

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF GRAYSLAKE

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
F.A.U. 0198 ATKINSON ROAD
FROM F.A.U. 3713 BRAE LOCH ROAD TO
F.A.U. 1223 WASHINGTON STREET
RESURFACING AND
RECONSTRUCTION IMPROVEMENTS
SECTION NO.: 09-00058-00-RS
PROJECT NO.: M-9003 (485)
JOB NO.: C-91-073-10
LAKE COUNTY**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	1
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED AID PROJECT		
1		M-9003 (485)		
CONTRACT NO. 63498				



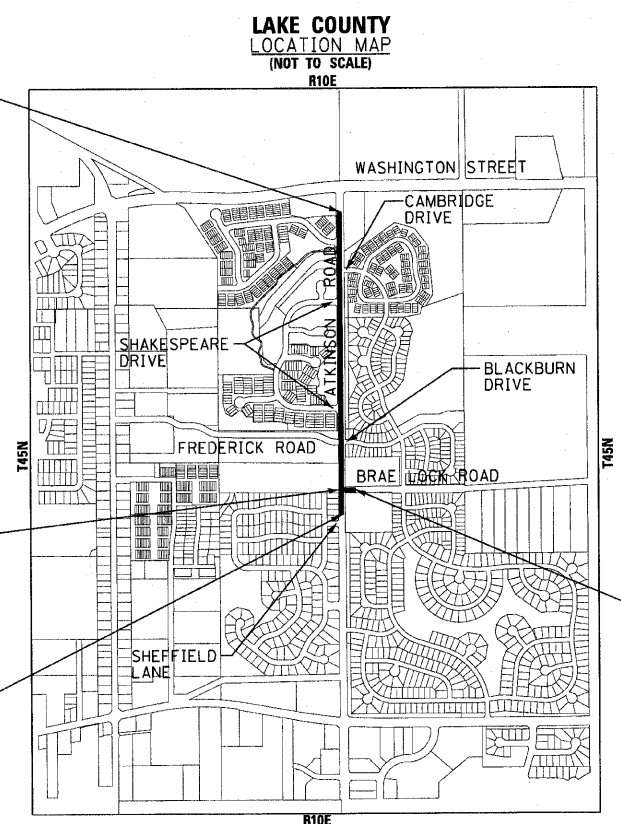
LOCATION OF SECTION INDICATED THIS:

**PROJECT NO.: M-9003 (485)
F.A.U. ROUTE 0198
ATKINSON ROAD
END IMPROVEMENTS
STA 82 + 10.00**

**PROJECT NO.: M-9003 (485)
F.A.U. ROUTE 3713
BRAE LOCH ROAD
BEGIN IMPROVEMENTS
STA 10 + 00.00**

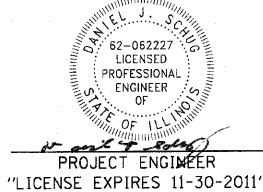
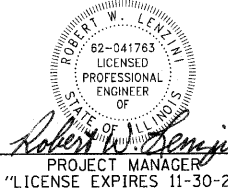
**PROJECT NO.: M-9003 (485)
F.A.U. ROUTE 0198
ATKINSON ROAD
BEGIN IMPROVEMENTS
STA 47 + 70.00**

**PROJECT NO.: M-9003 (485)
F.A.U. ROUTE 3713
BRAE LOCH ROAD
END IMPROVEMENTS
STA 10 + 89.00**

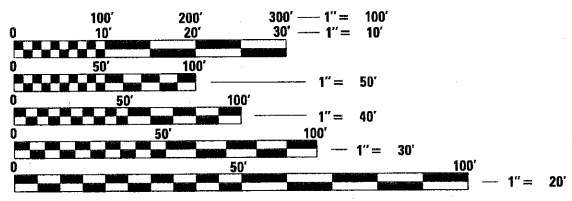


SECTION 25, T45, R10E OF THE THIRD PRINCIPAL MERIDIAN

AVON TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 3,440 LF OR 0.65 MILES
NET LENGTH OF IMPROVEMENT = 3,440 LF OR 0.65 MILES



TRAFFIC DATA
ATKINSON ROAD
POSTED & DESIGN SPEED = 40 MPH
2009 ADT = 11,320
COLLECTOR



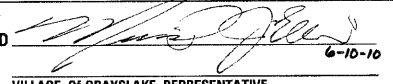
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

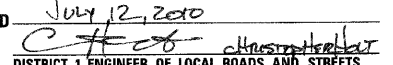
J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A2020644

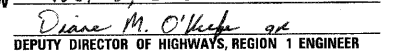


CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = LAKE
CITY-TWNSHP. = AVON
SEC. & 1/4 SEC. NO. = SEC 25, TWP 45 R. 10
48 HOURS (2 working days) BEFORE YOU DIG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED  6-10-10
VILLAGE OF GRAYSLAKE, REPRESENTATIVE

PASSED July 12, 2010

DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW July 15, 2010

DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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

BAXTER & WOODMAN, INC. PROFESSIONAL ENGINEERING FIRM LICENSE NO. 019-000073 EXPIRES 4/20/2011 PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406, SCHAUMBURG, IL

CONTRACT NO. 63498

Burlington, Wisconsin	Chicago, Illinois	Crystal Lake, Illinois	DeKalb, Illinois	Grayslake, Illinois	Itasca, Illinois	Madison, Wisconsin	Mokena, Illinois	Plainfield, Illinois
262.763.7834	312.578.0050	815.459.1260	815.787.3111	847.223.5088	630.773.1870	608.347.1542	708.478.2090	815.609.7425

(OFFICE WHICH PREPARED PLANS)

BENCHMARK LIST

B.M. #7	SOUTHWEST FLANGE BOLT OF FIRE HYDRANT ON WEST SIDE OF ATKINSON ROAD AT BRAE LOCH ROAD ELEV = 783.66
B.M. #9	RAILROAD SPIKE IN POWER POLE ON THE WEST SIDE OF ATKINSON ROAD APPROXIMATELY 100 FT SOUTH OF SHEFFIELD. ELEV = 786.96
B.M. #11	RAILROAD SPIKE IN POWER POLE AT THE SOUTHWEST CORNER OF THE INTERSECTION OF FREDERICK ROAD AND ATKINSON ROAD. ELEV = 777.96
B.M. #12	RAILROAD SPIKE IN POWER POLE AT THE SOUTHWEST CORNER THE INTERSECTION OF SHAKESPEARE DRIVE SOUTH AND ATKINSON ROAD. ELEV = 775.01
B.M. #17	RAILROAD SPIKE IN POWER POLE AT THE SOUTHWEST CORNER OF THE INTERSECTION OF SHAKESPEARE DRIVE NORTH AND ATKINSON ROAD. ELEV = 775.39
B.M. #26	RAILROAD SPIKE IN POWER POLE ON THE SOUTH SIDE OF BRAE LOCH ROAD APPROXIMATELY 200 FT WEST OF CAMBRIDGE DRIVE. ELEV = 782.24
B.M. #32	RAILROAD SPIKE IN POWER POLE IN 4TH POWER POLE SOUTH OF NORTH SHAKESPEARE DRIVE IN WEST PARKWAY OF ATKINSON ROAD. ELEV = 773.42

HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-01	CATCH BASIN TYPE A
602301-02	INLET TYPE A
602306-02	INLET TYPE B
602401-02	MANHOLE TYPE A
602406-03	MANHOLE TYPE A 6' DIA (1.8 m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE I
604051-03	FRAME AND GRATE TYPE II
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-03	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720016-02	MAST ARM MOUNTED STREET NAME SIGNS
780001-02	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-04	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-08	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

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BD-02	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
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TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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 LICENSE NO. - 84-001021 - EXPIRES 4/30/2011
 USER: JLM
 6/27/2009



DESIGNED -	DJS	REVISED -	6-8-10 IDOT REVIEW
DRAWN -	LKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE	4-27-10	FILE	090772-Index-Stnds.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS

INDEX OF SHEETS, HIGHWAY STANDARDS AND BENCHMARKS

SCALE:

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	2
				CONTRACT NO. 63498
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
 2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES INCLUDING SPRINKLER SYSTEMS. EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS, ANY UTILITY OR SPRINKLER SYSTEM THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
 4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
 5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
 6. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
 7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
 8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
 9. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL. THIS WORK WILL BE PAID FOR AS TEMPORARY ACCESS OF THE TYPE SPECIFIED.
 10. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE PAY ITEM FOR COMBINATION CURB AND GUTTER REMOVAL. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
 11. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
 12. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, DRIVEWAY PAVEMENT REMOVAL, SIDEWALK REMOVAL OR COMBINATION CURB AND GUTTER REMOVAL.
 13. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
 14. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
 15. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
 16. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
 17. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
 18. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
 19. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE "ARMOR-TILE" 24"x48" NOMINAL PANEL WIDTH AS MANUFACTURED BY "ENGINEERED PLASTICS, INC." (800) 682-2525 OF WILLIAMSVILLE, NY OR AN APPROVED EQUAL. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
 20. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
21. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
 22. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.
 23. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE.
 24. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
 25. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
 26. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL. THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR SURFACE ELEVATION.
 27. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
 28. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
 29. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS."
 30. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
 31. THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH SEEDING CLASS 1A IN ACCORDANCE WITH SECTION 1081.03 RATHER THAN SALT TOLERANT SOD.
 32. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE PAID FOR AS FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) AND SHALL INCLUDE THE ADJUSTMENT OF FRAMES AND LIDS FOR STORM STRUCTURES, SANITARY MANHOLES, WATER VALVE VAULTS, AND ANY OTHER UTILITY MANHOLES LOCATED WITHIN THE EXISTING PAVEMENT TO REMAIN.
 33. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
 34. HMA RECREATIONAL PATHS AND PCC SIDEWALKS TO BE REMOVED SHALL BE PAID FOR AS SIDEWALK REMOVAL.
 35. DEWATERING IS ANTICIPATED FOR CONSTRUCTION WORK IN THE WETLAND AREAS. ALL DEWATERING SHALL BE IN ACCORDANCE WITH THE EROSION CONTROL PLANS AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
 36. THE PROPOSED STORM SEWER TRUNK LINE SHALL BE CONNECTED TO THE EXISTING STORM SEWER TRUNK LINE AT THE END OF EACH DAY SO THAT A CONTINUOUS STORM SEWER SYSTEM IS MAINTAINED DURING CONSTRUCTION. THESE TEMPORARY CONNECTIONS SHALL BE INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
 37. PULVERIZED MATERIAL SHALL BE STOCKPILED ON THE EXISTING PAVEMENT BETWEEN THE NORTH RECONSTRUCTION LIMITS AND NORTH SHAKESPEARE DRIVE.
 38. FRAMES AND GRATES OR LIDS THAT ARE REMOVED AS PART OF ADJUSTMENTS OR REMOVALS SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS FACILITY. THE CONTRACTOR SHALL SCHEDULE A DELIVERY DATE AND TIME WITH THE VILLAGE PRIOR TO DELIVERY. THIS WORK SHALL BE INCLUDED IN THE STRUCTURE ADJUSTMENT OR REMOVAL.
 39. ALL AGGREGATE USED ON PROJECT SHALL BE CRUSHED MATERIAL.
 40. ANY DAMAGE DONE TO WATER MAIN, (VILLAGE OWNED OR OWNED BY OTHERS) WATER SERVICES, SANITARY SEWER, OR SANITARY SEWER SERVICES NOT CONSIDERED IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE.
 41. MATERIALS, STRUCTURES, OR MACHINES SHALL NOT BE STORED WHERE THEY WILL OBSTRUCT STREET CROSSINGS OR DRIVEWAY SIGHTLINES.
 42. CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS SHALL BE REMOVED AND REPLACED WITHIN 3 DAYS.
 43. REMOVAL AND REPLACEMENT OF CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS FOR COMMERCIAL OR MULTIFAMILY DWELLINGS SHALL BE STAGED TO MAINTAIN CONTINUOUS ACCESS.
 44. THE CONTRACTOR SHALL CONTACT THE CENTRAL LAKE COUNTY JOINT ACTION WATER AGENCY (CLCJAWA) AT (847)980-8947 72 HOURS PRIOR TO ADJUSTING ANY CLCJAWA UTILITY STRUCTURES (30" WATER MAIN).

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DRAWN -	LKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	090772-GEN-NTES.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS

GENERAL NOTES

SCALE: STA. TO STA.

F.A.U. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	3
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY I000-2A	TRAFFIC SIGNALS Y031-1F
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	95	95	-
20101100	TREE TRUNK PROTECTION	EACH	4	4	-
* 20101200	TREE ROOT PRUNING	EACH	4	4	-
* 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	4	4	-
* 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	4	4	-
20200100	EARTH EXCAVATION	CU YD	1,446	1,446	-
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	387	387	-
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	171	171	-
20800150	TRENCH BACKFILL	CU YD	3,005	3,005	-
21001000	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	469	469	-
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,958	2,958	-
* 25000110	SEEDING, CLASS 1A	ACRE	0.15	0.15	-
* 25000210	SEEDING, CLASS 2A	ACRE	0.49	0.49	-
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	60	60	-
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	60	60	-
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	60	60	-
* 25100630	EROSION CONTROL BLANKET	SQ YD	2,958	2,958	-
* 25200200	SUPPLEMENTAL WATERING	UNIT	38	38	-
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100	-
28000400	PERIMETER EROSION BARRIER	FOOT	3,233	3,233	-
28000510	INLET FILTERS	EACH	31	31	-
28000700	MULCH, METHOD 1	ACRE	1.00	1.00	-
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	2,392	2,392	-
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	98	98	-
35100040	STOCKPILING SALVAGED AGGREGATE	CU YD	843	843	-
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	109	109	-
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	198	198	-
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	10	10	-
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	40	40	-
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	2,020	2,020	-

* INDICATES SPECIALTY ITEM

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CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	090772-SMY-QTY-1.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)			CONTRACT NO. 63498	

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 1000-2A	TRAFFIC SIGNALS Y031-1F
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	56	56	-
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,854	3,854	-
40600300	AGGREGATE (PRIME COAT)	TON	64	64	-
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3	-
X406 0826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	603	603	-
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	159	159	-
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	31	31	-
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,363	1,363	-
42001300	PROTECTIVE COAT	SQ YD	399	399	-
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	103	103	-
42400800	DETECTABLE WARNINGS	SQ FT	80	80	-
44000100	PAVEMENT REMOVAL	SQ YD	23	23	-
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	13,040	13,040	-
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	100	-
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,565	1,565	-
44000600	SIDEWALK REMOVAL	SQ FT	1,675	1,675	-
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	587	587	-
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	131	131	-
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	131	131	-
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	652	652	-
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	392	392	-
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	12	12	-
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	245	245	-
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	12	12	-
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	281	281	-
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	376	376	-
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	72	72	-
55100500	STORM SEWER REMOVAL 12"	FOOT	168	168	-
55100700	STORM SEWER REMOVAL 15"	FOOT	7	7	-
55101400	STORM SEWER REMOVAL 30"	FOOT	289	289	-

* INDICATES SPECIALTY ITEM

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 DATE: 4/27/10



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DATE -	4-27-10	FILE -	090772-SMY-QTY-2.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	5
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY I000-2A	TRAFFIC SIGNALS Y031-1F
55101600	STORM SEWER REMOVAL 36"	FOOT	613	613	-
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	16	16	-
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2	2	-
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	-
60222000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1	-
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5	-
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	9	9	-
60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	1	1	-
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5	5	-
60255500	MANHOLES TO BE ADJUSTED	EACH	3	3	-
60260100	INLETS TO BE ADJUSTED	EACH	4	4	-
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2	-
60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2	-
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10	10	-
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1	-
60500040	REMOVING MANHOLES	EACH	3	3	-
60500050	REMOVING CATCH BASINS	EACH	2	2	-
60500060	REMOVING INLETS	EACH	5	5	-
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,605	1,605	-
67100100	MOBILIZATION	L SUM	1	1	-
70101900	TRAFFIC CONTROL AND PROTECTION (DETOUR 1)	L SUM	1	1	-
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	-
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1	-
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	-
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	-
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3,097	3,097	-
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,033	1,033	-
72000100	SIGN PANEL - TYPE 1	SQ FT	27	-	27
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	296	296	-

* INDICATES SPECIALTY ITEM

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DRAWN - UKB	REVISED - 7-12-10 IDOT REVIEW
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**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	6
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 1000-2A	TRAFFIC SIGNALS Y031-1F
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,880	9,880	-
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,617	1,617	-
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	940	940	-
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	155	155	-
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	425	-	425
* 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	41	-	41
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	20	-	20
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	201	-	201
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	184	-	184
* 81400100	HANDHOLE	EACH	6	-	6
* 81400200	HEAVY-DUTY HANDHOLE	EACH	1	-	1
* 81400300	DOUBLE HANDHOLE	EACH	1	-	1
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	471	-	471
* 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1	-	1
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	368	-	368
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	635	-	635
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,155	-	1,155
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	338	-	338
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	977	-	977
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	87	-	87
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	1	-	1
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1	-	1
* 87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1	-	1
* 87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	2	-	2
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8	-	8
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	-	4
* 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	37	-	37
* 88000160	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3	-	3
* 88000170	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5	-	5
* 88000290	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1	-	1

* INDICATES SPECIALTY ITEM

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 LICENSE NO. 384-0541-08-00001-0
 DATE 04/05/2008
 PROJECT: VILLAGE OF GRAYSLAKE, ILLINOIS, US090772-SMY-0TY-4.dgn
 PLOT: GRAYSLAKE VILLAGE, US090772-SMY-0TY-4.dgn



DESIGNED -	DJS	REVISED -	6-8-10 IDOT REVIEW
DRAWN -	UKB	REVISED	
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DATE -	4-27-10	FILE -	090772-SMY-0TY-4.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	7
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY I000-2A	TRAFFIC SIGNALS Y031-1F
* 88000490	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1	-	1
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4	-	4
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	6	-	6
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	5	-	5
* 88600100	DETECTOR LOOP, TYPE I	FOOT	304	-	304
* 88700200	LIGHT DETECTOR	EACH	2	-	2
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1	-	1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	4	-	4
* A2004816	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2	-
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	-
* B2005416	TREE, PRUNUS VIRGINIANA SCHUBERT (SCHUBERT CHOKEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2	-
* B2006116	TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3	-
△ Z0076600	TRAINEES	HOUR	500	500	-
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	-
X0326861	PULVERIZATION	SQ YD	2,020	2,020	-
X0320139	TEMPORARY CONSTRUCTION FENCE	FOOT	1,380	1,380	-
X0322033	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	146	146	-
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	390	390	-
X0325279	CLASS SI CONCRETE (MISCELLANEOUS)	CU YD	9	9	-
X0325608	GEOSYNTHETIC REINFORCEMENT	SQ YD	2,471	2,471	-
X0325391	EXPANDED POLYSTYRENE FILL	CU YD	1,712	1,712	-
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1	-
* X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	-	1
* X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1	-	1
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	998	-	998
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	232	-	232

* INDICATES SPECIALTY ITEM
 △ Y080

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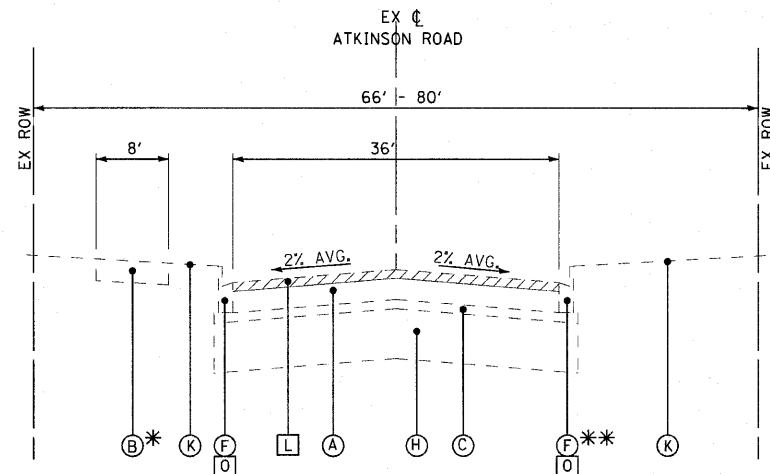
DESIGNED -	DJS	REVISED -	6-8-10 IDOT REVIEW
DRAWN -	UKB	REVISED -	
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DATE -	4-27-10	FILE -	090772-SMY-QTY-5.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

SUMMARY OF QUANTITIES

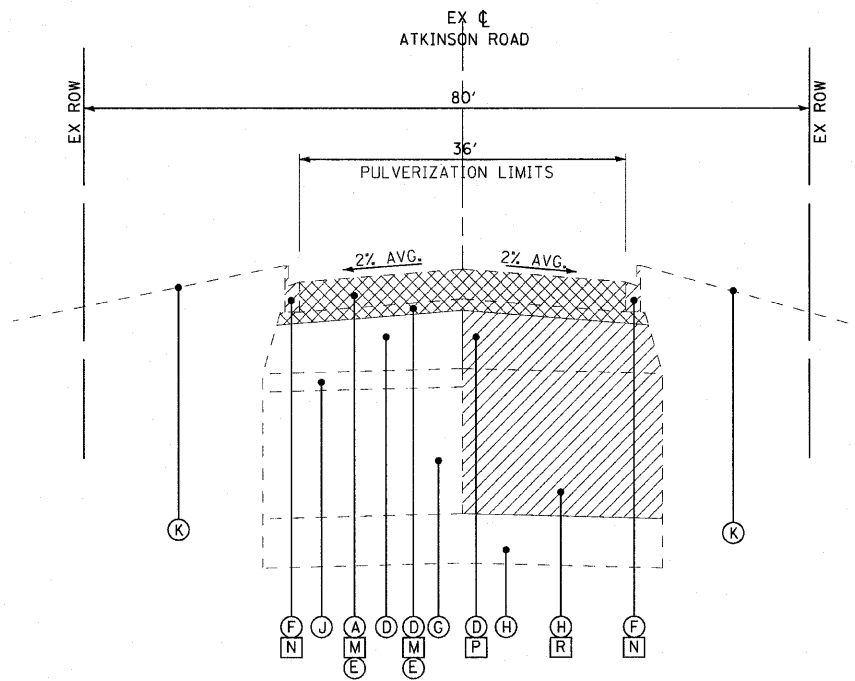
SCALE: STA. TO STA.

F.A.U RTE. 0198	SECTION 09-00058-00-R5	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 8
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT# M-9003 (485)				

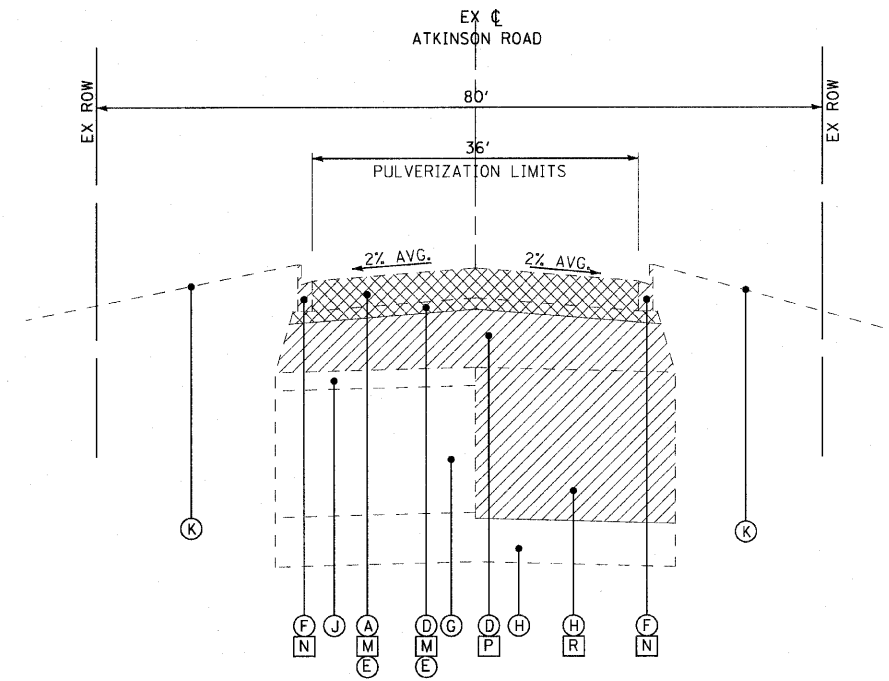


* STA. 47+70 TO STA. 59+30
 STA. 77+15 TO STA. 82+10
 ** INTERSECTION WIDENING (F) (N)
 STA. 50+69 TO STA. 51+99
 (SEE SHEET 14)

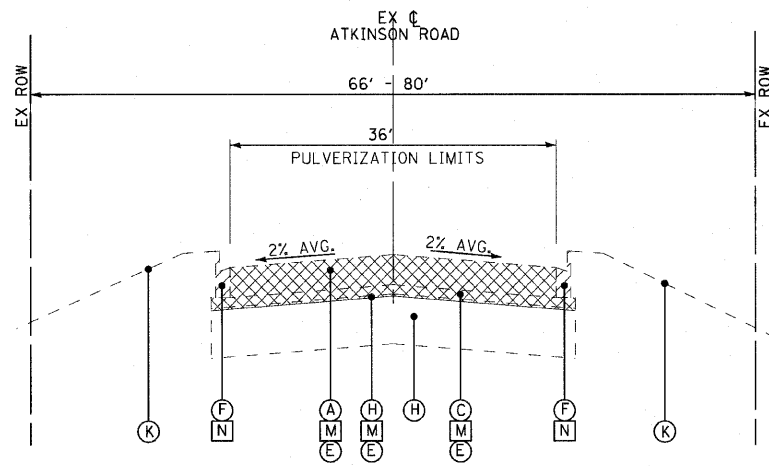
**ATKINSON ROAD
 EXISTING TYPICAL SECTION**
 (STA. 47+70 TO STA. 60+20)
 (STA. 65+25 TO STA. 82+10)



**ATKINSON ROAD
 EXISTING TYPICAL SECTION**
 (STA. 61+00 TO STA. 62+00)
 (STA. 64+50 TO STA. 65+00)



**ATKINSON ROAD
 EXISTING TYPICAL SECTION**
 (STA. 62+00 TO STA. 64+50)



**ATKINSON ROAD
 EXISTING TYPICAL SECTION**
 (STA. 60+20 TO STA. 61+00)
 (STA. 65+00 TO STA. 65+25)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE CONTRACTOR SHALL MILL PRIOR TO HMA PATCHING.

