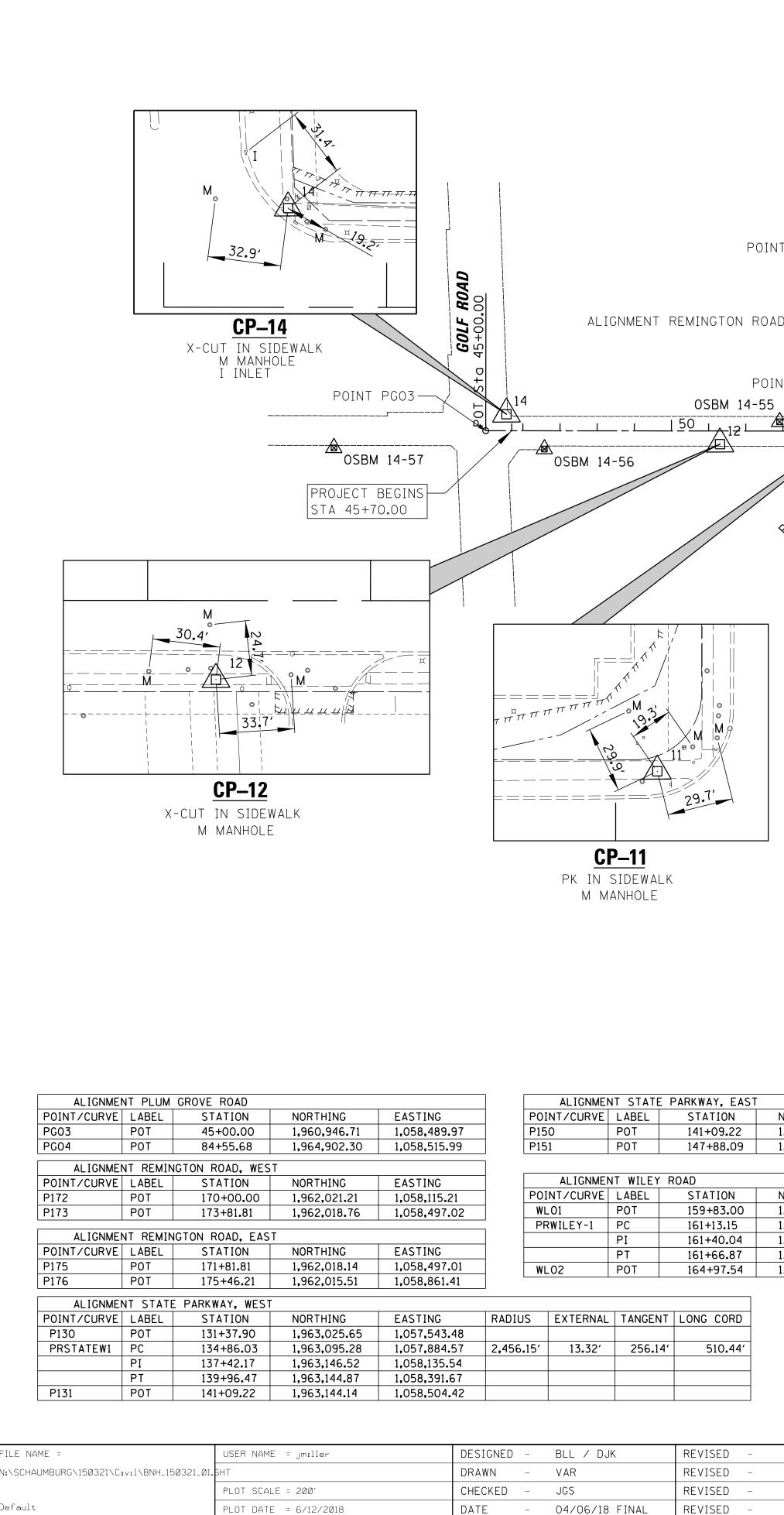
FILE NAME =	USER NAME = jmiller	DESIGNED -	BLL / DJK	REVISED -
N:\SCHAUMBURG\150321\C1v11\SKD_150321_2.5	НТ	DRAWN -	VAR	REVISED -
	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -
Default	PLOT DATE = 6/12/2018	DATE –	04/06/18 FINAL	REVISED -

S
R

EARTHWORK	ARTHWORK CALCULATION												
STATE PARKV	VAY												
STATION	EXCAVATION (SQ FT)	EMBANKMENT (SQ FT)	UNSUITABLE MATERIAL (SQ FT)	UNDERCUT (SQ FT)	TOPSOIL STRIP (UNSUITABLE) (SQ FT)	EXCAVATION (CU YD)	EMBANKMENT (CU YD)	UNSUITABLE MATERIAL (CU YD)	UNDERCUT (CU YD)	TOPSOIL STRIP (UNSUITABLE) (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15%)	EARTHWORK BALANCE WASTE OR SHORTAGE (-)	
						477	2254	1208	537	163	408	-1846	
	State We	est											
136+58.0	0.2	38.9	34.2	24.2	3.5	0	0	0	0	0	0	0	
137+00.0	13	8.4	29.1	19.5	5.4	11	37	50	34	7	9	-28	
137+50.0	1.2	16.8	72.4	48.2	7	14	24	94	63	12	12	-12	
137+69.7	3.6	19	76.5	48.3	3.9	2	14	55	36	4	2	-12	
137+90.6	2.8	22.4	77.9	48.4	3.5	3	16	60	38	3	3	-13	
138+00.0	4.2	26.3	79.9	48.3	3.3	2	9	28	17	2	2	-7	
138+50.0	10.6	35.6	125	53.7	4.7	14	58	190	95	8	12	-46	
139+00.0	7.4	47.5	124.9	45.7	4.2	17	77	232	93	9	14	-63	
139+50.0	5	52.7	148.1	42.2	4.2	12	93	253	82	8	10	-83	
140+00.0	1.6	69.1	117.4	42.4	3.6	7	113	246	79	8	6	-107	
	State Ea	st											
142+00.0	4.3	162.5	0	0	5.7	0	0	0	0	0	0	0	
142+50.0	3.6	90.9	0	0	6	8	235	0	0	11	7	-228	
142+89.9	10.4	58	0	0	3.7	11	110	0	0	8	9	-101	
143+13.3	26.5	34.3	0	0	8.8	17	41	0	0	6	14	-27	
143+50.0	57.5	25	0	0	7.3	58	41	0	0	11	49	8	
144+00.0	70.2	12.7	0	0	7.2	119	35	0	0	14	101	66	
144+50.0	45	29.9	0	0	2.4	107	40	0	0	9	91	51	
144+78.6	13.5	93.2	0	0	0	0	0	0	0	0	0	0	
144+88.8	20	98.8	0	0	5.1	7	37	0	0	1	6	-31	
145+01.7	8.9	112.1	0	0	5.7	7	51	0	0	3	6	-45	
145+07.9	3.3	123.8	0	0	7.3	2	28	0	0	2	2	-26	
145+32.9	0	152.1	0	0	0	2	128	0	0	4	2	-126	
145+52.3	4.2	159.7	0	0	5.7	2	112	0	0	3	2	-110	
146+00.0	2.7	171.7	0	0	7.3	7	293	0	0	12	6	-287	
146+14.2	0	195.7	0	0	2.7	1	97	0	0	3	1	-96	
146+37.7	0	160	0	0	2.6	0	156	0	0	3	0	-156	
146+50.0	2.6	148.8	0	0	4.9	1	71	0	0	2	1	-70	
146+81.6	0	142.4	0	0	4.3	2	171	0	0	6	2	-169	
147+00.0	0.2	75.7	0	0	2.4	1	75	0	0	3	1	-74	
147+22.4	10.1	13.3	0	0	0	5	37	0	0	1	4	-33	
147+50.0	9.4	0	0	0	0	10	7	0	0	0	9	2	
147+75.0	9	0	0	0	0	9	0	0	0	0	8	8	
148+00.0	10.1	0	0	0	0	9	0	0	0	0	8	8	
148+50.0	0	51.7	0	0	0	10	48	0	0	0	9	-39	

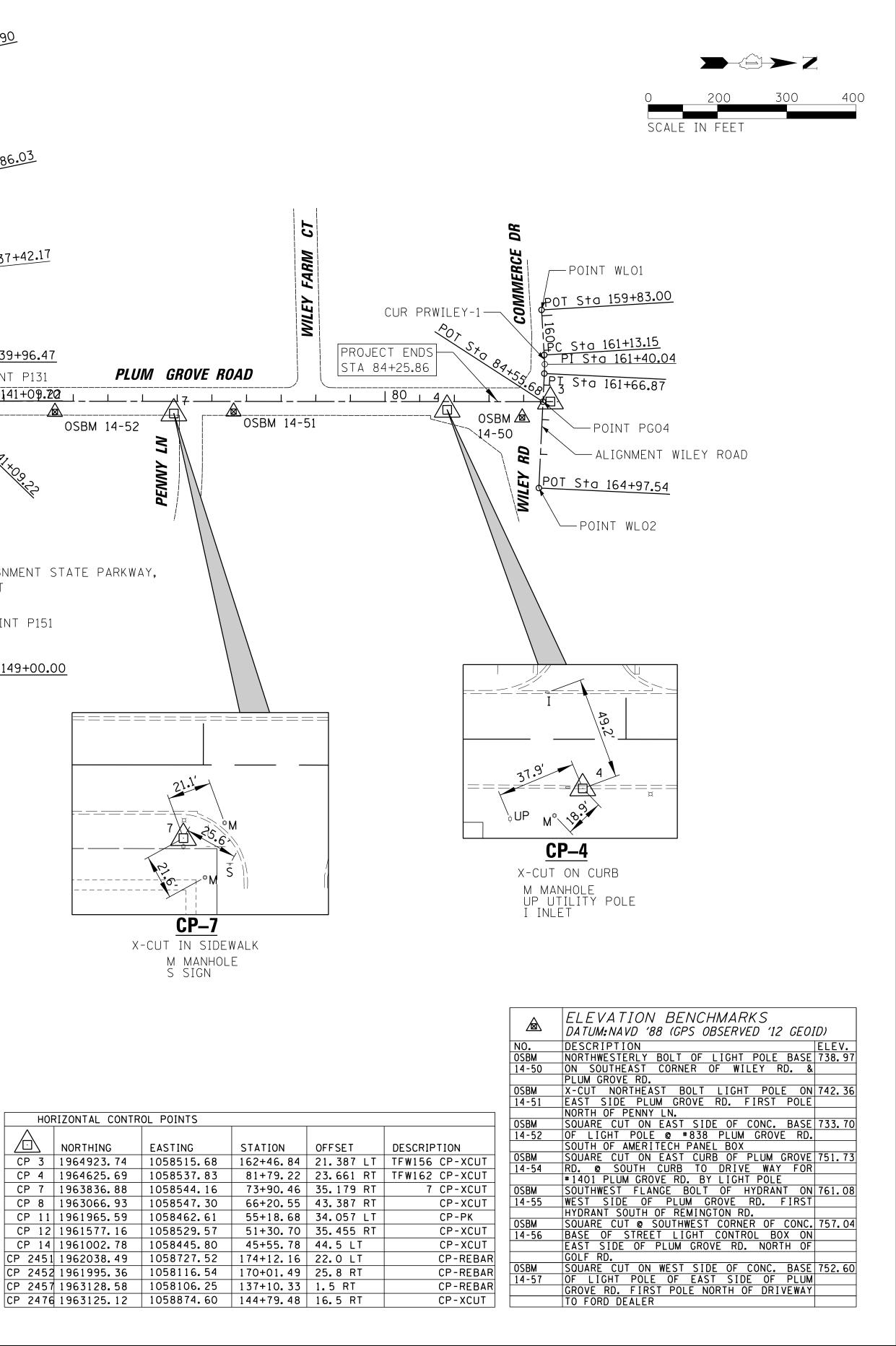
#### PLUM GROVE STATE OF ILLINOIS SCHEDULE OF QU DEPARTMENT OF TRANSPORTATION SHEET 3 OF 3 SHEET SCALE: NTS

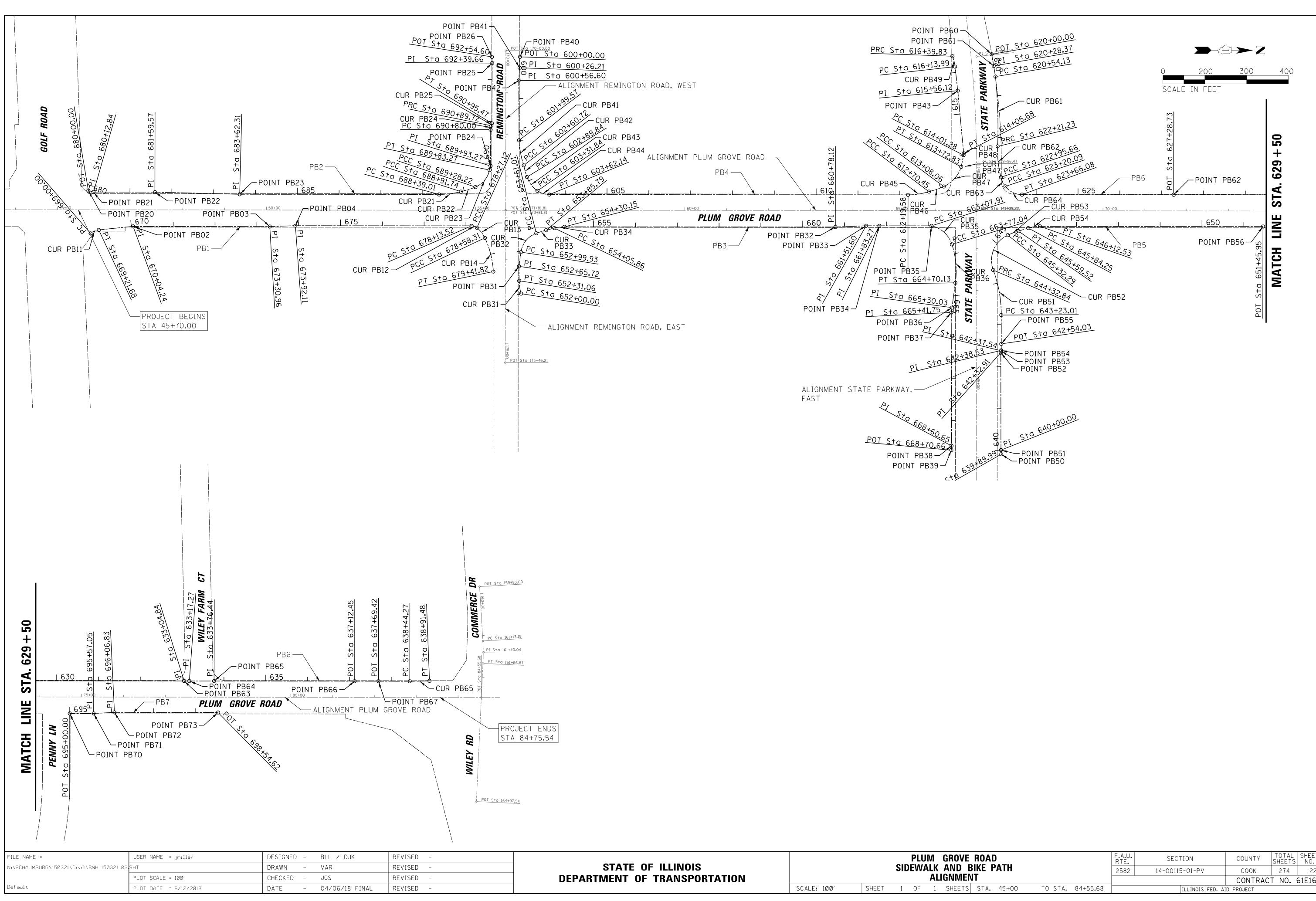
Έ	ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
UANTITIES				2582	14-00115-01-PV	СООК	274	20			
						CONTRAC	T NO.	61E16			
TS	STA	TO STA.	-	ILLINOIS FED. AID PROJECT							



			POINT 130-	POT Sta 131+3	7.90			
		ALIGNMENT S	TATE PARKWAY, WE	ST C Sto 134	+86.03			
T P172 2452 2 D, WEST	BEMINGTON ROAD	70+00.00	CUR PRSTATE	STATE OF CONTRACTOR	137+42.17			VII EV EADAA CT
NT P173		<u></u> 60			139+96.47 DINT P131	<i>PLUM</i>	GROVE RO	
P01-510-111-801.	2451	T 175 NT PLUM GROVE RO NMENT REMINGTON			OSB	3M 14-52		OSBM 14-5
	POINT	Г 176			IGNMENT STATE ST 0INT P151 <u>149+00.00</u>	PARKWAY,		
		8 6 CB CB CB CB CB						×1)
	Μ ΜΑ	IN SIDEWALK Anhole Atch Basin				X-CU	CP-7 it in sidew m manhole s sign	
NORTHING 1,963,143.16 1,963,140.39	EASTING 1,058,504.41 1,059,183.28							
NORTHING 1,964,899.62 1,964,906.64 1,964,908.09 1,964,906.65 1,964,888.98	EASTING 1,058,251.02 1,058,380.98 1,058,407.83 1,058,434.67 1,058,764.87	RADIUS       EXTERNAL       1         500.00'       0.72'       1         1       1       1       1         2       1       1       1         3       1       1       1         4       1       1       1         5       1       1       1         1       1       1       1         1       1       1       1         1       1       1       1	TANGENT LONG CORD 26.89' 53.72'		Image: CP 3         NORT           CP 3         1964           CP 4         1964           CP 7         1963           CP 8         1963	923.7410625.6910836.8810066.9310965.5910	POINTS STING 58515.68 58537.83 58544.16 58547.30 58462.61 58529.57	STATION 162+46.84 81+79.22 73+90.46 66+20.55 55+18.68 51+30.70
					CP 12 1981 CP 14 1961		58445.80	45+55.78

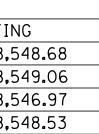
		PLUM GROVE ROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 STATE OF ILLINOIS		IL RTE 58 (GOLF RD) TO WILEY RD ALIGNMENT, TIES AND BENCHMARKS	2582	14-00115-01-PV	COOK	274	21	
DEPARTMENT OF TRANSPORTATION						CONTRAC	T NO.	61E16
	SCALE: 200'	SHEET 1 OF 1 SHEETS STA. 45+00 TO	O STA. 84+55.68		ILLINOIS FED. AI	D PROJECT		





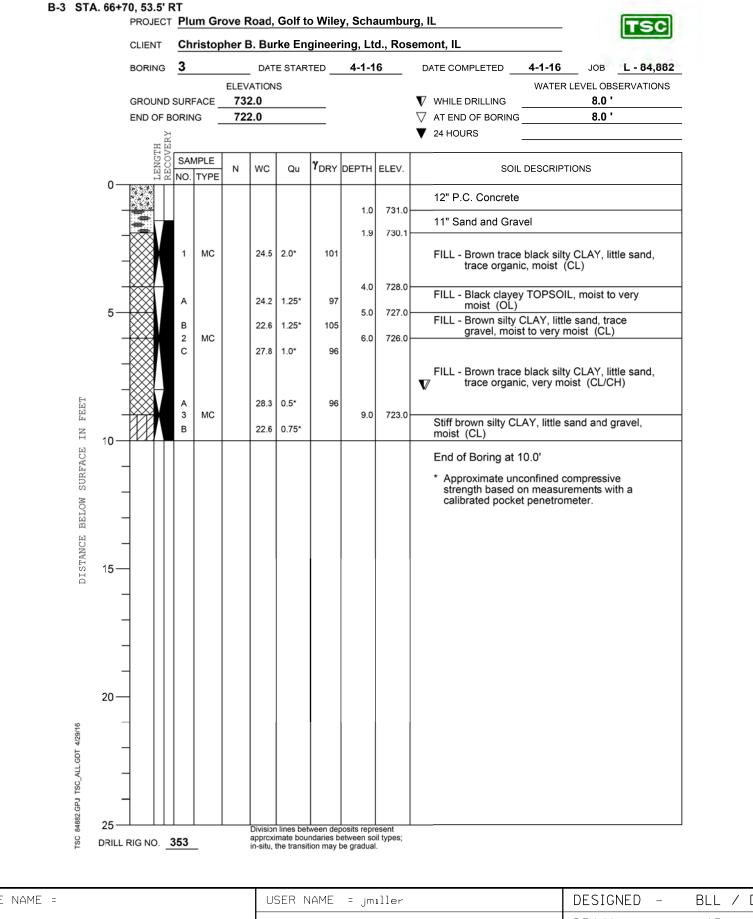
	ROAD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BIKE P	ATH			2582	14-00115-01-PV	СООК	274	22
EN							CONTRAC	T NO.	61E16
TS	STA.	45+00	TO STA.	84+55.68		ILLINOIS FED. AI	ID PROJECT		

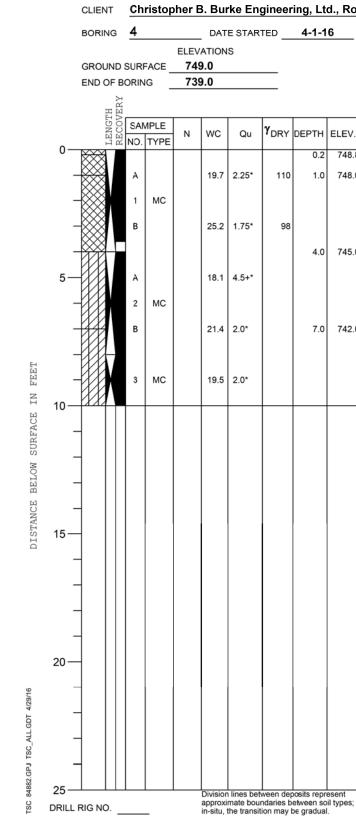
PROP. CURVE PB11PROP. CURVE PB12PROP. CURVE PB13PROP. CURVE PB14PI STA. = $669+11.19$ PI STA. = $678+20.59$ PI STA. = $678+42.98$ PI STA. = $679+00.60$ $\Delta = 35^{\circ} 04' 05'' (RT)$ $\Delta = 38^{\circ} 57' 21'' (RT)$ $\Delta = 25^{\circ} 42' 45'' (RT)$ $\Delta = 22^{\circ} 18' 25'' (RT)$ D = $161^{\circ} 45' 40''$ D = $286^{\circ} 28' 44''$ D = $82^{\circ} 26' 24''$ D = $26^{\circ} 42' 41''$ R = $35.42'$ R = $20.00'$ R = $69.50'$ R = $214.50'$ T = $11.19'$ T = $7.07'$ T = $15.86'$ T = $42.29'$ L = $21.68'$ L = $13.60'$ L = $31.19'$ L = $83.51'$ E = $1.73'$ E = $1.21'$ E = $1.79'$ E = $4.13'$ P.C. STA = $669+00.00$ P.C. STA = $678+13.52$ P.C. STA = $678+27.12$ P.C. STA = $678+58.31$ P.T. STA = $669+21.68$ P.T. STA = $678+27.12$ P.T. STA = $678+58.31$ P.T. STA = $679+41.82$	D = $28^{\circ} 21' 51''$ D = $27^{\circ} 45' 25''$ D = $101^{\circ} 33' 08''$ R = $202.00'$ R = $206.42'$ R = $56.42'$ T = $26.51'$ T = $18.29'$ T = $29.93'$ L = $52.72'$ L = $36.49'$ L = $55.04'$ E = $1.73'$ E = $0.81'$ E = $7.45'$ P.C. STA = $688+39.01$ P.C. STA = $688+91.74$ P.C. STA = $689+28.22$	PROP. CURVE PB24PROP. CURVE PB25PI STA. = 690+84.92PI STA. = 690+92.63 $\Delta = 22^{\circ} 16' 04'' (RT)$ $\Delta = 21^{\circ} 58' 42'' (LT)$ $D = 229^{\circ} 10' 59''$ $D = 381^{\circ} 58' 19''$ $R = 25.00'$ $R = 15.00'$ $T = 4.92'$ $T = 2.91'$ $L = 9.72'$ $L = 5.75'$ $E = 0.48'$ $E = 0.28'$ P.C. STA = 690+80.00P.C. STA = 690+89.72P.T. STA = 690+89.72P.T. STA = 690+95.47	
PROP. CURVE PB31PROP. CURVE PB32PROP. CURVE PB32PROP. CURVE PB33PROP. CURVE PB33PROP. CURVE PB34PROP. CURVE PB34 $\Delta = 14^{\circ} \ 02' \ 15'' \ (RT)$ $\Delta = 62^{\circ} \ 01' \ 59'' \ (RT)$ $\Delta = 5^{\circ} \ 32' \ 08'' \ (RT)$ $\Delta = 14^{\circ} \ 38' \ 54'' \ (RT)$ $\Delta = 49^{\circ} \ 56' \ 03$ $D = 45^{\circ} \ 11' \ 33''$ $D = 101^{\circ} \ 33' \ 08''$ $D = 22^{\circ} \ 20' \ 40''$ $D = 60^{\circ} \ 18' \ 41''$ $D = 86^{\circ} \ 15' \ 46'$ $R = 126.78'$ $R = 56.42'$ $R = 256.42'$ $R = 95.00'$ $R = 66.42'$ $T = 13.61'$ $T = 33.92'$ $T = 12.40'$ $T = 12.21'$ $T = 30.93'$ $L = 31.06'$ $L = 61.08'$ $L = 24.77'$ $L = 24.29'$ $L = 57.89'$ $E = 0.96'$ $E = 9.41'$ $E = 0.30'$ $E = 0.78'$ $E = 6.85'$ P.C. STA = 652+00.00P.C. STA = 653+61.01P.T. STA = 653+61.01P.T. STA = 654+30.15P.T. STA = 664	50.08 PI STA. = $664+24.39$ '' (RT) $\triangle$ = 25° 50' 22'' (RT) D = 27° 45' 25'' R = 206.42' T = 47.35' L = 93.09' E = 5.36'		
PROP. CURVE PB41PROP. CURVE PB42PROP. CURVE PB43PROP. CURVE PB43PROP. CURVE PB43PROP. CURVE PB44PROP. CURVE PB45PI STA. = $602+30.33$ PI STA. = $602+75.30$ $\Delta = 15^{\circ} 06' 08'' (LT)$ $\Delta = 6^{\circ} 30' 23'' (LT)$ $\Delta = 36^{\circ} 13' 55'' (LT)$ $\Delta = 34^{\circ} 42' 45'' (LT)$ $\Delta = 18^{\circ} 02' 01'' (LT)$ D = $24^{\circ} 41' 47''$ D = $22^{\circ} 20' 40''$ D = $86^{\circ} 15' 46''$ D = $114^{\circ} 35' 30''$ D = $35^{\circ} 27' 19''$ R = $232.00'$ R = $256.42'$ R = $66.42'$ R = $50.00'$ R = $161.60'$ T = $30.75'$ T = $14.58'$ T = $21.73'$ T = $15.63'$ T = $25.64'$ L = $61.15'$ L = $29.12'$ L = $42.00'$ L = $30.29'$ L = $50.86'$ E = $2.03'$ E = $0.41'$ E = $3.46'$ E = $2.39'$ E = $2.02'$ P.C. STA = $602+60.72$ P.T. STA = $602+89.84$ P.T. STA = $603+31.84$ P.C. STA = $603+62.14$ P.T. STA = $612+70.45$	PI STA. = $612+89.31$ PI STA. = $613+42.53$ PI STA. = $614+03.50$ PI $\Delta = 10^{\circ} 26' 26'' (LT)$ $\Delta = 48^{\circ} 33' 32'' (LT)$ $\Delta = 16^{\circ} 48' 07'' (LT)$ $\Delta$ $D = 27^{\circ} 45' 25''$ $D = 74^{\circ} 58' 29''$ $D = 381^{\circ} 58' 19''$ $D$ $R = 206.42'$ $R = 76.42'$ $R = 15.00'$ $R$ $T = 18.86'$ $T = 34.47'$ $T = 2.22'$ $T$ $L = 37.61'$ $L = 64.77'$ $L = 4.40'$ $L$ $E = 0.86'$ $E = 7.42'$ $E = 0.16'$ $E$ P.C. STA = $612+70.45$ P.C. STA = $613+08.06$ P.C. STA = $614+01.28$ P.C.	ROP. CURVE PB49 STA. = 616+26.99 = 15° 34' 49'' (LT) = 60° 18' 41'' = 95.00' = 13.00' = 25.83' = 0.88' C. STA = 616+13.99 T. STA = 616+39.83	
PROP. CURVE PB51PROP. CURVE PB52PROP. CURVE PB53PROP. CURVE PB53PROP. CURVE PB54PI STA. = 643+78.51PI STA. = 644+94.55PI STA. = 645+45.92PI STA. = 645+98.50 $\Delta = 20^{\circ} 25' 47'' (LT)$ $\Delta = 85^{\circ} 47' 23'' (RT)$ $\Delta = 7^{\circ} 33' 35'' (RT)$ $\Delta = 17^{\circ} 03' 20'' (RT)$ D = 18^{\circ} 36' 09''D = 86^{\circ} 15' 46''D = 27^{\circ} 45' 25''D = 60^{\circ} 18' 41''R = 308.00'R = 66.42'R = 206.42'R = 95.00'T = 55.50'T = 61.71'T = 13.64'T = 14.24'L = 109.82'L = 99.45'L = 27.24'L = 28.28'E = 4.96'E = 24.24'E = 0.45'E = 1.06'P.C. STA = 643+23.01P.C. STA = 644+32.84P.C. STA = 645+32.29P.C. STA = 645+32.29P.T. STA = 644+32.84P.T. STA = 645+32.29P.T. STA = 645+59.52P.T. STA = 646+12.53	PI STA. = $621+37.81$ PI STA. = $622+58.71$ PI STA. = $623+08.04$ PI $\Delta = 7^{\circ} 55' 33'' (RT)$ $\Delta = 16^{\circ} 37' 52'' (LT)$ $\Delta = 22^{\circ} 47' 21'' (LT)$ $D = 4^{\circ} 44' 35''$ $D = 22^{\circ} 20' 40''$ $D = 93^{\circ} 17' 07''$ $R = 1,208.00'$ $R = 256.42'$ $R = 61.42'$ $T = 83.69'$ $T = 37.48'$ $T = 12.38'$ $L = 167.10'$ $L = 74.43'$ $L = 24.43'$		
ALIGNMENT CHAIN PB2           POINT/CURVE         LABEL         NORTHING         EASTING           PB20         POT         1,961,021.19         1,058,444.43           PB21         PI         1,961,033.51         1,058,448.04           PB22         PI         1,961,180.25         1,058,449.00           PB23         PI         1,961,382.89         1,058,455.34           CUR PB11         PI         1,961,034.39         1,058,539.65           CUR PB11         PI         1,961,127.71         1,058,530.69           PB02         PI         1,961,454.43         1,058,532.80           PB03         PI         1,961,515.55         1,058,531.19           CUR PB12         PI         1,961,944.03         1,058,533.95           CUR PB13         PI         1,961,986.32         1,058,548.48           PB25         PI         1,961,988.34         1,058,130.02	ALIGNMENT CHAIN PB3POINT/CURVELABELNORTHINGEASTINGCUR PB31PI1,962,050.231,058,681.54ALIGNMPB31PI1,962,049.561,058,631.28POINT/CURVCUR PB32PI1,962,059.481,058,563.88PB40CUR PB33PI1,962,103.121,058,548.34PB41CUR PB34PI1,962,806.591,058,537.36PB42PB32PI1,962,880.031,058,539.00CUR PB41PB33PI1,962,911.701,058,539.20CUR PB43CUR PB35PI1,963,073.481,058,548.33CUR PB44CUR PB36PI1,963,084.291,059,735.87CUR PB45PB36PI1,963,084.291,058,747.46CUR PB48PB38PI1,963,081.391,058,066.36PB43PB39POT1,963,080.861,059,076.36CUR PB49	POT1,962,054.841,058,130.40ALIGNMENTCHPI1,962,053.801,058,156.59POINT/CURVELABEPI1,962,051.581,058,186.91PB50POTPI1,962,052.951,058,360.60PB51PIPI1,962,065.381,058,404.14PB52PIPI1,962,077.021,058,438.53PB53PIPI1,962,107.591,058,460.00PB54PIPI1,963,006.291,058,465.84PB55PIPI1,963,049.081,058,432.11CUR PB51PIPI1,963,097.841,058,369.22CUR PB53PIPI1,963,101.031,058,217.16CUR PB54PI	
ALIGNMENT CHAIN PB6           POINT/CURVE         LABEL         NORTHING         EASTING           PB60         POT         1,963,182.55         1,058,130.58           PB61         PI         1,963,187.25         1,058,158.56           CUR PB61         PI         1,963,199.24         1,058,267.30           CUR PB62         PI         1,963,206.14         1,058,436.70           CUR PB63         PI         1,963,615.87         1,058,466.39           PB62         PI         1,963,615.87         1,058,472.73           PB63         PI         1,964,204.39         1,058,472.73           PB64         PI         1,964,204.39         1,058,472.81           PB65         PI         1,964,263.56         1,058,472.81           PB66         PI         1,964,599.56         1,058,475.49           PB67         PI         1,964,599.56         1,058,475.49           PB70         POT         1,963,918.04         1,058,548.68           PB71         PI         1,964,024.83         1,058,549.06           PB72         PI         1,964,024.83         1,058,546.97           PB73         POT         1,964,272.60         1,058,548.53			
FILE NAME =       USER NAME = jmiller       DESIGNED -       BLL / DJK       REVISED -         N:\SCHAUMBURG\150321\Civil\BNH_150321\03       SHT       DRAWN -       VAR       REVISED -         Default       PLOT SCALE = 100'       CHECKED -       JGS       REVISED -         Default       PLOT DATE = 6/12/2018       DATE -       04/06/18 FINAL       REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLUM GROVE ROAD SIDEWALK AND BIKE PATH CURVE DATA         SCALE:       NTS         SHEET       1         OF       1         SHEET       1         OF       1         SHEET       1         SHEET       1         SHEET       1         SHEET       1         OF       1         SHEET       1 <td< td=""><td>F.A.U. RTE.SECTIONCOUNTYTOTAL SHEET NO.SHEET NO.258214-00115-01-PVCOOK27423CONTRACT NO. 61E16A. 84+55.68ILLINOIS FED. AID PROJECT</td></td<>	F.A.U. RTE.SECTIONCOUNTYTOTAL SHEET NO.SHEET NO.258214-00115-01-PVCOOK27423CONTRACT NO. 61E16A. 84+55.68ILLINOIS FED. AID PROJECT



9.9 rT       2.0°       Bluminous Surface Course (Not bonded to underlying layer) (Decinorated)       Core 4: 10.3°       P.C. Concrete To 10.3°		oilitatior	to Wiley n/Reconstruction,	TSC	Plum Grove R Pavement Ref L-84,882 - Apr	nabilitati	on/Reconstruction,	
Plum Grove Root       Core 3:       1.67       Bituminous Surface Course 37.7 (32-7)       Partially deteriorated (2007) (Partially deteriorated (2007) (Partially deteriorated (2007))       Partially deteriorated (2007) (Partially deteriorated (2007))         S7.8 (32-16)       1.07       Bituminous Surface Course 2.07       (Partially deteriorated (2007))       (Partially deteriorated (2007))       (Partially deteriorated (2007))         S.9 (FT)       2.07       Bituminous Surface Course 2.05.7       (Partially deteriorated (2007))       (Partially deteriorated (2007))       (Partially deteriorated (2007))       (Partially deteriorated (2007))         S.9 (FT)       2.07       Bituminous Surface Course 2.05.7       (Partially deteriorated (2007))       (Part					State Parkw	vay		
Plus Grove Read     S.7. S10, 8 Pt S10,			(Each component of pavement s	section listed from top down.)				
Function roots         Function								(Partially datariarated)
Sor 1: STA 824 1/5       15/5       Bituminous Surface Course Bituminous Surface Course Stra 1640 1/5       (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1/2) (1	<u>Plum Grove R</u>	<u>load</u>			19.9' RT			
Cord 1:       1.3       Bituminous Surface Course Bituminous Surface Course 2.25       Pathemate density store Bituminous Surface Course 2.25       PC concrete Bituminous Surface Course 2.25       PC concrete Bituminous Surface Course 2.25       (** denset reter mesh, 4/* and Coushed Store Base Course 2.25       (** denset reter mesh, 4/* and Course 2       (** denset reter mesh, 4/* and Course 2         Core 2:       1.9       Bituminous Surface Course 2.25       (** denset reter mesh, 4/* and Course 2       (** denset reter mesh, 4/* and Course 2       (** denset reter mesh, 4/* and Course 2         Core 2:       1.9*       Bituminous Surface Course 8*       (** denset reter mesh, 4/* and Course 2       (** denset reter mesh, 4/* and Course 2       (** denset reter mesh, 4/* and Course 2         2.04 RT       2.4       Bituminous Surface Course 8*       (** denset reter mesh, 4/* and Course 2								(Faitially detendrated)
STA 62416       10       Bituminous Surface Course 1.8       (Nt bonded to underlying layer) (Nt bon				(Pavement overlay fabric)				(Crushed gravel 1" to fine)
1.6"       Bluminous Surface Course 25"       (Not bordet to underlying layer) 25"       Core 4: 10.2"       10.2"       PC. Concrete 24.3" LT       (Not bordet to underlying layer) 25.4". 14.4"       (Not bordet to underlying layer) 25.4". 15.4". 14.4"       (Not bordet to underlying layer) 25.4". 14.4"       (Not bordet to underlying layer) 25.4". 15.4". 14.4".4"       (Not bordet to underlying layer) 25.4". 15.4". 14.4".4" <td>0174.02.10</td> <td></td> <td></td> <td></td> <td></td> <td>0/2</td> <td></td> <td></td>	0174.02.10					0/2		
2.57       Bituminous Binder Course 287.7 Total Asphalt Thickness       (Crushed gravel 1* to fine)       STA. 146+12 42.3 °L       10*       Total Thickness Crushed Stone Base Course Crushed Stone Base Course       (Crushed and uncrushed gravel 1* to 42.3 °L         Core 2: 2.0.4 Pt       1.9°       Bituminous Surface Course 2.0.4 Pt       (Pavement overlay fabric)       Remination       Remination       Remination       Remination       Remination       Remination       (Pavement overlay fabric)       Pavement overlay fabric)       Pavemen					Core 4:	10.3	P.C. Concrete	(1/4" diameter steel mesh, 41/4" and 101/8" below
List of the list list of the list of the list of the list of the list o						401/		
Cost 10d Asplat Thickness       (Cushed gravel 1* to fine)       Remington Root       Remington Root         Core 2:       1.9       Bituminous Surface Course       (Pavement overlay fabric)       Remington Root       Bituminous Surface Course       (Pavement overlay fabric)         STA, 70-94       0.9       Bituminous Surface Course       (Pavement overlay fabric)       Bituminous Surface Course       Bituminous Surface Course       (Pavement overlay fabric)         Core 5:       1.8       Bituminous Binder Course       (No bonded)       (No bonded)       0.7       Bituminous Surface Course       (Pavement overlay fabric)         1.9 LT       2.6       Bituminous Surface Course       (No bonded)       0.7       Bituminous Surface Course       (Crushed and uncrushed gravel %''         1.9 LT       2.6       Bituminous Surface Course       (No bonded)       0.7       Bituminous Surface Course       (Crushed and uncrushed gravel %''         1.9 LT       2.6       Bituminous Surface Course       (Pavement overlay fabric)       0.7       Bituminous Surface Course       (Crushed and uncrushed gravel %'' to fine)         Core 6:       1.5       Bituminous Surface Course       (Pavement overlay fabric)       0.2'' RT       7/7       P.C. Concrete       Total Asphati Thickness       (Crushed and uncrushed gravel %'' to fine)       0.2'' RT       9''       Tot				(Deteriorated)		-		(Crushed and uncrushed gravel 1" to fine)
Core 2: STA. 70-94 204' RT       Bituminous Surface Course 12/2/*       (Pavement overlay fabric)       Reminators       Reminators </td <td></td> <td></td> <td></td> <td></td> <td>42.3 LI</td> <td>0/2</td> <td></td> <td>(crashed and unordered graver in to fille)</td>					42.3 LI	0/2		(crashed and unordered graver in to fille)
Core 2:       1.9       Bituminous Binder Course       (Pavement overlay fabric)         20.4' RT       2%       Total Asphalt Thickness       STA. 70-90       0.8''       Bituminous Surface Course       Crushed and uncrushed gravel %"         1.9' I.1       2.5''       Bituminous Surface Course       (Pavement overlay fabric)       Total Asphalt Thickness       Crushed and uncrushed gravel %"       Core 8:       7.7''       Bituminous Surface Course       (Crushed and uncrushed gravel %"         16: C I.1       1.7''       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       7/*''       P.C. Concrete       Total Asphalt Thickness       Possible Deteriorated Pozzolanic Material       Deteriorated Pozzolanic Material         16: C I.1       1.7''       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       7/*'       Possible Deteriorated Pozzolanic Material         16: C I.1       1.6''       Bituminous Surface Course		8"	Crushed Stone Base Course	(Crushed gravel 1" to fine)				
STA. 70+94       9.9.8       Bituminous Binder Course Total Asphati Thickness       (Pavement overlay fabric)         STA. 65+38       1.7*       Bituminous Surface Course Bituminous Binder Course STA. 65+38       Bituminous Binder Course Bituminous Binder Course Bituminous Binder Course Bituminous Binder Course STA. 65+38       Bituminous Binder Course Bituminous Binder Course Bituminous Binder Course Core 6:       P.C. Concrete Total Asphati Thickness Possible Deteriorated Pozzolanic Material       Core 8: 7.7*       7.7*       P.C. Concrete Total Asphati Thickness Possible Deteriorated Pozzolanic Material       Core 8: 7.7*       7.7*       P.C. Concrete Total Asphati Thickness Possible Deteriorated Pozzolanic Material       Core 8: 7.7*       7.7*       P.C. Concrete Total Asphati Thickness Possible Deteriorated Pozzolanic Material         Core 6: 57.4       1.7*       Bituminous Surface Course Bituminous Surface Course Possible Deteriorated Pozzolanic Material       Core 8: 7.7*       7.7*       P.C. Concrete Total Asphati Thickness Possible Deteriorated Pozzolanic Material         Core 9: 57.4       1.1*       Bituminous Surface Course Bituminous Surface Course Possible Deteriorated Pozzolanic Material       P.S. Concrete Possible Deteriorated Pozzolanic Material         Core 9: 57.4       1.1*       Bituminous Surface Course Possible Deteriorated Pozzolanic Material       P.S. Concrete Possible Deteriorated Pozzolanic Material         STA. 63+05       1.9*       Bituminous Surface Course Possible Deteriorated Pozzolanic Material       P.S. Concrete Pozzolanic Material	Core 2:	1.9"	Bituminous Surface Course	(Pavement overlav fabric)	<u>Remington</u>	Road		
20.4° RT       2%       Total Asphait Thickness       Core f:       2.3       Bituminous Surface Course       (Pavement overlay fabric)         11"       Possible Deteriorated Pozzolanic Material       STA. 170-20       0.8       Bituminous Surface Course       (Pavement overlay fabric)         STA. 65-38       1.7"       Bituminous Surface Course       (Not bonde)       1.7"       Bituminous Surface Course       0.7"       Bituminous Surface Course         4.8       Bituminous Surface Course       (Not bonde)       1.7"       Total Asphait Thickness       0.7"       Bituminous Surface Course         6.0"       Total Asphait Thickness       0.7"       Bituminous Surface Course       (Crushed and uncrushed gravel %"         7.4       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174-00       0.7"       Bituminous Surface Course         81tuminous Surface Course       (Pavement overlay fabric)       STA. 174-00       0.7"       Bituminous Surface Course       Total Asphait Thickness         5X-7       Total Asphait Thickness       (Crushed and uncrushed gravel %" to fine)       STA. 174-00       9"       Possible Deteriorated Pozzolanic Material         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 53+05       1.0"       Bituminous Surface Course       (Not bonded to				(				
11*       Possible Deteriorated Pozzolanic Material       STA, 170+20       0.8*       Bituminous Surface Course       (Pavement overlay fabric)         Core 5:       1.8*       Bituminous Surface Course       (Not bonded)       17.5*       RT       1.0*       Bituminous Surface Course       0.7*       Divide Stone Base Course       0.7*       Divide Stone Base Course       0.7*       P.C. Concrete       Total Asphalt Thickness         STA, 57+90       1.7*       Bituminous Surface Course       (Pavement overlay fabric)       STA       Total Asphalt Thickness       Total Asphalt Thickness       P.C. Concrete       Total Asphalt Thickness         STA, 57+90       1.7*       Bituminous Surface Course       (Pavement overlay fabric)       STA       Total Asphalt Thickness       Possible Deteriorated Pozzolanic Material         Core 9:       1.1*       Bituminous Surface Course       (Pavement overlay fabric)       (Not bondet to underiying layer)								
Core 5:       1.8"       Bituminous Surface Course       (Not bonded)       17.5" RT       1.0"       Bituminous Surface Course         STA, 65+38       1.7"       Bituminous Binder Course       (Not bonded)       10"       Core 6:       10"       Coushed Stone Base Course       (Crushed and uncrushed gravel ½"         1.9" LT       2.5"       Bituminous Surface Course       (Not bonded)       0"       Core 6:       7.7"       P.C. Concrete:       Total Asphalt Thickness         9"       Possible Deteriorated Pozzolanic Material       Core 8:       7.7"       P.C. Concrete:       Total Thickness         STA. 65+30       1.7"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       9"       Possible Deteriorated Pozzolanic Material         STA. 57+90       1.7"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 57+90       1.6"       Total Asphalt Thickness       Possible Deteriorated Pozzolanic Material         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)       (Not bonded to underlying layer)       (Not bonded to underlying layer)       Start 53+06       S	20.11111			nic Material	STA. 170+20	) 0.8"		(Pavement overlay fabric)
Core 6:       1.5"       Bituminous Binder Course 60"       (Aot bonded)       44"       Total Asphalt Thickness Crushed Stone Base Course 60"       (Crushed and uncrushed gravel %"         9"       Possible Deteriorated Pozzolanic Material       Core 8: 0.2" RT       7.7" 81tuminous Surface Course 0.2" RT       P.C. Concrete 74"         Core 6: 57A, 57+90 16.6" LT       1.5" 8ituminous Surface Course 16"       (Pavement overlay fabric)       0.2" RT       9"       P.C. Concrete 74"       Possible Deteriorated Pozzolanic Material         Core 9: 57A, 57+90 16.6" LT       1.7" 8ituminous Surface Course 16"       (Pavement overlay fabric)       0.2" RT       9"       Possible Deteriorated Pozzolanic Material         Core 9: 57A, 57+90 16.6" LT       1.1"       Bituminous Surface Course 16"       (Pavement overlay fabric)       STA 16"       STA 16"       Not bonded to underlying layer)         2.2" LT       0.9"       Bituminous Surface Course 16"       (Pavement overlay fabric)       STA 16"       STA 16" <td></td> <td></td> <td></td> <td></td> <td>17.5' RT</td> <td></td> <td></td> <td></td>					17.5' RT			
STA. 65+38       1.7"       Bituminous Binder Course       (Not bonded)       4%"       Total Asphalt Thickness         1.9' LT       2.5"       Bituminous Binder Course       (Or tal Asphalt Thickness)       Crushed and uncrushed gravel %"         6.0"       Total Asphalt Thickness       Possible Deteriorated Pozzolanic Material       Care 8:       7.7"       P.C. Concrete         STA. 57+90       1.7"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       9"       Possible Deteriorated Pozzolanic Material         STA. 57+90       1.7"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       9"       Possible Deteriorated Pozzolanic Material         Core 9:       1.1"       Bituminous Surface Course       (Crushed and uncrushed gravel %" to fine)       Possible Deteriorated Pozzolanic Material       Possible Deteriorated Pozzolanic Material         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)       (Not bonded to underlying layer)       Possible Deteriorated Pozzolanic Material         2.2'LT       1.0"       Bituminous Surface Course       (Pavement overlay fabric)       Possible Deteriorated Pozzolanic Material         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)       Possible Deteriorated Pozzolanic Material         STA	Core 5:	1.8"	Bituminous Surface Course					
1.9 LT       2.5"       Bituminous Binder Course       10"       Crushed Stone Base Course       (Crushed and uncrushed gravel %"         1.9 LT       2.5"       Bituminous Binder Course       Total Asphalt Thickness       9"       Possible Deteriorated Pozzolanic Material       Core 8: STA. 174+05       7.7"       P.C. Concrete         STA. 57+90       1.7"       Bituminous Surface Course       (Pavement overlay fabric)       9"       0.2' RT       9"       Possible Deteriorated Pozzolanic Material         Core 9: STA. 57+90       2.1"       Bituminous Surface Course       (Pavement overlay fabric)       9"       0.2' RT       9"       Possible Deteriorated Pozzolanic Material         Core 9: STA. 53+05       1.0"       Bituminous Surface Course       (Pavement overlay fabric)       9"       Not bonded to underlying layer)         2.2" LT       0.9"       Bituminous Surface Course       (Not bonded to underlying layer)       10"       Viate Asphate Thickness         9'/*       Possible Deteriorated Pozzolanic Material       STA. 53+05       2.9       Not bonded to underlying layer)       10"         2.2" LT       0.9"       Bituminous Surface Course       (Pavement overlay fabric)       10"       STA. 53+05       10"       Bituminous Surface Course       10"         57/*       Total Asphate Thickness       9/*				(Not bonded)				
6.0°       Total Asphalt Thickness Possible Deteriorated Pozzolanic Material       Core 8: STA. 174+05 0.2' RT       7.7" STA. 174+05 0.2' RT       P.C. Concrete Total Thickness Possible Deteriorated Pozzolanic Material         Core 6: STA. 57+90 16.6' LT       1.5°       Bituminous Surface Course 55/a"       (Pavement overlay fabric)       Processible Deteriorated Pozzolanic Material         STA. 57+90 16.6' LT       1.7"       Bituminous Surface Course 55/a"       (Pavement overlay fabric)       Processible Deteriorated Pozzolanic Material         STA. 57+90 16.6' LT       1.1"       Bituminous Surface Course Crushed Stone Base Course 2.2' LT       (Pavement overlay fabric) Bituminous Surface Course 2.4"       (Pavement overlay fabric) (Not bonded to underlying layer)         STA. 53+05 2.2' LT       1.0°       Bituminous Surface Course 55/a"       (Pavement overlay fabric) (Not bonded to underlying layer)       Surface Course 55/a"       Pavement overlay fabric) (Not bonded to underlying layer)       Surface Course 2.4"       Bituminous Surface Course 55/a"       Pavement overlay fabric) (Not bonded to underlying layer)       Surface Course 55/a"       Surface Course 55/a"       Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course 51/a"       (Pavement overlay fabric)       Pavement overlay fabric)       Surface Course       Favement overlay fabric)       Surface Course       Favement overlay fabric)       Surface Course       Favement overlay fabric)       Favement overlay fabric)	0171 00 00			(		10"	Crushed Stone Base Course	(Crushed and uncrushed gravel 3/4" to fine)
9"       Possible Deteriorated Pozzolanic Material       Core 8: STA. 57+90       7.7" STA. 174+05       P.C. Concretel Total Thickness         STA. 57+90       1.7"       Bituminous Surface Course Bituminous Surface Course       (Pavement overlay fabric)       9"       Possible Deteriorated Pozzolanic Material         1.6"       L.1"       Bituminous Surface Course 10"       (Pavement overlay fabric)       9"       Possible Deteriorated Pozzolanic Material         Core 9:       1.1"       Bituminous Surface Course 10"       (Pavement overlay fabric)       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course 2.4"       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course 5%"       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course 5%"       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course 5%"       (Pavement overlay fabric)         STA. 45429       1.3"       Bituminous Surface Course 5%"       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course 5%"       (Pavement overlay fabric)								
Core 6:       1.5"       Bituminous Surface Course       (Pavement overlay fabric)       STA. 174+05       7%"       Total Thickness         STA. 57+90       1.7"       Bituminous Surface Course       (Crushed and uncrushed gravel %" to fine)       0.2' RT       9"       Possible Deteriorated Pozzolanic Material         16.6' LT       1.6"       Bituminous Surface Course       (Crushed and uncrushed gravel %" to fine)       (Crushed and uncrushed gravel %" to fine)       V       V       V       V       V         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)       (Not bonded to underlying layer)       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V       V </td <td></td> <td></td> <td></td> <td>nic Material</td> <td></td> <td></td> <td></td> <td></td>				nic Material				
Core 6:       1.5"       Bituminous Surface Course       (Pavement overlay fabric)       0.2' RT       9       Possible Deteriorated P022blaffic Material         STA, 57+90       1.7"       Bituminous Surface Course       (Crushed and uncrushed gravel ¾" to fine)       0.2' RT       9       Possible Deteriorated P022blaffic Material         16.6' LT       2.1"       Bituminous Surface Course       (Crushed and uncrushed gravel ¾" to fine)       0.2' RT       9       Possible Deteriorated P022blaffic Material         Core 9:       1.1"       Bituminous Surface Course       (Crushed and uncrushed gravel ¾" to fine)       0.2' RT       9       Possible Deteriorated P022blaffic Material         STA, 53+05       1.0"       Bituminous Surface Course       (Pavement overlay fabric)       (Not bonded to underlying layer)       0.2' RT       9       Possible Deteriorated P022blaffic Material         2.2' LT       0.9"       Bituminous Surface Course       (Not bonded to underlying layer)       (Not bonded to underlying layer)       1.0"         2.2' LT       0.9"       Bituminous Surface Course       Fossible Deteriorated Pozzolanic Material       (Pavement overlay fabric)       Possible Deteriorated Pozzolanic Material         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)       (Pavement overlay fabric)         STA, 46+29       1.3"		-			STA. 174+0	5 <b>7¾</b> "	Total Thickness	
STA. 57+90       1.7"       Bituminous Surface Course         16.6' LT       2.1"       Bituminous Surface Course         16.6' LT       2.1"       Bituminous Surface Course         16.6' LT       1.6"       Status       Crushed Stone Base Course         16"       1.1"       Bituminous Surface Course       (Crushed and uncrushed gravel ¾" to fine)         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course       (Not bonded to underlying layer)         2.2" LT       2.4"       Bituminous Surface Course       (Not bonded to underlying layer)         2.4"       Bituminous Surface Course       (Naterial         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)	Core 6:	1.5"	Bituminous Surface Course	(Pavement overlay fabric)	0.2' RT	9"	Possible Deteriorated Pozzola	nic Material
Bituminous Binder Course       Bituminous Binder Course         5½"       Total Asphalt Thickness         16"       Crushed Stone Base Course       (Crushed and uncrushed gravel %" to fine)         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 53+05       1.0"       Bituminous Surface Course       (Not bonded to underlying layer)         2.2' LT       0.9"       Bituminous Surface Course       (Not bonded to underlying layer)         2.2' LT       5½"       Total Asphalt Thickness       (Not bonded to underlying layer)         9½"       Possible Deteriorated Pozzolanic Material       Material         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)								
Size       Total Asphalt Thickness 16"       Total Asphalt Thickness Crushed Stone Base Course (Crushed and uncrushed gravel ¾" to fine)         Core 9:       1.1"       Bituminous Surface Course 1.0"       (Pavement overlay fabric) Bituminous Surface Course 2.2' LT         0.9"       Bituminous Surface Course 2.4"       (Not bonded to underlying layer)         5'z"       Total Asphalt Thickness 9'z"       Not bonded to underlying layer)         Core 10:       1.8"       Bituminous Surface Course 1.3"       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course Bituminous Surface Course       (Pavement overlay fabric)	017.07.00							
16"       Crushed Stone Base Course       (Crushed and uncrushed gravel ¾" to fine)         Core 9:       1.1"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 53+05       0.9"       Bituminous Surface Course       (Not bonded to underlying layer)         S.2'LT       2.4"       Bituminous Binder Course       (Not bonded to underlying layer)         Style       Possible Deteriorated Pozzolanic Material       (Naterial         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)								
STA. 53+05       1.0"       Bituminous Surface Course       (Not bonded to underlying layer)         2.2' LT       2.4"       Bituminous Binder Course       (Not bonded to underlying layer)         5'/2"       Total Asphalt Thickness       Possible Deteriorated Pozzolanic Material         Core 10:       1.8"         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)				(Crushed and uncrushed gravel ¾" to fine)				
STA. 53+05       1.0"       Bituminous Surface Course       (Not bonded to underlying layer)         2.2' LT       0.9"       Bituminous Surface Course       (Not bonded to underlying layer)         2.4"       Bituminous Binder Course       Total Asphalt Thickness         9½"       Possible Deteriorated Pozzolanic Material         Core 10:         1.8"       Bituminous Surface Course         Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"         Bituminous Surface Course       (Pavement overlay fabric)	Core 9:	1.1"	Bituminous Surface Course	(Pavement overlav fabric)				
2.2' LT       0.9"       Bituminous Surface Course         2.4"       Bituminous Binder Course         5'/2"       Total Asphalt Thickness         9'2"       Possible Deteriorated Pozzolanic Material         Core 10:         STA. 46+29       1.3"         Bituminous Surface Course       (Pavement overlay fabric)								
2.4"       Bituminous Binder Course         5½"       Total Asphalt Thickness         9½"       Possible Deteriorated Pozzolanic Material         Core 10:         1.8"       Bituminous Surface Course         Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"         Bituminous Surface Course       (Pavement overlay fabric)	0171.00.00			,				
5½"       Total Asphalt Thickness         9½"       Possible Deteriorated Pozzolanic Material         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)								
9½"       Possible Deteriorated Pozzolanic Material         Core 10:       1.8"       Bituminous Surface Course       (Pavement overlay fabric)         STA. 46+29       1.3"       Bituminous Surface Course       (Pavement overlay fabric)								
STA. 46+29 1.3" Bituminous Surface Course				nic Material				
STA. 46+29 1.3" Bituminous Surface Course	Core 10:	1.8"	Bituminous Surface Course	(Pavement overlav fabric)				
		1.0						
16.5' LT 0.8" Bituminous Binder Course 4.0" Total Asphalt Thickness	0174.10.20	0.8"	Bituminous Binder Course					

-1-





FILE NAME =	USER NAME = jm1ller	DESIGNED	_	BLL / DJK	REVISED -	
N:\SCHAUMBURG\150321\C1v1l\SOILBORINGS_15	0321.SHT	DRAWN	_	VAR	REVISED -	
	PLOT SCALE = 20'	CHECKED	_	JGS	REVISED -	
Default	PLOT DATE = 6/12/2018	DATE	_	04/06/18 FINAL	REVISED -	

-2-

	CLIENT	Ch	ristop	oher E	3. Bur	rke En	gineer	ing, Lt	d., Ros	emont, IL	
	BORING	1			DAT	E STAR	TED	4-1-1	6	DATE COMPLETED 4-1-16	_ JOB _ <b>L - 84,882</b>
						S					EVEL OBSERVATIONS
	GROUND END OF B		-	74 [,] 73 [,]						V WHILE DRILLING	8.5 ' 7.5 '
			- 00	10	1.0					V 24 HOURS	1.0
	STH VER									·	
	LENGTH RECOVERY	SAN	MPLE TYPE	N	wc	Qu	γ _{DRY}	DEPTH	ELEV.	SOIL DESCRIPTI	ONS
		INO.						0.4	741.1	4 ¹ / ₂ " Bituminous Concrete	
_										101/2" Sand and Gravel	
		A 1	мс		18.6	4.5*	112	1.3	740.2	Brown trace black silty CLAY, gravel, moist (CL)	little sand and
_			MC					2.9	738.6		
_		в			21.8	4.5+*					
		A 2	мс		23.9	2.0*				Hard to very tough brown silty	CLAY, little sand
-		2	I WIC							and gravel, moist (CL)	
	-44	в			18.5	3.0*				$\nabla$	
										V	
		3	мс		18.0	2.75*		8.5	733.0	V	
-		Ĩ				2				Very tough gray silty CLAY, li gravel, moist (CL)	ttle sand and
f											
_										End of Boring at 10.0'	
_										<ul> <li>* Approximate unconfined co strength based on measure</li> </ul>	mpressive ments with a
										calibrated pocket penetrom	eter.
1											
_											
-	]										
•											
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	1										
•	-										
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	1										
	-										
							1				

25 25 Division lines between deposits represent 
 Brill RIG NO.
 353
 approximate boundaries between soil types; in-situ, the transition may be gradual.

