

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|----------|--------------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 1 |
| | | ILLINOIS | CONTRACT NO. 60W01 | |

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 3

TRAFFIC DATA

DESIGN DESIGNATION:

IRVING PARK ROAD =
3230 (30) PRINCIPAL ARTERIAL 20.98 (PCC-20)
YORK ROAD =
2880 (30) MINOR ARTERIAL 20.38 (PCC-20)

ADT:

IL ROUTE 19 (EAST) = 37,000
IL ROUTE 19 (WEST) = 30,000
YORK ROAD (NORTH) = 28,000
YORK ROAD (SOUTH) = 23,000

DESIGN SPEED:

IL ROUTE 19 = 40 MPH
YORK ROAD (NORTH) = 45 MPH
YORK ROAD (SOUTH) = 40 MPH

PROPOSED
HIGHWAY PLANS

FAU ROUTE 1321 (IL 19 - IRVING PARK RD.) AT YORK RD.
SECTION 32VB (12)

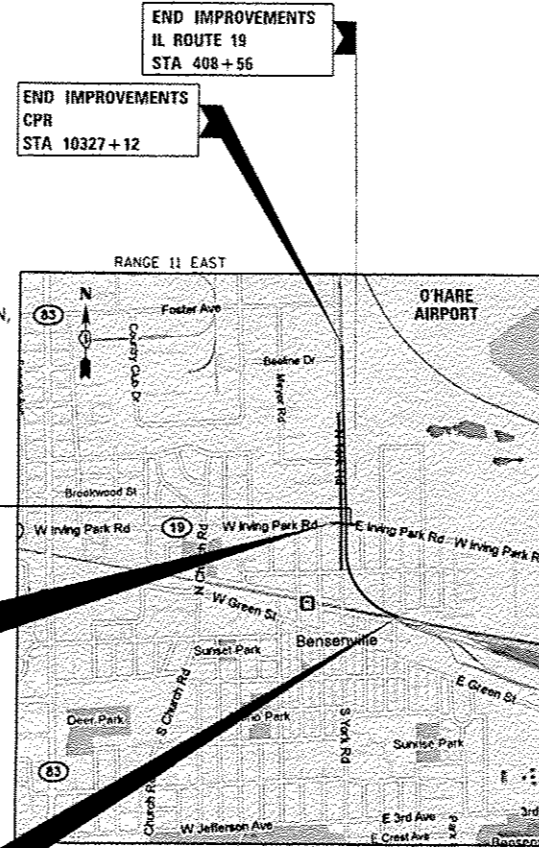
GRADE SEPARATION, RR BRIDGE, RETAINING WALLS
C-91-141-13

NOTE: WHEREVER IN THESE PLANS SECTION 32VB IS REFERENCED IT SHALL MEAN 32VB(12).



DUPAGE COUNTY

PROJECT LOCATED IN VILLAGE OF BENSENVILLE AND CITY OF CHICAGO



DESCRIPTION OF PROJECT

THIS PROJECT CONSISTS OF BRIDGE CONSTRUCTION, RETAINING WALL CONSTRUCTION, AND ALL INCIDENTAL AND COLLATERAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIAL PROVISIONS.

FAU ROUTE 1321 UNDER CPR

STRUCTURE NO. 022-0226 (STA. 399+05.57)
TWO SPAN THROUGH PLATE GIRDER BRIDGE

BEGIN IMPROVEMENTS
IL ROUTE 19
STA 397+37

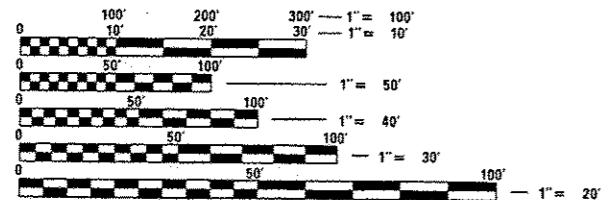
BEGIN IMPROVEMENTS
CPR
STA 10271+95

LOCATION MAP

APPROX. SCALE 1 INCH = 1760 FEET

GROSS LENGTH = 6636 FT. = 1.257 MILES
NET LENGTH = 6636 FT. = 1.257 MILES

THIS PROJECT WILL REQUIRE, AT A MINIMUM, COORDINATION WITH THE US ARMY CORPS OF ENGINEERS, IEPA, IDNR, AND THE FAA TO OBTAIN VARIOUS PERMITS, INCLUDING, BUT NOT LIMITED TO NPDES, SECTION 404, IDNR FLOODWAY, AND FAA FORM 7460.



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

J.U.L.I.E. (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION)
1-800-892-0123 OR 811
C.U.A.N. (CHICAGO UTILITY ALERT NETWORK)
312-744-7000
RAILROAD UTILITY CONTACT TELEPHONE NUMBERS
1-888-625-8702

PROJECT MANAGER - CATHERINE KIBBLE, PE (847) 705-4269
PROJECT ENGINEER - SERIN KELLER, PE (847) 705-4556

CONTRACT NO. 60W01

- BY: Lance D. Peterman, DATE: 11/2/12
HDR ENGINEERING, INC.
DWGS. 1-34
50-26
LICENSE EXPIRES NOV. 30, 2013
- BY: Lance D. Peterman, DATE: 11/2/12
HDR ENGINEERING, INC.
DWGS. 142-180, 185-187, 190-199, 203-238
LICENSE EXPIRES NOV. 30, 2014
- BY: Michael P. Kelly, DATE: 11/2/12
HDR ENGINEERING, INC.
DWGS. 35-49, 245-297
LICENSE EXPIRES NOV. 30, 2013
- BY: Nathan R. Atkinson, DATE: 11/2/12
HDR ENGINEERING, INC.
DWGS. 298-388
LICENSE EXPIRES NOV. 30, 2013
- BY: Greg Reilly, DATE: 11/2/12
SINGH, INC.
DWGS. 112-141
LICENSE EXPIRES NOV. 30, 2013
- BY: Andrew J. Pika, DATE: 11/2/12
GEOSERVICES, INC.
DWGS. 181-184, 186-189, 200-202, 239-244
LICENSE EXPIRES NOV. 30, 2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED November 7, 2012

John F. Peterson, Jr.
DISTRICT ENGINEER

Dec 7 2012
John D. Baramelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 7 2012
William R. Freyler
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

| DRAWING NO. | DESCRIPTION | DRAWING NO. | DESCRIPTION |
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HDR ENGINEERING, INC.

| | | |
|-----------------------|-------------------|-----------|
| USER NAME : user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE : *SCALE* | CHECKED - LCP | REVISED - |
| PLOT DATE : 11/2/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 1 OF 2 SHEETS STA. TO STA.

| | | | | |
|--------------------|--------------|---------------|---------------------------|-------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 2 |
| CONTRACT NO. 60W01 | | | ILLINOIS FED. AID PROJECT | |

IDOT STANDARD DRAWINGS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 202001-01 EARTH MEDIAN DITCH CHECK
- 280001-06 TEMPORARY EROSION CONTROL SYSTEMS
- 285001-02 FABRIC FORMED CONCRETE REVETMENT MATS
- 353001-04 PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
- 420001-07 PAVEMENT JOINTS
- 442001-04 CLASS A PATCHES
- 442101-07 CLASS B PATCHES
- 442201-03 CLASS C AND D PATCHES
- 482006-03 HMA SHOULDER ADJACENT TO RIGID PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 542001-02 REINF. CONC. END SECT. PARALLEL WINGWALLS FOR PIPE CULVERTS 12" (300 mm) THRU 48" (1200 mm) DIA. RT ANGLE
- 542101-02 REINF. CONC. END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 36" (900 mm) DIA. RT ANGLE
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542601-03 REINFORCED CONCRETE PIPE ELBOW
- 542606-02 REINFORCED CONCRETE PIPE TEE
- 602001-02 CATCH BASIN TYPE A
- 602006-03 CATCH BASIN TYPE B
- 602011-02 CATCH BASIN TYPE C
- 602106-01 DRAINAGE STRUCTURES TYPES 4, 5 & 6
- 602301-03 INLET - TYPE A
- 602401-03 MANHOLE TYPE A
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS TYPE 1
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 635001-01 DELINEATORS
- 643001 SAND MODULE IMPACT ATTENUATORS
- 664001-02 CHAIN LINK FENCE
- 701501-06 LANE CLOSURE, URBAN, 2L, 2W, UNDIVIDED
- 701701-08 LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 780001-03 PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 814001-02 HANDHOLES
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES (2 SHEETS)
- 857006-01 SUPERVISED RAILROAD INTERCONNECT CIRCUIT
- 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)
- 877006-04 STEEL ASSEMBLY MAST ARM AND POLE WITH DUAL MAST ARMS
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

542311-04

IDOT DISTRICT ONE STANDARD DETAILS

BUREAU OF DESIGN DETAIL STANDARDS


- BD07 STORM SEWER CONNECTION TO EXISTING SEWER
- BD08 FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING
- BD22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD32 BUTT JOINTS AND HMA TAPER
- BD33 HMA TAPER AT EDGE OF PCC PAVEMENT
- BD51 BENCHING CONSTRUCTION DETAIL
- BD54 FENCE MOUNTED ON WALL/PAD FENCE ATTACHED TO EXISTING WALL

BUREAU OF ELECTRICAL DETAIL STANDARDS

- BE220 ELECTRICAL SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT
- BE702 MISCELLANEOUS DETAILS, SHEET A- CABLE SPLICE, POLE WIRING, TRENCH DETAIL
- BE800 TEMPORARY LIGHTING

BUREAU OF TRAFFIC DETAIL STANDARDS


- TC10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
- TC13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- TC18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
- TC22 ARTERIAL ROAD INFORMATION SIGN
- TC23 SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS

| | | | | | | | | | | | | | |
|--|------------------------|----------------|-----------|---|---|------|--------|-----|--------------------|---------|---------------------------|--------------|-----------|
|  HDR ENGINEERING, INC. | USER NAME : user | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | IDOT HIGHWAY STANDARDS | | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE : #SCALE# | DRAWN - ML | REVISED - | | 1321 | 32VB | DUPAGE | 388 | 3 | | | | |
| | PLOT DATE : 11/27/2012 | CHECKED - LGP | REVISED - | | SCALE: NTS SHEET NO. 2 OF 2 SHEETS STA. TO STA. | | | | CONTRACT NO. 60W01 | | ILLINOIS FED. AID PROJECT | | |

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2012; "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, THE "DETAILS" IN THE PLANS, AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD. SHOULD A REVISED STANDARD EXIST THAT SUPERSEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR IS RESPONSIBLE FOR SEEKING CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE ORDERING OF MATERIALS, SCHEDULING OF PERSONNEL, PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE CORRECT STANDARD BEFORE PERFORMING WORK. WHEN WORKING ON CANADIAN PACIFIC RAILWAY PROPERTY, CANADIAN PACIFIC RAILWAY (CPR) STANDARD SPECIFICATIONS, DETAILS, AND POLICIES SHALL BE FOLLOWED IN ADDITION TO THE DOCUMENTS LISTED ABOVE.
2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS IN ADVANCE PRIOR TO BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. THE CANADIAN PACIFIC RAILWAY SHALL BE NOTIFIED AT LEAST 72 HOURS IN ADVANCE OF ANY WORK ON CPR PROPERTY. IN ADDITION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE FOR ANY TREE REMOVAL.
3. THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR ANY DELAYS RESULTING FROM PERMIT ISSUES. TIME EXTENSIONS WILL NOT BE ALLOWED.
4. THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. IF THE CONTRACTOR FAILS TO ALLOW PROPER NOTIFICATION TIME RESULTING IN THE TESTING AGENCIES BEING UNABLE TO VISIT THE SITE AND PERFORM THE NECESSARY TESTING, THE CONTRACTOR MUST SUSPEND THE OPERATION FOR WHICH TESTING IS NECESSARY UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. THE COST OF SUSPENDING WORK SHALL BE BORN BY THE CONTRACTOR AND NO COMPENSATION SHALL BE GIVEN.
5. THE CONTRACTOR SHALL LOCATE ALL CONTROL POINTS THAT ARE WITHIN THE SITE AND PROTECT CONTROL POINTS FROM DISTURBANCE. ONLY THE ENGINEER CAN AUTHORIZE THE REMOVAL OR DISTURBANCE OF ANY CONTROL POINT. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION SHALL BE PAID.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
7. EXISTING CONDITIONS WERE TAKEN FROM THE BEST AVAILABLE INFORMATION OR MAPPING. INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED ALL INCLUSIVE OR CORRECT. THE CONTRACTOR IS TO VERIFY THE FEATURES PRIOR TO CONSTRUCTION. EXISTING UTILITIES ARE TO BE MAINTAINED IN SERVICE AT ALL TIMES. THE LOCATION OF MATERIALS AND DIMENSIONS OF AN EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON LOCATION RECORDS AND ARE SHOWN ON THE DRAWINGS STRICTLY AS AN AID TO THE CONTRACTOR, BUT MUST NOT BE CONSTRUED AS BEING ACCURATE, CORRECT OR COMPLETE. ALL STRUCTURES ABOVE OR BELOW GROUND THAT ARE ENCOUNTERED DURING CONSTRUCTION ARE TO BE PROPERLY SUPPORTED AND MAINTAINED.
8. THE LOCATION OF VARIOUS ITEMS SUCH AS PAVEMENT, BARRIER WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION DURING THE PREPARATION OF THESE PLANS IS BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR MUST FIELD VERIFY LIMITS, LOCATIONS AND ELEVATIONS OF THESE PREVIOUSLY CONSTRUCTED ITEMS.
9. EXISTING GRADES AND ELEVATIONS REPORTED ON THE DRAWINGS ARE BASED ON BEST AVAILABLE INFORMATION. IF THE CONTRACTOR DOES NOT CONCUR WITH THE ELEVATION PROVIDED ON THE DRAWINGS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION. NO CONSTRUCTION WILL BE ALLOWED TO BEGIN UNTIL THESE CONFLICTS ARE RESOLVED.
10. ALL DEWATERING OF THE SITE AS NEEDED FOR THE CONTRACTOR'S OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED AS INCLUDED IN THE OVERALL CONTRACT PRICE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION, REPAIR, SNOW REMOVAL, AND/OR MAINTENANCE OF THE WORK ZONE AND ALL HAUL ROADS TO AND FROM THE DESIGNATED ENTRANCE TO THE VARIOUS WORK SITES. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION SHALL BE PAID.
12. THE CONTRACTOR SHALL STAGE THE WORK AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES
13. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE OVERALL CONTRACT PRICE.
14. THE UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, MAINTAIN, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.
15. THE CONTRACTOR MUST COORDINATE OFF-SITE HAUL AND ACCESS ROUTES WITH THE PARTY HAVING JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL AND ACCESS ROUTES MUST BE MAINTAINED BY THE CONTRACTOR AND MUST BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. FENCING, DRAINAGE, GRADING, RESURFACING, OR OTHER WORK NECESSARY TO CONSTRUCT AND MAINTAIN HAUL ROUTES IS THE CONTRACTOR'S RESPONSIBILITY AT NO ADDITIONAL COST AND MUST BE APPROVED BY THE ENGINEER PRIOR TO THE WORK.
16. PRIOR TO PLACING HMA ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HMA BEING PLACED.
17. DEPRESSED CURB WILL BE PLACED THROUGH ALL COMMERCIAL AND RESIDENTIAL DRIVEWAY ENTRANCES AND IN FRONT OF CURB RAMPS OR AS DIRECTED BY THE ENGINEER. DEPRESSED CURB WILL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AS "CURB & GUTTER".
18. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ON SITE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST, AS REQUIRED BY THE ENGINEER. THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS. THE COST SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR DUST CONTROL WATERING.
19. THE ENGINEER MUST APPROVE THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY.
20. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB AND GUTTER, SIDEWALK, AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED TO A DEPTH AS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING MATERIALS DIRECTLY ADJACENT TO THE MATERIAL TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM THE REMOVAL OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SAW CUTTING SHALL NOT TO BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REMOVAL ITEM.
21. 10-FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
22. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL NOT CAUSE ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
23. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF TWELVE SANDBAGS PER BARRICADE.
24. THE REMOVAL AND DISPOSAL OF EXISTING ENTRANCE CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. THIS ITEM WILL NOT BE MEASURED FOR PAYMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
25. CHICAGO O'HARE INTERNATIONAL AIRPORT WILL BE IN OPERATION WHILE CONSTRUCTION UNDER THIS CONTRACT IS TAKING PLACE. TIMING AND COORDINATION OF THE WORK IS AN ESSENTIAL FEATURE OF THIS CONTRACT AND WILL REQUIRE THE COMPLETION OF ALL WORK HEREIN SPECIFIED SO AS TO OFFER THE LEAST OBSTRUCTION AND/OR IMPEDIMENT TO THE AIRPORT TRAFFIC AND THE GENERAL OPERATION OF THE AIRPORT. ALL EXISTING UTILITIES SERVING THE AIRPORT MUST REMAIN IN CONTINUOUS OPERATION DURING THE EXECUTION OF THE WORK, UNLESS REMOVED UNDER THIS OR A SEPARATE CONTRACT.
26. THE CONTRACTOR'S SUPERINTENDENT MUST BE ON THE CONSTRUCTION SITE AT ALL TIMES DURING THE WORKING HOURS WHILE THIS PROJECT IS IN PROGRESS. THE CONTRACTOR'S SUPERINTENDENT MUST BE THE DESIGNATED RESPONSIBLE CONTRACTOR REPRESENTATIVE AND MUST BE AVAILABLE IN CASE OF EMERGENCIES ON A TWENTY-FOUR (24) HOUR BASIS.
27. THE CONTRACTOR MUST COMPLY WITH ALL FEDERAL, STATE, LOCAL, CANADIAN PACIFIC RAILWAY, UNION PACIFIC RAILROAD, AND METRA SAFETY REGULATIONS. AS WELL AS THOSE SPECIFIED IN THE CONTRACT DRAWINGS AND SPECIFICATIONS.
28. THE ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
29. REMOVAL AND DISPOSAL OF UNSTABLE AND/OR UNSUITABLE MATERIAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" WHICH PRICE SHALL INCLUDE OTHER ITEMS OF WORK INCLUDED UNDER THE GENERAL HEADING OF EARTHWORK IN THE STANDARD SPECIFICATIONS FOR WHICH NO PAYMENT WILL BE MADE, BUT WILL BE CONSIDERED AS INCLUDED IN THE OVERALL CONTRACT PRICE.

☐ DENOTES ITEMS OF WORK NOT TO BE PAID FOR SEPARATELY

| | | | | | | | | | | | | |
|---|----------------------|----------------|---|---|---|--------------------|--------|-------------|---------|--------|--------------|-----------|
|  | USER NAME * USER | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES IL ROUTE 19 (IRVING PARK RD.) AND YORK RD. | | | F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE * #SCALE# | DRAWN - ML | REVISED - | | 1321 | 32VB | DUPAGE | 388 | 4 | | | |
| PLOT DATE * 11/2/2012 | CHECKED - LGP | REVISED - | SCALE: NTS SHEET NO. 1 OF 3 SHEETS STA. TO STA. | | | CONTRACT NO. 60W01 | | | | | | |
| | DATE - 11-02-2012 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |

GENERAL NOTES

30. **USE OF CCDD FILL OPERATION**
 IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) AT A CCDD FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED TO USE THE SITE AS PER PUBLIC ACT 96-1416. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

31. VERTICAL UNDERCLEARANCE LESS THAN 14'-9" AND ASSOCIATED ROADWAY DETOURS ARE NOT PERMITTED FROM NOVEMBER 15 TO MARCH 15.

32. ANY REFERENCE TO OMP REFERS TO O'HARE MODERNIZATION PROGRAM IMPROVEMENTS.

33. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS

RAILROAD

1. A MINIMUM CONSTRUCTION CLEARANCE OF 21' VERTICALLY ABOVE THE PLANE OF TOP-OF-RAIL AND 12' HORIZONTALLY AT RIGHT ANGLE FROM THE GAGE SIDE OF THE NEAREST RAIL WILL BE REQUIRED DURING CONSTRUCTION.

2. ALL WORK WITHIN THE CANADIAN PACIFIC RAILWAY'S RIGHT-OF-WAY SHALL COMPLY WITH THE CPR MINIMUM SAFETY REQUIREMENTS FOR CONTRACTORS WORKING ON RAILWAY PROPERTY. ALL WORK WITHIN THE UPRR RIGHT-OF-WAY SHALL COMPLY WITH UPRR SAFETY REQUIREMENTS. ALL WORK WITHIN THE METRA RIGHT-OF-WAY SHALL COMPLY WITH METRA SAFETY REQUIREMENTS

3. THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION, THE COST OF WHICH IS CONSIDERED INCLUDED IN THE CONTRACT. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

4. NO WORK IS ALLOWED WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT WHEN TRAINS ARE PRESENT. IF VARIATIONS FROM THIS REQUIREMENT ARE REQUIRED THE CONTRACTOR MUST COORDINATE WITH THE CPR, UPRR, AND METRA.

5. NO EXCAVATION IS ALLOWED WITHIN 12 FEET OF ANY TRACK. ALL EXCAVATIONS MUST BE SHORED IN ACCORDANCE WITH OSHA STANDARDS. SHORING FOR EXCAVATIONS ON RAILROAD RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER AND/OR THE RAILROADS' CHIEF ENGINEER THROUGH THE RESIDENT ENGINEER.

6. ALL CONTRACTORS WORKING WITHIN 50 FEET OF THE RAILROAD TRACKS MUST HAVE THE PROPER AUTHORIZATION DOCUMENT IN HAND (ENGINEERING RIGHT-OF-ENTRY AGREEMENT OR PLAIN LANGUAGE RELEASE FORM).

7. KEEP ALL DIRT AND OTHER FOREIGN MATERIALS OUT OF THE TRACK BALLAST SECTION. ALL BALLAST FOULED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED, THE COST OF WHICH IS CONSIDERED INCLUDED IN THE CONTRACT

8. WHEN WORK IS SCHEDULED WITHIN 25 FEET OF THE NEAREST OPERATIONAL TRACK CENTERLINE, A RAILROAD FLAGGER IS REQUIRED. THREE DIFFERENT RAILROADS ARE WITHIN THE PROJECT AREA: UNION PACIFIC, CANADIAN PACIFIC, AND METRA. FLAGGING COORDINATION IS REQUIRED WITH EACH RAILROAD. CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH RAILROADS.

9. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME AND TELEPHONE NUMBER OF THE CANADIAN PACIFIC RAILWAY ENGINEER IS GLYN HUGHES (630) 860-4969. THE NAME AND TELEPHONE NUMBER OF THE METRA CONTACT IS JACK RABENS (312)-322-4145.

10. ALL RAILROAD EMBANKMENT LIFTS SHALL BE COMPACTED TO NOT LESS THAN 95 PERCENT OF THE STANDARD LABORATORY DENSITY IRRESPECTIVE OF EMBANKMENT HEIGHT. THE COST OF WHICH IS CONSIDERED INCLUDED IN FURNISHED EXCAVATION

11. THE TIMING AND DURATION OF THE WORK PERFORMED BY CPR AND METRA IS SUBJECT TO WEATHER CONDITIONS, AVAILABILITY OF RAILROAD STAFF, AND OTHER FACTORS. THE CONTRACTOR SHALL CLOSELY COORDINATE HIS WORK AND PLANNED SCHEDULE WITH THE RAILROADS CONCERNING WORK TO BE PERFORMED BY THE RAILROADS. NO ADDITIONAL TIME WILL BE ALLOWED IN THE CONTRACTOR'S SCHEDULE FOR MEETING THE COMPLETION DATE FOR THIS PROJECT DUE TO VARIATIONS IN DURATION AND TIMING OF THE WORK DONE BY THE RAILROADS.

TREE REMOVAL AND PROTECTION

1. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF BENSENVILLE. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION AND/OR THE CUTTING OF MAJOR TREE ROOTS, AS DESCRIBED ABOVE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

3. ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201 OF THE STANDARD SPECIFICATIONS.

4. ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

DRAINAGE

1. IF ANY LOOSE MATERIAL IS DEPOSITED IN DRAINAGE STRUCTURES AND THE FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES (NEW AND EXISTING) SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

2. IF EXISTING DRAINAGE FACILITIES ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, HE/SHE SHALL PROVIDE TEMPORARY OUTLETS AND CONNECTIONS FOR PRIVATE OR PUBLIC DRAINS, SEWERS AND CATCH BASINS UNTIL THE PERMANENT CONNECTIONS ARE IN PLACE AT NO ADDITIONAL COMPENSATION.

3. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES AND EXISTING WINGWALLS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE STORM SEWERS BEING CONSTRUCTED.

4. CONNECTION OF THE EXISTING DRAIN TILES, PIPE CULVERTS OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

5. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING DRAINAGE AT NO ADDITIONAL COMPENSATION.

6. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION AT THE FLOWLINE OF THE CURB. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPOSED LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.

7. AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

☐ DENOTES ITEMS OF WORK NOT TO BE PAID FOR SEPARATELY



| | | |
|------------------------|-------------------|-----------|
| USER NAME * user | DESIGNED - MPK | REVISED - |
| PLOT SCALE * #SCALE# | DRAWN - ML | REVISED - |
| PLOT DATE * 11/27/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
 IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.


SCALE: NTS SHEET NO. 2 OF 3 SHEETS STA. TO STA.

| | | | | |
|--------------------|---------|--------|---------------------------|-----------|
| F.A.U. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 5 |
| CONTRACT NO. 60W01 | | | ILLINOIS FED. AID PROJECT | |

GENERAL NOTES

8. MACHINE CORING IS THE ONLY ACCEPTABLE METHOD OF CREATING A NEW OPENING FOR ALL EXISTING DRAINAGE STRUCTURES REQUIRING NEW CONNECTIONS (WHERE OPENINGS ARE NOT ALREADY EXISTING WITH TEMPORARY PLUGS). WITH THE EXCEPTION OF THE NORTHEAST WINGWALL OF THE EXISTING IRVING PARK ROAD CULVERT. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
9. ALL DRAINAGE STRUCTURES DESIGNATED WITH TYPE 8 GRATES ARE TO BE EQUIPPED WITH A MINIMUM OF 6 INCHES OF ADJUSTING RINGS. (INCLUDED IN THE CONTRACT UNIT PRICES FOR THE DRAINAGE STRUCTURE).
10. MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH A FLAT SLAB TOP WHEN A CONE RISER WILL CONFLICT WITH THE PIPE. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THESE STRUCTURES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS ADJUSTMENT. UPON IDENTIFYING THESE LOCATIONS THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
11. WHERE POSSIBLE, ECCENTRIC MANHOLE TOPS WILL BE ROTATED SO THE MANHOLE COVER IS LOCATED ENTIRELY WITHIN THE SIDEWALK.
12. ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.
13. WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.
14. STORM SEWER (WATER MAIN REQUIREMENTS) ARE TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET AND THE WATER MAIN INVERT IS LESS THAN 1.5 FEET ABOVE THE STORM SEWER CROWN.
15. STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 1.5 FEET ABOVE THE TOP OF THE SEWER.
16. AT ALL LOCATIONS WHERE PROPOSED DRAINAGE STRUCTURES AND/OR PIPES CONFLICT WITH EXISTING DRAINAGE STRUCTURES AND/OR PIPES THAT ARE SHOWN TO BE FILLED WITH CLSM ON THE CONTRACT PLANS, THE CONTRACTOR SHALL FULLY REMOVE AND PROPERLY DISPOSE OF THE EXISTING DRAINAGE STRUCTURES AND/OR PIPES IN CONFLICT. EXISTING SECTIONS OF DRAINAGE PIPE TO REMAIN SHALL BE PROPERLY BULKHEADED WITH BRICK AND MORTAR. ALL LABOR, EQUIPMENT, AND MATERIALS TO PERFORM THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR THE PROPOSED DRAINAGE PAY ITEMS. NO ADDITIONAL COMPENSATION WILL BE PROVIDED TO THE CONTRACTOR TO PERFORM THIS WORK.
17. DRAINAGE STRUCTURE FRAME, LID, AND GRATE VERTICAL ADJUSTMENTS SHALL BE PAID FOR ONLY ONCE AT EACH LOCATION. THE COST ASSOCIATED WITH MAKING ADDITIONAL DRAINAGE STRUCTURE FRAME, LID, AND GRATE VERTICAL ADJUSTMENTS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE ASSOCIATED DRAINAGE STRUCTURE ADJUSTMENT PAY ITEMS. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED TO THE CONTRACTOR FOR ADDITIONAL ADJUSTMENTS REQUIRED THROUGHOUT CONSTRUCTION.
18. THE COST FOR PROVIDING TEMPORARY SOIL RETENTION AND TRENCH PROTECTION DURING THE INSTALLATION OF UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, STORM SEWERS, WATER MAINS, AND DRAINAGE STRUCTURES, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ASSOCIATED STORM SEWER, WATER MAIN, AND DRAINAGE STRUCTURE PAY ITEMS. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED TO THE CONTRACTOR FOR TEMPORARY SOIL RETENTION AND TRENCH PROTECTION DURING THIS WORK.

DENOTES ITEMS OF WORK NOT TO BE PAID FOR SEPARATELY

| | | | | | | | | | | | |
|--|-----------------------|-------------------|-----------|---|---|------|--------------------|---------|---------------------------|--------------|-----------|
|  HDR ENGINEERING, INC. | USER NAME * user | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE * 4SCALE# | DRAWN - ML | REVISED - | | 1321 | 32VB | DUPAGE | 388 | 6 | | |
| | PLOT DATE * 11/2/2012 | CHECKED - LGP | REVISED - | | SCALE: NTS SHEET NO. 3 OF 3 SHEETS STA. TO STA. | | CONTRACT NO. 60W01 | | ILLINOIS FED. AID PROJECT | | |
| | | DATE - 11-02-2012 | REVISED - | | | | | | | | |

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 1 | | | 20100500 | TREE REMOVAL, ACRES | ACRE | 4.00 | | 4.00 | |
| 2 | | | 20200100 | EARTH EXCAVATION | CU YD | 10,465 | 5,415 | 5,050 | |
| 3 | | | 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 16,930 | | 16,930 | |
| 4 | | | 20400800 | FURNISHED EXCAVATION | CU YD | 107,410 | | 107,410 | |
| 5 | | | 20700220 | POROUS GRANULAR EMBANKMENT | CU YD | 5,201 | | 5,201 | |
| 6 | | | 20800150 | TRENCH BACKFILL | CU YD | 46 | 46 | | |
| 7 | | | 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SO YD | 1,055 | | 1,055 | |
| 8 | | | 21101625 | TOPSOIL FURNISH AND PLACE, 6" | SO YD | 33,070 | | 33,070 | |
| 9 | | | 21301052 | EXPLORATION TRENCH 52" DEPTH | FOOT | 250 | 250 | | |
| 10 | | | 25000350 | SEEDING, CLASS 7 | ACRE | 14.75 | 13.50 | 1.25 | |
| 11 | | | 25100135 | MULCH, METHOD 4 | ACRE | 12.50 | 11.25 | 1.25 | |
| 12 | | | 25100630 | EROSION CONTROL BLANKET | SO YD | 43,115 | 10,045 | 33,070 | |
| 13 | | | 25100900 | TURF REINFORCEMENT MAT | SO YD | 26,797 | | 26,797 | |
| 14 | | | 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 48,785 | 14,946 | 33,839 | |

14

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|-------------------------------------|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 15 | | | 28000305 | TEMPORARY DITCH CHECKS | FOOT | 2,328 | 1,368 | 960 | |
| 16 | | | 28000400 | PERIMETER EROSION BARRIER | FOOT | 14,130 | 6,102 | 8,028 | |
| 17 | | | 28000500 | INLET AND PIPE PROTECTION | EACH | 159 | 156 | 3 | |
| 18 | | | 28000510 | INLET FILTERS | EACH | 156 | 156 | | |
| 19 | | | 28100107 | STONE RIPRAP, CLASS A4 | SO YD | 443 | | 443 | |
| 20 | | | 28100109 | STONE RIPRAP, CLASS A5 | SO YD | 42 | | 42 | |
| 21 | | | 28200200 | FILTER FABRIC | SO YD | 647 | | 647 | |
| 22 | | | 44000100 | PAVEMENT REMOVAL | SO YD | 3,624 | 3,624 | | |
| 23 | | | 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 2535 | 2535 | | |
| 24 | | | 44000600 | SIDEWALK REMOVAL | SO FT | 3439 | 3439 | | |
| 25 | | | 44003100 | MEDIAN REMOVAL | SO FT | 673 | 673 | | |
| 26 | | | 44201819 | CLASS D PATCHES, TYPE III, 14 INCH | SO YD | 20 | 20 | | |
| 27 | | | 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH | SO YD | 33 | 33 | | |
| 28 | | | 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 1 | | 1 | |



USER NAME - user
 PLOT SCALE - #SCALE#
 PLOT DATE - 11/2/2012

DESIGNED - MPK
 DRAWN - ML
 CHECKED - LGP
 DATE - 11-02-2012

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 2 OF 13 SHEETS STA. TO STA.

| | | | | |
|--------------------|---------|--------|---------------------------|-----------|
| F.A.J. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 132I | 32VB | DUPAGE | 388 | 8 |
| CONTRACT NO. 60W01 | | | ILLINOIS FED. AID PROJECT | |

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 29 | | | 50105220 | PIPE CULVERT REMOVAL | FOOT | 98 | 58 | 40 | |
| 30 | | | 50200100 | STRUCTURE EXCAVATION | CU YD | 1,296 | | 1,296 | |
| 31 | | | 50200450 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES | CU YD | 7,094 | | 7,094 | |
| 32 | | | 50300285 | FORM LINER TEXTURED SURFACE | SQ FT | 24,244 | | 24,244 | |
| 33 | | | 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 1 | | 1 | |
| 34 | | | 50800105 | REINFORCEMENT BARS | POUND | 70,310 | | 70,310 | |
| 35 | | | 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 895,580 | | 895,580 | |
| 36 | | | 50901750 | PARAPET RAILING | FOOT | 872 | | 872 | |
| 37 | | | 51201900 | FURNISHING STEEL PILES HP14X89 | FOOT | 32,366 | | 32,366 | |
| 38 | | | 51202305 | DRIVING PILES | FOOT | 32,366 | | 32,366 | |
| 39 | | | 51203900 | TEST PILE STEEL HP14X89 | EACH | 9 | | 9 | |
| 40 | | | 51204650 | PILE SHOES | EACH | 110 | | 110 | |
| 41 | | | 51500100 | NAME PLATES | EACH | 8 | | 8 | |
| 42 | | | 52100540 | ANCHOR BOLTS, 1 1/2" | EACH | 60 | | 60 | |



| | | |
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| USER NAME - user | DESIGNED - MPK | REVISED - |
| PLOT SCALE - #SCALE# | DRAWN - ML | REVISED - |
| PLOT DATE - 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 3 OF 13 SHEETS STA. TO STA.

| | | | | |
|---------------------------|--------------|--------|--------------------|-------------|
| F.A.U. RTE. 1321 | SECTION 32V8 | COUNTY | TOTAL SHEETS 388 | SHEET NO. 9 |
| | | DUPAGE | CONTRACT NO. 60W01 | |
| ILLINOIS FED. AID PROJECT | | | | |

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|---------------------|--|-----------------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 43 | | | 54002020 | EXPANSION BOLTS 3/4 INCH | EACH | 66 | | 66 | |
| 44 | | | 54003000 | CONCRETE BOX CULVERTS | CU YD | 76.4 | | 76.4 | |
| 45 | | | 542A0235 | PIPE CULVERTS, CLASS A, TYPE 1 30" | FOOT | 38 | | 38 | |
| 46 | | | 542D0229 | PIPE CULVERTS, CLASS D, TYPE 1 24" | FOOT | 40 | | 40 | |
| 47 | | | 542D3391 | PIPE CULVERTS, CLASS D, TYPE 5 36" | FOOT | 75 | | 75 | |
| | | | 54261330 | CONCRETE END SECTION, STANDARD 542D01, 30", 1:3 | EACH | 2 | | 2 | |
| 48 | | | 54213675 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30" | EACH | 2 | | 2 | |
| 49 | | | 54213879 | STEEL END SECTIONS 24" | EACH | 2 | | 2 | |
| 50 | | | 54213891 | STEEL END SECTIONS 36" | EACH | 2 | | 2 | |
| | | | 54260311 | TRAVERSABLE PIPE GRATE | FOOT | 23 | | 23 | |
| 51 | | | 54247150 | GRATING FOR CONCRETE FLARED END SECTION 30" | EACH | 1 | | 1 | |
| 52 | | | 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 251 | 251 | | |
| 53 | | | 58700300 | CONCRETE SEALER | SQ FT | 6,174 | | 6,174 | |
| 54 | | | 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 2,484 | | 2,484 | |
| 55 | | | 59300100 | CONTROLLED LOW-STRENGTH MATERIAL | CU YD | 895.6 | 139.0 | 756.6 | |
| 56 | | | 60235800 | INLETS, TYPE A, TYPE 4 FRAME AND GRATE | EACH | 4 | 4 | | |



USER NAME : user
 PLOT SCALE : *SCALE*
 PLOT DATE : 11/2/2012

DESIGNED - MPK
 DRAWN - ML
 CHECKED - LGP
 DATE - 11-02-2012

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 4 OF 13 SHEETS STA. TO STA.

F.A.U. RTE. 1321 SECTION 32VB COUNTY DUPAGE TOTAL SHEETS 388 SHEET NO. 10 CONTRACT NO. 60W01 ILLINOIS FED. AID PROJECT

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 57 | | | 60255500 | MANHOLES TO BE ADJUSTED | EACH | 1 | 1 | | |
| 58 | | | 60255700 | MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | | |
| 59 | | | 60258100 | MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | | |
| 60 | | * | 60403700 | LIDS, TYPE 1, OPEN LID | EACH | 15 | 15 | | |
| 61 | | | 66400105 | CHAIN LINK FENCE, 4' | FOOT | 3,063 | | 3,063 | |
| 62 | + | * | 66900105 | UNDERGROUND STORAGE TANK REMOVAL | EACH | 3 | | 3 | |
| 63 | + | * | 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 33,150 | | 33,150 | |
| 64 | + | * | 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | | 1 | |
| 65 | + | * | 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 2 | | 2 | |
| 66 | + | * | 66901000 | BACKFILL PLUGS | CU YD | 20 | | 20 | |
| 67 | | | 67100100 | MOBILIZATION | L SUM | 1 | 1 | | |
| 68 | | | 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | | |
| 69 | | | 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | 1 | | |
| 70 | | | 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | | |



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| USER NAME : user | DESIGNED - MPK | REVISED - |
| PLDT SCALE : #SCALE* | DRAWN - ML | REVISED - |
| PLDT DATE : 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 5 OF 13 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 11 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|--------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 71 | | | 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | | |
| 72 | | | 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 580 | 580 | | |
| 73 | | | 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 80 | 80 | | |
| 74 | | | 70300210 | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 1,912 | 1,912 | | |
| 75 | | | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 28,634 | 28,634 | | |
| 76 | | | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 5,622 | 5,622 | | |
| 77 | | | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 160 | 160 | | |
| 78 | | | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 940 | 940 | | |
| 79 | | | 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 1,425.0 | 1,425.0 | | |
| 80 | | | 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 3,900.0 | 3,900.0 | | |
| 81 | + | | 72000100 | SIGN PANEL - TYPE 1 | SO FT | 20 | | | 20 |
| 82 | | | 78300100 | PAVEMENT MARKING REMOVAL | SO FT | 904 | 904 | | |
| 83 | | | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 200 | 200 | | |
| 84 | + | | 80400100 | ELECTRIC SERVICE INSTALLATION | EACH | 1 | | | 1 |

14



| | | |
|-----------------------|-------------------|-----------|
| USER NAME - user | DESIGNED - MPK | REVISED - |
| PLOT SCALE - #SCALE# | DRAWN - ML | REVISED - |
| PLOT DATE - 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|--|--------------------------|------|---------|
| IL ROUTE 19 (IRVING PARK RD.) AND YORK RD. | | | |
| SCALE: NTS | SHEET NO. 6 OF 13 SHEETS | STA. | TO STA. |

| | | | | |
|---------------------------|--------------|--------|--------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY | TOTAL SHEETS 388 | SHEET NO. 12 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60W01 | |

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 85 | + | * | 80400200 | ELECTRIC UTILITY SERVICE CONNECTION | L SUM | 1 | | | 1 |
| 86 | + | | 80500020 | SERVICE INSTALLATION - POLE MOUNTED | EACH | 1 | | | 1 |
| 87 | + | | 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 477 | | | 477 |
| 88 | + | | 81028210 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA. | FOOT | 26 | | | 26 |
| 89 | + | | 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 596 | | | 596 |
| 90 | + | | 81100320 | CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL | FOOT | 342 | | | 342 |
| 91 | + | | 81100605 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 25 | | | 25 |
| 92 | + | | 81100805 | CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL | FOOT | 10 | | | 10 |
| 93 | + | | 81300220 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4" | EACH | 8 | | | 8 |
| 94 | + | | 81300550 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6" | EACH | 3 | | | 3 |
| 95 | + | | 81300710 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 12" X 6" | EACH | 1 | | | 1 |
| 96 | + | | 81400100 | HANDHOLE | EACH | 2 | | | 2 |
| 97 | + | | 81702110 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 | FOOT | 1,532 | | | 1,532 |
| 98 | + | | 81702130 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE-USE) 1/C NO. 6 | FOOT | 354 | | | 354 |

14

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, | BRIDGE, | SAFETY (TRAFFIC |
|----------|----------------|----|-------------|---|------|----------------|-----------------|------------------|--|
| | | | | | | | CAPACITY ADDED | NEW CONSTRUCTION | SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 99 | + | | 81702150 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2 | FOOT | 1,540 | | | 1,540 |
| 100 | + | | 81702400 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2 | FOOT | 40 | | | 40 |
| 101 | + | | 81702415 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE-USE) 3-1/C NO. 6 | FOOT | 354 | | | 354 |
| 102 | + | | 81800300 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE | FOOT | 578 | | | 578 |
| 103 | + | | 82103400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT | EACH | 7 | | | 7 |
| 104 | + | | 82107200 | UNDERPASS LUMINAIRE, 100 WATT, HIGH PRESSURE SODIUM VAPOR | EACH | 8 | | | 8 |
| 105 | + | | 82500360 | LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP | EACH | 1 | | | 1 |
| 106 | + | | 83057012 | LIGHT POLE, WOOD, 30 FOOT, CLASS 5 | EACH | 1 | | | 1 |
| 107 | + | | 83057355 | LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM | EACH | 7 | | | 7 |
| 108 | + | | 84500110 | REMOVAL OF LIGHTING CONTROLLER | EACH | 1 | | | 1 |
| 109 | + | | 84500120 | REMOVAL OF ELECTRIC SERVICE INSTALLATION | EACH | 1 | | | 1 |
| 110 | + | | 84500130 | REMOVAL OF LIGHTING CONTROLLER FOUNDATION | EACH | 1 | | | 1 |
| 111 | + | | 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 3 | | | 3 |
| 112 | + | | 85000400 | MAINTENANCE OF TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | | | 1 |




| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = #SCALE# | DRAWN - ML | REVISED - |
| PLOT DATE = 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

| | | | | |
|-----------------------------|--------------------------|--------------|--------------------|--------------|
| F.A.D. RTE. 1321 | SECTION 32VB | COUNTY | TOTAL SHEETS 388 | SHEET NO. 14 |
| SCALE: NTS | SHEET NO. 8 OF 13 SHEETS | STA. TO STA. | CONTRACT NO. 60W01 | |
| (ILLINOIS) FED. AID PROJECT | | | | |

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|---|------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 113 | + | | 85700310 | RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET | EACH | 1 | | | 1 |
| 114 | + | | 86000100 | MASTER CONTROLLER | EACH | 1 | | | 1 |
| 115 | + | | 86200200 | UNINTERRUPTABLE POWER SUPPLY, STANDARD | EACH | 1 | | | 1 |
| 116 | + | | 87200400 | SPAN WIRE | FOOT | 816 | | | 816 |
| 117 | + | | 87200500 | TETHER WIRE | FOOT | 753 | | | 753 |
| 118 | + | | 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 743 | | | 743 |
| 119 | + | | 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 1,438 | | | 1,438 |
| 120 | + | | 87301732 | ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 20 3C | FOOT | 743 | | | 743 |
| 121 | + | | 87301750 | ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C | FOOT | 388 | | | 388 |
| 122 | + | | 87302212 | ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 2C | FOOT | 220 | | | 220 |
| 123 | + | | 87302225 | ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 3C | FOOT | 1,550 | | | 1,550 |
| 124 | + | | 87302245 | ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 5C | FOOT | 5,069 | | | 5,069 |
| 125 | + | | 87900200 | DRILL EXISTING HANDHOLE | EACH | 1 | | | 1 |
| 126 | + | | 88030050 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 2 | | | 2 |

| | | | | | | | | | | | | |
|---|-----------------------|----------------|-----------|---|---|------|--------|--------------------|---------|--------|--------------|-----------|
|  | USER NAME * USER | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES IL ROUTE 19 (IRVING PARK RD.) AND YORK RD. | | | F.A.D. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE * SCALE* | DRAWN - ML | REVISED - | | 1321 | 32VB | DUPAGE | 388 | 15 | | | |
| | PLOT DATE * 11/2/2012 | CHECKED - LOP | REVISED - | | SCALE: NTS SHEET NO. 9 OF 13 SHEETS STA. TO STA. | | | CONTRACT NO. 60W01 | | | | |
| | DATE - 11-02-2012 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|--------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 127 | + | | 88102710 | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED | EACH | 2 | | | 2 |
| 128 | + | | 88700200 | LIGHT DETECTOR | EACH | 4 | | | 4 |
| 129 | + | | 88700300 | LIGHT DETECTOR AMPLIFIER | EACH | 1 | | | 1 |
| 130 | + | | 88800100 | PEDESTRIAN PUSH-BUTTON | EACH | 2 | | | 2 |
| 131 | + | • | 89100400 | ILLUMINATED SIGN, LED | EACH | 2 | | | 2 |
| 132 | + | | 89500100 | RELOCATE EXISTING SIGNAL HEAD | EACH | 20 | | | 20 |
| 133 | + | | 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 1,826 | | | 1,826 |
| 134 | + | | 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | | | 1 |
| 135 | | • | X0323583 | SPEED INDICATOR SIGN | CAL DA | 1160 | | | 1160 |
| 136 | + | • | X0325134 | WIRELESS INTERCONNECT (COMPLETE) | EACH | 1 | | | 1 |
| 137 | | • | X0326275 | RAILROAD RIGHT-OF-WAY ENTRY PERMIT | EACH | 3 | | 3 | |
| 138 | + | • | X0326885 | VIDEO DETECTION SYSTEM | EACH | 1 | | | 1 |
| 139 | + | • | X0326899 | SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE) | EACH | 1 | | | 1 |
| 140 | | • | X2040805 | FURNISHED EXCAVATION, SPECIAL | CU YD | 2,275 | | 2,275 | |

13



| | | |
|------------------------|-------------------|-----------|
| USER NAME : user | DESIGNED - MPK | REVISED - |
| PLOT SCALE : 1/4"=1' | DRAWN - ML | REVISED - |
| PLOT DATE : 11/27/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|--|---------------------------|------|---------|
| IL ROUTE 19 (IRVING PARK RD.) AND YORK RD. | | | |
| SCALE: NTS | SHEET NO. 10 OF 13 SHEETS | STA. | TO STA. |

| | | | | |
|---------------------------|--------------|--------|--------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY | TOTAL SHEETS 388 | SHEET NO. 16 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60W01 | |

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, | BRIDGE, | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------------|----------------|--------------|---------------------|---|-------------------|----------------|-----------------|------------------|---|
| | | | | | | | CAPACITY ADDED | NEW CONSTRUCTION | |
| | | | | | | | 0003 | 0008 | 0021 |
| | | | | | | | 100% STATE | 100% STATE | |
| 141 | | • | X2502014 | SEEDING, CLASS 4A (MODIFIED) | ACRE | 7.25 | | 7.25 | |
| 142 | | • | X5030227 | CONCRETE STRUCTURES CPR SPECIAL | CU YD | 5228.5 | | 5228.5 | |
| 143 | | • | X5051900 | STEEL GRATE WALKWAY | SO YD | 145.2 | | 145.2 | |
| 144 | | • | X5091765 | PIPE HANDRAIL, SPECIAL | FOOT | 341 | | 341 | |
| 145 | | • | X5403005 | CONCRETE BOX CULVERTS CPR SPECIAL | CU YD | 1,369.5 | | 1,369.5 | |
| 146 | | • | X5800110 | MEMBRANE WATERPROOFING (SPECIAL) | SO FT | 5,648.0 | | 5,648.0 | |
| 147 | | • | X6700410 | ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL) | CAL MO | 20 | 20 | | |
| 148 | | • | X6700600 | ENGINEER'S FIELD LABORATORY (SPECIAL) | CAL MO | 18 | 18 | | |
| 149 | | • | X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | | |
| 150 | + | • | XX007562 | SIGN REMOVAL, SPECIAL | L SUM | 1 | | | 1 |
| 151 | + | • | X7240500 | RELOCATE EXISTING SIGNS | EACH | 4 | | | 4 |
| 152 | + | • | X8011000 | TELEPHONE SERVICE INSTALLATION | EACH | 1 | | | 1 |
| 153 | + | • | X8410118 | MAINTENANCE OF TEMPORARY LIGHTING SYSTEM | L SUM | 1 | | | 1 |
| 154 | + | • | X8730255 | ELECTRIC CABLE AERIAL SUSPENDED NO. 20 3/C, TWISTED, SHIELDED | FOOT | 827 | | | 827 |

13

Rev.

| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|--|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 155 | + | • | X8800025 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED | EACH | 21 | | | 21 |
| 156 | + | • | X8731220 | ELECTRIC CABLE AERIAL SUSPENDED, RAILROAD, NO. 14 3C | FOOT | 229 | | | 229 |
| 157 | + | • | X8950300 | REMOVE EXISTING SIGNAL HEAD AND POST | EACH | 2 | | | 2 |
| 158 | + | • | X8950305 | REMOVE EXISTING SIGNAL HEAD | EACH | 2 | | | 2 |
| | | | X8950600 | REMOVE AND RELOCATE EXISTING LIGHT STANDARD | EACH | 6 | | | 6 |
| 159 | + | • | X8750018 | TRAFFIC SIGNAL POST, 18 FOOT, (SPECIAL) | EACH | 3 | | | 3 |
| 160 | + | • | 87302493 | ELECTRIC CABLE AERIAL SUSPENDED, SERVICE, NO. 2 3C | FOOT | 21 | | | 21 |
| 161 | + | • | X8951011 | REMOVE AERIAL CABLE | FOOT | 1,104 | | | 1,104 |
| 162 | + | • | X0327513 | STEEL CASING PIPE, BORED, 6" | FOOT | 80 | | | 80 |
| 163 | + | • | X8950450 | REMOVE UNDERGROUND CONDUIT EXISTING | FOOT | 135 | | | 135 |
| 164 | | • | Z0005305 | BOX CULVERTS TO BE CLEANED | FOOT | 292 | | 292 | |
| 165 | | • | Z0007510 | ENGINEERED BARRIER | SO YD | 80 | | 80 | |
| 166 | | • | Z0013797 | STABILIZED CONSTRUCTION ENTRANCE | SO YD | 190 | | 190 | |
| 167 | | • | Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | |
| 168 | | • | Z0018800 | DRAINAGE SYSTEM | L SUM | 1 | | 1 | |

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| ITEM NO. | SPECIALTY ITEM | SP | CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | RECONSTRUCTION, CAPACITY ADDED | BRIDGE, NEW CONSTRUCTION | SAFETY (TRAFFIC SIGNALS, LIGHTING, SIDEWALKS, EVPS) |
|----------|----------------|----|-------------|---|-------|----------------|--------------------------------|--------------------------|---|
| | | | | | | | 0003 100% STATE | 0008 100% STATE | 0021 |
| 169 | | • | Z0019600 | DUST CONTROL WATERING | UNIT | 48 | | 48 | |
| 170 | | • | Z0022800 | FENCE REMOVAL | FOOT | 3,322 | | 3,322 | |
| 171 | | • | 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 | EACH | 3 | 3 | | |
| 172 | | • | 70600260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 5 | 5 | | |
| 173 | | • | 70600330 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 6 | 6 | | |
| 174 | | • | 70600350 | IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3 | EACH | 7 | 7 | | |
| 175 | | • | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 1,248 | 1,248 | | |
| 176 | + | • | Z0033046 | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2 | EACH | 1 | | | 1 |
| 177 | | • | Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 1,495 | | 1,495 | |
| 178 | | • | Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | | |
| 179 | | • | Z0055905 | TEMPORARY CONSTRUCTION FENCE | FOOT | 60 | | 60 | |
| 180 | | • | Z0062456 | TEMPORARY PAVEMENT | SQ YD | 9,851 | 9,851 | | |
| 181 | | • | Z0069700 | SUB-BALLAST | CU YD | 9,770 | | 9,770 | |
| 182 | | • | Z0073002 | TEMPORARY SOIL RETENTION SYSTEM | SQ FT | 18,607 | | 18,607 | |
| 183 | + | • | Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 | | | 1 |



USER NAME - user
 PLOT SCALE - # SCALES
 PLOT DATE - 11/2/2012

DESIGNED - MPK
 DRAWN - ML
 CHECKED - LOP
 DATE - 11-02-2012

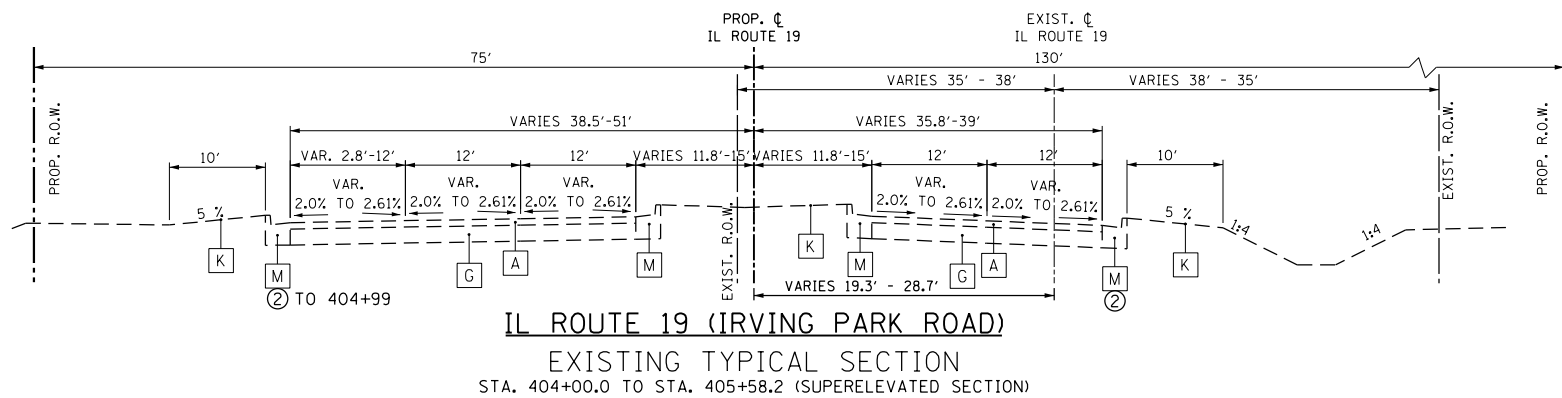
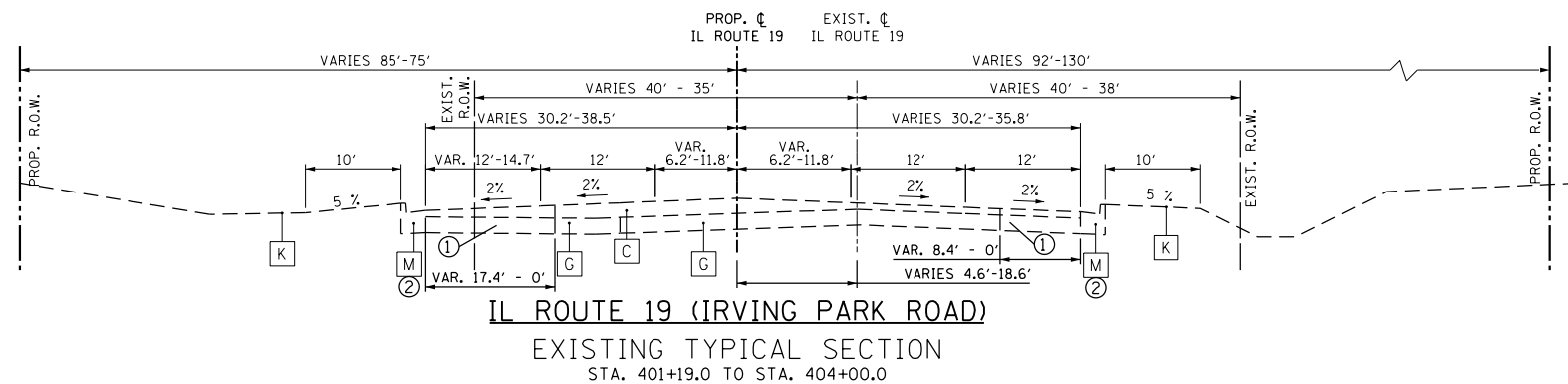
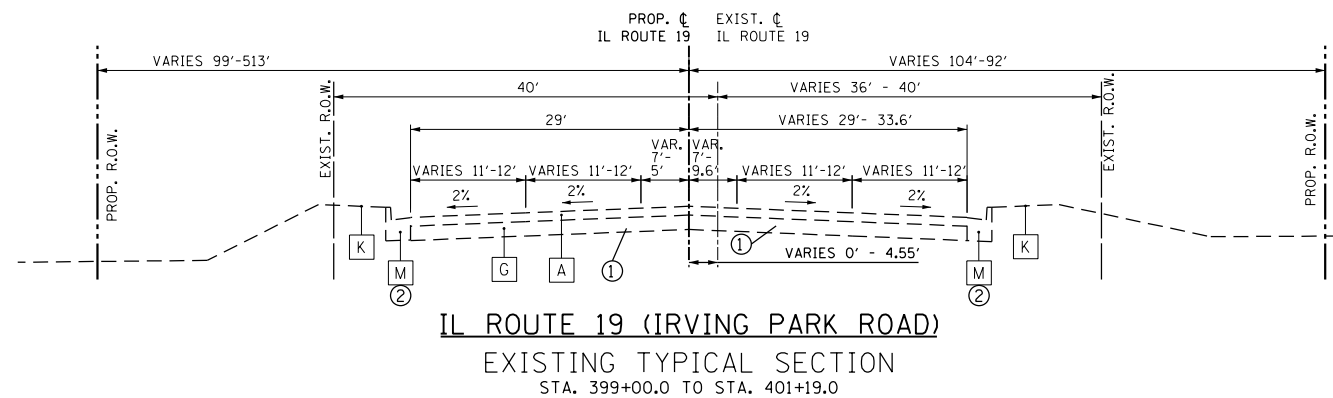
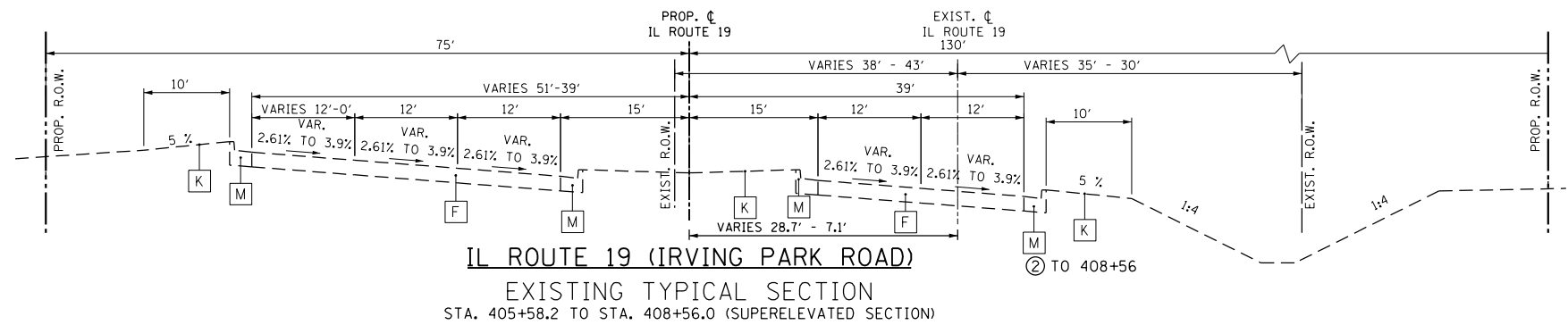
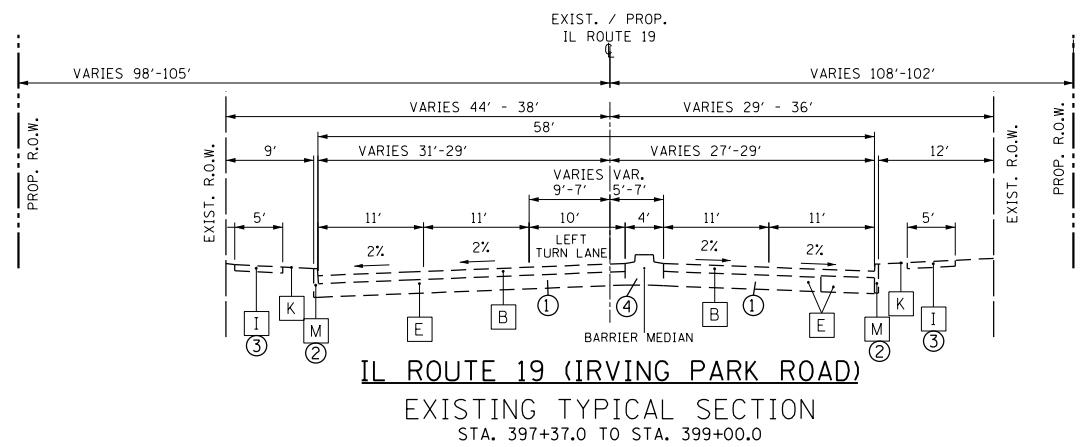
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 13 OF 13 SHEETS STA. TO STA.

| | | | | |
|---------------------|-----------------|------------------|---------------------------|-----------------|
| F.A.J. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 19 |
| CONTRACT NO. 60W01 | | | ILLINOIS FED. AID PROJECT | |



EXISTING LEGEND

- A EXISTING HMA SURFACE 4"
- B EXISTING HMA SURFACE 5 1/2"
- C EXISTING HMA SURFACE, VARIABLE DEPTH (4" - 12")
- D EXISTING PCC BASE 8"
- E EXISTING PCC BASE 9"
- F EXISTING PCC PAVEMENT 10"
- G EXISTING HMA BASE 10"
- H EXISTING HMA BASE 13"
- I EXISTING PCC SIDEWALK
- J EXISTING HMA SHOULDER
- K EXISTING LANDSCAPED PARKWAY
- L EXISTING COMB CONC. CURB AND GUTTER, TYPE B-6.12
- M EXISTING COMB. CURB AND GUTTER, TYPE B-6.24
- N EXISTING CONCRETE CURB TYPE B

PROPOSED REMOVAL LEGEND

- ① PAVEMENT REMOVAL
- ② COMBINATION CURB AND GUTTER REMOVAL
- ③ SIDEWALK REMOVAL
- ④ MEDIAN REMOVAL

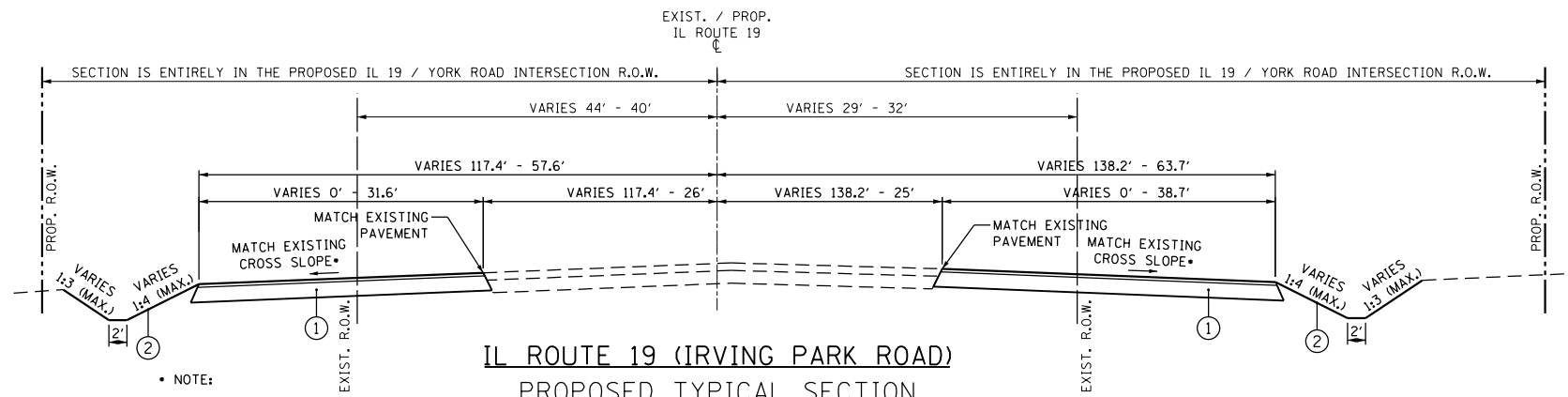
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/20/2012 | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
EXISTING IL ROUTE 19 (IRVING PARK ROAD)**

SCALE: NTS SHEET NO. 1 OF 3 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 20 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



• NOTE:
THE CROSS SLOPE OF THE TEMPORARY PAVEMENT SHALL MATCH THE 0% EXISTING CROSS SLOPE OF THE EXISTING GRADE CROSSING ON BOTH SIDES OF THE CROSSING. SEE IL RTE. 19 CROSS SECTIONS FOR DETAILS.

IL ROUTE 19 (IRVING PARK ROAD)
PROPOSED TYPICAL SECTION
STA. 397+37.0 TO STA. 398+25.0
(STAGES 1 THROUGH 2)

PROPOSED LEGEND

- ① TEMPORARY PAVEMENT
- ② PROPOSED GRADING (PAID FOR AS EARTH EXCAVATION)

NOTES:

1. FOR ADDITIONAL TYPICAL SECTION DETAILS AND LOCATION OF TEMPORARY CONCRETE BARRIER, REFER TO M.O.T. SHEETS.
2. FOR GROUND COVER ON PROPOSED GRADING, REFER TO EROSION CONTROL SHEETS

HMA MIXTURE REQUIREMENTS

NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING.

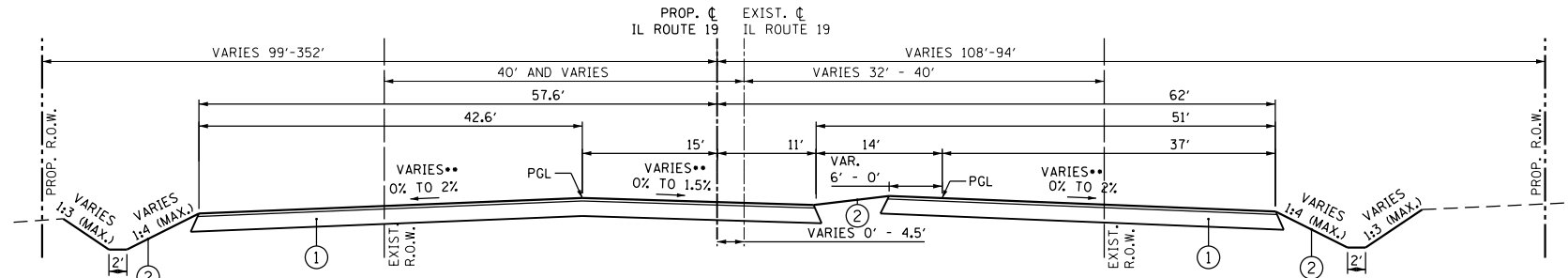
| MIXTURE TYPE | AIR VOIDS @ NDES |
|---|------------------|
| PATCHING | |
| CLASS D PATCH (HMA BINDER IL-19mm) | 4% @ 70 GYR. |
| TEMPORARY PAVEMENT | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (IL 9.5mm); 2" | 4% @ 90 GYR. |
| TEMPORARY PAVEMENT (HMA BINDER IL-19 mm); 10" (2.25" MIN. LIFT) | 4% @ 90 GYR. |

NOTES FOR HMA MIXTURE REQUIREMENTS:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22", AND FOR NON-POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP", SEE SPECIAL PROVISIONS.

IF THE CONTRACTOR CHOOSES TO USE PCC FOR THE TEMPORARY PAVEMENT, THE THICKNESS SHALL BE 10". PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS.



•• NOTE:
0% TO 2% AND
0% TO 1.5% : FROM 398+25 TO 399+00.
2% / 1.5% : FROM 399+00 TO 401+19.5.