MIXTURE TYPE	VOIDS
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4"	4% @ 50 GYR
HOT-MIX ASPHALT PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER COURSE, IL-19.0, N70) - 8" (IN 3 LIFTS)	4% @ 70 GYR
HOT-MIX ASPHALT PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER COURSE, IL-19.0, N70) - 8" (IN 3 LIFTS)	4% @ 70 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); TYPE I-IV - 8"	4% @ 70 GYR
RECREATION PATHS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm) - 2"	4% @ 50 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm) - 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm) - 6"	4% @ 50 GYR

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

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2" +/-
HOT-MIX ASPHALT BINDER COURSE, 8 1/2" +/-
- (B) HOT-MIX ASPHALT MULTI-USE PATH
- (C) AGGREGATE BASE COURSE, 4" +/-
- (D) AGGREGATE BASE COURSE, 12" TO 20" +/-
- (E) STOCKPILING SALVAGED AGGREGATE - 15" DEPTH
- (F) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (G) EXPANDED POLYSTYRENE FILL, 30" TO 42" +/-
- (H) AGGREGATE FILL
- (J) CONCRETE CAP, 6" +/-
- (K) GROUND SURFACE
- (L) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (M) PULVERIZATION - 15" DEPTH
- (N) COMBINATION CURB AND GUTTER REMOVAL
- (O) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
(AS DETERMINED BY THE ENGINEER)
- (P) AGGREGATE BASE COURSE REMOVAL (PAID AS EARTH EXCAVATION)
- (R) AGGREGATE FILL REMOVAL (PAID AS EARTH EXCAVATION)
- ☐ ITEM TO BE REMOVED
- ⊗ ITEM TO BE STOCKPILED

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DATE -	4-27-10	FILE -	090772-TYP-SECT.dgn

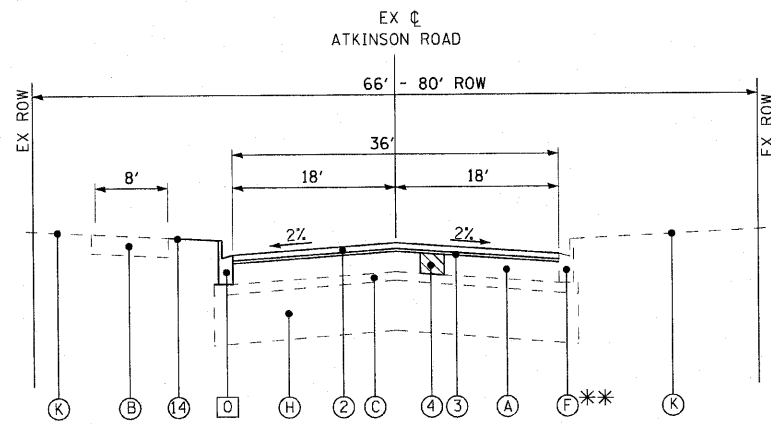
**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

**TYPICAL SECTIONS AND
 HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

SCALE: NONE

STA. NONE TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	9
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

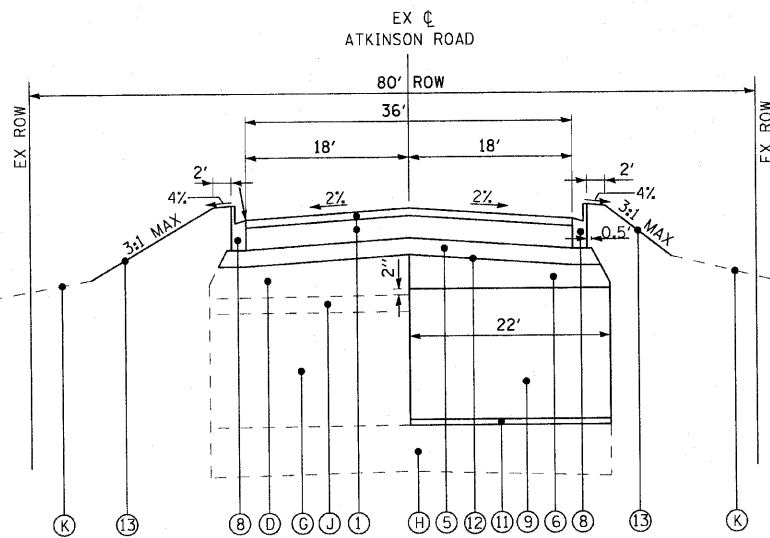


EX CL
ATKINSON ROAD
66' - 80' ROW

• STA. 47+70 TO STA. 59+30
STA. 77+15 TO STA. 82+10

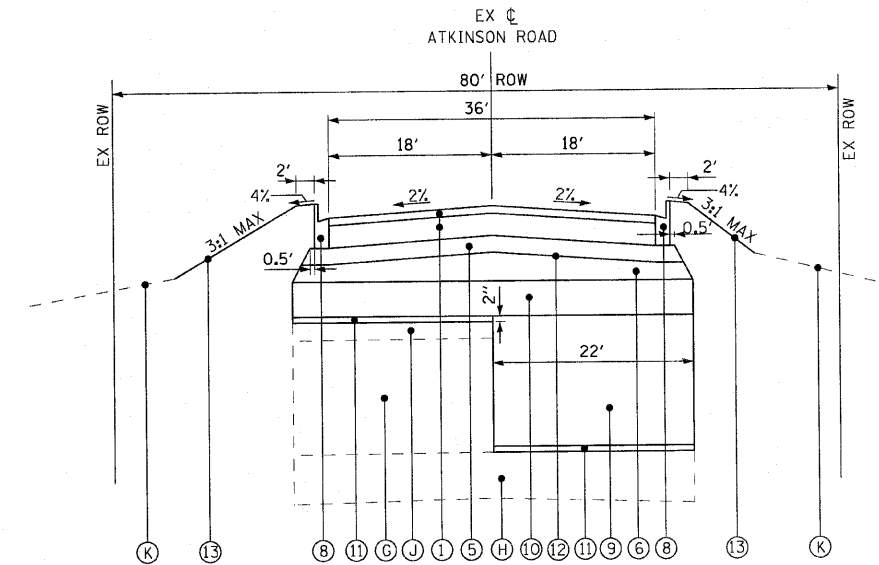
** INTERSECTION WIDENING
STA. 50+69 TO STA. 51+99
(SEE SHEET 14)

**ATKINSON ROAD
PROPOSED TYPICAL SECTION**
(STA. 47+70 TO STA. 60+20)
(STA. 65+25 TO STA. 82+10)



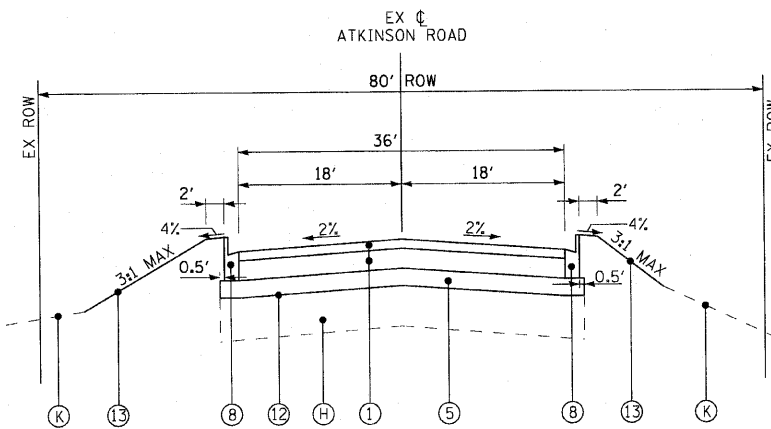
EX CL
ATKINSON ROAD
80' ROW

**ATKINSON ROAD
PROPOSED TYPICAL SECTION**
(STA. 61+00 TO STA. 62+00)
(STA. 64+50 TO STA. 65+00)



EX CL
ATKINSON ROAD
80' ROW

**ATKINSON ROAD
PROPOSED TYPICAL SECTION**
(STA. 62+00 TO STA. 64+50)



EX CL
ATKINSON ROAD
80' ROW

**ATKINSON ROAD
PROPOSED TYPICAL SECTION**
(STA. 60+20 TO STA. 61+00)
(STA. 65+00 TO STA. 65+25)

NOTES:

- POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- THE FINISHED HOT-MIX ASPHALT SURFACE COURSE SHALL BE CONSTRUCTED 1/4" ABOVE THE GUTTER FLAG.
- AS DETERMINED BY THE ENGINEER.
- THE PROPOSED LOWER LAYER OF EXPANDED POLYSTYRENE FILL ON THE EAST SIDE OF THE ROAD SHALL EXTEND FROM THE BOTTOM OF THE EXISTING EXPANDED POLYSTYRENE FILL TO 2" ABOVE THE EXISTING CONCRETE CAP ON THE WEST SIDE OF THE ROAD. ANY VARIATION IN THICKNESS OF THE EXISTING EXPANDED POLYSTYRENE FILL AND/OR CONCRETE CAP SHALL BE MATCHED IN THE PROPOSED LOWER LAYER OF EXPANDED POLYSTYRENE FILL.
- THE PROPOSED UPPER LAYER OF EXPANDED POLYSTYRENE FILL SHALL MATCH THE WIDTH OF THE EXISTING EXPANDED POLYSTYRENE FILL ON THE WEST SIDE OF THE ROAD PLUS THE WIDTH OF THE PROPOSED LOWER LAYER OF EXPANDED POLYSTYRENE ON THE EAST SIDE OF THE ROAD.
- THE STATIONING LIMITS OF THE UPPER LAYER OF EPS SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN A 9-INCH MINIMUM THICKNESS OF SALVAGED AGGREGATE.

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2" +/-
HOT-MIX ASPHALT BINDER COURSE, 8 1/2" +/-
- (B) HOT-MIX ASPHALT MULTI-USE PATH
- (C) AGGREGATE BASE COURSE, 4" +/-
- (D) AGGREGATE BASE COURSE, 12" TO 20" +/-
- (E) STOCKPILING SALVAGED AGGREGATE - 15" DEPTH
- (F) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (G) EXPANDED POLYSTYRENE FILL, 30" TO 42" +/-
- (H) AGGREGATE FILL
- (J) CONCRETE CAP, 6" +/-
- (K) GROUND SURFACE
- (L) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (M) PULVERIZATION - 15" DEPTH
- (N) COMBINATION CURB AND GUTTER REMOVAL
- (O) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- (P) AGGREGATE BASE COURSE REMOVAL (PAID AS EARTH EXCAVATION)
- (R) AGGREGATE FILL REMOVAL (PAID AS EARTH EXCAVATION)
- (/) ITEM TO BE REMOVED
- (X) ITEM TO BE STOCKPILED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT PAVEMENT - 10" (SEE NOTE 2)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
HOT-MIX ASPHALT BASE COURSE - 8" (IN 3 LIFTS)
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1.5" (SEE NOTE 2)
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4" (AVG)
- (4) CLASS D PATCHES, TYPE I - IV, 8" (SEE NOTE 3)
- (5) SUB-BASE GRANULAR MATERIAL TYPE B - 6"
- (6) SALVAGED AGGREGATE - 9" MIN (PAID AS STOCKPILING SALVAGED AGGREGATE)
- (7) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND POROUS GRANULAR EMBANKMENT, SUBGRADE (SEE NOTE 1)
- (8) CONCRETE CURB AND GUTTER TYPE B-6.12
- (9) EXPANDED POLYSTYRENE FILL - 36" TO 48" AND VARIES (SEE NOTE 4)
- (10) EXPANDED POLYSTYRENE FILL - 12" (SEE NOTES 5 AND 6)
- (11) SAND BEDDING - 2" (INCLUDED IN COST OF EXPANDED POLYSTYRENE FILL)
- (12) GEOSYNTHETIC REINFORCEMENT
- (13) TOPSOIL FURNISH AND PLACE - 4"
SEEDING CLASS 2A, FERTILIZER
EROSION CONTROL BLANKET
- (14) TOPSOIL FURNISH AND PLACE - 4"
SEEDING CLASS 1A, FERTILIZER
EROSION CONTROL BLANKET

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DRAWN -	UKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	090772-TYP-SECT-2.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS**

TYPICAL SECTIONS

SCALE: NONE

STA. NONE TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-0058-00-RS	LAKE	46	10
				CONTRACT NO. 63498
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

EARTHWORK

LOCATION STA TO STA	1 UNDERCUT AND PGE REPLACEMENT (CY)	2 UNSUITABLE EXCAVATION (TOPSOIL) (CY)	3 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CY)	4 EARTH EXCAVATION (CY)	5 UTILITY EXCAVATION (CY)	6 EXCESS STRUCTURE EXCAVATION (CY)	7 TOTAL SUITABLE EXCAVATION (CY)	8 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CY)	9 EMBANKMENT (CY)	10 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
ATKINSON ROAD	161	181	342	1416	2975	0	4391	3733	652	3081
BRAE LOCH ROAD	10	35	45	30	5	0	35	30	5	25
TOTALS	171	216	387	1446	2980	0	4426	3763	657	3106

HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

LOCATION	SQ YD
ATKINSON ROAD (47+70)	23
BRAE LOCH ROAD (50+98, 89' RT)	17
FREDERICK ROAD (56+17, 50' LT)	15
BLACKBURN DRIVE (56+17, 47' RT)	15
SHAKESPEARE DRIVE (59+66, 53' LT)	20
SHAKESPEARE DRIVE (71+19, 53' LT)	14
CAMBRIDGE DRIVE (74+62, 53' RT)	14
CHERRY CREEK DRIVE (77+67, 65' LT)	19
ATKINSON ROAD (82+10)	22
TOTAL	159

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 4/27/09



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DATE -	4-27-10	FILE -	090772-SCHEDULE-QTY.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS

SCHEDULE OF MATERIALS

SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	11
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SUGGESTED SEQUENCE OF CONSTRUCTION

STAGE I:

1. INSTALL EROSION CONTROL ON THE ENTIRE PROJECT AND ESTABLISH TRAFFIC CONTROL MEASURES INCLUDING DETOUR ROUTE.

STAGE II (RECONSTRUCTION SECTION ONLY):

1. PULVERIZE AND STOCKPILE EXISTING PAVEMENT AND AGGREGATE BASE.
2. REMOVE EXISTING CURB AND GUTTER AND STORM SEWER LATERALS.
3. EXCAVATE EXISTING AGGREGATE MATERIAL.
4. DEWATER EXCAVATION SITE (AS REQUIRED FOR SITE CONDITIONS THROUGHOUT STAGE II).
5. INSTALL PROPOSED, EXPANDED POLYSTYRENE FILL (EPS).
6. INSTALL STOCKPILED PULVERIZED MATERIAL ABOVE EPS.
7. REMOVE EXISTING STORM SEWER TRUNK LINE AND INSTALL PROPOSED STORM SEWER TRUNK LINE AND LATERALS.

STAGE III (RECONSTRUCTION SECTION ONLY):

1. INSTALL GEOSYNTHETIC REINFORCEMENT AND PROPOSED SUB-BASE GRANULAR MATERIAL.
2. CONSTRUCT CURB AND GUTTER AND HMA BINDER.

STAGE IV (WIDENING AT BRAE LOCH ROAD):

1. REMOVE CURB AND GUTTER AND EXCAVATE FOR WIDENING AREA.
2. INSTALL STORM SEWER MANHOLE, SUB-BASE GRANULAR MATERIAL, CURB AND GUTTER, AND HMA BINDER.
3. INSTALL ALL TRAFFIC SIGNAL EQUIPMENT EXCEPT DETECTOR LOOPS.

STAGE V (RESURFACING):

1. REMOVE AND REPLACE CURB AND GUTTER, SIDEWALK, HMA RECREATIONAL PATHS AND DRIVEWAYS AS DETERMINED BY THE ENGINEER.
2. COMPLETE HMA SURFACE REMOVAL, HMA PATCHES, AND INSTALL LEVELING BINDER.
3. INSTALL PROPOSED DETECTOR LOOPS IN LEVELING BINDER.
4. INSTALL HMA SURFACE COURSE.
5. INSTALL PERMANENT PAVEMENT MARKINGS.
6. TEST AND BEGIN TRAFFIC SIGNAL OPERATIONS.
7. COMPLETE TOPSOIL AND SEEDING RESTORATION.
8. COMPLETE PUNCH LIST ITEMS, REMOVE TEMPORARY EROSION CONTROL ITEMS ONCE SEEDING HAS ESTABLISHED AND REMOVE TRAFFIC CONTROL MEASURES.

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL ADVISE ALL EMERGENCY RESPONDERS A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES. THIS SHALL INCLUDE, BUT NOT LIMIT TO, THE VILLAGE OF GRAYSLAKE POLICE AND FIRE DEPARTMENT.
2. ALL SIDE STREETS SHALL BE OPEN TO LOCAL TRAFFIC THROUGHOUT THE DURATION OF THE CONTRACT.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVEWAYS OR THE ROADWAY. THE CONTRACTOR SHALL PROVIDE 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING WRITTEN NOTICES AND /OR POSTING SIGNS.
4. RESIDENTS SHALL HAVE ACCESS TO THEIR DRIVEWAYS. WHERE WORK IS REQUIRED ON THE DRIVEWAY DURING THE DAY, ACCESS SHALL BE RESTORED AT THE END OF EACH WORK DAY EXCEPT DURING CURB AND GUTTER INSTALLATION.
5. THE ENGINEER SHALL BE INFORMED 72-HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
6. ALL SHORT-TERM PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER. ALL MARKINGS REQUIRING REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
7. THE PROPOSED STORM SEWER TRUNK LINE SHALL BE CONNECTED TO THE EXISTING STORM SEWER TRUNK LINE AT THE END OF EACH DAY SO THAT A CONTINUOUS STORM SEWER SYSTEM IS MAINTAINED DURING CONSTRUCTION.

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 773-326-2200



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CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	\$FILES\$

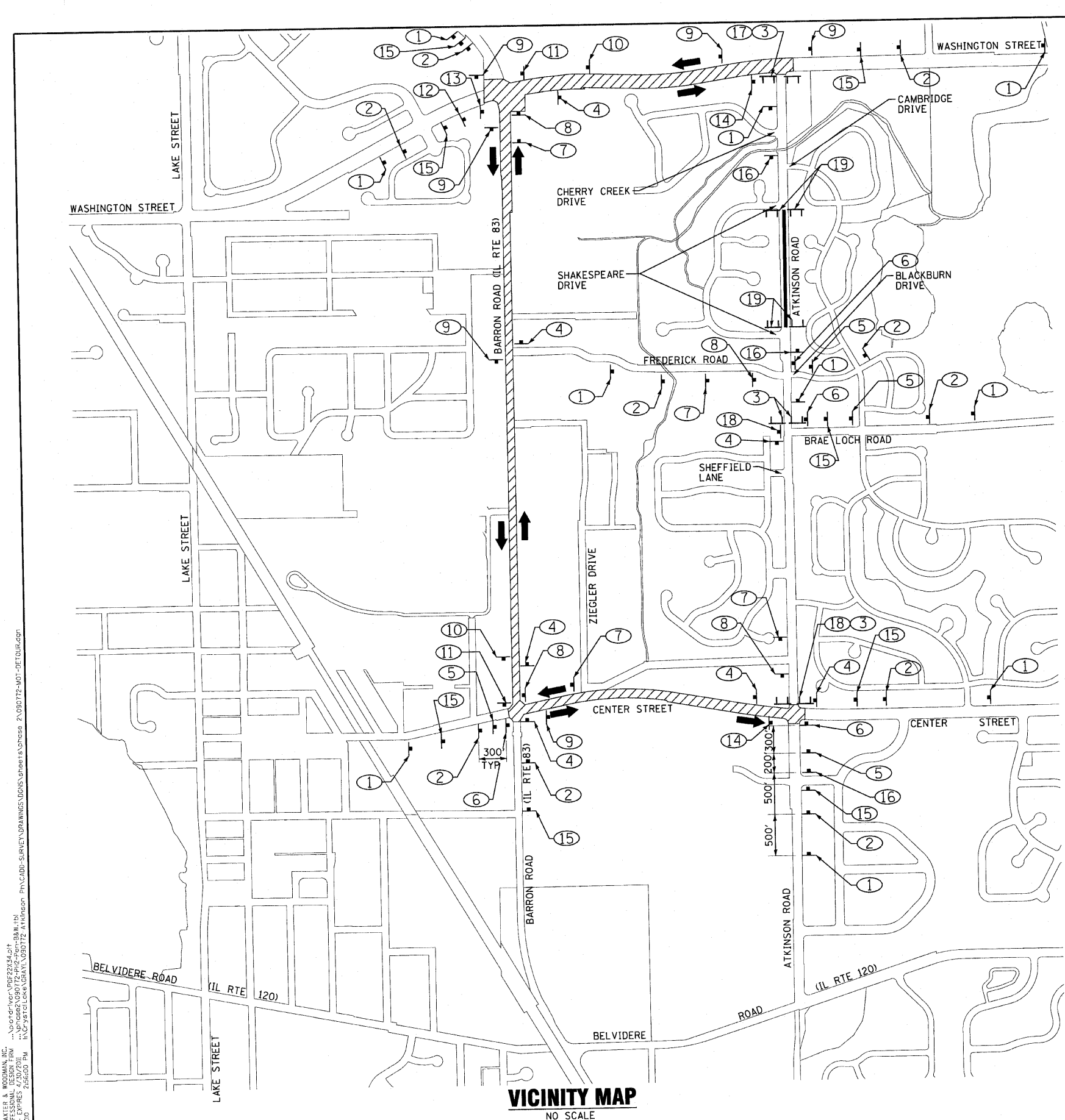
VILLAGE OF GRAYSLAKE, ILLINOIS ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS

MAINTENANCE OF TRAFFIC GENERAL NOTES

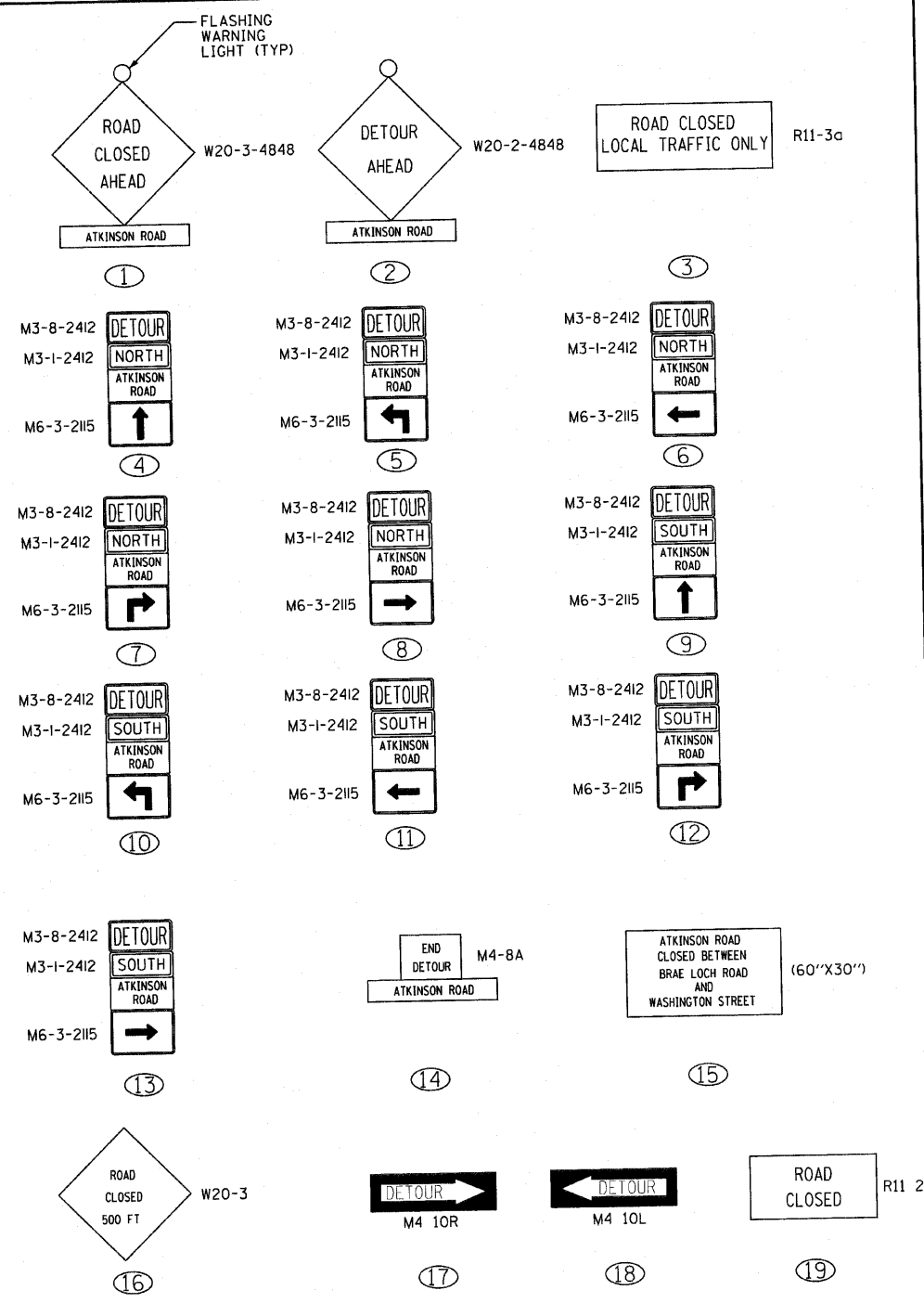
SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	12
CONTRACT NO.			63498	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

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 PROJECT NO. - 090772-MOT-DETOUR.dgn
 DATE - 4/27/10



VICINITY MAP
NO SCALE



LEGEND

- ⊥ SIGN
- TT TYPE III BARRICADE WITH LIGHT # UNLESS OTHERWISE NOTED
- ▨ DETOUR ROUTE
- WORK AREA / ROAD CLOSURE
- ➔ TRAFFIC DIRECTION

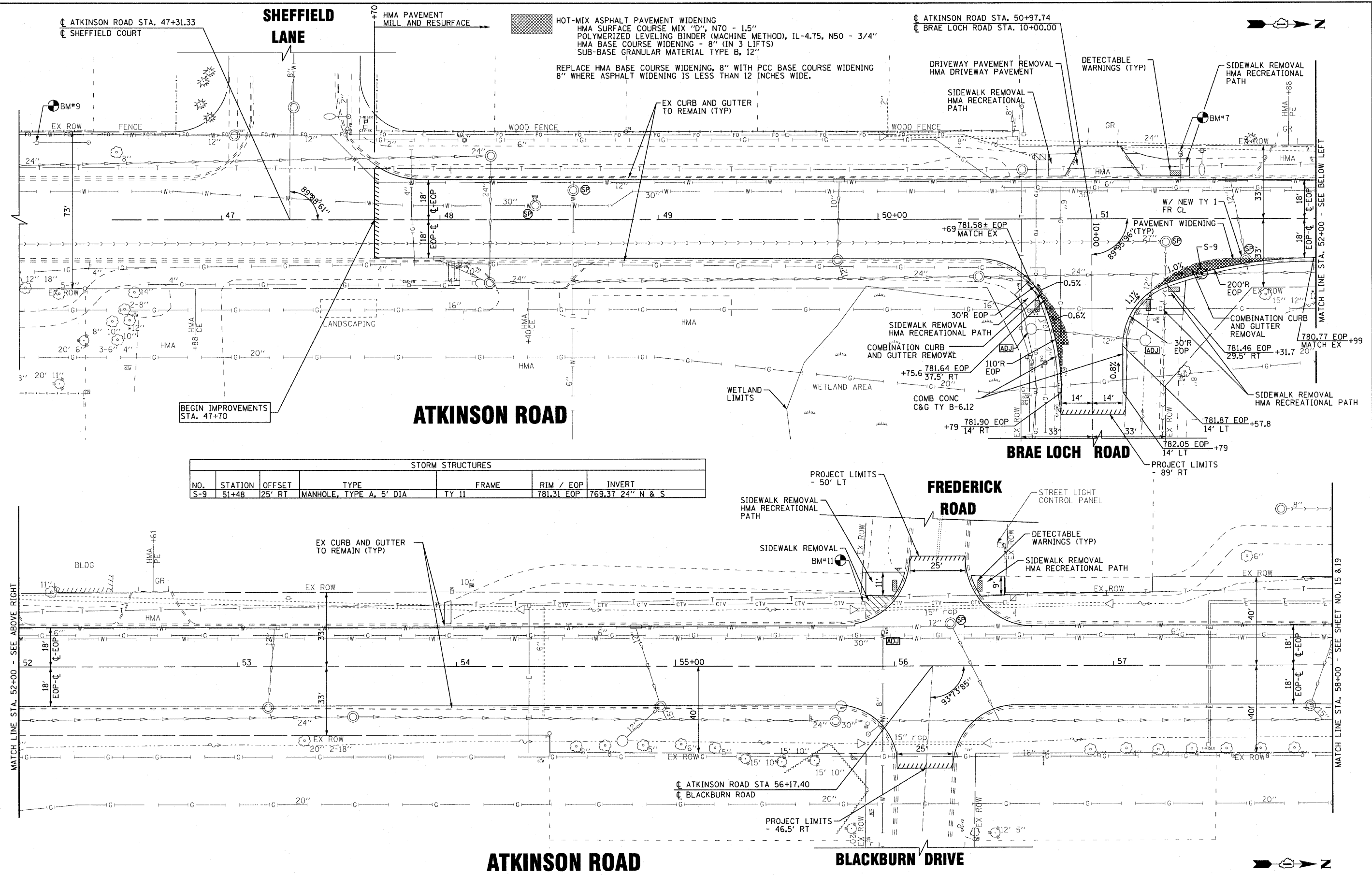
**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

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DATE -	4-27-10	FILE -	090772-MOT-DETOUR.dgn

**SUGGESTED MAINTENANCE OF TRAFFIC
 DETOUR ROUTE - ATKINSON ROAD**

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	13
				CONTRACT NO. 63498
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME	RIM / EOP	INVERT
S-9	51+48	25' RT	MANHOLE, TYPE A, 5' DIA	TY 11	781.31 EOP	769.37 24" N & S

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

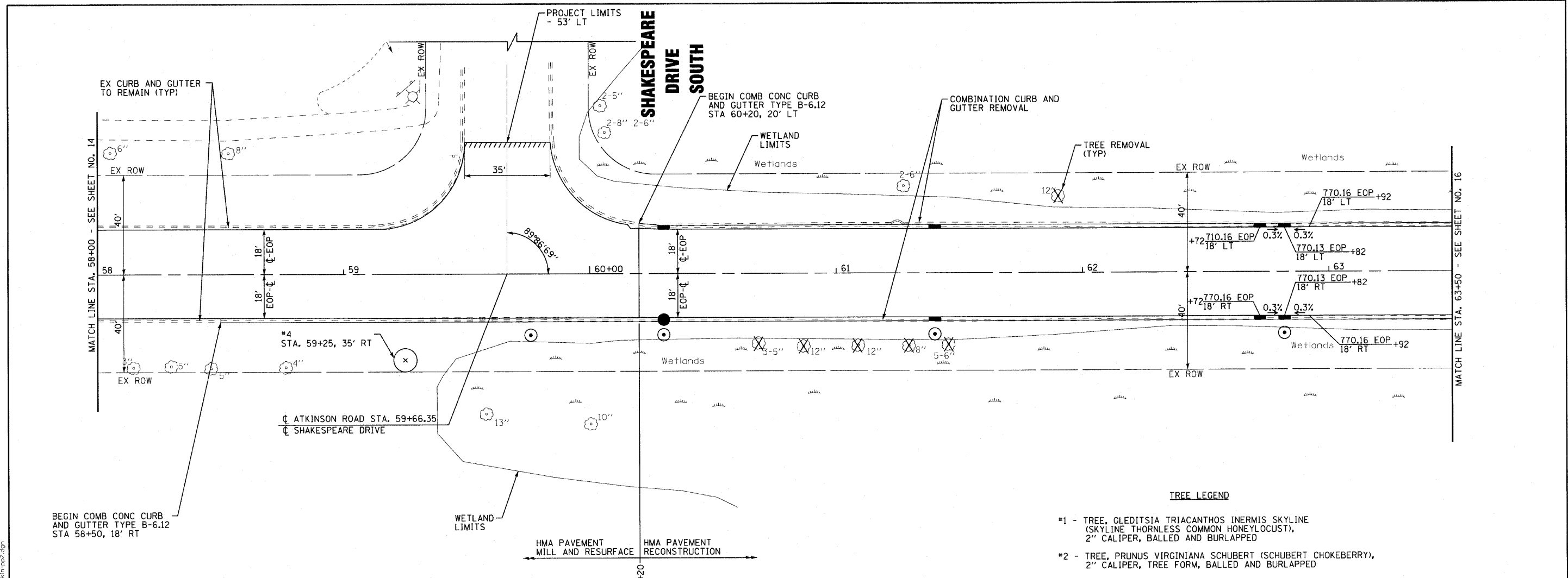
**PLAN
 ATKINSON ROAD**

SCALE: 1"=20' HORZ STA. 46+00 TO STA. 58+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	14

CONTRACT NO. 63498
 FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT: M-9003 (485)

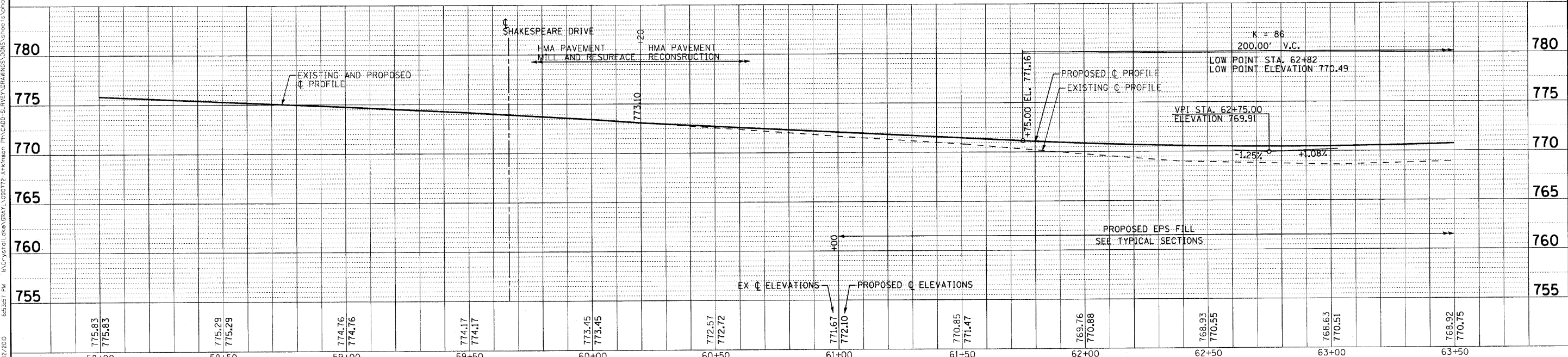
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TREE LEGEND

