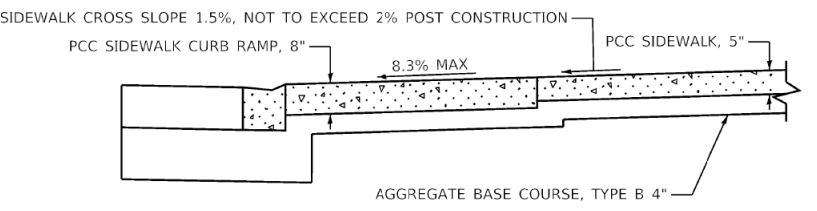
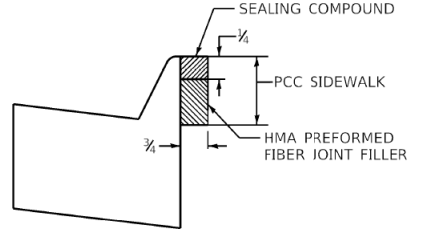
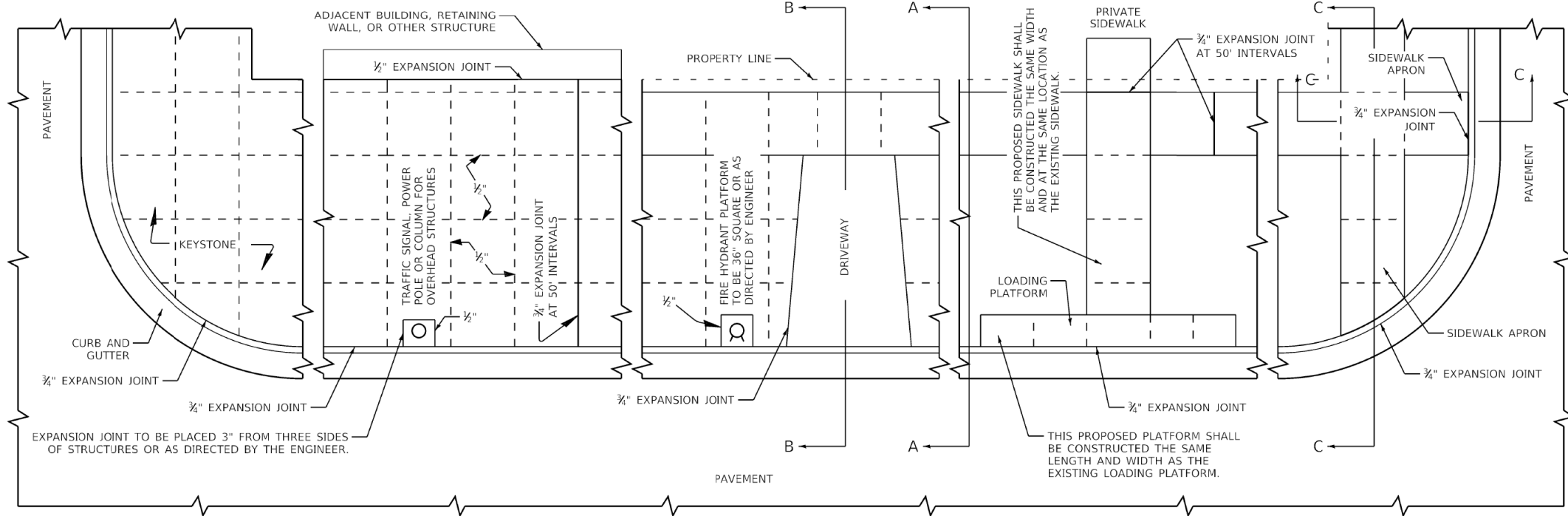
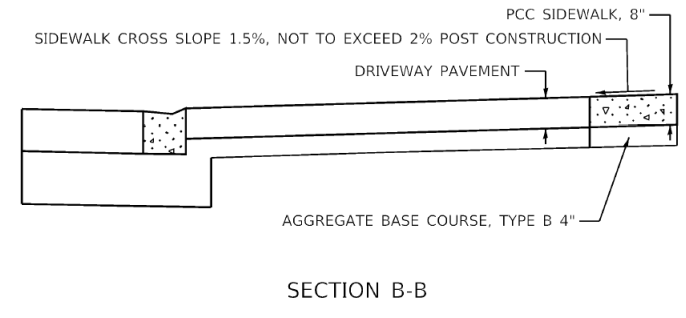
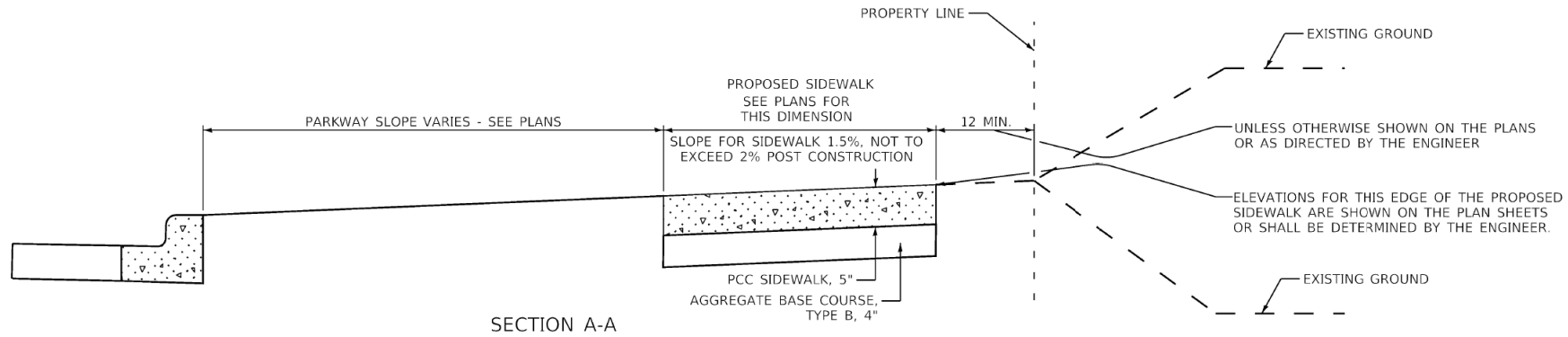


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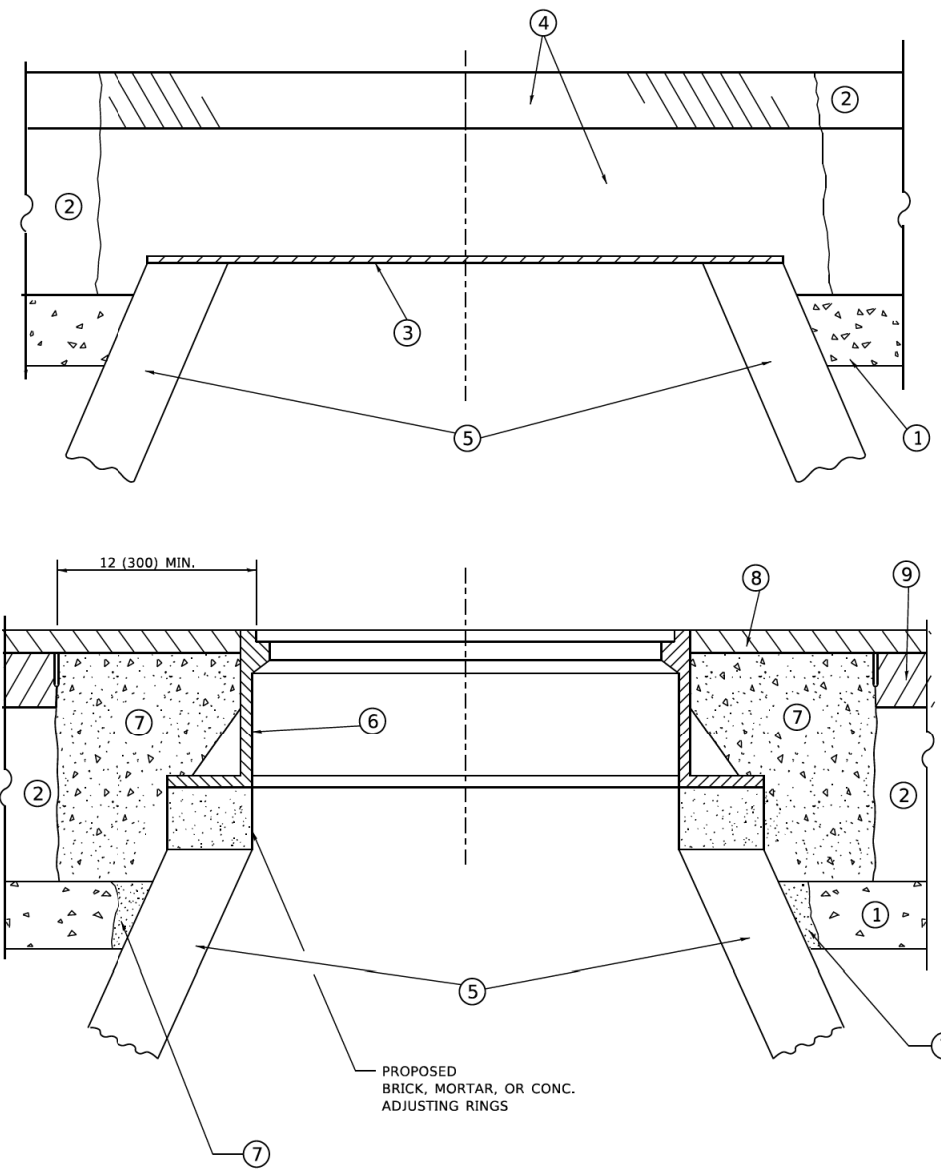
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GENERAL NOTES:
 ALL EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 424.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.
 ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

| | | | | | | | | |
|-----------------------------------|------------------------|--|---|---------------|-------------------------|----------|--|-------------------------------|
| MUNICIPALITY, IL | COUNTY HIGHWAY: XXX | | COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS | COMPUTED: XXX | REVISIONS | DATE | PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION DETAIL COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARD C-003 | C-XXX NOT TO SCALE SHEET X |
| MUNICIPALITY, IL NAME TOWNSHIP | FISCAL YEAR: XXXX | | | DRAWN: XXX | GENERAL | 1/1/20 | | |
| | SECTION: XX-XXXX-XX-XX | | | CHECKED: XXX | NEW DRAWING SECTION C-C | 11/10/22 | | |

| | | | | | | | | | | |
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| FILE NAME = | USER NAME = jjezierny | DESIGNED - SNS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BERNARD DRIVE CONSTRUCTION DETAILS | MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| N:\BuffaloGrove\200385_C2\Civil\01xxxxx-ht-C2_DET_08.dgn | DRAWN - JAJ | REVISIONS | 1581 | | | 20-00108-02-R5 | COOK | 164 | 101 | |
| Default | CHECKED - LMF | NEW DRAWING SECTION C-C | CONTRACT NO. 61K63 | | | | | | | |
| | DATE - | REVISIONS | SCALE: | SHEET 8 | OF 9 SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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 PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

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

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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|-------------------------------|--------------------|-----------------------------|
| USER NAME = Lawrence,DeManche | DESIGNED - R. SHAH | REVISED - R. BORO 03-09-11 |
| | DRAWN - | REVISED - R. BORO 12-06-11 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - K. SMITH 11-18-22 |
| PLOT DATE = 9/15/2023 | DATE - 10-25-94 | REVISED - K. SMITH 09-15-23 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 4045 | 20-00108-02-RS | COOK | 164 | 103 |
| BD600-03 (BD-08) | | | CONTRACT NO. 61K63 | |
| ILLINOIS FED. AID PROJECT | | | | |

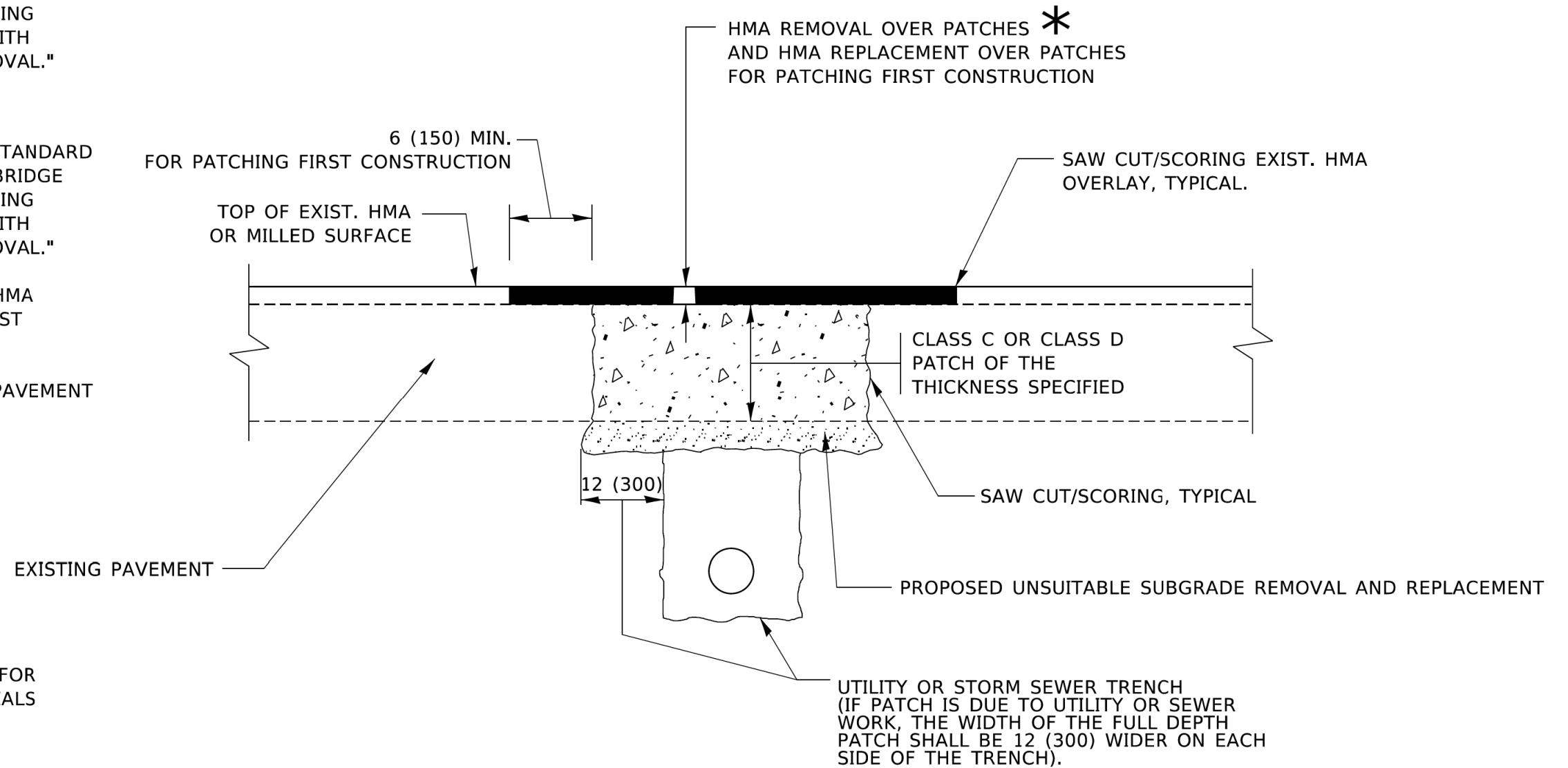
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METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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)

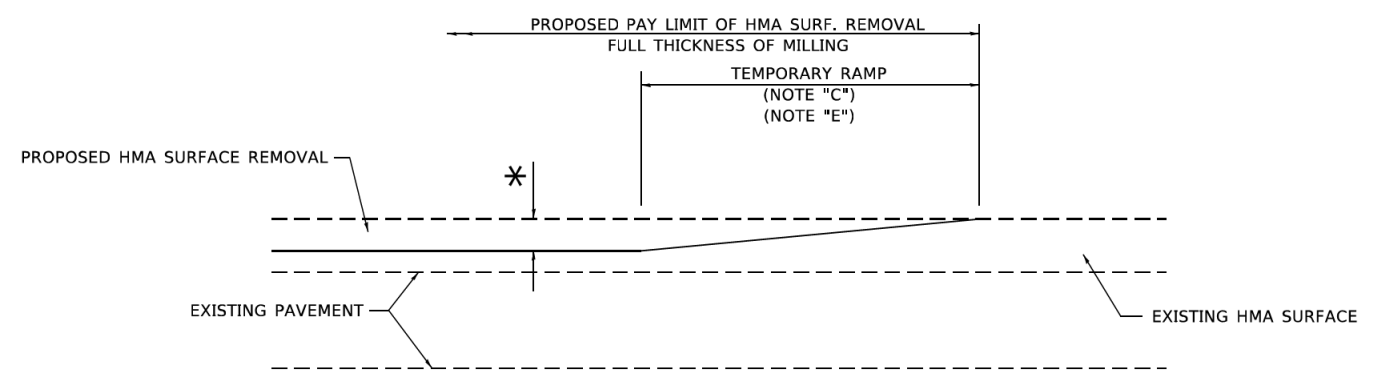
1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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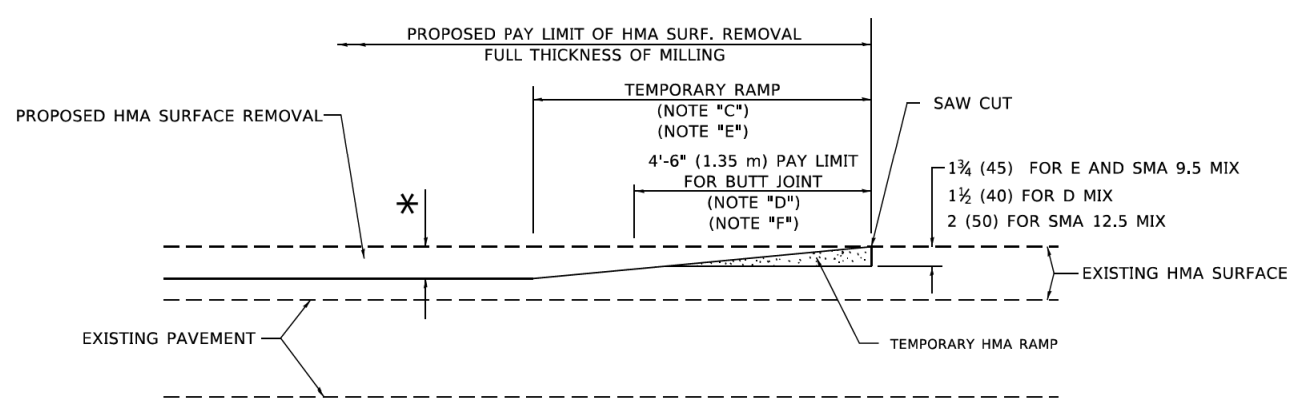
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| USER NAME = Lawrence,DeManche PLOT SCALE = 100,0000' / in. PLOT DATE = 11/18/2022 | DESIGNED - R. SHAH | REVISED - R. BORO 01-01-07 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT | | MUN. RTE. 4045 | SECTION 20-00108-02-RS | COUNTY COOK | TOTAL SHEETS 164 | SHEET NO. 104 |
| | CHECKED - DATE - 10-25-94 | REVISED - R. BORO 09-04-07 REVISED - K. ENG 10-27-08 REVISED - K. SMITH 11-18-22 | | SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA. | CONTRACT NO. 61K63 | ILLINOIS FED. AID PROJECT | | |

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

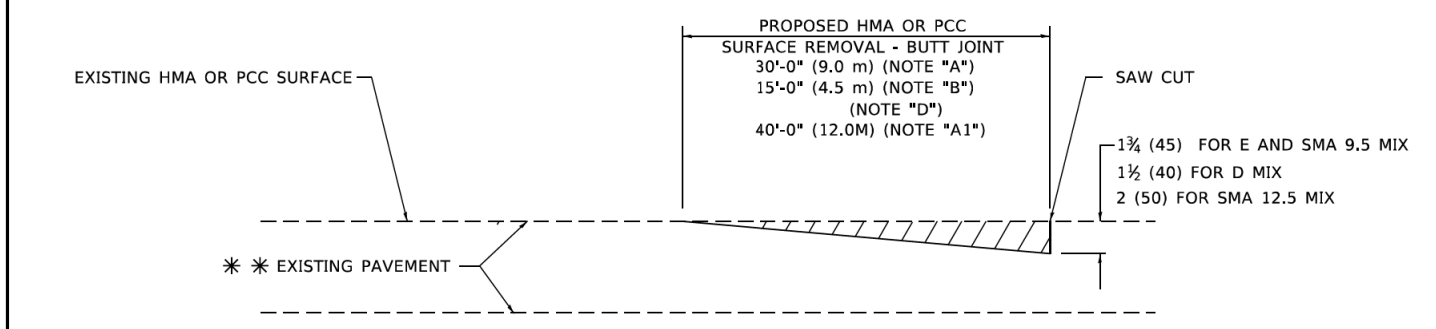
OPTION 1



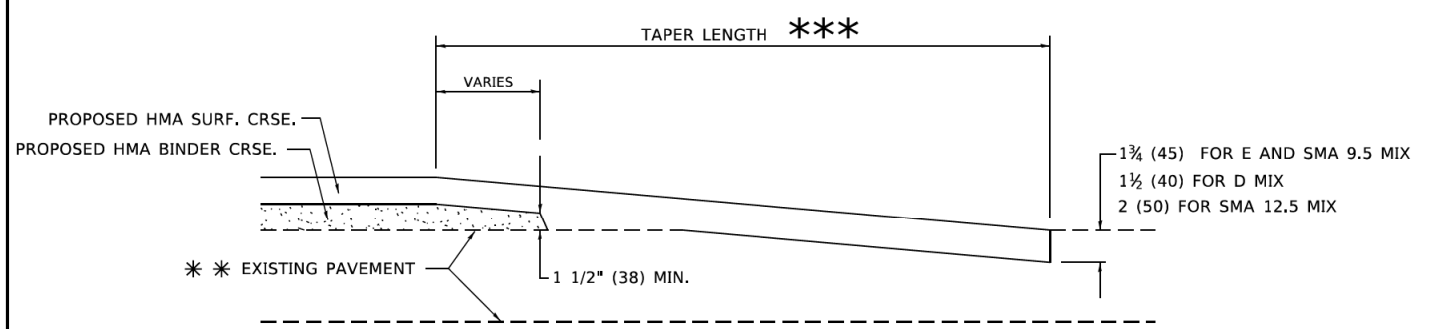
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

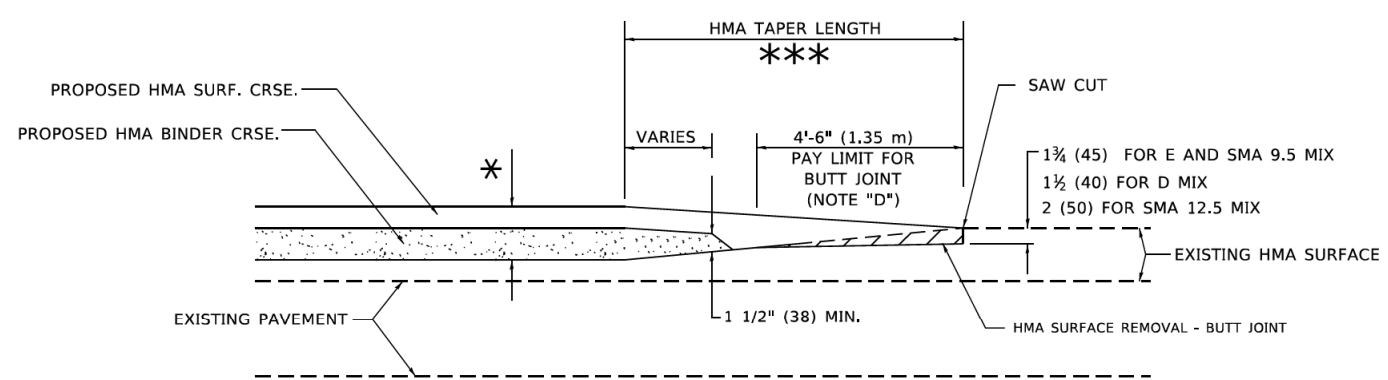
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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| USER NAME = Lawrence,DeManche | DESIGNED - M. DE YONG | REVISED - A. ABBAS 03-21-97 |
| | DRAWN - | REVISED - M. GOMEZ 04-06-01 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - R. BORO 01-01-07 |
| PLOT DATE = 11/18/2022 | DATE - 06-13-90 | REVISED - K. SMITH 11-18-22 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

| | | | | | |
|-------------|---------|------|--------|------|---------|
| SCALE: NONE | SHEET 1 | OF 1 | SHEETS | STA. | TO STA. |
|-------------|---------|------|--------|------|---------|

| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 4045 | 20-00108-02-RS | COOK | 164 | 105 |
| BD400-05 BD-32 | | | CONTRACT NO. 61K63 | |
| ILLINOIS FED. AID PROJECT | | | | |

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

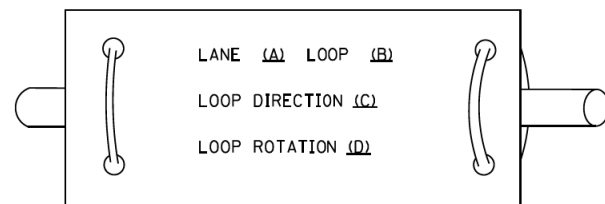
| ITEM | EXISTING | PROPOSED | ITEM | EXISTING | PROPOSED | ITEM | EXISTING | PROPOSED |
|---|----------|----------|--|----------|----------|---|----------|----------|
| CONTROLLER CABINET | | | HANDHOLE -SQUARE -ROUND | | | SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD | | |
| COMMUNICATION CABINET | | | HEAVY DUTY HANDHOLE -SQUARE -ROUND | | | SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE | | |
| MASTER CONTROLLER | | | DOUBLE HANDHOLE | | | PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS | | |
| MASTER MASTER CONTROLLER | | | JUNCTION BOX | | | PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER | | |
| UNINTERRUPTABLE POWER SUPPLY | | | RAILROAD CANTILEVER MAST ARM | | | ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN" | | |
| SERVICE INSTALLATION -(P) POLE MOUNTED | | | RAILROAD FLASHING SIGNAL | | | NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED | | |
| SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED | | | RAILROAD CROSSING GATE | | | GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN) | | |
| TELEPHONE CONNECTION | | | RAILROAD CROSSBUCK | | | ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C | | |
| STEEL MAST ARM ASSEMBLY AND POLE | | | RAILROAD CONTROLLER CABINET | | | COAXIAL CABLE | | |
| ALUMINUM MAST ARM ASSEMBLY AND POLE | | | UNDERGROUND CONDUIT (UC), GALVANIZED STEEL | | | VENDOR CABLE | | |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE | | | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | | | COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED | | |
| SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY | | | SYSTEM ITEM | S | SP | FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F | | |
| WOOD POLE | | | INTERSECTION ITEM | I | IP | GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE | | |
| GUY WIRE | | | REMOVE ITEM | | R | | | |
| SIGNAL HEAD | | | RELOCATE ITEM | | RL | | | |
| SIGNAL HEAD WITH BACKPLATE | | | ABANDON ITEM | | A | | | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | | | CONTROLLER CABINET AND FOUNDATION TO BE REMOVED | | RCF | | | |
| FLASHER INSTALLATION -(FS) SOLAR POWERED | | | MAST ARM POLE AND FOUNDATION TO BE REMOVED | | RMF | | | |
| PEDESTRIAN SIGNAL HEAD | | | SIGNAL POST AND FOUNDATION TO BE REMOVED | | RPF | | | |
| PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON | | | DETECTOR LOOP, TYPE I | | | | | |
| RADAR DETECTION SENSOR | | | PREFORMED DETECTOR LOOP | | | | | |
| VIDEO DETECTION CAMERA | | | SAMPLING (SYSTEM) DETECTOR | | | | | |
| RADAR/VIDEO DETECTION ZONE | | | INTERSECTION AND SAMPLING (SYSTEM) DETECTOR | | | | | |
| PAN, TILT, ZOOM (PTZ) CAMERA | | | QUEUE AND SAMPLING (SYSTEM) DETECTOR | | | | | |
| EMERGENCY VEHICLE LIGHT DETECTOR | | | WIRELESS DETECTOR SENSOR | | | | | |
| CONFIRMATION BEACON | | | WIRELESS ACCESS POINT | | | | | |
| WIRELESS INTERCONNECT | | | | | | | | |
| WIRELESS INTERCONNECT RADIO REPEATER | | | | | | | | |

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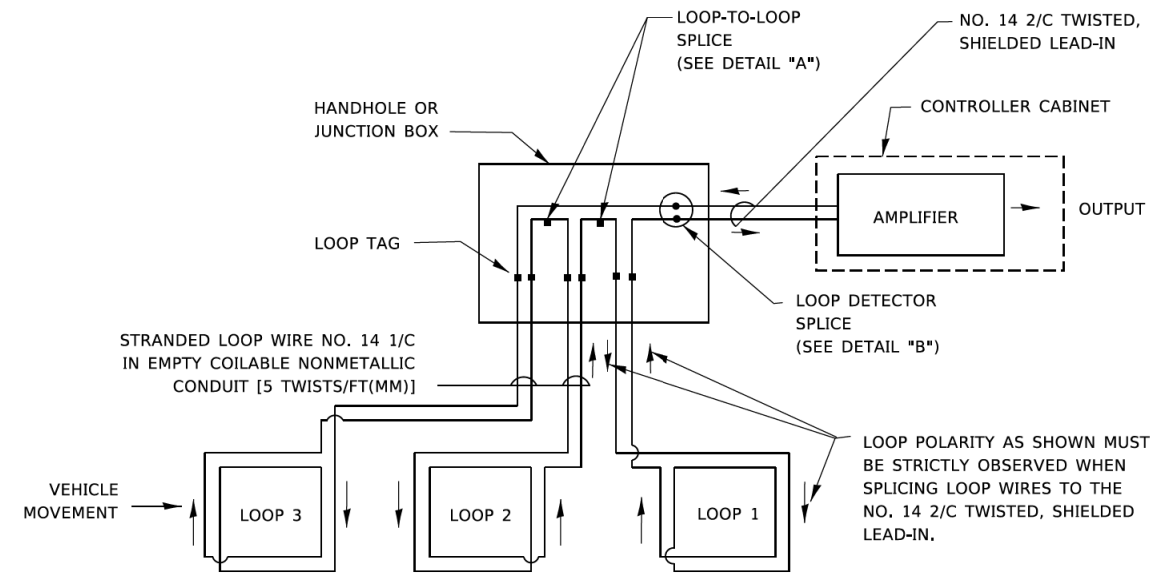
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

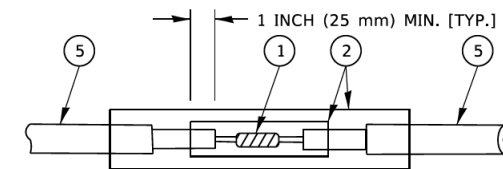


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

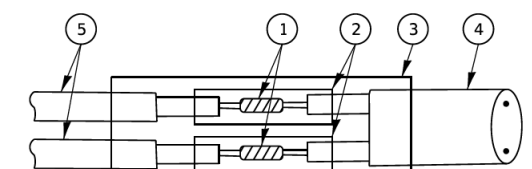


DETECTOR LOOP WIRING SCHEMATIC

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

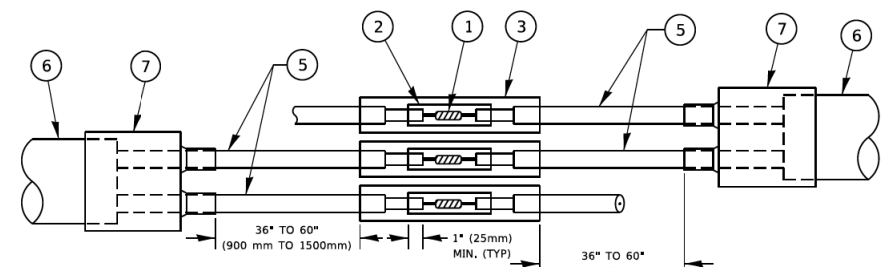


DETAIL "A"
LOOP-TO-LOOP SPLICE

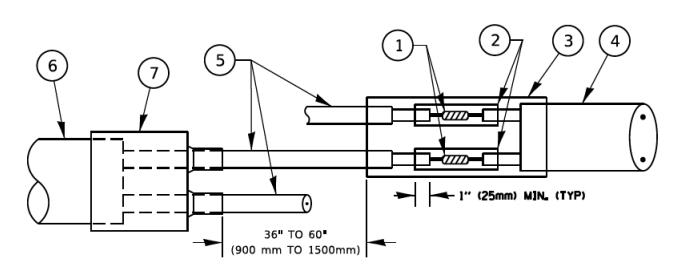


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

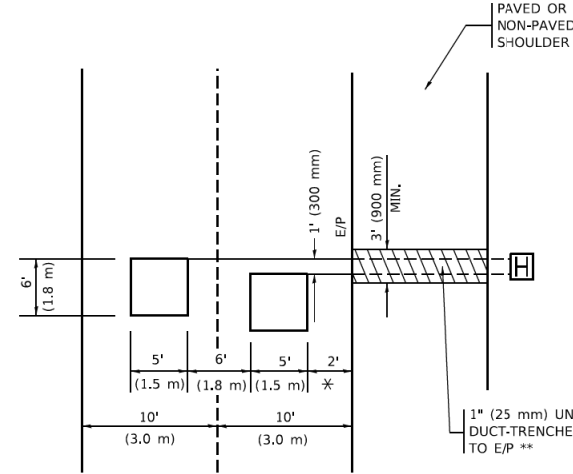
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

| | | | | |
|---------------------------|----------------|--------|--------------------|-----------|
| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 4045 | 20-00108-02-RS | C00K | 164 | 107 |
| TS-05 | | | CONTRACT NO. 61K63 | |
| ILLINOIS FED. AID PROJECT | | | | |

SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

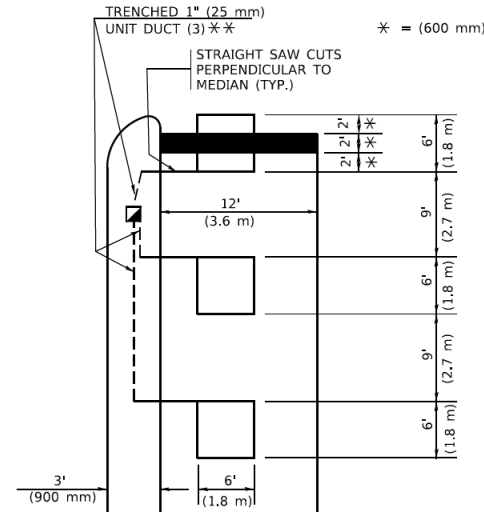


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

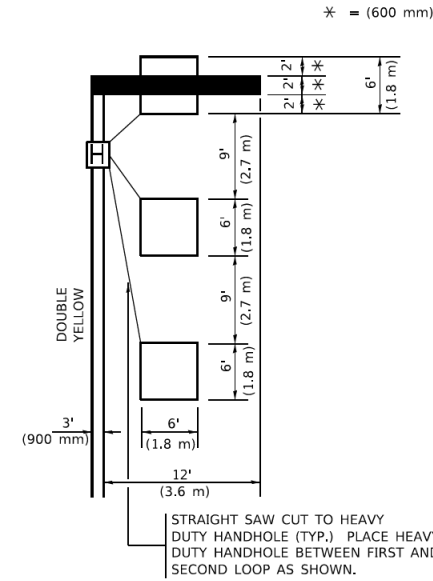


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

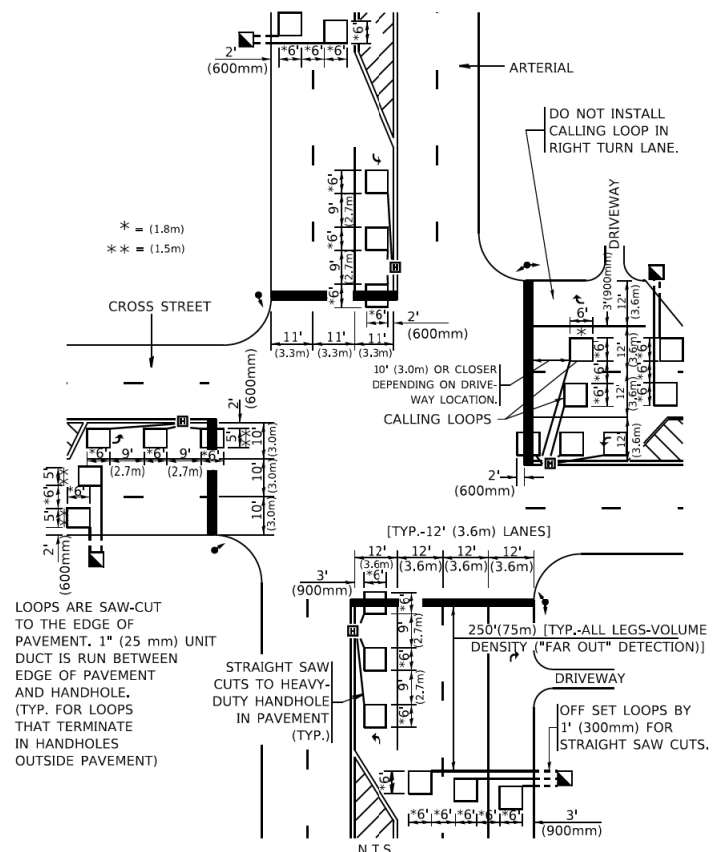
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

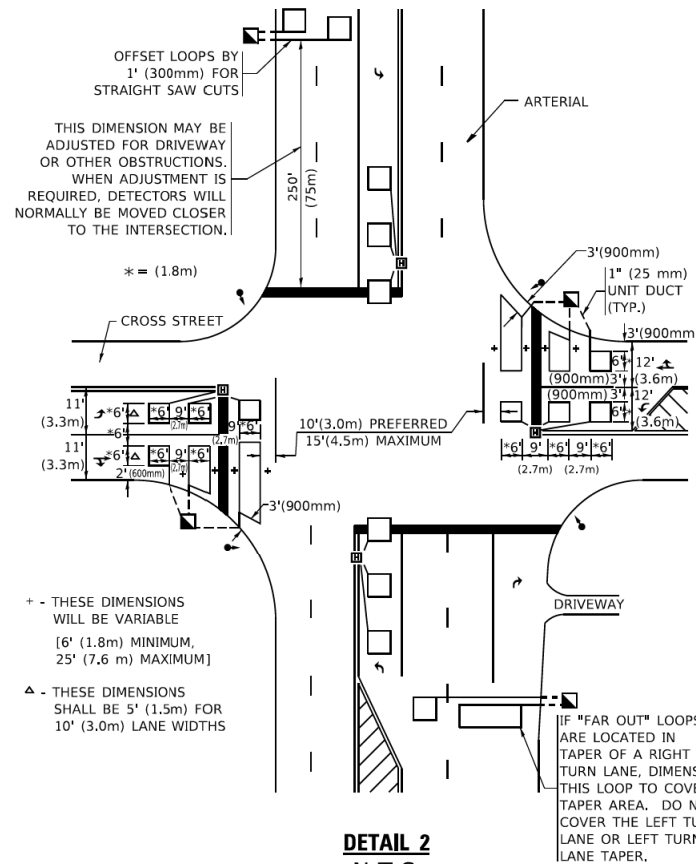
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
▲ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

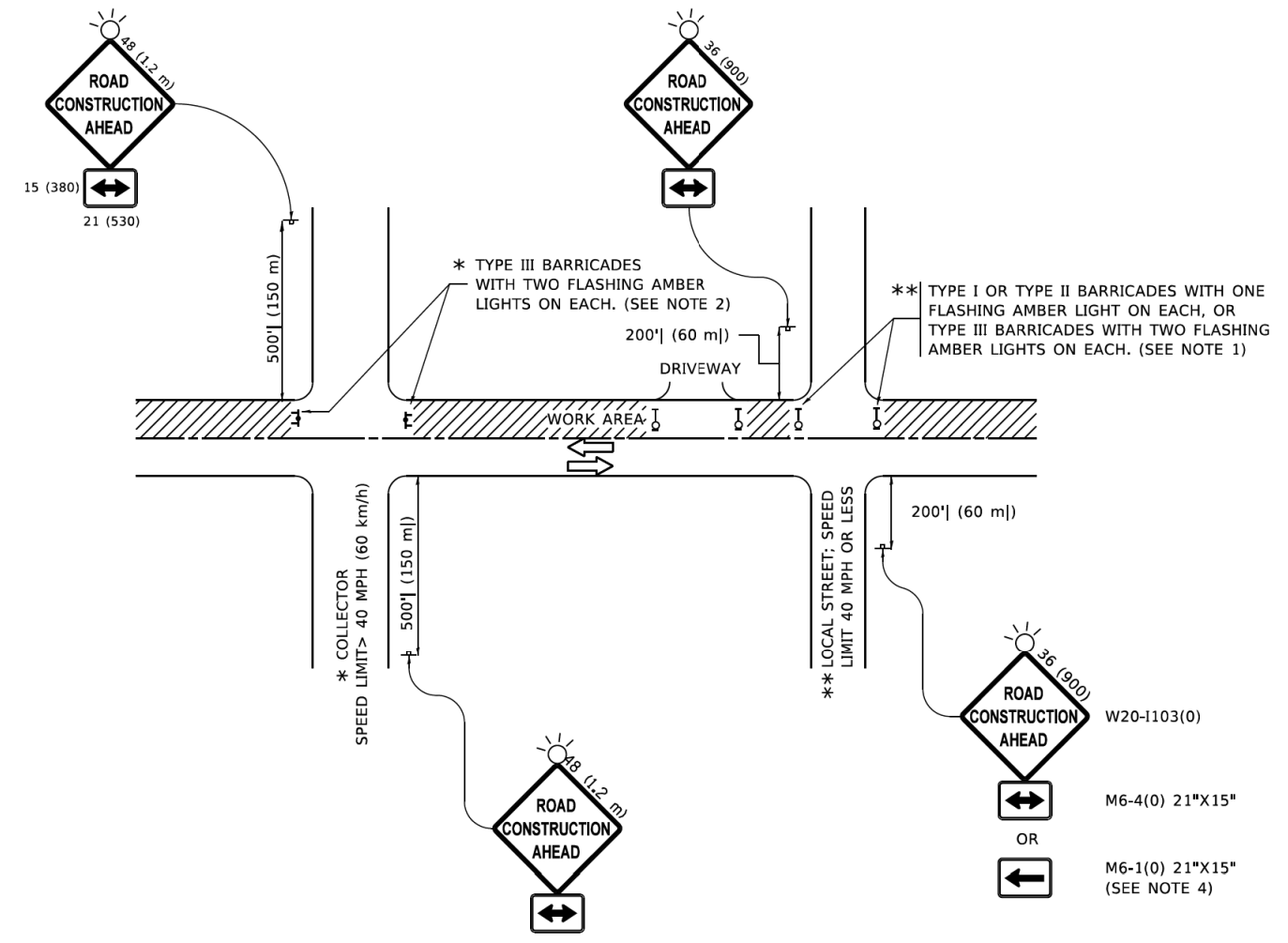
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

| | | |
|-----------------------------|------------------|-----------|
| USER NAME = footemj | DESIGNED - | REVISED - |
| DRAWN - | CHECKED - R.K.F. | REVISED - |
| PLOT SCALE = 50,0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 3/4/2019 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

| | | | | |
|----------------|------------------------|---------------------------|------------------|---------------|
| MUN. RTE. 4045 | SECTION 20-00108-02-RS | COUNTY COOK | TOTAL SHEETS 164 | SHEET NO. 108 |
| TS-07 | | CONTRACT NO. 61K63 | | |
| SCALE: NONE | | ILLINOIS FED. AID PROJECT | | |



NOTES:

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 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) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

MODEL: Default
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 N:\BuffaloGrove\200385.C2\Civil\1\1xxxx-sht-C2.Dist\Detail-01.dgn

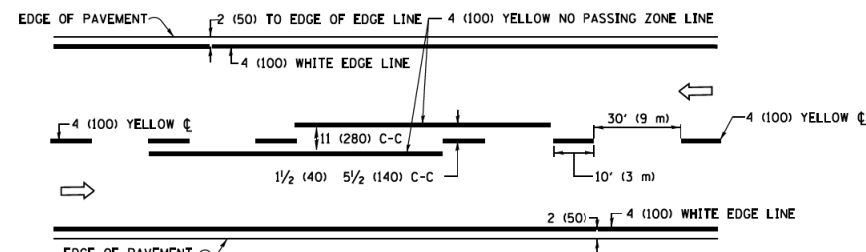
| | | |
|-------------------------------|-------------------|---------------------------------|
| USER NAME = Lawrence,DeManche | DESIGNED - L.H.A. | REVISED - T. RAMMACHER 01-06-00 |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - A. SCHUETZE 07-01-13 |
| PLOT DATE = 5/3/2024 | DATE - 06-89 | REVISED - A. SCHUETZE 09-15-16 |
| | | REVISED - D. SENDERAK 05-03-24 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

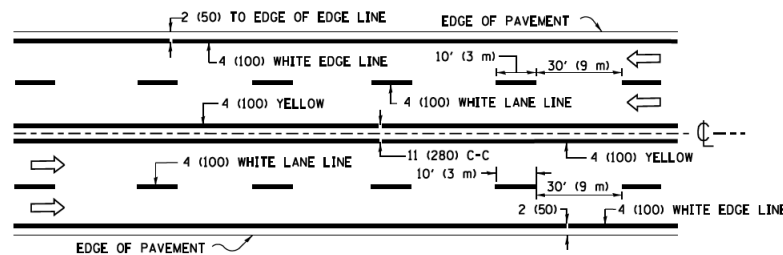
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

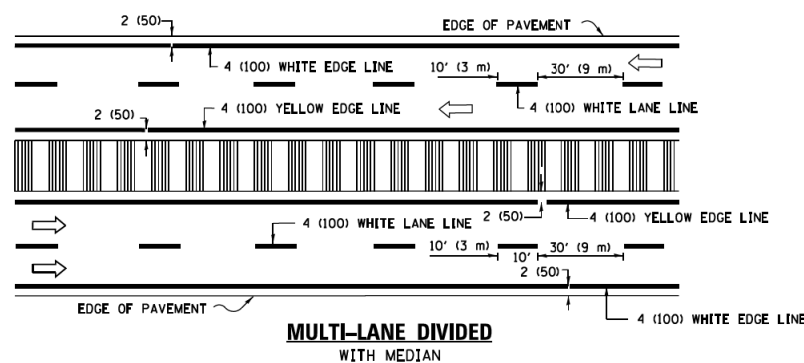
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|-----------|----------------|----------|--------------------|-----------|
| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 4045 | 20-00108-02-RS | COOK | 164 | 109 |
| TC-10 | | | CONTRACT NO. 61K63 | |
| | | ILLINOIS | FED. AID PROJECT | |



2-LANE ROADWAY

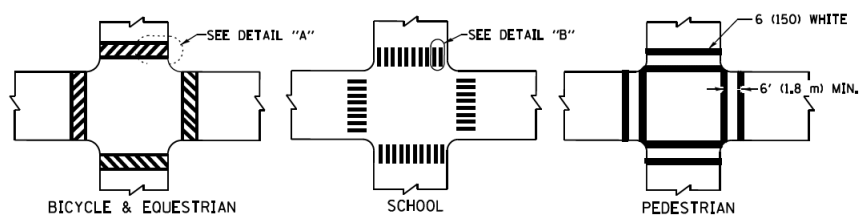


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

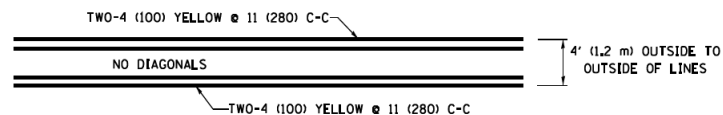


DETAIL "A"

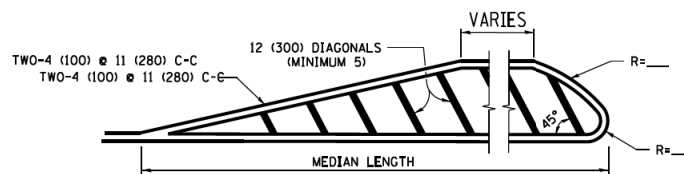
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

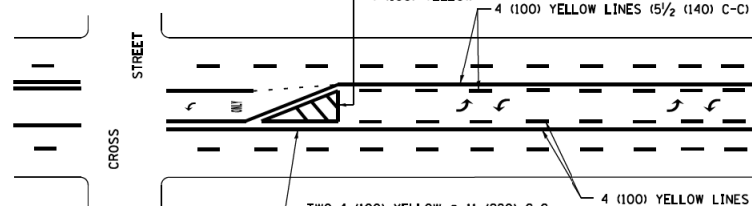


4' (1.2 m) WIDE MEDIANS ONLY



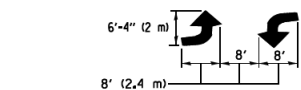
MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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

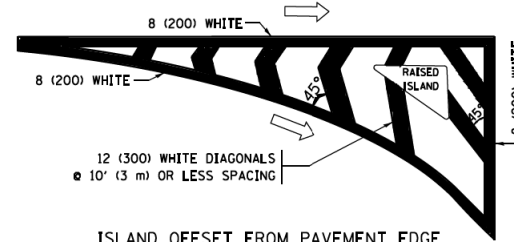


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

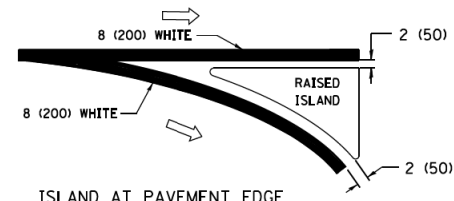
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

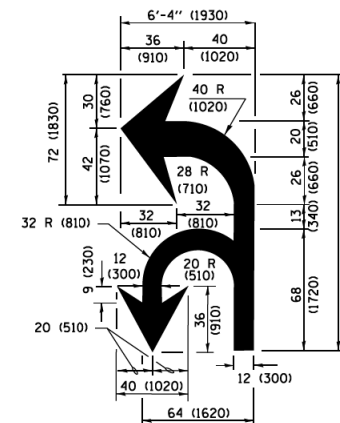


ISLAND OFFSET FROM PAVEMENT EDGE

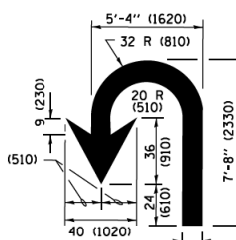


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

| D(FT) | SPEED LIMIT |
|-------|-------------|
| 345 | 30 |
| 425 | 35 |
| 500 | 40 |
| 580 | 45 |
| 665 | 50 |
| 750 | 55 |

| 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 ¹ FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8 m) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MEDIANS IN YELLOW |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT; OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.5 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8') | 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)) |
| U TURN ARROW | SEE DETAIL | SOLID | WHITE | 16.3 SF |
| 2 ARROW COMBINATION LEFT AND U TURN | SEE DETAIL | SOLID | WHITE | 30.4 SF |

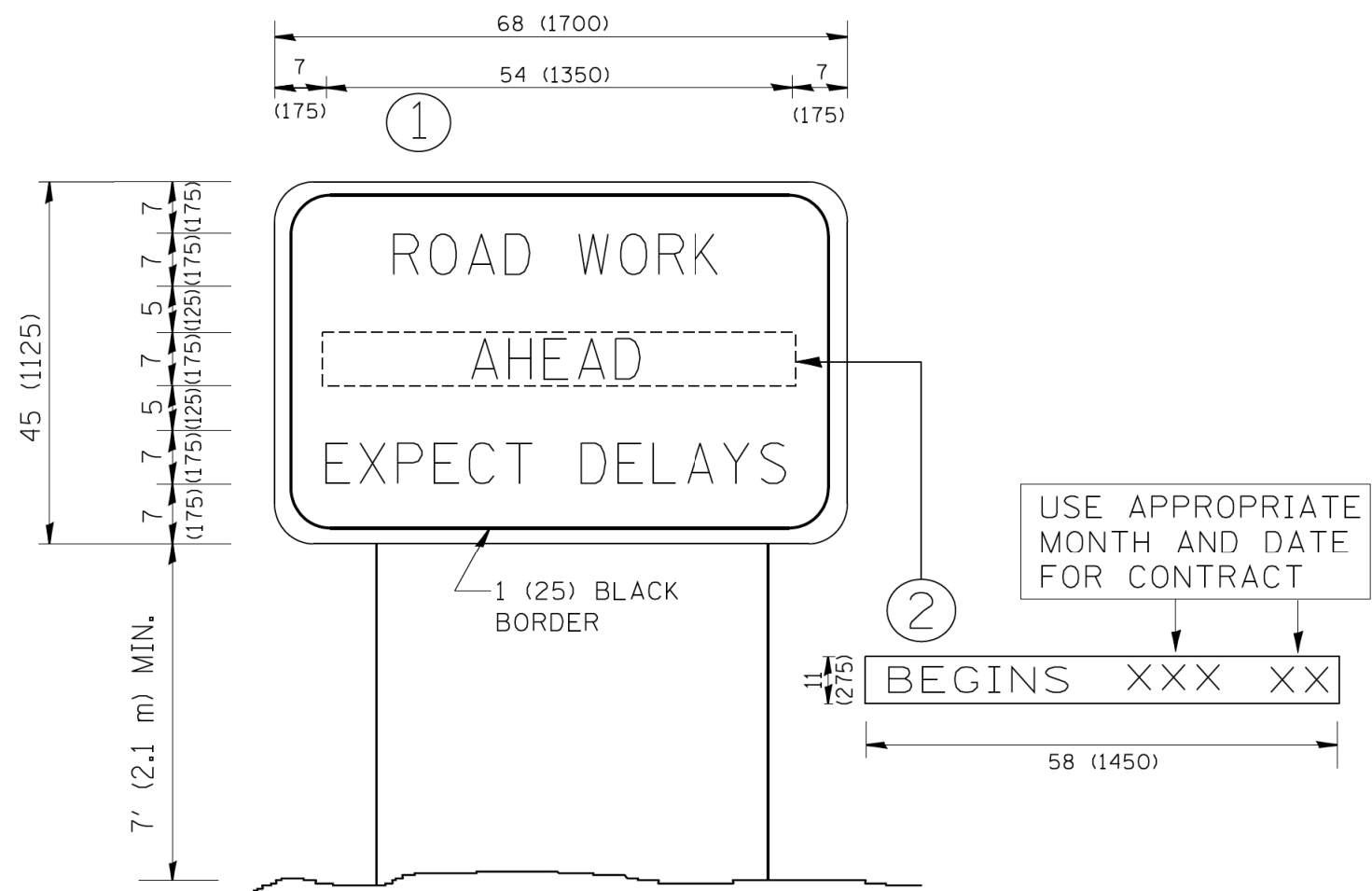
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

| | | | |
|--|--------------------------|------------------|------------------------------|
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| | | | REVISED - C. JUCIUS 04-12-16 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | | | |
|---------------------------|--|--------------|----------------|---------------------------|--------------|-----------|
| DISTRICT ONE | | MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| TYPICAL PAVEMENT MARKINGS | | 4045 | 20-00108-02-RS | COOK | 164 | 110 |
| SCALE: NONE | | TC-13 | | CONTRACT NO. 61K63 | | |
| SHEET 1 OF 1 SHEETS | | STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |



NOTES:

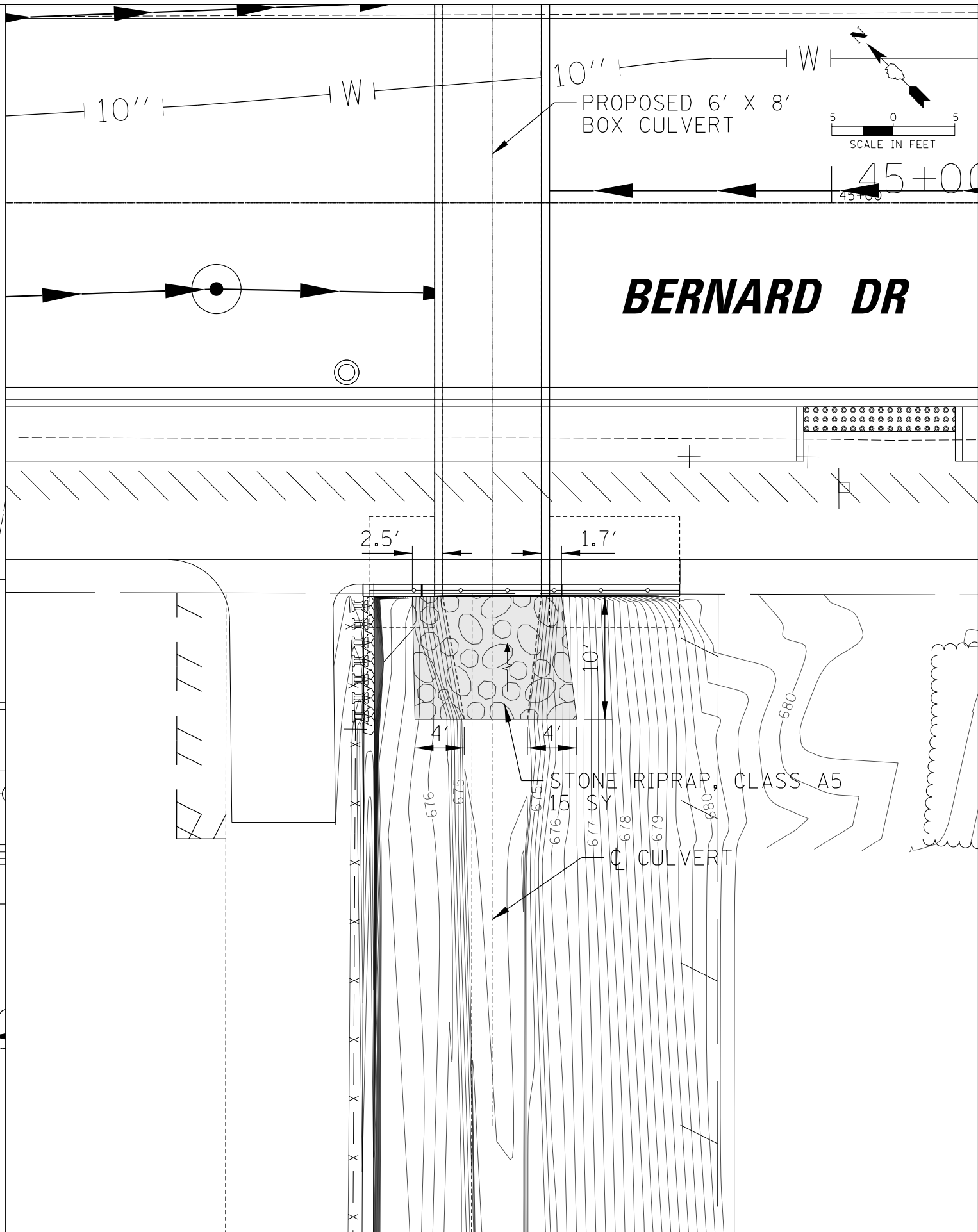
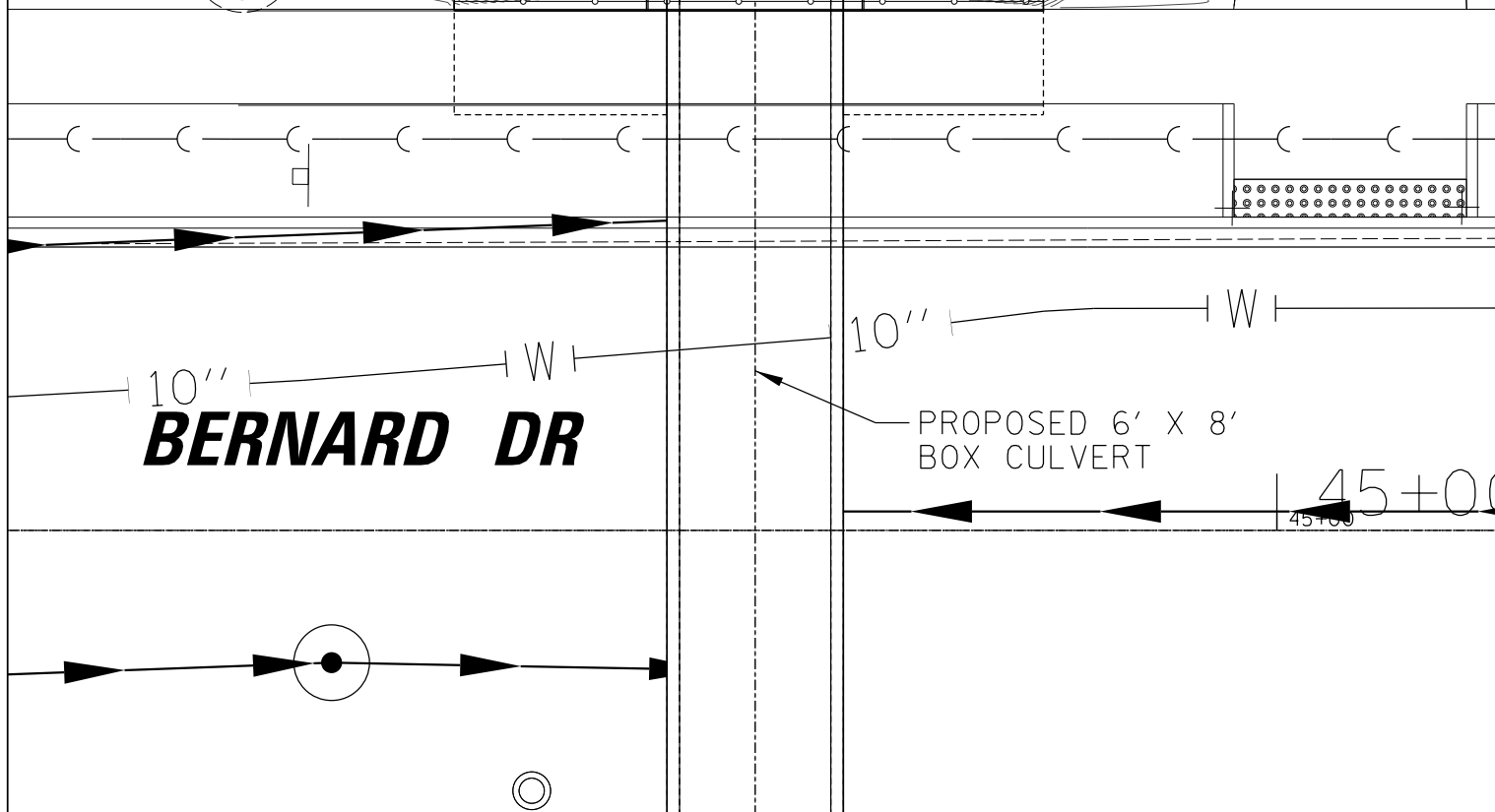
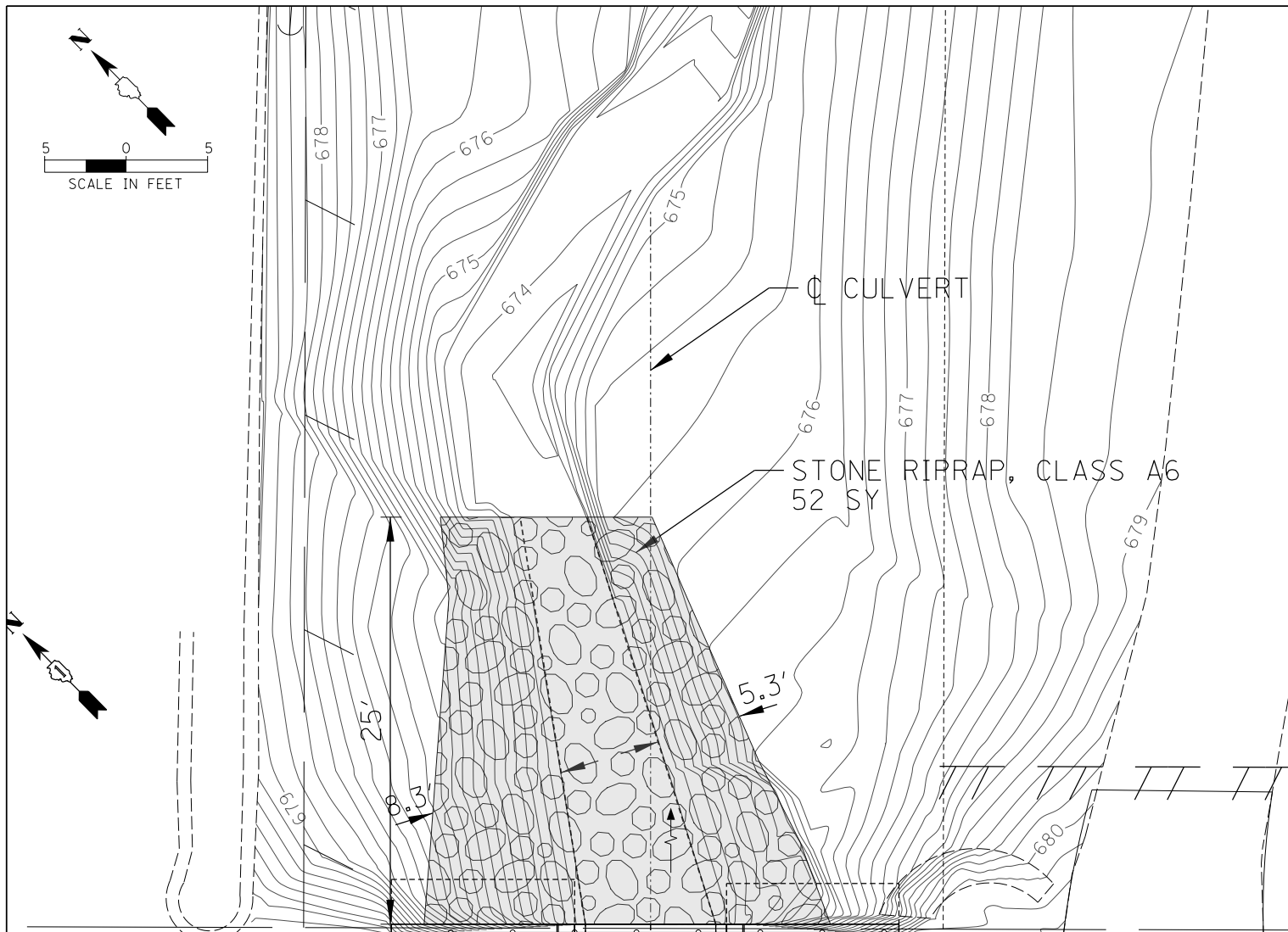
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

| | | | | | | | | | | | | |
|---|----------------------------|-----------------------|---------------------------------|---|---|-------------------------|------|-------------------|---------------------------|----------------|---------------------------|------------------|
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| | PLOT SCALE = 50.000' / IN. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | TC-22 | | CONTRACT NO. 61K63 | |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - C. JUCIUS 01-31-07 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | |
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|-----------|----------------|------|
| PLAN | SURVEYED | DATE |
| NOTE BOOK | PLOTTED | BY |
| NO. | CHECKED | |
| | ALIGNED | |
| | AS BUILT | |
| | CADD FILE NAME | |

| | | |
|-----------|--------------------|------|
| PROFILE | SURVEYED | DATE |
| NOTE BOOK | PLOTTED | BY |
| NO. | CHECKED | |
| | GRADES | |
| | STRUCTURE | |
| | NOT AT THIS OFFICE | |



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| Default | | CHECKED - LMF | REVISED - |
| | PLOT DATE = 7/10/2024 | DATE - | REVISED - |

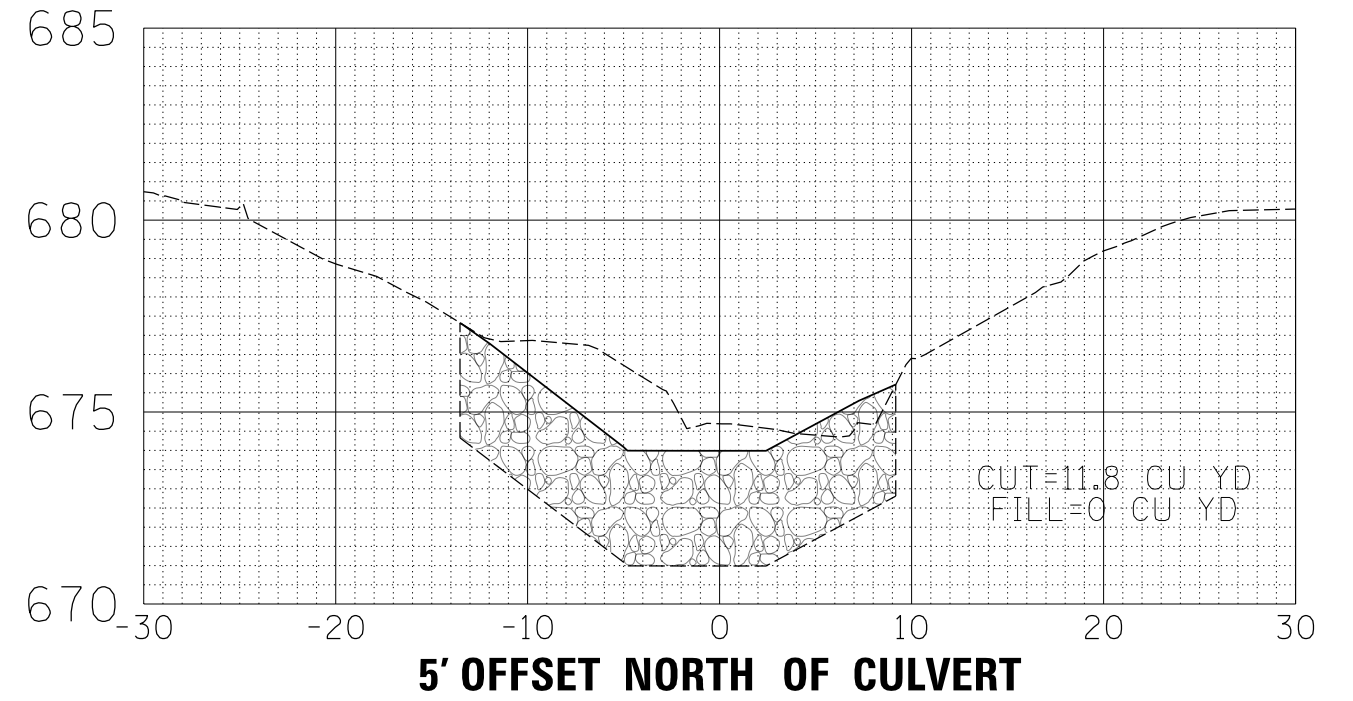
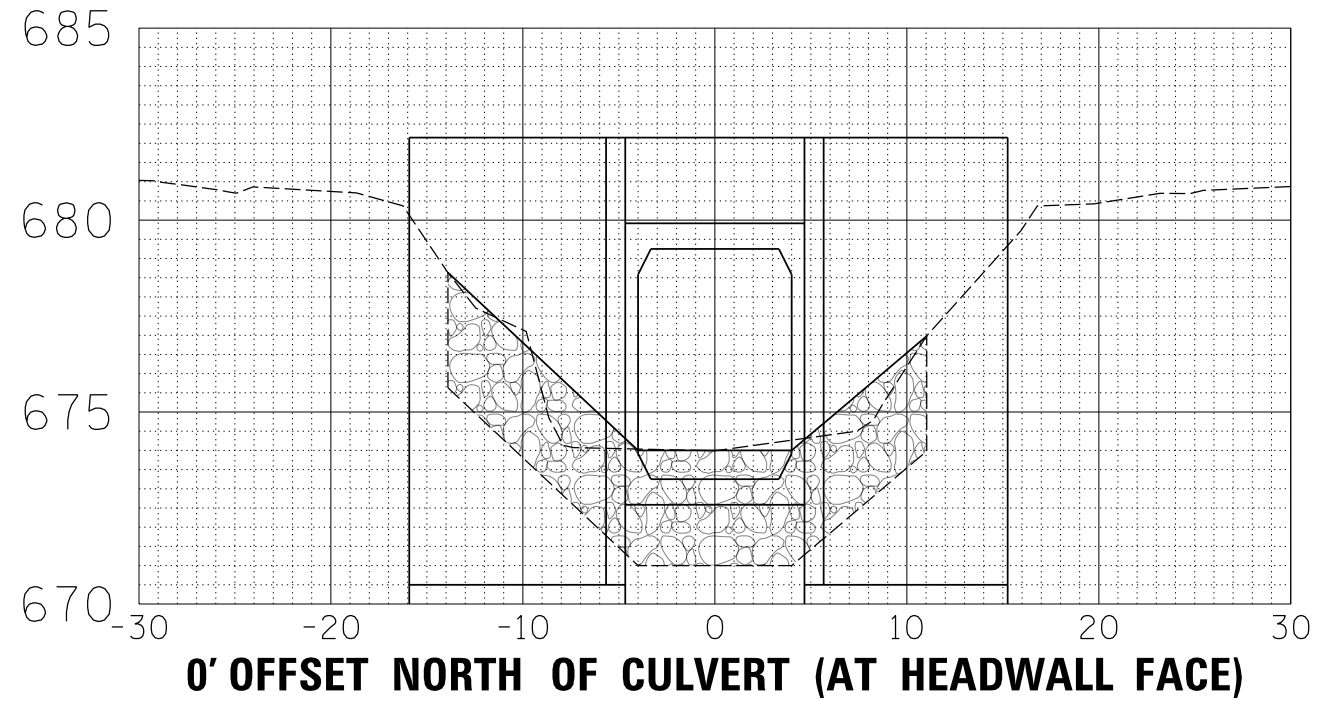
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BERNARD DRIVE
WHITE PINE DITCH GRADING DETAILS**

