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606306-01	CORRUGATED PC CONCRETE MEDIANS
701301-02	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L 2W, SLOW MOVING DAY ONLY OPERATIONS, FOR SPEEDS ≥ 45 MPH
701326-02	LANE CLOSURE, 2L 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
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720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS FOR SIGNS, MARKERS, & DELINEATORS
729001	APPLICATION OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
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LAKE COUNTY STANDARDS REFERENCED

NUMBER	DESCRIPTION
LC1005	TRIANGULAR SILT DIKE INSTALLATION FOR ROADWAY DITCH OR DRAINAGE DITCH
LC6005	CURB & GUTTER TRANSITION (B-6.24) FOR 16' OFFSET
LC6009	TRENCH WIDTHS FOR TRENCH BACKFILL AND PAVEMENT REPLACEMENT
LC6010	SUBSURFACE DRAINS
LC7001	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES HIGHWAY CONSTRUCTION, CONTRACT MAINTENANCE
LC7002	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES HIGHWAY CONSTRUCTION, CONTRACT MAINTENANCE AND UTILITY OPERATIONS
LC7003	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
LC7004	MULTILANE 2 WAY TRAFFIC, UNDIVIDED OR MULTILANE 2 WAY TRAFFIC DIVIDED WITH FLUSH MEDIAN, DAY OR NIGHT OPERATIONS
LC7005	TYPICAL LANE CLOSURE 3 LANE ROAD SECTION
LC7006	DIRECTION INDICATOR BARRICADES
LC7007	TEMPORARY INFORMATION SIGNING FOR COMMERCIAL ENTRANCE
LC7008	2 LANE, 2 WAY, OFF-ROAD OPERATIONS, DAY ONLY OPERATIONS
-	TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS

0 50' 100' - 1"=50'

0 50' 100' - 1"=20'

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

JOB NUMBER C-91-266-05
CONTRACT NUMBER 83807

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

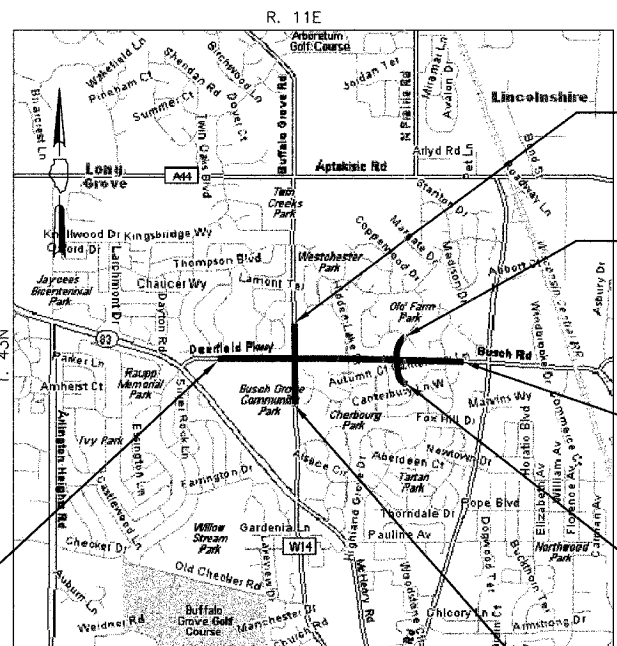
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**DEERFIELD PARKWAY (IL ROUTE 83 TO WEILAND ROAD)
WIDENING, RECONSTRUCTION,
TRAFFIC SIGNALS, & LIGHTING
SECTION 03-00088-00-FP
PROJECT NO. M-8003(524)
VILLAGE OF BUFFALO GROVE
LAKE COUNTY**

IDOT STANDARDS REFERENCED (CONTD)

NUMBER	DESCRIPTION
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877011-02	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-03	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
BD-01	DRIVEWAY DETAILS: DISTANCE BETWEEN R.O.W. AND FACE OF CURB/EDGE OF SHOULDER ≥ (15')
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS
TC-18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC-22	TEMPORARY INFORMATION SIGNING
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
-	MAST ARM MOUNTED STREET NAME SIGNS
-	VIDEO DETECTION DETAILS

DEERFIELD PARKWAY
PROJECT BEGINS
STA. 15+25.80



LOCATION MAP
(NOT TO SCALE)

DEERFIELD PARKWAY = 5,824.20 FT = 1.10 MILES
BUFFALO GROVE ROAD = 2,180 FT = 0.41 MILES
HIGHLAND GROVE DRIVE = 697 FT = 0.13 MILES
GROSS & NET PROJECT LENGTH = 8,701.20 FT = 1.65 MILES

DESIGN DESIGNATIONS

POSTED SPEED 35 M.P.H. / DESIGN SPEED 45 M.P.H. /
ADT 17,200 (2001) 25,000 (2020)

DEERFIELD PARKWAY (ILLINOIS ROUTE 83 TO BUFFALO GROVE ROAD)
- 1720 (20) • COLLECTOR • 1.71 (AC-20)

DEERFIELD PARKWAY (BUFFALO GROVE ROAD TO HIGHLAND GROVE DRIVE)
- 2345 (20) • COLLECTOR • 1.71 (AC-20)

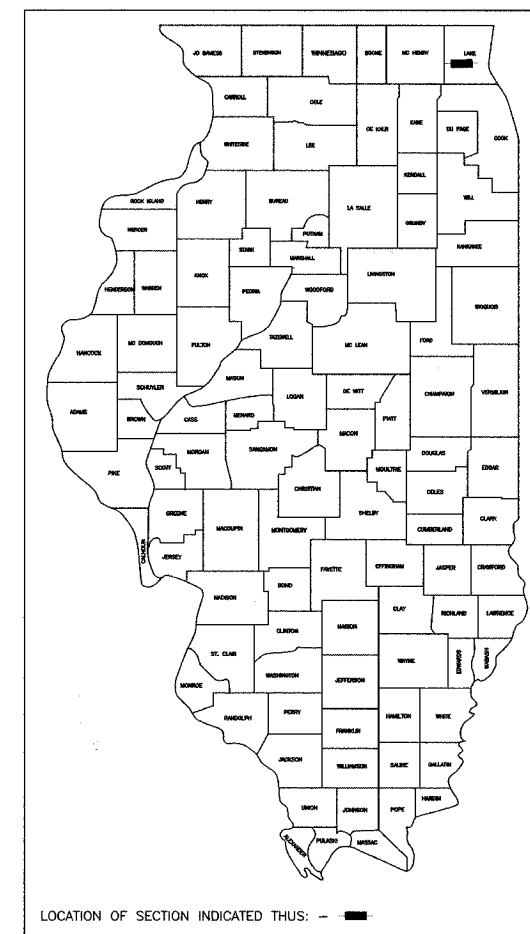
DEERFIELD PARKWAY (HIGHLAND GROVE DRIVE TO WEILAND ROAD)
- 2260 (20) • COLLECTOR • 1.71 (AC-20)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PASSED *June 5, 2005*
BUREAU CHIEF OF LOCAL ROADS AND STREETS
APPROVED *June 6, 2005*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

APPROVED *June 1, 2005*
GREGORY P. BOYSEN, P.E.
DIRECTOR OF PUBLIC WORKS

RTE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	1
SECTION NUMBER 03-00088-00-FP				
FED. ROAD DIST. NO. 7		FED. AID PROJECT M-8003(524)		

JOB NUMBER C-91-266-05 CONTRACT NUMBER 83807



LOCATION OF SECTION INDICATED THUS: -

FOR UNDERGROUND
UTILITY LOCATIONS

Call Before You Dig
1-800-4-A-DIG
ILLINOIS ONE-CALL SYSTEM
(800) 892-0123

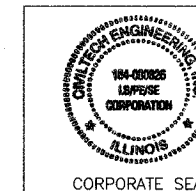
LAKE COUNTY PUBLIC WORKS
(847) 680-1600

VILLAGE OF BUFFALO GROVE
PUBLIC WORKS
(847) 459-2523

P.E. SIGNATURE: *Joseph J. Emry*
P.E. NAME: JOSEPH J. EMRY
DATE: 6/2/2005
IL LICENSE NO.: 062-057496
LICENSE EXPIRATION: 11/30/2005



P.E. SIGNATURE: *M. Anees Rahman*
P.E. NAME: M. ANEES RAHMAN
DATE: 6/2/2005
IL LICENSE NO.: 62-056318
LICENSE EXPIRATION: 11/30/2005



P.E. SIGNATURE: *Reid T. Magner*
P.E. NAME: REID T. MAGNER
DATE: 6/2/2005
IL LICENSE NO.: 062-056273
LICENSE EXPIRATION: 11/30/2005



PLANS PREPARED BY:

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FEDERAL AID DESIGN ENGINEER: MS. JESSICA A. MILLER (847) 705-4487

#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	2
STA.		TO STA.		
03-00088-00-PP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83807

A. GENERAL

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2004; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (MUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION; THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST I.D.O.T. STANDARD.

THE PAVEMENT ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED SURFACE COURSE OR P.C.C. PAVEMENT, UNLESS OTHERWISE INDICATED.

THE THICKNESSES OF BITUMINOUS MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE COURSE UPON WHICH THE BITUMINOUS MATERIALS ARE PLACED.

THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER, LAKE COUNTY DIVISION OF TRANSPORTATION (847) 362-3950, AND THE VILLAGE OF BUFFALO GROVE (847) 459-2523 72 HOURS PRIOR TO THE COMMENCEMENT OF WORK.

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

THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES BEING UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND OPERATION TO BE TESTED UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COSTS OF SUSPENSION OF WORK TO BE BORNE BY THE CONTRACTOR.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. DATUM.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND ON THE PLAN SHEETS. CARE SHOULD BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.

ALL UNBALLASTED TYPE I AND TYPE II BARRICADES SHALL HAVE TWO SANDBAGS ON THE BOTTOM RAIL.

CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7:00AM AND 7:00PM MONDAY THROUGH FRIDAY AND 8:30AM TO 5:00PM ON SATURDAYS. CONSTRUCTION ACTIVITIES ON SUNDAY ARE PROHIBITED. NO WORK WILL BE PERFORMED ON HOLIDAYS OBSERVED IN ILLINOIS. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF HEAVY EQUIPMENT, INCLUDING BUT NOT LIMITED TO THE WARMING UP OF ANY PIECE OF EQUIPMENT OR TURNING ON ENGINES. CONSTRUCTION ACTIVITIES SHALL NOT BEGIN BEFORE 7:00AM. CONSTRUCTION ACTIVITIES WHICH REQUIRE ONE-WAY CONDITIONS IMPACTING TRAFFIC MAY OCCUR ONLY BETWEEN 9:00AM AND 3:00PM.

B. UTILITIES

THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY OWNERS SO THAT THEIR FACILITIES MAY BE ADJUSTED OR RELOCATED, IF NECESSARY, PRIOR TO CONSTRUCTION OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE "STANDARD SPECIFICATIONS", AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRE-CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES IN ACCORDANCE WITH STATE LAW.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT THE LAKE COUNTY PUBLIC WORKS DEPARTMENT AT (847) 680-1600.

WATER MAIN RELOCATION ITEMS SHOWN IN THE SUMMARY OF QUANTITIES ARE CONTINGENCY ITEMS AND ONLY WILL BE USED IF A STORM SEWER CONFLICT EXISTS.

C. DRAINAGE

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE CLEANED AND FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.

THE COST OF CONNECTING EXISTING STORM SEWER AND UNDERDRAIN TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER AND UNDERDRAIN TO EXISTING STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE FOR STORM SEWER AND UNDERDRAIN. HOWEVER, THE NECESSARY PIPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" AND "UNDERDRAIN" OF THE TYPE AND SIZE REQUIRED.

THE CONTRACTOR SHALL CONFIRM ALL EXISTING STORM SEWER PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATION OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK SHALL BE AT THE CONTRACTOR'S EXPENSE AND MAY LEAD TO THE REJECTION OF THE STRUCTURE IN THE FIELD.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY VALVE VAULT, MANHOLE, OR CATCH BASIN SHALL HAVE THE WORD "WATER", "SANITARY", OR "STORM", AS APPROPRIATE, CAST INTO THE LID.

ALL EXISTING DRAINAGE FACILITIES, HEADWALLS, FENCES AND OTHER OBSTRUCTIONS WHICH INTERFERE WITH THE PROPOSED IMPROVEMENT (IN THE OPINION OF THE ENGINEER), AND WHICH ARE NOT SHOWN ON THE PLANS SHALL BE REMOVED. THE COST OF REMOVAL OF EXISTING PIPE CULVERTS, STORM SEWERS, DRAINAGE STRUCTURES, CONCRETE HEADWALLS, FENCING OR OTHER OBSTRUCTIONS WHICH INTERFERE WITH THE PROPOSED IMPROVEMENTS AND WHICH ARE NOT SHOWN TO BE REMOVED AS A SEPARATE PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

MATERIALS CONSIDERED SUITABLE BY THE ENGINEER FOR SALVAGE SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY LAKE COUNTY DIVISION OF TRANSPORTATION OR THE VILLAGE OF BUFFALO GROVE.

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN ITS PROPER LOCATION. OFFSETS SHOWN FOR ALL OTHER STRUCTURES ARE TO THE CENTER OF STRUCTURE. DRAINAGE STRUCTURES FLAT-TOPS AND CONES SHALL BE TURNED SO THAT THE FRAMES ARE CLOSEST TO THE CENTERLINE OF THE ROAD. ALL FLAT-TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. WHEN LOCATED WITHIN THE CURB LINE, FRAME ELEVATION GIVEN REFLECT THE EDGE OF PAVEMENT ELEVATIONS. ALL OTHER FRAME ELEVATIONS ARE GIVEN AT THE CENTER. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.

BITUMINOUS OR P.C. CONCRETE PAVEMENT REMOVED DUE TO STORM SEWER OR CULVERT CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT. THIS INCLUDES THE MAIN ROADS, SIDE STREETS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, SIDEWALKS, AND PARKING AREAS. TEMPORARY BITUMINOUS PATCHING (AT THE CONTRACTOR'S EXPENSE) MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.

ANY DEWATERING OF SEWER AND WATER MAIN TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IN THE EVENT THAT SOFT MATERIALS ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL, UPON THE APPROVAL OF THE ENGINEER, OVER EXCAVATE TO A DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

ALL EXISTING FIRE HYDRANTS, FRAMES, GRATES, AND LIDS THAT ARE BEING REPLACED REMAIN THE PROPERTY OF LAKE COUNTY PUBLIC WORKS OR THE VILLAGE OF BUFFALO GROVE. THE CONTRACTOR SHALL DELIVER ALL REPLACED FIRE HYDRANTS, FRAMES, GRATES AND LIDS TO THE RESPECTIVE PUBLIC WORKS FACILITY. SUCH DELIVERY IS INCIDENTAL TO THE CONTRACT.

THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED IN TO THE PROPOSED IMPROVEMENT (AS DETERMINED BY THE ENGINEER) SHALL BE SEALED WITH BRICKS AND PORTLAND CEMENT MORTAR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED. ALL TYPE B GRATES ON RESTRICTED DEPTH DRAINAGE STRUCTURES SHALL BE ADJUSTED TO PLAN GRADE WITH 4" MINIMUM ADJUSTMENT RINGS. THE RINGS SHALL BE INCIDENTAL TO THE CONTRACT.

PAVEMENT ROUNDOUTS FOR DRAINAGE AND UTILITY STRUCTURES LOCATED WITHIN THE PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON HIGHWAY STANDARD 420111. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED).

D. MISCELLANEOUS

THE CONTRACTOR SHALL PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT INTERRUPTION. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER NO LESS THAN 48 HOURS IN ADVANCE OF THE INTERRUPTION OF ACCESS AND/OR SERVICES AND SHALL NOTIFY THE OWNER OF THE TIME AND DURATION OF THE INTERRUPTION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEMS TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (COMMERCIAL ENTRANCE).

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

THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, SIDEWALK, AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL SAWCUTTING SHALL BE INCIDENTAL TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL UNLESS OTHERWISE NOTED.

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. PAYMENT WILL BE MADE ONLY FOR THE ACTUAL WORK COMPLETED.

CURB AND GUTTER JOINTS SHALL BE PLACED AS PER STANDARD 606001 AND IN ADDITION ONE INCH EXPANSION JOINTS SHALL BE PLACED EVERY 150 FT. CURB ENDS SHALL BE TRANSITIONED TO FLAT SECTION OVER A 6FT LENGTH.

THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO A LOCATION, PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.

ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES, SIDE ROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE IMPROVEMENT. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED AS INCIDENTAL TO "EARTH EXCAVATION, SPECIAL", AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EXCAVATION REQUIRED TO CLEAN SIDE ROAD DICHES OR CONSTRUCT SIDE ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO "EARTH EXCAVATION, SPECIAL".

EXISTING FENCE THAT IS TO REMAIN, WHICH HAS BEEN DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATIONS OR DAMAGED BY THE CONTRACTOR SHALL BE RECONNECTED AND/OR REPLACED IN KIND AT NO ADDITIONAL COST TO THE CONTRACT.

THE CONTRACTOR SHALL NOT REMOVE ANY TREES OTHER THAN THOSE DESIGNATED FOR REMOVAL ON THE PLANS UNLESS SPECIFICALLY SO DIRECTED BY THE ENGINEER.

ALL EXCAVATION AND EMBANKMENT SHALL BE CONSTRUCTED FOUR (4) INCHES OR TWELVE (12) INCHES BELOW FINISHED GRADE LINE TO ALLOW FOR TOP SOIL PLACEMENT AS DESIGNATED IN THE PLANS FOR THIS CONTRACT.

ALL EXISTING GRASS AREAS DISTURBED BY THE CONSTRUCTION OPERATIONS SHALL BE SODDED AS DIRECTED BY THE ENGINEER.

E. DRIVEWAYS AND ENTRANCES

ALL EXCAVATION OF DRIVEWAYS SHALL BE PAID FOR AS "DRIVEWAY PAVEMENT REMOVAL".

EXISTING FIELD ENTRANCES SHALL BE BUILT UP IN PLACE TO THE RIGHT-OF-WAY WITH AGGREGATE BASE COURSE, TYPE B (TON).

THE CONTRACTOR SHALL CONSTRUCT ALL COMMERCIAL AND PRIVATE DRIVEWAYS IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL DRIVEWAYS SHALL BE IN ACCORDANCE WITH PROVISIONS IN I.D.O.T.'S POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS.

ALL DRIVEWAYS SHALL BE RECONSTRUCTED WITH P.C.C. DRIVEWAY PAVEMENT IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

F. SIGNS

THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS THAT INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS IN CONFORMANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- SIGNS SHALL NOT BE MOVED UNTIL THE PROGRESS OF WORK REQUIRES IT.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER, AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
- ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATIONS FROM THE EDGES OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
- ALL UNUSED SIGNS SHALL BE RETURNED TO THE COUNTY AND/OR VILLAGE.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS IN ORDER TO MAINTAIN PROPER SIGN ELEVATIONS. THESE POSTS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

G. MAILBOXES

THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND, AFTER COMPLETION OF ROADWAY CONSTRUCTION, TO SET THEM IN THEIR PERMANENT LOCATION, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POST OFFICE TO COORDINATE MAILBOX RELOCATION. THIS WORK SHALL BE IN CONFORMANCE WITH ARTICLE 107.20 OF THE "STANDARD SPECIFICATIONS".

H. POINTS OF CONTACT

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RIGHT-OF-WAY ENGINEER
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ELMHURST, IL 60126
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FAX: (630) 600 - 6390

VILLAGE OF BUFFALO GROVE

GENERAL NOTES
DEERFIELD PARKWAY IMPROVEMENT

REVISIONS	
NAME	DATE

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	3
STA.		TO STA.		
03-00088-00-PP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

ITEM NO.	CODE NO.	PAY ITEM	FUNDING BREAKDOWN																
			LOCATION OF WORK																
			SUMMARY OF QUANTITIES																
			CONSTRUCTION TYPE CODE																
			UNIT	TOTAL	DEERFIELD PKWY/ BUFFALO GROVE RD	HIGHLAND GROVE DR	LIGHTING	DEERFIELD PKWY@ BUFFALO GROVE RD	DEERFIELD PKWY@ HIGHLAND GROVE DR	DEERFIELD PKWY@ FIRE STATION	DEERFIELD PKWY INTERCONNECT	DEERFIELD PKWY EVP							
					(1)	J000-2A	(2)	Y030-1E	Y031-1F	(1)	Y031-1F	(2)	Y031-1F	(3)	Y031-1F	(4)	Y031-1F	(5)	
1	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	200		175													
2	20101100	TREE TRUNK PROTECTION	EACH	111		94													
3	20101200	TREE ROOT PRUNING	EACH	111		94													
4	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	111		94													
5	20101700	SUPPLEMENTAL WATERING	UNIT	60		60													
6	20200410	EARTH EXCAVATION (SPECIAL)	CU YD	21,718		20996		722											
7	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,322		3322													
8	20400800	FURNISHED EXCAVATION	CU YD	6,746		6581		165											
9	20700300	POROUS GRANULAR EMBANKMENT, SPECIAL	TON	7,602		7602													
10	20800150	TRENCH BACKFILL	CU YD	1,290		1280		10											
11	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	55,256		54473		783											
12	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	26,589		25454		1135											
13	21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	2,794		2794													
14	21300010	EXPLORATION TRENCH, SPECIAL	FOOT	50		50													
15	25000400	* NITROGEN FERTILIZER NUTRIENT	LB	550		529		21											
16	25000500	* PHOSPHORUS FERTILIZER NUTRIENT	LB	550		529		21											
17	25000600	* POTASSIUM FERTILIZER NUTRIENT	LB	550		529		21											
18	25200110	* SODDING, SALT TOLERANT	SQ YD	29,383		28248		1135											
19	28000250	* TEMPORARY EROSION CONTROL SEEDING	LB	607		584		23											
20	28000400	PERIMETER EROSION BARRIER	FOOT	583		583													
21	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	380		380													
22	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	30				30											
23	42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	43,534		43534													
24	42001300	PROTECTIVE COAT	SQ YD	52,135		51695		440											
25	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	261		92		169											
26	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	122		119							3						
27	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5"	SQ FT	6,478		6,123		250		105									
28	44000007	BITUMINOUS SURFACE REMOVAL 2"	SQ YD	2,146				2,146											
29	44000100	PAVEMENT REMOVAL	SQ YD	31,955		31,955													
30	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	745		532		210					3						
31	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,691		3,366		1,325											
32	44000600	SIDEWALK REMOVAL	SQ FT	8,258		7,723		430		105									
33	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	2,390		0		2,390											
34	48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	160		160													
35	48202400	BITUMINOUS SHOULDERS SUPERPAVE 6"	SQ YD	160		160													
36	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1		1													
37	54214731	PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 36"	EACH	1		1													
38	54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1		1													
39	54248160	GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 36"	EACH	1		1													
40	550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	14		3		11											
41	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	1,937		1,908		29											
42	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	220		220													
43	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	213		213													
44	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	326		326													
45	550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	614		614													
46	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1,111		1,111													
47	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	308		308													
48	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	159		159													
49	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	858		858													
50	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	870		870													
51	550B0020	STORM SEWERS, CLASS B, TYPE 1 6"	FOOT	23		23													
52	55034500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 38, RISE 24	FOOT	185		185													
53	55034600	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 45, RISE 29	FOOT	378		378													
54	55100200	STORM SEWER REMOVAL 6"	FOOT	14		14													
55	55100400	STORM SEWER REMOVAL 10"	FOOT	127		104		23											
56	55100500	STORM SEWER REMOVAL 12"	FOOT	981		981													
57	55100700	STORM SEWER REMOVAL 15"	FOOT	20		20													
58	55100900	STORM SEWER REMOVAL 18"	FOOT	241		241													
59	55101100	STORM SEWER REMOVAL 21"	FOOT	6		6													
60	55101200	STORM SEWER REMOVAL 24"	FOOT	118		118													

* DENOTES SPECIALTY ITEMS
 ** DENOTES CONSTRUCTION CODE TYPE Y080

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SUMMARY OF QUANTITIES
 DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
 DESIGNED BY: STC
 TECHNICIAN: JRR
 CHECKED BY: RTM

PRJ #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	4
STA.		TO STA.		
03-00088-00-PP		LANE	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

ITEM NO.	CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK								
			UNIT	TOTAL	DEERFIELD PKWY/ BUFFALO GROVE RD	HIGHLAND GROVE DR	LIGHTING	DEERFIELD PKWY@ BUFFALO GROVE RD	DEERFIELD PKWY@ HIGHLAND GROVE DR	DEERFIELD PKWY@ FIRE STATION	DEERFIELD PKWY INTERCONNECT	DEERFIELD PKWY EVP	
			SUMMARY OF QUANTITIES										
			CONSTRUCTION TYPE CODE										
			UNIT	TOTAL	J000-2A	Y030-1E	Y031-1F (1)	Y031-1F (2)	Y031-1F (3)	Y031-1F (4)	Y031-1F (5)		
61	55101300	STORM SEWER REMOVAL 27"	FOOT	63	(1)	63							
62	55101400	STORM SEWER REMOVAL 30"	FOOT	1,011		1,011							
63	56107200	REMOVE AND RELOCATE WATER MAIN 8"	FOOT	80		80							
64	56107500	REMOVE AND RELOCATE WATER MAIN 16"	FOOT	20		20							
65	56400100	FIRE HYDRANTS TO BE MOVED	EACH	5		3		2					
66	60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	13		13							
67	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	17		17							
68	60208105	CATCH BASINS, TYPE C, TYPE 12 FRAME AND GRATE	EACH	3				3					
69	60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	59		59							
70	60214714	RESTRICTED DEPTH CATCH BASINS, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	43		43							
71	60216614	RESTRICTED DEPTH CATCH BASINS, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2		2							
72	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2							
73	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5		5							
74	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3		3							
75	60224600	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9		9							
76	60225100	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 8 GRATE	EACH	4		4							
77	60225400	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	25		25							
78	60225900	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 8 GRATE	EACH	3		3							
79	60247800	JUNCTION CHAMBER	EACH	1		1							
80	60250200	CATCH BASINS TO BE ADJUSTED	EACH	2		2							
81	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1				1					
82	60255500	MANHOLES TO BE ADJUSTED	EACH	4		4							
83	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	4		3		1					
84	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	9		9							
85	60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	4		4							
86	60402210	GRATES, TYPE 8	EACH	1		1							
87	60500040	REMOVING MANHOLES	EACH	8		8							
88	60500050	REMOVING CATCH BASINS	EACH	17		17							
89	60500060	REMOVING INLETS	EACH	23		20		3					
90	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	5,281		5,281		0					
91	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	14,428		14,428		0					
92	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	12,438		12,438							
93	60622000	CONCRETE MEDIAN, TYPE SM-2.12	SQ FT	870		870							
94	60624600	CORRUGATED MEDIAN	SQ FT	790		790							
95	61140200	STORM SEWERS, SPECIAL 12"	FOOT	201		201							
96	61140400	STORM SEWERS, SPECIAL 15"	FOOT	169		169							
97	61140600	STORM SEWERS, SPECIAL 18"	FOOT	332		332							
98	61140900	STORM SEWERS, SPECIAL 24"	FOOT	189		189							
99	61141100	STORM SEWERS, SPECIAL 30"	FOOT	17		17							
100	67100100	MOBILIZATION	L SUM	1		1							
101	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1		1							
102	70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	219		219							
103	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	37,291		37,291							
104	70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	900		900							
105	70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	796		796							
106	70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	181		181							
107	70300610	TEMPORARY PAINT PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	219		219							
108	70300725	TEMPORARY PAINT PAVEMENT MARKING 4" WHITE	FOOT	9,581		9,581							
109	70300735	TEMPORARY PAINT PAVEMENT MARKING 6" WHITE	FOOT	660		660							
110	70300825	TEMPORARY PAINT PAVEMENT MARKING 4" YELLOW	FOOT	16,220		16,220							
111	70300845	TEMPORARY PAINT PAVEMENT MARKING 12" YELLOW	FOOT	644		644							
112	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	11,085		11,085							
113	72000100	SIGN PANEL - TYPE 1	SQ FT	118		118							
114	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	11		9		2					
115	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	36		32		4					
116	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	144		144							
117	72900110	METAL POST - TYPE A	EACH	1		1							
118	72900210	METAL POST - TYPE B	EACH	12		12							
119	73100110	BASE FOR TELESCOPING STEEL SIGN SUPPORT, SPECIAL	EACH	12		12							
120	78004100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - LETTERS AND SYMBOLS	SQ FT	837		764		73					

* DENOTES SPECIALTY ITEMS
 ** DENOTES CONSTRUCTION CODE TYPE Y080

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SUMMARY OF QUANTITIES
 DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
 DESIGNED BY: STC
 TECHNICIAN: JRR
 CHECKED BY: RTM

NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	6
STA		TO STA		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

ITEM NO.	CODE NO.	PAY ITEM	UNIT	TOTAL	FUNDING BREAKDOWN									
					LOCATION OF WORK									
					DEERFIELD PKWY/ BUFFALO GROVE RD	HIGHLAND GROVE DR	LIGHTING	DEERFIELD PKWY@ BUFFALO GROVE RD	DEERFIELD PKWY@ HIGHLAND GROVE DR	DEERFIELD PKWY@ FIRE STATION	DEERFIELD PKWY INTERCONNECT	DEERFIELD PKWY EVP		
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE											
					(1)	J000-2A	(2)	Y030-1E	Y031-1F (1)	Y031-1F (2)	Y031-1F (3)	Y031-1F (4)	Y031-1F (5)	
181	89502200	* MODIFY EXISTING CONTROLLER	EACH	3										
182	89502375	* REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1										
183	89502380	* REMOVE EXISTING HANDHOLE	EACH	13										
184	89502385	* REMOVE EXISTING CONCRETE FOUNDATION	EACH	9										
185	A2004624	* TREE, GLEDITSIA TRIACANTHOS INERMIS (THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	EACH	38		38								
186	A2007924	* TREE, TILIA AMERICANA REDMOND (REDMOND AMERICANA LINDEN), 3" CALIPER, BALLED AND BURLAPPED	EACH	75		75								
187	A2C037G3	* TREE, MALUS CORONARIA (CRABAPPLE), CONTAINER GROWN, 3-GALLON	EACH	84		84								
188	XX002856	* RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1									1	
189	XX002868	* TEMPORARY DITCH CHECKS (SPECIAL)	EACH	20		20								
190	XX003660	* FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24F SM12F	FOOT	10,064									10064	
191	XX003662	* ELECTRIC CABLE IN CONDUIT, VIDEO, NO. 20 3C	FOOT	172					96	76				
192	XX004679	* PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4					2		2			
193	XX004680	* PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	7					3	4				
194	XX004878	* MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEM	L SUM	1		1								
195	XX004914	* TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1									1	
196	XX005230	* VIDEO DETECTION SYSTEM COMPLETE INTERSECTION	L SUM	2					1	1				
197	XX005231	* REMOTE CONTROLLED VIDEO SYSTEM	L SUM	2					1	1				
198	XX206400	* MAILBOX POSTS	EACH	4										
199	X0301576	* COAXIAL CABLE IN CONDUIT	FOOT	172					96	76				
200	X0322256	* TEMPORARY INFORMATION SIGNING	SQ FT	364		364								
201	X0322925	* ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	9,922									9922	
202	XX005659	* SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER	EACH	142		139		3						
203	X0712400	* TEMPORARY PAVEMENT	SQ YD	8,545		8545								
204	X4066414	* BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	67				67						
205	X4066614	* BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TON	309				309						
206	X4021000	* TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	7		7								
207	X4022000	* TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1		1								
208	X4403300	* CONCRETE MEDIAN REMOVAL	SQ FT	6,399		6399								
209	X6013600	* PIPE UNDERDRAINS 4" (MODIFIED)	FOOT	15,412		14318		1094						
210	X6063401	* COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	1,085				1,085						
211	X6700405	* ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL M	15		15								
212	X7015050	* PORTABLE CHANGEABLE MESSAGE SIGN	CAL M	7		7								
213	X7800100	* PAINT PAVEMENT MARKING - RAISED MEDIAN	SQ FT	1,161		1161								
214	X8050015	* SERVICE INSTALLATION - POLE MOUNTED	EACH	3					1	1		1		
215	X8730027	* ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,553					595	537		421		
216	X8730250	* ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED, SHIELDED	FOOT	652										652
217	X8800020	* SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	14					4	6		4		
218	X8800035	* SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	7						2		5		
219	X8800040	* SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6					4	2				
220	X8800045	* SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	6					4	2				
221	X8950200	* REBUILD EXISTING HANDHOLE	EACH	1									1	
222	Z0001050	* AGGREGATE SUBGRADE 12"	SQ YD	55,204		54421		783						
223	Z0019600	* DUST CONTROL WATERING	UNIT	150		150								
224	Z0044700	* PRESSURE CONNECTION 8" X 6"	EACH	4		2		2						
225	Z0045300	* PRESSURE CONNECTION 16" X 6"	EACH	1		1								
226	Z0076600	** TRAINEES	HOUR	1,000		1000								
227	XX006357	* ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 16 5 1/2 PAIR	FOOT	1,718					907	811				
228	X0322131	* EMERGENCY VEHICLE PREEMPTION PUSHBUTTON ASSEMBLY	EACH	1								1		
229	XX006358	* VIDEO TRANSMISSION SYSTEM (SPECIAL)	EACH	2					1	1				
230	XX005937	* LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	8					4	4				
231	XX006359	* UNIT DUCT, WITH 2-1/2 #6 AND 1-1/2 #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	13,100									13100	
232	XX006360	* UNIT DUCT, WITH 3-1/2 #6 AND 1-1/2 #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	750									750	
233	XX006361	* UNIT DUCT, WITH 4-1/2 #6 AND 2-1/2 #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	300									300	
234	XX006362	* UNIT DUCT, WITH 2-1/2 #6 AND 1-1/2 #8 GROUND AND 3-1/2 #12 AND 1-1/2 #12 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	300									300	
235	XX006363	* ELECTRIC CABLE, #2/0 STRANDED BARE COPPER, GROUND	FOOT	450									450	
236	X0321478	* MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	L SUM	1									1	
237	X8386683	* BREAKAWAY DEVICE	EACH	71									71	
238	XX006364	* PHOTOCELL SHORTING CAP	EACH	32									32	
239	X0324637	* BASE COVER, LIGHT POLE	EACH	22									22	
240	XX006365	* EXISTING FIXTURE MAINTENANCE	EACH	35									35	
241	XX006366	* CATCH BASINS, TYPE C, TYPE 18 FRAME AND GRATE	EACH	1		1		0						
242	XX006367	* CDS UNIT	EACH	2		2		0						
243	XX006367	* INLET AND OUTLET PROTECTION	EACH	46		46								
244	XX006368	* RESTRICTED DEPTH CATCH BASINS, 4'-DIAMETER, TYPE 12 FRAME AND GRATE	EACH	1				1						
245	XX006369	* SAWED CONTRACTION JOINTS (SUPPLEMENTARY)	FOOT	300		300								
246	424 00 800	* DETECTABLE WARNINGS	SQ FT	1,900		1900								

* DENOTES SPECIALTY ITEMS
 ** DENOTES CONSTRUCTION CODE TYPE Y080

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SUMMARY OF QUANTITIES
 DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
 DESIGNED BY: STC
 TECHNICIAN: JRR
 CHECKED BY: RTM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	7
STA.	TO STA.			
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
Deerfield Parkway, Buffalo Grove Road, Highland Grove Drive													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL (PGE)	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION	EARTH EXCAVATION (SPECIAL)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)
15+26	24	0	0	0	0	56	8	8	11	1,343	194	194	266
15+50	50	111	16	16	22	108	15	15	23	5,375	750	750	1,125
16+00	50	104	14	14	23	110	16	16	24	5,475	775	775	1,175
16+50	50	115	17	17	24	106	19	19	23	5,300	950	950	1,150
17+00	50	97	21	21	22	99	21	21	22	4,950	1,025	1,025	1,100
17+50	50	101	20	20	22	100	22	22	20	5,000	1,075	1,075	1,000
18+00	50	99	23	23	18	99	23	23	22	4,925	1,150	1,150	1,100
18+50	50	98	23	23	26	94	25	25	24	4,675	1,225	1,225	1,175
19+00	50	89	26	26	21	87	21	21	17	4,325	1,025	1,025	825
19+50	50	84	15	15	12	96	8	8	6	4,775	375	375	300
20+00	50	107	0	0	0	101	13	13	12	5,050	650	650	600
20+50	50	95	26	26	24	90	24	33	34	4,475	1,175	1,625	1,700
21+00	50	84	21	39	44	85	21	39	41	4,225	1,050	1,925	2,050
21+50	50	85	21	38	38	85	22	37	40	4,225	1,100	1,825	2,000
22+00	50	84	23	35	42	83	24	35	44	4,125	1,175	1,750	2,175
22+50	50	81	24	35	45	78	26	35	47	3,900	1,300	1,725	2,325
23+00	50	75	28	34	48	75	30	35	49	3,750	1,475	1,750	2,425
23+50	50	75	31	36	49	75	33	37	54	3,725	1,625	1,850	2,700
24+00	50	74	34	38	59	74	37	39	60	3,675	1,825	1,950	2,975
24+50	50	73	39	40	60	64	62	63	51	3,175	3,100	3,150	2,550
25+00	50	54	85	86	42	47	43	52	37	2,325	2,125	2,600	1,825
25+50	50	39	0	18	31	48	0	16	25	2,375	0	800	1,225
26+00	50	56	0	14	18	62	0	12	13	3,100	0	575	625
26+50	50	68	0	9	7	68	0	8	7	3,375	0	400	350
27+00	50	67	0	7	7	59	0	7	8	2,950	0	350	375
27+50	50	51	0	7	8	58	0	10	8	2,875	0	475	375
28+00	50	64	0	12	7	69	0	11	9	3,425	0	550	425
28+50	50	73	0	10	10	68	0	7	23	3,400	0	350	1,125
29+00	50	63	0	4	35	73	0	2	39	3,625	0	100	1,925
29+50	50	82	0	0	42	86	0	0	37	4,275	0	0	1,850
30+00	50	89	0	0	32	83	0	0	26	4,125	0	0	1,300
30+50	50	76	0	0	20	72	0	0	18	3,600	0	0	875

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

SCHEDULE OF QUANTITIES

DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	8
STA.	TO STA.			
03-0008-00-FP	ALIGN	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
Deerfield Parkway, Buffalo Grove Road, Highland Grove Drive													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL (PGE)	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION	EARTH EXCAVATION (SPECIAL)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)
31+00		68	0	0	15								
	50					34	0	0	21	1,700	0	0	1,025
31+50		0	0	0	26								
	50					32	0	0	22	1,575	0	0	1,075
32+00		63	0	0	17								
	50					70	0	0	15	3,500	0	0	750
32+50		77	0	0	13								
	50					83	0	0	13	4,125	0	0	650
33+00		88	0	0	13								
	50					102	0	0	12	5,075	0	0	600
33+50		115	0	0	11								
	50					122	0	0	10	6,075	0	0	475
34+00		128	0	0	8								
	50					152	0	0	9	7,600	0	0	425
34+50		176	0	0	9								
	50					148	0	0	5	7,400	0	0	225
35+00		120	0	0	0								
	50					112	0	0	0	5,575	0	0	0
35+50		103	0	0	0								
	50					125	9	9	5	6,225	425	425	250
36+00		146	17	17	10								
	50					133	15	15	13	6,650	750	750	625
36+50		120	13	13	15								
	50					115	13	13	15	5,725	650	650	725
37+00		109	13	13	14								
	50					99	13	13	15	4,925	650	650	725
37+50		88	13	13	15								
	50					73	7	7	13	3,650	325	325	625
38+00		58	0	0	10								
	50					54	0	0	12	2,675	0	0	575
38+50		49	0	0	13								
	50					63	0	0	12	3,125	0	0	575
39+00		76	0	0	10								
	50					82	0	0	10	4,100	0	0	475
39+50		88	0	0	9								
	50					82	0	0	11	4,075	0	0	525
40+00		75	0	0	12								
	50					70	0	0	11	3,475	0	0	525
40+50		64	0	0	9								
	50					53	0	1	11	2,650	0	50	525
41+00		42	0	2	12								
	50					30	0	3	13	1,475	0	125	650
41+50		17	0	3	14								
	50					16	0	6	17	775	0	300	825
42+00		14	0	9	19								
	50					14	0	14	21	700	0	675	1,050
42+50		14	0	18	23								
	50					12	0	20	25	575	0	1,000	1,225
43+00		9	0	22	26								
	50					10	18	29	27	475	875	1,425	1,325
43+50		10	35	35	27								
	50					12	34	34	25	575	1,675	1,675	1,225
44+00		13	32	32	22								
	50					24	31	31	20	1,175	1,525	1,525	1,000
44+50		34	29	29	18								
	50					54	28	28	21	2,675	1,400	1,400	1,050
45+00		73	27	27	24								
	50					94	26	26	24	4,675	1,300	1,300	1,175
45+50		114	25	25	23								
	50					116	22	22	25	5,800	1,100	1,100	1,250

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	9
STA.	TO STA.			
03-00088-00-PP	ELAND	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
Deerfield Parkway, Buffalo Grove Road, Highland Grove Drive													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL (PGE)	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION	EARTH EXCAVATION (SPECIAL)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)
46+00	50	118	19	19	27	116	17	17	27	5,800	825	825	1,325
46+50	50	114	14	14	26	127	7	7	13	6,350	350	350	650
47+00	50	140	0	0	0	108	0	0	4	5,375	0	0	175
47+50	50	75	0	0	7	69	0	0	8	3,450	0	0	400
48+00	50	63	0	0	9	64	0	0	9	3,175	0	0	450
48+50	50	64	0	0	9	72	0	0	10	3,575	0	0	475
49+00	50	79	0	0	10	82	0	0	11	4,075	0	0	525
49+50	50	84	0	0	11	89	0	0	14	4,450	0	0	675
50+00	50	94	0	0	16	98	0	0	19	4,900	0	0	950
50+50	50	102	0	0	22	100	0	0	22	5,000	0	0	1,075
51+00	50	98	0	0	21	107	0	0	22	5,350	0	0	1,075
51+50	50	116	0	0	22	120	0	0	22	5,975	0	0	1,100
52+00	50	123	0	0	22	113	0	0	22	5,625	0	0	1,100
52+50	50	102	0	0	22	82	0	0	25	4,075	0	0	1,250
53+00	50	61	0	0	28	61	0	0	29	3,025	0	0	1,450
53+50	50	60	0	0	30	63	0	0	29	3,150	0	0	1,450
54+00	50	66	0	0	28	65	0	0	31	3,225	0	0	1,550
54+50	50	63	0	0	34	83	0	0	29	4,150	0	0	1,450
55+00	50	103	0	0	24	98	13	13	23	4,900	625	625	1,125
55+50	50	93	25	25	21	105	25	25	23	5,250	1,250	1,250	1,150
56+00	50	117	25	25	25	126	25	25	24	6,275	1,250	1,250	1,175
56+50	50	134	25	25	22	133	25	25	24	6,650	1,250	1,250	1,200
57+00	50	132	25	25	26	129	25	25	32	6,425	1,250	1,250	1,600
57+50	50	125	25	25	38	144	29	29	25	7,175	1,450	1,450	1,225
58+00	50	162	33	33	11	137	17	17	6	6,850	825	825	275
58+50	50	112	0	0	0	89	0	0	22	4,425	0	0	1,100
59+00	50	65	0	0	44	79	0	0	42	3,925	0	0	2,100
59+50	50	92	0	0	40	66	0	0	42	3,300	0	0	2,100
60+00	50	40	0	0	44	40	0	3	41	1,975	0	125	2,050
60+50	50	39	0	5	38	44	0	8	38	2,200	0	400	1,900

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

ITE.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	10
STA.		TO STA.		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
Deerfield Parkway, Buffalo Grove Road, Highland Grove Drive													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL (PGE)	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION	EARTH EXCAVATION (SPECIAL)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)
61+00		49	0	11	38								
61+50	50	63	45	58	48	56	23	35	43	2,800	1,125	1,725	2,150
62+00	50	63	55	22	34	63	50	40	41	3,150	2,500	2,000	2,050
62+50	50	62	40	58	35	63	48	40	35	3,125	2,375	2,000	1,725
63+00	50	79	44	64	39	71	42	61	37	3,525	2,100	3,050	1,850
63+50	50	91	39	47	35	85	42	56	37	4,250	2,075	2,775	1,850
64+00	50	102	0	0	35	97	20	24	35	4,825	975	1,175	1,750
64+50	50	111	0	0	26	107	0	0	31	5,325	0	0	1,525
65+00	50	146	0	0	23	129	0	0	25	6,425	0	0	1,225
65+50	50	150	36	36	32	148	18	18	28	7,400	900	900	1,375
66+00	50	144	38	38	28	147	37	37	30	7,350	1,850	1,850	1,500
66+50	50	131	38	38	22	138	38	38	25	6,875	1,900	1,900	1,250
67+00	50	116	38	38	20	124	38	38	21	6,175	1,900	1,900	1,050
67+50	50	116	38	38	20	116	38	38	20	5,800	1,900	1,900	1,000
68+00	50	65	0	0	13	91	19	19	17	4,525	950	950	825
68+50	50	81	0	0	8	73	0	0	11	3,650	0	0	525
69+00	50	71	0	0	13	76	0	0	11	3,800	0	0	525
69+50	50	77	0	0	12	74	0	0	13	3,700	0	0	625
70+00	50	79	0	0	12	78	0	0	12	3,900	0	0	600
70+50	50	88	38	38	18	84	19	19	15	4,175	950	950	750
71+00	50	77	38	38	15	83	38	38	17	4,125	1,900	1,900	825
71+50	50	70	38	38	17	74	38	38	16	3,675	1,900	1,900	800
72+00	50	65	38	38	15	68	38	38	16	3,375	1,900	1,900	800
72+50	50	75	0	0	11	70	19	19	13	3,500	950	950	650
73+00	50	73	0	0	7	74	0	0	9	3,700	0	0	450
73+50	1	114	0	0	7	94	0	0	7	4,675	0	0	350
73+51		0	0	0	0	57	0	0	4	57	0	0	4
SUBTOTAL DEERFIELD PARKWAY										488,675	73,044	85,644	127,295

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	11
STA.	TO STA.			
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
Deerfield Parkway, Buffalo Grove Road, Highland Grove Drive													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL (PGE)	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION	EARTH EXCAVATION (SPECIAL)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SPECIAL	FURNISHED EXCAVATION
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)	(CU. FT.)
109+24		0	0	0	0								
	26					6	0	0	1	156	0	0	13
109+50		12	0	0	1	13	0	0	1	650	0	0	50
	50					13	0	0	2	650	0	0	75
110+00		14	0	0	1	12	0	0	3	600	0	0	150
	50					12	0	0	3	600	0	0	150
110+50		12	0	0	2	14	0	0	5	675	0	0	225
	50					14	0	0	5	675	0	0	225
111+00		12	0	0	4	17	0	0	4	825	0	0	175
	50					17	0	0	4	825	0	0	175
111+50		15	0	0	5	20	0	0	2	1,000	0	0	100
	50					20	0	0	2	1,000	0	0	100
112+00		18	0	0	2	24	0	0	3	1,200	0	0	150
	50					24	0	0	3	1,200	0	0	150
112+50		22	0	0	2	25	0	0	4	1,225	0	0	200
	50					25	0	0	4	1,225	0	0	200
113+00		26	0	0	4	23	0	0	2	1,125	0	0	100
	50					23	0	0	2	1,125	0	0	100
113+50		23	0	0	4	24	0	0	2	1,175	0	0	100
	50					24	0	0	2	1,175	0	0	100
114+00		22	0	0	0	31	0	0	4	1,525	0	0	175
	50					31	0	0	4	1,525	0	0	175
114+50		25	0	0	4	36	0	0	3	1,800	0	0	150
	50					36	0	0	3	1,800	0	0	150
115+00		36	0	0	3	37	0	0	3	1,825	0	0	150
	50					37	0	0	3	1,825	0	0	150
115+50		36	0	0	3	36	0	0	3	1,800	0	0	150
	50					36	0	0	3	1,800	0	0	150
116+00		37	0	0	3	36	0	0	3	1,800	0	0	150
	50					36	0	0	3	1,800	0	0	150
116+50		35	0	0	3	36	3	3	4	1,775	150	150	200
	50					36	3	3	4	1,775	150	150	200
117+00		36	6	6	5	35	6	6	5	1,750	300	300	250
	50					35	6	6	5	1,750	300	300	250
117+50		34	6	6	5	31	6	6	5	1,525	300	300	250
	50					31	6	6	5	1,525	300	300	250
118+00		27	6	6	5	23	6	8	6	1,150	275	375	300
	50					23	6	8	6	1,150	275	375	300
118+50		19	5	9	7	19	6	8	7	925	275	375	325
	50					19	6	8	7	925	275	375	325
119+00		18	6	6	6	56	3	5	3	2,800	150	225	150
	50					56	3	5	3	2,800	150	225	150
119+50		94	0	3	0	47	0	2	0	47	0	2	0
	1					47	0	2	0	47	0	2	0
119+51		0	0	0	0	0	0	0	0	0	0	0	0
	98					0	0	0	0	0	0	0	0
120+49		0	0	0	0	50	0	1	0	50	0	1	0
	1					50	0	1	0	50	0	1	0
120+50		100	0	2	0	58	9	10	8	2,875	450	500	400
	50					58	9	10	8	2,875	450	500	400
121+00		15	18	18	16	39	18	18	16	1,950	900	900	800
	50					39	18	18	16	1,950	900	900	800
121+50		63	18	18	16	63	18	18	17	3,125	900	900	850
	50					63	18	18	17	3,125	900	900	850
122+00		62	18	18	18	63	18	18	19	3,150	900	900	925
	50					63	18	18	19	3,150	900	900	925
122+50		64	18	18	19	67	18	18	20	3,325	900	900	1,000
	50					67	18	18	20	3,325	900	900	1,000
123+00		69	18	18	21	65	18	18	21	3,250	900	900	1,025
	50					65	18	18	21	3,250	900	900	1,025
123+50		61	18	18	20	61	18	18	20	3,050	900	900	1,000
	50					61	18	18	20	3,050	900	900	1,000
124+00		61	18	18	20	70	18	18	18	3,475	900	900	900
	50					70	18	18	18	3,475	900	900	900

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

PRJ#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	13
STA.		TO STA.		
03-00088-00-PP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF LANDSCAPING ITEMS DEERFIELD PARKWAY STP				
LOCATION			A2007924 TREE, TILIA AMERICANA REDMOND (REDMOND AMERICANA LINDEN 3" CALIPER BALLED AND BURLAPPED)	(EACH)
STATION	OFFSET	LT/RT		
15+33	48'	LT		1
15+73	48'	LT		1
16+13	48'	LT		1
16+53	48'	LT		1
16+93	48'	LT		1
17+33	48'	LT		1
17+73	48'	LT		1
19+33	48'	LT		1
20+53	48'	LT		1
20+93	48'	LT		1
21+33	48'	LT		1
21+73	48'	LT		1
22+13	48'	LT		1
22+53	48'	LT		1
22+93	48'	LT		1
23+33	48'	LT		1
23+73	48'	LT		1
24+53	48'	LT		1
24+93	48'	LT		1
25+33	48'	LT		1
25+73	48'	LT		1
26+13	48'	LT		1
26+53	48'	LT		1
26+93	48'	LT		1
27+33	48'	LT		1
27+73	48'	LT		1
28+93	48'	LT		1
29+33	48'	LT		1
29+73	48'	LT		1
30+13	48'	LT		1
30+53	48'	LT		1
30+93	48'	LT		1
31+33	48'	LT		1
31+73	48'	LT		1
32+13	48'	LT		1
32+53	48'	LT		1
32+93	48'	LT		1
33+33	48'	LT		1
33+73	48'	LT		1
34+13	48'	LT		1
36+53	48'	LT		1
36+93	48'	LT		1
37+33	48'	LT		1
37+73	48'	LT		1
38+13	48'	LT		1
38+53	48'	LT		1
38+93	48'	LT		1
39+33	48'	LT		1
39+73	48'	LT		1
40+13	48'	LT		1
40+53	48'	LT		1
40+93	48'	LT		1
41+33	48'	LT		1
41+73	48'	LT		1
42+13	48'	LT		1
42+53	48'	LT		1
42+93	48'	LT		1
44+13	47'	LT		1
44+53	47'	LT		1
44+93	47'	LT		1
45+33	47'	LT		1
48+44	47'	LT		1
49+65	47'	LT		1
51+86	47'	LT		1
66+21	48'	LT		1
66+61	48'	LT		1
67+01	48'	LT		1
67+41	48'	LT		1
67+81	48'	LT		1
69+88	48'	LT		1
71+81	48'	LT		1
72+21	48'	LT		1
72+61	48'	LT		1
73+01	48'	LT		1
73+41	48'	LT		1
PROJECT TOTAL				75

SCHEDULE OF LANDSCAPING ITEMS DEERFIELD PARKWAY STP				
LOCATION			A2C037G3 TREE, MALUS CORONARIA (WILD SWEET CRABTREE 3 GALLON CONTAINER GROWN)	(EACH)
STATION	OFFSET	LT/RT		
15+33	44'	RT		1
15+73	44'	RT		1
16+13	44'	RT		1
16+53	44'	RT		1
16+93	44'	RT		1
17+73	44'	RT		1
18+13	44'	RT		1
18+53	44'	RT		1
18+93	44'	RT		1
20+53	43'	RT		1
20+93	43'	RT		1
21+33	43'	RT		1
21+73	43'	RT		1
22+13	43'	RT		1
22+53	43'	RT		1
22+93	43'	RT		1
23+33	43'	RT		1
23+73	43'	RT		1
24+13	43'	RT		1
24+53	43'	RT		1
24+93	43'	RT		1
25+33	43'	RT		1
25+73	43'	RT		1
26+13	43'	RT		1
26+53	43'	RT		1
27+33	43'	RT		1
27+73	43'	RT		1
28+13	43'	RT		1
28+53	43'	RT		1
28+93	43'	RT		1
29+33	43'	RT		1
29+73	43'	RT		1
30+13	43'	RT		1
30+53	43'	RT		1
30+93	43'	RT		1
31+33	43'	RT		1
31+73	43'	RT		1
32+13	43'	RT		1
32+53	43'	RT		1
32+93	43'	RT		1
33+33	43'	RT		1
33+73	43'	RT		1
34+13	43'	RT		1
36+53	45'	RT		1
36+93	45'	RT		1
37+33	45'	RT		1
37+73	45'	RT		1
38+13	45'	RT		1
38+53	45'	RT		1
38+93	45'	RT		1
40+93	45'	RT		1
41+33	45'	RT		1
42+13	45'	RT		1
42+53	45'	RT		1
42+93	45'	RT		1
43+33	45'	RT		1
43+73	45'	RT		1
44+13	45'	RT		1
48+43	45'	RT		1
49+65	46'	RT		1
51+26	47'	RT		1
52+13	45'	RT		1
52+53	45'	RT		1
52+93	45'	RT		1
54+13	45'	RT		1
54+53	45'	RT		1
54+93	45'	RT		1
59+33	47'	RT		1
59+73	47'	RT		1

SCHEDULE OF LANDSCAPING ITEMS DEERFIELD PARKWAY STP				
LOCATION			A2C037G3 TREE, MALUS CORONARIA (WILD SWEET CRABTREE 3 GALLON CONTAINER GROWN)	(EACH)
STATION	OFFSET	LT/RT		
60+13	47'	RT		1
60+53	47'	RT		1
60+93	47'	RT		1
63+34	45'	RT		1
63+74	45'	RT		1
64+14	45'	RT		1
64+54	45'	RT		1
64+94	45'	RT		1
66+31	44'	RT		1
67+82	45'	RT		1
71+82	45'	RT		1
72+22	45'	RT		1
72+62	45'	RT		1
73+02	45'	RT		1
73+42	45'	RT		1
PROJECT TOTAL				84

SCHEDULE OF LANDSCAPING ITEMS DEERFIELD PARKWAY STP				
LOCATION			(A2004624) TREE, GLEDITSIA TRIACANTHOS INERMIS (SHADEMASTER THORNLESS COMMON HONEYLOCUST 3" CALIPER, BALLED AND BURLAPPED)	(EACH)
STATION	OFFSET	LT/RT		
22+62	0+00	RT		1
23+02	0+00	RT		1
23+42	0+00	RT		1
23+82	0+00	RT		1
24+22	0+00	RT		1
24+62	0+00	RT		1
25+02	0+00	RT		1
29+10	0+00	RT		1
29+50	0+00	RT		1
29+90	0+00	RT		1
41+98	0+00	RT		1
42+38	0+00	RT		1
42+78	0+00	RT		1
43+18	0+00	RT		1
43+58	0+00	RT		1
50+62	0+00	RT		1
51+02	0+00	RT		1
51+42	0+00	RT		1
51+82	0+00	RT		1
52+22	0+00	RT		1
52+62	0+00	RT		1
53+02	0+00	RT		1
53+42	0+00	RT		1
53+82	0+00	RT		1
54+22	0+00	RT		1
54+62	0+00	RT		1
55+02	0+00	RT		1
63+64	0+00	RT		1
64+04	0+00	RT		1
64+44	0+00	RT		1
64+84	0+00	RT		1
65+24	0+00	RT		1
65+64	0+00	RT		1
71+91	0+00	RT		1
72+31	0+00	RT		1
72+71	0+00	RT		1
73+11	0+00	RT		1
73+51	0+00	RT		1
PROJECT TOTAL				38

SCHEDULE OF LANDSCAPING ITEMS DEERFIELD PARKWAY STP				
LOCATION			(20100110) TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS
STATION	OFFSET	LT/RT		
36+81	40'	RT		6
37+19	40'	RT		6
39+58	45'	LT		7
40+07	47'	LT		8
40+55	44'	LT		7
40+77	41'	RT		6
41+07	40'	LT		9
41+16	42'	RT		7
41+55	39'	LT		11
42+03	40'	LT		11
42+31	39'	LT		8
42+69	39'	LT		8
43+35	61'	LT		7
43+45	61'	LT		7
43+55	61'	LT		7
43+65	61'	LT		7
43+68	39'	LT		7
43+75	61'	LT		7
43+85	61'	LT		7
43+85	43'	RT		6
44+17	42'	LT		6
44+64	44'	LT		8
47+01	81'	RT		6
DEERFIELD PARKWAY SUBTOTAL				169
113+95	67'	RT		6
BUFFALO GROVE ROAD SUBTOTAL				6
205+67	22'	LT		8
208+09	27'	RT		8
208+57	25'	RT		9
HIGHLAND GROVE DRIVE SUBTOTAL				25
PROJECT TOTAL (UNITS)				200

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	14
STA.		TO STA.		
03-00088-00-PP		LINKS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

SCHEDULE OF PORTLAND CEMENT CONC. DRIVEWAY PAVEMENT DEERFIELD PARKWAY				
STATION		42300200 PORT. CEMENT CONC. DRIVEWAY PVMT. 6"	42300400 PORT. CEMENT CONC. DRIVEWAY PVMT. 8"	
FROM	TO	SQ. YD.	SQ. YD.	
15+26	18+00	0	0	
18+00	23+00	0	0	
23+00	27+50	0	0	
27+50	33+00	0	0	
33+00	38+00	0	0	
38+00	43+00	0	0	
43+00	48+00	0	0	
48+00	53+00	0	0	
53+00	57+00	0	0	
57+00	62+25	0	119	
62+25	67+00	92	0	
67+00	72+00	0	0	
72+00	73+50	0	0	
DEERFIELD PARKWAY SUBTOTAL		92	119	
109+24	113+00	0	0	
113+00	119+00	0	0	
119+00	121+00	0	0	
121+00	127+00	0	0	
127+00	131+04	0	0	
BUFFALO GROVE RD SUBTOTAL		0	0	
905+64	911+00	89	0	
911+00	914+00	80	0	
914+00	916+00	0	0	
HIGHLAND GROVE DR SUBTOTAL		169	0	
PROJECT TOTAL		261	119	

SCHEDULE OF COMB. CONC. CURB & GUTTER REMOVAL DEERFIELD PARKWAY			
STATION		44000500 COMB. C & G REMOVAL	
FROM	TO	(LINEAL FOOT)	
15+26	18+00	350	
18+00	23+00	180	
23+00	27+50	0	
27+50	33+00	150	
33+00	38+00	90	
38+00	43+00	0	
43+00	48+00	413	
48+00	53+00	0	
53+00	57+00	0	
57+00	62+25	400	
62+25	67+00	280	
67+00	72+00	685	
72+00	73+50	300	
S.O.C. STAGE3 WEST END		0	
S.O.C. STAGE3 EAST END		0	
DEERFIELD PARKWAY SUBTOTAL		2,848	
109+24	113+00	123	
113+00	119+00	120	
119+00	121+00	35	
121+00	127+00	240	
127+00	131+04	0	
BUFFALO GROVE RD SUBTOTAL		518	
905+64	911+00	600	
911+00	914+00	200	
914+00	916+00	525	
HIGHLAND GROVE DR SUBTOTAL		1,325	
PROJECT TOTAL		4,691	

SCHEDULE OF COMB. CONC. CURB & GUTTER DEERFIELD PARKWAY				
STATION		(60605000) COMB. C & G TY B-6.24 (LINEAL FOOT)	(60603800) COMB. C & G TY B-6.12 (LINEAL FOOT)	X6063401 COMB. C&G TY M4.12 (LINEAL FOOT)
FROM	TO			
15+26	18+00	491	0	0
18+00	23+00	1,010	292	0
23+00	27+50	900	639	0
27+50	33+00	1,125	451	0
33+00	38+00	875	0	0
38+00	43+00	1,000	408	0
43+00	48+00	1,038	301	0
48+00	53+00	1,000	686	0
53+00	57+00	800	575	0
57+00	62+25	1,100	76	0
62+25	67+00	950	687	0
67+00	72+00	1,050	230	0
72+00	73+50	300	302	0
S.O.C. STAGE3 WEST END		0	412	0
S.O.C. STAGE3 EAST END		0	0	0
DEERFIELD PARKWAY SUBTOTAL		11,639	5,059	0
109+24	113+00	21	0	0
113+00	119+00	600	0	0
119+00	121+00	160	0	0
121+00	127+00	1,200	222	0
127+00	131+04	808	0	0
BUFFALO GROVE RD SUBTOTAL		2,789	222	0
905+64	911+00	0	0	550
911+00	914+00	0	0	45
914+00	916+00	0	0	490
HIGHLAND GROVE DR SUBTOTAL		0	0	1,085
PROJECT TOTAL		14,428	5,281	1,085

SCHEDULE OF DRIVEWAY PAVEMENT REMOVAL DEERFIELD PARKWAY		
STATION		44000200 DRIVEWAY PAVEMENT REMOVAL SQ. YD.
FROM	TO	
15+26	18+00	0
18+00	23+00	0
23+00	27+50	0
27+50	33+00	0
33+00	38+00	60
38+00	43+00	68
43+00	48+00	187
48+00	53+00	0
53+00	57+00	0
57+00	62+25	137
62+25	67+00	83
67+00	72+00	0
72+00	73+50	0
DEERFIELD PARKWAY SUBTOTAL		535
109+24	113+00	0
113+00	119+00	0
119+00	121+00	0
121+00	127+00	0
127+00	131+04	0
BUFFALO GROVE RD SUBTOTAL		0
905+64	911+00	105
911+00	914+00	0
914+00	916+00	105
HIGHLAND GROVE DR SUBTOTAL		210
PROJECT TOTAL		745

SCHEDULE OF CONC. MEDIAN REMOVAL DEERFIELD PARKWAY		
STATION		X4403300 CONC. MEDIAN REMOVAL SQ. FT.
FROM	TO	
15+26	18+00	973
18+00	23+00	0
23+00	27+50	0
27+50	33+00	0
33+00	38+00	0
38+00	43+00	0
43+00	48+00	0
48+00	53+00	0
53+00	57+00	0
57+00	62+25	0
62+25	67+00	0
67+00	72+00	0
72+00	73+50	0
S.O.C. STAGE3 WEST END		740
S.O.C. STAGE3 EAST END		2,590
DEERFIELD PARKWAY SUBTOTAL		4,303
109+24	113+00	0
113+00	119+00	0
119+00	121+00	130
121+00	127+00	1,966
127+00	131+04	0
BUFFALO GROVE RD SUBTOTAL		2,096
905+64	911+00	0
911+00	914+00	0
914+00	916+00	0
HIGHLAND GROVE DR SUBTOTAL		0
PROJECT TOTAL		6,399

SCHEDULE OF CONC. MEDIAN DEERFIELD PARKWAY				
STATION		60619600 CONC. MEDIAN TYPE SB-6.12 SQ. FT.	60622000 CONC. MEDIAN TYPE SM-2.12 SQ. FT.	606246 CORRUGATED MEDIAN
FROM	TO			
15+26	18+00	1,098	0	0
18+00	23+00	915	0	100
23+00	27+50	610	0	0
27+50	33+00	950	0	140
33+00	38+00	1,340	0	100
38+00	43+00	1,260	0	0
43+00	48+00	1,000	0	100
48+00	53+00	715	0	0
53+00	57+00	540	0	0
57+00	62+25	1,260	0	150
62+25	67+00	250	0	0
67+00	72+00	1,090	0	100
72+00	73+50	0	0	0
S.O.C. STAGE3 WEST END		760	0	0
S.O.C. STAGE3 EAST END		650	0	0
DEERFIELD PARKWAY SUBTOTAL		12,438	0	690
109+24	113+00	0	0	0
113+00	119+00	0	0	0
119+00	121+00	0	0	100
121+00	127+00	0	870	0
127+00	131+04	0	0	0
BUFFALO GROVE RD SUBTOTAL		0	870	100
905+64	911+00	0	0	0
911+00	914+00	0	0	0
914+00	916+00	0	0	0
HIGHLAND GROVE DR SUBTOTAL		0	0	0
PROJECT TOTAL		12,438	870	790

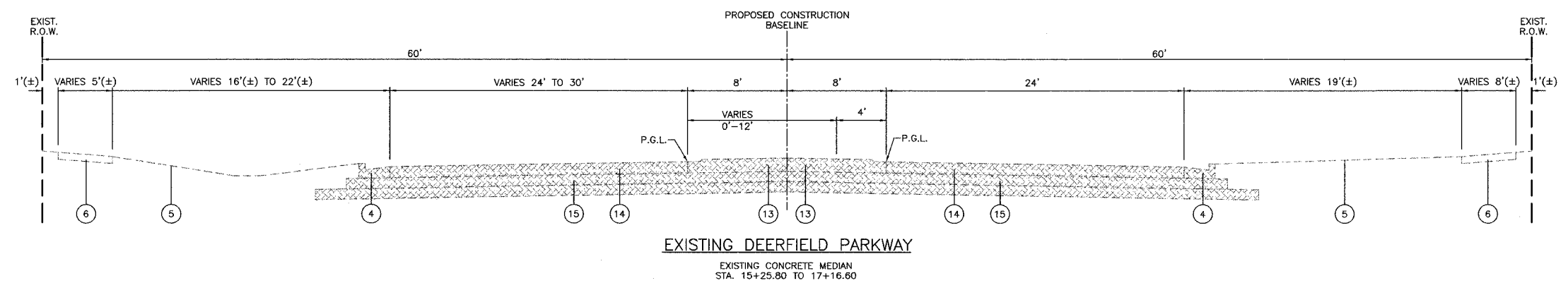
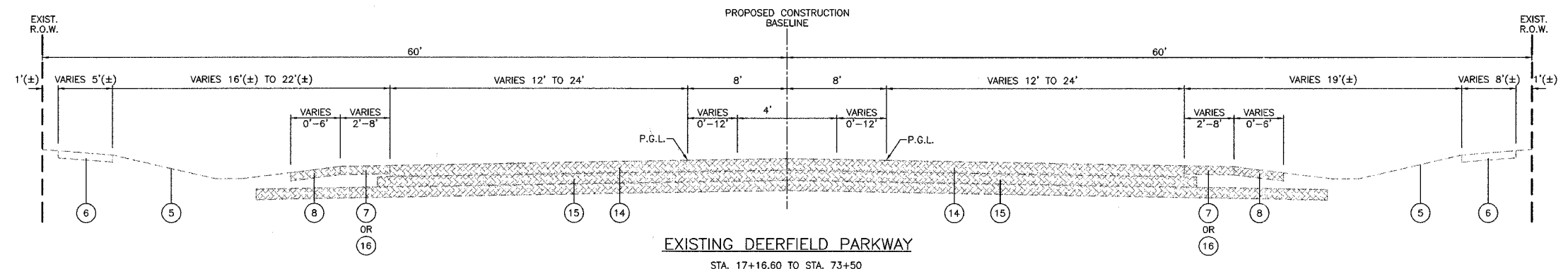
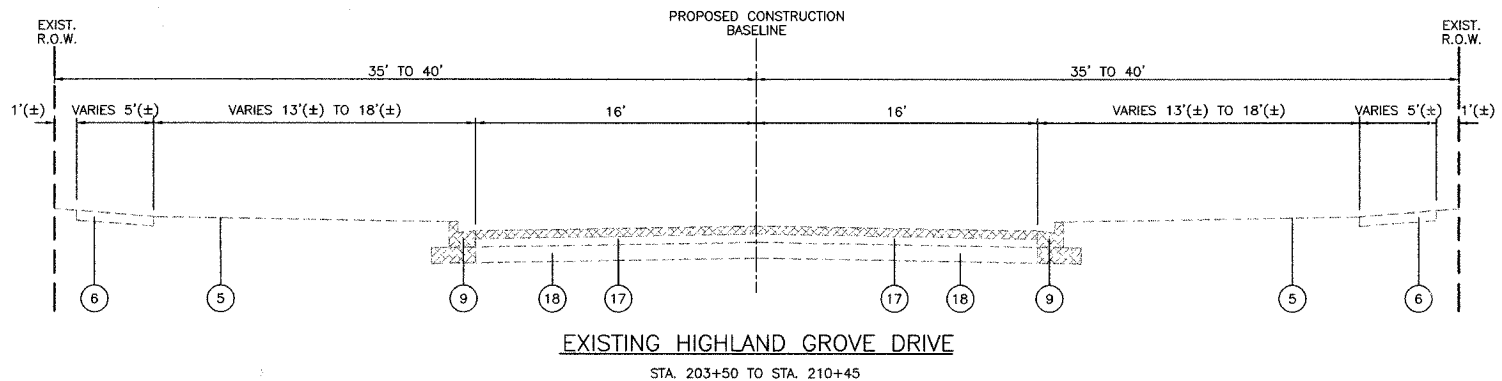
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: STC
TECHNICIAN: JRR
CHECKED BY: RTM

BID SET
BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	15
STA.	TO STA.			
03-00088-00-FP	ILLINOIS		SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



LEGEND

- ① CONCRETE PAVEMENT, 10" (±)
- ② SUB-BASE GRANULAR MATERIAL, 4" (±)
- ③ TIE BAR
- ④ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑤ GROUND LINE (GRASS)
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK, 5" (±)
- ⑦ BITUMINOUS SHOULDER, 6" (±)
- ⑧ AGGREGATE SHOULDER, 6" (±)
- ⑨ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑩ TOPSOIL AND SODDING, 4" (±)
- ⑪ KEVED LONGITUDINAL CONSTRUCTION JOINT
- ⑫ CONCRETE MEDIAN, TYPE M-2 (W/ 12" GUTTER FLAGS)
- ⑬ CONCRETE MEDIAN, TYPE C-4 (W/ 12" GUTTER FLAGS)
- ⑭ BITUMINOUS PAVEMENT, 4" (±) TO 11 1/4" (±)
- ⑮ AGGREGATE BASE, 6" (±) TO 14" (±)
- ⑯ BITUMINOUS SHOULDER, 8" (±)
- ⑰ BITUMINOUS PAVEMENT, 9" (±) TO 12" (±)
- ⑱ AGGREGATE BASE, 4" (±) TO 8" (±)
- ⑲ *REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL



REMOVAL

* REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND SUBGRADE TREATMENT AREAS:

LOCATION	DEPTH	P.G.E.S. TREATMENT WIDTH
STA. 15+25.80 TO STA. 25+17	12"	WIDENING
STA. 34+81 TO STA. 37+78	4"	WIDENING
STA. 43+50 TO STA. 46+65	12"	WIDENING
STA. 55+46 TO STA. 58+45	4"	FULL WIDTH
STA. 61+50 TO STA. 63+75	6"	FULL WIDTH
STA. 65+25 TO STA. 67+50	6"	FULL WIDTH
STA. 70+50 TO STA. 72+38	6"	FULL WIDTH

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

EXISTING TYPICAL SECTIONS

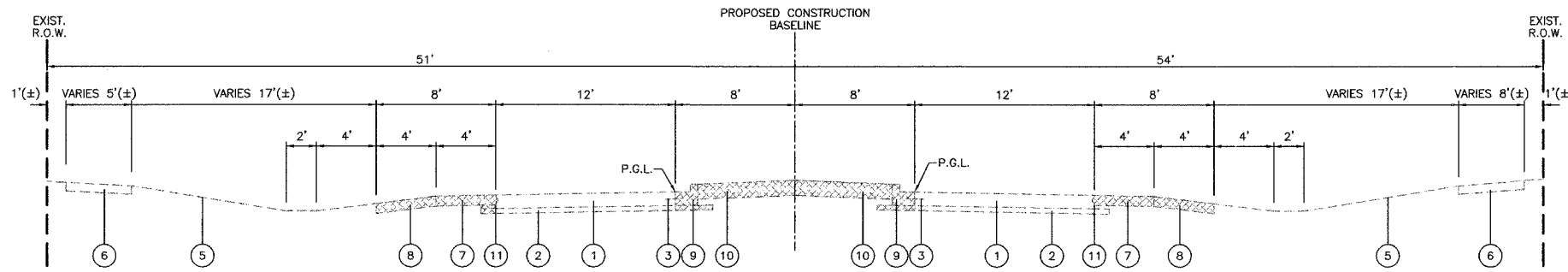
DEERFIELD PARKWAY IMPROVEMENT

DEERFIELD PARKWAY AND

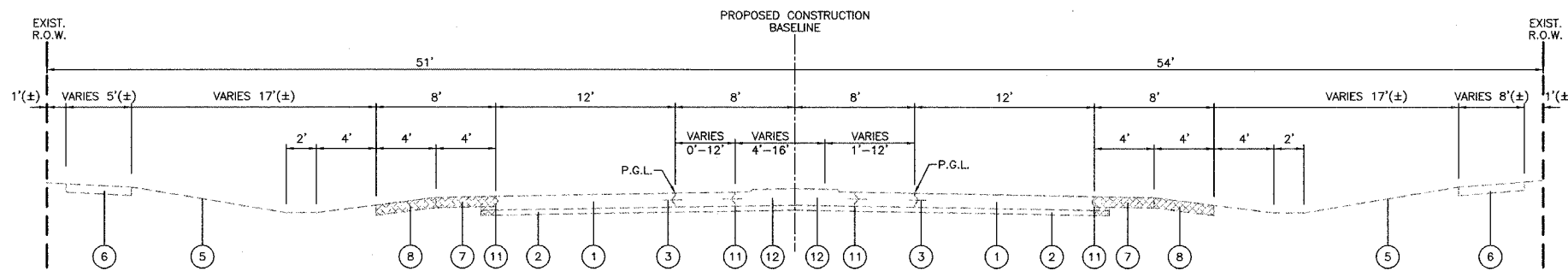
HIGHLAND GROVE DRIVE

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

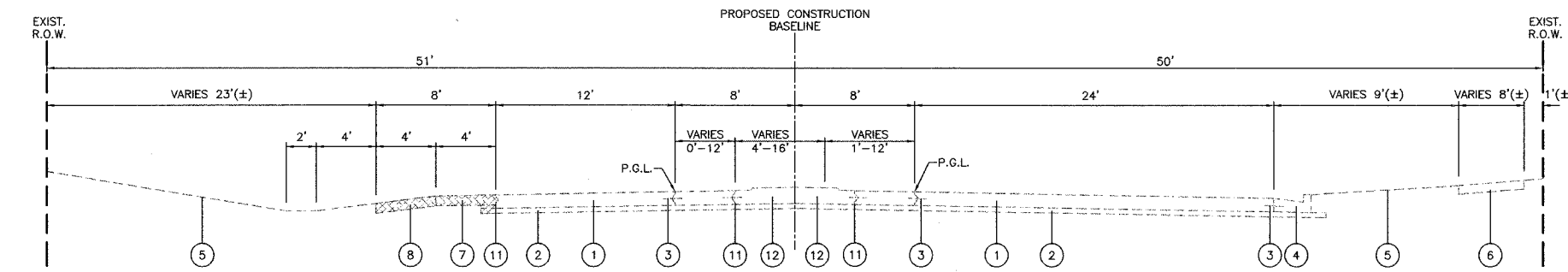
NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	16
STA.		TO STA.		
03-00088-00-FP		KLING	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



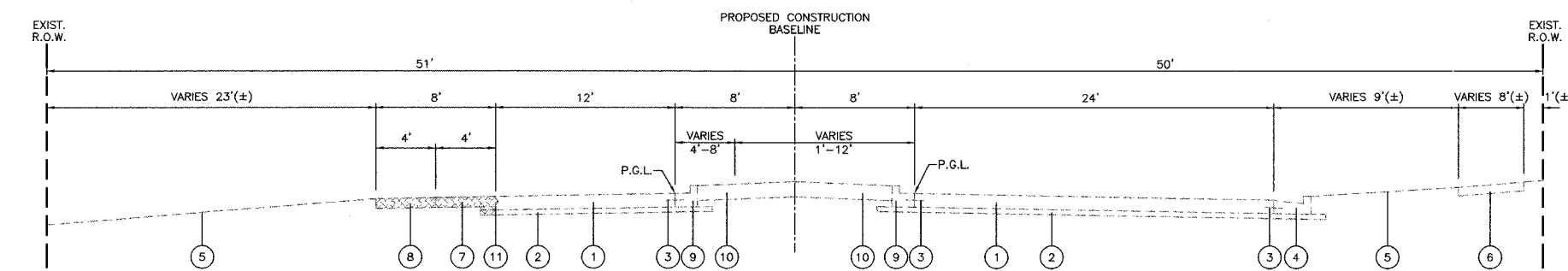
EXISTING BUFFALO GROVE ROAD
EXISTING LANDSCAPED MEDIAN
STA. 124+46 TO 128+96



EXISTING BUFFALO GROVE ROAD
EXISTING CONCRETE MEDIAN
STA. 120+53 TO 124+46
STA. 128+96 TO 131+04



EXISTING BUFFALO GROVE ROAD
EXISTING CONCRETE MEDIAN
STA. 112+36 TO 113+51
STA. 114+39 TO 119+49



EXISTING BUFFALO GROVE ROAD
EXISTING LANDSCAPED MEDIAN
STA. 109+24 TO 112+36

LEGEND

- ① CONCRETE PAVEMENT, 10"(\pm)
- ② SUB-BASE GRANULAR MATERIAL, 4"(\pm)
- ③ TIE BAR
- ④ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑤ GROUND LINE (GRASS)
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK, 5"(\pm)
- ⑦ BITUMINOUS SHOULDER, 6"(\pm)
- ⑧ AGGREGATE SHOULDER, 6"(\pm)
- ⑨ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑩ TOPSOIL AND SODDING, 4"(\pm)
- ⑪ KEYED LONGITUDINAL CONSTRUCTION JOINT
- ⑫ CONCRETE MEDIAN, TYPE M-2 (W/ 12" GUTTER FLAGS)
- ⑬ CONCRETE MEDIAN, TYPE C-4 (W/ 12" GUTTER FLAGS)
- ⑭ BITUMINOUS PAVEMENT, 4"(\pm) TO 11 1/4"(\pm)
- ⑮ AGGREGATE BASE, 6"(\pm) TO 14"(\pm)
- ⑯ BITUMINOUS SHOULDER, 8"(\pm)
- ⑰ BITUMINOUS PAVEMENT, 9"(\pm) TO 12"(\pm)
- ⑱ AGGREGATE BASE, 4"(\pm) TO 8"(\pm)
- ⑲ *REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL



REMOVAL

* REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND SUBGRADE TREATMENT AREAS:

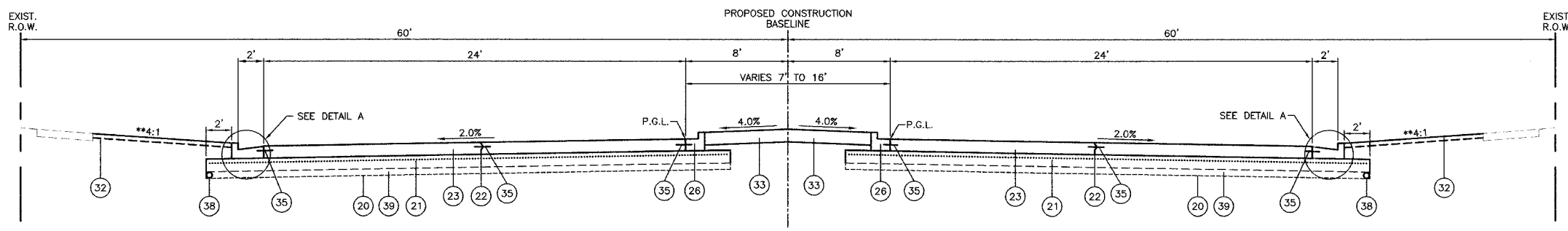
LOCATION	DEPTH	P.G.E.S. TREATMENT WIDTH
STA. 116+85 TO STA. 119+00	4"	WIDENING
STA. 121+00 TO STA. 131+04	6"	WIDENING

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
EXISTING TYPICAL SECTIONS
DEERFIELD PARKWAY IMPROVEMENT
BUFFALO GROVE ROAD

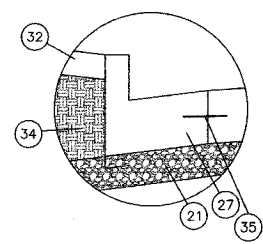
DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	17
STA.		TO STA.		
03-00088-00-FP		LINKS	SURFACE TRANSPORTATION FINING	
CONTRACT NUMBER 83807				



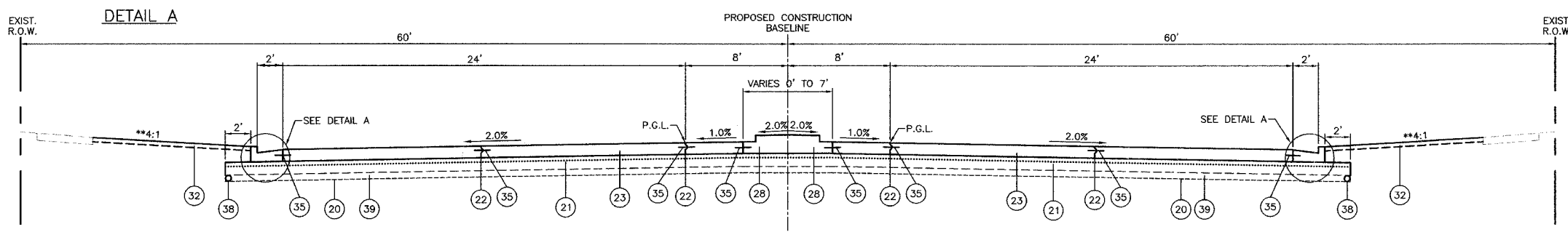
DEERFIELD PARKWAY

PROPOSED TYPICAL SECTION
 LANDSCAPED BARRIER MEDIAN
 STATION 21+54.53 TO STATION 26+18.91
 STATION 29+03.59 TO STATION 30+92.84
 STATION 40+94.25 TO STATION 44+52.37
 STATION 49+57.63 TO STATION 55+86.81
 STATION 63+56.05 TO STATION 66+57.49
 STATION 70+85.23 TO STATION 73+50.00



LEGEND

- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (21) AGGREGATE SUBGRADE, 12" (INCLUDES 4" CAPPING LAYER)
- (22) LONGITUDINAL CONSTRUCTION JOINT (INCIDENTAL TO PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
- (23) PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- (24) BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50 (9")
- (25) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 (2")
- (26) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (27) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (28) CONCRETE MEDIAN, TYPE SB-6.12
- (29) CONCRETE MEDIAN, TYPE SM-2.12
- (30) AGGREGATE SHOULDER, TYPE A, 6"
- (31) BITUMINOUS SHOULDERS, SUPERPAVE, 6"
- (32) FURNISHING AND PLACING TOPSOIL, 4" SODDING, SALT TOLERANT
- (33) FURNISHING AND PLACING TOPSOIL, 12" SODDING, SALT TOLERANT
- (34) FURNISHED EXCAVATION
- (35) DRILL AND GROUT NO. 6 TIE BARS (EPOXY COATED) @ 24" C-C (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER AND PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
- (36) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12
- (37) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (38) PIPE UNDERDRAINS 4" (MODIFIED)
- (39) POROUS GRANULAR EMBANKMENT, SPECIAL



DEERFIELD PARKWAY

PROPOSED TYPICAL SECTION
 P.C.C. BARRIER MEDIAN
 STATION 15+25.80 TO STATION 21+54.53
 STATION 26+18.91 TO STATION 29+03.59
 STATION 30+92.84 TO STATION 40+94.25
 STATION 44+52.37 TO STATION 49+57.63
 STATION 55+86.81 TO STATION 63+56.05
 STATION 66+57.49 TO STATION 70+85.23

EXCEPTION NOTED:
 STATION 15+25.80 TO STATION 16+90.38
 (REFER TO CROSS SECTIONS FOR ADDITIONAL INFORMATION)

MIXTURES COMPOSITION TABLE			
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:			
PAY ITEM(S):	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TEMPORARY PAVEMENT
LOCATION(S):	HIGHLAND GROVE DRIVE (STA. 203+50 TO STA. 210+45)	HIGHLAND GROVE DRIVE (STA. 203+50 TO STA. 210+45)	SEE STAGES OF CONSTRUCTION
MIXTURE USE(S):	SUPERPAVE SURFACE	SUPERPAVE BINDER	SUPERPAVE BASE
PG:	64-22	58-22	58-22
RAP%: (MAX)	15%	25%	50%
DESIGN AIR VOIDS:	4% @ 50 GYR.	4% @ 50 GYR.	2% @ 50 GYR.
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-12.5	IL-19.5	IL-25.0
FRICTION AGGREGATE:	MIX C	NOT APPLICABLE	NOT APPLICABLE
* MIXTURE WEIGHT:	112 LBS / SY / IN	115 LBS / SY / IN	118 LBS / SY / IN

* MIXTURE WEIGHT NUMBERS PROVIDED WERE USED FOR CALCULATION PURPOSES.

NOTE:
 ** SEE CROSS SECTIONS FOR SLOPES OTHER THAN 4:1

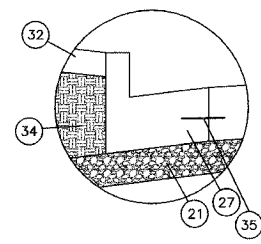
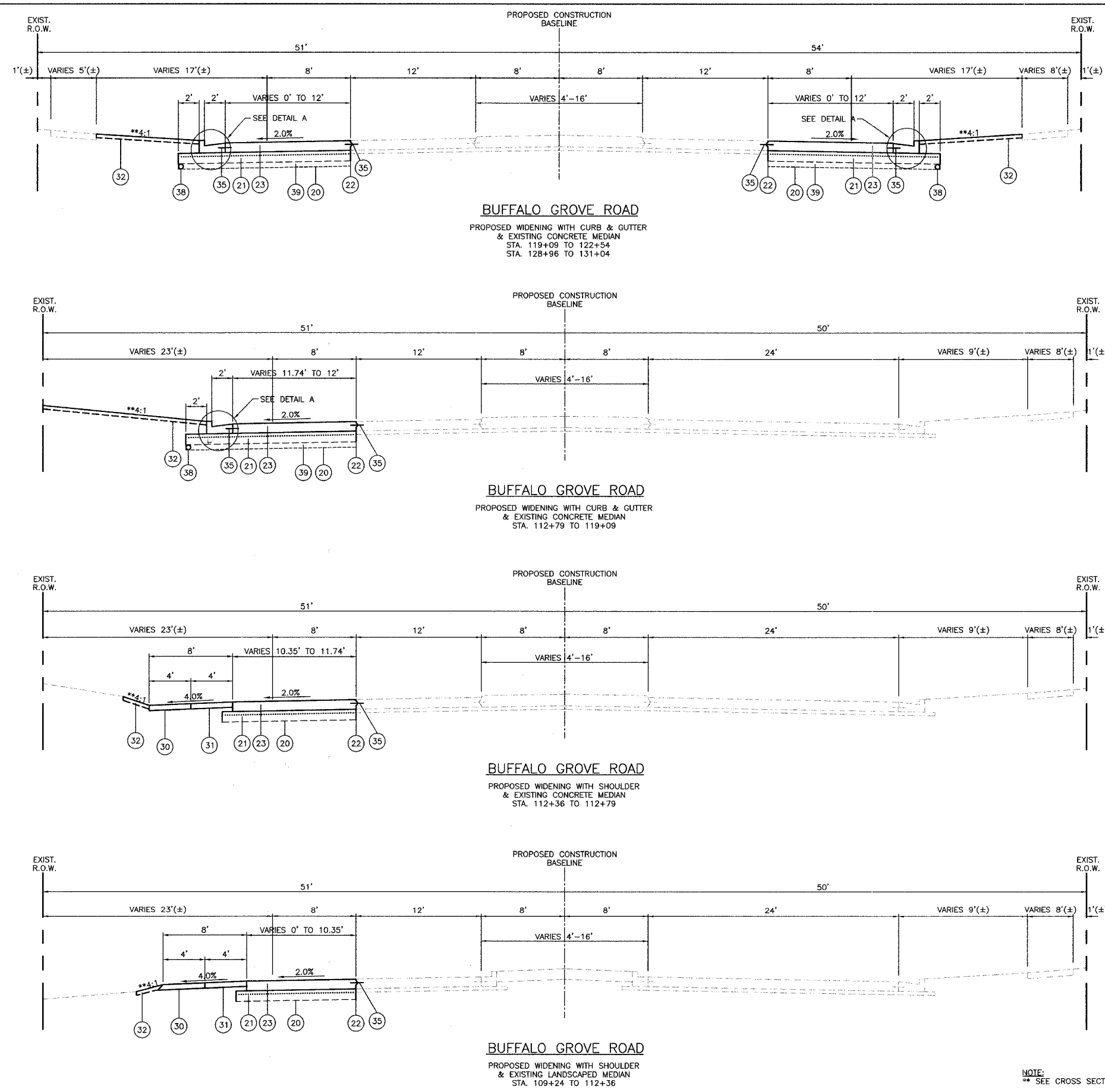
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

**PROPOSED TYPICAL SECTIONS
 DEERFIELD PARKWAY IMPROVEMENT
 DEERFIELD PARKWAY**

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	18
STA.	TO STA.			
03-00088-00-FP	LANES	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DETAIL A

LEGEND

- (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (21) AGGREGATE SUBGRADE, 12" (INCLUDES 4" CAPPING LAYER)
- (22) LONGITUDINAL CONSTRUCTION JOINT (INCIDENTAL TO PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
- (23) PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- (24) BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50 (9")
- (25) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 (2")
- (26) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (27) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (28) CONCRETE MEDIAN, TYPE SB-6.12
- (29) CONCRETE MEDIAN, TYPE SM-2.12
- (30) AGGREGATE SHOULDER, TYPE A, 6"
- (31) BITUMINOUS SHOULDERS, SUPERPAVE, 6"
- (32) FURNISHING AND PLACING TOPSOIL, 4" SODDING, SALT TOLERANT
- (33) FURNISHING AND PLACING TOPSOIL, 12" SODDING, SALT TOLERANT
- (34) FURNISHED EXCAVATION
- (35) DRILL AND GROUT NO. 6 TIE BARS (EPOXY COATED) @ 24" C-C (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER AND PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
- (36) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12
- (37) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (38) PIPE UNDERDRAINS 4" (MODIFIED)
- (39) POROUS GRANULAR EMBANKMENT, SPECIAL

REVISIONS	
NAME	DATE

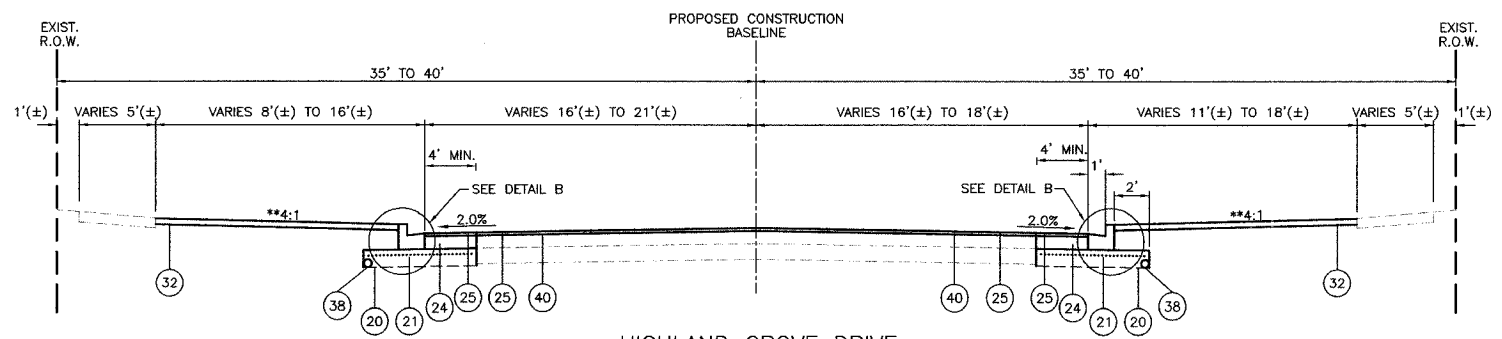
VILLAGE OF BUFFALO GROVE

PROPOSED TYPICAL SECTIONS
DEERFIELD PARKWAY IMPROVEMENT
BUFFALO GROVE ROAD

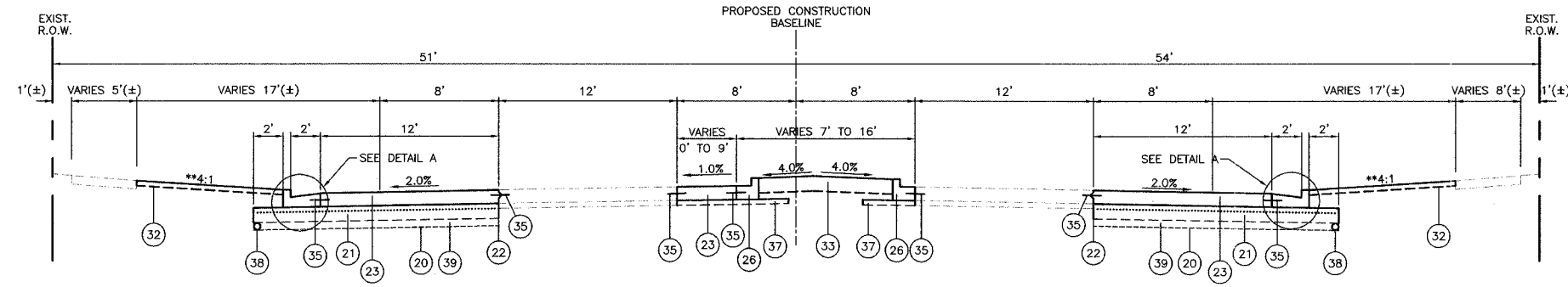
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

NOTE:
 ** SEE CROSS SECTIONS FOR SLOPES OTHER THAN 4:1

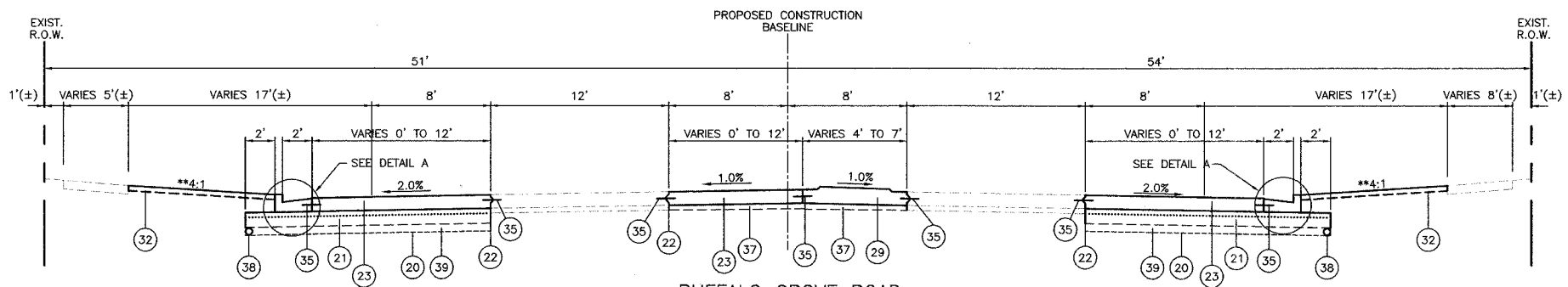
CH	A47	LAKE	176	19
STA.		TO STA.		
03-00088-00-FP		ALIGN	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



HIGHLAND GROVE DRIVE
 STA. 203+50 TO STA. 206+21
 STA. 207+82 TO STA. 210+45

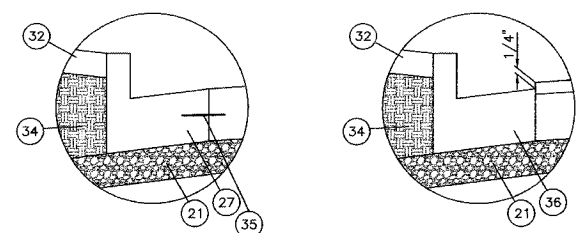


BUFFALO GROVE ROAD
 PROPOSED WIDENING WITH CURB & GUTTER
 & EXISTING LANDSCAPED MEDIAN
 STA. 124+54 TO 128+96



BUFFALO GROVE ROAD
 PROPOSED WIDENING WITH CURB & GUTTER
 & EXISTING CONCRETE MEDIAN
 STA. 122+54 TO 124+54

- LEGEND**
- (19) *REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
 - (20) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - (21) AGGREGATE SUBGRADE, 12" (INCLUDES 4" CAPPING LAYER)
 - (22) LONGITUDINAL CONSTRUCTION JOINT (INCIDENTAL TO PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
 - (23) PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
 - (24) BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50 (9")
 - (25) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 (2")
 - (26) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - (27) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - (28) CONCRETE MEDIAN, TYPE SB-6.12
 - (29) CONCRETE MEDIAN, TYPE SM-2.12
 - (30) AGGREGATE SHOULDER, TYPE A, 6"
 - (31) BITUMINOUS SHOULDERS, SUPERPAVE, 6"
 - (32) FURNISHING AND PLACING TOPSOIL, 4" SODDING, SALT TOLERANT
 - (33) FURNISHING AND PLACING TOPSOIL, 12" SODDING, SALT TOLERANT
 - (34) FURNISHED EXCAVATION
 - (35) NO. 6 EPOXY COATED TIE BARS @ 24" C-C (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER AND PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED))
 - (36) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12
 - (37) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
 - (38) PIPE UNDERDRAINS 4" (MODIFIED)
 - (39) POROUS GRANULAR EMBANKMENT, SPECIAL
 - (40) AREA REFLECTIVE CRACK CONTROL TREATMENT



DETAIL A

DETAIL B

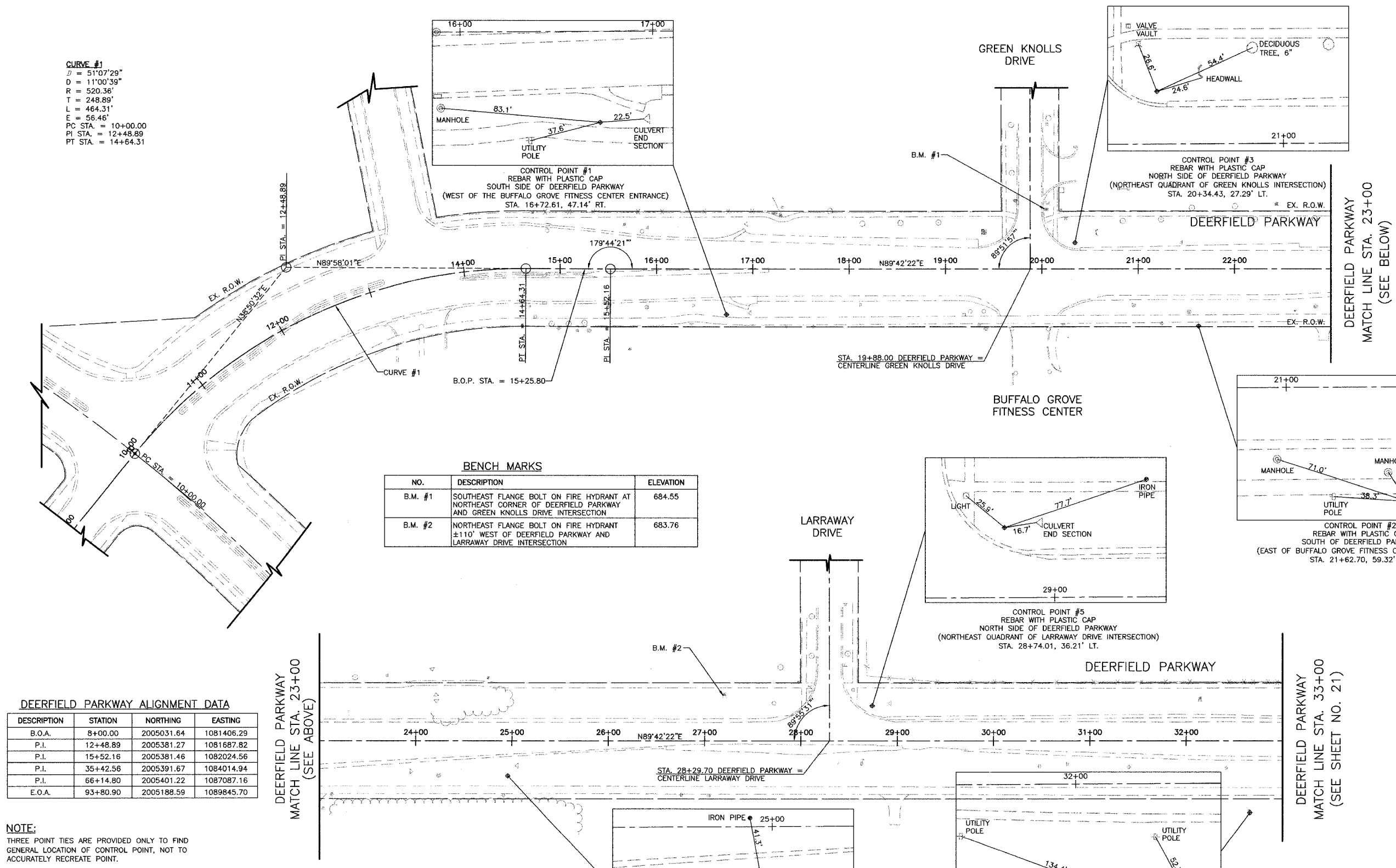
NOTE:
 ** SEE CROSS SECTIONS FOR SLOPES OTHER THAN 4:1

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
PROPOSED TYPICAL SECTIONS
 DEERFIELD PARKWAY IMPROVEMENT
 BUFFALO GROVE ROAD AND
 HIGHLAND GROVE DRIVE
 DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	20
STA.	10+00	TO STA.	33+00	
03-00088-00-PP	LANES	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

CURVE #1
 D = 51°07'29"
 D = 11°00'39"
 R = 520.36'
 T = 248.89'
 L = 464.31'
 E = 56.46'
 PC STA. = 10+00.00
 PI STA. = 12+48.89
 PT STA. = 14+64.31



BENCH MARKS

NO.	DESCRIPTION	ELEVATION
B.M. #1	SOUTHEAST FLANGE BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF DEERFIELD PARKWAY AND GREEN KNOLLS DRIVE INTERSECTION	684.55
B.M. #2	NORTHEAST FLANGE BOLT ON FIRE HYDRANT ±110' WEST OF DEERFIELD PARKWAY AND LARRAWAY DRIVE INTERSECTION	683.76

DEERFIELD PARKWAY ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	8+00.00	2005031.64	1081406.29
P.I.	12+48.89	2005381.27	1081687.82
P.I.	15+52.16	2005381.46	1082024.56
P.I.	35+42.56	2005391.67	1084014.94
P.I.	66+14.80	2005401.22	1087087.16
E.O.A.	93+80.90	2005188.59	1089845.70

NOTE:
 THREE POINT TIES ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY RECREATE POINT.

CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
1	2005334.94	1082145.26	16+72.61	47.14' RT.	688.95
2	2005325.27	1082635.40	21+62.70	59.32' RT.	685.19
3	2005411.22	1082506.69	20+34.43	27.29' LT.	683.85
4	2005350.19	1082968.19	24+95.61	36.11' RT.	681.90
5	2005424.45	1083346.21	28+74.01	36.21' LT.	682.99
6	2005315.84	1083738.78	32+66.01	74.41' RT.	687.63

NOTES:
 EXISTING ROADWAY CONFIGURATION SHOWN
 B.O.A. = BEGINNING OF ALIGNMENT
 B.O.P. = BEGINNING OF PROJECT
 P.C. = POINT OF CURVATURE
 P.C.C. = POINT OF COMMON CURVATURE
 P.T. = POINT OF TANGENT
 P.I. = POINT OF INTERSECTION
 E.O.A. = END OF ALIGNMENT
 E.O.P. = END OF PROJECT
 C.P. = CONTROL POINT
 B.M. = BENCH MARK

REVISIONS

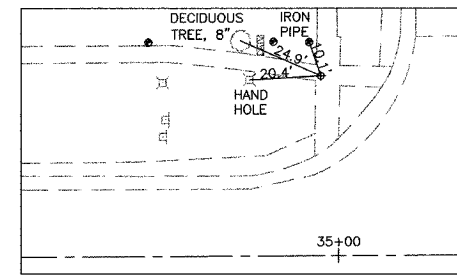
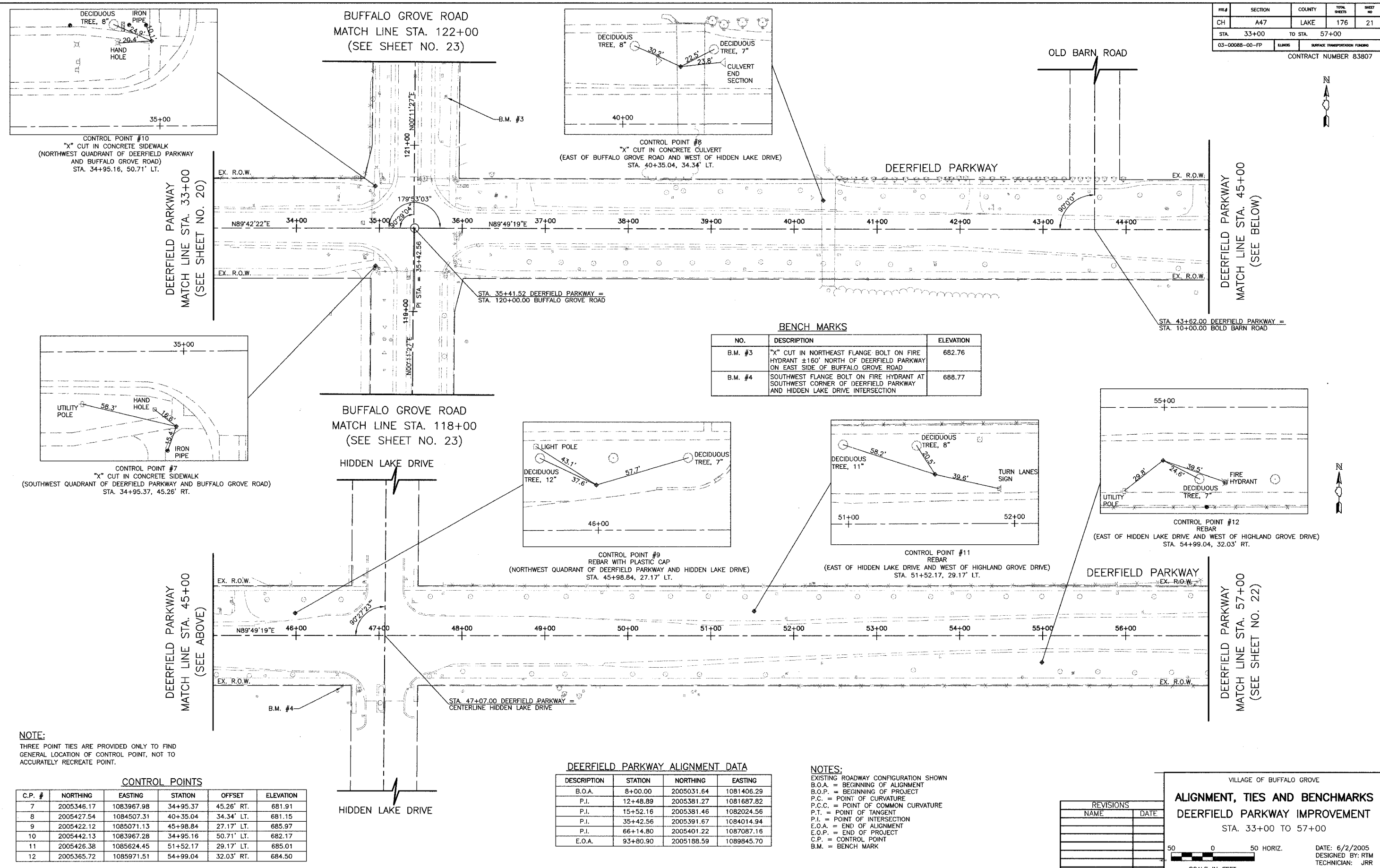
NAME	DATE

VILLAGE OF BUFFALO GROVE
ALIGNMENT, TIES AND BENCHMARKS
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 10+00 TO 33+00

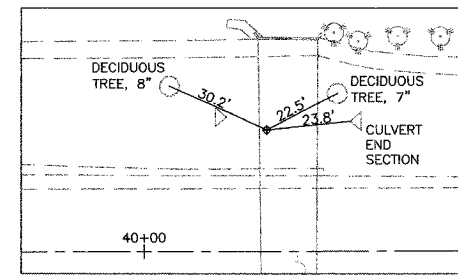
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

BID SET

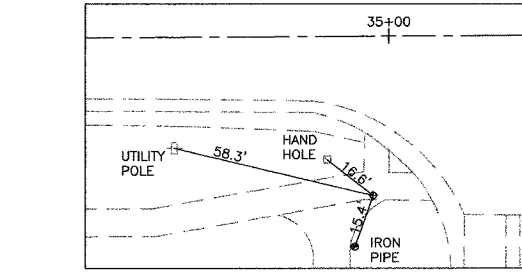
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	21
STA. 33+00		TO STA. 57+00		
03-00088-00-FP		ELANCO SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



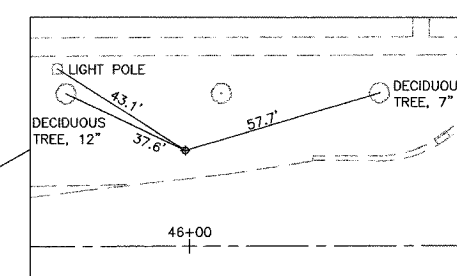
CONTROL POINT #10
"X" CUT IN CONCRETE SIDEWALK
(NORTHWEST QUADRANT OF DEERFIELD PARKWAY
AND BUFFALO GROVE ROAD)
STA. 34+95.16, 50.71' LT.



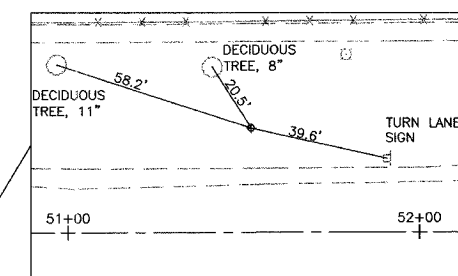
CONTROL POINT #8
"X" CUT IN CONCRETE CULVERT
(EAST OF BUFFALO GROVE ROAD AND WEST OF HIDDEN LAKE DRIVE)
STA. 40+35.04, 34.34' LT.



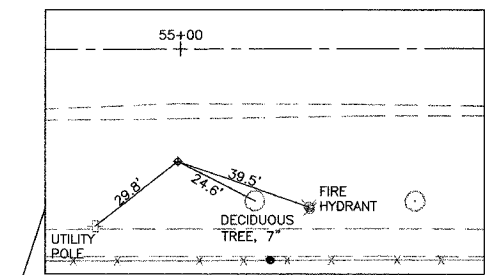
CONTROL POINT #7
"X" CUT IN CONCRETE SIDEWALK
(SOUTHWEST QUADRANT OF DEERFIELD PARKWAY AND BUFFALO GROVE ROAD)
STA. 34+95.37, 45.26' RT.



CONTROL POINT #9
REBAR WITH PLASTIC CAP
(NORTHWEST QUADRANT OF DEERFIELD PARKWAY AND HIDDEN LAKE DRIVE)
STA. 45+98.84, 27.17' LT.



CONTROL POINT #11
REBAR
(EAST OF HIDDEN LAKE DRIVE AND WEST OF HIGHLAND GROVE DRIVE)
STA. 51+52.17, 29.17' LT.



CONTROL POINT #12
REBAR
(EAST OF HIDDEN LAKE DRIVE AND WEST OF HIGHLAND GROVE DRIVE)
STA. 54+99.04, 32.03' RT.

BENCH MARKS

NO.	DESCRIPTION	ELEVATION
B.M. #3	"X" CUT IN NORTHEAST FLANGE BOLT ON FIRE HYDRANT ±160' NORTH OF DEERFIELD PARKWAY ON EAST SIDE OF BUFFALO GROVE ROAD	682.76
B.M. #4	SOUTHWEST FLANGE BOLT ON FIRE HYDRANT AT SOUTHWEST CORNER OF DEERFIELD PARKWAY AND HIDDEN LAKE DRIVE INTERSECTION	688.77

DEERFIELD PARKWAY ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	8+00.00	2005031.64	1081406.29
P.I.	12+48.89	2005381.27	1081687.82
P.I.	15+52.16	2005381.46	1082024.56
P.I.	35+42.56	2005391.67	1084014.94
P.I.	66+14.80	2005401.22	1087087.16
E.O.A.	93+80.90	2005188.59	1089845.70

NOTES:
EXISTING ROADWAY CONFIGURATION SHOWN
B.O.A. = BEGINNING OF ALIGNMENT
B.O.P. = BEGINNING OF PROJECT
P.C. = POINT OF CURVATURE
P.C.C. = POINT OF COMMON CURVATURE
P.T. = POINT OF TANGENT
P.I. = POINT OF INTERSECTION
E.O.A. = END OF ALIGNMENT
E.O.P. = END OF PROJECT
C.P. = CONTROL POINT
B.M. = BENCH MARK

NOTE:
THREE POINT TIES ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY RECREATE POINT.

CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
7	2005346.17	1083967.98	34+95.37	45.26' RT.	681.91
8	2005427.54	1084507.31	40+35.04	34.34' LT.	681.15
9	2005422.12	1085071.13	45+98.84	27.17' LT.	685.97
10	2005442.13	1083967.28	34+95.16	50.71' LT.	682.17
11	2005426.38	1085624.45	51+52.17	29.17' LT.	685.01
12	2005365.72	1085971.51	54+99.04	32.03' RT.	684.50

REVISIONS

NAME	DATE

VILLAGE OF BUFFALO GROVE
ALIGNMENT, TIES AND BENCHMARKS
DEERFIELD PARKWAY IMPROVEMENT
STA. 33+00 TO 57+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

50 0 50 HORIZ.
SCALE IN FEET

NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	22
STA. 57+00		TO STA. 77+00		
03-00088-00-FP		ALJMS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				

CURVE #2
 D = 04°35'08"
 D = 00°24'01"
 R = 14,317.07'
 T = 573.23'
 L = 1,145.85'
 E = 11.47'
 PC STA. = 60+41.56
 PI STA. = 66+14.80
 PT STA. = 71+87.41

CURVE #3
 D = 55°54'55"
 D = 19°05'55"
 R = 300.00'
 T = 159.23'
 L = 292.77'
 E = 39.64'
 PC STA. = 201+74.95
 PI STA. = 203+34.18
 PT STA. = 204+67.72

CURVE #4
 D = 39°44'46"
 D = 10°54'49"
 R = 525.00'
 T = 189.77'
 L = 364.19'
 E = 33.24'
 PC STA. = 208+10.00
 PI STA. = 209+99.77
 PT STA. = 211+74.19

HIGHLAND GROVE DRIVE

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	200+00.00	2004820.11	1086584.96
P.I.	203+34.18	2005007.29	1086308.12
P.I.	204+67.72	2005166.51	1086308.06
P.I.	208+10.00	2005508.79	1086307.04
P.I.	209+99.77	2005698.56	1086307.00
E.O.A.	211+74.19	2005844.50	1086428.30

DEERFIELD PARKWAY ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	8+00.00	2005031.64	1081406.29
P.I.	12+48.89	2005381.27	1081687.82
P.I.	15+52.16	2005381.46	1082024.56
P.I.	35+42.56	2005391.67	1084014.94
P.I.	66+14.80	2005401.22	1087087.16
E.O.A.	93+80.90	2005188.59	1089845.70

CONTROL POINTS

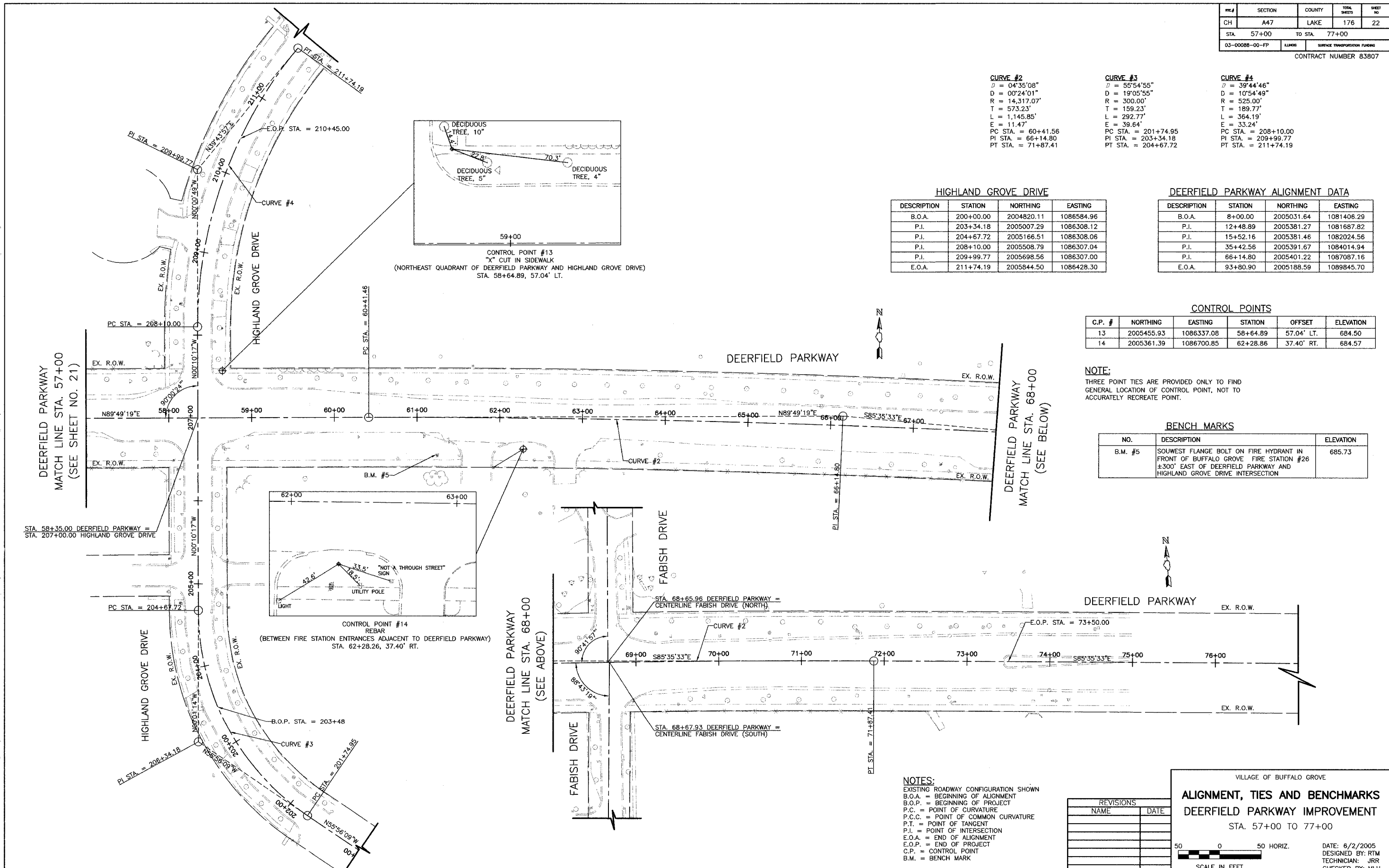
C.P. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
13	2005455.93	1086337.08	58+64.89	57.04' LT.	684.50
14	2005361.39	1086700.85	62+28.86	37.40' RT.	684.57

NOTE:

THREE POINT TIES ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY RECREATE POINT.

BENCH MARKS

NO.	DESCRIPTION	ELEVATION
B.M. #5	SOUTHWEST FLANGE BOLT ON FIRE HYDRANT IN FRONT OF BUFFALO GROVE FIRE STATION #26 ±300' EAST OF DEERFIELD PARKWAY AND HIGHLAND GROVE DRIVE INTERSECTION	685.73



NOTES:
 EXISTING ROADWAY CONFIGURATION SHOWN
 B.O.A. = BEGINNING OF ALIGNMENT
 B.O.P. = BEGINNING OF PROJECT
 P.C. = POINT OF CURVATURE
 P.C.C. = POINT OF COMMON CURVATURE
 P.T. = POINT OF TANGENT
 P.I. = POINT OF INTERSECTION
 E.O.A. = END OF ALIGNMENT
 E.O.P. = END OF PROJECT
 C.P. = CONTROL POINT
 B.M. = BENCH MARK

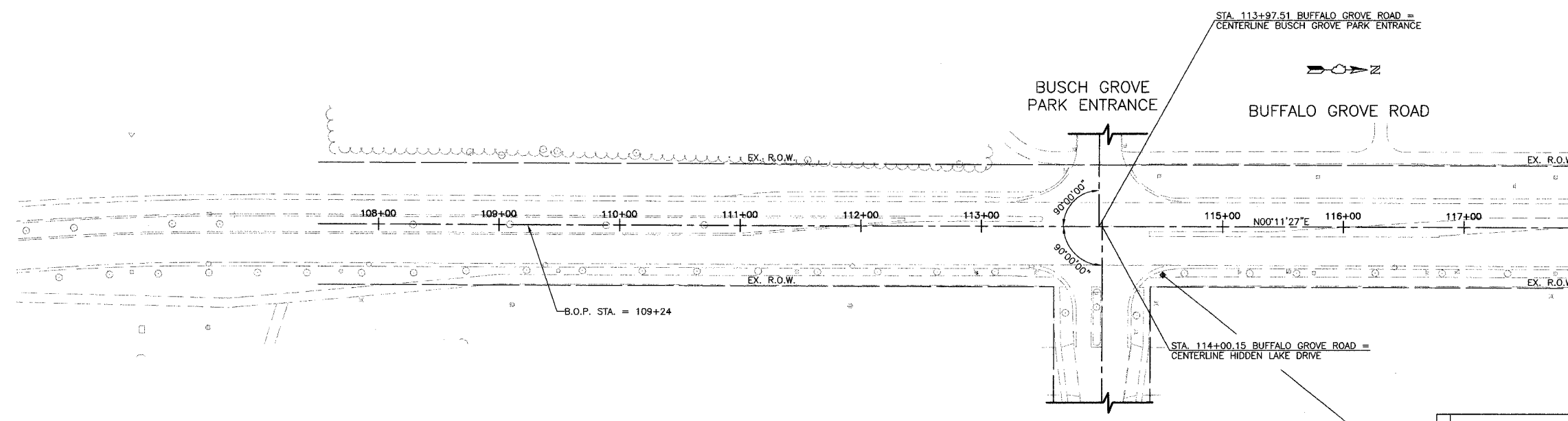
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

ALIGNMENT, TIES AND BENCHMARKS
DEERFIELD PARKWAY IMPROVEMENT
 STA. 57+00 TO 77+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
107+50	A47	LAKE	176	23
STA. 107+50		TO STA. 132+50		
03-00088-00-PP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



BUFFALO GROVE ROAD
MATCH LINE STA. 118+00
(SEE SHEET NO. 21)

BUFFALO GROVE ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	107+50.00	2004141.67	1084009.74
E.O.A.	132+50.00	2006641.66	1084018.06

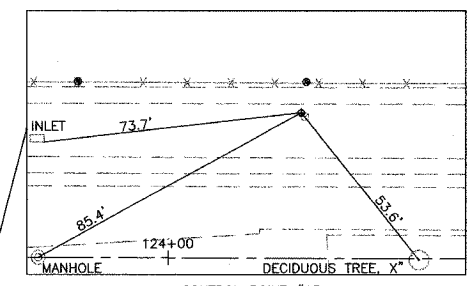
CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
15	2006619.41	1084063.25	132+27.90	45.26' RT.	684.35
16	2005829.54	1083974.11	124+37.74	41.25' LT.	682.76
17	2004842.08	1084052.10	114+50.55	40.03' RT.	684.18

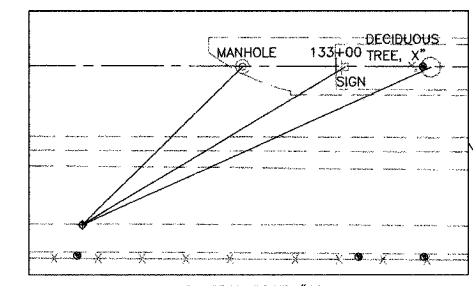
NOTE:
THREE POINT TIES ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY RECREATE POINT.

