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Illinois Commerce Commission
RAIL SAFETY SECTION

December 2, 2002

Petitioner's Response to
Staff Inquiry of November
25, 2002

Mr. Michael E. Stead
Rail Safety Program Administrator
Transportation Division/Rail Safety Section
Illinois Commerce Commission
527 East Capital Avenue
Springfield, Illinois 62701

T90-0022

Re: Grand Avenue Railroad Relocation Authority
Commission Docket T90-0022
Supplemental Petition Hearing of November 20, 2002
Response to ICC Inquiry/Letter of November 25, 2002

Dear Mr. Stead:

We have carefully reviewed your inquiry letter of November 25th. We recognize that ICC staff of the Commission Rail Safety Section participated in the November 20th hearing, represented by Counsel Gary Schechter. We appreciate the fact that staff was not provided with detailed information prior to the hearing regarding the increase in estimated project costs as presented during the Petitioner's testimony. We understand that in order for staff to prepare for the December 11th hearing, we were asked to provide your office with information regarding the project, the increase in estimated costs, and the increase in forecast benefits.

This letter is further evidence, as follow up to the November 20th hearings in Commission Docket T90-0022, regarding construction of a new bridge to carry tracks of the Indiana Harbor Belt Railroad and the Wisconsin Central Ltd. (now part of the Canadian National (CN) Railroad) over Grand Avenue in Franklin Park, Cook County, Illinois. This transmittal provides the Village of Franklin Park and the Grand Avenue Railroad Relocation Authority (GARRA) the opportunity to provide additional, detailed information in support of the Supplemental Petition filed with the Commission regarding the parties' request for 1) recognition of the project's budget; 2) re-obligation of previously obligated assistance; and 3) additional assistance from the Grade Crossing Protection Fund. This material can be reviewed prior to December 11, 2002, when the continued hearing is scheduled.

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The inquiry helps you and the Commission better understand the project, its magnitude, and the numerous/significant changes to its scope, cost and benefits since 1991. We present here, prior to the answers, a summary of the proposed improvements to allow the ICC to see that this “**project**” is actually several “**projects**” and indeed includes “**unusual circumstances**”.

The Grand Avenue Railroad Relocation involves work at eight, and the elimination of seven at-grade crossings:

- Grand Avenue at IHB Railroad – 28,000 vehicles/day, 27 trains/day, **at-grade crossing is eliminated due to IHB relocation to new grade separation at CN Railroad**
- Chestnut Avenue at IHB Railroad – 3,000 vehicles/day, 27 trains/day, **at-grade crossing is eliminated due to IHB relocation**
- Commerce Street at IHB Railroad – 6,500 vehicles/day, 27 trains/day, **at-grade crossing eliminated due to IHB relocation**
- Franklin Avenue at IHB Railroad – 6,500 vehicles/day, 27 trains/day, **at-grade crossing eliminated due to IHB relocation**
- Grand Avenue at CN Railroad – 28,000 vehicles/day, 16 trains/day, **at-grade crossing eliminated due to construction of railroad bridge and Grand Avenue underpass**
- Chestnut Avenue at CN Railroad – 3,000 vehicles/day, 16 trains/day, **at-grade crossing improved with current ICC criteria signaling, IDOT geometrics, MUTCD traffic control**
- Parklane Avenue at CN Railroad – 3,800 vehicles/day, 16 trains/day, **at-grade crossing eliminated due to closure, local traffic re-routed to Chestnut Avenue**
- Parklane Avenue at IHB/CN Railroad Connection – 500 vehicles/day, 27 trains/day, **at-grade crossing eliminated due to IHB/CN Railroad Connection relocation**

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Several other crossings near the project area Metra: CN/Belmont Ave; IHB, Metra/25th Avenue; IHB, Metra/Edginton Street will also benefit from enhanced railroads' operating speeds – reducing delay, increasing safety and improving air quality.

While reviewing the petitioners' answers to your inquiry, consider the eight "projects" in conjunction with the funding request, and, their overall \$74 million forecast benefits, or about \$2 million/year in benefits.

In general, we understand you and your staff are interested in additional information that will show how the proposed changes are in the interest of public safety and convenience. Specifically, the information you requested to better evaluate the Petitioner's request is:

1. Inquiry

A detailed description of work and estimate of cost for each item of work associated with the project. Petitioner's Exhibits 8, and 12 thru 14 were discussed during the 11/20/02 hearing, but do not provide ICC staff with a complete picture of how the project will benefit from these proposed changes.

Please include information regarding the proposed changes to the railroad structure, track structure, roadway work, railroad signals, highway/rail grade crossing, right-of-way acquisition, and environmental remediation. Discuss the benefits the proposed changes will provide the project versus previously planned improvements.

Response

A detailed description of work by proposed pay item, and general work category, along with a cost estimate for each, are contained in the 90% PS&E submittal Cost Estimate. This is included here as Attachment 1.

The proposed changes, by major work area and the forecast benefits, are presented here by area:

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Railroad Structure

- Structural steel is now Grade 50 vs Grade 36
- High strength bolts now reflect ASTM "2002"
- Bolted angles are used instead of welded stiffeners
- Deck plates are not bolted to the main girders
- Girder flanges are connected to girder web with full penetration groove welds
- Industry standard train cars now weight 286,000 lbs vs. 268,000 lbs. previously

The benefits of these changes include decreased maintenance costs, increased railroad structure life, less closures of the underpass due to bridge repair. Changes are in complete coordination and cooperation with the IHB and CN Railroad(s) who have offered review comments on the design per the ICC Order of April 17, 1991.

Track Structure

- Rail proposed is now 136 lb vs 115 lb previously, to be compatible with now existing conditions adjacent to the project and complementing the new geometrics
- Industry standard train cars now weigh 286,000 lbs vs 268,000 lbs previously
- Track alignment, including No 15 turnout vs No10s previously, improved to increase railroad operating speeds from 10 mph to 30 mph

The benefits of these changes include decreased maintenance costs, increased track structure life, enhanced operating speeds, and decreased delay at grade crossings in and near project area. These changes are in complete coordination and cooperation with the IHB and CN Railroads who have offered review comments on the design per the ICC Order of April 17, 1991.