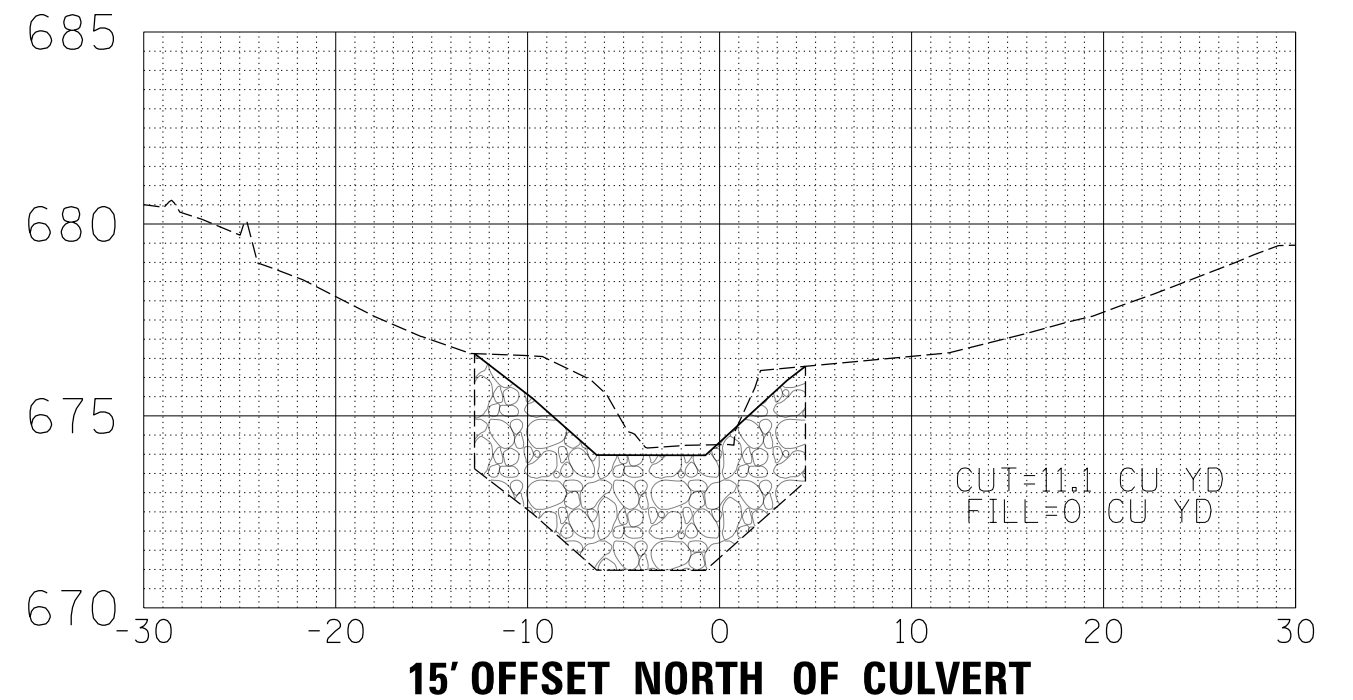
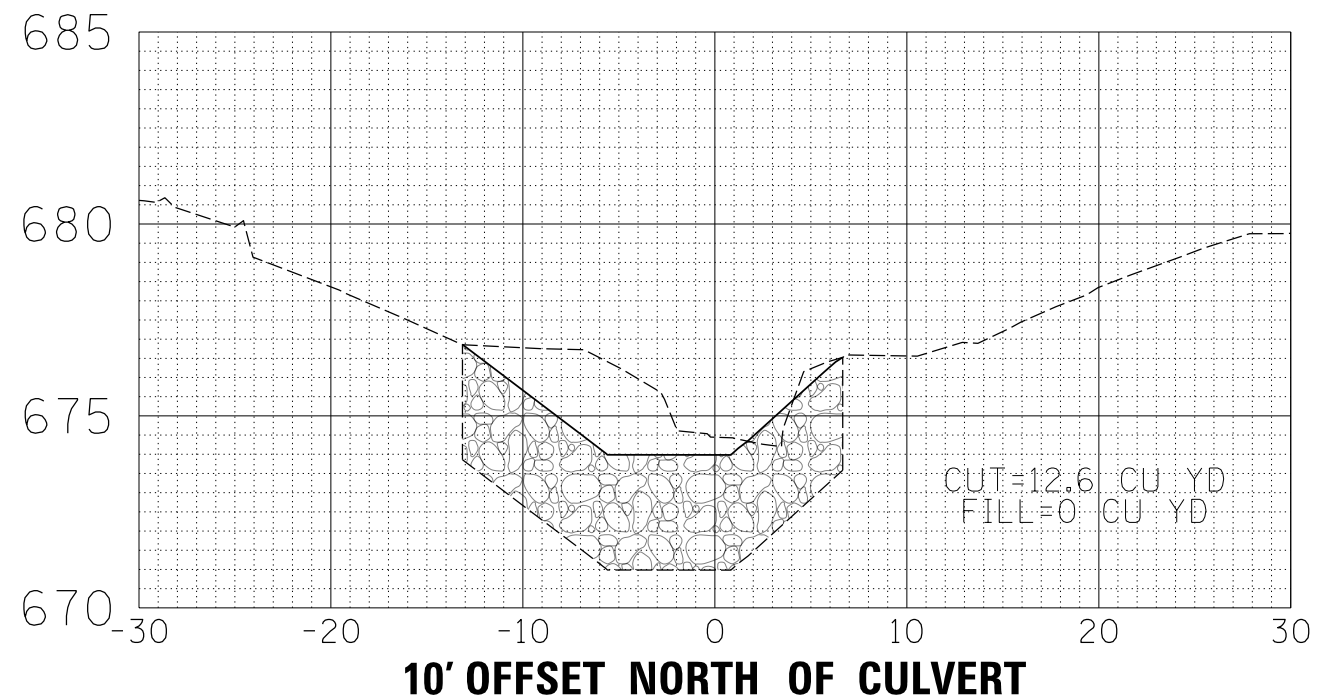
SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------------|--------|--------------------|-----------|
| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1581 | 20-00108-02-R5 | COOK | 164 | 112 |
| | | | CONTRACT NO. 61K63 | |
| ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | CHECKED | | |
| | AT | | |
| | FILE | | |
| | NO. | | |



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|---------|----------|----|------|
| PROFILE | SURVEYED | BY | DATE |
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| | CHECKED | | |
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| | FILE | | |
| | NO. | | |

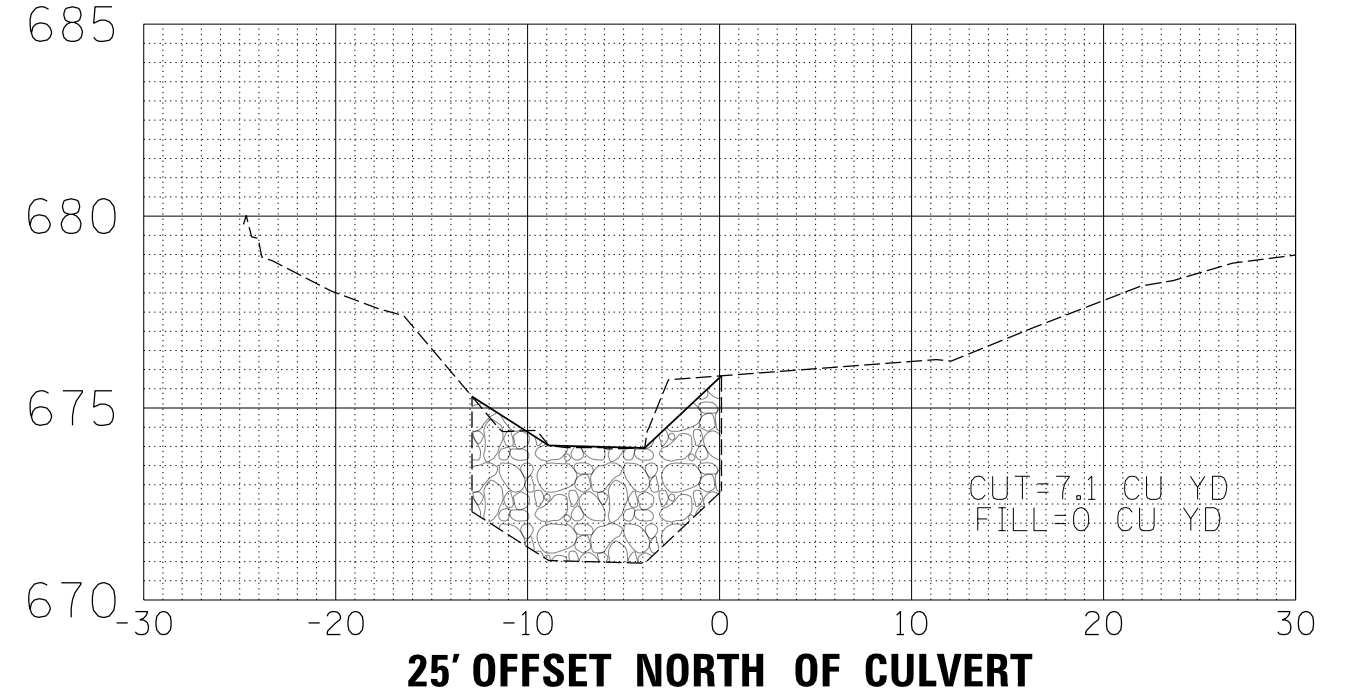
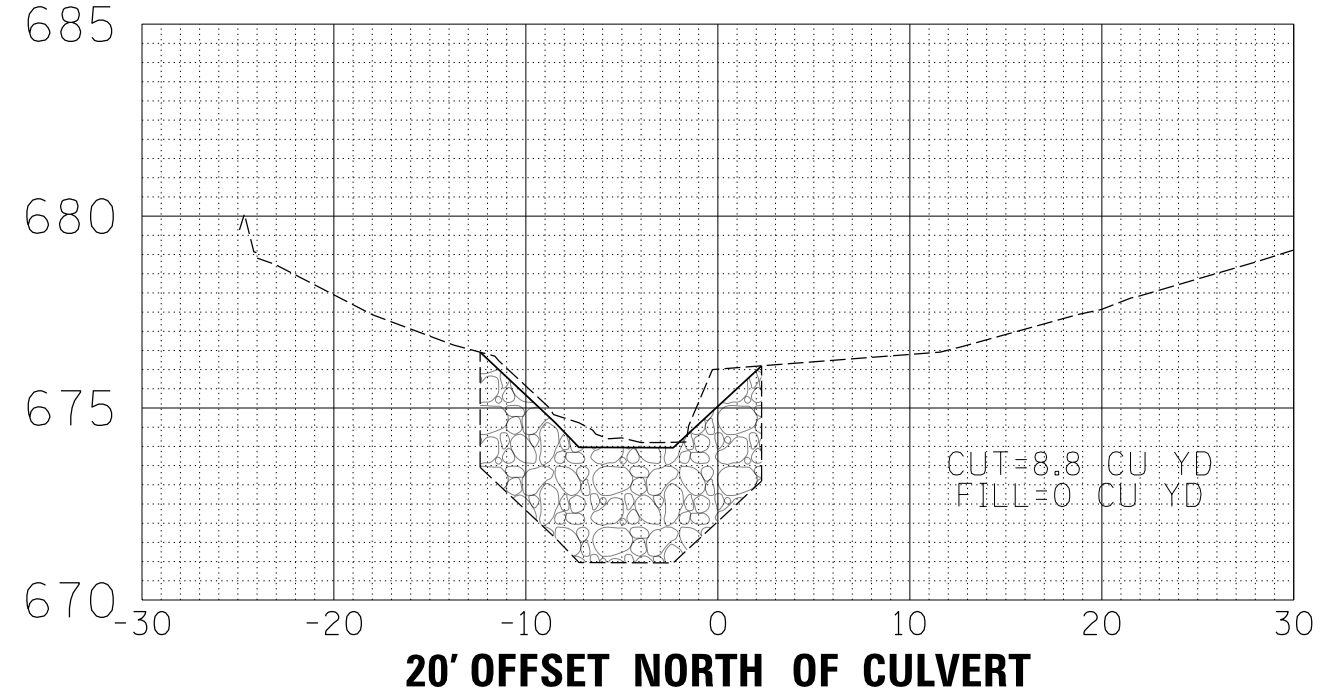


| | | | |
|---|-----------------------|----------------|-----------|
| FILE NAME = | USER NAME = jjezierny | DESIGNED - SNS | REVISED - |
| N:\BuffaloGrove\200385_C2\Civil\101xxxxx-ht-C2.XS_Culvert.dgn | | DRAWN - JAJ | REVISED - |
| Default | PLOT SCALE = 5' | CHECKED - LMF | REVISED - |
| | PLOT DATE = 7/25/2024 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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|---|--|---------------------------|----------------|--------|--------------|-----------|
| BERNARD DRIVE WHITE PINE DITCH GRADING DETAILS | | MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| SCALE: | | 1581 | 20-00108-02-R5 | COOK | 164 | 113 |
| SHEET 2 OF 4 SHEETS STA. TO STA. | | CONTRACT NO. 61K63 | | | | |
| | | ILLINOIS FED. AID PROJECT | | | | |

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|---------------|--------------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE | | |
| | NOT AT THIS OFFICE | | |
| NOTE BOOK NO. | CHECKED | | |
| | FILE NAME | | |



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|---------------|--------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE | | |
| | NOT AT THIS OFFICE | | |
| NOTE BOOK NO. | CHECKED | | |
| | FILE NAME | | |

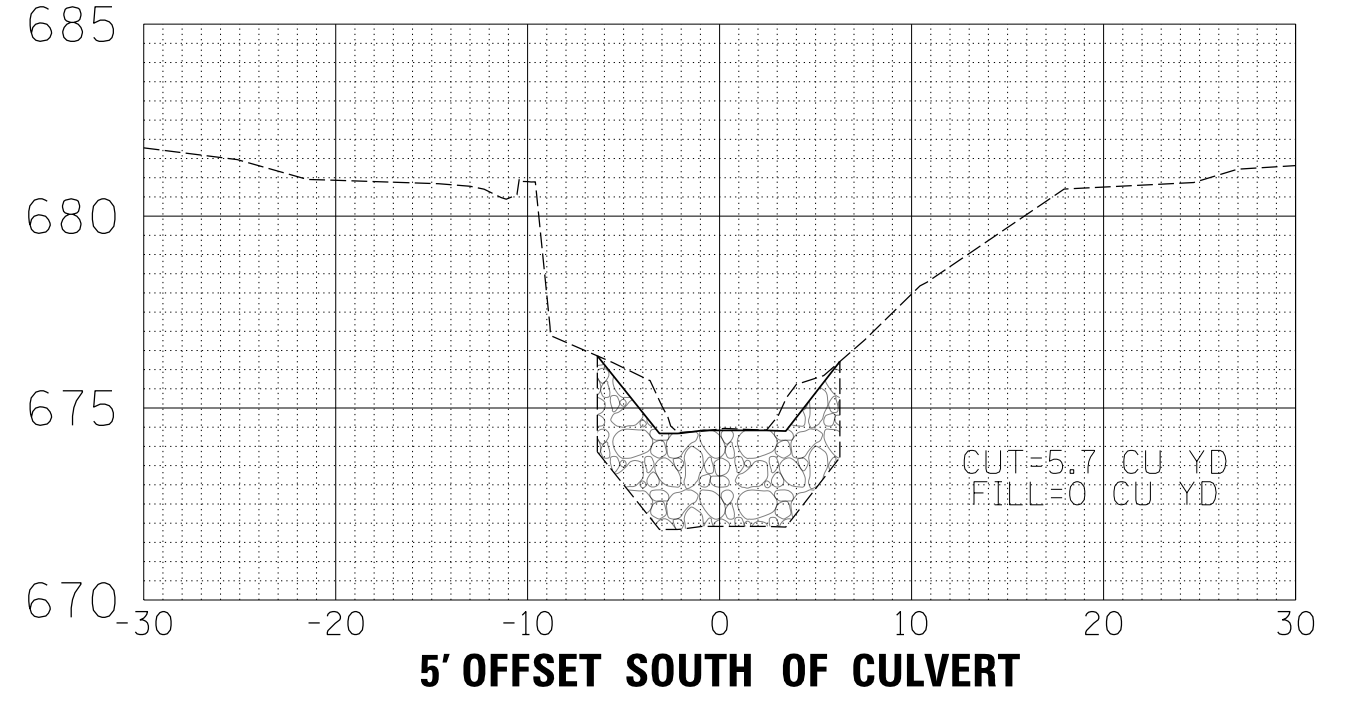
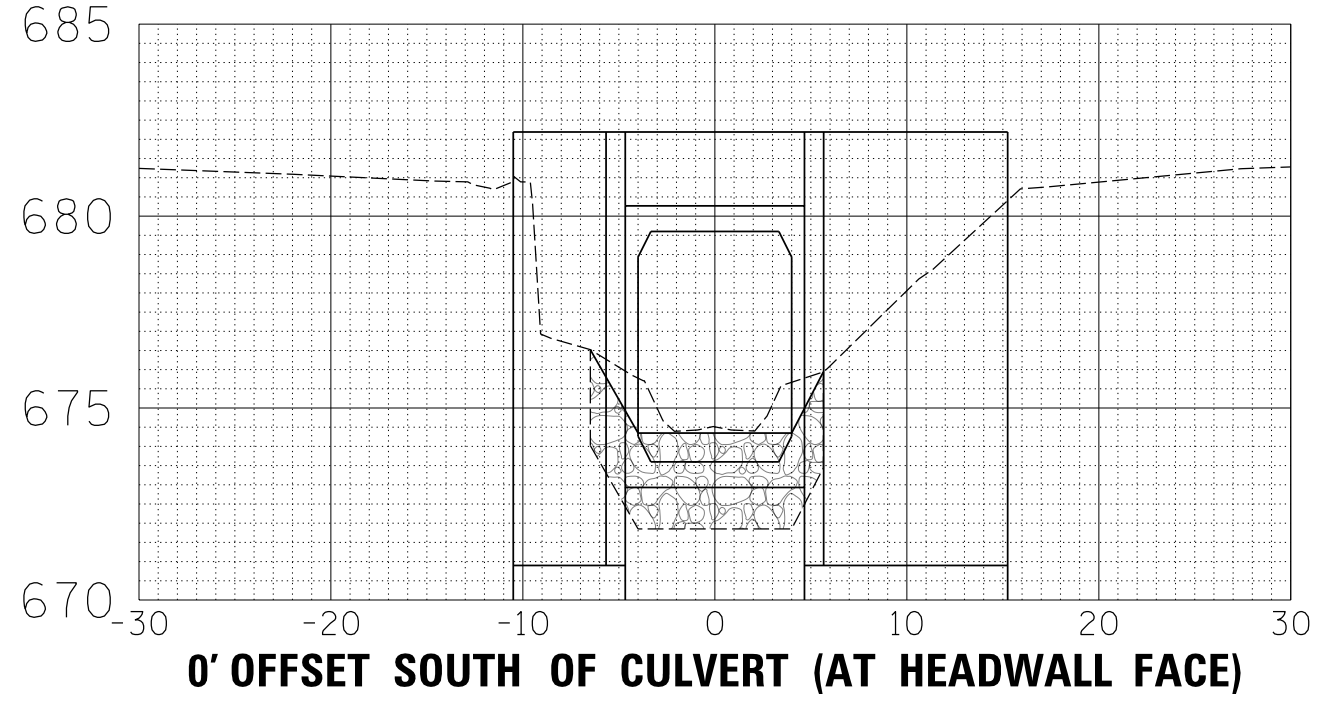
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|--|-----------------------|----------------|-----------|
| FILE NAME = | USER NAME = jjezierny | DESIGNED - SNS | REVISED - |
| N:\BuffaloGrave\200385_C2\Civil\DIxxxxx-ht-C2.XS_Culvert.dgn | | DRAWN - JAJ | REVISED - |
| Default | PLOT SCALE = 5' | CHECKED - LMF | REVISED - |
| | PLOT DATE = 7/25/2024 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

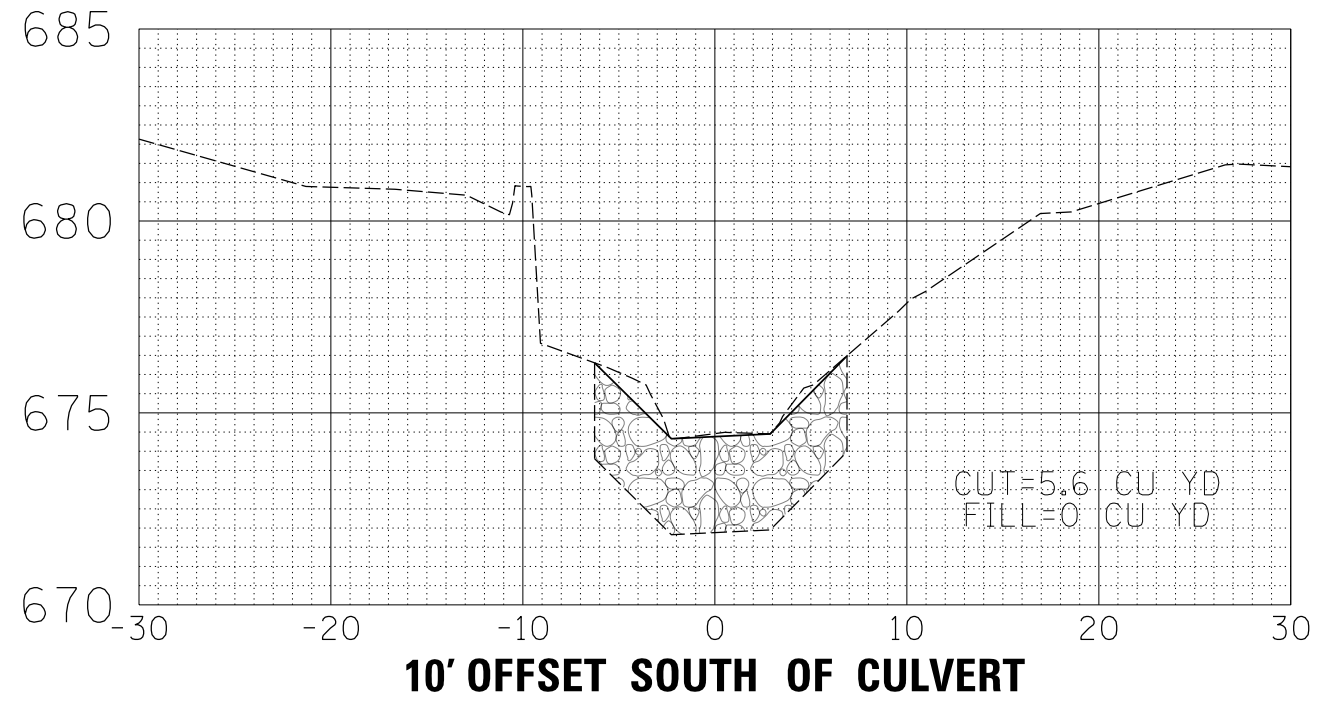
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|---|---------------------|------|---------|
| BERNARD DRIVE WHITE PINE DITCH GRADING DETAILS | | | |
| SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA. |

| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 1581 | 20-00108-02-R5 | COOK | 164 | 114 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 61K63 | |

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| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS OFFICE | | |
| | NOTE BOOK NO. | | |
| | CADD FILE NAME | | |



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| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS OFFICE | | |
| | NOTE BOOK NO. | | |
| | CADD FILE NAME | | |



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| FILE NAME = | USER NAME = jjezierny | DESIGNED - SNS | REVISED - |
| N:\BuffaloGrove\200385_C2\Civil\01xxxx-ht-C2.XS_Culvert.dgn | | DRAWN - JAJ | REVISED - |
| Default | PLOT SCALE = 5' | CHECKED - LMF | REVISED - |
| | PLOT DATE = 7/25/2024 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

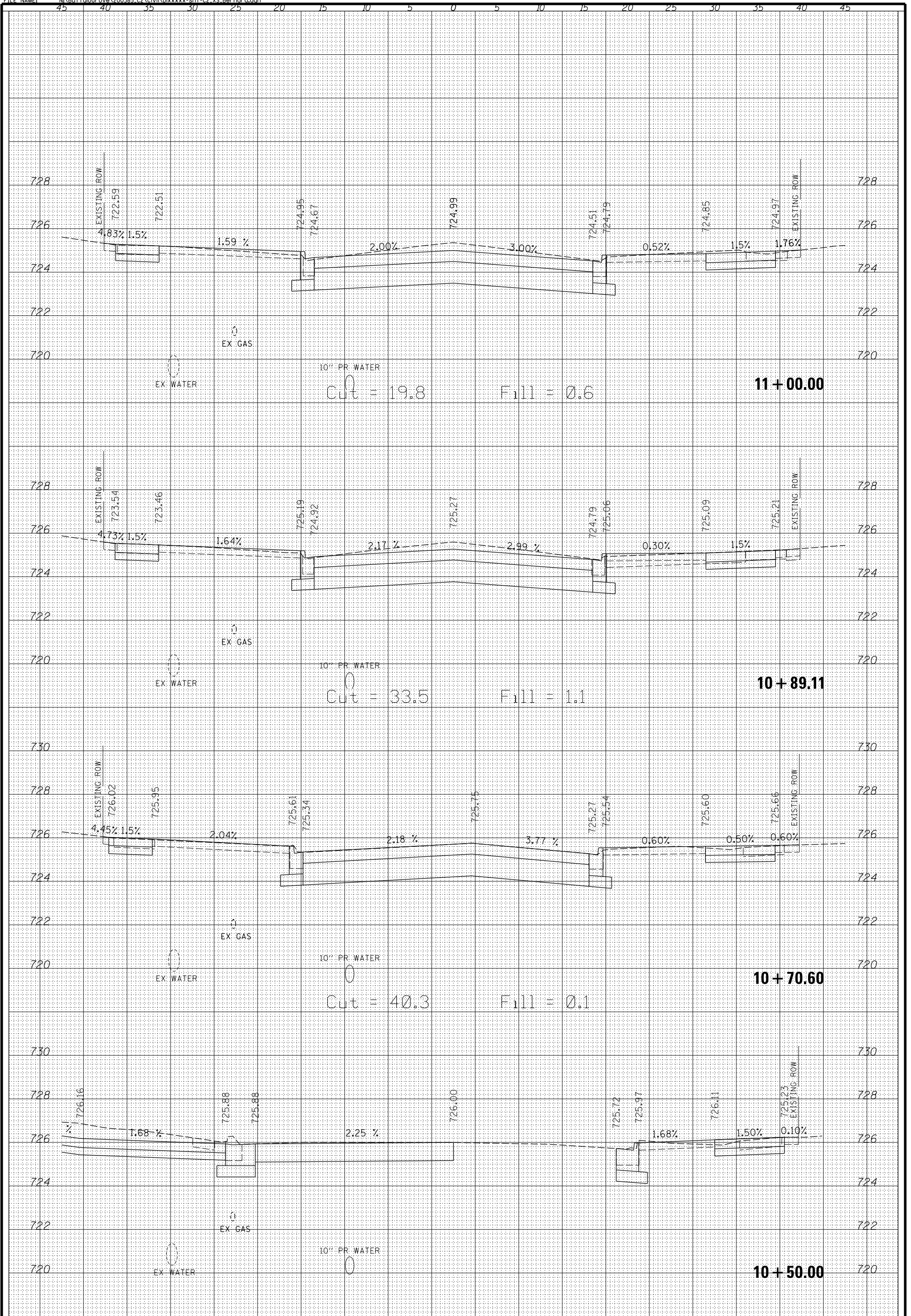
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|---|---------------------|------|---------|
| BERNARD DRIVE WHITE PINE DITCH GRADING DETAILS | | | |
| SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA. |

| MUN. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|--------|--------------------|-----------|
| 1581 | 20-00108-02-R5 | COOK | 164 | 115 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 61K63 | |

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT:
Village of Buffalo Grove
 51 RAUPP BOULEVARD
 BUFFALO GROVE, ILLINOIS 60089
 (847) 459-2500

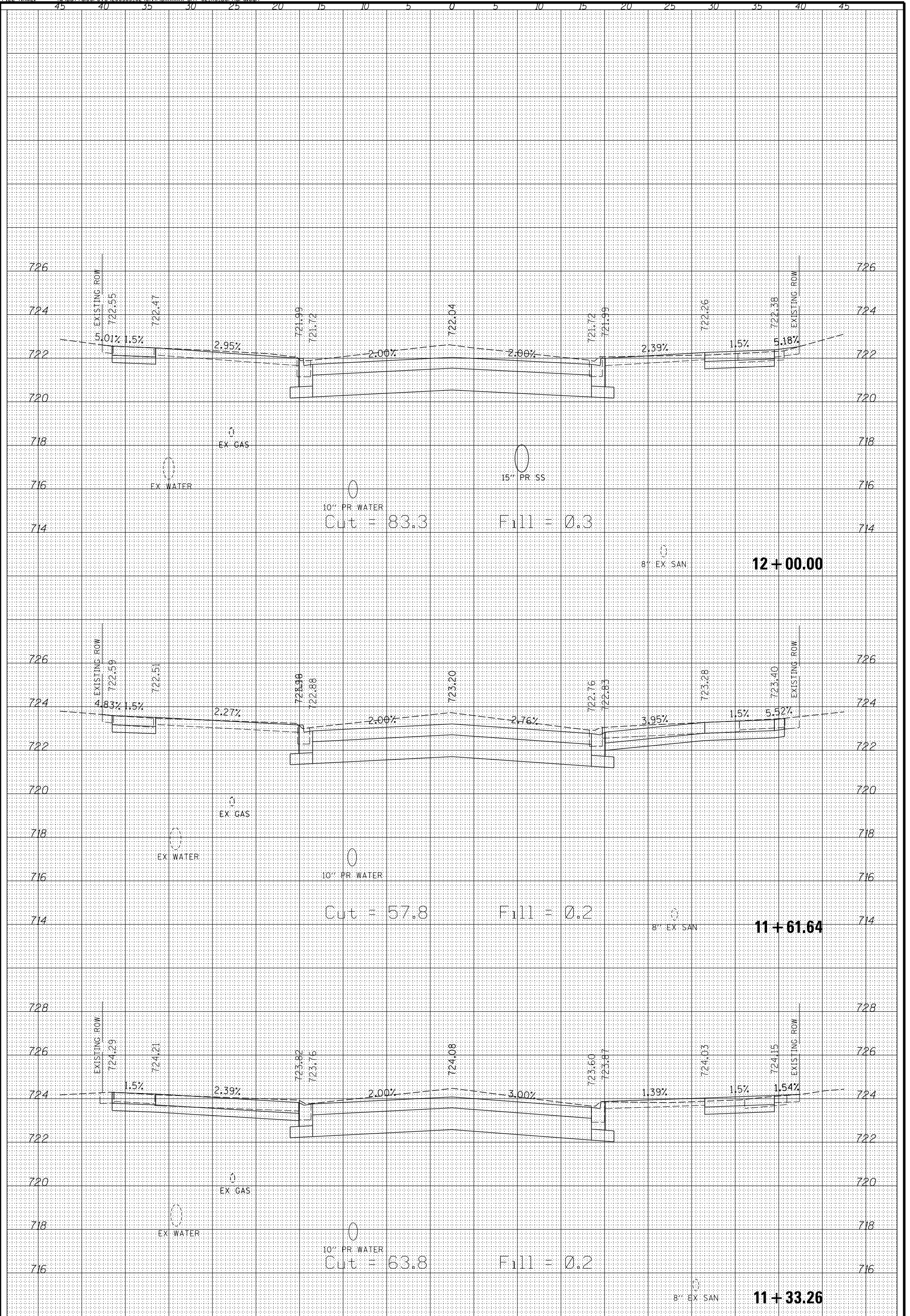
DSCN. _____
 DWN. _____
 CHKD. _____
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 10 + 50.00 - 11 + 00.00

PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 116 OF 164
 DRAWING NO.
XS01

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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|------------|---------------------|
| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 11 + 33.26 - 12 + 00.00