	CLIENT	Cł	nristop	oher E	3. Bu	rke En	ginee	ring, Lt	d., Ros	semont, IL			
	BORING	5			DAT	E STAR	TED	4-1-1	6	DATE COMPLETED	4-1-16	JOB	L - 84,882
					ATION	IS					WATER	LEVEL OB	SERVATIONS
	GROUNE		-	75								Dry	
	END OF		NG _	74	8.5							Dry	1
	H	л Ч Л								V 24 HOURS			
	LENGTH	S S S S S S S S S S S S S S S S S S S	MPLE	N	wc	Qu	γ _{DRY}	DEPTH	ELEV.	SOIL	DESCRIPT	IONS	
C								0.3	758.2	FILL - Black claye		_ (OL)	
		А			17.7	2.0*	114	1.0	757.5	FILL - Brown trace and gravel,	e gray silty moist (CL	CLAY, litt )	tle sand
		1	мс										
										Hard brown silty C	LAY little	sand and	gravel
		в			20.1	4.5+*				moist (CL)			gravol,
	-HH-												
5	5-14	А			21.5	4.5+*		5.0	753.5				
		2	мс										
		2	MC										
	-44	в			22.7	1.75*				Tough to very toug	gh gray silty	CLAY, I	ittle sand
	-111-									and gravel, moist	(CL)		
		3	мс		20.5	2.5*							
10	)									End of Boring at	10.0'		
	7									* Approximate un	confined co	ompressiv	ve
	-									strength based of calibrated pocket	on measure et penetrom	ements w neter.	ith a
BELOW	-												
JAN.													
TTANCE	5												
	-												
	_												
	7												
	-												
20	)												
sc_ALL.GDT 4/29/16	-												
		1	1	1	1		1	1	1	1			

Division lines between deposits represer

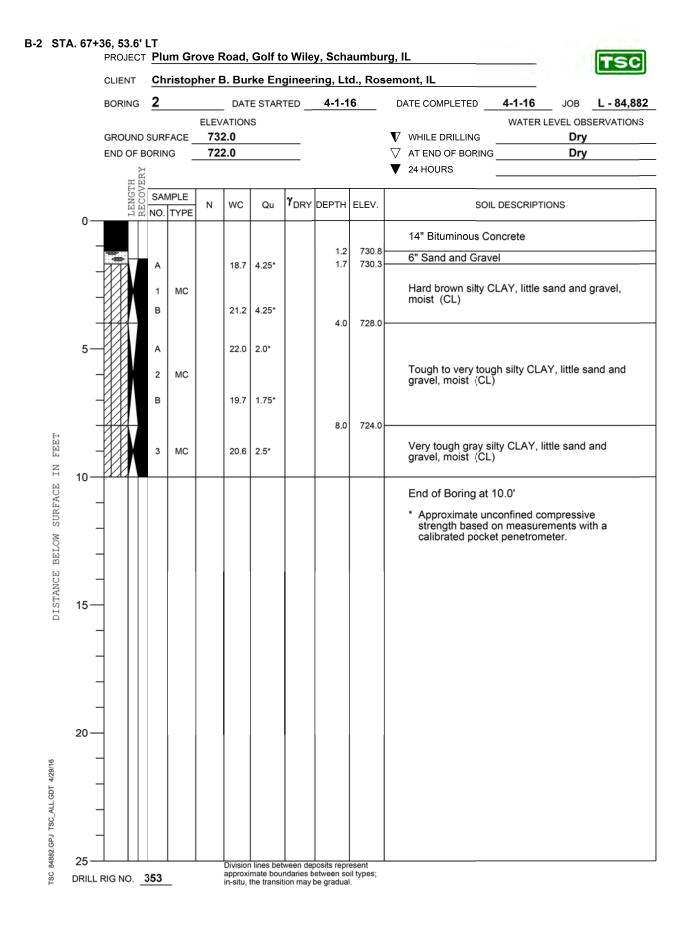
approximate boundaries between soil types; in-situ, the transition may be gradual.

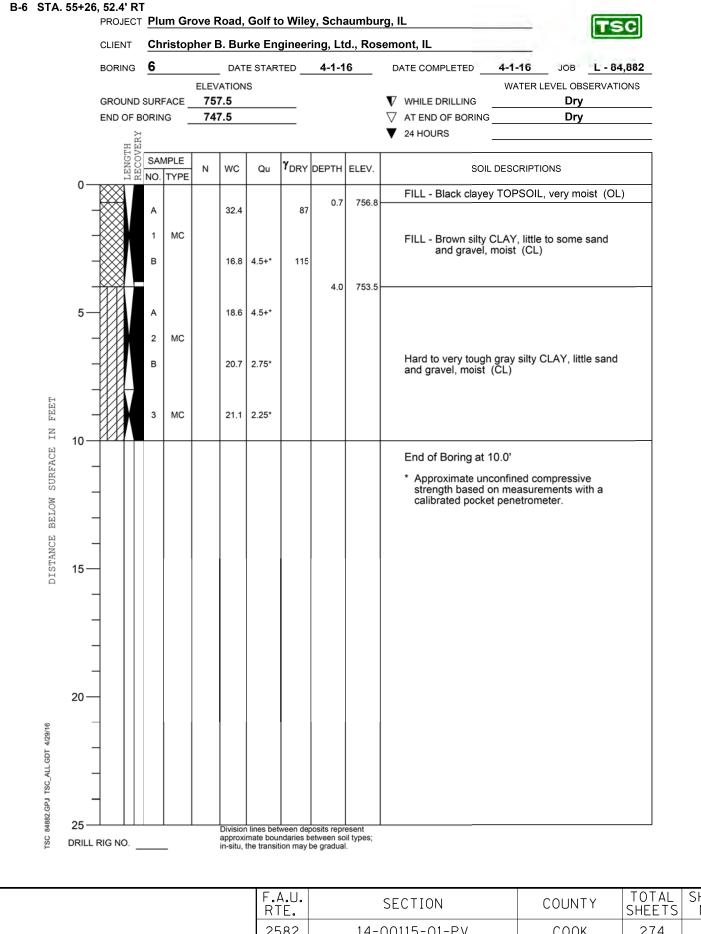
	_			n Bai	KE LII	gineer	ing, Lt	d., Ros	emont, IL			
BORING	4			DAT	E STAR	TED	4-1-1	6	DATE COMPLETED	4-1-16	JOB L - 84,88	
			ELEV	ATION	s				_	WATER LEV	EL OBSERVATION	
GROUND	SUR	FACE _	749	9.0					abla while drilling		Dry	
		_	739	9.0					$\bigtriangledown$ AT END OF BORING		Dry	
RY									V 24 HOURS			
GTH OVE	SAN											
LEN REC	NO.	TYPE	Ν	WC	Qu	γ _{DRY}	DEPTH	ELEV.	SOIL	DESCRIPTION	S	
$\mathbf{X}$							0.2	748.8	FILL - Black clayey	TOPSOIL (	DL)	
	А			19.7	2.25*	110	1.0	748.0	FILL - Black trace t and gravel, r	orown silty CL moist (CL)	AY, little sand	
	1	MC							FILL - Black trace b	brown silty CL	AY, little sand,	
$\otimes$	в			25.2	1.75*	98			moist (CL/C	H)		
ŘÅ I							4.0	745.0				
	А			18.1	4.5+*				Hard brown eilty O		d and seavel	
X									moist (CL)	LAT, IILLE San	d and gravel,	
	2											
¥.	в			21.4	2.0*		7.0	742.0				
£21												
$\lambda$									Tough to very toug	h gray silty Cl	LAY, little sand	
	3	мс		19.5	2.0*				and gravel, moist (	(CL)		
									End of Boring at 1	0.0'		
									-		rossivo	
									strength based o	n measureme	ents with a	
									calibrated pocket	t penetromete	er.	
-												
	END OF E	END OF BORIN HLDNET A A 1 B A 2 B	1 MC B A 2 MC B	GROUND SURFACE 745 END OF BORING 735 HIJONET N A A 1 MC B A 2 MC B B	ELEVATION       GROUND SURFACE     749.0       TAB.0       TAB.0 <th colspa="&lt;/td"><td>ELEVATIONS         GROUND SURFACE       T49.0         END OF BORING       739.0         END OF BORING       SAMPLE       N       WC       Qu         A       A       19.7       2.25*         B       25.2       1.75*         A       18.1       4.5+*         B       21.4       2.0*</td><td>ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 SAMPLE N WC Qu YDRY A 19.7 2.25* 110 1 MC B 25.2 1.75* 98 A 18.1 4.5+* B 21.4 2.0*</td><td>ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 HUDON SAMPLE N WC Qu YDRY DEPTH NO. TYPE N WC Qu YDRY DEPTH A 19.7 2.25* 110 1.0 1 MC 4 B 25.2 1.75* 98 4.0 A 18.1 4.5+* 2 MC 4 B 21.4 2.0* 7.0</td><td>ELEVATIONS         GROUND SURFACE       749.0         END OF BORING       739.0         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X</td><td>ELEVATIONSGROUND SURFACE749.0$\nabla$ WHILE DRILLINGEND OF BORING739.0$\nabla$ AT END OF BORINGSAMPLENWCQuYDRYDEPTHELEV.SOILNO.TYPENWCQuYDRYDEPTHELEV.SOILA19.72.25*1101.0748.8FILL - Black clayeyB25.21.75*984.0748.0FILL - Black trace I moist (CL/CB25.21.75*984.0745.0Hard brown silty ClayedB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/CB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/C</td><td>WATER LEV         WATER LEV         GROUND SURFACE       749.0       W WHILE DRILLING         END OF BORING       739.0       $\bigtriangledown$ AT END OF BORING       $\bigcirc$ AT END OF BORING       $\bigcirc$         SAMPLE       N       WC       Qu       $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         MO       TYPE       N       WC       Qu       $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         A       19.7       2.25*       110       1.0       748.0       FILL - Black clayey TOPSOIL (CL)         B       25.2       1.75*       98       4.0       745.0       FILL - Black trace brown silty CL         A       18.1       4.5+*       4.0       745.0       Hard brown silty CLAY, little san moist (CL)         B       21.4       2.0*       7.0       742.0       Tough to very tough gray silty Cl</td></th>	<td>ELEVATIONS         GROUND SURFACE       T49.0         END OF BORING       739.0         END OF BORING       SAMPLE       N       WC       Qu         A       A       19.7       2.25*         B       25.2       1.75*         A       18.1       4.5+*         B       21.4       2.0*</td> <td>ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 SAMPLE N WC Qu YDRY A 19.7 2.25* 110 1 MC B 25.2 1.75* 98 A 18.1 4.5+* B 21.4 2.0*</td> <td>ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 HUDON SAMPLE N WC Qu YDRY DEPTH NO. TYPE N WC Qu YDRY DEPTH A 19.7 2.25* 110 1.0 1 MC 4 B 25.2 1.75* 98 4.0 A 18.1 4.5+* 2 MC 4 B 21.4 2.0* 7.0</td> <td>ELEVATIONS         GROUND SURFACE       749.0         END OF BORING       739.0         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X</td> <td>ELEVATIONSGROUND SURFACE749.0$\nabla$ WHILE DRILLINGEND OF BORING739.0$\nabla$ AT END OF BORINGSAMPLENWCQuYDRYDEPTHELEV.SOILNO.TYPENWCQuYDRYDEPTHELEV.SOILA19.72.25*1101.0748.8FILL - Black clayeyB25.21.75*984.0748.0FILL - Black trace I moist (CL/CB25.21.75*984.0745.0Hard brown silty ClayedB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/CB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/C</td> <td>WATER LEV         WATER LEV         GROUND SURFACE       749.0       W WHILE DRILLING         END OF BORING       739.0       $\bigtriangledown$ AT END OF BORING       $\bigcirc$ AT END OF BORING       $\bigcirc$         SAMPLE       N       WC       Qu       $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         MO       TYPE       N       WC       Qu       $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         A       19.7       2.25*       110       1.0       748.0       FILL - Black clayey TOPSOIL (CL)         B       25.2       1.75*       98       4.0       745.0       FILL - Black trace brown silty CL         A       18.1       4.5+*       4.0       745.0       Hard brown silty CLAY, little san moist (CL)         B       21.4       2.0*       7.0       742.0       Tough to very tough gray silty Cl</td>	ELEVATIONS         GROUND SURFACE       T49.0         END OF BORING       739.0         END OF BORING       SAMPLE       N       WC       Qu         A       A       19.7       2.25*         B       25.2       1.75*         A       18.1       4.5+*         B       21.4       2.0*	ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 SAMPLE N WC Qu YDRY A 19.7 2.25* 110 1 MC B 25.2 1.75* 98 A 18.1 4.5+* B 21.4 2.0*	ELEVATIONS GROUND SURFACE 749.0 END OF BORING 739.0 HUDON SAMPLE N WC Qu YDRY DEPTH NO. TYPE N WC Qu YDRY DEPTH A 19.7 2.25* 110 1.0 1 MC 4 B 25.2 1.75* 98 4.0 A 18.1 4.5+* 2 MC 4 B 21.4 2.0* 7.0	ELEVATIONS         GROUND SURFACE       749.0         END OF BORING       739.0         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X         X	ELEVATIONSGROUND SURFACE749.0 $\nabla$ WHILE DRILLINGEND OF BORING739.0 $\nabla$ AT END OF BORINGSAMPLENWCQuYDRYDEPTHELEV.SOILNO.TYPENWCQuYDRYDEPTHELEV.SOILA19.72.25*1101.0748.8FILL - Black clayeyB25.21.75*984.0748.0FILL - Black trace I moist (CL/CB25.21.75*984.0745.0Hard brown silty ClayedB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/CB21.42.0*7.0742.0Tough to very toug and gravel, moist (CL/C	WATER LEV         WATER LEV         GROUND SURFACE       749.0       W WHILE DRILLING         END OF BORING       739.0 $\bigtriangledown$ AT END OF BORING $\bigcirc$ AT END OF BORING $\bigcirc$ SAMPLE       N       WC       Qu $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         MO       TYPE       N       WC       Qu $\Upsilon$ DRY DEPTH       ELEV.       SOIL DESCRIPTION         A       19.7       2.25*       110       1.0       748.0       FILL - Black clayey TOPSOIL (CL)         B       25.2       1.75*       98       4.0       745.0       FILL - Black trace brown silty CL         A       18.1       4.5+*       4.0       745.0       Hard brown silty CLAY, little san moist (CL)         B       21.4       2.0*       7.0       742.0       Tough to very tough gray silty Cl

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
	SCALE: 20'	SHEET	1

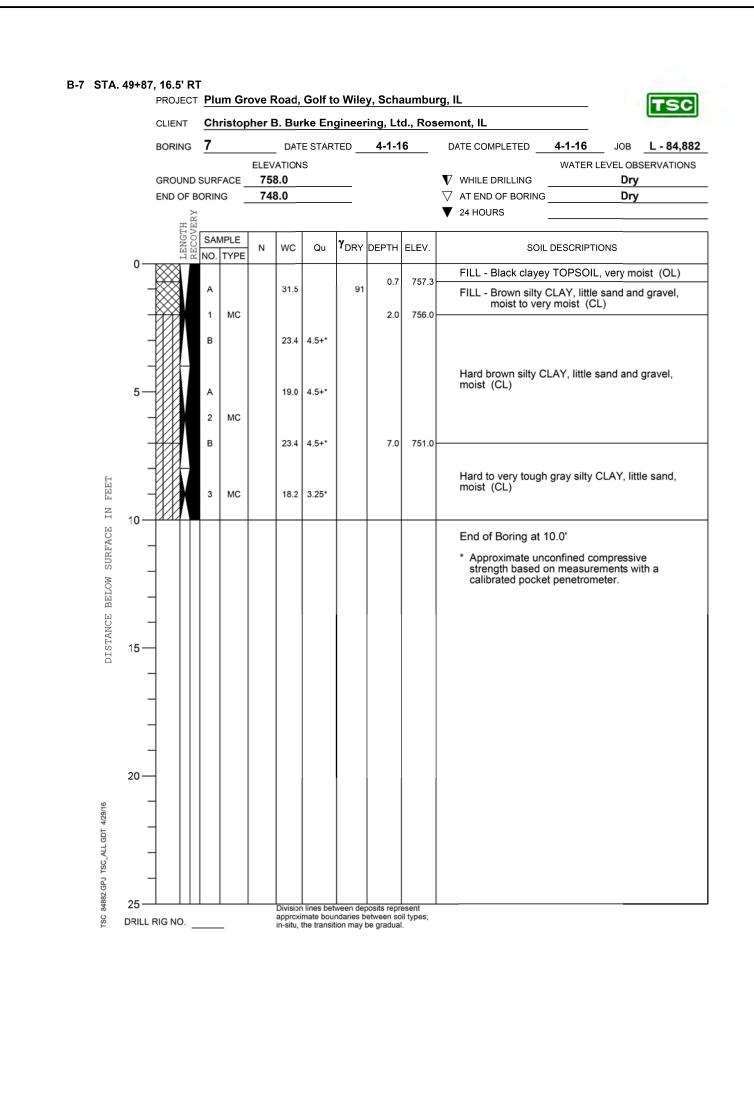
25-

DRILL RIG NO.



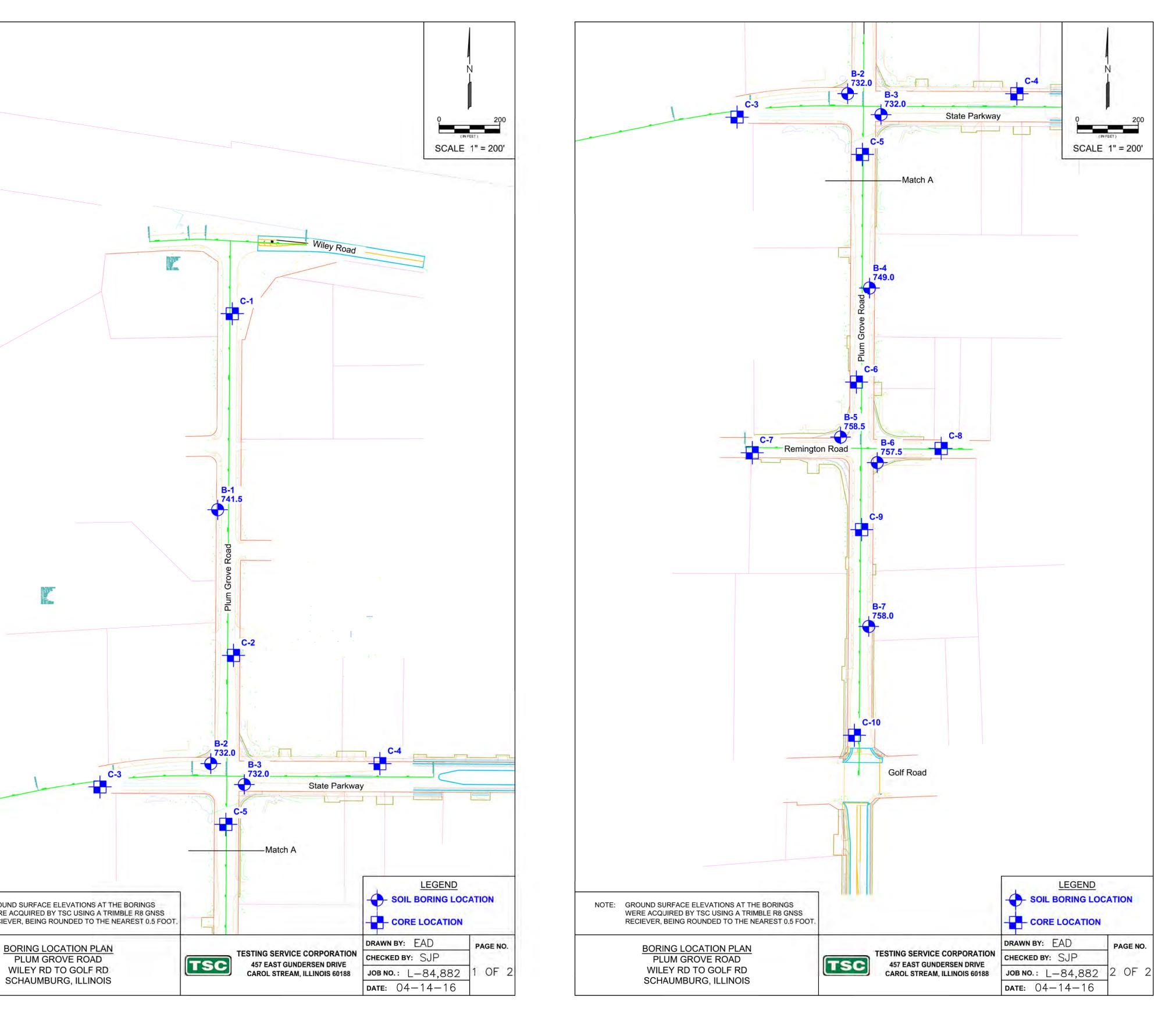


PLUM GROVE ROAD					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	รกแ	BORIN	23		2582	14-00115-01-PV	СООК	274	24
		DOIIIN	45				CONTRAC	T NO.	61E16
OF	2	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		



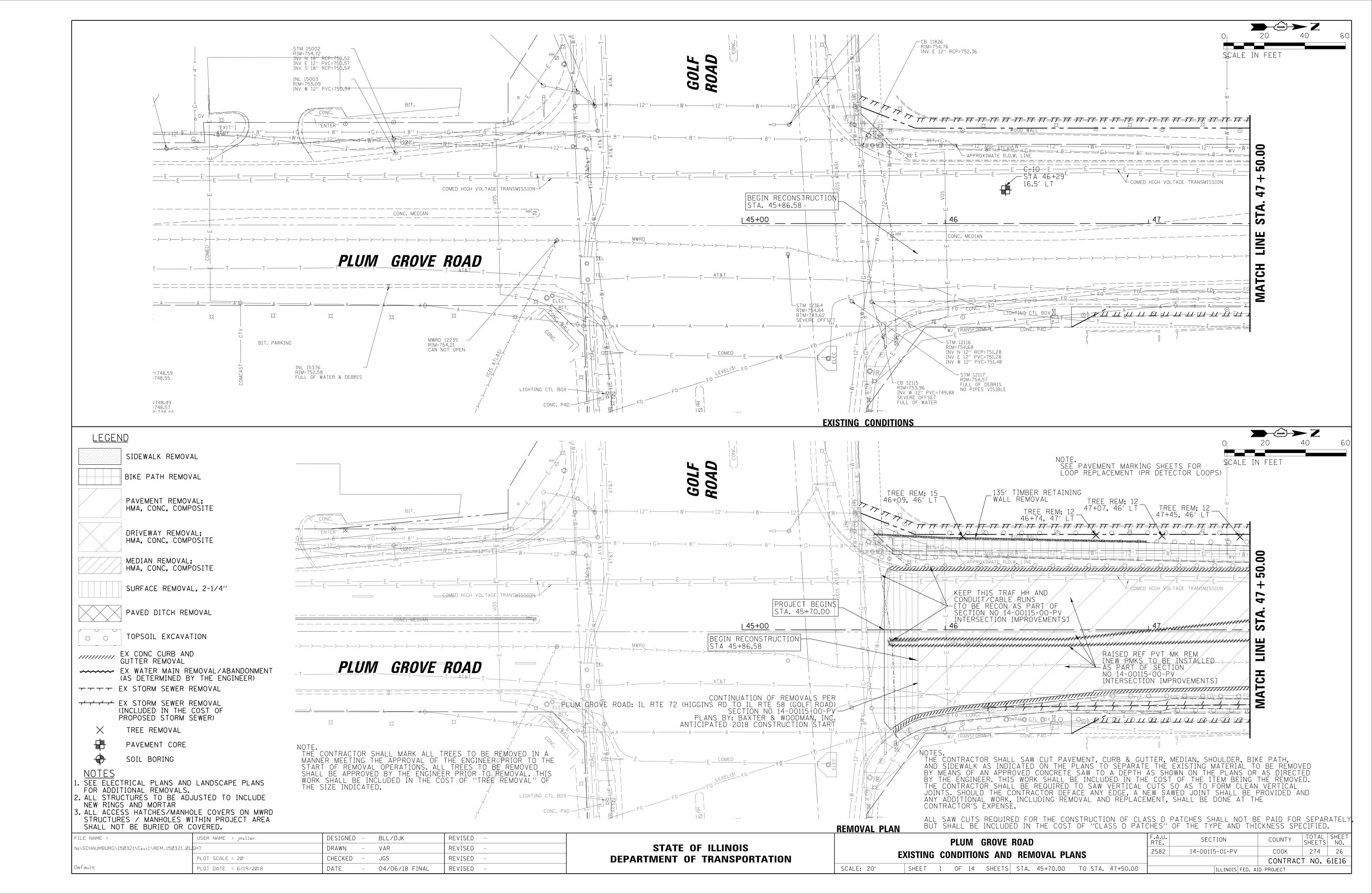
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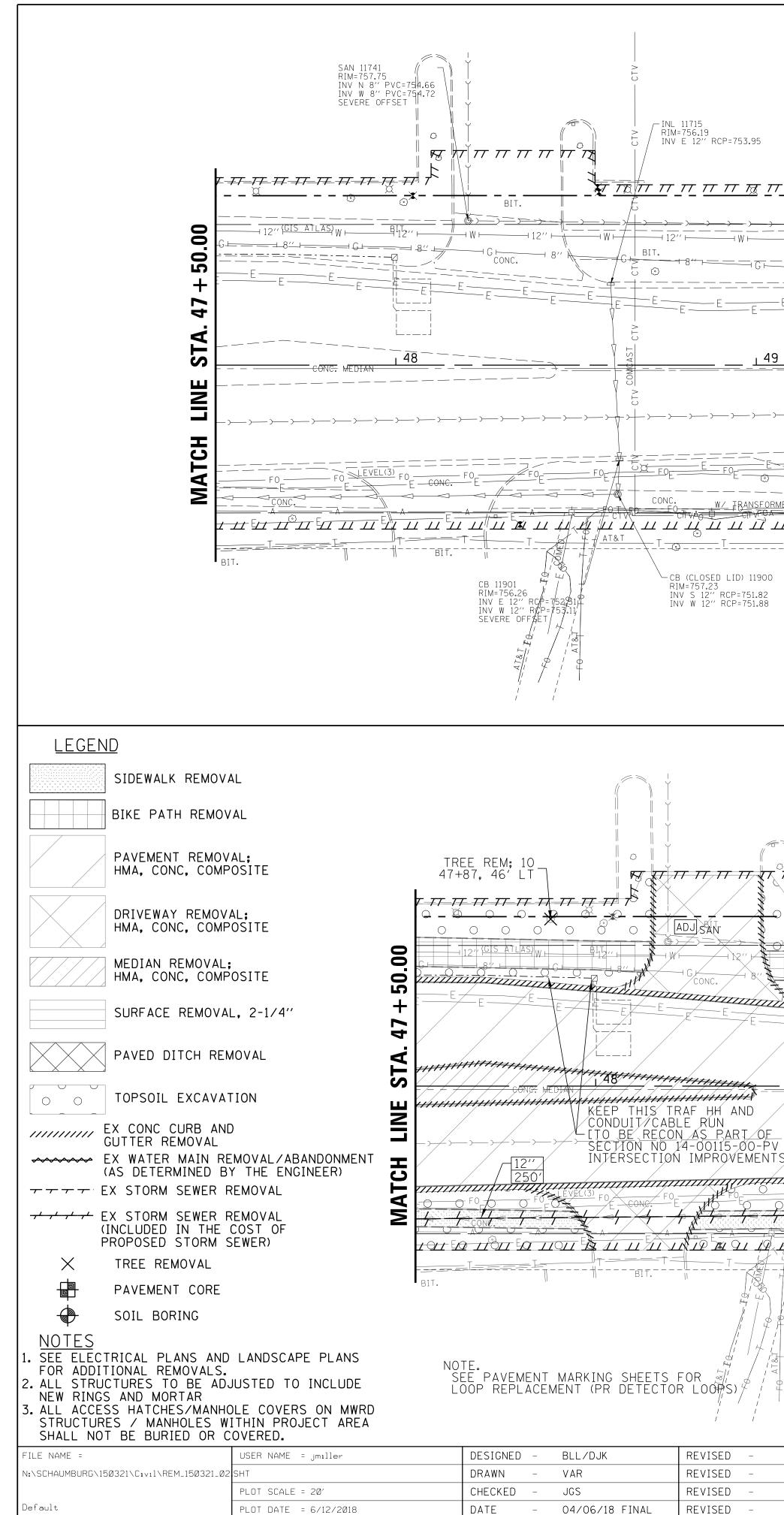
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	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -
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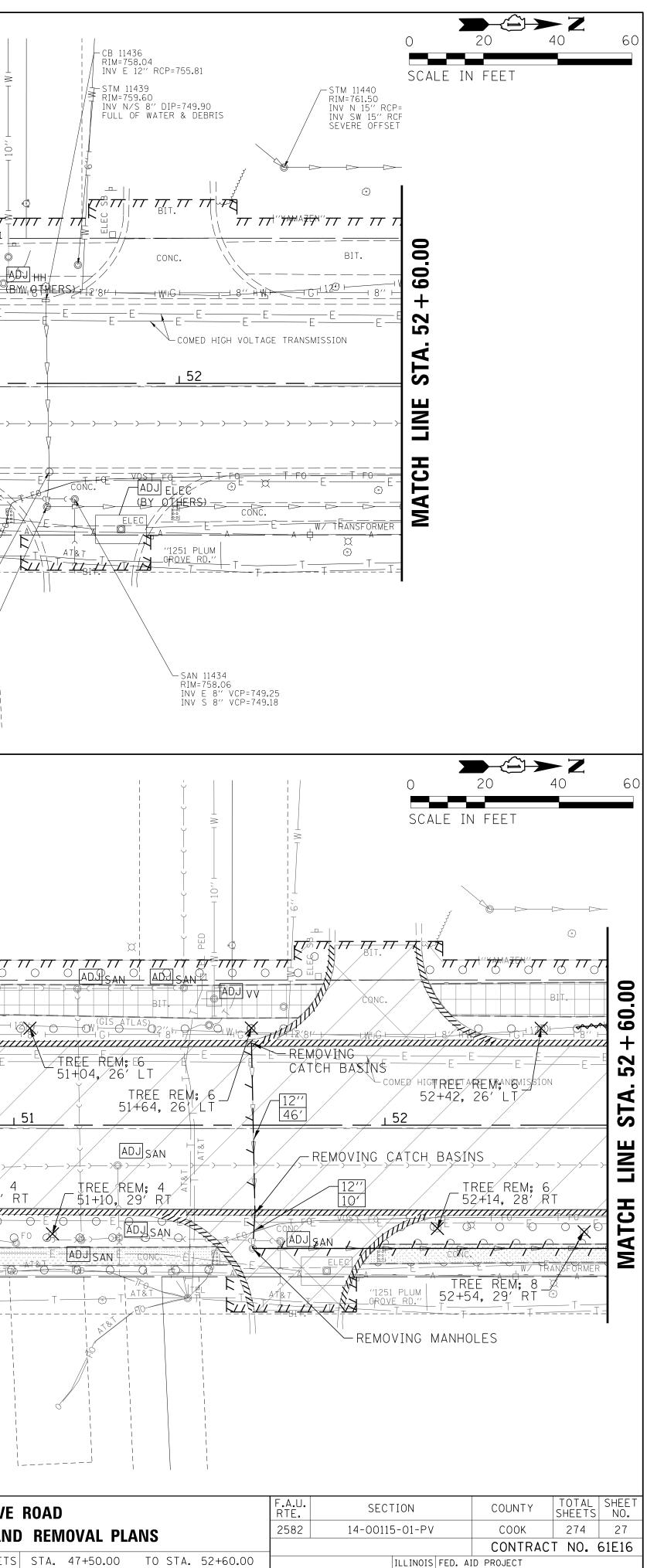
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLUN S	VI OIL	GROVE Bori
	SCALE: 20'	SHEET	2	OF	2	SHEET

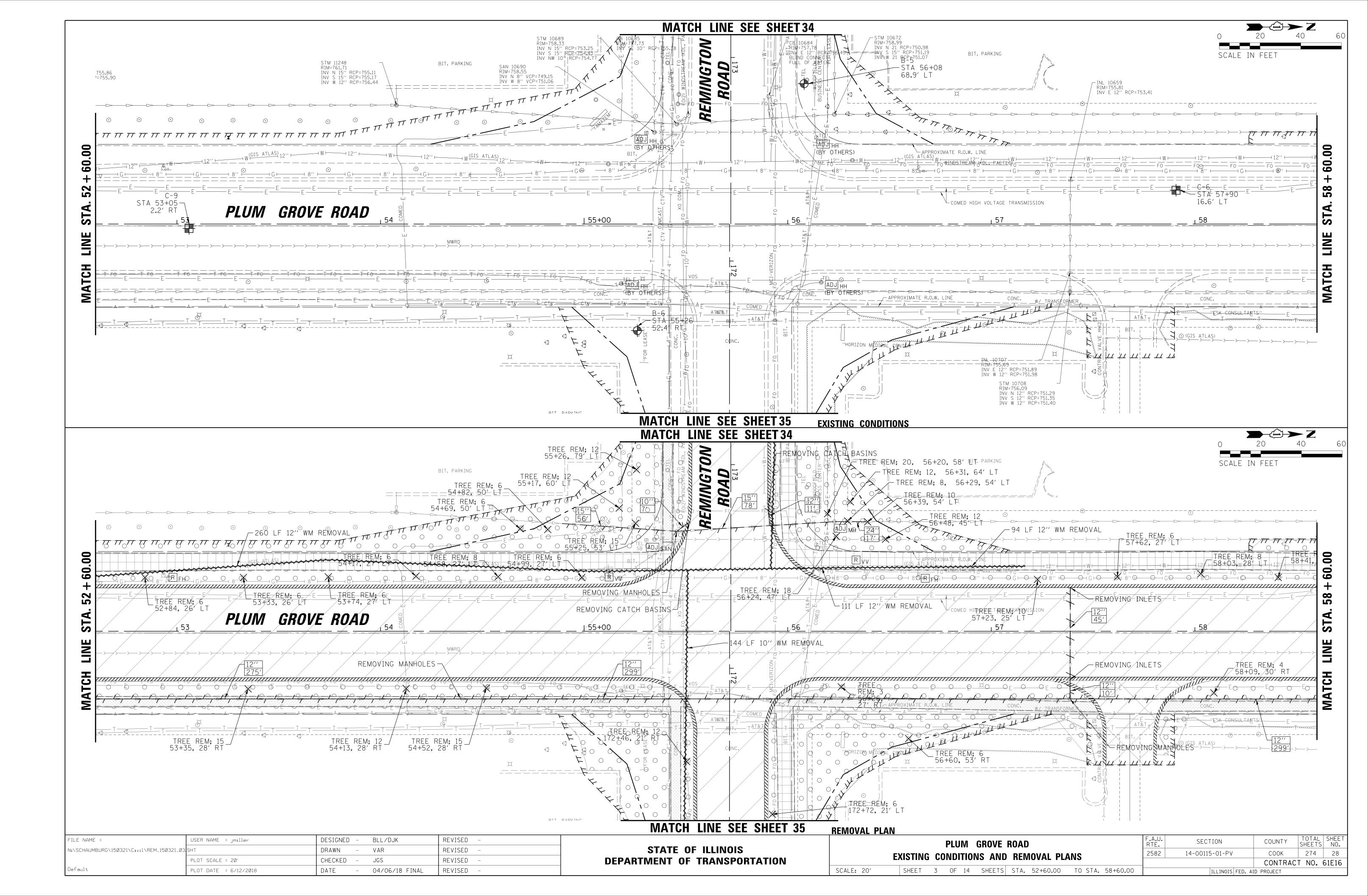
E ROAD	F.A.U. RTE.	SECTION COUNTY		TOTAL SHEET SHEETS NO.	
INGS	2582	2582 14-00115-01-PV COOK		274	25
			CONTRAC	T NO.	61E16
TS STA. TO STA.		ILLINOIS FED. AID PROJECT			

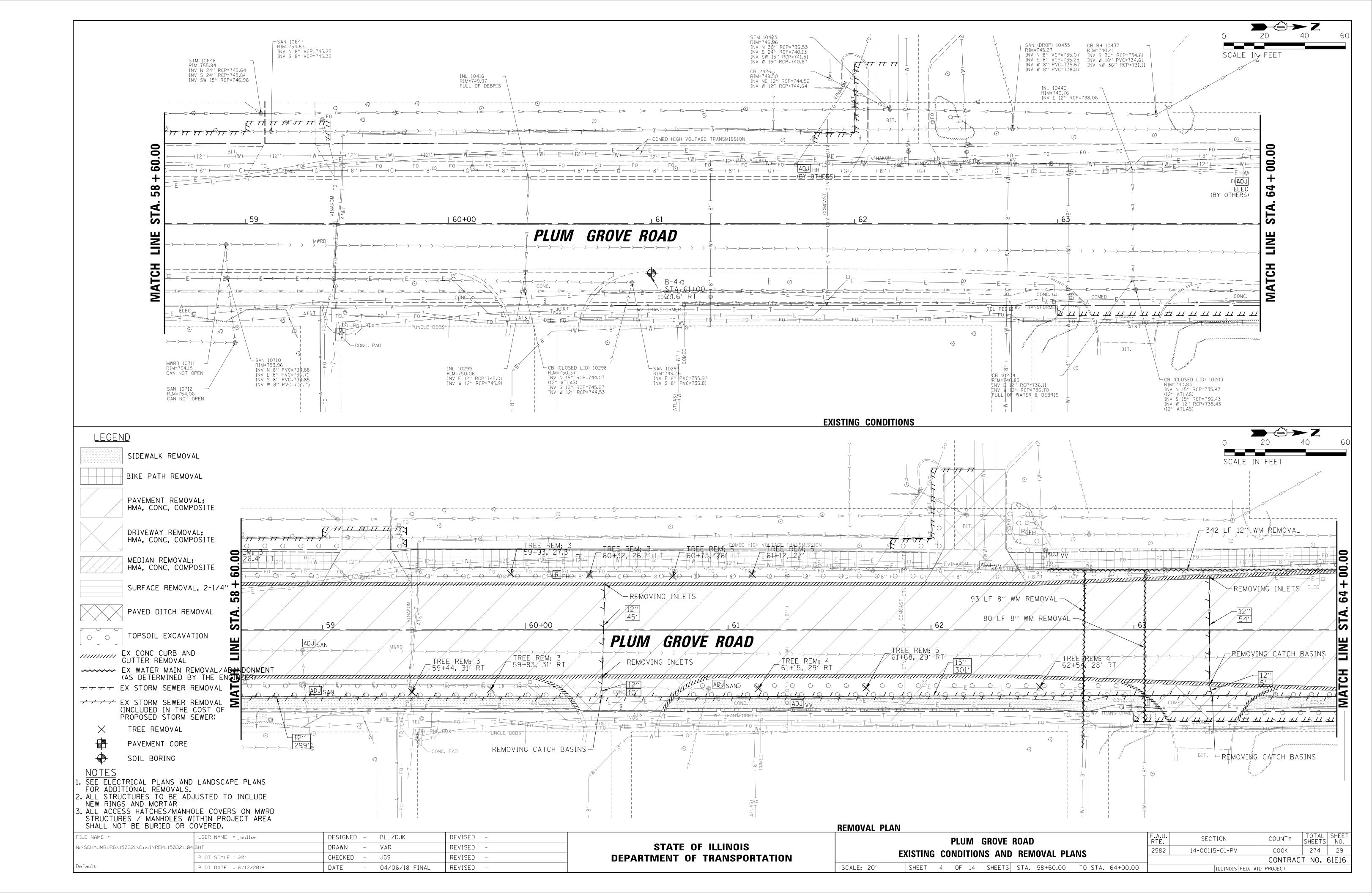


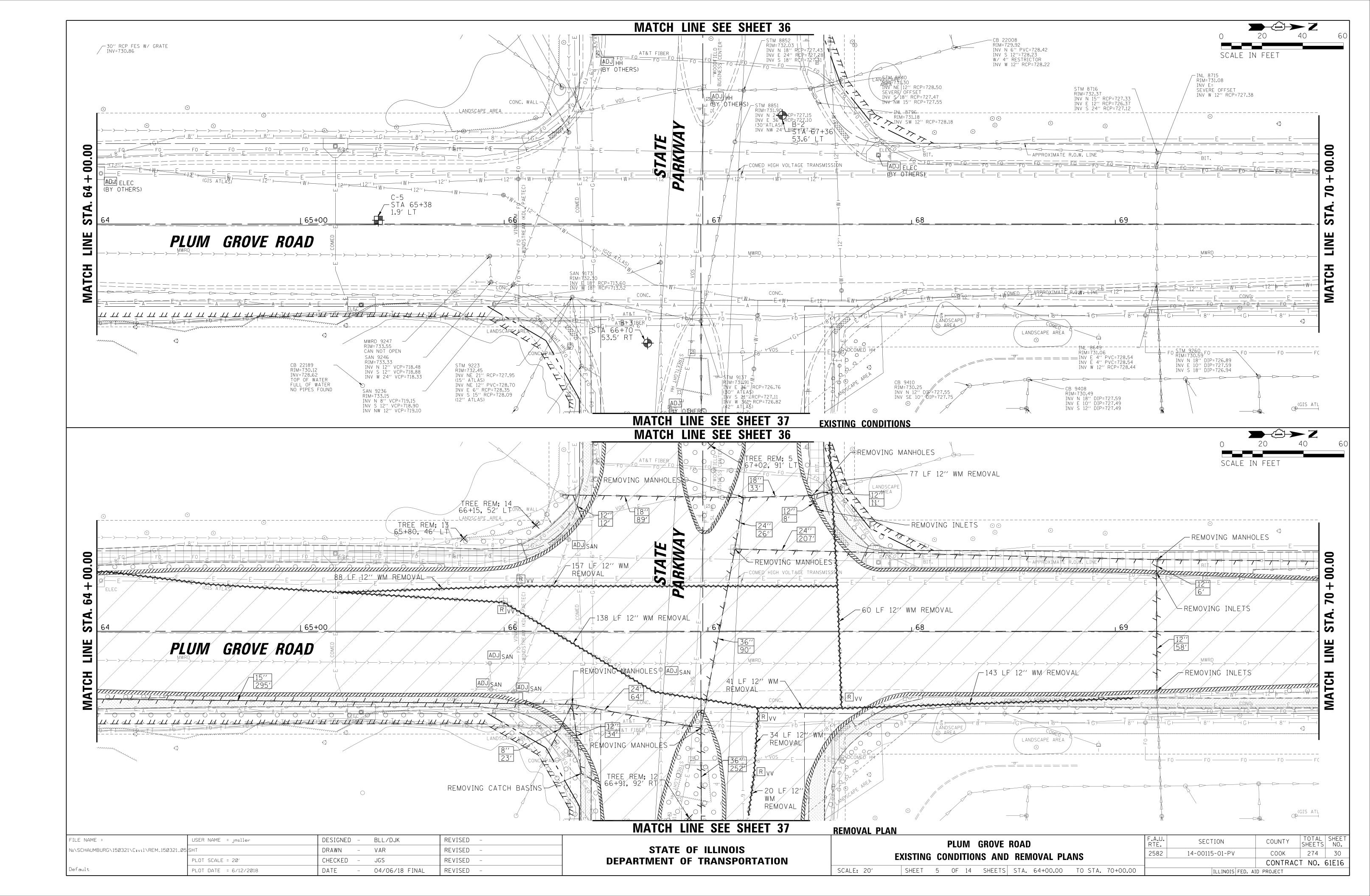


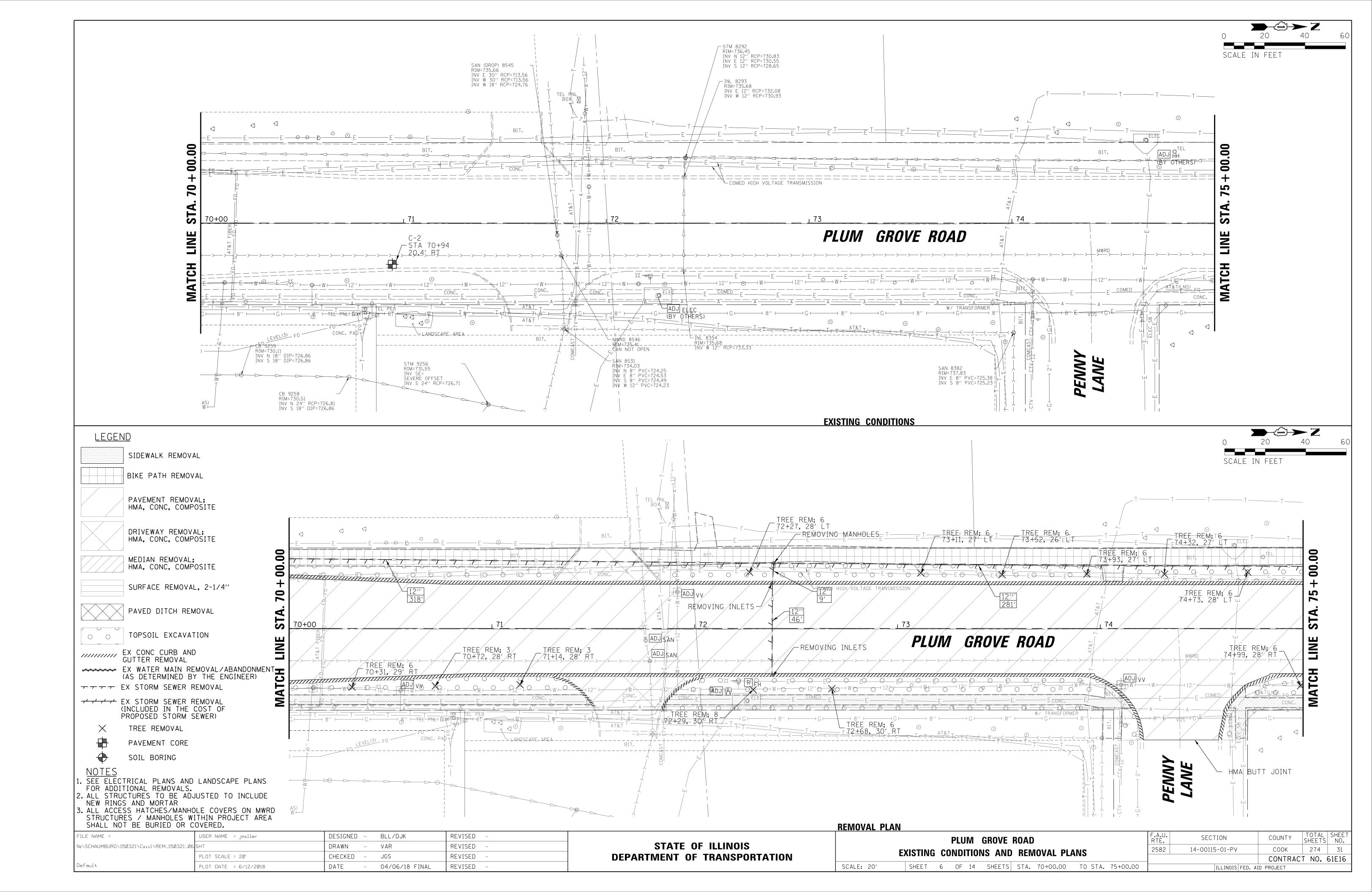
	SAN 11437 RIM=759.45
	RIM= 759.45 INV S 8" PVC=752.06 INV W 8" PVC=752.14 SAN 11497
	RIM=759.18 INV N 8" PVC=751.64 INV E 8" RCP=751.58 INV S 8" PVC=751.72
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	MWRD 11445 1 RIM=758.31 1 T
	SAN 11466 RIM=758.41 INV N 8" VCP=748.70 INV S 8" VCP=748.75 INV S 8" VCP=748.75 INV W 8" VCP=750.37 INV F 112" RCP=1754.25
	SAN 11465
	INV N 8" VCP=748.96 STM 11/433 Y INV E 8" VCP=748.85 RIM=758.04 INV S 8" VCP=748.68 INV N 12" RCP=753.40 INV W 12" VCP=748.38 INV W_12" RCP=753.80
	EXISTING CONDITIONS
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	
E E TREE REM; 6 E 48+72, 26' LT E 49+14, 26' LT 49+57,	
	<u> </u>
TREE REM; 4	GROVE ROAD
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CONC. W/ FRANSFORMER FO	EEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEE
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REMOVING CATCH BASINS	
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	REMOVAL PLAN
STATE OF ILLINOIS DEPARTMENT OF TRANSPORT	PLUM GROVI ATION EXISTING CONDITIONS AN
	SCALE: 20' SHEET 2 OF 14 SHEET

