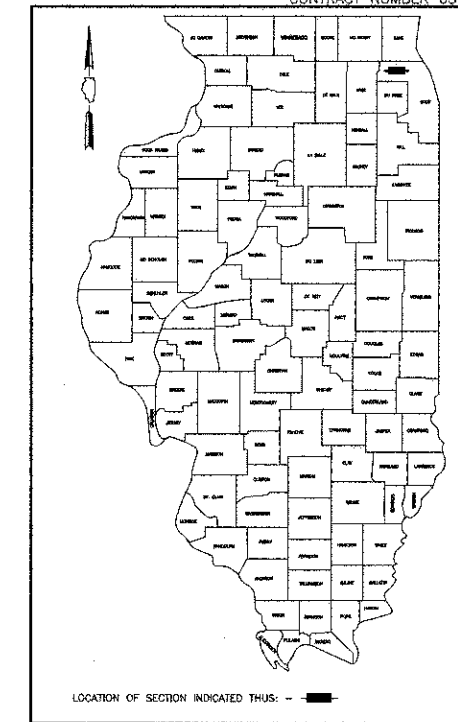


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	1

FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT

CONTRACT NUMBER 63514



# PLANS FOR PROPOSED FEDERAL AID PROJECT

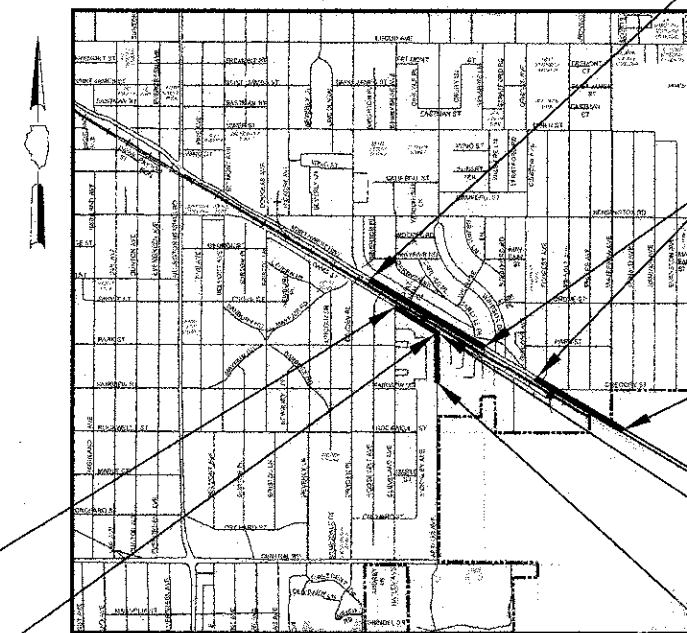
F.A.U. 3512 (U.S. ROUTE 14 NORTHWEST HIGHWAY), F.A.U. 2655 (DAVIS STREET)  
AND F.A.U. 2655 (ARTHUR AVENUE)  
550 FEET WEST OF ARTHUR AVENUE TO WATERMAN AVENUE  
RAILROAD GRADE CROSSING IMPROVEMENT AND TRAFFIC SIGNAL MODIFICATION  
SECTION 02-00177-00-WR  
PROJECT NO: M-8003(426)  
VILLAGE OF ARLINGTON HEIGHTS  
COOK COUNTY  
C-91-252-04

IMPROVEMENT LOCATED IN THE  
VILLAGE OF ARLINGTON HEIGHTS

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
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2	GENERAL NOTES
3-8	SUMMARY OF QUANTITIES
9-10	TYPICAL SECTIONS
11-16	SCHEDULES OF QUANTITIES
17	ALIGNMENT, TIES AND BENCHMARKS
18-29	PLAN AND PROFILE SHEETS
30-36	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
37	DETOUR PLAN
38-39	EROSION AND SEDIMENT CONTROL
40-51	DRAINAGE AND UTILITIES SHEETS
52-58	RIGHT OF WAY PLANS
59-60	INTERSECTION GRADING PLAN
61-62	PAVEMENT MARKING, SIGNING & LANDSCAPING PLAN
63-68	LANDSCAPING PLANS
69-78	TRAFFIC SIGNALS
79-84	TS-05 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
85-108	LIGHTING RELOCATION
109	CONSTRUCTION DETAILS
110	BD-01 DRIVEWAY DETAILS: DISTANCE BETWEEN R.O.W. AND FACE OF CURB/EDGE OF SHOULDER ≥ 15' (4.5m)
111	BD-02 DRIVEWAY DETAILS: DISTANCE BETWEEN R.O.W. AND FACE OF CURB/EDGE OF SHOULDER ≤ 15' (4.5m)
112	BD-03 OUTLET FOR CONCRETE CURB AND GUTTER
113	BD-07 DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
114	BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
115	BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
116	BD-32 BUTT JOINT AND HMA TAPER DETAILS
117	TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
118	TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
119	TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
120	TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENING
121	TC-22 ARTERIAL ROAD INFORMATION SIGNING
122	TS-02 DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS
123-142	CROSS SECTIONS

FOR LIST OF STANDARDS, SEE SHEET NO. 3



PROJECT BEGINS  
U.S. ROUTE 14  
STA. 547+04

PROJECT OMISSION  
U.S. ROUTE 14  
STA. 564+66 TO  
STA. 574+12

PROJECT ENDS  
U.S. ROUTE 14  
STA. 591+09

PROJECT ENDS  
ARTHUR AVENUE  
STA. 911+08.34

PROJECT BEGINS  
ARTHUR AVENUE  
STA. 904+75

PROJECT BEGINS  
DAVIS STREET  
STA. 13+52

PROJECT ENDS  
DAVIS STREET  
STA. 22+17

LOCATION MAP (NOT TO SCALE)

SECTIONS 32 & 33, TOWNSHIP 42 NORTH, RANGE 11 EAST, 3rd PM  
U.S. ROUTE 14 (NORTHWEST HIGHWAY) PROJECT LENGTH = 3,459 FT. = 0.655 MI.  
DAVIS STREET PROJECT LENGTH = 865 FT. = 0.164 MI.  
ARTHUR AVENUE PROJECT LENGTH = 633.34 FT. = 0.120 MI.  
NET & GROSS PROJECT LENGTH = 4,957.34 FT. = 0.939 MI.

**DESIGN DESIGNATION:**

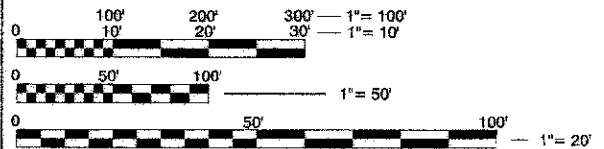
- U.S. ROUTE 14 (NORTHWEST HIGHWAY) = 1810 (09)
- OTHER MINOR ARTERIAL TWS-4 ● 4.27 (AC-20)
- DAVIS STREET = 665 (09) ● URBAN COLLECTOR TWS-2 ● 4.10 (AC-20)
- ARTHUR AVENUE = 535 (09) ● URBAN COLLECTOR TWS-2 ● 4.30 (AC-20)

**ADT'S(2009):**

- U.S. ROUTE 14 (NORTHWEST HIGHWAY) = 20,400 VPD
- DAVIS STREET = 6,300 VPD
- ARTHUR AVENUE = 9,700 VPD

**DESIGN SPEED**

- U.S. ROUTE 14 (NORTHWEST HIGHWAY) = 45 MPH (POSTED SPEED = 40 MPH)
- DAVIS STREET = 30 MPH (POSTED SPEED = 30 MPH)
- ARTHUR AVENUE = 35 MPH (POSTED SPEED = 30 MPH)



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

THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, SHALL GOVERN THIS WORK.

**CONTRACT NO. 63514**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

Approved: *[Signature]* 10/22/2012  
Michael L. Pappas, P.E.  
Village of Arlington Heights, Deputy Director of Engineering

Passed: *[Signature]* November 9, 2012  
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: November 14, 2014  
John Fontana, P.E.  
Deputy Director of Highways, Region One Engineer

P.E. SIGNATURE: *[Signature]*  
P.E. NAME: JOSEPH J. EMRY  
DATE: 10/22/2012  
IL LICENSE NO.: 062-057496  
LICENSE EXPIRATION: 11/30/2013  
SHEETS: 69-84 TRAFFIC SIGNALS

P.E. SIGNATURE: *[Signature]*  
P.E. NAME: DAVID E. MERTZ  
DATE: 10/22/2012  
IL LICENSE NO.: 062-052068  
LICENSE EXPIRATION: 11/30/2013  
SHEETS: 85-108 LIGHTING RELOCATION

P.E. SIGNATURE: *[Signature]*  
P.E. NAME: REID T. MAGNER  
DATE: 10/22/2012  
IL LICENSE NO.: 062-056273  
LICENSE EXPIRATION: 11/30/2013  
SHEETS: 1-68 AND 109-142

PLANS PREPARED BY:

450 E. Devon Ave., Suite 300 - Itasca, Illinois 60143  
Tel: 630.773.3900 - Fax: 630.773.3975  
www.civiltechinc.com

CONSULTANT ENGINEER: REID T. MAGNER, P.E. CIVILTECH ENGINEERING, INC.  
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847.705.4406, SCHAUMBURG, IL



# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				CONSTRUCTION TYPE CODE				
		UNIT	TOTAL	U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP	0004	0021	0021	0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	236	156	81							
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	97	74	23							
20101100	TREE TRUNK PROTECTION	EACH	31	22	9							
20101200	TREE ROOT PRUNING	EACH	31	22	9							
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	31	22	9							
20101700	SUPPLEMENTAL WATERING	UNIT	16	12	4							
20200100	EARTH EXCAVATION	CU YD	5,902	3,525	2,377							
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	710	538	172							
20400800	FURNISHED EXCAVATION	CU YD	674	502	172							
20800150	TRENCH BACKFILL	CU YD	289	282	7							
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	17,150	7,540	9,610							
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,237	3,268	969							
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	150	150								
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	80	60	20							
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	80	60	20							
25200110	SODDING, SALT TOLERANT	SQ YD	4,237	3,268	969							
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	88	66	22							
28000305	* TEMPORARY DITCH CHECKS	FOOT	42	42								
28000400	PERIMETER EROSION BARRIER	FOOT	1,160	1,160								
28000510	INLET FILTERS	EACH	50	38	12							
28100105	STONE RIPRAP, CLASS A3	SQ YD	18	18								
30300001	* AGGREGATE SUBGRADE IMPROVEMENT	CU YD	825	543	282							
30300112	* AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	14,913	6,556	8,357							
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	267	184	83							
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	160		160							
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	3,326	3,326								
40600100	* BITUMINOUS MATERIALS (PRIME COAT)	GALLON	7,019	2,510	4,509							
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1								
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	607	607								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	216	216								
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	149		149							
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	3,162	3,162								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	63		63							
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2,460	2,460								
40701846	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8 1/4"	SQ YD	7,513		7,513							
42001300	PROTECTIVE COAT	SQ YD	6,897	4,388	2,509							
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	176		176							
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	570	116	454							

## IDOT STANDARDS REFERENCED

NUMBER	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, & PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
420001-07	PAVEMENT JOINTS
420111-03	PCC PAVEMENT ROUNDABOUTS
420501-04	PCC PAVEMENT AND PCC BASE COURSE ADJACENT TO RAILROAD GRADE CROSSING
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
601001-04	SUB-SURFACE DRAINS
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602401-03	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE B
604086-02	FRAME AND GRATE, TYPE 23
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIONS-DAY ONLY
701326-04	LANE CLOSURE, 2L 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L 2W UNDIVIDED
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATION OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-03	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
857006-01	SUPERVISED RAILROAD INTERCONNECT CIRCUIT
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

\* DENOTES SPECIAL PROVISION  
 ^ DENOTES SPECIALTY ITEM  
 ^^ DENOTES CONSTRUCTION TYPE CODE Y080  
 # DENOTES NON-PARTICIPATING ITEM

DATE	BY
DATE	BY

DATE	BY
DATE	BY



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## SUMMARY OF QUANTITIES

SHEET NO 1 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	3
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				
		UNIT	TOTAL	U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP
		CONSTRUCTION TYPE CODE						
				0004	0021	0021	0021	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	18,175	10,300	7,875			
42400800	DETECTABLE WARNINGS	SQ FT	550	250	300			
44000100	PAVEMENT REMOVAL	SQ YD	8,162	1,502	6,660			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	940	295	645			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	10,151	7,337	2,814			
44000600	SIDEWALK REMOVAL	SQ FT	17,954	10,405	7,549			
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	230	230				
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	130	130				
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	434	434				
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	217	217				
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	6,916	6,916				
550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	2		2			
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	686	663	23			
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	5	5				
55100300	STORM SEWER REMOVAL 8"	FOOT	45	45				
55100400	STORM SEWER REMOVAL 10"	FOOT	8		8			
55100500	STORM SEWER REMOVAL 12"	FOOT	234	198	36			
55100700	STORM SEWER REMOVAL 15"	FOOT	10	10				
56400100	^ * FIRE HYDRANTS TO BE MOVED	EACH	2	1	1			
60107600	PIPE UNDERDRAINS 4"	FOOT	2,513	2,127	386			
60201330	CATCH BASINS, TYPE A, 4-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	12	10	2			
60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	2	2				
60219530	MANHOLES, TYPE A, 4-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	2	2				
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1				
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	16	15	1			
60250200	CATCH BASINS TO BE ADJUSTED	EACH	9	6	3			
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1		1			
60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	1	1				
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1				
60255500	MANHOLES TO BE ADJUSTED	EACH	6	5	1			
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME OPEN LID	EACH	1	1				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	1	1			
60260100	INLETS TO BE ADJUSTED	EACH	3	2	1			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	11	9	2			
60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	1	1				
60266600	VALVE BOXES TO BE ADJUSTED	EACH	9	8	1			
60500040	REMOVING MANHOLES	EACH	1	1				

\* DENOTES SPECIAL PROVISION  
 ^ DENOTES SPECIALTY ITEM  
 ^# DENOTES CONSTRUCTION TYPE CODE Y080  
 # DENOTES NON-PARTICIPATING ITEM

PLAN SURVEYED BY DATE  
 PLOTTED BY DATE  
 CHECKED BY DATE  
 RTM OF WAY CHECKED  
 RTM FILE NAME

PROFILE SURVEYED BY DATE  
 CHECKED BY DATE  
 RTM NOTED  
 STRUCTURE NOTATIONS CPWD



USER NAME = #USER#  
 DESIGNED - RTM  
 DRAWN - JRR  
 CHECKED - RTM  
 DATE - 10/22/12  
 REVISED - 11/07/12  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

## SUMMARY OF QUANTITIES

SHEET NO 2 OF 6 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	4
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				CONSTRUCTION TYPE CODE				
		UNIT	TOTAL	U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP	0004	0021	0021	0021
		60500050	REMOVING CATCH BASINS	EACH	8	8						
60500060	REMOVING INLETS	EACH	15	14		1						
60600605	CONCRETE CURB TYPE B	FOOT	819	183		636						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	538	471		67						
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	6,013	3,302		2,711						
60608572	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.18	FOOT	3,955	3,955								
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	1,535	1,400		135						
60618760	CONCRETE MEDIAN, TYPE M-4.12	SQ FT	480	305		175						
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	691	691								
60624600	CORRUGATED MEDIAN	SQ FT	218	218								
66900200	△ NON-SPECIAL WASTE DISPOSAL	CU YD	710	710								
66900450	△ SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1								
66900530	△ SOIL DISPOSAL ANALYSIS	EACH	3	3								
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15								
67100100	MOBILIZATION	L SUM	1	1								
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	8	8								
70300100	SHORT TERM PAVEMENT MARKING	FOOT	9,632	9,120		512						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	87,904	41,124		46,780						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	231	33		198						
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	12,920	880		12,040						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,277			1,277						
72000100	SIGN PANEL - TYPE 1	SQ FT	281	101		90					90	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	2		3						
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	29	20		9						
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	270	135		135						
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	18	9		9						
78000100	^ THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	852	335		517						
78000200	^ THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24,473	19,107		5,366						
78000400	^ THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,529	1,274		1,255						
78000600	^ THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,880	1,369		511						
78000650	^ THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	183	103		80						
78100100	^ RAISED REFLECTIVE PAVEMENT MARKER	EACH	360	360								
78300100	PAVEMENT MARKING REMOVAL	SQ FT	905	225		680						
78300200	^ RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	166	166								
80400100	** ELECTRIC SERVICE INSTALLATION	EACH	1						1			
80400200	** ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1						1			
80500010	^ SERVICE INSTALLATION - GROUND MOUNTED	EACH	1								1	
81028200	^ UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	927								927	

\* DENOTES SPECIAL PROVISION  
 ^ DENOTES SPECIALTY ITEM  
 \*\* DENOTES CONSTRUCTION TYPE CODE Y080  
 # DENOTES NON-PARTICIPATING ITEM

PLAN	DATE
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
FILED	
NOTE BOOK NO.	
FILE NAME	

PROFILE	DATE
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHKD	
NOTE BOOK NO.	
FILE NAME	



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## SUMMARY OF QUANTITIES

SHEET NO 3 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	5
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SUMMARY OF QUANTITIES

CODE NO.		PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				CONSTRUCTION TYPE CODE				
			UNIT	TOTAL	U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP	0004	0021	0021	0021
81028210	^	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	448						240		208	
81028220	^	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	127								127	
81028240	^	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1,553						950		603	
81028260	^	UNDERGROUND CONDUIT, GALVANIZED STEEL, 6" DIA.	FOOT	88								88	
81028350	^	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	4,050						4,050			
81400100	^	HANDHOLE	EACH	6								6	
81400200	^	HEAVY-DUTY HANDHOLE	EACH	2								2	
81400300	^	DOUBLE HANDHOLE	EACH	2								2	
81702120	^	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	5,000						5,000			
81702140	^	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	14,500						14,500			
81702400	^	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	200						200			
81800190	^	AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	3,400						3,400			
82102250	^	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	15						15			
82102400	^	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	22						22			
82500360	^	LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP	EACH	1						1			
83007600	^	LIGHT POLE, ALUMINUM, 35 FT. M.H., 15 FT. MAST ARM	EACH	11						11			
83050440	^	LIGHT POLE, ALUMINUM, 35 FT. M.H., 2-15 FT. MAST ARMS	EACH	2						2			
83050810	^	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	18						18			
83050910	^	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 2-15 FT. MAST ARMS	EACH	2						2			
83057295	^	LIGHT POLE, WOOD, 50 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	12						12			
83057355	^	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	22						22			
83600200	^	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	424						424			
84100110	^	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	34						34			
84200500	^	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	20						20			
84200804	^	REMOVAL OF POLE FOUNDATION	EACH	20						20			
84500110	^	REMOVAL OF LIGHTING CONTROLLER	EACH	1						1			
84500120	^	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1						1			
84500130	^	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1						1			
85700310	^	RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1								1	
87301215	^	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	917								917	
87301225	^	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,878								1,878	
87301245	^	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5,458								5,458	
87301305	^	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,441								2,441	
87301750	^	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	40								40	
87301805	^	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	38								38	
87301900	^	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,216								1,216	
87502440	^	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1								1	

\* DENOTES SPECIAL PROVISION  
^ DENOTES SPECIALTY ITEM  
^^ DENOTES CONSTRUCTION TYPE CODE Y080  
# DENOTES NON-PARTICIPATING ITEM

PLAN	DATE
BY	
SURVEYED	
PLOTTED	
PRINTED	
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NO. _____	

PROFILE	DATE
BY	
SURVEYED	
PLOTTED	
PRINTED	
FILED	
NO. _____	



USER NAME = #USER#  
PLOT SCALE = #SCALE#  
PLOT DATE = #DATE#

DESIGNED - RTM  
DRAWN - JRR  
CHECKED - RTM  
DATE - 10/22/12

REVISED - 11/07/12  
REVISED - 11/29/12  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## SUMMARY OF QUANTITIES

SHEET NO 4 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	6
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SUMMARY OF QUANTITIES

CODE NO.		PAY ITEM	FUNDING BREAKDOWN		U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP				
			LOCATION OF WORK							CONSTRUCTION TYPE CODE			
			UNIT	TOTAL						0004	0021	0021	0021
87502480	^	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	8				8					
87700180	^	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1				1					
87700190	^	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1				1					
87700220	^	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1				1					
87700250	^	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1				1					
87800100	^	CONCRETE FOUNDATION, TYPE A	FOOT	40				40					
87800150	^	CONCRETE FOUNDATION, TYPE C	FOOT	4				4					
87800400	^	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	37				37					
87800415	^	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	13				13					
88030020	^	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12				12					
88030050	^	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4				4					
88030210	^	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2				2					
88030310	^	SIGNAL HEAD, LED, 3-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2				2					
88102710	^	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4				4					
88200210	^	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12				12					
88500100	^	INDUCTIVE LOOP DETECTOR	EACH	12				12					
88600100	^	DETECTOR LOOP, TYPE I	FOOT	1,345				1,345					
88700200	^	LIGHT DETECTOR	EACH	4					4				
88700300	^	LIGHT DETECTOR AMPLIFIER	EACH	1					1				
88800100	^	PEDESTRIAN PUSH-BUTTON	EACH	4				4					
89000100	^	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1				1					
89502375	^	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1				1					
89502380	^	REMOVE EXISTING HANDHOLE	EACH	9				9					
89502385	^	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12				12					
A2008626	^	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 4" CALIPER, BALLED AND BURLAPPED	EACH	13	13								
C2C05815	^	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 15" WIDTH, CONTAINER	EACH	84	84								
C2008524	^	SHRUB, ROSA RUGOSA (RUGOSA ROSE), 24" HEIGHT, CONTAINER	EACH	9	9								
K0026700	^	TREE CARE	EACH	100	100								
X0324085	^	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	933					933				
X0324637	^	BASE COVER, LIGHT POLE	EACH	33			33						
X2130010	^	EXPLORATION TRENCH, SPECIAL	FOOT	75	50	25							
X4021000	^	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	5		5							
X4022000	^	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	19	5	14							
X4401198	^	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	21,684	21,684								
X4403300	^	CONCRETE MEDIAN REMOVAL	SQ FT	1,427	1,377	50							
X5504200	^	DUCTILE IRON STORM SEWER, 12 INCH	FOOT	31	31								
X5620035	^	WATER SERVICE CONNECTION 1 1/2"	EACH	1	1								

\* DENOTES SPECIAL PROVISION  
^ DENOTES SPECIALTY ITEM  
^ DENOTES CONSTRUCTION TYPE CODE Y080  
# DENOTES NON-PARTICIPATING ITEM

PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	
NO.	BY	
	NO. OF WAY CHECKED	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	
NO.	BY	
	STRUCTURE NOTATIONS CPFD	



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DESIGNED - RTM  
DRAWN - JRR  
PLOT SCALE = #SCALE#  
CHECKED - RTM  
PLOT DATE = #DATE#  
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DATE - 10/22/12

REVISED - 11/07/12  
REVISED - 11/29/12  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## SUMMARY OF QUANTITIES

SHEET NO 5 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	7
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	FUNDING BREAKDOWN		LOCATION OF WORK				
		UNIT	TOTAL	U.S. ROUTE 14	DAVIS STREET / ARTHUR AVENUE	LIGHTING	U.S. 14/DAVIS ST. @ ARTHUR AVENUE	EVP
		CONSTRUCTION TYPE CODE						
				0004	0021	0021	0021	
X6030310	* FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	32	23	9			
X6640312	* CHAIN LINK GATES TO BE REMOVED AND RE-ERECTED	EACH	1		1			
X7010216	* TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
X7800100	^ * PAINT PAVEMENT MARKING - RAISED MEDIAN	SQ FT	571	471	100			
X8140105	** HANDHOLE (SPECIAL)	EACH	12			12		
X8210005	** TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	12			12		
X8210015	** TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	22			22		
X8250215	** PHOTOCELL CONTROL SYSTEM	EACH	1			1		
X8360215	** LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	15			15		
X8620200	** UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1				1	
X8950130	** MODIFY EXISTING LIGHTING CONTROLLER	EACH	1			1		
XX003668	* PRECONSTRUCTION VIDEO TAPING	L SUM	1	1				
XX003885	^ * IRRIGATION SYSTEM	L SUM	1	1				
XX004202	* DUCTILE IRON STORM SEWER, 8", SPECIAL	FOOT	8	8				
XX004533	^ * SOIL PLANTING MIXTURE	CU YD	90	90				
XX006367	* INLET AND OUTLET PROTECTION	EACH	3	3				
XX008639	^ * SHRUBS (SPECIAL)	EACH	176	135	41			
Z0010600	*# CLEANING DRAINAGE SYSTEM	FOOT	150	150				
Z0013302	* SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1,200		1,200			
Z0018500	*# DRAINAGE STRUCTURES TO BE CLEANED	EACH	5	5				
Z0019600	* DUST CONTROL WATERING	UNIT	2	1	1			
Z0030850	* TEMPORARY INFORMATION SIGNING	SQ FT	302	174	128			
Z0033020	** LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	37			37		
Z0033028	** MAINTENANCE OF LIGHTING SYSTEM	CAL MO	5			5		
Z0044500	^ * PRESSURE CONNECTION 6" X 6"	EACH	2	2				
Z0044700	^ * PRESSURE CONNECTION 8" X 6"	EACH	1		1			
Z0048665	* RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
Z0056606	* STORM SEWER (WATER MAIN REQUIREMENTS) 10 INCH	FOOT	30	30				
Z0056608	* STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	272	259	13			
Z0056610	* STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	4	4				
Z0062456	* TEMPORARY PAVEMENT	SQ YD	750		750			
Z0073510	** TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3				3	
Z0076600	** TRAINEES	HOUR	1,000	1,000				
Z0076604	** TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000				

\* DENOTES SPECIAL PROVISION  
^ DENOTES SPECIALTY ITEM  
\*\* DENOTES CONSTRUCTION TYPE CODE 0042  
# DENOTES NON-PARTICIPATING ITEM

PLAN	DATE
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NOTE BOOK NO.	
CAD FILE NAME	

PROFILE	DATE
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NOTE BOOK NO.	
STRUCTURE NOTATIONS CPND	



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PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

## SUMMARY OF QUANTITIES

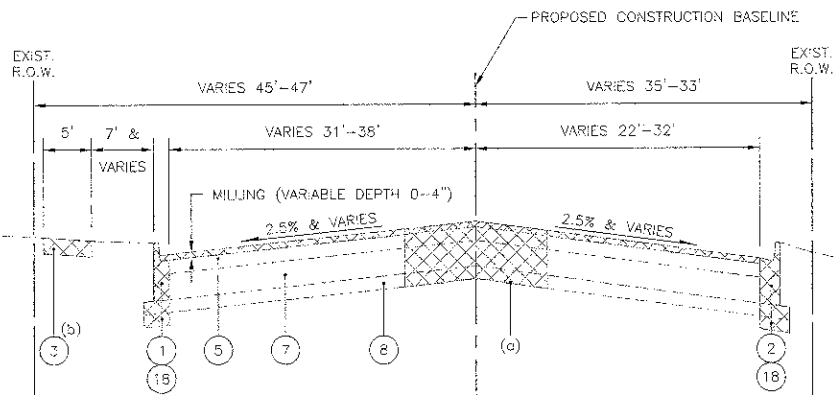
SHEET NO 6 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	8
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
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 CHECKED: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_  
 STRAIGHTENING: \_\_\_\_\_  
 NOTARY: \_\_\_\_\_  
 PLAN: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
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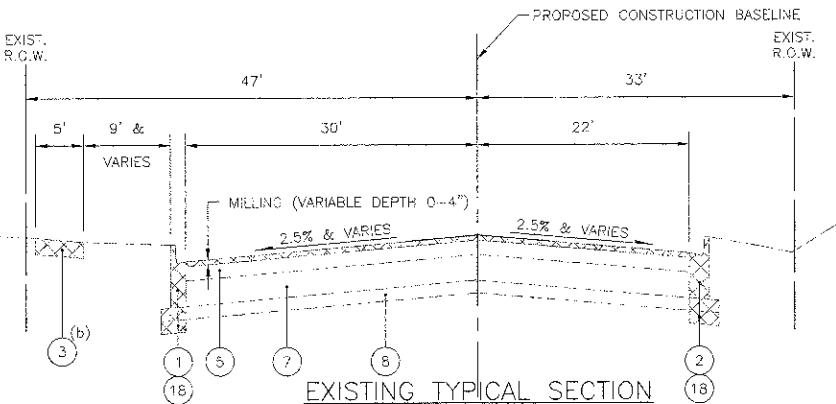


EXISTING TYPICAL SECTION

U.S. ROUTE 14  
 STA. 547+04 TO STA. 564+66

(a) U.S. ROUTE 14 (MEDIAN PAVEMENT REMOVAL)  
 STA. 552+21 TO STA. 554+91

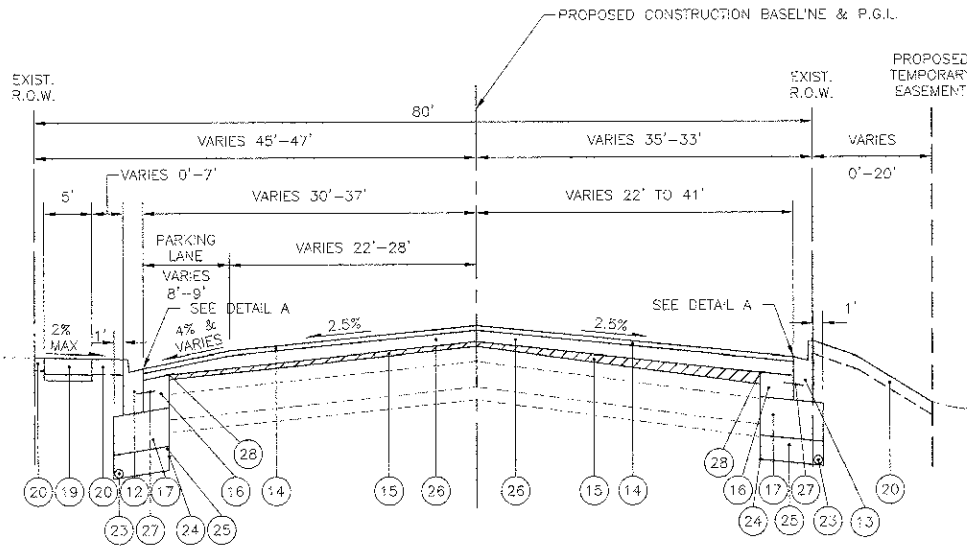
(b) SEE PLAN AND PROFILE SHEETS FOR SIDEWALK REMOVAL LIMITS



EXISTING TYPICAL SECTION

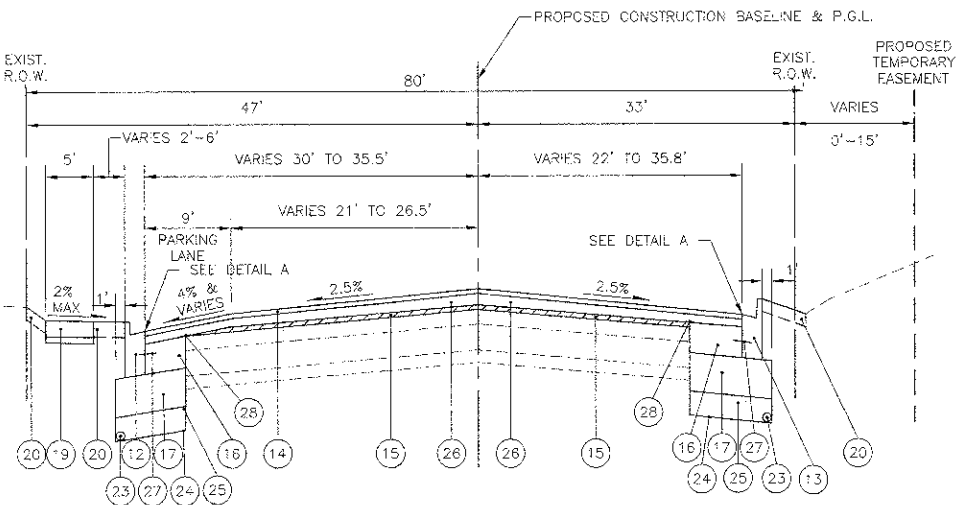
U.S. ROUTE 14  
 STA. 574+12 TO STA. 591+09

(b) SEE PLAN AND PROFILE SHEETS FOR SIDEWALK REMOVAL LIMITS



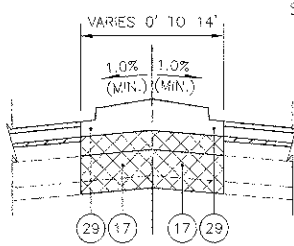
PROPOSED TYPICAL SECTION

U.S. ROUTE 14  
 STA. 547+04 TO STA. 564+66



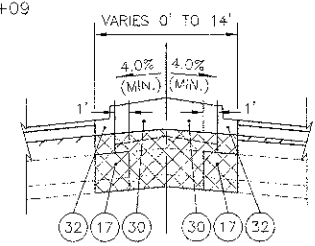
PROPOSED TYPICAL SECTION

U.S. ROUTE 14  
 STA. 574+12 TO STA. 591+09



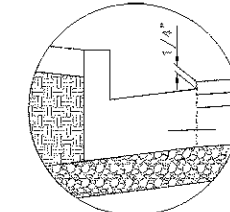
PROPOSED TYPICAL SECTION

U.S. ROUTE 14 P.C.C. BARRIER MEDIAN  
 STA. 552+21 TO STA. 553+28  
 STA. 554+78 TO STA. 554+91



PROPOSED TYPICAL SECTION

U.S. ROUTE 14 LANDSCAPED BARRIER MEDIAN  
 STA. 553+28 TO STA. 554+76



DETAIL A

LEGEND

- 1 EXIST. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 2 EXIST. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- 3 EXIST. P.C.C. SIDEWALK
- 4 NUMBER NOT USED ON THIS SHEET
- 5 EXIST. BITUMINOUS PAVEMENT, 6" (±)
- 6 NUMBER NOT USED ON THIS SHEET
- 7 EXIST. P.C.C. BASE COURSE, 8" (±)
- 8 EXIST. AGGREGATE SUBBASE, 4" (±)
- 9 NUMBER NOT USED ON THIS SHEET
- 10 NUMBER NOT USED ON THIS SHEET
- 11 NUMBER NOT USED ON THIS SHEET
- 12 PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.18
- 13 PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- 14 PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1-3/4")
- 15 PROP. LEVELING BINDER (MACHINE METHOD), N70, VARIABLE DEPTH
- 16 PROP. P.C.C. BASE COURSE, 10"
- 17 PROP. AGGREGATE SUBGRADE IMPROVEMENT 12"
- 18 \*REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- 19 PROP. P.C.C. SIDEWALK 5" WITH AGGREGATE BASE COURSE, TYPE B, 2"
- 20 FURNISHING AND PLACING TOPSOIL, 4" & SODDING, SALT TOLERANT
- 21 NUMBER NOT USED ON THIS SHEET
- 22 NUMBER NOT USED ON THIS SHEET
- 23 PROP. PIPE UNDERDRAINS, 4"
- 24 PROP. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 25 PROP. AGGREGATE SUBGRADE IMPROVEMENT
- 26 PROP. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (2-1/4")
- 27 DRILL AND GROUT 30" LONG NO. 5 TIE BARS (EPOXY COATED) @ 24" C-C (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER AND P.C.C. BASE COURSE, 10")
- 28 PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 29 PROP. CONCRETE MEDIAN, TYPE SB-6.12
- 30 FURNISHING AND PLACING TOPSOIL, 12" & SODDING, SALT TOLERANT
- 31 NUMBER NOT USED ON THIS SHEET
- 32 PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

PAVEMENT DESIGN INFORMATION

ROADWAY CLASSIFICATION  
 CLASS 1  
 STRUCTURAL DESIGN TRAFFIC  
 YEAR= 2019 PV= 22,200 VPD SU= 460 VPD MU= 230 VPD  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE  
 P= 32% S= 45% M= 45%  
 TRAFFIC FACTOR  
 ACTUAL TF= 1.57 MINIMUM TF= 4.27  
 SUBGRADE SUPPORT RATING  
 SSR= POOR  
 AC TYPE & PG GRADE  
 SEE BITUMINOUS MIXTURE REQUIREMENT TABLE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm), 1-3/4"	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2-1/4"	4% @ 90 Gyr.
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm)	4% @ 70 Gyr.
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 6-1/4" (2 LIFTS)	4% @ 70 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19MM) PE - 6" (2 LIFTS) CE - 8" (2 LIFTS)	4% @ 70 Gyr.
BIKEPATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 3" (2 LIFTS)	4% @ 70 Gyr.
PATCHING (CONTRACTOR SHALL MILL BEFORE PATCHING)	
CLASS D PATCHES (HMA BINDER IL-19 mm) 14" (3 LIFTS)	4% @ 70 Gyr.
TEMPORARY PAVEMENT	
TEMP PAVEMENT (HMA BINDER IL-19 MM) 8" (2 LIFTS)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS / SY / 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 DISTRICT ONE SPECIAL PROVISIONS.

LEGEND



REMOVAL

\* REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND SUBGRADE TREATMENT AREAS:  
 STATION LIMITS ESTIMATED THICKNESS

FROM	TO	AGGREGATE SUBGRADE IMPROVEMENT
STA. 552+75	556+00	6 INCHES AND UNDERDRAIN
STA. 556+80	564+00	6 INCHES AND UNDERDRAIN
STA. 574+12	578+50	12 INCHES AND UNDERDRAIN
STA. 587+50	591+09	6 INCHES AND UNDERDRAIN



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

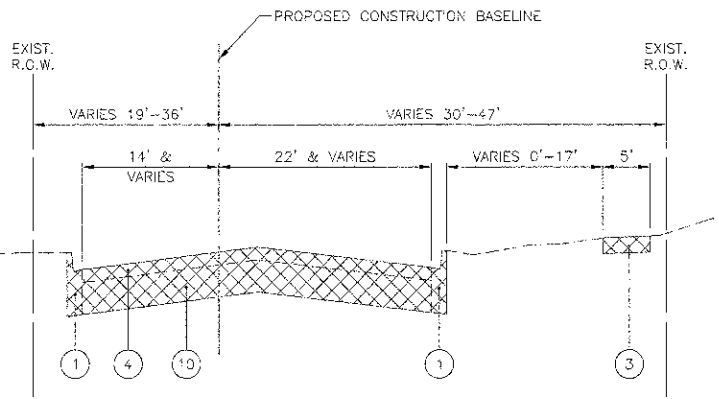
TYPICAL SECTIONS

SHEET NO. 1 OF 2 SHEETS

F.A.D. DATE: 3/12	SECTION: 02-00177-00 WR	COUNTY: COOK	TOTAL SHEETS: 142	SHEET NO.: 9
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				

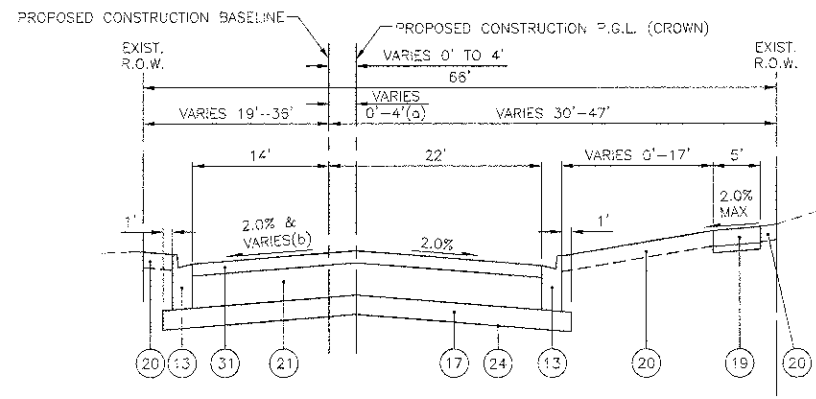
DATE	
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EXISTING TYPICAL SECTION

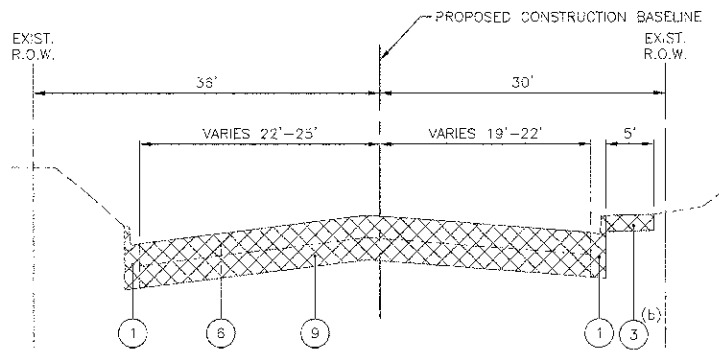
DAVIS STREET  
STA. 13+52 TO STA. 17+71



PROPOSED TYPICAL SECTION

DAVIS STREET  
STA. 13+52 TO STA. 17+71

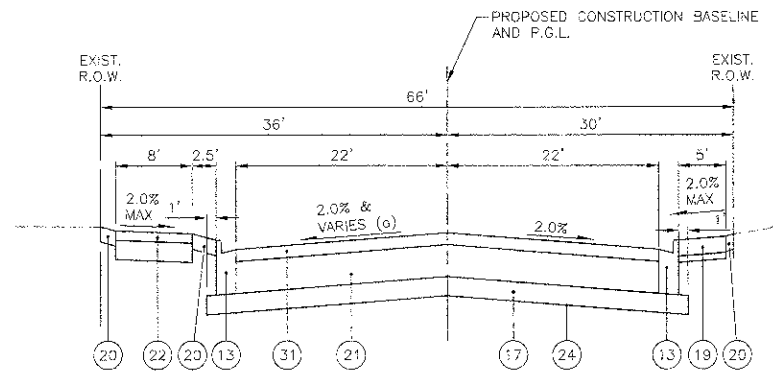
(a) 0' - STA. 15+34 TO STA. 17+71  
4' - STA. 13+80 TO STA. 13+85  
(b) VARIES FROM -2.0% TO +2.0% THROUGH RAILROAD INTERSECTION



EXISTING TYPICAL SECTION

DAVIS STREET  
STA. 17+71 TO STA. 22+17

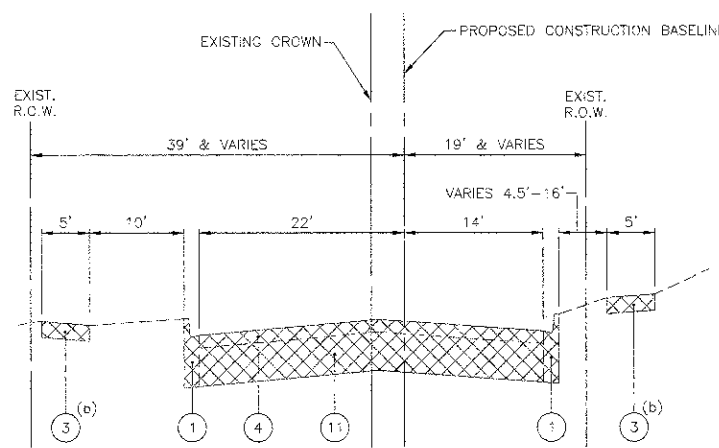
(b) SEE PLAN AND PROFILE SHEETS FOR SIDEWALK REMOVAL LIMITS



PROPOSED TYPICAL SECTION

DAVIS STREET  
STA. 17+71 TO STA. 22+17

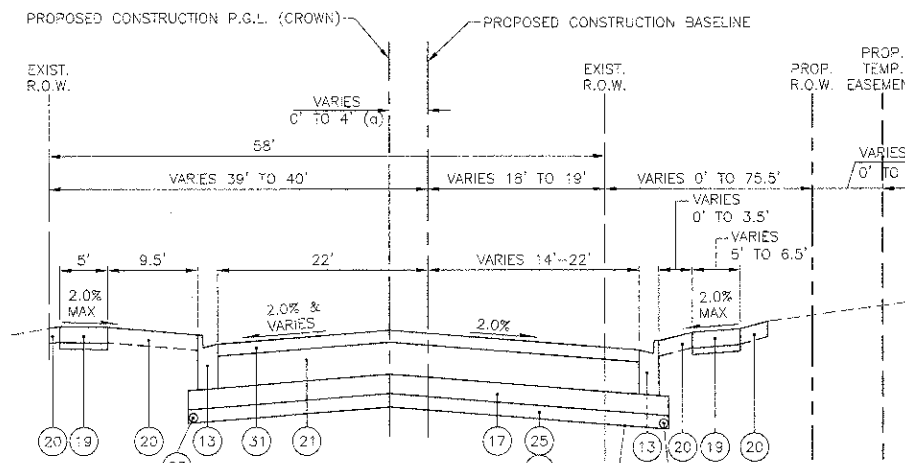
(a) VARIES FROM -2.0% TO +2.0% THROUGH RAILROAD INTERSECTION



EXISTING TYPICAL SECTION

ARTHUR AVENUE  
STA. 904+75 TO STA. 911+08.34

(b) SEE PLAN AND PROFILE SHEETS FOR SIDEWALK REMOVAL LIMITS



PROPOSED TYPICAL SECTION

ARTHUR AVENUE  
STA. 904+75 TO STA. 911+08.34

(a) 0' - STA. 907+80 TO STA. 911+08.34  
4' - STA. 904+75 TO STA. 905+00  
(b) VARIES FROM -2.0% TO +2.5%

LEGEND

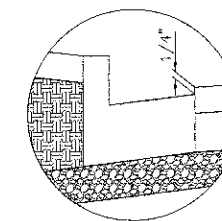
- 1 EXIST. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 2 NUMBER NOT USED ON THIS SHEET
- 3 EXIST. P.C.C. SIDEWALK
- 4 EXIST. BITUMINOUS PAVEMENT, 4" (±)
- 5 NUMBER NOT USED ON THIS SHEET
- 6 EXIST. BITUMINOUS PAVEMENT, 7" (±)
- 7 NUMBER NOT USED ON THIS SHEET
- 8 NUMBER NOT USED ON THIS SHEET
- 9 EXIST. AGGREGATE SUBBASE, 7" (±)
- 10 EXIST. AGGREGATE SUBBASE, 10" (±)
- 11 EXIST. AGGREGATE SUBBASE, 12" (±)
- 12 NUMBER NOT USED ON THIS SHEET
- 13 PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- 14 NUMBER NOT USED ON THIS SHEET
- 15 NUMBER NOT USED ON THIS SHEET
- 16 NUMBER NOT USED ON THIS SHEET
- 17 PROP. AGGREGATE SUBGRADE IMPROVEMENT 12"
- 18 \*REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- 19 PROP. P.C.C. SIDEWALK 5" WITH AGGREGATE BASE COURSE, TYPE B, 2"
- 20 FURNISHING AND PLACING TOPSO'L, 4" & SOOD'NG, SALT TOLERANT
- 21 PROP. HOT-MIX ASPHALT BINDER COURSE, IL-19, N70 (6-1/4")
- 22 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (3") OVER 8" AGGREGATE BASE COURSE
- 23 PROP. PIPE UNDERDRAINS, 4"
- 24 PROP. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 25 PROP. AGGREGATE SUBGRADE IMPROVEMENT
- 26 NUMBER NOT USED ON THIS SHEET
- 27 NUMBER NOT USED ON THIS SHEET
- 28 NUMBER NOT USED ON THIS SHEET
- 29 NUMBER NOT USED ON THIS SHEET
- 30 NUMBER NOT USED ON THIS SHEET
- 31 PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 2"
- 32 NUMBER NOT USED ON THIS SHEET

PAVEMENT DESIGN INFORMATION

DAVIS STREET  
ROADWAY CLASSIFICATION  
CLASS II  
STRUCTURAL DESIGN TRAFFIC  
YEAR= 2019 PV= 6,755 VPD SU= 210 VPD MU= 35 VPD  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE  
P= 50% S= 50% M= 50%  
TRAFFIC FACTOR  
ACTUAL TF= 0.46 MINIMUM TF= N/A  
ILLINOIS BEARING RATIO  
IBR= 2.2  
AC TYPE & PG GRADE  
SEE BITUMINOUS MIXTURE REQUIREMENT TABLE

PAVEMENT DESIGN INFORMATION

ARTHUR AVENUE  
ROADWAY CLASSIFICATION  
CLASS I  
STRUCTURAL DESIGN TRAFFIC  
YEAR=2019 PV=10,370 VPD SU= 270 VPD MU= 60 VPD  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE  
P= 50% S= 50% M= 50%  
TRAFFIC FACTOR  
ACTUAL TF= 0.66 MINIMUM TF= N/A  
ILLINOIS BEARING RATIO  
IBR= 2.2  
AC TYPE & PG GRADE  
SEE BITUMINOUS MIXTURE REQUIREMENT TABLE



DETAIL A



REMOVAL

STATION LIMITS

FROM TO  
STA. 904+75 908+75

ESTIMATED THICKNESS

AGGREGATE SUBGRADE IMPROVEMENT  
8 INCHES AND UNDERDRAIN



USER NAME = \$USER\$	DESIGNED - RTM	REVISED -
	DRAWN - JRR	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RTM	REVISED -
PLOT DATE = \$DATE\$	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SHEET NO. 2 OF 2 SHEETS

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS
3512	02-00177-00 WR	COOK	142 13
PROJECT NO. M-8003(426)		CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT	

# SCHEDULE OF QUANTITIES

1 SCHEDULE OF SUB GRADES, SUBBASES AND BASE COURSE					
		AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)	AGGREGATE BASE COURSE TYPE B (35101500)	AGGREGATE BASE COURSE TYPE B 6" (35101800)	CEMENT CONCRETE BASE COURSE 10" (35300500)
FROM	TO	(SQ YD)	(CU YD)	(SQ YD)	(SQ YD)
547+04	551+00	678	4	0	331
551+00	556+00	1,611	19	0	1,066
556+50	562+00	872	21	0	317
562+00	564+66	350	3	0	127
574+12	577+00	294	5	0	92
577+00	582+50	1,211	102	0	523
582+50	588+00	1,111	24	0	687
588+00	591+09	428	6	0	185
U.S. 14 SUBTOTAL		6,556	184	0	3,328
13+52	18+75	3,050	18	0	0
18+75	22+17	2,482	17	160	0
DAVIS STREET SUBTOTAL		5,502	35	160	0
904+75	908+00	2,408	45	0	0
908+00	910+00	447	3	0	0
ARTHUR AVENUE SUBTOTAL		2,855	48	0	0
<b>PROJECT TOTAL</b>		<b>14,913</b>	<b>267</b>	<b>160</b>	<b>3,328</b>

2 SCHEDULE OF POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "F" N90 (40603595)				
		AREA @ 2.25"	AREA @ 2.25"	
FROM	TO	SQ FT	(SQ YD)	TON
547+04	551+00	23515	2,813	256
551+00	556+50	39941	4,438	435
556+50	562+00	36055	4,006	393
562+00	564+66	16819	1,869	183
574+12	577+00	17492	1,944	190
577+00	582+50	40859	4,540	445
582+50	588+00	33316	3,702	363
588+00	591+09	17891	1,988	195
U.S. 14 SUBTOTAL			25,099	2,460
13+52	18+75	0	0	0
18+75	22+17	0	0	0
DAVIS STREET			0	0
904+75	908+00	0	0	0
908+00	910+00	0	0	0
ARTHUR AVENUE			0	0
<b>PROJECT TOTAL</b>				<b>2,460</b>

3 SCHEDULE OF HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 8-1/4" 40701846			
STATION			
FROM	TO	SQ FT	SQ YD
547+04	551+00	0	0
551+00	556+50	0	0
556+50	562+00	0	0
562+00	564+66	0	0
574+12	577+00	0	0
577+00	582+50	0	0
582+50	588+00	0	0
588+00	591+09	0	0
U.S. 14 SUBTOTAL			0
13+52	18+75	23410	2,601
18+75	22+17	22368	2,485
DAVIS STREET SUBTOTAL			5,086
904+75	908+00	12591	1,399
908+00	910+00	9244	1,027
ARTHUR AVENUE SUBTOTAL		21835	2,426
<b>PROJECT TOTAL</b>		<b>21,835</b>	<b>7,513</b>

INDEX TO SCHEDULES OF QUANTITIES		
NO.	DESCRIPTION	SHEET NO.
1	SCHEDULE OF SUB GRADES, SUBBASES AND BASE COURSE	11
2	SCHEDULE OF POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "F" N90	11
3	SCHEDULE OF HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 8-1/4"	11
4	SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION	12 to 14
5	SCHEDULE OF HOT-MIX ASPHALT DRIVEWAY PAVEMENT	15
6	SCHEDULE OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT	15
7	SCHEDULE OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	15
8	SCHEDULE OF REMOVAL ITEMS	15
9	SCHEDULE OF STORM SEWERS AND TRENCH BACKFILL	15
10	SCHEDULE OF STORM SEWER STRUCTURES	16
11	SCHEDULE OF STORM SEWER REMOVAL	16
12	SCHEDULE OF CURBS AND MEDIANS	16

PLAN	DATE
BY	
CHECKED	
DATE	
NO.	

PROFILE	DATE
BY	
CHECKED	
DATE	
NO.	



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLDT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLDT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO 1 OF 6 SHEETS

F.A.U. RIE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	11
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

# SCHEDULE OF QUANTITIES

4 SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION U.S. Route 14 / Davis Street / Arthur Avenue													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION	EARTH EXCAVATION (CUT)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)
		(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	20200100 (CU. FT.)	20201200 (CU. FT.)	30300001 (CU. FT.)	20400800 (CU. FT.)
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	AVG. (SQ. FT.)	20200100 (CU. FT.)	20201200 (CU. FT.)	30300001 (CU. FT.)	20400800 (CU. FT.)
547+00		0	0	0	0	6	0	0	2	275	0	0	75
547+50	50	11	0	0	3	15	0	0	3	750	0	0	150
548+00	50	19	0	0	3	23	0	0	3	1,150	0	0	150
548+50	50	27	0	0	3	28	0	0	4	1,375	0	0	175
549+00	50	28	0	0	4	30	0	0	5	1,475	0	0	225
549+50	50	31	0	0	5	32	0	0	5	1,600	0	0	225
550+00	50	33	0	0	4	33	0	0	5	1,625	0	0	250
550+50	50	32	0	0	6	32	0	0	7	1,575	0	0	325
551+00	50	31	0	0	7	31	0	0	8	1,525	0	0	400
551+50	50	30	0	0	9	30	0	1	9	1,500	0	25	425
552+00	50	30	0	1	8	31	0	1	7	1,525	0	25	350
552+50	50	31	0	0	6	33	5	5	6	1,625	225	225	300
553+00	50	34	9	9	6	33	9	9	5	1,625	425	425	250
553+50	50	31	8	8	4	32	8	8	4	1,575	400	400	200
554+00	50	32	8	8	4	43	13	13	4	2,150	650	650	175
554+50	50	54	18	18	3	29	10	10	2	1,450	500	500	100
555+00	50	4	2	2	1	50	13	13	1	2,500	650	650	50
555+50	50	98	24	24	1	55	15	15	2	2,750	725	725	100
556+00	50	14	5	5	3	13	3	3	3	650	125	125	150
556+50	50	12	0	0	3	11	0	0	3	550	0	0	150
557+00	50	10	0	0	3	10	0	0	3	475	0	0	150
557+50	50	9	0	0	3	9	0	0	3	450	0	0	150
558+00	50	9	0	0	3	7	0	0	2	350	0	0	100
558+50	50	5	0	0	1	10	7	7	2	500	350	350	100
559+00	50	15	14	14	3	19	10	10	3	625	500	500	150
559+50	50	22	6	6	3	26	7	7	4	1,300	350	350	175
560+00	50	30	8	8	4	34	9	9	4	1,675	450	450	175
560+50	50	37	10	10	3	36	10	10	3	1,800	475	475	150
561+00	50	35	9	9	3	33	9	9	4	1,650	425	425	175
561+50	50	31	8	8	4	29	8	8	4	1,450	375	375	175
562+00	50	27	7	7	3	25	7	7	3	1,225	325	325	150
562+50	50	22	6	6	3	28	12	12	2	1,400	575	575	100
563+00	50	34	17	17	1	25	11	11	2	1,250	550	550	100
563+50	50	18	5	5	3	14	4	4	3	700	200	200	150
564+00	50	12	3	3	3	12	2	2	3	600	75	75	150
564+50	25	12	0	0	3	6	0	0	2	150	0	0	38
564+75		0	0	0	0								
PROJECT OMISSION		PROJECT OMISSION STATION 564+66 TO STATION 574+12				PROJECT OMISSION STATION 564+66 TO STATION 574+12				PROJECT OMISSION STATION 564+66 TO STATION 574+12			

DATE	
BY	
REVISION	
NO. DATE	
DESCRIPTION	
DATE	

DATE	
BY	
REVISION	
NO. DATE	
DESCRIPTION	
DATE	



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 PLOT SCALE = #SCALE\*  
 PLOT DATE = #DATE\*  
 DESIGNED - RTM  
 DRAWN - JRR  
 CHECKED - RTM  
 DATE - 10/22/12  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO 2 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	12
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

4 SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
U.S. Route 14 / Davis Street / Arthur Avenue													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION	EARTH EXCAVATION (CUT)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)
PROJECT OMISSION		PROJECT OMISSION STATION 564+66 TO STATION 574+12				PROJECT OMISSION STATION 564+66 TO STATION 574+12				PROJECT OMISSION STATION 564+66 TO STATION 574+12			
574+00		0	0	0	0								
574+50	50	19	8	8	3	10	4	4	2	475	200	200	75
575+00	50	14	7	7	3	17	8	8	3	825	375	375	150
575+50	50	18	10	10	2	16	9	9	3	800	425	425	125
576+00	50	17	8	8	6	18	9	9	4	875	450	450	200
576+50	50	19	10	10	7	18	9	9	7	900	450	450	325
577+00	50	23	11	11	3	21	11	11	5	1,050	525	525	250
577+50	50	7	5	5	1	15	8	8	2	750	400	400	100
578+00	50	17	11	11	3	12	8	8	2	600	400	400	100
578+50	50	29	11	11	5	23	11	11	4	1,150	550	550	200
579+00	50	57	0	0	3	43	6	6	4	2,150	275	275	200
579+50	50	28	0	0	3	43	0	0	3	2,125	0	0	150
580+00	50	38	0	0	2	33	0	0	3	1,650	0	0	125
580+50	50	37	0	0	2	38	0	0	2	1,875	0	0	100
581+00	50	44	0	0	2	41	0	0	2	2,025	0	0	100
581+50	50	56	0	0	2	50	0	0	2	2,500	0	0	100
582+00	50	50	0	0	2	53	0	0	2	2,650	0	0	100
582+50	50	37	0	0	3	44	0	0	3	2,175	0	0	125
583+00	50	40	0	0	2	39	0	0	3	1,925	0	0	125
583+50	50	40	0	0	2	40	0	0	2	2,000	0	0	100
584+00	50	28	0	0	6	33	0	0	4	1,650	0	0	200
584+50	50	35	0	0	4	31	0	0	5	1,525	0	0	250
585+00	50	26	0	1	7	31	0	1	6	1,525	0	25	275
585+50	50	33	0	1	4	30	0	1	6	1,475	0	50	275
586+00	50	36	0	0	3	35	0	1	4	1,725	0	25	175
586+50	50	38	0	0	2	37	0	0	3	1,850	0	0	125
587+00	50	31	0	0	6	35	0	0	4	1,725	0	0	175
587+50	50	27	6	6	3	29	3	3	4	1,450	150	150	200
588+00	50	35	8	8	2	31	7	7	3	1,550	350	350	125
588+50	50	37	7	7	3	36	8	8	3	1,800	375	375	125
589+00	50	29	6	6	3	33	7	7	3	1,650	325	325	150
589+50	50	16	5	5	2	23	6	6	3	1,125	275	275	125
590+00	50	18	5	5	3	17	5	5	3	850	250	250	125
590+50	50	13	3	3	3	16	4	4	3	775	200	200	150
591+00	25	14	3	3	2	14	3	3	3	675	150	150	125
591+25		0	0	0	0	7	2	2	1	175	38	38	25
SUBTOTAL U.S. ROUTE 14										95,175	14,513	14,663	11,798

PLAN	DATE
BY	DATE
SURVEYED	DATE
PLOTTED	DATE
NOTE BOOK	DATE
CHECKED	DATE
NO.	DATE

PROFILE	DATE
BY	DATE
SURVEYED	DATE
PLOTTED	DATE
NOTE BOOK	DATE
CHECKED	DATE
NO.	DATE



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO 3 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	Q2-00177-00 WR	COOK	142	J3
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

4 SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION													
U.S. Route 14 / Davis Street / Arthur Avenue													
STATION	DISTANCE	EARTH EXCAVATION (CUT)	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)	EARTH EXCAVATION	UNSUITABLE AREA	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION	EARTH EXCAVATION (CUT)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	FURNISHED EXCAVATION (FILL)
13+50	50	0	0	0	0	12	0	0	2	600	0	0	75
14+00	50	24	0	0	3	26	0	0	3	1,275	0	0	125
14+50	50	27	0	0	2	26	0	0	2	1,275	0	0	75
15+00	50	24	0	0	1	25	0	0	2	1,225	0	0	100
15+50	50	25	0	0	3	24	0	0	3	1,200	0	0	125
16+00	50	23	0	0	2	20	0	1	3	1,000	0	25	125
16+50	50	17	0	1	3	22	0	2	3	1,100	0	100	150
17+00	50	27	0	3	3	29	0	2	2	1,450	0	75	100
17+50	50	31	0	0	1	36	0	1	2	1,800	0	50	75
18+00	50	41	0	2	2	31	0	3	2	1,550	0	125	75
18+50	50	21	0	3	1	25	0	2	3	1,225	0	100	150
19+00	50	28	0	1	5	27	0	1	6	1,325	0	25	275
19+50	50	25	0	0	6	23	0	0	7	1,150	0	0	325
20+00	50	21	0	0	7	38	0	0	5	1,875	0	0	250
20+50	50	54	0	0	3	62	0	0	2	3,075	0	0	100
21+00	50	69	0	0	1	99	0	0	1	4,925	0	0	50
21+50	50	128	0	0	1	78	0	0	1	3,900	0	0	50
22+00	25	28	0	0	1	14	0	0	1	350	0	0	13
22+25		0	0	0	0								
<b>SUBTOTAL DAVIS STREET</b>										<b>30,300</b>	<b>0</b>	<b>500</b>	<b>2,238</b>
904+50	50	0	0	0	0	12	14	14	1	600	700	700	25
905+00	50	24	28	28	1	21	28	28	2	1,025	1,400	1,400	75
905+50	50	17	28	28	2	14	27	28	2	675	1,325	1,400	100
906+00	50	10	25	28	2	8	19	28	4	375	925	1,400	175
906+50	50	5	12	28	5	11	6	24	5	550	300	1,200	225
907+00	50	17	0	20	4	29	0	15	3	1,450	0	750	150
907+50	50	41	0	10	2	40	0	5	3	1,975	0	250	150
908+00	50	38	0	0	4	52	0	0	5	2,600	0	0	225
908+50	50	66	0	0	5	79	0	0	3	3,925	0	0	150
909+00	50	91	0	0	1	96	0	0	3	4,800	0	0	125
909+50	50	101	0	0	4	128	0	0	4	6,400	0	0	200
910+00	50	155	0	0	4	190	0	0	4	9,500	0	0	200
910+50		225	0	0	4								
<b>SUBTOTAL ARTHUR AVENUE</b>										<b>33,875</b>	<b>4,650</b>	<b>7,100</b>	<b>1,800</b>
<b>PROJECT SUBTOTAL (CU. FT.)</b>										<b>159,350</b>	<b>19,163</b>	<b>22,263</b>	<b>16,825</b>
<b>PROJECT SUBTOTAL (CU. YD.)</b>										<b>5,902</b>	<b>710</b>	<b>825</b>	<b>586</b>
<b>SHRINKAGE FACTOR ADJUSTMENT (15%)</b>													<b>x 1.15</b>
<b>PROJECT TOTAL (CU. YD.)</b>										<b>5,902</b>	<b>710</b>	<b>825</b>	<b>674</b>
<b>LVL BINDER DENSITY FACTOR CONVERSION (2.00 TONS/CU. YD.)</b>													
<b>P.G.E. DENSITY FACTOR CONVERSION (2.00 TONS/CU. YD.)</b>													<b>x 2.00</b>
<b>PROJECT TOTAL (TONS)</b>													<b>1,649</b>

PLAN	DATE
BY	DATE
SURVEYED	DATE
PLOTTED	DATE
CHECKED	DATE
NO.	DATE

PROFILE	DATE
BY	DATE
SURVEYED	DATE
PLOTTED	DATE
CHECKED	DATE
NO.	DATE



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 4 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	14
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

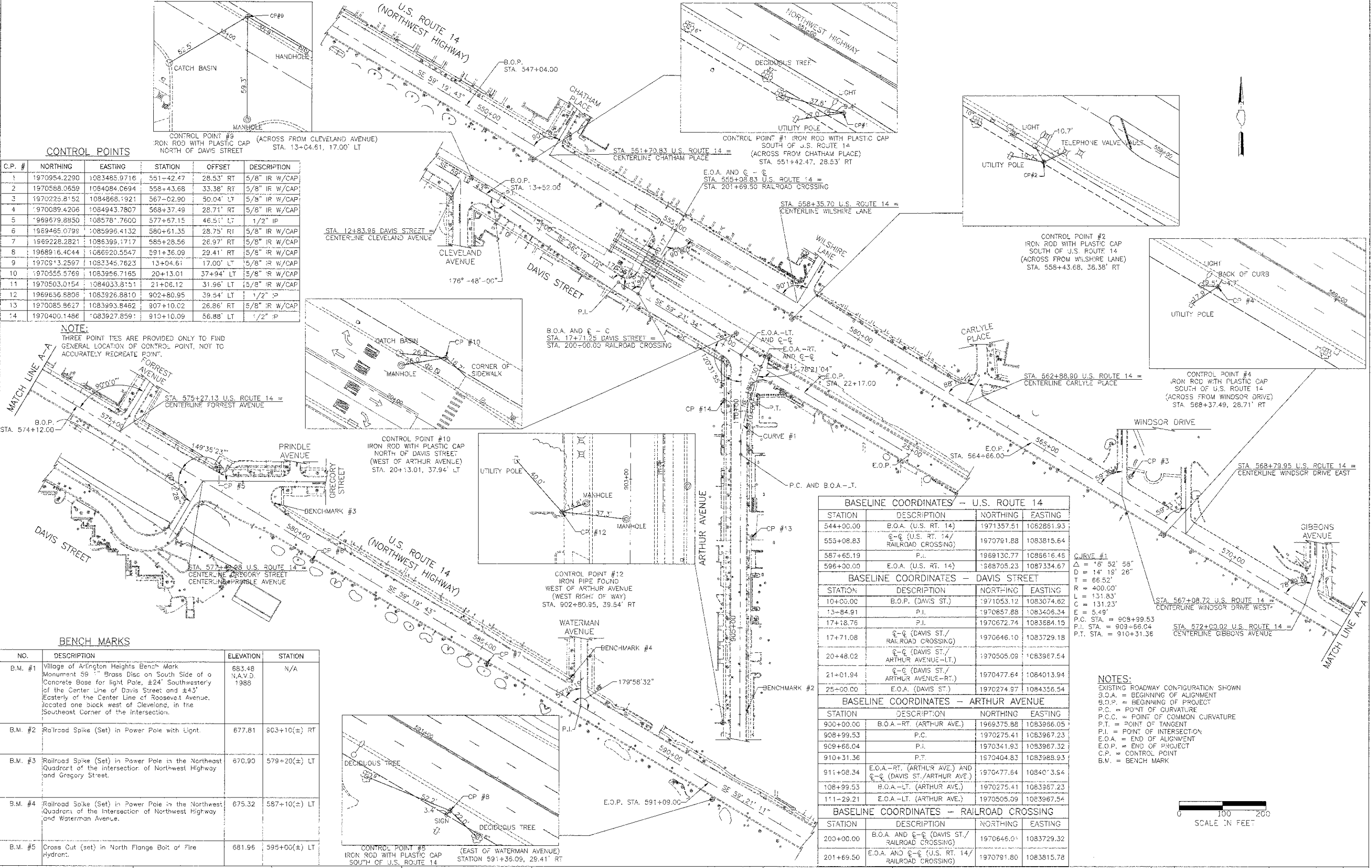






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DESCRIPTION	
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REVISIONS	
NO.	
DESCRIPTION	



**CONTROL POINTS**

C.P. #	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
1	1970954.2290	1083485.9716	551+42.47	28.53' RT	5/8" IR W/CAP
2	1970568.0659	1084084.0694	558+43.68	33.38' RT	5/8" IR W/CAP
3	1970225.8152	1084868.1921	567+02.90	50.04' LT	5/8" IR W/CAP
4	1970089.4206	1084943.7807	568+37.49	28.71' RT	5/8" IR W/CAP
5	1969679.8850	1085781.7600	577+67.15	46.51' LT	1/2" IP
6	1969465.0799	1085996.4132	580+61.35	28.75' RT	5/8" IR W/CAP
7	1969228.2821	1086395.1717	585+28.56	26.97' RT	5/8" IR W/CAP
8	1968916.4044	1086920.5547	591+36.09	29.41' RT	5/8" IR W/CAP
9	1970913.2597	1083345.7623	13+04.61	17.00' LT	5/8" IR W/CAP
10	1970555.5769	1083956.7165	20+13.01	37+94' LT	5/8" IR W/CAP
11	1970503.0154	1084033.8151	21+08.12	31.96' LT	5/8" IR W/CAP
12	1969656.8808	1083926.8810	902+80.95	39.54' LT	1/2" IP
13	1970085.8627	1083993.8462	907+10.02	26.86' RT	5/8" IR W/CAP
14	1970400.1486	1083927.8591	910+10.09	56.88' LT	1/2" IP

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

**BENCH MARKS**

NO.	DESCRIPTION	ELEVATION	STATION
B.M. #1	Village of Arlington Heights Bench Mark Monument 59" Brass Disc on South Side of a Concrete Base for Light Pole ±24' Southwesterly of the Center Line of Davis Street and ±43' Easterly of the Center Line of Roosevelt Avenue, located one block west of Cleveland, in the Southeast Corner of the intersection.	683.48 N.A.V.D. 1988	N/A
B.M. #2	Railroad Spike (Set) in Power Pole with Light.	677.81	903+10(±) RT
B.M. #3	Railroad Spike (Set) in Power Pole in the Northeast Quadrant of the intersection of Northwest Highway and Gregory Street.	670.90	579+20(±) LT
B.M. #4	Railroad Spike (Set) in Power Pole in the Northwest Quadrant of the intersection of Northwest Highway and Waterman Avenue.	675.32	587+10(±) LT
B.M. #5	Cross Cut (set) in North Flange Bolt of Fire Hydrant.	681.96	595+00(±) LT

**BASELINE COORDINATES - U.S. ROUTE 14**

STATION	DESCRIPTION	NORTHING	EASTING
544+00.00	B.O.A. (U.S. RT. 14)	1971357.51	1082861.93
555+08.83	Q-C (U.S. RT. 14/ RAILROAD CROSSING)	1970791.88	1083815.64
567+65.19	P.I.	1969130.77	1086616.46
596+00.00	E.O.A. (U.S. RT. 14)	1968705.23	1087334.67

**BASELINE COORDINATES - DAVIS STREET**

STATION	DESCRIPTION	NORTHING	EASTING
10+00.00	B.O.P. (DAVIS ST.)	1971053.12	1083074.62
13+84.91	P.I.	1970657.88	1083406.34
17+18.76	P.I.	1970672.74	1083684.15
17+71.08	Q-C (DAVIS ST./ RAILROAD CROSSING)	1970646.10	1083729.18
20+48.02	Q-C (DAVIS ST./ ARTHUR AVENUE-LT.)	1970505.09	1083967.54
21+01.94	Q-C (DAVIS ST./ ARTHUR AVENUE-RT.)	1970477.64	1084013.94
25+00.00	E.O.A. (DAVIS ST.)	1970274.97	1084356.54

**BASELINE COORDINATES - ARTHUR AVENUE**

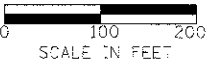
STATION	DESCRIPTION	NORTHING	EASTING
900+00.00	B.O.A.-RT. (ARTHUR AVE.)	1969375.88	1083966.05
908+99.53	P.C.	1970275.41	1083967.23
909+66.04	P.I.	1970341.93	1083967.32
910+31.36	P.T.	1970404.83	1083968.93
911+08.34	E.O.A.-RT. (ARTHUR AVE.) AND Q-C (DAVIS ST./ARTHUR AVE.)	1970477.64	1084013.94
108+99.53	B.O.A.-LT. (ARTHUR AVE.)	1970275.41	1083967.23
111+29.21	E.O.A.-LT. (ARTHUR AVE.)	1970505.09	1083967.54

**BASELINE COORDINATES - RAILROAD CROSSING**

STATION	DESCRIPTION	NORTHING	EASTING
200+00.00	B.O.A. AND Q-C (DAVIS ST./ RAILROAD CROSSING)	1970646.01	1083729.32
201+69.50	E.O.A. AND Q-C (U.S. RT. 14/ RAILROAD CROSSING)	1970791.80	1083815.78

**CURVE #1**  
 $\Delta = 16^\circ 52' 56"$   
 $D = 14' 19' 26"$   
 $T = 66.52'$   
 $R = 400.00'$   
 $L = 131.83'$   
 $C = 131.23'$   
 $E = 5.49'$   
P.C. STA. = 908+99.53  
P.I. STA. = 909+66.04  
P.T. STA. = 910+31.36

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



USER NAME = #USER#	DESIGNED - RTM	REVISIONS -
PLT SCALE = #SCALE#	DRAWN - JRR	REVISIONS -
PLT DATE = #DATE#	CHECKED - RTM	REVISIONS -
	DATE - 10/22/12	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ALIGNMENT, TIES AND BENCHMARKS**

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	G2-00177-00 WR	COOK	142	17
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	NO. 1
	NO. 2
	NO. 3
	NO. 4
	NO. 5
	NO. 6
	NO. 7
	NO. 8
	NO. 9
	NO. 10
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	NO. 100

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	STRUCTURE NOTATIONS OK'D
	NO. 1
	NO. 2
	NO. 3
	NO. 4
	NO. 5
	NO. 6
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	NO. 99
	NO. 100

PLAN AND PROFILE LEGEND (TYPICAL)

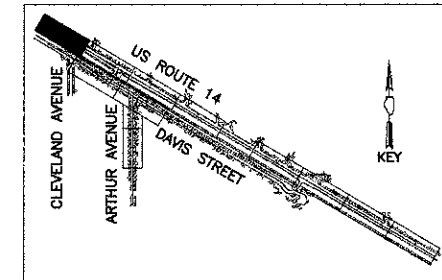
- ////// REMOVAL
- ⊗ 18" TREE REMOVAL AND SIZE
- ▬ DEPRESSED CURB

BEGIN IMPROVEMENT STA. 547+04

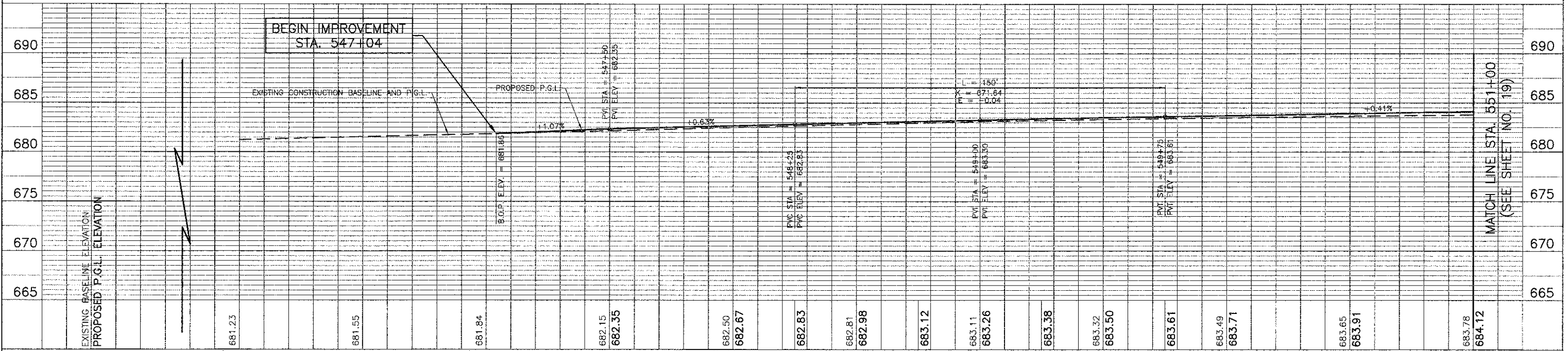
POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-3/4")  
 LEVELING BINDER, (MACHINE METHOD), N70, VARIABLE DEPTH

PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.18

PAVEMENT WIDENING (TYP.)  
 POLY. HOT-MIX ASPHALT SURFACE CSE MIX "F", N90 (1-3/4")  
 POLY. HOT-MIX ASPHALT BINDER CSE IL-19, N90 (2-3/4")  
 P.C.C. BASE CSE 10"  
 AGGREGATE SUBGRADE IMPROVEMENT 12"

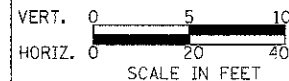


U.S. ROUTE 14



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



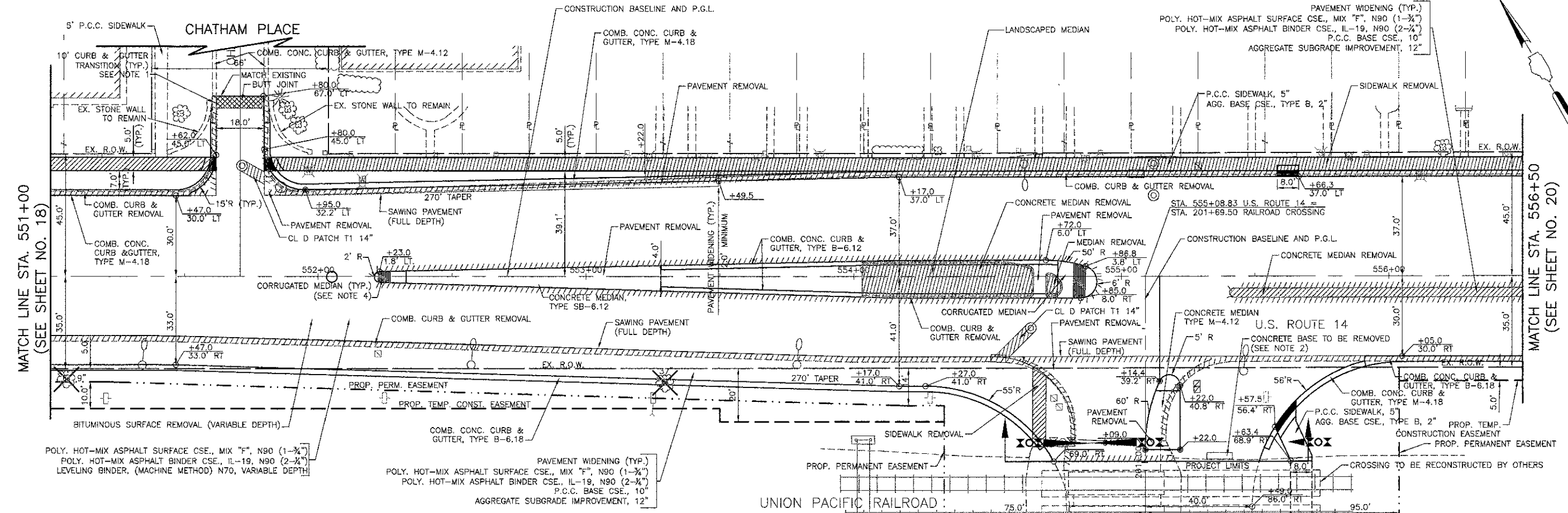
PLAN AND PROFILE - U.S. ROUTE 14 WEST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	18
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 1 OF 12 SHEETS STA. 547+04 TO STA. 551+00

MATCH LINE STA. 551+00  
(SEE SHEET NO. 19)

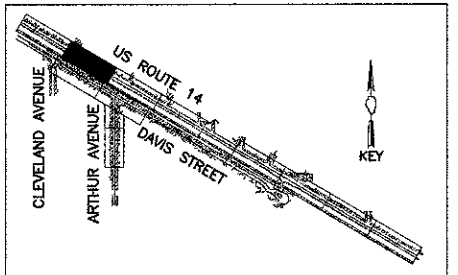
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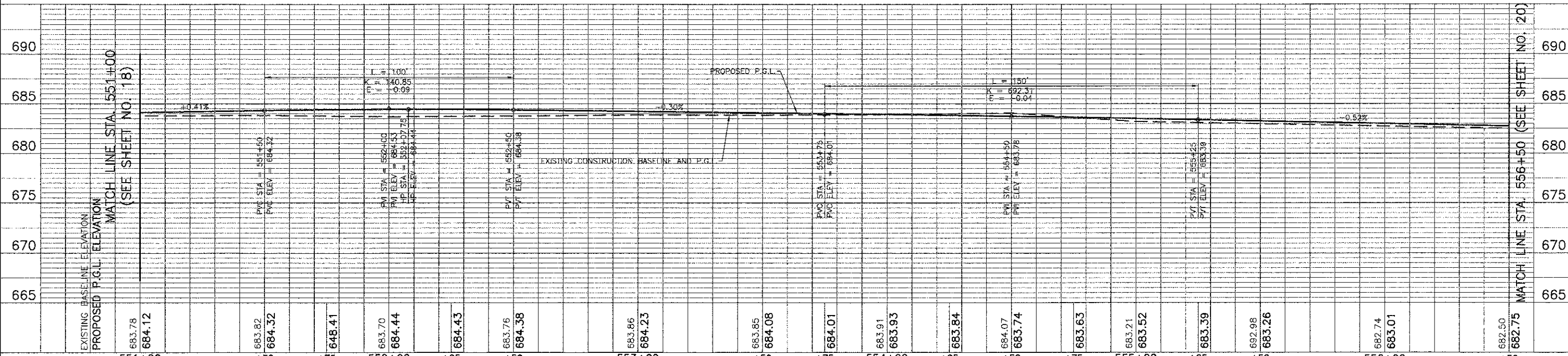
**NOTES:**

- CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."
- THE ABANDONED CONCRETE BASE TO BE REMOVED SHALL BE PAID FOR AS PART OF THE CONTRACT PAY ITEM "PAVEMENT REMOVAL."
- ALL STATION OFFSET CALLOUTS ARE BASED ON THE U.S. ROUTE 14 CONSTRUCTION BASELINE.
- FOR MEDIAN DETAILS, SEE SHEET IDOT STANDARD 606301.