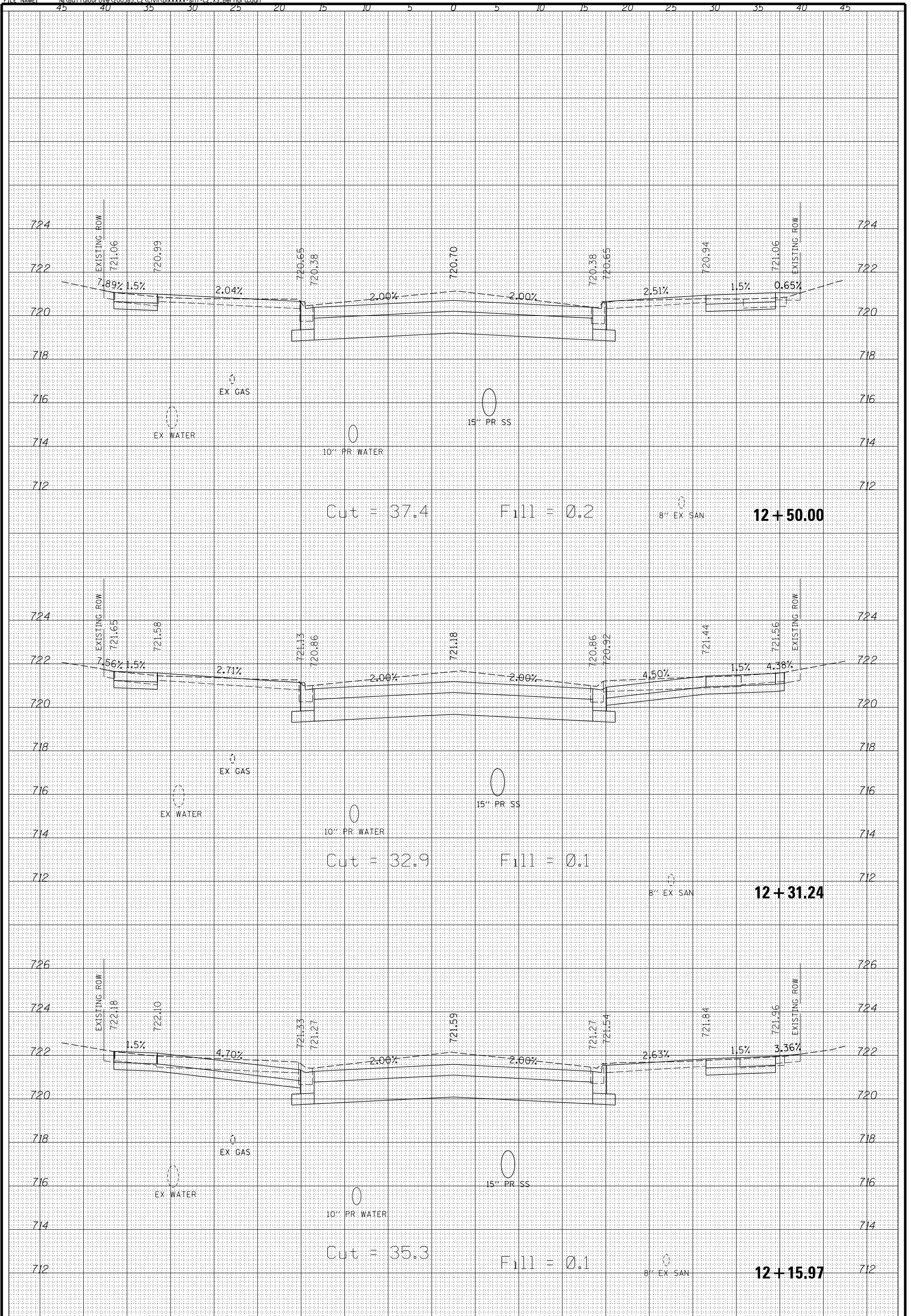
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 117 OF 164 |
| DRAWING NO. | |

XS02

| REV | DATE | BY | CHKD | DESC |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 12 + 15.97 - 12 + 50.00

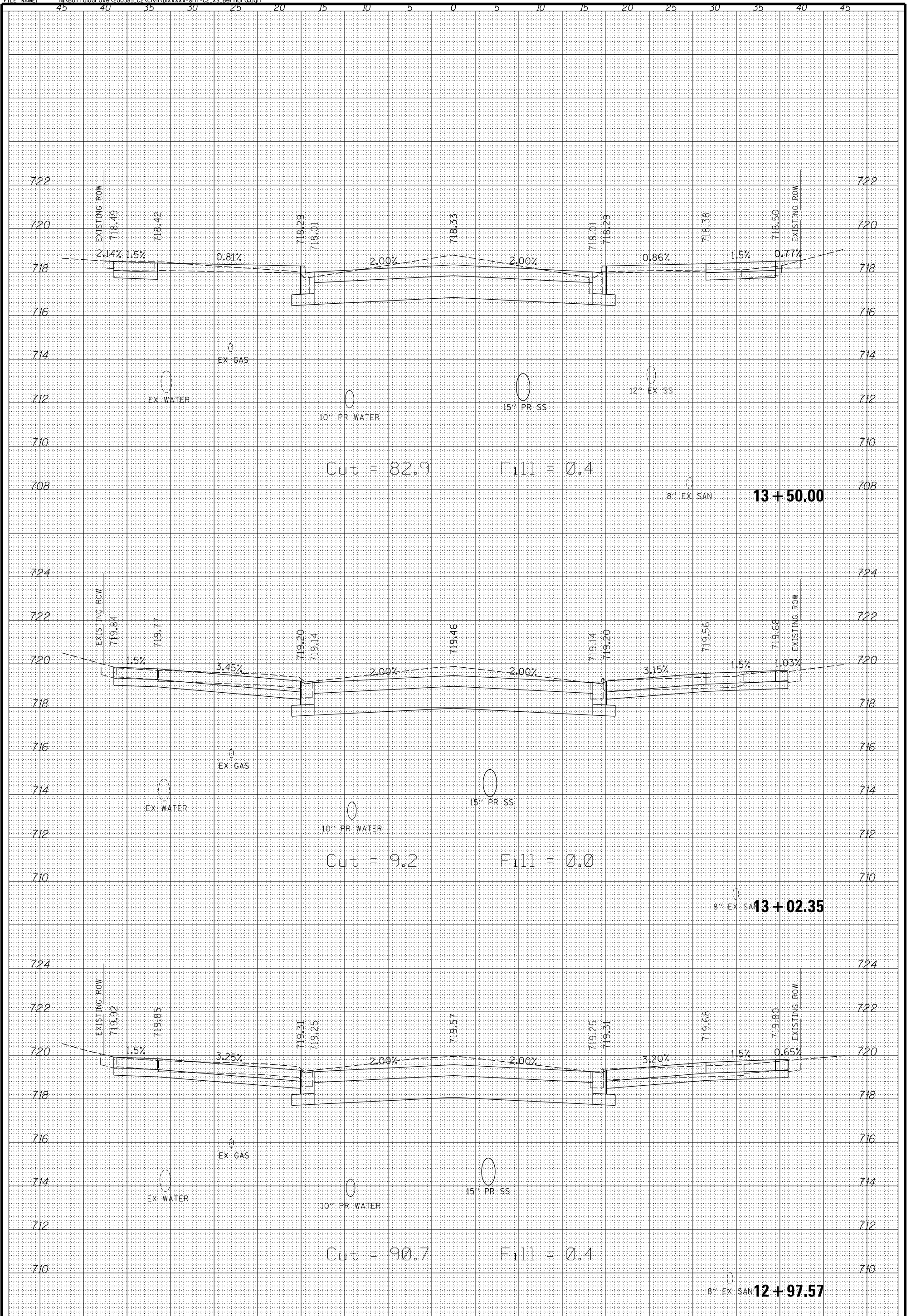
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 118 of 164 |
| DRAWING NO. | |

XS03

| NO. | DESCRIPTION | DATE | BY | CHKD. | DATE | BY | CHKD. |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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|------------|---------------------|
| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 12 + 97.57 - 13 + 50.00

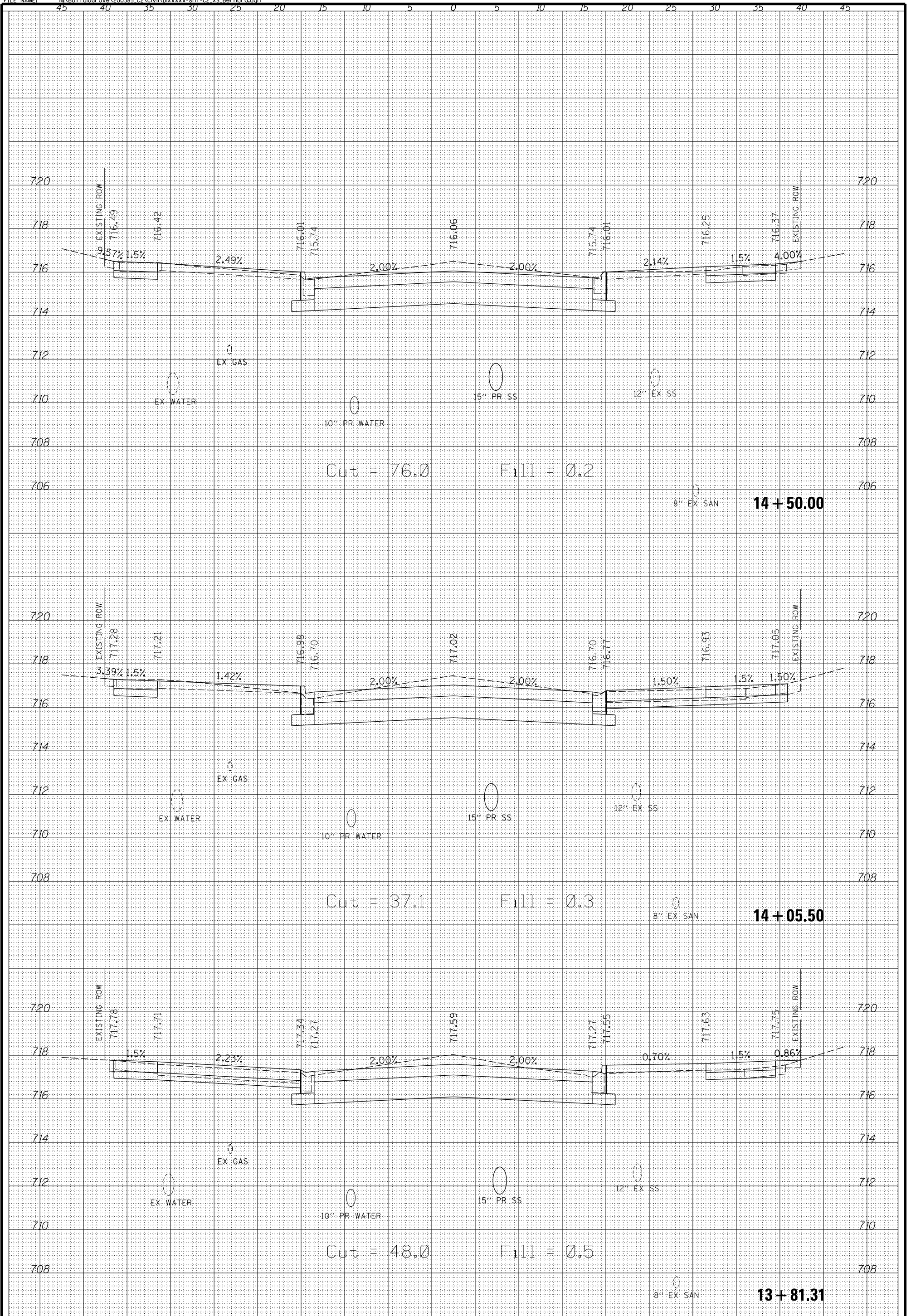
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 119 OF 164
 DRAWING NO.

XS04

| REV | DATE | BY | CHKD | DESC |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 13 + 81.31 - 14 + 50.00

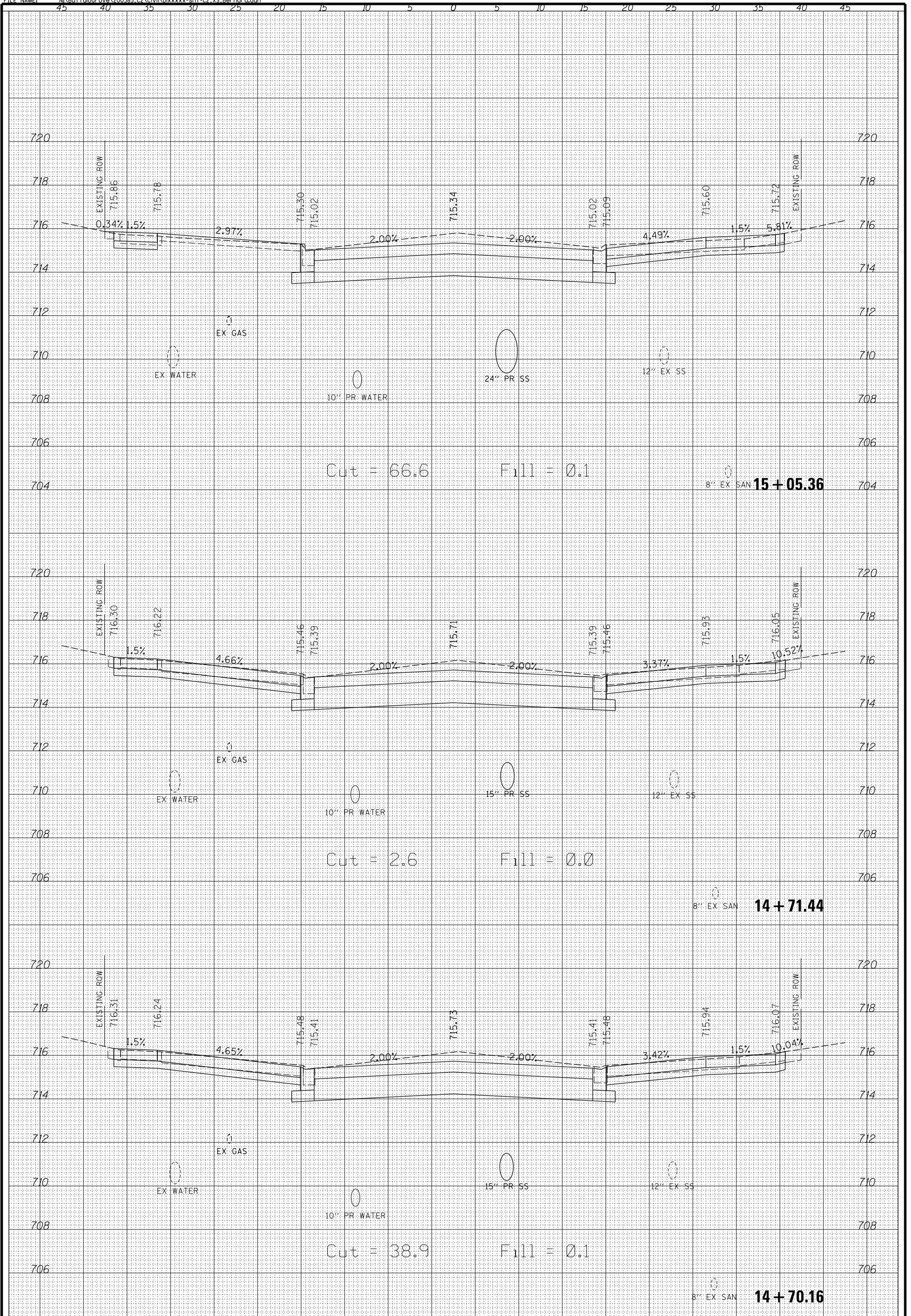
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 120 of 164 |
| DRAWING NO. | |

XS05

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 14 + 70.16 - 15 + 05.36

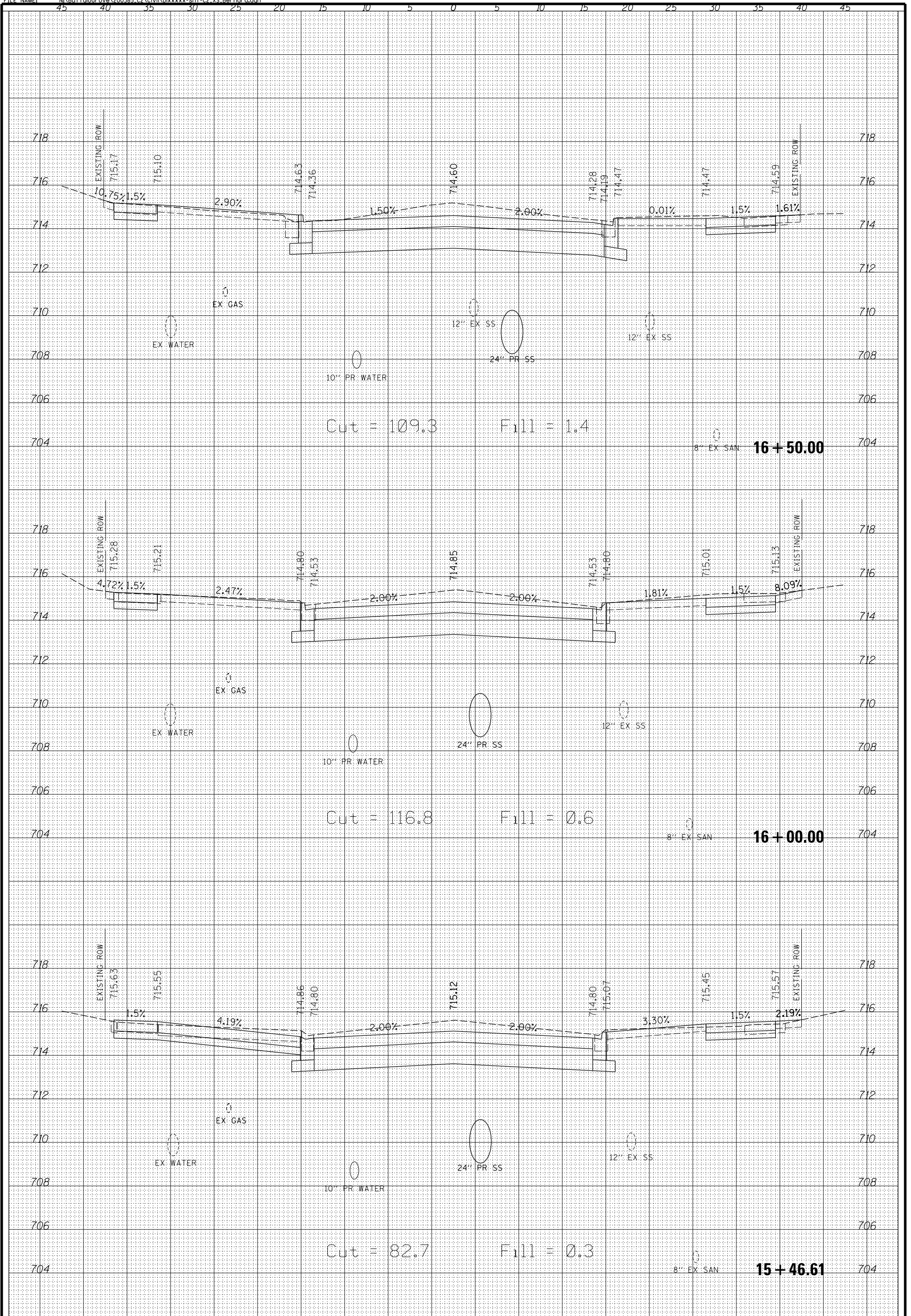
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 121 OF 164 |
| DRAWING NO. | |

XS06

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 15 + 46.61 - 16 + 50.00

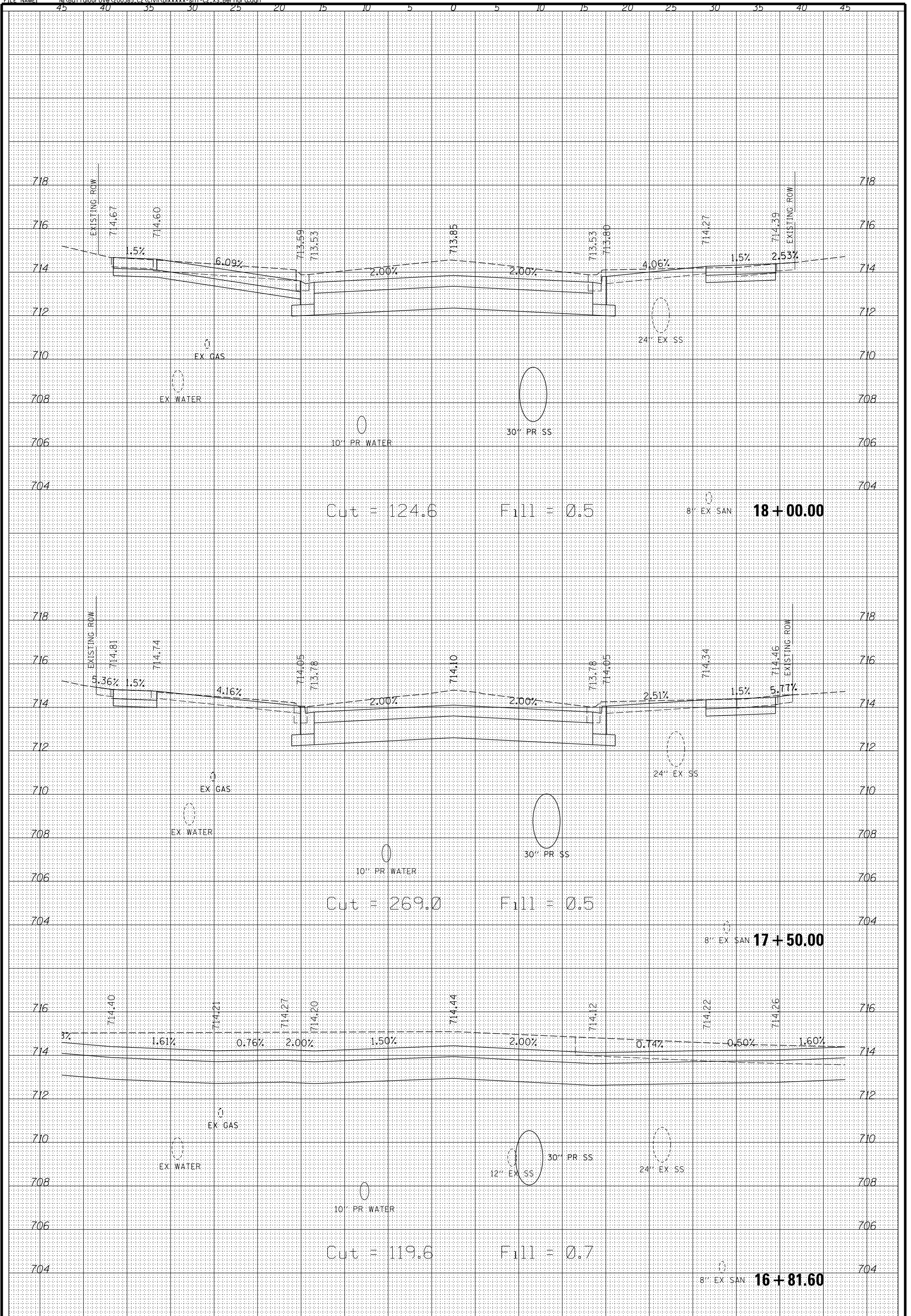
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 122 OF 164
 DRAWING NO.

XS07

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

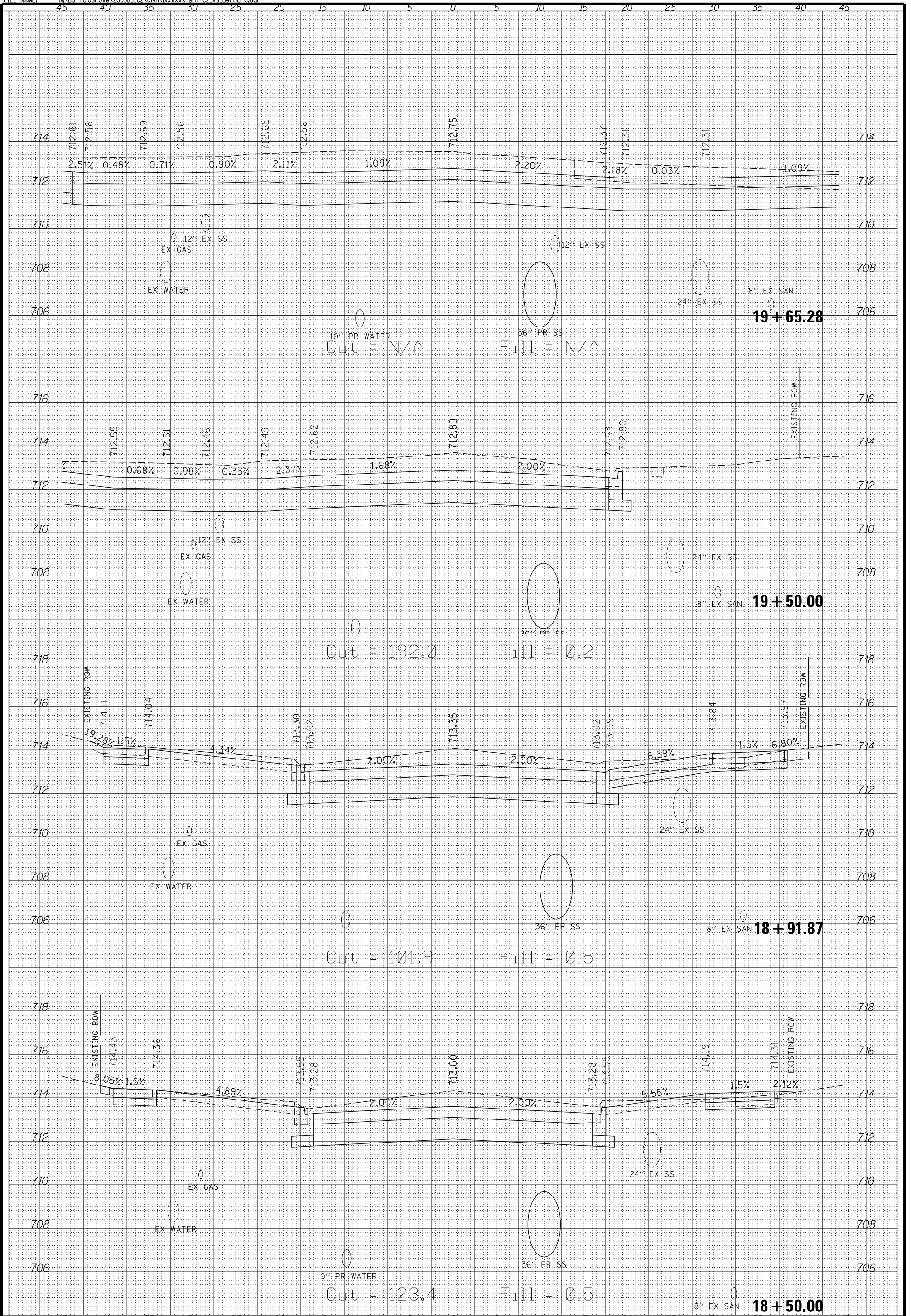
BERNARD DR
 16 + 81.60 - 18 + 00.00

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 123 OF 164 |
| DRAWING NO. | |

XS08

| REV | DATE | BY | CHKD | DESC |
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FILE NAME: N:\BuffaloGrove\200385_C2\Civil\01\xxxx-shf-C2_XS_Bernard.dgn



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 (847) 459-2500

DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
18 + 50.00 - 19 + 65.28

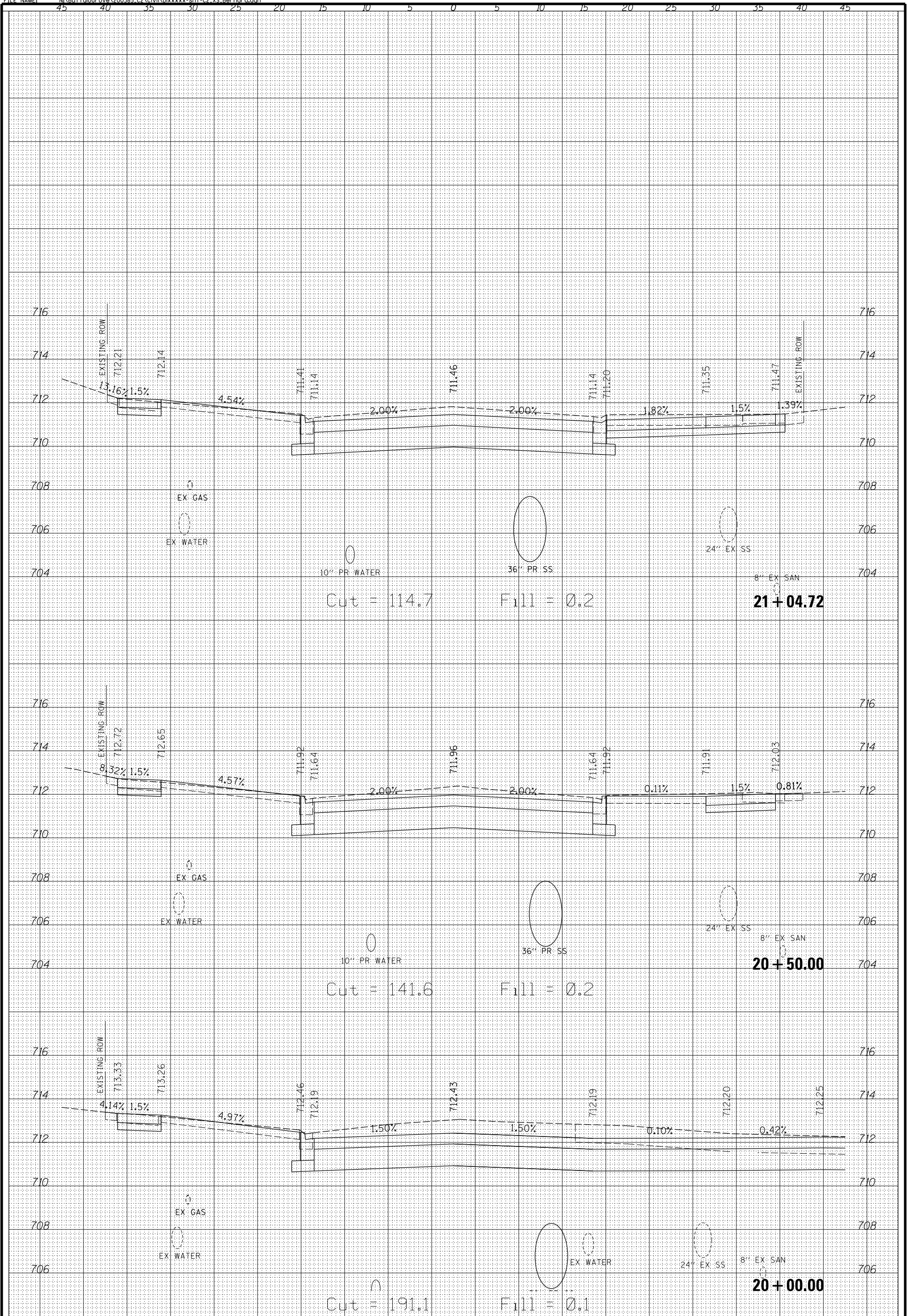
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 124 OF 164
 DRAWING NO.

XS09

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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|------------|---------------------|
| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 20 + 00.00 - 21 + 04.72

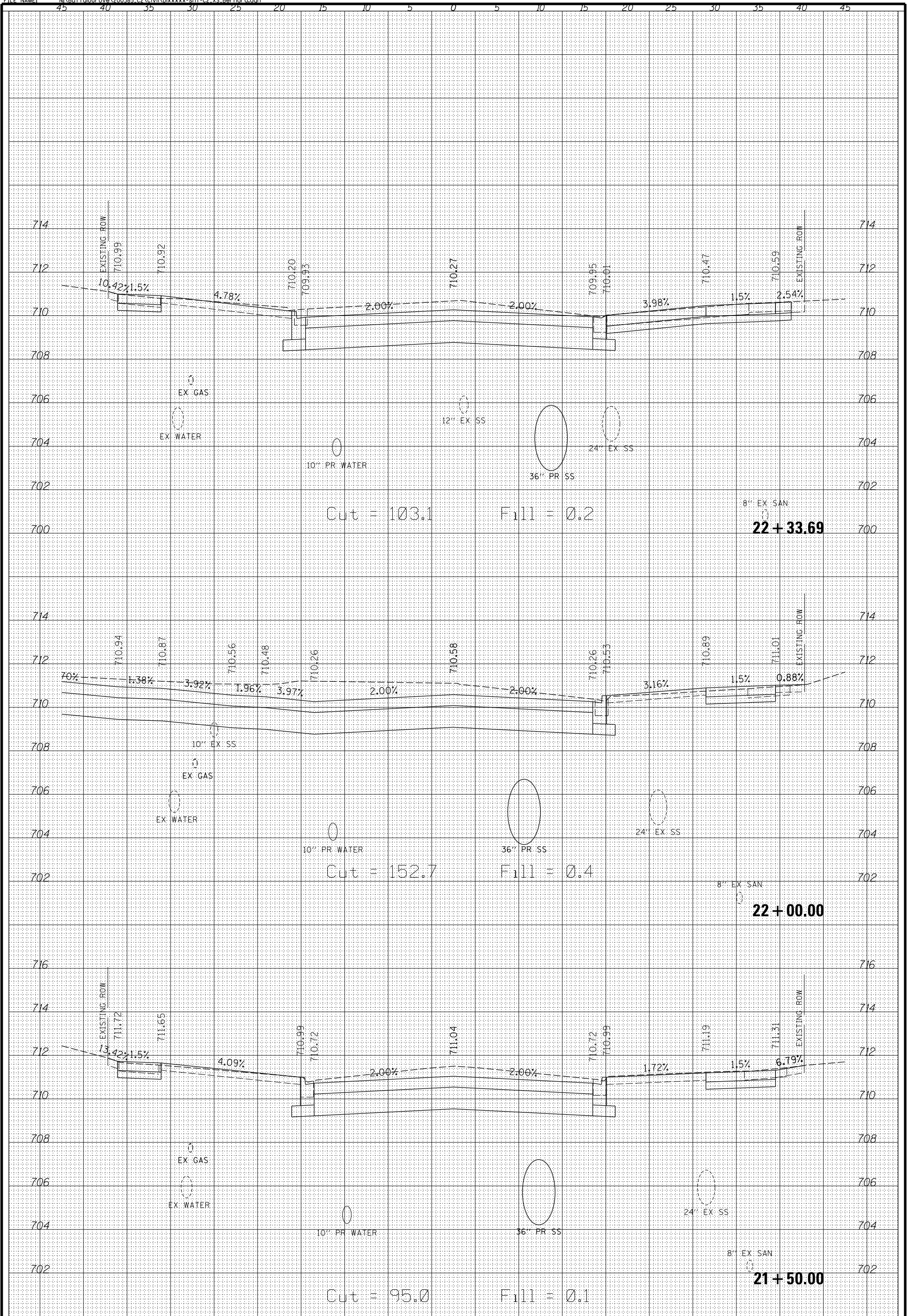
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|-------------|------------|
| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 125 OF 164 |
| DRAWING NO. | |

XS10

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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|------------|---------------------|
| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 21 + 50.00 - 22 + 33.69

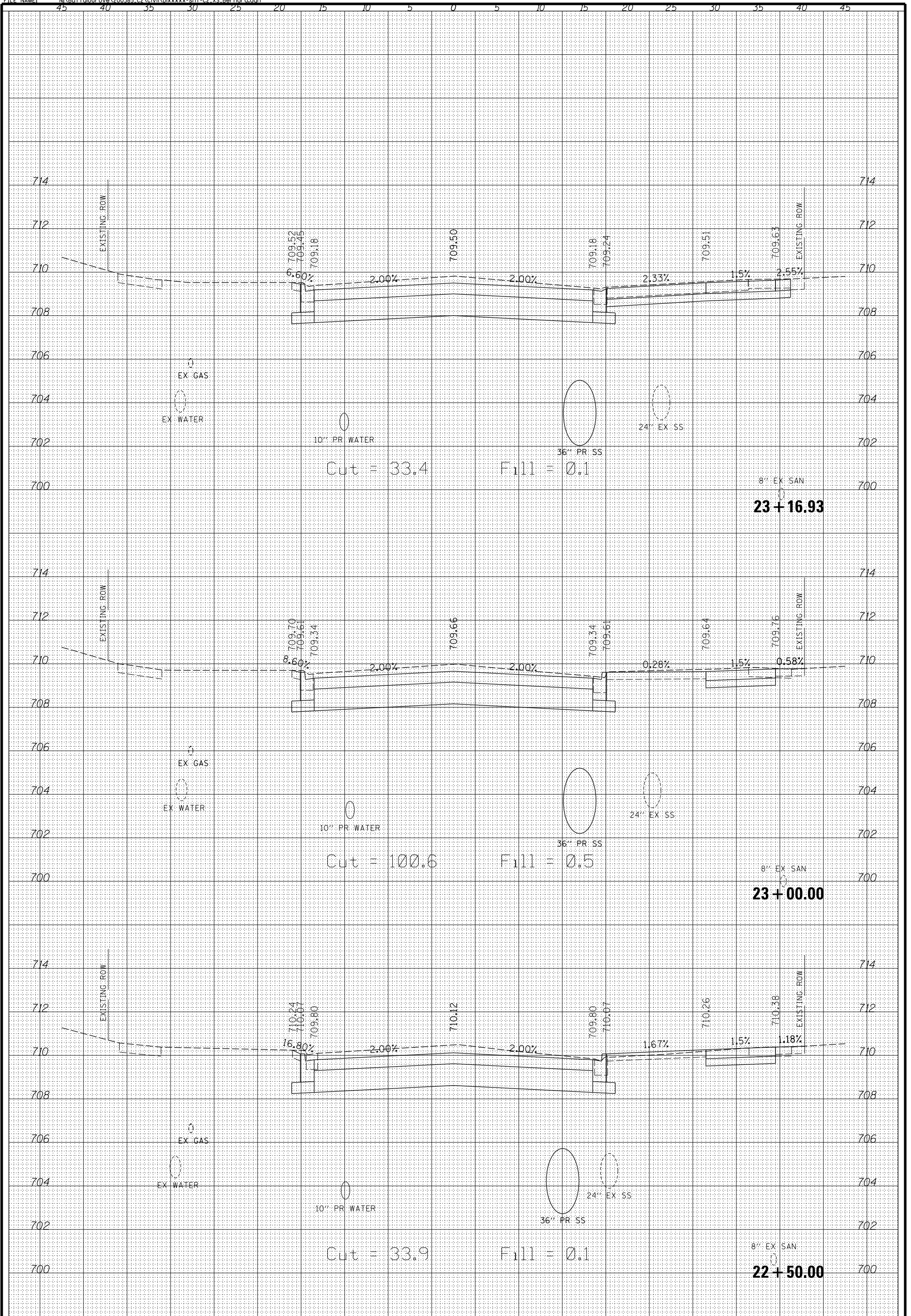
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 126 OF 164
 DRAWING NO.