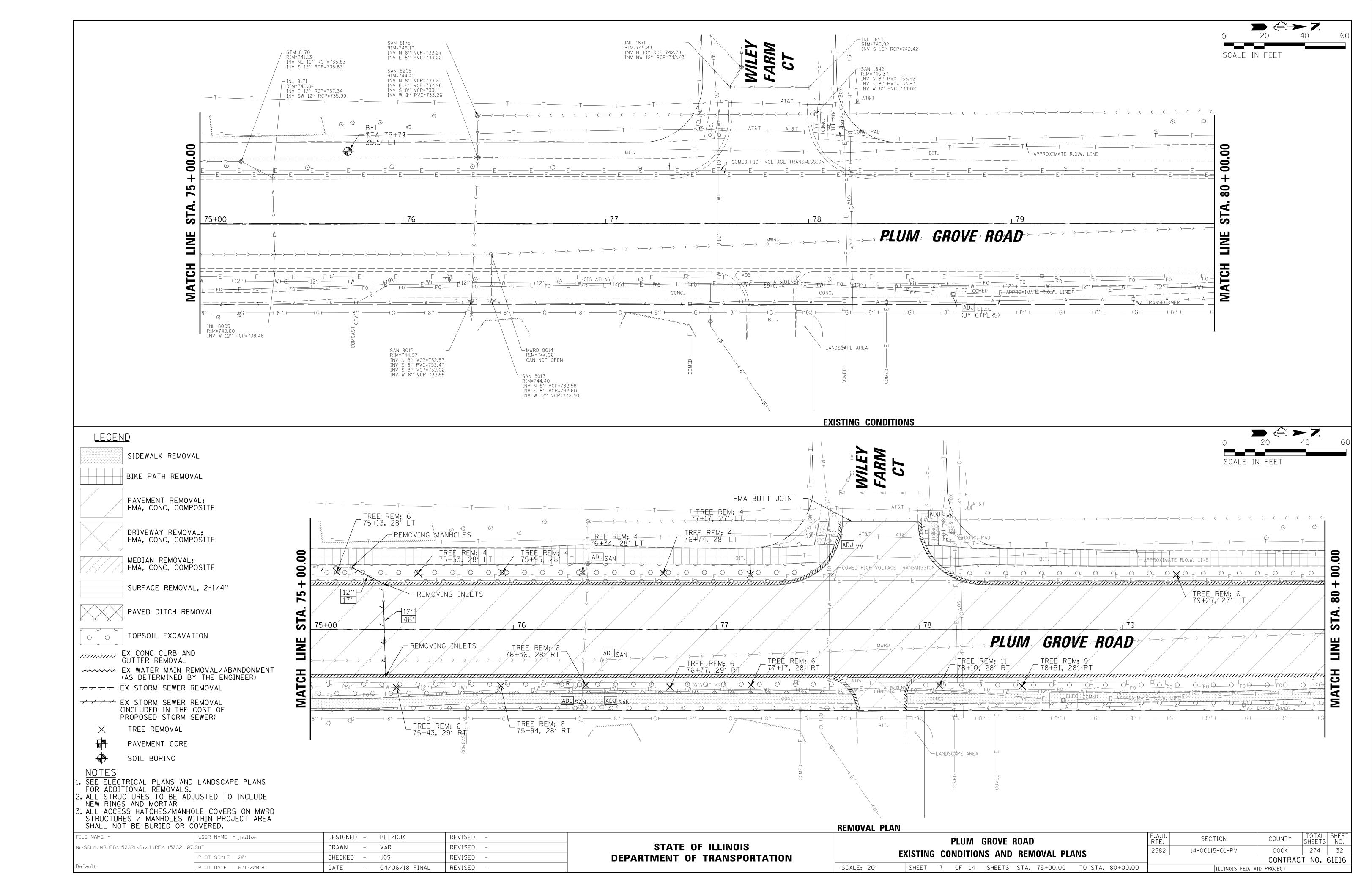


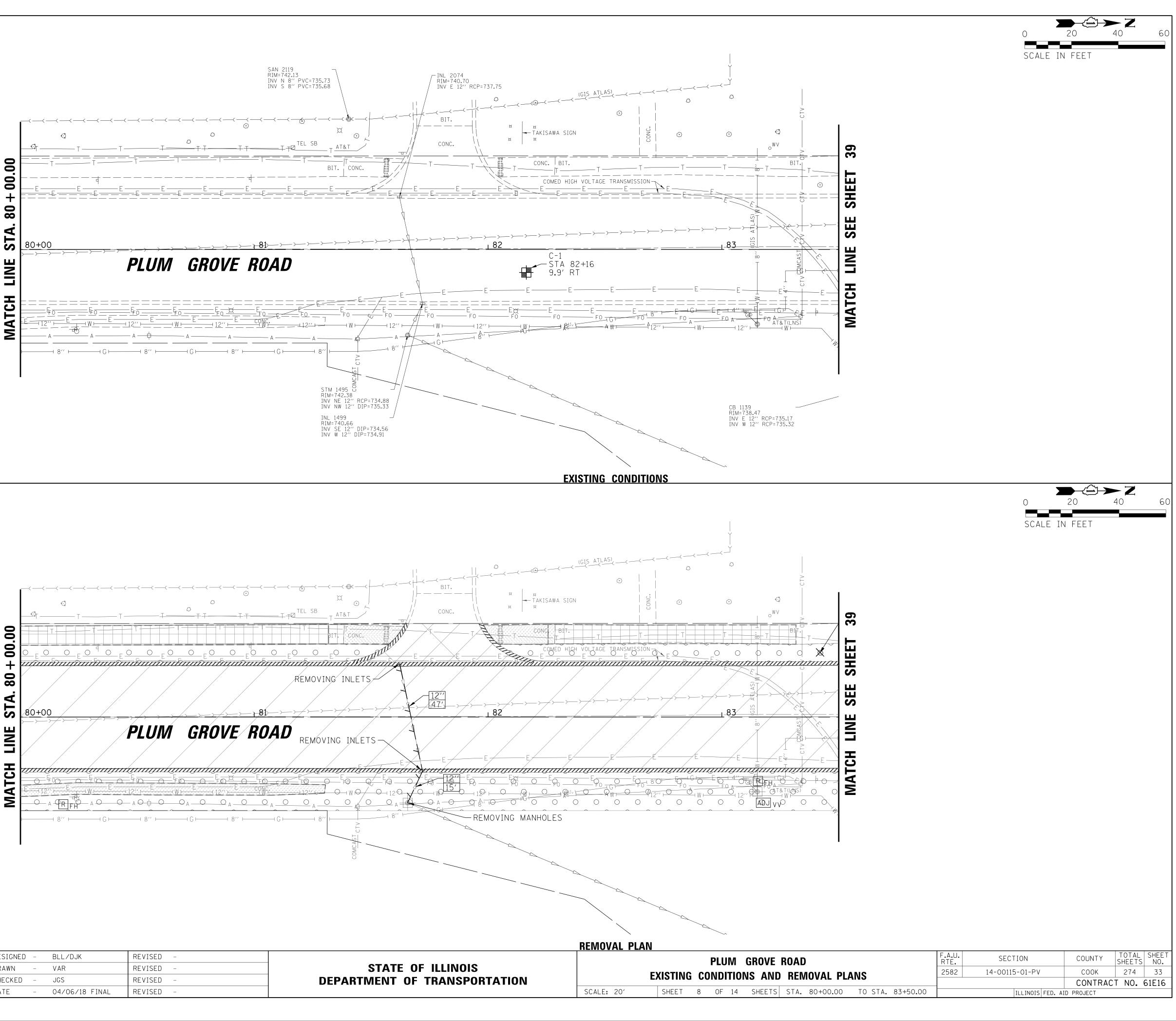






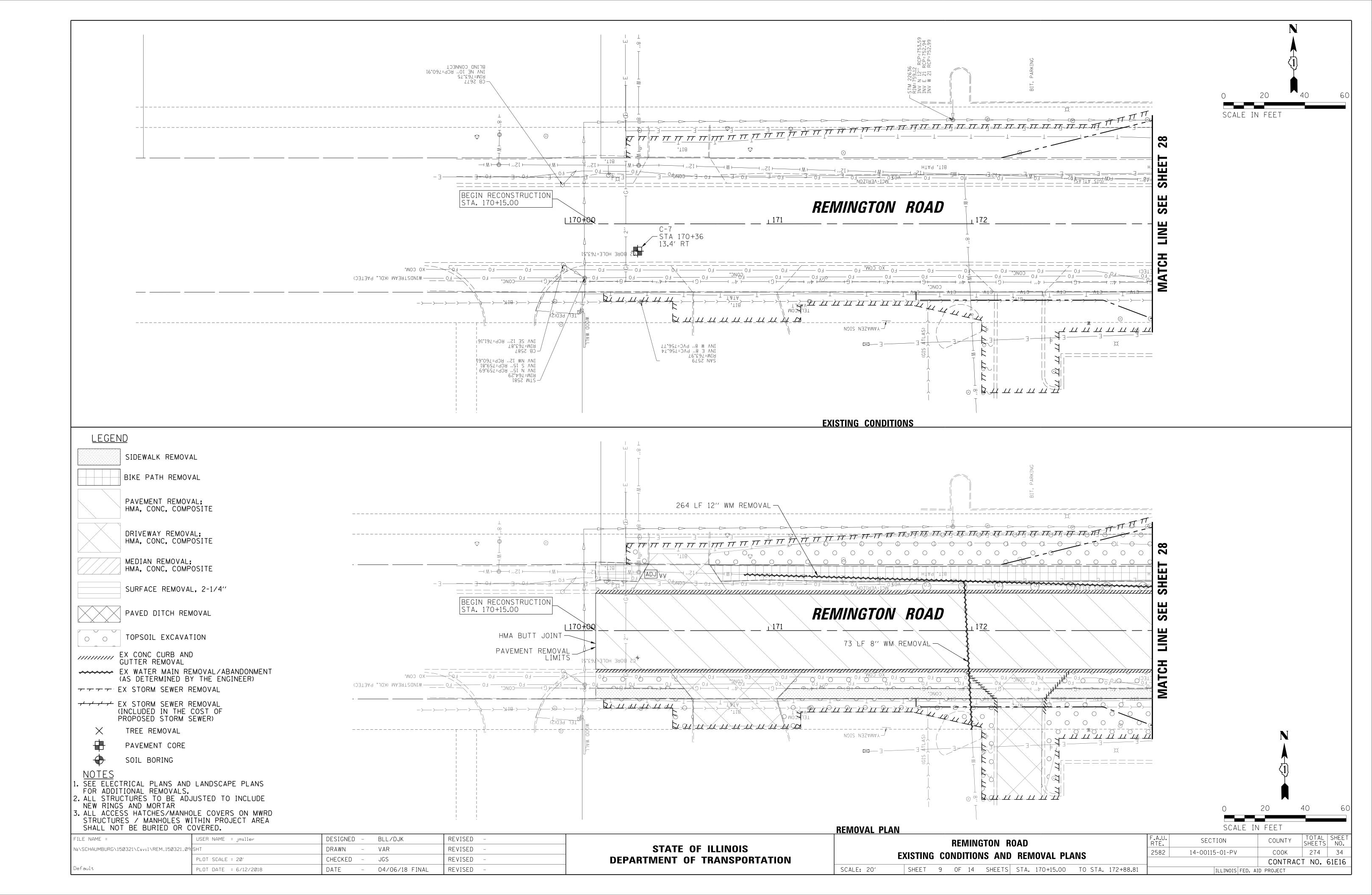


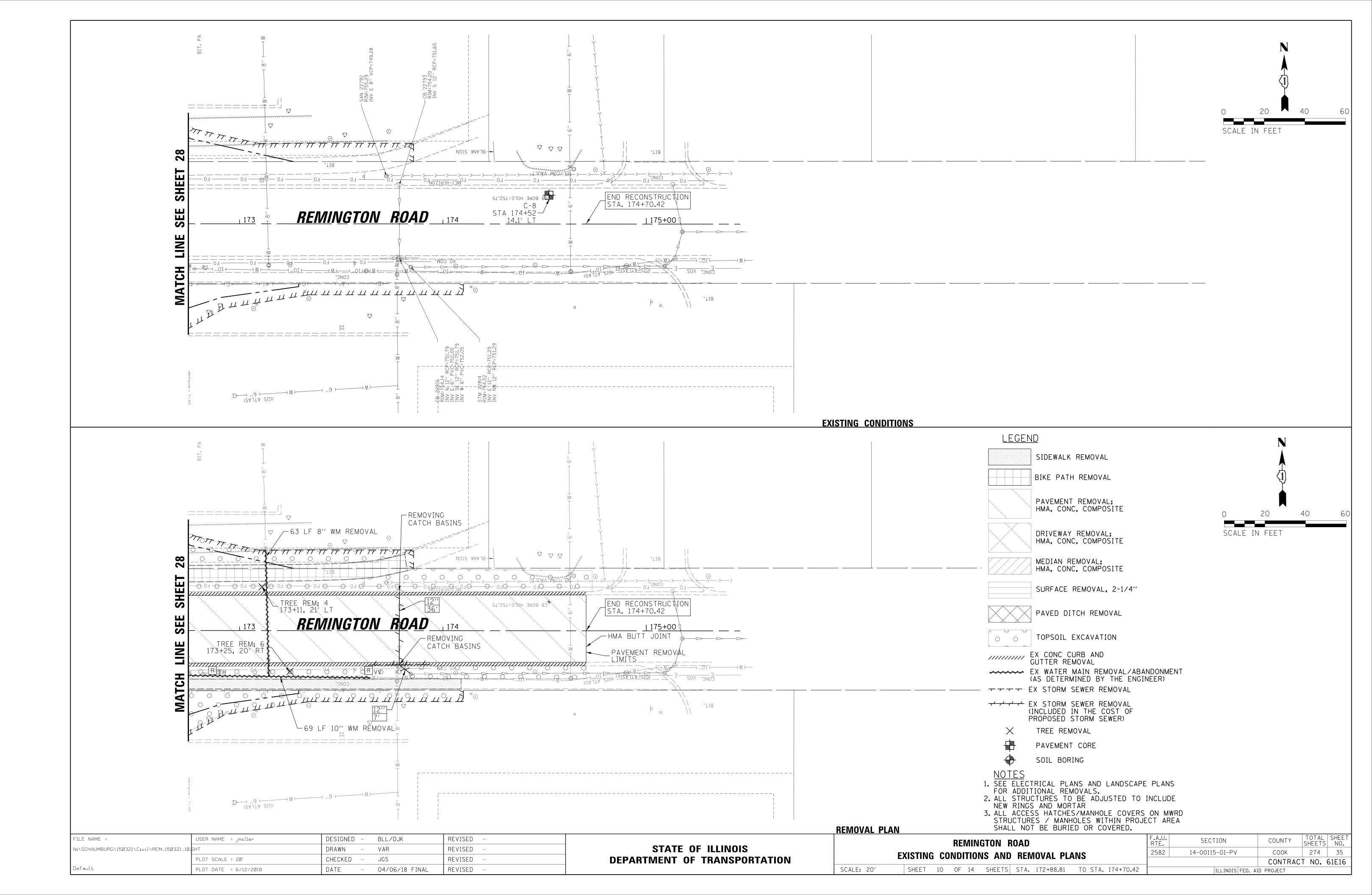


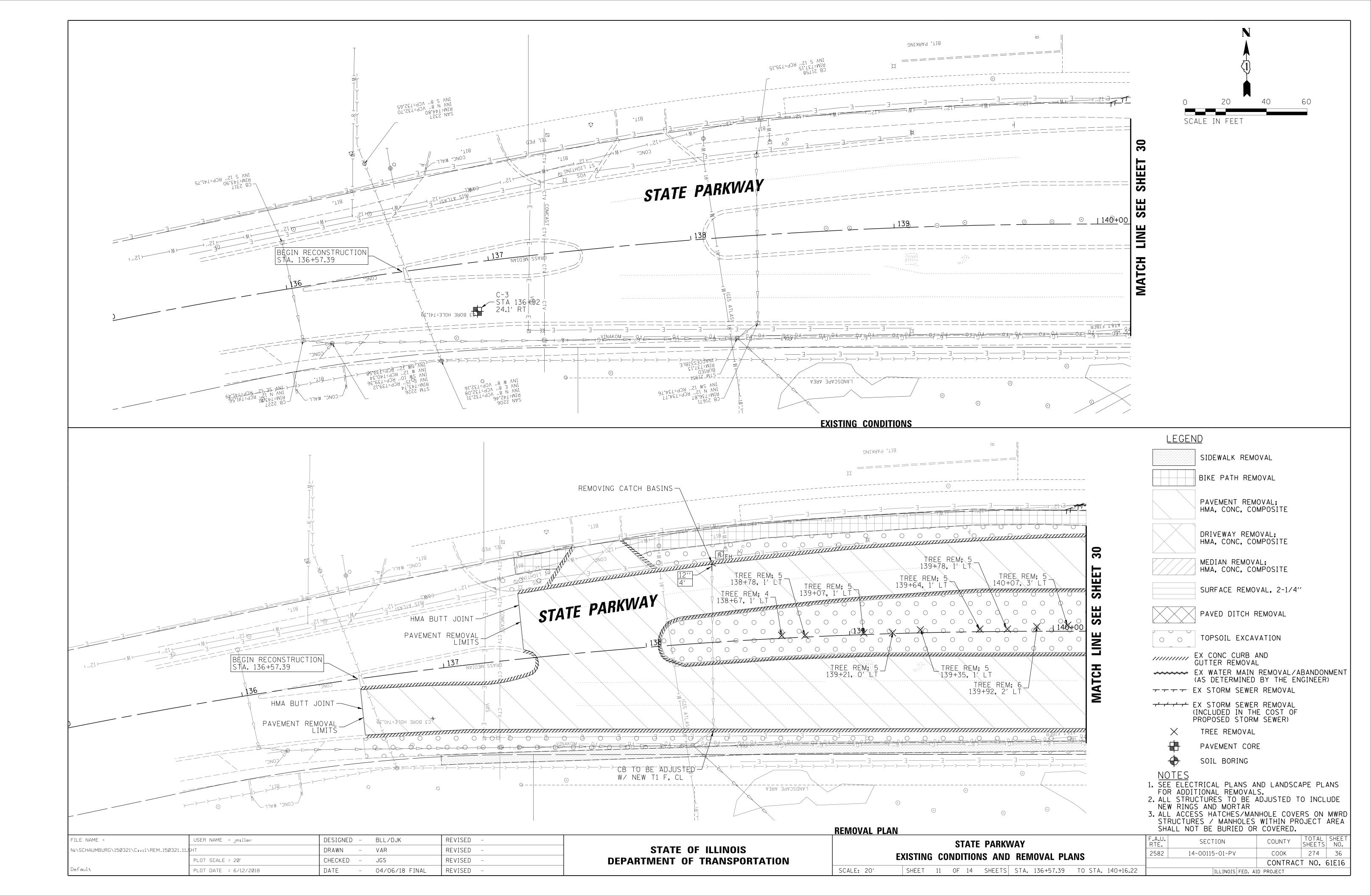


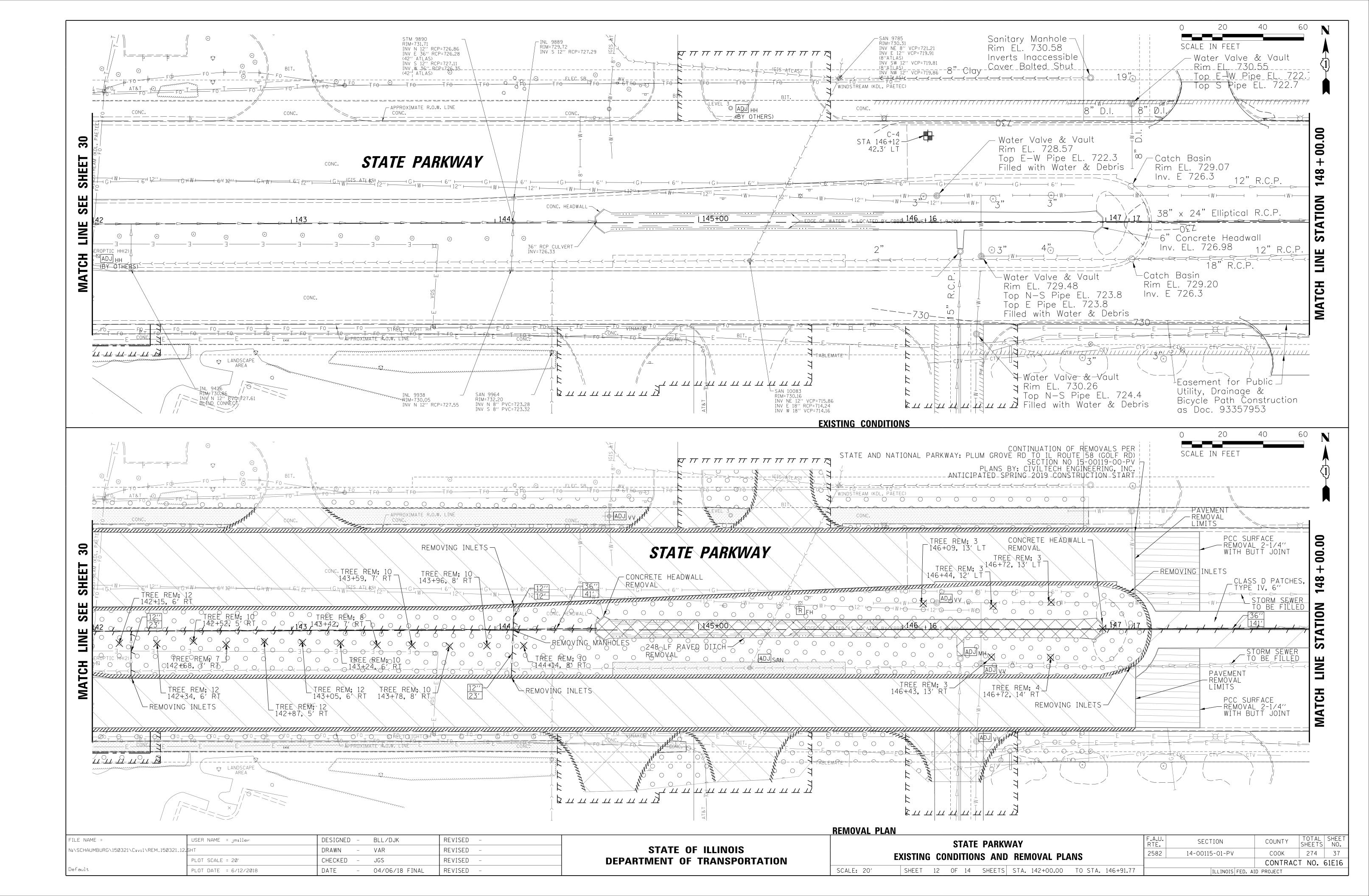
## <u>LEGEND</u> SIDEWALK REMOVAL BIKE PATH REMOVAL PAVEMENT REMOVAL; HMA, CONC, COMPOSITE DRIVEWAY REMOVAL; HMA, CONC, COMPOSITE 00 MEDIAN REMOVAL; HMA, CONC, COMPOSITE 00 SURFACE REMOVAL, 2-1/4" 80 PAVED DITCH REMOVAL STA TOPSOIL EXCAVATION 0 0 ш LIN _____ EX CONC CURB AND GUTTER REMOVAL EX WATER MAIN REMOVAL/ABANDONMENT (AS DETERMINED BY THE ENGINEER) СН AT ----- EX STORM SEWER REMOVAL Σ (INCLUDED IN THE COST OF PROPOSED STORM SEWER) TREE REMOVAL $\times$ PAVEMENT CORE SOIL BORING NOTES SEE ELECTRICAL PLANS AND LANDSCAPE PLANS FOR ADDITIONAL REMOVALS. 2. ALL STRUCTURES TO BE ADJUSTED TO INCLUDE NEW RINGS AND MORTAR ALL ACCESS HATCHES/MANHOLE COVERS ON MWRD STRUCTURES / MANHOLES WITHIN PROJECT AREA SHALL NOT BE BURIED OR COVERED.

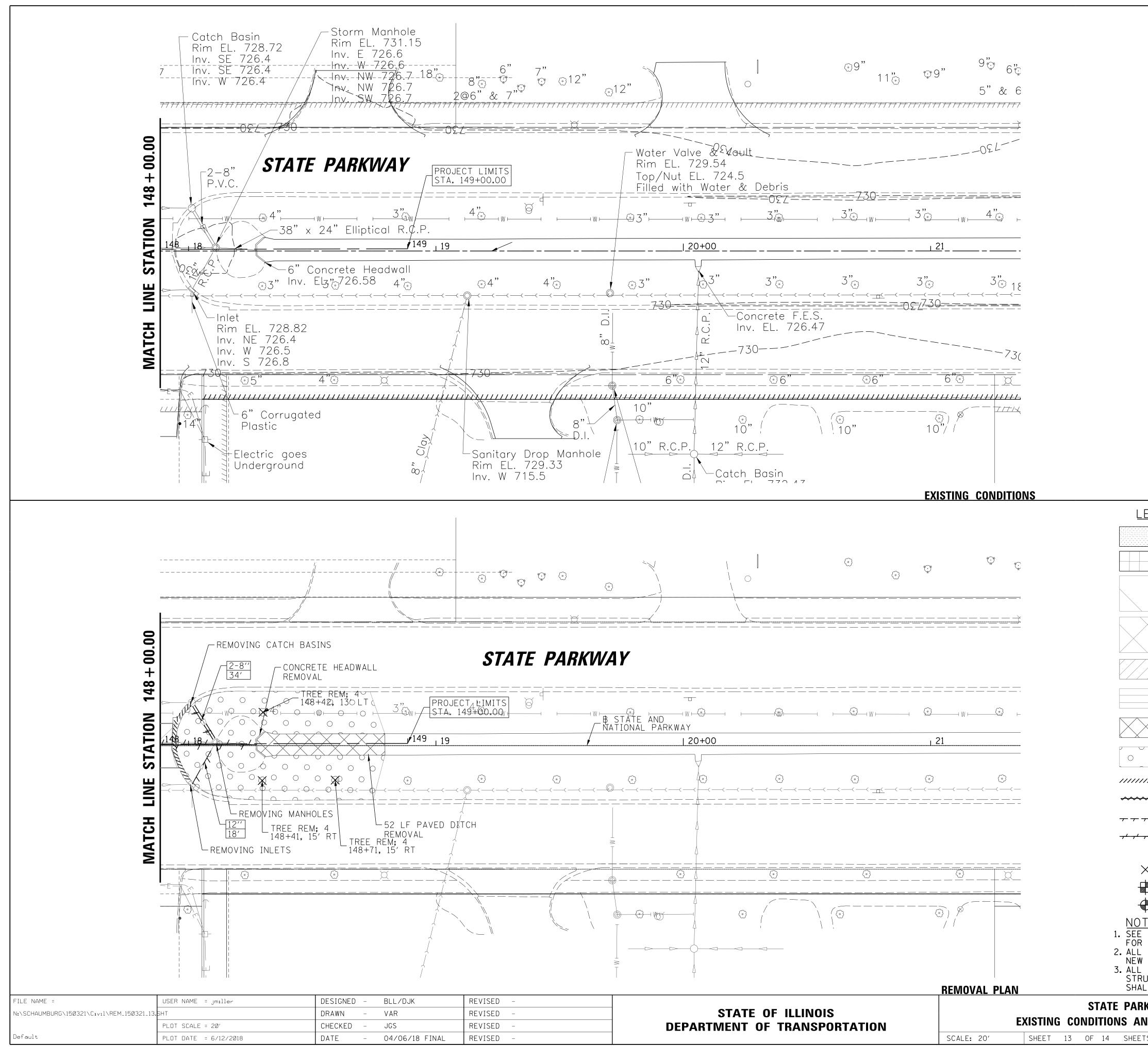
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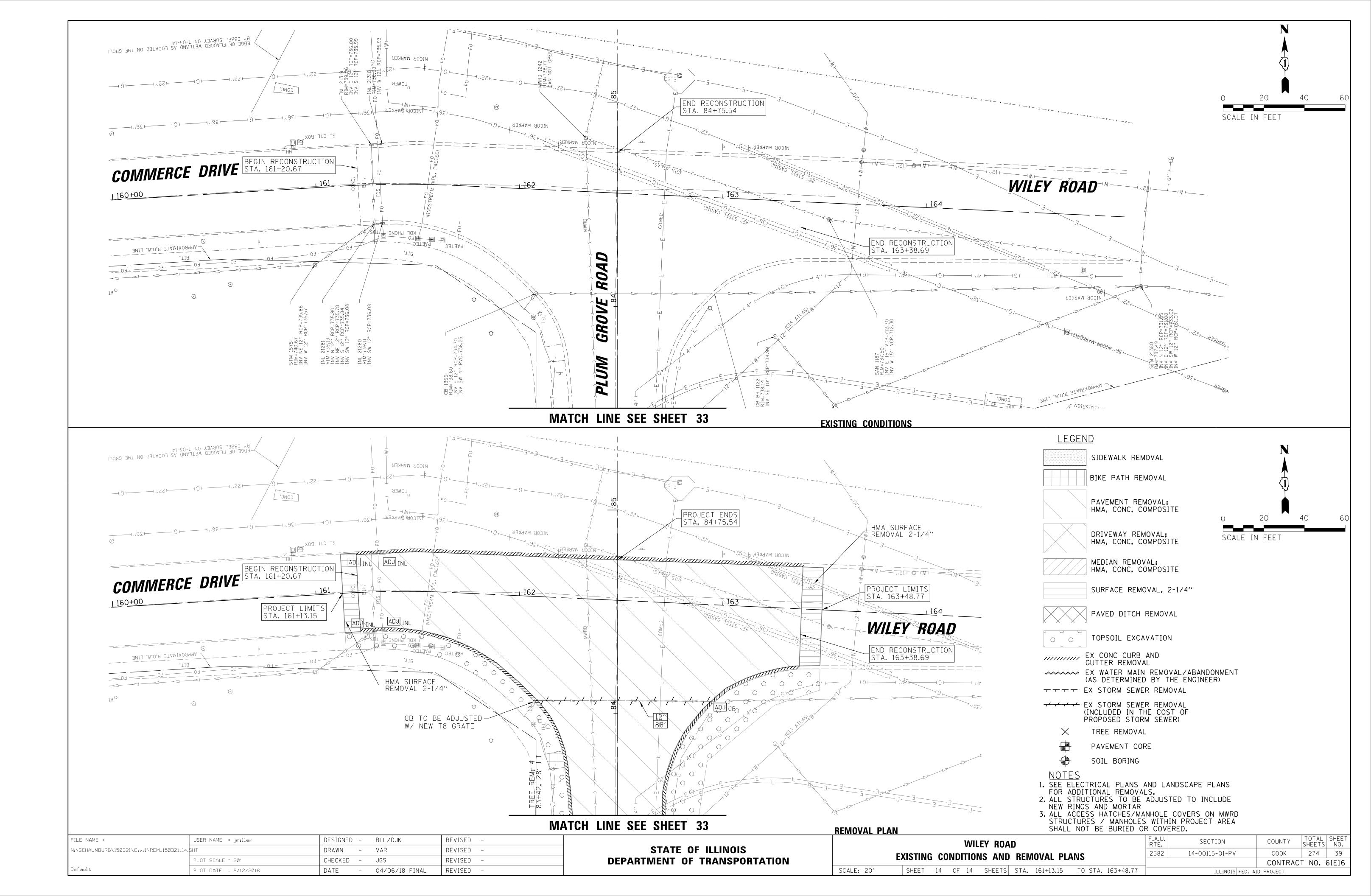


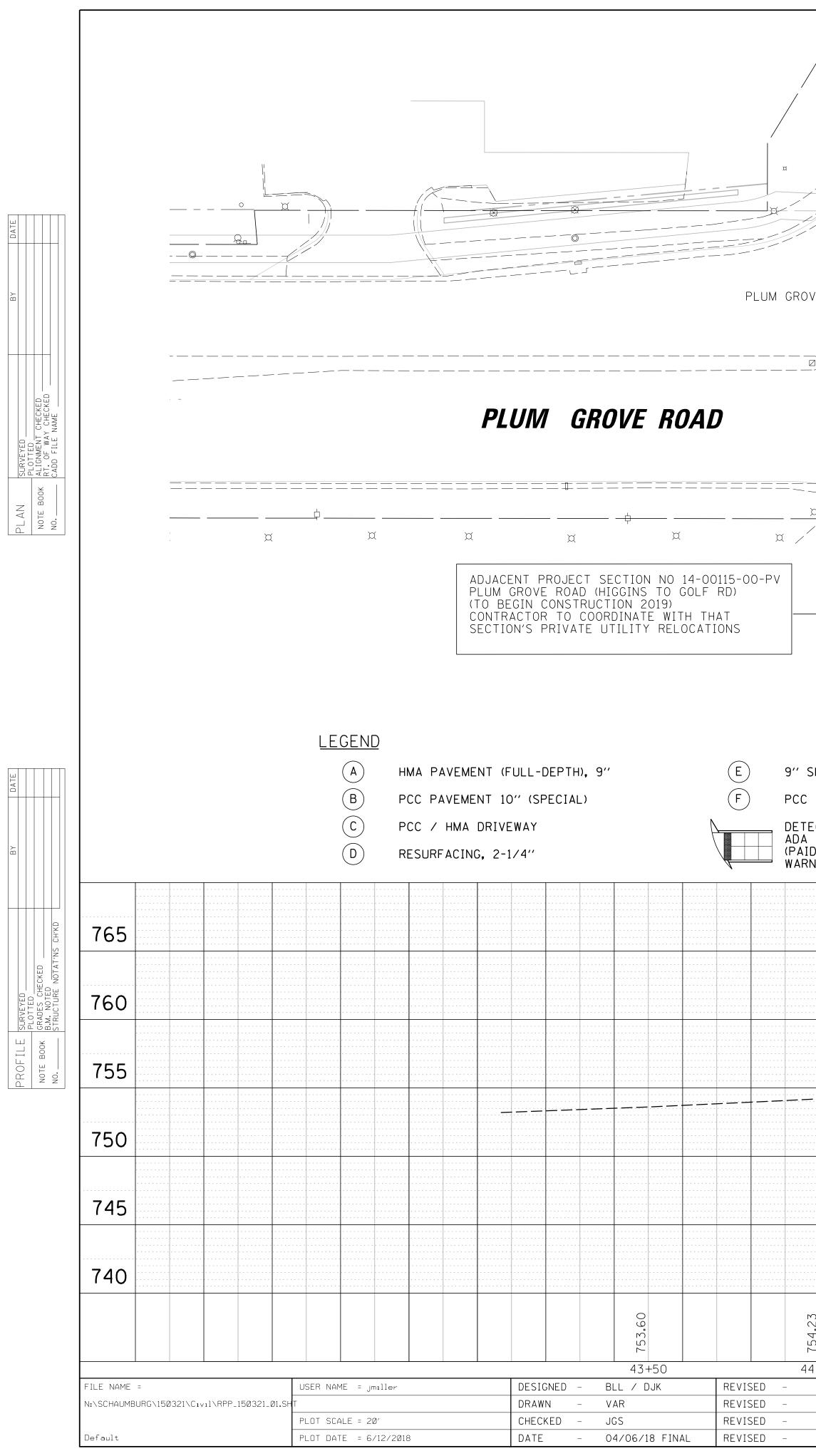




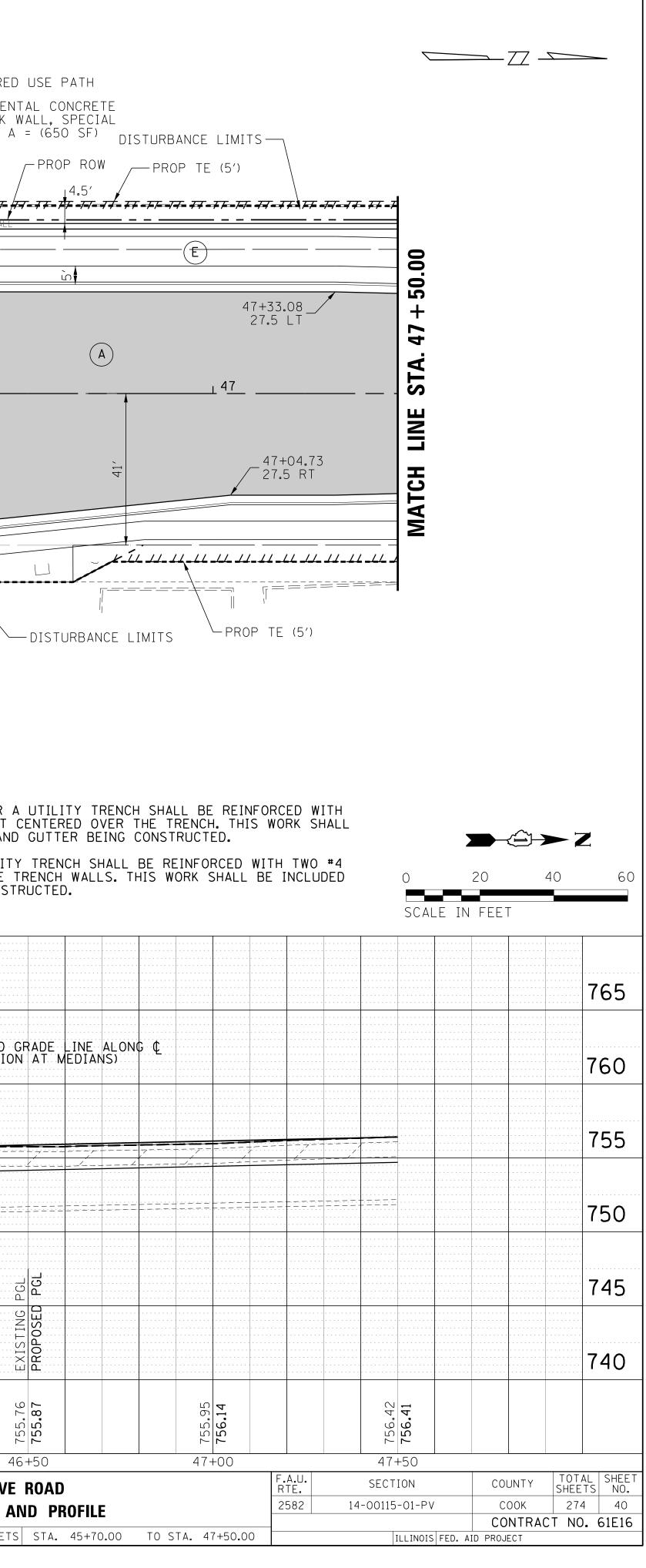
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		SCALE	IN FEET		
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<u>EGEND</u>			IN FEET		
SIDEWALK REMOVAL		JUALL			۲ ۲۱
BIKE PATH REMOVAL					
PAVEMENT REMOVAL; HMA, CONC, COMPOSITE					
DRIVEWAY REMOVAL; HMA, CONC, COMPOSITE					
MEDIAN REMOVAL;					
HMA, CONC, COMPOSITE					
SURFACE REMOVAL, 2-1/4"					
PAVED DITCH REMOVAL					
O TOPSOIL EXCAVATION					
UTTER REMOVAL					
EX WATER MAIN REMOVAL/ABANE (AS DETERMINED BY THE ENGINE					
EX STORM SEWER REMOVAL					
<pre>EX STORM SEWER REMOVAL (INCLUDED IN THE COST OF PROPOSED STORM SEWER)</pre>					
< TREE REMOVAL					
PAVEMENT CORE					
SOIL BORING					
ELECTRICAL PLANS AND LANDSCAPE ADDITIONAL REMOVALS.					
STRUCTURES TO BE ADJUSTED TO IN RINGS AND MORTAR ACCESS HATCHES/MANHOLE COVERS C					
JCTURES / MANHOLES WITHIN PROJEC L NOT BE BURIED OR COVERED.					
KWAY	F.A.U. RTE.		TION	COUNTY	TOTAL SHEET SHEETS NO.
ID REMOVAL PLANS	2582	14-0011	5-01-PV	COOK	274 38 CT NO. 61E16

						+
	REMOVAL PLANS	2582	14-00115-01-PV	СООК	274	
		-		CONTRAC	T NO.	61
ETS	STA. 148+00.00 TO STA. 149+00.00		ILLINOIS FED. A	ID PROJECT		



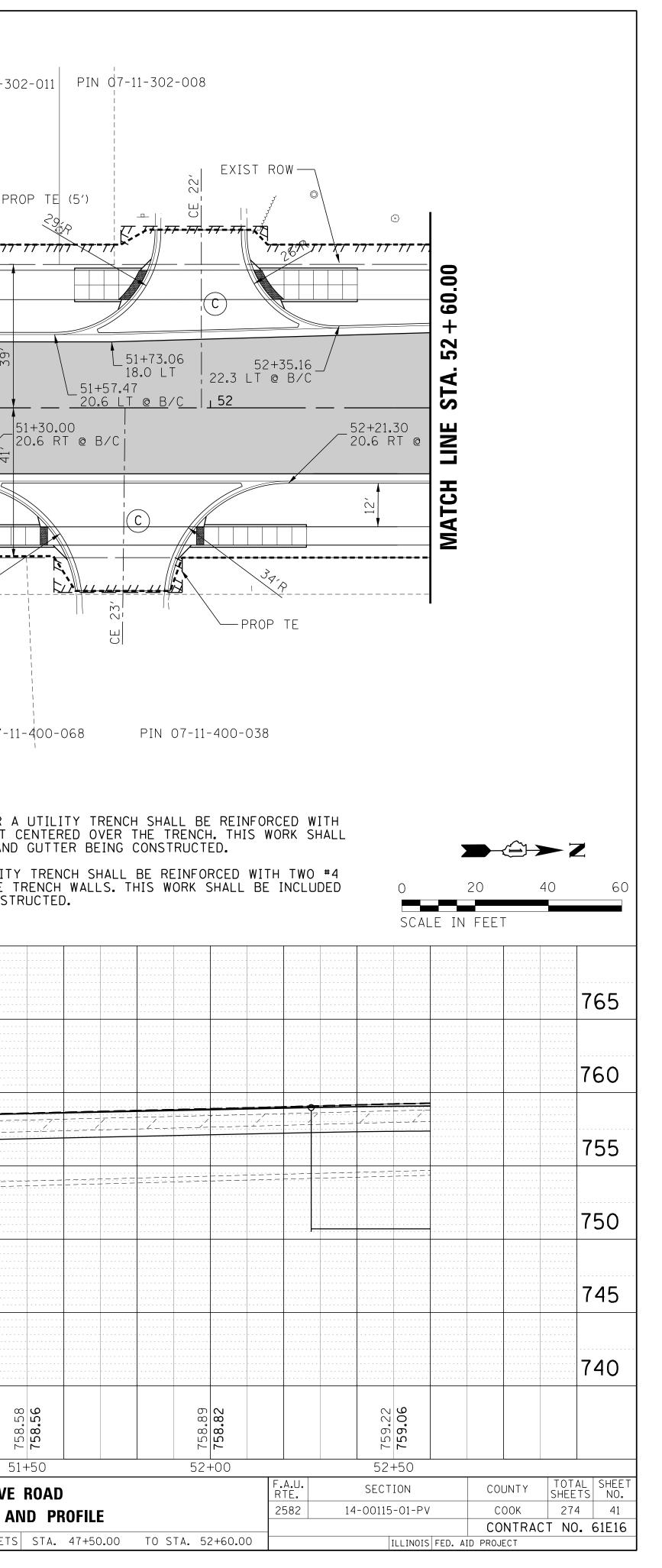


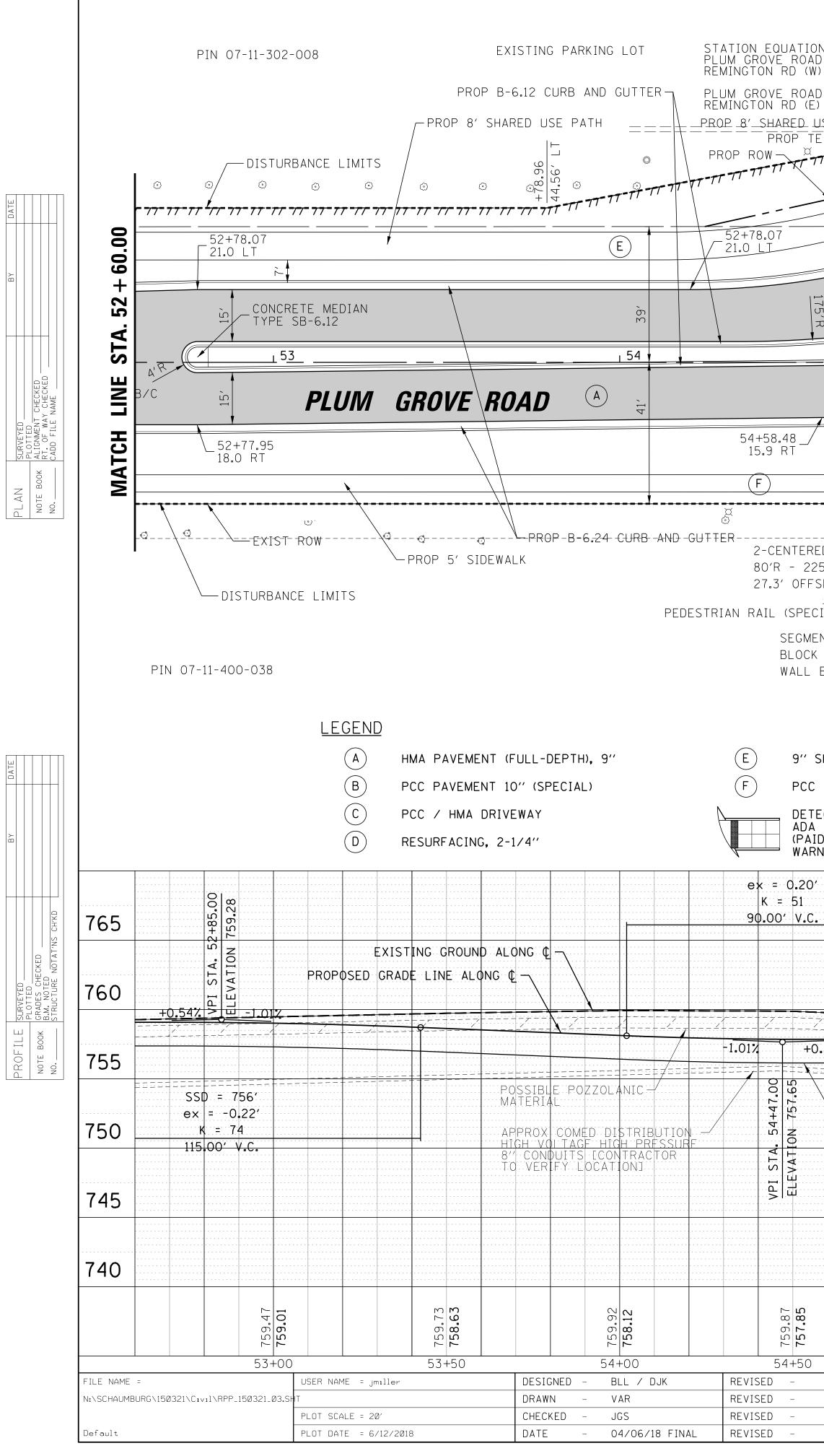
		GOLF BOAD			E 25, LT	PIN 07-11-3		ROP 8' SHAREI SEGMEN - BLOCK WALL A WALL A
♥ ♥ ROAD: IL RTE 72 ( ANTICIPA	CONTINUA HIGGINS RD PLANS B TED SPRING	TION OF IMPROVEME TO IL RTE 58 (GOL SECTION NO 14-0011 Y: BAXTER & WOODM 2018 CONSTRUCTIO				39,	46	MATE R.O.W. LINE
		BEGIN RECON STA 45+86.58	STRUCTION B	OJECT BEGINS A 45+70.00		-41.2		6 (F)
						STA 45+86.60	PIN 07-1	1-400-072
SHARED USE PATH SIDEWALK 5'' ECTABLE WARNINGS IN COMPLIANT RAMPS/SI D AS DETECTABLE NINGS [SPECIAL])	DEWALK	  		C EASEMENT EASEMENT	TWO #4 BE INCL 2. All SID REBARS	REBARS FOR UDED IN THE EWALK CONS ⁻ WHICH EXTEN	A LENGTH COST OF TRUCTED O ID 5 FEET	UCTED OVER OF 20 FEET THE CURB ANI VER A UTILIT BEYOND THE BEING CONST
EXISTING G	ROUND ALON					755 60 755		- PROPOSED (PROJECTIO
							+0.54	<b>%</b>
2 2 4+00	44+50			6°.35 45		65 ²⁵ 22 ² 46+	-0.0	
		STATE OF PARTMENT OF 1	ILLINOIS		SCALE:		F ROADV	PLUM GROVE VAY PLAN A OF 13 SHEET



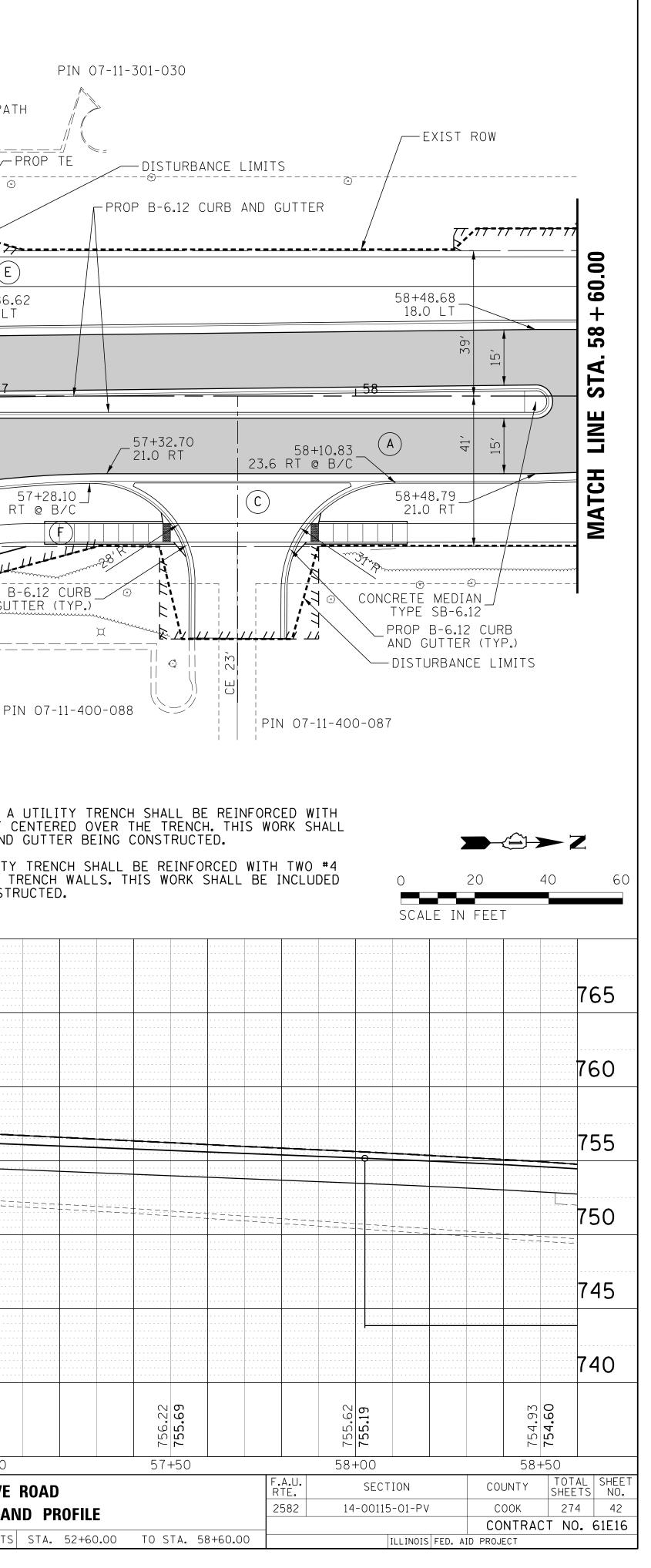
BY DATE						STA. 47 + 50.00				7.02 1.75					11'8	PRC ANE	)PB-6 )GUTT - PROF AND	NCE LI 5.12 CU TER (T 9 B-6.2 GUTTE 
E PLAN SURVEYED						MATCH LINE		CEND A	P 5' S		T @		EPTH), 9"			.99 RT @ B/ 	B-6.24 CURB (TYP.)	
BY DATE								B C D	PCC F PCC /	PAVEME / HMA RFACING	NT 10 Drive	)″ (SP Eway				F		PCC S DETEC ADA C (PAID WARNI
T'NS CH'KD	765																	
SURVEYED SURVEYED PLOTTED GRADES CHECKED B.M. NOTED STRUCTURE NOTAT'NS C	760															– PROPO (PROJE	SED GI	RADE L AT M
PROFILE Note Book No	755																	
	750								=======		Δ						=== ==	BOT IMP
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	740				· · · · · · · · · · · · · · · · · · ·	EXIS	PROP			0	2							
	FILE NAME	_				+26.42	-50	E = jm1lt			00 756.67		NED – B	48+5 48+5 120°.78 48+5 120°.78	50		ISED	- 4 +
	N:\SCHAUME Default		321\Cıv	1\RPP_1	50321_02	SHT PL	OT SCA	LE = 20' E = 6/12/				DESIG DRAWN CHECK DATE	1 – V ED – J	AR GS 4/06/18		REV REV	ISED ISED	-

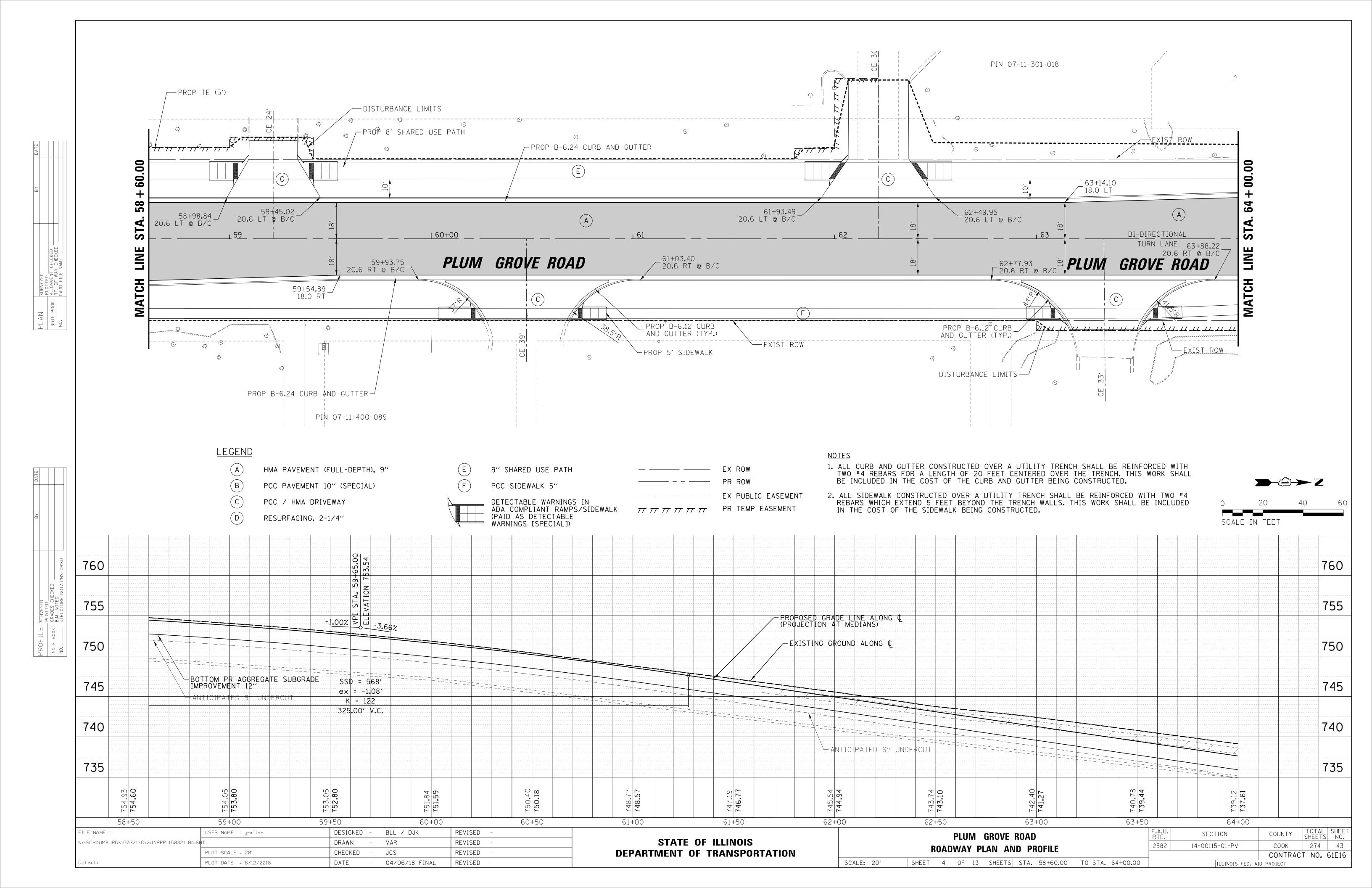
					PIN 07-11-3
LIMITS CURB (TYP.) 6.24 CURB TER		8' SHARED USE PATH	PROP TE ( ,62 U	5′)	P
<u></u>		× 		-77-77-77-77-77 	× 
<u> </u>	44′ 40′	50+26.9 22.8 LT @ B/0 <u>  50+00</u>		50+96.18 .1 LT @ B/C 9	51+18.08 ↔ 18.0 LT
_49+06.21 25.8 RT	PLUM G	<b>ROVE ROAD</b> 49+88.31 23.8 RT @ B	/C	40,	51+18.08 18.0 RT
			- APPROXIMATE R.O.W. LINE	(F)	35/8
IRB AND GUTTER	 Ш 			T ROW	
	PIN 07-11-400	-068	<u>NO 1</u>	<u>'ES</u>	PIN 07-:
SHARED USE PATH SIDEWALK 5'' ECTABLE WARNINGS COMPLIANT RAMP D AS DETECTABLE NINGS [SPECIAL])	 S IN 'S/SIDEWALK 77 77		T E IC EASEMENT 2.	WO #4 REBARS FOR BE INCLUDED IN THE ALL SIDEWALK CONST REBARS WHICH EXTENI	R CONSTRUCTED OVER A LENGTH OF 20 FEET COST OF THE CURB AN RUCTED OVER A UTILIT D 5 FEET BEYOND THE SIDEWALK BEING CONS
LINE ALONG ¢ MEDIANS)	EXISTING GROUND ALON	IG. Ç			
MATERIAL <u>OTTOM PR AGGREC</u> APROVEMENT 12''	POZZOLANIC CATE SUBGRADE				
<b>757.21</b> 757.21	<u>49+50</u>	157.82 757.82 00+05	758.10 758.02 02+02	۳۵ ۳۵ ۵ ۲ 51+0	
	:	STATE OF ILLINOIS IENT OF TRANSPOI			PLUM GROVE ROADWAY PLAN A EET 2 OF 13 SHEET

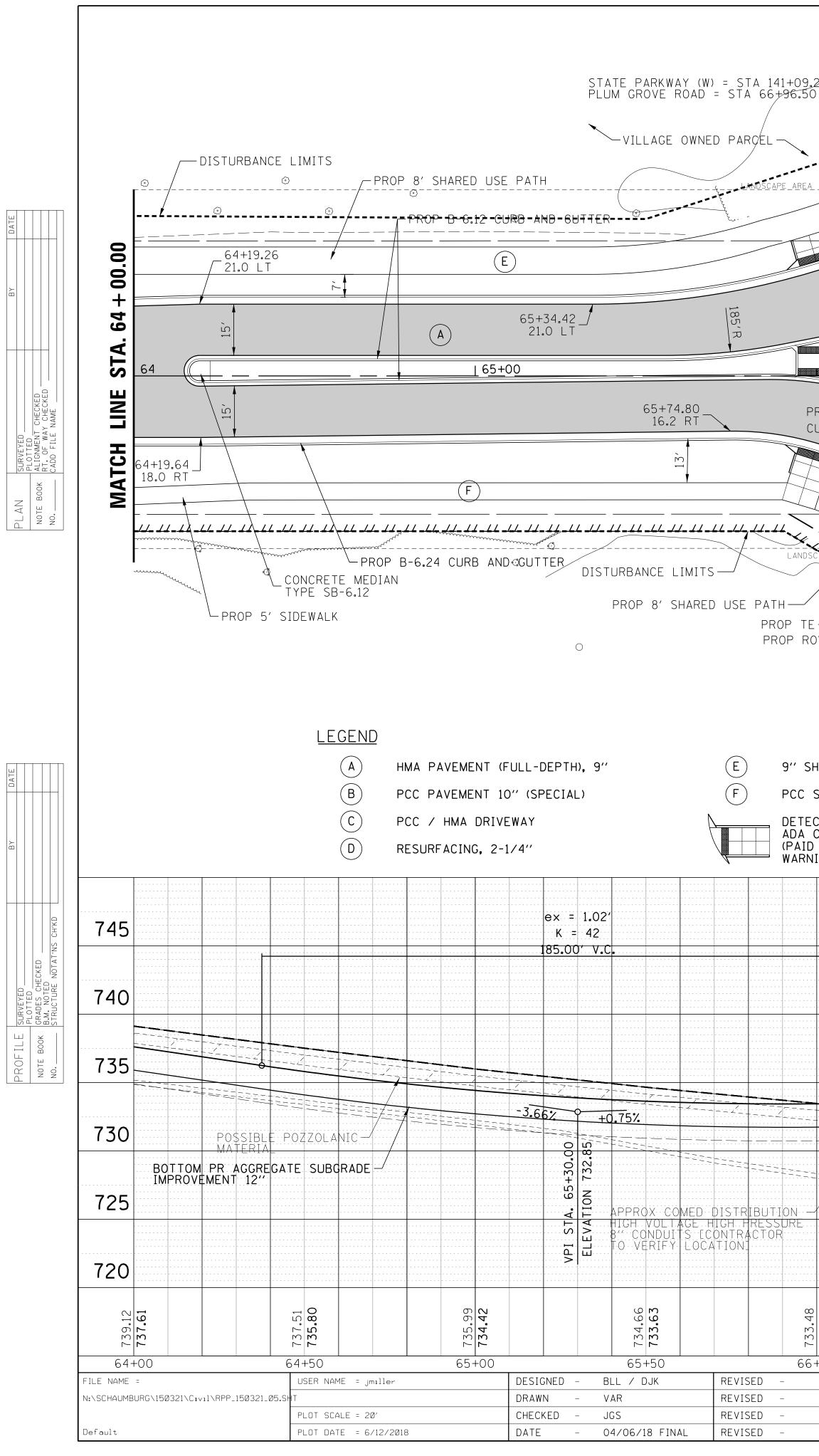




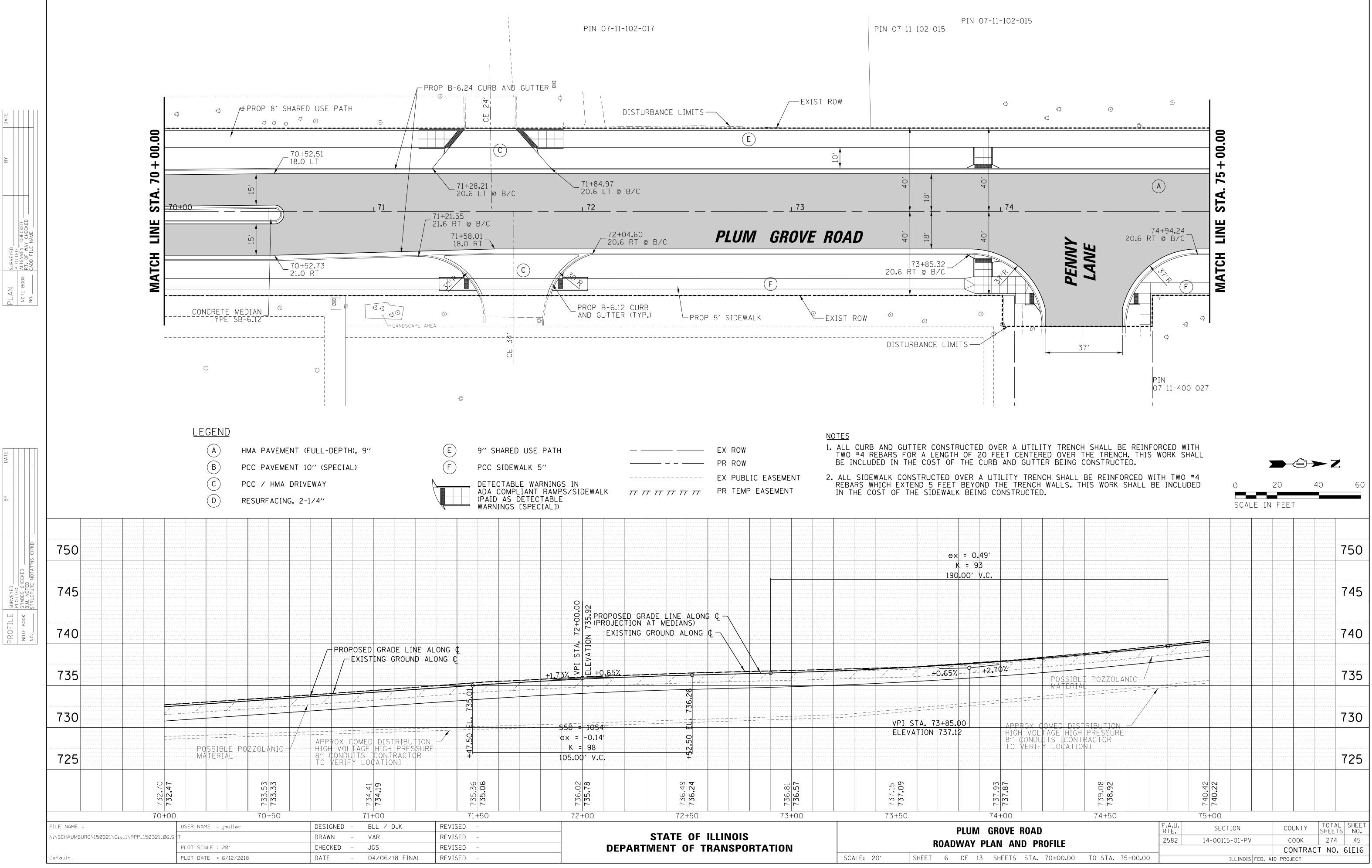
		OFF OUFFT 40		
N D (N) = STA 55+72.07 ) = STA 173+81.81 D (S) = STA 55+71.46 ) = STA 171+81.81       		SEE SHEET 48		SHARED USE PA JCK APRON
				IMATE R.O.W. LINE
20.0 [,]	47.5'R	2007.0 V	PROP B-9.12 (SPECIA CURB AND GUTTER	56+86 16.1 L L)
PROP M-4.18 CURB AND GUTTER	33.5'R 135'®			175°R
			APPROXIMATE R.O.W.	23.6 M
ED ©URVE 5'R SET _X PROP ROW		75-P		PROP E
WALL, SPECIAL B = 166 SF PROP TE	MATCH LINE	SEE SHEET 49	PROP ROW	1-400-088 P
SHARED USE PATH SIDEWALK 5'' ECTABLE WARNINGS IN COMPLIANT RAMPS/SIDEWALK D AS DETECTABLE	— — EX R — PR R EX PI	<u>N</u> DW 1. DW	OTES ALL CURB AND GUTTER CONS TWO #4 REBARS FOR A LENG BE INCLUDED IN THE COST C ALL SIDEWALK CONSTRUCTED REBARS WHICH EXTEND 5 FEE IN THE COST OF THE SIDEWA	TH OF 20 FEET OF THE CURB AND OVER A UTILIT ET BEYOND THE
NINGS [SPECIAL])				
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.75%				
BOTTOM PR AGGREGATE SUB	GRADE			
759.34 <b>758.05</b>	758.68 <b>757.64</b>	758.18 <b>757.17</b>	757.44 <b>756.69</b>	756.83 <b>756.19</b>
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DEP	ARTMENT OF TRANSI	PORTATION	SCALE: 20' SHEET 3	







