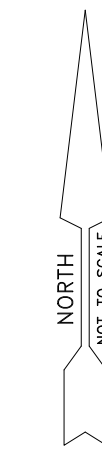
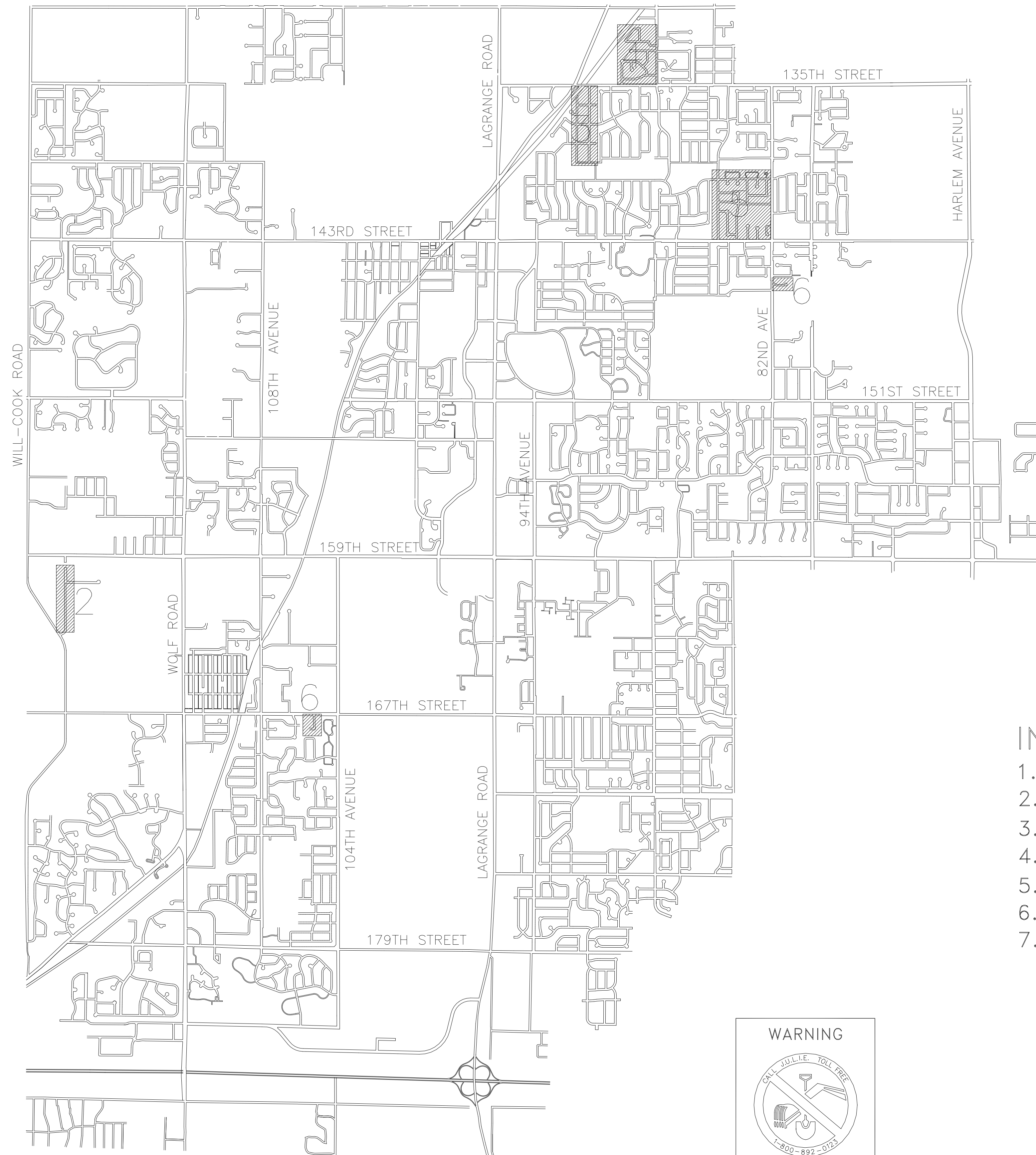
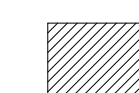



ORLAND PARK

2011 Road Improvement Program



-  PROJECT AREA
-  SHEET NUMBER

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2. 118th Avenue
3. Orland Hills (Elm Street)
4. Palos Springs – Offsite Underdrain
5. Wedgwood & Villa D’Este
6. Basswood Road, Julie Ann Drive
7. Notes & Quantities

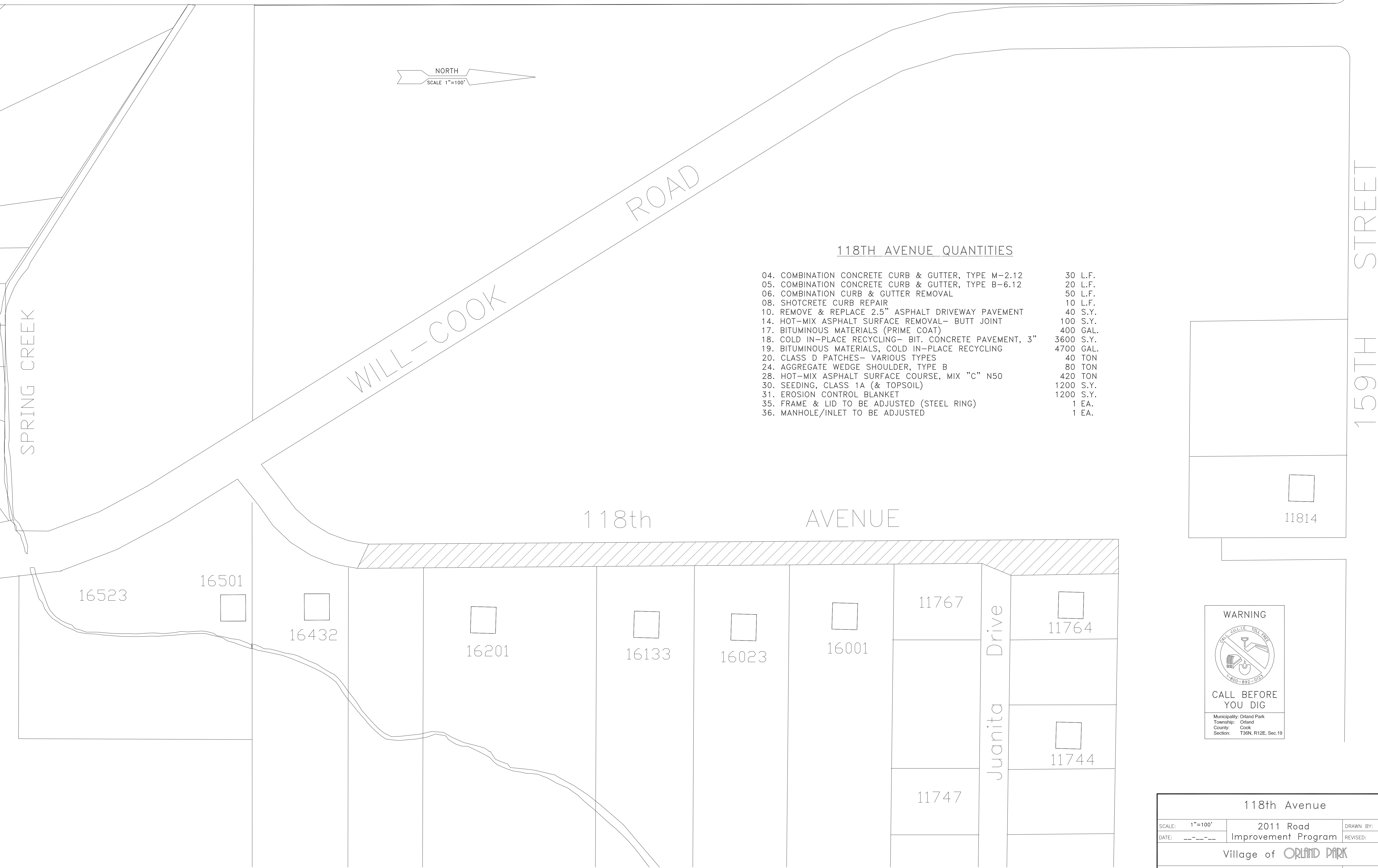
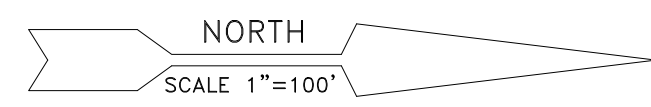
MAYOR
DANIEL J. MCLAUGHLIN

VILLAGE CLERK
DAVID P. MAHER

TRUSTEES
KATHLEEN M. FENTON
BRAD S. O’HALLORAN
JAMES V. DODGE
EDWARD G. SCHUSSLER III
PATRICIA GIRA
CAROLE GRIFFIN RUZICH