**RAILROAD CROSSING MATCH LINE STA. 200+80 (SEE SHEET NO. 26)**



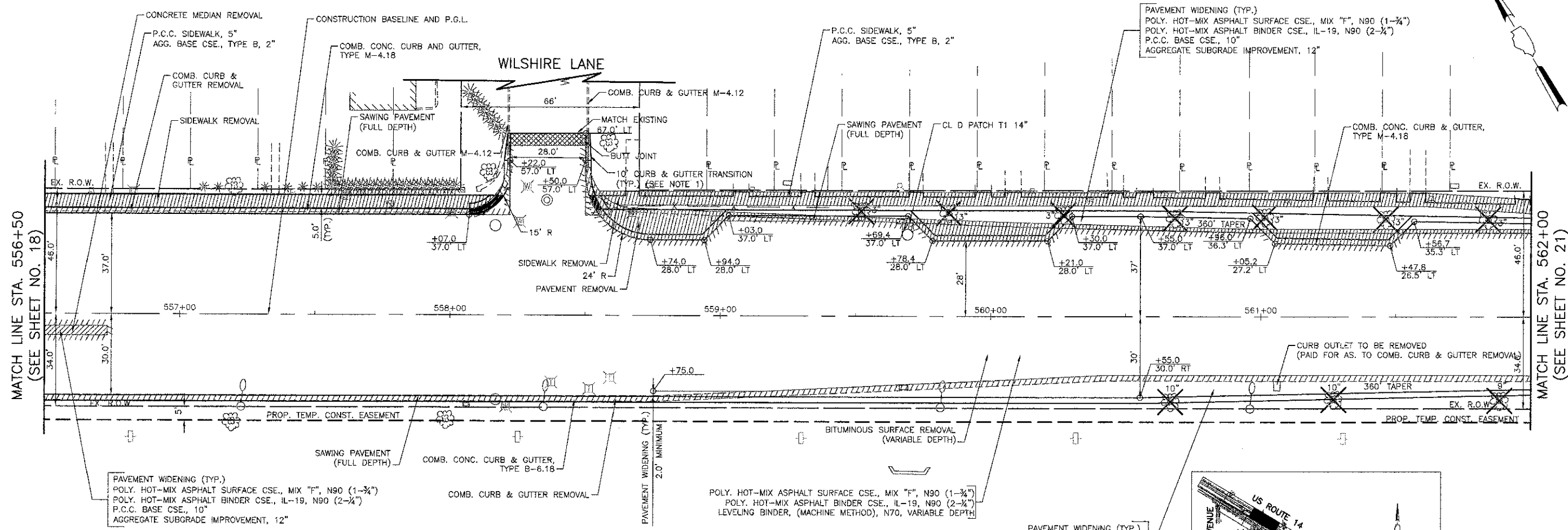
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		USER NAME = #USER# DESIGNED - RTM DRAWN - JRR CHECKED - RTM PLOT DATE = #DATE#	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	VERT. 0 5 10 HORIZ. 0 20 40 SCALE IN FEET	PLAN AND PROFILE - U.S. ROUTE 14 WEST SHEET NO. 2 OF 12 SHEETS STA. 551+00 TO STA. 556+50	F.A.U. RT. SECTION COUNTY TOTAL SHEETS SHEET NO. 3512 02-00177-00 WR COOK 142 19 PROJECT NO. M-8003(426) CONTRACT NO. 63514 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT
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BY	
PROFILE	
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PROFILE	
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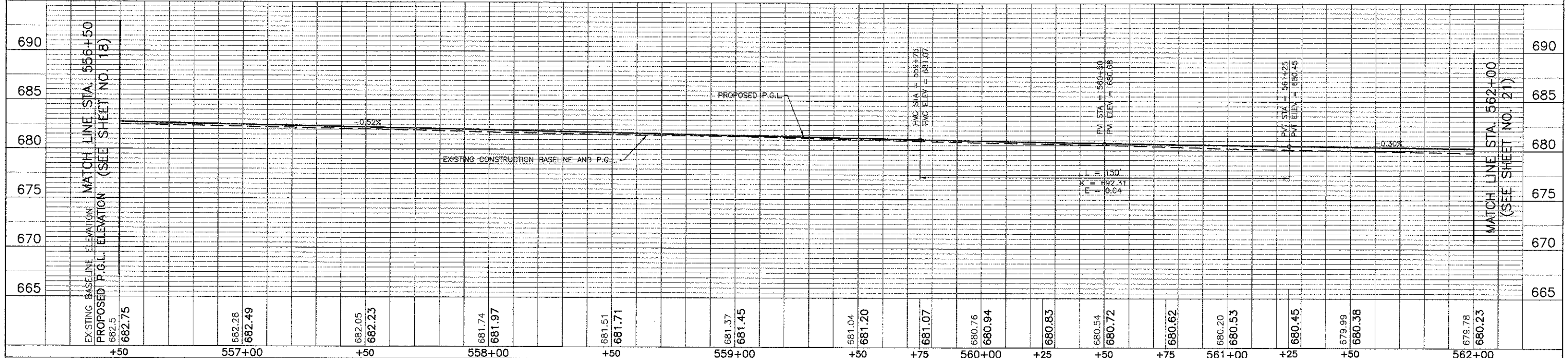
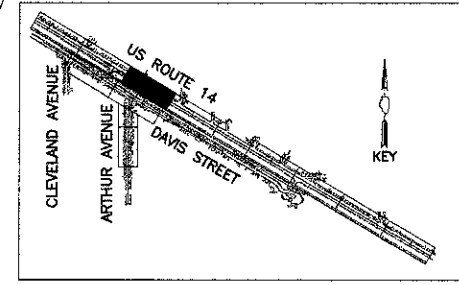


NOTES:  
 1. CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."

PAVEMENT WIDENING (TYP.)  
 POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-3/4")  
 P.C.C. BASE CSE., 10"  
 AGGREGATE SUBGRADE IMPROVEMENT, 12"

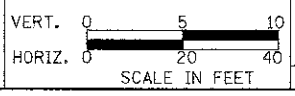
POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-3/4")  
 LEVELING BINDER, (MACHINE METHOD), N70, VARIABLE DEPTH

PAVEMENT WIDENING (TYP.)  
 POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-3/4")  
 P.C.C. BASE CSE., 10"  
 AGGREGATE SUBGRADE IMPROVEMENT, 12"



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLDT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLDT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



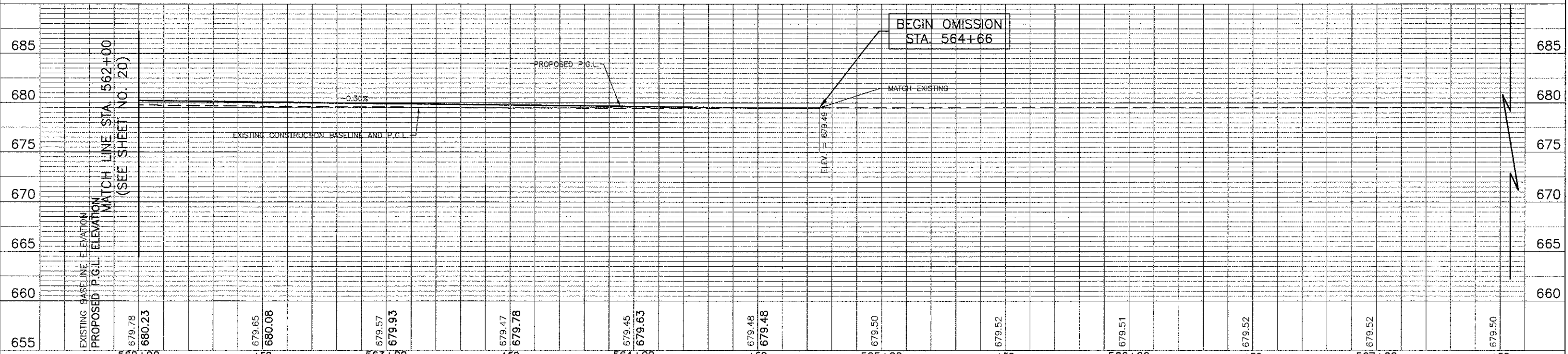
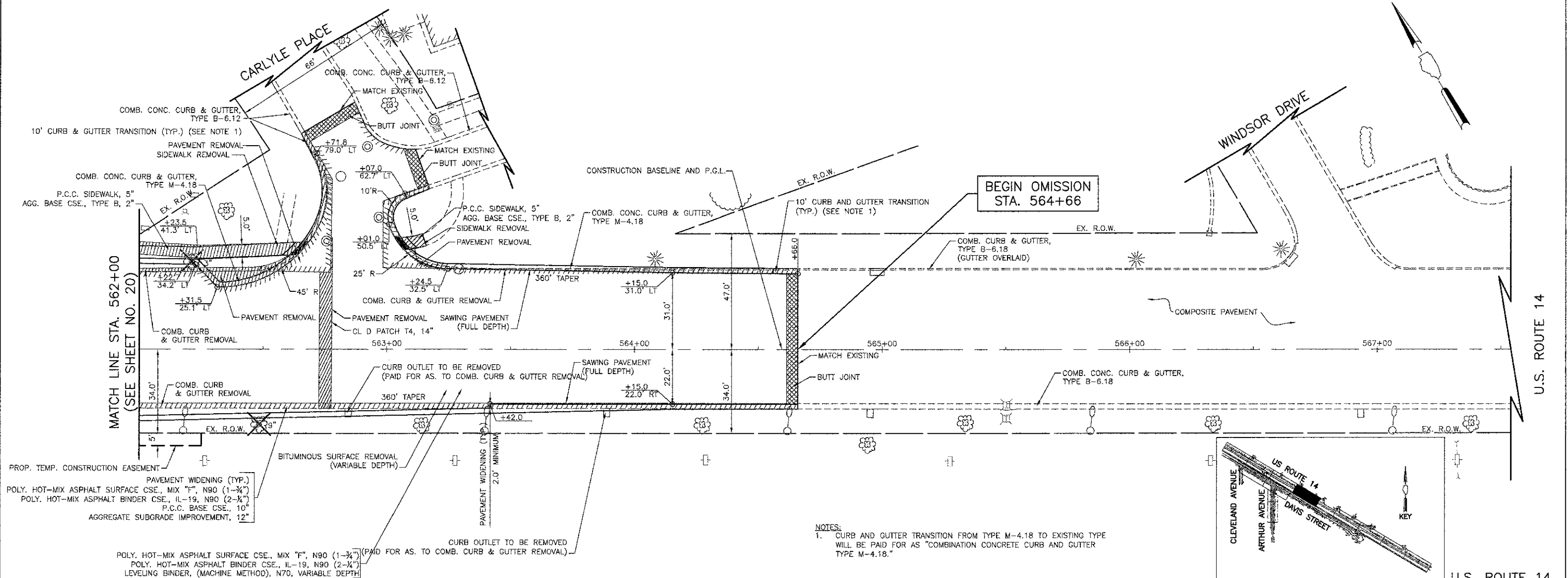
PLAN AND PROFILE - U.S. ROUTE 14 WEST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	20
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
PED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 3 OF 12 SHEETS STA. 556+50 TO STA. 562+00

DATE	
BY	
PLAN	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
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NO. 10	
NO. 11	
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NO. 14	
NO. 15	
NO. 16	
NO. 17	
NO. 18	
NO. 19	
NO. 20	

DATE	
BY	
PROFILE	
NO. 1	
NO. 2	
NO. 3	
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NO. 7	
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NO. 20	

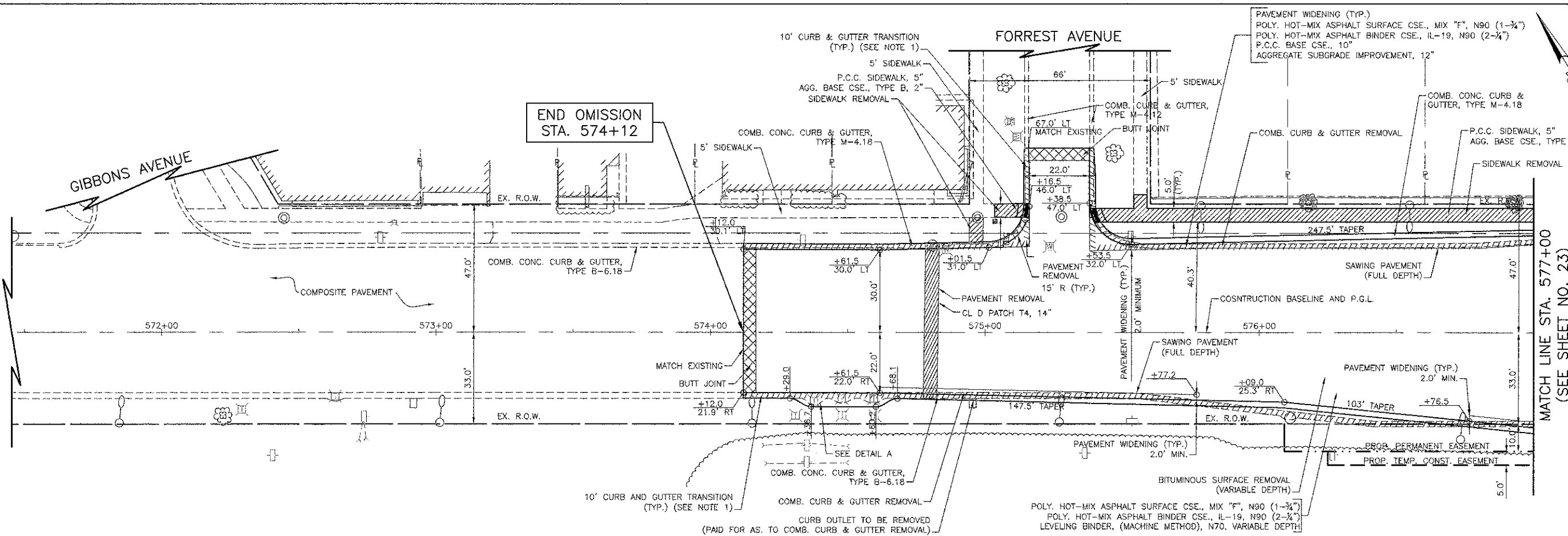


	USER NAME = #USER#	DESIGNED - RTM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	VERT. 0 5 10	<b>PLAN AND PROFILE - U.S. ROUTE 14 WEST</b>	F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 21
	PLOT SCALE = #SCALE#	CHECKED - RTM	REVISED -		HORIZ. 0 20 40		PROJECT NO. M-8003(426)	CONTRACT NO. 63514			
	PLOT DATE = #DATE#	DATE - 10/22/12	REVISED -		SCALE IN FEET		SHEET NO. 4 OF 12 SHEETS	STA. 562+00 TO STA. 564+66	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

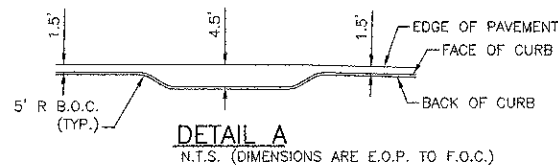
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REVISIONS	
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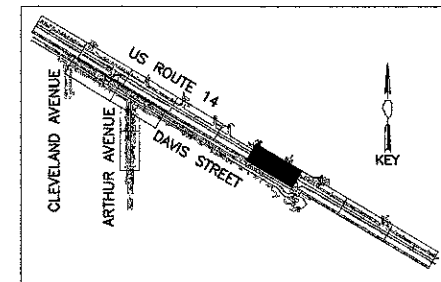
U.S. ROUTE 14



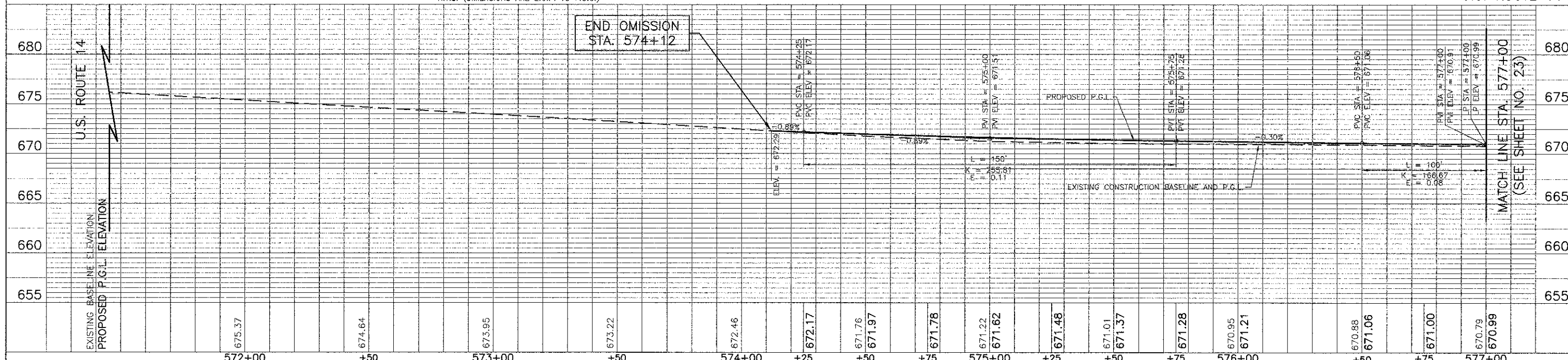
NOTES:  
1. CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."



NOTE:  
THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

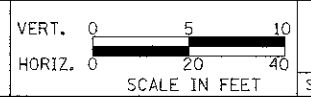


U.S. ROUTE 14



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



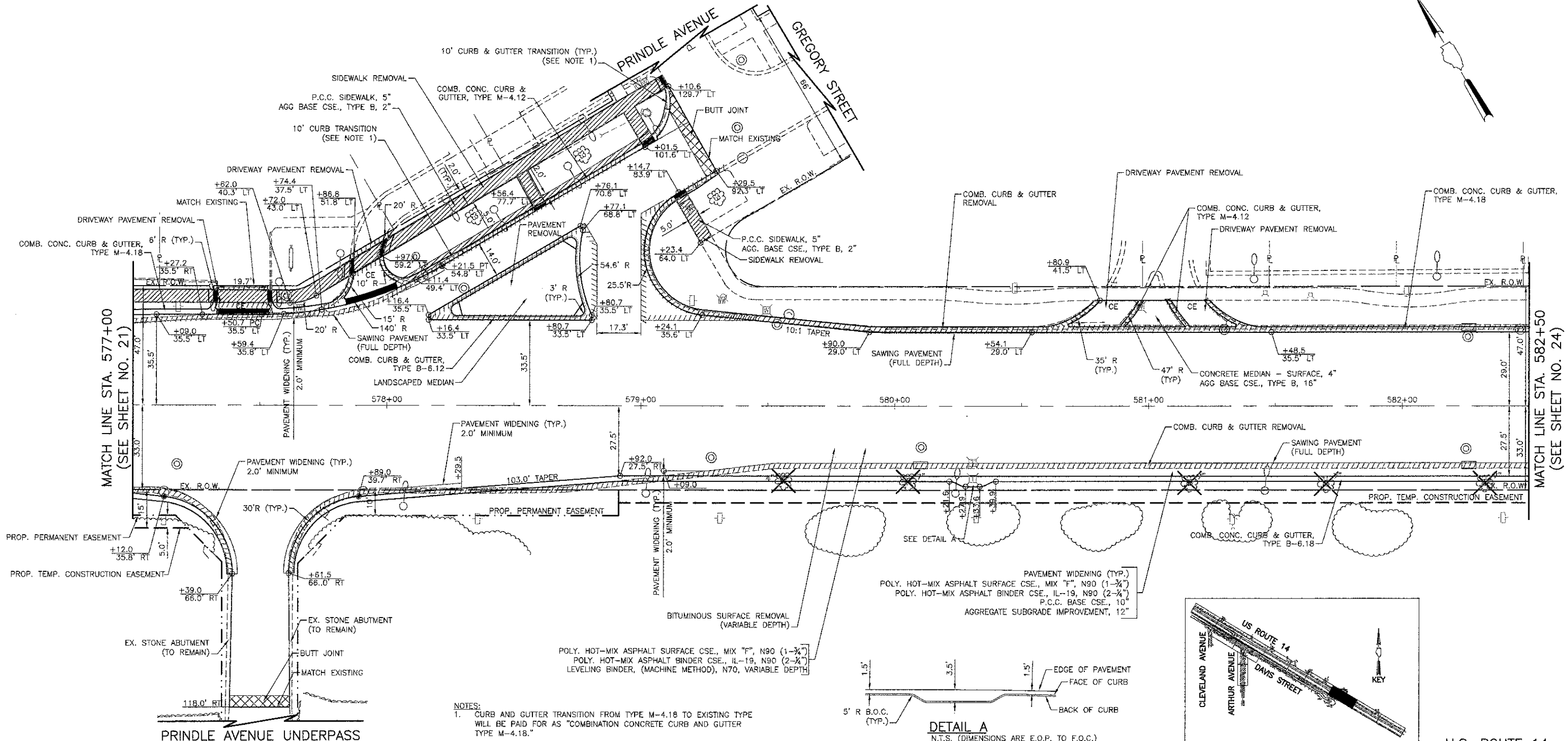
PLAN AND PROFILE - U.S. ROUTE 14 EAST

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 22
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

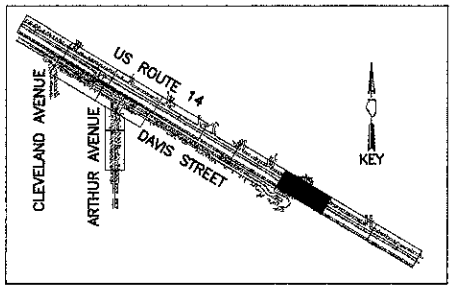
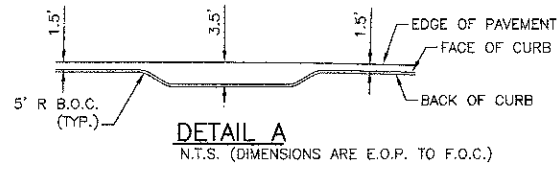
SHEET NO. 5 OF 12 SHEETS STA. 574+12 TO STA. 577+00

PLAN	DRAWN	DATE
BY		
CHECKED		
DATE		
NO.		

PROFILE	DRAWN	DATE
BY		
CHECKED		
DATE		
NO.		



NOTES:  
 1. CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."

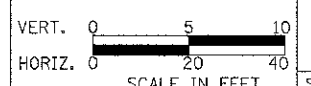


STATION	ELEVATION	DESCRIPTION
577+00	670.99	PVI STA = 577+00, PVI ELEV = 670.99
577+25	671.00	PVI STA = 577+00, PVI ELEV = 670.99
578+00	671.12	PVI STA = 578+00, PVI ELEV = 671.12
578+25	671.06	PVI STA = 578+00, PVI ELEV = 671.12
579+00	670.98	PVI STA = 579+00, PVI ELEV = 670.98
579+25	671.00	PVI STA = 579+00, PVI ELEV = 670.98
580+00	671.06	PVI STA = 580+00, PVI ELEV = 671.06
580+25	671.21	PVI STA = 580+00, PVI ELEV = 671.06
581+00	671.53	PVI STA = 581+00, PVI ELEV = 671.53
581+25	671.68	PVI STA = 581+00, PVI ELEV = 671.53
582+00	672.40	PVI STA = 582+00, PVI ELEV = 672.40
582+25	672.73	PVI STA = 582+00, PVI ELEV = 672.40
583+00	673.09	PVI STA = 583+00, PVI ELEV = 673.09



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

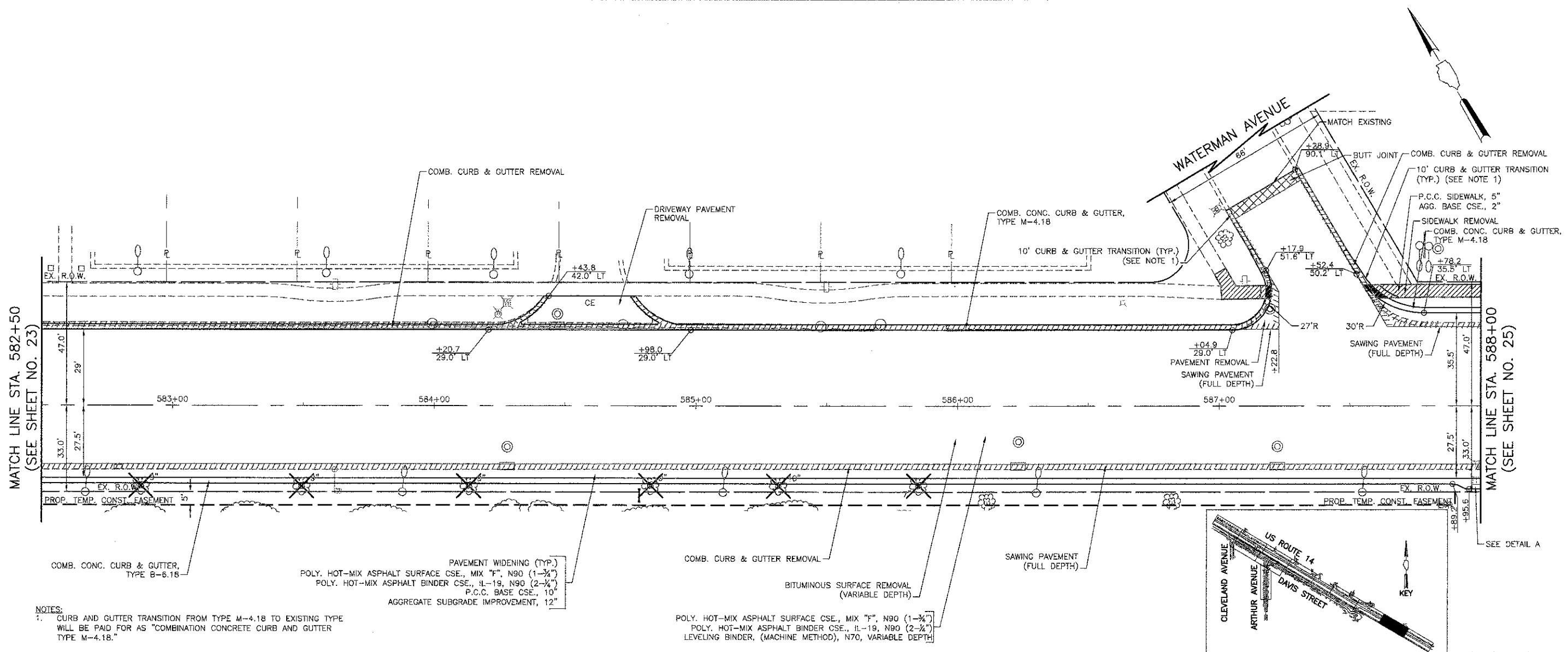


PLAN AND PROFILE - U.S. ROUTE 14 EAST  
 SHEET NO. 6 OF 12 SHEETS  
 STA. 577+00 TO STA. 582+50

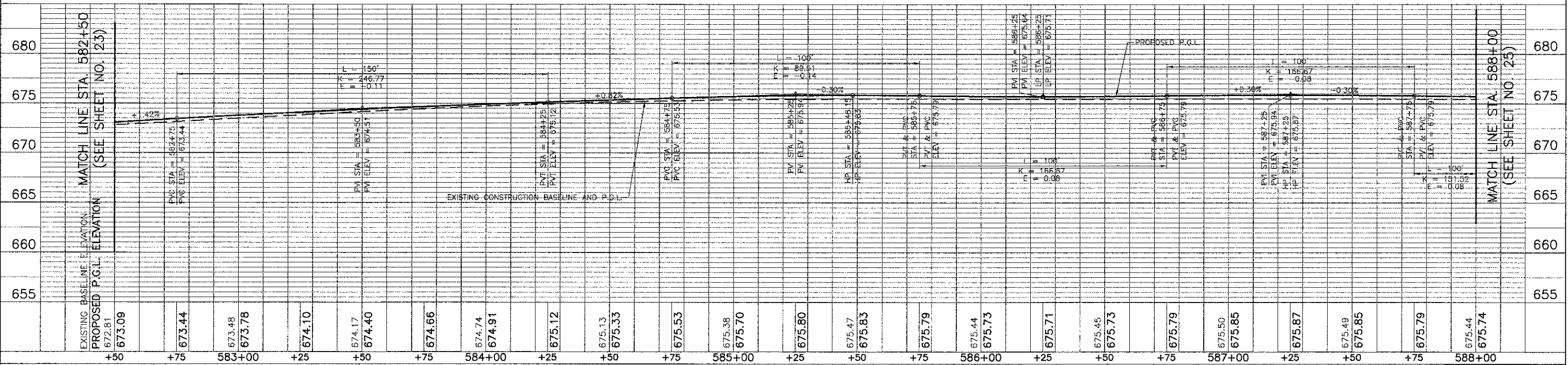
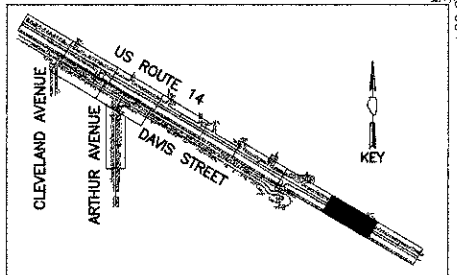
F.A.I.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	23
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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PLAN	SURVEYED
	PLOTTED
	NOTE BOOK
	ALIGNED
	CHECKED
	NO. _____
	FILE NAME
	NO. _____

DATE	
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PROFILE	SURVEYED
	PLOTTED
	NOTE BOOK
	GRADES CHECKED
	STRUCTURE NOTATIONS CHECKED
	NO. _____

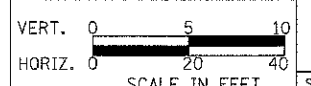


NOTES:  
 1. CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."  
 2. POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 3. POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-1/2")  
 4. P.C.C. BASE CSE., 10"  
 5. AGGREGATE SUBGRADE IMPROVEMENT, 12"  
 6. BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)  
 7. POLY. HOT-MIX ASPHALT SURFACE CSE., MIX "F", N90 (1-3/4")  
 8. POLY. HOT-MIX ASPHALT BINDER CSE., IL-19, N90 (2-1/2")  
 9. LEVELING BINDER, (MACHINE METHOD), N70, VARIABLE DEPTH



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



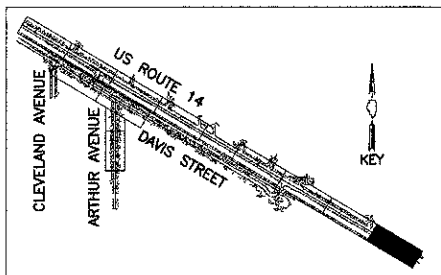
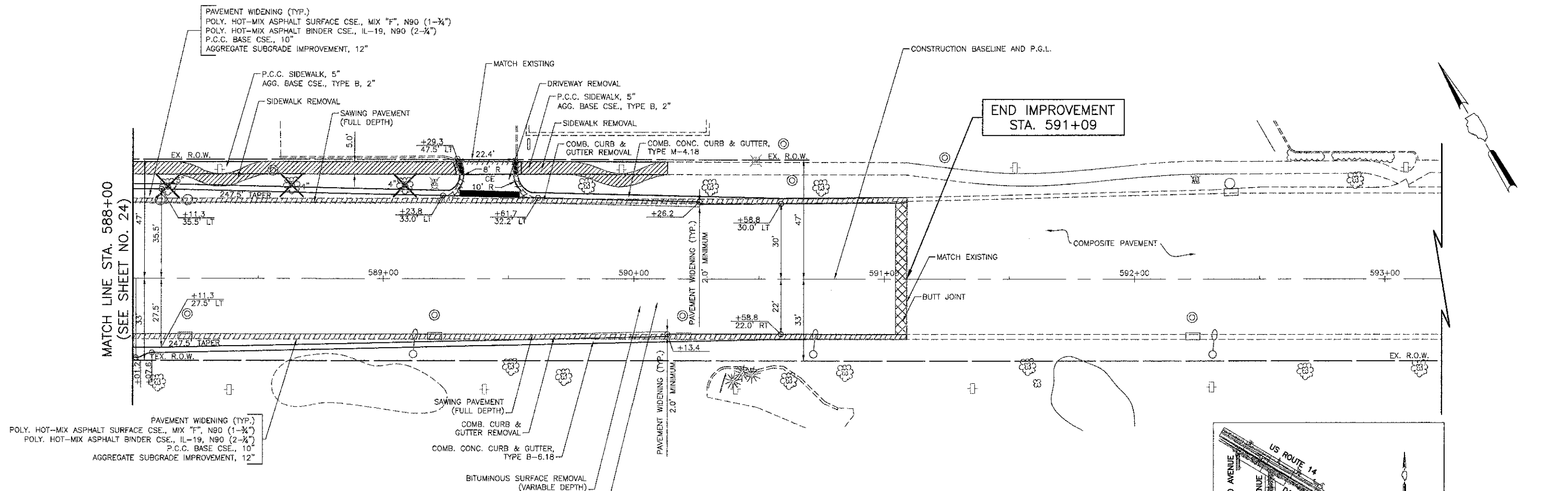
PLAN AND PROFILE - U.S. ROUTE 14 EAST  
 SHEET NO. 7 OF 12 SHEETS STA. 582+50 TO STA. 588+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	24
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



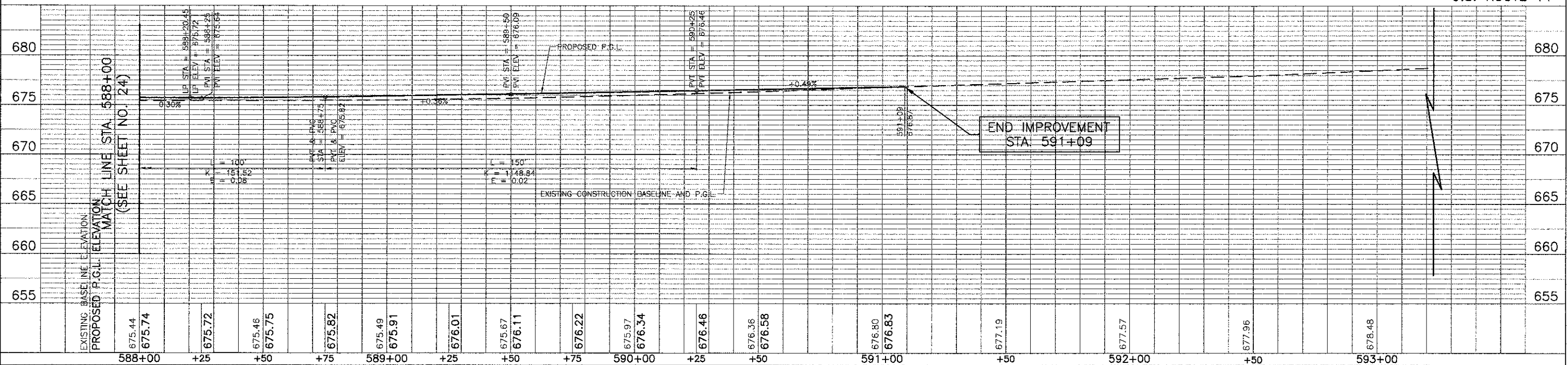
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U.S. ROUTE 14

NOTES:  
 1. CURB AND GUTTER TRANSITION FROM TYPE M-4.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.18."

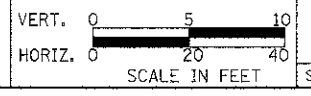


EXISTING BASELINE ELEVATION	675.44	675.74	675.72	675.46	675.75	675.82	675.49	675.91	676.01	675.67	676.11	676.22	675.97	676.34	676.46	676.36	676.58	676.80	676.83	677.19	677.57	677.96	678.48
PROPOSED P.G.L. ELEVATION	675.44	675.74	675.72	675.46	675.75	675.82	675.49	675.91	676.01	675.67	676.11	676.22	675.97	676.34	676.46	676.36	676.58	676.80	676.83	677.19	677.57	677.96	678.48



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

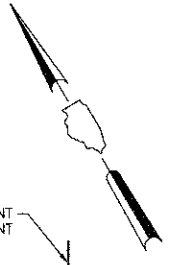
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN AND PROFILE - U.S. ROUTE 14 EAST

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 25
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 8 OF 12 SHEETS STA. 588+00 TO STA. 591+09



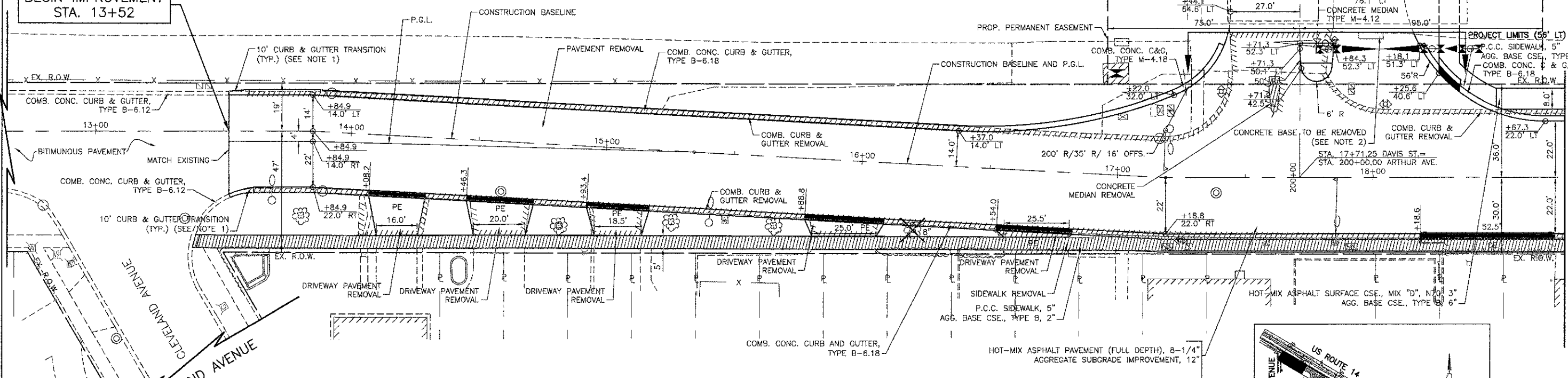
RAILROAD CROSSING  
MATCH LINE STA. 200+80  
(SEE SHEET NO. 20)

UNION PACIFIC RAILROAD

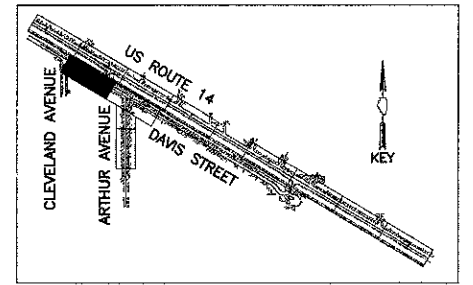
BEGIN IMPROVEMENT  
STA. 13+52

MATCH LINE STA. 18+75  
(SEE SHEET NO. 27)

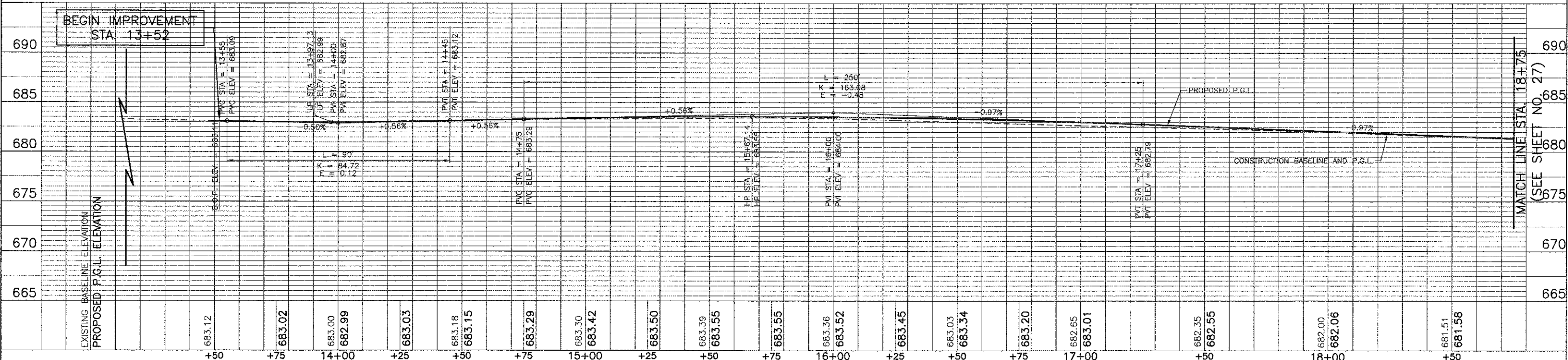
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DESCRIPTION	



- NOTES:
1. CURB AND GUTTER TRANSITION FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
  2. THE ABANDONED CONCRETE BASE TO BE REMOVED SHALL BE PAID FOR AS PART OF THE CONTRACT PAY ITEM "PAVEMENT REMOVAL."
  3. ALL STATION OFFSET CALLOUTS ARE BASED ON THE DAVIS STREET CONSTRUCTION BASELINE.

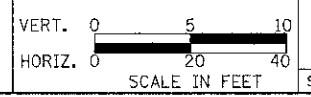


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USER NAME = #USER#	DESIGNED - RTM	REVISED - 7/6/11 UPRR COMMENTS
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PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

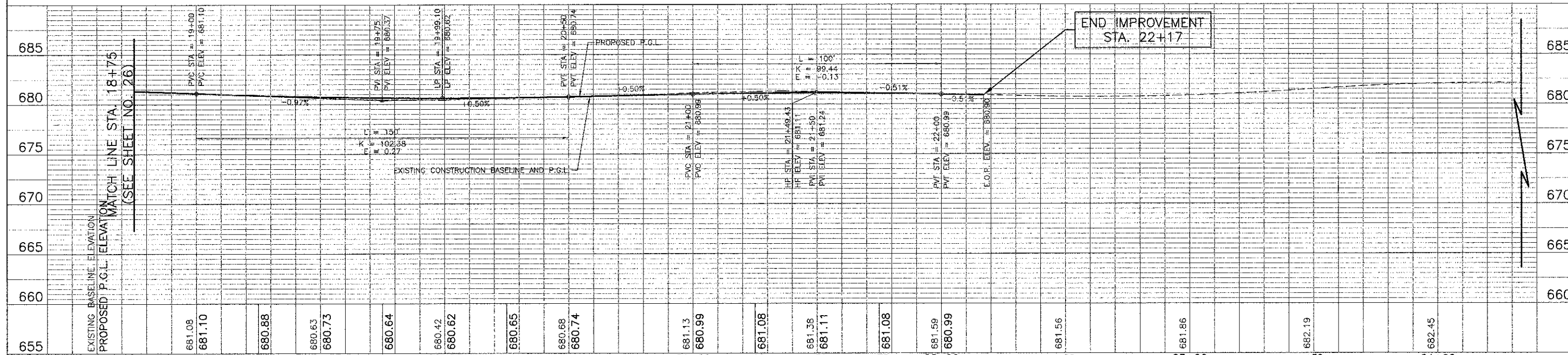
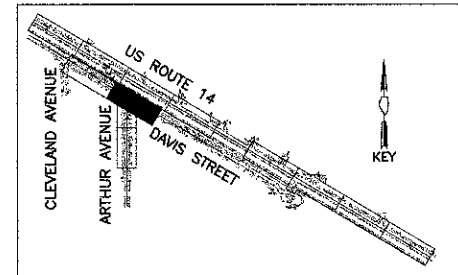
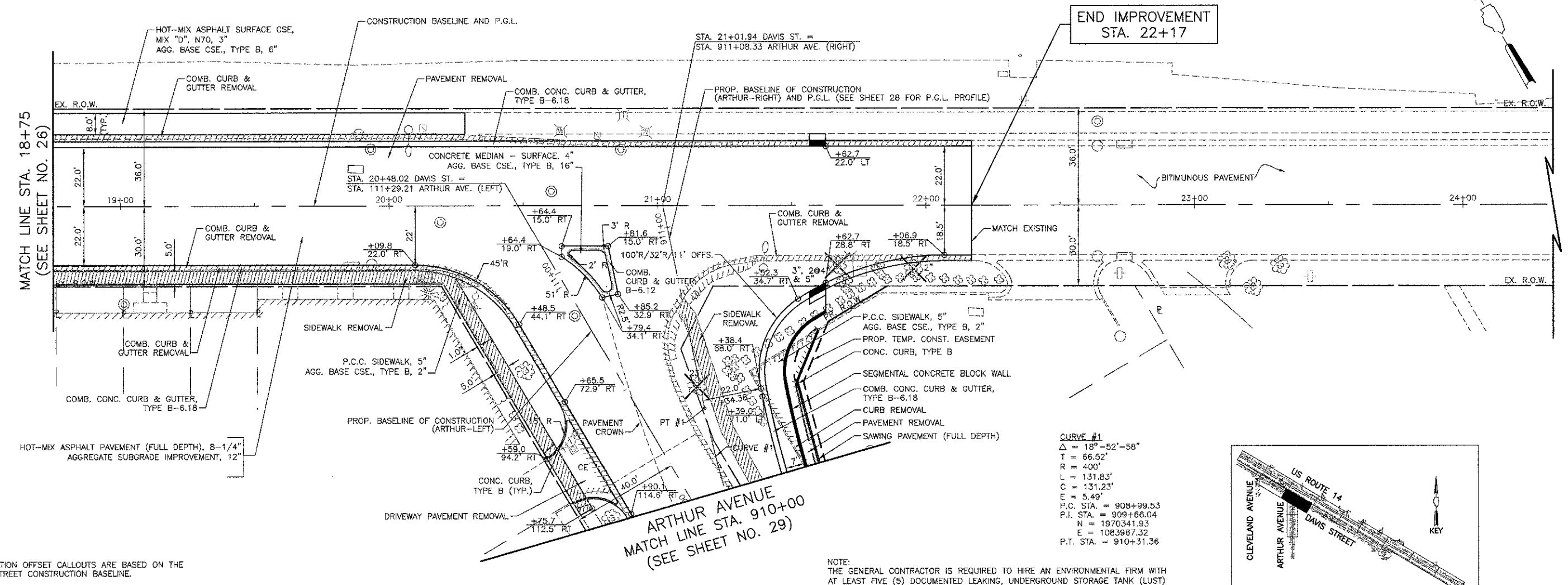


PLAN AND PROFILE - DAVIS STREET  
SHEET NO. 9 OF 12 SHEETS STA. 13+52 TO STA. 18+75

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	26
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	BY	BY	DATE

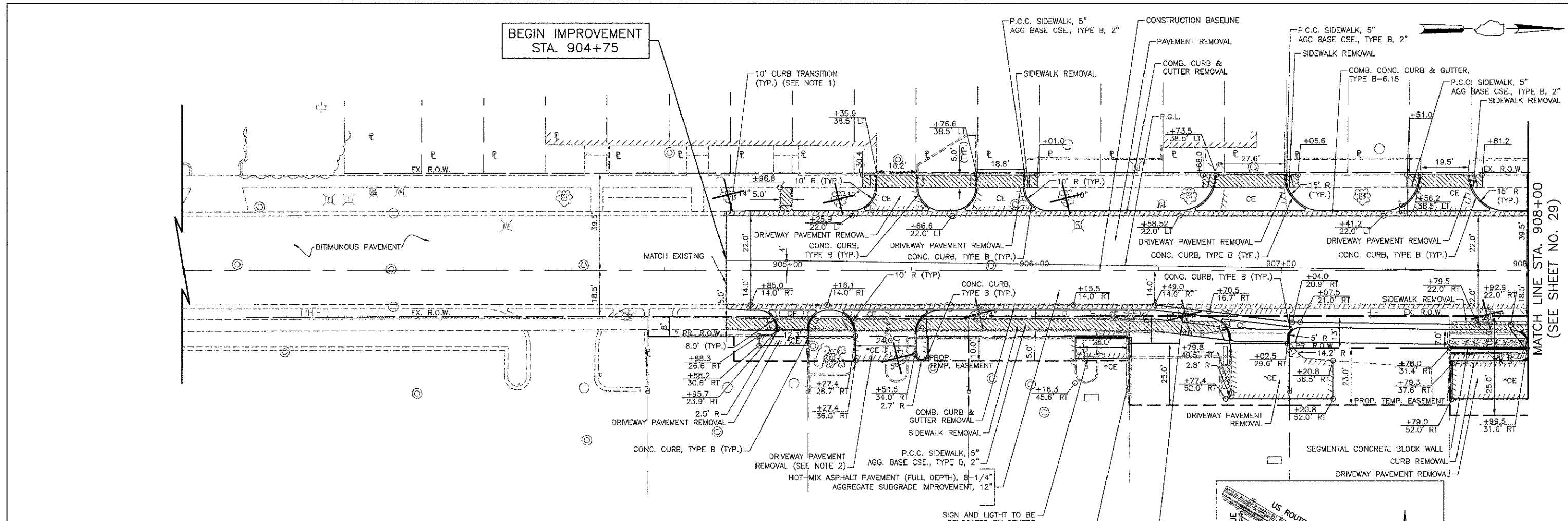
DATE	BY	BY	DATE



650	CIVILTECH	USER NAME = #USER#	DESIGNED - RTM	REVISIONS - 11/07/12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	VERT. 0 5 10 HORIZ. 0 20 40 SCALE IN FEET	PLAN AND PROFILE - DAVIS STREET	F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 27
		PLOT SCALE = #SCALE#	CHECKED - RTM	REVISIONS -				PROJECT NO. M-8003(426)	CONTRACT NO. 63514			
		PLOT DATE = #DATE#	DATE - 10/22/12	REVISIONS -				FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

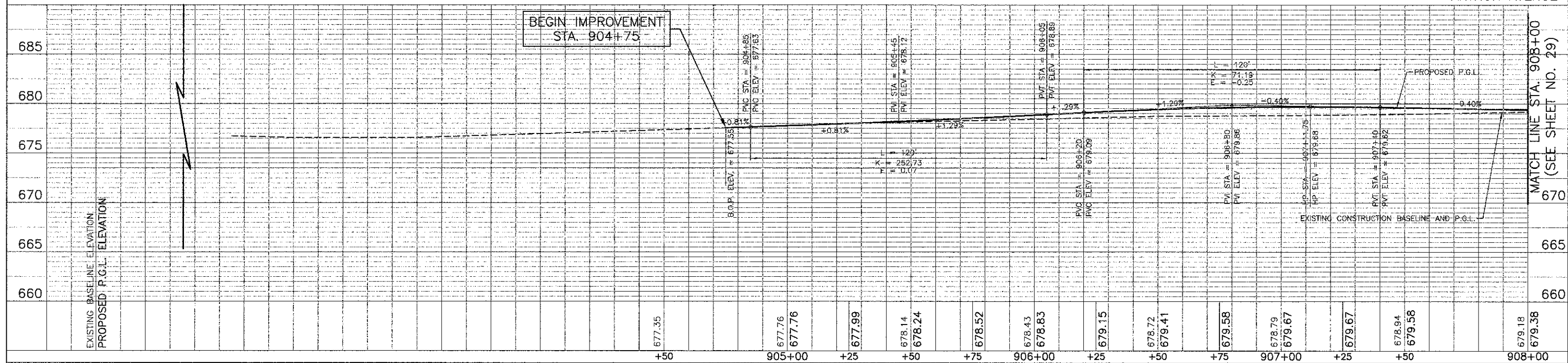
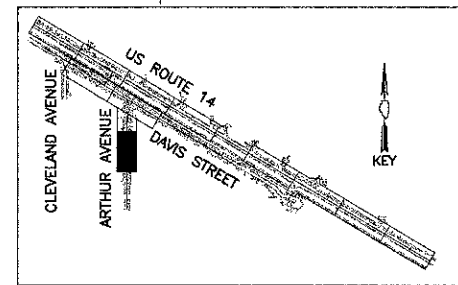
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PLAN	
NOTE BOOK NO.	

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PROFILE	
NOTE BOOK NO.	



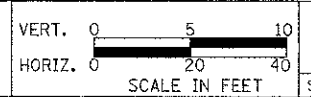
NOTES:  
 1. CURB AND GUTTER TRANSITION FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."

\*CE - HMA DRIVEWAYS TO MATCH EXISTING REFERENCE BD-01 AND BD-02 DISTRICT ONE DETAILS. INCLUDES AGGREGATE BASE CSE., TYPE B, 3"



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



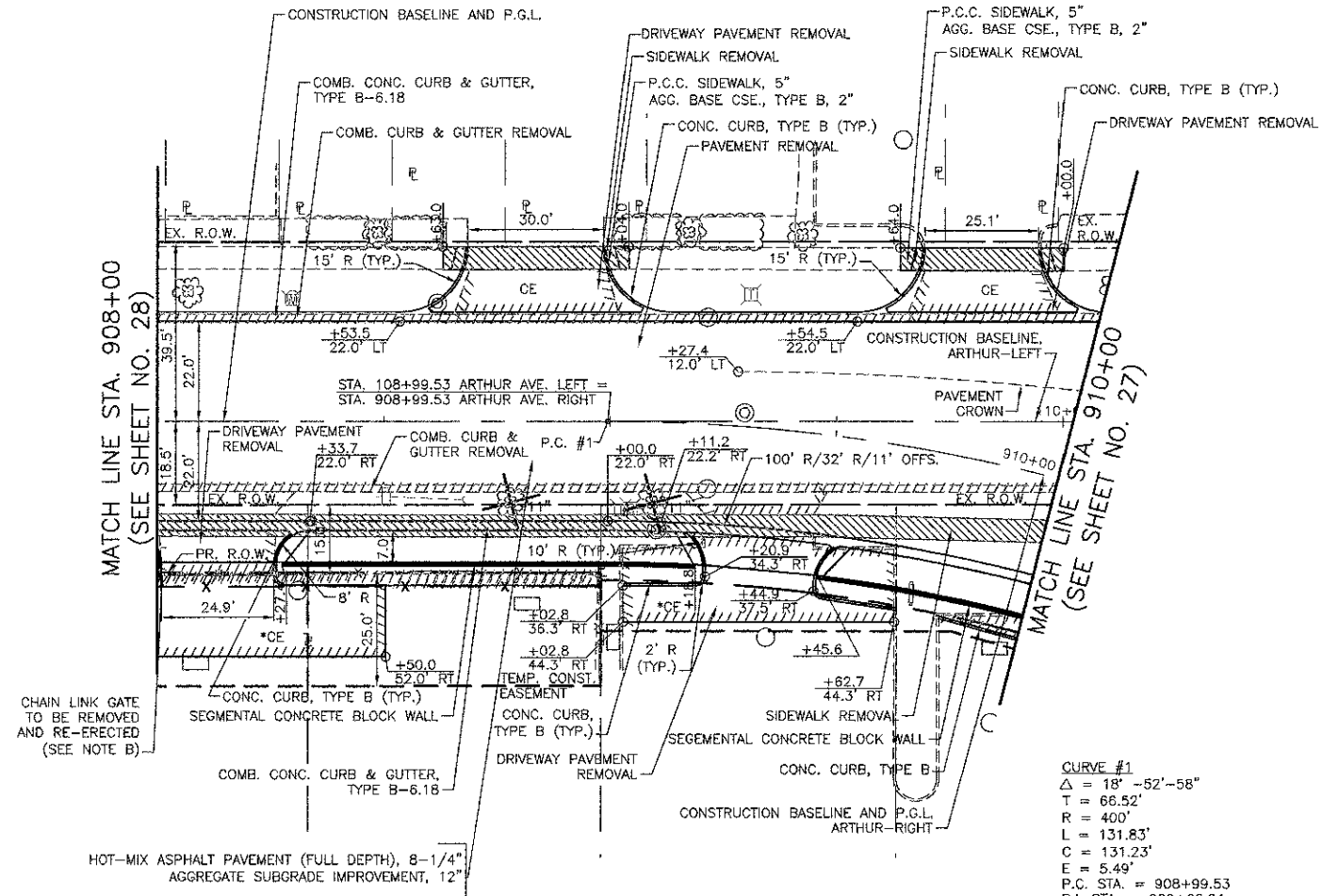
PLAN AND PROFILE - ARTHUR AVENUE

F.A.U. RTE. 3512	SECTION 02-00117-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 28
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 11 OF 12 SHEETS STA. 904+75 TO STA. 908+00

PLAN	SURVEYED	DATE
	DESIGNED	BY
	CHECKED	
	NOTED	
	STRUCTURE NOTATIONS CHNG	
	NO.	

PROFILE	SURVEYED	DATE
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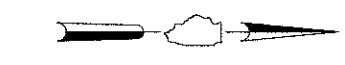


**CURVE #1**  
 $\Delta = 18^\circ - 52' - 58''$   
 $T = 66.52'$   
 $R = 400'$   
 $L = 131.83'$   
 $C = 131.23'$   
 $E = 5.49'$   
P.C. STA. = 908+99.53  
P.I. STA. = 909+66.04  
N = 1970341.93  
E = 1083967.32  
P.T. STA. = 910+31.36

NOTE:  
ALL STATION OFFSET CALLOUTS ARE BASED ON THE ARTHUR-LEFT CONSTRUCTION BASELINE.

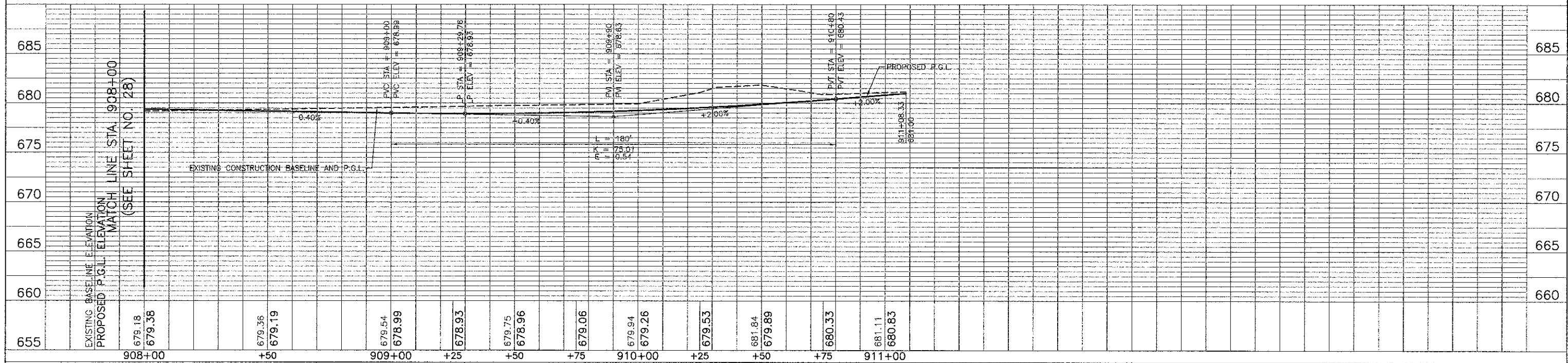
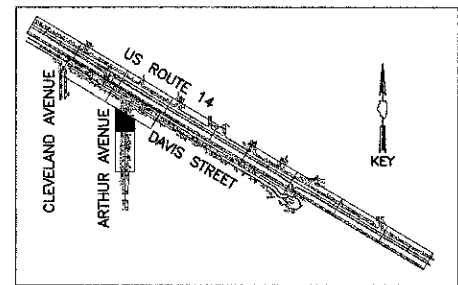
\*CE - HMA DRIVEWAYS TO MATCH EXISTING REFERENCE BD-01 AND BD-02 DISTRICT ONE DETAILS. INCLUDES AGGREGATE BASE CSE., TYPE B, 3"

**ARTHUR AVENUE**



NOTE:  
THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING, UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

NOTE B: CHAIN LINK GATE TO BE REMOVED AND RE-ERECTED  
THE CONTRACTOR SHALL BE AWARE OF THE LOCATION OF AN EXISTING MECHANICALLY OPERATED CHAIN LINK GATE AND CHAIN LINK GATE ASSEMBLY AT APPROXIMATELY STATION 908+13, ALONG ARTHUR AVENUE ALIGNMENT.  
THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS TO AVOID DAMAGE TO THE ABOVE-MENTIONED GATE SYSTEM AND SHALL PERFORM WORK IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 664.  
THIS WORK SHALL CONSIST OF ADJUSTING AND RELOCATING THE EXISTING CHAIN LINK GATE AND CHAIN LINK GATE ASSEMBLY TO ACCOMMODATE THE PROPOSED IMPROVEMENTS IN ORDER TO PROHIBIT ACCESS TO THE PROTECTED PROPERTY AT THE LOCATION SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR CHAIN LINK GATE TO BE REMOVED AND RE-ERECTED.

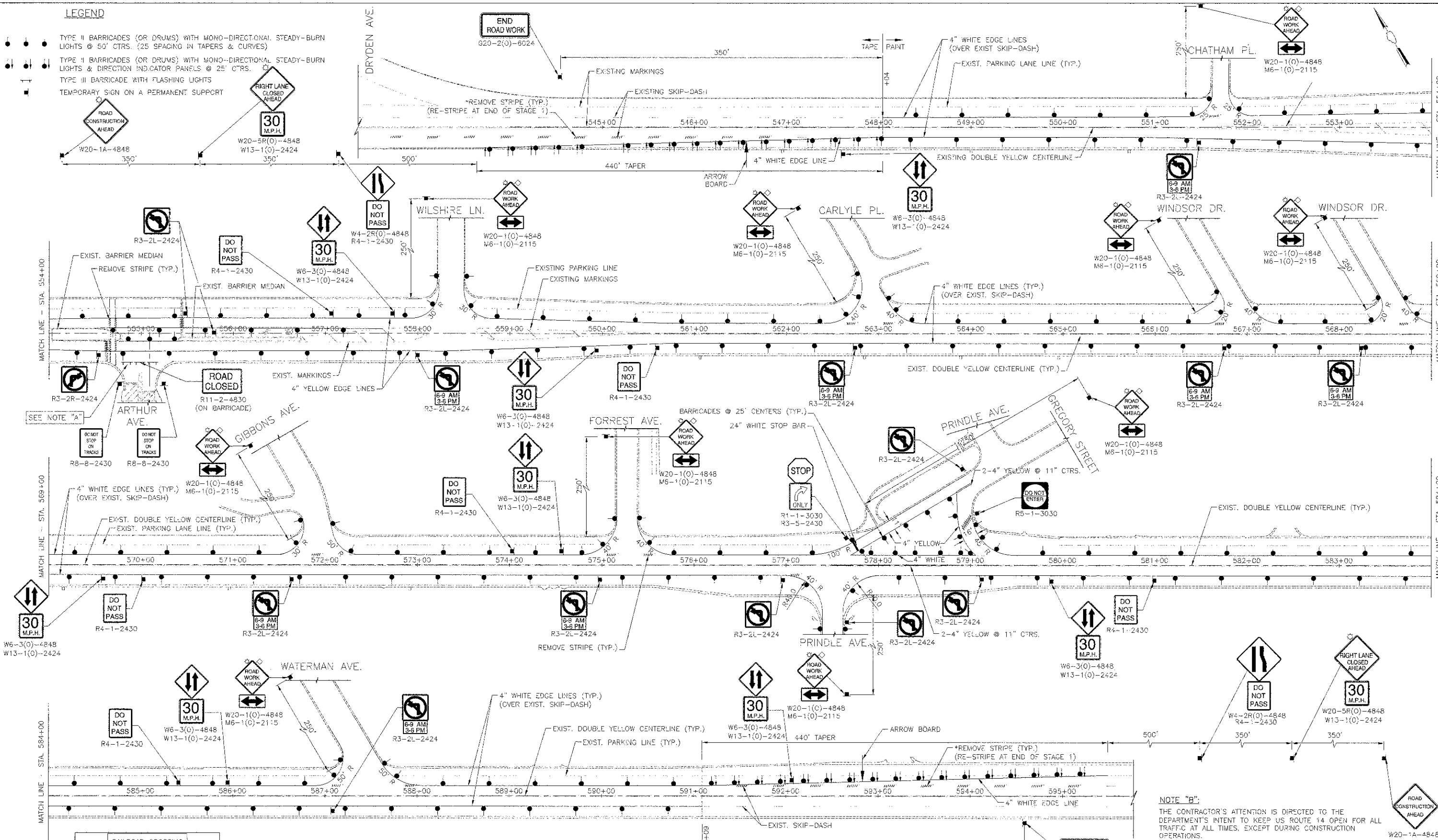


**LEGEND**

- ● ● TYPE I BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS & CURVES)
- ● ● TYPE II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- ● ● TYPE III BARRICADE WITH FLASHING LIGHTS
- □ □ TEMPORARY SIGN ON A PERMANENT SUPPORT

DATE	BY	REVISION

DATE	BY	REVISION



DETAIL "A"

RAILROAD CROSSING WILL BE CLOSED AT ARTHUR AVENUE BEGINNING

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

**NOTE "A":**  
CROSSING SHALL BE CLOSED AT THE DIRECTION OF THE UNION PACIFIC RAILROAD AND ENGINEER, AND REMAIN CLOSED DURING CONSTRUCTION UNTIL COMPLETED FULL-WIDTH ACROSS THE TRACKS, TO INCLUDE ALL PERMANENT LANE CONFIGURATIONS AND THE ASSOCIATED PERMANENT SIGNAL AND RAILROAD WARNING DEVICE SYSTEMS HAVE BEEN COMPLETED. AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERRECTED AT LOCATIONS DESIGNATED BY THE ENGINEER. OPENING OF THE CROSSING SHALL NOT OCCUR UNTIL THE PERMANENT TRAFFIC SIGNAL AND RAILROAD WARNING DEVICES HAVE BEEN INSPECTED BY APPROPRIATE AGENCIES. (SEE DETAIL "A").