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Roadway Work

- Martens Street now extends south of Grand Avenue to provide access to Joslyn property
- The Pump Station now discharges to a new interceptor sewer in Willow Street which did not exist in 1991
- Eliminated larger/heavy truck traffic/curb radii at Chestnut/Martens intersection
- Modified main detention facility due to improved local sewer system and reduced this aspect of projects cost
- Eliminated a driveway to Berry Tire on Grand Avenue, east of new underpass, while reducing right-of-way costs

The benefits of the roadway changes include access to a land-locked 7 acre parcel, which reduces land acquisition costs. The land costs would have been significantly higher due to “damage to the remainder” and providing no actual benefit to the project. Safety is improved on Grand Avenue due to access management. Trucks that would have queued on Grand Avenue will now use Martens to access properties and as a staging area. Environmental liability and hazards are reduced by building over former railroad right-of-way and ensuring that an environmentally sensitive property has access, allowing it to be redeveloped by the free market and eliminating it as a vacant/hazardous property. Additional heavy/larger truck traffic is removed from the residential area improving safety and enhancing that area’s livability

Railroad Signals

New technology revolutionized the railroad signaling industry and significantly increased costs. Metra’s new signaling system in the B-12 Interlocking requires GARRA to upgrade signaling to be compatible in the project area.

The ICC Order of April 17, 1991 ordered the Wisconsin Central, Ltd (now CN Railroad), the IHB Railroad, and the SOO Line Railroad, in various paragraphs/orders to relocate grade crossing protection devices, install constant warning time circuitry, perform necessary circuitry modifications to the existing interlocking plant to accommodate the track work, and perform railroad force account work necessary to

accommodate the grade separation structure and other work required in that Order.

The signaling scope of work for this project is included here as Attachment 2.

The benefits of the signaling changes include enhanced railroad operations which allow higher railroads' operating speeds and increased safety. The public safety benefits include less delay at grade crossings in and near the project, including: CN, Metra/Belmont Avenue, IHB, Metra/25th Avenue, IHB, Metra/Edginton Street and less delay to emergency vehicles that are responding to incidents on the other side of the tracks in question, and, increased safety at the remaining grade crossing in and other grade crossings near the project area.

Highway/Rail Grade Crossing

- Crossing "gate-down" time is reduced
- Signals and crossing protection meet AREMA and MUTCD current criteria and ICC's criteria for "constant warning time".
- Signal event recorders are installed per current criteria at the Chestnut Street grade crossing

The benefits include less delay to motorists, non-motorized vehicles and pedestrians. There will be less delay to emergency vehicles that are responding to incidents on the other side of the tracks. There will be less forecast "gate running" because area motorists will realize there are fewer/shorter incidents of "gate-down" time at the grade crossing.

Right-of-Way Acquisition

- Right-of-way has been reduced at numerous locations reflecting property owner/user input balanced with design criteria. The IHB and CN Railroads(s) have reviewed and concurred in these modifications where it was applicable to their properties and/or operations.
 - Parcel 90061: The west railroad right-of-way will be reduced from 40 ft to 33 ft from center of the track to allow an existing driveway to remain operational.

- Parcel 90060: The west RR right-of-way will be reduced from 40 ft to 33 ft from center of the track to allow an existing structure to remain.
 - Parcel 90055: The right-of-way will be “bumped out” by 4 ft around an existing building.
 - Parcel 90066: This parcel will not be required because the roadway turning radius will be reduced.
 - Parcel 90033, 9229 West Grand Avenue (Berry Tire): This parcel will be taken in its entirety because the damage to the remainder would be a greater cost. This in turn will coincidentally remove a driveway on Grand Avenue just east of the underpass, thereby improving traffic flow and safety on Grand Avenue.
 - Parcel 90064: This parcel’s right-of-way taken was reduced by 5 ft. to maintain the site’s viability in conjunction with railroad operations.
- Right-of-way costs have increased significantly in 11 years due to land/real estate values. Our land acquisition team believes commercial and industrial real estate in the project area have appreciation rates, for that time period, 100 to 150 basis points above the prevailing rate of inflation.
 - Appraisals in 1991 were based on a “windshield survey” at the planning level. GARRA now, because of the project’s implementation schedule, is using an appraiser, appraisal reviewer and two negotiators. This mutual effort has provided significant detail on cost and timing of acquisition.
 - Land use changes have occurred on several parcels – vacant or redeveloped land has become home to several new developments.

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Environmental Remediation

- Environmental work on the Joslyn property was not included in the 1991 cost. It is expected that grading within the new right of way will require toxic wastes to be disposed of off site.
- Grand Avenue run-around for construction staging goes through a portion of a property that has "capped" ground over environmentally sensitive materials.

The benefits includes:

- Toxic wastes are removed from the project area improving public health for those using and near the property, such as railroad workers and industry employees/visitors
- The properties viability is improved and less likely to be vacant and an eyesore or attractive nuisance
- Decreased migration of existing toxic wastes to other/adjacent properties

2. Inquiry

Provide a detailed explanation of how the additional funds that both the Indiana Harbor Belt Railway (IHB) and the Wisconsin Central Ltd. (WC)/Canadian National (CN) have agreed to contribute to the project will be used.

Please provide information regarding what project work both railroads had previously agreed to pay for.

Response

The subject railroads have agreed, in principle, to contribute additional funds with the intent they be used for project construction. The railroads have agreed to increase their involvement by an industry recognized cost inflation. The two railroads are prepared to supply their funding during the year their facilities work takes place. It is, and has been, proposed since 1991, that the construction work would be paid for monthly and that the contracting agent (Village/State) would coordinate the collection of funds from the numerous funding sources. The railroad funds (1991 Order and additional) will be used in their entirety for project construction.