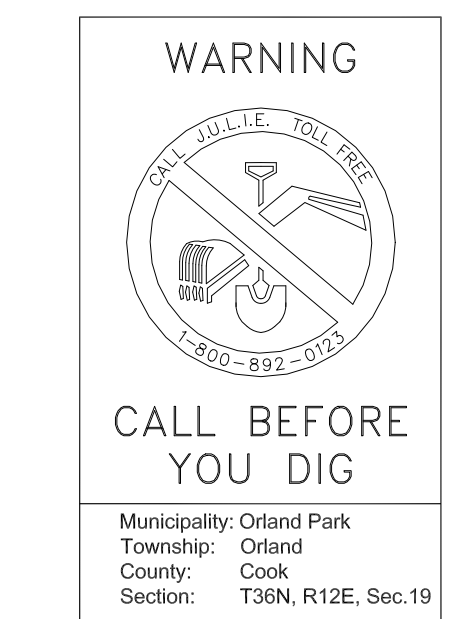


COVER SHEET		
SCALE: NTS	2011 Road Improvement Program	DRAWN BY: RJR
DATE: ---		REVISED:
Village of ORLAND PARK		
Public Works Department		DRAWING NO. 1 OF 7

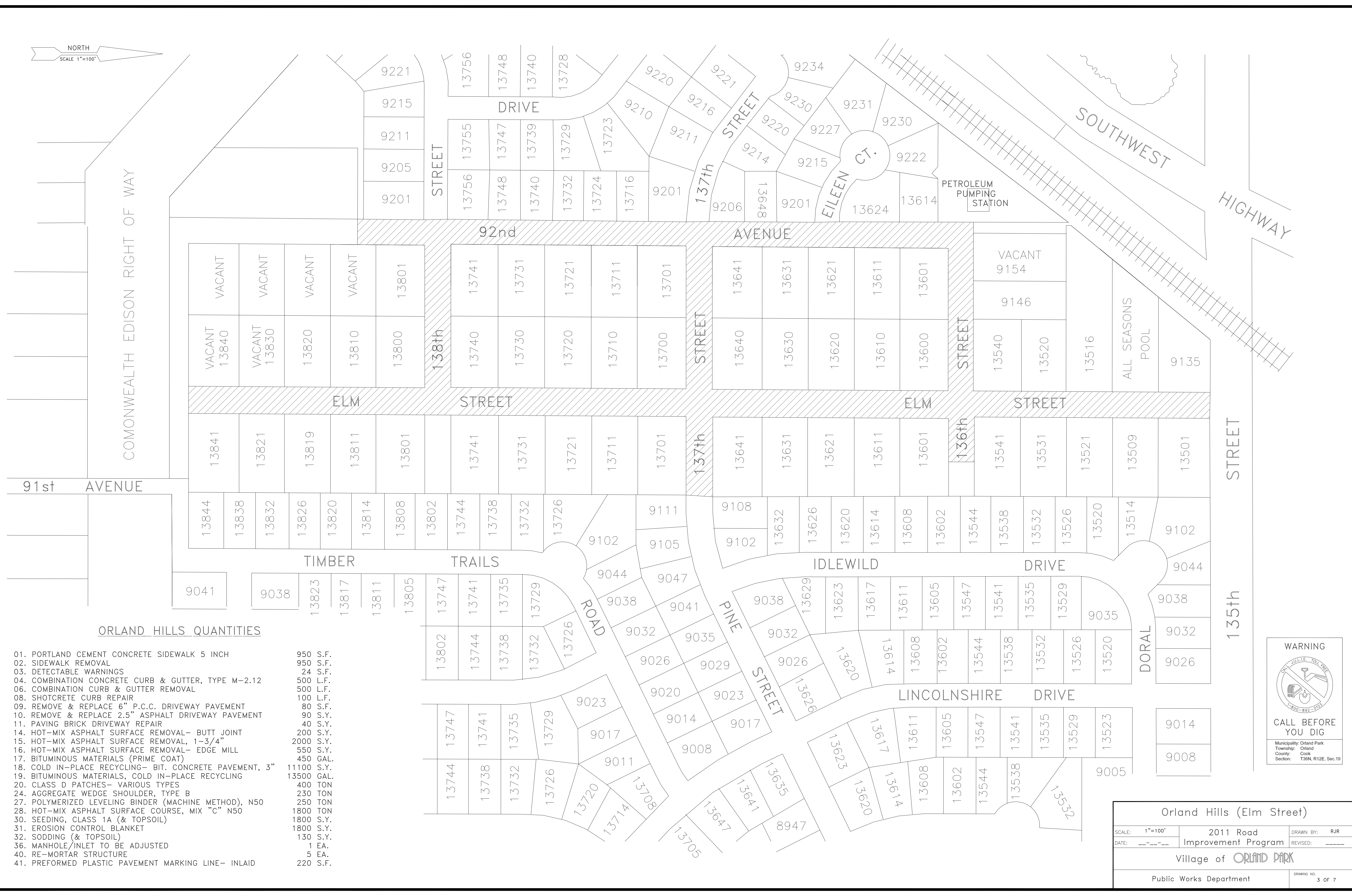
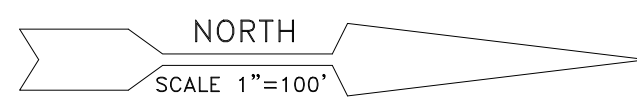


118TH AVENUE QUANTITIES

04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12	30 L.F.
05. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	20 L.F.
06. COMBINATION CURB & GUTTER REMOVAL	50 L.F.
08. SHOTCRETE CURB REPAIR	10 L.F.
10. REMOVE & REPLACE 2.5" ASPHALT DRIVEWAY PAVEMENT	40 S.Y.
14. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	100 S.Y.
17. BITUMINOUS MATERIALS (PRIME COAT)	400 GAL.
18. COLD IN-PLACE RECYCLING- BIT. CONCRETE PAVEMENT, 3"	3600 S.Y.
19. BITUMINOUS MATERIALS, COLD IN-PLACE RECYCLING	4700 GAL.
20. CLASS D PATCHES- VARIOUS TYPES	40 TON
24. AGGREGATE WEDGE SHOULDER, TYPE B	80 TON
28. HOT-MIX ASPHALT SURFACE COURSE, MIX "c" N50	420 TON
30. SEEDING, CLASS 1A (& TOPSOIL)	1200 S.Y.
31. EROSION CONTROL BLANKET	1200 S.Y.
35. FRAME & LID TO BE ADJUSTED (STEEL RING)	1 EA.
36. MANHOLE/INLET TO BE ADJUSTED	1 EA.



118th Avenue		
SCALE: 1"=100'	2011 Road Improvement Program	DRAWN BY: RJR
DATE: ---		REVISED: ---
Village of ORLAND PARK		
Public Works Department		DRAWING NO. 2 OF 7