IL ROUTE 19 (IRVING PARK ROAD)
PROPOSED TYPICAL SECTION
STA. 398+25.0 TO STA. 401+19.5
(STAGES 1 THROUGH 2)

STRUCTURAL DESIGN INFORMATION
(IL 19 - RIGID PAVEMENT)

DESIGN PERIOD: 20 YEARS

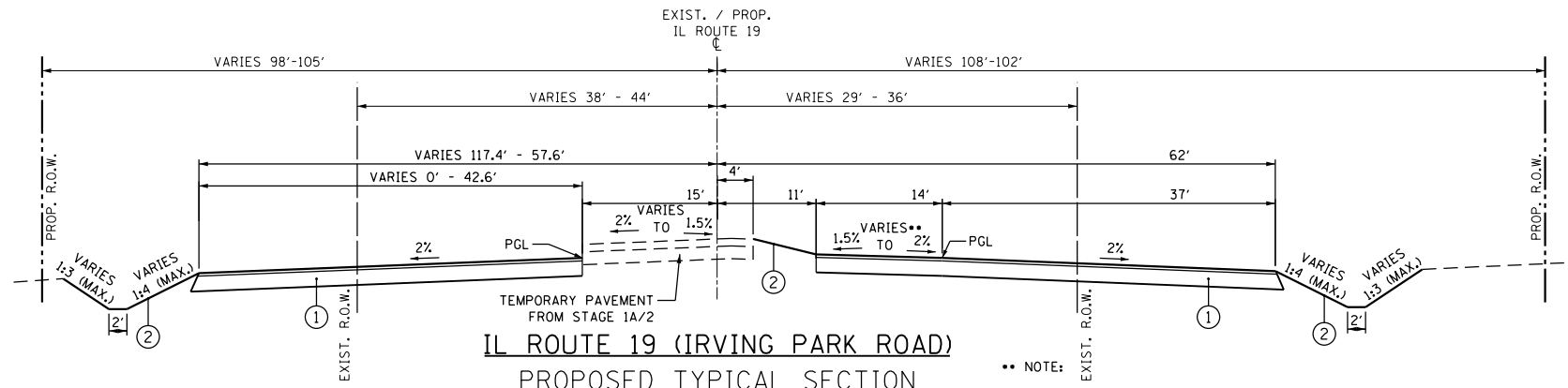
STRUCTURAL DESIGN TRAFFIC: YEAR 2021
PV = 32,190 SU = 1,850 MU = 2,960

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL TRAFFIC IN DESIGN LANE:
P = 32% S = 45% M = 45%

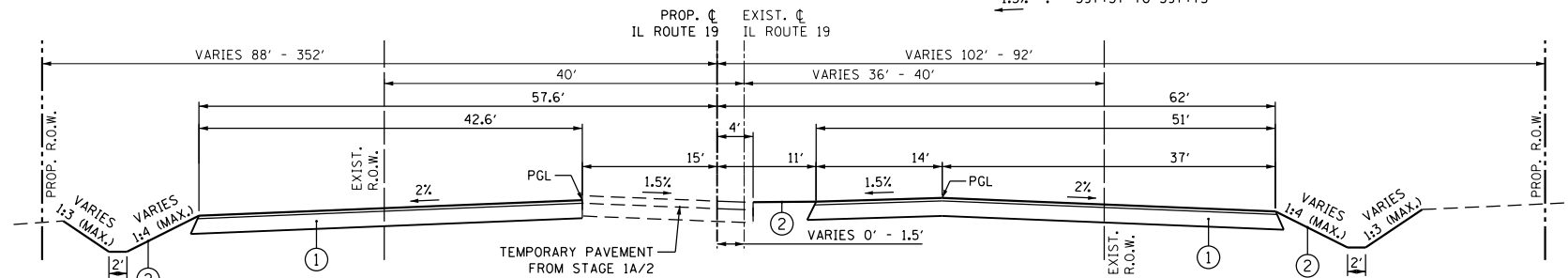
TRAFFIC FACTOR: T_{factual} = 20.98 T_{fmin} =

SUBGRADE SUPPORT RATING (SSR) = POOR



•• NOTE:
2% : 397+37 TO 397+75
2% TO 1.5% : 397+75 TO 398+75
1.5% : 397+37 TO 397+75

IL ROUTE 19 (IRVING PARK ROAD)
PROPOSED TYPICAL SECTION
STA. 397+37.0 TO STA. 399+00.0
(STAGES 3 THROUGH 5)



IL ROUTE 19 (IRVING PARK ROAD)
PROPOSED TYPICAL SECTION
STA. 399+00.0 TO STA. 400+20.0
(STAGES 3 THROUGH 5)

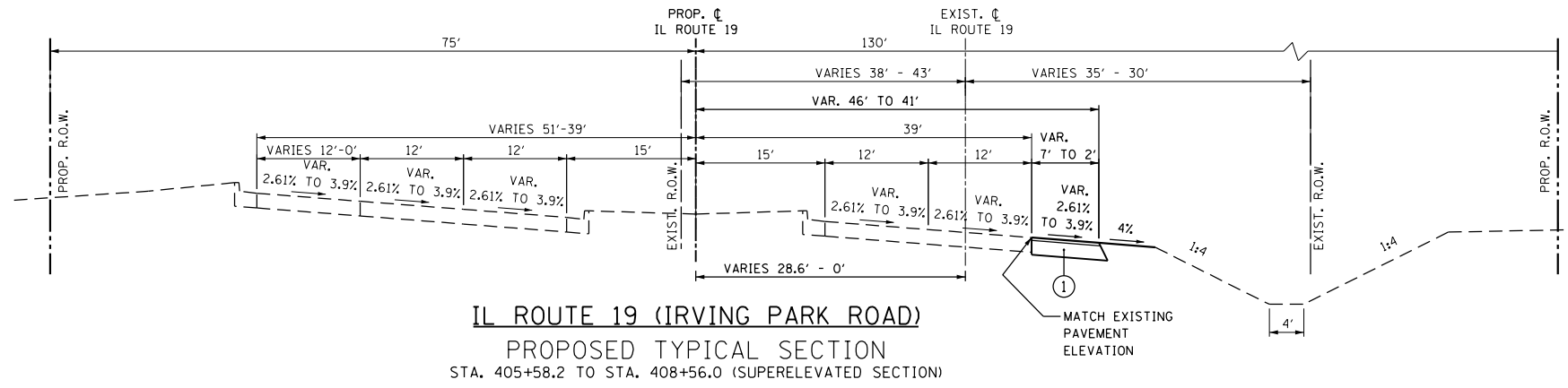
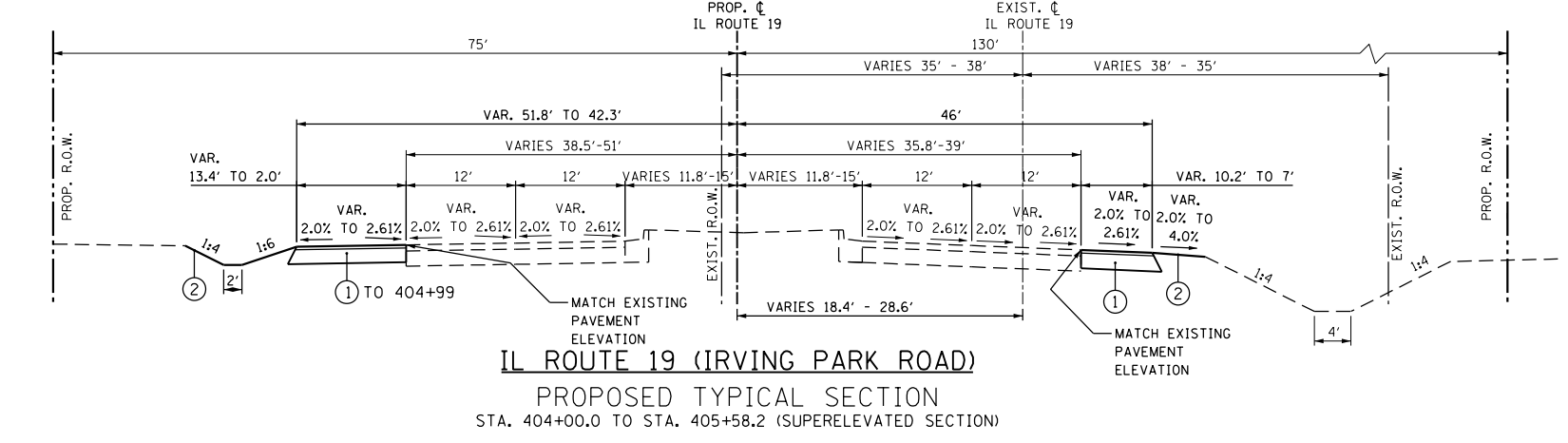
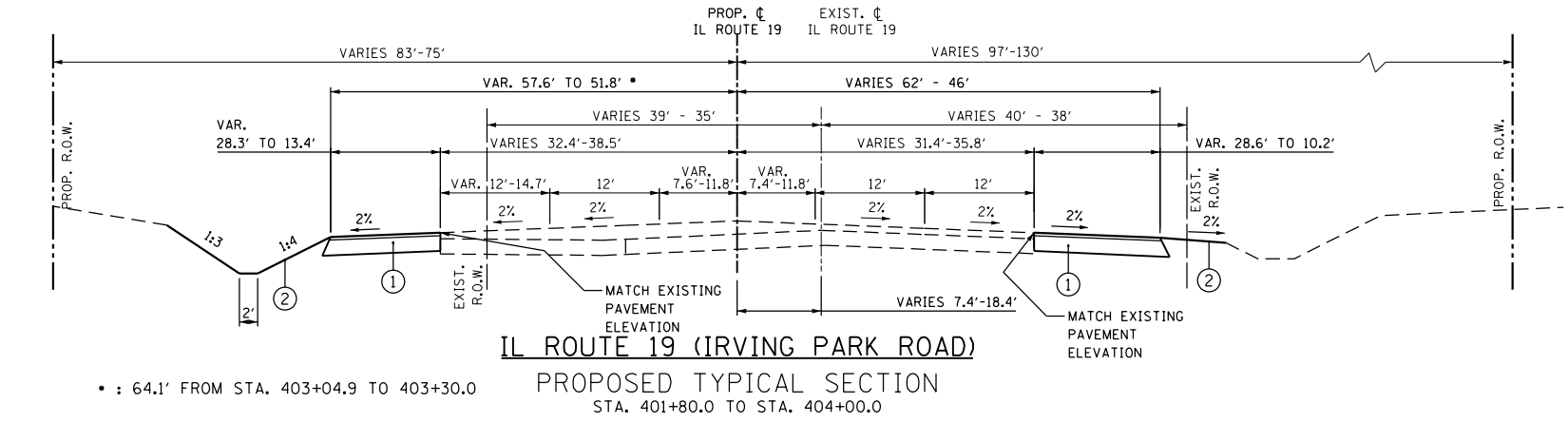
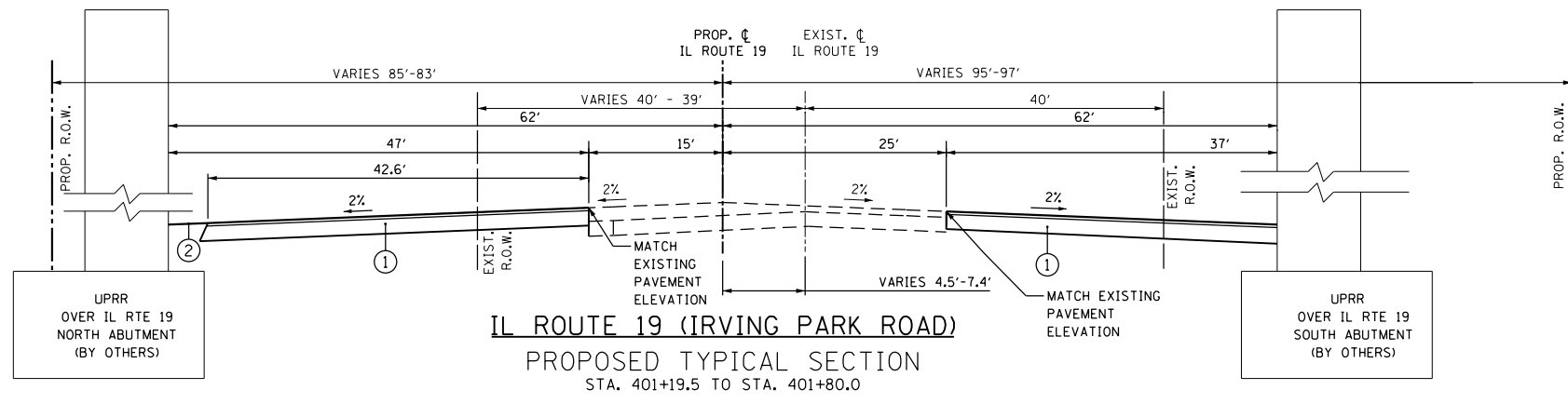


| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| TYPICAL SECTIONS | |
|---|-------------------------|
| PROPOSED IL ROUTE 19 (IRVING PARK ROAD) | |
| SCALE: NTS | SHEET NO. 2 OF 3 SHEETS |
| STA. | TO STA. |

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 21 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- PROPOSED LEGEND
- ① TEMPORARY PAVEMENT
 - ② PROPOSED GRADING (PAID FOR AS EARTH EXCAVATION)

- NOTES:
1. FOR ADDITIONAL TYPICAL SECTION DETAILS, REFER TO M.O.T. SHEETS.
 2. FOR GROUND COVER ON PROPOSED GRADING, REFER TO EROSION CONTROL SHEETS



USER NAME = user
PLOT SCALE = *SCALE*
PLOT DATE = 11/20/2012

DESIGNED - MPK
DRAWN - ML
CHECKED - LGP
DATE - 11-20-2012

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED IL ROUTE 19 (IRVING PARK ROAD)

SCALE: NTS SHEET NO. 3 OF 3 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 22 |
| CONTRACT NO. 6W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| SCHEDULE OF EARTHWORK | | | | | | | | |
|---|------------------|------------------------------|--------------------------|--------------------------------------|----------------------|-------------------------------|---|-------------|
| LOCATION | EARTH EXCAVATION | EXCAVATION AVAILABLE | EMBANKMENT VOLUME NEEDED | BALANCE PER STAGE WASTE (+) NEED (-) | FURNISHED EXCAVATION | FURNISHED EXCAVATION, SPECIAL | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | SUB-BALLAST |
| | CU YD | ADJUSTED FOR SHRINKAGE CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD |
| IL 19 - STAGE 1 - STA. 397+25 TO STA. 408+50 | 3,220 | 2,737 | 74 | 2,663 | 0 | 0 | 0 | 0 |
| IL 19 - STAGE 1A - STA. 397+25 TO STA. 408+50 | 145 | 123 | 34 | 89 | 0 | 0 | 0 | 0 |
| IL 19 - STAGE 2 - STA. 397+25 TO STA. 408+50 | 218 | 185 | 61 | 124 | 0 | 0 | 0 | 0 |
| IL 19 - STAGE 3 - STA. 397+25 TO STA. 408+50 | 1,090 | 927 | 51 | 876 | 0 | 0 | 0 | 0 |
| IL 19 - STAGE 4 - STA. 397+25 TO STA. 408+50 | 742 | 631 | 18 | 613 | 0 | 0 | 0 | 0 |
| IL 19 - STAGE 5 - STA. 397+25 TO STA. 408+50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| SUBTOTAL ROADWAY | 5,415 | 4,603 | 238 | 4,365 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| CANADIAN PACIFIC RAILWAY STAGE RR-1 | 1,261 | 1,072 | 96,232 | -95,160 | 95,160 | 0 | 13,963 | 6,687 |
| CANADIAN PACIFIC RAILWAY STAGE RR-1A | 120 | 102 | 1,200 | -1,098 | 0 | 1,098 | 0 | 935 |
| CANADIAN PACIFIC RAILWAY STAGE RR-2 | 108 | 92 | 4,116 | -4,024 | 4,024 | 0 | 640 | 359 |
| CANADIAN PACIFIC RAILWAY STAGE RR-2A | 138 | 118 | 1,291 | -1,173 | 0 | 1,173 | 0 | 1,016 |
| CANADIAN PACIFIC RAILWAY STAGE RR-3 | 3,422 | 2,909 | 11,131 | -8,222 | 8,222 | 0 | 2,325 | 772 |
| | | | | | | | | |
| SUBTOTAL CANADIAN PACIFIC RAILWAY | 5,050 | 4,293 | 113,971 | -109,678 | 107,410 | 2,275 | 16,930 | 9,770 |
| | | | | | | | | |
| PROJECT TOTAL | 10,465 | 8,896 | 114,209 | -105,313 | 107,410 | 2,275 | 16,930 | 9,770 |
| | | | | | | | | |
| (15% SHRINKAGE FACTOR) | | | | | | | | |



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = #SCALE# | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/26/2012 | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---|--------------------------|------|---------|
| SCHEDULE OF QUANTITIES | | | |
| IL ROUTE 19 (IRVING PARK RD.) AND YORK RD. | | | |
| SCALE: NTS | SHEET NO. 1 OF 12 SHEETS | STA. | TO STA. |

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 23 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| TOPSOIL FURNISH AND PLACE, 6" | | | | SO YD |
|-------------------------------|-------------|-------------|-------|---------------|
| STA. | TO | STA. | LT/RT | AREA (SQ YD) |
| STAGE RR-1 | | | | |
| CP RWY | 10271+95.48 | 10286+00.00 | RT | 2,685 |
| | 10286+00.00 | 10298+00.00 | RT | 3,277 |
| | 10289+67.20 | 10294+00.00 | LT | 1,409 |
| | 10296+56.78 | 10298+00.00 | LT | 615 |
| | 10298+00.00 | 10298+43.82 | RT | 74 |
| | 10298+00.00 | 10298+45.32 | LT | 186 |
| | 10300+16.32 | 10313+00.00 | RT | 5,624 |
| | 10313+00.00 | 10327+12.40 | RT | 2,327 |
| SUBTOTAL: | | | | 16,197 |
| STAGE RR-2 | | | | |
| CP RWY | 10292+00.00 | 10294+52.45 | LT | 836 |
| | 10295+84.52 | 10298+00.00 | LT | 683 |
| | 10298+00.00 | 10298+45.32 | LT | 73 |
| SUBTOTAL: | | | | 1,592 |
| STAGE RR-3 | | | | |
| CP RWY | 10283+07.02 | 10286+00.00 | LT | 536 |
| | 10286+00.00 | 10298+00.00 | LT | 3,615 |
| | 10298+00.00 | 10298+45.32 | LT | 81 |
| | 10300+16.54 | 10313+00.00 | LT | 7,337 |
| | 10302+63.49 | 10303+67.65 | RT | 338 |
| | 10313+00.00 | 10327+12.44 | LT | 3,374 |
| SUBTOTAL: | | | | 15,281 |
| TOTAL: | | | | 33,070 |

| SEEDING, CLASS 7 | | | | | ACRE | |
|--------------------------|-------------|----|-------------|--------|--------------|------------|
| LOCATION/STAGE | STATION | TO | STATION | OFFSET | AREA (SQ FT) | QTY (ACRE) |
| CANADIAN PACIFIC RAILWAY | | | | | | |
| STAGE RR-1 | | | | | | |
| CP RWY | 10291+00.00 | | 10292+00.00 | LT | 1,165.71 | 0.03 |
| CP RWY | 10294+00.00 | | 10296+56.78 | LT | 6,915.49 | 0.16 |
| CP RWY | 10300+16.32 | | 10312+45.92 | LT | 13,013.44 | 0.30 |
| CP RWY | 10302+61.45 | | 10303+62.59 | RT | 4,411.87 | 0.10 |
| CP RWY | 10321+80.06 | | 10322+19.83 | LT | 806.33 | 0.02 |
| SUB-TOTAL: | | | | | | 0.75 |
| STAGE RR-2 | | | | | | |
| CP RWY | 10285+00.00 | | 10286+00.00 | LT | 1,460.35 | 0.03 |
| CP RWY | 10285+00.00 | | 10288+00.00 | LT | 3,007.80 | 0.07 |
| CP RWY | 10294+52.45 | | 10296+24.03 | LT | 3,188.37 | 0.07 |
| CP RWY | 10305+47.33 | | 10313+00.00 | LT | 10,156.71 | 0.23 |
| CP RWY | 10313+00.00 | | 10316+66.92 | LT | 2,176.71 | 0.05 |
| SUB-TOTAL: | | | | | | 0.50 |

| SEEDING, CLASS 7 (CONTINUED) | | | | | ACRE | | |
|------------------------------------|--------------------|----|-----------|--------|--------------|--------------|--|
| LOCATION/STAGE | STATION | TO | STATION | OFFSET | AREA (SQ FT) | QTY (ACRE) | |
| STAGE RR-3 | | | | | | | |
| CP RWY | NONE IN STAGE RR-3 | | | | | | |
| SUB-TOTAL: | | | | | | 0.00 | |
| CANADIAN PACIFIC RAILWAY SUBTOTAL: | | | | | | 1.25 | |
| IL-19 | | | | | | | |
| STAGE 1 | | | | | | | |
| IL-19 | 397+58.76 | | 398+16.82 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| STAGE 1A | | | | | | | |
| IL-19 | 397+58.76 | | 398+16.82 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| STAGE 2 | | | | | | | |
| IL-19 | 397+58.76 | | 398+16.82 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| STAGE 3 | | | | | | | |
| IL-19 | 397+58.76 | | 398+16.82 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| STAGE 4 | | | | | | | |
| IL-19 | 397+58.76 | | 398+16.82 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| STAGE 5 | | | | | | | |
| IL-19 | 397+45.79 | | 398+09.58 | RT | 2,622.39 | 0.06 | |
| IL-19 | 397+38.01 | | 398+01.16 | LT | 3,095.76 | 0.07 | |
| IL-19 | 398+31.29 | | 408+56.25 | RT | 60,513.90 | 1.39 | |
| IL-19 | 398+16.26 | | 406+00.00 | LT | 24,176.10 | 0.56 | |
| SUB-TOTAL: | | | | | | 2.25 | |
| IL-19 SUBTOTAL: | | | | | | 13.50 | |
| TOTAL: | | | | | | 14.75 | |



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = #SCALE# | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/22/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 2 OF 12 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 24 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| MULCH, METHOD 4 | | | | | | ACRE |
|------------------------------------|--------------------|-------------|--------|--------------|-------------|------|
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| CANADIAN PACIFIC RAILWAY | | | | | | |
| STAGE RR-1 | | | | | | |
| CP RWY | 10291+00.00 | 10292+00.00 | LT | 1,166 | 0.03 | |
| CP RWY | 10294+00.00 | 10296+56.78 | LT | 6,915 | 0.16 | |
| CP RWY | 10300+16.32 | 10312+45.92 | LT | 13,013 | 0.30 | |
| CP RWY | 10302+61.45 | 10303+62.59 | RT | 4,412 | 0.10 | |
| CP RWY | 10321+80.06 | 10322+19.83 | LT | 806 | 0.02 | |
| SUB-TOTAL: | | | | | 0.75 | |
| STAGE RR-2 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| CP RWY | 10285+00.00 | 10286+00.00 | LT | 1,460 | 0.03 | |
| CP RWY | 10285+00.00 | 10288+00.00 | LT | 3,008 | 0.07 | |
| CP RWY | 10294+52.45 | 10296+24.03 | LT | 3,188 | 0.07 | |
| CP RWY | 10305+47.33 | 10313+00.00 | LT | 10,157 | 0.23 | |
| CP RWY | 10313+00.00 | 10316+66.92 | LT | 2,177 | 0.05 | |
| SUB-TOTAL: | | | | | 0.50 | |
| STAGE RR-3 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| CP RWY | NONE IN STAGE RR-3 | | | | | |
| SUB-TOTAL: | | | | | 0.00 | |
| CANADIAN PACIFIC RAILWAY SUBTOTAL: | | | | | 1.25 | |
| IL-19 | | | | | | |
| STAGE 1 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| IL-19 | 397+58.76 | 398+16.82 | RT | 2,622 | 0.06 | |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 0.07 | |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 1.39 | |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 0.56 | |
| SUB-TOTAL: | | | | | 2.25 | |
| STAGE 1A | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| IL-19 | 397+58.76 | 398+16.82 | RT | 2,622 | 0.06 | |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 0.07 | |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 1.39 | |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 0.56 | |
| SUB-TOTAL: | | | | | 2.25 | |
| STAGE 2 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| IL-19 | 397+58.76 | 398+16.82 | RT | 2,622 | 0.06 | |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 0.07 | |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 1.39 | |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 0.56 | |
| SUB-TOTAL: | | | | | 2.25 | |
| STAGE 3 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| IL-19 | 397+58.76 | 398+16.82 | RT | 2,622 | 0.06 | |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 0.07 | |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 1.39 | |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 0.56 | |
| SUB-TOTAL: | | | | | 2.25 | |
| STAGE 4 | | | | | | |
| LOCATION | STA. | STA | OFFSET | AREA (SQ FT) | AREA (ACRE) | |
| IL-19 | 397+58.76 | 398+16.82 | RT | 2,622 | 0.06 | |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 0.07 | |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 1.39 | |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 0.56 | |
| SUB-TOTAL: | | | | | 2.25 | |
| IL-19 SUBTOTAL: | | | | | 11.25 | |
| PROJECT TOTAL: | | | | | 12.50 | |

| TEMPORARY CONCRETE BARRIER | | | | | | | | FOOT | |
|-------------------------------------|-----------|---|-----------|--------|-------|---|--------|-------|------|
| RELOCATE TEMPORARY CONCRETE BARRIER | | | | | | | | FOOT | |
| ROAD | STATION | - | STATION | OFFSET | LT/RT | - | OFFSET | LT/RT | FOOT |
| MOT STAGE 1 - IRVING PARK RD | | | | | | | | | |
| IL 19 | 398+27.00 | - | 402+23.00 | 20.5 | LT | - | 26.0 | LT | 400 |
| IL 19 | 398+60.00 | - | 402+43.00 | 20.5 | RT | - | 28.0 | RT | 388 |
| SUBTOTAL = | | | | | | | | | 788 |
| MOT STAGE 1A - IRVING PARK RD | | | | | | | | | |
| IL 19 | 398+27.00 | - | 402+97.00 | 29.5 | LT | - | 29.5 | LT | 475 |
| IL 19 | 398+27.00 | - | 402+06.00 | 9.5 | LT | - | 14.5 | LT | 388 |
| IL 19 | 398+98.00 | - | 402+14.00 | 59.0 | RT | - | 57.0 | RT | 325 |
| SUBTOTAL = | | | | | | | | | 1188 |
| MOT STAGE 2 - IRVING PARK RD | | | | | | | | | |
| IL 19 | 398+54.00 | - | 403+04.00 | 55.0 | LT | - | 60.0 | LT | 450 |
| IL 19 | 398+58.00 | - | 401+63.00 | 16.5 | LT | - | 13.5 | LT | 288 |
| IL 19 | 398+62.00 | - | 401+14.00 | 21.0 | RT | - | 27.5 | RT | 263 |
| IL 19 | 398+98.00 | - | 402+14.00 | 59.0 | RT | - | 57.0 | RT | 325 |
| SUBTOTAL = | | | | | | | | | 1325 |
| MOT STAGE 3 - IRVING PARK RD | | | | | | | | | |
| IL 19 | 398+54.00 | - | 403+00.00 | 55.0 | LT | - | 60.0 | LT | 450 |
| IL 19 | 398+59.00 | - | 399+48.00 | 2.0 | RT | - | 2.0 | RT | 100 |
| SUBTOTAL = | | | | | | | | | 550 |
| MOT STAGE 4 - IRVING PARK RD | | | | | | | | | |
| IL 19 | 397+68.00 | - | 402+00.00 | 12.5 | LT | - | 17.0 | LT | 438 |
| IL 19 | 397+68.00 | - | 400+10.00 | 1.5 | RT | - | 3.5 | RT | 250 |
| IL 19 | 398+03.00 | - | 400+35.00 | 12.5 | RT | - | 8.5 | RT | 238 |
| SUBTOTAL = | | | | | | | | | 925 |
| MOT STAGE 5 - IRVING PARK RD | | | | | | | | | |
| IL 19 | 397+94.00 | - | 403+00.00 | 56.0 | LT | - | 60.0 | LT | 513 |
| IL 19 | 397+93.00 | - | 401+38.00 | 17.0 | LT | - | 13.5 | LT | 350 |
| IL 19 | 398+62.00 | - | 400+92.00 | 21.5 | RT | - | 28.5 | RT | 238 |
| IL 19 | 398+98.00 | - | 402+14.00 | 59.0 | RT | - | 57.0 | RT | 325 |
| SUBTOTAL = | | | | | | | | | 1425 |
| TOTAL FURNISH | | | | | | | | 1425 | |
| TOTAL RELOCATE | | | | | | | | 3900 | |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 3 OF 12 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 25 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| EROSION CONTROL BLANKET | | | | | SQ YD |
|--------------------------|-------------|-------------|--------|---|---------------|
| | STA. | STA | OFFSET | AREA (SQ FT) | AREA (SQ YD) |
| CANADIAN PACIFIC RAILWAY | | | | | |
| STAGE RR-1 | | | | | |
| CP RWY | 10271+95.48 | 10286+00.00 | RT | 24,165 | 2,685 |
| CP RWY | 10286+00.00 | 10298+00.00 | RT | 29,491 | 3,277 |
| CP RWY | 10289+67.20 | 10294+00.00 | LT | 12,685 | 1,409 |
| CP RWY | 10296+56.78 | 10298+00.00 | LT | 5,537 | 615 |
| CP RWY | 10298+00.00 | 10298+43.82 | RT | 665 | 74 |
| CP RWY | 10298+00.00 | 10298+45.32 | LT | 1,670 | 186 |
| CP RWY | 10300+16.32 | 10313+00.00 | RT | 50,619 | 5,624 |
| CP RWY | 10313+00.00 | 10327+12.40 | RT | 20,940 | 2,327 |
| | | | | SUB-TOTAL: | 16,197 |
| STAGE RR-2 | | | | | |
| CP RWY | 10292+00.00 | 10294+52.45 | LT | 7,528 | 836 |
| CP RWY | 10295+84.52 | 10298+00.00 | LT | 6,148 | 683 |
| CP RWY | 10298+00.00 | 10298+45.32 | LT | 653 | 73 |
| | | | | SUB-TOTAL: | 1,592 |
| STAGE RR-3 | | | | | |
| CP RWY | 10283+07.02 | 10286+00.00 | LT | 4,825 | 536 |
| CP RWY | 10286+00.00 | 10298+00.00 | LT | 32,537 | 3,615 |
| CP RWY | 10298+00.00 | 10298+45.32 | LT | 726 | 81 |
| CP RWY | 10300+16.54 | 10313+00.00 | LT | 66,035 | 7,337 |
| CP RWY | 10302+63.49 | 10303+67.65 | RT | 3,043 | 338 |
| CP RWY | 10313+00.00 | 10327+12.44 | LT | 30,363 | 3,374 |
| | | | | SUB-TOTAL: | 15,281 |
| | | | | CANADIAN PACIFIC RAILWAY SUBTOTAL: | 33,070 |
| IL-19 | | | | | |
| STAGE 5 | | | | | |
| IL-19 | 397+45.79 | 398+09.58 | RT | 2,622 | 291 |
| IL-19 | 397+38.01 | 398+01.16 | LT | 3,096 | 344 |
| IL-19 | 398+31.29 | 408+56.25 | RT | 60,514 | 6,724 |
| IL-19 | 398+16.26 | 406+00.00 | LT | 24,176 | 2,686 |
| | | | | SUBTOTAL: | 10,045 |
| | | | | IL-19 SUBTOTAL: | 10,045 |
| | | | | PROJECT TOTAL: | 43,115 |

| TURF REINFORCEMENT MAT | | | | | SQ YD | |
|------------------------|-------------|----|-------------|-------------------|--------------|---------------|
| | STA. | TO | STA. | LT/RT | AREA (SQ FT) | AREA (SQ YD) |
| STAGE RR-1 | | | | | | |
| CP RWY | 10271+95.48 | | 10286+00.00 | RT | 24,165 | 2,685 |
| | 10286+00.00 | | 10298+00.00 | RT | 29,491 | 3,277 |
| | 10289+36.96 | | 10294+03.63 | LT | 8,377 | 931 |
| | 10296+56.78 | | 10298+00.00 | LT | 3,653 | 406 |
| | 10298+00.00 | | 10298+45.32 | RT | 682 | 76 |
| | 10298+00.00 | | 10298+45.32 | LT | 1,269 | 141 |
| | 10300+16.32 | | 10313+00.00 | RT | 50,619 | 5,624 |
| | 10313+00.00 | | 10327+12.44 | RT | 20,940 | 2,327 |
| | | | | SUB-TOTAL: | | 15,466 |
| STAGE RR-2 | | | | | | |
| CP RWY | 10294+02.17 | | 10294+82.34 | LT | 3,473 | 386 |
| | 10295+84.50 | | 10296+65.02 | LT | 3,582 | 398 |
| | | | | SUB-TOTAL: | | 784 |
| STAGE RR-3 | | | | | | |
| CP RWY | 10282+91.19 | | 10286+00.00 | LT | 4,825 | 536 |
| | 10286+00.00 | | 10292+00.00 | LT | 10,243 | 1,138 |
| | 10294+52.45 | | 10296+24.03 | LT | 3,744 | 416 |
| | 10300+16.32 | | 10313+00.00 | LT | 46,787 | 5,199 |
| | 10302+63.49 | | 10303+67.65 | RT | 3,043 | 338 |
| | 10313+00.00 | | 10327+12.44 | LT | 26,281 | 2,920 |
| | | | | SUB-TOTAL: | | 10,547 |
| | | | | TOTAL: | | 26,797 |

| TEMPORARY DITCH CHECKS | | FOOT | |
|------------------------|--------|------|--|
| STA. | OFFSET | FOOT | |
| CP RAILWAY | | | |
| STAGE RR-1 | | | |
| 10275+86.00 | RT | 18 | |
| 10276+00.00 | RT | 18 | |
| 10277+00.00 | RT | 18 | |
| 10278+00.00 | RT | 18 | |
| 10279+00.00 | RT | 18 | |
| 10280+00.00 | RT | 18 | |
| 10281+00.00 | RT | 18 | |
| 10282+00.00 | RT | 18 | |
| 10283+00.00 | RT | 18 | |
| 10284+00.00 | RT | 18 | |
| 10284+90.00 | RT | 18 | |
| 10285+90.00 | RT | 12 | |
| 10286+90.00 | RT | 12 | |
| 10287+90.00 | RT | 12 | |
| 10288+90.00 | RT | 12 | |
| 10289+90.00 | RT | 12 | |
| 10293+00.00 | LT | 12 | |
| 10294+00.00 | LT | 12 | |
| 10295+00.00 | LT | 12 | |
| 10296+00.00 | LT | 12 | |
| 10297+00.00 | LT | 12 | |
| 10298+00.00 | LT | 12 | |
| 10298+45.32 | LT | 12 | |
| 10318+00.00 | RT | 18 | |
| 10319+00.00 | RT | 18 | |
| 10320+00.00 | RT | 18 | |
| 10321+00.00 | RT | 18 | |
| 10322+00.00 | RT | 18 | |
| STAGE RR-2 | | | |
| 10294+00.00 | LT | 12 | |
| 10295+00.00 | LT | 12 | |
| 10296+00.00 | LT | 12 | |
| 10297+00.00 | LT | 12 | |
| 10298+00.00 | LT | 12 | |
| 10298+45.32 | LT | 12 | |
| STAGE RR-3 | | | |
| 10285+00.00 | LT | 12 | |
| 10286+00.00 | LT | 12 | |
| 10287+00.00 | LT | 12 | |
| 10288+00.00 | LT | 12 | |
| 10289+00.00 | LT | 12 | |
| 10291+00.00 | LT | 12 | |
| 10292+00.00 | LT | 12 | |
| 10293+00.00 | LT | 12 | |
| 10294+00.00 | LT | 12 | |
| 10295+00.00 | LT | 12 | |
| 10296+00.00 | LT | 12 | |
| 10297+00.00 | LT | 12 | |
| 10298+00.00 | LT | 12 | |
| 10298+45.32 | LT | 12 | |
| 10301+00.00 | LT | 12 | |
| 10302+00.00 | LT | 12 | |
| 10302+45.44 | LT | 12 | |
| 10304+00.00 | LT | 12 | |
| 10305+00.00 | LT | 12 | |
| 10306+00.00 | LT | 12 | |
| 10307+00.00 | LT | 12 | |
| 10308+00.00 | LT | 12 | |
| 10310+00.00 | LT | 12 | |
| 10312+00.00 | LT | 12 | |
| 10313+00.00 | LT | 12 | |
| 10314+00.00 | LT | 12 | |
| 10316+00.00 | LT | 12 | |
| 10317+00.00 | LT | 12 | |
| 10318+00.00 | LT | 12 | |
| 10319+00.00 | LT | 12 | |
| 10320+00.00 | LT | 12 | |
| 10321+00.00 | LT | 12 | |
| 10322+00.00 | LT | 12 | |
| 10323+00.00 | LT | 12 | |
| 10324+00.00 | LT | 12 | |
| 10325+00.00 | LT | 12 | |
| 10326+00.00 | LT | 12 | |
| 10327+12.44 | LT | 12 | |
| RR SUBTOTAL | | 960 | |

| TEMPORARY DITCH CHECKS | | FOOT | |
|------------------------|--------|------|--|
| STA. | OFFSET | FOOT | |
| IL-19 - STAGE 1 | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+51.54 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+51.54 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+51.54 | LT | 12 | |
| IL-19 - STAGE 1A | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+77.04 | LT | 12 | |
| 403+06.99 | RT | 12 | |
| 403+22.38 | LT | 12 | |
| 403+30.50 | RT | 12 | |
| 403+63.57 | LT | 12 | |
| IL-19 - STAGE 2 | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+77.04 | LT | 12 | |
| 403+06.99 | RT | 12 | |
| 403+22.38 | LT | 12 | |
| 403+30.50 | RT | 12 | |
| 403+63.57 | LT | 12 | |

| TEMPORARY DITCH CHECKS | | FOOT | |
|------------------------|--------|------|-------|
| STA. | OFFSET | FOOT | |
| IL-19 - STAGE 3 | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+77.04 | LT | 12 | |
| 403+06.99 | RT | 12 | |
| 403+22.38 | LT | 12 | |
| 403+30.50 | RT | 12 | |
| 403+63.57 | LT | 12 | |
| IL-19 - STAGE 4 | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+77.04 | LT | 12 | |
| 403+06.99 | RT | 12 | |
| 403+22.38 | LT | 12 | |
| 403+30.50 | RT | 12 | |
| 403+63.57 | LT | 12 | |
| IL-19 - STAGE 5 | | | |
| 398+22.14 | LT | 12 | |
| 398+56.97 | LT | 12 | |
| 398+72.88 | RT | 12 | |
| 398+94.20 | LT | 12 | |
| 399+26.53 | RT | 12 | |
| 399+38.07 | LT | 12 | |
| 399+64.73 | LT | 12 | |
| 399+83.95 | LT | 12 | |
| 400+18.90 | RT | 12 | |
| 400+25.93 | LT | 12 | |
| 400+73.71 | RT | 12 | |
| 402+21.60 | RT | 12 | |
| 402+40.23 | LT | 12 | |
| 402+51.54 | RT | 12 | |
| 402+77.04 | LT | 12 | |
| 403+06.99 | RT | 12 | |
| 403+22.38 | LT | 12 | |
| 403+30.50 | RT | 12 | |
| 403+63.57 | LT | 12 | |
| IL19 SUBTOTAL | | | 1,368 |
| TOTAL: | | | 2,328 |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = #SCALE# | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 5 OF 12 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | | 388 | 27 |
| CONTRACT NO. 6W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| PERIMETER EROSION BARRIER | | | | FOOT | | |
|-------------------------------------|--------|-------------|---|-------------|--------|-------------|
| STAGE | ROAD | STATION | - | STATION | OFFSET | LENGTH (FT) |
| IL-19 | | | | | | |
| STAGE 1 | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| STAGE 1A | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| STAGE 2 | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| STAGE 3 | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| STAGE 4 | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| STAGE 5 | | | | | | |
| | IL-19 | 399+55.19 | - | 400+80.17 | RT | 145 |
| | IL-19 | 399+61.56 | - | 405+58.20 | LT | 497 |
| | IL-19 | 402+12.21 | - | 405+58.20 | RT | 375 |
| SUB-TOTAL: | | | | | | 1,017 |
| IL 19 SUBTOTAL: | | | | | | 6,102 |
| CANADIAN PACIFIC RAILWAY | | | | | | |
| STAGE RR-1 | | | | | | |
| | CP RWY | 10271+95.48 | - | 10298+45.12 | RT | 2,784 |
| | CP RWY | 10291+01.37 | - | 10291+99.59 | LT | 107 |
| | CP RWY | 10300+16.32 | - | 10303+22.89 | RT | 390 |
| | CP RWY | 10300+16.32 | - | 10303+59.92 | LT | 344 |
| | CP RWY | 10303+66.59 | - | 10317+00.00 | RT | 1,478 |
| | CP RWY | 10322+00.00 | - | 10327+14.44 | RT | 537 |
| SUB-TOTAL: | | | | | | 5,640 |
| STAGE RR-2 | | | | | | |
| | CP RWY | 10284+98.79 | - | 10288+11.00 | LT | 358 |
| | CP RWY | 10305+45.33 | - | 10312+00.00 | LT | 666 |
| SUB-TOTAL: | | | | | | 1,025 |
| STAGE RR-3 | | | | | | |
| | CP RWY | 10300+16.38 | - | 10312+00.00 | LT | 1,222 |
| | | 10302+63.49 | - | 10302+77.02 | RT | 69 |
| | | 10303+20.59 | - | 10303+44.18 | RT | 72 |
| SUB-TOTAL: | | | | | | 1,363 |
| CANADIAN PACIFIC RAILWAY SUB-TOTAL: | | | | | | 8,028 |
| PROJECT TOTAL: | | | | | | 14,130 |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 6 OF 12 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 28 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| INLET AND PIPE PROTECTION | | | | EACH |
|-------------------------------------|-------------|-------|------------|------|
| STA. | OFFSET (FT) | LT/RT | EACH | |
| CANADIAN PACIFIC RAILWAY | | | | |
| STAGE RR-1 | | | | |
| 10321+80.00 | 57.3 | LT | 1 | |
| | | | SUB-TOTAL: | 1 |
| STAGE RR-3 | | | | |
| 10284+00.00 | 57.3 | LT | 1 | |
| 10326+34.48 | 49.3 | LT | 1 | |
| | | | SUB-TOTAL: | 2 |
| CANADIAN PACIFIC RAILWAY SUB-TOTAL: | | | | |
| 3 | | | | |
| IL-19 | | | | |
| STAGE 1 | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |
| STAGE 1A | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |

| INLET AND PIPE PROTECTION | | | | EACH |
|---------------------------|-------------|-------|------------|------|
| STA. | OFFSET (FT) | LT/RT | EACH | |
| STAGE 2 | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |
| STAGE 3 | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 7 OF 12 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 29 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| INLET AND PIPE PROTECTION | | | | EACH |
|---------------------------|-------------|-------|-------------------|------------|
| STA. | OFFSET (FT) | LT/RT | EACH | |
| STAGE 4 | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |
| STAGE 5 | | | | |
| 397+98.79 | 86.2 | RT | 1 | |
| 399+75.00 | 70.9 | RT | 1 | |
| 399+75.00 | 0.0 | LT | 1 | |
| 399+75.00 | 66.7 | LT | 1 | |
| 400+38.98 | 29.8 | LT | 1 | |
| 400+39.13 | 30.2 | RT | 1 | |
| 401+34.01 | 31.5 | LT | 1 | |
| 401+34.03 | 31.5 | RT | 1 | |
| 402+17.80 | 33.2 | LT | 1 | |
| 402+17.93 | 35.1 | RT | 1 | |
| 402+32.95 | 33.5 | LT | 1 | |
| 402+33.33 | 37.3 | RT | 1 | |
| 402+33.00 | 66.7 | LT | 1 | |
| 402+33.01 | 33.5 | RT | 1 | |
| 402+47.86 | 35.3 | RT | 1 | |
| 402+47.86 | 33.8 | LT | 1 | |
| 403+31.46 | 40.0 | RT | 1 | |
| 403+31.46 | 35.5 | RT | 1 | |
| 403+31.46 | 11.0 | LT | 1 | |
| 403+31.46 | 35.5 | LT | 1 | |
| 404+14.95 | 37.1 | LT | 1 | |
| 404+15.01 | 37.1 | RT | 1 | |
| 404+30.01 | 6.0 | LT | 1 | |
| 405+65.86 | 14.0 | LT | 1 | |
| 405+66.49 | 40.0 | RT | 1 | |
| 407+32.65 | 40.0 | RT | 1 | |
| | | | SUB-TOTAL: | 26 |
| | | | IL-19 SUB -TOTAL: | 156 |
| | | | TOTAL: | 159 |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 8 OF 12 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 30 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| STONE RIPRAP, CLASS A4 | | | | | | SQ YD |
|------------------------|-------------|----|-------------|--------------------------|--------------|-------|
| LOCATION | STATION | TO | STATION | ITEM | AREA (SQ YD) | |
| CPR BRIDGE | | | | | 16 | |
| CPR STAGE RR-1 | 10303+24.24 | - | 10303+64.59 | CPR TEMP CULVERT OUTLET | 67 | |
| | 10321+70.00 | - | 10321+80.00 | 24" CULVERT INLET | 12 | |
| | 10322+20.00 | - | 10322+40.00 | 24" CULVERT OUTLET | 45 | |
| CPR STAGE RR-2 | | | | NONE | | |
| CPR STAGE RR-3 | 10283+95.00 | - | 10284+05.00 | 36" CULVERT INLET | 12 | |
| | 10303+04.00 | - | 10303+42.18 | CPR PROP. CULVERT OUTLET | 230 | |
| | 20326+34.48 | - | 20326+34.48 | 30" CULVERT INLET | 12 | |
| | 20326+72.15 | - | 20326+94.15 | 30" CULVERT OUTLET | 49 | |
| TOTAL | | | | | 443 | |

| FILTER FABRIC | | | | SQ YD |
|----------------|-------------|--------------------------|--------------|-------|
| LOCATION | STATION | ITEM | AREA (SQ YD) | |
| CPR BRIDGE | | | 16 | |
| CPR STAGE RR-1 | 10303+46.06 | TEMPORARY CULVERT OUTLET | 93 | |
| | 10321+80.00 | 24" TEMP CULV. INLET | 22 | |
| | 10322+20.00 | 24" TEMP CULV. OUTLET | 64 | |
| CPR STAGE RR-2 | 10284+00.00 | 36" CULVERT OUTLET | 61 | |
| CPR STAGE RR-3 | 10284+00.00 | 36" CULVERT INLET | 22 | |
| | 10303+05.32 | PROPOSED CULVERT OUTLET | 277 | |
| | 10326+34.48 | 30" CULVERT INLET | 22 | |
| | 10326+72.14 | 30" CULVERT OUTLET | 70 | |
| TOTAL | | | 647 | |

| STONE RIPRAP, CLASS A5 | | | | | | SQ YD |
|------------------------|-------------|----|-------------|--------------------|--------------|-------|
| LOCATION | STATION | TO | STATION | ITEM | AREA (SQ YD) | |
| CPR STAGE RR-2 | 10283+87.00 | - | 10284+13.00 | 36" CULVERT OUTLET | 42 | |
| TOTAL | | | | | 42 | |

| PIPE CULVERT REMOVAL | | | | FOOT |
|---------------------------------------|----|-------------|-------------|------|
| STATION | TO | STATION | LENGTH (FT) | |
| CANADIAN PACIFIC RAILWAY (STAGE RR-3) | | | | |
| 10321+80 LT | - | 10322+20 LT | 40 | |
| IL ROUTE 19 (IRVING PARK RD.) | | | | |
| 397+30 RT | - | 397+90 RT | 58 | |
| TOTAL: | | | 98 | |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 9 OF 12 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 31 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| PAVEMENT REMOVAL | | | | | SQ YD | |
|-----------------------------|----|-----------|-----------|--------------|--------------|--|
| STATION | TO | STATION | DIRECTION | AREA (SQ FT) | AREA (SQ YD) | |
| IRVING PARK RD. | | | | | | |
| 397+37.00 | - | 400+00.00 | EB/WB | 13,485.4 | 1,498 | |
| 400+00.00 | - | 401+80.00 | EB/WB | 8,323.3 | 925 | |
| ROOSEVELT AVENUE (EAST LEG) | | | | | | |
| | | | | 4,563.9 | 507 | |
| | | | | 6,244.6 | 694 | |
| TOTAL: | | | | | 3,624 | |

| COMBINATION CURB AND GUTTER REMOVAL | | | | | FOOT | |
|-------------------------------------|----|-----------|-----------|--|---------------|--|
| STATION | TO | STATION | DIRECTION | | LENGTH (FEET) | |
| IRVING PARK ROAD | | | | | | |
| 397+37.00 | - | 404+99.00 | WB | | 790 | |
| 397+37.00 | - | 408+56.00 | EB | | 1105 | |
| ROOSEVELT AVENUE (EAST LEG) | | | | | | |
| | | | | | 320 | |
| | | | | | 320 | |
| TOTAL: | | | | | 2,535 | |

| SIDEWALK REMOVAL | | | | | SQ FT | |
|-----------------------------|----|-----------|-----------|--------------|--------------|--|
| STATION | TO | STATION | DIRECTION | AREA (SQ FT) | | |
| IRVING PARK RD. | | | | | | |
| 397+41.18 | - | 398+00.00 | RT | 932 | | |
| 397+41.19 | - | 398+00.01 | LT | 857 | | |
| ROOSEVELT AVENUE (EAST LEG) | | | | | | |
| | | | | 593 | | |
| | | | | 517 | | |
| | | | | 187 | | |
| | | | | 353 | | |
| TOTAL: | | | | | 3,439 | |

| TEMPORARY PAVEMENT | | | | | SQ YD | |
|----------------------------|----|-----------|-----------|---------|--------------|--|
| STA. | TO | STA. | DIRECTION | (SQ FT) | (SQ YD) | |
| STAGE 1 - IRVING PARK RD. | | | | | | |
| 397+37.00 | - | 398+03.00 | WB | 1,620 | 180 | |
| 398+07.00 | - | 398+15.00 | WB | 105 | 12 | |
| 398+21.00 | - | 404+99.00 | WB | 18,355 | 2,039 | |
| 397+56.00 | - | 398+11.00 | EB | 2,430 | 270 | |
| 398+16.00 | - | 398+25.00 | EB | 165 | 18 | |
| 398+30.00 | - | 408+56.00 | EB | 19,950 | 2,217 | |
| STAGE 1A - IRVING PARK RD. | | | | | | |
| 398+25.00 | - | 401+80.00 | WB | 3,900 | 433 | |
| 398+29.00 | - | 399+60.00 | EB | 485 | 54 | |
| STAGE 2 - IRVING PARK RD. | | | | | | |
| 395+48.00 | - | 396+76.00 | WB | 475 | 53 | |
| 397+75.00 | - | 398+03.00 | EB | 340 | 38 | |
| 398+26.00 | - | 401+00.00 | EB | 7,085 | 787 | |
| STAGE 3 - IRVING PARK RD. | | | | | | |
| 397+50.00 | - | 401+80.00 | EB | 16,749 | 1,861 | |
| STAGE 4 - IRVING PARK RD. | | | | | | |
| 397+37.00 | - | 400+20.00 | WB | 12,557 | 1,395 | |
| STAGE 5 - IRVING PARK RD. | | | | | | |
| | | | | | 0 | |
| OMP COORDINATION | | | | | | |
| 401+80.00 | - | 404+00.00 | WB | 4,445 | 494 | |
| TOTAL: | | | | | 9,851 | |

| MEDIAN REMOVAL | | | | | SQ FT | |
|-----------------|----|-----------|-----------|--------------|------------|--|
| STATION | TO | STATION | DIRECTION | AREA (SQ FT) | | |
| IRVING PARK RD. | | | | | | |
| 395+25.00 | - | 396+74.00 | EB/WB | 409.0 | | |
| 397+79.11 | - | 398+00.60 | EB/WB | 88.1 | | |
| 398+31.23 | - | 398+91.02 | EB/WB | 175.5 | | |
| TOTAL: | | | | | 673 | |



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/20/2012 | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.**

SCALE: NTS SHEET NO. 10 OF 12 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | | 388 | 32 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| CHAIN LINK FENCE, 4' | | | | FOOT |
|--|----|-------------|--------|------------|
| STATION | TO | STATION | OFFSET | QTY (FOOT) |
| TEMPORARY SOIL RETENTION SYSTEM-CANADIAN PACIFIC RAILWAY | | | | |
| STAGE RR-1 | | | | |
| 10294+61.42 | | 10296+05.42 | LT | 144 |
| 10303+59.94 | | 10321+22.82 | LT | 1,763 |
| STAGE RR-2 | | | | |
| 20312+00.00 | | 20319+40.00 | LT | 740 |
| CPR AT TEMP SOIL RETENTION SYSTEM SUBTOTAL: | | | | 2,503 |
| CPR RETAINING WALLS: | | | | 537 |
| CPR PERMANENT CULVERT: | | | | 23 |
| TOTAL: | | | | 3,063 |

| SEEDING, CLASS 4A (MODIFIED) | | | | | ACRE |
|------------------------------|-------------|----|-------------|--------|-------------|
| LOCATION/STAGE | STATION | TO | STATION | OFFSET | AREA (ACRE) |
| STAGE RR-1 | | | | | |
| CP RWY | 10271+95.48 | | 10286+00.00 | RT | 0.55 |
| | 10286+00.00 | | 10298+00.00 | RT | 0.68 |
| | 10289+67.20 | | 10294+00.00 | LT | 0.29 |
| | 10296+56.78 | | 10298+00.00 | LT | 0.13 |
| | 10298+00.00 | | 10298+43.82 | RT | 0.02 |
| | 10298+00.00 | | 10298+45.32 | LT | 0.04 |
| | 10300+16.32 | | 10313+00.00 | RT | 1.16 |
| | 10313+00.00 | | 10327+12.40 | RT | 0.48 |
| SUBTOTAL: | | | | | 3.50 |
| STAGE RR-2 | | | | | |
| CP RWY | 10292+00.00 | | 10294+52.45 | LT | 0.17 |
| | 10295+84.52 | | 10298+00.00 | LT | 0.14 |
| | 10298+00.00 | | 10298+45.32 | LT | 0.01 |
| SUBTOTAL: | | | | | 0.50 |
| STAGE RR-3 | | | | | |
| CP RWY | 10283+07.02 | | 10286+00.00 | LT | 0.11 |
| | 10286+00.00 | | 10298+00.00 | LT | 0.75 |
| | 10298+00.00 | | 10298+45.32 | LT | 0.02 |
| | 10300+16.54 | | 10313+00.00 | LT | 1.52 |
| | 10302+63.49 | | 10303+67.65 | RT | 0.07 |
| | 10313+00.00 | | 10327+12.44 | LT | 0.70 |
| SUBTOTAL: | | | | | 3.25 |
| TOTAL: | | | | | 7.25 |

NOTE:

FOR COORDINATE AND CURVE INFORMATION FOR THE RAIL ALIGNMENTS, PLEASE REFER TO THE RAIL SHEETS.

MATCH LINE STA. 2018+00
SEE SHEET 36

SEE SHEET 304
MATCH LINE
STA. 20302+00

SCALE IN FEET
100 0 50 100 200

BENCHMARKS

BENCHMARK #1 (TBM 4)
SQUARE CUT IN SE PORTION OF TRAFFIC SIGNAL MAST ARM CONCRETE FOUNDATION, NORTHEAST CORNER OF IRVING PARK ROAD AT YORK ROAD INTERSECTION (ELEVATION = 678.76)

BENCHMARK #2 (TBM 9)
FIRE HYDRANT WEST ARROW BOLT ±300' NORTH OF YORK ROAD AND ROOSEVELT AVENUE INTERSECTION, EAST SIDE OF YORK ROAD (ELEVATION = 668.50)

BENCHMARK #3 (TBM 10)
FOUND BRASS IDOT MONUMENT SOUTH SIDE OF WEST HEADWALL BENSENVILLE DITCH CULVERT ±200' NORTH OF IRVING PARK ROAD AND YORK ROAD INTERSECTION (ELEVATION = 662.75)

NOTE: ALL BENCHMARK ELEVATIONS ARE BASED ON NAVD 88 VERTICAL DATUM

PROP. IL ROUTE 19

PROP. CURVE PRIL19-01
PI STA. = 395+80.78
Δ = 6° 12' 25" (RT)
D = 0° 59' 59.95"
R = 5,729.65'
T = 310.65'
L = 620.69'
E = 8.42'
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 392+70.13
P.T. STA. = 398+90.82

EXIST. IL ROUTE 19

EXIST. CURVE EIRPK-1
PI STA. = 396+95.92
Δ = 8° 30' 00" (RT)
D = 0° 59' 59.95"
R = 5,729.65'
T = 425.79'
L = 850.02'
E = 15.80'
e = N.C.
P.C. STA. = 392+70.13
P.T. STA. = 401+20.15

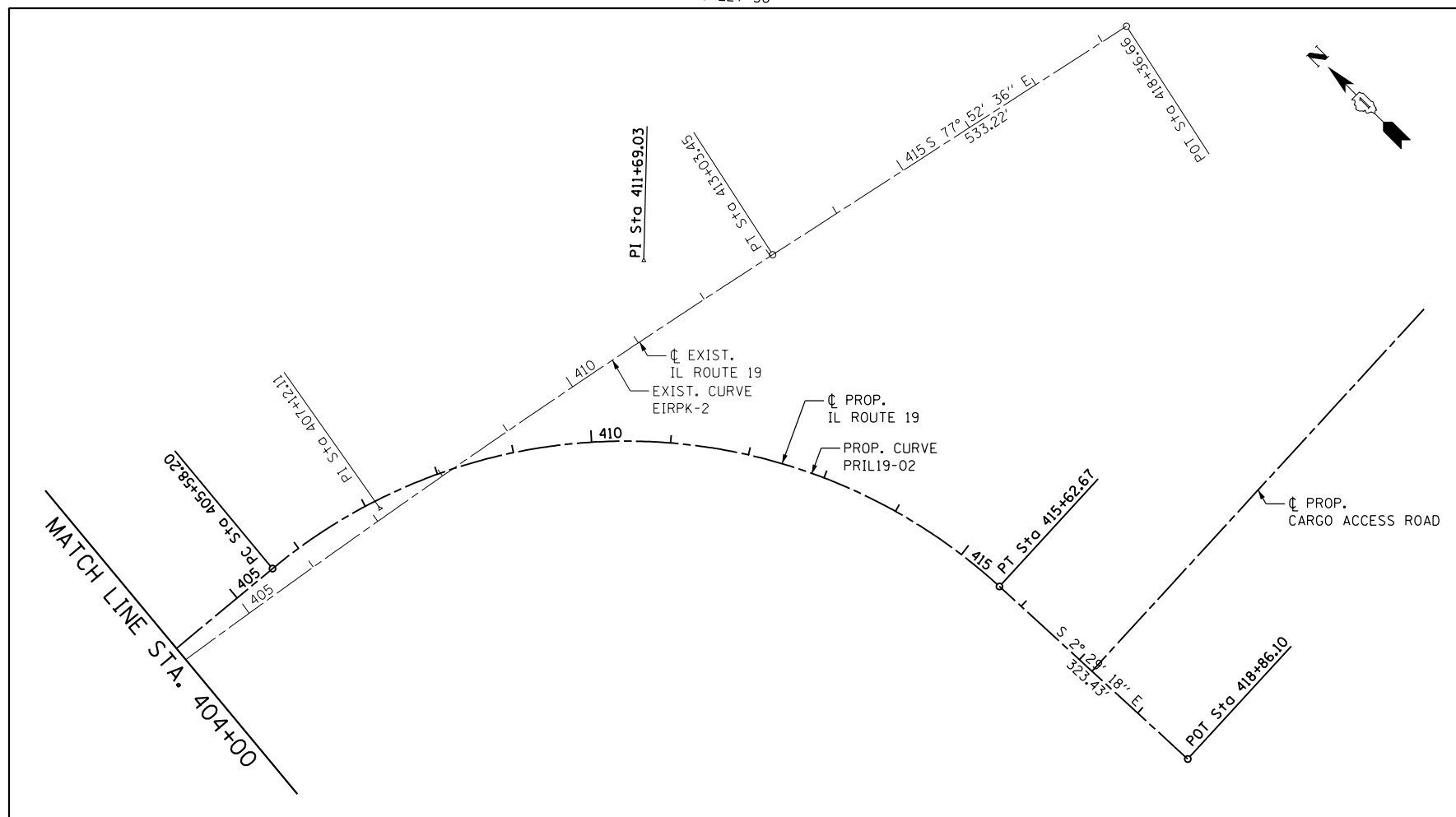
EXIST. CURVE EIRPK-2
PI STA. = 407+12.11
Δ = 4° 32' 08" (RT)
D = 0° 22' 59.88"
R = 14,948.00'
T = 591.96'
L = 1,183.29'
E = 11.72'
e = N.C.
P.C. STA. = 401+20.15
P.T. STA. = 413+03.45

PROP. IL ROUTE 19 COORDINATES

| CURVE NAME | POINT | NORTHING | EASTING | BEARING | DISTANCE (FEET) |
|------------|--------------------|----------------|----------------|------------------|-----------------|
| | POT STA. 377+51.75 | 1,928,591.2648 | 1,089,369.7560 | | |
| | POT STA. 390+77.84 | 1,928,598.4649 | 1,090,695.8298 | N 89°41'20.06" E | 1,326.09 |
| | | | | N 89°05'15.87" E | 192.29 |
| | PC STA. 392+70.13 | 1,928,601.5264 | 1,090,888.0918 | | |
| PRIL19-01 | PI STA. 395+80.78 | 1,928,606.4723 | 1,091,198.7032 | | |
| | PT STA. 398+90.82 | 1,928,577.8064 | 1,091,508.0285 | | |
| | | | | S 84°42'19.43" E | 667.37 |
| | PC STA. 405+58.20 | 1,928,516.2233 | 1,092,172.5549 | | |
| PRIL19-02 | PI STA. 411+69.03 | 1,928,459.8578 | 1,092,780.7801 | | |
| | PT STA. 415+62.67 | 1,927,849.6024 | 1,092,807.3010 | | |
| | | | | S 2°29'18.38" E | 323.43 |
| | POT STA. 418+86.10 | 1,927,526.4779 | 1,092,821.3436 | | |

EXIST. IL ROUTE 19 COORDINATES

| CURVE NAME | POINT | NORTHING | EASTING | BEARING | DISTANCE (FEET) |
|------------|--------------------|----------------|----------------|------------------|-----------------|
| | POT STA. 377+51.75 | 1,928,591.2648 | 1,089,369.7560 | | |
| | POT STA. 390+77.84 | 1,928,598.4649 | 1,090,695.8298 | N 89°41'20.06" E | 1,326.09 |
| | | | | N 89°05'15.87" E | 192.29 |
| | PC STA. 392+70.13 | 1,928,601.5264 | 1,090,888.0918 | | |
| PRIL19-01 | PI STA. 396+95.92 | 1,928,608.3055 | 1,091,313.8299 | | |
| | PCC STA. 401+20.15 | 1,928,552.0812 | 1,091,735.8936 | | |
| | | | | S 82°24'43.73" E | 0.00 |
| | PCC STA. 401+20.15 | 1,928,552.0812 | 1,091,735.8936 | | |
| PRIL19-02 | PI STA. 407+12.11 | 1,928,473.9156 | 1,092,322.6668 | | |
| | PT STA. 413+03.45 | 1,928,349.5938 | 1,092,901.4212 | | |
| | | | | S 77°52'35.65" E | 533.22 |
| | POT STA. 418+36.66 | 1,928,237.6081 | 1,093,422.7476 | | |



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS
IL 19 IRVING PARK ROAD

SCALE: 1" = 100' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 35 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MATCH LINE
STA. 13+00 SEE SHEET 37

PROP. YORK ROAD COORDINATES

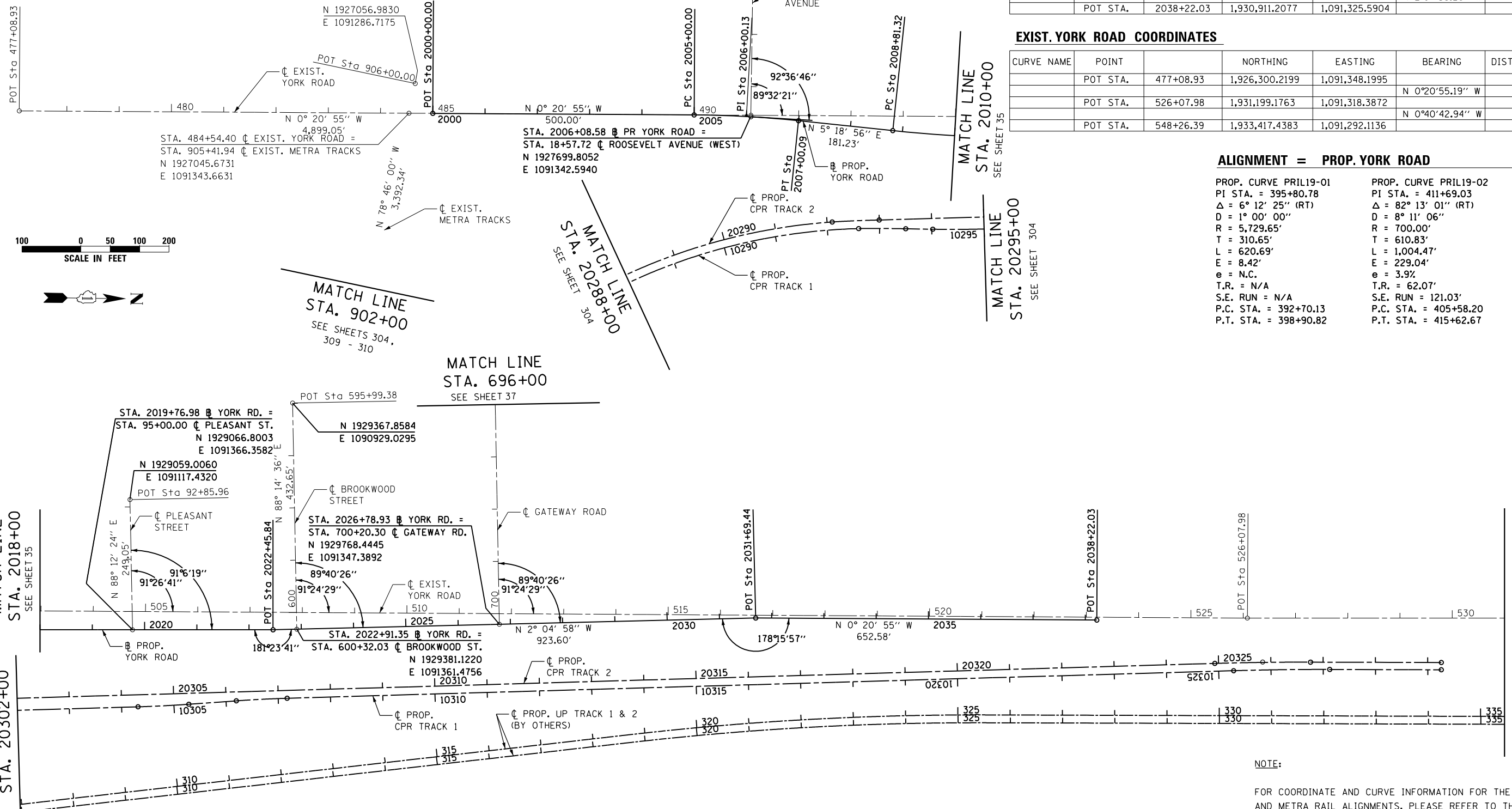
| CURVE NAME | POINT | | NORTHING | EASTING | BEARING | DISTANCE (FEET) |
|------------|----------|------------|----------------|----------------|-----------------|-----------------|
| | POT STA. | 2000+00.00 | 1,927,091.3856 | 1,091,343.3856 | | |
| | | | | | N 0°20'55.19" W | 500.00 |
| | PC STA. | 2005+00.00 | 1,927,591.2660 | 1,091,340.3429 | | |
| PR_YRK-01 | PI STA. | 2006+00.13 | 1,927,691.3911 | 1,091,339.7336 | | |
| | PT STA. | 2007+00.09 | 1,927,791.0875 | 1,091,349.0095 | | |
| | | | | | N 5°18'55.96" E | 181.23 |
| | PC STA. | 2008+81.32 | 1,927,971.5379 | 1,091,365.7987 | | |
| PR_YRK-02 | PI STA. | 2010+12.42 | 1,928,102.0720 | 1,091,377.9437 | | |
| | PT STA. | 2011+43.28 | 1,928,233.1604 | 1,091,376.3695 | | |
| | | | | | N 0°41'16.94" W | 1,102.56 |
| | POT STA. | 2022+45.84 | 1,929,335.6433 | 1,091,363.1296 | | |
| | POT STA. | 2031+69.44 | 1,930,258.6380 | 1,091,329.5616 | | |
| | | | | | N 2°04'58.26" W | 923.60 |
| | POT STA. | 2038+22.03 | 1,930,911.2077 | 1,091,325.5904 | | |

EXIST. YORK ROAD COORDINATES

| CURVE NAME | POINT | | NORTHING | EASTING | BEARING | DISTANCE (FEET) |
|------------|----------|-----------|----------------|----------------|-----------------|-----------------|
| | POT STA. | 477+08.93 | 1,926,300.2199 | 1,091,348.1995 | | |
| | | | | | N 0°20'55.19" W | 4,899.05 |
| | POT STA. | 526+07.98 | 1,931,199.1763 | 1,091,318.3872 | | |
| | | | | | N 0°40'42.94" W | 2,218.42 |
| | POT STA. | 548+26.39 | 1,933,417.4383 | 1,091,292.1136 | | |

ALIGNMENT = PROP. YORK ROAD

| | |
|---|---|
| PROP. CURVE PRIL19-01 PI STA. = 395+80.78 Δ = 6° 12' 25" (RT) D = 1° 00' 00" R = 5,729.65' T = 310.65' L = 620.69' E = 8.42' e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 392+70.13 P.T. STA. = 398+90.82 | PROP. CURVE PRIL19-02 PI STA. = 411+69.03 Δ = 82° 13' 01" (RT) D = 8° 11' 06" R = 700.00' T = 610.83' L = 1,004.47' E = 229.04' e = 3.9% T.R. = 62.07' S.E. RUN = 121.03' P.C. STA. = 405+58.20 P.T. STA. = 415+62.67 |
|---|---|



NOTE:
FOR COORDINATE AND CURVE INFORMATION FOR THE CPR/UPRR AND METRA RAIL ALIGNMENTS, PLEASE REFER TO THE RAIL SHEETS.



