

A. REFERENCED SPECIFICATIONS A. REPEKENLED SPELIFICATIONS 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS: * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION; * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION; * VILLAGE OF BUFFALO GROVE MUNICIPAL CODE; * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL; * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING

- DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).
- THE VILLAGE OF <u>BUFFALO GROVE</u>ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS
 PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL
 DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
- 3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

- 1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS ______ FT.
- 2. MWRD. THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
- THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
- 4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS. THE PROPOSED BY MINED AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MINED AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MINED AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MINED AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MINED AND THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
- 5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOF INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
- 6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR
- 7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
- 8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL
- ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
- 10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

- 1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
- 2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN
- DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL
- ROM THE MUNICIPALITY OF MURDIN SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
- 5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM
- 6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM
- 7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL VITRIFIED CLAY PIPE PIPE SPECIFICATIONS ASTM C-700 JOINT SPECIFICATIONS ASTM C-425 REINFORCED CONCRETE SEWER PIPE ASTM C-76 ASTM C-443 CAST IRON SOIL PIPE ASTM A-74 ASTM C-564 DUCTILE IRON PIPE ANSI A21.51 ANSI A21.11 POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46 ASTM D-3034 ASTM F-679 ASTM D-3212 ASTM D-3212 HIGH DENSITY POLYETHYLENE (HDPE) ASTM D-3350 ASTM D-3035 ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED) WATER MAIN QUALITY PVC 4-INCH TO 36-INCH ASTM D-2241 ANWA C900 ASTM D-3139 ASTM D-3139 4-INCH TO 12-INCH AWWA C900 ASTM D-3139 ASTM D-3139			
CAST IRON SOIL PIPE ASTM A-74 ASTM C-564 DUCTILE IRON PIPE ANSI A21.51 ANSI A21.11 POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46 ASTM D-3034 ASTM D-3035 ASTM D-3212 HIGH DENSITY POLYETHYLENE (HDPE) ASTM D-3350 ASTM D-3212,F-2620 (HEAT FUSION) WATER MAIN QUALITY PVC 4-INCH TO 36-INCH ASWA C900 ASTM D-3139 4-TNCH TO 12-INCH AWWA C900 ASTM D-3139			
DUCTILE IRON PIPE ANSI A21.51 ANSI A21.11 POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46 ASTM D-3034 ASTM D-3034 ASTM D-30312 HIGH DENSITY POLYETHYLENE (HDPE) ASTM D-3350 ASTM D-3035 ASTM D-3212,F-477 (GASKETED) WATER MAIN QUALITY PVC 4-INCH TO 36-INCH AWWA C900 ASTM D-3139	REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46 HIGH DENSITY POLYETHYLENE (HDPE) WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 36-INCH AWWA C900 ASTM D-3319 ASTM D-3319 ASTM D-3319 ASTM D-3319 ASTM D-3319 ASTM D-3319	CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
6-INCH TO 15-INCH DIÀMETER SDR 26 18-INCH TO 27-INCH DIÀMETER F/DY=46 18-INCH TO 27-INCH DIAMETER F/DY=46 ASTM D-3034 ASTM D-3012 ASTM D-3015 ASTM D-3016 ASTM D-3015 ASTM D-3016 ASTM D-3017	DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
ASTM D-3035 ASTM D-3212,F-477 (ĜASKETED) WATER MAIN QUALITY PVC 4-INCH TO 36-INCH ASTM D-2241 ASTM D-3139 4-INCH TO 12-INCH AWWA C900 ASTM D-3139	6-INCH TO 15-INCH DIÀMETER SDR 26		
WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH ASTM D-2241 ASTM D-3139 ASTM D-3139	HIGH DENSITY POLYETHYLENE (HDPE)		
	4-INCH TO 36-ĬNCH 4-INCH TO 12-INCH	ASTM D-2241 AWWA C900	ASTM D-3139 ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A OUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE

<u>PIPE MATERIAL</u> POLYPROPYLENE (PP) PIPE	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

- 8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE $^{\prime\prime}$ TO 1 $^{\prime\prime}$ IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO $^{\prime\prime}$ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12"
- 9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES
- 10 ALL MANHOLES SHALL BE PROVIDED WITH BOLTED WATERTIGHT COVERS. SANITARY LIDS SHALL BE . ALL INVIDED WITH A CONCEALED PICKHOLE AND WATERTIGHT COVERS, SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
- 11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE. TEF. OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

 a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS
 AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
 b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH
- A WYE OR TEE BRANCH SECTION.
- c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE
- 12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED FURTHERMORE, A MINIMUM HORIZONTAL ISTANCE OF 10 FEET 1B (WEEN SAMILARY/COMBINE) SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
- 13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
- 14 ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED
- 15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
- 16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
- 17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS. OR PERFORATED PIPES EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT IS BUILDINGS, DEPENDANTED PIPES ASSOCIATED WITH YOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS.

 CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY
- 18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

- 1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
- 2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
- 3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- 4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE
- 5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:

 a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
- b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- 6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- 7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL A STABLEZED THE LECTION OF CONTROLLED STORLE THAN THE STANDARD OF THE LECTION OF CONSTRUCTION SITE. 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.
- 8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING
- 9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
- 10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
- 11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN
- 12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT)
- 13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
- 14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
- 15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL
- 16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES
- 17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
- 18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- 19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
- 20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
- 21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
- 22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
- 23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

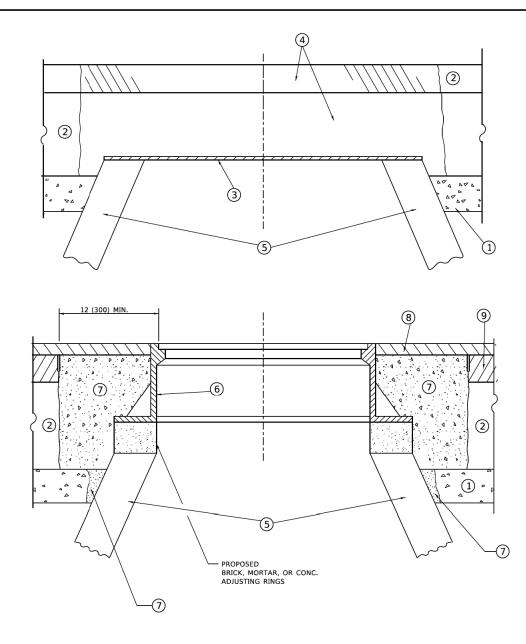
10/13/2022

MWRD GENERAL NOTES

STD. DWG. NO.18

PAGE NO. 19

DESIGNED - SNS REVISED FILE NAME = USER NAME = jjezierny SECTION COUNTY BERNARD DRIVE N:\BuffaloGrove\200385_C2\Civil\Dlxxx: ht-C2_MWRD_DET_.dor DRAWN - JAJ REVISED STATE OF ILLINOIS 1581 20-00108-02-RS COOK 164 102 **MWRD DETAIL** CHECKED - LMF REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 61K63 SCALE: TO STA. PLOT DATE = 7/10/2024 SHEET 9 OF 9 SHEETS STA. DATE REVISED



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

<u>NOTES</u>

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- *UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

1 SUB-BASE GRANULAR MATERIAL

(5) EXISTING STRUCTURE

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

CONTRACT NO. 61K63

DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 JSER NAME = Lawrence, DeManche DRAWN REVISED - R. BORO 12-06-11 CHECKED REVISED - K. SMITH 11-18-22 PLOT SCALE = 100,0000 ' / in. DATE 10-25-94 REVISED - K. SMITH 09-15-23

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING BD600-03 (BD-08) SHEET 1 OF 1 SHEETS STA. SCALE: NONE

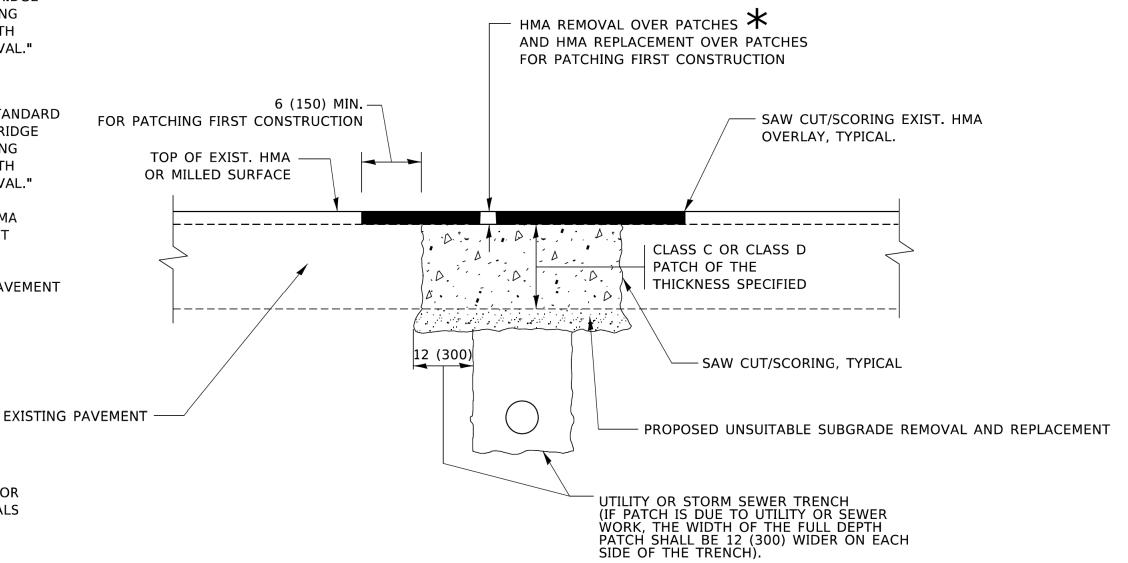
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METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

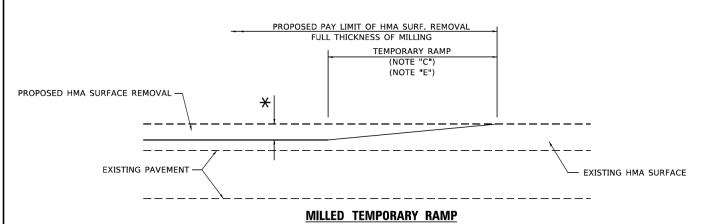
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

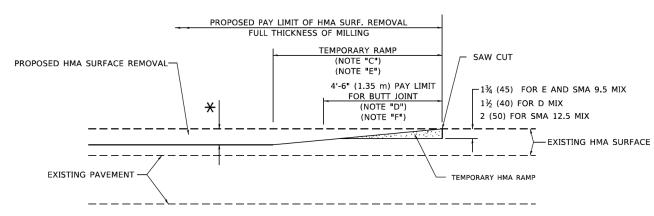
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Lawrence, DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR	MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	4045	20-00108-02-RS	COOK	164	104
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION			BD400-04 (BD-22)	CONTRACT	Г NO. 61	.K63
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA TO STA		TILINOIS SED A	ID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

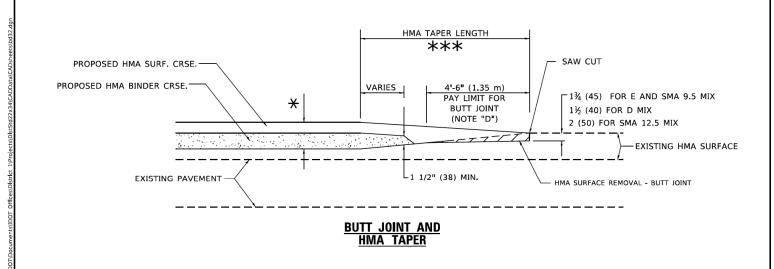


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

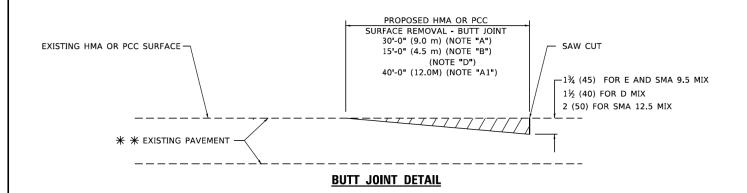
 USER NAME
 = Lawrence,DeManche
 DESIGNED
 M. DE YONG
 REVISED
 A. ABBAS 03-21-97

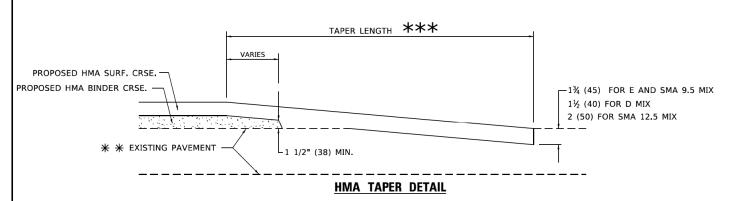
 DRAWN
 REVISED
 M. GOMEZ 04-06-01

 PLOT SCALE
 = 100.0000 ' / in.
 CHECKED
 REVISED
 R. BORO 01-01-07

 PLOT DATE
 = 11/18/2022
 DATE
 06-13-90
 REVISED
 K, SMITH 11-18-22

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

SCALE: NONE

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

TRAFFIC SIGNAL LEGEND

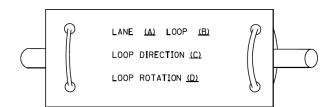
(NOT TO SCALE)

ITEM	<u>existing</u>	PROPOSED	ITEM	<u>existing</u>	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET	\boxtimes	\blacksquare	HANDHOLE -SQUARE			SIGNAL HEAD	R R	R R
COMMUNICATION CABINET	ECC	СС	-ROUND			-(P) PROGRAMMABLE SIGNAL HEAD		Y C C C ←Y ←Y ←F C ←F C
MASTER CONTROLLER	EMC	MC	HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	⊞ ⊕			G G G 4Y 4Y 4G 4G
MASTER MASTER CONTROLLER	ЕммС	ммс	DOUBLE HANDHOLE				P — —	, , , , , , , , , , , , , , , , , , ,
UNINTERRUPTABLE POWER SUPPLY	3	7	JUNCTION BOX		0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		R R Y Y
SERVICE INSTALLATION	- <u></u> P	- ■ -P	RAILROAD CANTILEVER MAST ARM	X = X = X	X eX X X	-(NB) RETRORESTECTIVE BACKPEATE		G G 4Y 4Y 4G 4G
-(P) POLE MOUNTED	Ш	_	RAILROAD FLASHING SIGNAL	∑⊙ ∑	¥◆X		P RB	P RB
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G}\boxtimes^{GM}$	⊠ ^G ⊠ ^{GM}	RAILROAD CROSSING GATE	₹0 ₹>	X•X-	PEDESTRIAN SIGNAL HEAD		
TELEPHONE CONNECTION	ET	Т	RAILROAD CROSSBUCK	ĭ	*	AT RAILROAD INTERSECTIONS	(P)	**
STEEL MAST ARM ASSEMBLY AND POLE	<u> </u>	•—	RAILROAD CONTROLLER CABINET		>∢	PEDESTRIAN SIGNAL HEAD	(C) C	P C
ALUMINUM MAST ARM ASSEMBLY AND POLE	0		UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			WITH COUNTDOWN TIMER	(*)	* D
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	o- \ \\ \tag{\tag{\tag{\tag{\tag{\tag{\tag{	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	● • BM	SYSTEM ITEM INTERSECTION ITEM	S	SP IP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	•	REMOVE ITEM	·	R	GROUND CABLE IN CONDUIT,	1#6	
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN)		
SIGNAL HEAD	- ⊳	-	ABANDON ITEM		Α	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
SIGNAL HEAD WITH BACKPLATE	#>	+►	CONTROLLER CABINET AND		RCF	COAXIAL CABLE	<u> </u>	<u>—</u> c—
SIGNAL HEAD OPTICALLY PROGRAMMED	-⊳ ^P +⊳ ^P	→ P + → P	FOUNDATION TO BE REMOVED MAST ARM POLE AND			VENDOR CABLE		
FLASHER INSTALLATION -(FS) SOLAR POWERED	of of s	•► FS	FOUNDATION TO BE REMOVED		RMF	COPPER INTERCONNECT CABLE,		
	op⊳ _E op⊳ _{ES}	■→ ^F ■→ ^{FS}	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
PEDESTRIAN SIGNAL HEAD	-[]	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		12F
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			PREFORMED DETECTOR LOOP	PP	PP	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		24F)
RADAR DETECTION SENSOR	R 1	R	SAMPLING (SYSTEM) DETECTOR	s s	s s			
VIDEO DETECTION CAMERA	(♥)	◯	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS (IS)	IS (IS)			
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING	QS (QS)	QS QS	GROUND ROD -(C) CONTROLLER -(M) MAST ARM	÷ + + + + + + + + + + + + + + + + + + +	± ^C ± ^M ± ^P ± ^S
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR SENSOR	<u> </u>	©	-(M) MAST ARM -(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	\bowtie	~	WIRELESS ACCESS POINT		_			
CONFIMATION BEACON	o()	•-1	THE LESS HOLESS I ONLY	<u> </u>	_			
WIRELESS INTERCONNECT	o .+ 	•+ 						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						
USER NAME = footemj PLOT SCALE = 50,0000 '/ i PLOT DATE = 3/4/2019	n. CHECKED -	IP REVISED -	STA DEPARTMEN	ATE OF ILLINOIS NT OF TRANSPORTATION		DISTRICT ONE ANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 1 OF 7 SHEETS STA. TO STA.	MUN SECTION RTE. 4045 20-00108-1 TS-05	SHEETS INC

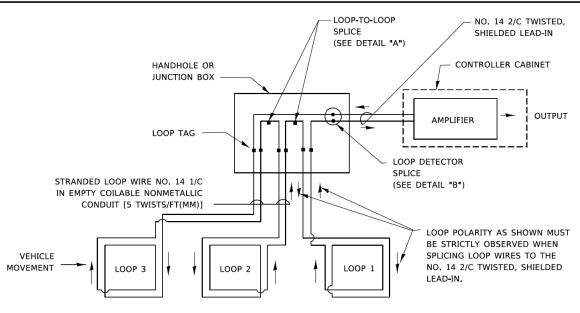
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 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.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

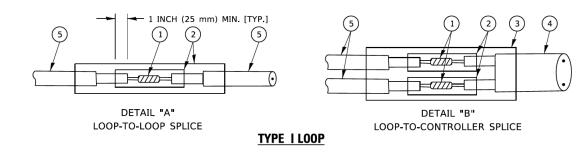


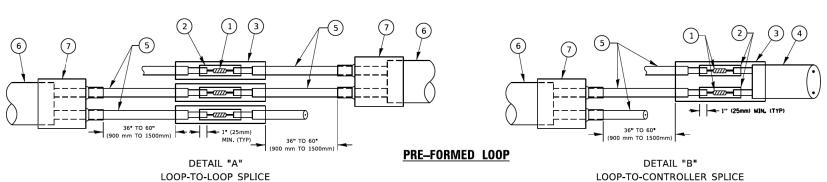
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

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





LOOP DETECTOR SPLICE

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

- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- 7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

 USER NAME
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 PLOT SCALE
 = 50.0000 ' / in.
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 REVISED

 PLOT DATE
 = 3/4/2019
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

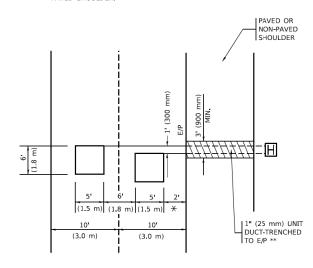
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SHEET 2 OF 7 SHEETS STA TO STA

LOOPS NEXT TO SHOULDERS

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

* = (600 mm)



* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

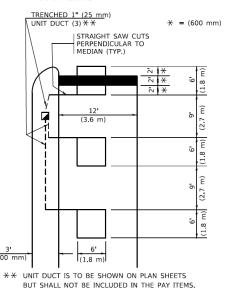
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

LEFT TURN LANES WITH MEDIANS

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



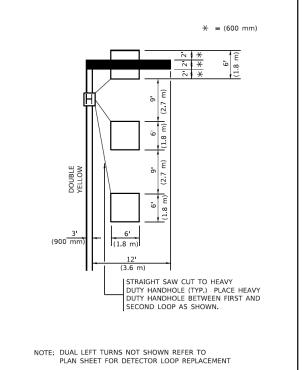
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



SCALE: NONE

(1.8 m)

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE

LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE

DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

NOTES:

SHIELDED.

VEHICLES LOOP DETECTORS

FOR DETECTOR LOOPS.

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

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

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

NOTE:

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

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

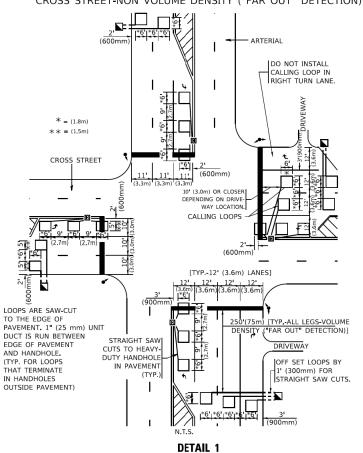
COUNTY

COOK

CONTRACT NO. 61K63

SHEETS NO.

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



N.T.S.

DATE

DESIGNED

CHECKED - R.K.F.

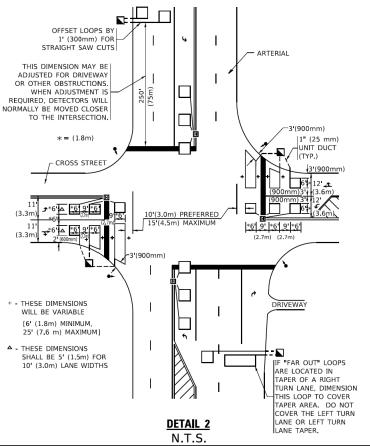
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ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

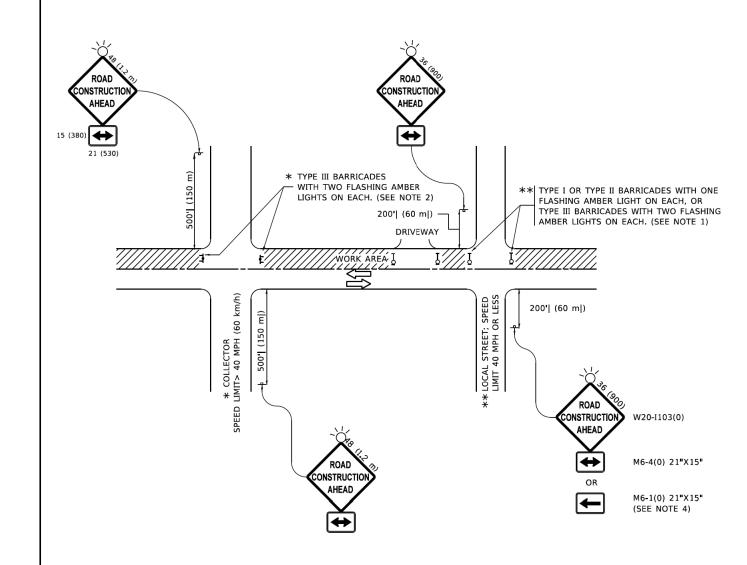
SECTION **DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING** TS-07

SHEET 1 OF 1 SHEETS STA. TO STA.