The two railroads had previously, and still are, subject to the ICC Order of April 17, 1991. They had not agreed to pay for any specific project work but rather were, and are, subject to that Order, which they have expressed interest in complying with:

- The Wisconsin Central, Ltd. be required and directed to relocate the automatic flashing light signals and gates at its Chestnut Street grade crossing so as to also encompass the relocated IHB tracks and to install constant warning time circuitry on all three tracks for the automatic flashing light signals and thereafter maintain same.
- The SOO Line Railroad Company be, required and directed to perform the necessary circuitry modifications to the existing interlocking plant at the B12 Tower.
- The Indiana Harbor Belt Railroad Company, the SOO Line Railroad Company, and the Wisconsin Central, Ltd. are required and directed to perform railroad force account work necessary to accommodate the construction of the grade separation structure and other work required.
- The cost of making the improvements required shall be divided among the Indiana Harbor Belt Railroad Company, the SOO Line Railroad Company, the Wisconsin Central, Ltd., the Village of Franklin Park, the Illinois Department of Transportation, and, the Grade Crossing Protection Fund.
- The Village of Franklin Park shall submit plans and estimates for the construction of the grade separation structure to the Indiana Harbor Belt Railroad and the Wisconsin Central, Ltd., and shall receive approval thereof before a contract for construction is advertised.

3. Inquiry

Since the roadway improvements associated with the project consist of several segments, please provide a detailed breakdown of the work description and cost estimates by work items for each segment.

Response

The area streets that are being modified as part of the project(s) reinforce the previous ICC order(s) and the inclusion of elimination of seven grade crossings in the overall project. This inquiry allowed a more careful review of specific work elements and cost allocations:

- Grand Avenue will be completely reconstructed between Washington Street and Willow Street. Its four lane cross section will be improved and it will be depressed under the new grade separation.
Estimated Cost: \$3,390,000
- Martens Street (north of Grand Avenue) is built on former IHB alignment to provide a local street between Franklin Avenue and Grand Avenue to allow more local and regional traffic to use Grand Avenue (under the railroads) versus previously Parklane Avenue or Chestnut Avenue.
Estimated Cost: \$1,280,000
- Chestnut Avenue is enhanced to ensure proper geometrics and operations at its remaining grade crossing for local traffic and to accommodate traffic from the Parklane Avenue grade-crossing closure.
Estimated Cost: \$200,000
- Birch Street is improved between Parklane and Chestnut Avenue to accommodate the relocated east/west grade-crossing traffic from Parklane Avenue (closed) to Chestnut Street.
Estimated Cost: \$155,000
- Willow Street and Willow Alley are improved to accommodate property access that is modified due to Grand Avenue going under the railroad bridge in eliminating two grade crossings.
Estimated Cost: \$265,000
- Martens Street (south of Grand) accommodates existing property along Grand Avenue whose access is modified due to Grand Avenue going under the railroad bridge in eliminating two grade crossings. It also provides access to other property that would be land-locked due to the IHB realignment.
Estimated Cost: \$1,215,000
- Commerce Street is rehabilitated to accommodate a grade-crossing closure and an improved intersection with Chestnut Avenue to handle the remaining grade-crossing traffic
Estimated Cost: \$100,000

- Parklane Avenue is modified on both sides of the closed grade-crossing; to accommodate the grade-crossing eliminated west of Commerce Street; and, to improve its intersection with Birch Street to handle the relocated traffic to the Chestnut Avenue grade crossing
Estimated Cost: \$135,000

4. Inquiry

Provide a detailed explanation of how the No. 15 Turnouts, particularly on the proposed new IHB track, will be a public safety benefit.

Response

The No. 15 Turnouts on the proposed new IHB track will allow trains to operate at 30 mph versus operating speeds pre-project of 10 mph. This increased speed allows remaining grade crossings in and near the project area to experience less “gate-down” time. The specific benefits to public safety include:

- Less delay to emergency service providers who are attempting to serve an incident on the “other side of the tracks”
- Less delay to motorists, non-motorized vehicles and pedestrians, at project and near project grade crossings including: CN, Metra at Belmont; IHB, Metra at 25th and IHB, Metra at Edginton
- Less incidents of motorists attempting to “run the crossing” because of “gate-down” history; over time, there will be less of this unsafe behavior
- Air quality will be improved in the vicinity of the remaining at-grade crossing and near project grade crossings.
- Less chance for vandalism and “train hopping” since trains operating at 30 mph are much harder to hop on or be an attractive nuisance.
- Less delay to Metra’s operations on the West line and North Central line via the B-12 Interlocking.

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5. Inquiry

Provide a detailed explanation as to why an E90 design loading is required for the Railroad Bridge.

Response

The railroad bridge design will be completed using E80 design loading. The potential for E90 was being considered, due to ongoing railroad(s) review, even as the Petitioner's staff prepared for the November 20th Hearing. The railroad bridge has been enhanced due to existing AREMA and railroad's criteria that have changed since 1991; these changes are listed in our Response to Inquiry No. 1.

6. Inquiry

Provided a detailed explanation of the project limits and scope of work (including accommodations for parking, landscaping, drainage, etc.) for construction of the new roadway (Martens Avenue) that is to build where the IHB main track is currently located.

Response

As part of the project, the Indiana Harbor Belt Railroad (IHB) will be relocated to the Wisconsin Central right of way, which is now owned by the Canadian National Railway (CN). Martens Street will be constructed on the former IHB right-of-way, north and south of Grand Avenue. The intersection of Grand and Martens will be signalized with exclusive left-turn lanes. The new road will be constructed of concrete base course and bituminous surface with an enclosed drainage system, roadway lighting and landscaping (trees and sod). The speed limit will be 30 mph.

Martens Street will extend north from Grand Avenue approximately 1660 ft to Franklin Avenue. Stop controlled intersections will be located at Chestnut Avenue and Schiller Blvd. Martens Street will be one lane in each direction with a pavement width of 37 to 44 ft. The 37 ft width will allow truck staging on one side of the road while keeping two-way traffic open. The 44 ft width will allow parking on both sides.

Martens Street will extend south from Grand Avenue approximately 1740 ft terminating in a cul-de-sac suitable for turnarounds. The pavement will be 30 ft wide expanding to 36 ft in width at the intersection with Grand Avenue.