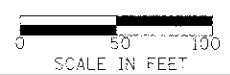
WHEN A GRADE CROSSING EXISTS EITHER WITHIN OR IN THE VICINITY OF A TEMPORARY TRAFFIC CONTROL ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE HIGHWAY VEHICLES TO STOP ON THE RAILROAD OR LRT TRACKS, UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AT THE GRADE CROSSING TO MINIMIZE THE POSSIBILITY OF HIGHWAY VEHICLES STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

**NOTE "B":**  
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE DEPARTMENT'S INTENT TO KEEP US ROUTE 14 OPEN FOR ALL TRAFFIC AT ALL TIMES, EXCEPT DURING CONSTRUCTION OPERATIONS. DURING CONSTRUCTION OPERATIONS, AT LEAST ONE THROUGH LANE FOR EACH DIRECTION OF TRAFFIC SHALL BE MAINTAINED ALONG THE ROADWAYS AT ALL TIMES, AND US ROUTE 14 LEFT TURN LANES SHALL BE MAINTAINED FOR APPROACHES AT THE INTERSECTION OF PRINDLE AVENUE AND ARTHUR AVENUE. ANY SHORT TERM CONSTRUCTION ACTIVITY THAT REQUIRES ENCROACHMENT ON THE LANES OPEN FOR TRAFFIC SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPLICABLE I.D.C.T. TRAFFIC CONTROL STANDARDS.



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/30/2012
PLCT SCALE = #SCALE#	DRAWN - JRR	REVISED -
P.OT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SUGGESTED CONSTRUCTION PROCEDURE**  
**TRAFFIC CONTROL DEVICES FOR STAGE 1**

SHEET NO. 1 OF 2 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	30
PROJECT NO. M-8003426	CONTRACT NO. 63514			

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

MATCH LINE - STA. 554+00

MATCH LINE - STA. 569+00

MATCH LINE - STA. 584+00

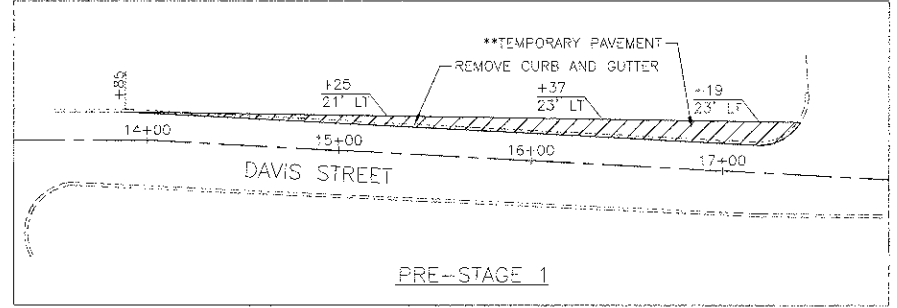
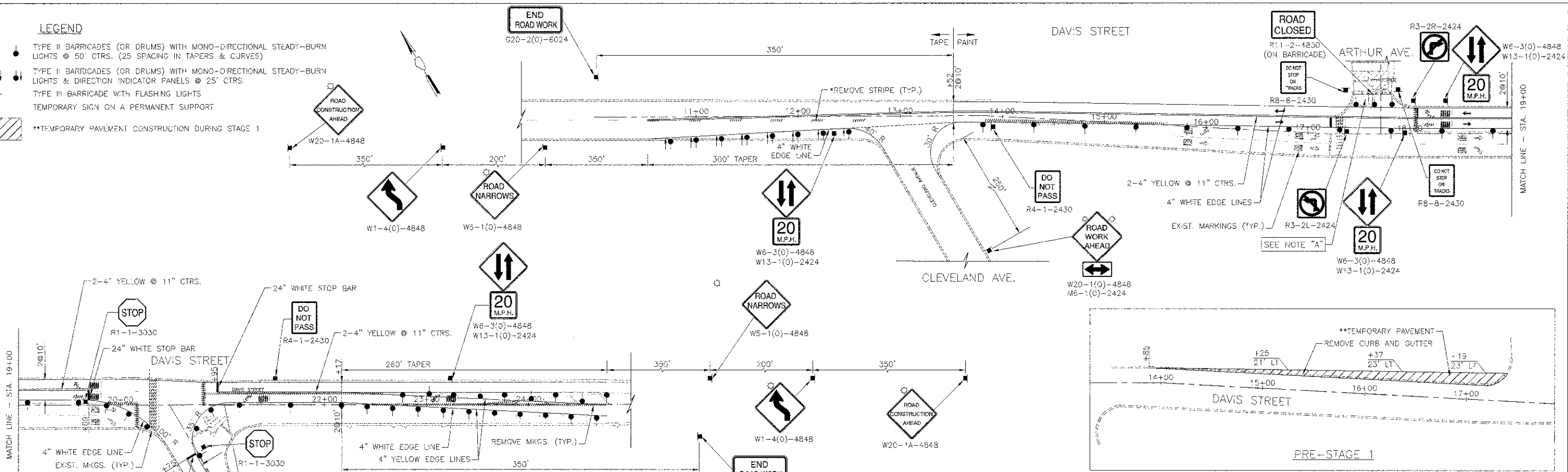
W20-1A-4848

**LEGEND**

- ● ● TYPE II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25 SPACING IN TAPERS & CURVES)
- ● ● TYPE II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY SIGN ON A PERMANENT SUPPORT
- ▨ \*\*TEMPORARY PAVEMENT CONSTRUCTION DURING STAGE 1

DATE	
BY	
PLAN	
DATE	
BY	
PROFIL	
DATE	
BY	

DATE	
BY	
PROFIL	
DATE	
BY	

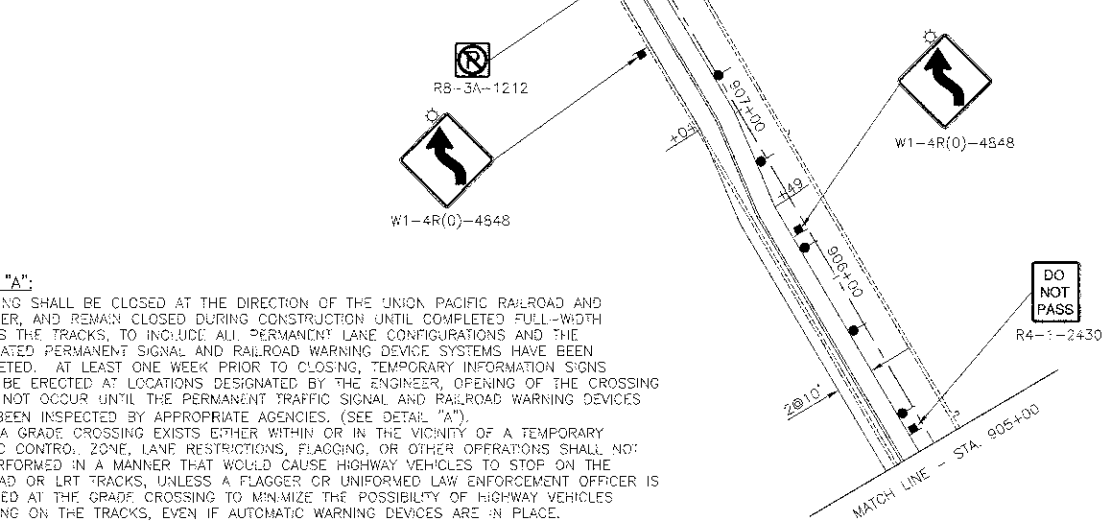


**RAILROAD CROSSING WILL BE CLOSED AT ARTHUR AVENUE BEGINNING**

**TEMPORARY INFORMATION SIGN**

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

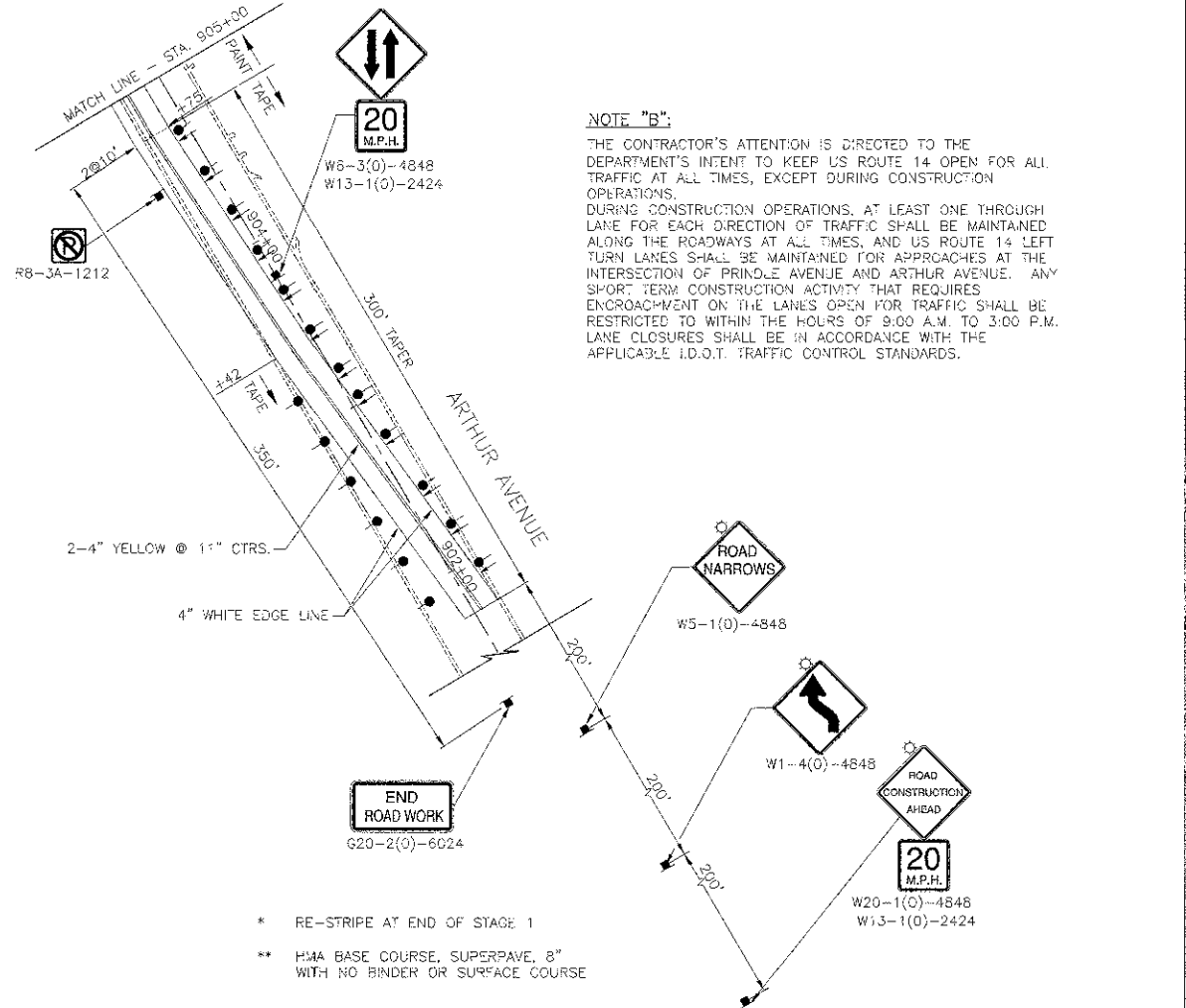
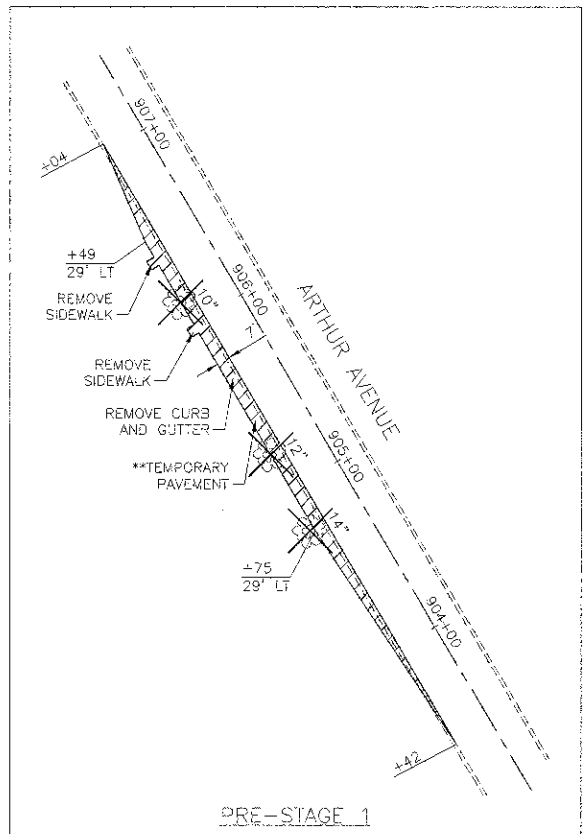
**DETAIL "A"**



**NOTE "A":**

CROSSING SHALL BE CLOSED AT THE DIRECTION OF THE UNION PACIFIC RAILROAD AND ENGINEER, AND REMAIN CLOSED DURING CONSTRUCTION UNTIL COMPLETED FULL-WIDTH ACROSS THE TRACKS, TO INCLUDE ALL PERMANENT LANE CONFIGURATIONS AND THE ASSOCIATED PERMANENT SIGNAL AND RAILROAD WARNING DEVICE SYSTEMS HAVE BEEN COMPLETED. AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERECTED AT LOCATIONS DESIGNATED BY THE ENGINEER, OPENING OF THE CROSSING SHALL NOT OCCUR UNTIL THE PERMANENT TRAFFIC SIGNAL AND RAILROAD WARNING DEVICES HAVE BEEN INSPECTED BY APPROPRIATE AGENCIES. (SEE DETAIL "A").

WHEN A GRADE CROSSING EXISTS EITHER WITHIN OR IN THE VICINITY OF A TEMPORARY TRAFFIC CONTROL ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE HIGHWAY VEHICLES TO STOP ON THE RAILROAD OR LRT TRACKS, UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AT THE GRADE CROSSING TO MINIMIZE THE POSSIBILITY OF HIGHWAY VEHICLES STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.



**NOTE "B":**

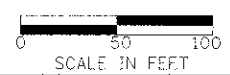
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE DEPARTMENT'S INTENT TO KEEP US ROUTE 14 OPEN FOR ALL TRAFFIC AT ALL TIMES, EXCEPT DURING CONSTRUCTION OPERATIONS. DURING CONSTRUCTION OPERATIONS, AT LEAST ONE THROUGH LANE FOR EACH DIRECTION OF TRAFFIC SHALL BE MAINTAINED ALONG THE ROADWAYS AT ALL TIMES, AND US ROUTE 14 LEFT TURN LANES SHALL BE MAINTAINED FOR APPROACHES AT THE INTERSECTION OF PRINDLE AVENUE AND ARTHUR AVENUE. ANY SHORT TERM CONSTRUCTION ACTIVITY THAT REQUIRES ENCROACHMENT ON THE LANES OPEN FOR TRAFFIC SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPLICABLE I.D.O.T. TRAFFIC CONTROL STANDARDS.

- \* RE-STRIPE AT END OF STAGE 1
- \*\* HMA BASE COURSE, SUPERPAVE, 8" WITH NO BINDER OR SURFACE COURSE



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/30/2012
PL0" SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**





**SUGGESTED CONSTRUCTION PROCEDURE  
TRAFFIC CONTROL DEVICES FOR STAGE 1**

SHEET NO. 2 OF 2 SHEETS

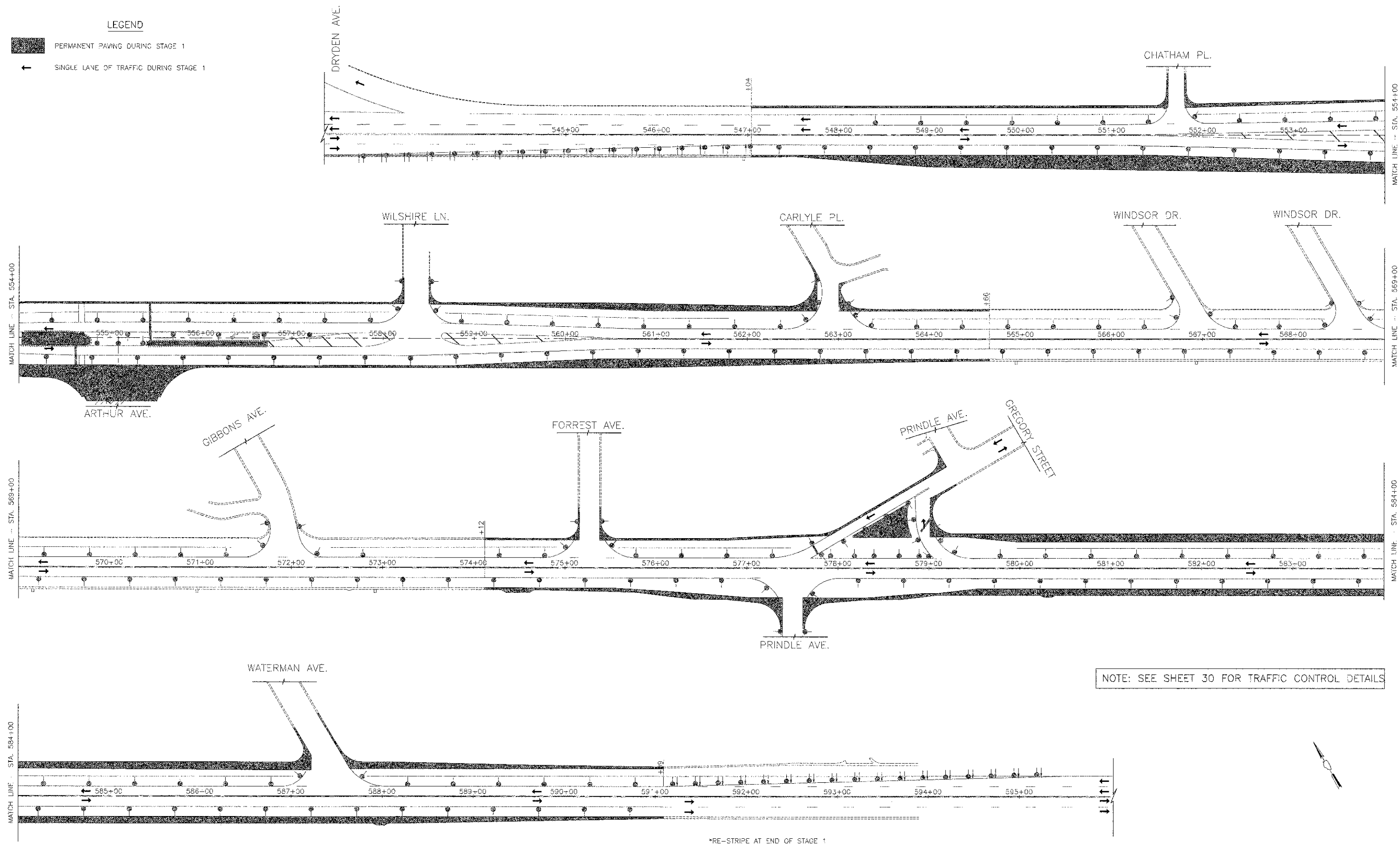
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	31
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

-  PERMANENT PAVING DURING STAGE 1
-  SINGLE LANE OF TRAFFIC DURING STAGE 1

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	

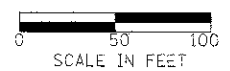


NOTE: SEE SHEET 30 FOR TRAFFIC CONTROL DETAILS



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION






**SUGGESTED CONSTRUCTION PROCEDURE  
PAVEMENT CONSTRUCTION FOR STAGE 1**

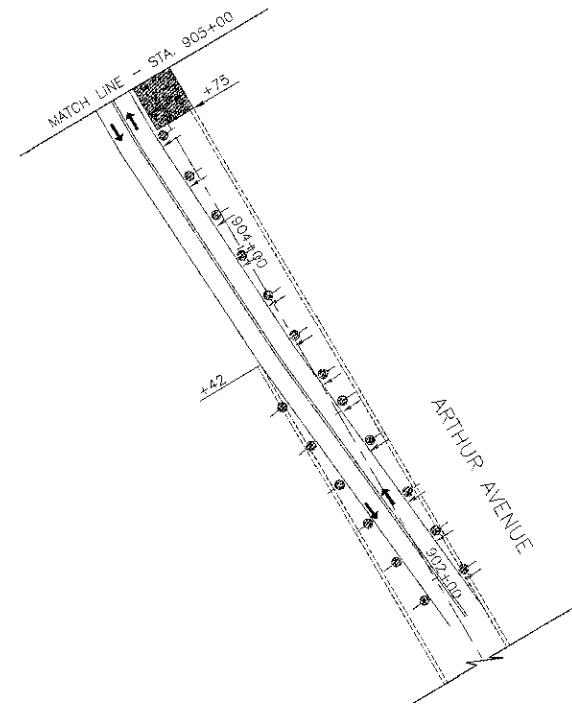
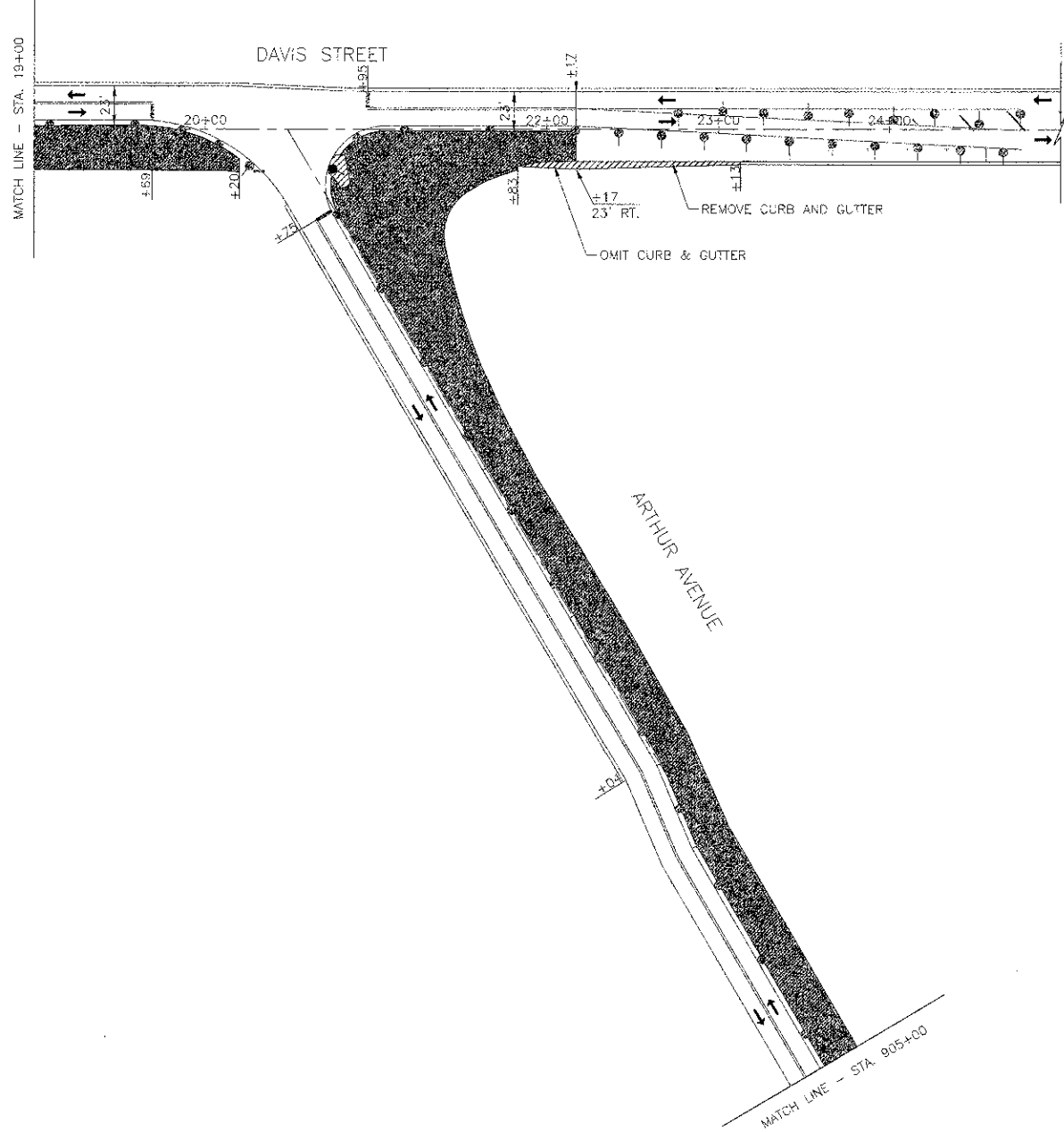
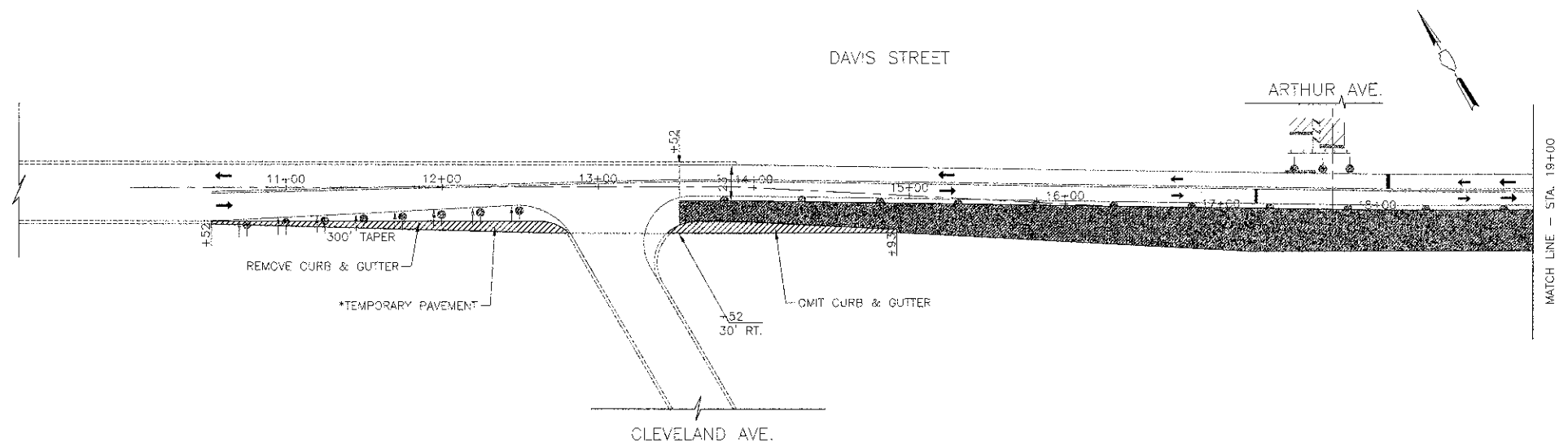
SHEET NO. 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	32
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LEGEND**

-  PERMANENT PAVING DURING STAGE 1
-  \*TEMPORARY PAVEMENT CONSTRUCTION DURING STAGE 1
-  SINGLE LANE OF TRAFFIC DURING STAGE 1
- \*HOT-VIX ASPHALT BINDER COURSE, 8" WITH NO SURFACE COURSE



NOTE: SEE SHEET 31 FOR TRAFFIC CONTROL DETAILS

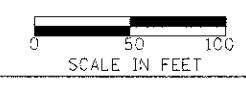
DATE	
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLGT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SUGGESTED CONSTRUCTION PROCEDURE  
PAVEMENT CONSTRUCTION FOR STAGE 1**

SHEET NO. 2 OF 2 SHEETS

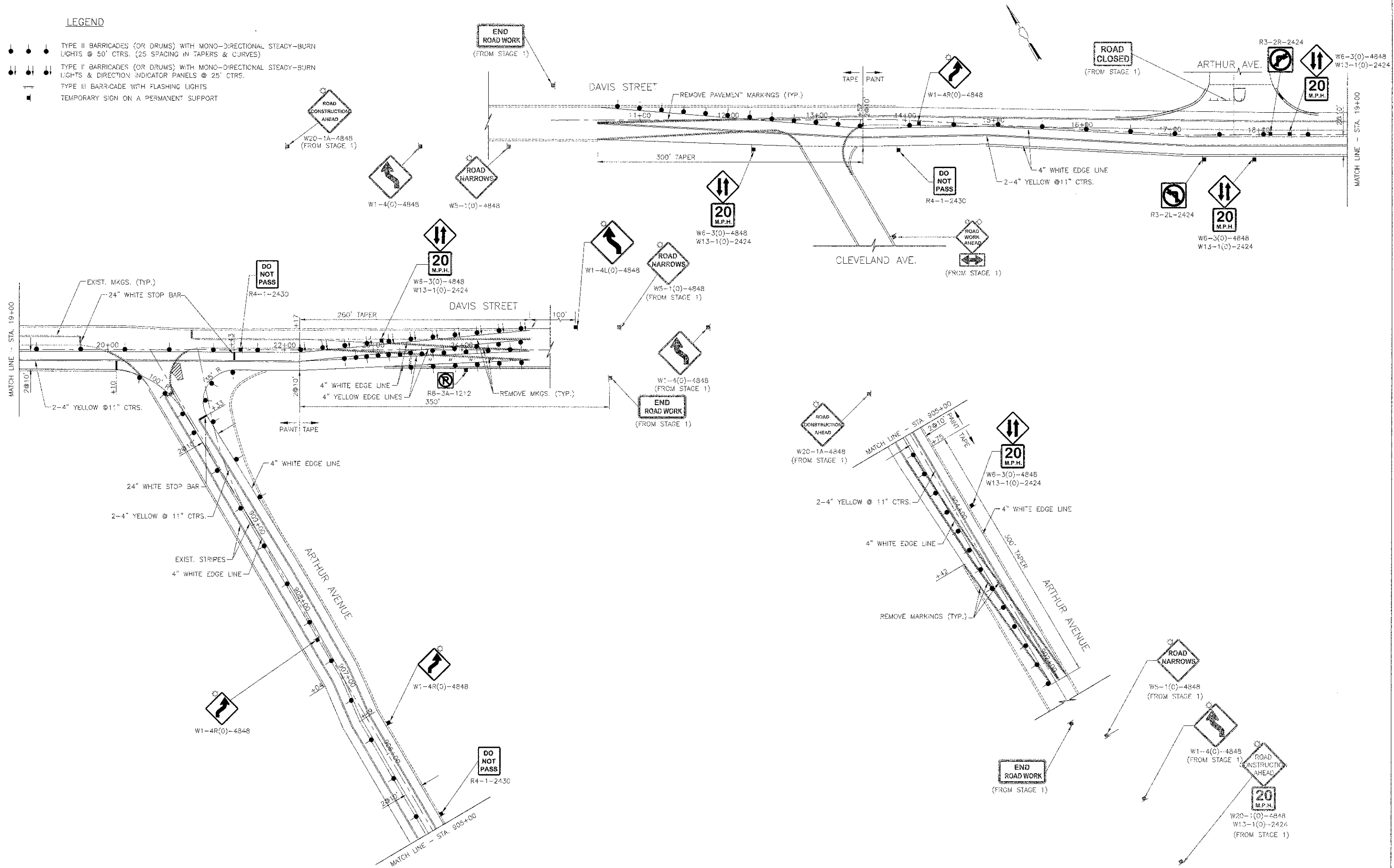
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-06177-0C WR	COOK	142	33
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**LEGEND**

- ● ● TYPE II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS & CURVES)
- ● ● TYPE I BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- ⊥ TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY SIGN ON A PERMANENT SUPPORT

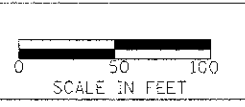
DATE	BY
DATE	BY
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DATE	BY

DATE	BY
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DATE	BY
DATE	BY



USER NAME = @USER@	DESIGNED - RTM	REVISED -
	DRAWN - JRR	REVISED -
	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**SUGGESTED CONSTRUCTION PROCEDURE  
TRAFFIC CONTROL AND DEVICES FOR STAGE 2**

SHEET NO. 1 OF 1 SHEETS

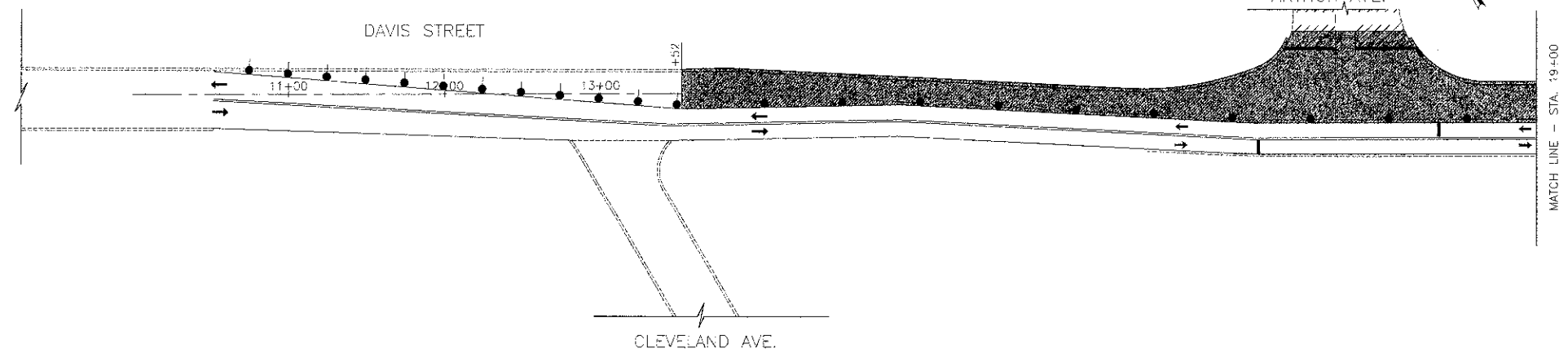
F.A.U. NO. 3512	SECTION 02-00:77-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 54
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS; FED. AID PROJECT				

LEGEND

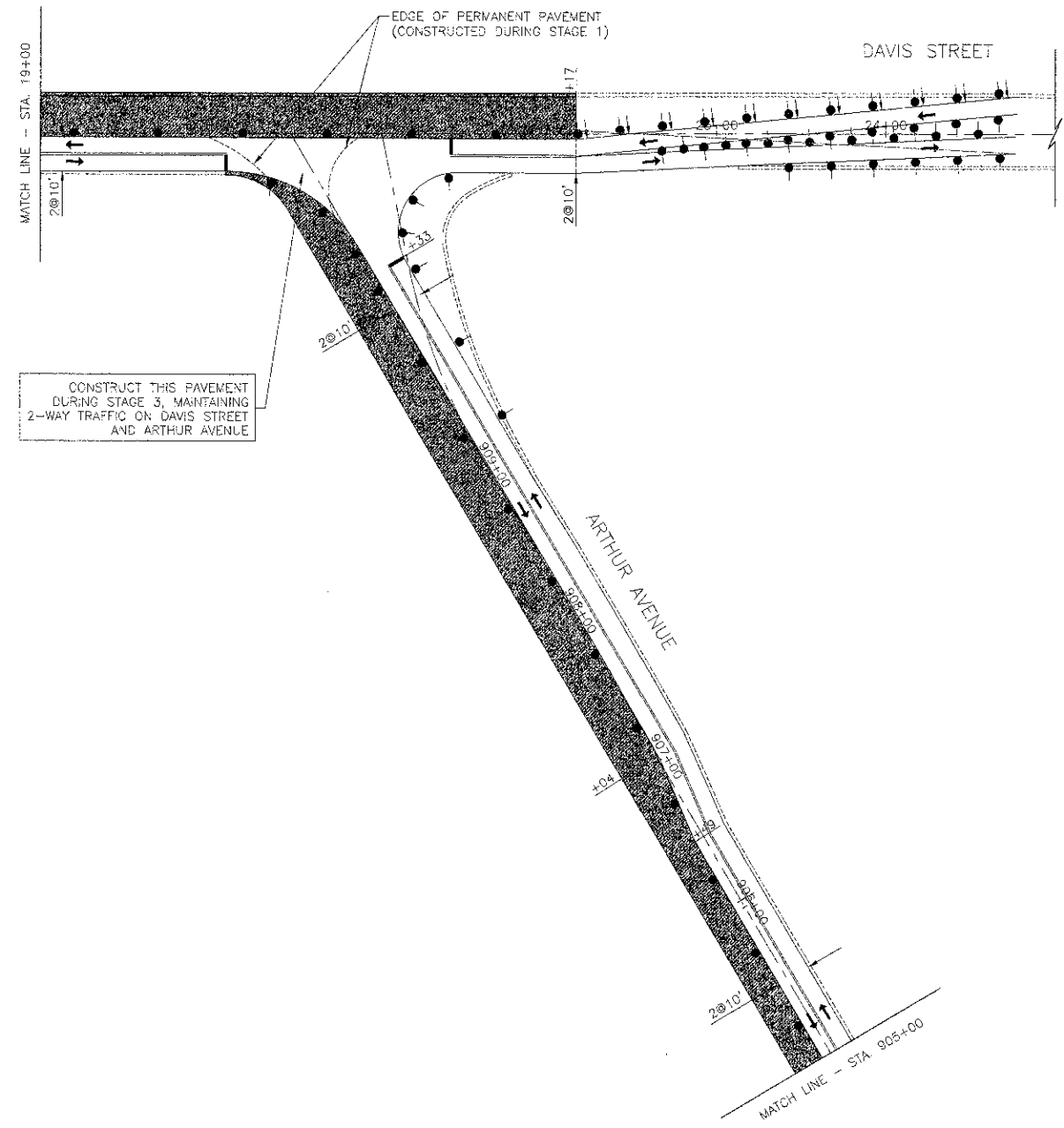
- PERMANENT PAVING DURING STAGE 2
- SINGLE LANE OF TRAFFIC DURING STAGE 2

ARTHUR AVE.

DAVIS STREET

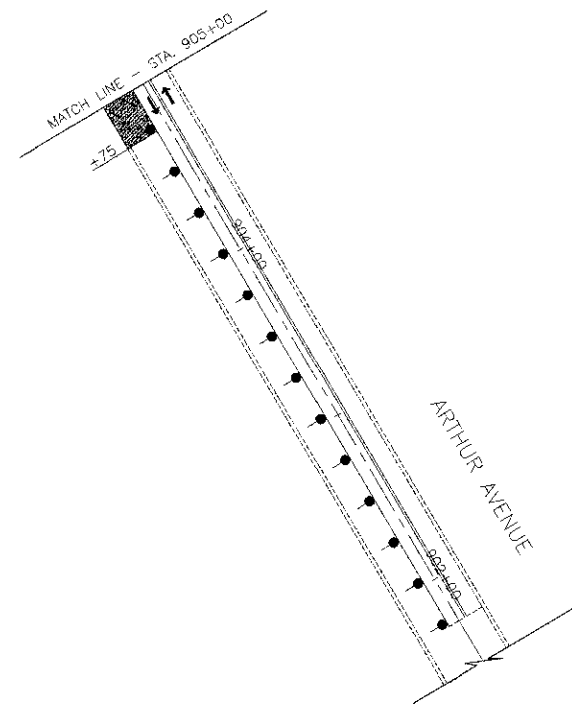


DAVIS STREET



EDGE OF PERMANENT PAVEMENT (CONSTRUCTED DURING STAGE 1)

CONSTRUCT THIS PAVEMENT DURING STAGE 3, MAINTAINING 2-WAY TRAFFIC ON DAVIS STREET AND ARTHUR AVENUE



NOTE: SEE SHEET 34 FOR TRAFFIC CONTROL DETAILS

PLAN

DATE	BY

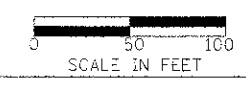
PROFILE

DATE	BY



USER NAME = #USER#	DESIGNED - RTM	REVISED -
	DRAWN - JRR	REVISED -
PLOT SCALE = #SCALE#	CHECKED - RTM	REVISED -
PLOT DATE = #DATE#	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



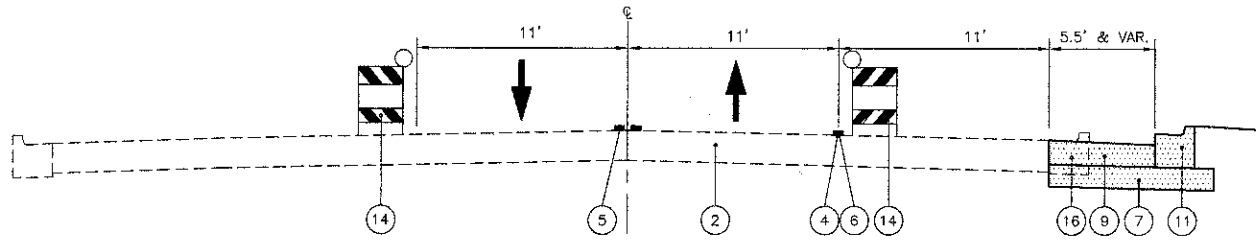
SUGGESTED CONSTRUCTION PROCEDURE  
PAVEMENT CONSTRUCTION FOR STAGE 2

SHEET NO. 1 OF 1 SHEETS

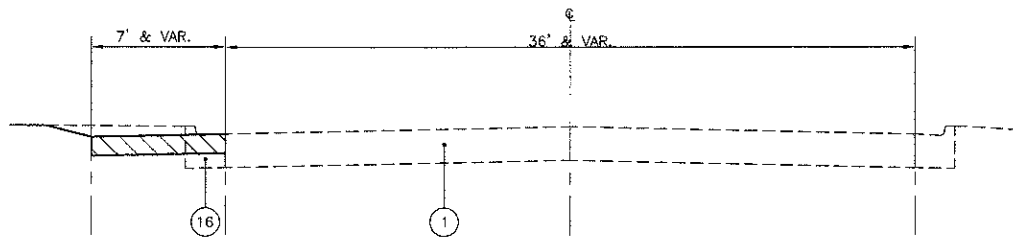
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	35
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
NO.	
PLAN	NOTE BOOK
	NO.
	NO.
	NO.

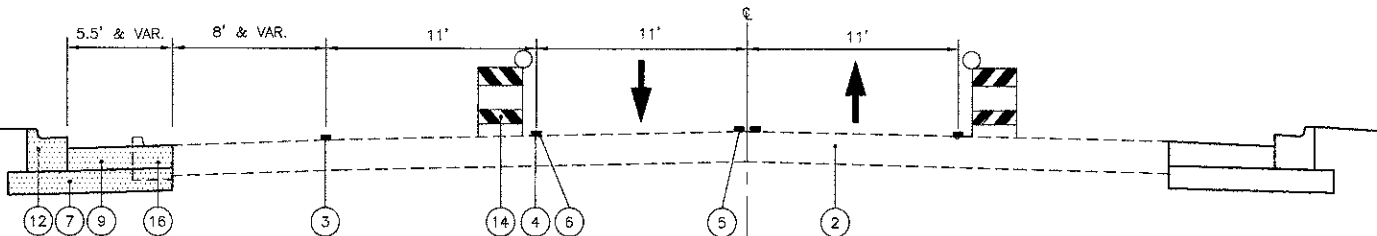
DATE	
BY	
SURVEYED	
PLOTTED	
CHECKED	
NO.	
PROFILE	NOTE BOOK
	NO.
	NO.
	NO.



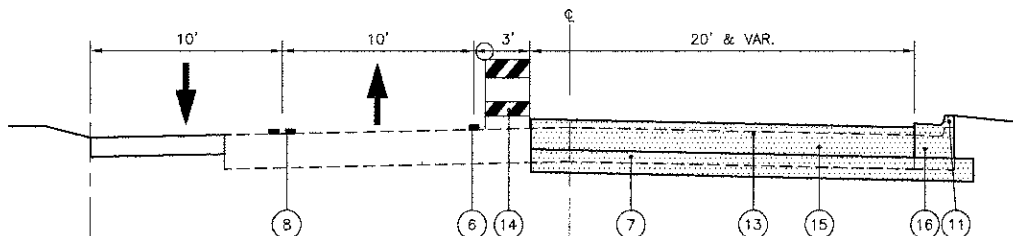
U.S. ROUTE 14 - STAGE 1A



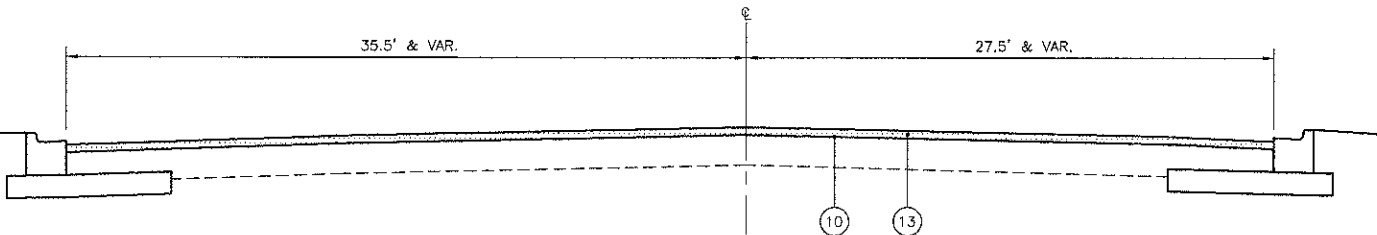
DAVIS ST. & ARTHUR AVE. - PRE-STAGE 1



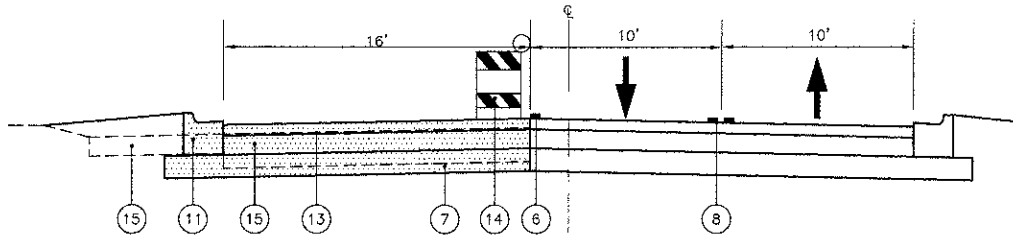
U.S. ROUTE 14 - STAGE 1B



DAVIS ST. & ARTHUR AVE. - STAGE 1



U.S. ROUTE 14 - STAGE 2



DAVIS ST. & ARTHUR AVE. - STAGE 2

LEGEND

- ① EXISTING BITUMINOUS PAVEMENT
- ② EXISTING CONCRETE PAVEMENT
- ③ EXISTING PAVEMENT MARKING (WHITE SOLID LINE)
- ④ EXISTING PAVEMENT MARKING (WHITE SKIP-DASH LINE)
- ⑤ EXISTING PAVEMENT MARKING (DOUBLE YELLOW LINE)
- ⑥ PROP. TEMPORARY PAVEMENT MARKING 4" WHITE (LINE)
- ⑦ PROP. AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑧ PROP. TEMPORARY PAVEMENT MARKING 4" YELLOW (DOUBLE LINE)
- ⑨ PROP. P.C. CONCRETE BASE COURSE, 10"
- ⑩ PROP. LEVELING BINDER, (MACHINE METHOD) N70 VAR. THICKNESS
- ⑪ PROP. COMB. CONCRETE CURBS & GUTTER, TYPE B-6.18
- ⑫ PROP. COMB. CONCRETE CURBS & GUTTER, TYPE M-4.18
- ⑬ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-19, N70 (6 1/4")
- ⑭ TYPE II BARRICADE (NON-METALLIC) W/ STEADY-BURN LIGHT
- ⑮ PAVEMENT REMOVAL
- ⑯ COMBINATION CURB & GUTTER REMOVAL

- $\rightarrow$  DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING STAGE
- \* TEMPORARY PAVEMENT WIDENING
- \*\* PERMANENT CONSTRUCTION DURING STAGE
- \* HOT-MIX ASPHALT BINDER COURSE, 8" WITH NO SURFACE COURSE.
- \*\* SEE TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS

**NOTE "A":** CROSSING SHALL BE CLOSED AT THE DIRECTION OF THE UNION PACIFIC RAILROAD AND ENGINEER, AND REMAIN CLOSED DURING CONSTRUCTION UNTIL COMPLETED FULL-WIDTH ACROSS THE TRACKS, TO INCLUDE ALL PERMANENT LANE CONFIGURATIONS AND THE ASSOCIATED PERMANENT SIGNAL AND RAILROAD WARNING DEVICE SYSTEMS HAVE BEEN COMPLETED. AT LEAST ONE WEEK PRIOR TO CLOSING, TEMPORARY INFORMATION SIGNS SHALL BE ERRECTED AT LOCATIONS DESIGNATED BY THE ENGINEER, OPENING OF THE CROSSING SHALL NOT OCCUR UNTIL THE PERMANENT TRAFFIC SIGNAL AND RAILROAD WARNING DEVICES HAVE BEEN INSPECTED BY APPROPRIATE AGENCIES. (SEE DETAIL "A").

WHEN A GRADE CROSSING EXISTS EITHER WITHIN OR IN THE VICINITY OF A TEMPORARY TRAFFIC CONTROL ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE HIGHWAY VEHICLES TO STOP ON THE RAILROAD OR LRT TRACKS, UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AT THE GRADE CROSSING TO MINIMIZE THE POSSIBILITY OF HIGHWAY VEHICLES STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

**NOTE "B":** THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE DEPARTMENT'S INTENT TO KEEP US ROUTE 14 OPEN FOR ALL TRAFFIC AT ALL TIMES, EXCEPT DURING CONSTRUCTION OPERATIONS.

DURING CONSTRUCTION OPERATIONS, AT LEAST ONE THROUGH LANE FOR EACH DIRECTION OF TRAFFIC SHALL BE MAINTAINED ALONG THE ROADWAYS AT ALL TIMES, AND US ROUTE 14 LEFT TURN LANES SHALL BE MAINTAINED FOR APPROACHES AT THE INTERSECTION OF PRINDLE AVENUE AND ARTHUR AVENUE. ANY SHORT TERM CONSTRUCTION ACTIVITY THAT REQUIRES ENCROACHMENT ON THE LANES OPEN FOR TRAFFIC SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPLICABLE I.D.O.T. TRAFFIC CONTROL STANDARDS.

CONSTRUCTION SEQUENCE	
<b>PRE-STAGE 1</b>	
1. ERECT ALL ADVANCED CONSTRUCTION SIGNING.	
2. ERECT DETOUR SIGNS AND ACTIVATE DETOUR. (SEE NOTE "A")	
3. ERECT TYPE III BARRICADES AND CLOSE ARTHUR AVENUE R.R. CROSSING. (SEE NOTE "A")	
4. TURN OFF AND COVER TRAFFIC SIGNALS AT ARTHUR AVENUE INTERSECTIONS WITH U.S. ROUTE 14 AND DAVIS STREET, MOVE FIRE HYDRANT AND INSTALL TEMPORARY SIGNALS AND LIGHTING.	
5. REMOVE CURB AND GUTTER, MOVE FIRE HYDRANTS, AND CONSTRUCT TEMPORARY PAVEMENT WIDENING ON NORTH SIDE OF DAVIS STREET AND WEST SIDE OF ARTHUR AVENUE.	
6. REMOVE RAISED REFLECTIVE PAVEMENT MARKERS ON U.S. ROUTE 14.	
7. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, ERECT BARRICADES AND TEMPORARY TRAFFIC SIGNS AND SHIFT TRAFFIC. (SEE NOTE "B")	
<b>STAGE 1A AND B</b>	
1. INSTALL DRAINAGE STRUCTURES AND CONSTRUCT PAVEMENT WIDENING AND MEDIAN REPLACEMENT, CURB AND GUTTER AND SIDEWALKS ON U.S. ROUTE 14.	
2. INSTALL DRAINAGE STRUCTURES AND CONSTRUCT BASE COURSE, BINDER COURSE, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS ON SOUTH SIDE OF DAVIS STREET AND EAST SIDE OF ARTHUR AVENUE.	
3. CONSTRUCT TEMPORARY PAVEMENT WIDENING AT TWO LOCATIONS ON SOUTH SIDE OF DAVIS STREET.	
4. BEGIN TRAFFIC SIGNAL WORK AT ARTHUR AVENUE INTERSECTIONS WITH U.S. ROUTE 14 AND DAVIS STREET (WEST).	
5. REMOVE CONFLICTING PAVEMENT MARKINGS, BARRICADES AND TEMPORARY SIGNS ON U.S. ROUTE 14, PLACE TEMPORARY PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND RE-OPEN ALL LANES TO TRAFFIC.	
6. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND SHIFT TRAFFIC ON DAVIS STREET AND ARTHUR AVENUE.	
<b>STAGE 2</b>	
1. PLACE LEVELING BINDER AND BINDER COURSE ON U.S. ROUTE 14, MAINTAINING TRAFFIC AS PER STANDARD 701406, AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED (NOT ILLUSTRATED).	
2. INSTALL DRAINAGE STRUCTURES AND CONSTRUCT BASE COURSE AND BINDER COURSE, CURB AND GUTTER, DRIVEWAYS AND SIDEWALK ON NORTH SIDE OF DAVIS STREET AND WEST SIDE OF ARTHUR AVENUE.	
3. REMOVE TEMPORARY PAVEMENT WIDENING AND REPLACE CURB AND GUTTER ON WEST SIDE OF ARTHUR AVENUE SOUTH OF STA. 904+75.	
4. REMOVE CONFLICTING PAVEMENT MARKINGS, BARRICADES AND TEMPORARY SIGNS ON DAVIS STREET AND ARTHUR AVENUE, PLACE TEMPORARY PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND RE-OPEN ALL LANES TO TRAFFIC. (NOTE: ARTHUR AVENUE R.R. CROSSING SHALL REMAIN CLOSED.)	
<b>STAGE 3 (NOT ILLUSTRATED)</b>	
1. PLACE SURFACE COURSE TO FINISHED GRADE ON U.S. ROUTE 14, MAINTAINING TRAFFIC AS PER STANDARD 701406, AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.	
2. CONSTRUCT REMAINING BASE COURSE AND BINDER COURSE AT EASTERLY INTERSECTION OF DAVIS STREET AND ARTHUR AVENUE.	
3. REMOVE TEMPORARY PAVEMENT WIDENING AND REPLACE CURB AND GUTTER AT TWO LOCATIONS ON SOUTH SIDE OF DAVIS STREET.	
4. PLACE SURFACE COURSE TO FINISHED GRADE ON DAVIS STREET AND ARTHUR AVENUE, MAINTAINING TRAFFIC AS PER STANDARD 701501, AND PLACE TEMPORARY PAVEMENT MARKING TAPE AS REQUIRED.	
5. COMPLETE TRAFFIC SIGNAL INSTALLATION AT ARTHUR AVENUE INTERSECTIONS WITH U.S. ROUTE 14 AND DAVIS AVENUE (WEST).	
6. INSTALL ALL PERMANENT PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS.	
7. REMOVE BARRICADES AND ACTIVATE TRAFFIC SIGNALS AT ARTHUR AVENUE INTERSECTIONS WITH U.S. ROUTE 14 AND DAVIS STREET (WEST), AND RE-OPEN R.R. CROSSING. (NOTE: THIS STEP IS CONTINGENT UPON COMPLETION OF ALL CROSSING WORK BY THE U.P.R.R., AND REQUIRES CLOSE COORDINATION WITH THE RAILROAD.)	
8. COMPLETE PROPOSED STREET LIGHTING WORK.	
9. REMOVE DETOUR SIGNS AND ALL TEMPORARY PAVEMENT MARKINGS AND CONSTRUCTION SIGNS.	
10. COMPLETE ALL LANDSCAPING AND CLEAN-UP WORK.	



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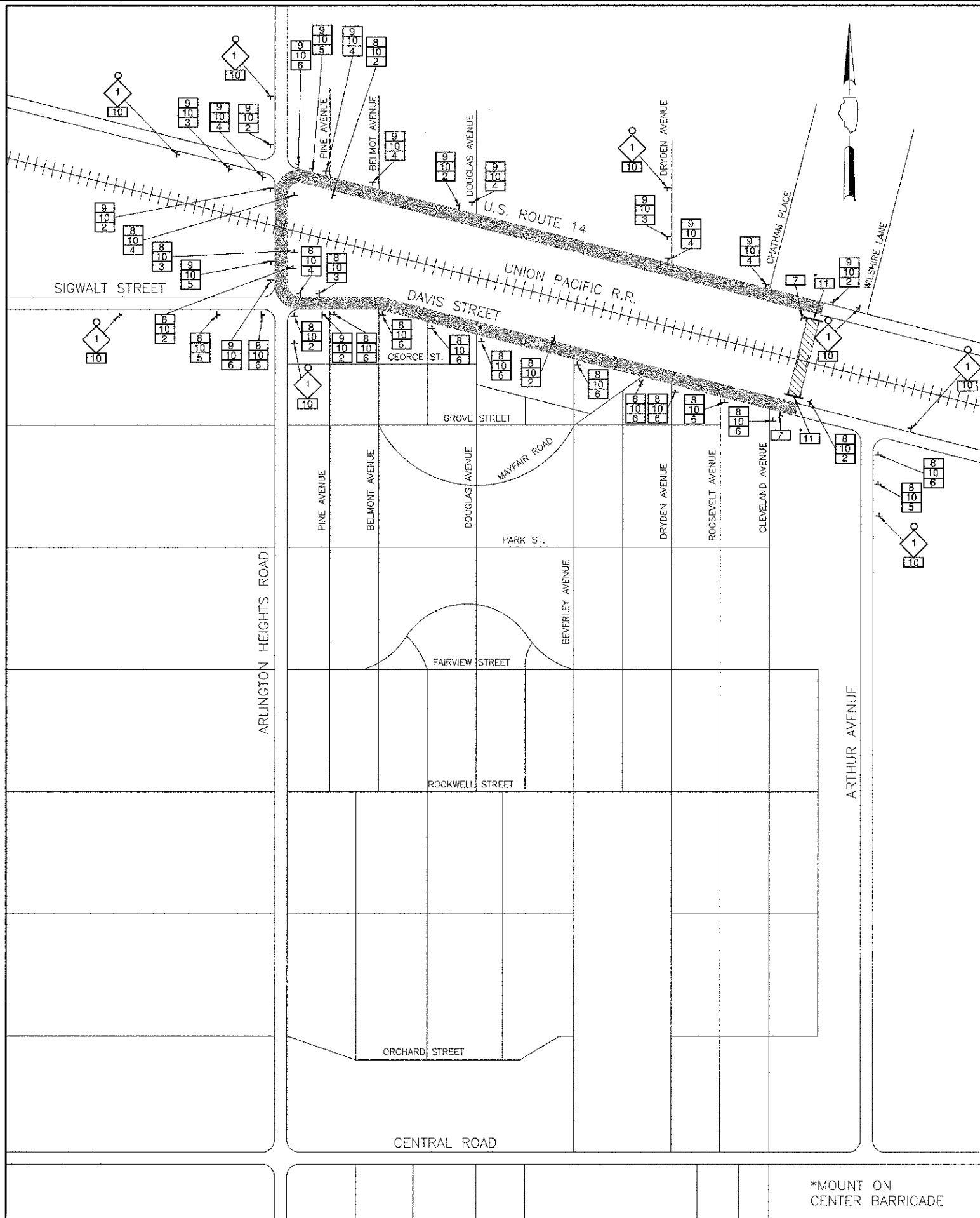
SUGGESTED CONSTRUCTION PROCEDURE  
TYPICAL SECTIONS

F.A.J. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	36
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

SHEET NO. 1 OF 1 SHEET'S

DATE	BY	SURVEYED	CHECKED	DATE	BY
PLAN		NOTE BOOK			

DATE	BY	SURVEYED	CHECKED	DATE	BY
PROFILE		NOTE BOOK			



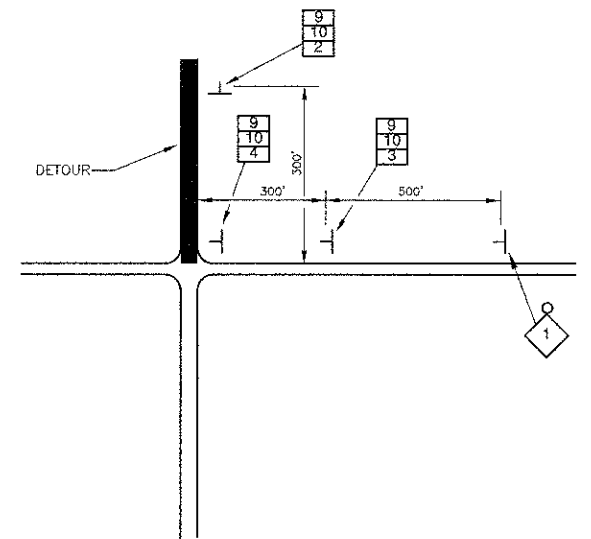
### DETOUR GENERAL NOTES

1. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN.
2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES, IDOT AND UNION PACIFIC RAILROAD.
3. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007. THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
4. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
6. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAME AND PHONE NUMBER OF THE REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. ALL DETOUR SIGNING SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITIONS. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
12. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
15. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
16. TEMPORARY TRAFFIC SIGNAL TIMINGS SHALL BE INCLUDED AT THE INTERSECTIONS OF U.S. ROUTE 14 AT ARLINGTON HEIGHTS ROAD AND ARLINGTON HEIGHTS ROAD AT SIGWALT STREET ALONG THE PROPOSED DETOUR ROUTE. THE TEMPORARY SIGNAL TIMINGS AT THESE INTERSECTIONS SHALL NOT ADVERSELY AFFECT THE ARLINGTON HEIGHTS ROAD HIGHWAY-RAILROAD GRADE CROSSING OPERATION.

### SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE	QUANTITY
1	DETOUR 500 FT	6
2	DETOUR	10
3	DETOUR	3
4	DETOUR	8
5	DETOUR	4
6	DETOUR	13
7	END DETOUR	2
8	NORTH	22
9	SOUTH	16
10	ARTHUR AVE	38
11	ROAD CLOSED	2

### TYPICAL INTERSECTION AT POINT OF DETOUR



### PLAN LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH DIRECTION & ROAD NAME PLATES (NUMBERS DENOTE TYPES)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

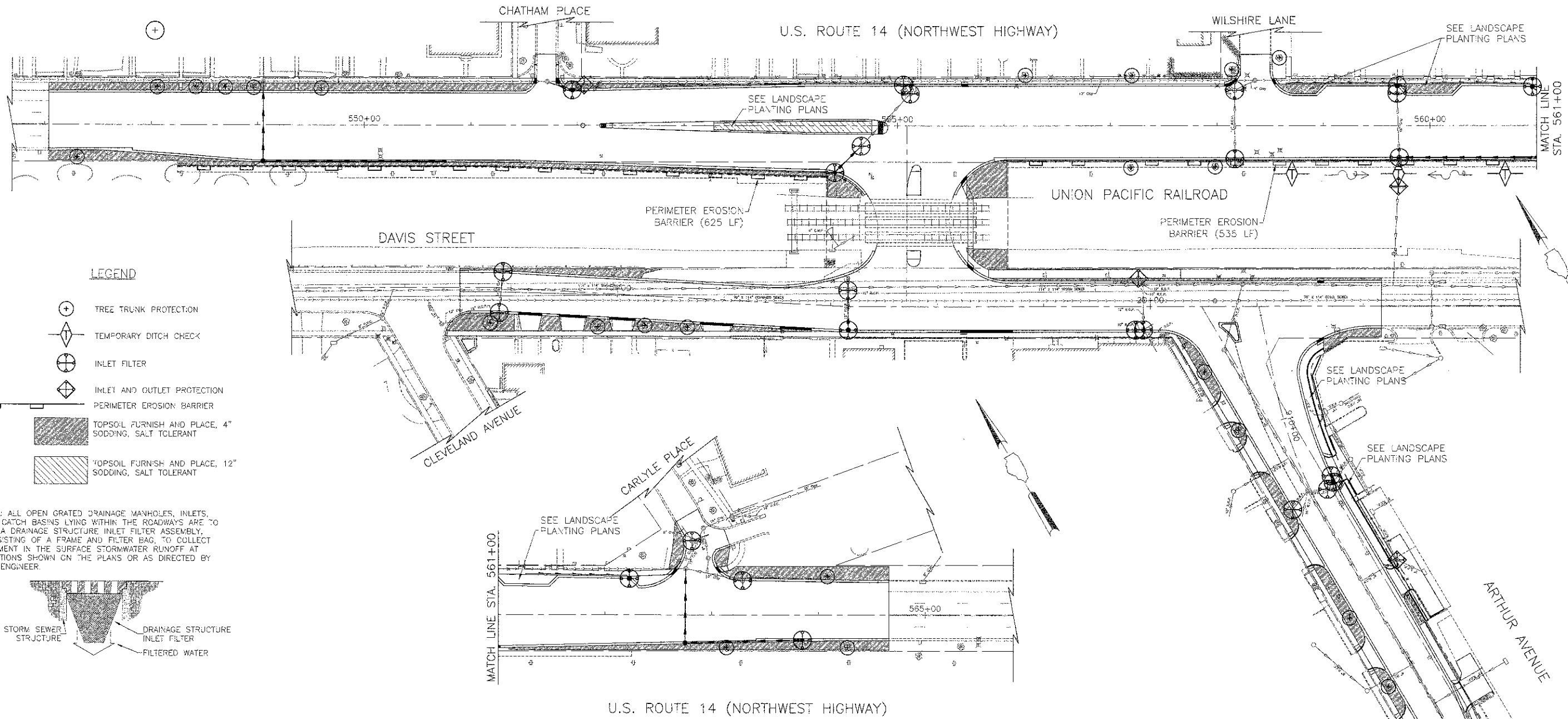
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SUGGESTED CONSTRUCTION PROCEDURE  
DETOUR PLAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	37
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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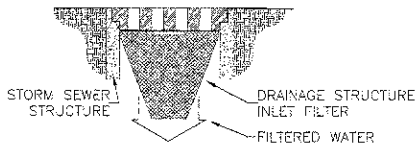
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**LEGEND**

- TREE TRUNK PROTECTION
- TEMPORARY DITCH CHECK
- INLET FILTER
- INLET AND OUTLET PROTECTION
- PERIMETER EROSION BARRIER
- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- TOPSOIL FURNISH AND PLACE, 12" SODDING, SALT TOLERANT

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



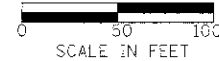
**EROSION CONTROL NOTES**

- 1) ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL," AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL," OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
- 2) PERIMETER EROSION CONTROL MEASURES SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 10 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE START OF ANY EARTHWORK, CULVERT, STORM SEWER CONSTRUCTION, OR UPSLOPE LAND DISTURBANCE.
- 3) ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. THE COST OF MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE TEMPORARY FENCE INSTALLATION MATERIALS AND ALL LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT B/D PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 4) THE PERIMETER EROSION BARRIER AND TEMPORARY FENCE SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AT THIS TIME, THE PERIMETER EROSION BARRIER AND TEMPORARY FENCE SHALL BE REMOVED AND AREAS DAMAGED BY THE BARRIER AND TEMPORARY FENCE INSTALLATION RESTORED.
- 5) TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS PER THE STANDARD DETAIL INCLUDED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECKS SHALL BE INSTALLED AS GRADING PROGRESSES THROUGH THE PROJECT.
- 6) SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES, WHICH SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 7) GRAVEL BASE ON AREAS TO BE PAVED SHALL BE APPLIED AS SOON AS POSSIBLE AFTER FINAL ROADWAY GRADING HAS TAKEN PLACE.
- 8) PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. SOIL STABILIZATION SHALL ALSO BE APPLIED WITHIN 14 DAYS TO DENUDE AREAS WHICH MAY NOT BE AT FINAL GRADE BUT THAT WILL REMAIN UNDISTURBED FOR MORE THAN 21 DAYS. TEMPORARY SOIL STABILIZATION SHALL BE PAID AS TEMPORARY EROSION CONTROL SEEDING.
- 9) ALL PERMANENT LANDSCAPING SHALL BE SCHEDULED AS SOON AS POSSIBLE AFTER ALL WORK IS COMPLETED IN A PARTICULAR AREA. CONSTRUCTION SHALL BE SCHEDULED TO MINIMIZE THE LENGTH OF TIME A PARTICULAR AREA HAS BEEN DENUDED.
- 10) ALL SLOPES STEEPER THAN 3:1 SHALL BE HORIZONTALLY SERRATED SO AS TO AVOID SLIPPAGE PLANES UNTIL SODDING OR SEEDING HAS TAKEN PLACE. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- 11) ALL DISTURBED AREAS SHALL DRAIN TO APPROVED EROSION AND SEDIMENT CONTROL DEVICES AT ALL TIMES DURING LAND-DISTURBING ACTIVITIES UNTIL FINAL STABILIZATION IS ACHIEVED.
- 12) ALL OPEN GRATED DRAINAGE STRUCTURES, EITHER NEW OR EXISTING, LYING WITHIN THE ROADWAYS ARE TO BE USE A DRAINAGE STRUCTURE INLET FILTER ASSEMBLY, CONSISTING OF A STRUCTURE INLET FILTER BAG, TO COLLECT SEDIMENT IN THE SURFACE STORMWATER RUNOFF AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REGULARLY CLEAN/ REPLACE THE FILTER FABRIC, TAKING CARE NOT RELEASE ANY OF THE TRAPPED SEDIMENT INTO THE STRUCTURE ITSELF.
- 13) SEDIMENT AND MUD DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
- 14) A COPY OF THE APPROVED SOIL EROSION CONTROL PLAN SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
- 15) SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- 16) ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- 17) A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- 18) SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF COOK COUNTY.
- 19) IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).