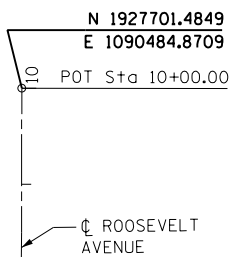
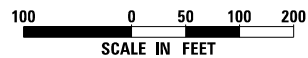
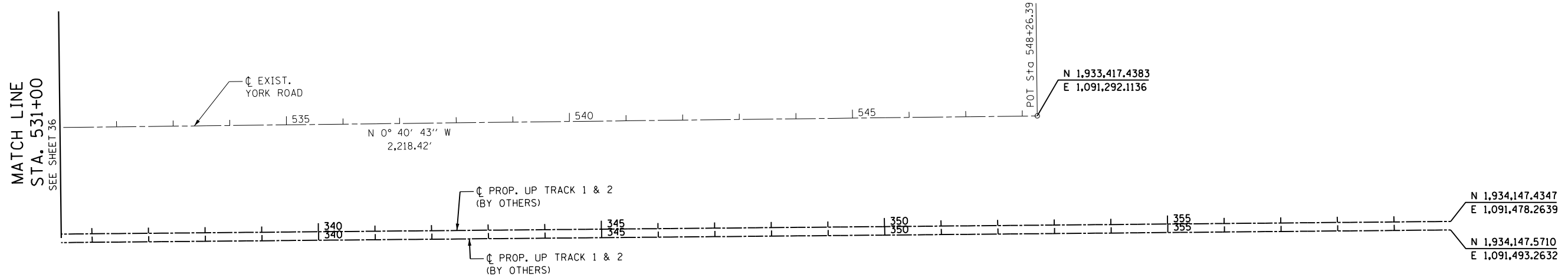
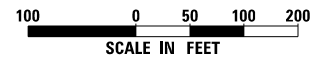
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/22/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

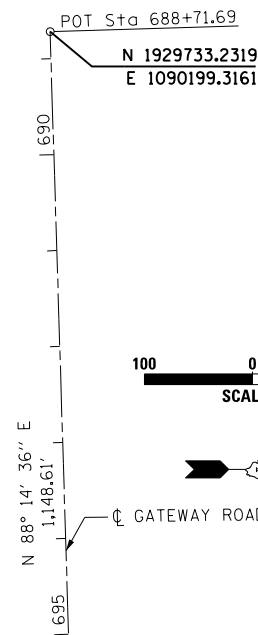
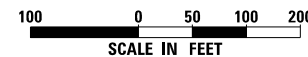
**ALIGNMENT TIES AND BENCHMARKS
YORK ROAD**

SCALE: 1"= 100' SHEET NO. 2 OF 4 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 36 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MATCH LINE
STA. 13+00
SEE SHEET 36



MATCH LINE
STA. 696+00
SEE SHEET 36

NOTE:

FOR COORDINATE AND CURVE INFORMATION FOR THE CPR/UPRR AND METRA RAIL ALIGNMENTS, PLEASE REFER TO THE RAIL SHEETS.

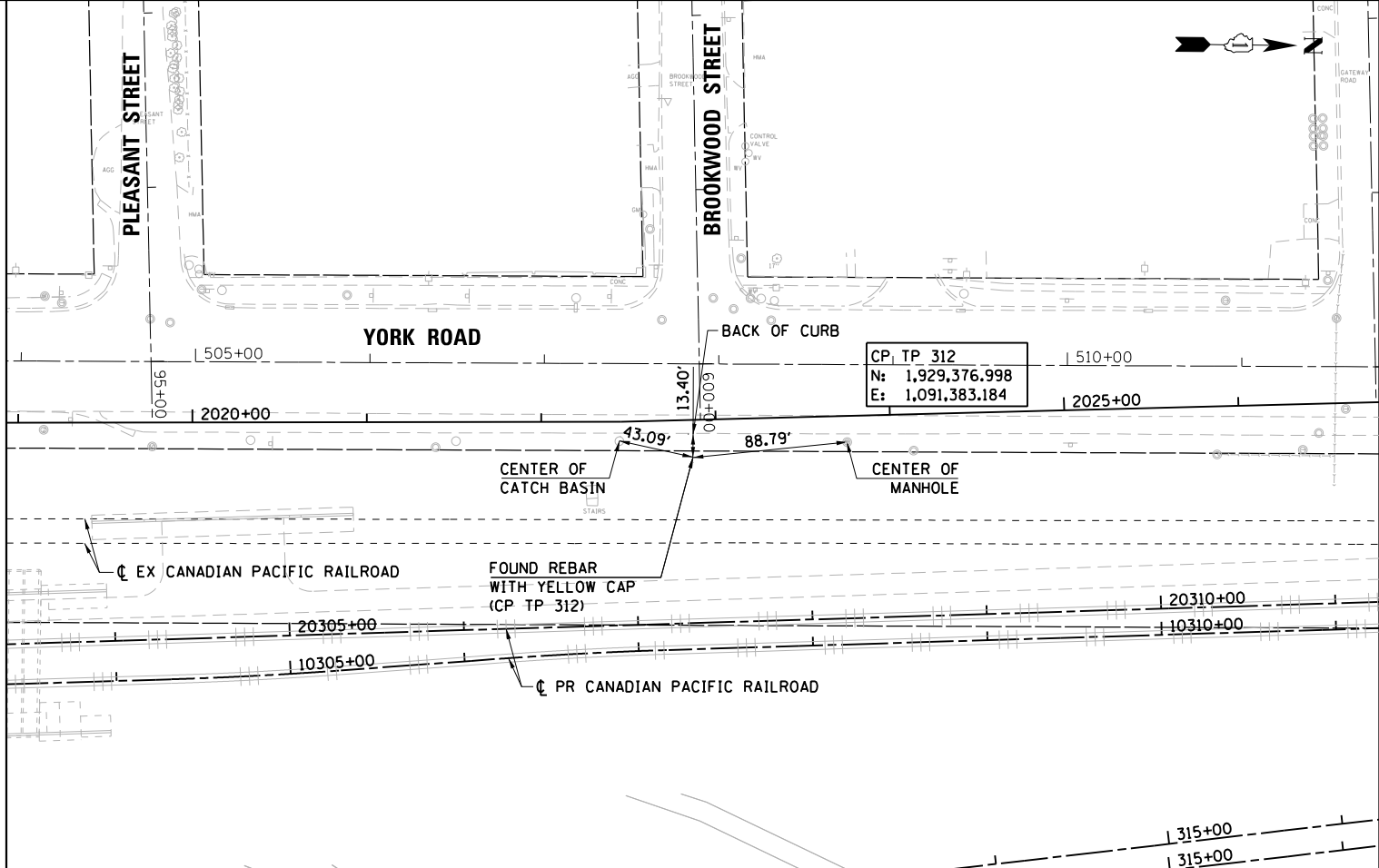
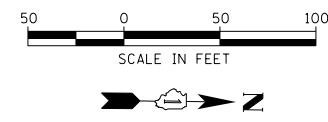
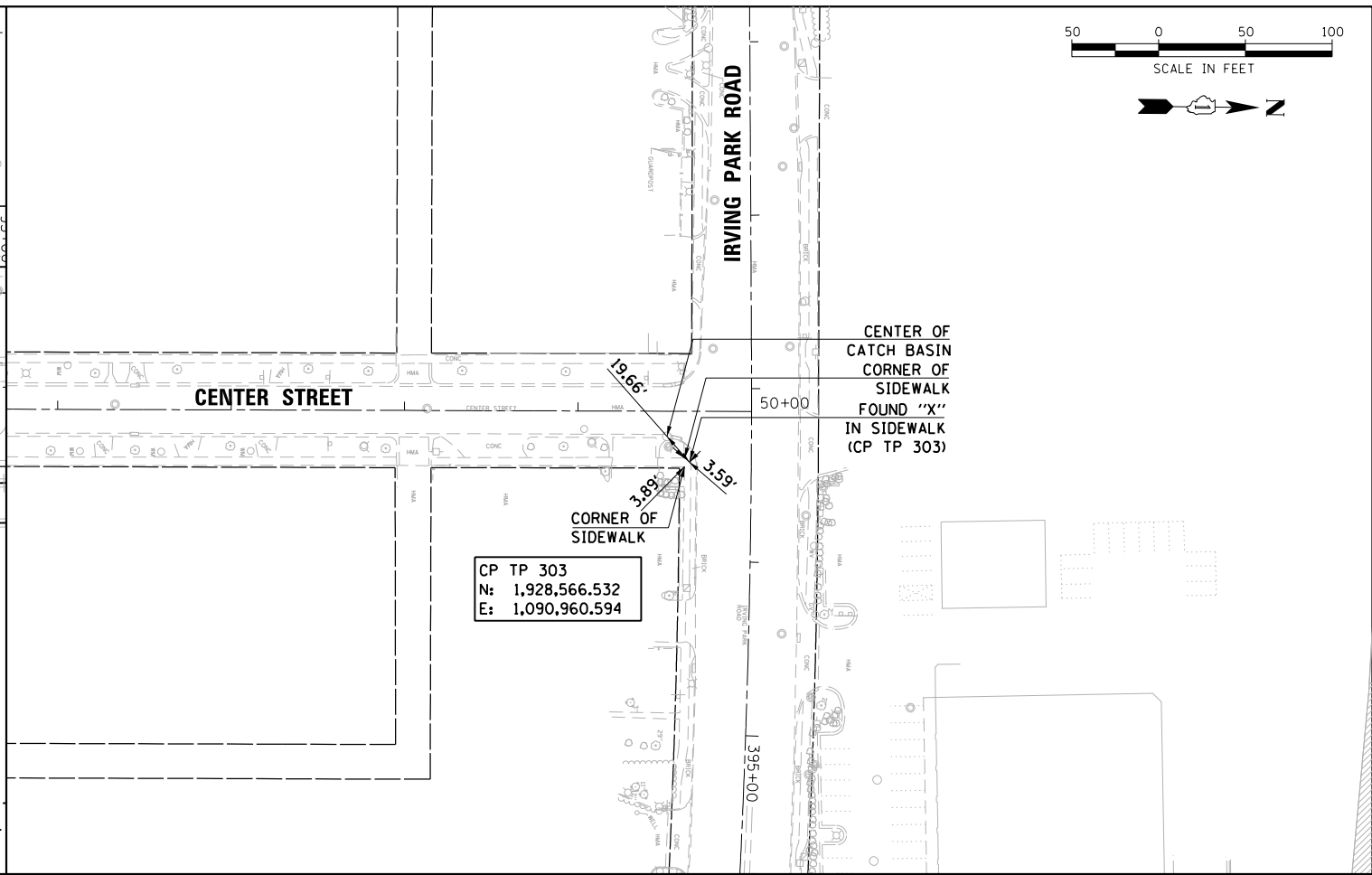
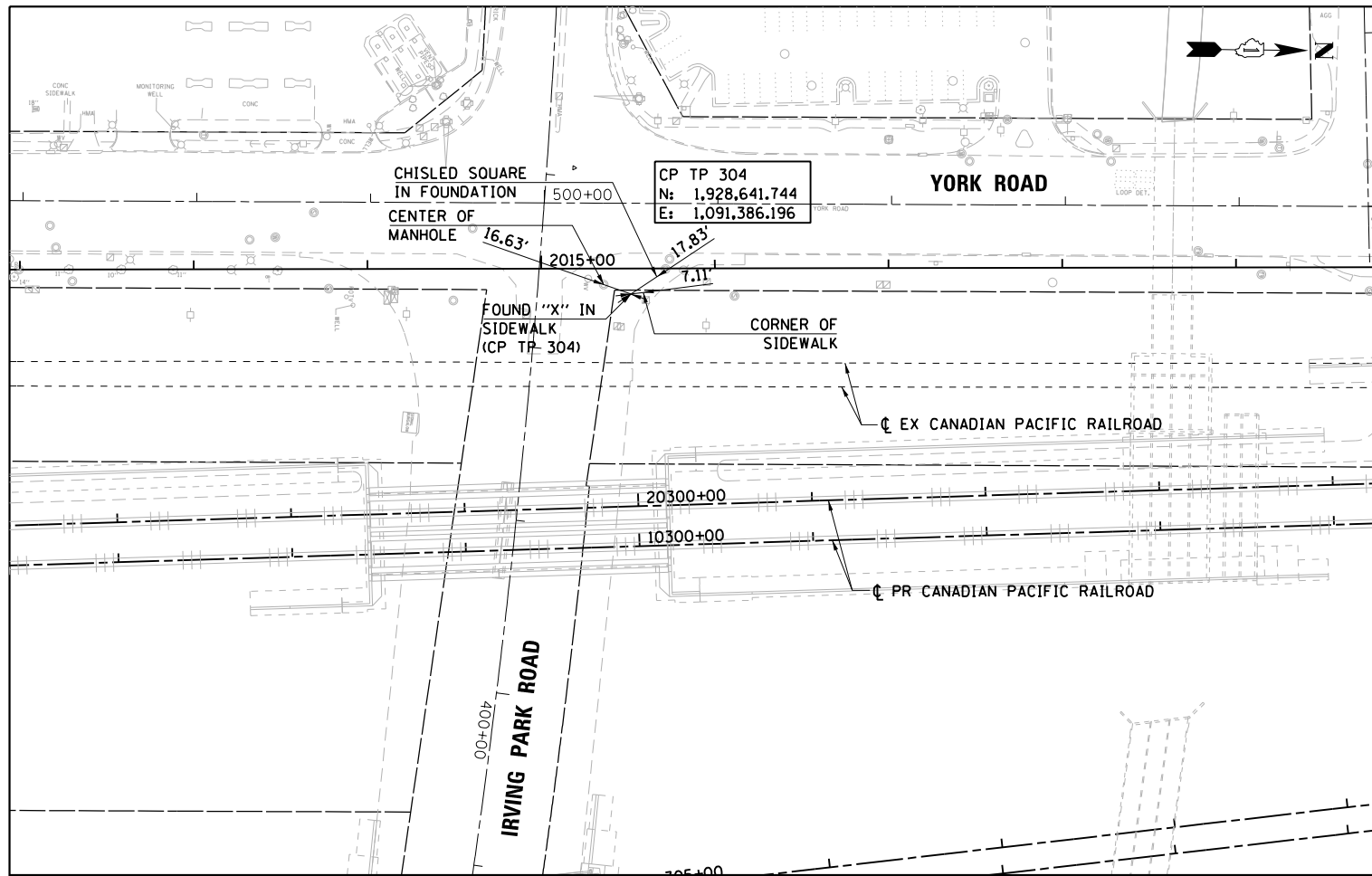
| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS
YORK ROAD AND SIDE STREETS

SCALE: 1" = 100' SHEET NO. 3 OF 4 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 37 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
FOR COORDINATE AND CURVE INFORMATION FOR THE RAIL ALIGNMENTS, PLEASE REFER TO THE RAIL SHEETS.



| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**





**ALIGNMENT TIES & BENCHMARKS
CONTROL POINTS**

SCALE: 1" = 50' SHEET NO. 4 OF 4 SHEETS STA. TO STA.







| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 38 |
| CONTRACT NO. 60W01 | | | | |

ILLINOIS FED. AID PROJECT

EXISTING REMOVAL - LEGEND

-  PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  MEDIAN REMOVAL
- X TREE REMOVAL








PAVEMENT REMOVAL - SEQUENCING LEGEND
(BASED ON SUGGESTED MOT PLANS)

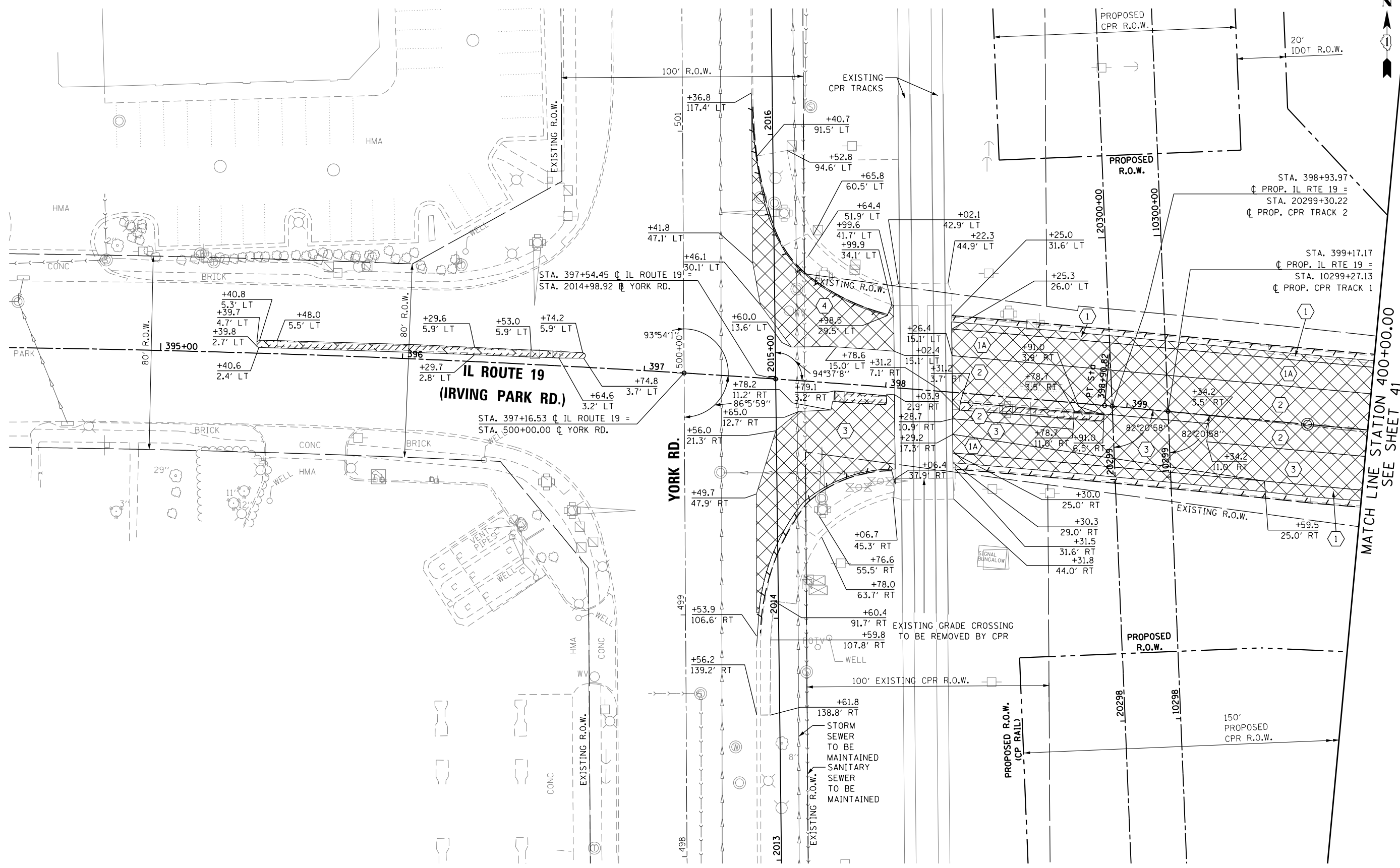
-  REMOVE IN STAGE 1
-  REMOVE IN STAGE 1A
-  REMOVE IN STAGE 2
-  REMOVE IN STAGE 3
-  REMOVE IN STAGE 4
-  REMOVE IN STAGE 5
(NO PAVEMENT REMOVAL REQUIRED FOR STAGE 5)

NOTES:

1. MANHOLES, CATCH BASINS AND INLETS TO BE ADJUSTED SHALL BE ADJUSTED TWICE: ONCE FOR THE INTERIM PROFILE #1 CONDITION AND ONCE FOR FINAL CONDITION OF CONTRACT. REFER TO DRAINAGE PLANS FOR FURTHER ADJUSTMENT DETAILS.
2. FOR ADDITIONAL PAVEMENT REMOVAL AND TEMPORARY PAVEMENT PLACEMENT DETAILS ON IL. RTE. 19, REFER TO MOT PLANS.

TEMPORARY PAVEMENT - SEQUENCING LEGEND
(BASED ON SUGGESTED MOT PLANS)

-  CONSTRUCT IN STAGE 1 / PROFILE INTERIM #1
-  CONSTRUCT IN STAGE 1A / PROFILE INTERIM #1
-  CONSTRUCT IN STAGE 2 / PROFILE INTERIM #1
-  CONSTRUCT IN STAGE 3 / PROFILE INTERIM #2
-  CONSTRUCT IN STAGE 4 / PROFILE INTERIM #2
-  CONSTRUCT IN STAGE 5
(NO TEMP PAVEMENT REQUIRED FOR STAGE 5)
-  CONSTRUCT BETWEEN STAGES 2 - 3 AFTER GRADE CROSSING IS REMOVED/
PROFILE INTERIM #1



EXISTING CONDITIONS & REMOVALS

MATCH LINE STATION 400+00.00
SEE SHEET 41



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/20/2012 | DATE - 11-20-2012 | REVISED - |

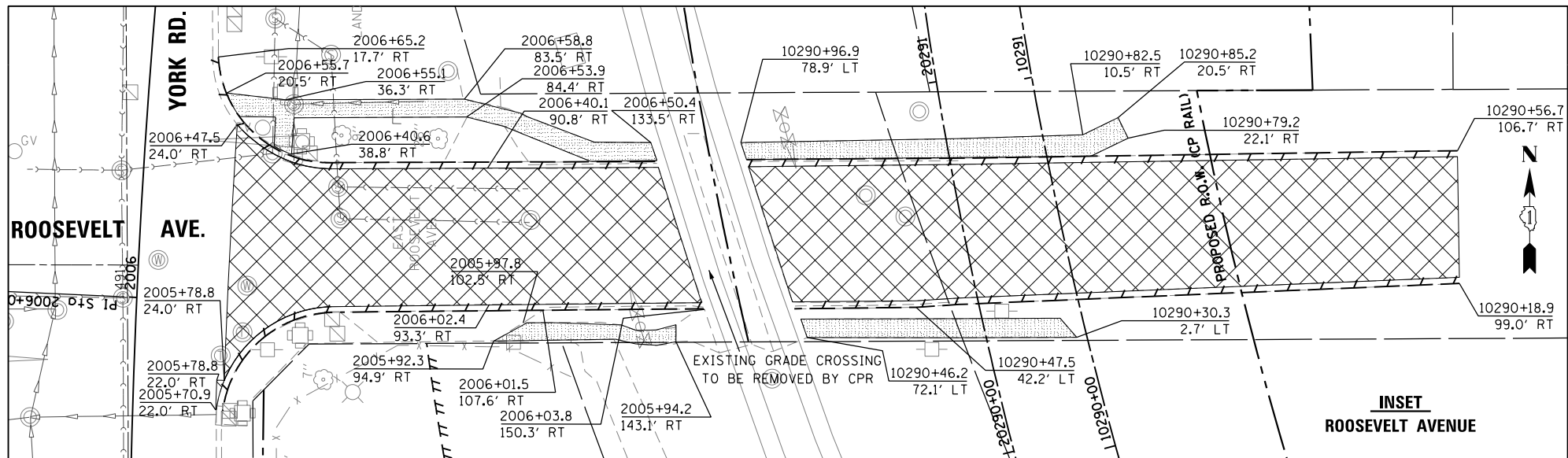
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN
IL ROUTE 19 (IRVING PARK RD.)

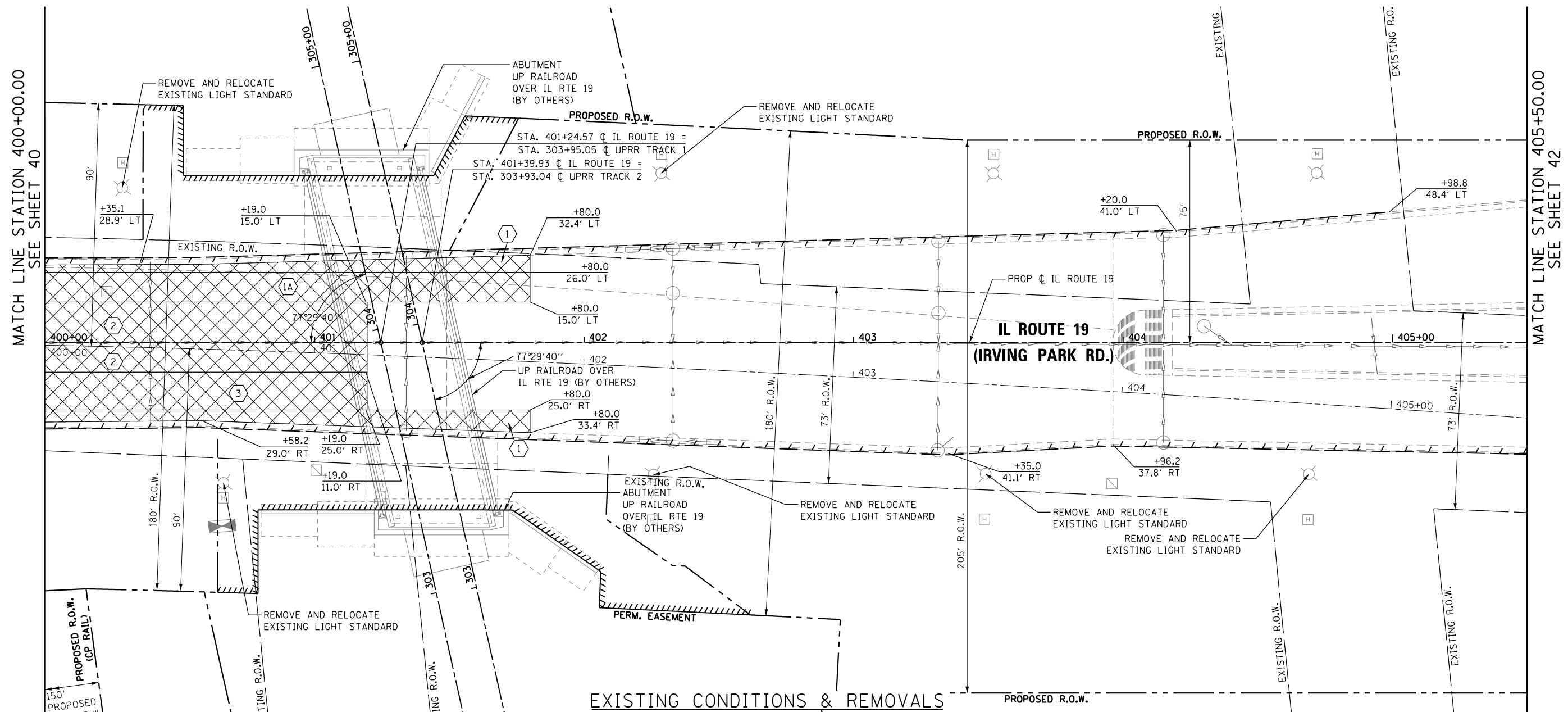
SCALE: 1" = 20' SHEET NO. 2 OF 7 SHEETS STA. 394+50 TO STA. 400+00

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 40 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCALE IN FEET



**INSET
ROOSEVELT AVENUE**



MATCH LINE STATION 400+00.00
SEE SHEET 40

MATCH LINE STATION 405+50.00
SEE SHEET 42

EXISTING CONDITIONS & REMOVALS



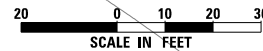
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/20/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

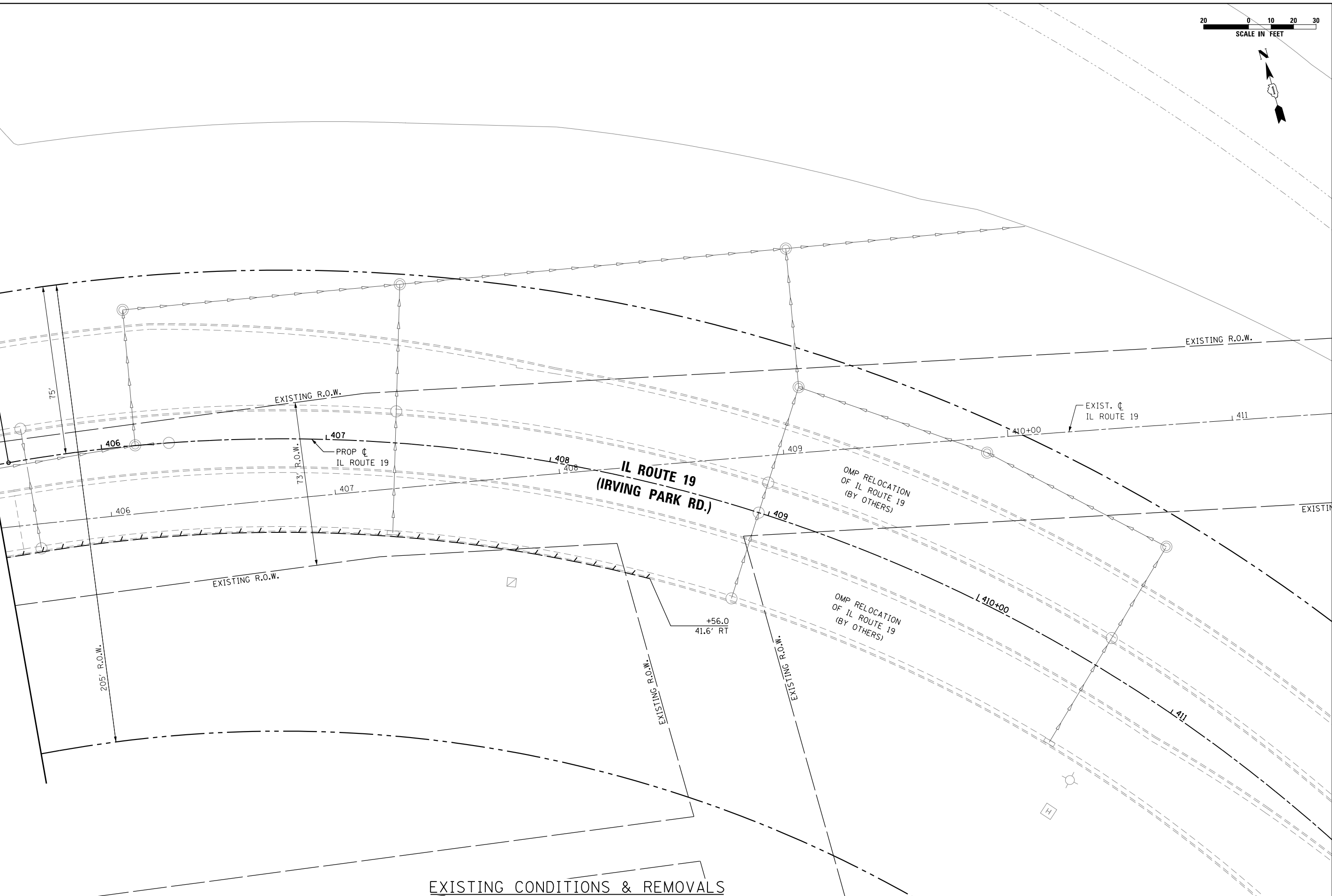
**EXISTING PLAN
IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 20' SHEET NO. 3 OF 7 SHEETS STA. 400+00 TO STA. 405+50

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 41 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MATCH LINE STATION 405+50.00
SEE SHEET 41



EXISTING CONDITIONS & REMOVALS

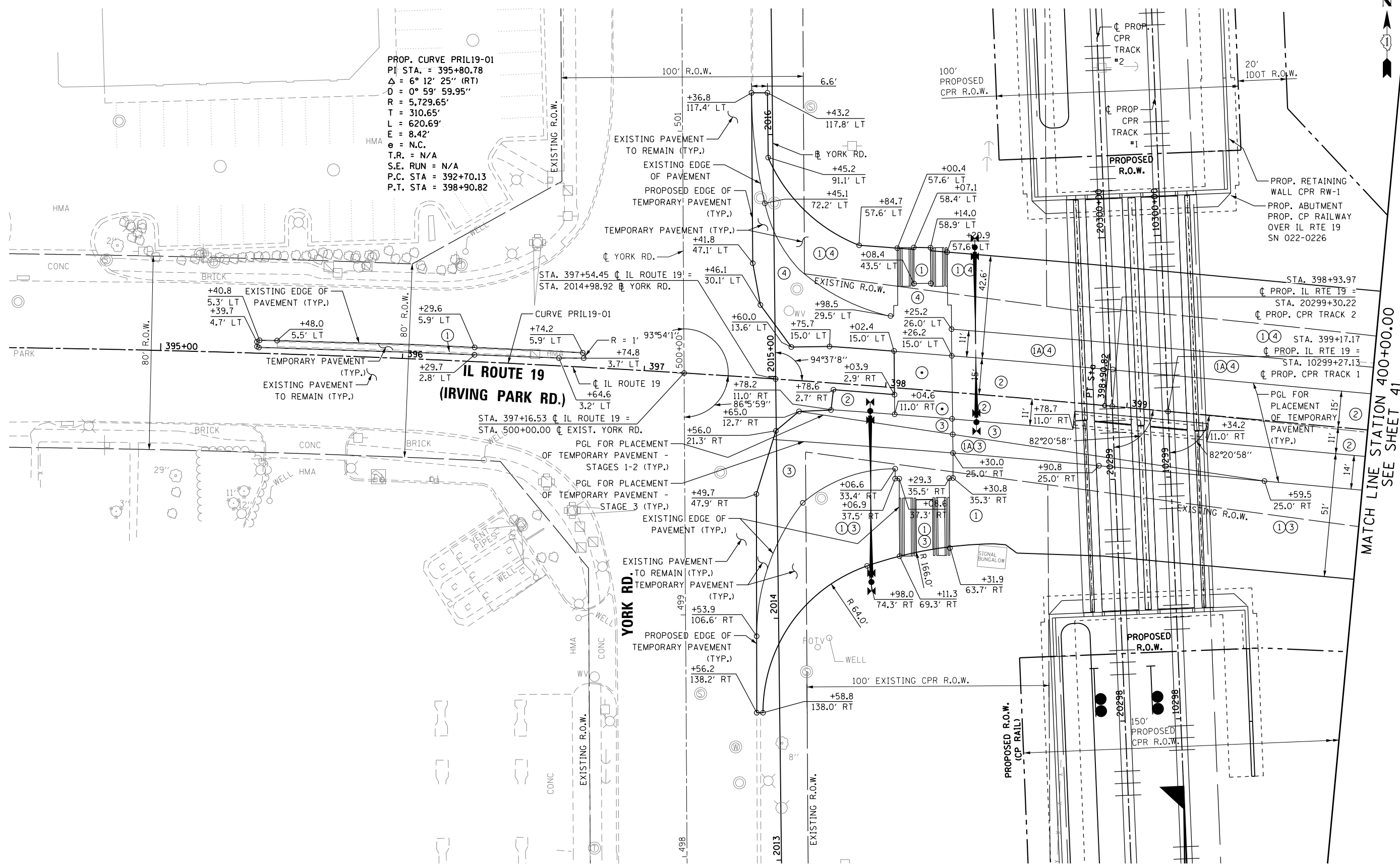
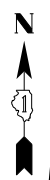


| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/20/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | |
|--|-------------------------|----------------------------|
| EXISTING PLAN IL ROUTE 19 (IRVING PARK RD.) | | |
| SCALE: 1" = 20' | SHEET NO. 4 OF 7 SHEETS | STA. 405+50 TO STA. 408+56 |

| | | | | |
|---------------------------|--------------|---------------|------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 42 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PROP. CURVE PRIL19-01
 PI STA. = 395+80.78
 $\Delta = 6^\circ 12' 25''$ (RT)
 $D = 0^\circ 59' 59.95''$
 $R = 5,729.65'$
 $T = 310.65'$
 $L = 620.69'$
 $E = 8.42'$
 $e = N.C.$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 392+70.13$
 $P.T. STA. = 398+90.82$

PROPOSED CONDITIONS & REMOVALS

MATCH LINE STATION 400+00.00
SEE SHEET 41



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - ML | REVISED - |
| PLOT DATE = 11/20/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

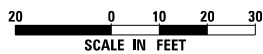
| | |
|-------------------|-----------|
| DESIGNED - MPK | REVISED - |
| DRAWN - ML | REVISED - |
| CHECKED - LGP | REVISED - |
| DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

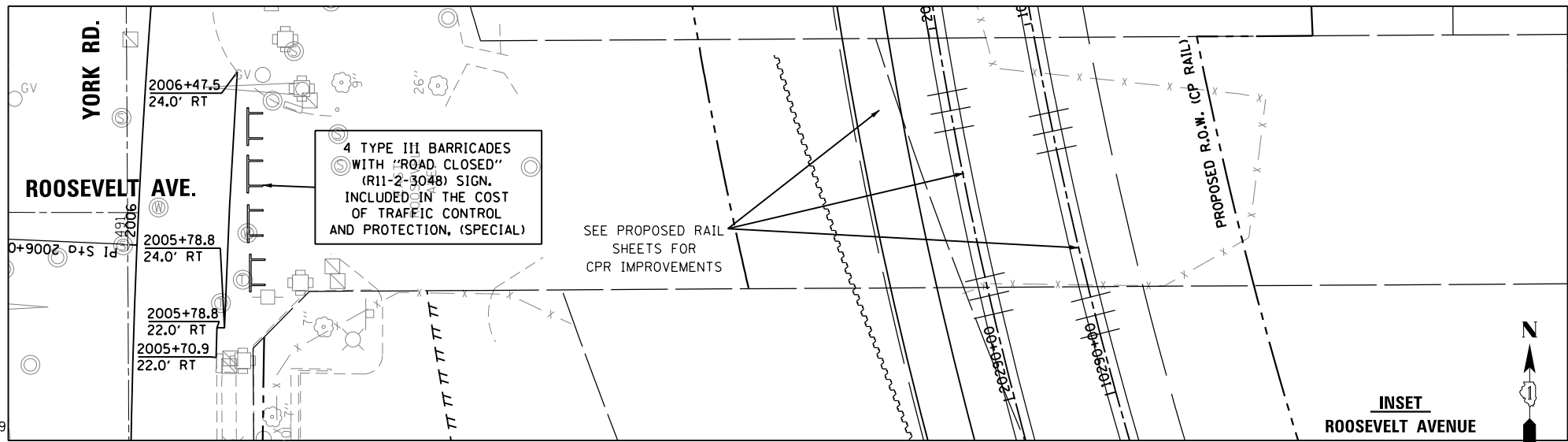
PROPOSED PLAN
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 20' SHEET NO. 5 OF 7 SHEETS STA. 394+50 TO STA. 400+00

| | | | | |
|--------------------|--------------|---------------|------------------|---------------------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 43 |
| CONTRACT NO. 60W01 | | | | ILLINOIS FED. AID PROJECT |

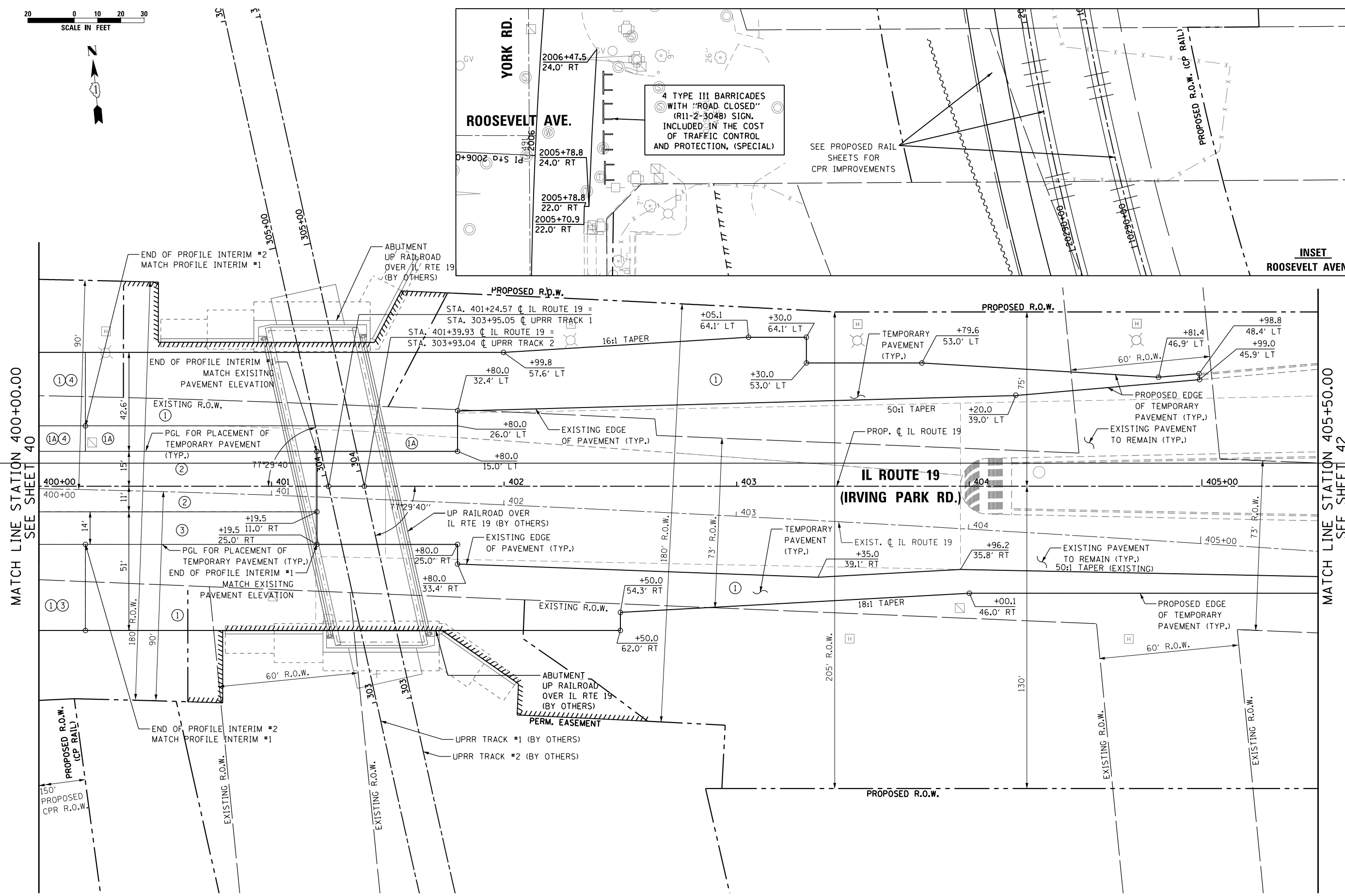


INSET
ROOSEVELT AVENUE



4 TYPE III BARRICADES WITH "ROAD CLOSED" (R11-2-3048) SIGN. INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

SEE PROPOSED RAIL SHEETS FOR CPR IMPROVEMENTS



MATCH LINE STATION 400+00.00
SEE SHEET 40

MATCH LINE STATION 405+50.00
SEE SHEET 42

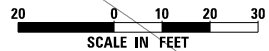


| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/21/2012 | DATE - 11-20-2012 | REVISED - |

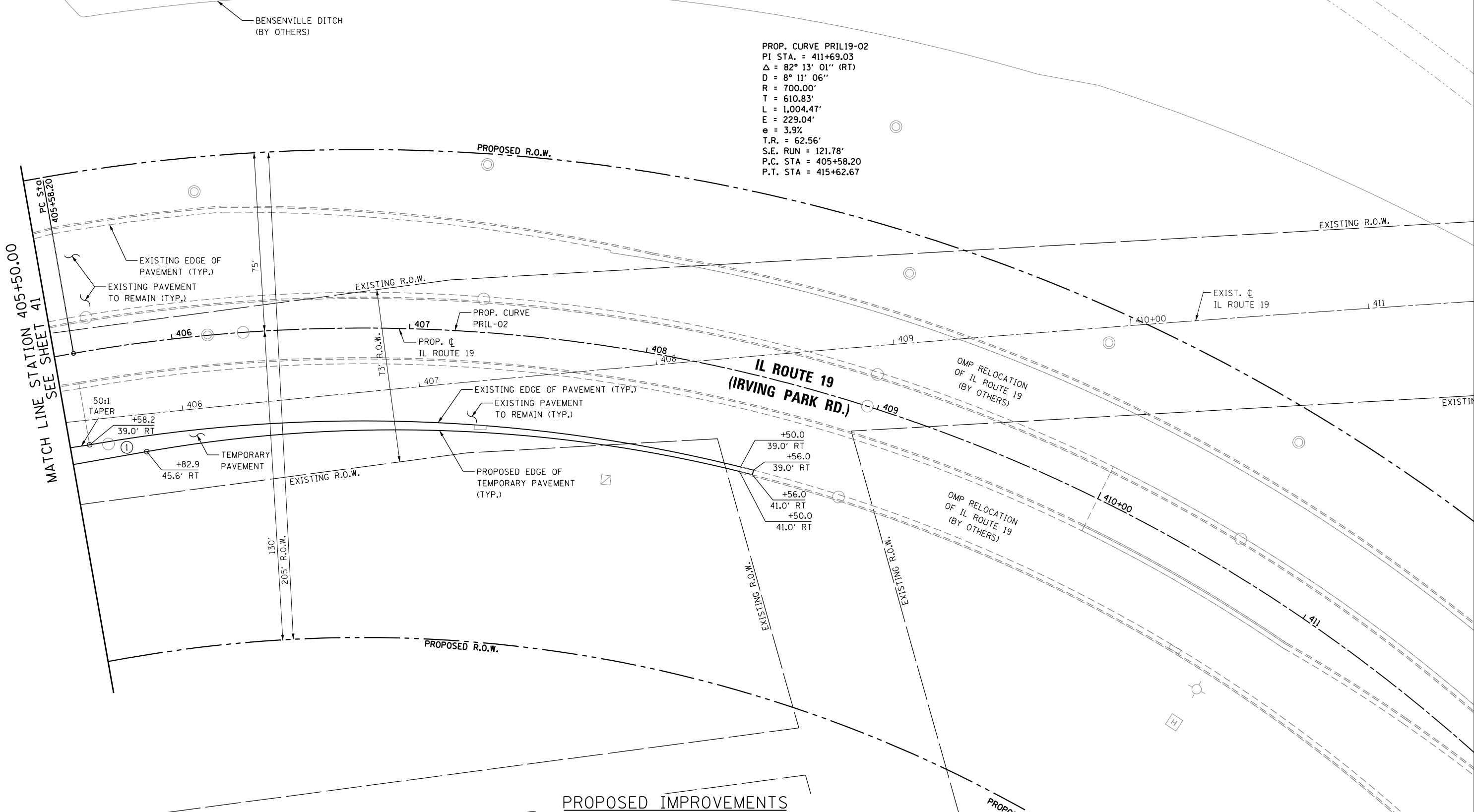
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | |
|--------------------------------------|-------------------------|----------------------------|
| PROPOSED PLAN | | |
| IL ROUTE 19 (IRVING PARK RD.) | | |
| SCALE: 1" = 20' | SHEET NO. 6 OF 7 SHEETS | STA. 400+00 TO STA. 405+50 |

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 44 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PROP. CURVE PRIL19-02
 PI STA. = 411+69.03
 Δ = 82° 13' 01" (RT)
 D = 8° 11' 06"
 R = 700.00'
 T = 610.83'
 L = 1,004.47'
 E = 229.04'
 e = 3.9%
 T.R. = 62.56'
 S.E. RUN = 121.78'
 P.C. STA = 405+58.20
 P.T. STA = 415+62.67



PROPOSED IMPROVEMENTS



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/20/2012 | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

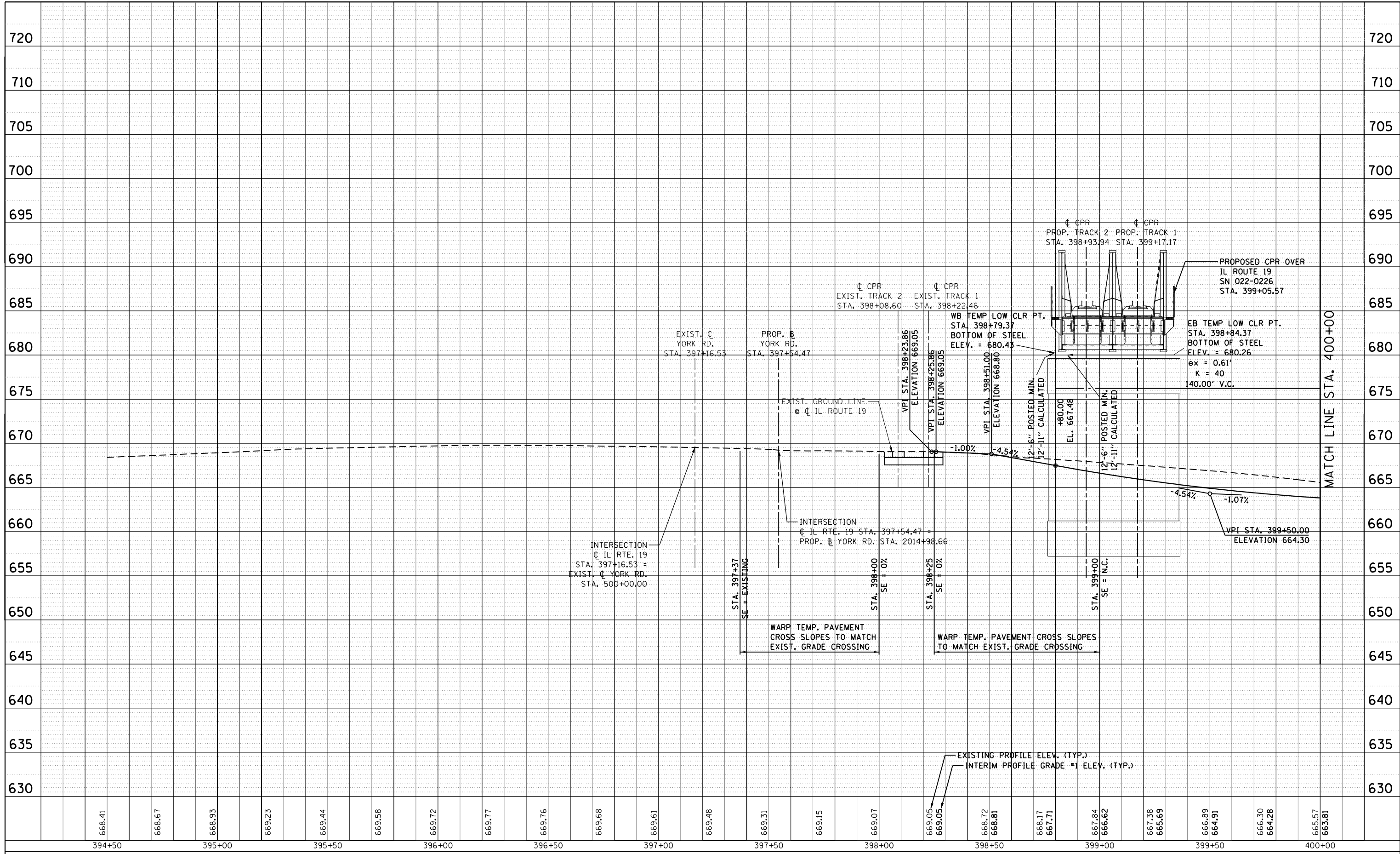
PROPOSED PLAN
 IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 20' SHEET NO. 7 OF 7 SHEETS STA. 405+50 TO STA. 408+56

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 45 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | | |
|------|----------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | ALIGNED | |
| | CHECKED | |
| | NO. _____ | |
| | CARD FILE NAME | |

| | | |
|---------|--------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE | |
| | NOT AT THIS OFFICE | |
| | NO. _____ | |

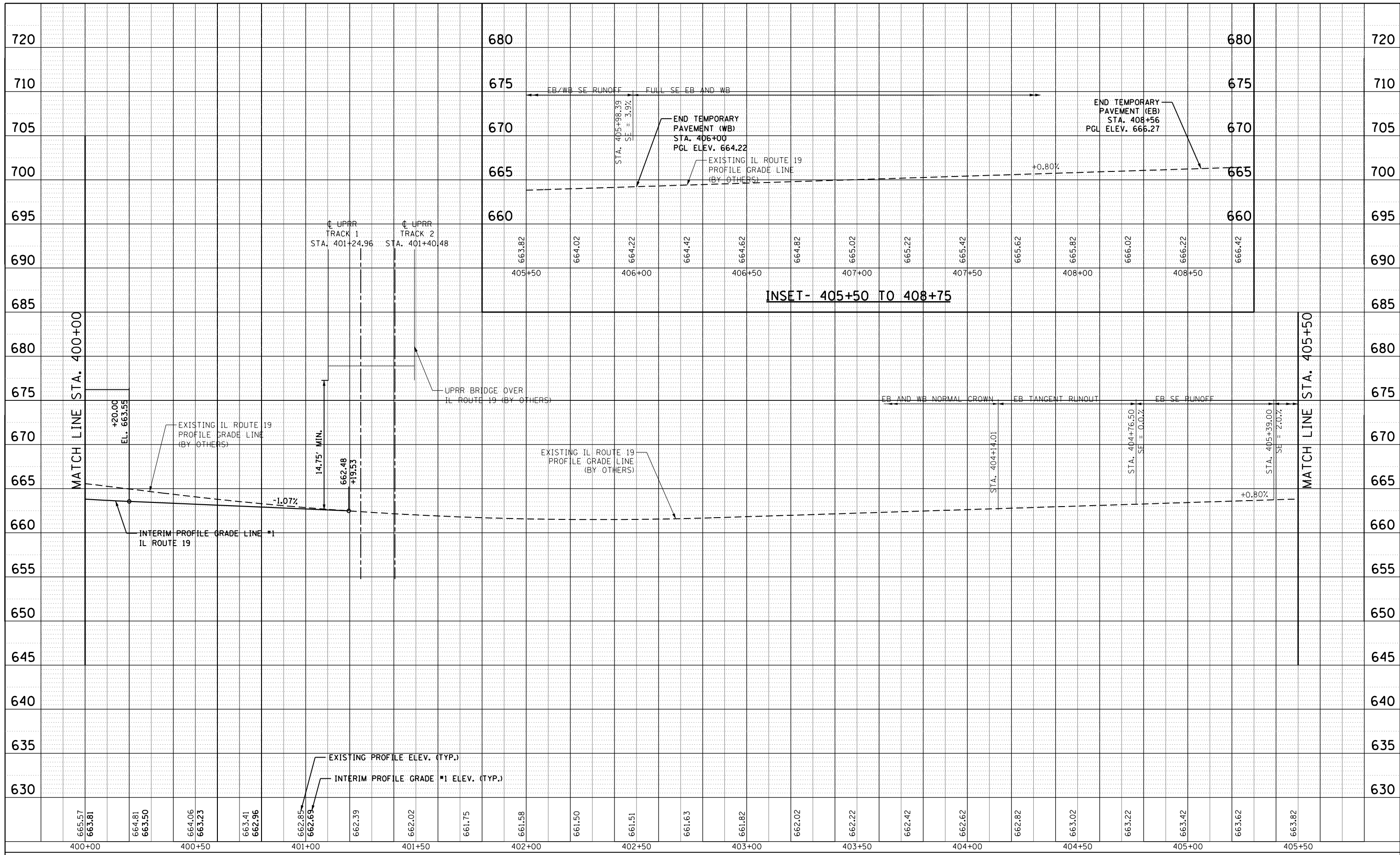


| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 668.41 | 668.67 | 668.93 | 669.23 | 669.44 | 669.58 | 669.72 | 669.77 | 669.76 | 669.68 | 669.61 | 669.48 | 669.31 | 669.15 | 669.07 | 669.05 | 669.05 | 668.72 | 668.81 | 668.17 | 667.71 | 667.84 | 666.62 | 667.38 | 665.69 | 666.89 | 664.91 | 666.30 | 664.28 | 665.57 | 663.81 |
| 394+50 | 395+00 | 395+50 | 396+00 | 396+50 | 397+00 | 397+50 | 398+00 | 398+50 | 399+00 | 399+50 | 400+00 | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | |
|---------------------------|------------------------|-----------------|-----------|---|---|---------------------------|-------------------------|----------------------------|------------------|--------------------|
| HDR ENGINEERING, INC. | USER NAME = user | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PROFILE - INTERIM #1 (BEFORE GRADE CROSSING REMOVAL) IL ROUTE 19 (IRVING PARK RD.) | F.A.U. RTE. 1321 | SECTION 32VB | COUNTY | TOTAL SHEETS 388 | SHEET NO. 46 |
| | PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - | | | SCALE: 1"=20'/1"=5' | SHEET NO. 1 OF 4 SHEETS | STA. 394+50 TO STA. 400+00 | DUPAGE | CONTRACT NO. 60W01 |
| | PLOT DATE = 11/22/2012 | DATE - 11-02-12 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |

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

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



USER NAME = user
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/27/2012

DESIGNED - MPK
 DRAWN - ML
 CHECKED - LGP
 DATE - 11-02-12

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

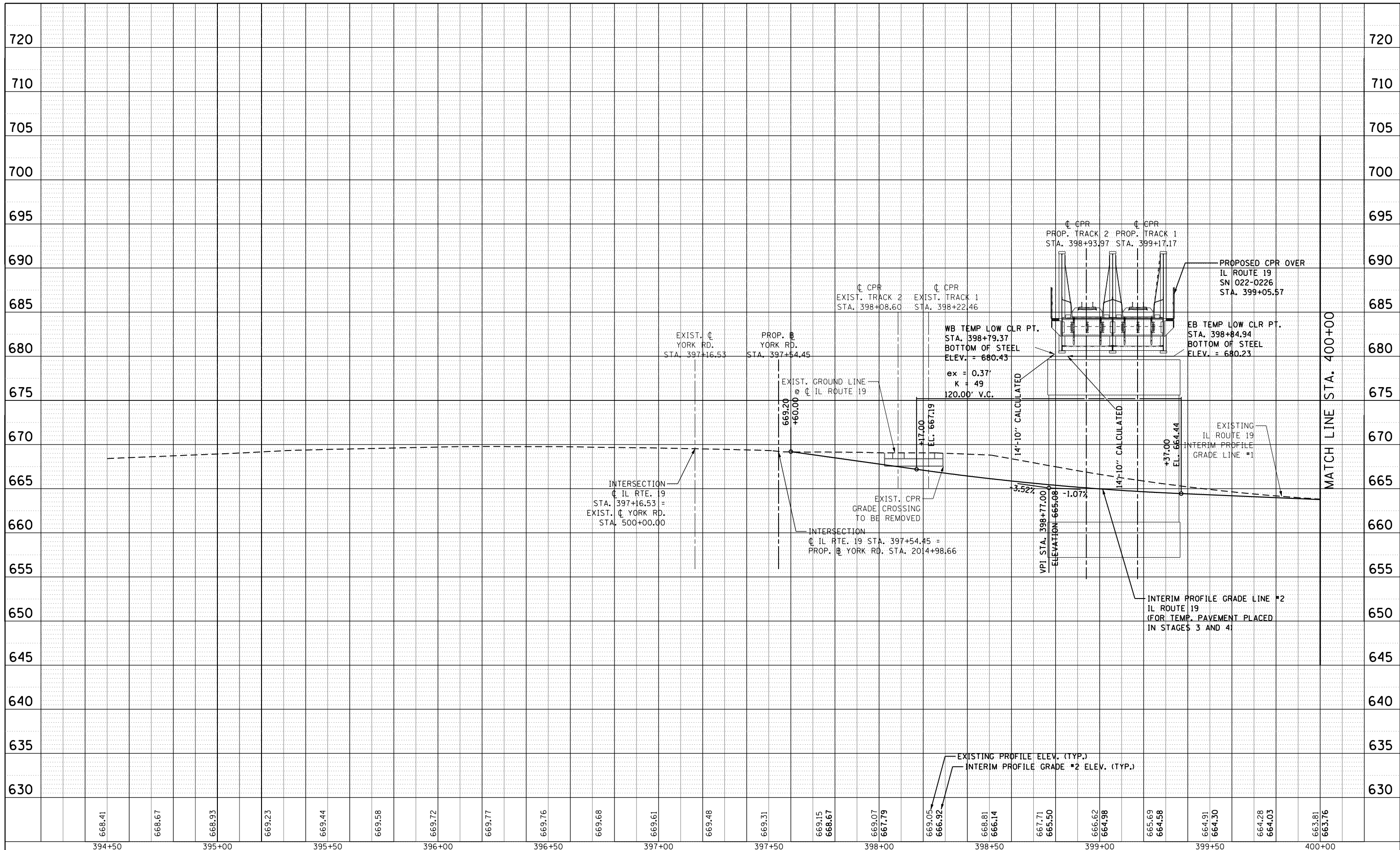
**PROFILE - INTERIM #1 (BEFORE GRADE CROSSING REMOVAL)
 IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1"=20'/1"=5' SHEET NO.2 OF 4 SHEETS STA.400+00 TO STA.405+50

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 47 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | DATE |
| | PLOTTED | BY |
| | ALIGNED | |
| | CHECKED | |
| | FILED | |
| | CARD FILE NAME | |
| | NO. | |

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| | GRADES CHECKED | |
| | STRUCTURE NOTATIONS CHECKED | |
| | NO. | |

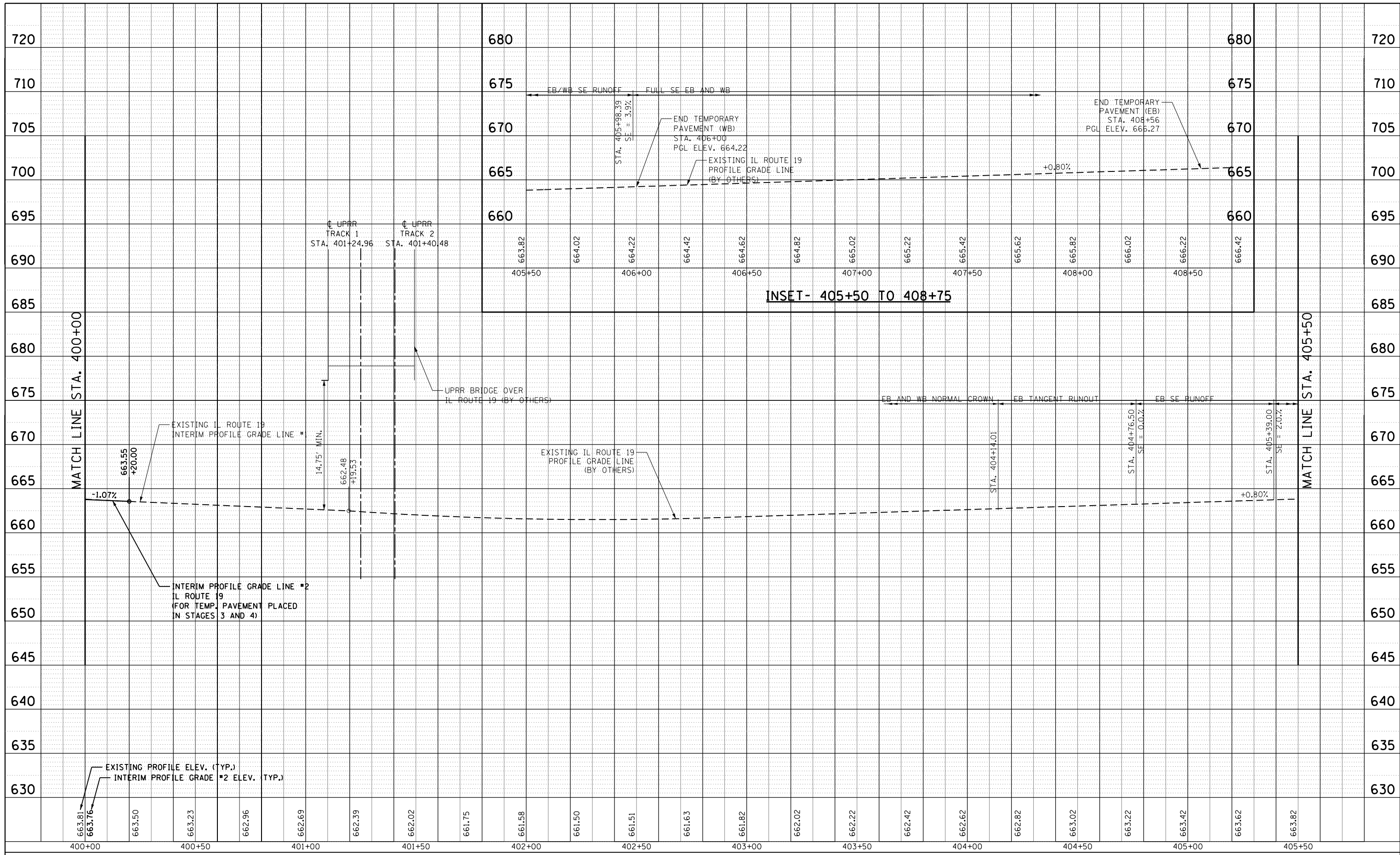


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| 668.41 | 668.67 | 668.93 | 669.23 | 669.44 | 669.58 | 669.72 | 669.77 | 669.76 | 669.68 | 669.61 | 669.48 | 669.31 | 669.15 | 668.67 | 669.07 | 667.79 | 669.05 | 666.92 | 668.81 | 666.14 | 667.71 | 665.50 | 666.62 | 664.98 | 665.69 | 664.58 | 664.91 | 664.30 | 664.28 | 664.03 | 663.81 | 663.76 |
| 394+50 | 395+00 | 395+50 | 396+00 | 396+50 | 397+00 | 397+50 | 398+00 | 398+50 | 399+00 | 399+50 | 400+00 | | | | | | | | | | | | | | | | | | | | | |

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|----------------------------------|------------------------|-----------------|-----------|---|--|---------------------------|-------------------------|----------------------------|------------------|--------------------|
| HDR ENGINEERING, INC. | USER NAME = user | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PROFILE - INTERIM #2 (AFTER GRADE CROSSING REMOVAL) IL ROUTE 19 (IRVING PARK RD.) | F.A.U. RTE. 1321 | SECTION 32VB | COUNTY | TOTAL SHEETS 388 | SHEET NO. 48 |
| | PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - | | | SCALE: 1"=20'/1"=5' | SHEET NO. 3 OF 4 SHEETS | STA. 394+50 TO STA. 400+00 | DUPAGE | CONTRACT NO. 60W01 |
| | PLOT DATE = 11/22/2012 | DATE - 11-02-12 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | DATE |
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| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | ALIGNMENT CHECKED | |
| | STRUCTURE NOTED | |
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|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 663.81 | 663.76 | 663.50 | 663.23 | 662.96 | 662.69 | 662.39 | 662.02 | 661.75 | 661.58 | 661.50 | 661.51 | 661.63 | 661.82 | 662.02 | 662.22 | 662.42 | 662.62 | 662.82 | 663.02 | 663.22 | 663.42 | 663.62 | 663.82 |
| 400+00 | 400+50 | 401+00 | 401+50 | 402+00 | 402+50 | 403+00 | 403+50 | 404+00 | 404+50 | 405+00 | 405+50 | | | | | | | | | | | | |

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|---------------------------|-----------------------|-----------------|-----------|---|--|----------------------|-------------------------|----------------------------|--------------------|----------------|
| HDR ENGINEERING, INC. | USER NAME = user | DESIGNED - MPK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PROFILE - INTERIM #2 (AFTER GRADE CROSSING REMOVAL) IL ROUTE 19 (IRVING PARK RD.) | F.A.U. R.T.E. = 1321 | SECTION = 32VB | COUNTY = DUPAGE | TOTAL SHEETS = 388 | SHEET NO. = 49 |
| | PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - | | | SCALE: 1"=20'/1"=5' | SHEET NO. 4 OF 4 SHEETS | STA. 400+00 TO STA. 405+50 | CONTRACT NO. 60W01 | |
| | PLOT DATE = 11/2/2012 | DATE = 11-02-12 | REVISED - | | | | | | | |

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY CONTROL DEVICES.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TWO THROUGH TRAFFIC LANES IN EACH DIRECTION ON IL ROUTE 19, AND YORK ROAD UNLESS SHOWN OTHERWISE ON THE PLANS.
3. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, TYPE III BARRICADES, DRUMS, OR TYPE II BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS, AND EROSION CONTROL THROUGHOUT STAGE CONSTRUCTION DURING THE DURATION OF THE PROJECT.
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ALL COMMERCIAL AND PRIVATE ENTRANCES. SEE IDOT DISTRICT 1 STANDARD TC-26 FOR TEMPORARY INFORMATION SIGNING REQUIREMENTS AT DRIVEWAYS.
6. THE CONTRACTOR SHALL COORDINATE THE WORK WITH ADJACENT CONTRACTORS.
7. THE CONTRACTOR SHALL USE TEMPORARY PAVEMENT MARKING ON SURFACES TO BE REMOVED AND IN AREAS THAT DO NOT CONFLICT WITH OTHER STAGES.
8. THE CONTRACTOR SHALL USE WET REFLECTIVE TEMPORARY TAPE, TYPE III, ON EXISTING SURFACES TO REMAIN, AREAS IN CONFLICT WITH OTHER STAGES, AND PERMANENT SURFACES. THIS WORK SHALL BE PAID FOR AS TEMPORARY PAVEMENT MARKING OF THE WIDTH SPECIFIED.
9. ALL TYPE II BARRICADES, DRUMS, AND VERTICAL BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.
10. ALL TYPE II BARRICADES, VERTICAL PANELS, AND DRUMS SHALL BE SPACED AT MAXIMUM 50 FEET CENTER TO CENTER THROUGHOUT THE WORK ZONE, EXCEPT IN TAPER AREAS, GORE AREAS, AND ALONG CORNER RADII, WHERE THEY SHALL BE SPACED AT MAXIMUM 25 FEET CENTER TO CENTER.
11. DIMENSIONS FOR CONSTRUCTION WARNING SIGN ON IL ROUTE 19 AND YORK ROAD SHALL BE 48" X 48". DIMENSIONS FOR CONSTRUCTION WARNING SIGN ON SIDE ROADS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-10.
12. ALL "ROAD CONSTRUCTION AHEAD" WARNING SIGNS (W20-1) SHALL BE EQUIPPED WITH HIGH INTENSITY FLASHING LIGHTS.
13. DIRECTION INDICATOR BARRICADES SHALL BE USED AT TAPER LOCATIONS AS DIRECTED BY THE ENGINEER.
14. VERTICAL BARRICADES OR DRUMS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER, TO DELINEATE THE TRAVEL EDGE OF PAVEMENT AFTER TEMPORARY PAVEMENT HAS BEEN CONSTRUCTED.
15. TYPE III BARRICADES SHALL HAVE TWO AMBER TYPE 'A' LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
16. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES AT ANY TIME.
17. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL BACKFILL OR COVER ALL OPEN TRENCHES AND EXCAVATION HOLES IN ORDER TO PROVIDE A SAFE CONDITION FOR MOTORISTS AND THE PUBLIC DURING NON-WORKING HOURS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
18. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED ON EACH APPROACH LEG TO THE IL ROUTE 19 AT YORK ROAD INTERSECTION THROUGHOUT THE DURATION OF THE PROJECT. THE EXACT LOCATION AND MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDER MONTH FOR CHANGEABLE MESSAGE SIGN.
19. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH MAINTENANCE OF TRAFFIC LANE CONFIGURATIONS THROUGHOUT CONSTRUCTION AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR RAISED REFLECTIVE PAVEMENT MARKER REMOVAL.
20. FROM 7AM TO 7PM MONDAY THROUGH SATURDAY EXCEPT FEDERAL HOLIDAYS, THE CONTRACTOR SHALL PROVIDE FLAGGERS ON EACH IRVING PARK ROAD APPROACH TO AVOID TRAFFIC QUEUING ON THE EXISTING RAILROAD TRACK AT GRADE CROSSING. THE CONTRACTOR SHALL ALSO PROVIDE FLAGGERS IN THE IL ROUTE 19 EASTBOUND AND WESTBOUND DIRECTIONS AT THE INTERSECTION OF IL ROUTE 19 AND O'HARE CARGO ACCESS ROAD TO AVOID TRAFFIC QUEUING THROUGH THE INTERSECTION. ALL EQUIPMENT, MATERIALS AND LABOR TO PROVIDE FOR FLAGGERS DURING THE AFOREMENTIONED CONDITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
21. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARILY SETTING DRAINAGE STRUCTURES RIM ELEVATIONS TO MATCH TEMPORARY PAVEMENT ELEVATIONS.