- #1 - TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED
- #2 - TREE, PRUNUS VIRGINIANA SCHUBERT (SCHUBERT CHOKEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED
- #3 - TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED
- #4 - TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED

ATKINSON ROAD



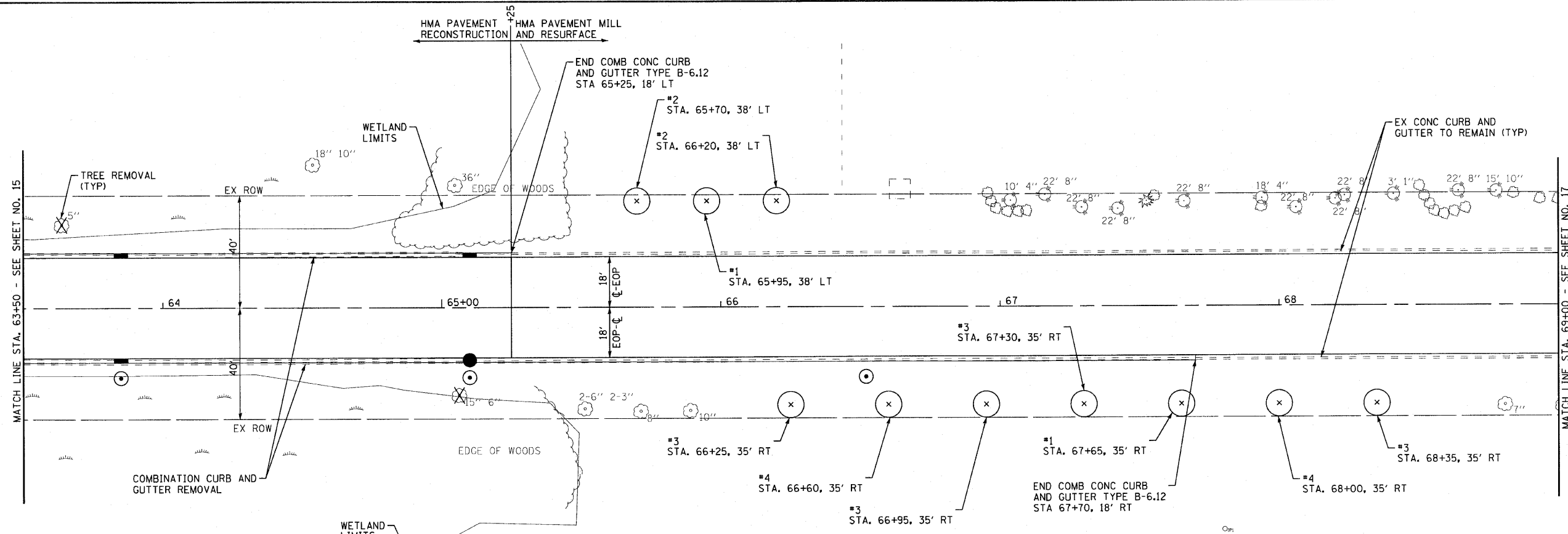
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DESIGNED - DJS	REVISED - 6-8-10 IDOT REVIEW
DRAWN - LKB	REVISED - 7-12-10 IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 4-27-10	FILE - 090772-Atkinson-pp2.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS

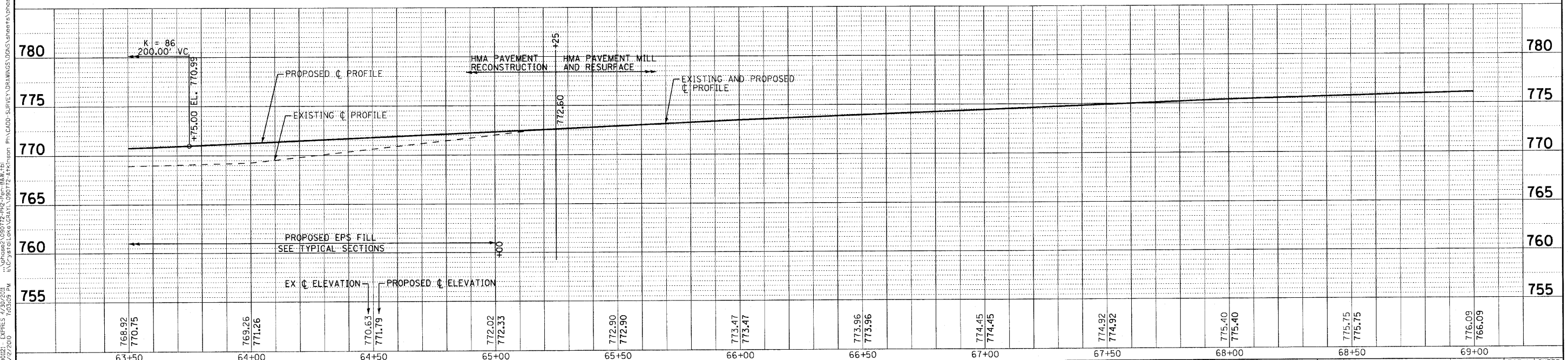
PLAN & PROFILE GEOMETRICS

SCALE: H: 1"=20' V: 1"=5'	STA. 58+00 TO STA. 63+50	F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)						CONTRACT NO. 63498



- TREE LEGEND**
- #1 - TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED
 - #2 - TREE, PRUNUS VIRGINIANA SCHUBERT (SCHUBERT CHOKEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED
 - #3 - TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED
 - #4 - TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED

ATKINSON ROAD



	63+50	64+00	64+50	65+00	65+50	66+00	66+50	67+00	67+50	68+00	68+50	69+00
768.92 770.75		769.26 771.26	770.63 771.79	772.02 772.33	772.90 772.90	773.47 773.47	773.96 773.96	774.45 774.45	774.92 774.92	775.40 775.40	775.75 775.75	776.09 776.09

**VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS**

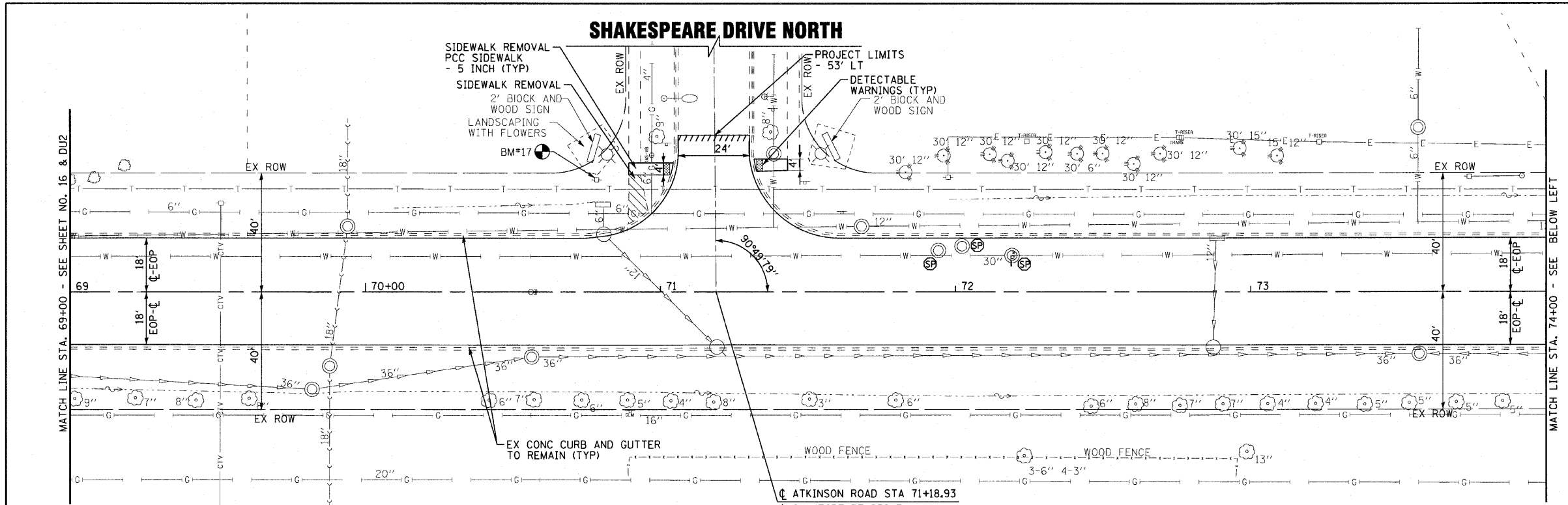
**PLAN AND PROFILE
GEOMETRICS**

SCALE: H: 1"=20' V: 1"=5'

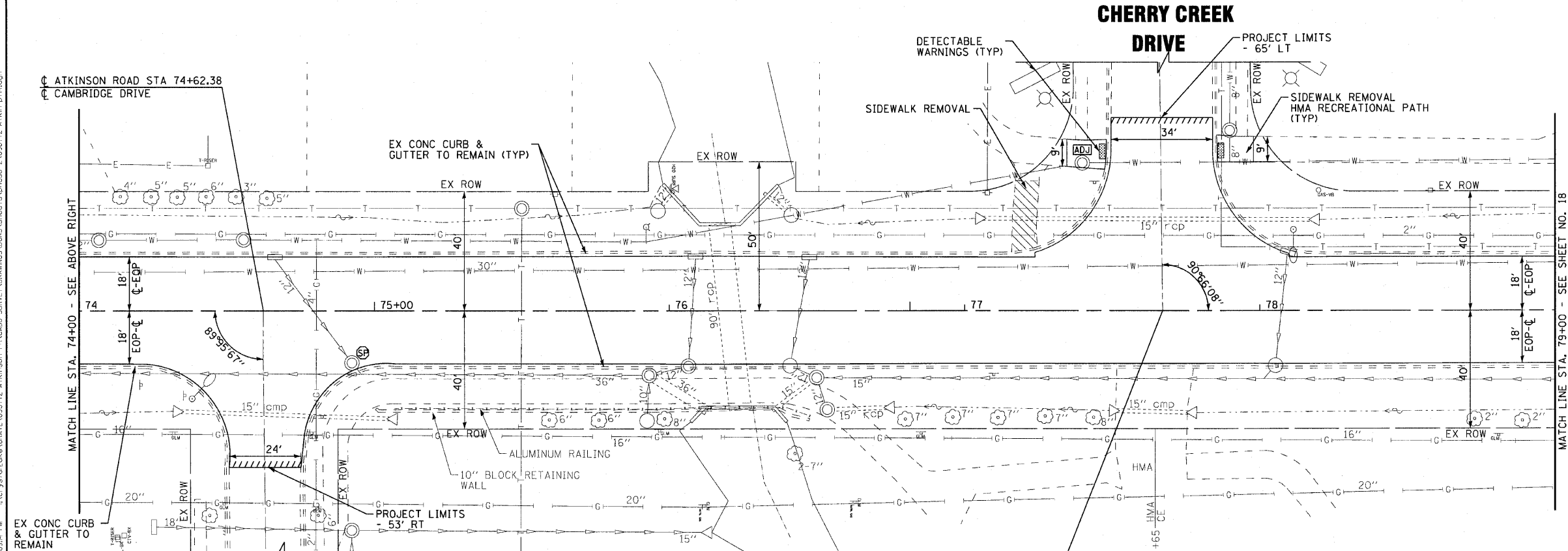
STA. 63+50 TO STA. 69+00

F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 16
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

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ATKINSON ROAD



ATKINSON ROAD

**VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS**

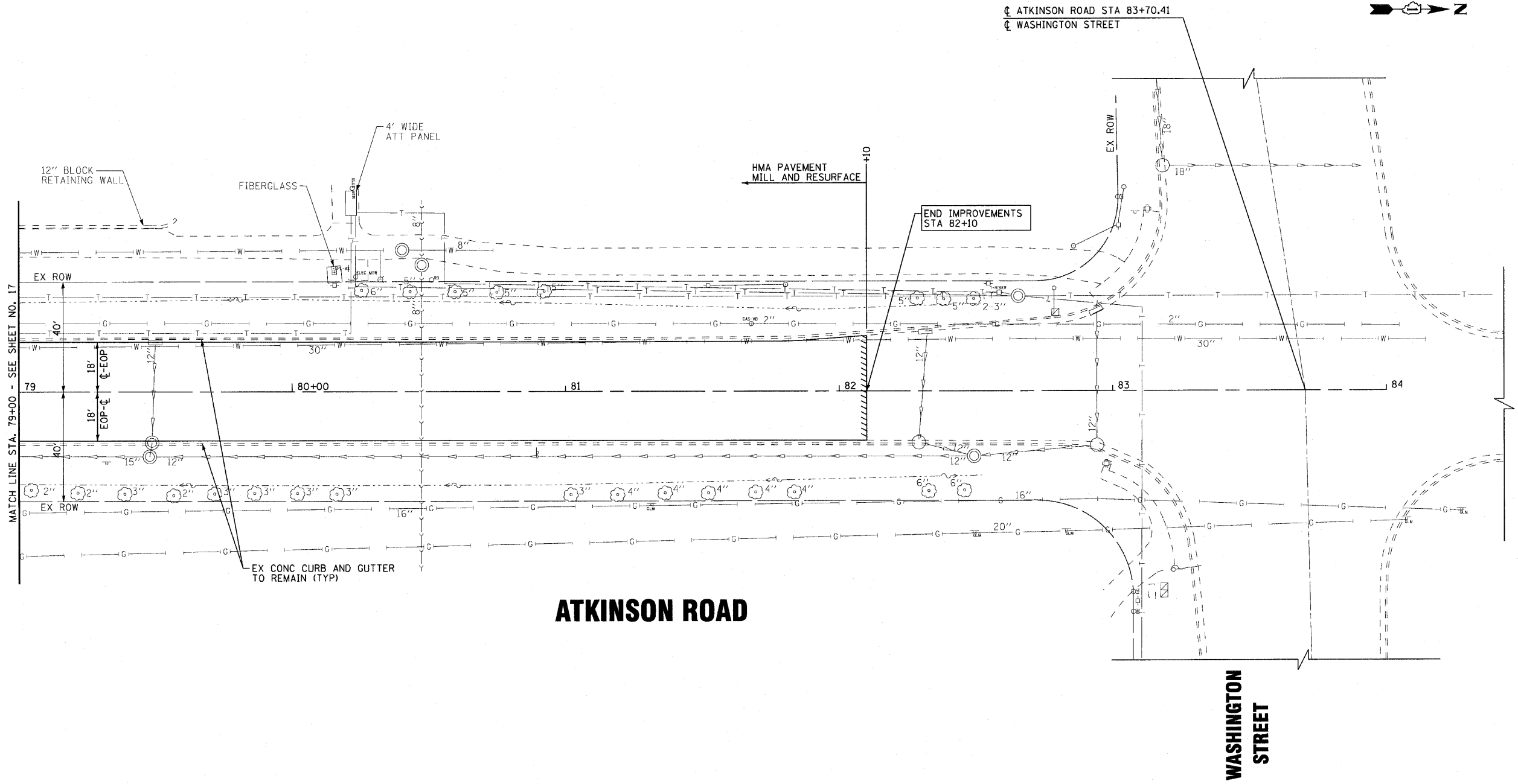
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 PROJECT NO. 090058-00-RS
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DATE -	4-27-10	FILE -	090772-Atkin-pln4.dgn

PLAN ATKINSON ROAD	
SCALE: 1"=20' HORZ	STA. 69+00 TO STA. 79+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	17
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				



ATKINSON ROAD

WASHINGTON STREET

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 DRAWING NO. - 090772-Atkinson-Plan-5
 DATE - 4/27/09

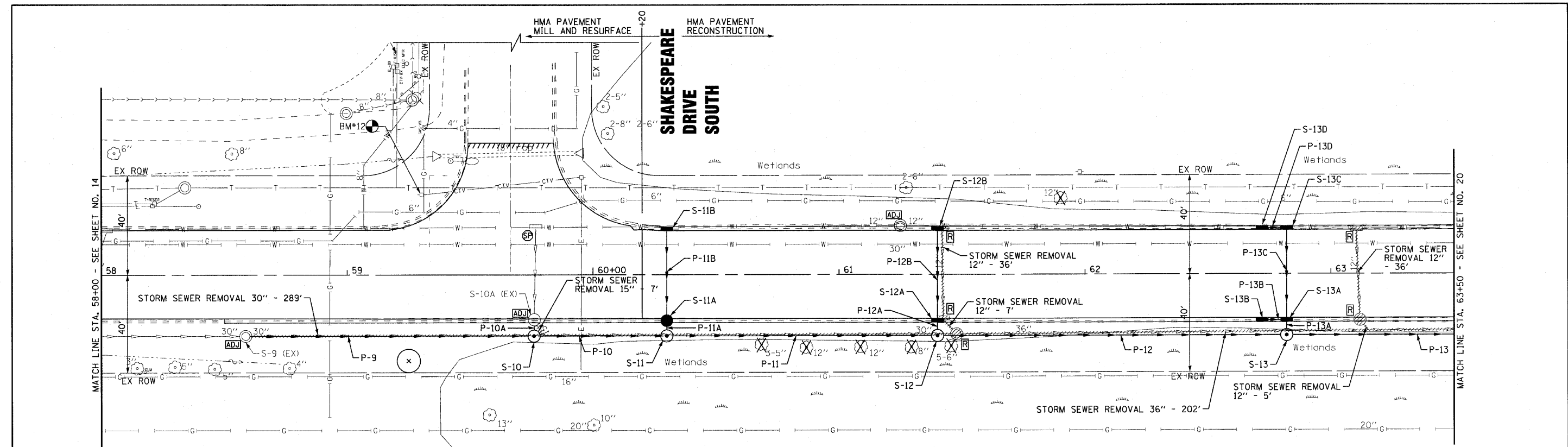


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DATE -	4-27-10	FILE -	090772-Atkinson-plan5.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

**PLAN
 ATKINSON ROAD**
 SCALE: 1"=20' HORZ
 STA. 79+00 TO STA. 83+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	18
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				



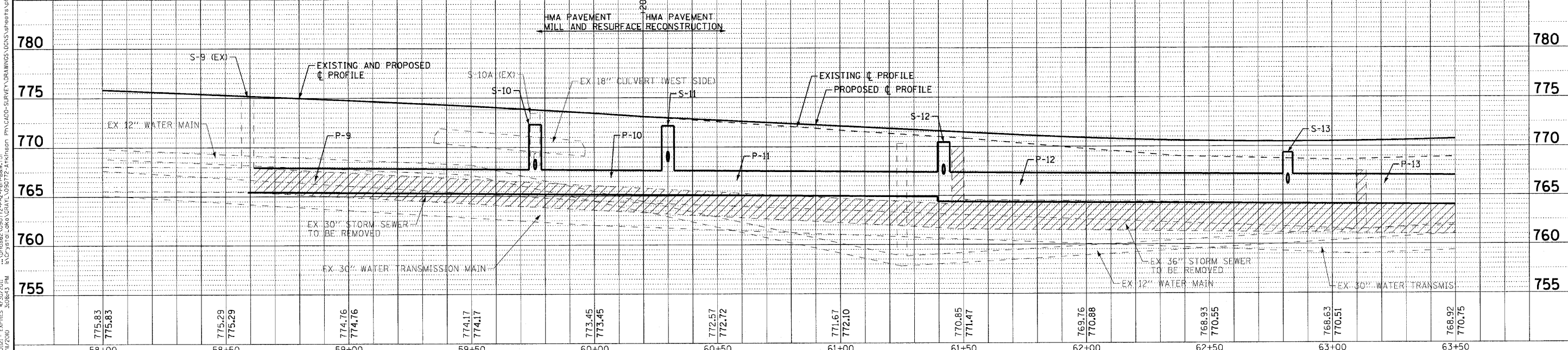
STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME	RIM / EP	INVERT
S-9 (EX)	58+59	25' RT	EXISTING MANHOLE	---	---	765.45 30" N, 765.45 30" S (EX)
S-10	59+76	25' RT	MANHOLE, TYPE A, 5' DIA	TY I CLID	772.63 RIM	765.22 30" N & S, 768.09 12" W
S-10A	59+76	18' RT	EXISTING CATCH BASIN	---	---	768.16 12" E, 768.23 12" W (EX)
S-11	60+30	25' RT	MANHOLE, TYPE A, 5' DIA	TY I CLID	771.80 RIM	765.11 30" N & S, 768.55 12" W
S-11A	60+30	18' RT	CATCH BASIN, TYPE A, 4' DIA	TY II	772.61 EOP	769.36 12" W, 768.79 12" E
S-11B	60+30	18' LT	INLET, TY A	TY II	772.61 EOP	770.11 12" E
S-12	61+40	25' RT	MANHOLE, TYPE A, 6' DIA	TY I CLID	770.43 RIM	764.39 36" N, 764.89 30" S, 767.18 12" W
S-12A	61+40	18' RT	INLET, TY A	TY II	771.24 EOP	768.89 12" W, 767.78 12" E
S-12B	61+40	18' LT	INLET, TY A	TY II	771.24 EOP	769.07 12" E
S-13	62+82	25' RT	MANHOLE, TYPE A, 6' DIA	TY I CLID	769.32 RIM	764.14 36" N & S, 766.14 12" W
S-13A	62+82	18' RT	INLET, TY B	TY II	770.13 EOP	766.74 12" E, 766.84 12" S & W
S-13B	62+72	18' RT	INLET, TY A	TY II	770.16 EOP	767.24 12" N
S-13C	62+82	18' LT	INLET, TY A	TY II	770.13 EOP	767.61 12" E & S
S-13D	62+72	18' LT	INLET, TY A	TY II	770.16 EOP	767.66 12" N

PIPES					
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE	TBF (CY)
P-9	STORM SEWERS, CLASS A, TYPE 2	117	30	0.20%	178
P-10	STORM SEWERS, CLASS A, TYPE 2	54	30	0.20%	65
P-10A	STORM SEWERS, CLASS A, TYPE 2	6	12	1.17%	5
P-11	STORM SEWERS, CLASS A, TYPE 2	110	30	0.20%	108
P-11A	STORM SEWERS, CLASS A, TYPE 1	6	12	4.00%	2
P-11B	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1	36	12	2.08%	9
P-12	STORM SEWERS, CLASS A, TYPE 1	142	36	0.18%	120
P-12A	STORM SEWER, (WATER MAIN REQUIREMENTS)	6	12	10.00%	2
P-12B	STORM SEWER, (WATER MAIN REQUIREMENTS)	36	12	0.50%	6
P-13	STORM SEWERS, CLASS A, TYPE 1	103	36	0.18%	85
P-13A	STORM SEWER, (WATER MAIN REQUIREMENTS)	6	12	10.00%	2
P-13B	STORM SEWER, (WATER MAIN REQUIREMENTS)	10	12	4.00%	6
P-13C	STORM SEWER, (WATER MAIN REQUIREMENTS)	36	12	2.14%	6
P-13D	STORM SEWER, (WATER MAIN REQUIREMENTS)	10	12	0.50%	6

••CONTROLLED LOW-STRENGTH BEDDING MATERIAL - SEE DETAIL

••CONTROLLED LOW-STRENGTH BEDDING MATERIAL - SEE DETAIL

ATKINSON ROAD



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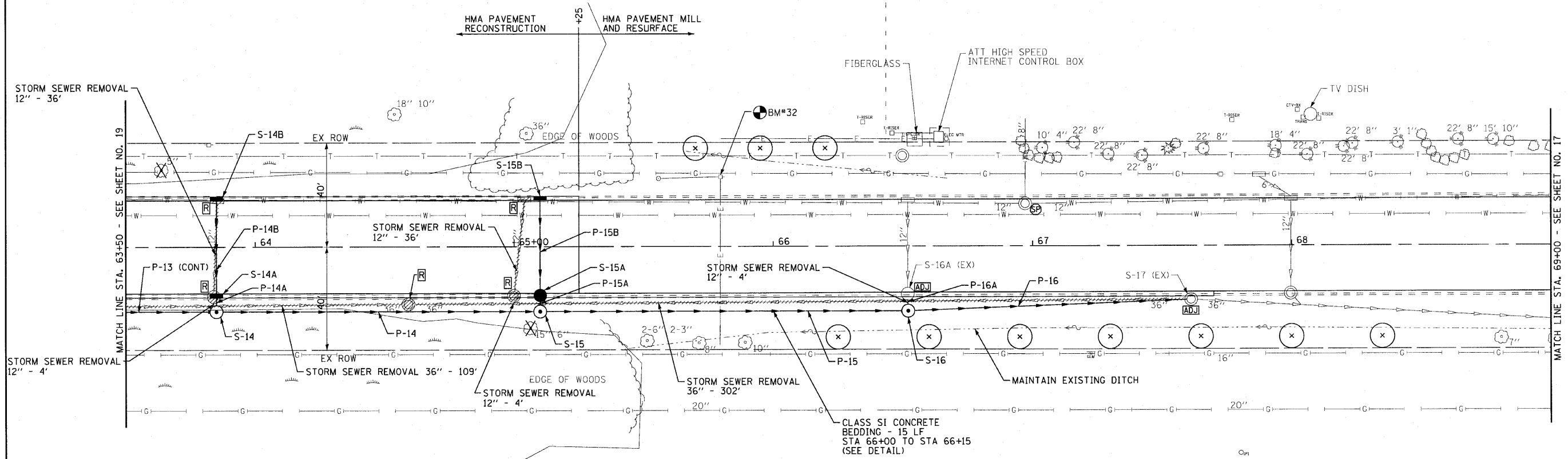
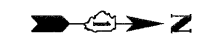
VILLAGE OF GRAYSLAKE, ILLINOIS ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS

DRAINAGE AND UTILITY ATKINSON ROAD

SCALE: H: 1"=20' V: 1"=5'

STA. 58+00 TO STA. 63+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT, M-9003 (485)			CONTRACT NO. 63498	

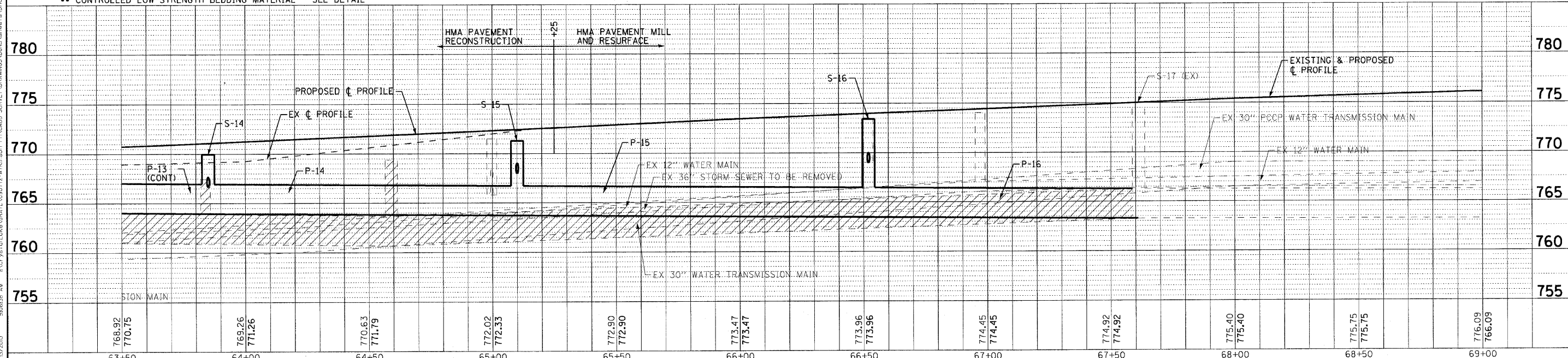


STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME	RIM / EP	INVERT
S-14	63+85	25' RT	MANHOLE, TYPE A, 6' DIA	TY 1 CLID	769.92 RIM	763.95 36" N & S, 766.67 12" W
S-14A	63+85	18' RT	INLET, TYPE A	TY 11	770.73 EOP	768.05 12" W, 767.27 12" E
S-14B	63+85	18' LT	INLET, TYPE A	TY 11	770.73 EOP	768.23 12" E
S-15	65+10	25' RT	MANHOLE, TYPE A, 6' DIA	TY 1 CLID	771.27 RIM	763.72 36" N & S, 768.02 12" W
S-15A	65+10	18' RT	CATCH BASIN, TYPE A, 4' DIA	TY 11	772.08 EOP	768.83 12" W, 768.26 12" E
S-15B	65+10	18' LT	INLET, TYPE A	TY 11	772.08 EOP	769.58 12" E
S-16	66+52	25' RT	MANHOLE, TYPE A 6' DIA	TY 1 CL	773.40 RIM	763.47 36" N & S, 769.00 12" W
S-16A (EX)	66+52	18' RT	EX CATCH BASIN	---	---	769.03 12" E, 769.03 12" W (EX)
S-17 (EX)	67+61	21' RT	EX MANHOLE	---	---	763.28 36" S, 763.28 36" N (EX)

PIPES					
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE	TBF (CY)
P-13	SEE SHT. NO.19	---	---	---	---
P-14	STORM SEWERS, CLASS A, TYPE 2	125	36	0.18%	146
P-14A	STORM SEWER, (WATER MAIN REQUIREMENTS)	6	12	10.0%	2
P-14B	STORM SEWER, (WATER MAIN REQUIREMENTS)	36	12	0.50%	6
P-15	STORM SEWERS, CLASS A, TYPE 2	142	36	0.18%	36
P-15A	STORM SEWERS, CLASS A, TYPE 1	6	12	4.00%	2
P-15B	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1	36	12	2.08%	9
P-16	STORM SEWERS, CLASS A, TYPE 2	109	36	0.17%	200
P-16A	STORM SEWERS, CLASS A, TYPE 2	6	12	0.50%	4