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DEPARTMENT OF TRANSPORTATION



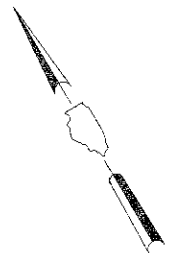
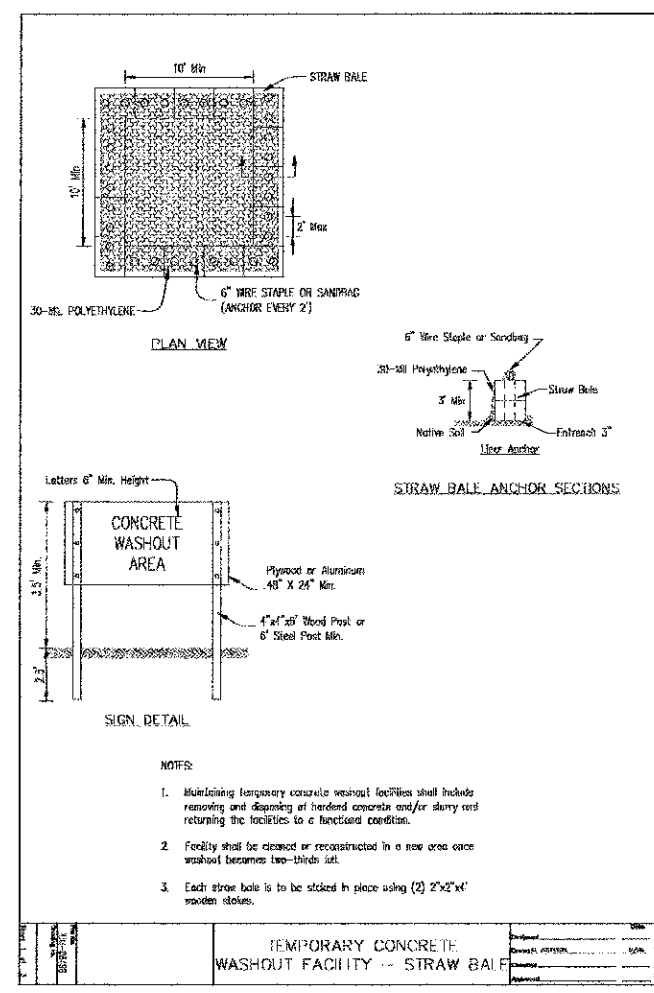
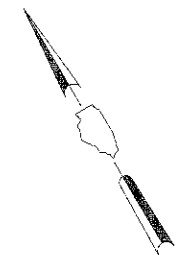
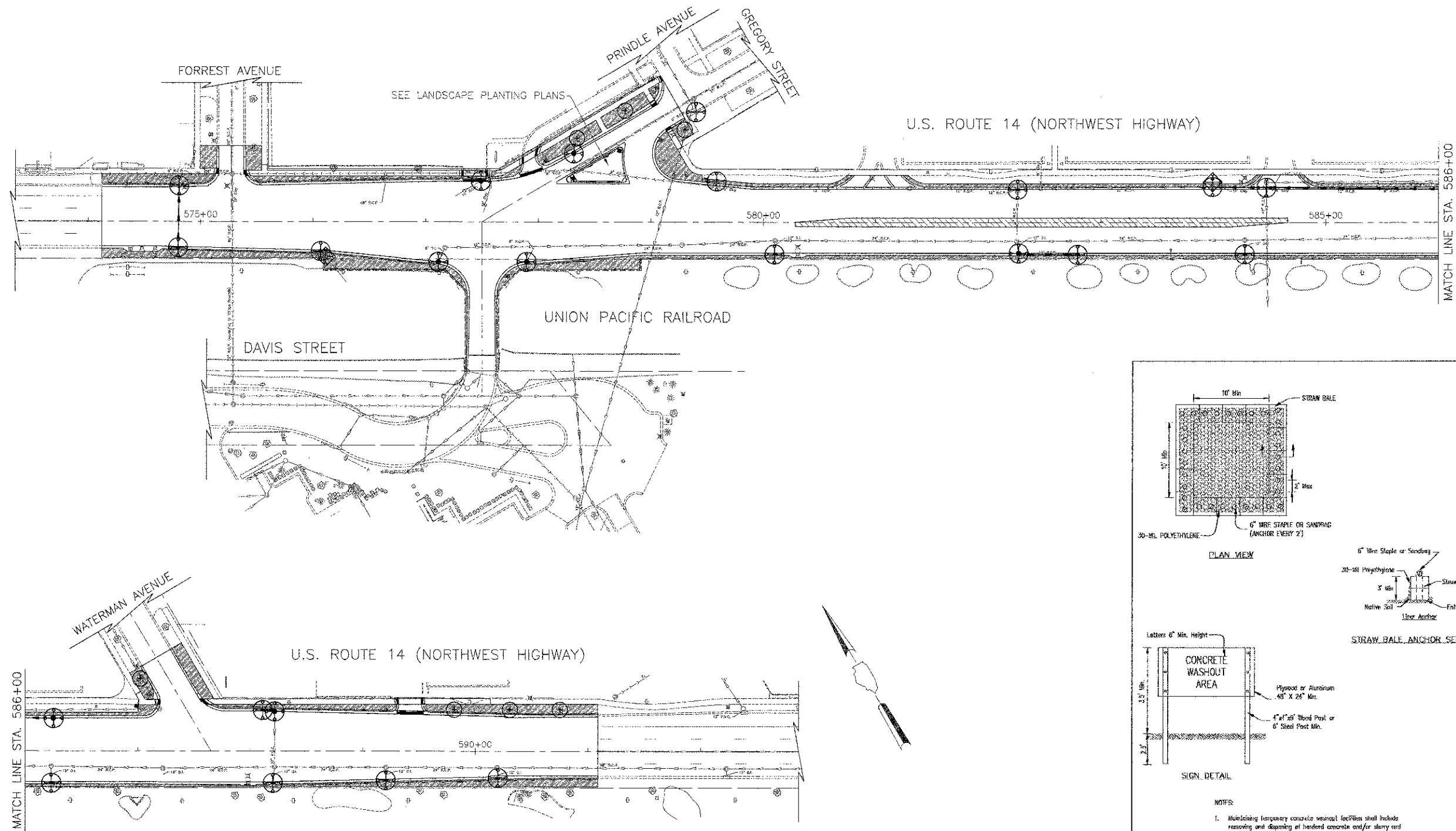
SOIL EROSION AND SEDIMENT CONTROL  
AND LANDSCAPING PLAN

SHEET NO. 1 OF 2 SHEETS

F.A.J. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	38
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

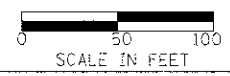
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



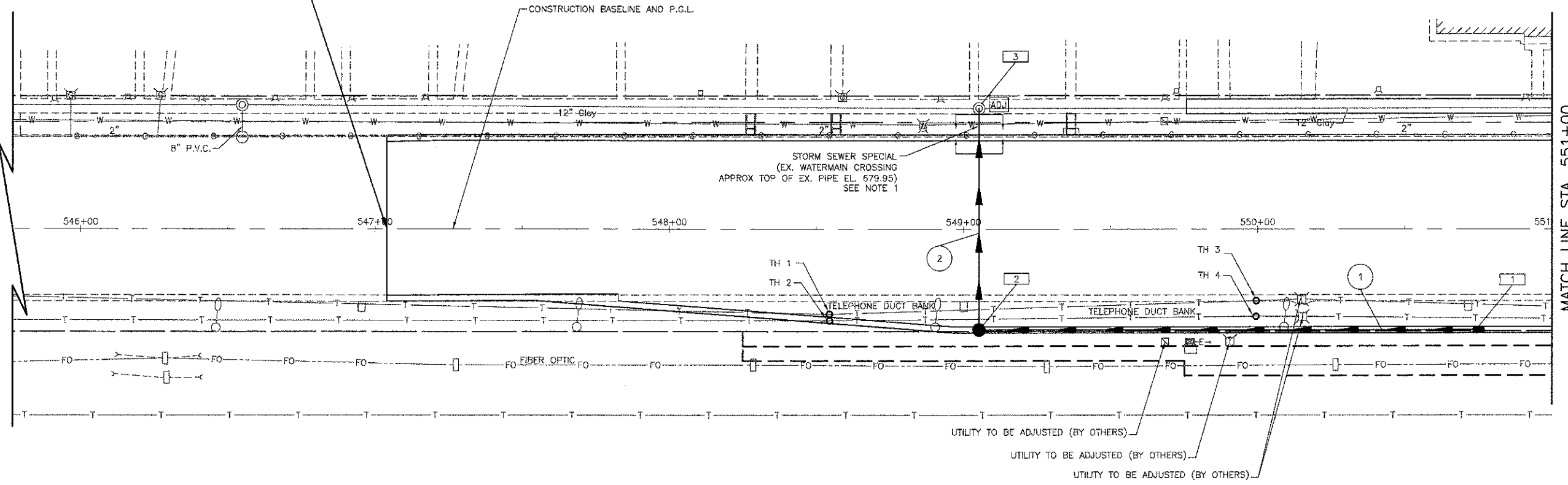
SOIL EROSION AND SEDIMENT CONTROL  
AND LANDSCAPING PLAN

SHEET NO. 2 OF 2 SHEETS

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3912	02-00177-00 WR	COOK	142	39
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

BEGIN IMPROVEMENT  
STA. 547+04

- 1 STA. 550+75.0, 34.0' RT.  
INLET TA T23F&G  
RIM EL. = 683.19  
INV. EL. = 680.53
- 2 STA. 549+05.0, 34.0' RT.  
CB TA 4DIA T23F&G  
RIM EL. = 682.46  
INV. EL. = 679.69 (SE)  
INV. EL. = 679.69 (NE)
- 3 STA. 549+05.0, 41.0' LT.  
MAN ADJUST  
RIM EL. = 683.00  
INV. EL. = 674.40 (SE)  
INV. EL. = 674.40 (NW)  
INV. EL. = 678.07 (SW)



MATCH LINE STA. 551+00  
(SEE SHEET NO. 41)

1 167' - STORM SEW CL A 1, 12" @ 0.50%  
T.B.F. = 40 CU. YD.

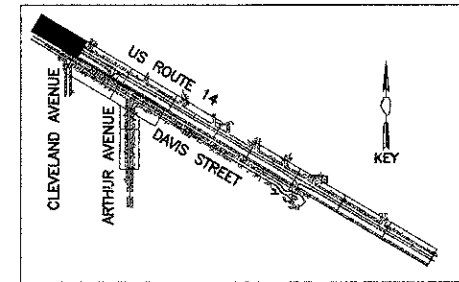
2 57' - STORM SEW CL A 1, 12" @ 2.25%  
15' - STORM SEW WM REQ, 12" @ 2.25%  
T.B.F. = 30 CU. YD.

TEST HOLES (TH)

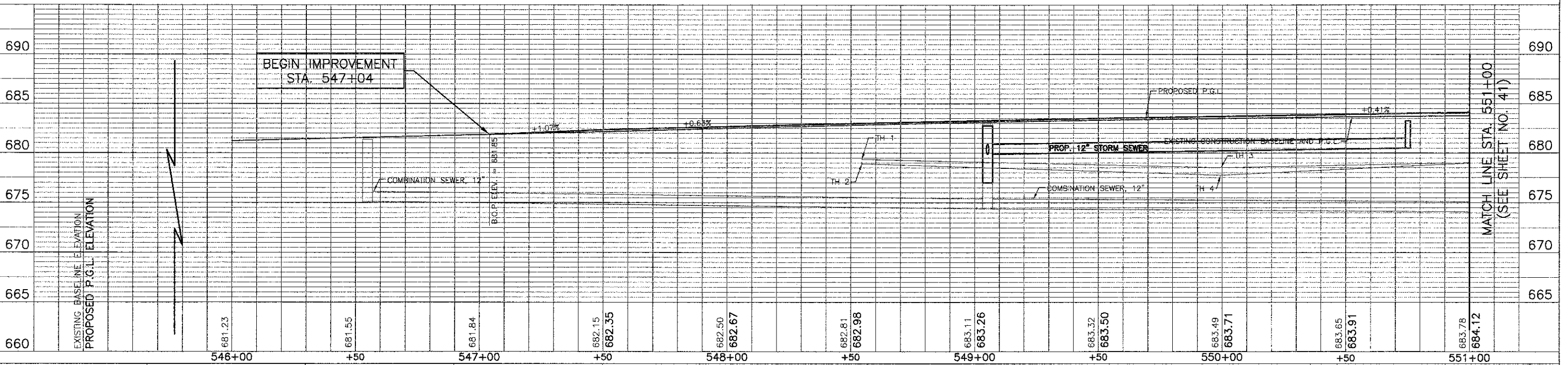
TH	STATION	OFFSET	TOP OF UTILITY ELEV.
1	548+54.46	28.73 RT	679.35
2	548+56.48	30.94 RT	678.90
3	549+99.51	24.12 RT	678.51
4	549+99.43	29.44 RT	677.75

NOTES:

1. THE WATERMAIN SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATERMAIN".
2. SEE LIGHTING PLAN SHEETS E1 TO E21 FOR TEMPORARY LIGHTING & RELOCATION PLAN.



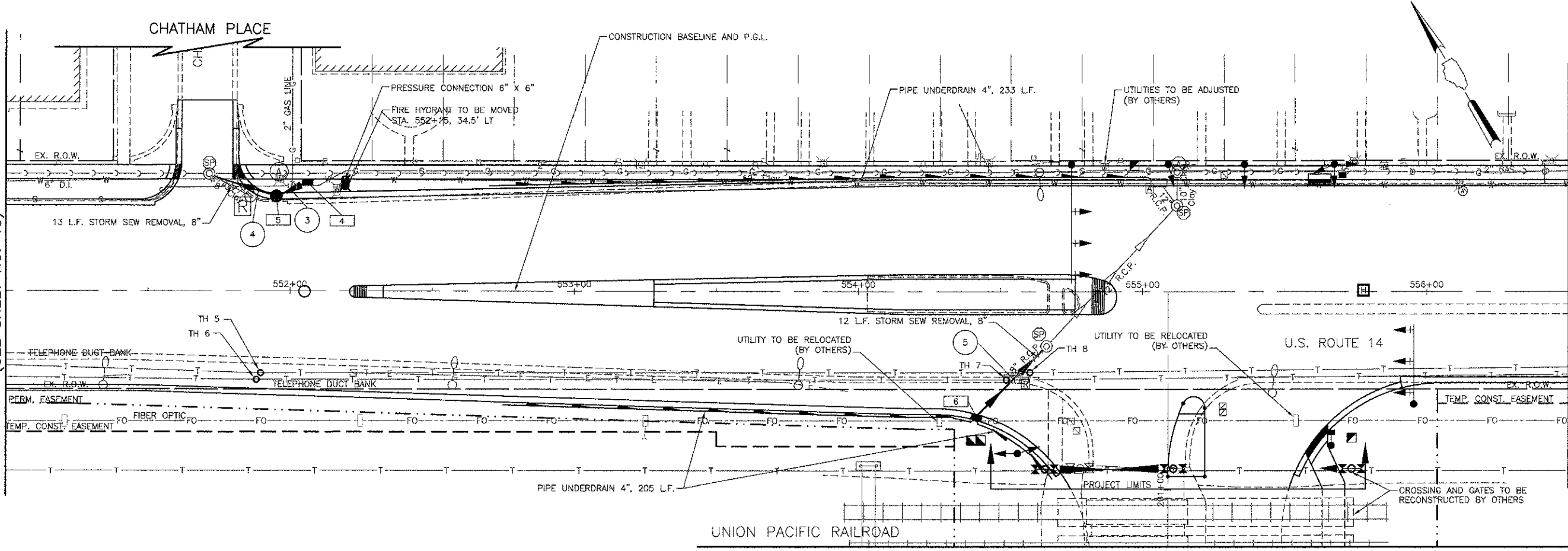
U.S. ROUTE 14



MATCH LINE STA. 551+00  
(SEE SHEET NO. 41)



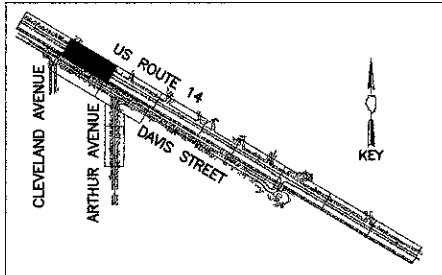
- 4 STA. 552+06.0, 37.0' LT.  
INLET TA T8C  
RIM EL. = 683.00  
INV. EL. = 680.80
- 5 STA. 551+95.0, 32.2' LT.  
CB TA 4 DIA T23F&G  
RIM EL. = 683.50  
INV. EL. = 678.50 (N)  
INV. EL. = 680.50 (E)
- 6 STA. 554+42.0, 43.0' RT.  
INLET TA T23F&G  
RIM EL. = 682.75  
INV. EL. = 680.36



MATCH LINE STA. 551+00  
(SEE SHEET NO. 40)

MATCH LINE STA. 556+50  
(SEE SHEET NO. 42)

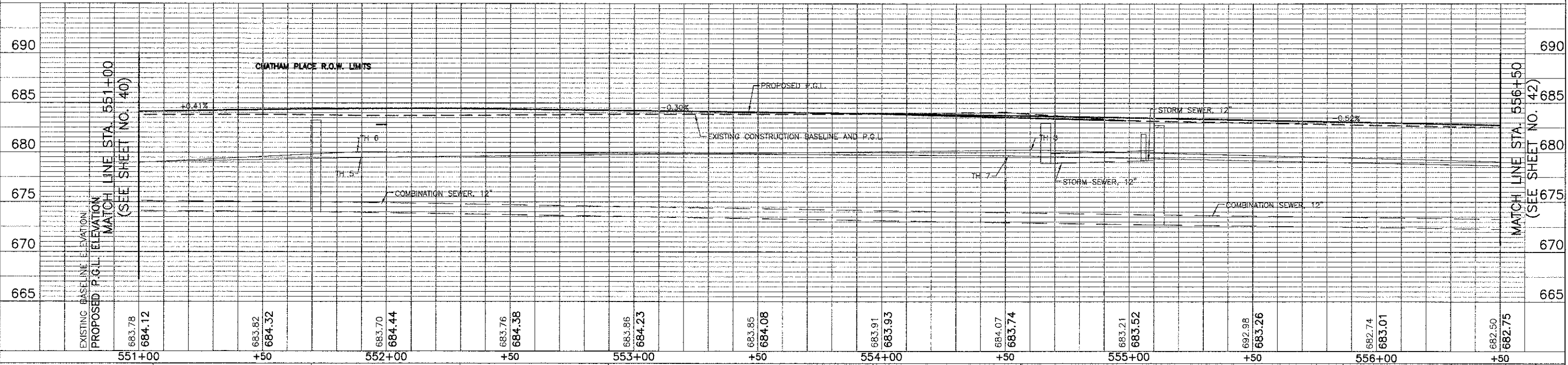
RAILROAD CROSSING  
MATCH LINE STA. 200+80  
(SEE SHEET NO. 48)



U.S. ROUTE 14

- 3 10' - STORM SEW WM REQ, 10" @ 3.00%  
T.B.F. = 2 CU. YD.
- 4 20' - STORM SEW WM REQ, 10" @ 5.00%  
T.B.F. = 5 CU. YD.
- 5 32' - STORM SEW CL A 1, 12" @ 1.45%  
T.B.F. = 5 CU. YD.

TH	STATION	OFFSET	TOP OF UTILITY ELEV.
5	551+89.72	28.74 RT	679.47
6	551+88.21	31.08 RT	680.04
7	554+51.25	31.00 RT	679.68
8	554+60.40	28.40 RT	680.26

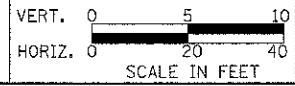


EXISTING BASELINE ELEVATION	683.78	684.12	683.82	684.32	683.70	684.44	683.76	684.38	683.86	684.23	683.86	684.08	683.91	683.93	684.07	683.74	683.21	683.52	682.98	683.26	682.74	683.01	682.90	682.75
PROPOSED P.G.L. ELEVATION	683.78	684.12	683.82	684.32	683.70	684.44	683.76	684.38	683.86	684.23	683.86	684.08	683.91	683.93	684.07	683.74	683.21	683.52	682.98	683.26	682.74	683.01	682.90	682.75



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



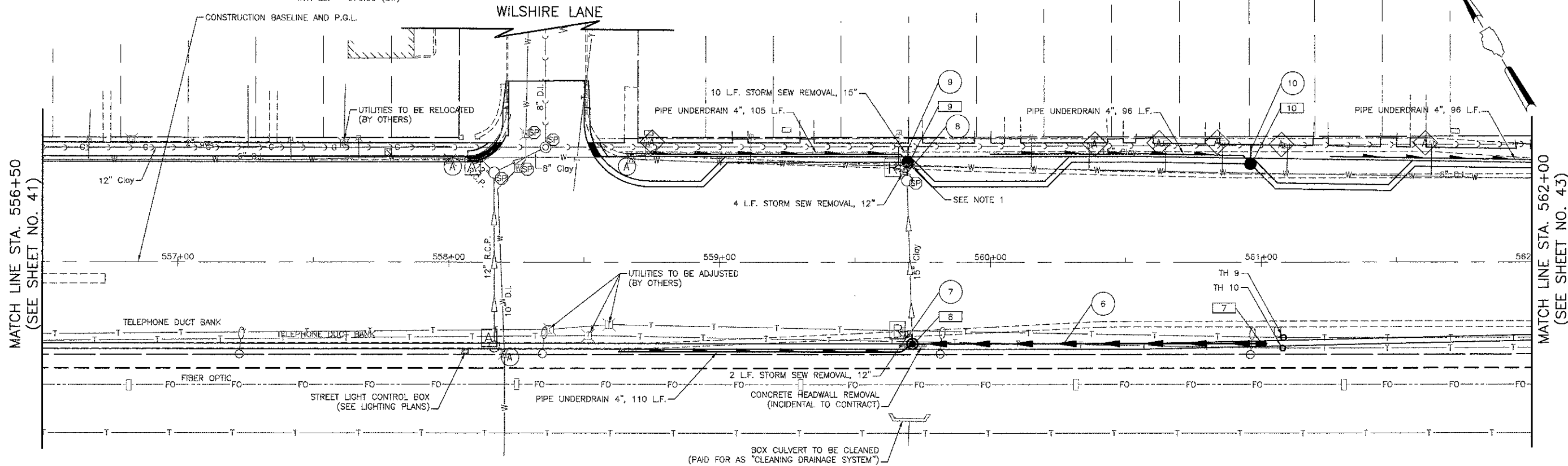
DRAINAGE AND UTILITIES - U.S. ROUTE 14 WEST

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 41
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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PLOTTED	
NOTE BOOK	
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DATE	
BY	
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PLOTTED	
NOTE BOOK	
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7	STA. 561+00.0, 30.0' RT. INLET TA T23F&G RIM EL. = 679.80 INV. EL. = 677.48	8	STA. 559+71.0, 30.0' RT. MAN TA 4 DIA, T23F&G RIM EL. = 680.32 INV. EL. = 676.65	9	STA. 559+69.5, 37.0' LT. CB TA 4 DIA, T23F&G RIM EL. = 680.18 INV. EL. = 672.00 (NE) INV. EL. = 676.00 (SW)	10	STA. 560+96.0, 36.3' LT. CB TA 4 DIA, T23F&G RIM EL. = 679.64 INV. EL. = 671.39 (NE)
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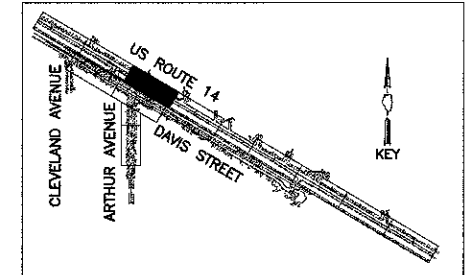


- 6 126' - STORM SEW CL A 1, 12" @ 0.50%  
T.B.F. = 29 CU. YD.
- 7 2' - STORM SEW CL A 1, 15" @ 0.33%  
T.B.F. = 2 CU. YD.
- 8 4' - STORM SEW WM REQ, 15" @ 2.00%  
T.B.F. = 2 CU. YD.
- 9 3' - STORM SEW CL A 1, 15" @ 5.00%  
T.B.F. = 3 CU. YD.
- 10 5' - STORM SEW CL A 1, 12" @ 2.00%  
T.B.F. = 3 CU. YD.

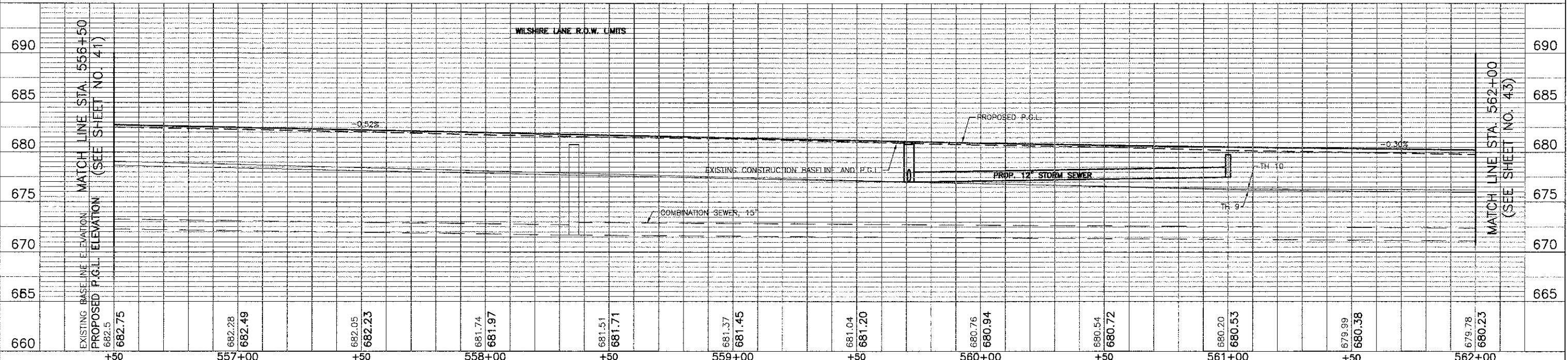
TEST HOLES (TH)

TH	STATION	OFFSET	TOP OF UTILITY ELEV.
9	561+08.29	27.80 RT	676.18
10	561+08.00	31.71 RT	676.29

NOTE:  
1. THE WATERMAIN SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATERMAIN".



U.S. ROUTE 14



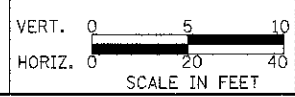
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DRAINAGE AND UTILITIES - U.S. ROUTE 14 WEST

SHEET NO. 3 OF 12 SHEETS

STA. 556+50 TO STA. 562+00

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 42
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- 11 STA. 563+85.0, 24.0' RT.  
CB TA 4 DIA. T23F&G  
RIM EL. = 679.30  
INV. EL. = 671.23 (NE)
- 12 STA. 563+85.0, 24.0' RT.  
INLET TA T23F&G  
RIM EL. = 679.11  
INV. EL. = 676.61
- 13 STA. 562+75.0, 26.0' RT.  
MAN TA 4 DIA T23F&G  
RIM EL. = 679.37  
INV. EL. = 676.08 (SE)  
INV. EL. = 676.08 (NE)
- 14 STA. 562+75.0, 43.5' LT.  
FR & LIDS ADJUST SPL  
RIM EL. = 678.80  
INV. EL. = 671.00 (NE)  
INV. EL. = 671.00 (NW)  
INV. EL. = 674.30 (SE)  
INV. EL. = 674.07 (SW)

- 11 7' - STORM SEW CL A 1, 12" @ 2.00%  
T.B.F. = 3 CU. YD.
- 12 107' - STORM SEW CL A 1, 12" @ 0.50%  
T.B.F. = 25 CU. YD.
- 13 67' - STORM SEW CL A 1, 12" @ 3.00%  
T.B.F. = 30 CU. YD.

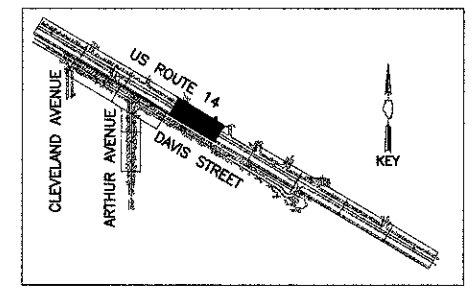
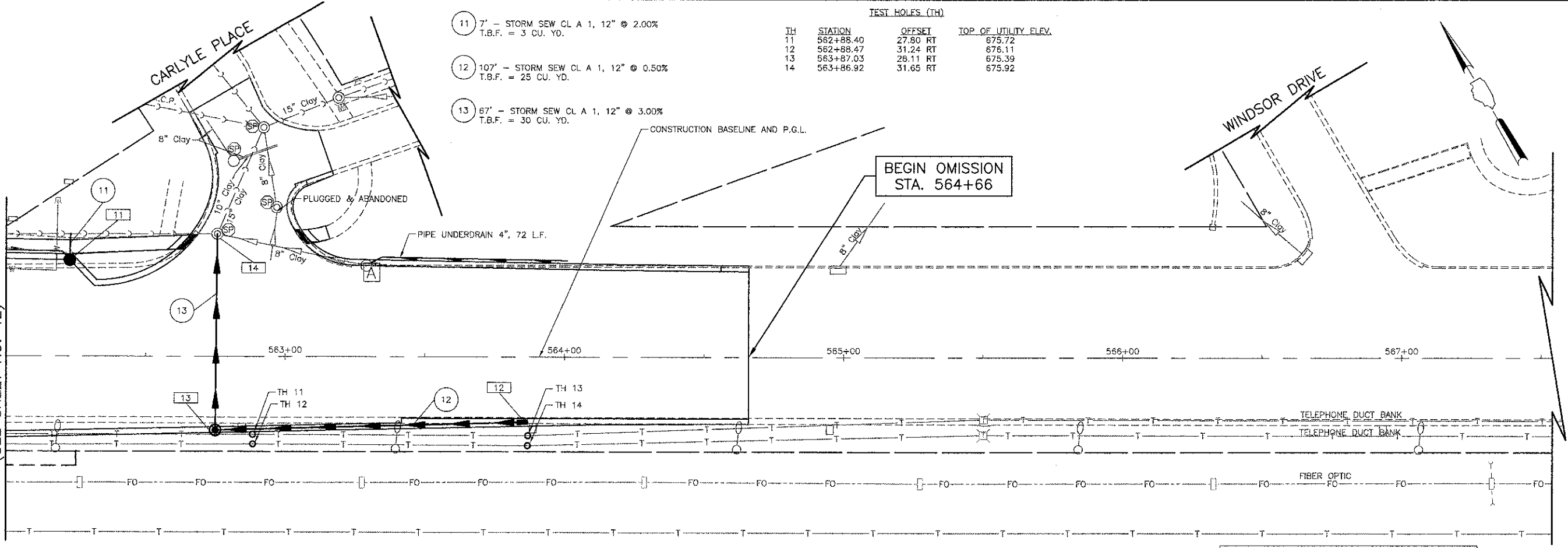
TEST HOLES (TH)			
TH	STATION	OFFSET	TOP OF UTILITY ELEV.
11	562+88.40	27.80 RT	675.72
12	562+88.47	31.24 RT	676.11
13	563+87.03	28.11 RT	675.39
14	563+86.92	31.65 RT	675.92

DATE	
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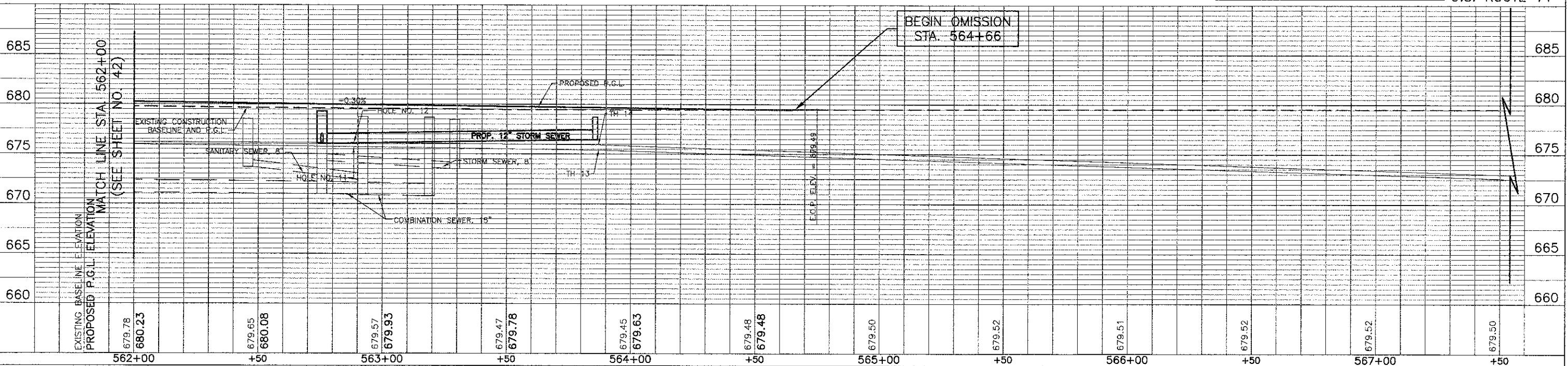
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MATCH LINE STA. 562+00  
(SEE SHEET NO. 42)

BEGIN OMISSION  
STA. 564+66



U.S. ROUTE 14

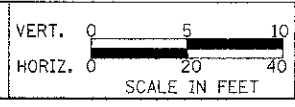


BEGIN OMISSION  
STA. 564+66



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DRAINAGE AND UTILITIES - U.S. ROUTE 14 WEST

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 43
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 4 OF 12 SHEETS STA. 562+50 TO STA. 564+65

15 STA. 576+06.5, 25.2' RT.  
INLET TA T23F&G  
RIM EL. = 670.56  
INV. EL. = 667.22

16 STA. 574+80.0, 23.5' RT.  
INLET TA T23F&G  
RIM EL. = 671.20  
INV. EL. = 668.62

17 STA. 574+80.0, 31.5' LT.  
CB ADJ NEW T23F&G  
RIM EL. = 670.16  
INV. EL. = 668.80 (E)  
INV. EL. = 667.06 (SW)

14 4" - STORM SEW CL A 1, 12" @ 5.00%  
T.B.F. = 2 CU. YD.

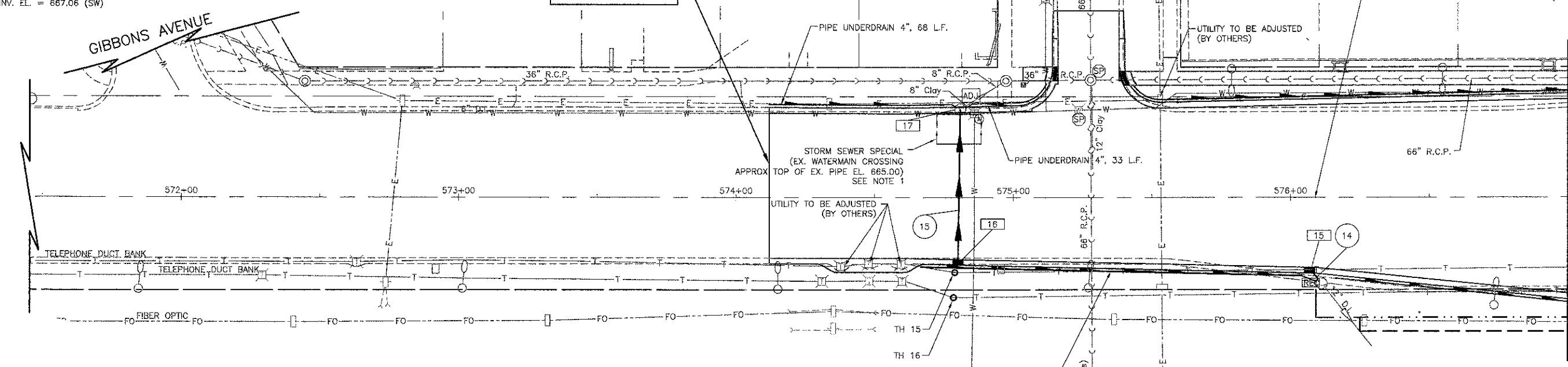
15 42" - STORM SEW CL A 1, 12" @ 3.00%  
10" - STORM SEW WM REQ, 12" @ 3.00%  
T.B.F. = 12 CU. YD.

NOTES:

1. THE WATERMAIN SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATERMAIN".

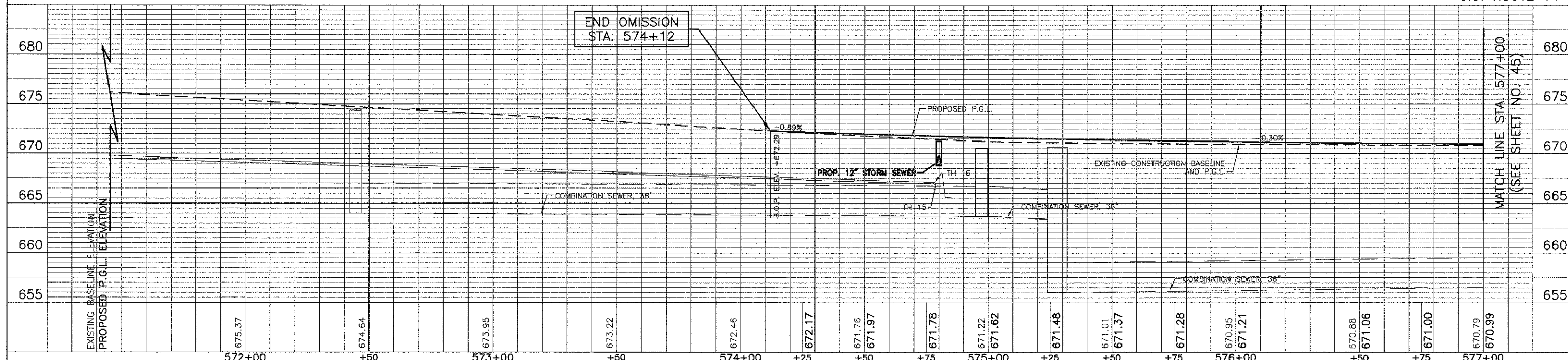
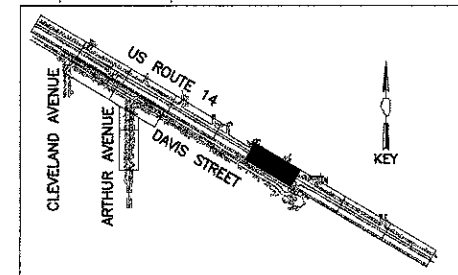
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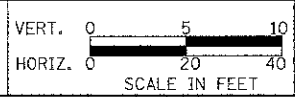
TEST HOLES (TH)

TH	STATION	OFFSET	TOP OF UTILITY ELEV.
15	574+78.90	27.05 RT	666.92
16	574+78.40	36.05 RT	667.09



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

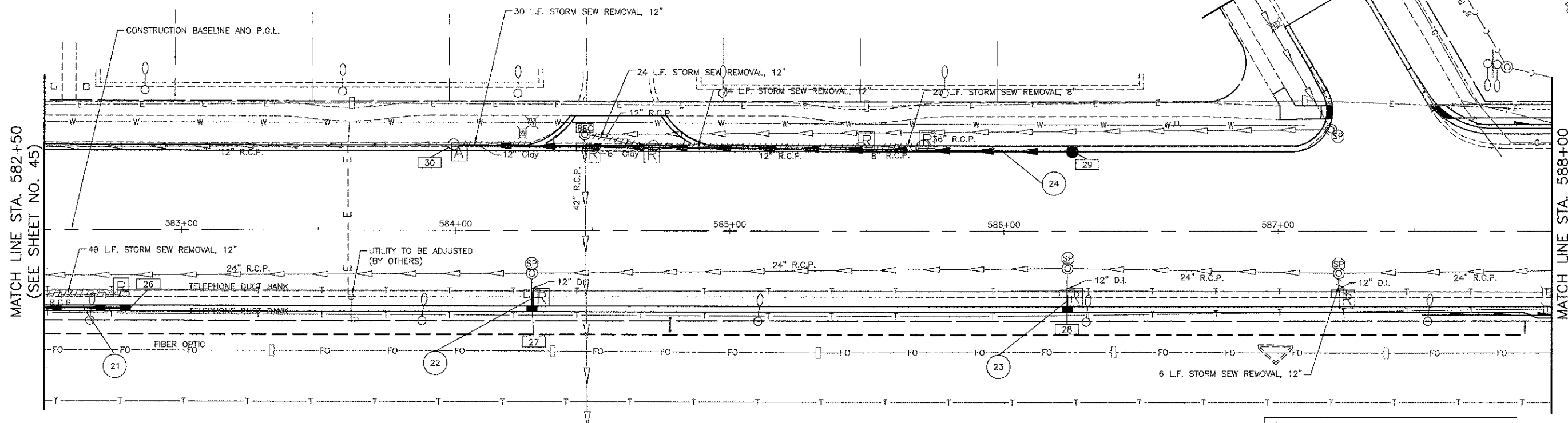


DRAINAGE AND UTILITIES - U.S. ROUTE 14 EAST  
SHEET NO. 5 OF 12 SHEETS | STA. 574+12 TO STA. 577+00

F.A.I. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 44
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



26 STA. 582+79.0, 27.5' RT INLET TA T23F&G RIM EL. = 672.81 INV. EL. = 669.72	27 STA. 584+28.0, 27.5' RT INLET TA T23F&G RIM EL. = 674.46 INV. EL. = 672.04	28 STA. 586+23.5, 27.5' RT INLET TA T23F&G RIM EL. = 675.03 INV. EL. = 672.40	29 STA. 586+25.0, 29.0' LT CB TA 4 DIA T23F&G RIM EL. = 675.14 INV. EL. = 670.83 (NE)	30 STA. 583+99.2, 31.3' LT. CB ADJUST RIM EL. = 674.32 INV. EL. = 667.30 (NW) INV. EL. = 667.50 (SE)
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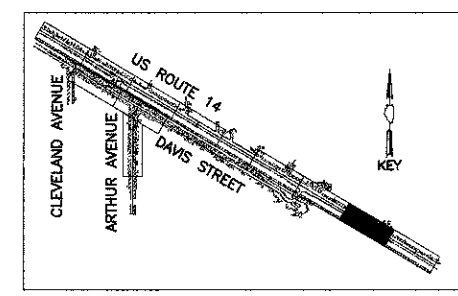
MATCH LINE STA. 582+50  
(SEE SHEET NO. 45)

MATCH LINE STA. 588+00  
(SEE SHEET NO. 47)

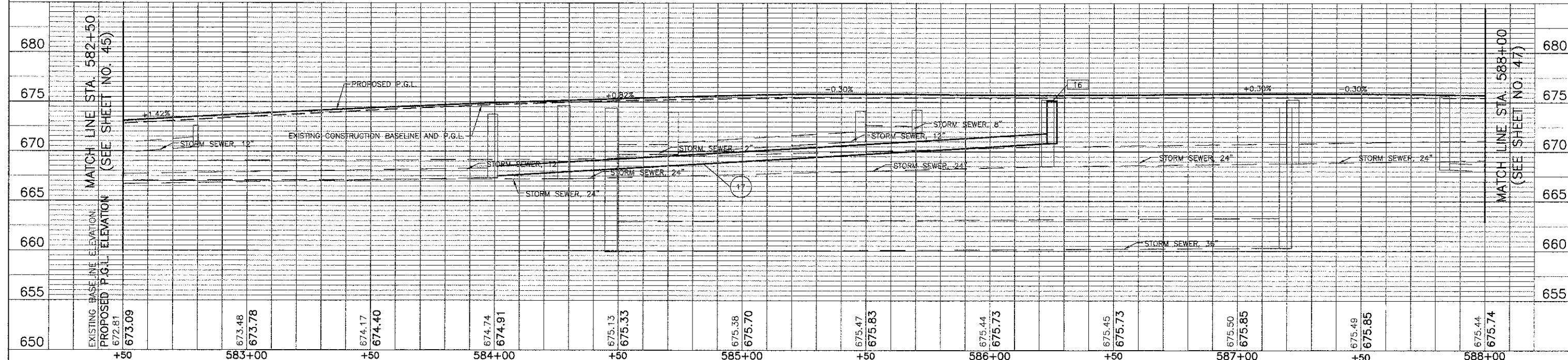
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DATE	
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REVISIONS	
NO.	
DESCRIPTION	
DATE	

- 21 49' - STORM SEW CL A 1, 12" @ 0.44%  
T.B.F. = 7 CU. YD.
- 22 5' - DI STORM SEWER, 12" @ 1.00%  
T.B.F. = 2 CU. YD.
- 23 5' - DI STORM SEWER, 12" @ 1.00%  
T.B.F. = 2 CU. YD.
- 24 222' - STORM SEW WM REQ, 12" @ 1.50%  
T.B.F. = 55 CU. YD.



U.S. ROUTE 14

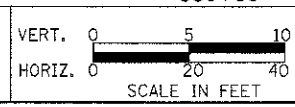


680	675	670	665	660	655	650	
+50		+50		+50		+50	
583+00		584+00		585+00		586+00	
587+00		588+00					



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

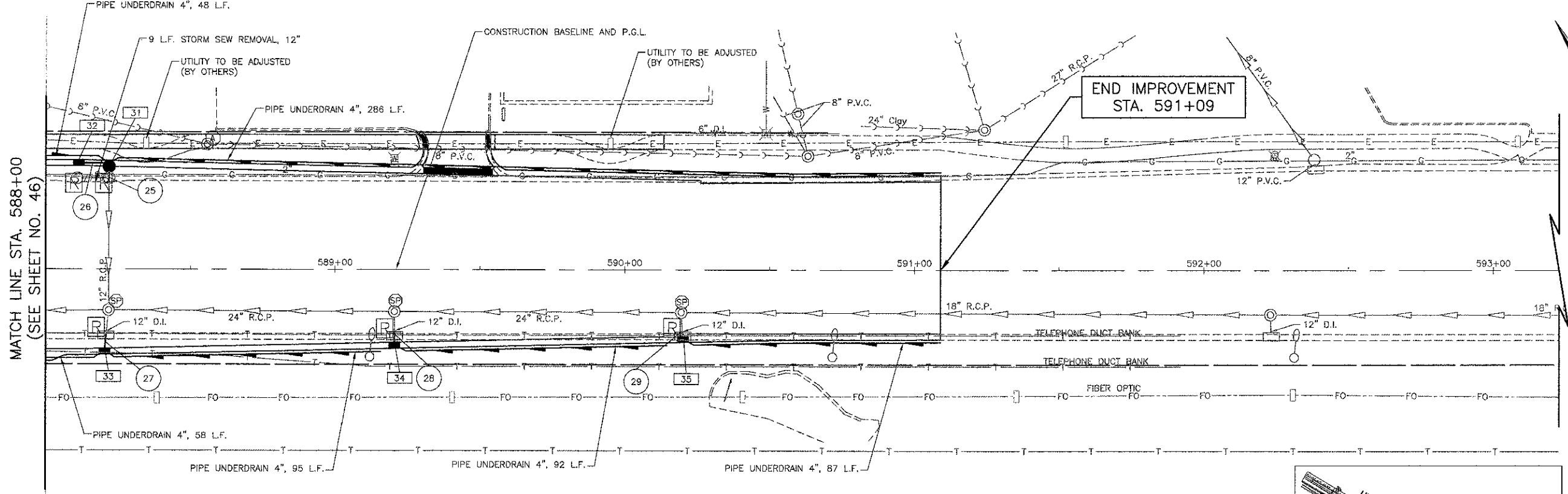
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



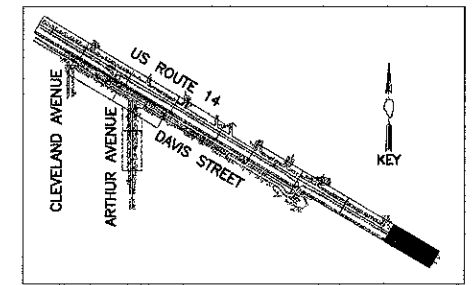
DRAINAGE AND UTILITIES - U.S. ROUTE 14 EAST  
SHEET NO. 7 OF 12 SHEETS  
STA. 582+50 TO STA. 588+00

F.A.J. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 46
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

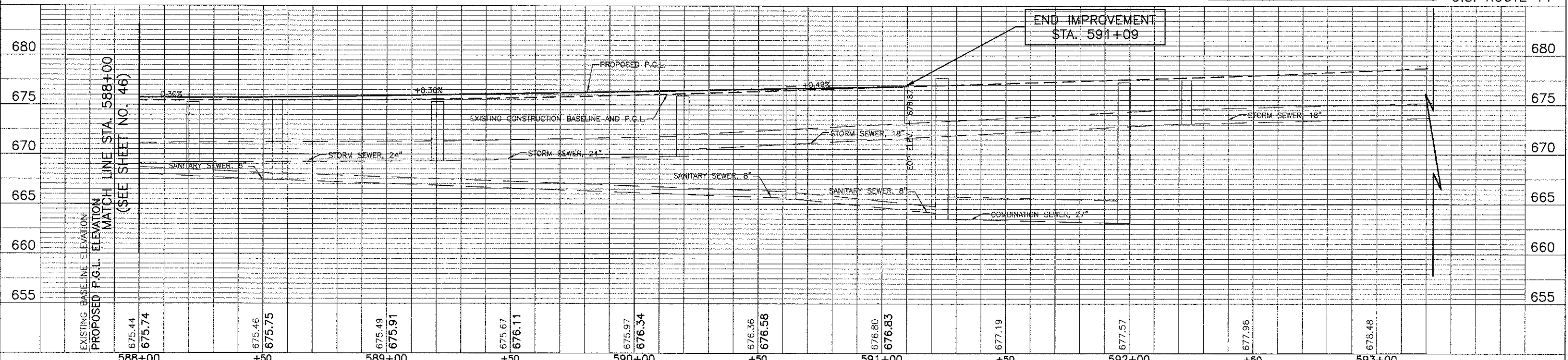
31 STA. 588+21.0, 35.3' LT. CB TA 4 DIA T23F&G RIM EL. = 674.84 INV. EL. = 671.00 (S) INV. EL. = 671.1 (W)	32 STA. 588+11.0, 35.5' LT. INLET TA T23F&G RIM EL. = 674.84 INV. EL. = 671.20	33 STA. 588+21.0, 27.3' RT. INLET TA T23F&G RIM EL. = 675.04 INV. EL. = 672.40	34 STA. 589+20.5, 25.0' RT. INLET TA T23F&G RIM EL. = 675.37 INV. EL. = 672.60	35 STA. 590+20.0, 22.0' RT. INLET TA T23F&G RIM EL. = 675.88 INV. EL. = 673.20
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- 25 4' - STORM SEW WM REQ, 12" @ 1.00%  
T.B.F. = 2 CU. YD.
- 26 5' - STORM SEW WM REQ, 12" @ 2.00%  
T.B.F. = 2 CU. YD.
- 27 5' - DI STORM SEWER, 12" @ 2.00%  
T.B.F. = 2 CU. YD.
- 28 4' - DI STORM SEWER, 12" @ 2.00%  
T.B.F. = 2 CU. YD.
- 29 2' - DI STORM SEWER, 12" @ 2.00%  
T.B.F. = 2 CU. YD.



U.S. ROUTE 14



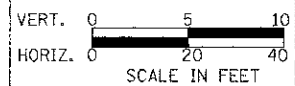
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DRAINAGE AND UTILITIES - U.S. ROUTE 14 EAST

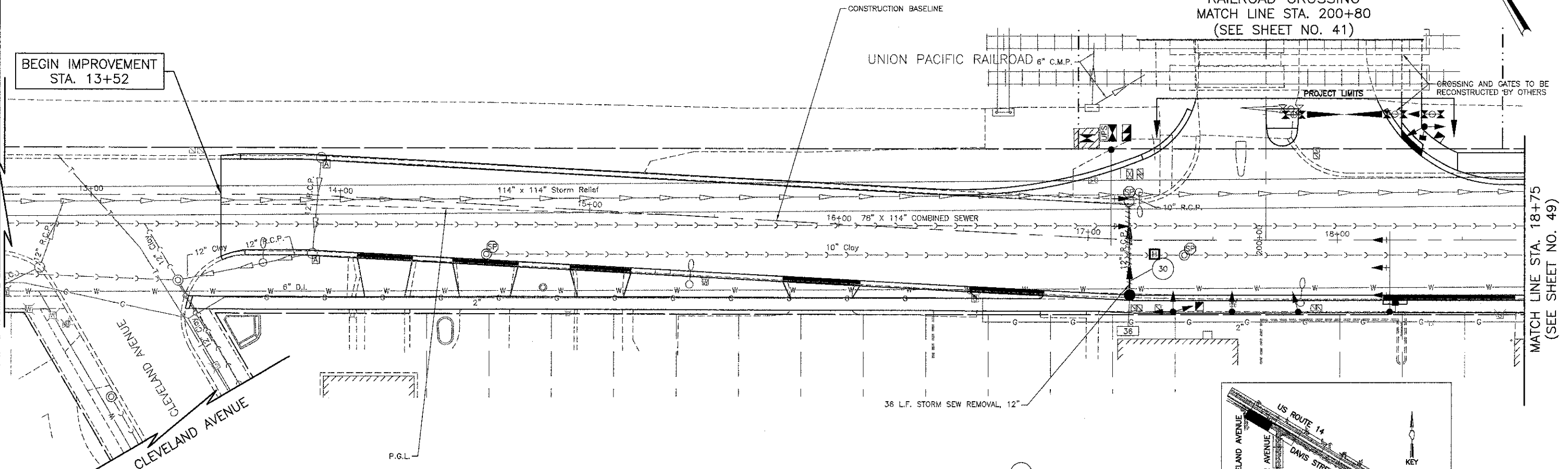
SHEET NO. 8 OF 12 SHEETS | STA. 588+00 TO STA. 591+09

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 47
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

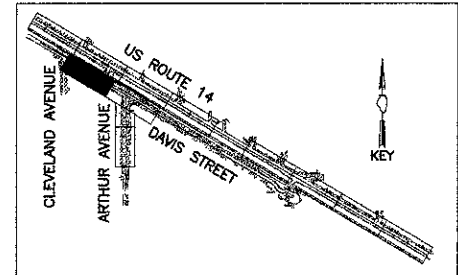
36 STA. 17+16.5, 22.0' RT.  
 CB TA 4 DIA T23F&G  
 RIM EL. = 682.43  
 INV. EL. = 678.56

BEGIN IMPROVEMENT  
 STA. 13+52

RAILROAD CROSSING  
 MATCH LINE STA. 200+80  
 (SEE SHEET NO. 41)

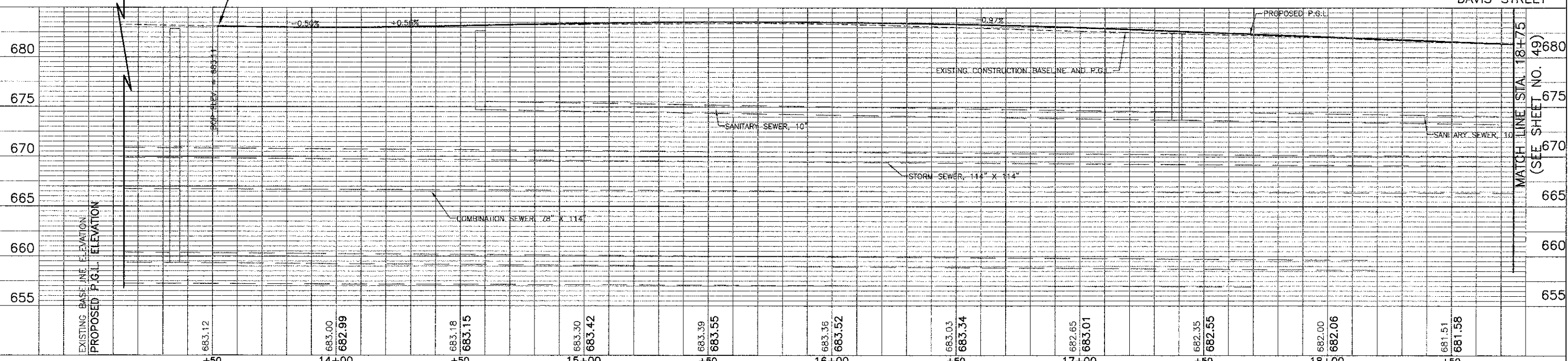


MATCH LINE STA. 18+75  
 (SEE SHEET NO. 49)



30 23' - STORM SEW CL A 1, 12" @ 1.00%  
 13' - STORM SEW WM REQ, 12" @ 1.00%  
 T.B.F. = 5 CU. YD.

BEGIN IMPROVEMENT  
 STA. 13+52



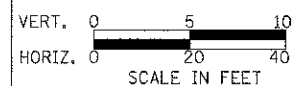
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PLOTTED	
NOTE BOOK	
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



DRAINAGE AND UTILITIES - DAVIS STREET

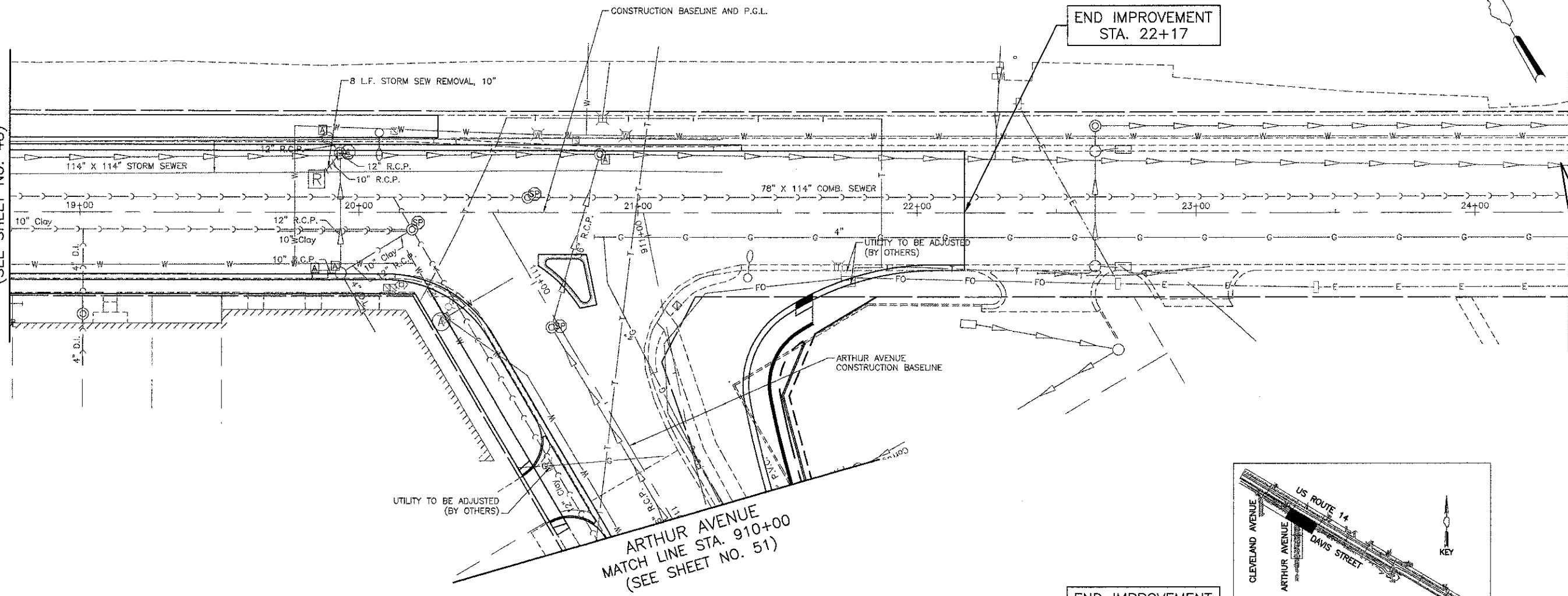
F.A.U. RTE. 3512	SECTION 02-00:77-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 48
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PLAN	SURVISED	DATE
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	BY	
	NO.	

PROFILE	SURVISED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	

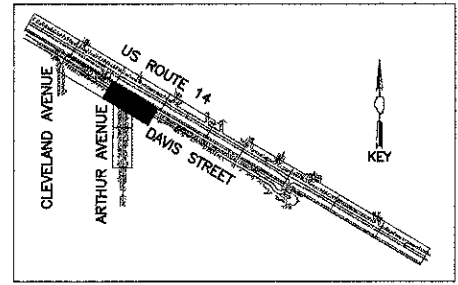
MATCH LINE STA. 18+75  
(SEE SHEET NO. 48)



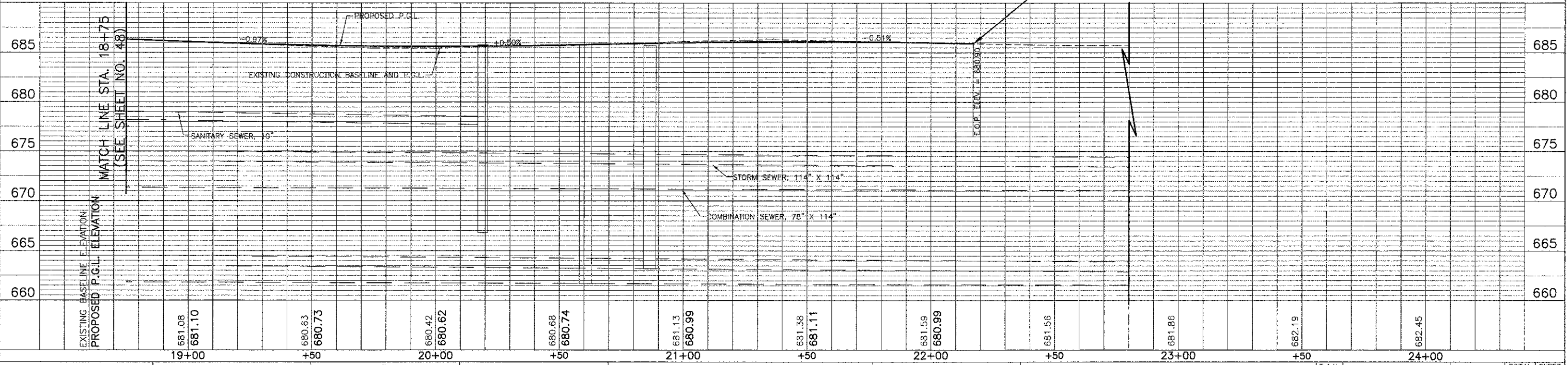
END IMPROVEMENT  
STA. 22+17

ARTHUR AVENUE  
MATCH LINE STA. 910+00  
(SEE SHEET NO. 51)

END IMPROVEMENT  
STA. 22+17



DAVIS STREET

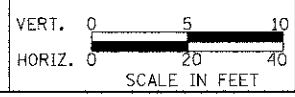


EXISTING BASELINE ELEVATION	685	680	675	670	665	660
PROPOSED P.G.L. ELEVATION	681.08	680.73	680.62	680.74	681.13	681.11
	19+00	+50	20+00	+50	21+00	+50
	22+00	+50	23+00	+50	24+00	



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

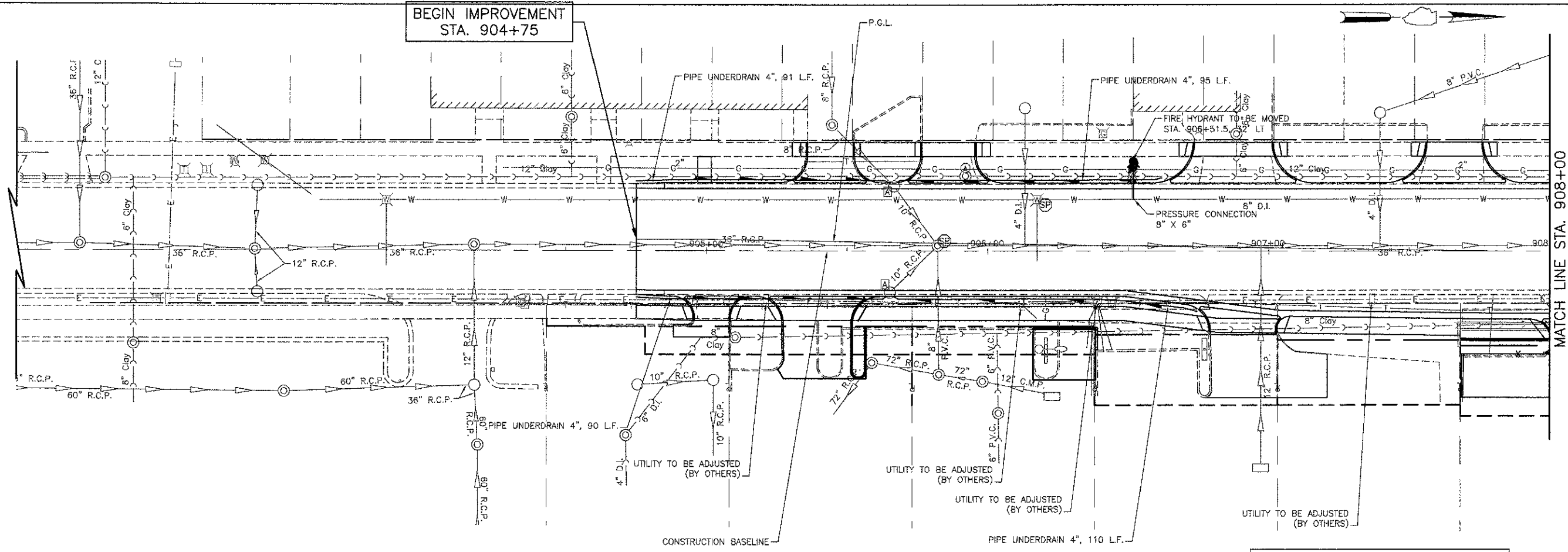


DRAINAGE AND UTILITIES - DAVIS STREET  
SHEET NO. 10 OF 12 SHEETS STA. 18+75 TO STA. 22+17

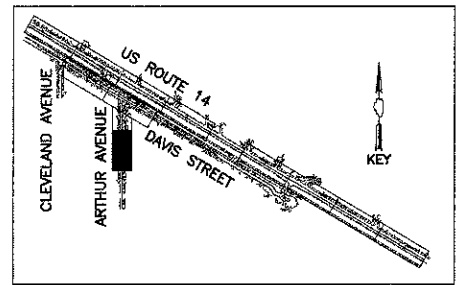
F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 49
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTED	
	CHECKED	
	NO.	

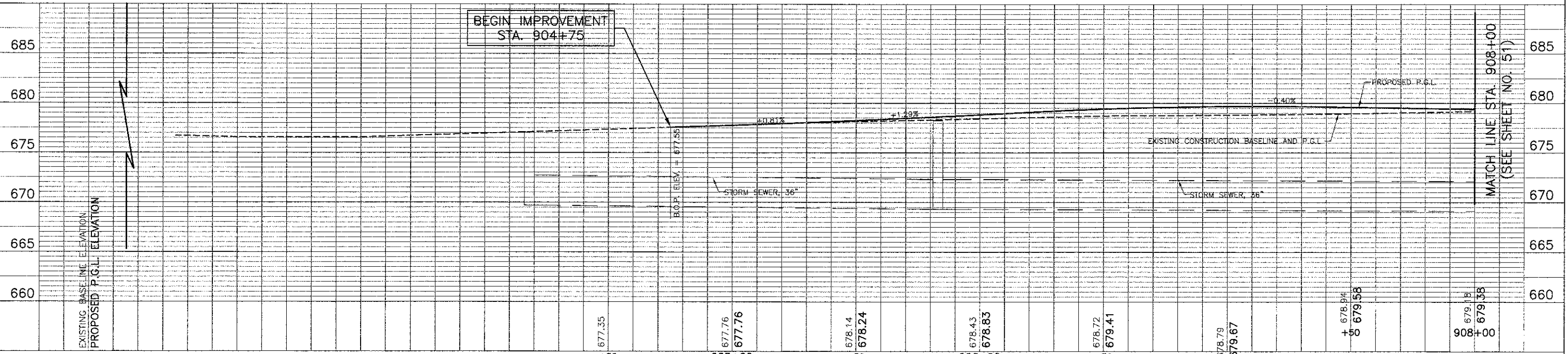
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	NOTED	
	CHECKED	
	NO.	



MATCH LINE STA. 908+00  
(SEE SHEET NO. 51)



ARTHUR AVENUE



BEGIN IMPROVEMENT  
STA. 904+75

MATCH LINE STA. 908+00  
(SEE SHEET NO. 51)



USER NAME = #USER#  
DESIGNED - RTM  
DRAWN - JRR  
CHECKED - RTM  
PLOT DATE = #DATE#

REVISOR -  
REVISOR -  
REVISOR -  
REVISOR -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

VERT. 0 5 10  
HORIZ. 0 20 40  
SCALE IN FEET

DRAINAGE AND UTILITIES - ARTHUR AVENUE

SHEET NO. 11 OF 12 SHEETS  
STA. 904+75 TO STA. 908+00

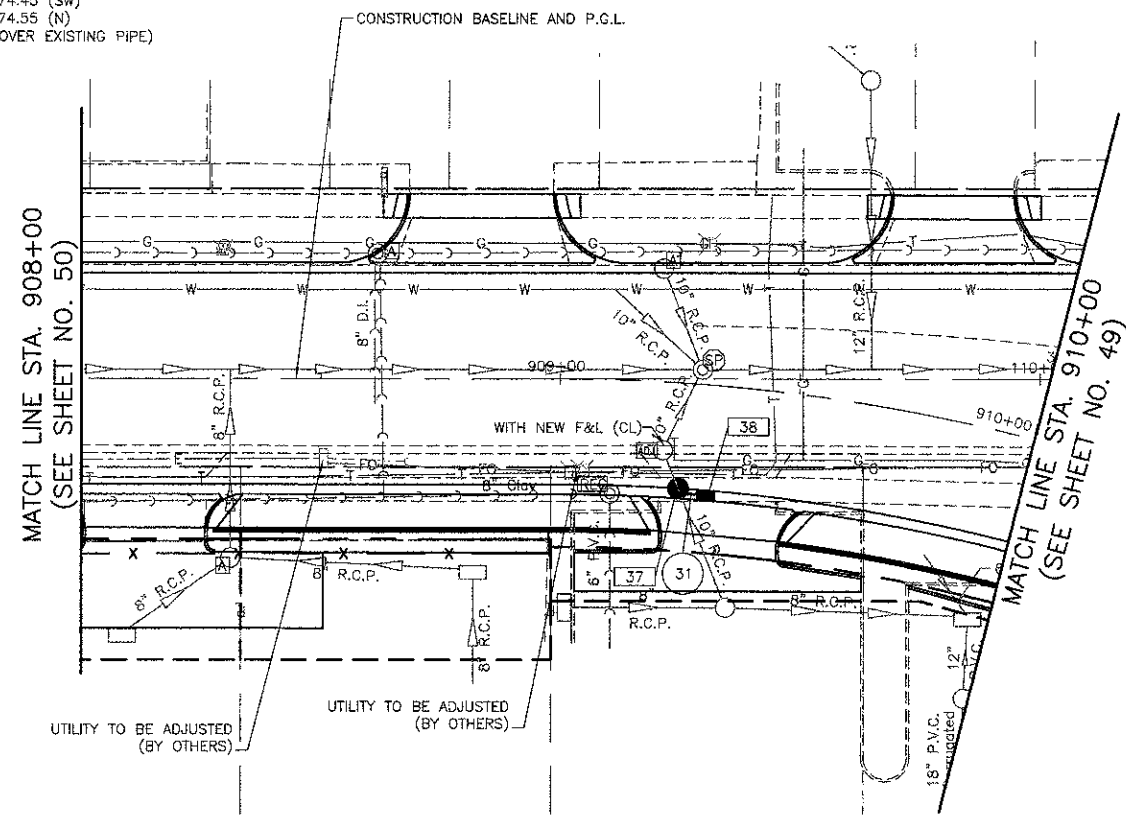
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	50
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

37 STA. 909+26.0, 22.0' RT.  
 CB TA 4 DIA T23F&G  
 RIM EL. = 678.49  
 INV. EL. = 674.45 (NE)  
 INV. EL. = 674.45 (SW)  
 INV. EL. = 674.55 (N)  
 (CONSTRUCT OVER EXISTING PIPE)

38 STA. 909+32.0, 22.0' RT.  
 INLET TA T23F&G  
 RIM EL. = 678.49  
 INV. EL. = 674.65

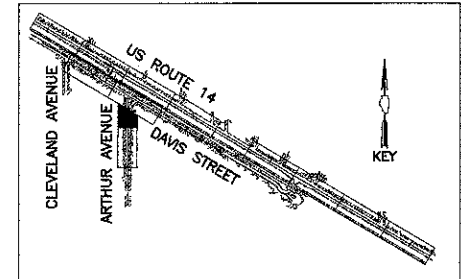


DATE	
BY	
PLAN	
REVISED	
PLOTTED	
NOTE BOOK	
NO.	
CHECKED	
ALIGNED	
FIELD	
FILE NAME	

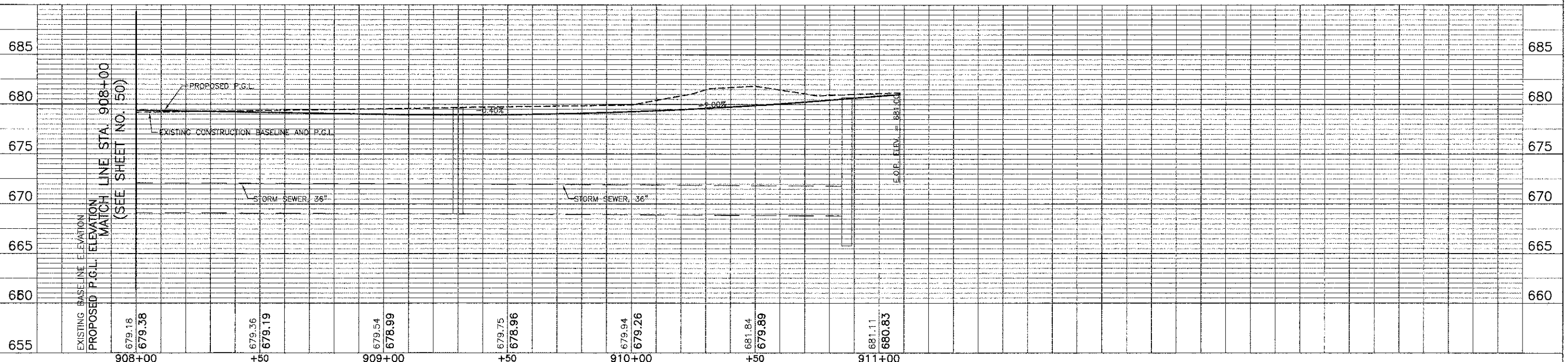


31 2' - STORM SEW CL A 1, 10" @ 5.00%  
 T.B.F. = 2 CU. YD.