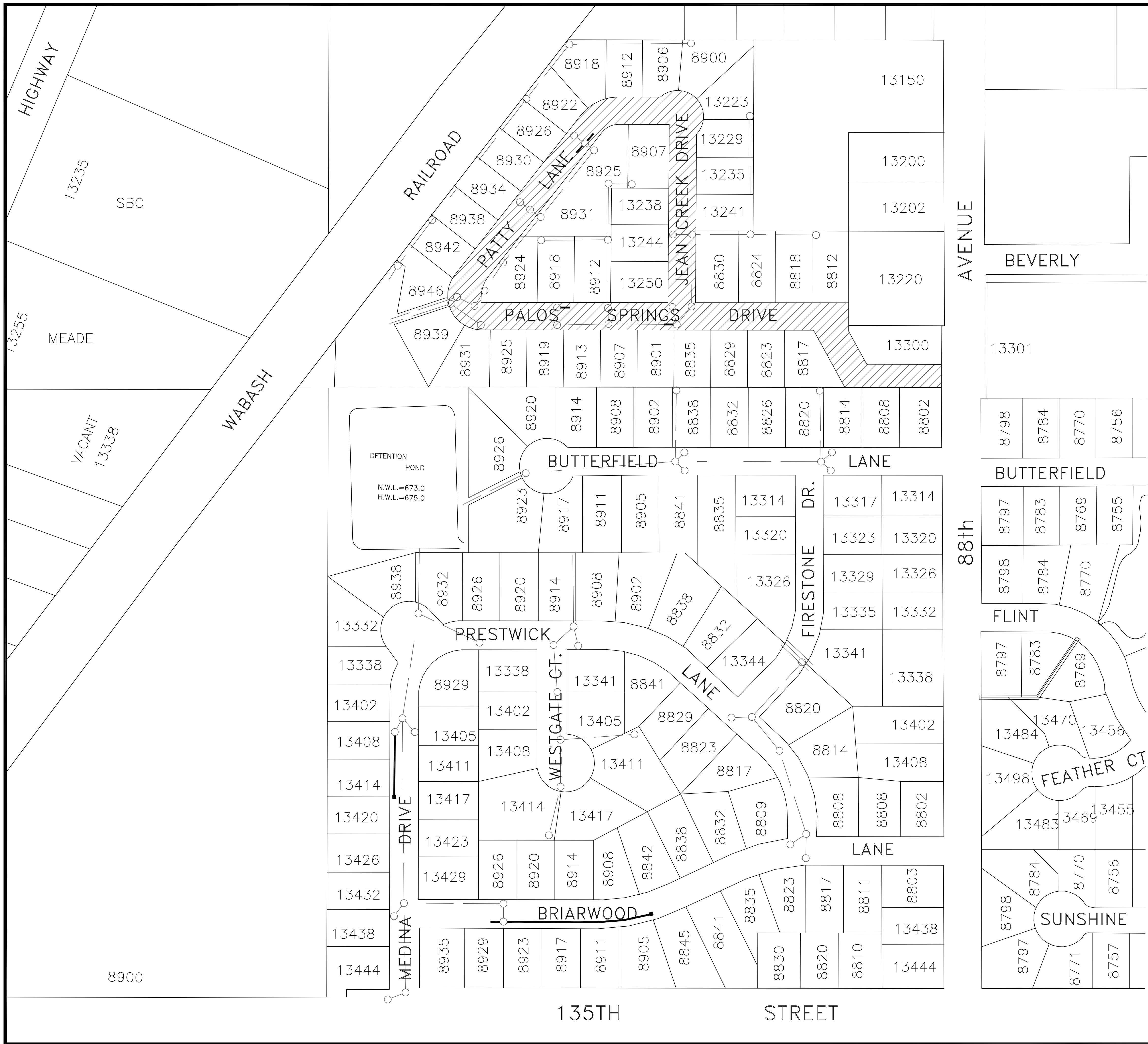


ORLAND HILLS QUANTITIES

- 01. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH 950 S.F.
- 02. SIDEWALK REMOVAL 950 S.F.
- 03. DETECTABLE WARNINGS 24 S.F.
- 04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12 500 L.F.
- 05. COMBINATION CURB & GUTTER REMOVAL 500 L.F.
- 06. SHOTCRETE CURB REPAIR 100 L.F.
- 07. REMOVE & REPLACE 6" P.C.C. DRIVEWAY PAVEMENT 80 S.F.
- 08. REMOVE & REPLACE 2.5" ASPHALT DRIVEWAY PAVEMENT 90 S.F.
- 09. PAVING BRICK DRIVEWAY REPAIR 40 S.F.
- 10. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT 200 S.F.
- 11. HOT-MIX ASPHALT SURFACE REMOVAL, 1-3/4" 2000 S.F.
- 12. HOT-MIX ASPHALT SURFACE REMOVAL- EDGE MILL 550 S.F.
- 13. BITUMINOUS MATERIALS (PRIME COAT) 450 GAL.
- 14. COLD IN-PLACE RECYCLING- BIT. CONCRETE PAVEMENT, 3" 11100 S.F.
- 15. BITUMINOUS MATERIALS, COLD IN-PLACE RECYCLING 13500 GAL.
- 16. CLASS D PATCHES- VARIOUS TYPES 400 TON
- 17. AGGREGATE WEDGE SHOULDER, TYPE B 230 TON
- 18. POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 250 TON
- 19. HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50 1800 TON
- 20. SEEDING, CLASS 1A (& TOPSOIL) 1800 S.F.
- 21. EROSION CONTROL BLANKET 1800 S.F.
- 22. SODDING (& TOPSOIL) 130 S.F.
- 23. MANHOLE/INLET TO BE ADJUSTED 1 EA.
- 24. RE-MORTAR STRUCTURE 5 EA.
- 25. PREFORMED PLASTIC PAVEMENT MARKING LINE- INLAID 220 S.F.



Orland Hills (Elm Street)		
SCALE: 1"=100'	2011 Road Improvement Program	DRAWN BY: RJR
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Public Works Department		DRAWING NO. 3 OF 7

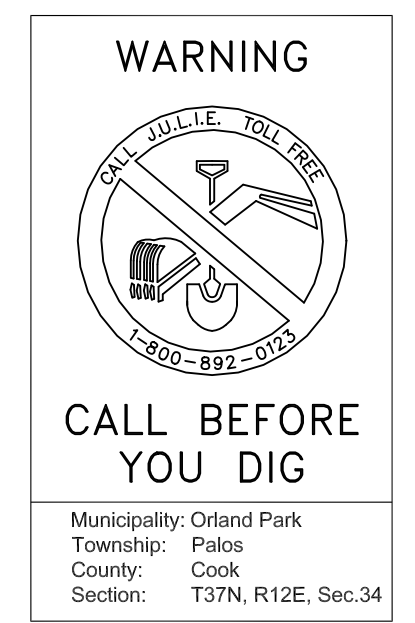


LEGEND

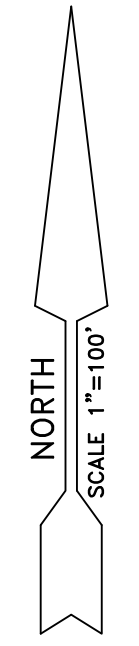
- Existing Storm Sewer
- Existing Storm Structure
- Proposed 24 in. Inlet
- Proposed 6 in. PVC Drain

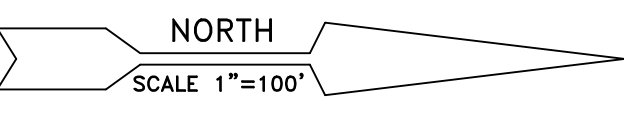
Palos Springs & Offsite Underdrain

03. Remove & Replace 5 in. P.C.C. Sidewalk	2160 S.F.
04. Detectable Warning Plate	16 EA.
07. Remove & Replace Curb & Gutter, M-3.12 Curb	1260 L.F.
09. Concrete Slab Raising	100 S.F.
10. Pneumatic Curb Repair	250 L.F.
11. Remove & Replace 6 in. P.C.C. Driveway Pavement	140 S.F.
12. Remove & Replace 2.5 in. Asphalt Driveway Pavement	8 S.Y.
13. Paving Brick Driveway Repair	20 S.F.
17. Bituminous Surface Removal, Edge Milling (1.5" - 0" Depth)	5800 S.Y.
18. Bituminous Materials- Prime Coat	1150 GAL.
19. Bituminous Materials- Prime Coat, Reflective Crack Control	1500 GAL.
21. Class D Patches- Various Types (Plan)	420 TON
23. Mixture for Cracks, Joints & Flangeways	2 TON
27. Trench Backfill- Washed CA-7	130 TON
28. Trench Backfill- CA-6	200 TON
29. Leveling Binder, Machine Method, N50	500 TON
31. Hot-Mix Asphalt Surface Course, Mix C, N50	1180 TON
32. Area Reflective Crack Control Treatment, System A, 4oz. per s.y.	5000 S.Y.
33. Strip Reflective Crack Control Treatment, System B	50 S.F.
35. Sodding (& Topsoil)	300 S.Y.
38. 6 in. Perforated PVC Storm Sewer Underdrain	1860 L.F.
39. 24 in. Inlet	11 EA.
40. Frames and Lids to be Adjusted (Steel Ring)	2 EA.
41. Adjust and Remortar Structure Frame	8 EA.
42. Reconstruct Manhole, Block	1 EA.
45. Re-mortar Structure	18 EA.
46. Thermoplastic Pavement Marking, Line	300 S.F.



Palos Springs & Offsite Underdrain		
SCALE: 1"=100'	2011 Road Improvement Program	DRAWN BY: RJR
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Public Works Department		DRAWING NO. 4 OF 7