PLOT DATE = 3/4/2019 N:\BuffaloGrove\200385_C2\Civil\Dixxxxx-sht-C2_DistiDetail-01.dor

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NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

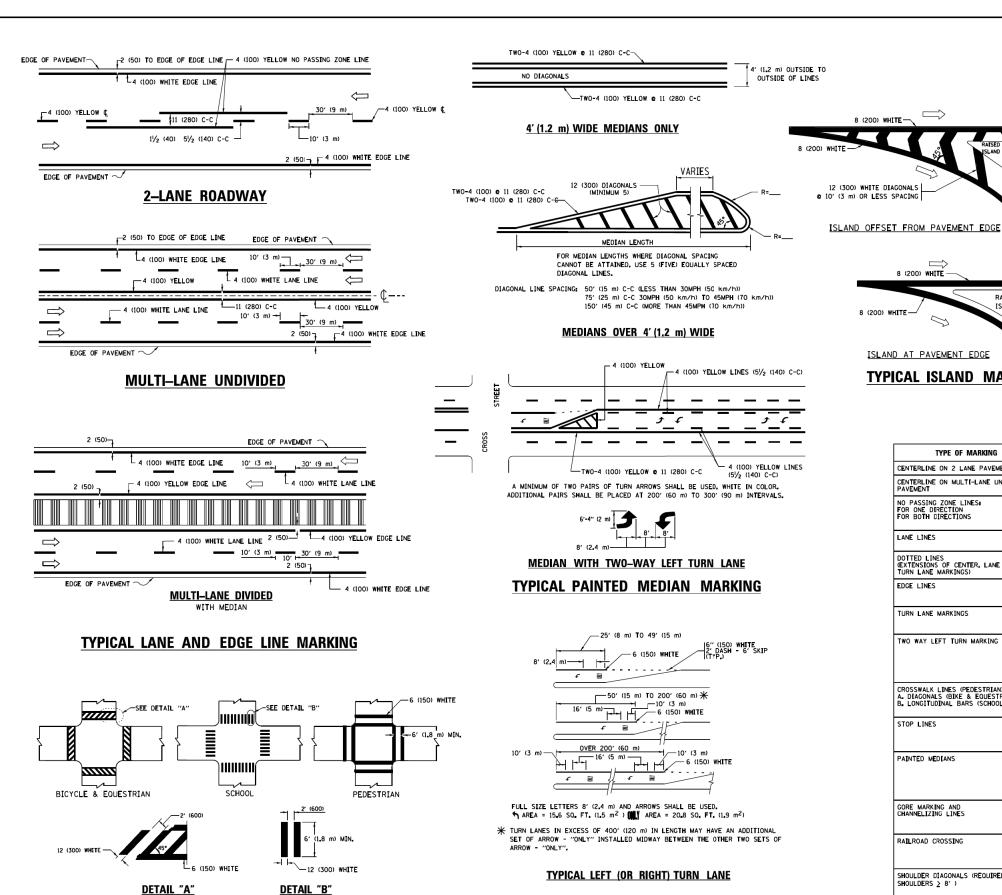
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

| SHEET 1 OF 1 SHEETS STA. TO S

 MUN RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEE NO.

 4045
 20-00108-02-RS
 COOK
 164
 109

 TC-10
 CONTRACT
 NO. 61K63



2 @ 4 (100) SOLID YELLOW 11 (280) C-C CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN 4 (100) 2 **c** 4 (100) SOLID SOLID LANE LINES 4 (100) 5 (125) ON FREEWAYS 10' (3 m) LINE WITH 30' (9 m) SPACE SKIP-DASH SKIP-DASH DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING EXTENDED 2' (600) LINE WITH 6' (1.8 m) SPACE EDGE LINES 4 (100) SOLID YELLOW-LEFT WHITE-RIGHT OUTLINE MEDIANS IN YELLOW 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m) SEE TYPICAL TURN LANE MARKING DETAIL TURN LANE MARKINGS SOLID WHITE 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL SKIP-DASH AND SOLID IN PAIRS TWO WAY LEFT TURN MARKING 2 @ 4 (100) EACH DIRECTION YELLOW (2.4m) LEFT ARROV CROSSWALK LINES (PEDESTRIAN)
A. DIAGONALS (BIKE & EQUESTRIAN)
B. LONGITUDINAL BARS (SCHOOL) NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (500) APART 5' (500) APART SEE TYPICAL CROSSWALK MARKING DETAILS. 2 **e** 6 (150) 12 (300) **e** 45° 12 (300) **e** 90° PLACE 4' (1,2 m) IN ADVANCE OF AND
PARALLEL TO CROSSWALK, IF PRESENT,
OTHERWISE, PLACE AT DESIRED STOPPING
POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE
POSSERS IF A STOP LINES 24 (600) SOLID 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. PAINTED MEDIANS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS WHITE DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° SOLID 24 (600) TRANSVERSE LINES; "RR" IS 6' (1,8 m LETTERS; 16 (400) LINE FOR "X" SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SO. FT. (0.33 m²) EACH "X"=54.0 SO. FT. (5.0 m²) RAILROAD CROSSING SOLID WHITE 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) T0 45MPH (70 km/h)) 150' (45 m) C-C (0VER 45MPH (70 km/h)) SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8') 12 (300) **@** 45° SOLID

8 (200) WHITE-

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING

CENTERLINE ON 2 LANE PAVEMENT

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

SEE DETAIL

SEE DETAIL

SOLID

SOLID

WHITE

U TURN ARROW

2 ARROW COMBINATION LEFT AND U TURN

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

FILE NAME = USER NAME = leysa DESIGNED - EVERS REVISED -C. JUCIUS 09-09-0 DRAWN REVISED -C. JUCIUS 07-01-13 PLOT SCALE = 50,000 '/ in. REVISED - C. JUCIUS 12-21-15 CHECKED efault PLOT DATE = 6/23/2017 03-19-90 REVISED -C. JUCIUS 04-12-16 DATE

TYPICAL CROSSWALK MARKING

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

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL TURN LANE MARKING

DISTRICT ONE	MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYPICAL PAVEMENT MARKINGS	4045	20-00108-02-RS	COOK	164	110	
TITIOAL LAVEINENT MAININGS		TC-13	CONTRACT	NO. 6	1K63	
SCALE NONE SHEET 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT					

30.4 SF

6'-4" (1930)

40 (1020)

64 (1620)

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

√ 32 R (810)

U-TURN

YELLOW

PATTERN

SKIP-DASH

12 (300)

COLOR

12 (300)

32 R (810) -

- 2 (50)

(50)

WIDTH OF LINE

4 (100)

RAISED

ISLAND

D(FT)

345

425

500

580

665

750

-20'

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR

SPACING / REMARKS

GREATER OR WHEN SPECIFIED IN PLANS.

10' (3 m) LINE WITH 30' (9 m) SPACE

SPEED LIMIT

30

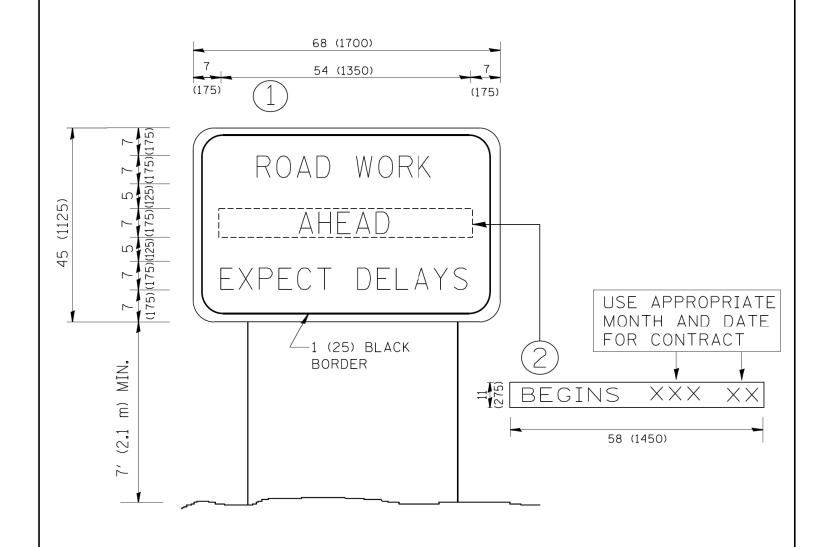
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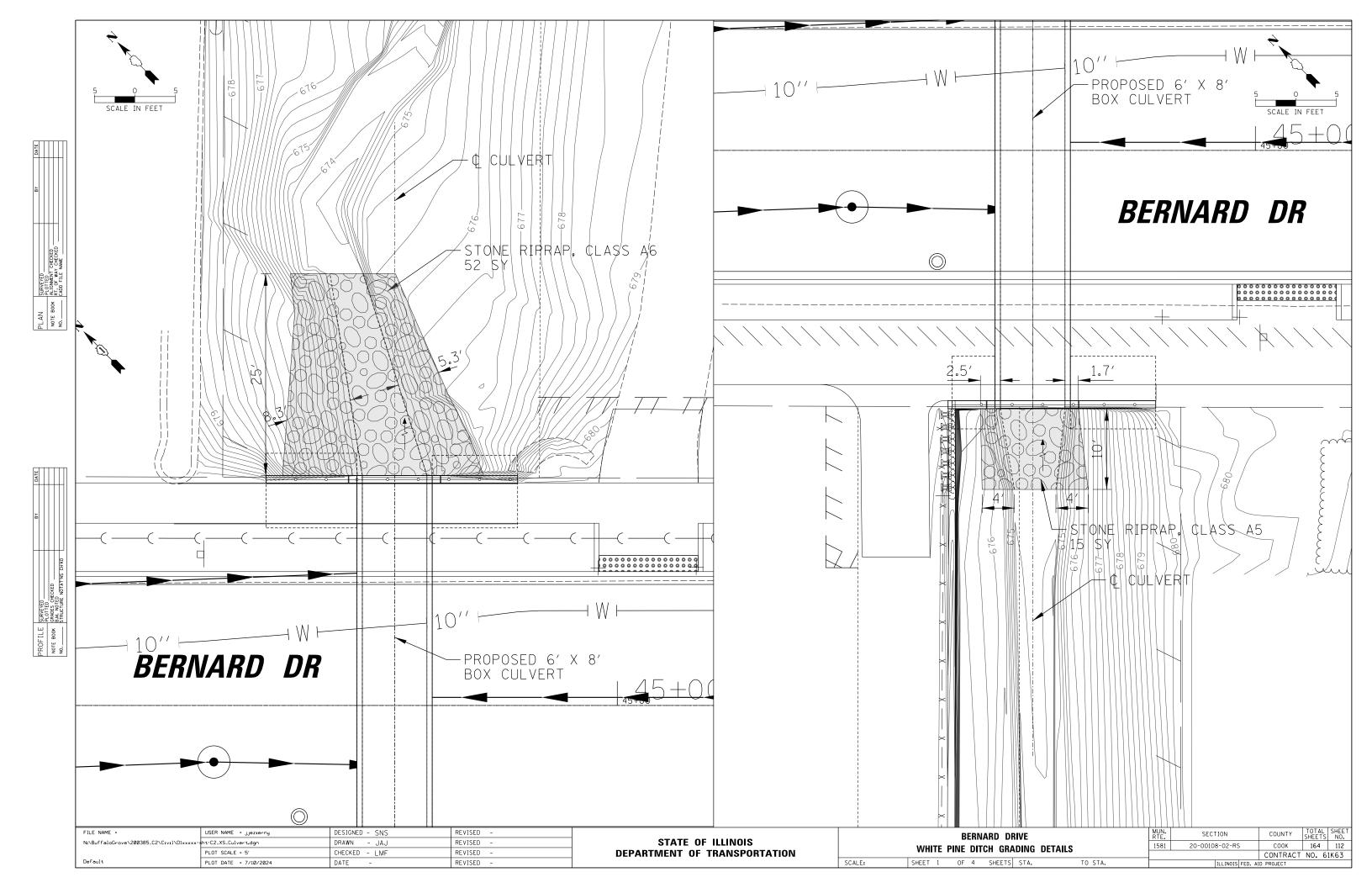


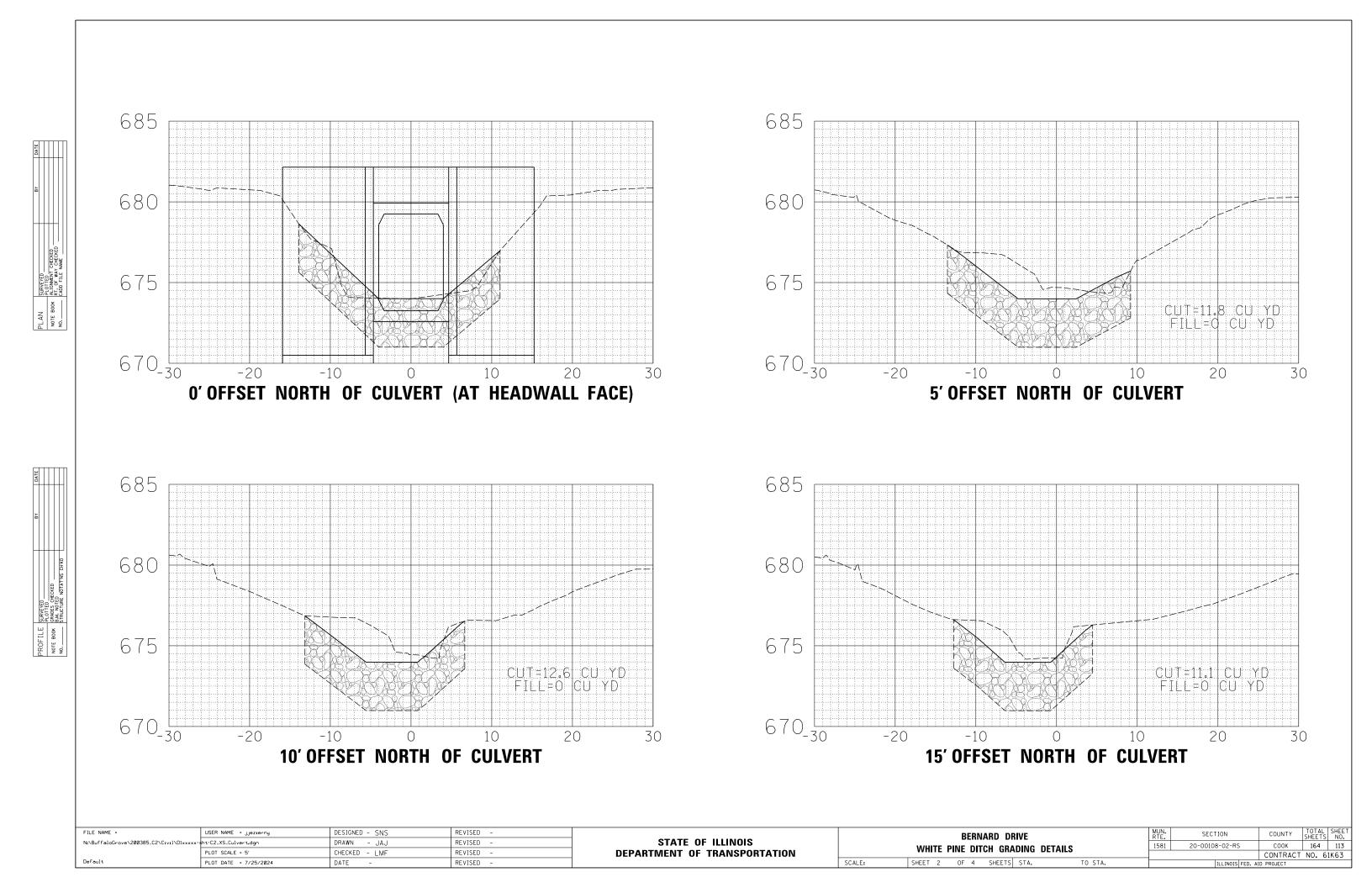
NOTES:

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

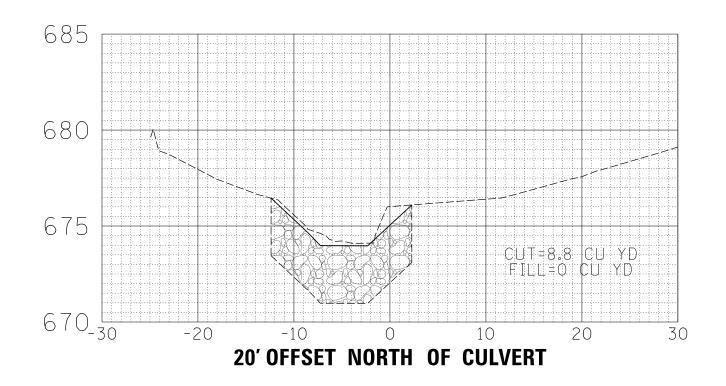
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

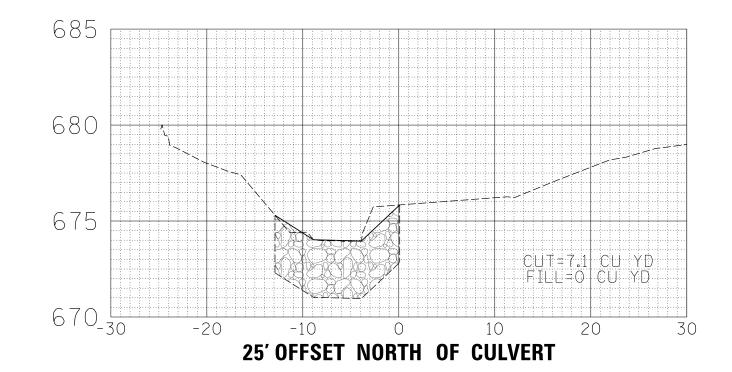
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W:\diststd\22x34\tc22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS	INFORMATION SIGN	4045 20-00108-02-R	RS COOK 164 111
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN	TC-22	CONTRACT NO. 61K63
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	EED DOAD DIST NO 1 THE INDIS	IS EED ATD DROJECT

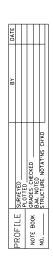




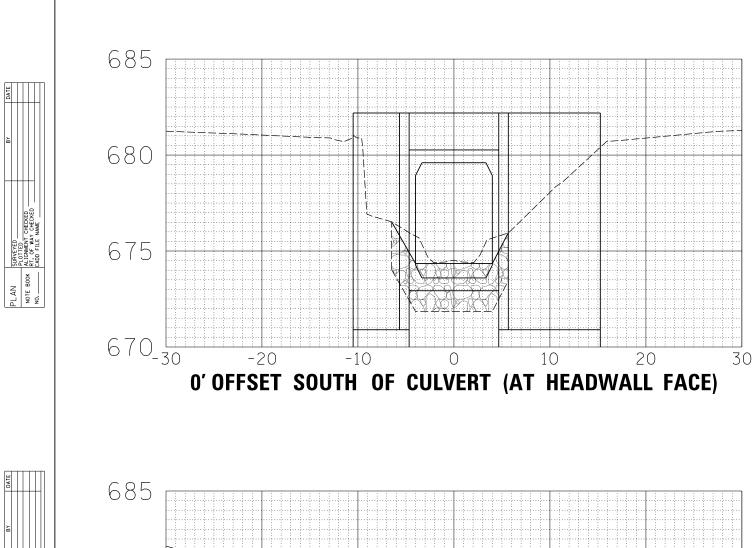


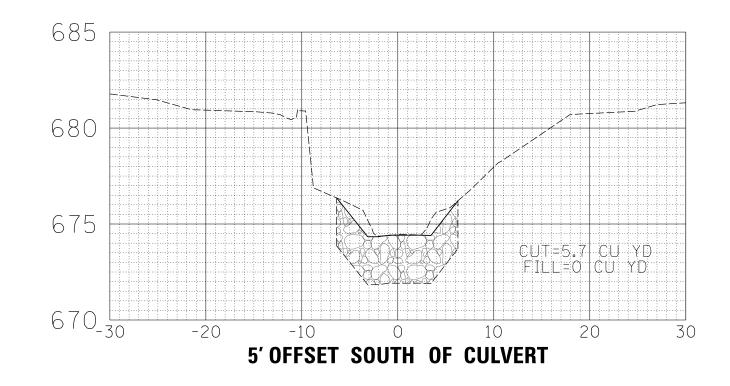


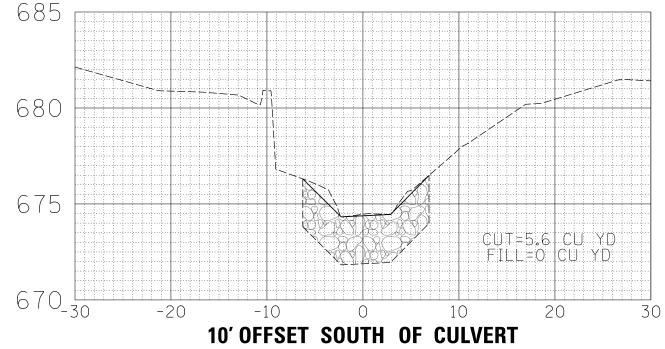




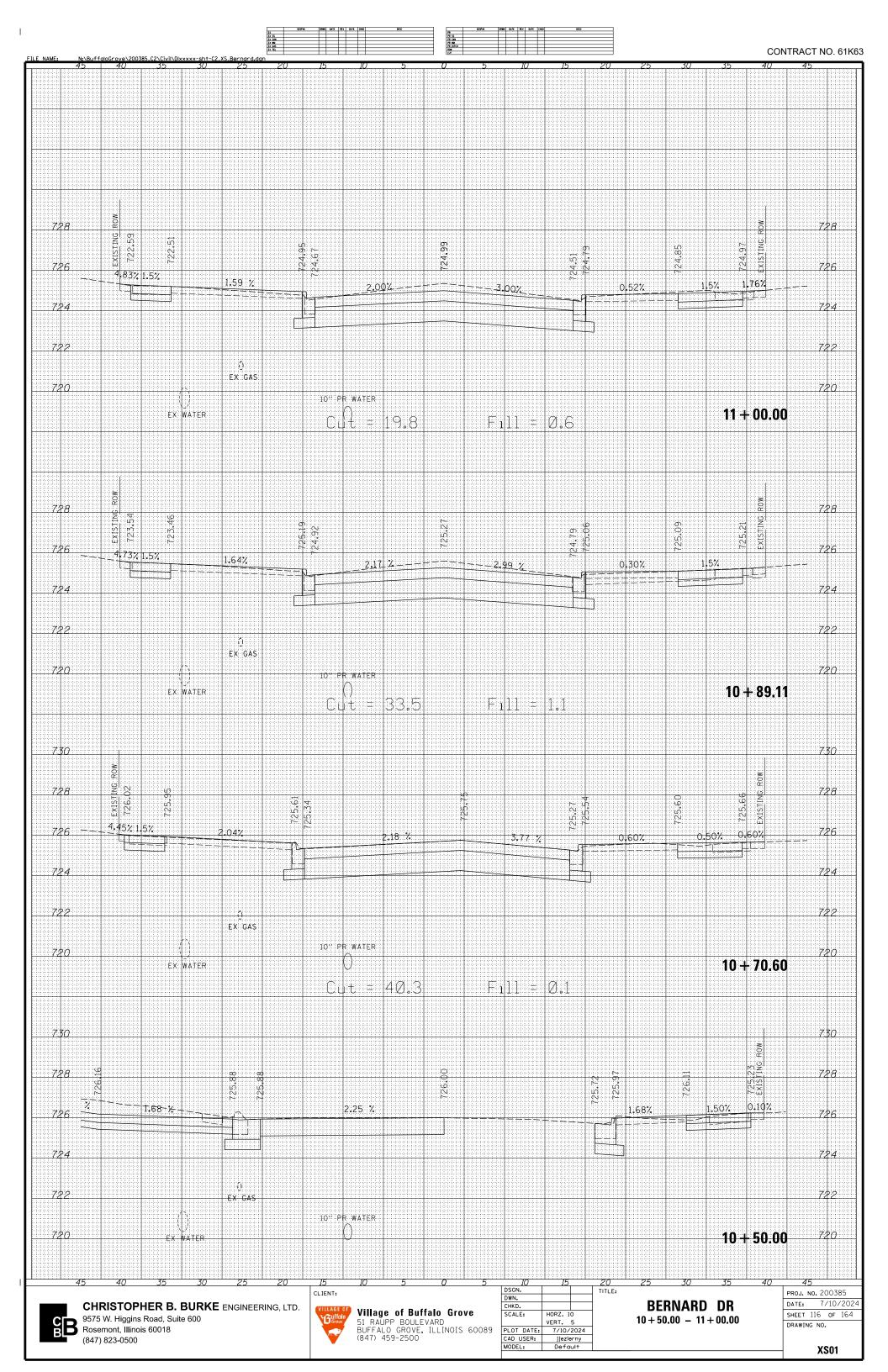
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N:\BuffaloGrove\200385_C2\Civil\Dlxxxxx-	ht-C2_XS_Culvert.dgn	DRAWN - JAJ	REVISED -	STATE OF ILLINOIS			1581	20-00108-02-RS	COOK 164	4 114
	PLOT SCALE = 5'	CHECKED - LMF	REVISED -	DEPARTMENT OF TRANSPORTATION	WHITE PINE DITCH GRADING DETAILS				CONTRACT NO.	. 61K63
Default	PLOT DATE = 7/25/2024	DATE -	REVISED -		SCALE: SHEET 3 OF 4 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT					