ARTHUR AVENUE



DATE	
BY	
PROFILE	
REVISED	
PLOTTED	
NOTE BOOK	
NO.	
CHECKED	
GRADES	
NOTED	
STATUS	
CHKD	



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

VERT.	0	5	10
HORIZ.	0	20	40

SCALE IN FEET

DRAINAGE AND UTILITIES - ARTHUR AVE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	51
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

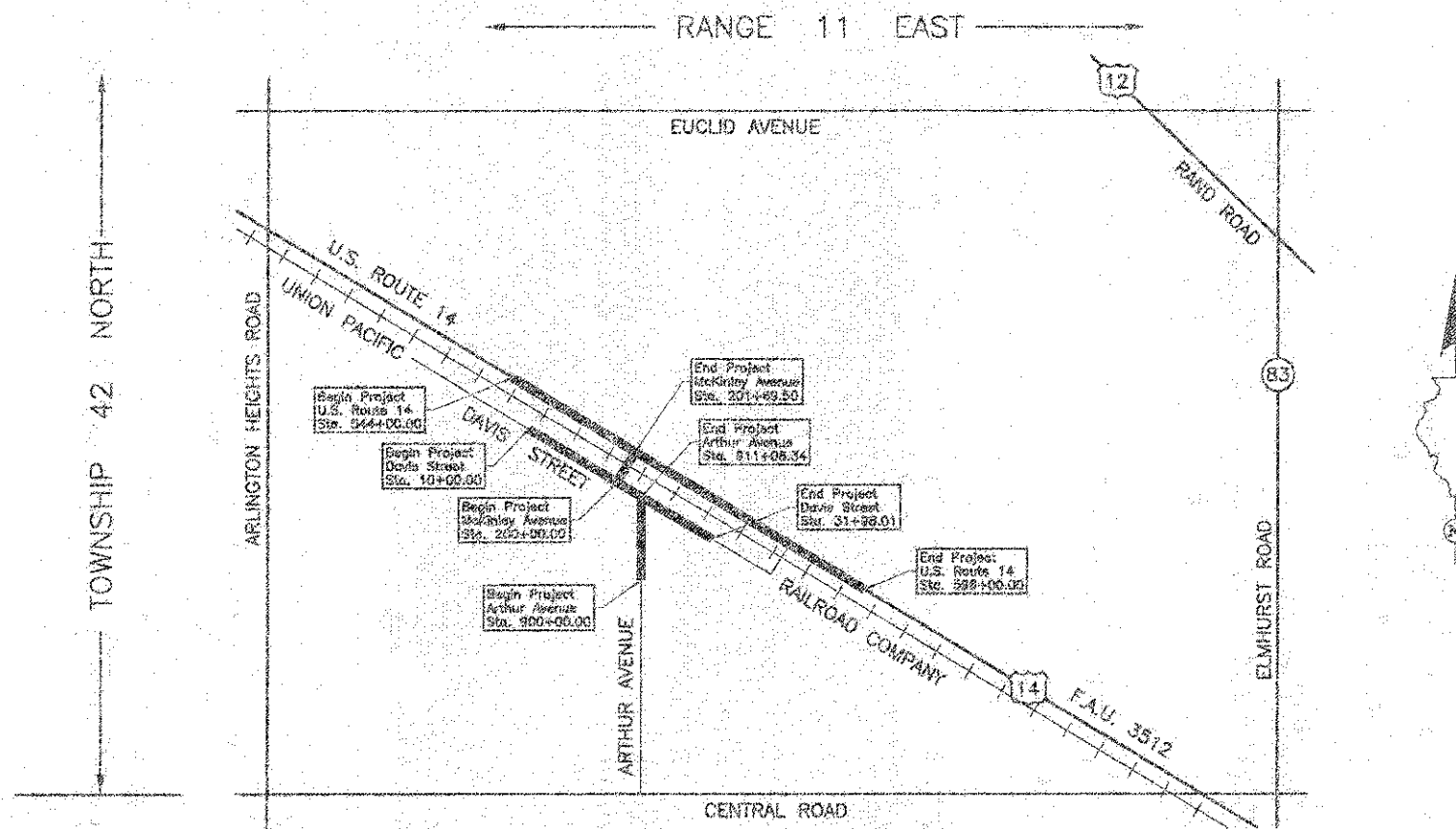
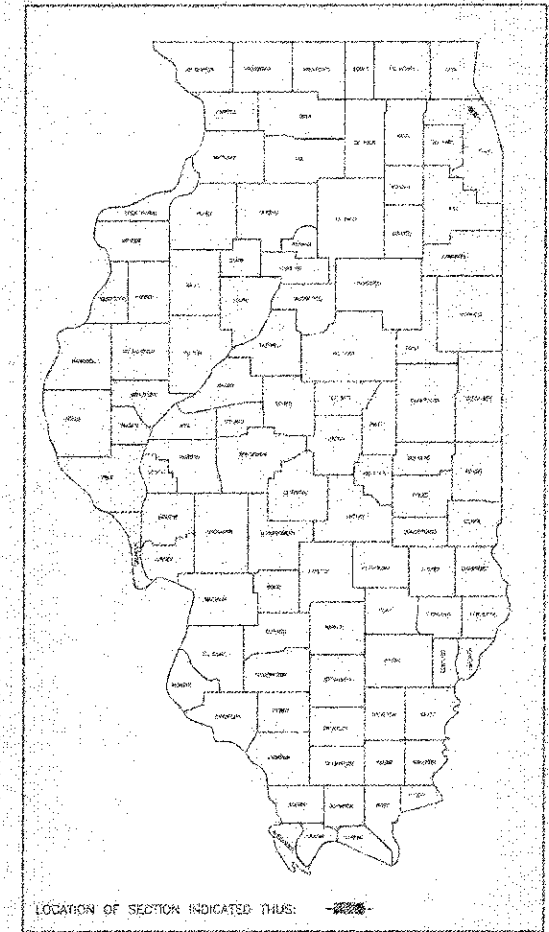
SHEET NO. 12 OF 12 SHEETS STA. 908+00 TO STA. 910+00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 RIGHT OF WAY PLANS  
 FOR PROPOSED  
 FEDERAL AID HIGHWAY

ROUTE: F.A.U. 3512 (U.S. 14)  
 SECTION: 02-00177-00-WR  
 PROJECT NO.:  
 JOB NO.: R-90-003-06  
 COUNTY: COOK  
 LIMITS:

F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS
3512	02-00177-00-WR	COOK	7
PROJECT NO.	JOB NO.		
	R-90-003-06		

02-00177-00-WR  
 R-90-003-06



PROJECT LENGTH = 5,200.00 LIN. FT. = 0.985 MILE, U.S. ROUTE 14  
 = 2,198.01 LIN. FT. = 0.416 MILE, DAVIS STREET  
 = 1,108.34 LIN. FT. = 0.210 MILE, ARTHUR AVENUE  
 = 169.50 LIN. FT. = 0.032 MILE, MCKINLEY AVENUE  
 TOTAL LENGTH = 8,675.85 LIN. FT. = 1.643 MILES

APPROVED	_____	20
	LOCAL AGENCY OFFICIAL	
APPROVED	_____	20
	ENGINEER OF LAND ACQUISITION	
APPROVED	_____	20
	ENGINEER OF LOCAL ROADS & STREETS	
APPROVED	_____	20
	DISTRICT ENGINEER	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		

Point Number	Tie to point	Tie Distance (feet)
1	T1	23.24
	T2	18.79
	T3	25.18
2	T1	20.29
	T2	7.79
	T3	18.70
3	T1	25.59
	T2	23.11
	T3	46.30
4	T1	23.39
	T2	36.11
	T3	44.01
5	T1	43.81
	T2	33.56
	T3	49.02
6	T1	42.32
	T2	31.68
	T3	47.69
7	T1	47.88
	T2	32.33
	T3	58.83

T1 to Point Nos. 1 & 2 is a Cross Cut (Set) in Concrete Curb.  
 T2 & T3 to Point Nos. 1 & 2 are a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T1 to Point Nos. 3 & 4 is a Cross Cut (Set) in Concrete Curb.  
 T2 to Point Nos. 3 & 4 is a Cross Cut (Set) in Concrete Retaining Wall.  
 T3 to Point Nos. 3 & 4 is a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T2 & T3 to Point Nos. 5 & 6 are a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T2 & T3 to Point No. 7 is a "MAG" Nail (Set) in Bituminous Parking Lot.

Parcel	Document No.	Date Recorded
0033001	0725434058	September 11, 2007
0033002	0803018068	January 30, 2008
0033003	0728834026	September 25, 2007
0033004	0736008048	December 26, 2007
---	9257733	April 29, 1926
---	23542898	July 1, 1978
---	23542899	July 1, 1978
---	0502718032	January 27, 2009

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0033001T.E.	Hon Chuen Wong and Kwai Fan Wong and Benson Wong and Alene Yanting Wong, in Joint Tenancy	0.233	N/A	N/A	0.233	0.007	300	Construction Purposes	03-33-126-009	
0033002T.E.	H & Z Properties, Inc., an Illinois Corporation	0.406	N/A	N/A	0.406	0.030	N/A	Construction Purposes	03-33-126-007 03-33-126-008	
0033003T.E.	AmeriUnited Bank and Trust Company USA, formerly known as First Bank of Schaumburg as Trustee under Trust Agreement dated May 15, 1987 known as Trust No. 984	0.229	N/A	N/A	0.229	0.037	N/A	Construction Purposes	03-33-126-006	
0033004T.E.	Edward H. Vockeroth and Patricia R. Vockeroth as Trustees of the Vockeroth Family Revocable Trust dated April 27, 1998	0.228	N/A	N/A	0.228	0.034	N/A	Construction Purposes	03-33-126-005	

STATION	OFFSET	NORTH	EAST
907+03.16	29.56' RL	1,970,079.002	1,083,998.530
907+03.16	31.56' RL	1,970,079.001	1,083,998.530
907+03.18	54.56' RL	1,970,078.987	1,084,021.530
907+68.14	18.51' RL	1,970,143.993	1,083,985.570
907+68.14	31.51' RL	1,970,143.985	1,083,998.570
907+68.16	54.51' RL	1,970,143.971	1,084,021.570

LEGEND

SECTION CORNER 18 SECTION CORNER 15

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

APPROXIMATE PROPERTY LINE  
 CENTER LINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORD DATA

EXISTING BUILDING

Scale 1"=20'

Bearings are referenced to the Village of Arlington Heights Coordinate System (NAD 83) of the Found Village of Arlington Heights Monuments, Monument 60, published U.S. Foot Coordinate Values N:1,970,855.1471-E:1,083,475.9482 and Monument 61, published U.S. Foot Coordinate Values N:1,970,859.9226-E:1,084,834.7847.

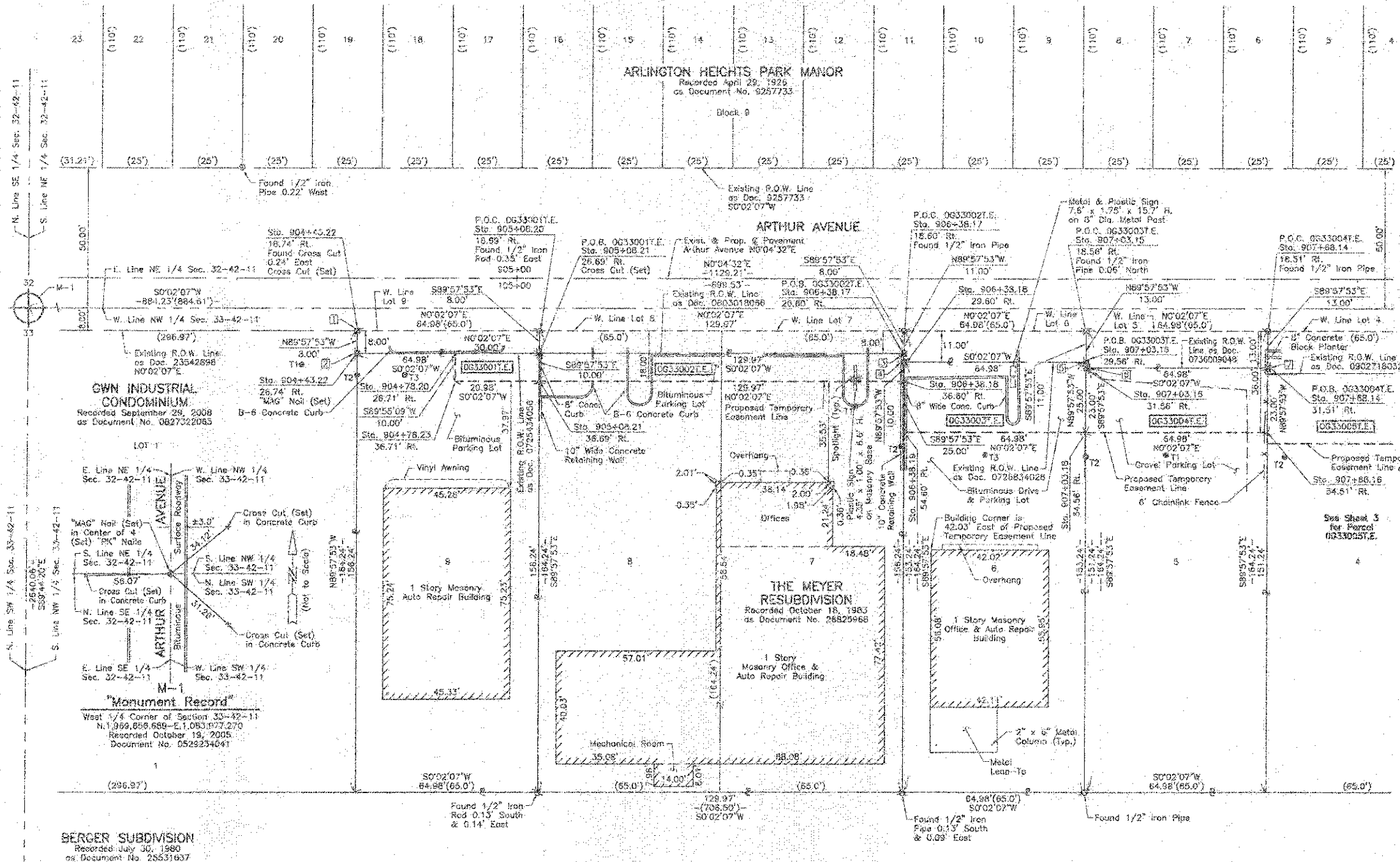
○ IRON PIPE OR ROD FOUND      ● "MAG" NAIL SET  
 + CUT (CROSS FOUND OR SET)      \* 5/8" REBAR SET  
 \* T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 \* T2 THESE STAKES IN CULTIVATED AREAS REFERENCE FOUND OR SET MONUMENTATION BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 \* STAKING OF PROPOSED RIGHT OF WAY SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 \* M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 \* PERMANENT SURVEY MARKER, I.D.O.T. STD 2133 (TO BE SET BY OTHERS)  
 \* RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS )  
 COUNTY OF LAKE )

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 194-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 32, TOWNSHIP 42N., RANGE 11E., AND SECTION 33, TOWNSHIP 42N., RANGE 11E., 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, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 22<sup>ND</sup> DAY OF SEPTEMBER 2012.

*Christina H. Jorgensen* PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2012  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N:1,970,859.9226-E:1,084,834.7847 at the Found Village of Arlington Heights Monument, Monument 61.



STATION	OFFSET	NORTH	EAST
904+43.22	18.74' RL	1,969,819.074	1,083,985.370
904+43.22	26.74' RL	1,969,819.070	1,083,993.370
904+78.20	26.71' RL	1,969,354.030	1,083,953.382
904+78.23	36.71' RL	1,969,854.084	1,084,003.397
905+08.20	18.65' RL	1,969,884.058	1,083,985.410
905+08.21	26.69' RL	1,969,884.053	1,083,993.416
905+08.21	36.69' RL	1,969,884.047	1,084,003.410
906+38.17	18.60' RL	1,970,014.026	1,083,985.490
906+38.17	26.60' RL	1,970,014.021	1,083,993.480
906+38.18	29.60' RL	1,970,014.019	1,083,996.490
906+38.18	36.60' RL	1,970,014.014	1,084,003.490
906+38.19	54.60' RL	1,970,014.003	1,084,021.490
907+03.15	18.56' RL	1,970,079.000	1,083,985.530

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60048  
 (847) 358-3371

SHEET 1 IS A COVER  
 SHEET 4B IS NOT RECORDED.

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. 3512 (U.S. 14)

SECTION 02-00177-00-WR COOK COUNTY  
 PROJECT JOB NO. R-90-003-05  
 STATION 904+00 TO STATION 908+00  
 SCALE: 1"=20' SHEET 2 OF 7

BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAMBURG, ILLINOIS 60196

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
06330051.E	Chicago Title Land Trust Company as successor to Cole Taylor Bank as Trustee under Trust Agreement dated March 10, 1999 known as Trust No. 99-8197	0.445	N/A	N/A	0.445	0.075	Construction Purpose	03-33-126-003 03-33-126-004	
0633006	Bradley P. Vance as Trustee under the Bradley P. Vance Declaration of Trust dated October 23, 1997	0.502	0.113	N/A	0.389	0.022	Construction Purpose	03-33-126-001 03-33-126-002	

**Proposed Pavement Arthur Avenue Curve #1**

P.I. = Sta. 908+85.05  
 P.A. = 185°56'  
 R = 400.00'  
 L = 66.52'  
 T = 131.83'  
 E = 5.49'  
 P.C. = Sta. 908+99.53  
 P.T. = Sta. 910+31.36

STATION	OFFSET	NORTH	EAST
908+99.53	35.08' RL	1,970,275.364	1,084,002.317
908+83.70	38.28' RL	1,970,360.907	1,084,013.593
910+19.03	0.64' RL	1,970,392.929	1,083,985.723
910+31.36	35.08' RL	1,970,393.437	1,084,022.111
910+33.68	38.13' RL	1,970,394.641	1,084,023.746
910+34.35	35.08' RL	1,970,396.299	1,084,023.093
910+51.99	47.10' RL	1,970,409.050	1,084,040.182
910+53.82	51.74' RL	1,970,409.059	1,084,045.100
910+54.79	4.21' LL	1,970,428.336	1,083,992.582
910+75.19	12.28' LL	1,970,442.299	1,084,014.785

**LEGEND**

SECTION CORNER 16 SECTION CORNER 18

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

APPARENT PROPERTY LINE  
 CENTER LINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPLETED DIMENSION  
 RECORD DATA

EXISTING BUILDING

0 IRON PIPE OR ROD FOUND 10 "MAG" NAIL SET

+ CUT CROSS FOUND OR SET 10 5/8" REBAR SET

\* T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION SET 5/8" INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

\* BT1 THESE STAKES IN CULTIVATED AREAS REFERENCE FOUND OR SET MONUMENTATION BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

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

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

10 PERMANENT SURVEY MARKER 10.00" STD 2135 (TO BE SET BY OTHERS)

11 RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
 COUNTY OF LAKE } 55

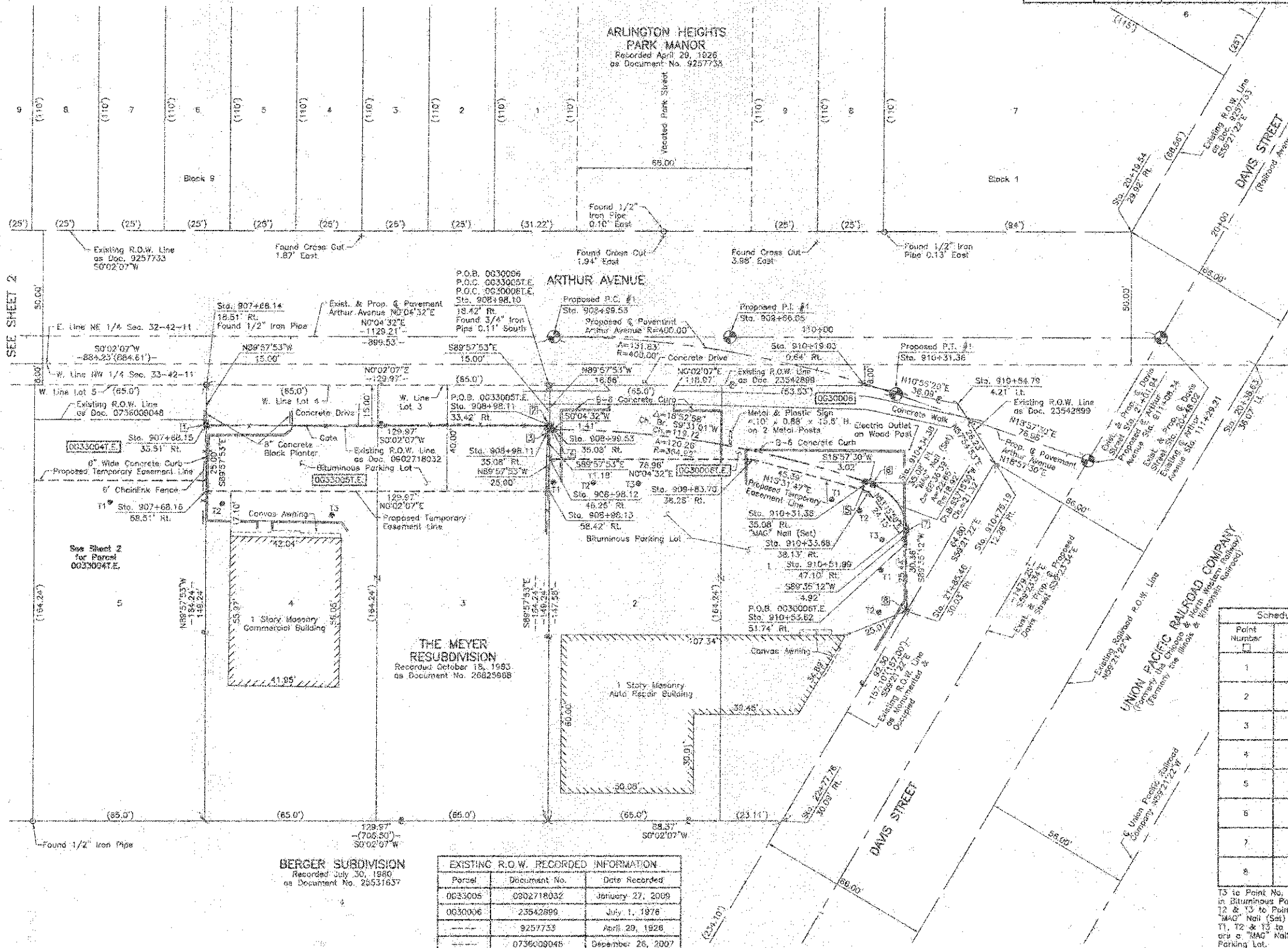
THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 32, TOWNSHIP 42N, RANGE 11E, AND SECTION 33, TOWNSHIP 42N, RANGE 11E, OF THE THIRD PRINCIPAL MERIDIAN, 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 CHAIN THE SURVEY TO BE REPEATED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 22<sup>ND</sup> DAY OF September 2012.

*Christian H. Jorgensen* PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N.1,970,089.9226-E.1,084,934.7847 of the Found Village of Arlington Heights Monument, Monument #1.



**Schedule of Ties**

Point Number	Tie to point	Tie Distance (feet)
1	T1	48.58
	T2	30.36
	T3	58.82
2	T1	21.83
	T2	27.34
	T3	42.23
3	T1	19.93
	T2	25.15
	T3	38.14
4	T1	14.41
	T2	11.00
	T3	22.77
5	T1	16.65
	T2	11.02
	T3	23.18
6	T1	18.02
	T2	19.22
	T3	10.60
7	T1	18.10
	T2	10.63
	T3	28.19

T3 to Point No. 1 is a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T2 & T3 to Point Nos. 2, 3 & 4 are a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T1, T2 & T3 to Point Nos. 5, 6, 7 & 8 are a "MAG" Nail (Set) in Bituminous Parking Lot.

**COORDINATE TABLE**

STATION	OFFSET	NORTH	EAST
20+19.54	39.92' RL	1,970,493.941	1,083,927.785
20+38.63	36.07' LL	1,970,548.915	1,083,977.814
21+85.46	33.03' RL	1,970,408.299	1,084,070.539
22+72.76	30.00' RL	1,970,392.227	1,084,148.944
907+68.14	18.51' RL	1,970,143.993	1,083,985.570
907+68.15	33.51' RL	1,970,143.984	1,084,000.570
907+68.16	58.51' RL	1,970,143.996	1,084,025.570
908+98.10	18.42' RL	1,970,273.950	1,083,985.650
908+98.11	33.42' RL	1,970,273.951	1,084,000.650
908+98.11	35.03' RL	1,970,273.950	1,084,002.315
908+98.12	46.20' RL	1,970,273.943	1,084,013.482
908+98.13	58.42' RL	1,970,273.936	1,084,025.650

JORGENSEN & ASSOCIATES, INC.  
 120 BARR AVENUE  
 LAKE VILLA, ILLINOIS 60046  
 (847) 359-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. 3512 (U.S. 14)

SECTION 02-00177-00-WR COOK COUNTY  
 PROJECT JOB NO. R-90-003-06  
 STATION 20+00 TO STATION 23+00  
 STATION 907+00 TO STATION 911+08.34  
 SCALE: 1"=20' SHEET 3 OF 7

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAMBURG, ILLINOIS 60196

BY	DATE	REVISION

EXISTING R.O.W. RECORDED INFORMATION			
Parcel	Document No.	Date Recorded	
---	9257733	April 29, 1926	
---	394286*	February 25, 1926**	
---	2354289	July 1, 1976	

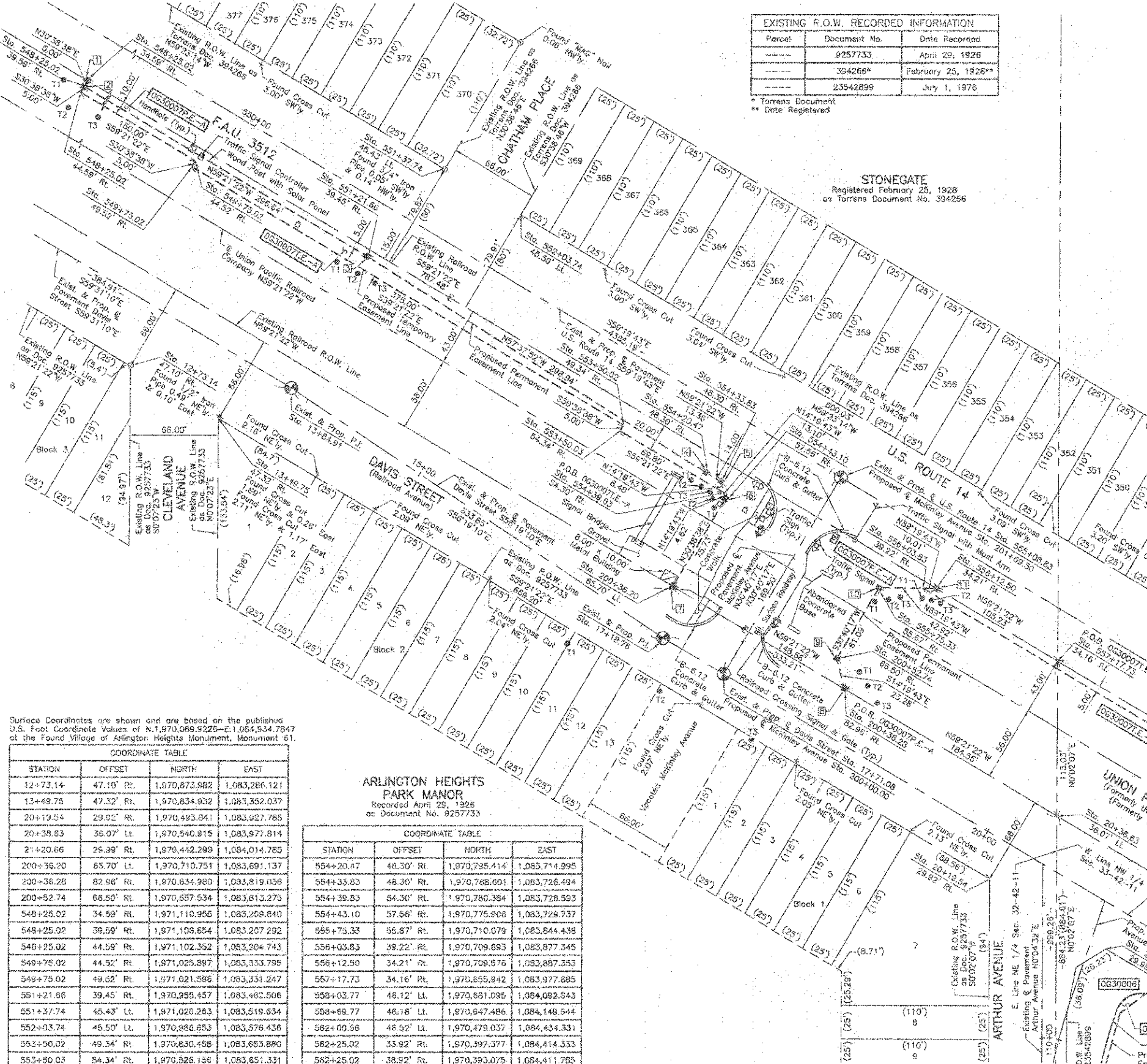
\* Torrens Document  
\*\* Date Registered

Schedule of Ties			
Point Number	Tie No.	Tie Distance (feet)	
1	T1	17.99	
	T2	24.59	
	T3	28.18	
2	T1	18.08	
	T2	19.53	
	T3	25.04	
3	T1	22.85	
	T2	14.46	
	T3	20.93	
4	T1	12.12	
	T2	10.87	
	T3	14.79	
5	T1	22.27	
	T2	15.22	
	T3	11.11	
6	T1	10.65	
	T2	9.96	
	T3	12.48	
7	T1	88.09	
	T2	78.10	
	T3	128.16	
8	T1	18.95	
	T2	17.42	
	T3	25.67	
9	T1	18.58	
	T2	39.72	
	T3	44.77	
10	T1	10.74	
	T2	11.27	
	T3	17.33	
11	T1	12.95	
	T2	9.47	
	T3	11.41	

T1 to Point No. 7 is a "MAG" Nail (Set) in Bituminous Parking Lot.  
T3 to Point No. 7 is a Cross Cut (Set) in Concrete Curb.

**LEGEND**

- SECTION CORNER
  - QUARTER CORNER
  - SECTION LINE
  - QUARTER SECTION LINE
  - QUARTER-QUARTER SECTION LINE
  - PLATTED LOT LINE
  - PROPERTY (DEED) LINE
  - APPARENT PROPERTY LINE
  - CENTER LINE
  - EXISTING RIGHT OF WAY LINE
  - PROPOSED RIGHT OF WAY LINE
  - PROPOSED EASEMENT
  - MEASURED DIMENSION
  - COMPUTED DIMENSION
  - RECORD DATA
  - EXISTING BUILDING
- Bearings are referenced to the Village of Arlington Heights Coordinate System (NAD 83) of the Found Village of Arlington Heights Monuments, Monument 60, published U.S. Foot Coordinate Values N:1,970,935.1471-E:1,083,473.8482 and Monument 61, published U.S. Foot Coordinate Values N:1,970,089.9226-E:1,084,934.7247.  
 + IRON PIPE OR ROD FOUND    @ "MAG" NAIL SET  
 + CUT CROSS FOUND OR SET    @ 5/8" REBAR SET  
 \* T1 THESE STAKES REFERENCED FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO BE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 \* BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCED FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO BE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 \* STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 \* M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)  
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET.
- STATE OF ILLINOIS }  
 COUNTY OF LAKE }  
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 32, TOWNSHIP 42N., RANGE 11E., AND SECTION 33, TOWNSHIP 42N., RANGE 11E., 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, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.  
 DATED AT LAKE VILLA, ILLINOIS THIS 23<sup>RD</sup> DAY OF September 2012.



Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N:1,970,089.9225-E:1,084,934.7847 at the Found Village of Arlington Heights Monument, Monument 61.

STATION	OFFSET	NORTH	EAST
12+73.14	47.10' Rt.	1,970,873.582	1,083,286.121
13+49.75	47.32' Rt.	1,970,834.932	1,083,352.037
20+19.54	29.92' Rt.	1,970,493.241	1,083,927.785
20+39.83	36.07' Lt.	1,970,940.815	1,083,977.814
21+20.66	26.39' Rt.	1,970,442.289	1,084,014.785
210+36.20	65.70' Lt.	1,970,710.751	1,083,691.137
200+36.28	82.96' Rt.	1,970,634.980	1,083,819.036
200+52.74	68.50' Rt.	1,970,857.534	1,083,813.276
548+25.02	34.59' Rt.	1,971,110.965	1,083,208.840
548+25.02	38.59' Rt.	1,971,106.654	1,083,207.292
548+25.02	44.59' Rt.	1,971,102.352	1,083,204.743
549+75.02	44.52' Rt.	1,971,025.897	1,083,333.795
549+75.02	49.52' Rt.	1,971,021.598	1,083,331.247
551+21.66	39.45' Rt.	1,970,958.457	1,083,482.506
551+37.74	45.43' Lt.	1,971,029.283	1,083,519.634
552+03.74	46.50' Lt.	1,970,986.853	1,083,576.436
553+50.02	49.34' Rt.	1,970,830.458	1,083,683.890
553+50.03	54.34' Rt.	1,970,828.136	1,083,651.331

**ARLINGTON HEIGHTS PARK MANOR**  
Recorded April 29, 1926  
as Document No. 9257733

STATION	OFFSET	NORTH	EAST
554+20.67	48.30' Rt.	1,970,795.414	1,083,714.995
554+33.83	48.30' Rt.	1,970,788.601	1,083,726.494
554+39.83	54.30' Rt.	1,970,780.394	1,083,728.593
554+43.10	57.56' Rt.	1,970,775.906	1,083,729.737
555+75.33	55.87' Rt.	1,970,710.079	1,083,844.438
556+03.83	39.22' Rt.	1,970,709.693	1,083,877.345
556+12.50	34.21' Rt.	1,970,709.576	1,083,887.353
557+17.73	34.16' Rt.	1,970,655.842	1,083,977.885
558+03.77	46.12' Lt.	1,970,881.085	1,084,082.543
558+69.77	48.18' Lt.	1,970,647.486	1,084,148.644
562+09.56	48.52' Lt.	1,970,479.037	1,084,434.331
562+25.02	33.92' Rt.	1,970,397.377	1,084,414.333
562+25.02	38.92' Rt.	1,970,393.075	1,084,411.785

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0630007P.E.-A	Union Pacific Railroad Company which	N/A	N/A	N/A	N/A	P.E.-A=0.420	Highway Purposes	03-32-830-002	
0630007P.E.-B	acquired title as the Chicago and					P.E.-B=0.134	Highway Purposes	03-33-500-001	
0630007P.E.-C	Northern Railroad Company					T.E.-A=0.099	Grading		
0630007P.E.-D						T.E.-B=0.071	Grading		
						T.E.-C=0.011	Grading		
						T.E.-D=0.103	Grading		

M-1 See Sheet 2  
 P.O.C. 0630007P.E.-A  
 P.O.C. 0630007P.E.-B  
 P.O.C. 0630007P.E.-C  
 P.O.C. 0630007P.E.-D  
 THE MEYER RESUBDIVISION  
 Recorded October 18, 1983  
 as Document No. 28825968  
 JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60048  
 (847) 388-3371  
 MADE BY

LEGEND

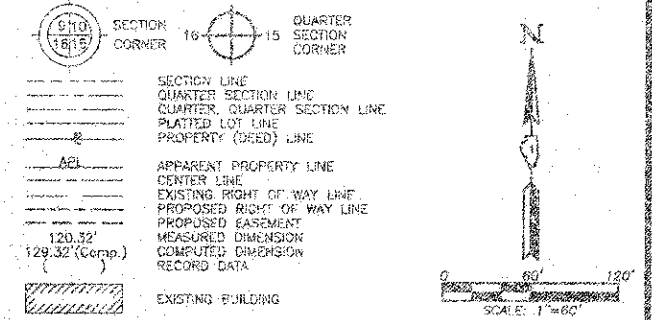


Table with 3 columns: Parcel, Document No., Date Recorded. It lists existing R.O.W. recorded information for parcels 299758\* (April 25, 1926\*\*) and 17082034 (February 25, 1928\*\*).

\* Torrens Document
\*\* Date Registered

Bearings are referenced to the Village of Arlington Heights Coordinate System (NAD 83) at the Found Villages of Arlington Heights Monuments, Monument 60, published U.S. Foot Coordinate Values N.1,970,855.1471-E.1,084,476.8482 and Monument 61, published U.S. Foot Coordinate Values N.1,970,089.9226-E.1,084,934.7847.

- List of symbols and their descriptions: T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, BTL THESE STAKES IN CULTIVATED AREAS, STAKING OF PROPOSED RIGHT OF WAY, PERMANENT SURVEY MARKER, etc.

STATE OF ILLINOIS
COUNTY OF LAKE
THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 42N., RANGE 11E., 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, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, DATED AT LAKE VILLA, ILLINOIS THIS 22ND DAY OF August 20, 2012.



CHRISTIAN H. JORGENSEN, PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2012
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N.1,970,089.9226-E.1,084,934.7847 at the Found Villages of Arlington Heights Monument, Monument 61.

COORDINATE TABLE with columns: STATION, OFFSET, NORTH, EAST. It lists coordinates for stations 582+00.58 through 575+60.24.

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60048
(847) 358-3371
SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.U. 3512 (U.S. 14). SECTION 02-00177-00-WR COOK COUNTY PROJECT JOB NO. R-90-003-06 STATION 23+00 TO STATION 31+98.01 STATION 560+00 TO STATION 577+00 SCALE: 1"=60' SHEET 5 OF 7. BUREAU OF LAND ACQUISITION 201 WEST CENTER COURT SCHAMBURG, ILLINOIS 60196

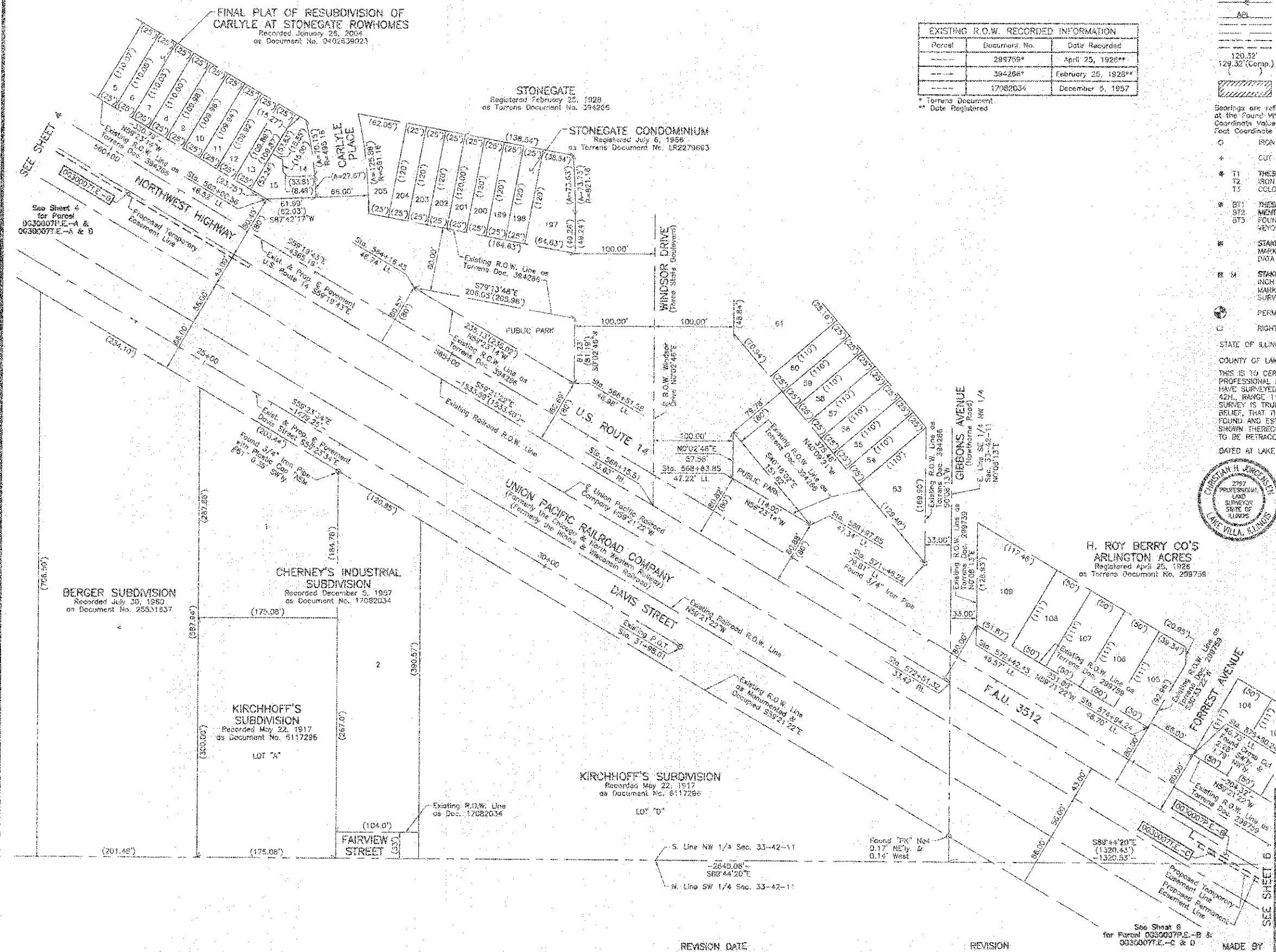
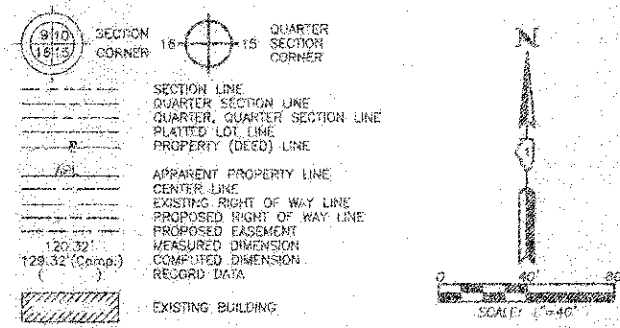


Table with columns: BY, DATE, ROW PLAT, CHECKED, NOTEBOOK NO. It contains a record of the survey work.



LEGEND



Bearings are referenced to the Village of Arlington Heights Coordinate System (MAD 83) at the Found Village of Arlington Heights Monument, Monument 60, published U.S. Foot Coordinate Values N 1,970,825.1471 - E 1,083,478.9482 and Monument 61, published U.S. Foot Coordinate Values N 1,970,089.8226 - E 1,084,834.7847.

STATION	OFFSET	NORTH	EAST
577+83.60	43.17' RL	1,968,594.262	1,085,750.340
578+91.41	33.11' RL	1,968,548.017	1,085,848.019
578+91.41	38.11' RL	1,969,543.715	1,085,845.471
578+91.41	45.11' RL	1,969,538.413	1,085,842.922
579+47.58	46.91' LL	1,969,528.198	1,085,937.151
586+73.96	47.28' LL	1,969,217.962	1,086,562.084
587+73.59	47.31' LL	1,968,166.170	1,086,649.518
587+90.20	32.69' RL	1,969,089.898	1,086,621.306
587+90.20	37.69' RL	1,969,685.596	1,086,618.757

Parcel	Document No.	Date Recorded
---	29482*	March 17, 1926**
---	299759*	April 25, 1926**

- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- THESE STAKES REFERENCE FOUND OR SET MONUMENTARY. SET 5/8" INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTARY. BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT. THE POSITION SHOWN IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.F. STD 2"X3" (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }  
 COUNTY OF LAKE }  
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 42N., RANGE 11E., 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 REPEATED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. DATED AT LAKE VILLA, ILLINOIS THIS 14th DAY OF September, 2015, A.D.

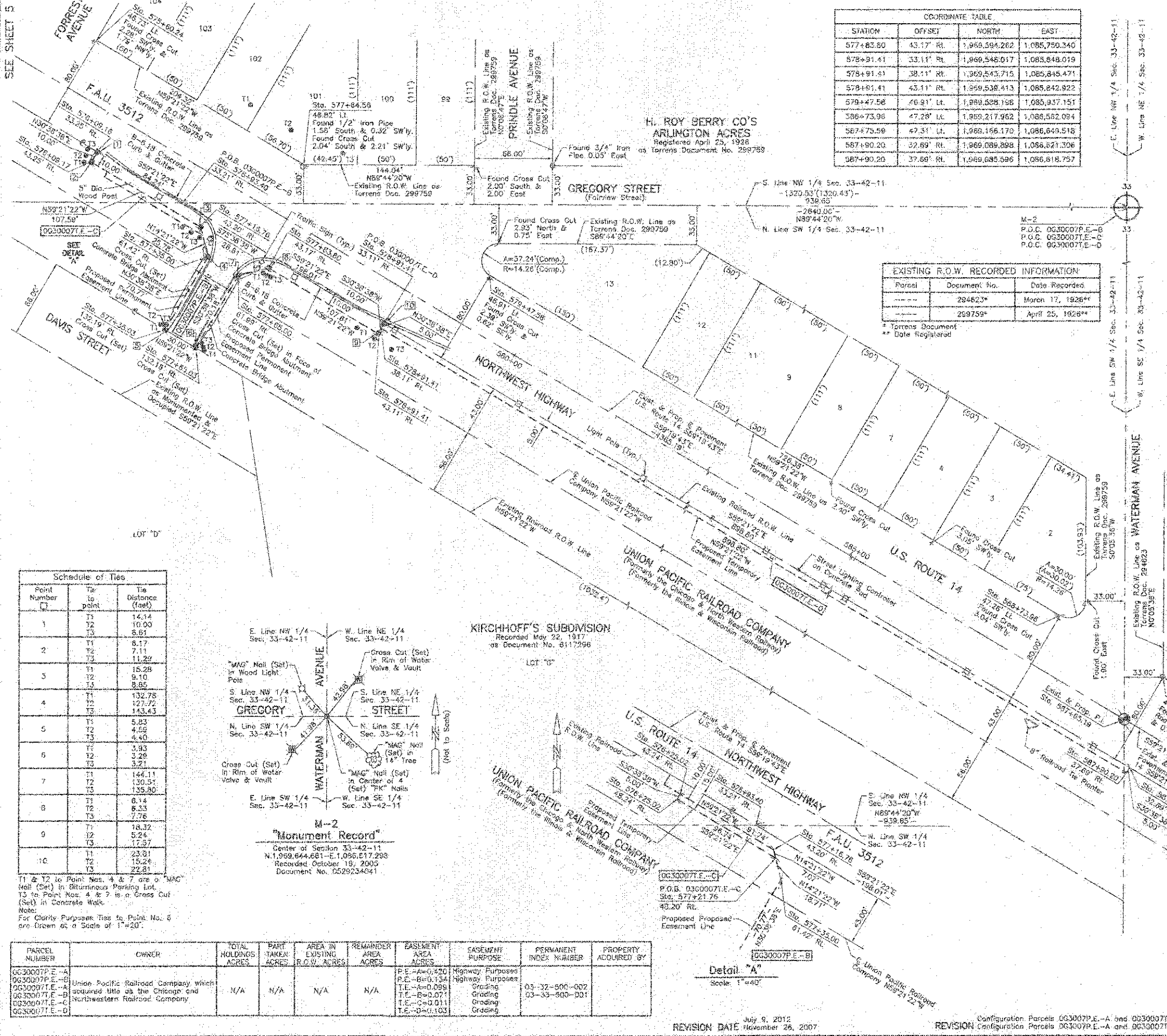


CHRISTIAN H. JORGENSEN, PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2767  
 LICENSE EXPIRATION DATE NOVEMBER 30, 2012  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N 1,970,089.8226 - E 1,084,834.7847 at the Found Village of Arlington Heights Monument, Monument 61.

STATION	OFFSET	NORTH	EAST
573+80.24	48.73' LL	1,969,785.621	1,085,663.909
576+09.16	33.25' RL	1,969,691.876	1,085,805.187
576+09.17	43.25' RL	1,968,683.276	1,085,600.090
576+25.02	43.24' RL	1,969,675.194	1,085,613.739
576+25.02	46.74' RL	1,969,570.892	1,085,611.782
576+93.40	33.21' RL	1,969,648.942	1,085,877.691
577+18.76	43.20' RL	1,969,628.436	1,085,692.665
577+21.76	46.20' RL	1,969,621.568	1,085,694.408
577+35.60	61.42' RL	1,969,603.458	1,085,689.048
577+35.60	132.19' RL	1,969,542.573	1,085,682.976
577+64.53	46.82' LL	1,969,581.478	1,085,779.698
577+65.00	61.99' RL	1,969,587.694	1,085,724.659
577+65.00	132.18' RL	1,969,527.282	1,085,686.787

JORGENSEN & ASSOCIATES, INC.  
 120 PARK AVENUE  
 LAKE VILLA, ILLINOIS 60048  
 (630) 356-3371  
 SHEET 7 IS A COVER SHEET AND IS NOT RECORDED.

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. 3512 (U.S. 14)  
 SECTION 02-06177-00-WR COOK COUNTY  
 PROJECT JOB NO. R-90-003-06  
 STATION 575+00 TO STATION 588+00  
 SCALE: 1"=40' SHEET 6 OF 7  
 BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

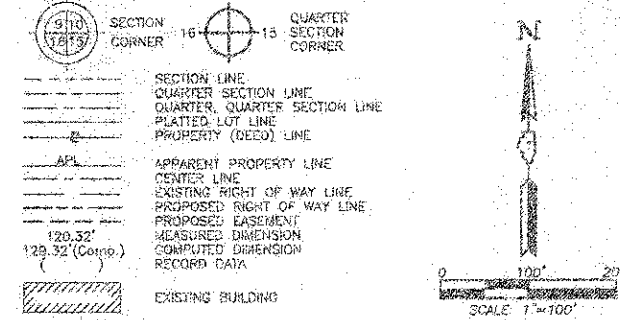


Point Number	Tie To Point	Tie Distance (feet)
1	T1	14.14
	T2	10.00
	T3	6.61
2	T1	6.17
	T2	7.11
	T3	11.29
3	T1	15.28
	T2	9.10
	T3	8.65
4	T1	132.78
	T2	127.72
	T3	143.43
5	T1	5.83
	T2	4.69
	T3	4.40
6	T1	3.93
	T2	3.29
	T3	3.21
7	T1	144.11
	T2	130.31
	T3	135.80
8	T1	6.14
	T2	6.33
	T3	7.76
9	T1	18.32
	T2	5.24
	T3	17.57
10	T1	23.01
	T2	15.26
	T3	22.81

T1 & T2 to Point Nos. 4 & 7 are a "MAG" Nail (Set) in Bituminous Parking Lot.  
 T3 to Point Nos. 4 & 7 is a Cross Cut (Set) in Concrete Walk.  
 Note:  
 For Clarity Purposes Ties to Point No. 6 are Drawn at a Scale of 1"=20'.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0630007P.E.-A 0630007P.E.-B 0630007T.E.-A 0630007T.E.-B 0630007T.E.-C 0630007T.E.-D	Union Pacific Railroad Company which acquired this as the Chicago and Northwestern Railroad Company	N/A	N/A	N/A	N/A	P.E.-A=0.420 P.E.-B=0.134 T.E.-A=0.099 T.E.-B=0.071 T.E.-C=0.011 T.E.-D=0.103	Highway Purposes Highway Purposes Grading Grading Grading	03-32-900-002 03-33-900-001	

LEGEND



Bearings are referenced to the Village of Arlington Heights Coordinate System (NAD 83) at the Found Village of Arlington Heights Monument, Monument 80, published U.S. Foot Coordinate Values N 1,570,855.1471 - E 1,083,475.9482 and Monument 61, published U.S. Foot Coordinate Values N 1,375,089.9226 - E 1,084,934.7847.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- ⊕ 5/8" REBAR SET
- ⊕ T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8" INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ T2 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ T3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ⊕ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8" INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.O.G.T. STD 2135 (TO BE SET BY OTHERS)
- ⊕ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS )  
 COUNTY OF LAKE )  
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 32, TOWNSHIP 42N., RANGE 11E. AND SECTION 33, TOWNSHIP 42N., RANGE 11E., 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, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

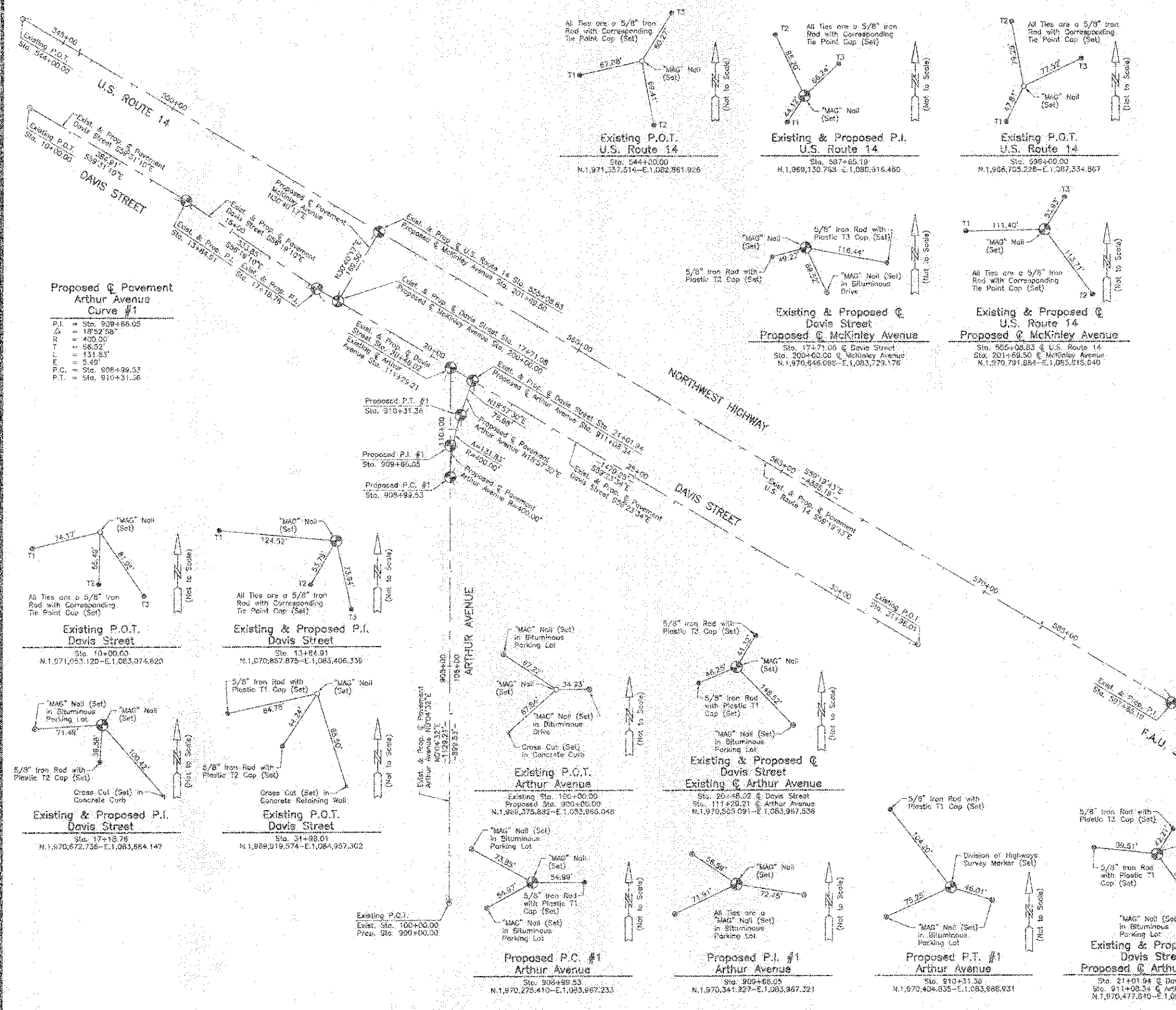
DATED AT LAKE VILLA, ILLINOIS, THIS 14th DAY OF SEPTEMBER, 2012, A.D.  
 Christian H. Jorgensen, PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE NOVEMBER 30, 2012  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Surface Coordinates are shown and are based on the published U.S. Foot Coordinate Values of N 1,375,089.9226 - E 1,084,934.7847 at the Found Village of Arlington Heights Monument, Monument 61.



JORGENSEN & ASSOCIATES, INC.  
 1225 MARK AVENUE  
 LAKE VILLA, ILLINOIS 60045  
 (847) 306-3571

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.  
**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. 3512 (U.S. 14)  
 SECTION 02-00177-00-WR COOK COUNTY  
 PROJECT JOB NO. R-90-003-06  
 STATION 104+00.00 TO STATION 31+98.01  
 STATION 100+00.00 TO STATION 111+29.21  
 STATION 200+00.00 TO STATION 201+83.50  
 STATION 544+00.00 TO STATION 596+00.00  
 STATION 900+00.00 TO STATION 911+08.34  
 SCALE: 1"=100' SHEET 2 OF 2

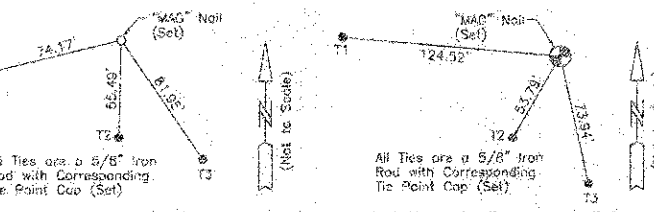
BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196



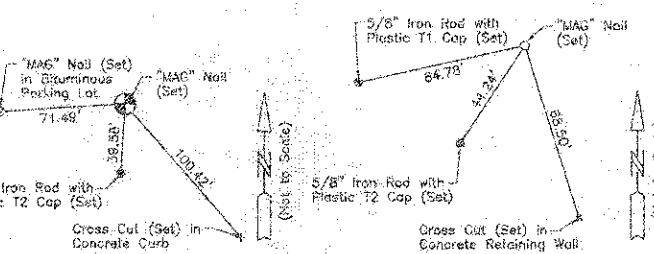
Proposed Pavement Arthur Avenue Curve #1

P.I.	= Sta. 909+66.05
Δ	= 18°52'58"
R	= 400.00'
T	= 68.52'
L	= 131.93'
E	= 5.49'
P.C.	= Sta. 908+99.53
P.T.	= Sta. 910+31.56

DATE	
BY	
MADE	
FIELD	
NOTED	
NO	



Existing P.O.T. Davis Street  
 Sta. 10+00.00  
 N 1,071,053.120 - E 1,083,074.920



Existing & Proposed P.I. Davis Street  
 Sta. 17+13.78  
 N 1,970,672.736 - E 1,083,654.147



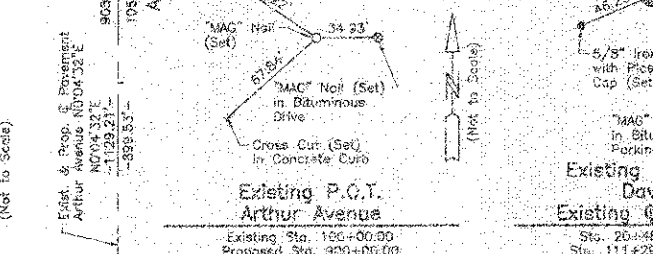
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 Sta. 31+88.01  
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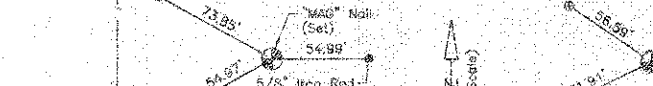
Existing P.O.T. Arthur Avenue  
 Sta. 909+66.05  
 N 1,970,275.410 - E 1,083,967.233



Existing & Proposed P.I. Davis Street  
 Sta. 13+84.91  
 N 1,070,857.875 - E 1,085,406.359



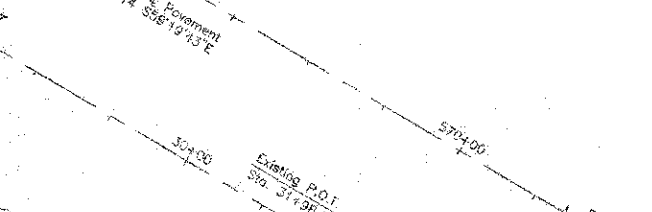
Existing P.O.T. Arthur Avenue  
 Sta. 150+00.00  
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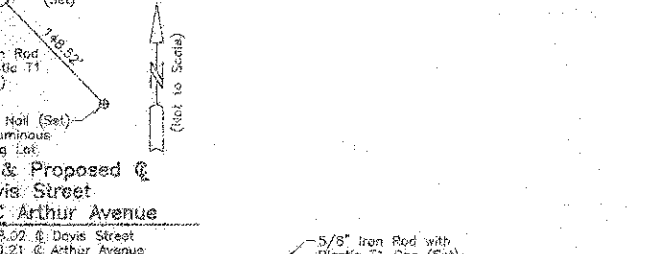
Existing & Proposed P.I. Davis Street  
 Sta. 20+48.02 @ Davis Street  
 Sta. 111+29.21 @ Arthur Avenue  
 N 1,970,595.091 - E 1,083,967.536



Proposed P.C. #1 Arthur Avenue  
 Sta. 909+66.05  
 N 1,970,341.327 - E 1,083,967.321



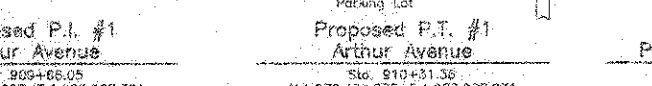
Existing & Proposed P.I. Davis Street  
 Sta. 17+71.08 @ Davis Street  
 Sta. 200+00.00 @ McKinley Avenue  
 N 1,970,646.088 - E 1,083,729.176



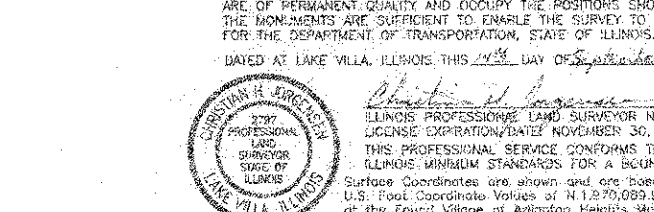
Existing & Proposed P.I. Davis Street  
 Sta. 20+48.02 @ Davis Street  
 Sta. 111+29.21 @ Arthur Avenue  
 N 1,970,595.091 - E 1,083,967.536



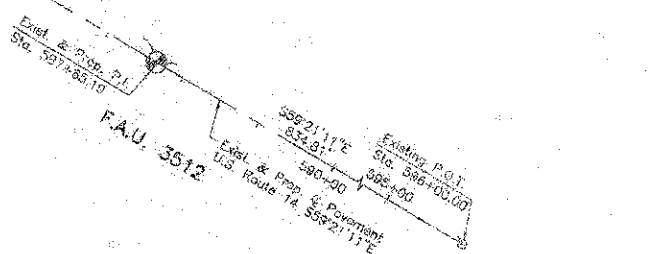
Proposed P.I. #1 Arthur Avenue  
 Sta. 909+66.05  
 N 1,970,341.327 - E 1,083,967.321



Proposed P.T. #1 Arthur Avenue  
 Sta. 910+31.56  
 N 1,970,404.835 - E 1,083,988.931



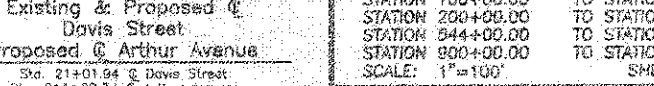
Existing & Proposed P.I. U.S. Route 14  
 Sta. 587+85.19  
 N 1,988,130.763 - E 1,080,916.480



Existing & Proposed P.I. U.S. Route 14  
 Sta. 596+00.00  
 N 1,968,705.226 - E 1,087,334.867



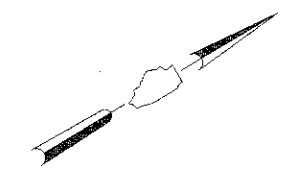
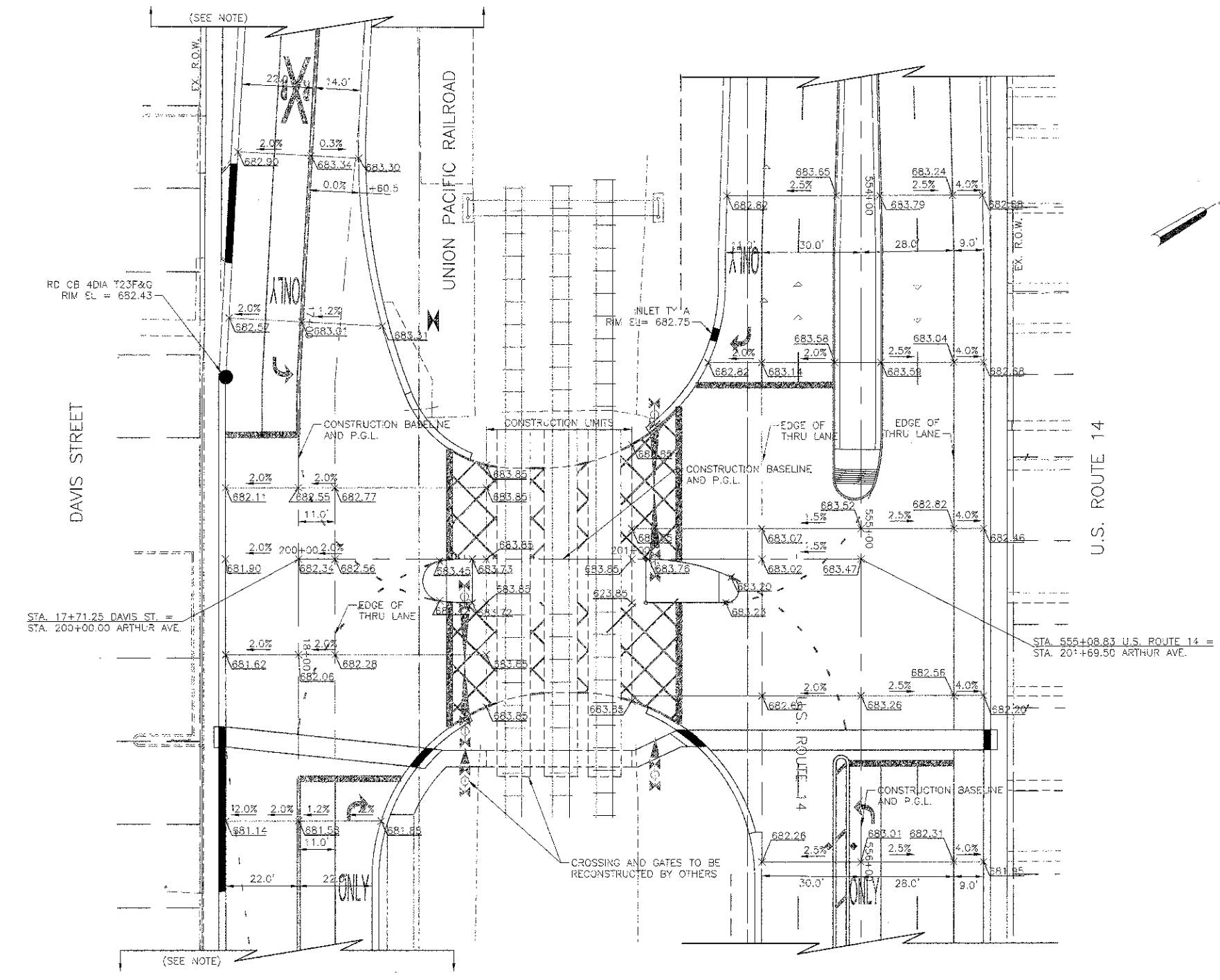
Existing & Proposed P.I. U.S. Route 14  
 Sta. 585+08.83 @ U.S. Route 14  
 Sta. 201+69.50 @ McKinley Avenue  
 N 1,970,791.684 - E 1,085,915.640



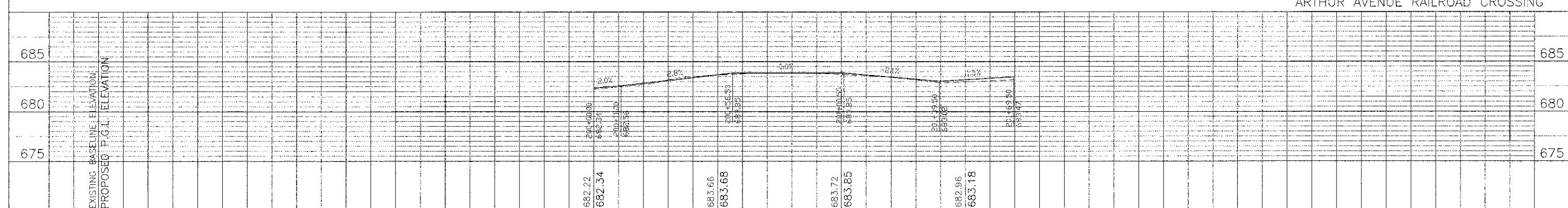
Existing & Proposed P.I. U.S. Route 14  
 Sta. 21+01.94 @ Davis Street  
 Sta. 911+08.34 @ Arthur Avenue  
 N 1,970,477.610 - E 1,084,013.940

DATE
BY
REVISIONS
PI AN
NO.
CHECKED
DATE
NO.
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DATE
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CHECKED
DATE
NO.

DATE
BY
REVISIONS
PHOTOCOPY
NO.
CHECKED
DATE
NO.
CHECKED
DATE
NO.
CHECKED
DATE
NO.



NOTE: SEE CROSS SECTIONS FOR TRANSITION TO NORMAL CROWN.