DETOUR PLAN GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012. THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS SUPPLEMENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
2. THE CONTRACTOR SHALL PROCEED WITH THE WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR WILL BE IN EFFECT.
3. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AT LEAST THREE (3) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER WILL BE RESPONSIBLE TO CONTACT THE APPROPRIATE LOCAL OFFICIALS AND INTERESTED PARTIES.
4. THE TEMPORARY VERTICAL CLEARANCE RESTRICTION ON IL ROUTE 19 SHALL NOT BE IN EFFECT UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND APPROVED BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL BARRICADES, SIGNS, LIGHTS, AND OTHER TRAFFIC CONTROL DEVICES INSTALLED BY THE CONTRACTOR ALONG THE DETOUR ROUTES. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE ALL TRAFFIC CONTROL DEVICES FOR THE DETOURS ARE PROPERLY PLACED AT THE CORRECT LOCATIONS AND ARE OPERATING 24 HOURS A DAY, 7 DAYS A WEEK, FOR THE DURATION OF THE DETOURS.
6. THE CONTRACTOR SHALL MAKE ALL CHANGES IN THE SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER. NO ADDITIONAL PAYMENT OR TIME EXTENSIONS WILL BE ALLOWED FOR THESE CHANGES.
7. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR.
8. ALL DETOUR SIGNING SHALL BE POST MOUNTED UNLESS OTHERWISE NOTED ON DETOUR PLANS.
9. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION.
10. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE IN ACCORDANCE WITH THE LATEST ILLINOIS SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
11. ALL TRAFFIC CONTROL DEVICES AND THEIR APPLICATION, SHALL CONFORM TO HIGHWAY STANDARD 701901.
12. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING ONE (1) WEEK PRIOR TO THE REMOVAL OF THE DETOUR. THE ENGINEER WILL BE RESPONSIBLE TO CONTACT THE APPROPRIATE LOCAL OFFICIALS AND INTERESTED PARTIES.
13. CHANGEABLE MESSAGE SIGNS SHOWN ON THE DETOUR PLANS WILL NOT BE PAID FOR SEPARATELY. THE COST FOR THE CHANGEABLE MESSAGE SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

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| | DRAWN - TT | REVISED - |
| PLOT SCALE = #SCALE# | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/27/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC AND DETOUR PLAN
GENERAL NOTES**

SCALE: NTS SHEET NO. 1 OF 29 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 50 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

A. Stage 1 (Approximate 1 month duration)

a. IL Route 19 & York Road

- i. Activity:
 1. Install temporary traffic signals/poles and remove existing traffic signals at IL Route 19 and York Rd. intersection.
 2. Conduct demolition along east leg of IL Route 19 per plan.
 3. Construct drainage swales and structures along IL Route 19 per plan to maintain existing roadway drainage.
 4. Construct temporary pavement along the south (EB) and north (WB) sides of IL Route 19. Construct both south (EB) and north (WB) temporary pavement, east of CPR tracks, to interim profile grade #1 to accommodate CPR superstructure with temporary posted vertical clearance of 12'-6".
 5. Construct temporary pavement in northeast and southeast quadrants of intersection per Stage 1 plans.
 6. CP force account will furnish and install CPR crossing gates and crossing signals to accommodate Stage 1A traffic configuration. CP force account will remove existing crossing gates and cantilever crossing signals.
 7. CP force account will extend CPR track crossings on North and South sides to match temporary pavement limits adjacent to existing pavement.

ii. MOT:

- 1. 1 lane of traffic each in WB and EB directions plus left turn lanes on IL Route 19. Maintain existing traffic pattern on York Road.
- 2. EB traffic will need to be shifted into Stage 1A MOT plan upon CP force account installation of CPR crossing gates and signals in the Stage 1 EB traffic lane. Flagging will be required for EB traffic as CP force account installs CPR crossing gates and signals in the EB through lane.

c. CPR

- i. Begin construction of Bensenville Ditch temporary culvert as an extension to the existing Bensenville Ditch culvert under York Rd.
- ii. Begin construction of Bensenville Ditch permanent culvert as an extension to the existing Bensenville Ditch culvert under York Rd.
- iii. Drive temporary soil retention adjacent to existing CPR tracks and proposed CPR tracks to retain the proposed CPR embankment.
- iv. Continue, from the previous contract, to construct proposed CPR embankment north and south of IL Route 19.
- vi. Begin construction of the north and south abutments of the CPR structure.

B. Stage 1A (Approximate 1 month duration)

a. IL Route 19

- i. Activity:
 1. Remove existing pavement on east leg and construct temporary pavement per plan to accommodate Stage 2 traffic. Temporary pavement should match previously constructed temporary pavement in Stage 1.

ii. MOT:

- 1. 1 lane of traffic each in WB and EB directions plus left turn lanes.
- 2. EB and WB through lanes utilizing temporary pavement. WB left turn lane utilizing existing pavement.

b. York Road

- i. Activity: No construction, maintain existing traffic control.
- ii. MOT: Existing traffic configuration (2 lanes in each direction plus left turn lanes).

c. CPR

- i. Continue construction of Bensenville Ditch temporary culvert under proposed CPR tracks.
- ii. Continue construction of the Bensenville Ditch culvert under proposed CPR tracks.
- iii. Continue construction of proposed CPR embankment north and south of IL Route 19.
- iv. Continue construction of north and south abutments of the CPR structure.

C. Stage 2 (Approximate 10 month duration)

a. IL Route 19

- i. Activity:
 1. Construct temporary pavement along the north side of proposed CPR pier per plan. Temporary pavement should match previously constructed temporary pavement along the north side of IL Route 19.

ii. MOT:

- 1. WB direction: 1 through lane, 1 right turn only lane, 1 left turn only lane.
- 2. EB direction: 2 through lanes plus left turn lane.
- 4. Temporary night roadway closures during CPR Bridge beam swings.
- 5. Temporary posted 12'-6" vertical clearance under CPR Bridge once bridge beams are placed. Implement truck detour route per contract plans.
- 6. All railroad signing and pavement markings to be removed upon abandonment of existing CPR tracks.

b. York Road

- i. Activity: No construction, maintain existing traffic control.
- ii. MOT: Existing traffic configuration (2 lanes in each direction plus left turn lanes).

c. CPR

- i. Complete construction of Bensenville Ditch temporary culvert under proposed CPR tracks.
- ii. Complete construction of the Bensenville Ditch culvert under proposed CPR tracks.
- iii. Complete construction of proposed CPR embankment north and south of IL Route 19.
- iv. Complete construction of north and south abutments of the CPR structure.
- v. Construct CPR Bridge pier on IL Route 19.
- vi. Construct CPR superstructure and tracks.
- vii. Remove portions of existing CPR tracks, finish remaining grading, ballast, and track work and connect proposed CPR tracks to existing.
- viii. Open CPR structure to rail traffic and abandon existing CPR tracks.

D. Stage 3 (Approximate 1 month duration)

a. IL Route 19

- i. Activity:
 1. Remove abandoned CPR tracks on south portion of roadway to allow for remaining embankment and road construction.
 2. Construct temporary pavement along the south (EB) side of IL Route 19 to interim profile grade #2 to accommodate CPR superstructure with vertical clearance of 14'-10".
 3. Re-establish drainage swales and drainage structures as necessary to accommodate interim profile grade #2.

ii. MOT:

- 1. WB direction: 1 through lane, 1 right turn only lane, 1 left turn only lane.
- 2. EB direction: 1 through lane, 1 right turn only lane, 1 left turn only lane.
- 3. All traffic shifted north of CPR Bridge pier.
- 4. Temporary posted 12'-6" vertical clearance under CPR Bridge. Truck detour route active.

b. York Road

- i. Activity: No construction, maintain existing traffic control.
- ii. MOT: Existing traffic configuration (2 lanes in each direction plus left turn lanes).

E. Stage 4 (Approximate 1 month duration)

a. IL Route 19

- i. Activity:
 1. Remove abandoned CPR tracks on north portion of roadway to allow for remaining embankment and road construction.
 2. Construct temporary pavement along the north (WB) side of IL Route 19 to interim profile grade #2 to accommodate CPR superstructure with vertical clearance of 14'-10". Sub-stage to allow placement of south portion of temporary pavement near proposed CPR bridge pier.
 3. Re-establish drainage swales and drainage structures as necessary to accommodate interim profile grade #2.

ii. MOT:

- 1. WB direction: 1 through lane, 1 left turn only lane.
- 2. EB direction: 1 through lane, 1 left turn only lane.
- 3. Temporary posted 12'-6" vertical clearance under CPR Bridge in WB direction only. Truck detour route active for WB traffic only. 14'-10" vertical clearance under CPR Bridge in EB direction.

b. York Road

- i. Activity: No construction, maintain existing traffic control.
- ii. MOT: Existing traffic configuration (2 lanes in each direction plus left turn lanes).



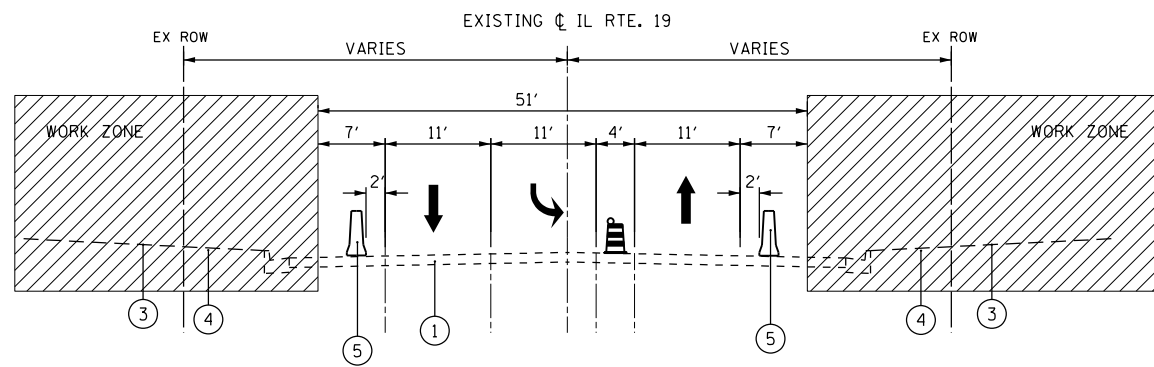
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| USER NAME = user | DESIGNED - JJS | REVISED - |
| | DRAWN - TT | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 08-03-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

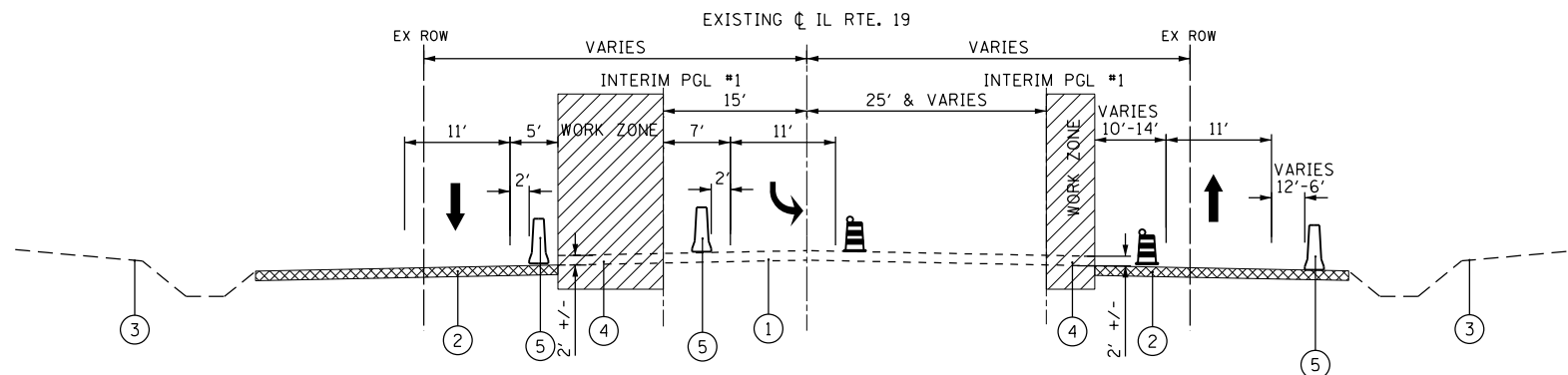
**CONSTRUCTION SEQUENCING
NOTES**

SCALE: NTS SHEET NO. 2 OF 29 SHEETS STA. TO STA.

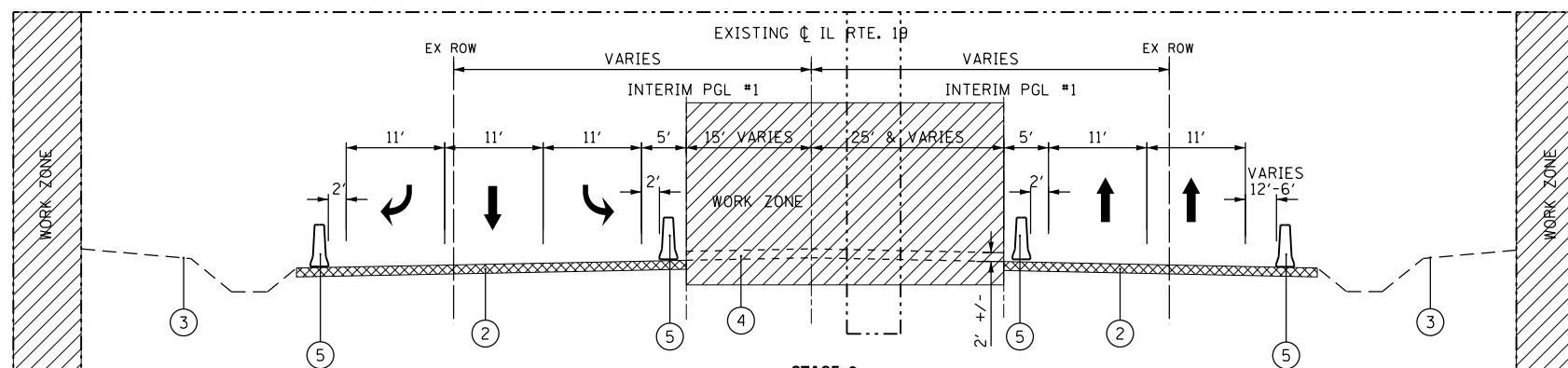
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| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32 WRS-5 | | 388 | 51 |
| | | | CONTRACT NO. 60B42 | |
| ILLINOIS FED. AID PROJECT | | | | |



STAGE 1
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)







STAGE 1A
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)



STAGE 2
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)
CONSTRUCT CPR BRIDGE
12'-6" TEMPORARY VERTICAL CLEARANCE-NO TRUCKS- TRUCK DETOUR ACTIVE

LEGEND

- ① EXISTING PAVEMENT
 - ② EXISTING TEMPORARY PAVEMENT
 - ③ EXISTING GROUND
 - ④ CONSTRUCT TEMPORARY PAVEMENT
 - ⑤ TEMPORARY CONCRETE BARRIER
-  WORK ZONE
 -  TEMPORARY PAVEMENT
 -  DIRECTION OF TRAFFIC
 -  DRUM WITH STEADY BURNING LIGHT



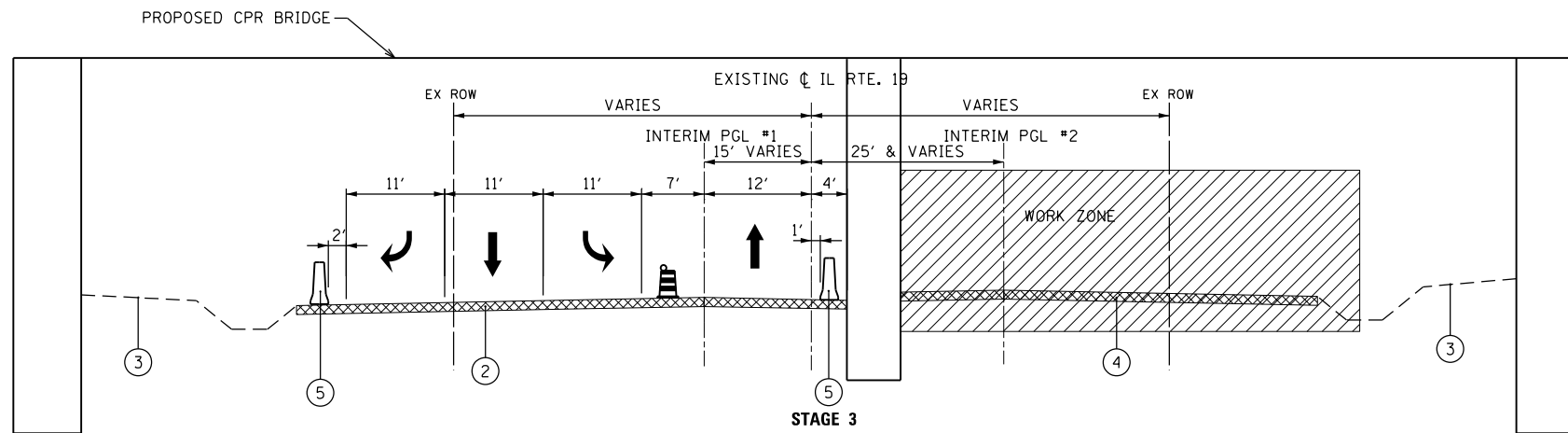
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| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

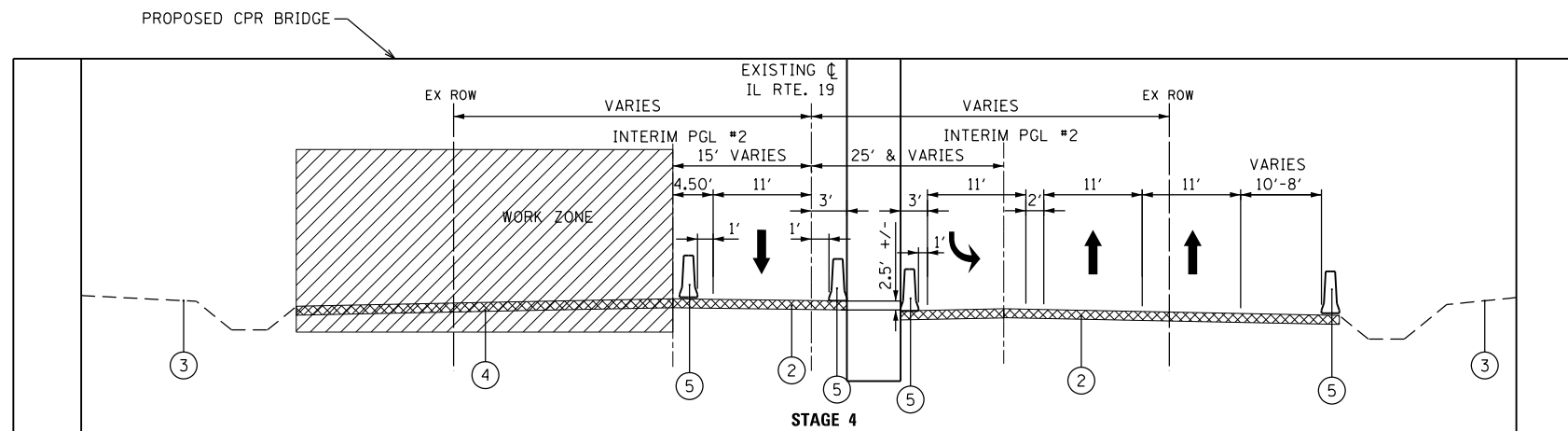
MOT TYPICAL CROSS SECTION
IL ROUTE 19 (IRVING PARK ROAD)

SCALE: NTS SHEET NO. 3 OF 29 SHEETS STA. TO STA.

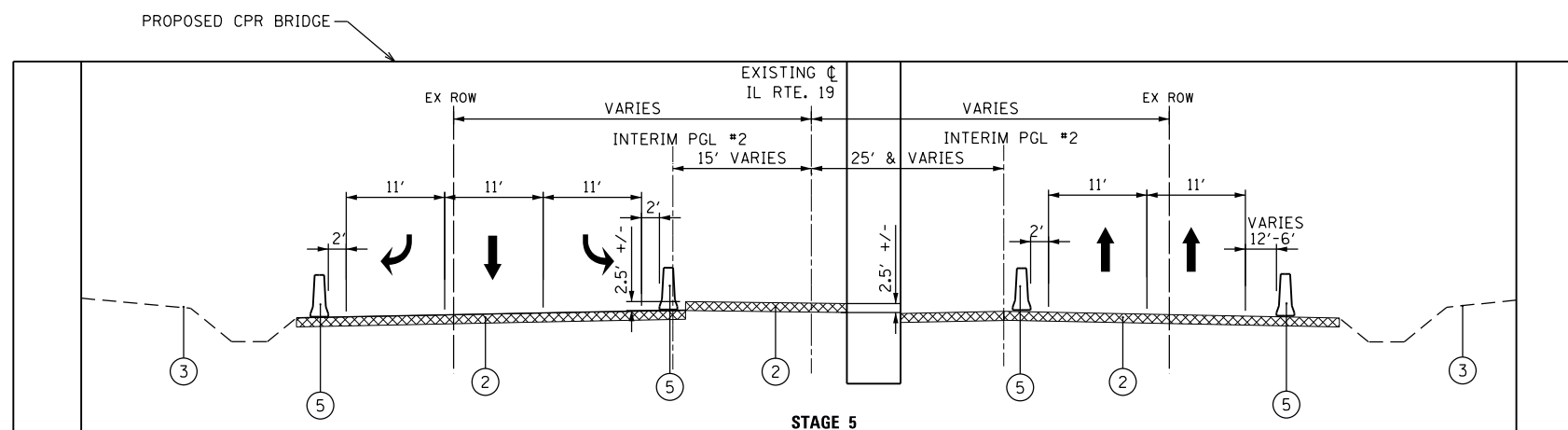
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 52 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STAGE 3
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)
12'-6" TEMPORARY VERTICAL CLEARANCE-NO TRUCKS- TRUCK DETOUR ACTIVE



STAGE 4
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)
12'-6" TEMPORARY VERTICAL CLEARANCE-NO TRUCKS- TRUCK DETOUR ACTIVE



STAGE 5
IL ROUTE 19 AT CPR BRIDGE (LOOKING EAST)
14'-10" VERTICAL CLEARANCE-NO TRUCK DETOUR ROUTE

LEGEND

- ① EXISTING PAVEMENT
- ② EXISTING TEMPORARY PAVEMENT
- ③ EXISTING GROUND
- ④ CONSTRUCT TEMPORARY PAVEMENT
- ⑤ TEMPORARY CONCRETE BARRIER
- WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- DRUM WITH STEADY BURNING LIGHT



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| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/2/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |















STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL CROSS SECTION
IL ROUTE 19 (IRVING PARK ROAD)






SCALE: NTS SHEET NO. 4 OF 29 SHEETS STA. TO STA.

| | | | | |
|---------------------------|--------------|---------------|------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 53 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MOT LEGEND

-  WORK ZONE
-  TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGING
-  TEMPORARY PAVEMENT TO BE CONSTRUCTED (SEE NOTE 1 BELOW)
-  COMPLETED PAVEMENT
-  ARROW BOARD
-  IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, Z0030250), 18 BARRELS
-  IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, Z0030250), 9 BARRELS
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW, Z0030260)
-  DIRECTION OF TRAFFIC
-  TEMPORARY CONCRETE BARRIER (70400100)
-  CONSTRUCTION SIGN PER IDOT STANDARDS UNLESS NOTED
-  TYPE III BARRICADE WITH STEADY BURNING LIGHT
-  CONE, DRUM OR BARRICADE
-  AMBER FLASHING LIGHT

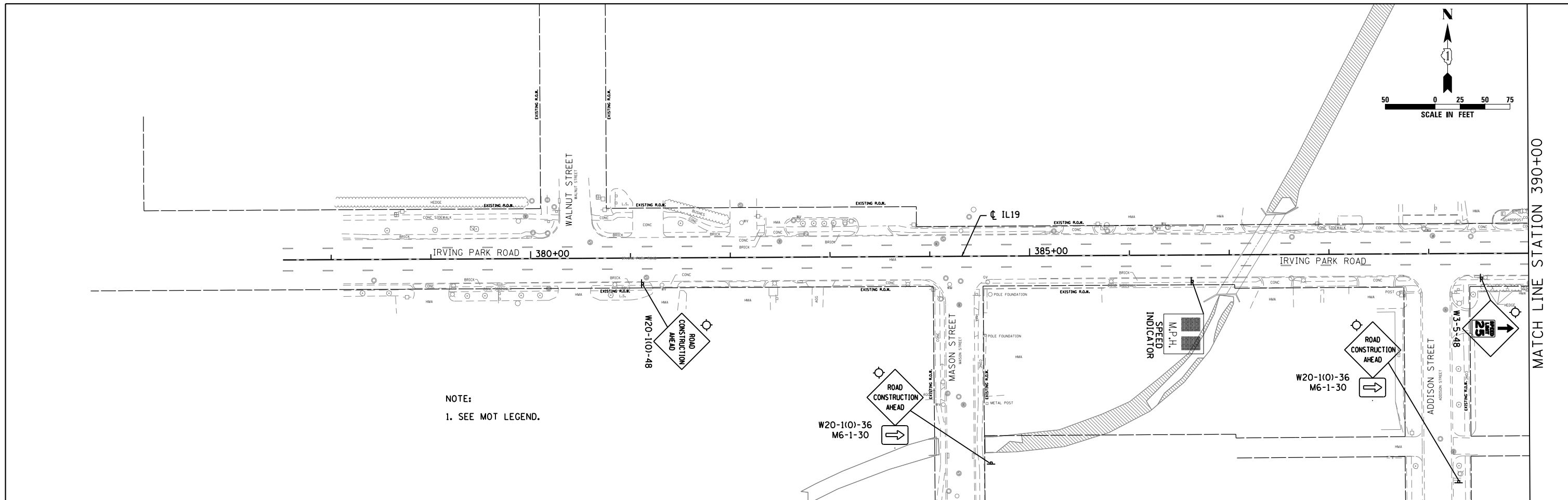
- (A) TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS (70300210) (SOLID WHITE)
- (B) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (SOLID YELLOW)
- (C) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (SOLID WHITE)
- (D) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) TEMPORARY PAVEMENT MARKING - LINE 6" (70300220) (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (F) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (DOUBLE SOLID YELLOW - 11" C-C SPACING)
- (G) TEMPORARY PAVEMENT MARKING - LINE 6" (70300240) (SOLID WHITE)
- (H) TEMPORARY PAVEMENT MARKING - LINE 12" (70300260) (SOLID WHITE)
- (I) TEMPORARY PAVEMENT MARKING - LINE 24" (70300280) (SOLID WHITE)
- (J) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (SKIP-DASH, YELLOW, 10' DASH, 30' SKIP)
- (K) TEMPORARY PAVEMENT MARKING - LINE 12" (70300260) (SOLID YELLOW)
- (L) TEMPORARY PAVEMENT MARKING - LINE 4" (70300220) (SKIP-DASH, YELLOW, 2' DASH, 6' SKIP)

- ①  R8-8 24" x 30"
- ②  R10-11a 24" x 30"
- ③  R10-6a 36" x 42"
- ④  W10-1
 W10-15P

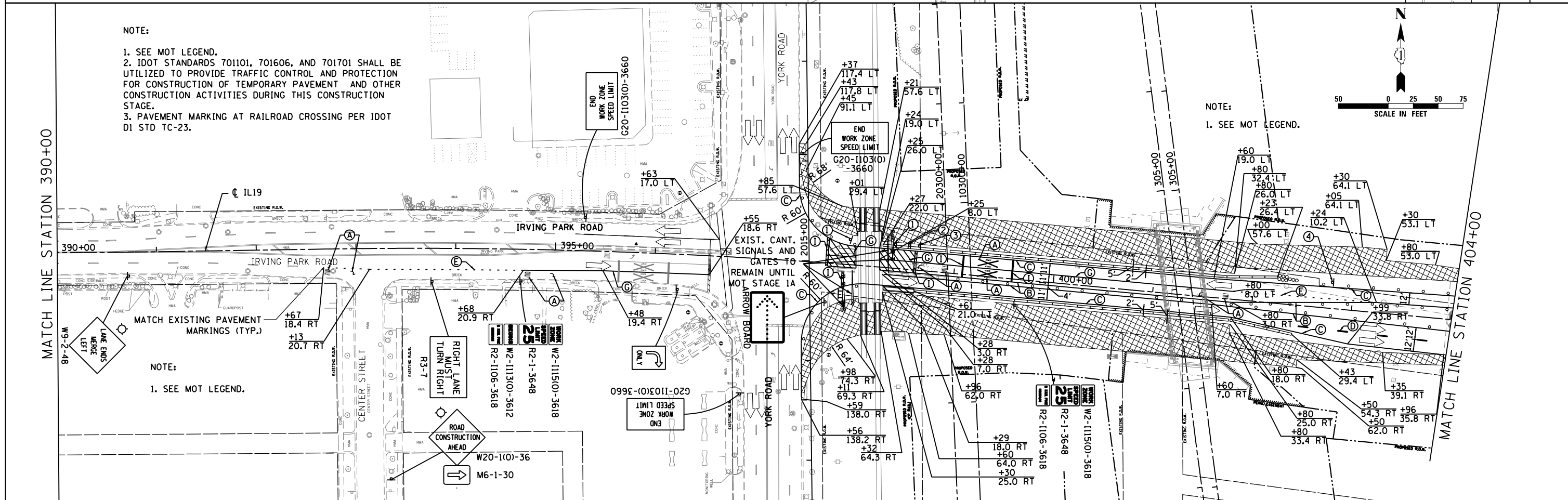
NOTE:

1. FULL-DEPTH TEMPORARY PAVEMENT THICKNESS SHALL BE 12" OF HOT-MIX ASPHALT OR 10" OF PCC MEETING THE MIXTURE REQUIREMENTS AS SET FORTH IN THE HMA MIXTURE REQUIREMENTS TABLE ON SHEET 20 .

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 08-03-2012 | REVISED - |



NOTE:
1. SEE MOT LEGEND.



NOTE:
1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.
3. PAVEMENT MARKING AT RAILROAD CROSSING PER IDOT D1 STD TC-23.

NOTE:
1. SEE MOT LEGEND.

NOTE:
1. SEE MOT LEGEND.



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

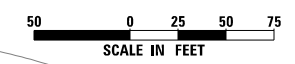
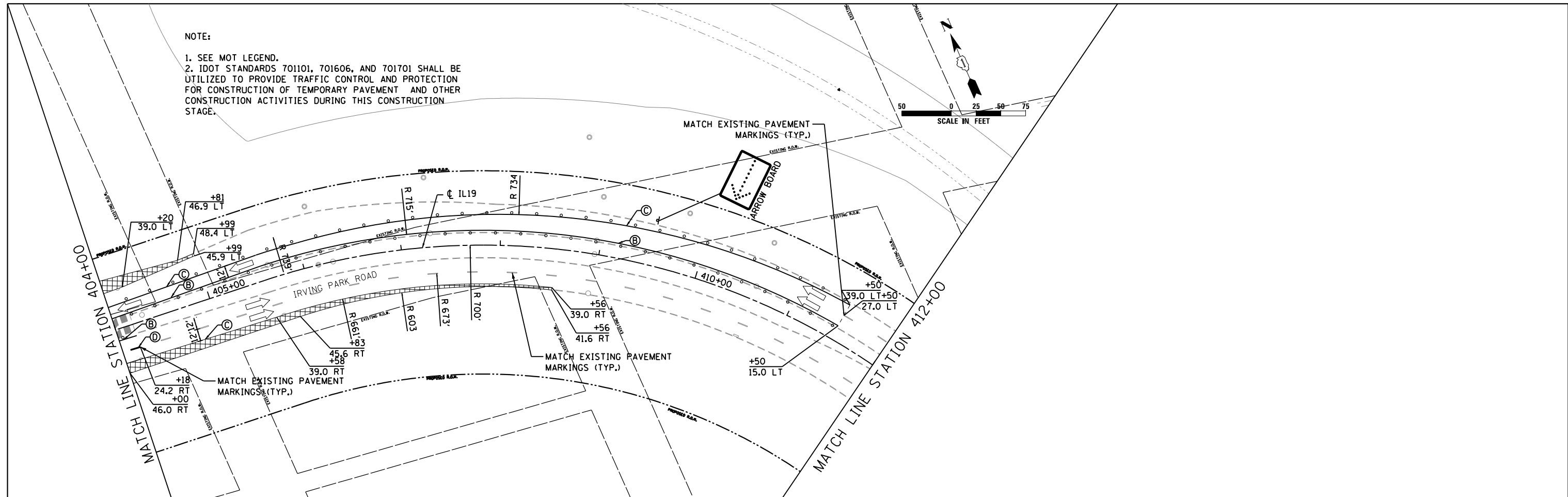
MAINTENANCE OF TRAFFIC STAGE 1
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 6 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 55 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

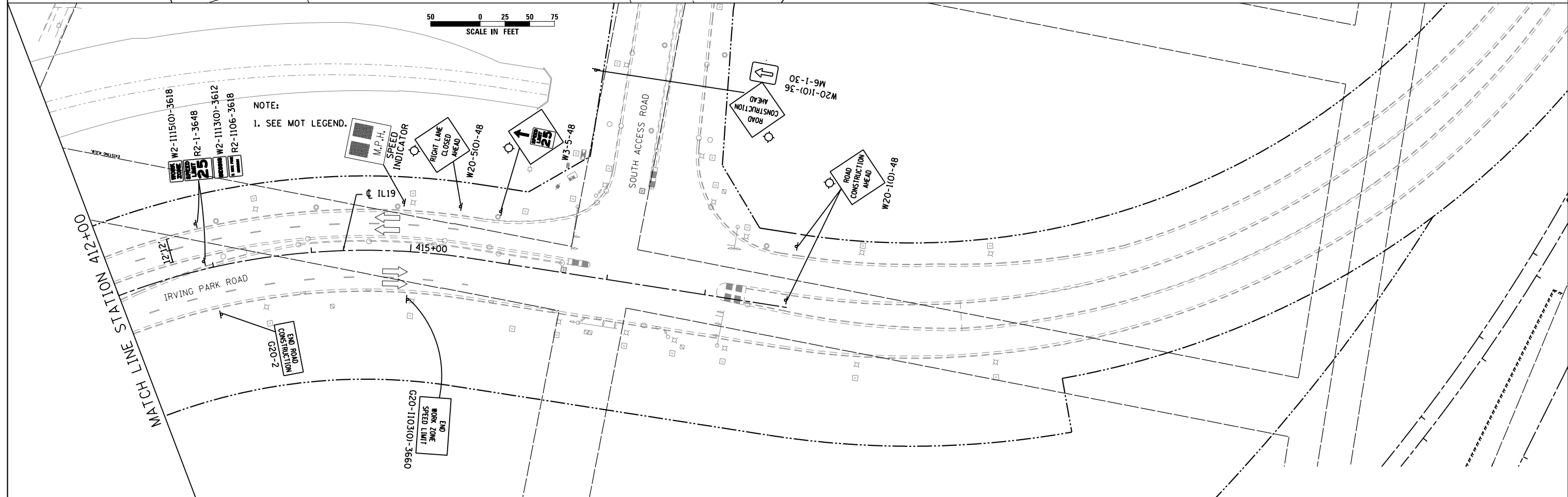
NOTE:

1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:

1. SEE MOT LEGEND.



USER NAME = user
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/21/2012

DESIGNED - JJS
 DRAWN - TT
 CHECKED - LGP
 DATE - 11-20-2012

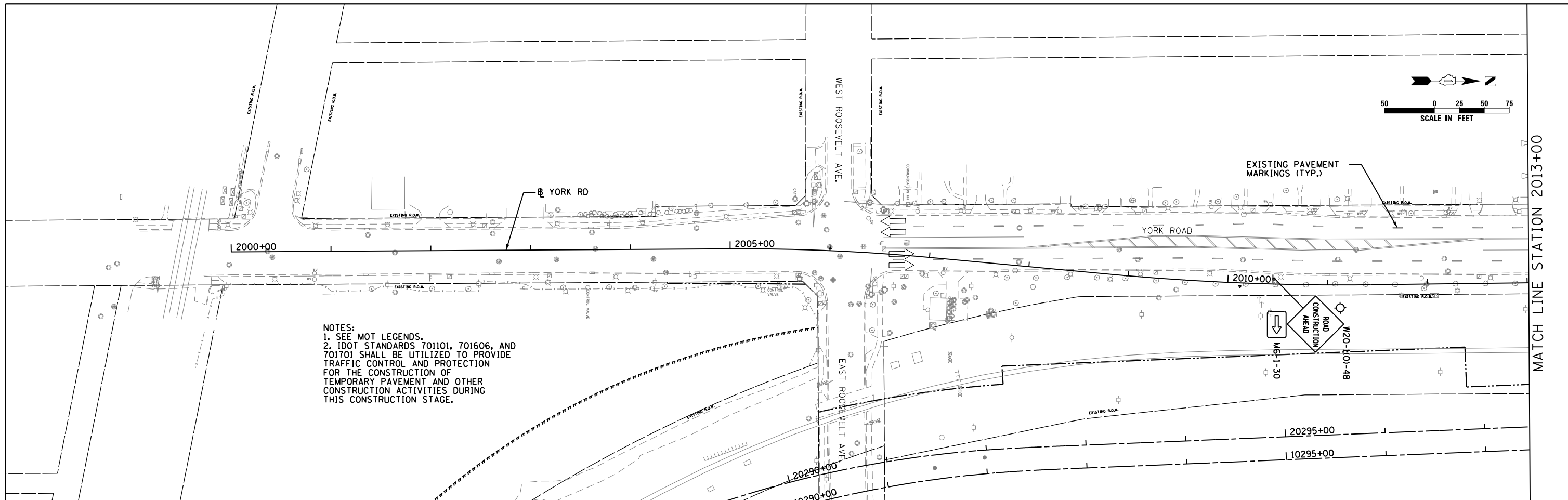
REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

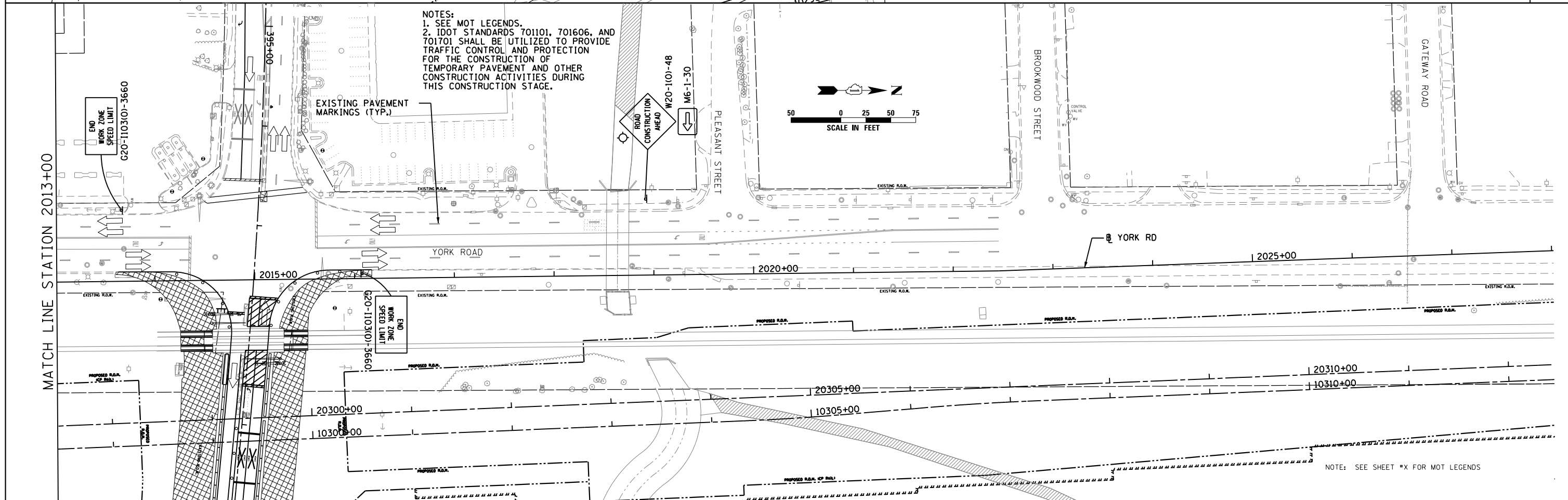
**MAINTENANCE OF TRAFFIC STAGE 1
 IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 50' SHEET NO. 7 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 56 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.

MATCH LINE STATION 2013+00

MATCH LINE STATION 2013+00

NOTE: SEE SHEET *X FOR MOT LEGENDS



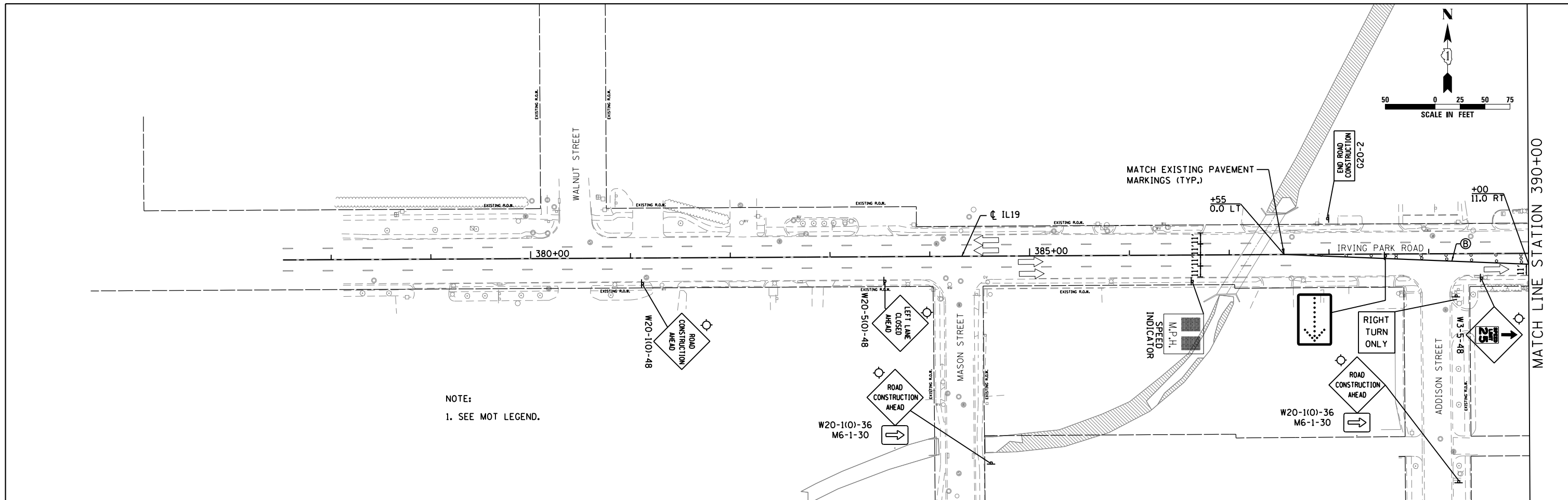
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/22/2012 | CHECKED - LGP | REVISED - |
| | DATE - 08-03-2012 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

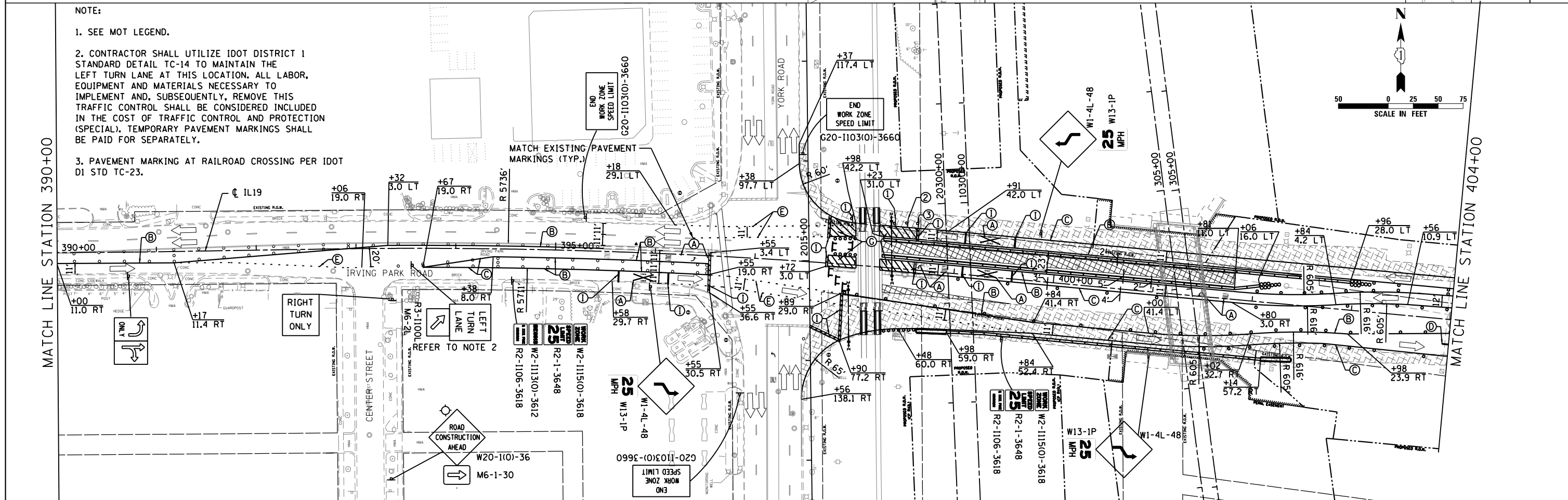
**MAINTENANCE OF TRAFFIC STAGE 1
 YORK RD.**

SCALE: 1" = 50' SHEET NO. 8 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32 WRS-5 | DUPAGE | 388 | 57 |
| CONTRACT NO. 60B42 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGEND.



NOTE:
1. SEE MOT LEGEND.
2. CONTRACTOR SHALL UTILIZE IDOT DISTRICT 1 STANDARD DETAIL TC-14 TO MAINTAIN THE LEFT TURN LANE AT THIS LOCATION. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO IMPLEMENT AND, SUBSEQUENTLY, REMOVE THIS TRAFFIC CONTROL SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL). TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR SEPARATELY.
3. PAVEMENT MARKING AT RAILROAD CROSSING PER IDOT D1 STD TC-23.

MATCH LINE STATION 390+00

MATCH LINE STATION 404+00



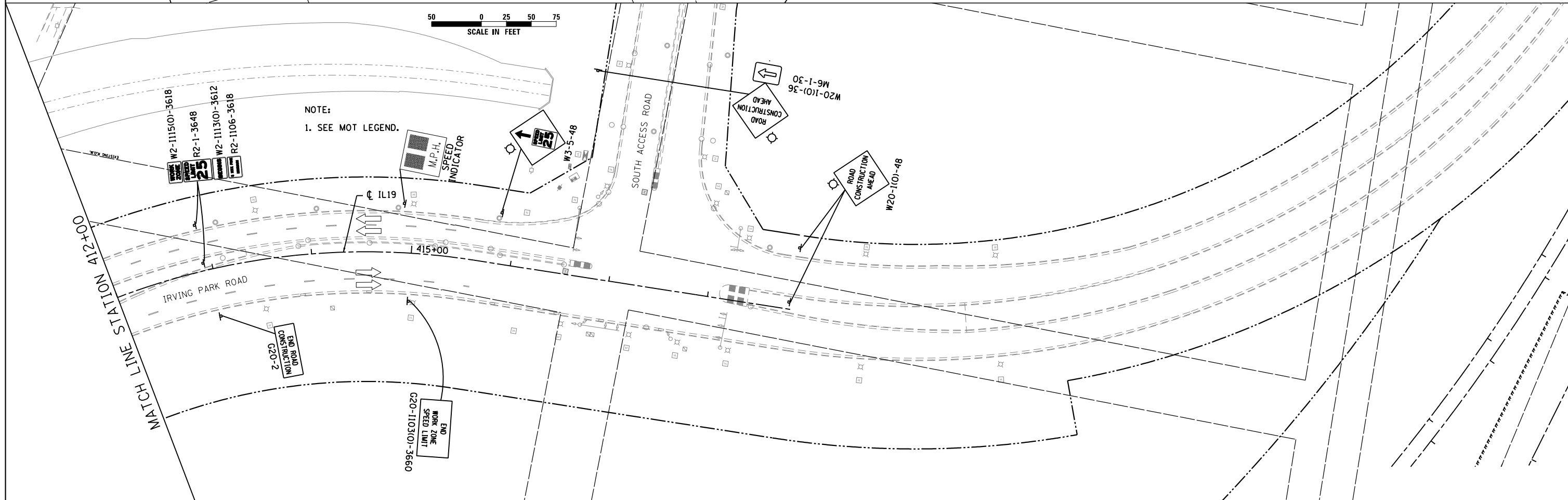
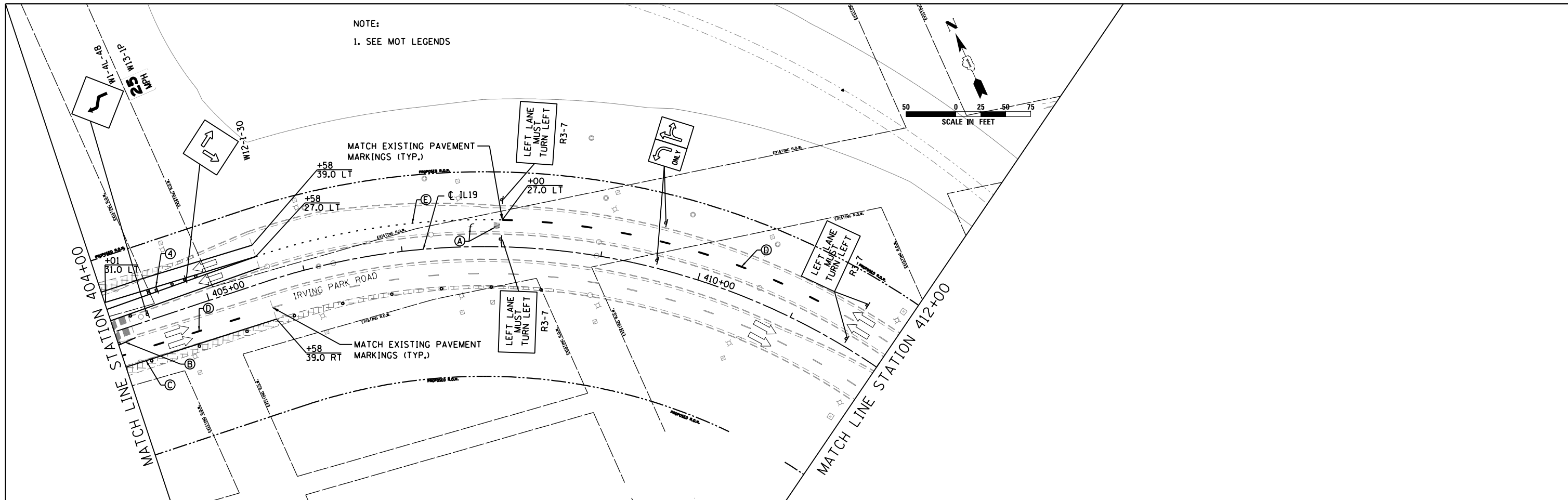
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|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1A
IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 50' SHEET NO. 9 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|--------------|---------------|------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 58 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGENDS

NOTE:
1. SEE MOT LEGEND.



USER NAME = user
PLOT SCALE = *SCALE*
PLOT DATE = 11/21/2012

DESIGNED - JJS
DRAWN - TT
CHECKED - LGP
DATE - 11-20-2012

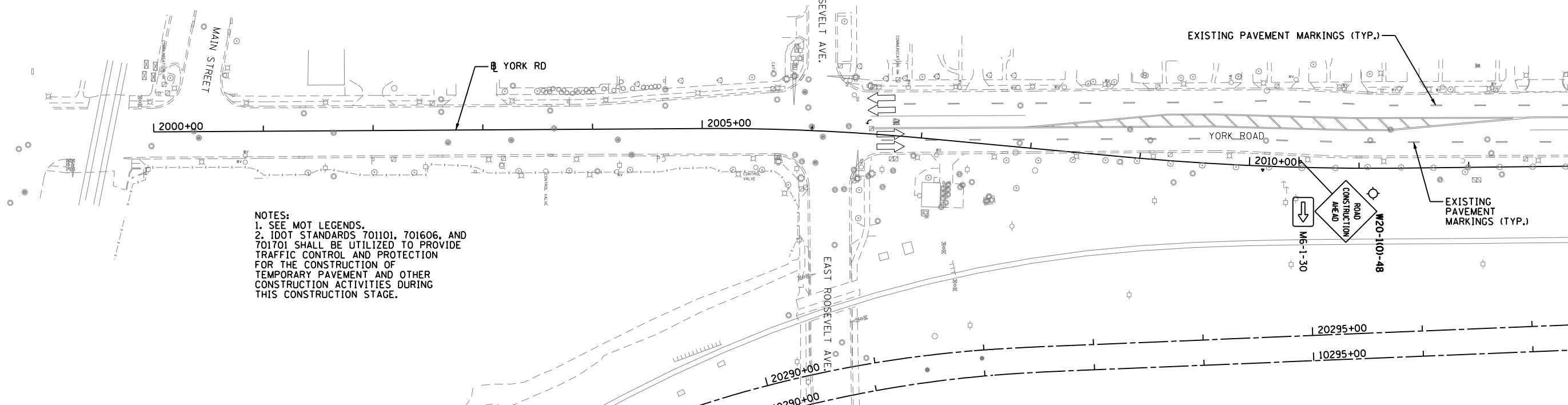
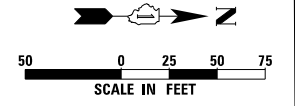
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 1A
IL ROUTE 19 (IRVING PARK RD.)

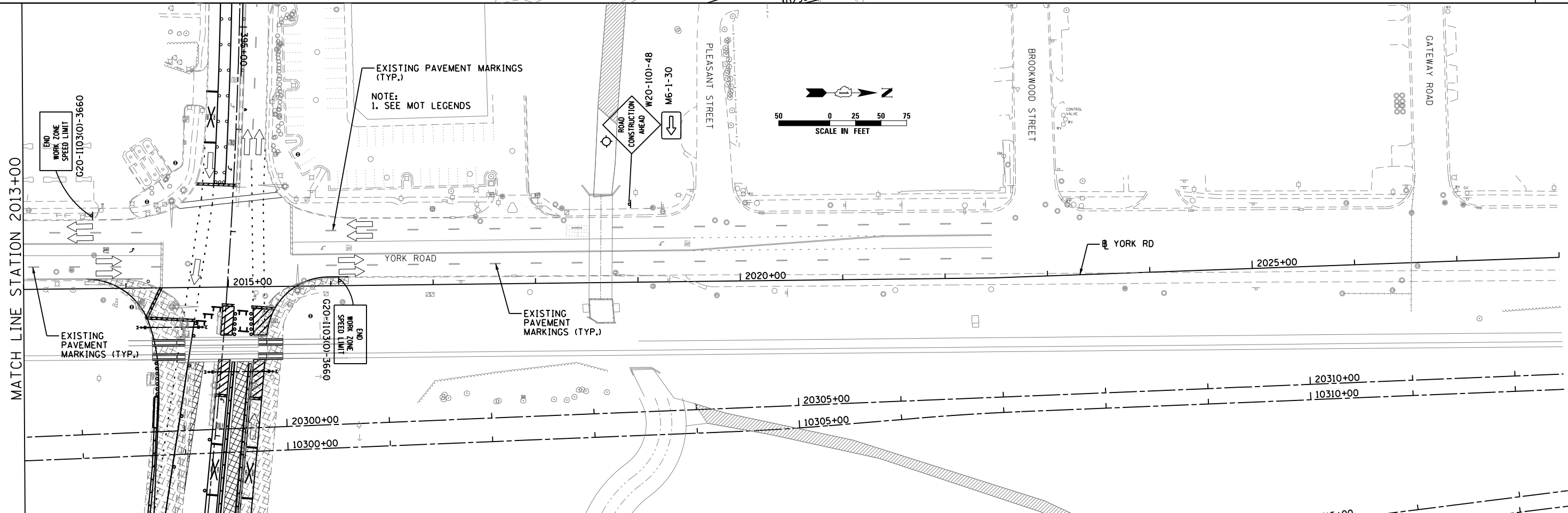
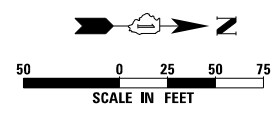
SCALE: 1" = 50' SHEET NO. 10 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 59 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.

MATCH LINE STATION 2013+00



EXISTING PAVEMENT MARKINGS (TYP.)
 NOTE:
 1. SEE MOT LEGENDS

MATCH LINE STATION 2013+00



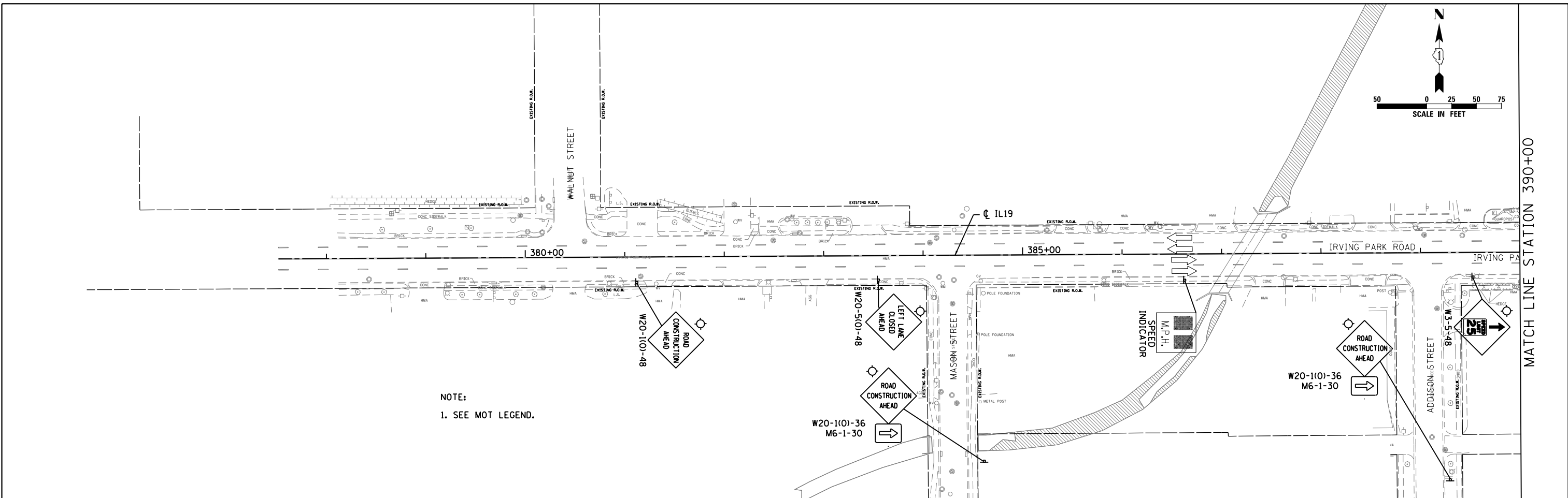
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/22/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

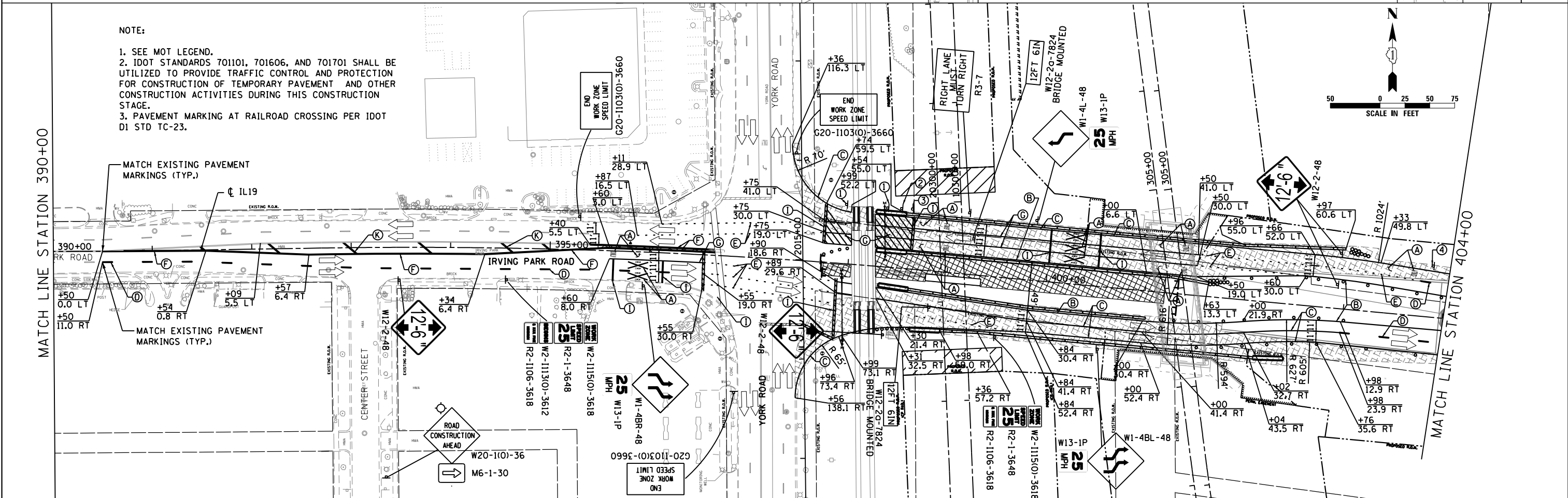
**MAINTENANCE OF TRAFFIC STAGE 1A
 YORK RD.**

SCALE: 1" = 50' SHEET NO. 11 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 60 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGEND.



NOTE:
1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.
3. PAVEMENT MARKING AT RAILROAD CROSSING PER IDOT D1 STD TC-23.