XS11

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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 (847) 459-2500

DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 22 + 50.00 - 23 + 16.93

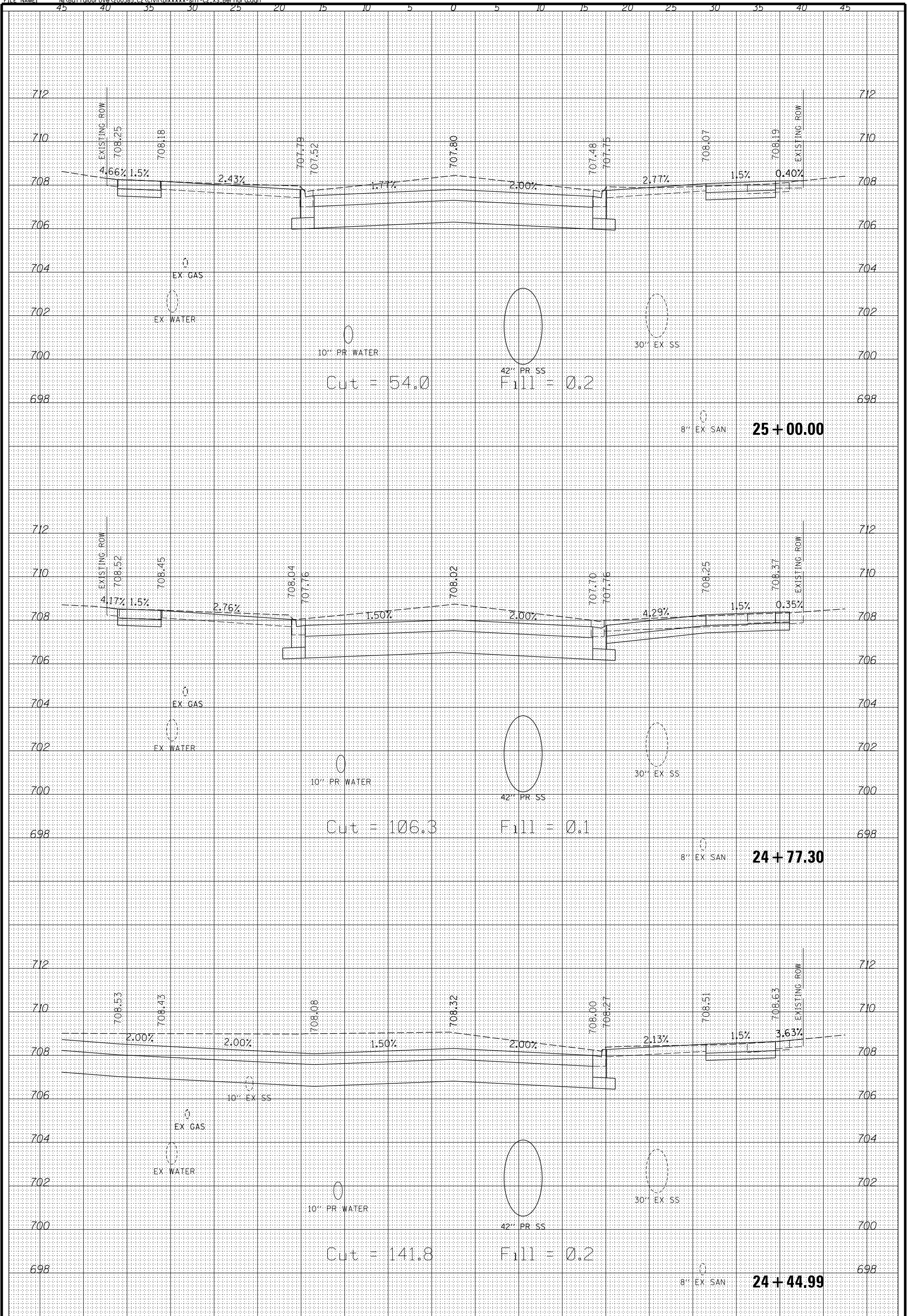
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 127 OF 164
 DRAWING NO.

XS12

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\01\xxxxx-shf-C2_XS_Bernard.dgn



25 + 00.00

24 + 77.30

24 + 44.99

Cut = 54.0

Fill = 0.2

Cut = 106.3

Fill = 0.1

Cut = 141.8

Fill = 0.2



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

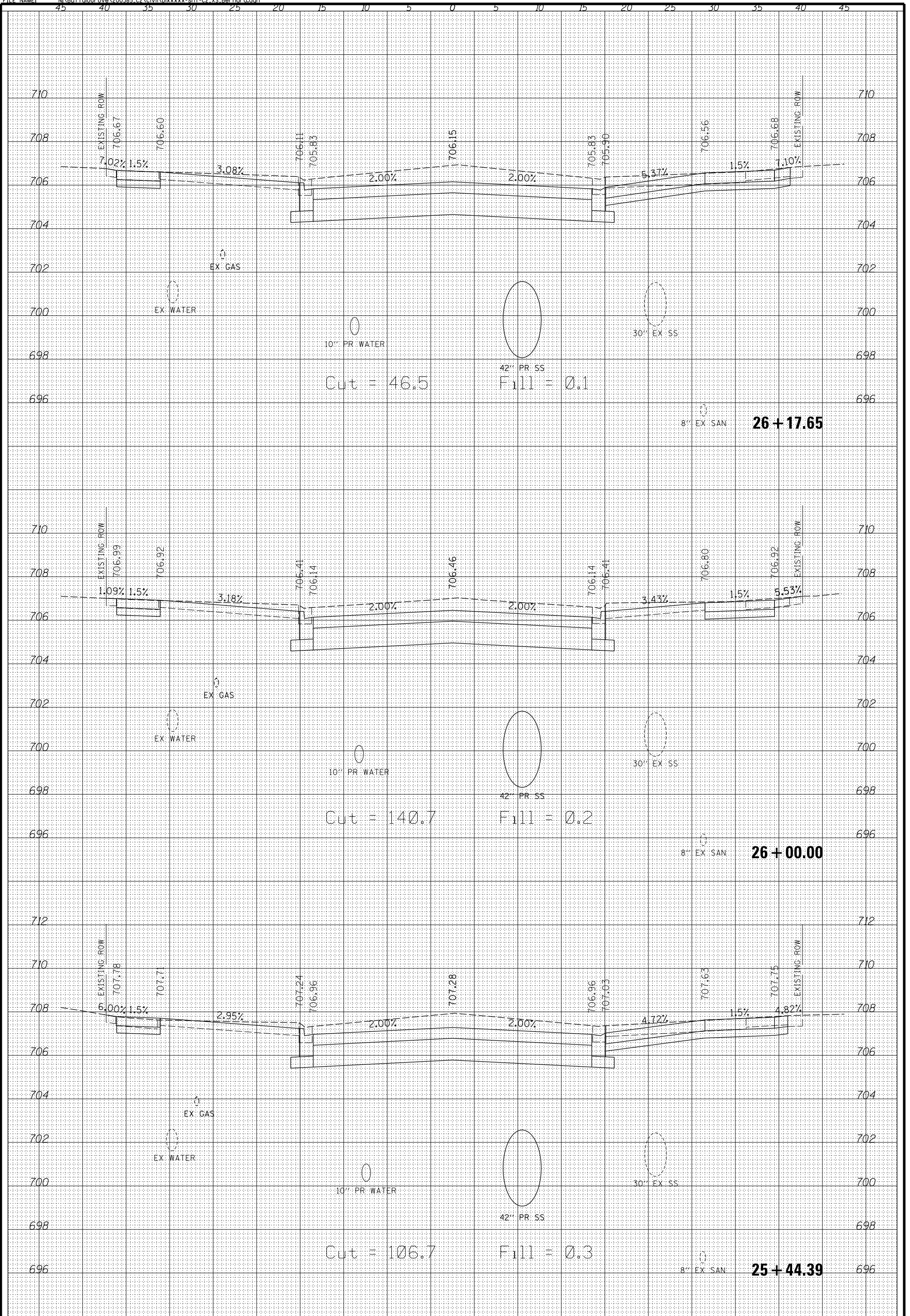
BERNARD DR
24 + 44.99 - 25 + 00.00

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 129 OF 164 |
| DRAWING NO. | |

XS14

| REV | DATE | BY | CHKD | DESC |
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 (847) 459-2500

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 25 + 44.39 - 26 + 17.65

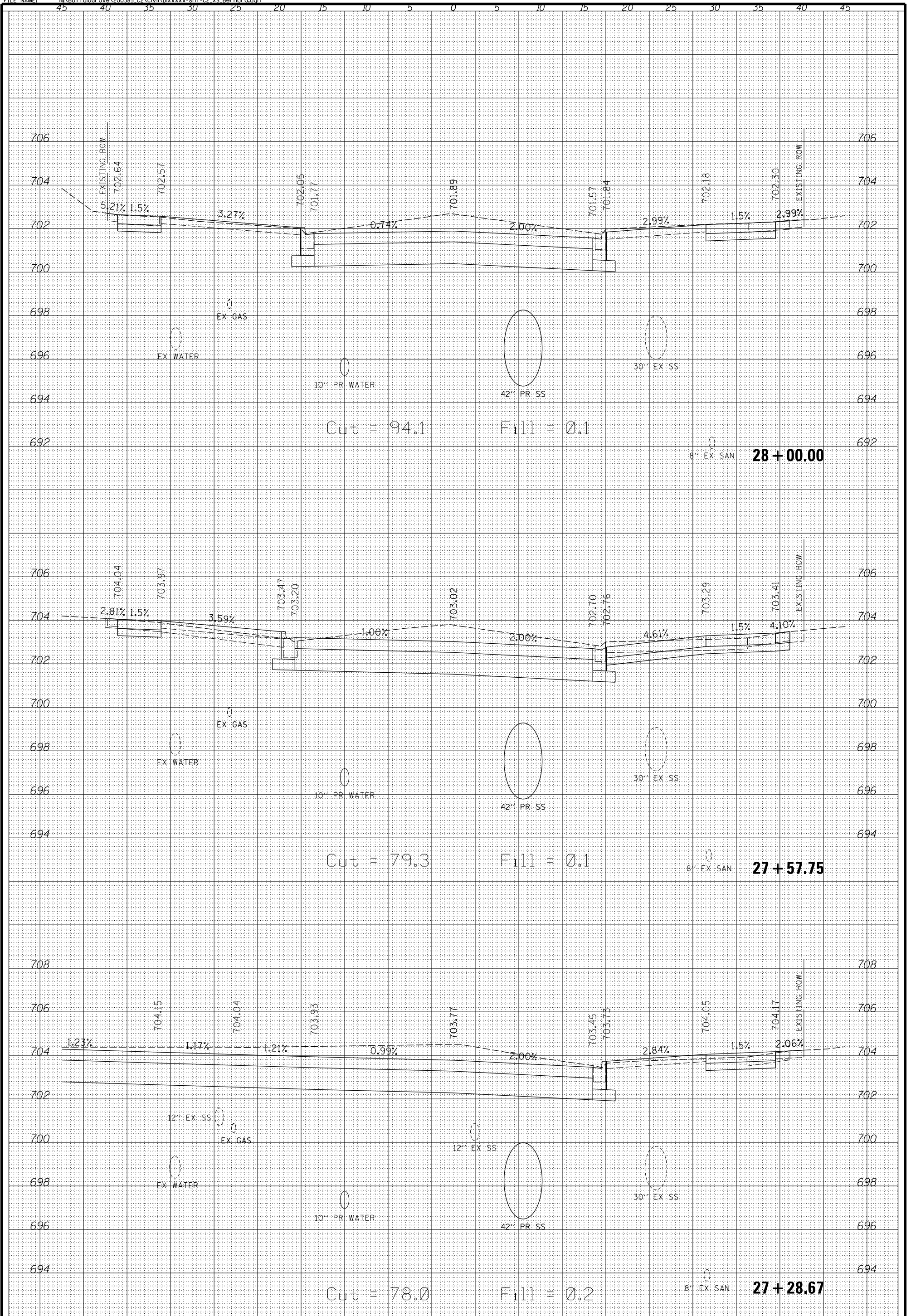
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 130 OF 164 |
| DRAWING NO. | |

XS15

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 27 + 28.67 - 28 + 00.00

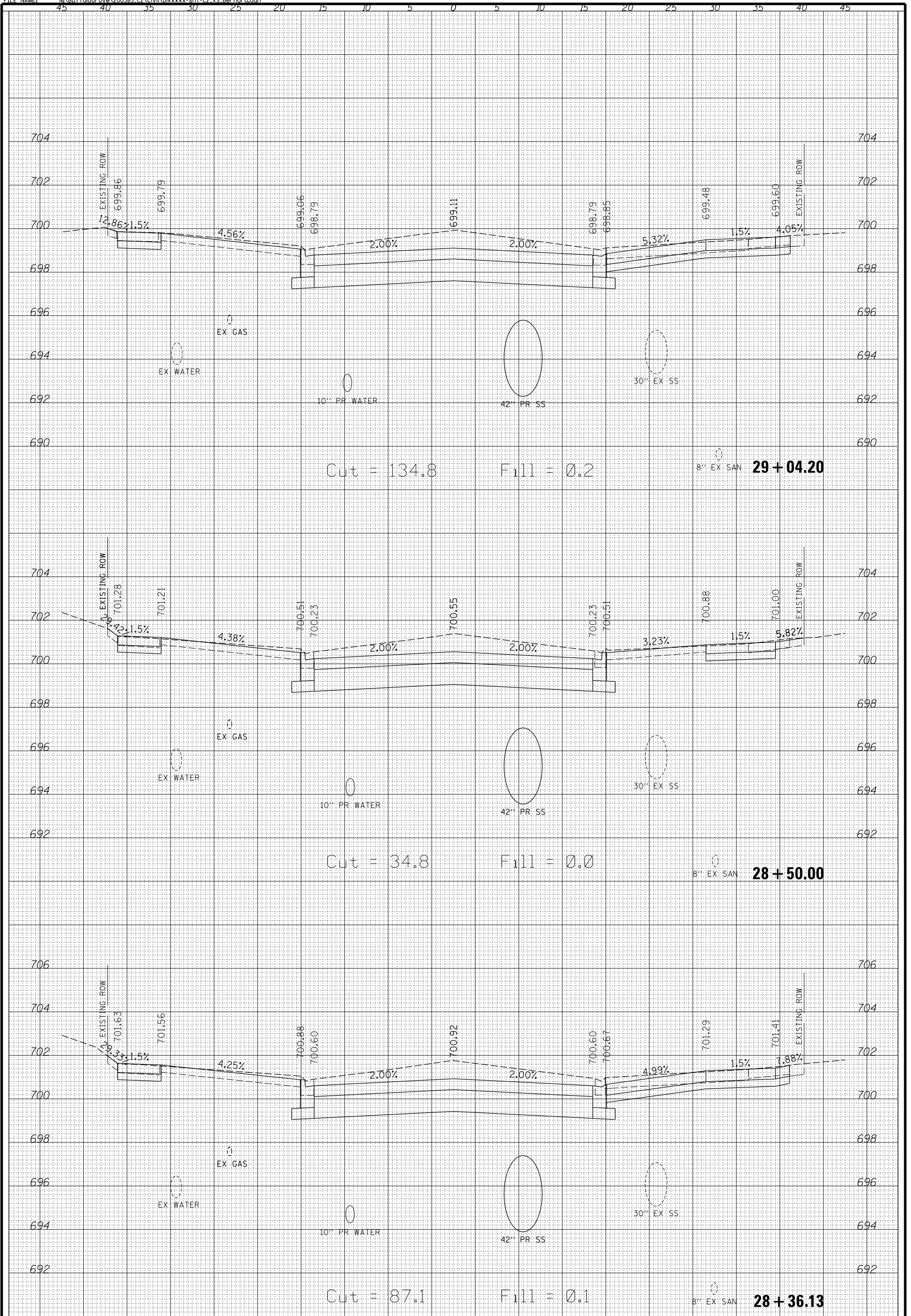
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 132 of 164 |
| DRAWING NO. | |

XS17

| REV | DESCRIPTION | DATE | BY | CHKD |
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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 28 + 36.13 - 29 + 04.20

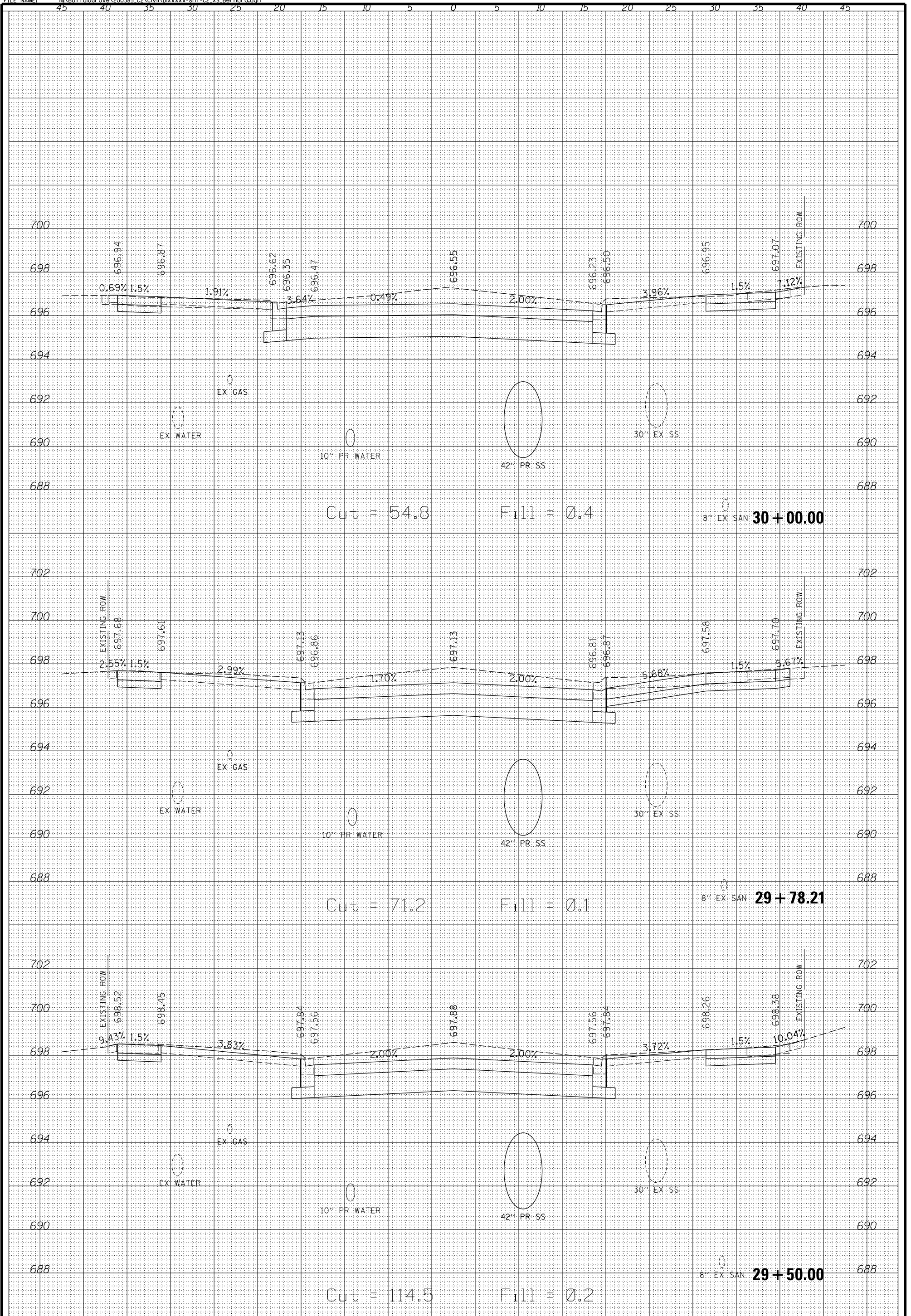
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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| DRAWING NO. | |

XS18

| REV | DATE | BY | CHKD | DESC |
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DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 29 + 50.00 - 30 + 00.00

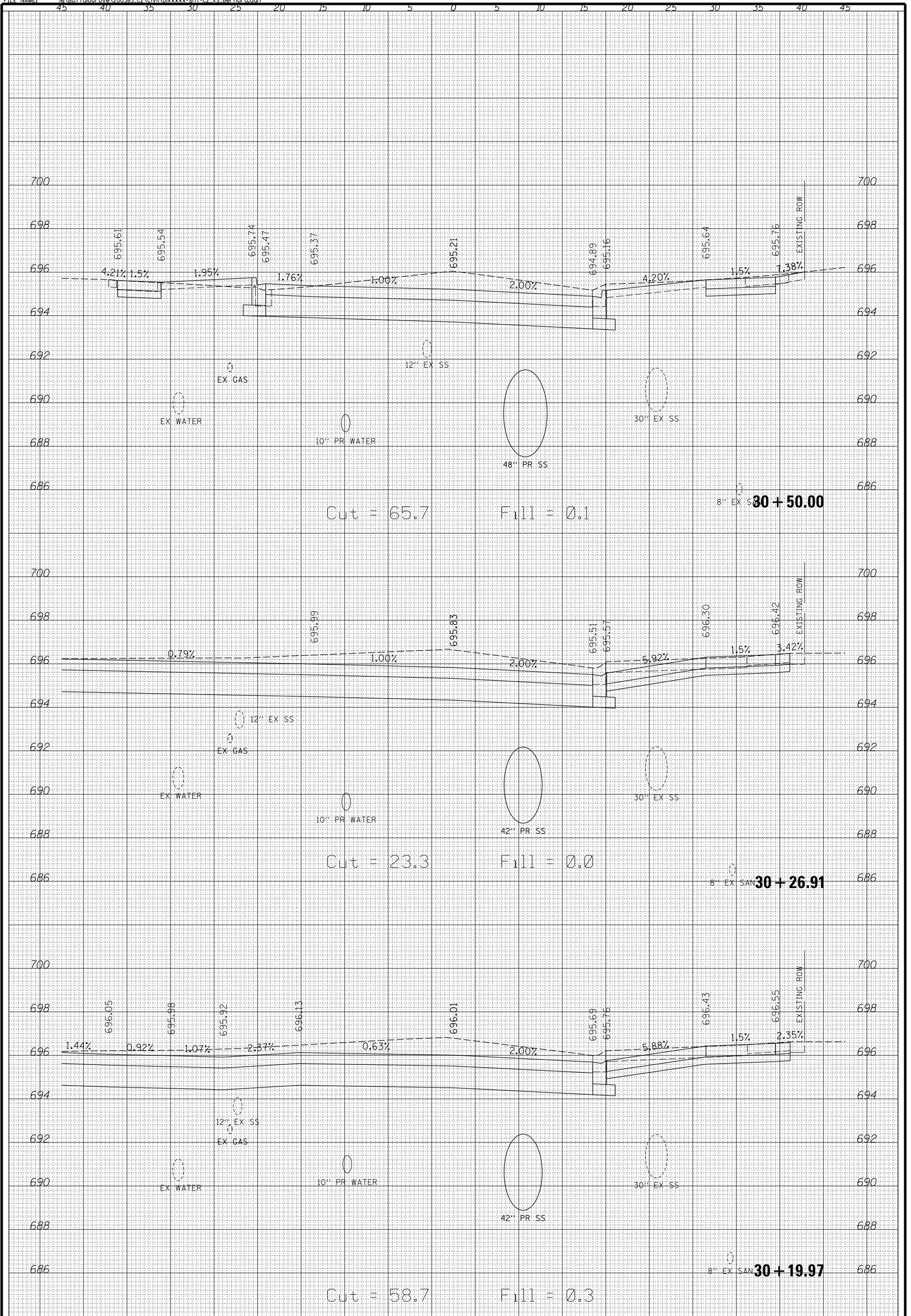
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 DATE: 7/10/2024
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XS19

| REV | DATE | BY | CHKD | DESC |
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DSCN. _____
 DWN. _____
 CHKD. _____
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 30 + 19.97 - 30 + 50.00

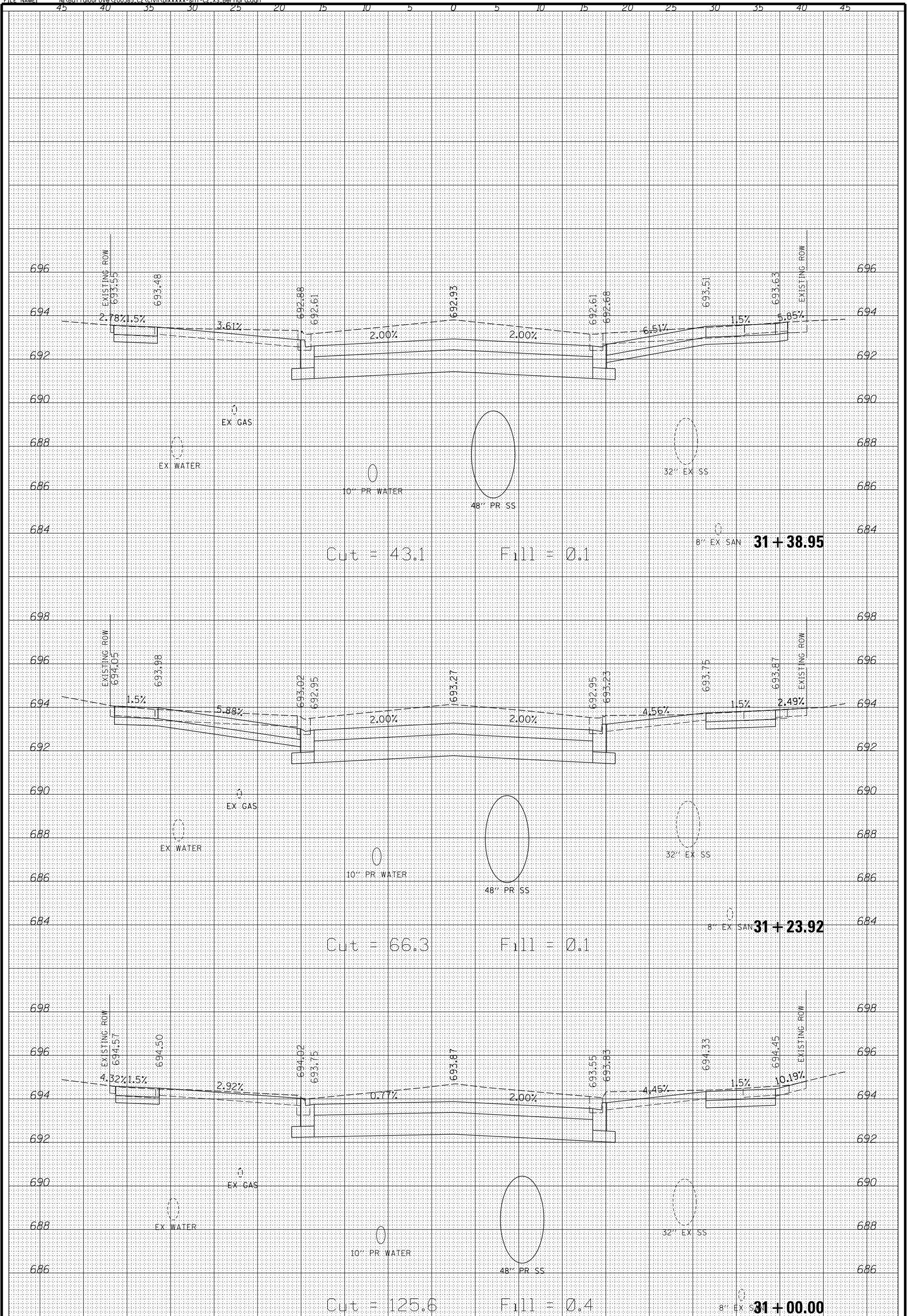
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XS20

| REV | DESCRIPTION | DATE | BY | CHKD |
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| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 31 + 00.00 - 31 + 38.95

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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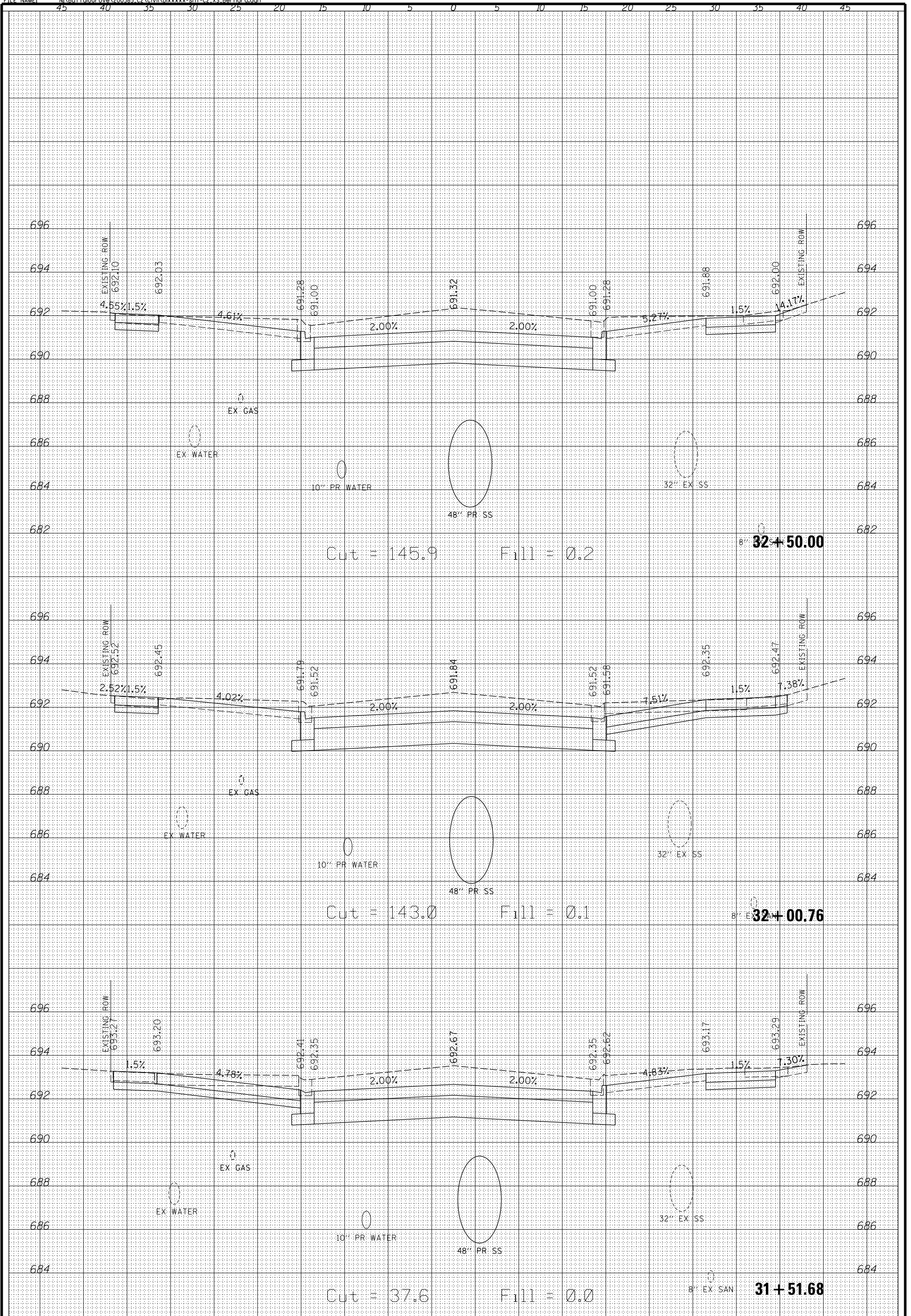
XS21

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| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