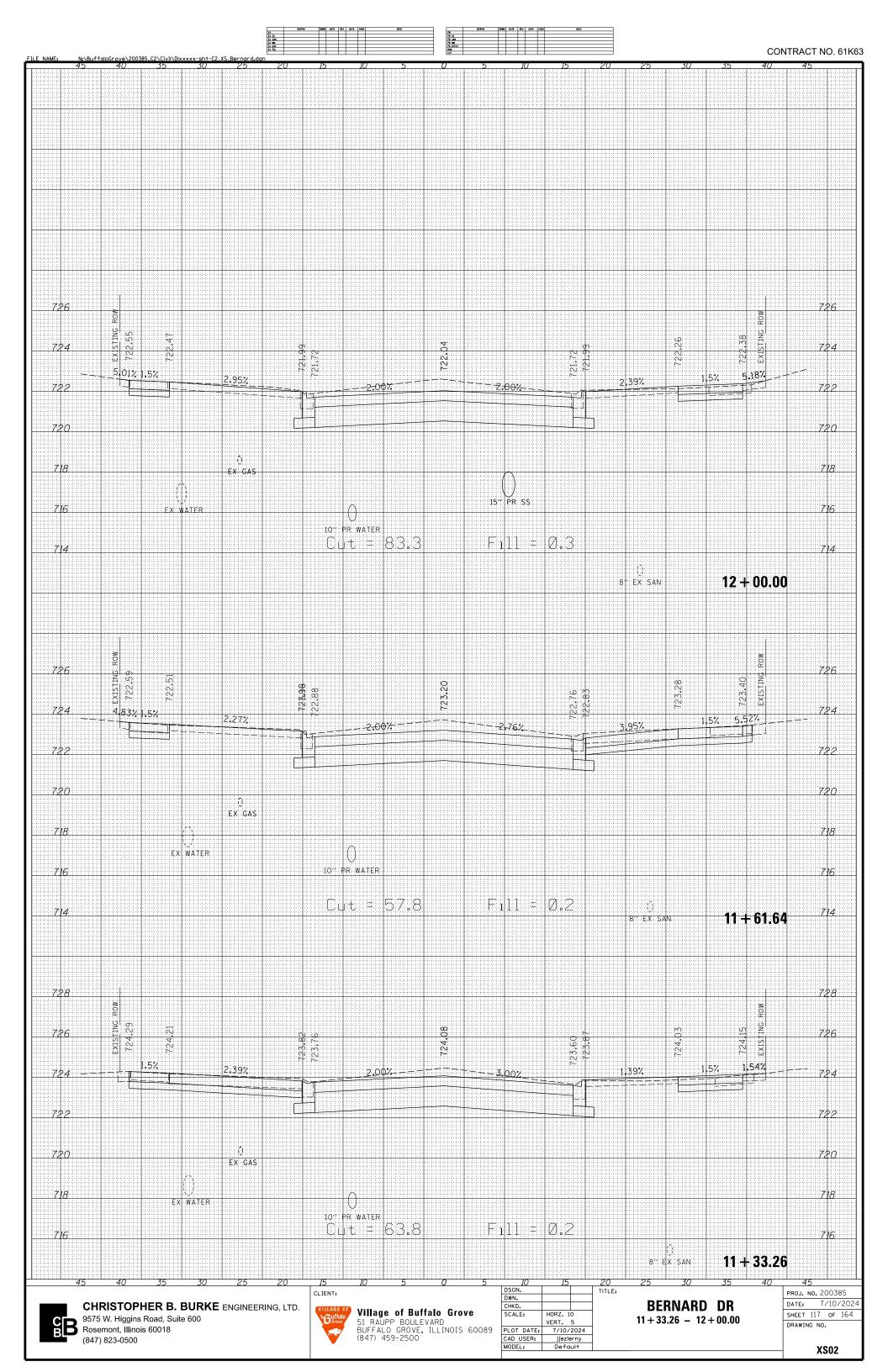


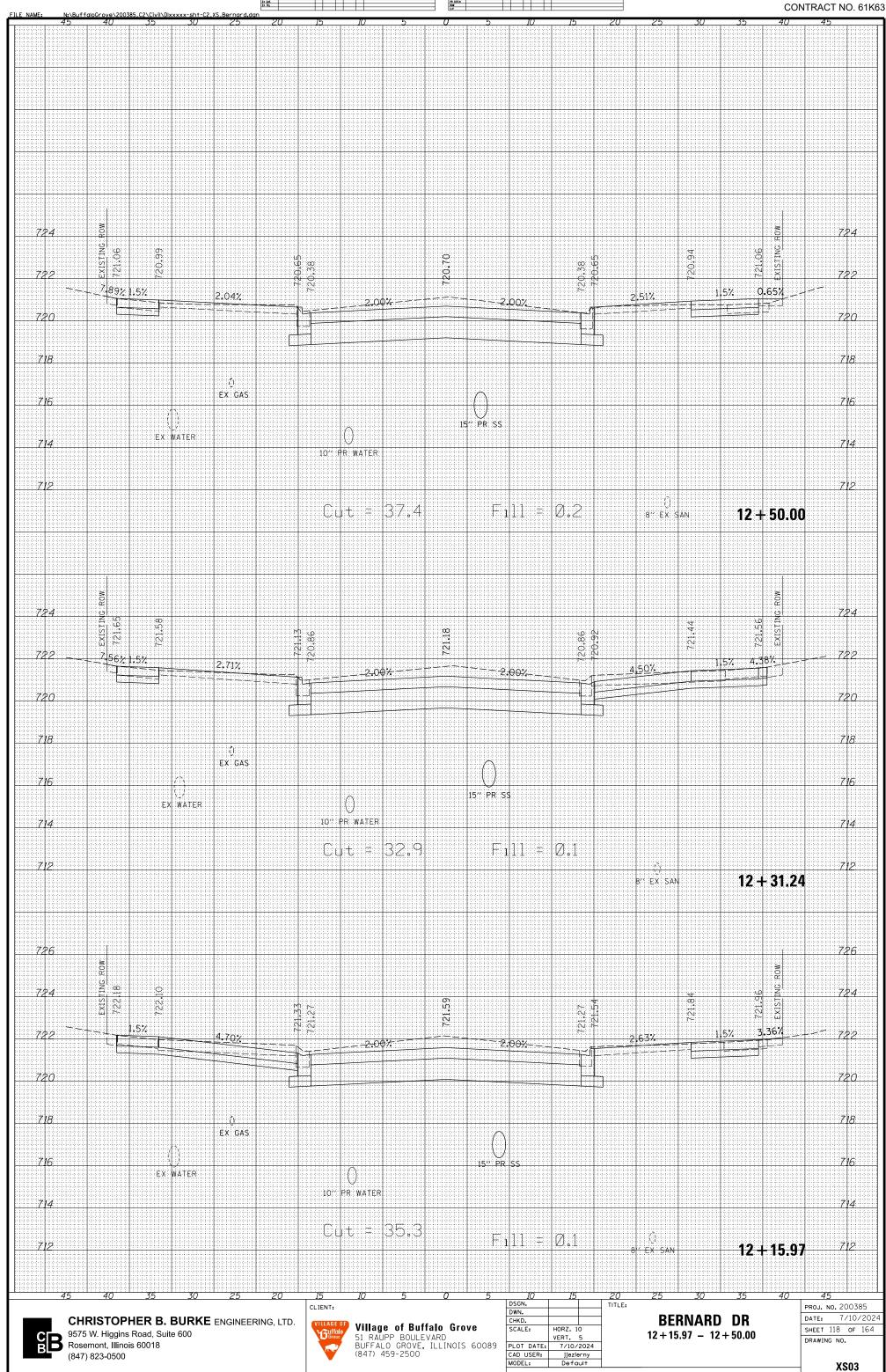


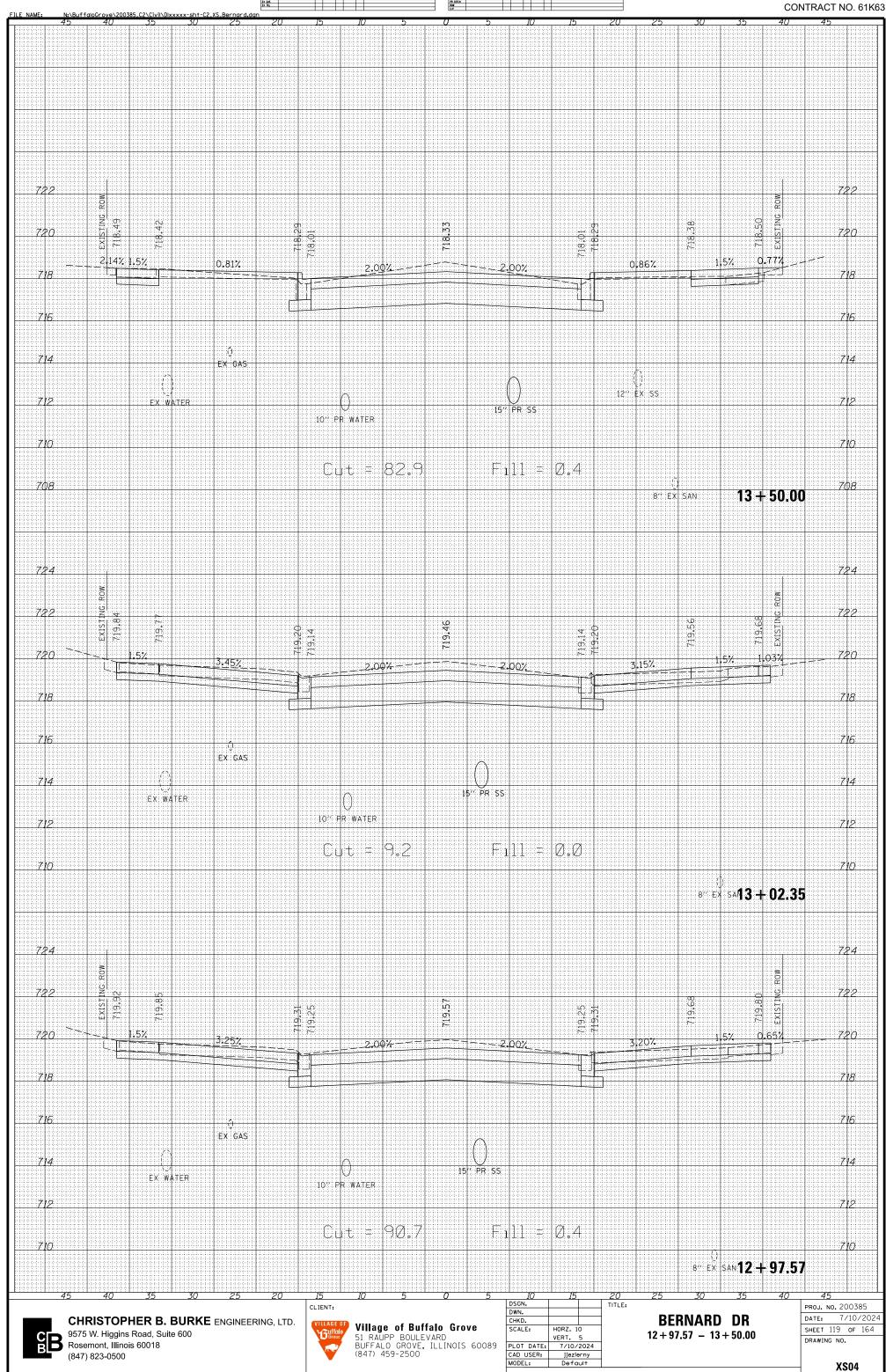


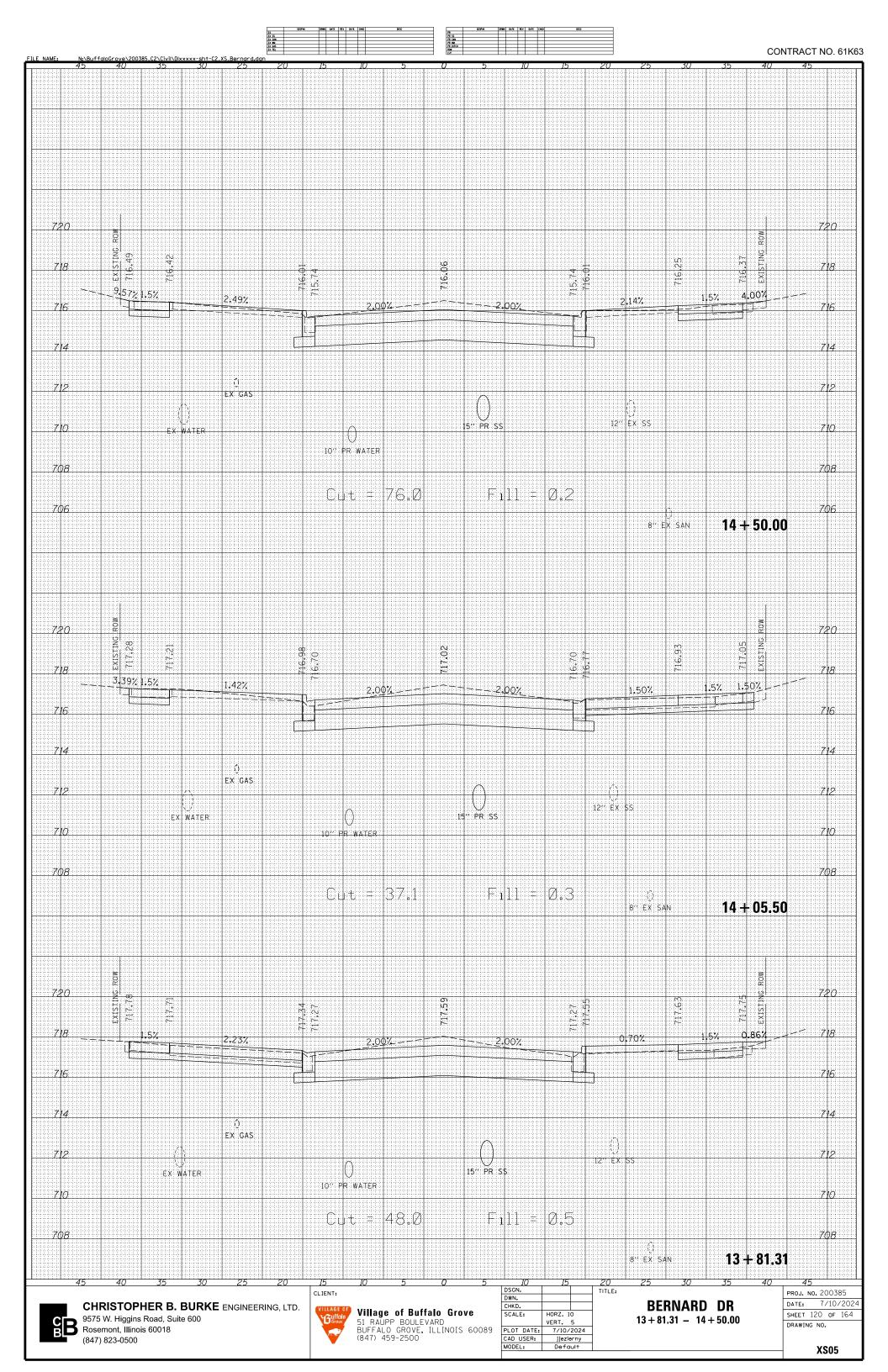
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N:\BuffaloGrove\200385_C2\Civil\Dlxxxx-sh	nt-C2_XS_Culvert.dgn	DRAWN - JAJ	REVISED -	STATE OF ILLINOIS		WHITE PINE DITCH GRADING DETAILS	1581	20-00108-02-RS	соок	164 115
	PLOT SCALE = 5'	CHECKED - LMF	REVISED -	DEPARTMENT OF TRANSPORTATION		WHITE FINE DITCH GRADING DETAILS			CONTRAC	CT NO. 61K63
Default	PLOT DATE = 7/25/2024	DATE -	REVISED -		SCALE: SHEET 4 OF 4 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT		. AID PROJECT			