MATCH LINE STATION 390+00

MATCH LINE STATION 404+00



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

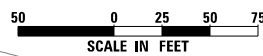
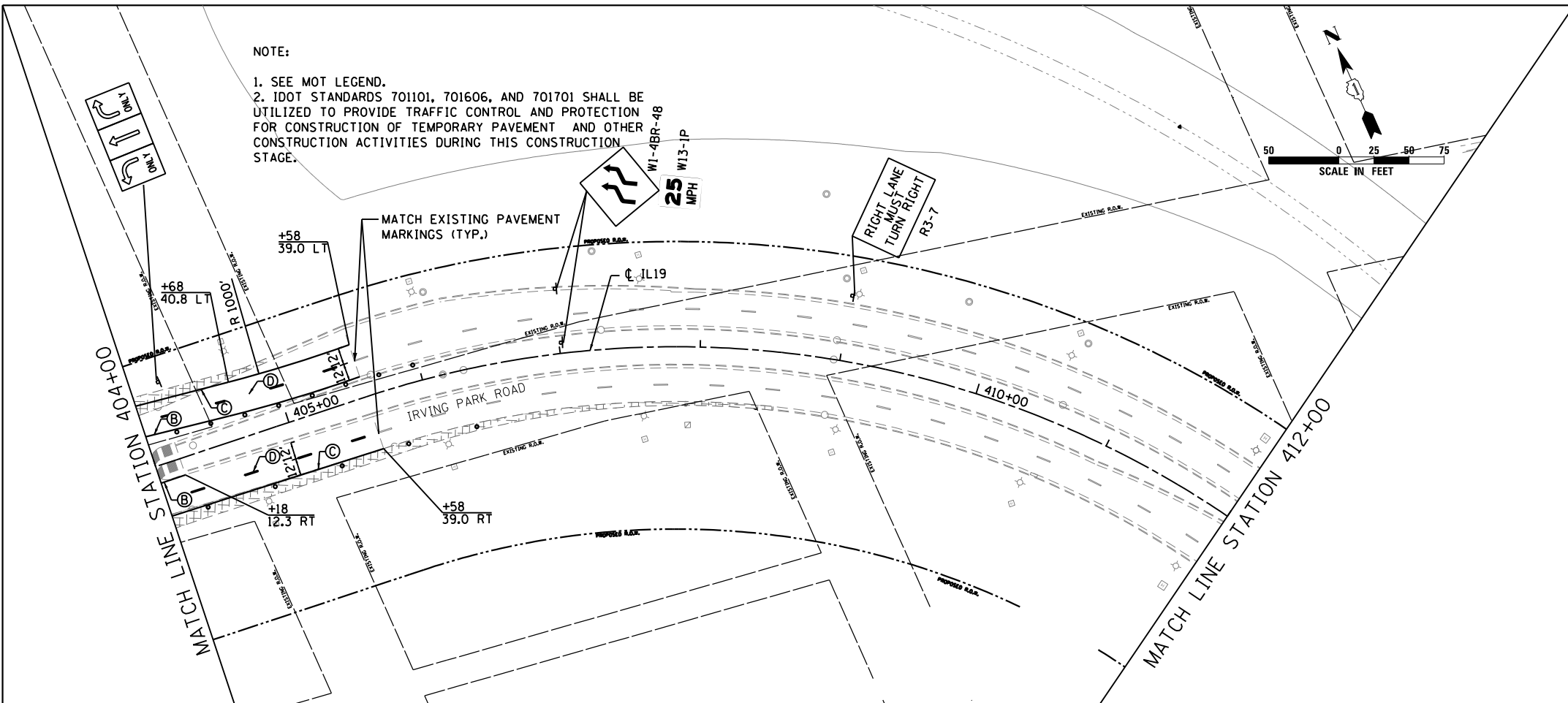
MAINTENANCE OF TRAFFIC STAGE 2
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 12 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|--------------|---------------|------------------|--------------|
| F.A.U. R.T.E. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 61 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

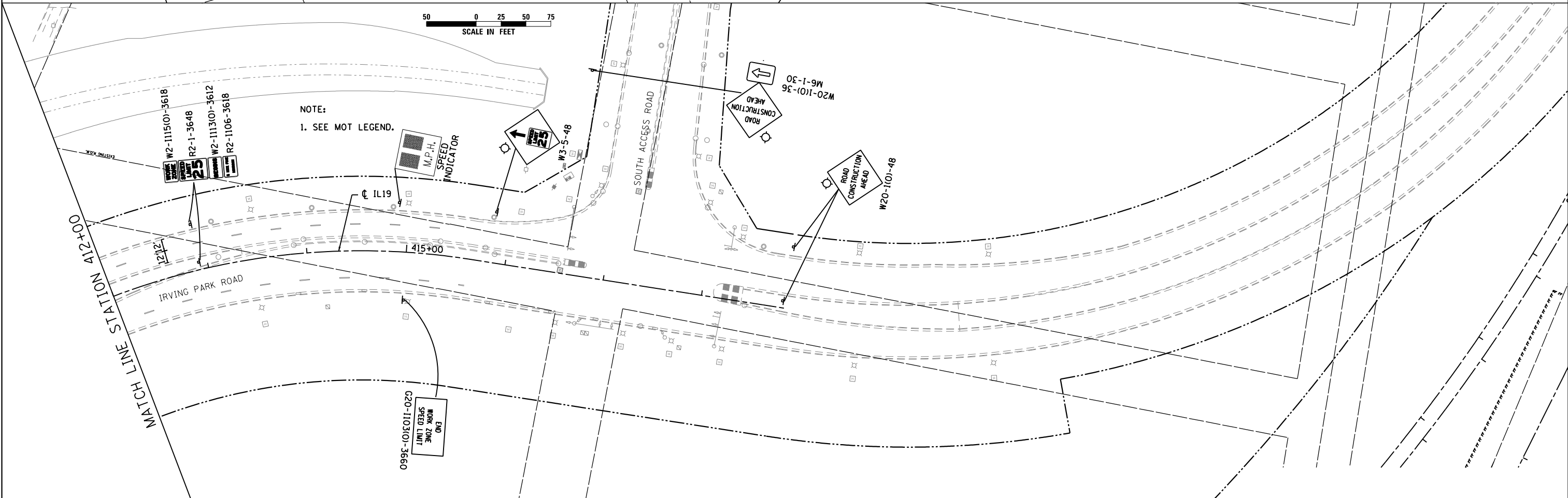
NOTE:

1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:

1. SEE MOT LEGEND.



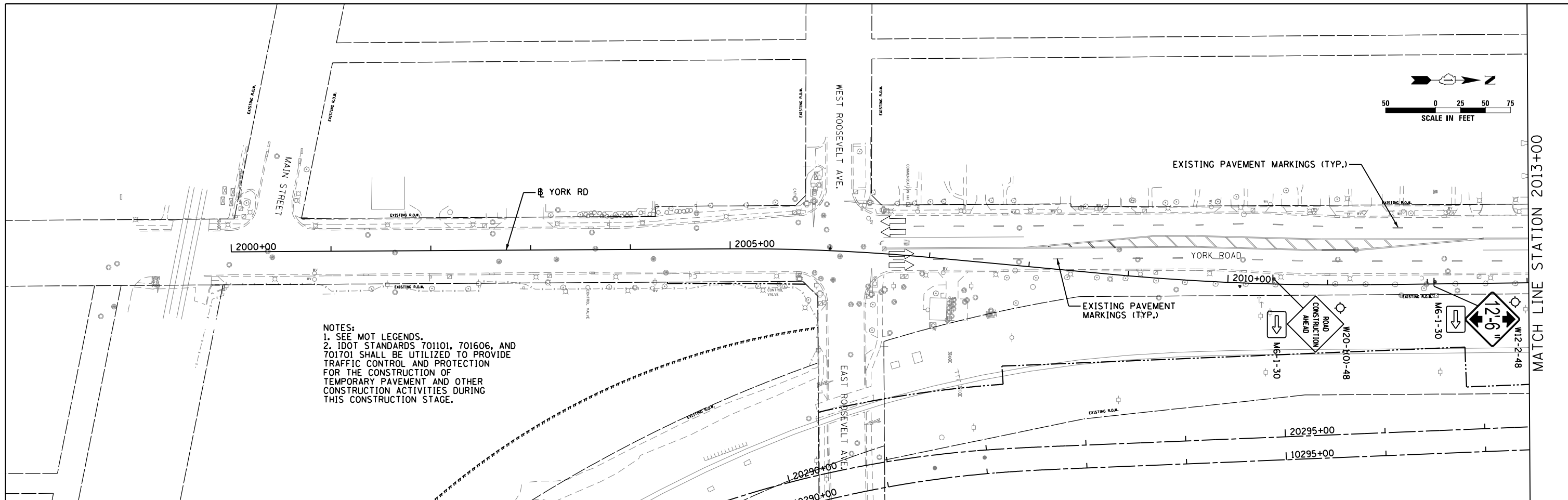
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|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

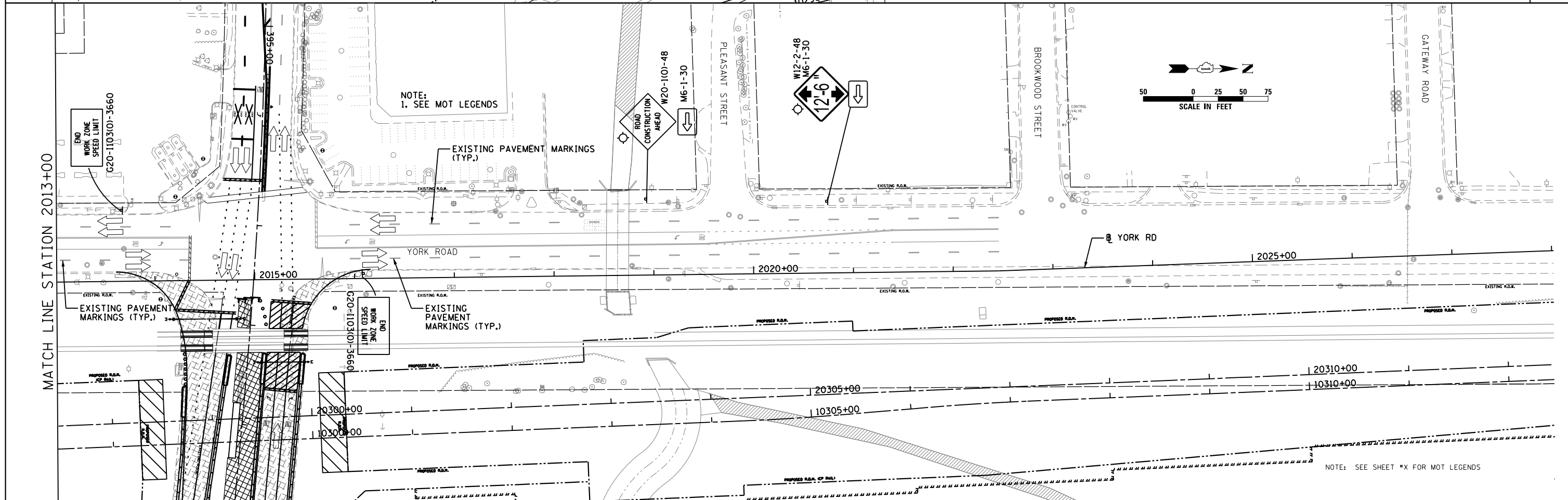
MAINTENANCE OF TRAFFIC STAGE 2
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 13 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 62 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:
 1. SEE MOT LEGENDS

NOTE: SEE SHEET *X FOR MOT LEGENDS



USER NAME = user
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/22/2012

DESIGNED - JJS
 DRAWN - TT
 CHECKED - LGP
 DATE - 11-02-2012

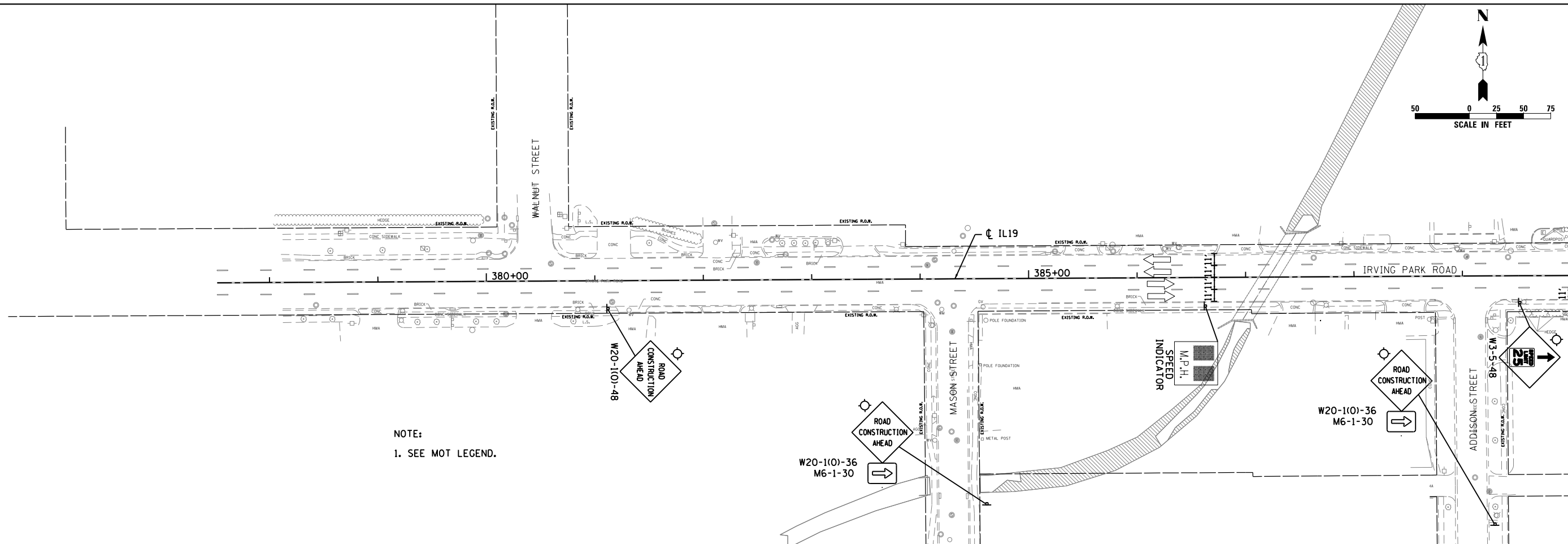
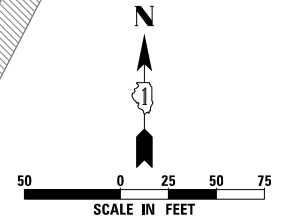
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 2
 YORK RD.

SCALE: 1" = 50' SHEET NO. 14 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

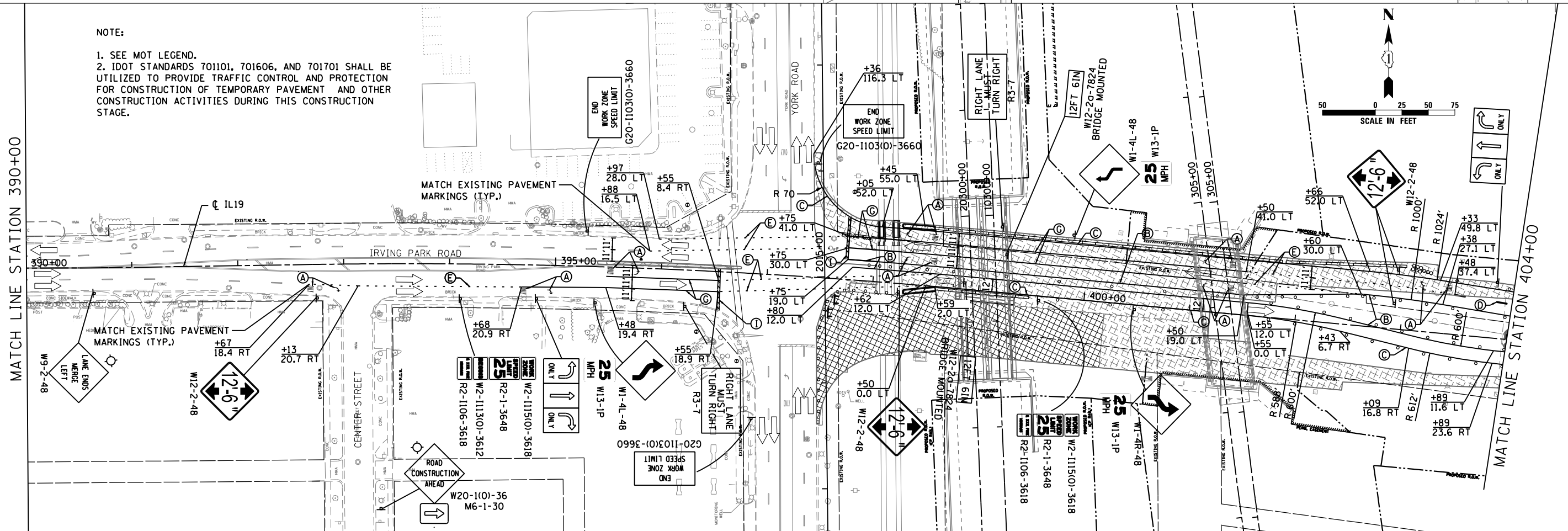
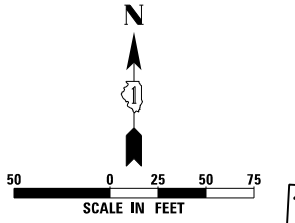
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|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 63 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGEND.

MATCH LINE STATION 390+00

NOTE:
1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



MATCH LINE STATION 390+00

MATCH LINE STATION 404+00



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

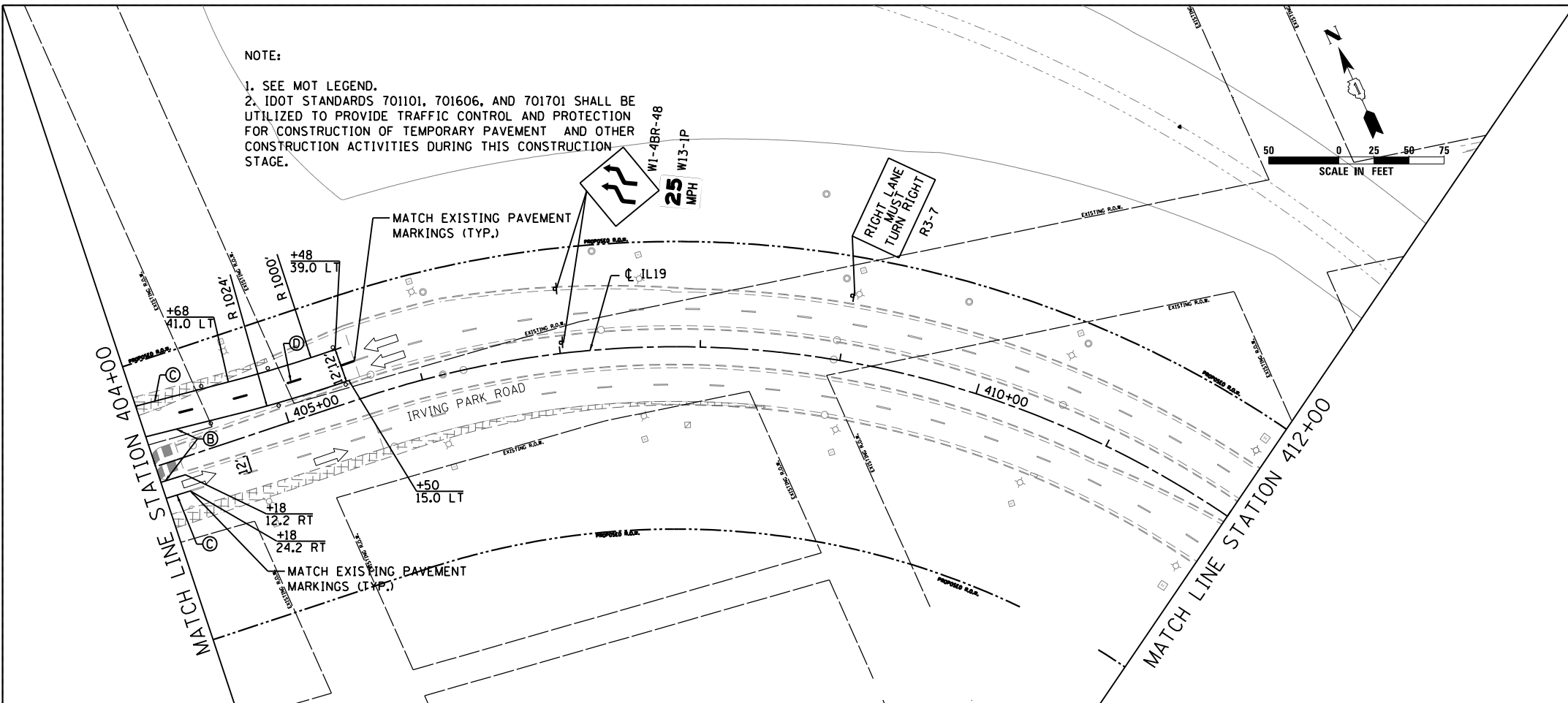
MAINTENANCE OF TRAFFIC STAGE 3
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 15 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 64 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

NOTE:

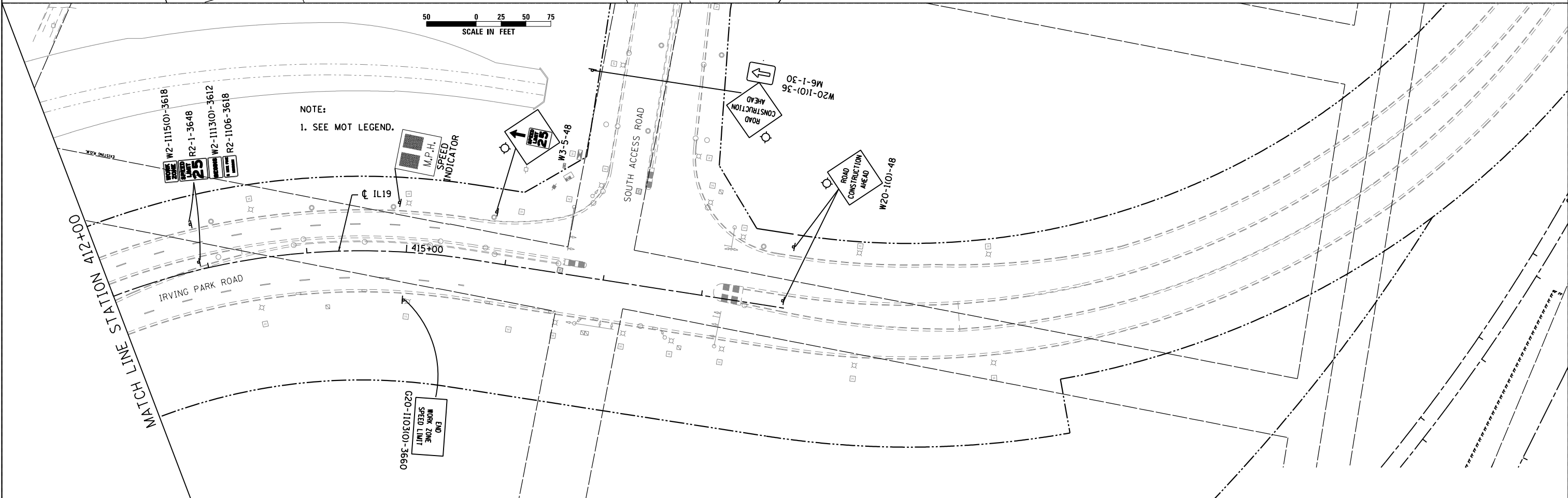
1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



50 0 25 50 75
SCALE IN FEET

NOTE:

1. SEE MOT LEGEND.



USER NAME = user
PLOT SCALE = *SCALE*
PLOT DATE = 11/27/2012

DESIGNED - JJS
DRAWN - TT
CHECKED - LGP
DATE - 11-20-2012

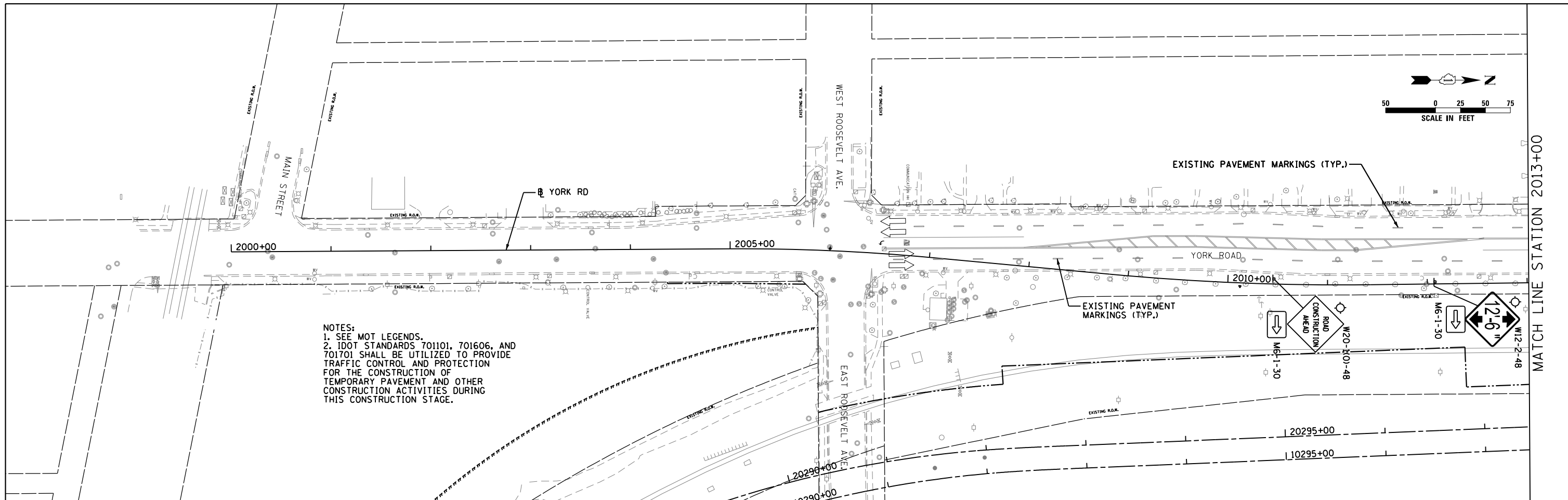
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

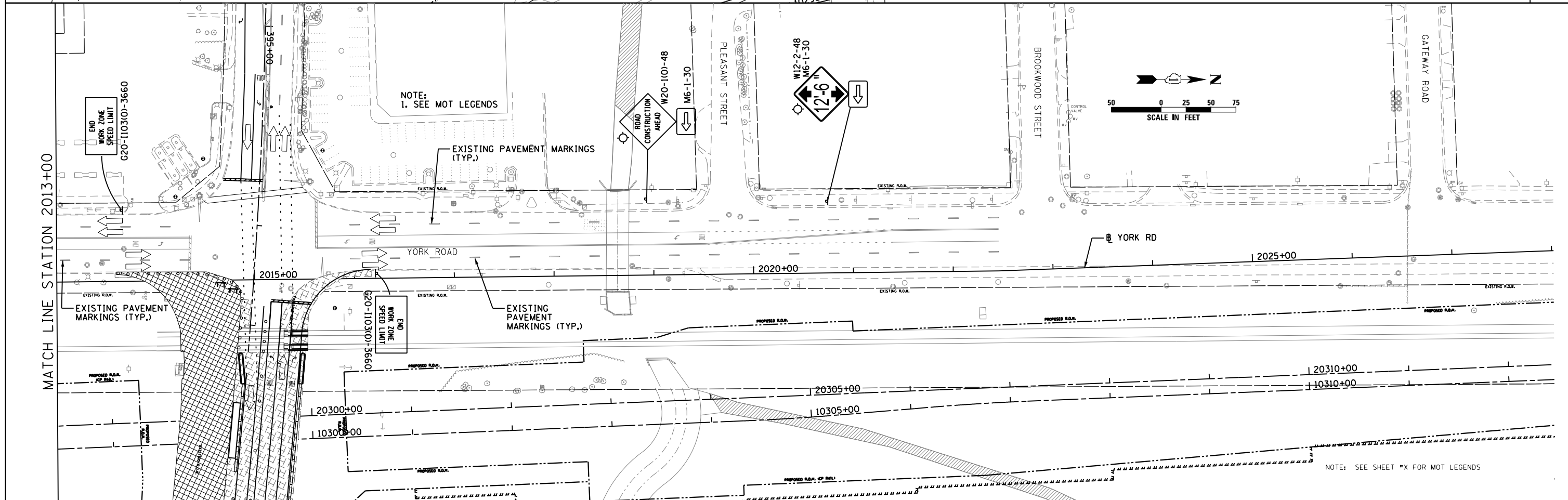
MAINTENANCE OF TRAFFIC STAGE 3
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 16 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 65 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:
 1. SEE MOT LEGENDS

NOTE: SEE SHEET *X* FOR MOT LEGENDS



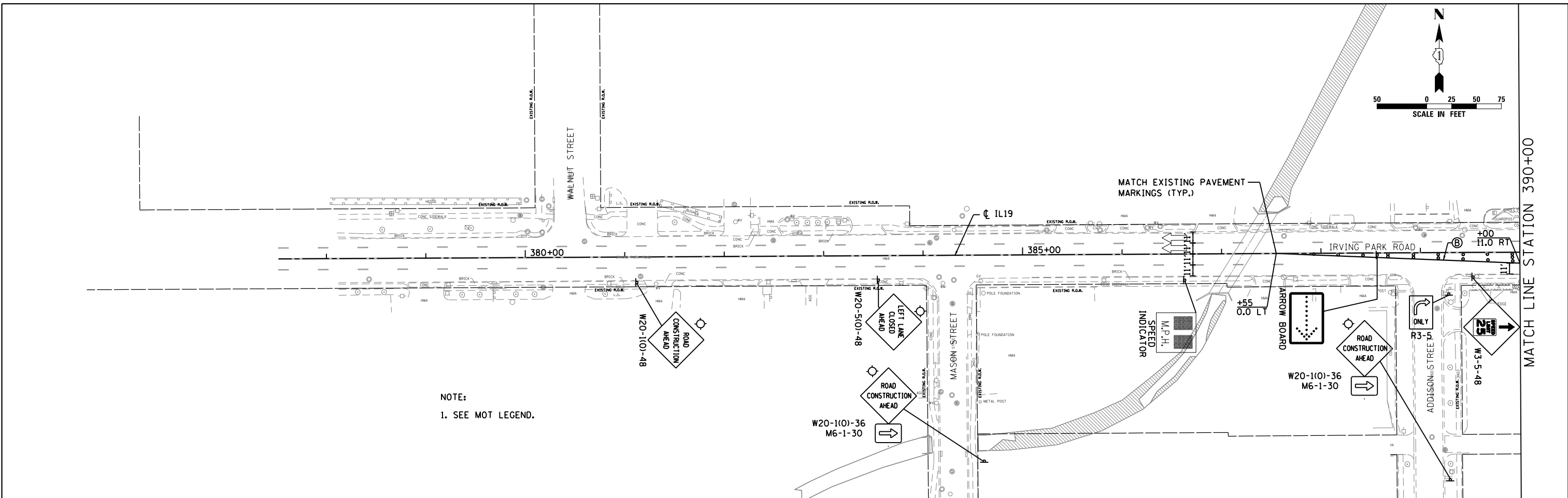
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|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/22/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

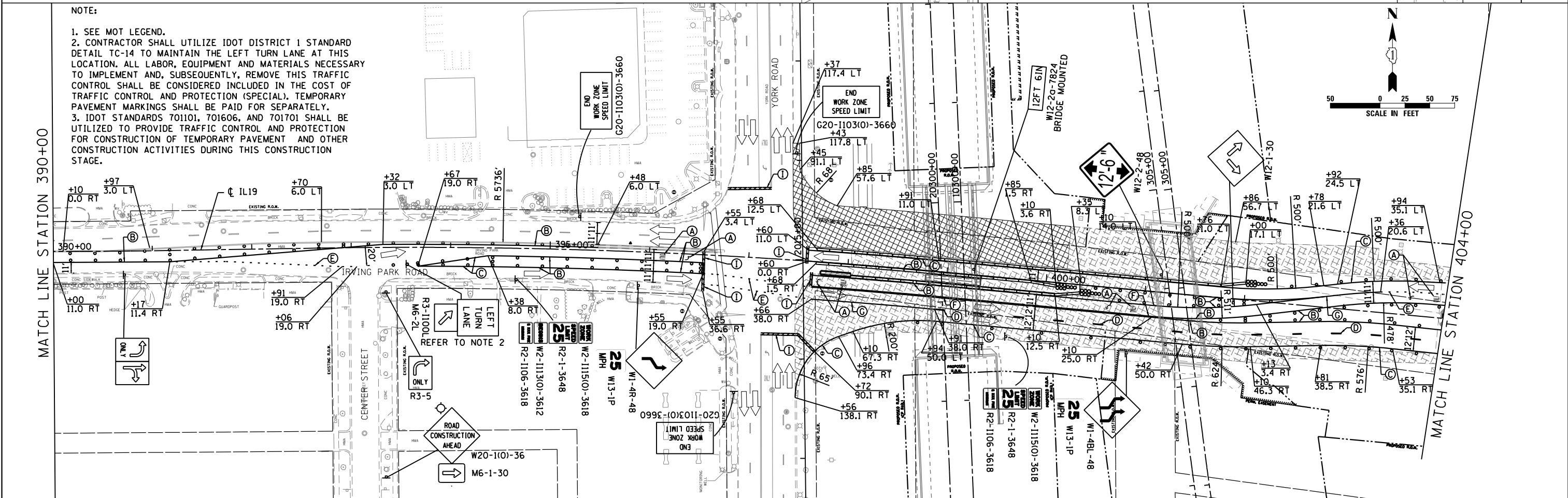
MAINTENANCE OF TRAFFIC STAGE 3
 YORK RD.

SCALE: 1" = 50' SHEET NO. 17 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 66 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGEND.



NOTE:
1. SEE MOT LEGEND.
2. CONTRACTOR SHALL UTILIZE IDOT DISTRICT 1 STANDARD DETAIL TC-14 TO MAINTAIN THE LEFT TURN LANE AT THIS LOCATION. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO IMPLEMENT AND, SUBSEQUENTLY, REMOVE THIS TRAFFIC CONTROL SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL). TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR SEPARATELY.
3. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.

MATCH LINE STATION 390+00

MATCH LINE STATION 404+00



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

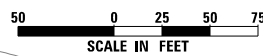
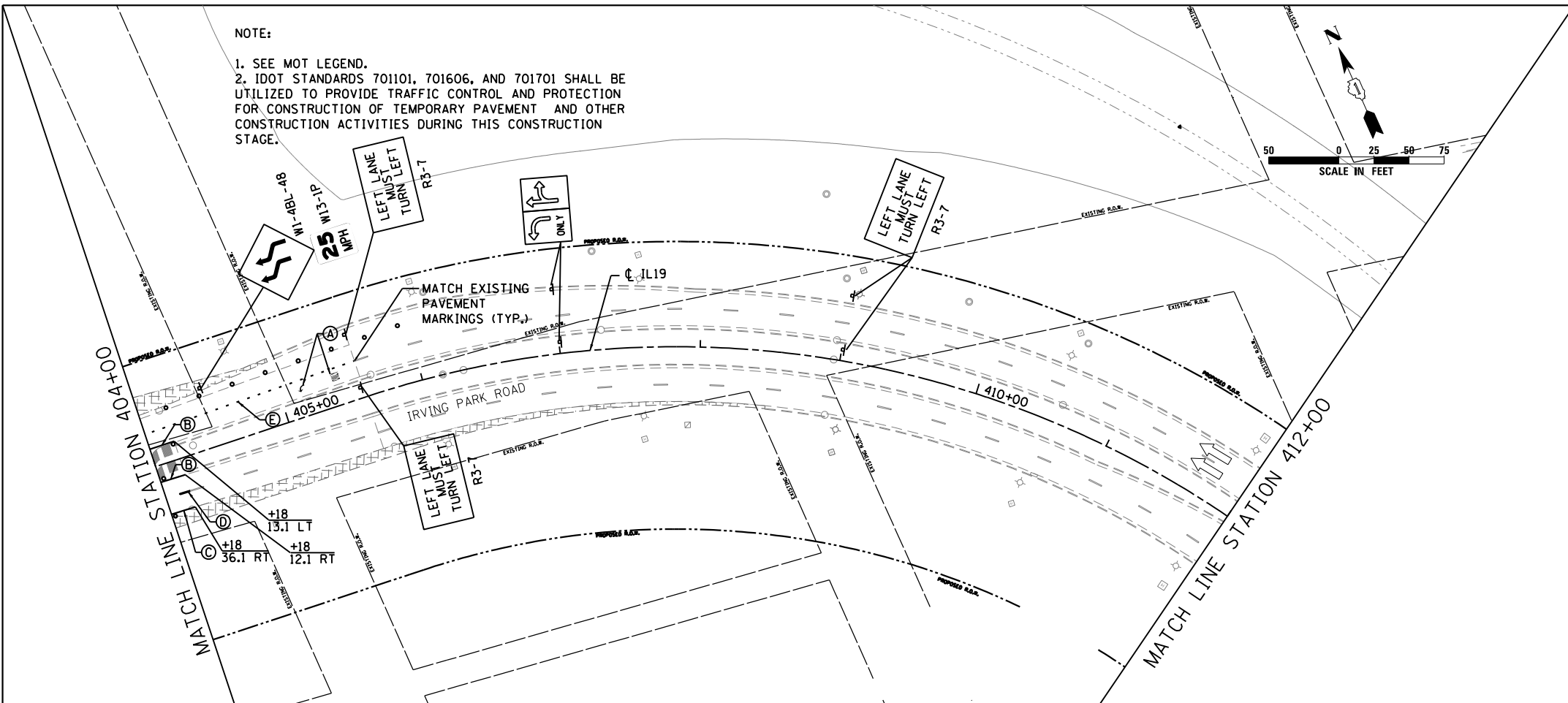
**MAINTENANCE OF TRAFFIC STAGE 4
IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 50' SHEET NO. 18 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 67 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

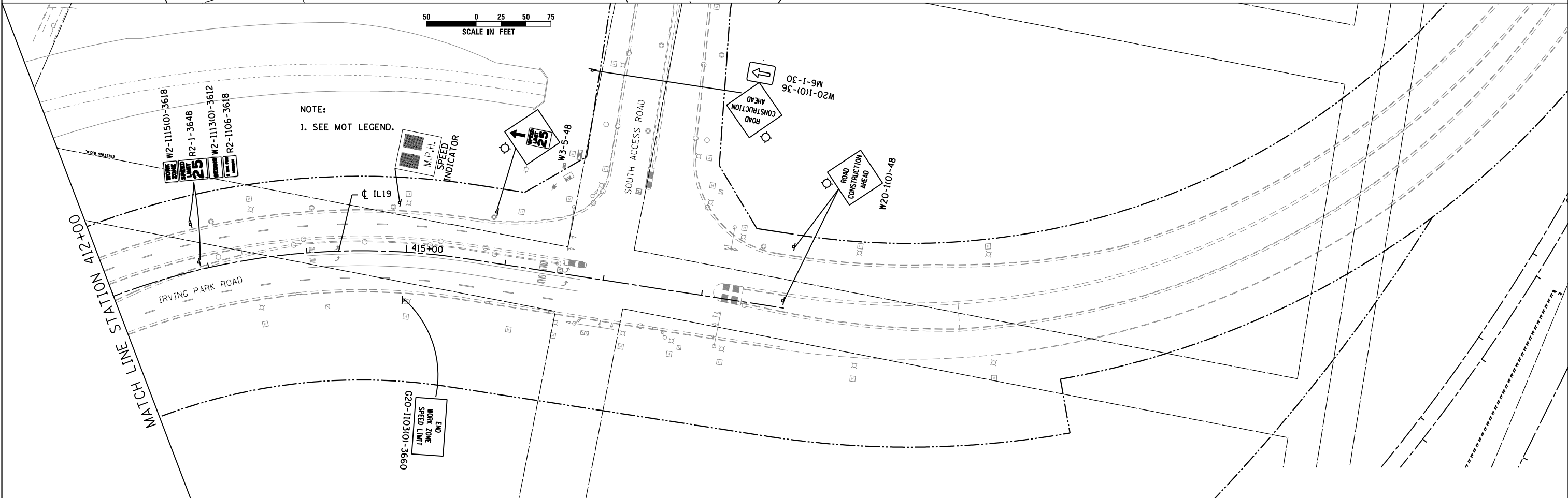
NOTE:

1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:

1. SEE MOT LEGEND.



USER NAME = user
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/21/2012

DESIGNED - JJS
 DRAWN - TT
 CHECKED - LGP
 DATE - 11-20-2012

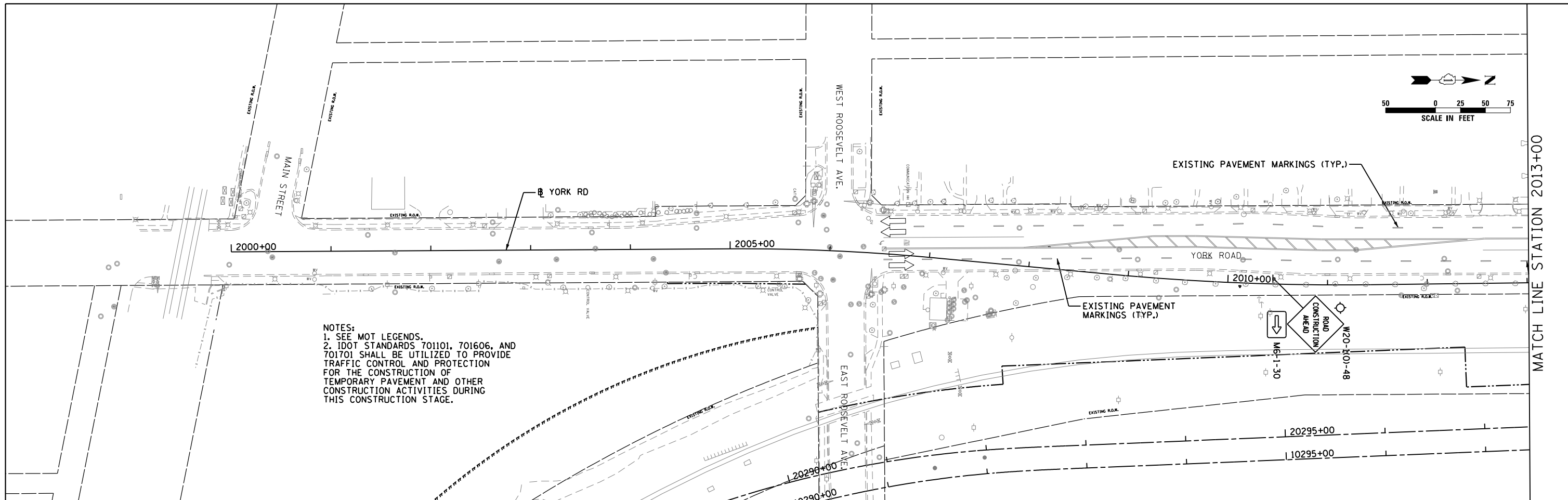
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

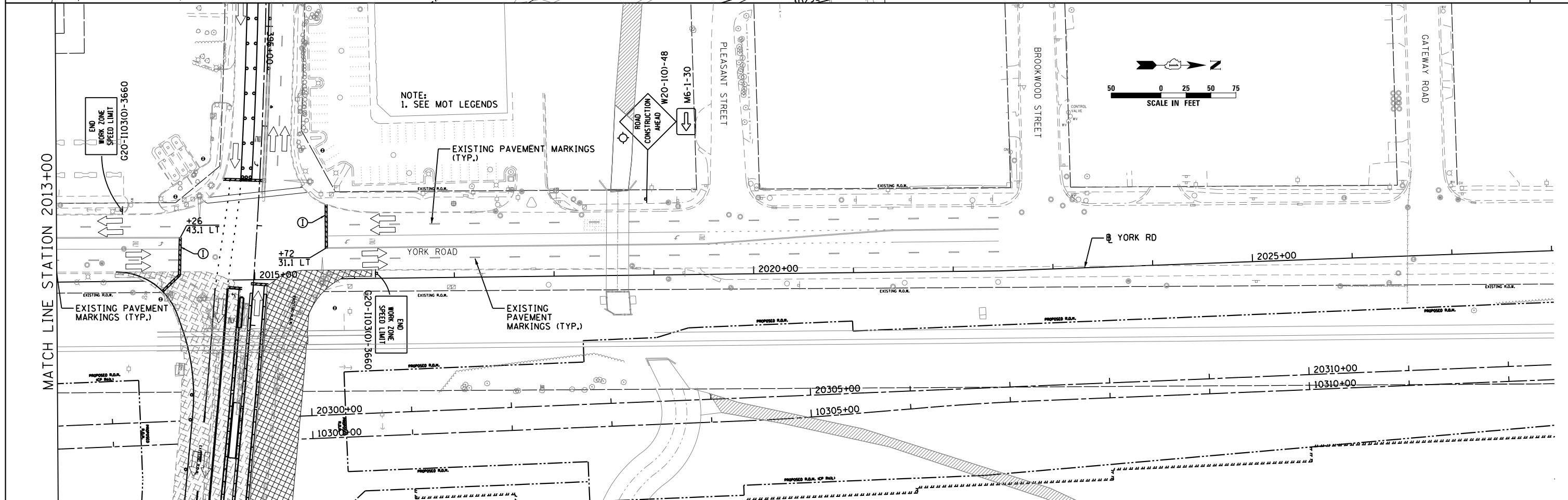
MAINTENANCE OF TRAFFIC STAGE 4
 IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 19 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 68 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTES:
 1. SEE MOT LEGENDS.
 2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:
 1. SEE MOT LEGENDS



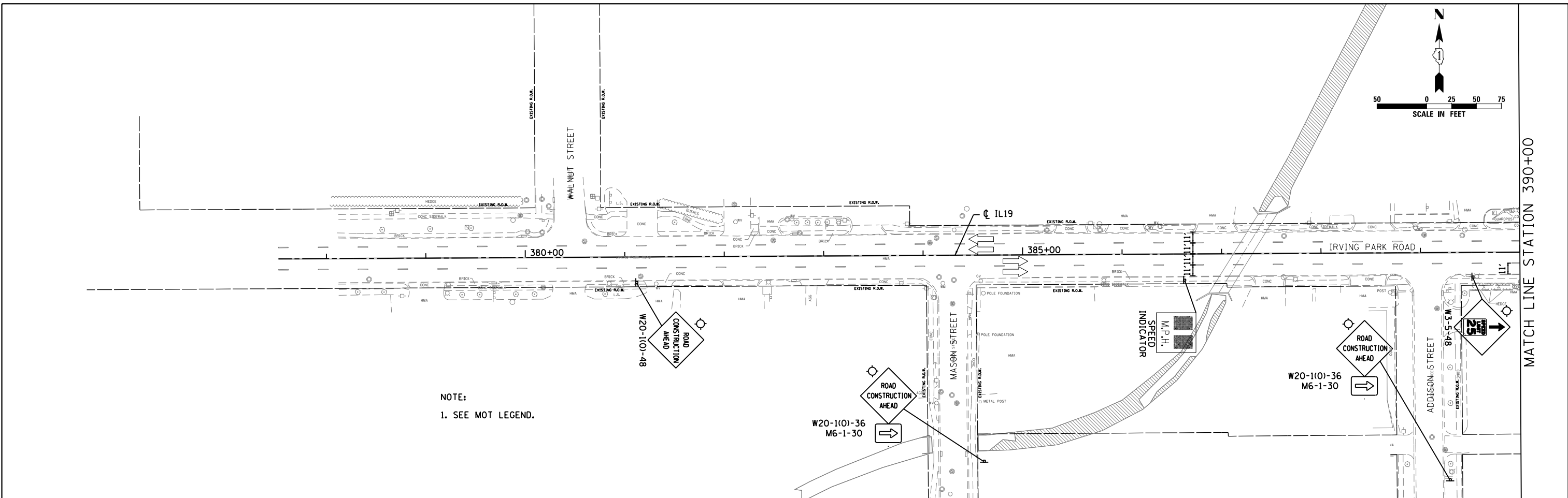
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|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/22/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

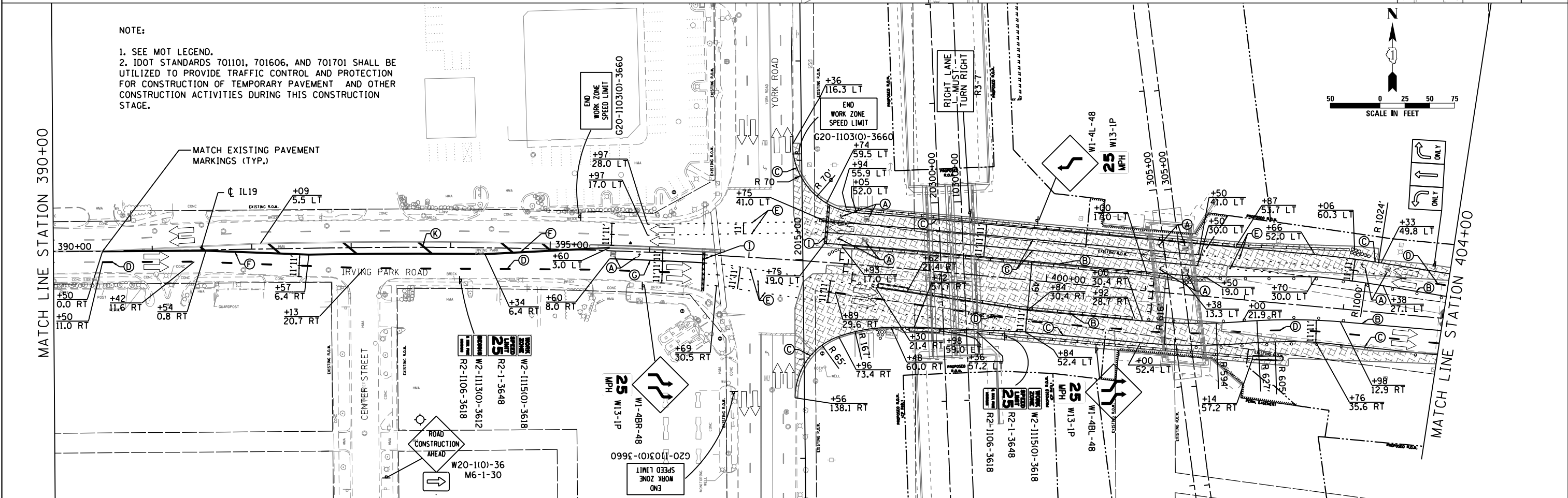
MAINTENANCE OF TRAFFIC STAGE 4
 YORK RD.

SCALE: 1" = 50' SHEET NO. 20 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

| | | | | |
|---------------------------|--------------|---------------|------------------|--------------|
| F.A.U. RTE. 1321 | SECTION 32VB | COUNTY DUPAGE | TOTAL SHEETS 388 | SHEET NO. 69 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



NOTE:
1. SEE MOT LEGEND.



NOTE:
1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



USER NAME = user
DESIGNED - JJS
DRAWN - TT
PLOT SCALE = *SCALE*
CHECKED - LGP
PLOT DATE = 11/21/2012
DATE - 11-20-2012

REVISED -
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

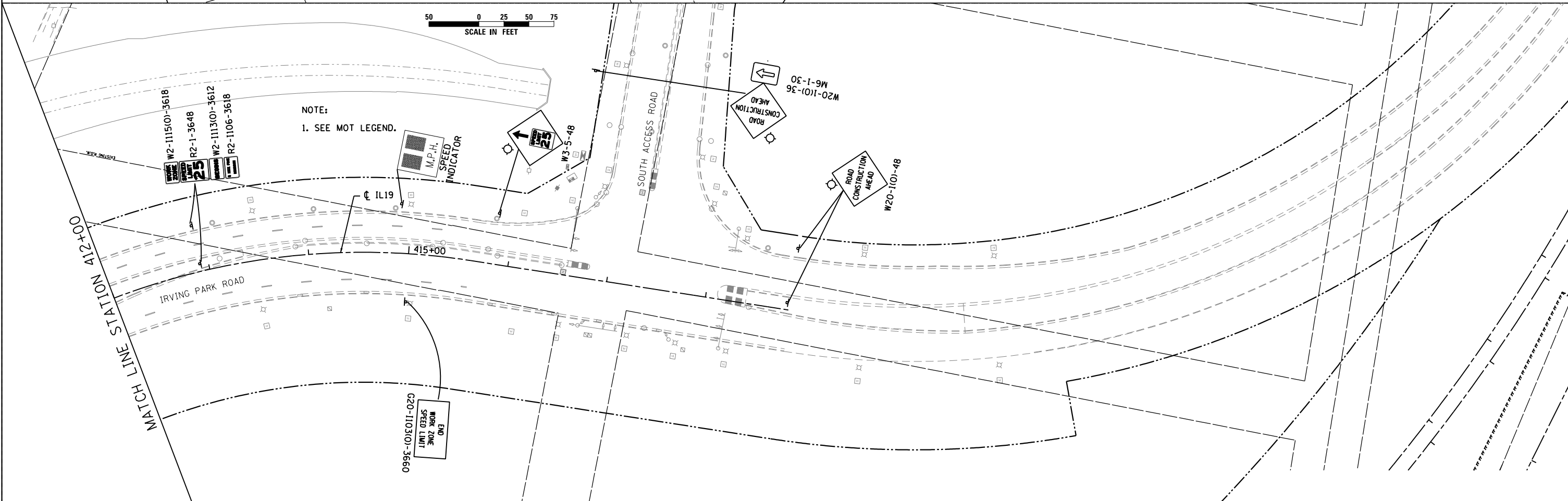
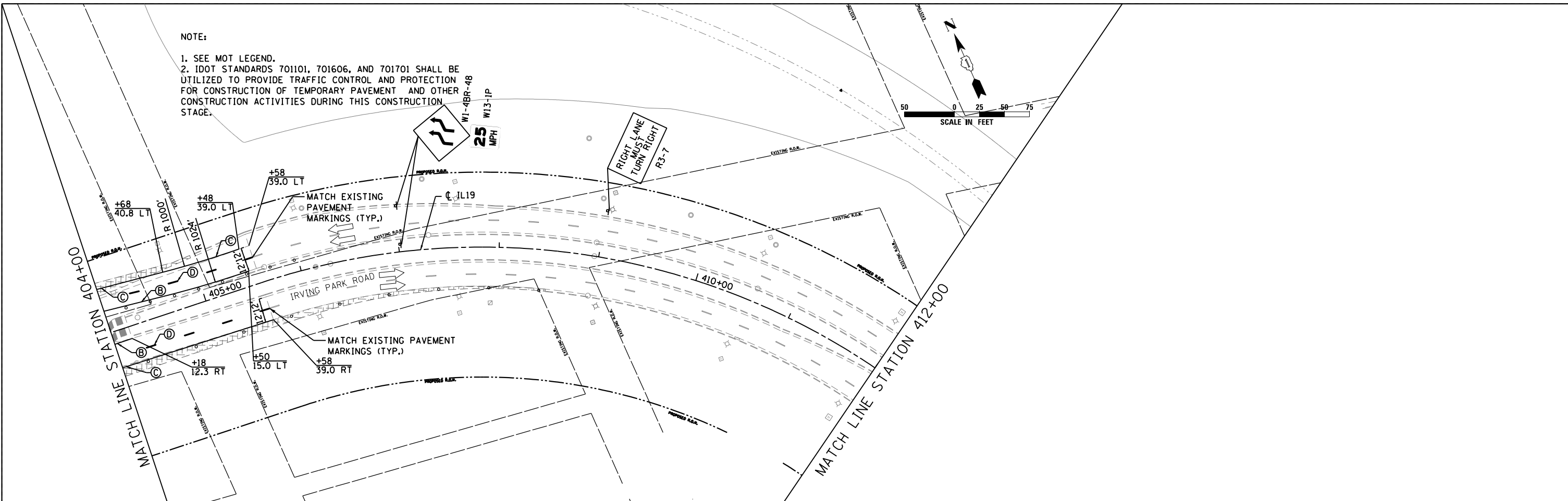
MAINTENANCE OF TRAFFIC STAGE 5
IL ROUTE 19 (IRVING PARK RD.)

SCALE: 1" = 50' SHEET NO. 21 OF 29 SHEETS STA. 377+51.75 TO STA. 404+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 70 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

NOTE:

1. SEE MOT LEGEND.
2. IDOT STANDARDS 701101, 701606, AND 701701 SHALL BE UTILIZED TO PROVIDE TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION OF TEMPORARY PAVEMENT AND OTHER CONSTRUCTION ACTIVITIES DURING THIS CONSTRUCTION STAGE.



NOTE:

1. SEE MOT LEGEND.



USER NAME = user
 PLOT SCALE = *SCALE*
 PLOT DATE = 11/21/2012

DESIGNED - JJS
 DRAWN - TT
 CHECKED - LGP
 DATE - 11-20-2012

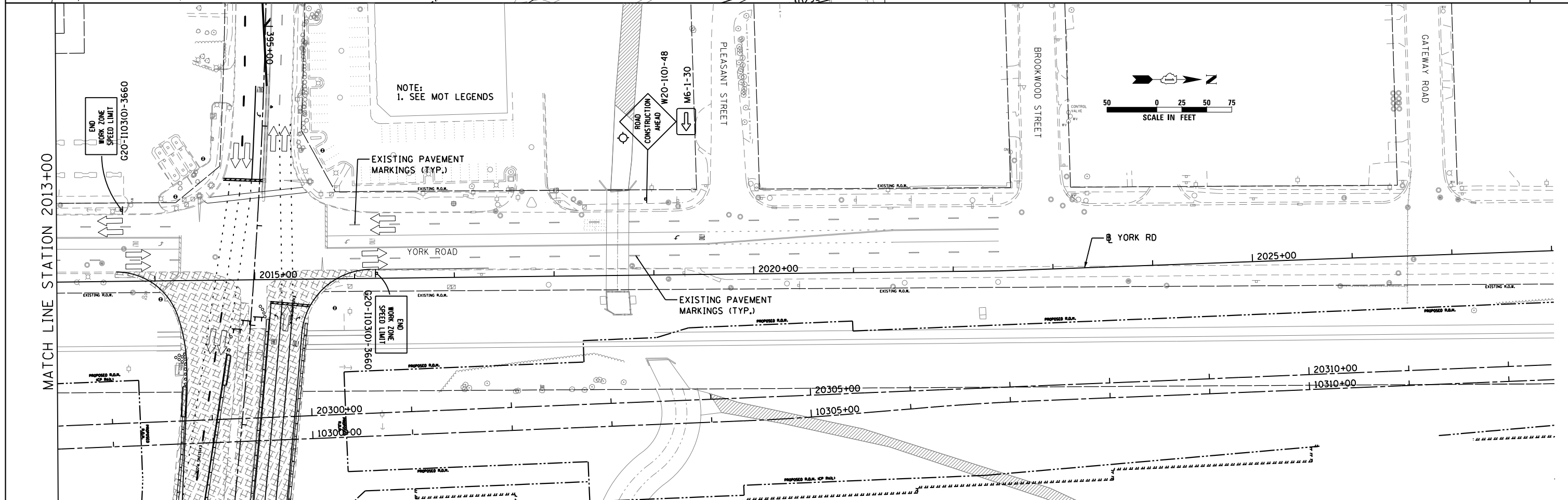
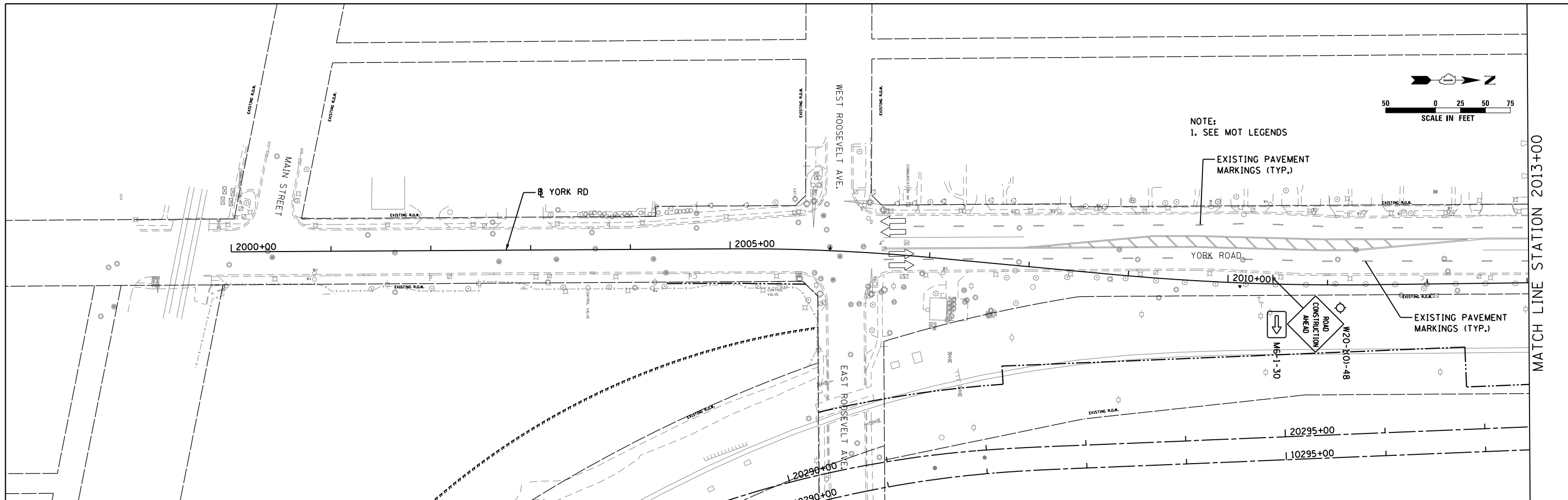
REVISED -
 REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 5
 IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 50' SHEET NO. 22 OF 29 SHEETS STA. 404+00 TO STA. 418+86.10

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 71 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



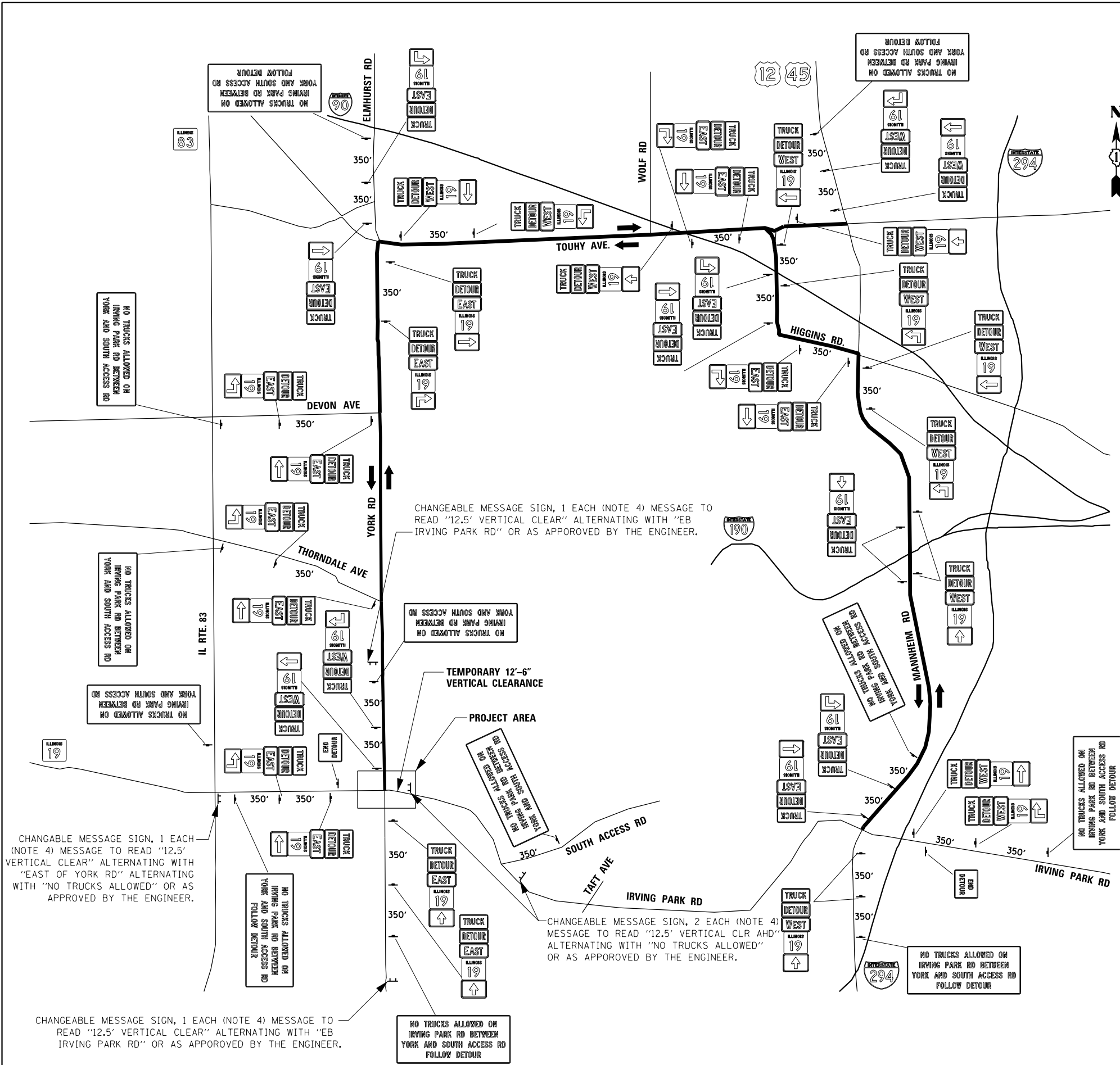
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - |
| PLOT DATE = 11/27/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 5
YORK RD.**

SCALE: 1" = 50' SHEET NO. 23 OF 29 SHEETS STA. 2000+00 TO STA. 2028+00

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 72 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- NOTES:
1. CONTRACTOR SHALL COVER ALL CONFLICTING SIGNING.
 2. CONTRACTOR SHALL HAVE ALL DETOUR SIGNING IN PLACE PRIOR TO PROPOSED CPR BRIDGE BEAM ERECTION DURING STAGE 2.
 3. CONTRACTOR SHALL REMOVE ALL DETOUR SIGNING ONCE TRAFFIC IS IN STAGE 5 CONFIGURATION.
 4. CHANGEABLE MESSAGE SIGNS SHOWN ON THIS PLAN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). EXACT LOCATIONS OF CHANGEABLE MESSAGE SIGNS ON THIS PLAN SHALL BE APPROVED BY THE ENGINEER.

LEGEND

| | |
|--|-----------------|
| | M4-8a 24" X 18" |
| | M3-2 24" X 12" |
| | M3-4 24" X 12" |
| | M4-8 24" X 12" |
| | M4-4 24" X 12" |
| | M1-5 24" X 24" |
| | M5-1R 21" X 15" |
| | M5-1L 21" X 15" |
| | M6-3 21" X 15" |
| | M6-1 21" X 15" |
| | M6-1 21" X 15" |

CHANGEABLE MESSAGE SIGN, 1 EACH (NOTE 4) MESSAGE TO READ "12.5' VERTICAL CLEAR" ALTERNATING WITH "EAST OF YORK RD" ALTERNATING WITH "NO TRUCKS ALLOWED" OR AS APPROVED BY THE ENGINEER.

CHANGEABLE MESSAGE SIGN, 1 EACH (NOTE 4) MESSAGE TO READ "12.5' VERTICAL CLEAR" ALTERNATING WITH "EB IRVING PARK RD" OR AS APPROVED BY THE ENGINEER.

CHANGEABLE MESSAGE SIGN, 2 EACH (NOTE 4) MESSAGE TO READ "12.5' VERTICAL CLR AHD" ALTERNATING WITH "NO TRUCKS ALLOWED" OR AS APPROVED BY THE ENGINEER.

CHANGEABLE MESSAGE SIGN, 1 EACH (NOTE 4) MESSAGE TO READ "12.5' VERTICAL CLEAR" ALTERNATING WITH "EB IRVING PARK RD" OR AS APPROVED BY THE ENGINEER.