BENCH MARKS

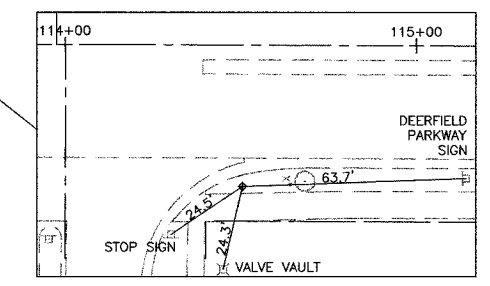
NO.	DESCRIPTION	ELEVATION
B.M. #6	"X" CUT IN WEST-SOUTHWEST FLANGE BOLT ON FIRE HYDRANT ±90' SOUTH OF LARRAWAY DRIVE WEST OF BUFFALO GROVE ROAD	688.77



CONTROL POINT #15
"X" CUT IN HANDHOLE FRAME
(NORTH BUFFALO GROVE ROAD AND SOUTH OF LARRAWAY DRIVE)
STA. 124+37.74, 41.25' LT.

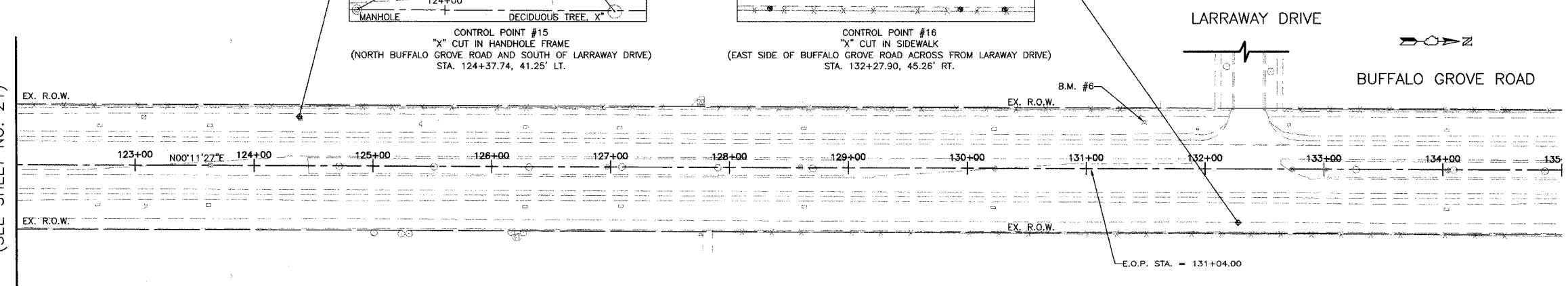


CONTROL POINT #16
"X" CUT IN SIDEWALK
(EAST SIDE OF BUFFALO GROVE ROAD ACROSS FROM LARRAWAY DRIVE)
STA. 132+27.90, 45.26' RT.



CONTROL POINT #17
REBAR
(NORTHEAST QUADRANT OF BUFFALO GROVE ROAD AND HIDDEN LAKE DRIVE)
STA. 114+50.55, 40.03' RT.

BUFFALO GROVE ROAD
MATCH LINE STA. 122+00
(SEE SHEET NO. 21)



NOTES:
EXISTING ROADWAY CONFIGURATION SHOWN
B.O.A. = BEGINNING OF ALIGNMENT
B.O.P. = BEGINNING OF PROJECT
P.C. = POINT OF CURVATURE
P.C.C. = POINT OF COMMON CURVATURE
P.T. = POINT OF TANGENT
P.I. = POINT OF INTERSECTION
E.O.A. = END OF ALIGNMENT
E.O.P. = END OF PROJECT
C.P. = CONTROL POINT
B.M. = BENCH MARK

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

ALIGNMENT, TIES AND BENCHMARKS

BUFFALO GROVE ROAD IMPROVEMENT

STA. 107+50 TO 132+50

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

50 0 50 HORIZ.
SCALE IN FEET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	24
STA.	TO STA.			
03-0008-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

APPLICABLE STANDARDS: LC7001, LC7002, LC7003, LC7004, LC7005, LC7006, LC7007, LC7008, 701301, 701306, 701326, 701421, 702001, TC-11, TC-14, TC-16, TC-18, TC-22

THE TRAFFIC CONTROL DEPICTED HEREON IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED BY THE ABOVE HIGHWAY STANDARDS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED AS INCLUDED IN THE LUMP SUM PAY ITEM "TRAFFIC CONTROL AND PROTECTION" UNLESS OTHERWISE INDICATED ON THE PLANS OR IN THE SPECIAL PROVISIONS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER.

ALL TRAFFIC CONTROL WARNING SIGNS AND ASSOCIATED SIGNING MOUNTED WITH THE WARNING SIGNS SHALL HAVE BLACK LEGENDS AND BORDERS ON FLUORESCENT ORANGE SHEETING.

ALL CONSTRUCTION SIGNS, BARRICADES AND OTHER DEVICES REQUIRED TO CONTROL TRAFFIC SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR.

ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3 INCH X 6 INCH DELINEATOR INSTALLED.

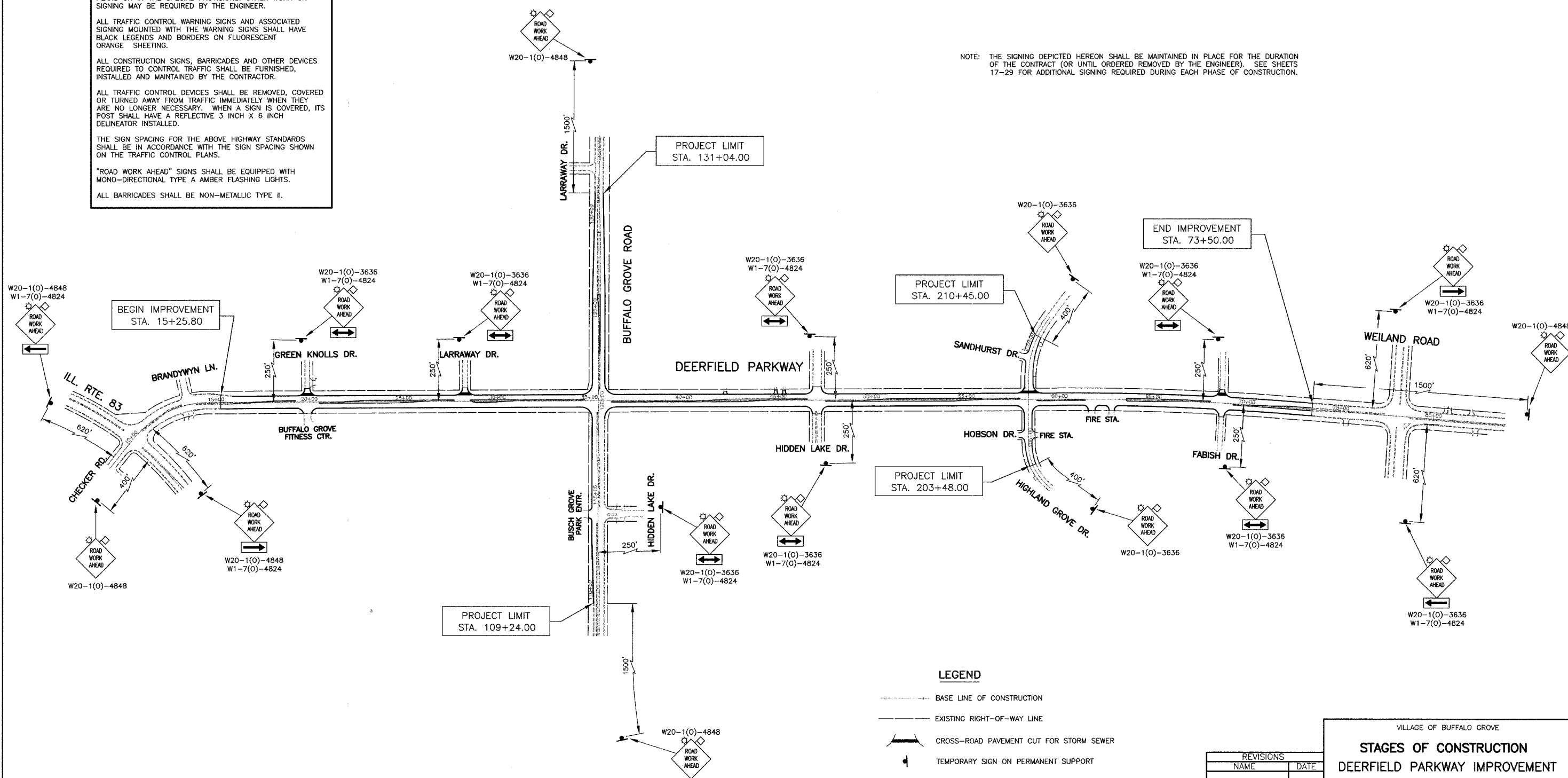
THE SIGN SPACING FOR THE ABOVE HIGHWAY STANDARDS SHALL BE IN ACCORDANCE WITH THE SIGN SPACING SHOWN ON THE TRAFFIC CONTROL PLANS.

"ROAD WORK AHEAD" SIGNS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL TYPE A AMBER FLASHING LIGHTS.

ALL BARRICADES SHALL BE NON-METALLIC TYPE II.



NOTE: THE SIGNING DEPICTED HEREON SHALL BE MAINTAINED IN PLACE FOR THE DURATION OF THE CONTRACT (OR UNTIL ORDERED REMOVED BY THE ENGINEER). SEE SHEETS 17-29 FOR ADDITIONAL SIGNING REQUIRED DURING EACH PHASE OF CONSTRUCTION.



LEGEND

- BASE LINE OF CONSTRUCTION
- - - EXISTING RIGHT-OF-WAY LINE
- CROSS-ROAD PAVEMENT CUT FOR STORM SEWER
- ⬇ TEMPORARY SIGN ON PERMANENT SUPPORT
- ⊛ MONO-DIRECTIONAL FLASHING AMBER LIGHT
- ◇ ORANGE WARNING FLAG (OPTIONAL)

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION

DEERFIELD PARKWAY IMPROVEMENT

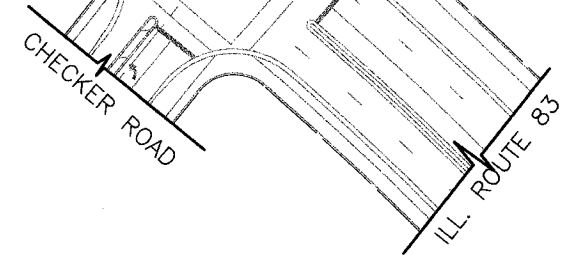
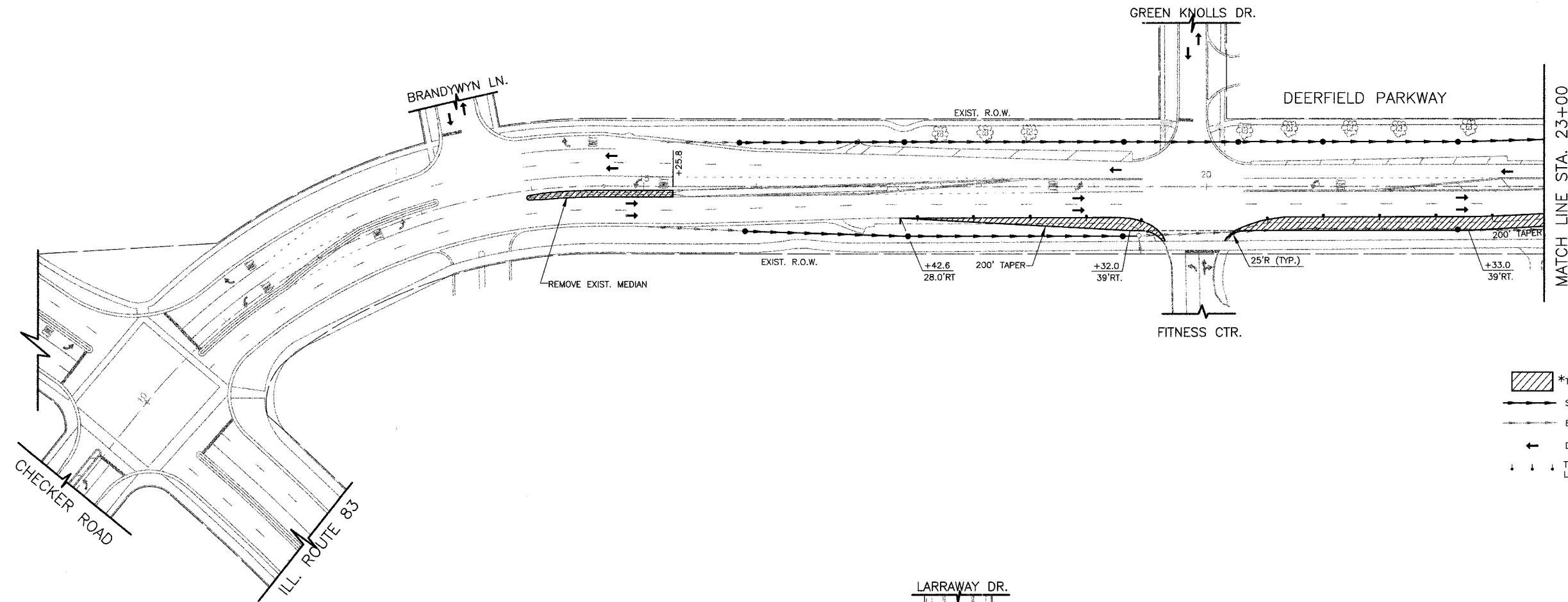
TRAFFIC CONTROL PLAN

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

SCALE: 1"=250'

PRE.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	25
STA.	9+00	TO STA.	33+00	
03-00088-00-FP	LINKS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



LEGEND

- *TEMPORARY PAVEMENT CONSTRUCTED DURING PHASE 1A
 - STORM SEWER INSTALLED DURING PHASE 1A
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 1A
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1A
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- *BITUMINOUS BASE COURSE, SUPERPAVE, 8" WITH NO BINDER OR SURFACE COURSE, OR P.C. CONCRETE PAVEMENT, 6" WITH NO PAVEMENT FABRIC

PRE-PHASE 1A

1. REMOVE EXISTING 18" STORM SEWER.
2. *INSTALL TEMPORARY 18" C.M.P. CULVERT AT LOCATION & ELEVATION DESIGNATED BY THE ENGINEER.

*FURNISHING, INSTALLING & SUBSEQUENTLY REMOVING CULVERT SHALL BE INCIDENTAL TO TEMPORARY PAVEMENT WIDENING.

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

CONSTRUCT TEMPORARY PAVEMENT WIDENING USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701326).
 NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE EDGE OF TEMPORARY PAVEMENT OR BACK OF CURB.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PAVEMENT MARKINGS SHOWN ARE EXISTING.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 1A

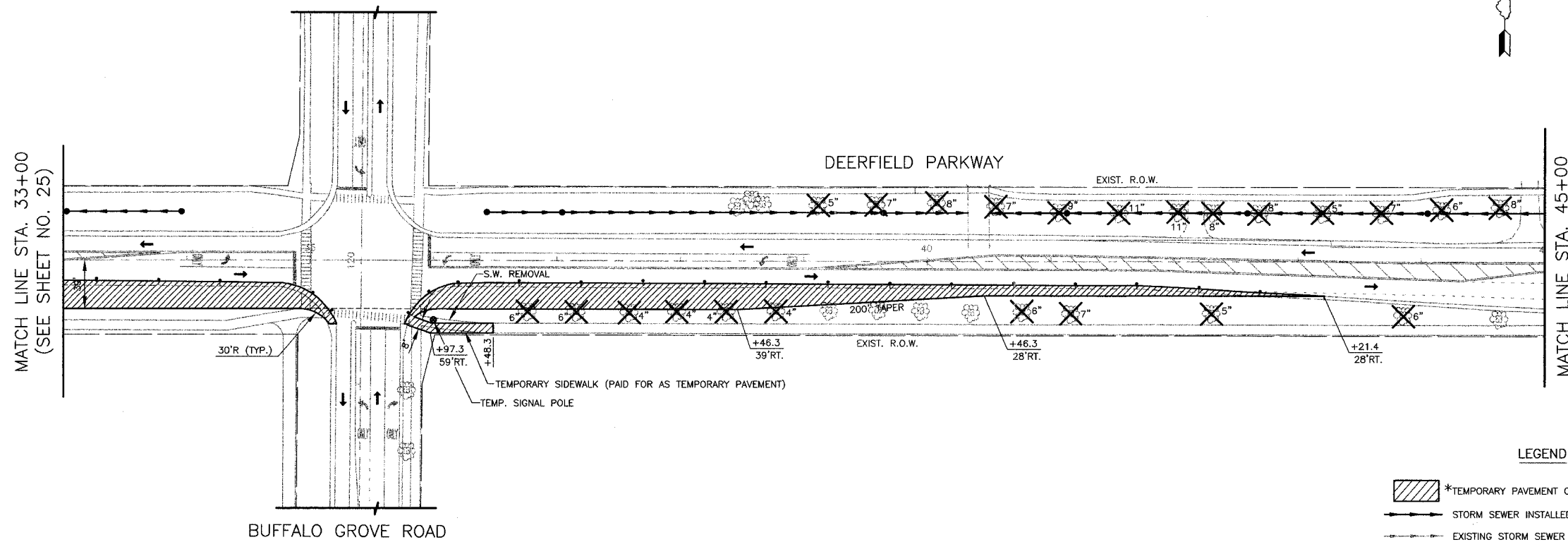
DEERFIELD PARKWAY IMPROVEMENT

STA. 9+00 TO 33+00

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

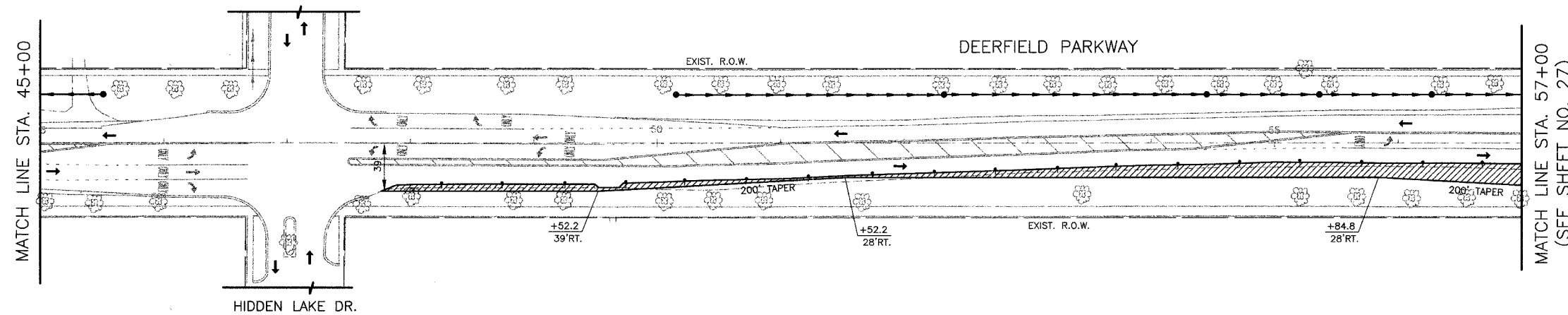
50 0 50 HORIZ.
 SCALE IN FEET

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH A47	LAKE	176	26
STA. 33+00	TO STA. 57+00		
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807			



LEGEND

- *TEMPORARY PAVEMENT CONSTRUCTED DURING PHASE 1A
 - STORM SEWER INSTALLED DURING PHASE 1A
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 1A
 - EXISTING TREE TO BE REMOVED AT BEGINNING OF PHASE 1A
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1A
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- *BITUMINOUS BASE COURSE, SUPERPAVE, 8" WITH NO BINDER OR SURFACE COURSE, OR P.C. CONCRETE PAVEMENT, 6" WITH NO PAVEMENT FABRIC



NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 CONSTRUCT TEMPORARY PAVEMENT WIDENING USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701326).
 NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE EDGE OF TEMPORARY PAVEMENT.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PAVEMENT MARKINGS SHOWN ARE EXISTING.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
STAGES OF CONSTRUCTION PHASE 1A
DEERFIELD PARKWAY IMPROVEMENT
 STA. 33+00 TO 57+00



DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

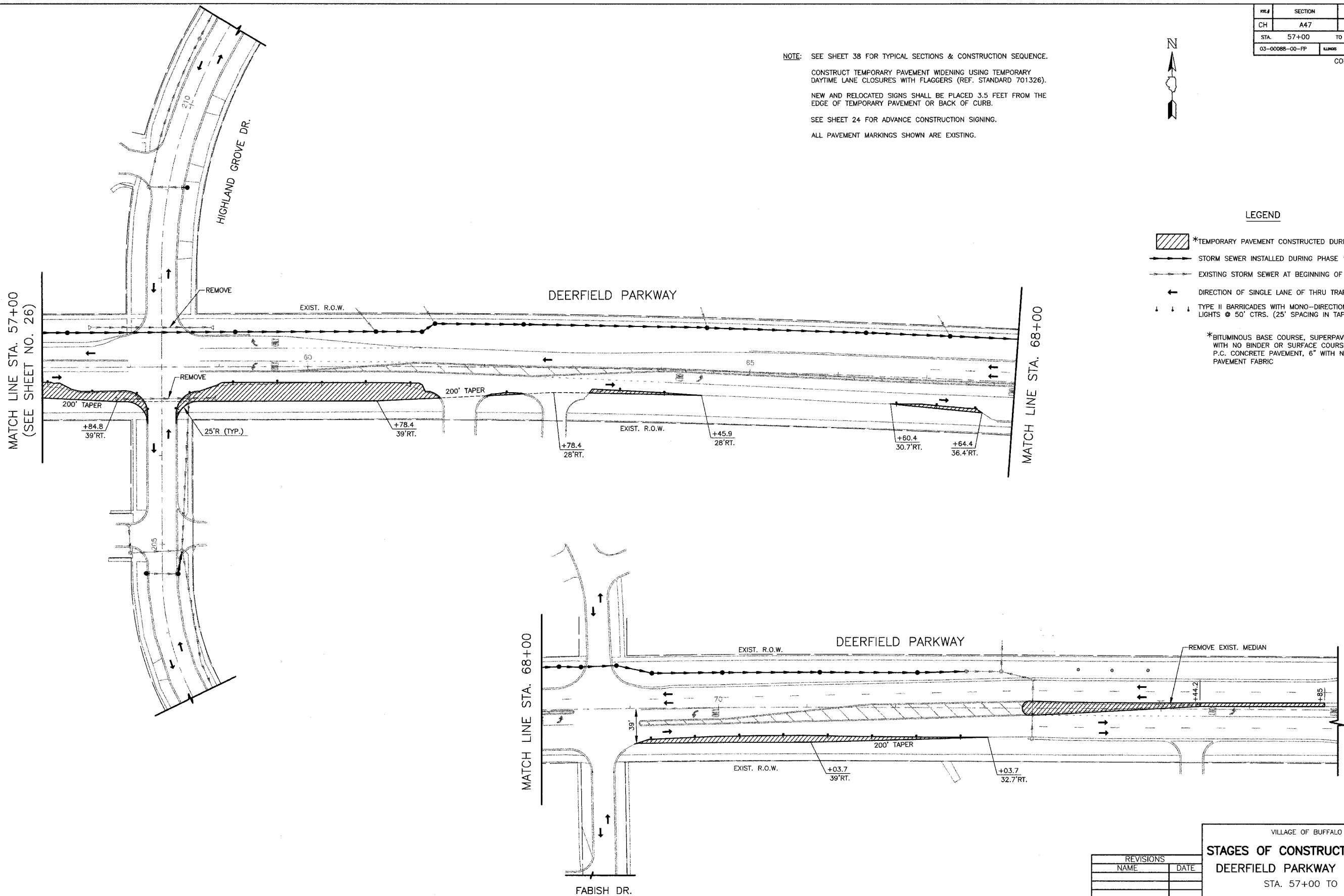
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	27
STA.	57+00	TO STA.	77+00	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 CONSTRUCT TEMPORARY PAVEMENT WIDENING USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701326).
 NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE EDGE OF TEMPORARY PAVEMENT OR BACK OF CURB.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PAVEMENT MARKINGS SHOWN ARE EXISTING.

LEGEND

- *TEMPORARY PAVEMENT CONSTRUCTED DURING PHASE 1A
 - STORM SEWER INSTALLED DURING PHASE 1A
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 1A
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1A
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- *BITUMINOUS BASE COURSE, SUPERPAVE, 8" WITH NO BINDER OR SURFACE COURSE, OR P.C. CONCRETE PAVEMENT, 6" WITH NO PAVEMENT FABRIC



MATCH LINE STA. 57+00
(SEE SHEET NO. 26)

MATCH LINE STA. 68+00

MATCH LINE STA. 68+00

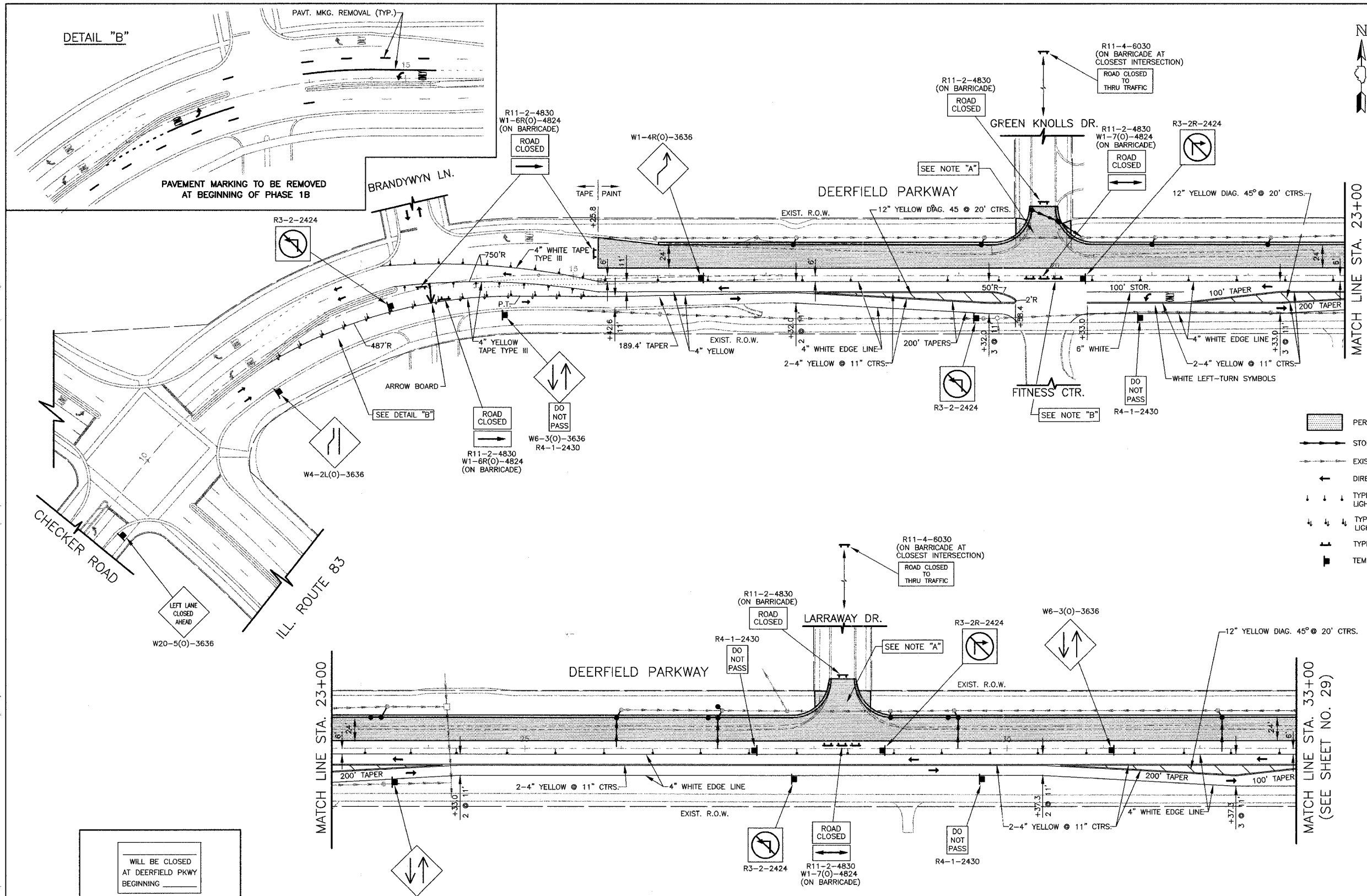
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
STAGES OF CONSTRUCTION PHASE 1A
DEERFIELD PARKWAY IMPROVEMENT
 STA. 57+00 TO 77+00

50 0 50 HORIZ.
 SCALE IN FEET

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A47	LAKE	176	28
STA. 9+00	TO STA. 33+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807			



LEGEND

- PERMANENT PAVING DURING PHASE 1B
- STORM SEWER INSTALLED DURING PHASE 1B
- EXISTING STORM SEWER AT BEGINNING OF PHASE 1B
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1B
- TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT

WILL BE CLOSED
AT DEERFIELD PKWY
BEGINNING

TEMPORARY INFORMATION SIGN

FOR DETAILS NOT SHOWN, SEE APPLICABLE PORTIONS OF DIST. 1 STANDARD TC-22 ("TEMPORARY INFORMATION SIGNING")

DETAIL "A"

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.

SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.

NOTE "A": INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF STAGE 1B FOR A MAXIMUM OF SEVEN (7) CALENDAR DAYS (SEE SPECIAL PROVISIONS FOR PENALTY REQUIREMENTS). AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERRECTED AT LOCATIONS DESIGNATED BY THE ENGINEER (SEE DETAIL "A").

NOTE "B": CONSTRUCT TEMPORARY PAVEMENT ABUTTING EXISTING PAVEMENT USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701.326).

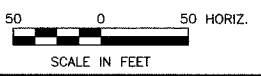
VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 1B

DEERFIELD PARKWAY IMPROVEMENT

STA. 9+00 TO 33+00

REVISIONS	
NAME	DATE



DATE: 6/2/2005
DESIGNED BY: RJK
TECHNICIAN: JRR
CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	30
STA.	57+00	TO STA.	81+00	
03-00088-00-PP	ELIMOS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

PROPOSED HIGHLAND GROVE DRIVE PHASE 1B CONSTRUCTION SEQUENCE:

- PHASE 1B-1: STORM SEWER, PAVEMENT WIDENING & CURB & GUTTER ON WEST SIDE
- PHASE 1B-2: STORM SEWER, PAVEMENT WIDENING & CURB & GUTTER ON EAST SIDE

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

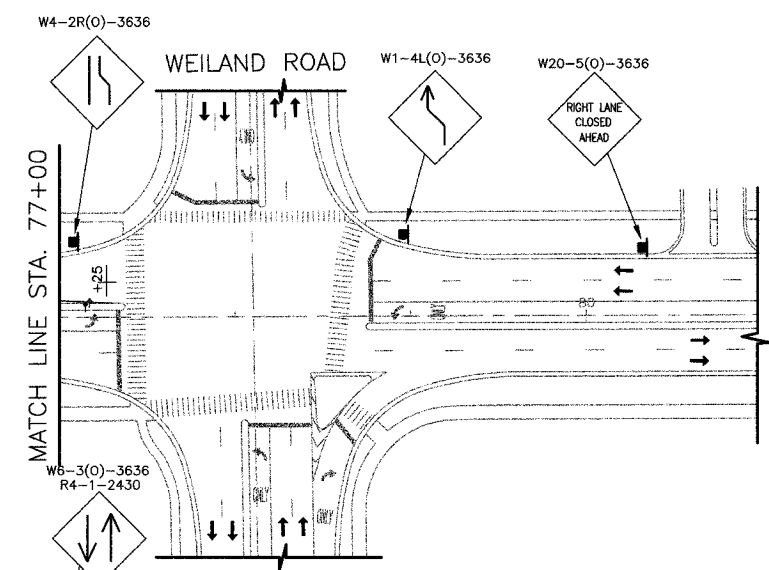
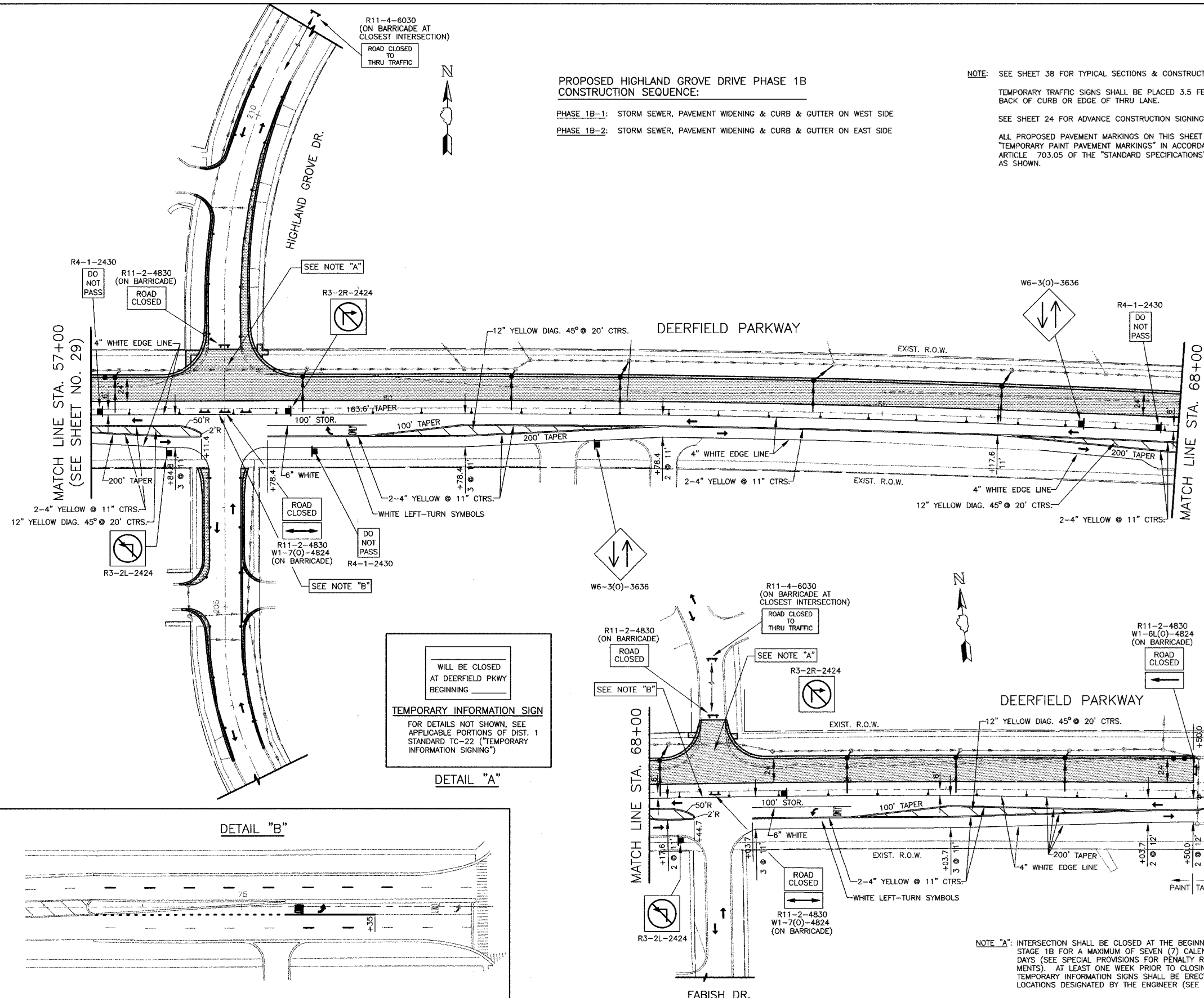
TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.

SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.

LEGEND

- PERMANENT PAVING DURING PHASE 1B
- STORM SEWER INSTALLED DURING PHASE 1B
- EXISTING STORM SEWER AT BEGINNING OF PHASE 1B
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1B
- TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT

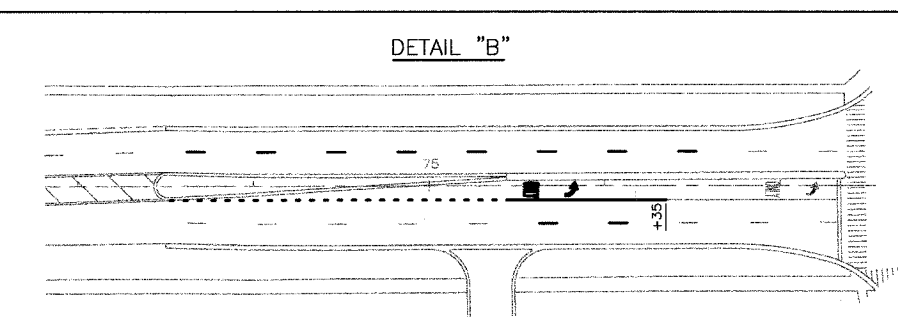


WILL BE CLOSED AT DEERFIELD PKWY BEGINNING

TEMPORARY INFORMATION SIGN

FOR DETAILS NOT SHOWN, SEE APPLICABLE PORTIONS OF DIST. 1 STANDARD TC-22 ("TEMPORARY INFORMATION SIGNING")

DETAIL "A"



PAVEMENT MARKING TO BE REMOVED AT BEGINNING OF PHASE 1B

NOTE "A": INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF STAGE 1B FOR A MAXIMUM OF SEVEN (7) CALENDAR DAYS (SEE SPECIAL PROVISIONS FOR PENALTY REQUIREMENTS). AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERRECTED AT LOCATIONS DESIGNATED BY THE ENGINEER (SEE DETAIL "A").

NOTE "B": CONSTRUCT TEMPORARY PAVEMENT ABUTTING EXISTING PAVEMENT USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701326).

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

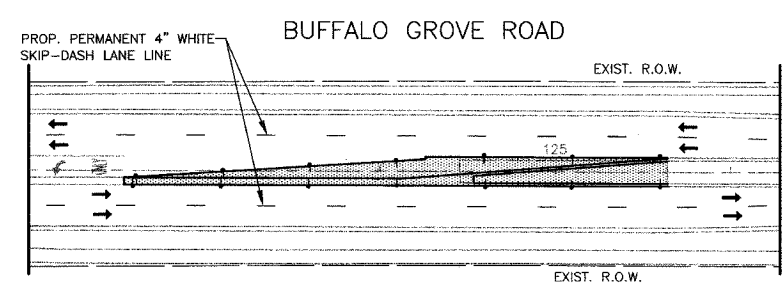
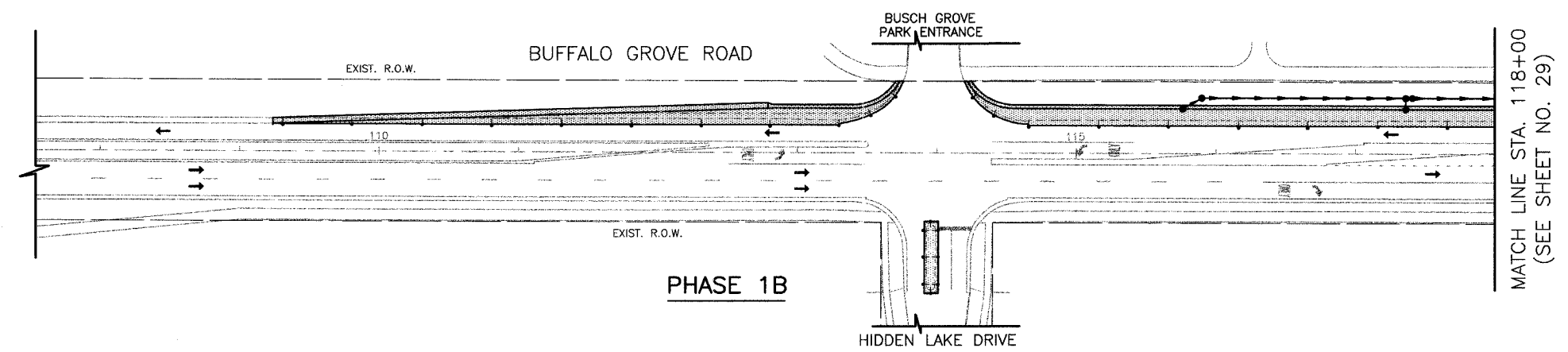
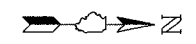
STAGES OF CONSTRUCTION PHASE 1B

DEERFIELD PARKWAY IMPROVEMENT

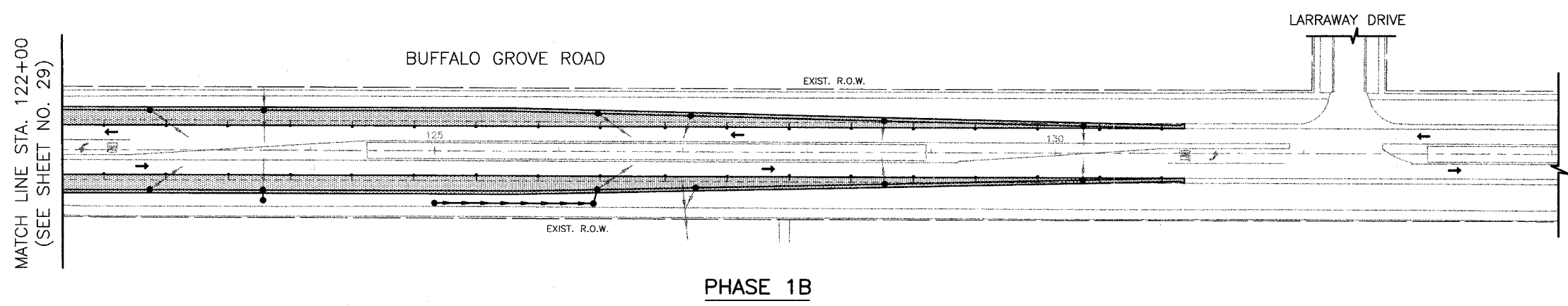
STA. 57+00 TO 81+00

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	31
STA. 107+50	TO STA. 132+50			
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- LEGEND**
- *PERMANENT PAVING DURING PHASES 1B & 2
 - STORM SEWER INSTALLED DURING PHASE 1B
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 1B
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- *MAINTAIN TRAFFIC USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701326 FOR PHASE 1B & 701421 FOR STAGE 2)



NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PAVEMENT MARKING SHOWN IS EXISTING UNLESS OTHERWISE NOTED.
 SEE SHEET 82 FOR PERMANENT PAVEMENT MARKING DETAILS.

PROPOSED PHASE 1B CONSTRUCTION SEQUENCE:
 PHASE 1B-1: STORM SEWER, PAVEMENT WIDENING & CURB & GUTTER ON WEST SIDE
 PHASE 1B-2: STORM SEWER, PAVEMENT WIDENING & CURB & GUTTER ON EAST SIDE

REVISIONS	
NAME	DATE

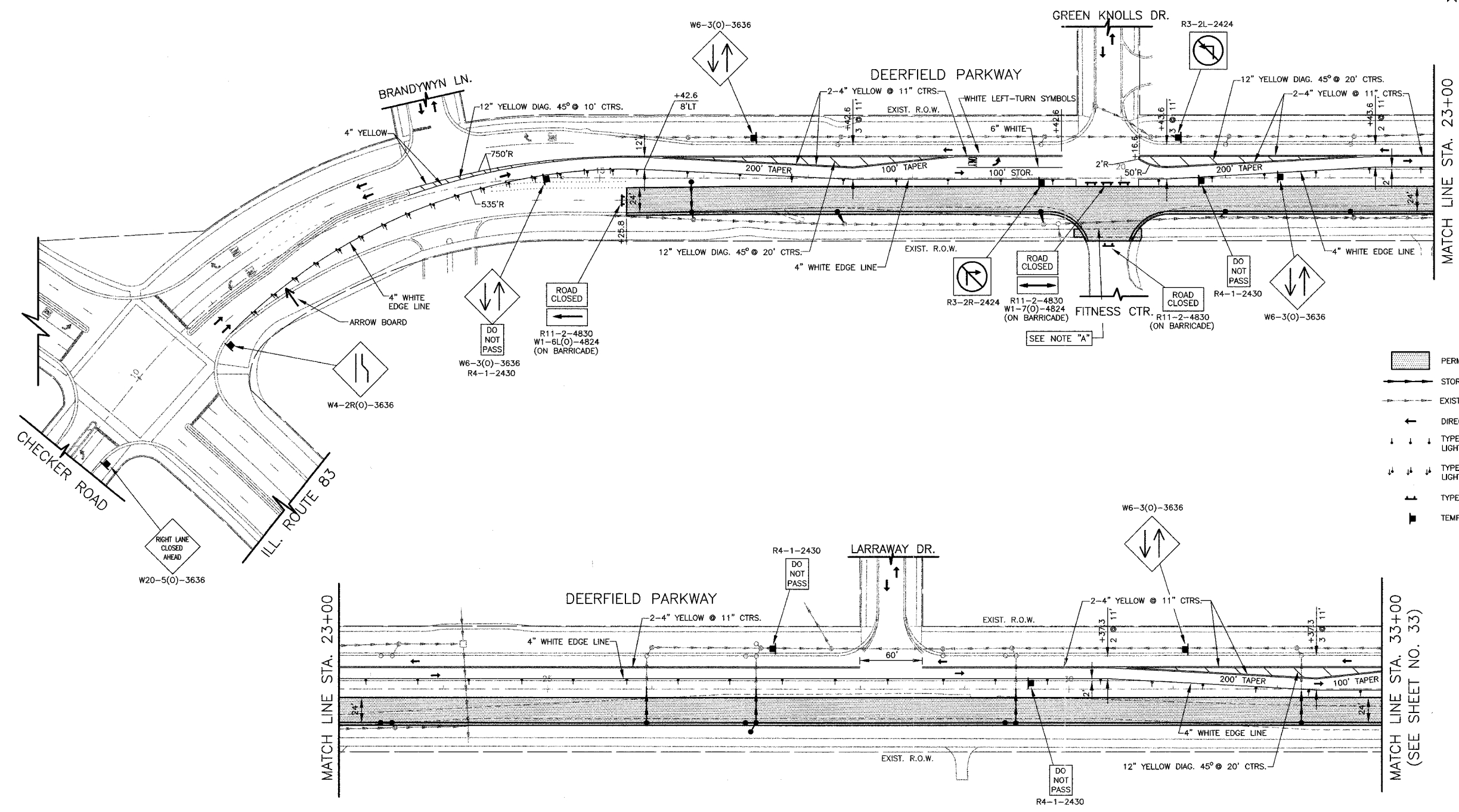
VILLAGE OF BUFFALO GROVE

STAGES OF CONSTR. PHASES 1B & 2
DEERFIELD PARKWAY IMPROVEMENT
 BUFFALO GROVE ROAD WIDENING

SCALE IN FEET

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	32
STA.	9+00	TO STA.	33+00	
03-00088-00-FP		ALPORS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



- LEGEND**
- PERMANENT PAVING DURING PHASE 2
 - STORM SEWER INSTALLED DURING PHASE 2
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 2
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 2
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT

WILL BE CLOSED
AT DEERFIELD PKWY
BEGINNING _____

TEMPORARY INFORMATION SIGN

FOR DETAILS NOT SHOWN, SEE
APPLICABLE PORTIONS OF DIST. 1
STANDARD TC-22 ("TEMPORARY
INFORMATION SIGNING")

DETAIL "A"

NOTE "A": INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF STAGE 2 FOR A MAXIMUM OF SEVEN (7) CALENDAR DAYS (SEE SPECIAL PROVISIONS FOR PENALTY REQUIREMENTS). AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERRECTED AT LOCATIONS DESIGNATED BY THE ENGINEER (SEE DETAIL "A").

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.

SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "PAVEMENT MARKING TAPE TYPE III" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS".

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 2

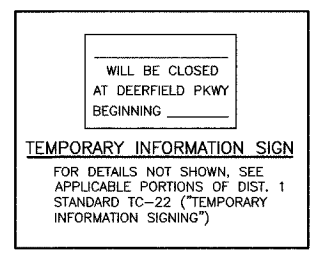
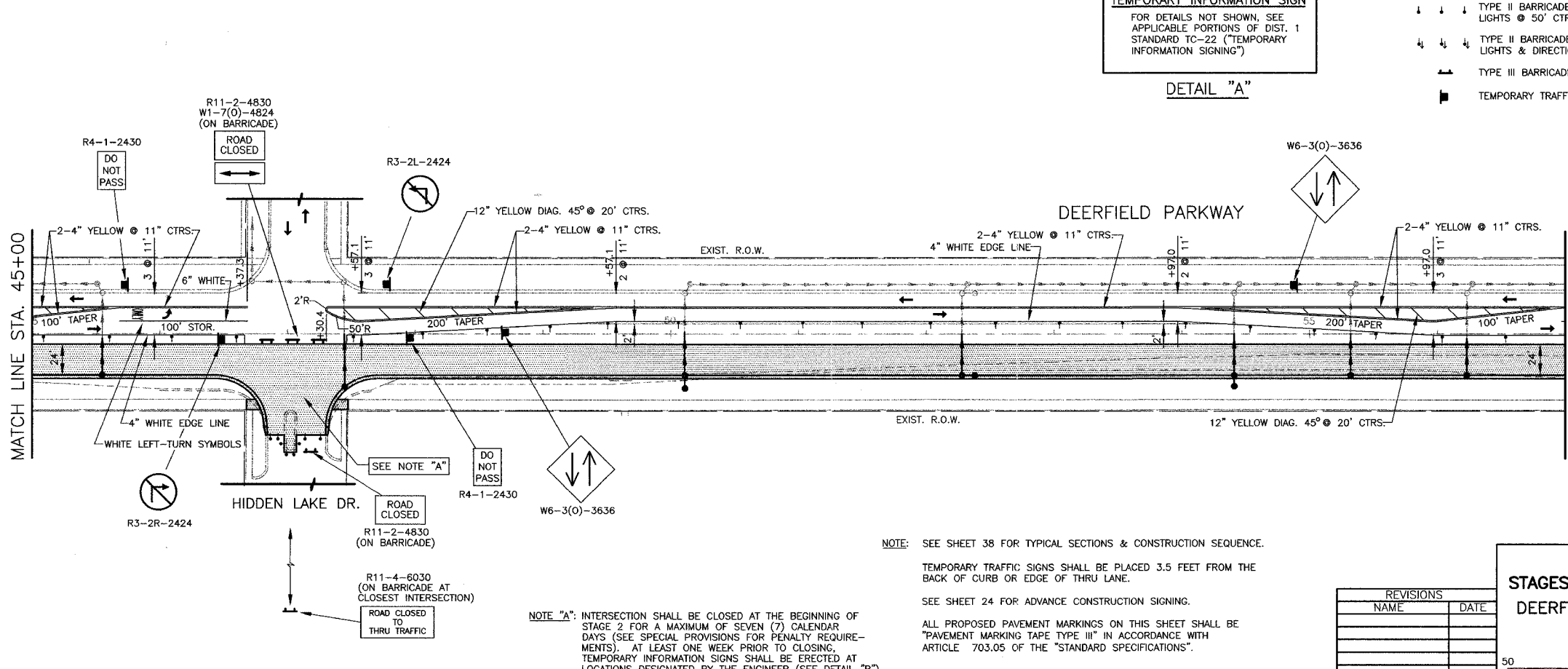
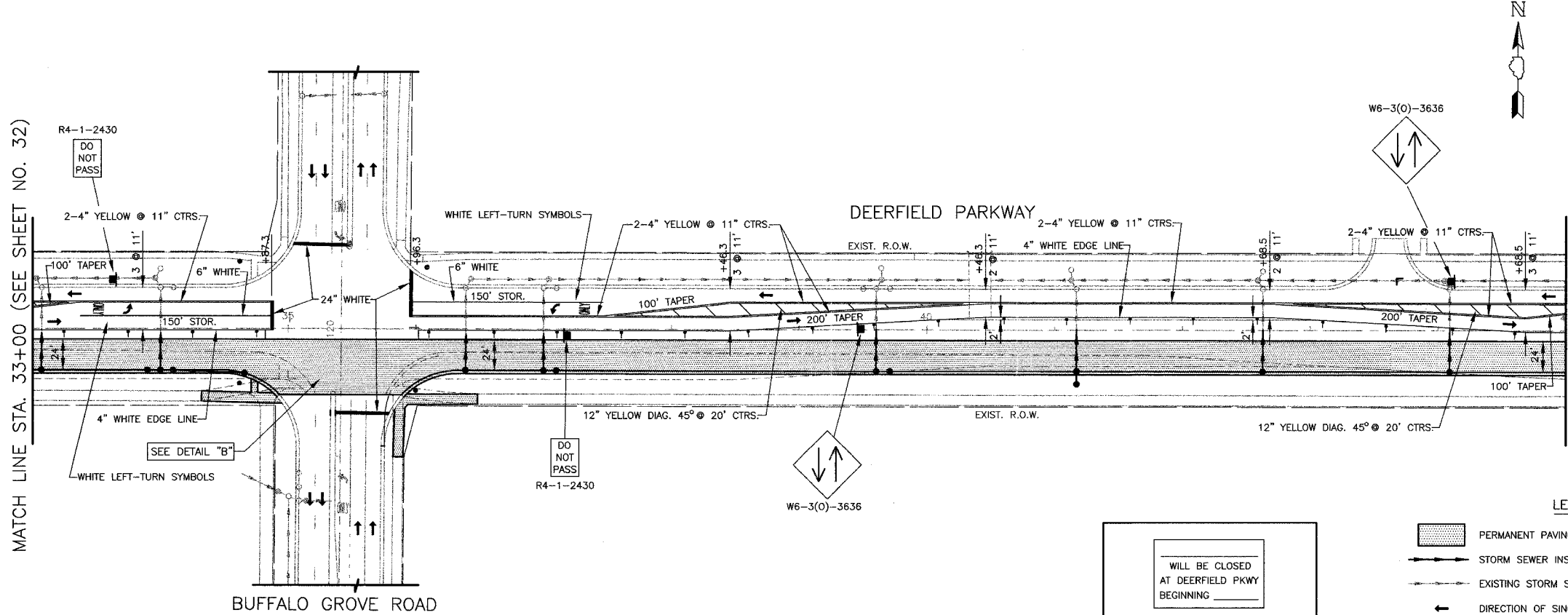
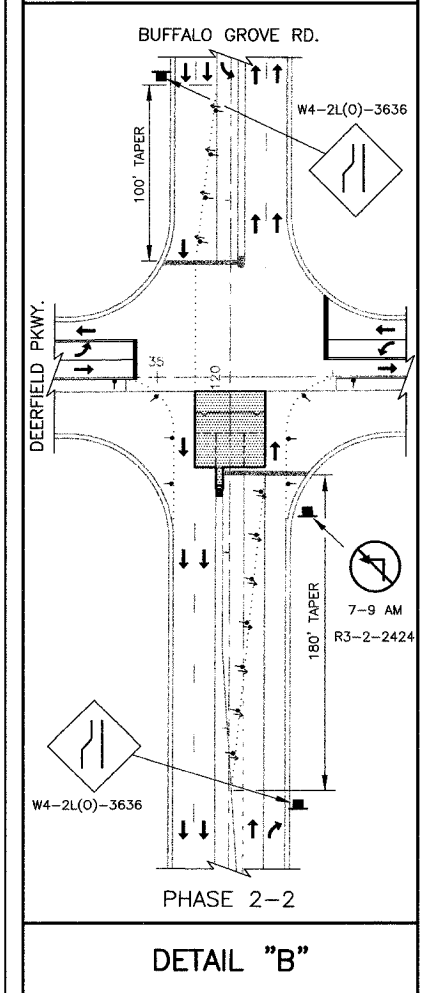
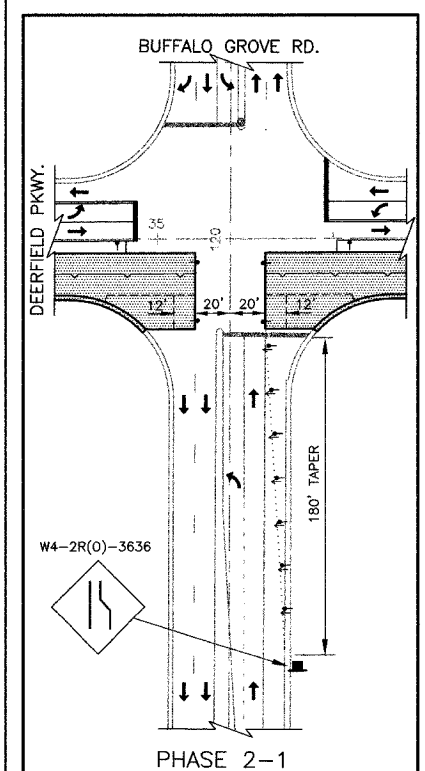
DEERFIELD PARKWAY IMPROVEMENT

STA. 9+00 TO 33+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: RJK
TECHNICIAN: JRR
CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	33
STA. 33+00	TO STA. 57+00			
03-00088-00-FP	LANE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- LEGEND**
- PERMANENT PAVING DURING PHASE 2
 - STORM SEWER INSTALLED DURING PHASE 2
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 2
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 2
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT

DETAIL "A"

NOTE "A": INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF STAGE 2 FOR A MAXIMUM OF SEVEN (7) CALENDAR DAYS (SEE SPECIAL PROVISIONS FOR PENALTY REQUIREMENTS). AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERECTED AT LOCATIONS DESIGNATED BY THE ENGINEER (SEE DETAIL "B").

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.

SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "PAVEMENT MARKING TAPE TYPE III" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS".

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 2

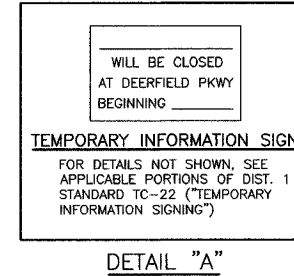
DEERFIELD PARKWAY IMPROVEMENT

STA. 33+00 TO 57+00

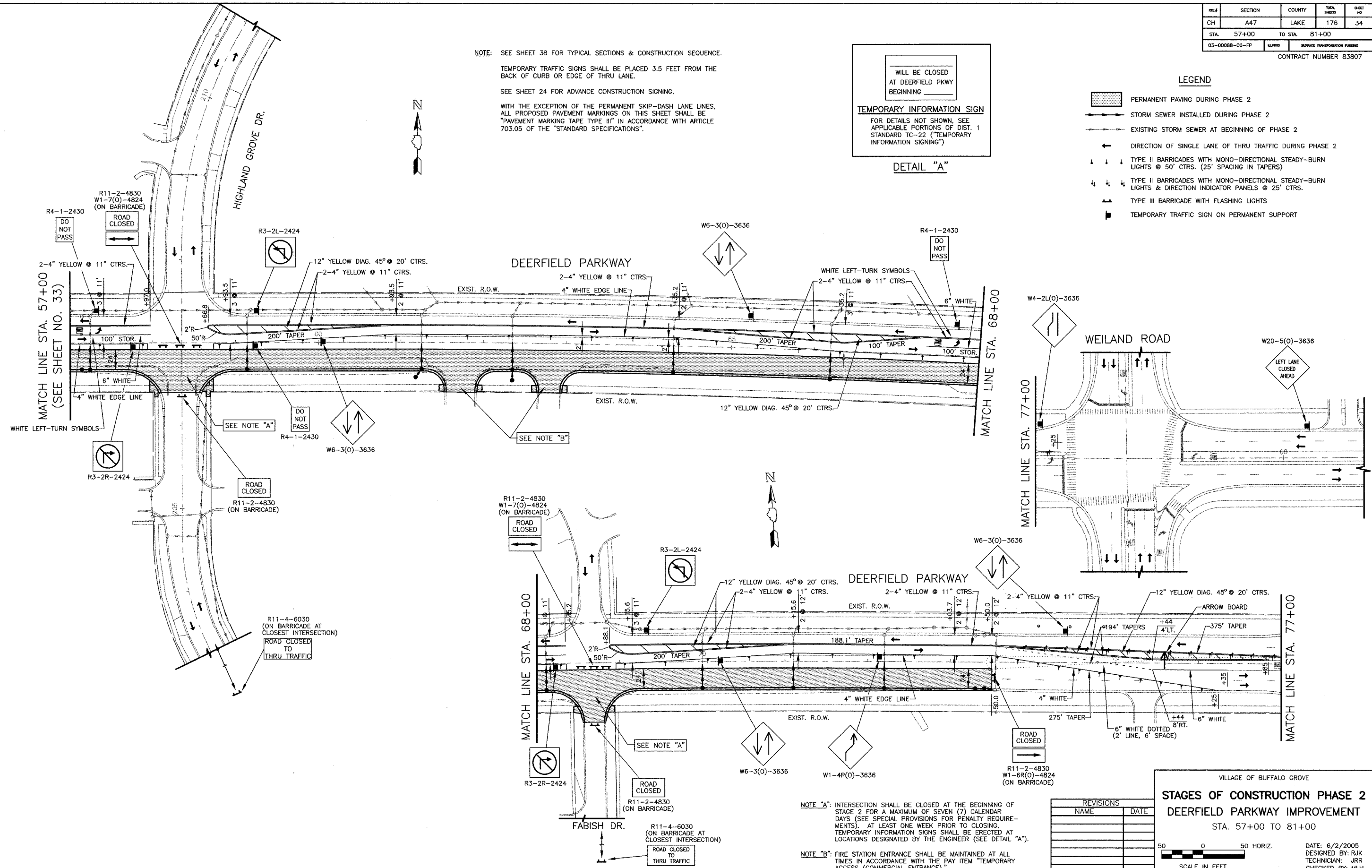
DATE: 6/2/2005
DESIGNED BY: RJK
TECHNICIAN: JRR
CHECKED BY: MLH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH A47	LAKE	176	34
STA. 57+00	TO STA. 81+00		
03-00088-00-FP		SURFACE TRANSPORTATION PAVING	
CONTRACT NUMBER 83807			

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 WITH THE EXCEPTION OF THE PERMANENT SKIP-DASH LANE LINES, ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "PAVEMENT MARKING TAPE TYPE III" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS".



- LEGEND**
- PERMANENT PAVING DURING PHASE 2
 - STORM SEWER INSTALLED DURING PHASE 2
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 2
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 2
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT



NOTE "A": INTERSECTION SHALL BE CLOSED AT THE BEGINNING OF STAGE 2 FOR A MAXIMUM OF SEVEN (7) CALENDAR DAYS (SEE SPECIAL PROVISIONS FOR PENALTY REQUIREMENTS). AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERECTED AT LOCATIONS DESIGNATED BY THE ENGINEER (SEE DETAIL "A").

NOTE "B": FIRE STATION ENTRANCE SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PAY ITEM "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)".

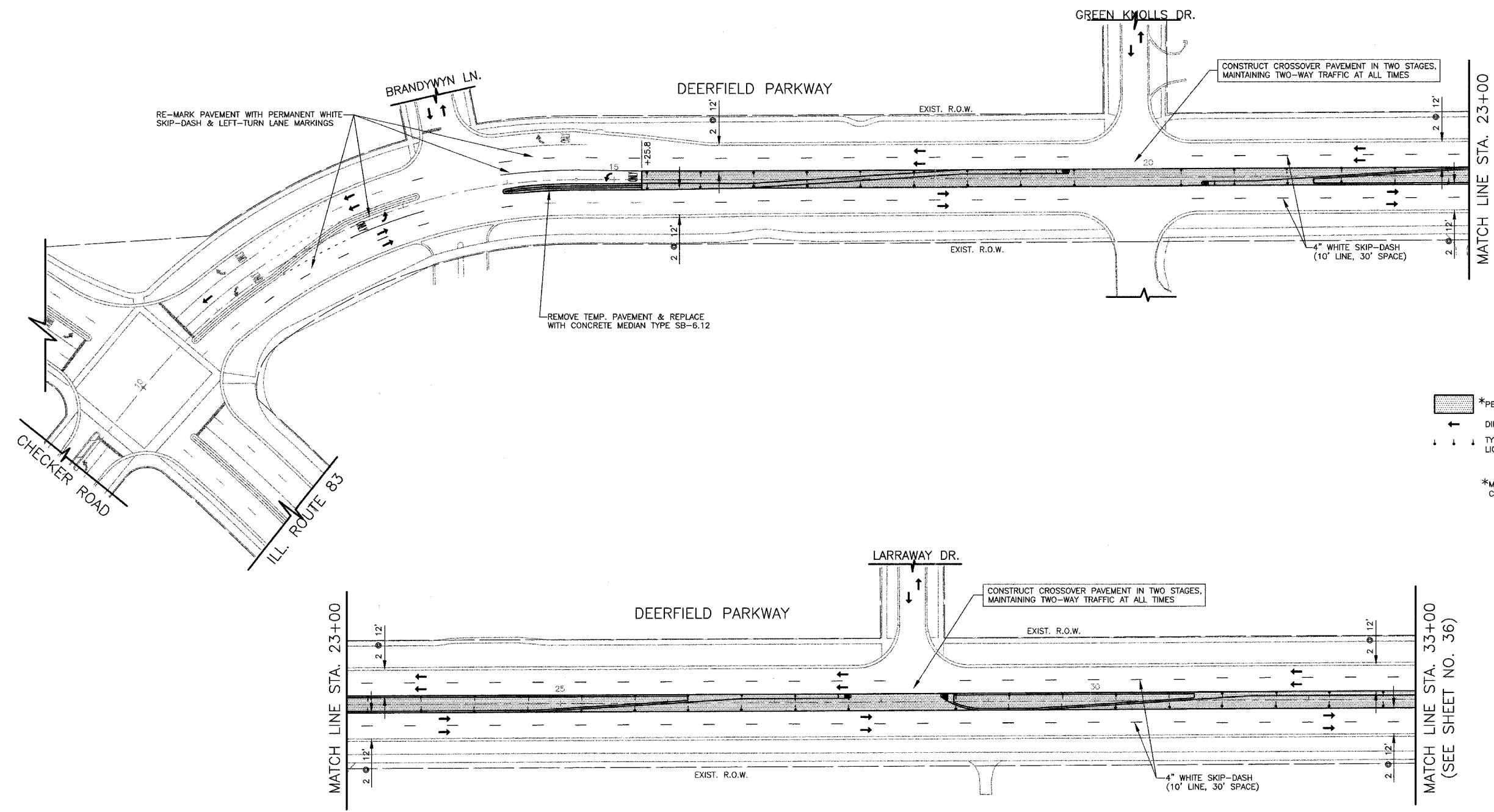
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 2
DEERFIELD PARKWAY IMPROVEMENT
 STA. 57+00 TO 81+00

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	35
STA. 9+00		TO STA. 33+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- LEGEND**
- *PERMANENT PAVEMENT & MEDIAN CONSTRUCTED DURING PHASE 3
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 3
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
 - *MAINTAIN TRAFFIC USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701421)

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.

SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE PERMANENT MARKINGS (SEE SHEET 79 FOR DETAILS).

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 3

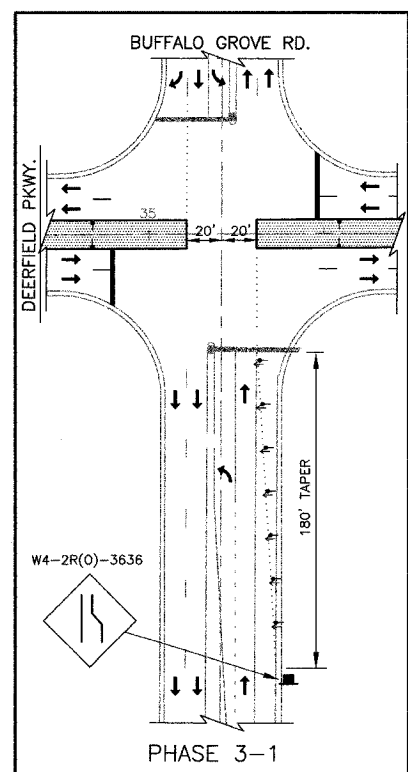
DEERFIELD PARKWAY IMPROVEMENT

STA. 9+00 TO 33+00

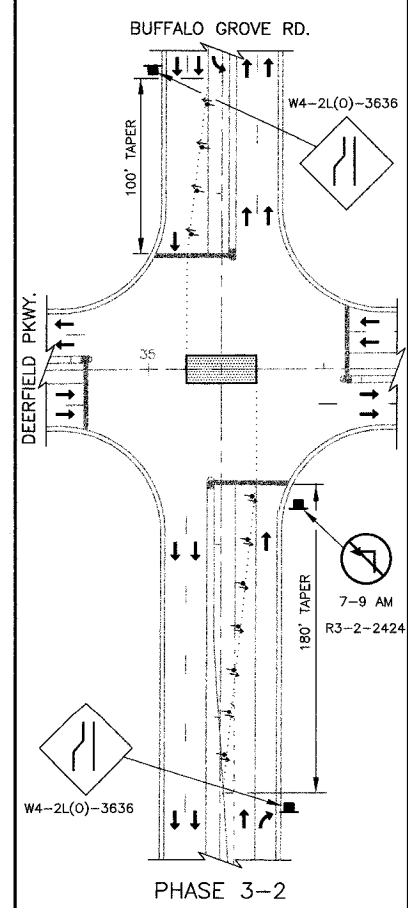
SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: RJK
TECHNICIAN: JRR
CHECKED BY: MLH

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	36
STA. 33+00	TO STA. 57+00			
03-00088-00-FP	ELIMOS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



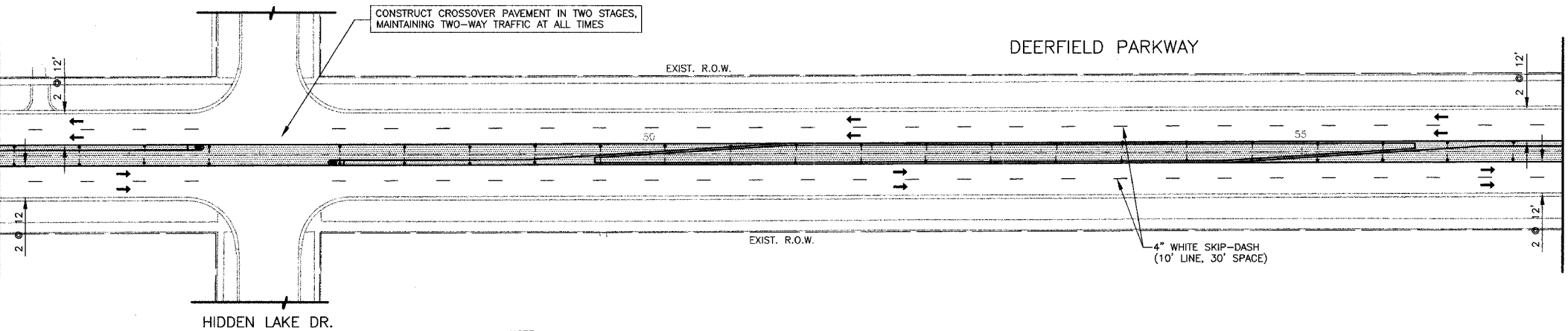
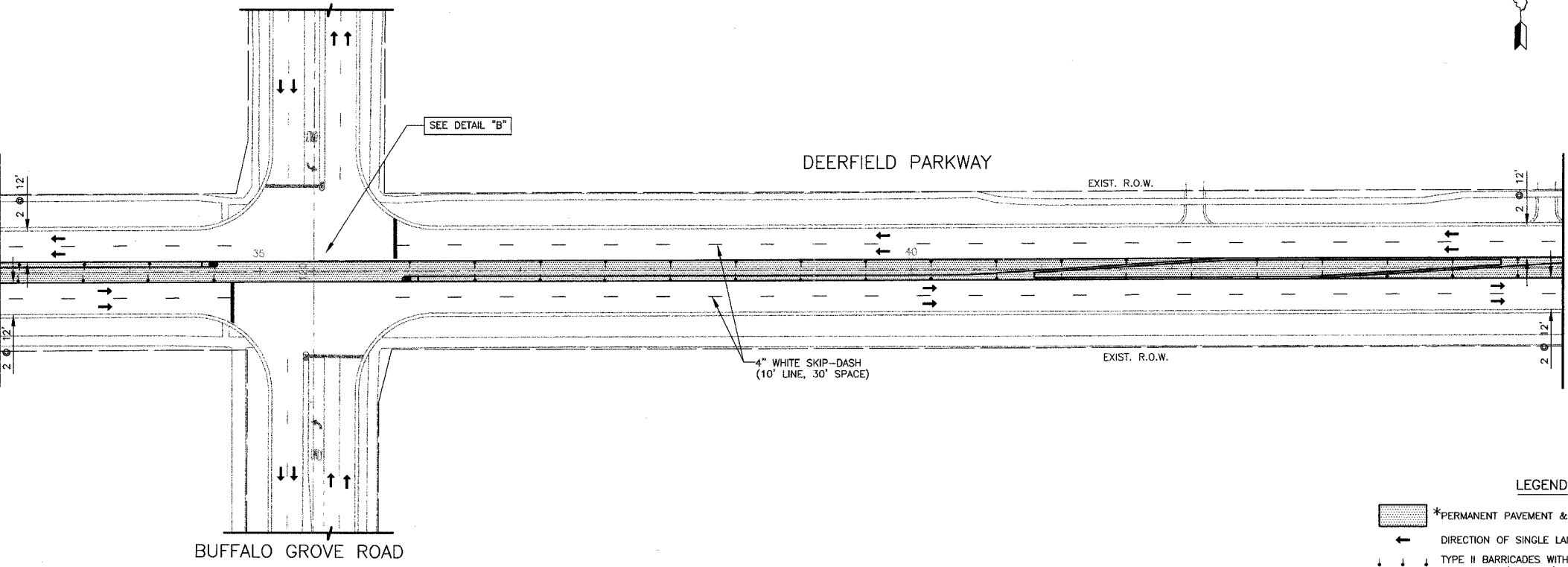
MATCH LINE STA. 33+00 (SEE SHEET NO. 35)



MATCH LINE STA. 45+00



MATCH LINE STA. 45+00



MATCH LINE STA. 45+00

MATCH LINE STA. 57+00 (SEE SHEET NO. 37)

LEGEND

- *PERMANENT PAVEMENT & MEDIAN CONSTRUCTED DURING PHASE 3
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 3
- TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
- *MAINTAIN TRAFFIC USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701421)

NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE PERMANENT MARKINGS (SEE SHEET 80 FOR DETAILS).

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
STAGES OF CONSTRUCTION PHASE 3
DEERFIELD PARKWAY IMPROVEMENT
 STA. 33+00 TO 57+00

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

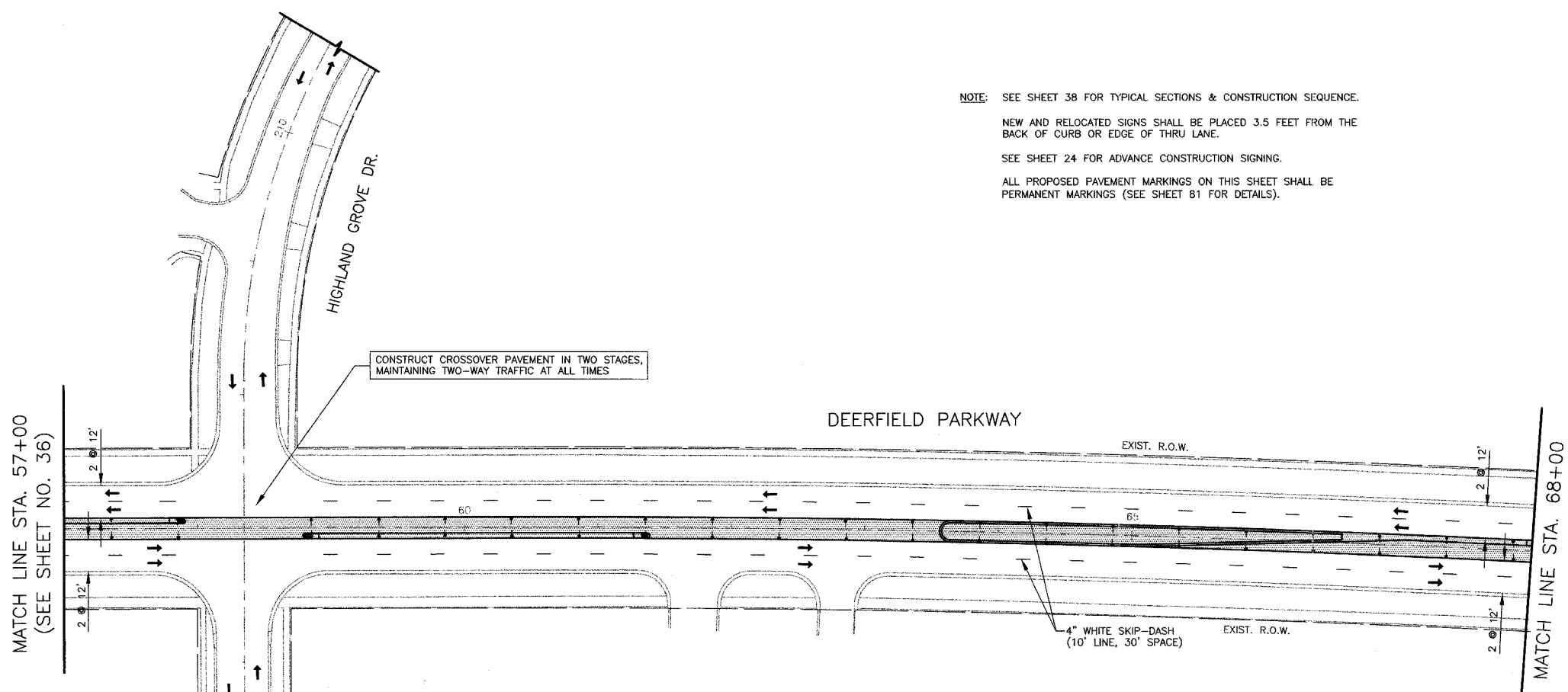
SCALE IN FEET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	37
STA.	57+00	TO STA.	77+00	
03-00088-00-FP	ELIMOS	SURFACE TRANSPORTATION FUNDING		

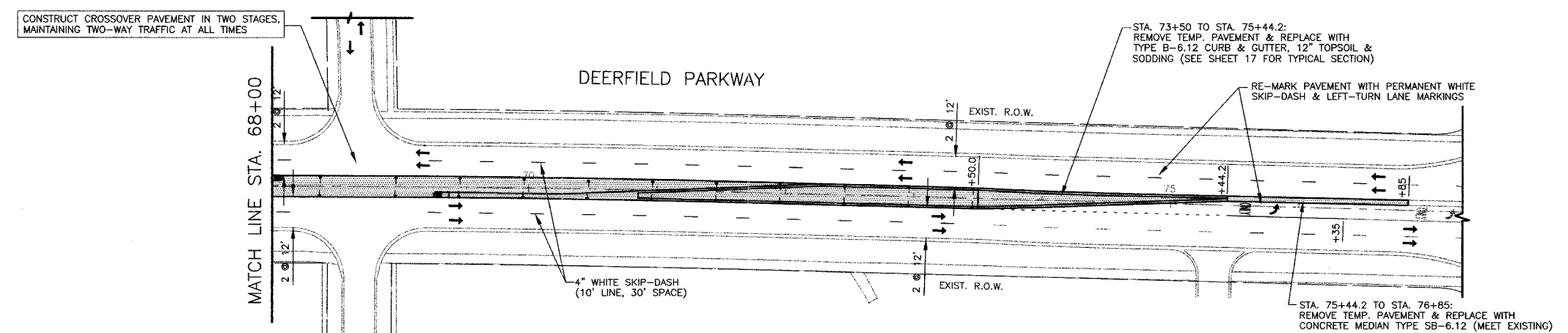
CONTRACT NUMBER 83807



NOTE: SEE SHEET 38 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 NEW AND RELOCATED SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OF THRU LANE.
 SEE SHEET 24 FOR ADVANCE CONSTRUCTION SIGNING.
 ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE PERMANENT MARKINGS (SEE SHEET 81 FOR DETAILS).



- LEGEND**
- *PERMANENT PAVEMENT & MEDIAN CONSTRUCTED DURING PHASE 3
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 3
 - TYPE II BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS)
 - *MAINTAIN TRAFFIC USING TEMPORARY DAYTIME LANE CLOSURES WITH FLAGGERS (REF. STANDARD 701421)



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

STAGES OF CONSTRUCTION PHASE 3

DEERFIELD PARKWAY IMPROVEMENT

STA. 57+00 TO 77+00

DATE: 6/2/2005
 DESIGNED BY: RJK
 TECHNICIAN: JRR
 CHECKED BY: MLH

50 0 50 HORIZ.
 SCALE IN FEET

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH A47	LAKE	176	38
STA. TO STA.		CONTRACT NUMBER 83807	
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING	

- LEGEND**
- 1 EXISTING BITUMINOUS PAVEMENT
 - 2 EXISTING CONCRETE PAVEMENT
 - 3 EXISTING PAVEMENT MARKING (WHITE LINE)
 - 4 EXISTING PAVEMENT MARKING (DOUBLE YELLOW LINE)
 - 5 PROP. TEMPORARY PAINT PAVEMENT MARKING 4" WHITE (LINE)
 - 6 PROP. TEMPORARY PAINT PAVEMENT MARKING 6" WHITE (LINE)
 - 7 PROP. TEMPORARY PAINT PAVEMENT MARKING 4" YELLOW (DOUBLE LINE)
 - 8 PROP. PAVEMENT MARKING TAPE, TYPE III 4" (WHITE LINE)
 - 9 GRAVEL SHOULDER REMOVAL-PAID FOR AS "EARTH EXCAVATION (SPECIAL)"
 - 10 PROP. PAVEMENT MARKING TAPE, TYPE III 4" (DOUBLE YELLOW LINE)
 - 11 PROP. PAVEMENT MARKING TAPE, TYPE III 6" (WHITE LINE)
 - 12 PROP. BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, NS0
 - 13 PROP. PREFORMED PLASTIC PAVEMENT MARKING, TYPE C - LINE 4" (WHITE SKIP-DASH LINE)
 - 14 TYPE II BARRICADE (NON-METALLIC) W/STEADY-BURN LIGHT
 - 15 PAVEMENT REMOVAL
 - 16 COMBINATION CURB & GUTTER REMOVAL
 - 17 BITUMINOUS SHOULDER REMOVAL-PAID FOR AS "EARTH EXCAVATION (SPECIAL)"
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE
- TEMPORARY PAVEMENT WIDENING
- PERMANENT CONSTRUCTION DURING PHASE
- *BIT. BASE COURSE, SUPERPAVE, 8" WITH NO BINDER OR SURFACE COURSE, OR P.C. CONCRETE PAVEMENT, 6" WITH NO PAVEMENT FABRIC
- **SEE TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS

CONSTRUCTION SEQUENCE	
PHASE 1A (SHEETS 25-27)	
1.	ERECT ALL ADVANCE CONSTRUCTION SIGNING.
2.	CONSTRUCT TEMPORARY SIDEWALK ON SOUTHEAST CORNER OF DEERFIELD PARKWAY AND BUFFALO GROVE ROAD.
3.	INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AND REMOVE EXISTING SIGNALS AT DEERFIELD PARKWAY AND BUFFALO GROVE ROAD.
4.	CONSTRUCT MAIN STORM SEWERS ON NORTH AND SOUTH SIDES OF DEERFIELD PARKWAY.
5.	REMOVE TREES AND RELOCATE LIGHT POLES, FIRE HYDRANTS AND TRAFFIC SIGNS WHERE NECESSARY, REMOVE BITUMINOUS AND GRAVEL SHOULDERS AND CONSTRUCT TEMPORARY PAVEMENT WIDENING ON SOUTH SIDE OF DEERFIELD PARKWAY.
6.	REMOVE PORTIONS OF EXISTING MEDIANS AT EAST AND WEST ENDS AND REPLACE WITH TEMPORARY PAVEMENT.
PHASE 1B (SHEETS 28-31)	
1.	REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, ERECT BARRICADES AND TEMPORARY TRAFFIC SIGNS, ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT DEERFIELD PARKWAY TRAFFIC TO SOUTH SIDE.
2.	CONSTRUCT STORM SEWER LATERALS ON NORTH SIDE OF DEERFIELD PARKWAY AND ALL STORM SEWERS ON BUFFALO GROVE ROAD.
3.	CONSTRUCT TWO WESTBOUND LANES ON DEERFIELD PARKWAY, AND OUTSIDE PAVEMENT WIDENING ON WEST SIDE OF BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE.
4.	CONSTRUCT OUTSIDE PAVEMENT WIDENING ON EAST SIDE OF BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE.
5.	BEGIN INSTALLATION OF PERMANENT TRAFFIC SIGNALS AND ROADWAY LIGHTING.
PHASE 2 (SHEETS 32-34)	
1.	REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, RELOCATE BARRICADES, ERECT TEMPORARY TRAFFIC SIGNS, ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT DEERFIELD PARKWAY TRAFFIC TO NORTH SIDE.
2.	CONSTRUCT ALL REMAINING STORM SEWERS.
3.	CONSTRUCT TWO EASTBOUND LANES ON DEERFIELD PARKWAY.
4.	PLACE PERMANENT PAVEMENT MARKINGS ON BUFFALO GROVE ROAD, OPEN ALL LANES TO TRAFFIC, PLACE BARRICADES AND MODIFY MEDIAN.
PHASE 3 (SHEETS 35-37)	
1.	REMOVE TEMPORARY PAVEMENT MARKINGS AND RE-MARK EXISTING PAVEMENT WITH PERMANENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY TRAFFIC SIGNALS AND OPEN EASTBOUND AND WESTBOUND THRU LANES ON DEERFIELD PARKWAY TO TRAFFIC.
2.	CONSTRUCT LEFT-TURN LANES AND MEDIAN ON DEERFIELD PARKWAY, AND REMOVE TEMPORARY PAVEMENT AND RECONSTRUCT MEDIANS AT EACH END.
PHASE 4 (NOT ILLUSTRATED)	
1.	COMPLETE AND ACTIVATE ALL PERMANENT TRAFFIC SIGNAL INSTALLATIONS AND REMOVE TEMPORARY SIGNALS AT DEERFIELD PARKWAY AND BUFFALO GROVE ROAD.
2.	COMPLETE ROADWAY LIGHTING INSTALLATION.
3.	REMOVE ALL CONFLICTING PAVEMENT MARKINGS, PLACE SHORT-TERM MARKINGS AND PERMANENT SIGNING, REMOVE ALL BARRICADES AND OPEN ALL ROADWAYS TO TRAFFIC.
4.	REMOVE TEMPORARY PAVEMENT MARKINGS, PLACE PERMANENT MARKINGS AND PERMANENT SIGNING, AND REMOVE ALL BARRICADES AND TEMPORARY TRAFFIC SIGNS.
5.	COMPLETE ALL REMAINING LANDSCAPING AND CLEAN-UP WORK.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

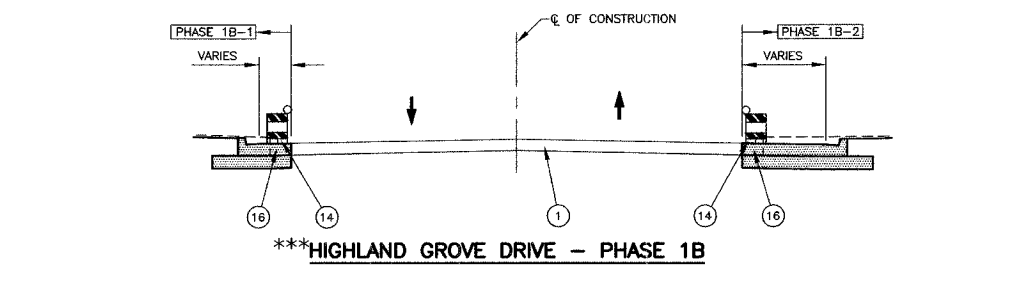
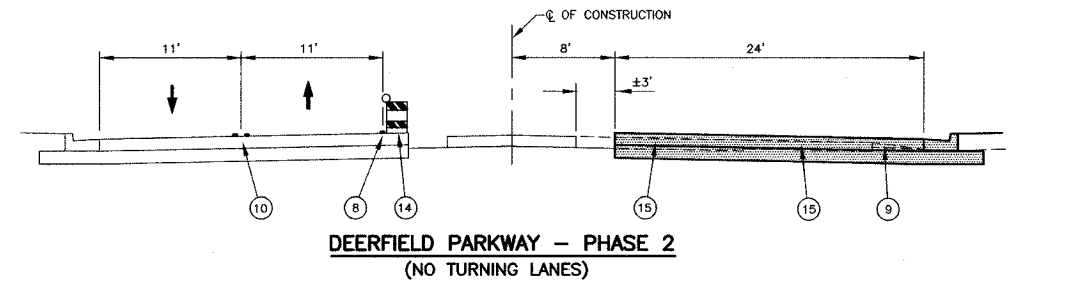
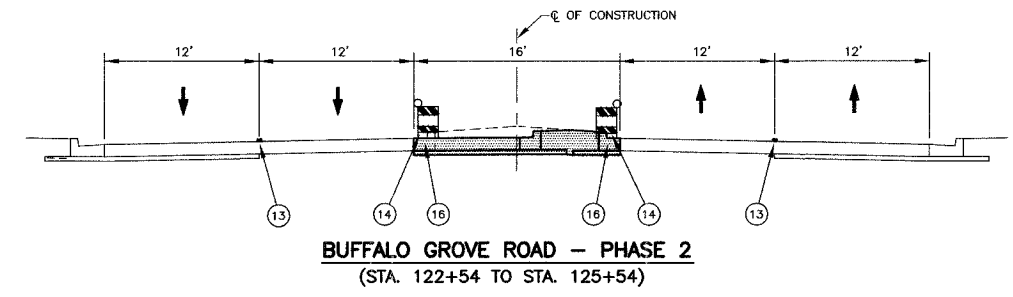
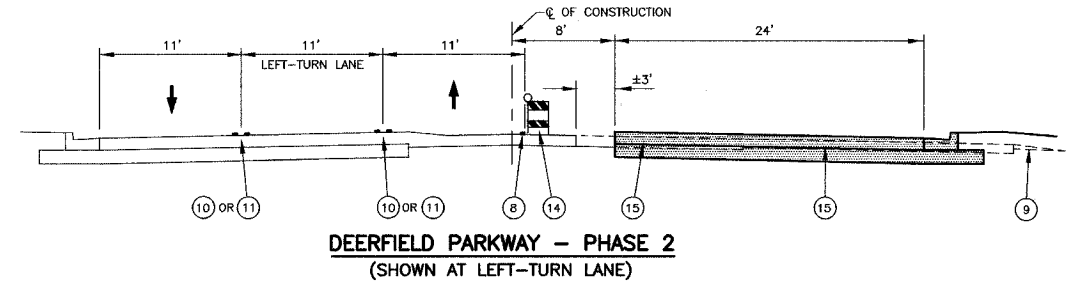
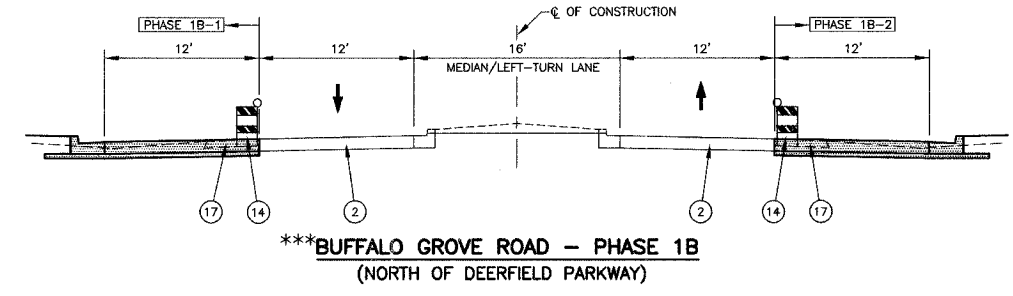
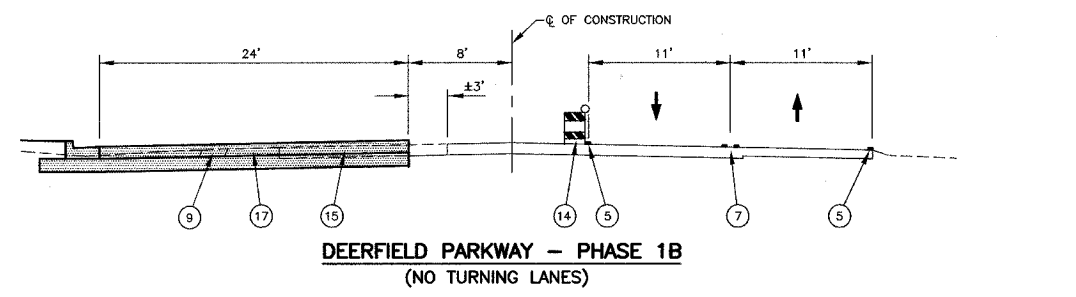
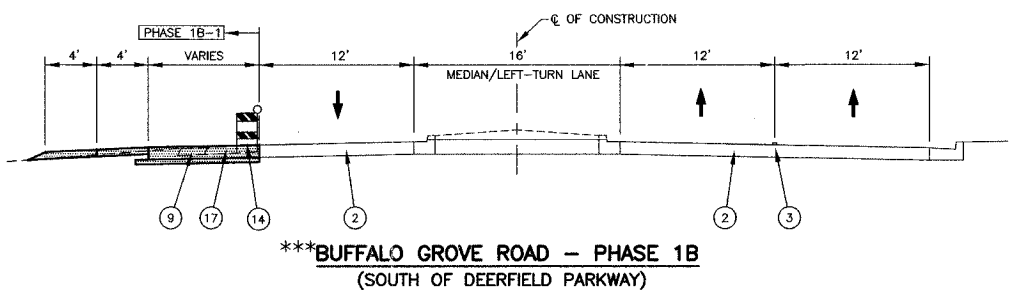
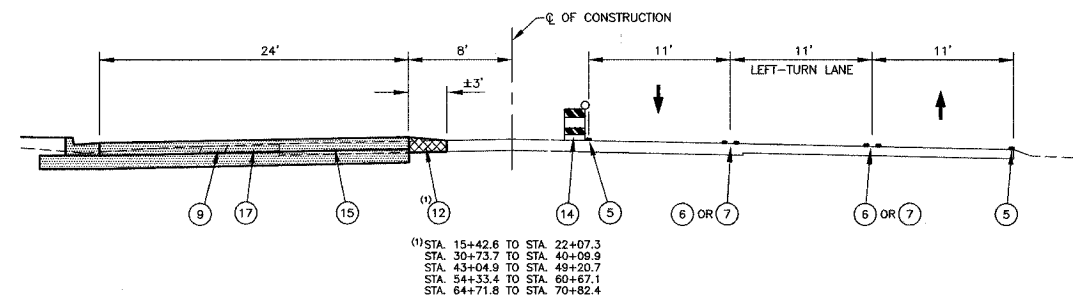
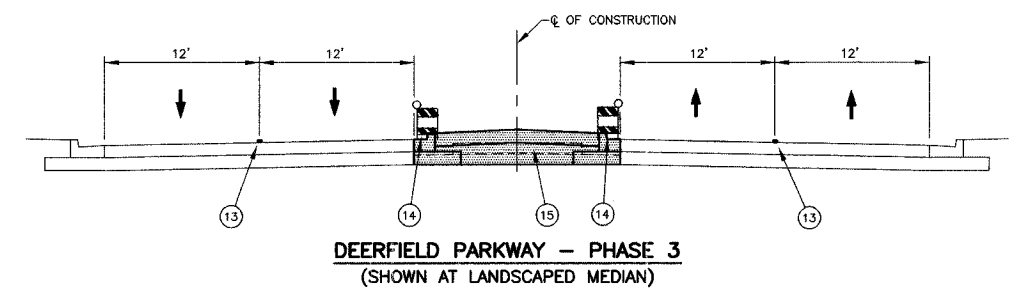
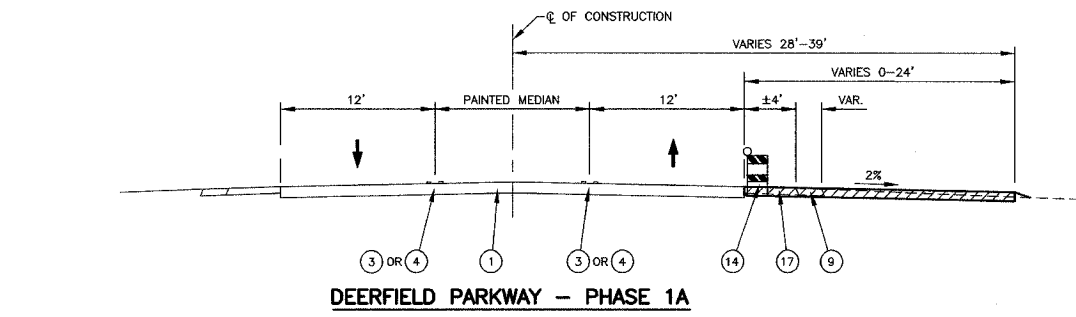
STAGES OF CONSTRUCTION

DEERFIELD PARKWAY IMPROVEMENT

TYPICAL SECTIONS

DATE: 6/2/2005
DESIGNED BY: RJK
TECHNICIAN: JRR
CHECKED BY: MLH

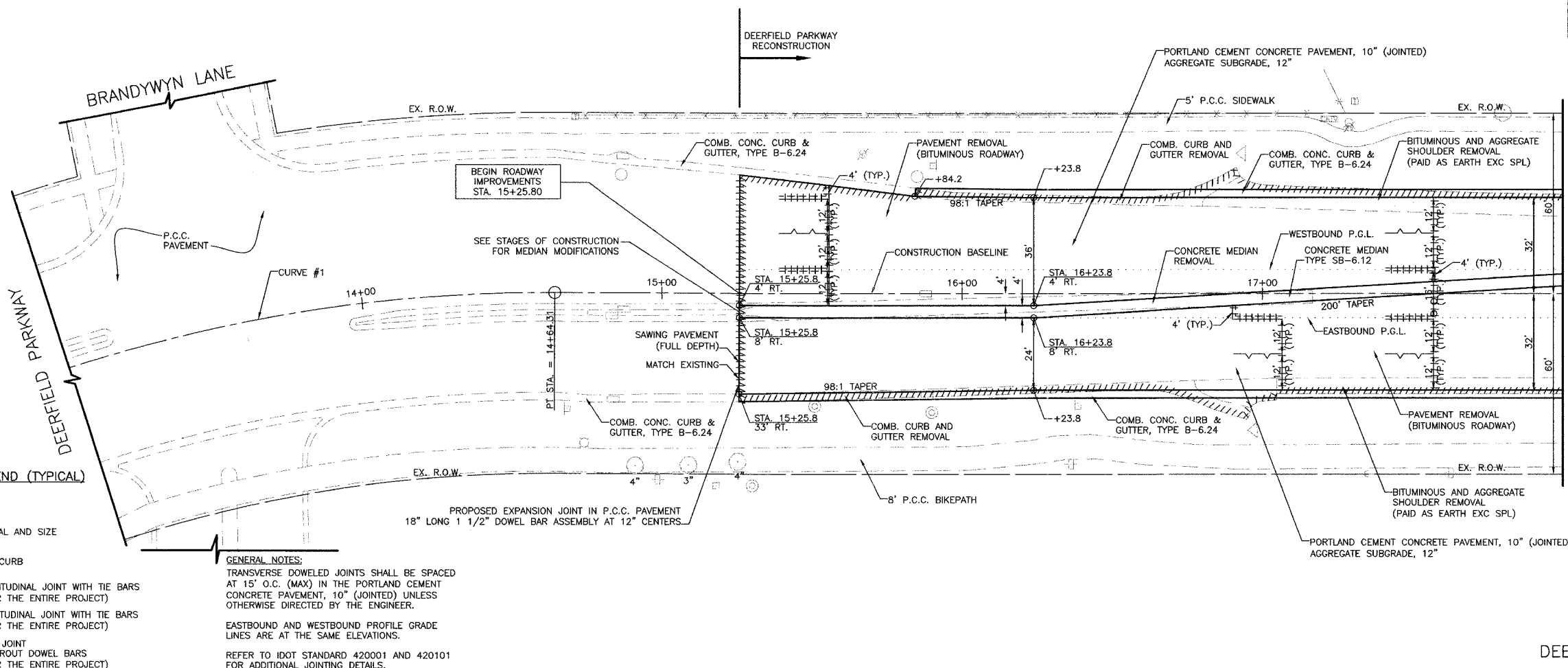
NOT TO SCALE



***PHASE 1B PAVEMENT WIDENING ON BUFFALO GROVE ROAD & HIGHLAND GROVE DRIVE SHALL BE COMPLETED AND OPENED TO TRAFFIC ON THE WEST SIDE BEFORE WORK MAY BEGIN ON THE EAST SIDE.

REL#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	39
STA.	13+00	TO STA.	18+00	
03-00088-00-FP	ELIROS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

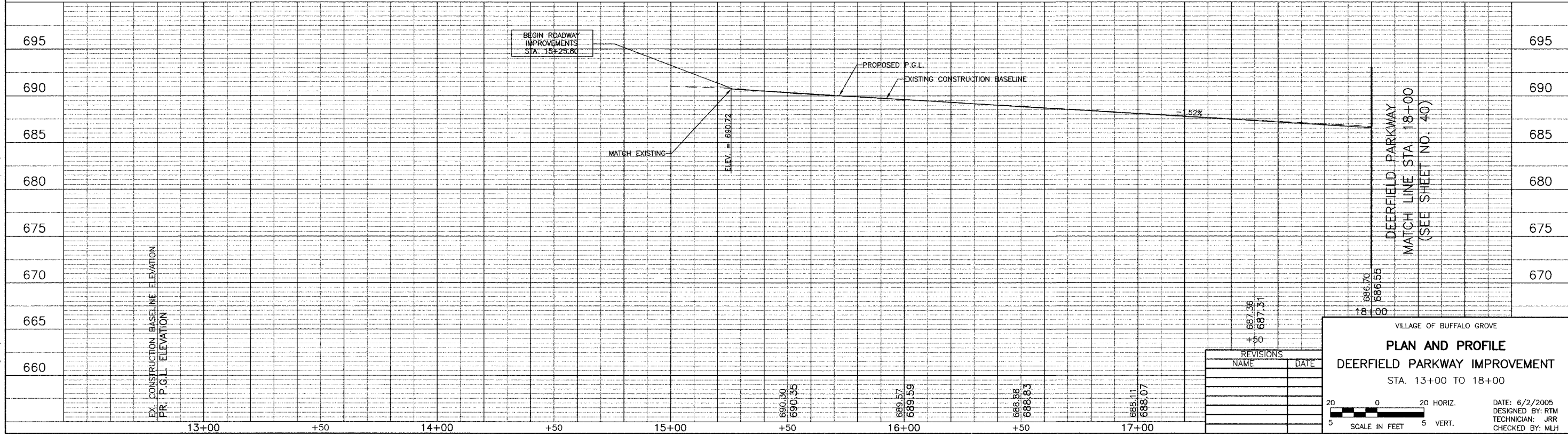
CURVE #1
 $\Delta = 51^{\circ}07'29''$
 $D = 11^{\circ}00'39''$
 $R = 520.36'$
 $T = 248.89'$
 $L = 464.31'$
 $E = 56.46'$
 $PC STA. = 10+00.00$
 $PI STA. = 12+48.89$
 $PT STA. = 14+64.31$



- PLAN AND PROFILE LEGEND (TYPICAL)**
- ////// REMOVAL
 - 18" TREE REMOVAL AND SIZE
 - DEPRESSED CURB
 - SAWED LONGITUDINAL JOINT WITH TIE BARS (TYPICAL FOR THE ENTIRE PROJECT)
 - KEYED LONGITUDINAL JOINT WITH TIE BARS (TYPICAL FOR THE ENTIRE PROJECT)
 - TRANSVERSE JOINT DRILL AND GROUT DOWEL BARS (TYPICAL FOR THE ENTIRE PROJECT)

GENERAL NOTES:
 TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (MAX) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 EASTBOUND AND WESTBOUND PROFILE GRADE LINES ARE AT THE SAME ELEVATIONS.
 REFER TO IDOT STANDARD 420001 AND 420101 FOR ADDITIONAL JOINTING DETAILS.

DEERFIELD PARKWAY



REVISIONS	
NAME	DATE

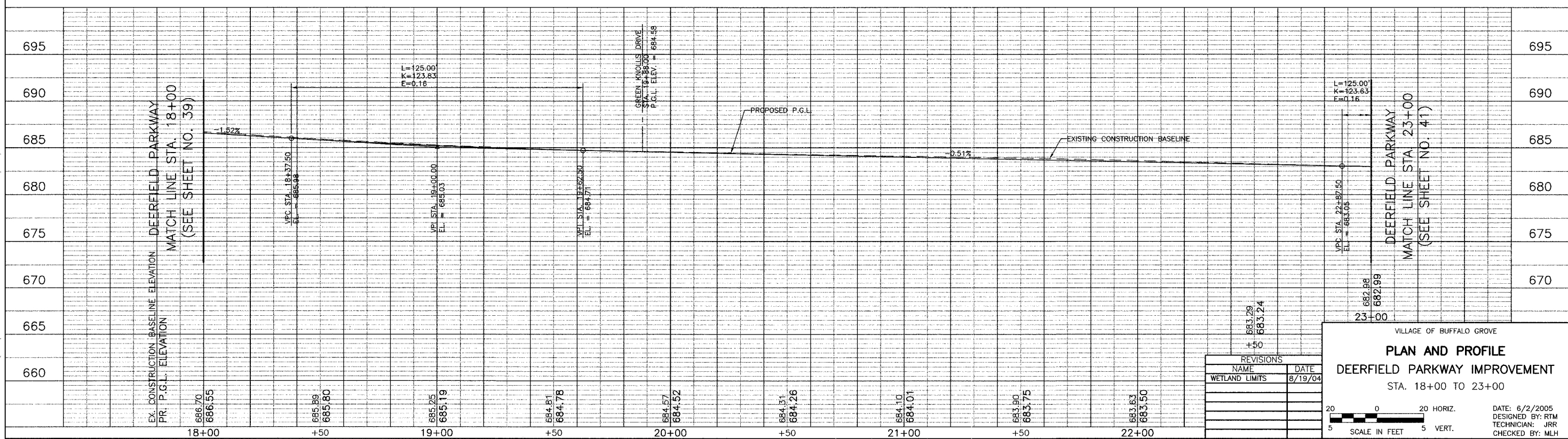
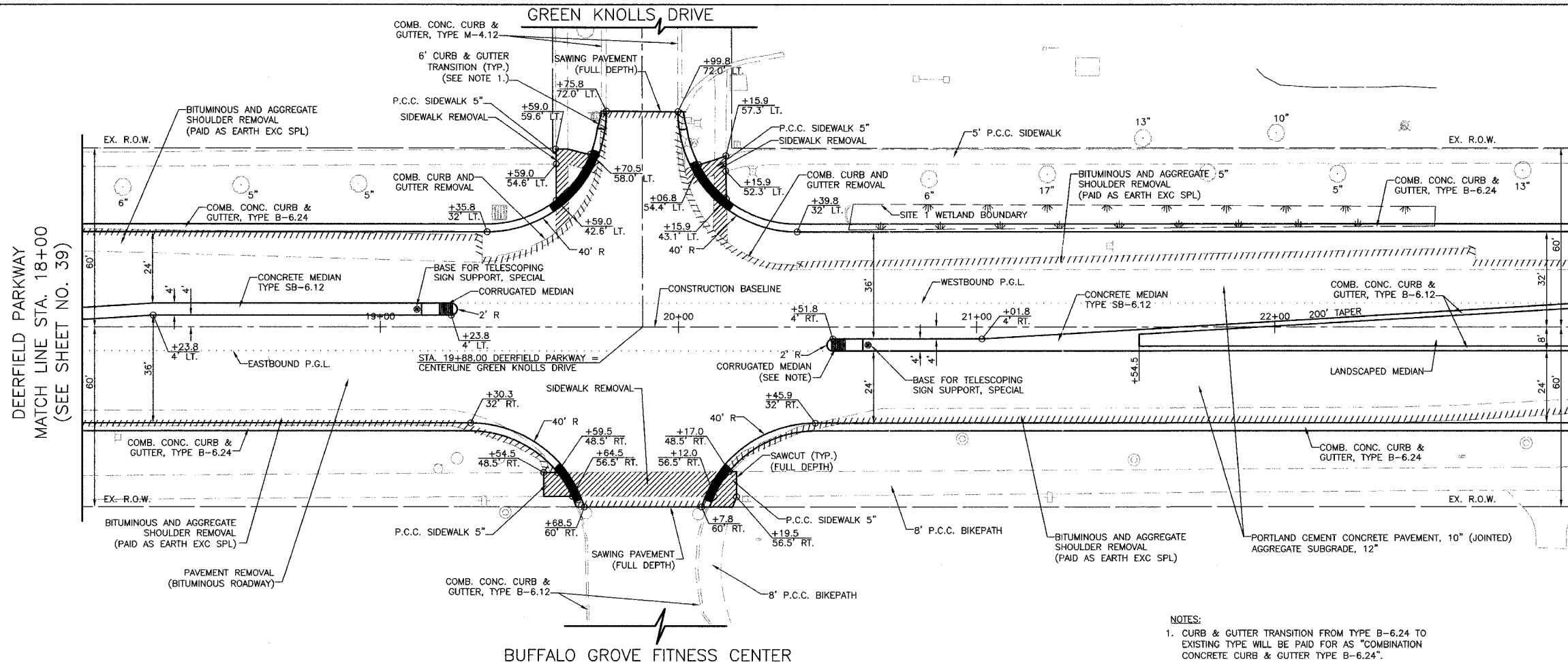
VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE
DEERFIELD PARKWAY IMPROVEMENT
 STA. 13+00 TO 18+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

BID SET

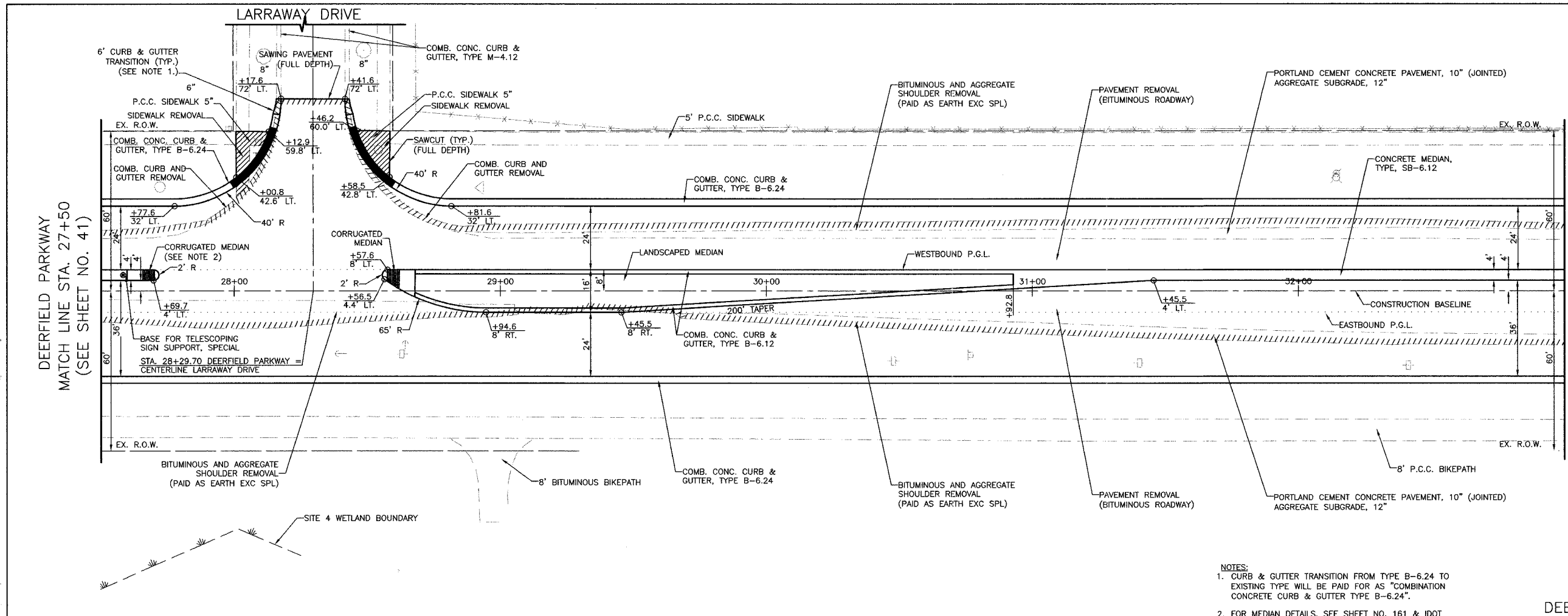
CH	A47	LAKE	176	40
STA.	18+00	TO STA.	23+00	
03-00088-00-FP		ALIGN	SURFACE TRANSPORTATION FURNISH	
CONTRACT NUMBER 83807				



BID SET

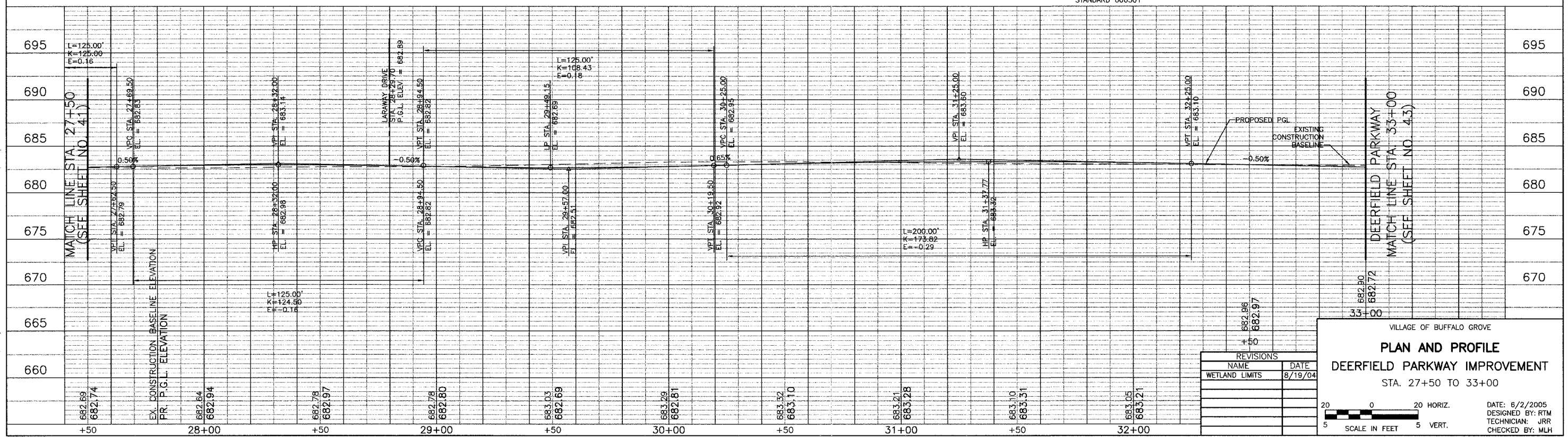
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH A47	LAKE	176	42
STA. 27+50	TO STA. 33+00		
03-0008B-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83807



- NOTES:
- CURB & GUTTER TRANSITION FROM TYPE B-6.24 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24".
 - FOR MEDIAN DETAILS, SEE SHEET NO. 161 & IDOT STANDARD 606301

DEERFIELD PARKWAY



REVISIONS	
NAME	DATE
WETLAND LIMITS	8/19/04

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE

DEERFIELD PARKWAY IMPROVEMENT

STA. 27+50 TO 33+00

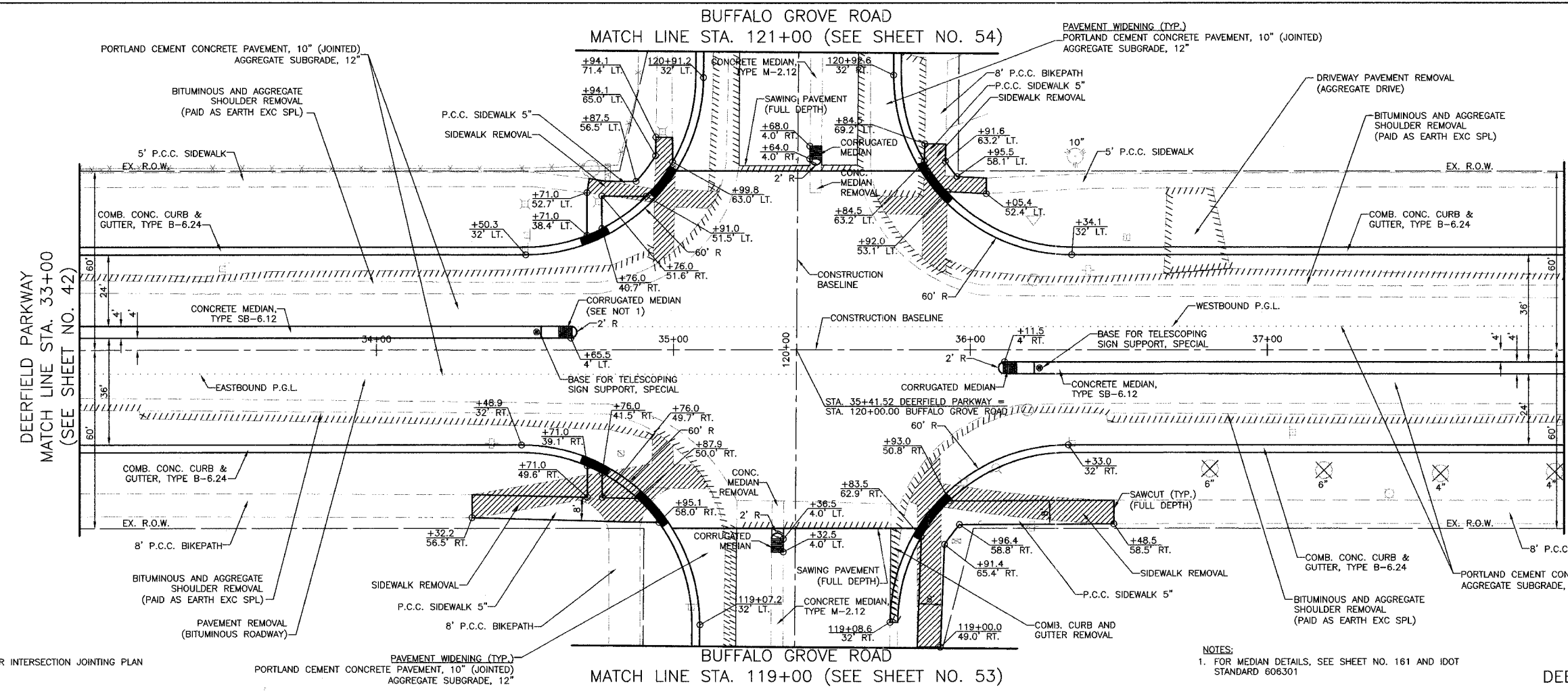
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

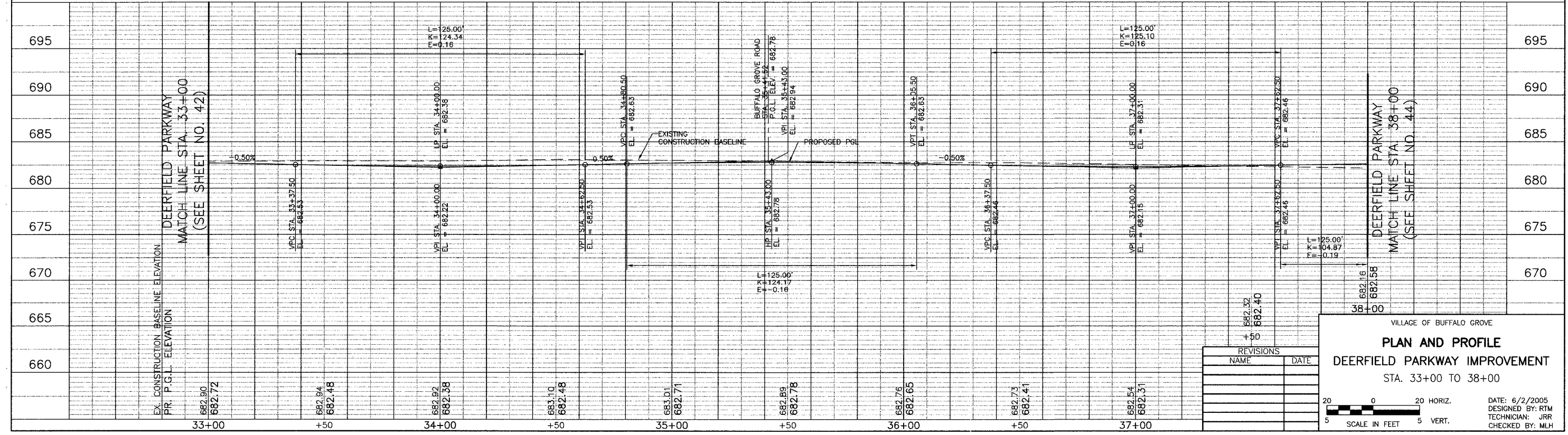
BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	43
STA. 33+00		TO STA. 38+00		
03-00088-00-PP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



GENERAL NOTE:
SEE SHEET NO. 58 FOR INTERSECTION JOINTING PLAN

NOTES:
1. FOR MEDIAN DETAILS, SEE SHEET NO. 161 AND IDOT STANDARD 606301



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE

DEERFIELD PARKWAY IMPROVEMENT

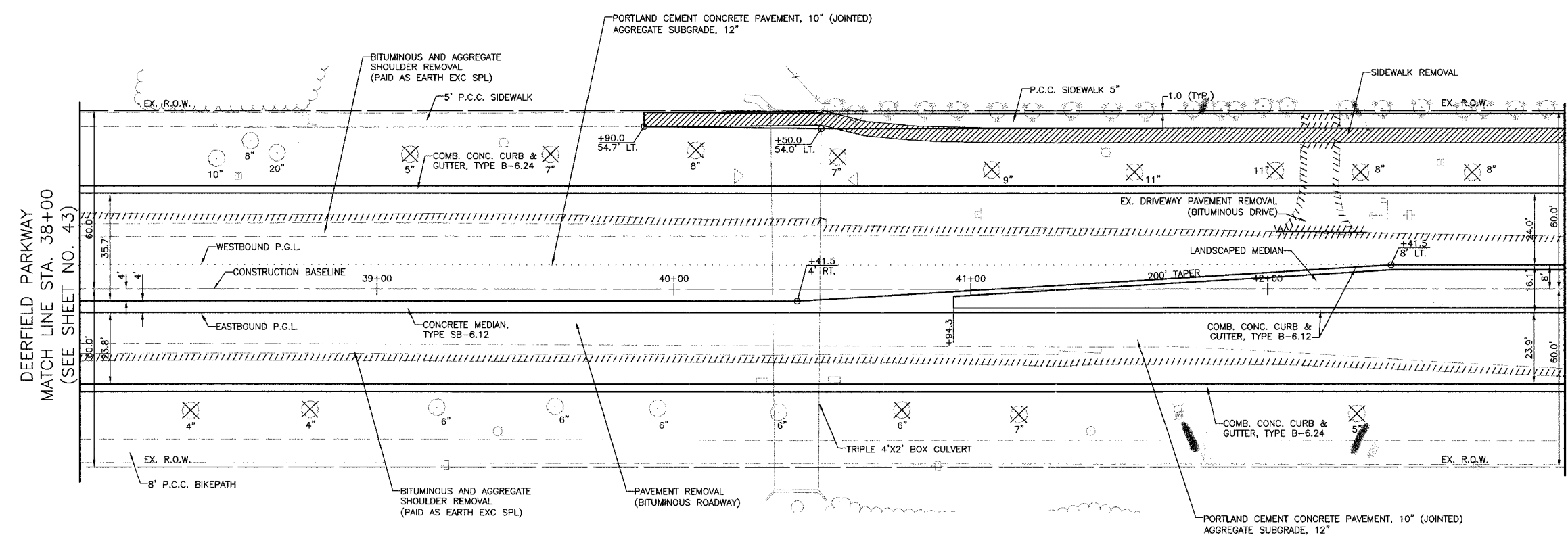
STA. 33+00 TO 38+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

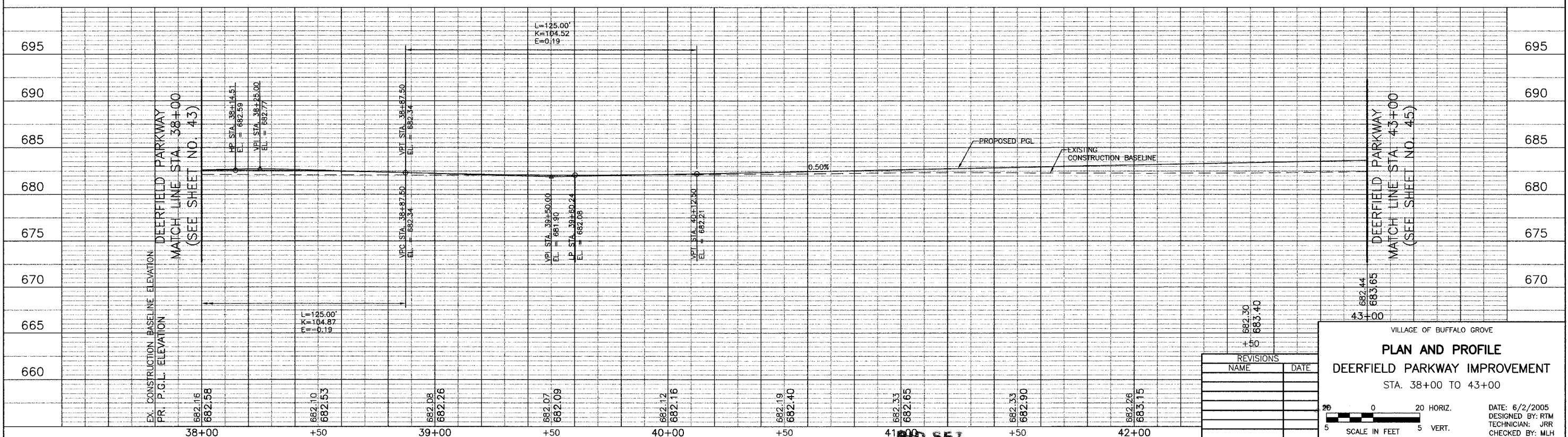
20 0 20 HORIZ.
5 SCALE IN FEET 5 VERT.