Summary

The two grade crossings that will be eliminated by the proposed improvements represent almost 2% of the vehicle delay experienced in the entire Chicago region on a daily basis. The IHB Grand Avenue grade crossing ranks 5th in the ICC's July, 2002 Working Paper 2002-03 and given the CN's Grand Avenue grade crossing characteristics it would rank in the top 40. We understand that the Grade Crossing Protection Fund, was created by the General Assembly to assist local jurisdictions, such as Franklin Park, in paying for safety improvements at railroad crossings on local roads. The Fund is typically used to help pay for these types of projects **(all of which are included in the subject project):**

- Warning device upgrades
- Grade separations
- Approaches/approach improvements
- Connecting streets to accommodate crossing closure

We recognize that typically, the funds pay up to 60% of the cost for grade separation projects and 85% to 95% for grade crossing improvements. **We ask you to recognize the subject project as an unusual circumstance because it is a regional project consisting of numerous 'projects' with the project:**

- Eliminating the conflict between traffic on Grand Avenue and the railroads will relieve congestion, and, eliminate delays
- The grade separation of Grand Avenue and the two railroads' crossing(s) will eliminate motor vehicle/trains conflicts, and reduce overall accident rates, and the number of accidents.
- Five other grade crossings will be eliminated – eliminating accidents and improving air quality due to delay elimination.
- Emergency vehicles will have access to the existing area between the two railroads' tracks on Grand Avenue.
- A new street in the former IHB right-of-way will provide access to Grand Avenue for residents and industries in the project area.

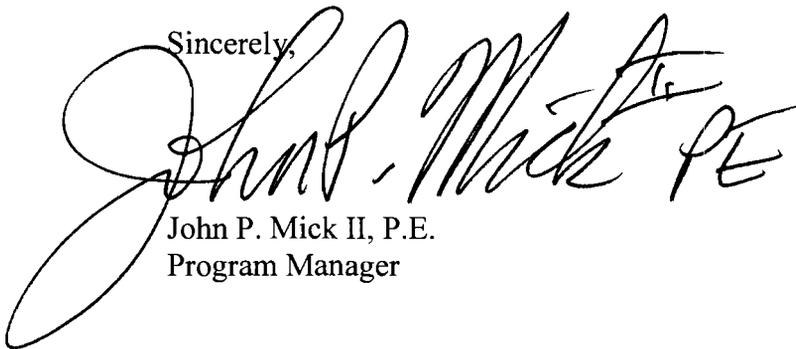
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- Railroad freight operations of the CN, Canadian Pacific, IHB and four other railroads, will be improved due to better track alignment, reduced conflicts and improved signaling.
- METRA operations, on the North Central service and the West Line service, will be improved due to reduced conflicts and improved switching.
- The enhanced rail service will be an economic enhancement for rail users at both ends of the rail trip. The ongoing congestion of rail/street traffic in Chicago will be reduced measurably by these improvements.

I and the GARRA team are ready to meet with you and ICC representatives on the 11th.

Sincerely,

A large, stylized handwritten signature in black ink, reading "John P. Mick II, P.E.". The signature is written over the word "Sincerely," and extends across the width of the page.

John P. Mick II, P.E.
Program Manager

Encl: Attachment 1 – Cost Estimate (28pp)
Attachment 2 – Signalling Scope (3pp)

Cc: Peter Silvestri, GARRA Chairman
Daniel Pritchett, GARRA Board
Allan Carr, GARRA Board
David Nelson, GARRA Board
Paul LaDue, GARRA Board
Franklin Park Board of Trustees
Richard Ramello, Storino, Ramello & Durkin
Bernie Morris, Consultant
Nancy Magnus, IDOT
Jim Skvarla, IDOT
Representative Angelo Saviano
Kenneth E. Nelson, Clark Dietz, Inc.
Robert Lewis, Clark Dietz, Inc.
David Talbott, Clark Dietz, Inc.

T90-0022

MARCH 12, 2002

GRAND AVENUE GRADE SEPARATION - PHASE II
FRANKLIN PARK, ILLINOIS
C-91-524-01

90% SUBMITTAL

ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP.	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
1	20100110		TREE REMOVAL (6 TO 15 INCH DIAMETER)	UNIT	73	\$ 15.00	\$ 1,095.00	73					
2	20100210		TREE REMOVAL (OVER 15 INCH DIAMETER)	UNIT	240	\$ 20.00	\$ 4,800.00	240					
3	20101000		TEMPORARY FENCE	FOOT	500	\$ 25.00	\$ 12,500.00	500					
4	20200100		EARTH EXCAVATION	CU YD	68,896	\$ 23.00	\$ 1,584,608.00	58,896					
5	20200410		EARTH EXCAVATION (SPECIAL)	CU YD	350	\$ 45.00	\$ 15,750.00						
6	20400800		FURNISHED EXCAVATION	CU YD	15,000	\$ 10.00	\$ 150,000.00						
7	20700220		POROUS GRANULAR EMBANKMENT	CU YD	2,000	\$ 30.00	\$ 60,000.00	2,000					
8	20700420		POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1,500	\$ 25.00	\$ 37,500.00	1,500					
9	20800150		TRENCH BACKFILL	CU YD	5,500	\$ 30.00	\$ 165,000.00	5,500					
10	20900110		POROUS GRANULAR BACKFILL	CU YD	140	\$ 30.00	\$ 4,200.00				85	55	
11	21101625		TOPSOIL FURNISH AND PLACE, 6"	SQ. YD	32,686	\$ 5.00	\$ 163,430.00			32,686			
12	21301052		EXPLORATION TRENCH 52" DEPTH	FOOT	200	\$ 50.00	\$ 10,000.00	200					
13	21301084		EXPLORATION TRENCH 84" DEPTH	FOOT	100	\$ 100.00	\$ 10,000.00	100					
14	25000210		SEEDING, CLASS 2A	ACRE	2.5	\$ 3,000.00	\$ 7,500.00			2.5			
15	25000310		SEEDING, CLASS 1B	ACRE	0.16	\$ 3,000.00	\$ 480.00			0.16			
16	25000350		SEEDING, CLASS 7	ACRE	3.0	\$ 3,000.00	\$ 9,000.00			3.0			
17	25000400		NITROGEN FERTILIZER NUTRIENT	POUND	616	\$ 2.00	\$ 1,232.00			616			
18	25000500		PHOSPHORUS FERTILIZER NUTRIENT	POUND	512	\$ 2.00	\$ 1,024.00			512			
19	25000600		POTASSIUM FERTILIZER NUTRIENT	POUND	469	\$ 2.00	\$ 938.00			469			