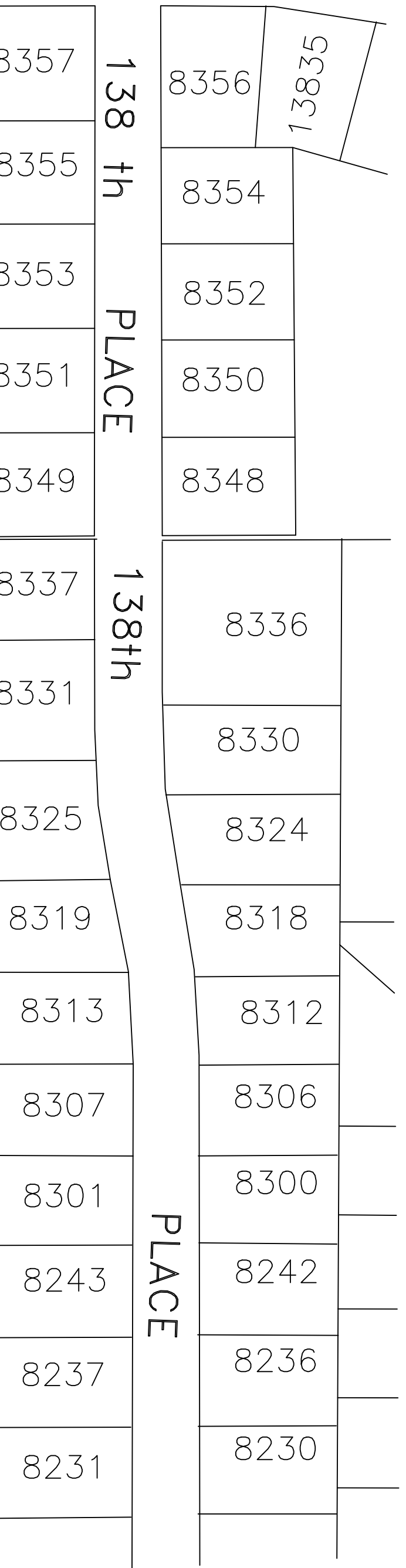
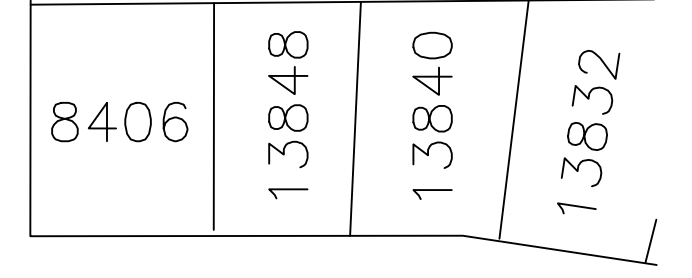
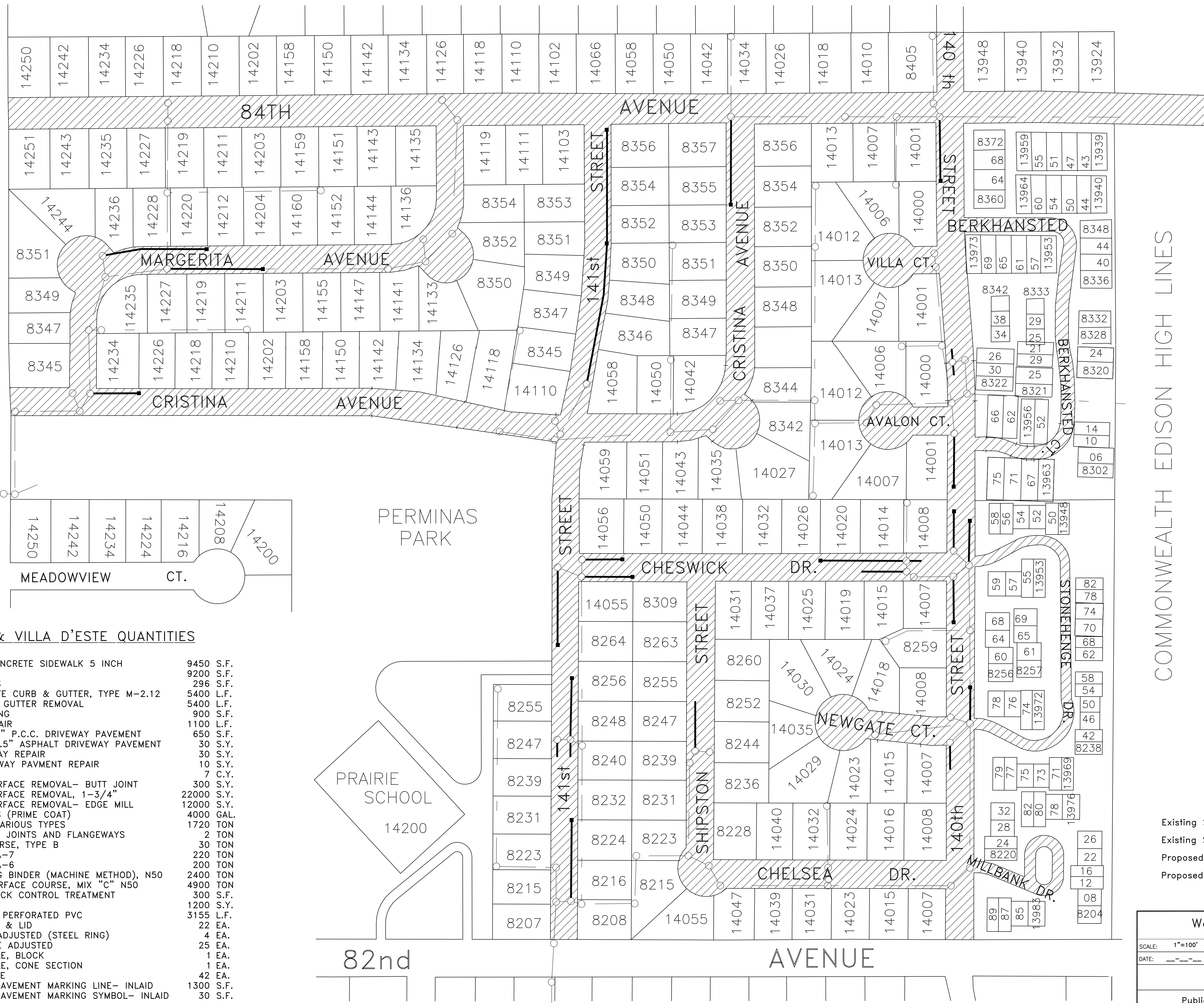