00+00	<u>133.35</u> 66+20	5-2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		<b>732.54</b> 732.54 05+29		732.08 731.93 00			00+69 731.56 731.40	A.U. TE. A.U. A.U. A.U. A.U. A.U. A.U. A.U. A.	70	720 07.72 132.70 132.70 132.70 132.70 132.70 132.70 132.70 132.70 132.70 132.70 132.70 132.70
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PROP M-4.18 CURB AND GU ⁻		145'0							0 0 0			LINE
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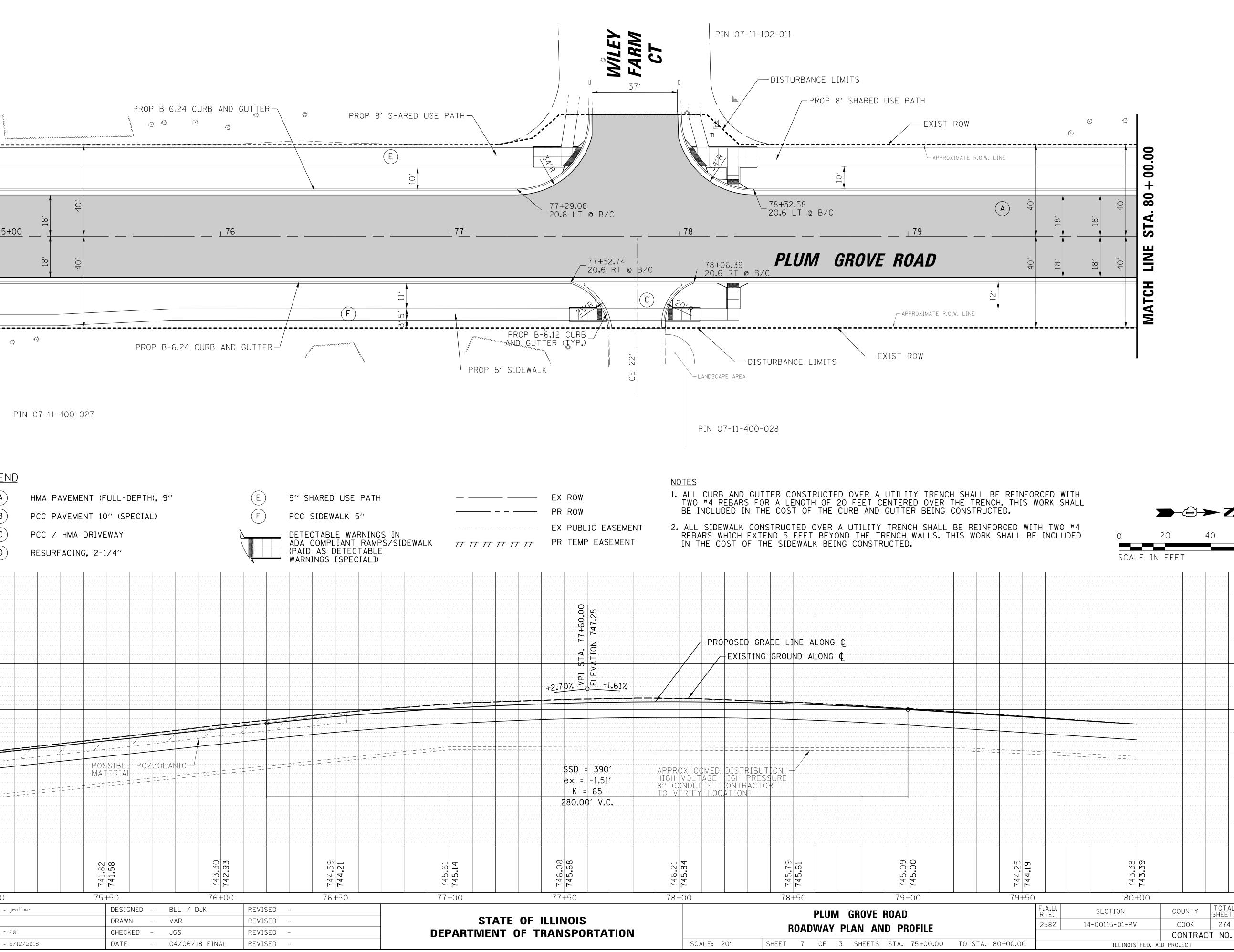


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PROP B-6.24 CURB AND GUTTER

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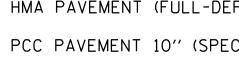


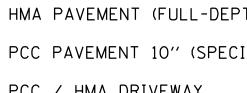
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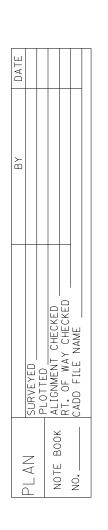
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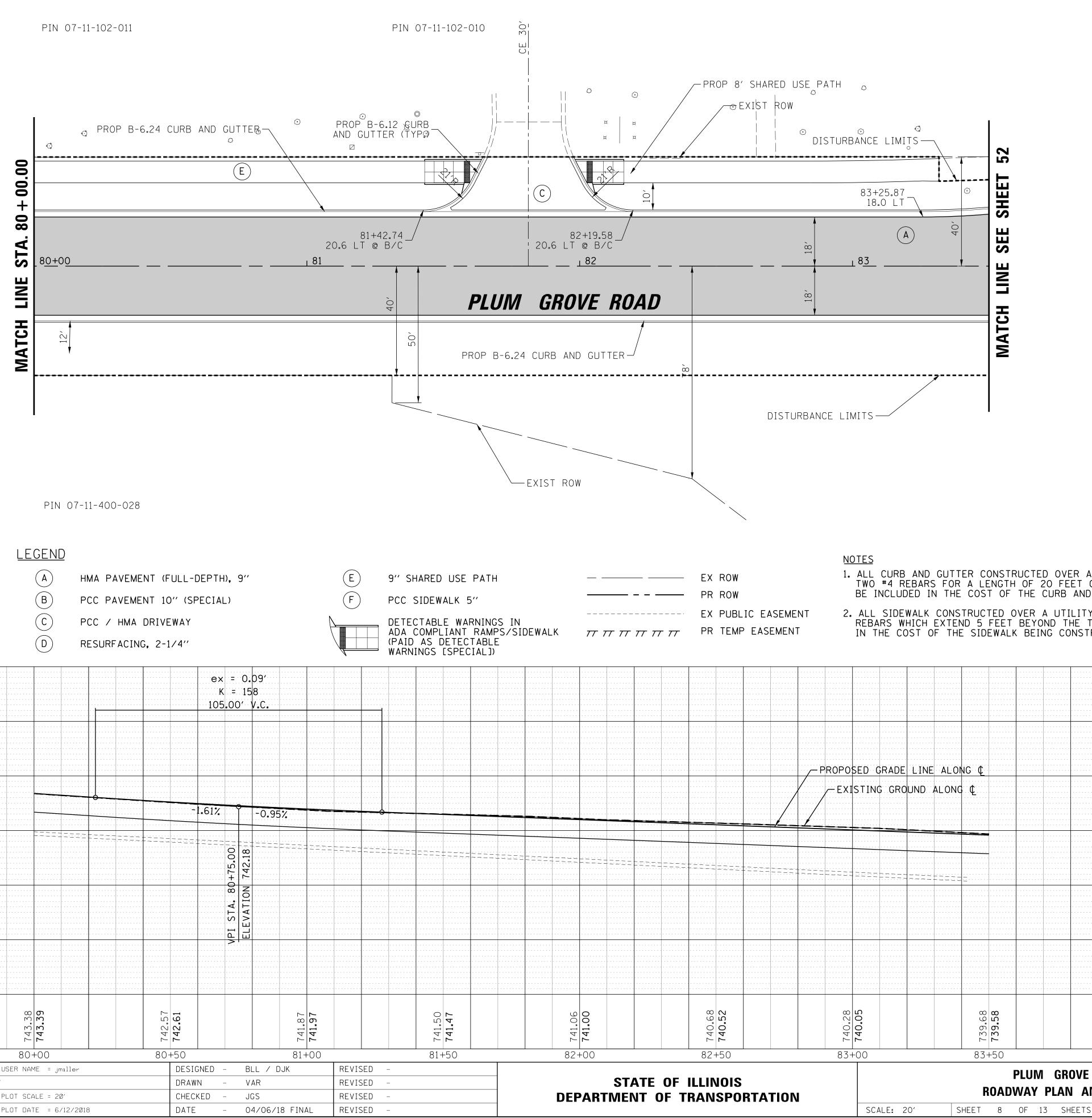
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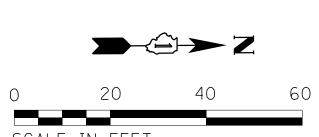




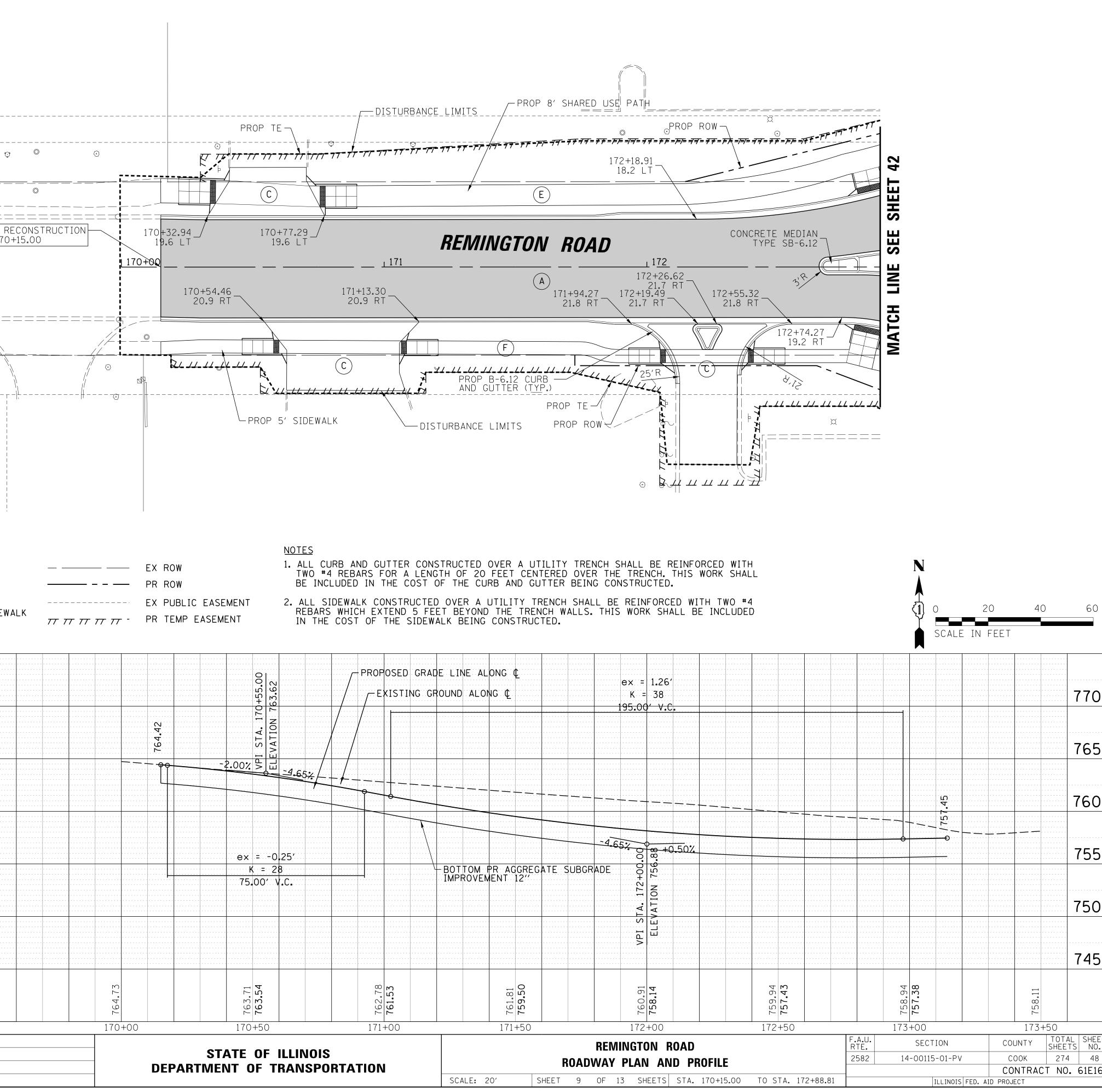


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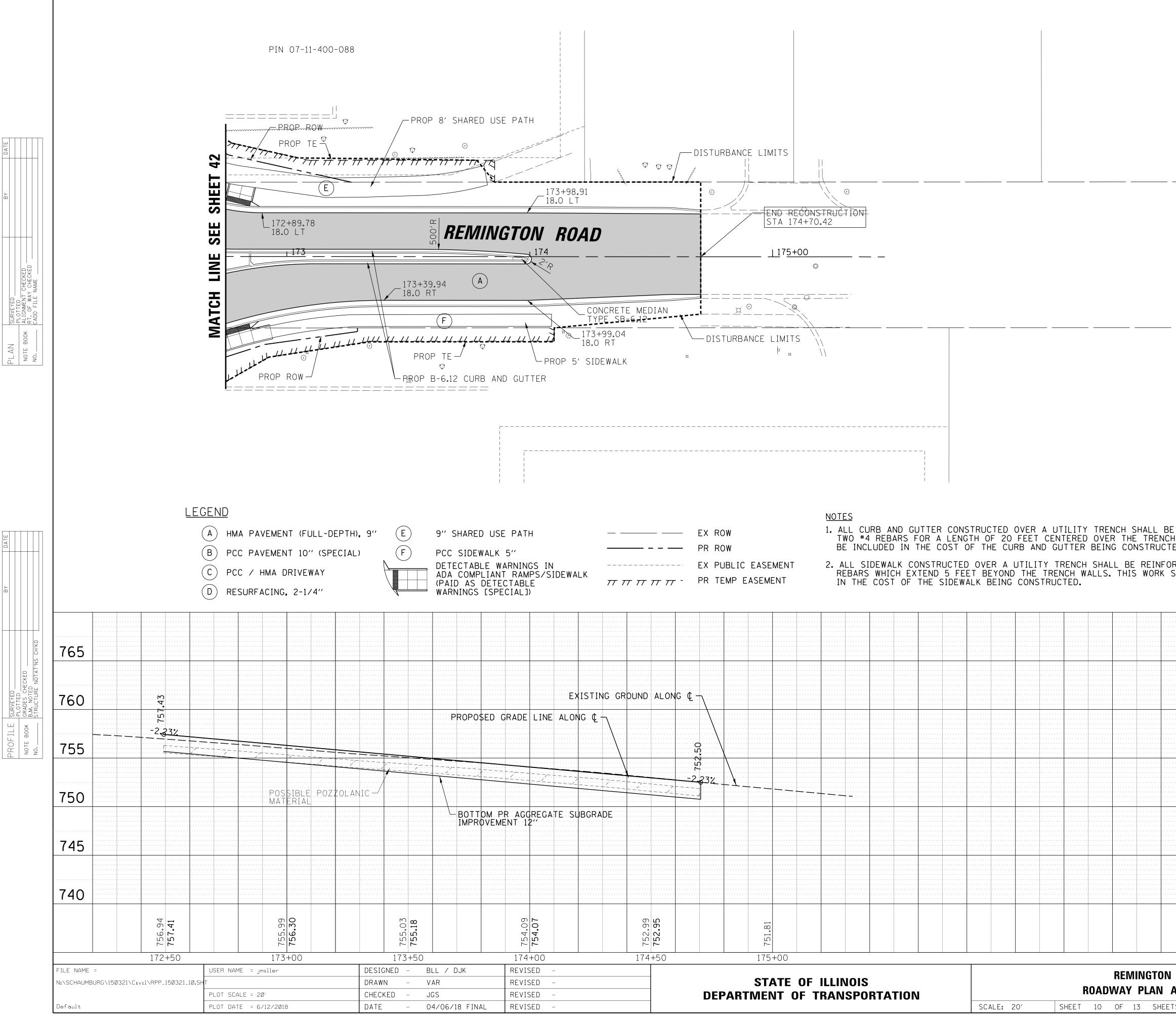
## 1. ALL CURB AND GUTTER CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #4 REBARS FOR A LENGTH OF 20 FEET CENTERED OVER THE TRENCH. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER BEING CONSTRUCTED.



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			<u> </u>	(A) (B) (C)	) HMA ) PCC ) PCC	C PAVE	MENT A DR	10″ (S NVEWAY	PECIAL		$\sim$		PCC DETE ADA (PAII	SIDEV CTABI COMP DAS	VALK ! LE WA LIANT DETEC	5'' RNINC RAMI TABL	GS IN PS/SI E	[DEV
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(C)	<ul> <li>(A) HMA PAVEMENT (FULL-DEPTH), 9"</li> <li>(B) PCC PAVEMENT 10" (SPECIAL)</li> <li>(C) PCC / HMA DRIVEWAY</li> <li>(D) RESURFACING, 2-1/4"</li> </ul>	A       HMA PAVEMENT (FULL-DEPTH), 9"       E       9" S         B       PCC PAVEMENT 10" (SPECIAL)       F       PCC         C       PCC / HMA DRIVEWAY       F       D         D       RESURFACING, 2-1/4"       F       D         70       F       F       PCC         65       F       F       F         60       F       F       PCC         70       F       F       F         70       F       F       F <td><ul> <li>A) HMA PAVEMENT (FULL-DEPTH), 9"</li> <li>B) PCC PAVEMENT 10" (SPECIAL)</li> <li>C) PCC / HMA DRIVEWAY</li> <li>D) RESURFACING, 2-1/4"</li> </ul></td> <td>A       HMA PAVEMENT (FULL-DEPTH), 9"       9" SHARED USE         B       PCC PAVEMENT 10" (SPECIAL)       F       PCC SIDEWALK 9         C       PCC / HMA DRIVEWAY       F       DETECTABLE WA AAA COMPLIANT (PAID AS DETECTABLE)         0       RESURFACING, 2-1/4"       F       DETECTABLE WA AAAA COMPLIANT (PAID AS DETECTABLE)         70       F       F       F       F         65       F       F       F       F         70       F       F       F       F       F</td> <td>A       HMA PAVEMENT (FULL-DEPTH), 9"       E       9" SHARED USE PATH         B       PCC PAVEMENT 10" (SPECIAL)       F       PCC SIDEWALK 5"         C       PCC / HMA DRIVEWAY       F       D       D         D       RESURFACING, 2-1/4"       F       D       D       D         70       F       F       F       D       D       D       D         65       F       F       F       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       &lt;</td> <td><ul> <li>A) HMA PAVEMENT (FULL-DEPTH), 9"</li> <li>B) PCC PAVEMENT 10" (SPECIAL)</li> <li>C) PCC / HMA DRIVEWAY</li> <li>D) RESURFACING, 2-1/4"</li> </ul></td>	<ul> <li>A) HMA PAVEMENT (FULL-DEPTH), 9"</li> <li>B) PCC PAVEMENT 10" (SPECIAL)</li> <li>C) PCC / HMA DRIVEWAY</li> <li>D) RESURFACING, 2-1/4"</li> </ul>	A       HMA PAVEMENT (FULL-DEPTH), 9"       9" SHARED USE         B       PCC PAVEMENT 10" (SPECIAL)       F       PCC SIDEWALK 9         C       PCC / HMA DRIVEWAY       F       DETECTABLE WA AAA COMPLIANT (PAID AS DETECTABLE)         0       RESURFACING, 2-1/4"       F       DETECTABLE WA AAAA COMPLIANT (PAID AS DETECTABLE)         70       F       F       F       F         65       F       F       F       F         70       F       F       F       F       F	A       HMA PAVEMENT (FULL-DEPTH), 9"       E       9" SHARED USE PATH         B       PCC PAVEMENT 10" (SPECIAL)       F       PCC SIDEWALK 5"         C       PCC / HMA DRIVEWAY       F       D       D         D       RESURFACING, 2-1/4"       F       D       D       D         70       F       F       F       D       D       D       D         65       F       F       F       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       D       <	<ul> <li>A) HMA PAVEMENT (FULL-DEPTH), 9"</li> <li>B) PCC PAVEMENT 10" (SPECIAL)</li> <li>C) PCC / HMA DRIVEWAY</li> <li>D) RESURFACING, 2-1/4"</li> </ul>

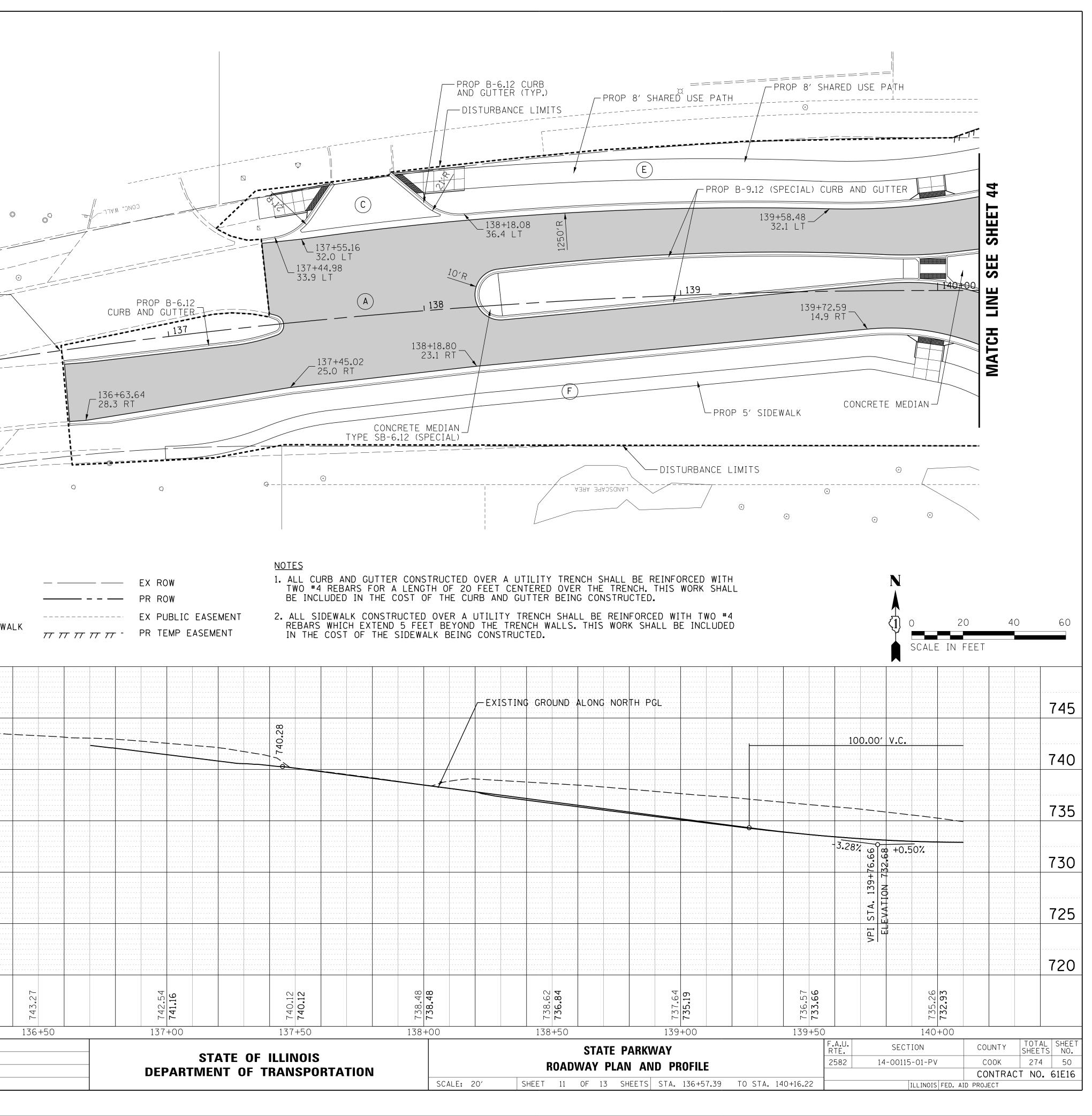


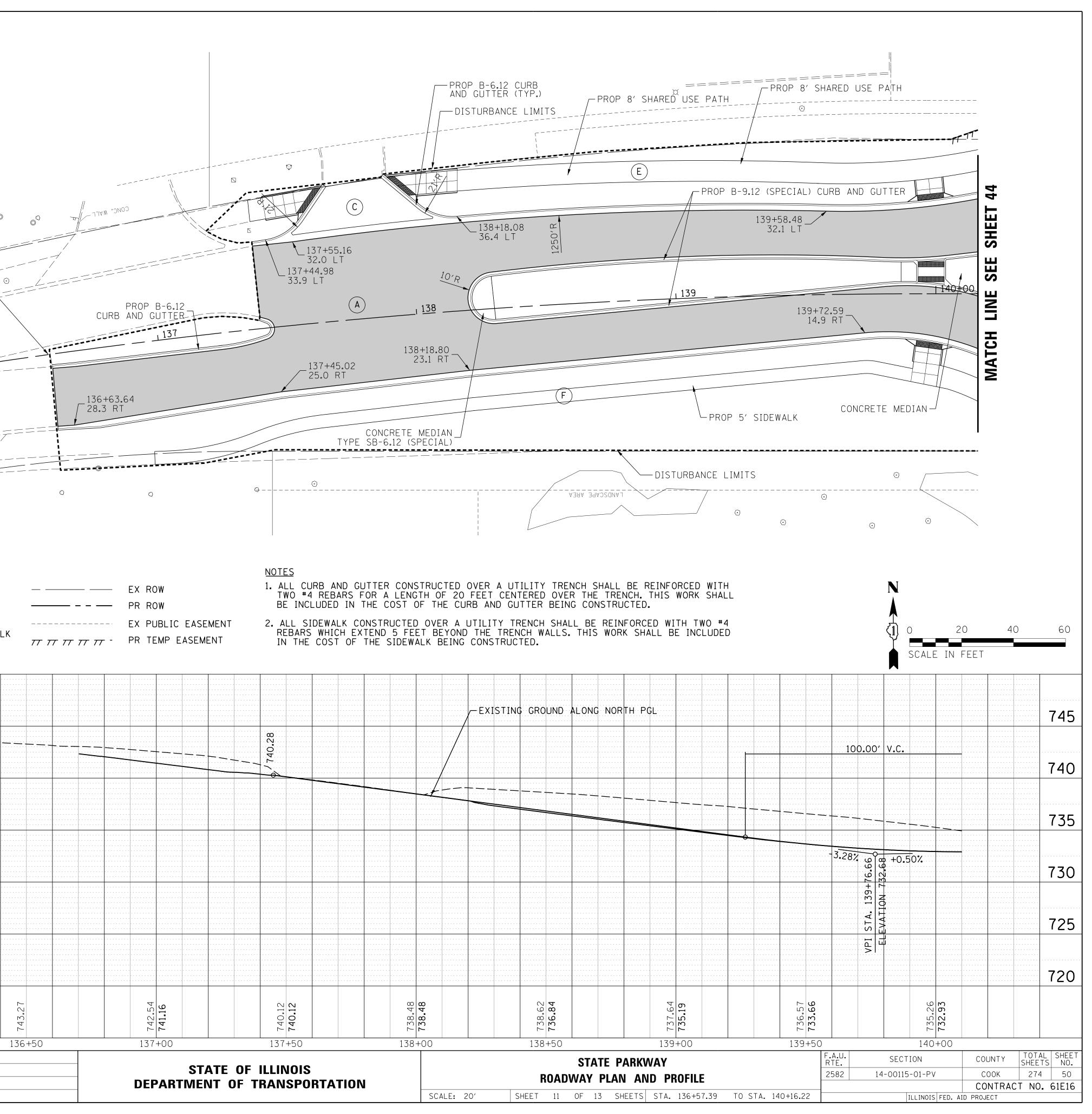
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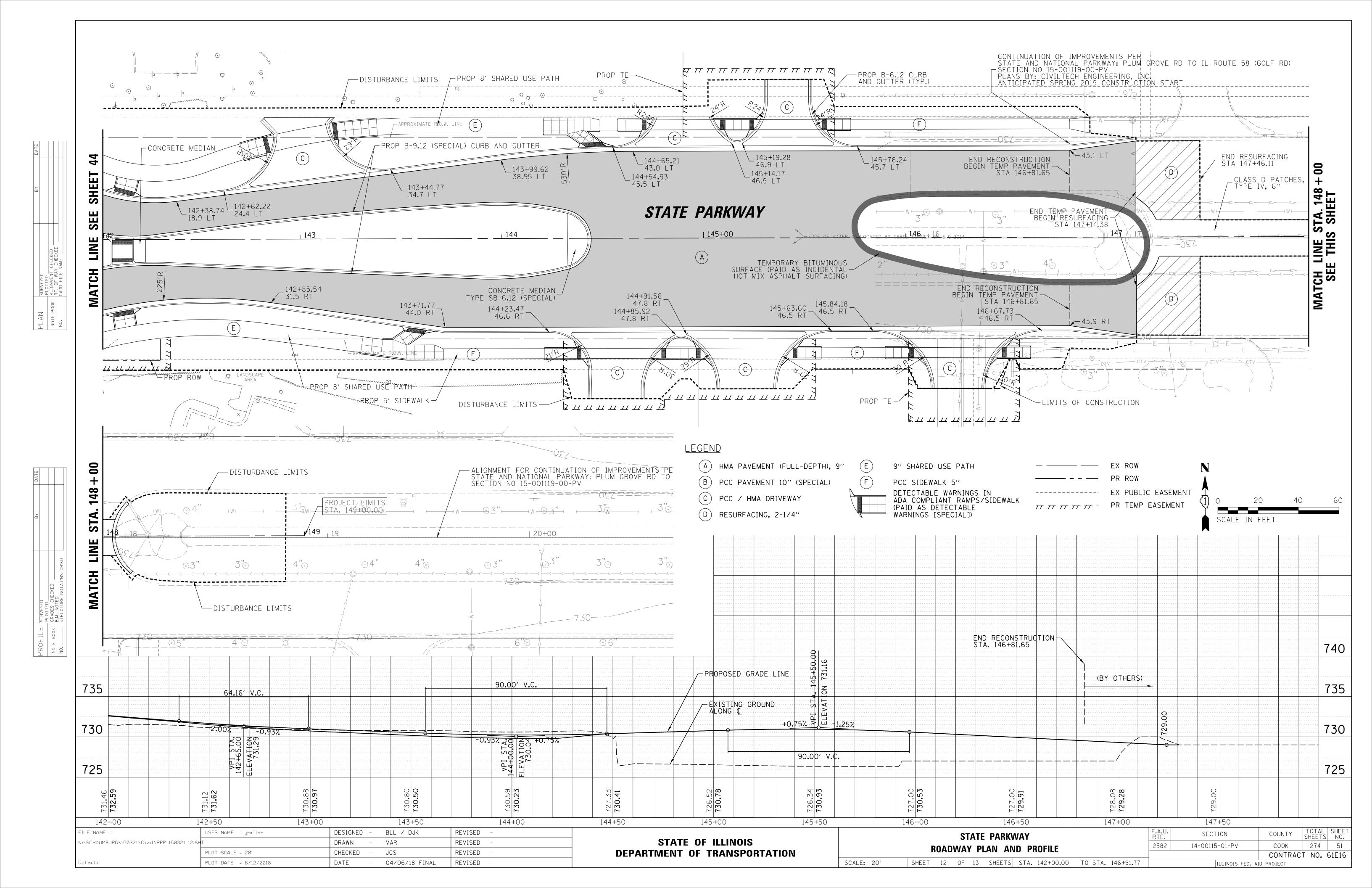


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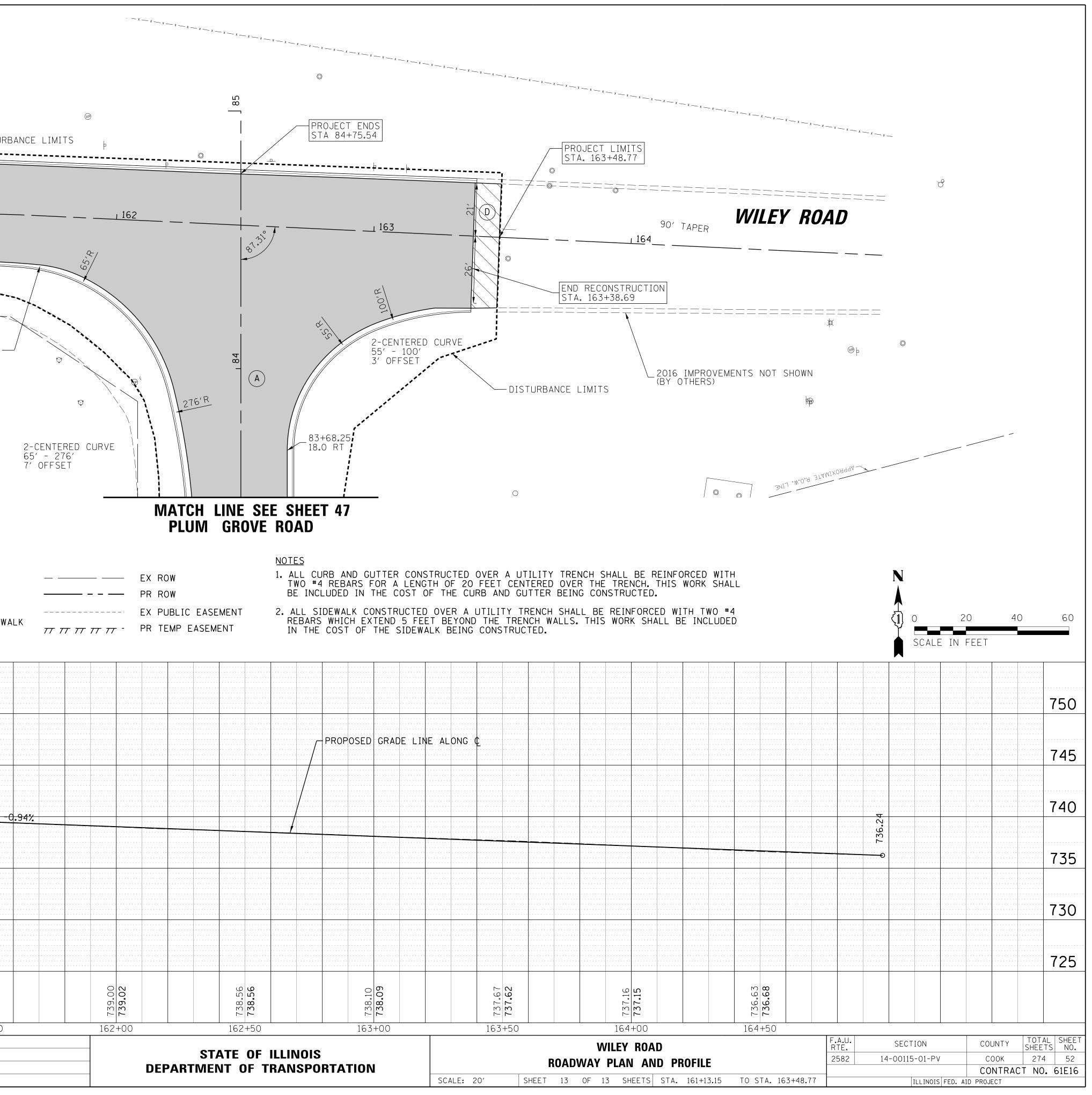
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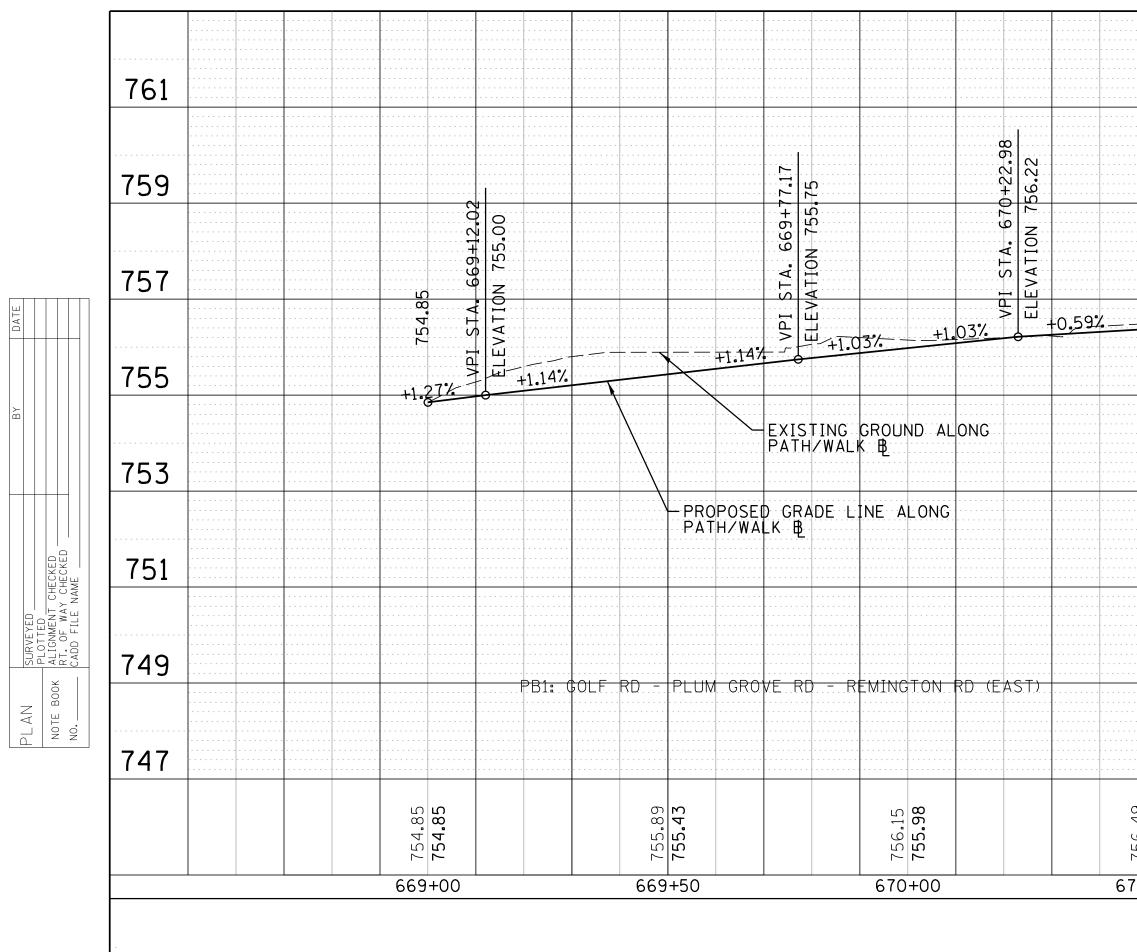


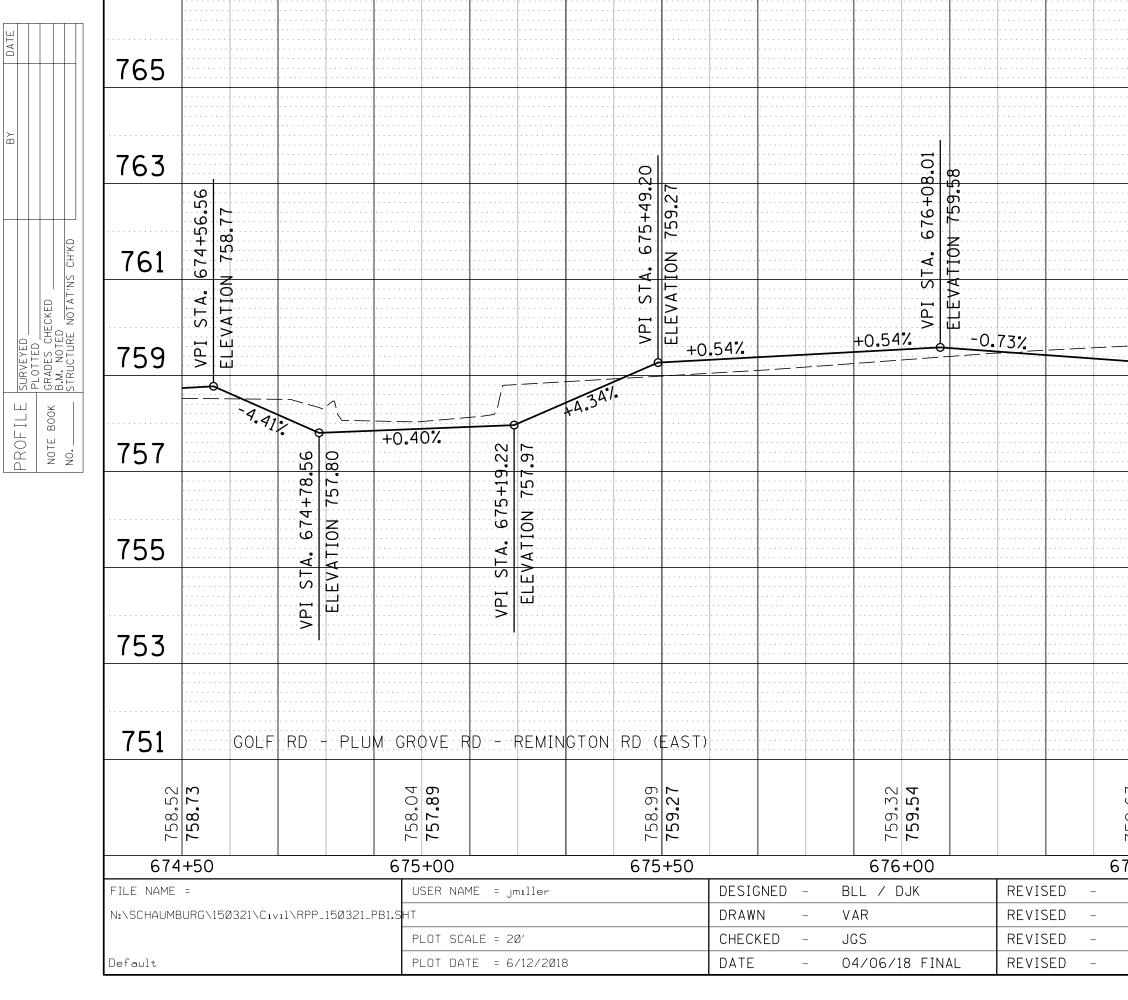




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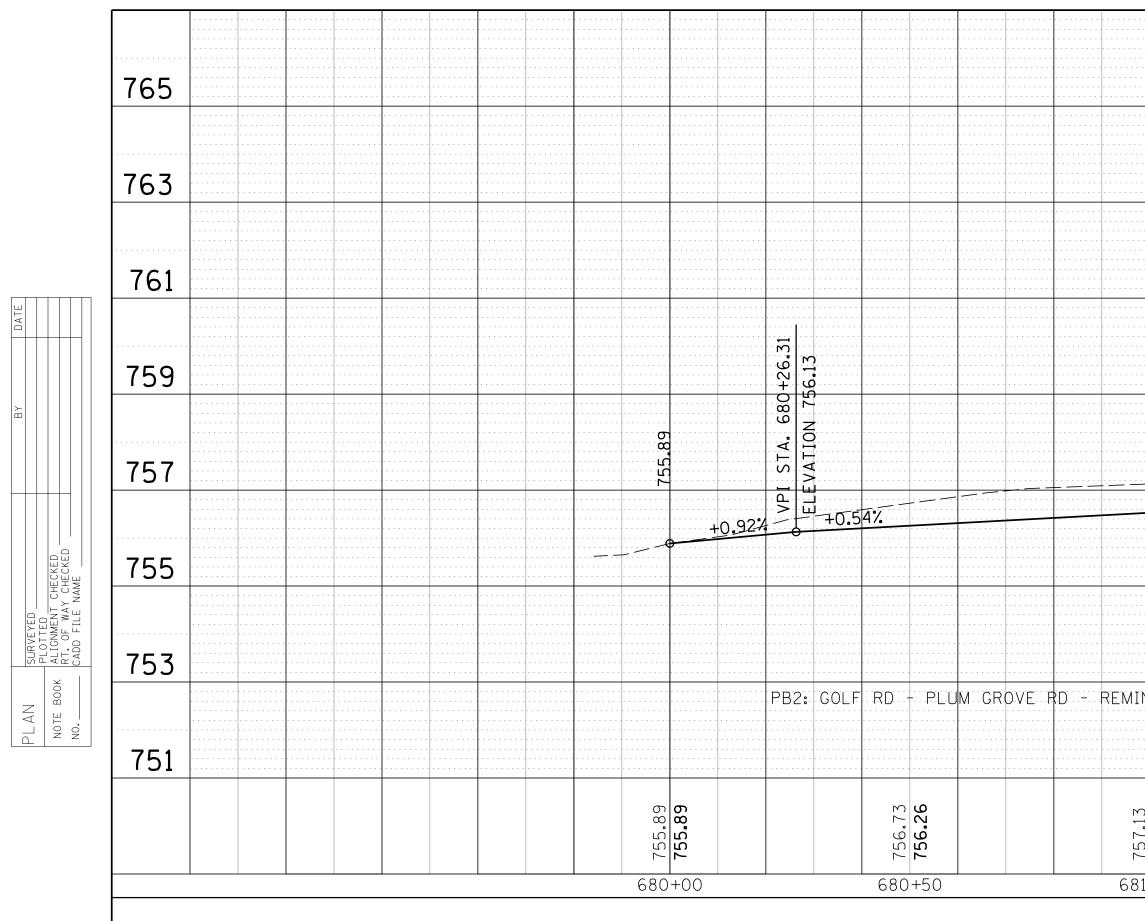


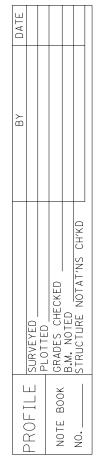




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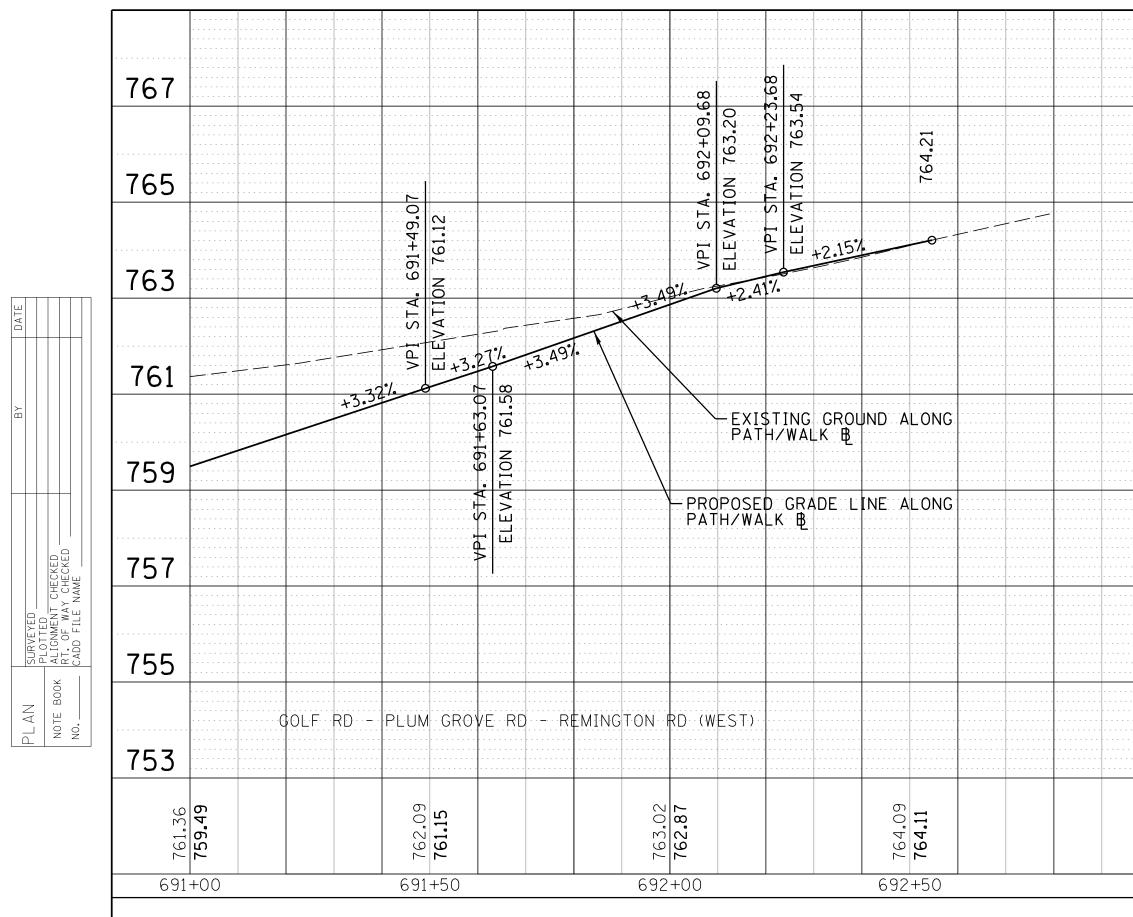


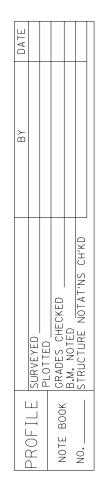


751 ∞	758.63					19	759.80				00	759.77					760.10 <b>769.95</b>					760.52
7 - 1					GOLF	RD	- PL(	JM GR	OVE I	₹D	REMIN	GTON	RD I	(WEST)				· · · · · · · · ·				
753																						
755	STA. 685											VPI STA.	ELEV		VPI STA.	ELEVAT						
757	+06.68	)										686+09.18	ION 759.44		686+38.20	ION 759.44						±01 23
759		45.0	Id>	-	+0.91	/			+0.9	Id > %				+0.01%						+0.6 	<del></del>	760 a0
761			. 685+24.	TION 759.57						STA. 685+	VATION 760							VPI STA. 68	ELEVATION 7			
763			89							+89.30	16							686+66.46	760.67			
765																						

	PI STA. 681+76.31 ELEVATION 756.94 ELEVATION 756.94 PI STA. 682+24.35 PI STA. 682+24.35 PI STA. 682+24.35 PI STA. 682+24.35 PI STA. 682+38.35 PI STA. 682+34.35 PI STA. 682+38.35 PI STA. 682+38.35 PI STA. 682+38.35 PI STA. 682+34.35 PI STA. 682+38.35 PI STA. 682+38	EXISTING GROUND ALONG PATH/WALK PROPOSED GRADE LINE ALONG PROPOSED GRADE LINE ALONG P	VPI SIA. 683-83.94 ELEVATION 758.78 ELEVATION 758.78 ELEVATION 758.78 ELEVATION 758.78	765 765 765 765 765 765 765 765
EMINGTON RD (WEST) ESC ESC ESC ESC ESC ESC ESC ESC	682+00 -EXISTING C PATH/WALK	C C C C C C C C C C C C C C C C C C C	683+50 684+0	
20.00 ^{-/} V.C.		-1.58% +0.79% +2.21% -0.29% -1.58% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +2.21% -0.29% +0.79% +0.79% +2.21% -0.29% +0.79% +0.79% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2.21% +2	Ч Ч Ч Ч Ч Ч Ч Ч Ч Ч Ч Ч Ч Ч	F99-91+069       761         F99-91+069       759         F1.817       759         F0.687       759         F0.687       759         F1.817       759         F1.817       759         F1.817       757         F1.817       755         F1.817       755         F1.817       755         F1.817       755         F1.817       753         F1.817       753         F1.817       753         F1.817       751
	STATE OF ILLINOIS MENT OF TRANSPORTATION	0 689+00 PLUM GRO SIDEWALK AND BI		0 690+50 691+00 F.A. SECTION COUNTY TOTAL SHEET NO. 2528 14-00115-01-РV COOK 274 54 СОИТРАСТ NO. 61E16

NGTON RD (WEST)		VPI STA. 681+(6.31 ELEVATION 756.94 PI STA. 682+04.99 P. ELEVATION 757.09 P. ELEVATION 757.01 P. ELEVATION 757.01		ATH/WALK B POSED GRADE LINE AL H/WALK B POSED GRADE LINE AL H/WALK B 	TION TION	Ability       Ability	VPI STA. 684+67.95 VPI STA. 684+49.95 VPI STA. 684+49.95 FLEVATION 759.27 FLEVATION 758.43 +	765 763 761 759 0.64 ¹ / 757 755 755
1+00	241-50 681+50	62-1 <u>25</u> 682+00	82+50 82+50	00+£89	20.00' V.C. ^C 683+50	<u>с об. 857</u> 80 <u>5</u> 684+00	11.657 684+20	751 8985 22 685+00
+01.33 EL +01.33 EL +0.97 +0.97 +0.97 +11.33 +0.97 +0.97 +11.33 +0.97 +12.33 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 +12.56.37 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20.00' V.C. 20.00' V.C. 7+00		STATE OF ILLINOIS JENT OF TRANSPORTA	688+50	VPI STA. 689 VPI STA. 689 VP	Image: Constraint of the second state of the second sta		V       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I	SHEETS NO.