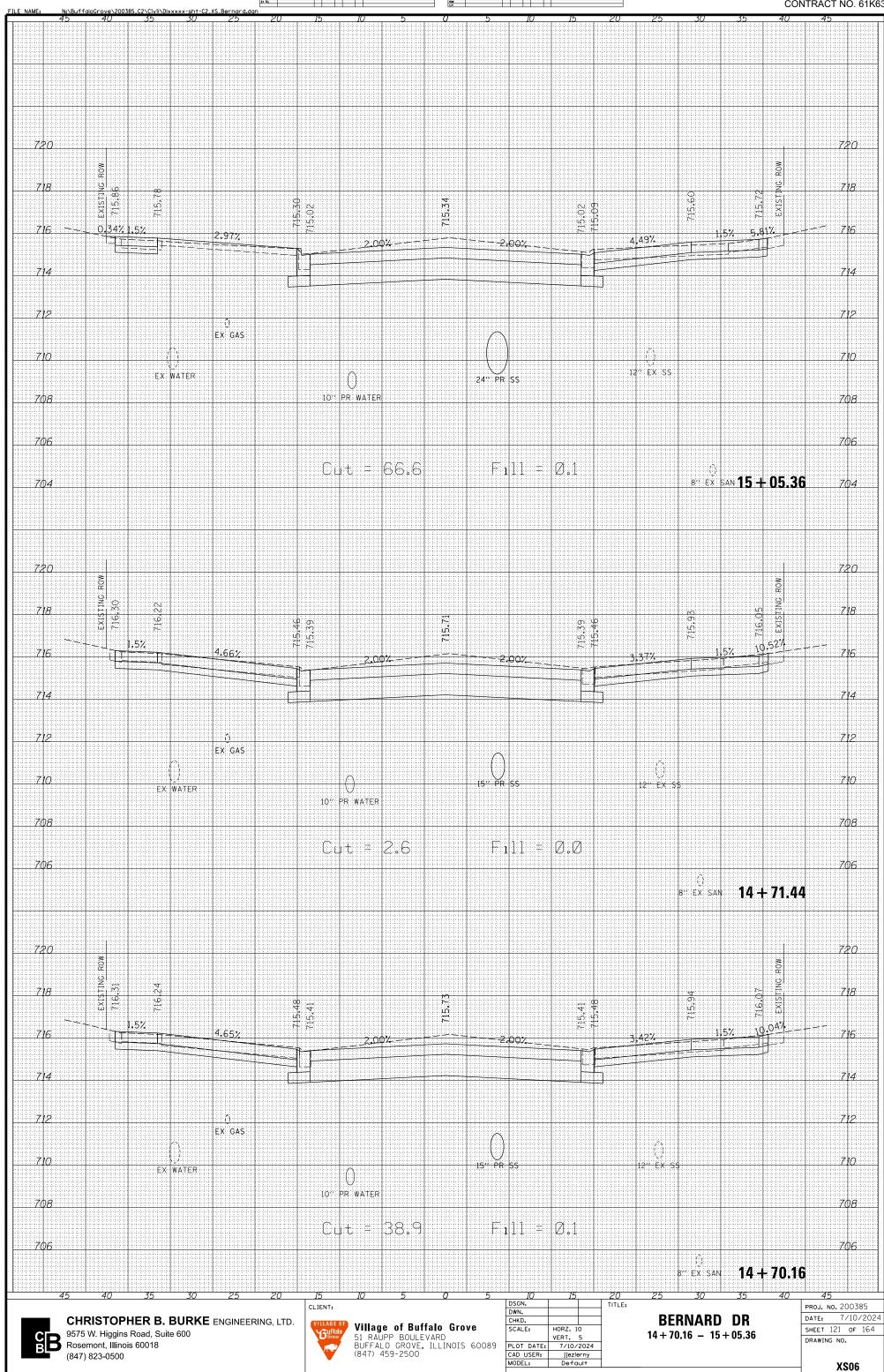


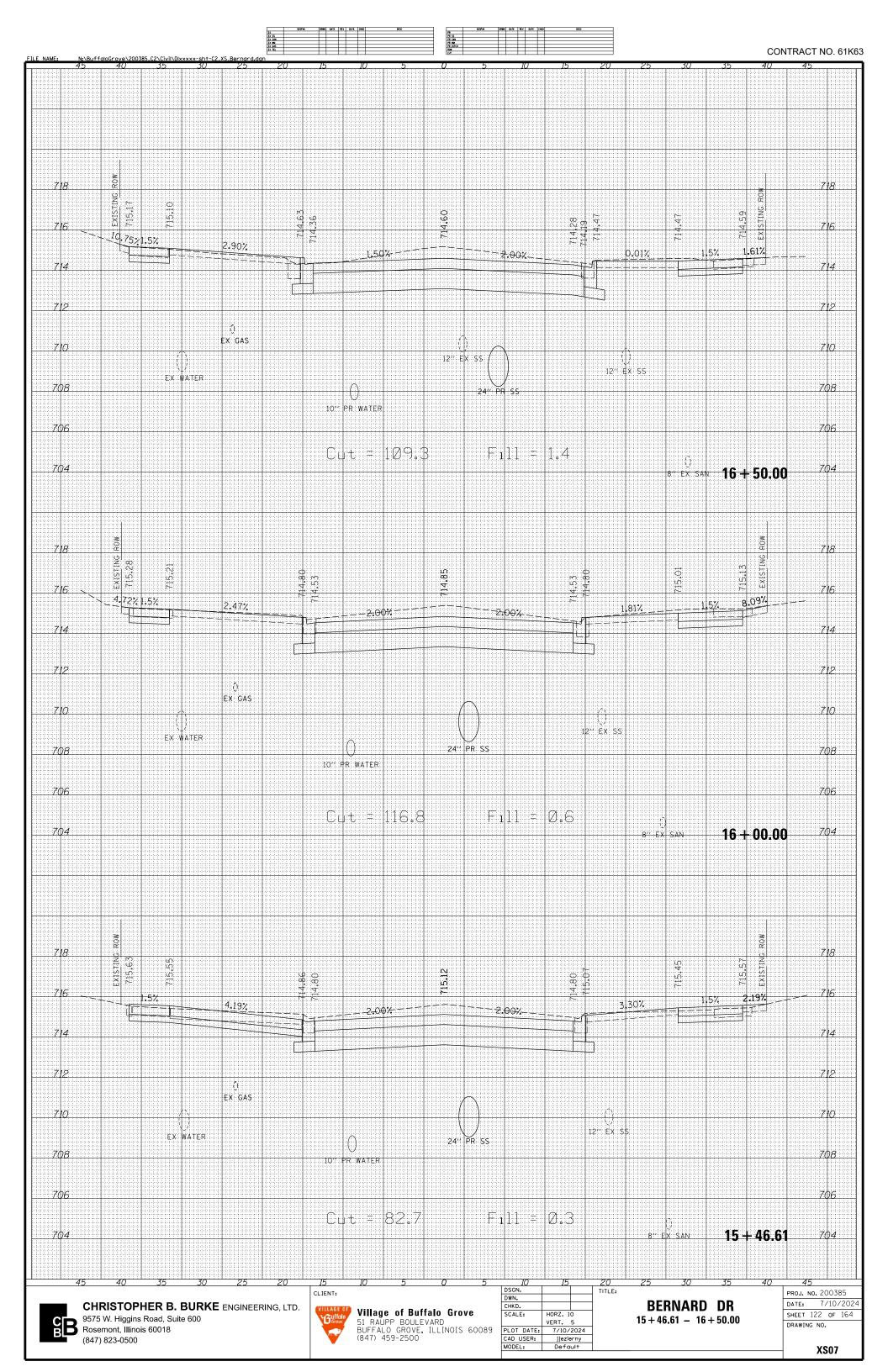


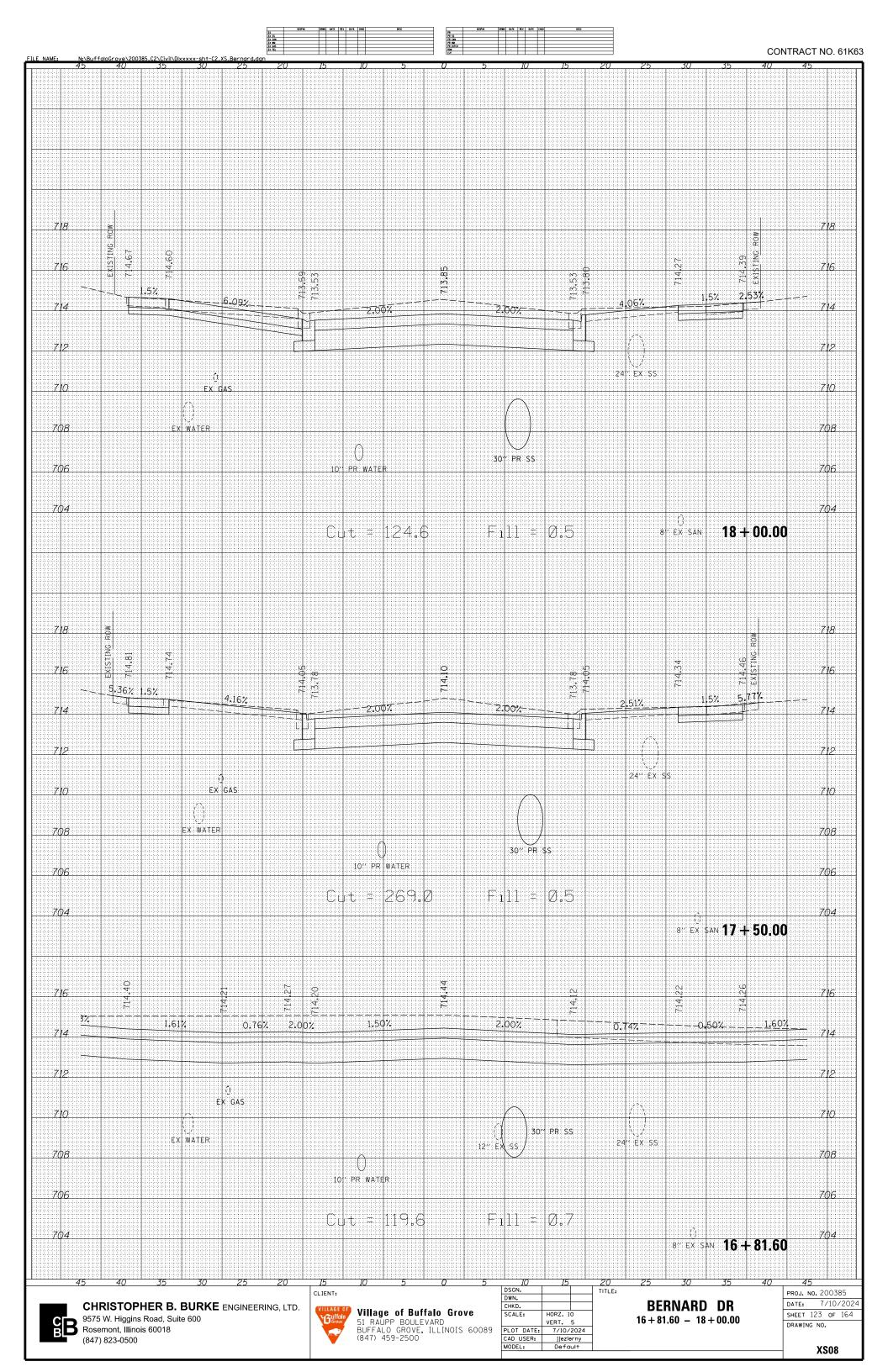


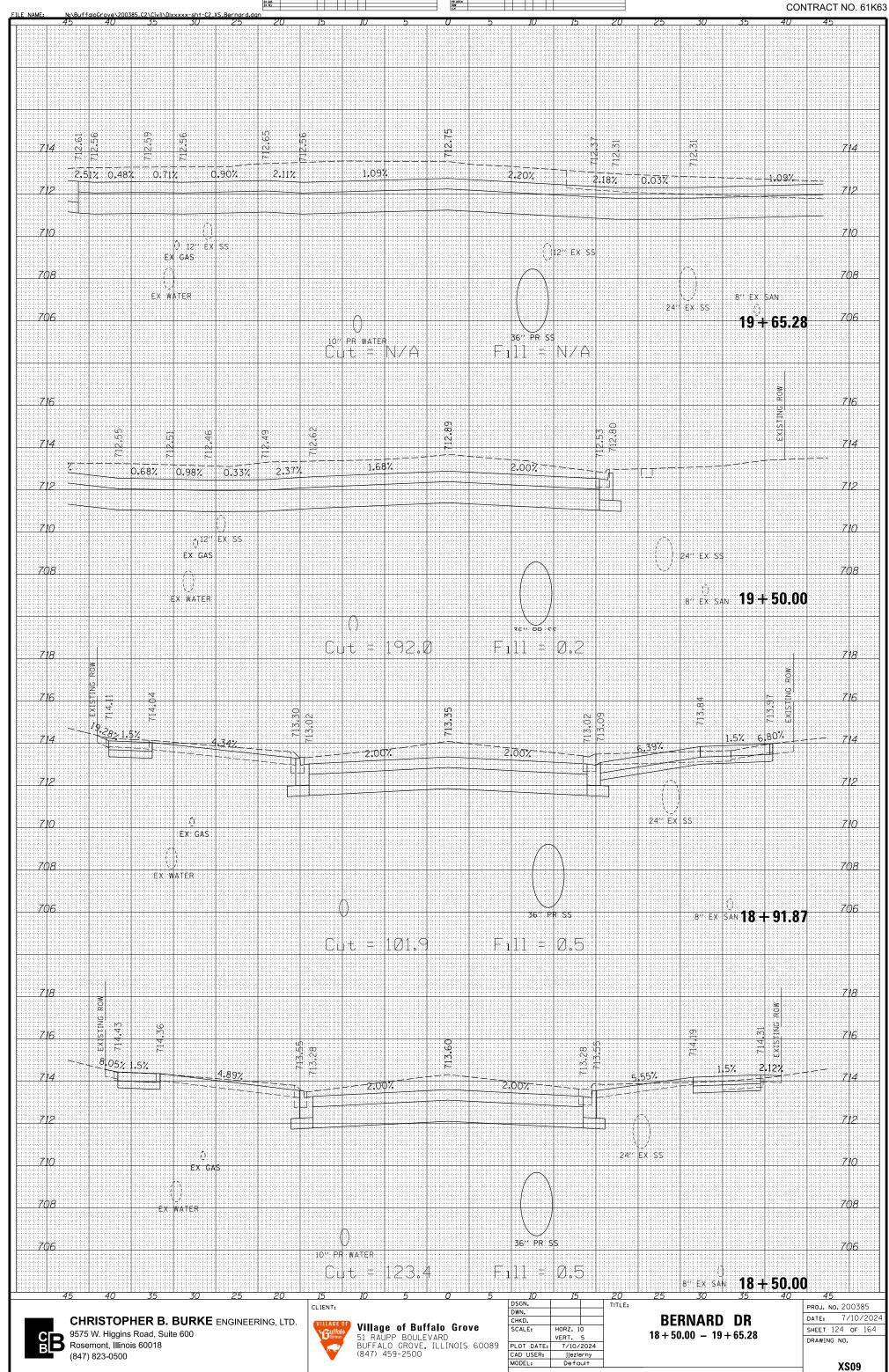


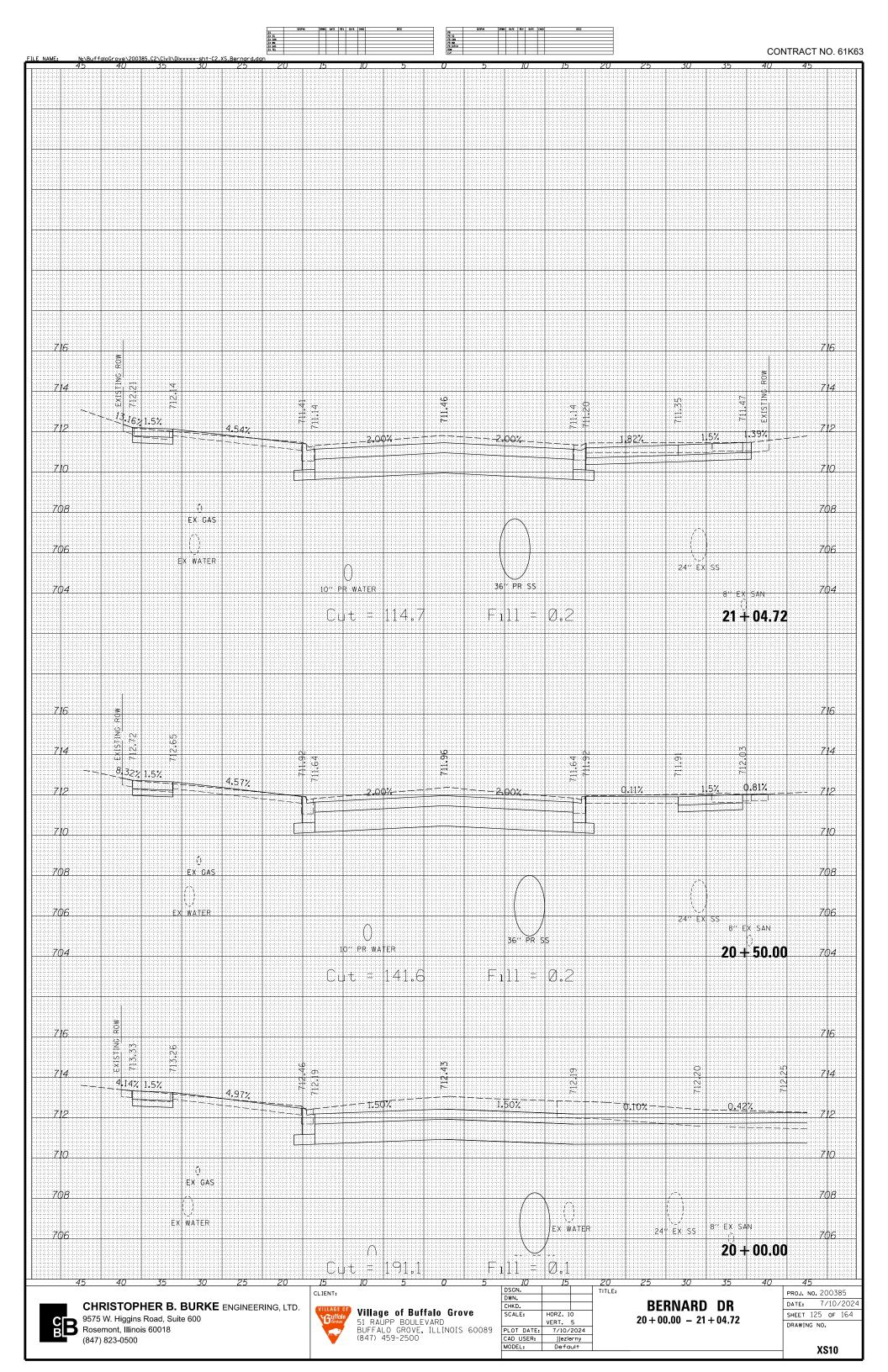


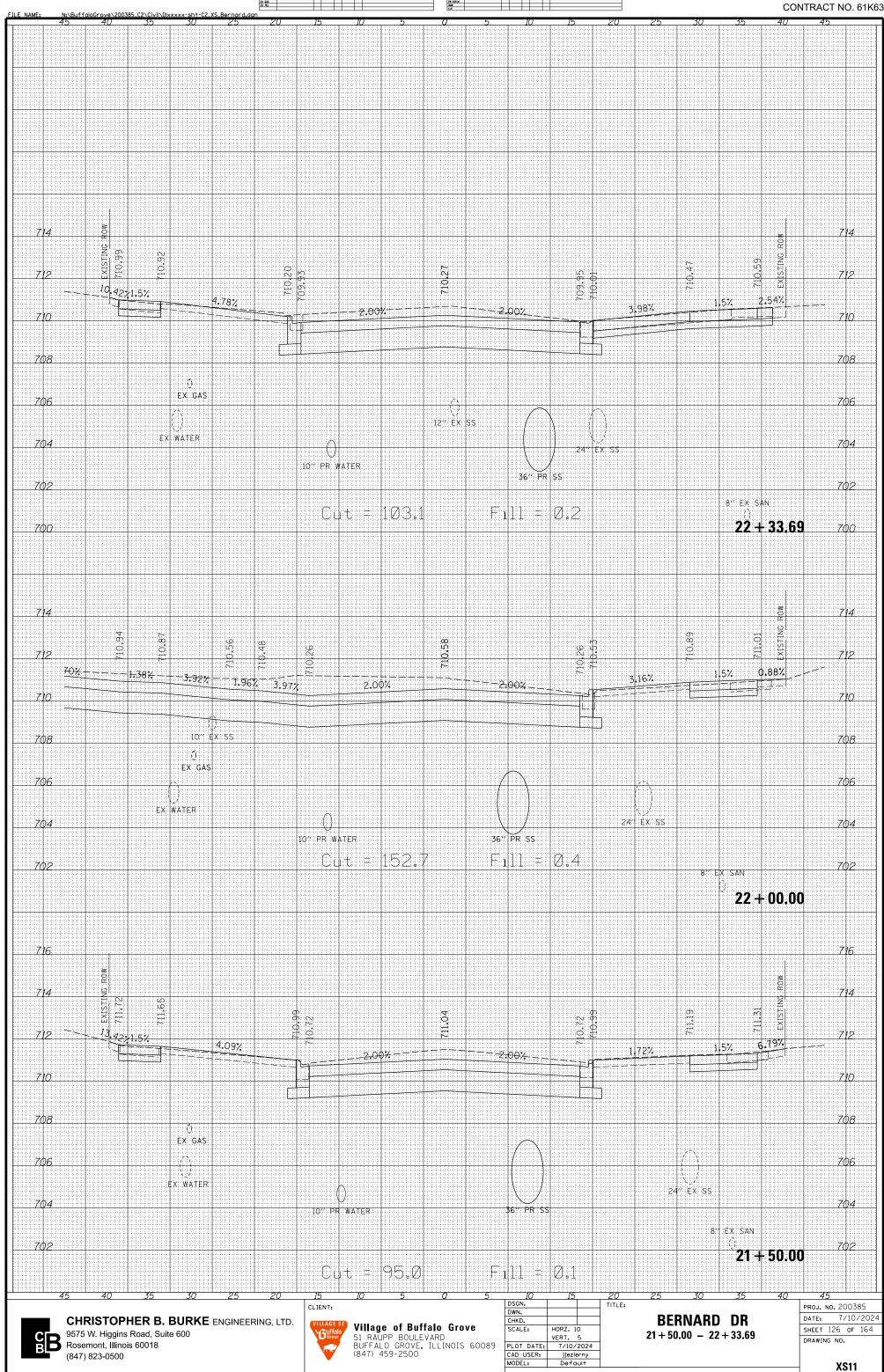


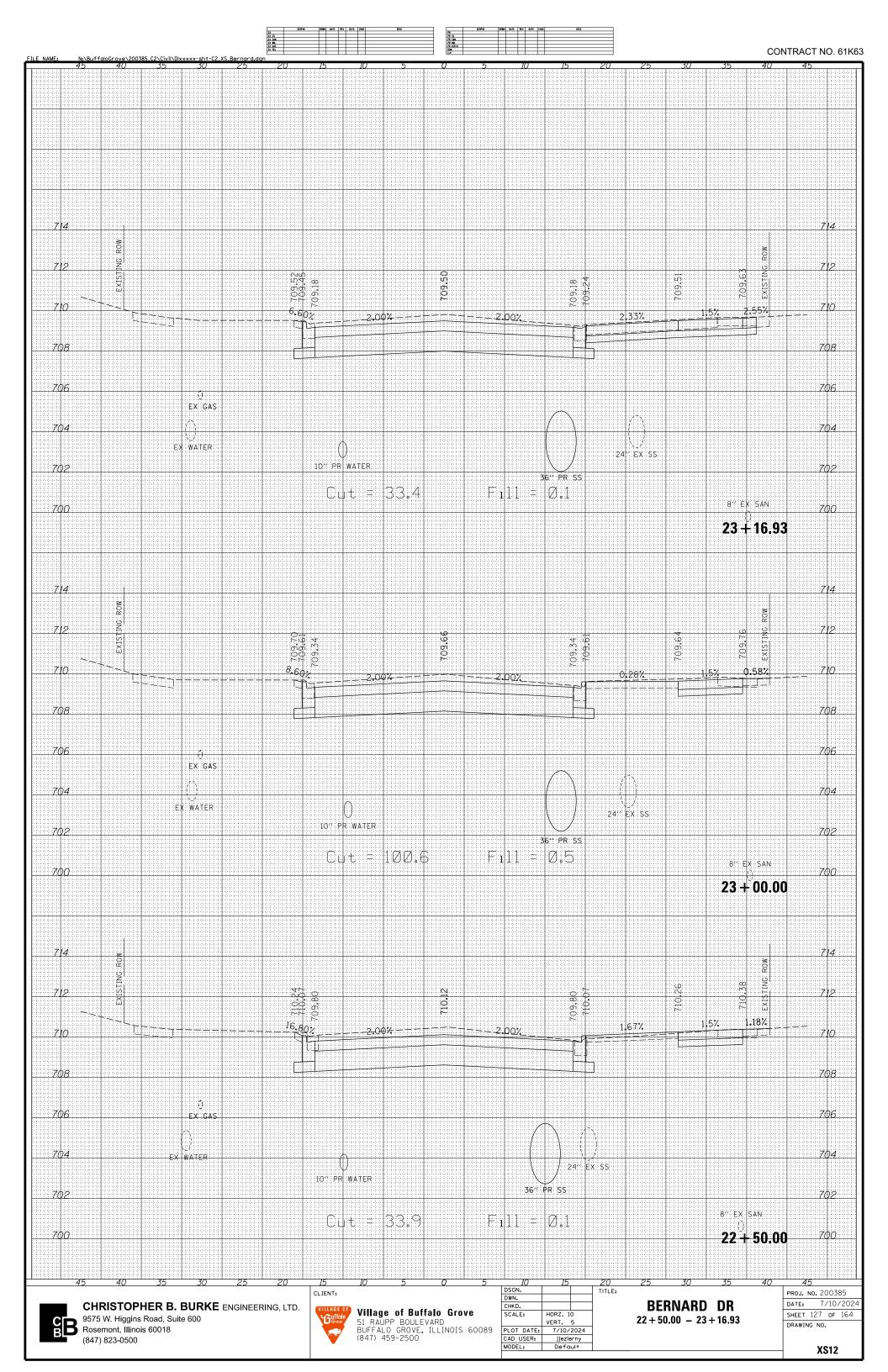