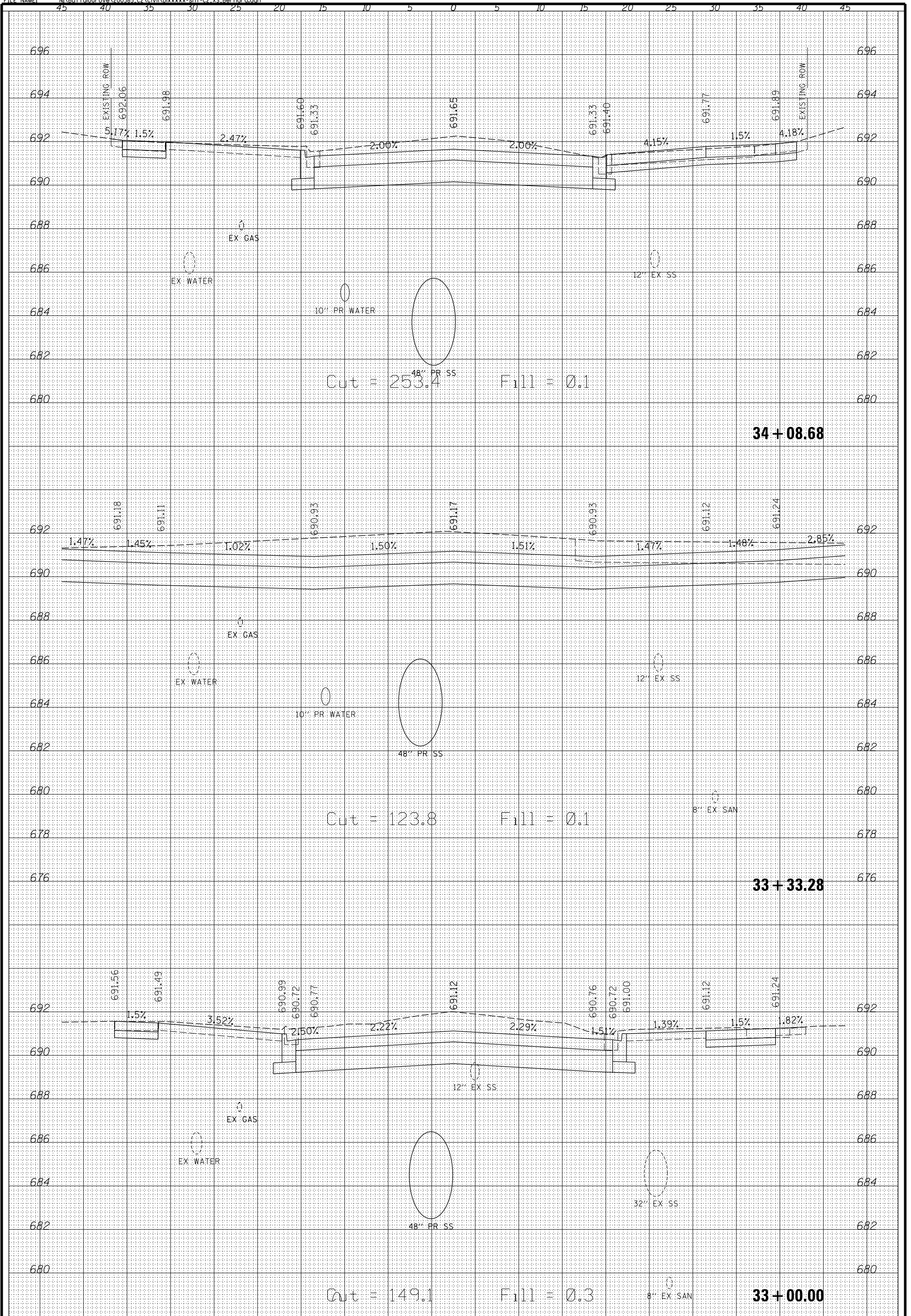
BERNARD DR
31 + 51.68 - 32 + 50.00

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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XS22

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 33+00.00 - 34+08.68

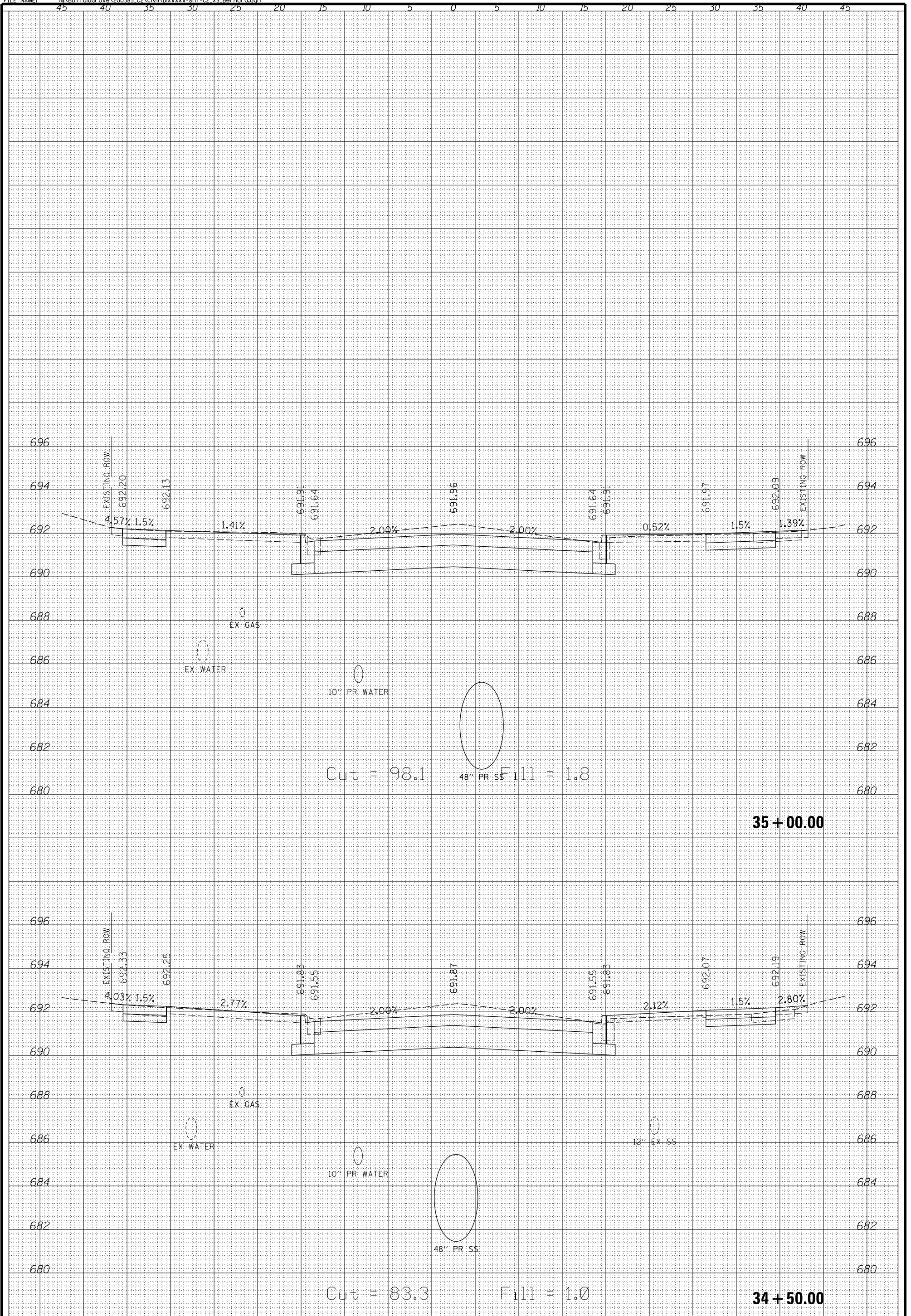
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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| DRAWING NO. | |

XS23

| REV | DESCRIPTION | DATE | BY | CHKD |
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| DSCN. | |
| DWN. | |
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| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
34 + 50.00 - 35 + 00.00

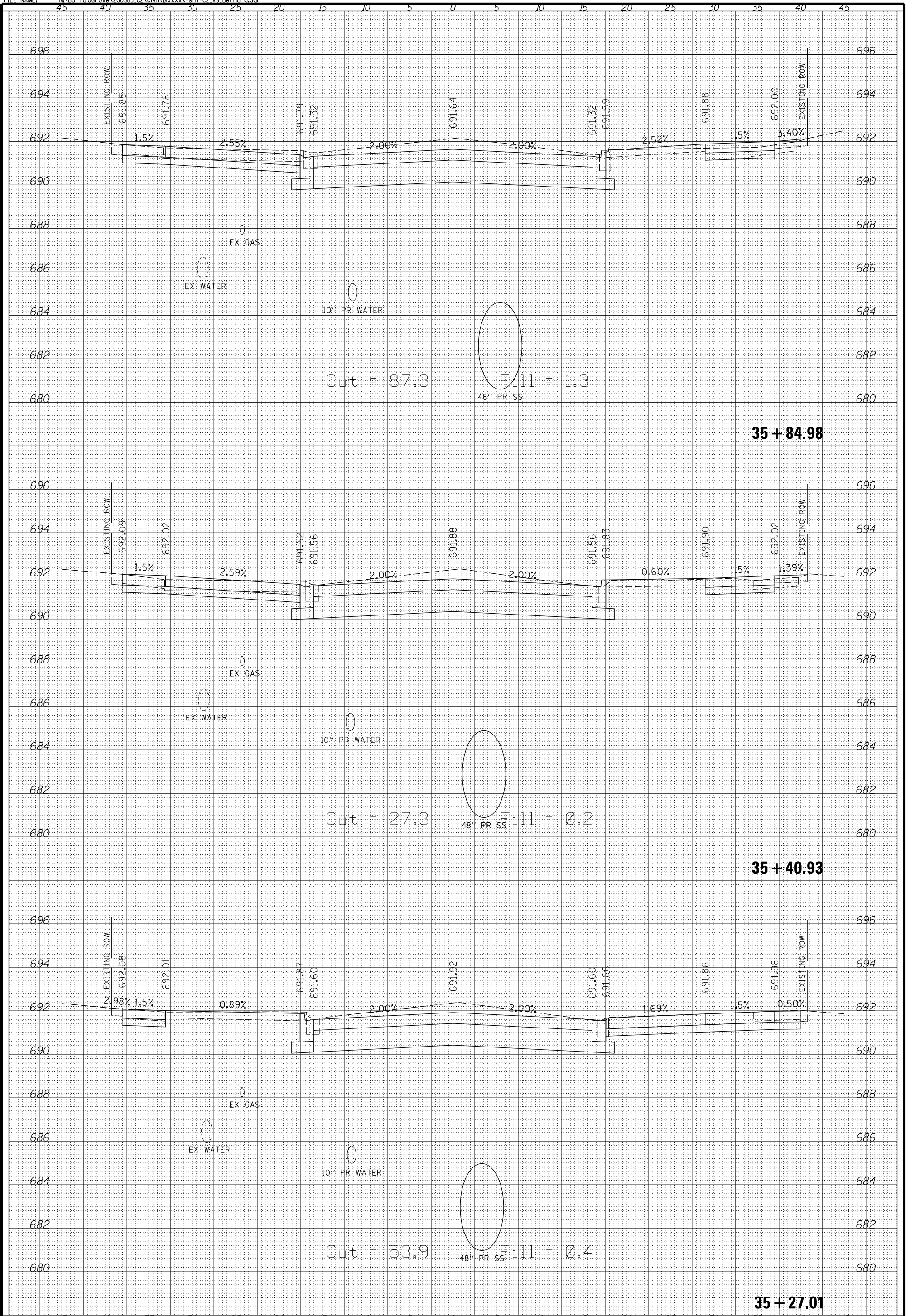
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 139 OF 164 |
| DRAWING NO. | |

XS24

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

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35 + 84.98

35 + 40.93

35 + 27.01



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
35 + 27.01 - 35 + 84.98

PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 140 OF 164
 DRAWING NO.

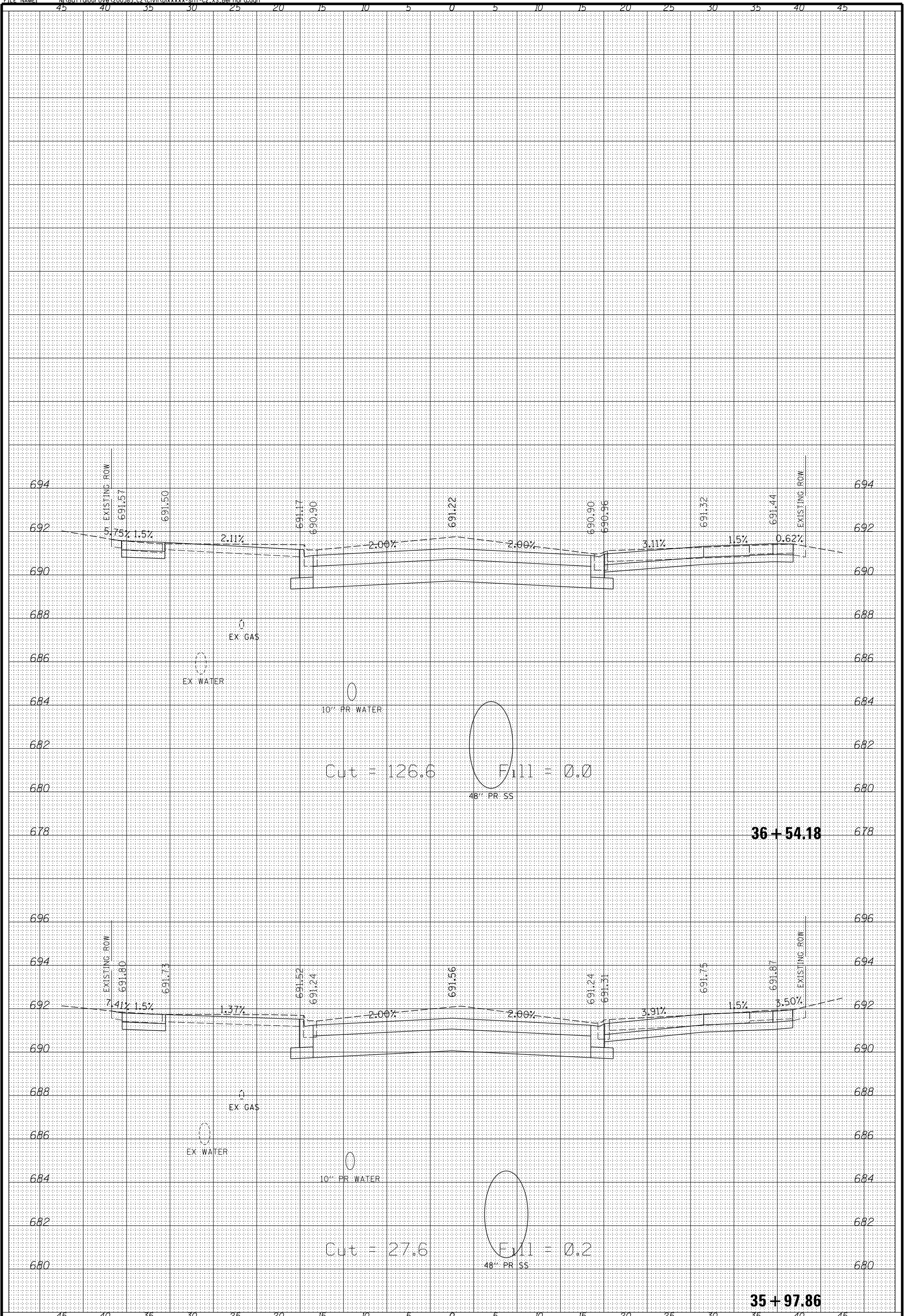
XS25

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| DSCN. | |
| DWN. | |
| CHKD. | |
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| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

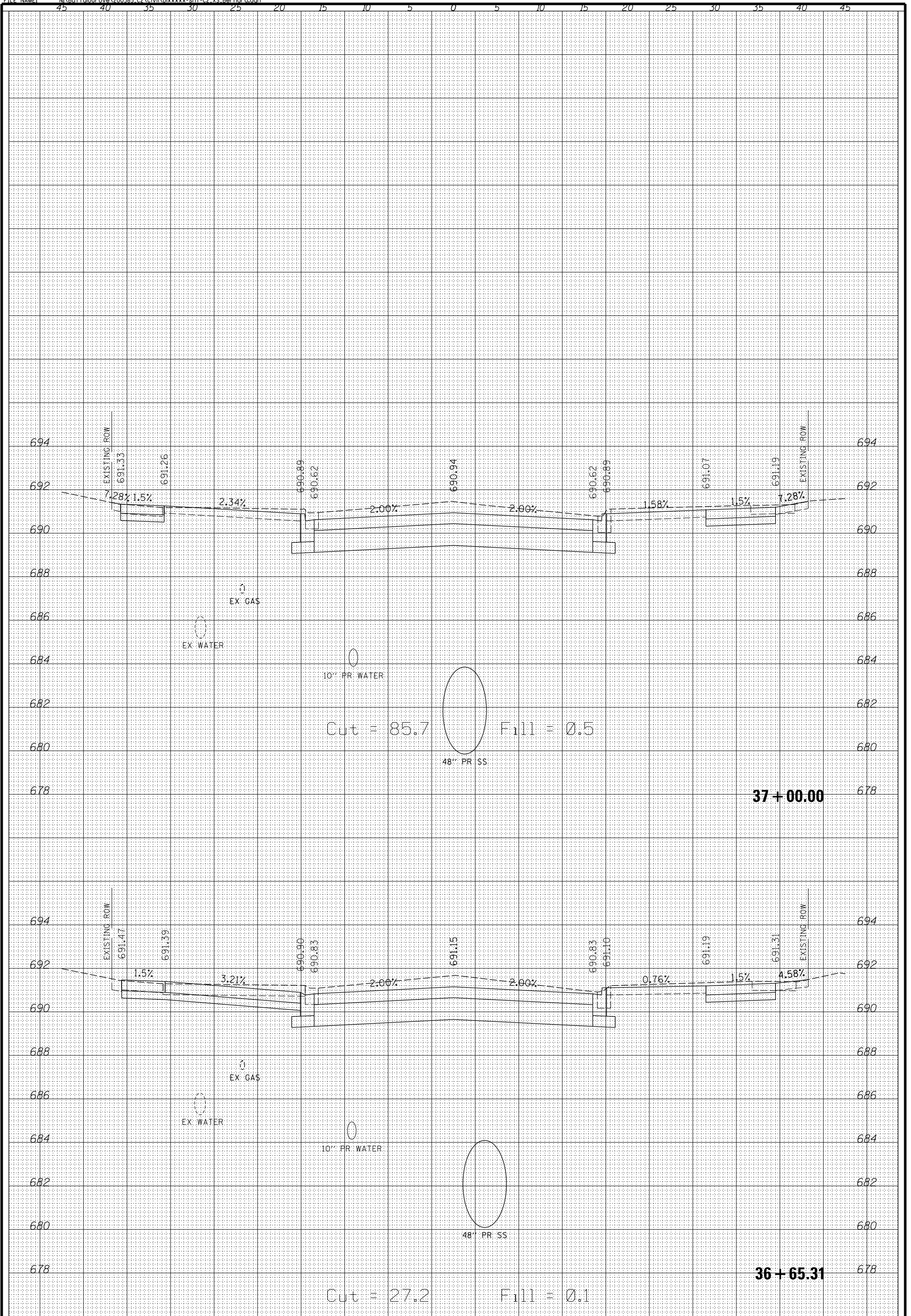
TITLE:
BERNARD DR
35 + 97.86 - 36 + 54.18

PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 141 OF 164
 DRAWING NO.
XS26

| REV | DATE | BY | CHKD | DESC |
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FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



37 + 00.00

36 + 65.31

Cut = 27.2

Fill = 0.1

Cut = 85.7

Fill = 0.5



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| DSCN. | |
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| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
36 + 65.31 - 37 + 00.00

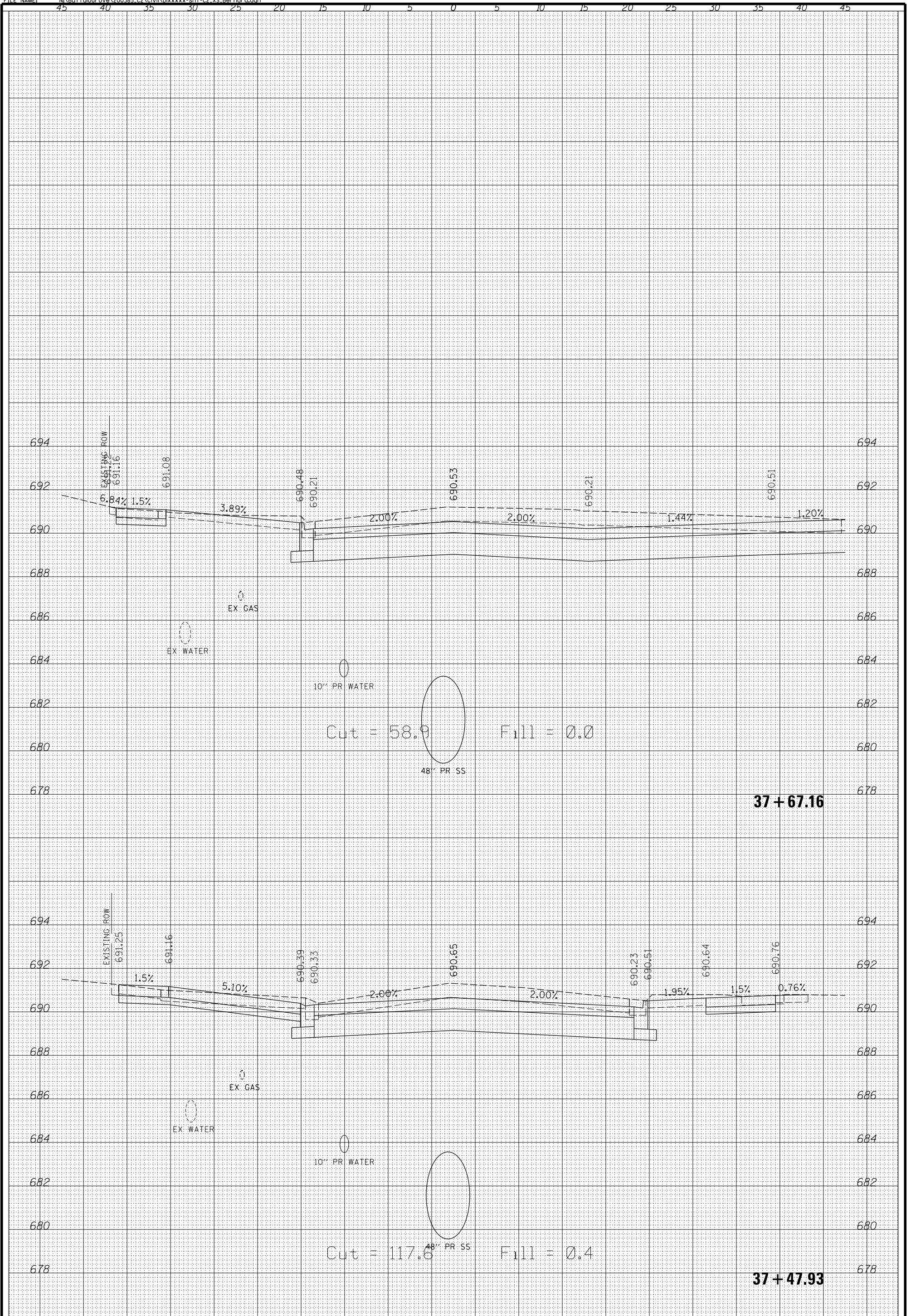
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XS27

| REV | DATE | BY | CHKD | DESC |
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37 + 67.16

37 + 47.93



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| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
37 + 47.93 - 37 + 67.16

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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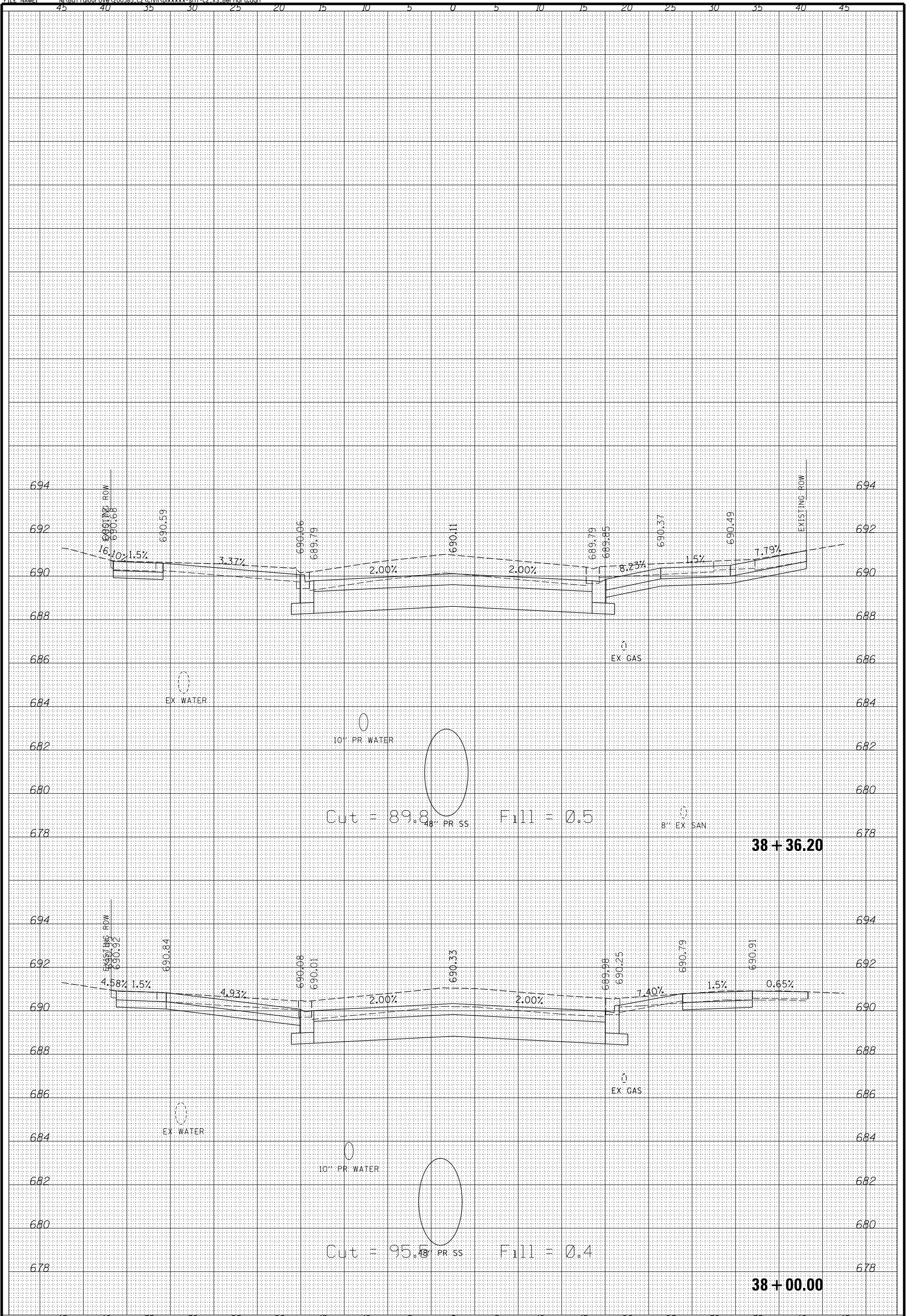
XS28

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| DSCN. | |
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| CHKD. | |
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| PLOT DATE: | 7/10/2024 |
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| MODEL: | Default |

TITLE:

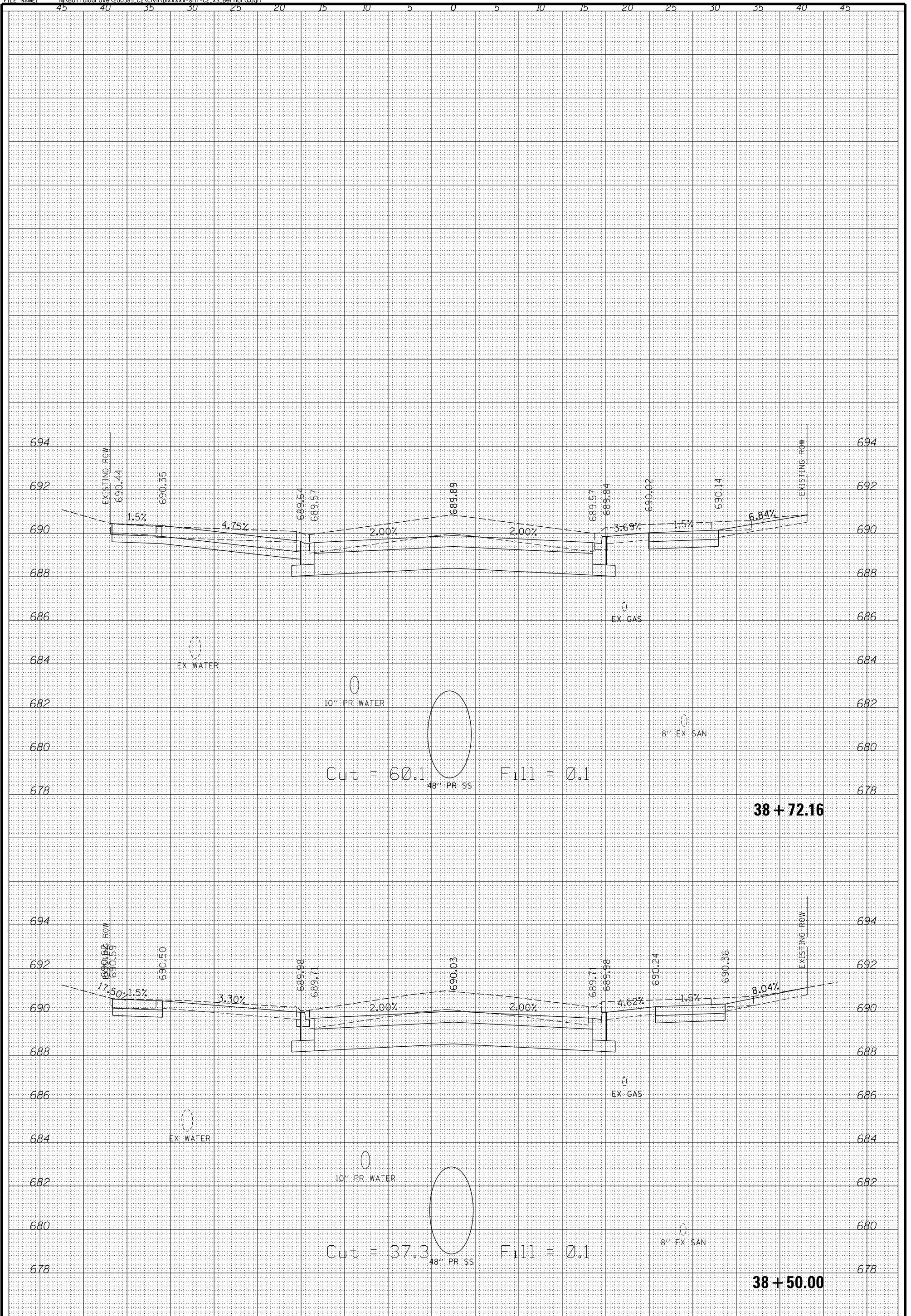
BERNARD DR
38 + 00.00 - 38 + 36.20

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XS29

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| DSCN. | |
| DWN. | |
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| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 38 + 50.00 - 38 + 72.16

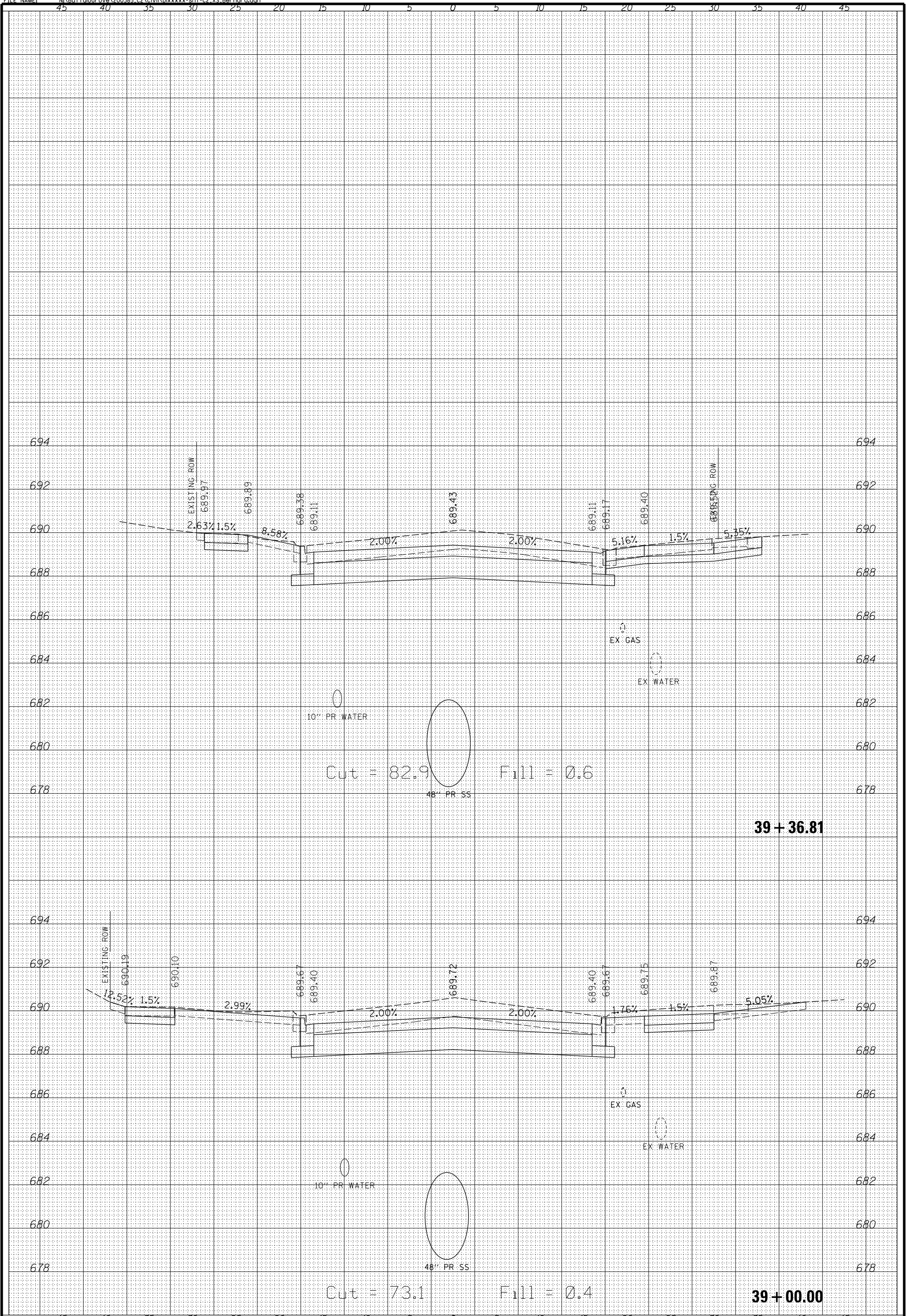
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XS30

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| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
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| MODEL: | Default |