BID SET

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	44
STA.	38+00	TO STA.	43+00	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

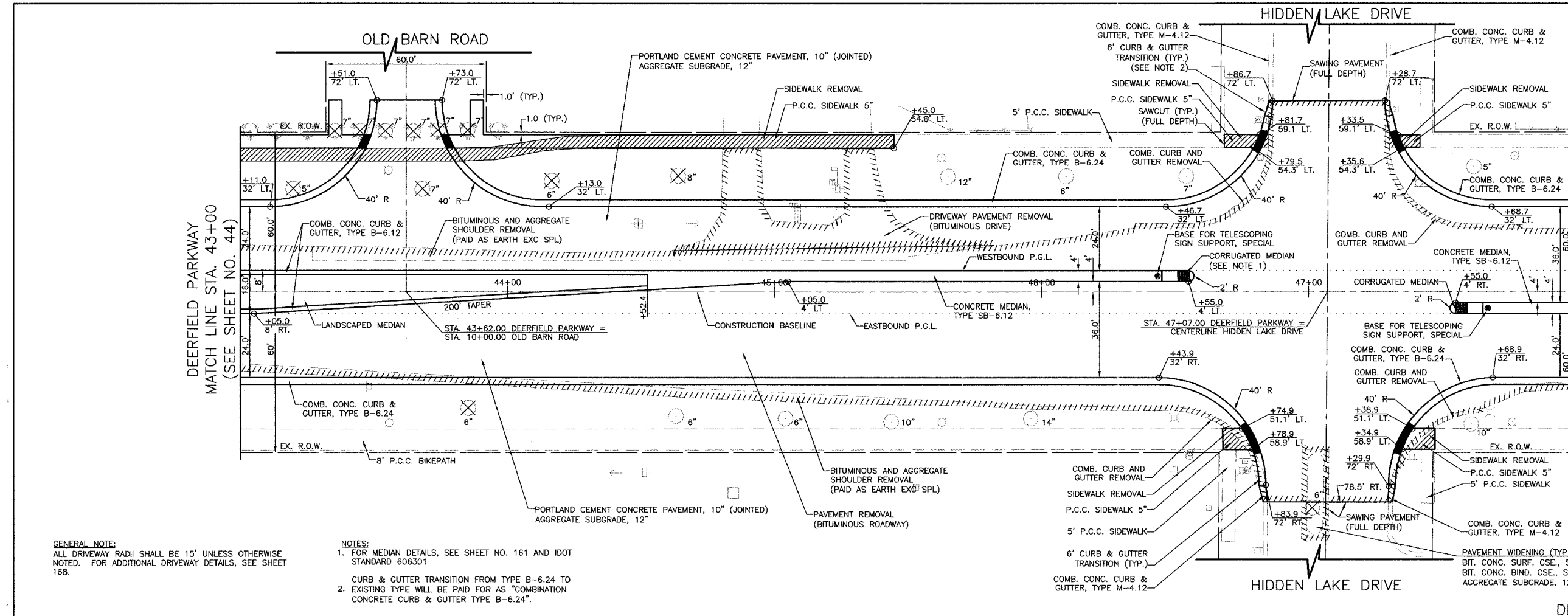


GENERAL NOTE:
ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR ADDITIONAL DRIVEWAY DETAILS, SEE SHEET 168.



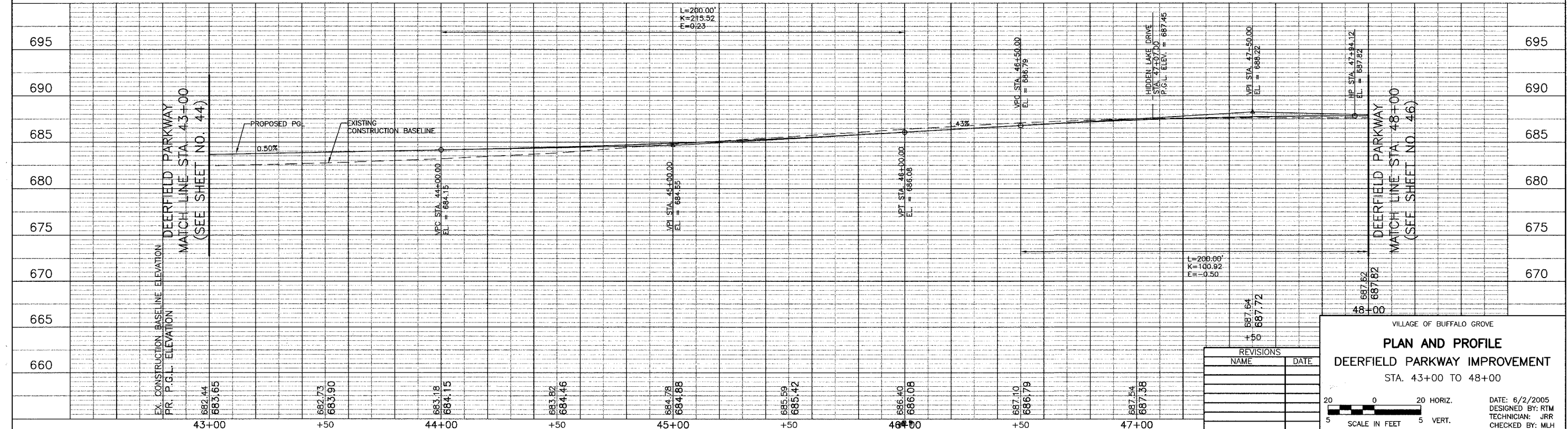
BID SET

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	45
STA.	43+00	TO STA.	48+00	
03-00088-00-FP	ELIMOR	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



GENERAL NOTE:
 ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR ADDITIONAL DRIVEWAY DETAILS, SEE SHEET 168.

- NOTES:**
- FOR MEDIAN DETAILS, SEE SHEET NO. 161 AND IDOT STANDARD 606301
 - CURB & GUTTER TRANSITION FROM TYPE B-6.24 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24".



REVISIONS	
NAME	DATE

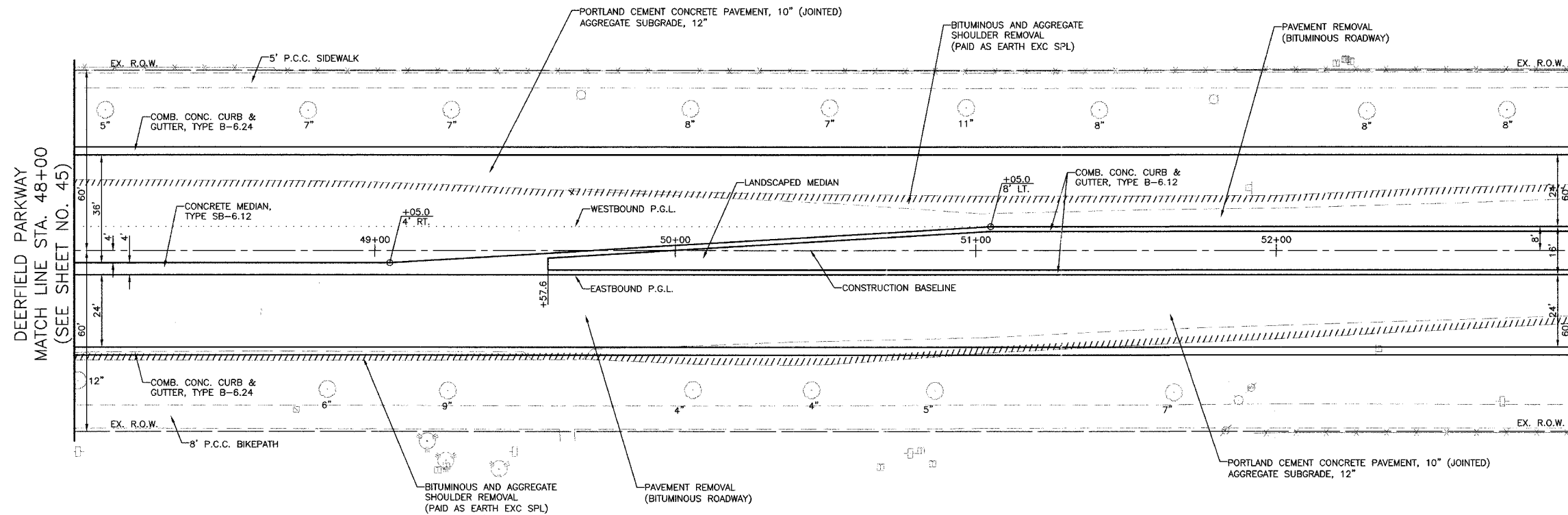
VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 43+00 TO 48+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

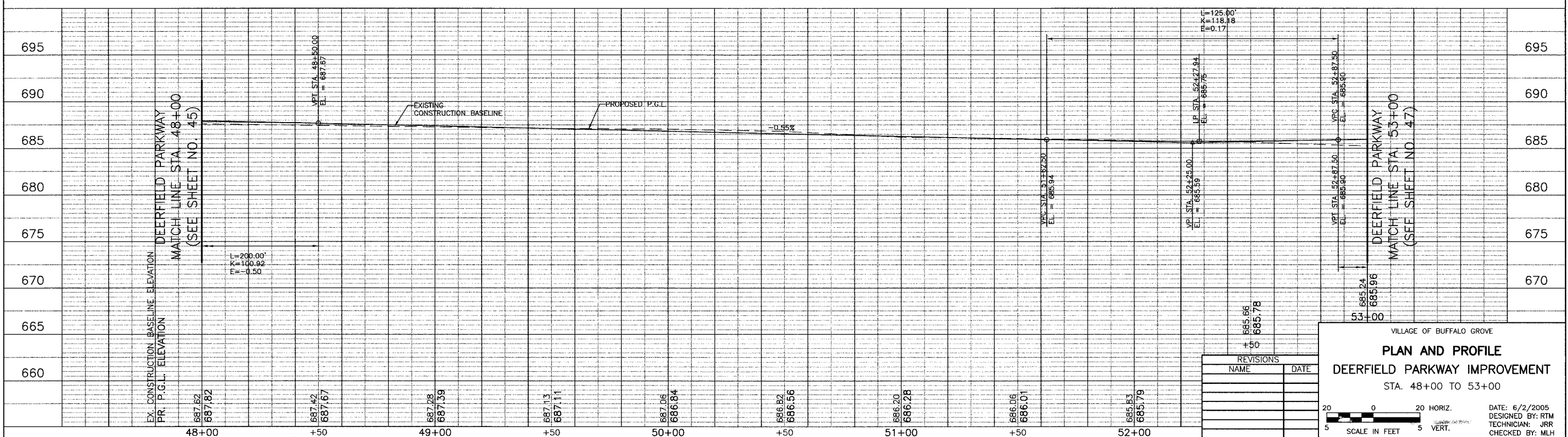
BID SET

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
03-00088-00-FP	A47	LAKE	176	46
STA. 48+00	TO STA. 53+00			
ELANOR		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DEERFIELD PARKWAY
MATCH LINE STA. 53+00
(SEE SHEET NO. 47)

DEERFIELD PARKWAY



VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
DEERFIELD PARKWAY IMPROVEMENT
STA. 48+00 TO 53+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

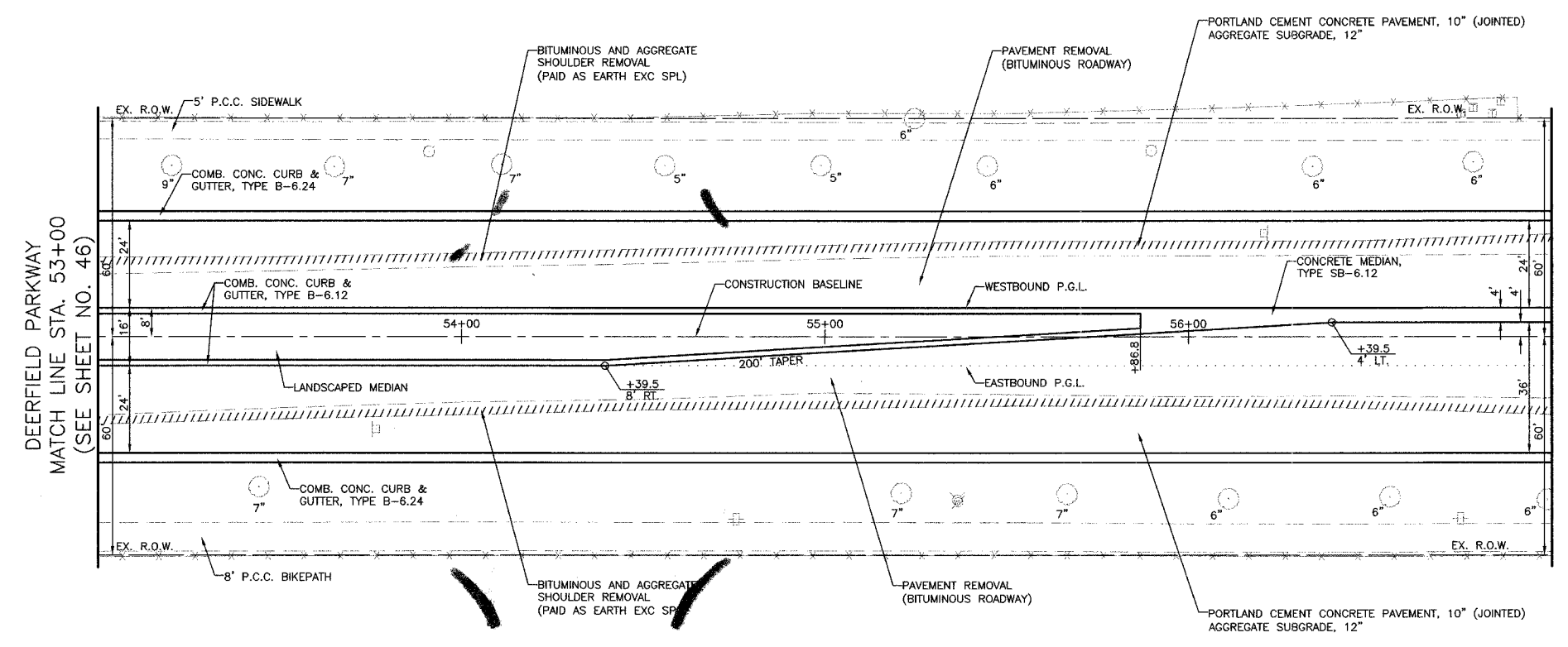
REVISIONS

NO.	NAME	DATE

SCALE IN FEET: 1" = 20' HORIZ., 1" = 5' VERT.

BID SET
BID SET

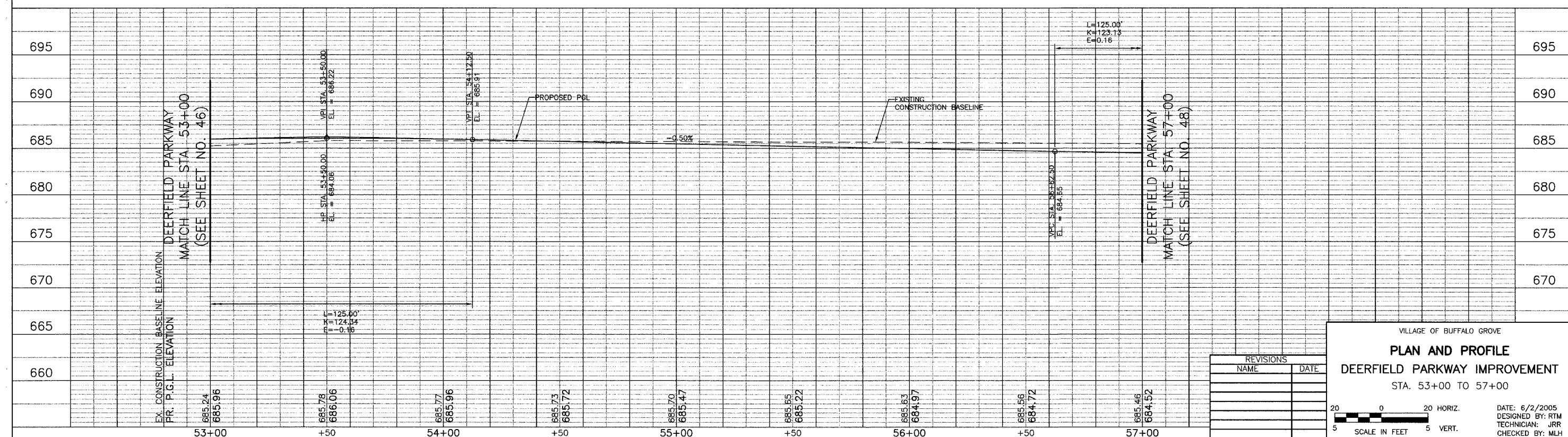
REV. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	47
STA. 53+00	TO STA. 57+00			
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DEERFIELD PARKWAY
MATCH LINE STA. 57+00
(SEE SHEET NO. 48)



DEERFIELD PARKWAY



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
DEERFIELD PARKWAY IMPROVEMENT
STA. 53+00 TO 57+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

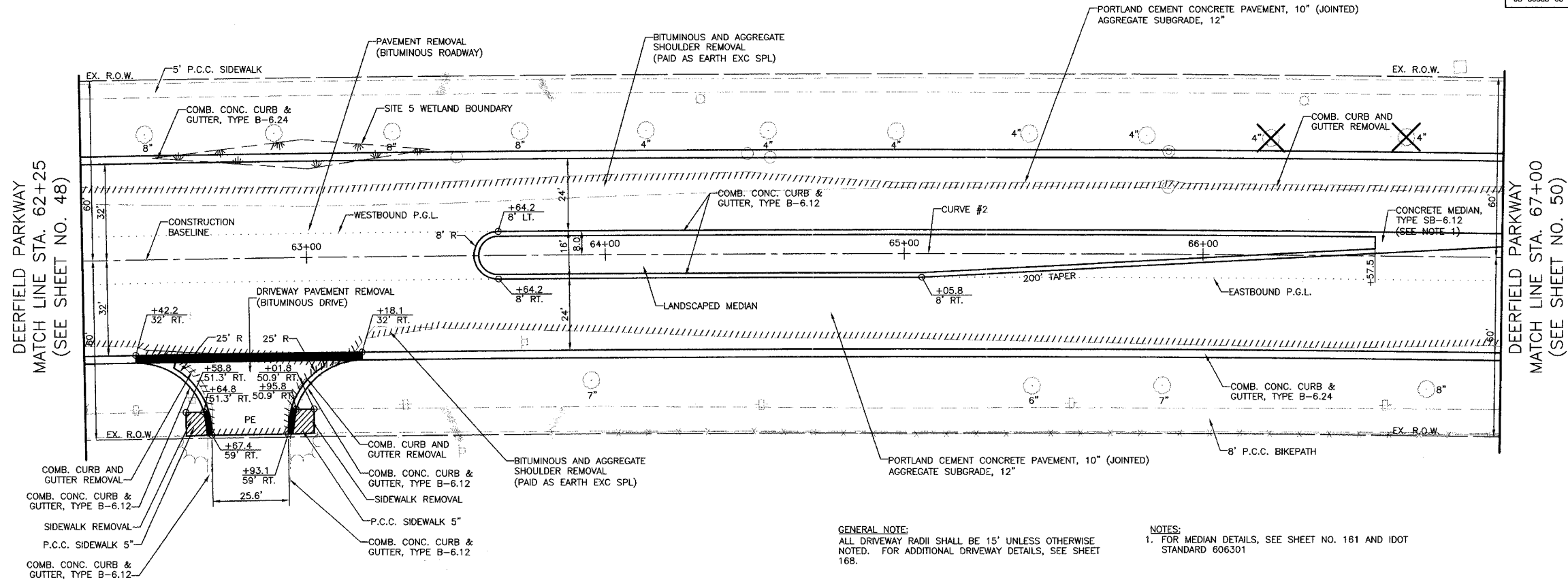
20 0 20 HORIZ.
5 5 VERT.
SCALE IN FEET

BID SET

BID SET

CURVE #2
 $\Delta = 04^{\circ}35'08"$
 $D = 00^{\circ}24'01"$
 $R = 14,317.07'$
 $T = 573.23'$
 $L = 1145.85'$
 $E = 11.47'$
 $PC STA. = 60+41.56$
 $PI STA. = 66+14.80$
 $PT STA. = 71+87.41$

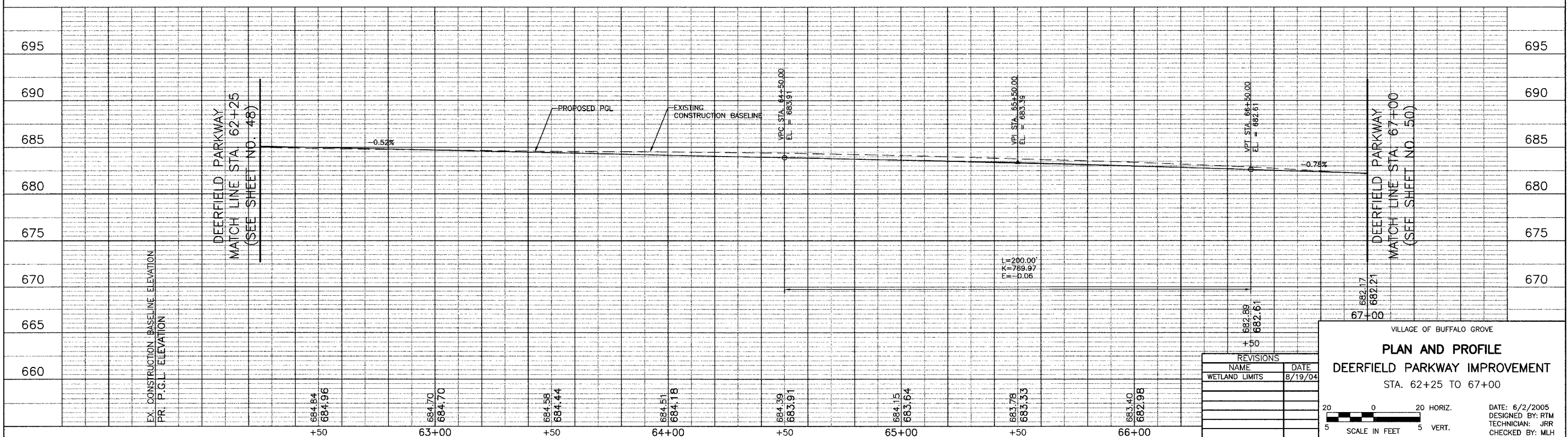
REF	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	49
STA.	62+25	TO STA.	67+00	
03-00088-00-FP	ELABOR	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



GENERAL NOTE:
 ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR ADDITIONAL DRIVEWAY DETAILS, SEE SHEET 168.

NOTES:
 1. FOR MEDIAN DETAILS, SEE SHEET NO. 161 AND IDOT STANDARD 606301

DEERFIELD PARKWAY



REVISIONS	
NAME	DATE
WETLAND LIMITS	8/19/04

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE
DEERFIELD PARKWAY IMPROVEMENT
 STA. 62+25 TO 67+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

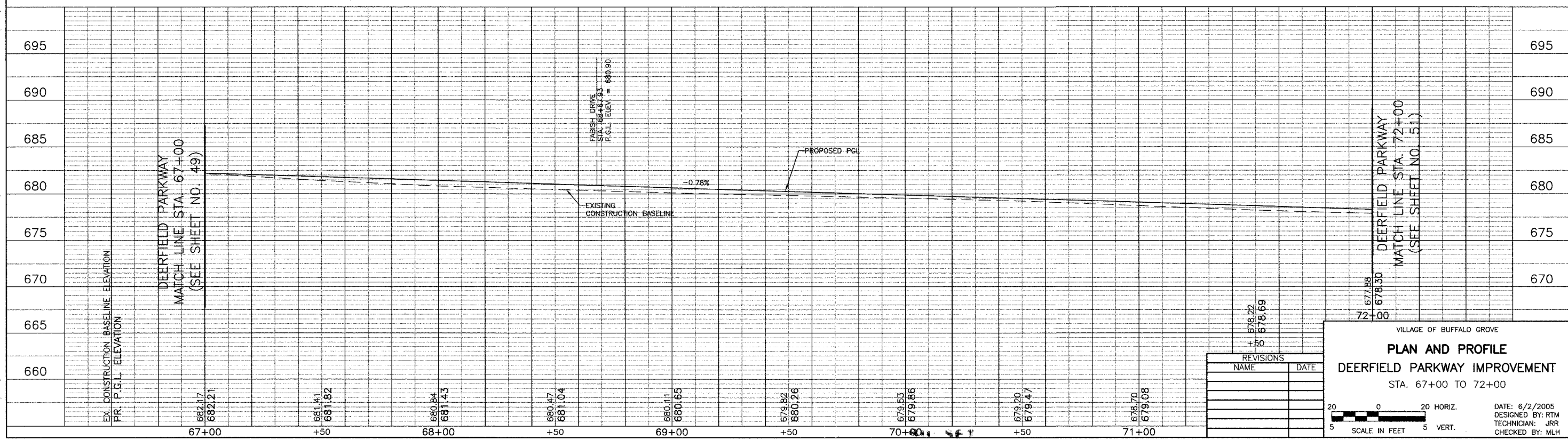
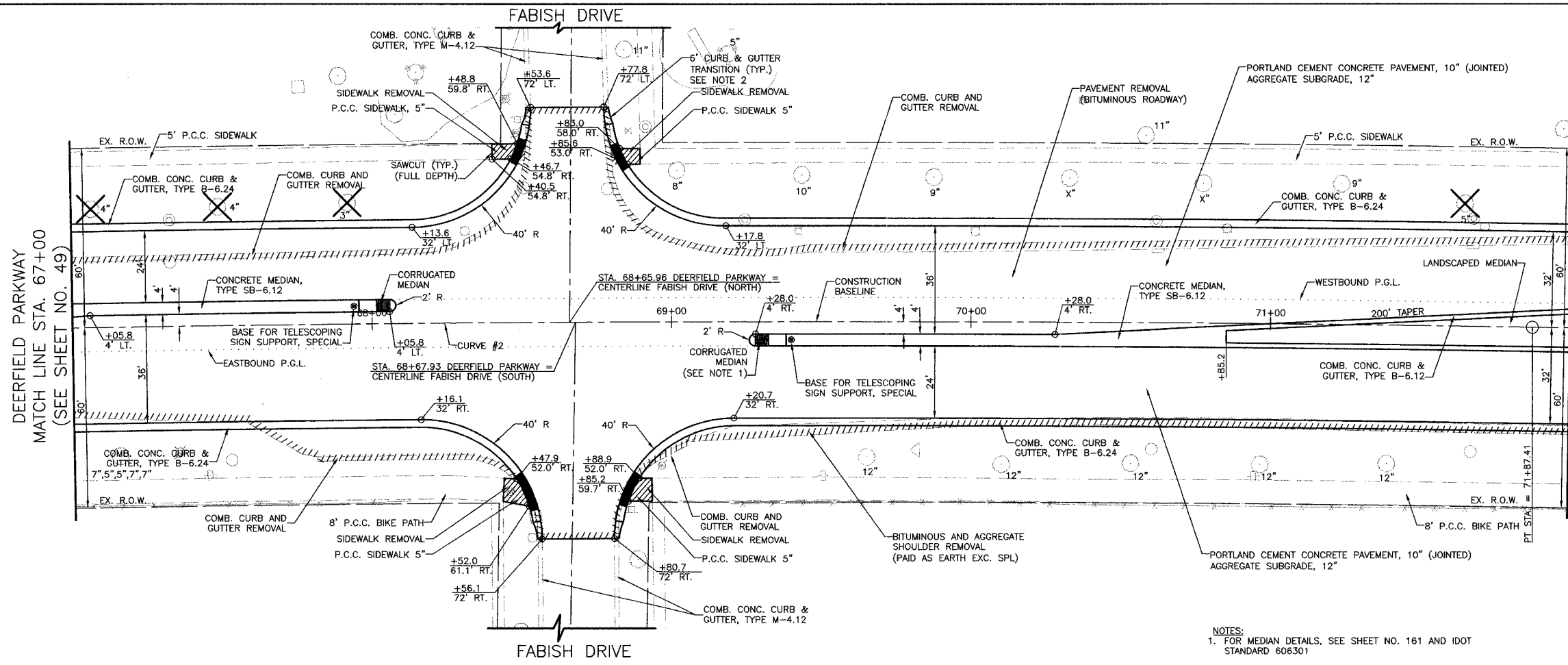
SCALE IN FEET: 20 HORIZ., 5 VERT.

BID SET

BID SET

CURVE #2
 $\Delta = 04^{\circ}35'08''$
 $D = 00^{\circ}24'01''$
 $R = 14,317.07'$
 $T = 573.23'$
 $L = 1145.85'$
 $E = 11.47'$
 PC STA. = 60+41.56
 PI STA. = 66+14.80
 PT STA. = 71+87.41

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	50
STA.	67+00	TO STA.	72+00	
03-00088-00-FP		LINE#	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



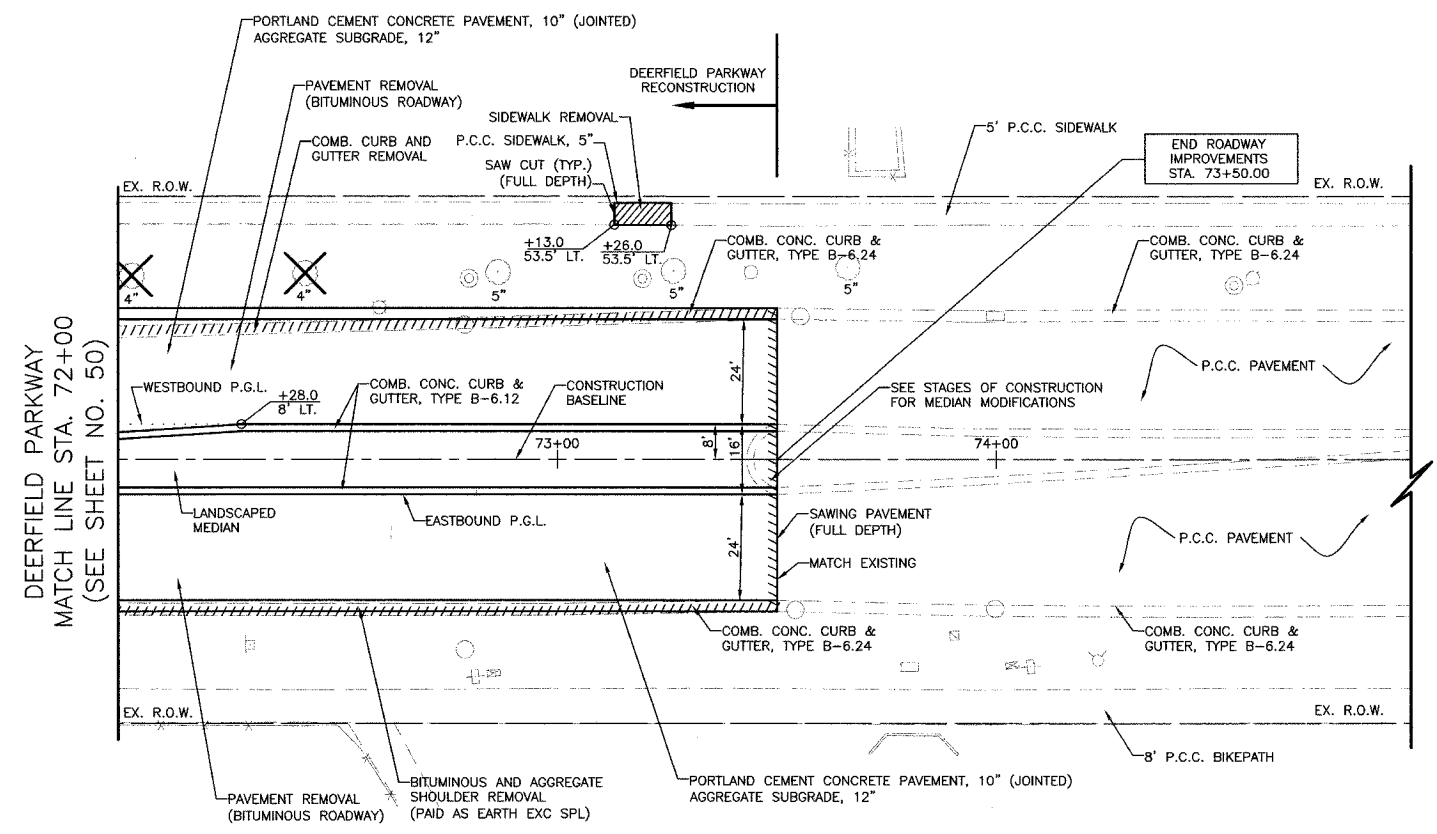
VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE
DEERFIELD PARKWAY IMPROVEMENT
 STA. 67+00 TO 72+00

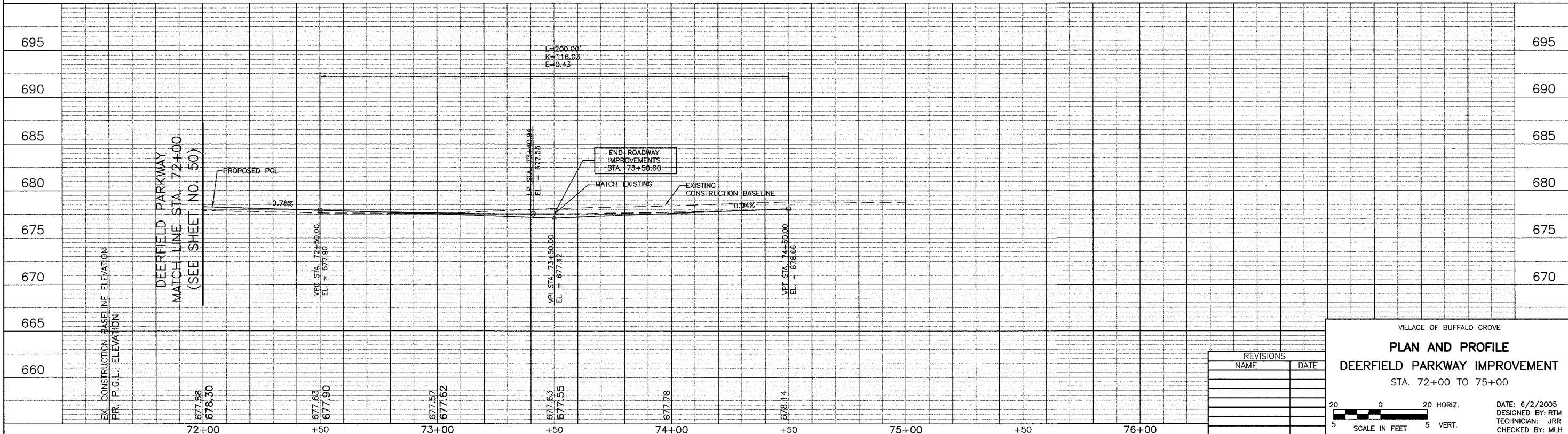
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

BID SET

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	51
STA.	72+00	TO STA.	75+00	
03-0008-00-FP	ALINDS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DEERFIELD PARKWAY



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE

DEERFIELD PARKWAY IMPROVEMENT

STA. 72+00 TO 75+00

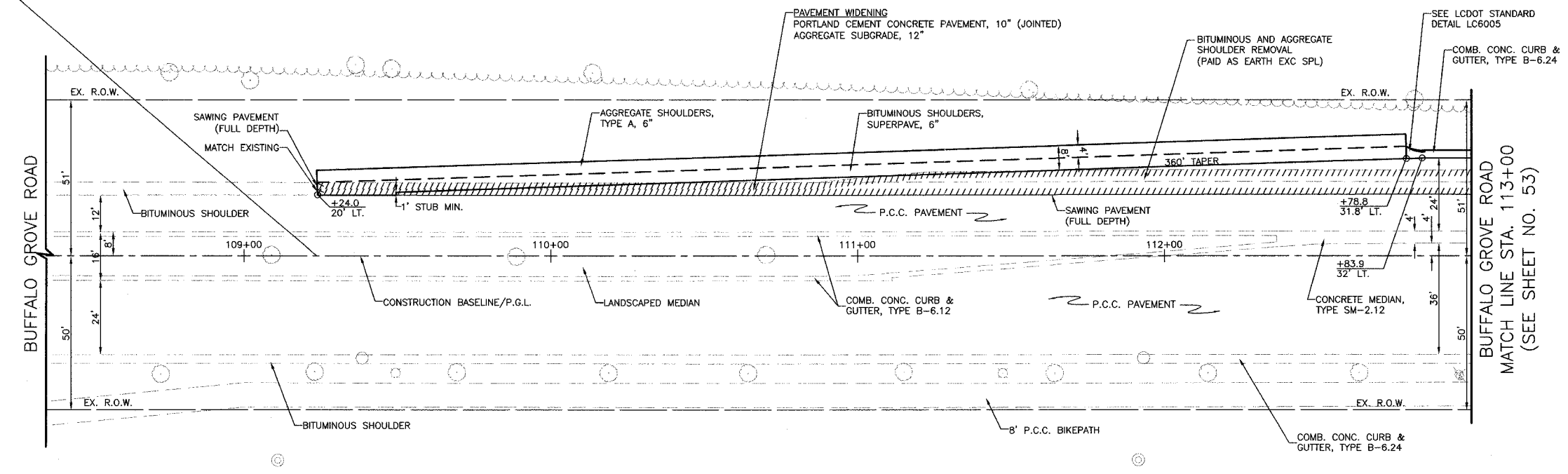
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

REF #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	52
STA.	108+50	TO STA.	113+00	
03-00088-00-FP		BLINDS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

PROJECT LIMITS
STA. 109+24.00



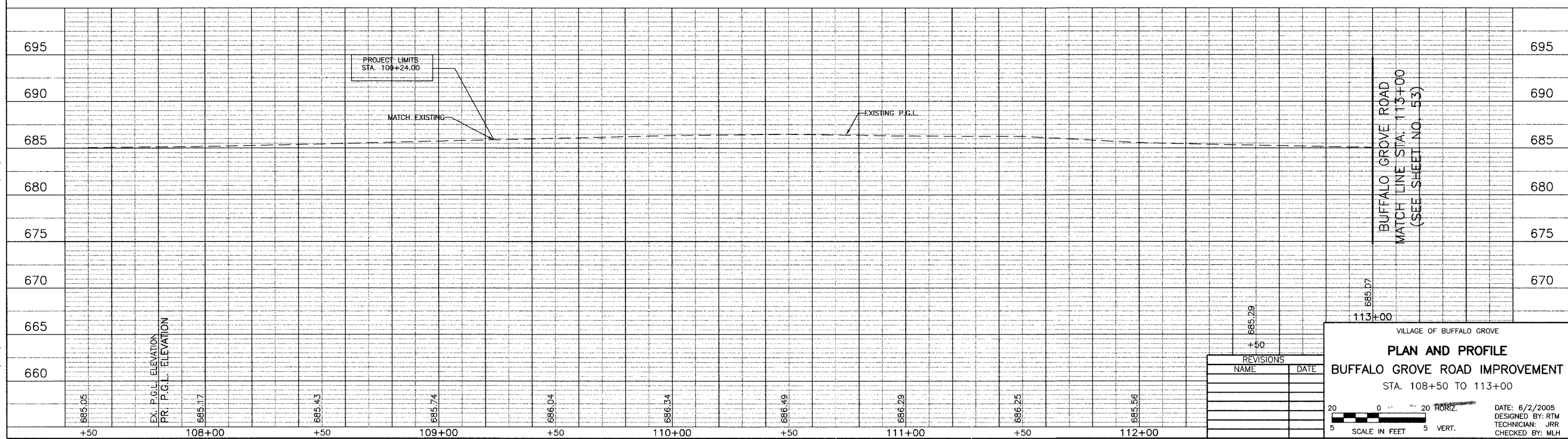
GENERAL NOTES:

PAVEMENT JOINTS IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING SHALL BE SPACED TO MATCH EXISTING PAVEMENT JOINTS.

SAWED, TRANSVERSE CONTRACTION JOINTS WITH DOWEL BAR ASSEMBLIES SHALL BE CONSTRUCTED IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING AS EXTENSIONS OF EXISTING CRACKS IN THE ADJACENT PAVEMENT WHERE DIRECTED BY THE ENGINEER.

LEFT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
109+50	20.0' LT.	684.21
110+00	22.5' LT.	684.87
110+50	24.2' LT.	685.13
111+00	25.9' LT.	685.31
111+50	27.5' LT.	685.22
112+00	29.2' LT.	685.09
112+50	30.9' LT.	684.82
113+00	32.0' LT.	684.55



REVISIONS

NAME	DATE

VILLAGE OF BUFFALO GROVE

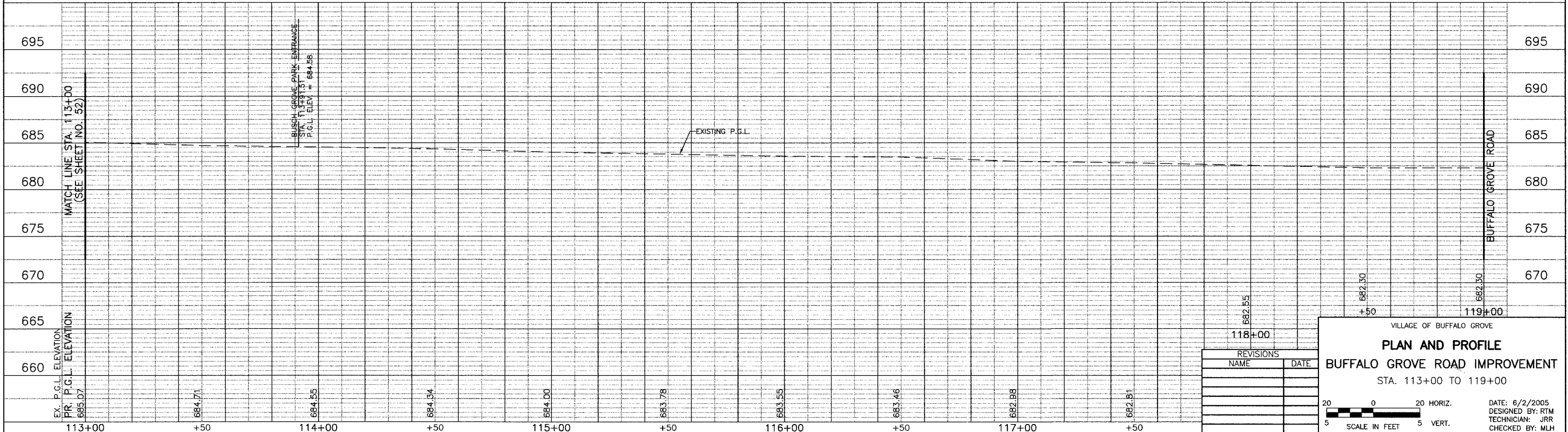
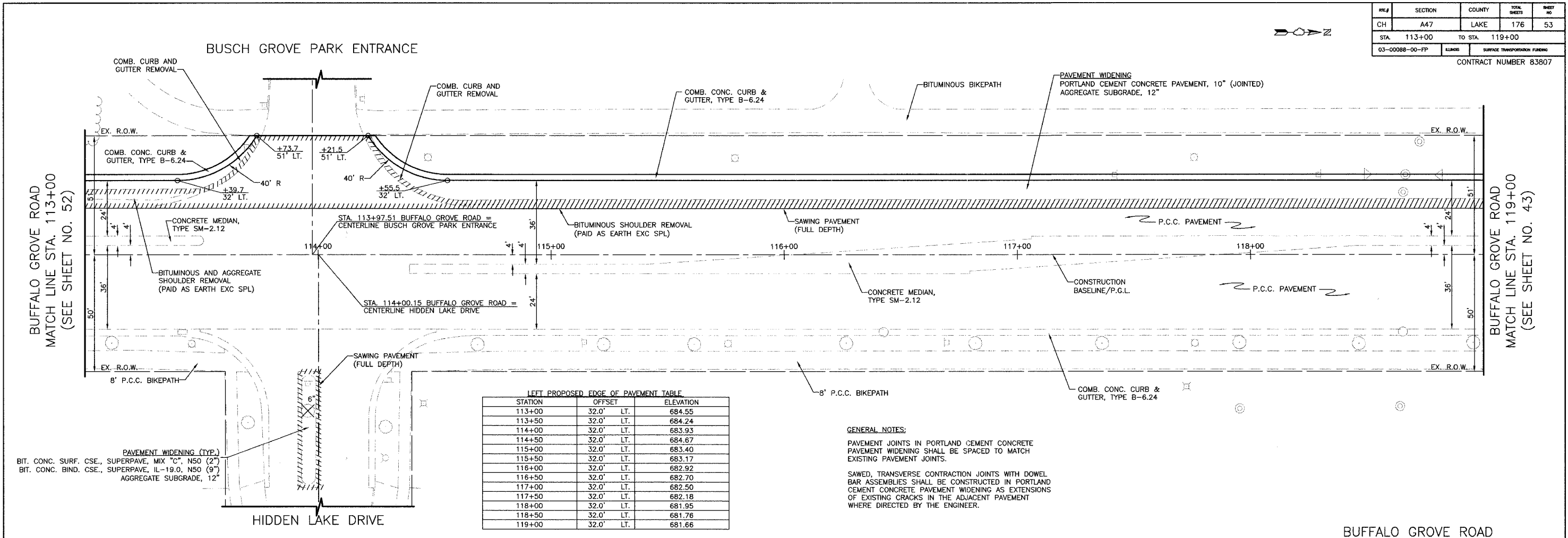
PLAN AND PROFILE

BUFFALO GROVE ROAD IMPROVEMENT

STA. 108+50 TO 113+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

PREP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	53
STA. 113+00	TO STA. 119+00			
03-00088-00-PP	ELANDS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE

BUFFALO GROVE ROAD IMPROVEMENT

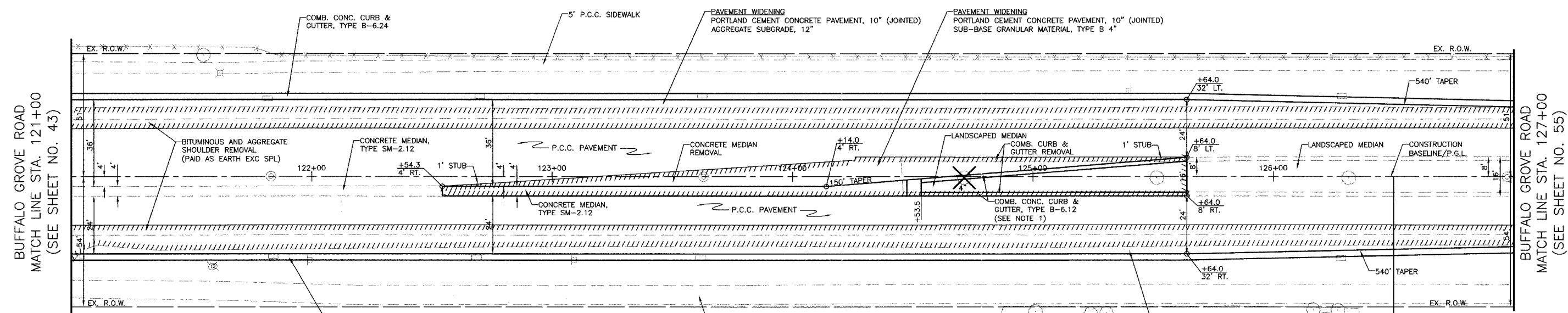
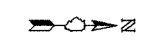
STA. 113+00 TO 119+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
03-0008-00-FP	A47	LAKE	176	54
STA. 121+00	TO STA. 127+00			
CONTRACT NUMBER 83807				



LEFT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
121+00	32.0' LT.	681.76
121+50	32.0' LT.	681.38
122+00	32.0' LT.	681.13
122+50	32.0' LT.	680.98
123+00	32.0' LT.	681.00
123+50	32.0' LT.	681.09
124+00	32.0' LT.	681.28
124+50	32.0' LT.	681.51
125+00	32.0' LT.	681.74
125+50	32.0' LT.	681.78
126+00	31.2' LT.	681.73
126+50	30.1' LT.	681.69
127+00	29.0' LT.	681.64

RIGHT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
121+00	32.0' RT	681.76
121+50	32.0' RT	681.44
122+00	32.0' RT	681.14
122+50	32.0' RT	680.99
123+00	32.0' RT	680.91
123+50	32.0' RT	681.07
124+00	32.0' RT	681.26
124+50	32.0' RT	681.54
125+00	32.0' RT	681.77
125+50	32.0' RT	681.82
126+00	31.2' RT	681.77
126+50	30.1' RT	681.69
127+00	29.0' RT	681.63

LEFT AND RIGHT PROPOSED MEDIAN EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
123+00	4.0' RT	681.46
123+50	4.0' RT	681.63
124+00	4.0' RT	681.95
124+50	1.1' RT	682.23
125+00	2.9' LT	682.34
125+50	6.9' LT	682.31

RIGHT PROPOSED MEDIAN EDGE OF PAVEMENT TABLE

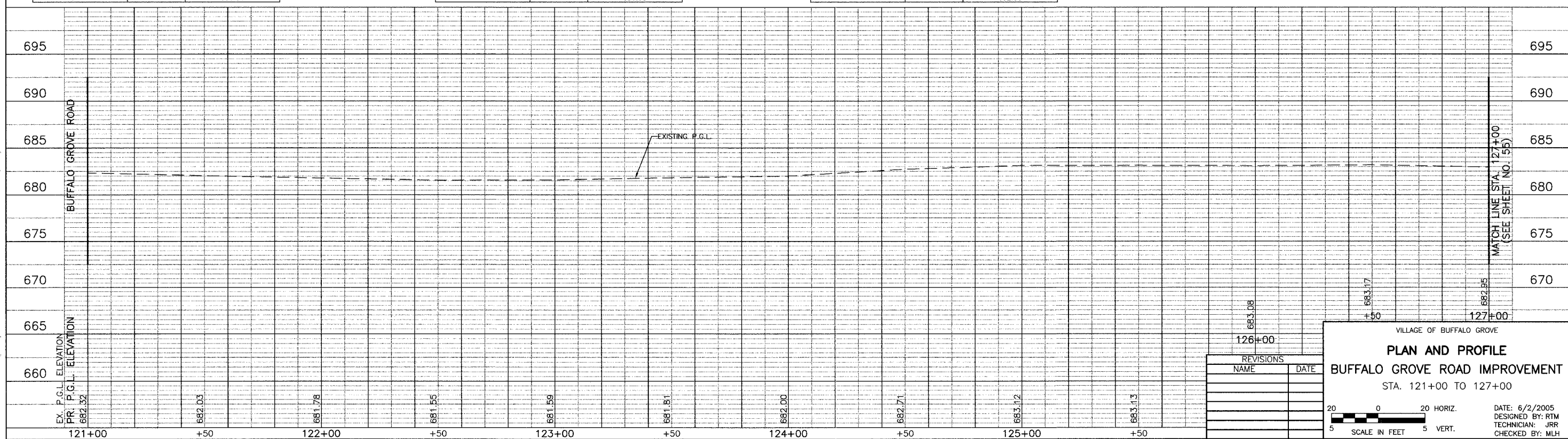
STATION	OFFSET	ELEVATION
123+00	8.0' RT	681.63
123+50	8.0' RT	681.79
124+00	8.0' RT	681.94
124+50	8.0' RT	682.08
125+00	8.0' RT	682.28
125+50	8.0' RT	682.38

GENERAL NOTES:

PAVEMENT JOINTS IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING SHALL BE SPACED TO MATCH EXISTING PAVEMENT JOINTS.
 SAWED, TRANSVERSE CONTRACTION JOINTS WITH DOWEL BAR ASSEMBLIES SHALL BE CONSTRUCTED IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING AS EXTENSIONS OF EXISTING CRACKS IN THE ADJACENT PAVEMENT WHERE DIRECTED BY THE ENGINEER.

NOTES:

1. FOR MEDIAN DETAILS, SEE SHEET NO. 161 AND IDOT STANDARD 606301



REVISIONS

NAME	DATE

VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
BUFFALO GROVE ROAD IMPROVEMENT
 STA. 121+00 TO 127+00

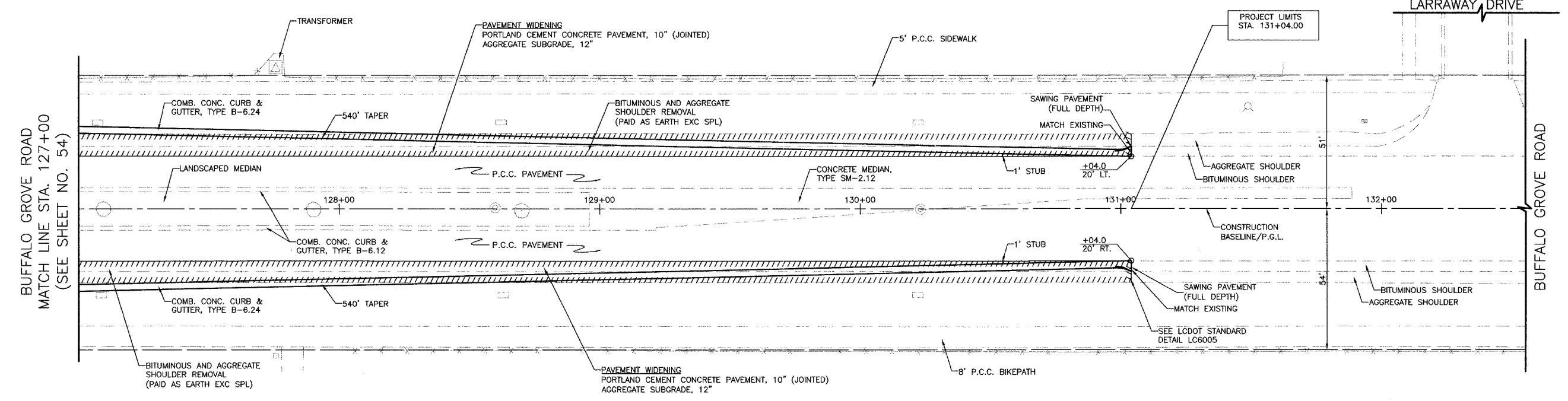
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	55
STA.	127+00	TO STA.	132+50	
03-00088-00-PP	BLANKS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807
LARRAWAY DRIVE



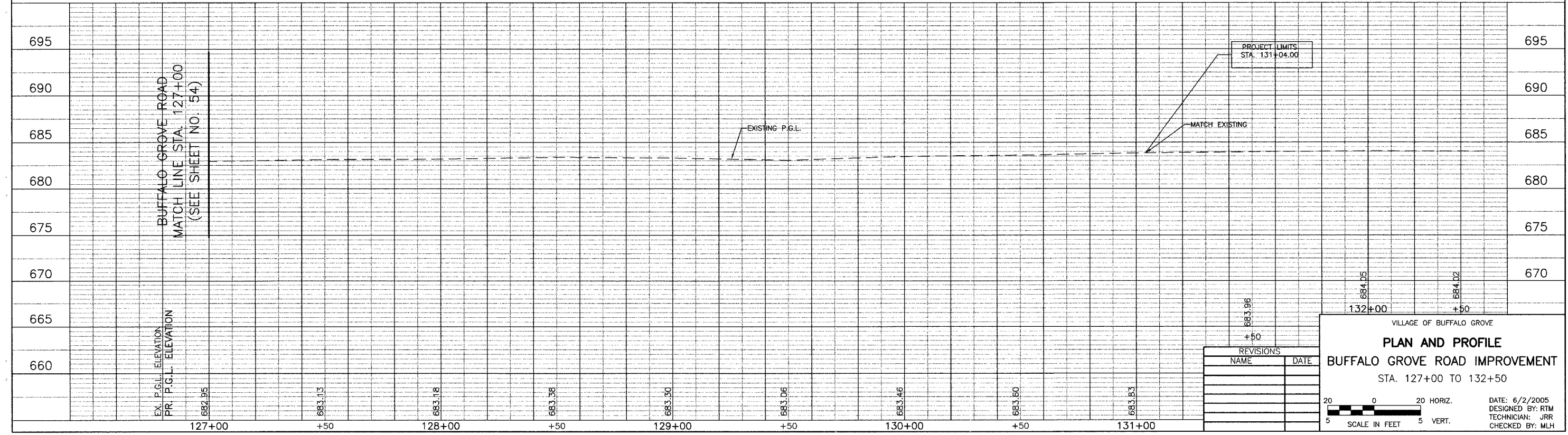
LEFT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
127+00	29.0' LT.	681.64
127+50	27.9' LT.	681.77
128+00	26.8' LT.	681.92
128+50	25.6' LT.	682.15
129+00	24.5' LT.	682.38
129+50	23.4' LT.	682.63
130+00	22.3' LT.	682.87
130+50	21.2' LT.	683.03
131+00	20.1' LT.	683.14

RIGHT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
127+00	29.0' RT.	681.63
127+50	27.9' RT.	681.78
128+00	26.8' RT.	681.93
128+50	25.6' RT.	682.17
129+00	24.5' RT.	682.47
129+50	23.4' RT.	682.69
130+00	22.3' RT.	682.92
130+50	21.2' RT.	683.18
131+00	20.1' RT.	683.42

GENERAL NOTES:
PAVEMENT JOINTS IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING SHALL BE SPACED TO MATCH EXISTING PAVEMENT JOINTS.
SAWED, TRANSVERSE CONTRACTION JOINTS WITH DOWEL BAR ASSEMBLIES SHALL BE CONSTRUCTED IN PORTLAND CEMENT CONCRETE PAVEMENT WIDENING AS EXTENSIONS OF EXISTING CRACKS IN THE ADJACENT PAVEMENT WHERE DIRECTED BY THE ENGINEER.



REVISIONS

NAME	DATE

VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
BUFFALO GROVE ROAD IMPROVEMENT
STA. 127+00 TO 132+50

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

20 0 20 HORIZ.
5 5 VERT.
SCALE IN FEET

BID SET

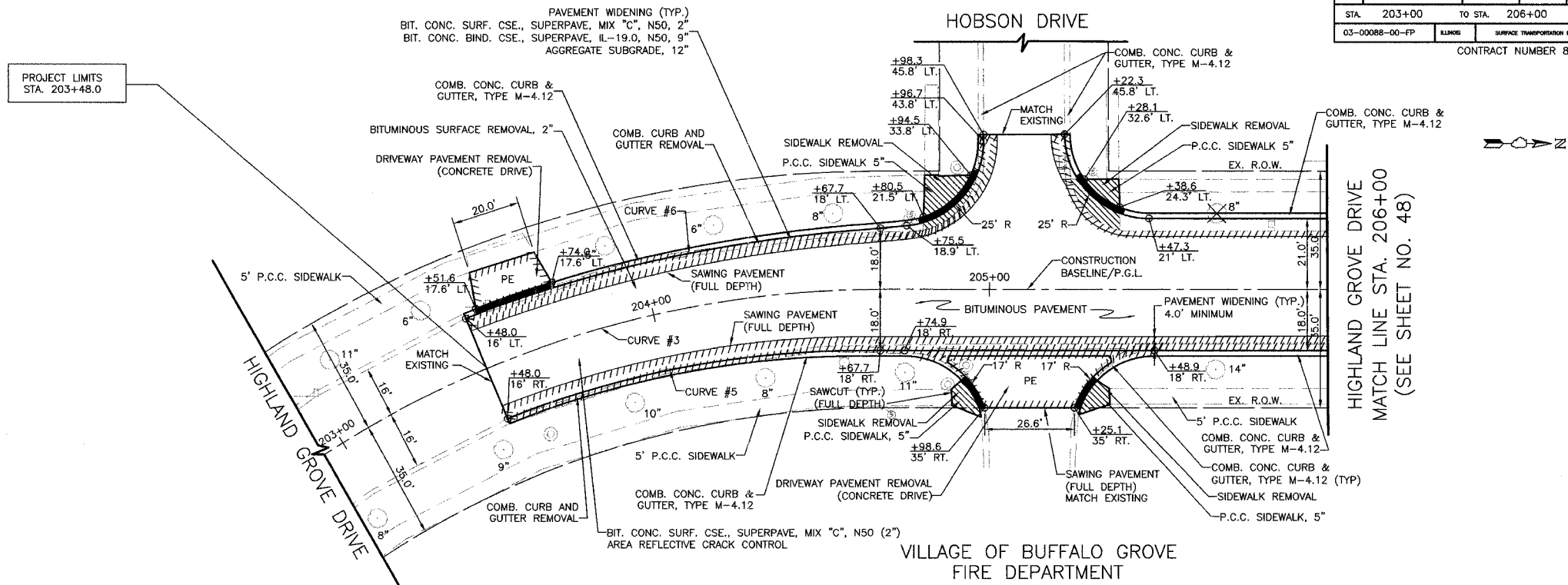
REF	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	56
STA. 203+00		TO STA. 206+00		
03-00088-00-FP		ELIMIN		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				

CURVE #3
 $\Delta = 55^{\circ}54'55''$
 $D = 19^{\circ}05'55''$
 $R = 300.00'$
 $T = 159.23'$
 $L = 292.77'$
 $E = 39.64'$
 PC STA. = 201+74.95
 PI STA. = 203+34.18
 PT STA. = 204+67.72

CURVE #5
 $\Delta = 22^{\circ}55'29''$
 $D = 20^{\circ}17'46''$
 $R = 282.30'$
 $T = 57.24'$
 $L = 112.95'$
 $E = 5.74'$

CURVE #6
 $\Delta = 15^{\circ}39'16''$
 $D = 13^{\circ}22'43''$
 $R = 428.27'$
 $T = 58.87'$
 $L = 117.01'$
 $E = 4.03'$

PROJECT LIMITS
 STA. 203+48.0



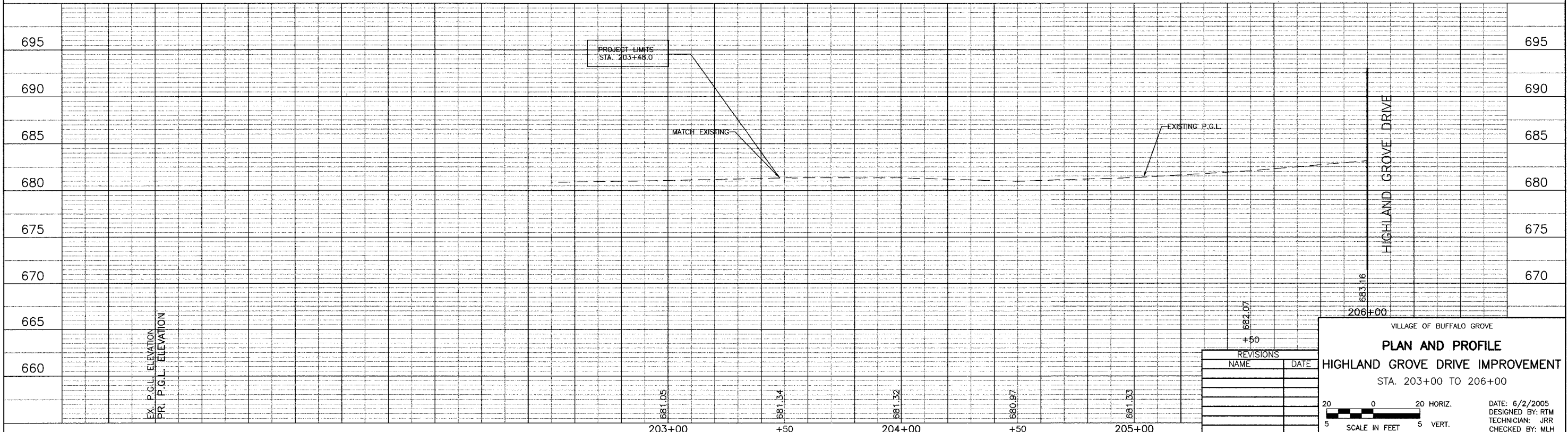
GENERAL NOTE:
 ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR ADDITIONAL DRIVEWAY DETAILS, SEE SHEET 168.

LEFT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
203+50	16.0' LT.	681.02
203+63	16.0' LT.	681.01
204+00	16.9' LT.	680.98
204+50	17.8' LT.	680.61
205+00	19.6' LT.	680.94
205+50	21.0' LT.	681.65
206+00	21.0' LT.	682.74

RIGHT PROPOSED EDGE OF PAVEMENT TABLE

STATION	OFFSET	ELEVATION
203+50	16.0' RT.	681.02
204+00	16.9' RT.	680.98
204+50	17.8' RT.	680.61
205+00	18.0' RT.	680.97
205+50	18.0' RT.	681.71
206+00	18.0' RT.	682.80



REVISIONS

NAME	DATE

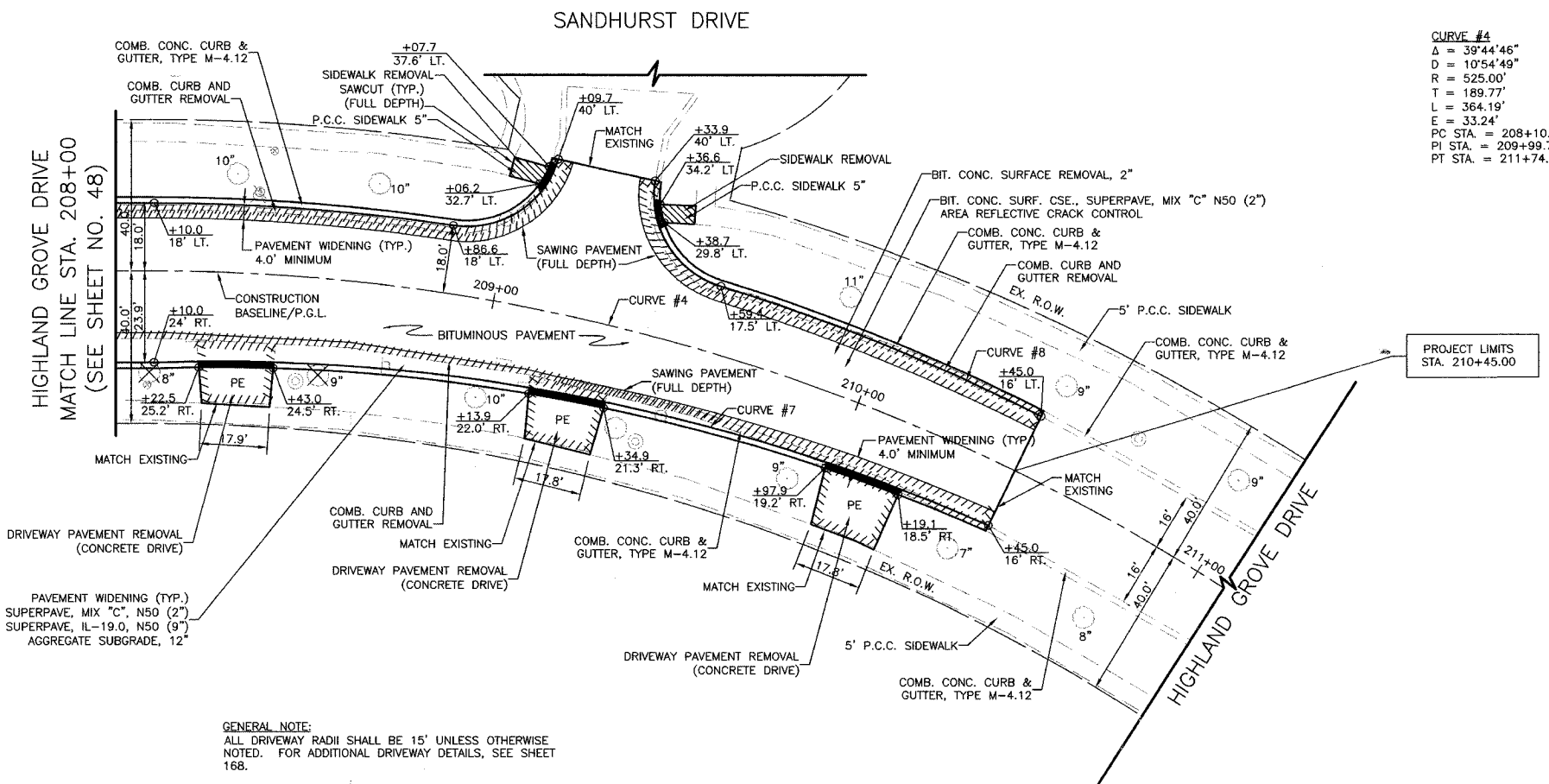
VILLAGE OF BUFFALO GROVE
PLAN AND PROFILE
 HIGHLAND GROVE DRIVE IMPROVEMENT
 STA. 203+00 TO 206+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	A47	LAKE	176	57
STA.	208+00	TO STA.	211+00	
03-00088-00-PP	LINE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



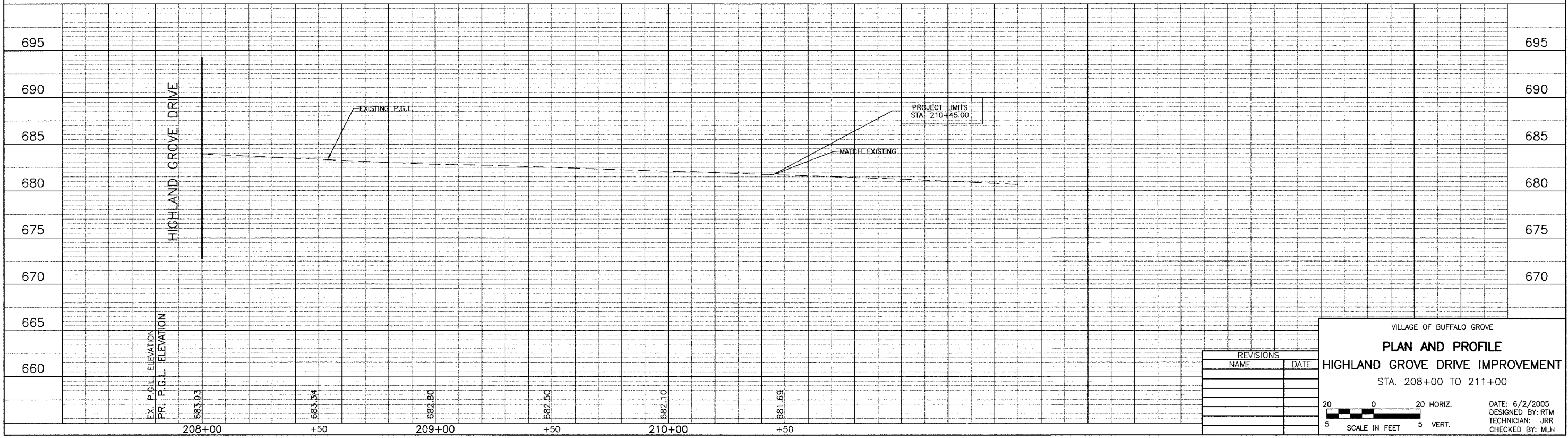
CURVE #4	CURVE #7	CURVE #8
$\Delta = 39^{\circ}44'46''$	$\Delta = 25^{\circ}40'31''$	$\Delta = 09^{\circ}38'20''$
$D = 10^{\circ}54'49''$	$D = 11^{\circ}21'10''$	$D = 10^{\circ}34'21''$
$R = 525.00'$	$R = 504.68'$	$R = 541.93'$
$T = 189.77'$	$T = 115.00'$	$T = 45.69'$
$L = 364.19'$	$L = 226.16'$	$L = 91.17'$
$E = 33.24'$	$E = 12.94'$	$E = 1.92'$
PC STA. = 208+10.00		
PI STA. = 209+99.77		
PT STA. = 211+74.19		

PAVEMENT WIDENING (TYP.)
 BIT. CONC. SURF. CSE., SUPERPAVE, MIX "C", N50 (2")
 BIT. CONC. BIND. CSE., SUPERPAVE, IL-19.0, N50 (9")
 AGGREGATE SUBGRADE, 12"

GENERAL NOTE:
 ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR ADDITIONAL DRIVEWAY DETAILS, SEE SHEET 168.

STATION	OFFSET	ELEVATION
208+00	18.0' LT.	683.57
208+50	18.0' LT.	682.98
209+00	22.5' LT.	682.35
209+50	18.6' LT.	682.13
210+00	16.8' LT.	681.76

STATION	OFFSET	ELEVATION
208+00	24.0' RT.	683.45
208+50	22.5' RT.	682.89
209+00	20.9' RT.	682.38
209+50	19.3' RT.	682.11
210+00	17.5' RT.	681.75



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

PLAN AND PROFILE

HIGHLAND GROVE DRIVE IMPROVEMENT

STA. 208+00 TO 211+00

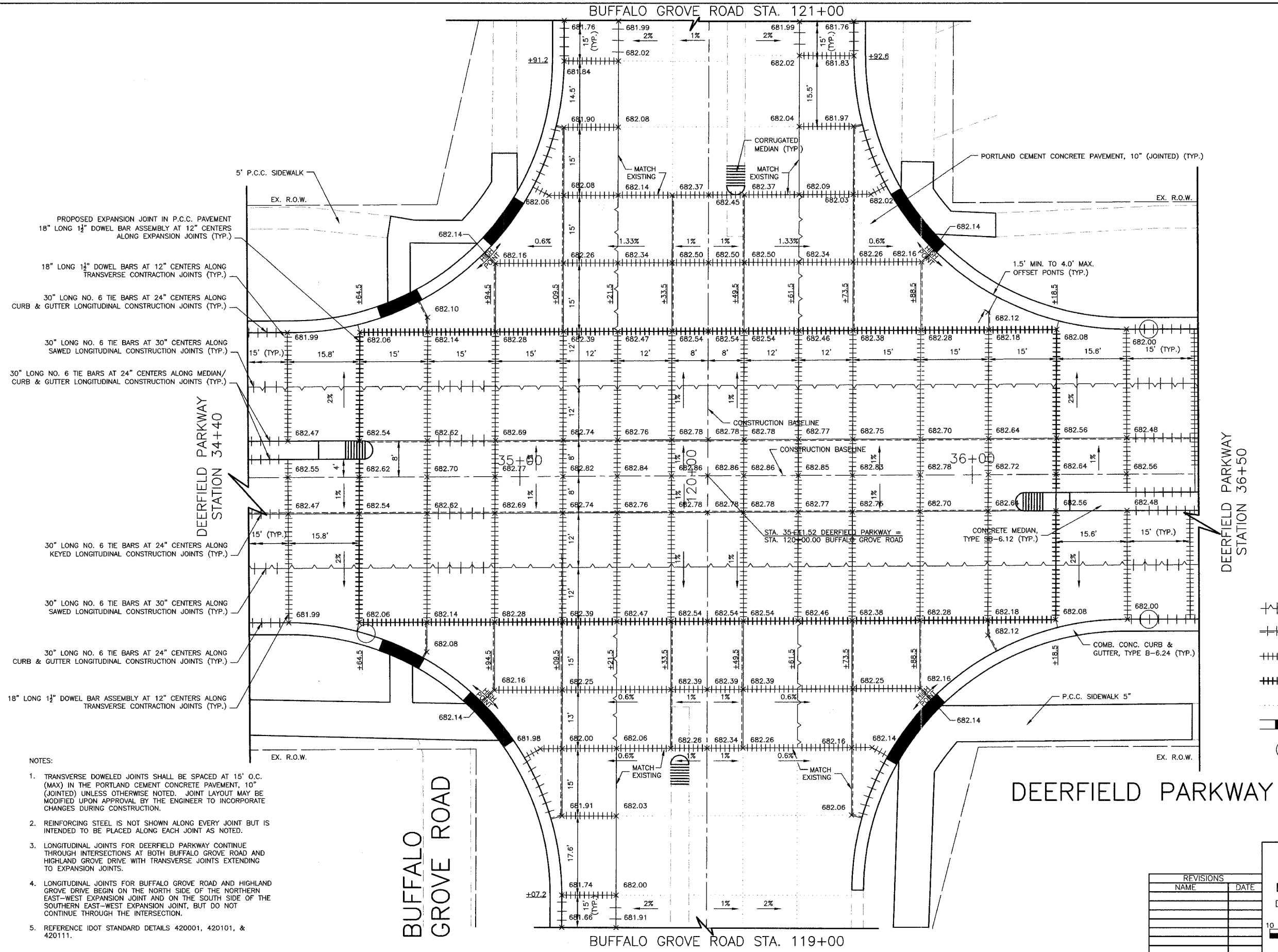
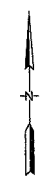
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	58
STA.	TO STA.			
03-00088-00-FP	ELABOR	SURFACE TRANSPORTATION FURNISHING		

CONTRACT NUMBER 83807



- 5' P.C.C. SIDEWALK
- EX. R.O.W.
- PROPOSED EXPANSION JOINT IN P.C.C. PAVEMENT
18" LONG 1 1/2" DOWEL BAR ASSEMBLY AT 12" CENTERS
ALONG EXPANSION JOINTS (TYP.)
- 18" LONG 1 1/2" DOWEL BARS AT 12" CENTERS ALONG
TRANSVERSE CONTRACTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 24" CENTERS ALONG
CURB & GUTTER LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 30" CENTERS ALONG
SAWED LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 24" CENTERS ALONG
CURB & GUTTER LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 24" CENTERS ALONG
KEYED LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 30" CENTERS ALONG
SAWED LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 30" LONG NO. 6 TIE BARS AT 24" CENTERS ALONG
CURB & GUTTER LONGITUDINAL CONSTRUCTION JOINTS (TYP.)
- 18" LONG 1 1/2" DOWEL BAR ASSEMBLY AT 12" CENTERS ALONG
TRANSVERSE CONTRACTION JOINTS (TYP.)

LEGEND

- SAWED LONGITUDINAL JOINT WITH TIE BARS
- KEYED LONGITUDINAL JOINT WITH TIE BARS
- CONTRACTION JOINT WITH DOWEL BARS
- EXPANSION JOINT WITH DOWEL BARS
- EXISTING CONSTRUCTION JOINT
- DEPRESSED CURB
- UTILITY STRUCTURE

- NOTES:**
1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (MAX) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION.
 2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
 3. LONGITUDINAL JOINTS FOR DEERFIELD PARKWAY CONTINUE THROUGH INTERSECTIONS AT BOTH BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE WITH TRANSVERSE JOINTS EXTENDING TO EXPANSION JOINTS.
 4. LONGITUDINAL JOINTS FOR BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE BEGIN ON THE NORTH SIDE OF THE NORTHERN EAST-WEST EXPANSION JOINT AND ON THE SOUTH SIDE OF THE SOUTHERN EAST-WEST EXPANSION JOINT, BUT DO NOT CONTINUE THROUGH THE INTERSECTION.
 5. REFERENCE IDOT STANDARD DETAILS 420001, 420101, & 420111.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERSECTION JOINTING PLAN

DEERFIELD PARKWAY IMPROVEMENT

DEERFIELD PARKWAY/BUFFALO GROVE ROAD

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

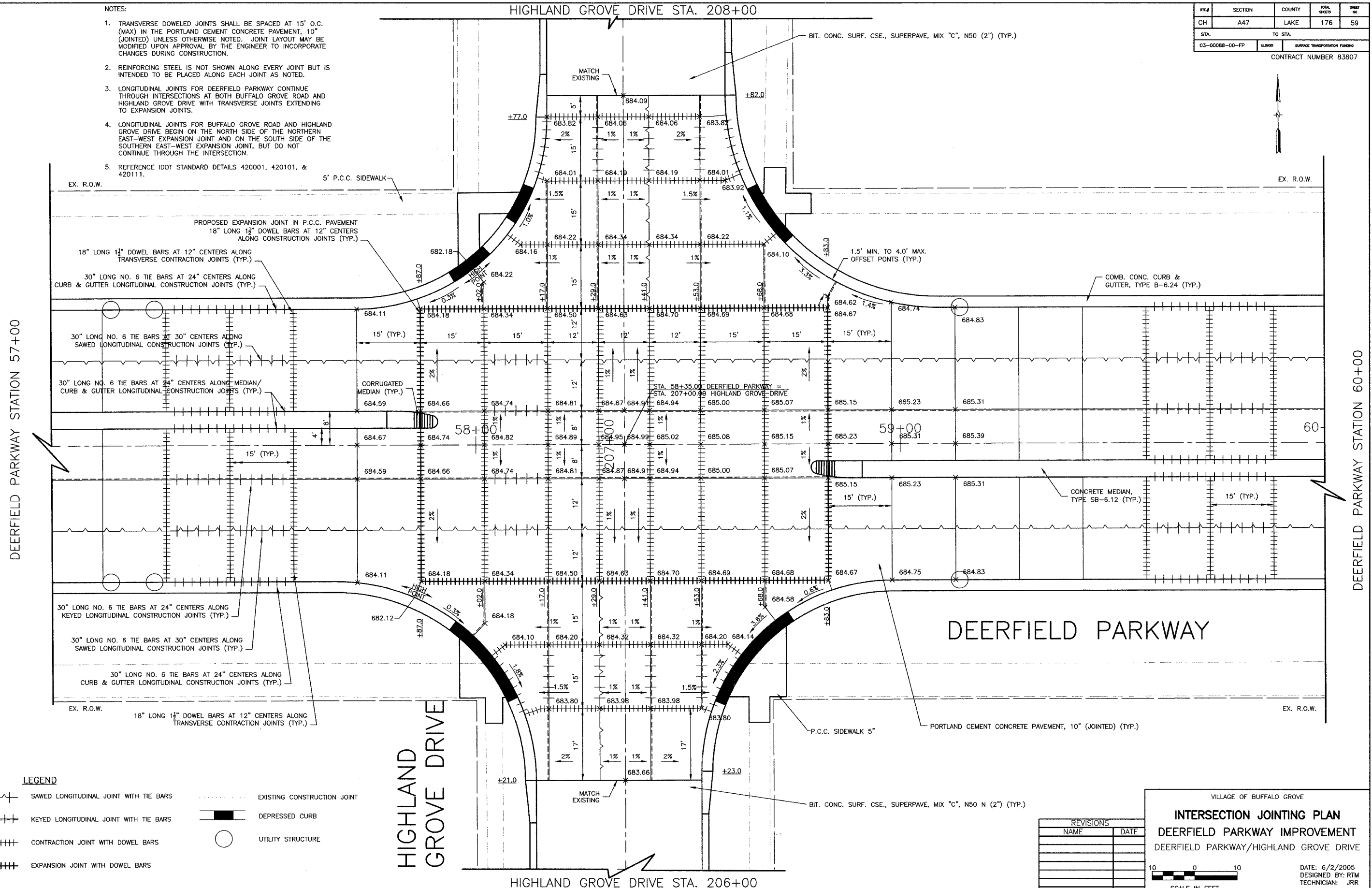
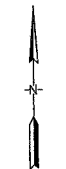
SCALE IN FEET

BID SET

NOTES:

1. TRANSVERSE DOWELED JOINTS SHALL BE SPACED AT 15' O.C. (MAX) IN THE PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED) UNLESS OTHERWISE NOTED. JOINT LAYOUT MAY BE MODIFIED UPON APPROVAL BY THE ENGINEER TO INCORPORATE CHANGES DURING CONSTRUCTION.
2. REINFORCING STEEL IS NOT SHOWN ALONG EVERY JOINT BUT IS INTENDED TO BE PLACED ALONG EACH JOINT AS NOTED.
3. LONGITUDINAL JOINTS FOR DEERFIELD PARKWAY CONTINUE THROUGH INTERSECTIONS AT BOTH BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE WITH TRANSVERSE JOINTS EXTENDING TO EXPANSION JOINTS.
4. LONGITUDINAL JOINTS FOR BUFFALO GROVE ROAD AND HIGHLAND GROVE DRIVE BEGIN ON THE NORTH SIDE OF THE NORTHERN EAST-WEST EXPANSION JOINT AND ON THE SOUTH SIDE OF THE SOUTHERN EAST-WEST EXPANSION JOINT, BUT DO NOT CONTINUE THROUGH THE INTERSECTION.
5. REFERENCE IDOT STANDARD DETAILS 420001, 420101, & 420111.

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	59
STA.	TO STA.		SURFACE TRANSPORTATION FUNDING	
03-00088-00-PP	ILLINOIS	CONTRACT NUMBER 83807		



LEGEND

- SAWED LONGITUDINAL JOINT WITH TIE BARS
- KEYED LONGITUDINAL JOINT WITH TIE BARS
- +++++ CONTRACTION JOINT WITH DOWEL BARS
- +++++ EXPANSION JOINT WITH DOWEL BARS
- EXISTING CONSTRUCTION JOINT
- DEPRESSED CURB
- UTILITY STRUCTURE

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERSECTION JOINTING PLAN

DEERFIELD PARKWAY IMPROVEMENT

DEERFIELD PARKWAY/HIGHLAND GROVE DRIVE

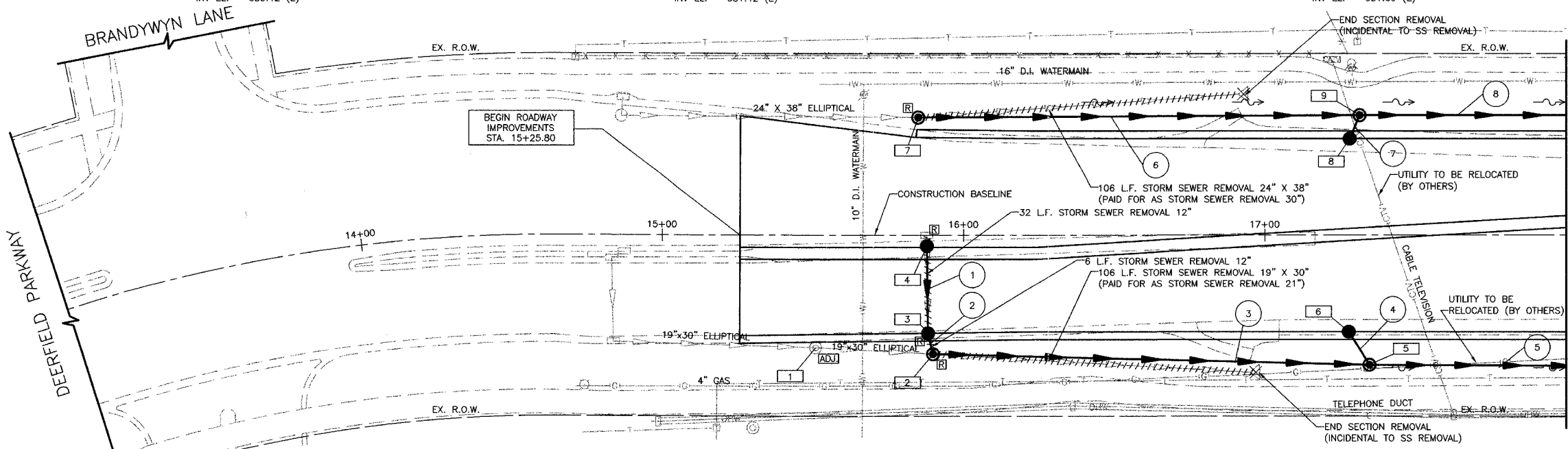
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: RTM

SCALE IN FEET

BID SET

1	STA. 15+51, 37.5' RT. MH TO BE ADJUSTED RIM EL. = 690.13 EX RIM EL. = 690.43 PR	2	STA. 15+90, 39.5' RT. RD MH TY A, 5" DIA. W/ T-1F CL RIM EL. = 689.75 INV EL. = 686.32 (NW) INV EL. = 686.19 (EX. W) INV EL. = 685.42 (E)	3	STA. 15+88, 32.5' RT. RD CB TY A, 4" DIA. W/ T-24 F&G RIM EL. = 689.30 INV EL. = 686.43 (N) INV EL. = 686.33 (SE)	4	STA. 15+88, 4' RT. CB TY C W/ T-18 F&G RIM EL. = 689.82 INV EL. = 686.72 (S)	5	STA. 17+35, 43' RT. RD MH TY A, 5" DIA. W/ T-8 GRATE RIM EL. = 687.38 INV EL. = 683.42 (W) INV EL. = 683.08 (NW) INV EL. = 681.42 (E)	6	STA. 17+28, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 687.17 INV EL. = 683.17 (S)	7	STA. 15+85, 39' LT. RD MH TY A, 5" DIA. W/ T-1F CL RIM EL. = 689.77 INV EL. = 685.50 (EX. W) INV EL. = 683.50 (E)	8	STA. 17+28, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 687.17 INV EL. = 683.65 (NE)	9	STA. 17+31.5, 40' LT. RD MH TY A, 5" DIA. W/ T-1F CL RIM EL. = 686.49 INV EL. = 683.61 (SW) INV EL. = 681.79 (W) INV EL. = 681.69 (E)
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REF	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	60
STA.	13+00	TO STA.	18+00	
03-00088-00-PP	LINE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DRAINAGE AND UTILITY LEGEND (TYP.)

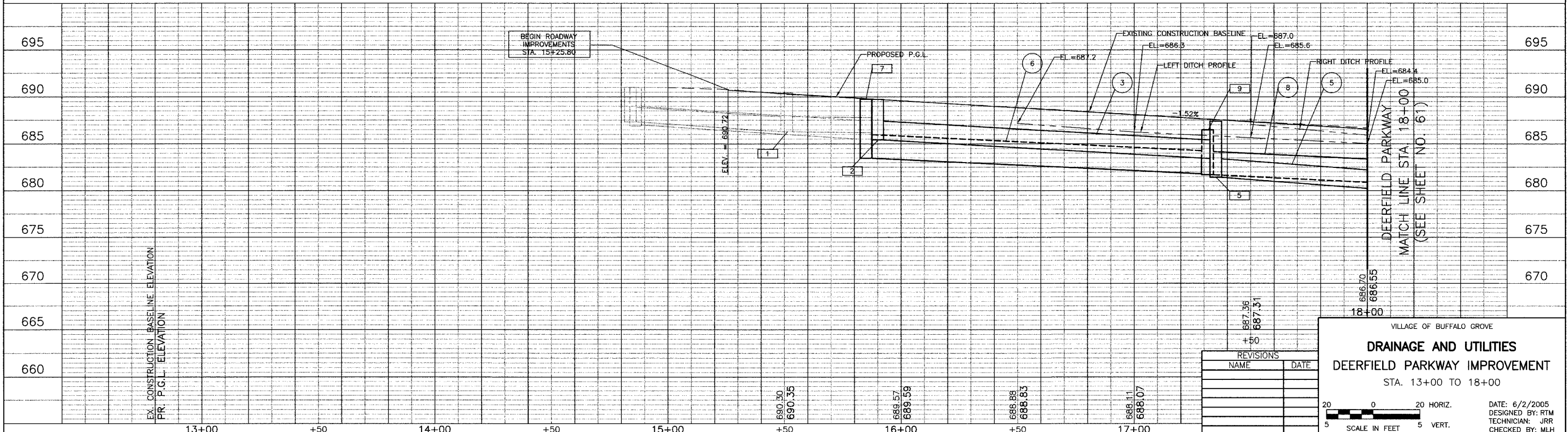
[Symbol]	STRUCTURE NO.
[Symbol]	PIPE NO.
[Symbol]	OVERHEAD WIRES

- | | | | |
|---|--|---|---|
| 1 | 29'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 4 CU. YD. | 5 | 186'-24" SS, CL. A, TY 1 @ 1.90% |
| 2 | 1'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 1 CU. YD. | 6 | 142'-30" SS, CL. A, TY 1 @ 1.20%
T.B.F. = 17 CU. YD. |
| 3 | 140'-24" SS, CL. A, TY 1 @ 1.43%
T.B.F. = 4 CU. YD. | 7 | 4'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 1 CU. YD. |
| 4 | 9'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 2 CU. YD. | 8 | 190'-30" SS, CL. A, TY 1 @ 1.20% |

GENERAL NOTES:
THE SIZE AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

THE COST OF CONNECTING EXISTING STORM SEWER AND UNDERDRAIN TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER AND UNDERDRAIN TO EXISTING STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE FOR STORM SEWER AND UNDERDRAIN. HOWEVER, THE NECESSARY PIPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" AND "UNDERDRAIN" OF THE TYPE AND SIZE REQUIRED.

PIPE UNDERDRAINS 4" (MODIFIED) SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THE PROJECT SPECIAL PROVISIONS AND LAKE COUNTY STANDARD LC6010 "SUB-SURFACE DRAINS", AT THE LOCATIONS SHOWN ON THE TYPICAL SECTIONS OR AS DIRECTED BY THE ENGINEER.



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

DRAINAGE AND UTILITIES

DEERFIELD PARKWAY IMPROVEMENT

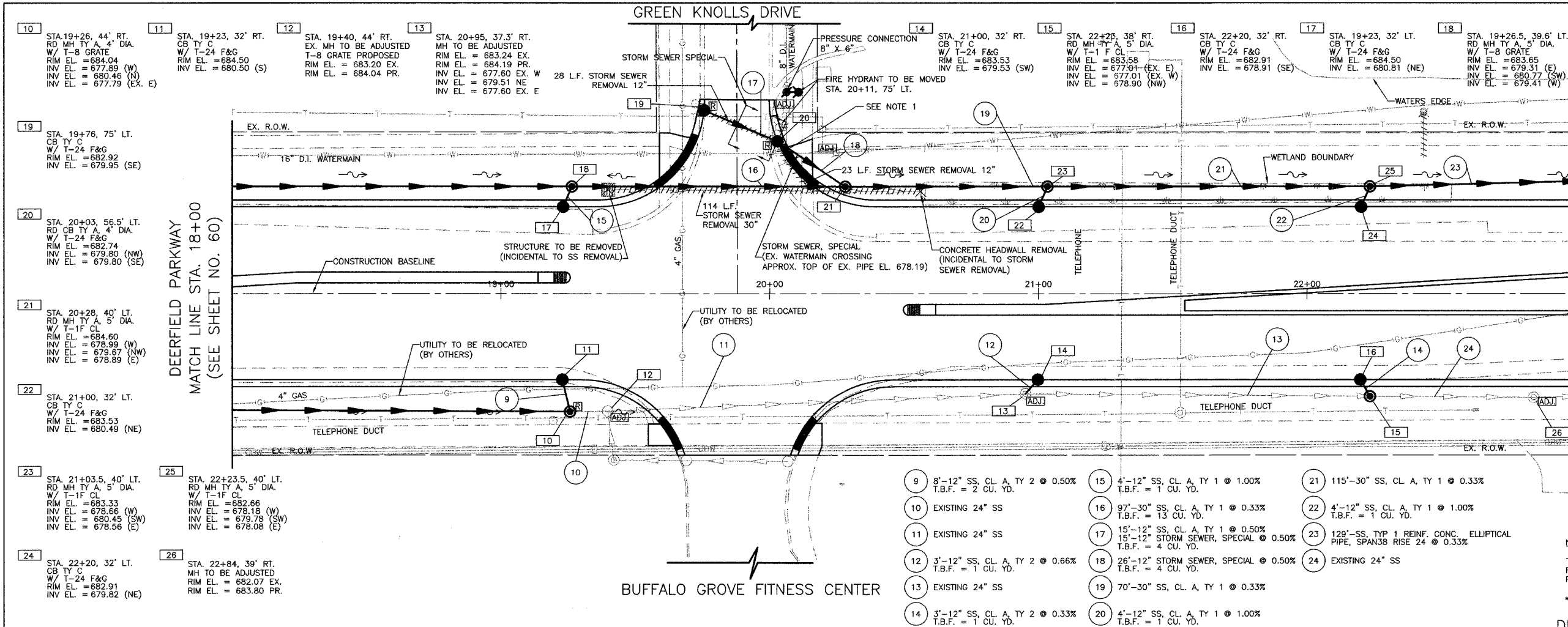
STA. 13+00 TO 18+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

SCALE IN FEET: 5 HORIZ., 5 VERT.

BID SET

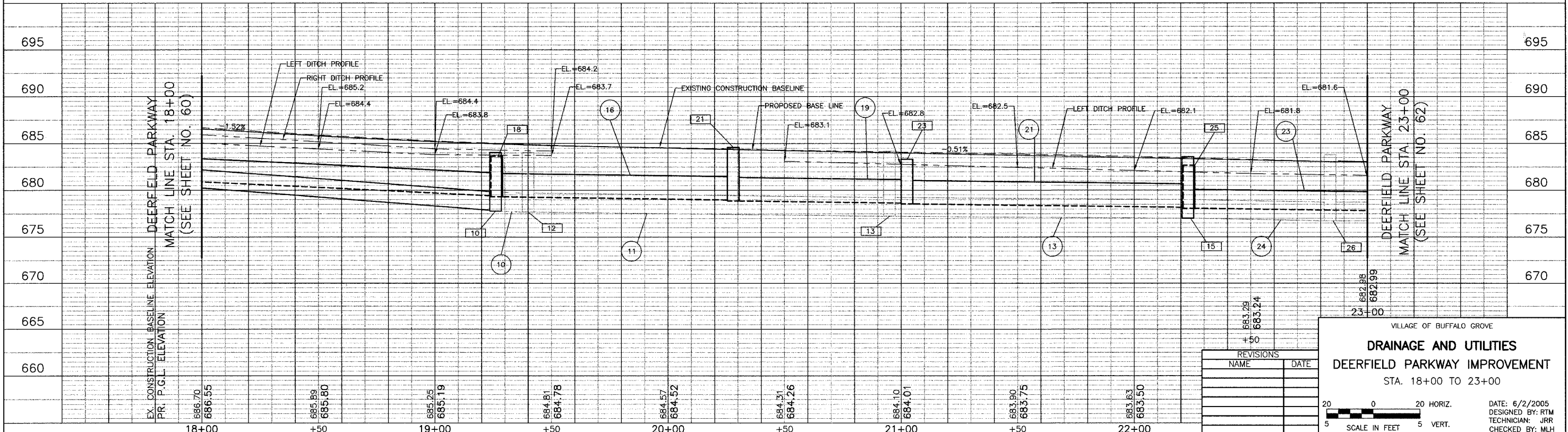
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A47	LAKE	176	61



- 10 STA. 19+26, 44' RT. RD MH TY A, 4' DIA. W/ T-8 GRATE RIM EL. = 684.04 INV EL. = 677.89 (W) INV EL. = 680.46 (N) INV EL. = 677.79 (EX. E)
- 11 STA. 19+23, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 684.50 INV EL. = 680.50 (S)
- 12 STA. 19+40, 44' RT. EX. MH TO BE ADJUSTED T-8 GRATE PROPOSED RIM EL. = 683.20 EX. RIM EL. = 684.04 PR. INV EL. = 677.80 EX. W INV EL. = 679.51 NE INV EL. = 677.60 EX. E
- 13 STA. 20+95, 37.3' RT. MH TO BE ADJUSTED RIM EL. = 683.24 EX. RIM EL. = 684.19 PR. INV EL. = 677.80 EX. W INV EL. = 679.51 NE INV EL. = 677.60 EX. E
- 14 STA. 21+00, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 683.53 INV EL. = 679.53 (SW)
- 15 STA. 22+25, 38' RT. RD MH TY A, 5' DIA. W/ T-1 F CL RIM EL. = 683.58 INV EL. = 677.01 (EX. E) INV EL. = 677.01 (EX. W) INV EL. = 578.90 (NW)
- 16 STA. 22+20, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 682.91 INV EL. = 678.91 (SE)
- 17 STA. 19+23, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 684.50 INV EL. = 680.81 (NE)
- 18 STA. 19+26.5, 39.6' LT. RD MH TY A, 5' DIA. W/ T-8 GRATE RIM EL. = 683.65 INV EL. = 679.31 (E) INV EL. = 680.77 (SW) INV EL. = 679.41 (W)
- 19 STA. 19+76, 75' LT. CB TY C W/ T-24 F&G RIM EL. = 682.92 INV EL. = 679.95 (SE)
- 20 STA. 20+03, 56.5' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 682.74 INV EL. = 679.80 (NW) INV EL. = 679.80 (SE)
- 21 STA. 20+28, 40' LT. RD MH TY A, 5' DIA. W/ T-1 F CL RIM EL. = 684.60 INV EL. = 678.99 (W) INV EL. = 679.67 (NW) INV EL. = 678.89 (E)
- 22 STA. 21+00, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 683.53 INV EL. = 680.49 (NE)
- 23 STA. 21+03.5, 40' LT. RD MH TY A, 5' DIA. W/ T-1 F CL RIM EL. = 683.33 INV EL. = 678.66 (W) INV EL. = 680.45 (SW) INV EL. = 678.56 (E)
- 24 STA. 22+20, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 682.91 INV EL. = 679.82 (NE)
- 25 STA. 22+23.5, 40' LT. RD MH TY A, 5' DIA. W/ T-1 F CL RIM EL. = 682.86 INV EL. = 678.18 (W) INV EL. = 679.78 (SW) INV EL. = 678.08 (E)
- 26 STA. 22+84, 39' RT. MH TO BE ADJUSTED RIM EL. = 682.07 EX. RIM EL. = 683.80 PR.

- 9 8'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 2 CU. YD.
- 10 EXISTING 24" SS
- 11 EXISTING 24" SS
- 12 3'-12" SS, CL. A, TY 2 @ 0.66% T.B.F. = 1 CU. YD.
- 13 EXISTING 24" SS
- 14 3'-12" SS, CL. A, TY 2 @ 0.33% T.B.F. = 1 CU. YD.
- 15 4'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 16 97'-30" SS, CL. A, TY 1 @ 0.33% T.B.F. = 13 CU. YD.
- 17 15'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 4 CU. YD.
- 18 26'-12" STORM SEWER, SPECIAL @ 0.50% T.B.F. = 4 CU. YD.
- 19 70'-30" SS, CL. A, TY 1 @ 0.33%
- 20 4'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 21 115'-30" SS, CL. A, TY 1 @ 0.33%
- 22 4'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 23 129'-SS, TYP 1 REINF. CONC. ELLIPTICAL PIPE, SPAN 38 RISE 24 @ 0.33%
- 24 EXISTING 24" SS

NOTES:
 THE 8" AND/OR 16" WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER.
 *SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



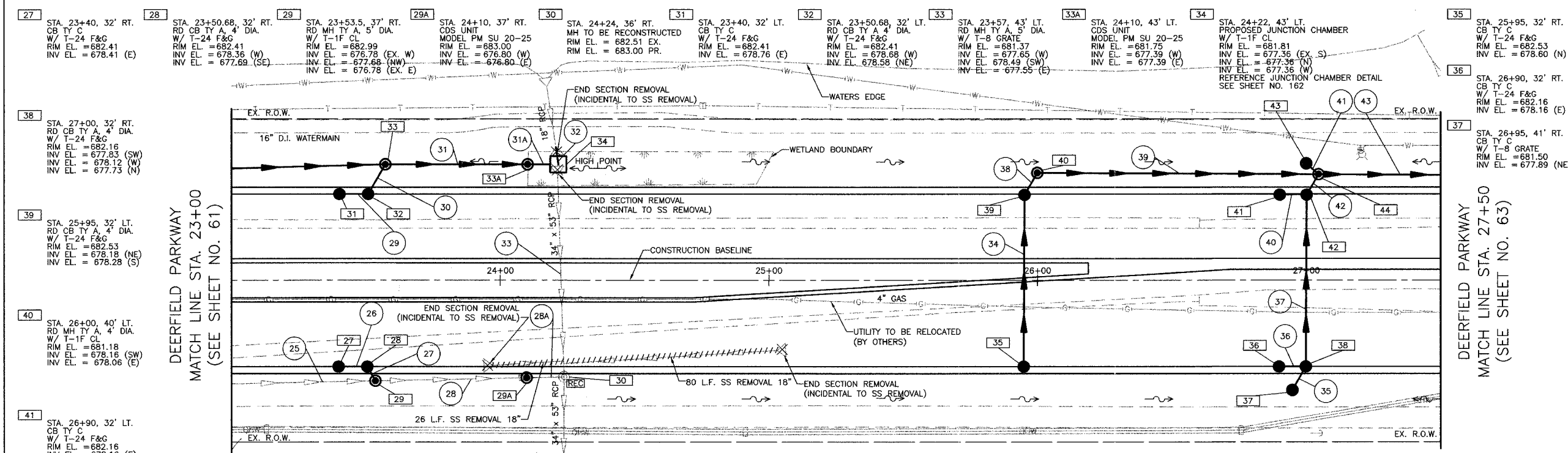
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 18+00 TO 23+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

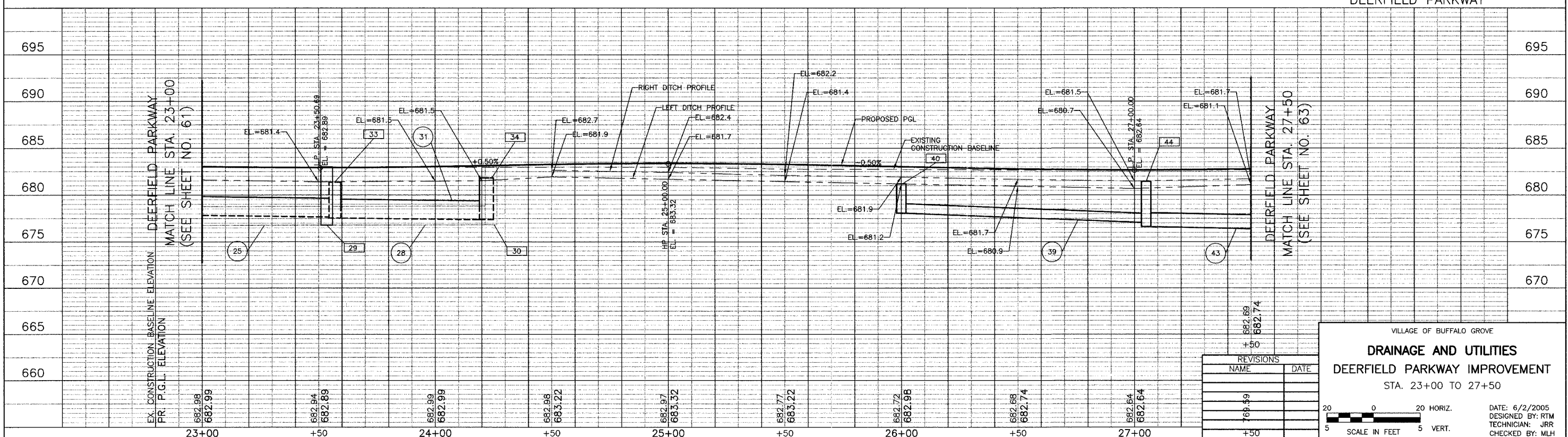
BID SET

PREP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	62
STA. 23+00		TO STA. 27+50		
03-00088-00-PP		ILLINOIS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				



- 25 EXISTING 24" SS
- 26 9'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 2 CU. YD.
- 27 2'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.
- 28 EXISTING 24" SS
- 28A EXISTING 24" SS
- 29 8'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 2 CU. YD.
- 30 9'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 2 CU. YD.
- 31 48"-SS, TYPE 1, REINF. CONC. ELLIPTICAL PIPE, SPAN 38' RISE 24' @ 0.33%
- 31A 8"-SS, TYPE 1, REINF. CONC. ELLIPTICAL PIPE, SPAN 38' RISE 24' @ 0.33%
- 32 4'-18" SS, CL. A, TY 1 @ 0.50%
- 33 EXISTING 36" X 54" SS
- 34 64'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 11 CU. YD.
- 35 6'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 2 CU. YD.
- 36 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 37 64'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 15 CU. YD.
- 38 5'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 39 100'-12" STORM SEWER, SPECIAL @ 1.00%
- 40 7'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 2 CU. YD.
- 41 3'-12" STORM SEWER, SPECIAL @ 1.00%
- 42 5'-15" SS, CL. A, TY 2 @ 0.50% T.B.F. = 2 CU. YD.
- 43 63'-18" STORM SEWER, SPECIAL @ 0.50%

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
DEERFIELD PARKWAY IMPROVEMENT
STA. 23+00 TO 27+50

REVISIONS	
NAME	DATE

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

BID SET

BUFFALO GROVE ROAD

MATCH LINE STA. 121+00 (SEE SHEET NO. 75)

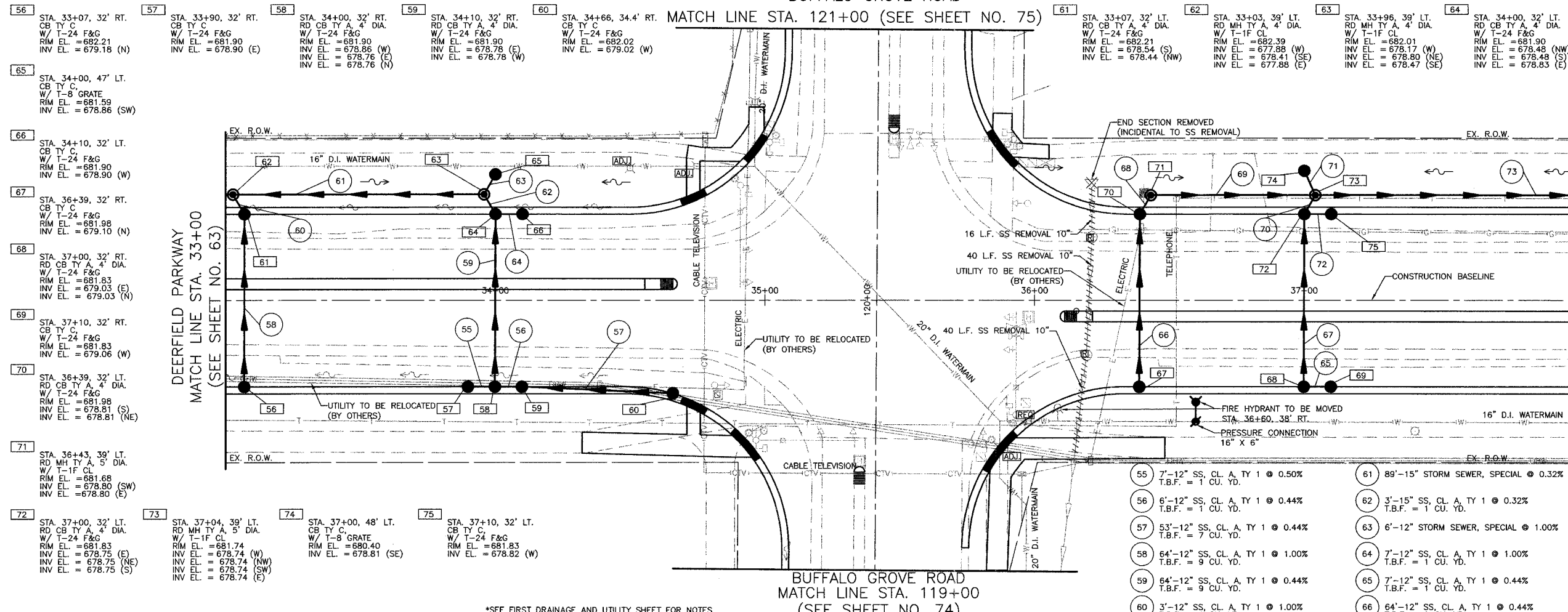
BUFFALO GROVE ROAD

MATCH LINE STA. 119+00 (SEE SHEET NO. 74)

ITEM	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	64

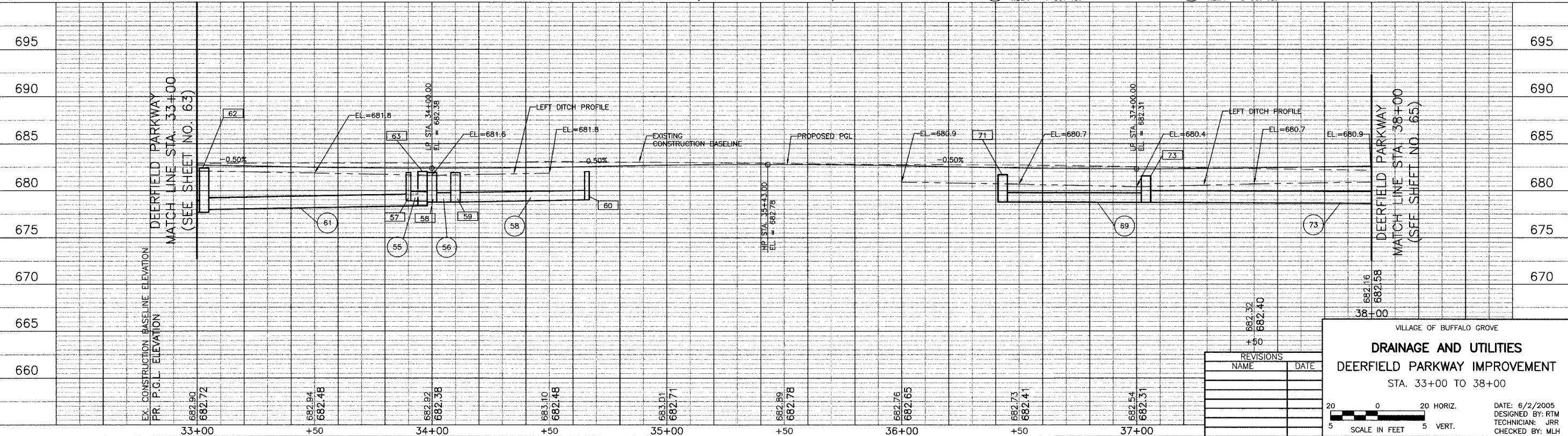
STA.	TO STA.	ELIMOS	SURFACE TRANSPORTATION FUNDING
33+00	38+00		

CONTRACT NUMBER 83807



- 56 STA. 33+07, 32' RT. CB TY C W/ T-24 F&G RIM EL = 682.21 INV EL = 679.18 (N)
- 57 STA. 33+90, 32' RT. CB TY C W/ T-24 F&G RIM EL = 681.90 INV EL = 678.90 (E)
- 58 STA. 34+00, 32' RT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.90 INV EL = 678.86 (W)
- 59 STA. 34+10, 32' RT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.90 INV EL = 678.78 (E)
- 60 STA. 34+66, 34.4' RT. CB TY C W/ T-24 F&G RIM EL = 682.02 INV EL = 679.02 (W)
- 61 STA. 33+07, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 682.21 INV EL = 678.54 (S)
- 62 STA. 33+03, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL = 682.39 INV EL = 677.88 (W)
- 63 STA. 33+96, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL = 682.01 INV EL = 678.17 (W)
- 64 STA. 34+00, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.90 INV EL = 678.48 (NW)
- 65 STA. 34+00, 47' LT. CB TY C W/ T-8 GRATE RIM EL = 681.59 INV EL = 678.86 (SW)
- 66 STA. 34+10, 32' LT. CB TY C W/ T-24 F&G RIM EL = 681.90 INV EL = 678.90 (W)
- 67 STA. 36+39, 32' RT. CB TY C W/ T-24 F&G RIM EL = 681.98 INV EL = 679.10 (N)
- 68 STA. 37+00, 32' RT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.83 INV EL = 679.03 (E)
- 69 STA. 37+10, 32' RT. CB TY C W/ T-24 F&G RIM EL = 681.83 INV EL = 679.06 (W)
- 70 STA. 36+39, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.98 INV EL = 678.81 (S)
- 71 STA. 36+43, 39' LT. RD MH TY A, 5' DIA. W/ T-1F CL RIM EL = 681.68 INV EL = 678.80 (E)
- 72 STA. 37+00, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 681.83 INV EL = 678.75 (E)
- 73 STA. 37+04, 39' LT. RD MH TY A, 5' DIA. W/ T-1F CL RIM EL = 681.74 INV EL = 678.74 (W)
- 74 STA. 37+00, 48' LT. CB TY C W/ T-8 GRATE RIM EL = 680.40 INV EL = 678.81 (SE)
- 75 STA. 37+10, 32' LT. CB TY C W/ T-24 F&G RIM EL = 681.83 INV EL = 678.82 (W)

- 55 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 56 6'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 1 CU. YD.
- 57 53'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 7 CU. YD.
- 58 64'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 9 CU. YD.
- 59 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 9 CU. YD.
- 60 3'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 61 89'-15" STORM SEWER, SPECIAL @ 0.32%
- 62 3'-15" SS, CL. A, TY 1 @ 0.32% T.B.F. = 1 CU. YD.
- 63 6'-12" STORM SEWER, SPECIAL @ 1.00%
- 64 7'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 65 7'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 1 CU. YD.
- 66 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 9 CU. YD.
- 67 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 9 CU. YD.
- 68 2'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 69 57'-SS, TYP 1, REINF. CONC. ELLIPTICAL PIPE, SPAN 45', RISE 29 @ 0.10%
- 70 2'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 1 CU. YD.
- 71 7'-12" SS, CL. A, TY 1 @ 1.00%
- 72 7'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 1 CU. YD.
- 73 256'-SS, TYP 1, REINF. CONC. ELLIPTICAL PIPE, SPAN 45', RISE 29 @ 0.10%



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

DRAINAGE AND UTILITIES

DEERFIELD PARKWAY IMPROVEMENT

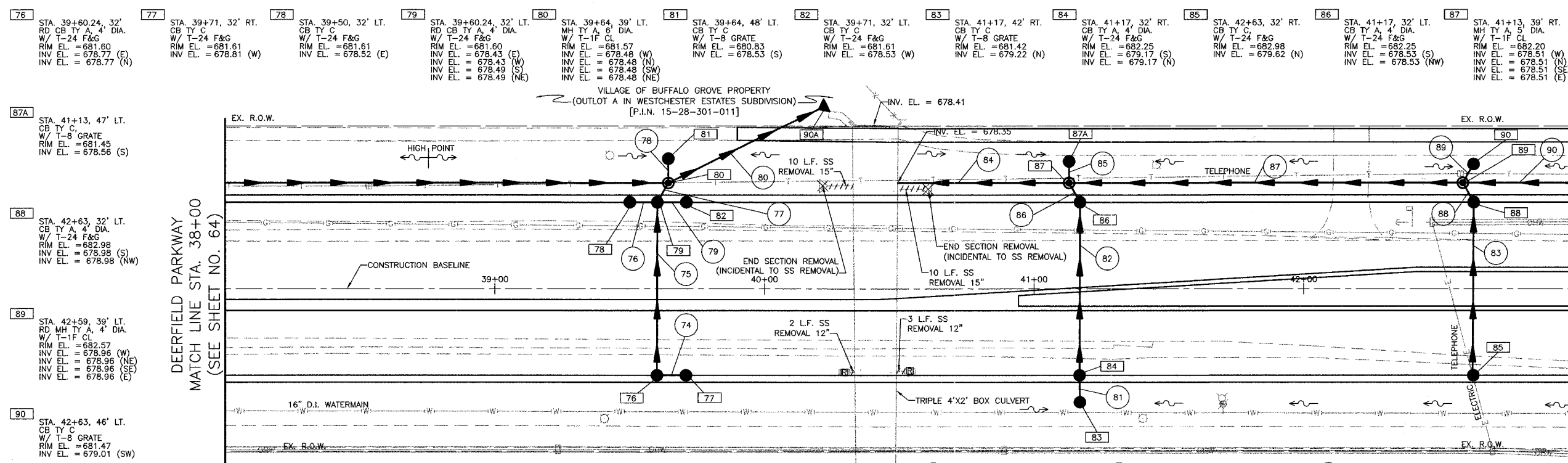
STA. 33+00 TO 38+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

SCALE IN FEET: 20 HORIZ., 5 VERT.