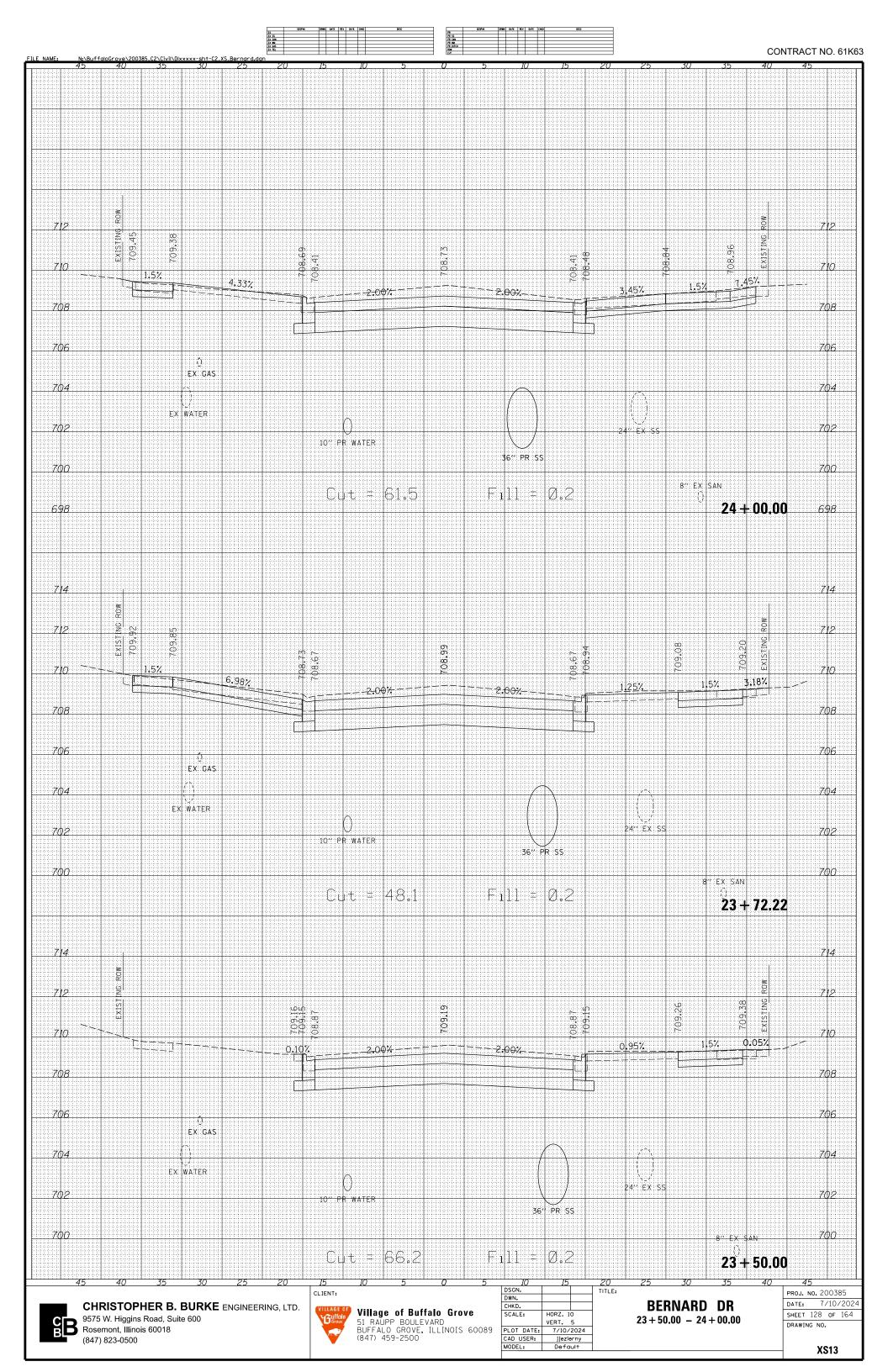


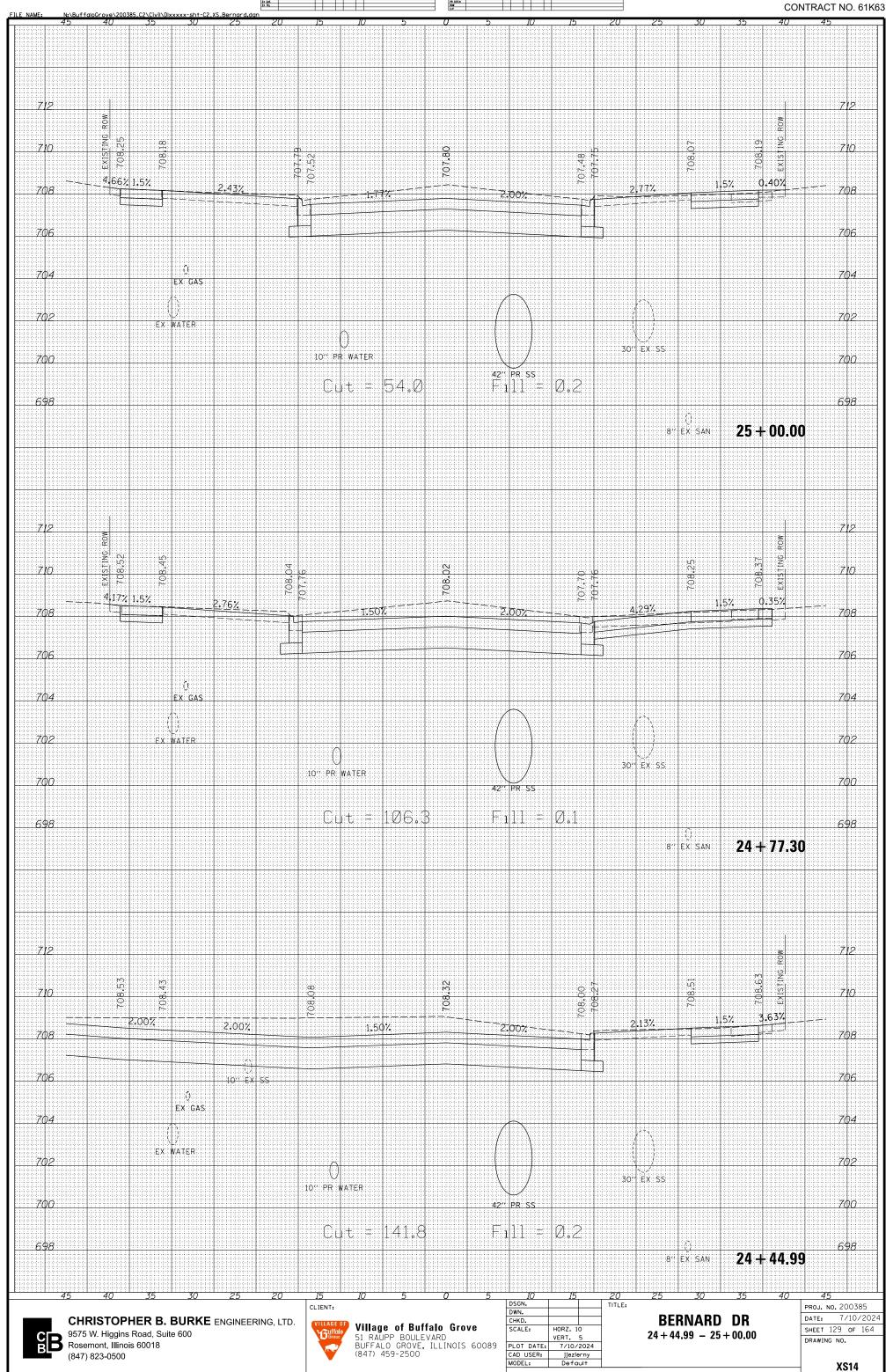


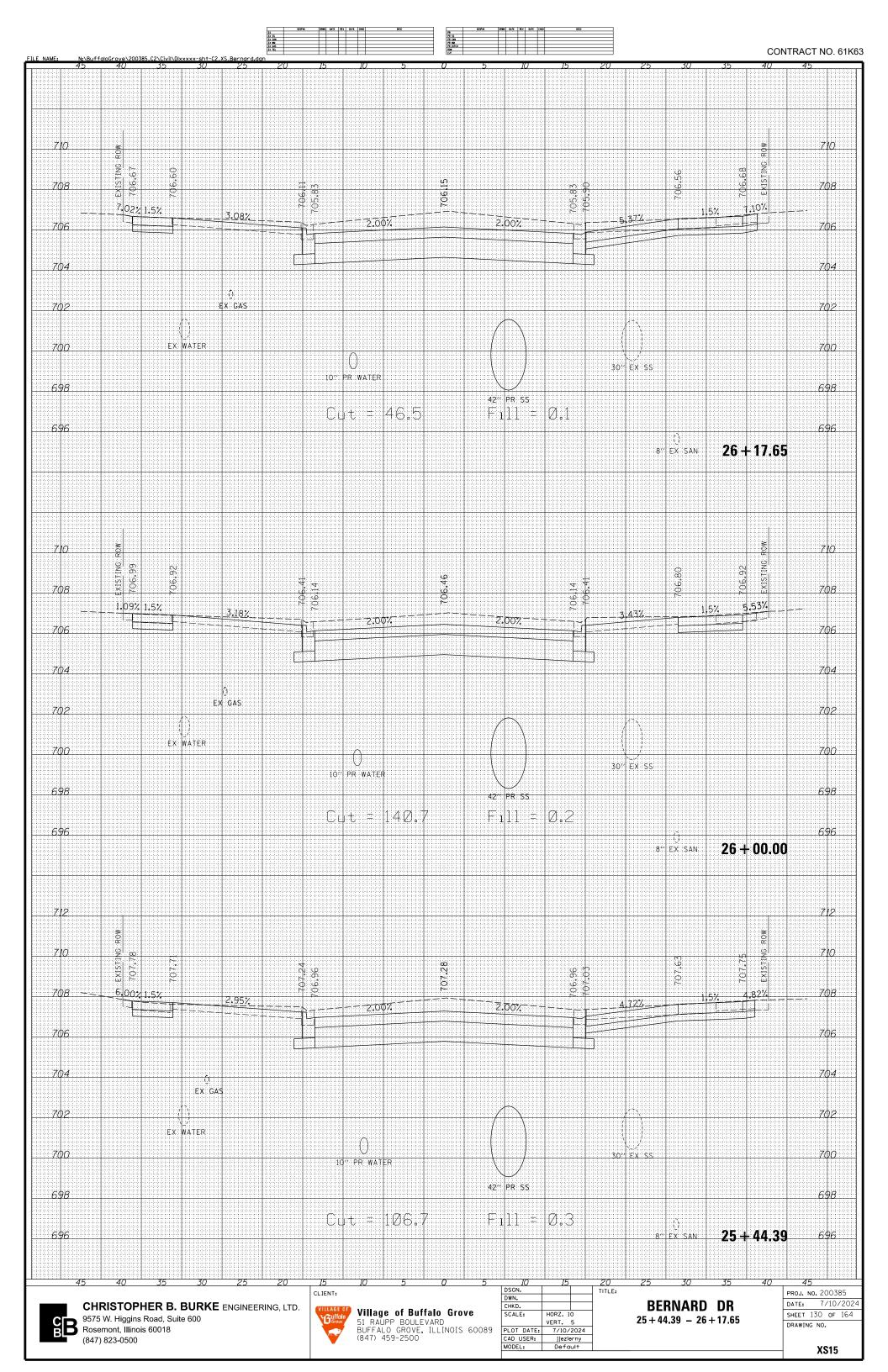


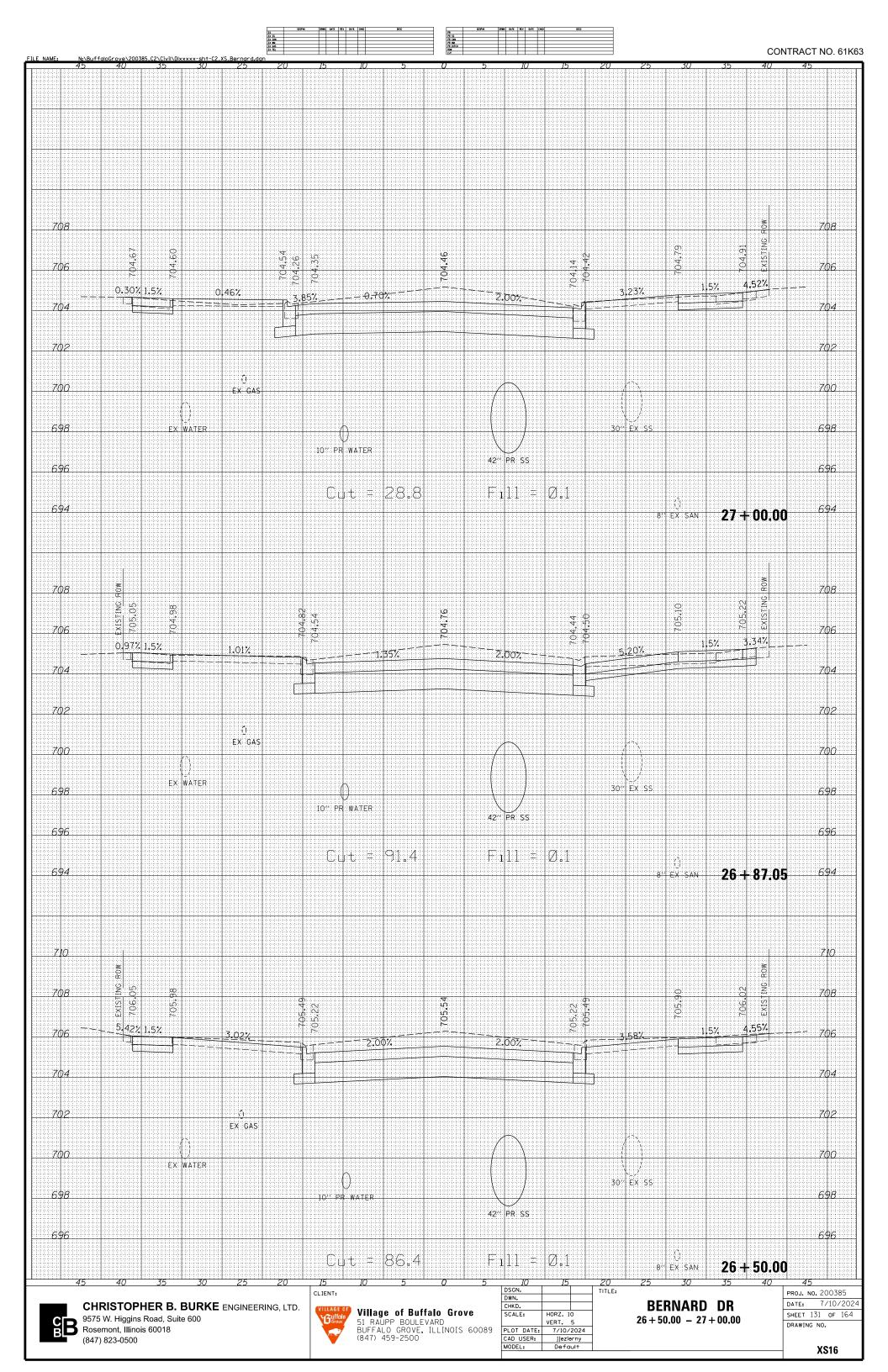


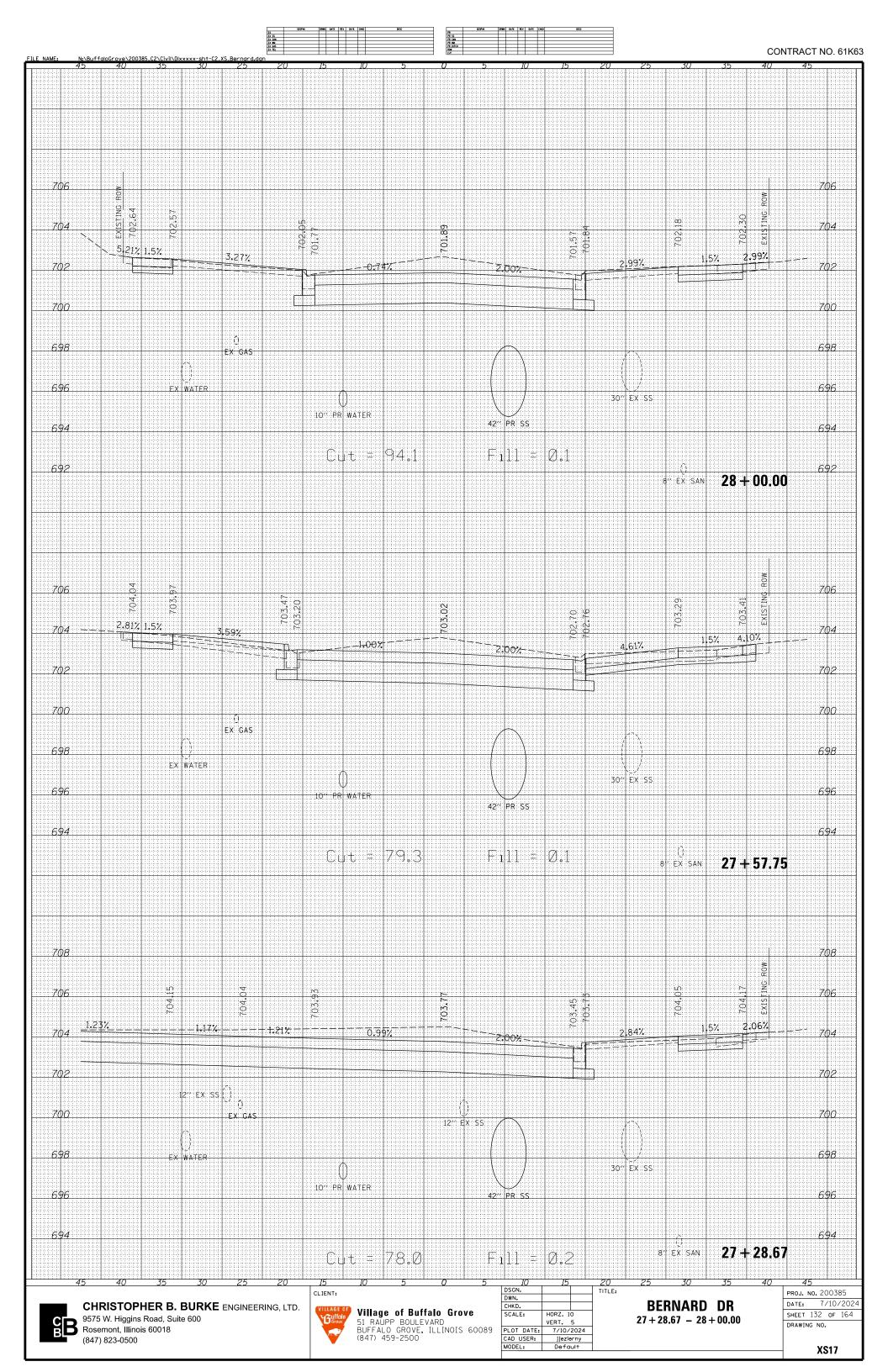


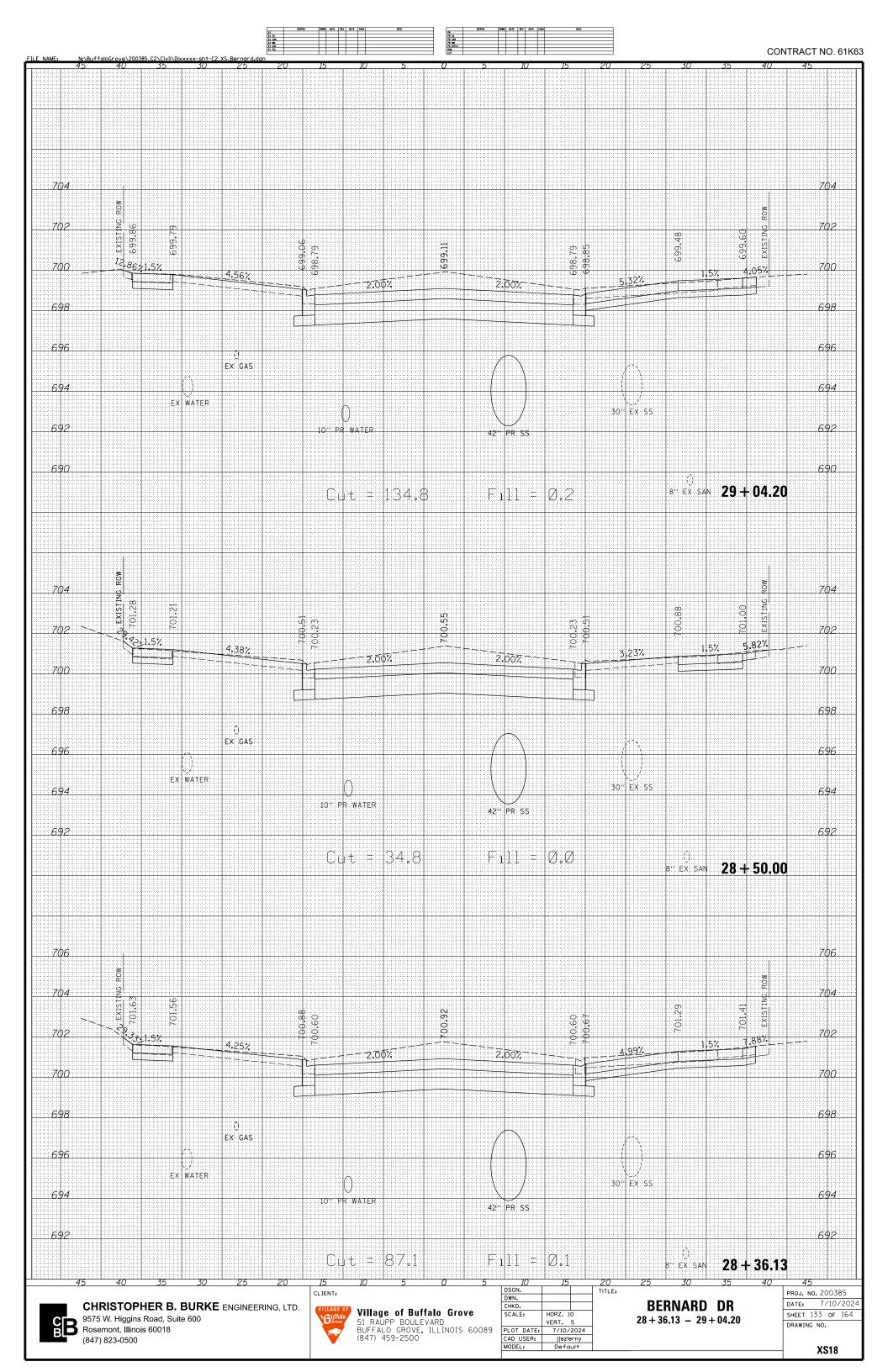


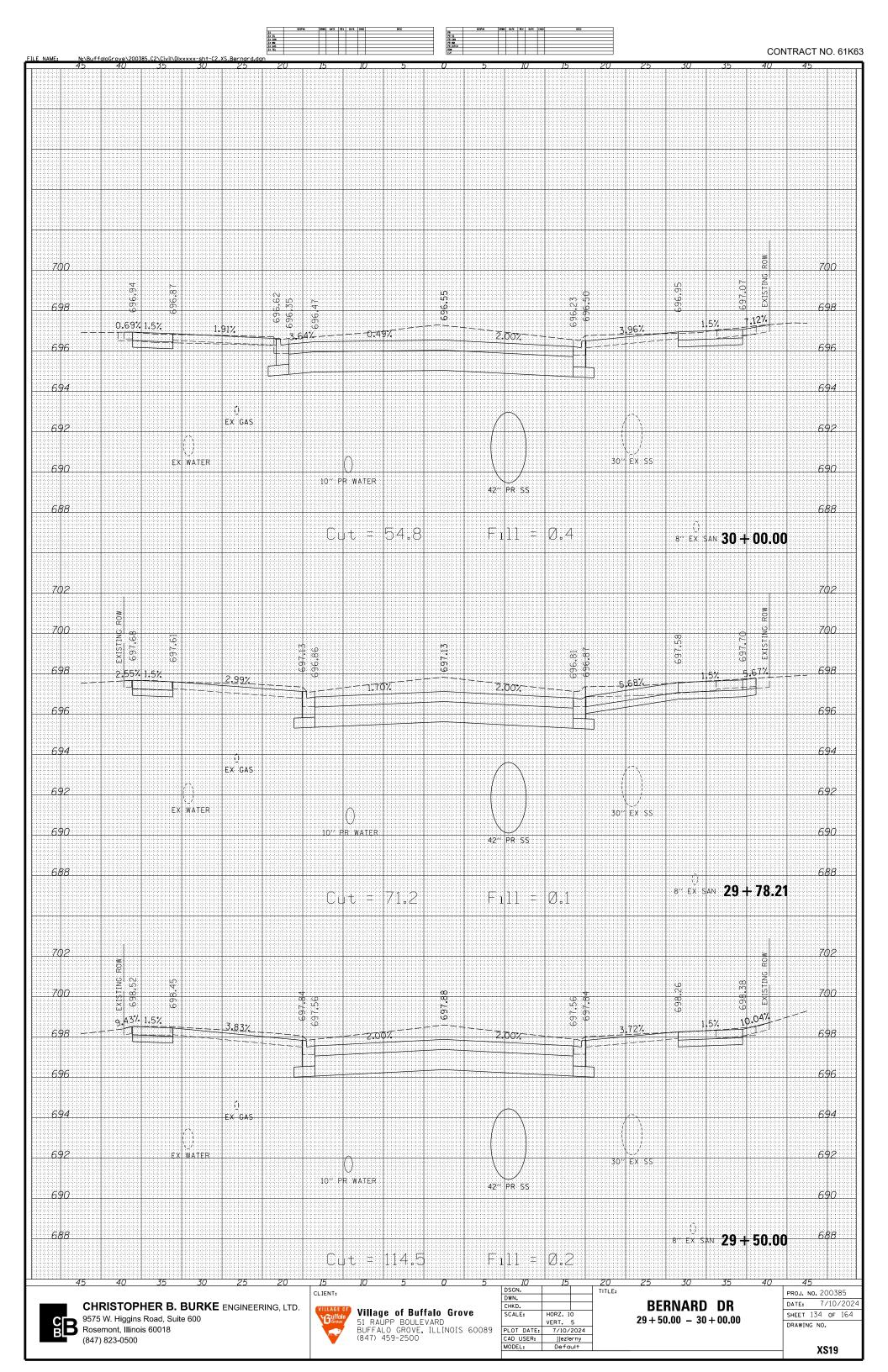