ARTHUR AVENUE RAILROAD CROSSING



USER NAME * #USER*	DESIGNED - RTM	REVISED -
PLotted	DRAWN - JRR	REVISED -
CHECKED	CHECKED - RTM	REVISED -
DATE	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET  
0 20 40

INTERSECTION GRADING PLAN  
ARTHUR AVE CROSSING

SHEET NO. 1 OF 2 SHEETS

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
3512	02-0017-02 WP	COOK	142 59
PROJECT NO. M-8003(426)	CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		

DATE	BY	DESCRIPTION
		DATE
		BY
		DESCRIPTION

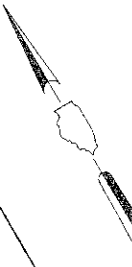
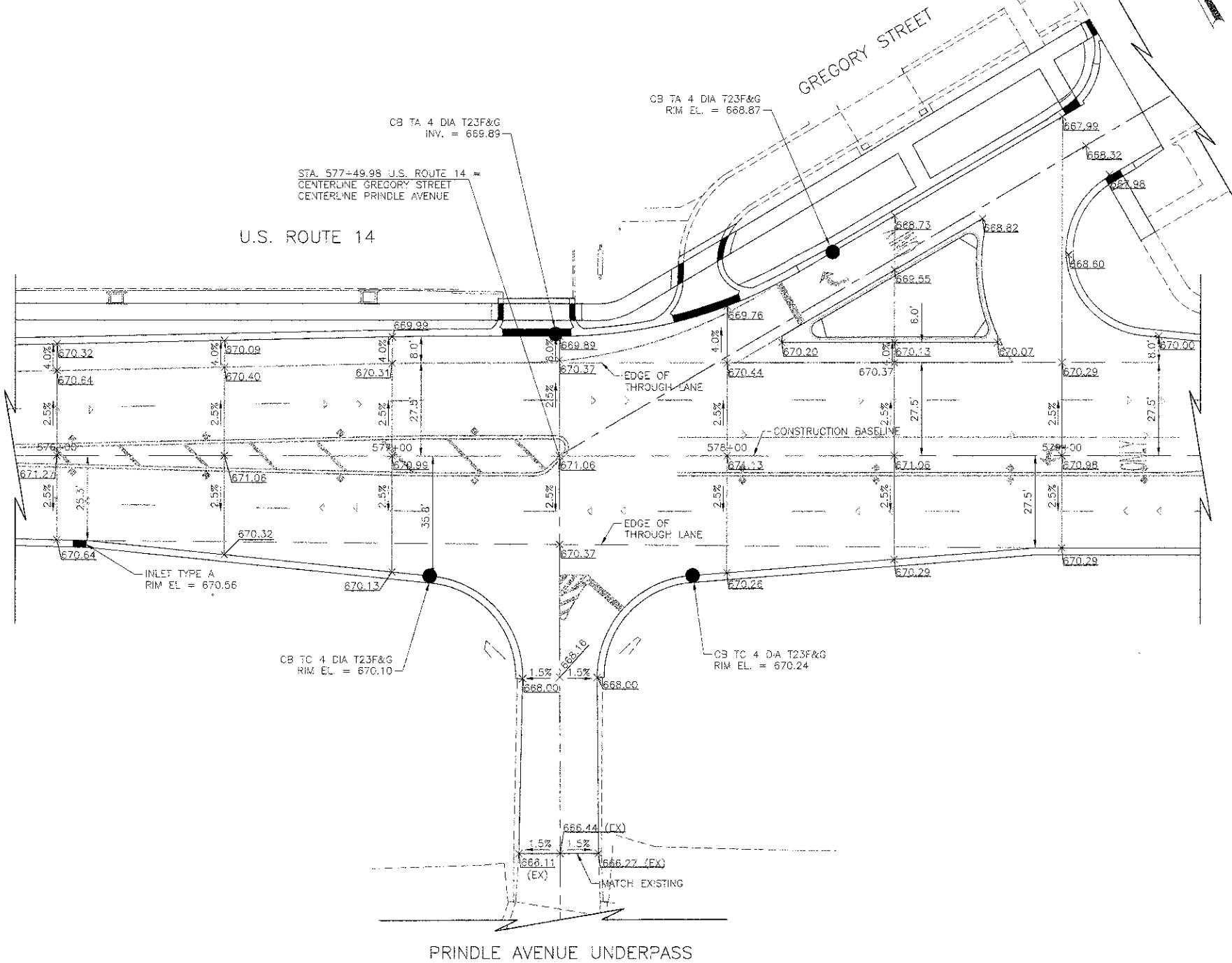
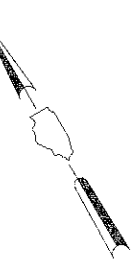
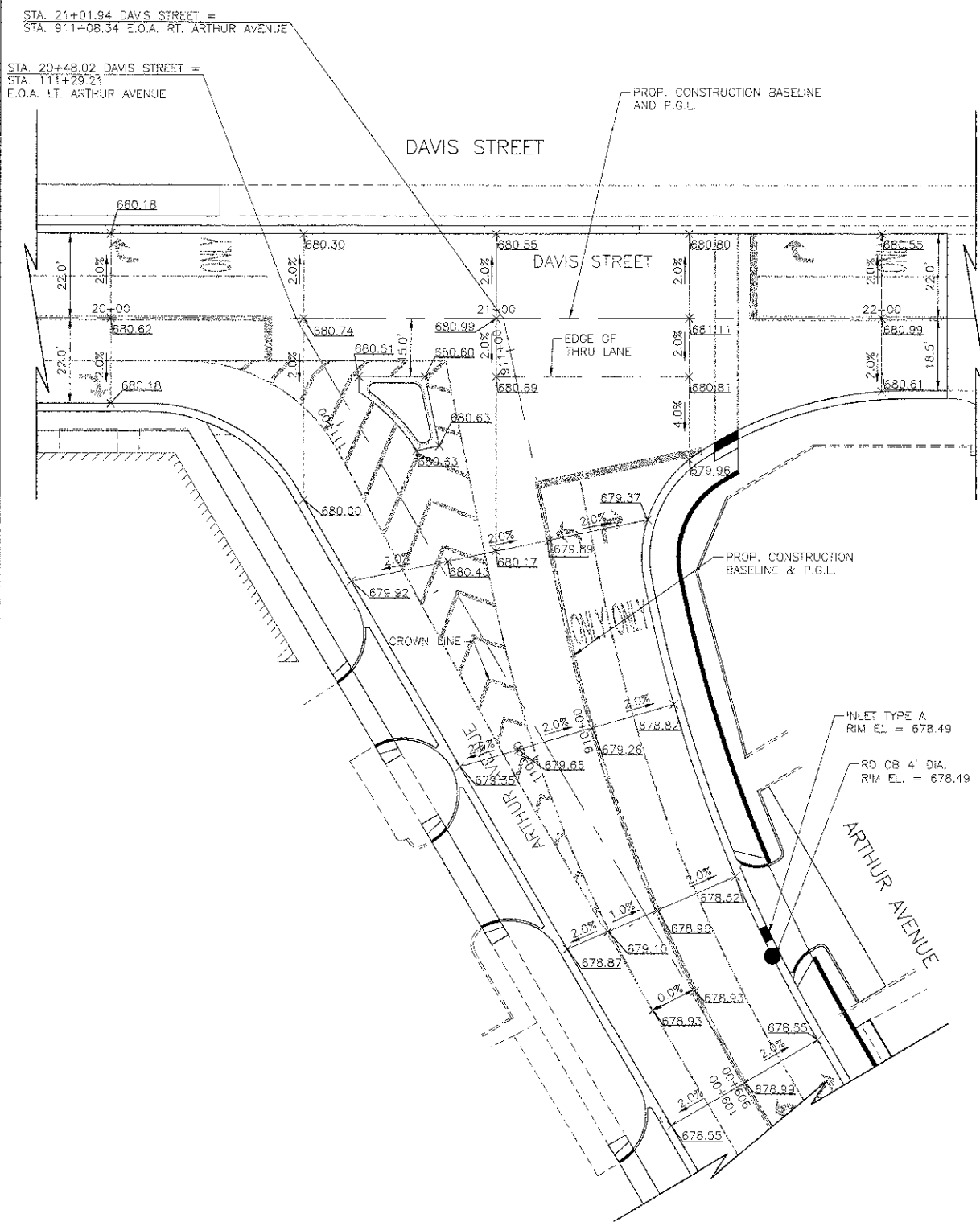
  

DATE	BY	DESCRIPTION
		DATE
		BY
		DESCRIPTION

DATE	BY	DESCRIPTION
		DATE
		BY
		DESCRIPTION

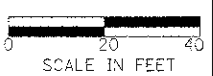
  

DATE	BY	DESCRIPTION
		DATE
		BY
		DESCRIPTION



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	DRAWN - JRR	REVISED -
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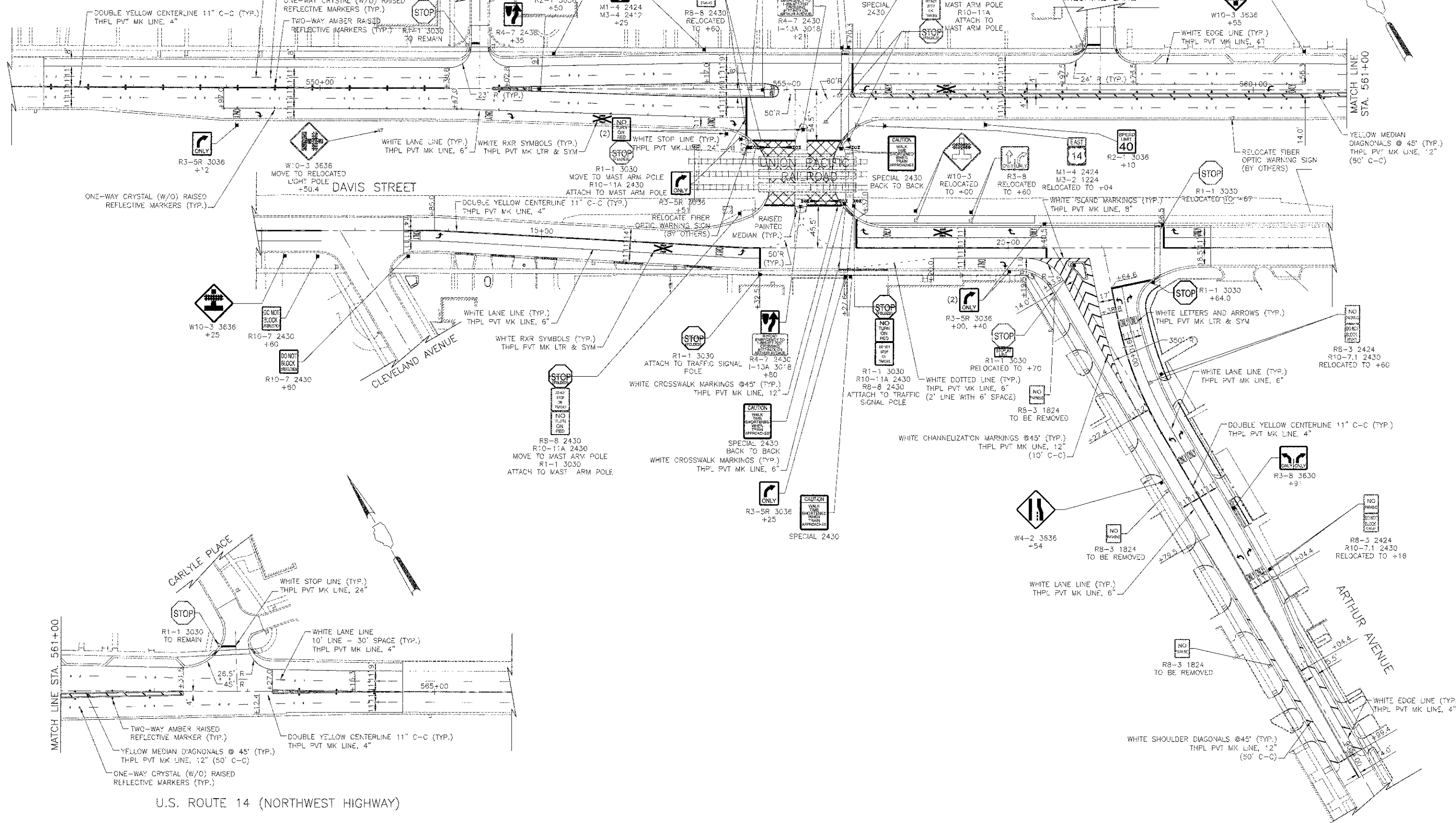
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



INTERSECTION GRADING PLAN  
SCALE IN FEET  
SHEET NO. 2 OF 2 SHEETS

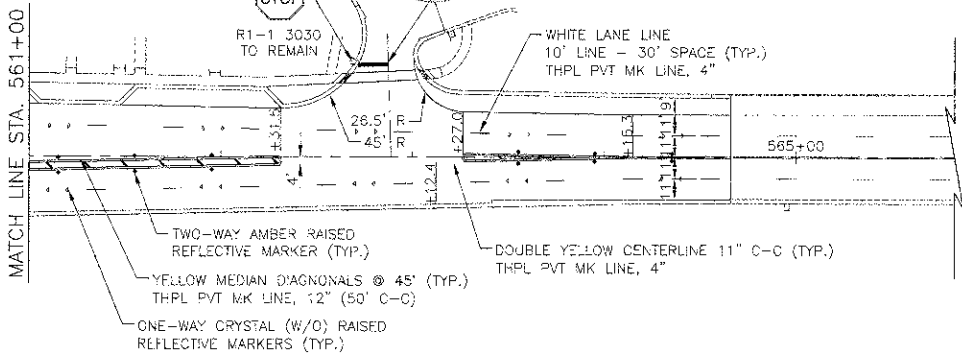
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PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
*FED. ROAD DIST. NO. : *ILLINOIS *FED. AID PROJECT				

U.S. ROUTE 14 (NORTHWEST HIGHWAY)



DATE	BY	REVISION

DATE	BY	REVISION

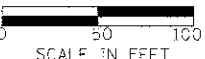


U.S. ROUTE 14 (NORTHWEST HIGHWAY)



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	DRAWN - JRR	REVISED -
PLOT SCALE = #SCALE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



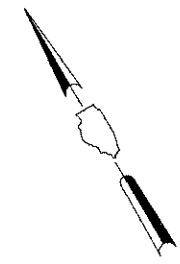
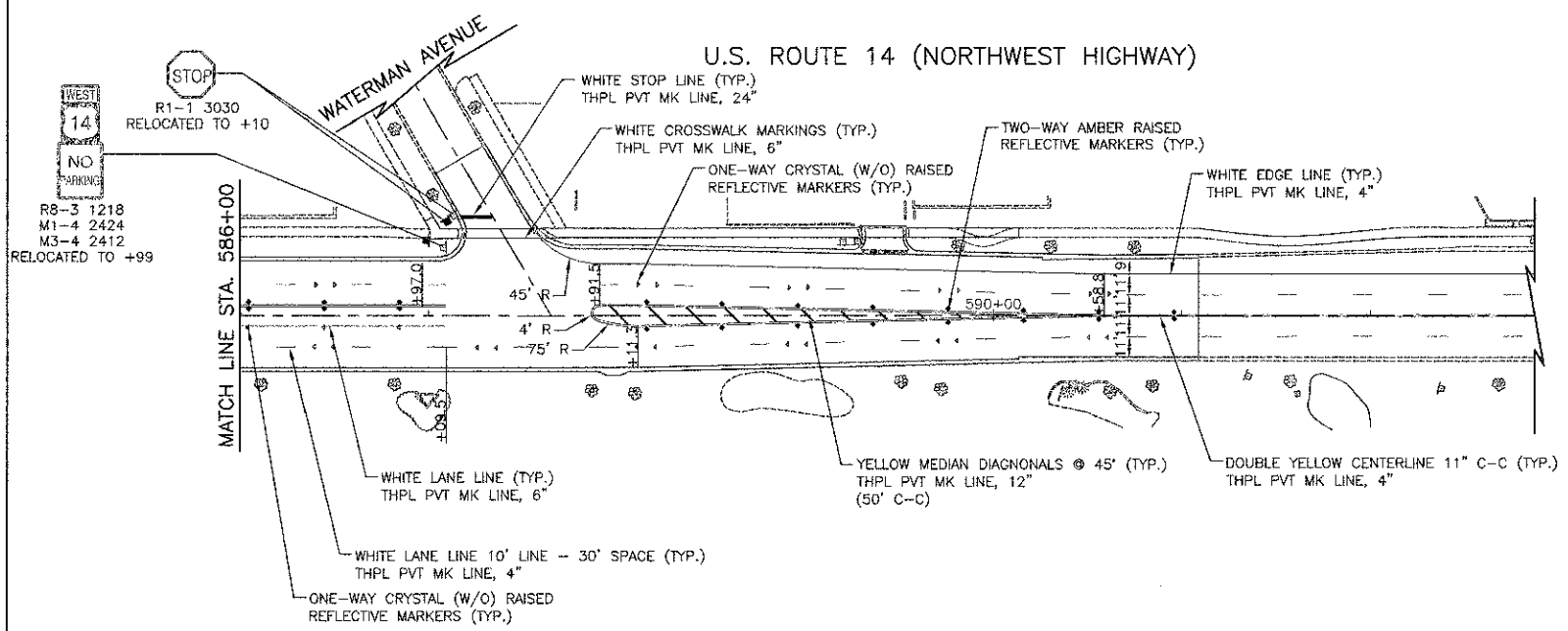
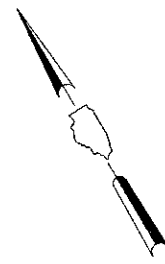
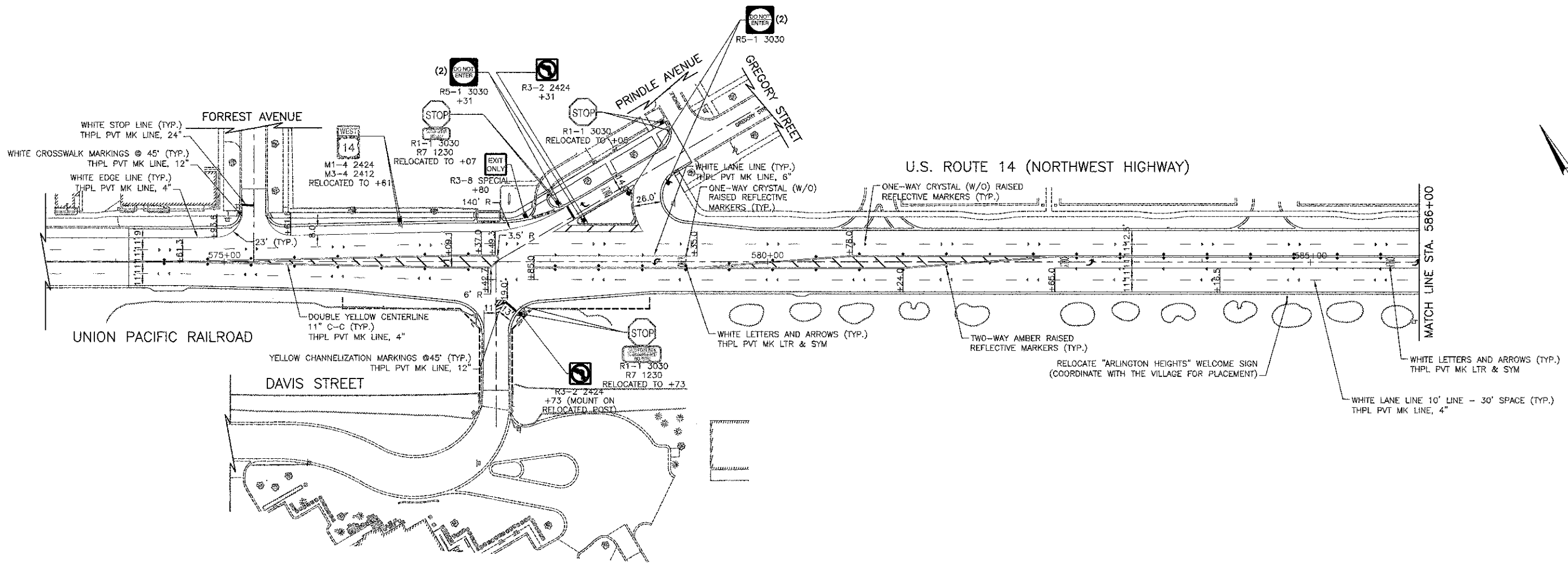
PAVEMENT MARKING PLAN

SHEET NO. 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	61
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	

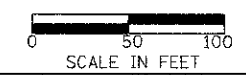
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BY	
SURVEYED	
GRADES CHECKED	
ALIGNMENT CHECKED	
PT. OF WAY CHECKED	
ROAD FILE NAME	
PLAN	
NOTE BOOK NO.	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
ALIGNMENT CHECKED	
PT. OF WAY CHECKED	
ROAD FILE NAME	
PROFILE	
NOTE BOOK NO.	



USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
	DRAWN - JRR	REVISED -
PLOT SCALE = #SCALE#	CHECKED - RTM	REVISED -
PLOT DATE = #DATE#	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



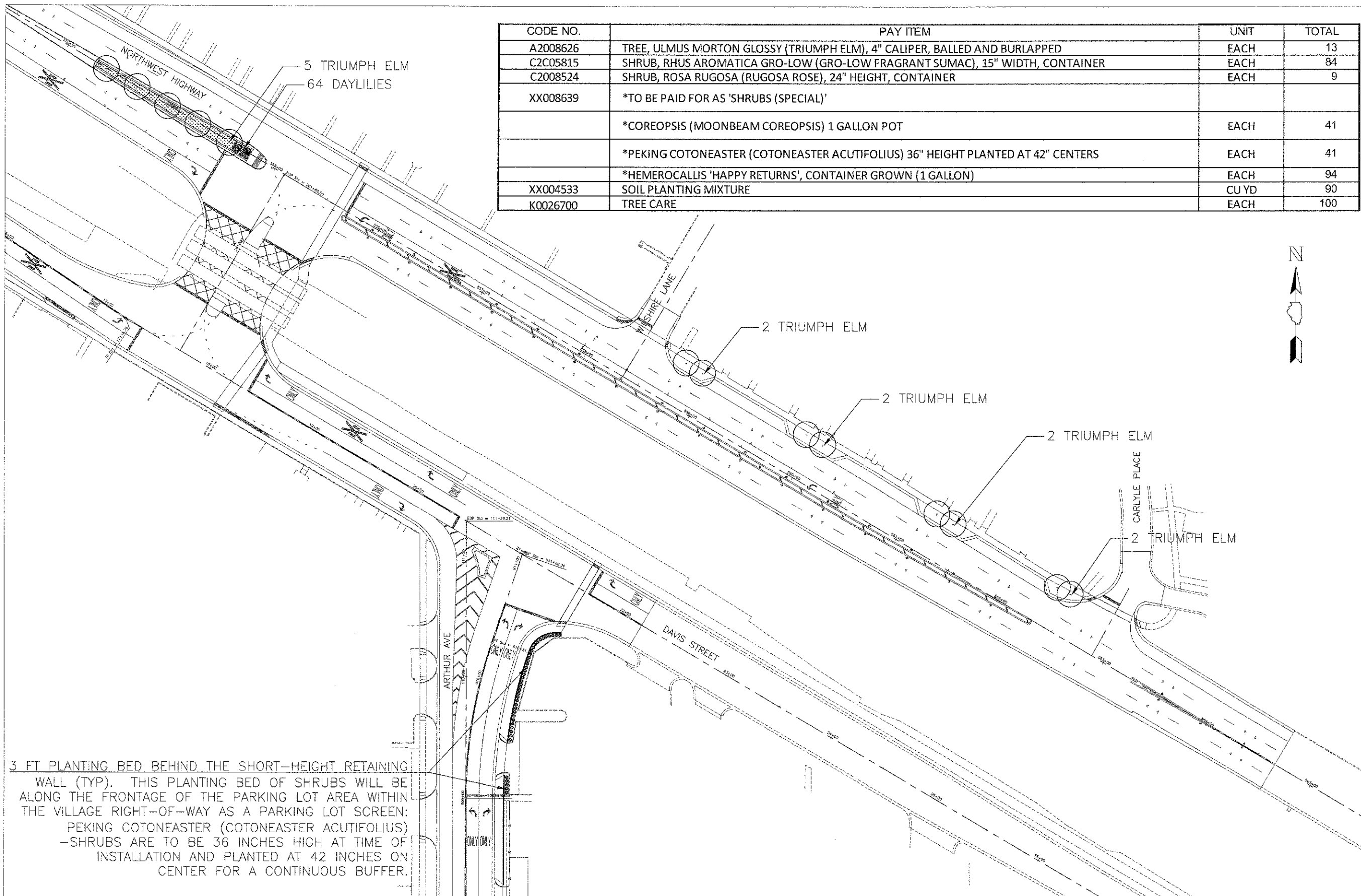
PAVEMENT MARKING PLAN

SHEET NO. 2 OF 2 SHEETS

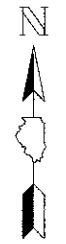
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	62
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	CHECKED		
	FILED		
	NO.		



CODE NO.	PAY ITEM	UNIT	TOTAL
A2008626	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 4" CALIPER, BALLED AND BURLAPPED	EACH	13
C2C05815	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 15" WIDTH, CONTAINER	EACH	84
C2008524	SHRUB, ROSA RUGOSA (RUGOSA ROSE), 24" HEIGHT, CONTAINER	EACH	9
XX008639	*TO BE PAID FOR AS 'SHRUBS (SPECIAL)'		
	*COREOPSIS (MOONBEAM COREOPSIS) 1 GALLON POT	EACH	41
	*PEKING COTONEASTER (COTONEASTER ACUTIFOLIUS) 36" HEIGHT PLANTED AT 42" CENTERS	EACH	41
	*HEMEROCALLIS 'HAPPY RETURNS', CONTAINER GROWN (1 GALLON)	EACH	94
XX004533	SOIL PLANTING MIXTURE	CU YD	90
K0026700	TREE CARE	EACH	100



3 FT PLANTING BED BEHIND THE SHORT-HEIGHT RETAINING WALL (TYP). THIS PLANTING BED OF SHRUBS WILL BE ALONG THE FRONTAGE OF THE PARKING LOT AREA WITHIN THE VILLAGE RIGHT-OF-WAY AS A PARKING LOT SCREEN: PEKING COTONEASTER (COTONEASTER ACUTIFOLIUS) -SHRUBS ARE TO BE 36 INCHES HIGH AT TIME OF INSTALLATION AND PLANTED AT 42 INCHES ON CENTER FOR A CONTINUOUS BUFFER.

# 1 NORTHWEST HIGHWAY & ARTHUR PLANTING PLAN

SCALE: 1"=20'-0"

Village of Arlington Heights  
 33 S. Arlington Heights Road  
 Arlington Heights IL 60005  
**PLANTING PLAN**

Date: 10/24/2006

Revisions:

Scale:

Checked By:

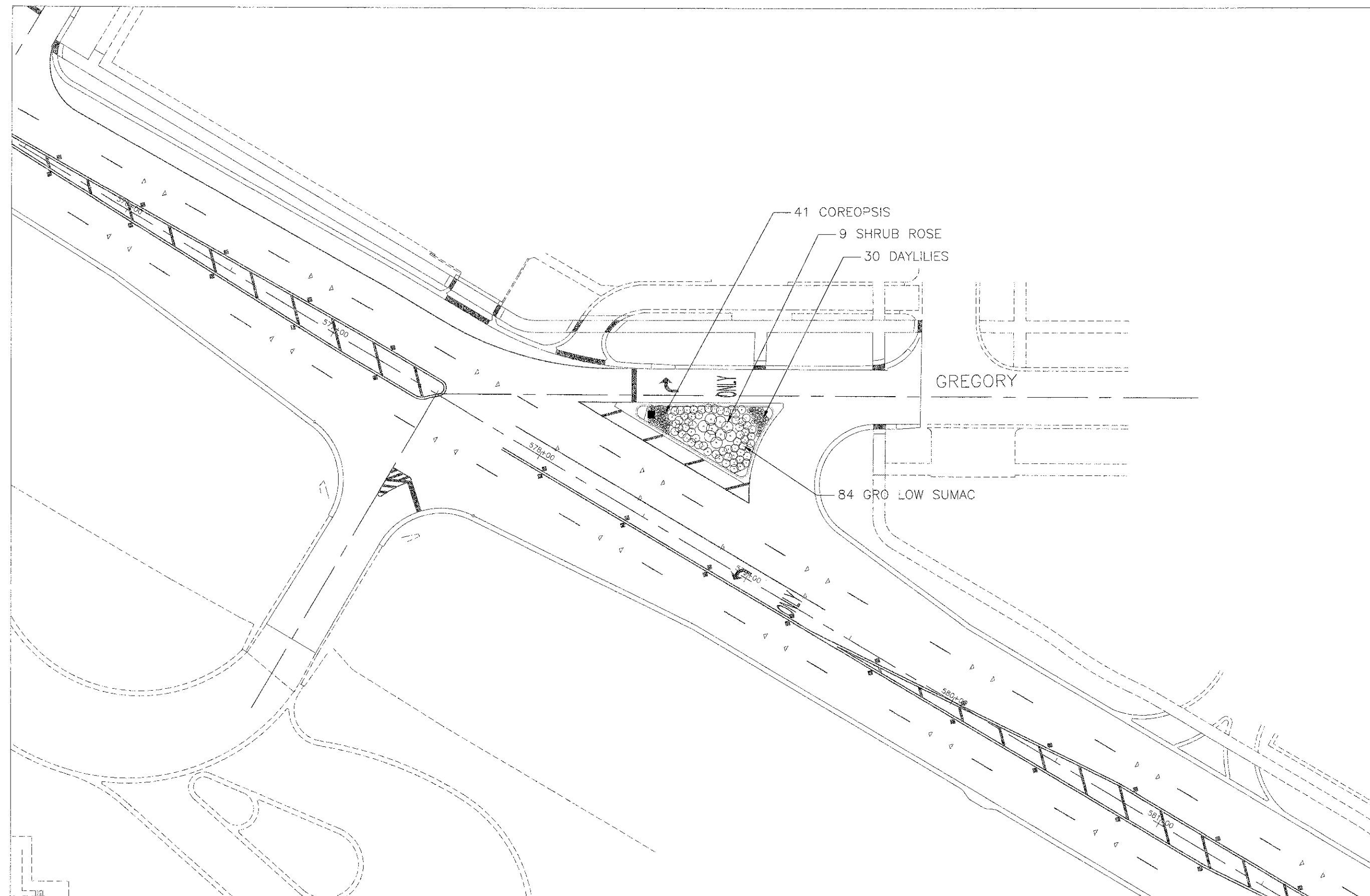
Project Number:

Drawn By: DMM

Sheet Number: L.1

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	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	ADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHAINS CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE	
	NOTATING CPFD	



Village of Arlington Heights  
 33 S. Arlington Heights Road  
 Arlington Heights IL 60005  
**PLANTING PLAN**

Date:  
10/24/2006

Revisions:

Scale:

Checked By:

Project Number:

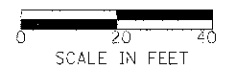
Drawn By:  
DMM

Sheet Number:  
L.2

**2 NORTHWEST HIGHWAY & GREGORY STREET PLANTING PLAN**  
 SCALE: 1"=10'-0"

USER NAME = #USER#	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = #SCALE#	CHECKED -	REVISED -
PLOT DATE = #DATE#	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

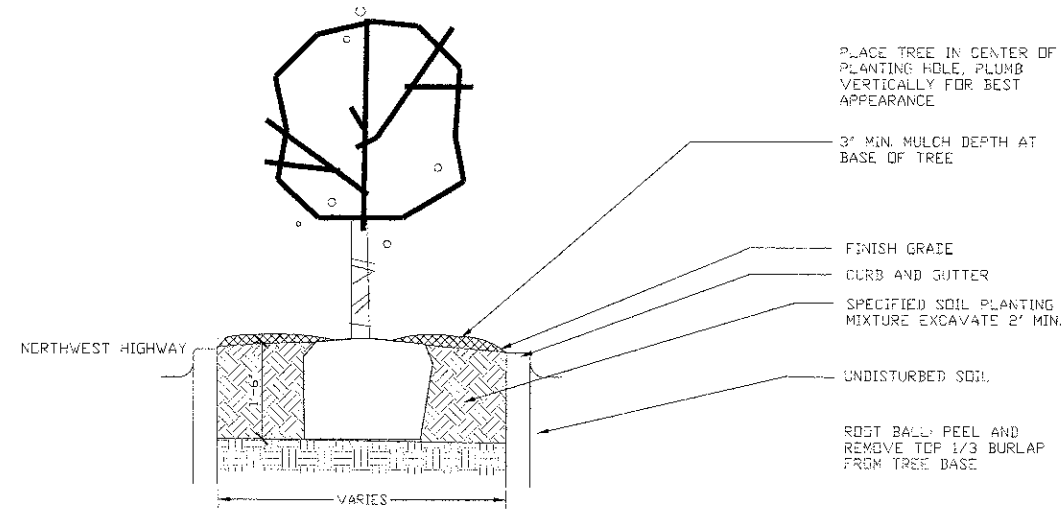


LANDSCAPE PLANTING PLAN  
SHEET NO. 2 OF 6 SHEETS

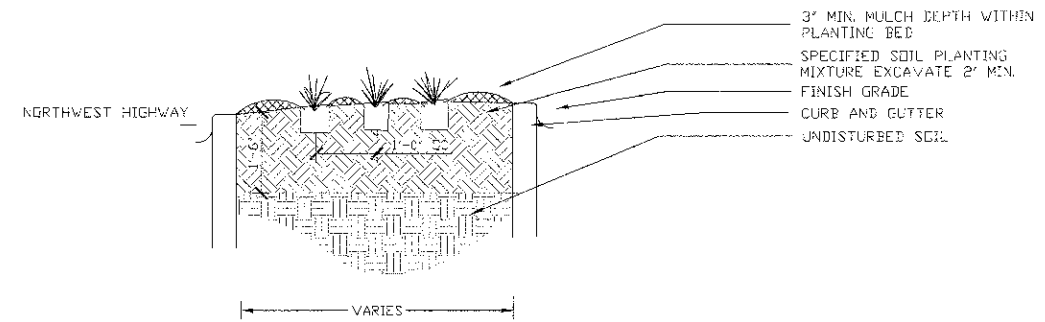
P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	64
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



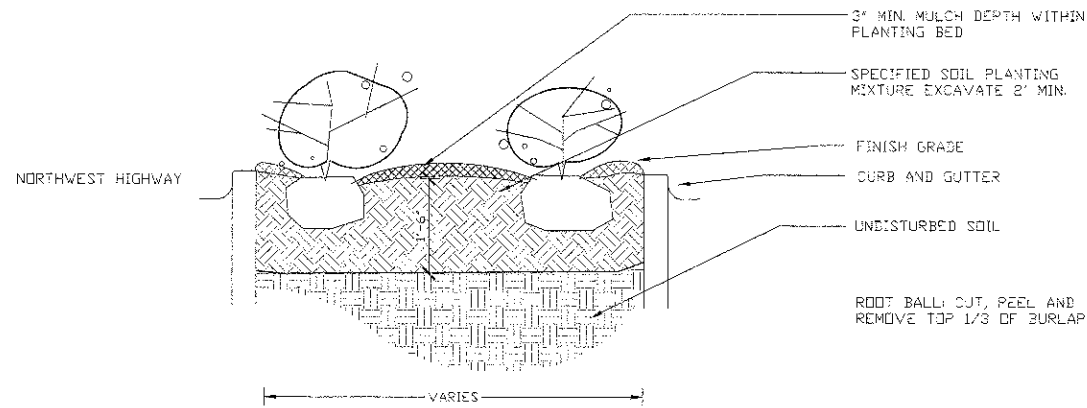
PLAN	DATE
BY	
NO.	
DATE	
BY	
NO.	
DATE	
BY	
NO.	
DATE	



1 TYPICAL DECIDUOUS TREE PLANTING DETAIL  
NOT TO SCALE



3 TYPICAL PERENNIAL PLANTING DETAIL  
NOT TO SCALE



2 TYPICAL SHRUB PLANTING DETAIL  
NOT TO SCALE

PROFILL	DATE
BY	
NO.	
DATE	
BY	
NO.	
DATE	
BY	
NO.	
DATE	

2 NORTHWEST HIGHWAY & GREGORY STREET PLANTING PLAN  
SCALE: 1"=20'-0"

Village of Arlington Heights  
33 S. Arlington Heights Road  
Arlington Heights IL 60005  
**LANDSCAPE PLAN DETAILS**

Date:  
10/26/06

Revisions:

Scale:

Checked By:

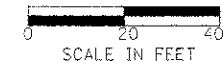
Project Number:

Drawn By:

Sheet Number:  
L.3

USER NAME = #USER#	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = #DATE#	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



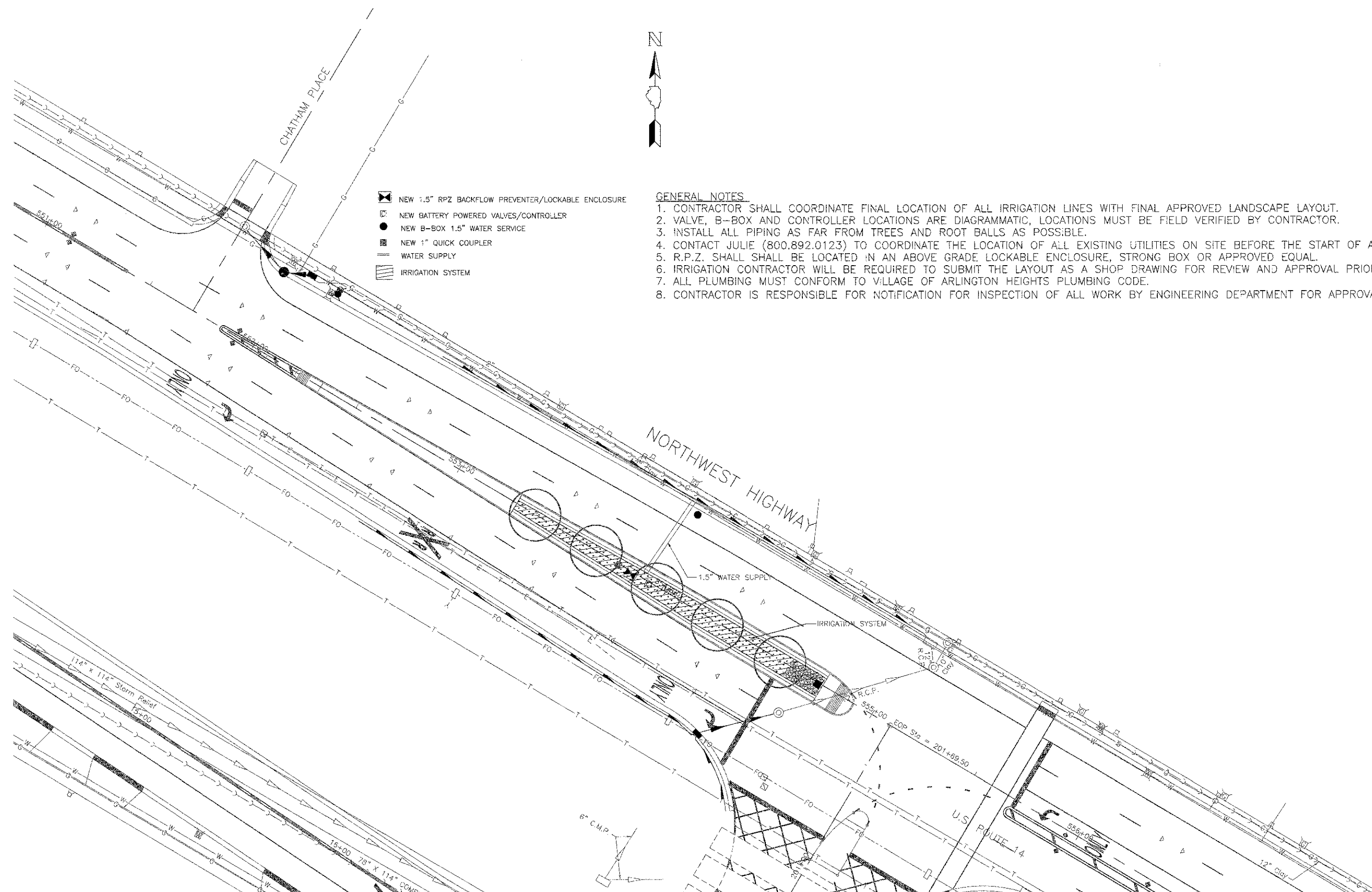
LANDSCAPE PLANTING PLAN

SHEET NO. 3 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	C2-00177-00 WR	COOK	142	85
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

DATE	
BY	
PROFILL	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



- NEW 1.5" RPZ BACKFLOW PREVENTER/LOCKABLE ENCLOSURE
- NEW BATTERY POWERED VALVES/CONTROLLER
- NEW B-BOX 1.5" WATER SERVICE
- NEW 1" QUICK COUPLER
- WATER SUPPLY
- IRRIGATION SYSTEM

**GENERAL NOTES**

1. CONTRACTOR SHALL COORDINATE FINAL LOCATION OF ALL IRRIGATION LINES WITH FINAL APPROVED LANDSCAPE LAYOUT.
2. VALVE, B-BOX AND CONTROLLER LOCATIONS ARE DIAGRAMMATIC, LOCATIONS MUST BE FIELD VERIFIED BY CONTRACTOR.
3. INSTALL ALL PIPING AS FAR FROM TREES AND ROOT BALLS AS POSSIBLE.
4. CONTACT JULIE (800.892.0123) TO COORDINATE THE LOCATION OF ALL EXISTING UTILITIES ON SITE BEFORE THE START OF AN
5. R.P.Z. SHALL BE LOCATED IN AN ABOVE GRADE LOCKABLE ENCLOSURE, STRONG BOX OR APPROVED EQUAL.
6. IRRIGATION CONTRACTOR WILL BE REQUIRED TO SUBMIT THE LAYOUT AS A SHOP DRAWING FOR REVIEW AND APPROVAL PRIOR
7. ALL PLUMBING MUST CONFORM TO VILLAGE OF ARLINGTON HEIGHTS PLUMBING CODE.
8. CONTRACTOR IS RESPONSIBLE FOR NOTIFICATION FOR INSPECTION OF ALL WORK BY ENGINEERING DEPARTMENT FOR APPROVA

**4 NORTHWEST HIGHWAY & ARTHUR IRRIGATION PLAN**  
 SCALE: 1"=20'-0"

Village of Arlington Heights  
 33 S. Arlington Heights Road  
 Arlington Heights IL 60005  
**PLANTING PLAN**

Date: 10/24/2006

Revisions:

Scale:

Checked By:

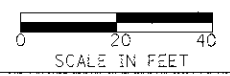
Project Number:

Drawn By:  
 DMM

Sheet Number:  
 L.4

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PLDIF SCALE = #SCALE#	DRAWN -	REVISED -
PLOT DATE = #DATE#	CHECKED -	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



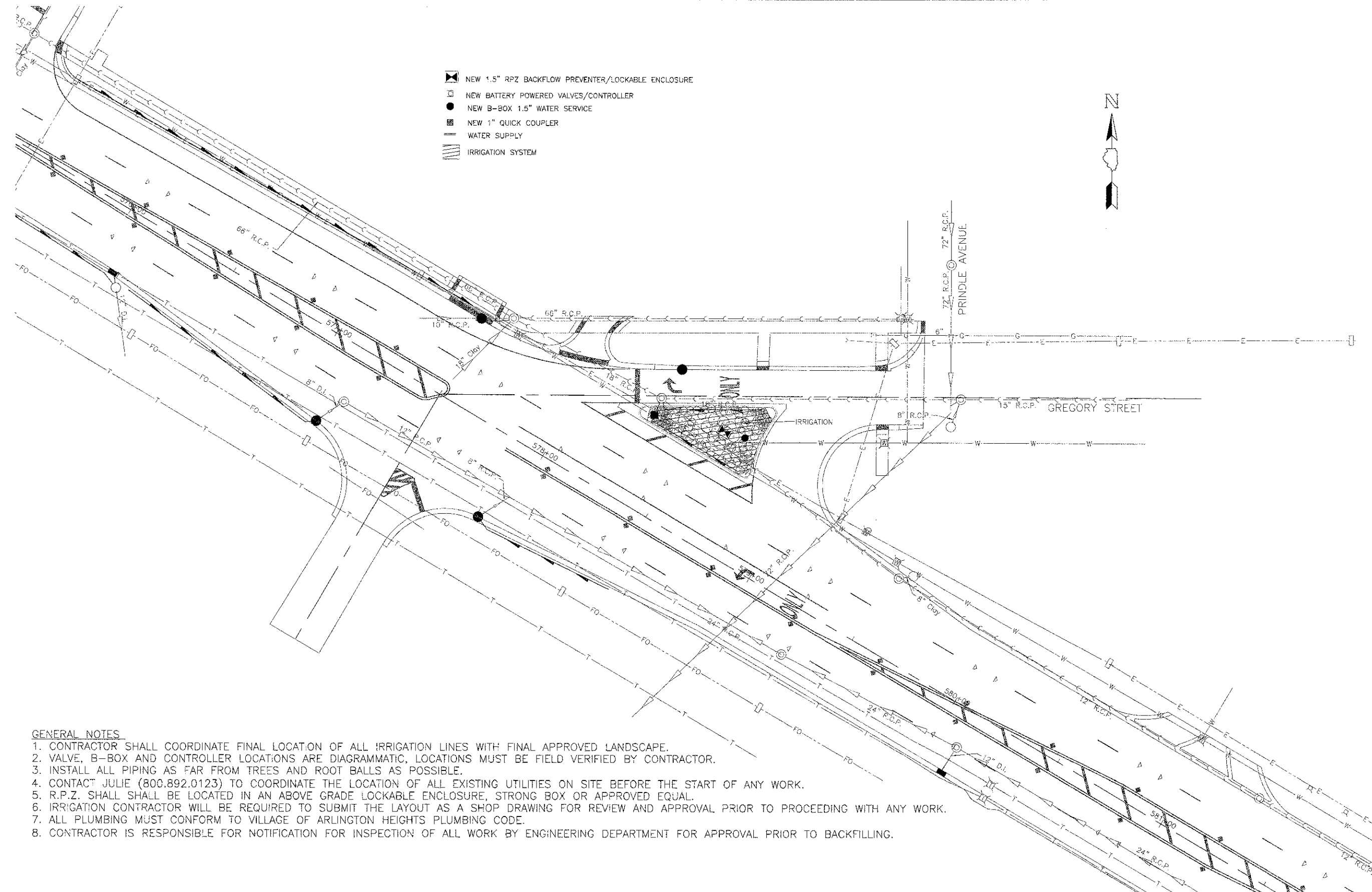
LANDSCAPE PLANTING PLAN  
 SHEET NO. 4 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS, NO.
3512	02-00177-00 WR	COOK	142 : 66
PROJECT NO. M-80C3(426)			CONTRACT NO. 63514
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

PLAN	REVIEWED	DATE
NOTE BOOK	PLOTTED	BY
NO.	ALIGNMENT CHECKED	
	STRUCTURE NOTED	
	ADD FILE NAME	

PROFILE	REVIEWED	DATE
NOTE BOOK	PLOTTED	BY
NO.	GRADES CHECKED	
	STRUCTURE NOTED	
	NOTATION GRID	

- ☒ NEW 1.5" RPZ BACKFLOW PREVENTER/LOCKABLE ENCLOSURE
- ☒ NEW BATTERY POWERED VALVES/CONTROLLER
- NEW B-BOX 1.5" WATER SERVICE
- ☒ NEW 1" QUICK COUPLER
- WATER SUPPLY
- IRRIGATION SYSTEM



**GENERAL NOTES**

1. CONTRACTOR SHALL COORDINATE FINAL LOCATION OF ALL IRRIGATION LINES WITH FINAL APPROVED LANDSCAPE.
2. VALVE, B-BOX AND CONTROLLER LOCATIONS ARE DIAGRAMMATIC, LOCATIONS MUST BE FIELD VERIFIED BY CONTRACTOR.
3. INSTALL ALL PIPING AS FAR FROM TREES AND ROOT BALLS AS POSSIBLE.
4. CONTACT JULIE (800.892.0123) TO COORDINATE THE LOCATION OF ALL EXISTING UTILITIES ON SITE BEFORE THE START OF ANY WORK.
5. R.P.Z. SHALL BE LOCATED IN AN ABOVE GRADE LOCKABLE ENCLOSURE, STRONG BOX OR APPROVED EQUAL.
6. IRRIGATION CONTRACTOR WILL BE REQUIRED TO SUBMIT THE LAYOUT AS A SHOP DRAWING FOR REVIEW AND APPROVAL PRIOR TO PROCEEDING WITH ANY WORK.
7. ALL PLUMBING MUST CONFORM TO VILLAGE OF ARLINGTON HEIGHTS PLUMBING CODE.
8. CONTRACTOR IS RESPONSIBLE FOR NOTIFICATION FOR INSPECTION OF ALL WORK BY ENGINEERING DEPARTMENT FOR APPROVAL PRIOR TO BACKFILLING.

**5 NORTHWEST HIGHWAY & GREGORY STREET IRRIGATION PLAN**  
SCALE: 1"=20'-0"

Village of Arlington Heights  
33 S. Arlington Heights Road  
Arlington Heights IL 60005  
**PLANTING PLAN**

Date:  
10/24/2006

Revisions:

Scale:

Checked By:

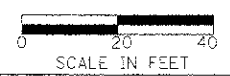
Project Number:

Drawn By:  
DMM

Sheet Number:  
L.5

USER NAME = #USER#	DESIGNED -	REVISED -
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PLOT DATE = #DATE#	CHECKED -	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

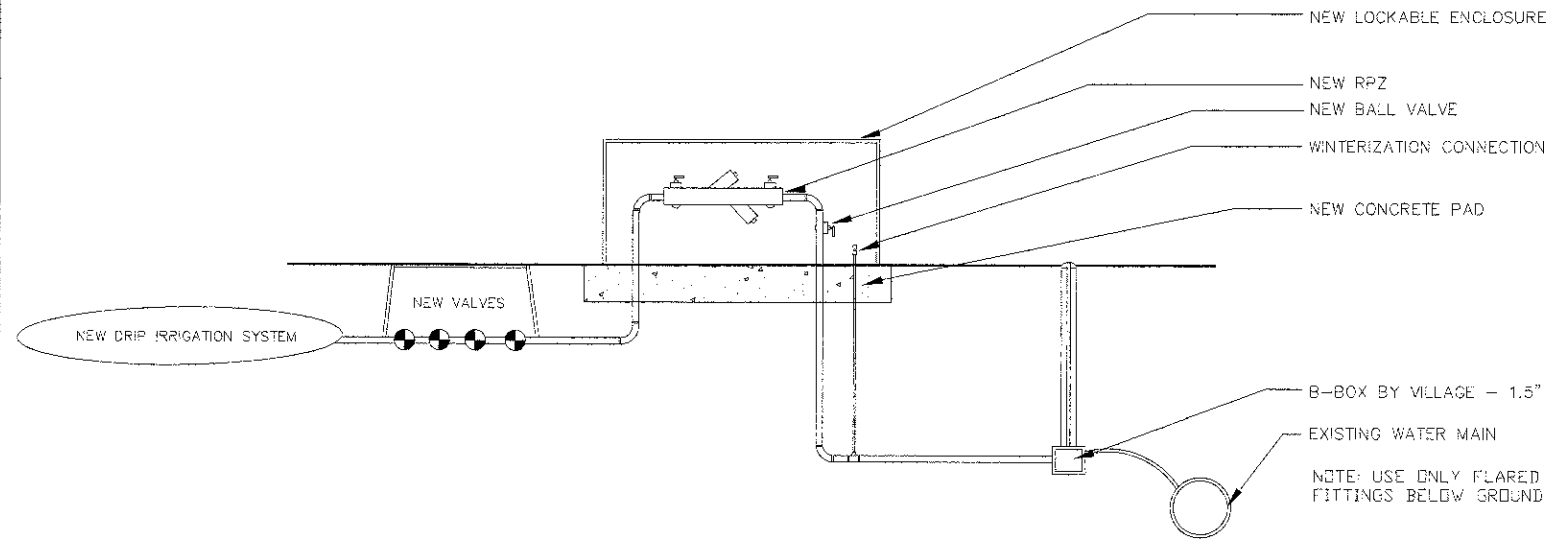


LANDSCAPE PLANTING PLAN

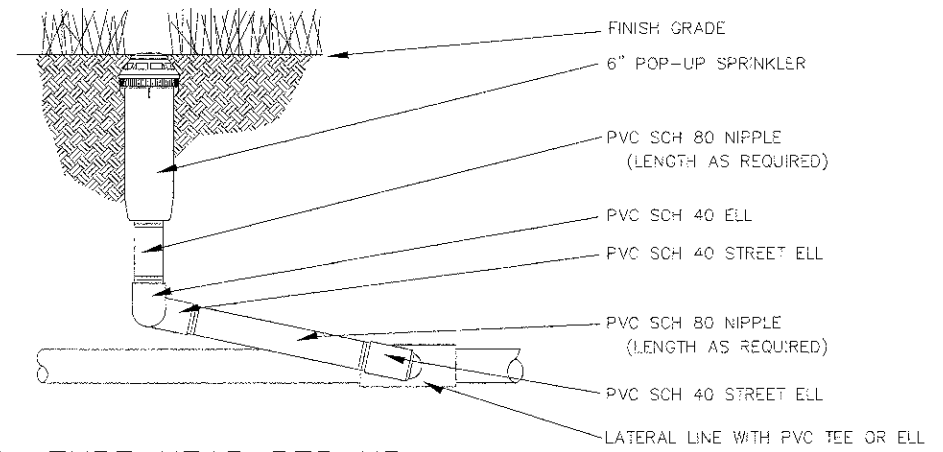
SH-SHEET NO. 5 OF 6 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	67
PROJECT NO. M-80C3(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

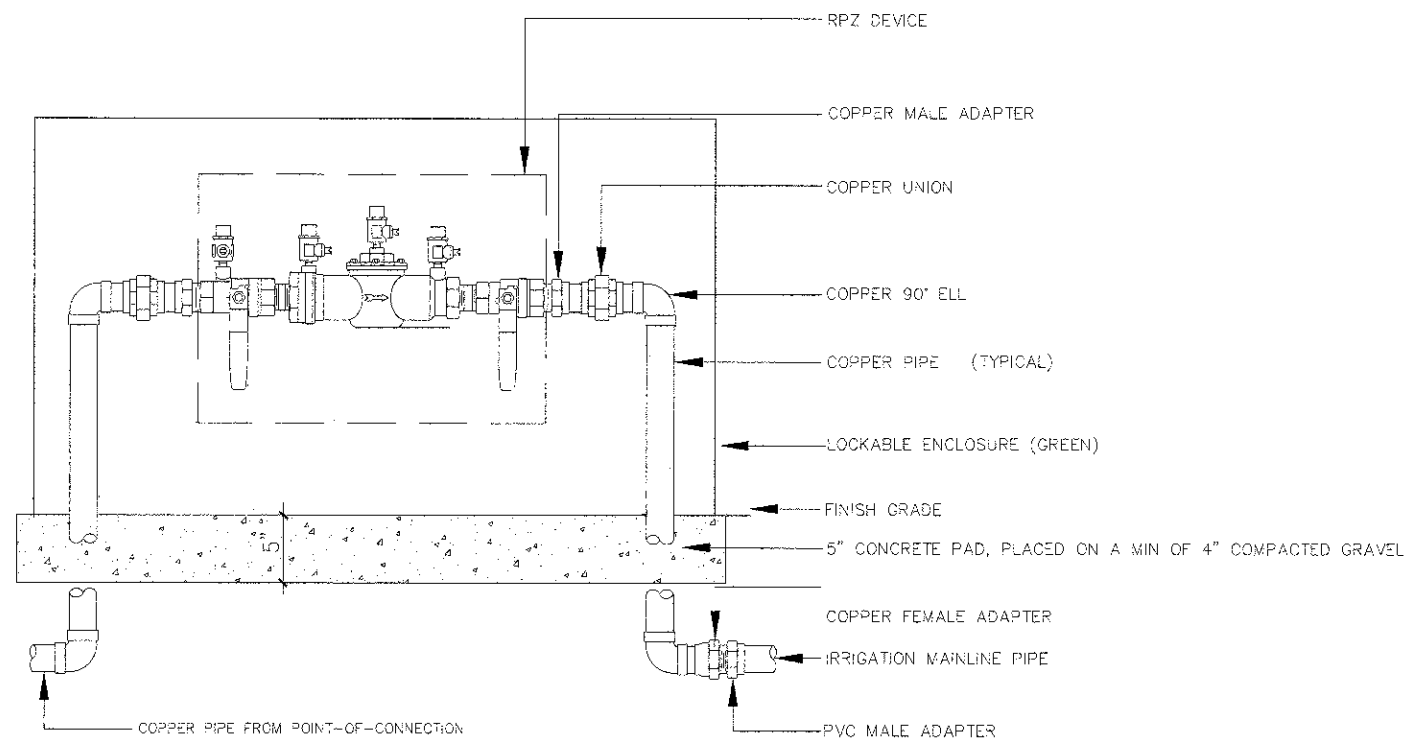
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3 IRRIGATION SCHEMATIC  
NTS

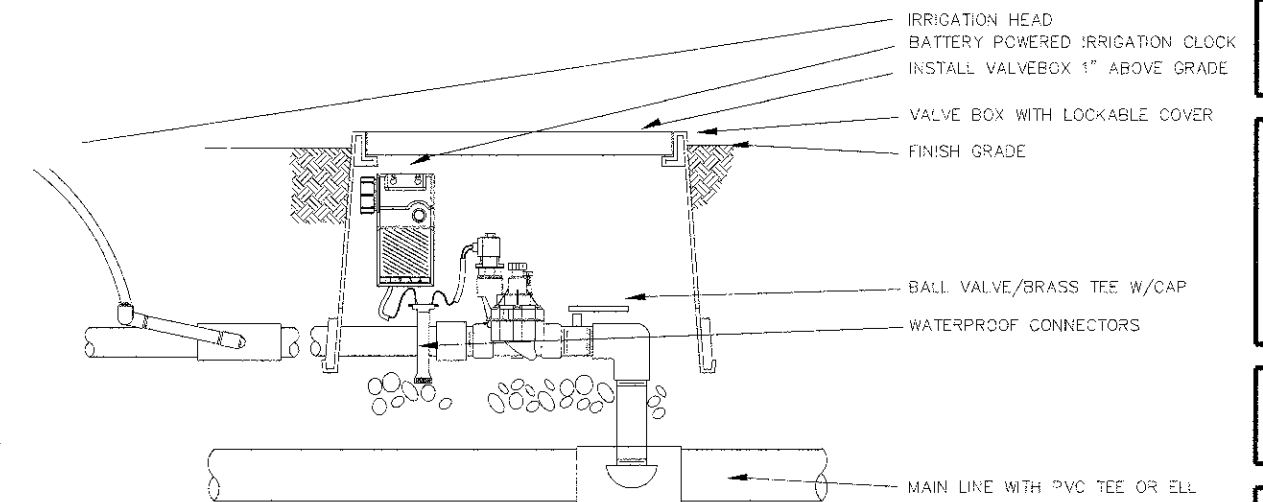


1 TURF HEAD POP-UP  
NTS



NOTE: GRAVEL FOR CONCRETE SLAB FOR ENCLOSURE MUST BE PLACED ON UNDISTURBED SOIL AND COMPACTED IN LAYERS (MAX 6" LAYERS)

4 BACKFLOW PREVENTER  
NTS



2 VALVE/BATTERY IRRIGATION CONTROLLER  
NTS

Village of Arlington Heights  
 33 S. Arlington Heights Road  
 Arlington Heights IL 60005  
**PLANTING PLAN**

Date: 10/26/2006

Revisions:

Scale:

Checked By:

Project Number:

Drawn By: DMM

Sheet Number: L.6

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	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

LANDSCAPE PLANTING PLAN

SHEET NO. 6 OF 6 SHEETS

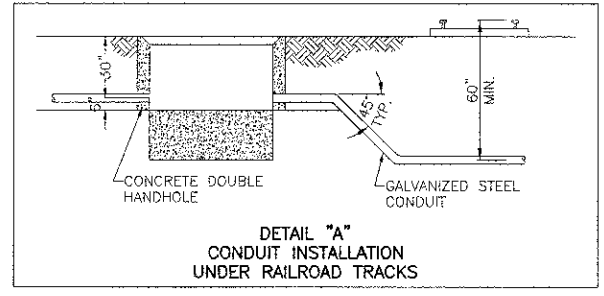
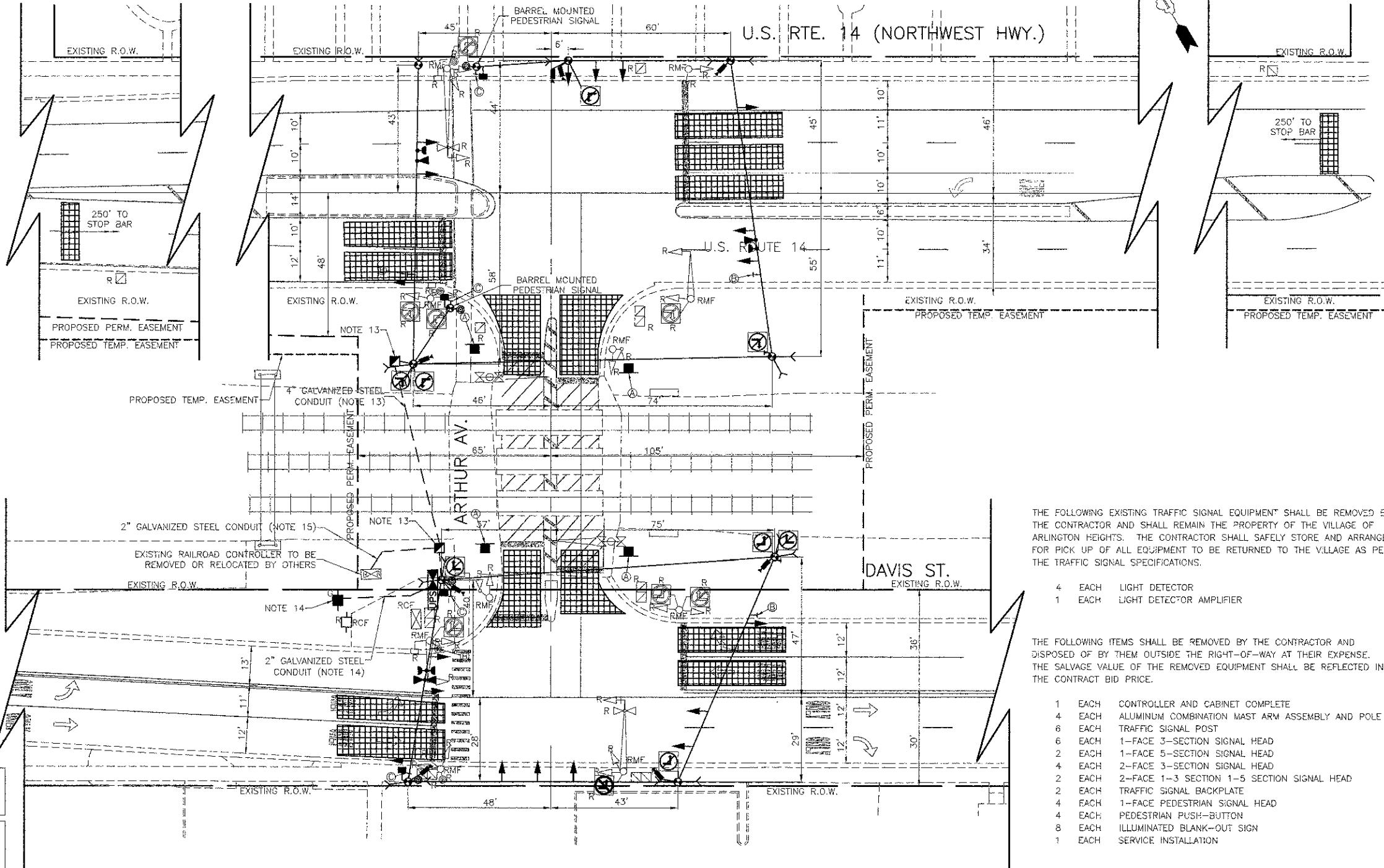
P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	68
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	BY	REVISION

DATE	BY	REVISION

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 1.5" AND 1.2" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
- THE ARTHUR AVENUE CROSSING SHALL BE CLOSED TO VEHICLE TRAFFIC DURING THE WIDENING AND RECONSTRUCTION OF THE CROSSING (TO BE COMPLETED BY OTHERS) AND SHALL REMAIN CLOSED UNTIL THE PERMANENT TRAFFIC SIGNAL IS TURNED ON. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING THE CLOSURE OF THE ARTHUR AVENUE CROSSING.
- THE EXISTING SIGNAL TIMINGS AT THE INTERSECTIONS OF U.S. ROUTE 14/ARLINGTON HEIGHTS ROAD AND ARLINGTON HEIGHTS ROAD/SIGWALT STREET SHALL BE ADJUSTED AS NEEDED WHILE THE DETOUR IS IN PLACE FOR THE ARTHUR AVENUE CROSSING CLOSURE. THIS WORK SHALL BE PAID FOR AS "TEMPORARY TRAFFIC SIGNAL TIMING".
- THESE HANDHOLES AND 4" GALVANIZED STEEL CONDUIT SHALL BE INSTALLED AS A PART OF THE TEMPORARY TRAFFIC SIGNAL. THE CONDUIT SHALL BE INSTALLED AS SHOWN ON DETAIL "A". THE HANDHOLES SHALL BE REMOVED UPON THE REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- THE PROPOSED SERVICE INSTALLATION SHALL BE INSTALLED FOR USE WITH THE TEMPORARY TRAFFIC SIGNAL. ALL WORK TO CONNECT THE TEMPORARY TRAFFIC SIGNAL TO THE PROPOSED SERVICE INSTALLATION SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION". THE PROPOSED GROUND MOUNTED SERVICE INSTALLATION AND TYPE A CONCRETE FOUNDATION SHALL BE PAID FOR SEPARATELY.
- THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INTERCONNECTED TO THE EXISTING RAILROAD CONTROLLER PRIOR TO THE TEMPORARY TRAFFIC SIGNAL TURN-ON. DURING THE RECONSTRUCTION OF THE ARTHUR AVENUE CROSSING, THE RAILROAD BUNGALOW WILL BE REPLACED BY OTHERS AND THE TEMPORARY TRAFFIC SIGNAL SHALL BE INTERCONNECTED TO THE NEW RAILROAD CONTROLLER. ALL WORK REQUIRED TO INTERCONNECT THE TEMPORARY SIGNAL TO THE EXISTING AND PROPOSED RAILROAD CONTROLLER, INCLUDING THE 2" GALVANIZED STEEL CONDUIT, SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".



LANE RESTRICTIONS, FLAGGING OR OTHER TEMPORARY TRAFFIC CONTROL OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE HIGHWAY VEHICLES TO STOP ON THE RAILROAD TRACKS, UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AT THE GRADE CROSSING TO MINIMIZE THE POSSIBILITY OF HIGHWAY VEHICLES STOPPING ON THE TRACKS, IN ACCORDANCE WITH SECTION 8 OF THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

- 4 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

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

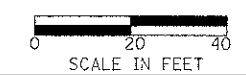
- 1 EACH CONTROLLER AND CABINET COMPLETE
- 4 EACH ALUMINUM COMBINATION MAST ARM ASSEMBLY AND POLE
- 6 EACH TRAFFIC SIGNAL POST
- 6 EACH 1-FACE 3-SECTION SIGNAL HEAD
- 2 EACH 1-FACE 5-SECTION SIGNAL HEAD
- 4 EACH 2-FACE 3-SECTION SIGNAL HEAD
- 2 EACH 2-FACE 1-3 SECTION 1-5 SECTION SIGNAL HEAD
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH 1-FACE PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSH-BUTTON
- 8 EACH ILLUMINATED BLANK-OUT SIGN
- 1 EACH SERVICE INSTALLATION

<b>(A)</b> <b>DO NOT STOP ON TRACKS</b> R 8-8 24" X 30" (4 REQUIRED)	<b>(B)</b> <b>NO TURN ON RED</b> R 10-11a 30" X 36" (4 REQUIRED)	<b>(C)</b> <b>CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES</b> SPECIAL 24" X 30" (4 REQUIRED)
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USER NAME = \$USER\$	DESIGNED - MFB	REVISED - 11/07/12
PLOT SCALE = \$SCALE\$	CHECKED - JJE	REVISED - 11/30/12
PLOT DATE = \$DATE\$	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET  
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN  
EXISTING CONDITIONS

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 69
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

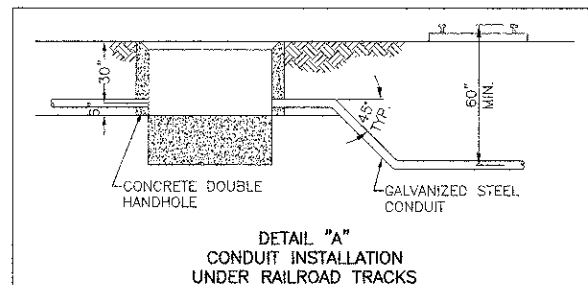
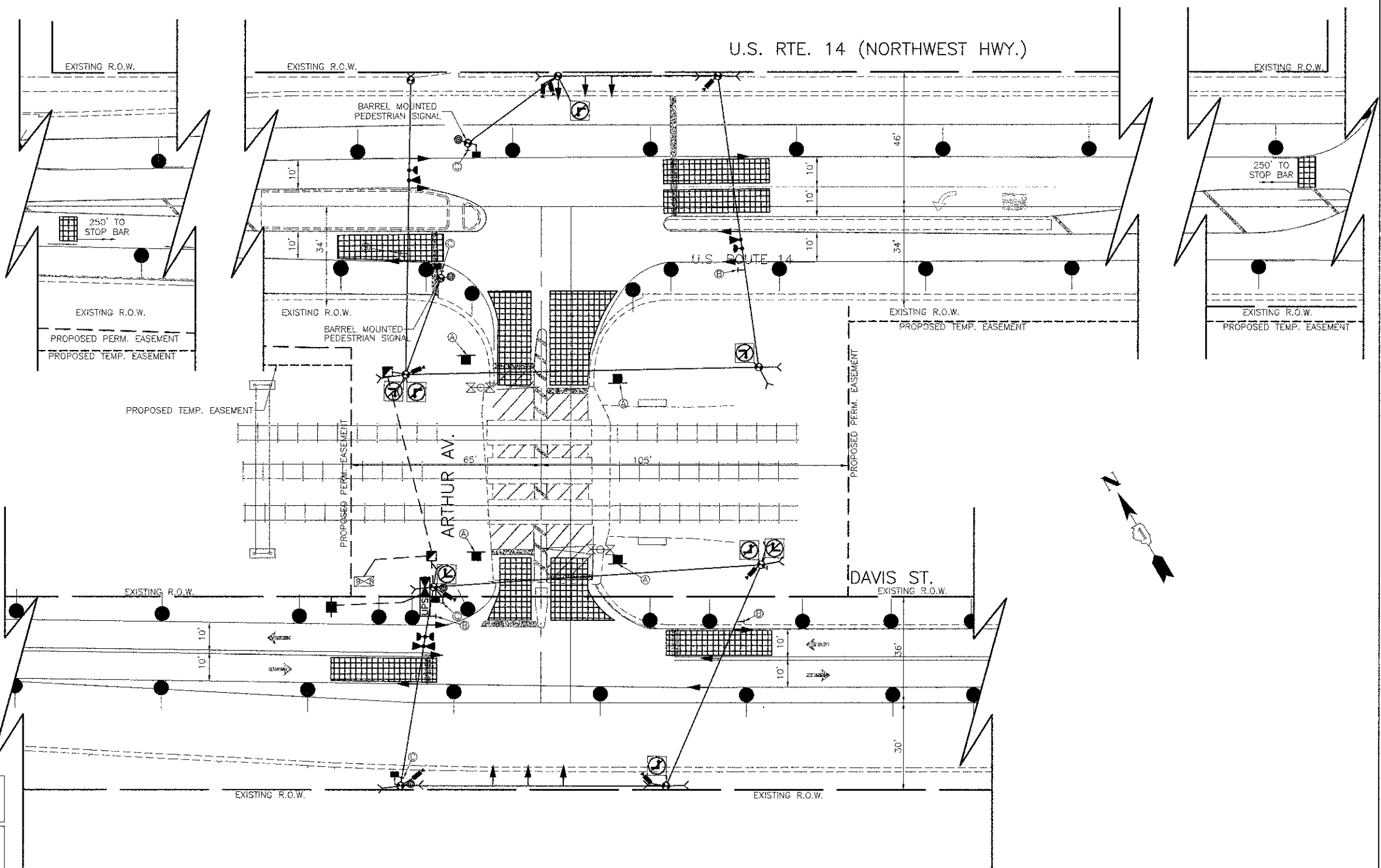
SHEET NO. 1 OF 1 SHEETS

DATE	BY

DATE	BY

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- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
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(A)

DO NOT STOP ON TRACKS

R 8-8  
24" X 30"  
(4 REQUIRED)

(B)

NO TURN ON RED

R 10-11a  
30" X 36"  
(4 REQUIRED)

(C)

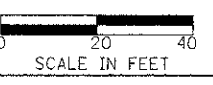
CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES

SPECIAL  
24" X 30"  
(4 REQUIRED)



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PLOT SCALE = \$SCALE\$	DRAWN - OJT	REvised - 11/30/12
PLOT DATE = \$DATE\$	CHECKED - JJE	REvised -
	DATE - 10/22/12	REvised -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET  
TEMPORARY TRAFFIC SIGNAL PLAN  
SOC 1

F.A.U. RTE. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 70
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 1 OF 1 SHEETS

PLAN	DATE
SURVEYED	BY
ALIGNED	BY
NOTED	BY
NO.	DATE

PROFILE	DATE
SURVEYED	BY
NOTED	BY
NO.	DATE

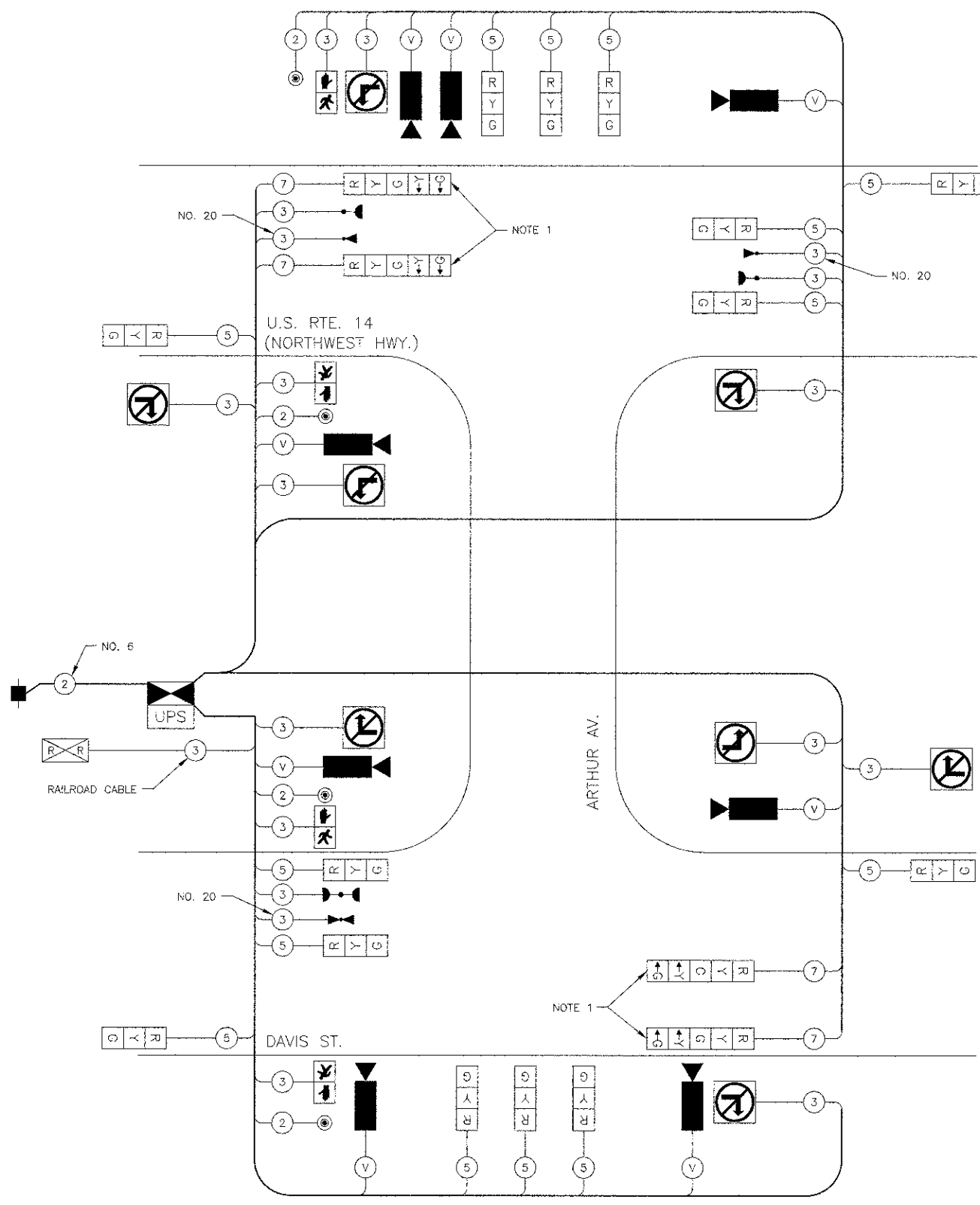
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	18		17	0.50	153
(YELLOW)	18		25	0.25	113
(GREEN)	18		15	0.25	68
ARROW	8		12	0.10	10
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
BLANK OUT SIGN	8		25	0.05	10
TOTAL =					554

ENERGY COSTS TO: VILLAGE OF ARLINGTON HEIGHTS  
33 S. ARLINGTON HEIGHTS ROAD  
ARLINGTON HEIGHTS, IL 60005

ENERGY SUPPLY: CONTACT: JUDITH SCHOMER  
PHONE: 630-691-4407  
COMPANY: COM ED

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- THE LEFT TURN SECTIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND THE PHASES DISCONNECTED WHEN THE ARTHUR AVENUE CROSSING IS CLOSED.



**TEMPORARY CABLE PLAN**  
NOT TO SCALE

**TEMPORARY SEQUENCE OF OPERATION - EXISTING CONDITIONS & SOC 1**



MOVEMENT	U.S. RTE 14 (NORTHWEST HWY)																				
	DAVIS ST.	DAVIS ST.	DAVIS ST.	DAVIS ST.																	
PHASE	2+5		2+6		3+8				4+8												
INTERVAL	1	2	3	4	5A	5B	5C	5D	6	7A	7B	7C	7D	8	9	10	11A	11B	11C	11D	
CHANGE TO		2+6	3+8				2+5				4+8				2+5						
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G → Y	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
DAVIS STREET ALL SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R
DAVIS STREET NEAR SIDE SIGNAL	EB	R	R	R	R	R	R	R	R	G	Y	R	R	R	G	G	Y	R	R	R	R
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	R	R	R	R	R	R	G → Y	R	R	R	R	G → Y	G	Y	R	R	R	R
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	G	Y	R	R	R
ARTHUR AVENUE CROSSING NEAR SIDE SIGNAL	SB	G	G	G	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H

\* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION  
 \*\* FLASHING \* IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL.  
 P = ILLUMINATED PERSON = "WALK"  
 FH = ILLUMINATED FLASHING HAND = FLASHING "DON'T WALK"  
 H = ILLUMINATED SOLID HAND = "DON'T WALK"  
 PHASE 2 + 6 SHALL BE PLACED ON RECALL

**TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION - EXISTING CONDITIONS & SOC 1**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1									PREEMPTOR NUMBER 3			PREEMPTOR NUMBER 4			PREEMPTOR NUMBER 2			CLEAR TO NORMAL SEQUENCE					
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	2	3	4	5	6	7		8	9	10		
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																				2	3			
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	2	3	4	5	6	7	8	9	10			
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	3	4	5	6	7	8	9	10				
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	G	Y	R	R	R			
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	G	Y	R	R	R			
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	G	Y	R	R	R			
DAVIS STREET ALL SIGNALS	WB	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	R	R			
DAVIS STREET NEAR SIDE SIGNAL	EB	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	R	R			
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	R	R			
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	G	G	G	G	R	R	G	G	G	Y	R	G	Y	R	R	R			
ARTHUR AVENUE CROSSING NEAR SIDE SIGNAL	SB	G	G	G	G	R	R	R	R	G	G	R	R	R	G	Y	R	R	R	R	R			
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H			
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H			

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 10 IS TERMINATED.