BID SET

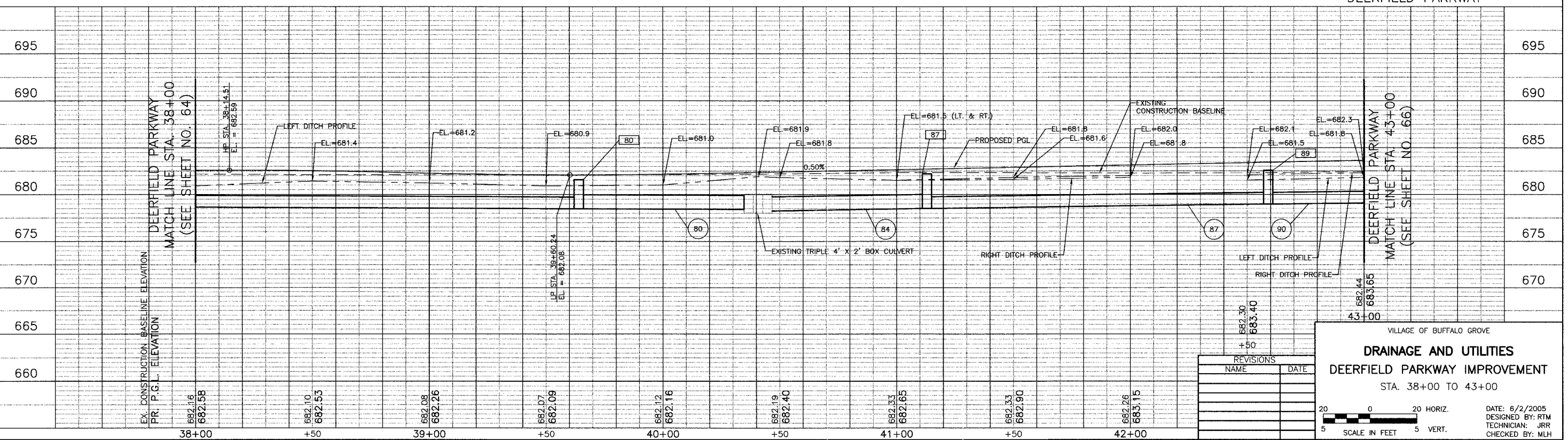
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A47	LAKE	176	65
STATIONING		CONTRACT NUMBER 83807	
FROM STA. 38+00	TO STA. 43+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING	



- 76 STA. 39+60.24, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 681.60 INV EL. = 678.77 (E) INV EL. = 678.77 (N)
- 77 STA. 39+71, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 681.61 INV EL. = 678.81 (W)
- 78 STA. 39+50, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 681.61 INV EL. = 678.52 (E)
- 79 STA. 39+60.24, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 681.60 INV EL. = 678.43 (E) INV EL. = 678.43 (W) INV EL. = 678.49 (S) INV EL. = 678.49 (NE)
- 80 STA. 39+64, 39' LT. MH TY A, 8' DIA. W/ T-1F CL RIM EL. = 681.57 INV EL. = 678.48 (W) INV EL. = 678.48 (N) INV EL. = 678.48 (SW) INV EL. = 678.48 (NE)
- 81 STA. 39+64, 48' LT. CB TY C W/ T-8 GRATE RIM EL. = 680.83 INV EL. = 678.53 (S)
- 82 STA. 39+71, 32' LT. CB TY C W/ T-24 F&G RIM EL. = 681.61 INV EL. = 678.53 (W)
- 83 STA. 41+17, 42' RT. CB TY C W/ T-8 GRATE RIM EL. = 681.42 INV EL. = 679.22 (N)
- 84 STA. 41+17, 32' RT. CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 682.25 INV EL. = 679.17 (S) INV EL. = 679.17 (N)
- 85 STA. 42+63, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 682.98 INV EL. = 679.62 (N)
- 86 STA. 41+17, 32' LT. CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 682.25 INV EL. = 678.53 (S) INV EL. = 678.53 (NW)
- 87 STA. 41+13, 39' RT. MH TY A, 5' DIA. W/ T-1F CL RIM EL. = 682.20 INV EL. = 678.51 (W) INV EL. = 678.51 (N) INV EL. = 678.51 (SE) INV EL. = 678.51 (E)
- 87A STA. 41+13, 47' LT. CB TY C W/ T-8 GRATE RIM EL. = 681.45 INV EL. = 678.56 (S)
- 88 STA. 42+63, 32' LT. CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 682.98 INV EL. = 678.98 (S) INV EL. = 678.98 (E)
- 89 STA. 42+59, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL. = 682.57 INV EL. = 678.96 (W) INV EL. = 678.96 (NE) INV EL. = 678.96 (SE) INV EL. = 678.96 (E)
- 90 STA. 42+63, 46' LT. CB TY C W/ T-8 GRATE RIM EL. = 681.47 INV EL. = 679.01 (SW)
- 90A STA. 40+23, 68' LT. PRECAST REINFORCED CONC. FLARED END SECTION, EQUIV. ROUND SIZE 36" W/ GRATING INV. EL. = 678.41

- 74 8'-12" SS, CL. A, TY 1 @ 1.00% T.B.F. = 2 CU. YD.
- 75 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 16 CU. YD.
- 76 7'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 2 CU. YD.
- 77 2'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 1 CU. YD.
- 78 3'-12" SS, CL. A, TY 1 @ 1.00%
- 79 8'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 2 CU. YD.
- 80 65'-SS, TYP 1, REINF. CONC. ELLIPTICAL PIPE, SPAN 45, RISE 29 @ 0.10% T.B.F. = 1 CU. YD.
- 81 5'-12" STORM SEWER, SPECIAL @ 1.00% T.B.F. = 1 CU. YD.
- 82 64'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 19 CU. YD.
- 83 64'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 14 CU. YD.
- 84 62'-18" SS, CL. A, TY 2 @ 0.26%
- 85 5'-12" SS, CL. A, TY 2 @ 1.00%
- 86 2'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 1 CU. YD.
- 87 142'-18" SS, CL. A, TY 2 @ 0.32% T.B.F. = 19 CU. YD.
- 88 2'-12" SS, CL. A, TY 2 @ 1.00% T.B.F. = 1 CU. YD.
- 89 5'-12" SS, CL. A, TY 1 @ 1.00%
- 90 142'-15" SS, CL. A, TY 2 @ 0.32%

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

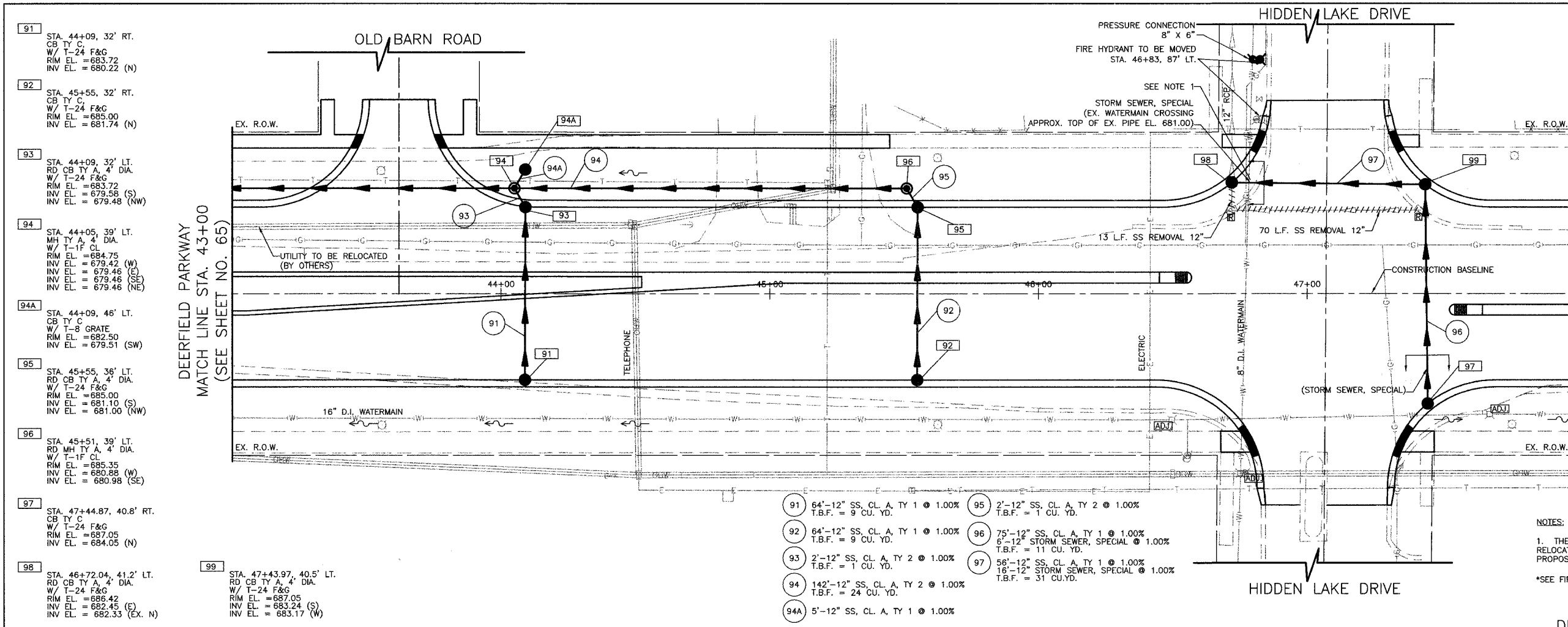
VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
DEERFIELD PARKWAY IMPROVEMENT
 STA. 38+00 TO 43+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

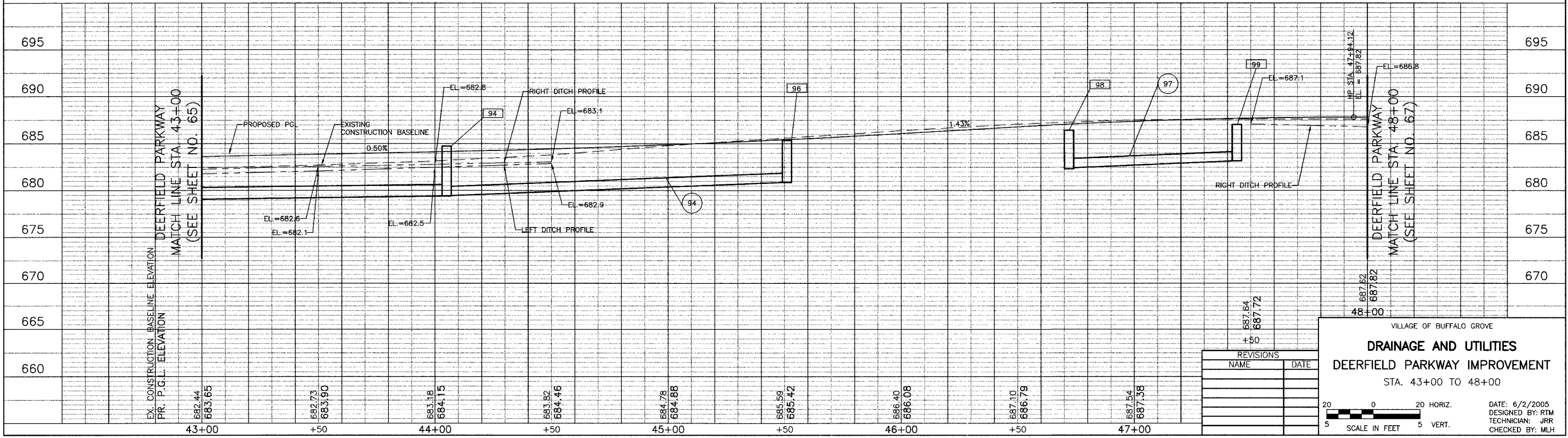
ITEM #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	66
STA.	43+00	TO STA.	48+00	
03-00088-00-FP		BLANKS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



- 91 STA. 44+09, 32' RT. CB TY C. W/ T-24 F&G. RIM EL. = 683.72. INV EL. = 680.22 (N)
- 92 STA. 45+55, 32' RT. CB TY C. W/ T-24 F&G. RIM EL. = 685.00. INV EL. = 681.74 (N)
- 93 STA. 44+09, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G. RIM EL. = 683.72. INV EL. = 679.56 (S). INV EL. = 679.48 (NW)
- 94 STA. 44+05, 39' LT. MH TY A, 4' DIA. W/ T-1F CL. RIM EL. = 684.75. INV EL. = 679.42 (W). INV EL. = 679.46 (E). INV EL. = 679.46 (SE). INV EL. = 679.46 (NE)
- 94A STA. 44+09, 46' LT. CB TY C. W/ T-3 GRATE. RIM EL. = 682.50. INV EL. = 679.51 (SW)
- 95 STA. 45+55, 36' LT. RD CB TY A, 4' DIA. W/ T-24 F&G. RIM EL. = 685.00. INV EL. = 681.10 (S). INV EL. = 681.00 (NW)
- 96 STA. 45+51, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL. RIM EL. = 685.35. INV EL. = 680.86 (W). INV EL. = 680.96 (SE)
- 97 STA. 47+44.87, 40.8' RT. CB TY C. W/ T-24 F&G. RIM EL. = 687.05. INV EL. = 684.05 (N)
- 98 STA. 46+72.04, 41.2' LT. RD CB TY A, 4' DIA. W/ T-24 F&G. RIM EL. = 686.42. INV EL. = 682.45 (E). INV EL. = 682.33 (EX. N)
- 99 STA. 47+43.97, 40.5' LT. RD CB TY A, 4' DIA. W/ T-24 F&G. RIM EL. = 687.05. INV EL. = 683.24 (S). INV EL. = 683.17 (W)

- 91 64'-12" SS, CL. A, TY 1 @ 1.00%. T.B.F. = 9 CU. YD.
- 92 64'-12" SS, CL. A, TY 1 @ 1.00%. T.B.F. = 9 CU. YD.
- 93 2'-12" SS, CL. A, TY 2 @ 1.00%. T.B.F. = 1 CU. YD.
- 94 142'-12" SS, CL. A, TY 2 @ 1.00%. T.B.F. = 24 CU. YD.
- 94A 5'-12" SS, CL. A, TY 1 @ 1.00%
- 95 2'-12" SS, CL. A, TY 2 @ 1.00%. T.B.F. = 1 CU. YD.
- 96 75'-12" SS, CL. A, TY 1 @ 1.00%. 6'-12" STORM SEWER, SPECIAL @ 1.00%. T.B.F. = 11 CU. YD.
- 97 56'-12" SS, CL. A, TY 1 @ 1.00%. 16'-12" STORM SEWER, SPECIAL @ 1.00%. T.B.F. = 31 CU. YD.

NOTES:
 1. THE 8" AND/OR 16" WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER.
 *SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 43+00 TO 48+00

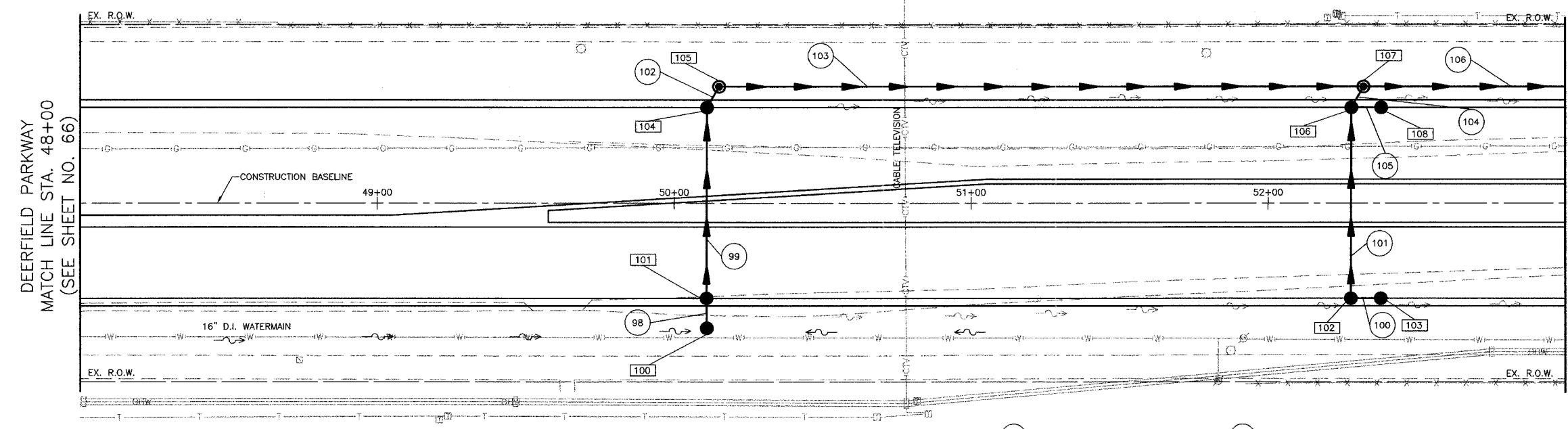
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

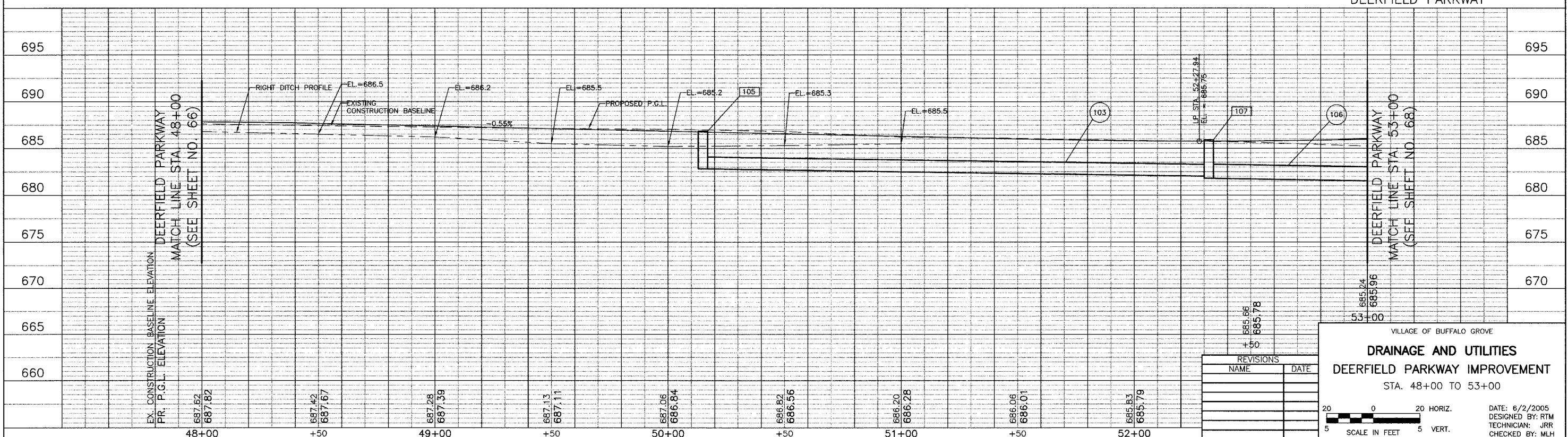
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	67
STA. 48+00		TO STA. 53+00		
03-00088-00-PP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

- 100 STA. 50+11, 42' RT. RD CB TY C W/ T-3 GRATE RIM EL. = 685.10 INV EL. = 683.13 (N)
- 101 STA. 50+11, 32' RT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 686.29 INV EL. = 683.10 (S)
- 102 STA. 52+27.94, 32' RT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 685.27 INV EL. = 682.24 (N)
- 103 STA. 52+38, 32' RT. RD CB TY C W/ T-24 F&G RIM EL. = 685.28 INV EL. = 682.28 (W)
- 104 STA. 50+11, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 686.29 INV EL. = 682.82 (NE)
- 105 STA. 50+15, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL. = 686.84 INV EL. = 682.72 (E)
- 106 STA. 52+27.94, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL. = 685.27 INV EL. = 682.24 (E)
- 107 STA. 52+32, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL. = 685.90 INV EL. = 682.03 (W)
- 108 STA. 52+38, 32' LT. RD CB TY C W/ T-24 F&G RIM EL. = 685.28 INV EL. = 682.28 (W)



- 98 5'-12" STORM SEWER, SPECIAL @ 0.60% T.B.F. = 1 CU. YD.
- 99 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 9 CU. YD.
- 100 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 101 64'-12" SS, CL. A, TY 1 @ 0.44% T.B.F. = 9 CU. YD.
- 102 2'-15" SS, CL. A, TY 1 @ 0.32% T.B.F. = 1 CU. YD.
- 103 213'-15" SS, CL. A, TY 1 @ 0.32% T.B.F. = 1 CU. YD.
- 104 2'-15" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 105 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 106 209'-18" SS, CL. A, TY 1 @ 0.40% T.B.F. = 1 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

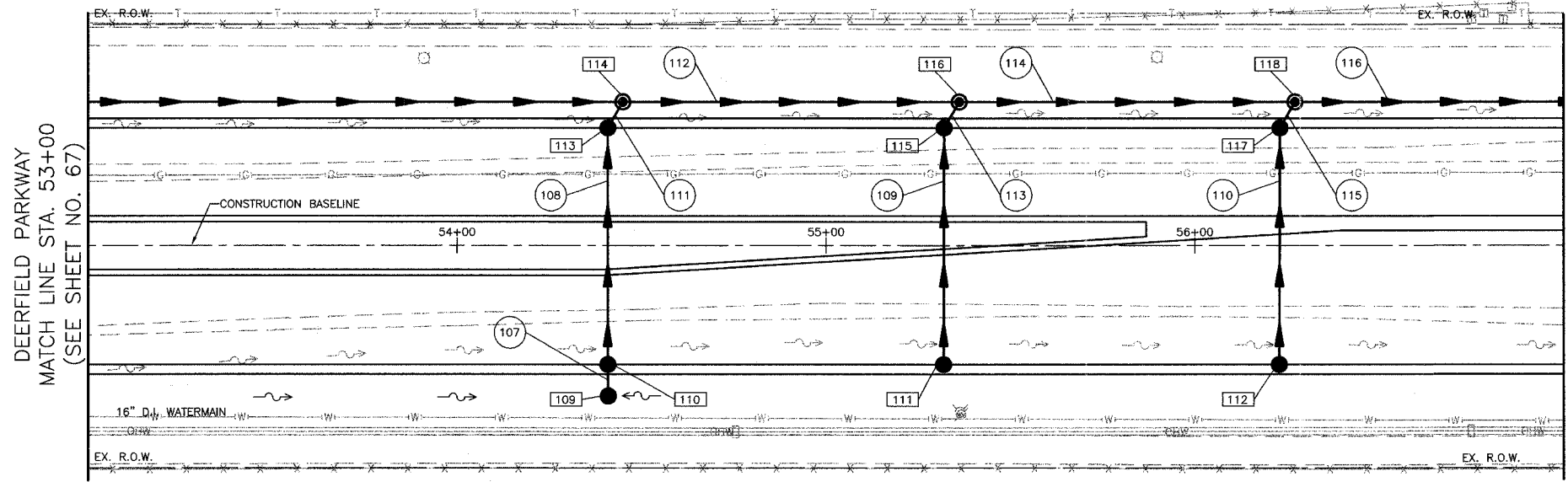
VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
DEERFIELD PARKWAY IMPROVEMENT
STA. 48+00 TO 53+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

BID SET

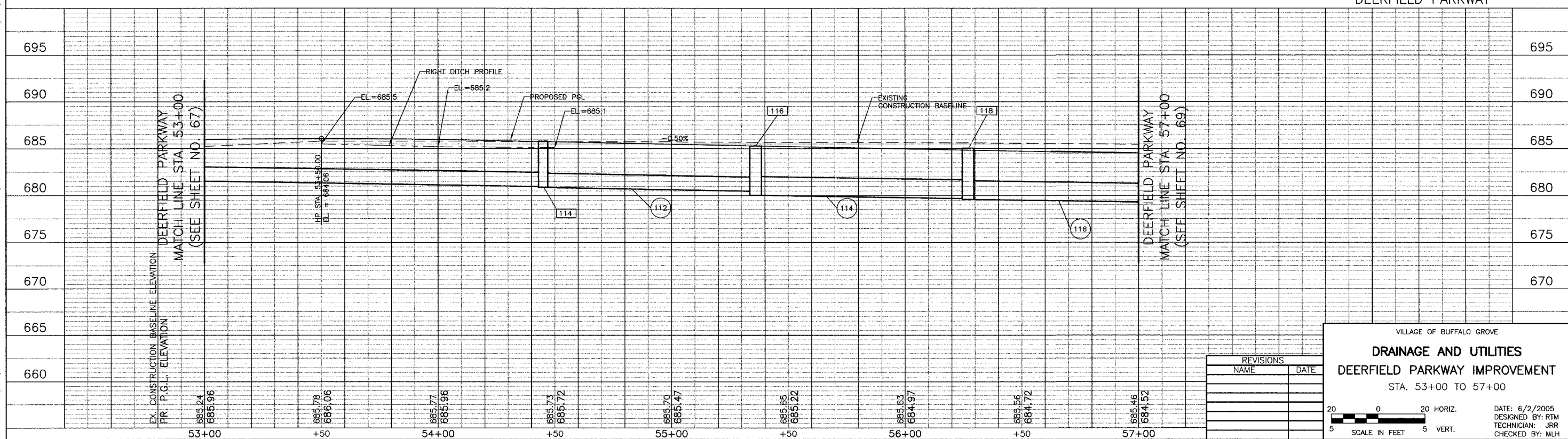
W.P.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	68
STA. 53+00		TO STA. 57+00		
03-00085-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

109 STA. 54+41, 40.5' RT. CB TY C W/ T-8 GRATE RIM EL = 685.02 INV EL = 681.87 (N)	110 STA. 54+41, 32' RT. RD CB TY A, 4' DIA W/ T-24 F&G RIM EL = 685.28 INV EL = 681.85 (S) INV EL = 681.75 (N)	111 STA. 55+32, 32' RT. CB TY C W/ T-24 F&G RIM EL = 684.83 INV EL = 681.36 (N)	112 STA. 56+23, 32' RT. CB TY C W/ T-24 F&G RIM EL = 684.37 INV EL = 680.91 (N)	113 STA. 54+41, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 685.28 INV EL = 681.43 (S) INV EL = 681.33 (NE)	114 STA. 54+45, 39' LT. RD MH TY A, 4' DIA. W/ T-1F CL RIM EL = 685.79 INV EL = 680.97 (W) INV EL = 681.32 (SW) INV EL = 680.87 (E)	115 STA. 55+32, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 684.83 INV EL = 681.04 (S) INV EL = 680.94 (NE)	116 STA. 55+36, 39' LT. RD MH TY A, 5' DIA. W/ T-1F CL RIM EL = 685.28 INV EL = 680.48 (W) INV EL = 680.93 (SW) INV EL = 680.03 (E)	117 STA. 56+23, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 684.37 INV EL = 680.59 (S) INV EL = 680.49 (NE)	118 STA. 56+27, 39' LT. RD MH TY A, 5' DIA. W/ T-1F CL RIM EL = 685.04 INV EL = 679.68 (W) INV EL = 680.48 (SW) INV EL = 679.58 (E)
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- 107 4'-12" STORM SEWER, SPECIAL @ 0.50%
T.B.F. = 1 CU. YD.
- 108 64'-12" SS, CL. A, TY 1 @ 0.50%
T.B.F. = 9 CU. YD.
- 109 64'-12" SS, CL. A, TY 1 @ 0.50%
T.B.F. = 9 CU. YD.
- 110 64'-12" SS, CL. A, TY 1 @ 0.50%
T.B.F. = 9 CU. YD.
- 111 2'-12" SS, CL. A, TY 2 @ 0.50%
T.B.F. = 1 CU. YD.
- 112 87'-18" SS, CL. A, TY 2 @ 0.45%
T.B.F. = 1 CU. YD.
- 113 2'-12" SS, CL. A, TY 1 @ 0.50%
T.B.F. = 1 CU. YD.
- 114 87'-24" SS, CL. A, TY 2 @ 0.40%
T.B.F. = 26 CU. YD.
- 115 2'-12" SS, CL. A, TY 2 @ 0.50%
T.B.F. = 1 CU. YD.
- 116 97'-24" SS, CL. A, TY 2 @ 0.40%
T.B.F. = 29 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
DEERFIELD PARKWAY IMPROVEMENT
STA. 53+00 TO 57+00

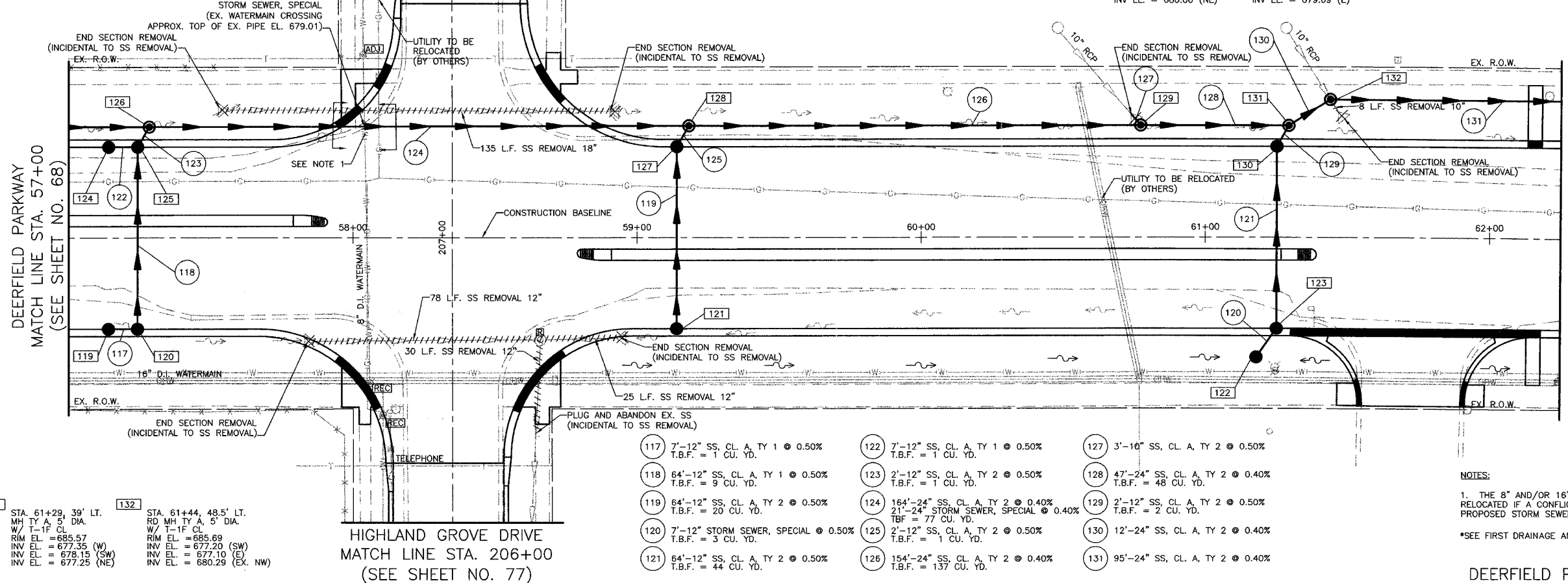
DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

20 0 20 HORIZ.
5 5 VERT.
SCALE IN FEET

BID SET

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	69
STA. 57+00		TO STA. 62+25		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

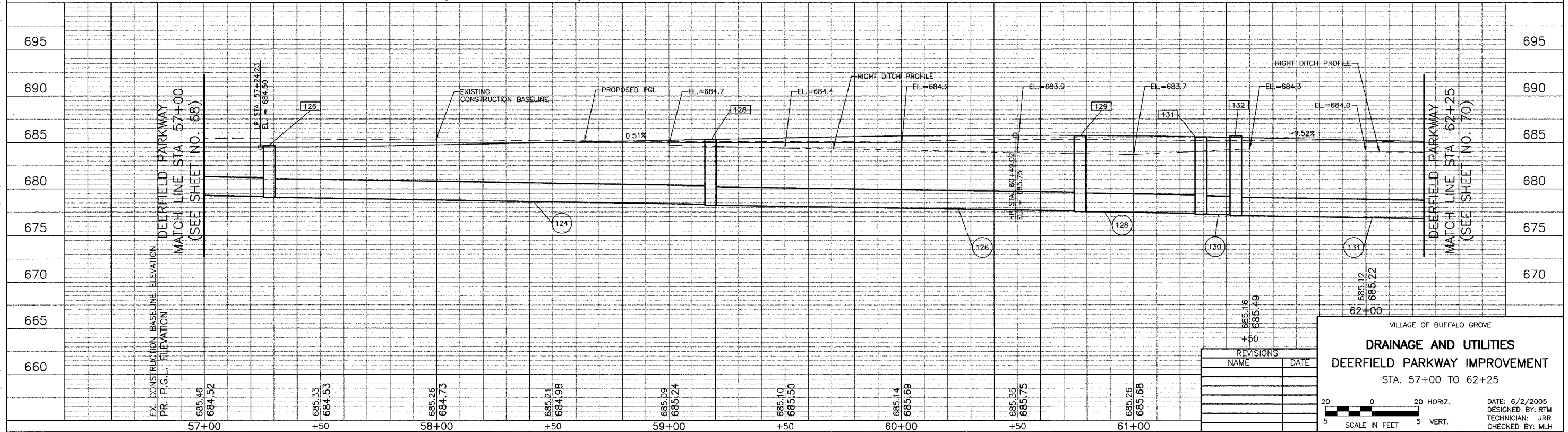
119 STA. 57+14, 32' RT. CB TY C W/T-24 F&G RIM EL = 684.02 INV EL = 680.56 (E)	120 STA. 57+24.23, 32' RT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL = 684.02 INV EL = 680.52 (W) INV EL = 680.42 (N)	121 STA. 59+14, 32' RT. CB TY C W/T-24 F&G RIM EL = 684.83 INV EL = 680.83 (N)	122 STA. 61+18, 42' RT. CB TY C W/T-8 GRATE RIM EL = 683.60 INV EL = 679.60 (NE)	123 STA. 61+25, 32' RT. CB TY A, 4' DIA. W/T-24 F&G RIM EL = 685.12 INV EL = 679.57 (SW) INV EL = 678.58 (N)	124 STA. 57+14, 32' LT. CB TY C W/T-24 F&G RIM EL = 684.02 INV EL = 680.14 (E)	125 STA. 57+24.23, 32' LT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL = 684.02 INV EL = 680.10 (W) INV EL = 680.10 (S) INV EL = 680.00 (NE)	126 STA. 57+28, 39' LT. RD MH TY A, 5' DIA. W/T-1F CL RIM EL = 684.65 INV EL = 679.19 (W) INV EL = 679.99 (SW) INV EL = 679.09 (E)	127 STA. 59+14, 32' LT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL = 684.83 INV EL = 680.51 (S) INV EL = 679.16 (NE)
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128 STA. 59+18, 39' LT. RD MH TY A, 5' DIA. W/T-1F CL RIM EL = 685.33 INV EL = 678.35 (W) INV EL = 679.15 (SW) INV EL = 678.25 (E)	129 STA. 60+77, 39' LT. RD MH TY A, 5' DIA. W/T-1F CL RIM EL = 685.72 INV EL = 677.63 (W) INV EL = 680.89 (NW) INV EL = 677.53 (E)	130 STA. 61+25, 32' LT. CB TY A, 4' DIA. W/T-24 F&G RIM EL = 685.12 INV EL = 678.26 (S) INV EL = 678.16 (NE)	131 STA. 61+29, 39' LT. RD MH TY A, 5' DIA. W/T-1F CL RIM EL = 685.57 INV EL = 677.35 (W) INV EL = 678.15 (SW) INV EL = 677.25 (NE)	132 STA. 61+44, 48.5' LT. RD MH TY A, 5' DIA. W/T-1F CL RIM EL = 685.69 INV EL = 677.20 (SW) INV EL = 677.10 (E) INV EL = 680.29 (EX. NW)
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117 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.	122 7'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.	127 3'-10" SS, CL. A, TY 2 @ 0.50%
118 64'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 9 CU. YD.	123 2'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.	128 47'-24" SS, CL. A, TY 2 @ 0.40% T.B.F. = 48 CU. YD.
119 64'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 20 CU. YD.	124 164'-24" SS, CL. A, TY 2 @ 0.40% 21'-24" STORM SEWER, SPECIAL @ 0.40% T.B.F. = 77 CU. YD.	129 2'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 2 CU. YD.
120 7'-12" STORM SEWER, SPECIAL @ 0.50% T.B.F. = 3 CU. YD.	125 2'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.	130 12'-24" SS, CL. A, TY 2 @ 0.40%
121 64'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 44 CU. YD.	126 154'-24" SS, CL. A, TY 2 @ 0.40% T.B.F. = 137 CU. YD.	131 95'-24" SS, CL. A, TY 2 @ 0.40%

NOTES:
1. THE 8" AND/OR 16" WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER.
*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
DEERFIELD PARKWAY IMPROVEMENT
STA. 57+00 TO 62+25

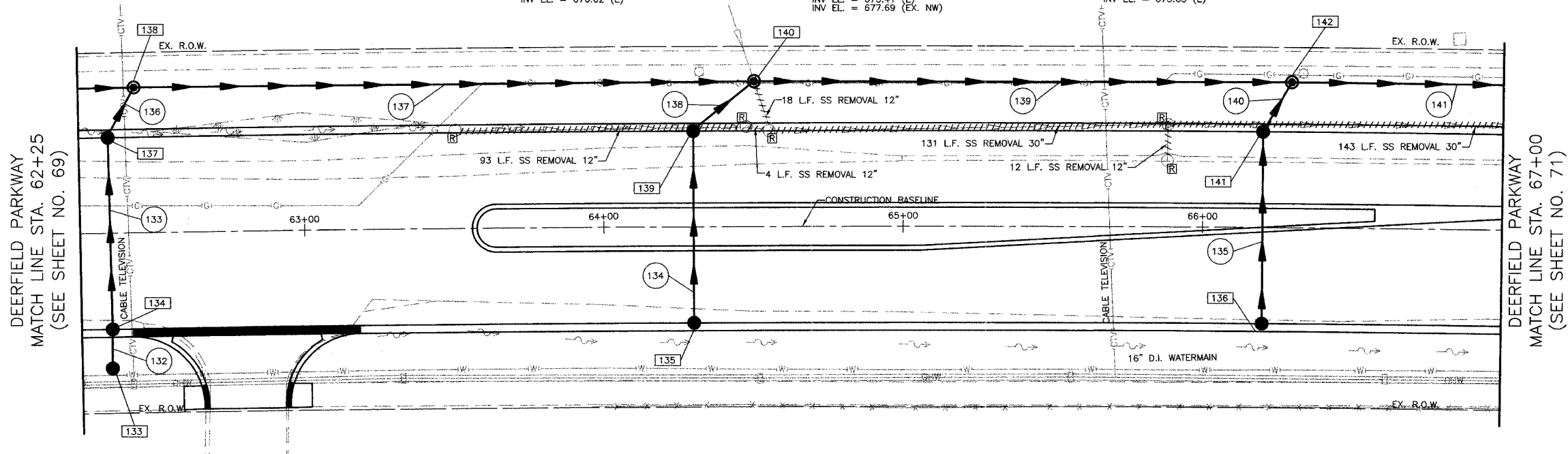
DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

20 0 20 HORIZ.
5 5 VERT.
SCALE IN FEET

BID SET

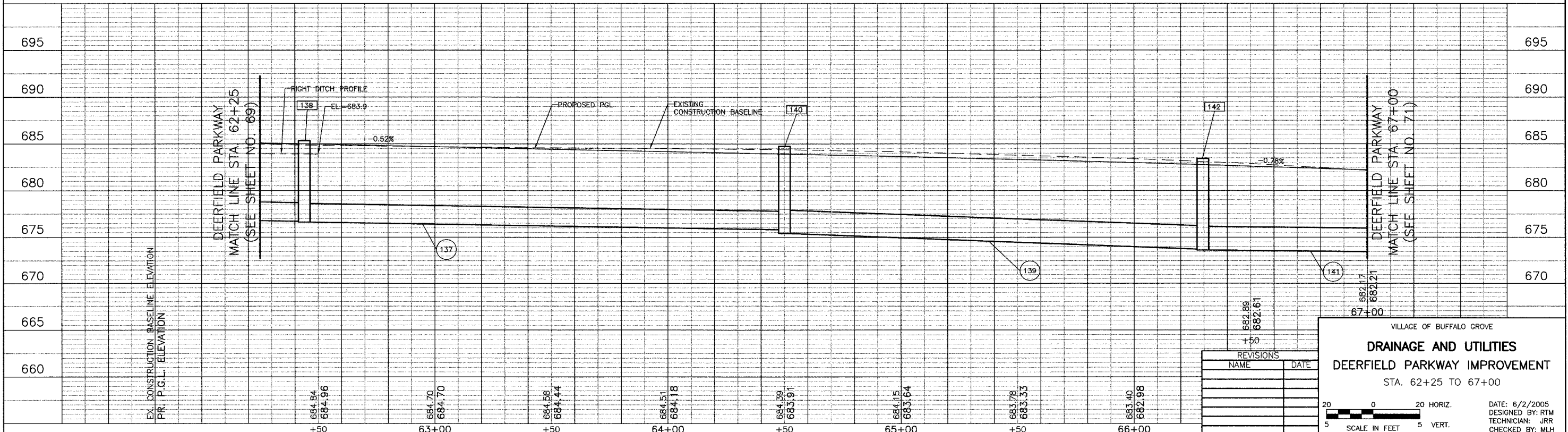
ITEM	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	70
STA. 62+25		TO STA. 67+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

- 133 STA. 62+35, 45' RT. CB TY C W/ T-3 GRATE RIM EL = 683.84 INV EL = 679.84 (N)
- 134 STA. 62+35, 32' RT. CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 684.56 INV EL = 679.80 (S) INV EL = 678.00 (N)
- 135 STA. 64+30, 32' RT. CB TY C W/ T-24 F&G RIM EL = 683.54 INV EL = 679.54 (N)
- 136 STA. 66+20, 32' RT. CB TY C W/ T-24 F&G RIM EL = 682.36 INV EL = 678.36 (N)
- 137 STA. 62+35, 32' LT. CB TY A, 4' DIA. W/ T-1F CL RIM EL = 684.56 INV EL = 677.68 (S) INV EL = 677.58 (NE)
- 138 STA. 62+44, 48.5' LT. MH TY A, 5' DIA. W/ T-1F CL RIM EL = 685.33 INV EL = 676.72 (W) INV EL = 677.52 (SW) INV EL = 676.62 (E)
- 139 STA. 64+30, 32' LT. CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 683.54 INV EL = 679.22 (S) INV EL = 676.70 (NE)
- 140 STA. 64+50, 48.5' LT. MH TY A, 6' DIA. W/ T-1F CL RIM EL = 684.74 INV EL = 675.81 (W) INV EL = 676.61 (SW) INV EL = 675.41 (E) INV EL = 677.69 (EX. NW)
- 141 STA. 66+20, 32' LT. RD CB TY A, 4' DIA. W/ T-24 F&G RIM EL = 682.36 INV EL = 678.04 (S) INV EL = 675.98 (NE)
- 142 STA. 66+29.50, 48.5' LT. MH TY A, 5' DIA. W/ T-1F CL RIM EL = 683.43 INV EL = 673.75 (W) INV EL = 675.91 (SW) INV EL = 673.65 (E)



- 132 8'-12" STORM SEWER, SPECIAL @ 0.50% T.B.F. = 3 CU. YD.
- 133 64'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 44 CU. YD.
- 134 64'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 42 CU. YD.
- 135 64'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 24 CU. YD.
- 136 12'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 4 CU. YD.
- 137 202'-24" SS, CL. A, TY 2 @ 0.40% T.B.F. = 3 CU. YD.
- 138 18'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 8 CU. YD.
- 139 175'-30" SS, CL. A, TY 2 @ 0.95% T.B.F. = 42 CU. YD.
- 140 13'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 4 CU. YD.
- 141 90'-30" SS, CL. A, TY 2 @ 0.25% T.B.F. = 4 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 62+25 TO 67+00

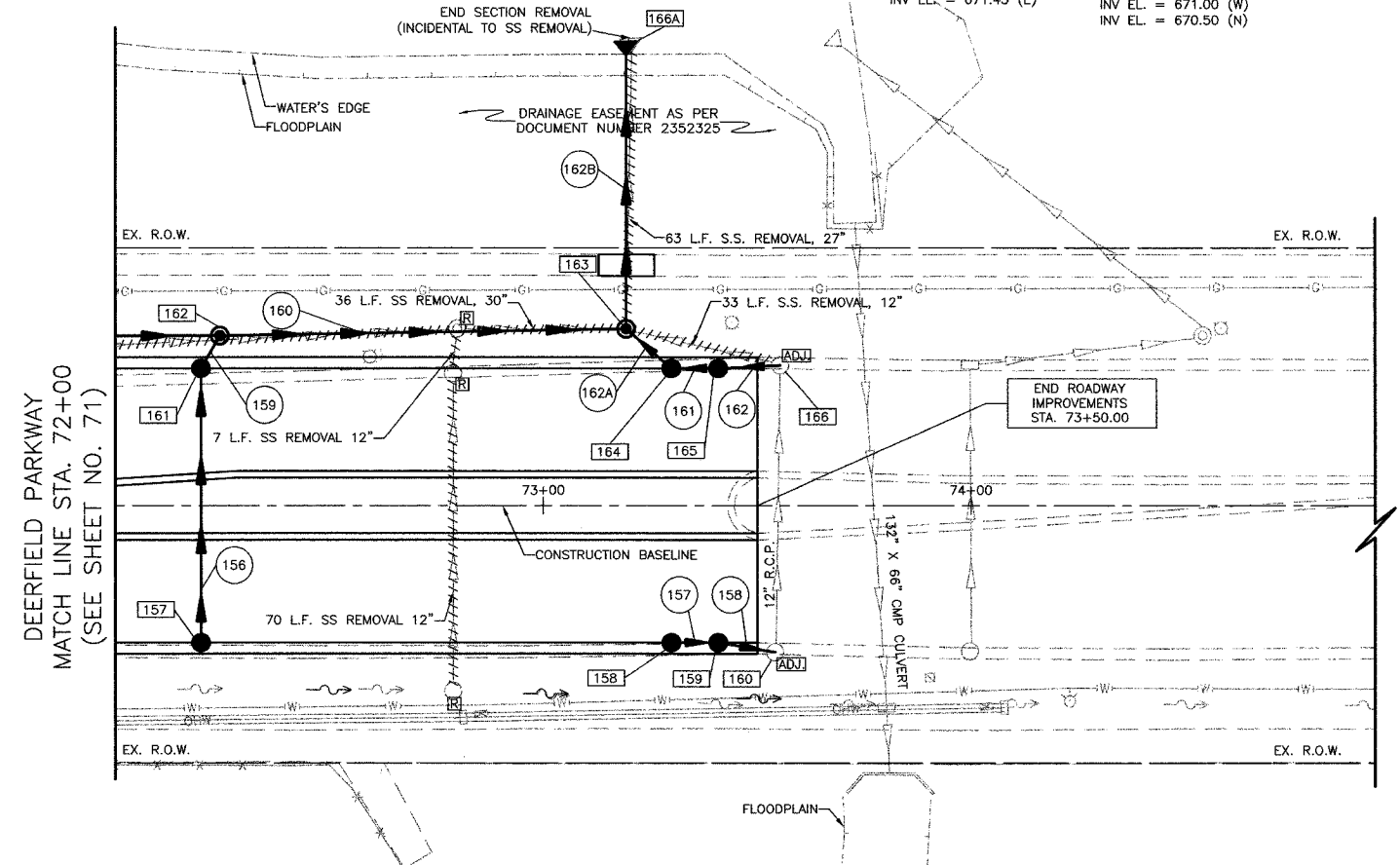
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

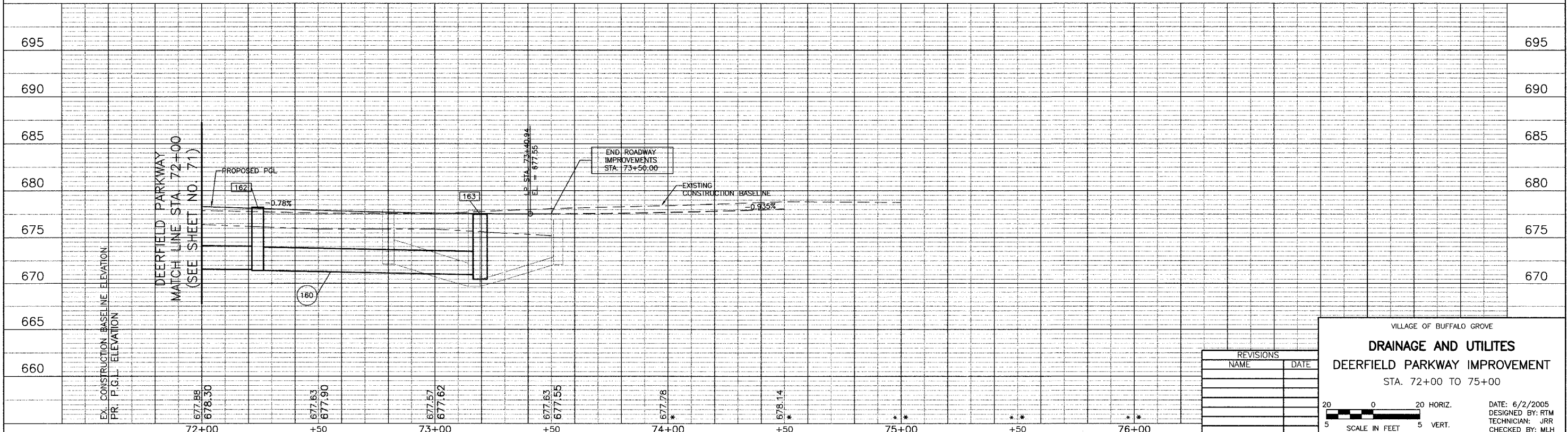
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	72
STA. 72+00		TO STA. 75+00		
03-00088-00-PP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

- 157 STA. 72+20, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 677.66 INV EL. = 674.15 (N)
- 158 STA. 73+30, 32' RT. CB TY C W/ T-24 F&G RIM EL. = 677.07 INV EL. = 674.04 (E)
- 159 STA. 73+40.94, 32' RT. RD CB TY A, 4" DIA. W/ T-24 F&G RIM EL. = 677.07 INV EL. = 674.00 (W) INV EL. = 674.00 (E)
- 160 STA. 73+54.30, 32.1' RT. CB TO BE ADJUSTED RIM EL. = 677.09 INV EL. = 672.49 (EX. N) INV EL. = 673.95 (W)
- 161 STA. 72+20, 32' LT. RD CB TY A, 4" DIA. W/ T-24 F&G RIM EL. = 677.66 INV EL. = 673.83 (S) INV EL. = 673.73 (NE)
- 162 STA. 72+24, 40' LT. RD MH TY A, 5" DIA. W/ T-1 F CL RIM EL. = 678.23 INV EL. = 671.55 (W) INV EL. = 673.72 (SW) INV EL. = 671.45 (E)
- 163 STA. 73+19.4, 41.2' LT. MH TY A, 6" DIA. W/ T-1 F CL RIM EL. = 677.50 INV EL. = 670.60 (SE) INV EL. = 671.00 (W) INV EL. = 670.50 (N)
- 164 STA. 73+30, 32' LT. CB TY A, 4" DIA. W/ T-24 F&G RIM EL. = 677.07 INV EL. = 671.70 (E) INV EL. = 670.70 (NW)
- 165 STA. 73+40.94, 32' LT. CB TY A, 4" DIA. W/ T-24 F&G RIM EL. = 677.07 INV EL. = 671.78 (W) INV EL. = 671.88 (E)
- 166 STA. 73+55.41, 31.9' LT. CB TO BE ADJUSTED RIM EL. = 676.99 INV EL. = 671.99 (EX. NW) INV EL. = 671.99 (EX. S) INV EL. = 671.99 (W)
- 166A STA. 73+19.4, 105' LT. PRECAST REINFORCED CONC. FLARED END SECTION, 30" W/ GRATING INV EL. = 670.35



- 156 64'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 9 CU. YD.
- 157 8'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 2 CU. YD.
- 158 10'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 2 CU. YD.
- 159 2'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.
- 160 90'-30" SS, CL. A, TY 2 @ 0.25%
- 161 8'-15" SS, CL. A, TY 2 @ 1.00% T.B.F. = 2 CU. YD.
- 162 11'-15" SS, CL. A, TY 2 @ 1.00% T.B.F. = 3 CU. YD.
- 162A 10'-18" SS, CL. A, TY 2 @ 1.00% T.B.F. = 4 CU. YD.
- 162B 62'-30" SS, CL. A, TY 2 @ 0.25% T.B.F. = 3 CU. YD.

GENERAL NOTE
PLACING STRUCTURES OR DEBRIS IN THE FLOODPLAIN / FLOODWAY IS PROHIBITED.



REVISIONS	
NAME	DATE

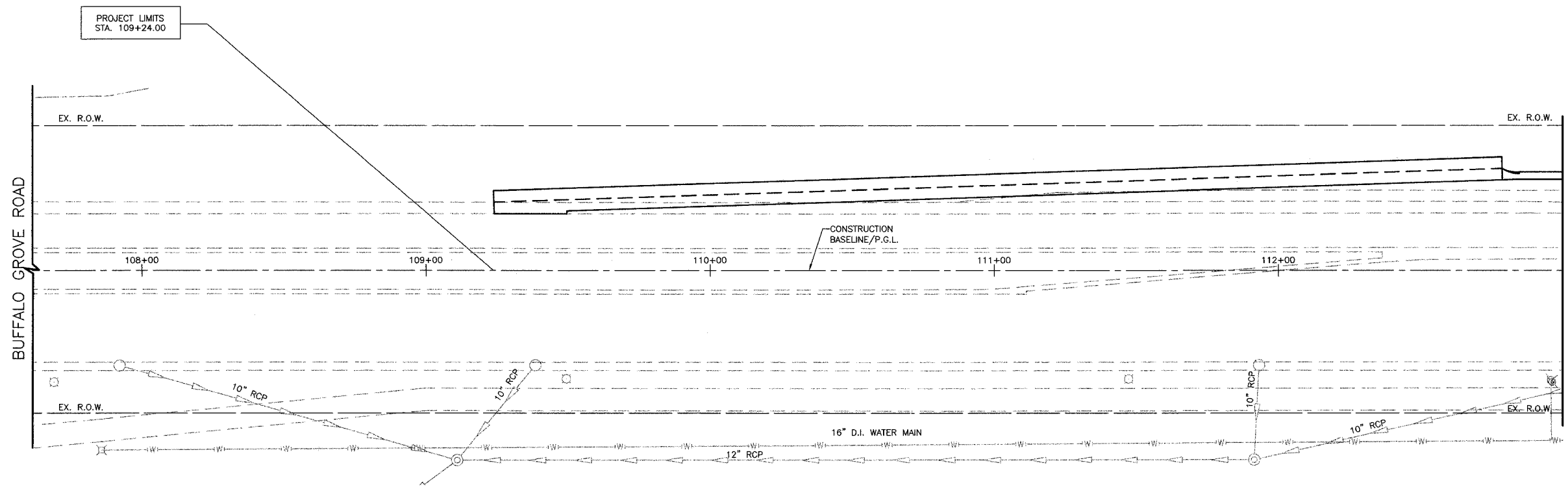
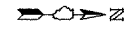
VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITES
DEERFIELD PARKWAY IMPROVEMENT
STA. 72+00 TO 75+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

20 0 20 HORIZ.
5 5 VERT.
SCALE IN FEET

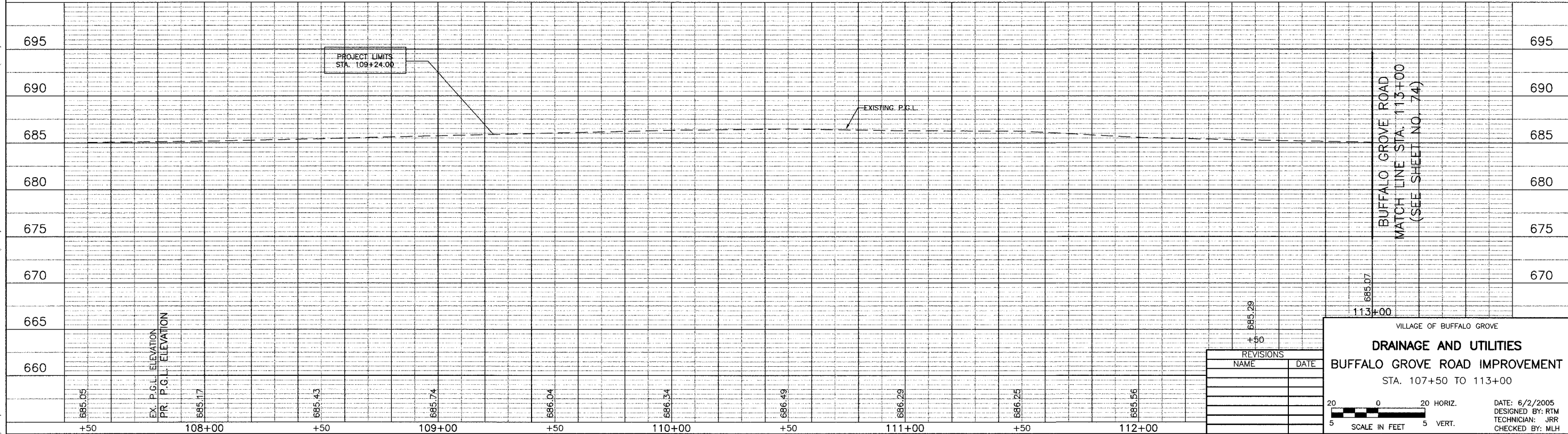
BID SET

NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	73
STA.	107+50	TO STA.	113+00	
03-00088-00-FP	LINE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES

BUFFALO GROVE ROAD



VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
BUFFALO GROVE ROAD IMPROVEMENT
STA. 107+50 TO 113+00

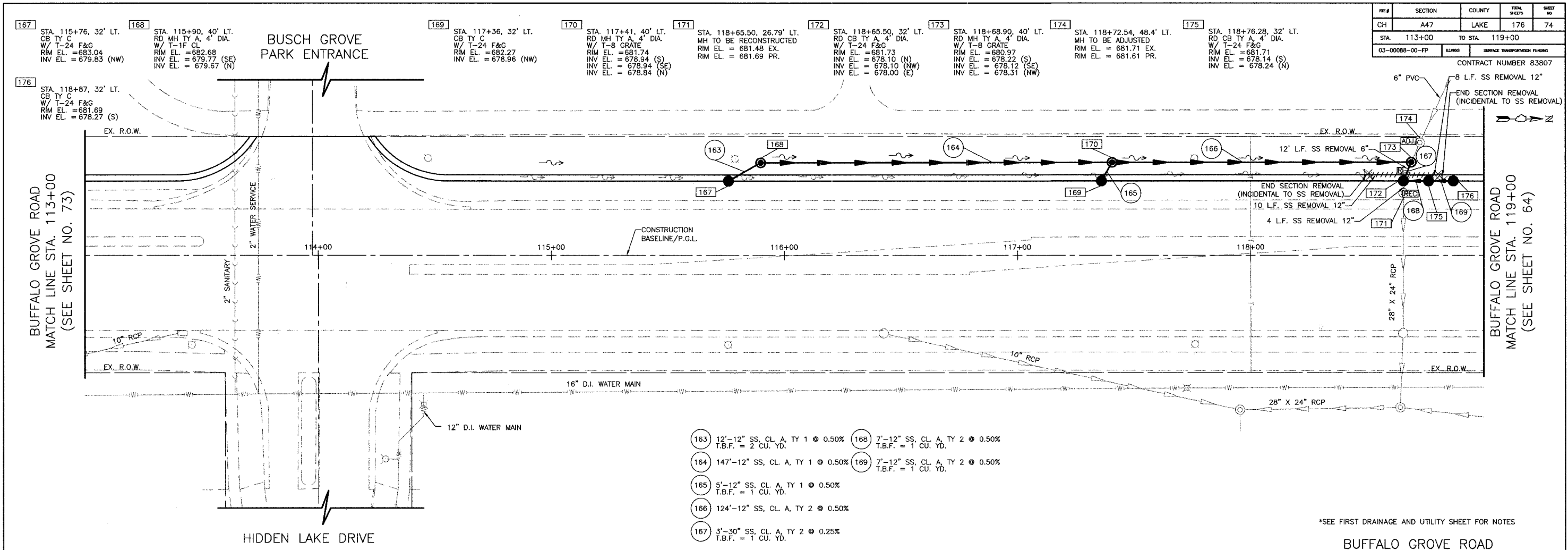
REVISIONS	
NAME	DATE

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

BID SET

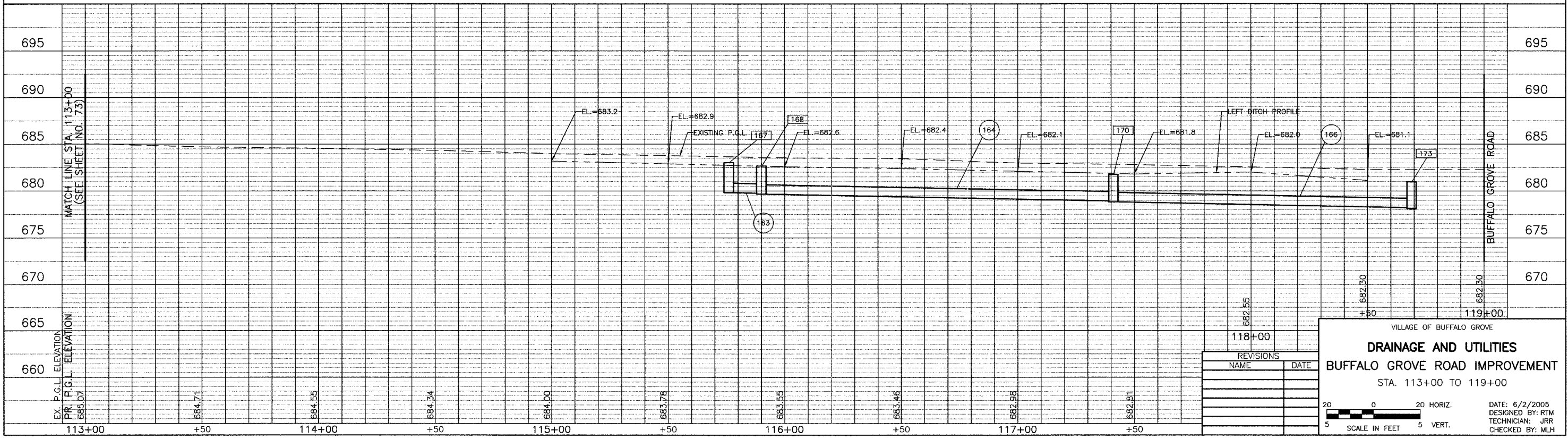
PREP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	74
STA. 113+00		TO STA. 119+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



- 163 12'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 2 CU. YD.
- 164 147'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 165 5'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 166 124'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.
- 167 3'-30" SS, CL. A, TY 2 @ 0.25% T.B.F. = 1 CU. YD.
- 168 7'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.
- 169 7'-12" SS, CL. A, TY 2 @ 0.50% T.B.F. = 1 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

DRAINAGE AND UTILITIES

BUFFALO GROVE ROAD IMPROVEMENT

STA. 113+00 TO 119+00

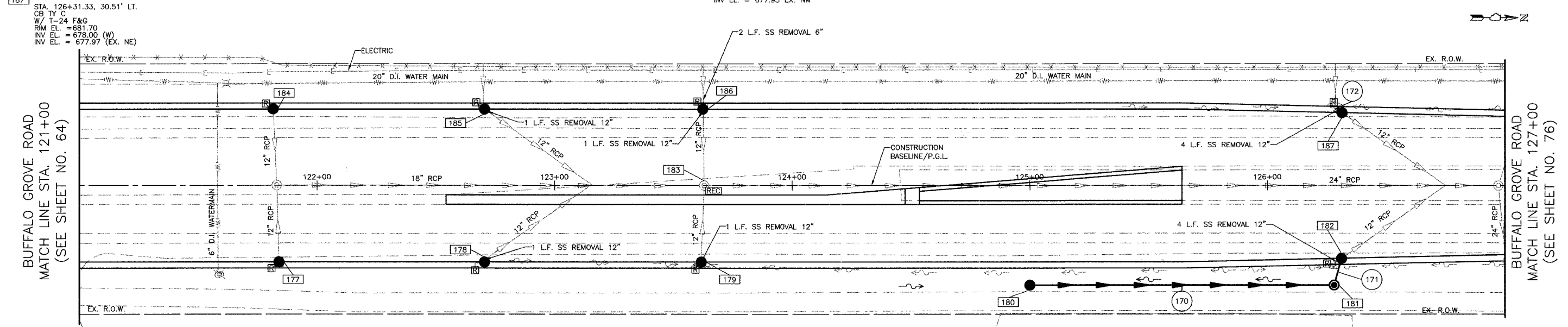
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 SCALE IN FEET 5 VERT.

BID SET

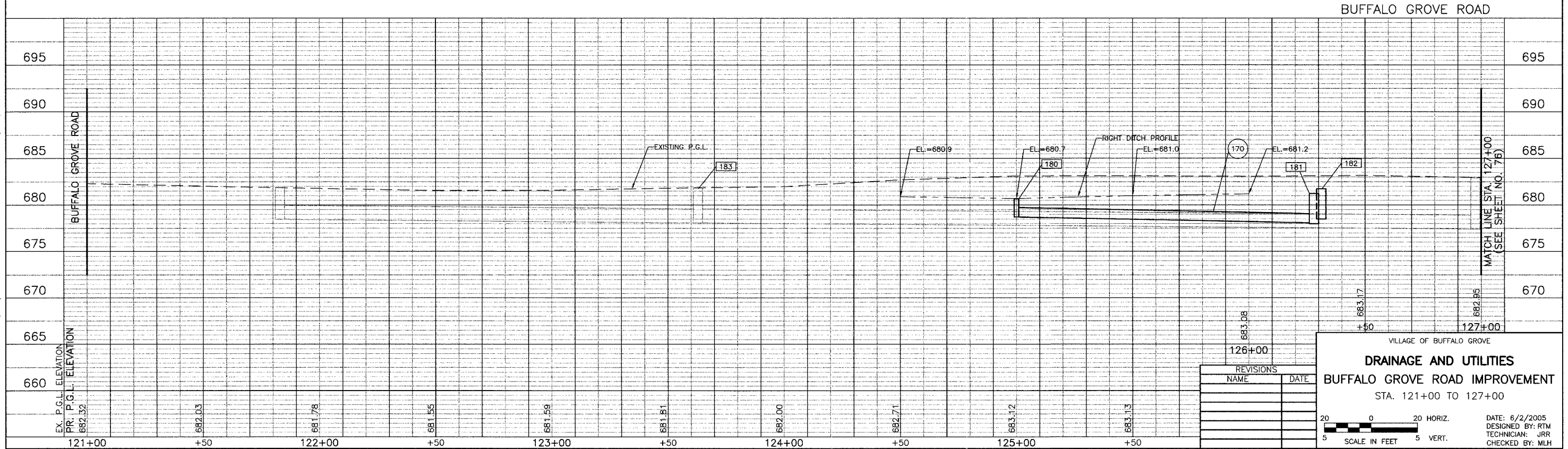
W.P.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	75
STA. 121+00		TO STA. 127+00		
03-00088-00-FP		ILLINOIS SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

- 177 STA. 121+83.94, 32' RT. CB TY C W/T-24 F&G RIM EL. = 681.24 INV EL. = 678.18 (EX. W)
- 178 STA. 122+70.48, 32' RT. CB TY C W/T-24 F&G RIM EL. = 680.96 INV EL. = 678.72 (EX. E)
- 179 STA. 123+61.71, 32' RT. CB TY C W/T-24 F&G RIM EL. = 681.11 INV EL. = 678.23 (EX. W)
- 180 STA. 125+00, 41.8' RT. CB TY C W/T-8 GRATE RIM EL. = 680.68 INV EL. = 678.71 (N)
- 181 STA. 126+28, 41.8' RT. RD MH TY A, 4' DIA. W/T-8 GRATE RIM EL. = 682.23 INV EL. = 678.08 (S) INV EL. = 677.98 (NW)
- 182 STA. 126+31.15, 30.62' RT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL. = 681.72 INV EL. = 677.95 E INV EL. = 677.95 EX. NW
- 183 STA. 123+62.95, 0.03' RT. MH TO BE RECONSTRUCTED RIM EL. = 681.79
- 184 STA. 121+81.49, 32' LT. CB TY C W/T-24 F&G RIM EL. = 681.22 INV EL. = 678.38 (EX. E)
- 185 STA. 122+70.48, 32' LT. CB TY C W/T-24 F&G RIM EL. = 680.99 INV EL. = 678.35 (EX. NE) INV EL. = 678.47 (EX. W)
- 186 STA. 123+62.39, 32' LT. CB TY C W/T-24 F&G RIM EL. = 681.14 INV EL. = 678.15 (EX. E) INV EL. = 678.15 (EX. W)



- 170 125'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 17 CU. YD.
- 171 6'-12" SS, CL. A, TY 1 @ 0.50% T.B.F. = 1 CU. YD.
- 172 2'-6" PVC SS, CL. B, TY 1 @ 0.50% T.B.F. = 1 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

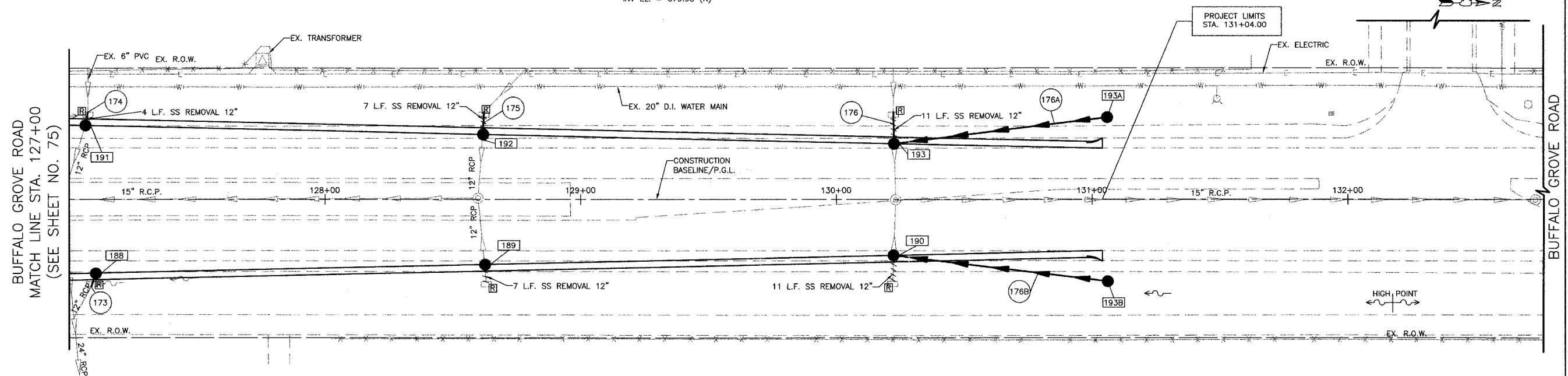
VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
BUFFALO GROVE ROAD IMPROVEMENT
STA. 121+00 TO 127+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

BID SET

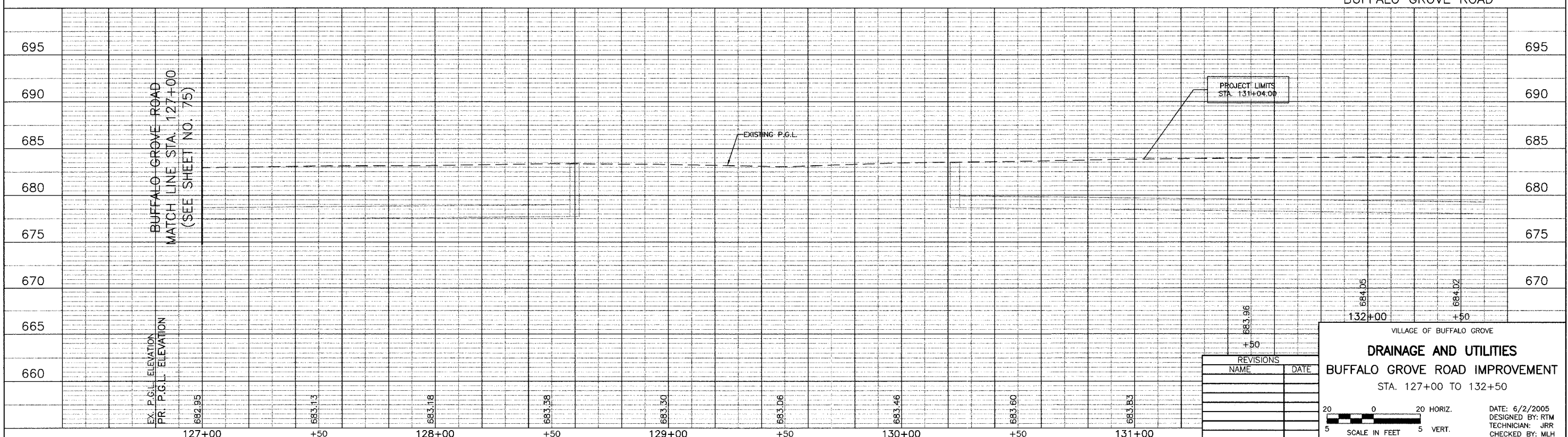
188	STA. 127+12.30, 28.3' RT. CB TY C W/T-24 F&G RIM EL. = 681.67 INV EL. = 677.45 (SE)	189	STA. 128+62.61, 25.4' RT. CB TY C W/T-24 F&G RIM EL. = 682.25 INV EL. = 678.89 (EX. W)	190	STA. 130+22.31, 21.8' RT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL. = 683.04 INV EL. = 679.53 (EX. W) INV EL. = 679.98 (N)	191	STA. 127+06.33, 28.8' LT. CB TY C W/T-24 F&G RIM EL. = 681.66 INV EL. = 678.42 (W) INV EL. = 678.42 (EX. SE)	192	STA. 128+61.88, 25.4' LT. CB TY C W/T-24 F&G RIM EL. = 682.20 INV EL. = 678.92 (W) INV EL. = 678.90 (EX. E)	193	STA. 130+22.54, 21.8' LT. RD CB TY A, 4' DIA. W/T-24 F&G RIM EL. = 682.94 INV EL. = 679.68 (W) INV EL. = 679.57 (EX. E) INV EL. = 679.98 (N)	193A	STA. 131+06, 32.0' LT. CB TY C W/T-8 GRATE RIM EL. = 683.00 INV EL. = 680.79	193B	STA. 131+66, 32.0' RT. CB TY C W/T-8 GRATE RIM EL. = 683.00 INV EL. = 680.79
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FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	76
STA. 127+00		TO STA. 132+50		
03-00088-00-PP		ILLINOIS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				



- 173 4'-12" SS, CL. A, TY 1 @ 4.10%
T.B.F. = 1 CU. YD.
- 174 4'-6" PVC SS, CL. B, TY 1 @ 0.20%
T.B.F. = 1 CU. YD.
- 175 7'-6" PVC SS, CL. B, TY 1 @ 0.50%
T.B.F. = 1 CU. YD.
- 176 10'-6" PVC SS, CL. B, TY 1 @ 0.50%
T.B.F. = 2 CU. YD.
- 176A 81'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 3 CU. YD.
- 176B 81'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 3 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
 BUFFALO GROVE ROAD IMPROVEMENT
 STA. 127+00 TO 132+50

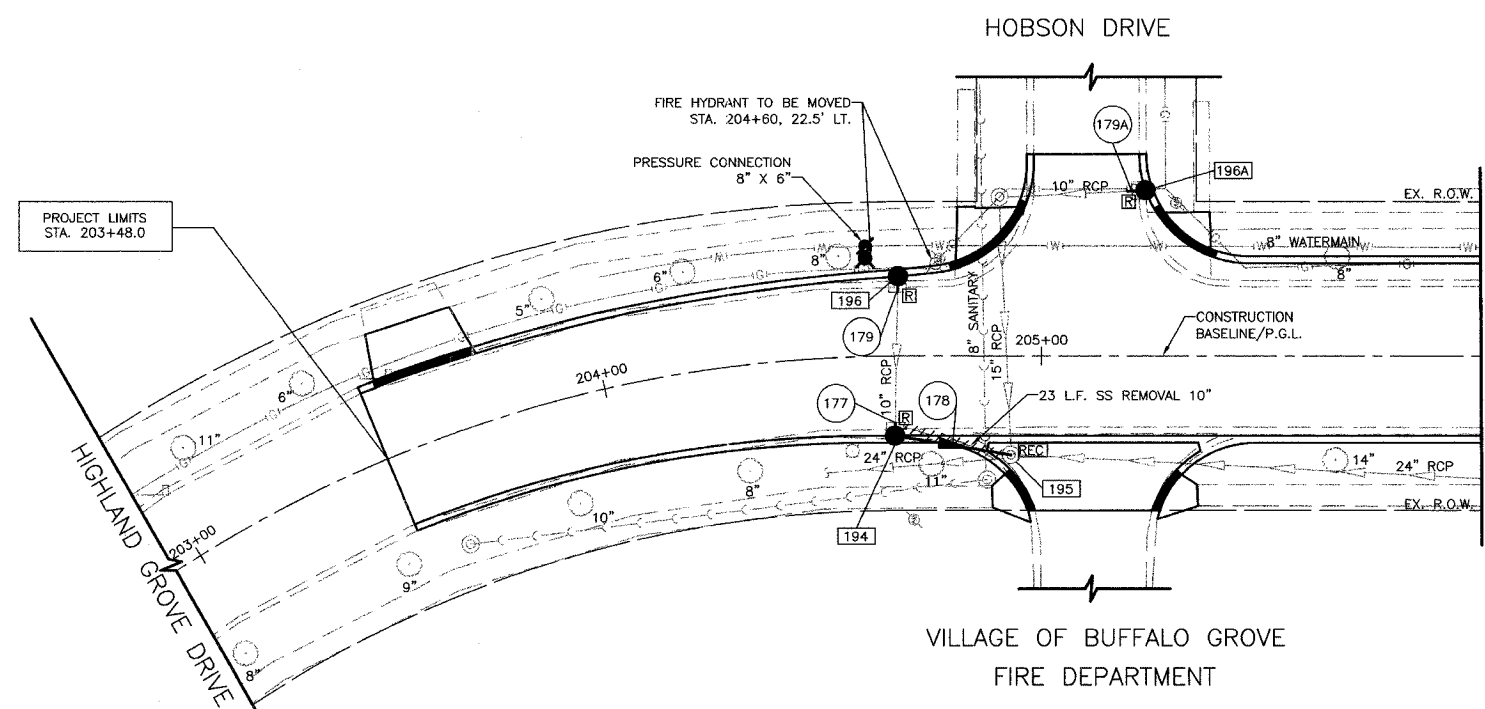
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

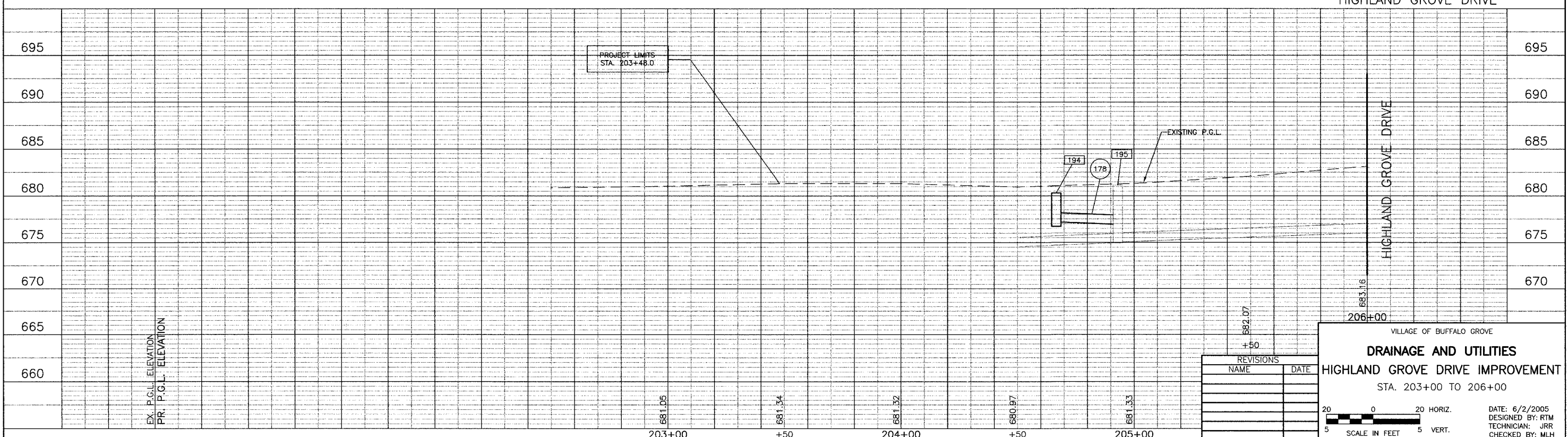
194	STA. 204+66.65, 18.0' RT. RD CB TY A, 4" DIA. W/ T-12 F&G RIM EL. = 680.73 INV EL. = 677.17 (W) INV EL. = 677.17 (NE)	195	STA. 204+93.05, 22.4' RT. MH TO BE RECONSTRUCTED RIM EL. = 681.15 PR. INV EL. = 676.95 (SW) INV EL. = 674.96 (EX. W) INV EL. = 674.96 (EX. S) INV EL. = 675.06 (EX. N)	196	STA. 204+67.31, 18.1' LT. CB TY C W/ T-12 F&G RIM EL. = 680.73 INV EL. = 677.67 (E)	196A	STA. 205+23.7, 38.1' LT. CB TY C W/ T-12 F&G RIM EL. = 680.68 INV EL. = 678.10 (S)
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ITEM	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	77
STA. 203+00		TO STA. 206+00		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



- 177 3'-10" SS, CL. A, TY 1 @ 1.37%
T.B.F. = 1 CU. YD.
- 178 22'-12" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 3 CU. YD.
- 179 4'-10" SS, CL. A, TY 1 @ 1.37%
T.B.F. = 1 CU. YD.
- 179A 4'-10" SS, CL. A, TY 1 @ 1.00%
T.B.F. = 1 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
HIGHLAND GROVE DRIVE IMPROVEMENT
 STA. 203+00 TO 206+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

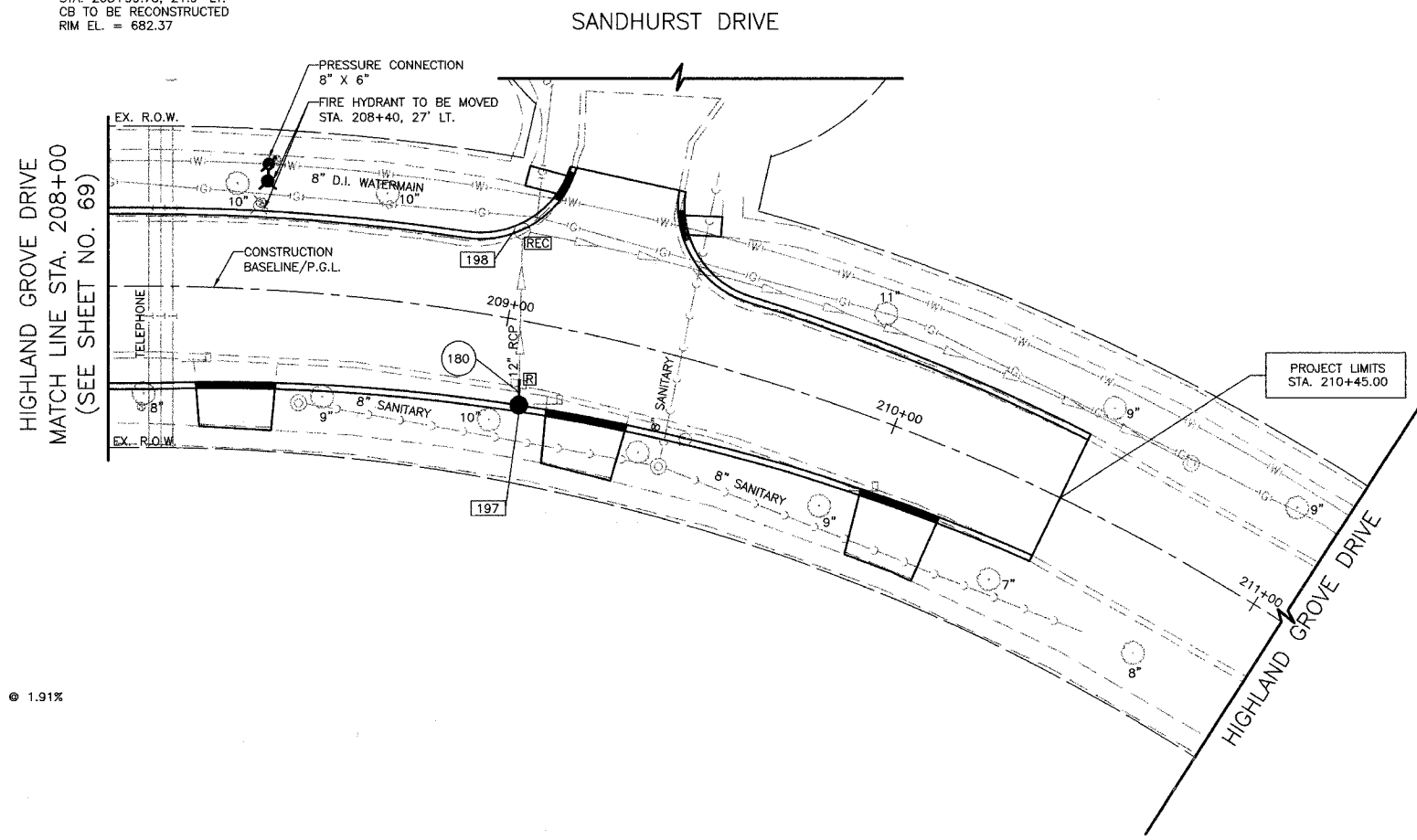
20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	78
STA.	208+00	TO STA.	211+00	
03-00088-00-FP	LINE	SURFACE TRANSPORTATION FURNISHING		
CONTRACT NUMBER 83807				

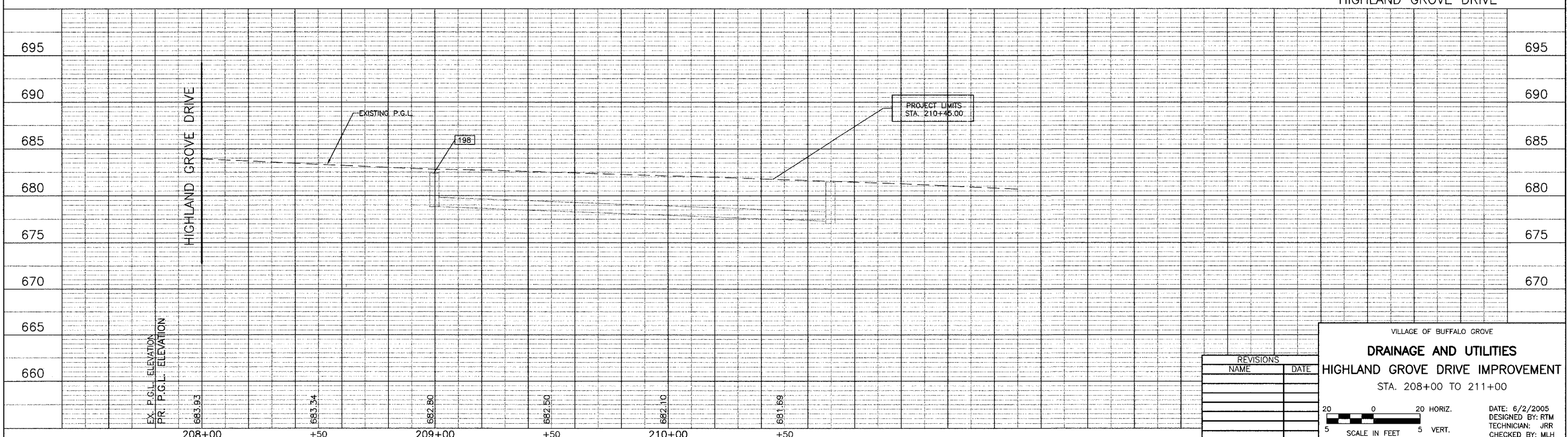
197 STA. 209+06.63, 20.7' RT.
 CB TY C
 W/T-12 F&G
 RIM EL. = 682.36
 INV EL. = 679.62 (W)

198 STA. 208+99.75, 21.9' LT.
 CB TO BE RECONSTRUCTED
 RIM EL. = 682.37



180 7'-12" SS, CL. A, TY 1 @ 1.91%
 T.B.F. = 1 CU. YD.

*SEE FIRST DRAINAGE AND UTILITY SHEET FOR NOTES



REVISIONS	
NAME	DATE

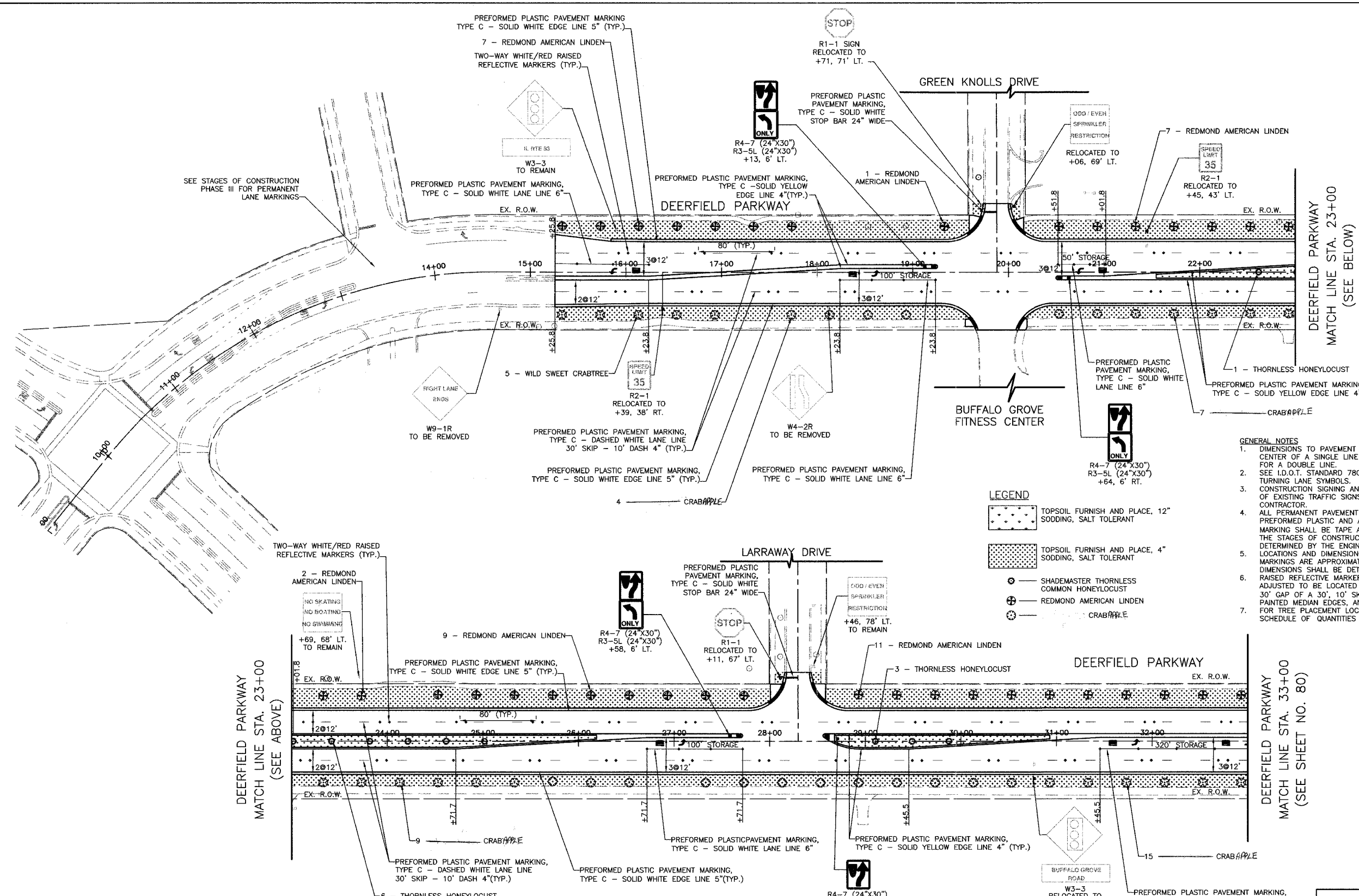
VILLAGE OF BUFFALO GROVE
DRAINAGE AND UTILITIES
HIGHLAND GROVE DRIVE IMPROVEMENT
 STA. 208+00 TO 211+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

20 0 20 HORIZ.
 5 5 VERT.
 SCALE IN FEET

BID SET

REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	79
STA.	9+00	TO STA.	33+00	
03-00088-00-FF	BLANKS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- GENERAL NOTES**
- DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
 - SEE I.D.O.T. STANDARD 780001 FOR DETAILS OF TURNING LANE SYMBOLS.
 - CONSTRUCTION SIGNING AND TEMPORARY RELOCATION OF EXISTING TRAFFIC SIGNS WILL BE DONE BY THE CONTRACTOR.
 - ALL PERMANENT PAVEMENT MARKING SHALL BE PREFORMED PLASTIC AND ALL TEMPORARY PAVEMENT MARKING SHALL BE TAPE AND/OR PAINT AS SHOWN ON THE STAGES OF CONSTRUCTION PLAN AND AS DETERMINED BY THE ENGINEER.
 - LOCATIONS AND DIMENSIONS SHOWN FOR PAVEMENT MARKINGS ARE APPROXIMATE. EXACT LOCATIONS AND DIMENSIONS SHALL BE DETERMINED BY THE ENGINEER.
 - RAISED REFLECTIVE MARKERS SHALL BE FIELD ADJUSTED TO BE LOCATED IN THE CENTER OF THE 30' GAP OF A 30', 10' SKIP-DASH LINE, ALONG PAINTED MEDIAN EDGES, AND LANE LINES.
 - FOR TREE PLACEMENT LOCATIONS REFER TO SCHEDULE OF QUANTITIES SHEET.

- LEGEND**
- TOPSOIL FURNISH AND PLACE, 12" SODDING, SALT TOLERANT
 - TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
 - SHADEMASTER THORNLESS COMMON HONEYLOCUST
 - REDMOND AMERICAN LINDEN
 - CRABAPPLE

DEERFIELD PARKWAY
MATCH LINE STA. 23+00
(SEE ABOVE)

DEERFIELD PARKWAY
MATCH LINE STA. 33+00
(SEE SHEET NO. 80)

PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE	TYPE
TREE, GLEDITSIA TRIACANTHOS INERMIS	SHADEMASTER THORNLESS COMMON HONEYLOCUST	3" CALIPER	BALLED AND BURLAPPED
TREE, TILIA AMERICANA REDMOND	REDMOND AMERICAN LINDEN	3" CALIPER	BALLED AND BURLAPPED
TREE, MALUS CORONARIA	CRABAPPLE	3 GALLON	CONTAINER GROWN

REVISIONS

NAME	DATE

VILLAGE OF BUFFALO GROVE

SIGNING, STRIPING AND LANDSCAPING

DEERFIELD PARKWAY IMPROVEMENT

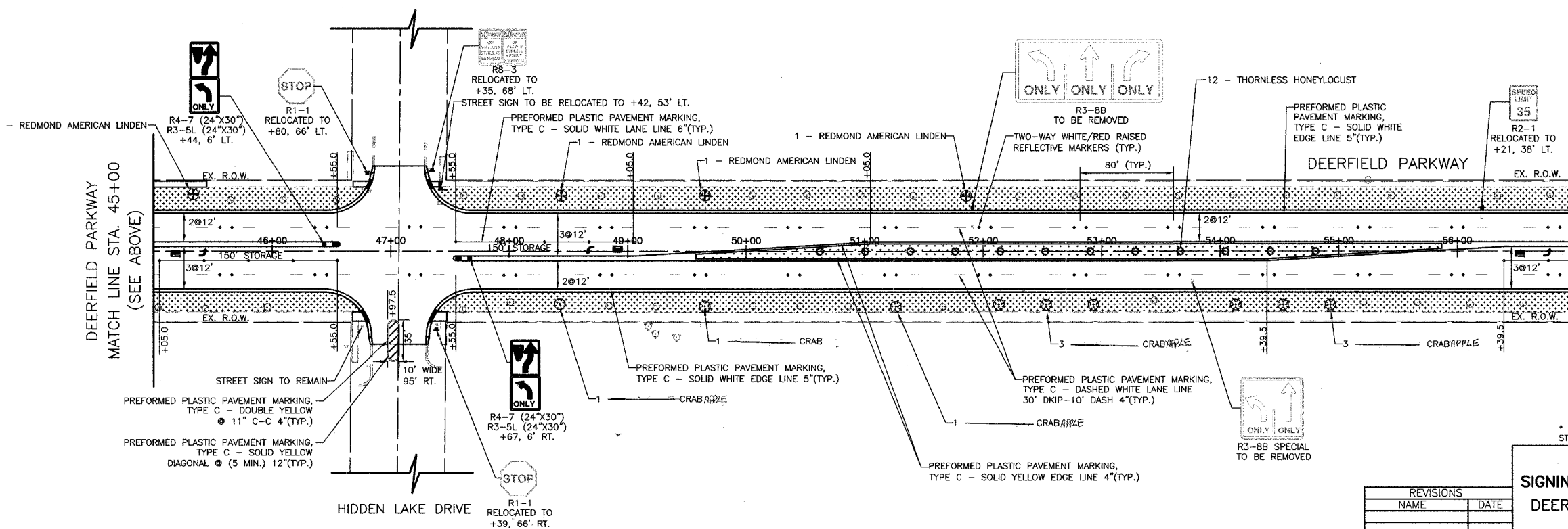
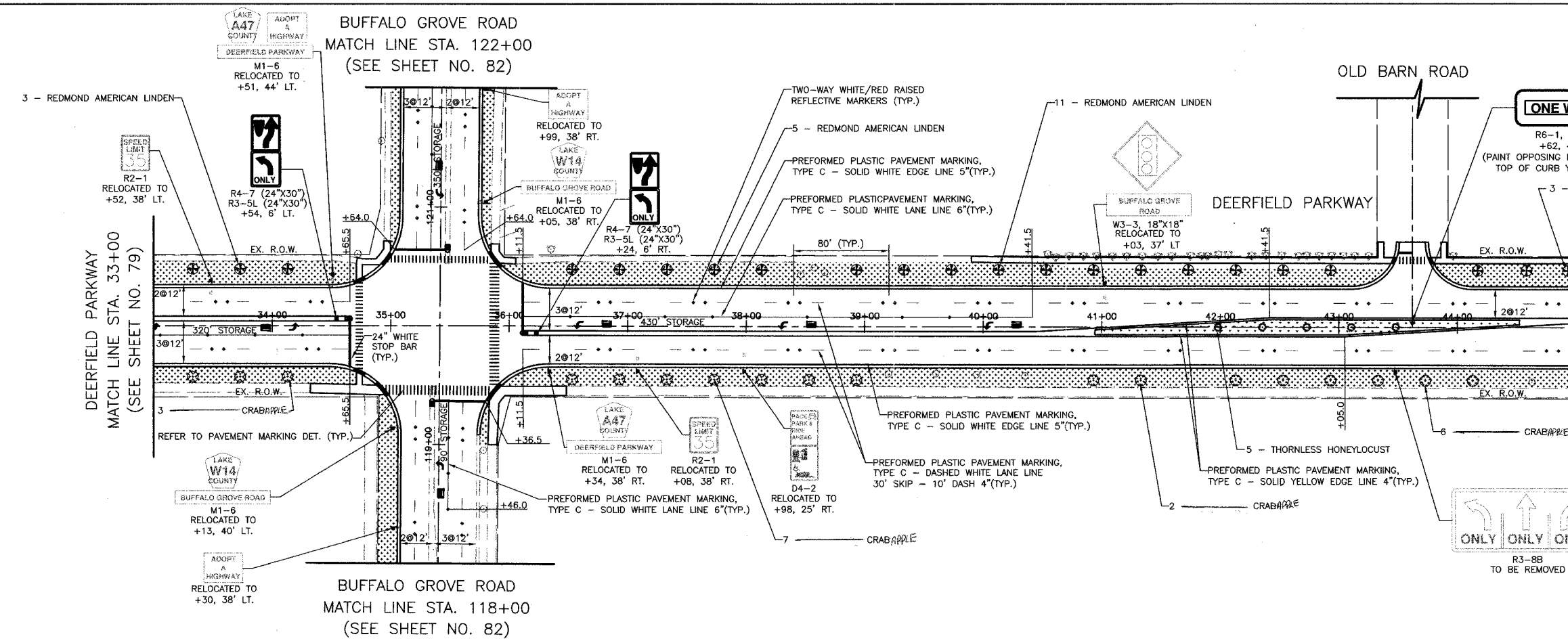
STA. 9+00 TO 33+00

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

SCALE IN FEET

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	80
STA.	33+00	TO STA.	57+00	
03-00088-00-FP	ELABOR	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



REVISIONS	
NAME	DATE

* SEE NOTES AND LEGEND ON FIRST SIGNING, STRIPING AND LANDSCAPING SHEET

VILLAGE OF BUFFALO GROVE

SIGNING, STRIPING AND LANDSCAPING

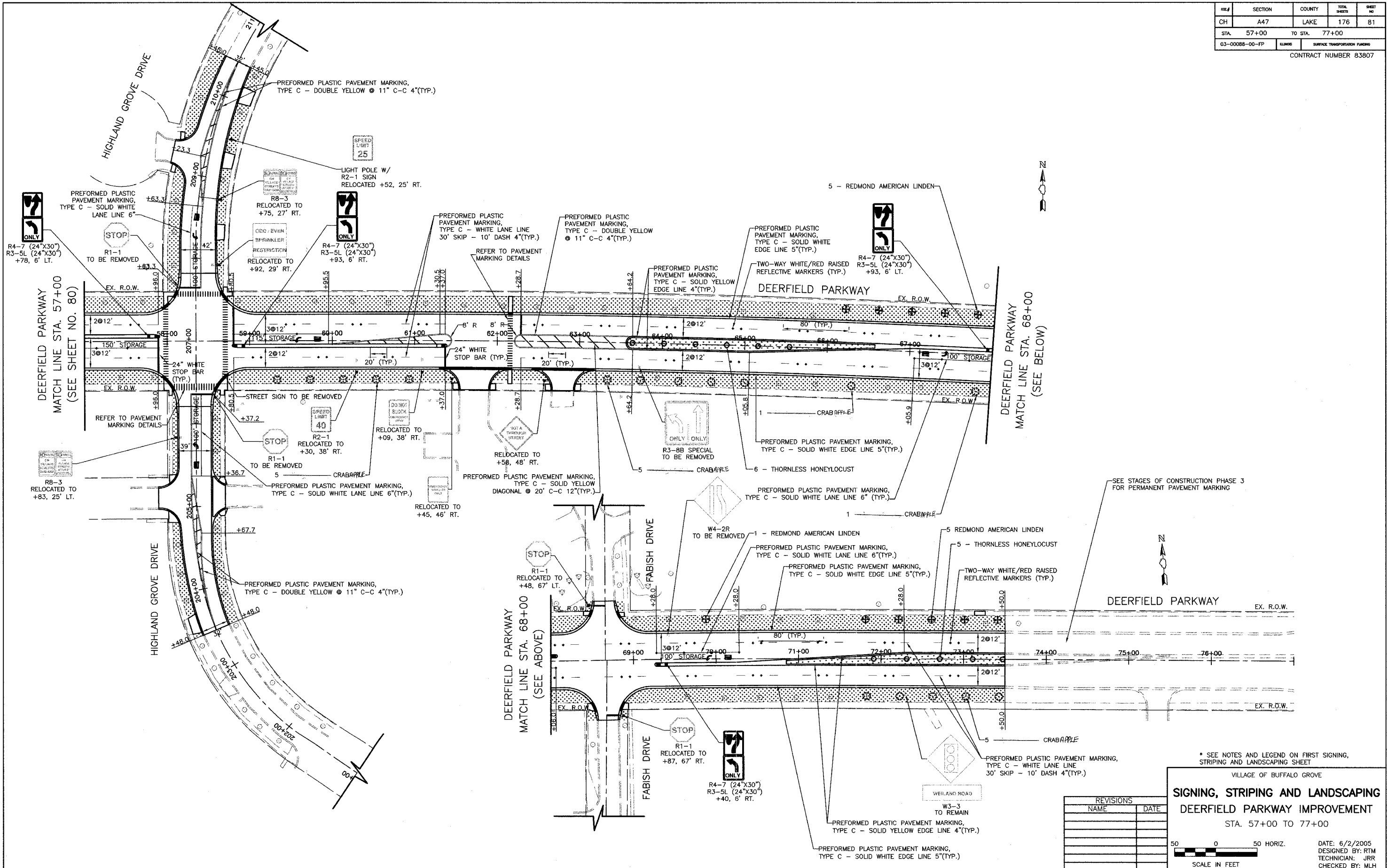
DEERFIELD PARKWAY IMPROVEMENT

STA. 33+00 TO 57+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	81
STA.	57+00	TO STA.	77+00	
03-00088-00-PP	BLANK	SURFACE TRANSPORTATION PLACING		
CONTRACT NUMBER 83807				

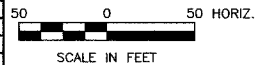


* SEE NOTES AND LEGEND ON FIRST SIGNING, STRIPING AND LANDSCAPING SHEET

VILLAGE OF BUFFALO GROVE
SIGNING, STRIPING AND LANDSCAPING
DEERFIELD PARKWAY IMPROVEMENT
 STA. 57+00 TO 77+00

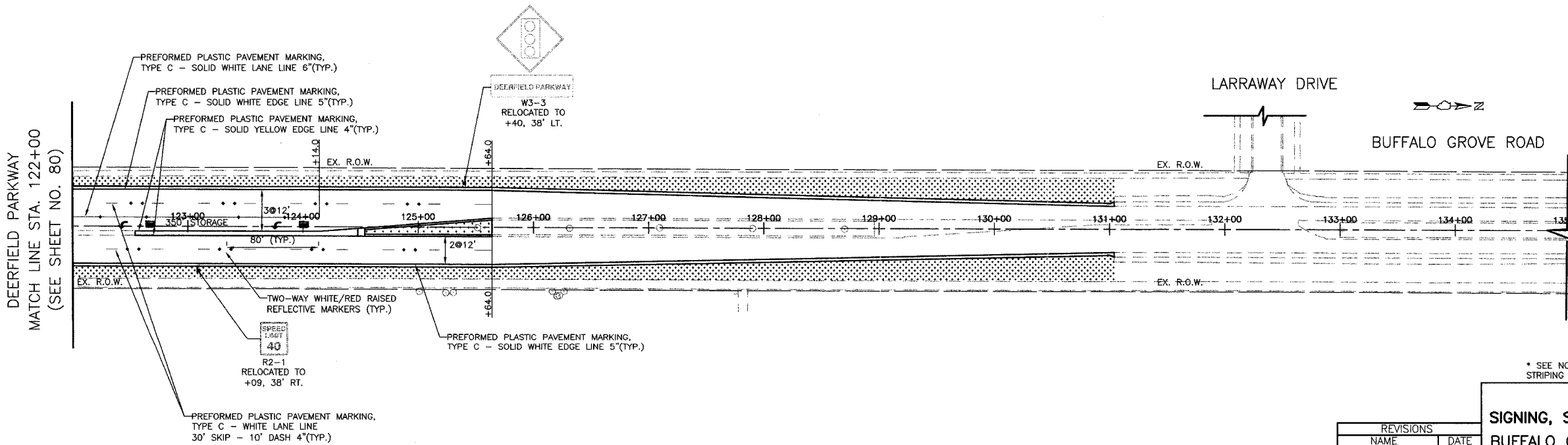
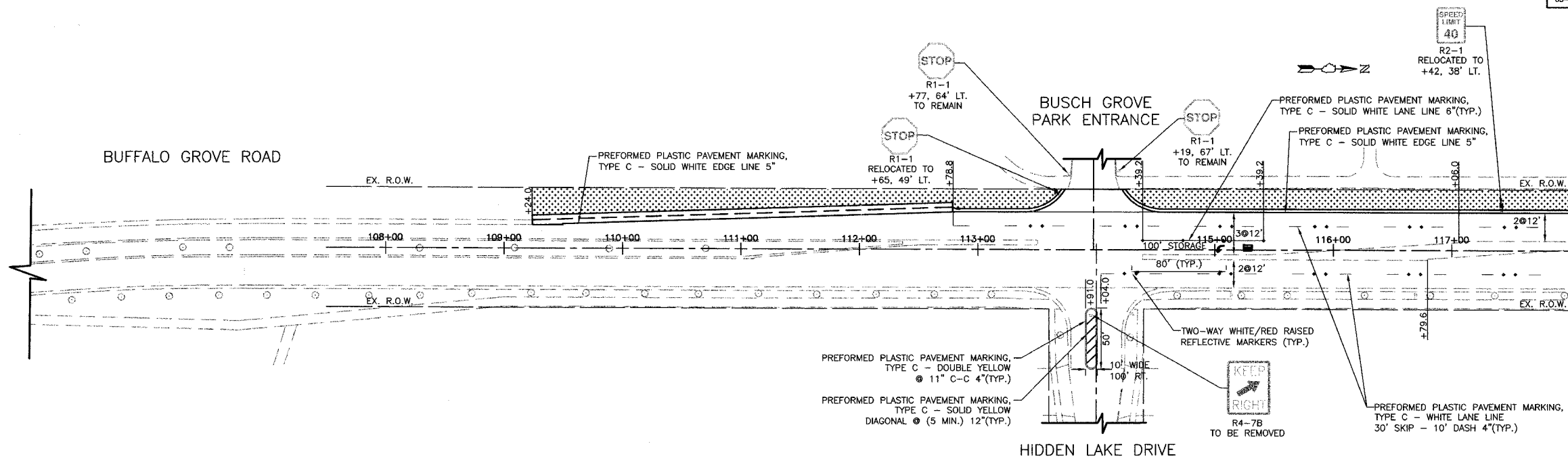
DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

REVISIONS	
NAME	DATE



BID SET

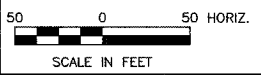
CH	A47	LAKE	176	82
STA.	107+50	TO STA.	135+00	
03-00088-00-FP		ALPHAS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



* SEE NOTES AND LEGEND ON FIRST SIGNING, STRIPING AND LANDSCAPING SHEET

VILLAGE OF BUFFALO GROVE
SIGNING, STRIPING AND LANDSCAPING
BUFFALO GROVE ROAD IMPROVEMENT
 STA. 107+50 TO 135+00

REVISIONS	
NAME	DATE

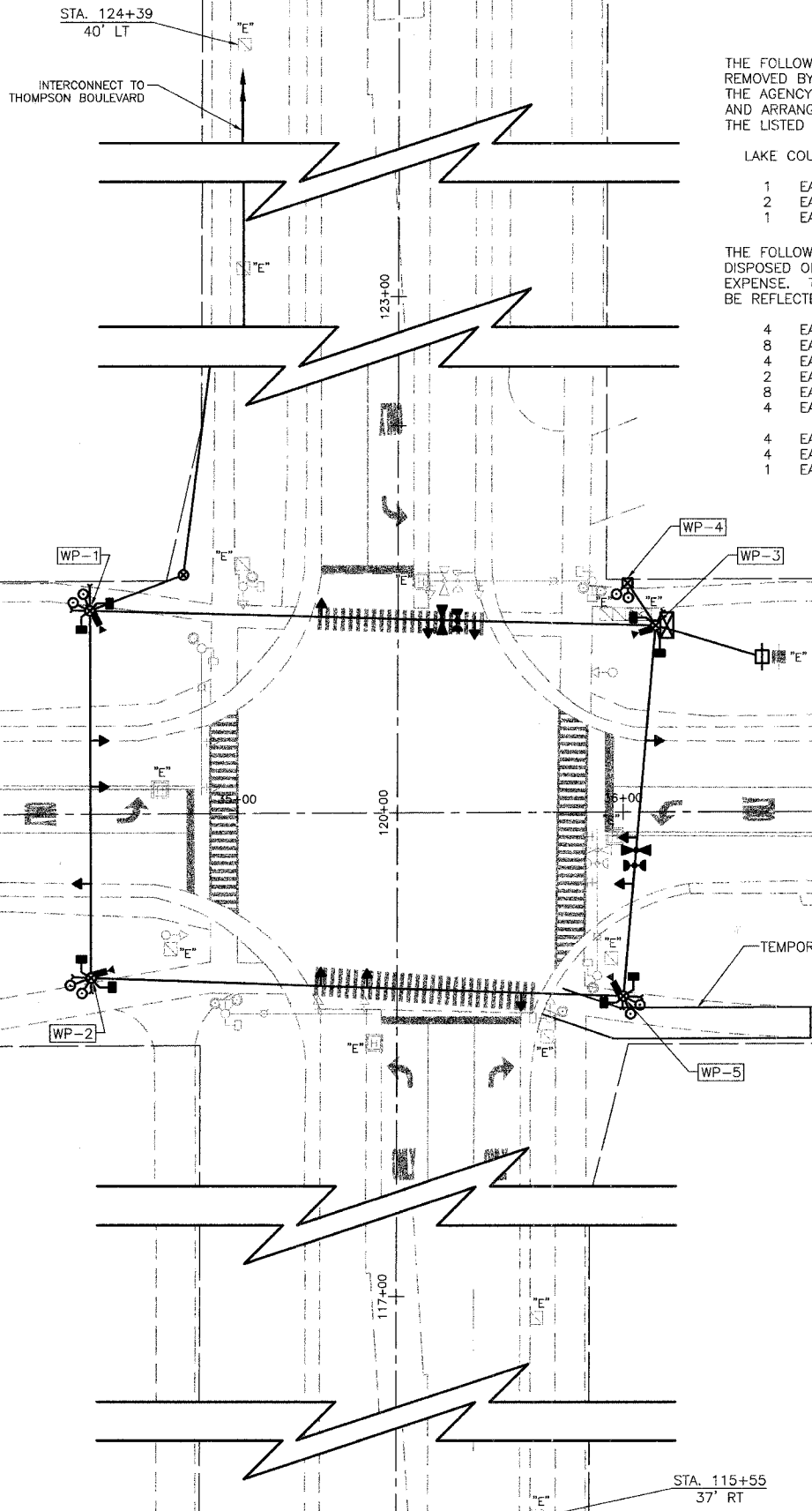


DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

BID SET

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FT. (13.7m) MIN.
- ⊗ TEMPORARY WOOD POLE, 4" X 4" 14 FT. (10 FT. EXPOSED) MIN.
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- ▲ EMERGENCY VEHICLE LIGHT DETECTOR
- ▲ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- HANDHOLE
- HEAVY DUTY HANDHOLE
- IMAGE SENSOR
- TELEPHONE CONNECTION



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

LAKE COUNTY DIVISION OF TRANSPORTATION

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

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

- 4 EACH 1-FACE 3-SECTION SIGNAL HEAD
- 8 EACH 1-FACE 5-SECTION SIGNAL HEAD
- 4 EACH 1-FACE PEDESTRIAN SIGNAL HEAD
- 2 EACH 2-FACE PEDESTRIAN SIGNAL HEAD
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- 4 EACH LUMINAIRE
- 4 EACH TRAFFIC SIGNAL POST
- 1 EACH SERVICE INSTALLATION

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ← EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊗ EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ▲ CONFIRMATION BEACON TO BE REMOVED
- ⊠ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM ASSEMBLY AND POLE TO BE REMOVED

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	83
STA.		TO STA.		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

TEMPORARY TRAFFIC SIGNAL NOTES

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSORS BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. THE VIDEO VEHICLE DETECTION SYSTEM SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION FROM THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE RELOCATION OF THE EQUIPMENT, COMPLETE, SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "VIDEO DETECTION SYSTEM (COMPLETE INTERSECTION)" AND SHALL INCLUDE ALL NECESSARY HARDWARE AND CONNECTIONS FOR PROPER INSTALLATION AND OPERATION.