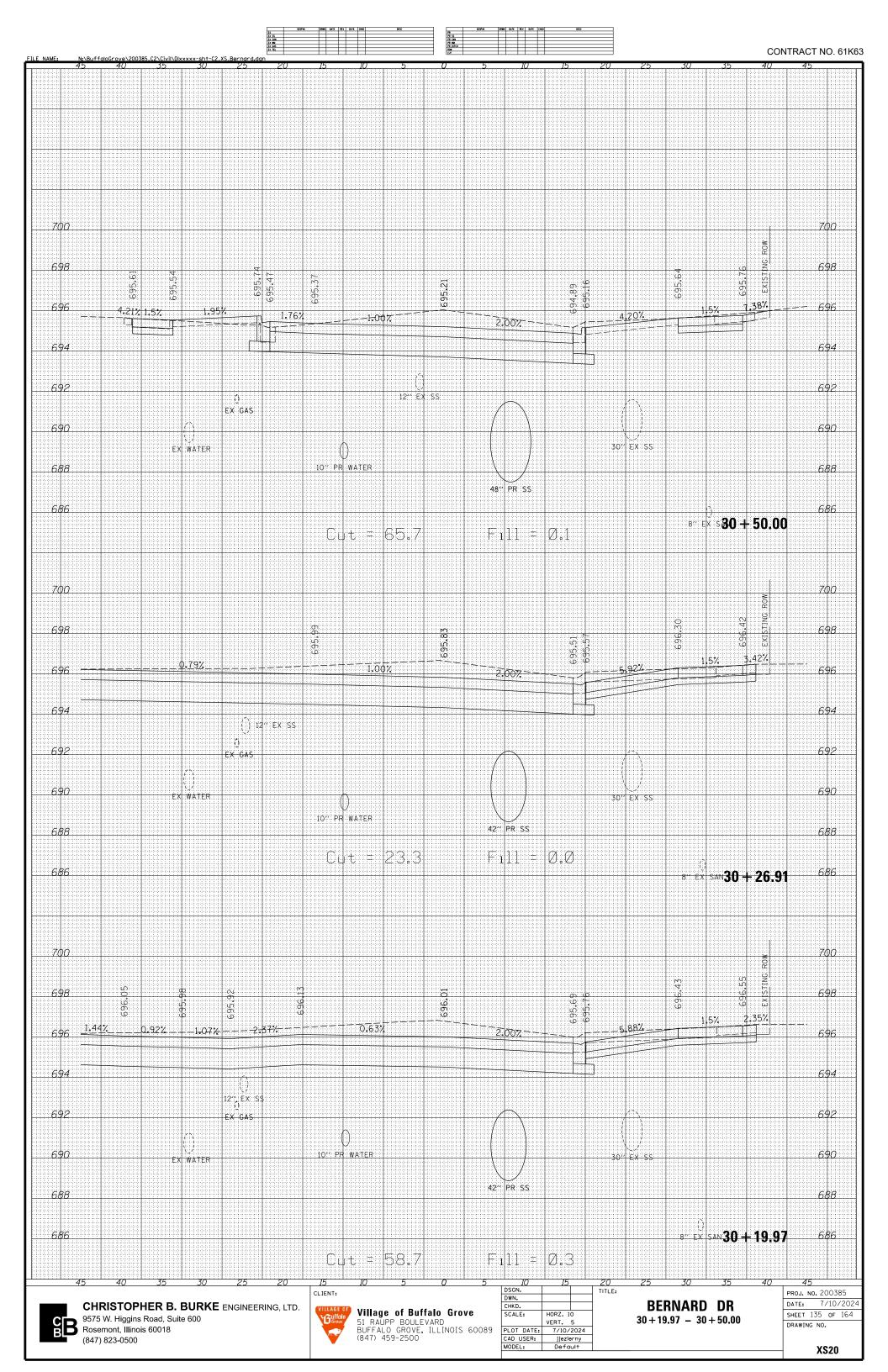


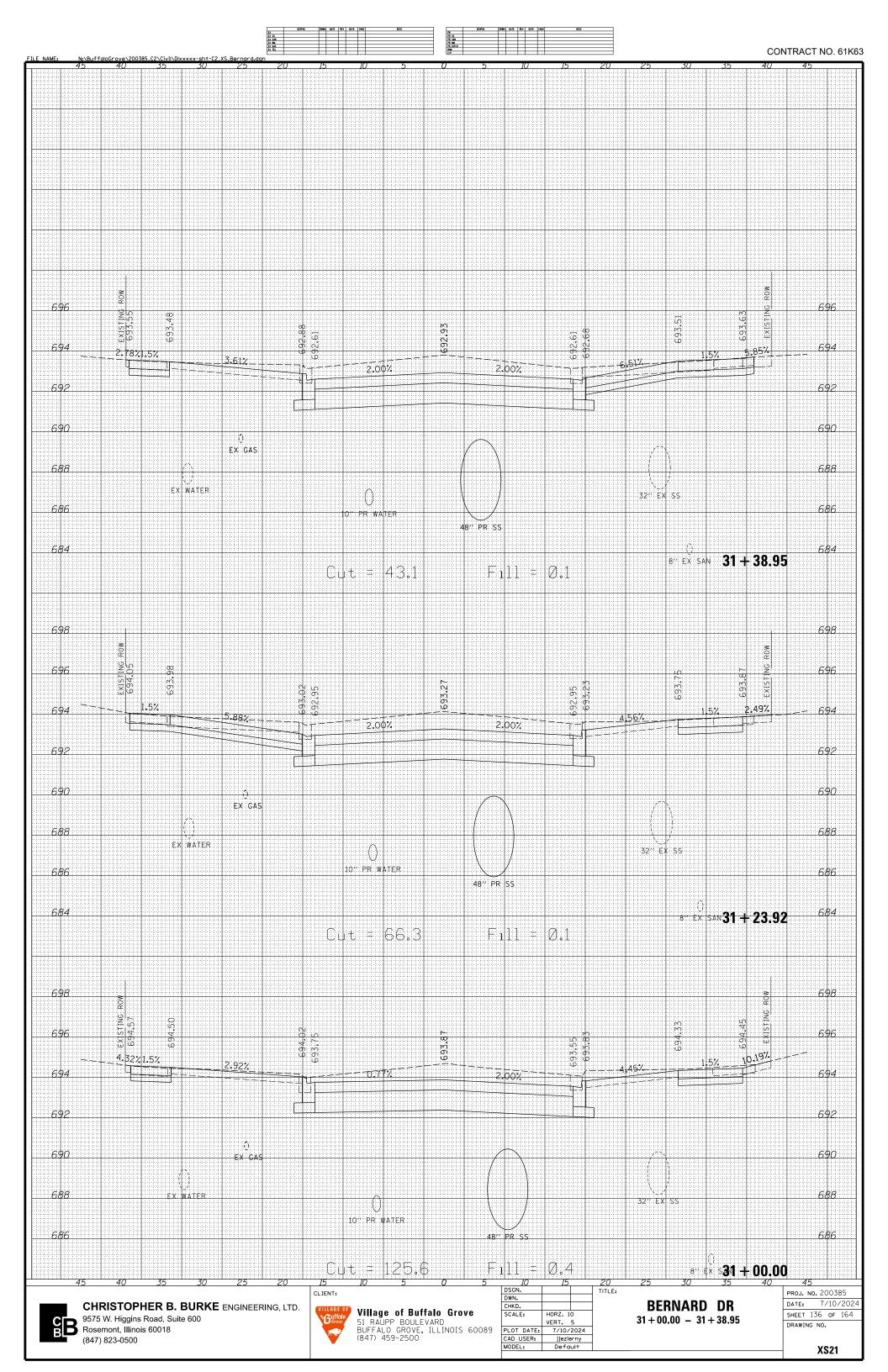


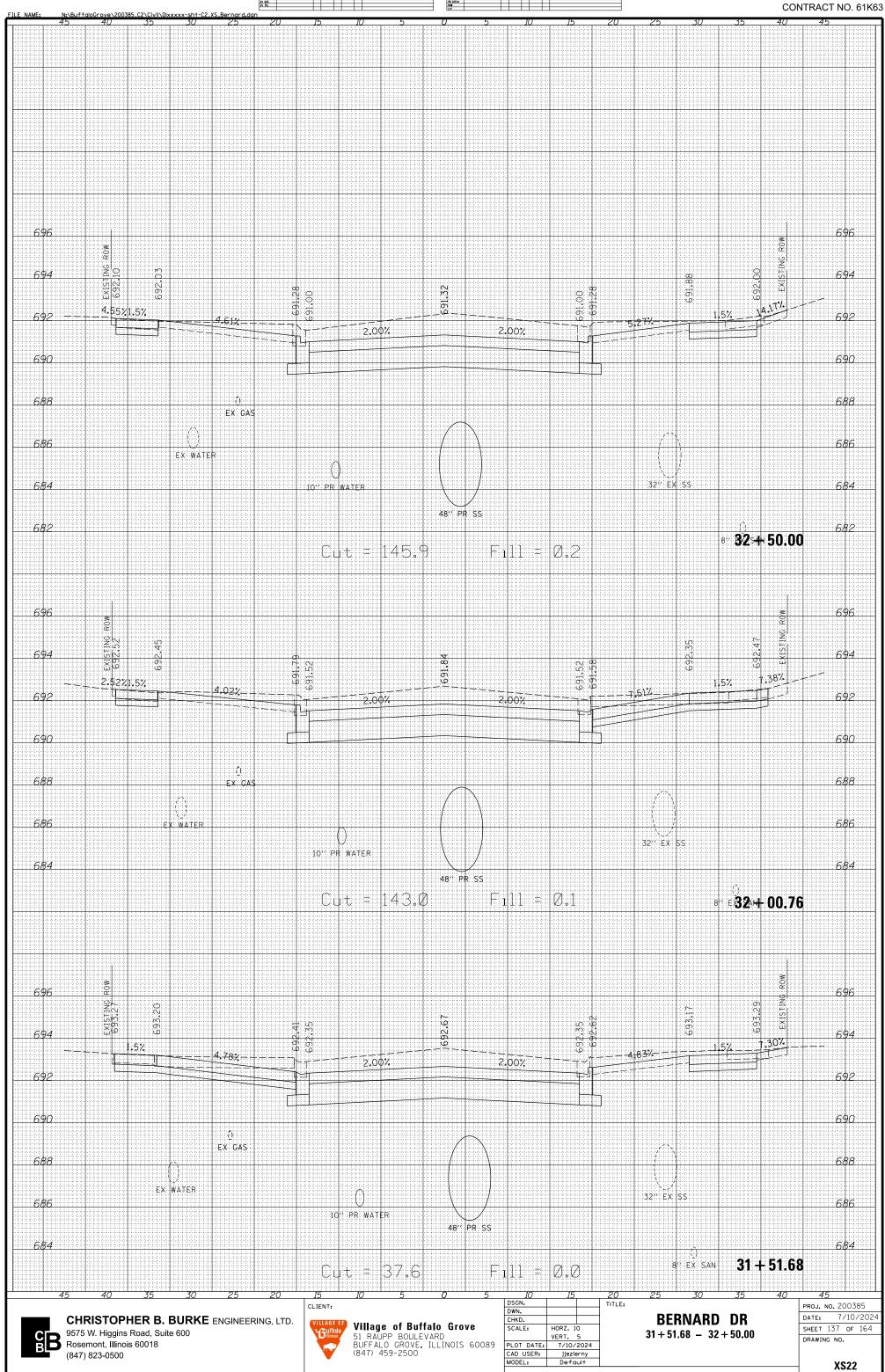


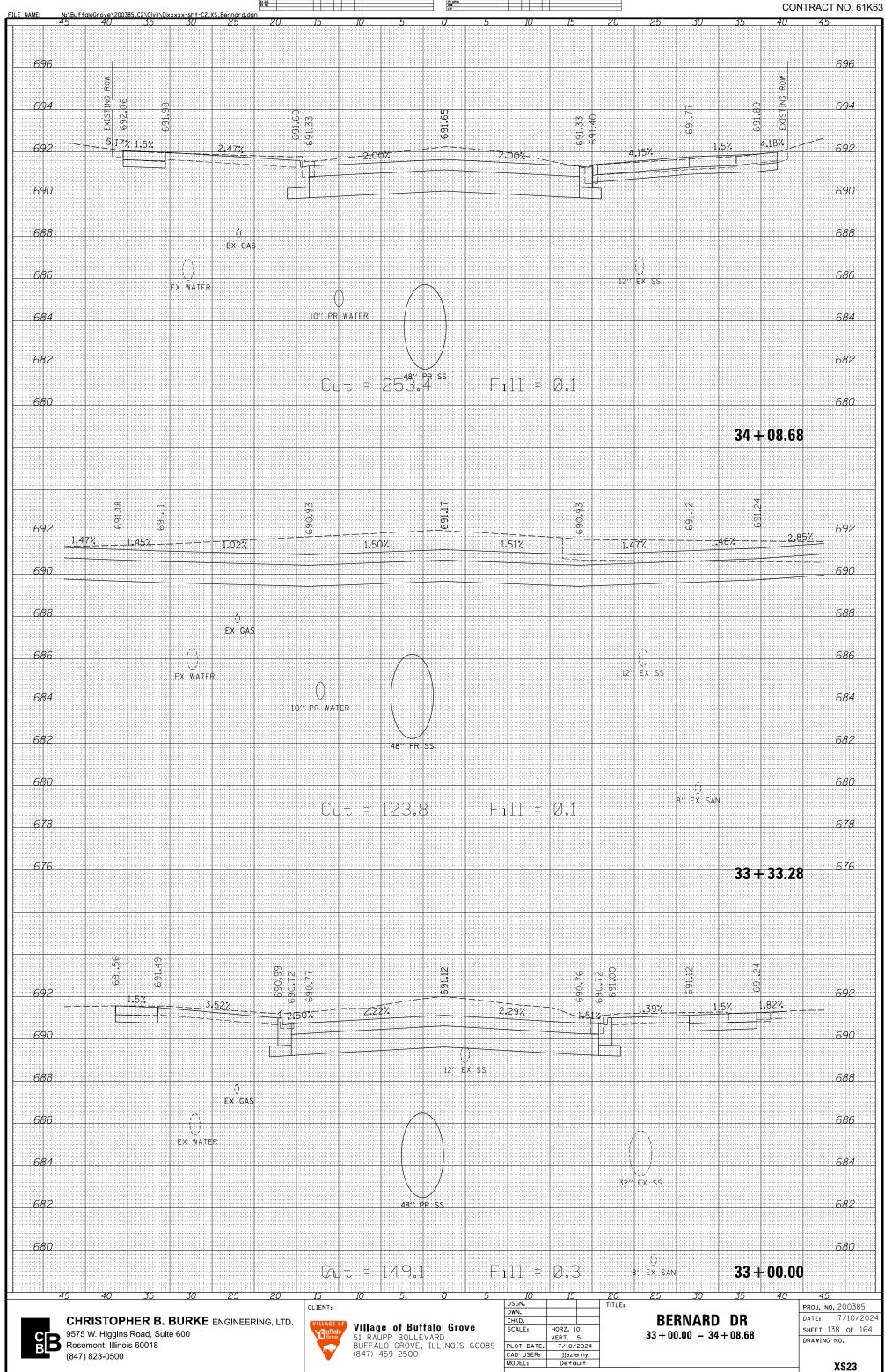


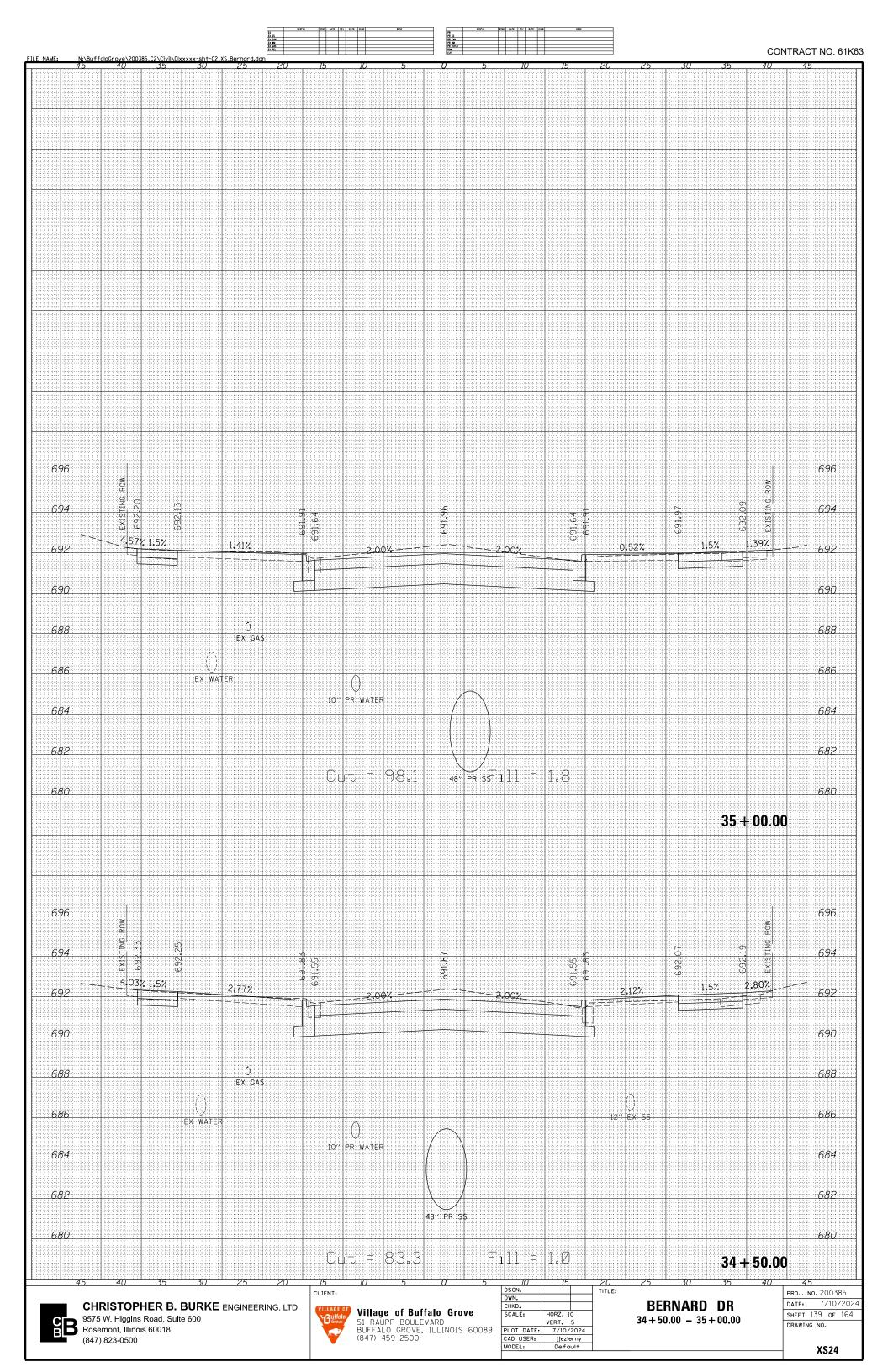


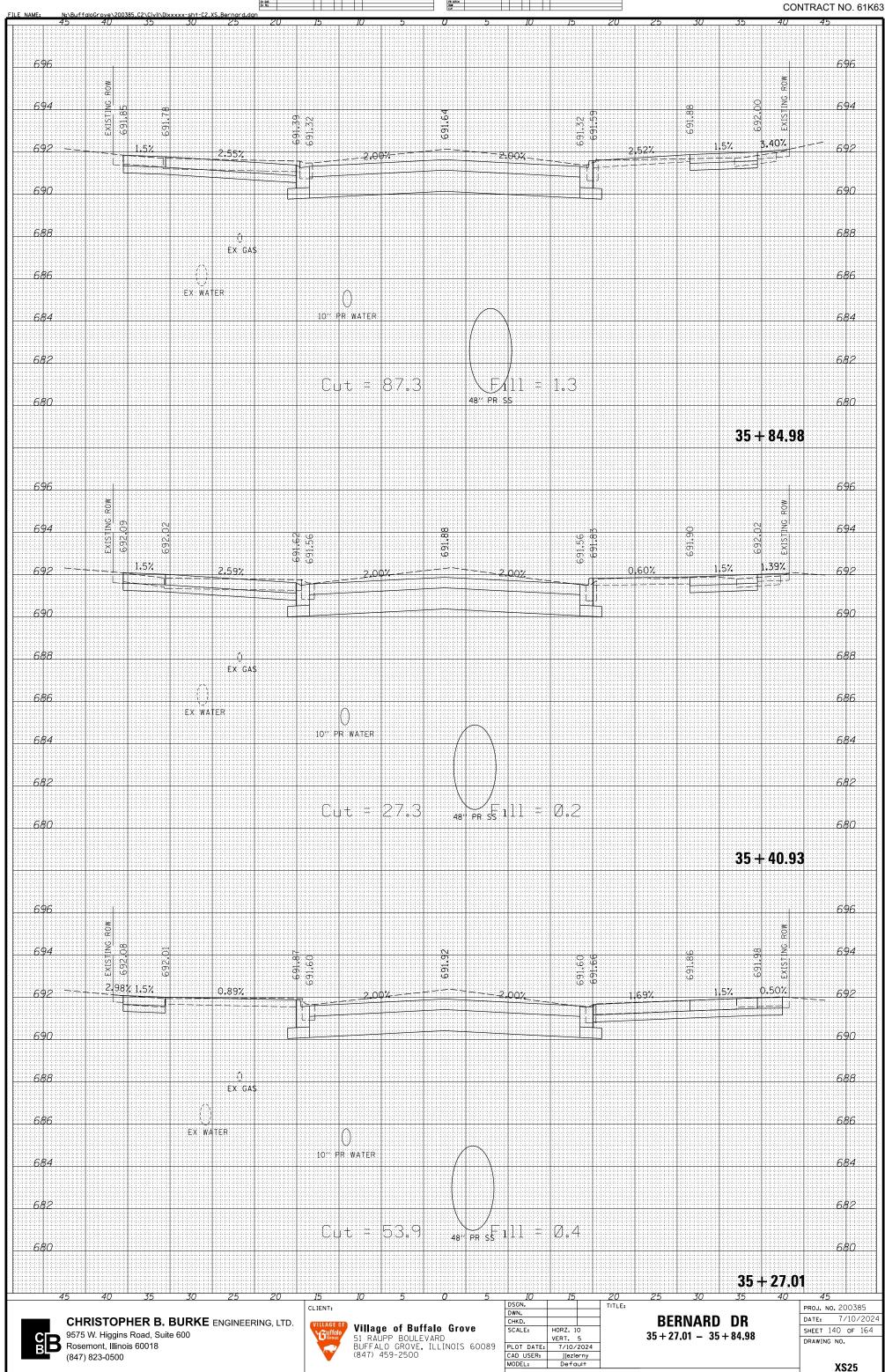