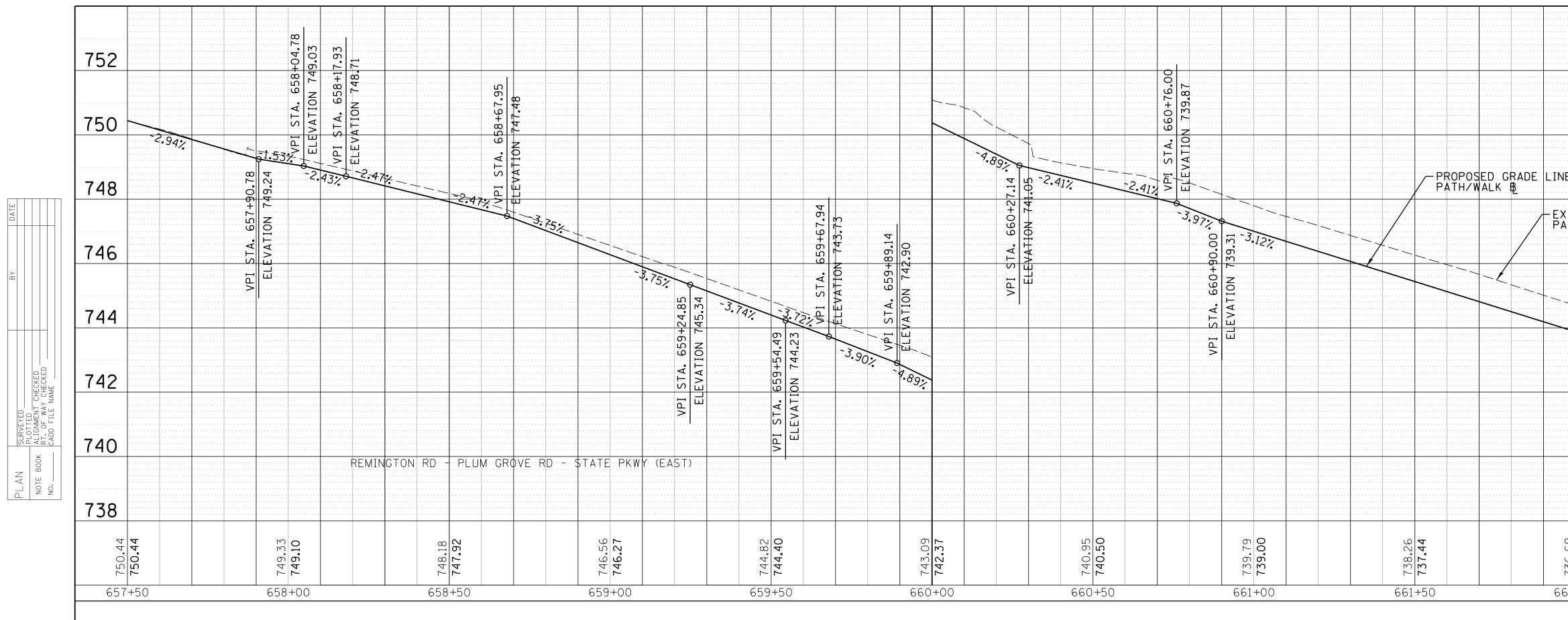




					PB3: R	EMINGTON	NRD - PLU	M GROVE	RD - STAT	FE
					VPI STA. 652+ ELEVATION 7		VPI STA ELEVA			
	12199 12.187	VPI STA. ELEVATION		+0.81%	72 x x 1	ELE VAI	757.00	+3.007	STA. VATION	
		52+16.18 755.34				TION 756.22 STA. 652+84.33 VATION 756.71	I STA. 652+93.39 - VATION 756.90			
			754.99 754.99 PI STA. 652+16.1 LEVATION 755.34	754.99 VPI STA. 652+16.1 FLEVATION 755.34		vPI     754.99       vPI     574.99       vPI     574.99       vPI     57.34       vPI     55.34       vPI     55.74       vPI     75.74       vPI     55.74	vpi     754.99       vpi     754.99       vpi     55.14       vpi     55.34       vpi     55.34       vpi     55.34       vpi     55.34       vpi     55.34       vpi     55.34       vpi     51.4       vpi     11.5	vPI     STA. 652+16       vP1     STA. 653+63.74       vP1     STA. 653+63.74       vP1     STA. 653+63.74       vP1     STA. 653+63.40       vP1     STA. 653+63.40	vPI     STA. 652+16.1       vPI     STA. 6	v     154.99       v     155.34       v     154.95       v     154.95

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<u></u> , , , , , , , , , , , , , , , , , , ,	3%		0N 756.74		2.83. 1.83. 1.12		ELEVATION 75	.42%	LINE ALONG -EXISTING GROUND AL PATH/WALK B	STA. 6 ¹ VATION	STA. 656+82.95 'ATION 753.08	7+21,75	756
		VPI STA.			PI STA. 654+67.81 ELEVATION 754.73	STA. 655+05.89 FVATION 754.07		PI STA. 655+67.92 ELEVATION 754.70				VPI STA. 65 ELEVATION 7	752
F E	PKWY	(EAST)											VPI STA. 657+39.75 ELEVATION 750.74 842
													5 4 746
	<b>157.68</b>		00 757.50 756.70		<b>65.52</b> 4+50	754.50 754.17 754.17		<b>155.26</b> <b>754.95</b> 	<b>754.6</b> 0 <b>754.6</b> 0 <b>754.25</b>	753.54 753.54 753.54		<b>752.34</b> <b>752.34</b> <b>752.44</b>	<b>750.44</b> 621-44
				STATE OF			SCALE: 20'	PLUM GR SIDEWALK AND B	OVE ROAD BIKE PATH PROFILE	TO STA. 658+00.00	F.A. RTE. 2528 14-0	SECTION COL 00115-01-PV CO	UNTY TOTAL SHEET SHEETS NO. OOK 274 55 NTRACT NO. 61E16

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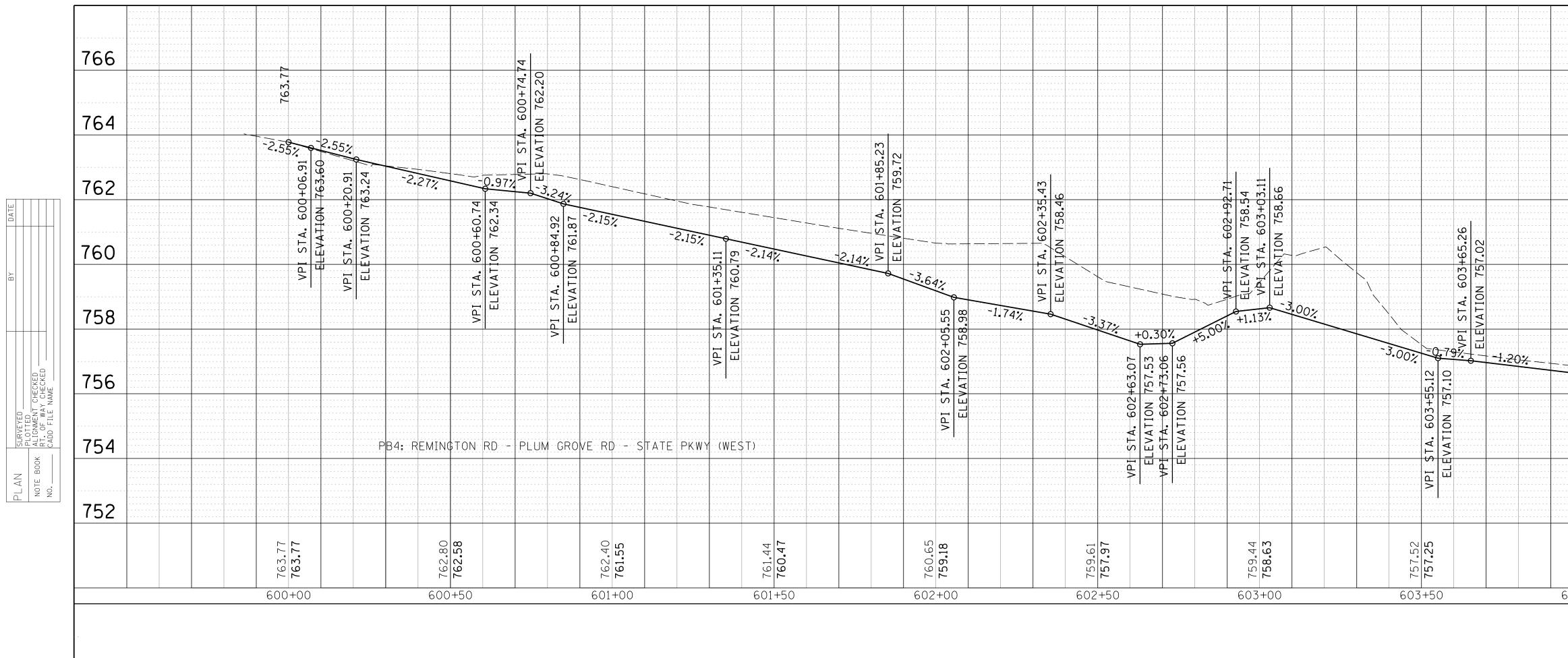


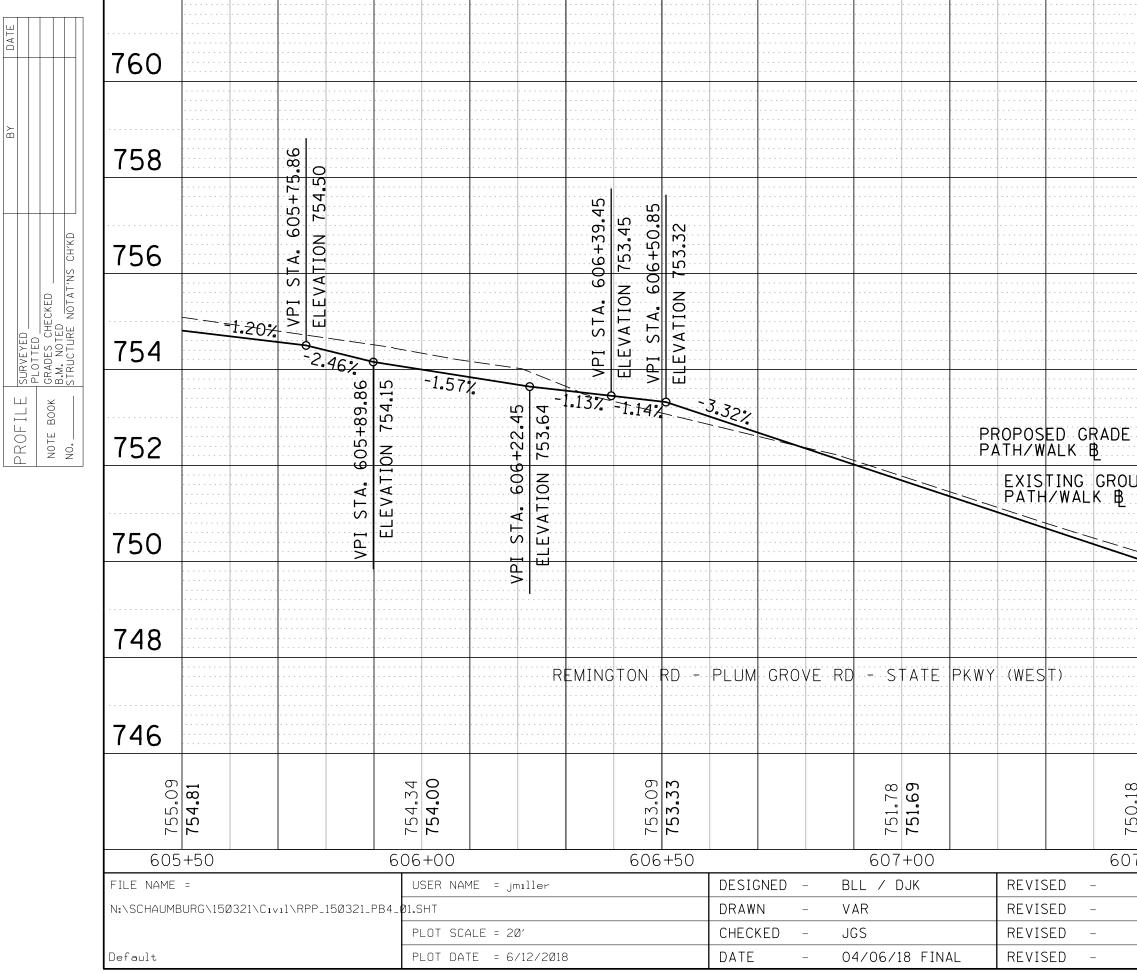
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736 734	+0.2				710N 732.59			EXIST PATH	ING /WALI	GROUN 〈 慢	ID AL	ONG			+18.95	00		
732		TA. 663/466.08	-9.33:	+98.10 732.69 00		PR( PA		D GRA ALK B 2.19%	0						A. 66!	ELEVATION 73		
730		VPI S FLEVA		STA. 663 EVATION			. 664+38.4	<pre>\TION 731.69 664+51.25</pre>	ION 731.4	~0 <b>.</b> 92	664+78.52	ION 731.16	-0.4	0%	\$ ```	+28.95.06	730.51 730.51	DN 730.39
728				E / L			VPI STA	ELEVATION VPI STA. 664			VPI STA. 6	ELEVATI				STA. 665	LEVATION CTA	EVATION
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732.96	734.01			732 <b>.</b> 13 <b>732.67</b>				731.12	731.44				731.70	731.07				731.57
663 FILE NAME N:\SCHAUMB Default	=	321\Cıvıl\RF	PP_150321_PE	33_02.SHT	NAME	= jm1ller = 20' = 6/12/201	8	664	+50	DESIG DRAWI CHECK DATE	N KED	V – ال –	LL / C AR GS	+00 )JK .8 FIN/	Δ1	REVI REVI REVI	SED SED	665 - - -

730 <b>.</b> 75	ATE PKW	Y (EAS	S.T.)	731.53 731.09			731.04 730.36		730.60 730.41	730.56 730.57	730.44 730.58	731.87 731.24 731.24		726 724 724 722
	ELEVATION 731.20	-0.28%				PI STA. 666+28.40	+0.30%	140.53	I STA. 666+87.46 ELEVATION 730.31 *****	21 STA. 667+33.46 ELEVATION 730.69 ELEVATION 730.69	VPI STA. 667+79.17 VPI STA. 667+79.17 VPI STA. 667+95.17 VPI STA. 670+95.17 VPI STA. 670+95.17VPI STA. 670+	PI STA. 668+31.24 ELEVATION 730.52 PI STA. 668+37.19 FLEVATION 730.52 PI STA. 668+37.19 PI STA. 668+51.19 PI STA. 668+51		736 734 732 730 730 728
				742 <b>.</b> 37			<b>140.95</b> <b>740.95</b> <b>660+20</b>		661+00	97.8 8.5 8.5 8.5 661+50	662+00	21 STA. 662+48 ELEVATION 734	VPI SIA. 662+68.00 FELEVATION 734.11 733.88 VPI STA. 663+07.91 ELEVATION 733.820 00+299	732
. 659+54.49	FION 744.23 (10) 744.23 (10) 744.23 (10) 744.23 (10) 10 10 10 10 10 10 10 10 10 10 10 10 10		VPI ST	T10N 74	7.8	VPI STA. 660+27.14		C C C C C C C C C C C C C C C C C C C	VPI STA. 660+90.00		OPOSED GRADE LINE ALONG TH/WALK B PATH/WALK			744 742 742 740 740 738 738 738 736 736 736





	601+85.23 N 759.72	758.54 758.46 758.46 758.46 758.54 758.54 758.54					764 762
	VPI /STA.	VPI STA. 602+3 ELEVATJON 758.	ELEVATION 603+65.2		/ PROPOSED_GE	RADE LINE ALONG	760
	STA. 602+05.55 EVATION 758.98	+0.30% +0.30% 122.23 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 122.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25 12.25	2.00% 7.00% 7.10 2.110 2.12 2.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.00% 7.			EXISTING GROUND ALONG PATH/WALK B	758 756
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<b>761.44</b> <b>760.47</b> 01+20	75 <b>9.18</b> 760.65 759.18	602+20 603 603		22 <b>6.6</b> 04+00	<b>126.01</b> 756.01 756.01	755.74 755.74 755.41	<b>752</b> 605+50
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E LINE ALONG		ATION 745.21					744
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<b>120.03</b> <b>750.03</b> 750.03	00+809 748.65 748.65	609 745.79 745.79 609	744.25 743.37	610+00 610+00	16°0 <b>°2</b> 610+50 F.A. RTE.	138 <b>.41</b> 611+00	
	1			PLUM GROVE ROAD		SECTION COU	

PROFILE     SURVEYED     BY       NOTE BOOK     PLOTTED     CRADES CHECKED     D       NO.     STRUCTURE NOTAT'NS CHYKD     STRUCTURE NOTAT'NS CHYKD     D	DATE		PLAN SURVEYED PLOTTED NOTE BOOK ALIGNMEN NO CADD FILE	SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED CADD FILE NAME	В	DATE		
737 735 733 731 729 727		739.01	730 728	734	736	738	740	742
- <del>+</del> 0.0(								
VPI STA. 640+00.00 ELEVATION 730.41								
+0.32								
VPI STA. 640+31.65 0+ ELEVATION 730.51		02+119 737.31 736.76	REMING					
PL STA. 640+ ELEVATION 7			fon RD					
+0.34			- PL					
VPI STA. 640+67.46			UM GF					
			ROVE					
ELEVATION 730.6		00+735.11	RD -		3.30%			
0.057			L VPI	STA. 612+15.85 EVATION 734.59	/ / /PT_STA_61	2+21.70		
VPI STA					/ELEVATION	<b> </b>		
			W.Y. (W		74%			
ELEVATION 730.21		734.45 734.45 734.615	(EST)					
-0.21%				-1.7				
VPI 56			< ۲ د					
LEVATION 730.14			VPI SIA. 012 ELEVATION	+ ( ( 733.				
40 ⁴			VPL STA. 612 FIFVATION	733.65 ±				
ELEVATION 730.21		0 134.95		)	× ,		· · · · · · · · · · · · · · · · · · ·	

PB5: STATE PKWY - PLUM GROVE RD - PENNY LN (EAST)

729.99 **730.67** 

641+00

DESIGNED -

CHECKED -

—

DRAWN

DATE

BLL / DJK

04/06/18 FINAL

VAR

JGS

730**.**16 **730.57** 

640+50

USER NAME = jmiller

PLOT DATE = 6/12/2018

PLOT SCALE = 20′

730.03 **730.15** 

641+50

REVISED -

REVISED -

REVISED -

REVISED

725

723

FILE NAME =

Default

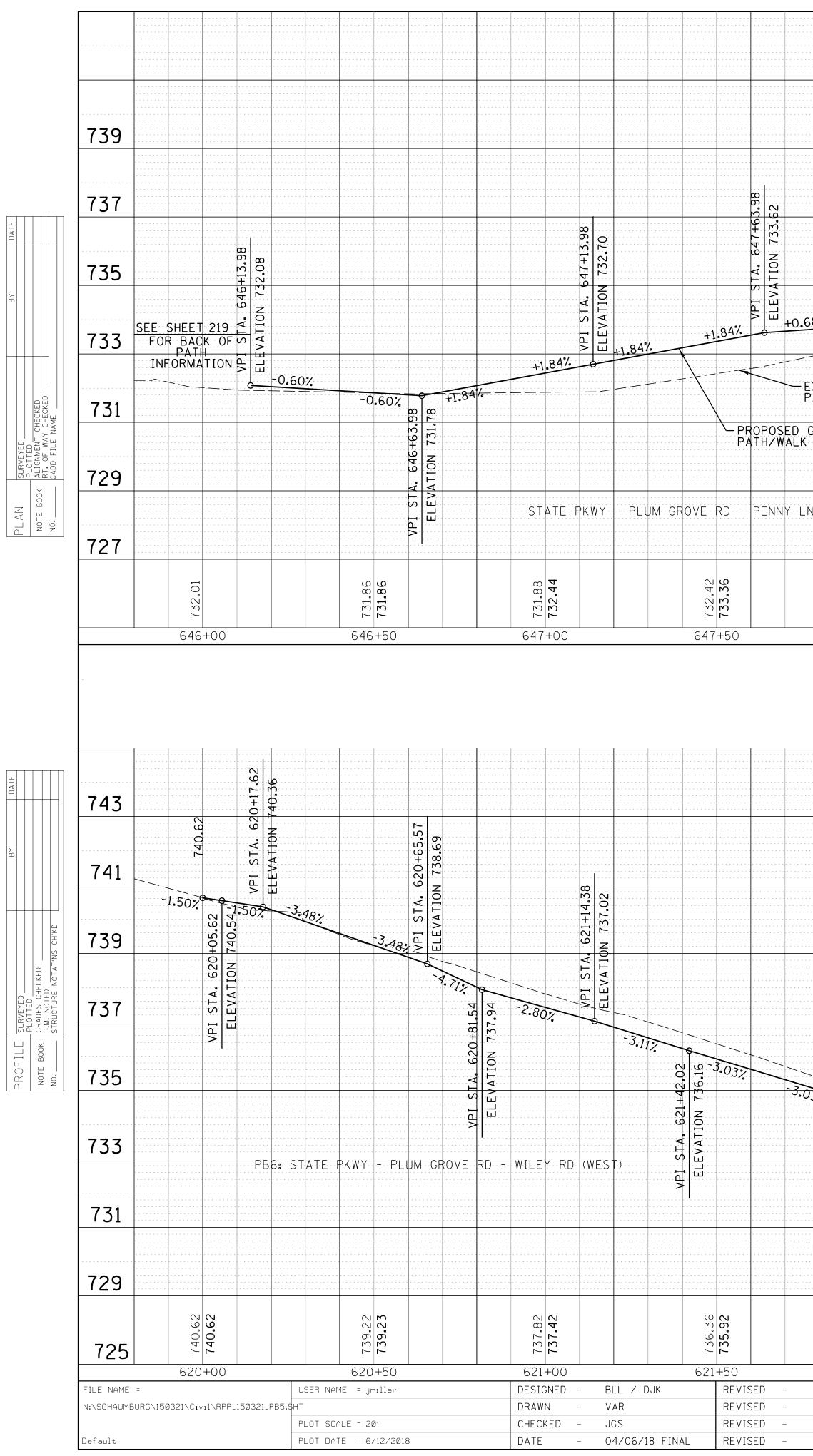
730.23 **730.41** 

640+00

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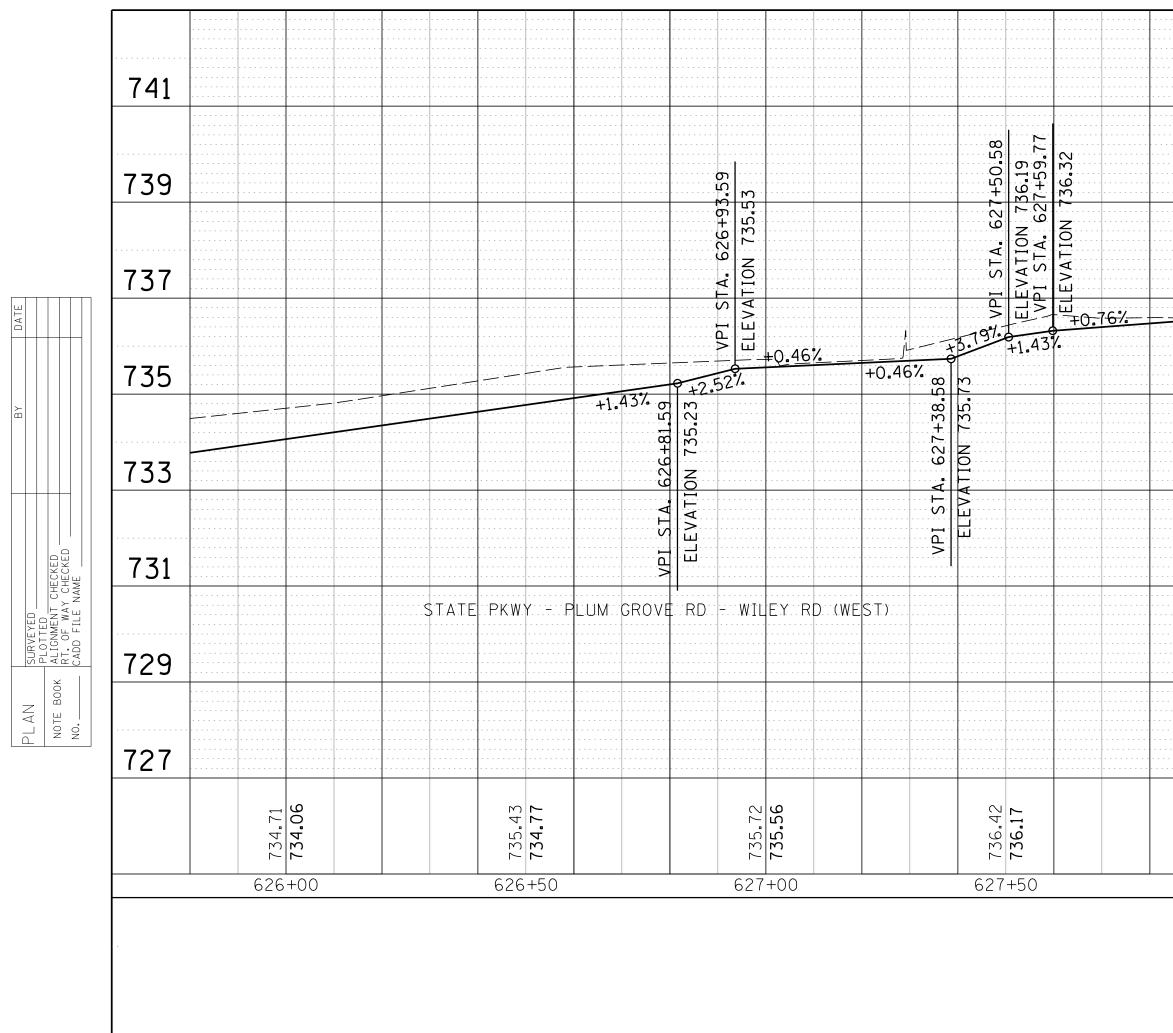
ELEVATION 734.33	VPI STA. 613+76.98 VPI STA. 613+76.98 X10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.2 K10.		ROPOSED GRADE LINE ALONG ATH/WALK B EXISTING GROUND ALONG - PATH/WALK B 304	615 21 A	2	242 240 238 236 236 234 230
613+00	73	14+00 533.56 533.56 533.50 533.50 533.50 54.39 614+50	<u>135.76</u> 912+00	02.727.20 02.727.20 02.727.20 612+20 616-	739.51 741.64 741.49	28
VPI       STA. 641+77.0150       VPI STA. 641+77.0150         ELEVATION 730.150       ELEVATION 730.21         ELEVATION 730.150       0         ELEVATION 730.150       0         ELEVATION 730.150       0         ELEVATION 730.150       0         ELEVATION 730.21       0         ELEVATION 730.150       0         VPI STA. 641+92.89       0         Collection 730.255       0         VPI STA. 642+06.14%       0         ELEVATION 730.18       0	vPI       STA. 642+32.91         vPI       STA. 642+32.91         ELEVATION       730.45         VPI       STA. 642+32.91         VPI       STA. 642+49.03         VPI       STA. 642+41.25         VPI       STA. 642+41.25         VPI       STA. 642+61.03         VPI       STA. 642+61.03         VPI       STA. 642+61.03         VPI       STA. 642+61.03	00 10 10 10 10 10 10 10 10 10		VPI STA. 644+34.28     VPI STA. 644+34.28       ELEVATION 731.52     P       VPI STA. 644+62.81     VPI STA. 644+62.81       VPI STA. 644+72.85%     ELEVATION 732.52	No       No       7         See       SHEET 219       7         See       See       7         <	<ul> <li>'37</li> <li>'35</li> <li>'33</li> <li>'33</li> <li>'31</li> <li>'29</li> <li>'27</li> <li>'25</li> </ul>
82.02 050 642+00	642+50 STATE OF DEPARTMENT OF			90:10       20:20         10:20       10:20         10:20       10:20         644+50       644+50         OVE ROAD         IKE PATH PROFILE         HEETS STA. 610+50.00 TO STA. 646	Signed for the second secon	58

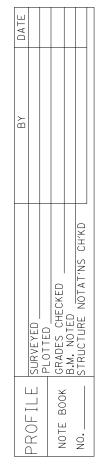
																	615+75.36 N 738.70	STA. 616+01.75	ATION 739.57	161.0-+2.3A2.	742.22		742
																	VPI STA.	28%	555 -24.31 40.46 40.46	616+39.83			740
· · · · · · · · · · · · · · · · · · ·		1 33-00	· · · · · · · · · · · · · · · · · · ·								PROPOSED PATH/WALK EXISTING PATH/WAL					+3.	30%		. 616+10.5 ION 739.8 5TA. 616+ VATION 7.	PI STA. (			738
		о I А. 613+ 4 T I ОN 732									PATHZWAL	к њ							VPI STA ELEVAT VPI S	>ш			736
	+ <u>1.81</u> %		-2.01;	2					+	3.13%	+3.30%												734
1%					2.01	+0 86;0 86;0	60% 90 +1 90 M M M	.70%-	14+39.82 	0 0 1 4 7													732
						A. 613+76 ATTON 73	STA. 613+8 EVATION 73		PI STA. 6														· · · · · · · · · · · · · · · · · · ·
			· · · · · · · · · · · · · · · · · · ·			VPI ST	VPI ST ELEV		Å														730
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				731.66 733.8				00 733.21 733.56		734.5 734.5 614+5			<b>135.7</b> <b>136.2</b>		737.20	737		0°.6°2 616+		<b>741.6</b> <b>741.6</b>			
							88	92			731.42			44+13.02	731.56		A. 644+62-81 10N 732-52		PI STA. 645+04.97 -EVATION 733.47				737 735
· · · · · · · · · · · · · · · · · · ·	641+92.8 N 730.25				TION 730.33	A. 642+6	10N 730.82	STA. 642+81.80 VATION 730.92			STA. 64 VATION			TA. 6	EVATION		PI SI ELEVAI		≥ <u>□</u> +2.65% -2.		SEE SHEET FOR BACK O INFORMAT	219 - PATH 	733
+0.63	0 ELEVATION 730.25	<del>, 6</del>				61/ 62	ELEVATION ELEVATION		+0.76%	· · · · · · · · · · · · · · · · · · ·		5.79	+1.00%	31.27 / 73	-0.19%	+34.28	+3.51%	. 644+72.855		A. 645+30.00 ATION 732.93			731
<u>۲30.15</u> ≻	0.307	42+06.14 [•] N 730.18		2+32.9 730.45	42+49.03	EVATION 730.38		· · · · · · · · · · · · · · · · · · ·	← PROPOSED GR PATH/WALK B EXISTING GROU PATH/WALK B			• 643+65 TION 730	TA. 643+9	VATION 7	· · · · · · · · · · · · · · · · · · ·	STA. 644 EVATION		VPI STA ELEVA		CPI ST ELE C			729
ELEVATION		VPI STA. 642- Elevation ⁻		VPI STA. 64 ELEVATION	VPI STA. 6	ELEVATIO						VPI STA ELEVA	VPI			ν. ΓΕΓΙ							727
																							725
																							723
	730.28	27°NC1			73067	730.43			730.70 <b>731.06</b>		731.01 <b>731.36</b>		731.16	731.29			731.06 <b>732.07</b>		731.63 <b>733.34</b>		732.60		
	642+	-00	I	DE			TE OF		643+00 NOIS SPORTATION		643+50 SCALE: 2	01	SIDEWAI	K AN	GROVE F D BIKE P SHEETS	ROAD ATH P		STA. 646	645+00 F.A. RTE. 2528	SECTION 14-00115-01-F		DK 27 TRACT NO	AL SHEET TS NO. 4 58 D. 61E16



58% +0.68% EXISTING GROUND PATH/WALK B GRADE LINE ALON B N (EAST)	) ALONG	VPI SIA. 648+63.38 ELEVATION 734.30 VPI STA. 648+94.77 VPI STA. 649+08.77.55 VPI STA. 649+08.77.55 VPI STA. 649+08.77.55 VPI STA. 649+08.77.55	I STA.	ELEVATION 735.22	0.72% 86°20 99°20 80% 81338 810N 1380 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81338 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 81358 8135	8 90.52 10.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.78% 40.7	86 87 14 14 14 14 14 14 14 14 14 14		739 737 737 735 733 733 731 731
0 0 0 0 0 0 0 0 0 0 0 0 0 0	234:20 234:20 648+50	649+00	649+	Z"GS J	00+020 00+020	0     5       9     5       9     5       9     5       650+50	80 FE E 651+00		727
2 F 2 2 2 2	A. 62/110.99		VPI STA. 623+28,46 ELEVATION 733.39	STA. 623+70.75 ATION 732.53		EXIS PROPOSED GRADE PATH/WALK B	TING CROUND ALONG H/WALK B LINE ALONG		/ 4
VPI STA. 621+88.02 ELEVATION 734.76	VPI STA. 622+17.60 WPL ST ELEVATION 733.89 % STA. 622+57.35	API STA. 622+67.35 	<u>+0.75%</u>	VPI STA. 623+60.75 VPI STA. 623+60.75 ELEVATION 732.60 PI				3.35 3.35 3.35	733 731 729 727
622+00	622+50	ATE OF ILLINOIS IT OF TRANSPORTAT		-50	Image: Signal of the second system         624+00         624+00         PLUM GROVE RO         WALK AND BIKE PA         7       0F       9       SHEETS       S		625+00 F.A. SECTI 2528 14-00115- 00.00 I	625+50 ION COUNTY -01-PV COOK	TOTAL SHEETS NO. 274 59 CT NO. 61E16

58½ +0.68½ ×ISTING GROUND ATH/WALK B GRADE LINE ALON B	21 S	ELEVATION 734.30 VPI STA. 648+94.77 VPI STA. 648+94.77 VPI STA. 649+08.77 VPI STA. 649+08.77 VPI STA. 649+08.77 VPI STA. 649+08.77 VPI STA.	VPI STA, 649+51.81 VPI STA, 649+51.81 ELEVATION 735.22 VPI STA, 649+77.81 ELEVATION 736.40	+0.72% +0.80% 86:99 99:92 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 139:02 100 100 100 100 100 100 100 100 100 1	В	86. 140.78% +0.78% +0.78% 		739 737 737 735 733 733 731
N (EAST)								
00+849 133.40 733.86	648+50	649+00	49+50 649+50	00+00	06°9°£2 650+50	651+00		
								739
		28 46 6						737
622+1	00 734.05	PI STA. 623+2	STA. 623+70.75 ATION 732.53			xisting ground along		735
	ELEVA	+0.75%		<u>×</u>				733
. 621+88.02 FION 734.76	<u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>6</u> <u>-0.40</u>		87.0- .77.0- .77.0- .77.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .72.0- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .73.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7- .74.7-	-0.	78% +1.43%.			731
VPI STA ELEVA	VPI STA. 62 ELEVATION I STA. 622+57. LEVATION 732. STA 622+67		VPI STA. 62 ELEVATION		VPI STA. 624+49 ELEVATION 731			729
734.71 <b>734.41</b>	33.17 3 <b>3.14</b>	732.14 733.17	732.65 732.86	732.33 7 <b>32.31</b>	732.31 731.92	733.19 <b>732.64</b>	4.12 3.35	
622+00	622+50	623+00	623+50	624+00	624+50	625+00	625+50 TION COUNTY	TOTAL SHEET SHEETS NO.
		E OF ILLINOIS OF TRANSPORTATION		PLUM GROVE ROA DEWALK AND BIKE PATH 7 OF 9 SHEETS STA	I PROFILE	2528 14-00115	5-01-PV COOK	SHEETS     NO.       274     59       CT     NO.     61E16





STATE PKWY - PL	-UM GROVE RD - WILEY RD -UM GROVE RD - WILEY RD 	2 (WEST) 9 (WEST) 9 (WEST) 6 32 + 50 7 DJK REVISED -	633+00		96°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°°	634+00	91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97 91°97	635+00
<b>42.93</b>		<b>5</b> <b>7</b>				746.95 746.95	746.16 745.88 745.88	745.14 745.14
STATE PKWY PL	LUM GROVE RD - WILEY RD	) (WEST)						
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PROPOSED GRAD	E LINE ALONG -	····   · · · · · ·   · · · · ·   · · · · · ·   > · · · ·	S I S I	ST VAT	· · · · · · · · · · · · · · · · · · ·			
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		<u>&gt;</u>	33	09		93.93 93.93 93.93 9.46 5.46 6.55 6.55		
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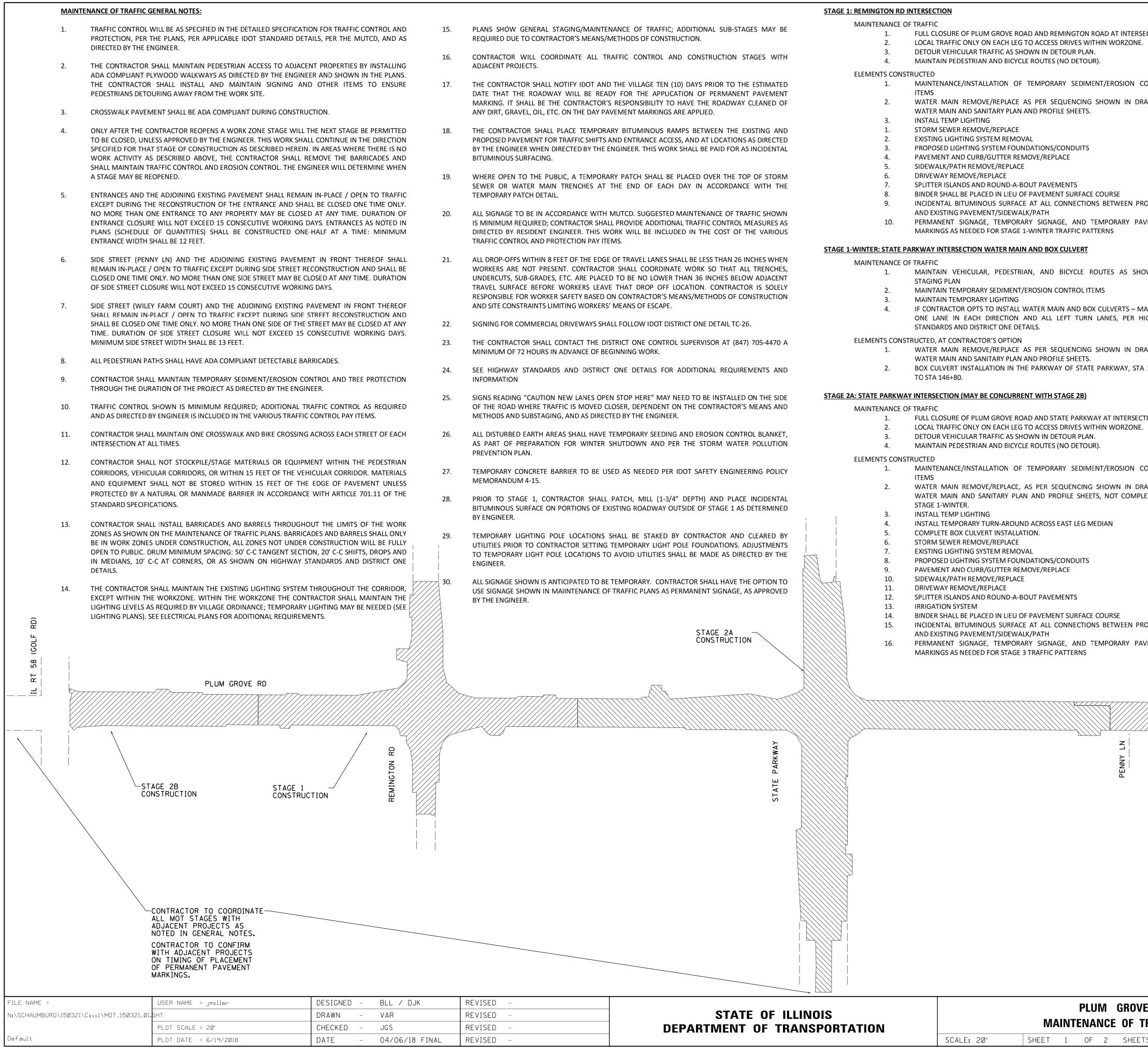
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PF PA	ROPOSED GRADE LINE ALON ATH/WALK B							739
P	XISTING GROUND ALONG ATH/WALK BL		+0.76%					737
			ATION 737.					735
			VPI ST ELEV					733
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736.57 <b>736.62</b>	36.85 37.00	737.38	38.01 37.85	739.08	40.43 40.39			
628+00	628+50		629+50	630+00	630+50			
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PI STA.	PI STA.		gy					747
55% -2.74% 9	+0.02%	+0.50% A37. +0.55%						745
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746.24 <b>745.82</b>	745.96 <b>745.80</b>	746.95 746.50	746.16 745.88	745.14 745.05	744.37 <b>744.21</b>	743.49 743.38	742.69 742.62	
633+00	633+50	634+00	634+50	635+00 PLUM GRO	635+50 VE ROAD	636+00 F.A. RTE. 2528	636+5	
		NT OF TRANSPORTATION	SCALE: 20'	SHEET 8 OF 9 SHEET				CONTRACT NO. 61E16

SURVEYED BY DATE PLOTTED ALIGNMENT CHECKED ALIGNMENT CHECKED CADD FILE NAME	745 743 741 739 737	1_18;		STA. 637+19.	ELEVAI 10N (41.30)	83%		)             	ELEVATION 740.94	R     VPI     STA. 637+75.92       I     ELEVATION     741.21		1.19%	VPI STA. 638+09.77	/ E / P						
PLAN SURVINCE BOOK ALIC	735 733		742.20 742.03			STAT		741.05	PLUM ·	GROV	E RD	741.20		RD (W	EST)		740.66	0.1		
BY DATE	746	6	37+00				637	+50				638	+00				638+	-50		
PROFILE SURVEYED NOTE BOOK GRADES CHECKED NOSTRUCTURE NOTAT'NS CH'KD	742 740 738	5.8 ⁵	VPI STA. 695+05.00 ELEVATION 738.94		VPI STA. 695+2	B7: P			PLUN	л GRC	)VE R	D - V	VILEY	FARN	1 CT	(EAST	P F XISTIN ATH/W		SED WALK ROUND	 
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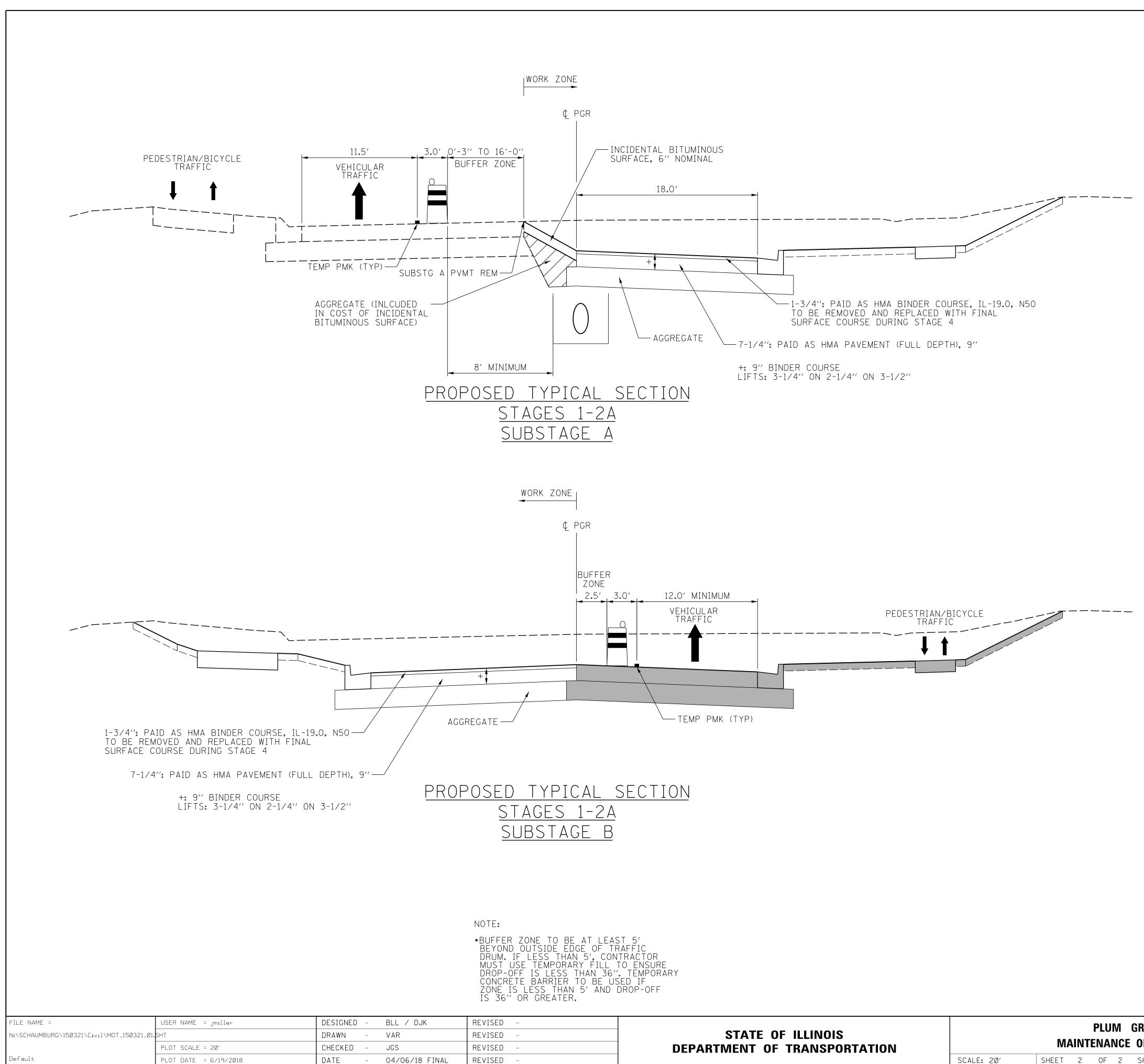
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<u>B</u>	E AL O			PI STA. 697+28. LEVATION 745.72					N 745.82	697+94. 0N 745.7	-0.112	 /. 	745.70 ±0	+37.570	0.47% 698+49.62 77	0N 745.98 66 0 745.96 66 745.96						· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	746 744 742 740 740
<u>B</u>	E AL C			PI STA. 697+28. LEVATION 745.72					N 745.82	697+94. 0N 745.7	-0.112	 /. 	745.70 ±0	+37.570	0.47% 698+49.62 77	0N 745.98 66 0 745.96 66 745.96						· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	746 744 742 740 738 736
		)NG		PI STA. 697+28. LEVATION 745.72	- <u>0.19%</u>				N 745.82	VPI STA. 697+94. ELEVATION 745.7		 /. 	745.70 ±0	+37.570	0.47% 0.47% 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.42° 0.	ELEVATION 745.96 66.0-7 745.98 ELEVATION 745.98						· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	746 744 742 740 736 736 734
<u>B</u>	E AL 0	744.98		PI STA. 697+28. LEVATION 745.72					N 745.82	745.87 ELEVATION 745.7	-0.112	 /. 	745.70 ±0	+37.570	0.47% 698+49.62 77	745.98 667.0- 745.98 ELEVATION 745.98							· · · · · · · · · · · · · · · · · · ·									746 744 742 740 738 738 738 738 738 738
<u>B</u>	745.07	744.98		VPI STA. 697+28.		92. 52. 52. 52. 52. 52. 52. 52. 52. 52. 5		9 <u>%</u> 11 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9		745.87 ELEVATION 745.7	0.117 0.117 		KHI SIA. 698+23.57	+37.570	745.91 VPI STA. 000 (45.92) VPI STA. 000 (45.92) VPI STA. 000 (45.91)	745.98 667.0- 745.98 ELEVATION 745.98		SIDEW					• • • • • • • • • • • • • • • • • • •					SECTION D0115-01-F			Y TO SHE ( 2	746 744 742 740 736 736 734





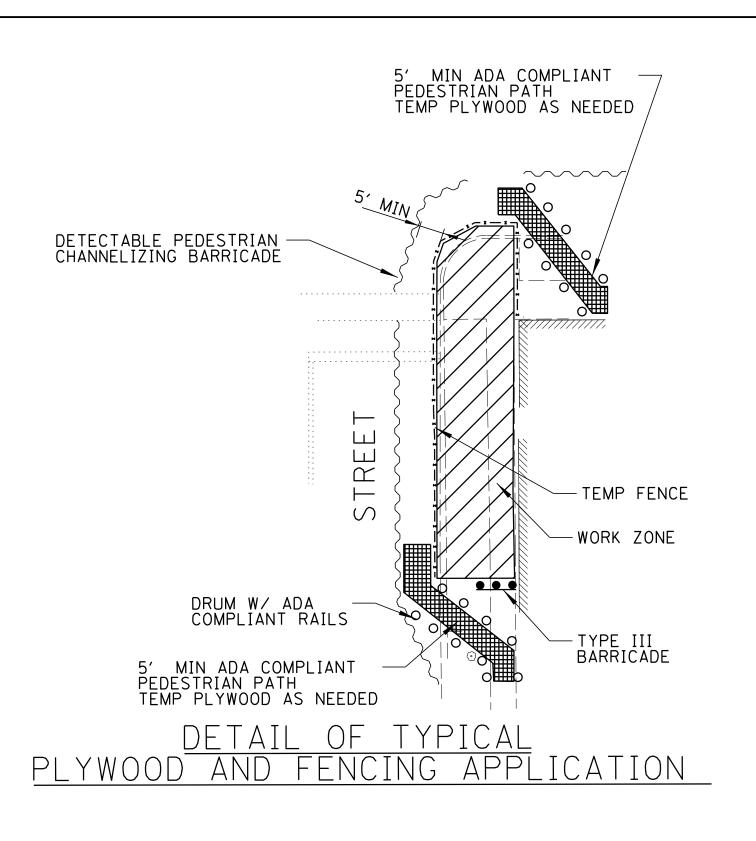
	MAINTENANCE OF		CONCURRENT WITH STAGE 2A)	
ECTION.			PLUM GROVE ROAD FROM JUST	NORTH OF IL 58 (GOLF RD) TO
		SOUTH OF REMIN	GTON RD	
			ILY FROM REMINGTON TO ACCES: AR TRAFFIC AS SHOWN IN DETOUF	
			RIAN AND BICYCLE ROUTES (NO D	
CONTROL	ELEMENTS CONSTR	UCTED		
			STALLATION OF TEMPORARY S	EDIMENT/EROSION CONTROL
RAINAGE,		ITEMS INSTALL TEMP LIG		
		STORM SEWER RE		
	4.	EXISTING LIGHTIN	G SYSTEM REMOVAL	
			NG SYSTEM FOUNDATIONS/COND	UITS
		SIDEWALK/PATH F	URB/GUTTER REMOVE/REPLACE EMOVE/REPLACE	
	8.	DRIVEWAY REMO	/E/REPLACE	
			CE COURSE WILL NOT BE PLACED	
	10.		DED FOR STAGE 3 TRAFFIC PATTE	
ROPOSED				
VEMENT	STAGE 3: WILEY RD INTERSE			
	MAINTENANCE OF			
			PLUM GROVE ROAD AND WILEY R	OAD AT INTERSECTION.
			ILY ON SOUTH LEG TO ACCESS DR	
OWN IN			AR TRAFFIC AS SHOWN IN DETOUF RIAN AND BICYCLE ROUTES (NO E	
			RIAN AND DICICLE ROUTES (NO L	e lookj.
	ELEMENTS CONSTR 1.		STALLATION OF TEMPORARY S	EDIMENT/EROSION CONTROL
1AINTAIN		ITEMS		
IAINTAIN IIGHWAY	2.	INSTALL TEMP LIG		
	3. 4.	STORM SEWER RE	MOVE/REPLACE G SYSTEM REMOVAL	
	5.	PROPOSED LIGHTI	NG SYSTEM FOUNDATIONS/COND	UITS
RAINAGE,			URB/GUTTER REMOVE/REPLACE	
A 141+95		SIDEWALK/PATH F		
	9.	PAVEMENT SURFA	CE COURSE WILL NOT BE PLACED	
	10.		NAGE, TEMPORARY SIGNAGE,	
		MARKINGS AS NEE	DED FOR FINAL TRAFFIC PATTERN	15
TION.	STAGE 4: PROJECT WIDE			
	MAINTENANCE OF	TRAFFIC		
	1.	ALL VEHICULAR LA	NES OPEN. ALL BIKE PATH/SIDEW	ALKS OPEN.
	ELEMENTS CONSTR			
CONTROL			OPSOIL, AND LANDSCAPING (TREE ENERGIZE LIGHTING SYSTEM	S, SHRUBS, SEED, ETC)
		REMOVE TEMPOR		
RAINAGE,			COURSE PLACED IN STAGE 1, 2	A AND 2B. PLACE PAVEMENT
leted in			OVER ENTIRE ROADWAY EMENT MARKINGS AND PERMANE	NT PAVEMENT MARKINGS
			IG PERMANENT SIGNAGE	
			ALL PUNCH-LIST ITEMS AS DIRECTE	
		REMOVAL OF TE AND DETOUR SIGN	MPORARY SEDIMENT/EROSION	CONTROL, TRAFFIC CONTROL,
ROPOSED				
	CT			
	FARM			
	STAGE 3 CONSTRU	CTION	7//	3
		CTION		
	DI II	M GROVE RD		
			RD	
		F.A.U.	CECTION	COUNTY TOTAL SHEET
'E ROAD		RTE.	SECTION	SHEETS NO.
FRAFFIC N	IOTES	2582	14-00115-01-PV	СООК 274 62

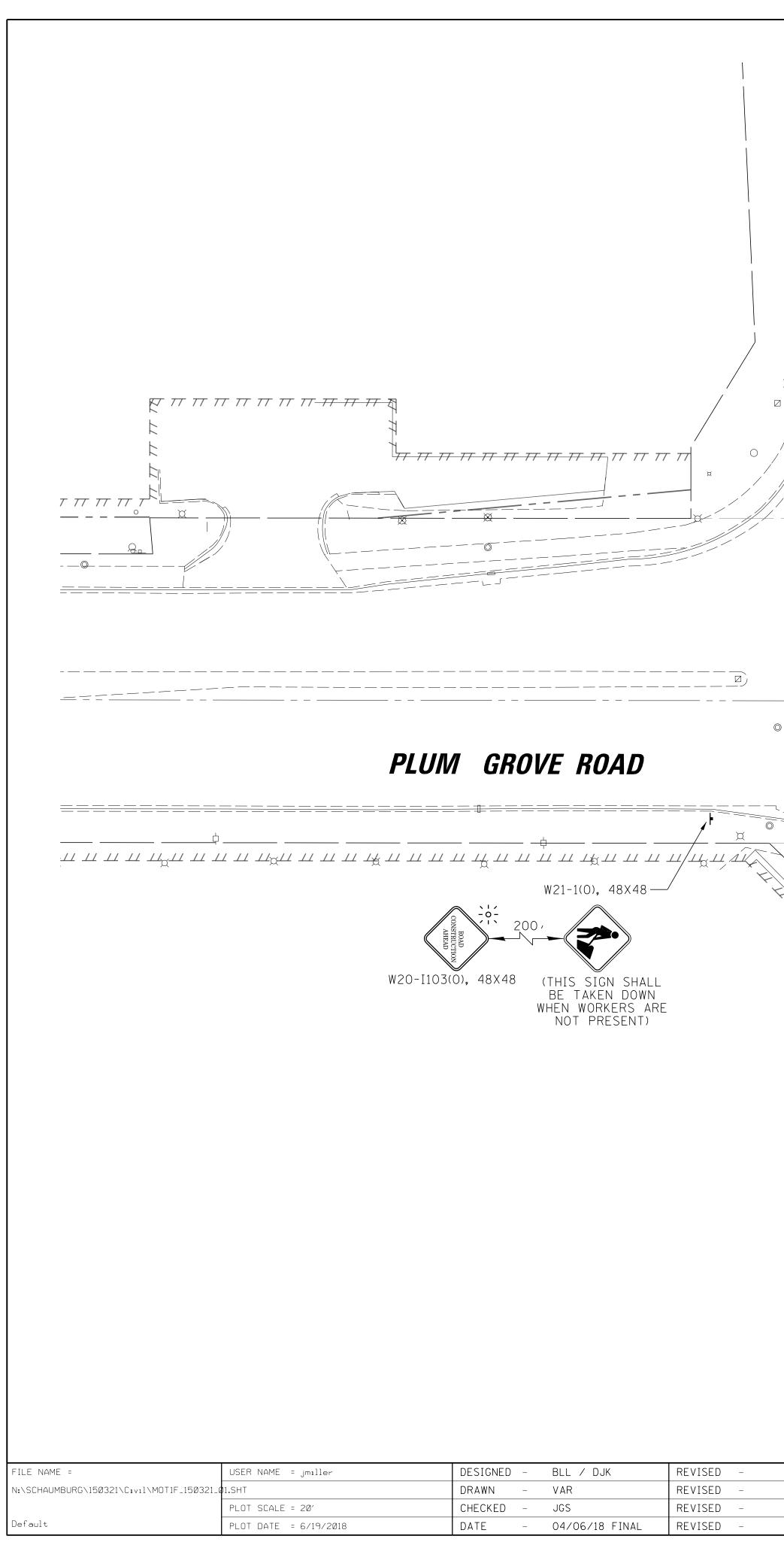
E ROAD		RTE.	SECTION	COUNTY	SHEETS	NO.
	NOTES	2582	14-00115-01-PV	СООК	274	62
	10123			CONTRAC	T NO.	61E16
FS STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		



DRK	ZONE
	~

STATE OF ILLINOIS       2582       14-00115-01-PV       COOK         DEPARTMENT OF TRANSPORTATION       MAINTENANCE OF TRAFFIC NOTES       2582       14-00115-01-PV       COOK	274 63 ACT NO. 61E16
SCALE: 20' SHEET 2 OF 2 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT	

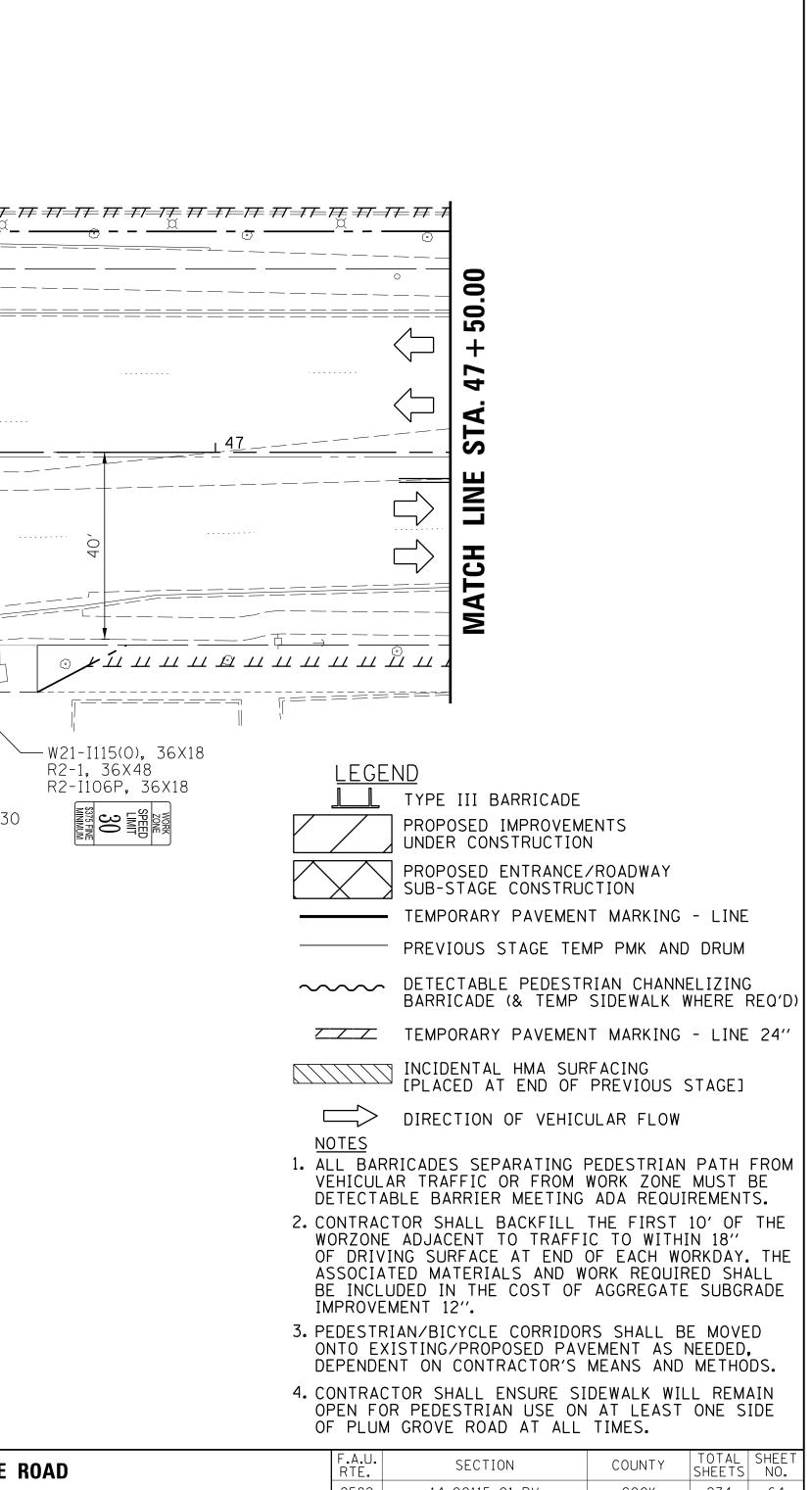




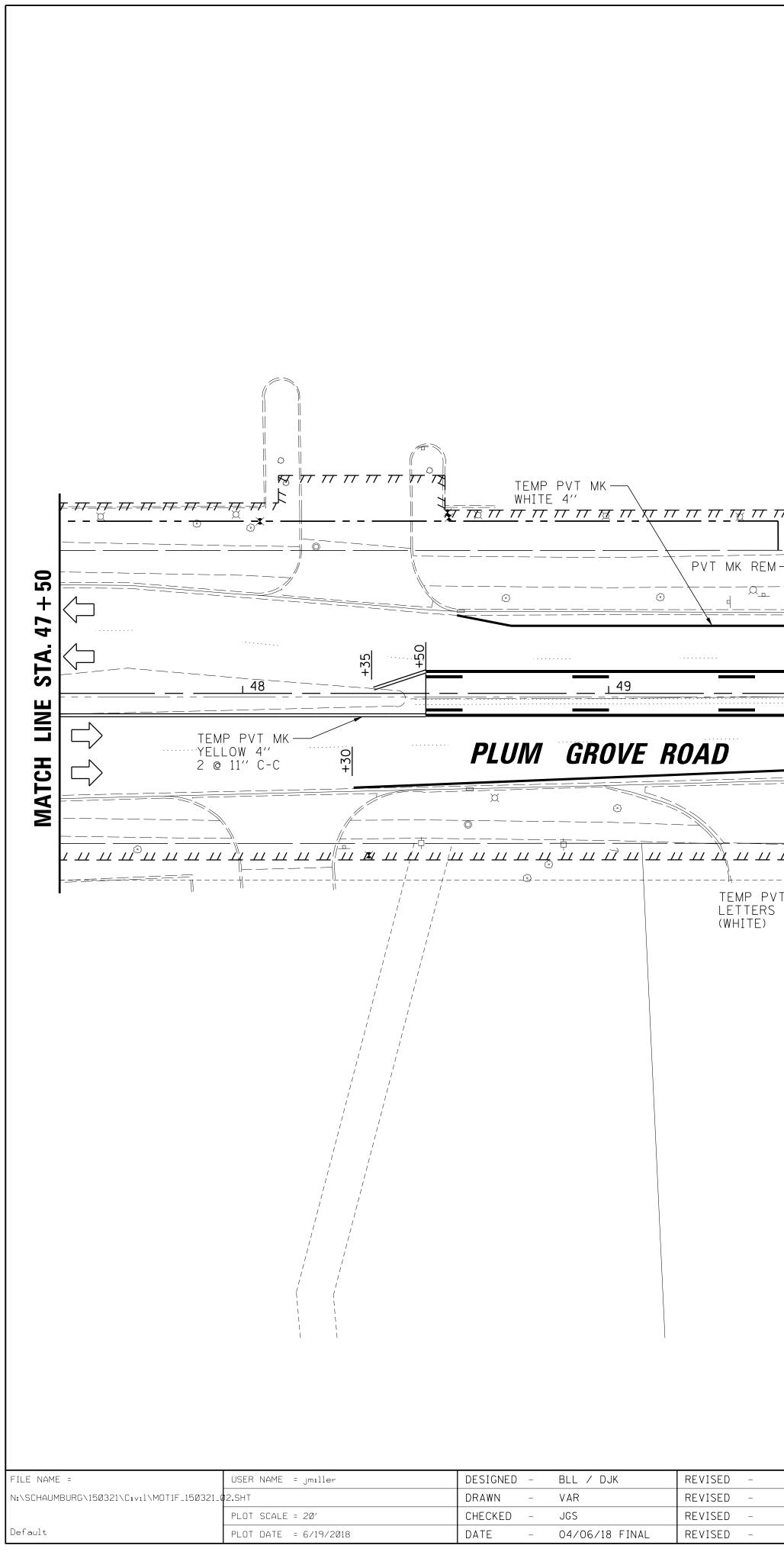
GOLF BOAD	BECIN RECONSTRUCTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		MA	INTE	PLU NAN		GROVE OF TR <i>i</i>
	SCALE: 20'	SHEET	1	OF	5	SHEETS

		Ê→Z	
0	20	40	60
SCALE	IN FEET	Г	



	NUAD				RIE.					SHEEIS	NU.
'RΔ	RAFFIC STAGE I					14-00115	5-01-PV		СООК	274	64
									CONTRAC	T NO.	61E16
TS	STA.	45+70.00	TO STA.	47+50.00			ILLINOIS FE	ED. AIC	) PROJECT		



					ROAD CLOSED
ASH - 30' SKIP) × 77 77 77 77 77 77 77 77 77 77 9 0 0 0 0 0 0 0 0 0 0 0 0 0		11			R11-2, 48X30
				PLUM GROV	E ROAD
	TATE OF ILLINO ENT OF TRANSI		SCALE: 20'	 TENANCE OF TR	RAFFIC STAGE I

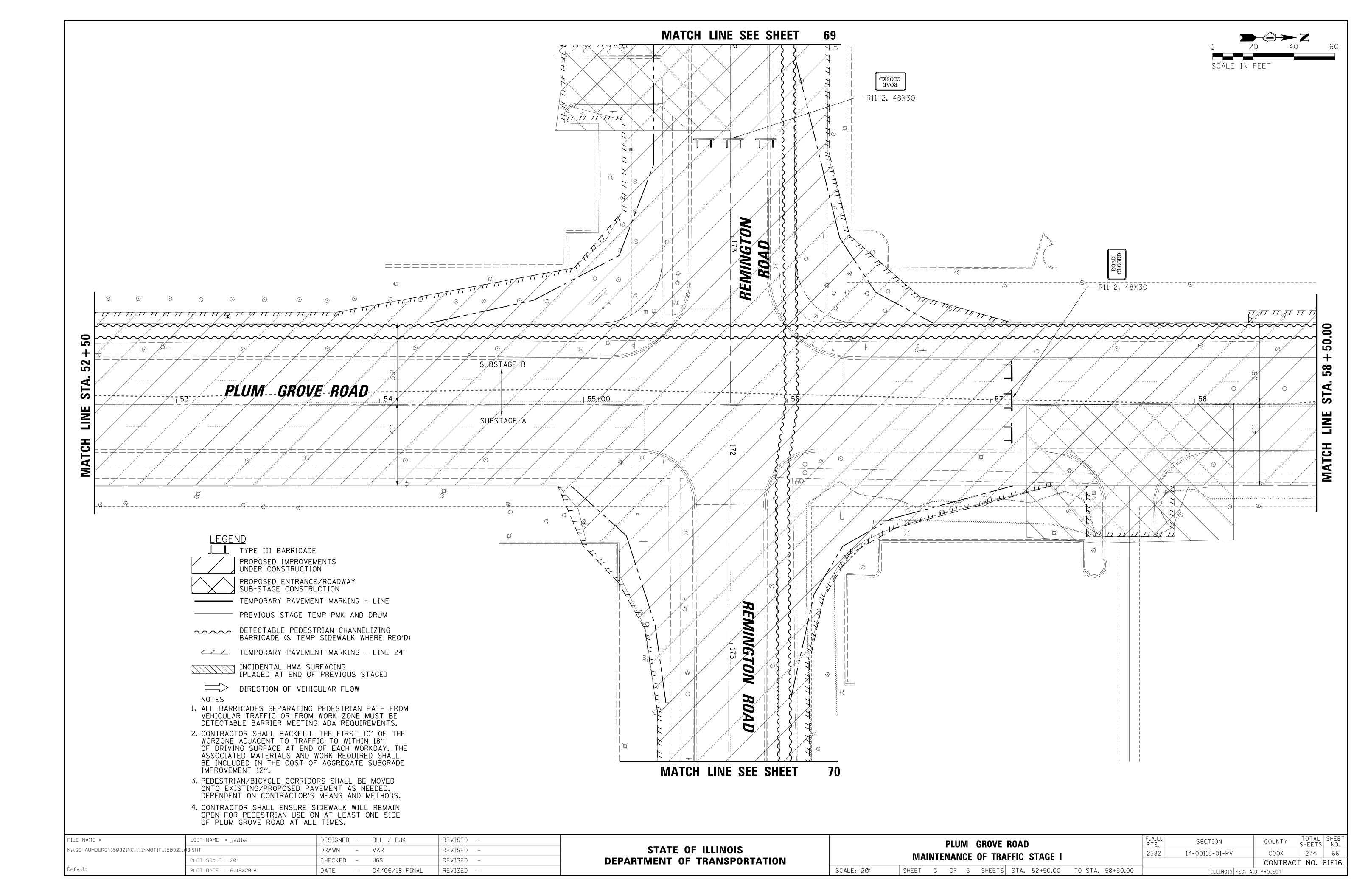
	0 20 40 60 Scale in Feet
R11-2, 48X30	
A. 52 + 50.00	
MATCH LINE STATE	
	ND
	TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE
	PREVIOUS STAGE TEMP PMK AND DRUM DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D) TEMPORARY PAVEMENT MARKING - LINE 24"

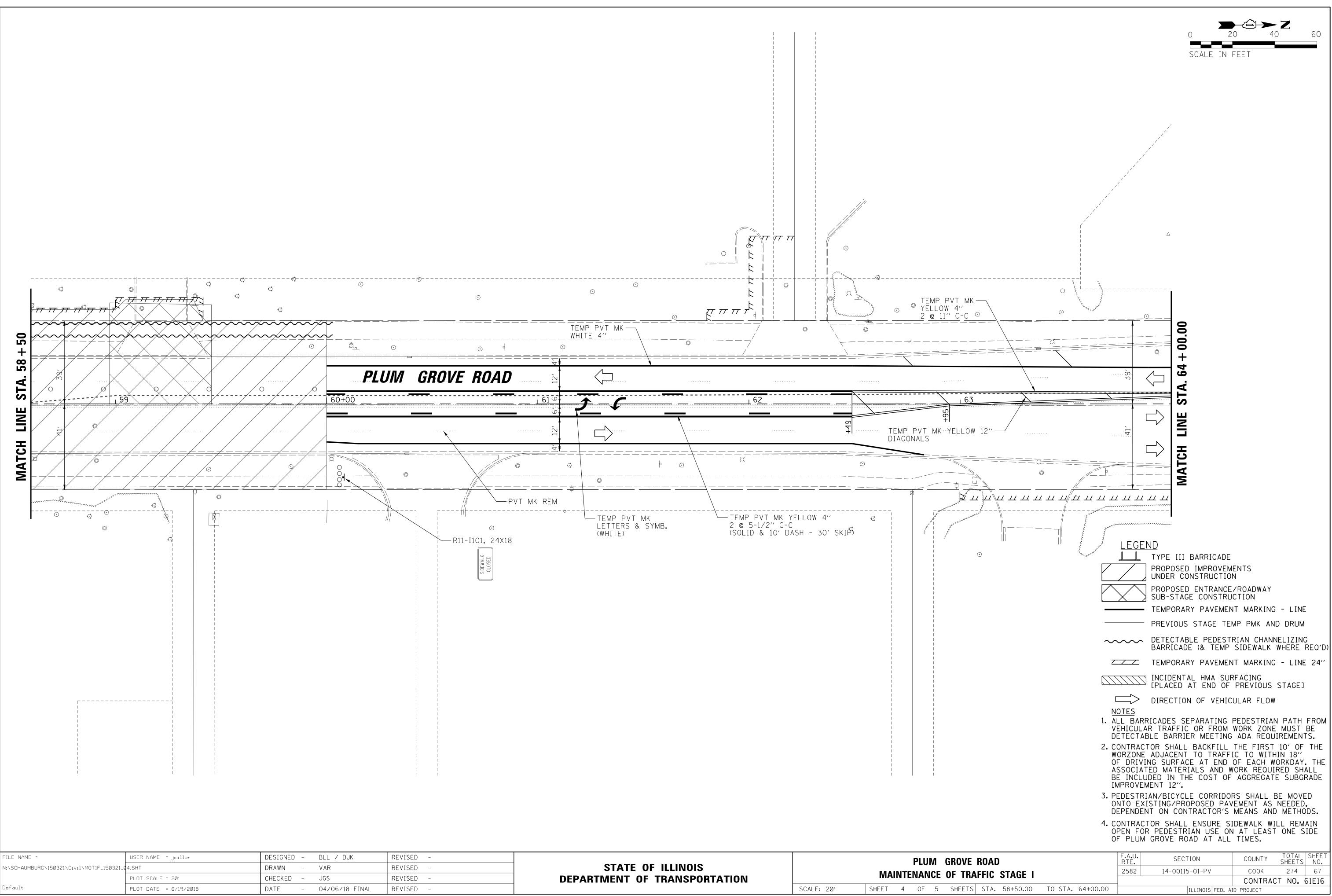
INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]

DIRECTION OF VEHICULAR FLOW <u>NOTES</u>

- 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
- 2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12".
- 3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.
- 4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.