PRELIMINARY

T90-0022

MARCH 12, 2002

GRAND AVENUE GRADE SEPARATION - PHASE II
FRANKLIN PARK, ILLINOIS
C-91-524-01

90% SUBMITTAL

ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1E	Y003	X671	SFTY-2A	Y030-1E
20	25100401		EXCELSIOR BLANKET, SPECIAL	SQ. YD	13,155	\$ 3.00	\$ 39,465.00			13,155			
21	25200110		SODDING, SALT TOLERANT	SQ YD	20,022	\$ 4.00	\$ 80,088.00			20,022			
22	25200200		SUPPLEMENTAL WATERING	UNIT	301	\$ 50.00	\$ 15,050.00			301			
23	28000300		TEMPORARY DITCH CHECKS	EACH	100	\$ 100.00	\$ 10,000.00	100					
24	28000400		PERIMETER EROSION BARRIER	FOOT	15,000	\$ 3.00	\$ 45,000.00	15,000					
25	28000500		INLET AND PIPE PROTECTION	EACH	30	\$ 120.00	\$ 3,600.00	30					
26	31101200		SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	41,437	\$ 6.00	\$ 248,622.00	41,437					
27	35102000		AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	3,970	\$ 12.00	\$ 47,640.00	3,970					
28	35300200		PORTLAND CEMENT CONCRETE BASE COURSE 7"	SQ YD	22,690	\$ 28.00	\$ 635,320.00	22,690					
29	35300400		PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	11,457	\$ 35.00	\$ 400,995.00	11,457					
30	40400200		BITUMINOUS MATERIALS (PRIME COAT)	TON	37	\$ 200.00	\$ 7,400.00	37					
31	40600300		AGGREGATE (PRIME COAT)	TON	169	\$ 20.00	\$ 3,380.00	169					
32	40600980		BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	554	\$ 15.00	\$ 8,310.00	554					
33	42000200		PORTLAND CEMENT CONCRETE PAVEMENT 7"	SQ YD	2,038	\$ 32.00	\$ 65,216.00	2,038					
34	42001300		PROTECTIVE COAT	SQ YD	10,602	\$ 1.50	\$ 15,903.00	10,602					
35	42300200		PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1,156	\$ 30.00	\$ 34,680.00	1,156					
36	42400200		PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	45,213	\$ 5.00	\$ 226,065.00	45,213					
37	44000009		BITUMINOUS SURFACE REMOVAL 3"	SQ YD	2,338	\$ 4.00	\$ 9,352.00	2,338					
38	44000100		PAVEMENT REMOVAL	SQ YD	15,979	\$ 10.00	\$ 159,790.00	15,979					

PRELIMINARY

T90-0022

MARCH 12, 2002

GRAND AVENUE GRADE SEPARATION - PHASE II
FRANKLIN PARK, ILLINOIS
C-91-524-01

90% SUBMITTAL

ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X871	SFTY-2A	Y030-1E
39	44000200		DRIVEWAY PAVEMENT REMOVAL	SQ YD	9,018	\$ 8.00	\$ 72,144.00	9,018					
40	44000300		CURB REMOVAL	FOOT	243	\$ 5.00	\$ 1,215.00	243					
41	44000500		COMBINATION CURB AND GUTTER REMOVAL	FOOT	7,578	\$ 6.00	\$ 45,468.00	7,578					
42	44000600		SIDEWALK REMOVAL	SQ FT	25,952	\$ 2.00	\$ 51,904.00	25,952					
43	44001430		BITUMINOUS SHOULDER REMOVAL	SQ YD	1,080	\$ 5.00	\$ 5,400.00	1,080					
44	44212899		PAVEMENT PATCHING (FULL DEPTH)	SQ YD	300	\$ 70.00	\$ 21,000.00	300					
45	48100600		AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	360	\$ 10.00	\$ 3,600.00	360					
46	48200600		BITUMINOUS SHOULDERS 8"	SQ YD	1,080	\$ 22.00	\$ 23,760.00	1,080					
47	50102400		CONCRETE REMOVAL	CU YD	344	\$ 400.00	\$ 137,600.00	329				15	
48	50200100		STRUCTURE EXCAVATION	CU YD	1,900	\$ 20.00	\$ 38,000.00				580	1,320	
49	50300300		PROTECTIVE COAT	SQ YD	1,760	\$ 8.00	\$ 14,080.00				260	1,500	
50	50300500		DECK DRAINS	FOOT	325	\$ 20.00	\$ 6,500.00				325		
51	50500105		FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	\$1,280,000.00	\$ 1,280,000.00				1		
52	50800105		REINFORCEMENT BARS	POUND	924,200	\$ 0.90	\$ 831,780.00				165,500	758,700	
53	50800205		REINFORCEMENT BARS, EPOXY COATED	POUND	139,100	\$ 1.20	\$ 166,920.00				27,000	112,100	
54	50900805		PEDESTRIAN RAILING	FOOT	1,360	\$ 225.00	\$ 306,000.00					1,360	
55	51205200		TEMPORARY SHEET PILING	SQ FT	15,965	\$ 30.00	\$ 478,950.00	10,650			5,315		
56	51500100		NAME PLATES	EACH	1	\$ 800.00	\$ 800.00				1		
57	54011206		PRECAST CONCRETE BOX CULVERT, 12' x 6'	FOOT	310	\$ 700.00	\$ 217,000.00	310					