TITLE:
BERNARD DR
 39 + 00.00 - 39 + 36.81

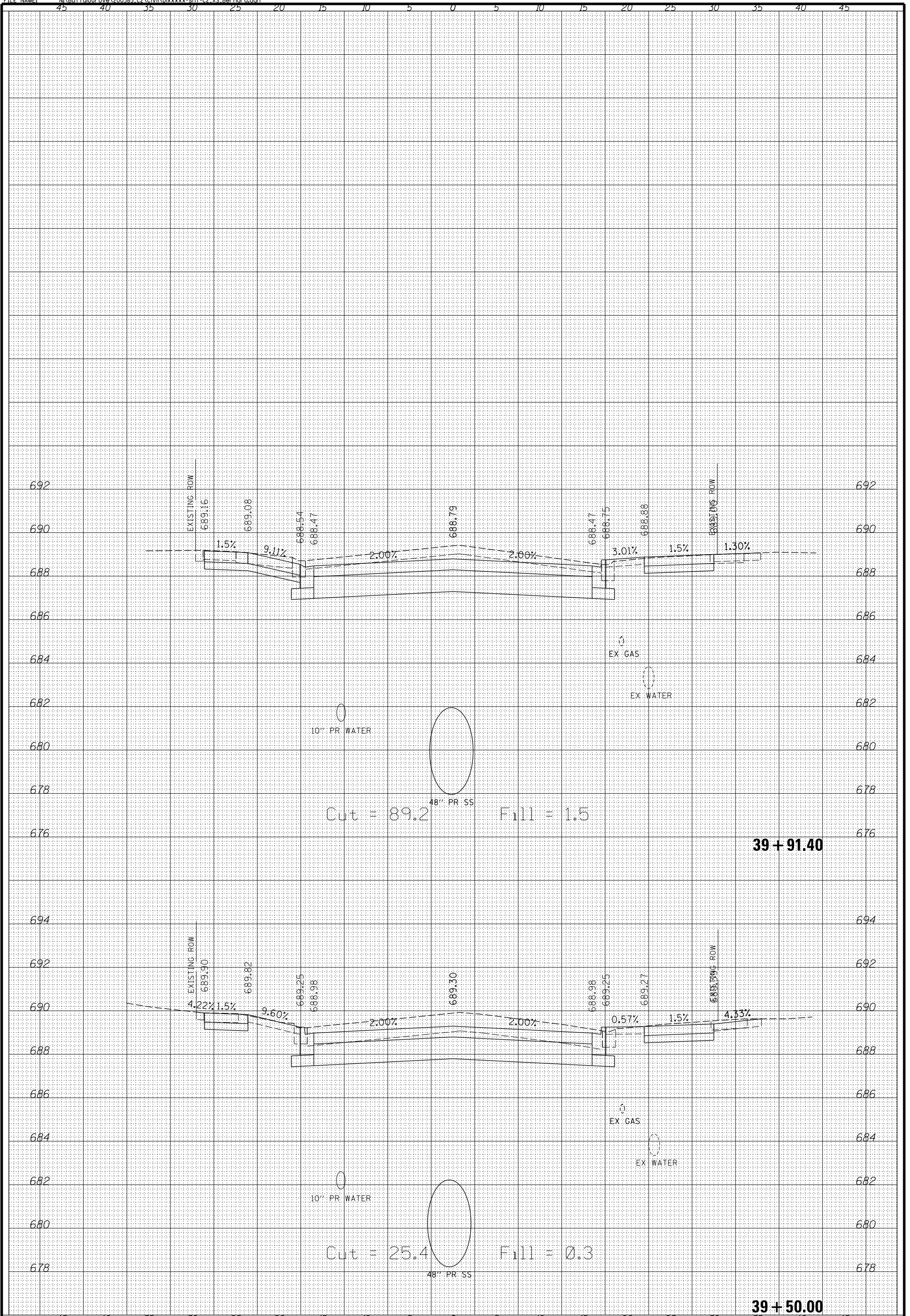
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XS31


| REV | DESCRIPTION | DATE | BY | CHKD |
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DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

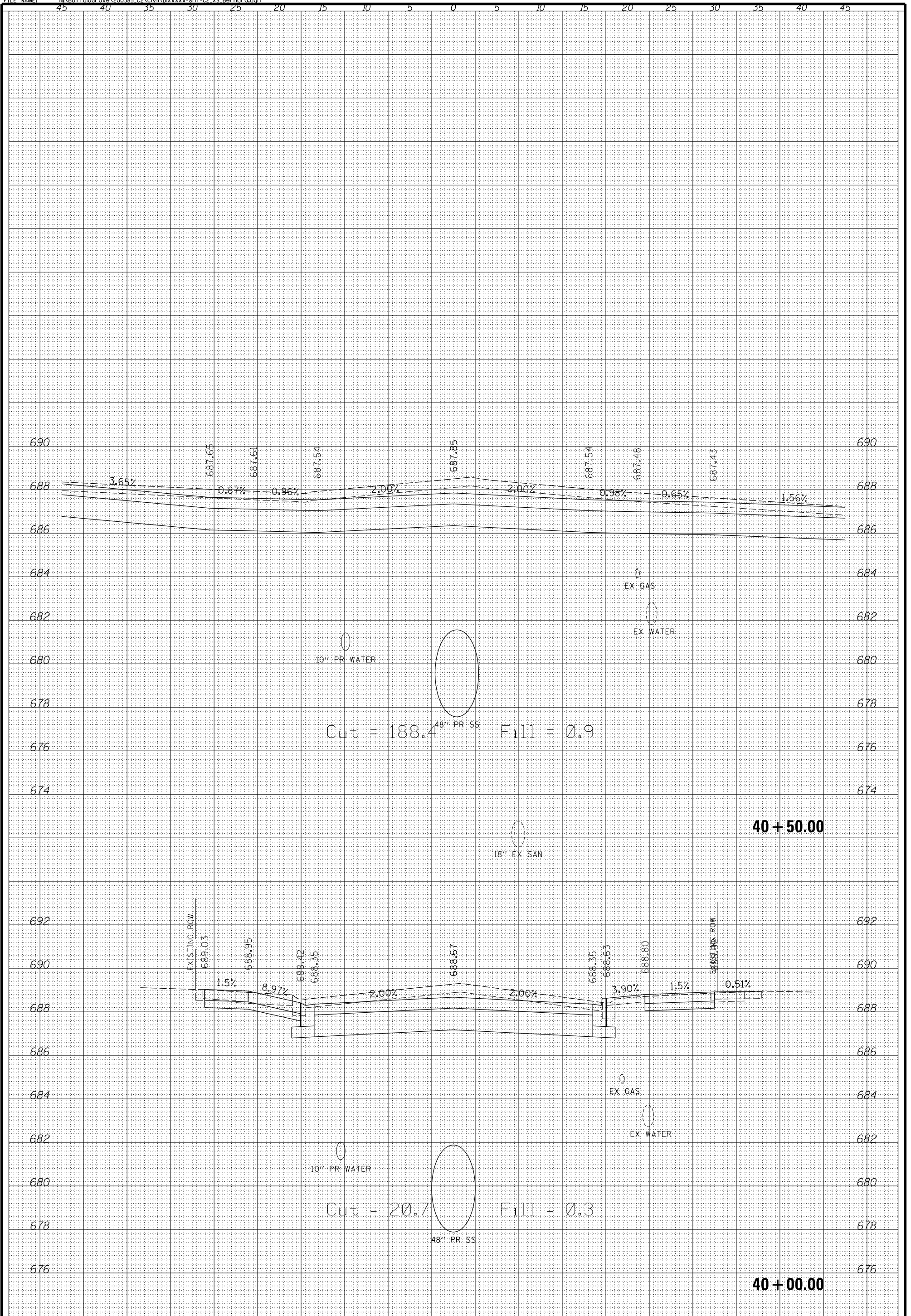
TITLE:
BERNARD DR
39 + 50.00 - 39 + 91.40

PROJ. NO. 200385
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XS32

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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CONTRACT NO. 61K63

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CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT:
Village of Buffalo Grove
 51 RAUPP BOULEVARD
 BUFFALO GROVE, ILLINOIS 60089
 (847) 459-2500

DSCN. _____
 DWN. _____
 CHKD. _____
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 40 + 00.00 - 40 + 50.00

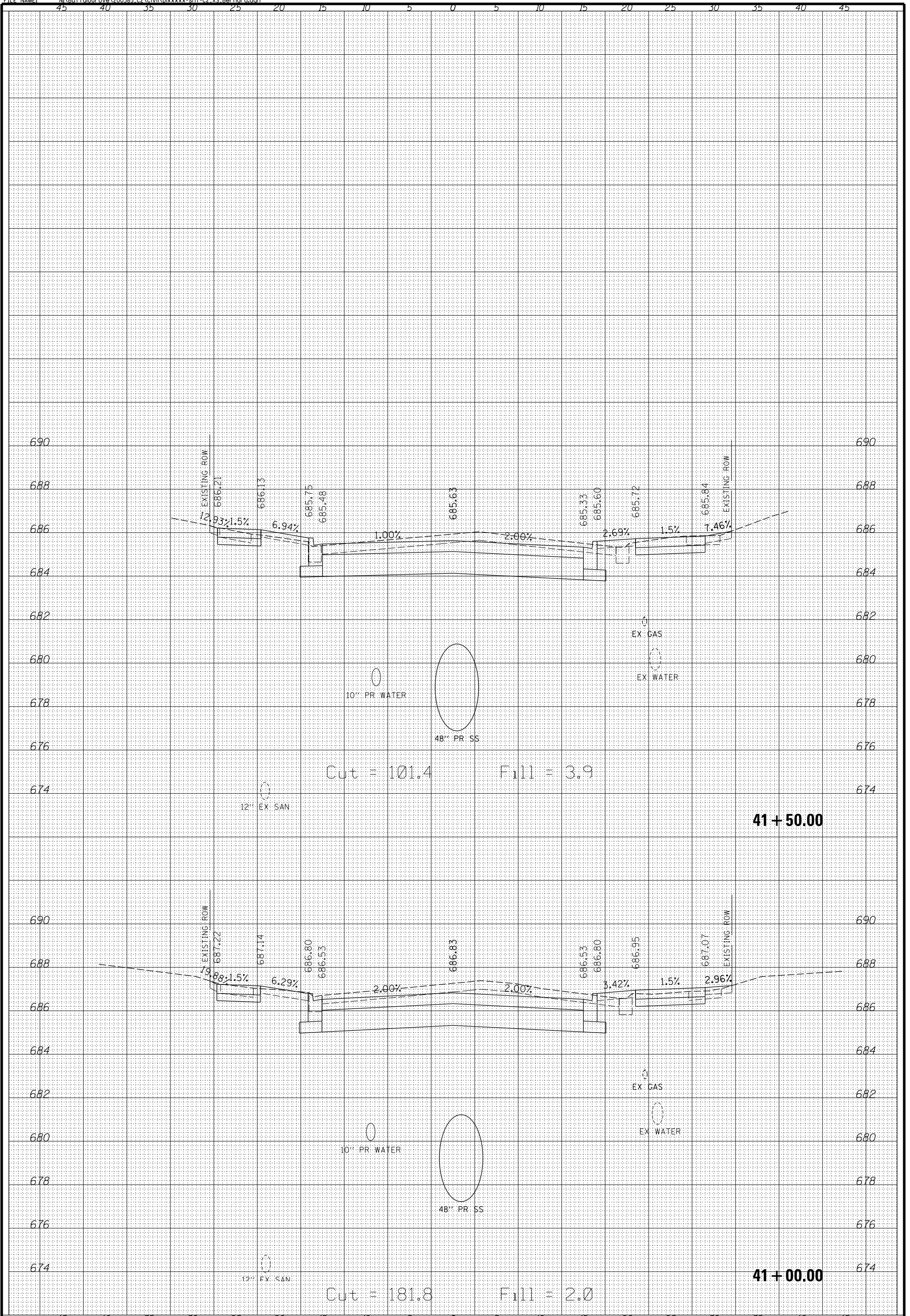
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 148 OF 164
 DRAWING NO.

XS33


| NO. | DESCRIPTION | DATE | BY | CHKD. |
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 (847) 459-2500

DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
41 + 00.00 - 41 + 50.00

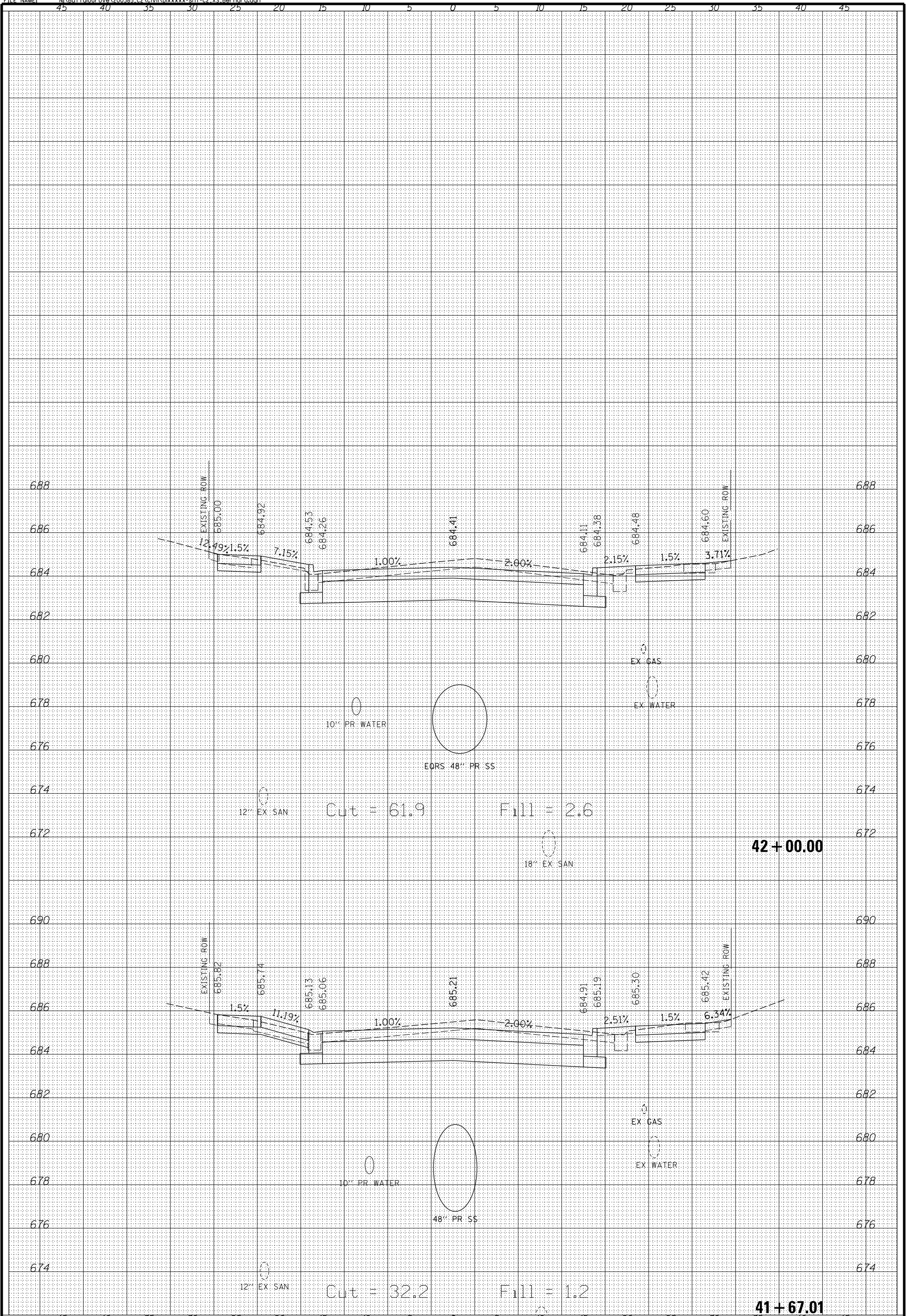
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 149 OF 164
 DRAWING NO.

XS34

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

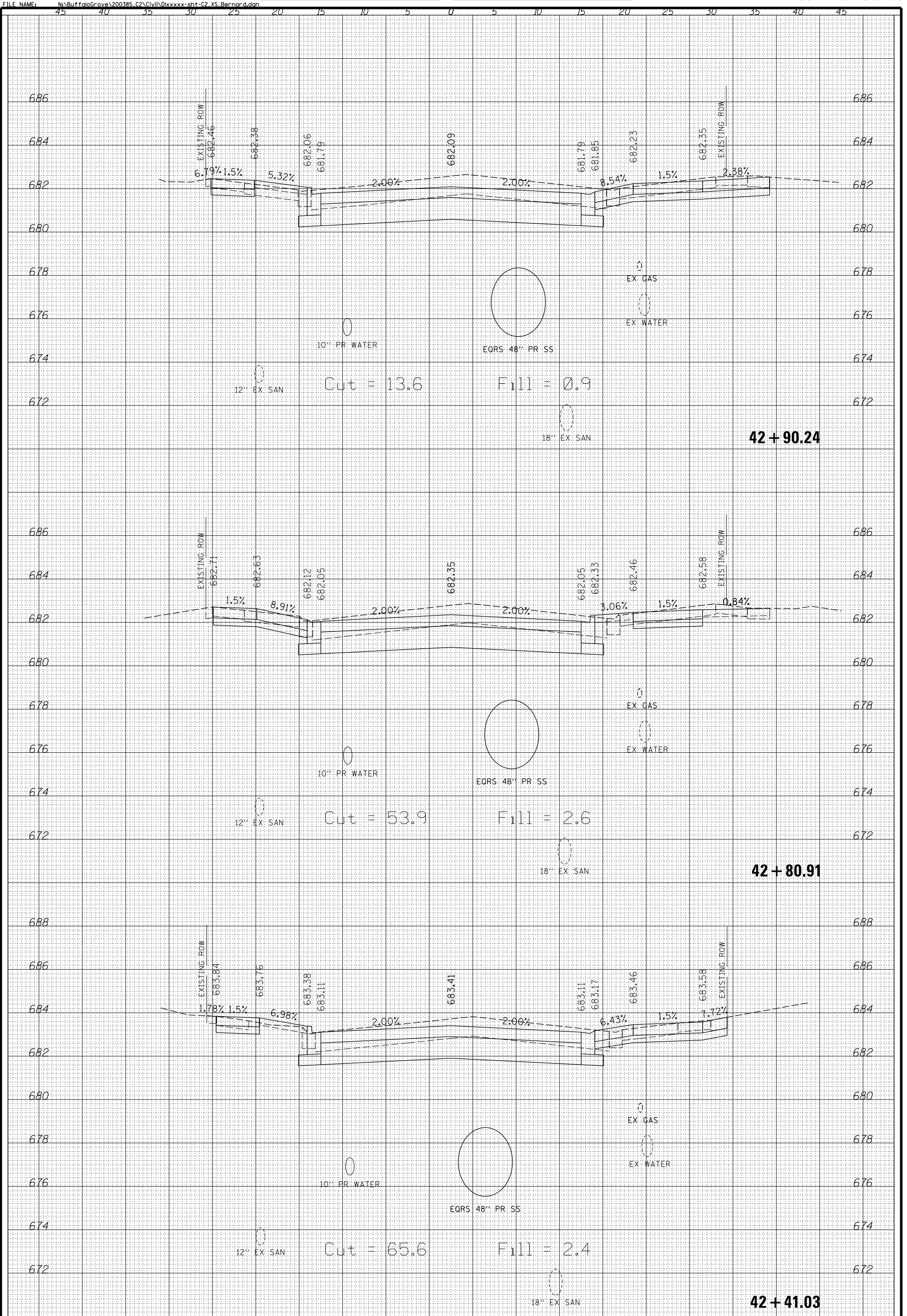
TITLE:

BERNARD DR
 41 + 67.01 - 42 + 00.00

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 150 OF 164 |
| DRAWING NO. | |

XS35

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 42 + 41.03 - 42 + 90.24

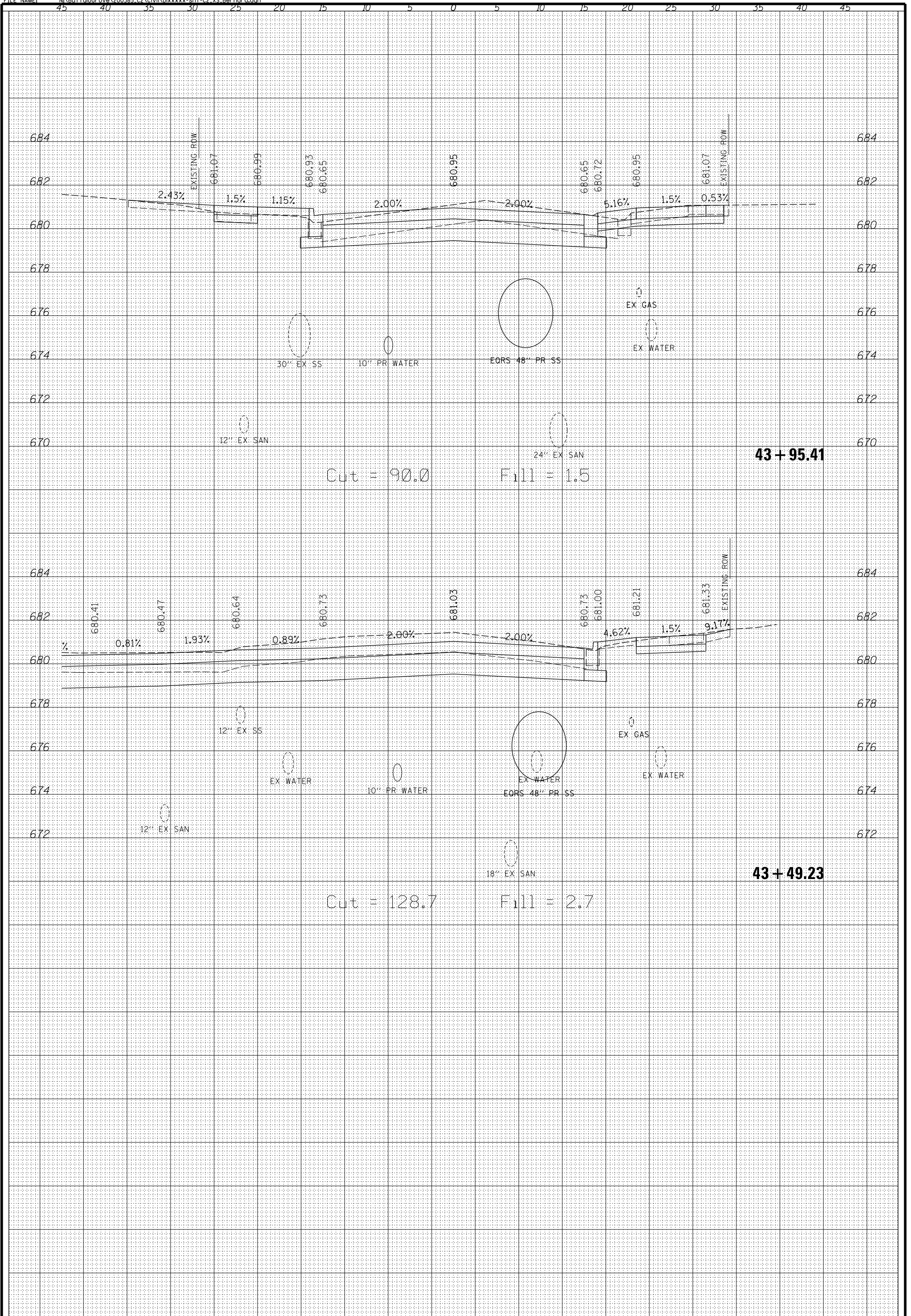
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 151 of 164 |
| DRAWING NO. | |

XS36

| REV | DESCRIPTION | DATE | BY | CHKD |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



Cut = 90.0

Fill = 1.5

43 + 95.41

Cut = 128.7

Fill = 2.7

43 + 49.23



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

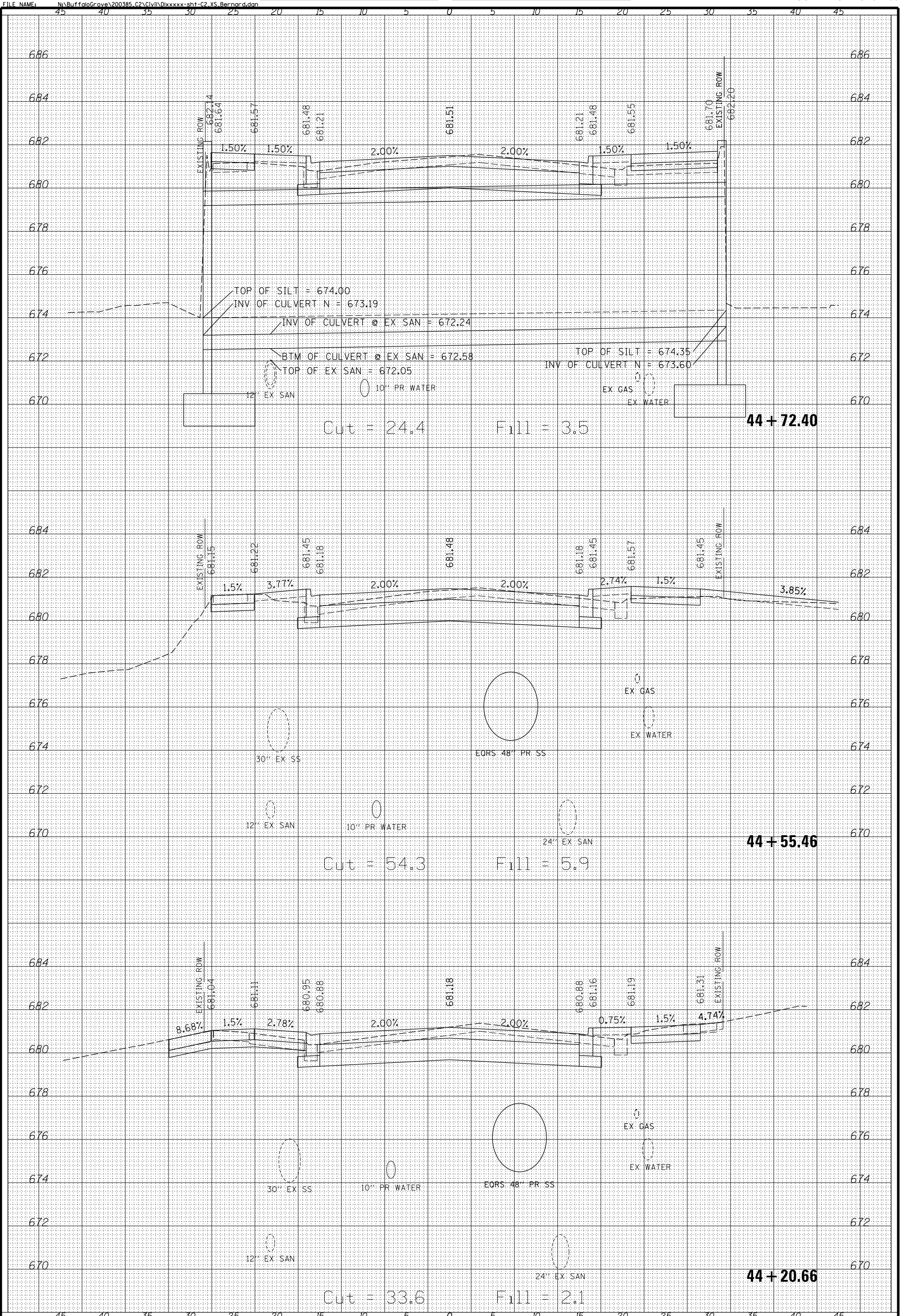
TITLE:

BERNARD DR
 43 + 00.00 - 43 + 95.41


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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 152 of 164 |
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XS37

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

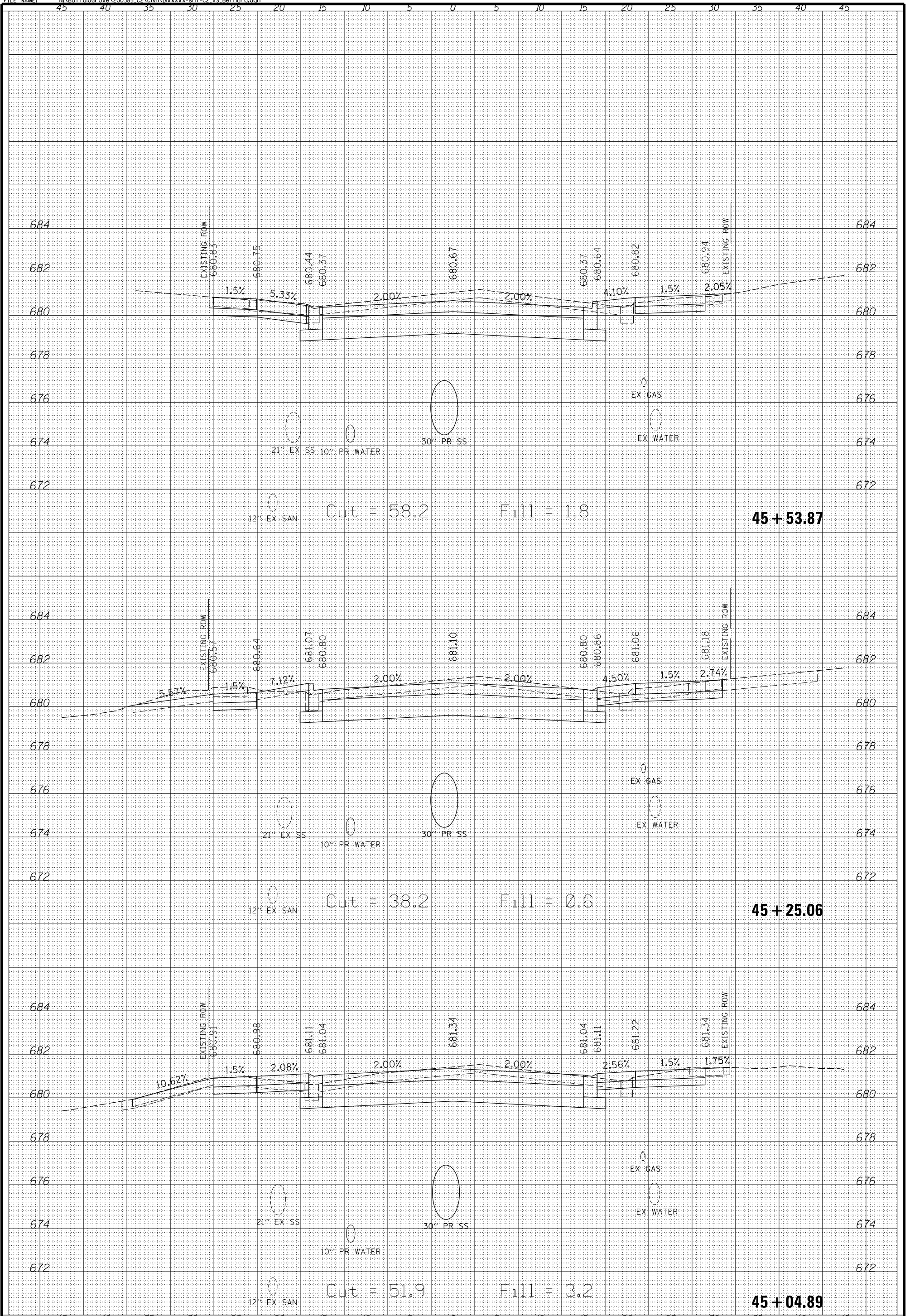
TITLE:
BERNARD DR
 44 + 20.66 - 44 + 72.40

PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 153 OF 164
 DRAWING NO.
XS38

| REV | DESCRIPTION | DATE | BY | CHKD |
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FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

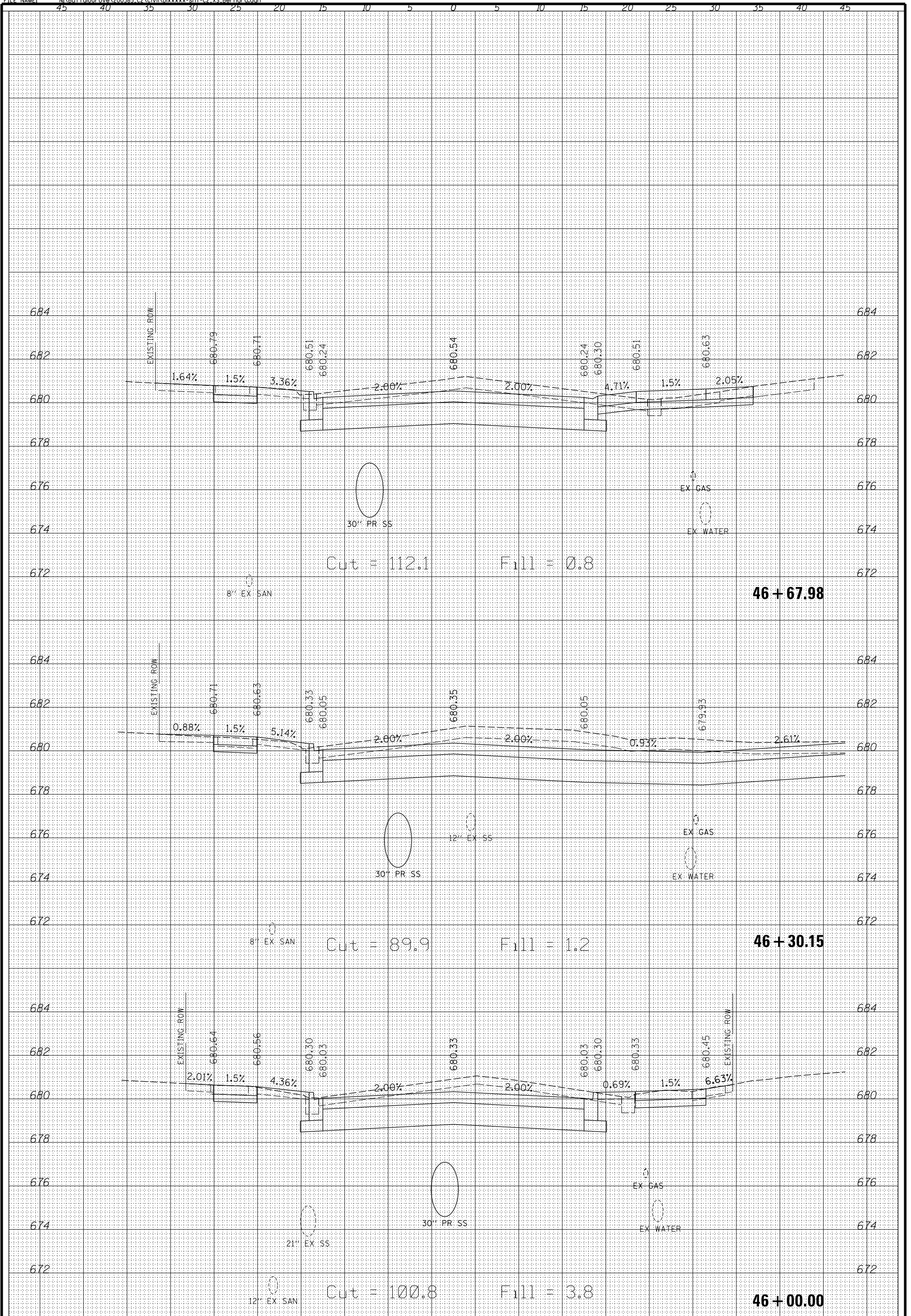
BERNARD DR
 45 + 04.89 - 45 + 53.87

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 154 of 164 |
| DRAWING NO. | |