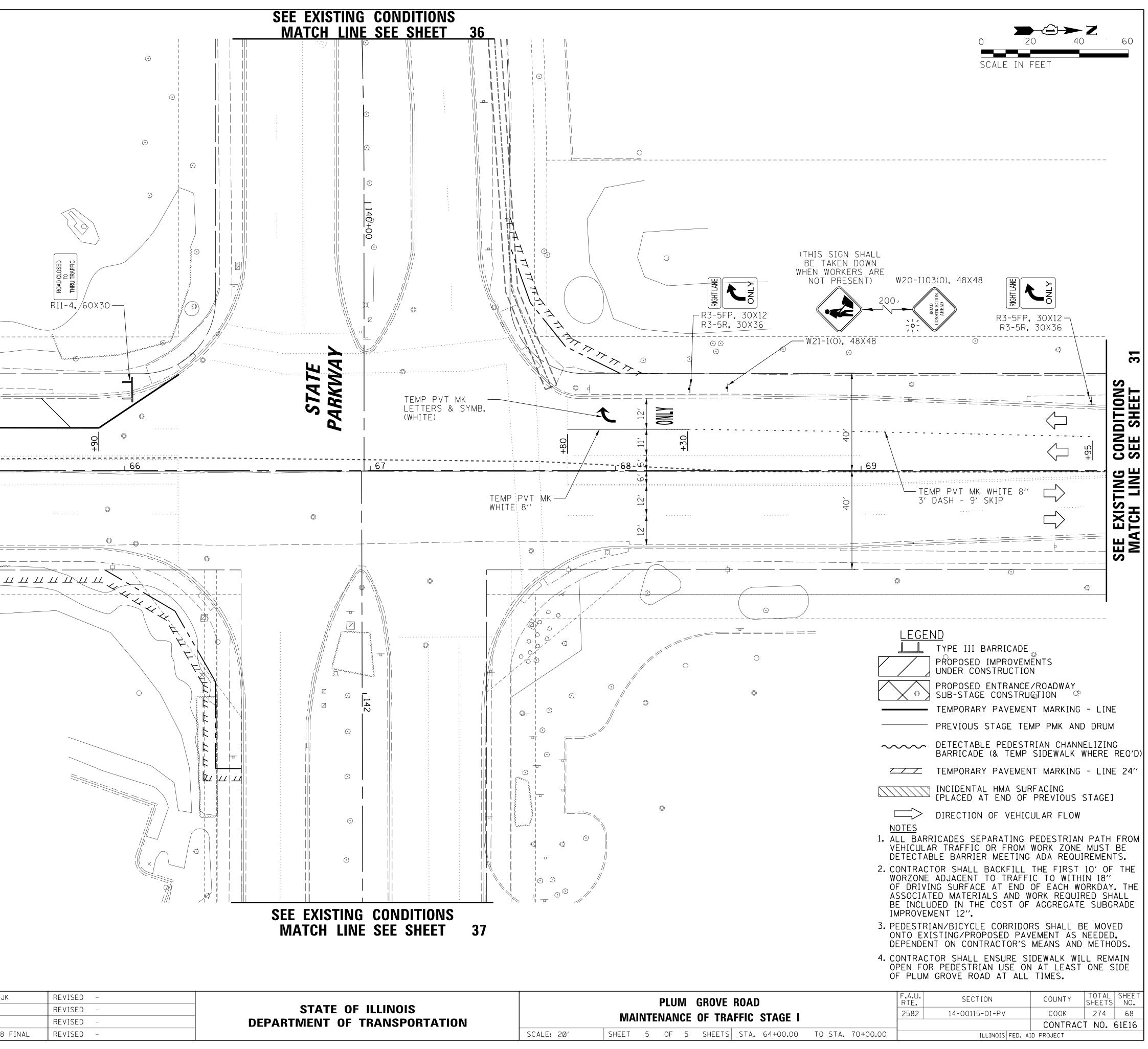
E ROAD		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAFFIC STAGE I		14-00115-01-PV	СООК	274	65
	CONTRACT NO. 61E1			61E16	
S STA. 47+50.00 TO STA. 52+50.00	0 ILLINOIS FED. AID PROJECT				



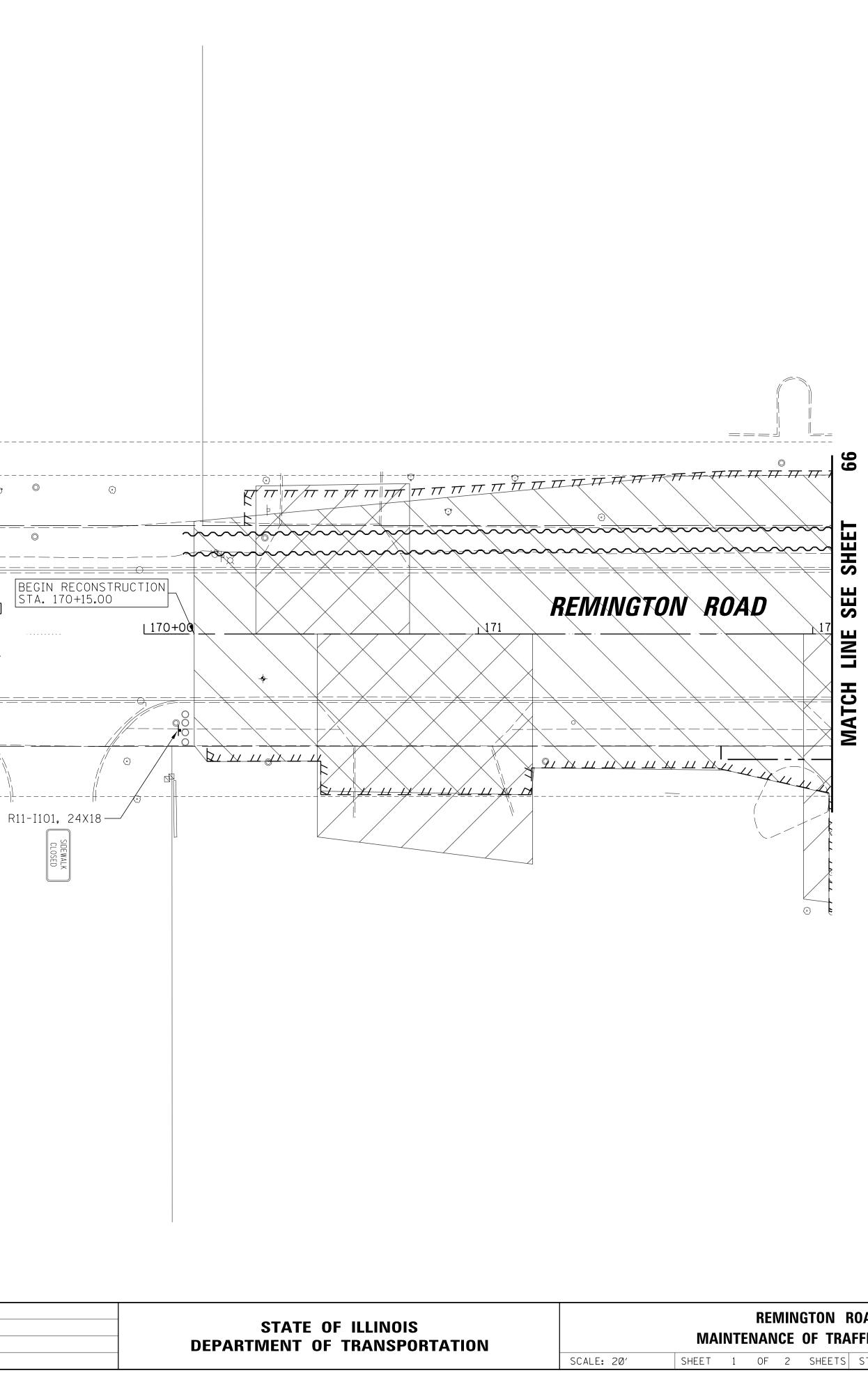


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		MA		PLU NAN		GROVE OF TRA
	SCALE: 20'	SHEET	4	OF	5	SHEETS

R11-4, /60X30 PVT MK REM TEMP PVT MK YELLOW 12' DIAGONALS 00 + 4 9 TEMP PVT MK 4 WHITE 4" ST | 65+00 LL Ζ PLUM GROVE ROAD TCH пппппппппппппппп  $\prec_{\ell}$ _____ _____ Ŏ Q 0 BLL / DJK USER NAME = jmiller DESIGNED REVISED FILE NAME = REVISED DRAWN VAR N:\SCHAUMBURG\150321\C1v1\MOT1F_150321_05.SHT JGS CHECKED REVISED PLOT SCALE = 20' efault PLOT DATE = 6/19/2018 DATE 04/06/18 FINAL REVISED

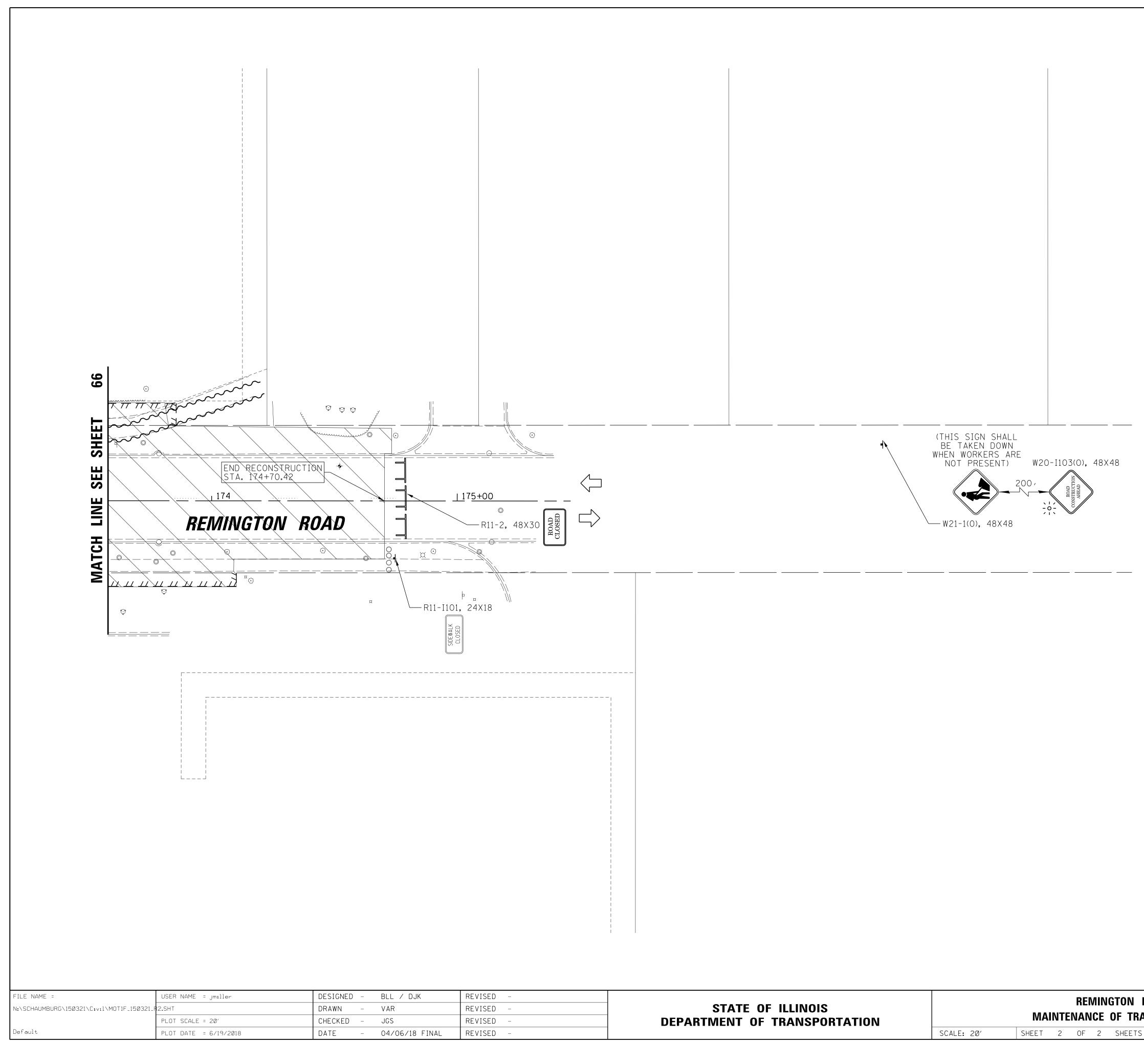


W2O-I103	W21-110), 48X48 W21-110), 48X48 W21-110), 48X48 (THIS SIGN SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT)			
FILE NAME =	USER NAME = jmiller	DESIGNED -	BLL / DJK	REVISED -
N:\SCHAUMBURG\150321\C1v1\MOT1F_150321_F	PLOT SCALE = 20'	DRAWN – CHECKED –	VAR JGS	REVISED – REVISED –
Default	PLOT DATE = 6/19/2018	DATE –	04/06/18 FINAL	REVISED -



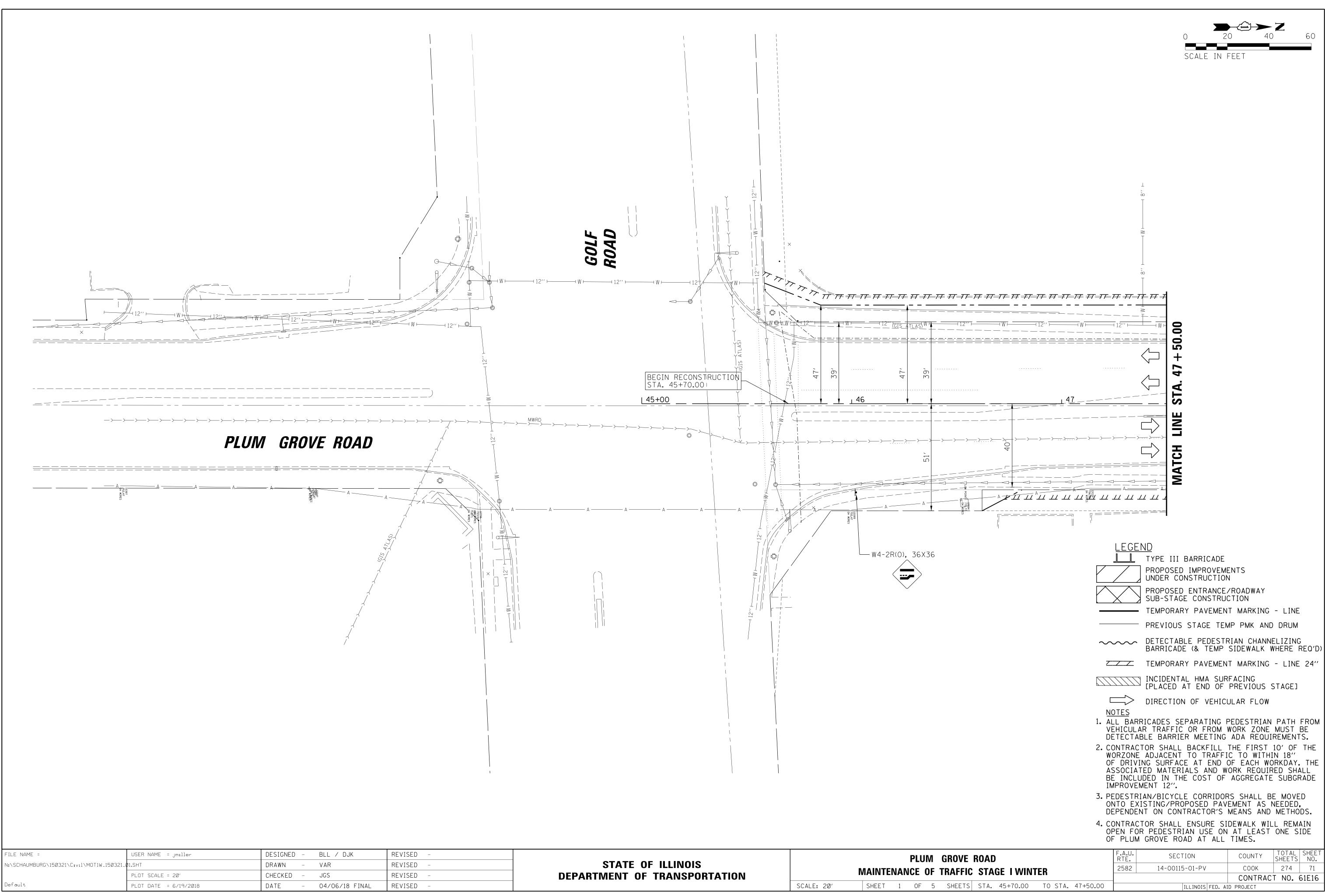
0 20 40 60 Scale in Feet
LEGEND LEGEND
PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY
SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE PREVIOUS STAGE TEMP PMK AND DRUM
DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)
INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]
NOTES 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL
BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12". 3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED,
DEPENDENT ON CONTRACTOR'S MEANS AND METHODS. 4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.
F.A.U. SECTION COUNTY TOTAL SHEET

ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAFFIC STAGE I		14-00115-01-PV	СООК	274	69
	CONTRACT NO. 61E			61E16	
TS STA. 170+00.00 TO STA. 171+06.00	O ILLINOIS FED. AID PROJECT				

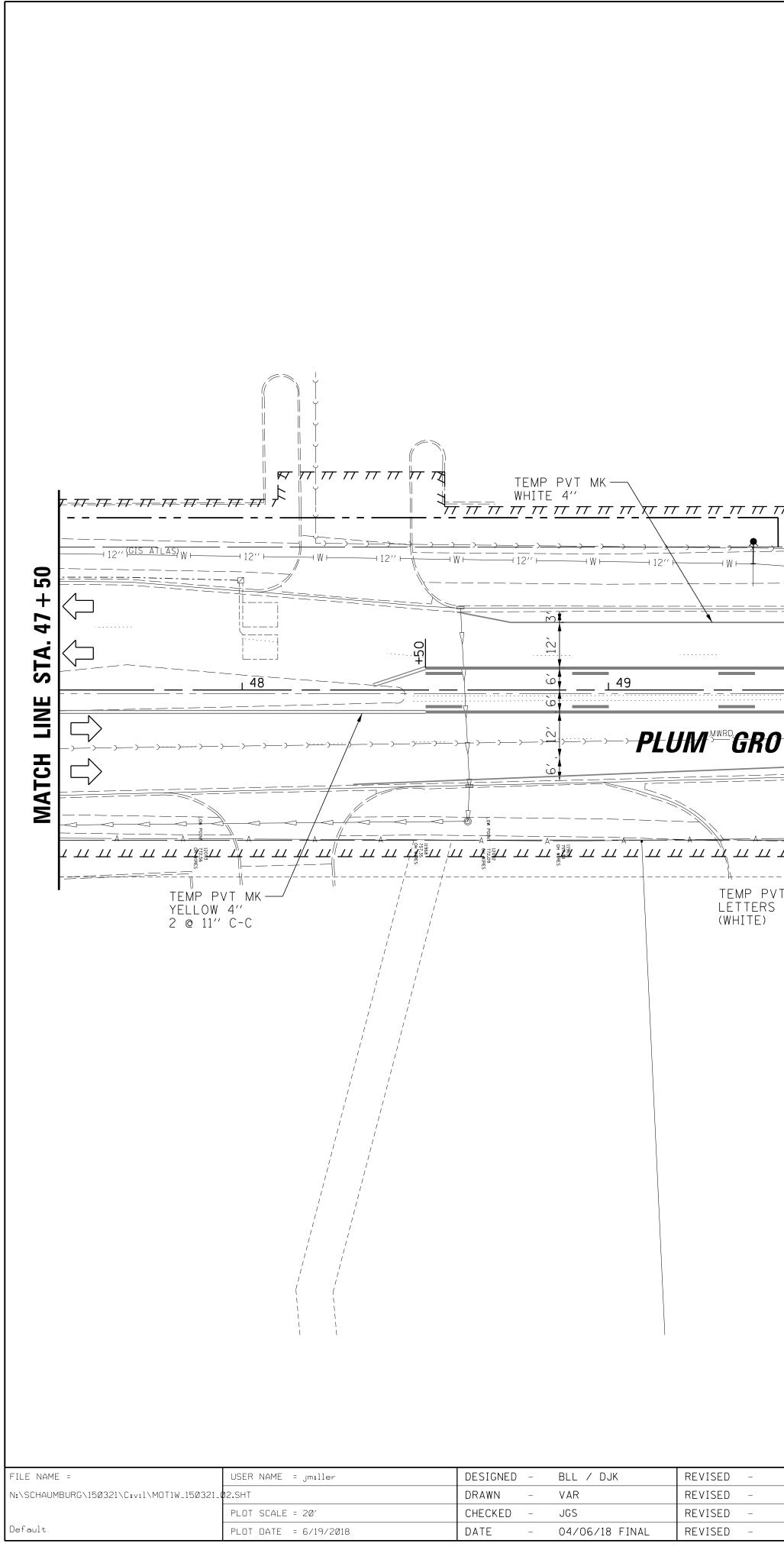


	O 2 Scale in	N I I I I I I I I I I I I I I I I I I I	) 60
P U P S S T P P B ZZZ T I C F	) YPE III BARRICADE ROPOSED IMPROVEM NDER CONSTRUCTION ROPOSED ENTRANCE UB-STAGE CONSTRUC EMPORARY PAVEMEN REVIOUS STAGE TEM ETECTABLE PEDESTM ARRICADE (& TEMP EMPORARY PAVEMEN NCIDENTAL HMA SUR PLACED AT END OF IRECTION OF VEHIC	N /ROADWAY CTION IT MARKING MP PMK AND RIAN CHANN SIDEWALK W IT MARKING PREVIOUS S	) DRUM ELIZING WHERE REQ'D) - LINE 24''
NOTES 1. ALL BARRIC VEHICULAR DETECTABLE 2. CONTRACTOR WORZONE AN OF DRIVING ASSOCIATED BE INCLUDE IMPROVEMEN 3. PEDESTRIAN ONTO EXIST DEPENDENT 4. CONTRACTOR OPEN FOR F	ADES SEPARATING TRAFFIC OR FROM BARRIER MEETING R SHALL BACKFILL DJACENT TO TRAFFI SURFACE AT END MATERIALS AND W D IN THE COST OF	PEDESTRIAN WORK ZONE ADA REQUI THE FIRST IC TO WITHI OF EACH WO ORK REQUIF AGGREGATE RS SHALL B EMENT AS I MEANS AND DEWALK WIL I AT LEAST	MUST BE REMENTS. 10' OF THE IN 18'' ORKDAY. THE RED SHALL SUBGRADE E MOVED NEEDED, METHODS. L REMAIN

ROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAFFIC STAGE I		2582	14-00115-01-PV	СООК	274	70
		CONTRACT NO. 61E			61E16	
TS STA. 170+00.00	TO STA. 171+06.00	0 ILLINOIS FED. AID PROJECT				



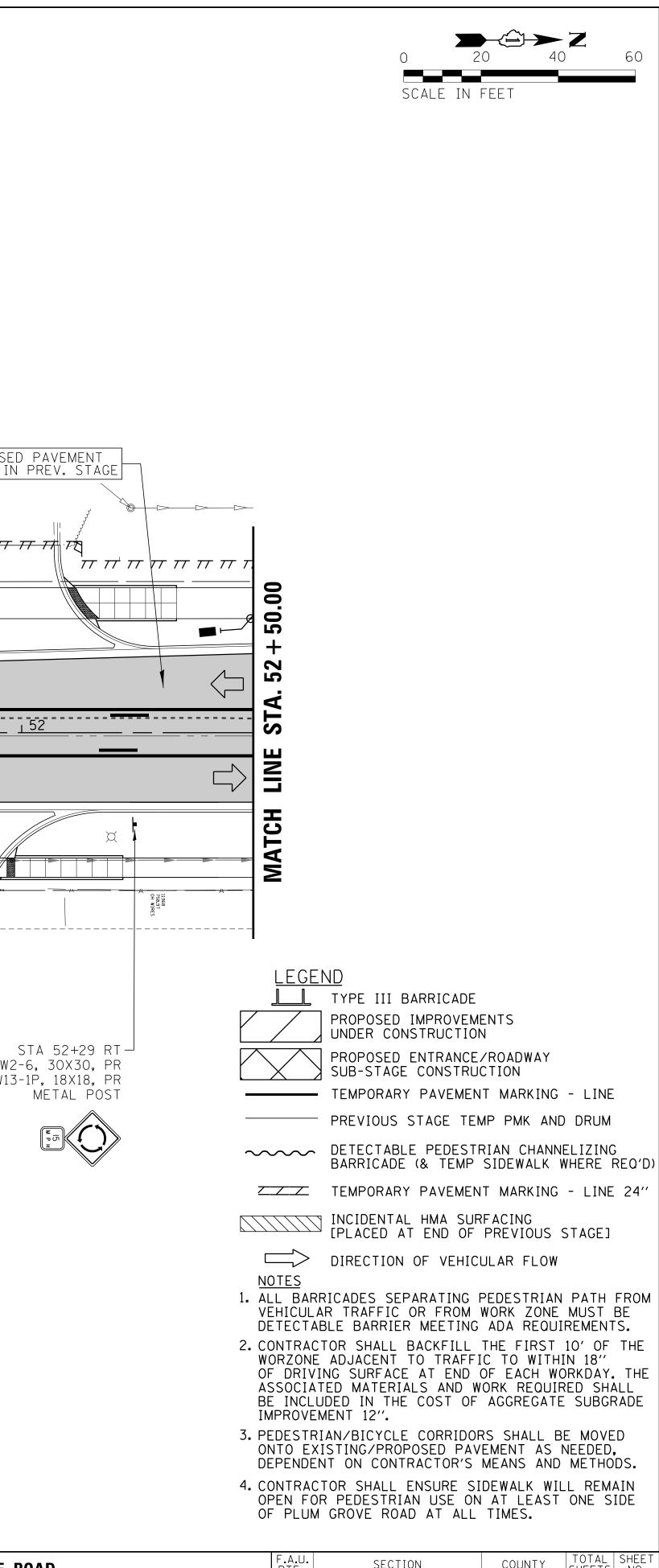
			PLUM	GROVE
STATE OF ILLINOIS				
DEPARTMENT OF TRANSPORTATION		MAINTENAN	ICE UF	ΙΚΑΓΓΙ
	SCALE: 20'	SHEET 1	0F 5	SHEETS



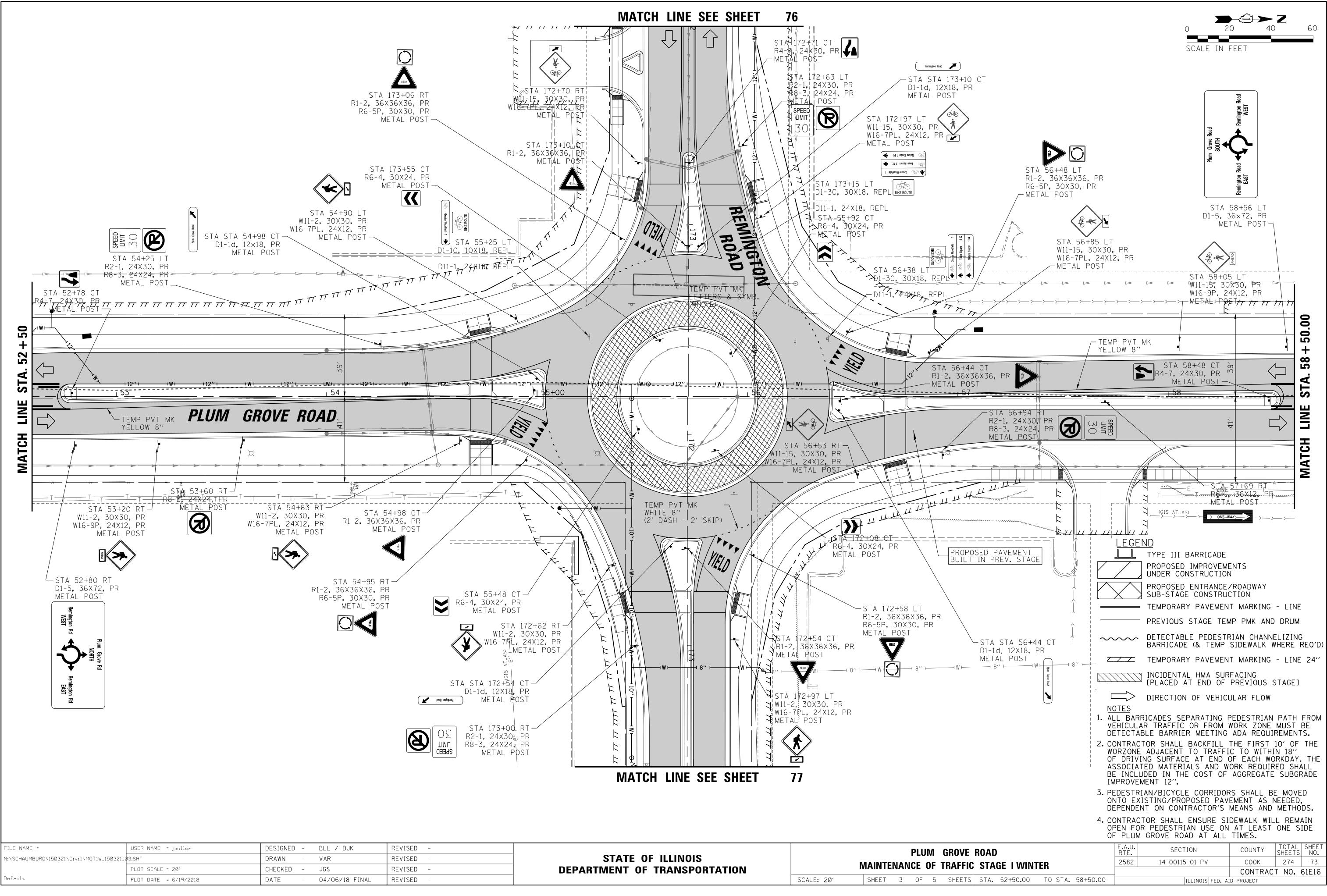
TEMP PVT MK YELLOW 4"         2 @ 5-1/2" C-C         (SOLID & 10' DASH - 30' SKIP)         TT		
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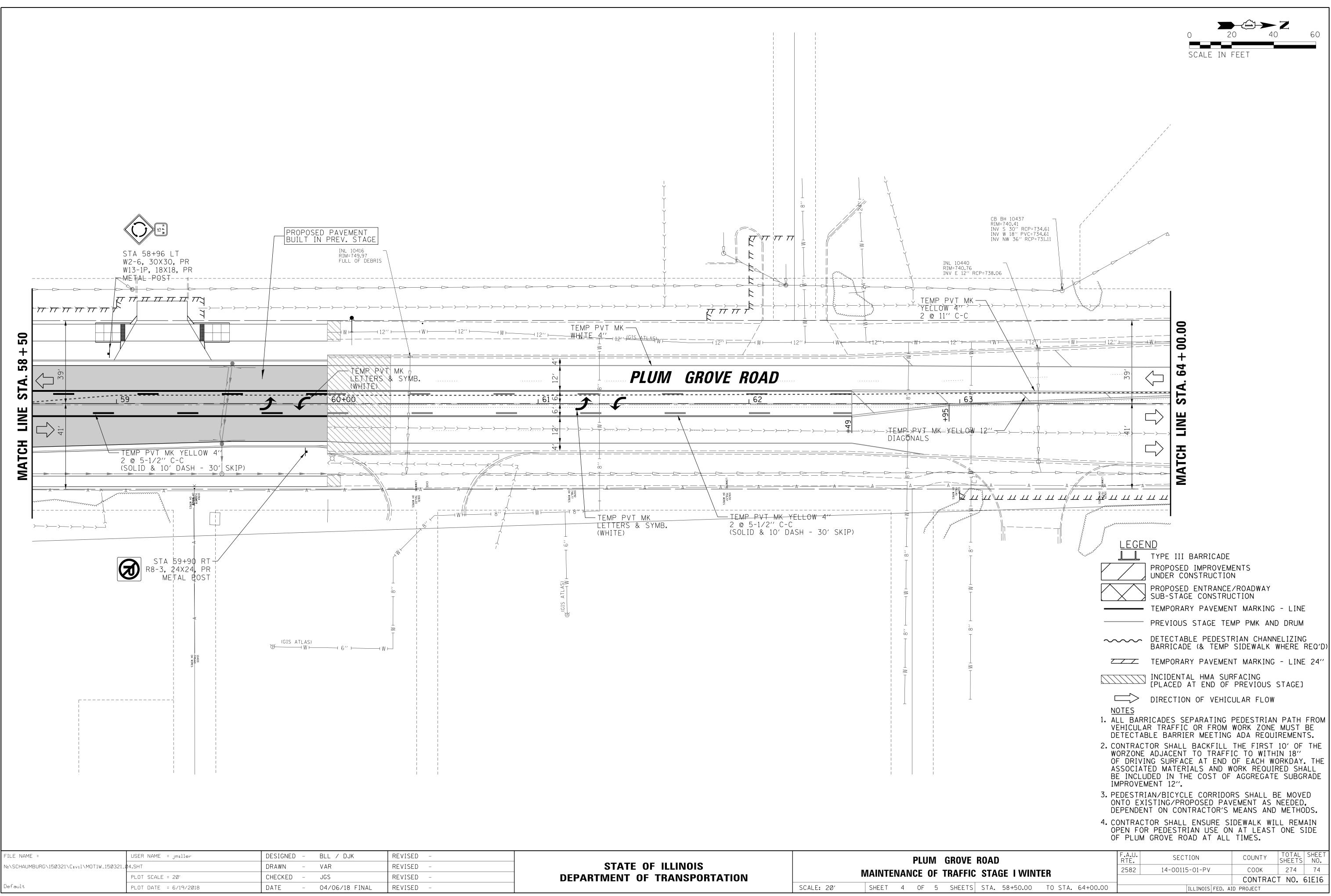
DEPARTMENT OF TRANSPORTATION	
	SCALE: 20'

SHEET 2 OF 5 SHEETS



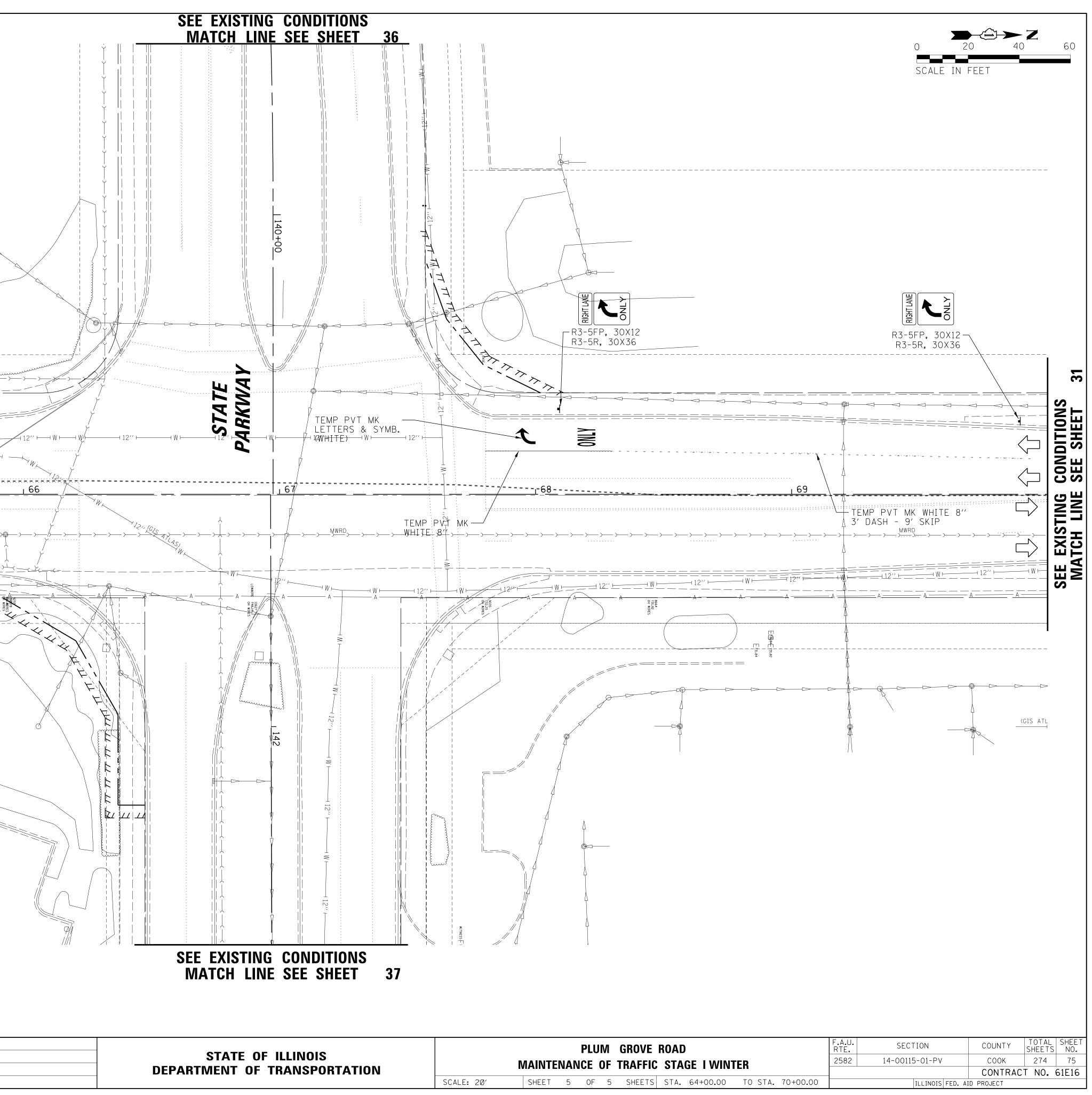
PLUM GROVE ROAD	F.A.U. RTE.	· SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MAINTENANCE OF TRAFFIC STAGE I WINTER		14-00115-01-PV	СООК	274	72
			CONTRAC	T NO.	61E16
SHEET 2 OF 5 SHEETS STA. 47+50.00 TO ST	. 52+50.00	ILLINOIS FED. A	ID PROJECT		



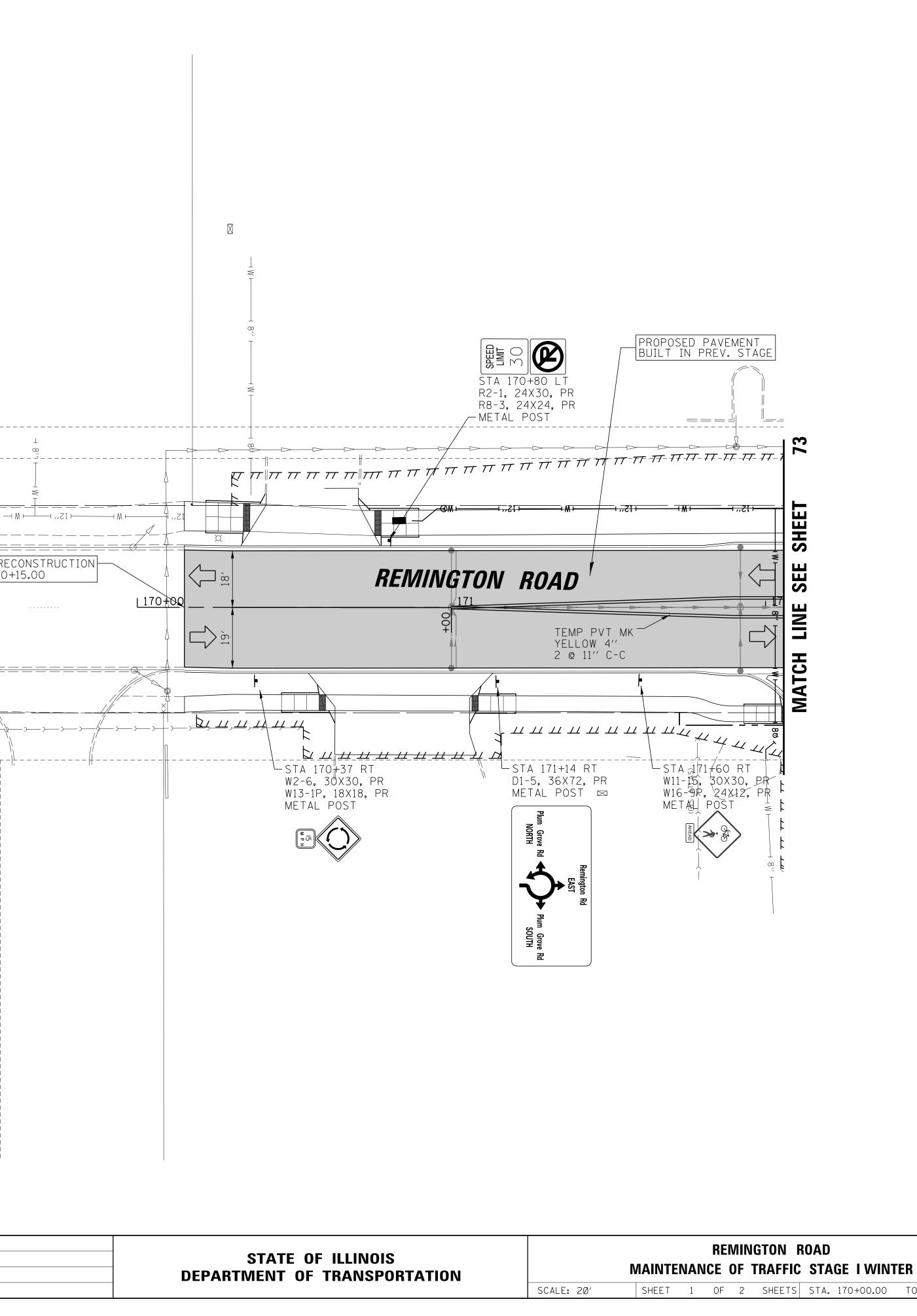


STATE OF ILLINUIS	
PARTMENT OF TRANSPORTATION	

r					
[					
->>>>>>>>>>>>>-		VT MK YELLC	₩ 12'' →>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>		
8					
<b>64</b> + 1	12" (GIS ATLAS) 12'	· /			W I
		TEMP PV	T MK	12"	/
STA.		WHITE 4''   65+			
			<u> </u>		
	UM GROVE	ROAD			
B	······			····· ···· ··· ··· ··· ···· ··· ··· ··	
					ل ـلـرـــــــــــــــــــــــــــــــــ
	-			/	
LEGEND type III barrica	DE				
PROPOSED IMPROV			0		
PROPOSED ENTRAN	ICE/ROADWAY				
SUB-STAGE CONST	RUCTION MENT MARKING - LINE				
PREVIOUS STAGE	TEMP PMK AND DRUM				
	STRIAN CHANNELIZINO MP SIDEWALK WHERE I				
	MENT MARKING - LINE				
INCIDENTAL HMA					
DIRECTION OF VEH	OF PREVIOUS STAGE				
NOTES					
1. ALL BARRICADES SEPARATIN VEHICULAR TRAFFIC OR FRO DETECTABLE BARRIER MEETI	M WORK ZONE MUST	BE			
2. CONTRACTOR SHALL BACKFIL	L THE FIRST 10' OF				
WORZONE ADJACENT TO TRA OF DRIVING SURFACE AT EN ASSOCIATED MATERIALS AND	ID OF EACH WORKDAY.	. THE			
BE INCLUDED IN THE COST IMPROVEMENT 12".					
3. PEDESTRIAN/BICYCLE CORRI					
ONTO EXISTING/PROPOSED F					
ONTO EXISTING/PROPOSED F DEPENDENT ON CONTRACTOR	PAVEMENT AS NEEDED 'S MEANS AND METHO	DS.			
ONTO EXISTING/PROPOSED F	AVEMENT AS NEEDED. 'S MEANS AND METHO SIDEWALK WILL REM. ON AT LEAST ONE S	DS. AIN			
ONTO EXISTING/PROPOSED F DEPENDENT ON CONTRACTOR 4. CONTRACTOR SHALL ENSURE OPEN FOR PEDESTRIAN USE	AVEMENT AS NEEDED. 'S MEANS AND METHO SIDEWALK WILL REM. ON AT LEAST ONE S	DS. AIN	DESIGNED -	BLL / DJK	REVISED –
ONTO EXISTING/PROPOSED F DEPENDENT ON CONTRACTOR 4. CONTRACTOR SHALL ENSURE OPEN FOR PEDESTRIAN USE OF PLUM GROVE ROAD AT A	AVEMENT AS NEEDED 'S MEANS AND METHO SIDEWALK WILL REM ON AT LEAST ONE S LL TIMES.	DS. AIN	DESIGNED – DRAWN – CHECKED –	BLL / DJK VAR JGS	REVISED – REVISED – REVISED –

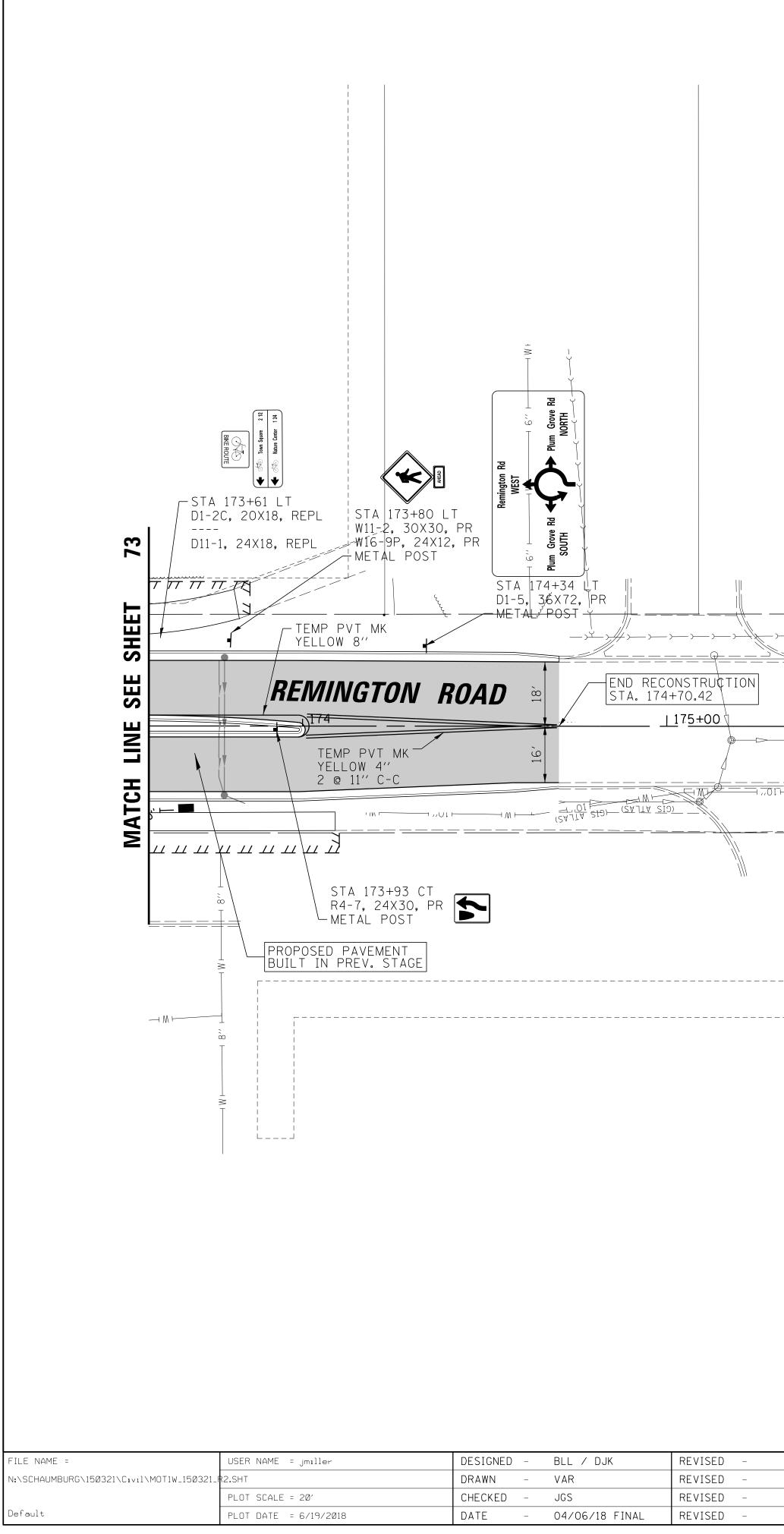


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				EGIN RE Sta. 170
				SIA. 170
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			-:	\` `````
			-3	
FILE NAME =		DESIGNED -		
	USER NAME = jmiller	DESIGNED - DRAWN - CHECKED -	BLL / DJK VAR	



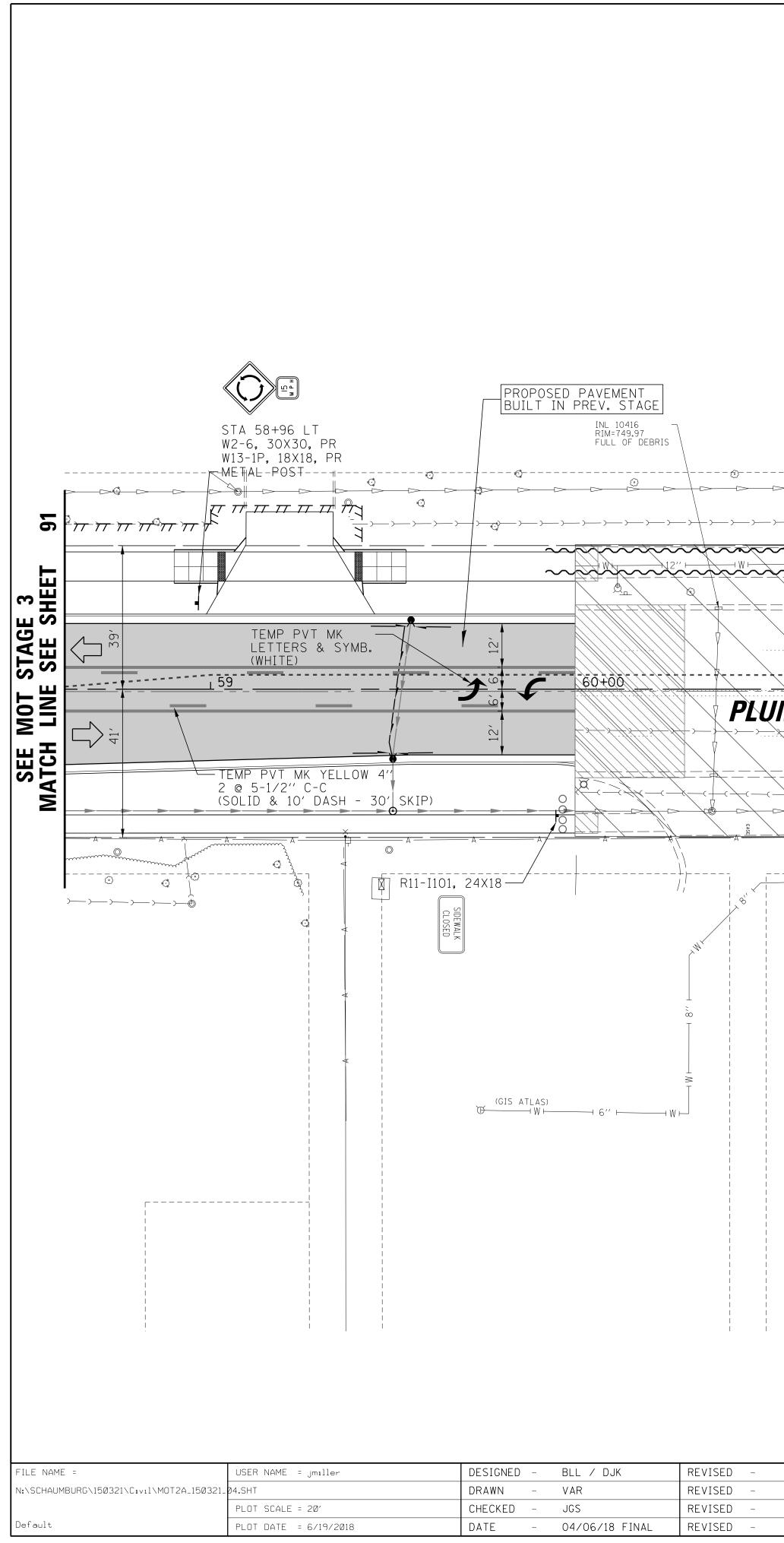
O 20 40 60 Scale in Feet
LEGEND TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY
SUB-STAGE CONSTRUCTION         TEMPORARY PAVEMENT MARKING - LINE         PREVIOUS STAGE TEMP PMK AND DRUM         DETECTABLE PEDESTRIAN CHANNELIZING
BARRICADE (& TEMP SIDEWALK WHERE REQ'D) TEMPORARY PAVEMENT MARKING - LINE 24'' INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE] DIRECTION OF VEHICULAR FLOW
NOTES 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS. 2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18''
OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12". 3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.
4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.