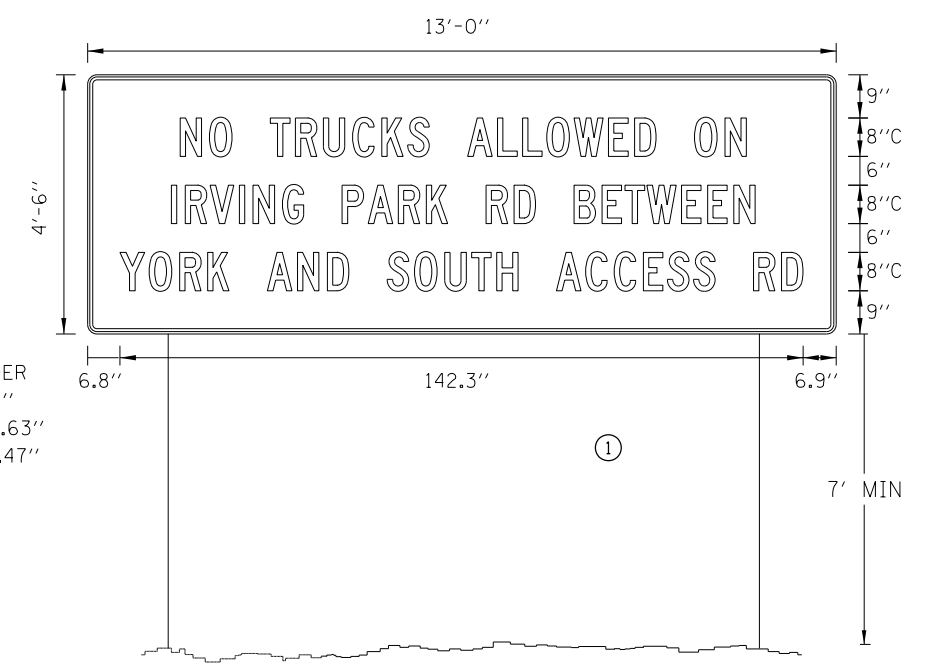
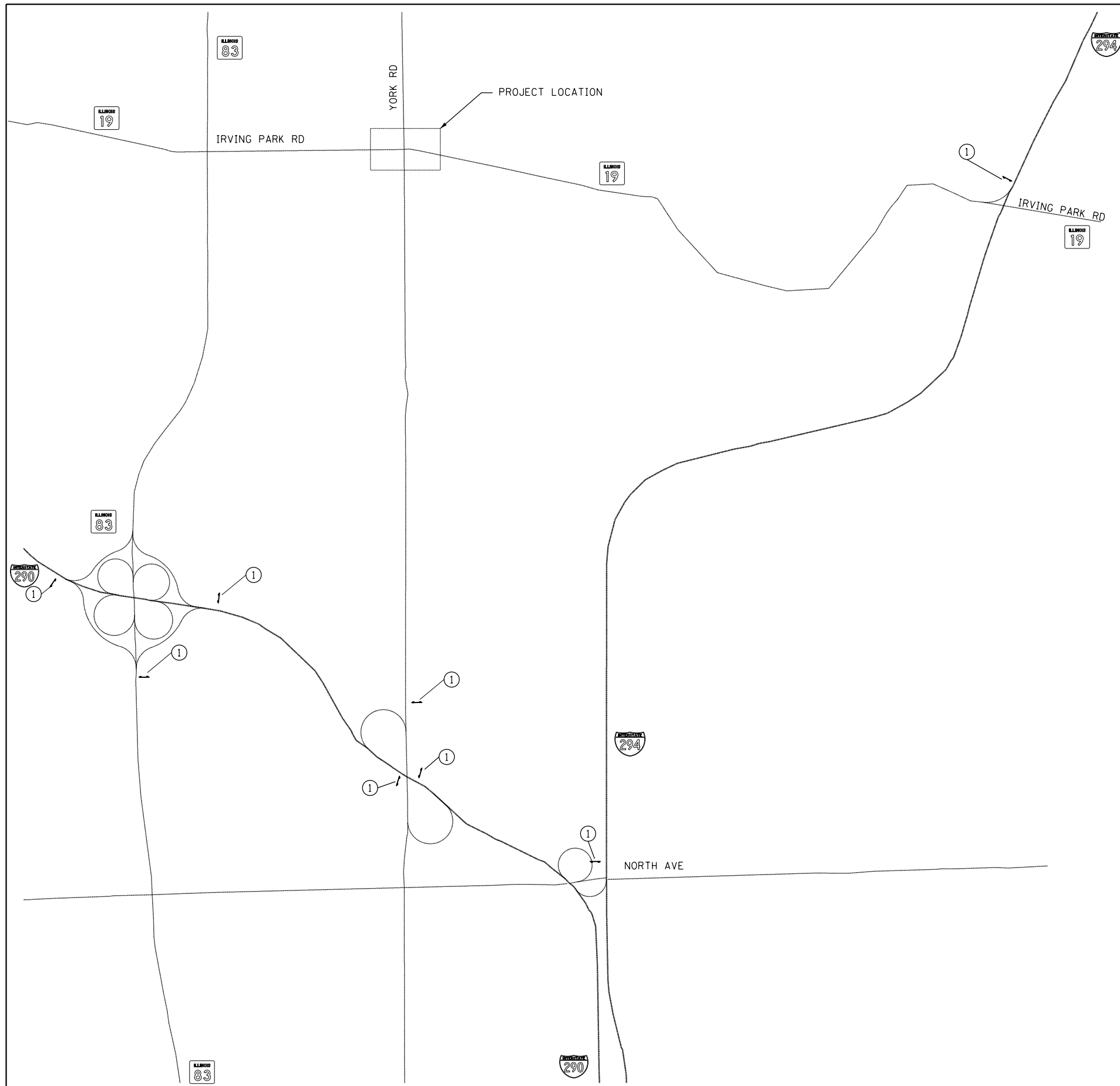
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - JJS | REVISED - |
| PLOT SCALE = *SCALE* | DRAWN - MVH | REVISED - |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - |
| | DATE - 11-20-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRUCK DETOUR

SCALE: NTS SHEET NO. 24 OF 29 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 73 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



BORDER
R=1.5"
TH=0.63"
IN=0.47"




NOTES:

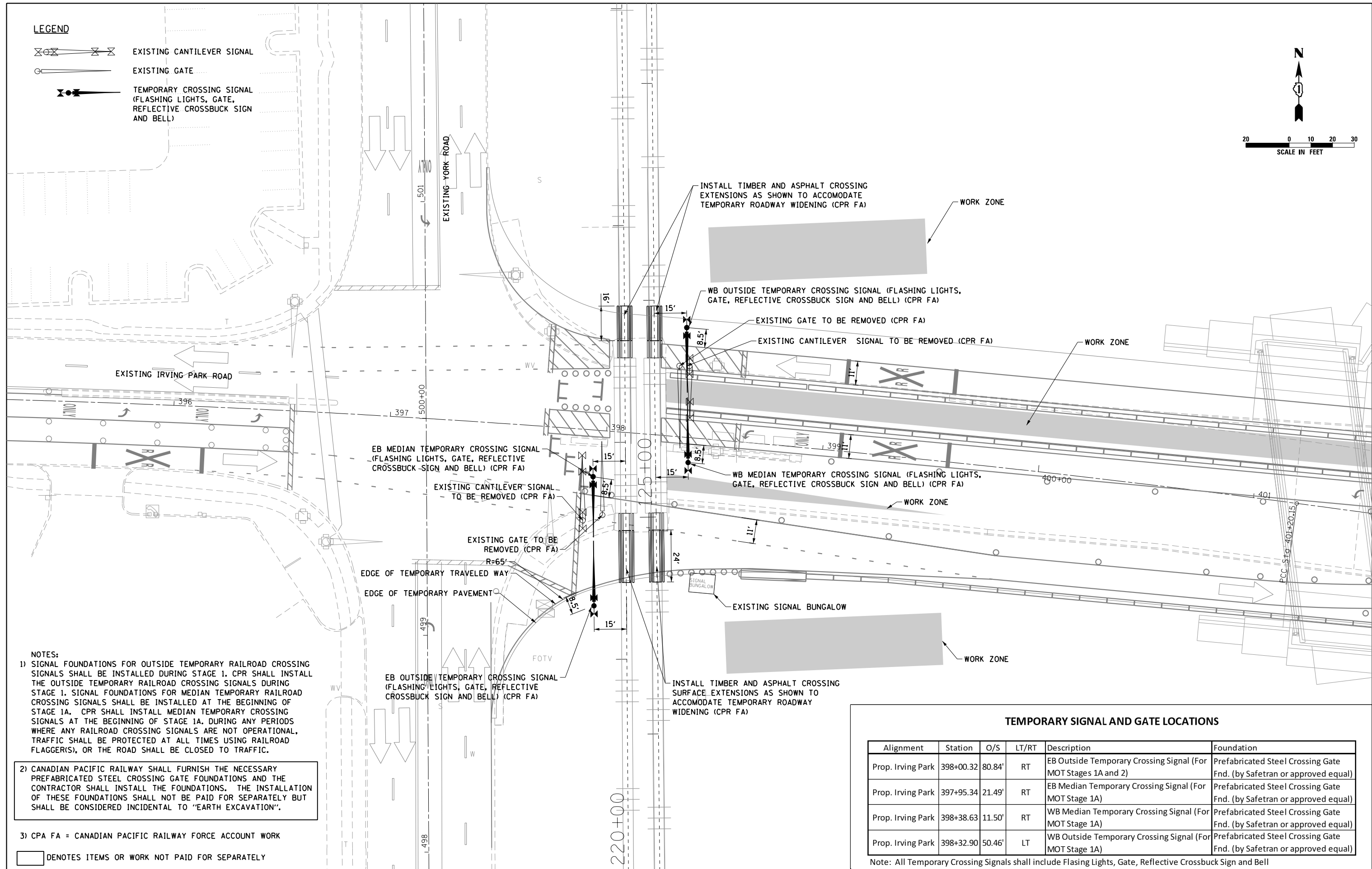
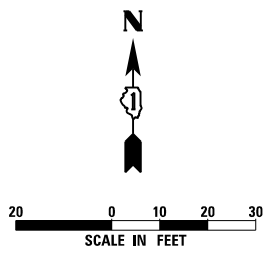
1. FOR SIGNS, USE BLACK LETTERING ON ORANGE BACKGROUND.
2. SIGNS SHALL BE INSTALLED WITHIN TOLLWAY OR IDOT RIGHT-OF-WAY, WITH A MINIMUM SPACING OF 400 FEET FROM OTHER GUIDE SIGNS, AND 200 FEET FROM ALL OTHER SIGNS
3. CONTRACTOR SHALL INSTALL SIGNING ONCE PROPOSED CPR BRIDGE BEAMS ARE ERECTED IN STAGE 2, OR AS DIRECTED BY THE ENGINEER.
4. SEE SPECIAL PROVISIONS FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION
5. ONE SIGN ASSEMBLY EQUALS 49.5 SQ. FT.
6. SIGNS, POSTS, AND MOUNTING BRACKETS SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
7. LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS TO BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | | |
|------------------------|----------------------|---------------------------|--------------------|---|--|---------------------------|-------------|---------|--------|--------------|-----------|
| | USER NAME = user | DESIGNED - JJS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | MOT DETAIL- ADVANCE WARNING SIGNS | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = *SCALE* | DRAWN - TT | REVISED - | | 1321 | 32VB | DUPAGE | 388 | 74 | | |
| PLOT DATE = 11/21/2012 | CHECKED - LGP | REVISED - | CONTRACT NO. 60W01 | | | | | | | | |
| DATE - 11-20-2012 | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| | | | | | SCALE: NTS | SHEET NO. 25 OF 29 SHEETS | STA. | TO STA. | | | |

LEGEND

-  EXISTING CANTILEVER SIGNAL
-  EXISTING GATE
-  TEMPORARY CROSSING SIGNAL (FLASHING LIGHTS, GATE, REFLECTIVE CROSSBUCK SIGN AND BELL)




NOTES:

- 1) SIGNAL FOUNDATIONS FOR OUTSIDE TEMPORARY RAILROAD CROSSING SIGNALS SHALL BE INSTALLED DURING STAGE 1. CPR SHALL INSTALL THE OUTSIDE TEMPORARY RAILROAD CROSSING SIGNALS DURING STAGE 1. SIGNAL FOUNDATIONS FOR MEDIAN TEMPORARY RAILROAD CROSSING SIGNALS SHALL BE INSTALLED AT THE BEGINNING OF STAGE 1A. CPR SHALL INSTALL MEDIAN TEMPORARY CROSSING SIGNALS AT THE BEGINNING OF STAGE 1A. DURING ANY PERIODS WHERE ANY RAILROAD CROSSING SIGNALS ARE NOT OPERATIONAL, TRAFFIC SHALL BE PROTECTED AT ALL TIMES USING RAILROAD FLAGGER(S), OR THE ROAD SHALL BE CLOSED TO TRAFFIC.

2) CANADIAN PACIFIC RAILWAY SHALL FURNISH THE NECESSARY PREFABRICATED STEEL CROSSING GATE FOUNDATIONS AND THE CONTRACTOR SHALL INSTALL THE FOUNDATIONS. THE INSTALLATION OF THESE FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO "EARTH EXCAVATION".


3) CPA FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK

 DENOTES ITEMS OR WORK NOT PAID FOR SEPARATELY

TEMPORARY SIGNAL AND GATE LOCATIONS

| Alignment | Station | O/S | LT/RT | Description | Foundation |
|-------------------|-----------|--------|-------|--|--|
| Prop. Irving Park | 398+00.32 | 80.84' | RT | EB Outside Temporary Crossing Signal (For MOT Stages 1A and 2) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |
| Prop. Irving Park | 397+95.34 | 21.49' | RT | EB Median Temporary Crossing Signal (For MOT Stage 1A) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |
| Prop. Irving Park | 398+38.63 | 11.50' | RT | WB Median Temporary Crossing Signal (For MOT Stage 1A) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |
| Prop. Irving Park | 398+32.90 | 50.46' | LT | WB Outside Temporary Crossing Signal (For MOT Stage 1A) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |

Note: All Temporary Crossing Signals shall include Flasing Lights, Gate, Reflective Crossbuck Sign and Bell



USER NAME = user
 DESIGNED - NMR
 DRAWN - NMR
 PLOT SCALE = #SCALE#
 PLOT DATE = 11/27/2012

CHECKED - LGP
 DATE - 11-02-2012

REVISIONS:

| | |
|-----------|-----------|
| REVISIONS | REVISIONS |
| REVISIONS | REVISIONS |
| REVISIONS | REVISIONS |
| REVISIONS | REVISIONS |



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

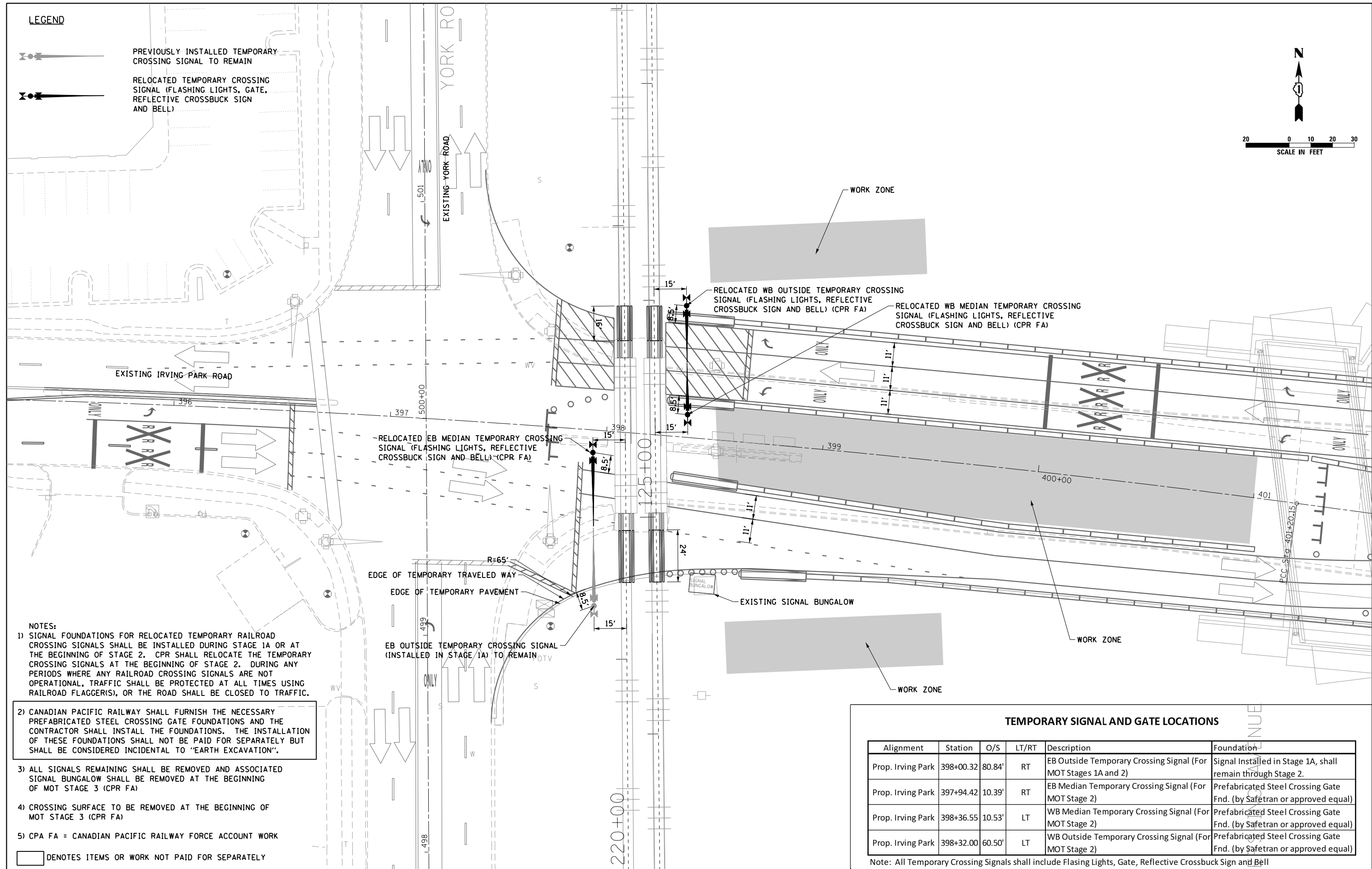
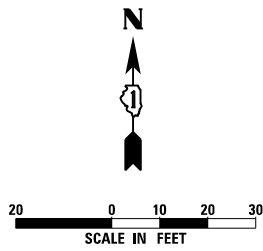
**CANADIAN PACIFIC RAILWAY AT
IRVING PARK ROAD MOT STAGE 1A CROSSING EXHIBIT**

SCALE: 1" = 20' SHEET NO. 28 OF 29 SHEETS STA. TO STA.


| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 77 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LEGEND

-  PREVIOUSLY INSTALLED TEMPORARY CROSSING SIGNAL TO REMAIN
-  RELOCATED TEMPORARY CROSSING SIGNAL (FLASHING LIGHTS, GATE, REFLECTIVE CROSSBUCK SIGN AND BELL)



- NOTES:**
- 1) SIGNAL FOUNDATIONS FOR RELOCATED TEMPORARY RAILROAD CROSSING SIGNALS SHALL BE INSTALLED DURING STAGE 1A OR AT THE BEGINNING OF STAGE 2. CPR SHALL RELOCATE THE TEMPORARY CROSSING SIGNALS AT THE BEGINNING OF STAGE 2. DURING ANY PERIODS WHERE ANY RAILROAD CROSSING SIGNALS ARE NOT OPERATIONAL, TRAFFIC SHALL BE PROTECTED AT ALL TIMES USING RAILROAD FLAGGER(S), OR THE ROAD SHALL BE CLOSED TO TRAFFIC.
 - 2) CANADIAN PACIFIC RAILWAY SHALL FURNISH THE NECESSARY PREFABRICATED STEEL CROSSING GATE FOUNDATIONS AND THE CONTRACTOR SHALL INSTALL THE FOUNDATIONS. THE INSTALLATION OF THESE FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO "EARTH EXCAVATION".
 - 3) ALL SIGNALS REMAINING SHALL BE REMOVED AND ASSOCIATED SIGNAL BUNGALOW SHALL BE REMOVED AT THE BEGINNING OF MOT STAGE 3 (CPR FA)
 - 4) CROSSING SURFACE TO BE REMOVED AT THE BEGINNING OF MOT STAGE 3 (CPR FA)
 - 5) CPA FA = CANADIAN PACIFIC RAILWAY FORCE ACCOUNT WORK

 DENOTES ITEMS OR WORK NOT PAID FOR SEPARATELY

TEMPORARY SIGNAL AND GATE LOCATIONS

| Alignment | Station | O/S | LT/RT | Description | Foundation |
|-------------------|-----------|--------|-------|--|--|
| Prop. Irving Park | 398+00.32 | 80.84' | RT | EB Outside Temporary Crossing Signal (For MOT Stages 1A and 2) | Signal Installed in Stage 1A, shall remain through Stage 2. |
| Prop. Irving Park | 397+94.42 | 10.39' | RT | EB Median Temporary Crossing Signal (For MOT Stage 2) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |
| Prop. Irving Park | 398+36.55 | 10.53' | LT | WB Median Temporary Crossing Signal (For MOT Stage 2) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |
| Prop. Irving Park | 398+32.00 | 60.50' | LT | WB Outside Temporary Crossing Signal (For MOT Stage 2) | Prefabricated Steel Crossing Gate Fnd. (by Safetran or approved equal) |

Note: All Temporary Crossing Signals shall include Flasing Lights, Gate, Reflective Crossbuck Sign and Bell

| | | | |
|-------------------------------------|------------------------|-------------------|-----------|
| HDR HDR ENGINEERING, INC. | USER NAME = user | DESIGNED - NMR | REVISED - |
| | PLOT SCALE = #SCALE# | DRAWN - NMR | REVISED - |
| | PLOT DATE = 11/27/2012 | CHECKED - LGP | REVISED - |
| | | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CANADIAN PACIFIC RAILWAY AT
IRVING PARK ROAD MOT STAGE 2 CROSSING EXHIBIT**

SCALE: 1" = 20' SHEET NO. 29 OF 29 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 78 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

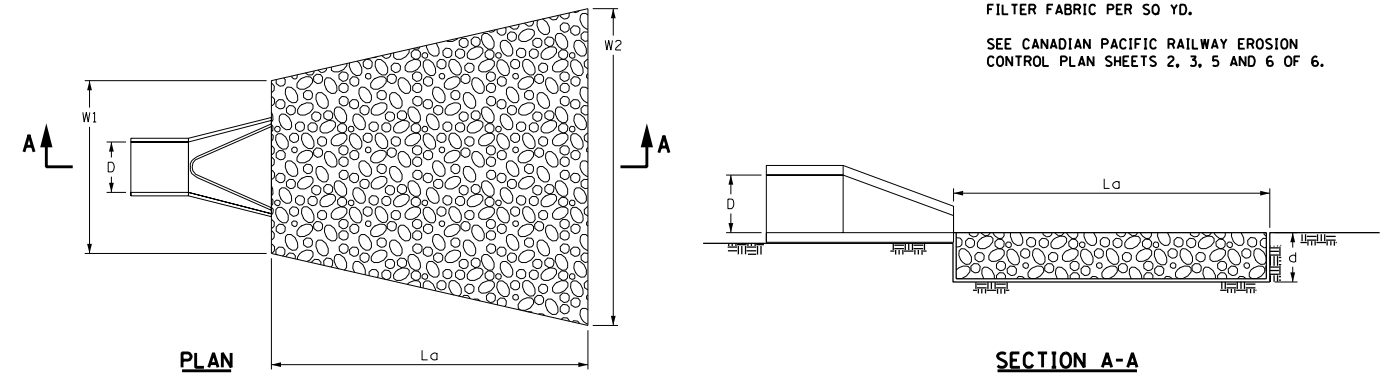
EROSION CONTROL GENERAL NOTES

- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICE WILL BE INSTALLED AT A MINIMUM, ACCORDING TO THE IDOT STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, HIGHWAY STANDARDS AND DETAILS CONTAINED HEREIN, REVISED TO THE LATEST EDITION AS AMENDED. A COPY OF THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN IN CONJUNCTION WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREAS AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR SHALL INSTALL APPROPRIATE SEDIMENT AND EROSION CONTROL DEVICES TO HELP ELIMINATE EROSION AND TRAP SEDIMENT.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO A SILT BAG AND DISCHARGED INTO A SEDIMENTATION BASIN OR SILT TRAP. DEWATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES OR WATERS OF THE US IS STRICTLY PROHIBITED.
- THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXITING SUB-SURFACE DRAINAGE SYSTEMS, SUCH AS FIELD TILES ACCORDING TO EXISTING DESIGN AND CONSTRUCTION STANDARDS.
- NO STREAMBANK WORK IS ALLOWED BEYOND THE PERMITTED AREA.
- A WRITTEN STORMWATER POLLUTION PREVENTION PLAN (SWPPP), MEETING THE REQUIREMENTS OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY CURRENT NPDES STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES, HAS BEEN PROVIDED INCLUDING DETAILS OF SPECIFIC DEVICES INCLUDING, BUT NOT LIMITED TO, SILT FENCE AND DITCH CHECKS, TO BE UTILIZED FOR EROSION AND SEDIMENT CONTROL.
- CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND UNPROTECTED.
- THE CONTRACTOR SHALL MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN (7) DAYS OF THE FOLLOWING:
A. DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
B. STRUCTURAL CONTROL MEASURES, INCLUDING BY NOT LIMITED TO, SILT FENCE AND DITCH CHECKS.
C. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE.
- THE CONTRACTOR MUST COOPERATE WITH ANY AGENTS WHO MAKE THE SITE VISITS TO REVIEW COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN THE FIELD AND AUDIT THE LOGS AND RECORDS REQUIRED BY THE PERMIT.
- STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN FLOODPLAINS, RIPARIAN AREAS, WETLANDS AND WATERS OF THE US.
- IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE (3) DAYS, THEN THE SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR SAID STOCKPILE OR A COVERING OVER THE STOCKPILE.
- IF THE VOLUME, VELOCITY, SEDIMENT LOAD OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES SHALL BE PROTECTED FROM EROSION.
- TEMPORARY DITCH CHECKS SHALL BE PLACED AFTER DITCH IS INSTALLED AND BEFORE STORM DRAIN BECOMES OPERATIONAL. THE TEMPORARY DITCH CHECK SHALL BE CONSTRUCTED SO THAT THE CENTER IS APPROXIMATELY SIX (6) INCHES LOWER THAN THE OUTER EDGES SO WATER WILL FLOW ACROSS THE CENTER AND NOT AROUND THE ENDS. SPACING BETWEEN TEMPORARY DITCH CHECKS SHALL BE AS SHOWN IN THE PLANS.
- ANY AGGREGATE BASE EROSION CONTROL MEASURES SHALL BE REMOVED AND REPLACED WITH NEW AGGREGATE WHEN STRUCTURE BECOMES PLUGGED, SILT LADEN OR AS REQUIRED BY INSPECTION.
- SEDIMENT CONTROL MEASURES SHALL BE PROVIDED FOR ALL EXISTING AND PROPOSED INLET STRUCTURES WITHIN THE CONSTRUCTION L
- INLET FILTERS ARE TO BE MAINTAINED WHERE INDICATED IN THE CURRENT STAGE AND IF INSTALLED IN A PREVIOUS STAGE.
- ALL AREAS BROUGHT TO FINAL GRADE SHALL HAVE ALL TEMPORARY ESC MEASURES REMOVED, AND STABILIZED WITH TOPSOIL AND PERMANENT VEGETATION.
- NATURAL RESOURCE CONSERVATION SERVICE (NRCS) AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARDS PRESENTED ON THE CONTRACT DRAWINGS ARE TO BE CONSIDERED A MINIMUM.
- ANY EROSION AND/OR SEDIMENTATION CONTROL DEVICES DISRUPTED, THAT BELONG TO ANY CONCURRENT CONSTRUCTION CONTRACTS, SHALL BE REPLACED IN A KIND AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TEMPORARY DRAINAGE DURING THE PROJECT. DAMAGE TO THE SUBGRADE, EXISTING FACILITIES AND/OR CONSTRUCTED WORK WILL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER AT NO ADDITIONAL COST. ANY ALTERATIONS OR ADDITIONS TO THE EXISTING SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE SUBMITTED TO THE KANE-DUPAGE COUNTY SOIL AND WATER CONSERVATION DISTRICT FOR APPROVAL AND EITHER ADDED TO THE EXISTING PLAN OR UTILIZED IN PLACE OF THE EXISTING PLAN.
- TEMPORARY AND/OR PERMANENT SOIL STABILIZATION (VEGETATION OR HARDSCAPE) SHALL BE APPLIED TO EXPOSED AREAS AS SOON AS POSSIBLE. SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE AND WITHIN SEVEN (7) DAYS TO EXPOSED AREAS WHICH MAY NOT BE AT FINAL GRADE BUT WILL REMAIN UNDISTURBED FOR LONGER THAN FOURTEEN (14) DAYS.
- ALL EMBANKMENTS SHOULD BE TRACKED PER THE REQUIREMENTS OF THE ILLINOIS URBAN MANUAL SECTION 453 - SURFACE ROUGHENING. THIS WORK SHALL NOT BE PAID FOR SEPERATELY BUT WILL BE INCLUDED IN THE COST OF 'FURNISHED EXCAVATION' AND NO ADDITIONAL COMPENSTION WILL BE ALLOWED.**
- PER THE CONTRACT SPECIAL PROVISION FOR 'EROSION CONTROL BLANKET', USE OF EXCELSIOR FOR 'EROSION CONTROL BLANKET' WILL NOT BE ALLOWED.
- THESE EROSION CONTROL GENERAL NOTES SHALL ALSO APPLY TO THE EROSION CONTROL PLAN SHEETS COVERING WORK ON THE CANADIAN PACIFIC RAILWAY RIGHT-OF-WAY.

MAINTENANCE FOR SOIL EROSION CONTROL MEASURES

- INSPECTIONS SHALL BE PERFORMED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER EQUIVALENT RAINFALL. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS.
- VEGETATIVE GROWTH OF TEMPORARY OR PERMANENT SEEDING, SODDING AND VEGETATED CHANNELS SHALL BE MAINTAINED ON A CONTINUAL BASIS WITH ADEQUATE WATER AND FERTILIZER.
- THE VEGETATIVE COVER SHALL BE REMOVED AND RE-SEEDED/REPLACED AS NECESSARY UNTIL GERMINATION OR UNTIL BARE EARTH AREAS SUPPORT VEGETATION.
- PERIMETER EROSION BARRIER SHALL BE INSPECTED PERIODICALLY AND REPAIRED AS NEEDED.
- INLET PROTECTION, PERIMETER EROSION BARRIER AND DITCH CHECKS SHALL HAVE SEDIMENT REMOVED UPON REACHING HALF THE HEIGHT OR CAPACITY OF THE DEVICE.
- FOR PROTECTION OF TREES, ANY PROTECTIVE MEASURES INSTALLED WHICH ARE DAMAGED OR REMOVED WILL BE REPAIRED IMMEDIATELY.
- ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION (DATED JULY 1, 2010):
([HTTP://WWW.DOT.IL.GOV/DEENV/ENVIRONMENTAL/1DOT%20FIELD%20GUIDE.PDF](http://www.dot.il.gov/deenv/environmental/1dot%20field%20guide.pdf))
AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDES:
[HTTP://WWW.DOT.STATE.IL.US/DEENV/ENVIRONMENTAL/BESTPRACTICES.HTML](http://www.dot.state.il.us/deenv/environmental/bestpractices.html)
- MAINTENANCE OF ESC MEASURES IN ACCORDANCE WITH IDOT POLICY IS THE REPSONSIBILITY OF THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCLUDED IN THE COST OF THE APPLICABLE ESC MEASURE AND NO ADDITIONAL COMPENSTION WILL BE ALLOWED.**

RIPRAP PROTECTION AT CULVERT OUTLETS

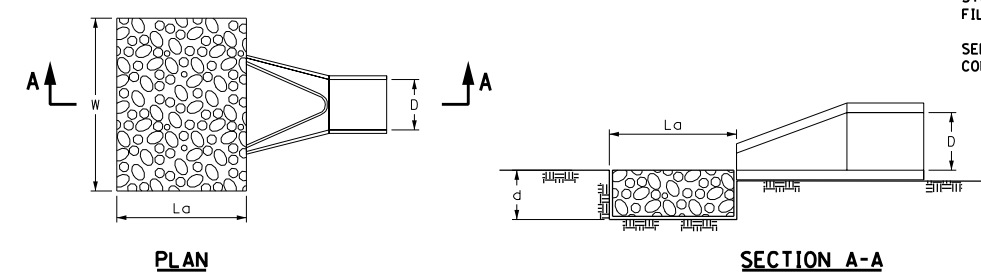


NOTE:
PAID FOR AS STONE RIPRAP, CLASS A4,
STONE RIPRAP, CLASS A5, AND
FILTER FABRIC PER SQ YD.

SEE CANADIAN PACIFIC RAILWAY EROSION
CONTROL PLAN SHEETS 2, 3, 5 AND 6 OF 6.

| LOCATION | RIPRAP GRADATION | La (FT) | W1 (FT) | W2 (FT) | D (IN) | d (IN) | AREA (SQ YD) |
|----------------------|------------------|---------|---------|---------|--------|--------|--------------|
| 10284+00, 17.7' RT | RR5 | 22 | 9 | 25 | 36 | 22 | 42 |
| 10322+20, 59.96' LT | RR4 | 20 | 20 | 20 | 24 | 16 | 45 |
| 10326+34.8, 50.4' LT | RR4 | 22 | 20 | 20 | 30 | 16 | 49 |

RIPRAP PROTECTION AT CULVERT INLETS



NOTE:
PAID FOR AS STONE RIPRAP, CLASS A4,
STONE RIPRAP, CLASS A5, AND
FILTER FABRIC PER SQ YD.

SEE CANADIAN PACIFIC RAILWAY EROSION
CONTROL PLAN SHEETS 3, 5 AND 6 OF 6.

| LOCATION | RIPRAP GRADATION | La (FT) | W (FT) | D (IN) | d (IN) | AREA (SQ YD) |
|----------------------|------------------|---------|--------|--------|--------|--------------|
| 10284+00, 26.8' LT | RR4 | 10 | 10 | 36 | 16 | 12 |
| 10326+72.8, 50.4' LT | RR4 | 10 | 10 | 24 | 16 | 12 |
| 10326+72.8, 50.4' LT | RR4 | 10 | 10 | 30 | 16 | 12 |

□ DENOTES ITEMS OR WORK NOT PAID FOR SEPERATELY.



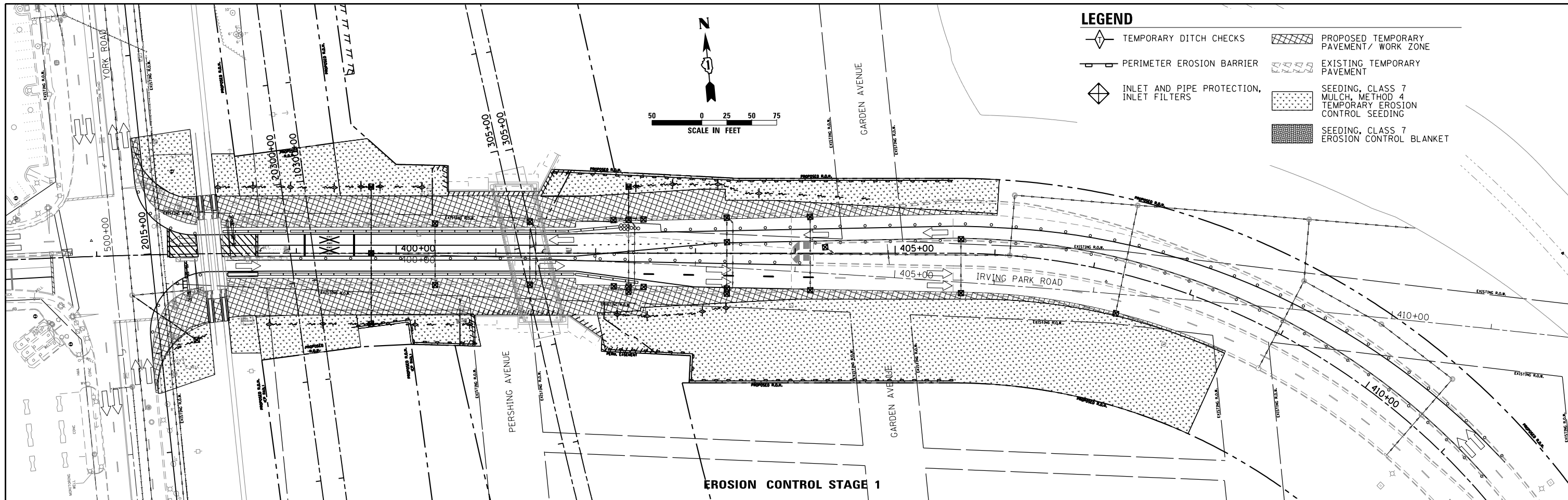
| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - NMR | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/27/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
IL 19 / YORK ROAD / CANADIAN PACIFIC RAILWAY**

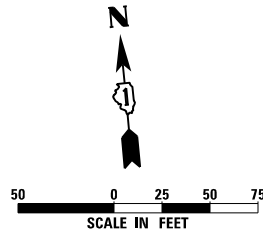
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 79 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

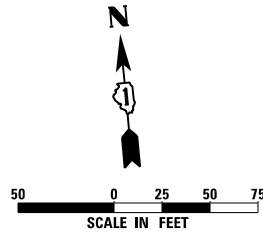
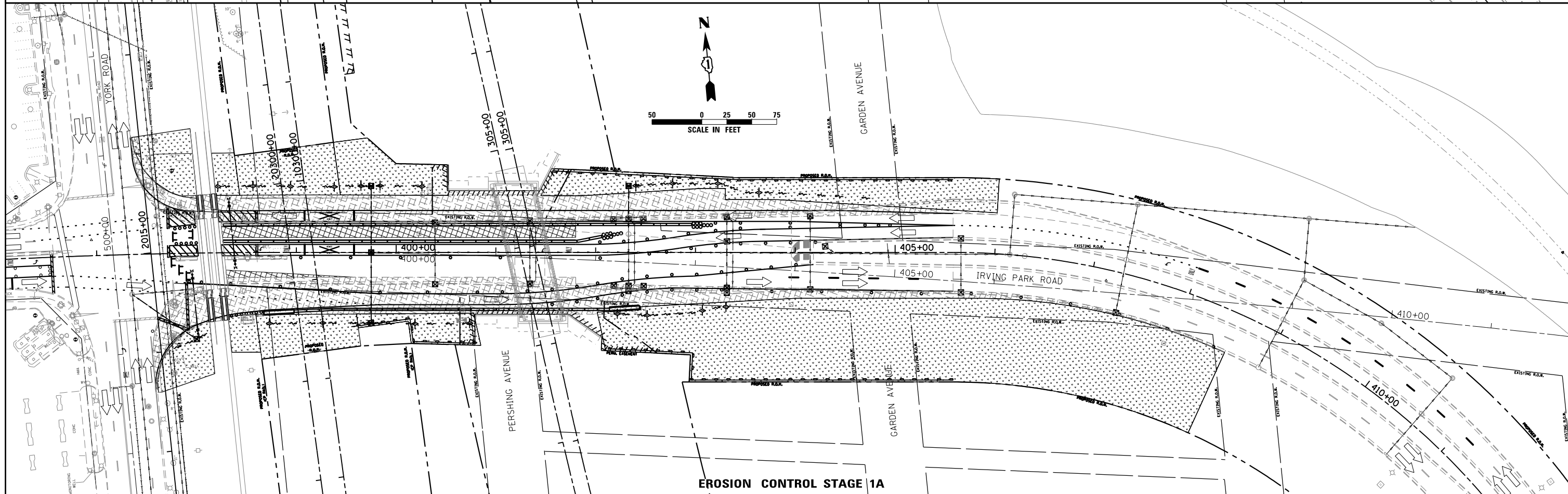


LEGEND

- ◇ TEMPORARY DITCH CHECKS
- ▬ PERIMETER EROSION BARRIER
- ◇ INLET AND PIPE PROTECTION, INLET FILTERS
- ▨ PROPOSED TEMPORARY PAVEMENT/ WORK ZONE
- ▧ EXISTING TEMPORARY PAVEMENT
- ▩ SEEDING, CLASS 7 MULCH, METHOD 4 TEMPORARY EROSION CONTROL SEEDING
- ▩ SEEDING, CLASS 7 EROSION CONTROL BLANKET



EROSION CONTROL STAGE 1



EROSION CONTROL STAGE 1A



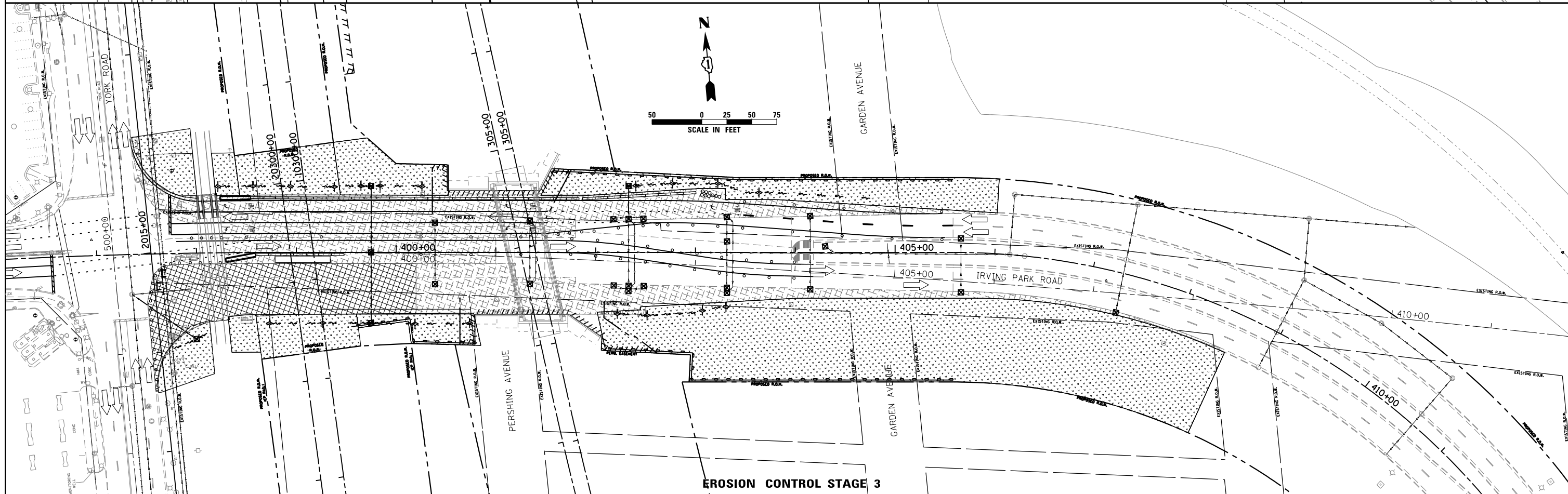
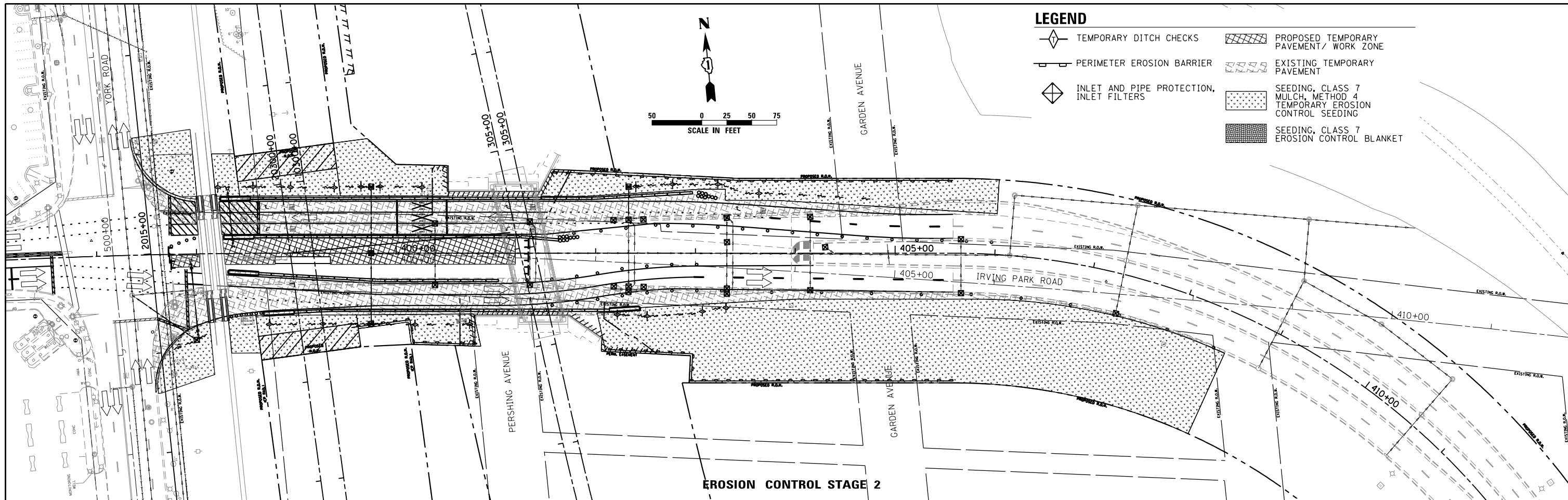
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|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - NMR | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/27/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL
MOT STAGE 1 & 1A**

SCALE: 1" = 50' SHEET NO. 2 OF 4 SHEETS STA. 397+37 TO STA. 408+56

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 80 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



USER NAME = user
 DESIGNED - NMR
 DRAWN - ML
 CHECKED - LGP
 DATE - 11-02-2012

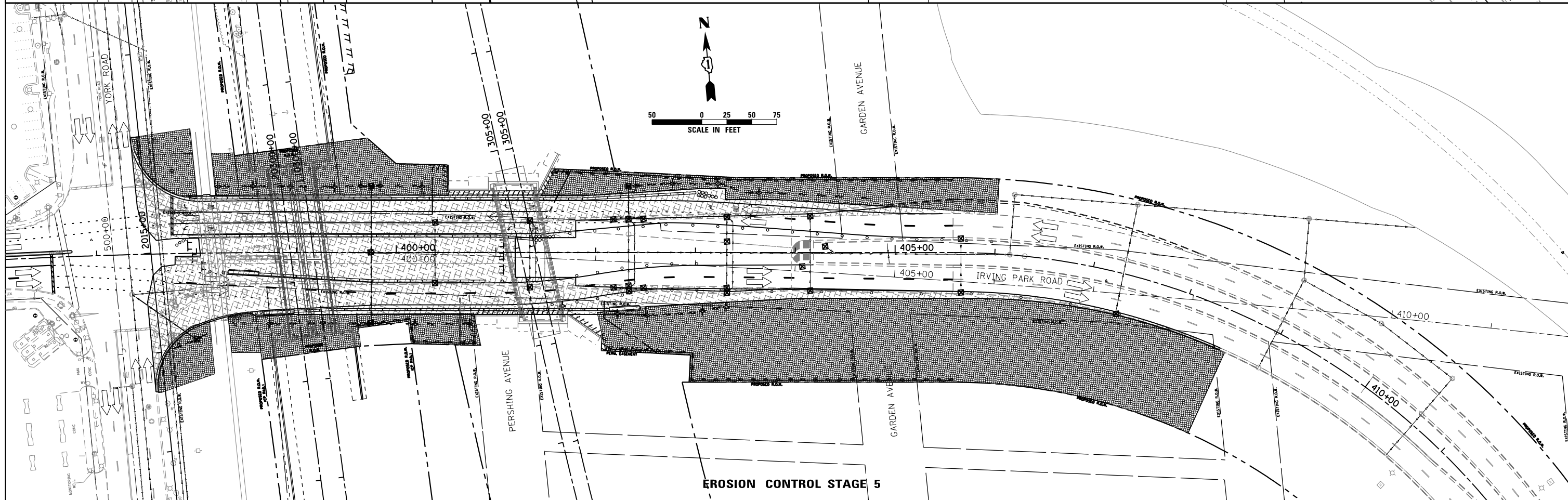
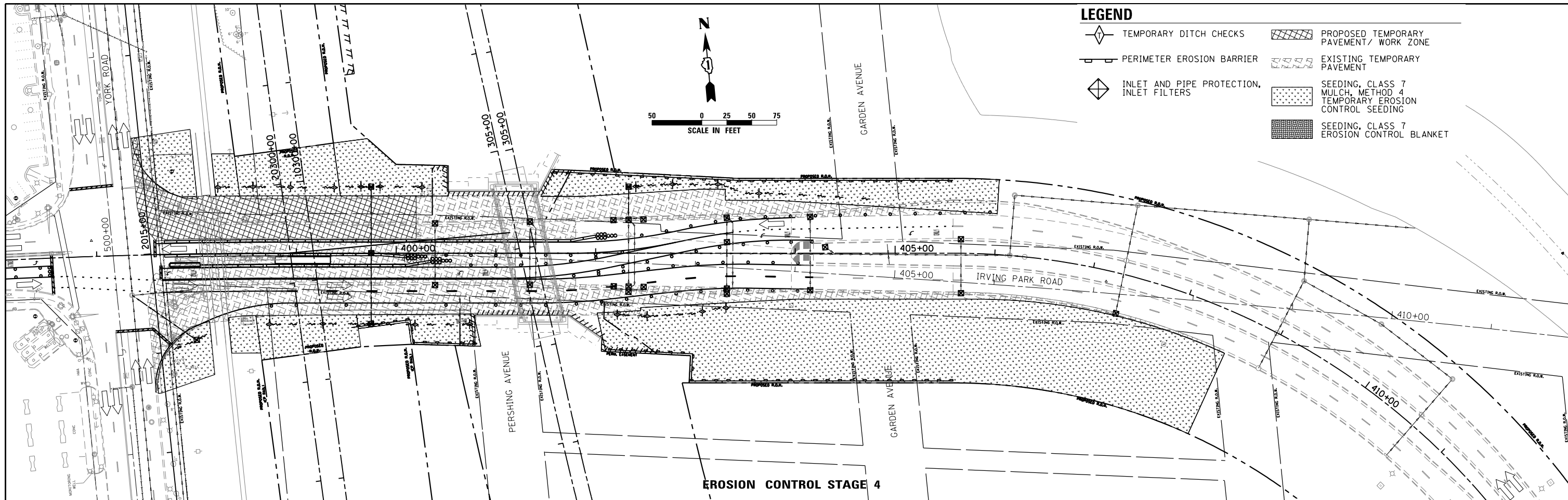
REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL
 MOT STAGE 2 & 3**

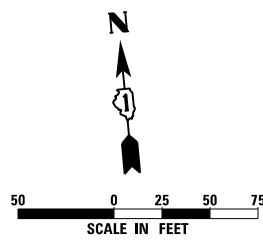
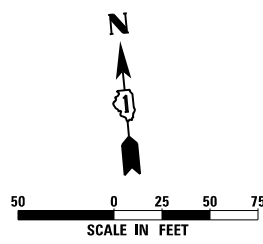
SCALE: 1" = 50' SHEET NO. 3 OF 4 SHEETS STA. 397+37 TO STA. 408+56

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 81 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION, INLET FILTERS
- PROPOSED TEMPORARY PAVEMENT/ WORK ZONE
- EXISTING TEMPORARY PAVEMENT
- SEEDING, CLASS 7 MULCH, METHOD 4 TEMPORARY EROSION CONTROL SEEDING
- SEEDING, CLASS 7 EROSION CONTROL BLANKET



| | | |
|------------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - NMR | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/27/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
MOT STAGE 4 & 5

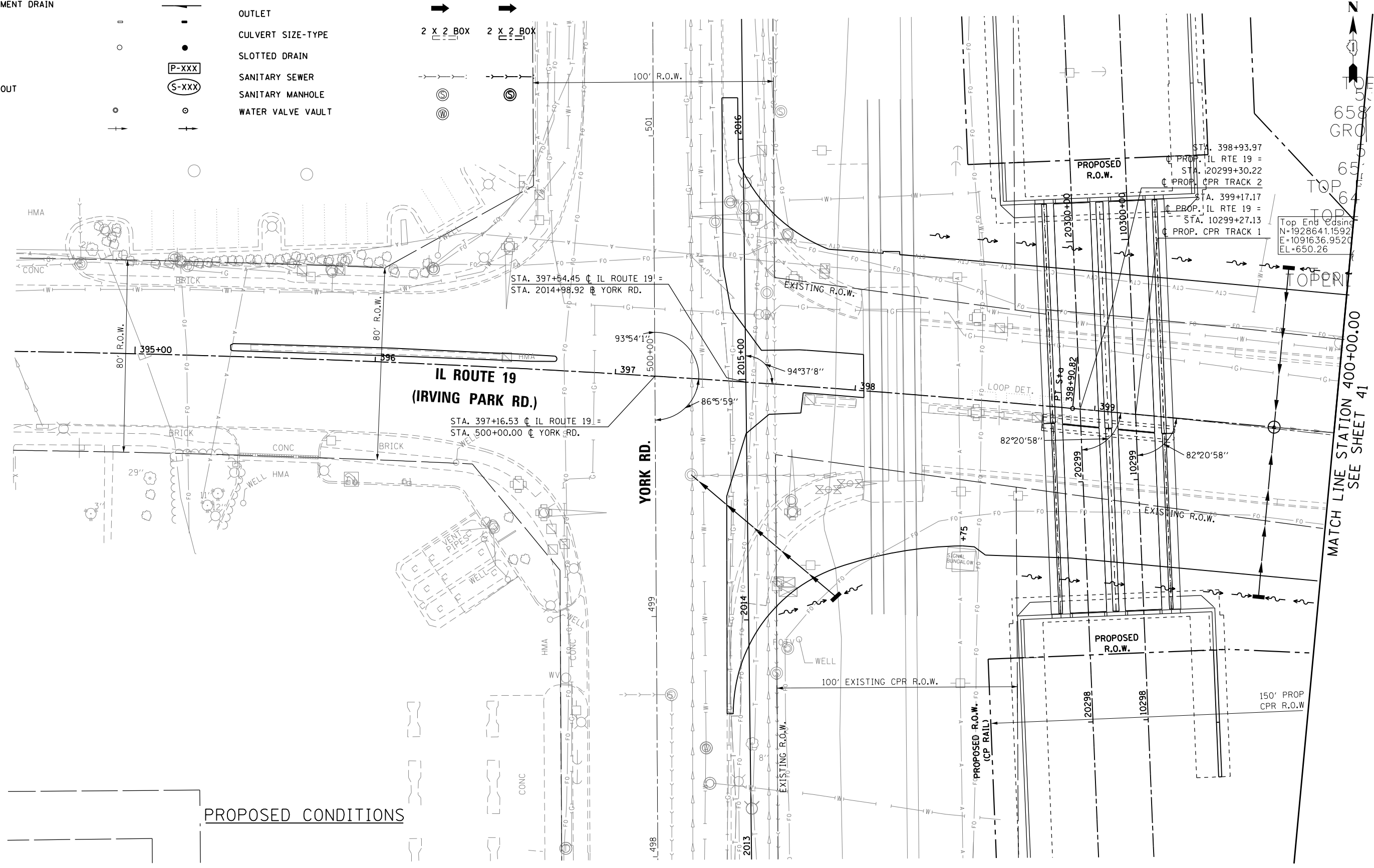
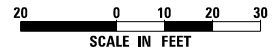
SCALE: 1" = 50' SHEET NO. 4 OF 4 SHEETS STA. 397+37 TO STA. 408+56

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 82 |
| CONTRACT NO. 60W01 | | | | |

ILLINOIS FED. AID PROJECT

LEGEND

| | EXISTING | PROPOSED | | EXISTING | PROPOSED |
|---------------------------|----------|----------|-------------------|----------|----------|
| STORM SEWER | | | DITCH | | |
| SUBSURFACE PAVEMENT DRAIN | | | OUTLET | | |
| INLET | | | CULVERT SIZE-TYPE | | |
| CATCH BASIN | | | SLOTTED DRAIN | | |
| PIPE CALL OUT | | | SANITARY SEWER | | |
| STRUCTURE CALL OUT | | | SANITARY MANHOLE | | |
| MANHOLE | | | WATER VALVE VAULT | | |
| SWALE | | | | | |



PROPOSED CONDITIONS

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | |
|--------------------------------------|--|
| PROPOSED DRAINAGE PLAN | |
| IL ROUTE 19 (IRVING PARK RD.) | |
| SCALE: 1"=20' | SHEET NO. OF SHEETS STA. 394+50 TO STA. 400+00 |

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | DUPAGE | 388 | 83 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

- STORM SEWER
- SUBSURFACE PAVEMENT DRAIN
- INLET
- CATCH BASIN
- PIPE CALL OUT
- STRUCTURE CALL OUT
- MANHOLE
- SWALE

EXISTING PROPOSED

- INLET
- CATCH BASIN
- PIPE CALL OUT
- STRUCTURE CALL OUT
- MANHOLE
- SWALE

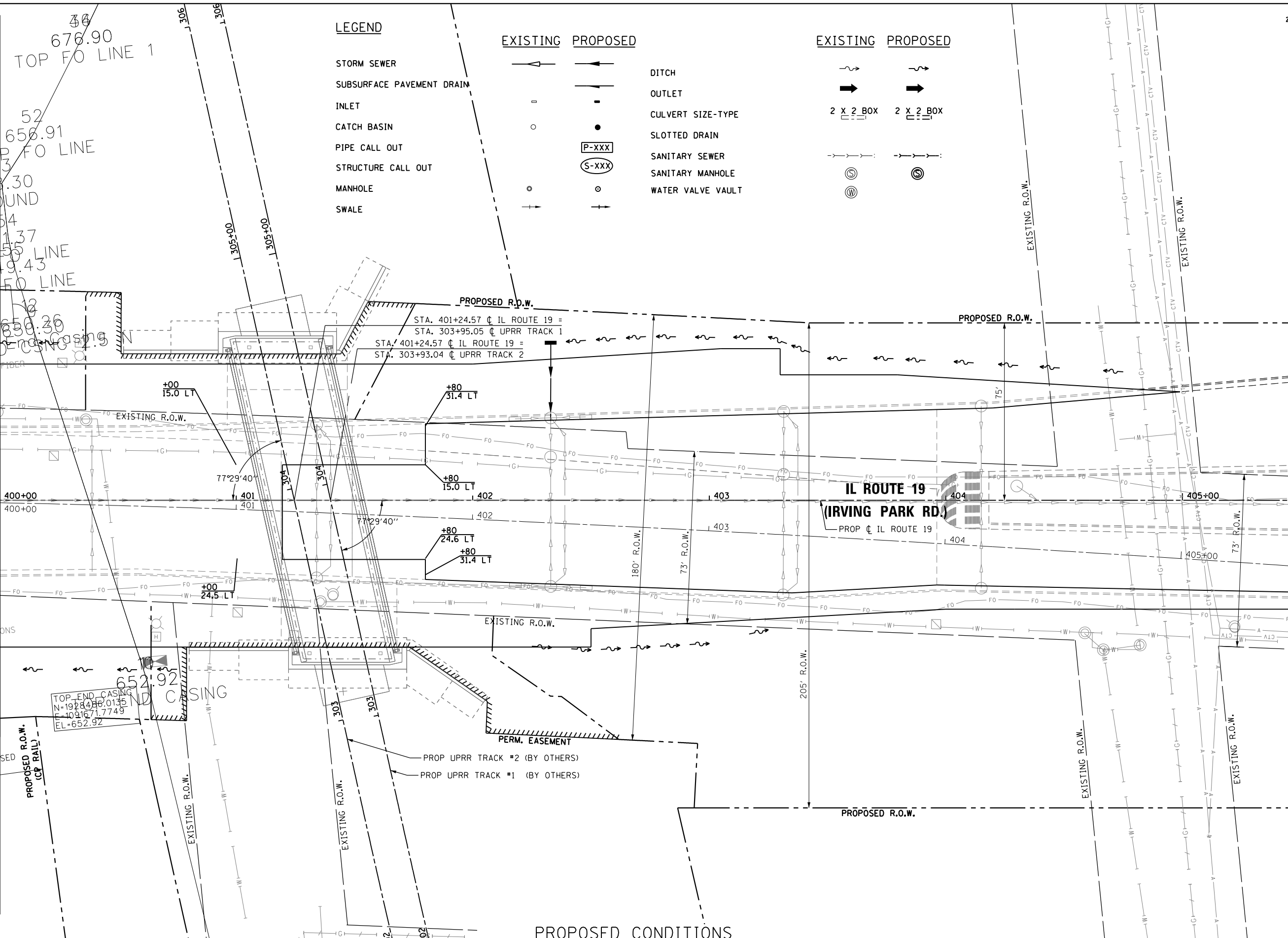
- DITCH
- OUTLET
- CULVERT SIZE-TYPE
- SLOTTED DRAIN
- SANITARY SEWER
- SANITARY MANHOLE
- WATER VALVE VAULT

EXISTING PROPOSED

- DITCH
- OUTLET
- CULVERT SIZE-TYPE
- SLOTTED DRAIN
- SANITARY SEWER
- SANITARY MANHOLE
- WATER VALVE VAULT

MATCH LINE STATION 400+00.00
SEE SHEET 40

MATCH LINE STATION 405+50.00
SEE SHEET 42



PROPOSED CONDITIONS

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

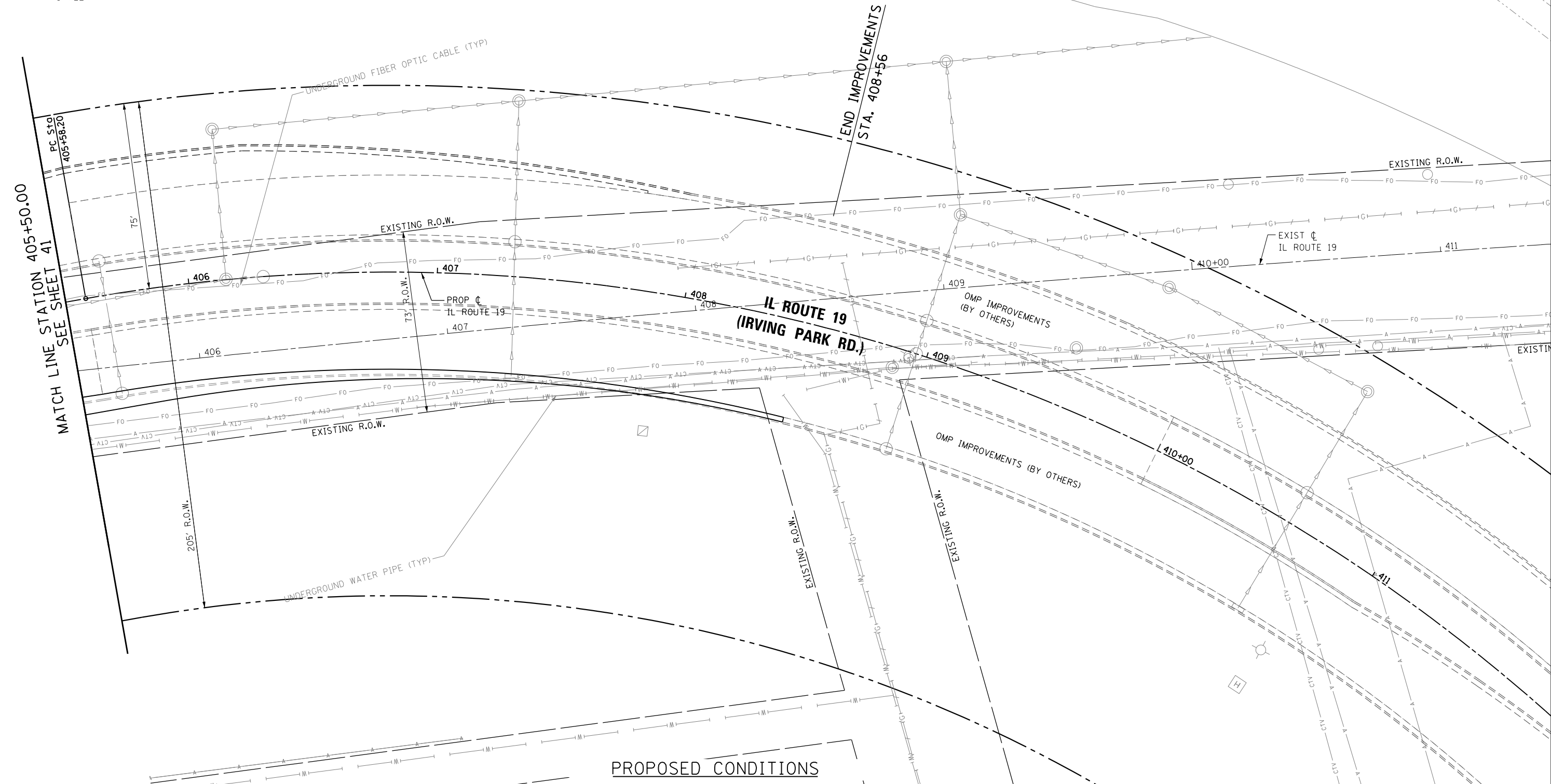
| | | | |
|--------------------------------------|---------------------|----------------------------|--|
| PROPOSED DRAINAGE PLAN | | | |
| IL ROUTE 19 (IRVING PARK RD.) | | | |
| SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. 400+00 TO STA. 405+50 | |

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1321 | 32VB | | 388 | 84 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

| | EXISTING | PROPOSED | | EXISTING | PROPOSED |
|---------------------------|----------|----------|-------------------|-----------|-----------|
| STORM SEWER | | | DITCH | | |
| SUBSURFACE PAVEMENT DRAIN | | | OUTLET | | |
| INLET | | | CULVERT SIZE-TYPE | 2 X 2 BOX | 2 X 2 BOX |
| CATCH BASIN | | | SLOTTED DRAIN | | |
| PIPE CALL OUT | | | SANITARY SEWER | | |
| STRUCTURE CALL OUT | | | SANITARY MANHOLE | | |
| MANHOLE | | | WATER VALVE VAULT | | |
| SWALE | | | | | |



PROPOSED CONDITIONS

| | | |
|-----------------------|-------------------|-----------|
| USER NAME = user | DESIGNED - MPK | REVISED - |
| | DRAWN - ML | REVISED - |
| PLOT SCALE = *SCALE* | CHECKED - LGP | REVISED - |
| PLOT DATE = 11/2/2012 | DATE - 11-02-2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PROPOSED DRAINAGE PLAN
IL ROUTE 19 (IRVING PARK RD.)**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 405+50 TO STA. 407+95.42

| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 1321 | 32VB | DUPAGE | 388 | 85 |
| CONTRACT NO. 60W01 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

COORDINATE TABLE ~ PROPOSED IRVING PARK RD.

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- | NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- |
|------|-----------|-------------|-------------------------------------|------|-----------|-------------|-------------------------------------|
| 819 | 398+38.93 | 97.26' LT. | N. 1,928,679.2821 E. 1,091,464.4344 | 3919 | 400+64.03 | 35.82' RT. | N. 1,928,526.1618 E. 1,091,677.1857 |
| 831 | 398+57.76 | 99.69' LT. | N. 1,928,680.0758 E. 1,091,483.7250 | 3887 | 401+50.13 | 34.21' LT. | N. 1,928,587.9464 E. 1,091,769.3803 |
| 835 | 398+64.99 | 107.06' RT. | N. 1,928,473.4894 E. 1,091,472.9016 | 3886 | 401+75.70 | 83.17' LT. | N. 1,928,634.3312 E. 1,091,799.3580 |
| 953 | 398+77.21 | 105.49' RT. | N. 1,928,473.9865 E. 1,091,484.9837 | 3880 | 402+08.15 | 65.54' RT. | N. 1,928,483.2662 E. 1,091,817.9459 |
| 818 | 399+37.16 | 110.33' LT. | N. 1,928,683.3931 E. 1,091,564.3498 | 3917 | 402+09.13 | 41.86' RT. | N. 1,928,506.7535 E. 1,091,821.1131 |
| 834 | 399+64.58 | 93.80' RT. | N. 1,928,477.6004 E. 1,091,572.8171 | 3881 | 402+32.82 | 82.73' RT. | N. 1,928,463.8689 E. 1,091,840.9331 |
| 3829 | 400+00.13 | 88.97' LT. | N. 1,928,656.3146 E. 1,091,625.0719 | 3882 | 402+37.53 | 82.93' RT. | N. 1,928,463.2398 E. 1,091,845.5984 |
| 832 | 400+15.21 | 91.37' RT. | N. 1,928,475.3465 E. 1,091,623.4526 | 3883 | 402+61.73 | 101.04' RT. | N. 1,928,442.9665 E. 1,091,868.0292 |
| 3884 | 400+36.31 | 38.17' LT. | N. 1,928,602.3839 E. 1,091,656.4167 | 962 | 402+93.65 | 130.00' RT. | N. 1,928,411.1902 E. 1,091,897.1339 |
| 3885 | 400+36.37 | 88.18' LT. | N. 1,928,652.1793 E. 1,091,661.0918 | 685 | 402+95.07 | 102.74' RT. | N. 1,928,438.1986 E. 1,091,901.0630 |
| 3877 | 400+64.00 | 92.66' RT. | N. 1,928,469.5628 E. 1,091,671.9104 | 959 | 403+42.14 | 75.00' LT. | N. 1,928,610.8410 E. 1,091,964.3336 |

COORDINATE TABLE ~ PROPOSED YORK RD.

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- |
|------|------------|-------------|-------------------------------------|
| 835 | 2013+82.43 | 99.40' RT. | N. 1,928,473.4894 E. 1,091,472.9016 |
| 953 | 2013+82.78 | 111.49' RT. | N. 1,928,473.9865 E. 1,091,484.9837 |
| 834 | 2013+85.33 | 199.36' RT. | N. 1,928,477.6004 E. 1,091,572.8171 |
| 3829 | 2015+63.41 | 253.76' RT. | N. 1,928,656.3146 E. 1,091,625.0719 |
| 819 | 2015+88.31 | 93.41' RT. | N. 1,928,679.2821 E. 1,091,464.4344 |
| 831 | 2015+88.87 | 112.71' RT. | N. 1,928,680.0758 E. 1,091,483.7250 |
| 818 | 2015+91.21 | 193.37' RT. | N. 1,928,683.3931 E. 1,091,564.3498 |
| 3830 | 2016+08.17 | 212.88' RT. | N. 1,928,700.5826 E. 1,091,583.6595 |
| 3831 | 2016+57.95 | 211.44' RT. | N. 1,928,750.3396 E. 1,091,581.6123 |
| 3832 | 2016+58.24 | 221.43' RT. | N. 1,928,750.7507 E. 1,091,591.6038 |
| 3833 | 2017+58.20 | 218.52' RT. | N. 1,928,850.6689 E. 1,091,587.4927 |
| 3834 | 2017+58.78 | 238.51' RT. | N. 1,928,851.4911 E. 1,091,607.4758 |
| 821 | 2018+28.34 | 64.92' RT. | N. 1,928,918.9579 E. 1,091,433.0548 |
| 820 | 2018+28.97 | 86.41' RT. | N. 1,928,919.8417 E. 1,091,454.5367 |
| 817 | 2018+31.88 | 186.37' RT. | N. 1,928,923.9527 E. 1,091,554.4521 |
| 3851 | 2018+32.46 | 206.36' RT. | N. 1,928,924.7749 E. 1,091,574.4352 |
| 816 | 2018+33.04 | 226.35' RT. | N. 1,928,925.5971 E. 1,091,594.4183 |
| 3835 | 2018+33.33 | 236.35' RT. | N. 1,928,926.0082 E. 1,091,604.4099 |
| 3836 | 2018+33.62 | 246.34' RT. | N. 1,928,926.4193 E. 1,091,614.4014 |
| 822 | 2019+02.05 | 62.77' RT. | N. 1,928,992.6355 E. 1,091,430.0234 |
| 823 | 2019+34.07 | 53.34' RT. | N. 1,929,024.5429 E. 1,091,420.2034 |
| 815 | 2019+87.71 | 221.85' RT. | N. 1,929,080.2063 E. 1,091,588.0570 |
| 3837 | 2019+88.30 | 241.84' RT. | N. 1,929,081.0285 E. 1,091,608.0401 |
| 501 | 2029+07.51 | 13.08' LT. | N. 1,929,996.3887 E. 1,091,325.6826 |

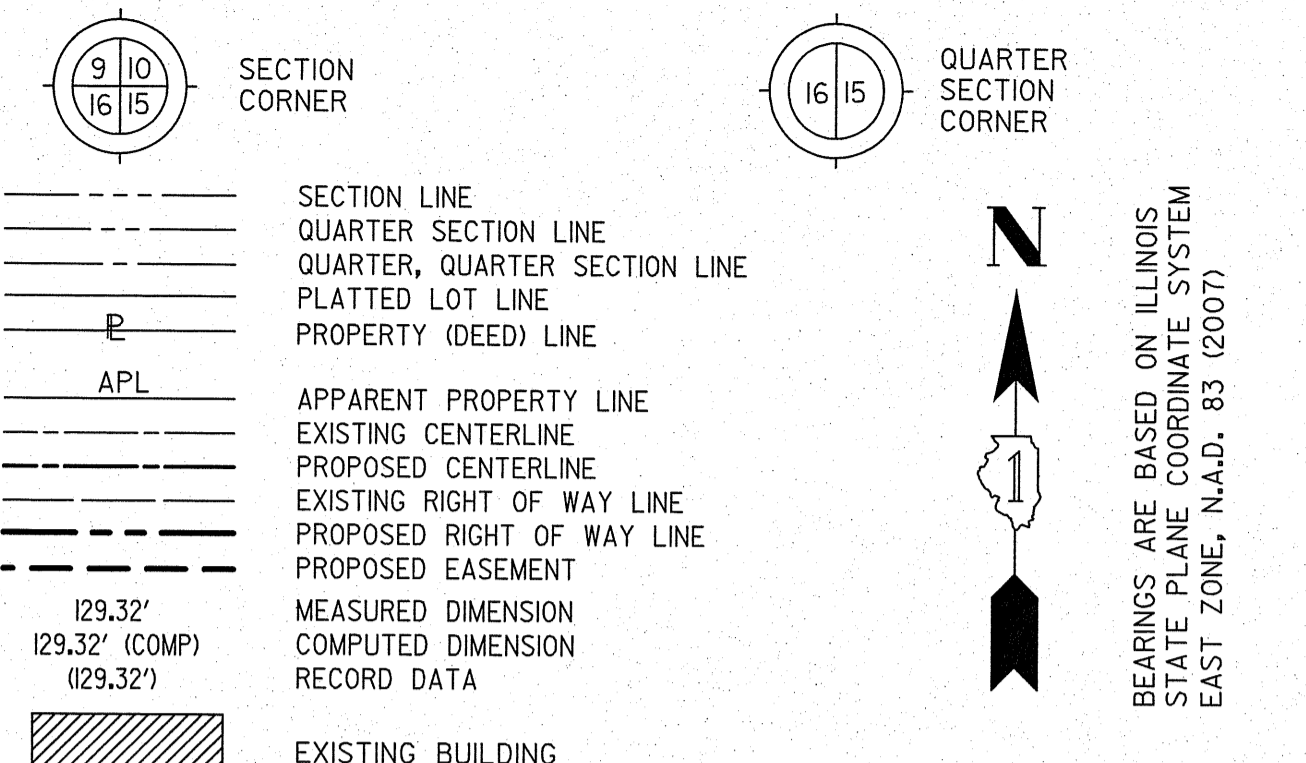
CURVE DATA
PROPOSED CENTERLINE CONSTRUCTION
CURVE NO. IL 19-C01

Δ = 06°12'25"
D = 01°00'00"
L = 5729.65'
R = 620.69'
T = 310.65'
E = 8.42'

504 PC STA. 392+70.13
N. 1,928,601.5264 E. 1,090,888.0918

966 PI STA. 395+80.78
N. 1,928,606.4723 E. 1,091,198.7032

954 PT STA. 398+90.82
N. 1,928,577.8065 E. 1,091,508.0285



- IRON PIPE OR ROD FOUND ○ SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET ● PK FOUND PK NAIL ○ PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.