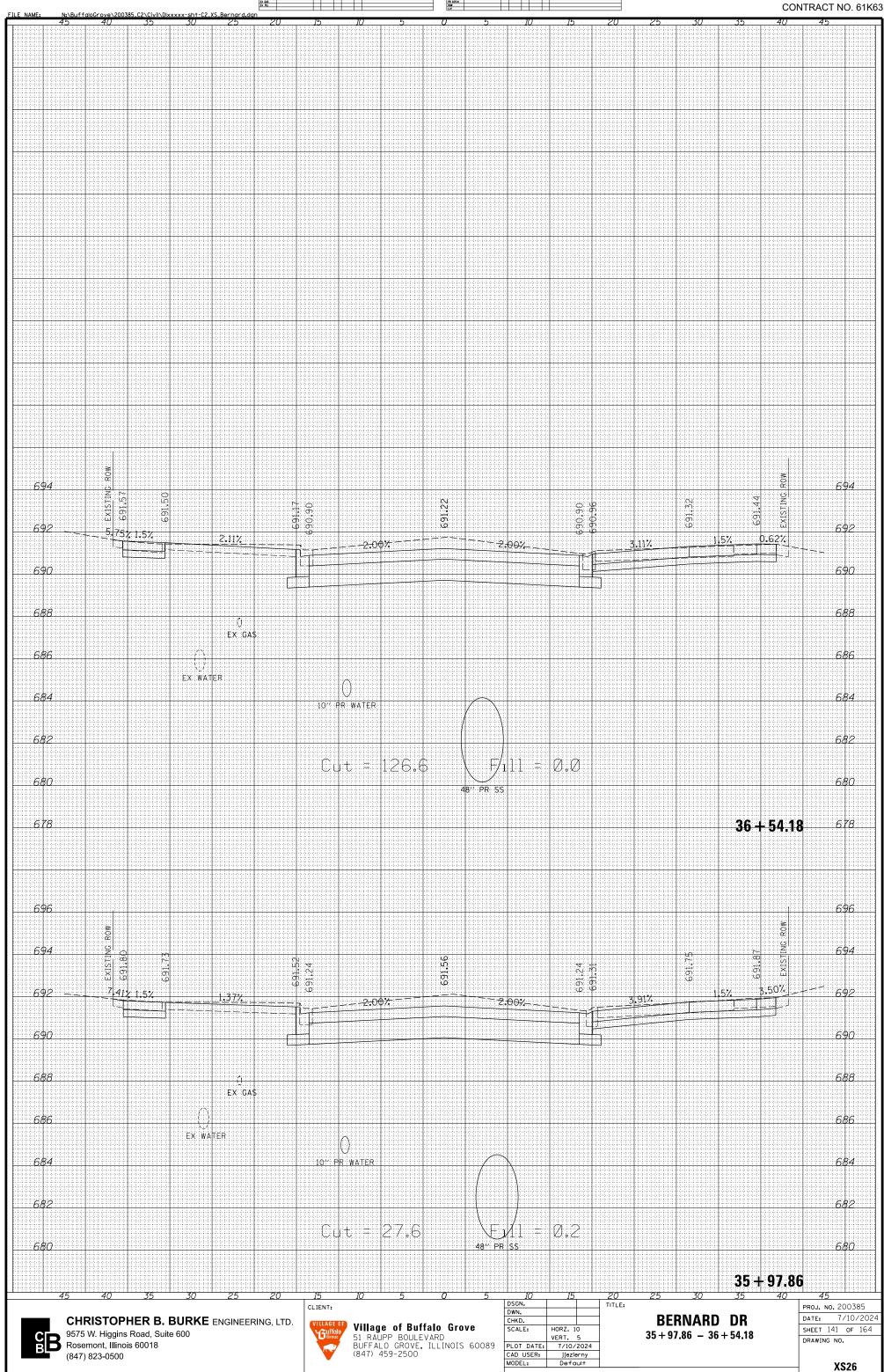


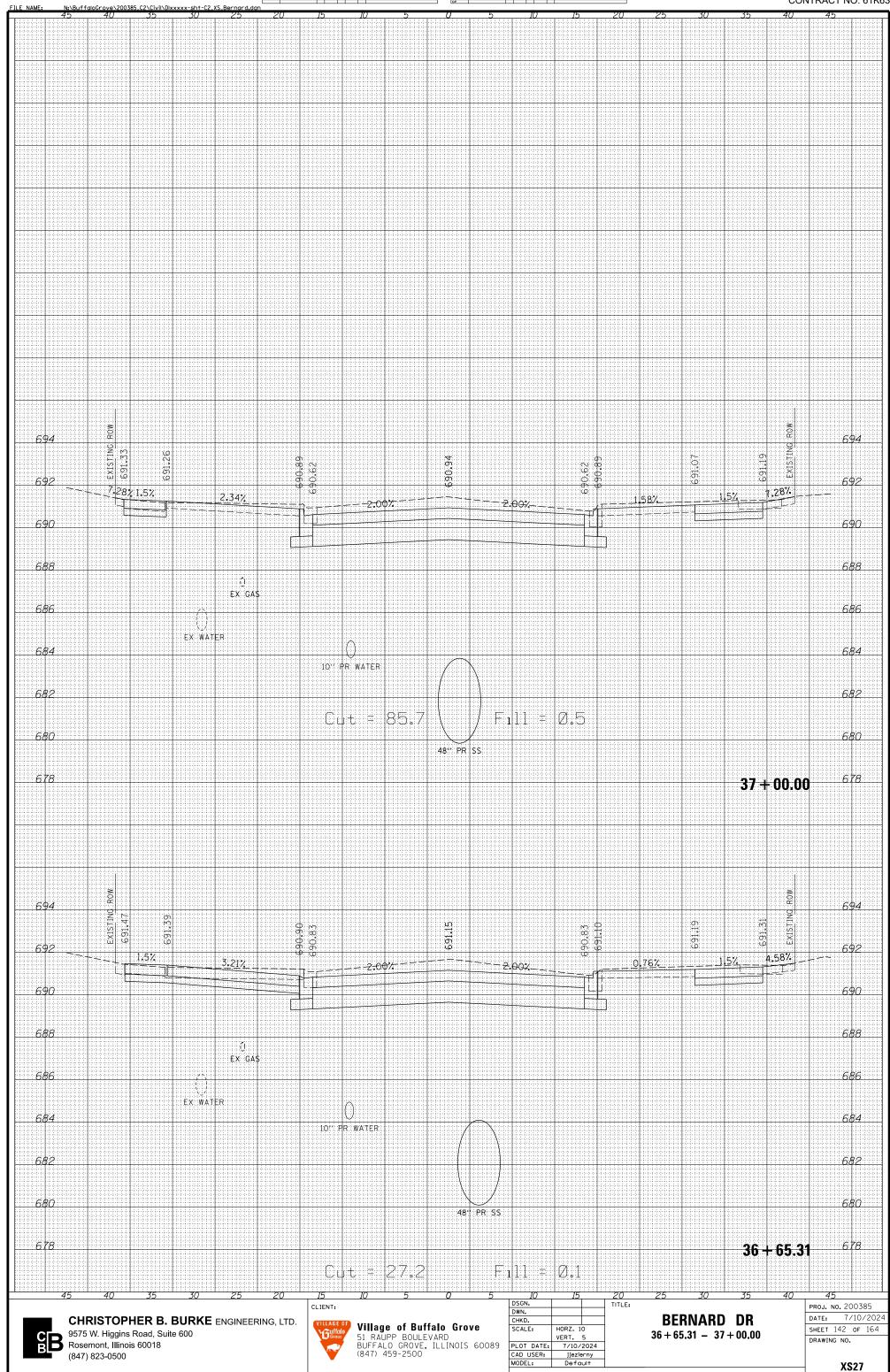


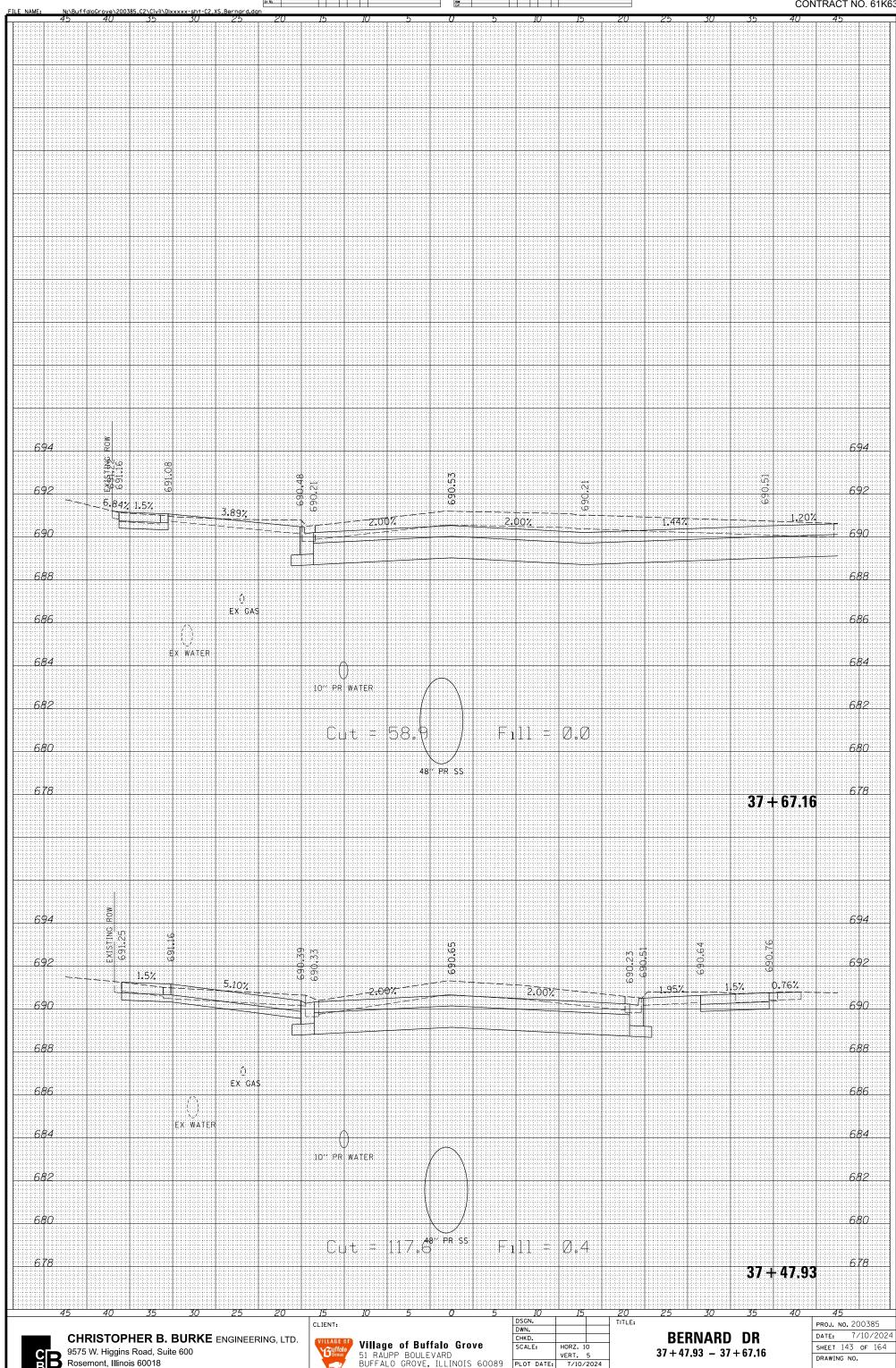






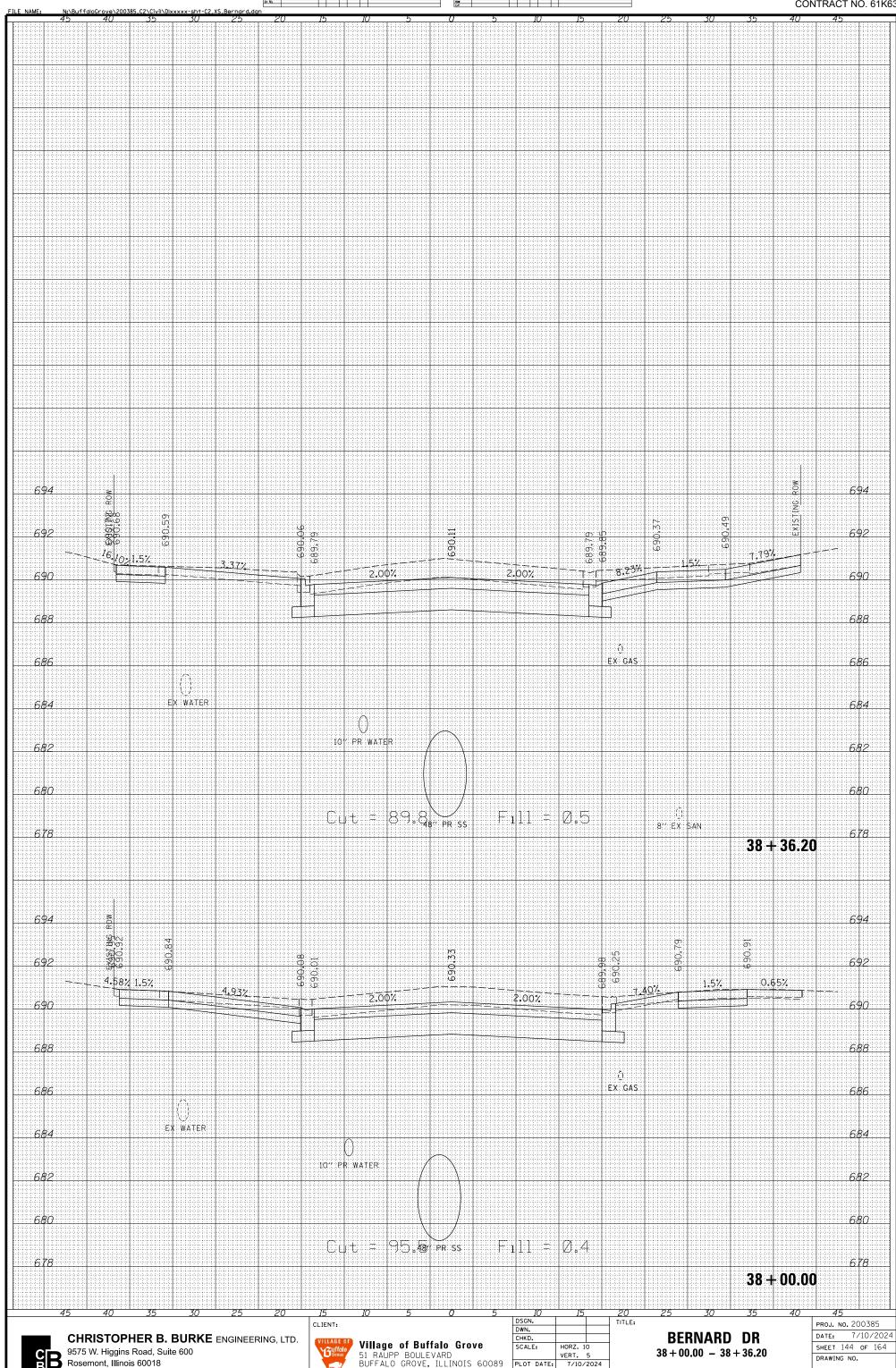






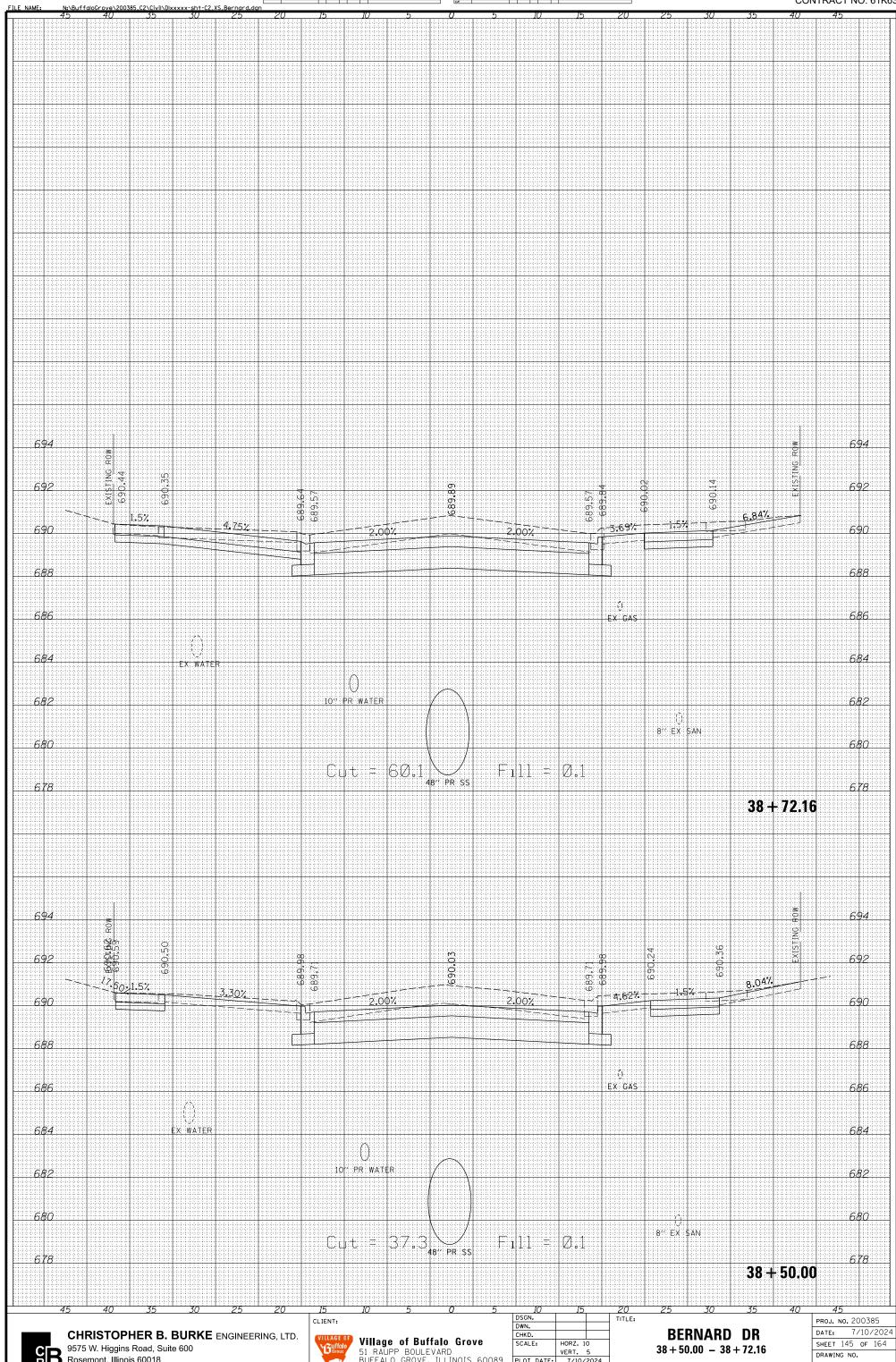
Village of Buffalo Grove 51 RAUPP BOULEVARD BUFFALO GROVE, ILLINOIS 60089 (847) 459-2500