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
WP-1	34+62	52' LT	EXISTING WATER LINE
WP-2	34+62	43' RT	EXISTING OVERHEAD LINES
WP-3	36+09	46' LT	NONE
WP-4	36+01	59' LT	NONE
WP-5	36+00	48' RT	EXISTING WATER LINE EXISTING OVERHEAD LINES
WP-1 TO WP-2	SPAN WIRE		EXISTING OVERHEAD LINES
WP-2 TO WP-6	SPAN WIRE		EXISTING OVERHEAD LINES

REVISIONS	
NAME	DATE

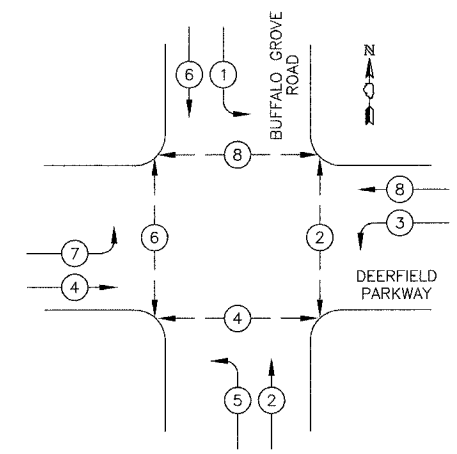
VILLAGE OF BUFFALO GROVE
**TEMPORARY TRAFFIC SIGNAL
 INSTALLATION PLAN AND REMOVAL PLAN**
 DEERFIELD PARKWAY &
 BUFFALO GROVE ROAD

20 0 20
 SCALE IN FEET

DATE: 6/2/2005
 DESIGNED BY: JJE
 TECHNICIAN: JJE
 CHECKED BY: KMM

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	84
STA.	TO STA.			
03-00088-00-FP	ELABOR	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

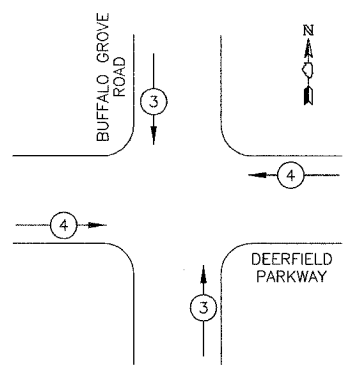
TEMPORARY CONTROLLER SEQUENCE



- LEGEND**
- DUAL ENTRY PHASE
 - SINGLE ENTRY PHASE
 - OVERLAP
 - PEDESTRIAN MOVEMENT
 - * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



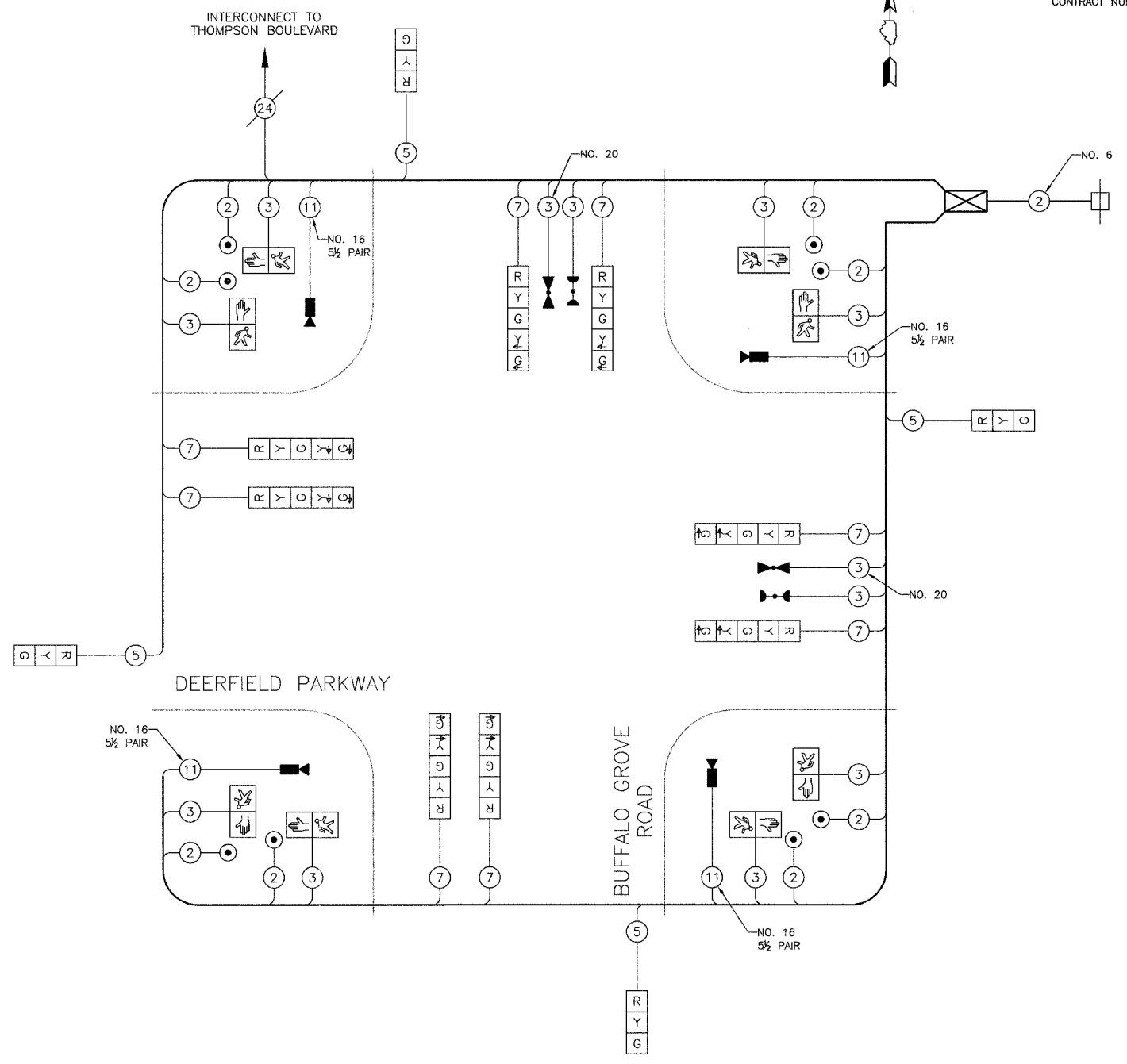
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

TEMPORARY CABLE PLAN LEGEND

- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- CONTROLLER CABINET
- SERVICE INSTALLATION
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- CONFIRMATION BEACON
- EMERGENCY VEHICLE LIGHT DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- TELEPHONE CONNECTION
- PROPOSED IMAGE SENSOR

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW	8	135	12	0.10	108
PED. SIGNAL	8	90	25	1.00	720
CONTROLLER	1	100	100	1.00	100
VIDEO SYSTEMS	1	150	150	1.00	150
FLASHER				0.50	
TOTAL =					2698

ENERGY COSTS TO: VILLAGE OF BUFFALO GROVE
51 RAUPP BOULEVARD
BUFFALO GROVE, IL 60089
CONTACT: DOROTHY PROSEN
PHONE: (847) 816-5323
COMPANY: COM ED



TEMPORARY CABLE PLAN
NOT TO SCALE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

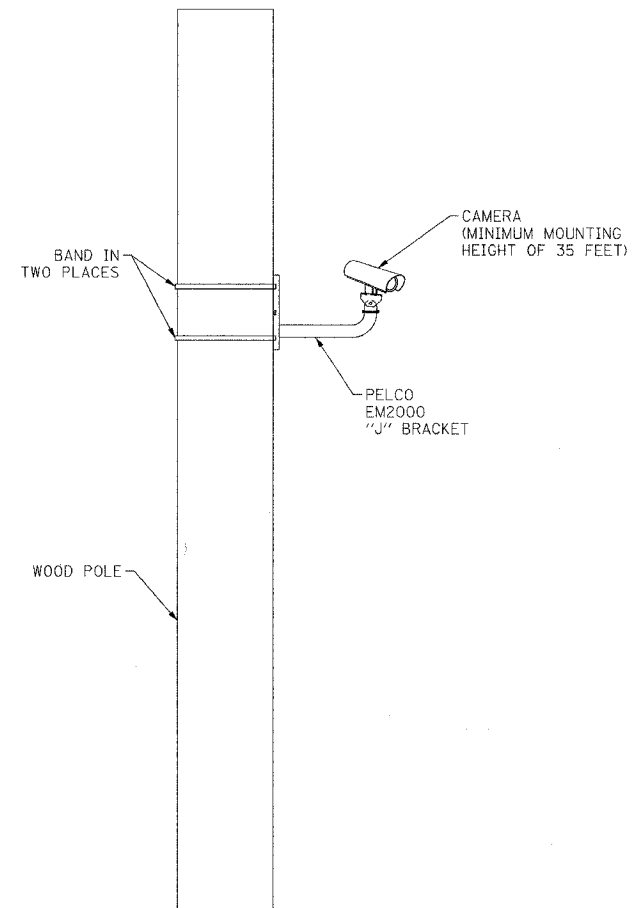
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND SEQUENCE OF OPERATION
DEERFIELD PARKWAY & BUFFALO GROVE ROAD

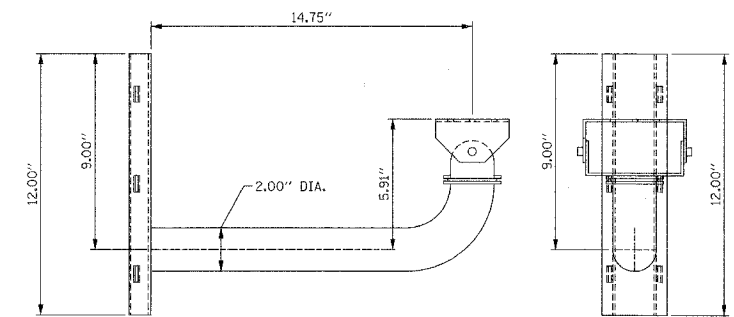
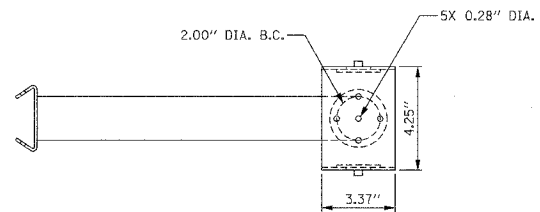
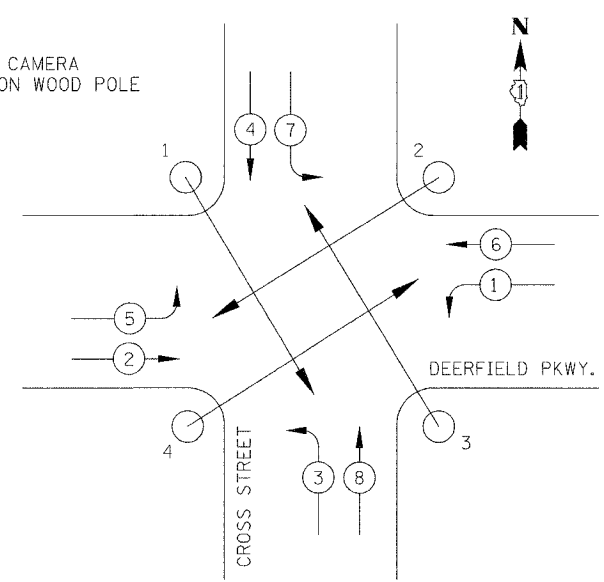
DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: JJE
CHECKED BY: KMM
SCALE: NOT TO SCALE

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	85
TEMPORARY VIDEO DETECTION DETAILS				
03-00088-00-FP	ILLINOIS	DEERFIELD PARKWAY		

CONTRACT NUMBER 83807



1, 2, 3, 4 CAMERA MOUNTED ON WOOD POLE



EM2000 DIMENSION DRAWING

TEMPORARY CAMERA MOUNTING DETAILS
(NOT TO SCALE)

REVISIONS	
NAME	DATE

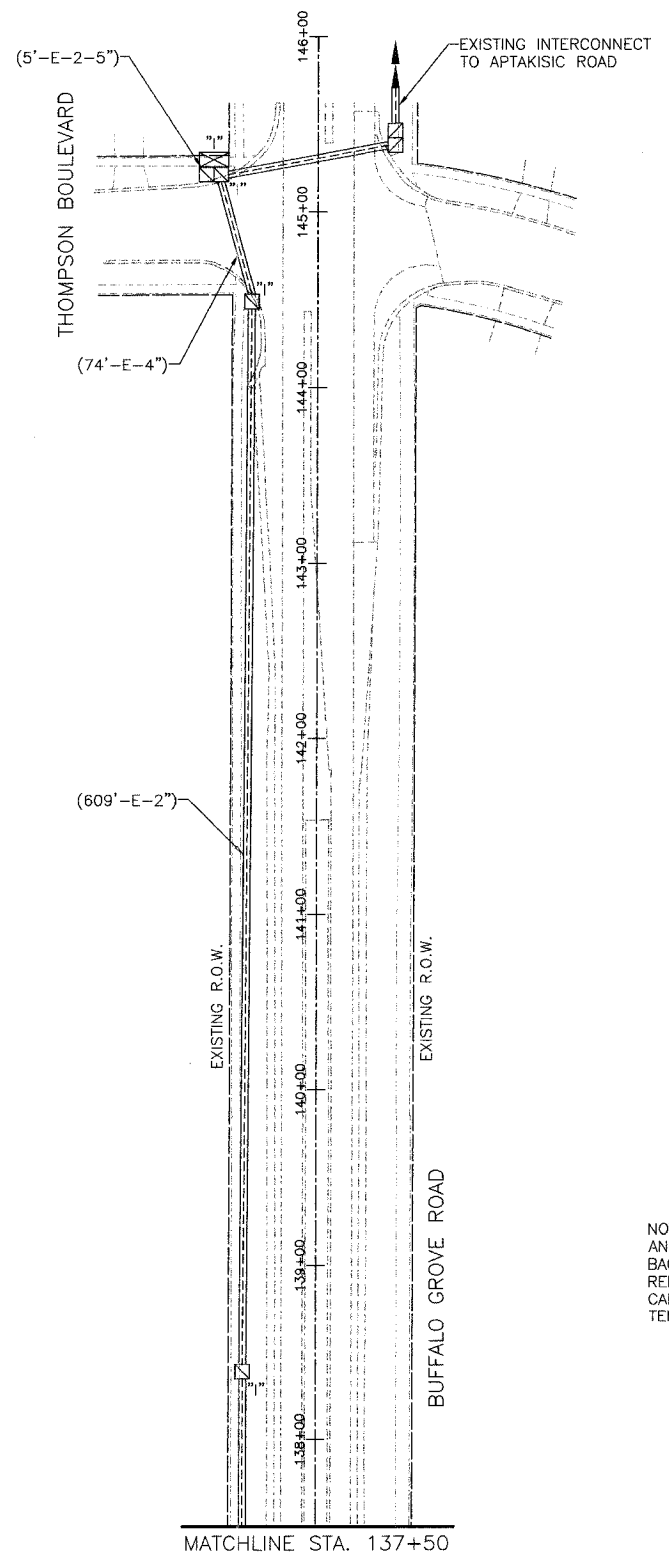
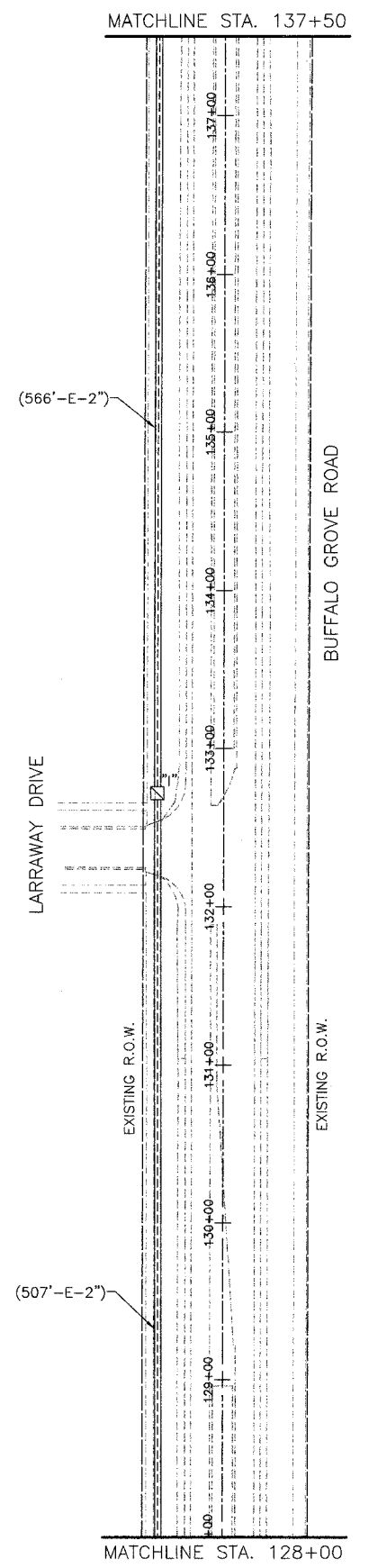
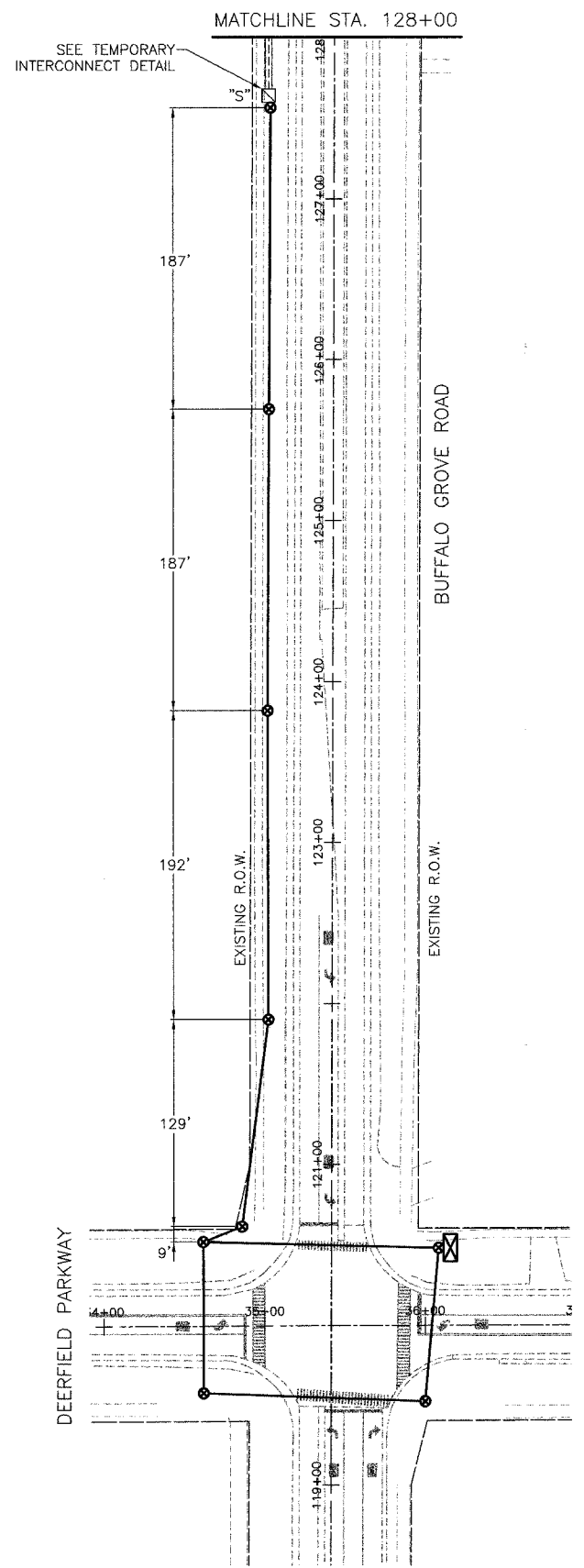
VILLAGE OF BUFFALO GROVE
TEMPORARY VIDEO DETECTION DETAILS

SCALE: NOT TO SCALE
DATE: 6/2/2005

DRAWN BY: JJE
CHECKED BY: KMM

SECTION	COUNTY	TOTAL SHEETS	SHEET NO
A47	LAKE	176	86
STA. 118+50	TO STA. 145+00		
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83907



TEMPORARY INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		
UNIT DUCT		
SYSTEM		
INTERSECTION		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
TELEPHONE CONNECTION		

NOTE: THE EXISTING INTERCONNECT CABLE BETWEEN BUFFALO GROVE ROAD AND THOMPSON BOULEVARD SHALL BE REMOVED FROM THE EXISTING CONDUIT BACK TO THE NEAREST HANDHOLE TO REMAIN. THE CABLE SHALL THEN BE REINSTALLED ONTO THE TEMPORARY WOOD POLES AS SHOWN. SHOULD ADDITIONAL CABLE BE REQUIRED, ALL SPLICES ARE TO OCCUR ABOVE GROUND ON THE TEMPORARY POLES, OR AS DIRECTED BY THE ENGINEER.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

TEMPORARY INTERCONNECT PLAN

BUFFALO GROVE ROAD

DEERFIELD PARKWAY

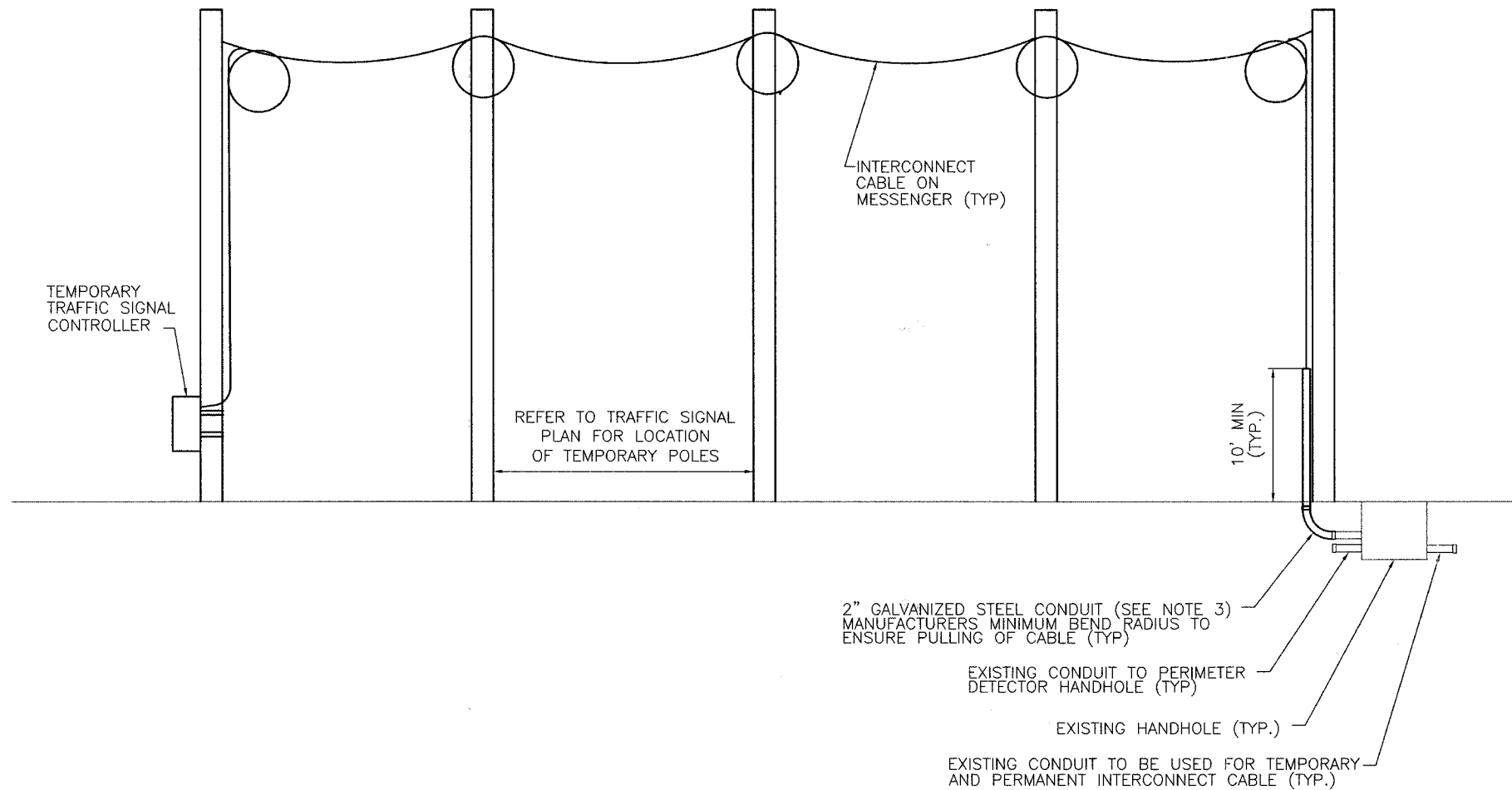
TO THOMPSON BOULEVARD

DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: BRD
CHECKED BY: KMM

50 0 50
SCALE IN FEET

BID SET

WLE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	87
STA.		TO STA.		
03-00088-00-FP		ALIGN	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



**BUFFALO GROVE ROAD
AERIALLY SUPPORTED INTERCONNECT CABLE**
(NOT TO SCALE)

NOTES :

- 1) TRANSFER OF EXISTING TO TEMPORARY INTERCONNECT CABLE AND TEMPORARY INTERCONNECT CABLE TO PROPOSED MUST BE COMPLETED IN ONE (1) WORKING DAY DURING NON-PEAK HOURS OR AS DIRECTED BY THE ENGINEER.
- 2) AFTER PROPOSED INTERCONNECT IS TURNED ON, THE EXISTING INTERCONNECT CABLE SHALL BE REMOVED.
- 3) THE 2" CONDUIT USED FOR THE TEMPORARY INTERCONNECT CABLE SHALL BE REMOVED TO BELOW THE GROUND LEVEL AND CAPPED AT THE TIME THE TEMPORARY TRAFFIC SIGNAL IS REMOVED. THE CONDUIT, AS WELL AS ALL WORK ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF IT, SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- 4) CONTRACTOR MUST NOTIFY LCDOT SIGNAL SYSTEM ENGINEER A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE START OF ANY WORK ON THE INTERCONNECT SIGNAL SYSTEM.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
TEMPORARY INTERCONNECT DETAIL
BUFFALO GROVE ROAD
DEERFIELD PARKWAY
TO THOMPSON BOULEVARD

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

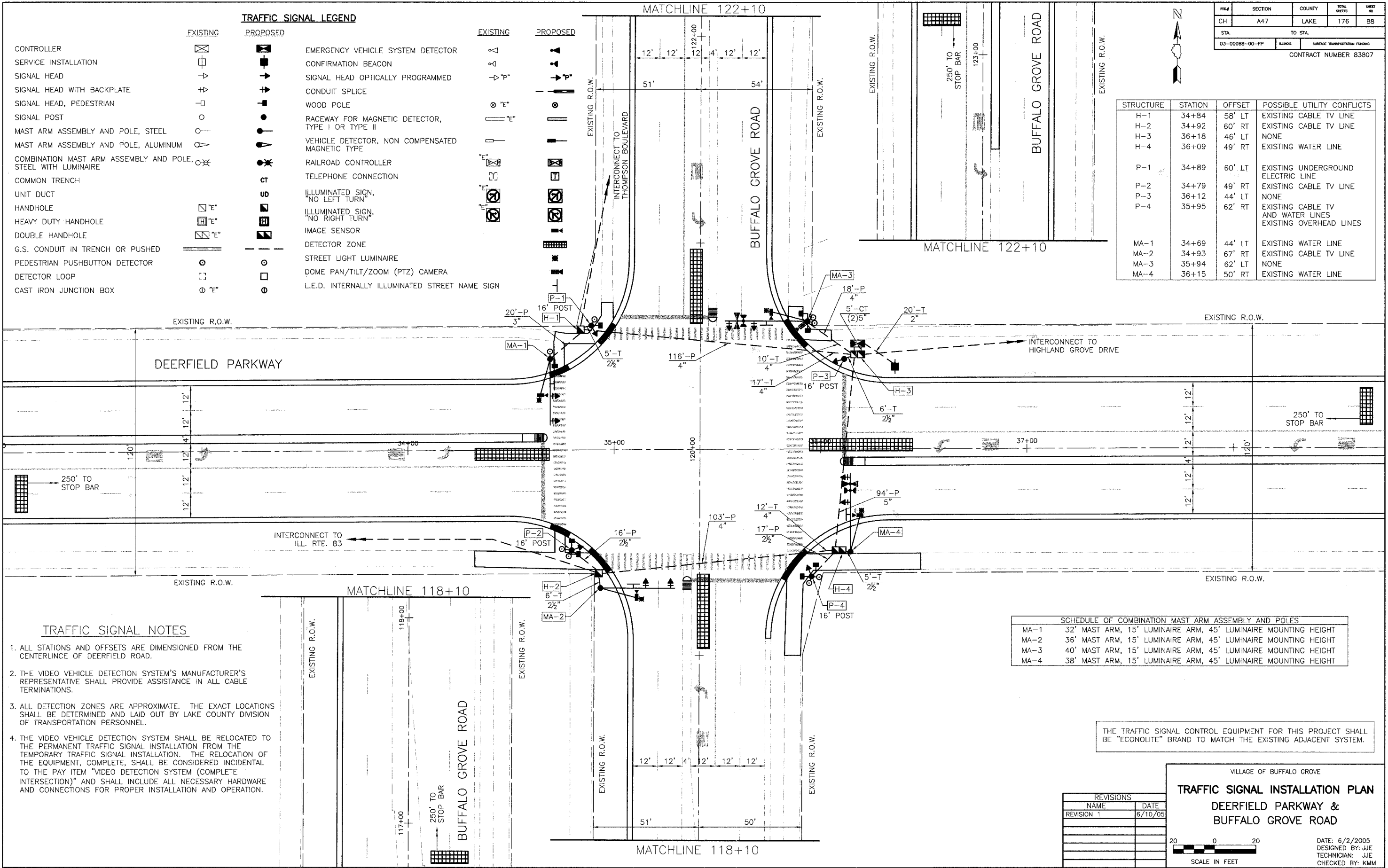
SCALE: NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	88
STA. TO STA.		BLANKS SURFACE TRANSPORTATION FUNDING		
03-00088-00-PP		CONTRACT NUMBER 83807		

TRAFFIC SIGNAL LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
CONTROLLER	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]
SERVICE INSTALLATION	[Symbol]	CONFIRMATION BEACON	[Symbol]
SIGNAL HEAD	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	CONDUIT SPLICE	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	WOOD POLE	[Symbol]
SIGNAL POST	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	RAILROAD CONTROLLER	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	TELEPHONE CONNECTION	[Symbol]
COMMON TRENCH	[Symbol]	ILLUMINATED SIGN, "NO LEFT TURN"	[Symbol]
UNIT DUCT	[Symbol]	ILLUMINATED SIGN, "NO RIGHT TURN"	[Symbol]
HANDHOLE	[Symbol]	IMAGE SENSOR	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	DETECTOR ZONE	[Symbol]
DOUBLE HANDHOLE	[Symbol]	STREET LIGHT LUMINAIRE	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	DOME PAN/TILT/ZOOM (PTZ) CAMERA	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	L.E.D. INTERNALLY ILLUMINATED STREET NAME SIGN	[Symbol]
DETECTOR LOOP	[Symbol]		
CAST IRON JUNCTION BOX	[Symbol]		

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
H-1	34+84	58' LT	EXISTING CABLE TV LINE
H-2	34+92	60' RT	EXISTING CABLE TV LINE
H-3	36+18	46' LT	NONE
H-4	36+09	49' RT	EXISTING WATER LINE
P-1	34+89	60' LT	EXISTING UNDERGROUND ELECTRIC LINE
P-2	34+79	49' RT	EXISTING CABLE TV LINE
P-3	36+12	44' LT	NONE
P-4	35+95	62' RT	EXISTING CABLE TV AND WATER LINES EXISTING OVERHEAD LINES
MA-1	34+69	44' LT	EXISTING WATER LINE
MA-2	34+93	67' RT	EXISTING CABLE TV LINE
MA-3	35+94	62' LT	NONE
MA-4	36+15	50' RT	EXISTING WATER LINE



TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF DEERFIELD ROAD.
2. THE VIDEO VEHICLE DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY LAKE COUNTY DIVISION OF TRANSPORTATION PERSONNEL.
4. THE VIDEO VEHICLE DETECTION SYSTEM SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION FROM THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE RELOCATION OF THE EQUIPMENT, COMPLETE, SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "VIDEO DETECTION SYSTEM (COMPLETE INTERSECTION)" AND SHALL INCLUDE ALL NECESSARY HARDWARE AND CONNECTIONS FOR PROPER INSTALLATION AND OPERATION.

SCHEDULE OF COMBINATION MAST ARM ASSEMBLY AND POLES	
MA-1	32' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT
MA-2	36' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT
MA-3	40' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT
MA-4	38' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE

TRAFFIC SIGNAL INSTALLATION PLAN

DEERFIELD PARKWAY & BUFFALO GROVE ROAD

DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: JJE
CHECKED BY: KJM

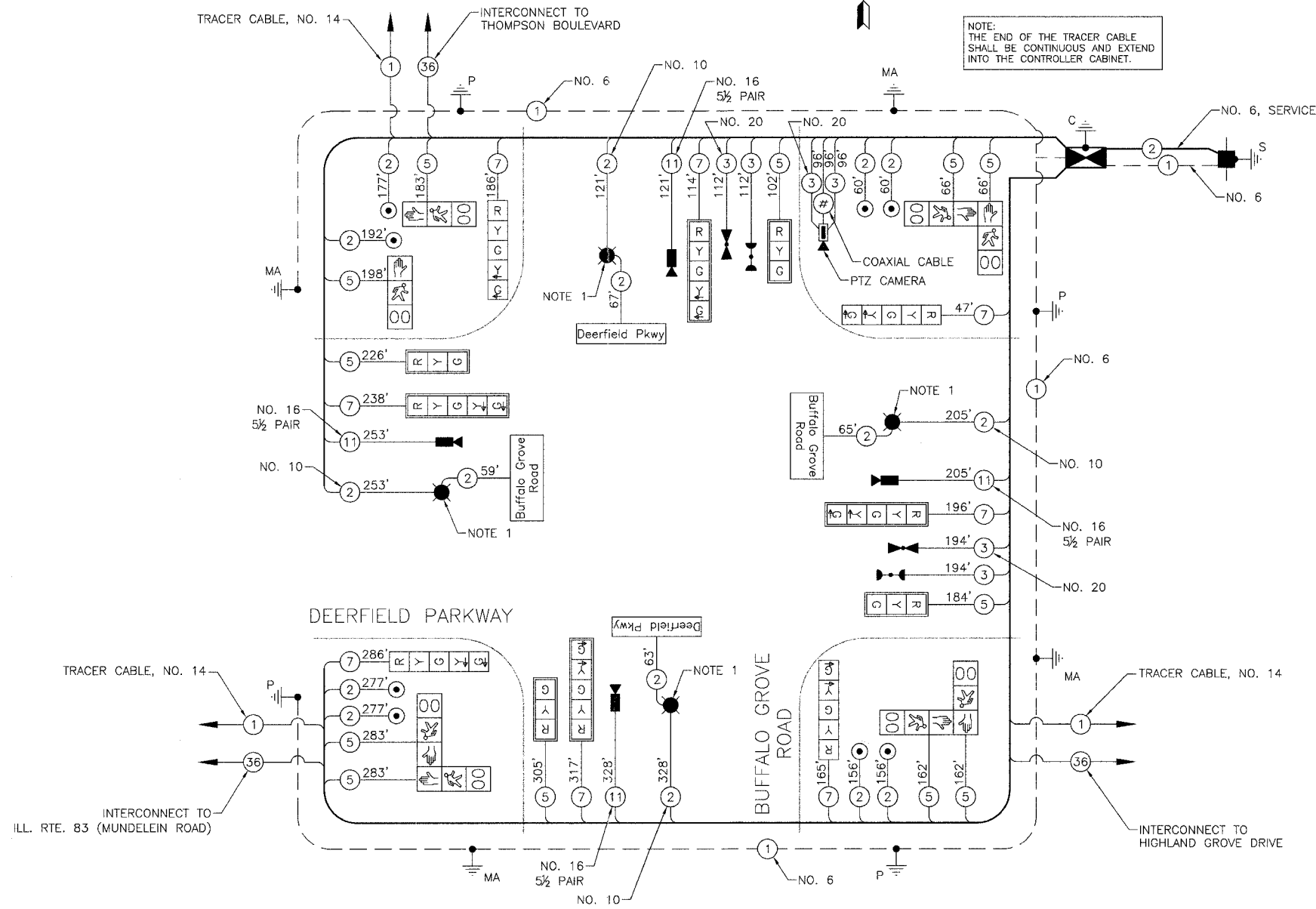
SCALE IN FEET

BID SET

W.P.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	89
STA.		TO STA.		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8" TRAFFIC SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
		DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		SIGNAL FACE WITH BACKPLATE
		"P" INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN, FIBER OPTIC, "NO LEFT TURN"
		ILLUMINATED SIGN, FIBER OPTIC, "NO RIGHT TURN"
		GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRICAL SERVICE INSTALLATION
		GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM24F & SM12F
		BELDEN 8281 COAXIAL CABLE
		PROPOSED IMAGE SENSOR
		PROPOSED STREET LIGHT LUMINAIRE
		PROPOSED DOME PAN/TILT/ZOOM (PTZ) CAMERA



CABLE PLAN
NOT TO SCALE

NOTE 1: THE 2C NO. 14 CABLE FOR THE L.E.D. ILLUMINATED STREET NAME SIGN SHALL BE CONNECTED TO THE PHOTOCCELL FOR THE LUMINAIRE.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS*	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	16		12	0.10	19
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
VIDEO SYSTEMS	1		150	1.00	150
LUMINAIRE	4	400		0.50	800
ILLUM. SIGN	4		60	0.50	120
FLASHER				0.50	
TOTAL =					1611

ENERGY COSTS TO: VILLAGE OF BUFFALO GROVE
51 RAUPP BOULEVARD
BUFFALO GROVE, IL 60089
CONTACT: DOROTHY PROSEN
PHONE: (847) 816-5323
COMPANY: COM ED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2' = (6m+L-0.6m) =
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE

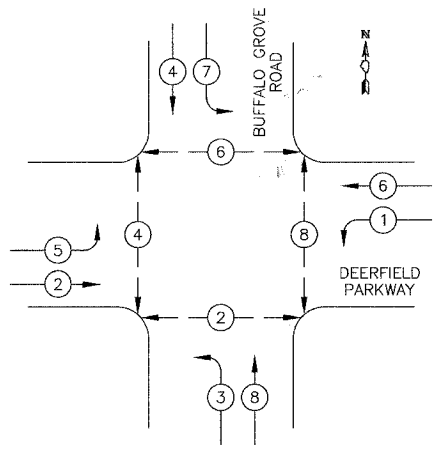
TRAFFIC SIGNAL CABLE PLAN
DEERFIELD PARKWAY & BUFFALO GROVE ROAD

DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: JJE
CHECKED BY: KMM

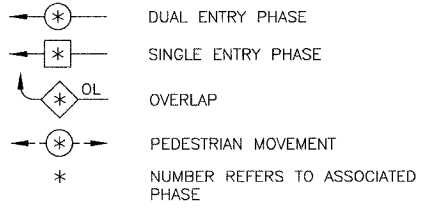
SCALE: NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	90
STA.	TO STA.			
03-00088-00-FP	LINKS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

CONTROLLER SEQUENCE

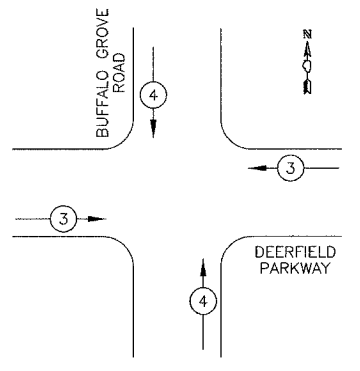


LEGEND



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	12
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	22
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	55
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	33
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	237
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	94
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	86
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1814
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	4
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1609
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	402
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	2220
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1549
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	48
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE D	FOOT	8
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	45
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	13
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
COAXIAL CABLE IN CONDUIT	FOOT	96
SERVICE INSTALLATION, POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	595
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	306
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3
ELECTRIC CABLE IN CONDUIT, VIDEO, NO. 20 3C	FOOT	96
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	L SUM	1
REMOTE-CONTROLLED VIDEO SYSTEM	L SUM	1
ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 16 5 1/2 PAIR	FOOT	907
VIDEO TRANSMISSION SYSTEM (SPECIAL)	EACH	1
L.E.D. INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4

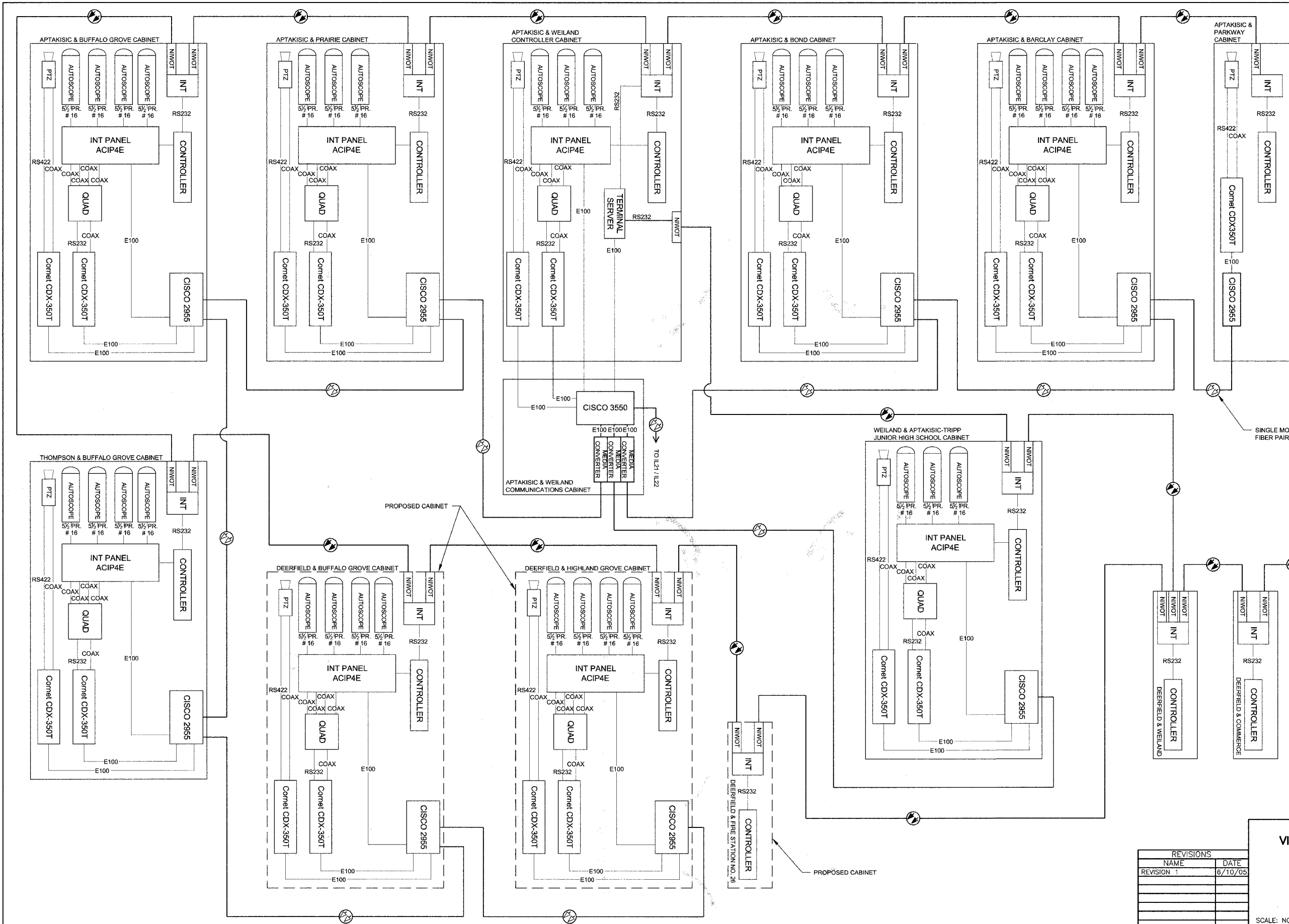
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
**SCHEDULE OF QUANTITIES AND
 PHASE DESIGNATION DIAGRAM**
 DEERFIELD PARKWAY &
 BUFFALO GROVE ROAD

DATE: 6/2/2005
 DESIGNED BY: JJE
 TECHNICIAN: JJE
 CHECKED BY: KMM

SCALE: NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	91
STA.	TO STA.			
03-00088-00-FP	LANE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



VILLAGE OF BUFFALO GROVE
VIDEO TRANSMISSION SYSTEM
 DEERFIELD PARKWAY,
 APTAKISIC ROAD &
 WEILAND ROAD

DATE: 6/2/2005
 DESIGNED BY: SAP
 TECHNICIAN: SAP
 CHECKED BY: KMM

SCALE: NOT TO SCALE

REVISIONS	
NAME	DATE
REVISION 1	6/10/05

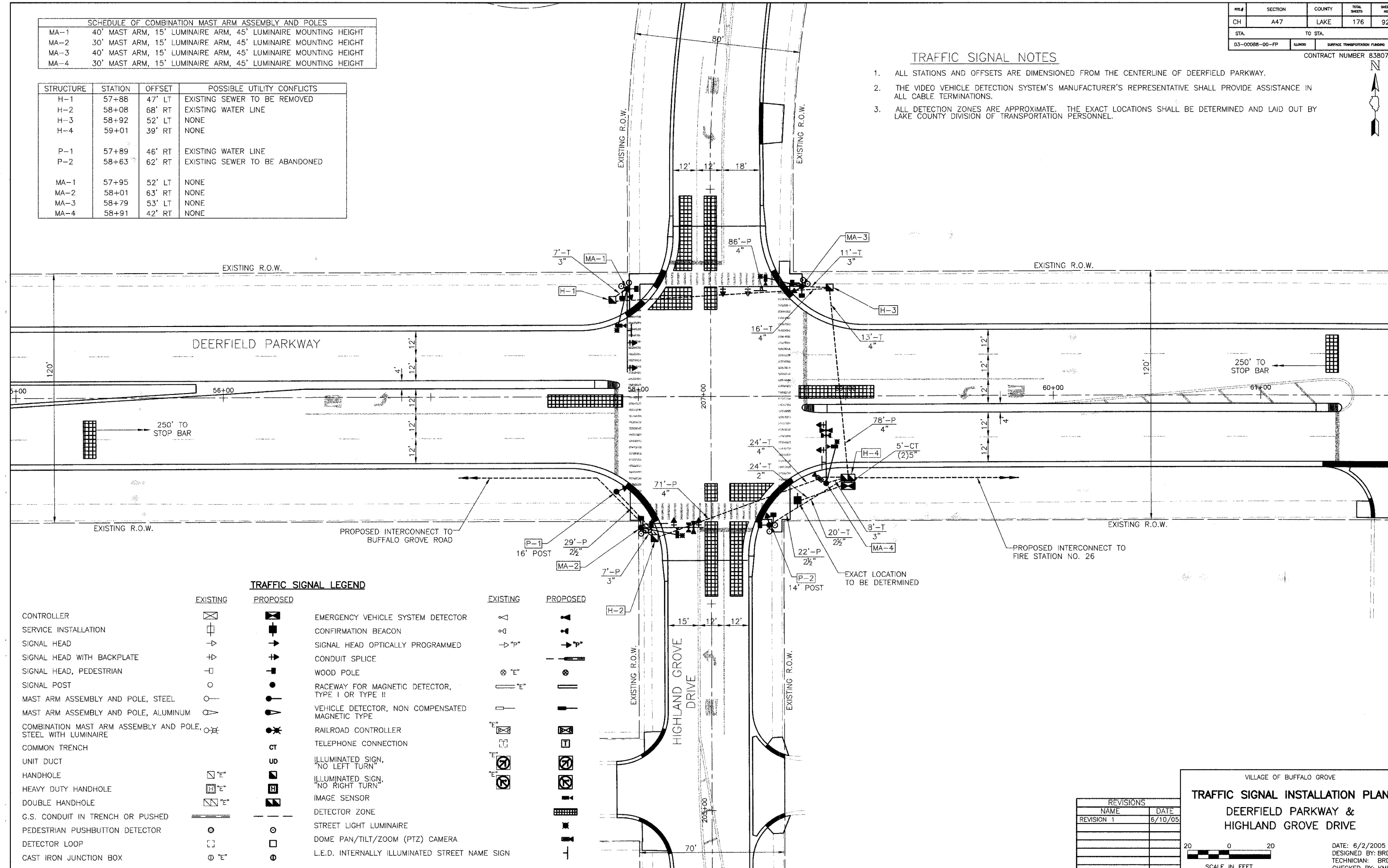
BID SET

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	92
STA.		TO STA.		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

SCHEDULE OF COMBINATION MAST ARM ASSEMBLY AND POLES			
MA-1	40' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT		
MA-2	30' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT		
MA-3	40' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT		
MA-4	30' MAST ARM, 15' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT		

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
H-1	57+88	47' LT	EXISTING SEWER TO BE REMOVED
H-2	58+08	68' RT	EXISTING WATER LINE
H-3	58+92	52' LT	NONE
H-4	59+01	39' RT	NONE
P-1	57+89	46' RT	EXISTING WATER LINE
P-2	58+63	62' RT	EXISTING SEWER TO BE ABANDONED
MA-1	57+95	52' LT	NONE
MA-2	58+01	63' RT	NONE
MA-3	58+79	53' LT	NONE
MA-4	58+91	42' RT	NONE

- TRAFFIC SIGNAL NOTES**
- ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF DEERFIELD PARKWAY.
 - THE VIDEO VEHICLE DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
 - ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY LAKE COUNTY DIVISION OF TRANSPORTATION PERSONNEL.

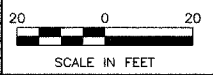


TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
CONTROLLER			EMERGENCY VEHICLE SYSTEM DETECTOR		
SERVICE INSTALLATION			CONFIRMATION BEACON		
SIGNAL HEAD			SIGNAL HEAD OPTICALLY PROGRAMMED		
SIGNAL HEAD WITH BACKPLATE			CONDUIT SPLICE		
SIGNAL HEAD, PEDESTRIAN			WOOD POLE		
SIGNAL POST			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
MAST ARM ASSEMBLY AND POLE, STEEL			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
MAST ARM ASSEMBLY AND POLE, ALUMINUM			RAILROAD CONTROLLER		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE			TELEPHONE CONNECTION		
COMMON TRENCH			ILLUMINATED SIGN, "NO LEFT TURN"		
UNIT DUCT			ILLUMINATED SIGN, "NO RIGHT TURN"		
HANDHOLE			IMAGE SENSOR		
HEAVY DUTY HANDHOLE			DETECTOR ZONE		
DOUBLE HANDHOLE			STREET LIGHT LUMINAIRE		
G.S. CONDUIT IN TRENCH OR PUSHED			DOME PAN/TILT/ZOOM (PTZ) CAMERA		
PEDESTRIAN PUSHBUTTON DETECTOR			L.E.D. INTERNALLY ILLUMINATED STREET NAME SIGN		
DETECTOR LOOP					
CAST IRON JUNCTION BOX					

REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE
TRAFFIC SIGNAL INSTALLATION PLAN
 DEERFIELD PARKWAY &
 HIGHLAND GROVE DRIVE

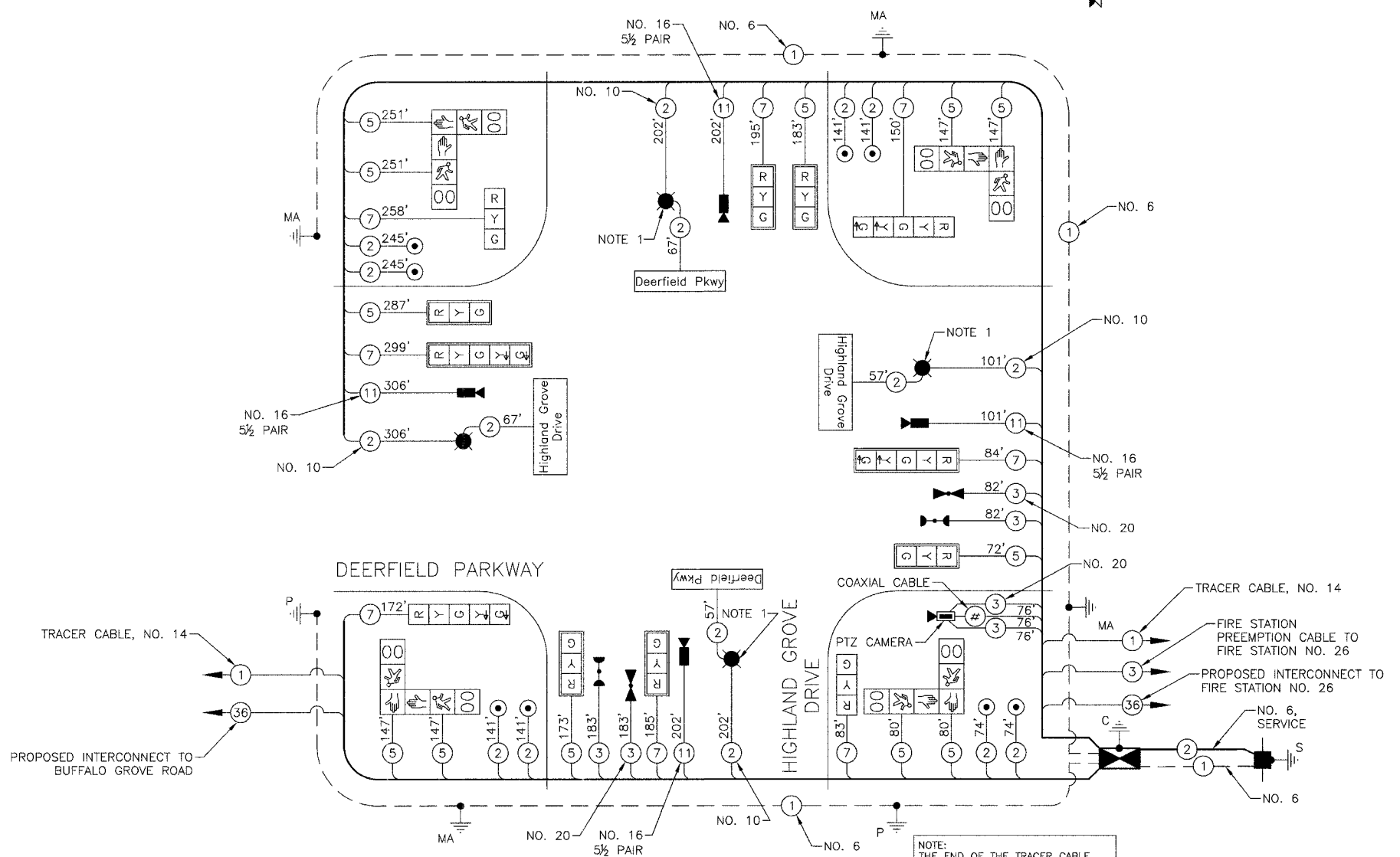


DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM

ITEM	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	93
STA.	TO STA.			
03-00088-00-FP	LINER	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

CABLE PLAN LEGEND

- | EXISTING | PROPOSED | |
|----------|----------|--|
| | | 8" TRAFFIC SIGNAL SECTION |
| | | 12" TRAFFIC SIGNAL SECTION |
| | | 12" PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE CONNECTION |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | DENOTES NUMBER OF CONDUCTORS
ALL CABLE NO. 14 EXCEPT AS INDICATED.
ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | SIGNAL FACE WITH BACKPLATE
"P" INDICATES PROGRAMMED HEAD. |
| | | RAILROAD CONTROL CABINET |
| | | ILLUMINATED SIGN, FIBER OPTIC,
"NO LEFT TURN" |
| | | ILLUMINATED SIGN, FIBER OPTIC,
"NO RIGHT TURN" |
| | | GROUND ROD AT HANDHOLE,
DOUBLE HANDHOLE, OR CONTROLLER |
| | | GROUND ROD AT POST OR
MAST ARM POLE |
| | | GROUND ROD AT ELECTRICAL
SERVICE INSTALLATION |
| | | GROUND CABLE IN CONDUIT, NO. 6
SOLID COPPER (GREEN) |
| | | FIBER OPTIC CABLE IN CONDUIT
NO. 62.5/125 MM24F & SM12F |
| | | BELDEN 8281 COAXIAL CABLE |
| | | PROPOSED IMAGE SENSOR |
| | | PROPOSED STREET LIGHT LUMINAIRE |
| | | PROPOSED DOME PAN/TILT/ZOOM (PTZ) CAMERA |



CABLE PLAN
NOT TO SCALE

- NOTE 1: THE 2C NO. 14 CABLE FOR THE L.E.D. ILLUMINATED STREET NAME SIGN SHALL BE CONNECTED TO THE PHOTOCELL FOR THE LUMINAIRE.
- NOTE 2: THE EMERGENCY VEHICLE PUSHBUTTON PREEMPTORS IN FIRE STATION NO. 26 ACTIVATE PREEMPTION PHASE 3 AT THE HIGHLAND GROVE INTERSECTION IN ADDITION TO THE DRIVEWAY SIGNALS AT THE FIRE STATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	8		12	0.10	10
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
VIDEO SYSTEMS	1		150	1.00	150
LUMINAIRE	4	400		0.50	800
ILLUM. SIGN	4		60	0.50	120
FLASHER				0.50	
TOTAL =					1602

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2' =
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(6m+L-0.6m) =	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

ENERGY COSTS TO: VILLAGE OF BUFFALO GROVE
51 RAUPP BOULEVARD
BUFFALO GROVE, IL 60089
CONTACT: DOROTHY PROSEN
PHONE: (847) 816-5323
COMPANY: COM ED

REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE

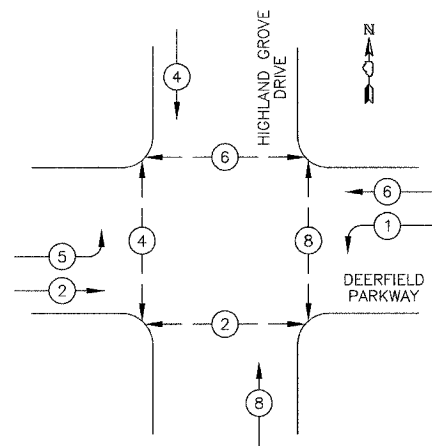
TRAFFIC SIGNAL CABLE PLAN
DEERFIELD PARKWAY & HIGHLAND GROVE DRIVE

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

SCALE: NOT TO SCALE

W/E #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	94
STA.		TO STA.		
03-00088-00-FP		ALIGN	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

PROPOSED CONTROLLER SEQUENCE

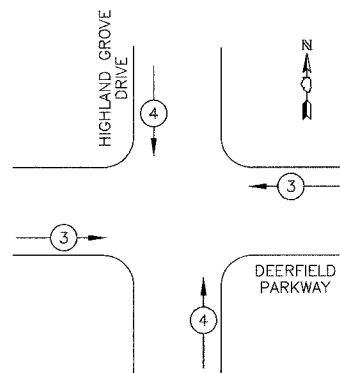


LEGEND

- ⊛ DUAL ENTRY PHASE
- ⊛ SINGLE ENTRY PHASE
- ⊛ OL OVERLAP
- ⊛ PEDESTRIAN MOVEMENT
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓

NOTE: THE EMERGENCY VEHICLE PUSHBUTTON PREEMPTORS IN FIRE STATION NO. 28 ACTIVATE PREEMPTION PHASE 3 AT THE HIGHLAND GROVE INTERSECTION IN ADDITION TO THE DRIVEWAY SIGNALS AT THE FIRE STATION.

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

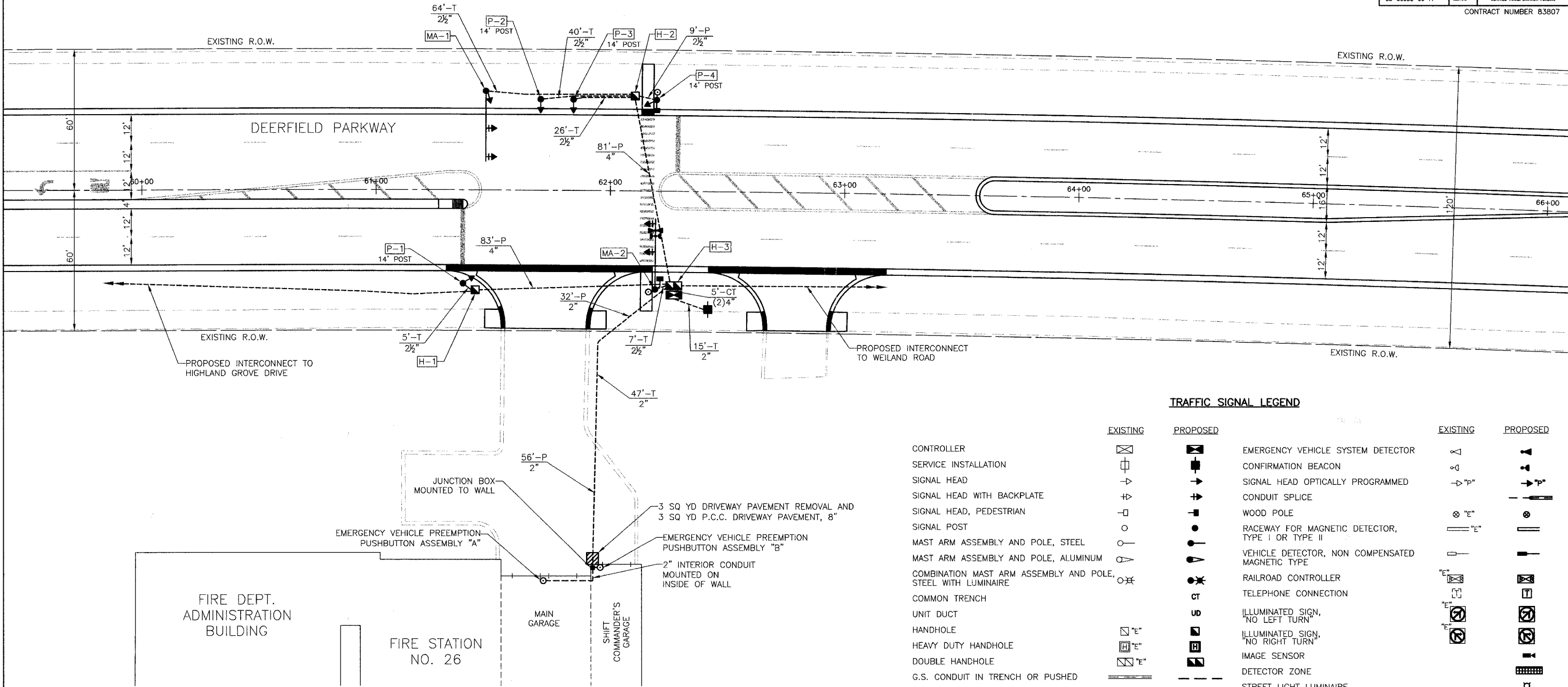
DESCRIPTION	UNIT	QNTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	35
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	26
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	69
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	51
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	7
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	235
HANDHOLE	EACH	3
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	147
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1622
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	4
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TRANSCIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1450
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	341
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1965
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1426
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	71
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE D	FOOT	8
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
COAXIAL CABLE IN CONDUIT	FOOT	76
SERVICE INSTALLATION, POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	537
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	265
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
ELECTRIC CABLE IN CONDUIT, VIDEO, NO. 20 3C	FOOT	76
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	L SUM	1
REMOTE-CONTROLLED VIDEO SYSTEM	L SUM	1
ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 16 5 1/2 PAIR	FOOT	811
VIDEO TRANSMISSION SYSTEM (SPECIAL)	EACH	1
L.E.D. INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SCHEDULE OF QUANTITIES AND PHASE DESIGNATION DIAGRAM
 DEERFIELD PARKWAY & HIGHLAND GROVE DRIVE
 DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM

SCALE: NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	95
STA. TO STA.		ELEM. SURFACE TRANSPORTATION FUNDING		
03-00088-00-PP		CONTRACT NUMBER 83807		



TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED	EXISTING	PROPOSED
CONTROLLER			EMERGENCY VEHICLE SYSTEM DETECTOR	
SERVICE INSTALLATION			CONFIRMATION BEACON	
SIGNAL HEAD			SIGNAL HEAD OPTICALLY PROGRAMMED	
SIGNAL HEAD WITH BACKPLATE			CONDUIT SPLICE	
SIGNAL HEAD, PEDESTRIAN			WOOD POLE	
SIGNAL POST			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	
MAST ARM ASSEMBLY AND POLE, STEEL			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
MAST ARM ASSEMBLY AND POLE, ALUMINUM			RAILROAD CONTROLLER	
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE			TELEPHONE CONNECTION	
COMMON TRENCH			ILLUMINATED SIGN, "NO LEFT TURN"	
UNIT DUCT			ILLUMINATED SIGN, "NO RIGHT TURN"	
HANDHOLE			IMAGE SENSOR	
HEAVY DUTY HANDHOLE			DETECTOR ZONE	
DOUBLE HANDHOLE			STREET LIGHT LUMINAIRE	
G.S. CONDUIT IN TRENCH OR PUSHED			DOME PAN/TILT/ZOOM (PTZ) CAMERA	
PEDESTRIAN PUSHBUTTON DETECTOR			TELEPHONE CONNECTION	
DETECTOR LOOP			PAVEMENT REMOVAL AND REPLACEMENT	
CAST IRON JUNCTION BOX				

SCHEDULE OF COMBINATION MAST ARM ASSEMBLY AND POLES

MA-1	30' MAST ARM, 20' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT
MA-2	30' MAST ARM, 20' LUMINAIRE ARM, 45' LUMINAIRE MOUNTING HEIGHT

STRUCTURE	STATION	OFFSET	POSSIBLE UTILITY CONFLICTS
H-1	61+42	43' RT	EXISTING WATER LINE
H-2	62+11	40' LT	NONE
H-3	62+27	40' RT	PROPOSED DRAINAGE
P-1	61+37	40' RT	NONE
P-2	61+70	39' LT	NONE
P-3	61+84	39' LT	NONE
P-4	62+20	39' LT	NONE
MA-1	61+47	42' LT	NONE
MA-2	62+19	42' RT	NONE

TRAFFIC SIGNAL NOTES

- ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF DEERFIELD PARKWAY.
- THE PAY ITEM FOR "EMERGENCY VEHICLE PREEMPTION PUSH-BUTTON INSTALLATION" SHALL INCLUDE ALL LABOR AND MATERIALS REQUIRED TO INSTALL THE ASSEMBLIES INSIDE THE FIRE STATION AS SHOWN ON THE PLANS AND STATED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL COORDINATE THIS EFFORT WITH DEPUTY CHIEF DANIEL PEARSON OF THE BUFFALO GROVE FIRE DEPARTMENT (847-537-0995). ASSEMBLY "A" SHALL BE INSTALLED ON THE NORTH WALL BETWEEN THE GARAGE BAY DOORS, 4'-8" ABOVE THE GROUND, AS SHOWN ON THE PLANS, OR AS DIRECTED BY BUFFALO GROVE FIRE DEPARTMENT PERSONNEL. ASSEMBLY "B" SHALL BE INSTALLED ON THE NORTH WALL OF THE SHIFT COMMANDER'S GARAGE, 5'-6" ABOVE THE GROUND, AS SHOWN ON THE PLANS, OR AS DIRECTED BY BUFFALO GROVE FIRE DEPARTMENT PERSONNEL. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE NEC AND LOCAL BUILDING CODES.
- ALL LENGTHS OF CABLE AND CONDUIT REQUIRED TO CONNECT FROM THE FIRE STATION BUILDING TO THE INTERSECTION CONTROLLER WILL BE PAID FOR PER FOOT. PCC DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT WILL BE PAID FOR PER SQUARE YARD. ALL OTHER WORK AND MATERIALS REQUIRED TO INSTALL THE PUSH-BUTTONS AND CONNECT THEM TO THE INTERSECTION CONTROLLER SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR "EMERGENCY VEHICLE PREEMPTION PUSH-BUTTON INSTALLATION."

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

VILLAGE OF BUFFALO GROVE

TRAFFIC SIGNAL INSTALLATION PLAN

DEERFIELD PARKWAY & FIRE STATION NO. 26

DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM

REVISIONS

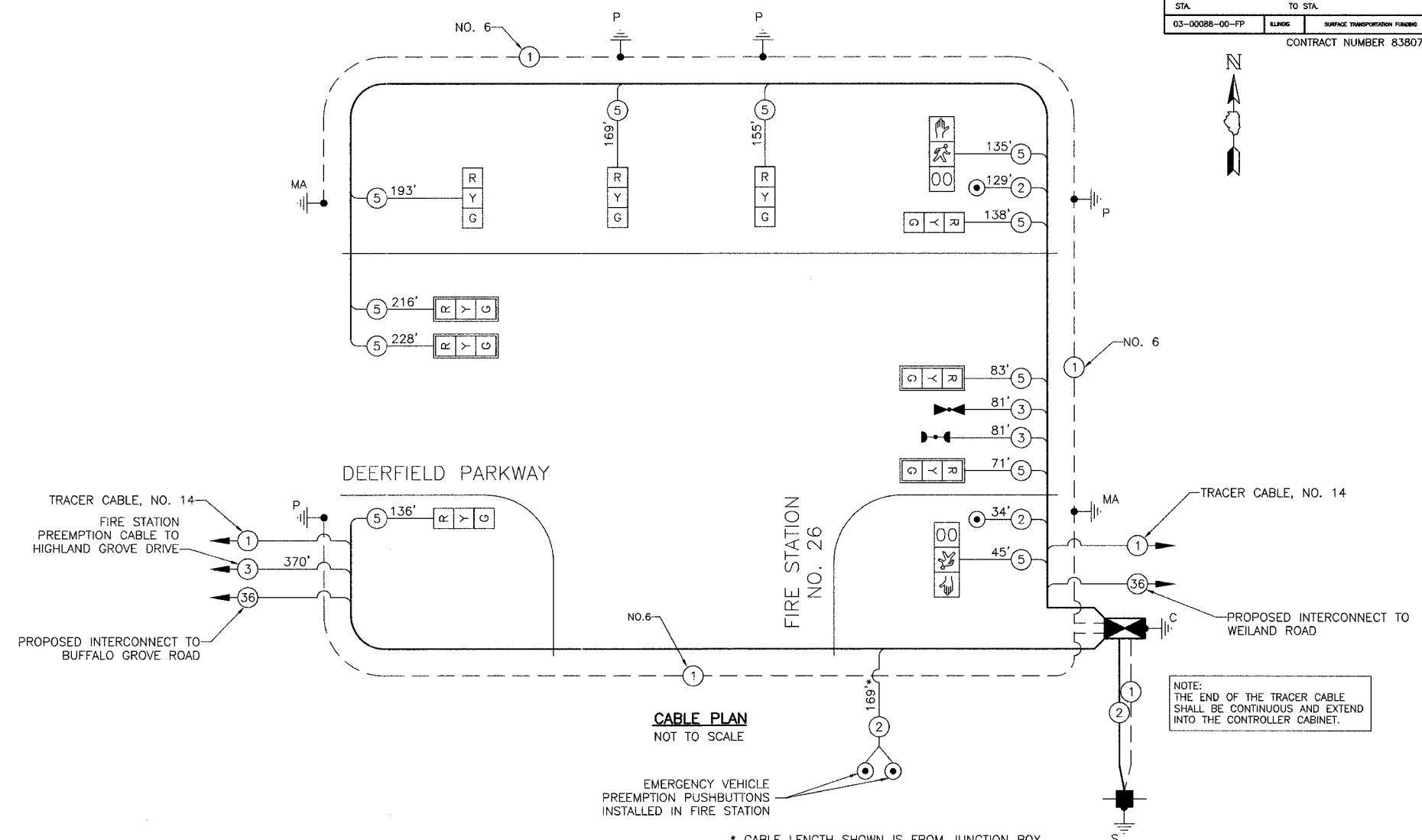
NAME	DATE

SCALE IN FEET

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	96
STA.	TO STA.			
03-00088-00-FP	ELANDS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8" TRAFFIC SIGNAL SECTION
		12" TRAFFIC SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
		DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN, FIBER OPTIC, "NO LEFT TURN"
		ILLUMINATED SIGN, FIBER OPTIC, "NO RIGHT TURN"
		GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRICAL SERVICE INSTALLATION
		GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM24F & SM12F
		BELDEN 8281 COAXIAL CABLE
		PROPOSED IMAGE SENSOR
		PROPOSED STREET LIGHT LUMINAIRE
		PROPOSED DOME PAN/TILT/ZOOM (PTZ) CAMERA



CABLE PLAN
NOT TO SCALE

* CABLE LENGTH SHOWN IS FROM JUNCTION BOX MOUNTED INSIDE FIRE STATION TO CONTROLLER CABINET. REMAINING CABLE LENGTH REQUIRED FOR PUSHBUTTON INSTALLATION IS INCIDENTAL TO THE PAY ITEM "EMERGENCY PREEMPTION PUSH-BUTTON INSTALLATION".

NOTE: THE EMERGENCY VEHICLE PUSHBUTTON PREEMPTORS IN THE FIRE STATION ACTIVATE PREEMPTION PHASE 3 AT THE HIGHLAND GROVE INTERSECTION IN ADDITION TO THE DRIVEWAY SIGNALS AT THE FIRE STATION.

NOTE: THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	9		17	0.50	77
(YELLOW)	9		25	0.25	56
(GREEN)	9		15	0.25	34
ARROW			12	0.10	
PED. SIGNAL	2		25	1.00	50
CONTROLLER	1		100	1.00	100
VIDEO SYSTEMS			150	1.00	
LUMINAIRE		400		0.50	
ILLUM. SIGN			60	0.50	
FLASHER				0.50	
TOTAL =					317

ENERGY COSTS TO: VILLAGE OF BUFFALO GROVE
51 RAUPP BOULEVARD
BUFFALO GROVE, IL 60089
CONTACT: DOROTHY PROSEN
PHONE: (847) 816-5323
COMPANY: COM ED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(6m+L-0.6m)=	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

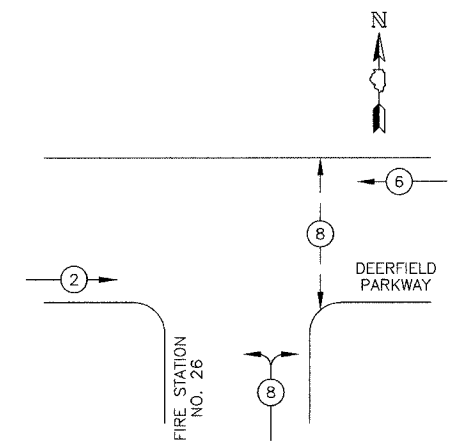
TRAFFIC SIGNAL CABLE PLAN
DEERFIELD PARKWAY &
FIRE STATION NO. 26

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

SCALE: NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	97
STA.		TO STA.		
03-00088-00-FP		ELNOR	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

PROPOSED CONTROLLER SEQUENCE

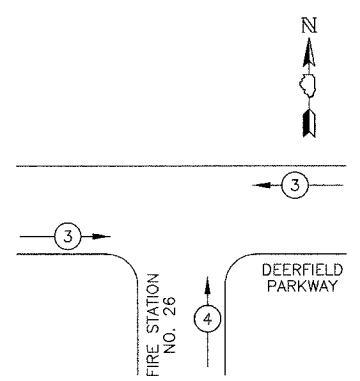


LEGEND

- ← * → DUAL ENTRY PHASE
- ← * → SINGLE ENTRY PHASE
- ← * OL → OVERLAP
- ← * → PEDESTRIAN MOVEMENT
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

NOTE: THE EMERGENCY VEHICLE PUSHBUTTON INSTALLATION IN THE FIRE STATION ACTIVATES PREEMPTION PHASE 3 AT THE HIGHLAND GROVE INTERSECTION IN ADDITION TO PHASE 4 FOR THE DRIVEWAY SIGNALS AT THE FIRE STATION.

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
PORTLAND CEMENT DRIVEWAY PAVEMENT, 8 INCH	SQ YD	3
DRIVEWAY PAVEMENT REMOVAL	SQ YD	3
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	62
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	142
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	88
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	9
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	164
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	209
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TRANSCIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	332
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	451
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1569
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	34
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE D	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
LIGHT DETECTOR	EACH	1
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	2
SERVICE INSTALLATION, POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	421
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	81
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
EMERGENCY VEHICLE PREEMPTION PUSHBUTTON ASSEMBLY	EACH	1

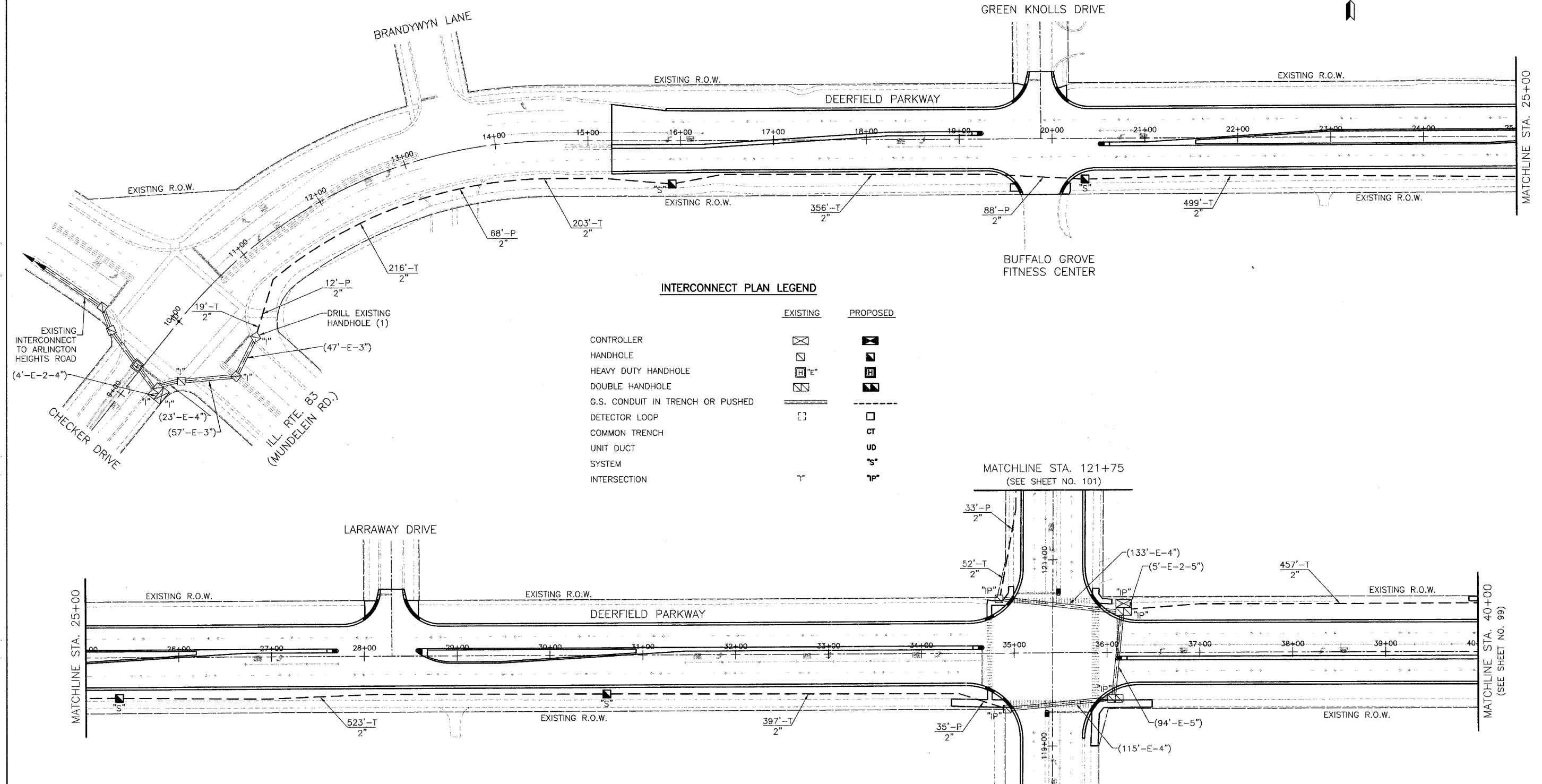
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
**SCHEDULE OF QUANTITIES AND
 PHASE DESIGNATION DIAGRAM**
 DEERFIELD PARKWAY &
 FIRE STATION NO. 26

DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM

SCALE: NOT TO SCALE

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A47	LAKE	176	98
STA. 8+50	TO STA. 40+00		
03-00088-00-FP	ALBION	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807			



INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		
UNIT DUCT		
SYSTEM		
INTERSECTION		

MATCHLINE STA. 121+75
(SEE SHEET NO. 101)

MATCHLINE STA. 40+00
(SEE SHEET NO. 99)

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERCONNECT PLAN

DEERFIELD PARKWAY

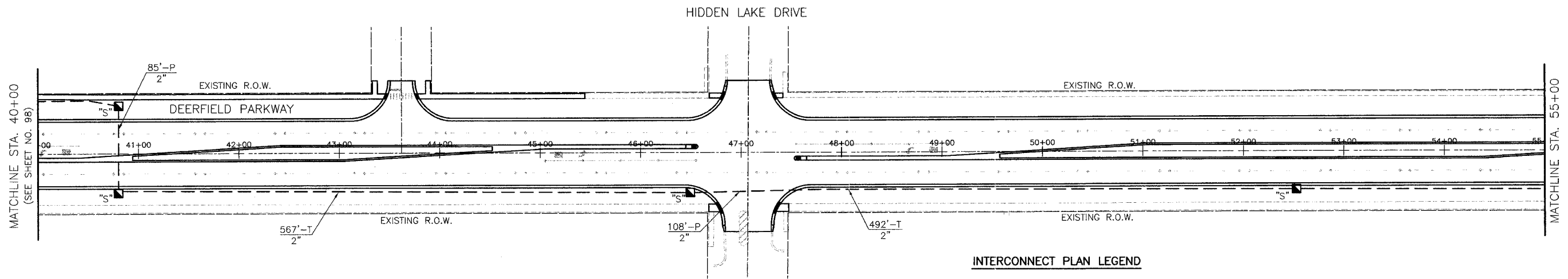
ILL. ROUTE 83 (MUNDELEIN ROAD)

TO WEILAND ROAD (SHEET 1 OF 3)

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

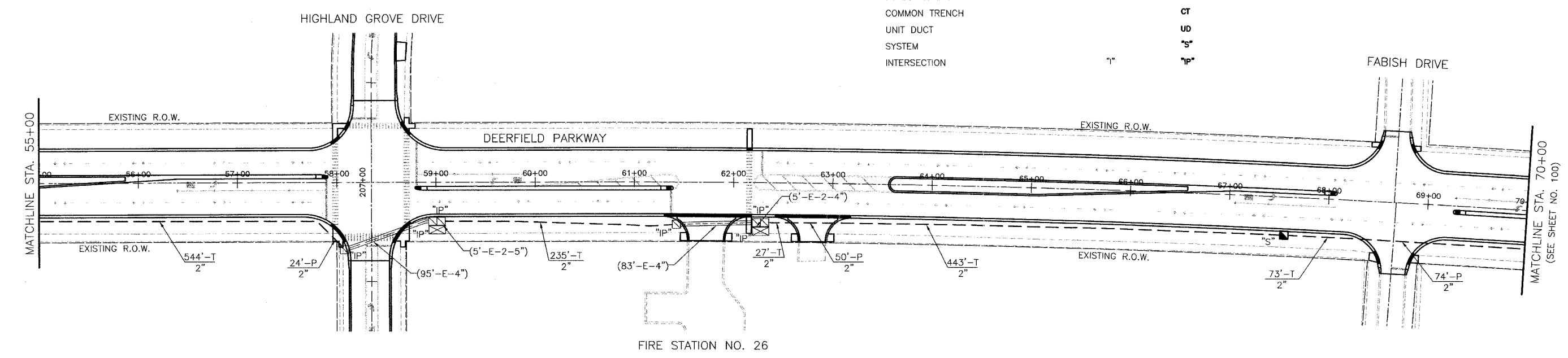
SCALE IN FEET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	99
STA.	40+00	TO STA.	70+00	
03-00088-00-PP	ALBION	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		CT
UNIT DUCT		UD
SYSTEM		"S"
INTERSECTION	"I"	"IP"



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERCONNECT PLAN

DEERFIELD PARKWAY

ILL. ROUTE 83 (MUNDELEIN ROAD)

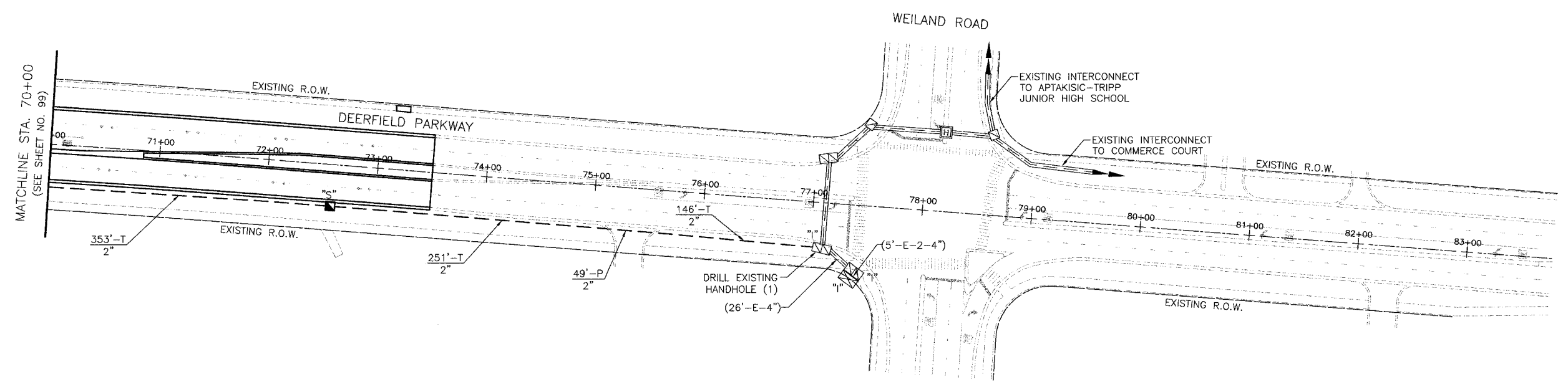
TO WEILAND ROAD (SHEET 2 OF 3)

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

SCALE IN FEET

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	100
STA	70+00	TO STA	83+78	
03-00068-00-PP	ELIMOS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		CT
UNIT DUCT		UD
SYSTEM		"S"
INTERSECTION	"I"	"P"

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERCONNECT PLAN

DEERFIELD PARKWAY

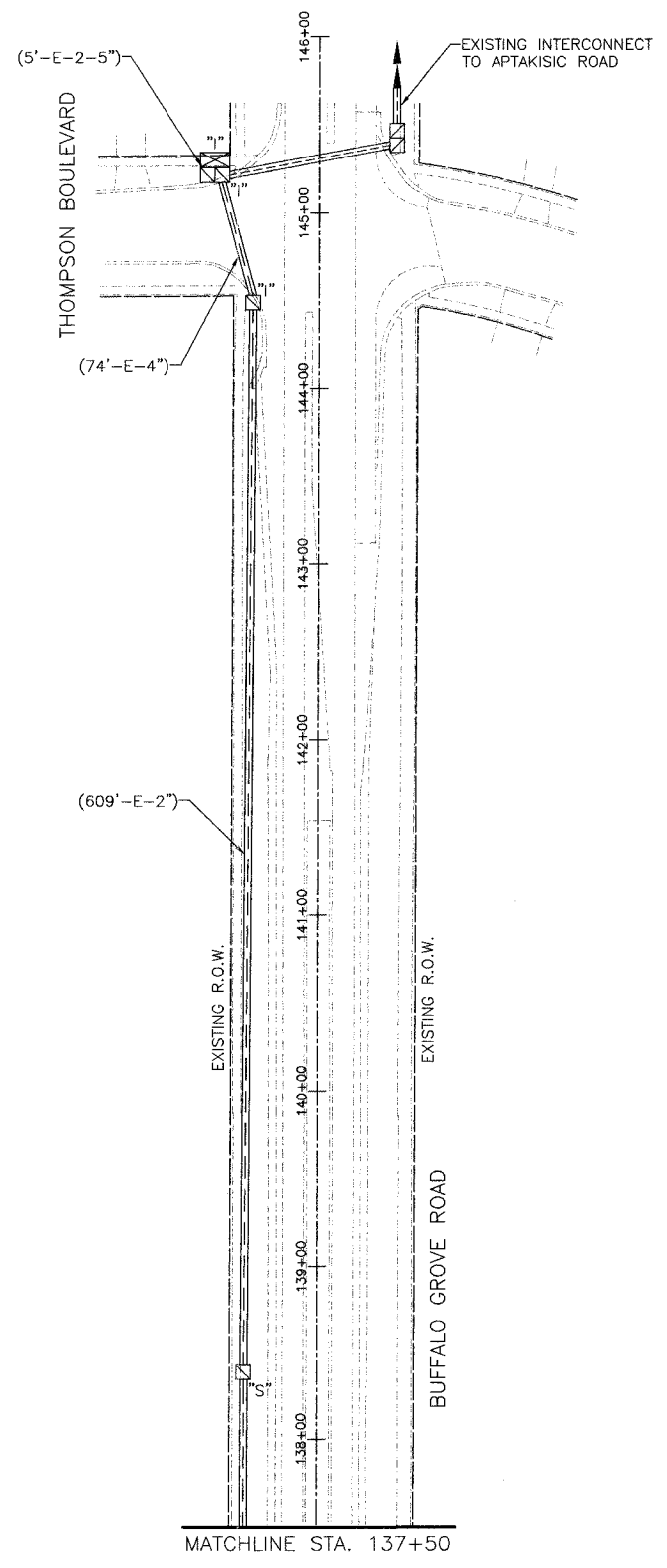
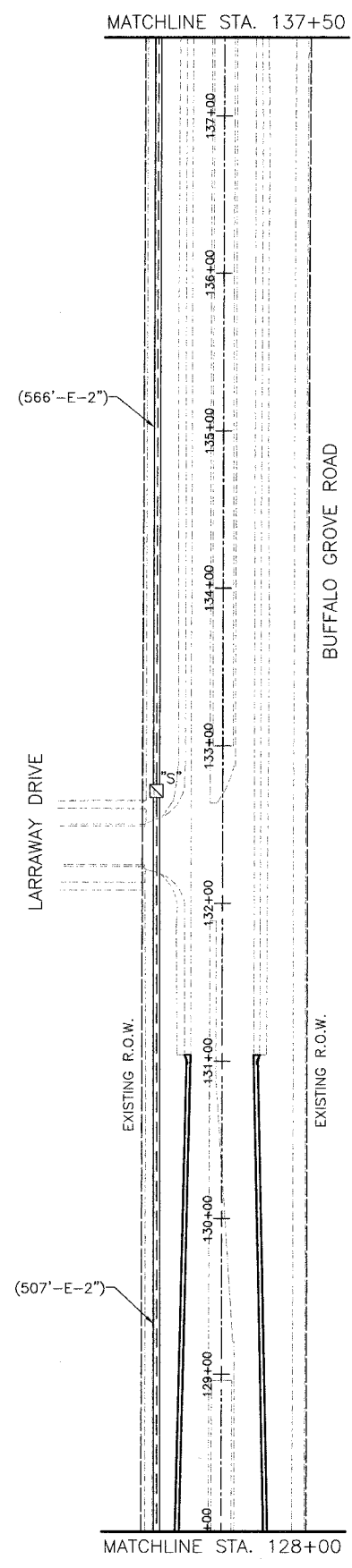
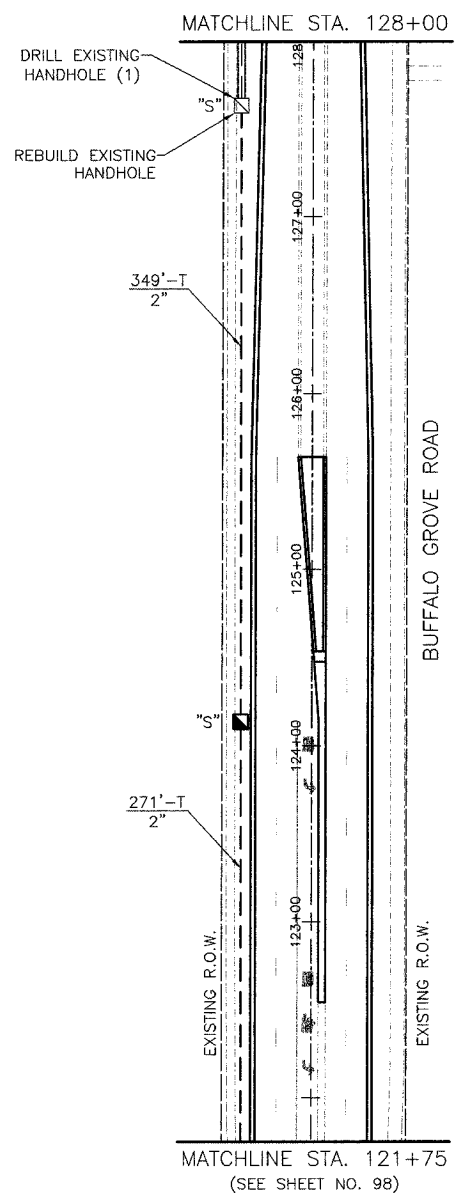
ILL. ROUTE 83 (MUNDELEIN ROAD)

TO WEILAND ROAD (SHEET 3 OF 3)

DATE: 6/2/2005
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: KMM

SCALE IN FEET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	101
STA.	121+75	TO STA.	146+00	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		
UNIT DUCT		
SYSTEM		
INTERSECTION		

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

INTERCONNECT PLAN

BUFFALO GROVE ROAD

DEERFIELD PARKWAY

TO THOMPSON BOULEVARD

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: JJE
TECHNICIAN: BRD
CHECKED BY: KMM

BID SET

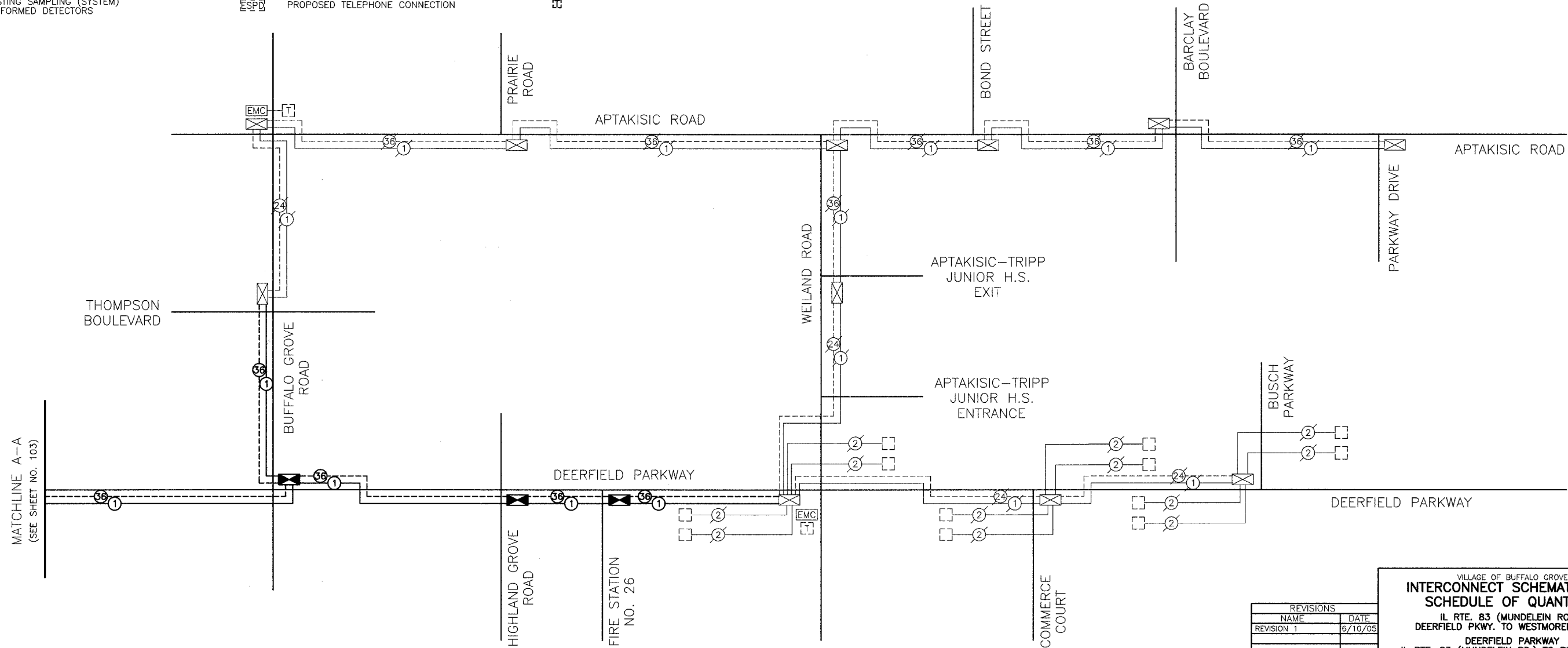
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	102
STA.	TO STA.			
03-00088-00-FP	ELNOR	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

INTERCONNECT SCHEMATIC LEGEND

- | | | | |
|--|--|--|--|
| EXISTING INTERSECTION CONTROLLER | | PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS | |
| PROPOSED INTERSECTION CONTROLLER | | EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F | |
| EXISTING MASTER CONTROLLER | | PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM12F SM12F | |
| PROPOSED MASTER CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 62.5/125, MM24F SM12F | |
| MASTER MASTER CONTROLLER | | PROPOSED INTERCONNECT CABLE - NO. 62.5/125, MM24F SM12F | |
| EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED | |
| PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED | |
| EXISTING SAMPLING (SYSTEM) DETECTORS | | EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED | |
| PROPOSED SAMPLING (SYSTEM) DETECTORS | | PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED | |
| EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED) | |
| EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | PROPOSED ELECTRIC CABLE 1/C (AS SPECIFIED) | |
| EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | EXISTING TELEPHONE CONNECTION | |
| EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | PROPOSED TELEPHONE CONNECTION | |

INTERCONNECT SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	6473
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	626
HANDHOLE	EACH	11
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	6473
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
DRILL EXISTING HANDHOLE	EACH	3
MODIFY EXISTING CONTROLLER	EACH	3
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	9922
REBUILD EXISTING HANDHOLE	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24F SM 12F	FOOT	10064
TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1



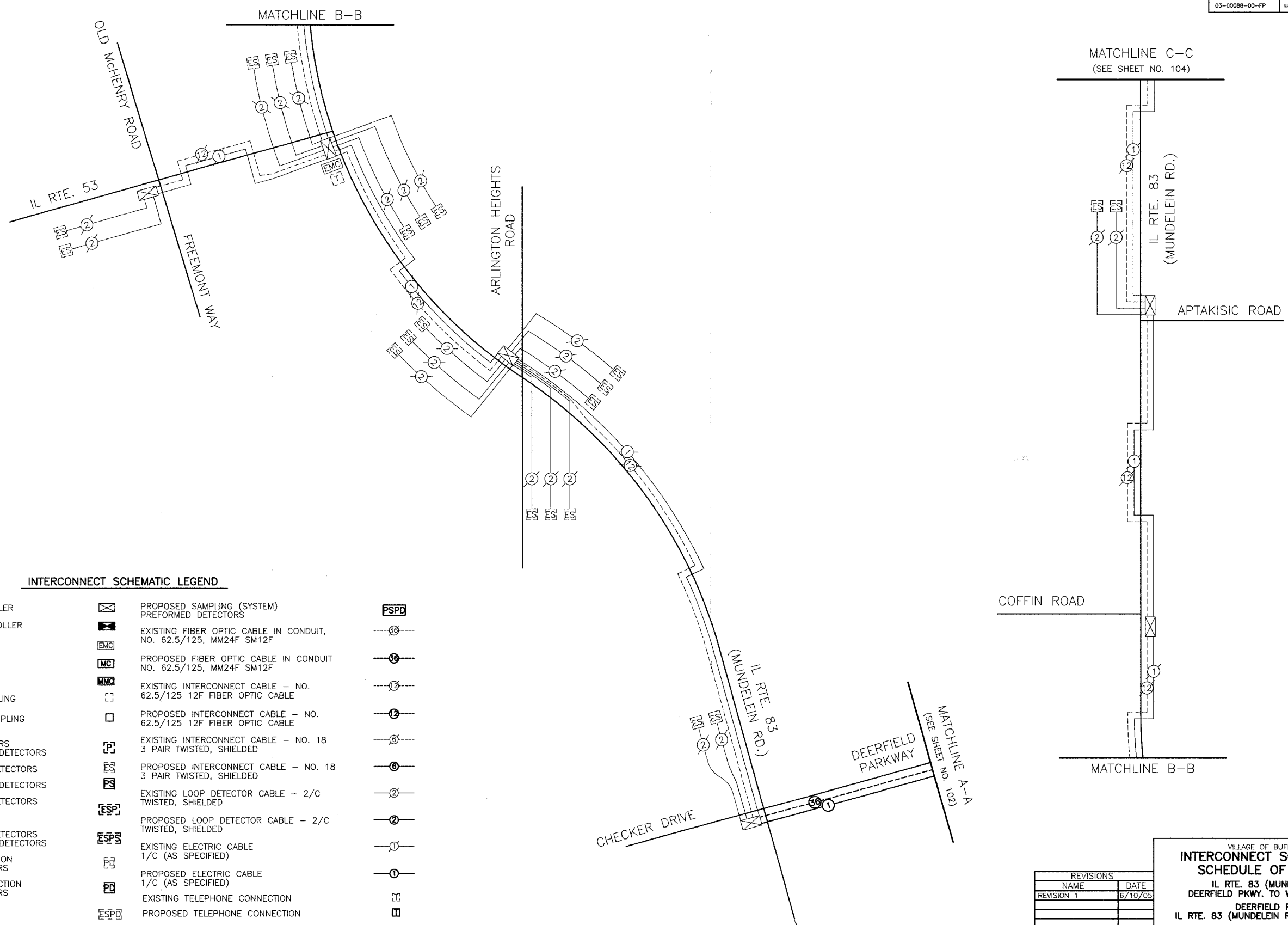
REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE
INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
 IL RTE. 83 (MUNDELEIN ROAD)
 DEERFIELD PKWY. TO WESTMORELAND DR.
 DEERFIELD PARKWAY
 IL RTE. 83 (MUNDELEIN RD.) TO BUSCH PKWY.
 DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM
 SCALE: NOT TO SCALE

BID SET

ROUTE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	103
STA.	TO STA.			
03-0008-00-FP	LLIMOS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



INTERCONNECT SCHEMATIC LEGEND

EXISTING INTERSECTION CONTROLLER		PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS	
PROPOSED INTERSECTION CONTROLLER		EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24F SM12F	
EXISTING MASTER CONTROLLER		PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM24F SM12F	
PROPOSED MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
MASTER MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
EXISTING INTERSECTION DETECTORS		EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED	
PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED	
EXISTING SAMPLING (SYSTEM) DETECTORS		EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED)	
PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED ELECTRIC CABLE 1/C (AS SPECIFIED)	
EXISTING SAMPLING (SYSTEM) DETECTORS AND SAMPLING (SYSTEM) DETECTORS		EXISTING TELEPHONE CONNECTION	
EXISTING SAMPLING (SYSTEM) DETECTORS AND SAMPLING (SYSTEM) DETECTORS		PROPOSED TELEPHONE CONNECTION	
EXISTING SAMPLING (SYSTEM) DETECTORS AND SAMPLING (SYSTEM) DETECTORS			
EXISTING SAMPLING (SYSTEM) DETECTORS AND SAMPLING (SYSTEM) DETECTORS			

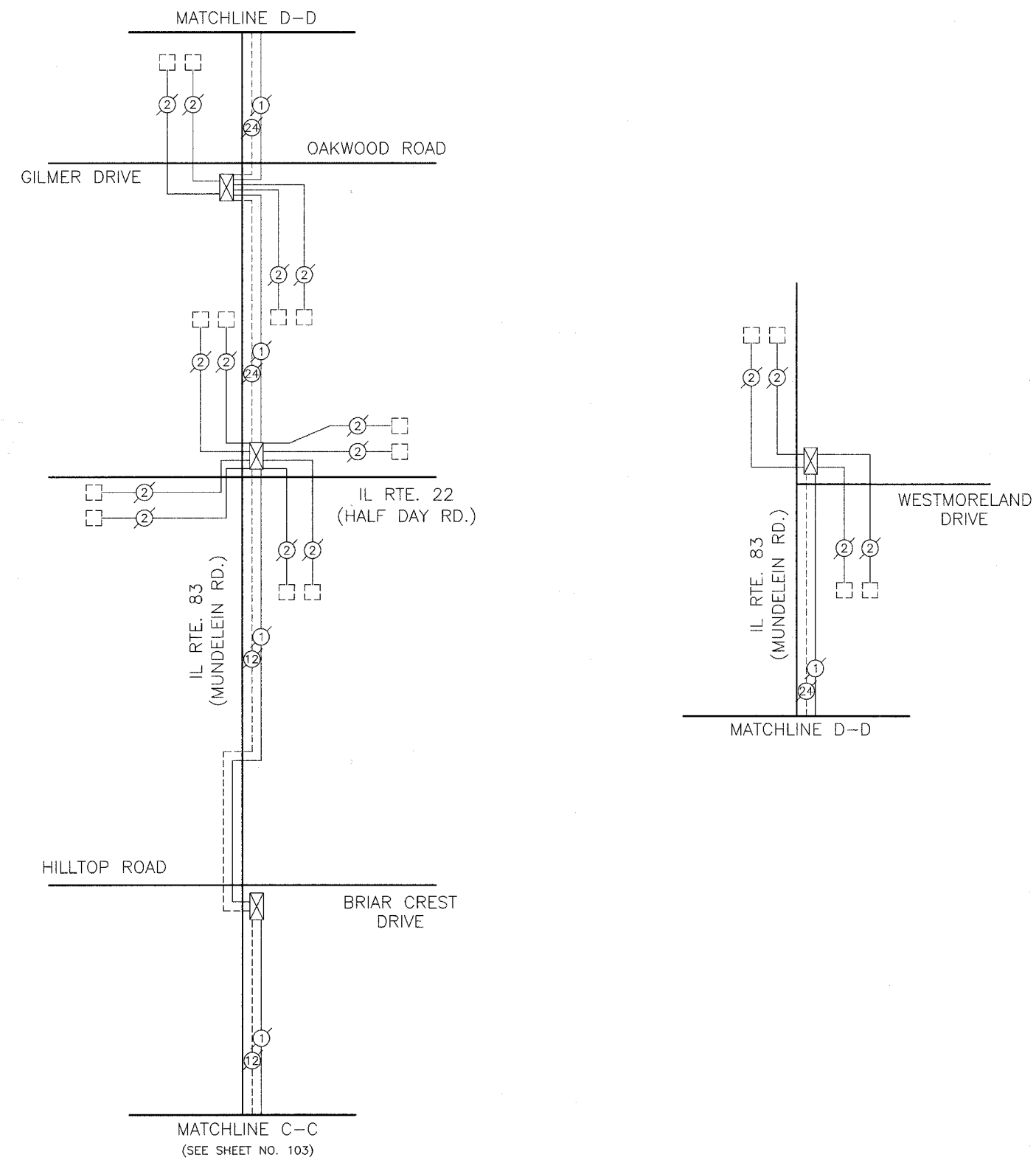
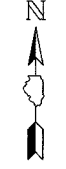
REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE
INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
 IL RTE. 83 (MUNDELEIN ROAD)
 DEERFIELD PKWY. TO WESTMORELAND DR.
 DEERFIELD PARKWAY
 IL RTE. 83 (MUNDELEIN RD.) TO BUSCH PKWY.
 DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM
 SCALE: NOT TO SCALE

BID SET

ROUTE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	104
STA.	TO STA.			
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



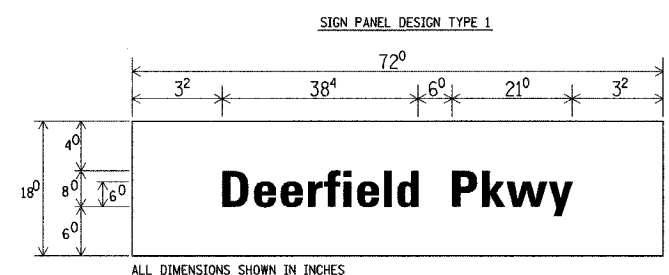
INTERCONNECT SCHEMATIC LEGEND

EXISTING INTERSECTION CONTROLLER		PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS	
PROPOSED INTERSECTION CONTROLLER		EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	
EXISTING MASTER CONTROLLER		PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM12F SM12F	
PROPOSED MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
MASTER MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
EXISTING INTERSECTION DETECTORS		EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED	
PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED	
EXISTING SAMPLING (SYSTEM) DETECTORS		EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED)	
PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS		PROPOSED ELECTRIC CABLE 1/C (AS SPECIFIED)	
EXISTING SAMPLING (SYSTEM) DETECTORS		EXISTING TELEPHONE CONNECTION	
PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED TELEPHONE CONNECTION	
EXISTING SAMPLING (SYSTEM) DETECTORS AND SAMPLING (SYSTEM) DETECTORS			
EXISTING SAMPLING (SYSTEM) DETECTORS			
PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS			
EXISTING SAMPLING (SYSTEM) DETECTORS			
PROPOSED SAMPLING (SYSTEM) DETECTORS			

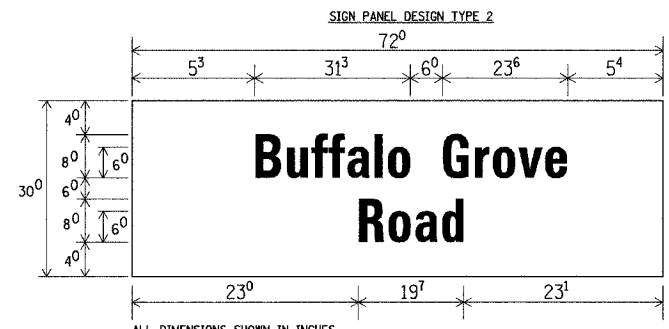
REVISIONS	
NAME	DATE
REVISION 1	6/10/05

VILLAGE OF BUFFALO GROVE
INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
 IL RTE. 83 (MUNDELEIN ROAD)
 DEERFIELD PKWY. TO WESTMORELAND DR.
 DEERFIELD PARKWAY
 IL RTE. 83 (MUNDELEIN RD.) TO BUSCH PKWY.
 DATE: 6/2/2005
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: KMM
 SCALE: NOT TO SCALE

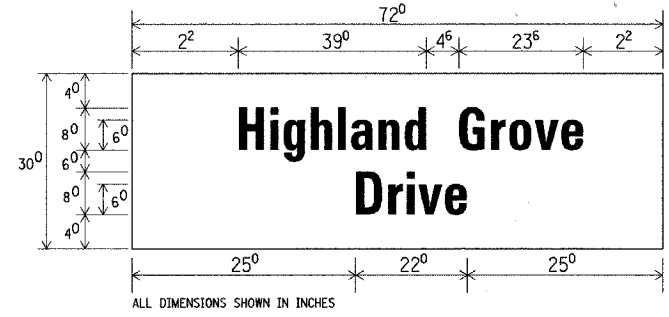
ROUTE	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	105
MAST ARM MOUNTED SIGN PLAN				
03-00088-00-FP	ILLINOIS	DEERFIELD PARKWAY	CONTRACT NUMBER 83807	



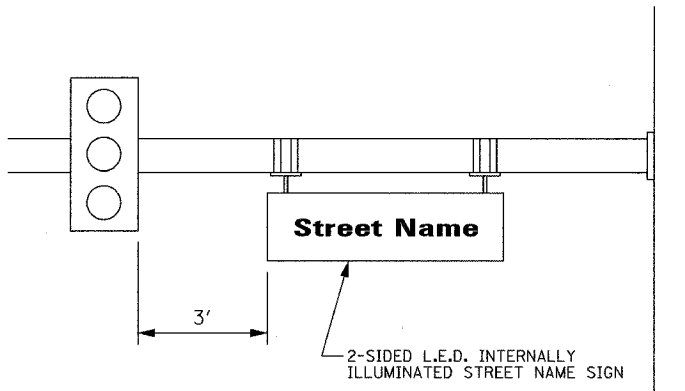
9.0 SQ. FT. EACH
 4 REQUIRED (DOUBLE SIDED)
 1 REQUIRED (SINGLE SIDED)
 DESIGN SERIES C



15.0 SQ. FT. EACH
 2 REQUIRED (DOUBLE SIDED)
 1 REQUIRED (SINGLE SIDED)
 DESIGN SERIES C



15.0 SQ. FT. EACH
 2 REQUIRED (DOUBLE SIDED)
 1 REQUIRED (SINGLE SIDED)
 DESIGN SERIES C



NOTE: L.E.D. ILLUMINATED STREET NAME SIGNS AVAILABLE ONLY IN 2 FOOT INCREMENTS

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

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

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

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

SERIES	SECOND LETTER															
	a c d e		b h i k		f w		j		s t		v y		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
F I R S T	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
L E T T E R	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
	0 ⁶	1 ⁰	1 ²	1 ⁴	0 ⁶	1 ⁰	0 ³	0 ³	0 ⁵	0 ⁶	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰
	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²
	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴

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

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

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

REVISION	
NAME	DATE
NEW TITLE BLOCK-JPS	12-01-98



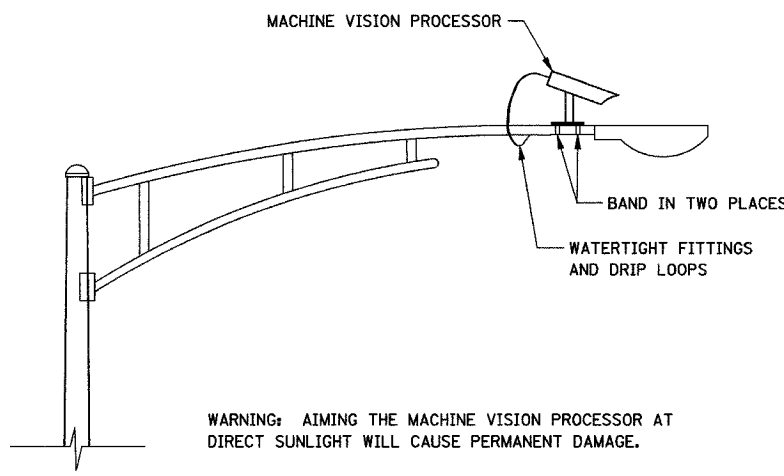
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: NONE
DATE 02/06/97

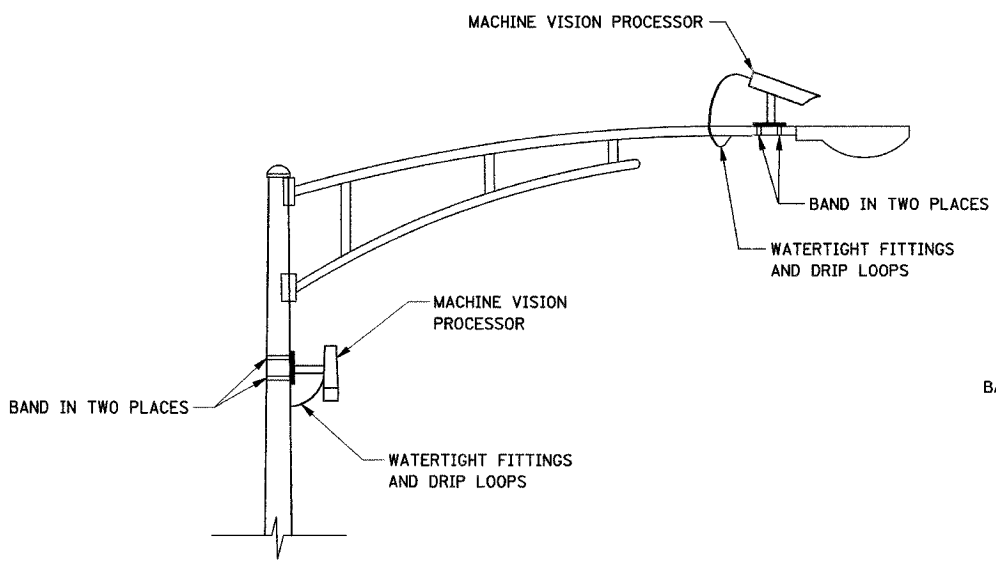
DESIGNED BY JPS
CHECKED BY ANK

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	106
VIDEO DETECTION DETAILS				
03-00088-00-FP	ILLINOIS	DEERFIELD PARKWAY		

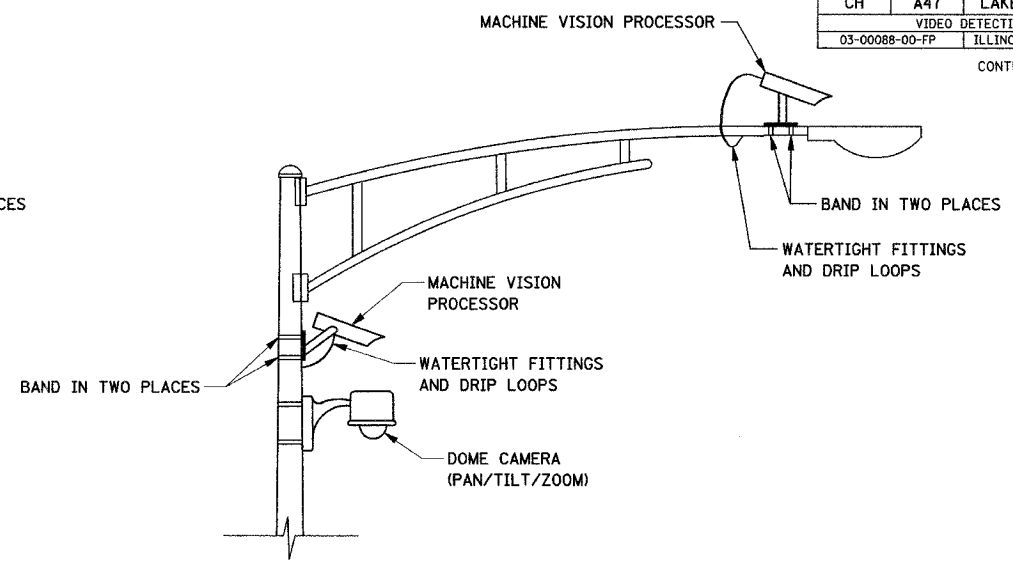
CONTRACT NUMBER 83807



MACHINE VISION PROCESSOR MOUNTING DETAIL
(NOT TO SCALE)

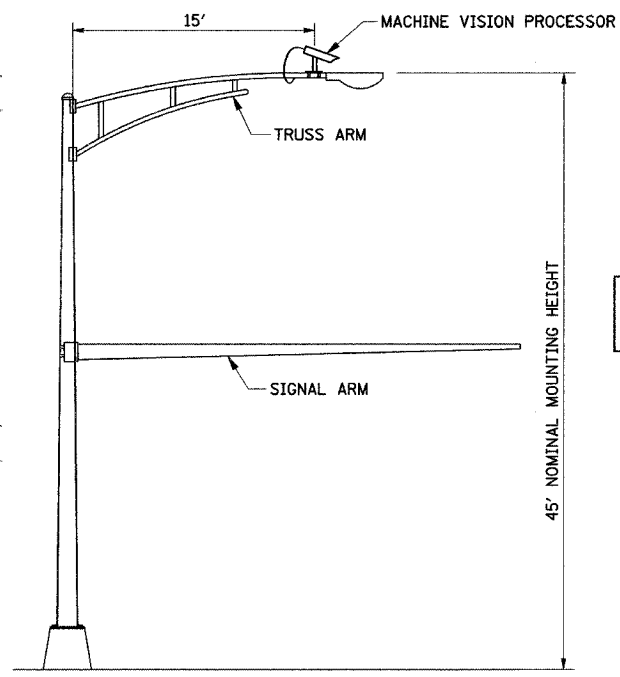


DUAL MACHINE VISION PROCESSORS MOUNTING DETAIL
(NOT TO SCALE)



DUAL MACHINE VISION PROCESSORS AND DOME (PTZ) CAMERA MOUNTING DETAIL
(NOT TO SCALE)

- NOTES FOR SINGLE, DUAL AND MULTIPLE MVP MOUNTING:
- MOUNT LUMINAIRE MOUNTING BRACKET AS HIGH AS POSSIBLE.
 - AIM BRACKET TOWARD DIRECTION OF TRAFFIC TO BE DETECTED.
 - MOUNT MACHINE VISION PROCESSOR AIMING DOWN AT 30 DEGREE ANGLE.



COMBINATION MAST ARM ASSEMBLY AND POLE DIMENSIONS
(NOT TO SCALE)

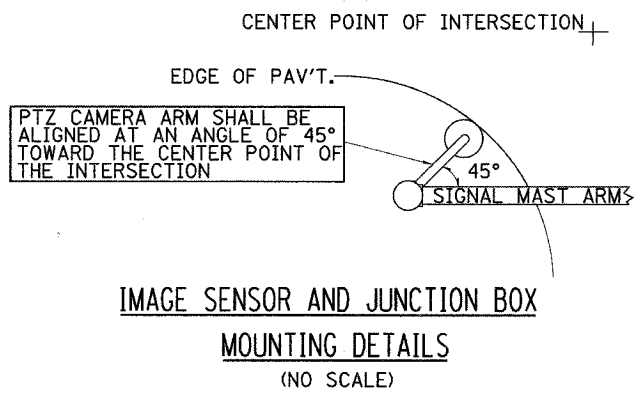
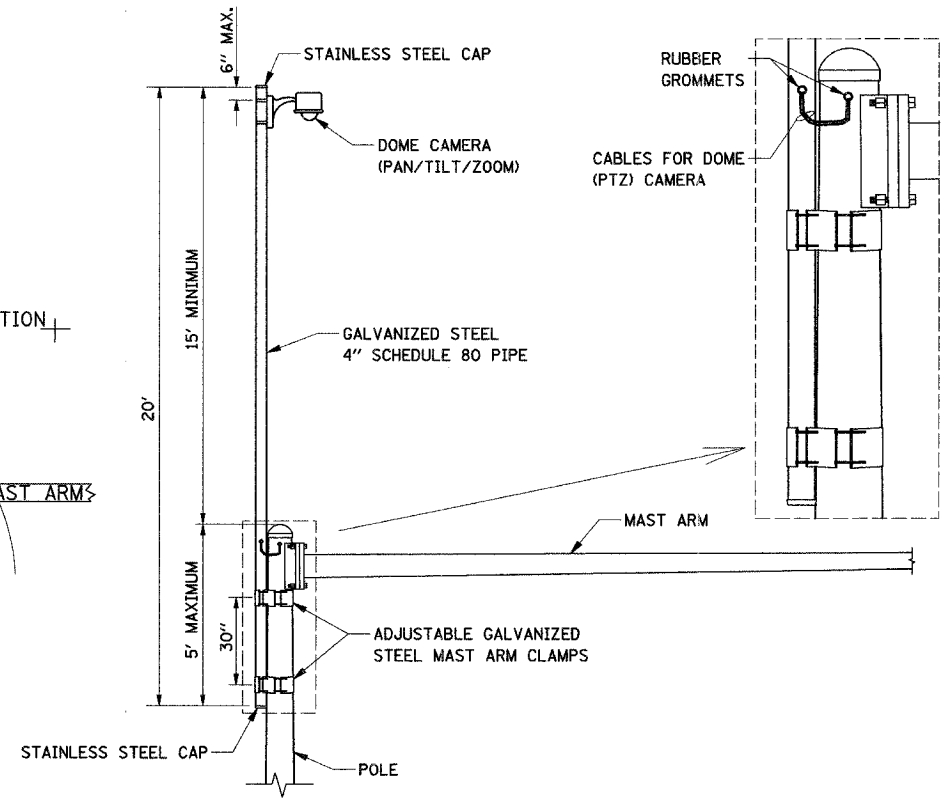
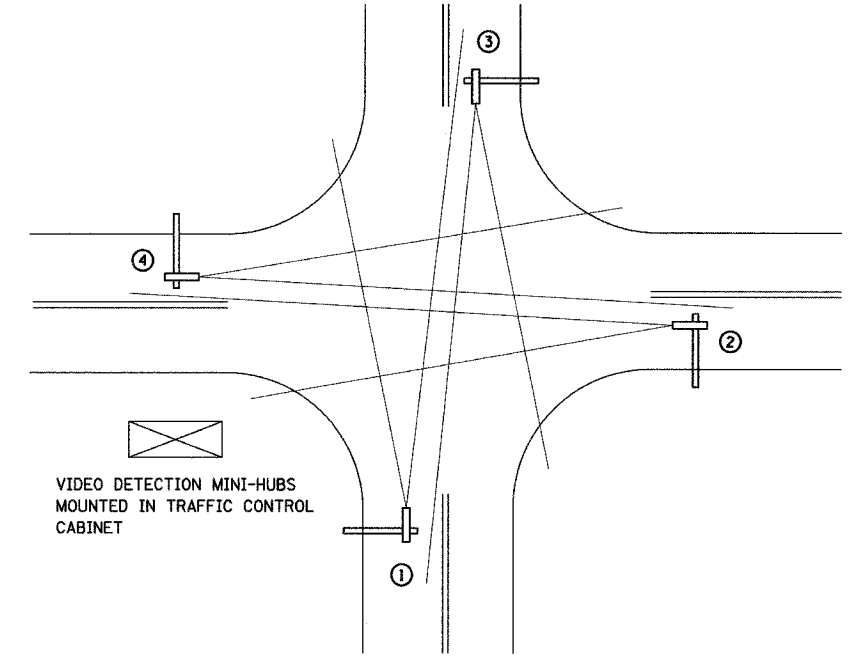


IMAGE SENSOR AND JUNCTION BOX MOUNTING DETAILS
(NO SCALE)



CAMERA MOUNTING ASSEMBLY DETAIL
(NOT TO SCALE)



TYPICAL VIDEO VEHICLE DETECTION SYSTEM
(NOT TO SCALE)

(4) MACHINE VISION PROCESSOR ASSEMBLIES AND BRACKETS ① ② ③ ④
POWER CABLE TO EACH MACHINE VISION PROCESSOR (24 VAC)

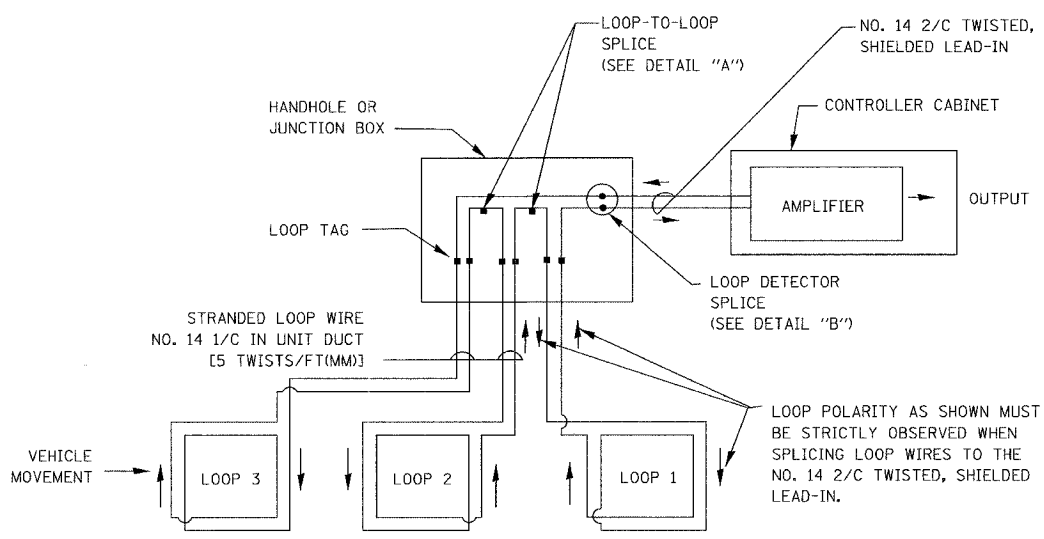
REVISIONS		NAME	DATE
NO.	DESCRIPTION		

VIDEO DETECTION DETAILS
 SCALE: NONE
 DATE: 6/2/2005
 DESIGNED BY: JPS
 CHECKED BY: ANK

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	107
STA.		TO STA.		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

LOOP DETECTOR NOTES

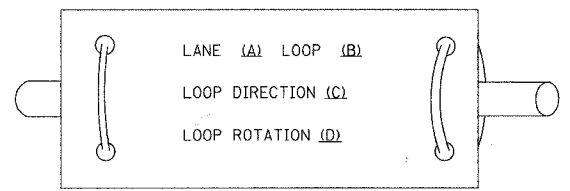
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



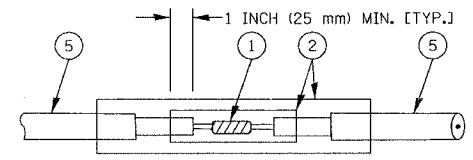
DETECTOR LOOP WIRING SCHEMATIC

- 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.

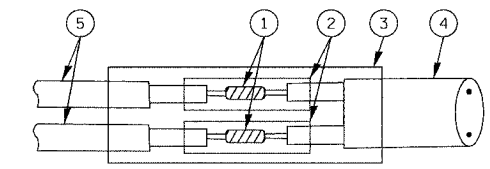
LOOP LEAD-IN CABLE TAG



- 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.