PRELIMINARY

T90-0022

MARCH 12, 2002

GRAND AVENUE GRADE SEPARATION - PHASE II
FRANKLIN PARK, ILLINOIS
C-91-524-01

90% SUBMITTAL

ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP.	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
58	55039700		STORM SEWERS TO BE CLEANED	FOOT	250	\$ 10.00	\$ 2,500.00	250					
59	55100300		STORM SEWER REMOVAL 8"	FOOT	230	\$ 12.00	\$ 2,760.00	230					
60	55100400		STORM SEWER REMOVAL 10"	FOOT	160	\$ 12.00	\$ 1,920.00	160					
61	55100500		STORM SEWER REMOVAL 12"	FOOT	575	\$ 12.00	\$ 6,900.00	575					
62	55100700		STORM SEWER REMOVAL 15"	FOOT	250	\$ 15.00	\$ 3,750.00	250					
63	56400100		FIRE HYDRANTS TO BE MOVED	EACH	10	\$ 2,500.00	\$ 25,000.00	10					
64	58000100		MEMBRANE WATER PROOFING	SQ FT	4,320	\$ 30.00	\$ 129,600.00				4,320		
65	59100100		GEOCOMPOSITE WALL DRAIN	SQ YD	65	\$ 20.00	\$ 1,300.00					65	
66	60106300		PIPE DRAINS, BITUMINOUS COATED CORRUGATED STEEL 8"	FOOT	110	\$ 20.00	\$ 2,200.00				110		
67	60107800		PIPE UNDER DRAINS 8"	FOOT	1,285	\$ 20.00	\$ 25,700.00					1,285	
68	60109520		PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	FOOT	6,000	\$ 20.00	\$ 120,000.00	2,000					
69	60200105		CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	5	\$ 2,100.00	\$ 10,500.00	4					
70	60201340		CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GATE	EACH	48	\$ 2,100.00	\$ 100,800.00	48					
71	60218400		MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	29	\$ 2,100.00	\$ 60,900.00	16					
72	60221100		MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	25	\$ 2,400.00	\$ 60,000.00	25					
73	60235610		INLETS, TYPE A, TYPE 2 FRAME AND GRATE	EACH	14	\$ 1,000.00	\$ 14,000.00	14					
74	60250400		CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	6	\$ 400.00	\$ 2,400.00	6					
75	60250500		CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	\$ 400.00	\$ 1,200.00	3					
76	60266600		VALVE BOXES TO BE ADJUSTED	EACH	5	\$ 200.00	\$ 1,000.00	5					

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FRANKLIN PARK, ILLINOIS
C-91-524-01

90% SUBMITTAL

ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
77	60500040		REMOVING MANHOLES	EACH	2	\$ 400.00	\$ 800.00	2					
78	60500050		REMOVING CATCH BASINS	EACH	8	\$ 300.00	\$ 2,400.00	8					
79	60500060		REMOVING INLETS	EACH	8	\$ 200.00	\$ 1,600.00	8					
80	60500080		REMOVING CATCH BASINS TO MAINTAIN FLOW	EACH	2	\$ 600.00	\$ 1,200.00	2					
81	60500105		FILLING MANHOLES	EACH	2	\$ 150.00	\$ 300.00	2					
82	60500205		FILLING CATCH BASINS	EACH	2	\$ 150.00	\$ 300.00	2					
83	60600605		CONCRETE CURB, TYPE B	FOOT	1,308	\$ 15.00	\$ 19,620.00	1,308					
84	60603800		COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2,992	\$ 16.00	\$ 47,872.00	2,992					
85	60605000		COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	9,927	\$ 17.00	\$ 168,759.00	9,927					
86	60607400		COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	831	\$ 18.00	\$ 14,958.00	831					
87	63000000		STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	375	\$ 30.00	\$ 11,250.00	375					
88	63100041		TRAFFIC BARRIER TERMINAL, TYPE 1B	EACH	1	\$ 2,500.00	\$ 2,500.00	1					
89	63200305		STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	55	\$ 5.00	\$ 275.00	55					
90	66400305		CHAIN LINK FENCE, 6'	FOOT	982	\$ 20.00	\$ 19,640.00	982					
91	66410300		CHAIN LINK FENCE REMOVAL	FOOT	1,147	\$ 5.00	\$ 5,735.00	1,147					
92	67000400		ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	30	\$ 2,000.00	\$ 60,000.00	30					
93	67000600		ENGINEER'S FIELD LABORATORY	CAL MO	30	\$ 1,500.00	\$ 45,000.00	30					
94	70101700		TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$ 400,000.00	\$ 400,000.00	1					
95	70300100		SHORT-TERM PAVEMENT MARKING	FOOT	3,000	\$ 1.50	\$ 4,500.00	3,000					

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FRANKLIN PARK, ILLINOIS
C-91-524-01

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ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING					
								QUANTITIES										
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E					
96	70300210		TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	\$ 2.00	\$ 200.00	100										
97	70300220		TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9,500	\$ 1.00	\$ 9,500.00	9,500										
98	70300260		TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	200	\$ 1.50	\$ 300.00	200										
99	70301000		WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,000	\$ 1.00	\$ 5,000.00	5,000										
100	70400100		TEMPORARY CONCRETE BARRIER	FOOT	2,000	\$ 50.00	\$ 100,000.00	2,000										
101	70400200		RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,000	\$ 10.00	\$ 10,000.00	1,000										
102	70400300		TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	8	\$ 500.00	\$ 4,000.00	8										
103	72000100		SIGN PANEL - TYPE 1	SQ FT	326.8	\$ 20.00	\$ 6,536.00	326.8										
104	72400100		REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9.0	\$ 105.00	\$ 945.00	9										
105	72400310		REMOVE SIGN PANEL - TYPE 1	SQ FT	101.6	\$ 25.00	\$ 2,538.75	101.6										
106	72400710		RELOCATE SIGN PANEL - TYPE 1	SQ FT	16.0	\$ 105.00	\$ 1,680.00	16										
107	72900100		METAL POST - TYPE A	FOOT	232.0	\$ 10.00	\$ 2,320.00	232										
108	72900200		METAL POST - TYPE B	FOOT	484.0	\$ 11.00	\$ 5,324.00	484										
109	73700100		REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	28.0	\$ 100.00	\$ 2,800.00	28										
110	78000100	*	THERMOPLASTIC PAVEMENT MARKING - LETTER AND SYMBOLS	SQ FT	586	\$ 4.00	\$ 2,344.00	586										
111	78000200	*	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	21,238	\$ 1.00	\$ 21,238.00	21,238										
112	78000400	*	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,692	\$ 1.50	\$ 2,538.00	1,692										
113	78000600	*	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	705	\$ 2.00	\$ 1,410.00	705										
114	78000650	*	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	575	\$ 4.00	\$ 2,300.00	575										