SECTION COUNTY SHEETS NO. RTE. 274 76 2582 14-00115-01-PV СООК CONTRACT NO. 61E16 SHEET 1 OF 2 SHEETS STA. 170+00.00 TO STA. 171+06.00 ILLINOIS FED. AID PROJECT

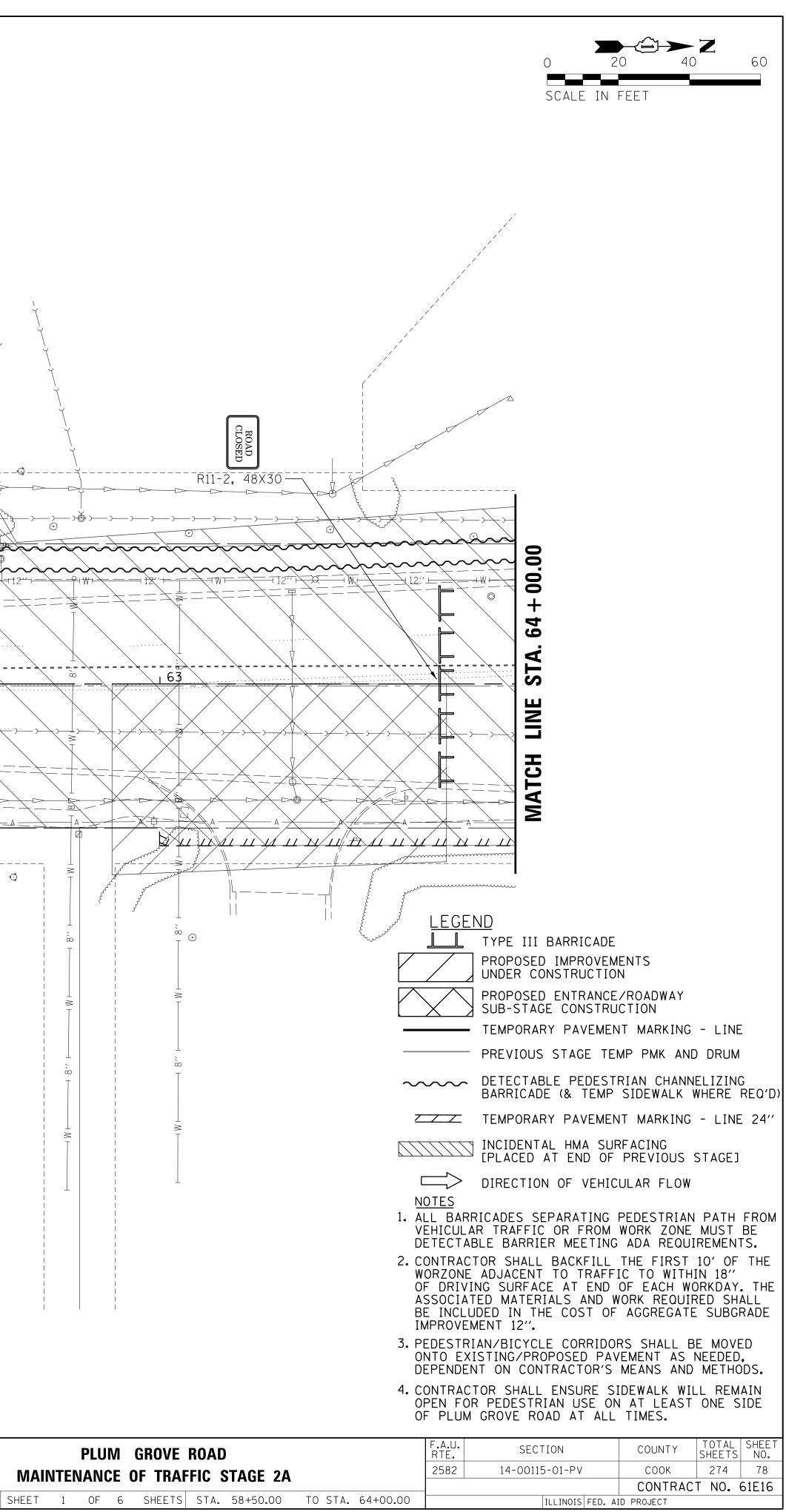


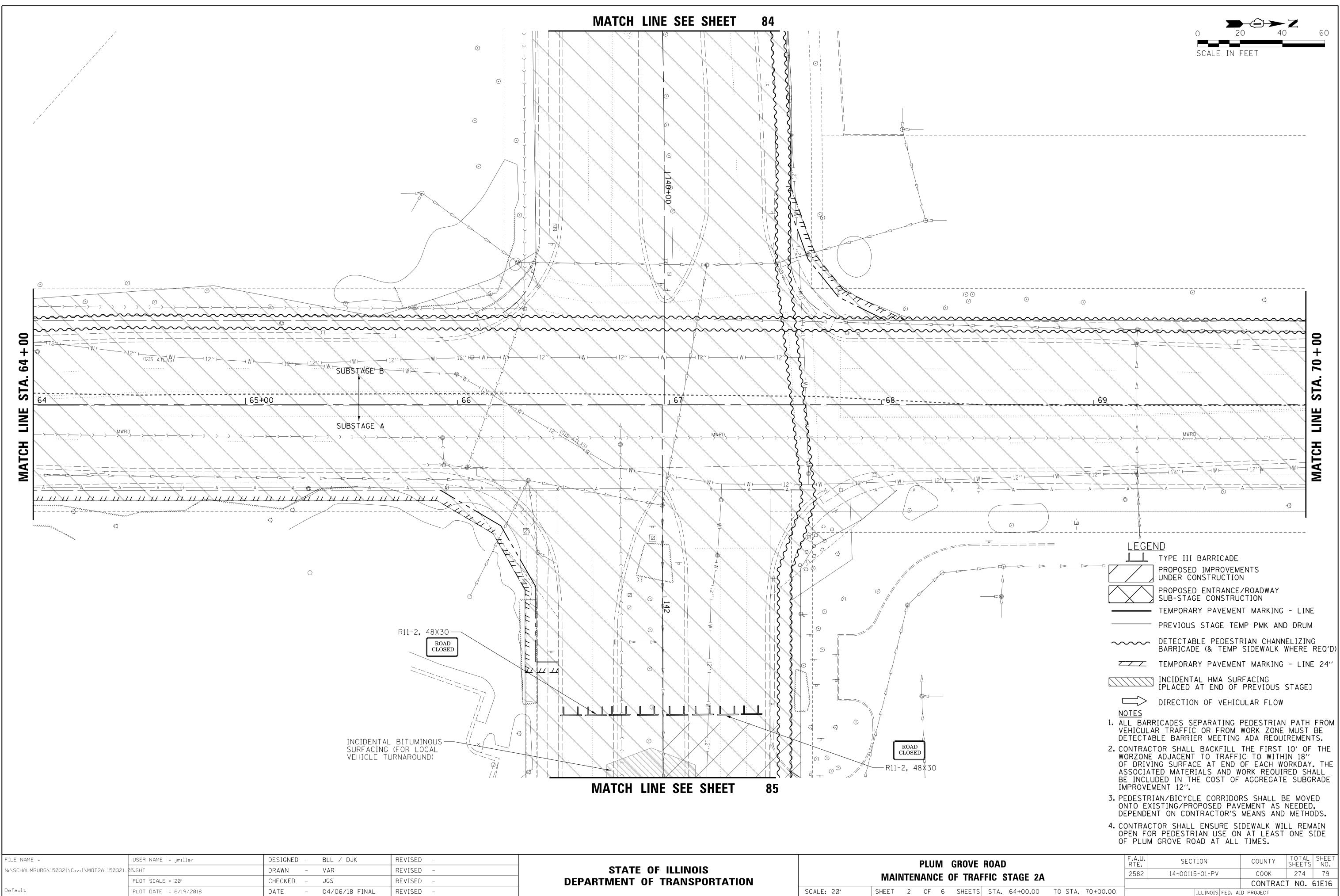
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STA 175+40 LT W2-6, 30X30, PR		
W13-1P, 18X18, PR METAL POST		
		LEGEND TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE PREVIOUS STAGE TEMP PMK AND DRUM OETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)
		<ul> <li>TEMPORARY PAVEMENT MARKING - LINE 24"</li> <li>INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]</li> <li>DIRECTION OF VEHICULAR FLOW NOTES</li> <li>ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.</li> <li>CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18" OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12".</li> <li>PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED,</li> </ul>
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMINGTON ROAD         MAINTENANCE OF TRAFFIC STAGE I WINTER         SCALE: 20'       SHEET 2       OF 2       SHEETS       STA. 170+00.00       TO STA. 1	DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.         4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.         F.A.U.       SECTION       TOTAL SHEET NO.         PLUM GROVE ROAD AT ALL TIMES.         F.A.U.       SECTION       COUNTY         2582       14-00115-01-PV       COOK       274         CONTRACT NO. 61E16

	0 20 40 60 Scale in Feet
	LEGEND
	TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION
	PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE
	PREVIOUS STAGE TEMP PMK AND DRUM
	<pre>DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (&amp; TEMP SIDEWALK WHERE REQ'D)</pre>
	TEMPORARY PAVEMENT MARKING - LINE 24"
	INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]
	DIRECTION OF VEHICULAR FLOW <u>NOTES</u> 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM
	VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
	2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12''.
	3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.
	4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.
	F.A.U. SECTION COUNTY TOTAL SHEET NO.
WINTER	2582 14-00115-01-PV COOK 274 77

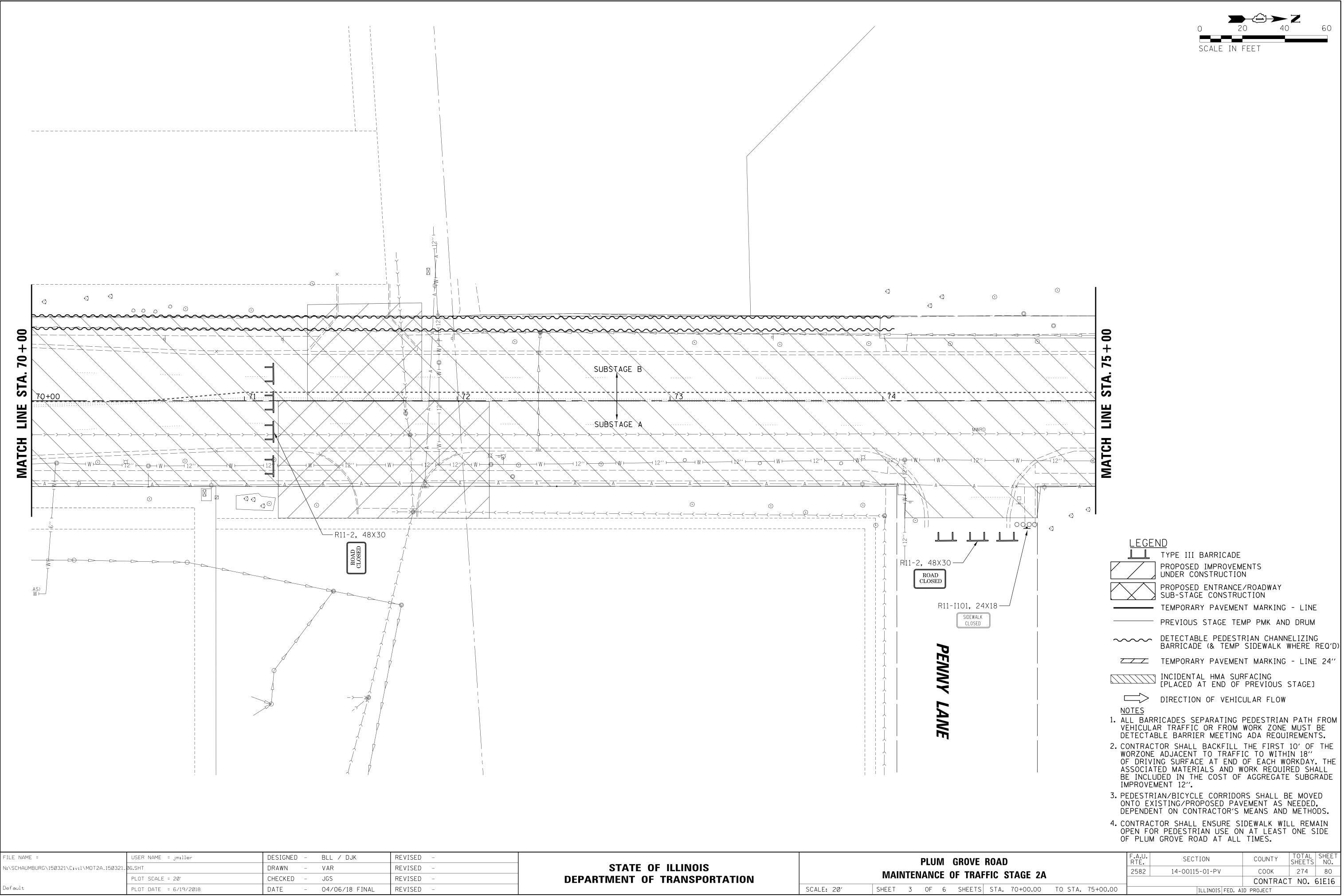


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GCIS ATLAS)						
DEPA	STATE OF RTMENT OF		ΓΑΤΙΟΝΙ	MAI	PLUM	GROVE OF TRAF





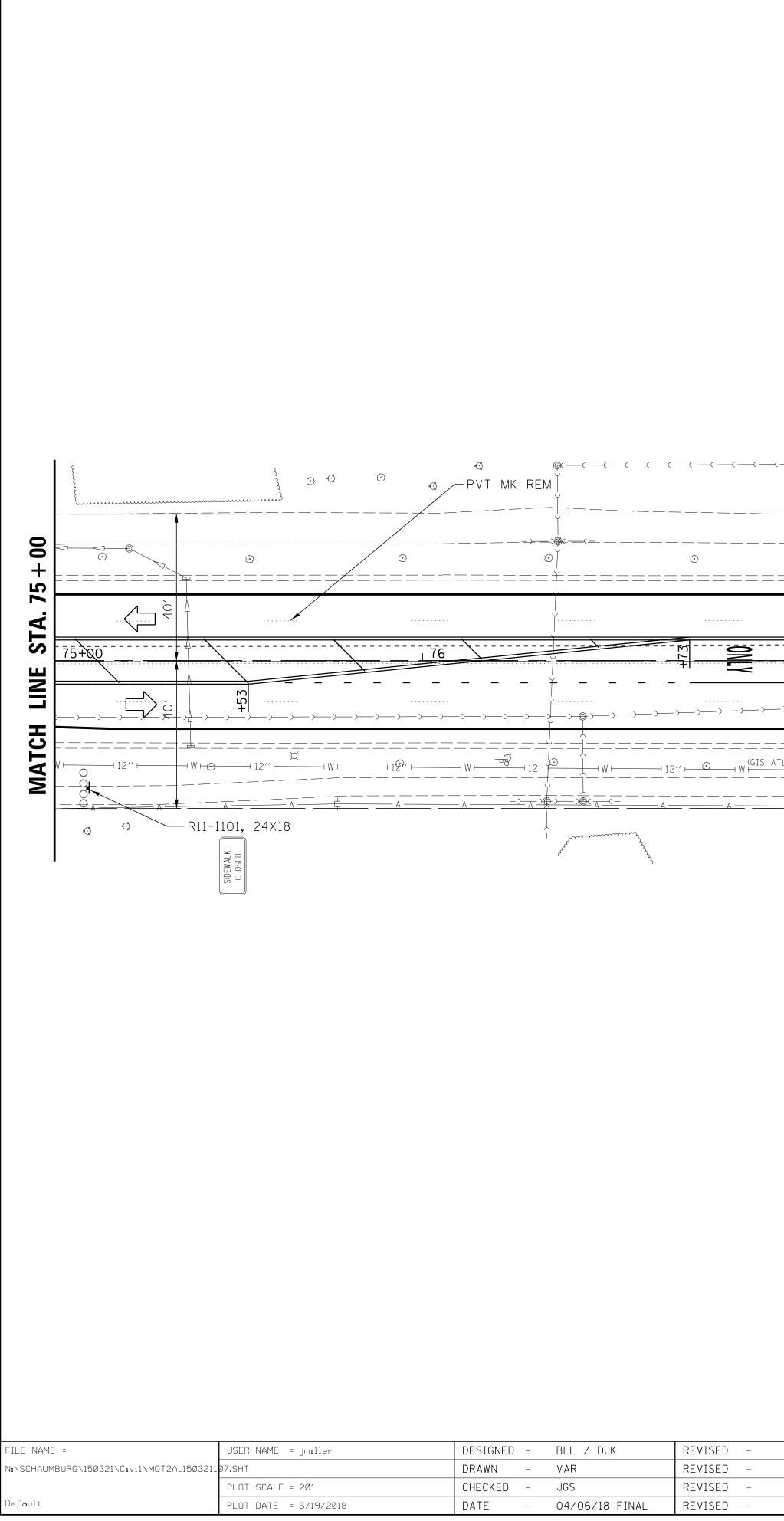
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLUM GROVE Maintenance of Tra
	SCALE 201	SHEET 2 DE 6 SHEET



				PHI	NЛ	GROVE	F
STATE OF ILLINOIS							•
 DEPARTMENT OF TRANSPORTATION		IVIAII	VIE	VAN	JE (	OF TRAF	ł
	SCALE, 201	SUFET	7	0E	6	SUFETS	

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0	20	40	60
	IN FEFT		

E	ROAD				RTE.	SECTION	COUNTY	SHEETS	NO.
ΔF	FIC S	TAGE 2A			2582	14-00115-01-PV	СООК	274	80
							CONTRAC	T NO. (	61E16
TS	STA.	70+00.00	TO STA.	75+00.00		ILLINOIS FED. A	ID PROJECT		

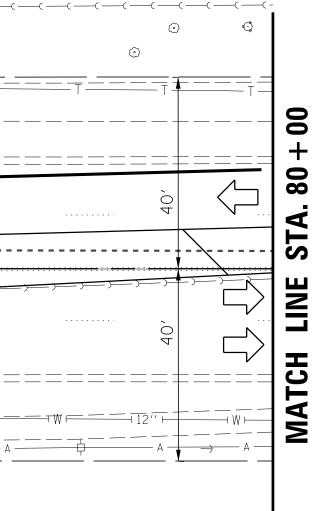


FARM COURT			
		200       21-1(0), 48x48	W20-I103(0),
	F ILLINOIS TRANSPORTATION		PLUM GROVE Ance of Tra

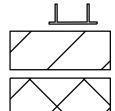
SCALE: 20′

		Ğ→ Z	
0	20	40	60
SCALE	IN FEET		

48X48



<u>legend</u>



TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY

SUB-STAGE CONSTRUCTION

------ TEMPORARY PAVEMENT MARKING - LINE

PREVIOUS STAGE TEMP PMK AND DRUM

----- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)

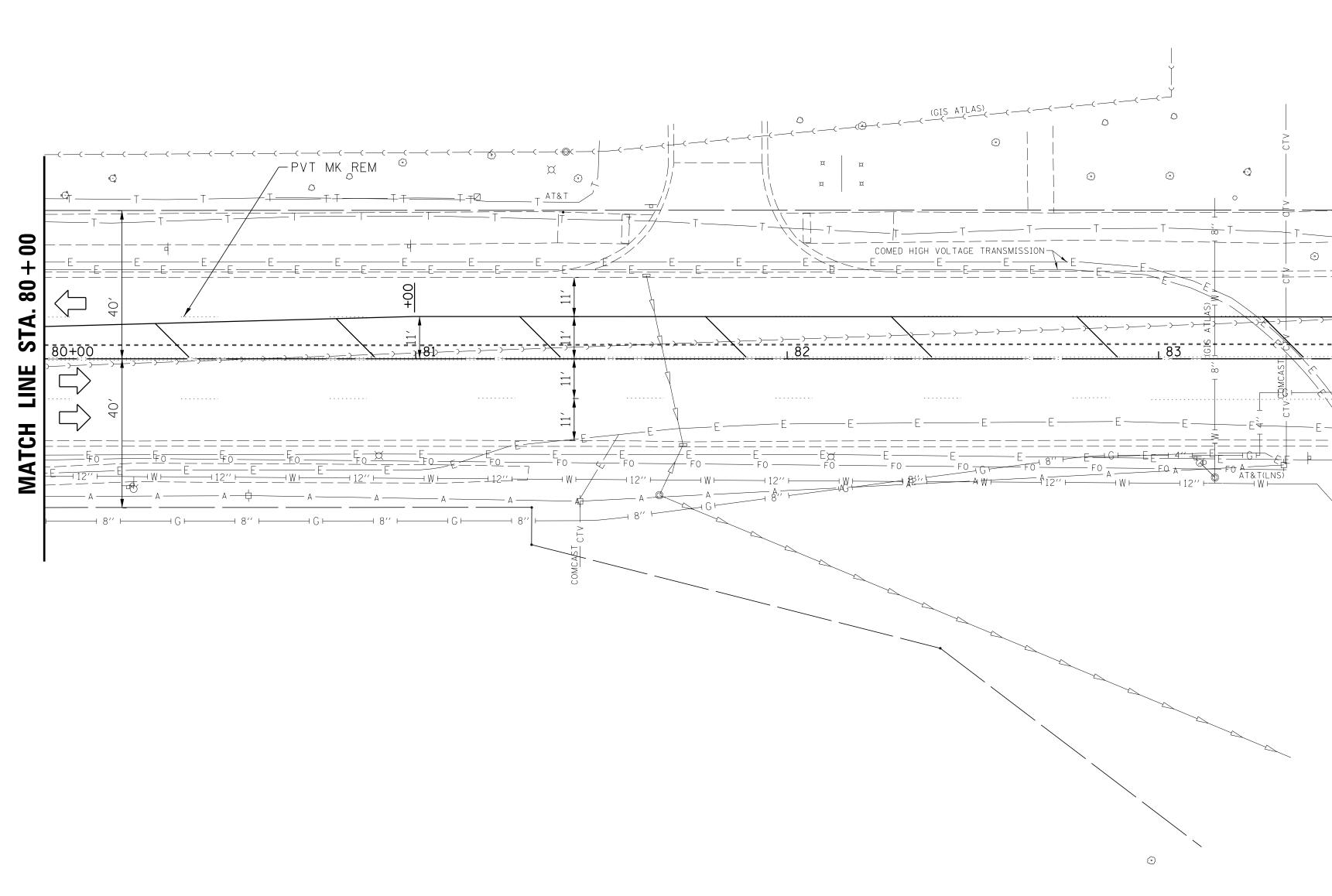
TEMPORARY PAVEMENT MARKING - LINE 24"

INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]

DIRECTION OF VEHICULAR FLOW

- NOTES 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
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- 3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.

PLUM GROVE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MAINTENANCE OF TRAFFIC STAGE 2A	2582	14-00115-01-PV	СООК	274	81
			CONTRAC	CT NO.	61E16
SHEET         4         0F         6         SHEETS         STA.         75+00.00         TO         STA.         80+00.00		ILLINOIS FED. A	ID PROJECT		



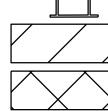
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N:\SCHAUMBURG\150321\C1v1l\MOT2A_150321_	28.SHT	DRAWN -	VAR	REVISED -
	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -
Default	PLOT DATE = 6/19/2018	DATE –	04/06/18 FINAL	REVISED -

				PLUI	М	GROVI
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		MAIP				DF TR/
	SCALE: 20'	SHEET	5	OF	6	SHEET

			<u> </u>	- Z	
0	2	20	4	0	60
SCALE	ΙN	FEET			

## MATCH LINE STA. 83 + 50

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0	Π			



TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION

PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION

TEMPORARY PAVEMENT MARKING - LINE

--- PREVIOUS STAGE TEMP PMK AND DRUM

DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)

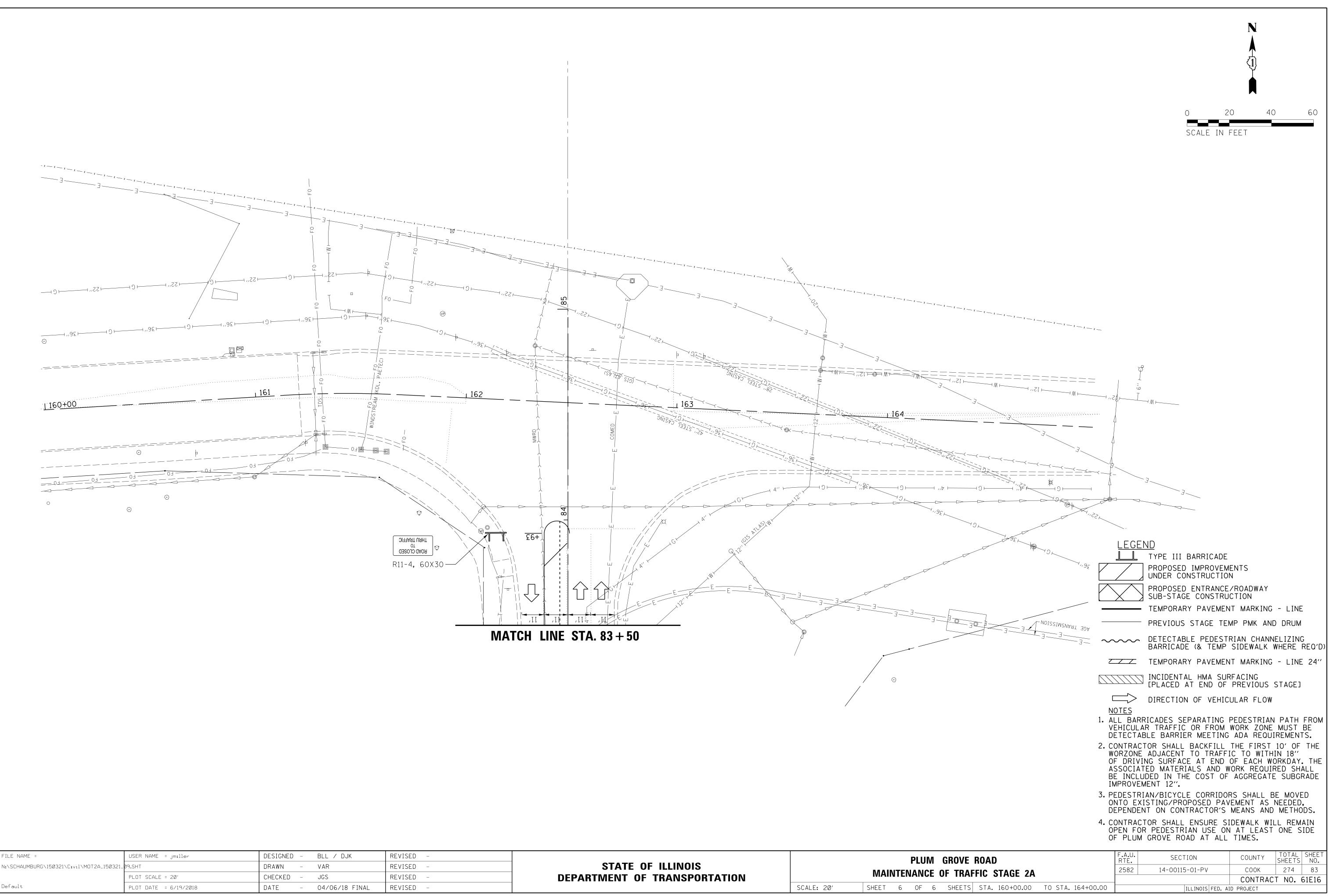
TEMPORARY PAVEMENT MARKING - LINE 24"

INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]

DIRECTION OF VEHICULAR FLOW

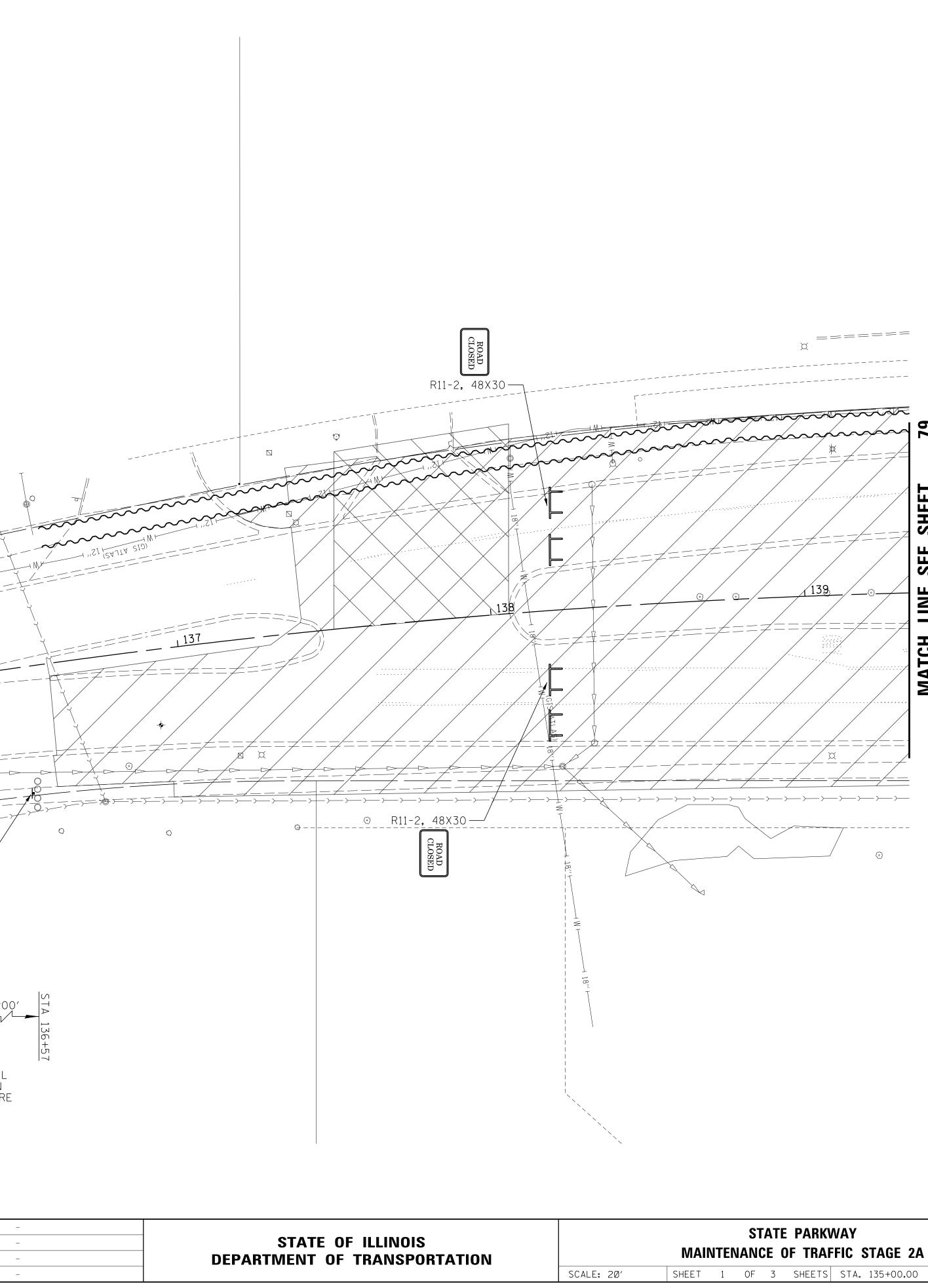
- NOTES 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
- 2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12''.
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- 4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.

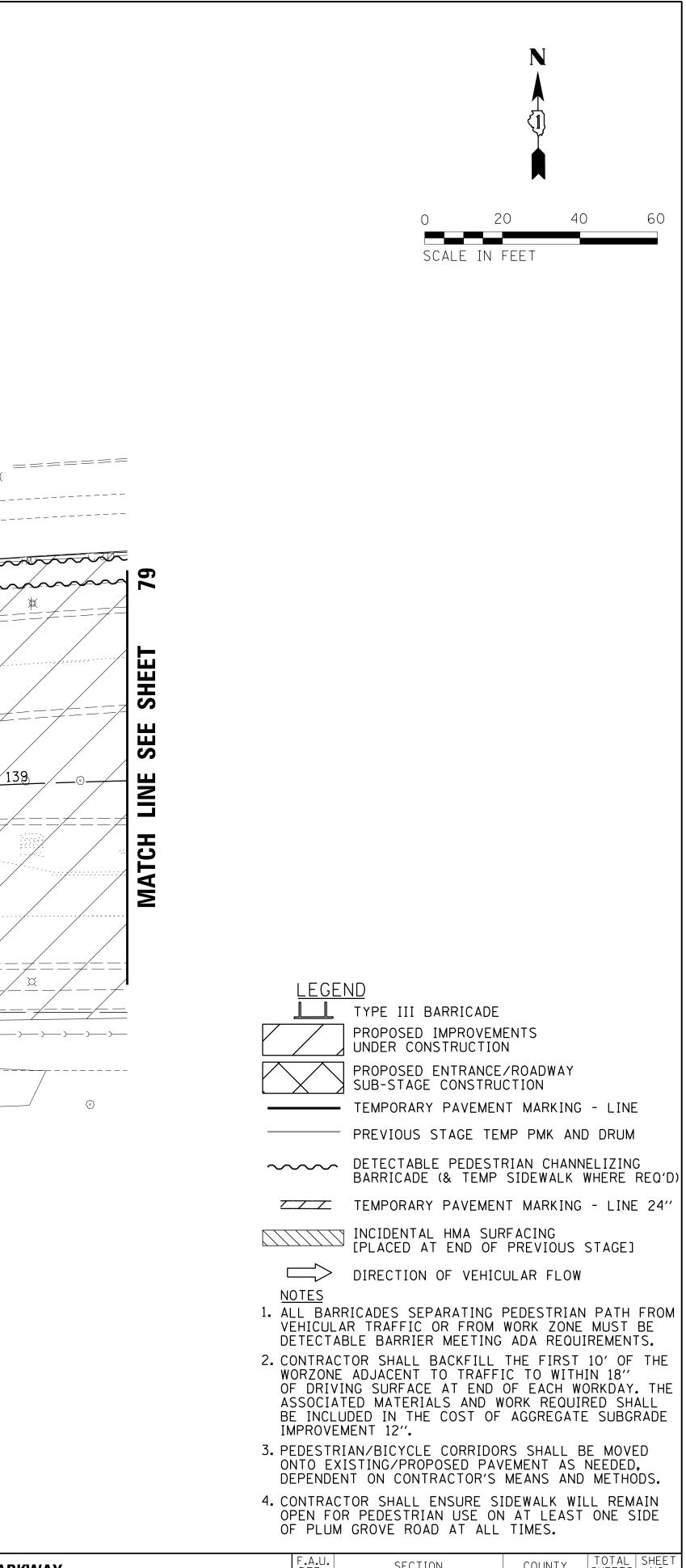
E ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
AFFIC STAGE 2A	2582	14-00115-01-PV	СООК	274	82
	CONTRACT NO. 61E16			61E16	
TS STA. 80+00.00 TO STA. 83+50.00	ILLINOIS FED. AID PROJECT				



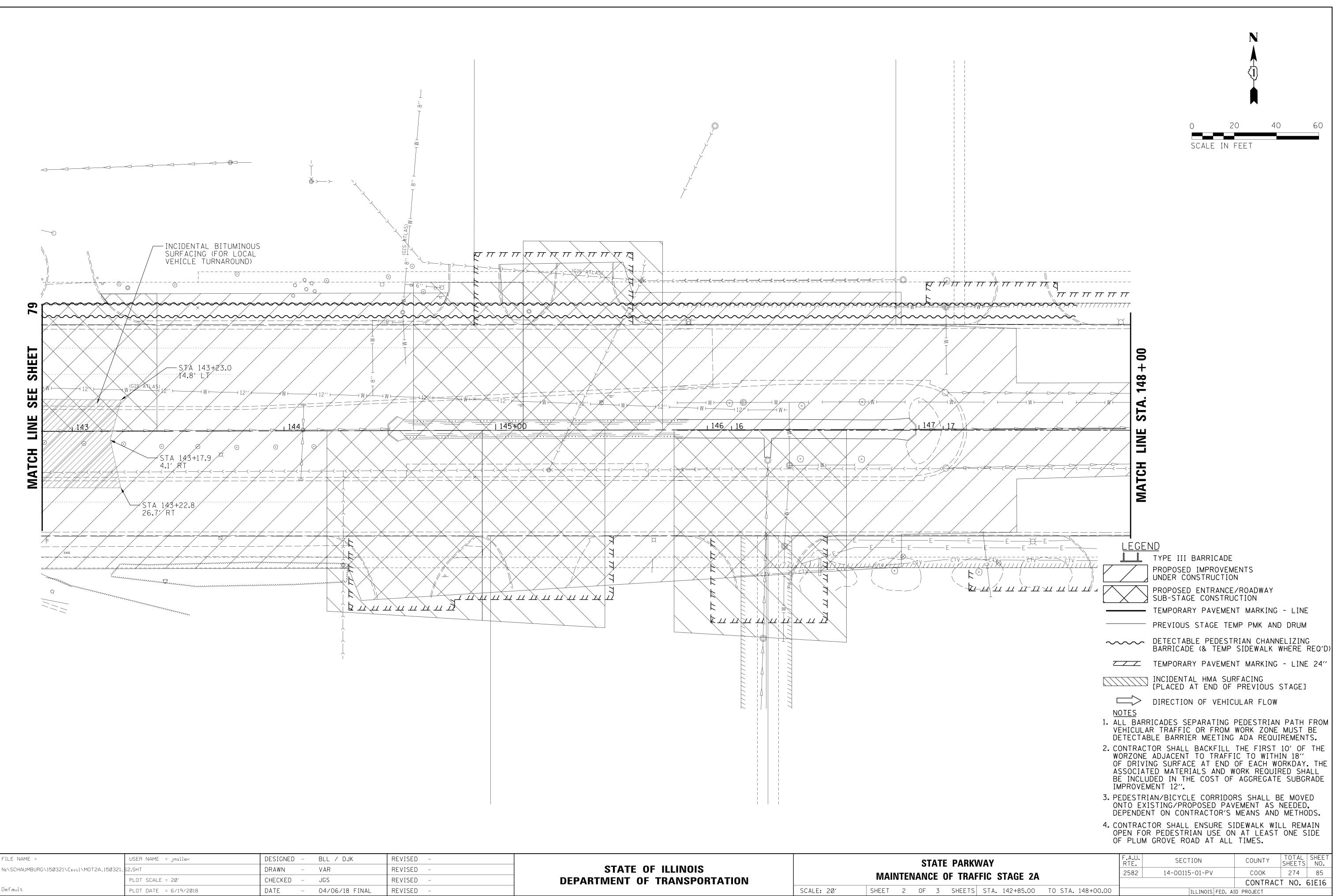
	SCALE: 20'	SHEET 6 OF 6 SHEETS STA. 160+00.00	TO STA. 164+00.00	ILLINOIS FED.	AID PROJECT
DEPARTMENT OF TRANSPORTATION		MAINTENANCE OF TRAFFIC STAGE 2A	2582	14-00115-01-PV	СООК 274 8 СОNTRACT NO. 61E
STATE OF ILLINOIS		PLUM GROVE ROAD	F.A.U. RTE.	SECTION	COUNTY TOTAL SHE SHEETS N
			OPEN FOF		SIDEWALK WILL REMAIN ON AT LEAST ONE SIDE LL TIMES.
			ONTO EXI	STING/PROPOSED PA	ORS SHALL BE MOVED AVEMENT AS NEEDED, S MEANS AND METHODS.
			WORZONE OF DRIVI ASSOCIAT	ADJACENT TO TRAF NG SURFACE AT END ED MATERIALS AND DED IN THE COST (	_ THE FIRST 10' OF TH FIC TO WITHIN 18'' OF EACH WORKDAY. TH WORK REQUIRED SHALL OF AGGREGATE SUBGRAD
					NG ADA REQUIREMENTS.

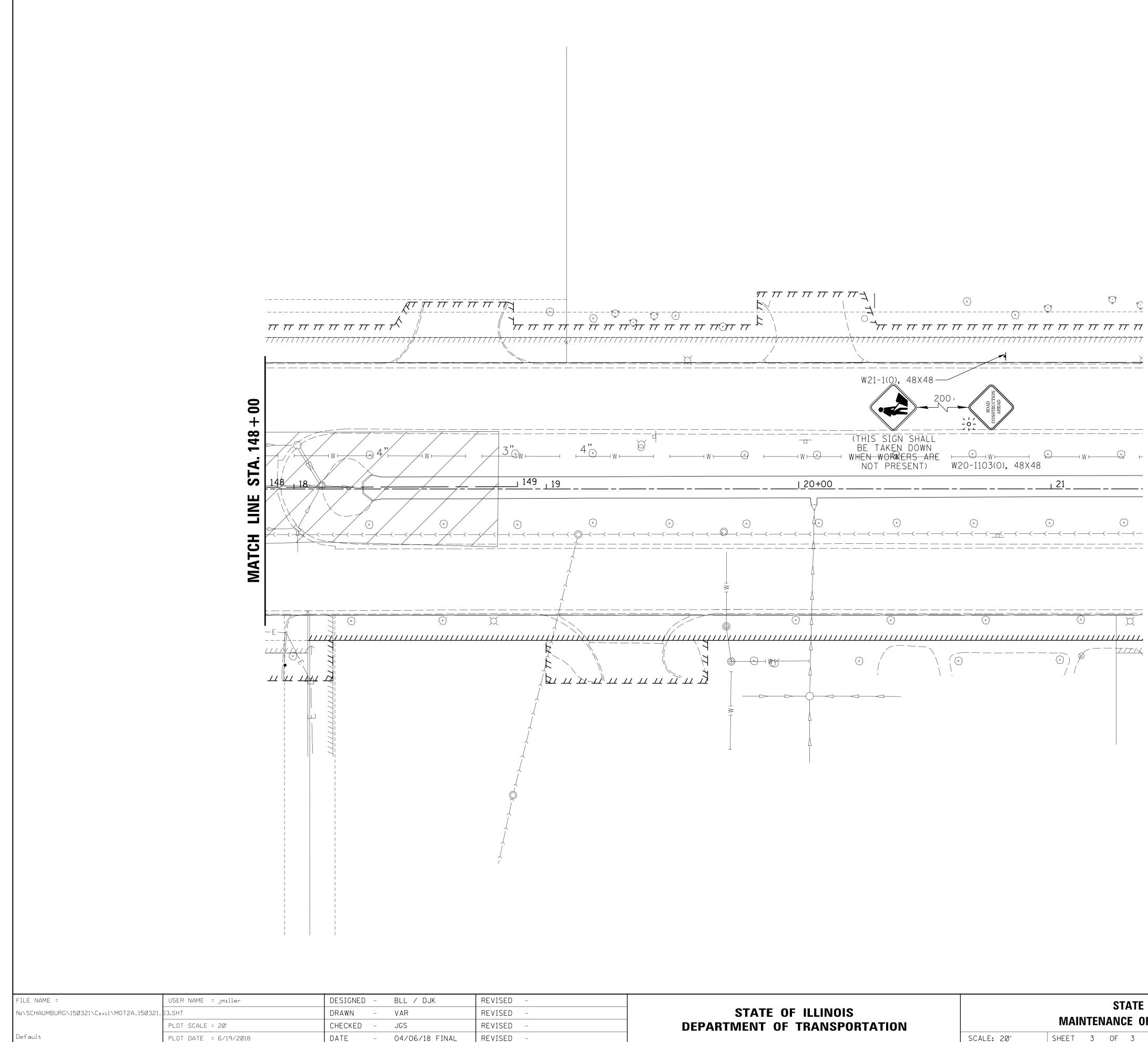
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	M			
	1151.1			
			136	
	)			
			R11-I101, 24	×18 —
			SIDE WALK CLOSED	
		ROAD CONSTRUCTION AHEAD		200'
		W20-5R(0),	48X48 W21-10	(0), 48X48
			(THIS S BE TA When W	SIGN SHALL KEN DOWN ORKERS ARE PRESENT)
			NOT	PRESEN!)
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N:\SCHAUMBURG\150321\C1v11\MOT2A_150321		DRAWN -	VAR	REVISED -



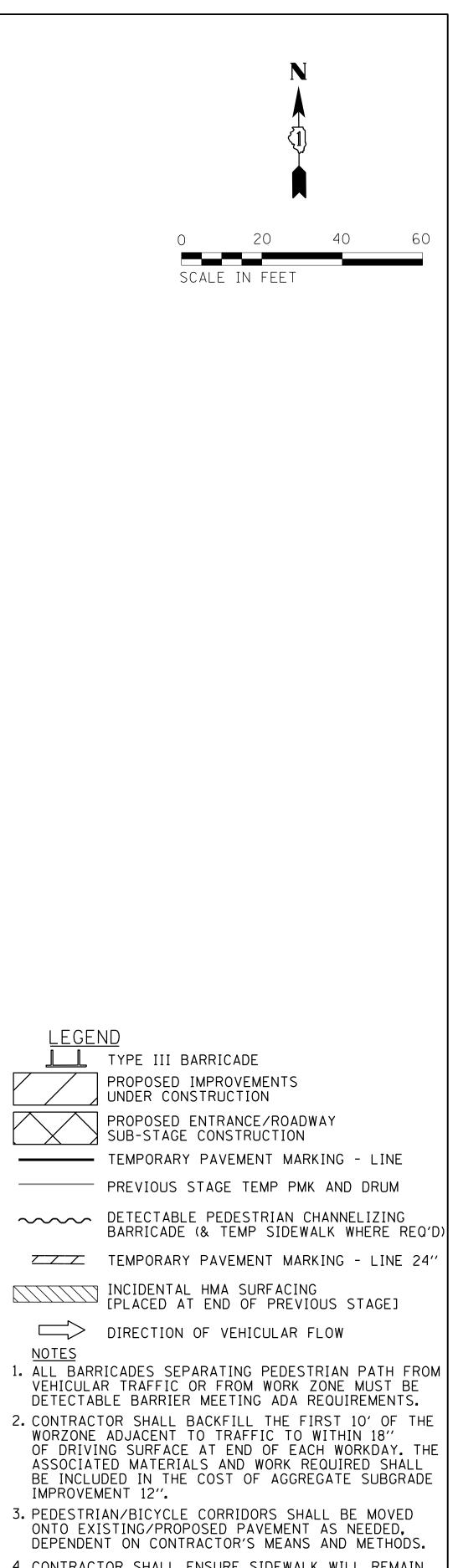


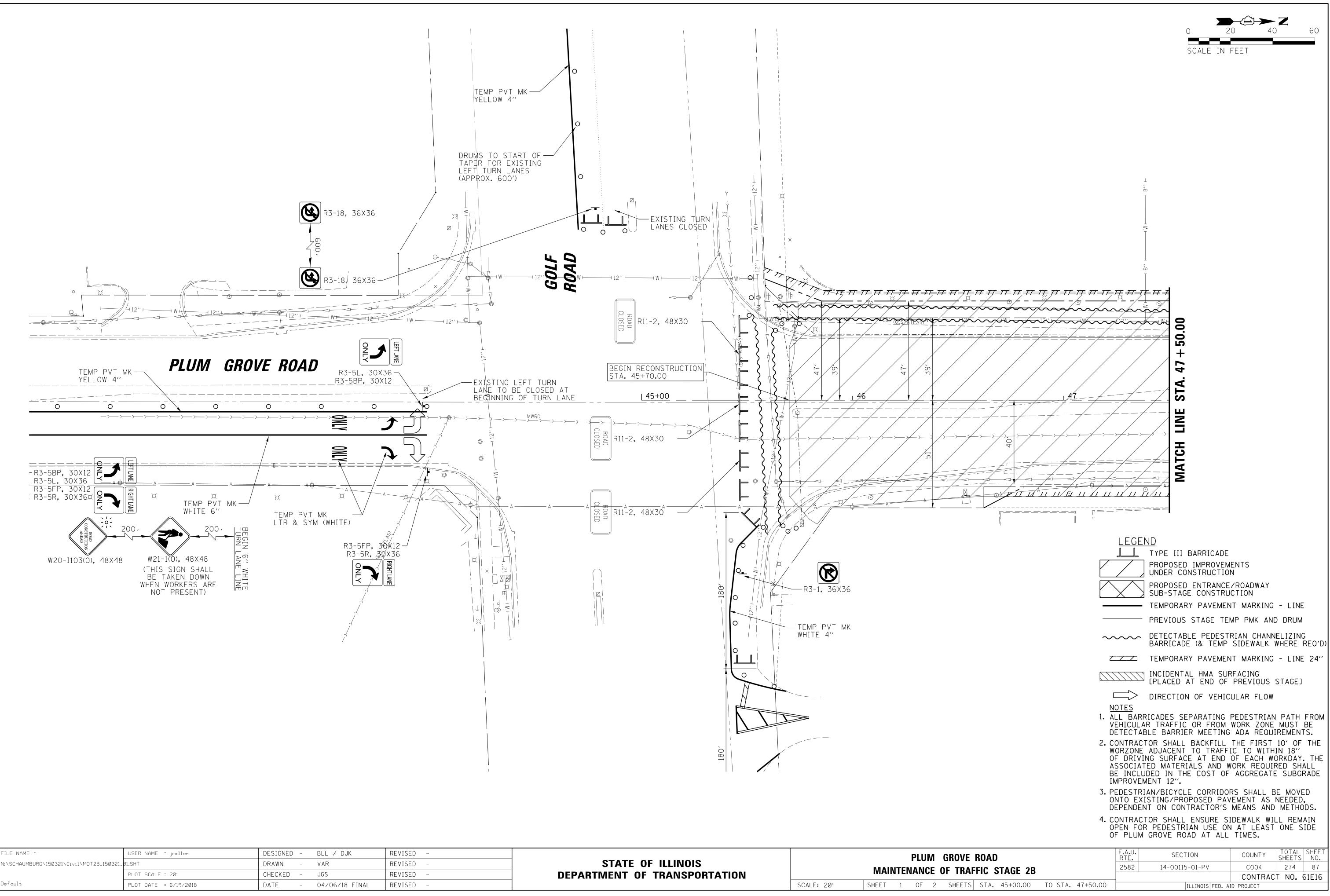
RKV	VAY		F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
AFFIC STAGE 2A		2582	14-00115-01-PV		СООК	274	84	
					CONTRAC	T NO.	61E16	
TS	STA. 135+00.00	TO STA. 139+35.00		ILLINOIS F	ED. AI	D PROJECT		



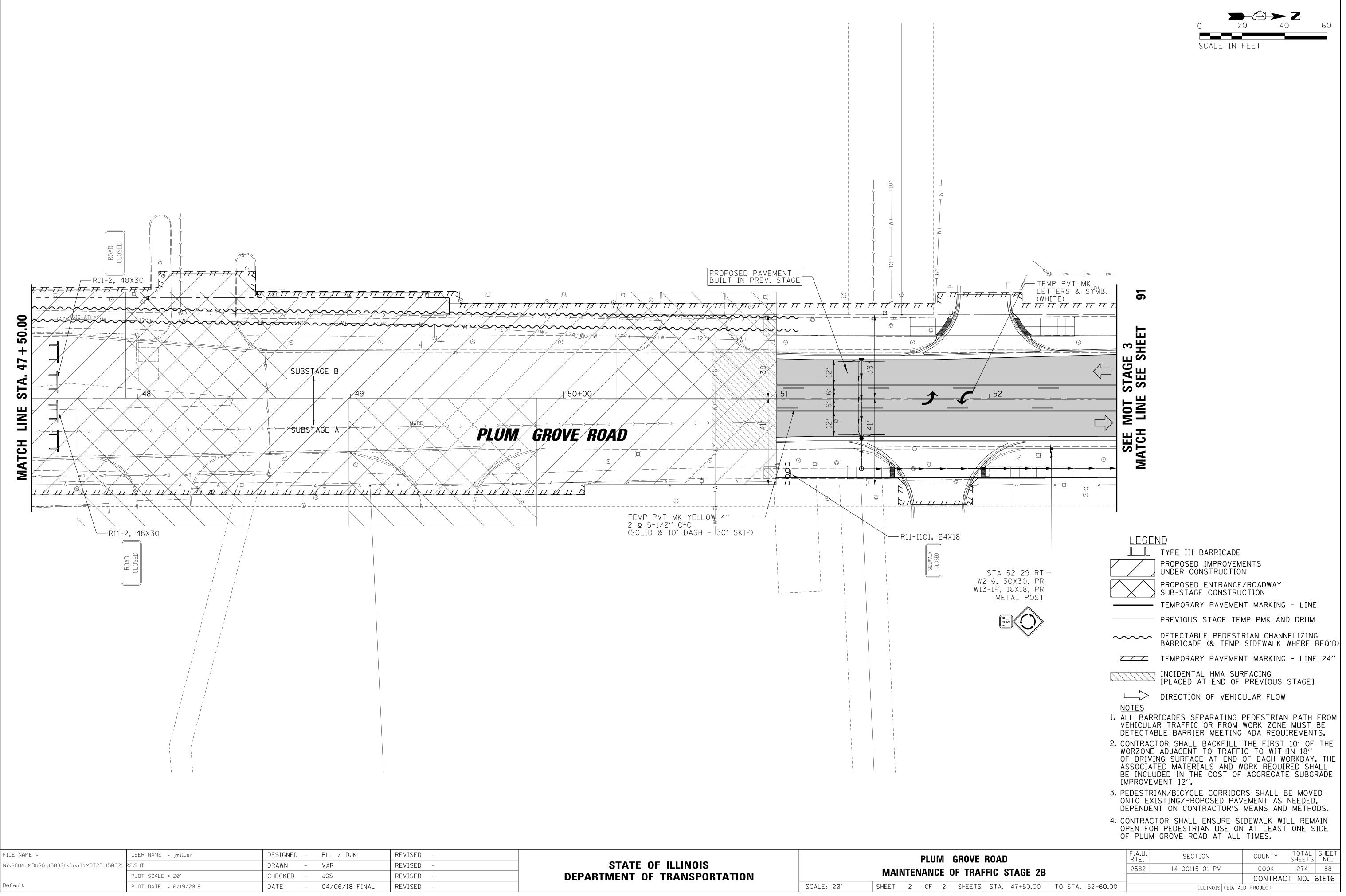


			0	F PLUM	GROVE ROAD AT ALL	_ IIMES.		
		STATE PARKWAY		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 STATE OF ILLINOIS		MAINTENANCE OF TRAFFIC STAGE 2A		2582	14-00115-01-PV	СООК	274	86
 DEPARTMENT OF TRANSPORTATION	SCALE: 20'		TO STA. 152+00.00				CT NO. 6	1E16
	JCALL: 20	SHELT 5 01 5 SHELTS STA. 148100.00	TU STA. 152 TU.UU		ILLINOIS FED.	AID PROJECT		





				PLU	Μ	GROVE
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		MAII	NTE	VAN	CE (	OF TRA
	SCALE: 20'	SHEET	1	OF	2	SHEETS

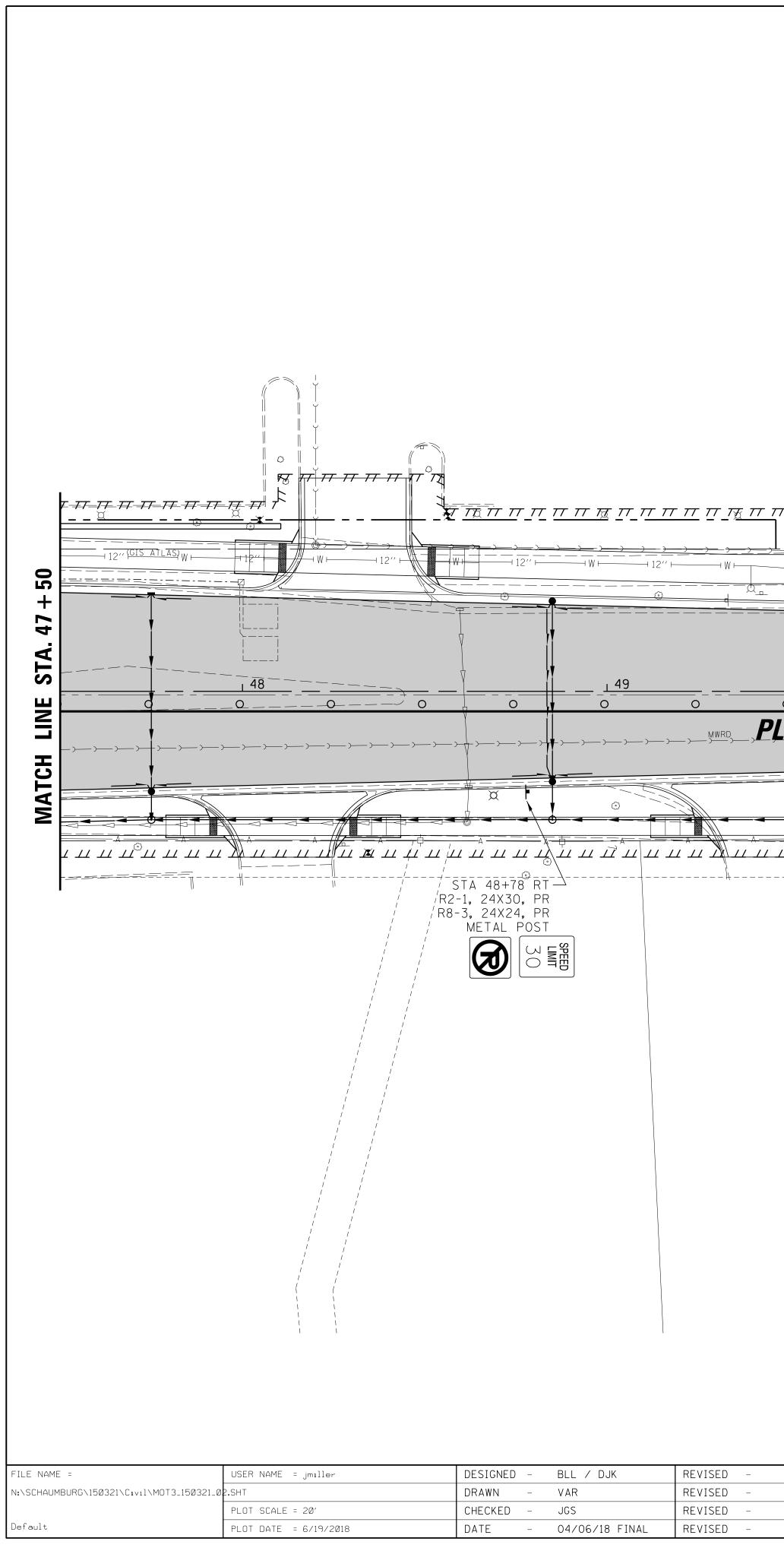


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0	20	40	60
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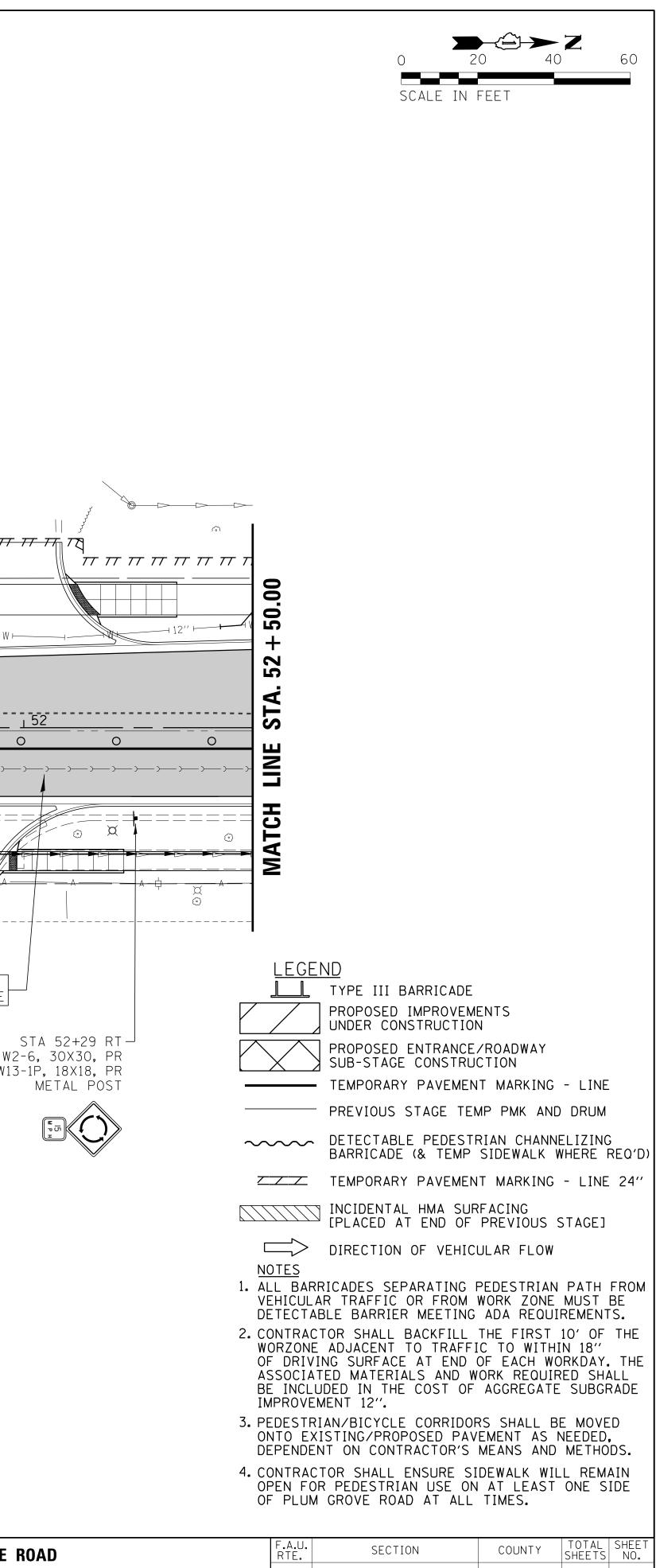
Έ	ROAD				RTE.	SECTION	COUNTY	SHEETS	NO.
ΔF	FIC STAC	F 28			2582	14-00115-01-PV	СООК	274	88
							CONTRAC	T NO. (	61E16
TS	STA. 47+	50.00 T	O STA.	52+60.00		ILLINOIS FED. A	ID PROJECT		