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



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

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

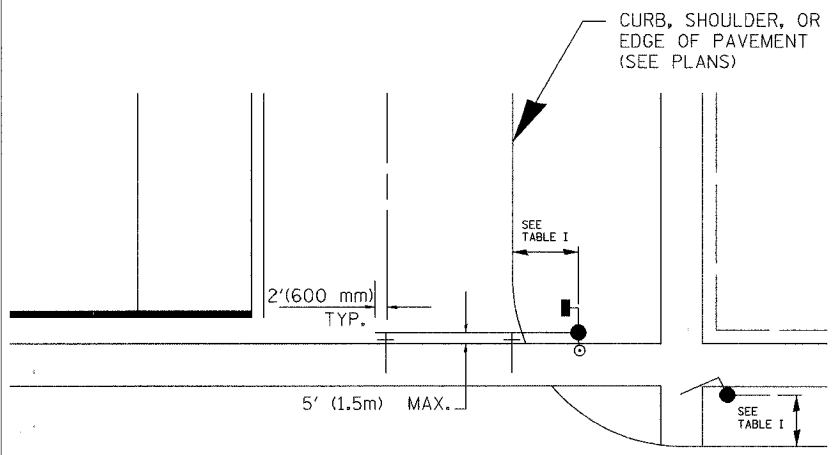
SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	108
STA.		TO STA.		
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	

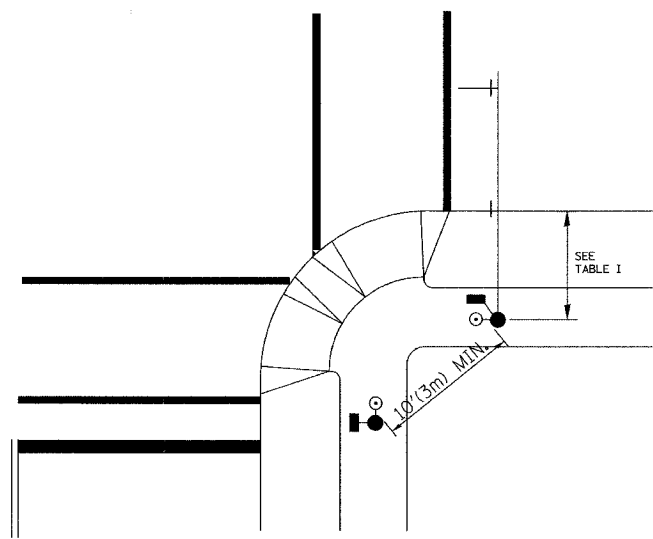
CONTRACT NUMBER 83807

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

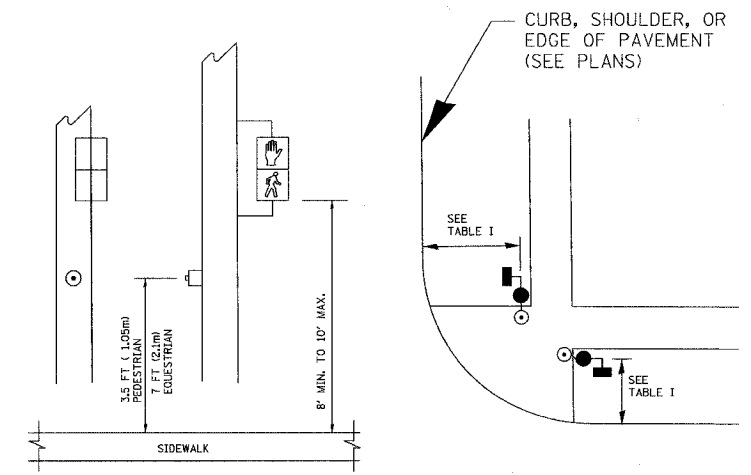


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

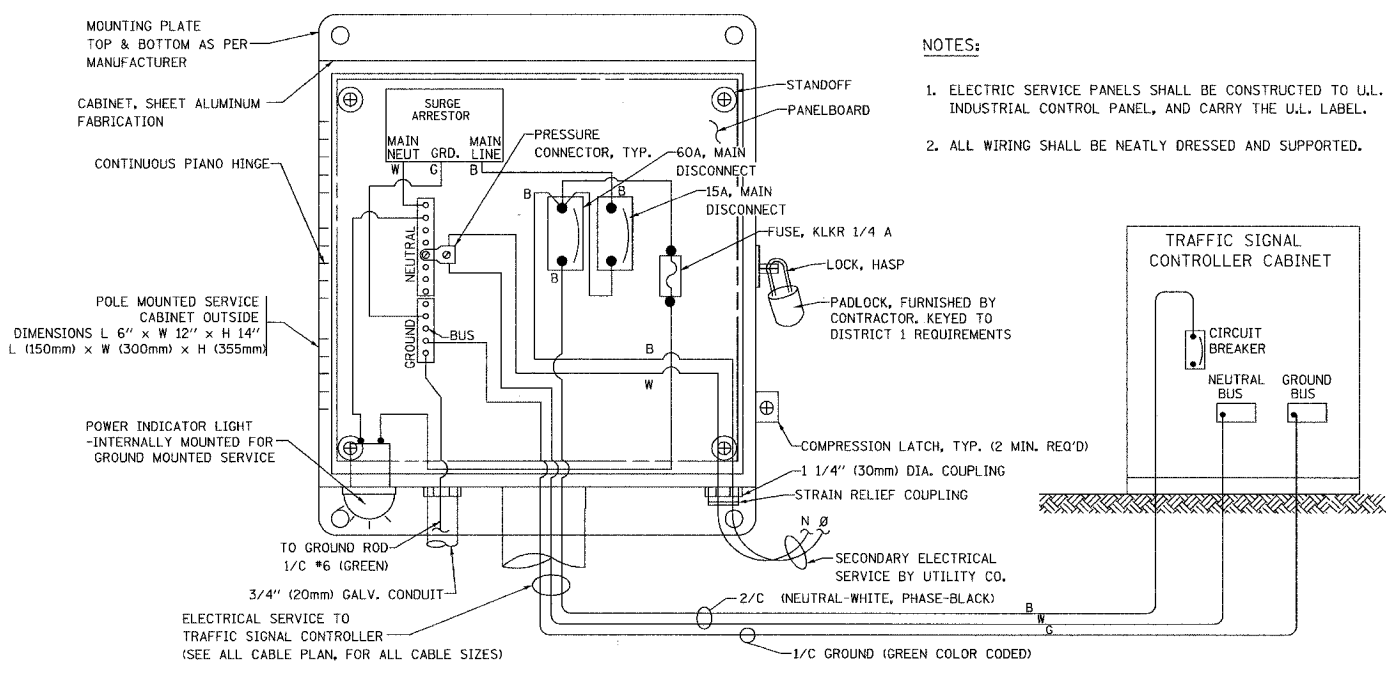
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02 TS-05

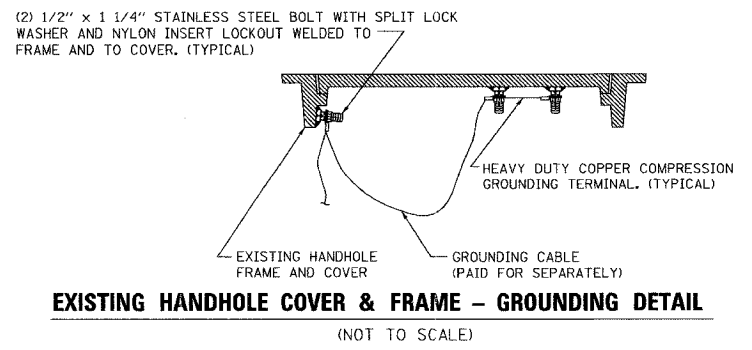
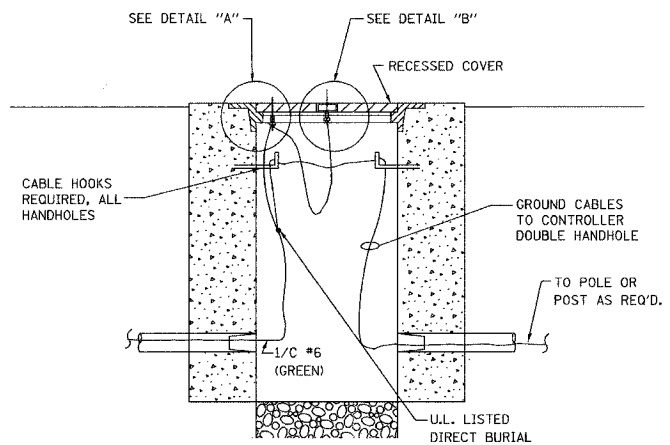
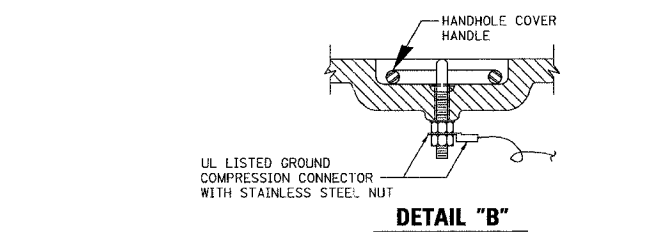
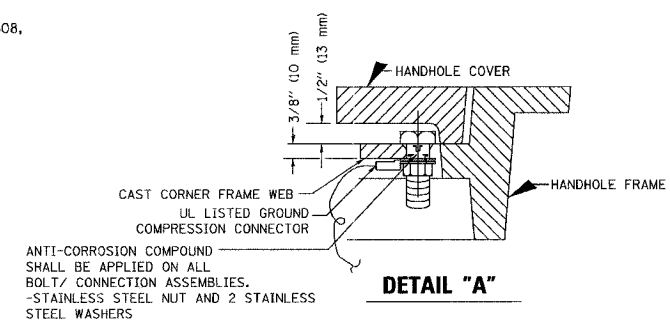
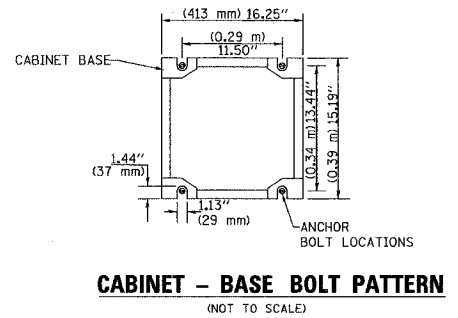
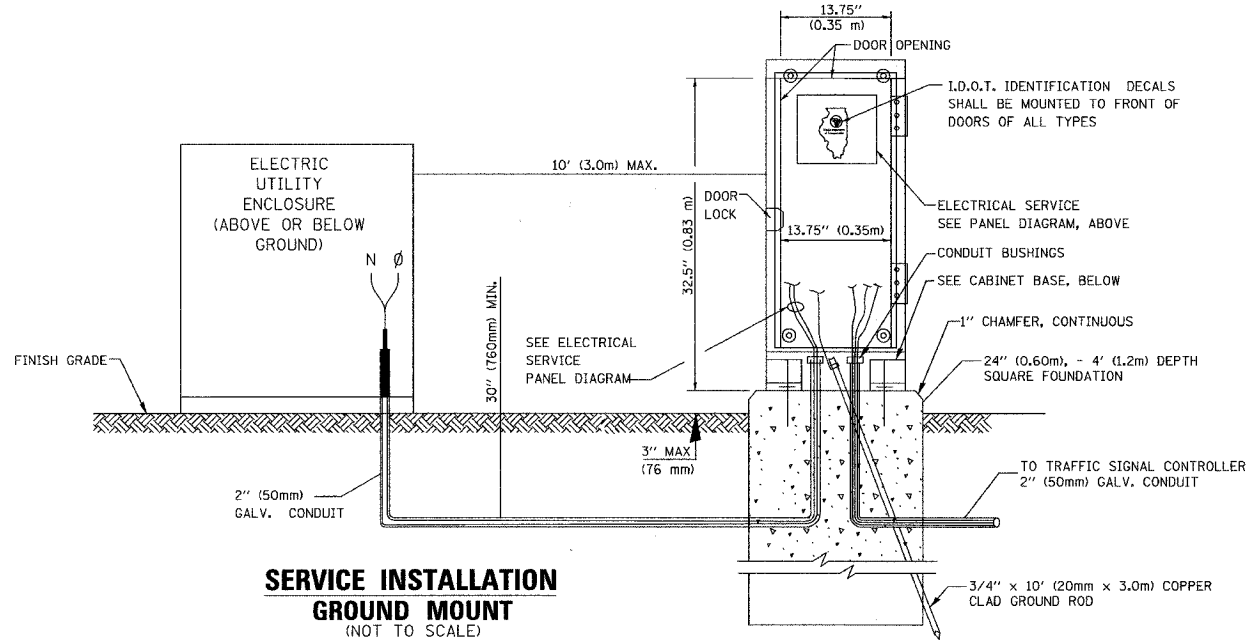
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	109
STA.	TO STA.			
03-00088-00-FP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83807



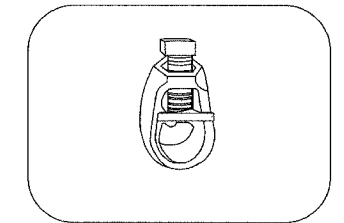
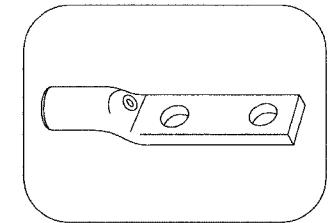
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



NOTES:

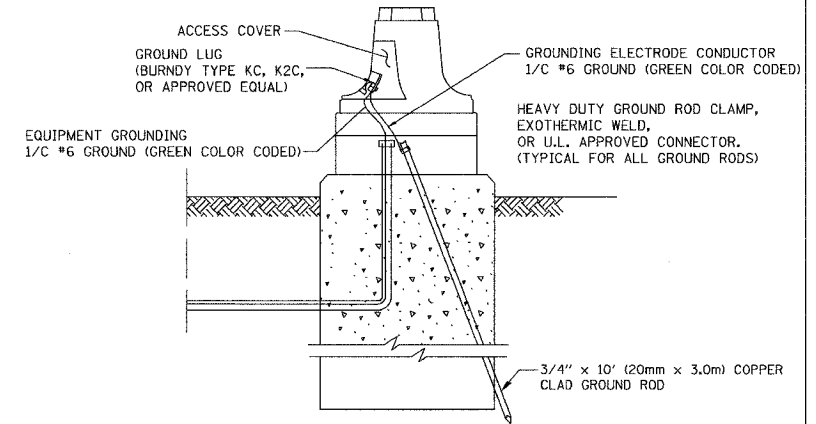
GROUNDING SYSTEM

- 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.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

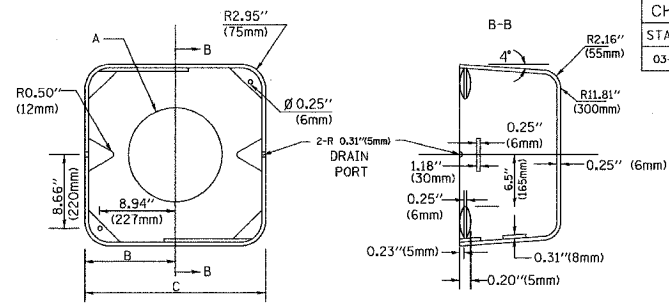
SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	110
STA.	TO STA.			
03-0008B-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807

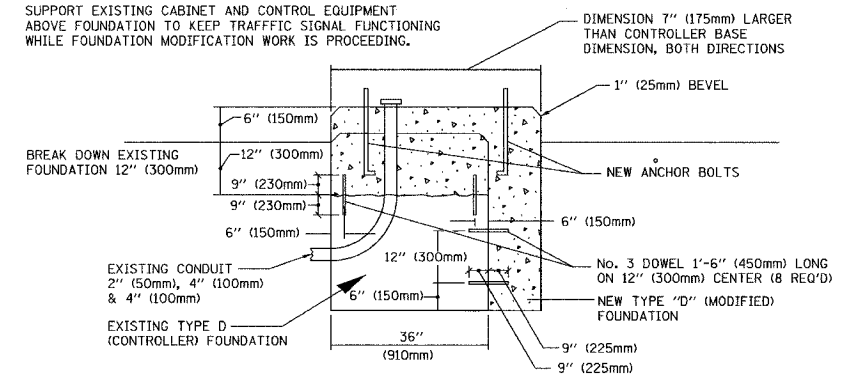
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	Ø 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

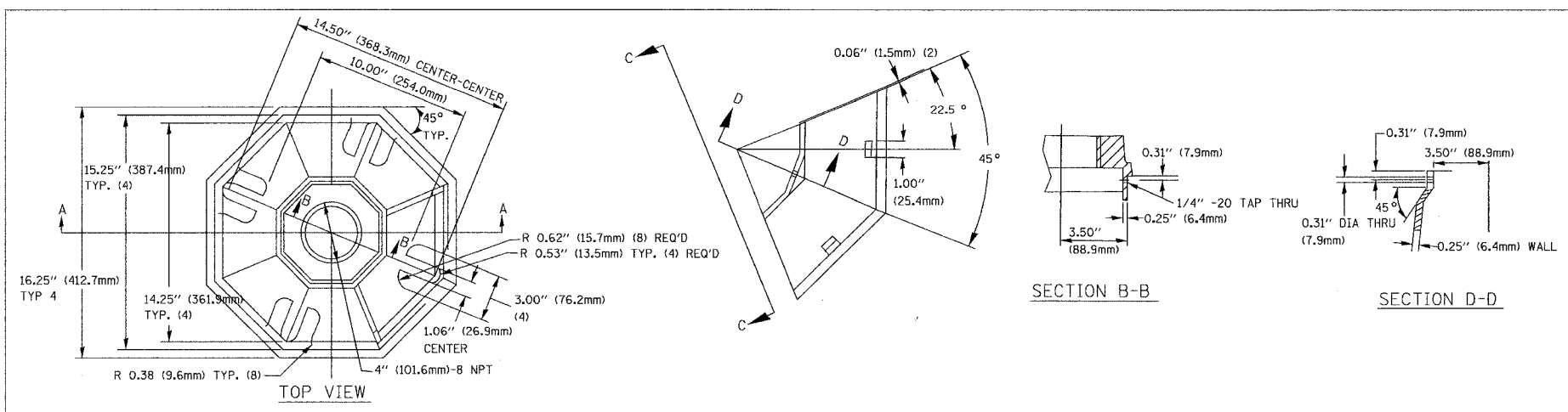
SHROUD DETAIL

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



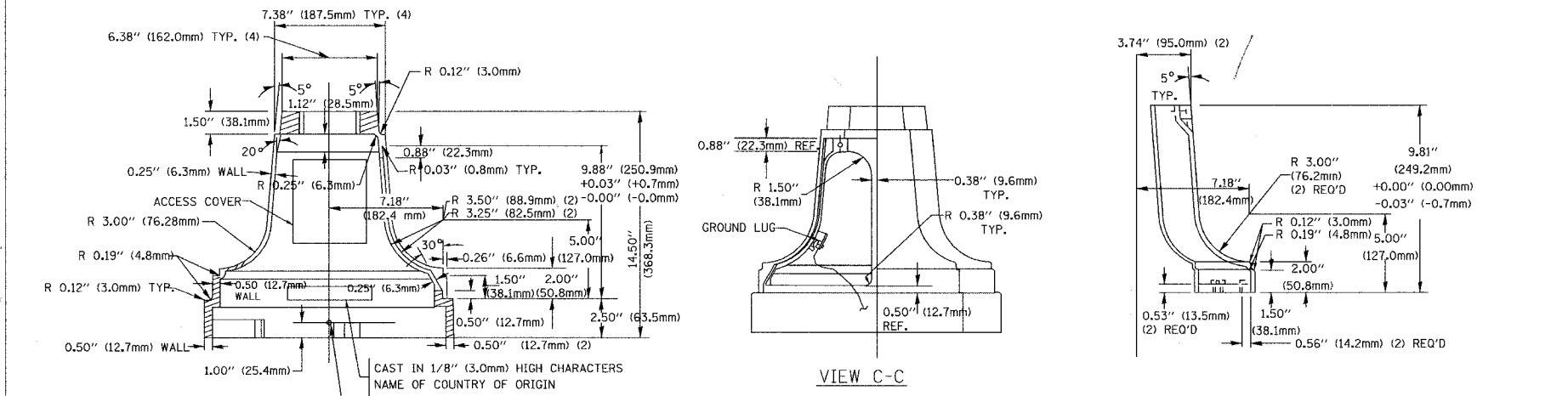
MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



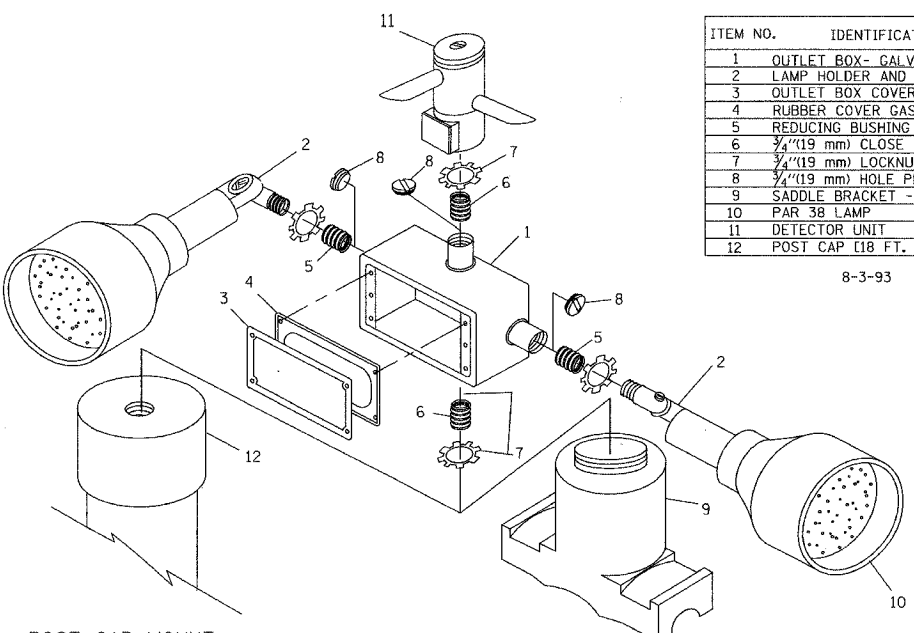
SECTION B-B

SECTION D-D



SECTION A-A

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

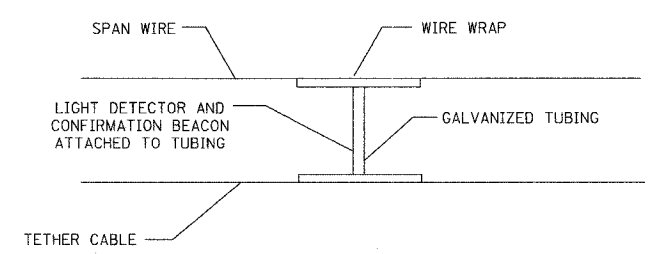


ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

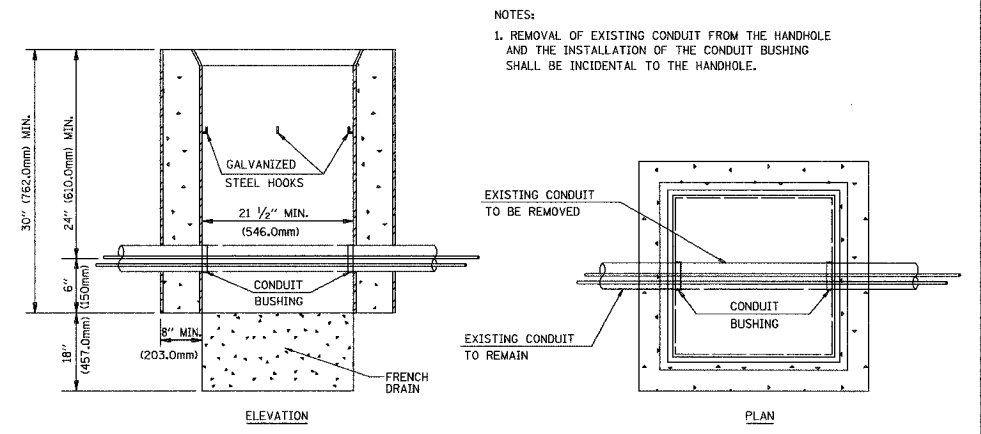
8-3-93

POST CAP MOUNT MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

- 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.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS
 (NOT TO SCALE)



DETAIL
 HANDHOLE TO INTERCEPT EXISTING CONDUIT
 N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. 1"=1'-0"
 DATE 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

PREP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	111
STA.		TO STA.		
03-00088-00-PP		KILNOS		SURFACE TRANSPORTATION PLANING
CONTRACT NUMBER 83907				

GENERAL NOTES

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLE FOUNDATIONS, CENTER LINE OF TRENCH AND CONDUIT PUSHES AND THE LIGHTING CONTROLLERS FOR EXAMINATION AND CONFIRMATION WITH THE VILLAGE AND ENGINEER. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATION SHALL BE EXOTHERMIC ALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACKFILLING, AS APPLICABLE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "TRENCH AND BACKFILL FOR ROADWAY LIGHTING". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OR DURING PLOWING OPERATIONS, AS APPLICABLE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS AND THE LIKE SHALL REMAIN WITH THE CONTRACTOR.
NO LIGHT POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE ENGINEER.
THE CONTRACTOR SHALL NOTE THE REQUIREMENTS FOR THE ELECTRICAL SERVICE FOR THE PROPOSED ROADWAY LIGHTING CONTROL CABINET. IT IS THE CONTRACTOR'S RESPONSIBILITY FOR TIMELY NOTIFICATION AND COORDINATION WITH THE ELECTRIC UTILITY COMPANY.
THE LIGHTING CONTROL CABINET SHALL BE CONSTRUCTED TO U.L. STANDARD 508 AND BEAR THE LABEL "INDUSTRIAL CONTROL PANEL" WITHIN THE CABINET DOOR.
TO MAINTAIN STRUCTURAL INTEGRITY OF THE LIGHT POLES WITH MAST ARMS, THEY SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT POLES SHALL NOT BE PAID UNTIL THE LUMINAIRES ARE INSTALLED.
NO EQUIPMENT OR MATERIAL SHALL BE DELIVERED TO THE JOB SITE PRIOR TO THE APPROVAL AND INSPECTION BY THE ENGINEER. ANY EQUIPMENT OR MATERIAL DELIVERED TO THE JOB SITE PRIOR TO APPROVAL AND INSPECTION SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
CONDUIT PUSHED AND IN TRENCH SHALL EXTEND FIVE (5) FEET BEYOND THE SHOULDER, CURB OR DRIVEWAY, AS APPLICABLE.
THE CONTRACTOR SHALL PROVIDE A 3/4" X 10' COPPER CLAD GROUND ROD AT EACH LIGHT POLE (REFER TO THE FOUNDATION DETAIL).
THE UNIT DUCT AND CONDUIT SHALL BE INSTALLED MIN. 30 INCHES BELOW FINISHED GRADE (UNLESS DIRECTED OTHERWISE) COMPLETE WITH WARNING TAPE. CONTRACTOR SHALL HAND DIG TEST HOLES FOR EVERY 1000 FT. OF TRENCHING/PLOWING FOR ENGINEER'S APPROVAL OF THE INSTALLATION.
MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH CODES AND ORDINANCES OF FEDERAL, STATE AND LOCAL GOVERNING BODIES HAVING JURISDICTION. NATIONAL ELECTRICAL CODE (LATEST REVISION) SHALL BE CONSIDERED AS A MINIMUM REQUIREMENT.
IT IS CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTACT J.U.L.I.E. PRIOR TO THE START OF ANY EXCAVATION WORK.
BEFORE INSTALLING STANDARDS NEAR OVERHEAD FACILITIES CALL COMED CO. FOR APPROVAL OF LOCATION.
FOR LOCATION OF EXISTING UNDERGROUND MUNICIPAL UTILITIES CALL THE VILLAGE OF BUFFALO GROVE.
MATERIAL QUANTITIES ARE APPROXIMATIONS ONLY. IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL QUANTITIES PRIOR TO ORDERING MATERIAL.
THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION AND STAGING WITH OTHER WORK BEING DONE IN THE SAME GENERAL AREA BY COMED. CONTRACTOR SHALL SET UP COORDINATION MEETINGS IF REQUIRED.
A STAGING SCHEDULE FOR MATERIAL INSTALLATION, REMOVAL AND APPROXIMATE DATE OF PROPOSED ENERGIZING OF PERMANENT LIGHTING SHALL BE SUBMITTED PRIOR TO THE COMMENCEMENT OF WORK TO ASSURE COORDINATION WITH EXPEDITED WORK SCHEDULE.

- COMMONWEALTH EDISON COMPANY SHALL BE CONTACTED AS SOON AS POSSIBLE AND NOTIFIED OF PENDING SERVICE CONNECTIONS AND INSTALLATIONS TO ENSURE CONTINUITY OF NIGHT TIME HOURS OF LIGHTING OPERATION.
- ALL PROPOSED LIGHTING CONTROL CABINETS SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY. THE EXACT LOCATION TO BE CONFIRMED IN THE FIELD BY THE RESIDENT ENGINEER.
- ALL PROPOSED LIGHT POLE FOUNDATIONS, LIGHT FIXTURES, UNIT DUCT, AND CONDUIT SHALL BE INSTALLED AS SHOWN ON THE PLANS. THE EXACT LOCATION IS TO BE CONFIRMED IN THE FIELD BY THE RESIDENT ENGINEER.
- EACH WIRE SHALL BE IDENTIFIED AT EACH POLE BY APPROPRIATE CONTROLLER AND CIRCUIT NUMBER.
- CONTRACTOR SHALL SUBMIT "RECORD DRAWINGS" A MINIMUM OF 7 DAYS PRIOR TO THE FINAL INSPECTION. "RECORD DRAWINGS" SHALL BE UPDATED REGULARLY DURING CONSTRUCTION AND INDICATE ALL LIGHTING MATERIAL INSTALLATION WITH ANY CHANGES IN RED.
- ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE VILLAGE AND ENGINEER.
- CONTRACTOR SHALL NOT PROCEED WITH CUTTING OF TREES OR CLEARING OF RIGHT- OF-WAY WITHOUT WRITTEN NOTIFICATION OF ENGINEER.
- CONTRACTOR TO VERIFY FOUNDATION BOLT PATTERN PRIOR TO CONSTRUCTING FOUNDATIONS.
- THE CONTRACTOR SHALL INSTALL A NEW FULL HEIGHT BASE COVER FOR EACH PROPOSED LIGHT POLE AND ALL EXISTING LIGHT POLES CONNECTED TO PROPOSED CONTROL CABINETS 1,2,3,4 AND EXISTING CONTROL CABINET WEST OF WIELAND ROAD.
- LIGHTING CONTROLLER SHALL BE PAINTED GREEN TO MATCH EXISTING CONTROLLERS. PAINT SHALL BE AN ALKYD ENAMEL FOR EXTERIOR USE. CONTROLLER SHALL BE PREPARED WITH A PRIMER APPROVED BY THE PAINT MANUFACTURER FOR USE ON THIS SUBSTRATE.
- QUANTITY OF PUSHED CONDUIT AND CONDUIT IN TRENCH ARE APPROXIMATE ONLY. CONTRACTOR SHALL FIELD VERIFY THE QUANTITIES PRIOR TO ORDERING THE MATERIAL AND INSTALL CONDUITS IN FULL COMPLIANCE WITH THE DETAILS AND SPECIFICATIONS SET REQUIREMENTS.
- A PHOTOCELL SHALL BE MOUNTED ON THE CLOSEST POLE TO LIGHTING CONTROLLER. FURNISH WEATHER TIGHT ADAPTER FOR MOUNTING PHOTOCELL. PHOTOCELL CONTROL CABLES SHALL RUN INSIDE THE SAME RACEWAY AS THE LIGHTING CIRCUIT. THE PHOTOCELL AND PHOTOCELL WIRING SHALL BE INCLUDED IN THE COST OF THE LIGHTING CONTROLLER AND SHALL NOT BE PAID FOR SEPARATELY.
- THE CONTROLLER AND CIRCUIT DESIGNATIONS AS SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY. EXACT DESIGNATIONS FOR DECALS SHALL BE AS DIRECTED BY THE OWNER.
- THE POLE DESIGNATION AS SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY. EXACT DESIGNATION OF ALL NEW POLES AND RELOCATED POLES SHALL BE AS DIRECTED BY THE OWNER.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE, FLAG AND PROTECT ALL EXISTING UNDERGROUND UTILITIES PRIOR TO AND DURING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY AT NO EXTRA COST TO THE VILLAGE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CABLE IN UNIT DUCT.
- CIRCUIT NUMBERING AND DESIGNATIONS SHOWN ON THE PLANS ARE FROM EXISTING DRAWINGS. CONTRACTOR SHALL VERIFY CIRCUIT NUMBERING, CABLE ROUTING AND POWER SOURCES DURING CONSTRUCTION.
ANY REMOVED LIGHT POLES/FIXTURES SHALL BE TURNED OVER TO THE VILLAGE. COORDINATE LOCATION AND DELIVERY TIMES WITH OWNER/ENGINEER. CONTRACTOR SHALL MAINTAIN THE EXISTING LIGHTING SYSTEM IN OPERATION DURING INSTALLATION OF PROPOSED LIGHTING SYSTEM.
- UNLESS OTHERWISE INDICATED, ALL ITEMS AND WORK SHOWN ON THESE PLANS ARE PROPOSED NEW ITEMS OF WORK.
- CONTRACTOR'S STAGING AREA SHALL BE AS DIRECTED BY THE OWNER IN THE PRE-CONSTRUCTION MEETING.

- ON ALL EXISTING AND RELOCATED POLES WITH PHOTOCELLS (EXCEPT 1XB1, 2XB2 AND 3XD1)(WITHIN PROJECT LIMITS) CONTRACTOR SHALL REPLACE EXISTING PHOTOCELL WITH PHOTOCELL RECEPTACLE SHORTENING PLUG.
- CONTRACTOR SHALL OBTAIN EXISTING LIGHTING PLANS FROM THE VILLAGE OF BUFFALO GROVE PRIOR TO STARTING CONSTRUCTION.
- CONTRACTOR SHALL RELAMP AND CLEAN (REFLECTORS AND LENS) ALL EXISTING FIXTURES IN PROJECT LIMITS. PROPOSED LAMP SHALL BE TYPE GE LU250/S WITH 30,000 LIGHT LUMENS OR APPROVED EQUAL.
- CONDUCTORS SHALL BE SPLICED IN LIGHTING CONTROLLERS AND LIGHT POLE BASES ONLY.

SUMMARY OF ELECTRICAL QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
80700110	GROUND ROD, 3/4" DIA. X 10'	EACH	83
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	656
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	385
XX006359	UNIT DUCT, WITH 2-1/C #6 AND 1-1/C #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	13100
XX006360	UNIT DUCT, WITH 3-1/C #6 AND 1-1/C #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	750
XX006361	UNIT DUCT, WITH 4-1/C #6 AND 2-1/C #8 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	300
XX006362	UNIT DUCT, WITH 2-1/C #6 AND 1-1/C #8 GROUND AND 3-1/C #12 AND 1-1/C #12 GROUND, 600V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	300
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	300
XX006363	ELECTRIC CABLE, #2/0 STRANDED BARE COPPER, GROUND	FOOT	450
83029200	LIGHT POLE, STEEL, 35FT. M.H., 6FT. MAST ARM	EACH	42
83600100	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	548
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	42
82500505	LIGHTING CONTROLLER, SPECIAL	EACH	4
80400100	ELECTRIC SERVICE INSTALLATION	EACH	4
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	13577
84200700	LIGHTING FOUNDATION REMOVAL	EACH	26
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	29
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	1
XX0321478	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	L SUM	1
XX0320833	BREAKAWAY DEVICE	EACH	71
XX006364	PHOTOCELL SHORTING CAP	EACH	32
XX0324687	BASE COVER, LIGHT POLE	EACH	22
XX006365	EXISTING FIXTURE MAINTENANCE	EACH	35

ABBREVIATIONS

GRS - GALVANIZED RIGID STEEL	C - CONDUIT
RGS - RIGID GALVANIZED STEEL	E - ELECTRICAL
CCT - CIRCUIT	REM - REMOVED
DIA - DIAMETER	P - PROPOSED
GND - GROUND	EX - EXISTING
REL - RELOCATED	AWG - AMERICAN WIRE GAUGE
KW - KILOWATT	UD - UNIT DUCT

LEGEND

- EXISTING LIGHTING CONTROL CABINET
- PROPOSED LIGHTING CONTROL CABINET
- PROPOSED PAD MOUNTED ELECTRIC UTILITY TRANSFORMER
- EXISTING VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE D TO REMAIN
- EXISTING VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE D TO BE RELOCATED (SEE NOTE #36)
- RELOCATED VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE D (SEE NOTE #36)
- EXISTING VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE A&B TO REMAIN
- EXISTING VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE A&B TO BE RELOCATED (SEE NOTE #36)

- RELOCATED VILLAGE OF BUFFALO GROVE TYPE A&B LIGHTING UNIT (SEE NOTE #36)
- EXISTING VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE A&B TO BE REMOVED (SEE NOTE #36)
- PROPOSED TRAFFIC SIGNAL COMBINATION LIGHT POLE LUMINAIRE
- PROPOSED VILLAGE OF BUFFALO GROVE LIGHTING UNIT TYPE D
- POLE NUMBER
- CIRCUIT NUMBER (LIGHTING FIXTURES)
- FESTOON OUTLET CIRCUIT LETTER (X = NONE REQUIRED)
- LIGHTING CONTROL CABINET DESIGNATION
- EXISTING TRAFFIC SIGNAL COMBINATION LIGHT POLE LUMINAIRE TO REMAIN
- EXISTING LIGHTING CABLE
- PROPOSED LIGHTING CABLE IN 2" UNIT DUCT (CABLE SIZE AS NOTED)
- PROPOSED GRS CONDUIT, PUSHED (P) OR TRENCHED (T), AS NOTED
- PROPOSED SIDEWALK REMOVAL/REPLACEMENT

E1 OF E22

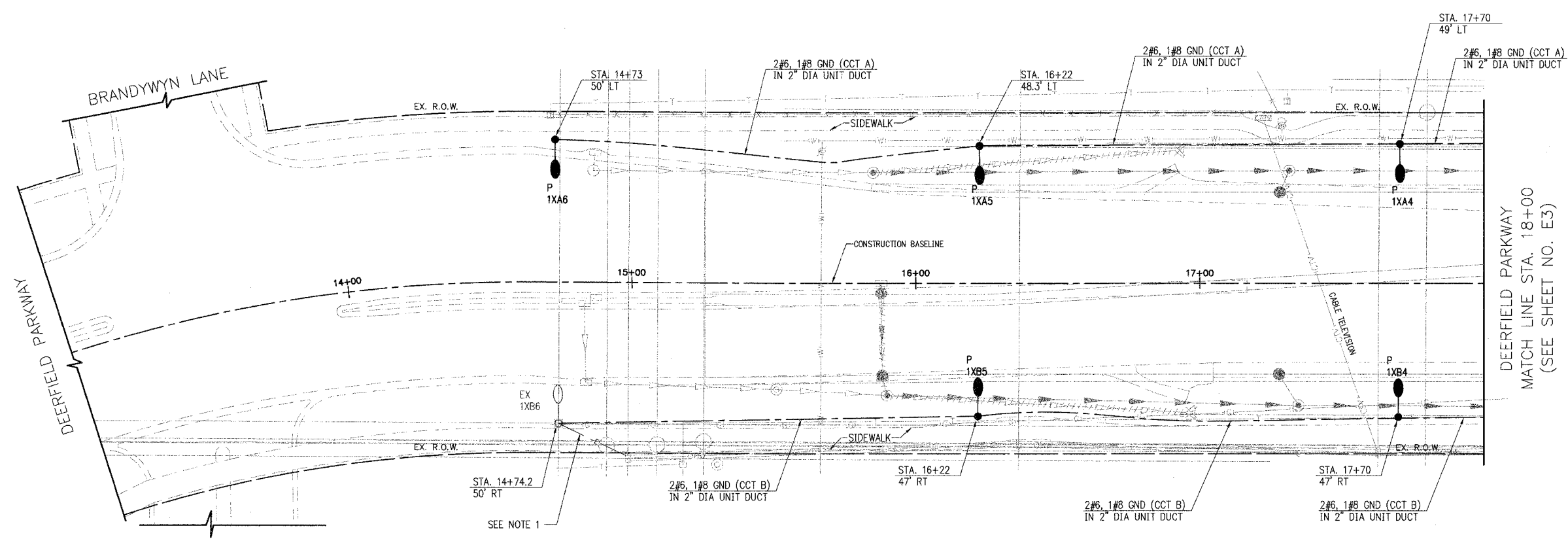
VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
GENERAL NOTES AND LEGEND

REVISIONS	
NAME	DATE

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR



REV#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	112
STA. 13+00		TO STA. 18+00		
03-00088-00-FP		ELMS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



NOTE:
 1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.

E2 OF E22



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

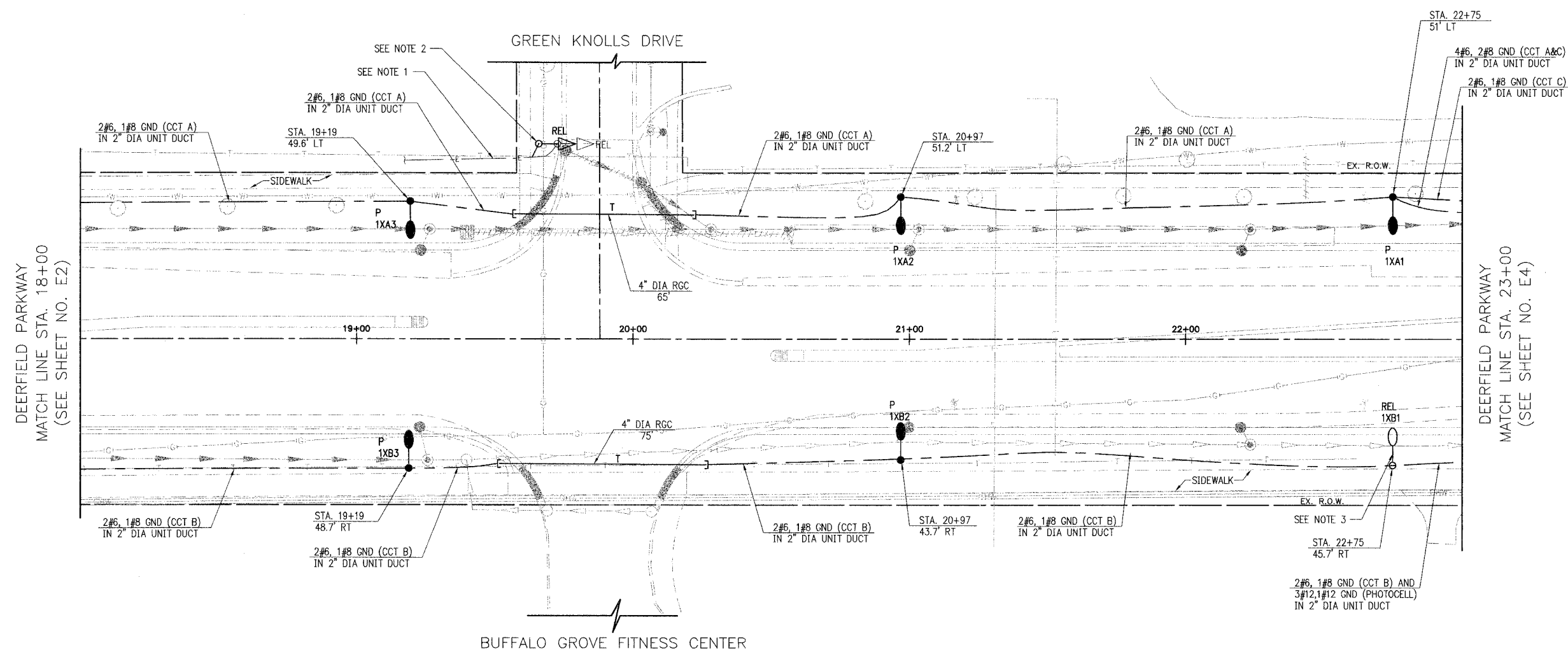
DEERFIELD PARKWAY IMPROVEMENT

STA. 13+00 TO 18+00

SCALE IN FEET

DATE: 6/2/2005
 DESIGNED BY: MAR
 TECHNICIAN: JRH
 CHECKED BY: CMW

PRJ #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	113
STA.	18+00	TO STA.	23+00	
03-00088-00-FP	LINKS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED.
 2. CONTRACTOR SHALL RELOCATE POLE AND EXTEND EXISTING WIRING TO RELOCATED POLE.
 3. RELOCATED POLE ALREADY HAS PHOTOCELL. CONTRACTOR SHALL WIRE PHOTOCELL TO 3#12, 1#12 GND FROM LIGHTING CONTROL CABINET.

E3 OF E22



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

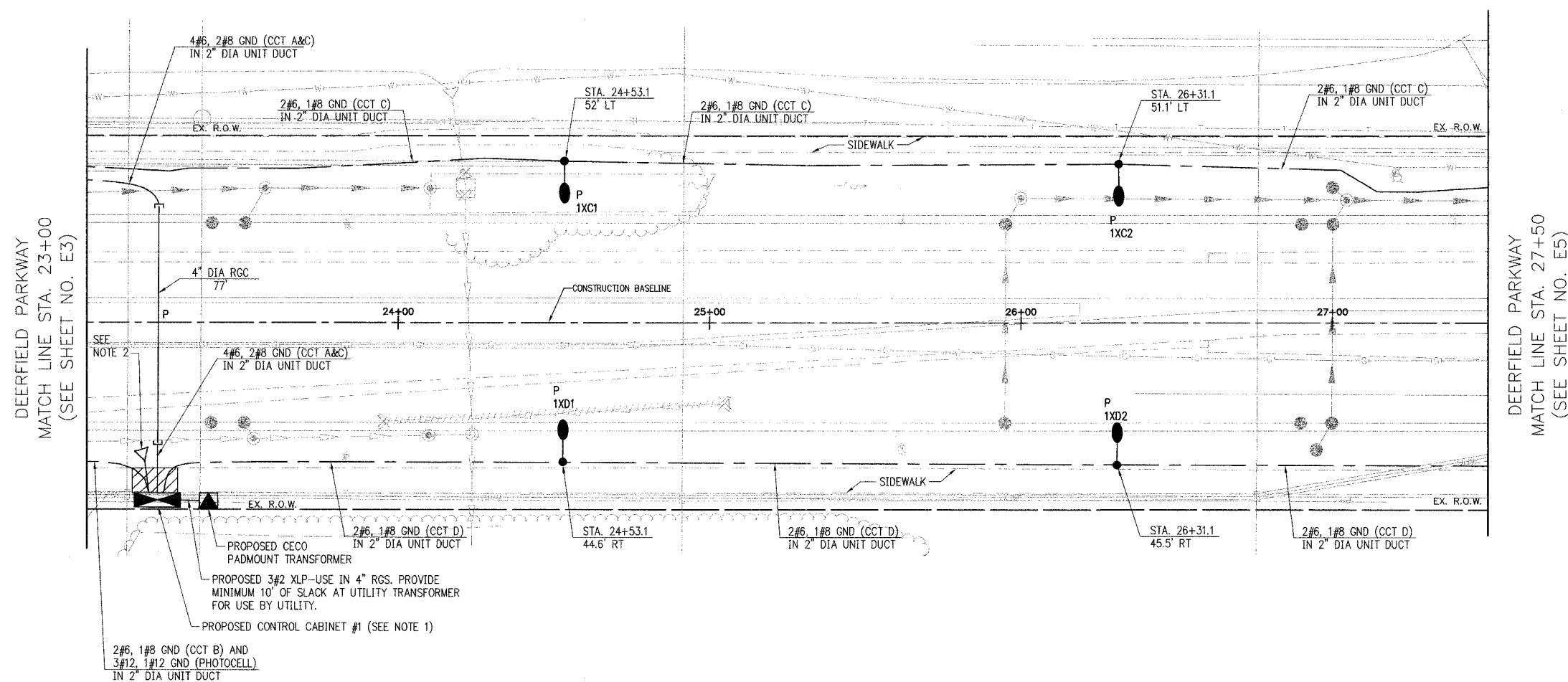
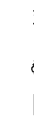
DEERFIELD PARKWAY IMPROVEMENT

STA. 18+00 TO 23+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: LRS
CHECKED BY: MAR

PRJ#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	114
STA.	23+00	TO STA.	27+50	
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION PLANNING		
CONTRACT NUMBER R3807				



- NOTES:**
1. SEE ELECTRICAL DETAILS SHEET 3 OF 4 FOR LIGHTING CONTROL CABINET DETAIL.
 2. SEE ELECTRICAL DETAILS SHEET 4 OF 4 FOR GROUND FIELD DETAIL.

E4 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

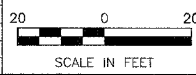
DEERFIELD PARKWAY IMPROVEMENT

STA. 23+00 TO 27+50

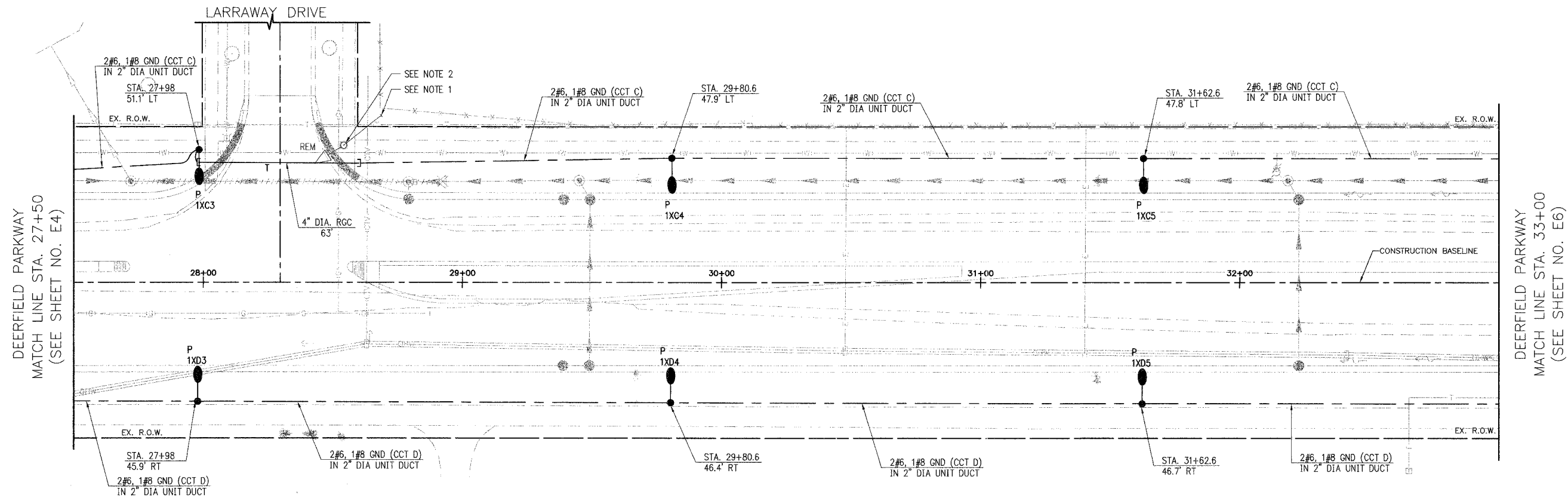
DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR



REVISIONS	
NAME	DATE



FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	115
STA. 27+50	TO STA. 33+00			
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION PLANNING		
CONTRACT NUMBER 83807				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. CONTRACTOR SHALL REMOVE EXISTING LIGHTING UNIT AND RETURN UNIT TO THE VILLAGE.

E5 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT

STA. 27+50 TO 33+00

DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR

SCALE IN FEET



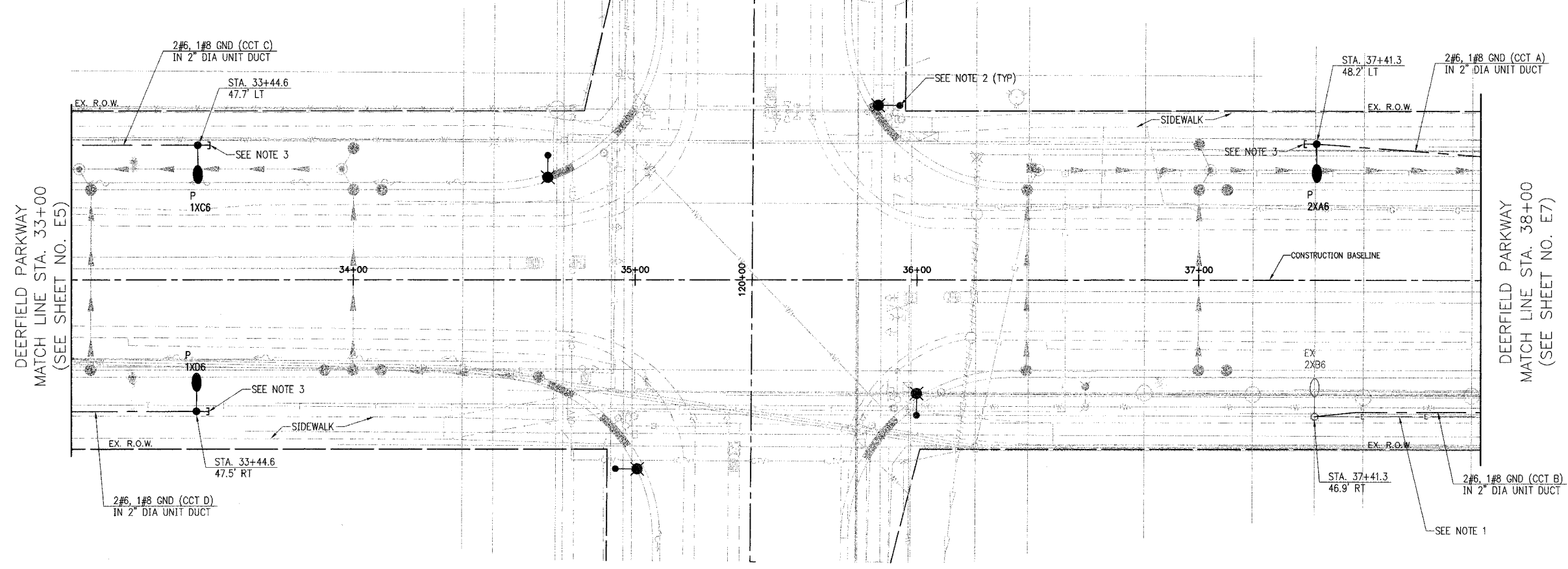
REVISIONS	
NAME	DATE

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	116
STA.	33+00	TO STA.	38+00	
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



BUFFALO GROVE ROAD
MATCH LINE STA. 121+00 (SEE SHEET NO. E15)



NOTES:

1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
2. COMBINATION TRAFFIC SIGNAL LIGHT POLE. SEE TRAFFIC SIGNAL PLANS (SHEET 88) FOR INSTALLATION DETAILS. CONTRACTOR SHALL INSTALL WIRING AND CONDUIT AS SHOWN ON SIGNAL PLANS. INTERSECTION LIGHTING WILL BE CONNECTED TO THE TRAFFIC SIGNAL CONTROLLER AND WILL BE OPERATED AND MAINTAINED BY LAKE COUNTY. ALL OTHER LIGHTING WILL BE OPERATED AND MAINTAINED BY THE VILLAGE OF BUFFALO GROVE.
3. CONTRACTOR SHALL STUB AND CAP 2" RGC CONDUIT 2'-0" BEYOND LIGHT POLE FOUNDATION FOR FUTURE USE.

E6 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT

STA. 33+00 TO 38+00

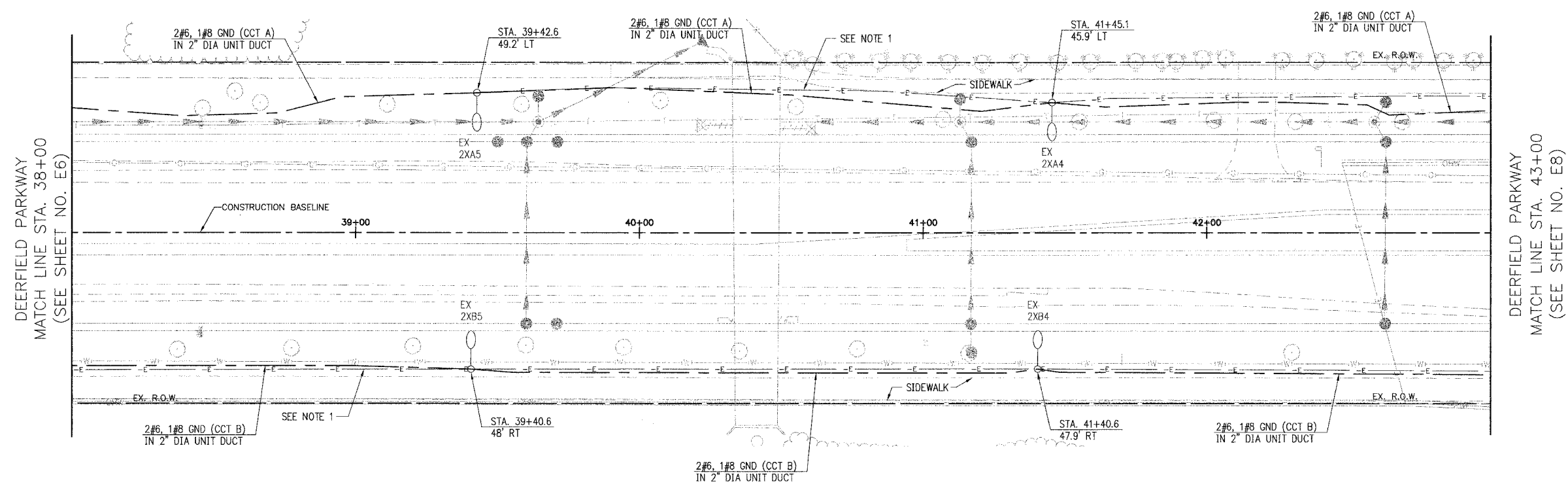
DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: LRS
CHECKED BY: MAR

SCALE IN FEET



REVISIONS	
NAME	DATE

REV. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	117
STA. 38+00		TO STA. 43+00		
03-00088-00-FP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



NOTES:
 1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.

E7 OF E22



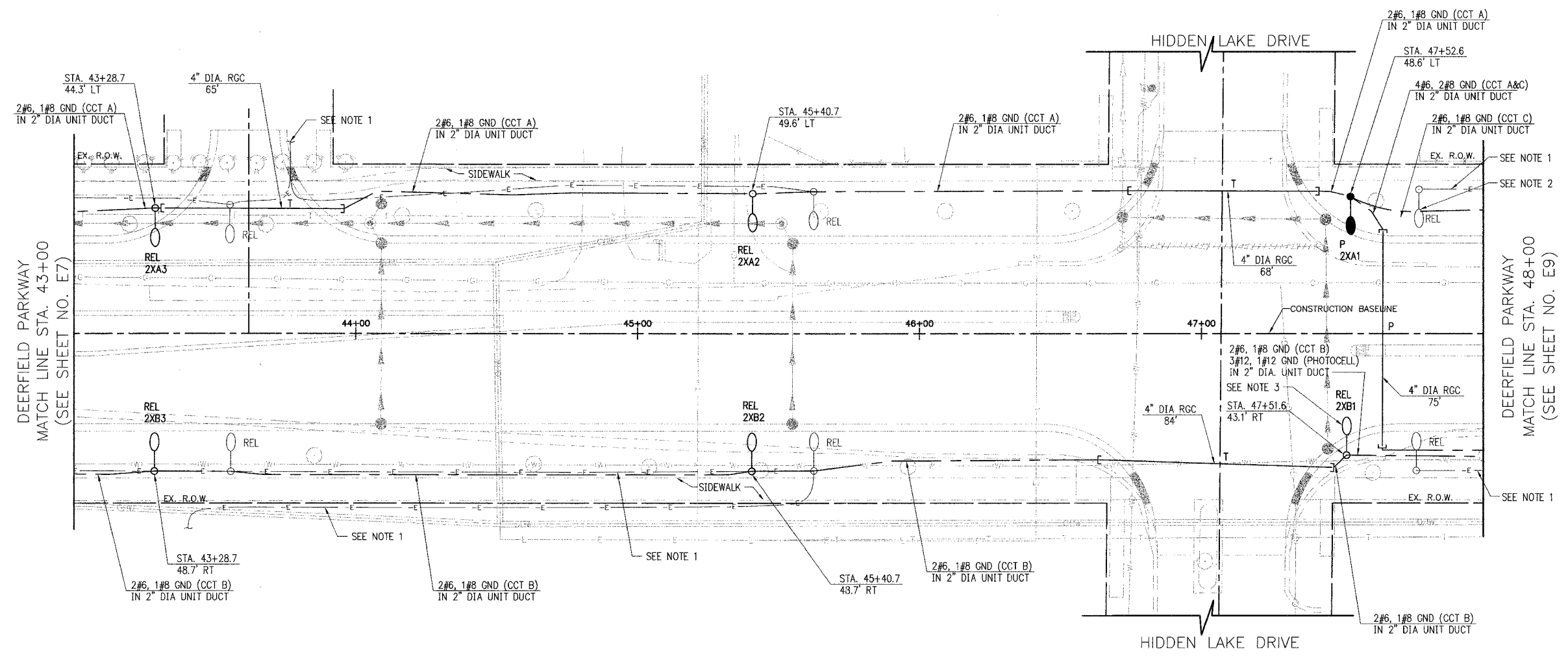
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
 DEERFIELD PARKWAY IMPROVEMENT
 STA. 38+00 TO 43+00

DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR

SCALE IN FEET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	118
STA. 43+00	TO STA. 48+00			
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. EXISTING POLE SHOULD BE RELOCATED TO POLE 1XB1, SHEET E3.
 3. RELOCATED POLE ALREADY HAS PHOTOCELL. CONTRACTOR SHALL WIRE PHOTOCELL TO 3#12, 1#12 GND FROM LIGHTING CONTROL CABINET.

E8 OF E22



REVISIONS	
NAME	DATE

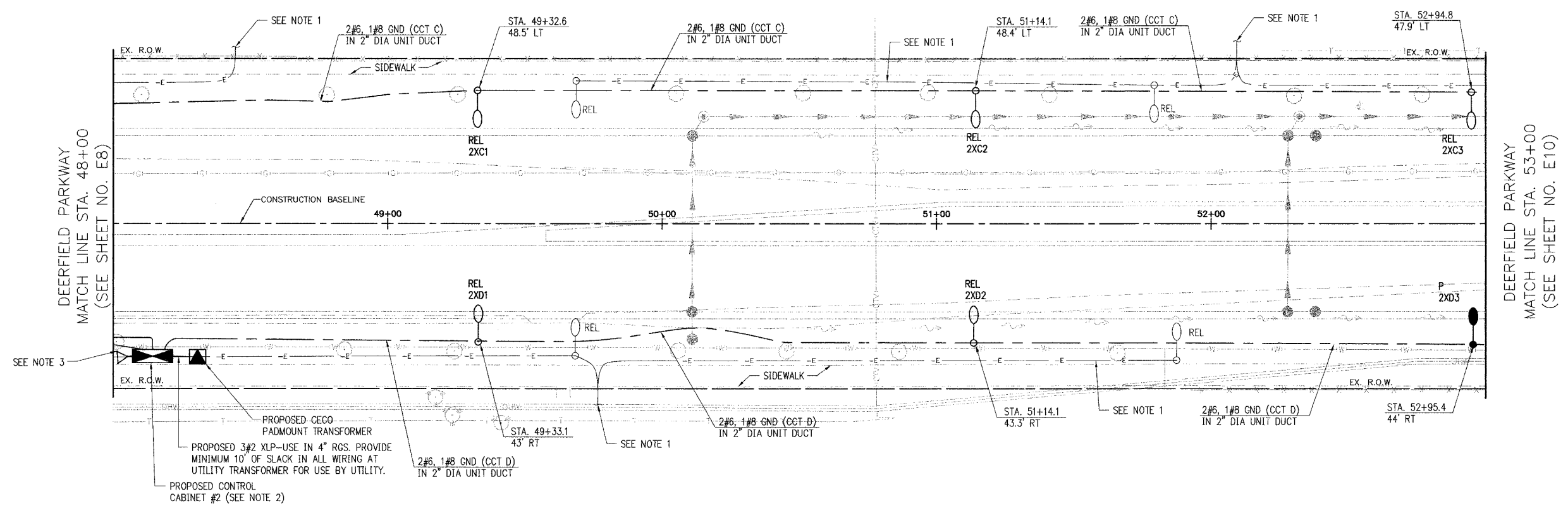
VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT
STA. 43+00 TO 48+00

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: LRS
CHECKED BY: MAR

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	119
STA. 48+00		TO STA. 53+00		
03-0088-00-FP		LUMOS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 53807				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. SEE ELECTRICAL DETAILS SHEET 3 OF 4 FOR LIGHTING CONTROL CABINET DETAIL.
 3. SEE ELECTRICAL DETAILS SHEET 4 OF 4 FOR GROUND FIELD DETAIL.

E9 OF E22



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

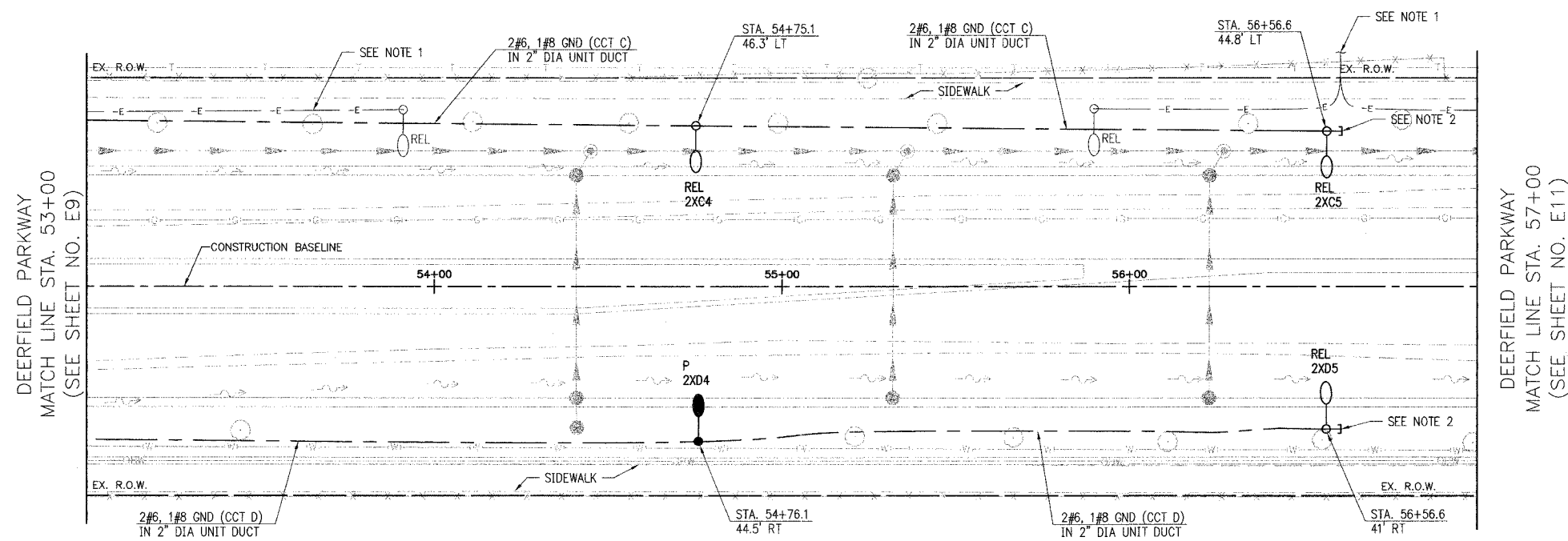
DEERFIELD PARKWAY IMPROVEMENT

STA. 48+00 TO 53+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	120
STA.	53+00	TO STA.	57+00	
03-00088-00-PP	BLDG	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83607				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. CONTRACTOR SHALL STUB AND CAP 2" RGC CONDUIT 2'-0" BEYOND LIGHT POLE FOUNDATION FOR FUTURE USE.

E10 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT

STA. 53+00 TO 57+00

DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR

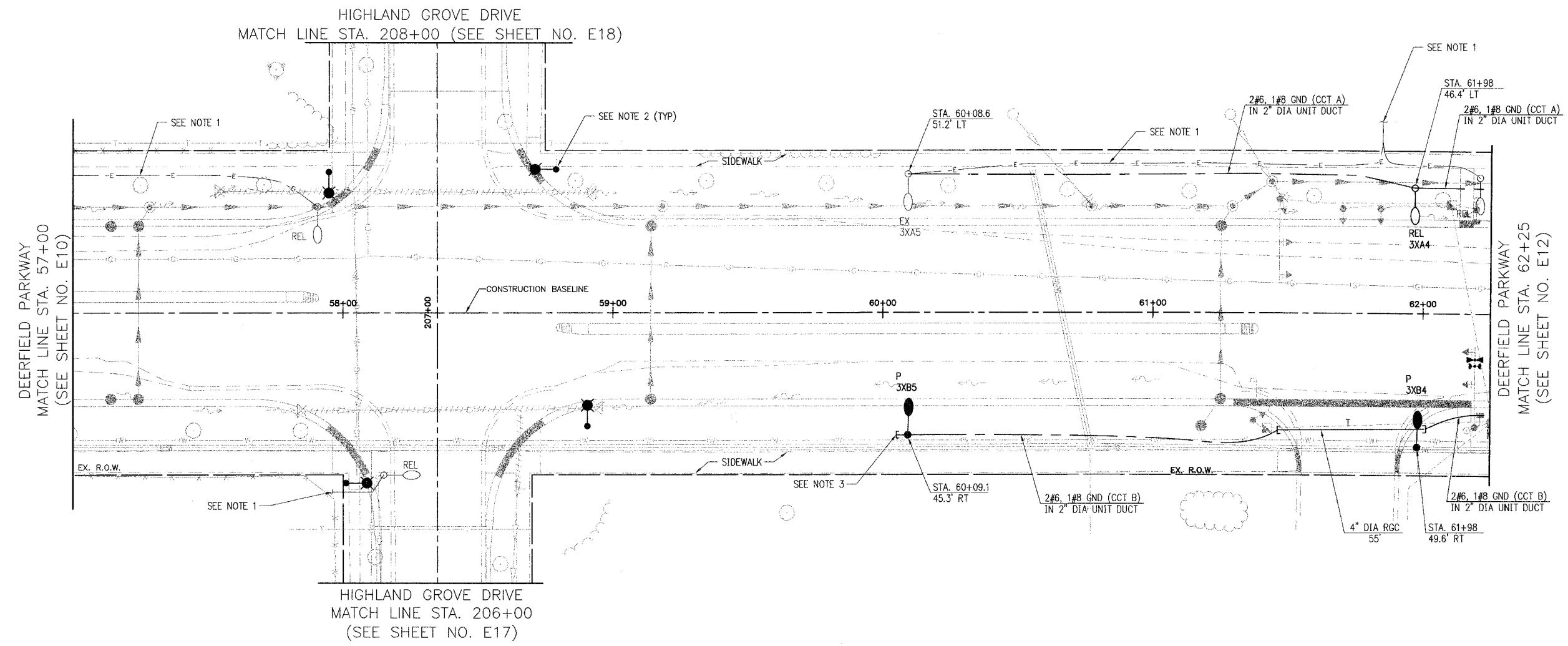
SCALE IN FEET



REVISIONS	
NAME	DATE

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH A47	LAKE	176	121
STA. 57+00	TO STA. 62+25		
03-00088-00-FP	LINE	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83807



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. COMBINATION TRAFFIC SIGNAL LIGHT POLE. SEE TRAFFIC SIGNAL PLANS (SHEET 12) FOR INSTALLATION DETAILS. CONTRACTOR SHALL INSTALL WIRING AND CONDUIT AS SHOWN ON SIGNAL PLANS. INTERSECTION LIGHTING WILL BE CONNECTED TO THE TRAFFIC SIGNAL CONTROLLER AND WILL BE OPERATED AND MAINTAINED BY LAKE COUNTY. ALL OTHER LIGHTING WILL BE OPERATED AND MAINTAINED BY THE VILLAGE OF BUFFALO GROVE.
 3. CONTRACTOR SHALL STUB AND CAP 2" RGC CONDUIT 2'-0" BEYOND LIGHT POLE FOUNDATION FOR FUTURE USE.

E11 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

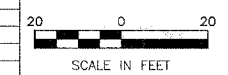
DEERFIELD PARKWAY IMPROVEMENT

STA. 57+00 TO 62+25

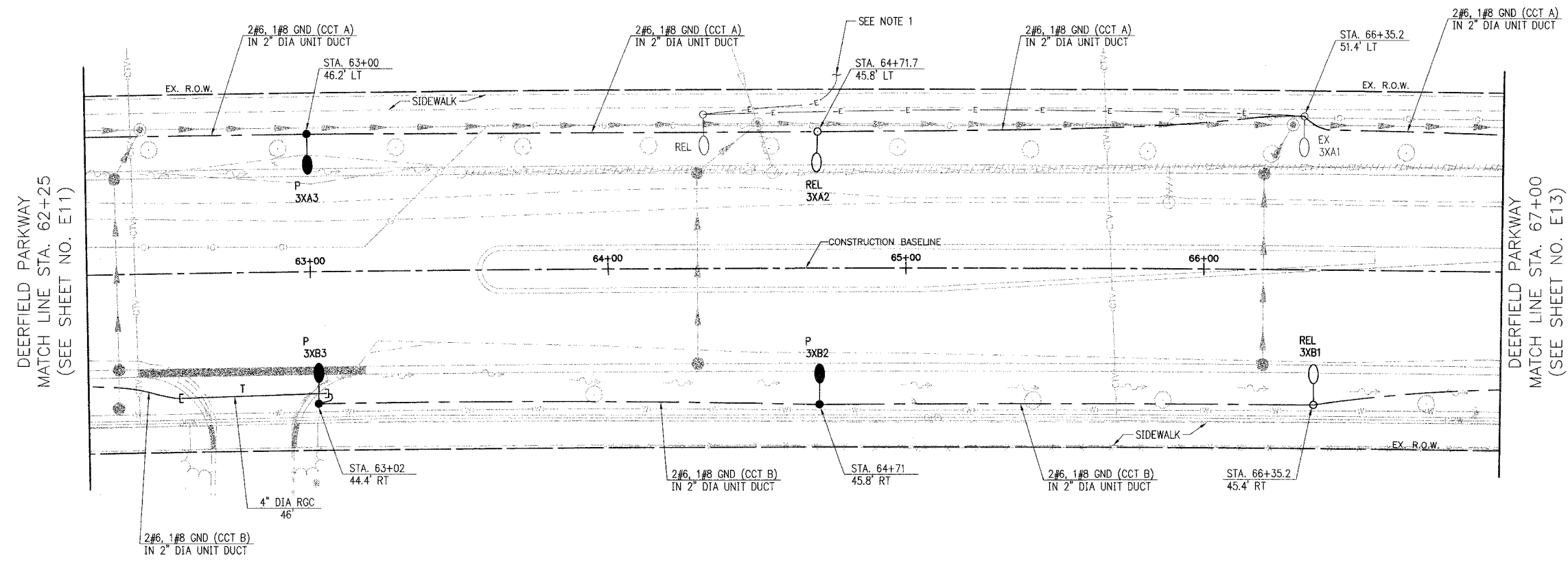
DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR



REVISIONS	
NAME	DATE



REV #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	122
STA. 62+25	TO STA. 67+00			
03-00088-00-PP		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



NOTES:
 1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.

E12 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT

STA. 62+25 TO 67+00

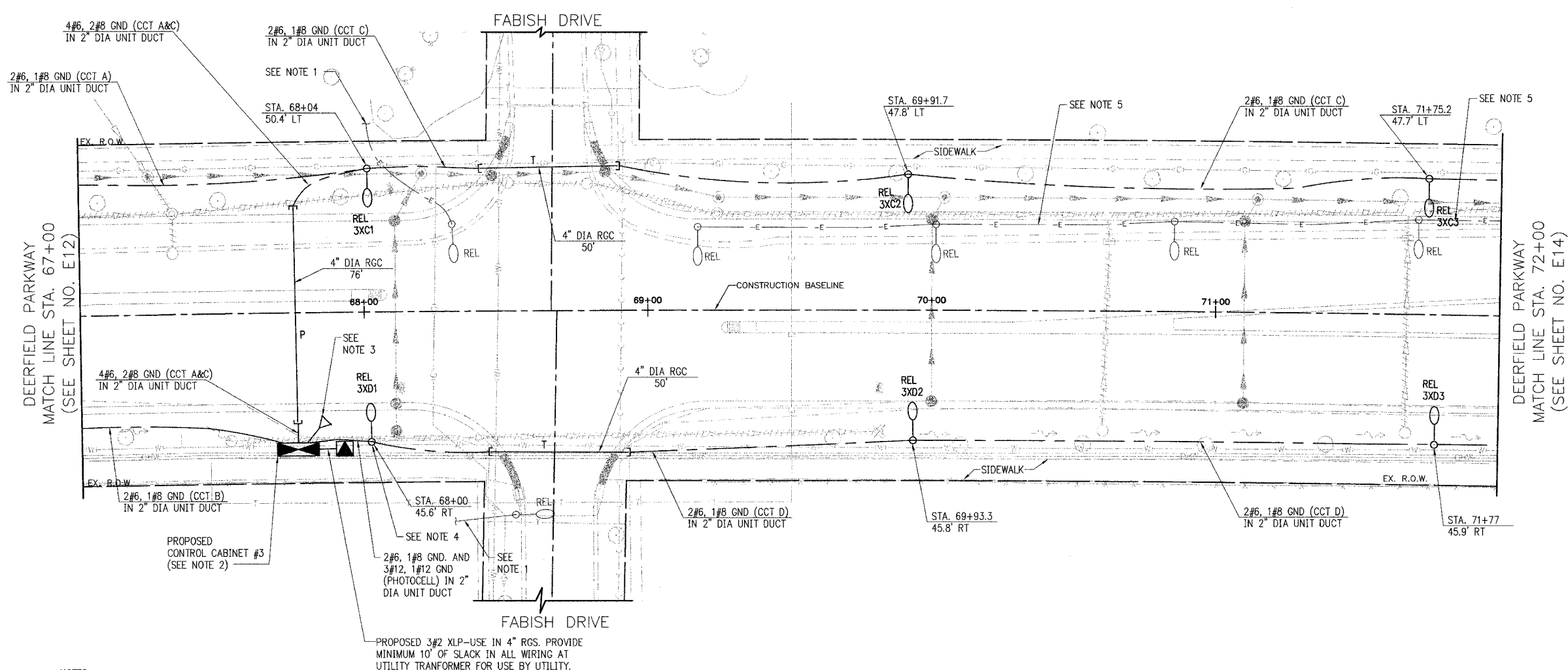
DATE: 6/2/2005
 DESIGNED BY: CMW
 TECHNICIAN: LRS
 CHECKED BY: MAR

SCALE IN FEET



REVISIONS	
NAME	DATE

REF#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	123
STA.	67+00	TO STA.	72+00	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		CONTRACT NUMBER 83807



NOTES:

1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
2. SEE ELECTRICAL DETAILS SHEET 3 OF 4 FOR LIGHTING CONTROL CABINET DETAIL.
3. SEE ELECTRICAL DETAILS SHEET 4 OF 4 FOR GROUND FIELD DETAIL.
4. RELOCATED POLE ALREADY HAS PHOTOCELL. CONTRACTOR SHALL WIRE PHOTOCELL TO 3#12, 1#12 GND FROM LIGHTING CONTROL CABINET.
5. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT EXISTING CONTROL CABINET. EXISTING WIRING BEING REPLACED SHALL BE REMOVED FROM CONTROL CABINET.

PROPOSED 3#2 XLP-USE IN 4\"/>



REVISIONS	
NAME	DATE

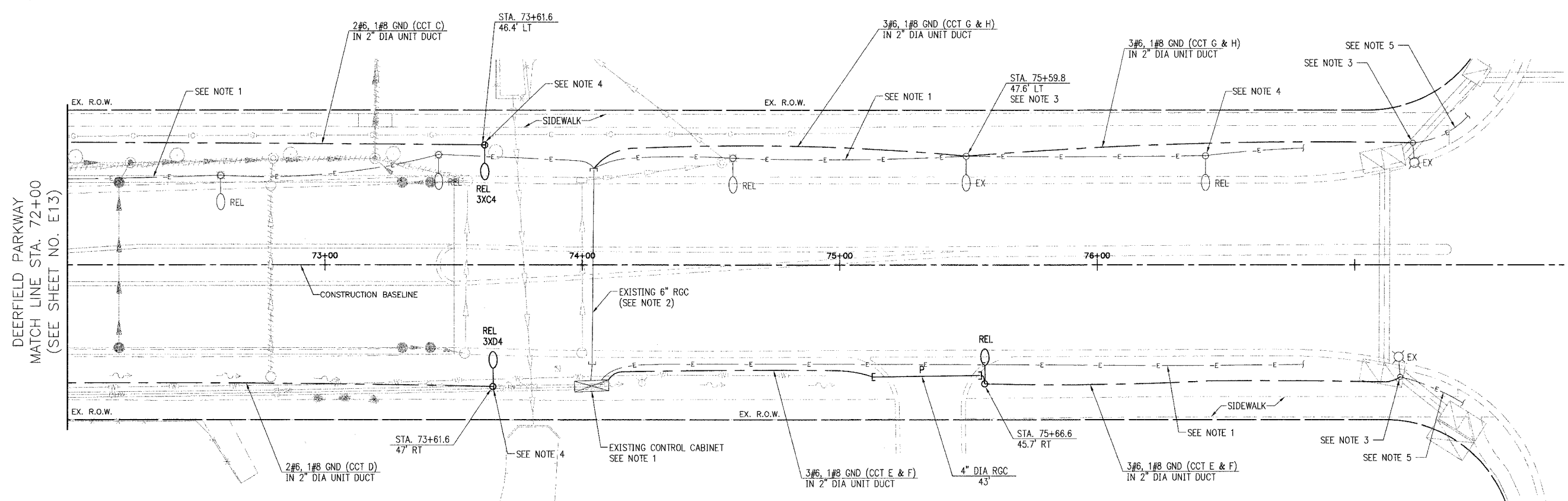
E13 OF E22

VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
DEERFIELD PARKWAY IMPROVEMENT
STA. 67+00 TO 72+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: LRS
CHECKED BY: MAR

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	124
STA. 72+00	TO STA. 77+00			
03-00088-00-FP	LINE	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



DEERFIELD PARKWAY
MATCH LINE STA. 72+00
(SEE SHEET NO. E13)

WEILAND ROAD

- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING CONDUCTORS AT EXISTING CONTROL CABINET. EXISTING CONDUCTORS BEING REPLACED SHALL BE REMOVED FROM CONTROL CABINET.
 2. CONTRACTOR SHALL REMOVE EXISTING WIRING FROM THE 6" RGC AND PULL IN NEW WIRING/UNIT DUCT.
 3. CONTRACTOR SHALL REMOVE EXISTING CONDUIT AND CABLE IDENTIFIED IN NOTE 1 FROM THE WEST TO THE COMBINATION POLES AT WEILAND AVE AND REPLACE WITH PROPOSED WIRING AS SHOWN AND SPLICE TO EXISTING CONDUCTORS IN THE COMBINATION POLES.
 4. CONTRACTOR SHALL STUB AND CAP 2" RGC CONDUIT 2'-0" BEYOND LIGHT POLE FOUNDATION FOR FUTURE USE.
 5. EXISTING CONDUIT AND WIRING TO REMAIN.

E14 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

DEERFIELD PARKWAY IMPROVEMENT
STA. 72+00 TO 77+00

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

SCALE IN FEET

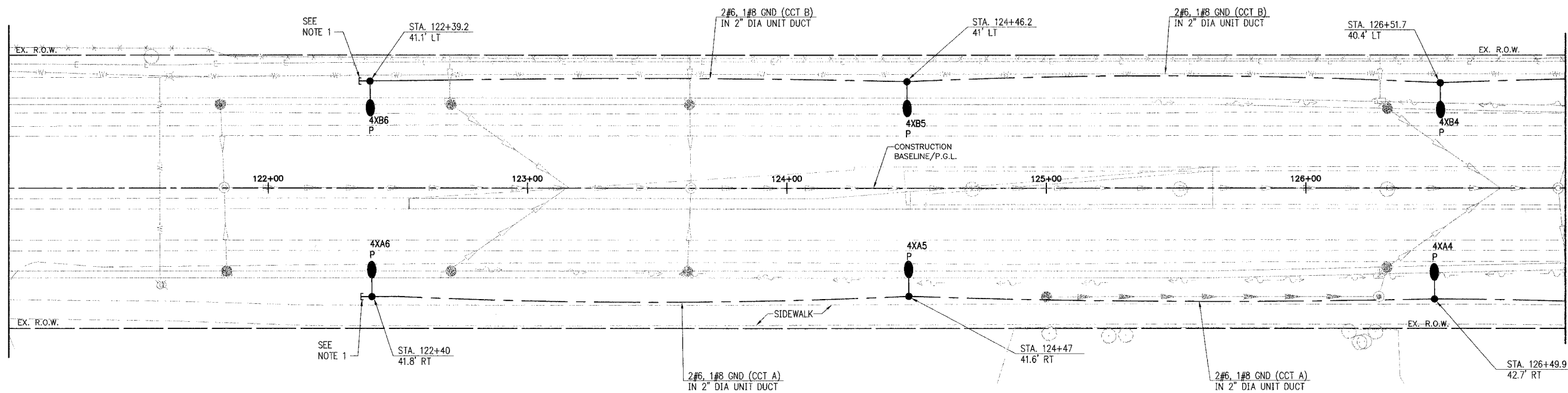


REVISIONS	
NAME	DATE

FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	125
STA.	121+00	TO STA.	127+00	
03-00088-00-FP	LANDS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

BUFFALO GROVE ROAD
MATCH LINE STA. 121+00
(SEE SHEET NO. E6)

BUFFALO GROVE ROAD
MATCH LINE STA. 127+00
(SEE SHEET NO. E16)



NOTE:
1. CONTRACTOR SHALL STUB AND CAP 2\"/>

E15 OF E22



REVISIONS	
NAME	DATE

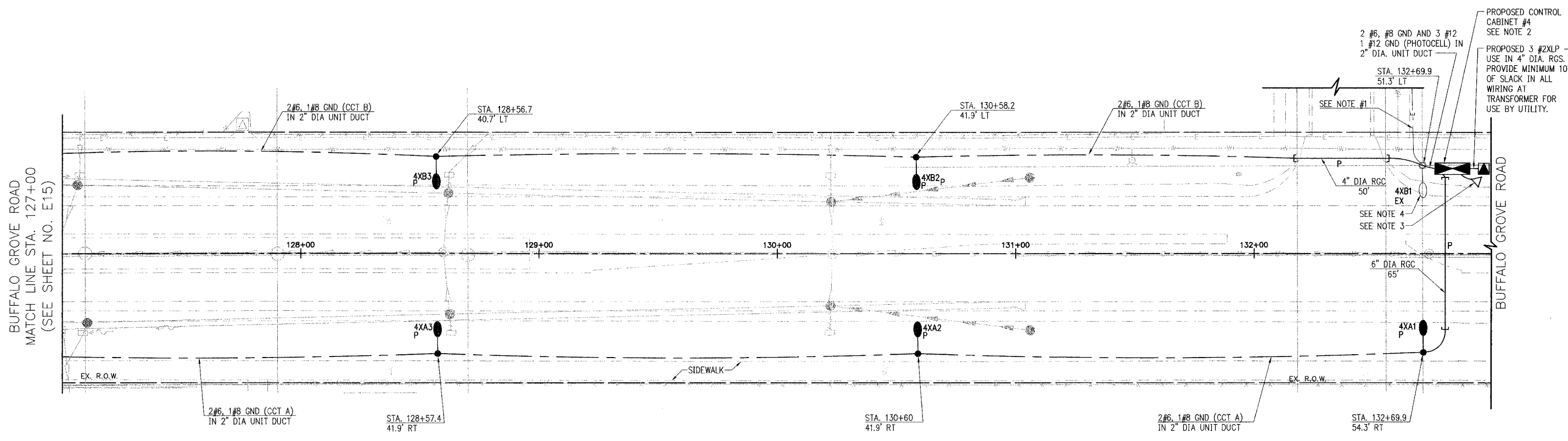
VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
BUFFALO GROVE ROAD IMPROVEMENT
STA. 121+00 TO 127+00

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: EJB
CHECKED BY: MAR

SCALE IN FEET

BID SET

CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	126
STA. 127+00		TO STA. 132+50		
03-00088-00-FP		ILLINOIS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				



- NOTES:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE AND ABANDON IN PLACE.
 2. SEE ELECTRICAL DETAILS SHEET 3 OF 4 FOR LIGHTING CONTROL CABINET DETAIL.
 3. SEE ELECTRICAL DETAILS SHEET 4 OF 4 FOR GROUND FIELD DETAIL.
 4. EXISTING POLE ALREADY HAS PHOTOCELL. CONTRACTOR SHALL WIRE PHOTOCELL TO 3#12, 1#12 GND FROM LIGHTING CONTROL CABINET.

E16 OF E22



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

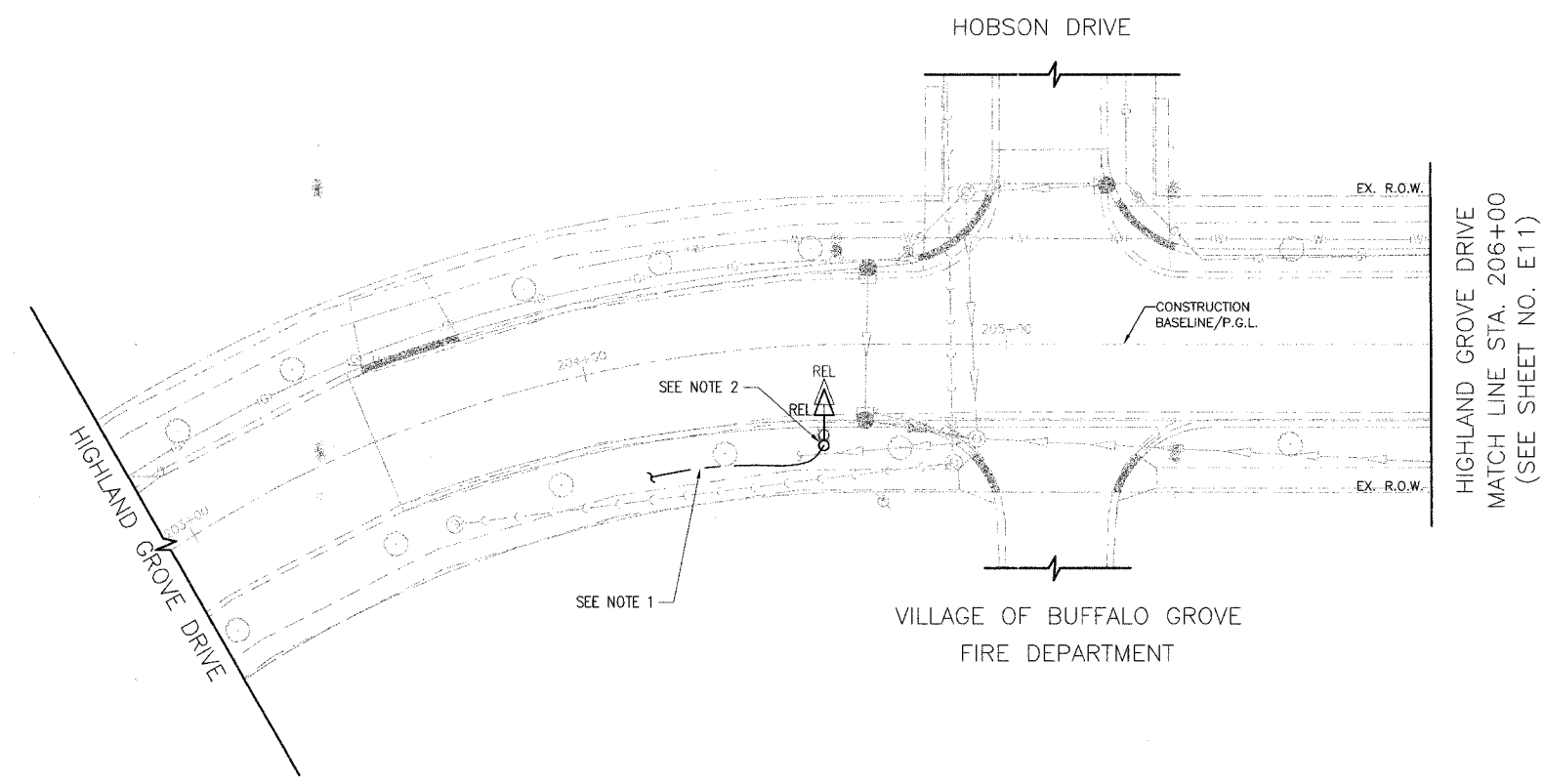
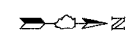
LIGHTING PLANS

BUFFALO GROVE ROAD IMPROVEMENT
STA. 127+00 TO 133+00

SCALE IN FEET

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: EJB
CHECKED BY: MAR

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	127
STA. 201+00	TO STA. 206+00			
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



- NOTE:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED.
 2. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE, LOCATE EXISTING WIRING, AND TERMINATE EXISTING WIRING IN THE RELOCATED POLE.

E17 OF E22

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

HIGHLAND GROVE DRIVE IMPROVEMENT

STA. 201+00 TO 206+00

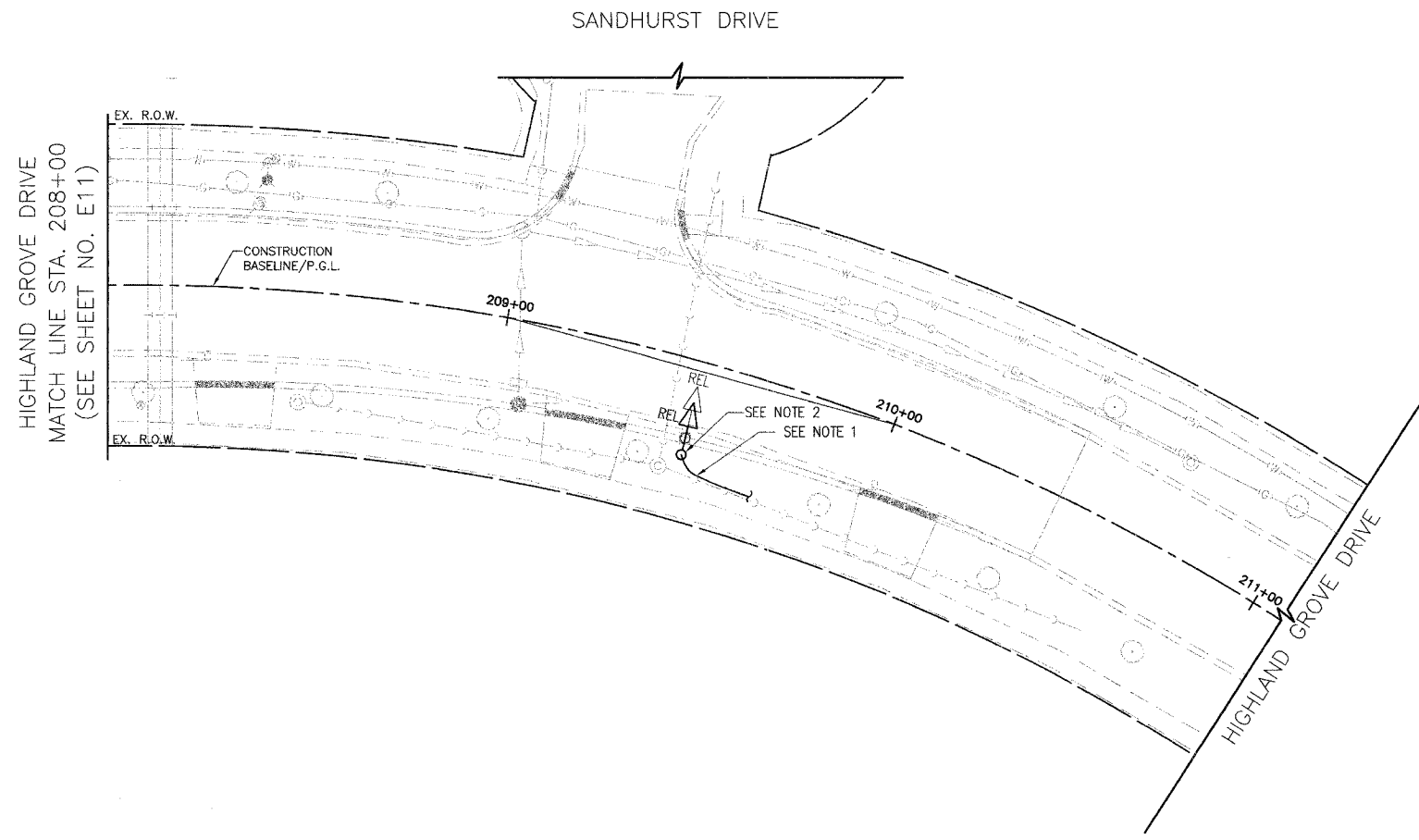
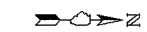
DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: EJB
CHECKED BY: MAR

SCALE IN FEET



REVISIONS	
NAME	DATE

FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	128
STA	208+00	TO STA	210+50	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



HIGHLAND GROVE DRIVE
MATCH LINE STA. 208+00
(SEE SHEET NO. E11)

- NOTE:**
1. LOCATION OF EXISTING WIRING IS APPROXIMATE. EXACT LOCATION AND SOURCE SHALL BE FIELD DETERMINED.
 2. CONTRACTOR SHALL DISCONNECT EXISTING WIRING AT THE SOURCE, LOCATE EXISTING WIRING, AND TERMINATE EXISTING WIRING IN THE RELOCATED POLE.

E18 OF E22



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

LIGHTING PLANS

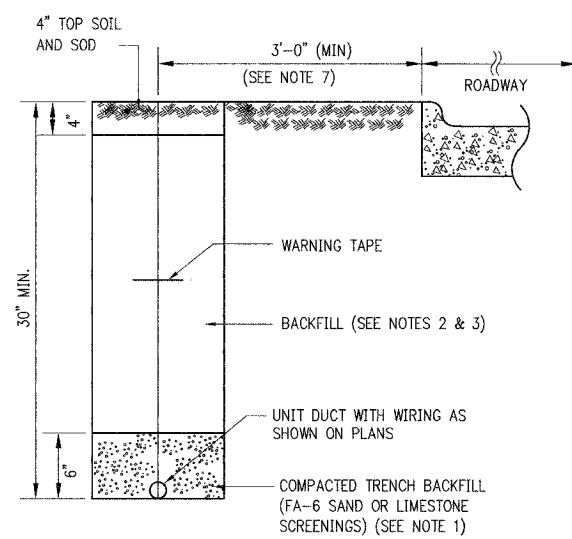
HIGHLAND GROVE DRIVE IMPROVEMENT

STA. 208+00 TO 210+50

SCALE 1" = 20'

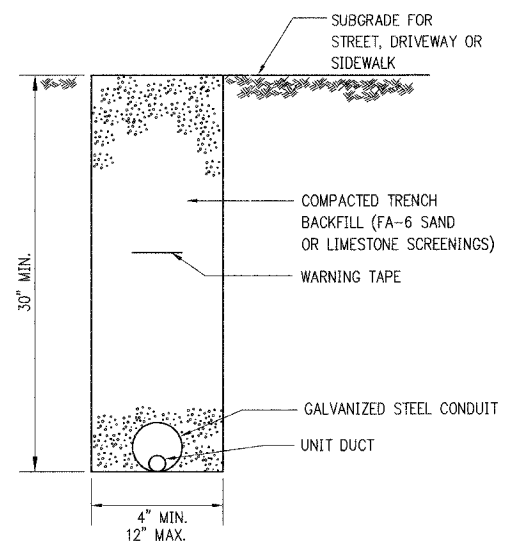
DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: EJB
CHECKED BY: MAR

PTS.#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	129
STA.		TO STA.		
03-00088-00-PP		LIBOR	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



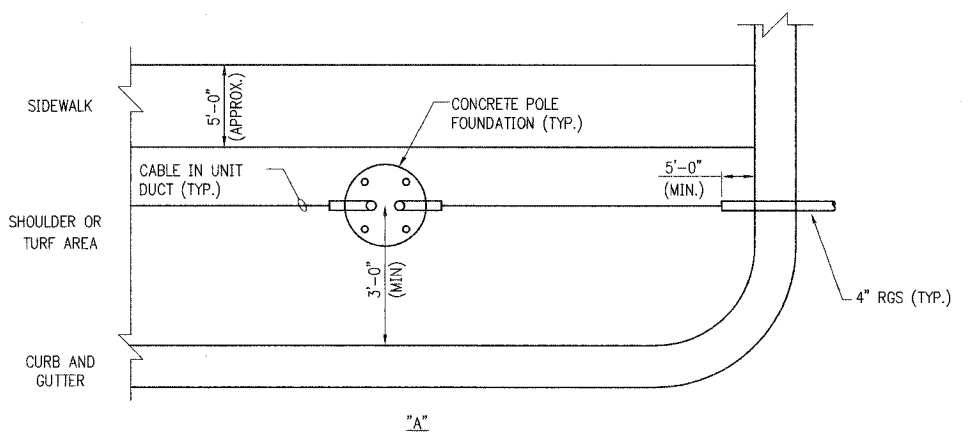
TYPICAL UNIT DUCT TRENCH DETAIL
(ALONG ROADWAY)

- NOTES:**
- UNIT DUCT INSTALLED IN TRENCHES SHALL BE COVERED WITH A MINIMUM OF 6" OF COMPACTED FA-6 OR LIMESTONE SCREENINGS.
 - IN GRASSY AREAS, THE BACKFILL MAY BE COMPACTED EARTH.
 - TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS SHALL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
 - WHERE 2 OR MORE UNIT DUCTS RUN ADJACENT TO EACH OTHER, THEY SHALL BE PLACED IN A COMMON TRENCH SO AS NOT TO CROSS EACH OTHER.
 - 6" WIDE REINFORCED METALLIC WARNING TAPE, RED WITH BLACK LETTERING TO READ "CAUTION-ELECTRICAL LINE BURIED BELOW". WARNING TAPE TO BE PLACED 1' MINIMUM TO 2' MAXIMUM BELOW FINISHED GRADE.
 - ALL GRASSY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD.
 - EXACT DISTANCE SHALL BE FIELD COORDINATED.

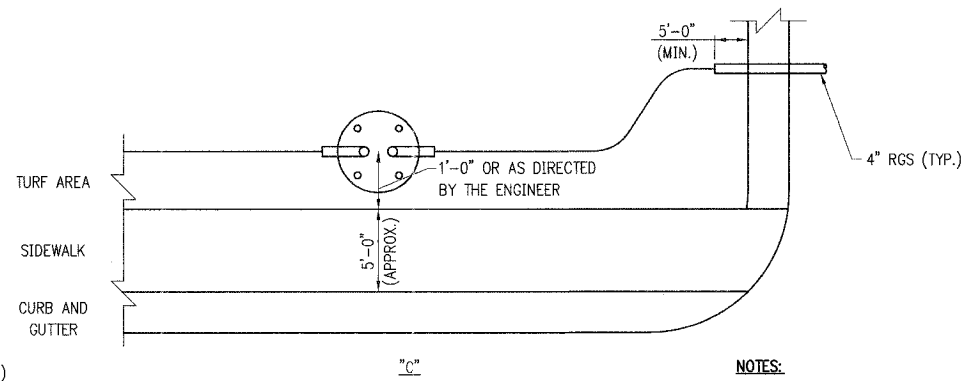


TYPICAL CONDUIT TRENCH DETAIL
(UNDER PAVEMENT)

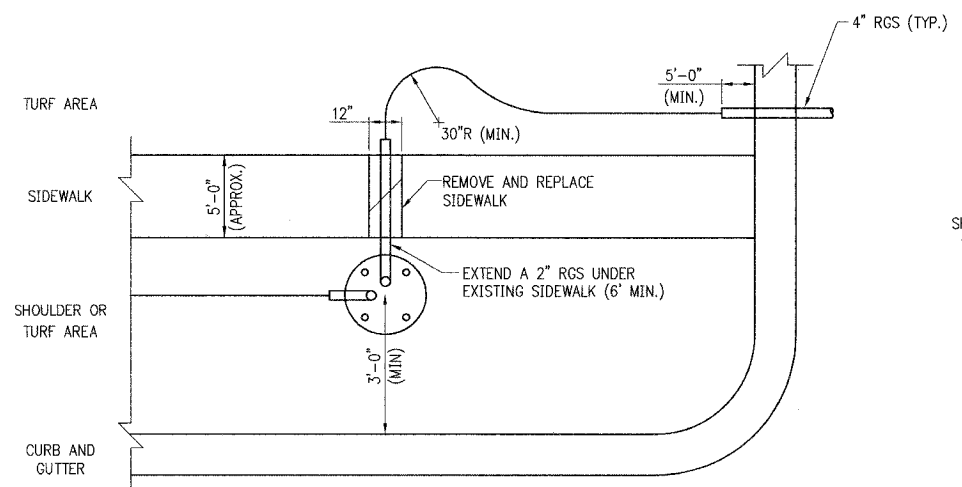
- NOTES:**
- CONDUIT SHALL BE HOT DIP GALVANIZED STEEL, A MINIMUM OF 4" IN DIAMETER.
 - CONDUIT SHALL EXTEND A MINIMUM OF 5' BEYOND THE STREET, DRIVEWAY, OR SIDEWALK.
 - CONDUIT SHALL HAVE BOTH ENDS CAPPED UNTIL USED.
 - WHEN PLACED INTO SERVICE, CONDUIT SHALL BE PROVIDED WITH AN INSULATED FIBER BUSHING, AND SEALED WITH A WORKABLE SOFT PLASTIC SEALING COMPOUND AT EACH END.
 - 6" WIDE REINFORCED METALLIC WARNING TAPE, RED WITH BLACK LETTERING TO READ "CAUTION-ELECTRICAL LINE BURIED BELOW". WARNING TAPE TO BE PLACED 1' MINIMUM TO 2' MAXIMUM BELOW FINISHED GRADE.
 - ALL GRASSY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD.



"A"

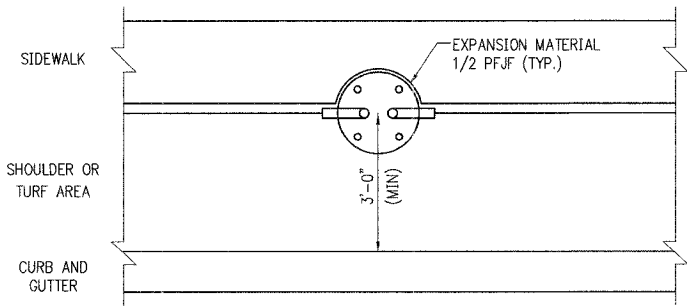


"C"



"B"

TYPICAL CONDUIT INSTALLATION DETAILS
(NEAR INTERSECTIONS)



"D"

- NOTES:**
- UNIT DUCT SHALL BE INSTALLED MIN. 2'-0" FROM PAVEMENT EDGE.
 - CONTRACTOR SHALL MAKE AN EFFORT TO INSTALL RGS CONDUITS (UNDER DRIVEWAYS OR ROADWAY) AT THE SAME SIDE OF THE SIDEWALK AS THE POLE FOUNDATION (DETAIL "A").
 - WHEN ITS NECESSARY TO CROSS THE EXISTING SIDEWALK, CONTRACTOR SHALL INSTALL A 4" RGS CONDUIT PERPENDICULAR TO THE SIDEWALK (DETAIL "B").
 - WHEN LOCATION OF A POLE FOUNDATION FALLS COMPLETELY WITHIN THE EXISTING SIDEWALK, CONTRACTOR SHALL CONSTRUCT THE FOUNDATION AT THE SIDE OF SIDEWALK AWAY FROM THE ROAD (DETAIL "C"). WHEN PARTIAL OVERLAP OCCURS, CONTRACTOR SHALL CONSTRUCT THE POLE FOUNDATION AS SHOWN ON DETAIL "D".
 - LOCATIONS SHOWN IN DETAILS ARE APPROXIMATE AND SHALL BE FIELD COORDINATED DURING CONSTRUCTION.

E19 OF E22

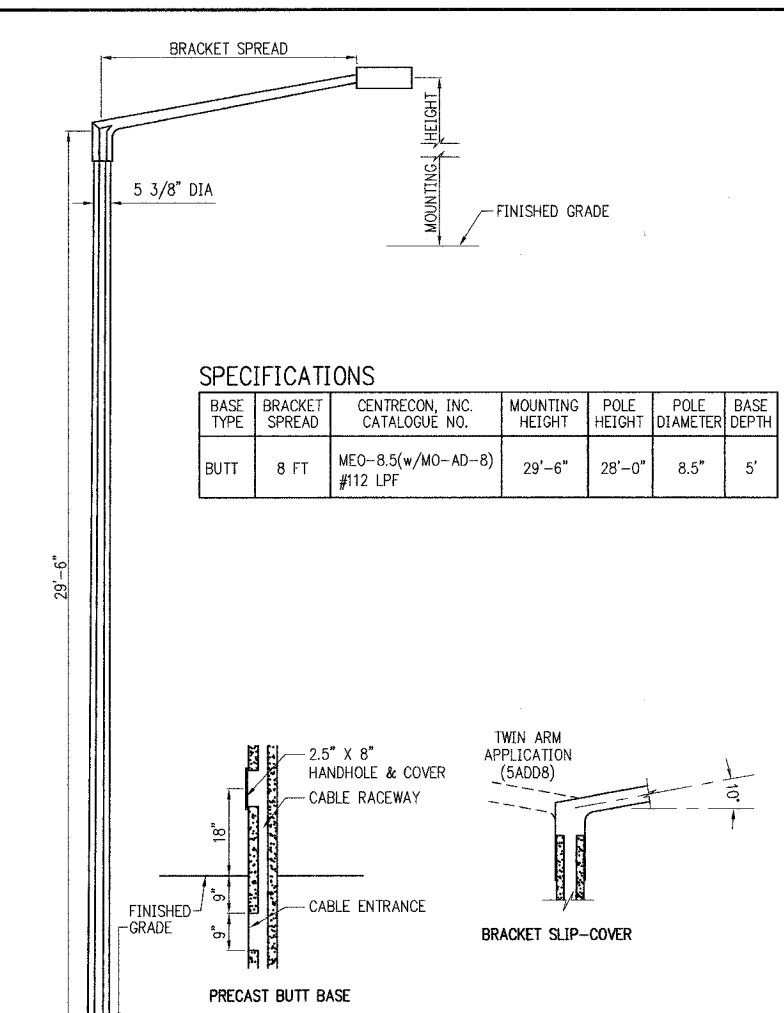
VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
ELECTRICAL DETAILS
(1 OF 4)



REVISIONS	
NAME	DATE

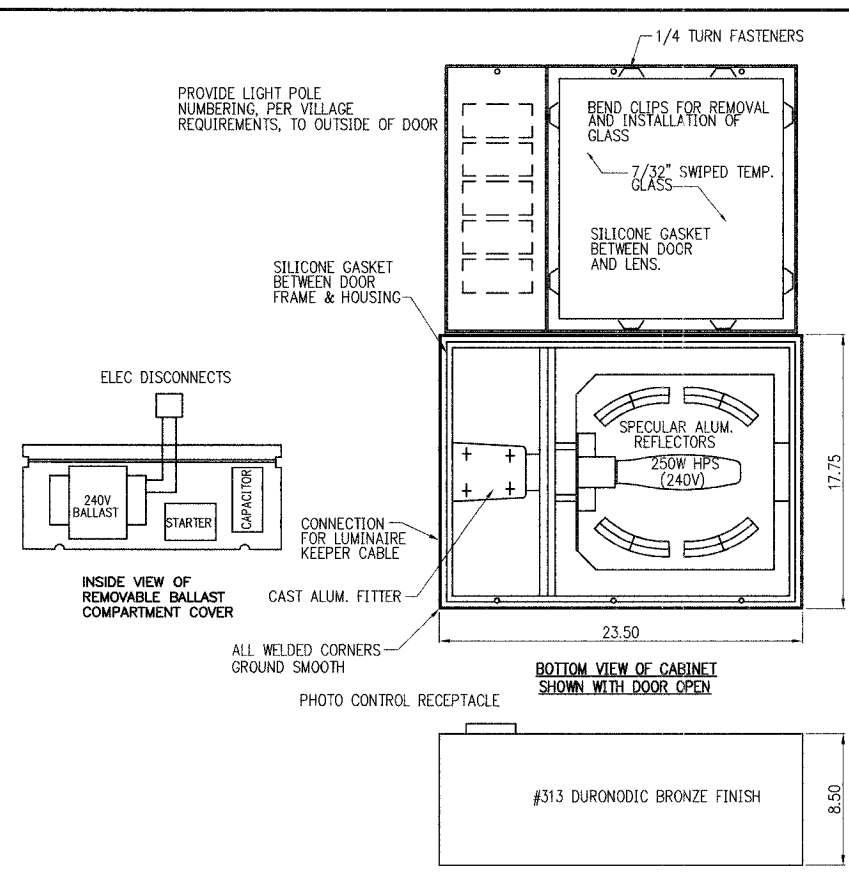
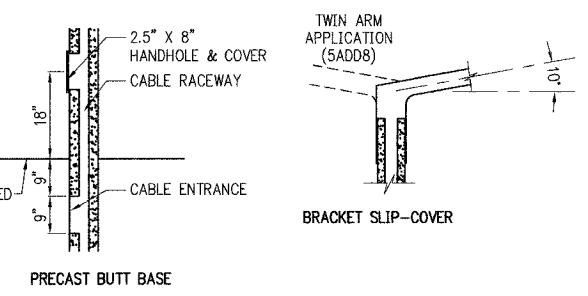
DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	130
STA.	TO STA.			
03-00088-00-PP	BLANDS		SURFACE TRANSPORTATION PLANNING	
CONTRACT NUMBER 83807				

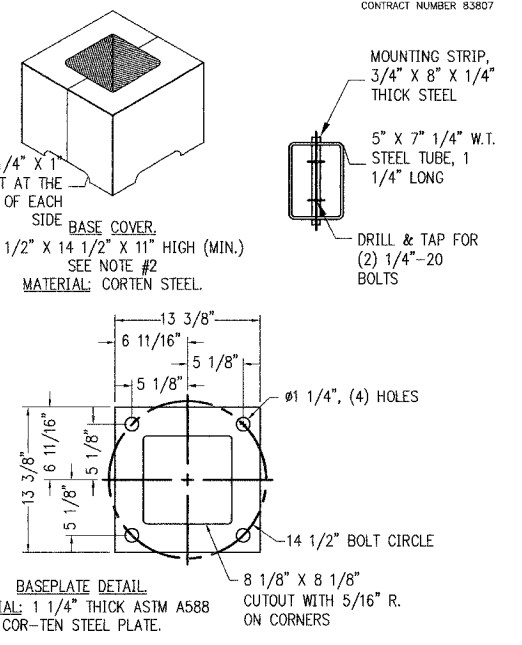
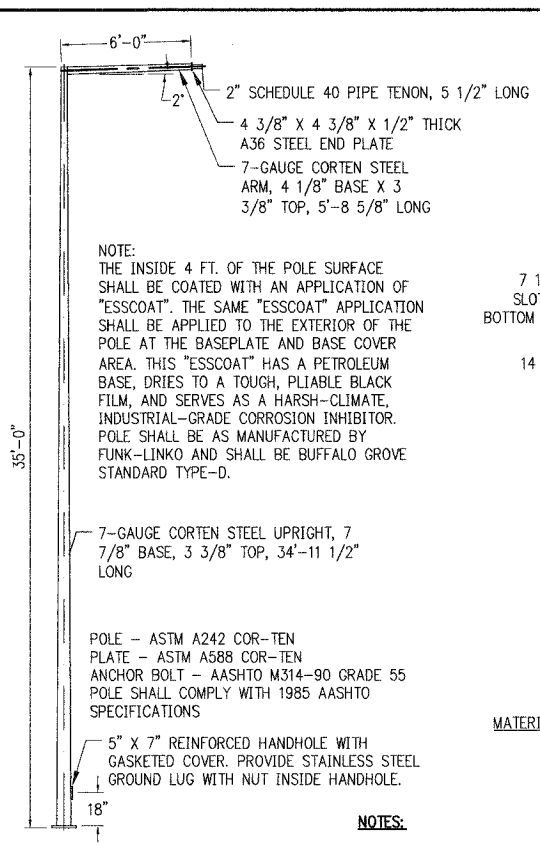


SPECIFICATIONS

BASE TYPE	BRACKET SPREAD	CENTRECON, INC. CATALOGUE NO.	MOUNTING HEIGHT	POLE HEIGHT	POLE DIAMETER	BASE DEPTH
BUTT	8 FT	MEO-8.5(w/MO-AD-8) #112 LPF	29'-6"	28'-0"	8.5"	5'



LUMINAIRE DETAIL - STYLE 4
QUALITY LIGHTING NO. SD-1-1327-FX2
(WITH TILT OPTION)



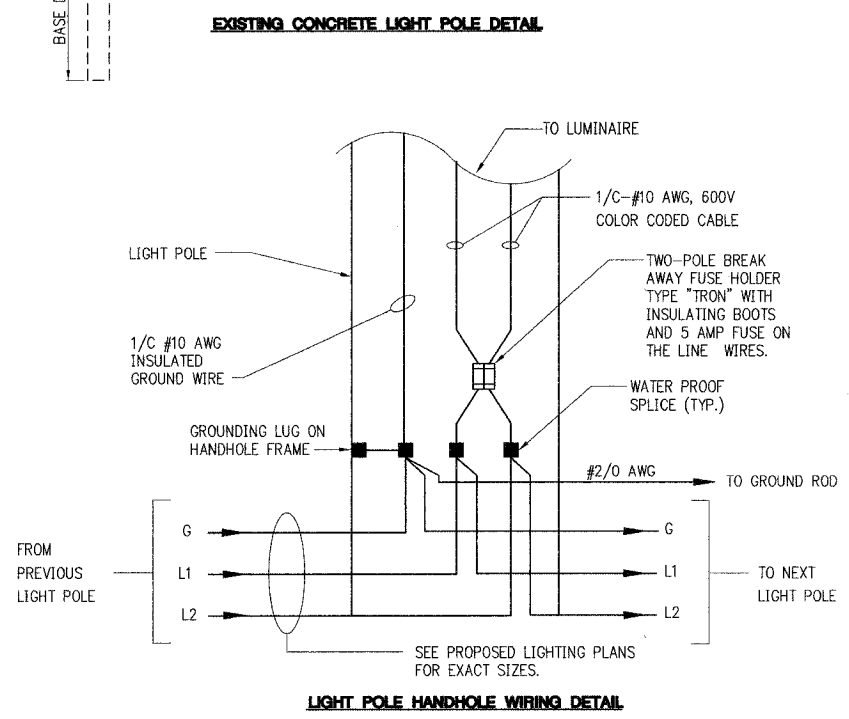
NOTES:

- INSTALL 3/4" x 10' GROUND ROD AT EACH LIGHT POLE. RUN 1-1/2" #2/0 GROUND FROM LIGHT POLE GROUND LUG TO GROUND ROD IN 1/2" CONDUIT. USE EXOTHERMIC WELDS. (12" MIN. BURY)
- PROVIDE BREAKAWAY COUPLINGS AND FULL HEIGHT BASE COVER.
- PROVIDE UNIT DUCT TO GRS COUPLING AT EACH TRANSITION. COUPLING SHALL BE INCIDENTAL TO PROPOSED FOUNDATIONS.

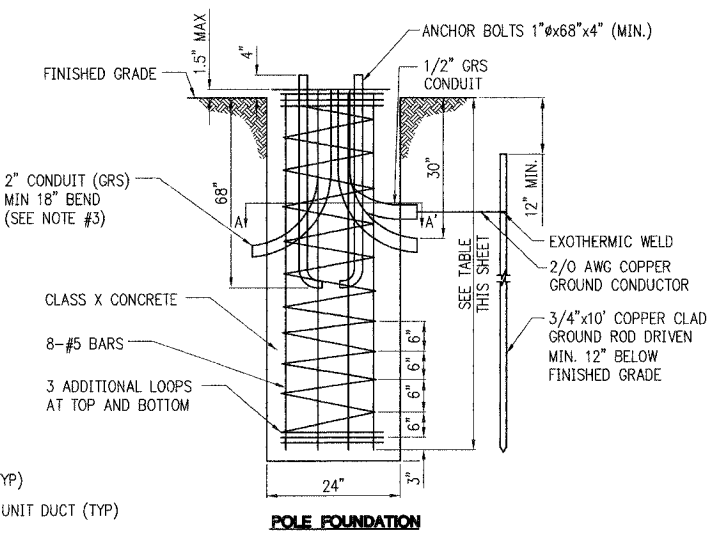
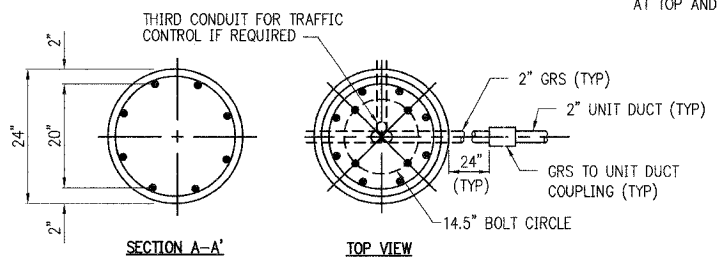
LIGHT POLE FOUNDATION DESIGN TABLE

TYPE OF SOIL	DESIGN DEPTH		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM VERT. BARS	SPIRAL	TWIN ARM VERT. BARS	SPIRAL
SOFT CLAY	13'-0"	15'-0"	4-#6X12'-6"	#3X122'	4-#6X14'-6"	#3X141'
MEDIUM CLAY	9'-6"	10'-9"	4-#6X9'-0"	#3X90'	4-#6X10'-3"	#3X100'
STIFF CLAY	8'-0"	8'-0"	4-#6X7'-6"	#3X76'	4-#6X7'-6"	#3X76'
LOOSE SAND	9'-0"	10'-0"	4-#6X8'-6"	#3X85'	4-#6X9'-6"	#3X94'
MEDIUM SAND	8'-3"	9'-0"	4-#6X7'-9"	#3X78'	4-#6X8'-6"	#3X85'
DENSE SAND	8'-0"	9'-0"	4-#6X7'-6"	#3X76'	4-#6X8'-6"	#3X85'

- NOTES:**
- CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #3 HOOPS AT 12" ON CENTERS FOR SPIRAL CAGE
 - CONTRACTOR SHALL USE THE VALUES FOR TWIN ARM INSTALLATION FOR THIS PROJECT



LIGHT POLE HANDHOLE WIRING DETAIL



POLE FOUNDATION

LIGHT POLE DETAILS - TYPE D

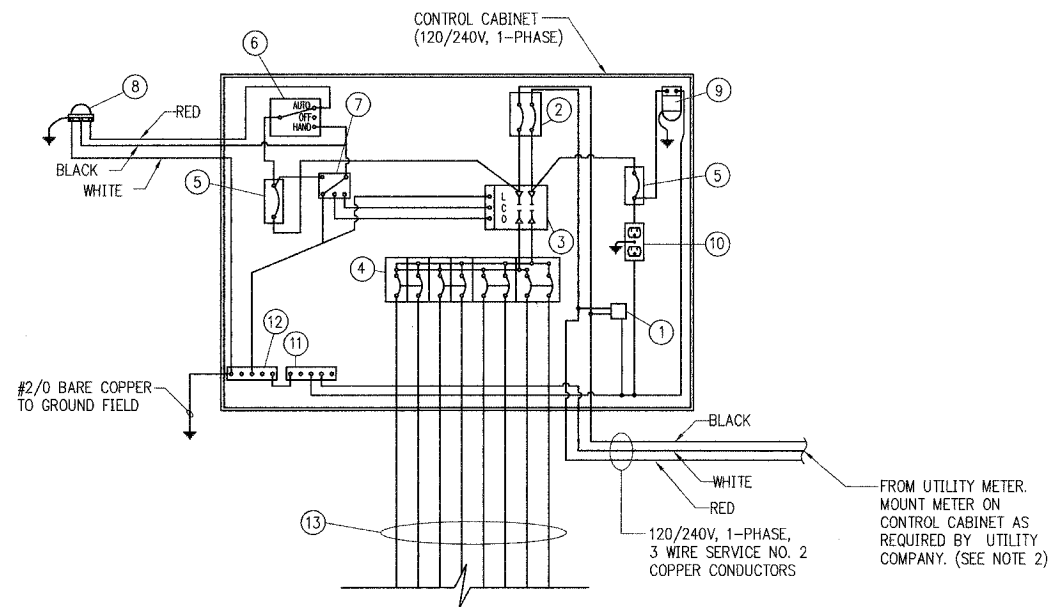


REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
ELECTRICAL DETAILS
(2 OF 4)

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

CH	A47	LAKE	176	131
STA.	TO STA.			
03-00088-00-FP	ELABOS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

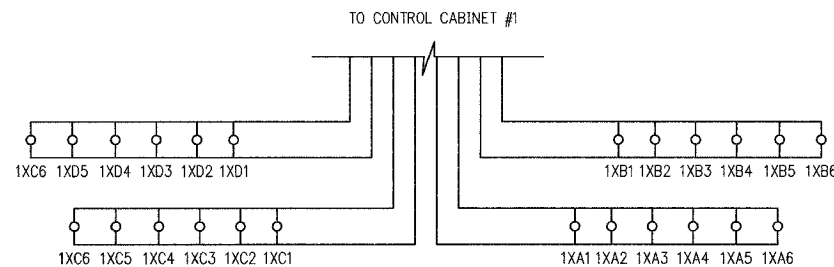


CONTROL CABINET NOMENCLATURE:

- ① 10,000 AMP SURGE ARRESTOR (ELECTRONIC GUARD, EG 240 RC BY INTERMATIC).
- ② 100AMP, 2 POLE MAIN CIRCUIT BREAKER, 240V, 22KAIC (TYPE "TEB" BY GENERAL ELECTRIC OR TYPE "FAL" BY SQUARE D).
- ③ 100AMP, 2 POLE SINGLE THROW, ELECTRICALLY OPERATED, MECHANICALLY HELD CONTACTOR (GENERAL ELECTRIC OR SQUARE D).
- ④ FOUR 40AMP, 2 POLE CIRCUIT BREAKERS, 240V, 22KAIC (TYPE "TEB" BY GENERAL ELECTRIC OR TYPE "FAL" BY SQUARE D).
- ⑤ 15AMP, 1 POLE CIRCUIT BREAKER, 240V, 22KIAC (TYPE "TEB" BY GENERAL ELECTRIC OR EQUAL).
- ⑥ 20AMP, H-O-A SWITCH, 120V MOUNTED ON 4" X 4" BOX.
- ⑦ AUXILIARY CONTROL RELAY WITH CONTACTS RATED FOR CONTACTOR INRUSH CURRENT.
- ⑧ PHOTOCCELL WITH 2 MINUTE TIME DELAY. 120V, MOUNTED ON LUMINAIRE CLOSEST TO THE CONTROL CABINET, BY "TORK" OR APPROVED EQUAL. PROVIDE 3#12 THWN, 1#12 GND. TO LIGHT POLE AS REQUIRED.
- ⑨ WATER PROOF INCANDESCENT LIGHTING FIXTURE WITH 120V, 60 WATT BULB AND PULL CHAIN SWITCH.
- ⑩ 15AMP, 120V, DUPLEX GFCI OUTLET.
- ⑪ 1" X 12" NEUTRAL STRIP LABELED "NEUTRAL" AND JOINED TO THE GROUND STRIP WITH A BONDING JUMPER.
- ⑫ 1" X 12" GROUND STRIP LABELED "GROUND" AND PAINTED GREEN.
- ⑬ 1 #8 GROUND WIRE REQUIRED FOR EACH CIRCUIT. GROUND WIRE NOT SHOWN FOR SAKE OF CLARITY.

PROPOSED CONTROL CABINET TYPICAL SCHEMATIC DIAGRAM

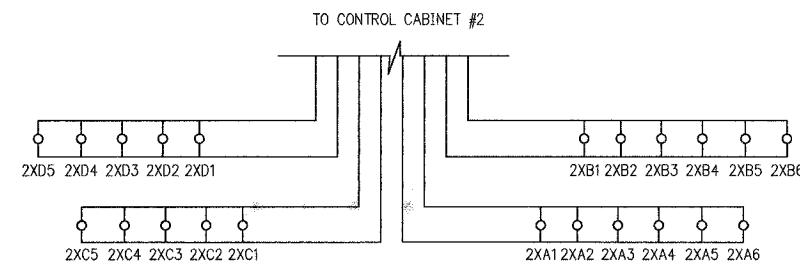
1. THIS DIAGRAM IS GENERAL IN NATURE. THE CONTRACTOR SHALL SUPPLY SHOP DRAWINGS AND CATALOG CUTS FOR THE SPECIFIC EQUIPMENT TO BE USED TO THE VILLAGE FOR THEIR APPROVAL PRIOR TO THE START OF CONSTRUCTION.
2. AVAILABLE SHORT CIRCUIT CURRENT FROM UTILITY - APPROXIMATELY 15,000 KAIC



PROPOSED CONTROL CABINET #1 CIRCUITING

CONTROL CABINET #1 CIRCUIT LOAD TABLE		
CIRCUIT #	TOTAL FIXTURE AMPS	kW LOAD
CCT A	9.6	1.84
CCT B	9.6	1.84
CCT C	9.6	1.84
CCT D	9.6	1.84
TOTAL LOAD:		7.36Kw

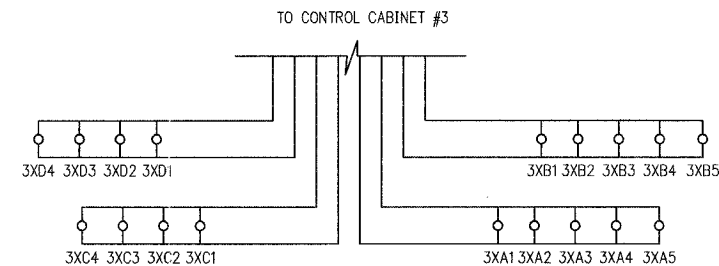
250W LUMINAIRE = 1.6A



PROPOSED CONTROL CABINET #2 CIRCUITING

CONTROL CABINET #2 CIRCUIT LOAD TABLE		
CIRCUIT #	TOTAL FIXTURE AMPS	kW LOAD
CCT A	9.6	1.84
CCT B	9.6	1.84
CCT C	8.0	1.54
CCT D	8.0	1.54
TOTAL LOAD:		6.76Kw

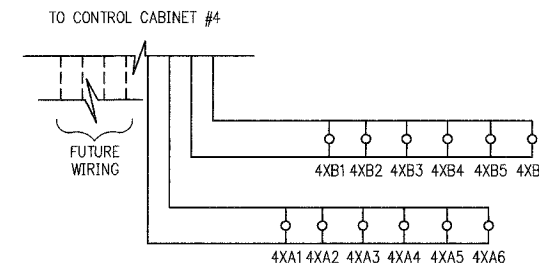
250W LUMINAIRE = 1.6A



PROPOSED CONTROL CABINET #3 CIRCUITING

CONTROL CABINET #3 CIRCUIT LOAD TABLE		
CIRCUIT #	TOTAL FIXTURE AMPS	kW LOAD
CCT A	8.0	1.54
CCT B	8.0	1.54
CCT C	6.4	1.23
CCT D	6.4	1.23
TOTAL LOAD:		5.54Kw

250W LUMINAIRE = 1.6A



PROPOSED CONTROL CABINET #4 CIRCUITING

CONTROL CABINET #4 CIRCUIT LOAD TABLE		
CIRCUIT #	TOTAL FIXTURE AMPS	kW LOAD
CCT A	9.6	1.84
CCT B	9.6	1.84
TOTAL LOAD:		3.68Kw

250W LUMINAIRE = 1.6A

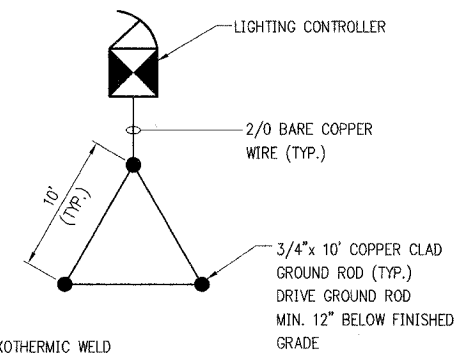
VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
ELECTRICAL DETAILS
(3 OF 4)



REVISIONS	
NAME	DATE

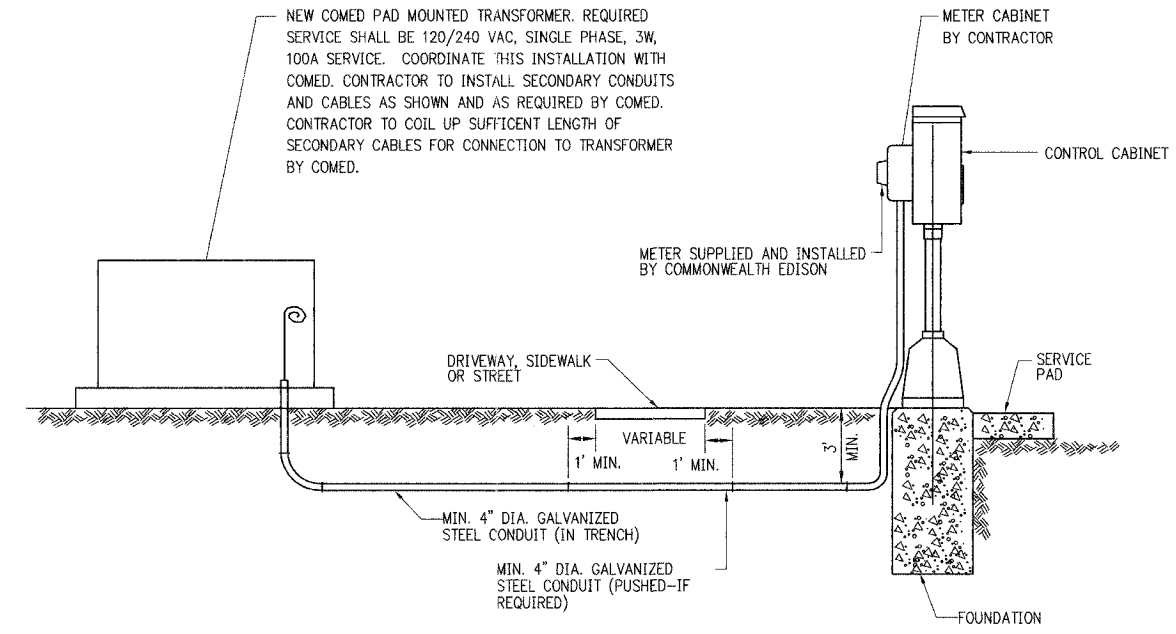
DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

REF	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	132
STA.		TO STA.		
03-00088-00-FP		LLMS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83907				



NOTE:
USE EXOTHERMIC WELD FOR ALL GROUND CONNECTIONS

GROUND FIELD DETAIL

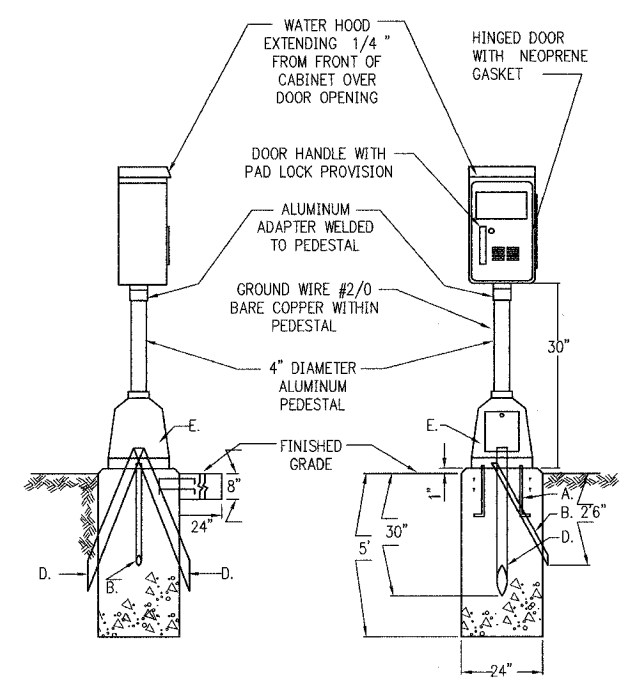


NEW COMED PAD MOUNTED TRANSFORMER. REQUIRED SERVICE SHALL BE 120/240 VAC, SINGLE PHASE, 3W, 100A SERVICE. COORDINATE THIS INSTALLATION WITH COMED. CONTRACTOR TO INSTALL SECONDARY CONDUITS AND CABLES AS SHOWN AND AS REQUIRED BY COMED. CONTRACTOR TO COIL UP SUFFICIENT LENGTH OF SECONDARY CABLES FOR CONNECTION TO TRANSFORMER BY COMED.