143rd STREET

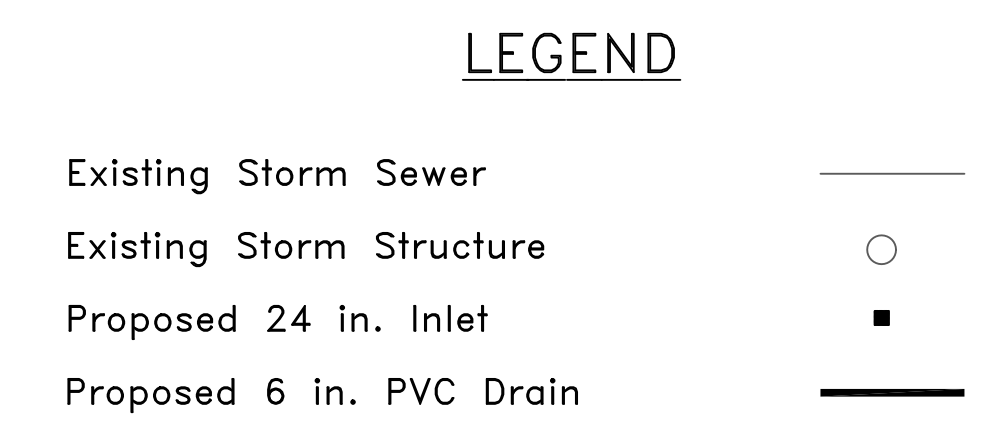
141st STREET

140th STREET

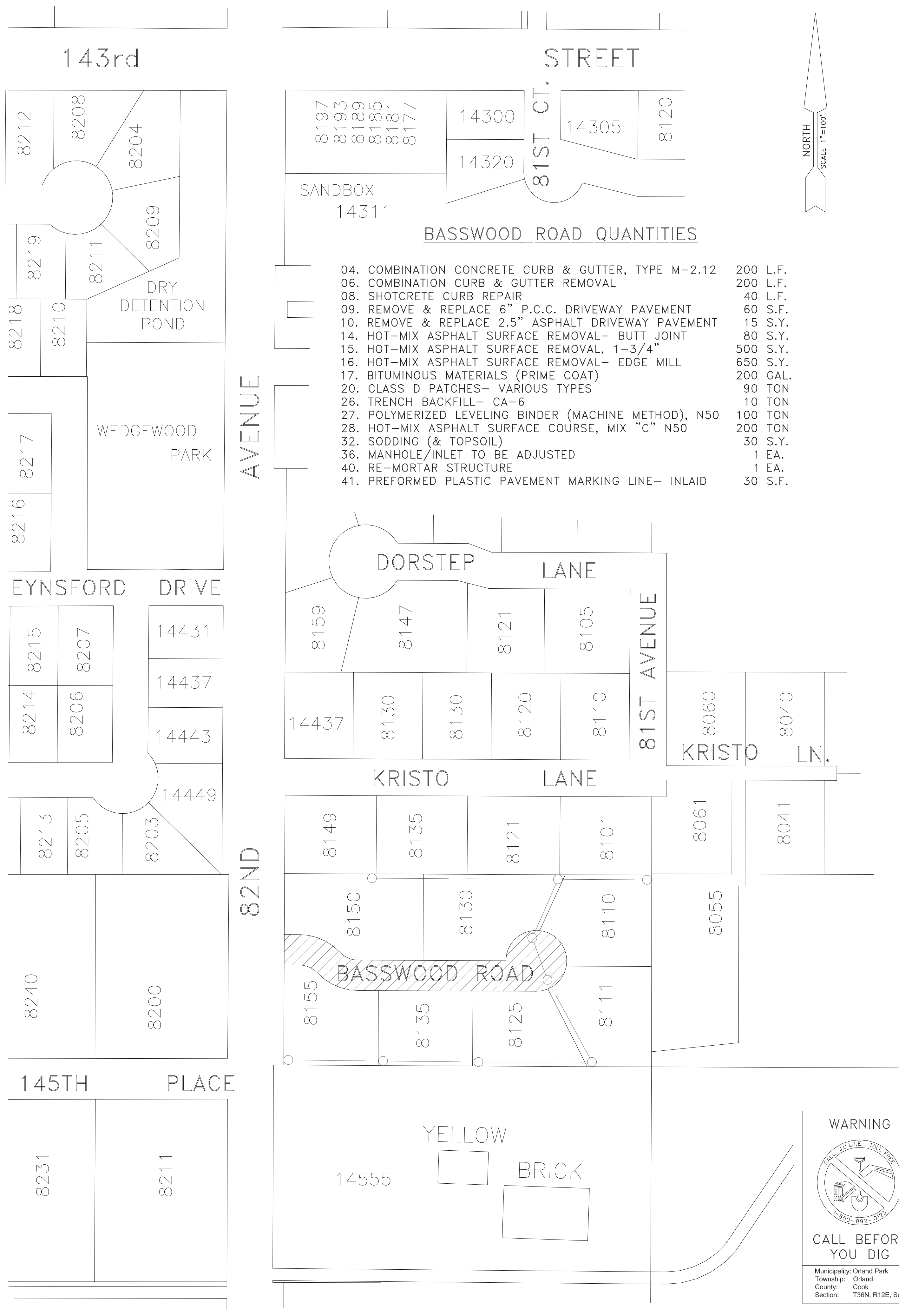


WEDGWOOD & VILLA D'ESTE QUANTITIES

01. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	9450 S.F.
02. SIDEWALK REMOVAL	9200 S.F.
03. DETECTABLE WARNINGS	296 S.F.
04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12	5400 L.F.
06. COMBINATION CURB & GUTTER REMOVAL	5400 L.F.
07. CONCRETE SLAB RAISING	900 S.F.
08. SHOTCRETE CURB REPAIR	1100 L.F.
09. REMOVE & REPLACE 6" P.C.C. DRIVEWAY PAVEMENT	650 S.F.
10. REMOVE & REPLACE 2.5" ASPHALT DRIVEWAY PAVEMENT	30 S.Y.
11. PAVING BRICK DRIVEWAY REPAIR	30 S.Y.
12. HMA IMPRINTED DRIVEWAY PAVMENT REPAIR	10 S.Y.
13. EARTH EXCAVATION	7 C.Y.
14. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	300 S.Y.
15. HOT-MIX ASPHALT SURFACE REMOVAL, 1-3/4"	22000 S.Y.
16. HOT-MIX ASPHALT SURFACE REMOVAL- EDGE MILL	12000 S.Y.
17. BITUMINOUS MATERIALS (PRIME COAT)	4000 GAL.
20. CLASS D PATCHES- VARIOUS TYPES	1720 TON
22. MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	2 TON
23. AGGREGATE BASE COURSE, TYPE B	30 TON
25. TRENCH BACKFILL- CA-7	220 TON
26. TRENCH BACKFILL- CA-6	200 TON
27. POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	2400 TON
28. HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	4900 TON
29. STRIP REFLECTIVE CRACK CONTROL TREATMENT	300 S.F.
32. SODDING (& TOPSOIL)	1200 S.Y.
33. PIPE UNDERDRAIN, 6" PERFORATED PVC	3155 L.F.
34. INLET, TYPE A, FRAME & LID	22 EA.
35. FRAME & LID TO BE ADJUSTED (STEEL RING)	4 EA.
36. MANHOLE/INLET TO BE ADJUSTED	25 EA.
37. RECONSTRUCT MANHOLE, BLOCK	1 EA.
38. RECONSTRUCT MANHOLE, CONE SECTION	1 EA.
40. RE-MORTAR STRUCTURE	42 EA.
41. PREFORMED PLASTIC PAVEMENT MARKING LINE- INLAID	1300 S.F.
42. PREFORMED PLASTIC PAVEMENT MARKING SYMBOL- INLAID	30 S.F.



Wedgwood & Villa D'Este		
SCALE: 1"=100'	2011 Road Improvement Program	DRAWN BY: RJR
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BASSWOOD ROAD QUANTITIES

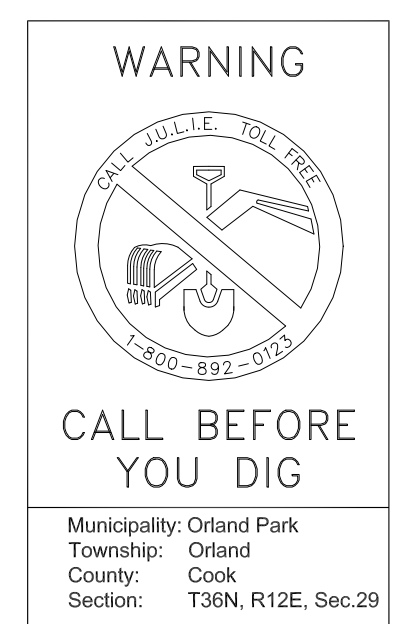
04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12	200 L.F.
06. COMBINATION CURB & GUTTER REMOVAL	200 L.F.
08. SHOTCRETE CURB REPAIR	40 L.F.
09. REMOVE & REPLACE 6" P.C.C. DRIVEWAY PAVEMENT	60 S.F.
10. REMOVE & REPLACE 2.5" ASPHALT DRIVEWAY PAVEMENT	15 S.Y.
14. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	80 S.Y.
15. HOT-MIX ASPHALT SURFACE REMOVAL, 1-3/4"	500 S.Y.
16. HOT-MIX ASPHALT SURFACE REMOVAL- EDGE MILL	650 S.Y.
17. BITUMINOUS MATERIALS (PRIME COAT)	200 GAL.
20. CLASS D PATCHES- VARIOUS TYPES	90 TON
26. TRENCH BACKFILL- CA-6	10 TON
27. POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	100 TON
28. HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	200 TON
32. SODDING (& TOPSOIL)	30 S.Y.
36. MANHOLE/INLET TO BE ADJUSTED	1 EA.
40. RE-MORTAR STRUCTURE	1 EA.
41. PREFORMED PLASTIC PAVEMENT MARKING LINE- INLAID	30 S.F.



Note:
The existing Julie Ann Drive roadway is incomplete, consisting of 2" Binder Course with no Surface Course. In addition to repairing existing concrete and pavement, missing walk shall be installed prior to paving HMA Surface course. The existing pavement will require significant cleaning and paving joint preparation.

JULIE ANN DRIVE QUANTITIES

01. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	700 S.F.
02. SIDEWALK REMOVAL	100 S.F.
04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12	200 L.F.
06. COMBINATION CURB & GUTTER REMOVAL	200 L.F.
08. SHOTCRETE CURB REPAIR	80 L.F.
09. REMOVE & REPLACE 6" P.C.C. DRIVEWAY PAVEMENT	60 S.F.
13. EARTH EXCAVATION	100 C.Y.
14. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	80 S.Y.
17. BITUMINOUS MATERIALS (PRIME COAT)	240 GAL.
20. CLASS D PATCHES- VARIOUS TYPES	80 TON
23. AGGREGATE BASE COURSE, TYPE B	70 TON
26. TRENCH BACKFILL- CA-6	10 TON
27. POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	120 TON
28. HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	180 TON
30. SEEDING, CLASS 1A (& TOPSOIL)	60 S.Y.
31. EROSION CONTROL BLANKET	60 S.Y.
32. SODDING (& TOPSOIL)	40 S.Y.
36. MANHOLE/INLET TO BE ADJUSTED	2 EA.
40. RE-MORTAR STRUCTURE	4 EA.
41. PREFORMED PLASTIC PAVEMENT MARKING LINE- INLAID	30 S.F.