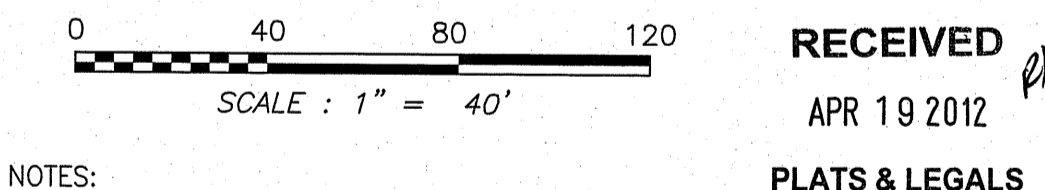
VICE PRESIDENT

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

SEE SHEET 3

PIN TABLE

| PARCEL IHS0001 | PARCEL IHS0002 |
|----------------|----------------|
| 03-12-300-005 | 03-13-104-004 |
| 03-13-100-001 | 03-13-104-005 |
| 03-13-100-002 | 03-13-104-006 |
| 03-13-100-010 | 03-13-104-007 |
| 03-13-100-017 | 03-13-104-008 |
| 03-13-100-021 | 03-13-104-009 |
| 03-13-100-022 | 03-13-104-010 |
| 03-13-100-023 | 03-13-104-011 |
| 03-13-100-024 | 03-13-104-012 |
| 03-13-100-025 | 03-13-104-014 |
| 03-13-100-026 | 03-13-104-015 |
| 03-13-100-030 | 03-13-104-016 |
| 03-13-100-031 | 03-13-104-017 |
| 03-13-100-032 | 03-13-105-005 |
| 03-13-100-040 | 03-13-105-006 |
| 03-13-100-043 | 03-13-105-007 |
| 03-13-100-045 | 03-13-105-008 |
| 03-13-100-048 | 03-13-105-009 |
| 03-13-101-056 | 03-13-105-010 |
| | 03-13-106-001 |
| | 03-13-302-013 |
| | 03-13-306-004 |
| | 03-13-306-005 |
| | 03-13-111-001 |
| | 03-13-112-001 |



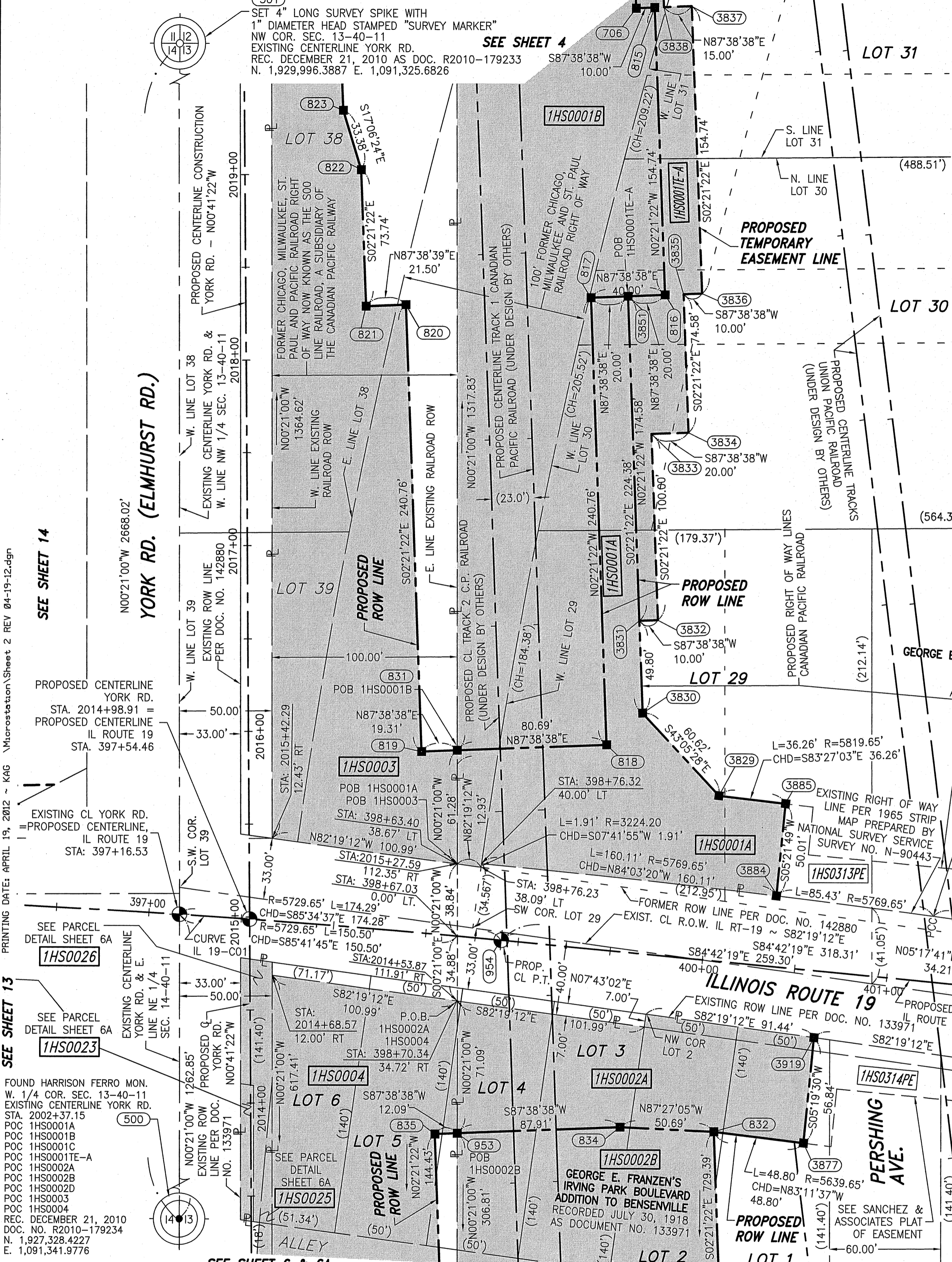
NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83 (2007).

Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
PROJECT JOB NO. R-91-014-07
STATION 396+50 TO STATION 405+00
SCALE: 1" = 40' SHEET 2 OF

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096



| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|--|--|---------------------|----------------------------------|-----------------|------------------|----------------|------------------|--------------------------------|----------------------|
| IHS0001A IHS0001B IHS0001C IHS0001E-A IHS0001E-C | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 362.926± | 0.369 2.450 7.03 | 359.404± | 0.184 | | | SEE PIN TABLE | |
| IHS0002A IHS0002B IHS0002C IHS0002D IHS0002E | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 230.15± | 0.284 3.376 0.216 0.559 | 225.74± | | | | SEE PIN TABLE | |
| IHS0003 | SOO LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.409 | N/A | | 0.165 | CONSTRUCTION | 03-12-509-002 03-13-509-001 | |
| IHS0004 | SOO LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.299 | N/A | | | | 03-13-509-001 | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

REVISION: REVISED DISTANCE IHS0002D
REVISION: ADDED IHS0002D, REVISED IHS0002A
REVISION: ADDED IHS00025, IHS00026 REVISED IHS0001B, IHS0001E-A & IHS0001E-C OMITTED IHS0001E-B
REVISION: REVISED IHS0002A & IHS0002B, OMITTED IHS0002D

PART OF THE NW 1/4 SECTION 13, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

CURVE DATA
 PROPOSED CENTERLINE CONSTRUCTION
 CURVE NO. IL 19-C02

Δ = 82°13'01"
 D = 08°11'06"
 R = 700.00'
 L = 1004.47'
 T = 610.83'
 E = 229.04'

955 PC STA. 405+58.20
 N. 1,928,516.2234 E. 1,092,172.5549

957 PI STA. 411+69.03
 N. 1,928,459.8578 E. 1,092,780.7801

956 PT STA. 415+62.67
 N. 1,927,849.6024 E. 1,092,807.3010

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0001A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 362.926± | 0.369 | 359.404± | 0.184 | 0.358 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0001B | | | 2.450 | | | | | | |
| 1HS0001C | | | 0.703 | | | | | | |
| 1HS0001E-A | | | 0.264 | | | | | | |
| 1HS0001E-C | | | 0.264 | | | 0.222 | CONSTRUCTION | | |
| 1HS0002A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 230.15± | 0.264 | 225.74± | | 0.165 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0002B | | | 3.376 | | | | | | |
| 1HS0002C | | | 0.216 | | | | | | |
| 1HS0002D | | | 0.559 | | | | | | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

PIN TABLE

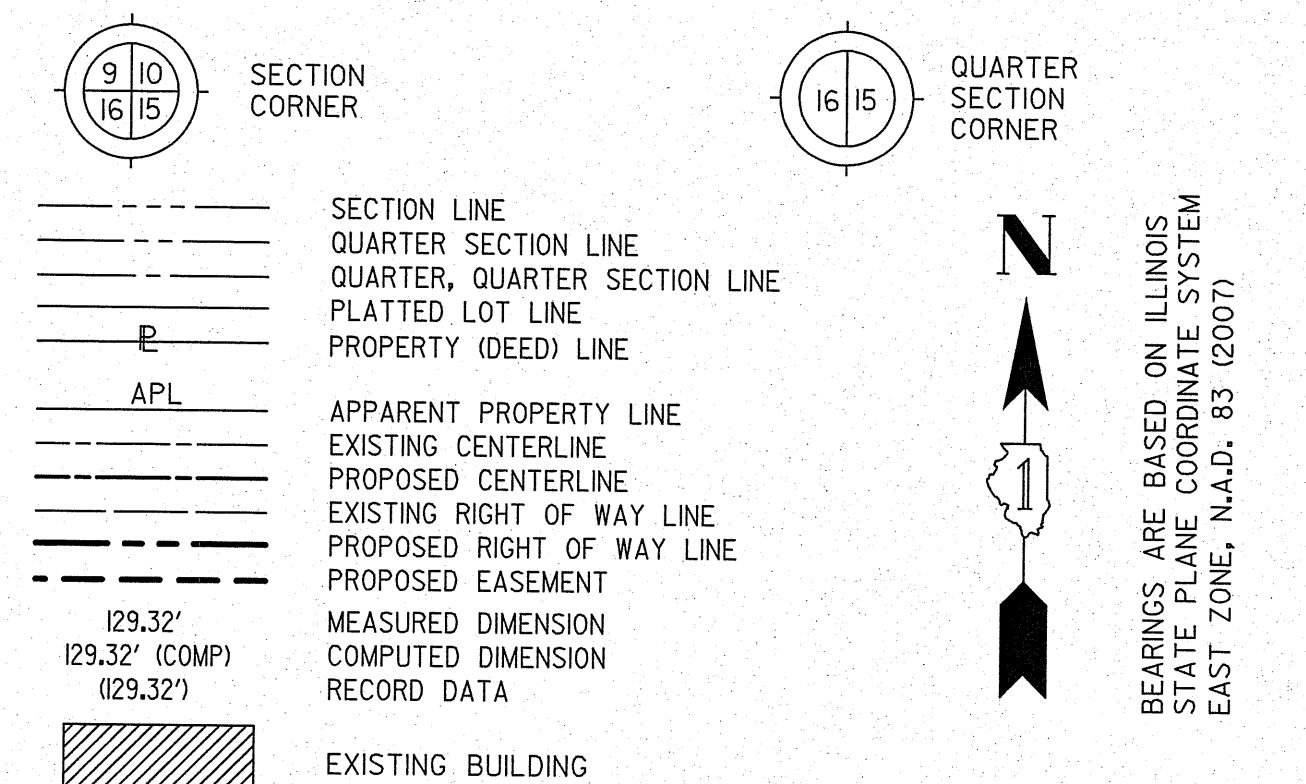
| PARCEL | 1HS0001 | PARCEL | 1HS0002 |
|---------------|---------|---------------|---------|
| 03-12-300-005 | | 03-13-104-004 | |
| 03-13-100-001 | | 03-13-104-005 | |
| 03-13-100-002 | | 03-13-104-006 | |
| 03-13-100-010 | | 03-13-104-007 | |
| 03-13-100-017 | | 03-13-104-008 | |
| 03-13-100-021 | | 03-13-104-009 | |
| 03-13-100-022 | | 03-13-104-010 | |
| 03-13-100-023 | | 03-13-104-011 | |
| 03-13-100-024 | | 03-13-104-012 | |
| 03-13-100-025 | | 03-13-104-014 | |
| 03-13-100-026 | | 03-13-104-015 | |
| 03-13-100-030 | | 03-13-104-016 | |
| 03-13-100-031 | | 03-13-104-017 | |
| 03-13-100-032 | | 03-13-105-005 | |
| 03-13-100-040 | | 03-13-105-006 | |
| 03-13-100-043 | | 03-13-105-007 | |
| 03-13-100-045 | | 03-13-105-008 | |
| 03-13-100-048 | | 03-13-105-009 | |
| 03-13-101-056 | | 03-13-105-010 | |
| | | 03-13-106-001 | |
| | | 03-13-302-013 | |
| | | 03-13-306-004 | |
| | | 03-13-306-005 | |
| | | 03-13-111-001 | |
| | | 03-13-112-001 | |

P.I.N. NUMBERS LISTED ARE ONLY THOSE EFFECTED BY THE TAKE AND TEMPORARY EASEMENT AREAS. (NOT THE TOTAL HOLDING)

GRID COORDINATES ARE SHOWN
COORDINATE TABLE ~ PROPOSED IRVING PARK RD.

| NO. | STATION | OFFSET | -NORTH- | COORDINATES- | EAST- |
|-----|-----------|------------|------------------|------------------|-------|
| 960 | 405+58.20 | 75.00' LT | N 1,928,590.9034 | E 1,092,179.4756 | |
| 968 | 405+58.20 | 9.66' LT | N 1,928,525.8395 | E 1,092,173.4460 | |
| 967 | 405+58.20 | 63.41' RT | N 1,928,453.0879 | E 1,092,166.7040 | |
| 961 | 405+58.20 | 130.00' RT | N 1,928,386.7780 | E 1,092,160.5589 | |

LEGEND



- IRON PIPE OR ROD FOUND ○ SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET ● PK FOUND PK NAIL ○ PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY T3 BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

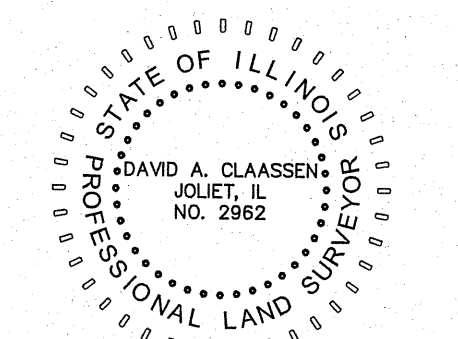
STATE OF ILLINOIS)
 COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

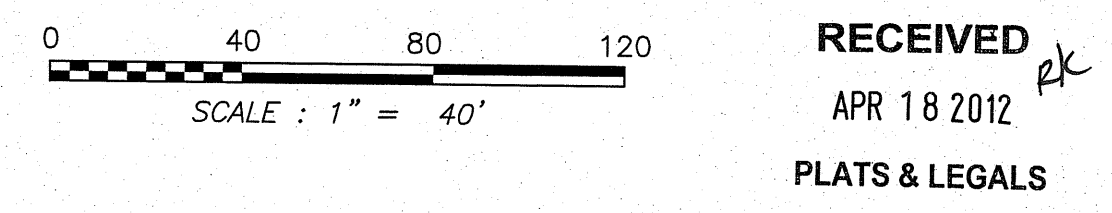
DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.

 VICE PRESIDENT

DAVID A. CLAASSEN
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 0355-002962
 LICENSE EXPIRES NOVEMBER 30, 2012
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



NOTES:
 1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).



Claassen, White & Associates, P.C.
 121 AIRPORT DRIVE, UNIT 1
 JOLIET, ILLINOIS 60431
 (815) 744-3720

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
 PROJECT JOB NO. R-91-014-07
 STATION 404+00 TO STATION 412+00
 SCALE: 1" = 40' SHEET 3 OF 3

PRINTING DATE: APRIL 13, 2012 - 10:00 AM MicroStation/Sheet 3 REV 04-13-2012.dgn SEE SHEET 2

JOB #5660

PART OF THE NW 1/4 SECTION 13, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

501 SET 4" LONG SURVEY SPIKE WITH 1" DIAMETER HEAD STAMPED "SURVEY MARKER" NW COR. SEC. 13-40-11 EXISTING CENTERLINE YORK RD. REC. DECEMBER 21, 2010 AS DOC. R2010-179233 N. 1,929,996.3887' E. 1,091,325.6826'

SEE SHEET 5

| PARCEL NUMBER | OWNER | TOTAL HOLDING | PART TAKEN | REMAINDER | PREV. DED. | EASEMENT | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------|------------|-----------|------------|----------|------------------|--------------------------------|----------------------|
| | | ACRES | ACRES | ACRES | ACRES | ACRES | | | |
| IHS0001A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 362.926± | 0.369 | 359.404± | 0.184 | 0.358 | CONSTRUCTION | SEE PIN TABLE | |
| IHS0001B | | | 2.450 | | | | | | |
| IHS0001C | | | 0.703 | | | | | | |
| IHS0001E-A | ** | | | | | 0.222 | CONSTRUCTION | | |
| IHS0001E-C | | | | | | | | | |
| IHS0003 | 500 LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.409 | N/A | | | | 03-12-509-002 03-13-509-001 | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

LEGEND

SECTION CORNER (9 10 16 15)

QUARTER SECTION CORNER (16 15)

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE

APL APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA

EXISTING BUILDING

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET

TI THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
T3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

BTI THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS ____ DAY OF _____, 2012 A.D.

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
APR 04 2012
PLATS & LEGALS

NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

Classen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19**

SECTION @ YORK ROAD DUPAGE COUNTY
PROJECT JOB NO. R-91-014-07
STATION 2019+50 TO STATION 2026+50
SCALE: 1" = 40' SHEET 4 OF 4

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

PRINTING DATE: APRIL 3, 2012 - JMH \Microstation\Sheet 4 REV 03-19-12.dgn

SEE SHEET 14

YORK RD. (ELMHURST RD.)

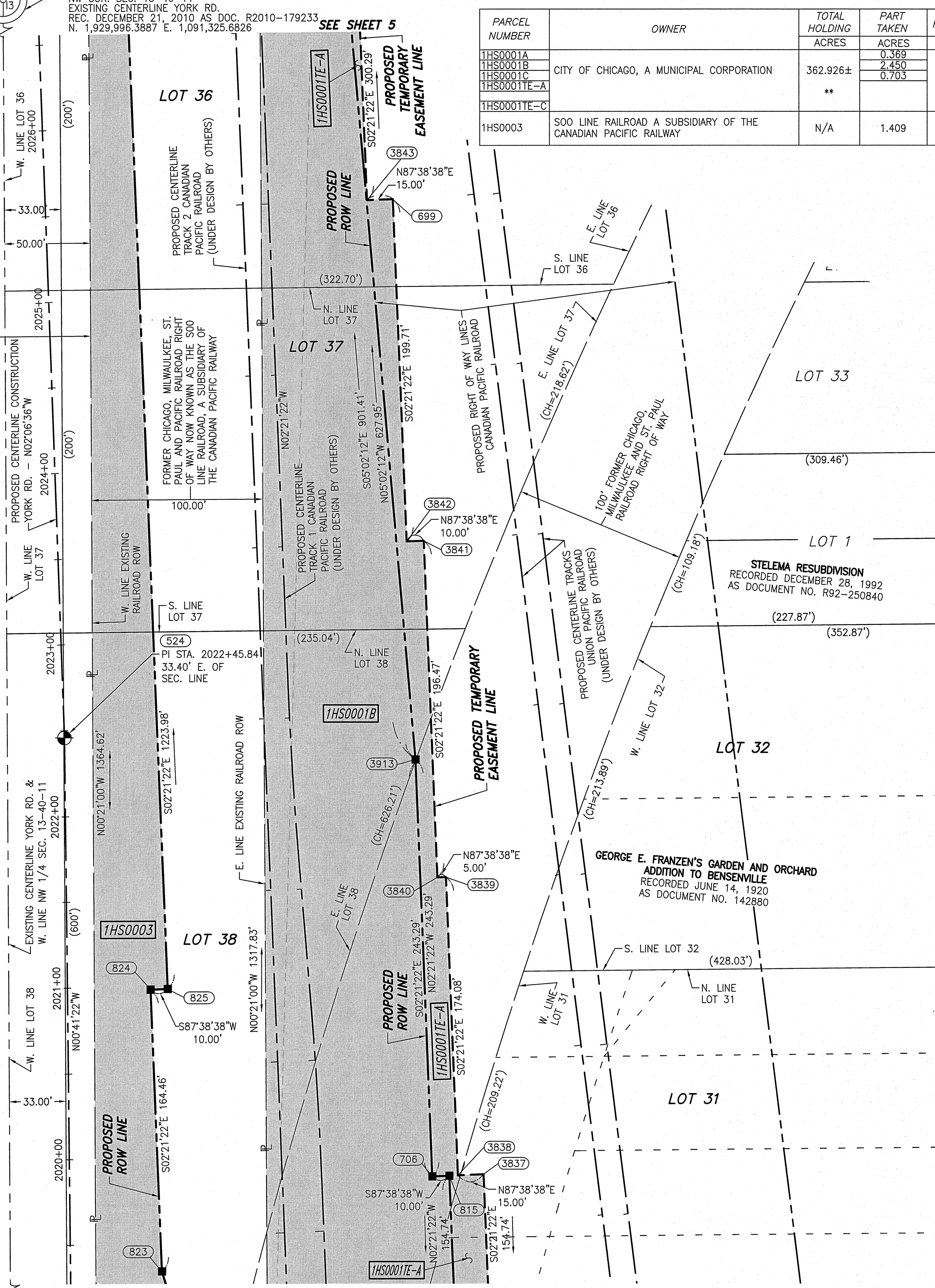
000'21"00"W 2668.02'

000'21"00"W 1317.83'

000'41'22"W

000'21"00"W 1317.83'

000'21"00"W 2668.02'



GRID COORDINATES ARE SHOWN
COORDINATE TABLE ~ PROPOSED YORK RD.

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- | |
|------|------------|-------------|--------------------------|-------------------|
| 823 | 2019+34.07 | 53.34' RT. | N. 1,929,024.5429 | E. 1,091,420.2034 |
| 706 | 2019+87.42 | 211.85' RT. | N. 1,929,079.7952 | E. 1,091,578.0654 |
| 815 | 2019+87.71 | 221.85' RT. | N. 1,929,080.2063 | E. 1,091,588.0570 |
| 3838 | 2019+87.86 | 226.85' RT. | N. 1,929,080.4118 | E. 1,091,593.0528 |
| 3837 | 2019+88.30 | 241.84' RT. | N. 1,929,081.0285 | E. 1,091,608.0401 |
| 824 | 2020+98.46 | 48.55' RT. | N. 1,929,188.8622 | E. 1,091,413.4428 |
| 825 | 2020+98.75 | 58.55' RT. | N. 1,929,189.2733 | E. 1,091,423.4341 |
| 3840 | 2021+61.72 | 216.79' RT. | N. 1,929,254.1374 | E. 1,091,580.9007 |
| 3839 | 2021+61.86 | 221.78' RT. | N. 1,929,254.3429 | E. 1,091,585.8965 |
| 3913 | 2022+30.61 | 204.78' RT. | N. 1,929,322.8823 | E. 1,091,568.0637 |
| 3842 | 2023+52.79 | 203.79' RT. | N. 1,929,450.0296 | E. 1,091,562.8323 |
| 3841 | 2023+52.84 | 213.79' RT. | N. 1,929,450.4407 | E. 1,091,572.8239 |
| 3843 | 2025+52.44 | 187.93' RT. | N. 1,929,648.9565 | E. 1,091,539.6349 |
| 699 | 2025+52.50 | 202.93' RT. | N. 1,929,649.5731 | E. 1,091,554.6222 |

PIN TABLE

| PARCEL | IHS0001 |
|---------------|---------|
| 03-12-300-005 | |
| 03-13-100-001 | |
| 03-13-100-002 | |
| 03-13-100-010 | |
| 03-13-100-017 | |
| 03-13-100-021 | |
| 03-13-100-022 | |
| 03-13-100-023 | |
| 03-13-100-024 | |
| 03-13-100-025 | |
| 03-13-100-026 | |
| 03-13-100-030 | |
| 03-13-100-031 | |
| 03-13-100-032 | |
| 03-13-100-040 | |
| 03-13-100-043 | |
| 03-13-100-045 | |
| 03-13-100-048 | |
| 03-13-101-056 | |

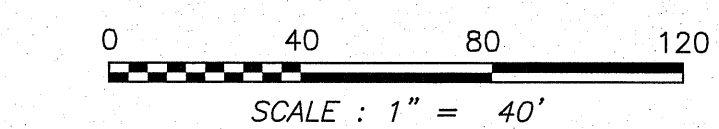
P.I.N. NUMBERS LISTED ARE ONLY THOSE EFFECTED BY THE TAKE AND TEMPORARY EASEMENT AREAS. (NOT THE TOTAL HOLDING)

FOUND HARRISON FERRO MON. W. 1/4 COR. SEC. 13-40-11 EXISTING CENTERLINE YORK RD. STA: 2002+37.15 RECORDED DECEMBER 21, 2010 DOCUMENT NO. R2010-179234 N. 1,927,328.4227' E. 1,091,341.9776'

SEE SHEET 2

REVISION: 03/19/12
REVISION DATE: 12/28/11
REVISION: 07/28/11
REVISION DATE: 3/30/11

REVISION: REVISED IHS0001B, IHS0001E-A, IHS0001E-C & OMITTED IHS0001E-B
REVISION: SPLIT IHS0001A TO IHS0001A & IHS0001C
REVISION: CHANGED IHS0001E-A, IHS0001E-B & IHS0001E-C.
REVISION: PIN TABLE



NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

Classen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19**

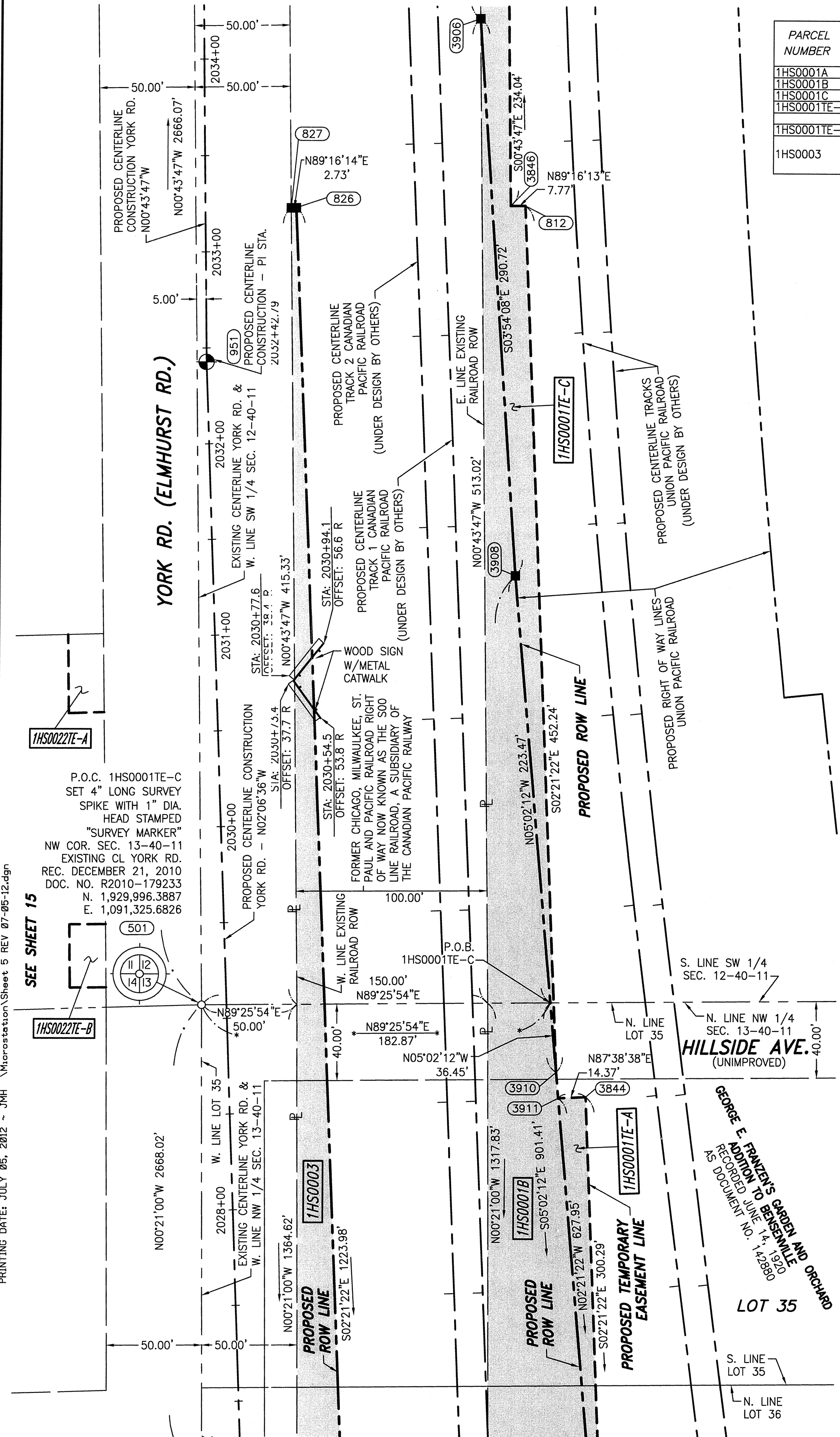
SECTION @ YORK ROAD DUPAGE COUNTY
PROJECT JOB NO. R-91-014-07
STATION 2019+50 TO STATION 2026+50
SCALE: 1" = 40' SHEET 4 OF 4

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

JOB #5660

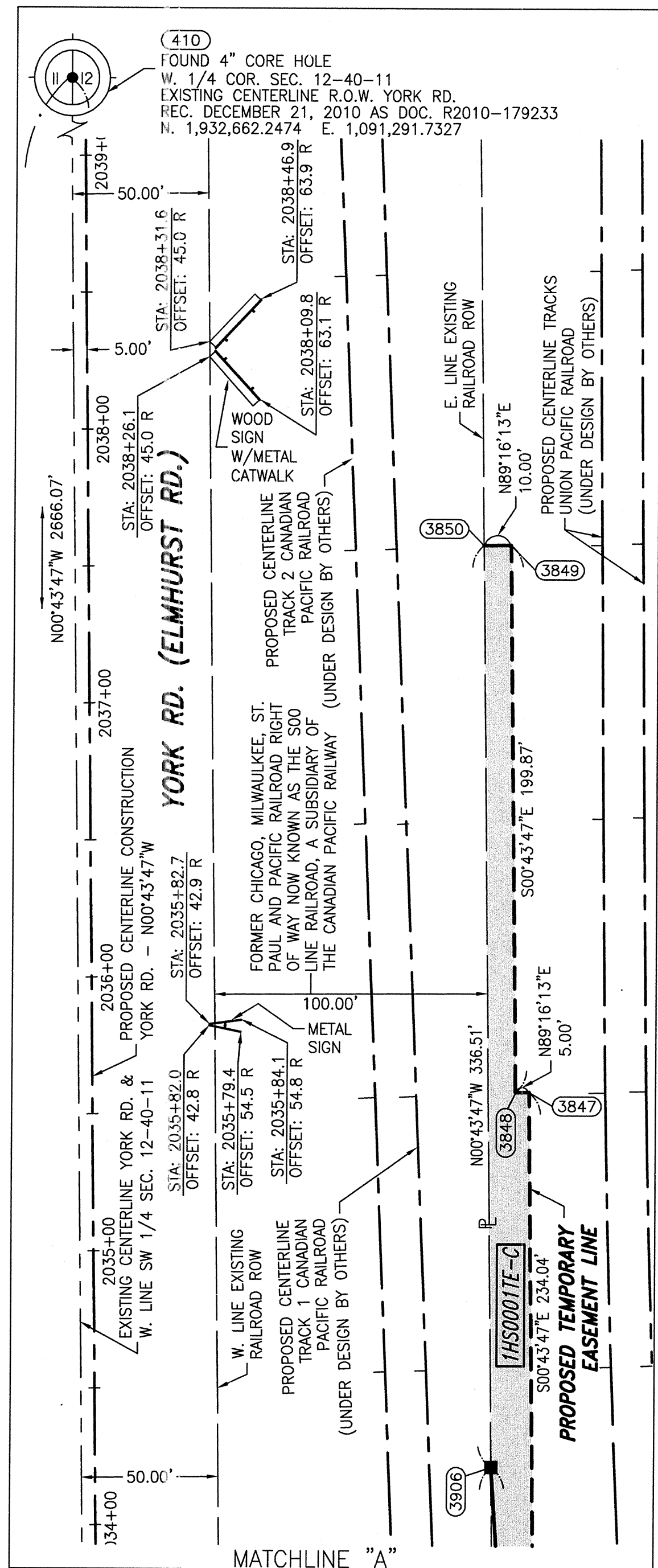
PART OF THE NW 1/4 SECTION 13 AND PART OF THE SW 1/4 SECTION 12, BOTH IN T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

MATCHLINE "A"



| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|--------------------------------|----------------------|
| 1HS0001A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 362.928± | 0.369 | 359.404± | 0.184 | 0.358 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0001B | | | 2.450 | | | | | | |
| 1HS0001C | | | 0.703 | | | | | | |
| 1HS0001E-A | | | ** | | | | | | |
| 1HS0003 | SOO LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.409 | N/A | | 0.222 | CONSTRUCTION | 03-12-509-002 03-13-509-001 | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)



GRID COORDINATES ARE SHOWN
COORDINATE TABLE ~ PROPOSED YORK RD.

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- |
|------|------------|-------------|-------------------------------------|
| 501 | 2029+07.51 | 13.08' LT. | N. 1,929,996.3887 E. 1,091,325.6826 |
| 3911 | 2028+52.67 | 172.28' RT. | N. 1,929,948.4028 E. 1,091,512.9353 |
| 3844 | 2028+52.73 | 186.64' RT. | N. 1,929,948.9934 E. 1,091,527.2900 |
| 3910 | 2028+66.19 | 171.59' RT. | N. 1,929,961.8891 E. 1,091,511.7467 |
| 3908 | 2031+25.77 | 158.32' RT. | N. 1,930,220.8098 E. 1,091,488.9275 |
| 827 | 2033+22.48 | 45.00' RT. | N. 1,930,412.1793 E. 1,091,370.3916 |
| 826 | 2033+22.48 | 47.73' RT. | N. 1,930,412.2140 E. 1,091,373.1168 |
| 812 | 2033+22.48 | 167.77' RT. | N. 1,930,413.7427 E. 1,091,493.1554 |
| 3846 | 2033+22.48 | 160.00' RT. | N. 1,930,413.6437 E. 1,091,485.3822 |
| 3906 | 2034+19.89 | 145.00' RT. | N. 1,930,510.8513 E. 1,091,469.1429 |
| 3848 | 2035+56.53 | 155.00' RT. | N. 1,930,647.6032 E. 1,091,477.4023 |
| 3847 | 2035+56.53 | 160.00' RT. | N. 1,930,647.6669 E. 1,091,482.4019 |
| 3849 | 2037+56.40 | 155.00' RT. | N. 1,930,847.4586 E. 1,091,474.8572 |
| 3850 | 2037+56.40 | 145.00' RT. | N. 1,930,847.3313 E. 1,091,464.8580 |

PIN TABLE

| PARCEL | 1HS0001 |
|---------------|---------|
| 03-12-300-005 | |
| 03-13-100-001 | |
| 03-13-100-002 | |
| 03-13-100-010 | |
| 03-13-100-017 | |
| 03-13-100-021 | |
| 03-13-100-022 | |
| 03-13-100-023 | |
| 03-13-100-024 | |
| 03-13-100-025 | |
| 03-13-100-026 | |
| 03-13-100-030 | |
| 03-13-100-031 | |
| 03-13-100-032 | |
| 03-13-100-040 | |
| 03-13-100-043 | |
| 03-13-100-045 | |
| 03-13-100-048 | |
| 03-13-101-056 | |

P.I.N. NUMBERS LISTED ARE ONLY THOSE EFFECTED BY THE TAKE AND TEMPORARY EASEMENT AREAS. (NOT THE TOTAL HOLDING)

LEGEND

- SECTION CORNER (9 10 16 15)
- QUARTER SECTION CORNER (16 15)
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION (129.32')
- COMPUTED DIMENSION (129.32' (COMP))
- RECORD DATA (129.32')
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- SET 5/8" x 30" REBAR
- CUT CROSS FOUND OR SET
- FOUND PK NAIL
- SET PK NAIL
- THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- SET 5/8" INCH REBAR FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8" INCH REBAR 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY.
- SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
- BURIED 5/8" INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

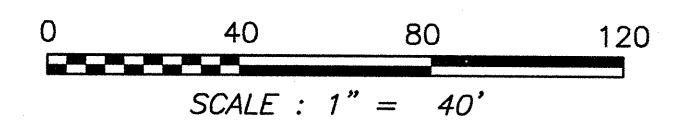
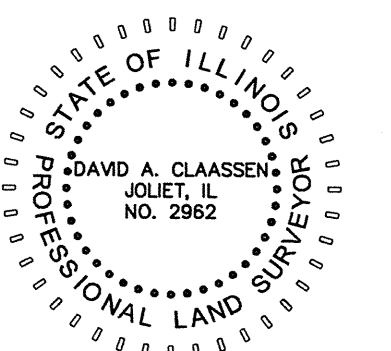
STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 12 AND 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.

DAVID A. CLAASSEN VICE PRESIDENT

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19**

SECTION @ YORK ROAD
PROJECT
STATION 2027+00
SCALE: 1" = 40'

DUPAGE COUNTY
JOB NO. R-91-014-07
TO STATION 2038+00
SHEET 5 OF 50

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096**

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JOB #5660

PRINTING DATE: JULY 05, 2012 ~ JMH Microstation/Sheet 5 REV 07-05-12.dgn

07/05/12
04/24/12
03/19/12
REVISION DATE: 12/28/11
REVISION DATE: 07/28/11
REVISION DATE: 3/30/11

REVISION: ADDED SIGNS.
REVISION: REVISED COORDINATE TABLE
REVISION: REVISED 1HS0001B, 1HS0001E-A, 1HS0001E-C & OMITTED 1HS0001E-B
REVISION: SPLIT 1HS0001A TO 1HS0001A & 1HS0001C
REVISION: CHANGED 1HS0001E-A, 1HS0001E-B & 1HS0001E-C.
REVISION: PIN TABLE

PART OF THE NW 1/4 SECTION 13, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|---|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0023 | VILLAGE OF BENSENVILLE, AN ILLINOIS MUNICIPAL CORPORATION | 0.012 | 0.012 | 0.000 | | | | 03-13-103-007(pt) | |
| 1HS0025 | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 0.146 | 0.146 | 0.000 | | | | 03-13-509-001(pt) | |
| 1HS0026 | J & L OIL, INC., AN ILLINOIS CORPORATION | 0.037 | 0.037 | 0.000 | | | | 03-13-103-007(pt) | |

LEGEND

SECTION CORNER: 9 10 15, 16 15

QUARTER SECTION CORNER: 16 15

SECTION LINE
 QUARTER SECTION LINE
 QUARTER, QUARTER SECTION LINE
 PLATTED LOT LINE
 PROPERTY (DEED) LINE

APL
 APPARENT PROPERTY LINE
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 PROPOSED EASEMENT

MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORD DATA

129.32'
 129.32' (COMP)
 129.32'

BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD, 83 (2007)

- IRON PIPE OR ROD FOUND ○ SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET ● PK FOUND PK NAIL ○ PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
 T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
 T3 BY COLORED PLASTIC FLUSH AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
 BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
 BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY.
 SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- ⊕ PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

CURVE DATA
 PROPOSED CENTERLINE CONSTRUCTION
 CURVE NO. IL 19-C01

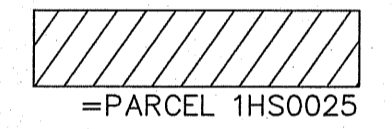
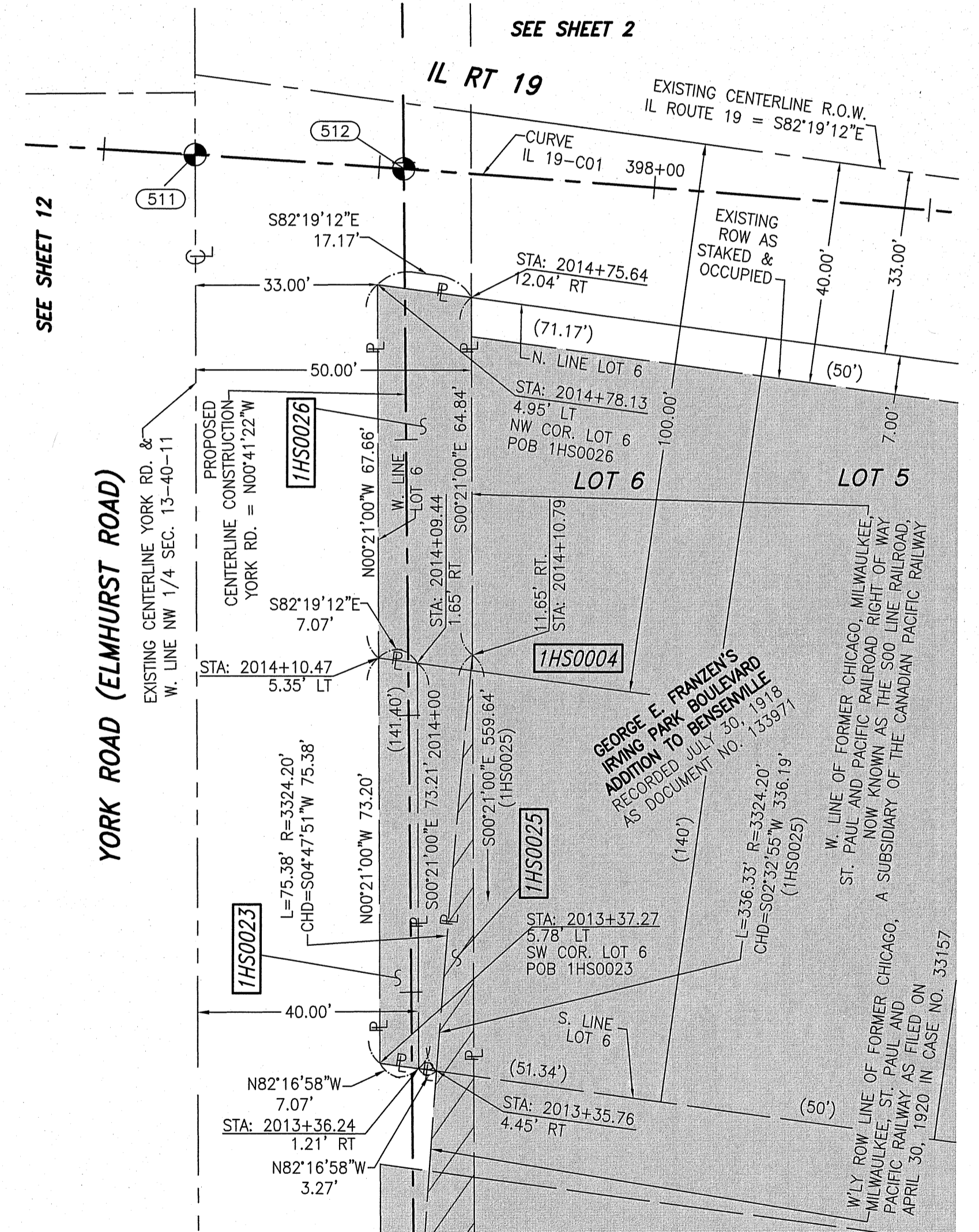
Δ = 06°12'25"
 D = 01°00'00"
 R = 5729.65'
 L = 620.69'
 T = 310.65'
 E = 8.42'

504 PC STA. 392+70.13
 N. 1,928,601.5264 E. 1,090,888.0918
 966 PI STA. 395+80.78
 N. 1,928,606.4723 E. 1,091,198.7032
 954 PT STA. 398+90.82
 N. 1,928,577.8065 E. 1,091,508.0285

CURVE DATA
 PROPOSED CENTERLINE CONSTRUCTION
 CURVE NO. YORK-C2

Δ = 06°00'13"
 D = 02°17'31"
 R = 2500.00'
 L = 261.96'
 T = 131.10'
 E = 3.44'

520 PC STA. 2008+81.32
 N. 1,927,971.5370 E. 1,091,365.8193
 523 PI STA. 2010+12.42
 N. 1,928,102.0720 E. 1,091,377.9614
 522 PT STA. 2011+43.28
 N. 1,928,233.1609 E. 1,091,376.3840



STATE OF ILLINOIS)
 COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS ____ DAY OF _____, 2012 A.D.

DAVID A. CLAASSEN
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
 LICENSE EXPIRES NOVEMBER 30, 2012
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

VICE PRESIDENT

RECEIVED
 APR 04 2012

SCALE: 1" = 40'

NOTES:
 1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

PLATS & LEGALS

Classten, White & Associates, P.C.
 121 AIRPORT DRIVE, UNIT 1
 JOLIET, ILLINOIS 60431
 (815) 744-3720

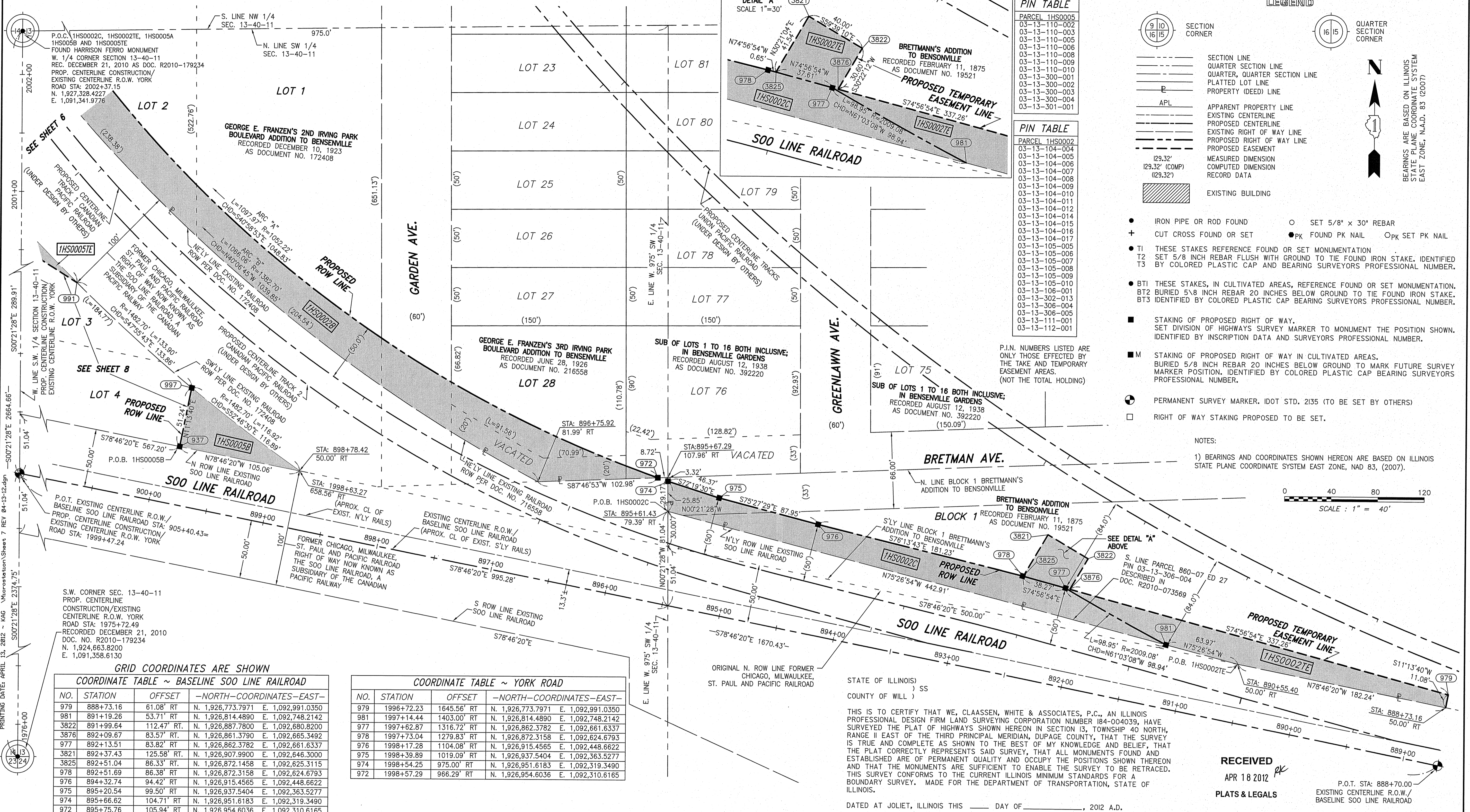
PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
 PROJECT JOB NO. R-91-014-07
 STATION 2013+00 TO STATION 2015+00
 SCALE: 1" = 20' SHEET 6A OF ____

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

PRINTING DATE: APRIL 3, 2012 ~ JWH \Microstation\Sheet 6A.dgn

PART OF THE SW 1/4 SECTION 13, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.



PIN TABLE

| PARCEL | 1HS00005 |
|---------------|----------|
| 03-13-110-002 | |
| 03-13-110-003 | |
| 03-13-110-005 | |
| 03-13-110-006 | |
| 03-13-110-008 | |
| 03-13-110-009 | |
| 03-13-110-010 | |
| 03-13-300-001 | |
| 03-13-300-002 | |
| 03-13-300-003 | |
| 03-13-300-004 | |
| 03-13-301-001 | |

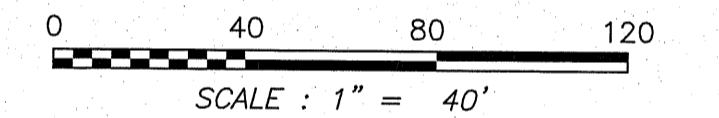
PIN TABLE

| PARCEL | 1HS00002 |
|---------------|----------|
| 03-13-104-004 | |
| 03-13-104-005 | |
| 03-13-104-006 | |
| 03-13-104-007 | |
| 03-13-104-008 | |
| 03-13-104-009 | |
| 03-13-104-010 | |
| 03-13-104-011 | |
| 03-13-104-012 | |
| 03-13-104-014 | |
| 03-13-104-015 | |
| 03-13-104-016 | |
| 03-13-104-017 | |
| 03-13-105-005 | |
| 03-13-105-006 | |
| 03-13-105-007 | |
| 03-13-105-008 | |
| 03-13-105-009 | |
| 03-13-105-010 | |
| 03-13-106-001 | |
| 03-13-302-013 | |
| 03-13-306-004 | |
| 03-13-306-005 | |
| 03-13-111-001 | |
| 03-13-112-001 | |

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- TI THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- T3 BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION
- BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY.
- SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
- BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).



GRID COORDINATES ARE SHOWN
COORDINATE TABLE ~ BASELINE SOO LINE RAILROAD

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- |
|------|-----------|-------------|-------------------------------------|
| 979 | 888+73.16 | 61.08' RT | N. 1,926,773.7971 E. 1,092,991.0350 |
| 981 | 891+19.26 | 53.71' RT | N. 1,926,814.4890 E. 1,092,748.2142 |
| 3822 | 891+99.64 | 112.47' RT. | N. 1,926,887.7800 E. 1,092,680.8200 |
| 3876 | 892+09.67 | 83.57' RT. | N. 1,926,861.3790 E. 1,092,665.3492 |
| 977 | 892+13.51 | 83.82' RT | N. 1,926,862.3782 E. 1,092,661.6337 |
| 3821 | 892+37.43 | 125.58' RT. | N. 1,926,907.9900 E. 1,092,646.3000 |
| 3825 | 892+51.04 | 86.33' RT. | N. 1,926,872.1458 E. 1,092,625.3115 |
| 978 | 892+51.69 | 86.38' RT | N. 1,926,872.3158 E. 1,092,624.6793 |
| 976 | 894+32.74 | 94.42' RT | N. 1,926,915.4565 E. 1,092,448.6622 |
| 975 | 895+20.54 | 99.50' RT | N. 1,926,937.5404 E. 1,092,363.5277 |
| 974 | 895+66.62 | 104.71' RT | N. 1,926,951.6183 E. 1,092,319.3490 |
| 972 | 895+75.76 | 105.94' RT | N. 1,926,954.6036 E. 1,092,310.6165 |

COORDINATE TABLE ~ YORK ROAD

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- |
|-----|------------|-------------|-------------------------------------|
| 979 | 1996+72.23 | 1645.56' RT | N. 1,926,773.7971 E. 1,092,991.0350 |
| 981 | 1997+14.44 | 1403.00' RT | N. 1,926,814.4890 E. 1,092,748.2142 |
| 977 | 1997+62.87 | 1316.72' RT | N. 1,926,862.3782 E. 1,092,661.6337 |
| 978 | 1997+73.04 | 1279.83' RT | N. 1,926,872.3158 E. 1,092,624.6793 |
| 976 | 1998+17.28 | 1104.08' RT | N. 1,926,915.4565 E. 1,092,448.6622 |
| 975 | 1998+39.89 | 1019.09' RT | N. 1,926,937.5404 E. 1,092,363.5277 |
| 974 | 1998+54.25 | 975.00' RT | N. 1,926,951.6183 E. 1,092,319.3490 |
| 972 | 1998+57.29 | 966.29' RT | N. 1,926,954.6036 E. 1,092,310.6165 |

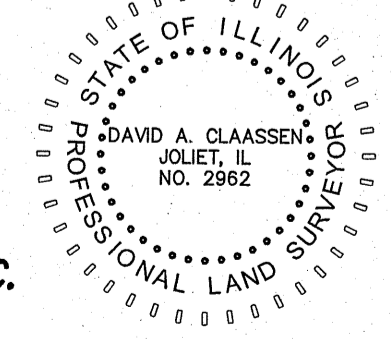
| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0002A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 230.15± | 0.264 | 225.74± | | 0.165 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0002B | | | | | | | | | |
| 1HS0002C | | | | | | | | | |
| 1HS0002D | | | | | | | | | |
| 1HS0002E | | | | | | | | | |
| 1HS0005A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 3.971 | 0.005 ACRES | 3.906 | | 0.710 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0005B | | | | | | | | | |
| 1HS0005C | | | | | | | | | |
| 1HS0005E | | | | | | | | | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

STATE OF ILLINOIS)
COUNTY OF WILL)
THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

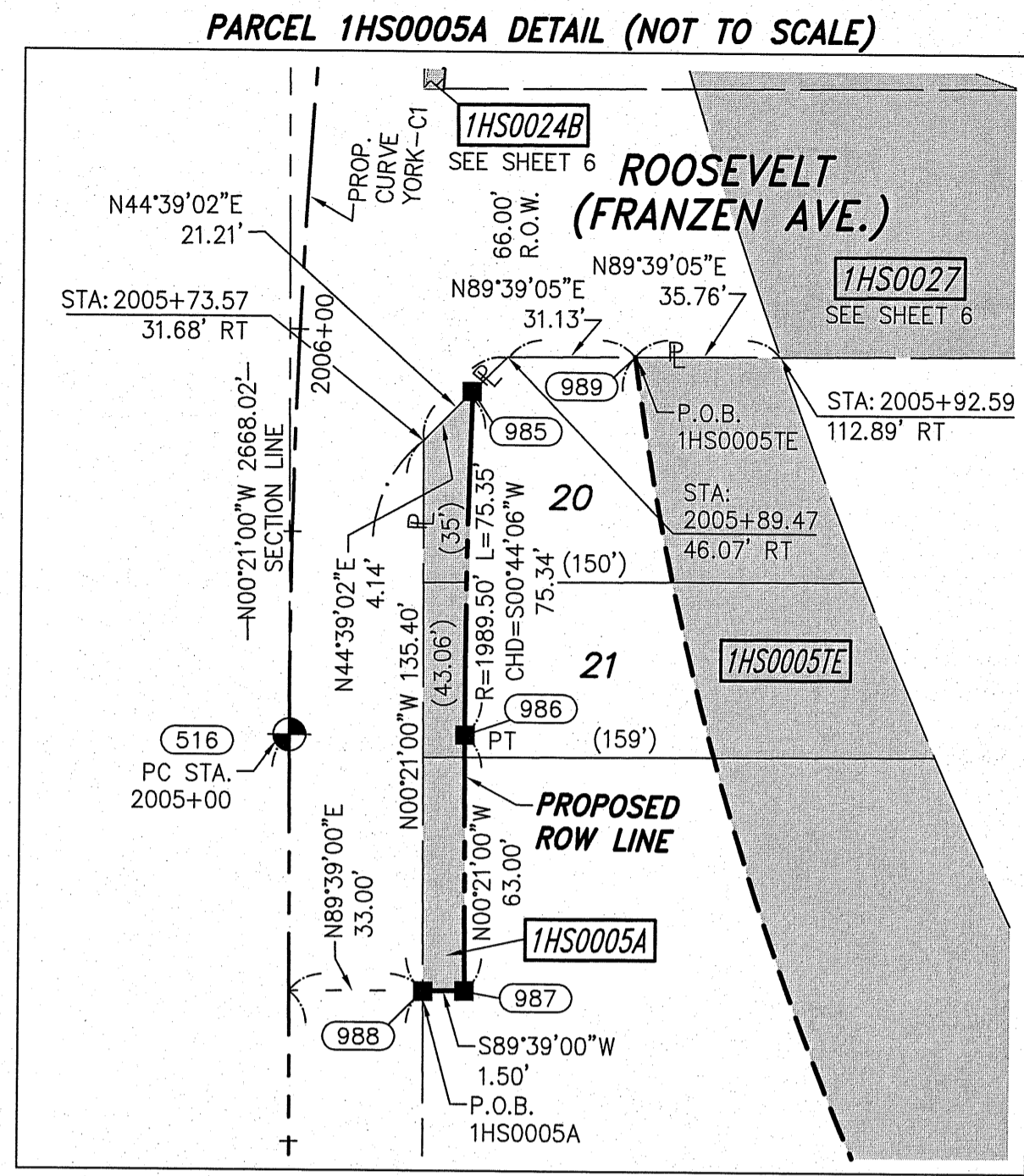
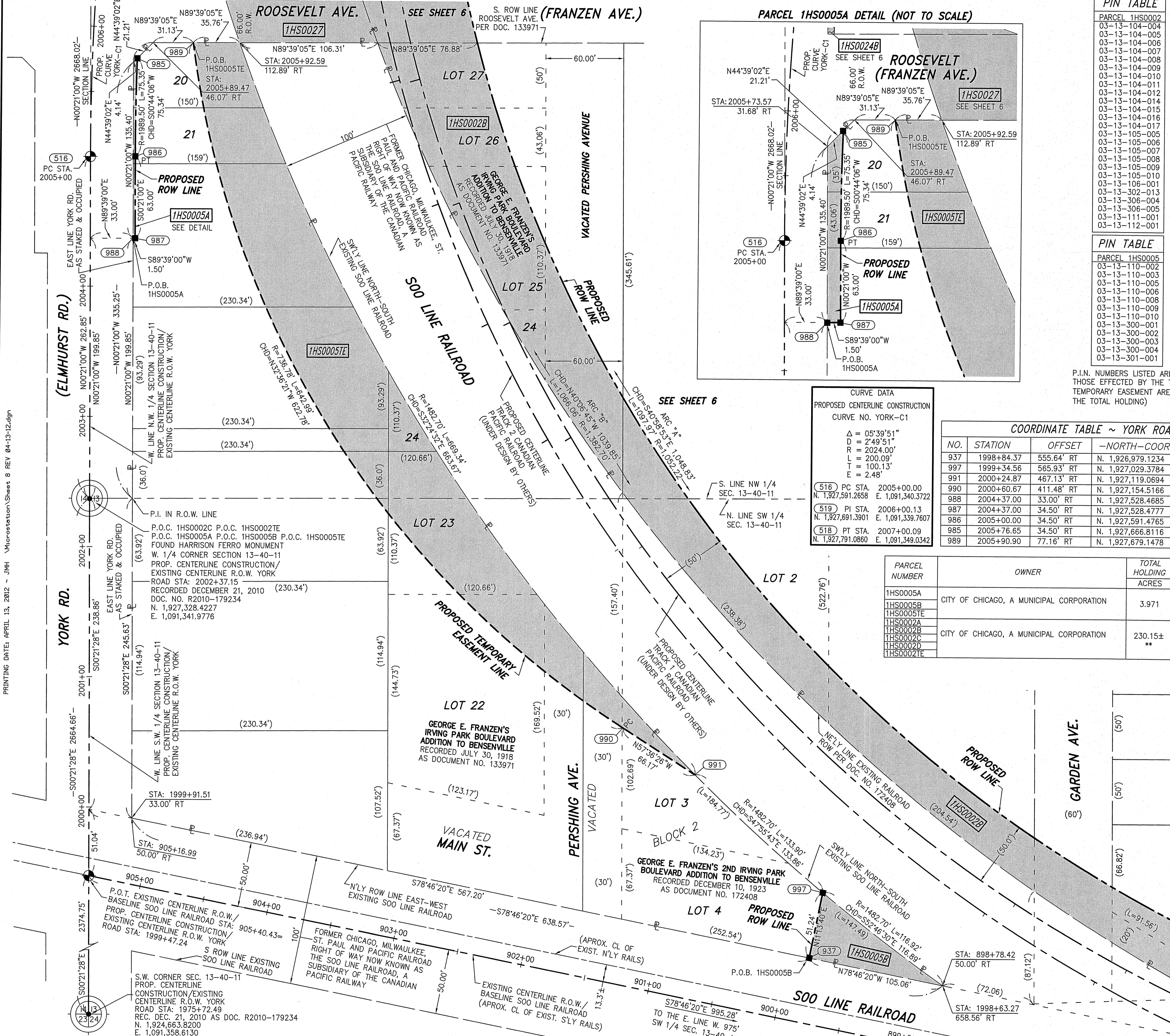


RECEIVED
APR 18 2012
PLATS & LEGALS

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19
SECTION @ YORK ROAD
PROJECT
STATION 888+70
SCALE: 1" = 40'
DUPAGE COUNTY
JOB NO. R-91-014-07
TO STATION 900+50
SHEET 7 OF

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

PART OF THE W 1/2 SECTION 13, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

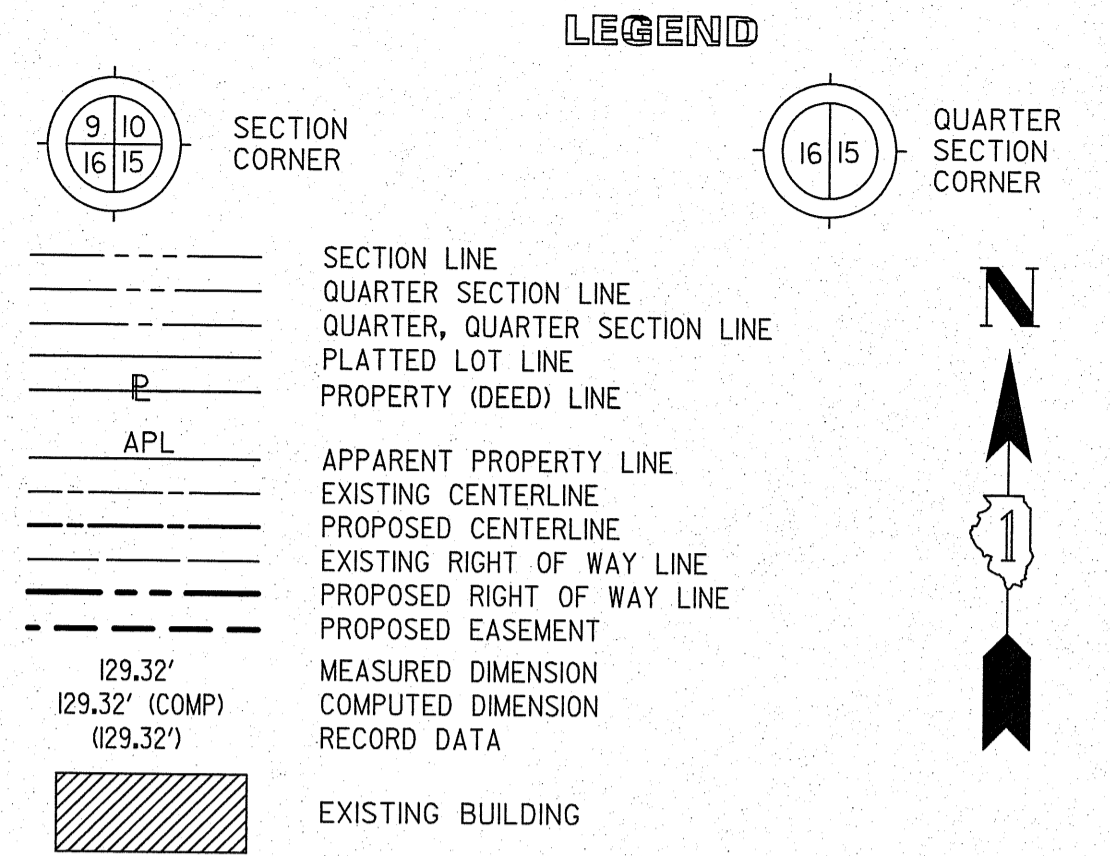


PIN TABLE

| PARCEL 1HS0002 | SECTION CORNER |
|----------------|----------------|
| 03-13-104-004 | 9 10 16 15 |
| 03-13-104-005 | |
| 03-13-104-006 | |
| 03-13-104-007 | |
| 03-13-104-008 | |
| 03-13-104-009 | |
| 03-13-104-010 | |
| 03-13-104-011 | |
| 03-13-104-012 | |
| 03-13-104-014 | |
| 03-13-104-015 | |
| 03-13-104-016 | |
| 03-13-104-017 | |
| 03-13-105-005 | |
| 03-13-105-006 | |
| 03-13-105-007 | |
| 03-13-105-008 | |
| 03-13-105-009 | |
| 03-13-105-010 | |
| 03-13-106-001 | |
| 03-13-302-013 | |
| 03-13-306-004 | |
| 03-13-306-005 | |
| 03-13-111-001 | |
| 03-13-112-001 | |

PIN TABLE

| PARCEL 1HS0005 | SECTION CORNER |
|----------------|----------------|
| 03-13-110-002 | |
| 03-13-110-003 | |
| 03-13-110-005 | |
| 03-13-110-006 | |
| 03-13-110-008 | |
| 03-13-110-009 | |
| 03-13-110-010 | |
| 03-13-300-001 | |
| 03-13-300-002 | |
| 03-13-300-003 | |
| 03-13-300-004 | |
| 03-13-301-001 | |



- IRON PIPE OR ROD FOUND ○ SET 5/8" x 30' REBAR
- + CUT CROSS FOUND OR SET ● PK FOUND PK NAIL ○ PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY.
- SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
- BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:
 1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).
 SCALE: 1" = 40'

CURVE DATA
 PROPOSED CENTERLINE CONSTRUCTION
 CURVE NO. YORK-C1

| |
|---------------|
| Δ = 05°39'51" |
| D = 2'49'51" |
| R = 2024.00' |
| L = 200.09' |
| T = 100.13' |
| E = 2.48' |

516 PC STA. 2005+00.00
 N. 1,927,591.2658 E. 1,091,340.3722
 519 PI STA. 2006+00.13
 N. 1,927,691.3901 E. 1,091,339.7607
 518 PT STA. 2007+00.09
 N. 1,927,791.0860 E. 1,091,349.0342

COORDINATE TABLE ~ YORK ROAD

| NO. | STATION | OFFSET | NORTH-COORDINATES-EAST- |
|-----|------------|------------|-------------------------------------|
| 937 | 1998+84.37 | 555.64' RT | N. 1,926,979.1234 E. 1,091,899.8120 |
| 997 | 1999+34.56 | 565.93' RT | N. 1,927,029.3784 E. 1,091,909.7880 |
| 991 | 2000+24.87 | 467.13' RT | N. 1,927,119.0694 E. 1,091,810.4250 |
| 990 | 2000+60.67 | 411.48' RT | N. 1,927,154.5166 E. 1,091,754.5538 |
| 988 | 2004+37.00 | 33.00' RT | N. 1,927,528.4685 E. 1,091,373.7564 |
| 987 | 2004+37.00 | 34.50' RT | N. 1,927,528.4777 E. 1,091,375.2564 |
| 986 | 2005+00.00 | 34.50' RT | N. 1,927,591.4765 E. 1,091,374.8716 |
| 985 | 2005+76.65 | 34.50' RT | N. 1,927,666.8116 E. 1,091,375.8381 |
| 989 | 2005+90.90 | 77.16' RT | N. 1,927,679.1478 E. 1,091,418.9632 |

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0005A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 3.971 | 0.005 ACRES | 3.966 | | | | | SEE PIN TABLE |
| 1HS0005B | | | 238.50 FT | | | | | | |
| 1HS0005E | | | 0.060 | | | | | | |
| 1HS0002A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 230.15± | 0.264 | 225.74± | | | CONSTRUCTION | | SEE PIN TABLE |
| 1HS0002B | | | 3.376 | | | | | | |
| 1HS0002C | | | 0.216 | | | | | | |
| 1HS0002D | | | 0.559 | | | | | | |
| 1HS0002E | | | | | | | | | |
| 1HS0002F | | | | | | | | | |

STATE OF ILLINOIS)
 COUNTY OF WILL)
 ** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.
 _____ VICE PRESIDENT
 DAVID A. CLAASSEN
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
 LICENSE EXPIRES NOVEMBER 30, 2012
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Classen, White & Associates, P.C.
 121 AIRPORT DRIVE, UNIT 1
 JOLIET, ILLINOIS 60431
 (815) 744-3720

RECEIVED
 APR 18 2012
 PLATS & LEGALS

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ILLINOIS ROUTE 19

SECTION @ YORK ROAD
 PROJECT
 STATION 1998+63
 SCALE: 1" = 40'

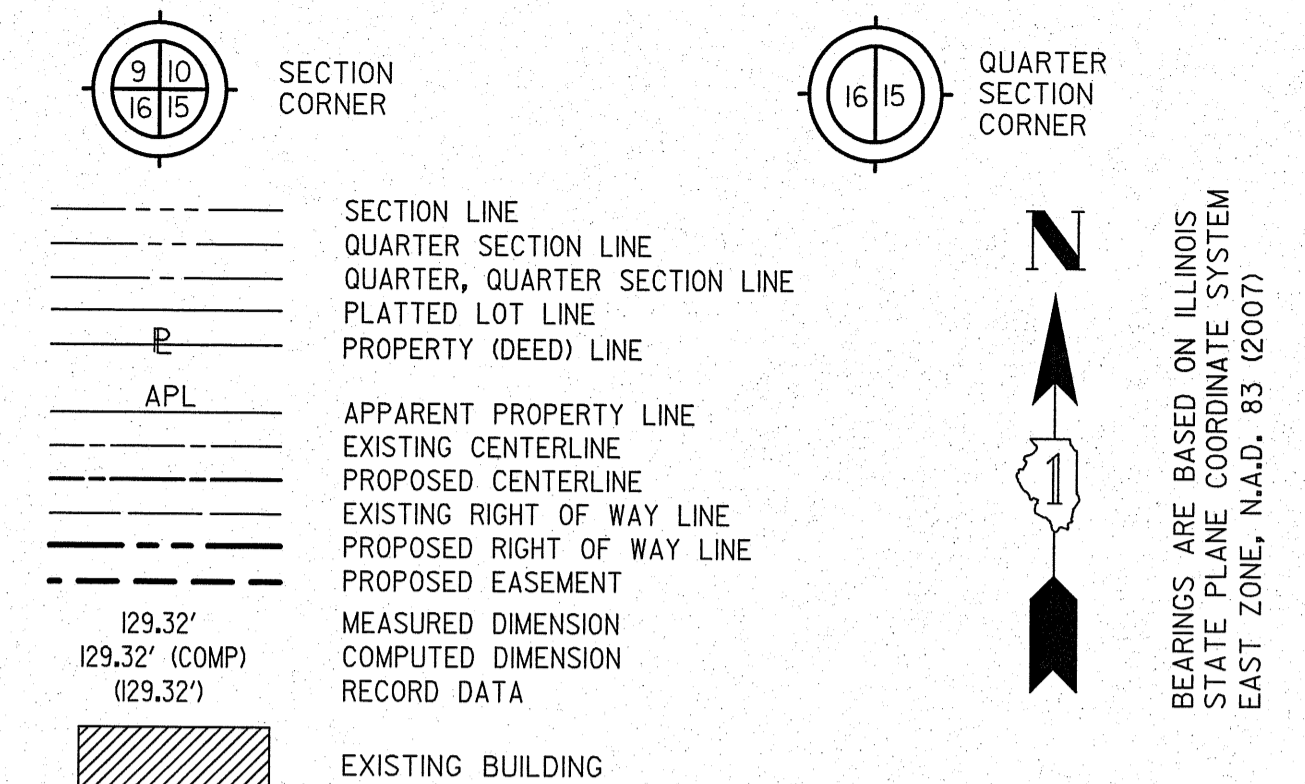
DUPAGE COUNTY
 JOB NO. R-91-014-07
 TO STATION 2005+93
 SHEET 8 OF _____

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

PRINTING DATE: APRIL 13, 2012 - JMH Microstation/Sheet 8 REV 04-13-12.dgn

PART OF SECTIONS 12 & 13, T40N, R11E OF THE 3rd PM, ADDISON TWP, DUPAGE COUNTY, ILLINOIS & PART OF THE W. 1/2 SECTION 18, T40N, R12E OF THE 3rd PM, LEYDEN TWP., COOK COUNTY, ILLINOIS.