•• CONTROLLED LOW-STRENGTH BEDDING MATERIAL - SEE DETAIL

ATKINSON ROAD



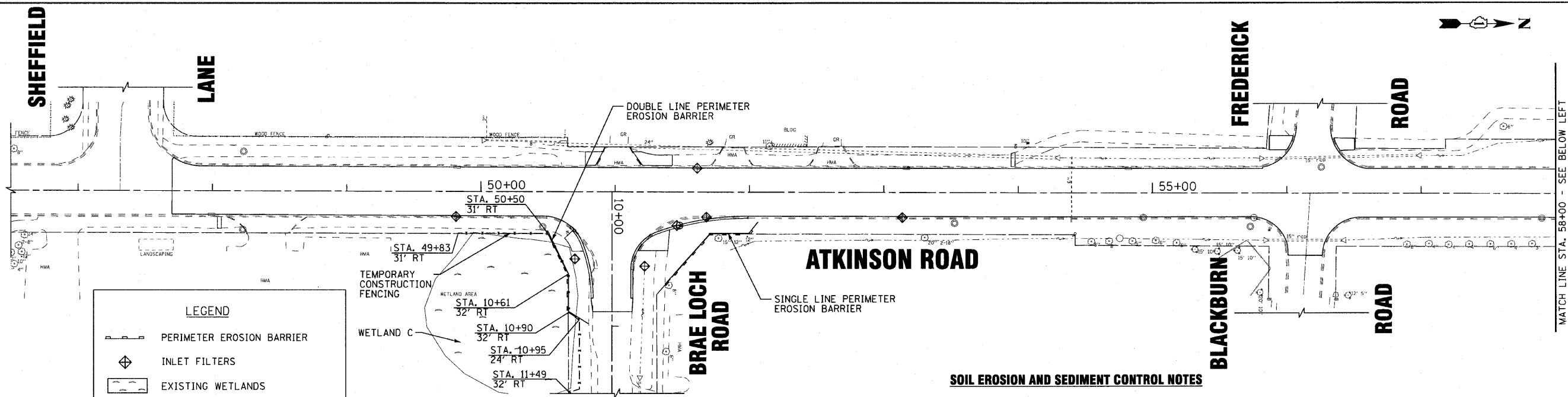
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DATE - 4-27-10	FILE - 090772-A+tkn-DU2.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS

DRAINAGE AND UTILITY ATKINSON ROAD

SCALE: H: 1"=20' V: 1"=5'	STA. 63+50 TO STA. 69+00	F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 20
CONTRACT NO. 63498			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: W-9003 (485)			

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 PROJECT: VILLAGE OF GRAYSLAKE, ILLINOIS - ATKINSON ROAD RESURFACING AND RECONSTRUCTION IMPROVEMENTS
 DRAWING NO.: 090772-A+tkn-DU2.dgn
 DATE: 4/27/10
 DRAWN BY: LKB
 CHECKED BY: RWL
 DESIGNED BY: DJS



LEGEND

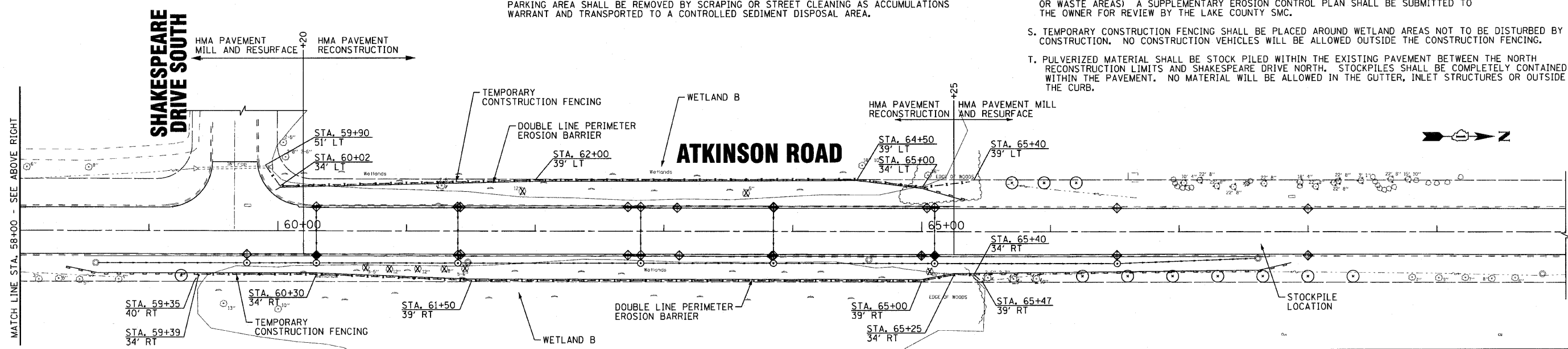
	PERIMETER EROSION BARRIER
	INLET FILTERS
	EXISTING WETLANDS
	TREE TRUNK PROTECTION

CONSTRUCTION SEQUENCE

1. INSTALL TEMPORARY CONSTRUCTION FENCING
2. INSTALL PERIMETER EROSION BARRIER
3. INSTALL INLET FILTERS
4. TREE TRUNK PROTECTION
5. TREE REMOVAL
6. REMOVE PAVEMENT AND STORM SEWER LATERALS.
7. INSTALL STORM SEWER.
8. TEMPORARY SEEDING AND BLANKET ON TEMPORARY GRADES.
9. INSTALL ROADWAY.
10. FINAL GRADING WITH TOPSOIL AND SEED.
11. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.

SOIL EROSION AND SEDIMENT CONTROL NOTES

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- D. AREAS OR ENBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- M. ALL OPEN GRATE STORM STRUCTURES, BOTH EXISTING AND PROPOSED, WITHIN THE CONSTRUCTION LIMITS AND IMMEDIATELY DOWNSTREAM, SHALL BE PROTECTED FROM SEDIMENT BY INSTALLING AND MAINTAINING INLET FILTERS.
- N. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION OF THE PROJECT.
- O. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
- P. STRAW OR HAY BALES WILL NOT BE ALLOWED TO BE USED FOR DITCH CHECKS OR INLET AND PIPE PROTECTION.
- Q. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- R. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE LAKE COUNTY SMC.
- S. TEMPORARY CONSTRUCTION FENCING SHALL BE PLACED AROUND WETLAND AREAS NOT TO BE DISTURBED BY CONSTRUCTION. NO CONSTRUCTION VEHICLES WILL BE ALLOWED OUTSIDE THE CONSTRUCTION FENCING.
- T. PULVERIZED MATERIAL SHALL BE STOCK PILED WITHIN THE EXISTING PAVEMENT BETWEEN THE NORTH RECONSTRUCTION LIMITS AND SHAKESPEARE DRIVE NORTH. STOCKPILES SHALL BE COMPLETELY CONTAINED WITHIN THE PAVEMENT. NO MATERIAL WILL BE ALLOWED IN THE GUTTER, INLET STRUCTURES OR OUTSIDE THE CURB.



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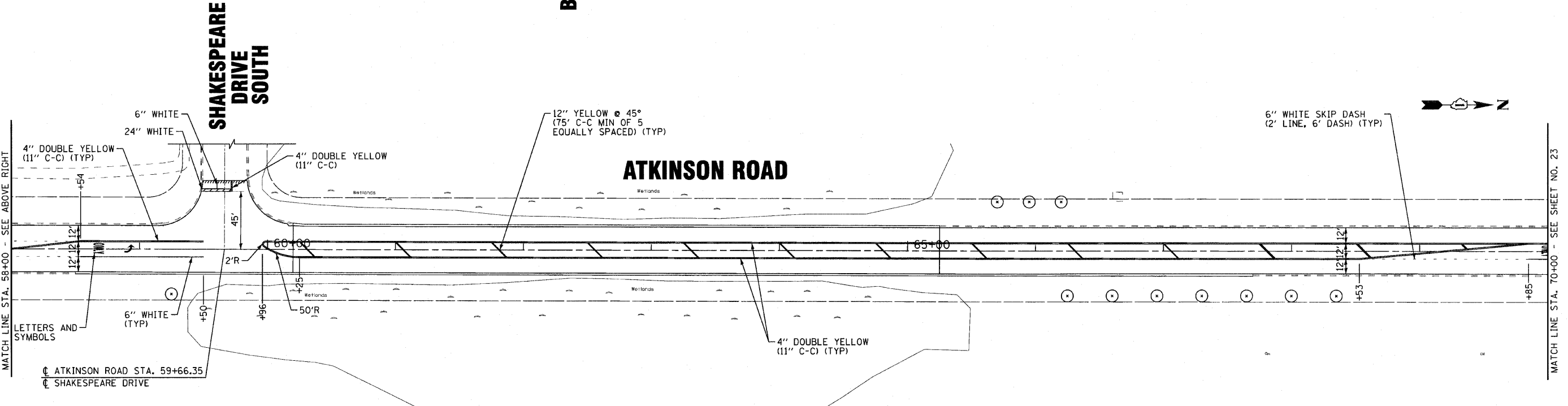
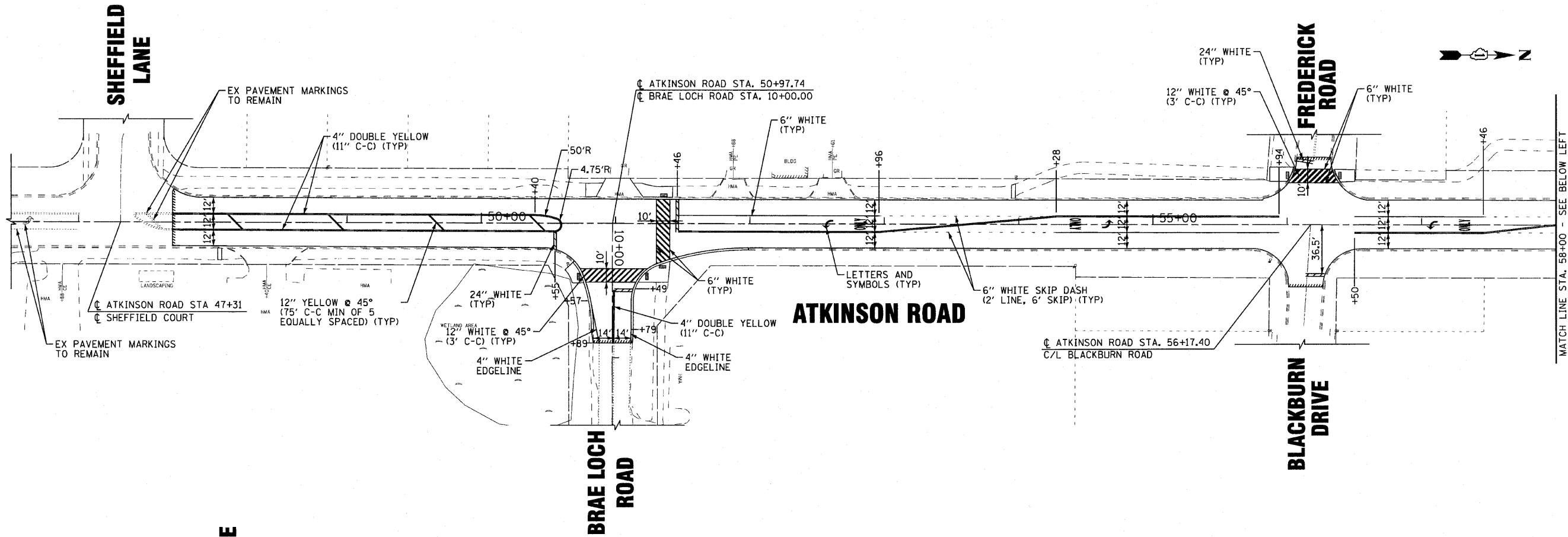
**VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS**

EROSION CONTROL PLAN

SCALE: H: 1"=40'

STA. 46+00 TO STA. 70+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	21
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)			CONTRACT NO. 63498	



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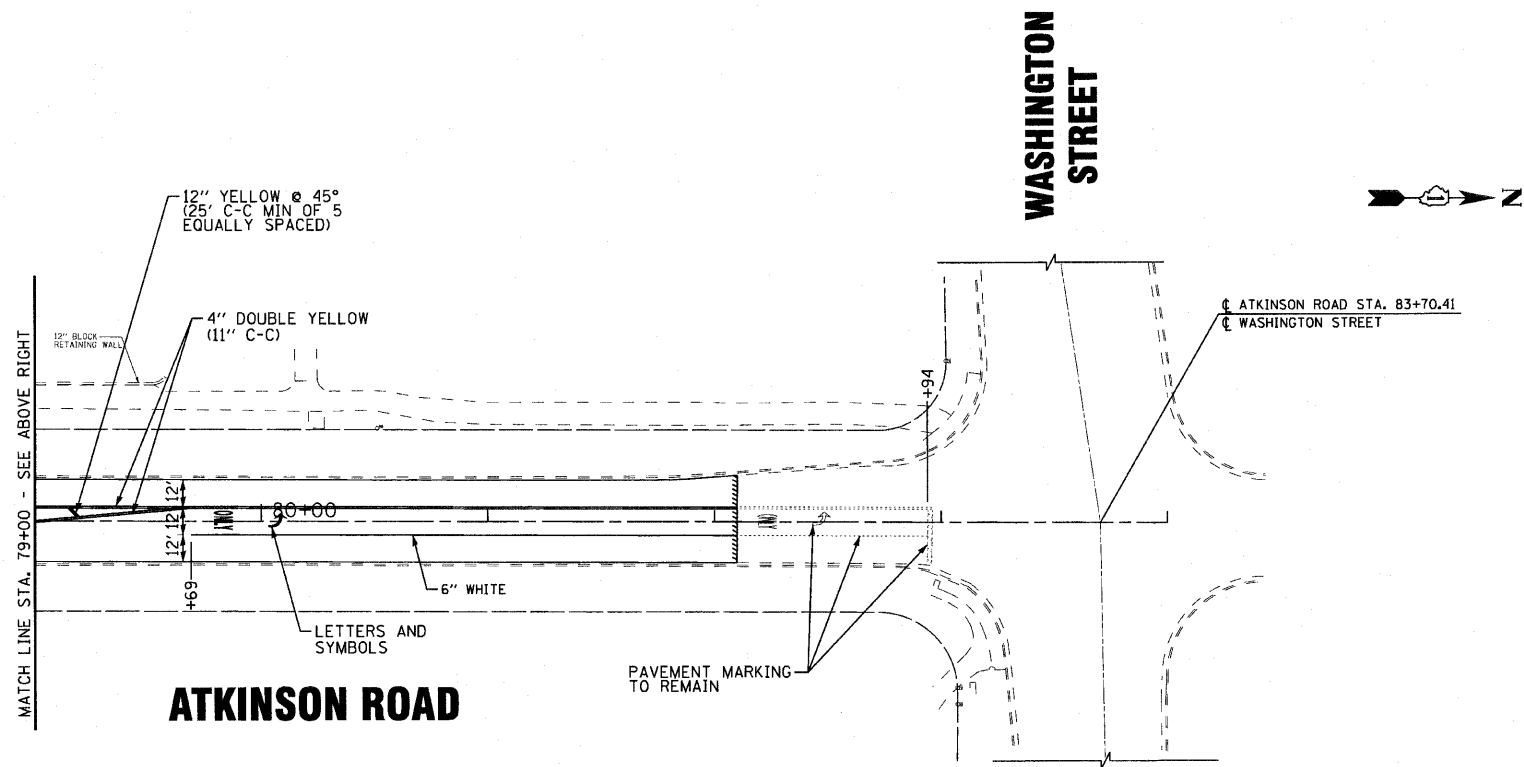
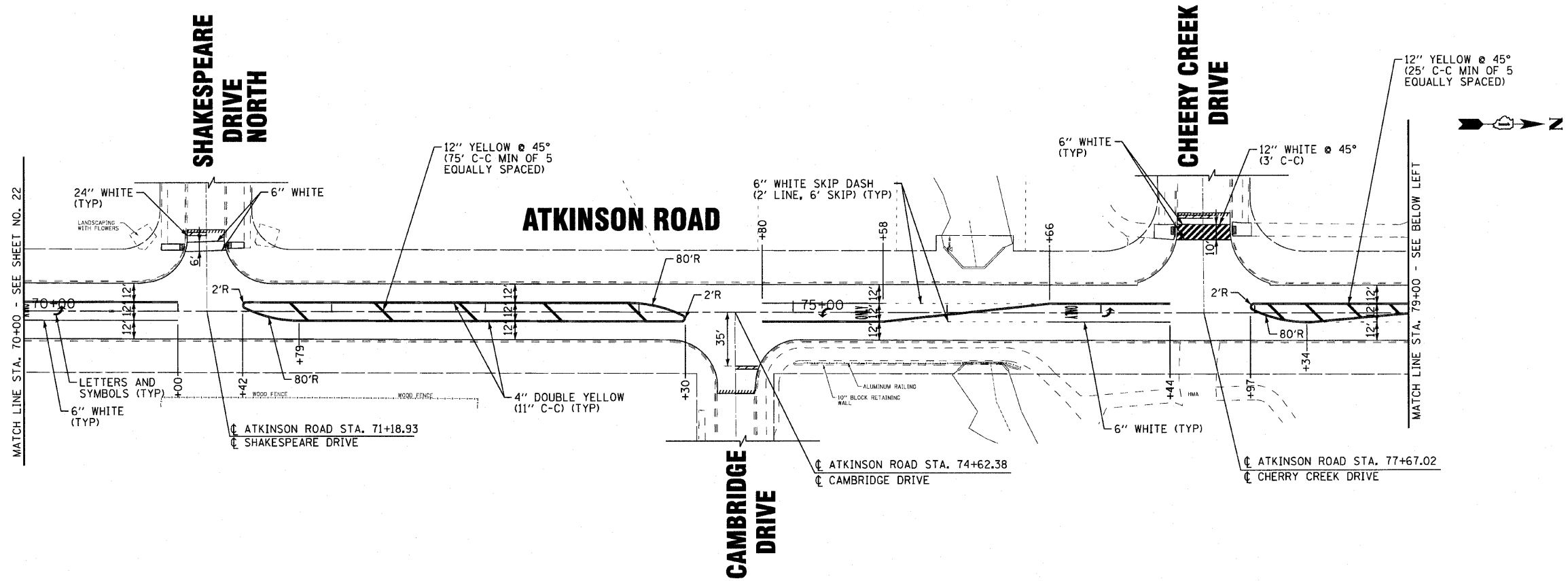


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DATE -	4-27-10	FILE -	090772-PM-SH1.dgn

VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS

PAVEMENT MARKING PLAN
 SCALE: H_v 1"=40'
 STA. 46+00 TO STA. 70+00

F.A.U. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-R5	LAKE	46	22
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)			CONTRACT NO. 63498	



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VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS

PAVEMENT MARKING PLAN

SCALE: H: 1"=40'

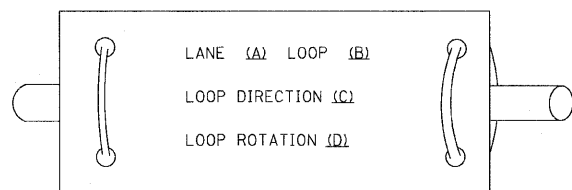
STA. 70+00 TO STA. 83+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	23
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

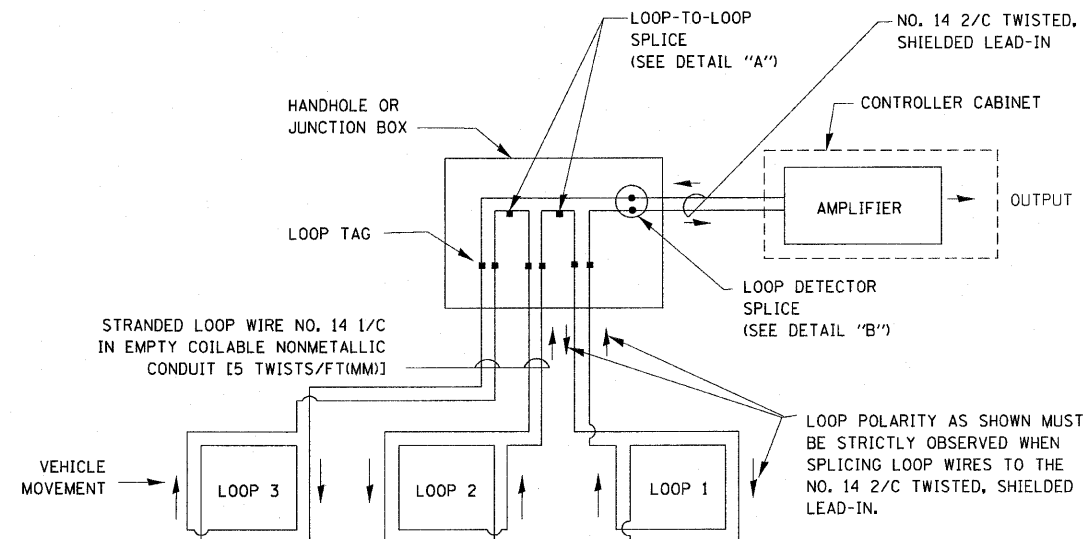
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

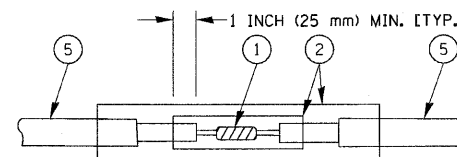


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

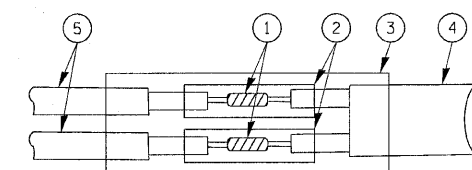


DETECTOR LOOP WIRING SCHEMATIC

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

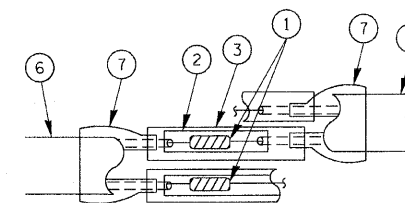


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

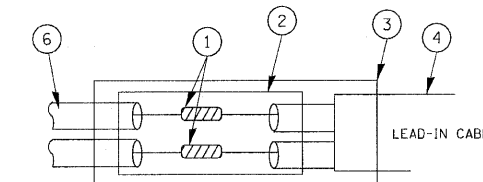


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



PREFORMED LOOP

**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

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

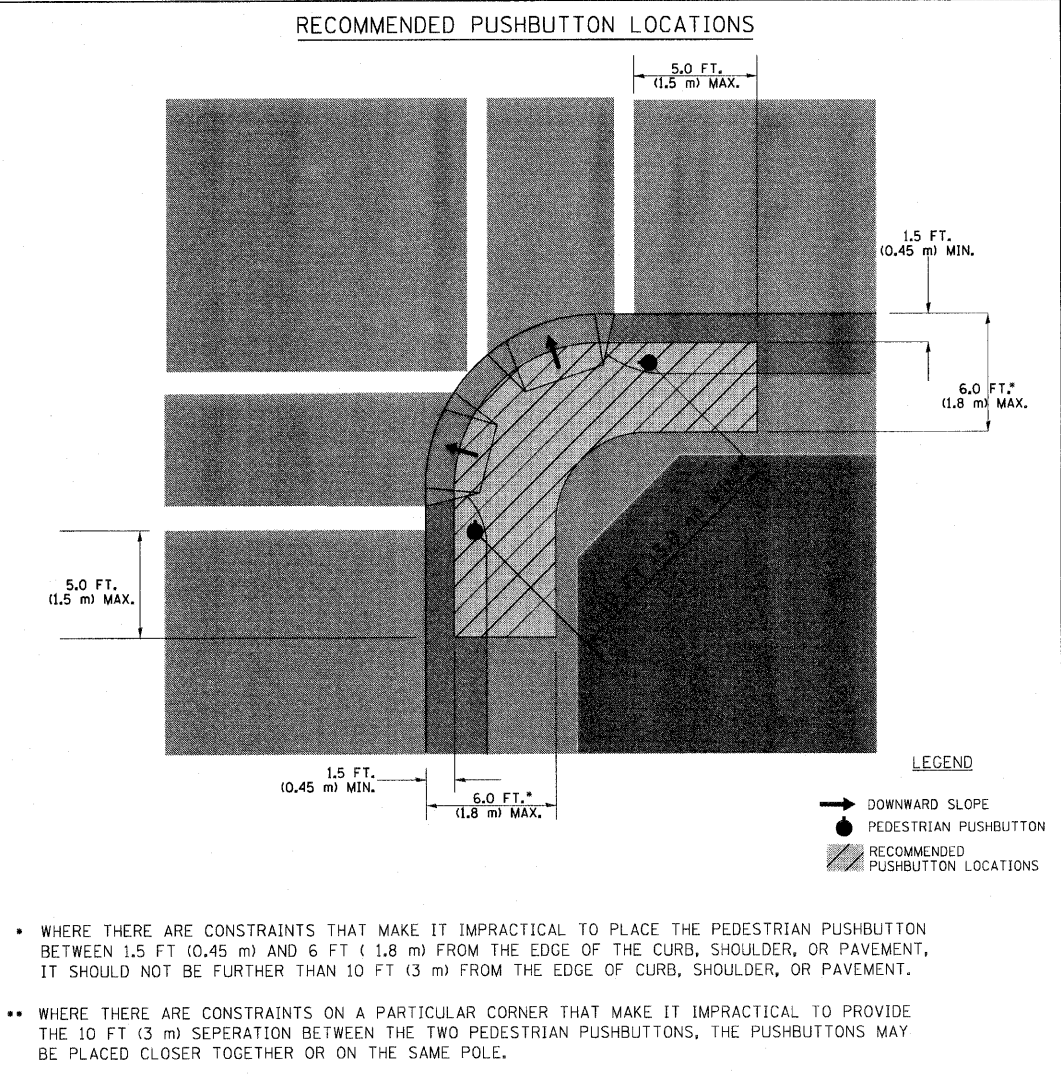
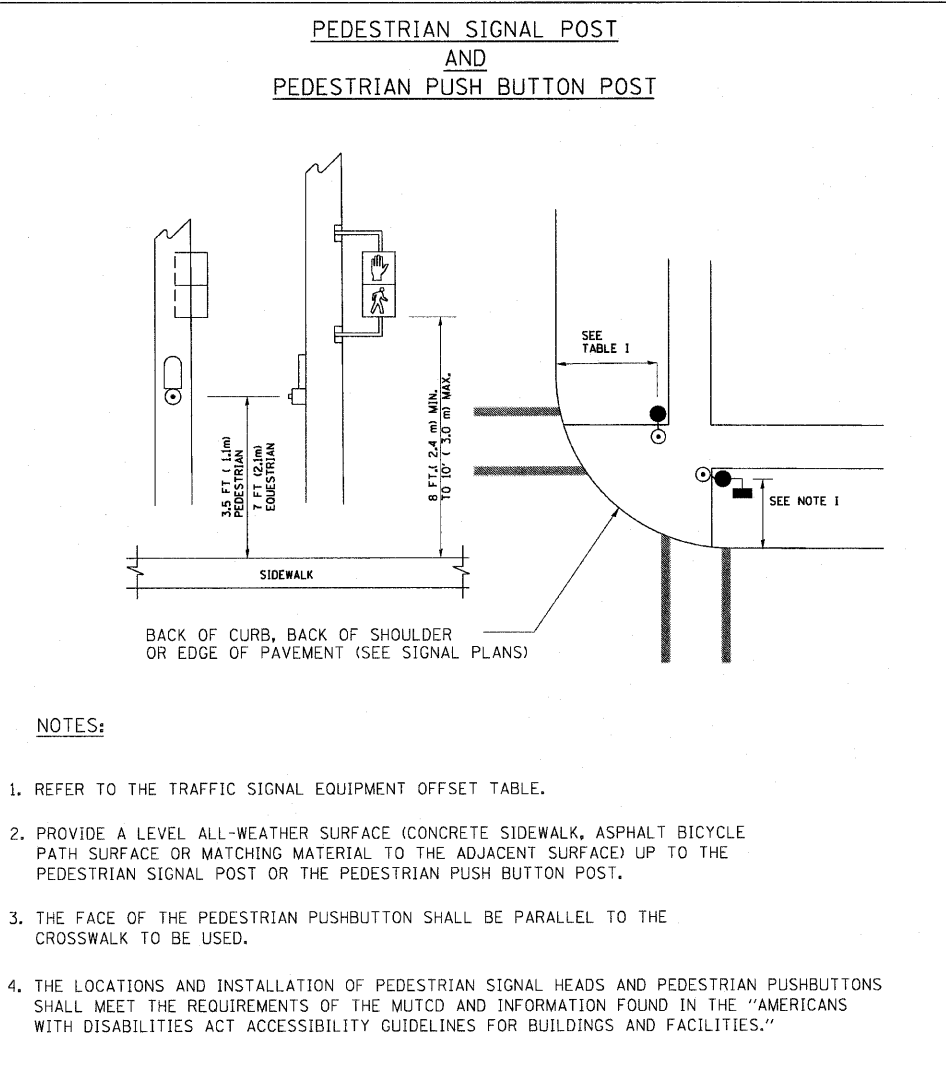
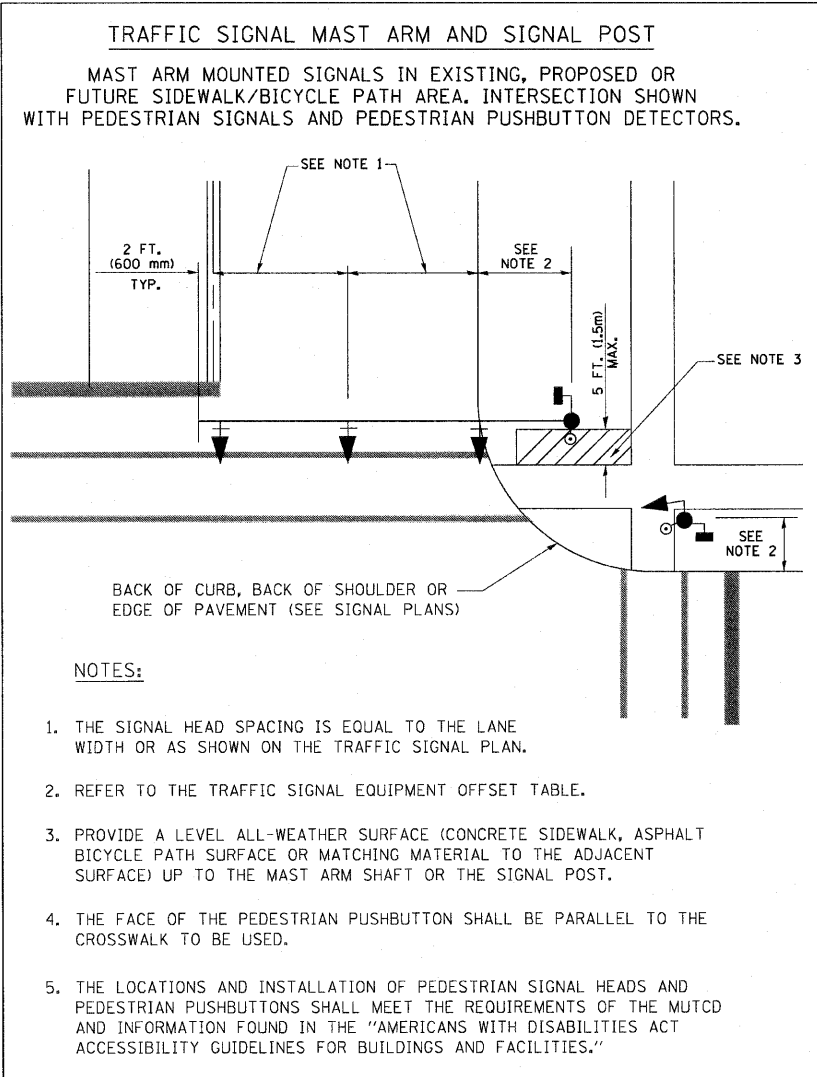
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 24
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