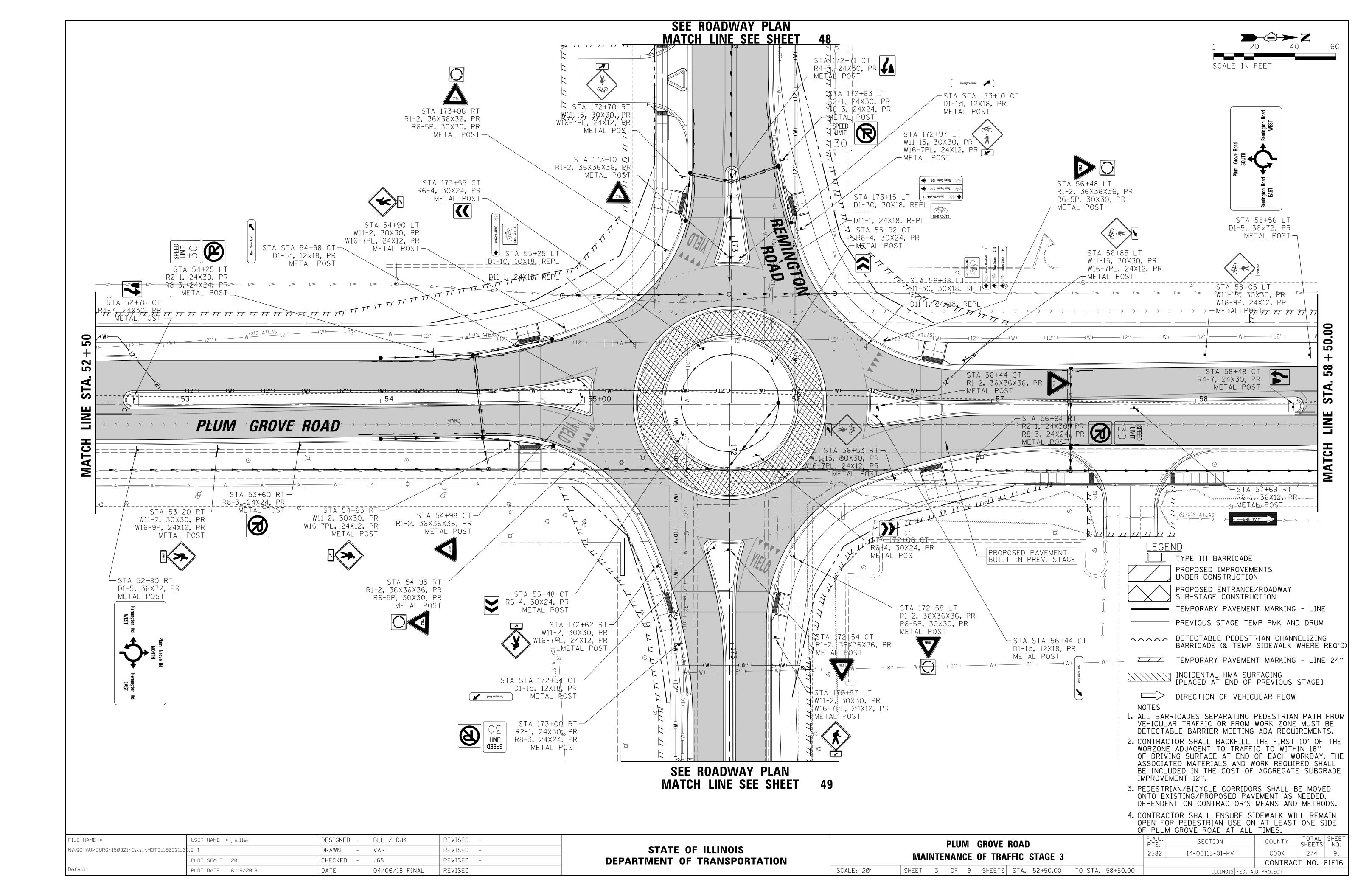
			0 20 40 60 Scale in Feet
	Golf Bobb Bobb Police P	PROPOSED PAVEMENT BUILT IN PREV. STAGE	1 % L
			<b>4 4 4 4 4 4 4 4 4 4</b>
PLUM GROVE ROAD	AWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD MWRD		
		STA 47+04 RT W4-2R, 36X36, PR METAL POST	LEGEND L TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION
			<ul> <li>PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION</li> <li>TEMPORARY PAVEMENT MARKING - LINE</li> <li>PREVIOUS STAGE TEMP PMK AND DRUM</li> <li>DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (&amp; TEMP SIDEWALK WHERE REQ'D)</li> <li>TEMPORARY PAVEMENT MARKING - LINE 24"</li> <li>INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]</li> </ul>
		1.	DIRECTION OF VEHICULAR FLOW <u>NOTES</u> ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12''.
FILE NAME =       USER NAME = jmiller       DESIGNED -       BLL / DJK       REVISED -         N:\SCHAUMBURG\150321\Civil\M0T3_1503210       .SHT       DRAWN -       VAR       REVISED -         Default       PLOT SCALE = 20'       CHECKED -       JGS       REVISED -         Default       PLOT DATE = 6/19/2018       DATE -       04/06/18 FINAL       REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	3.	PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.F.A.U. RTE.SECTION258214-00115-01-PVCONTRACT NO. 61E16

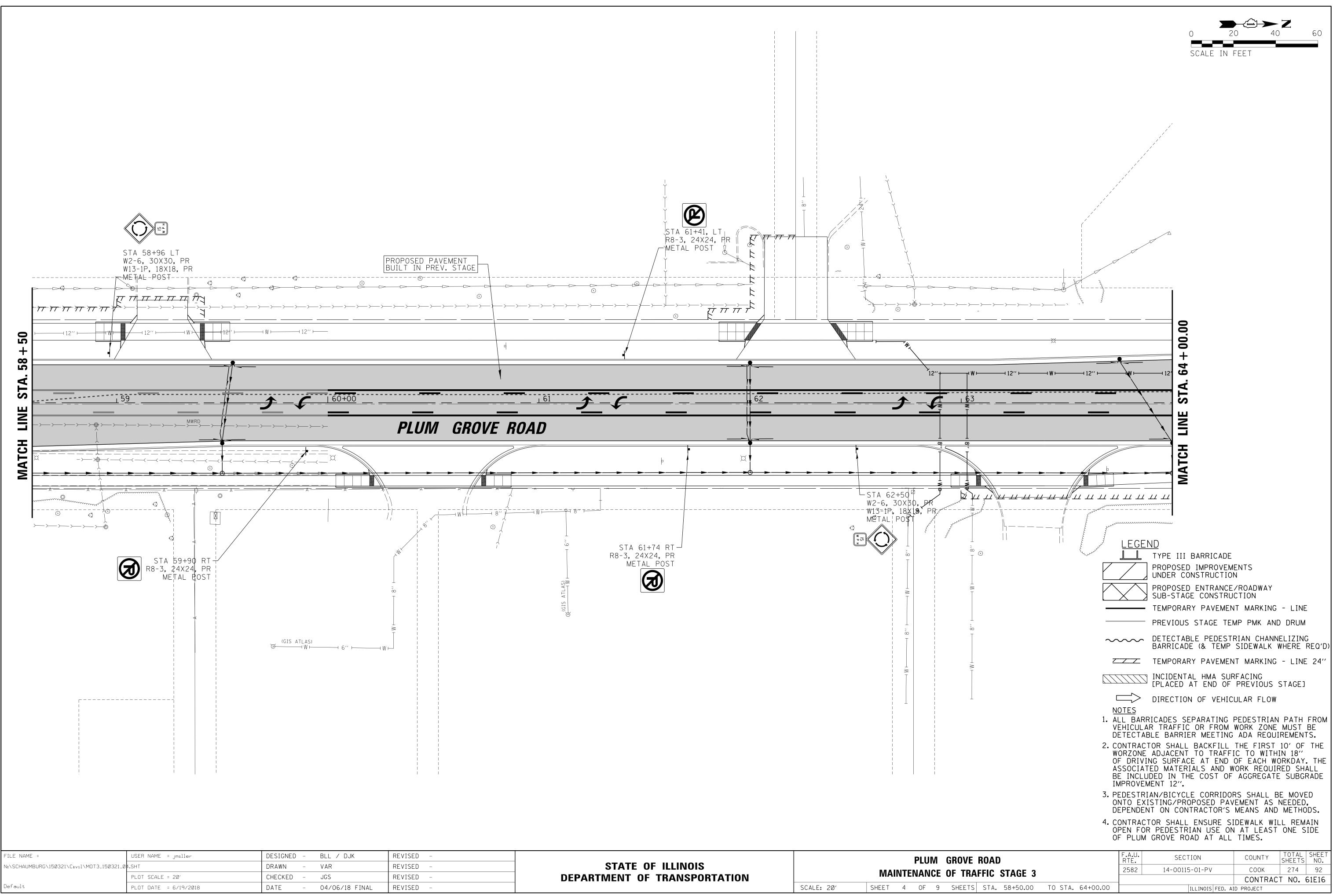
<b>JOS</b> <b>JOS</b>		PROPOSED PAVEMENT BUILT IN PREV. STAGE
<u>L45</u> BEGIN RECON STA 45+86.5	+00 NSTRUCTION PROJECT BEGINS	$ \begin{array}{c} & & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & & \\ & & \\ & & \\ & & & \\ & & \\ & & & \\ & & \\ & & & \\ & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & $
		STA 47+ W4-2R, 36X METAL
		 PLUM GROVE I



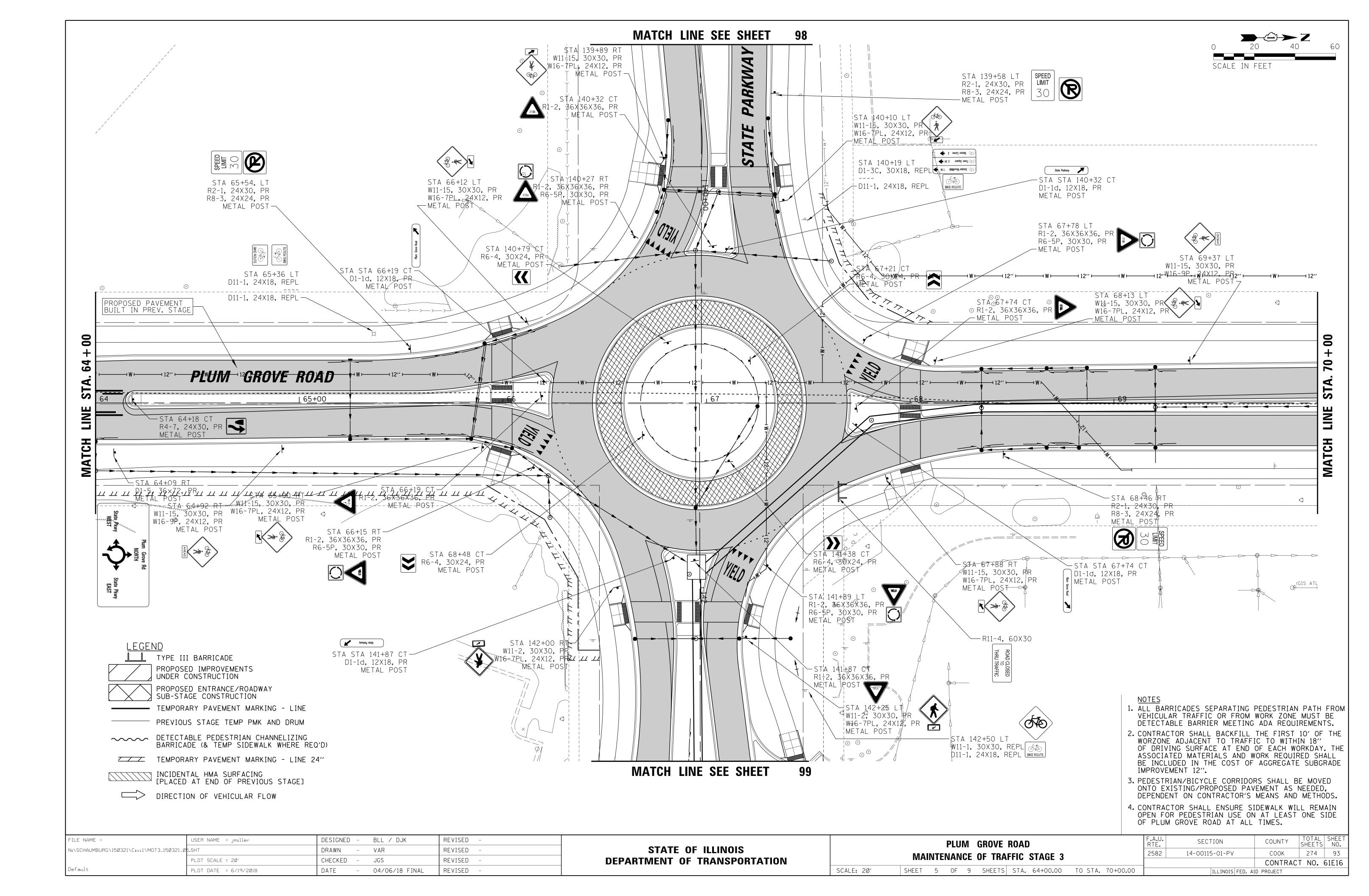
9+54 LT       X         74424       74897         7455       77897         7905       777897         7905       777897         7905       777897         7905       777897         7905       777897         7905       777897         7905       777897         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7905       7777         7907       7777         7907       7777         7907       7777         7907       7777         7907       7777         7907       7777         7907       7777					CALE IN FEET
			EMENT	J	EGEND TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE PREVIOUS STAGE TEMP PMK AND DRUM DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REO'D TEMPORARY PAVEMENT MARKING - LINE 24" INCIDENTAL HMA SURFACING IPLACED AT END OF PREVIOUS STAGEJ DIRECTION OF VEHICULAR FLOW TES BARRICADES SEPARATING PEDESTRIAN PATH FROM HICULAR TRAFFIC OR FROM WORK ZONE MUST BE TECTABLE BARRIER MEETING ADA REQUIREMENTS. NITRACTOR SHALL BACKFILL THE FIRST 10' OF THE SOCIATED MATERIALS AND WORK REQUIRED SHALL INCLUDED IN THE COST OF AGGREGATE SUBGRADE PROVEMENT 12". DESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED TO EXISTING/PROPOSED PAVEMENT AS NEEDED, PENDENT ION CONTRACTOR'S MEANS AND METHODS. NITRACTOR SHALL ENSURE SIDEWALK WILL REMAIN NITRACTOR SHALL ENS
STATE OF ILLINOIS DEPARTMENT OF TRANSPO	SCALE: 20'	MAINTENANCE	GROVE ROAD OF TRAFFIC STAGE 3 SHEETS STA. 47+50.00		F.A.U. SECTION COUNTY TOTAL SHEE RTE. 2582 14-00115-01-PV COOK 274 90 CONTRACT NO. 61E16 ILLINOIS FED. AID PROJECT

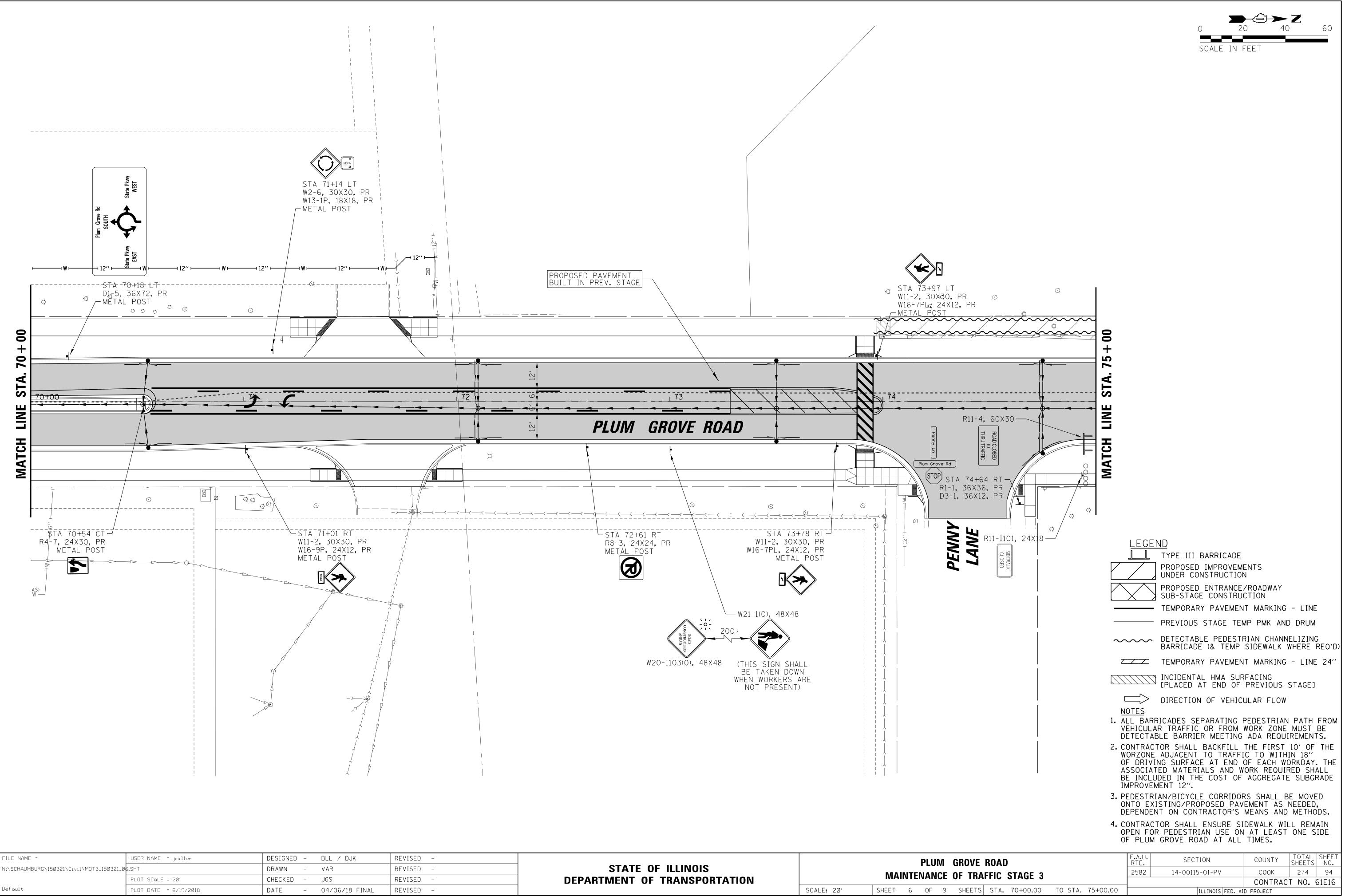






				PLU	М	GROVE
STATE OF ILLINOIS						
DEPARTMENT OF TRANSPORTATION		IVIA	INIE	NAN	UE	OF TR/
	SCALE: 201	SHEET	Δ	OF	g	SHEETS

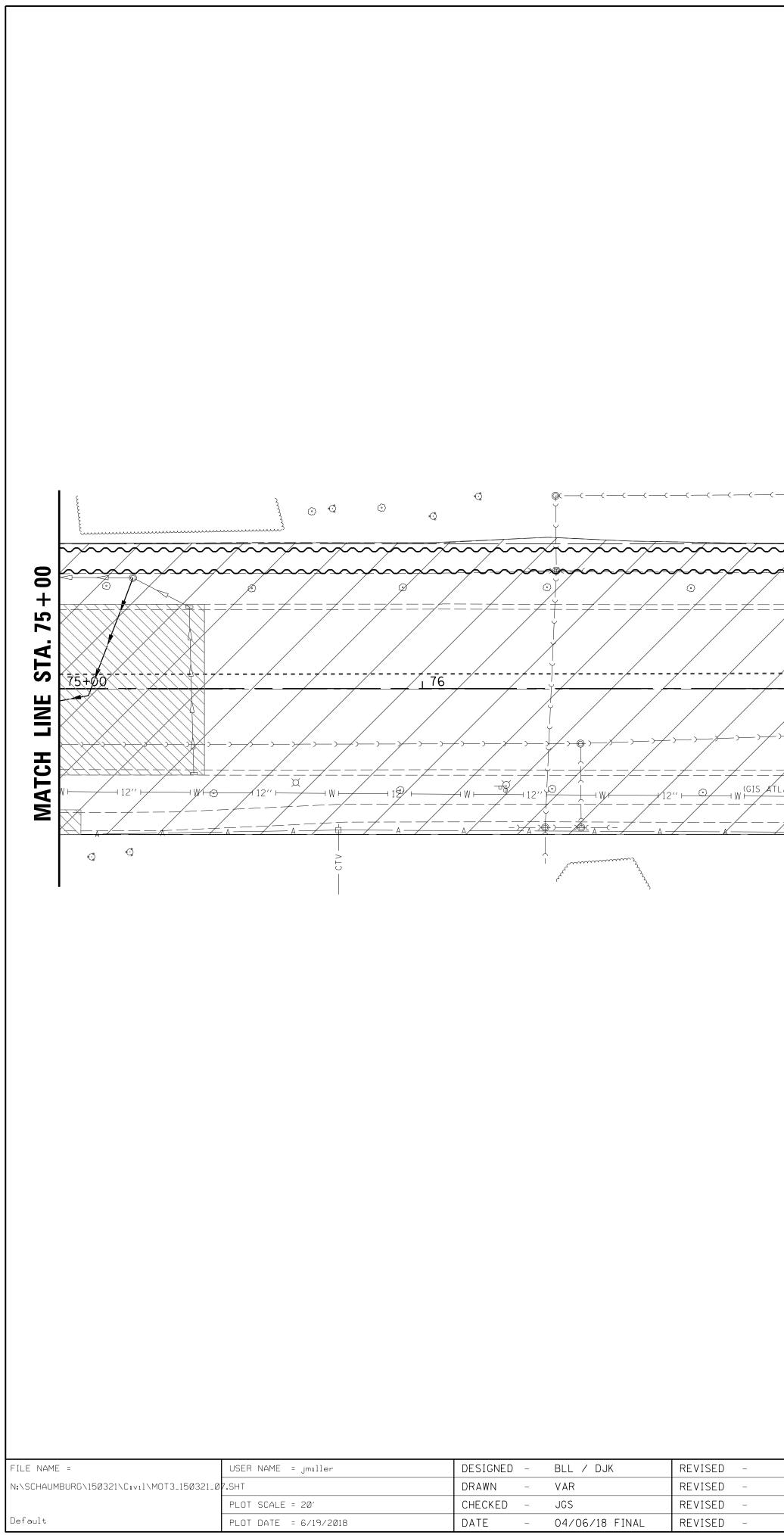




STATE OF ILLINOIS		PLUM GROVE
 DEPARTMENT OF TRANSPORTATION		MAINTENANCE OF TRA
	SCALE, 201	

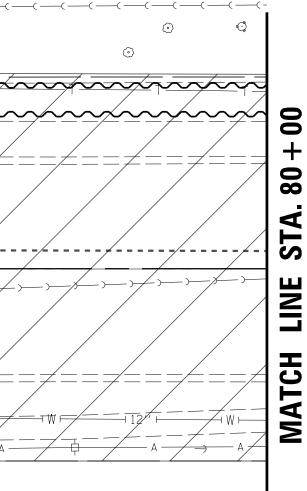
		ן אבע	
0	20	40	60

L NUAD				NIC.				SHELIS	NO.
RAFFIC 9	STA.         70+00.00         TO         STA.         75+00.00	2582	14-00115-01-PV		СООК	274	94		
							CONTRAC	T NO.	61E16
TS STA.	70+00.00	TO STA.	75+00.00		ILLINOIS	FED. AI	D PROJECT		

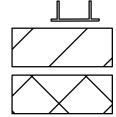


10'' +	WILEY FARM COURT		
	TATE OF ILLINOIS Ent of transport <i>i</i>	MAINTEN	PLUM GROVE IANCE OF TRA OF 9 SHEETS

				- Z	
0		20	4	0	60
SCALE	ΙN	FEET			



<u>LEGEND</u>



TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY

SUB-STAGE CONSTRUCTION

TEMPORARY PAVEMENT MARKING - LINE

PREVIOUS STAGE TEMP PMK AND DRUM

----- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)

TEMPORARY PAVEMENT MARKING - LINE 24"

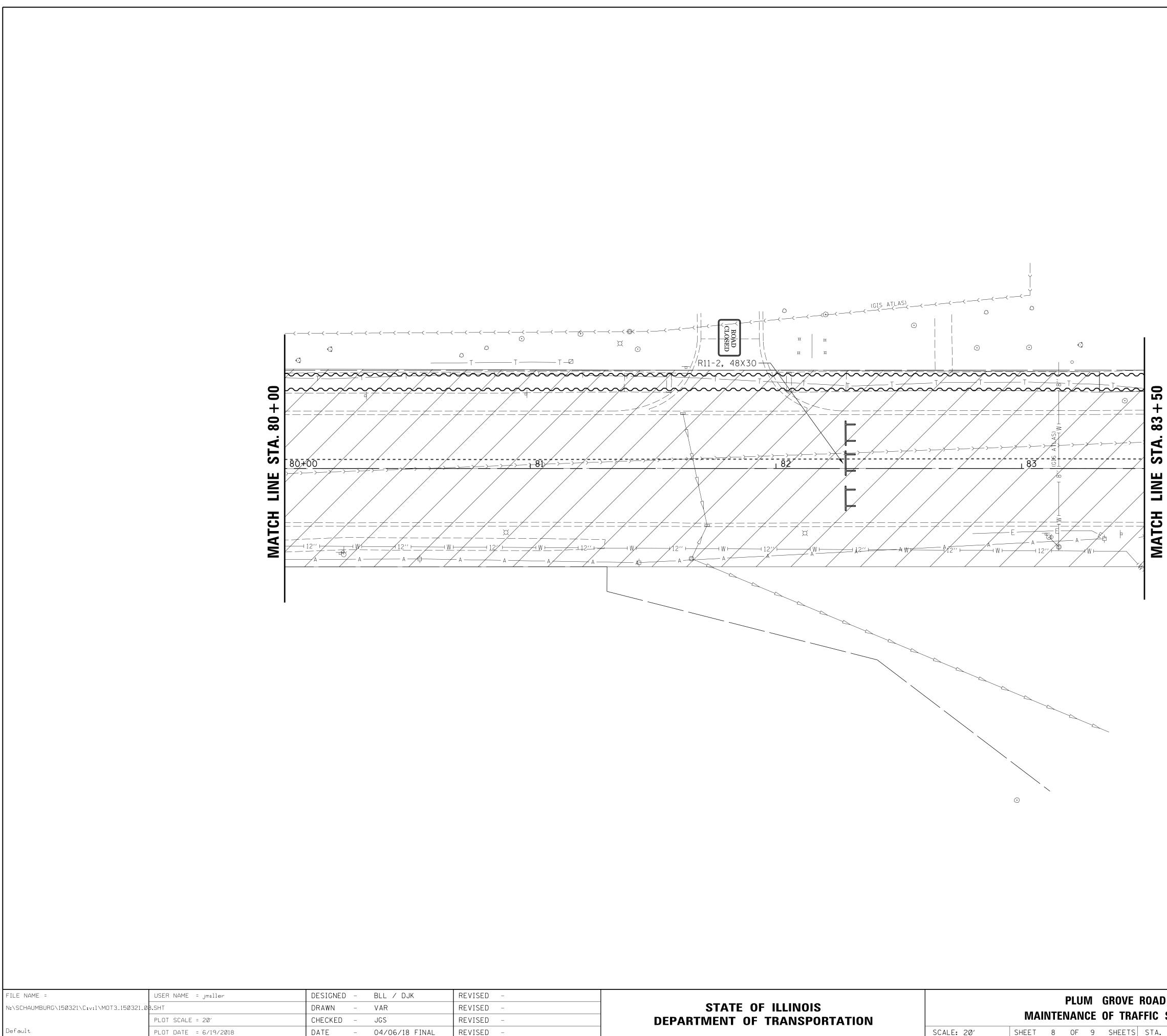
INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]

DIRECTION OF VEHICULAR FLOW

- NOTES 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
- 2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18'' OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12''.

3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.

Έ	ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RΔ	FFIC S	STAGE 3		2582	14-00115-01-PV	СООК	274	95
						CONTRAC	T NO. (	61E16
TS STA. 75+00.00 TO STA. 80+00.00					ILLINOIS FED. AI	D PROJECT		

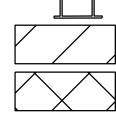


				UNUVE NOAD AT AL			
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLUM GROVE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MAINTENANCE OF TRAFFIC STAGE 3	2582	14-00115-01-PV	СООК	274	96
					CONTRA	CT NO. 6	ô1E16
	SCALE: 20'	SHEET 8 OF 9 SHEETS STA. 80+00.00 TO STA. 83+50.00		ILLINOIS FED.	AID PROJECT		

			<u> </u>	- Z	
0	2	20	4	0	60
SCALE	ΙN	FEET			

## + S 8 4 Ś LINE MATCH





TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION

PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION

TEMPORARY PAVEMENT MARKING - LINE

PREVIOUS STAGE TEMP PMK AND DRUM

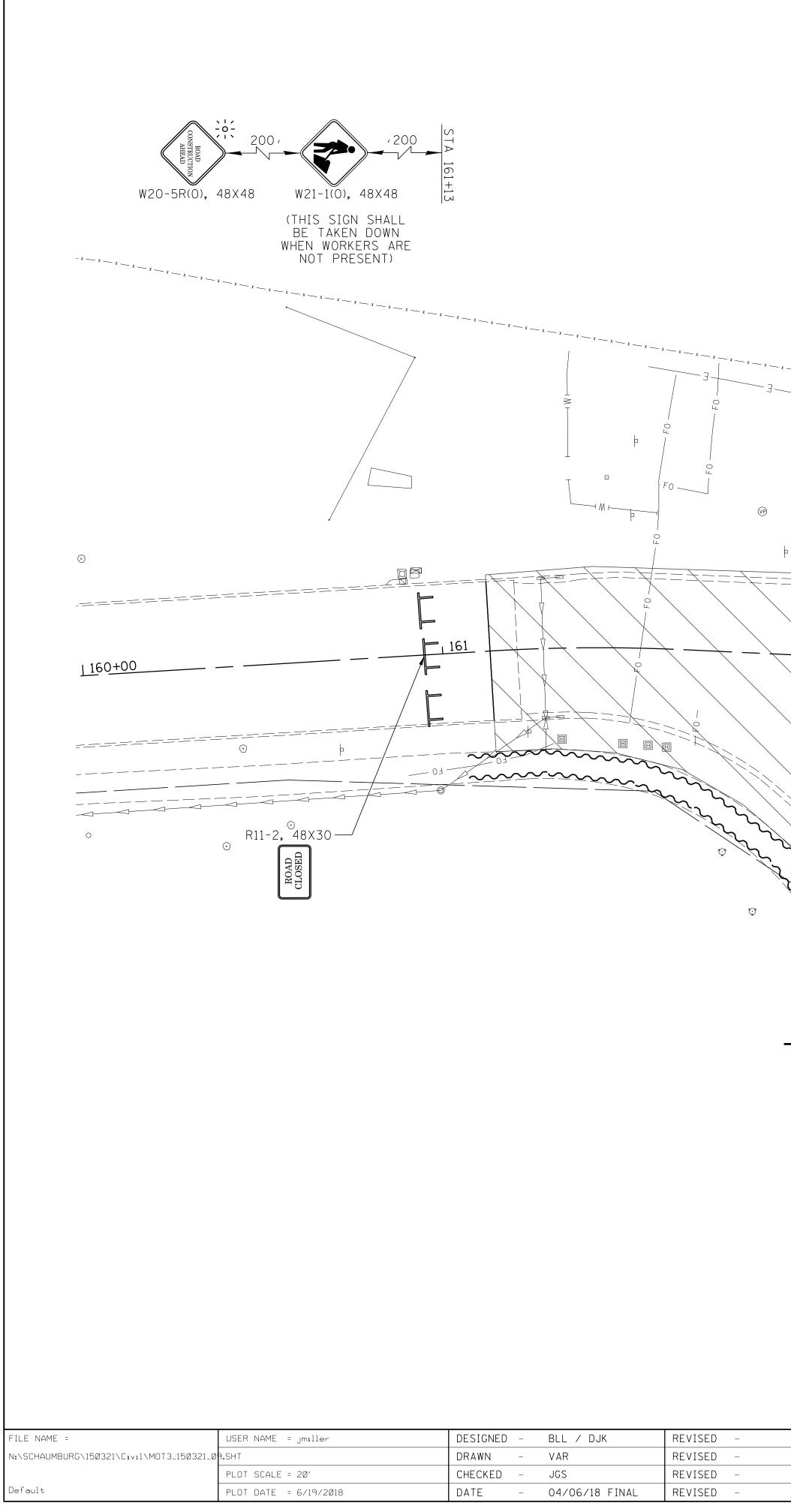
→→→→ DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (& TEMP SIDEWALK WHERE REQ'D)

TEMPORARY PAVEMENT MARKING - LINE 24"

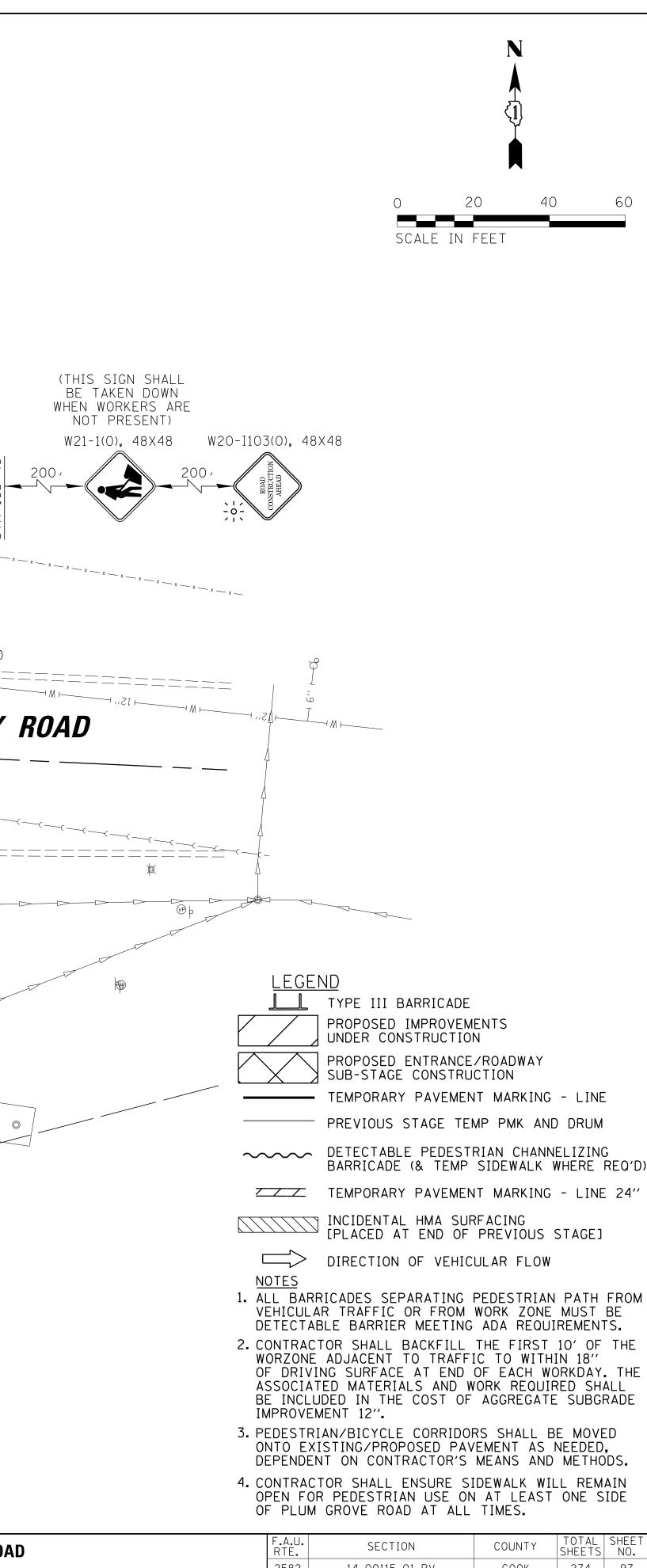
INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]

 $\square$ DIRECTION OF VEHICULAR FLOW

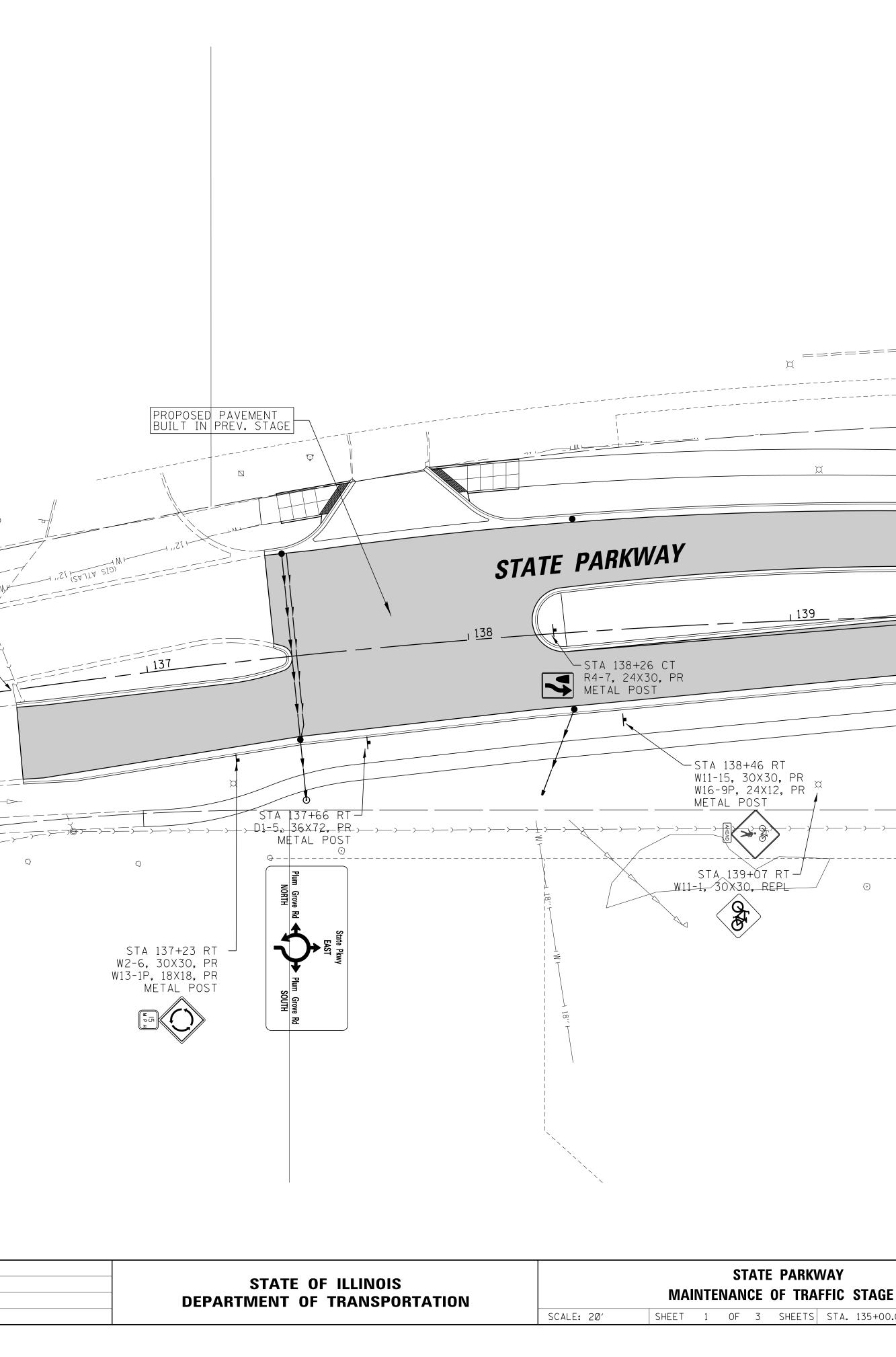
- <u>NOTES</u> 1. ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.
- 2. CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE WORZONE ADJACENT TO TRAFFIC TO WITHIN 18" OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12".
- 3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.

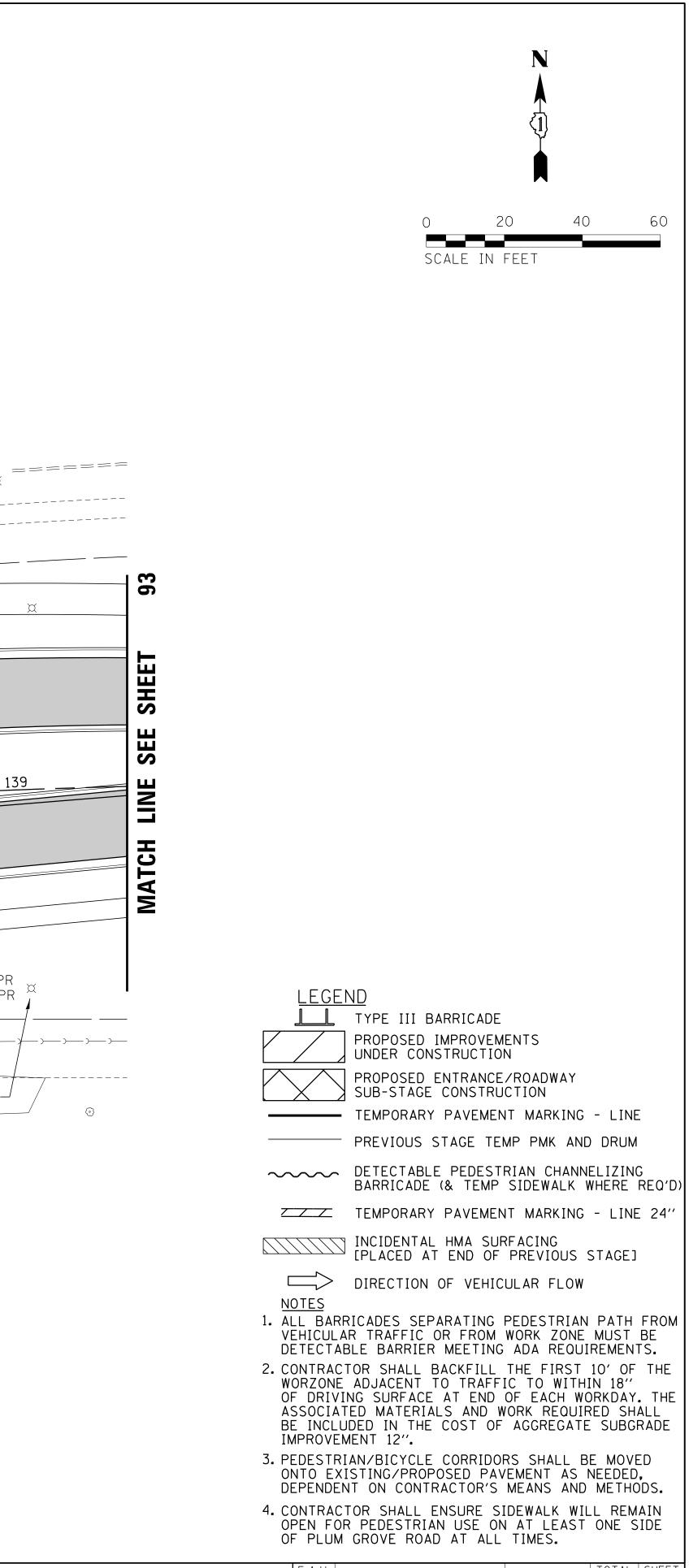


			0 20 40 60 Scale in Feet
$E = \sum_{x = x} x = x = x = x = x = x = x = x = x$		(THIS SIGN SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT) W21-1(0), 48X48 W	20-I103(0), 48×48
€		R11-2, 48×30 R11-2, 48×30 <i>NUILEY ROAD</i>	
			LEGEND L TYPE III BARRICADE PROPOSED IMPROVEMENTS UNDER CONSTRUCTION PROPOSED ENTRANCE/ROADWAY SUB-STAGE CONSTRUCTION TEMPORARY PAVEMENT MARKING - LINE
MATCH LIN	E STA. 83 + 50		<ul> <li>PREVIOUS STAGE TEMP PMK AND DRUM</li> <li>DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE (&amp; TEMP SIDEWALK WHERE REQ'D)</li> <li>TEMPORARY PAVEMENT MARKING - LINE 24"</li> <li>INCIDENTAL HMA SURFACING [PLACED AT END OF PREVIOUS STAGE]</li> <li>DIRECTION OF VEHICULAR FLOW</li> <li>NOTES</li> <li>ALL BARRICADES SEPARATING PEDESTRIAN PATH FROM VEHICULAR TRAFFIC OR FROM WORK ZONE MUST BE DETECTABLE BARRIER MEETING ADA REQUIREMENTS.</li> <li>CONTRACTOR SHALL BACKFILL THE FIRST 10' OF THE</li> </ul>
	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILEY ROAD         MAINTENANCE OF TRAFFIC STAGE 3         SCALE: 20'       SHEET 9 OF 9 SHEETS STA. 160+00.00 TO STA. 164+	WORZONE ADJACENT TO TRAFFIC TO WITHIN 18" OF DRIVING SURFACE AT END OF EACH WORKDAY. THE ASSOCIATED MATERIALS AND WORK REQUIRED SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12".3. PEDESTRIAN/BICYCLE CORRIDORS SHALL BE MOVED ONTO EXISTING/PROPOSED PAVEMENT AS NEEDED, DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN OPEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE OF PLUM GROVE ROAD AT ALL TIMES.F.A.U. RTE.SECTIONCOUNTYTOTAL SHEET NO.258214-00115-01-PVCONTRACT NO. 61E16+00.00
			2582 14-00115-01-PV COOK 274 97 CONTRACT NO. 61E16

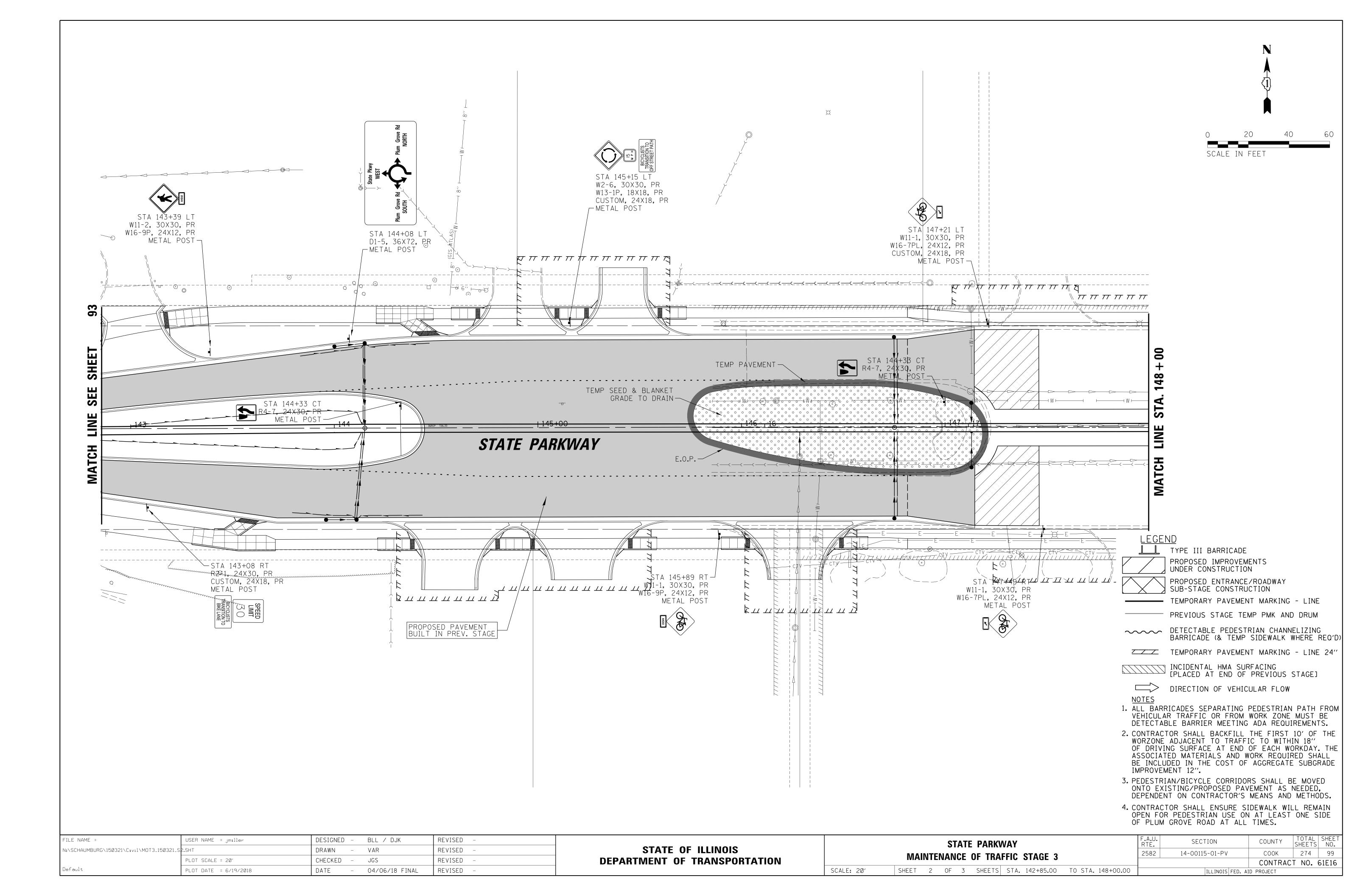


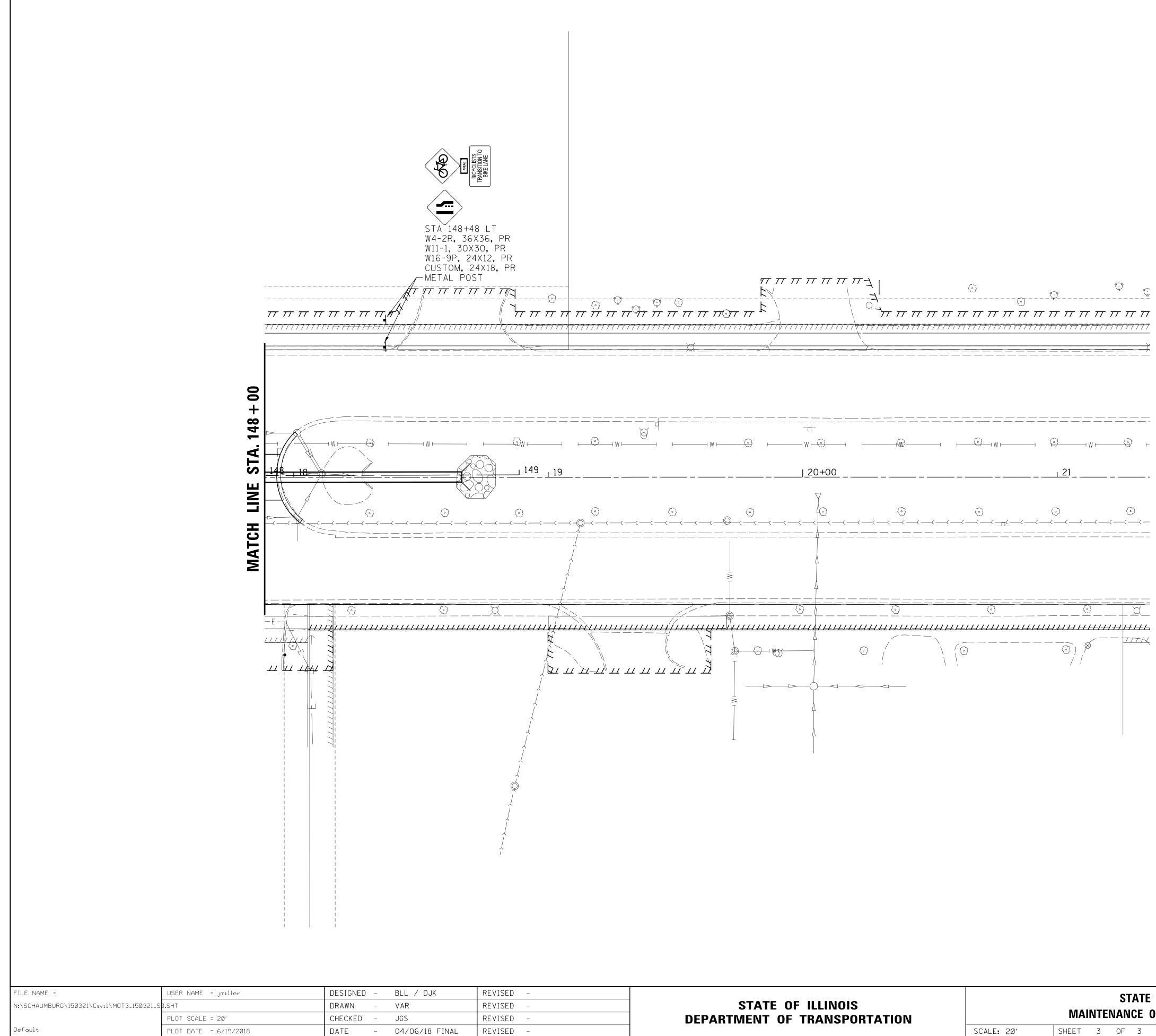
N:\SCHAUMBURG\150321\C1v11\MOT3_150321_S	.SHT PLOT SCALE = 20'	DRAWN – CHECKED –	VAR JGS	REVISED – REVISED –
FILE NAME =	USER NAME = jmiller	DESIGNED -	BLL / DJK	REVISED -
FILE NAME =	USER NAME = jmiller	DESIGNED -	BLL / DJK	REVISED -
	' 180′ OUTSIDE W4-2R, 36X36, METAL POST	PROJECT LIMIT	S	
	STA 134+75 R	Т		
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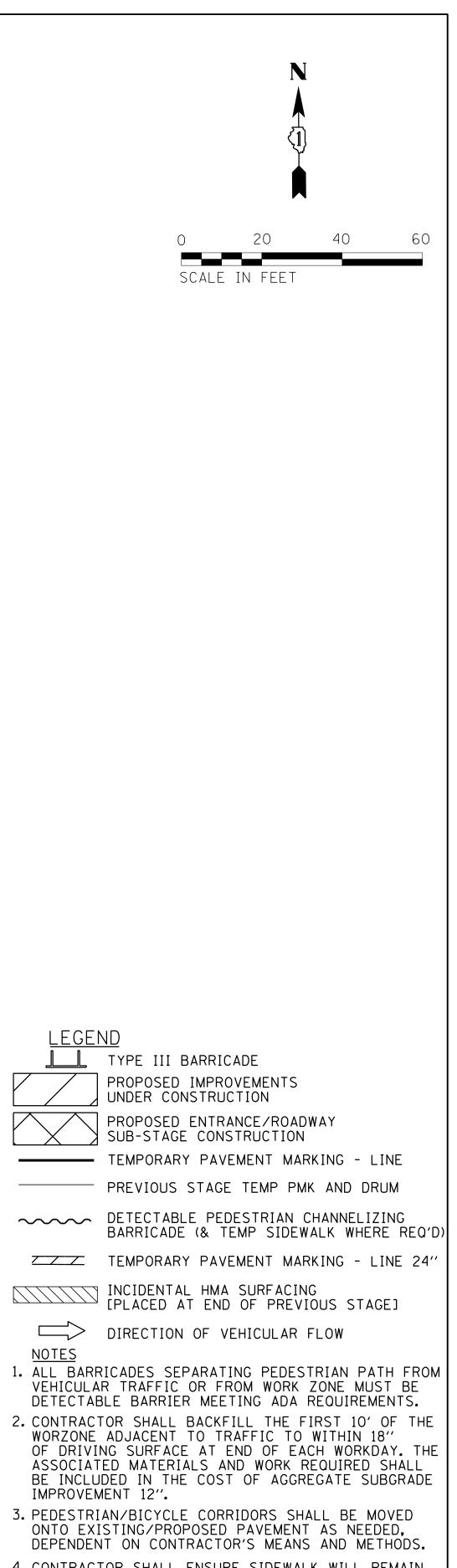


RKV	VAY		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
RAFFIC STAGE 3		2582	14-00115-01-PV	СООК	274	98			
					CONTRAC	T NO.	61E16		
TS	STA. 135+00.00	TO STA. 139+35.00	ILLINOIS FED. AID PROJECT						





				PEN FOR PEDESTRIAN USE ON AT LEAST ONE SIDE F PLUM GROVE ROAD AT ALL TIMES.						
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ST	ATE PARK	WAY		F.A.U. RTE.	SECTION	COUNTY	SHEETS	SHEET NO.
		MAINTENANCE OF TRAFFIC STAGE 3				2582	14-00115-01-PV	COOK CONTRA	274 CT NO. (	<u>100</u> 61E16
	SCALE: 20'       SHEET 3 OF 3 SHEETS       STA. 148+00.00       TO STA. 152+00.00       ILLINOIS FED. AID PROJECT									



4. CONTRACTOR SHALL ENSURE SIDEWALK WILL REMAIN