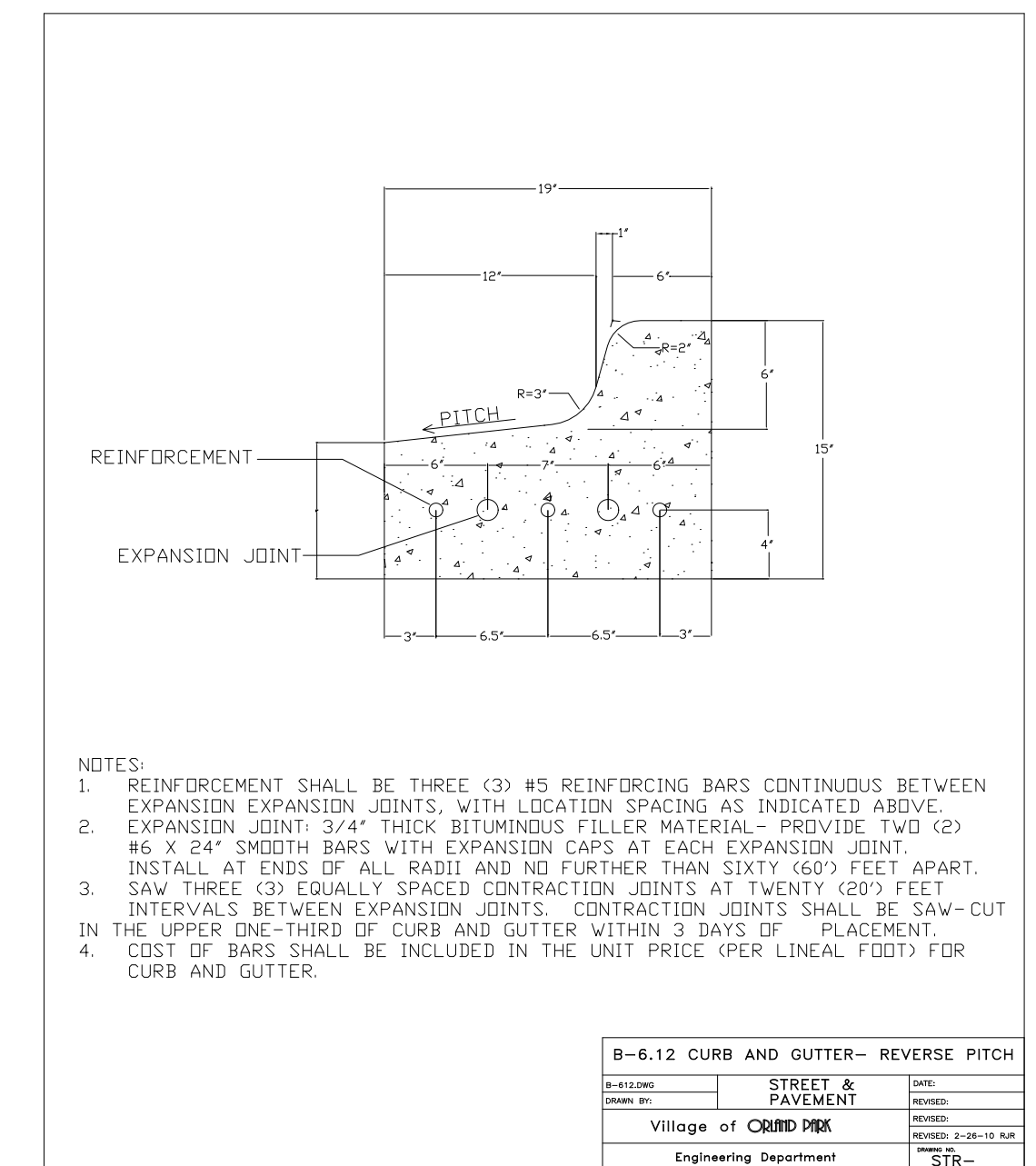
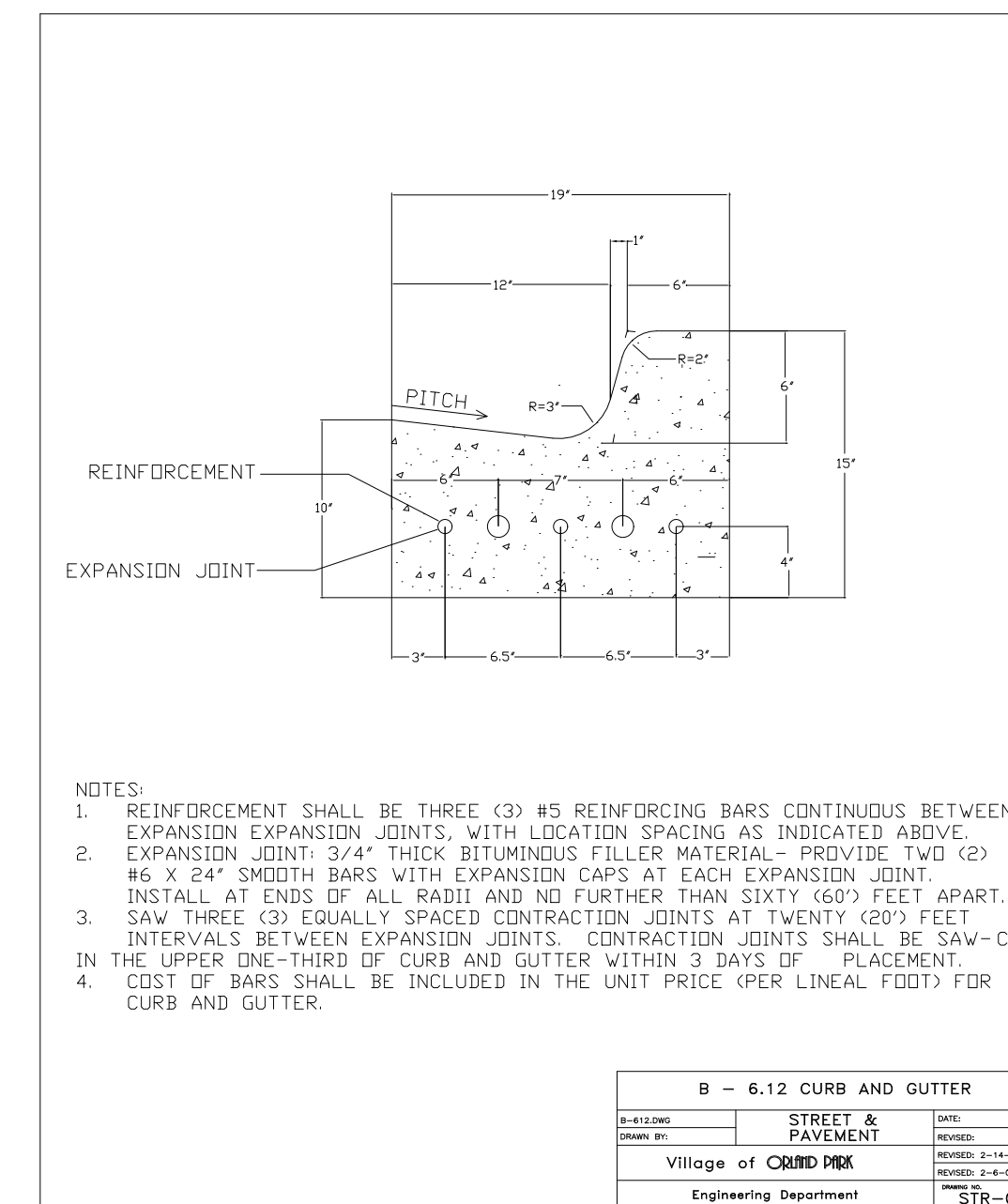
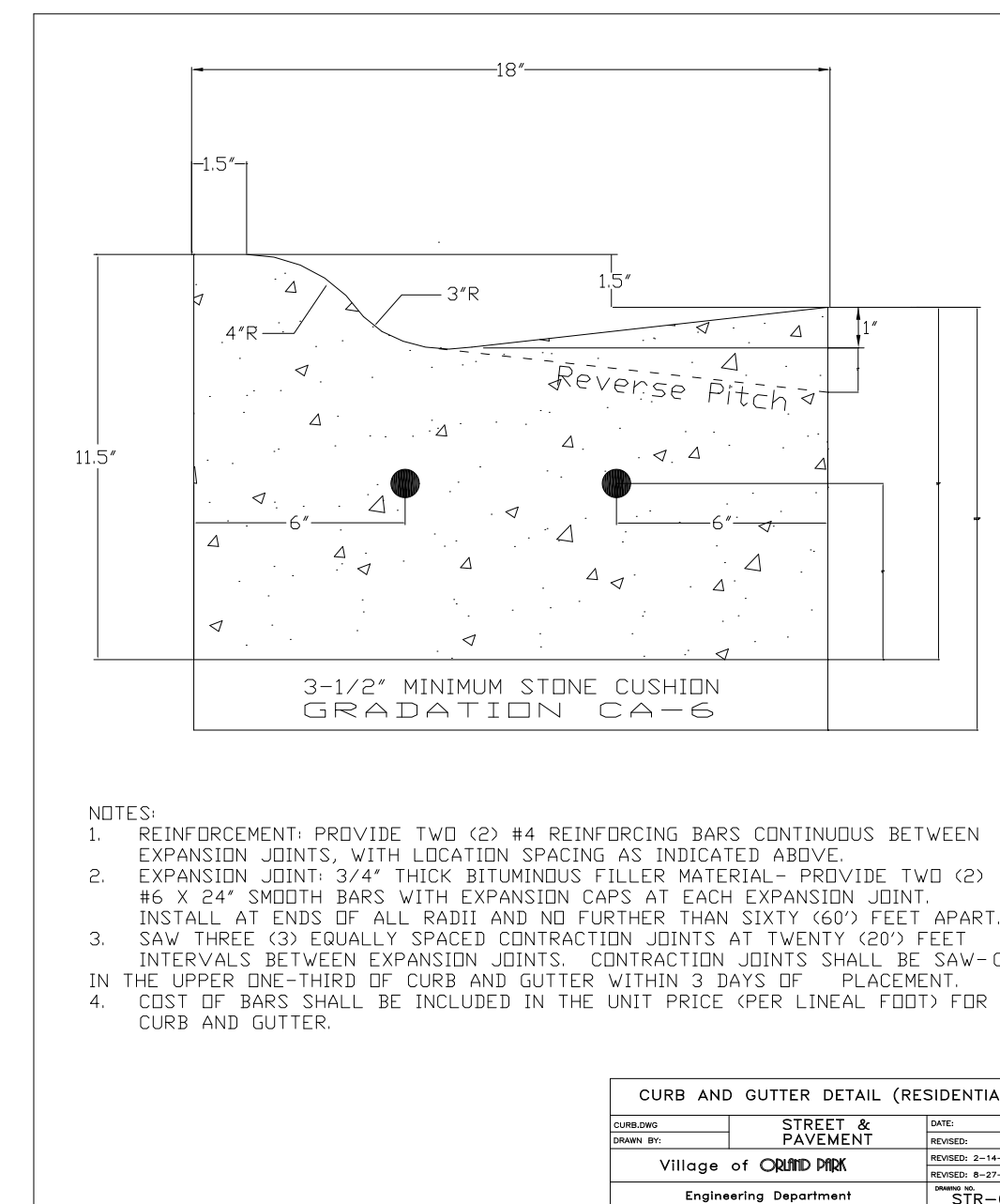
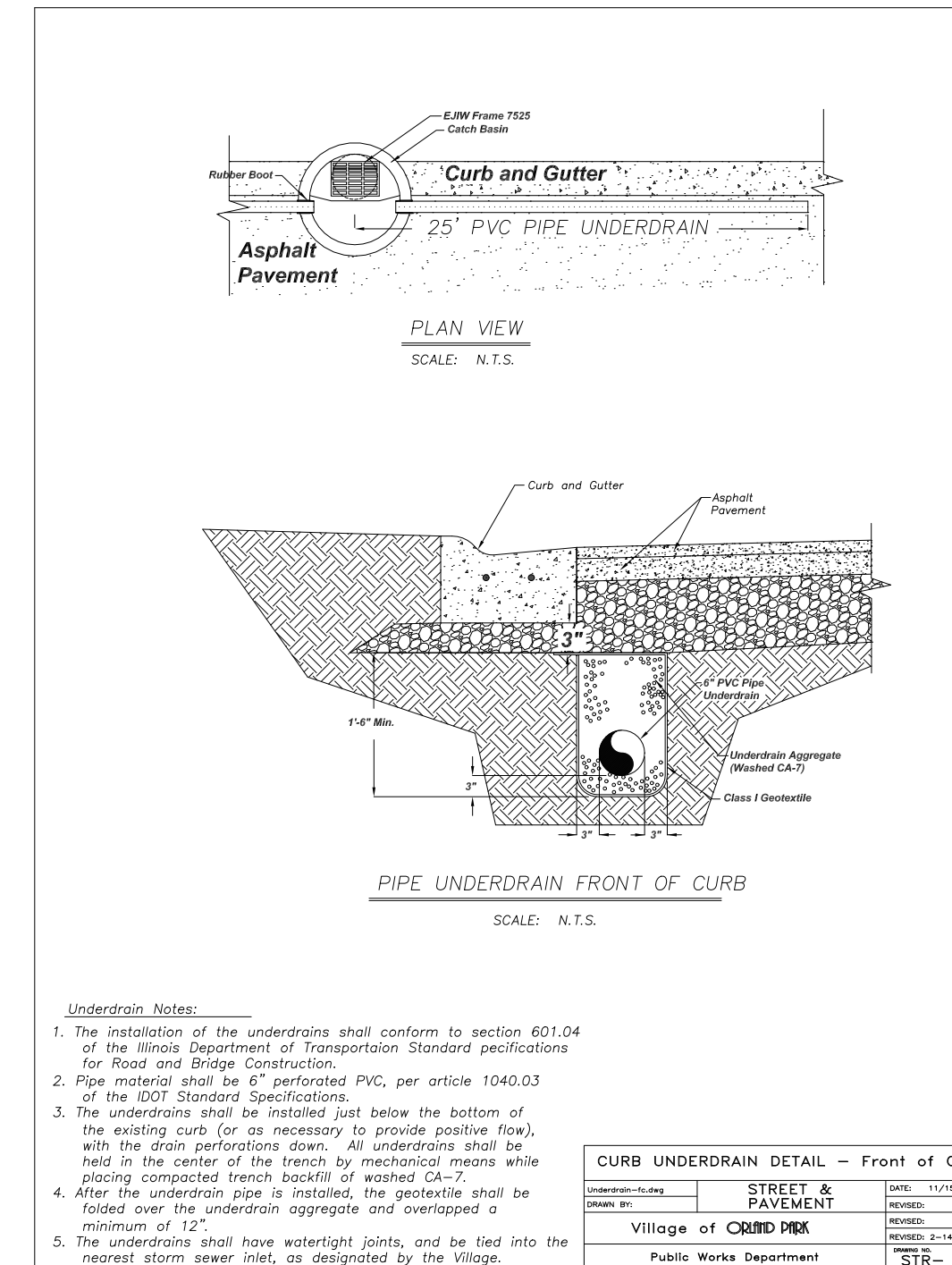
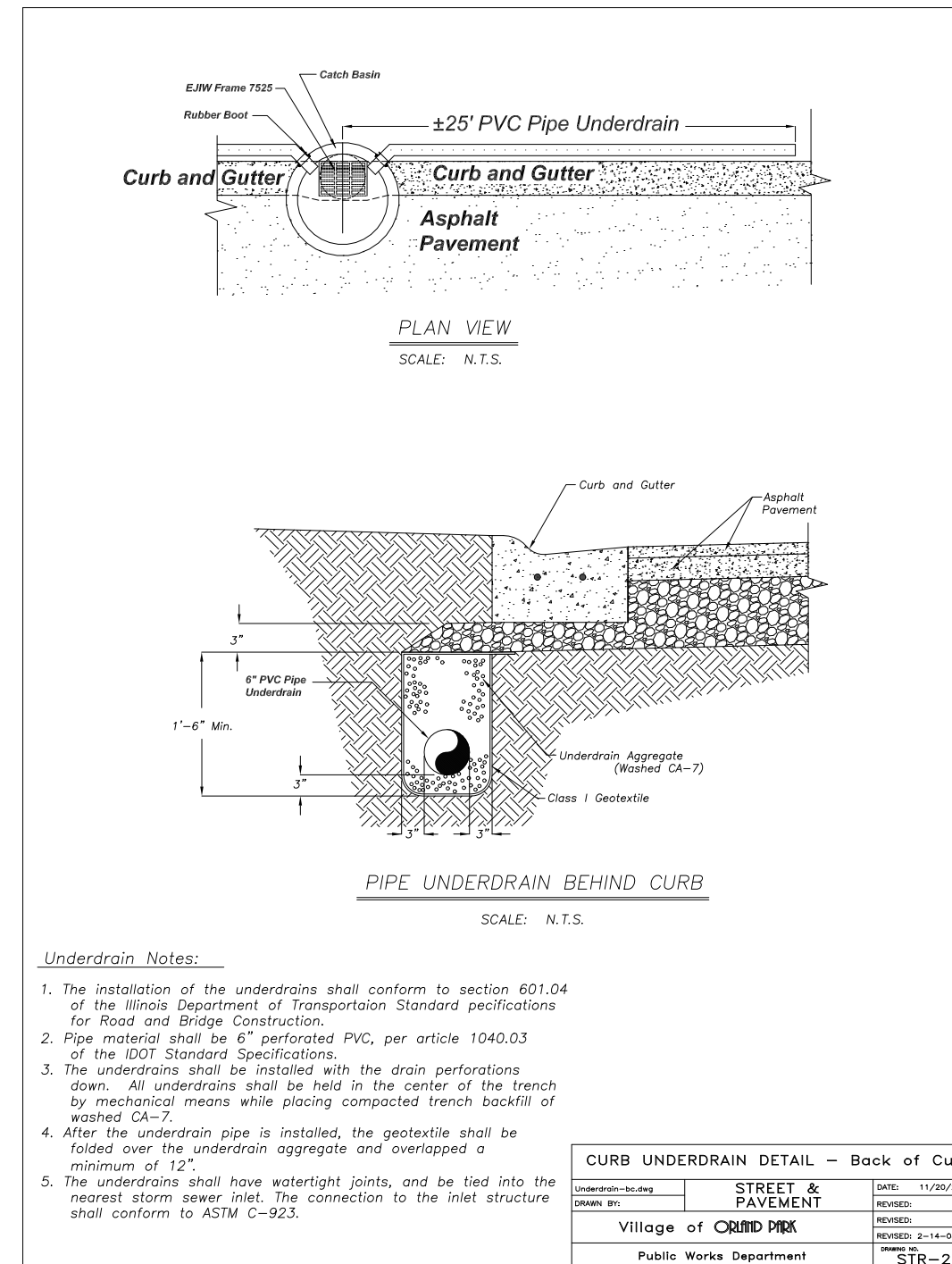
Basswood Road, Julie Ann Drive		
SCALE: 1"=100'	2011 Road Improvement Program	DRAWN BY: RJR
DATE: ---		REVISED: ---
Village of ORLAND PARK		
Public Works Department		DRAWING NO. 6 OF 7

GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE LATEST EDITIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND THE "STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN ILLINOIS."
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF THEIR FACILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES.
- CONSTRUCTION STAKING WILL BE PROVIDED BY THE VILLAGE.
- ALL NEW MANHOLES, CATCH BASINS, INLETS AND VALVE VAULTS SHALL INCLUDE A CAST IRON FRAME AND LID OR GRATE. STORM STRUCTURES WHICH FALL IN THE CURBLINE AND REQUIRE AN OPEN GRATE SHALL USE EAST JORDAN IRON WORKS FRAME 7525.
- ALL JOB SITES SHALL BE CLEAN AND SWEEPED AFTER FINAL PAVING. THE COST OF CLEANING AND SWEEPING SHALL BE INCIDENTAL TO THE COST OF THE PROJECT.
- DISPOSAL OF ALL GRINDINGS, CONCRETE AND EXCAVATED MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL STREET WORK SHALL BE COMPLETED IN EACH PROJECT AREA (IN PLAN ORDER) BEFORE STARTING WORK IN ANOTHER AREA, UNLESS APPROVED BY THE ENGINEER.
- THE VILLAGE FULLY EXPECTS THE CONTRACTOR TO COMPLETE ALL WORK (EXCEPT SODDING & TOPSOIL) BY OCTOBER 15TH. THE SUCCESSFUL CONTRACTOR SHALL SUBMIT A SCHEDULE PRIOR TO STARTING ANY WORK AND SUBMIT WEEKLY PROGRESS REPORTS TO BE USED FOR UPDATING THE VILLAGE'S WEBSITE AND SHOW THAT WORK IS PROGRESSING ON SCHEDULE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY AND ALL NECESSARY STATE OR COUNTY PERMITS.
- NO CONSTRUCTION WORK SHALL BE DONE DURING STORMY, FREEZING OR INCLEMENT WEATHER, EXCEPT THAT WHICH CAN BE DONE IN A MANNER TO SECURE FIRST CLASS CONSTRUCTION THROUGHOUT, AND THEN ONLY SUBJECT TO PRIOR WRITTEN PERMISSION OF THE ENGINEER.
- UNLESS OTHERWISE NOTED, ANY STREET SIGNS REMOVED AND/OR DAMAGED DURING, OR AS A RESULT OF THE CONSTRUCTION SHALL BE REPLACED AT THE ORIGINAL LOCATION, WITH THE ORIGINAL UNDAMAGED SIGN OR AN APPROVED EQUAL AT NO COST TO THE VILLAGE.
- THE UNIT PRICE FOR ALL SIDEWALK, CURB, AND DRIVEWAY PAY ITEMS SHALL INCLUDE SAW-CUTTING, RINSING WITH WATER AFTER SAW-CUTTING, REMOVAL OF EXISTING TO THE PROPOSED DEPTH, AND REPLACEMENT.
- SIDEWALK REMOVAL (ITEM #03) SHALL BE REMOVED BY SUCH METHODS THAT WILL NOT DAMAGE THE PARKWAY AREA BETWEEN THE CURB AND THE SIDEWALK. UNNECESSARY DAMAGE TO TREES, SOD OR DRIVEWAYS IN THIS AREA SHALL BE REPAIRED OR REPLACED AT NO COST TO THE VILLAGE.
- IN ORDER TO MAINTAIN ACCESS TO ALL PUBLIC ROADS AND MULTI-FAMILY RESIDENTIAL AREAS, SOME SECTIONS OF CURB OR SIDEWALK TO BE REMOVED MAY REQUIRE TWO SEPERATE MOBILIZATIONS. ANY ADDITIONAL COST TO COMPLETE THIS WORK IN TWO PHASES SHALL BE INCIDENTAL TO THE COST OF THE WORK BEING PERFORMED.
- COMBINATION CURB & GUTTER REMOVAL (#07) SHALL INCLUDE SAW-CUTTING AND EXCAVATING APPROXIMATELY ONE FOOT OF ASPHALT PAVEMENT TO BE REMOVED ADJACENT TO THE CURB IN ORDER TO ALLOW FOR PROPER FORMING. AFTER CONCRETE PLACEMENT, THIS AREA SHALL BE BACKFILLED WITH COMPACTED CA-6 AGGREGATE, PAVED WITH 3 IN. BINDER COURSE, AND LEFT 1-1/2" BELOW THE FRONT OF THE CURB IN ORDER TO ALLOW FOR SURFACE COURSE.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR DELIVERING A COPY OF ANY AND ALL MATERIAL DELIVERY TICKETS TO THE ENGINEER AT THE END OF EACH WORK DAY.
- BITUMINOUS MATERIALS (PRIME COAT) SHALL BE SS-1 APPLIED AT THE RATE OF 0.10 GALLONS/S.Y. ON THE DAY OF PAVING.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PRESERVE ALL LAWN/LANDSCAPE SPRINKLER SYSTEM COMPONENTS. ANY DAMAGE SHALL BE REPAIRED OR REPLACED WITHIN SEVEN CALENDAR DAYS AT NO COST TO THE VILLAGE.
- ALL ROADS SHALL REMAIN OPEN TO NORMAL TRAFFIC DURING CONSTRUCTION. THE CONTRACTOR WILL PROVIDE GUIDANCE AND WARNINGS AS NEEDED TO ENSURE THE SAFE OPERATION AND PASSAGE OF ALL TRAFFIC, INCLUDING PEDESTRIANS. UNLESS OTHERWISE NOTED, THE COST OF THIS TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE UNIT PRICE OF THE WORK BEING PERFORMED.
- THE SURFACE PROFILE OF NEW CURB AND GUTTER SECTIONS SHORTER THAN 20 L.F. SHALL MATCH EXISTING. THE SURFACE PROFILE OF SECTIONS LONGER THAN 20 SHALL MATCH THE CURB DETAILS IN THE CONTRACT. ALL CURB SHALL INCLUDE CONTINUOUS REBAR AS DETAILED IN THE SPECIFICATIONS. 3/4 INCH THICK PRE-MOLDED FIBER EXPANSION JOINTS WITH 3/4 INCH X 18 INCH PLAIN, ROUND STEEL DOWEL BARS SHALL BE INSTALLED IN ALL CURB EXPANSION JOINTS, AND AT ALL PC'S AND PT'S. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. ALL EXPANSION JOINTS MUST BE FREE OF CONCRETE FOR THE ENTIRE CURB DEPTH. ANY AGGREGATE REQUIRED TO ADJUST THE GRADE UNDER REMOVED CURB WILL NOT BE MEASURED FOR PAYMENT AND WILL BE CONSIDERED PART OF THE COST FOR COMBINATION CURB & GUTTER. REINFORCEMENT, JOINTS, AND DEPTH OF ALL CURB AND GUTTER SHALL MATCH THE SPECIFICATIONS AND DETAILS IN THE CONTRACT REGARDLESS OF EXISTING. CURB SHALL BE BACKFILLED WITHIN FIVE DAYS OF PLACEMENT.
- ALL CONCRETE SIDEWALKS SHALL BE 5 INCH THICK, SET ON A 2 INCH THICK CA-6 COMPACTED STONE CUSHION. ANY AGGREGATE REQUIRED TO ADJUST THE GRADE UNDER REMOVED SIDEWALK WILL NOT BE MEASURED FOR PAYMENT AND WILL BE CONSIDERED PART OF THE COST FOR SIDEWALK. THE AGGREGATE UNDER NEW SIDEWALK WILL BE PAID FOR AS AGGREGATE BASE COURSE, TYPE B (ITEM #23). SIDEWALK SHALL BE ELEVATED 1/2 INCH ABOVE THE ADJACENT CURB FOR EACH FOOT OF OFFSET (OR MEET THE ADJACENT CONCRETE). ALL SIDEWALK SHALL BE BROOM FINISHED ACROSS IT'S ENTIRE SURFACE. MAXIMUM CROSS-SLOPE SHALL BE 1/4 INCH PER FOOT.