NOTES:

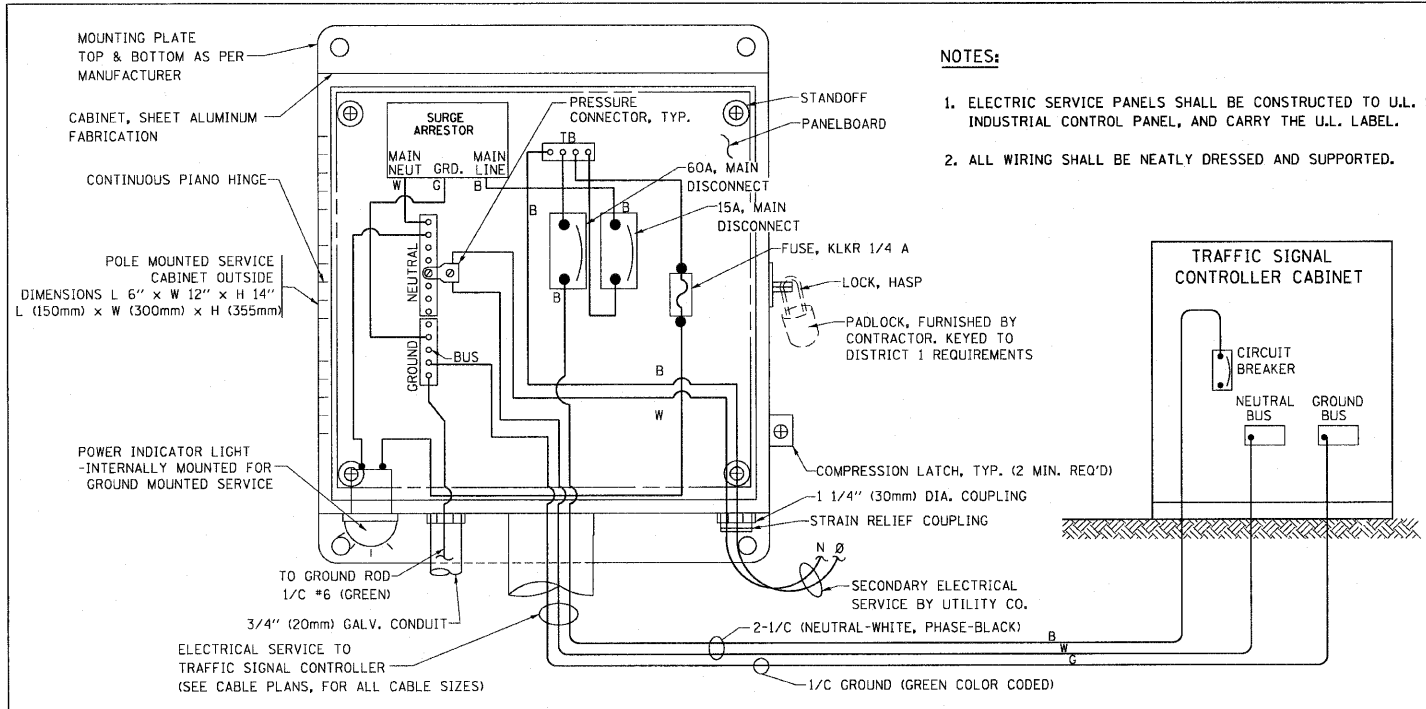
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

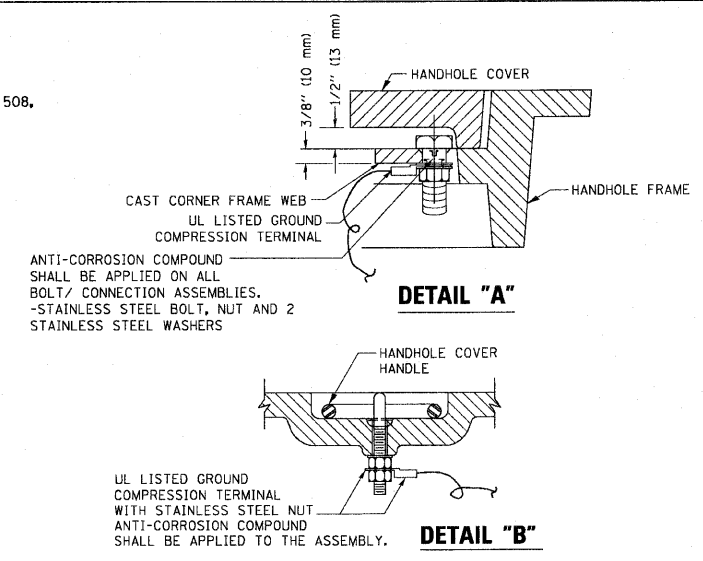
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

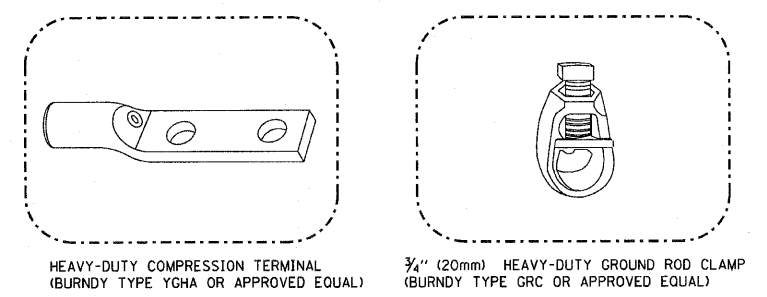
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



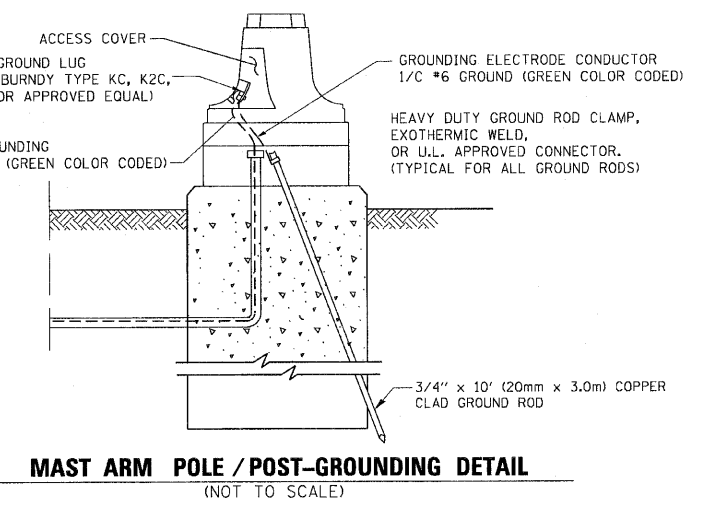
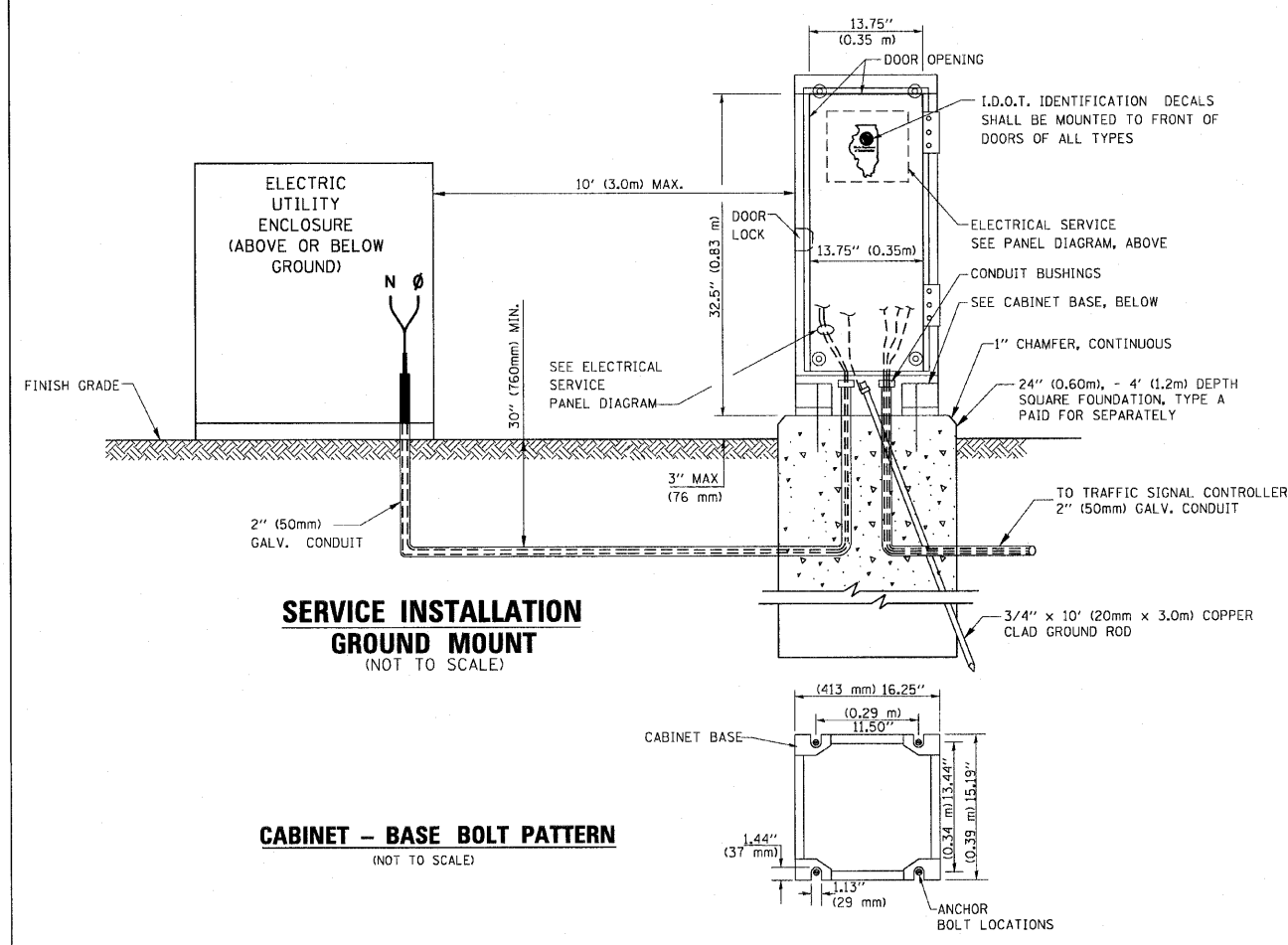
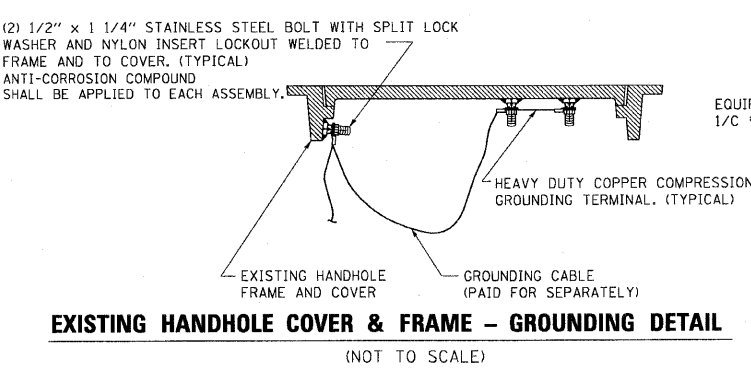
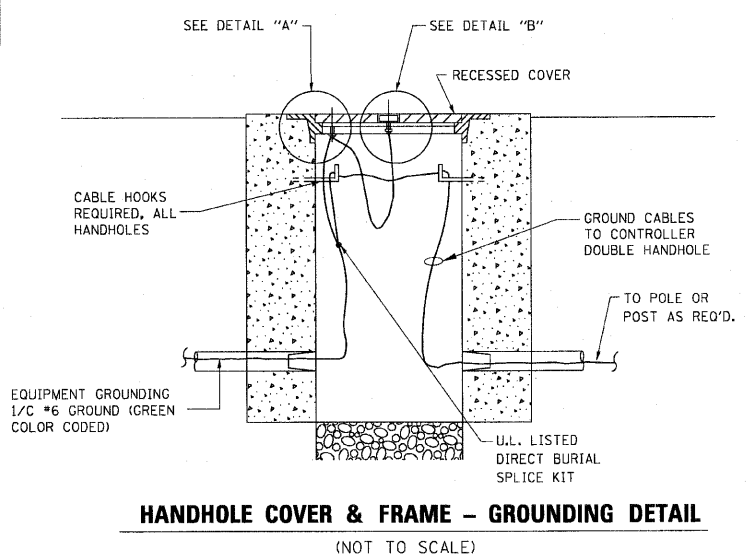
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

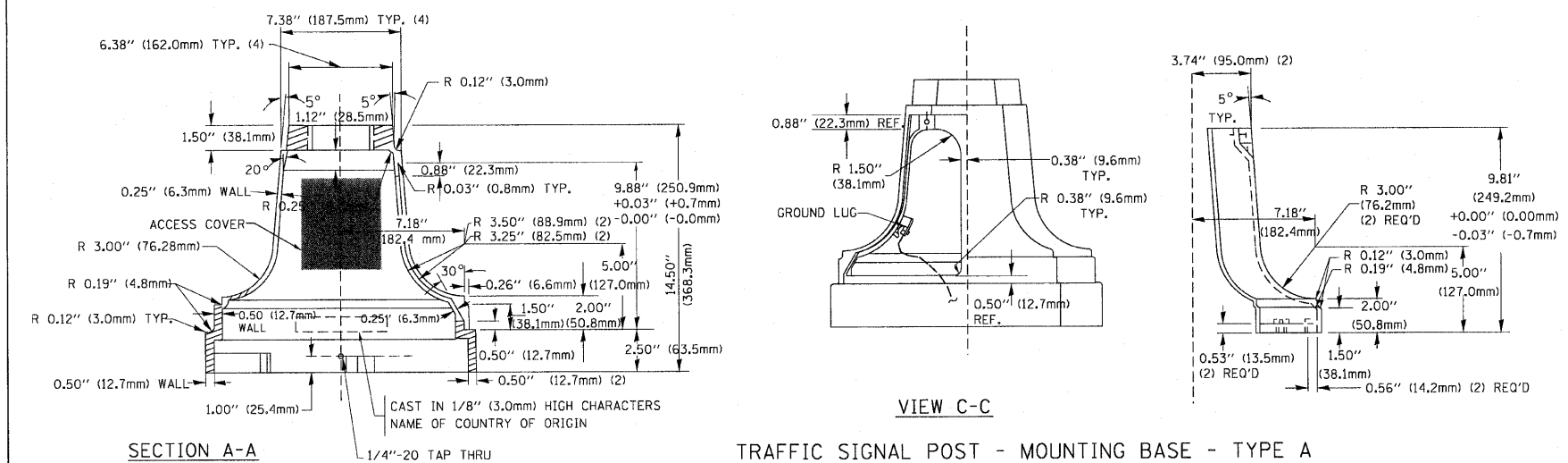
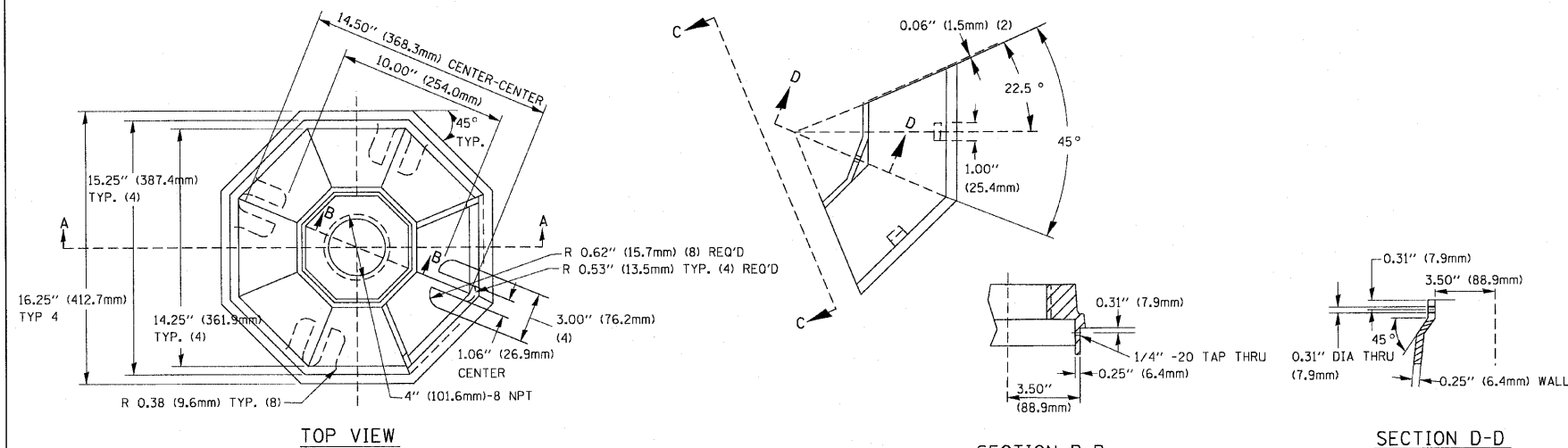


- NOTES:**
- GROUNDING SYSTEM**
- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED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

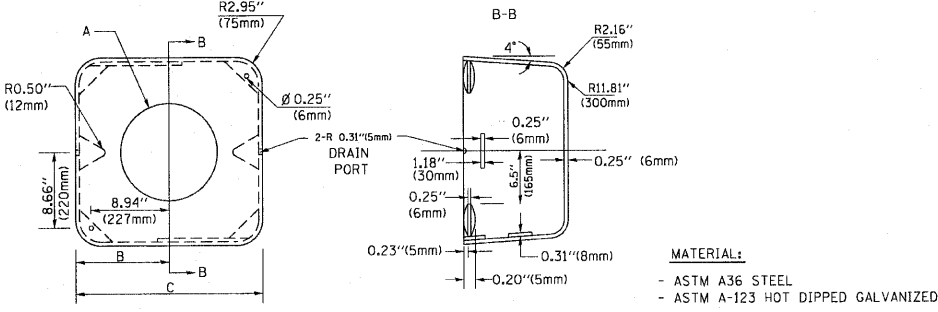


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.





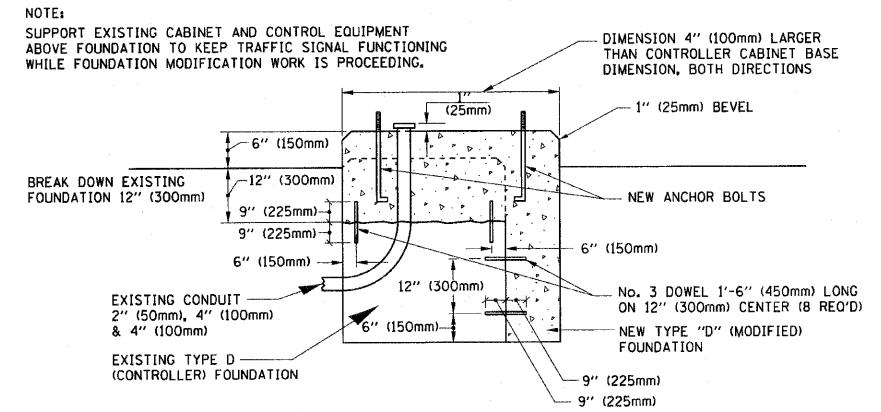
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



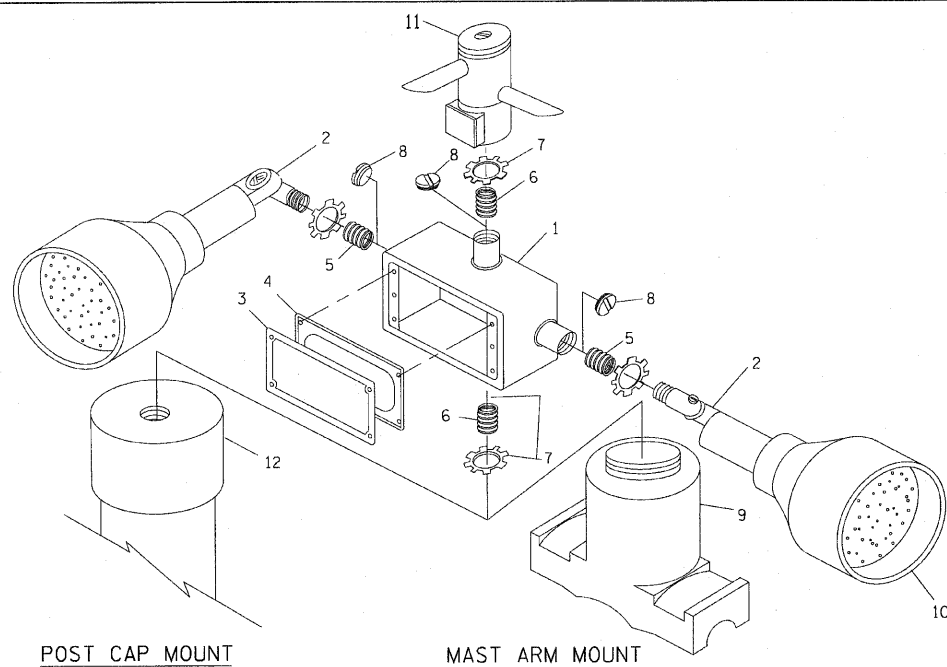
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\" (178mm) - 12\" (300mm)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

SHROUD

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



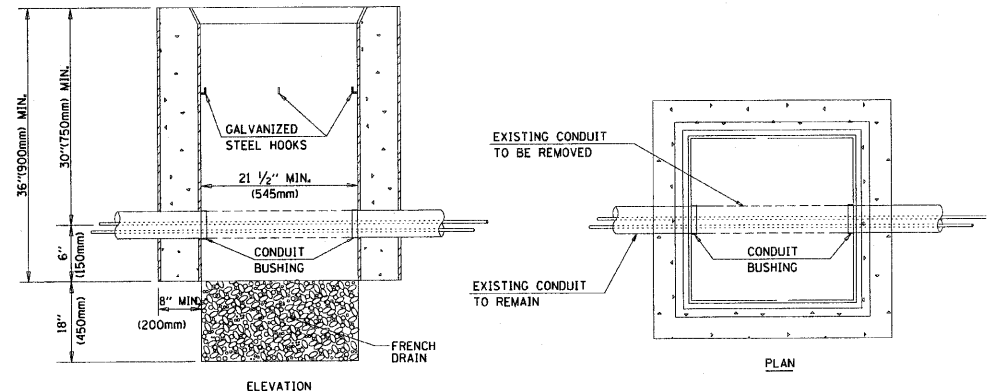
MODIFY EXISTING TYPE "D" FOUNDATION



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

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

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

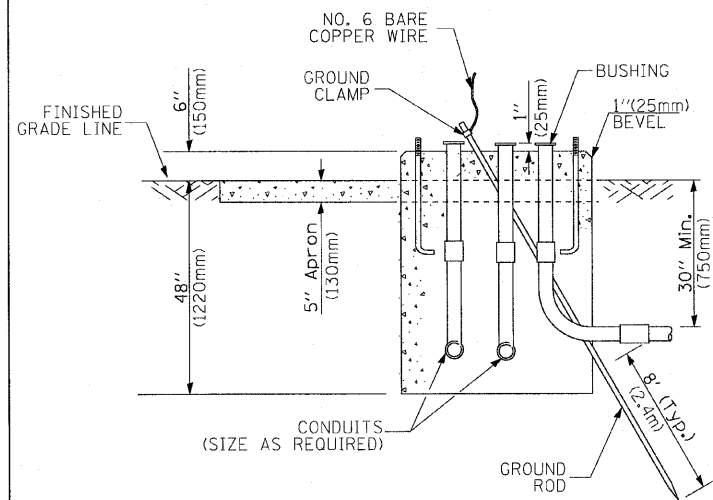
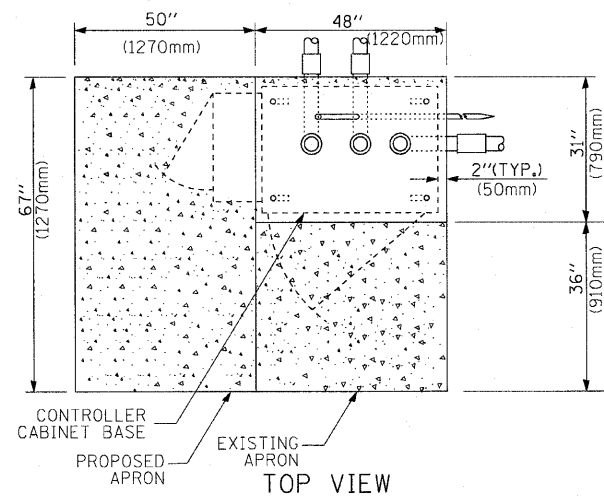
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

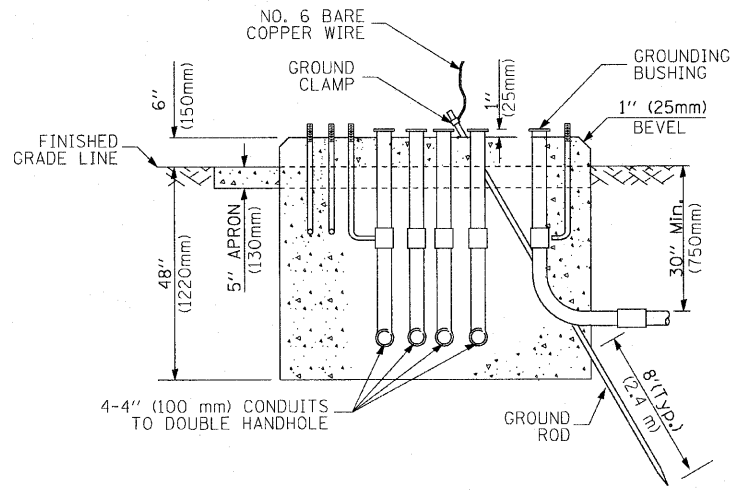
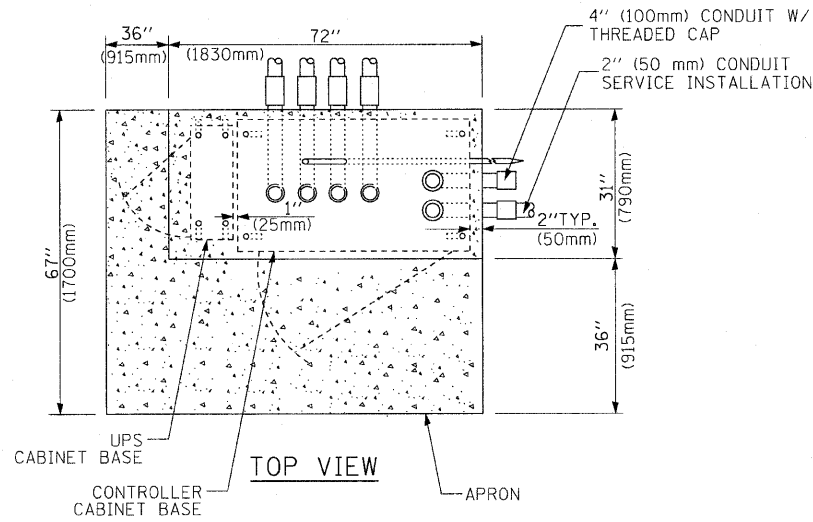
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	27
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT M-9003 (485)				

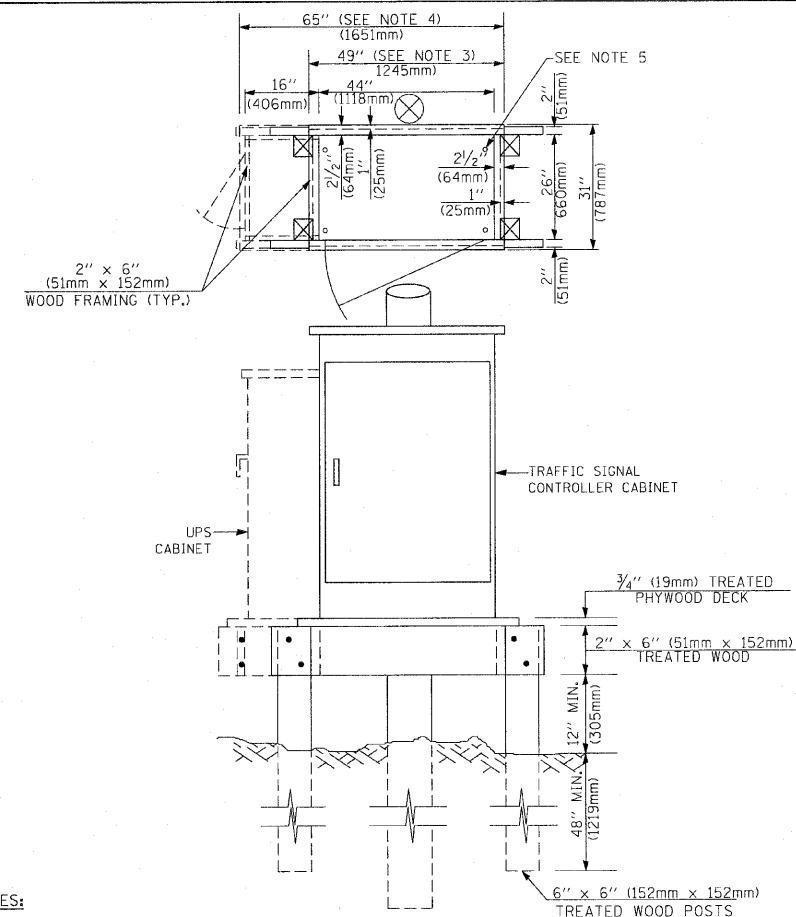
SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.