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ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
115	78300105		PAVEMENT MARKING REMOVAL	SQ FT	9,355	\$ 1.00	\$ 9,355.00	9,355					
116	80400100		ELECTRIC SERVICE INSTALLATION	EACH	1	\$ 7,000.00	\$ 7,000.00						1
117	80400200		ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1	\$ 7,000.00	\$ 7,000.00						1
118	80500300	*	SERVICE INSTALLATION, TYPE C	EACH	1	\$ 750.00	\$ 750.00		1				
119	80700140		GROUND ROD 5/8" DIA. X 10 FT.	EACH	69	\$ 109.00	\$ 7,521.00						69
120	81000600	*	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	659	\$ 10.00	\$ 6,590.00		659				
121	81000700	*	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	189	\$ 12.00	\$ 2,268.00		189				
122	81000800		CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	1,310	\$ 15.00	\$ 19,650.00						1,310
123	81001000	*	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	207	\$ 20.00	\$ 4,140.00		119				88
124	81001100		CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	88	\$ 30.00	\$ 2,640.00						88
125	81012600		CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	160	\$ 7.00	\$ 1,120.00						160
126	81018500	*	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	760	\$ 20.00	\$ 15,200.00		760				
127	81018700	*	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	195	\$ 25.00	\$ 4,875.00		195				
128	81100300		CONDUIT ATTACHED TO STRUCTURE 1" DIA., GALVANIZED STEEL	FOOT	230	\$ 17.00	\$ 3,910.00						230
129	81100800		CONDUIT ATTACHED TO STRUCTURE 3" DIA., GALVANIZED STEEL	FOOT	45	\$ 40.00	\$ 1,800.00						45
130	81200120		CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	975	\$ 7.00	\$ 6,825.00						975
131	81300210		JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 4" X 4"	EACH	6	\$ 180.00	\$ 1,080.00						6
132	81300830		JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2	\$ 1,400.00	\$ 2,800.00						2
133	81400100	*	HANDHOLE	EACH	7	\$ 1,600.00	\$ 11,200.00		5				2

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ITEM NO.	CODE NO.	SI	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE	ROADWAY	TRAFFIC SIGNALS	LANDSCAP.	BRIDGES	RETAINING WALLS	ROADWAY LIGHTING
								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
134	81400200	*	HEAVY-DUTY HANDHOLE	EACH	5	\$ 2,100.00	\$ 10,500.00		5				
135	81400300	*	DOUBLE HANDHOLE	EACH	1	\$ 3,200.00	\$ 3,200.00		1				
136	81500200		TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	10,752	\$ 5.60	\$ 60,211.20		300				10,452
137	81600415		UNIT DUCT, 2#4 XLP, 1#4XLP GROUND 1" POLYETHYLENE	FOOT	1,229	\$ 8.70	\$ 10,692.30						1,229
138	81601015		UNIT DUCT, 3#4 XLP, 1#4 XLP GROUND 1 1/4" POLYETHYLENE	FOOT	9,843	\$ 10.70	\$ 105,320.10						9,843
139	81702120		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	690	\$ 0.40	\$ 276.00						690
140	81702140		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	5,000	\$ 0.80	\$ 4,000.00						5,000
141	82102250		LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	50	\$ 650.00	\$ 32,500.00						50
142	82102310		LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	24	\$ 650.00	\$ 15,600.00						24
143	82108100		UNDERPASS LUMINAIRE, 55 WATT, LOW PRESSURE SODIUM	EACH	6	\$ 500.00	\$ 3,000.00						6
144	83021400		LIGHT POLE, ALUMINUM, TRANSFORMER BASE, 35 FT. M.H., 10 FT. MAST ARM	EACH	69	\$ 2,000.00	\$ 138,000.00						69
145	83600200		LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	552	\$ 140.00	\$ 77,280.00						552
146	85700305	*	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1	\$ 15,000.00	\$ 15,000.00		1				
147	85900100	*	TRANSCEIVER	EACH	1	\$ 2,500.00	\$ 2,500.00		1				
148	86000105	*	MASTER CONTROLLER (SPECIAL)	EACH	1	\$ 9,000.00	\$ 9,000.00		1				
149	86400100	*	TRANSCEIVER - FIBER OPTIC	EACH	1	\$ 2,500.00	\$ 2,500.00		1				
150	87100140	*	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 12F	FOOT	1,180	\$ 14.00	\$ 16,520.00		1,180				
151	87301215	*	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,029	\$ 1.00	\$ 1,029.00		1,029				
152	87301225	*	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,296	\$ 1.00	\$ 1,296.00		1,296				

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								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
153	87301245	*	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	890	\$ 1.25	\$ 1,112.50		890				
154	87301255	*	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,484	\$ 1.50	\$ 2,226.00		1,484				
155	87301305	*	ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	2,657	\$ 1.00	\$ 2,657.00		2,657				
156	87301805	*	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	59	\$ 2.00	\$ 118.00		59				
157	87502500	*	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3	\$ 1,000.00	\$ 3,000.00		3				
158	87700170	*	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT	EACH	1	\$ 3,000.00	\$ 3,000.00		1				
159	87700190	*	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT	EACH	1	\$ 3,500.00	\$ 3,500.00		1				
160	87700210	*	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1	\$ 3,700.00	\$ 3,700.00		1				
161	87700220	*	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT	EACH	1	\$ 4,000.00	\$ 4,000.00		1				
162	87800100	*	CONCRETE FOUNDATION, TYPE A	FOOT	12	\$ 150.00	\$ 1,800.00		12				
163	87800200	*	CONCRETE FOUNDATION, TYPE D	FOOT	4	\$ 300.00	\$ 1,200.00		4				
164	87800400	*	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	48	\$ 130.00	\$ 6,240.00		48				
165	87900200	*	DRILL EXISTING HANDHOLE	EACH	6	\$ 250.00	\$ 1,500.00		6				
166	88000170	*	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4	\$ 600.00	\$ 2,400.00		4				
167	88000280	*	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4	\$ 800.00	\$ 3,200.00		4				
168	88000290	*	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4	\$ 850.00	\$ 3,400.00		4				
169	88100200	*	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED	EACH	8	\$ 460.00	\$ 3,680.00		8				
170	88200100	*	TRAFFIC SIGNAL BACKPLATE	EACH	8	\$ 135.00	\$ 1,080.00		8				
171	88500500	*	INDUCTION LOOP DETECTOR AMPLIFIER	EACH	10	\$ 200.00	\$ 2,000.00		10				