NRT = "NO RIGHT TURN" OR   
 NLT = "NO LEFT TURN" OR 

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - EXISTING CONDITIONS & SOC 1**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1																	PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		CLEAR TO NORMAL SEQUENCE	
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W		1X
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																						2	3
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	1D	1E	3	2	1H	1J	1K	1L	3	1N	1P	1Q	2	3	1T	1U	1V	1W	2	3	
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G → Y	Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
DAVIS STREET ALL SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	
DAVIS STREET NEAR SIDE SIGNAL	EB	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	G	G	Y	R	R	R	
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	G → Y	G	Y	R	R	R	
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	Y	R	G	
ARTHUR AVENUE CROSSING NEAR SIDE SIGNAL	SB	G	G	G	Y	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 OR 3 IS TERMINATED.

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_ DRAWN: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ IN CHARGE: \_\_\_\_\_  
 PLANNED: \_\_\_\_\_ FILED: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_ DRAWN: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ IN CHARGE: \_\_\_\_\_  
 PLANNED: \_\_\_\_\_ FILED: \_\_\_\_\_  
 NOTE BOOK NO.: \_\_\_\_\_



**TEMPORARY SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**



MOVEMENT	U.S. RTE 14 (NORTHWEST HWY)				U.S. RTE 14 (NORTHWEST HWY)				F L A S H
	1	2	3A	3B	4	5	6A	6B	
PHASE	2 + 6				4 + 8				
INTERVAL	1	2	3A	3B	4	5	6A	6B	
CHANGE TO	4 + 8				2 + 6				
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	G	Y	R	R	R	R	R
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G	G	Y	R	R	R	R	R
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	G	G	Y	R	R	R	R	R
DAVIS STREET NEAR SIDE SIGNAL	WB	R	R	R	R	G	G	Y	R
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	R	R	G	G	Y	R
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	R	R
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	*P	**FH	H	H	D A R K
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	*P	**FH	H	H	H	H	H	H	R K

\* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION  
 \*\* FLASHING "FH" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL  
 P = ILLUMINATED PERSON = "WALK"  
 FH = ILLUMINATED FLASHING HAND = FLASHING "DON'T WALK"  
 H = ILLUMINATED SOLID HAND = "DON'T WALK"  
 PHASE 2 + 6 SHALL BE PLACED ON RECALL

**TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		4		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2	2	3	4	5	CLEAR TO NORMAL SEQUENCE	
	1A	1B	1C	1D	1E	1F	1G						1H
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1		4		2	3							
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	3	4	5		
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	Y	R	R	R	Y	R	R	R	R	R	G	△
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	Y	R	R	R	Y	R	R	R	R	R	G	△
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	Y	R	R	R	Y	R	R	R	R	R	G	△
DAVIS STREET NEAR SIDE SIGNAL	WB	R	R	Y	R	R	Y	R	R	R	R	G	△
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	Y	R	R	Y	R	R	R	R	G	△
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	R	G	Y	R	R	△
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	R	R	R	G	Y	R	R	△
L.E.D. NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
L.E.D. NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	FH	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	FH	H	H	H	H	H	H	H	H	H	H	H	△

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

NRT = "NO RIGHT TURN" OR   
 NLT = "NO LEFT TURN" OR 

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		4		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE	
	1A	1B	1C	1D	2	3		
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1		4		2	3		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	1D	3	1F	1G	2	
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	G	Y	R	R	R	◇
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G	G	Y	R	R	R	◇
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	G	G	Y	R	R	R	◇
DAVIS STREET NEAR SIDE SIGNAL	WB	R	R	R	R	G	Y	◇
DAVIS STREET FAR SIDE SIGNALS	EB	R	R	R	R	G	Y	◇
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	◇
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	R	R	◇
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	H	FH	H	H	◇
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	FH	FH	H	H	H	H	H	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 OR 3 IS TERMINATED.

DATE	
BY	
PLAN	
NO. OF SHEETS	
DATE	
BY	
DATE	
BY	

DATE	
BY	
PROFILE	
NO. OF SHEETS	
DATE	
BY	
DATE	
BY	



USER NAME = \$USER\$	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = \$SCALE\$	DRAWN - JRR	REVISED -
PLOT DATE = \$DATE\$	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TEMPORARY SEQUENCE OF OPERATION, RAILROAD PREEMPTION SEQUENCE OF OPERATION AND EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION	3512	02-00177-00 WR	COOK	142	73
ARTHUR AVENUE CROSSING CLOSURE					
SHEET NO. 1 OF 2 SHEETS					

PROJECT NO. M-8003(426)	CONTRACT NO. 63514
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT

**ALTERNATE TEMPORARY SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**



MOVEMENT	U.S. RTE 14 (NORTHWEST HWY)				U.S. RTE 14 (NORTHWEST HWY)				F L A S H	
	2 + 6				4P + 8P					
PHASE	2 + 6				4P + 8P					
INTERVAL	1	2A	2B	3	4A	4B				
CHANGE TO		4P + 8P				2 + 6				
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	Y	R	R	R	R	R	R	
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G	Y	R	R	R	R	R	R	
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	G	Y	R	R	R	R	R	R	
DAVIS STREET ALL SIGNALS	WB	G	Y	R	R	R	R	R	R	
DAVIS STREET NEAR SIDE SIGNAL	EB	G	Y	R	R	R	R	R	R	
DAVIS STREET FAR SIDE SIGNALS	EB	G	Y	R	R	R	R	R	R	
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	R	R	
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	R	R	R	R	
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	H	*P	**FH	H			D A R K	
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	H	H	*P	**FH	H			R R K	

\* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION  
 \*\* FLASHING "H" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL  
 P = ILLUMINATED PERSON = "WALK"  
 FH = ILLUMINATED FLASHING HAND = FLASHING "DON'T WALK"  
 H = ILLUMINATED SOLID HAND = "DON'T WALK"  
 PHASE 2 + 6 SHALL BE PLACED ON RECALL

**ALTERNATE TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 2						CLEAR TO NORMAL SEQUENCE	
	1A	1B	1C	1D	1E	1F	2	3	4	5			
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER							2						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	2	3	4	5			
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	3	4	5				
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	Y	R	R	R	Y	R	R	R	R	G		△
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	Y	R	R	R	Y	R	R	R	R	G		△
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	Y	R	R	R	Y	R	R	R	R	G		△
DAVIS STREET ALL SIGNALS	WB	Y	R	R	R	Y	R	R	R	R	G		△
DAVIS STREET NEAR SIDE SIGNAL	EB	Y	R	R	R	Y	R	R	R	R	G		△
DAVIS STREET FAR SIDE SIGNALS	EB	Y	R	R	R	Y	R	R	R	R	G		△
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	R	R	G	Y	R	R		△
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	R	R	G	Y	R	R		△
L.E.D. NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT		△
L.E.D. NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT		△
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	H	FH	H	H	H	H	H	H	H	H		△
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	H	FH	H	H	H	H	H	H	H	H		△

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

NRT = "NO RIGHT TURN" OR   
 NLT = "NO LEFT TURN" OR 

**ALTERNATE TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - ARTHUR AVENUE CROSSING CLOSURE**

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		PREEMPTOR NUMBER 3	CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	2		
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER						
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2			
U.S. ROUTE 14 (NORTHWEST HWY) NEAR SIDE SIGNAL	WB	G	R	R	G	◇
U.S. ROUTE 14 (NORTHWEST HWY) FAR SIDE SIGNALS	WB	G	R	R	G	◇
U.S. ROUTE 14 (NORTHWEST HWY) ALL SIGNALS	EB	G	R	R	G	◇
DAVIS STREET ALL SIGNALS	WB	G	R	R	G	◇
DAVIS STREET NEAR SIDE SIGNAL	EB	G	R	R	G	◇
DAVIS STREET FAR SIDE SIGNALS	EB	G	R	R	G	◇
ARTHUR AVENUE CROSSING ALL SIGNALS	NB	R	R	R	R	◇
ARTHUR AVENUE CROSSING ALL SIGNALS	SB	R	R	R	R	◇
PEDESTRIAN SIGNALS CROSSING U.S. RTE 14 ON WEST SIDE OF ARTHUR CROSSING	H	FH	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING DAVIS STREET ON WEST SIDE OF ARTHUR CROSSING	H	FH	H	H	H	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

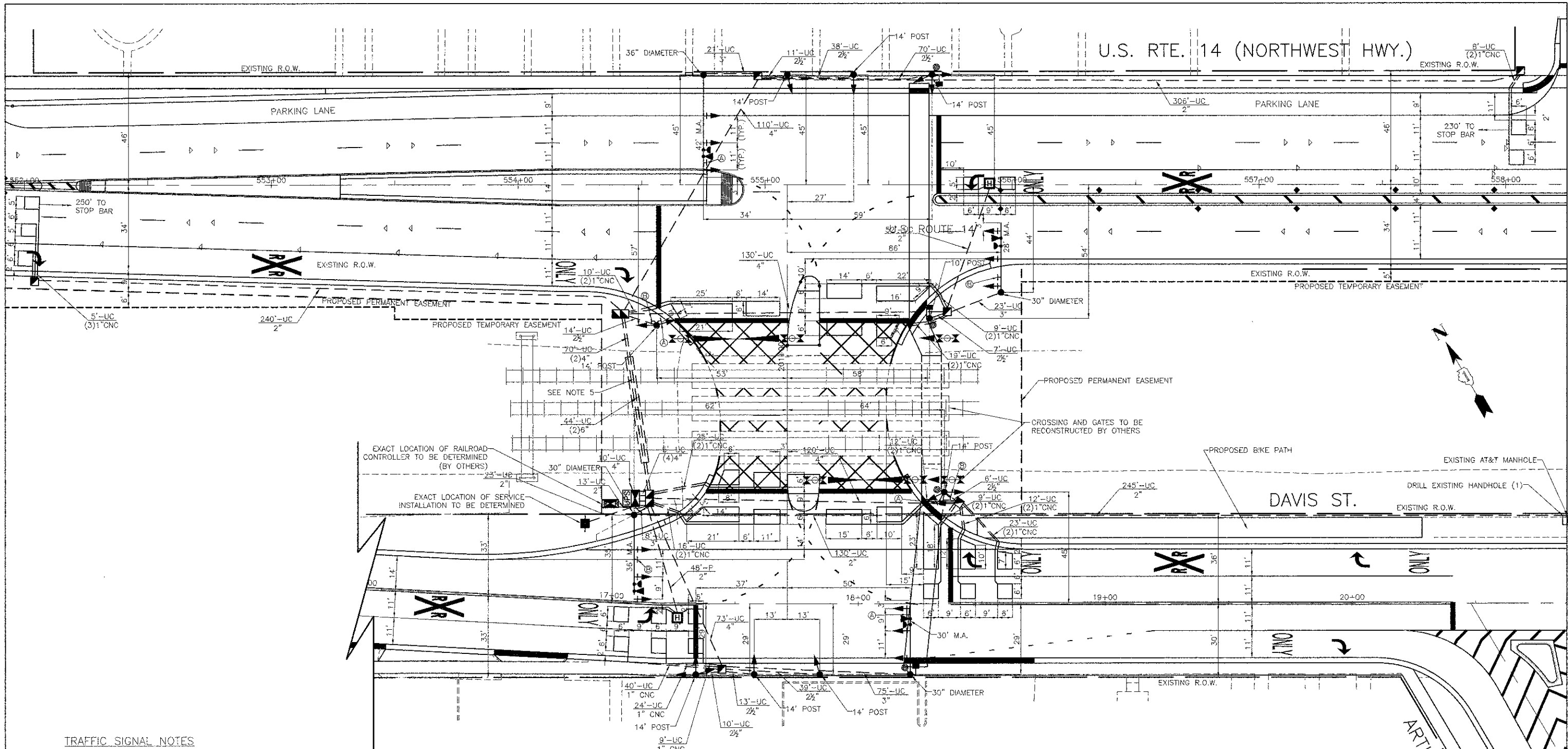
NOTE: THE ALTERNATE TEMPORARY SEQUENCES OF OPERATION SHOWN ON THIS SHEET SHALL ONLY BE IMPLEMENTED UNDER THE DIRECTION AND APPROVAL OF THE ICC AND THE IDOT TRAFFIC SIGNAL/RAILROAD FIELD ENGINEER

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_ PLOTTED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ INT. OF WAY CHECKED: \_\_\_\_\_  
 PLAN: \_\_\_\_\_ NOTE BOOK NO.: \_\_\_\_\_  
 FILE NAME: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_ PLOTTED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ INT. OF WAY CHECKED: \_\_\_\_\_  
 PROFILE: \_\_\_\_\_ NOTE BOOK NO.: \_\_\_\_\_  
 STRUCTURE NOTATIONS: \_\_\_\_\_

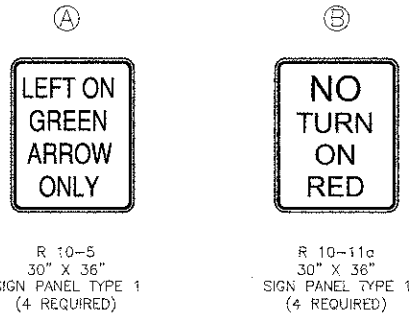
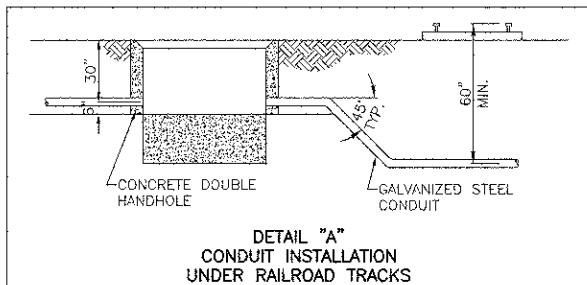
DATE	BY	SURVEYED	SCALE	CHECKED
PLAN		NOTE BOOK		
		NO.		

DATE	BY	SURVEYED	SCALE	CHECKED
PROFILE		NOTE BOOK		
		NO.		



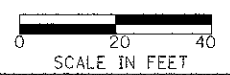
**TRAFFIC SIGNAL NOTES**

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.
- EACH 4" CONDUIT IS TO BE PLACED WITHIN A 6" CONDUIT. THE 6" CONDUIT WILL ACT AS A SLEEVE FOR THE 4" CONDUIT. ALL CONDUIT BENEATH THE RAILROAD TRACKS SHALL BE PLACED A MINIMUM OF 5 FEET BELOW TOP OF RAIL. (SEE DETAIL "A")



USER NAME = \$USER\$	DESIGNED - MFB	REVISED - 11/07/12
PLOT SCALE = \$SCALE\$	DRAWN - OJT	REVISED - 11/30/12
PLOT DATE = \$DATE\$	CHECKED - JJE	REVISED -
	DATE - 10/22/12	REVISED -

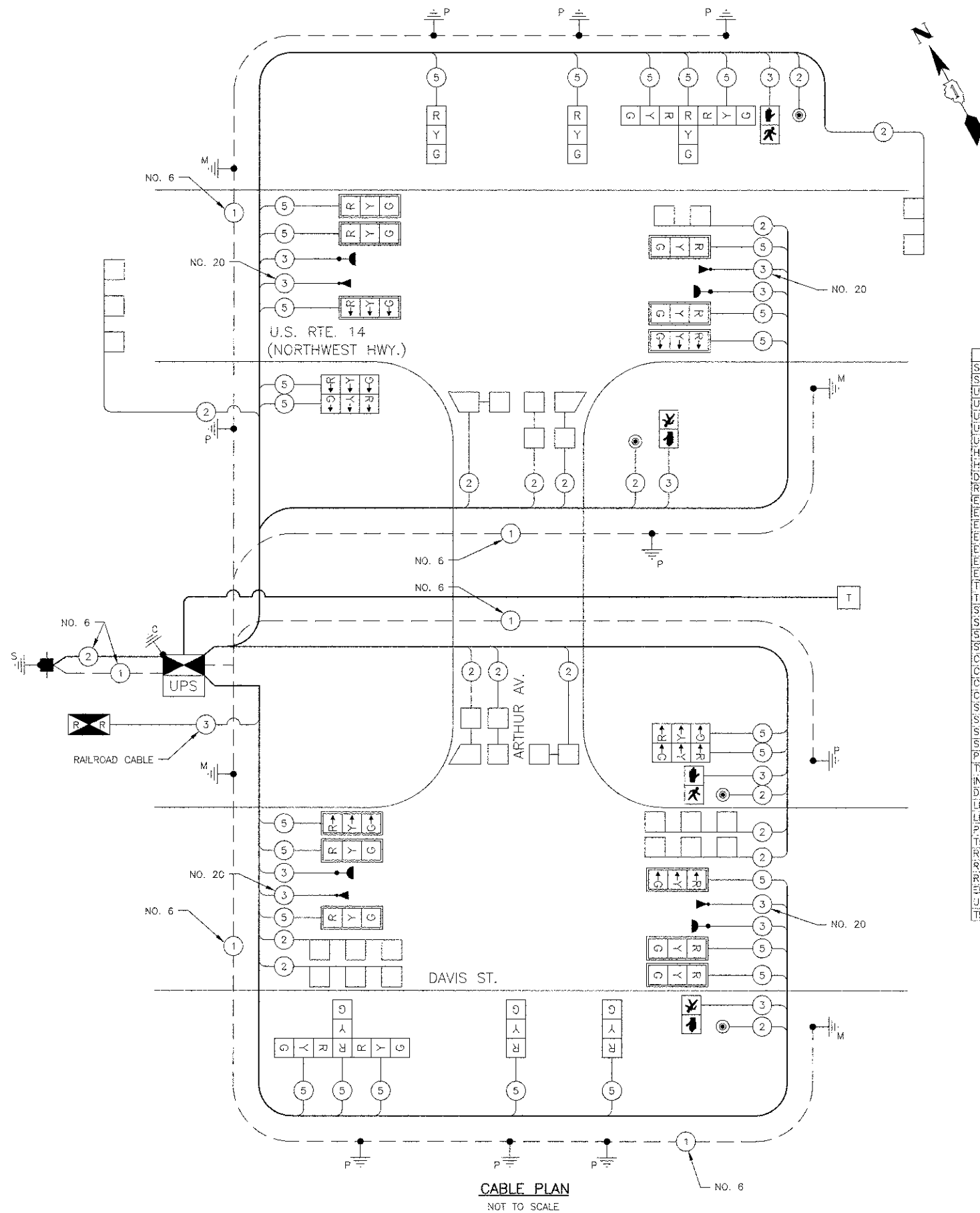
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET  
TRAFFIC SIGNAL MODERNIZATION PLAN

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	75
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	90
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, 2" DIA., GALVANIZED STEEL	FOOT	927
UNDERGROUND CONDUIT, 2 1/2" DIA., GALVANIZED STEEL	FOOT	208
UNDERGROUND CONDUIT, 3" DIA., GALVANIZED STEEL	FOOT	127
UNDERGROUND CONDUIT, 4" DIA., GALVANIZED STEEL	FOOT	603
UNDERGROUND CONDUIT, 6" DIA., GALVANIZED STEEL	FOOT	88
HANDHOLE	EACH	6
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	977
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1878
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5458
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2441
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	40
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	38
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1218
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	8
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	40
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	37
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	13
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 3-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12
INDUCTIVE LOOP DETECTOR	EACH	12
DETECTOR LOOP, TYPE I	FOOT	1345
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	9
REMOVE EXISTING CONCRETE FOUNDATION	EACH	12
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	933
UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	26	17		0.50	221
(YELLOW)	26	25		0.25	163
(GREEN)	26	15		0.25	98
ARROW	12			0.10	
PED. SIGNAL	4	25		1.00	100
CONTROLLER	1	100		1.00	100
TOTAL =					682

ENERGY COSTS TO: VILLAGE OF ARLINGTON HEIGHTS  
33 S. ARLINGTON HEIGHTS ROAD  
ARLINGTON HEIGHTS, IL 60005

ENERGY SUPPLY: CONTACT: JUDITH SCHOMER  
PHONE: 830-691-4407  
COMPANY: COM ED

USER NAME = \$USER\$	DESIGNED - MFB	REVISED - 11/07/12
PLOT SCALE = \$SCALE\$	DRAWN - OJT	REVISED - 11/30/12
PLOT DATE = \$DATE\$	CHECKED - JJE	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET  
CABLE PLAN AND SCHEDULE OF QUANTITIES

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	76
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

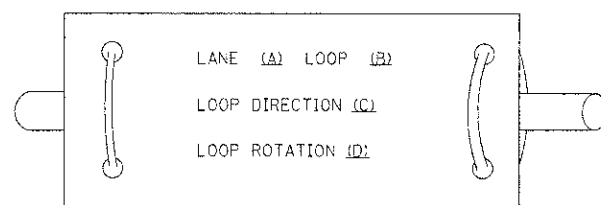




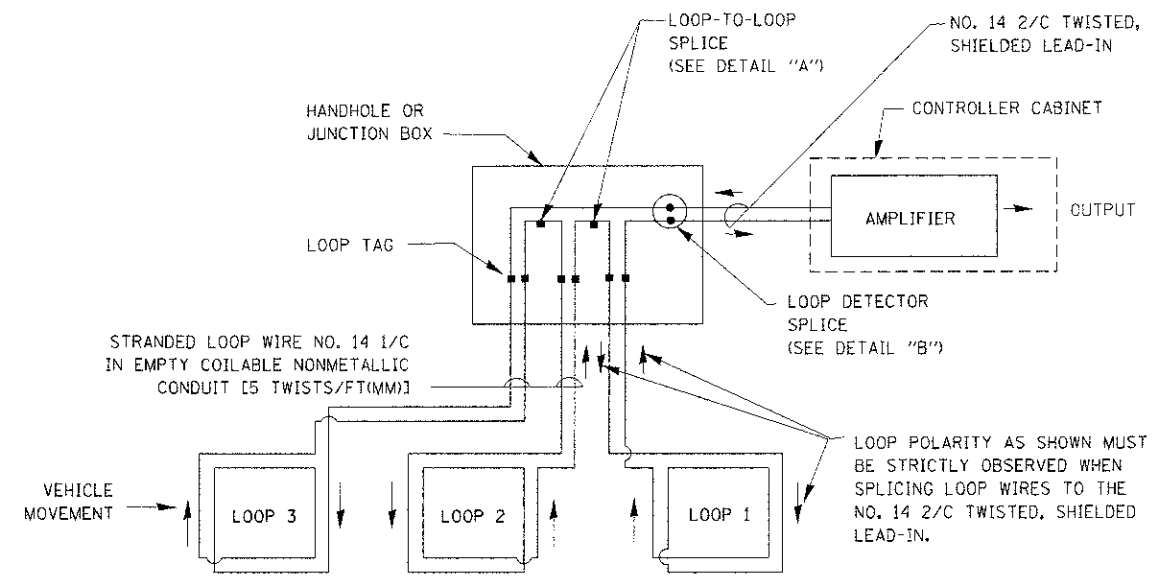
## LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

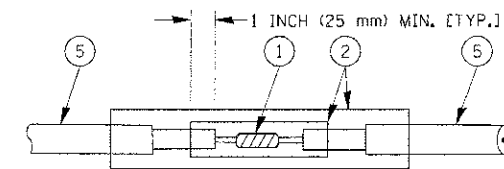


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

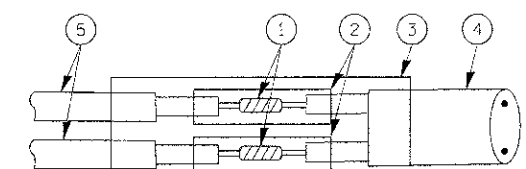


### DETECTOR LOOP WIRING SCHEMATIC

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

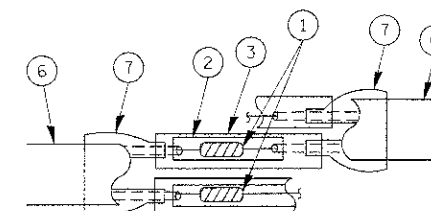


DETAIL "A"  
LOOP-TO-LOOP SPLICE

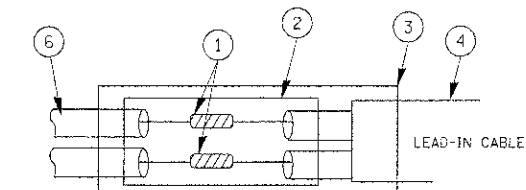


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

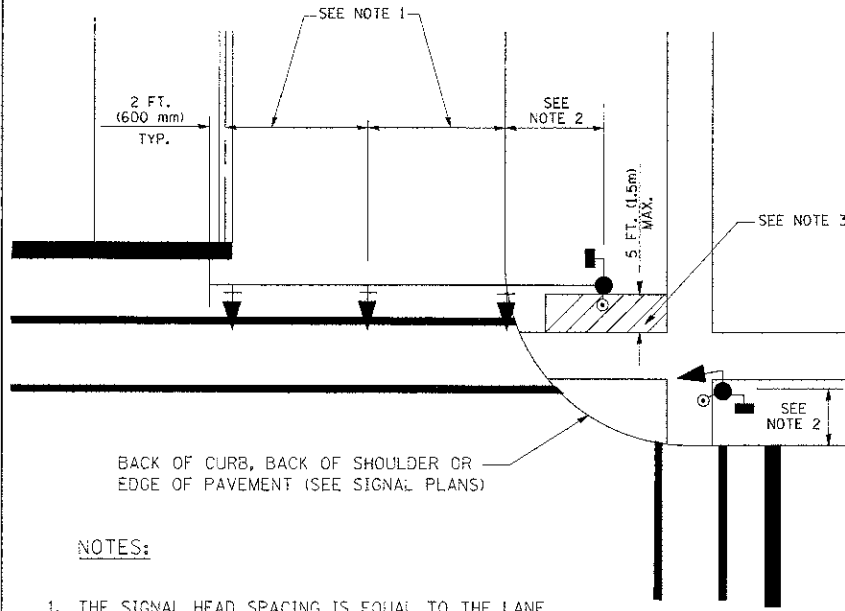
### LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = bauerl	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			S.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\pwwid\9\AUERDL\c020835\ts05	drawn - BCK	REVISI	REVISI		3512	03-00177-00-WR	COOK	142	79			
PLOT SCALE = 50,0000 / IN.	CHECKED - DAD	REVISI	REVISI		<b>TS-05</b>		CONTRACT NO. 63514					
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISI	REVISI	SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

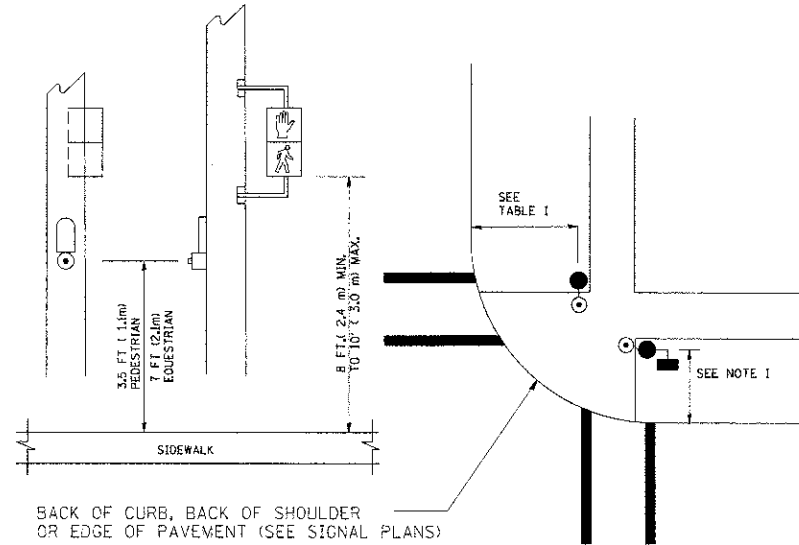
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA, INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

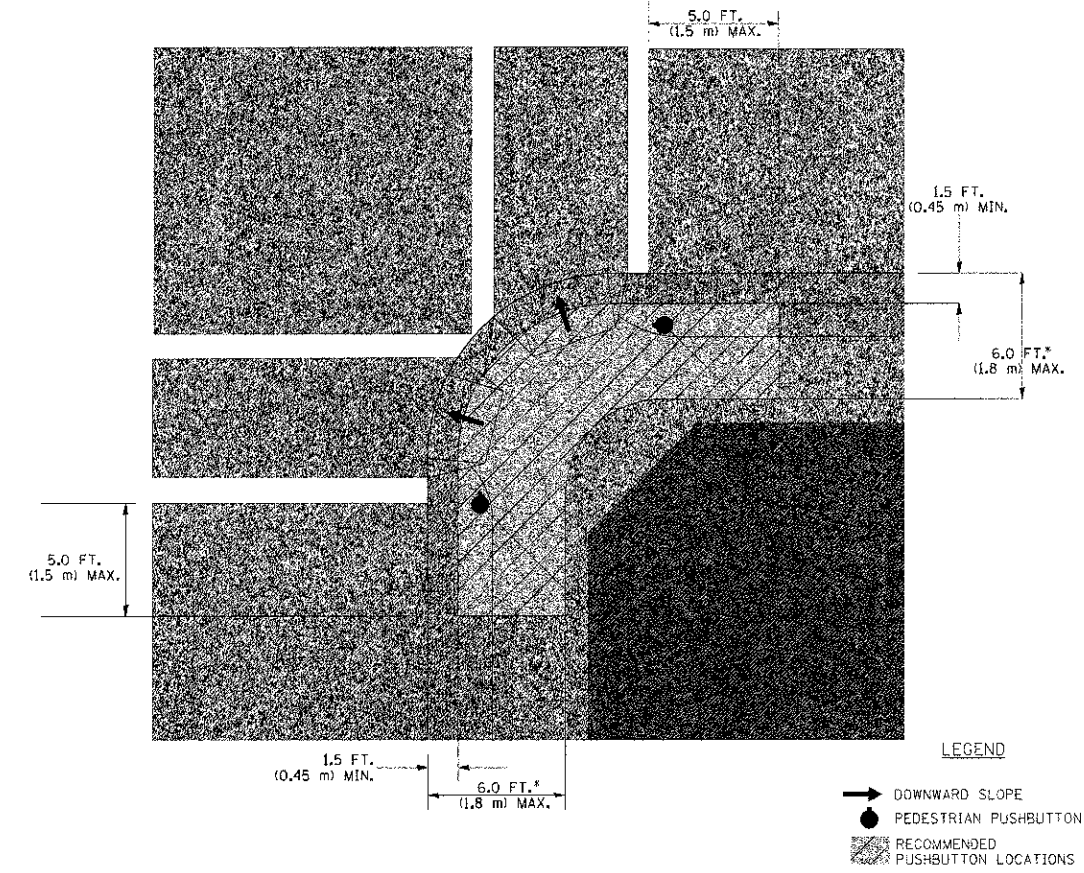
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

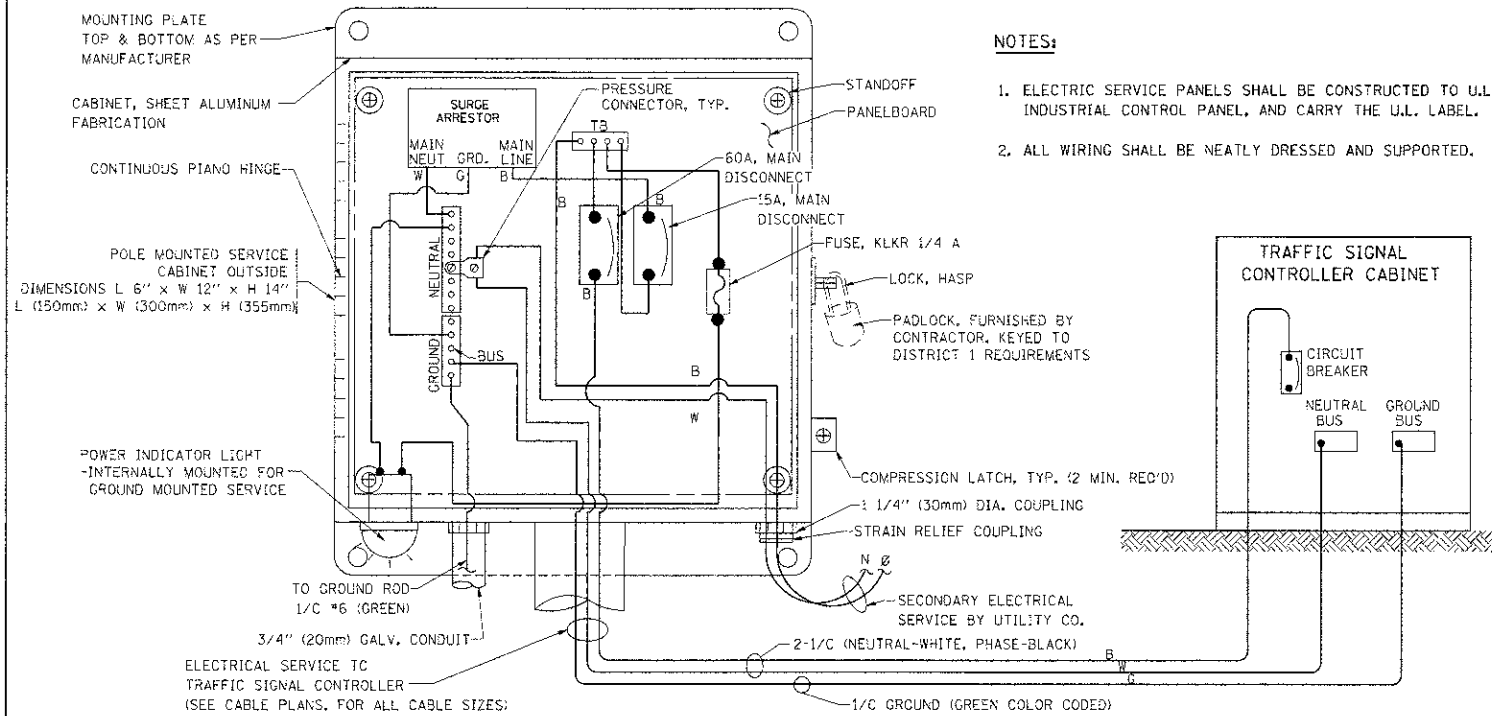
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

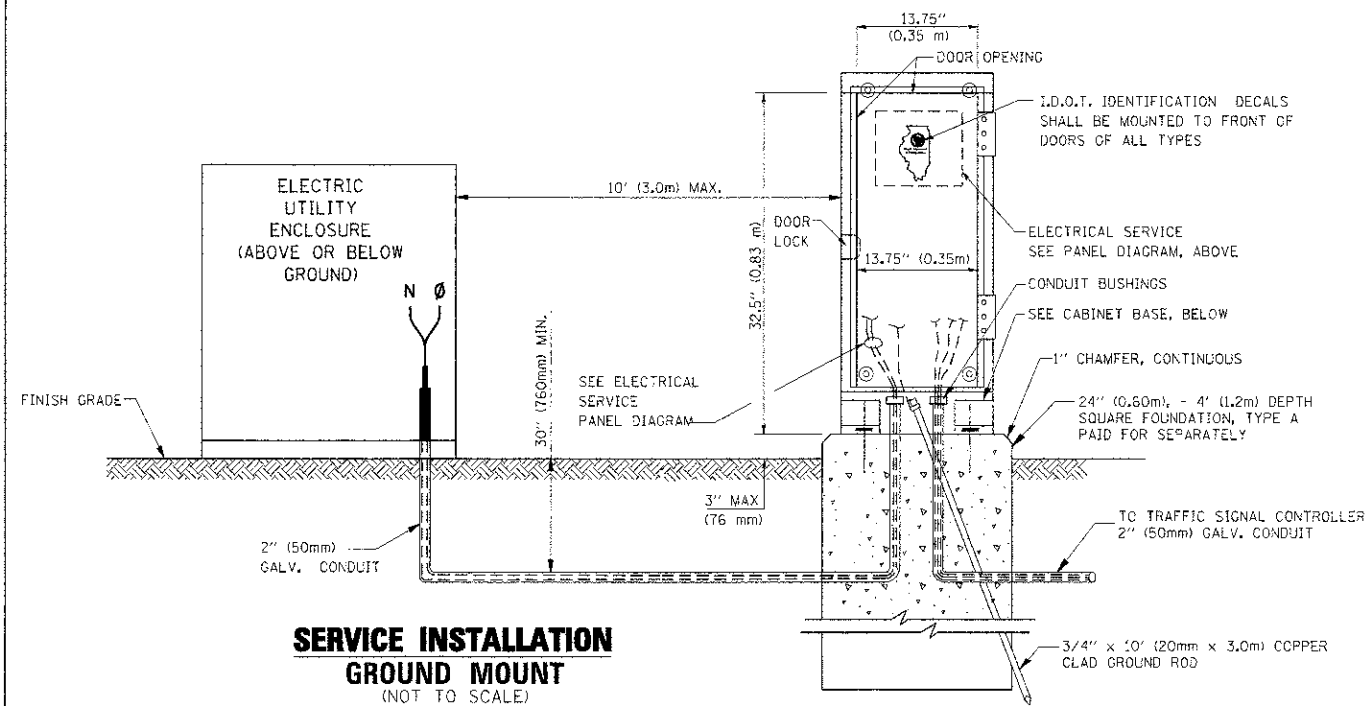
**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.



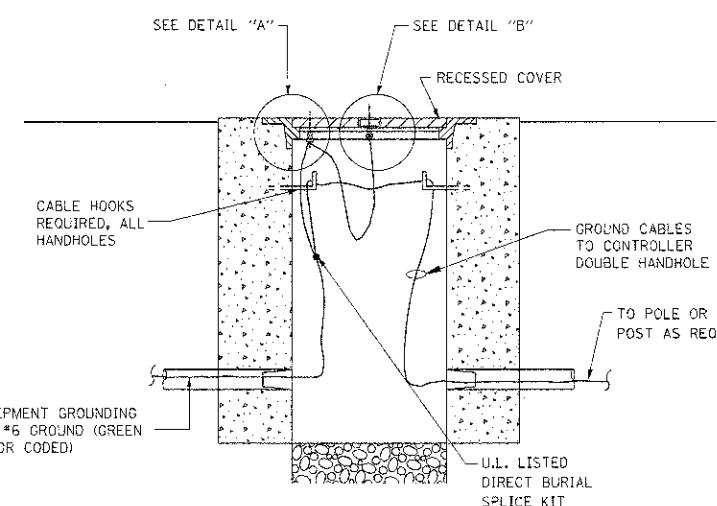
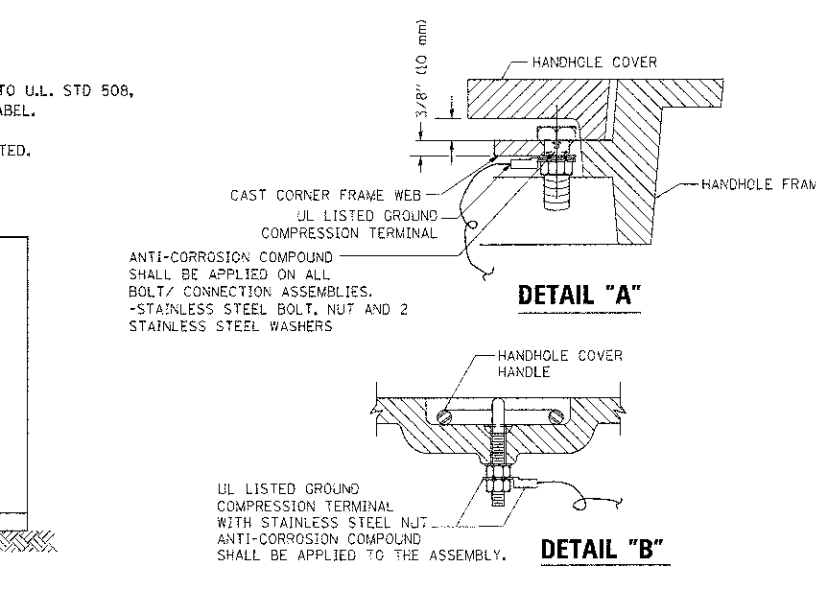
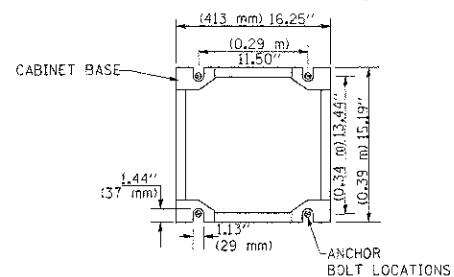


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

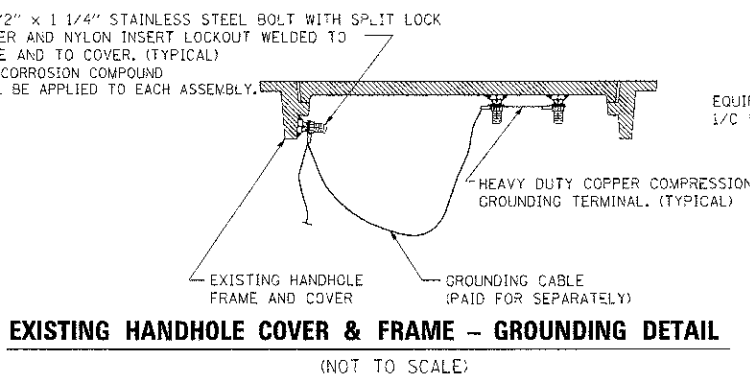


**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

**CABINET – BASE BOLT PATTERN**  
 (NOT TO SCALE)



**HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (NOT TO SCALE)

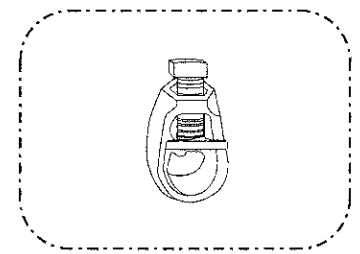
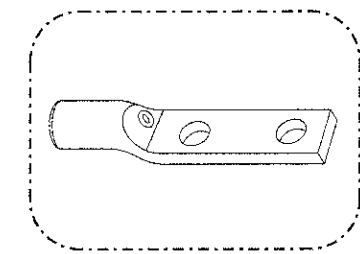


**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (NOT TO SCALE)

**NOTES:**

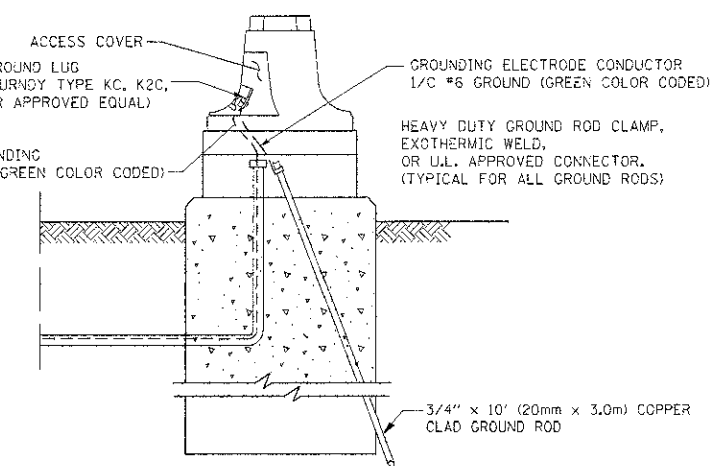
**GROUNDING SYSTEM**

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (647) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

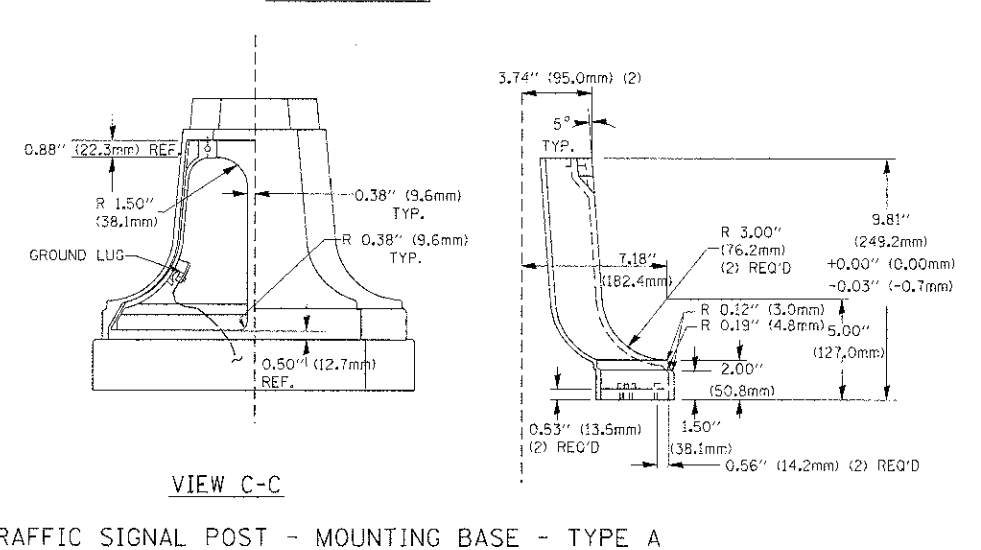
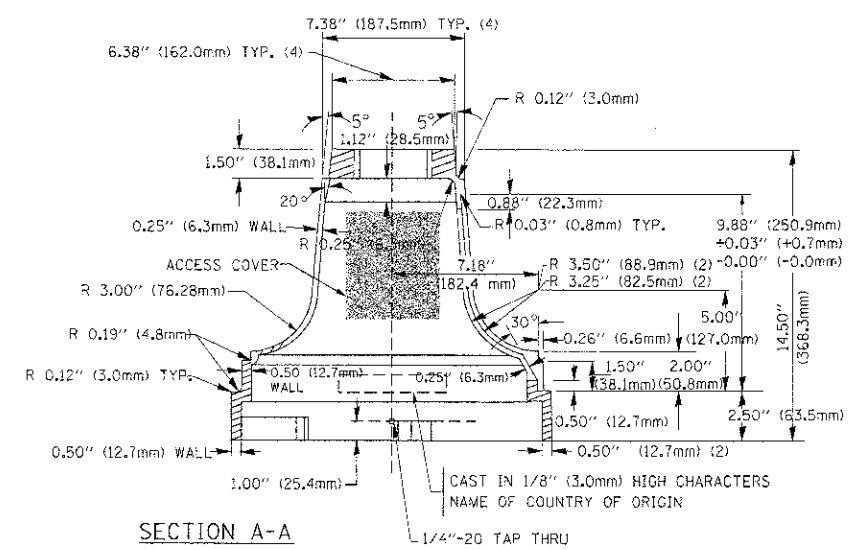
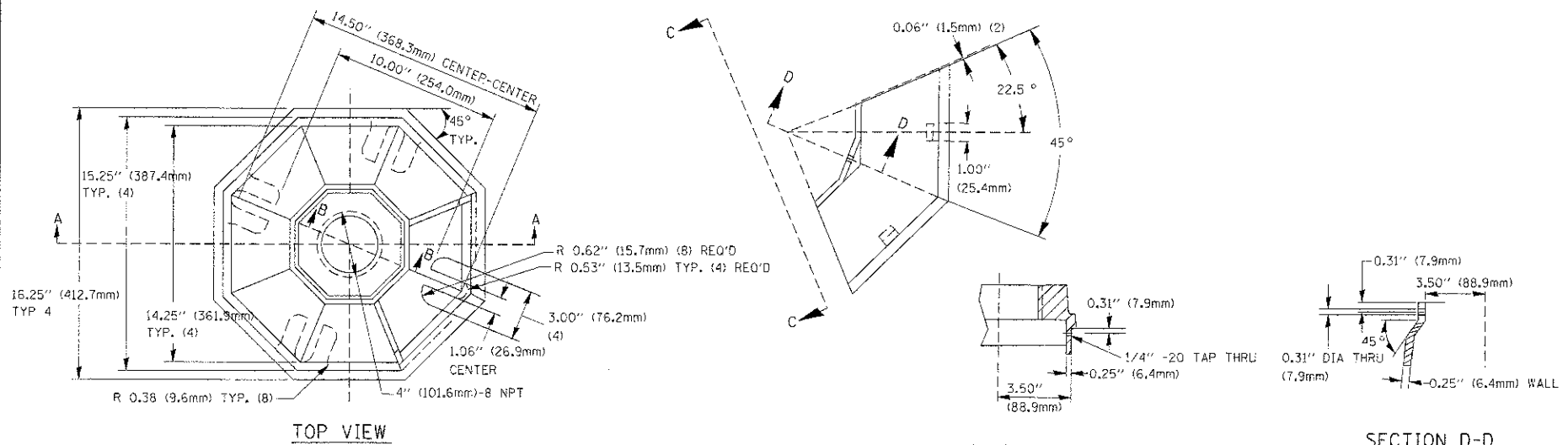


**NOTES:**

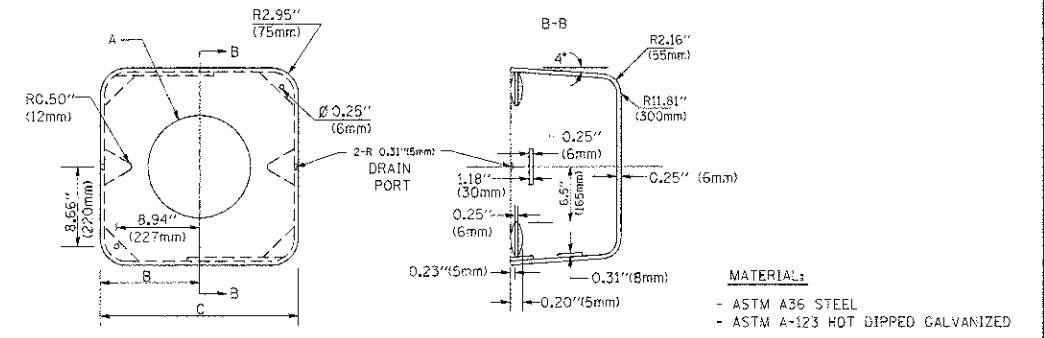
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)



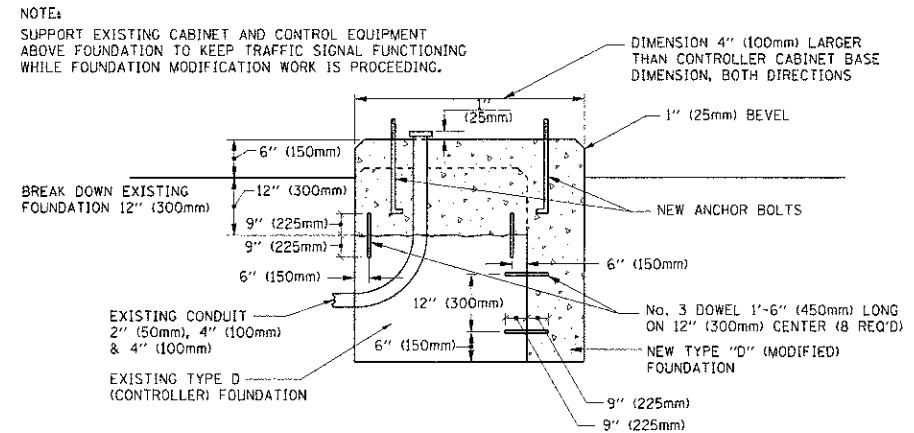
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



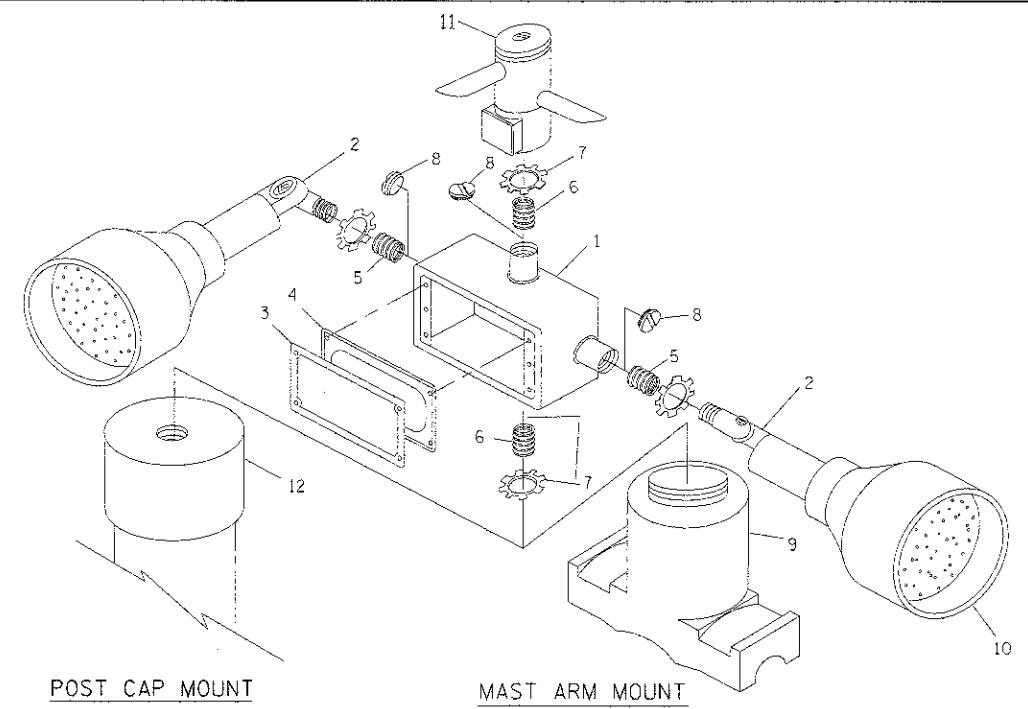
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\" (241mm)	13\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) - 12\" (300mm)	126 lbs (57 kg)

SHROUD

- NOTES:
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

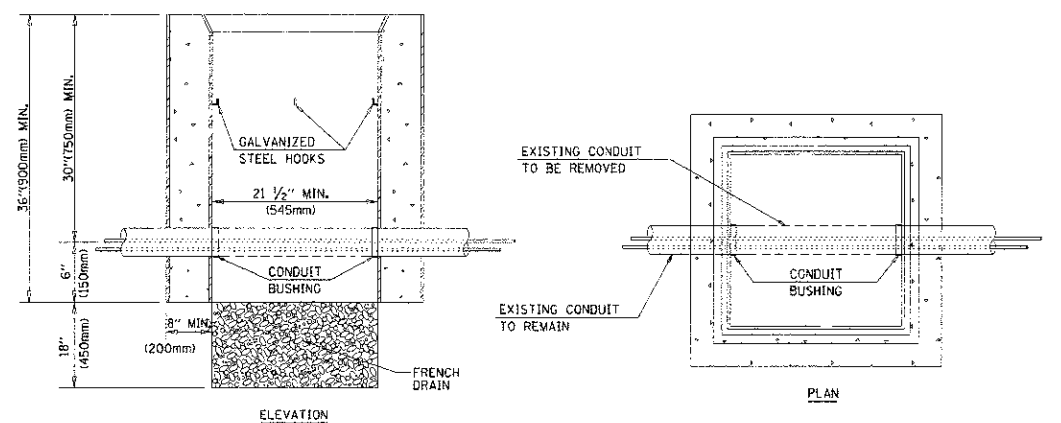


MODIFY EXISTING TYPE "D" FOUNDATION



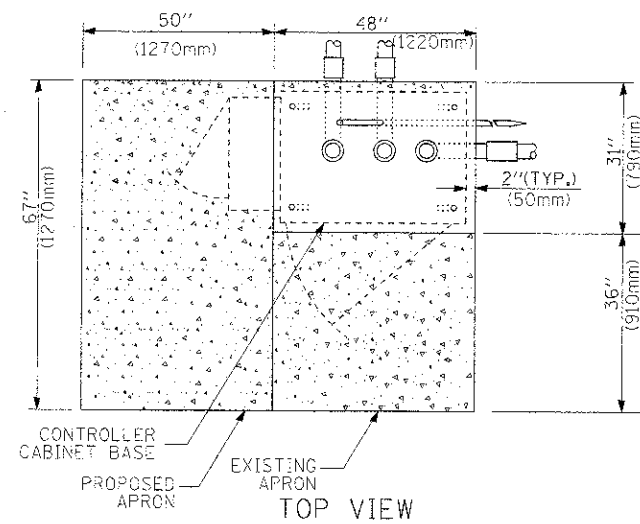
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

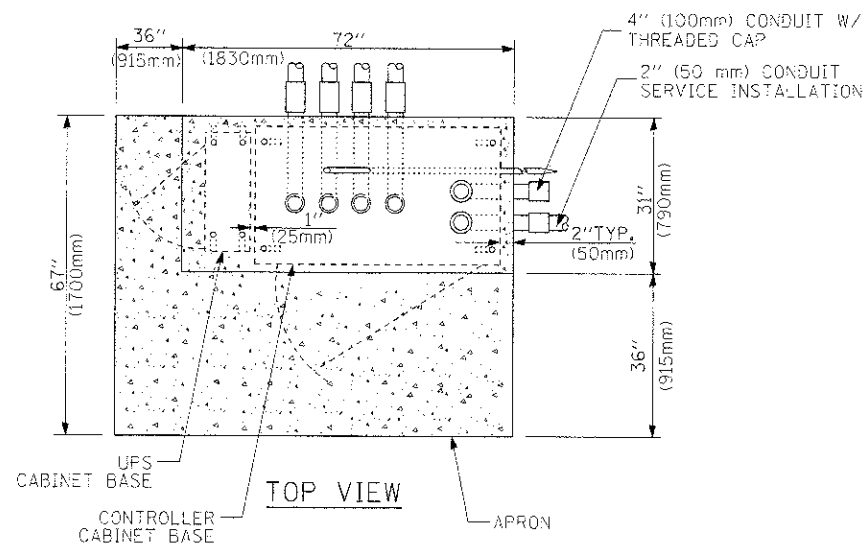


- NOTES:
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

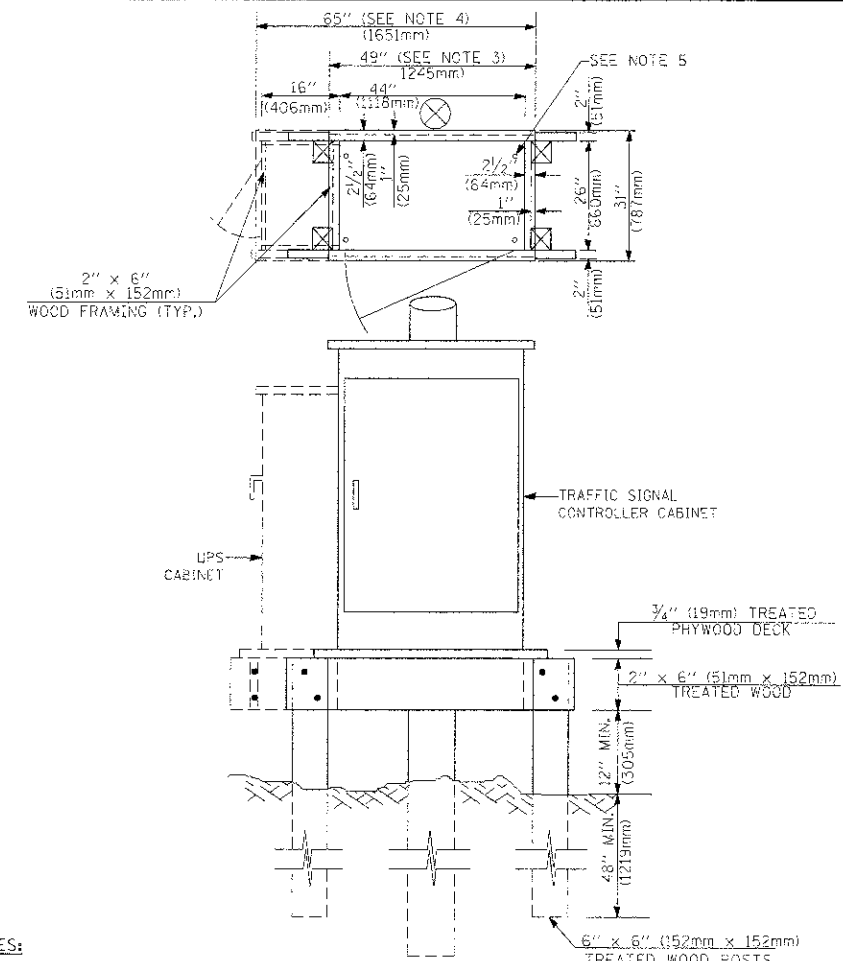
HANDHOLE TO INTERCEPT EXISTING CONDUIT



**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



**TYPE C  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
  4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
  5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
  6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

**DEPTH OF FOUNDATION**

Mast Arm Length	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined Compressive Strength (Cu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
  2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
  3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
  4. For mast arm assemblies with dual arms refer to state standard 878001.

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/2 C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY):				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S		STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I		ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GLUY WIRE				ABANDON ITEM	A			12" (300mm) TRAFFIC SIGNAL SECTION			
SIGNAL HEAD				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				SIGNAL FACE			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD			
SIGNAL HEAD WITH BACKPLATE				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
SIGNAL HEAD OPTICALLY PROGRAMMED				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RADIO INTERCONNECT			
PEDESTRIAN SIGNAL HEAD				RADIO REPEATER				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED			
PEDESTRIAN PUSHBUTTON DETECTOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR											
ILLUMINATED SIGN "NO LEFT TURN"											
ILLUMINATED SIGN "NO RIGHT TURN"											
DETECTOR LOOP, TYPE I											
PERFORMED DETECTOR LOOP											
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

## RAILROAD SYMBOLS

EXISTING	PROPOSED

GENERAL NOTES

- 1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLE FOUNDATIONS, CENTER LINE OF TRENCH AND CONDUIT PUSHES FOR EXAMINATION AND CONFIRMATION WITH THE VILLAGE AND ENGINEER. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.

- 18. COMMONWEALTH EDISON COMPANY SHALL BE CONTACTED AS SOON AS POSSIBLE AND NOTIFIED OF PENDING SERVICE CONNECTIONS AND INSTALLATIONS TO ENSURE CONTINUITY OF NIGHT TIME HOURS OF LIGHTING OPERATION.

- 36. EXISTING POLES AND FIXTURES TO REMAIN, UNLESS NOTED OTHERWISE. REROUTE AND EXTEND CONDUIT AND WIRING AS REQUIRED FOR EXISTING REMAINING LIGHT POLES.

Table with columns: F.A.U. R.F.E., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., FED. ROAD DISTRICT, ILLINOIS, FED. AID PROJECT, CONTRACT NUMBER 63514

LEGEND -- EXISTING

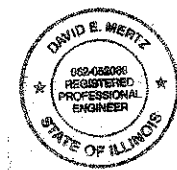
- REM EXISTING LIGHTING CONTROL CABINET TO REMOVED
EXISTING VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT TO REMAIN
EXISTING VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT TO REMAIN
EXISTING VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE- A) TO BE REMOVED
EXISTING TRAFFIC SIGNAL COMBINATION LIGHT POLE LUMINAIRE TO REMAIN
EXISTING TRAFFIC SIGNAL COMBINATION LIGHT POLE LUMINAIRE TO BE REMOVED
RELOCATED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE- B) TO BE REMOVED
RELOCATED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE- B) TO BE RELOCATED

LEGEND -- PROPOSED

- PROPOSED LIGHTING CONTROL CABINET
PROPOSED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE-A) -- SINGLE
PROPOSED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE-A) -- TWIN
PROPOSED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE-B) -- TWIN
PROPOSED VILLAGE OF ARLINGTON HEIGHTS LIGHTING UNIT (TYPE-B) -- SINGLE
EXISTING LIGHTING CABLE
PROPOSED LIGHTING CABLE IN 2" SCHEDULE 80 PVC CONDUIT (CABLE SIZE AS NOTED)
PROPOSED UNDERGROUND GRS CONDUIT
AERIAL CABLE
ABBREVIATIONS
A.F.G. ABOVE FINISHED GRADE
AWG AMERICAN WIRE GAUGE
A/C AERIAL CABLE
C CONDUIT
CKT CIRCUIT
DIA DIAMETER
E ELECTRICAL
EX EXISTING
GND GROUND
GRS GALVANIZED RIGID STEEL
KW KILOWATT
REL RELOCATED
REM REMOVED
RGC RIGID GALVANIZED STEEL CONDUIT
P PROPOSED
PVC POLY VINYL CHLORIDE (SCHEDULE 80 CONDUIT)
STA STATION
TEMP TEMPORARY
UC UNDERGROUND CONDUIT

SUMMARY OF QUANTITIES

Table with columns: ITEM NO., ITEM DESCRIPTION, UNIT, TOTAL QUANTITY. Lists items like ELECTRIC SERVICE INSTALLATION, UNDERGROUND CONDUIT, ELECTRIC CABLE, LUMINAIRE, etc.

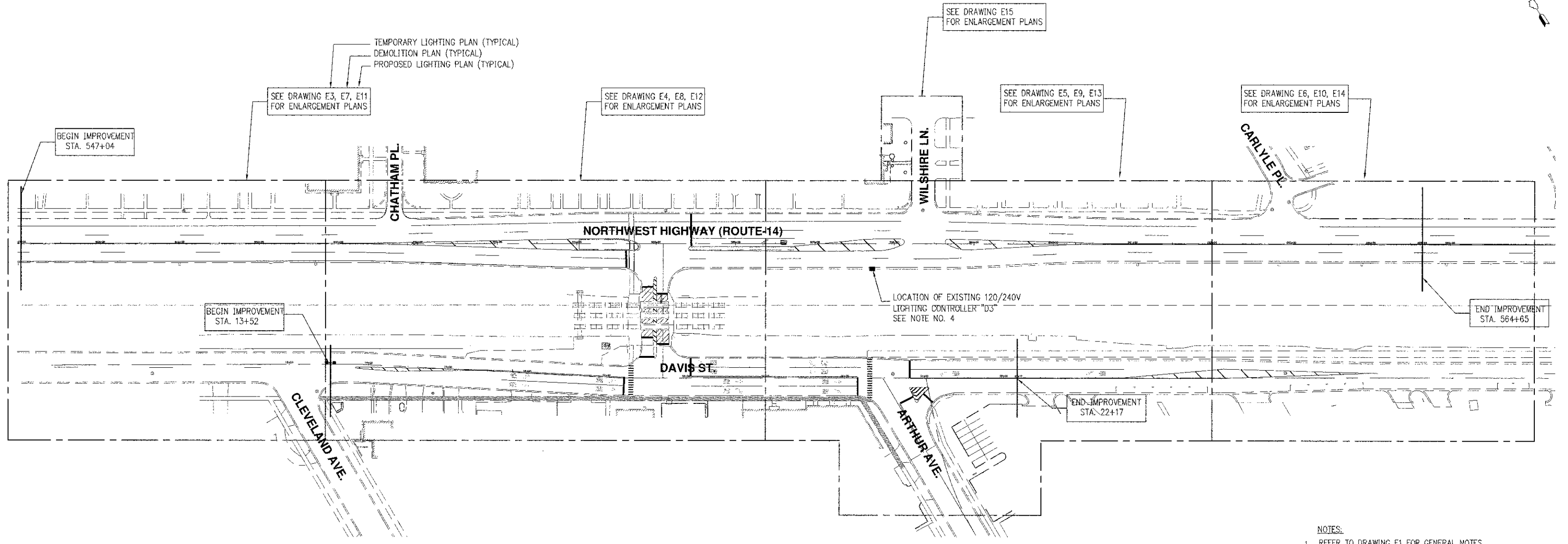


Stamp: 17 October 2012, License Expires 30 November 2013



Table with columns: REVISIONS, NAME, DATE. Shows a revision on 11/13/2012.

Village of Arlington Heights logo and text: GENERAL NOTES, LEGEND, U.S. ROUTE 14, DATE: 08/17/2012, DESIGNED BY: EE, TECHNICIAN: EE, CHECKED BY: DEM



**NOTES:**

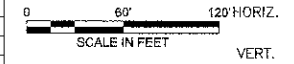
1. REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
2. REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
3. REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
4. REFER TO DRAWING E15 FOR EXISTING LIGHTING CONTROLLER FRONT VIEW AND FURTHER INFORMATION.