XS39

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 46 + 00.00 - 46 + 67.98

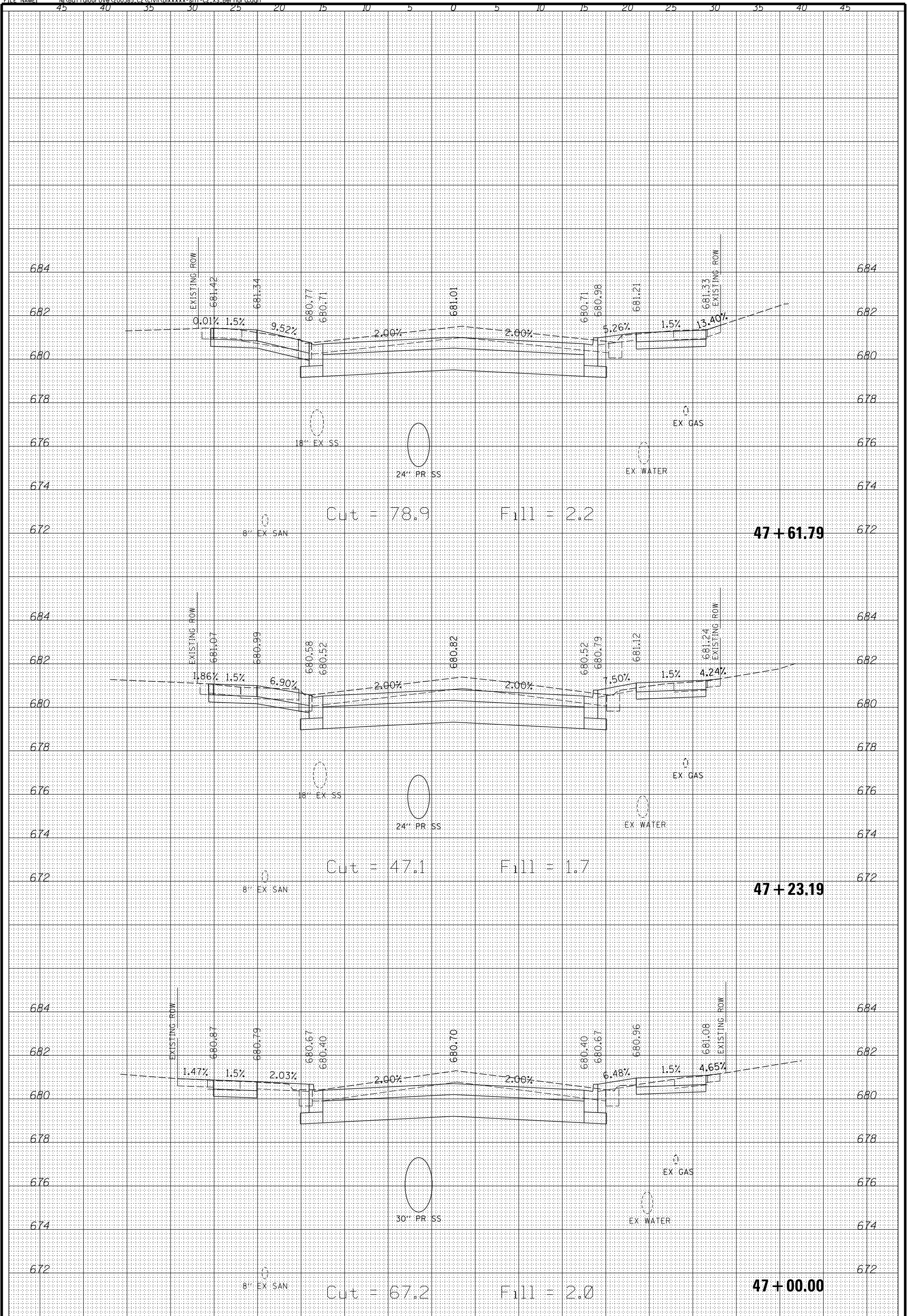
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 155 of 164 |
| DRAWING NO. | |

XS40

| REV | DATE | BY | CHKD | DESC |
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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

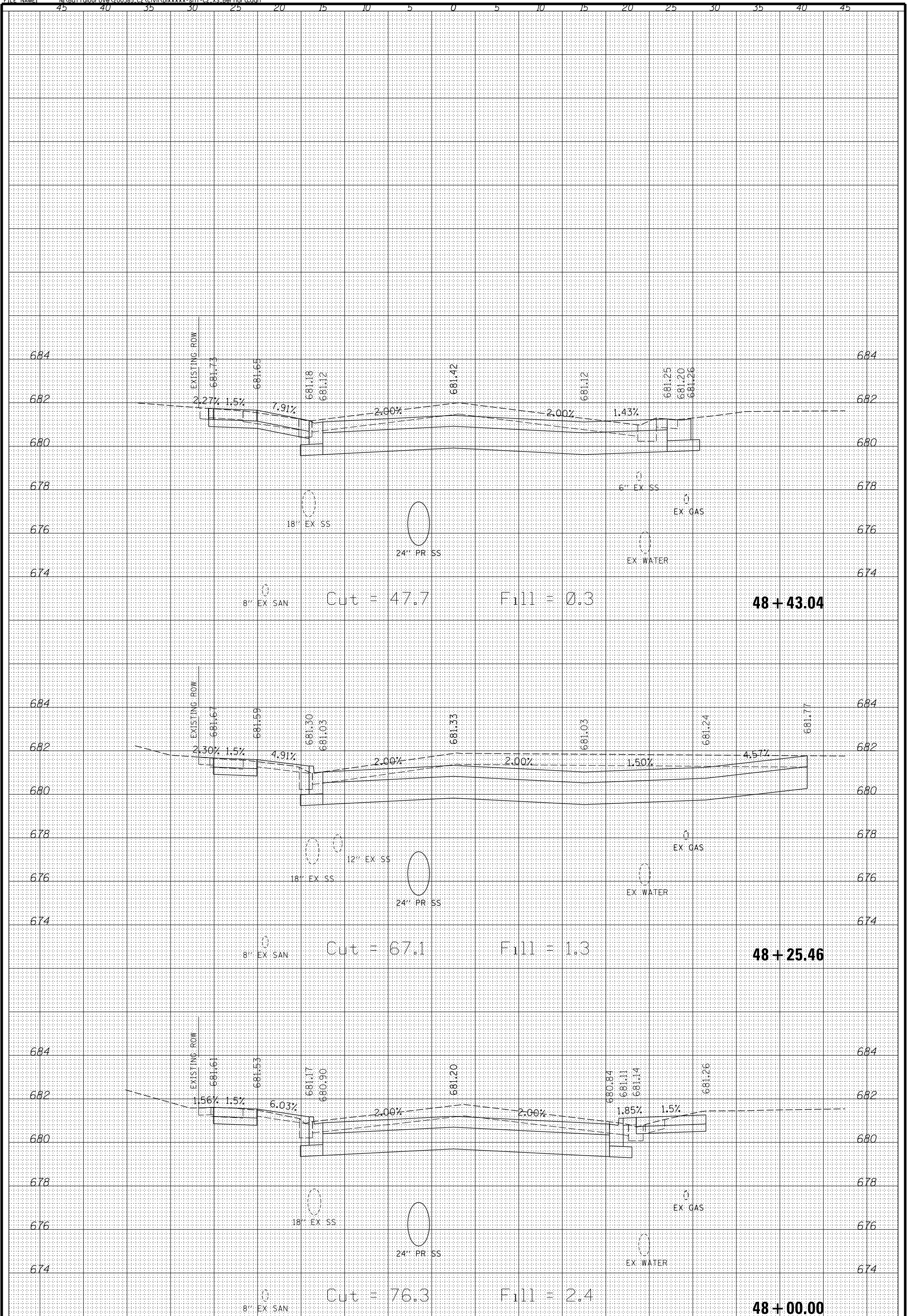
BERNARD DR
 47 + 00.00 - 47 + 61.79

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
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XS41

| NO. | DESCRIPTION | DATE | BY | CHKD. | APP. |
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FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 48 + 00.00 - 48 + 43.04

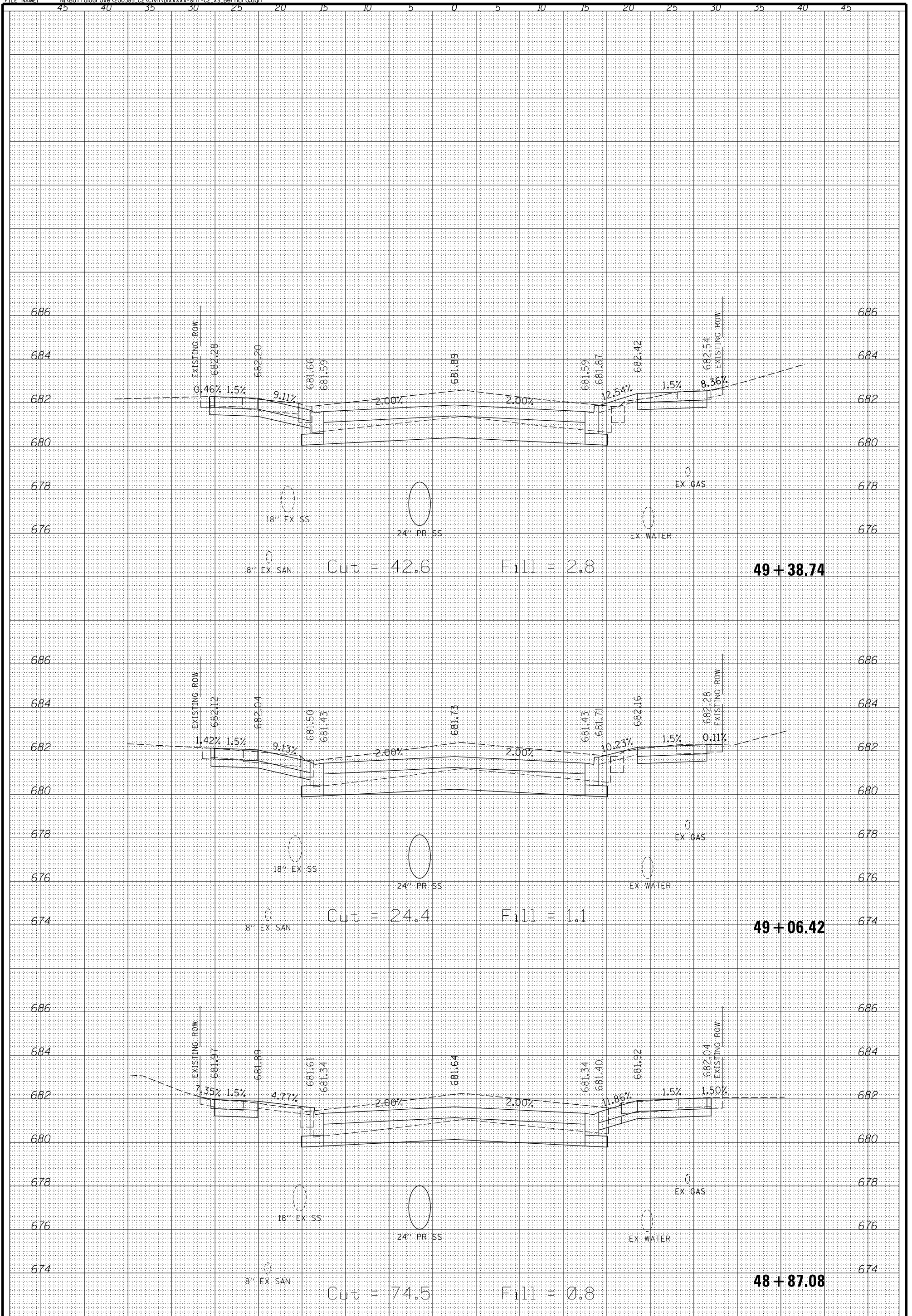
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 157 OF 164 |
| DRAWING NO. | |

XS42

| NO. | DESCRIPTION | DATE | BY | CHKD. | APP. |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Di\xxxxx-shf-C2_XS_Bernard.dgn



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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 48 + 87.08 - 49 + 38.74

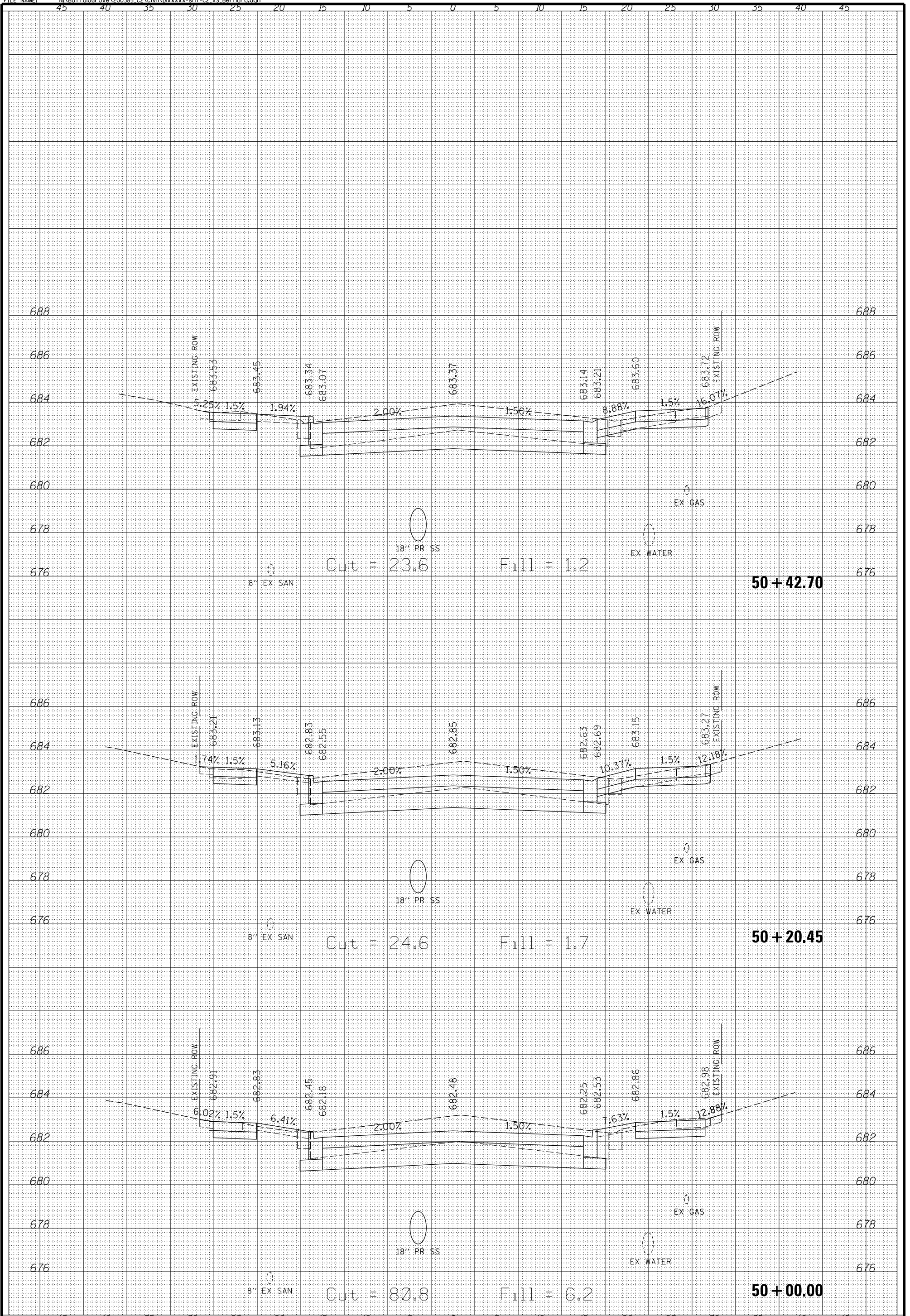
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 158 OF 164
 DRAWING NO.

XS43

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

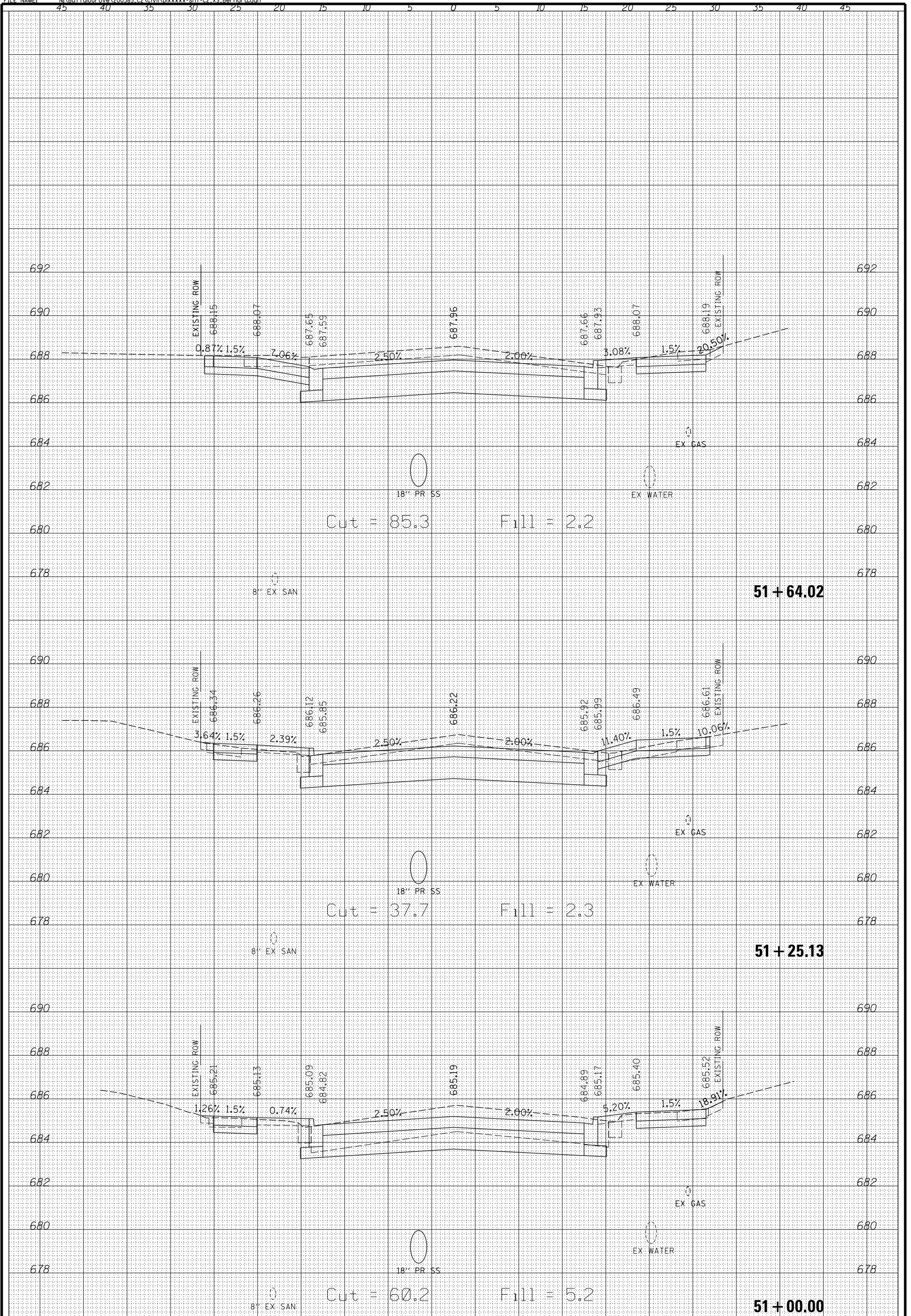
BERNARD DR
 50 + 00.00 - 50 + 42.70

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|-------------|------------|
| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 159 of 164 |
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XS44

| NO. | DESCRIPTION | DATE | BY | CHKD. |
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DSCN. _____
 DWN. _____
 CHKD. _____
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 51 + 00.00 - 51 + 64.02

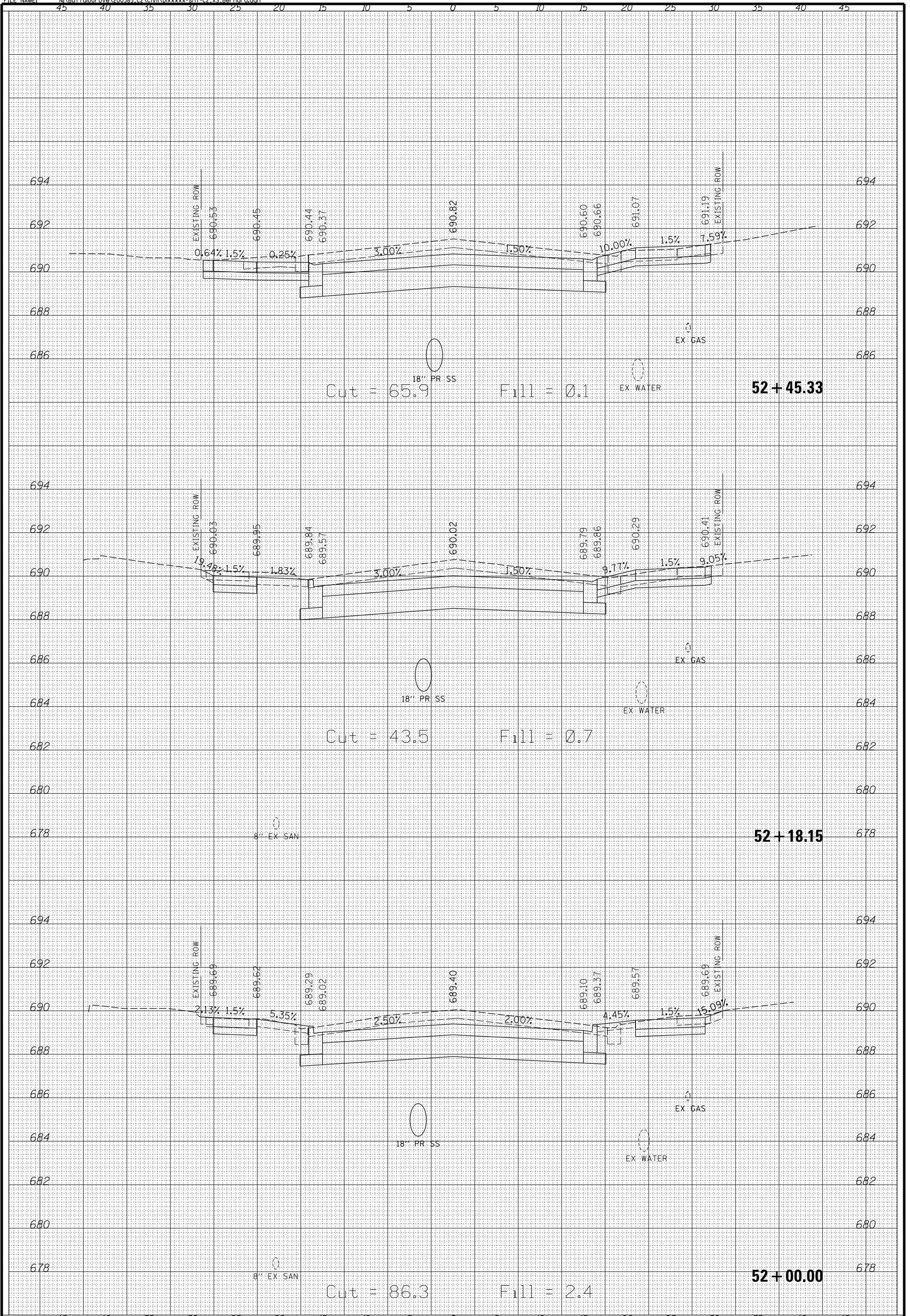
PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 160 OF 164
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XS45

| REV | DESCRIPTION | DATE | BY | CHKD |
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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

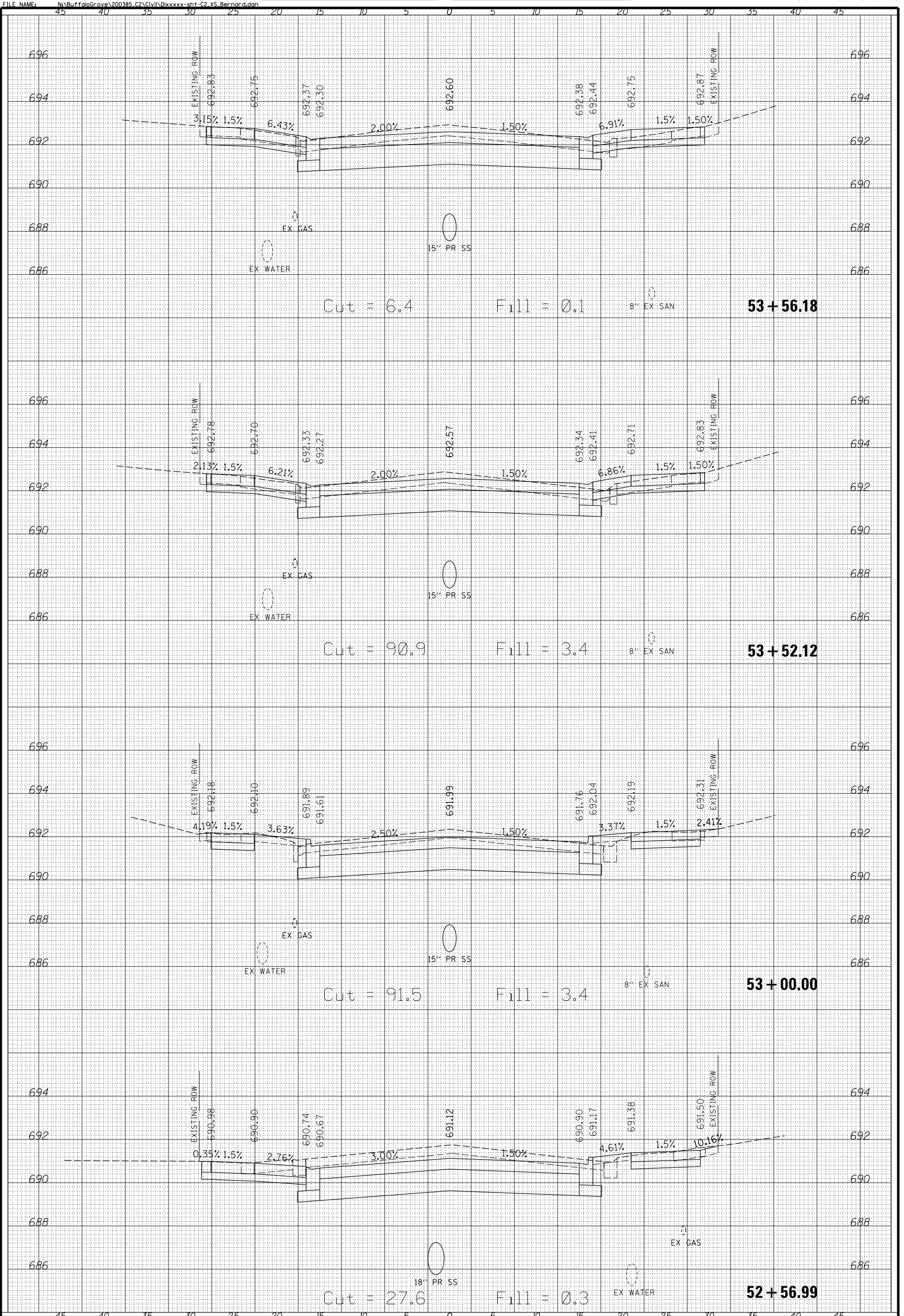
TITLE:

BERNARD DR
 52 + 00.00 - 52 + 45.33

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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 161 OF 164 |
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XS46

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE:

BERNARD DR
 52 + 56.99 - 53 + 56.18

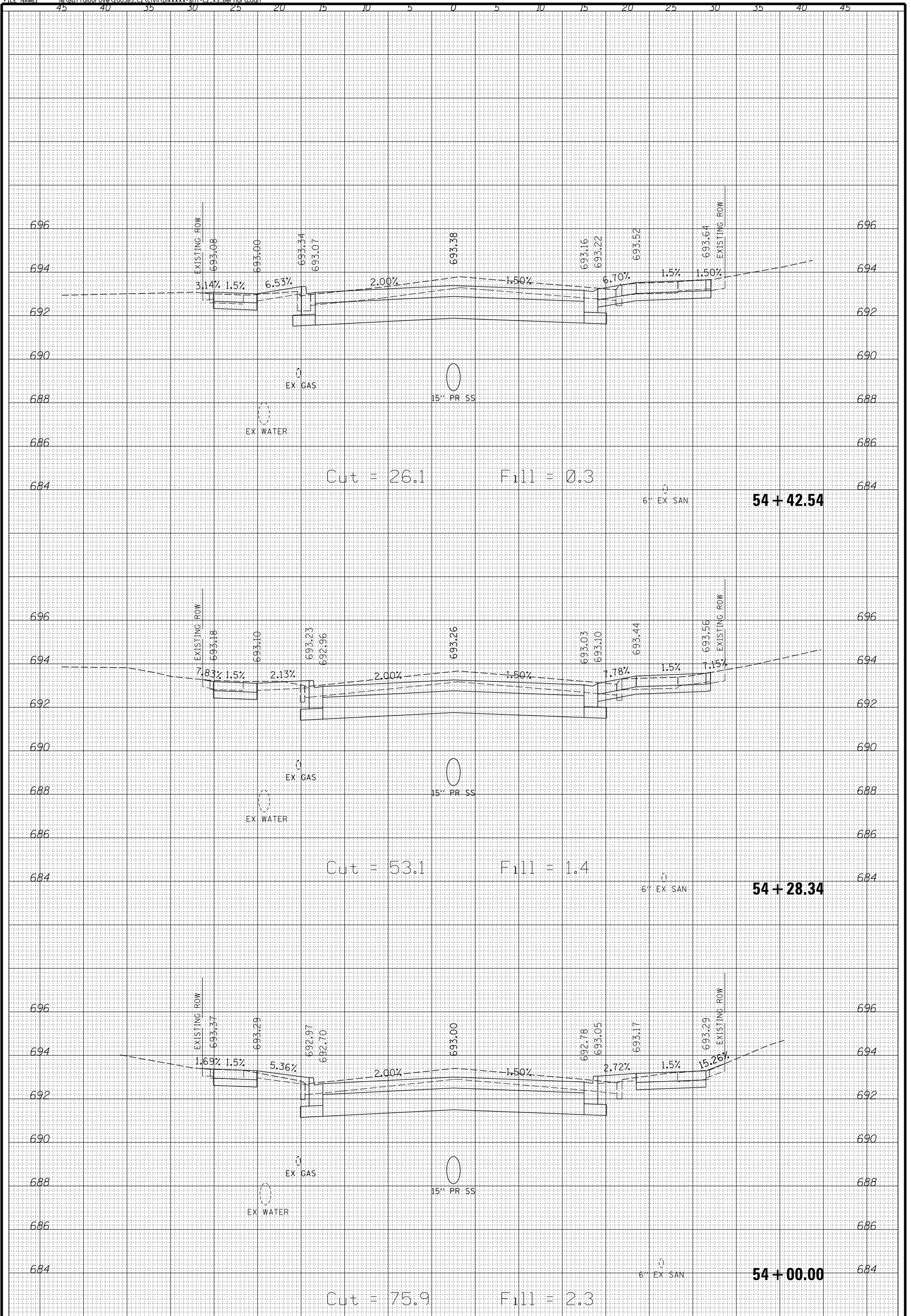
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| PROJ. NO. | 200385 |
| DATE: | 7/10/2024 |
| SHEET | 162 of 164 |
| DRAWING NO. | |

XS47

| REV | DATE | BY | CHKD | DESC |
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CONTRACT NO. 61K63

FILE NAME: N:\BuffaloGrove\200385_C2\Civil\Drawings\shf-C2_XS_Bernard.dwg



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 (847) 459-2500

DSCN.
 DWN.
 CHKD.
 SCALE: HORZ. 10
 VERT. 5
 PLOT DATE: 7/10/2024
 CAD USER: Jjezlerny
 MODEL: Default

TITLE:
BERNARD DR
 54 + 00.00 - 54 + 42.54

PROJ. NO. 200385
 DATE: 7/10/2024
 SHEET 163 OF 164
 DRAWING NO.

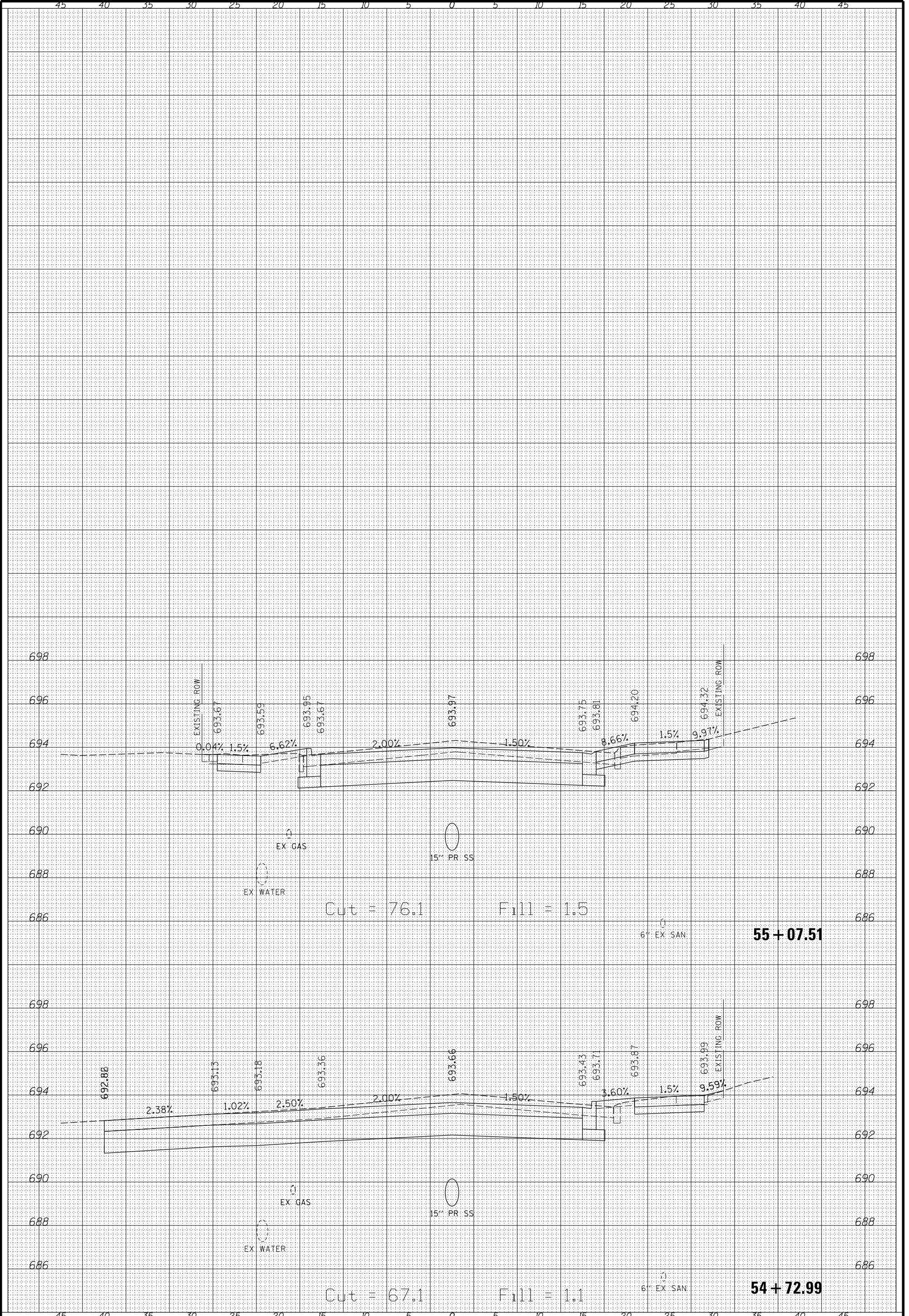
XS48

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| DSCN. | |
| DWN. | |
| CHKD. | |
| SCALE: | HORZ. 10 VERT. 5 |
| PLOT DATE: | 7/10/2024 |
| CAD USER: | Jjezlerny |
| MODEL: | Default |

TITLE: **BERNARD DR**
54 + 72.99 - 55 + 07.51

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| PROJ. NO. | 200385 |
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XS49