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								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
172	88600100	*	DETECTOR LOOP, TYPE I	FOOT	831	\$ 15.00	\$ 12,465.00		831				
173	88700200	*	LIGHT DETECTOR	EACH	2	\$ 900.00	\$ 1,800.00		2				
174	88700300	*	LIGHT DETECTOR AMPLIFIER	EACH	1	\$ 950.00	\$ 950.00		1				
175	88800100	*	PEDESTRIAN PUSH-BUTTON	EACH	7	\$ 180.00	\$ 1,260.00		7				
176	89502200	*	MODIFY EXISTING CONTROLLER	EACH	1	\$ 3,300.00	\$ 3,300.00		1				
177	89502210	*	MODIFY EXISTING CONTROLLER CABINET	EACH	1	\$ 500.00	\$ 500.00		1				
178	5421D012		PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	FOOT	100	\$ 50.00	\$ 5,000.00	100					
179	550A0030		STORM SEWERS, CLASS A, TYPE 1, 8"	FOOT	25	\$ 20.00	\$ 500.00	25					
180	550A0050		STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	2,860	\$ 25.00	\$ 71,500.00	2,860					
181	550A0070		STORM SEWERS, CLASS A, TYPE 1, 15"	FOOT	620	\$ 30.00	\$ 18,600.00	620					
182	550A0090		STORM SEWERS, CLASS A, TYPE 1, 18"	FOOT	910	\$ 35.00	\$ 31,850.00	910					
183	550A0120		STORM SEWERS, CLASS A, TYPE 1, 24"	FOOT	750	\$ 45.00	\$ 33,750.00	750					
184	550A0140		STORM SEWERS, CLASS A, TYPE 1, 30"	FOOT	880	\$ 50.00	\$ 44,000.00	880					
185	550A0160		STORM SEWERS, CLASS A, TYPE 1, 36"	FOOT	350	\$ 60.00	\$ 21,000.00	350					
186	A2002924		TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 3" CAL.	EACH	22	\$ 900.00	\$ 19,800.00			22			
187	A2004024		TREE, FRAXINUS PENNSYLVANICA MARSHALL'S SEEDLESS, 3" CAL.	EACH	28	\$ 900.00	\$ 25,200.00			28			
188	A2004824		TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE, 3" CAL.	EACH	49	\$ 900.00	\$ 44,100.00			49			
189	A2005024		TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CAL.	EACH	28	\$ 900.00	\$ 25,200.00			28			
190	B2001766		TREE, CRATAEGUS CRUSGALLI INERMIS (THORNLESS COCKSPUR HAWTHORN), 6' HT.	EACH	10	\$ 700.00	\$ 7,000.00			10			

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								QUANTITIES					
								J000	Y031-1F	Y003	X671	SFTY-2A	Y030-1E
191	LR503100		FURNISHING CLASS SI CONCRETE	CU YD	820	\$ 500.00	\$ 410,000.00				190	630	
192	X0320239		CONCRETE WALL REMOVAL	FOOT	76	\$ 30.00	\$ 2,280.00	76					
193	X0322256		TEMPORARY INFORMATION SIGNING	SQ FT	22	\$ 22.00	\$ 484.00	22					
194	X0322925	*	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1,180	\$ 1.00	\$ 1,180.00		1,180				
195	X0712400		TEMPORARY PAVEMENT	SQ YD	3,990	\$ 50.00	\$ 199,500.00	3,990					
196	X0840000		SANITARY SEWER REMOVAL 8"	FOOT	865	\$ 10.00	\$ 8,650.00	865					
197	X2111000		TOP SOIL EXCAVATION	CU YD	2,630	\$ 3.00	\$ 7,890.00	2,630					
198	X4020500		AGGREGATE SURFACE COURSE, TYPE B 6"	SQ YD	2,025	\$ 15.00	\$ 30,375.00						
199	X8730027	*	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	541	\$ 1.50	\$ 811.50		541				
200	X8730250	*	ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED, SHIELDED	FOOT	338	\$ 1.00	\$ 338.00		338				
201	XX002185		RELOCATE EXISTING LIGHT POLE	EACH	1	\$ 200.00	\$ 200.00	1					
202	XX002196		CLEARING	ACRES	4	\$ 3,000.00	\$ 12,000.00						
203	XX003114		CLASS SI CONCRETE SPECIAL	CU YD	375	\$ 1,000.00	\$ 375,000.00				55	320	
204	XX003301		GEOTEXTILE FILTER FABRIC	SQ YD	2,600	\$ 1.00	\$ 2,600.00	1,300					
205	Z0000500		ADJUSTING EXISTING HANDHOLE	EACH	2	\$ 250.00	\$ 500.00	2					
206	Z0000940		AGGREGATE FOR DRIVEWAY MAINTENANCE	TON	250	\$ 20.00	\$ 5,000.00	250					
207	Z0000990		AGGREGATE FOR TEMPORARY ACCESS	TON	250	\$ 20.00	\$ 5,000.00	250					
208	Z0004500		BITUMINOUS DRIVEWAY PAVEMENT 8"	SQ YD	1,171	\$ 20.00	\$ 23,420.00	1,171					
209	Z0004900		BITUMINOUS MIXTURE FOR PATCHING POTHOLES (HOT MIX)	TON	20	\$ 50.00	\$ 1,000.00	20					

PRELIMINARY