TOTAL QUANTITIES

01. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	12700 S.F.
02. SIDEWALK REMOVAL	11850 S.F.
03. DETECTABLE WARNINGS	368 S.F.
04. COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.12	6810 L.F.
05. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	20 L.F.
06. COMBINATION CURB & GUTTER REMOVAL	6830 L.F.
07. CONCRETE SLAB RAISING	900 S.F.
08. SHOTCRETE CURB REPAIR	1500 L.F.
09. REMOVE & REPLACE 6" P.C.C. DRIVEWAY PAVEMENT	1030 S.F.
10. REMOVE & REPLACE 2.5" ASPHALT DRIVEWAY PAVEMENT	195 S.Y.
11. PAVING BRICK DRIVEWAY REPAIR	70 S.Y.
12. HMA IMPRINTED DRIVEWAY PAVMENT REPAIR	10 S.Y.
13. EARTH EXCAVATION	107 C.Y.
14. HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	760 S.Y.
15. HOT-MIX ASPHALT SURFACE REMOVAL, 1-3/4"	31500 S.Y.
16. HOT-MIX ASPHALT SURFACE REMOVAL- EDGE MILL	13200 S.Y.
17. BITUMINOUS MATERIALS (PRIME COAT)	6060 GAL.
18. COLD IN-PLACE RECYCLING- BIT. CONCRETE PAVEMENT, 3"	14700 S.Y.
19. BITUMINOUS MATERIALS, COLD IN-PLACE RECYCLING	18200 GAL.
20. CLASS D PATCHES- VARIOUS TYPES	2630 TON
21. CLASS D PATCHES- VARIOUS TYPES- OFFSITE	750 TON
22. MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS	3 TON
23. AGGREGATE BASE COURSE, TYPE B	100 TON
24. AGGREGATE WEDGE SHOULDER, TYPE B	310 TON
25. TRENCH BACKFILL- CA-7	260 TON
26. TRENCH BACKFILL- CA-6	260 TON
27. POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	3270 TON
28. HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	8300 TON
29. STRIP REFLECTIVE CRACK CONTROL TREATMENT	400 S.F.
30. SEEDING, CLASS 1A (& TOPSOIL)	3060 S.Y.
31. EROSION CONTROL BLANKET	3060 S.Y.
32. SODDING (& TOPSOIL)	1540 S.Y.
33. PIPE UNDERDRAIN, 6" PERFORATED PVC	3705 L.F.
34. INLET, TYPE A, FRAME & LID	24 EA.
35. FRAME & LID TO BE ADJUSTED (STEEL RING)	6 EA.
36. MANHOLE/INLET TO BE ADJUSTED	33 EA.
37. RECONSTRUCT MANHOLE, BLOCK	1 EA.
38. RECONSTRUCT MANHOLE, CONE SECTION	1 EA.
39. RECONSTRUCT MANHOLE, FLAT SLAB TOP	1 EA.
40. RE-MORTAR STRUCTURE	67 EA.
41. PREFORMED PLASTIC PAVEMENT MARKING LINE- INLAID	1580 S.F.
42. PREFORMED PLASTIC PAVEMENT MARKING SYMBOL- INLAID	30 S.F.



Notes and Quantities			
SCALE: NONE	2011 Road Improvement Program	DRAWN BY: RJR	REVISED: RJR
Village of ORLAND PARK			
Public Works Department			DRAWING NO. 7 OF 7