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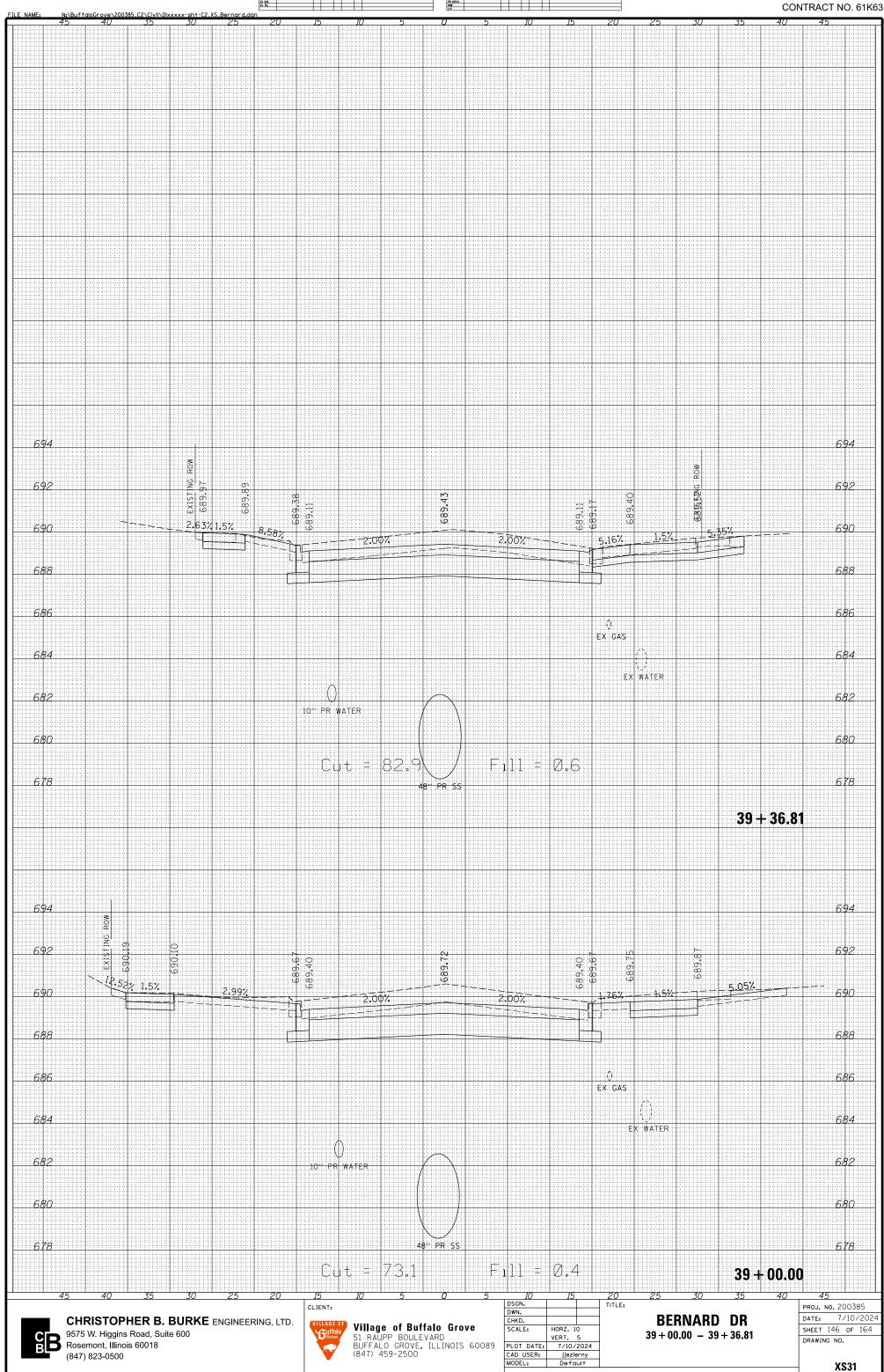
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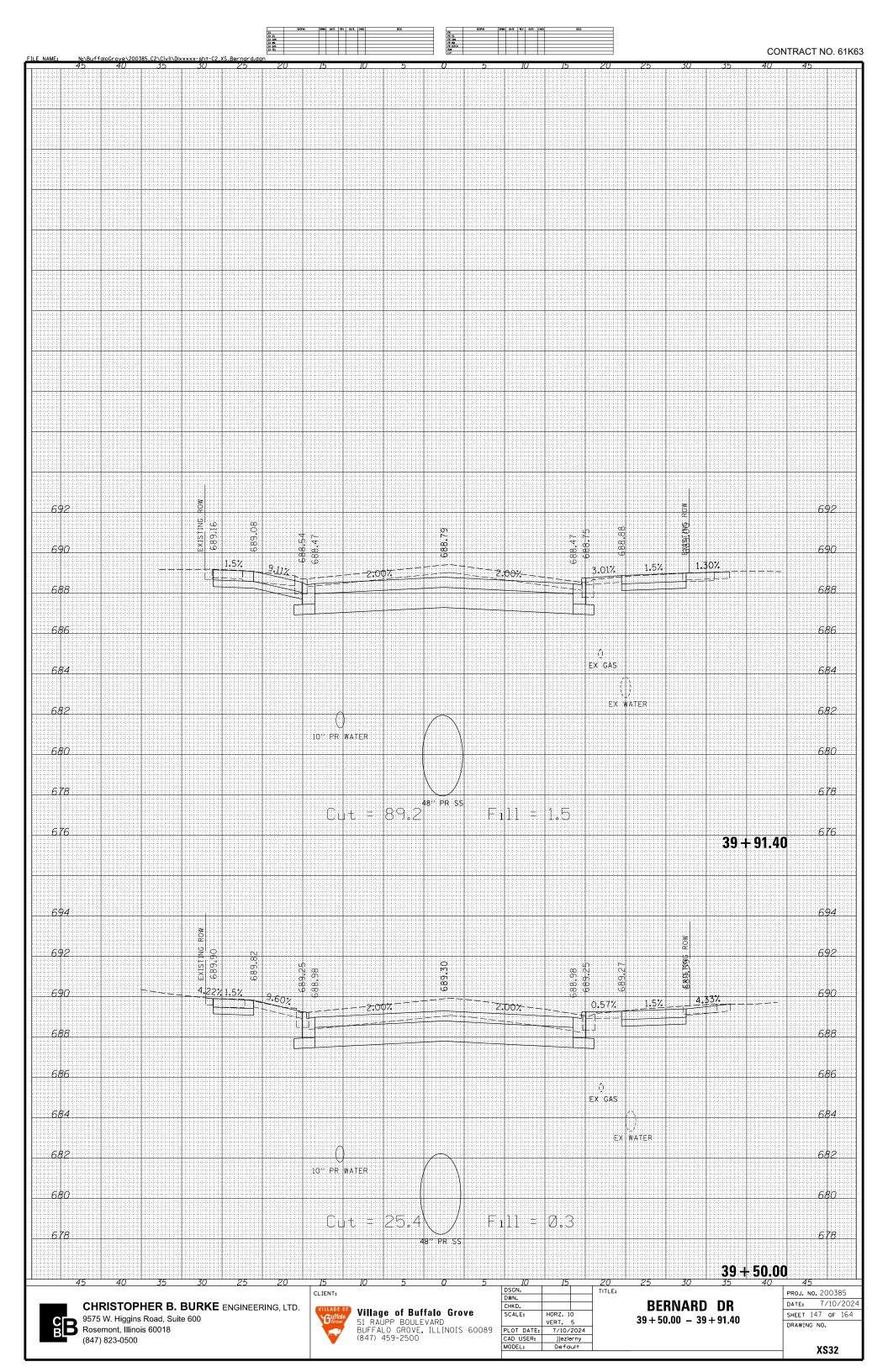
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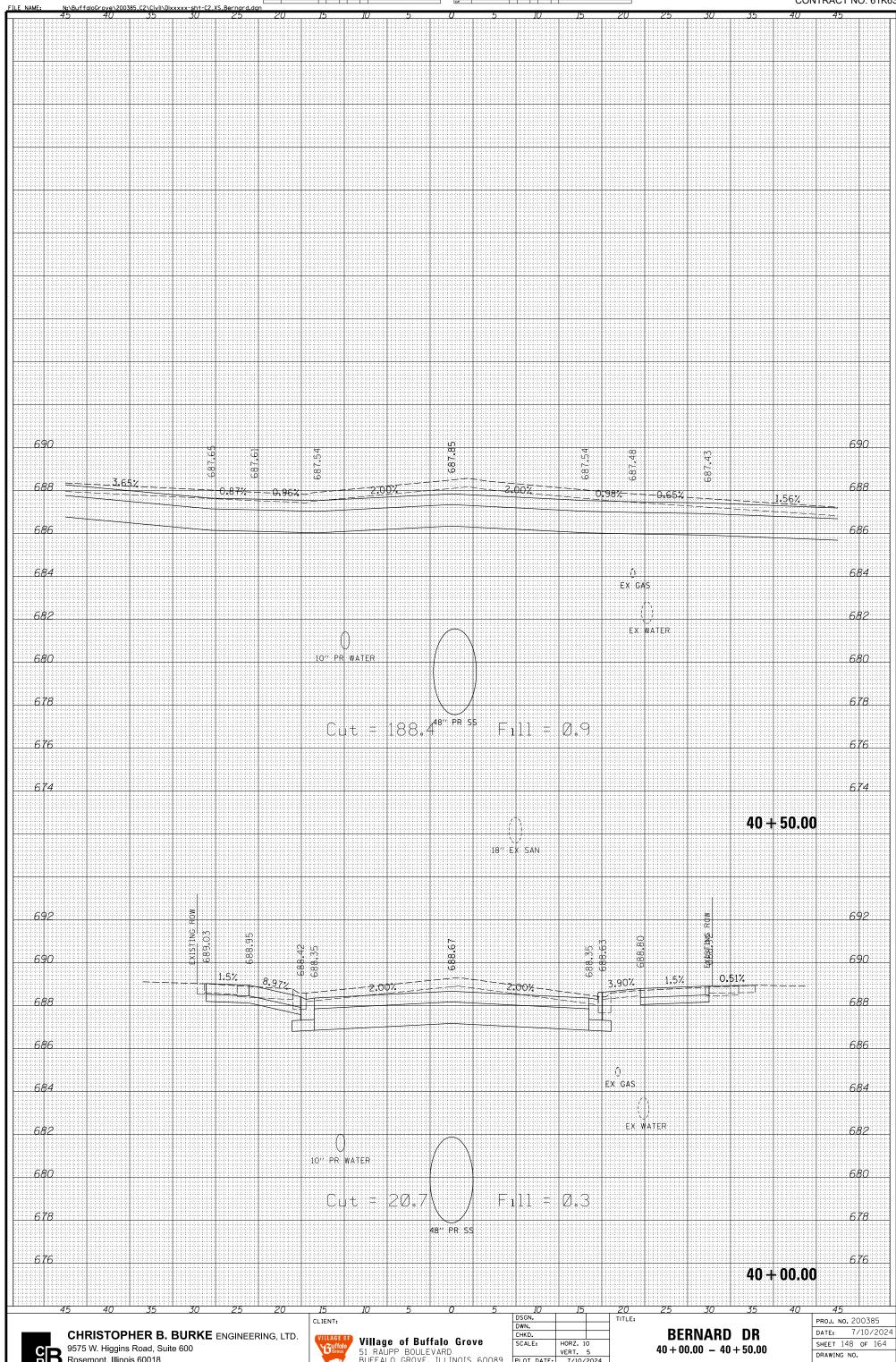


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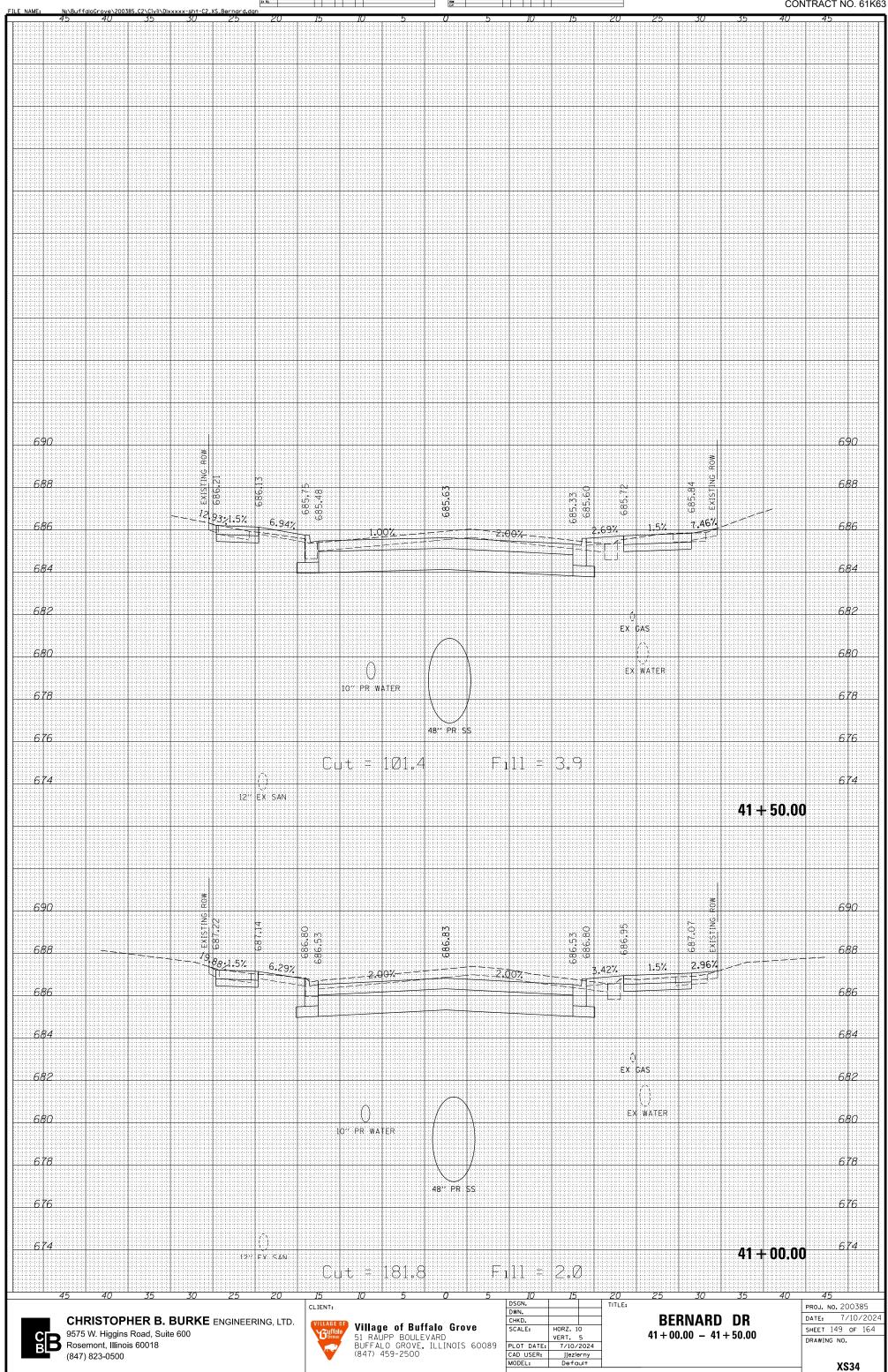


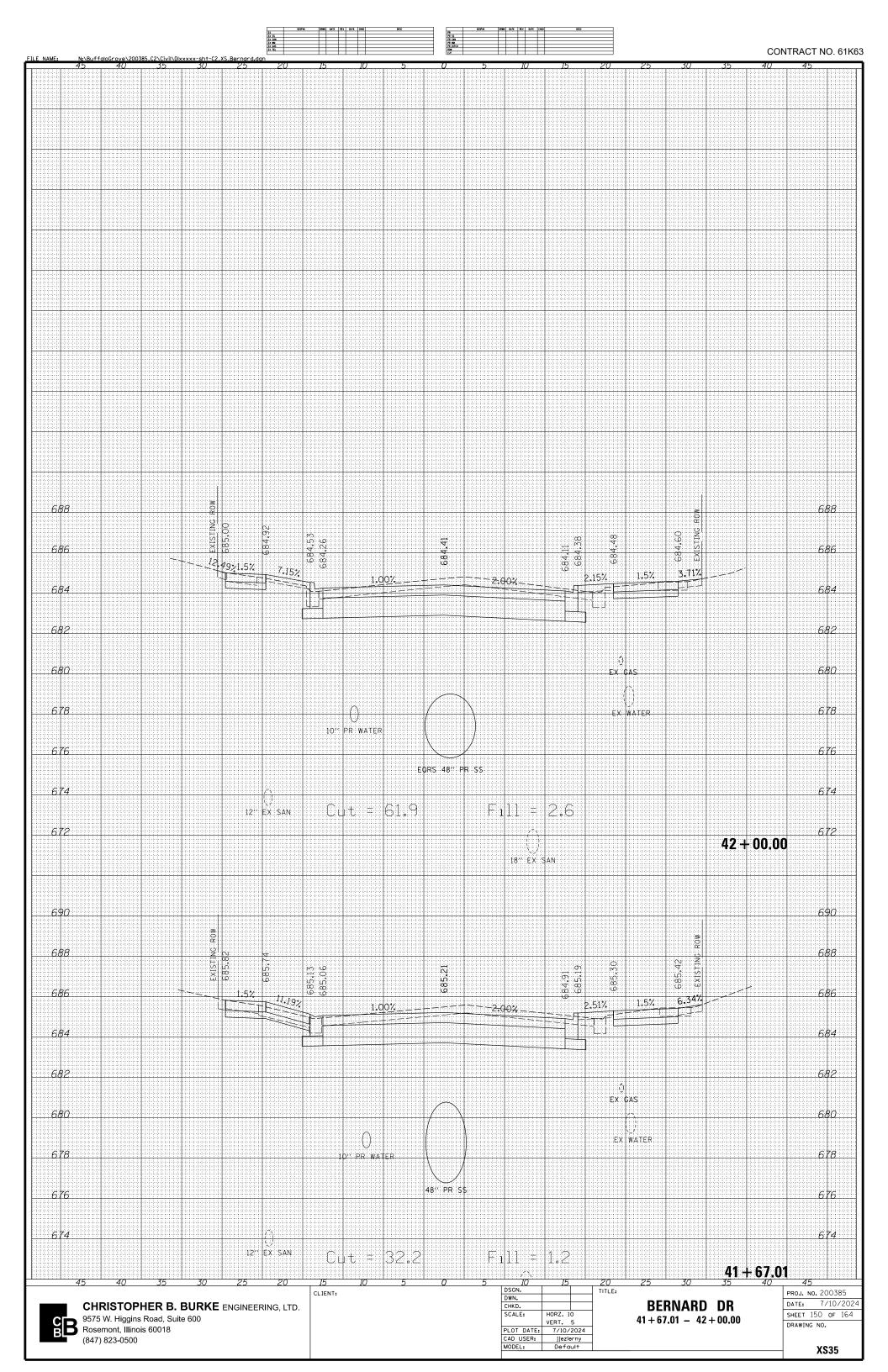


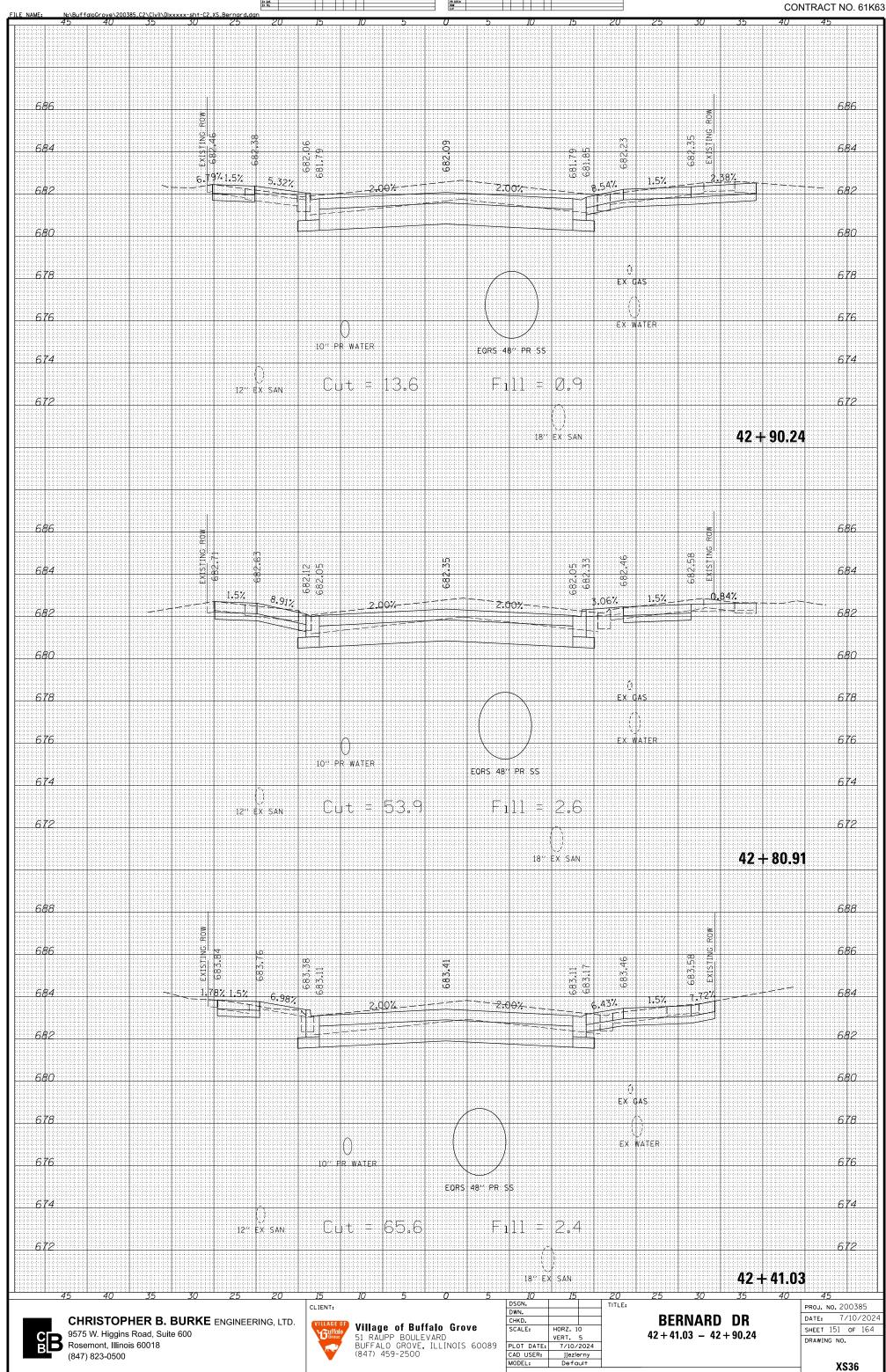


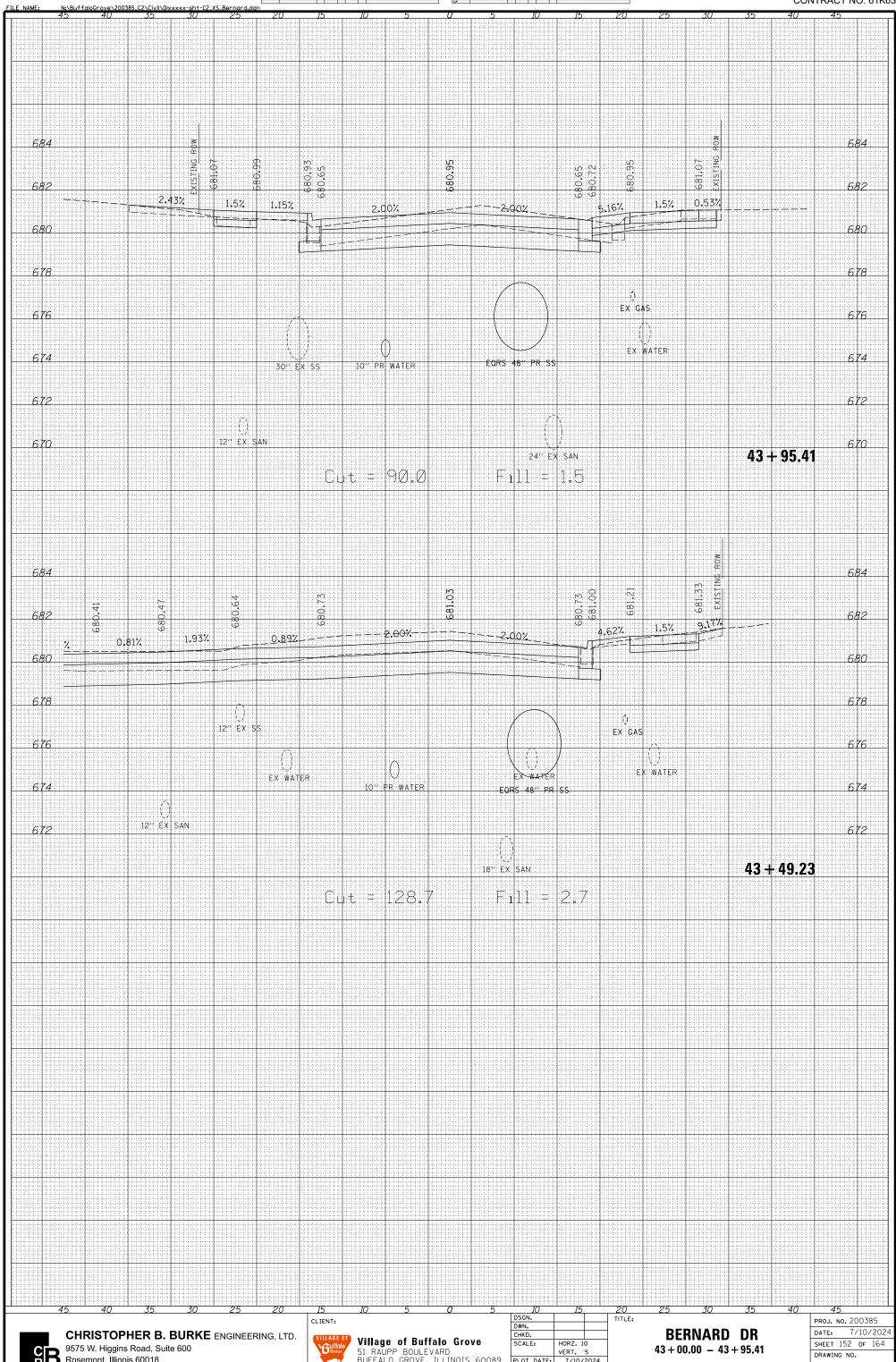


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