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



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

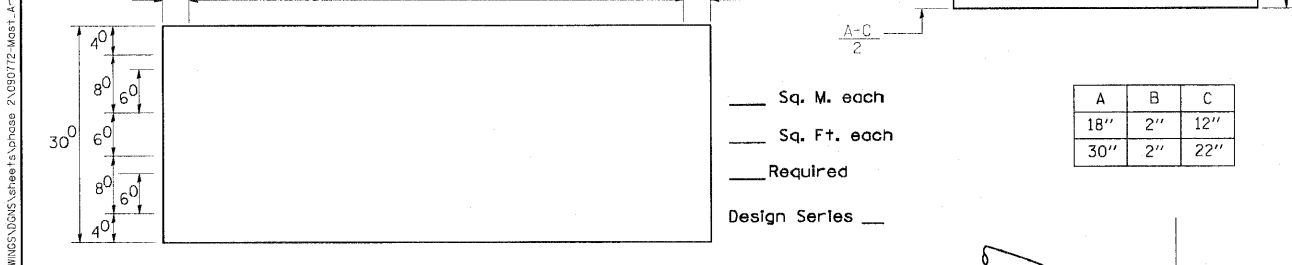
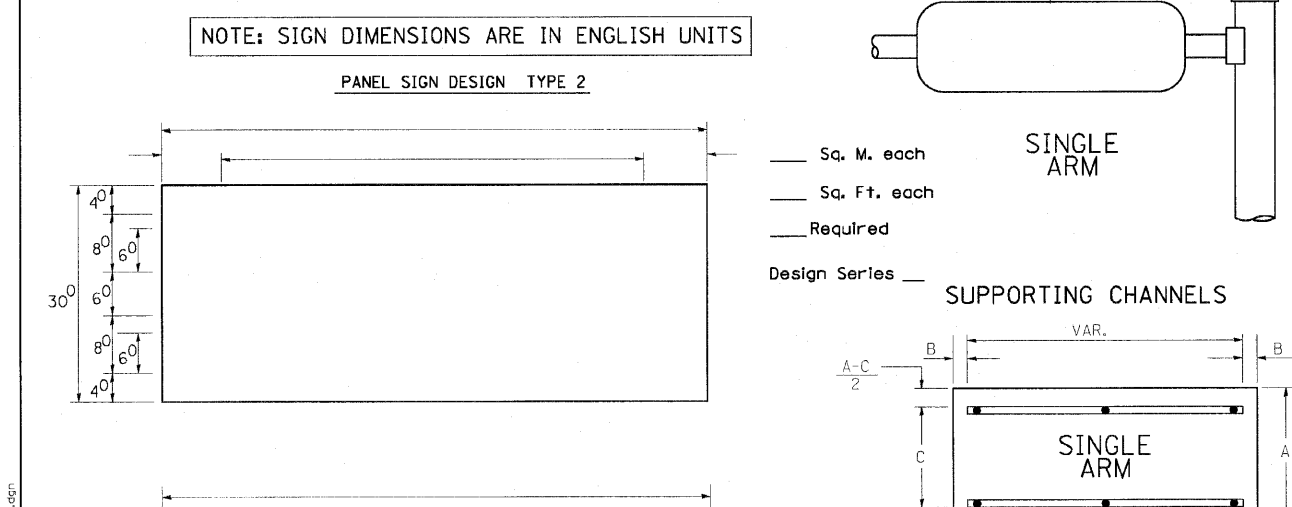
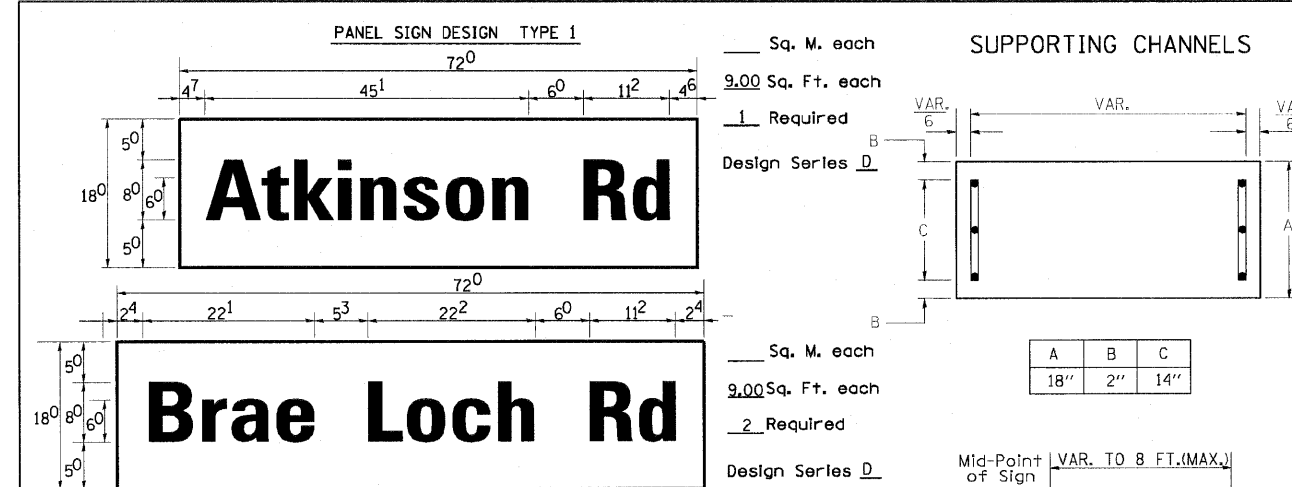
NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

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



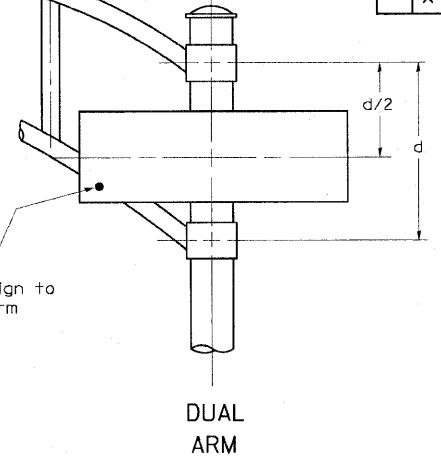
GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
- * J.O. HERBERT CO. MIDLOTHIAN, VA.
 - * WESTERN REMAC INC. WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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



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

FILE NAME =	USER NAME = bauerd1	DESIGNED - DAG/BCK	REVISED - DAG 10/28/09
DRAWN - BCK	CHECKED - DAG/DAD	REVISED -	REVISED -
PLOT SCALE = 49.9999 1/ IN.	DATE = 03-15-09		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	30
TS-02		CONTRACT NO. 63498		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-9003 (485)

**Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"**

SERIES	SECOND LETTER															
	a		c		d		e		g		o		q		z	
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	14
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21

EXAMPLE, 2³ DENOTES 3/8"

**UPPER AND LOWER CASE
LETTER WIDTHS**

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

**Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"**

SERIES	SECOND LETTER															
	a		c		d		e		g		o		q		z	
ad hgi j	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
lm nqu	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14
bk ops	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
ce	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10
tz	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14
vy	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14

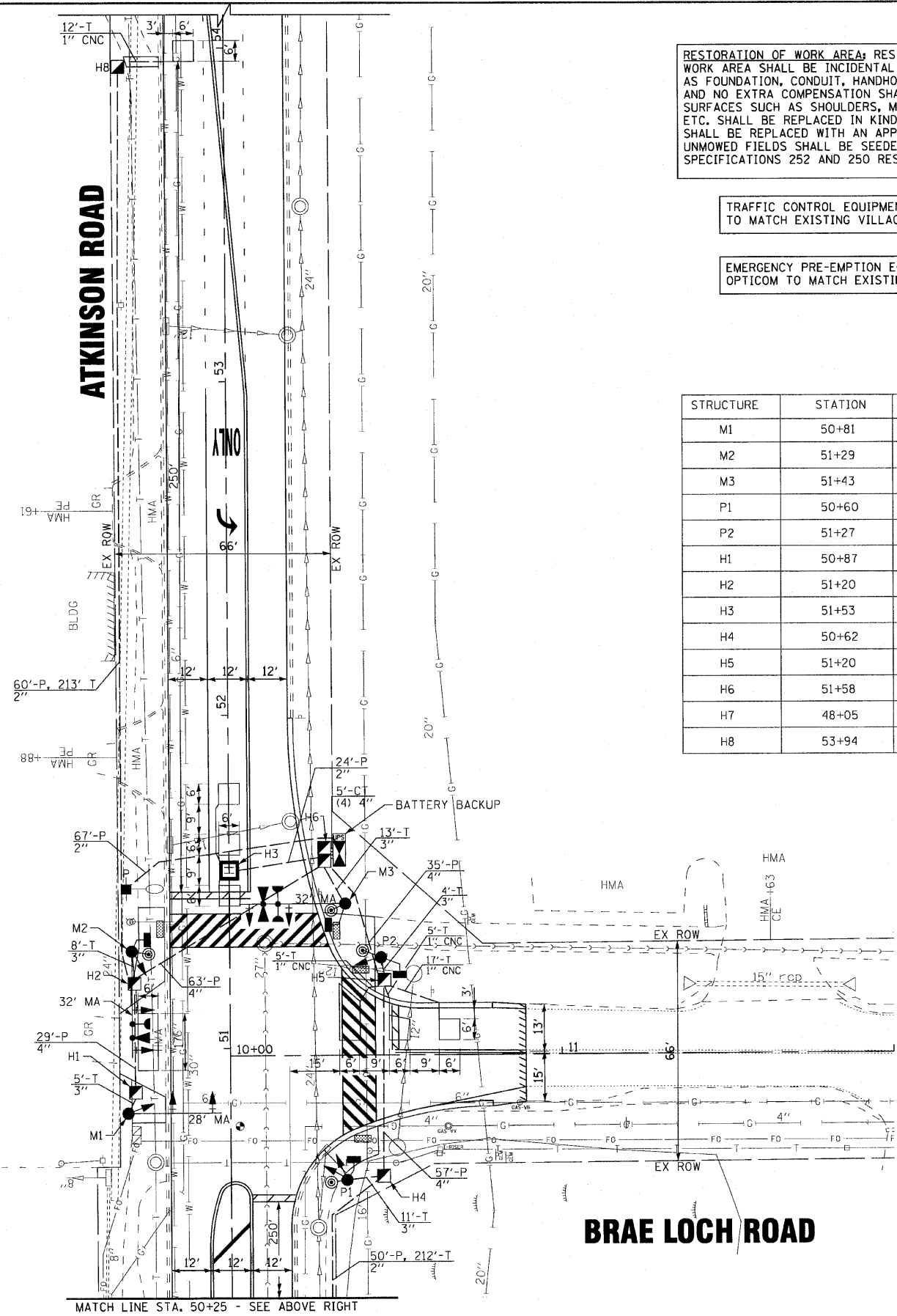
**Number To Number
Spacing Chart 8 Inch Series "C & D"**

SERIES	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
0 9	16	17	16	17	14	15	12	14	14	15	14	15	16	17	12	14	16	17	16	17
1	20	21	20	21	20	21	16	17	14	15	20	21	20	21	14	15	20	21	20	21
2 3 4	14	15	14	15	14	15	12	14	14	15	14	15	11	12	16	17	14	15		
5	14	15	14	15	14	15	11	12	11	12	14	15	14	15	11	12	14	15	14	15
6	16	17	14	15	14	15	12	15	12	14	14	15	14	15	11	12	14	15	14	15
7	12	14	12	14	14	15	12	15	05	06	12	14	14	15	11	12	14	15	12	14
8	16	17	16	17	14	15	12	15	12	14	14	15	16	17	12	14	16	17	14	15

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

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 EXPIRES 4/30/2010
 PROJECT NO. 09-00058-00-RS-09-00058-00-RS-09-00058-00-RS-09-00058-00-RS-09-00058-00-RS

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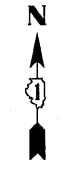
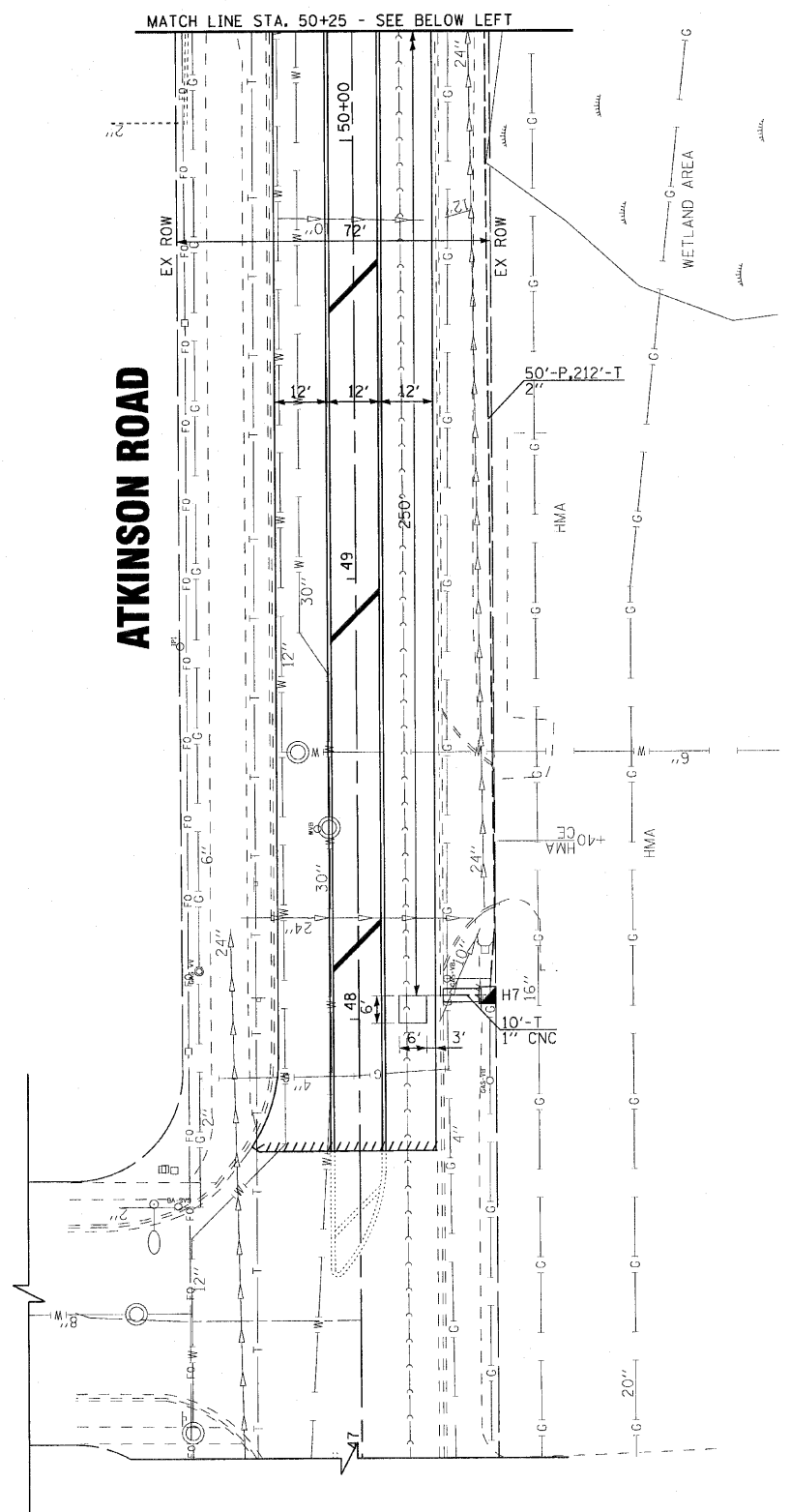


RESTORATION OF WORK AREA; RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL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

TRAFFIC CONTROL EQUIPMENT SHALL BE "EAGLE" TO MATCH EXISTING VILLAGE SIGNALS.

EMERGENCY PRE-EMPTION EQUIPMENT SHALL BE OPTICOM TO MATCH EXISTING VILLAGE SIGNALS.

STRUCTURE	STATION	OFFSET
M1	50+81	31' LT
M2	51+29	30' LT
M3	51+43	35' RT
P1	50+60	35' RT
P2	51+27	46' RT
H1	50+87	29' LT
H2	51+20	29' LT
H3	51+53	0' LT
H4	50+62	46' RT
H5	51+20	47' RT
H6	51+58	29' RT
H7	48+05	29' RT
H8	53+94	32' LT



DESIGNED -	DJS	REVISED -	
DRAWN -	LKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	090772-TS-PLAN.dgn

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

TRAFFIC SIGNAL INSTALLATION PLAN

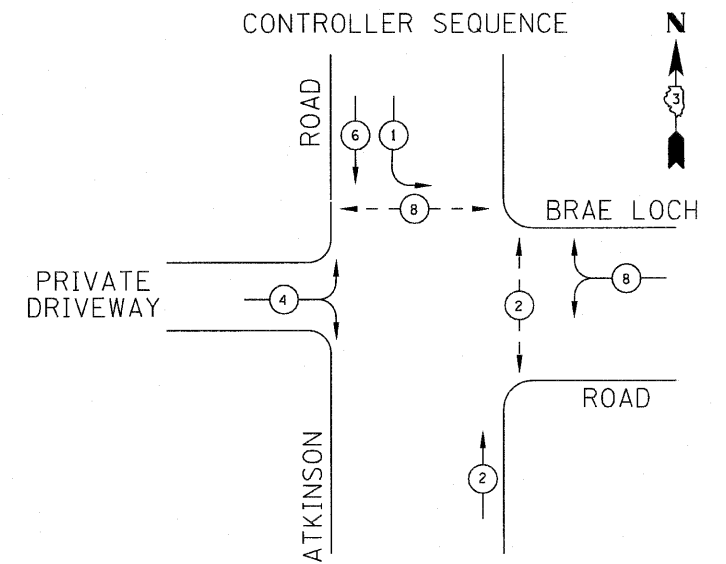
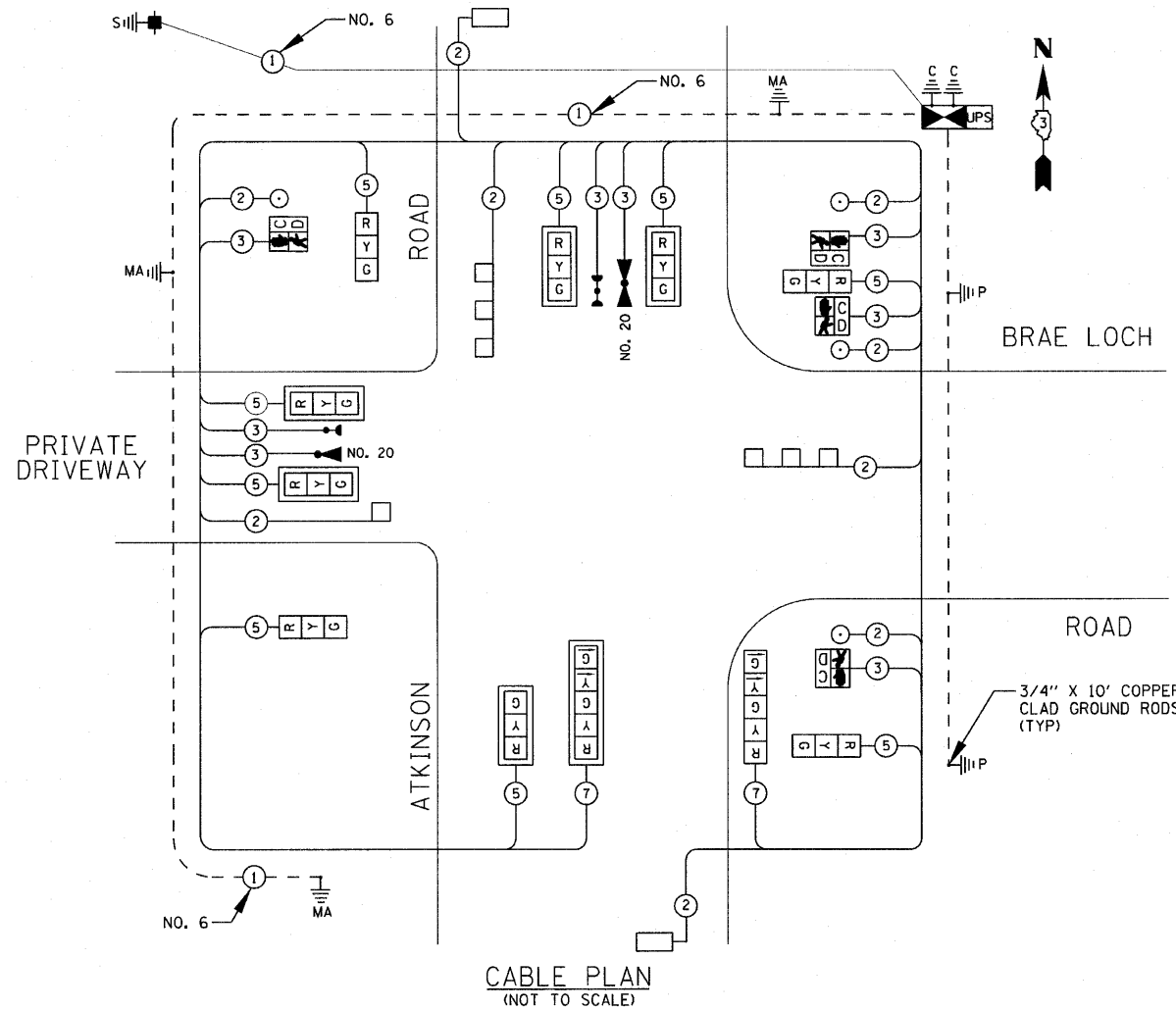
SCALE: H: 1"=20'

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-R5	LAKE	46	32
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)				

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	TOTAL QUANTITY
SIGN PANEL - TYPE 1	SQ FT	27
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	425
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	41
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	201
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	184
HANDHOLE	EACH	6
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	471
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	368
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	635
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1,155
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	338
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	977
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	87
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	37
SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MO	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMNUM	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	304
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	998
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	232

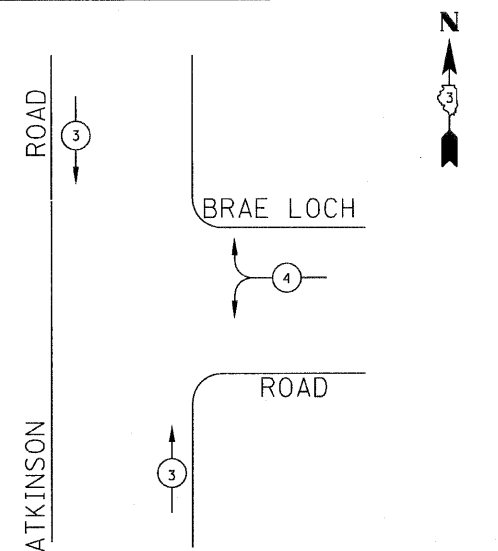


PHASE DESIGNATION DIAGRAM

LEGEND

- ← ● → DUAL ENTRY PHASE
- ← ● → PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTION		
EMERGENCY VEHICLE PREEMPTION	3	4
MOVEMENT	↑ ↓	←

NOTES:

1. THE NEUTRAL AND GROUND SHALL BE TIED AT THE SERVICE INSTALLATION, BUT SHALL BE SEPERATED AT THE TRAFFIC SIGNAL CABINET.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS
 VILLAGE OF GRAYSLAKE, ILLINOIS
 10 S. SEYMOUR AVE. GRAYSLAKE, ILLINOIS 60030-0325
 ENERGY SUPPLY CONTACT: LOUIS HICKS
 PHONE: 847-816-5489
 COMPANY: COM ED
 DESIGNED - DJS
 DRAWN - UKB
 CHECKED - RWL
 DATE - 4-27-10
 REVISED - 6-8-10 IDOT REVIEW
 REVISED -
 REVISED -
 FILE - 090772-TS-CABLE.dgn
 SCALE: STA. TO STA.
 F.A.U. RTE. 0198 SECTION 09-00058-00-RS COUNTY LAKE TOTAL SHEETS 46 SHEET NO. 33 CONTRACT NO. 63498
 FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT: M-9003 (485)

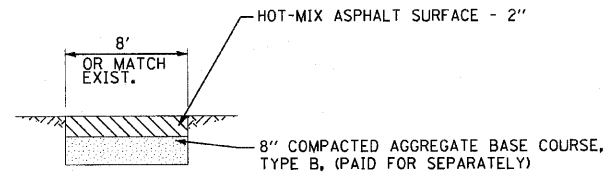
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	11	135	--	0.50	742.5
(YELLOW)	11	135	--	0.25	371.25
(GREEN)	11	135	--	0.25	371.25
ARROW	4	135	--	0.10	54
PED. SIGNAL	4	--	25	1.00	100
CONTROLLER	1	100	--	1.00	100
ILLUM. SIGN	--	--	--	0.05	--
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	1739



**VILLAGE OF GRAYSLAKE, ILLINOIS
ATKINSON ROAD RESURFACING
AND RECONSTRUCTION IMPROVEMENTS**

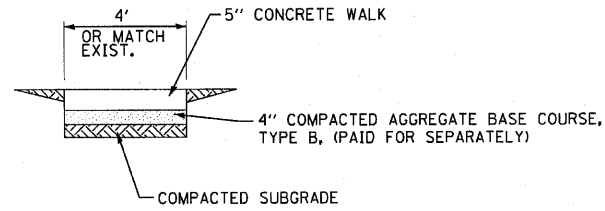
**CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND SCHEDULE OF QUANTITIES**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	33
CONTRACT NO. 63498			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)	



HMA RECREATIONAL PATH

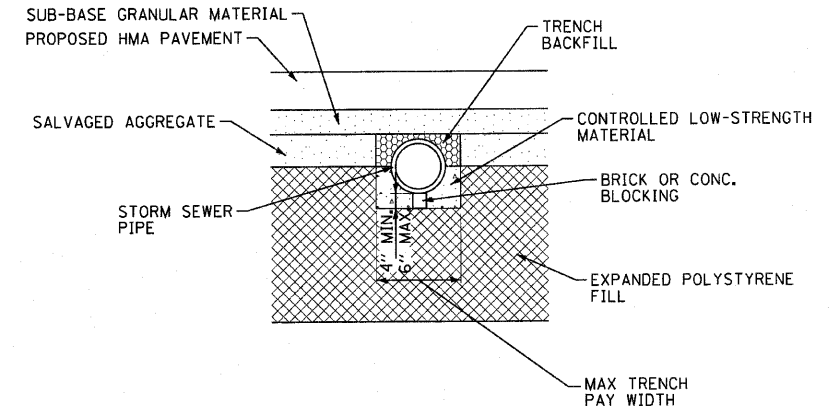
NO SCALE



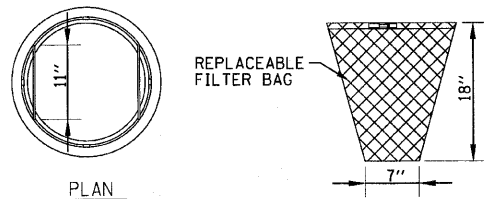
P.C.C. SIDEWALK - 5"

NO SCALE

NOTE: PROVIDE FIBER EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.



PERPENDICULAR TO CENTERLINE



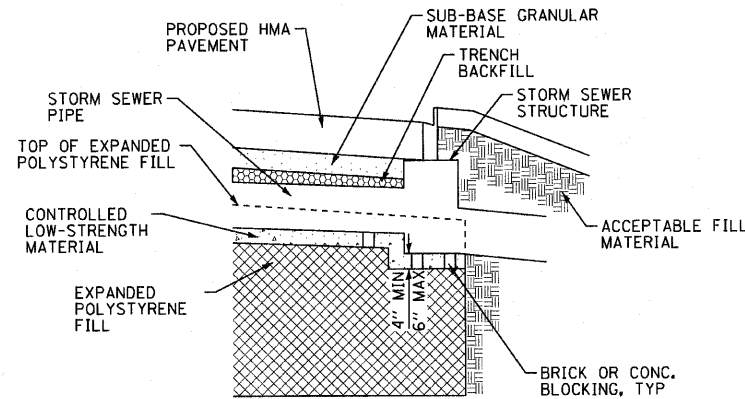
GENERAL NOTES:

FRAME: TOP RING CONSTRUCTED FROM 1 1/4" X 1 1/4" X 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" X 1/2" X 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" X 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.