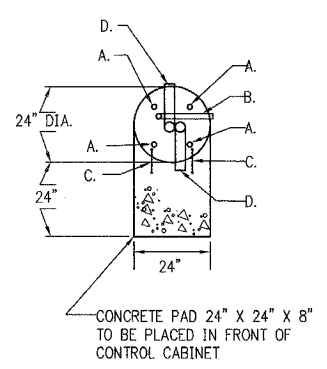
ELECTRICAL SERVICE INSTALLATION DETAIL

NOTES:

- SERVICE CABLE AND CONDUIT SIZES SHALL BE AS REQUIRED BY COMED. WITH THE MINIMUM CONDUIT SIZE OF 4" AND A MINIMUM SERVICE CABLE SIZE OF NO. 2 COPPER CONDUCTORS.
- SERVICE INSTALLATION SHALL BE COORDINATED WITH COMED PRIOR TO THE START OF CONSTRUCTION. ANY AND ALL OF COMED'S REQUIREMENTS SHALL BE MET.
- THE DISTANCE BETWEEN PAD MOUNTED TRANSFORMER AND LIGHTING CONTROLLER SHALL BE BETWEEN 5' (MIN.) AND 25' (MAX.)

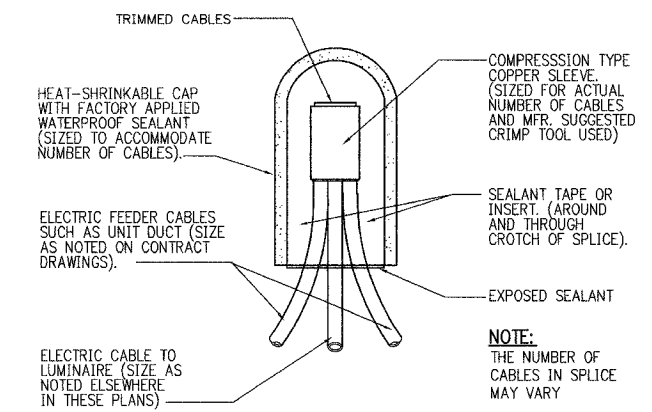


TYPICAL CONTROL CABINET AND FOUNDATION DETAIL



LEGEND:

- ANCHOR BOLTS 3/4" X 12" GALVANIZED OR STAINLESS STEEL, THREADED 8NC FOR TOP 6", FURNISHED WITH 2 GALVANIZED FLAT WASHERS AND 2 GALVANIZED HEX NUTS.
- GROUND WIRE RACEWAY 2" DIA. MIN. EXTENDED TO THE GROUND FIELD
- DEFORMED TIE BARS
- LIGHTING CIRCUIT RACEWAY 2" DIA. MIN.
- ORNAMENTAL PEDESTAL BASE WITH HANDHOLE DOOR HELD IN PLACE WITH STAINLESS STEEL SCREWS, BASE TO BE WELDED TO PEDESTAL.



**SPlicing ELECTRIC CABLES
BASIC MATERIALS AND METHODS**

NOTES:

- THE CONTROL CABINET SHALL BE NEMA 3R ALUMINUM WITH MOUNTING PANEL SIZE OF (28"H X 17"W) MIN. CONTROL CABINET SHALL BE AS MANUFACTURED BY HENNESSY PRODUCTS INC. OR APPROVED EQUAL.
- THE CONTROL CABINET FOUNDATION SHALL BE CLASS SI CONCRETE. REINFORCING STEEL WILL NOT BE REQUIRED EXCEPT TO TIE IN THE SERVICE PAD.
- CONTROL CABINET AND PEDESTAL SHALL BE PAINTED GREEN.
- ALL CABLE OPENINGS IN THE PEDESTAL BASE SHALL BE SEALED WITH DUCT SEAL.
- PROVIDE A 12" X 6" STAINLESS STEEL NAME PLATE. RIVET TO DOOR WITH ALUMINUM RIVETS. NAME PLATE SHALL READ "VILLAGE OF BUFFALO GROVE, LIGHTING CONTROL CABINET" ENGRAVED WITH 0.75 INCH HIGH LETTERS FILLED IN BLACK INK.



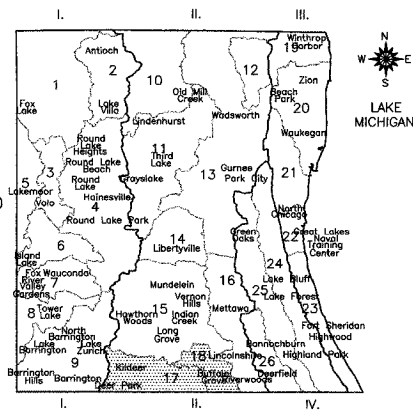
REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
LIGHTING PLANS
ELECTRICAL DETAILS
(4 OF 4)

DATE: 6/2/2005
DESIGNED BY: CMW
TECHNICIAN: JRH
CHECKED BY: MAR

DRAINAGE BASINS OF LAKE COUNTY

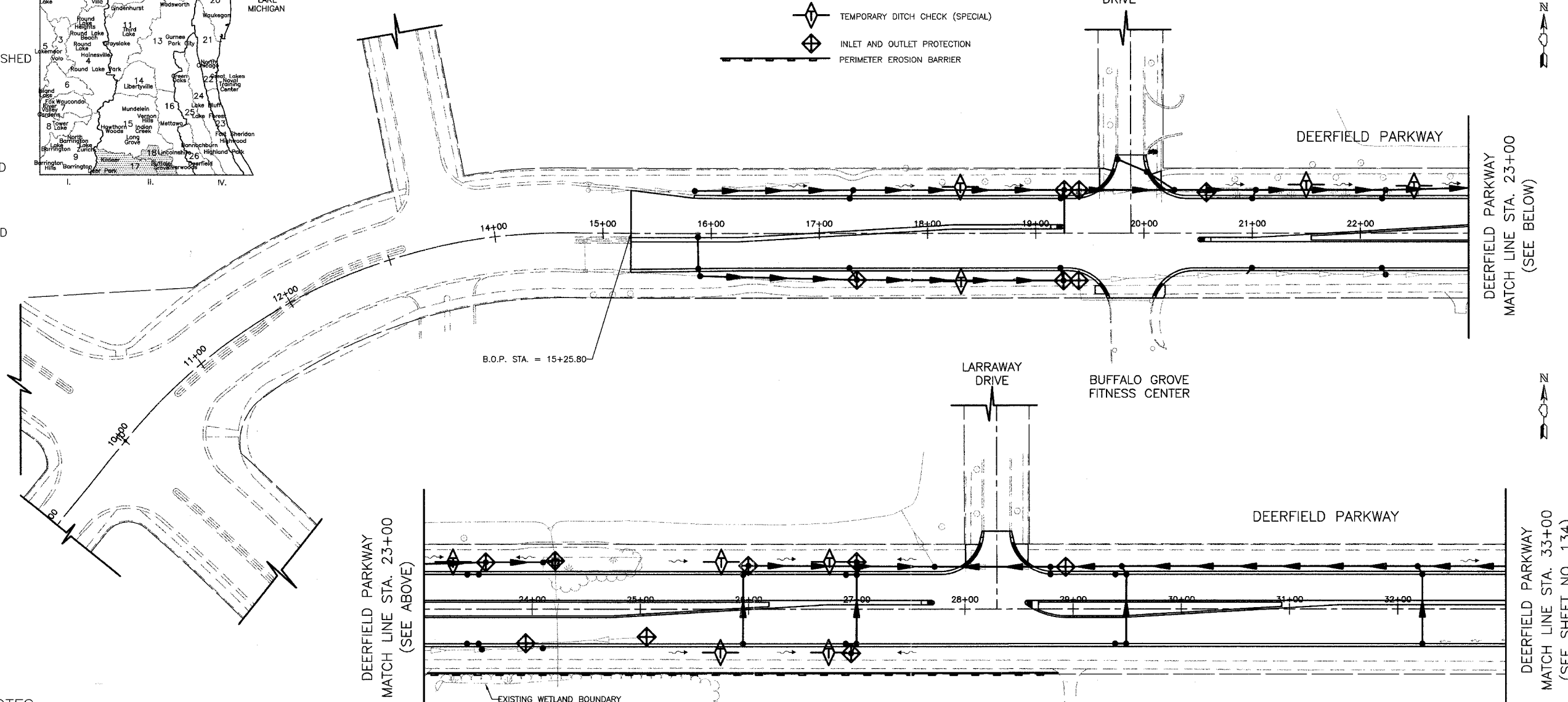
- I. FOX RIVER WATERSHED
 - 1. Upper Fox River
 - 2. Sequoit Creek
 - 3. Fish Lake Drain
 - 4. Squaw Creek
 - 5. Lower Fox River
 - 6. Mutton Creek
 - 7. Slocum Lake Drain
 - 8. Tower Lake Drain
 - 9. Flint Creek
- II. DES PLAINES RIVER WATERSHED
 - 10. North Mill Creek
 - 11. Mill Creek
 - 12. Newport Drainage Ditch
 - 13. Upper Des Plaines River
 - 14. Bull Creek
 - 15. Indian Creek
 - 16. Lower Des Plaines River
 - 17. Buffalo Creek
 - 18. Aptakisic Creek
- III. LAKE MICHIGAN WATERSHED
 - 19. Kellogg Creek
 - 20. Dead River
 - 21. Waukegan River
 - 22. Pettibone Creek
 - 23. Bluff/Rovine
- IV. CHICAGO RIVER WATERSHED
 - 24. Skokie River
 - 25. Middle Fork
 - 26. West Fork



LEGEND

- TEMPORARY DITCH CHECK (SPECIAL)
- INLET AND OUTLET PROTECTION
- PERIMETER EROSION BARRIER

REF #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	133
STA. 9+00		TO STA. 33+00		
03-00088-00-FP		BLANKS		SURFACE TRANSPORTATION FUNDING
CONTRACT NUMBER 83807				



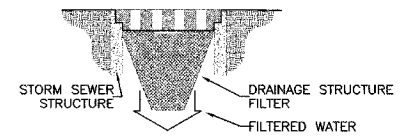
EROSION CONTROL NOTES

- 1) ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "TECHNICAL REFERENCE MANUAL" OF THE LAKE COUNTY STORMWATER MANAGEMENT COMMISSION, THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL," AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
- 2) PERIMETER EROSION CONTROL MEASURES SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 10 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE START OF ANY EARTHWORK, CULVERT, STORM SEWER CONSTRUCTION, OR UPSLOPE LAND DISTURBANCE.
- 3) ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. THE MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE TEMPORARY FENCE INSTALLATION IS INCLUDED IN THE PAY ITEM "MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS".
- 4) THE PERIMETER EROSION BARRIER AND TEMPORARY FENCE SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AT THIS TIME, THE PERIMETER EROSION BARRIER AND TEMPORARY FENCE SHALL BE REMOVED AND AREAS DAMAGED BY THE BARRIER AND TEMPORARY FENCE INSTALLATION RESTORED.
- 5) TEMPORARY DITCH CHECKS (SPECIAL) SHALL BE CONSTRUCTED AS PER THE STANDARD DETAIL INCLUDED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECKS SHALL BE INSTALLED AS GRADING PROGRESSES THROUGH THE PROJECT.
- 6) SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES, WHICH SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 7) GRAVEL BASE ON AREAS TO BE PAVED SHALL BE APPLIED AS SOON AS POSSIBLE AFTER FINAL ROADWAY GRADING HAS TAKEN PLACE.

- 8) PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDE AREAS WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. SOIL STABILIZATION SHALL ALSO BE APPLIED WITHIN 14 DAYS TO DENUDE AREAS WHICH MAY NOT BE AT FINAL GRADE BUT THAT WILL REMAIN UNDISTURBED FOR MORE THAN 21 DAYS. TEMPORARY SOIL STABILIZATION SHALL BE PAID AS TEMPORARY SEEDING.
- 9) ALL PERMANENT LANDSCAPING SHALL BE SCHEDULED AS SOON AS POSSIBLE AFTER ALL WORK IS COMPLETED IN A PARTICULAR AREA. CONSTRUCTION SHALL BE SCHEDULED TO MINIMIZE THE LENGTH OF TIME A PARTICULAR AREA HAS BEEN DENUDED.
- 10) ALL SLOPES STEEPER THAN 3:1 SHALL BE HORIZONTALLY SERRATED SO AS TO AVOID SLIPPAGE PLANES UNTIL SODDING OR SEEDING HAS TAKEN PLACE. AREAS OR EMBANKMENTS 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.
- 11) ALL DISTURBED AREAS SHALL DRAIN TO APPROVED EROSION AND SEDIMENT CONTROL DEVICES AT ALL TIMES DURING LAND-DISTURBING ACTIVITIES UNTIL FINAL STABILIZATION IS ACHIEVED.
- 12) ALL OPEN GRATED DRAINAGE STRUCTURES, EITHER NEW OR EXISTING, WHICH ARE CONNECTED TO A STORM SEWER, SHALL HAVE FILTER FABRIC BENEATH THE GRATE AND HELD IN PLACE BY THE WEIGHT OF THE GRATE ITSELF OR BY OTHER MEANS. THE CONTRACTOR SHALL REGULARLY CLEAN/ REPLACE THE FILTER FABRIC, TAKING CARE NOT RELEASE ANY OF THE TRAPPED SEDIMENT INTO THE STRUCTURE ITSELF.
- 13) SEDIMENT AND MUD DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
- 14) A COPY OF THE APPROVED SOIL EROSION CONTROL PLAN SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
- 15) 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.

- 16) 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.
- 17) 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.
- 18) 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.
- 19) 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).

NOTE: ALL MANHOLES AND INLETS AND ALL CATCH BASINS LYING WITHIN THE ROADWAYS ARE TO USE A DRAINAGE STRUCTURE INLET FILTER ASSEMBLY, CONSISTING OF A FRAME AND FILTER BAG, TO COLLECT SEDIMENT IN THE SURFACE STORMWATER RUNOFF AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

SOIL EROSION AND SEDIMENT CONTROL

DEERFIELD PARKWAY IMPROVEMENT

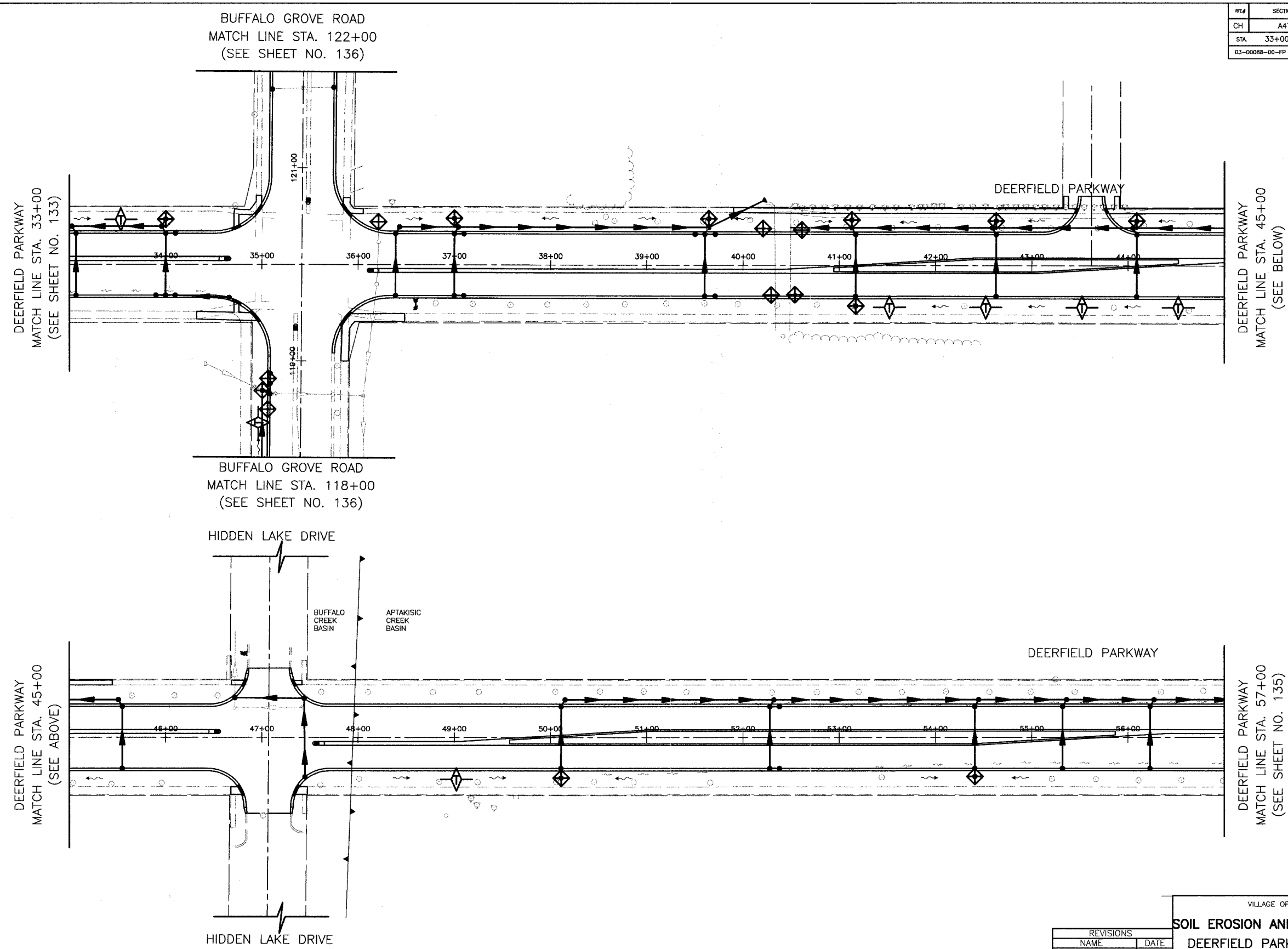
STA. 9+00 TO 33+00

SCALE IN FEET

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	134
STA.	33+00	TO STA.	57+00	
03-00088-00-FP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

SOIL EROSION AND SEDIMENT CONTROL

DEERFIELD PARKWAY IMPROVEMENT

STA. 33+00 TO 57+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

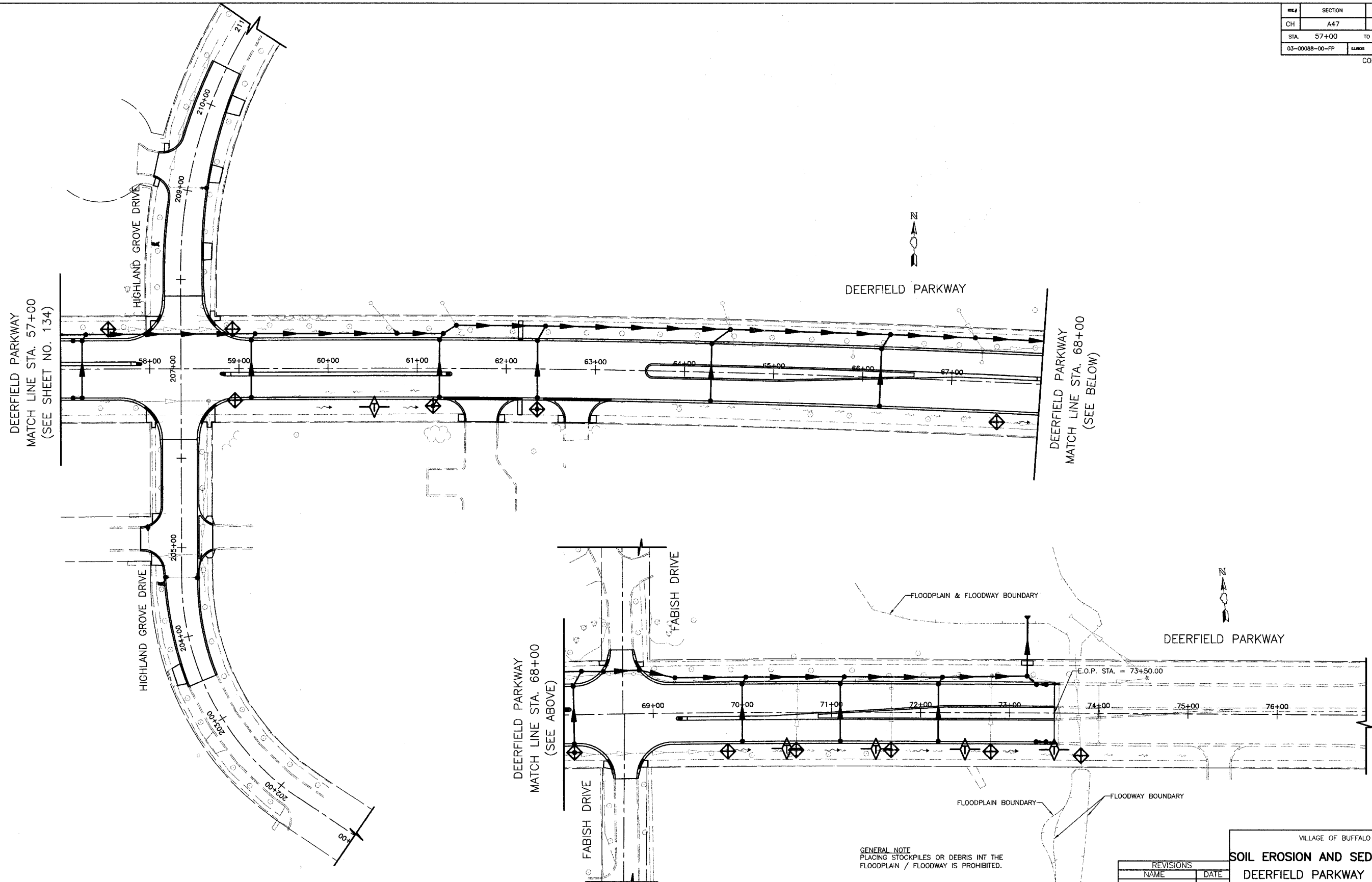
50 0 50 HORIZ.
 SCALE IN FEET

*SEE SHEET NO. 133 FOR LEGEND AND NOTES

BID SET

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	135
STA.	57+00	TO STA.	77+00	
03-00088-00-FP	ELIMOS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



GENERAL NOTE
 PLACING STOCKPILES OR DEBRIS INTO THE
 FLOODPLAIN / FLOODWAY IS PROHIBITED.

*SEE SHEET NO. 133 FOR LEGEND AND NOTES

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

SOIL EROSION AND SEDIMENT CONTROL

DEERFIELD PARKWAY IMPROVEMENT

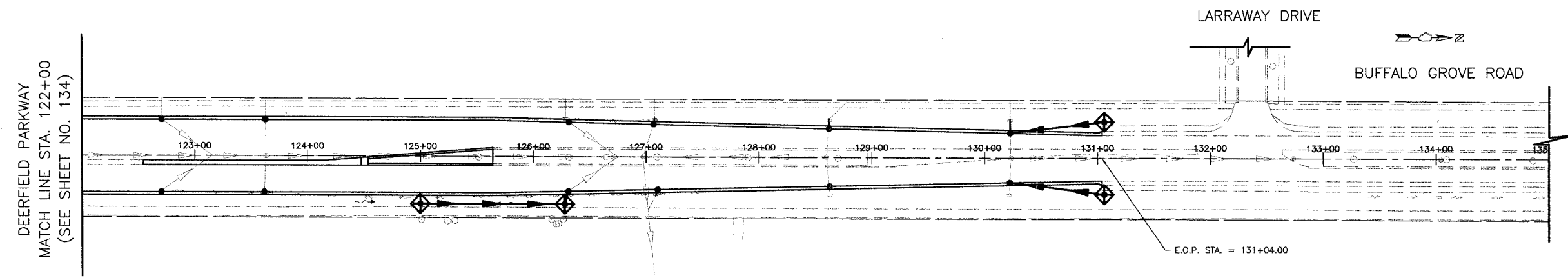
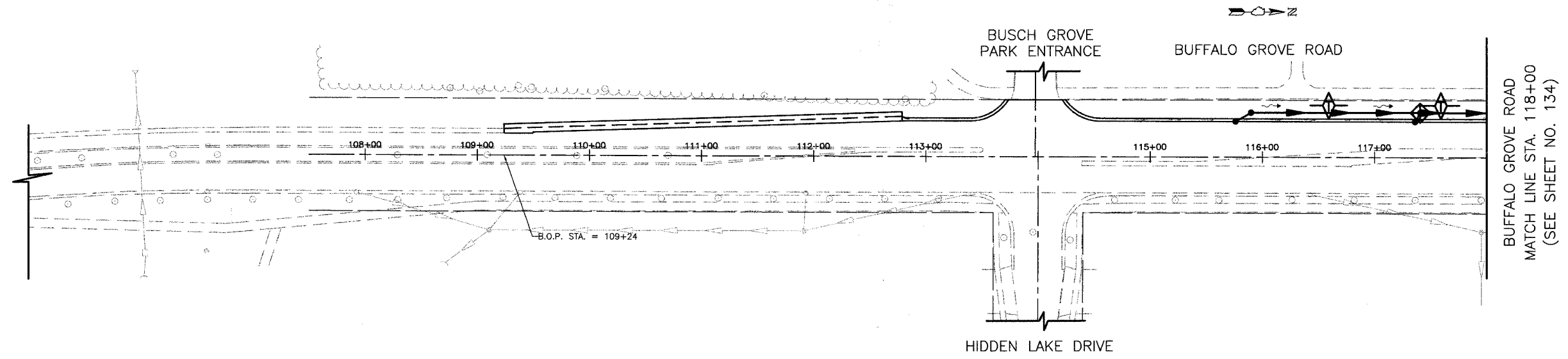
STA. 57+00 TO 77+00

DATE: 6/2/2005
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: MLH

50 0 50 HORIZ.
 SCALE IN FEET

BID SET

ITE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	136
STA.	107+50	TO STA.	132+50	
03-00088-00-FP	ALINDS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

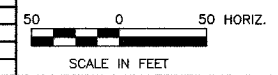


DEERFIELD PARKWAY
MATCH LINE STA. 122+00
(SEE SHEET NO. 134)

BUFFALO GROVE ROAD
MATCH LINE STA. 118+00
(SEE SHEET NO. 134)

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
SOIL EROSION AND SEDIMENT CONTROL
BUFFALO GROVE ROAD IMPROVEMENT
STA. 107+50 TO 132+50

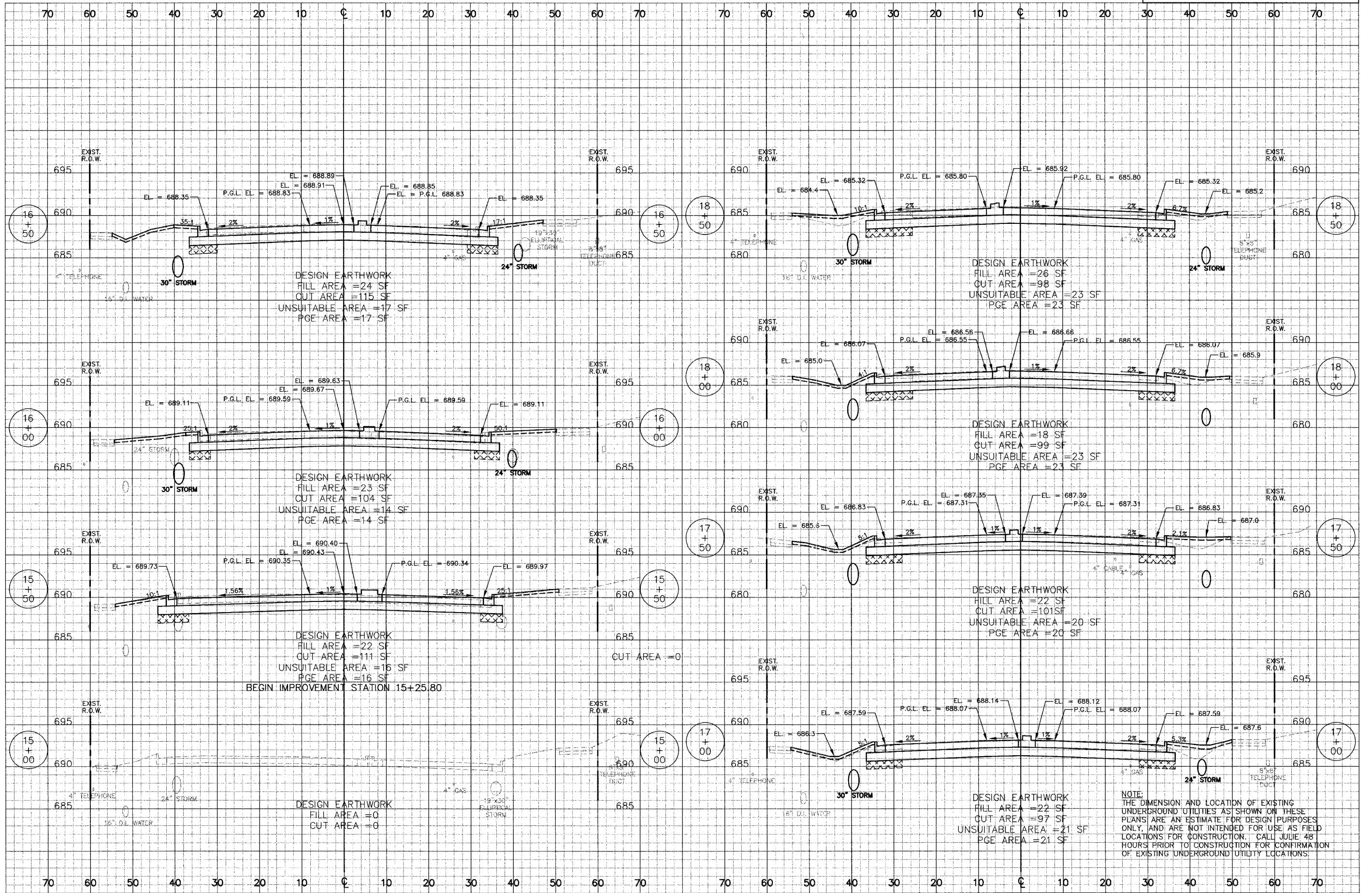


DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: MLH

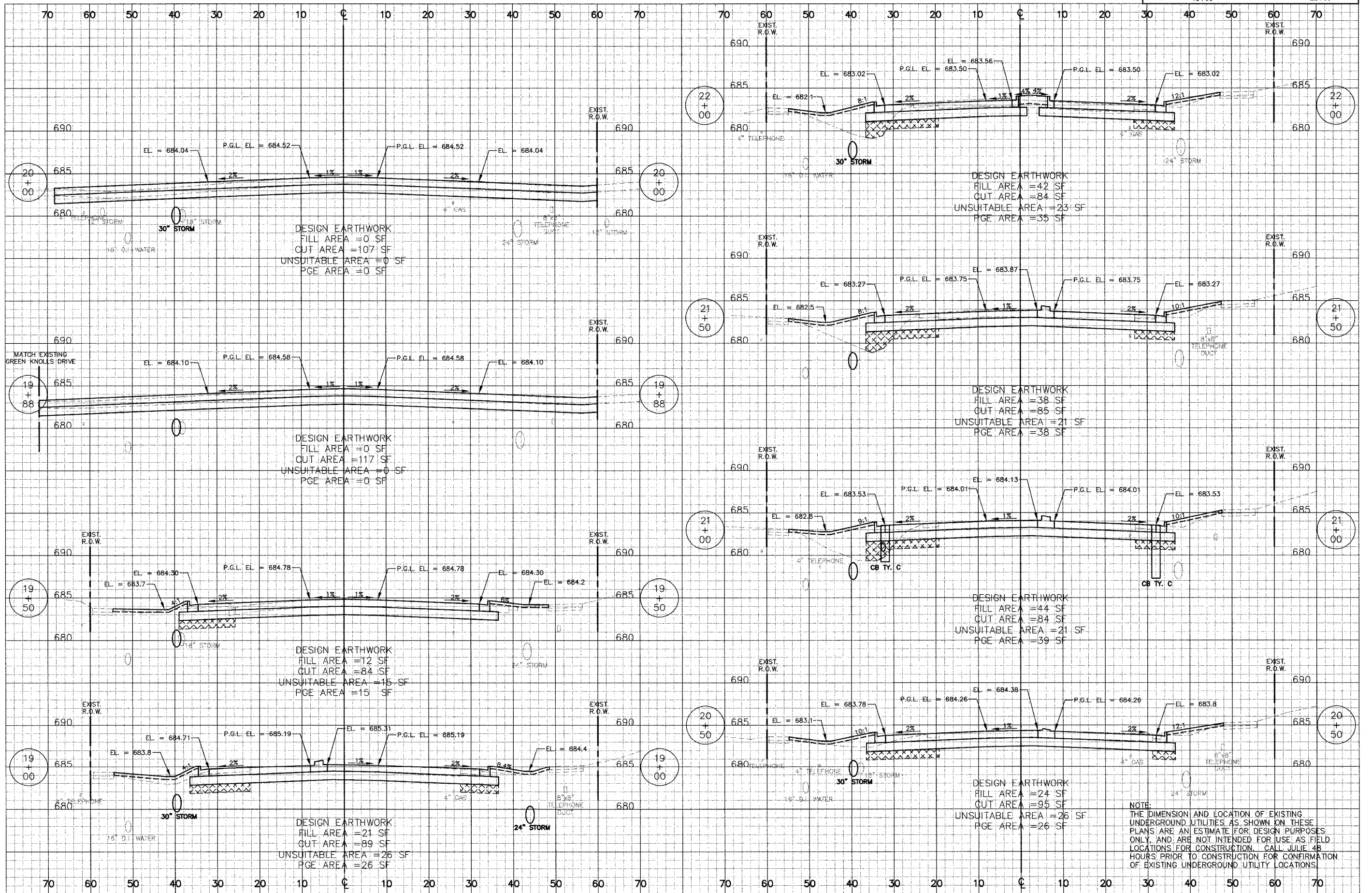
*SEE SHEET NO. 133 FOR LEGEND AND NOTES

BID SET

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	137
STA.	15+00	TO STA.	18+50	

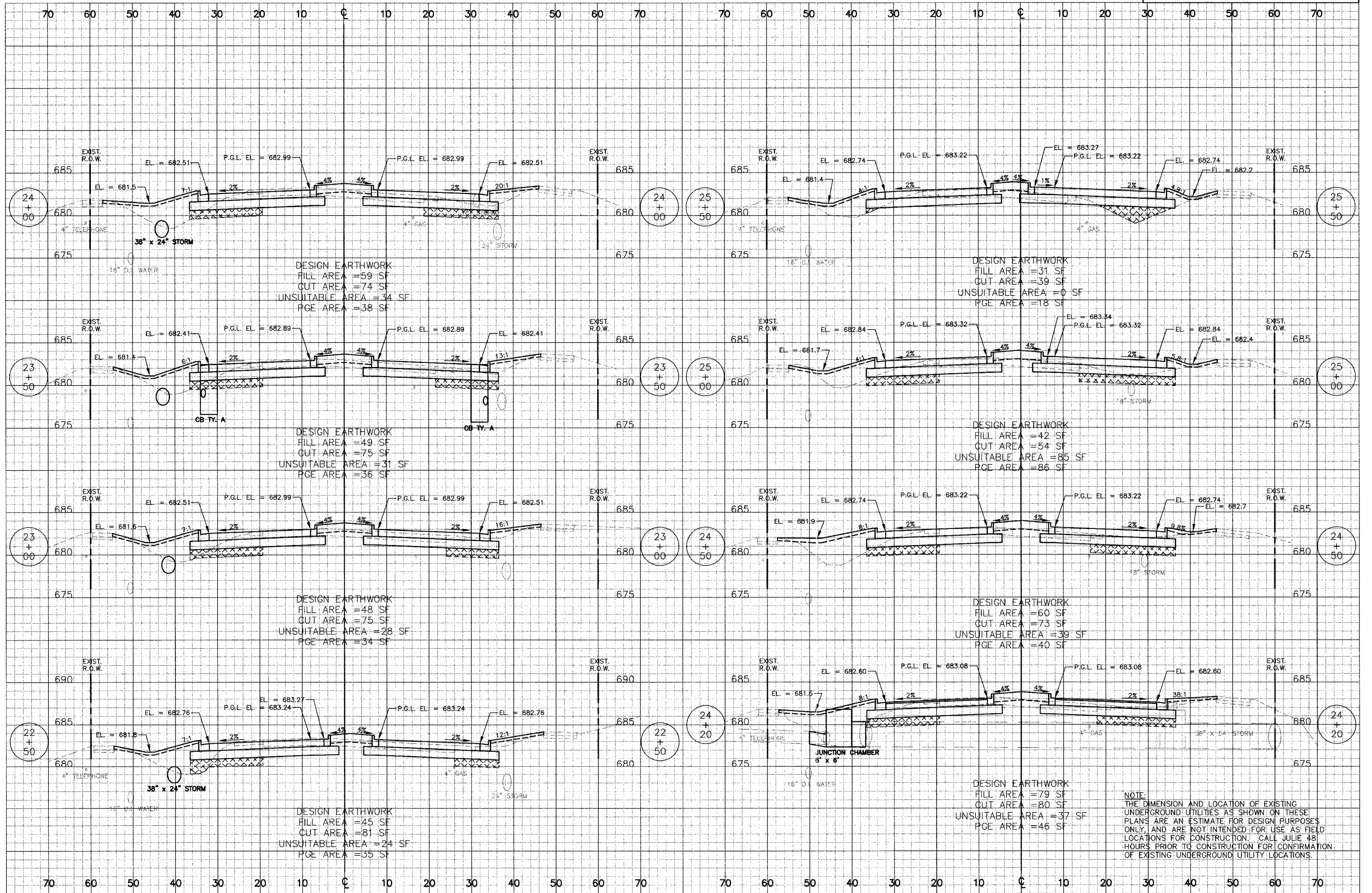


VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	138
STA. 19+00	TO STA. 22+00			



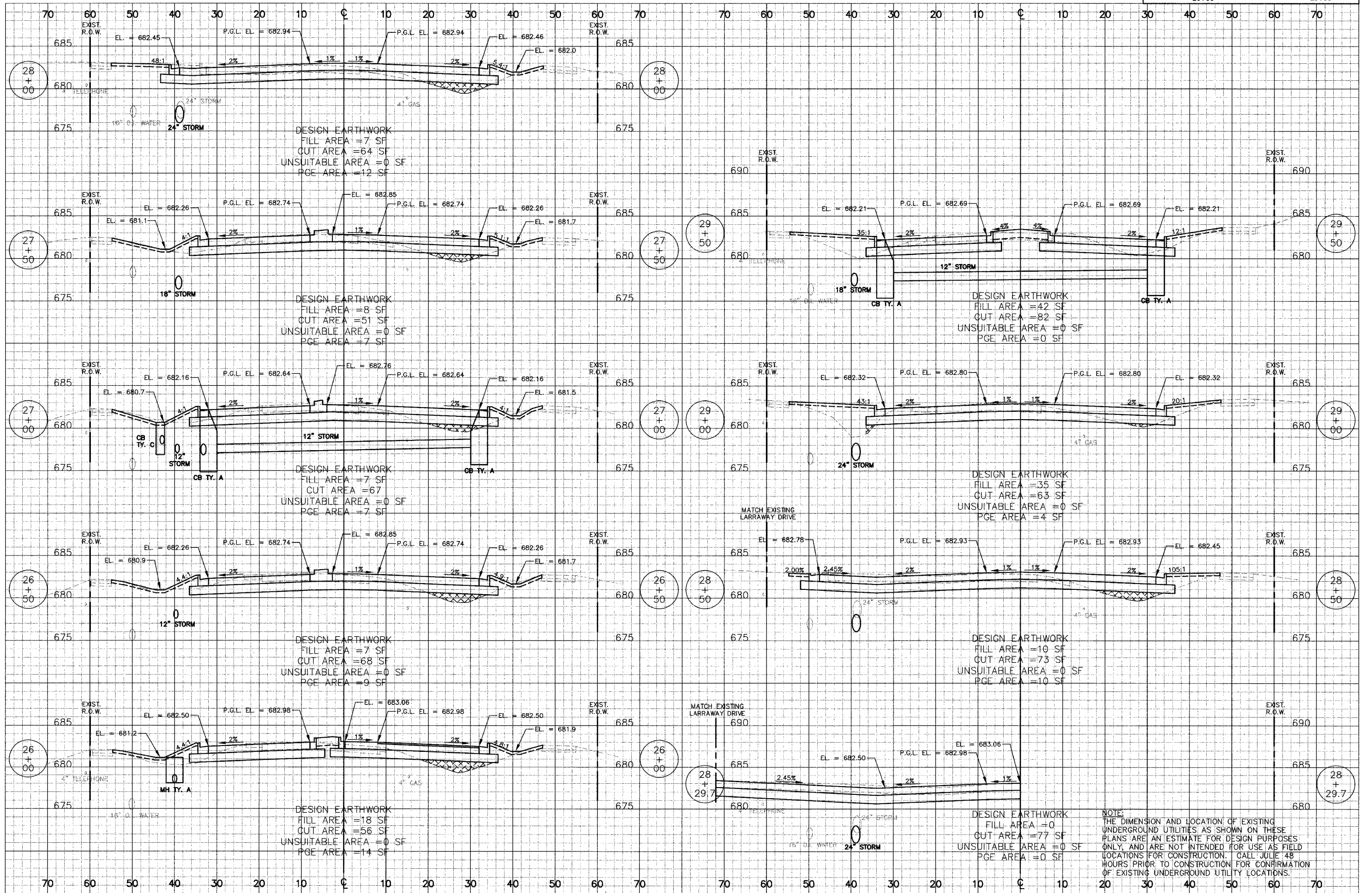
NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO
DEERFIELD PARKWAY		6/2/2005	176	139
STA.	22+50	TO STA.	25+50	



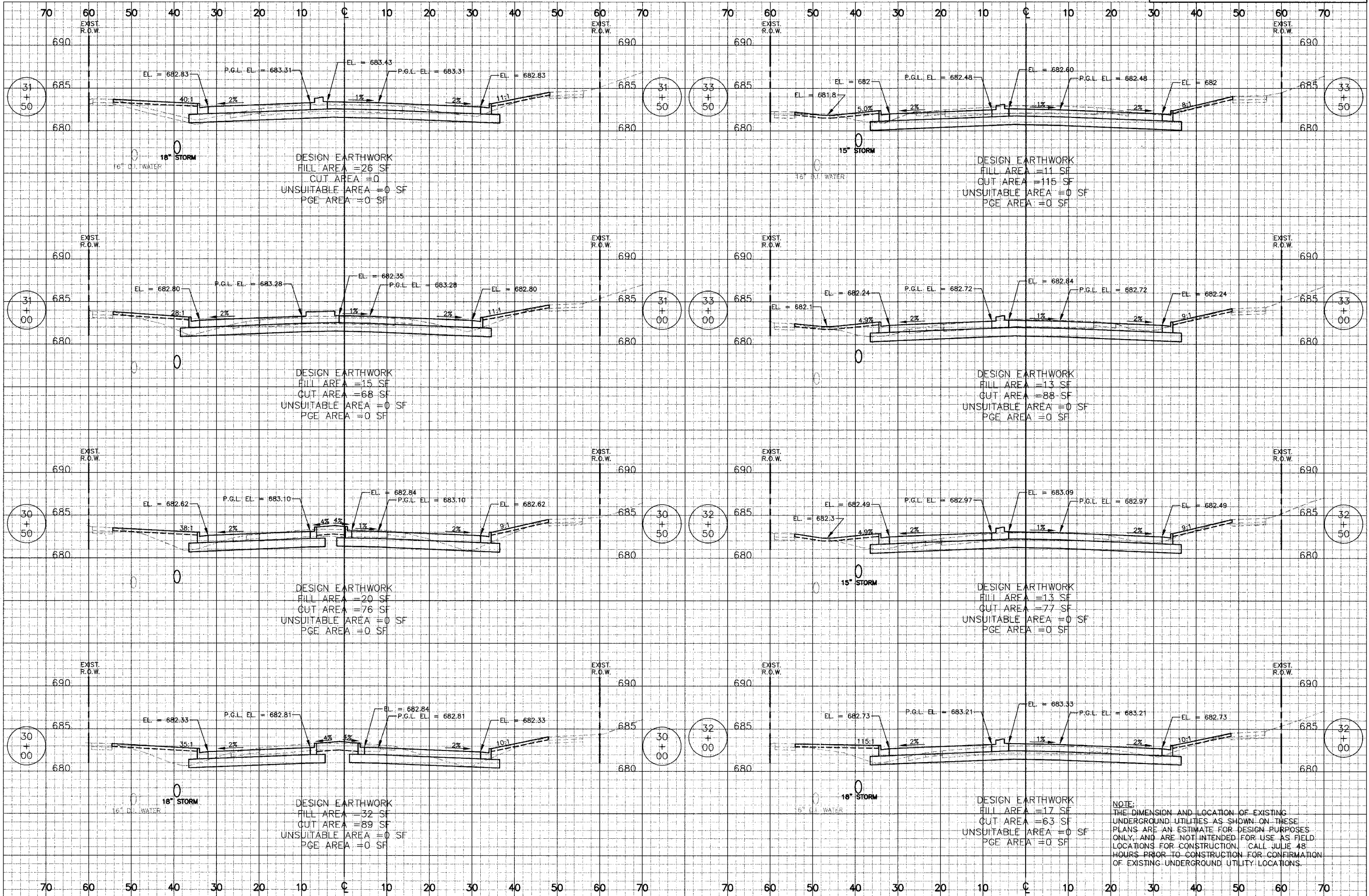
NOTE:
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VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	140
STA.	TO STA.			
26+00	29+50			



NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULY 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		8/2/2005	176	141
STA.	30+00	TO STA.	33+50	



DESIGN EARTHWORK
 FILL AREA = 26 SF
 CUT AREA = 0
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 11 SF
 CUT AREA = 115 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 15 SF
 CUT AREA = 68 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 13 SF
 CUT AREA = 88 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 20 SF
 CUT AREA = 76 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

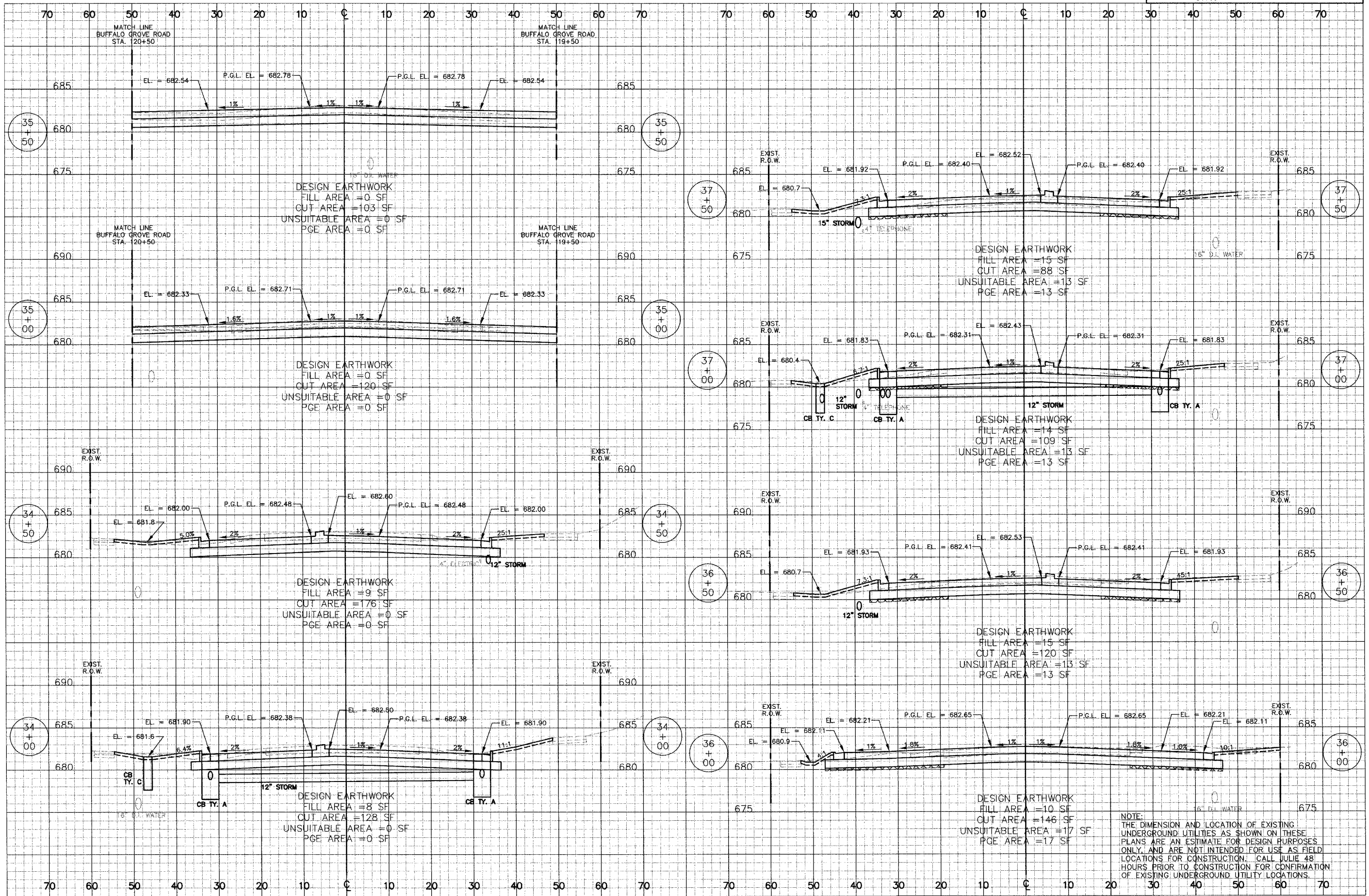
DESIGN EARTHWORK
 FILL AREA = 13 SF
 CUT AREA = 77 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 32 SF
 CUT AREA = 89 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 17 SF
 CUT AREA = 63 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF

NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

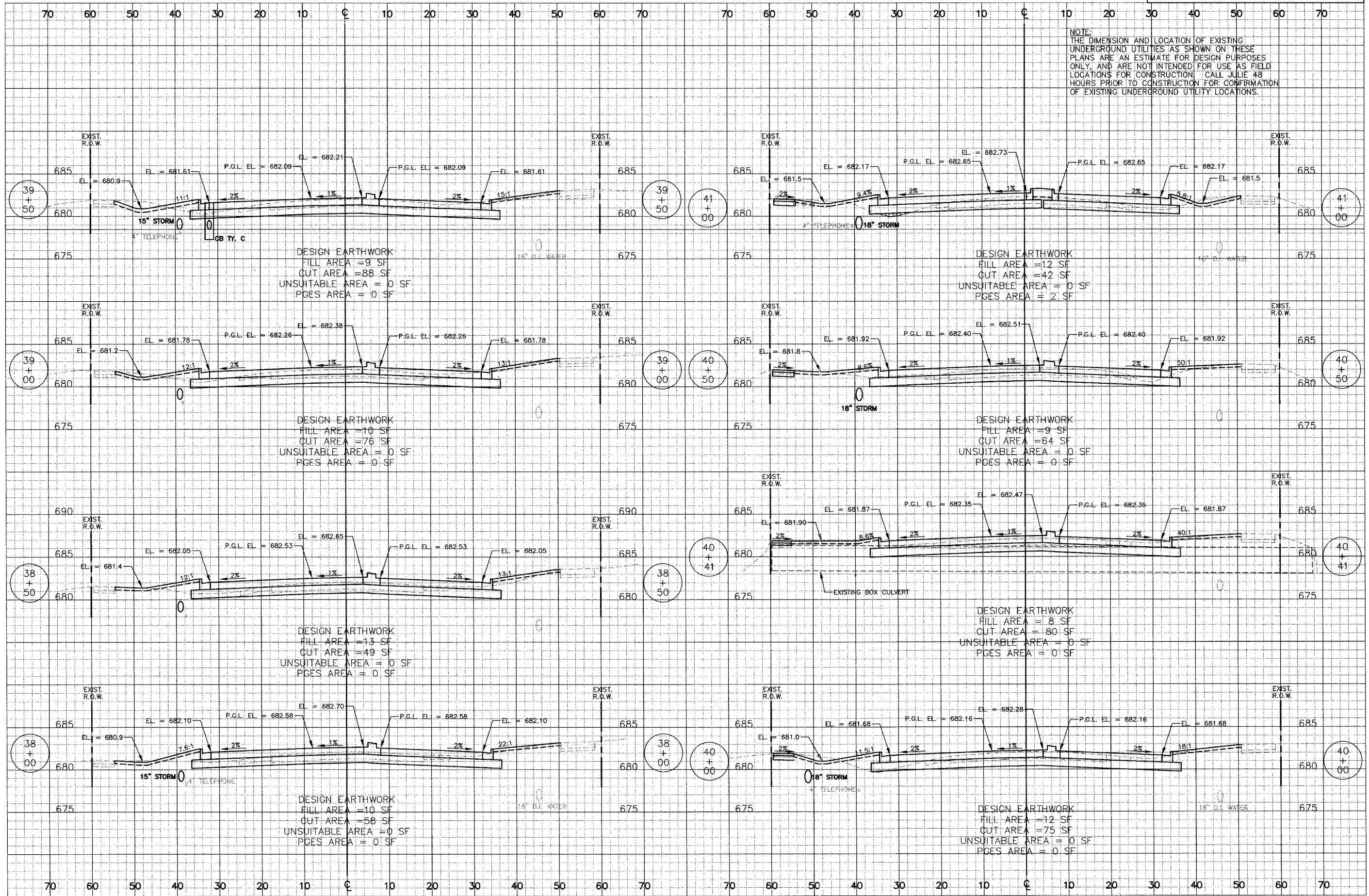
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2009	176	142
STA.	34+00	TO STA.	37+50	



NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

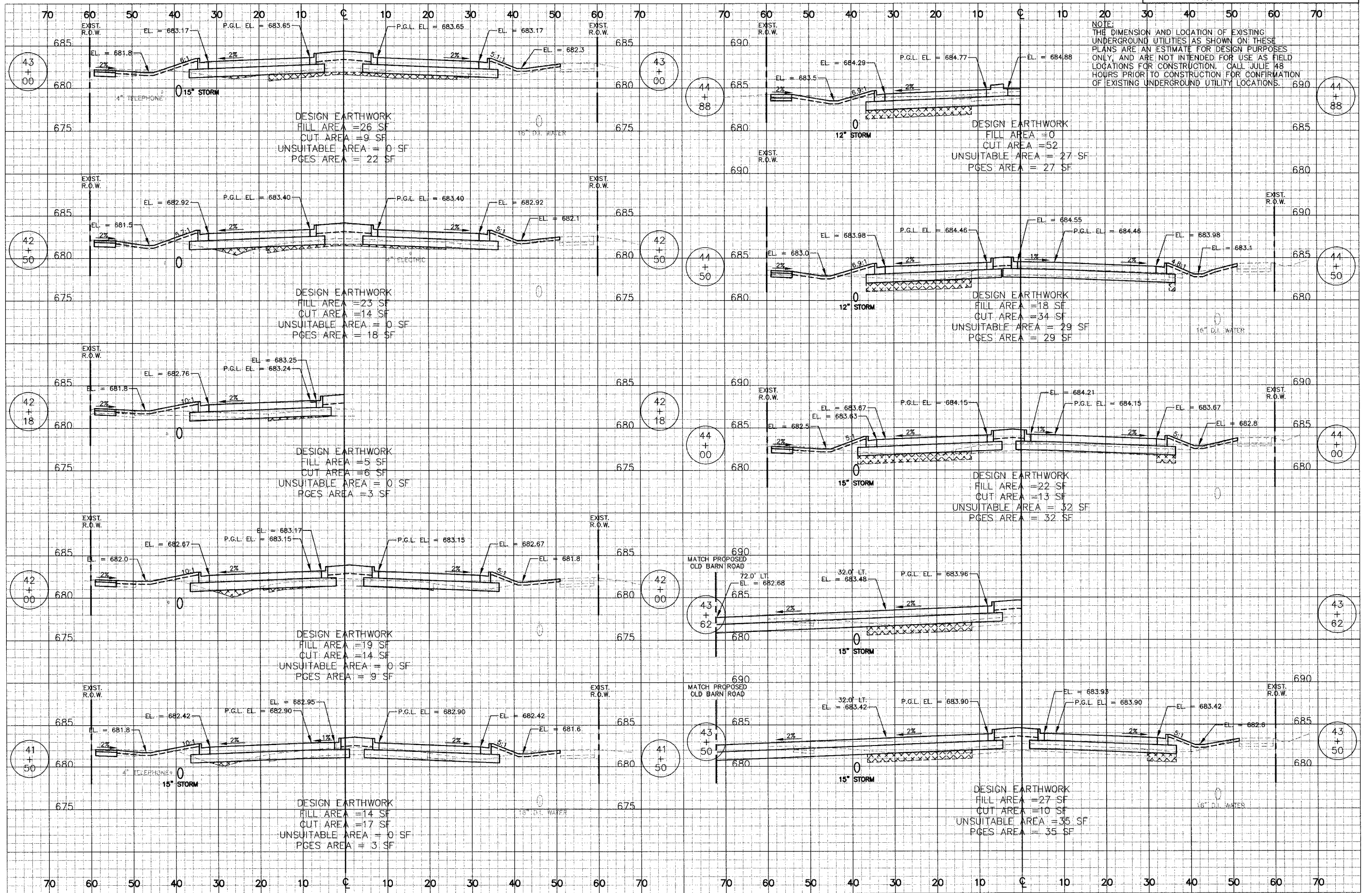
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO
DEERFIELD PARKWAY		6/2/2005	176	143
STA.	38+00	TO STA.	41+00	

NOTE:
THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.



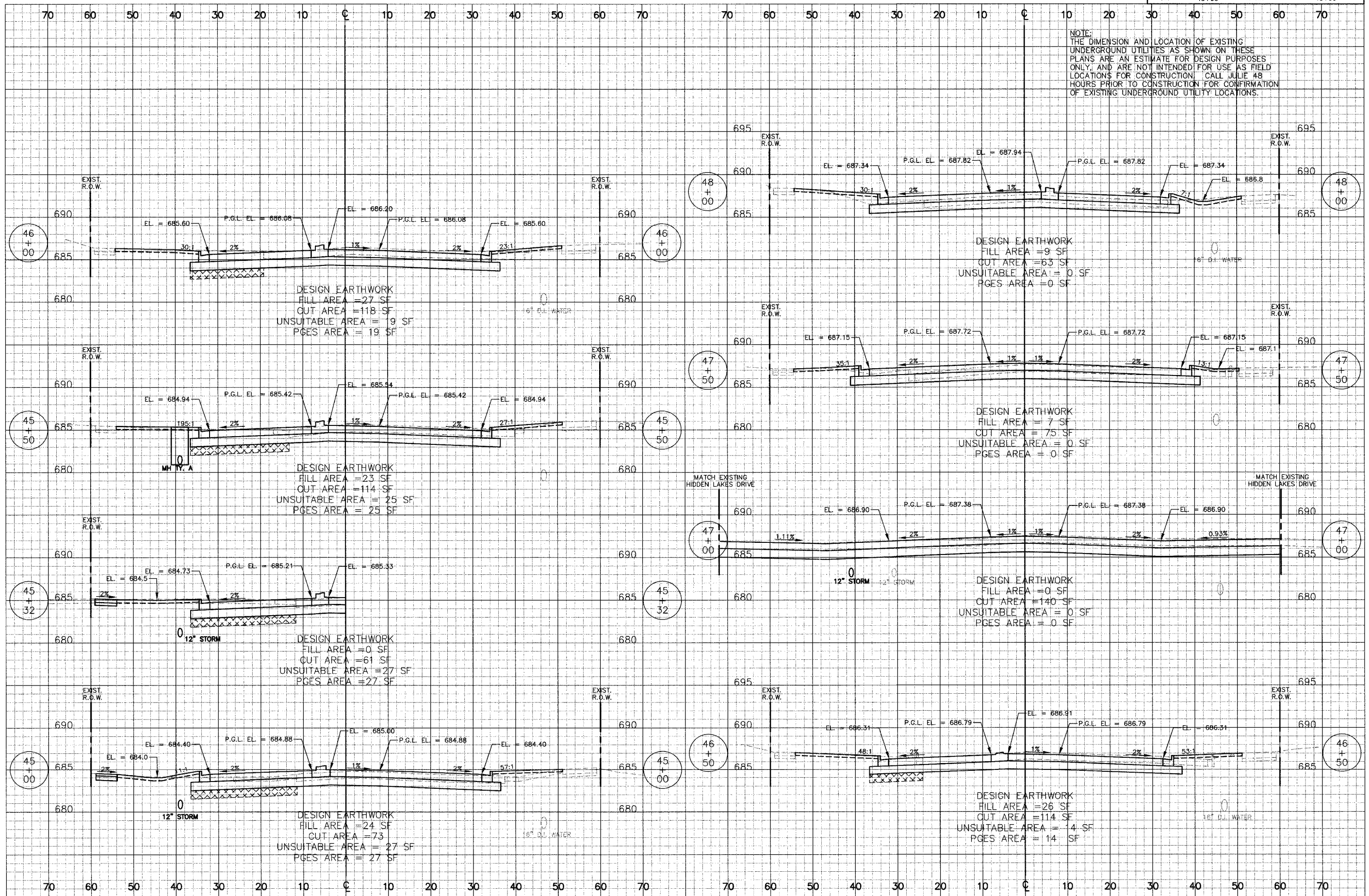
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	144
STA. 41+50	TO STA. 44+88			

NOTE:
THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.



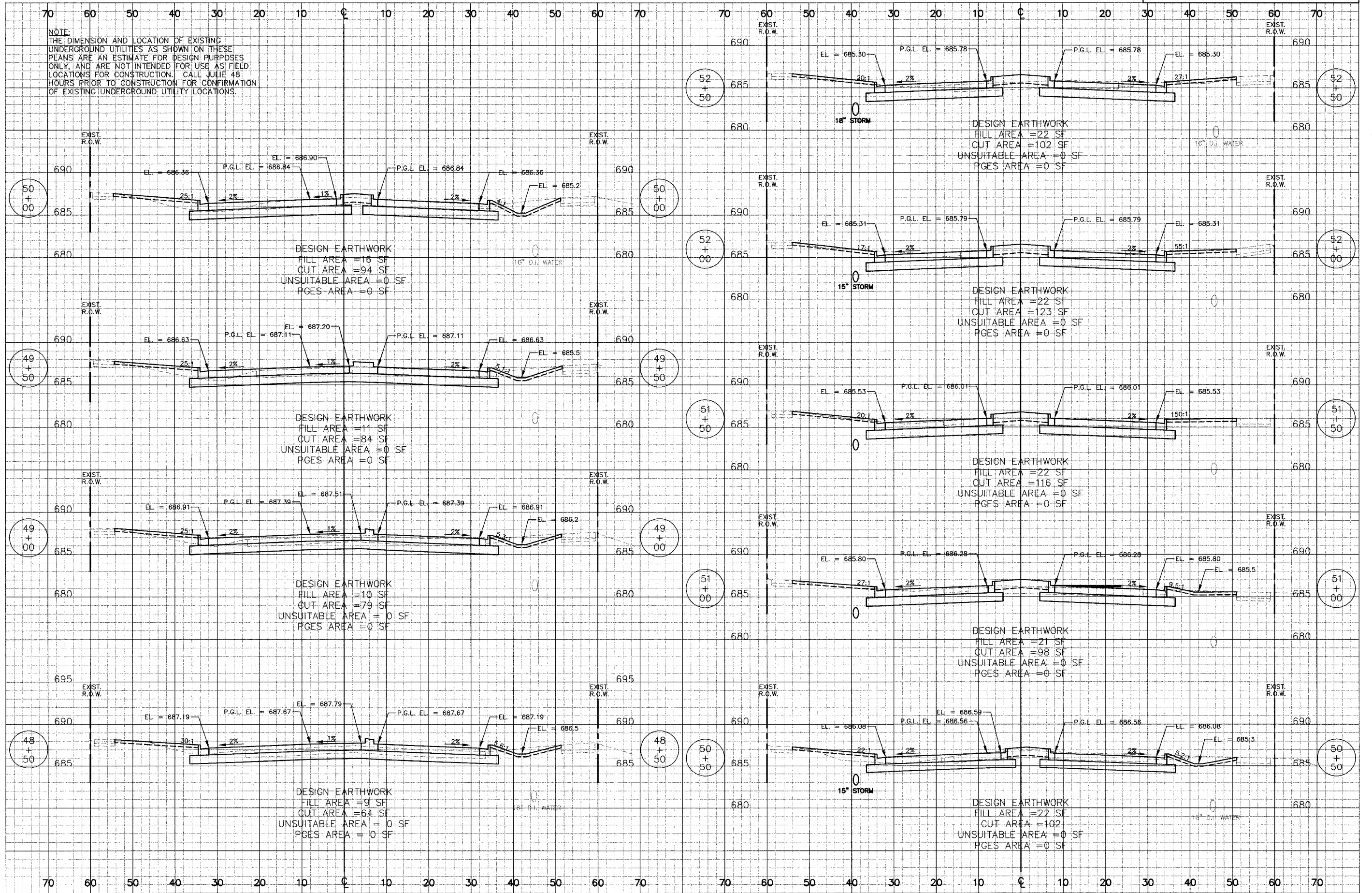
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		8/2/2005	176	145
STA	45+00	TO STA	48+00	

NOTE:
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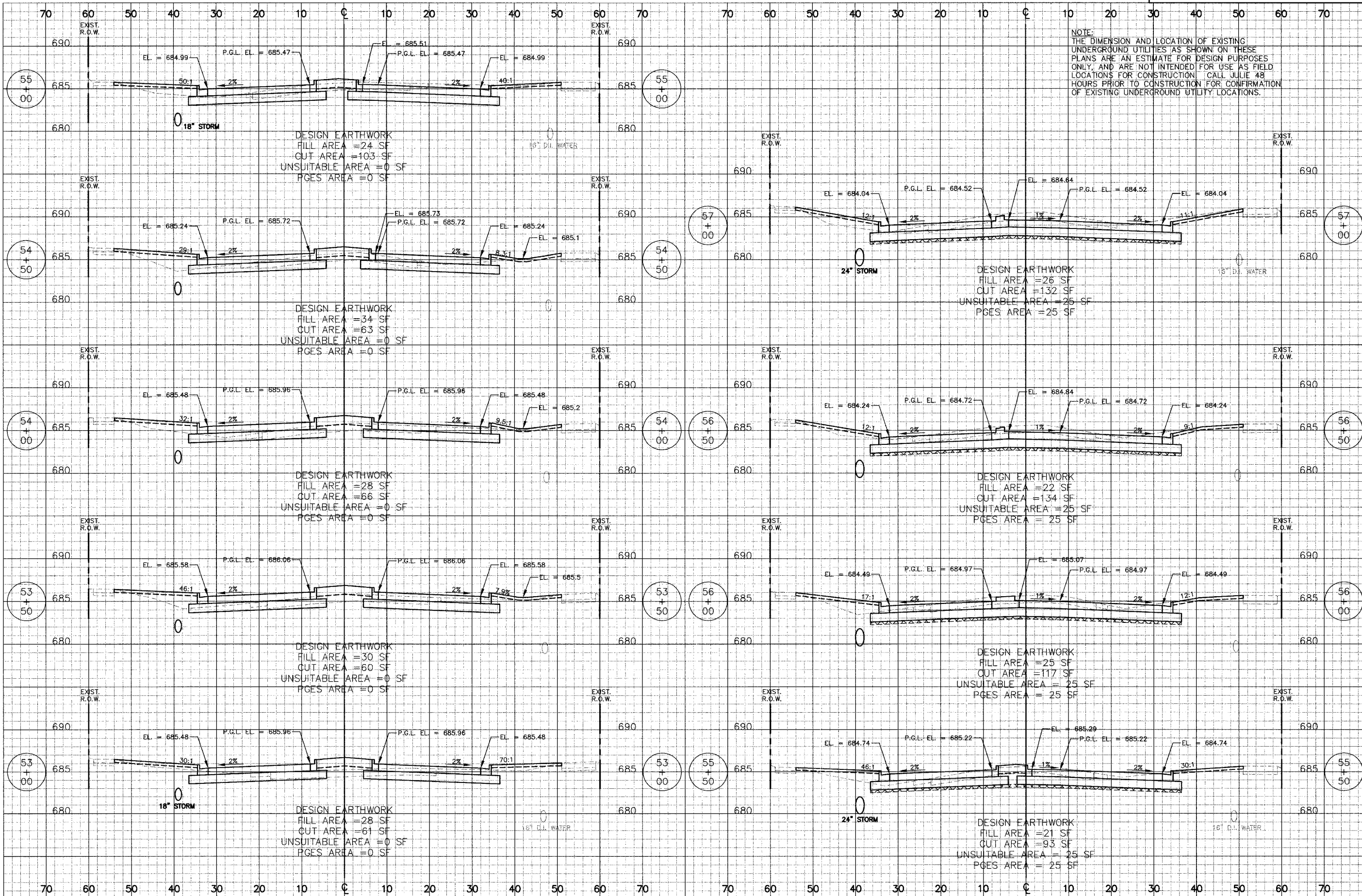
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	146
STA. 48+50	TO STA. 52+50			

NOTE:
THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

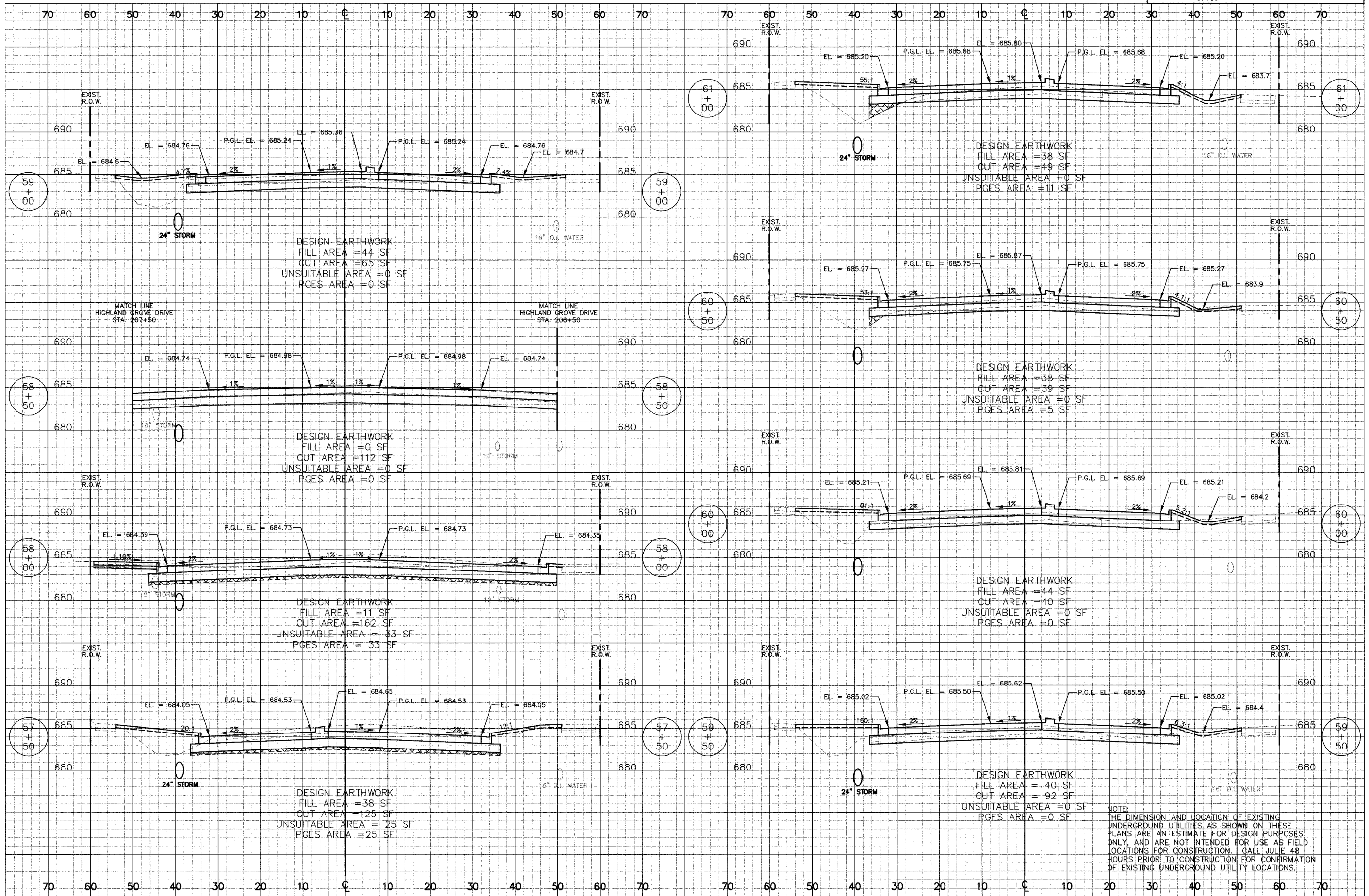


VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	147
STA.	53+00	TO STA.	57+00	

NOTE:
THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

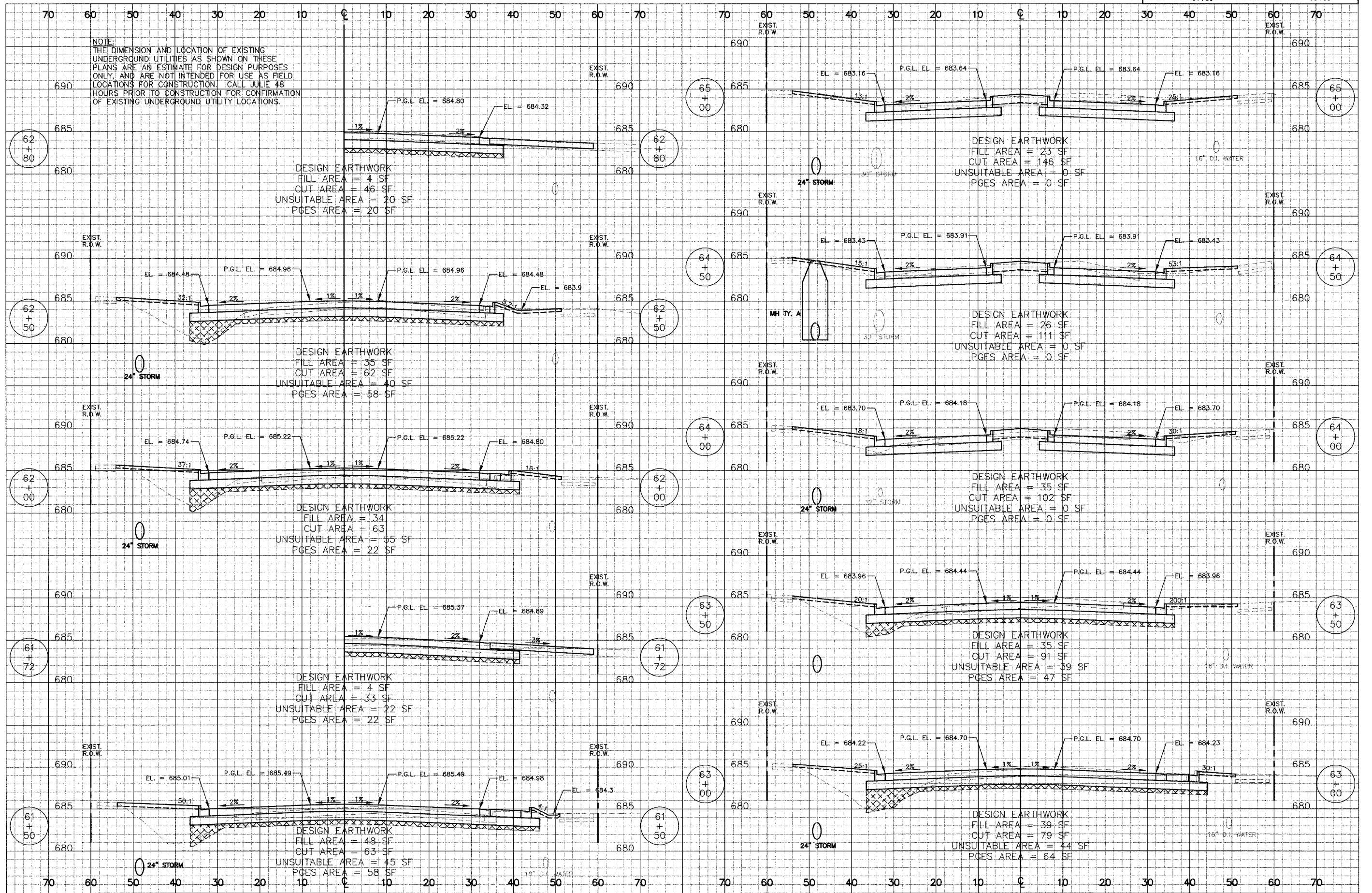


VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	148
STA	TO STA			
57+50	61+00			

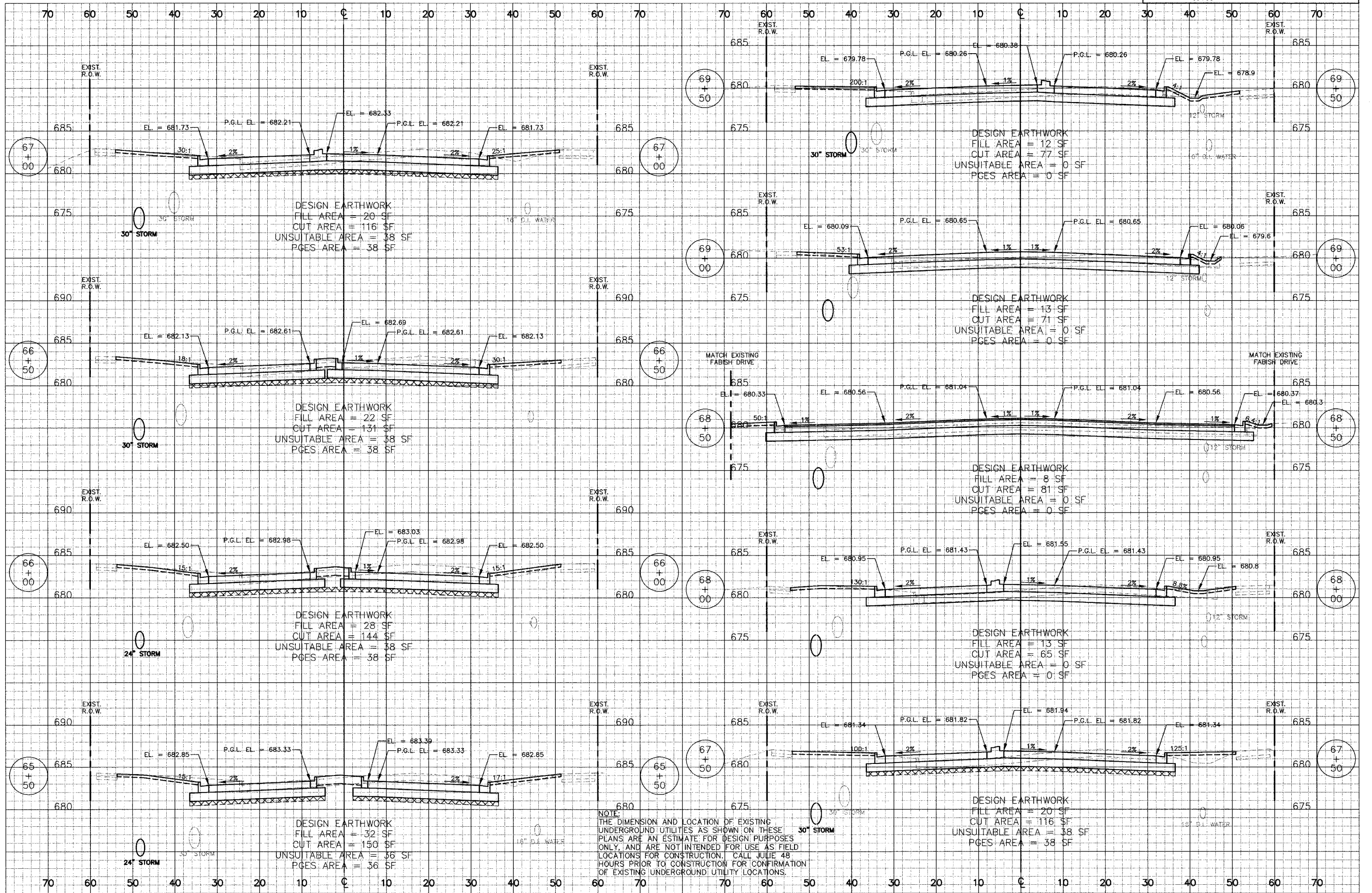


NOTE:
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VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	149
STA	TO STA			
61+50	65+00			

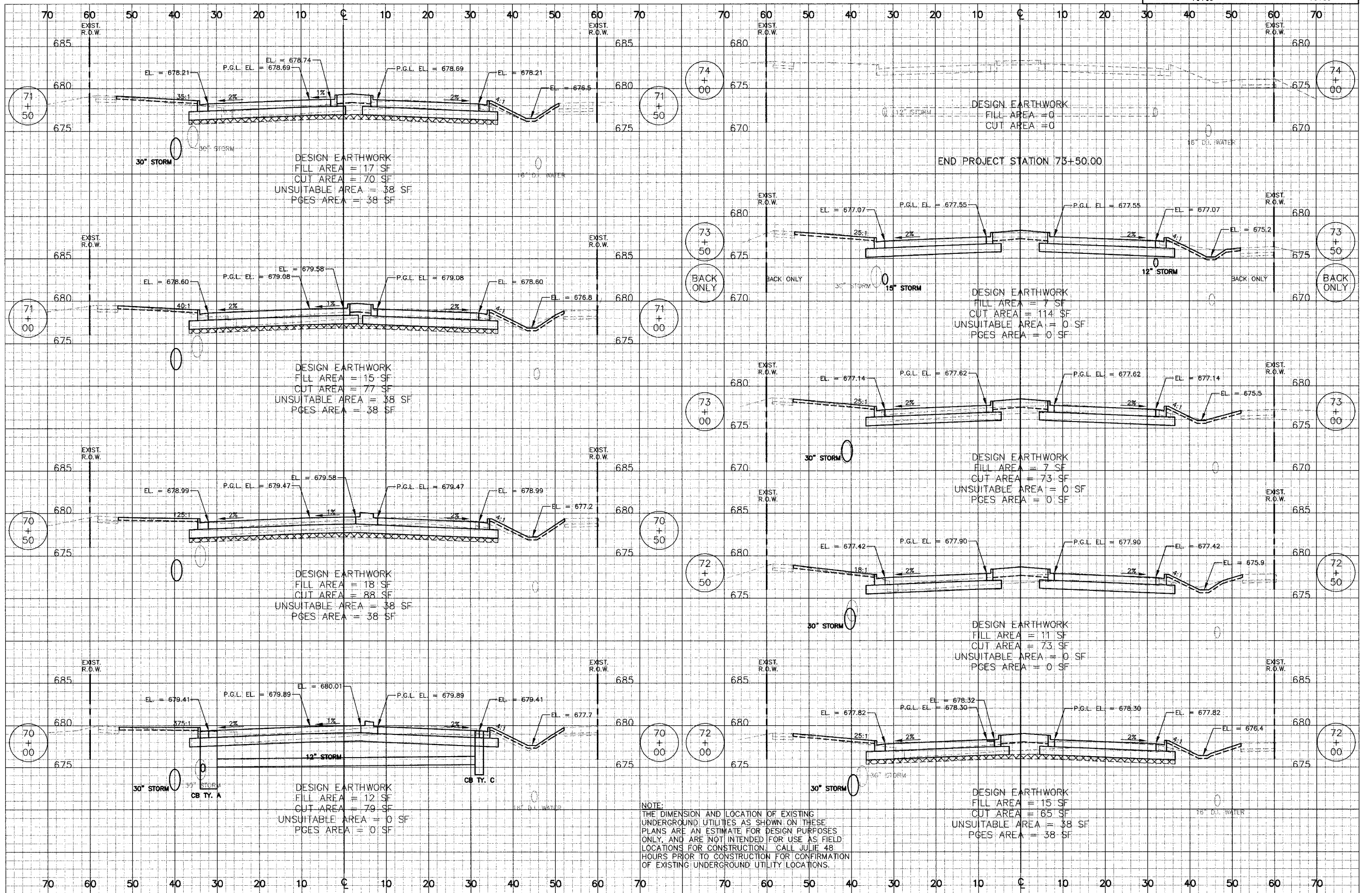


VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
DEERFIELD PARKWAY		6/2/2005	176	150
STA.	65+50	TO STA.	69+50	



NOTE:
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VILLAGE OF BUFFALO GROVE		DATE	SHEET NO.	SHEET
DEERFIELD PARKWAY		8/2/2005	176	151
STA.	70+00	TO STA.	73+50	



DESIGN EARTHWORK
 FILL AREA = 17 SF
 CUT AREA = 70 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 15 SF
 CUT AREA = 77 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 18 SF
 CUT AREA = 88 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 12 SF
 CUT AREA = 79 SF
 UNSUITABLE AREA = 0 SF
 PGES AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 0
 CUT AREA = 0

END PROJECT STATION 73+50.00

DESIGN EARTHWORK
 FILL AREA = 7 SF
 CUT AREA = 114 SF
 UNSUITABLE AREA = 0 SF
 PGES AREA = 0 SF

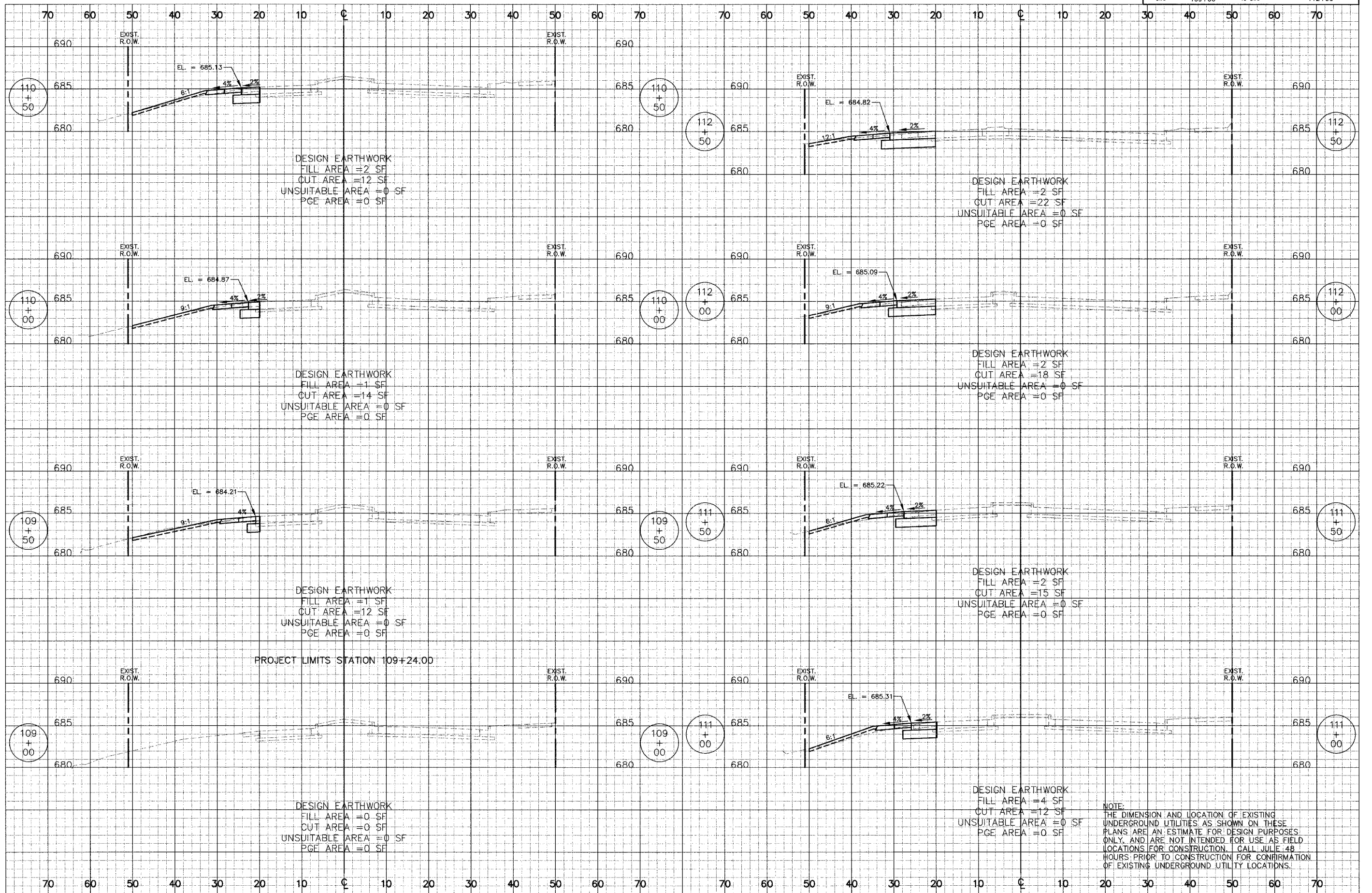
DESIGN EARTHWORK
 FILL AREA = 7 SF
 CUT AREA = 73 SF
 UNSUITABLE AREA = 0 SF
 PGES AREA = 0 SF

DESIGN EARTHWORK
 FILL AREA = 11 SF
 CUT AREA = 73 SF
 UNSUITABLE AREA = 0 SF
 PGES AREA = 0 SF

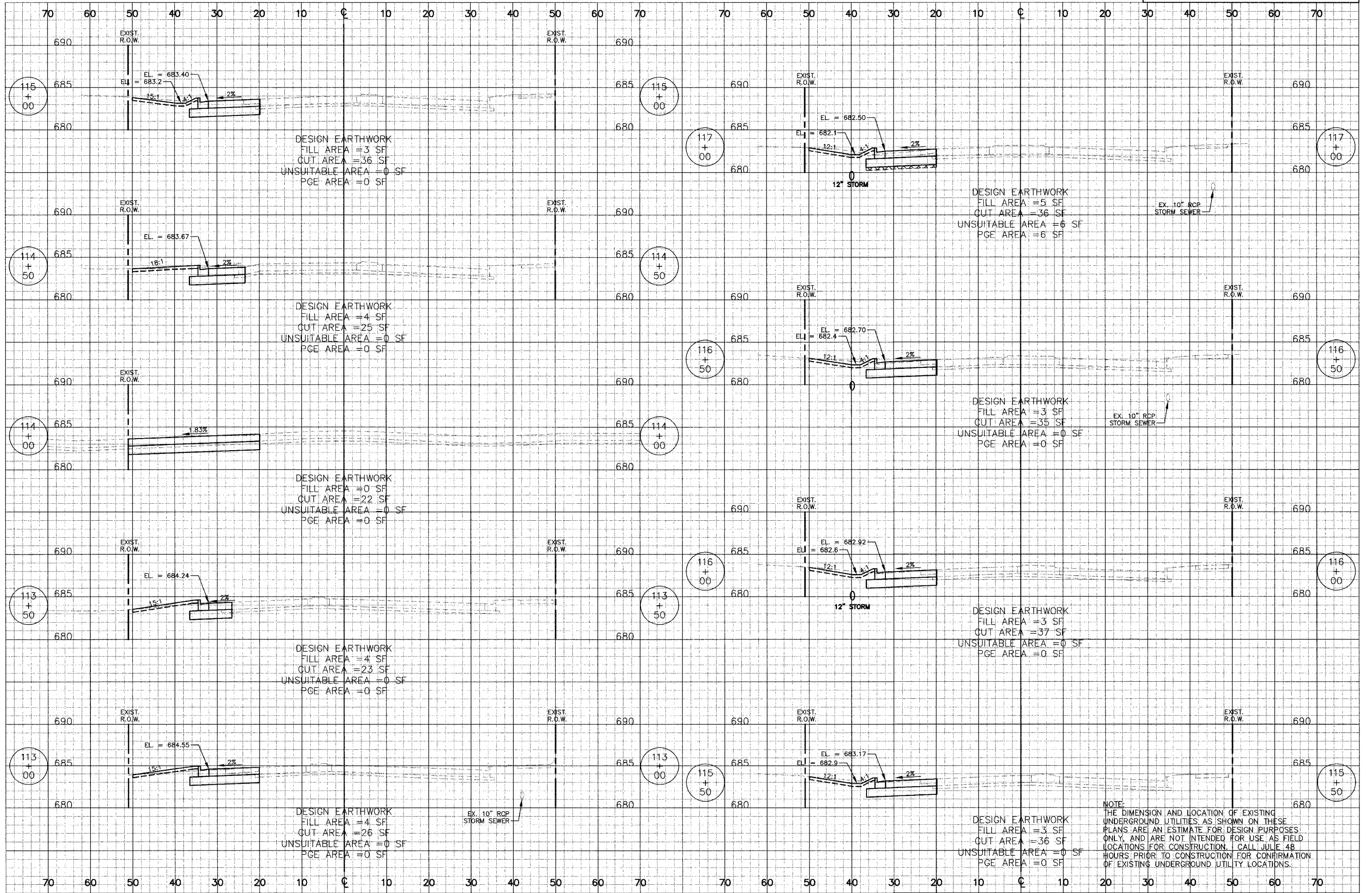
DESIGN EARTHWORK
 FILL AREA = 15 SF
 CUT AREA = 65 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

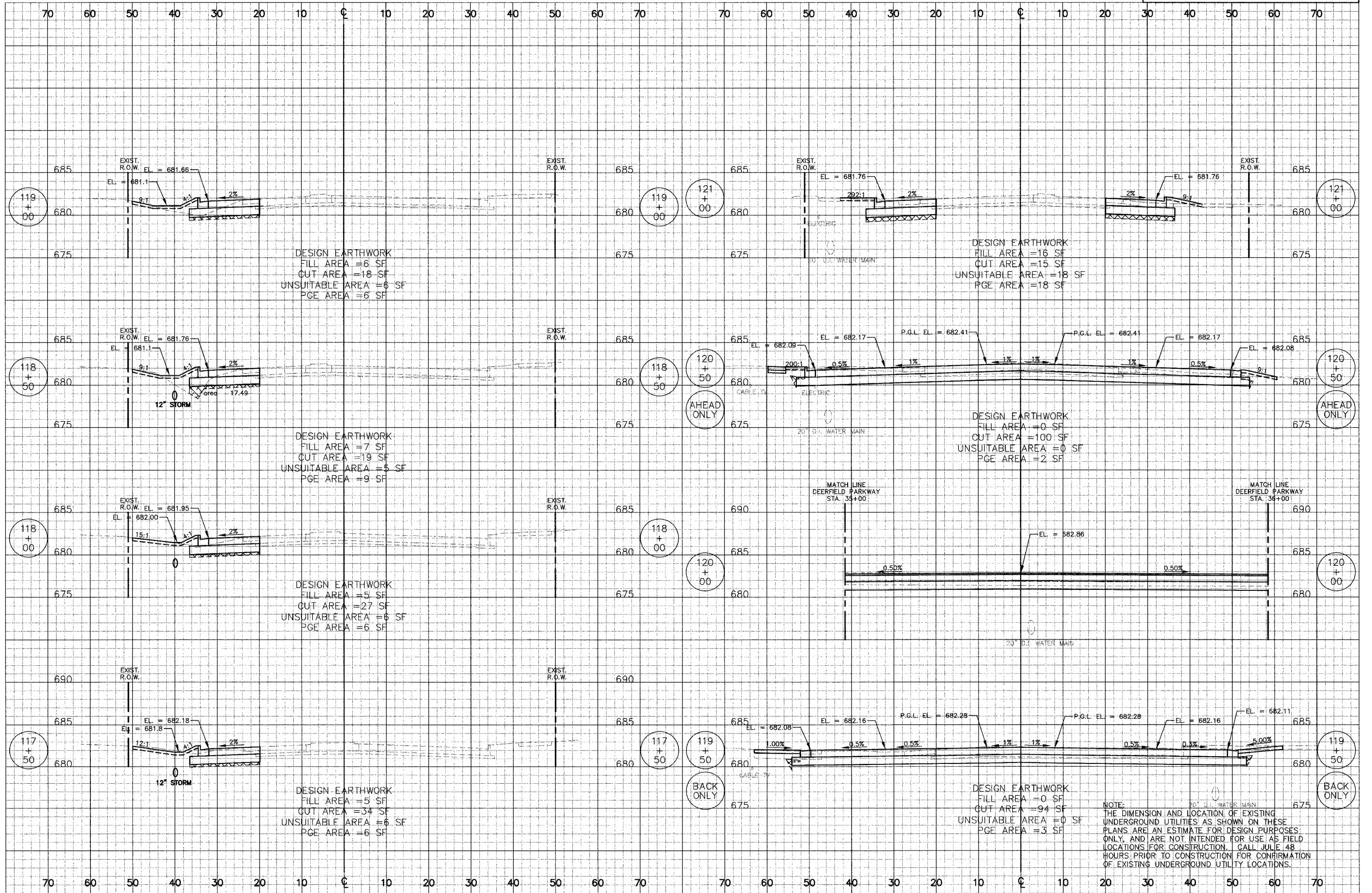
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
BUFFALO GROVE ROAD		6/2/2005	176	152
STA.	109+00	TO STA.	112+00	



VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO
BUFFALO GROVE ROAD		6/2/2005	176	153
STA.	113+00	TO STA.	117+00	



VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
BUFFALO GROVE ROAD		6/2/2005	176	154
STA.	117+50	TO STA.	121+00	



DESIGN EARTHWORK
 FILL AREA = 6 SF
 CUT AREA = 18 SF
 UNSUITABLE AREA = 6 SF
 PGE AREA = 6 SF

DESIGN EARTHWORK
 FILL AREA = 16 SF
 CUT AREA = 15 SF
 UNSUITABLE AREA = 18 SF
 PGE AREA = 18 SF

DESIGN EARTHWORK
 FILL AREA = 7 SF
 CUT AREA = 19 SF
 UNSUITABLE AREA = 5 SF
 PGE AREA = 9 SF

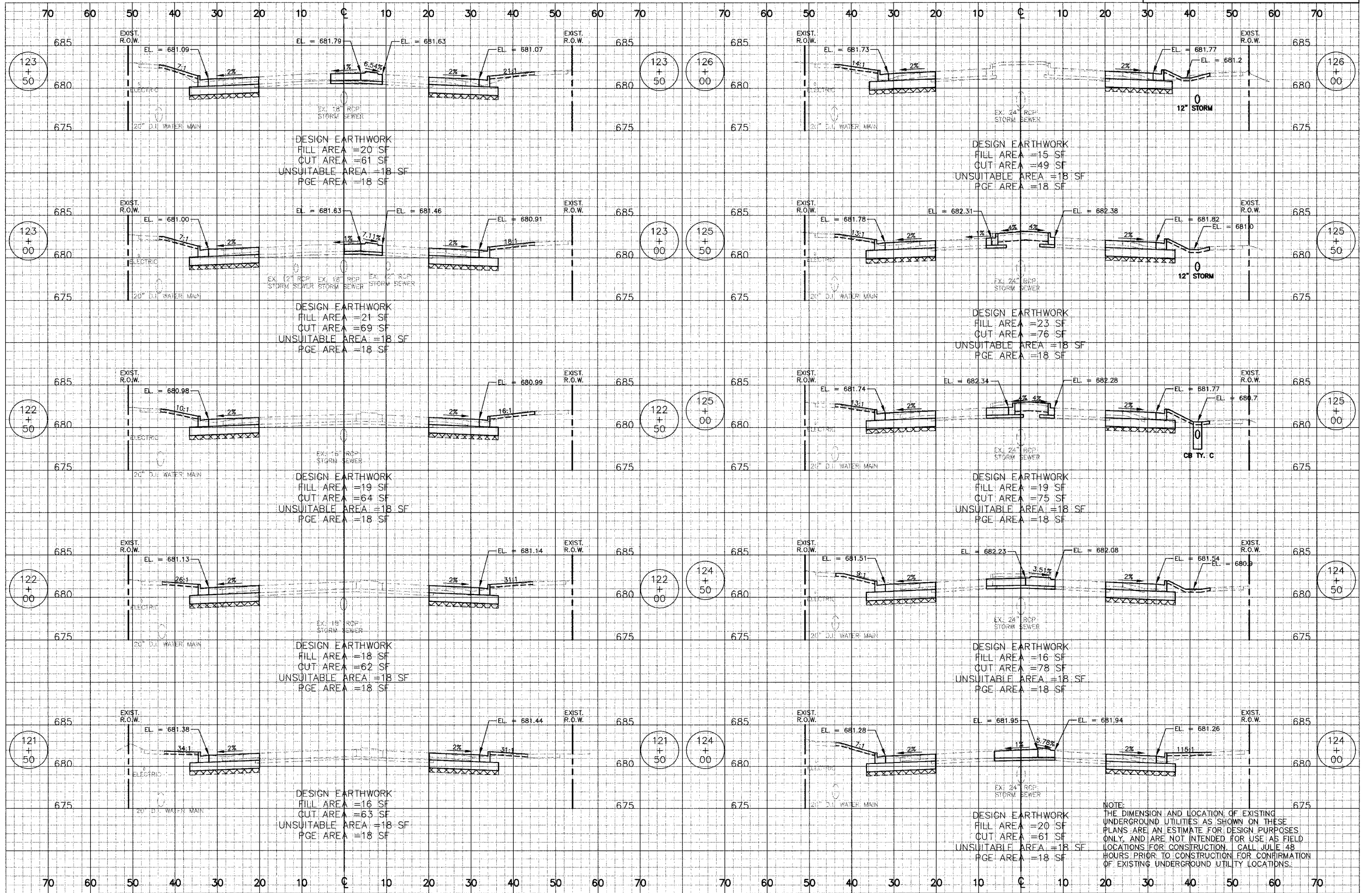
DESIGN EARTHWORK
 FILL AREA = 0 SF
 CUT AREA = 100 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 2 SF

DESIGN EARTHWORK
 FILL AREA = 5 SF
 CUT AREA = 27 SF
 UNSUITABLE AREA = 6 SF
 PGE AREA = 6 SF

DESIGN EARTHWORK
 FILL AREA = 0 SF
 CUT AREA = 94 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 3 SF

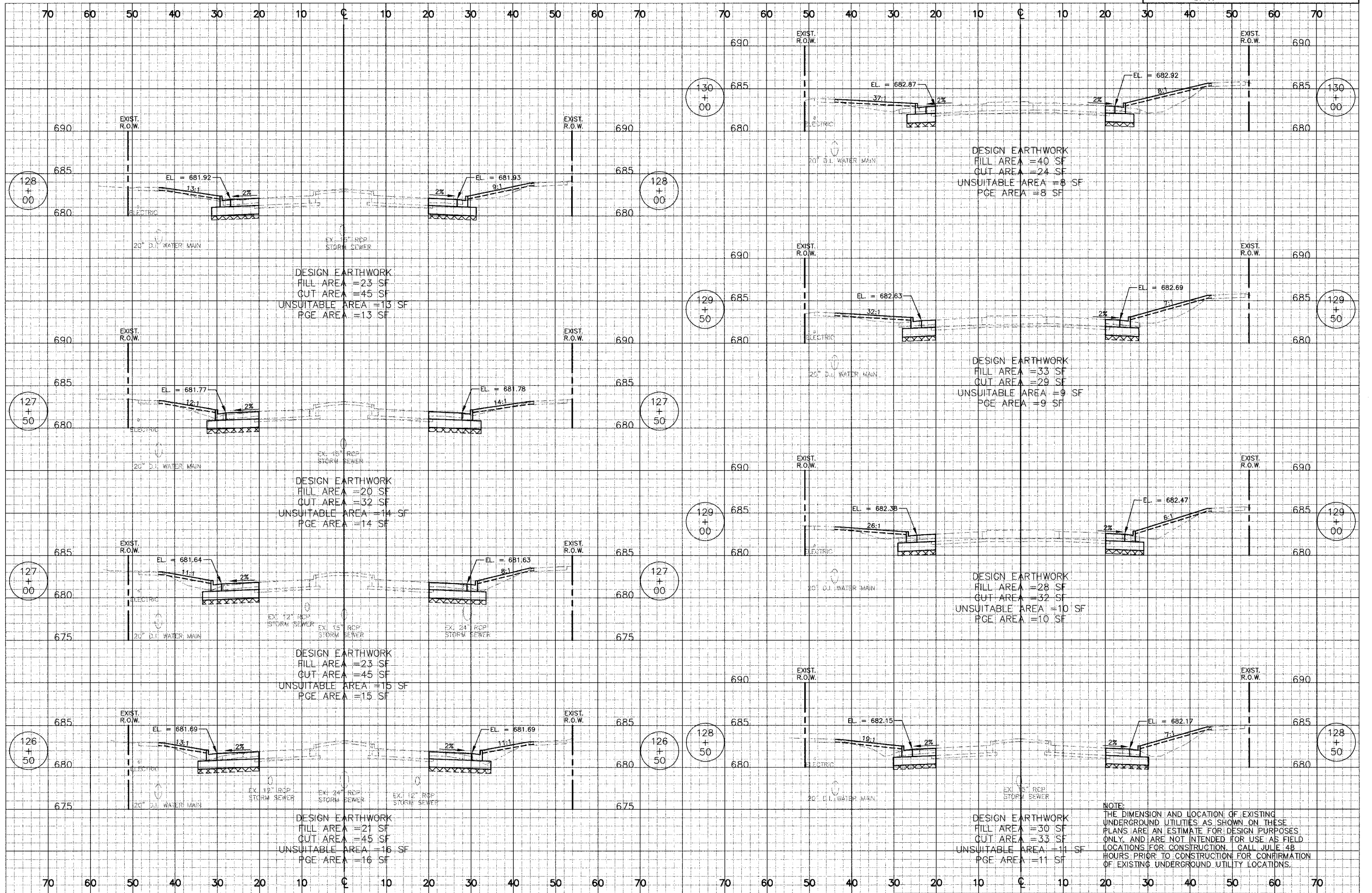
NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
BUFFALO GROVE ROAD		6/2/2005	176	155
STA.	121+50	TO STA.	126+00	



NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
BUFFALO GROVE ROAD		6/2/2005	176	156
STA. 126+50	TO STA. 130+00			



DESIGN EARTHWORK
 FILL AREA = 23 SF
 CUT AREA = 45 SF
 UNSUITABLE AREA = 13 SF
 PGE AREA = 13 SF

DESIGN EARTHWORK
 FILL AREA = 40 SF
 CUT AREA = 24 SF
 UNSUITABLE AREA = 8 SF
 PGE AREA = 8 SF

DESIGN EARTHWORK
 FILL AREA = 33 SF
 CUT AREA = 29 SF
 UNSUITABLE AREA = 9 SF
 PGE AREA = 9 SF

DESIGN EARTHWORK
 FILL AREA = 20 SF
 CUT AREA = 32 SF
 UNSUITABLE AREA = 14 SF
 PGE AREA = 14 SF

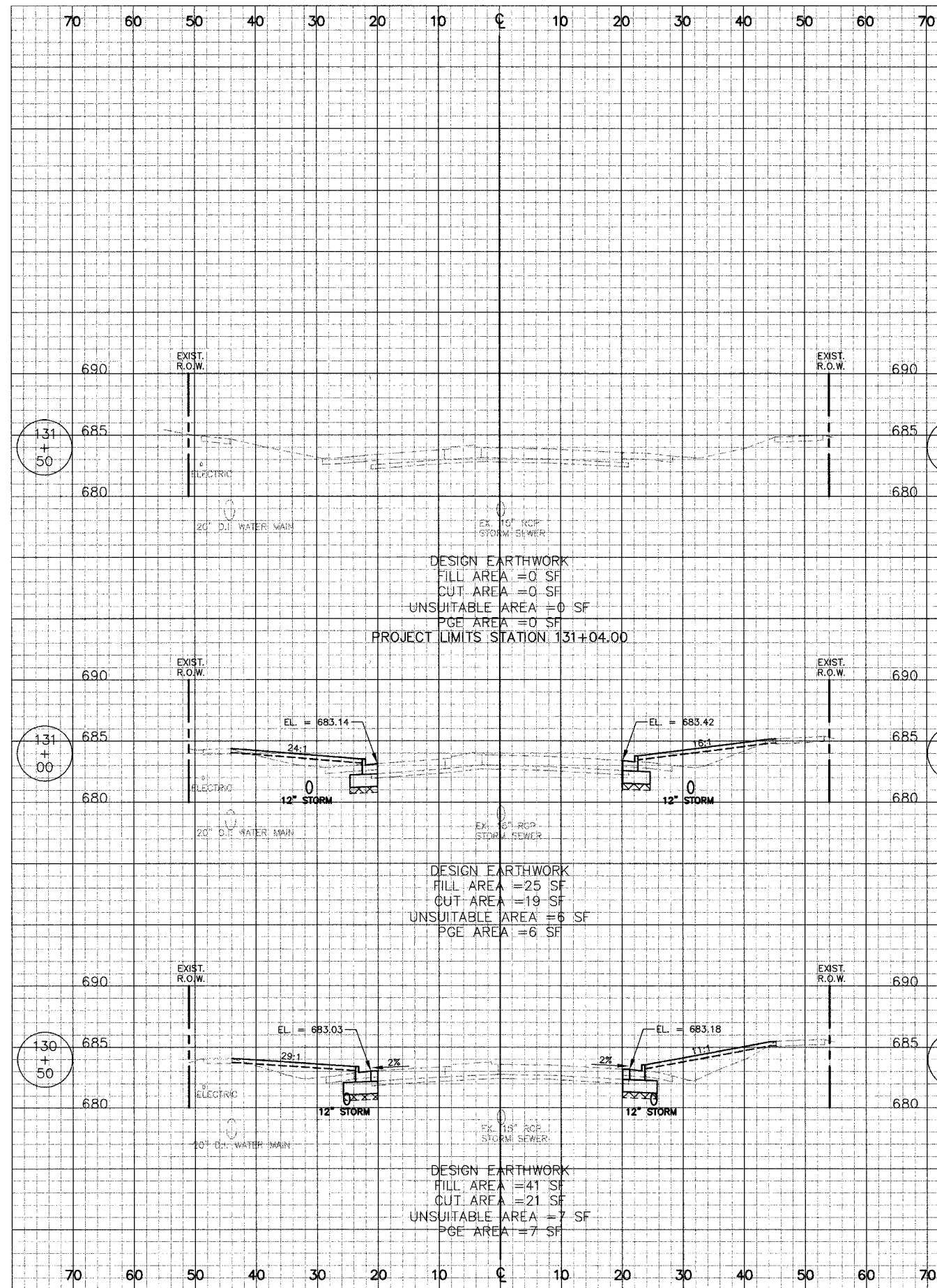
DESIGN EARTHWORK
 FILL AREA = 28 SF
 CUT AREA = 32 SF
 UNSUITABLE AREA = 10 SF
 PGE AREA = 10 SF

DESIGN EARTHWORK
 FILL AREA = 23 SF
 CUT AREA = 45 SF
 UNSUITABLE AREA = 15 SF
 PGE AREA = 15 SF

DESIGN EARTHWORK
 FILL AREA = 30 SF
 CUT AREA = 33 SF
 UNSUITABLE AREA = 11 SF
 PGE AREA = 11 SF

NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
BUFFALO GROVE ROAD		8/2/2005	176	157
STA.	130+50	TO STA.	131+50	



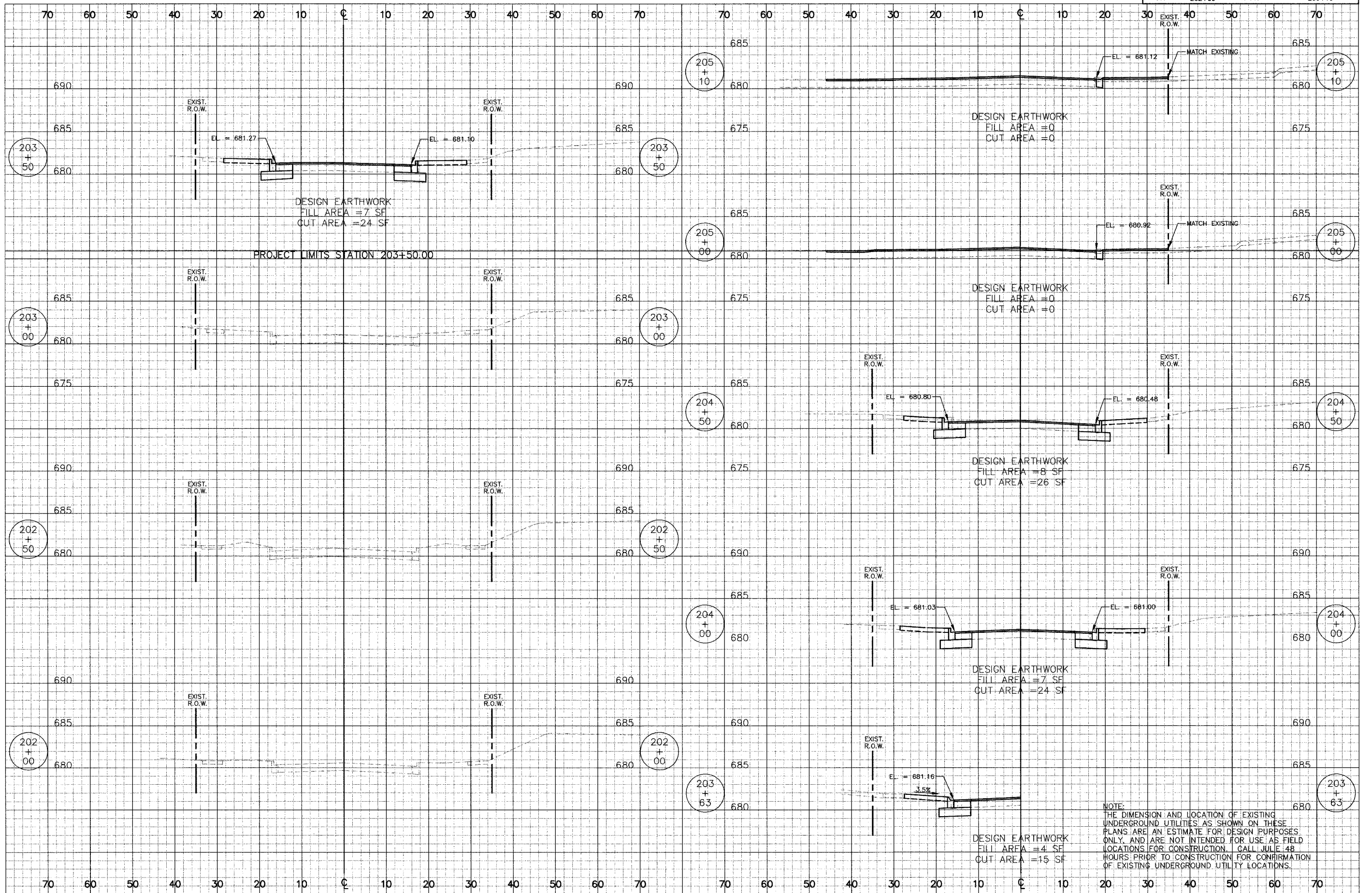
DESIGN EARTHWORK
 FILL AREA = 0 SF
 CUT AREA = 0 SF
 UNSUITABLE AREA = 0 SF
 PGE AREA = 0 SF
 PROJECT LIMITS STATION: 131+04.00

DESIGN EARTHWORK
 FILL AREA = 25 SF
 CUT AREA = 19 SF
 UNSUITABLE AREA = 6 SF
 PGE AREA = 6 SF

DESIGN EARTHWORK
 FILL AREA = 41 SF
 CUT AREA = 21 SF
 UNSUITABLE AREA = 7 SF
 PGE AREA = 7 SF

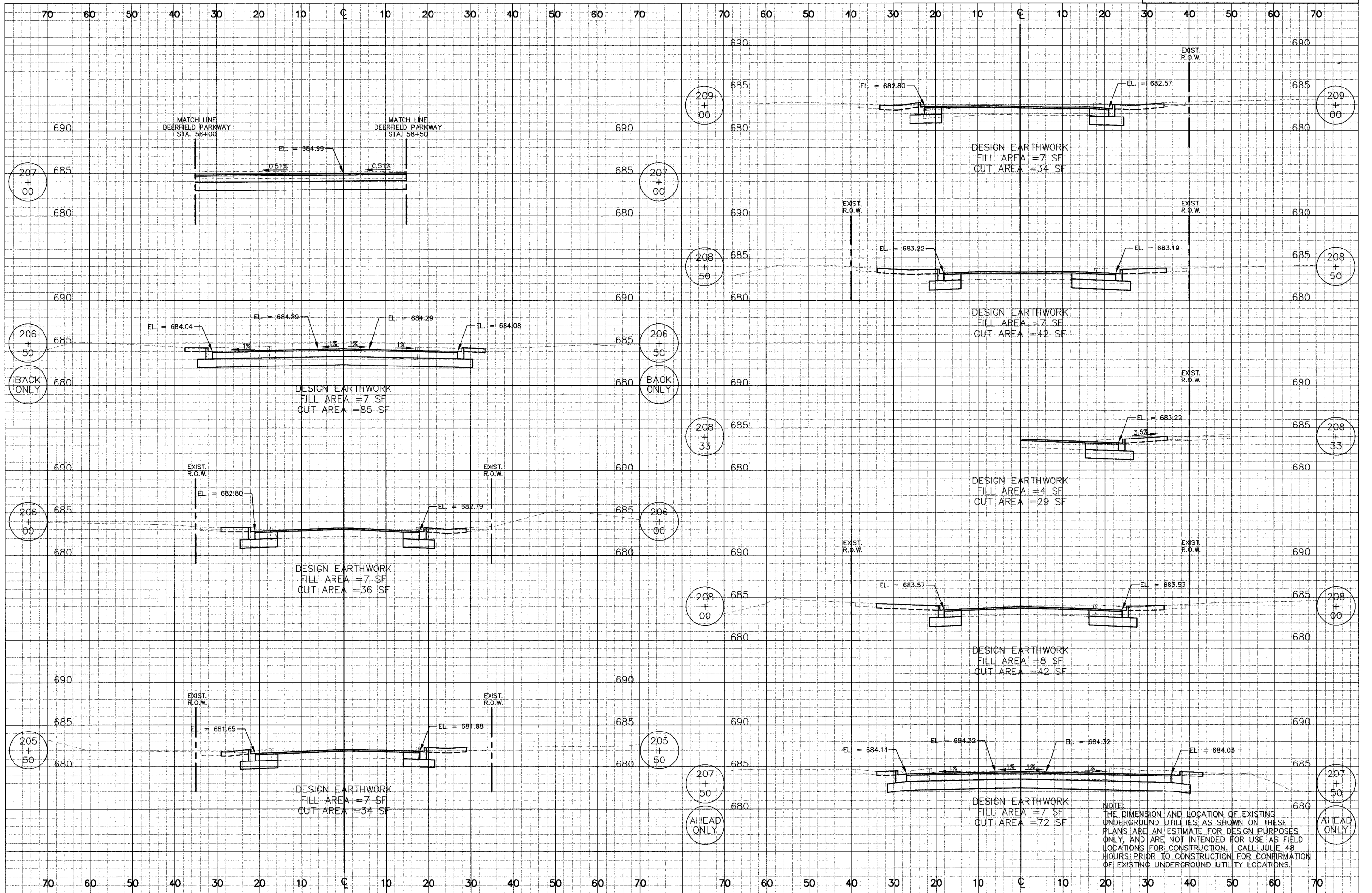
NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
HIGHLAND GROVE DRIVE		6/2/2005	176	158
STA.	202+00	TO STA.	205+10	



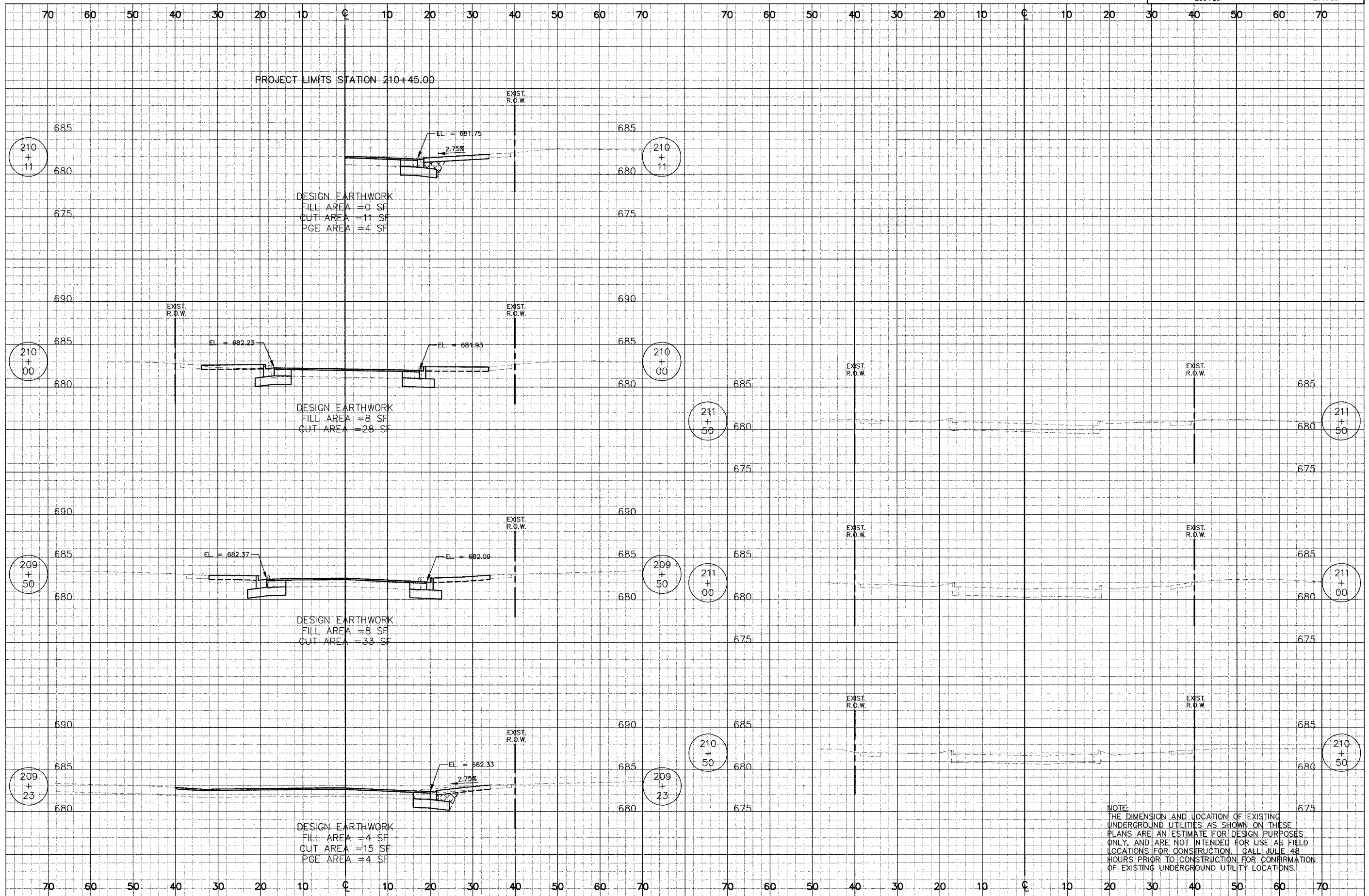
NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
HIGHLAND GROVE DRIVE		6/2/2005	176	159
STA. 205+50	TO STA. 209+00			

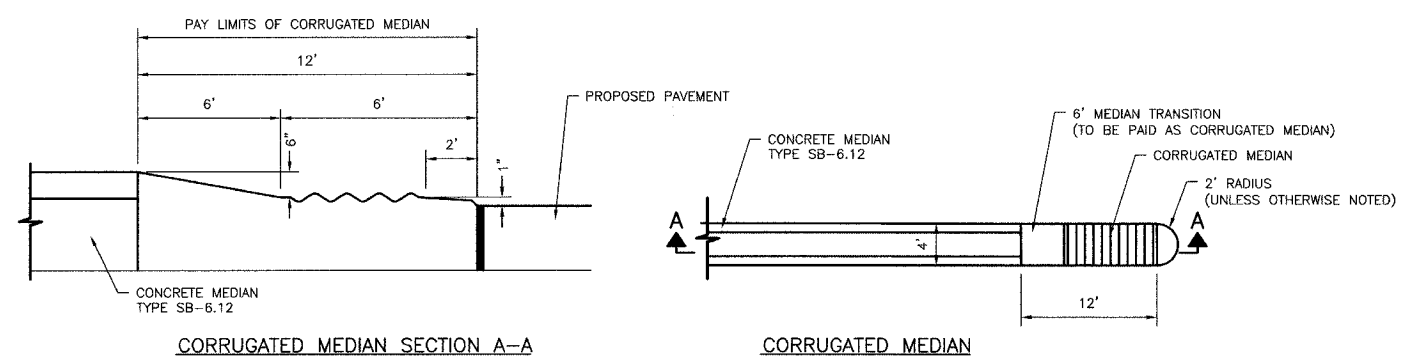


NOTE:
 THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.