LEGEND



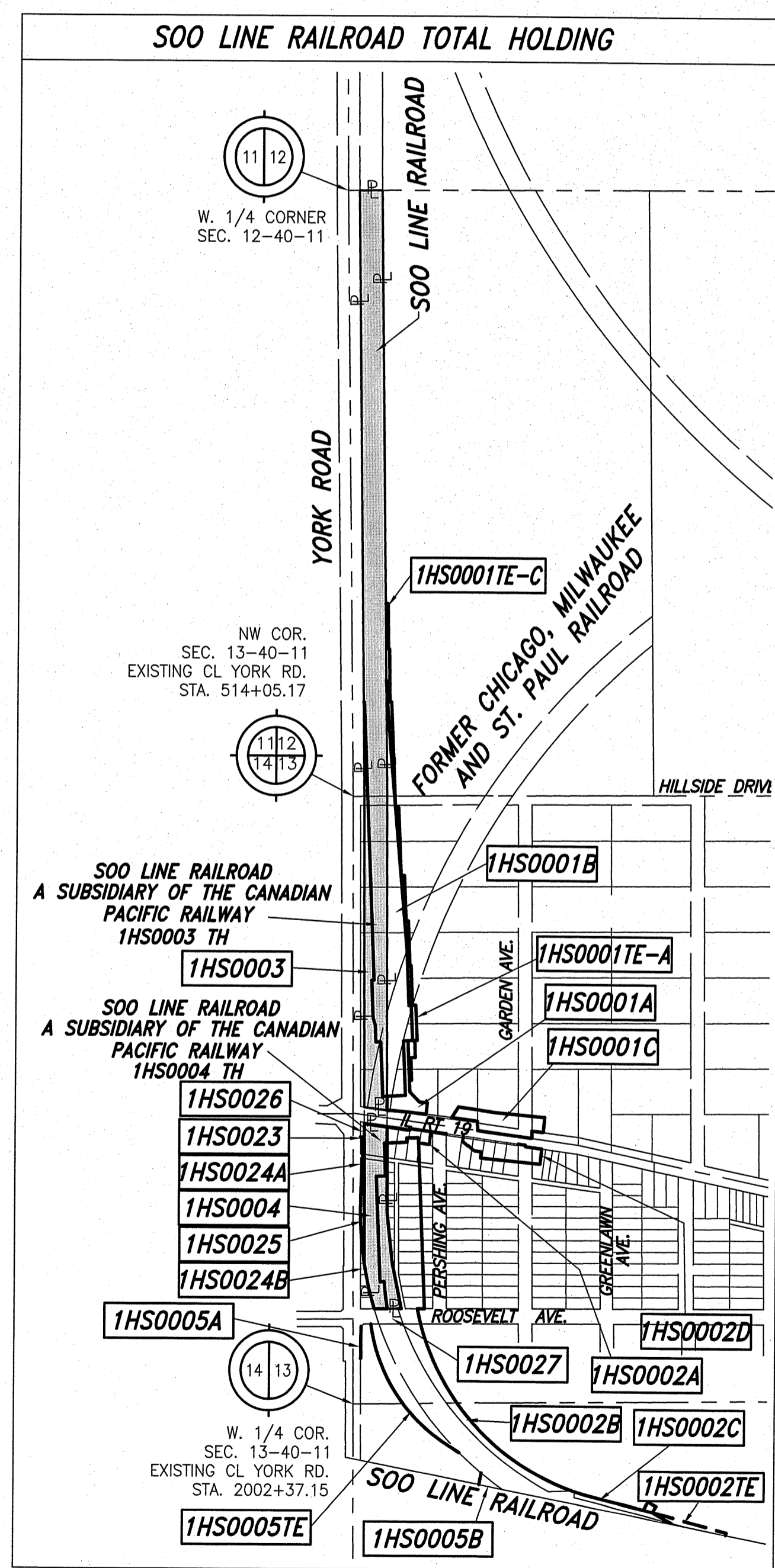
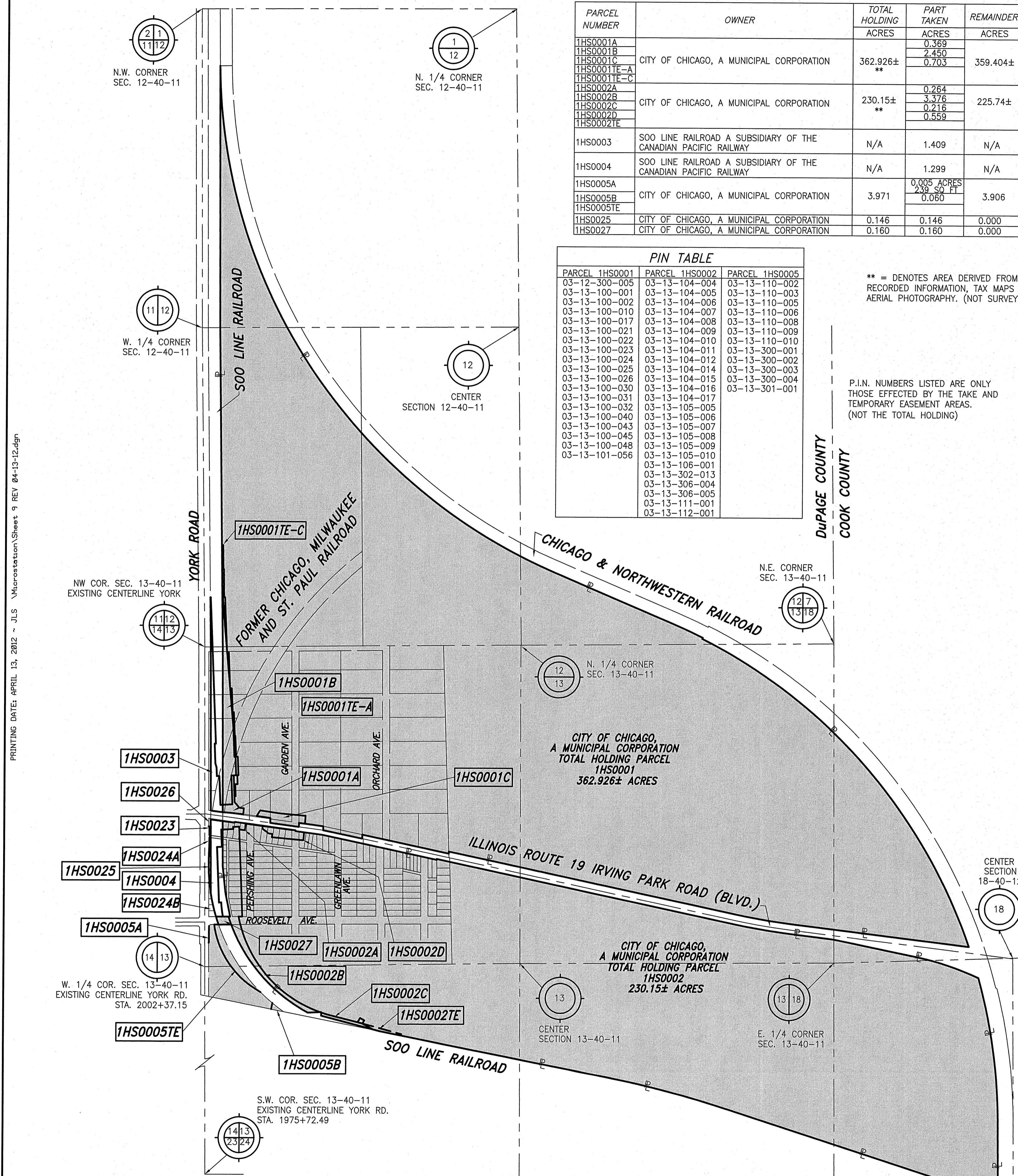
BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, N.A.D. 83 (2007)

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0001A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 362.926± | 0.369 | 359.404± | 0.184 | 0.358 | CONSTRUCTION | SEE PIN TABLE | |
| 1HS0001B | | | 2.450 | | | | | | |
| 1HS0001C | | | 0.703 | | | | | | |
| 1HS0001TE-A | | | | | | | | | |
| 1HS0001TE-C | | | | | | 0.222 | CONSTRUCTION | | |
| 1HS0002A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 230.15± | 0.264 | 225.74± | | | | SEE PIN TABLE | |
| 1HS0002B | | | 3.576 | | | | | | |
| 1HS0002C | | | 0.216 | | | | | | |
| 1HS0002D | | | 0.559 | | | | | | |
| 1HS0002TE | | | | | | | | | |
| 1HS0003 | SOO LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.409 | N/A | | | | 03-12-509-002 | |
| 1HS0004 | SOO LINE RAILROAD A SUBSIDIARY OF THE CANADIAN PACIFIC RAILWAY | N/A | 1.299 | N/A | | | | 03-13-509-001 | |
| 1HS0005A | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 3.971 | 0.005 ACRES | 3.906 | | | | SEE PIN TABLE | |
| 1HS0005B | | | 239 SQ. FT. | | | | | | |
| 1HS0005TE | | | 0.060 | | | | | | |
| 1HS0025 | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 0.146 | 0.146 | 0.000 | | | | 03-13-509-001 | |
| 1HS0027 | CITY OF CHICAGO, A MUNICIPAL CORPORATION | 0.160 | 0.160 | 0.000 | | | | | |

| PIN TABLE | | |
|----------------|----------------|----------------|
| PARCEL 1HS0001 | PARCEL 1HS0002 | PARCEL 1HS0005 |
| 03-12-300-005 | 03-13-104-004 | 03-13-110-002 |
| 03-13-100-001 | 03-13-104-005 | 03-13-110-003 |
| 03-13-100-002 | 03-13-104-006 | 03-13-110-005 |
| 03-13-100-010 | 03-13-104-007 | 03-13-110-006 |
| 03-13-100-017 | 03-13-104-008 | 03-13-110-008 |
| 03-13-100-021 | 03-13-104-009 | 03-13-110-009 |
| 03-13-100-022 | 03-13-104-010 | 03-13-110-010 |
| 03-13-100-023 | 03-13-104-011 | 03-13-300-001 |
| 03-13-100-024 | 03-13-104-012 | 03-13-300-002 |
| 03-13-100-025 | 03-13-104-014 | 03-13-300-003 |
| 03-13-100-026 | 03-13-104-015 | 03-13-300-004 |
| 03-13-100-030 | 03-13-104-016 | 03-13-301-001 |
| 03-13-100-031 | 03-13-104-017 | |
| 03-13-100-032 | 03-13-105-005 | |
| 03-13-100-040 | 03-13-105-006 | |
| 03-13-100-043 | 03-13-105-007 | |
| 03-13-100-045 | 03-13-105-008 | |
| 03-13-100-048 | 03-13-105-009 | |
| 03-13-101-056 | 03-13-105-010 | |
| | 03-13-108-001 | |
| | 03-13-302-013 | |
| | 03-13-306-004 | |
| | 03-13-306-005 | |
| | 03-13-111-001 | |
| | 03-13-112-001 | |

** = DENOTES AREA DERIVED FROM RECORDED INFORMATION, TAX MAPS AND AERIAL PHOTOGRAPHY. (NOT SURVEYED)

P.I.N. NUMBERS LISTED ARE ONLY THOSE EFFECTED BY THE TAKE AND TEMPORARY EASEMENT AREAS. (NOT THE TOTAL HOLDING)



- IRON PIPE OR ROD FOUND ○ SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET ● PK FOUND PK NAIL ○ PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
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- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
) SS
 COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 035-002962, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN PART OF SECTIONS 12 & 13, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, & PART OF THE W. 1/2 SECTION 18, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2012 A.D.

DAVID A. CLAASSEN
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 LICENSE EXPIRES NOVEMBER 30, 2012
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
 APR 18 2012
 PLATS & LEGALS

NOTES:
 1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

Classten, White & Associates, P.C.
 121 AIRPORT DRIVE, UNIT 1
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 (815) 744-3720

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
 PROJECT JOB NO. R-91-014-07
 STATION TO STATION
 SCALE: 1" = 500' SHEET 9 OF

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

PRINTING DATE: APRIL 13, 2012 - JLS \Microstation\Sheet 9 REV 04-13-12.dgn

PART OF THE E 1/2 SECTION 14, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

COORDINATE TABLE ~ PROPOSED IRVING PARK RD.

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|---------------------|-----------------|------------------|---------------------|------------------|--------------------------------|----------------------|
| 1HS0011 | ITASCA BANK & TRUST CO., AS TRUSTEE UNDER A TRUST AGREEMENT DATED THE 7TH DAY OF NOVEMBER, 1978 AND KNOWN AS TRUST NUMBER 1496 | 0.624 | 0.133 | 0.491 | 0.100 | | | 03-14-209-017 | |
| 1HS0011TE | | | | | | 0.010 423 SQ.FT. | CONSTRUCTION | 03-14-205-033 03-14-205-034 | |
| 1HS0012 | THE THOMPSON FAMILY LIMITED PARTNERSHIP | 5.111 | 0.170 | 4.941 | 0.138 | | | | |
| 1HS0013 | CHESTER JANDURA AND MAREK JANDURA | 0.264 | 0.008 331 SQ.FT. | 0.256 | | | | 03-14-211-036 | |
| 1HS0013TE | | | | | | 0.008 352 SQ.FT. | CONSTRUCTION | | |
| 1HS0014 | SZCZEPAN IGNAR AND TERESA IGNAR, IN JOINT TENANCY | 0.189 | 0.008 353 SQ.FT. | 0.181 | | | | 03-14-211-005 | |
| 1HS0014TE | | | | | | 0.001 37 SQ.FT. | CONSTRUCTION | | |
| 1HS0015 | IRVING 202, INC., AN ILLINOIS CORPORATION | 0.189 | 0.008 359 SQ.FT. | 0.181 | | | | 03-14-211-006 | |
| 1HS0015TE | | | | | | 0.019 | CONSTRUCTION | | |

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- | |
|------|-----------|----------|--------------------------|-------------------|
| 1244 | 387+12.60 | 40.00 RT | N. 1,928,556.6147 | E. 1,090,330.8211 |
| 1245 | 387+12.60 | 33.72 RT | N. 1,928,562.8952 | E. 1,090,330.7870 |
| 1222 | 387+22.17 | 30.00 LT | N. 1,928,626.6686 | E. 1,090,339.9877 |
| 1223 | 387+22.17 | 55.00 LT | N. 1,928,651.6682 | E. 1,090,339.8439 |
| 1246 | 387+23.01 | 40.00 RT | N. 1,928,556.6746 | E. 1,090,341.2343 |
| 1247 | 387+23.01 | 48.40 RT | N. 1,928,548.2748 | E. 1,090,341.2827 |
| 1243 | 387+64.92 | 40.00 RT | N. 1,928,556.9158 | E. 1,090,383.1382 |
| 1248 | 387+64.94 | 48.40 RT | N. 1,928,548.5161 | E. 1,090,383.2088 |
| 1249 | 387+69.31 | 48.40 RT | N. 1,928,548.5412 | E. 1,090,387.5819 |
| 1250 | 387+69.31 | 40.00 RT | N. 1,928,556.9411 | E. 1,090,387.5335 |
| 1224 | 387+74.67 | 55.00 LT | N. 1,928,651.9703 | E. 1,090,392.3430 |
| 1225 | 387+74.67 | 40.00 LT | N. 1,928,636.9706 | E. 1,090,392.4293 |
| 1226 | 387+84.96 | 40.00 LT | N. 1,928,637.0298 | E. 1,090,402.7199 |
| 1242 | 388+19.89 | 40.00 RT | N. 1,928,557.2321 | E. 1,090,438.1066 |
| 1252 | 388+22.40 | 55.40 RT | N. 1,928,541.8468 | E. 1,090,440.7064 |
| 1253 | 388+22.40 | 40.00 RT | N. 1,928,557.2466 | E. 1,090,440.6178 |
| 1229 | 388+28.26 | 40.00 LT | N. 1,928,637.2790 | E. 1,090,446.0192 |
| 1230 | 388+28.26 | 48.00 LT | N. 1,928,645.2789 | E. 1,090,445.9731 |
| 1241 | 388+74.86 | 40.00 RT | N. 1,928,557.5485 | E. 1,090,493.0752 |
| 1251 | 388+74.90 | 55.40 RT | N. 1,928,542.1490 | E. 1,090,493.2056 |
| 1231 | 388+75.26 | 50.00 LT | N. 1,928,647.5493 | E. 1,090,492.9609 |
| 1232 | 388+75.26 | 40.00 LT | N. 1,928,637.5495 | E. 1,090,493.0184 |
| 1227 | 389+29.96 | 40.00 LT | N. 1,928,637.8643 | E. 1,090,547.7175 |

SYMBOL LEGEND

- INLET
- LIGHT POLE
- POWER POLE
- SIGN
- MANHOLE
- TRAFFIC SIGNAL HANDHOLE
- ELECTRICAL OUTLET
- IRRIGATION CONTROL VALVE
- PHONE PEDESTAL
- FIRE HYDRANT
- VALVE BOX
- TRAFFIC SIGNAL
- PHONE HANDHOLE
- UNDERGROUND TANK CAP
- GASOLINE MONITORING WELL
- ELECTRIC SPICE BOX
- BUFFALO BOX
- BOLLARD

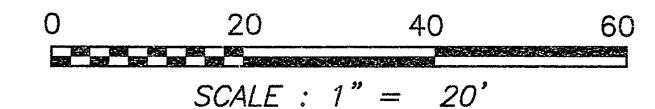
LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

- IRON PIPE OR ROD FOUND
- SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET
- PK FOUND PK NAIL
- PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
- BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
- BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
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- PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:

1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

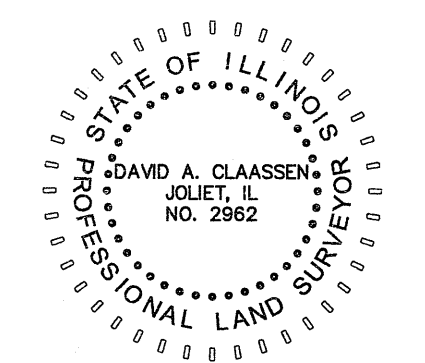


STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 14, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2010 A.D.

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS MINIMUM STANDARDS FOR A
BOUNDARY SURVEY.



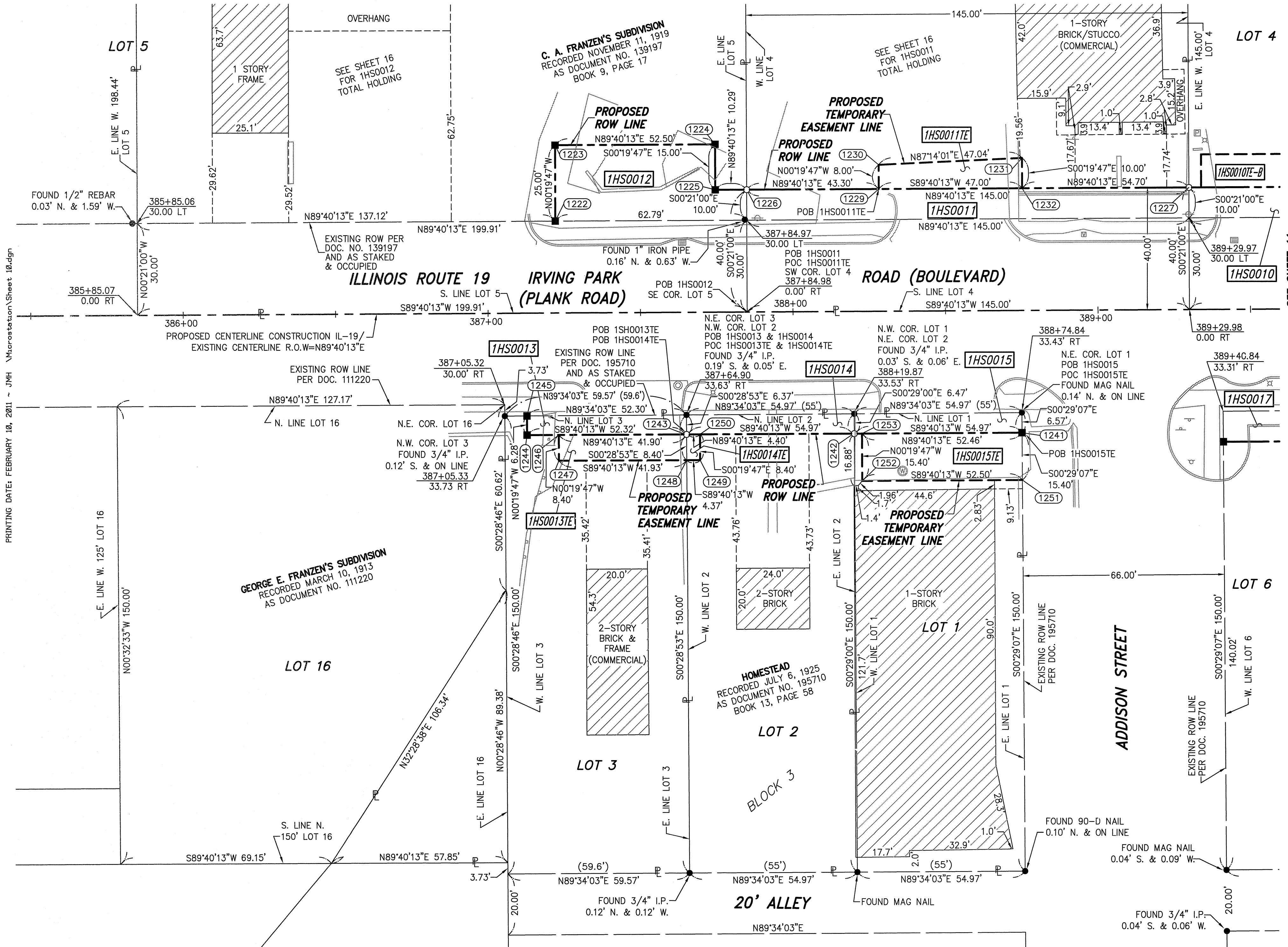
Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

RECEIVED
OCT 24 2011
PLATS & LEGALS

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
PROJECT JOB NO. R-91-014-07
STATION 387+12.60 TO STATION 389+29.96
SCALE: 1" = 20' SHEET 10 OF _____

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096



ILLINOIS ROUTE 19 (IRVING PARK ROAD), SECTION @ YORK ROAD, JOB. NO. R-91-014-07.

REVISION DATE: _____ REVISION: _____

MADE BY _____

PRINTING DATE: FEBRUARY 16, 2011 ~ JMH \Microstation\Sheet_10.dgn

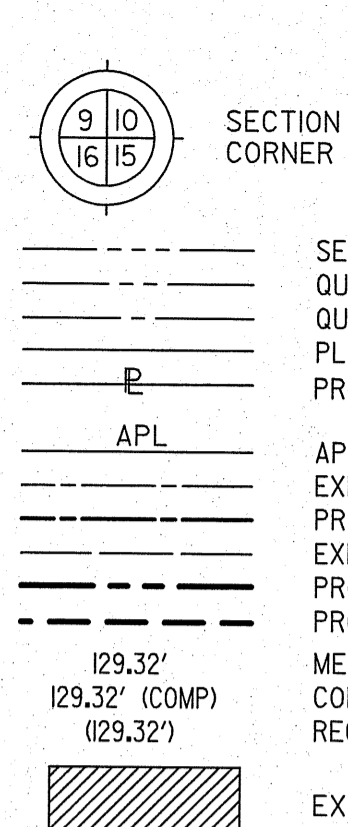
PART OF THE NE 1/4 SECTION 14, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|---|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0009 | BELL FUELS, INC. | 1.935 | 0.005 | 1.930 | N/A | 0.017 | CONSTRUCTION | 03-14-209-013 | |
| 1HS0009TE-A | | | 238 S.F. | | | | | | |
| 1HS0009TE-B | | | | | | | | | |
| 1HS0010 | BURGER KING CORPORATION | 0.766 | 0.034 | 0.732 | N/A | 0.011 | CONSTRUCTION | 03-14-209-025 | |
| 1HS0010TE-A | | | | | | | | | |
| 1HS0010TE-B | | | | | | | | | |
| 1HS0017 | ITASCA BANK & TRUST CO., AS TRUSTEE UNDER TRUST AGREEMENT DATED OCTOBER 4, 2006 AND KNOWN AS TRUST NUMBER 12291 | 0.773 | 0.057 | 0.716 | N/A | 0.009 | CONSTRUCTION | 03-14-212-001 | |
| 1HS0017TE | | | | | | | | | |
| 1HS0018 | | | | | | | | | |
| 1HS0018TE | GEORGE C. WEATHERED AND BRIAN J. WEATHERED, D/B/A/ G&B REAL ESTATE MANAGEMENT, A GENERAL PARTNERSHIP | 0.394 | 0.040 | 0.354 | N/A | 0.007 | CONSTRUCTION | 03-14-212-005 | |

| NO. | STATION | OFFSET | --NORTH--COORDINATES--EAST-- | |
|------|-----------|-----------|------------------------------|-------------------|
| 1227 | 389+29.96 | 40.00' LT | N. 1,928,637.8643 | E. 1,090,547.7175 |
| 1233 | 389+33.96 | 40.00' LT | N. 1,928,637.8873 | E. 1,090,551.7174 |
| 1234 | 389+33.96 | 50.88' LT | N. 1,928,648.7629 | E. 1,090,551.6549 |
| 1255 | 389+40.87 | 43.29' RT | N. 1,928,638.0945 | E. 1,090,587.7168 |
| 1236 | 389+69.96 | 40.00' LT | N. 1,928,554.6419 | E. 1,090,559.1021 |
| 1235 | 389+69.96 | 50.88' LT | N. 1,928,648.9701 | E. 1,090,587.6543 |
| 1237 | 390+31.35 | 40.00' LT | N. 1,928,638.4478 | E. 1,090,649.0993 |
| 1238 | 390+31.35 | 56.00' LT | N. 1,928,654.4475 | E. 1,090,649.0073 |
| 1259 | 390+55.42 | 43.32' RT | N. 1,928,555.2639 | E. 1,090,673.6558 |
| 1240 | 390+66.65 | 40.00' LT | N. 1,928,638.6510 | E. 1,090,684.3988 |
| 1239 | 390+66.65 | 56.00' LT | N. 1,928,654.6507 | E. 1,090,684.3067 |
| 1228 | 390+78.25 | 40.00' LT | N. 1,928,638.7177 | E. 1,090,695.9986 |
| 1271 | 390+89.91 | 44.40' RT | N. 1,928,554.3846 | E. 1,090,708.1446 |
| 1270 | 390+92.95 | 63.01' RT | N. 1,928,535.7983 | E. 1,090,711.2928 |
| 1317 | 391+16.02 | 40.10' LT | N. 1,928,639.1645 | E. 1,090,733.3562 |
| 1318 | 391+16.11 | 50.60' LT | N. 1,928,649.6642 | E. 1,090,733.2801 |
| 1269 | 391+32.27 | 64.56' RT | N. 1,928,534.7788 | E. 1,090,751.2796 |
| 1268 | 391+36.64 | 46.23' RT | N. 1,928,553.1811 | E. 1,090,755.3501 |

SYMBOL LEGEND

- INLET
- LIGHT POLE
- POWER POLE
- SIGN
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- TRAFFIC SIGNAL HANDHOLE
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- BUFFALO BOX
- BOLLARD



- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- TI THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. T2 BY 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
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- PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

CURVE DATA

PROPOSED CENTERLINE CONSTRUCTION

CURVE NO. IL 19-C01

Δ = 06°12'25"

D = 01°00'00"

R = 5729.65'

L = 620.69'

T = 310.65'

E = 8.42'

504 PC STA. 392+70.13
N. 1,928,601.5264 E. 1,090,888.0918

966 PI STA. 395+80.78
N. 1,928,606.4723 E. 1,091,198.7032

954 PT STA. 398+90.82
N. 1,928,577.8085 E. 1,091,508.0285

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREIN IN SECTION 14, TOWNSHIP 40 NORTH, RANGE II EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2011 A.D.

DAVID A. CLAASSEN VICE PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COORDINATE TABLE ~ PROPOSED IRVING PARK RD.

| NO. | STATION | OFFSET | --NORTH--COORDINATES--EAST-- | |
|------|-----------|-----------|------------------------------|-------------------|
| 1320 | 391+60.01 | 39.72' LT | N. 1,928,639.4834 | E. 1,090,777.3551 |
| 1319 | 391+60.10 | 50.21' LT | N. 1,928,649.9832 | E. 1,090,777.2790 |
| 1262 | 391+64.91 | 47.40' RT | N. 1,928,552.4598 | E. 1,090,783.6409 |
| 1266 | 392+06.26 | 59.12' RT | N. 1,928,541.3978 | E. 1,090,825.1649 |
| 1267 | 392+06.67 | 49.13' RT | N. 1,928,551.3946 | E. 1,090,825.4198 |
| 4000 | 392+13.80 | 49.42' LT | N. 1,928,551.2127 | E. 1,090,832.5536 |
| 4002 | 392+33.07 | 60.31' LT | N. 1,928,540.6387 | E. 1,090,851.9903 |
| 4003 | 392+33.17 | 50.81' LT | N. 1,928,550.1386 | E. 1,090,851.9396 |
| 1280 | 392+50.54 | 38.93' LT | N. 1,928,640.1397 | E. 1,090,867.8862 |
| 4004 | 392+52.63 | 51.01' LT | N. 1,928,550.2426 | E. 1,090,871.4047 |
| 4005 | 392+52.64 | 49.83' LT | N. 1,928,551.4202 | E. 1,090,871.3984 |
| 4001 | 392+79.53 | 50.11' LT | N. 1,928,551.5634 | E. 1,090,898.2074 |
| 1294 | 393+11.21 | 40.65' LT | N. 1,928,642.6835 | E. 1,090,928.8084 |
| 1293 | 393+11.25 | 55.47' LT | N. 1,928,658.8820 | E. 1,090,928.7179 |
| 1292 | 393+53.41 | 56.64' LT | N. 1,928,657.4968 | E. 1,090,928.7179 |
| 1291 | 393+53.44 | 50.00' LT | N. 1,928,652.2473 | E. 1,090,971.3276 |
| 1290 | 393+66.55 | 49.93' LT | N. 1,928,652.1831 | E. 1,090,984.5557 |
| 1281 | 393+66.60 | 42.76' LT | N. 1,928,645.0130 | E. 1,090,984.5995 |

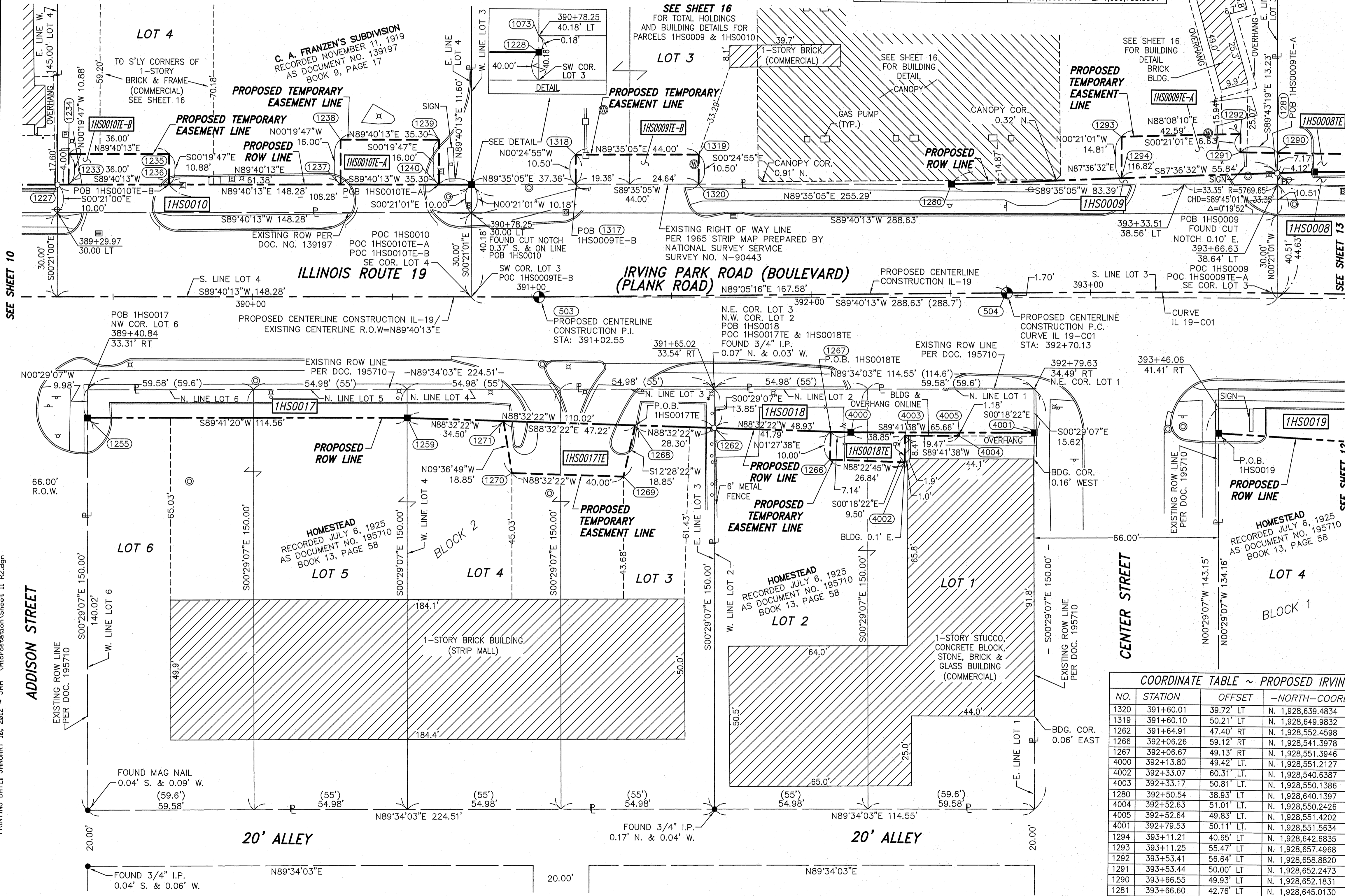
RECEIVED
APR 18 2012
PLATS & LEGALS

Clasassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
PROJECT JOB NO. R-91-014-07
STATION 391+60.01 TO STATION 393+66.60
SCALE: 1" = 20' SHEET 11 OF 11

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096



ILLINOIS ROUTE 19 (IRVING PARK ROAD), SECTION @ YORK ROAD, JOB. NO. R-91-014-07.

REVISION DATE: 02/11/11
REVISION: OMITTED PARCEL 1HS0016 & REVISED 1HS0017
MADE BY J.M.G.

PART OF THE E 1/2 SECTION 14, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

| PARCEL NUMBER | OWNER | TOTAL HOLDING | PART TAKEN | REMAINDER | PREV. DED. | EASEMENT | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|---|---------------|------------|-----------|------------|----------|------------------|----------------------------|----------------------|
| | | ACRES | ACRES | ACRES | ACRES | ACRES | | | |
| 1HS0019 | 10 W. IRVING PARK, LLC. | 0.348 | 0.029 | 0.319 | | 0.009 | CONSTRUCTION | 03-14-213-001 | |
| 1HS0019TE | | | | | | | | | |
| 1HS0020 | JAMES E. PICHLA, A BACHELOR, AND JUDITH PASKO, A SPINSTER, IN JOINT TENANCY | 0.205 | 0.021 | 0.184 | | 0.008 | CONSTRUCTION | 03-14-213-046 | |
| 1HS0020TE | | | | | | | | | |
| 1HS0021 | RDK VENTURES LLC, A DELAWARE LIMITED LIABILITY COMPANY | 0.784 | 0.052 | 0.732 | | 0.112 | CONSTRUCTION | 03-14-213-018 | |
| 1HS0021TE-A | | | | | | | | | |
| 1HS0021TE-B | | | | | | 0.005 | CONSTRUCTION | 03-14-213-047 | |

CURVE DATA
PROPOSED CENTERLINE CONSTRUCTION
CURVE NO. IL 19-C01

$\Delta = 06^{\circ}12'25''$
 $D = 01^{\circ}00'00''$
 $R = 5729.65'$
 $L = 620.69'$
 $T = 310.85'$
 $E = 8.42'$

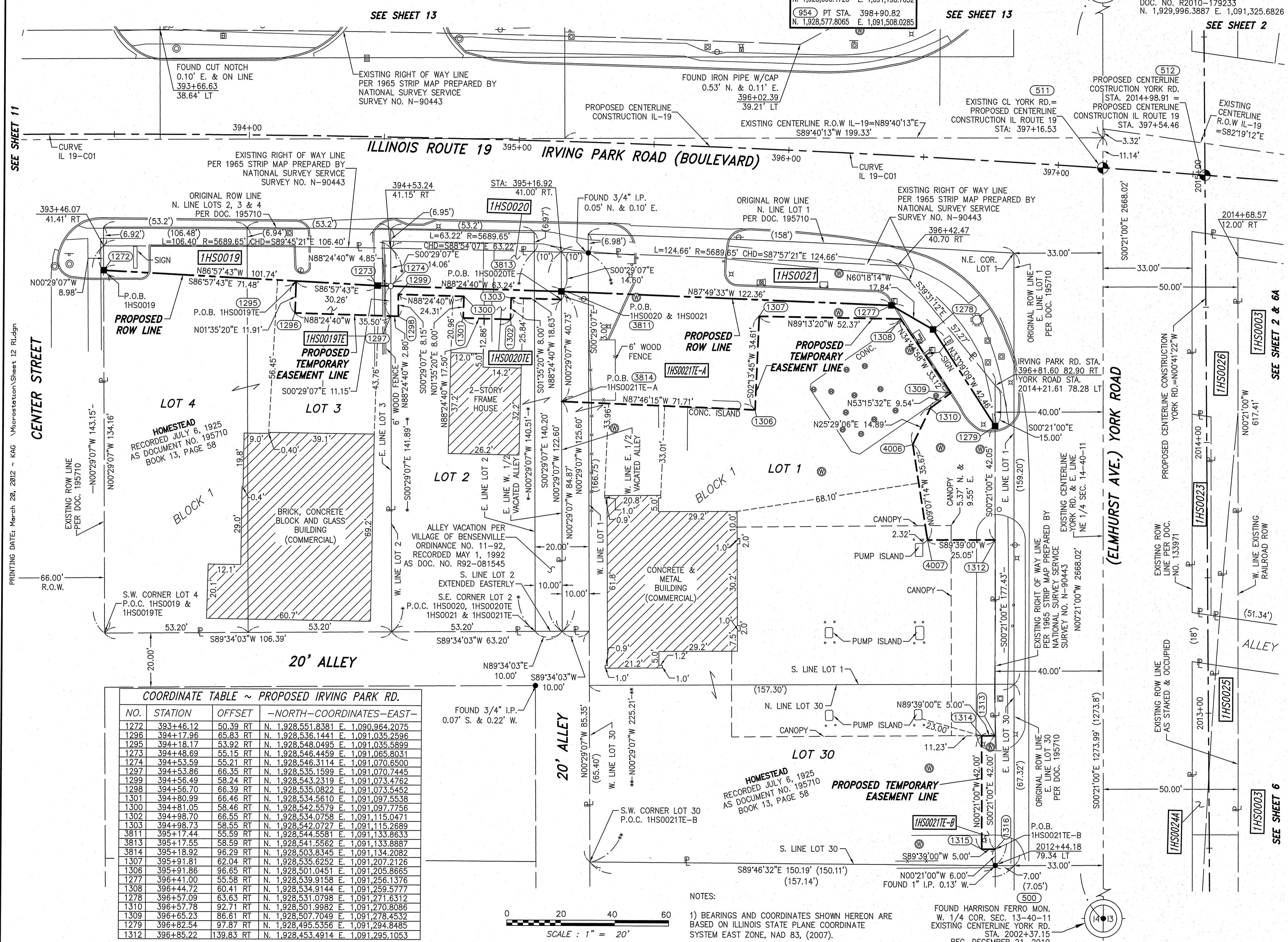
504 PC STA. 392+70.13
N. 1,928,601.5264 E. 1,090,888.0918

966 PI STA. 395+80.78
N. 1,928,606.4723 E. 1,091,198.7032

954 PT STA. 398+90.82
N. 1,928,577.8065 E. 1,091,508.0285

- SYMBOL LEGEND**
- INLET
 - LIGHT POLE
 - POWER POLE
 - SIGN
 - MANHOLE
 - TRAFFIC SIGNAL HANDHOLE
 - ELECTRICAL OUTLET
 - IRRIGATION CONTROL VALVE
 - PHONE PEDESTAL
 - FIRE HYDRANT
- FIRE HYDRANT
VALVE BOX
TRAFFIC SIGNAL
PHONE HANDHOLE
UNDERGROUND TANK CAP
GASOLINE MONITORING WELL
ELECTRIC SPLICE BOX
BUFFALO BOX
BOLLARD
PHONE

- LEGEND**
- SECTION CORNER
 - QUARTER SECTION CORNER
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 - QUARTER, QUARTER SECTION LINE
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COORDINATE TABLE ~ PROPOSED IRVING PARK RD.

| NO. | STATION | OFFSET | NORTH-COORDINATES | EAST-COORDINATES |
|------|-----------|-----------|-------------------|-------------------|
| 1272 | 393+46.12 | 50.39 RT | N. 1,928,551.8381 | E. 1,090,964.2075 |
| 1296 | 394+17.96 | 65.83 RT | N. 1,928,536.1441 | E. 1,091,035.2596 |
| 1295 | 394+18.17 | 53.92 RT | N. 1,928,548.0495 | E. 1,091,035.5899 |
| 1273 | 394+48.69 | 55.15 RT | N. 1,928,546.4459 | E. 1,091,065.8031 |
| 1274 | 394+53.59 | 55.21 RT | N. 1,928,546.3114 | E. 1,091,070.6500 |
| 1297 | 394+53.86 | 66.35 RT | N. 1,928,535.1599 | E. 1,091,070.7445 |
| 1299 | 394+56.49 | 58.24 RT | N. 1,928,543.2319 | E. 1,091,073.4762 |
| 1298 | 394+56.70 | 66.39 RT | N. 1,928,535.0822 | E. 1,091,073.5452 |
| 1301 | 394+80.99 | 66.46 RT | N. 1,928,534.5610 | E. 1,091,097.5538 |
| 1300 | 394+81.05 | 58.46 RT | N. 1,928,542.5579 | E. 1,091,097.7756 |
| 1302 | 394+98.70 | 66.55 RT | N. 1,928,534.0758 | E. 1,091,115.0471 |
| 1303 | 394+98.73 | 58.55 RT | N. 1,928,542.0727 | E. 1,091,115.2689 |
| 3811 | 395+17.44 | 55.59 RT | N. 1,928,544.5561 | E. 1,091,133.8633 |
| 3813 | 395+17.55 | 55.59 RT | N. 1,928,544.5561 | E. 1,091,133.8633 |
| 3814 | 395+18.92 | 96.29 RT | N. 1,928,503.8348 | E. 1,091,133.8887 |
| 1307 | 395+91.81 | 62.04 RT | N. 1,928,535.8252 | E. 1,091,207.2126 |
| 1306 | 395+91.86 | 96.65 RT | N. 1,928,501.0451 | E. 1,091,205.8665 |
| 1277 | 396+41.00 | 55.58 RT | N. 1,928,539.9158 | E. 1,091,256.1376 |
| 1308 | 396+44.72 | 60.41 RT | N. 1,928,534.9144 | E. 1,091,259.5777 |
| 1278 | 396+57.09 | 63.63 RT | N. 1,928,531.0798 | E. 1,091,271.6312 |
| 1310 | 396+57.78 | 92.71 RT | N. 1,928,501.9982 | E. 1,091,270.8086 |
| 1309 | 396+65.23 | 86.61 RT | N. 1,928,507.7049 | E. 1,091,278.4532 |
| 1279 | 396+82.54 | 97.87 RT | N. 1,928,495.5356 | E. 1,091,294.8485 |
| 1312 | 396+85.22 | 139.83 RT | N. 1,928,453.4914 | E. 1,091,295.1053 |

COORDINATE TABLE ~ PROPOSED YORK RD.

| NO. | STATION | OFFSET | NORTH-COORDINATES | EAST-COORDINATES |
|------|------------|------------|-------------------|-------------------|
| 1316 | 2012+50.18 | 79.30' LT | N. 1,928,339.1065 | E. 1,091,295.8039 |
| 1315 | 2012+50.21 | 84.30' LT | N. 1,928,339.0760 | E. 1,091,290.8040 |
| 1313 | 2012+92.18 | 79.05' LT | N. 1,928,381.1057 | E. 1,091,295.5474 |
| 1314 | 2012+92.21 | 84.05' LT | N. 1,928,381.0752 | E. 1,091,290.5475 |
| 1312 | 2013+64.57 | 78.62' LT | N. 1,928,453.4914 | E. 1,091,295.1053 |
| 4007 | 2013+64.72 | 103.67' LT | N. 1,928,453.3384 | E. 1,091,270.0585 |
| 4006 | 2014+00.01 | 108.90' LT | N. 1,928,488.5611 | E. 1,091,264.4037 |
| 1279 | 2014+06.61 | 78.37' LT | N. 1,928,495.5356 | E. 1,091,294.8485 |
| 1310 | 2014+13.36 | 102.33' LT | N. 1,928,501.9982 | E. 1,091,270.8086 |
| 1309 | 2014+18.98 | 94.62' LT | N. 1,928,507.7049 | E. 1,091,278.4532 |

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE RANGED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 14, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2010 A.D.

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

APR 18 2012
PLATS & LEGALS

Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

RECEIVED
APR 18 2012

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD
PROJECT
STATION 393+46.07
SCALE: 1" = 20'

DUPAGE COUNTY
JOB NO. R-91-014-07
TO STATION 397+54.46
SHEET 12 OF

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

PART OF THE E 1/2 SECTION 14, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

| PARCEL NUMBER | OWNER | TOTAL HOLDING | PART TAKEN | REMAINDER | PREV. DED. | EASEMENT | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|---|---------------|------------|-----------|------------|----------|------------------|--|----------------------|
| | | ACRES | ACRES | ACRES | ACRES | ACRES | | | |
| 1HS0008 | PARKWAY BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 24, 2004 AND KNOWN AS LAND TRUST NO. 13844 | 1.542 | 0.047 | 1.495 | | | | 03-14-209-010; 03-14-209-011; 03-14-209-022; 03-14-209-023; | |
| 1HS0008TE | | | | | | 0.077 | CONSTRUCTION | | |

| COORDINATE TABLE ~ PROPOSED IRVING PARK RD. | | | | | | | | | |
|---|-----------|----------|------------------------------|-------------------|--|--|--|--|--|
| NO. | STATION | OFFSET | --NORTH--COORDINATES--EAST-- | | | | | | |
| 1290 | 393+66.55 | 49.93 LT | N. 1,928,652.1831 | E. 1,090,984.5557 | | | | | |
| 1281 | 393+66.60 | 42.76 LT | N. 1,928,645.0130 | E. 1,090,984.5995 | | | | | |
| 1282 | 393+79.78 | 43.34 LT | N. 1,928,645.5674 | E. 1,090,997.8773 | | | | | |
| 1283 | 394+17.10 | 43.98 LT | N. 1,928,645.9631 | E. 1,091,035.4813 | | | | | |
| 1288 | 394+23.72 | 67.20 LT | N. 1,928,669.1111 | E. 1,091,042.4023 | | | | | |
| 1289 | 394+24.25 | 50.00 LT | N. 1,928,651.9007 | E. 1,091,042.7581 | | | | | |
| 1287 | 394+86.42 | 69.55 LT | N. 1,928,670.4239 | E. 1,091,105.8867 | | | | | |
| 1286 | 394+86.97 | 56.56 LT | N. 1,928,657.4267 | E. 1,091,106.1574 | | | | | |
| 1284 | 396+26.89 | 54.30 LT | N. 1,928,650.3423 | E. 1,091,247.2642 | | | | | |
| 1285 | 396+45.01 | 65.58 LT | N. 1,928,660.7338 | E. 1,091,266.0921 | | | | | |

CURVE DATA
PROPOSED CENTERLINE CONSTRUCTION
CURVE NO. IL 19-C01

$\Delta = 06^{\circ}12'25''$
 $D = 01^{\circ}00'00''$
 $R = 5729.65'$
 $L = 620.89'$
 $T = 310.65'$
 $E = 8.42'$

504 PC STA. 392+70.13
N. 1,928,601.5264 E. 1,090,888.0918

966 PI STA. 395+80.78
N. 1,928,606.4723 E. 1,091,198.7032

954 PT STA. 398+90.82
N. 1,928,577.8065 E. 1,091,508.0285

SYMBOL LEGEND

INLET
LIGHT POLE
POWER POLE
SIGN
MANHOLE
TRAFFIC SIGNAL HANDHOLE
ELECTRICAL OUTLET
IRRIGATION CONTROL VALVE
PHONE PEDESTAL
FIRE HYDRANT
VALVE BOX
TRAFFIC SIGNAL
PHONE HANDHOLE
UNDERGROUND TANK CAP
GASOLINE MONITORING WELL
ELECTRIC SPICE BOX
BUFFALO BOX
BOLLARD

LEGEND

SECTION CORNER (9/10, 16/15)
QUARTER SECTION CORNER (16/15)

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE

APL
APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA

EXISTING BUILDING

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET

TI THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
T3 BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.

BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.
BT2 BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE.
BT3 IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.

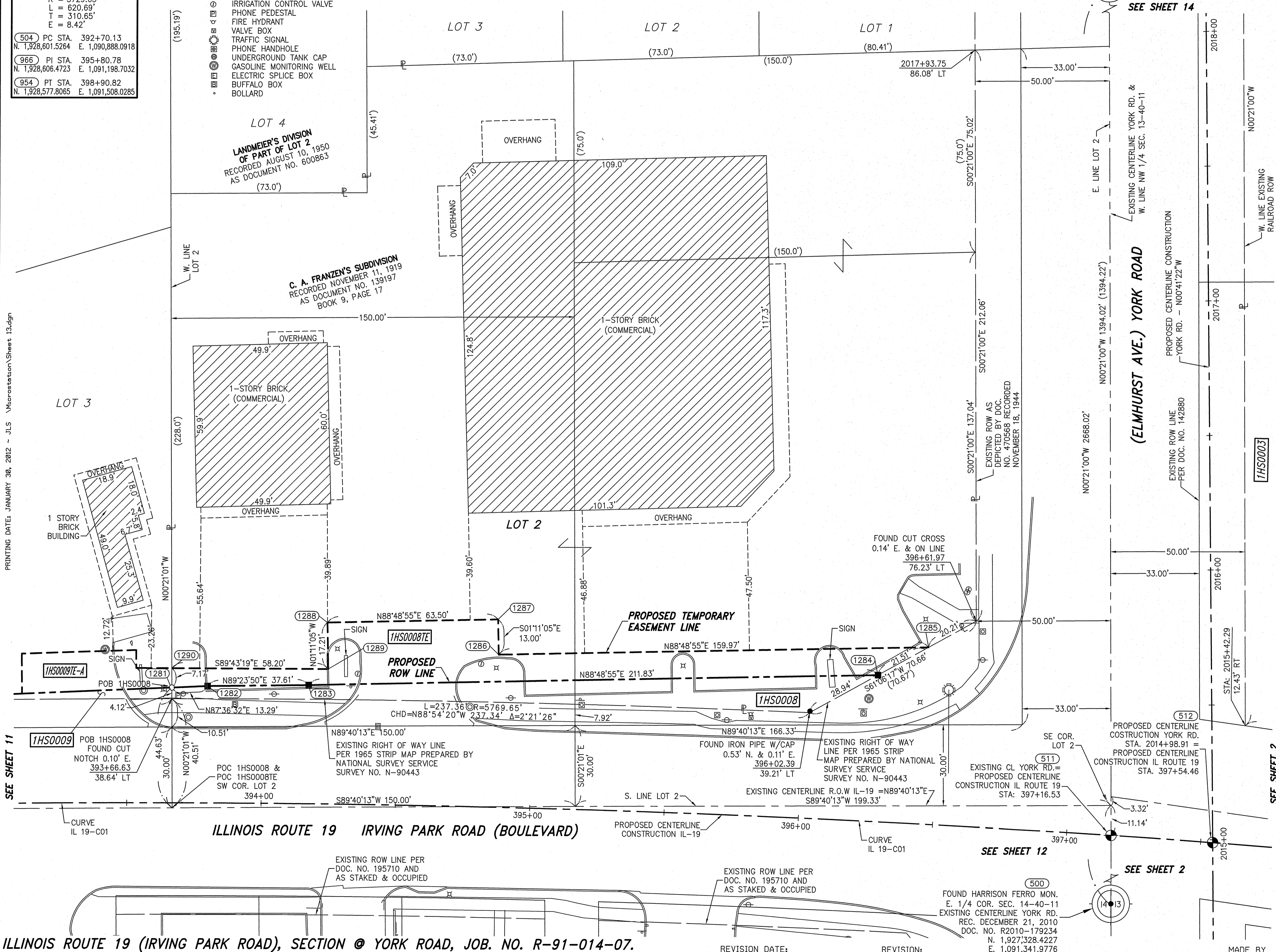
STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

PERMANENT SURVEY MARKER. IDOT STD. 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:
1) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83, (2007).

SCALE: 1" = 20'



PRINTING DATE: JANUARY 30, 2012 ~ JLS Microstation/Sheet 13.dgn

SEE SHEET 11

SEE SHEET 12

SEE SHEET 2

SEE SHEET 2

- IRON PIPE OR ROD FOUND
- SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET
- PK FOUND PK NAIL
- PK SET PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION
- T2 SET 5/8 INCH REBAR FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP AND BEARING SURVEYORS PROFESSIONAL NUMBER.
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- STAKING OF PROPOSED RIGHT OF WAY.
- SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
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SCALE: 1" = 20'

RECEIVED
APR 18 2012
PLATS & LEGALS

STATE OF ILLINOIS) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 14, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2010 A.D.

VICE PRESIDENT

DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS MINIMUM STANDARDS FOR A
BOUNDARY SURVEY.

Claassen, White & Associates, P.C.
121 AIRPORT DRIVE, UNIT 1
JOLIET, ILLINOIS 60431
(815) 744-3720

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19**

SECTION @ YORK ROAD
PROJECT
STATION 393+66.63
SCALE: 1" = 20'

DUPAGE COUNTY
JOB NO. R-91-014-07
TO STATION 396+61.97
SHEET 13 OF

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096**

MADE BY

ILLINOIS ROUTE 19 (IRVING PARK ROAD), SECTION @ YORK ROAD, JOB. NO. R-91-014-07.

REVISION DATE: REVISION:

PART OF THE NE 1/4 SECTION 14, T40N, R11E OF THE 3rd PM, ADDISON TOWNSHIP, DUPAGE COUNTY, ILLINOIS.

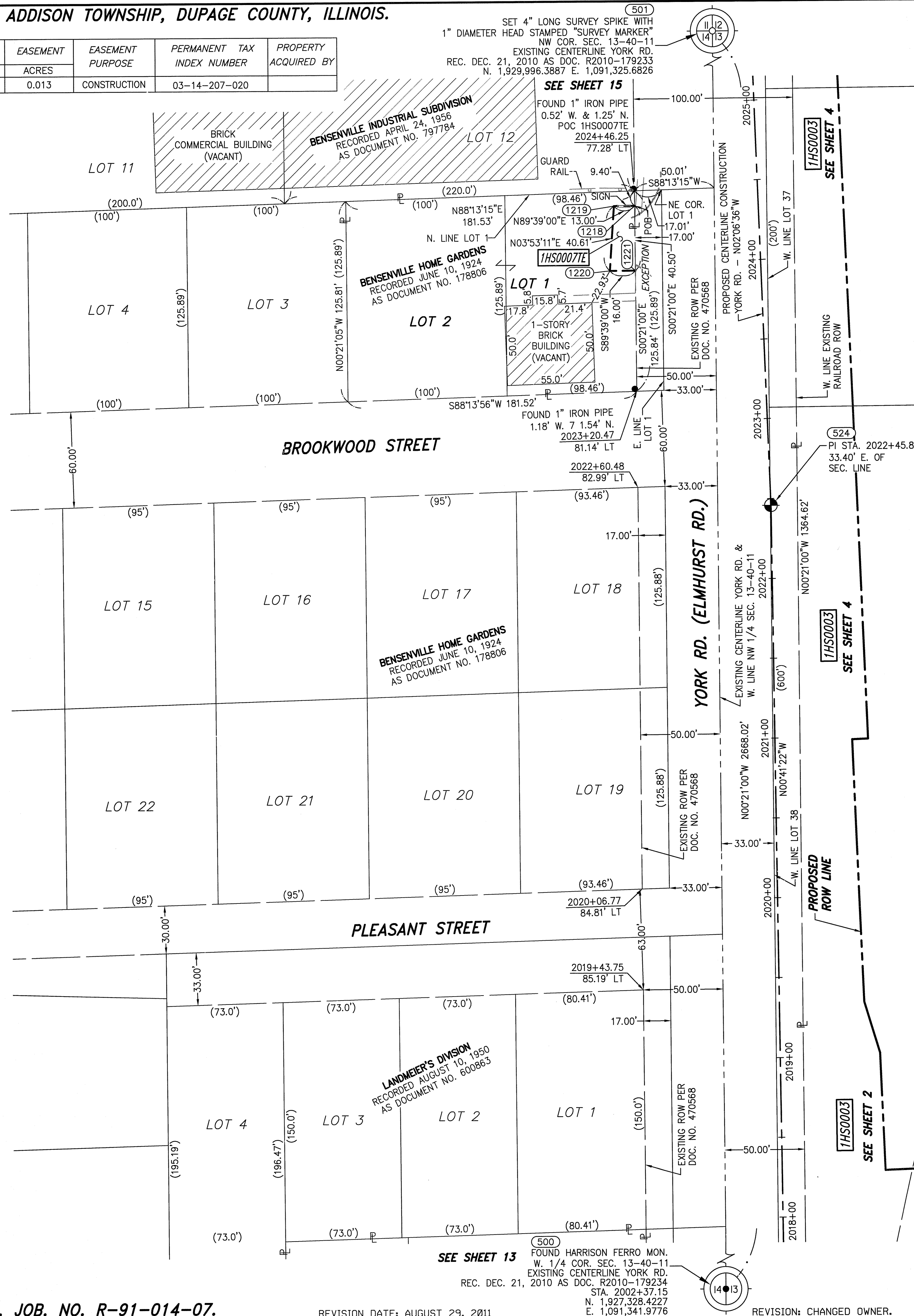
| PARCEL NUMBER | OWNER | TOTAL HOLDING ACRES | PART TAKEN ACRES | REMAINDER ACRES | PREV. DED. ACRES | EASEMENT ACRES | EASEMENT PURPOSE | PERMANENT TAX INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|--|---------------------|------------------|-----------------|------------------|----------------|------------------|----------------------------|----------------------|
| 1HS0007E | BANK OF AMERICA, N.A. F/K/A LASALLE BANK, N.A. | 0.524 | 0.000 | 0.524 | N/A | 0.013 | CONSTRUCTION | 03-14-207-020 | |

COORDINATE TABLE ~ YORK ROAD

| NO. | STATION | OFFSET | -NORTH-COORDINATES-EAST- | |
|------|------------|-----------|--------------------------|-------------------|
| 524 | 2022+45.84 | 00.00' RT | N. 1,929,335.6411 | E. 1,091,363.1184 |
| 1221 | 2023+96.37 | 78.81' LT | N. 1,929,483.1756 | E. 1,091,278.8198 |
| 1220 | 2023+96.87 | 94.80' LT | N. 1,929,483.0779 | E. 1,091,262.8201 |
| 1218 | 2024+36.86 | 77.57' LT | N. 1,929,523.6749 | E. 1,091,278.5724 |
| 1219 | 2024+37.25 | 90.56' LT | N. 1,929,523.5955 | E. 1,091,265.5727 |

SYMBOL LEGEND

- INLET
- LIGHT POLE
- POWER POLE
- SIGN
- MANHOLE
- TRAFFIC SIGNAL HANDHOLE
- ELECTRICAL OUTLET
- IRRIGATION CONTROL VALVE
- PHONE PEDESTAL
- FIRE HYDRANT
- VALVE BOX
- TRAFFIC SIGNAL
- PHONE HANDHOLE
- UNDERGROUND TANK CAP
- GASOLINE MONITORING WELL
- ELECTRIC SPICE BOX
- BUFFALO BOX
- BOLLARD



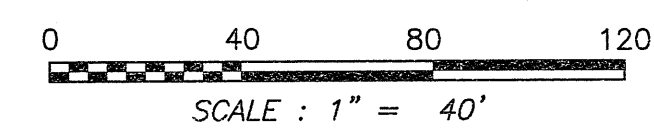
LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
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- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

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- SET 5/8" x 30" REBAR
- + CUT CROSS FOUND OR SET
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- PK SET PK NAIL
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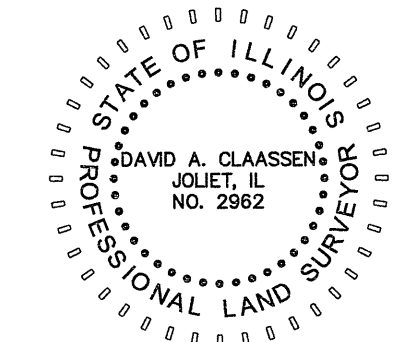
STATE OF ILLINOIS)
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DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2011 A.D.

 VICE PRESIDENT

DAVID A. CLAASSEN
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
 LICENSE EXPIRES NOVEMBER 30, 2012
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Claassen, White & Associates, P.C.
 121 AIRPORT DRIVE, UNIT 1
 JOLIET, ILLINOIS 60431
 (815) 744-3720

RECEIVED
 OCT 24 2011

PLATS & LEGALS

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 19

SECTION @ YORK ROAD DUPAGE COUNTY
 PROJECT JOB NO. R-91-014-07
 STATION 2018+00 TO STATION 2025+00
 SCALE: 1" = 40' SHEET 14 OF

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

PRINTING DATE: AUGUST 29, 2011 - KAG - N:\hrosstation\Sheet_14.dgn