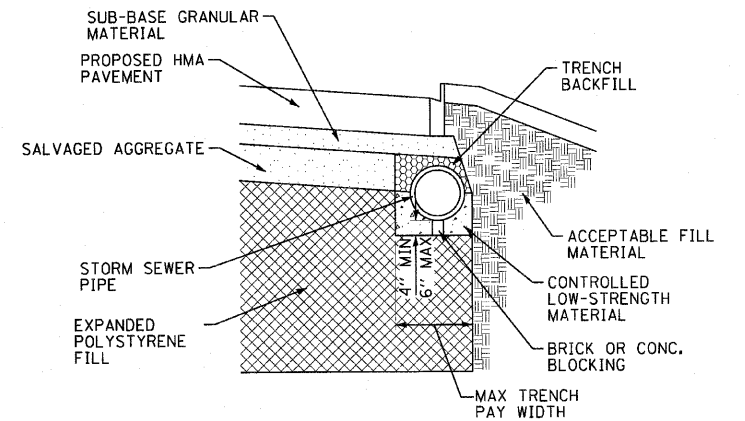
REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

INLET PROTECTION INLET FILTER

NO SCALE



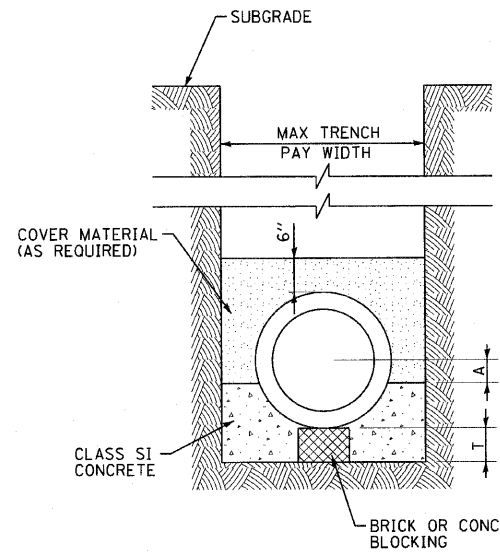
PARALLEL TO CENTERLINE



PARALLEL TO CENTERLINE

STORM SEWER BEDDING IN EXPANDED POLYSTYRENE FILL

NO SCALE



STANDARD CONC. CRADLE SECTION - CLASS SI CONCRETE (MISCELLANEOUS)

NO SCALE

INSIDE DIA. OF PIPE	IN INCHES	
	A	T
6	1.5	4
8	2	4
10	2.5	4
12	3	4
15	4	4
18	4.5	4
21	5.5	4
24	6	4
27	7	4
30	7.5	4
36	9	4
42	10.5	4
48	12	6
54	13.5	6
60	15	6
66	16.5	8
72	18	8

CONCRETE CRADLE SHALL TERMINATE AT A PIPE JOINT

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - BR-00121 - EPPRES 4/30/2011
 USER: baxter 02/22/08 3:55:50 PM
 C:\P\090772\MISC\DRAWINGS\DWG\DET\DET15.dgn
 P:\CAD\DWG\SUBVEY\DRAWINGS\DWG\DET\DET15.dgn
 P:\CAD\DWG\SUBVEY\DRAWINGS\DWG\DET\DET15.dgn



DESIGNED -	DJS	REVISED -	
DRAWN -	UKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	4-27-10	FILE -	090772-MISC-DETS.dgn

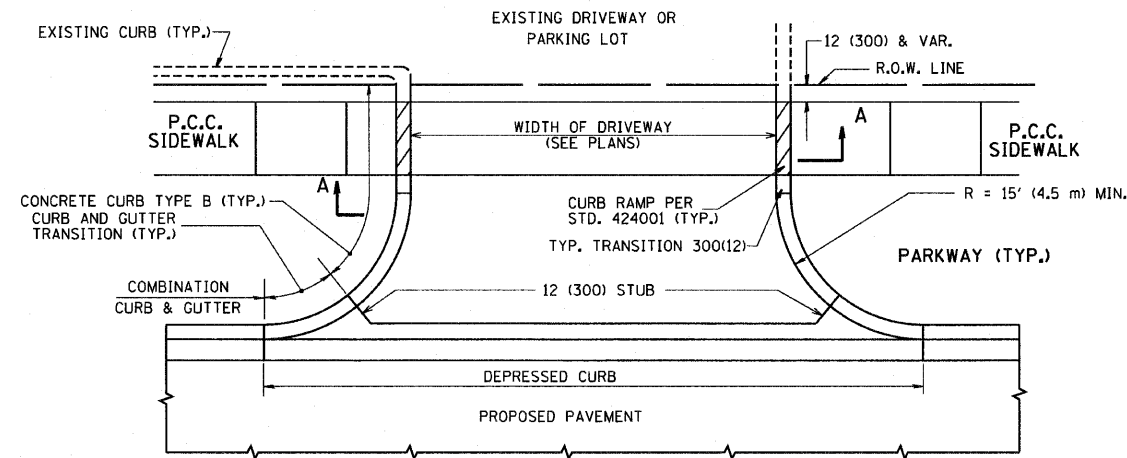
**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

MISCELLANEOUS DETAILS

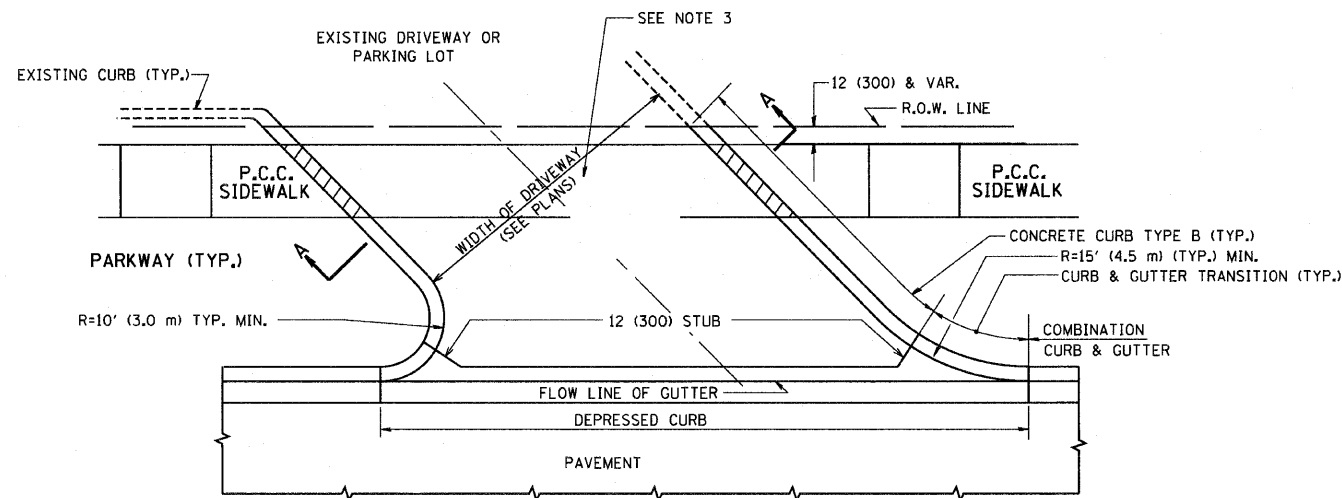
SCALE: NOT TO SCALE

STA. TO STA.

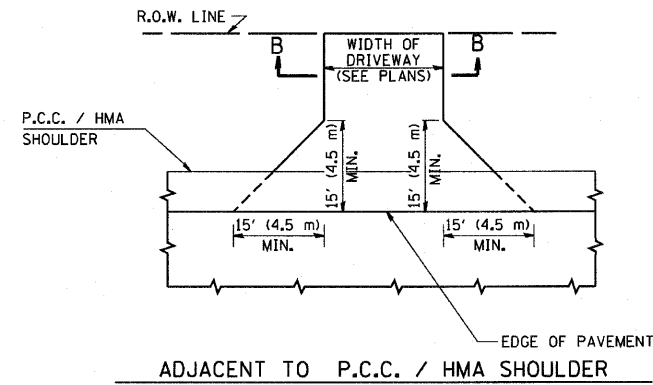
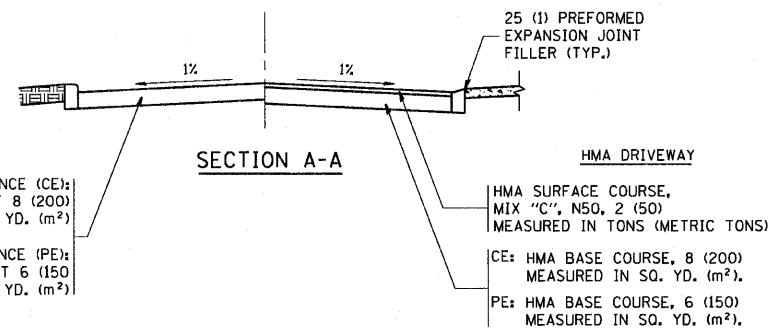
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	34
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: M-9003 (485)			CONTRACT NO. 63498	



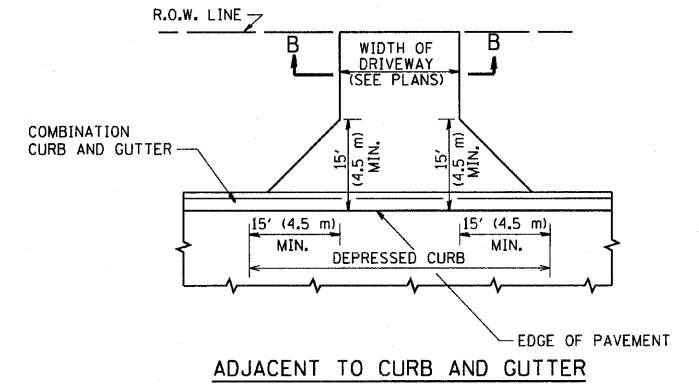
WITH CONCRETE CURB, TYPE B



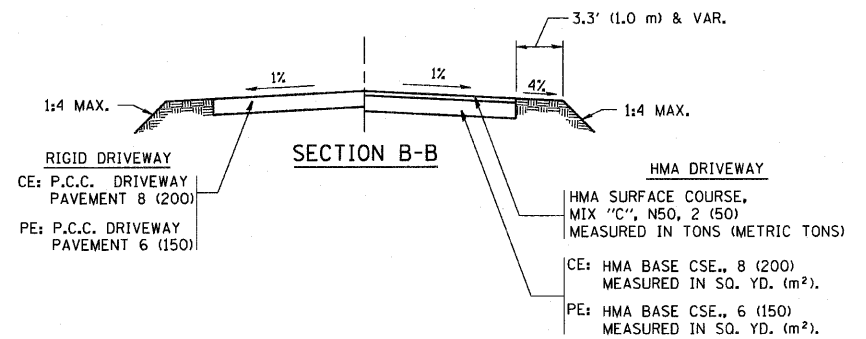
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
HMA SURFACE COURSE,
MIX "C", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)
AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

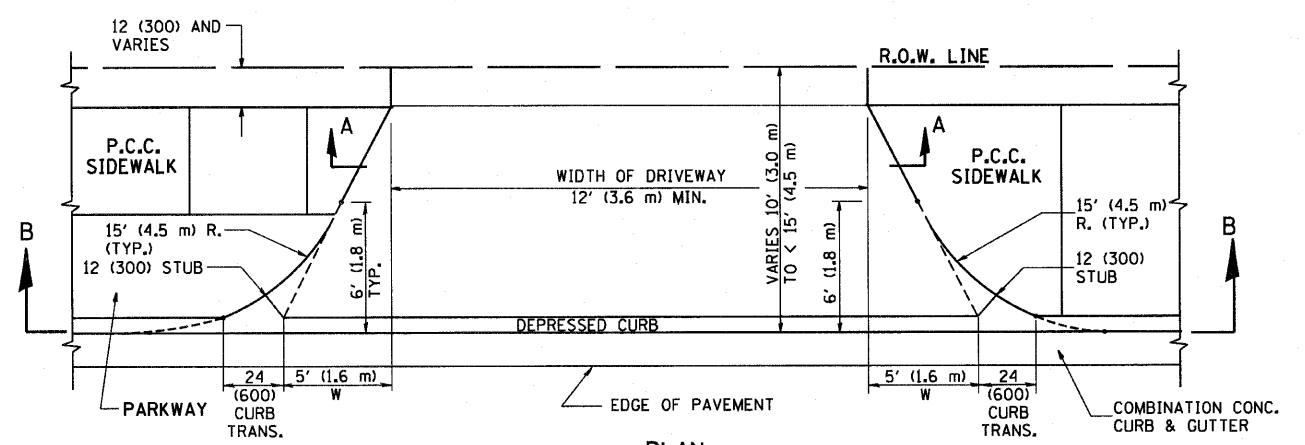
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = c:\projects\diststd22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LOFLUER 04-15-03
	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08

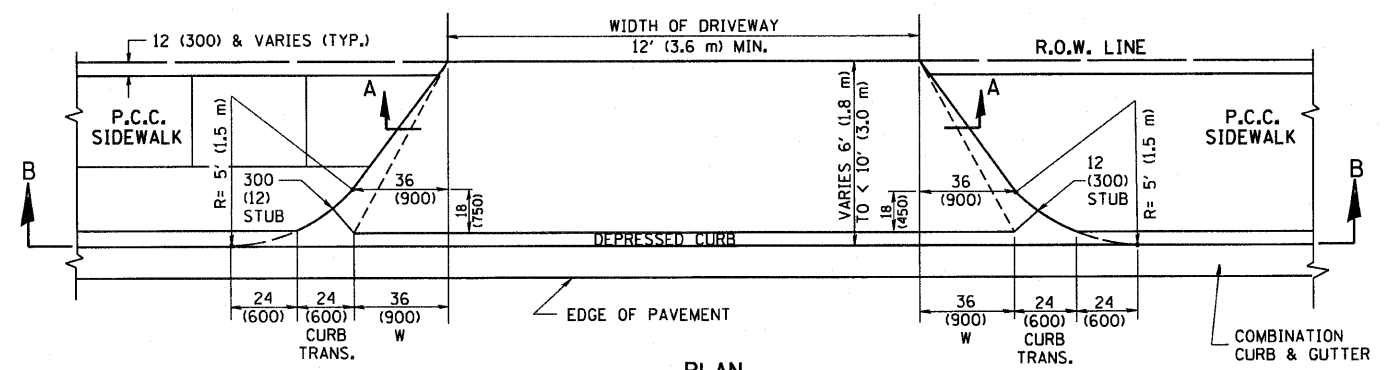
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

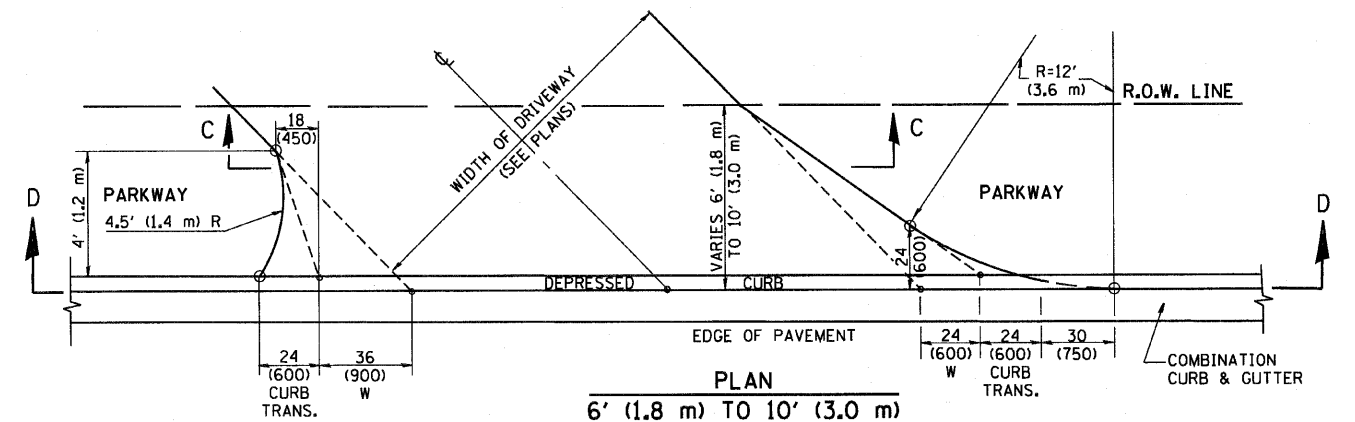
F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 35
BD0156-07 (BD-01)			CONTRACT NO. 63498	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



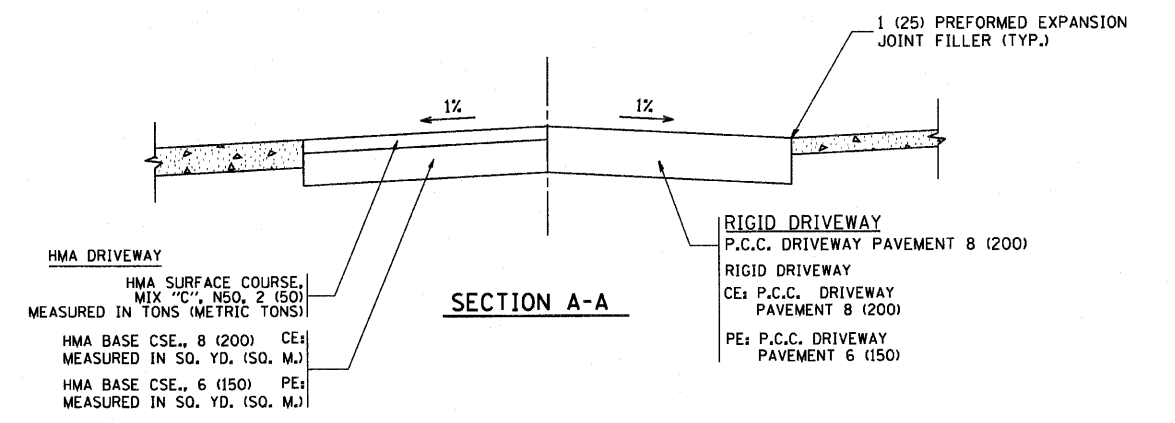
PLAN
10' (3.0 m) TO < 15' (4.5 m)



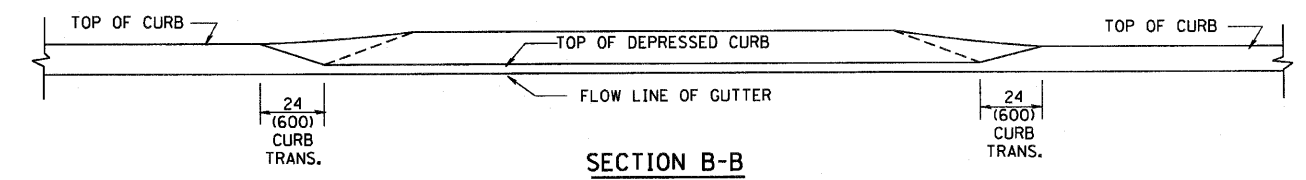
PLAN
6' (1.8 m) TO < 10' (3.0 m)



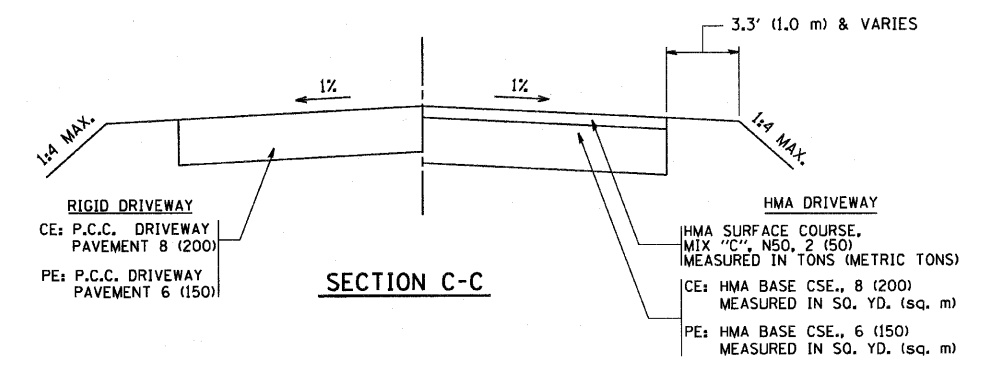
PLAN
6' (1.8 m) TO 10' (3.0 m)



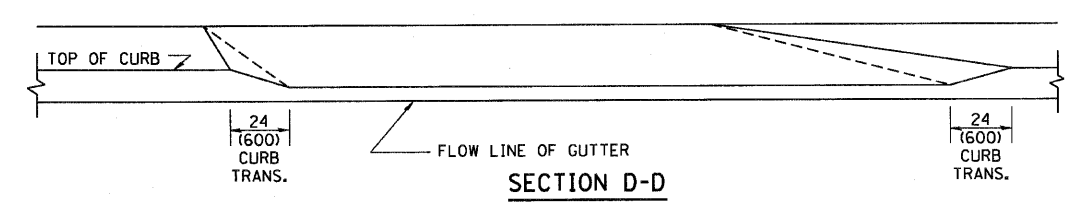
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS, SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

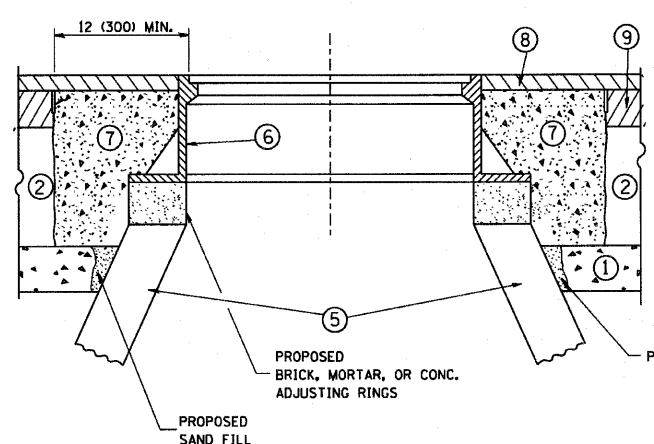
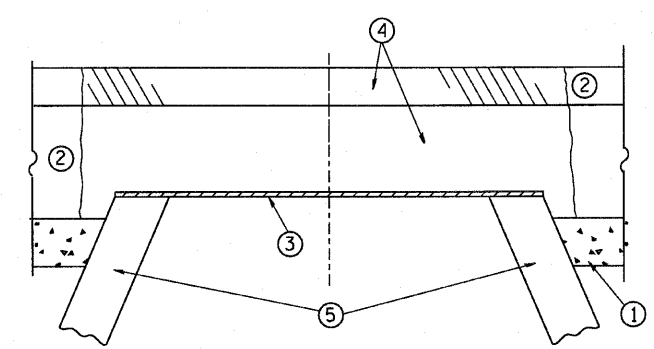
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = W:\drststd\22x34\bd02.dgn	USER NAME = geglionobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		0198	09-00058-00-RS	LAKE	46	36
		CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		BD400-02 (BD-02)		CONTRACT NO. 63498		
		DATE - 11-06-95	REVISED - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.
- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

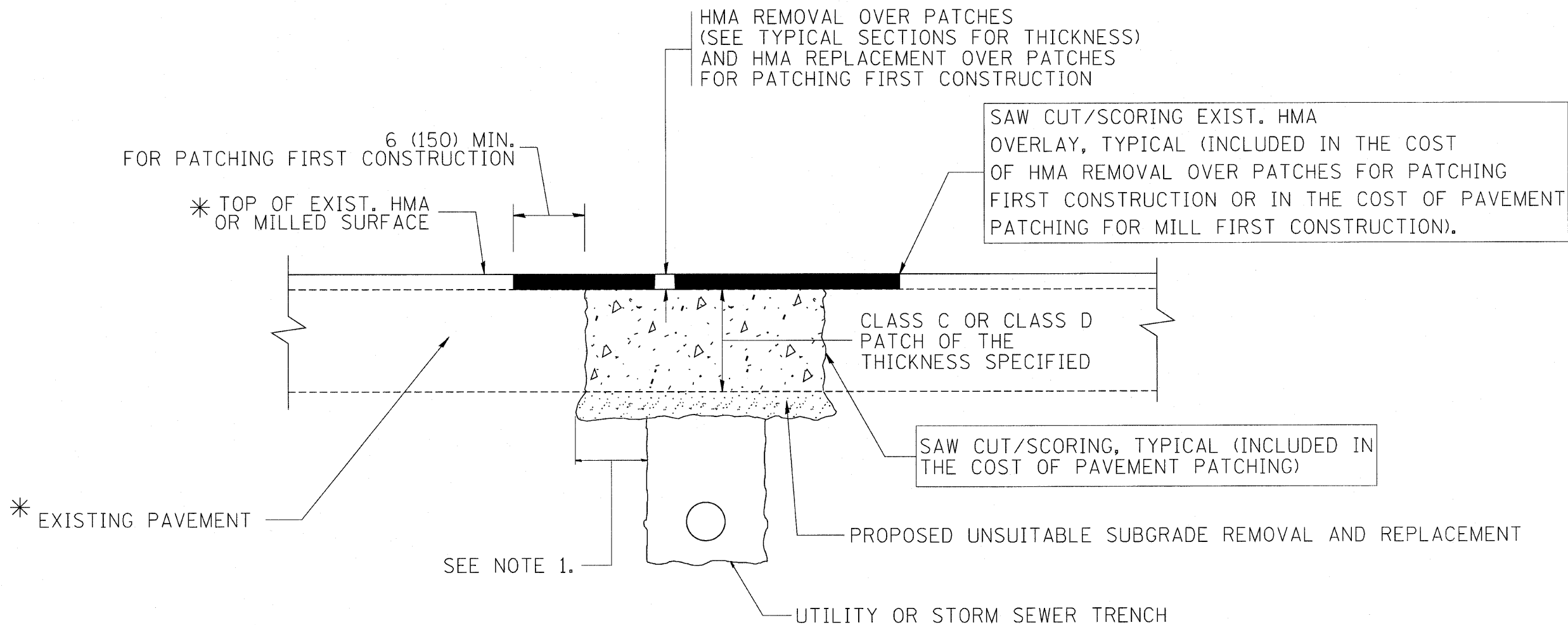
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gogienobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 37	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8)		CONTRACT NO. 63498		
		PLOT SCALE = 50.0000' / IN.	REVISED - R. WIEDEMAN 05-14-04		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)							
		PLOT DATE = 1/4/2008	DATE - 10-25-94		REVISED - R. BORO 01-01-07							



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

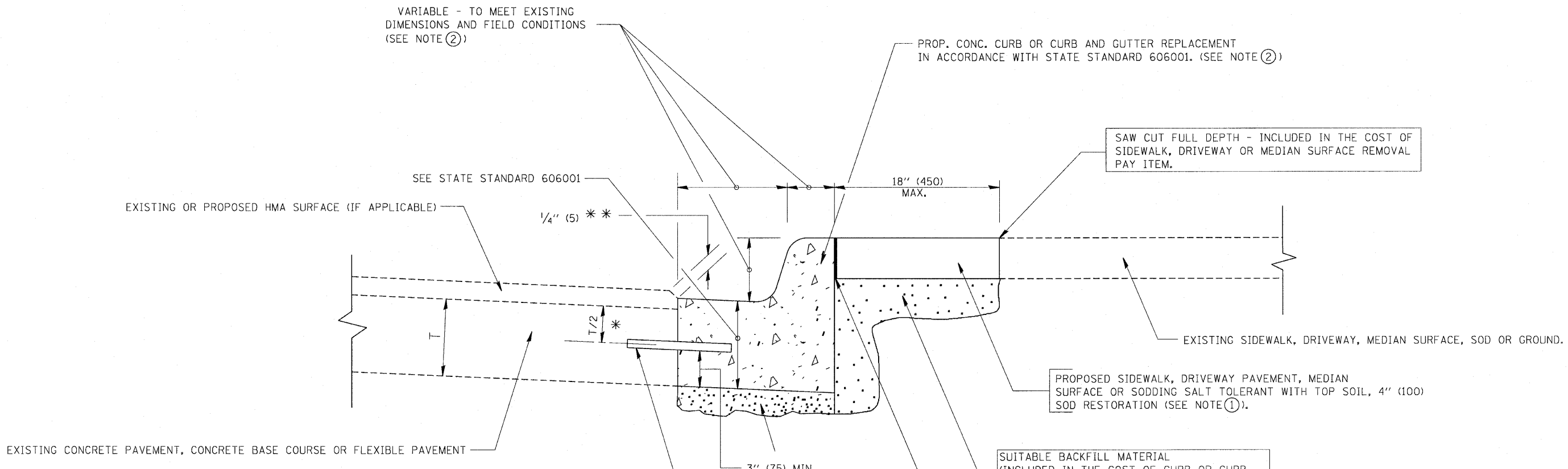
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bouerd1	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 38	
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 63498	
		PLOT SCALE = 50,000' / IN.	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(485)							
		PLOT DATE = 10/27/2008	DATE - 10-25-94									
			REVISED - K. ENG 10-27-08									



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

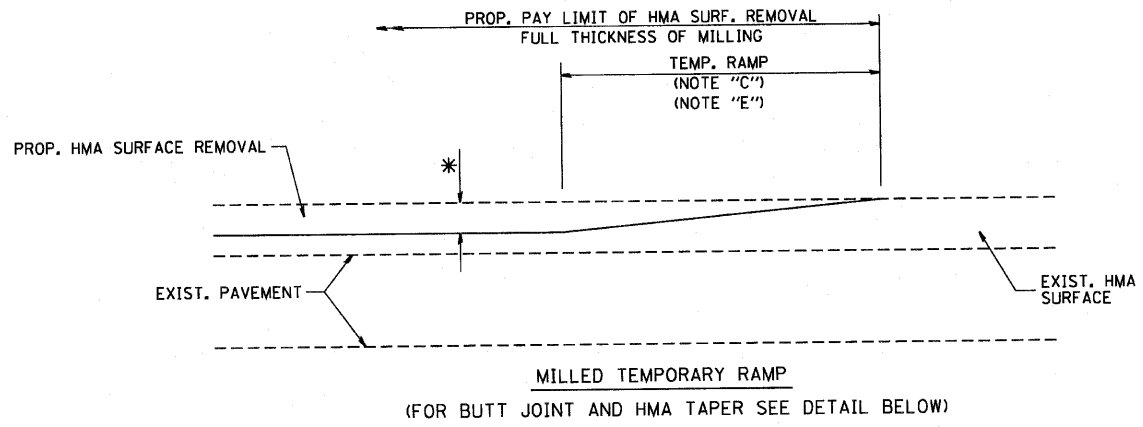
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