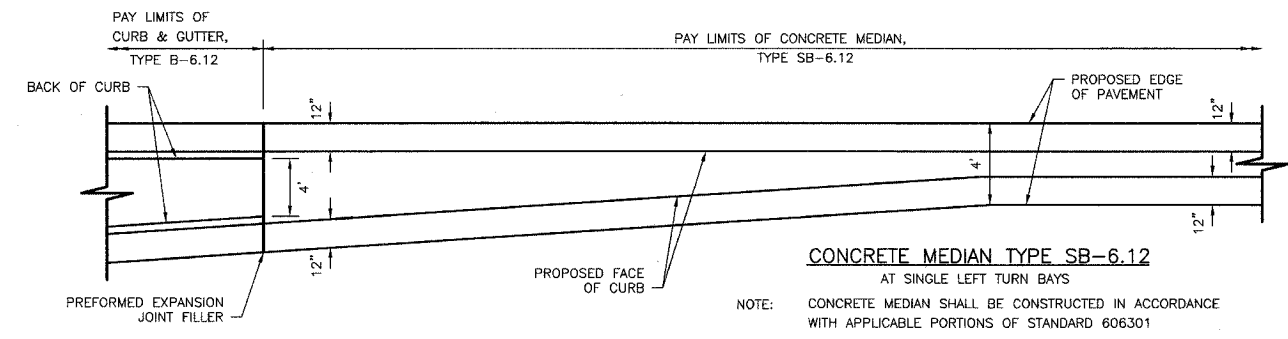
VILLAGE OF BUFFALO GROVE		DATE	TOTAL SHEETS	SHEET NO.
HIGHLAND GROVE DRIVE		6/2/2005	176	160
STA.	209+23	TO STA.	211+50	



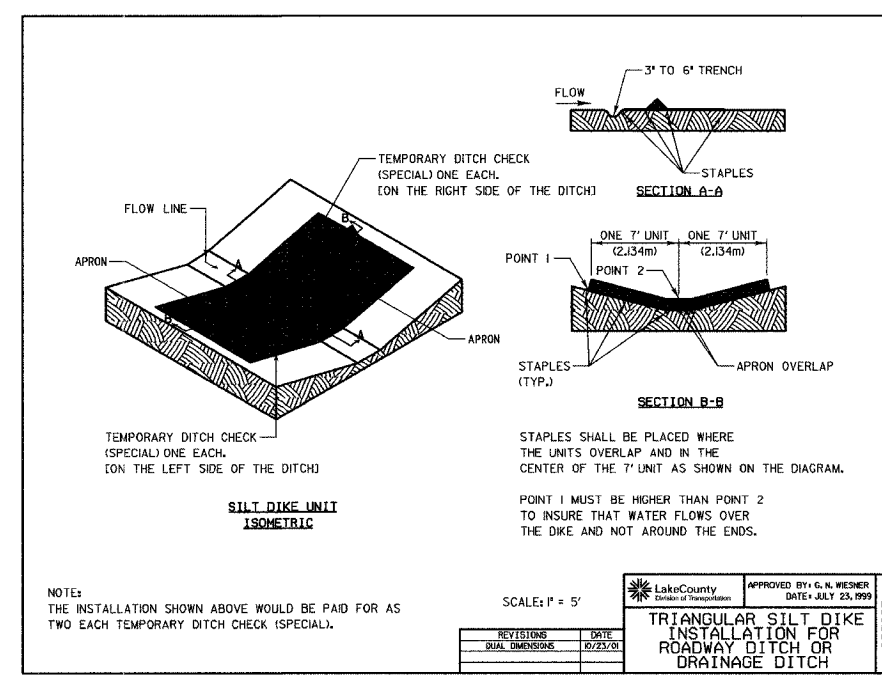
FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	161
STA.		TO STA.		
03-00088-00-FP		ELIABOS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				



NOTE: CORRUGATED MEDIAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606306



NOTE: CONCRETE MEDIAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606301



NOTE: THE INSTALLATION SHOWN ABOVE WOULD BE PAID FOR AS TWO EACH TEMPORARY DITCH CHECK (SPECIAL).

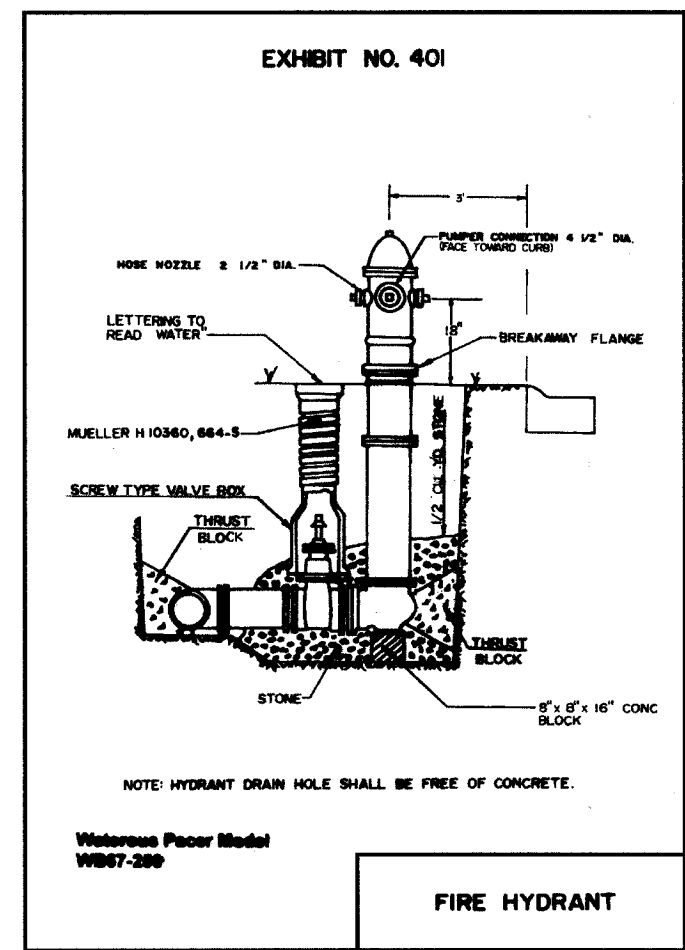
SCALE: 1" = 5'

Lake County
Division of Transportation

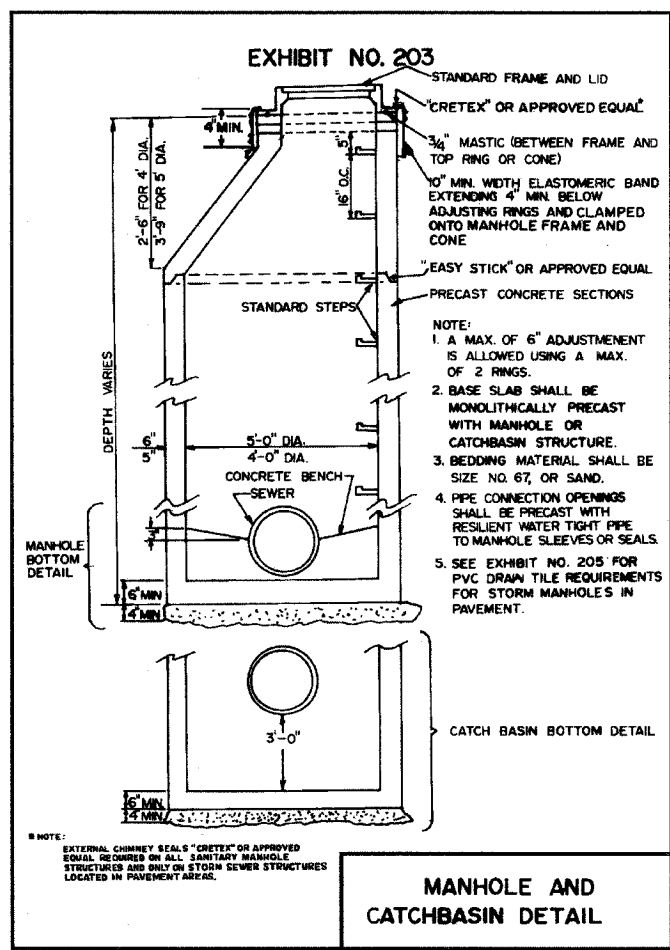
APPROVED BY: G. N. WESNER
DATE: JULY 23, 1999

**TRIANGULAR SILT DIKE
INSTALLATION FOR
ROADWAY DITCH OR
DRAINAGE DITCH**

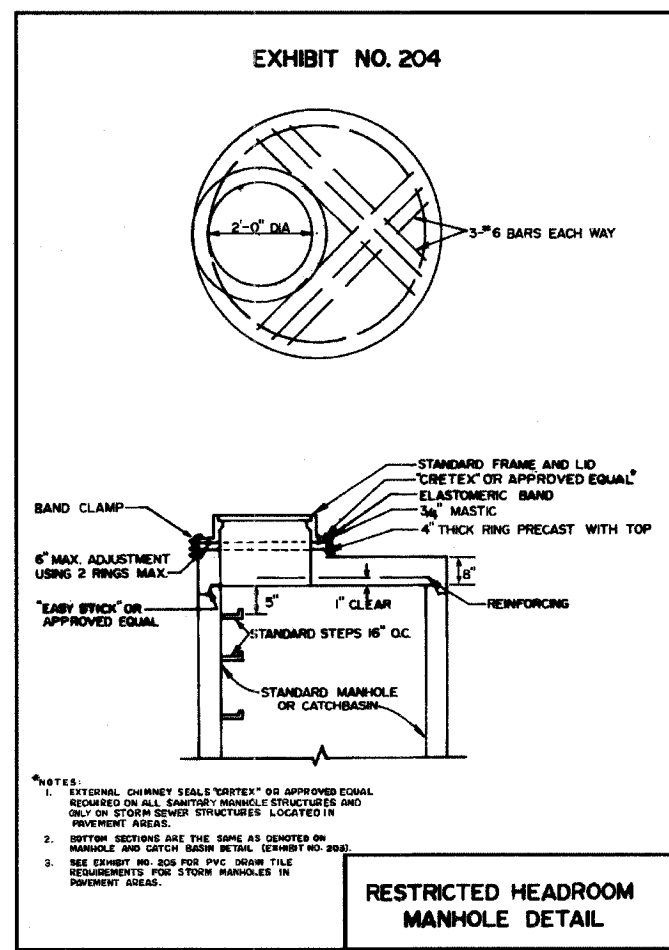
LC100105



Waterous Pacer Model
WB67-289



NOTE: EXTERNAL CHIMNEY SEALS "CRETEX" OR APPROVED EQUAL REQUIRED ON ALL SANITARY MANHOLE STRUCTURES AND ONLY ON STORM SEWER STRUCTURES LOCATED IN PAVEMENT AREAS.



NOTES:
1. EXTERNAL CHIMNEY SEALS "CRETEX" OR APPROVED EQUAL REQUIRED ON ALL SANITARY MANHOLE STRUCTURES AND ONLY ON STORM SEWER STRUCTURES LOCATED IN PAVEMENT AREAS.
2. ISOMETRIC SECTIONS ARE THE SAME AS SHOWN ON MANHOLE AND CATCH BASIN DETAIL (EXHIBIT NO. 203).
3. SEE EXHIBIT NO. 205 FOR PVC DRAIN TILE REQUIREMENTS FOR STORM MANHOLES IN PAVEMENT AREAS.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE

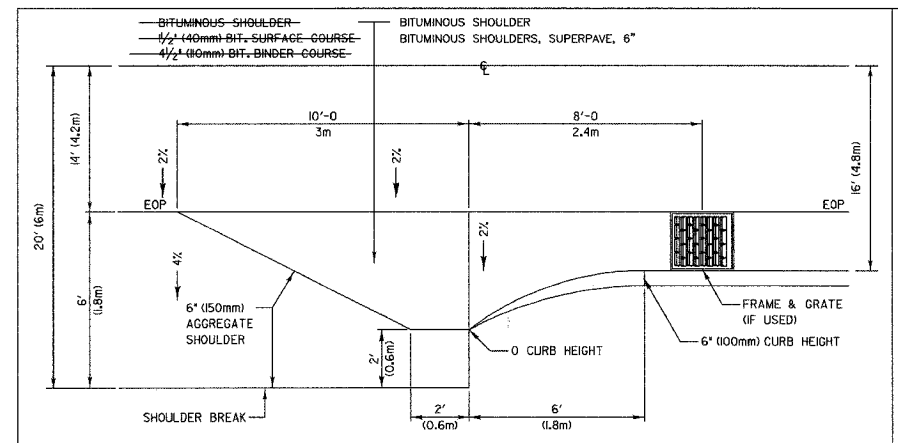
DETAILS

DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

NOT TO SCALE

FILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	163
STA.		TO STA.		
03-00088-00-FP		ALBION	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83807				

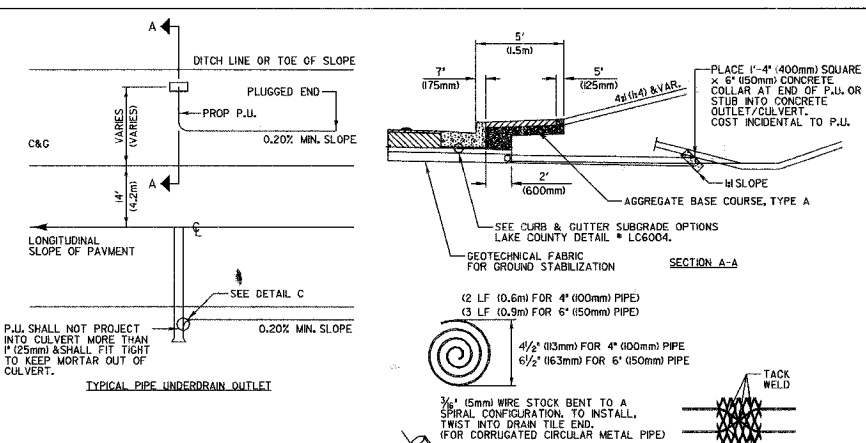


SCALE: 1" = 3'

Lake County
Division of Transportation
APPROVED BY: G. N. WESNER
DATE: AUG. 23, 1999

REVISIONS: NONE
DATE: 03/29/02

CURB & GUTTER TRANSITION
(B-6.24/B-15.60)
FOR 16' (4.8M) OFFSET



GENERAL NOTES:
ALL WORK TO BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED HEREON.
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.08 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE PER FOOT (METER) FOR PIPE UNDERDRAINS 4" (100MM) SHALL INCLUDE THE COST FOR FURNISHING AND PLACING THE RODENT SHIELD.

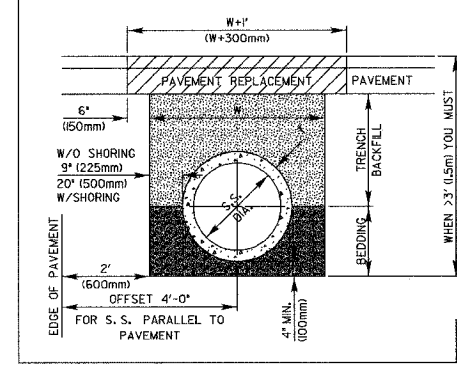
THE REMOVABLE RODENT SHIELD SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH ONE OF THE CONFIGURATIONS SHOWN. THE SHIELD SHALL BE FABRICATED FROM STEEL WIRE OR EXPANDED METAL, AS DETAILED ABOVE AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A 641. OTHER SUBMITTED DESIGNS FOR A REMOVABLE RODENT SHIELD WILL BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.

REVISIONS: NONE
DATE: 03/29/02

TYPICAL PIPE UNDERDRAIN OUTLET

S.S. DIA.	T	WIDTH (W)		OFFSET FROM E.O.P.*	1/2 AREA PIPE (SQ. FT)
		WITHOUT SHORING	WITH SHORING		
10"	2"	2' 7"	4' 5"	3' 3"	.506
12"	2"	2' 9"	4' 7"	3' 4"	.678
15"	2 1/2"	3' 1"	4' 10"	3' 6"	1.01
18"	2 1/2"	3' 4"	5' 2"	3' 8"	1.41
21"	2 3/4"	3' 8"	5' 5"	3' 9"	1.87
24"	3"	4' 0"	5' 9"	3' 11"	2.39
27"	3 1/4"	4' 3"	6' 0"	4' 1"	2.99
30"	3 1/2"	4' 6"	6' 3"	4' 2"	3.64
36"	4"	5' 1"	6' 10"	4' 6"	5.16
42"	4 1/2"	5' 8"	7' 5"	4' 9"	6.90
48"	5"	6' 3"	8' 0"	5' 1"	8.93

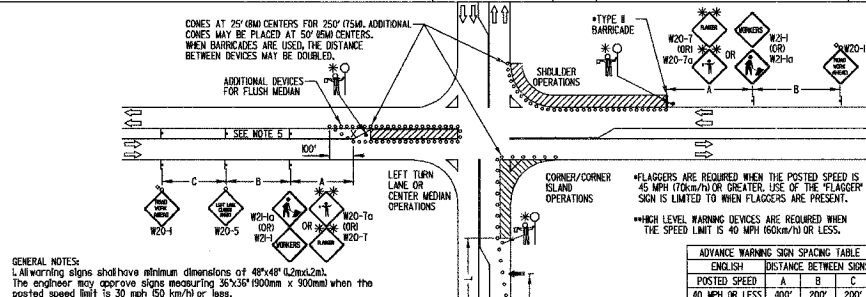
S.S. DIA.	T	WIDTH (W)		OFFSET FROM E.O.P.*	1/2 AREA PIPE (SQ. M)
		WITHOUT SHORING	WITH SHORING		
250	48	0.796m	1.346m	0.998m	0.47
300	51	0.852m	1.402m	1.026m	0.63
375	57	0.939m	1.489m	1.070m	0.94
450	64	1.028m	1.578m	1.114m	1.31
525	70	1.115m	1.665m	1.158m	1.74
600	76	1.202m	1.752m	1.201m	2.22
675	83	1.291m	1.841m	1.246m	2.78
750	89	1.378m	1.928m	1.289m	3.38
825	96	1.465m	2.015m	1.333m	4.02
900	102	1.554m	2.104m	1.377m	4.79
1050	114	1.728m	2.278m	1.464m	6.41
1200	127	1.904m	2.454m	1.552m	8.30



NOTES:
1. TRENCH BACKFILL IS REQUIRED IF THE STORM SEWER OR CULVERT OFFSET FROM THE EDGE OF THE PAVEMENT IS LESS THAN THE TABULATED VALUES (THE INNER TRENCH WALL IS CLOSER THAN 2' (0.6m) TO THE EDGE OF PAVEMENT).
2. PAYMENT FOR THE TRENCH BACKFILL SHALL NOT EXCEED THE QUANTITY COMPUTED USING THE MAXIMUM TRENCH WIDTH DIMENSIONS. IF THE TRENCH IS EXCAVATED BEYOND THESE LIMITS, THE CONTRACTOR SHALL FURNISH AND PLACE ANY ADDITIONAL TRENCH BACKFILL AT HIS/HER EXPENSE.
3. IF THE TRENCH WIDTH IS LESS THAN THE ABOVE MAXIMUM VALUES, PAYMENT WILL BE BASED ON THE ACTUAL DIMENSIONS OF THE DUG TRENCH.
4. BEDDING SHALL BE PLACED FROM 4" UNDER THE PIPE TO THE SPRING LINE OF THE PIPE AND IS INCIDENTAL TO THE CORRESPONDING STORM SEWER OR CULVERT PAY ITEM.
5. IF ANY PART OF THE EXCAVATION FOR A DRAINAGE STRUCTURE FALLS WITHIN 2' (0.6m) OF THE EDGE OF PAVEMENT, THE SPACE BETWEEN THE SIDE OF THE EXCAVATION AND THE OUTER SURFACE OF THE DRAINAGE STRUCTURE SHALL BE FILLED WITH TRENCH BACKFILL. THE COST OF THIS ITEM IS INCLUDED IN THE PAY ITEM FOR THE DRAINAGE STRUCTURE.

REVISIONS: NONE
DATE: 06/29/02

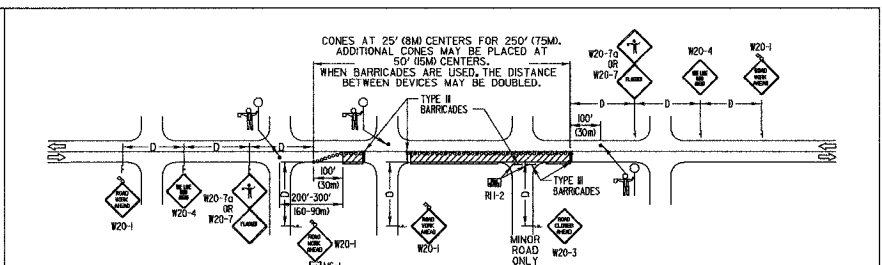
TRENCH WIDTHS FOR TRENCH BACKFILL & PAVEMENT REPLACEMENT



GENERAL NOTES:
ALL WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48" X 48" (1.2m X 1.2m). THE ENGINEER MAY APPROVE SIGNS MEASURING 36" X 36" (900mm X 900mm) WHEN THE POSTED SPEED LIMIT IS 30 MPH (50 km/h) OR LESS.
2. SIGNS NOT ON THE TRAVELED WAY SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR CONSECUTIVE DAYS. ALL SIGNS SHALL BE POSTED WITH THE BOTTOM OF THE SIGN NOT LESS THAN 7' (2.1m) ABOVE THE EDGE OF PAVEMENT. NO PARKING SIGNS SHALL BE INSTALLED THROUGHOUT THE WORK AREA AT THE DISCRETION OF THE ENGINEER.
3. THE DISTANCE BETWEEN SIGNS SHALL BE:
FORMULA: $D = \frac{W}{S}$
WHERE: D = WIDTH OF CLOSURE IN FT (M) AND S = NORMAL POSTED SPEED LIMIT IN MPH (KM/H)
45 MPH (70 km/h) OR GREATER: L = LANE WIDTH X SPEED LIMIT
LANE WIDTH IN FT (M) AND SPEED LIMIT IN MPH (KM/H) BUT DIMENSIONLESS IN THE EQUATION.
4. TYPE II BARRICADES WITH TYPE C STROBE FLASHING LIGHTS SHALL BE USED IN LIEU OF CONES FOR NIGHT OPERATIONS. ALCOHOLS AND BARRICADES SHALL BE IN ACCORDANCE WITH STANDARD 70100.0.
5. FOR ROLLED MEDIAN OPERATIONS, WHEN THE ROLLED MEDIAN IS LESS THAN 10' (3m) SIGNS SHALL BE INSTALLED ON THE MEDIAN. NO SIGNS SHALL BE INSTALLED ON ANY PAINTED MEDIAN.
6. IF THE WORK OPERATION IS PERFORMED BETWEEN 9:00 AM AND 3:00 PM AND THE WORK DOES NOT EXCEED 5 MINUTES, THE TRAFFIC PROTECTION SHALL BE AS SHOWN FOR STANDARD 70100.0. SIGNS, WHEN REQUIRED, SHALL BE AT THE SPACING SPECIFIED IN THE ADVANCE WARNING SIGN SPACING TABLE AND THE AREA PROTECTED WITH CONES OR BARRICADES.
7. IF THE WORK AREA IS IN THE PARKING LANE AND THE PARKING EXISTS DURING WORK HOURS, A 'NO PARKING' SIGN SHALL BE INSTALLED IN ADVANCE OF THE WORK AREA OF THE SPACING SPECIFIED IN THE ADVANCE WARNING SIGN SPACING TABLE AND THE AREA PROTECTED WITH CONES OR BARRICADES.
8. TYPE A FLASHING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA DURING HOURS OF DARKNESS AND INSTALLED ABOVE THE FIRST SIGN IN EACH SERIES AND THE HIGH LEVEL WARNING DEVICES.
9. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
10. FORM BT 725 IS REQUIRED.

REVISIONS: NONE
DATE: 03/29/02

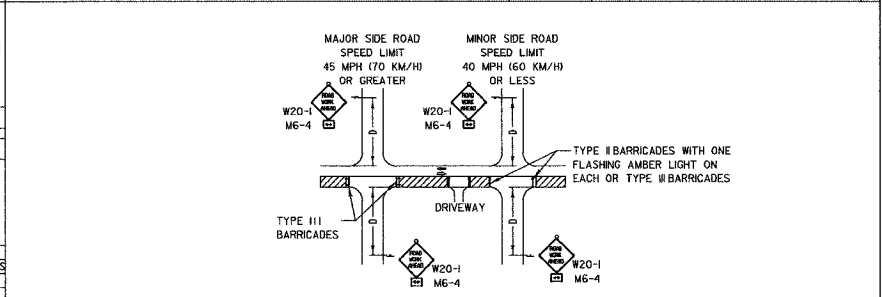
SUB-SURFACE DRAINS



GENERAL NOTES:
1. All warning signs shall have minimum dimensions of 48" x 48" (1.2m x 1.2m). The engineer may approve signs measuring 36" x 36" (900mm x 900mm) when the posted speed limit is 30 mph (50 km/h) or less.
2. All signs not on the traveled way shall be post mounted if the closure time exceeds four consecutive days. All signs shall be posted with the bottom of the sign not less than 7' (2.1m) above the edge of pavement. NO PARKING signs shall be installed throughout the work area at the discretion of the engineer.
3. The flagger shall be in sight of each other or in direct communication at all times. When no work is being performed, the flagger shall be required. If the flaggers are not present, the flagger sign shall be removed, covered or turned away from traffic.
4. Barricades with Type C strobe flashing lights shall be used in lieu of cones for night operation. Alcohols and barricades shall be in accordance with Standard 70100.0.
5. When necessary, additional flaggers shall be positioned so as to require side street traffic.
6. Construction operations shall be confined to one lane, leaving the opposite lane open to traffic.
7. If the work operation is performed between 9:00 am and 3:00 pm and the work does not exceed 5 minutes, the traffic protection shall be as shown for Standard 70100.0. Signs, when required, shall be at the spacing specified in the Advance Warning Sign Spacing Table and the area protected with cones or barricades.
8. If the work area is in the parking lane and the parking exists during work hours, a 'NO PARKING' sign shall be installed in advance of the work area of the spacing specified in the Advance Warning Sign Spacing Table and the area protected with cones or barricades.

REVISIONS: NONE
DATE: 03/29/02

MODIFIED STANDARD 70101-02



GENERAL NOTES:
1. For a side road with a speed limit of 40 mph (60 km/h) or less, the closed portion of the main route shall be protected by blocking with Type II or Type III barricades, 1/3 of the cross section of the closed portion of the roadway.
2. For a side road with a speed limit of 45 mph (70 km/h) or greater, the closed portion of the main route shall be protected by blocking with Type I barricades, 1/2 of the cross section of the closed portion of the roadway.
3. All W20-1 'ROADWORK AHEAD' signs shall be 48" x 48" (1.2m x 1.2m) with fluorescent orange reflective sheeting with an amber Type A flashing light mounted on the sign.
4. When the side road lies between the beginning of the mainline signing and the work zone, a 'No-Side Road Arrow' shall be used in lieu of the W20-4 double headed arrow.
5. For a lane closure on a side road or driveway, use the applicable portions of the appropriate Highway Standard or Traffic Control Manual. The spacing of the signs and barricades shall be adjusted for field conditions as directed by the engineer. The direction/arrow should be covered or removed when no longer consistent with the side road lane closure.
6. Advance warning signs shall be omitted on driveways unless otherwise noted.
7. The traffic control and protection for side roads and intersections shall be included in the contract unit lump sum price for 'TRAFFIC CONTROL AND PROTECTION'.

REVISIONS: NONE
DATE: 03/29/02

MODIFIED DISTRICT ONE SIDE ROAD DETAIL

VILLAGE OF BUFFALO GROVE

LCDOT DETAILS

DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

NOT TO SCALE

DEERFIELD PARKWAY STP IMPROVEMENT SHEET 163 OF 176

BID SET

MILE #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	164
STA.		TO STA.		
03-00088-00-PP		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				

GENERAL NOTES:

- All warning signs shall have minimum dimensions of 48" x 48" or 1200mm x 1200mm.
- Signs not on the traveled way shall be post supported if the closure time exceeds four calendar days. All signs shall be posted with the bottom of the sign not less than 7' (2.1m) above the edge of pavement. NO PARKING signs shall be installed throughout the work area at the discretion of the engineer.
- The distance 'L' shall be defined as:
 SPEED
 40 mph or less L = (W²/150)
 60 km/h or less L = (W²/150)
 where W = Width of Closure in FEET (meters) and S = Normal Posted Speed Limit in MPH (km/h)
- 45 mph (70 km/h) or greater L = LANE WIDTH x SPEED LIMIT
 Lane Width in FEET (meters); Speed Limit in MPH (km/h).
- Type II barricades with Type C steady burning lights shall be used in lieu of cones for night operations. All cones and barricades shall be in accordance with Standard 70200.
- Type A flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series and the high level warning devices.
- If the work operation is performed between 5:00 am and 3:00 pm and the work does not exceed 60 minutes, the traffic protection shall be shown for Standard 70000 Signs when required, shall be of the spacing specified in the Advance Warning Sign Spacing Table.
- If the work area is in the parking area and the parking exists during work hours, a ROAD WORK AHEAD sign shall be installed in advance of work area of the spacing specified in the Advance Warning Sign Spacing Table and the area protected with cones or barricades.
- Longitudinal dimensions may be adjusted to fit field conditions.
- Form BT 725 is required.

SYMBOLS:

- WORK AREA
- CONES OR BARRICADE
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- TYPE I BARRICADE
- TYPE II BARRICADE

ADVANCE WARNING SIGN SPACING TABLE

POSTED SPEED	ADVANCE WARNING DISTANCE BETWEEN SIGNS
40 MPH OR LESS	200'
45-50 MPH	350'
55 MPH	500'
60 km/h or less	60m
70-80 km/h	105m
90 km/h	150m

ADVANCE WARNING SIGN SPACING TABLE - METRIC

POSTED SPEED	ADVANCE WARNING DISTANCE BETWEEN SIGNS
40 km/h or less	200'
45-50 km/h	350'
55 km/h	500'
60 km/h or less	60m
70-80 km/h	105m
90 km/h	150m

NOTES:

- CONES AT 25' (8m) CENTERS FOR 250' (75m). ADDITIONAL CONES MAY BE PLACED AT 50' (15m) CENTERS.
- WHEN BARRICADES ARE USED, THE DISTANCE BETWEEN DEVICES MAY BE DOUBLED.

MODIFIED STANDARD 701606-02

APPROVED BY: ANK KHANNA
DATE: 03/21/05

APPROVED BY: ANK KHANNA
DATE: 03/21/05

SYMBOLS:

- WORK AREA
- CONES
- FLAGGER STATION
- FLAGGER WITH SLOW PADDLE

ADVANCE WARNING SIGN SPACING TABLE

POSTED SPEED	ADVANCE WARNING DISTANCE BETWEEN SIGNS
40 MPH OR LESS	200'
45-50 MPH	350'
55 MPH	500'
60 km/h or less	60m
70-80 km/h	105m
90 km/h	150m

ADVANCE WARNING SIGN SPACING TABLE - METRIC

POSTED SPEED	ADVANCE WARNING DISTANCE BETWEEN SIGNS
40 km/h or less	60m
45-50 km/h	105m
55 km/h	150m
60 km/h or less	60m
70-80 km/h	105m
90 km/h	150m

LENGTH OF SHIFTING TAPER

SPEED LIMIT	TAPER (ft)
30 MPH	50'
35 MPH	75'
40 MPH	100'
45 MPH	125'
50 MPH	150'
55 MPH	175'
60 MPH	200'

LENGTH OF SHIFTING TAPER - METRIC

SPEED LIMIT	TAPER (m)
30 km/h	30
35 km/h	40
40 km/h	45
45 km/h	60
50 km/h	75
55 km/h	90
60 km/h	100

TYPICAL LANE CLOSURE 3 LANE ROAD SECTION

APPROVED BY: A. KHANNA
DATE: 10/09/97

APPROVED BY: ANK KHANNA
DATE: 03/21/05

DIRECTION INDICATOR BARRICADES

FACING TOWARD TRAFFIC (FRONT SIDE OF BARRICADE)

FACING AWAY FROM TRAFFIC (BACK SIDE OF BARRICADE)

SHOULDER SIDE | ROAD SIDE | SHOULDER SIDE

TOP PANEL: 12' x 24" (300mm x 600mm)
ORANGE AND WHITE DIAGONAL SHEETING

BOTTOM PANEL: 8' x 24" (200mm x 600mm)
BLACK ARROW FLORESCENT ORANGE SHEETING

ARROW DETAIL: 1'-9" (535mm) x 9/16" (240mm)

GENERAL NOTES:

- Direction Indicator Barricades shall be constructed from non-metallic Type II barricades meeting the requirements of Article 702.03 (e) of the Standard Specifications.
- The Direction Indicator Barricades shall be equipped with Type C steady burning lights if used to channelize traffic during the hours of darkness.
- The reflective sheeting for the top panel shall be Type A2 fluorescent orange. The diagonal panels shall have orange and white Type A or better reflective sheeting.

REVISIONS:

NO.	DATE	DESCRIPTION

APPROVED BY: ANK KHANNA
DATE: 03/21/05

ADVANCE WARNING SIGN SPACING TABLE

POSTED SPEED LIMIT	DISTANCE BETWEEN SIGNS "D"
40 MPH or less	200 FT. (60 m)
45-50 MPH	350 FT. (105 m)
55 MPH	500 FT. (150 m)

GENERAL NOTES:

This special detail is used at any time, any vehicle, equipment, workers or their activities require a stationary, intermittent or continuous moving operation within 15 feet (5 m) of the traffic lane, where the average speed is 1mph (2 km) or less.

Minimum distance 'D' is shown in the Advance Warning Sign Spacing Table. If the work is a moving operation, the maximum distance 'D' may be extended to 1/2 the length required for a normal working day's operation or 4 miles (6.4 km), whichever is less.

If the work operation does not exceed 60 minutes, traffic control may be in accordance with I.D.O.T. Highway Standard 701301.

SYMBOLS:

- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH TRAFFIC CONTROL SIGN WHEN REQUIRED

MODIFIED STANDARD 701011

APPROVED BY: A. KHANNA
DATE: 03/20/03

APPROVED BY: ANK KHANNA
DATE: 03/21/05

DRIVEWAY ENTRANCE

2'-6" x 4'-0"
WHITE ON GREEN
REFLECTIVE BACKGROUND
1/2" BORDER

TEMPORARY INFORMATION SIGNING NOTES:

- EXISTING TRAFFIC CONTROL SIGNS AND MESSAGES THAT ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC SHALL BE TEMPORARILY COVERED OR MODIFIED WITH TEMPORARY OVERLAY AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
- INSTALL ADDITIONAL TEMPORARY SIGN PANEL ASSEMBLY AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
- HALF OF THE SIGNS WILL REQUIRE THE ARROW TO POINT TO THE LEFT.
- TO BE PAID FOR BY ITEM "TEMPORARY INFORMATION SIGNING".

REVISIONS:

NO.	DATE	DESCRIPTION

APPROVED BY: ANK KHANNA
DATE: 03/21/05

VILLAGE OF BUFFALO GROVE

LCDOT DETAILS

DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

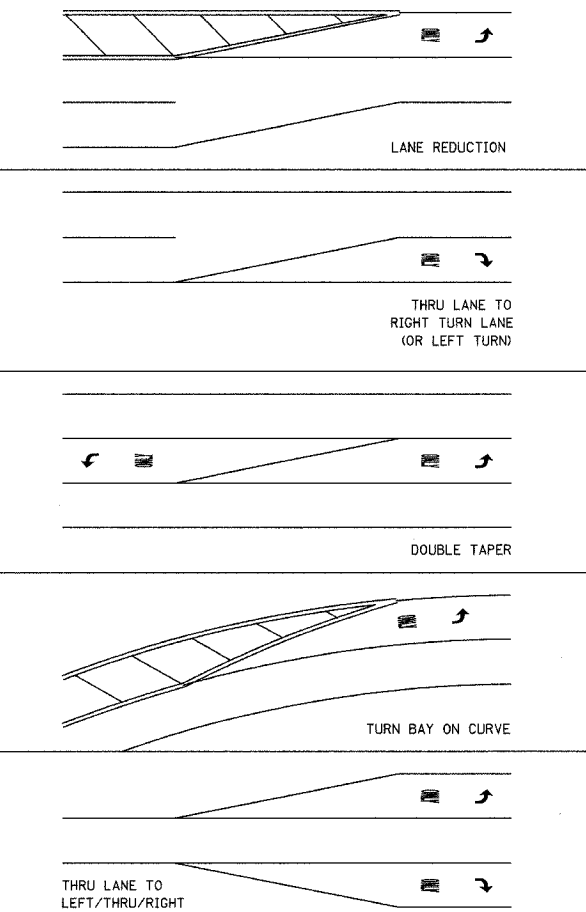
REVISIONS:

NO.	DATE	DESCRIPTION

NOT TO SCALE

ROUTE	SECTION	COUNTY	SHEET	SHEETS
CH	A47	LAKE	176	165
TYPICAL PAVEMENT MARKINGS				
83807 ILLINOIS				

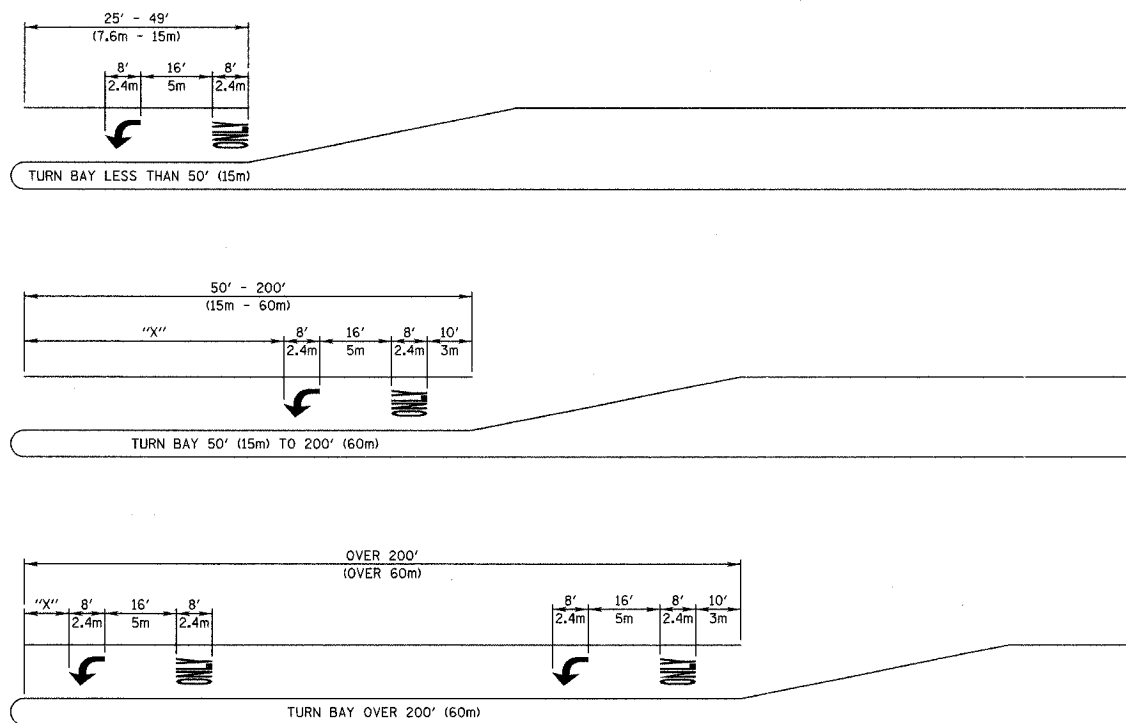
TYPICAL MINI-SKIP PAVEMENT MARKINGS



MINI-SKIPS ARE 2 FEET (600mm) WHITE LINE WITH 6 FEET (1.8m) SPACING. THE MINI-SKIP IS THE SAME WIDTH AS THE PAVEMENT MARKING LINE, IT EXTENDS

TYPICAL PAVEMENT MARKINGS

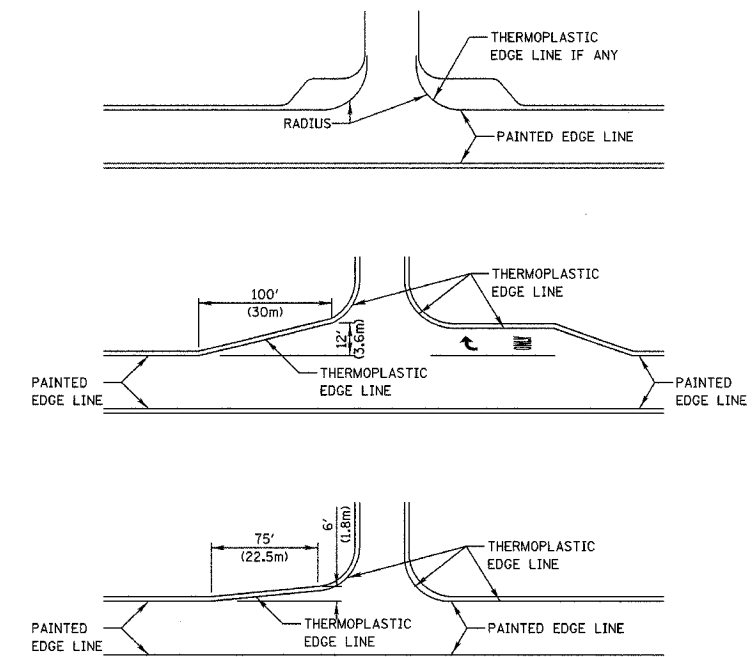
TYPICAL TURN BAY PAVEMENT MARKINGS



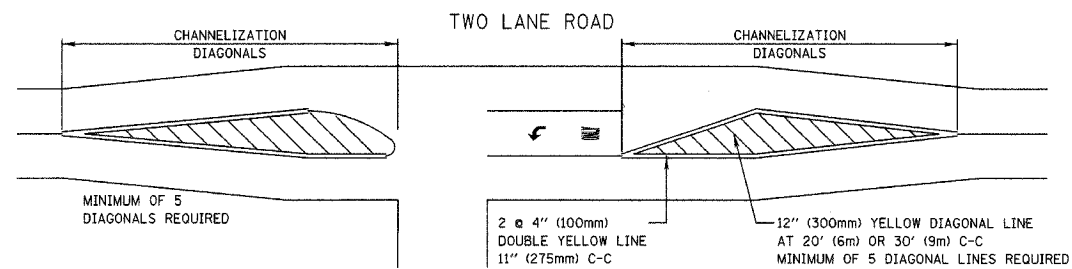
AREA = 15.6 SQ. FT. (1.5 SQ. M) AT INTERSECTIONS WITH VIDEO DETECTION THE DISTANCE "X" SHALL BE A MINIMUM OF 30' (10m). FULL SIZE LETTERS [8' (2.4m)] AND ARROWS SHALL BE USED. TURN LANES IN EXCESS OF 400' (120m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW W/ "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW W/ "ONLY".

ONLY AREA = 20.8 SQ. FT. (1.9 SQ. M)

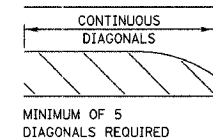
EDGE LINE RADII AT SIDE STREETS



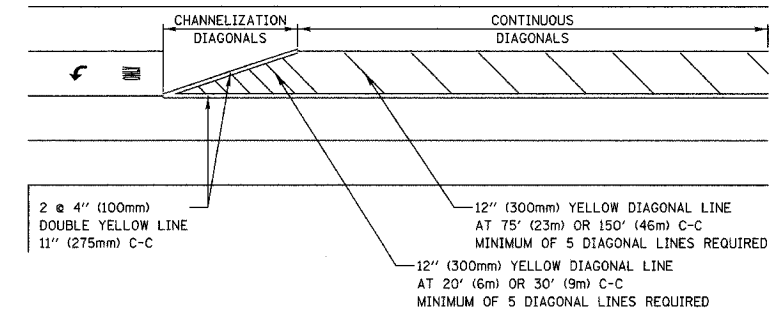
TYPICAL DIAGONAL SPACING



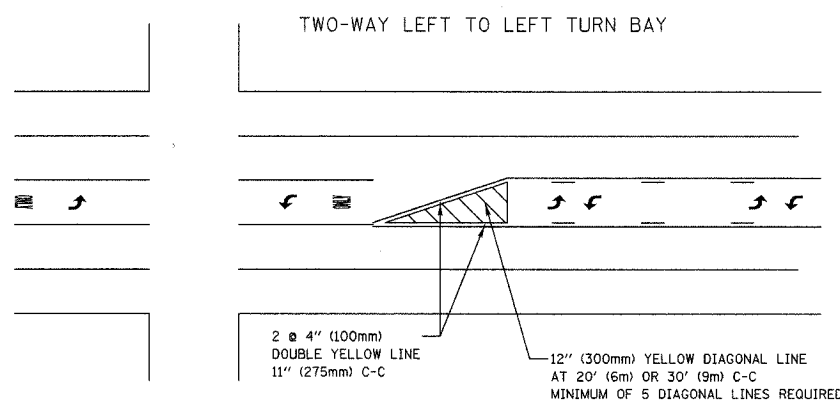
SPEED LIMIT RANGE	DIAGONAL SPACING	
	CONTINUOUS	INTERSECTION CHANNELIZATION
30-45 MPH	75 FT. (20m)	20 FT. (6m)
OVER 45 MPH	150 FT. (45m)	30 FT. (9m)



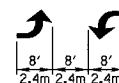
3 TO 5 LANE ROAD



TWO-WAY LEFT TO LEFT TURN BAY



DUAL LEFT TURN ARROWS



31.2 SQ. FT. (2.94 SQ. M) MIN. OF 2 SETS REQUIRED

A MINIMUM OF TWO PAIRS OF DUAL LEFT TURN ARROWS SHALL BE USED. THE DUAL LEFT TURN ARROWS SHALL BE WHITE IN COLOR. THE INTERVAL BETWEEN SETS OF DUAL LEFT TURN ARROWS SHOULD BE 200' (60 m) AND 300' (90 m).



TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS

REVISIONS	
NAME	DATE
JOHN SAUTER	7/7/99
JOHN SAUTER	11/01/01

SCALE: NONE SHEET 1 OF 3 DRAWN BY: JPS
DATE: JAN. 12, 1998 CHECKED BY: ANK

TYPICAL PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS

ROUTE	SECTION	COUNTY	SHEET	SHEETS
CH	A47	LAKE	176	166
TYPICAL PAVEMENT MARKINGS AND MARKERS				
8/30/97 ILLINOIS				

PAVEMENT MARKING GUIDELINES - ENGLISH MEASUREMENTS

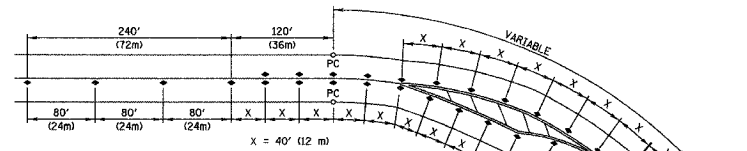
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE OF 2 LANE PAVEMENT	4 IN.	SKIP-DASH	YELLOW	10 FT. LINE WITH 30 FT. SPACE
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 IN.	SOLID	YELLOW	6 IN. C-C FROM SKIP-DASH CENTERLINE
	2 @ 4 IN.	SOLID	YELLOW	12 IN. C-C (OMIT SKIP-DASH CENTERLINE BETWEEN)
CENTERLINE ON MULTI-LANE UNDIVIDED LANE LINES	2 @ 4 IN.	SOLID	YELLOW	12 IN. C-C
DOTTED LINES (EXTENSIONS OF CENTERLINE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	WHITE	10 FT. LINE WITH 30 FT. SPACE
EDGE LINES	5 IN. WHITE 4 IN. YELLOW	SOLID	WHITE - RIGHT YELLOW - LEFT	OUTLINE RAISED MEDIANS IN YELLOW
TURN LANE MARKINGS	6 IN. LINE FULL SIZE LETTERS AND SYMBOLS (8 FT.)	SOLID	WHITE	TURN ARROW 15.6 SQ. FT. STRAIGHT ARROW 11.5 SQ. FT. ONLY 20.8 SQ. FT. COMB. ARROW 26.0 SQ. FT.
TWO WAY LEFT TURN MARKING	2 @ 4 IN. EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10 FT. LINE WITH 30 FT. SPACE FOR SKIP-DASH 6 IN. C-C BETWEEN SKIP-DASH LINE AND SOLID LINE
CROSSWALK	12 IN. @ 90°	SOLID	WHITE	12 IN. LONGITUDINAL BAR WITH 24/36 IN. SPACE 6 FT. TO 12 FT. WIDE SEE TYPICAL CROSSWALK MARKING DETAIL
STOP BARS	24 IN.	SOLID	WHITE	PLACE 4 FT. IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIANS	2 @ 4 IN. WITH 12 IN. DIAGONALS @ 45° NO DIAGONALS USED FOR 4 FT. WIDE MEDIAN	SOLID	YELLOW - 2-WAY TRAFFIC WHITE - 1-WAY TRAFFIC	12 IN. C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING DETAIL MINIMUM OF 5 DIAGONALS
GORE MARKING AND CHANNELIZING LINES	8 IN. WITH 12 IN. DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS 15 FT. C-C (LESS THAN 30 MPH) 20 FT. C-C (30 TO 45 MPH) 30 FT. C-C (OVER 45 MPH) MINIMUM OF 5 DIAGONALS
R.R. CROSSING	24 IN. TRANSVERSE LINES RR IS 6 FT. LETTER 16 IN. LINE FOR "X"	SOLID	WHITE	SEE I.D.D.T. STD. 780001 SQUARE METER AREA OF: "R" - 3.6 SQ. FT. / "R" "X" - 54.0 SQ. FT.
SHOULDER DIAGONALS	12 IN. @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50 FT. C-C (LESS THAN 30 MPH) 75 FT. C-C (30 TO 45 MPH) 150 FT. C-C (OVER 45 MPH) MINIMUM OF 5 DIAGONALS

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO PART III "MARKINGS" IN THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND I.D.D.T. HIGHWAY STANDARD 780001 EFFECTIVE JAN. 9, 1998.

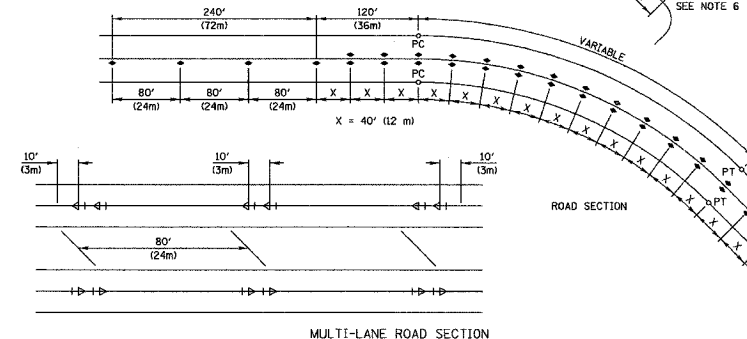
PAVEMENT MARKING GUIDELINES - METRIC MEASUREMENTS

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE OF 2 LANE PAVEMENT	100 mm	SKIP-DASH	YELLOW	3 m LINE WITH 9 m SPACE
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 mm	SOLID	YELLOW	150 mm C-C FROM SKIP-DASH CENTERLINE
	2 @ 100 mm	SOLID	YELLOW	300 mm C-C (OMIT SKIP-DASH CENTERLINE BETWEEN)
CENTERLINE ON MULTI-LANE UNDIVIDED LANE LINES	2 @ 100 mm	SOLID	YELLOW	300 mm C-C
DOTTED LINES (EXTENSIONS OF CENTERLINE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	WHITE	3 m LINE WITH 9 m SPACE
EDGE LINES	125 mm WHITE 100 mm YELLOW	SOLID	WHITE - RIGHT YELLOW - LEFT	OUTLINE RAISED MEDIANS IN YELLOW
TURN LANE MARKINGS	150 mm LINE FULL SIZE LETTERS AND SYMBOLS (2.4 m)	SOLID	WHITE	TURN ARROW 15 SQ. m COMB. ARROW 24 SQ. m STRAIGHT ARROW 15.0 SQ. m ONLY 19 SQ. m
TWO WAY LEFT TURN MARKING	2 @ 100 mm EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m LINE WITH 9 m SPACE FOR SKIP-DASH 150 mm C-C BETWEEN SKIP-DASH LINE AND SOLID LINE
CROSSWALK	300 mm @ 90°	SOLID	WHITE	300 mm LONGITUDINAL BAR WITH 600/900 mm SPACE, 1.8 m TO 3.6 m WIDE SEE TYPICAL CROSSWALK MARKING DETAIL
STOP BARS	600 mm	SOLID	WHITE	PLACE 12 m IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIANS	2 @ 100 mm WITH 300 mm DIAGONALS @ 45° NO DIAGONALS USED FOR 12 m WIDE MEDIAN	SOLID	YELLOW - 2-WAY TRAFFIC WHITE - 1-WAY TRAFFIC	300 mm C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING DETAIL MINIMUM OF 5 DIAGONALS
GORE MARKING AND CHANNELIZING LINES	200 mm WITH 300 mm DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS 46 m C-C (LESS THAN 30 MPH) 6 m C-C (30 TO 45 MPH) 9 m C-C (OVER 45 MPH) MINIMUM OF 5 DIAGONALS
R.R. CROSSING	400 mm TRANSVERSE LINES RR IS 1.8 m LETTER 400 mm LINE FOR "X"	SOLID	WHITE	SEE I.D.D.T. STD. 780001 SQUARE METER AREA OF: "R" - 0.33 SQ. m / "R" "X" - 5.0 SQ. m
SHOULDER DIAGONALS	300 mm @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15.2 m C-C (LESS THAN 30 MPH) 23.0 m C-C (30 TO 45 MPH) 45.7 m C-C (OVER 45 MPH) MINIMUM OF 5 DIAGONALS

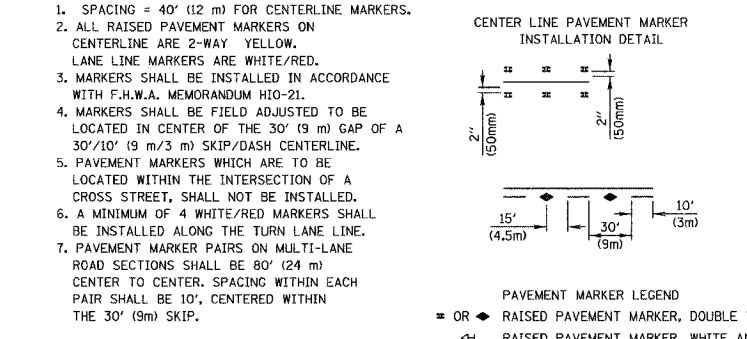
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO PART III "MARKINGS" IN THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND I.D.D.T. HIGHWAY STANDARD 780001 EFFECTIVE JAN. 9, 1998.



TYPICAL RAISED PAVEMENT MARKER INSTALLATION

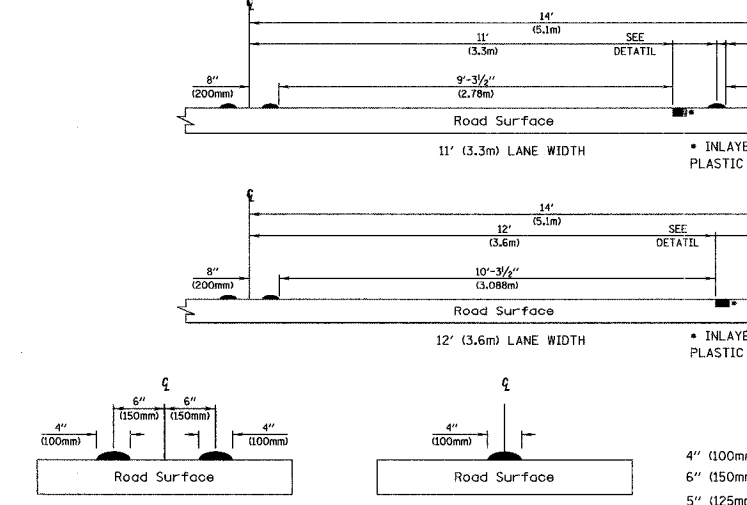


TYPICAL CROSSWALK INSTALLATION ALL LOCATIONS EXCEPT SIGNALIZED INTERSECTIONS WITH VIDEO DETECTION



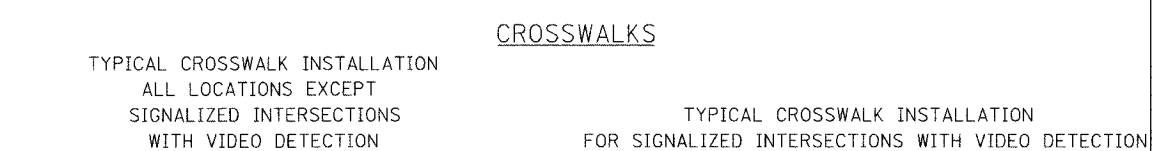
TYPICAL CROSSWALK INSTALLATION FOR SIGNALIZED INTERSECTIONS WITH VIDEO DETECTION

PAVEMENT CROSS SECTION SHOWING TYPICAL PAVEMENT MARKINGS (2-LANE ROADWAY)

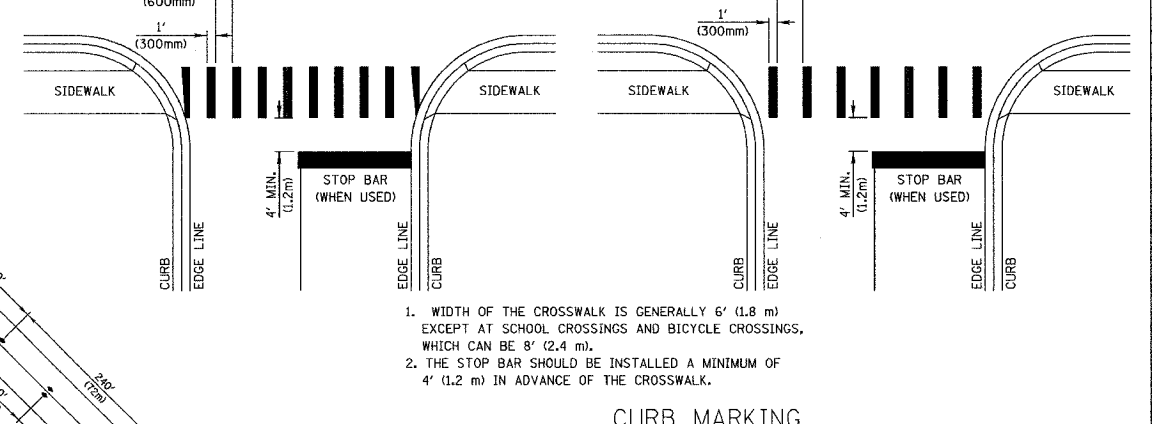


DOUBLE STRIPE CENTERLINE DETAIL SINGLE STRIPE CENTERLINE DETAIL

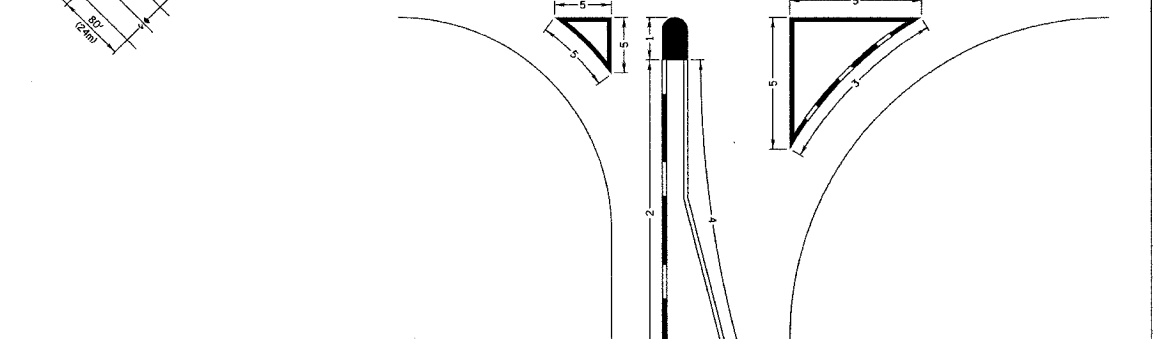
Notes: Centerline markings are 4" (100mm) lines at 12" (300mm) centers. Thermoplastic centerline markings are 4" (100mm) lines at 1" (275mm) centers.



TYPICAL CROSSWALK INSTALLATION FOR SIGNALIZED INTERSECTIONS WITH VIDEO DETECTION



CURB MARKING



PAVEMENT MARKING LEGEND

OR RAISED PAVEMENT MARKER, DOUBLE YELLOW
RAISED PAVEMENT MARKER, WHITE AND RED

NOTES:
1. SPACING = 40' (12 m) FOR CENTERLINE MARKERS.
2. ALL RAISED PAVEMENT MARKERS ON CENTERLINE ARE 2-WAY YELLOW. LANE LINE MARKERS ARE WHITE/RED.
3. MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH F.H.W.A. MEMORANDUM H10-21.
4. MARKERS SHALL BE FIELD ADJUSTED TO BE LOCATED IN CENTER OF THE 30' (9 m) GAP OF A 30'/10' (9 m/3 m) SKIP/DASH CENTERLINE.
5. PAVEMENT MARKERS WHICH ARE TO BE LOCATED WITHIN THE INTERSECTION OF A CROSS STREET, SHALL NOT BE INSTALLED.
6. A MINIMUM OF 4 WHITE/RED MARKERS SHALL BE INSTALLED ALONG THE TURN LANE LINE.
7. PAVEMENT MARKER PAIRS ON MULTI-LANE ROAD SECTIONS SHALL BE 80' (24 m) CENTER TO CENTER. SPACING WITHIN EACH PAIR SHALL BE 10', CENTERED WITHIN THE 30' (9m) SKIP.

PAVEMENT MARKING LEGEND
OR RAISED PAVEMENT MARKER, DOUBLE YELLOW
RAISED PAVEMENT MARKER, WHITE AND RED

NOTES:
1. PAINT CURB AND NOSE SOLID FOR 10' (3m) OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPE MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.
(CURB MARKINGS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "PAINT PAVEMENT MARKING, RAISED MEDIAN")



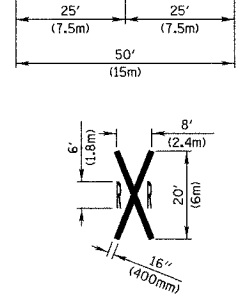
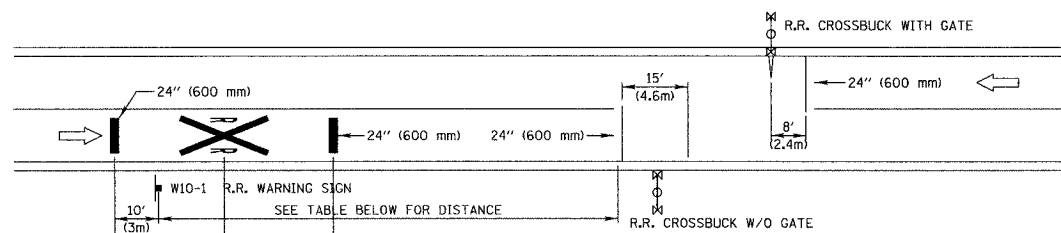
TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS

SCALE: NONE SHEET 2 OF 3 DRAWN BY: JPS
DATE: JAN. 12, 1998 CHECKED BY: ANK

REVISIONS	NAME	DATE
1	JOHN SAUTER	7/7/99
2	JOHN SAUTER	11/01/00

RT #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	167
83807				

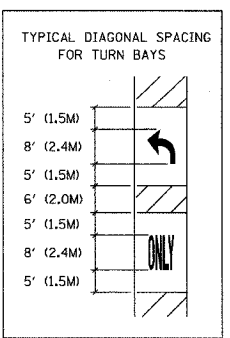
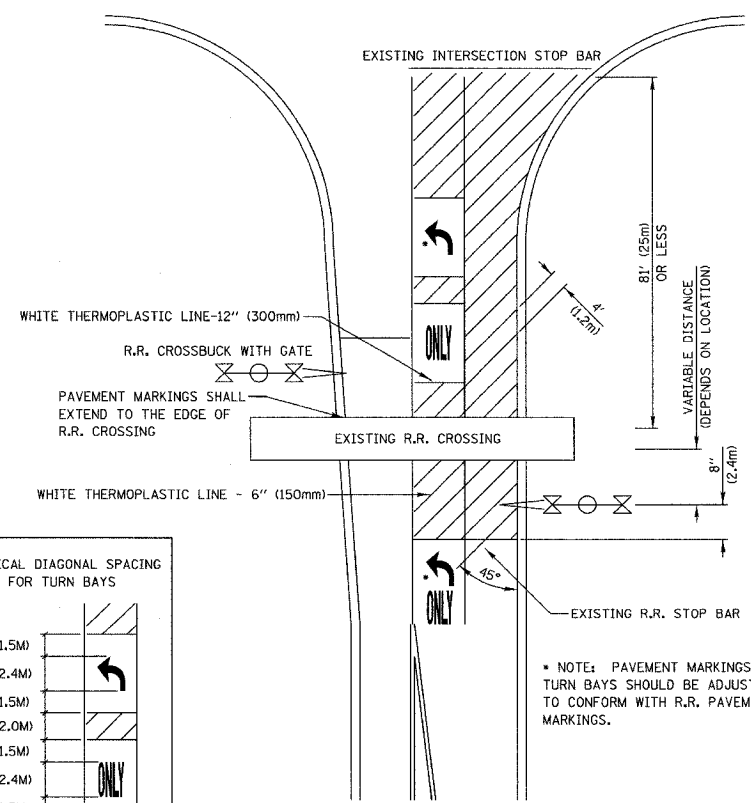
TYPICAL RAIL ROAD RELATED PAVEMENT MARKINGS



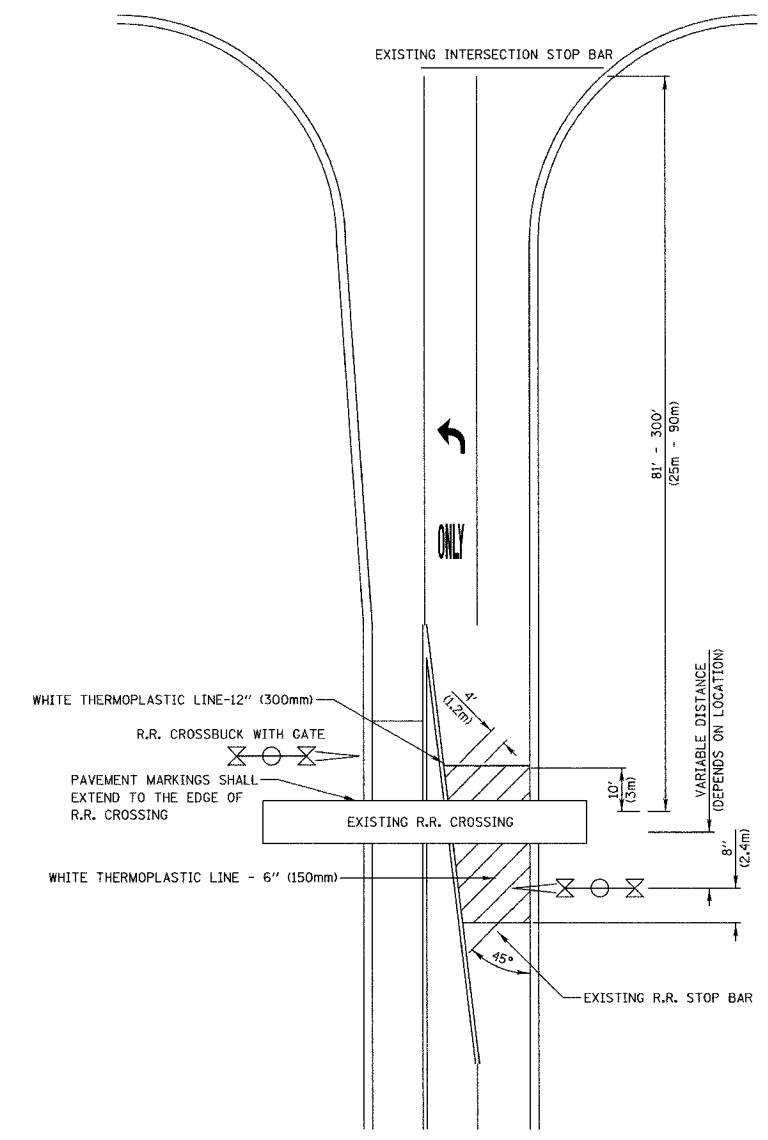
DISTANCE FOR W10-1 R.R. WARNING SIGN

POSTED SPEED LIMIT	DISTANCE FROM STOP BAR
30 MPH	325' (100m)
35 MPH	400' (125m)
40 MPH	475' (145m)
45 MPH	550' (165m)
50 MPH	625' (190m)
55 MPH	700' (215m)

NOTE: SUPPLEMENTAL R.R. PAVEMENT MARKINGS MAY BE ADDED AT THE DISCRETION OF THE COUNTY TRAFFIC ENGINEER.



* NOTE: PAVEMENT MARKINGS FOR TURN BAYS SHOULD BE ADJUSTED TO CONFORM WITH R.R. PAVEMENT MARKINGS.



NOTE: DETAIL NOT APPLICABLE FOR DEERFIELD PARKWAY IMPROVEMENT.

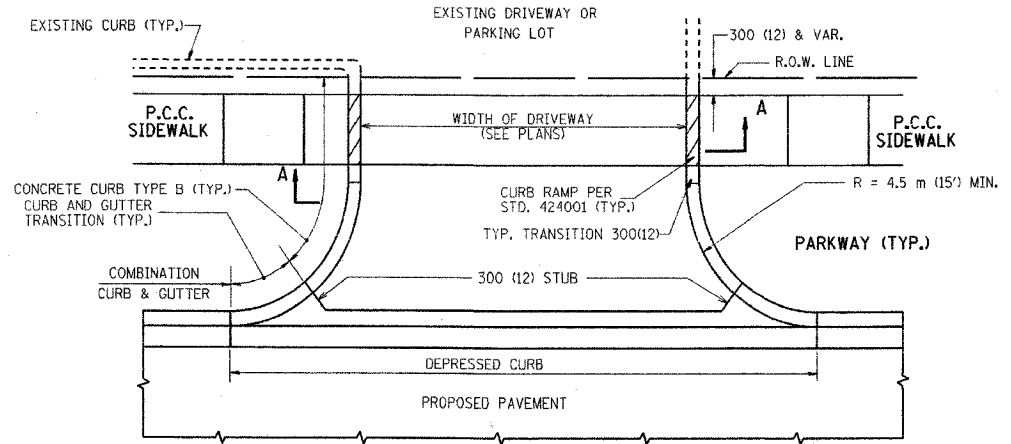
REVISIONS		COUNTY	
NAME	DATE		
JOHN SAUTER	9/25/98		
JOHN SAUTER	7/7/99		

TYPICAL PAVEMENT MARKINGS FOR RAILROAD CROSSINGS ON COUNTY HIGHWAYS

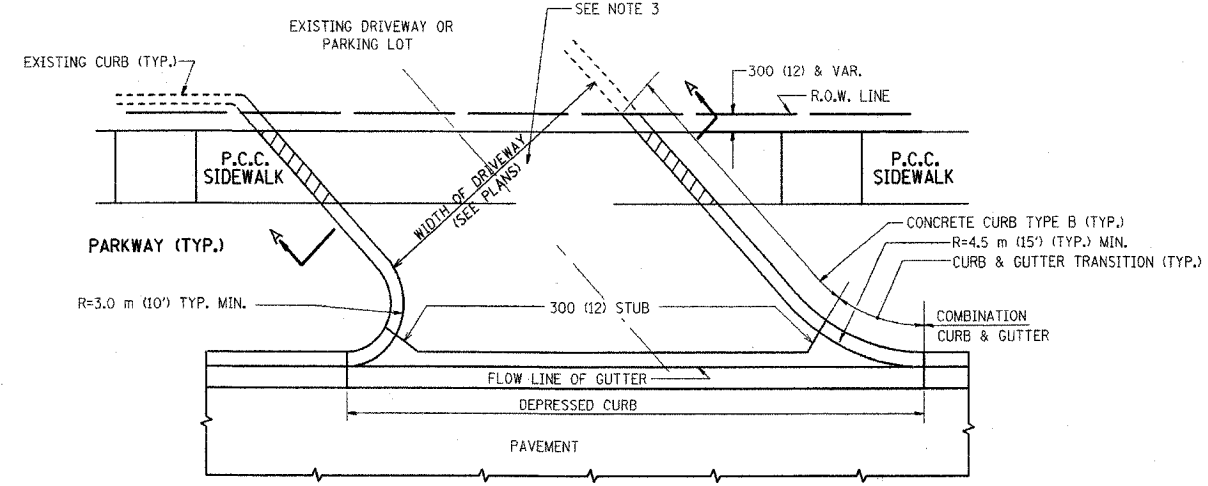
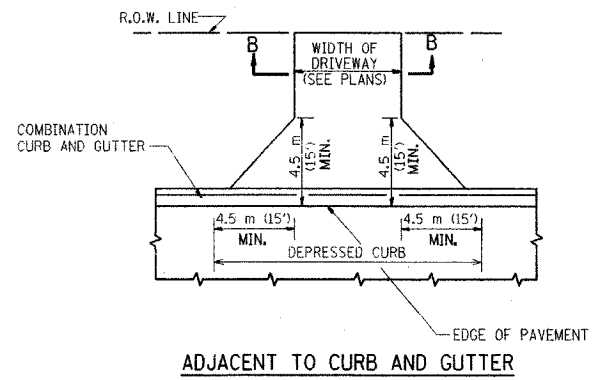
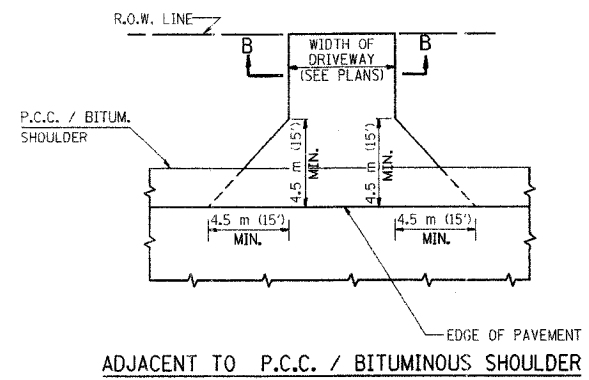
SCALE: NONE SHEET 3 OF 3 DRAWN BY: JPS
DATE: JAN. 12, 1998 CHECKED BY: ANK

P. & R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	168
STA.	TO STA.			
FED. ROAD DIST. NO. 7	SLIPNO.	FED. AID PROJECT		

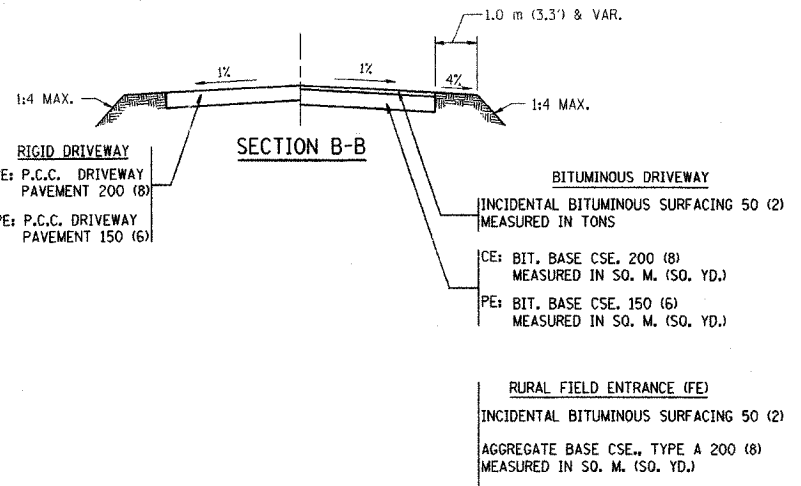
83807



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



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 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

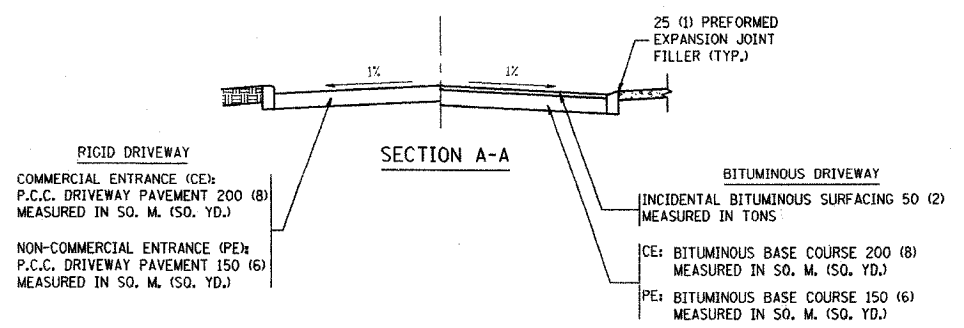
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

25 (1) 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.

ALL DRIVEWAYS SHALL BE RECONSTRUCTED WITH P.C.C. DRIVEWAY PAVEMENT IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

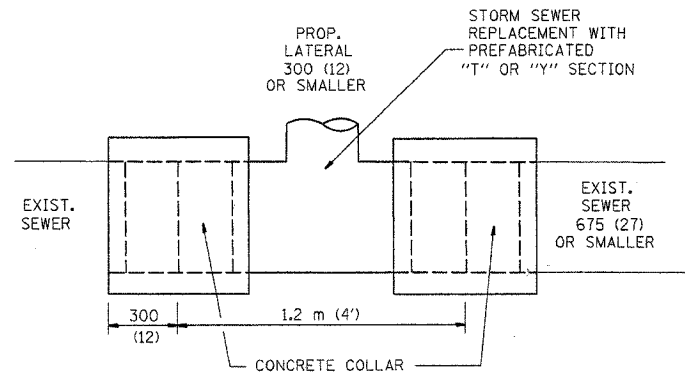
DRIVEWAY DETAILS
DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER \geq 4.5 m (15')

REVISIONS	
NAME	DATE
R. SHAH	08-05-95
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97

SCALE: NONE
DATE: 06/22/00
DRAWN BY: SG
CHECKED BY: JFP

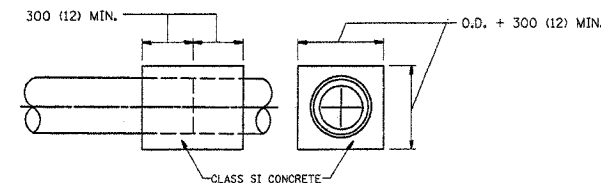
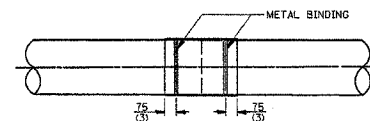
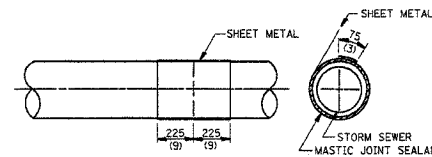
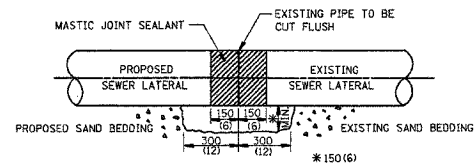
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	169
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83807



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER

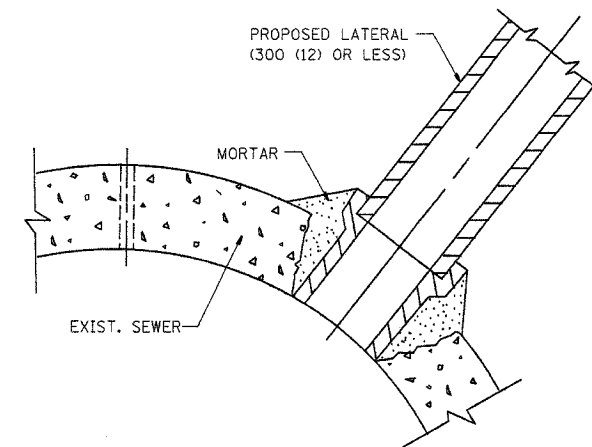


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 150 (6) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 X 150 (12 X 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 75 (3) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 75 (3) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 750 (30) OR LARGER

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

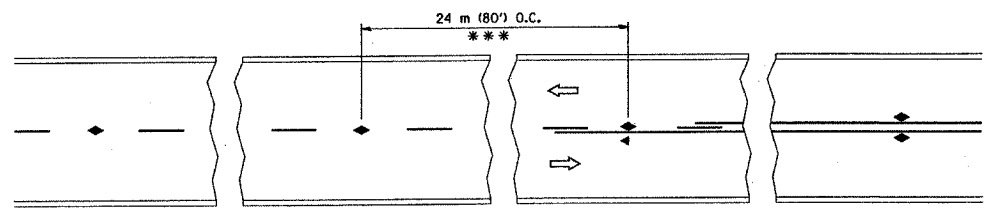
REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

SCALE: NONE
DATE 08/07/2002

DRAWN BY CADD
CHECKED BY

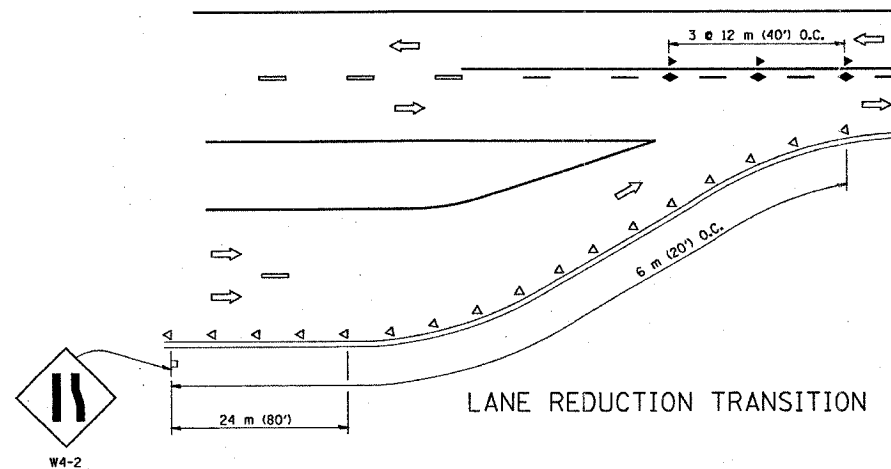
F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	170
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83807

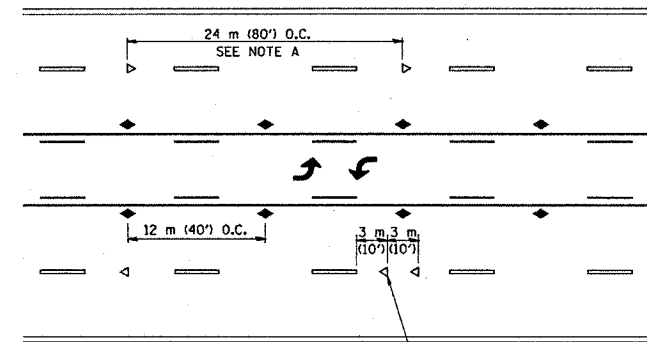


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED TO km/h (45 M.P.H.) OR LESS.

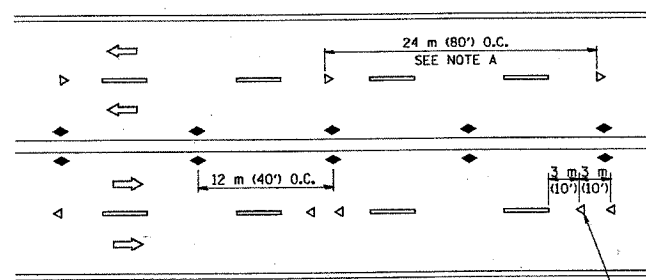
TWO-LANE/TWO-WAY



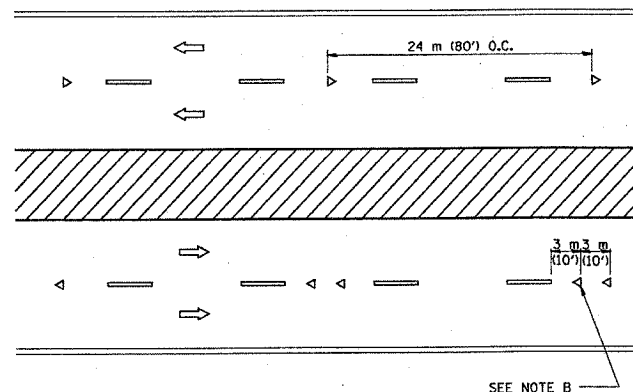
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

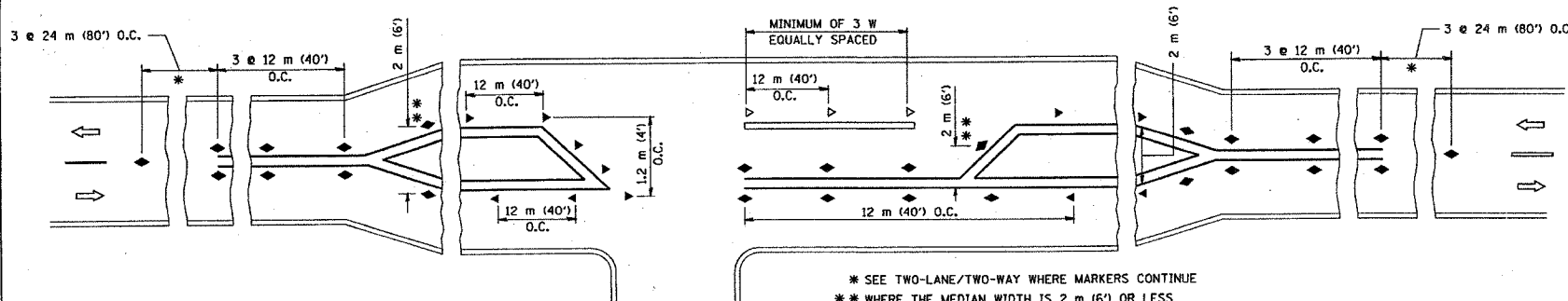
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS
(SNOW-PLOW RESISTANT)

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94

SCALE: NONE
DATE: 04/11/97

DRAWN BY CADD
CHECKED BY

TC-11

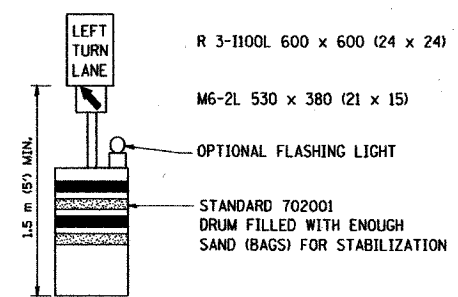
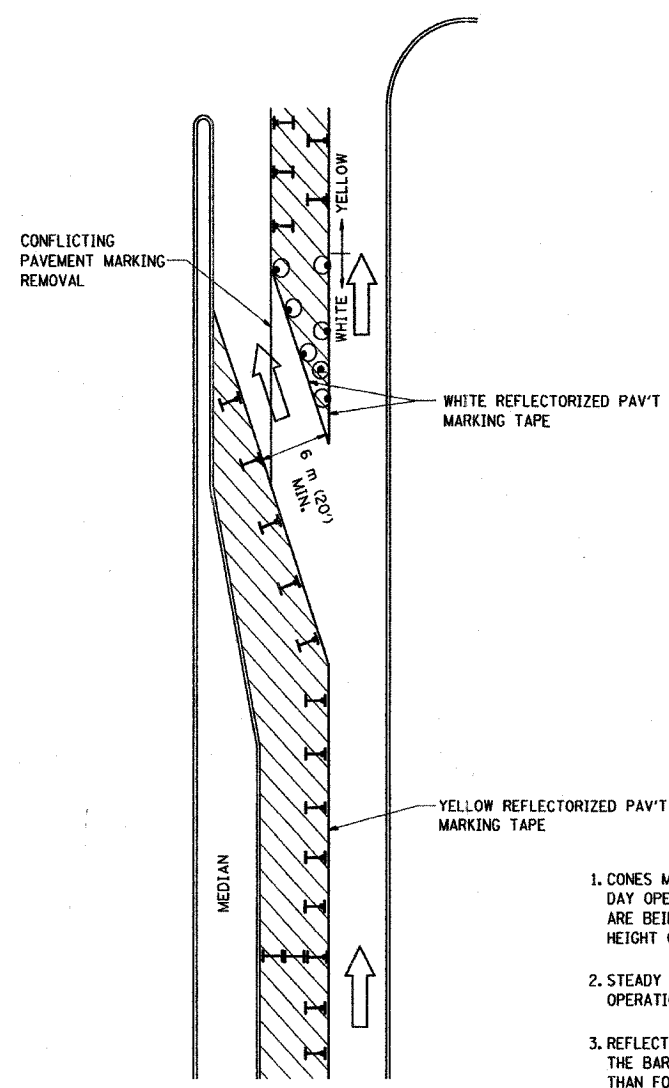


RURAL LEFT TURN

- * SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
- ** WHERE THE MEDIAN WIDTH IS 2 m (6') OR LESS USE TWO-WAY MARKERS.

P.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	171
STA.		TO STA.		
FED. ROAD DIST. NO.	ALIGNED	FED. AID PROJECT		

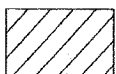





8807



GENERAL NOTES

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

LEGEND

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

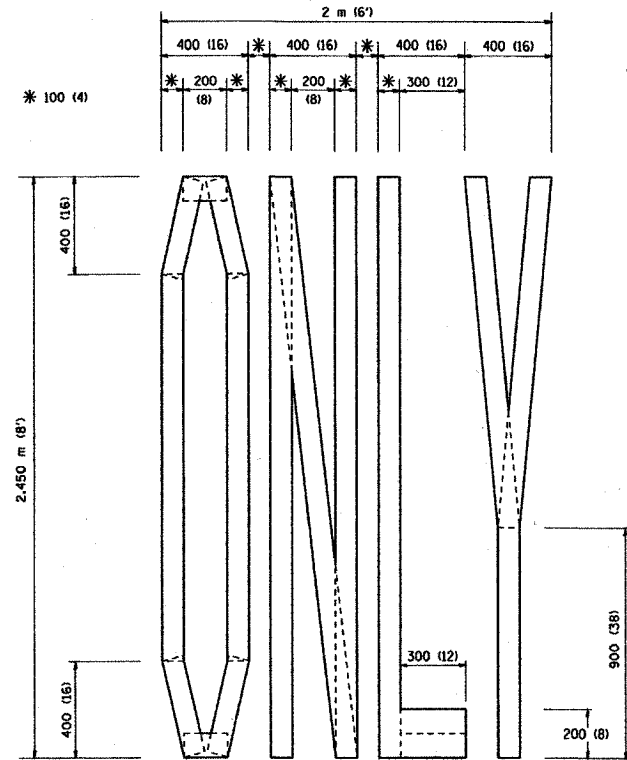
TRAFFIC CONTROL AND PROTECTION
AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

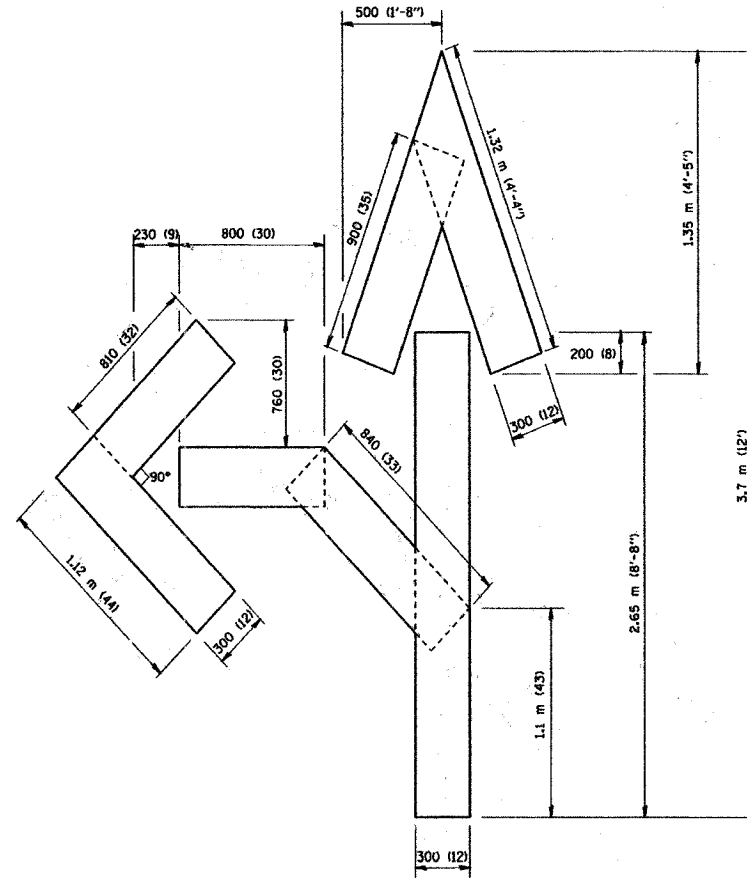
SCALE: NONE
DATE: 03/13/00
DRAWN BY
CHECKED BY: LHA

P.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	172
STA.		TO STA.		
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		

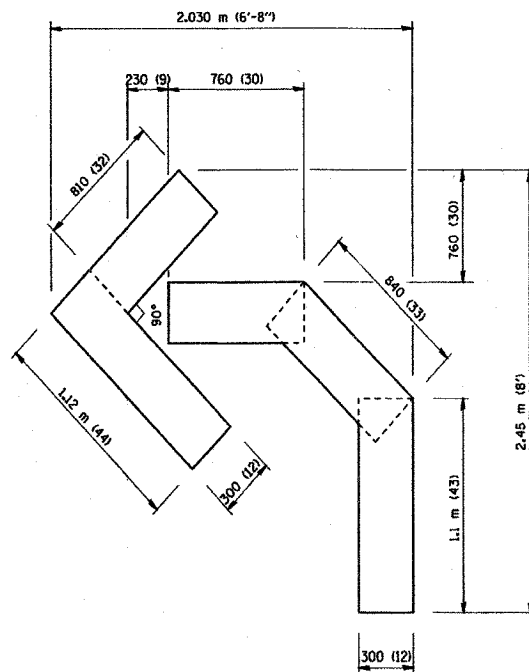
83807



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY PAVEMENT MARKING
LETTERS AND SYMBOLS

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98

SCALE: NONE
DATE 03/13/00

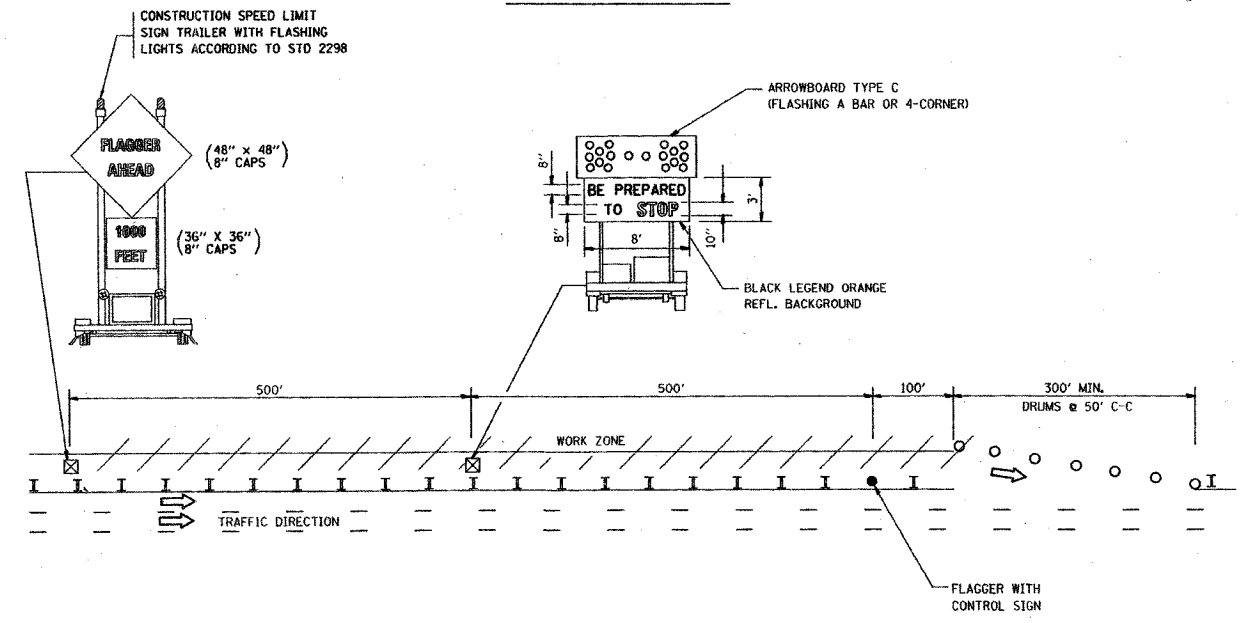
DRAWN BY CADD
CHECKED BY

T.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	173
STA.		TO STA.		
FED. ROAD DIST. NO.	ALIGNED	FED. AID PROJECT		

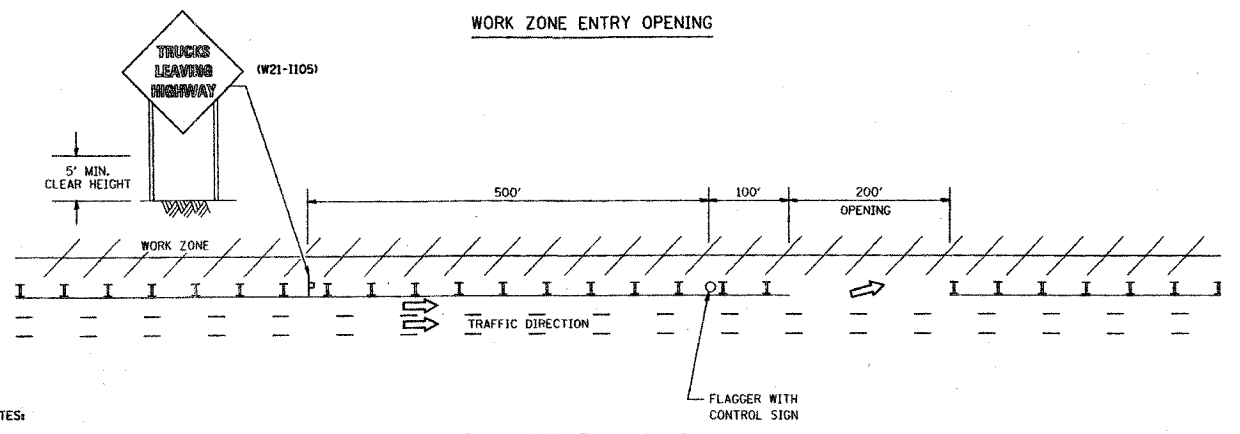
83807

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Nighttime Flagging Operations: The flag station shall be lighted with additional lights other than streetlights. The flagger control sign and the flagger vest shall be reflectorized. In addition, the flagger shall have a flashlight and lighted wand.
4. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
5. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

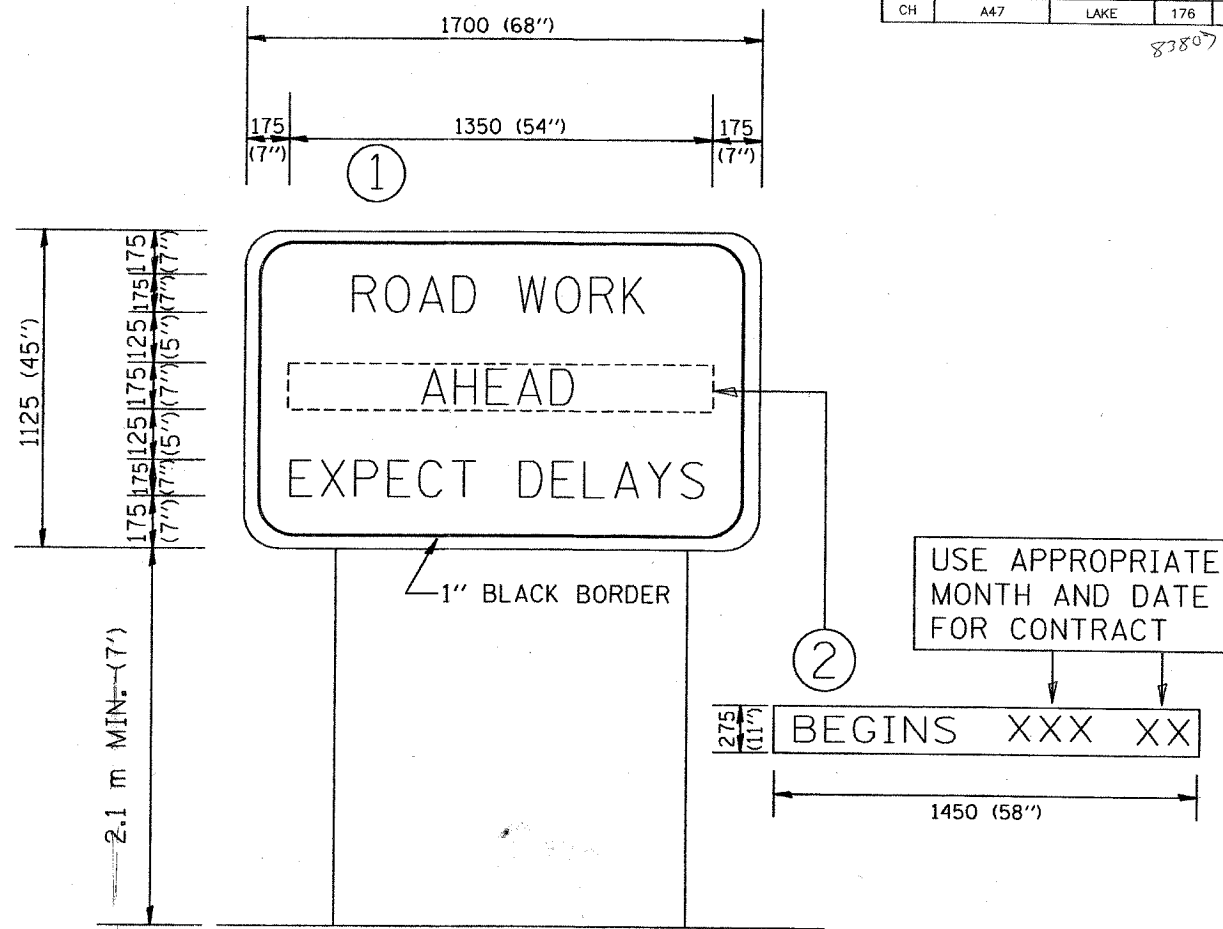
SCALE: NONE
DATE: 03/28/00

DRAWN BY: CADD
CHECKED BY: _____

TC-18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	174

82807



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 2.3 SQ. M. (25.70 SQ. FT.)

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

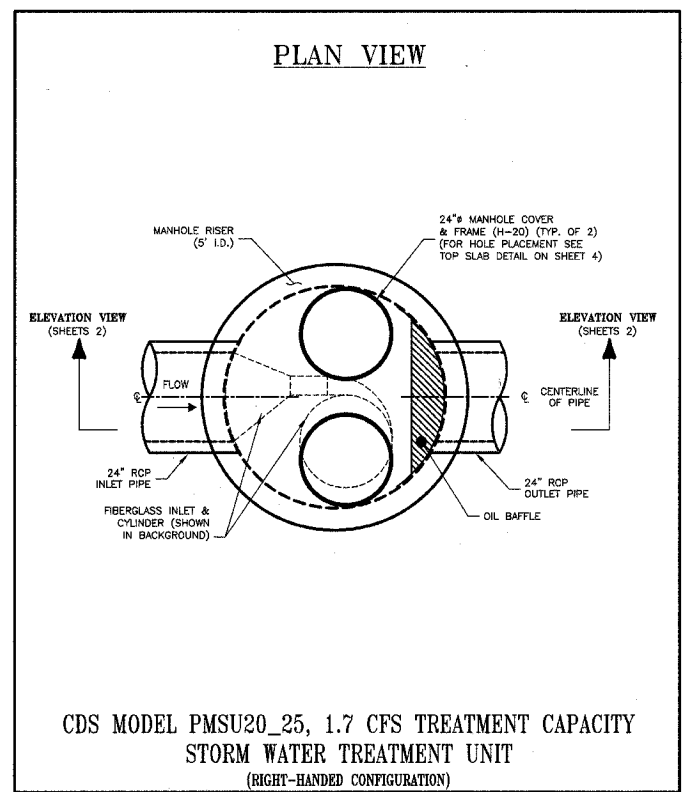
REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

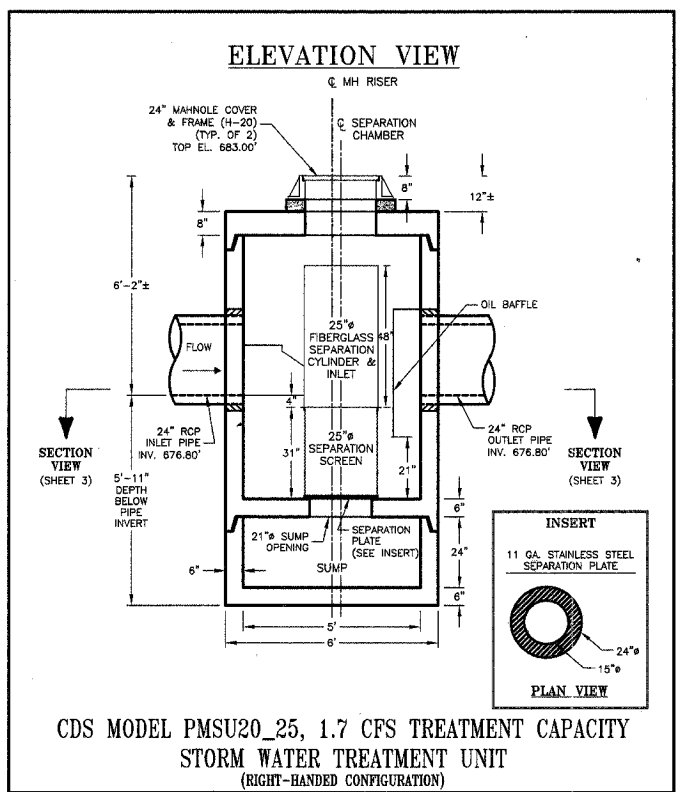
03/13/00

DRAWN BY: BUR. OF DESIGN
CHECKED BY

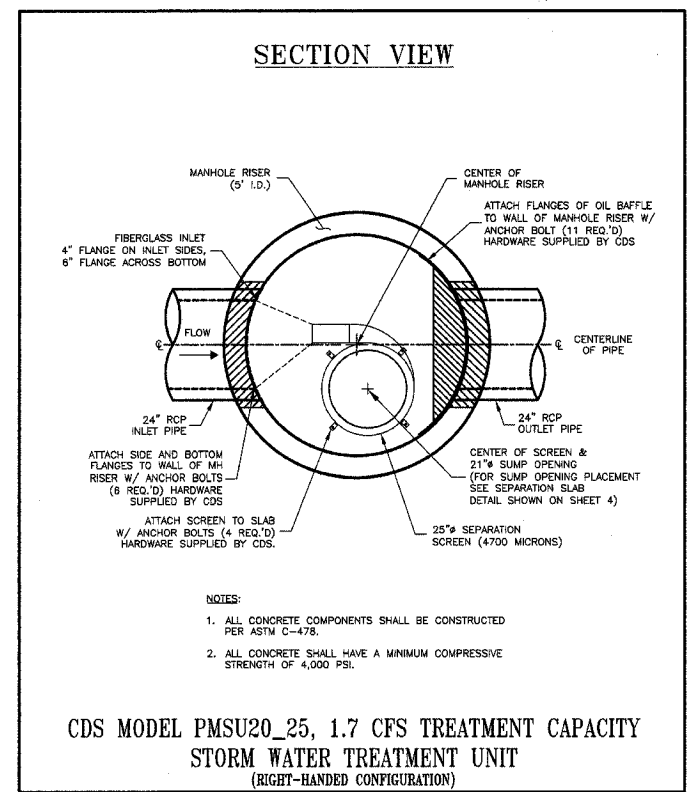
PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH	A47	LAKE	176	175
STA.		TO STA.		
03-0008-00-FP	SLABS	SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83807				



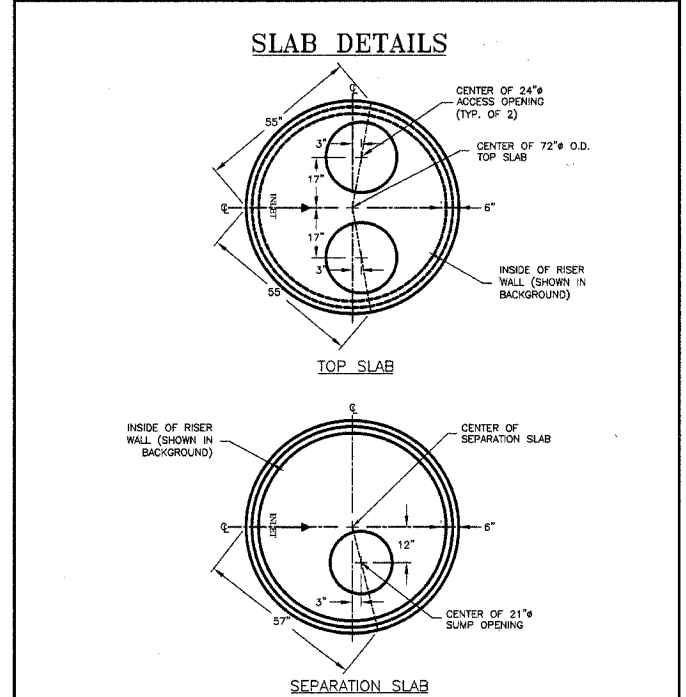
GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB#	IL-04-017	SCALE	1" = 2'
	STA. 24+10, 37' - R	DATE	10/20/04	SHEET	1
	BUFFALO GROVE, ILLINOIS	DRAWN	PRB	APPROV.	
	<small>815 S. 9th Avenue, La Grange, Illinois 60525 (708) 482-8550 www.cdstechn.com</small>				



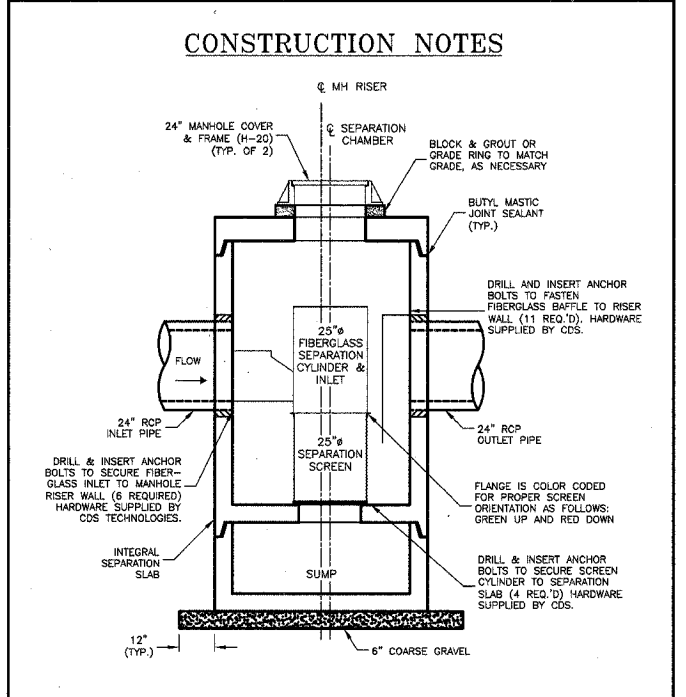
GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB#	IL-04-017	SCALE	1" = 2.5'
	STA. 24+10, 37' - R	DATE	10/20/04	SHEET	2
	BUFFALO GROVE, ILLINOIS	DRAWN	PRB	APPROV.	
	<small>815 S. 9th Avenue, La Grange, Illinois 60525 (708) 482-8550 www.cdstechn.com</small>				



GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB#	IL-04-017	SCALE	1" = 2'
	STA. 24+10, 37' - R	DATE	10/20/04	SHEET	3
	BUFFALO GROVE, ILLINOIS	DRAWN	PRB	APPROV.	
	<small>815 S. 9th Avenue, La Grange, Illinois 60525 (708) 482-8550 www.cdstechn.com</small>				



GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB#	IL-04-017	SCALE	1" = 2.5'
	STA. 24+10, 37' - R	DATE	10/20/04	SHEET	4
	BUFFALO GROVE, ILLINOIS	DRAWN	PRB	APPROV.	
	<small>815 S. 9th Avenue, La Grange, Illinois 60525 (708) 482-8550 www.cdstechn.com</small>				



GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB#	IL-04-017	SCALE	1" = 2.5'
	STA. 24+10, 37' - R	DATE	10/20/04	SHEET	5
	BUFFALO GROVE, ILLINOIS	DRAWN	PRB	APPROV.	
	<small>815 S. 9th Avenue, La Grange, Illinois 60525 (708) 482-8550 www.cdstechn.com</small>				

REVISIONS	
NAME	DATE

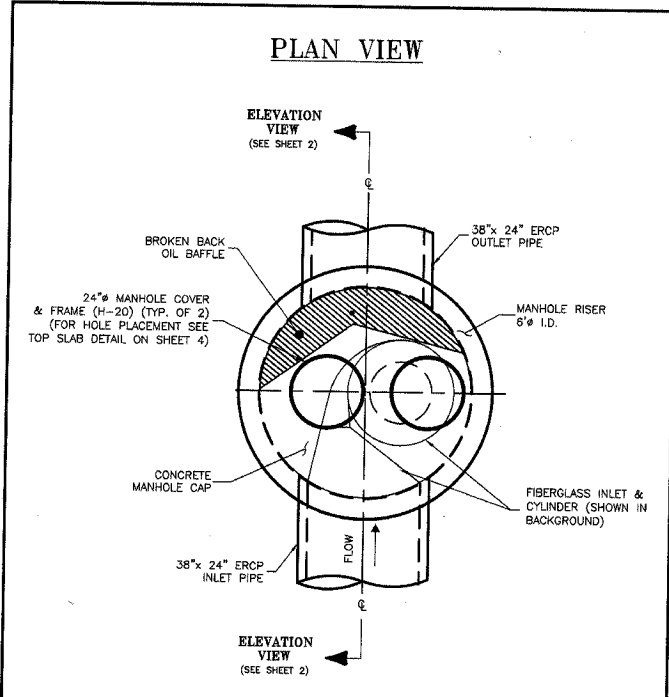
VILLAGE OF BUFFALO GROVE
DETAILS
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

BID SET

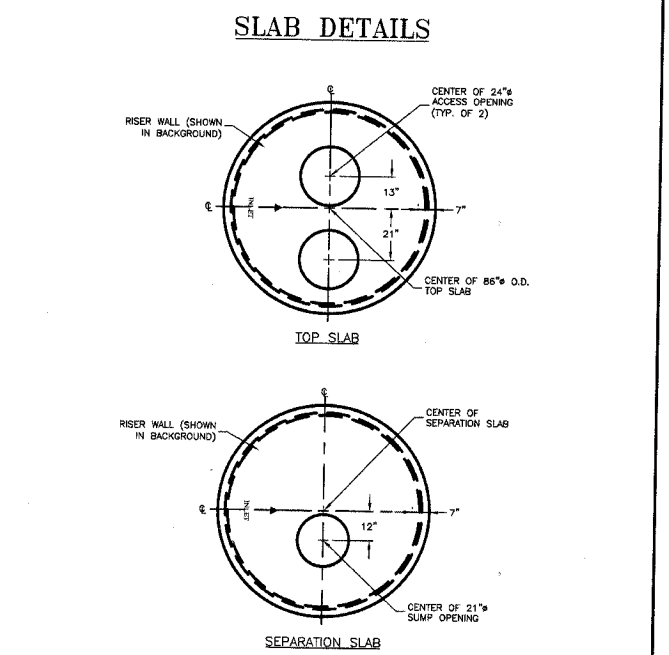
FILE#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
CH	A47	LAKE	176	176
STA.	TO STA.			
03-00088-00-PP	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83807



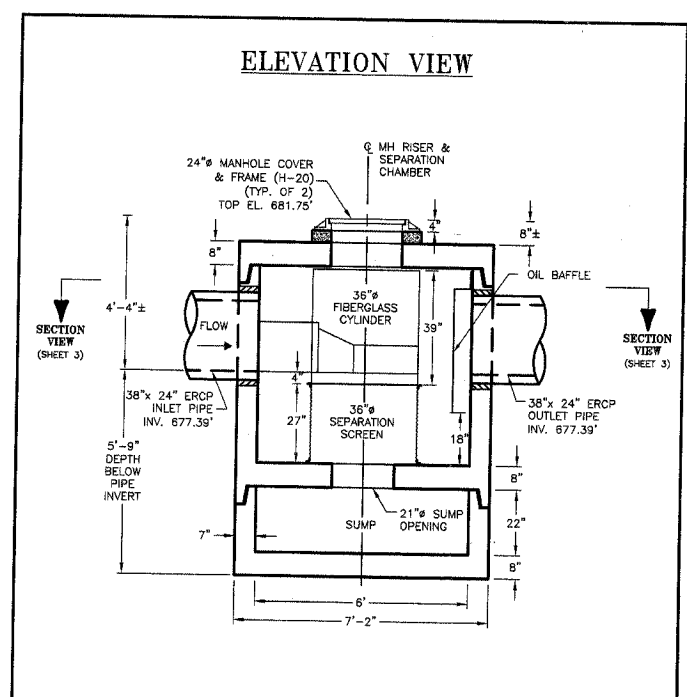
CDS MODEL PMSU30_20, 2.2 CFS TREATMENT CAPACITY
STORM WATER TREATMENT UNIT
(RIGHT-HANDED CONFIGURATION)

GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB# IL-04-017	SCALE 1" = 2.5'
	STA. 24+10, 43' - L	DATE 10/20/04	SHEET 1
	BUFFALO GROVE, ILLINOIS	DRAWN PRB	
		APPROV.	



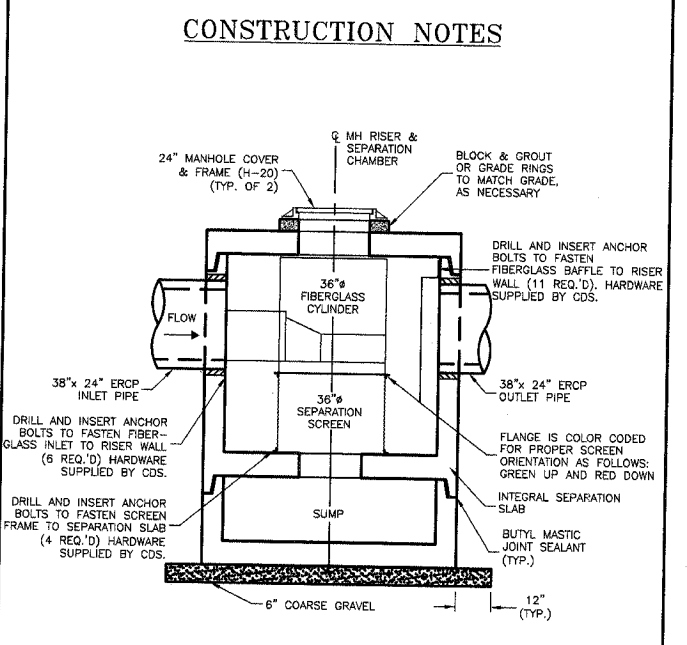
CDS MODEL PMSU30_20, 2.2 CFS TREATMENT CAPACITY
STORM WATER TREATMENT UNIT
(RIGHT-HANDED CONFIGURATION)

GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB# IL-04-017	SCALE 1" = 3'
	STA. 24+10, 43' - L	DATE 10/20/04	SHEET 4
	BUFFALO GROVE, ILLINOIS	DRAWN PRB	
		APPROV.	



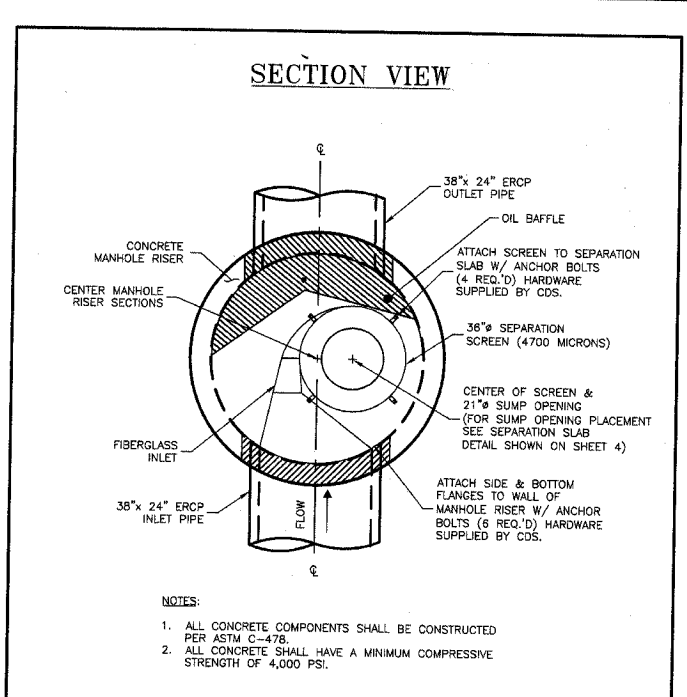
CDS MODEL PMSU30_20, 2.2 CFS TREATMENT CAPACITY
STORM WATER TREATMENT UNIT
(RIGHT-HANDED CONFIGURATION)

GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB# IL-04-017	SCALE 1" = 2.5'
	STA. 24+10, 43' - L	DATE 10/20/04	SHEET 2
	BUFFALO GROVE, ILLINOIS	DRAWN PRB	
		APPROV.	



CDS MODEL PMSU30_20, 2.2 CFS TREATMENT CAPACITY
STORM WATER TREATMENT UNIT
(RIGHT-HANDED CONFIGURATION)

GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB# IL-04-017	SCALE 1" = 2.5'
	STA. 24+10, 43' - L	DATE 10/20/04	SHEET 5
	BUFFALO GROVE, ILLINOIS	DRAWN PRB	
		APPROV.	



CDS MODEL PMSU30_20, 2.2 CFS TREATMENT CAPACITY
STORM WATER TREATMENT UNIT
(RIGHT-HANDED CONFIGURATION)

GDS TECHNOLOGIES	DEERFIELD PARKWAY	JOB# IL-04-017	SCALE 1" = 2.5'
	STA. 24+10, 43' - L	DATE 10/20/04	SHEET 3
	BUFFALO GROVE, ILLINOIS	DRAWN PRB	
		APPROV.	

- NOTES:
1. ALL CONCRETE COMPONENTS SHALL BE CONSTRUCTED PER ASTM C-478.
 2. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.

REVISIONS	
NAME	DATE

VILLAGE OF BUFFALO GROVE
DETAILS
DEERFIELD PARKWAY IMPROVEMENT

DATE: 6/2/2005
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: RTM

BID SET