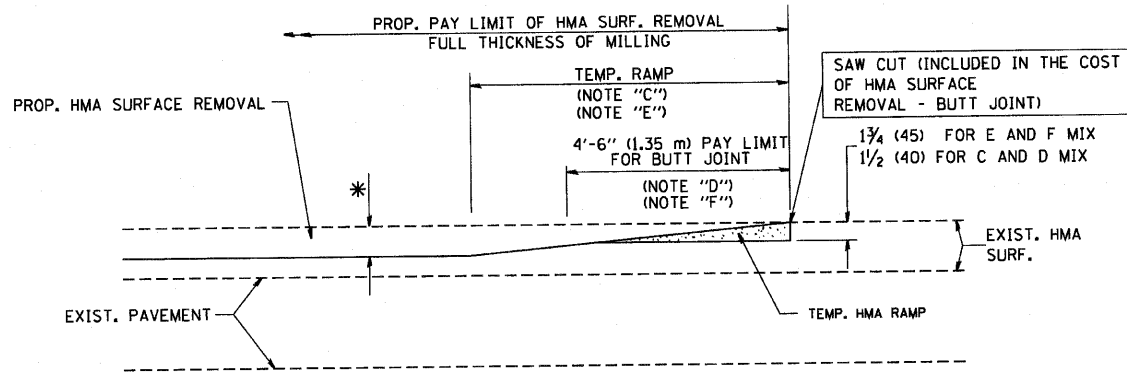
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = d-rivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\p_w\work\pwidot\d-rivakosgn\d2189315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			0198	09-00058-00-RS	LAKE	46	39	
		PLOT SCALE = 50,000' / IN.	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24) CONTRACT NO. 63498					
		CHECKED -	REVISED - R. BORO 12-15-09			SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.					
		PLOT DATE = 12/15/2009	DATE - 03-11-94	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)							

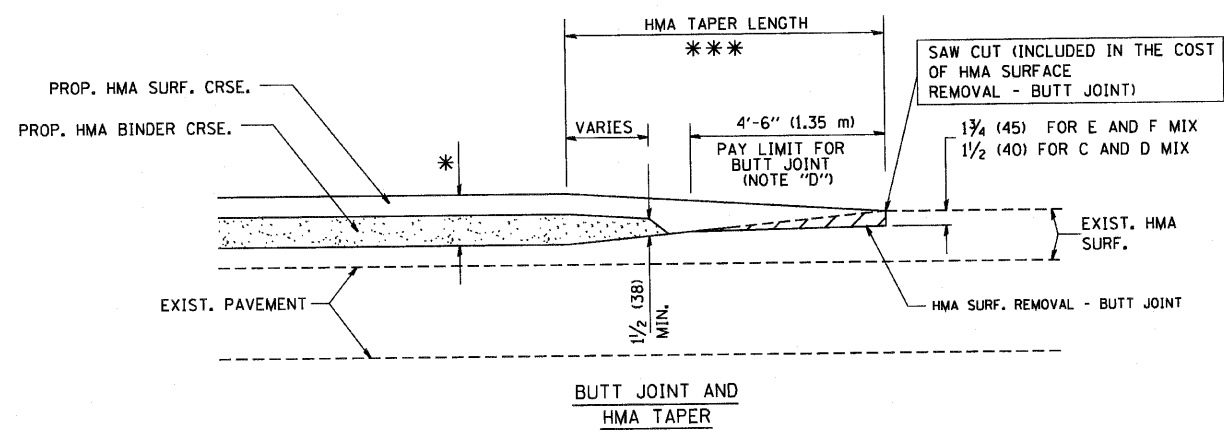


OPTION 1

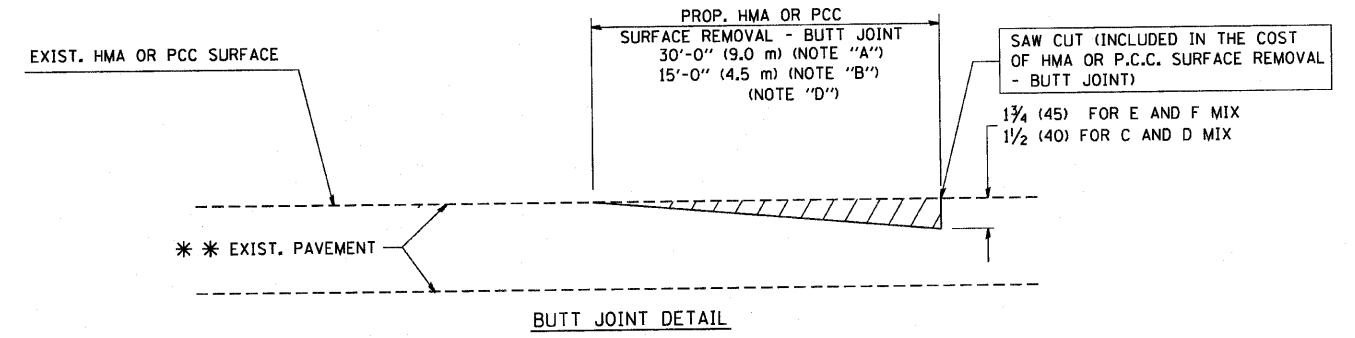


OPTION 2

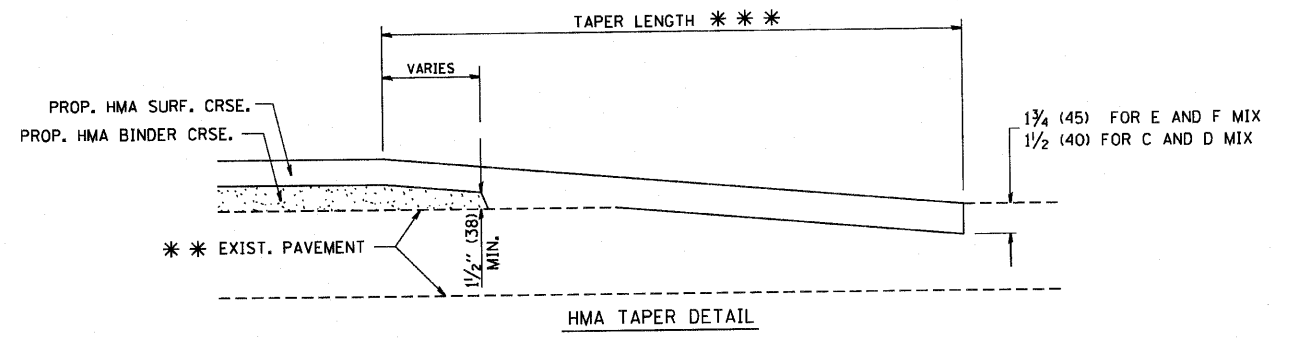
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

BASIS OF PAYMENT:

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

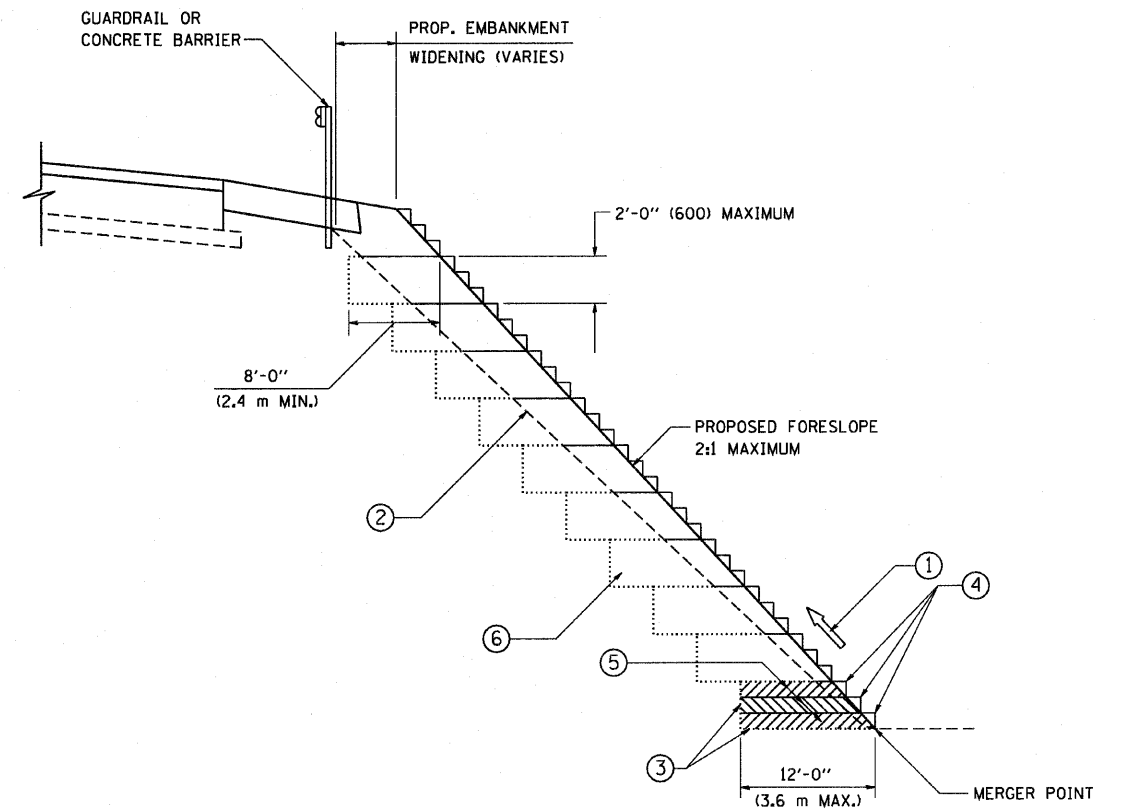
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	40
BD400-05 BD32		CONTRACT NO. 63498		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

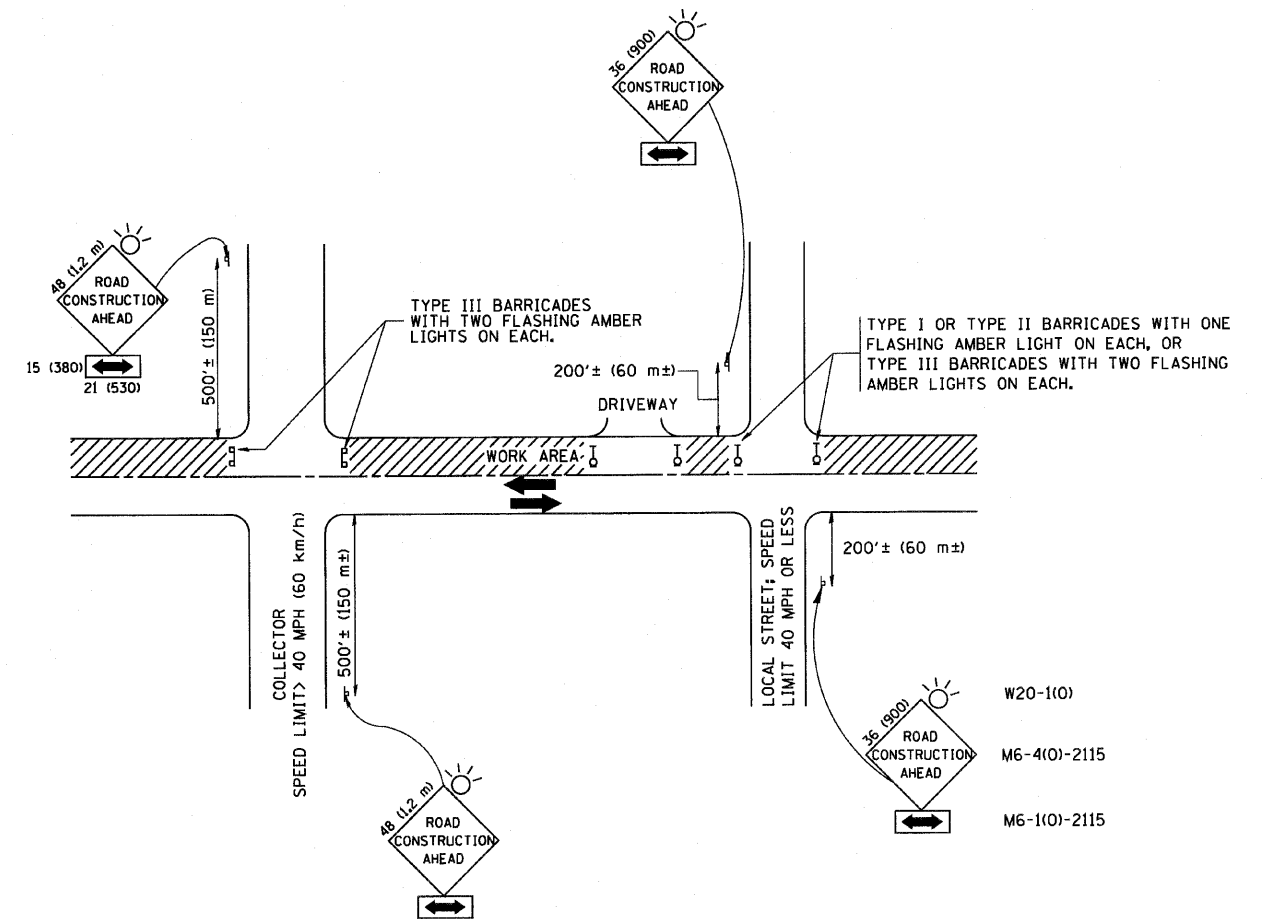
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

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		DRAWN - CADD	REVISED -
		CHECKED - S.E.B.	REVISED -
		DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHING DETAIL FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 41
BD-51			CONTRACT NO. 63498	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT N-9003 (485)				



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

NOTES:

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

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

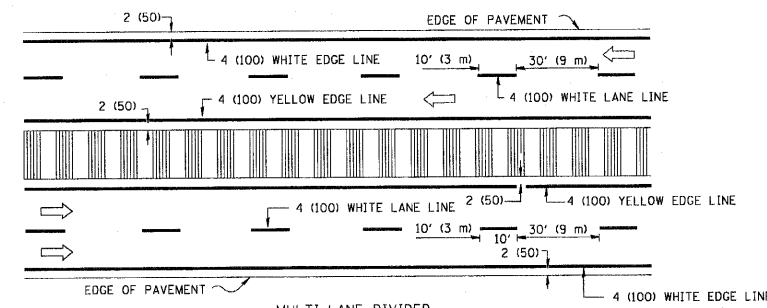
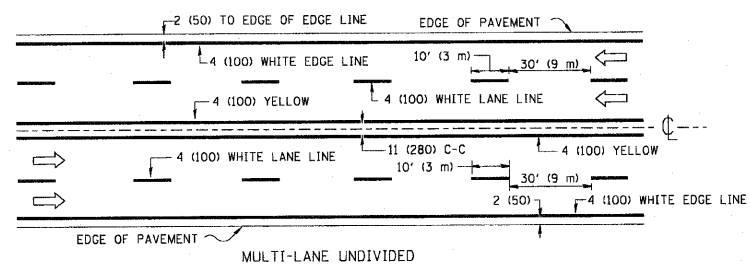
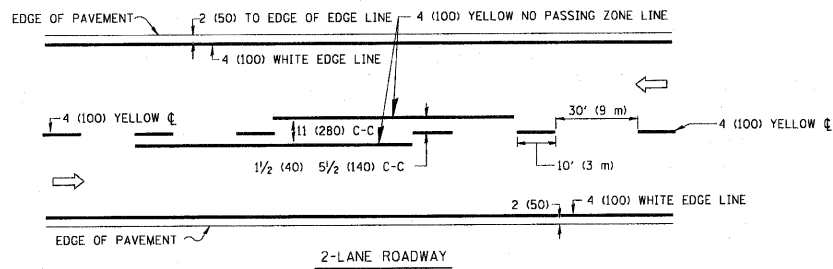
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

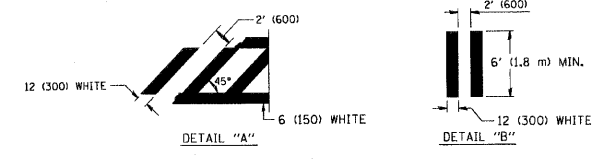
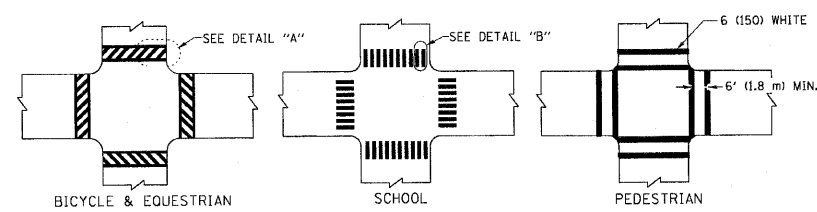
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-R3	LAKE	46	42
TC-10			CONTRACT NO. 63498	
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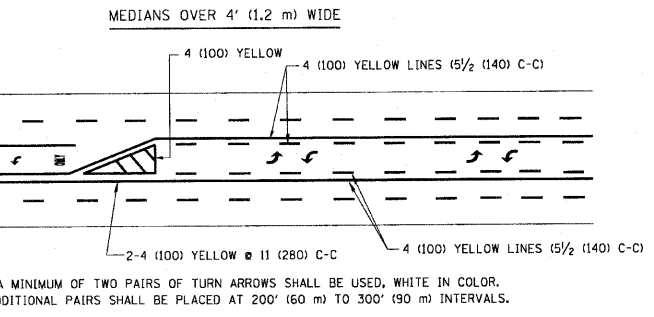
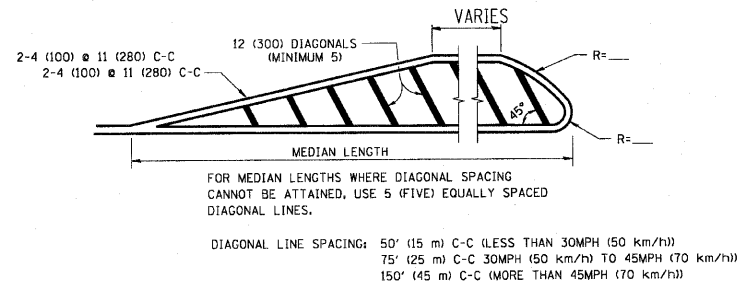
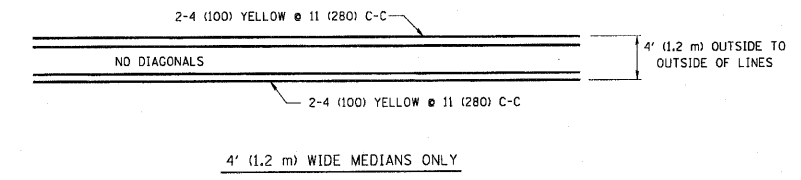


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

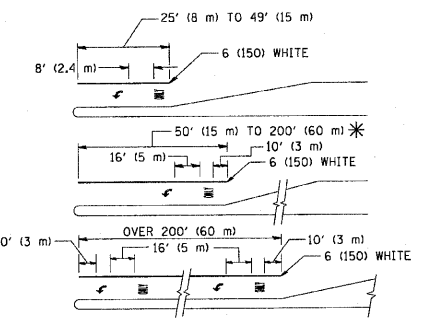
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



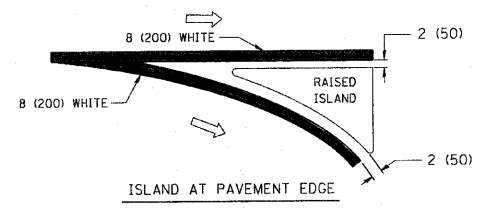
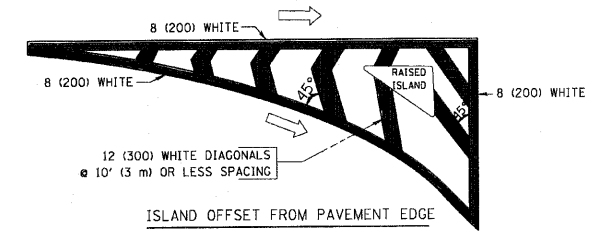
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

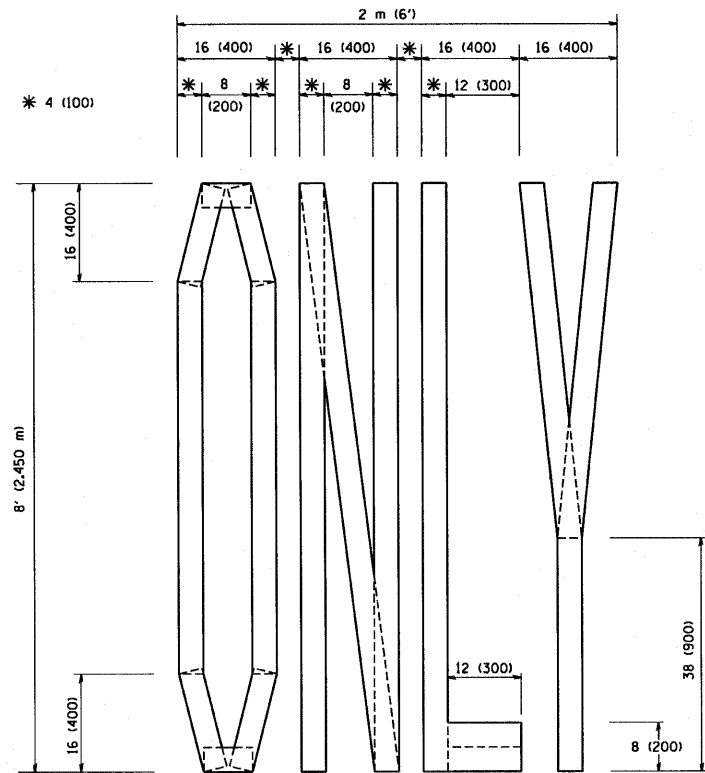


TYPICAL ISLAND MARKING

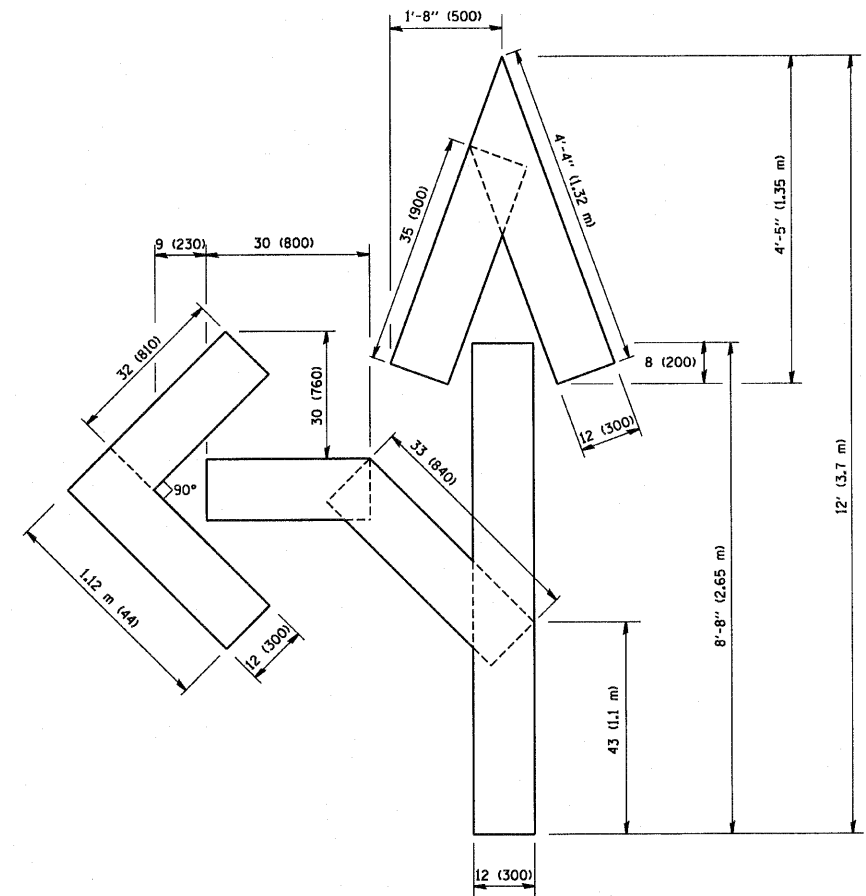
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18' (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT; OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

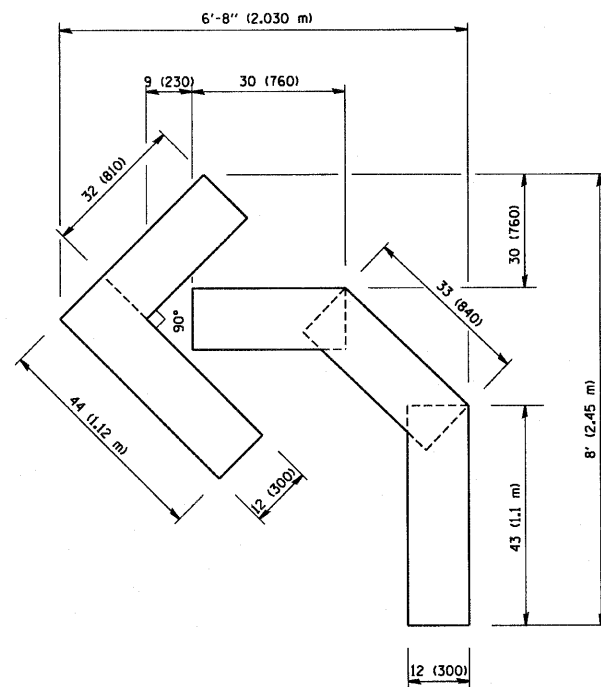
All dimensions are in inches (millimeters) unless otherwise shown.



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



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



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

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

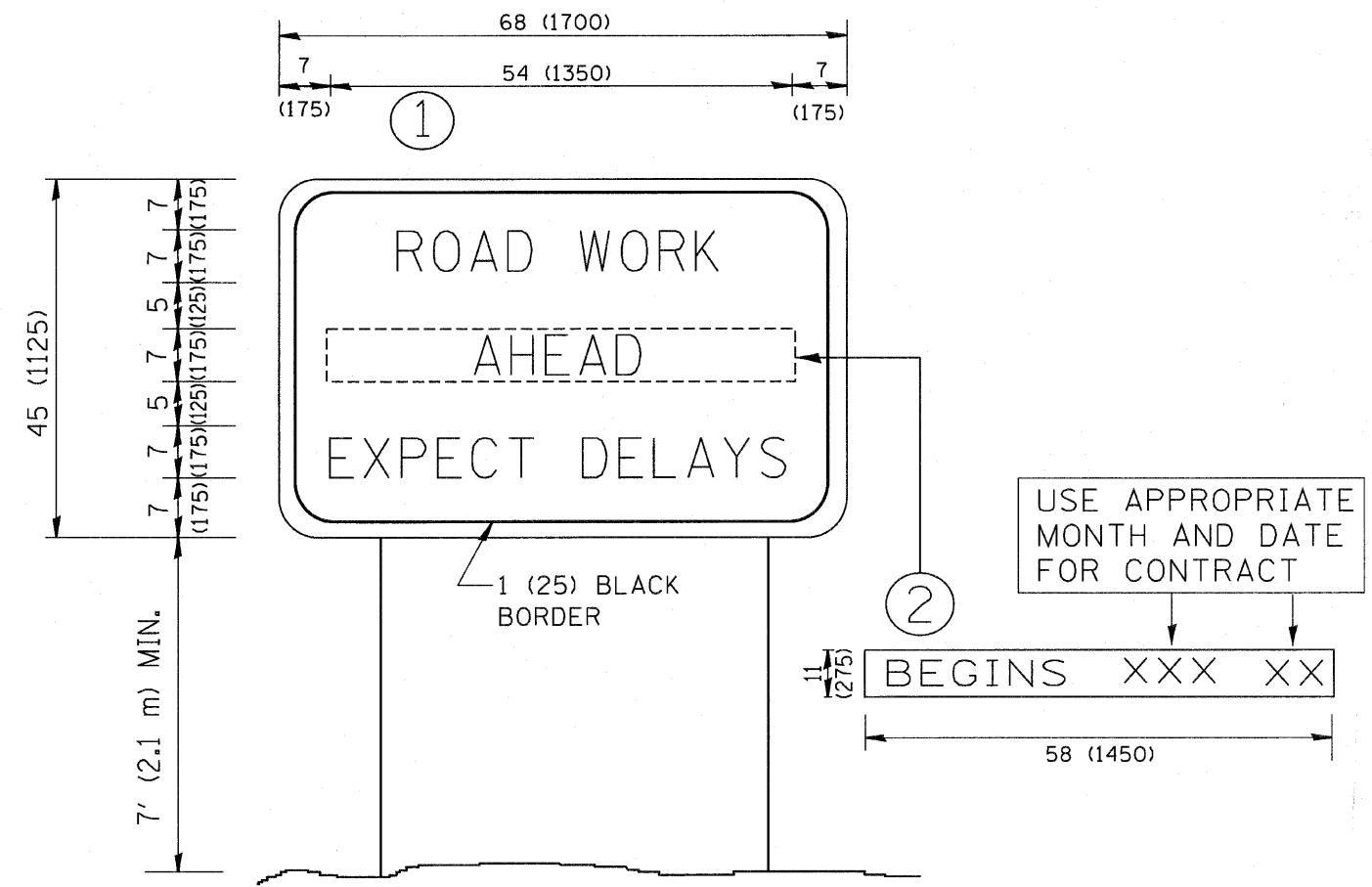
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		CHECKED -	REVISED -T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	44
TC-16			CONTRACT NO. 63498	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\sc22.dgn	USER NAME = geglennob	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.U. RTE. 0198	SECTION 09-00058-00-RS	COUNTY LAKE	TOTAL SHEETS 46	SHEET NO. 45		
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		TC-22 CONTRACT NO. 63498		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)								
		DATE -	REVISED - C. JUCIUS 01-31-07										

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 3/23/2010 6/29/2010



DESIGNED -	DJS	REVISED -	
DRAWN -	MAC	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	4-27-10	REVISED -	

**VILLAGE OF GRAYSLAKE, ILLINOIS
 ATKINSON ROAD RESURFACING
 AND RECONSTRUCTION IMPROVEMENTS**

SCALE: H_v 1"=10' V_v 1"=5'

**CROSS SECTIONS
 ATKINSON ROAD**

STA. 60+50 TO STA. 65+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0198	09-00058-00-RS	LAKE	46	46
CONTRACT NO. 63498				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (485)				