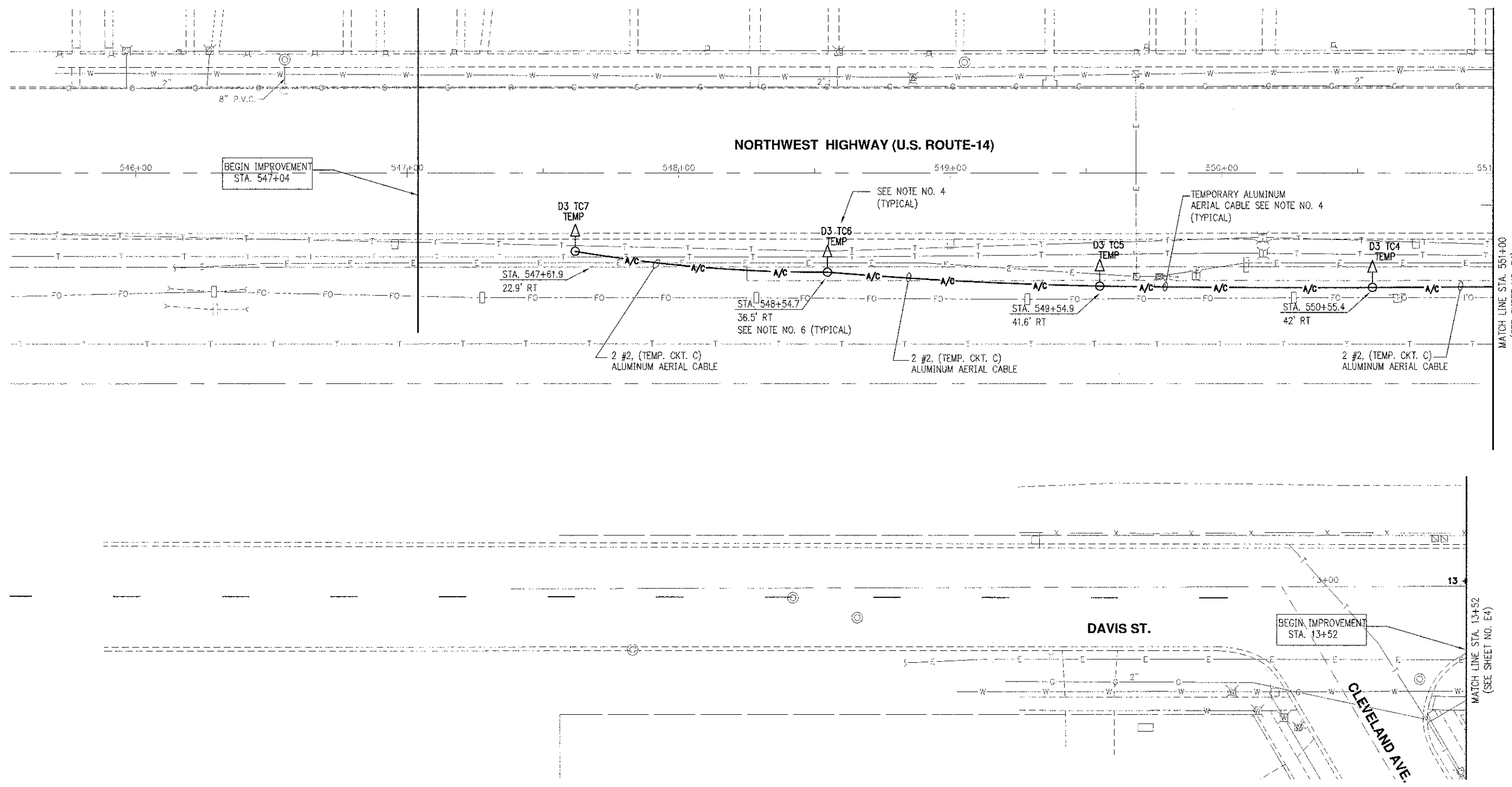
VILLAGE OF ARLINGTON HEIGHTS  
**KEY PLAN PLAN**  
 U.S. ROUTE 14  
 STA. 547+04 TO STA. 564+65



REVISIONS	
NAME	DATE



DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM



- NOTES:**
1. REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  2. REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  3. REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  4. CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING PRIOR TO DEMOLITION WORK. PROVIDE TEMPORARY POLE AND OVERHEAD TEMPORARY CIRCUIT. CONNECT TO EXISTING LIGHTING CIRCUIT IN AREA. COORDINATE EXACT TEMPORARY POLE QUANTITY AND LOCATION WITH VILLAGE OF ARLINGTON HEIGHTS.
  5. LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  6. POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



REVISIONS	
NAME	DATE

E3 OF E24

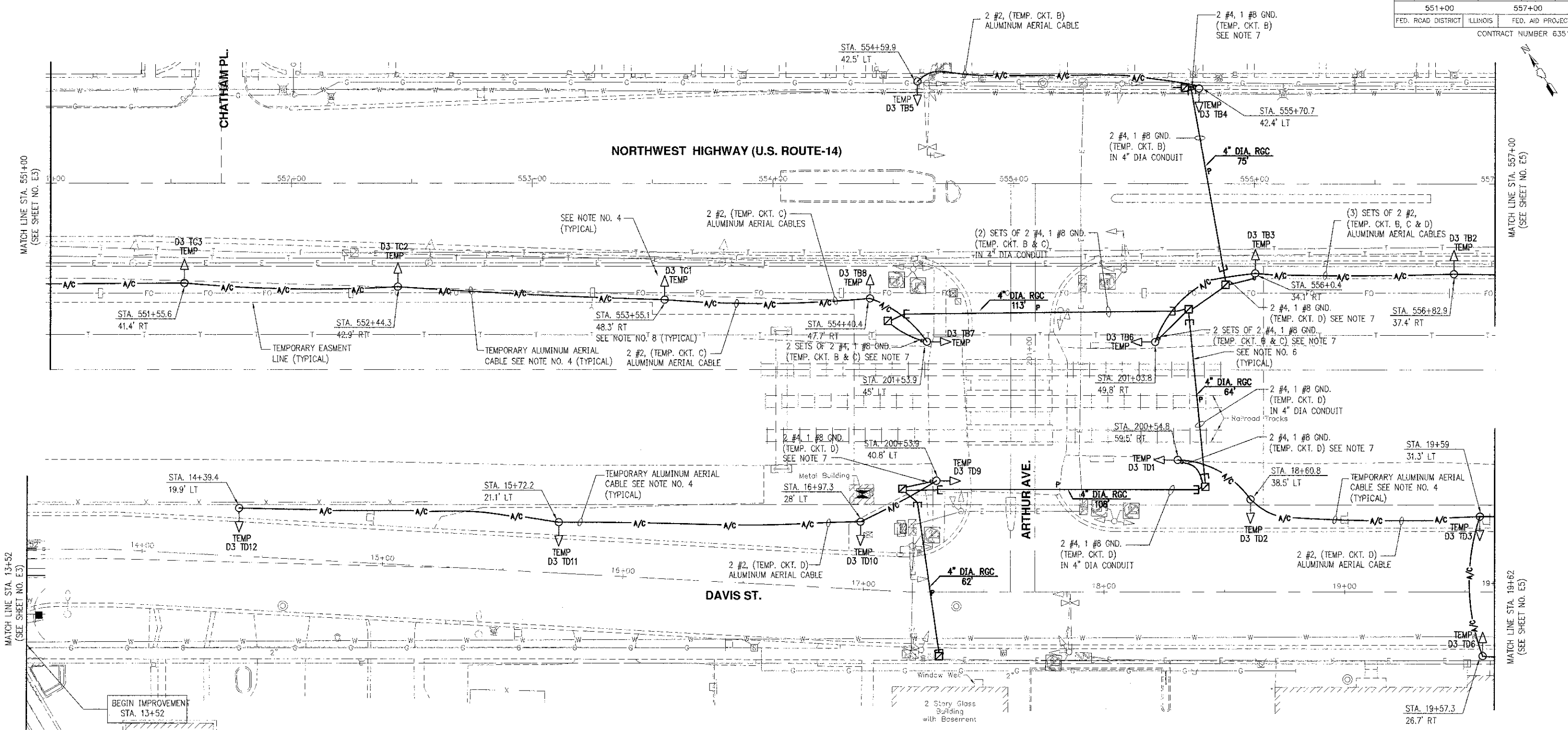
VILLAGE OF ARLINGTON HEIGHTS

**TEMP. LIGHTING PLAN-1**

U.S. ROUTE 14  
STA. 547+04 TO STA. 551+00

0 HORIZ.  
20 20 VERT.  
SCALE IN FEET

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM



**NOTES:**

- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
- REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
- CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING PRIOR TO DEMOLITION WORK. PROVIDE TEMPORARY POLE AND OVERHEAD TEMPORARY CIRCUIT. CONNECT TO EXISTING LIGHTING CIRCUIT IN AREA. COORDINATE EXACT TEMPORARY POLE QUANTITY AND LOCATION WITH VILLAGE OF ARLINGTON HEIGHTS.
- LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
- USE PUSH CONDUIT UNDER PAVEMENT FOR TEMPORARY AND PROPOSED LIGHTING.
- 2" TEMPORARY PVC CONDUIT BETWEEN HANDHOLE AND TEMP. LIGHT POLE WITH 2" RGC STUB UP 10'-0" A.F.G. AT POLE.
- POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



REVISIONS	
NAME	DATE

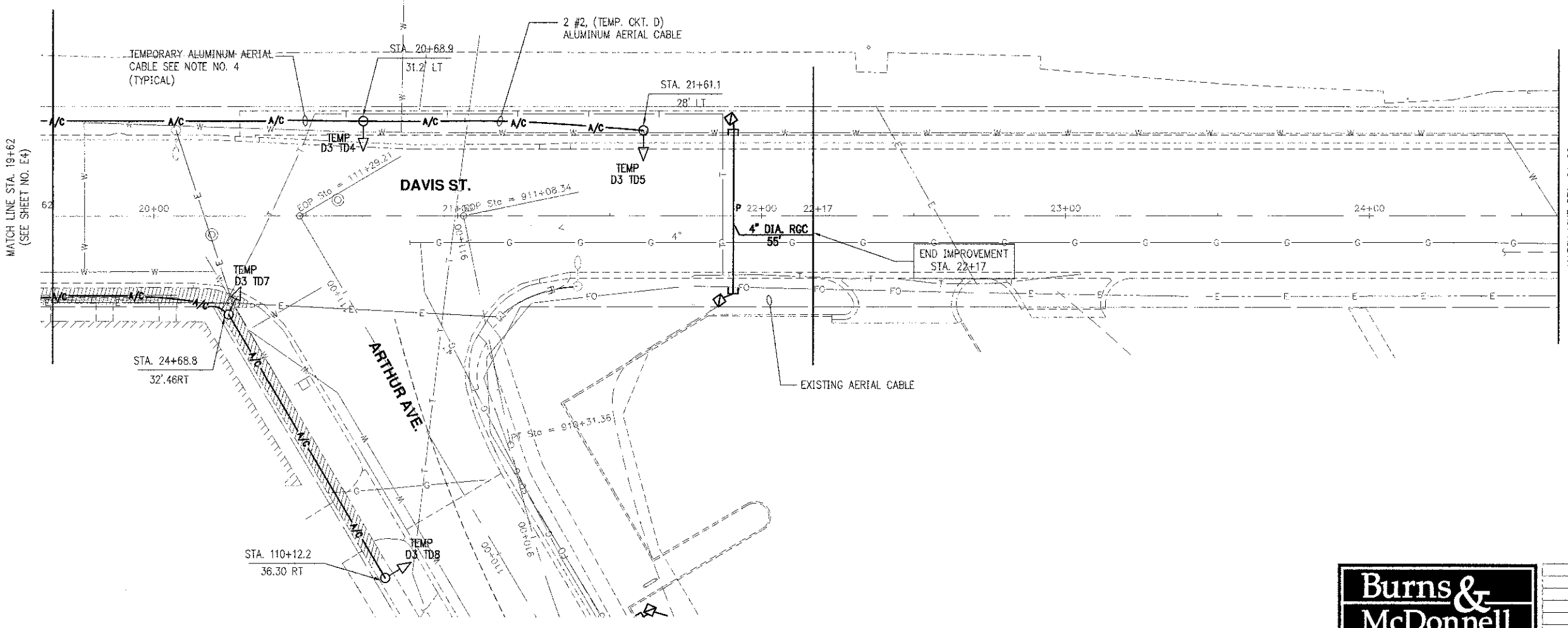
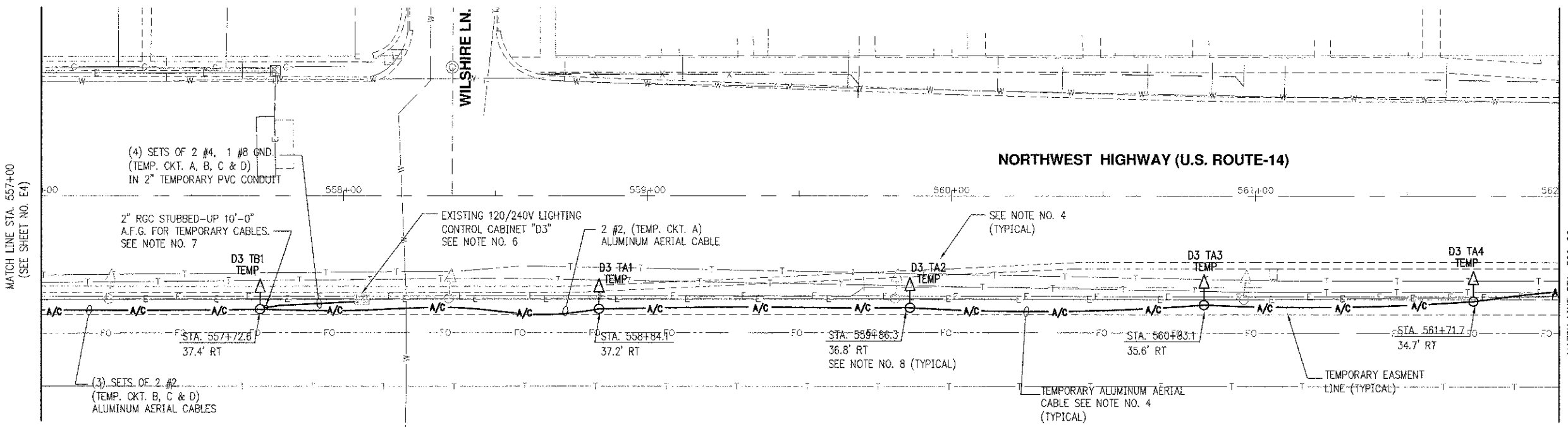
E4 OF E24

VILLAGE OF ARLINGTON HEIGHTS  
**TEMP. LIGHTING PLAN-2**  
U.S. ROUTE 14  
STA. 551+00 TO STA. 557+00

SCALE IN FEET

HORIZ. DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM





- NOTES:
- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  - REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  - REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  - CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING PRIOR TO DEMOLITION WORK. PROVIDE TEMPORARY POLE AND OVERHEAD TEMPORARY CIRCUIT. CONNECT TO EXISTING LIGHTING CIRCUIT IN AREA. COORDINATE EXACT TEMPORARY POLE QUANTITY AND LOCATION WITH VILLAGE OF ARLINGTON HEIGHTS.
  - LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  - CONTRACTOR SHALL MODIFY EXISTING CONTROLLER FOR TEMP. LIGHTING. REFER TO DETAIL NO. 2 ON DRAWING E15 FOR EXISTING CONTROLLER INFORMATION. COORDINATE TEMPORARY CONNECTION WITH VILLAGE OF ARLINGTON HEIGHTS.
  - CONTRACTOR SHALL MOUNT TEMPORARY PHOTOCELL ON TEMP WOOD POLE AND ROUTE TEMP CONTROL CABLES THROUGH SAME CONDUIT AS LIGHTING CIRCUIT BACK TO EXISTING LIGHTING CONTROLLER. PHOTOCELL SHALL BE POSITIONED SO NO NEARBY AMBIENT LIGHT INTERFERES WITH ITS FUNCTION.
  - POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



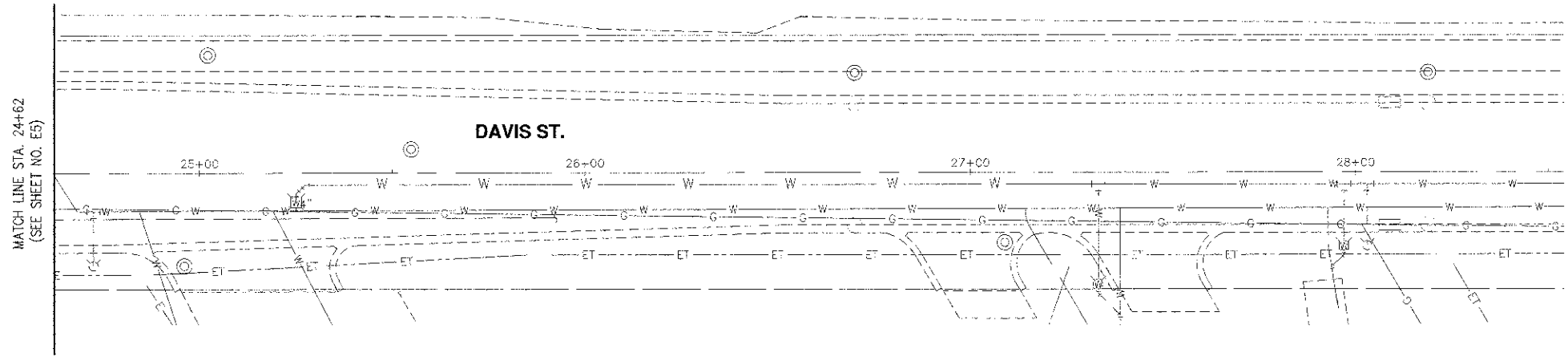
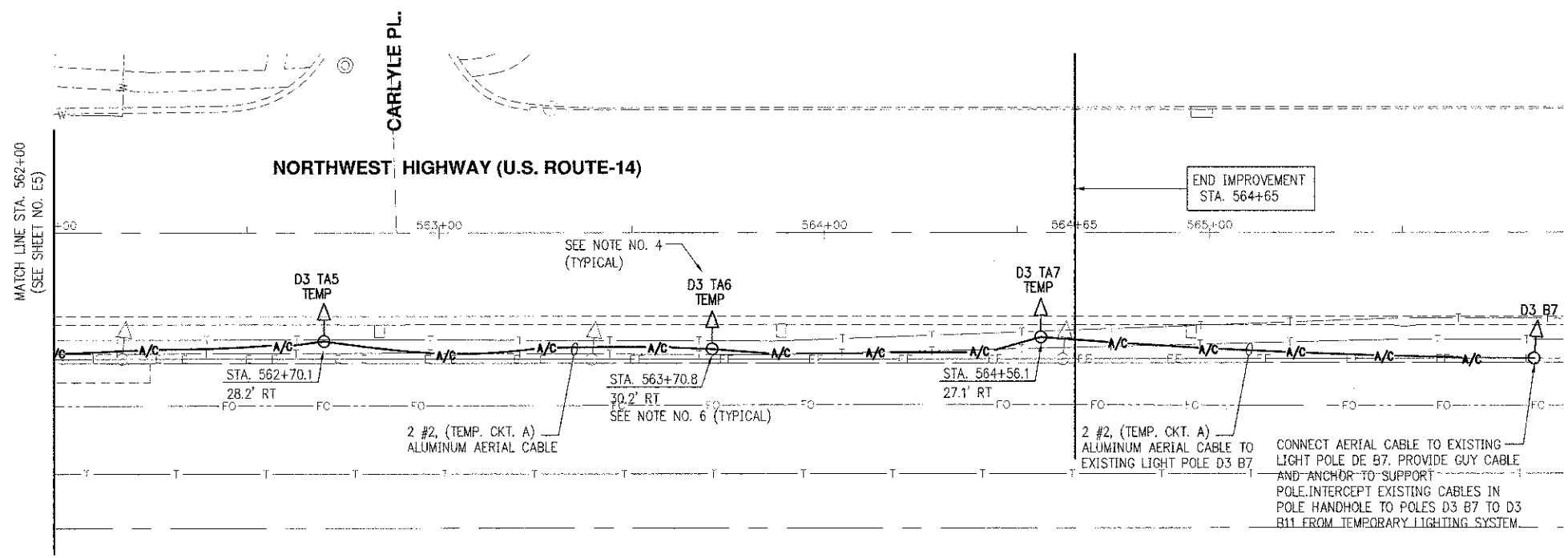
REVISIONS	
NAME	DATE

E5 OF E24

VILLAGE OF ARLINGTON HEIGHTS  
**TEMP. LIGHTING PLAN-3**  
 U.S. ROUTE 14  
 STA. 557+00 TO STA. 562+00

DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM

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 20 SCALE IN FEET 20 VERT.



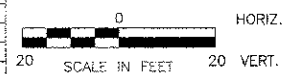
- NOTES:**
- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  - REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  - REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  - CONTRACTOR SHALL PROVIDE TEMPORARY LIGHTING PRIOR TO DEMOLITION WORK. PROVIDE TEMPORARY POLE AND OVERHEAD TEMPORARY CIRCUIT. CONNECT TO EXISTING LIGHTING CIRCUIT IN AREA. COORDINATE EXACT TEMPORARY POLE QUANTITY AND LOCATION WITH VILLAGE OF ARLINGTON HEIGHTS.
  - LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  - POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



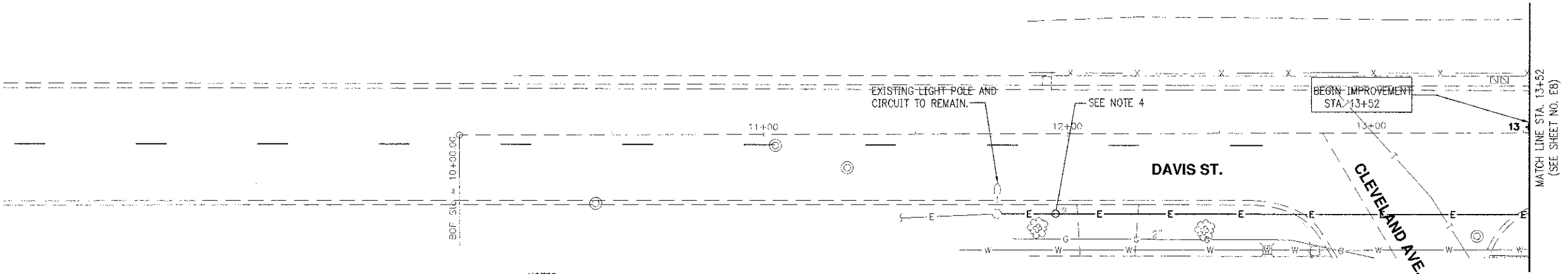
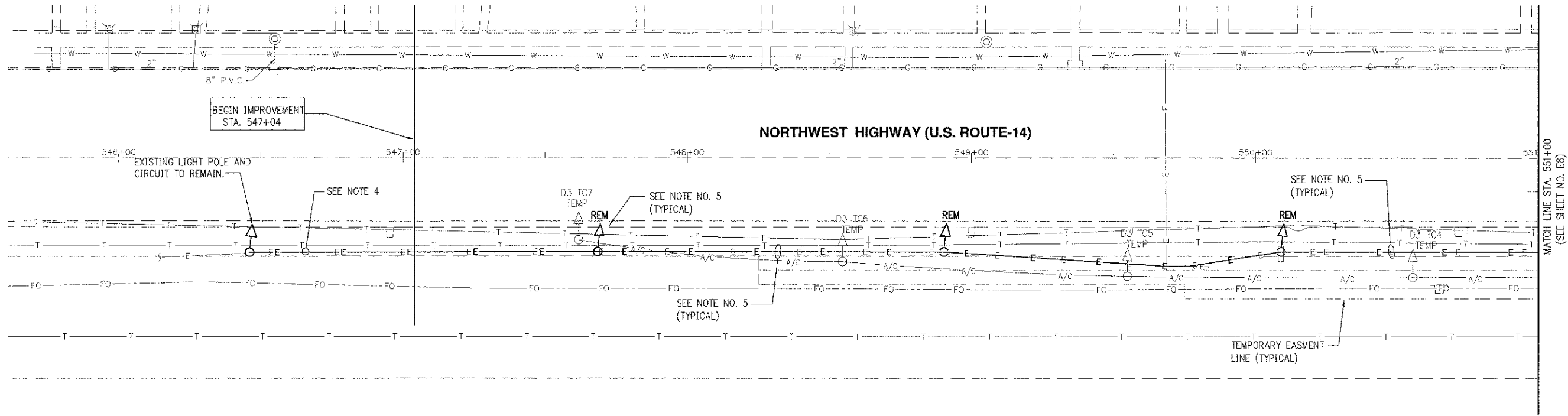
REVISIONS	
NAME	DATE



VILLAGE OF ARLINGTON HEIGHTS  
**TEMP. LIGHTING PLAN-4**  
 U.S. ROUTE 14  
 STA. 562+00 TO STA. 564+65



DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM



- NOTES:**
- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  - REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  - REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  - DISCONNECT CABLE CONNECTION TO EASTERN POLE, CABLES TO BE ABANDONED IN PLACE.
  - ELECTRICAL CONTRACTOR SHALL DISCONNECT EXISTING LIGHT POLE POWER FEEDS FROM SUPPLY POINTS. EXISTING UNDERGROUND WIRING/CONDUITS SHALL BE ABANDONED IN PLACE. EXISTING POLES/FIXTURES BEING REMOVED SHALL BE TURNED OVER TO THE VILLAGE OF ARLINGTON HEIGHTS. EXISTING FOUNDATION SHALL BE REMOVED COMPLETELY.
  - LOCATION OF EXISTING LIGHT POLES IS APPROXIMATE. FIELD VERIFY EXACT LOCATION.
  - THE CONTRACTOR SHALL REMOVE TEMPORARY LIGHT POLE AND ASSOCIATED TEMPORARY CIRCUIT, CABLE, FOUNDATION, FIXTURE, ETC. AFTER NEW LIGHT POLES AND LIGHT FIXTURES ARE ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR ALL TEMPORARY FOUNDATIONS, MATCH WITH EXISTING GROUND.
  - LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFICATION REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.



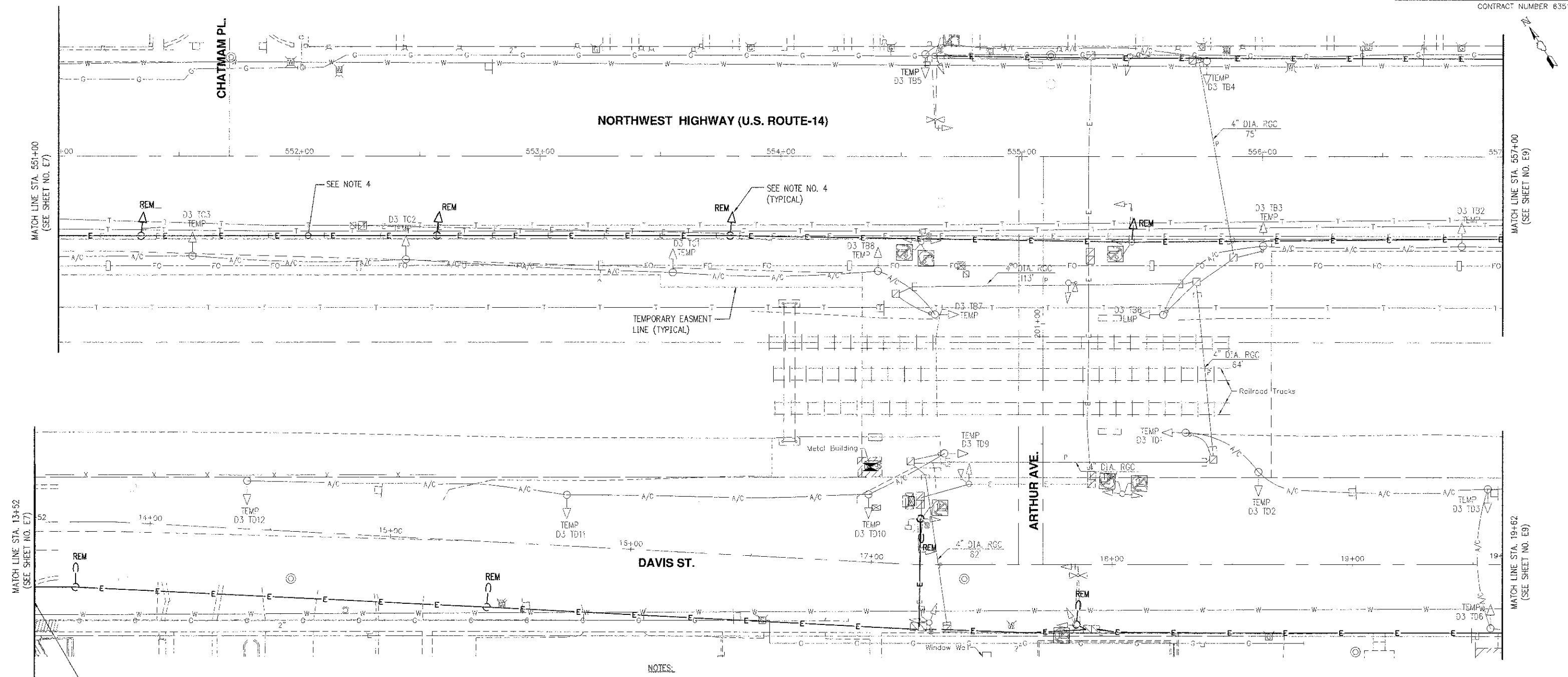
REVISIONS	
NAME	DATE

E7 OF E24

VILLAGE OF ARLINGTON HEIGHTS  
**DEMOLITION PLAN-1**  
U.S. ROUTE 14  
STA. 547+04 TO STA. 551+00

SCALE IN FEET

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM



**NOTES:**

- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
- REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
- ELECTRICAL CONTRACTOR SHALL DISCONNECT EXISTING LIGHT POLE POWER FEEDS FROM SUPPLY POINTS. EXISTING UNDERGROUND WIRING/CONDUITS SHALL BE ABANDONED IN PLACE. EXISTING POLES/FIXTURES BEING REMOVED SHALL BE TURNED OVER TO THE VILLAGE OF ARLINGTON HEIGHTS. EXISTING FOUNDATION SHALL BE REMOVED COMPLETELY.
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- LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFICATION REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.

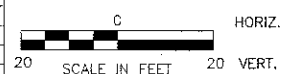
BEGIN IMPROVEMENT  
STA. 13+52



REVISIONS	
NAME	DATE

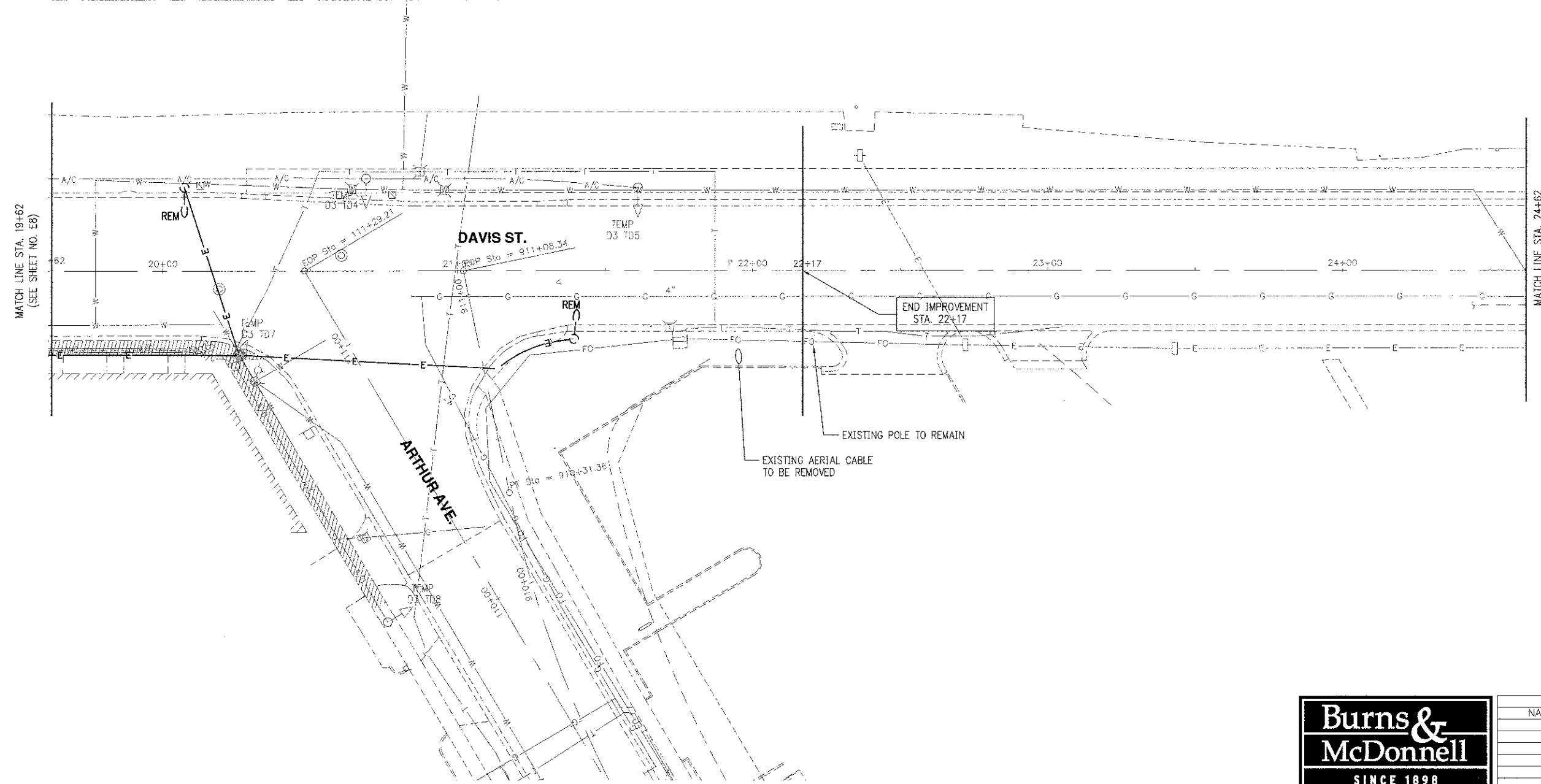
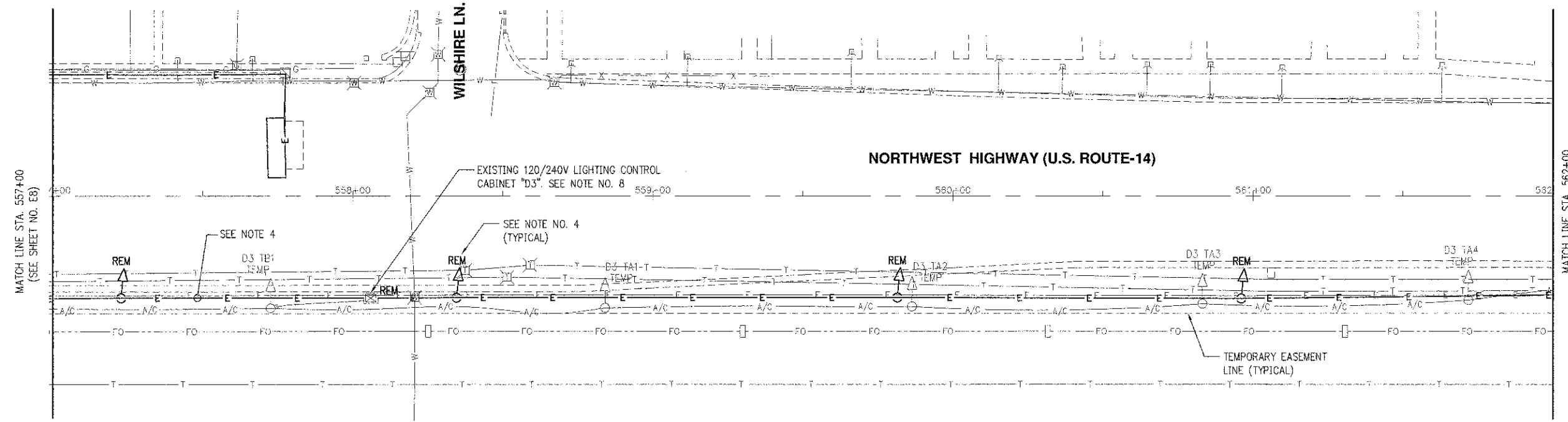


VILLAGE OF ARLINGTON HEIGHTS  
**DEMOLITION PLAN-2**  
U.S. ROUTE 14  
STA. 551+00 TO STA. 557+00



DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM

F.A.D. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	93
557+00		562+00		
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 63514				



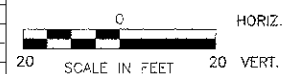
- NOTES:**
1. REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  2. REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  3. REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  4. ELECTRICAL CONTRACTOR SHALL DISCONNECT EXISTING LIGHT POLE POWER FEEDS FROM SUPPLY POINTS. EXISTING UNDERGROUND WIRING/CONDUITS SHALL BE ABANDONED IN PLACE. EXISTING POLES/FIXTURES BEING REMOVED SHALL BE TURNED OVER TO THE VILLAGE OF ARLINGTON HEIGHTS. EXISTING FOUNDATION SHALL BE REMOVED COMPLETELY.
  5. LOCATION OF EXISTING LIGHT POLES IS APPROXIMATE. FIELD VERIFY EXACT LOCATION.
  6. THE CONTRACTOR SHALL REMOVE TEMPORARY LIGHT POLE AND ASSOCIATED TEMPORARY CIRCUIT, CABLE, FOUNDATION, FIXTURE, ETC. AFTER NEW LIGHT POLES AND LIGHT FIXTURES ARE ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR ALL TEMPORARY FOUNDATIONS. MATCH WITH EXISTING GROUND.
  7. LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFICATION REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  8. EXISTING LIGHTING CONTROL CABINET AND FOUNDATION SHALL BE REMOVED AFTER THE NEW LIGHTING SYSTEM IS ENERGIZED AND ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR FOUNDATION REMOVAL, MATCH WITH EXISTING GRADE.



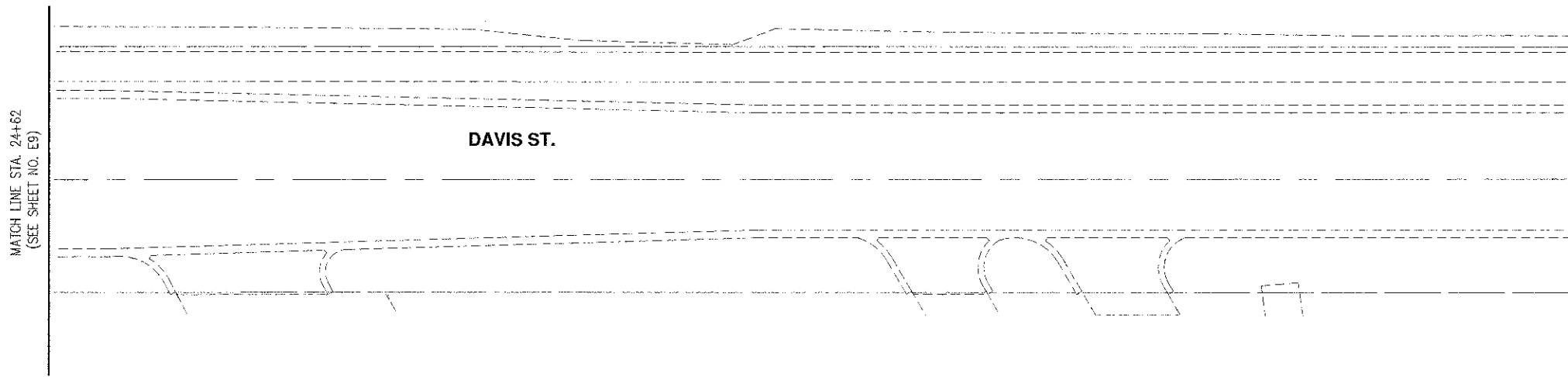
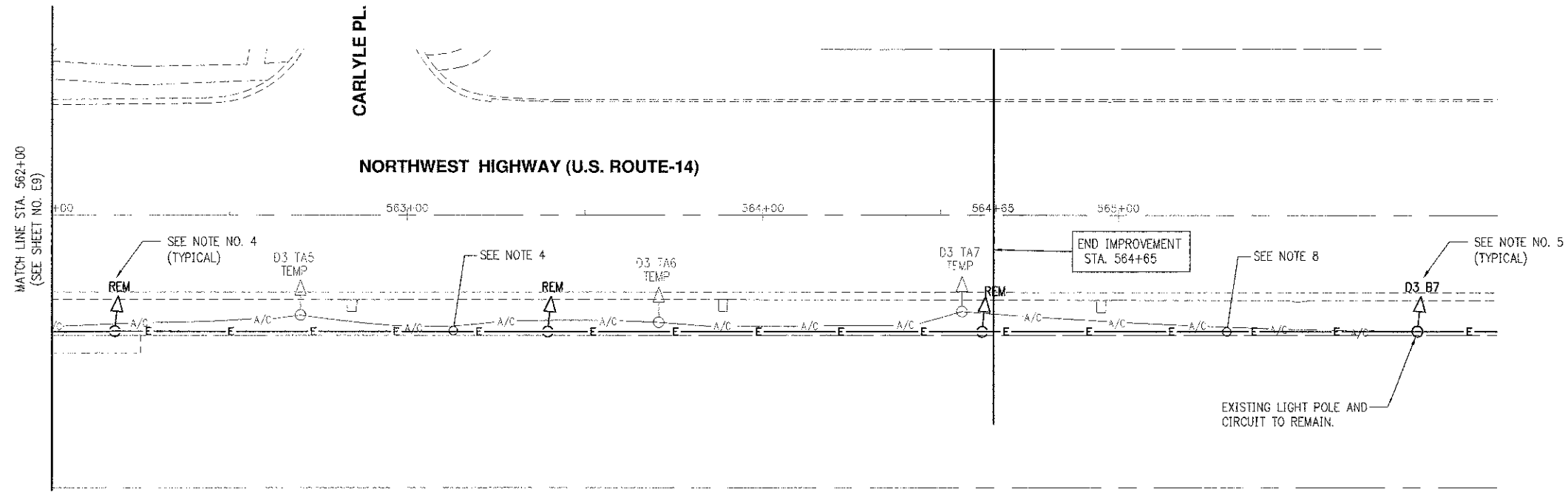
REVISIONS	
NAME	DATE



VILLAGE OF ARLINGTON HEIGHTS  
**DEMOLITION PLAN-3**  
 U.S. ROUTE 14  
 STA. 557+00 TO STA. 562+00



DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM



**NOTES:**

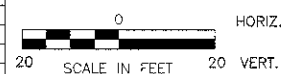
- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
- REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
- ELECTRICAL CONTRACTOR SHALL DISCONNECT EXISTING LIGHT POLE POWER FEEDS FROM SUPPLY POINTS. EXISTING UNDERGROUND WIRING/CONDUITS SHALL BE ABANDONED IN PLACE. EXISTING POLES/FIXTURES BEING REMOVED SHALL BE TURNED OVER TO THE VILLAGE OF ARLINGTON HEIGHTS. EXISTING FOUNDATION SHALL BE REMOVED COMPLETELY.
- LOCATION OF EXISTING LIGHT POLES IS APPROXIMATE. FIELD VERIFY EXACT LOCATION.
- THE CONTRACTOR SHALL REMOVE TEMPORARY LIGHT POLE AND ASSOCIATED TEMPORARY CIRCUIT, CABLE, FOUNDATION, FIXTURE, ETC. AFTER NEW LIGHT POLES AND LIGHT FIXTURES ARE ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR ALL TEMPORARY FOUNDATIONS, MATCH WITH EXISTING GROUND.
- LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFICATION REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
- DISCONNECT CABLE CONNECTION TO WESTERN POLE, CABLES TO BE ABANDONED IN PLACE.



REVISIONS	
NAME	DATE

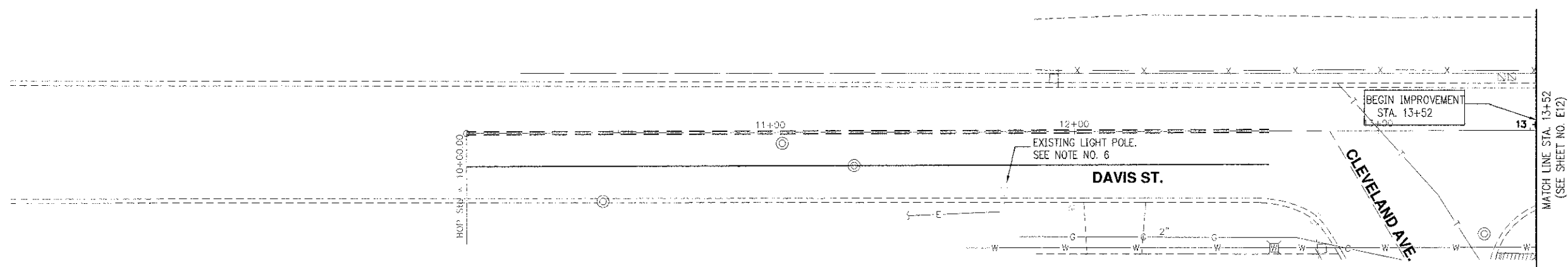
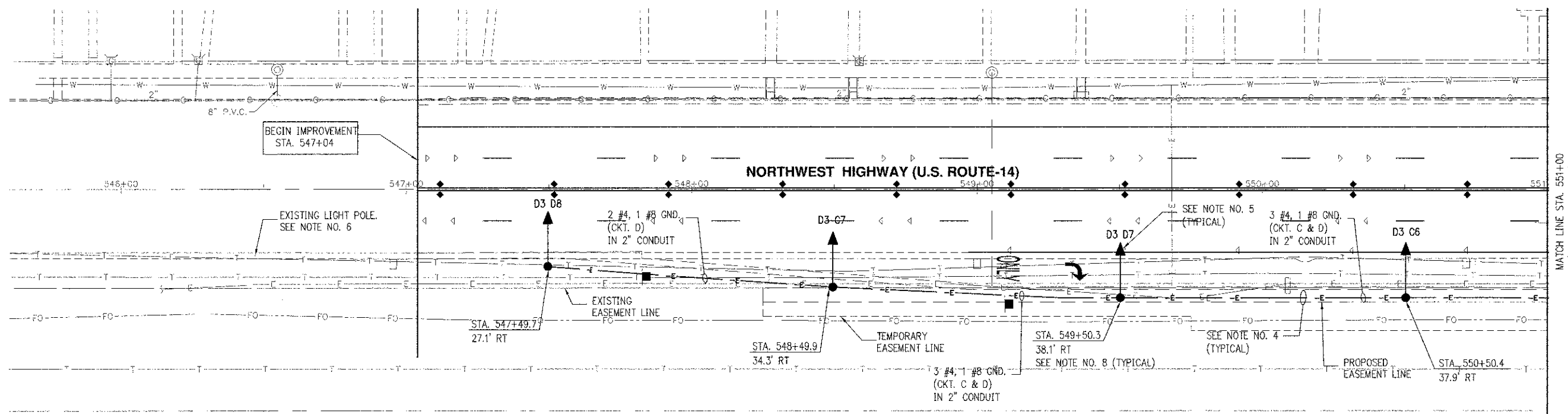


VILLAGE OF ARLINGTON HEIGHTS  
**DEMOLITION PLAN-4**  
 U.S. ROUTE 14  
 STA. 562+00 TO STA. 564+65



DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM

E10 OF E24



**NOTES:**

- REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
- REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
- REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
- LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
- PROPOSED LOCATIONS OF LIGHT POLES SHALL BE FIELD VERIFIED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
- EXISTING LIGHT POLE AND CIRCUIT TO REMAIN.
- TEMPORARY LIGHTING TO REMAIN DURING CONSTRUCTION. THE CONTRACTOR SHALL REMOVE TEMPORARY LIGHT POLE AND ASSOCIATED TEMPORARY CIRCUIT, CABLE, FOUNDATION, FIXTURE, ETC. AFTER NEW LIGHT POLES AND LIGHT FIXTURES ARE ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR ALL TEMPORARY FOUNDATIONS, MATCH WITH EXISTING GROUND.
- POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE

E11 OF E24



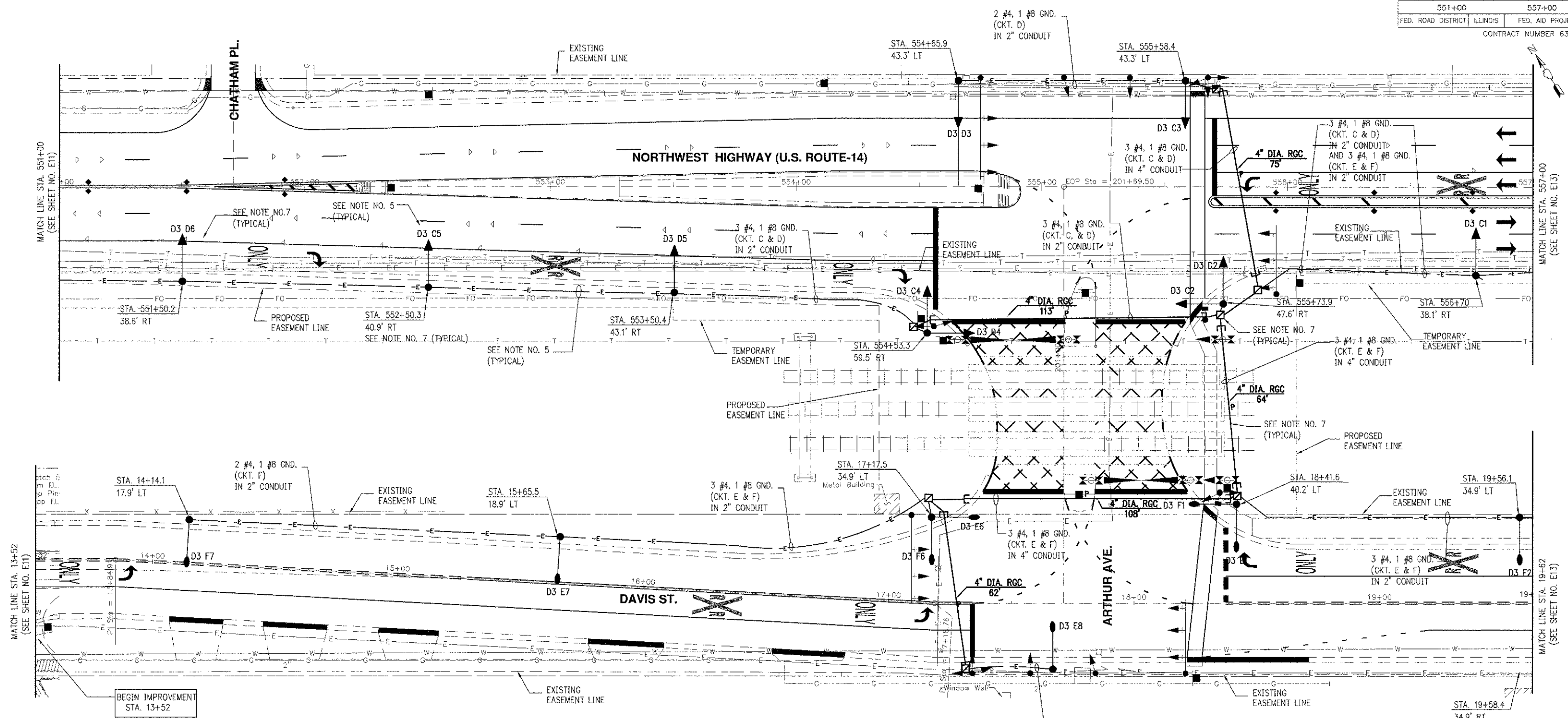
REVISIONS	
NAME	DATE



VILLAGE OF ARLINGTON HEIGHTS  
**PROPOSED LIGHTING PLAN-1**  
 U.S. ROUTE 14  
 STA. 547+04 TO STA. 551+00



DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM



- NOTES:
1. REFER TO DRAWING E1 FOR GENERAL NOTES, LEGEND AND ABBREVIATIONS.
  2. REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  3. REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  4. LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  5. PROPOSED LOCATIONS OF LIGHT POLES SHALL BE FIELD VERIFIED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
  6. TEMPORARY LIGHTING TO REMAIN DURING CONSTRUCTION. THE CONTRACTOR SHALL REMOVE TEMPORARY LIGHT POLE AND ASSOCIATED TEMPORARY CIRCUIT, CABLE, FOUNDATION, FIXTURE, ETC. AFTER NEW LIGHT POLES AND LIGHT FIXTURES ARE ACCEPTED BY VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR ALL TEMPORARY FOUNDATIONS, MATCH WITH EXISTING GROUND.
  7. POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



REVISIONS	
NAME	DATE

E12 OF E24

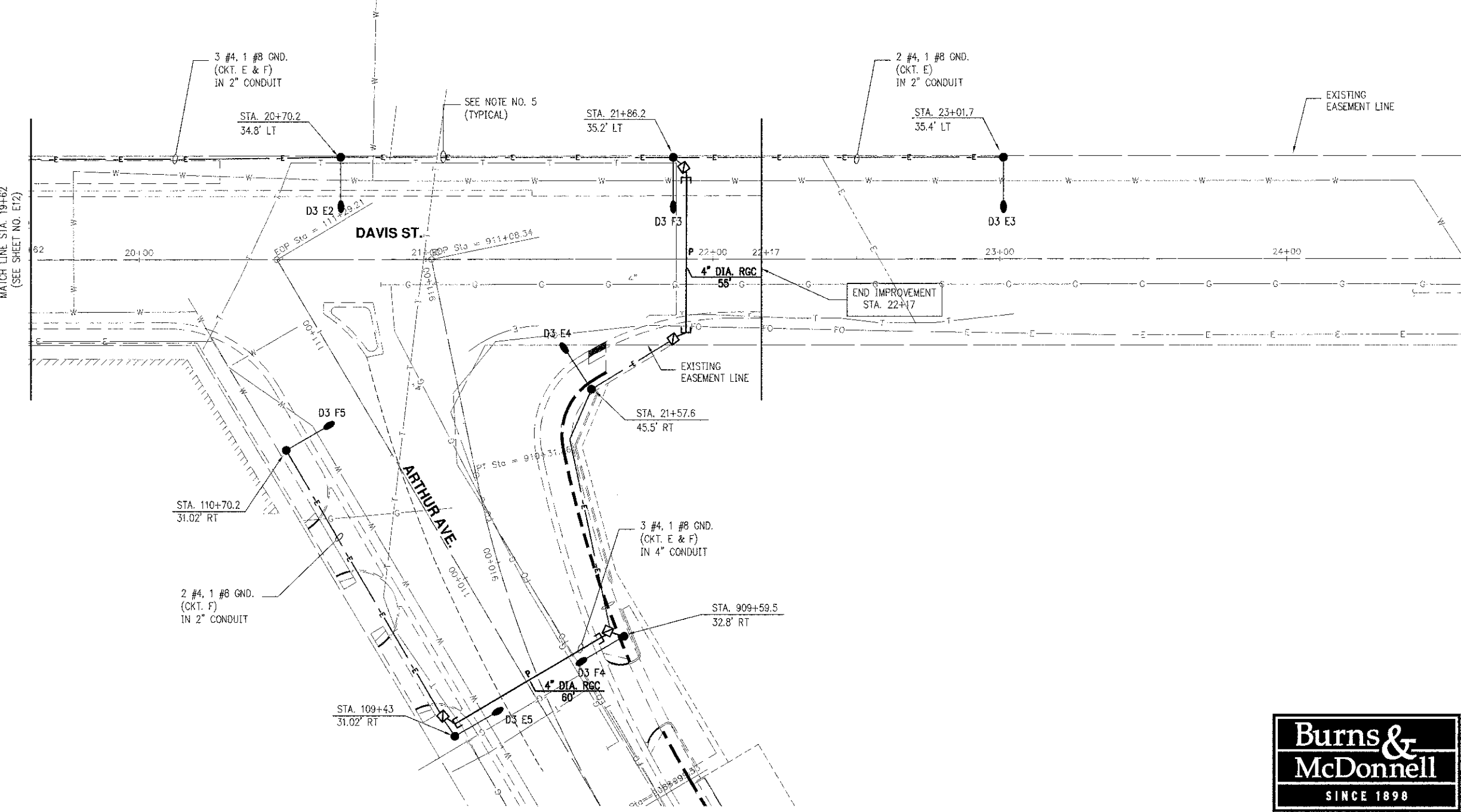
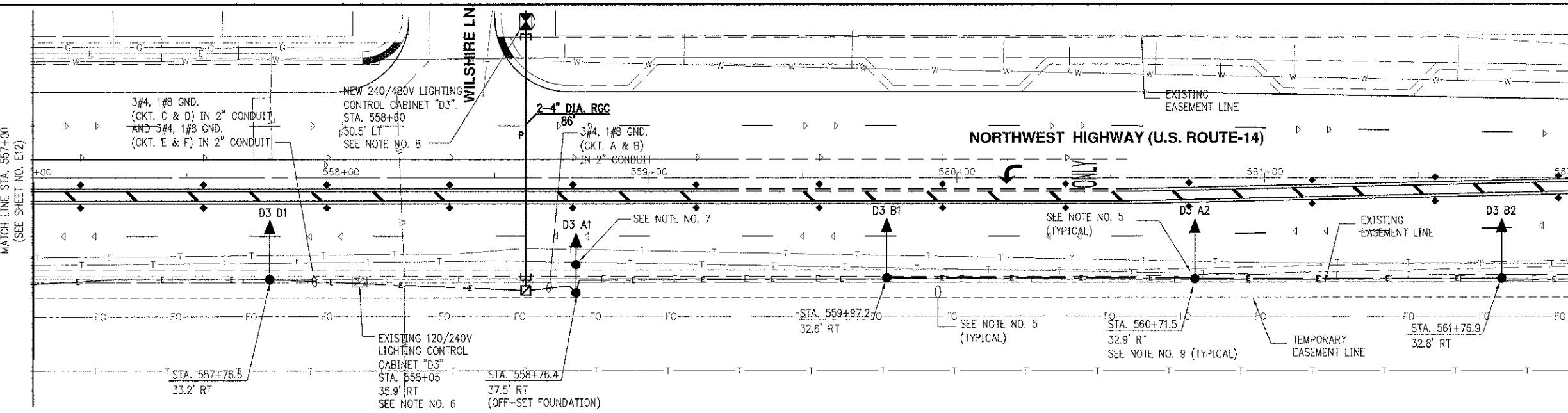
VILLAGE OF ARLINGTON HEIGHTS  
**PROPOSED LIGHTING PLAN-2**  
 U.S. ROUTE 14  
 STA. 551+00 TO STA. 557+00

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 20 SCALE IN FEET 20 VERT.

DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM



FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512102-00177-00-WR		COOK	142	97
557+00			562+00	
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NUMBER 83514				



- NOTES:**
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  - REFER TO DRAWINGS E15 THRU E20 FOR DETAILS.
  - REFER TO DRAWING E21 FOR LIGHT POLE SCHEDULE AND DRAWING E22 FOR LIGHTING SINGLE LINE DIAGRAM.
  - LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  - PROPOSED LOCATIONS OF LIGHT POLES SHALL BE FIELD VERIFIED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
  - EXISTING LIGHTING CONTROLLER TO REMAIN IN USE FOR THE DURATION OF NEW WORK AND SHALL BE REMOVED AFTER PROPOSED LIGHTING SYSTEM IS ENERGIZED AND ACCEPTED BY THE VILLAGE OF ARLINGTON HEIGHTS.
  - OFFSET FOUNDATION REQUIRED PER PROPOSED UNDERGROUND STORM LINE. COORDINATE EXACT REQUIREMENTS WITH VILLAGE.
  - REFER TO DETAIL NO. 4 ON DRAWING E15 FOR PROPOSED LIGHTING CONTROL CABINET ELECTRICAL SERVICE. SEE STANDARD ON DRAWING E23 FOR PROPOSED LIGHTING CONTROL CABINET. EXACT LOCATION AND ORIENTATION SHALL BE COORDINATED WITH AND APPROVED BY THE VILLAGE OF ARLINGTON HEIGHTS.
  - POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



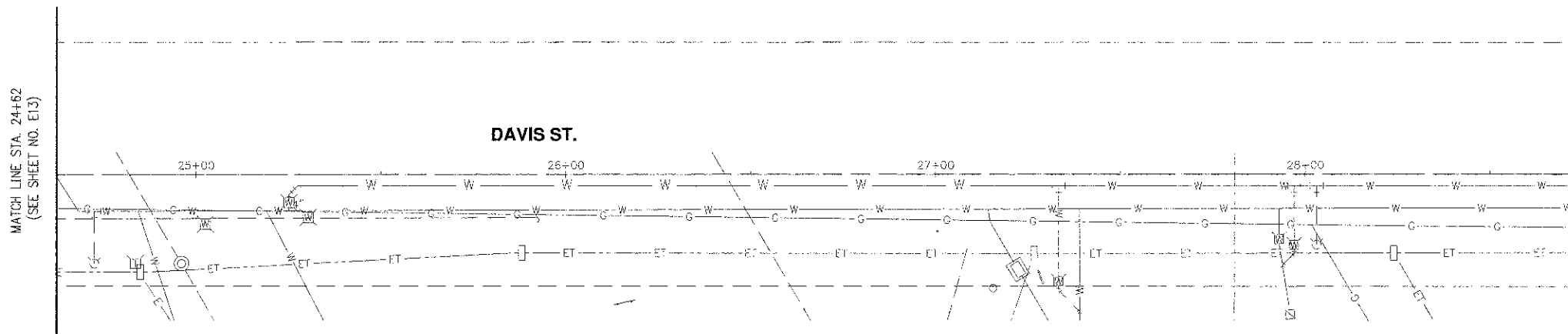
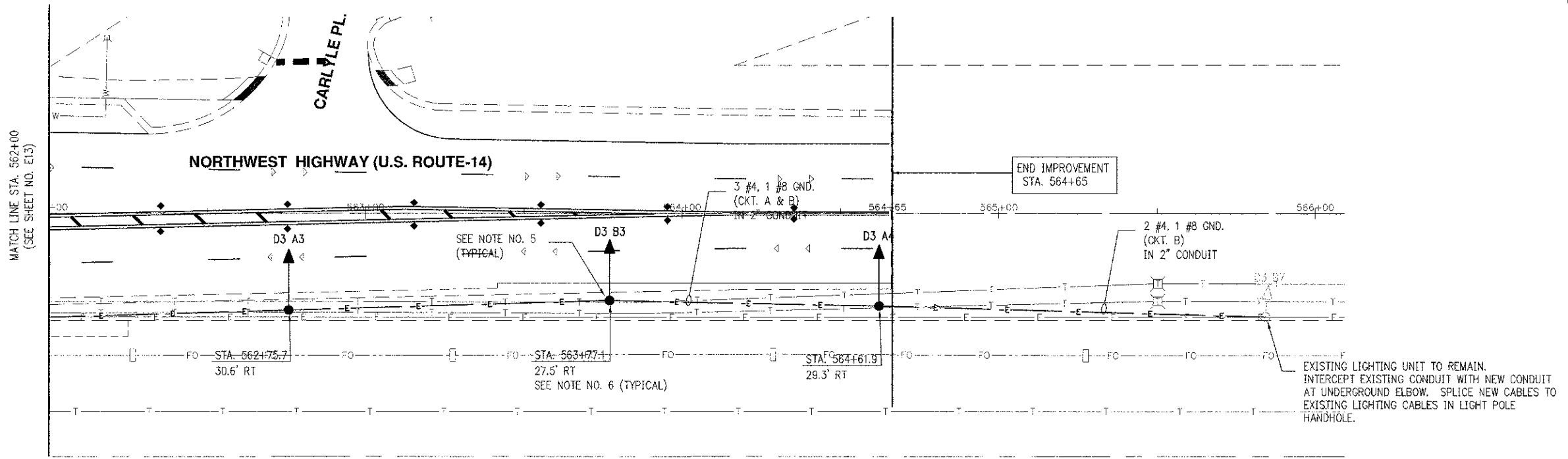
REVISIONS	
NAME	DATE

E13 OF E24

VILLAGE OF ARLINGTON HEIGHTS  
**PROPOSED LIGHTING PLAN-3**  
 U.S. ROUTE 14  
 STA. 557+00 TO STA. 562+00

20 SCALE IN FEET

HORIZ. DATE: 08/17/2012  
 DESIGNED BY: EE  
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- NOTES:**
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  - LOCATION OF EXISTING CONDUIT AND CABLE IS APPROXIMATE. FIELD VERIFY REQUIRED FOR EXACT LOCATION OF CONDUIT ROUTING.
  - PROPOSED LOCATIONS OF LIGHT POLES SHALL BE FIELD VERIFIED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
  - POLE SETBACK IS MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.



REVISIONS	
NAME	DATE

VILLAGE OF ARLINGTON HEIGHTS

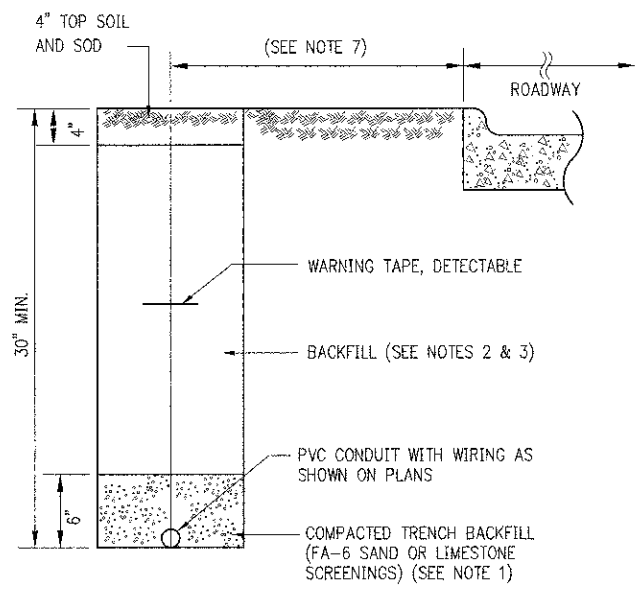
**PROPOSED LIGHTING PLAN--4**

U.S. ROUTE 14

STA. 562+00 TO STA. 564+65

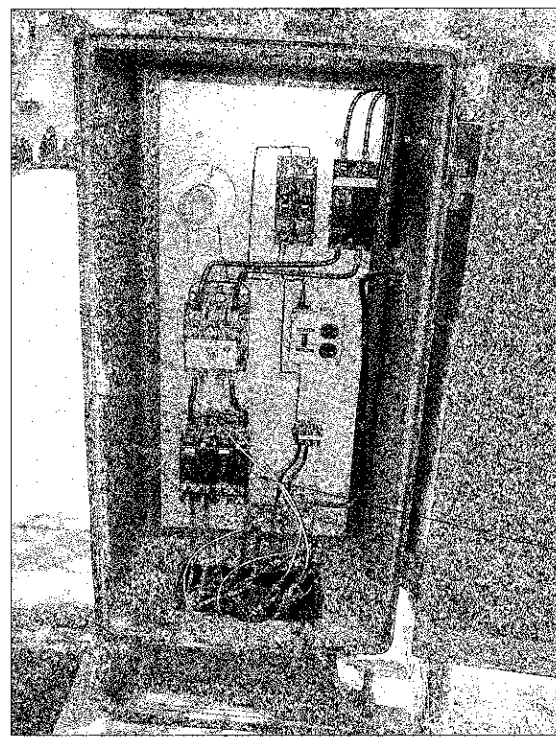
DATE: 08/17/2012  
 DESIGNED BY: EE  
 TECHNICIAN: EE  
 CHECKED BY: DEM

0 20 SCALE IN FEET 20 VERT.



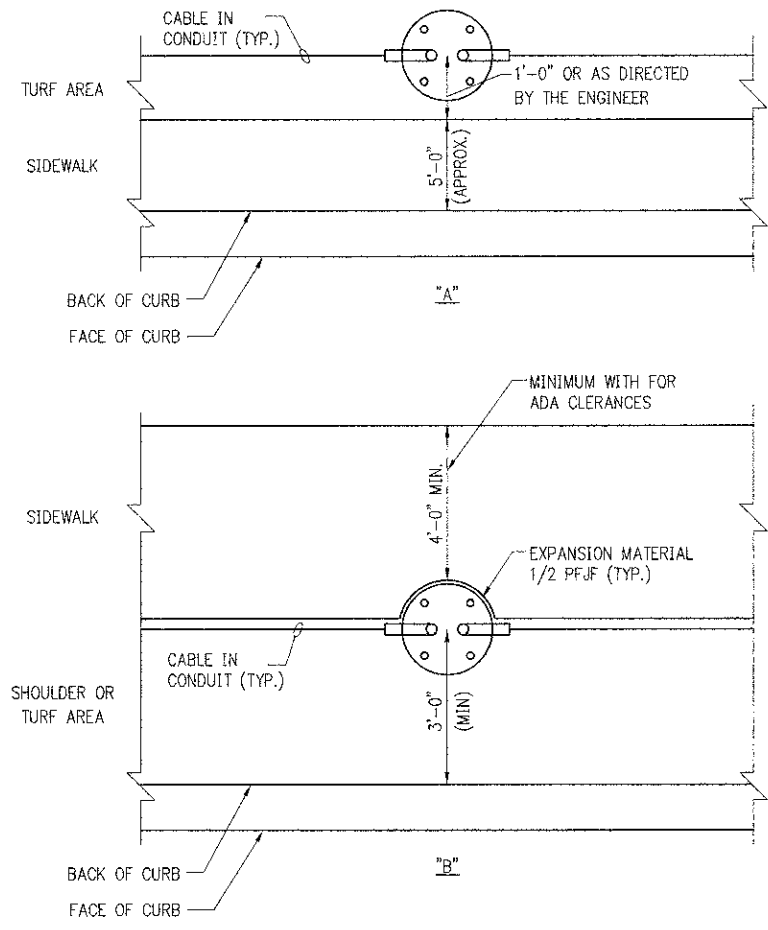
**1 TYPICAL CONDUIT TRENCH DETAIL**  
NOT TO SCALE

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



**2 EXISTING 120/240V LIGHTING CONTROL CABINET "D3" FRONT VIEW**  
NOT TO SCALE

- NOTES:**
- EXISTING LIGHT CONTROL CABINET TO REMAIN AND SHALL BE REUSED FOR TEMPORARY LIGHTING.
  - EXISTING POWER SERVICE TO REMAIN FOR THE DURATION OF THE TEMPORARY LIGHTING. COORDINATE WITH UTILITY COMPANY AND VILLAGE OF ARLINGTON HEIGHTS FOR CONSTRUCTION PHASING.
  - PROVIDE ADDITIONAL TWO (2) NEW 20A-2P CIRCUIT BREAKERS AND INSTALL IN EXISTING LIGHTING CONTROL CABINET. MATCH WITH EXISTING CIRCUIT BREAKERS IN CABINET. EACH CIRCUIT BREAKER SHALL BE DEDICATED FOR TEMP CIRCUITS "A, B, C, AND D".
  - PROVIDE TEMPORARY PHOTOCELL AND WIRING. EXACT LOCATION SHALL BE VERIFIED AND APPROVED BY ENGINEER.
  - EXISTING LIGHTING CONTROL CABINET AND FOUNDATION SHALL BE REMOVED AFTER THE NEW LIGHTING SYSTEM IS COMPLETE AND ACCEPTED BY THE VILLAGE OF ARLINGTON HEIGHTS. PROVIDE BACKFILL FOR FOUNDATION, MATCH WITH EXISTING GRADE.

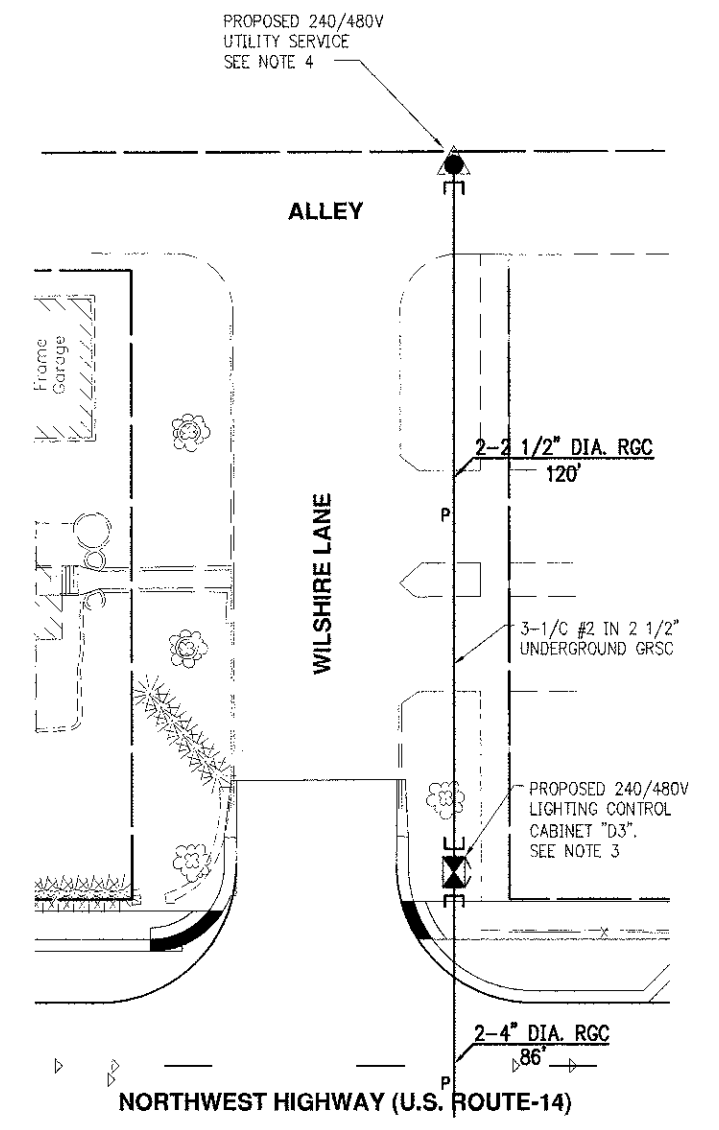


**3 TYPICAL CONDUIT INSTALLATION PLAN VIEWS**  
NOT TO SCALE

- NOTES:**
- CONDUIT SHALL BE INSTALLED MIN. 2'-0" FROM PAVEMENT EDGE.
  - WHEN LOCATION OF A POLE FOUNDATION FALLS COMPLETELY WITHIN THE EXISTING SIDEWALK, CONTRACTOR SHALL CONSTRUCT THE FOUNDATION AT THE SIDE OF SIDEWALK AWAY FROM THE ROAD (DETAIL "A"). WHEN PARTIAL OVERLAP OCCURS, CONTRACTOR SHALL CONSTRUCT THE POLE FOUNDATION AS SHOWN ON DETAIL "B".
  - LOCATIONS SHOWN IN DETAILS ARE APPROXIMATE AND SHALL BE FIELD COORDINATED DURING CONSTRUCTION.

- NOTES:**
- ELECTRICAL SERVICE SHALL BE 240/480V, 1-PH, 3-WIRE. SERVICE SHALL BE COORDINATED AND APPROVED BY THE UTILITY COMPANY AND VILLAGE OF ARLINGTON HEIGHTS.
  - ONE OF 2-2 1/2" RGC SHALL BE SPARE AND CAPPED OFF AT GRADE BY UTILITY POLE AND LIGHTING CONTROLLER FOUNDATION.
  - SEE LIGHTING CONTROL CABINET DETAILS ON DRAWING E23.
  - SEE ELECTRIC SERVICE INSTALLATION DETAILS ON DRAWING E24.

**4 PROPOSED LIGHTING CONTROL CABINET SERVICE**  
NOT TO SCALE



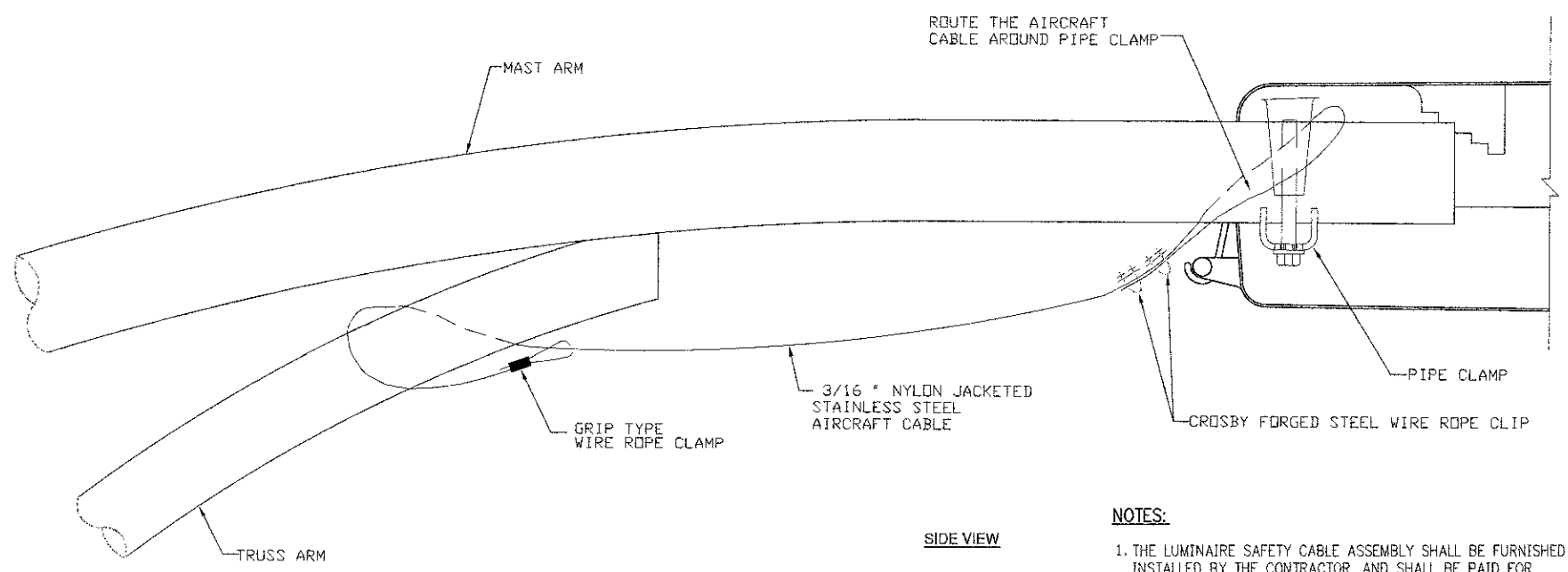
REVISIONS	
NAME	DATE



VILLAGE OF ARLINGTON HEIGHTS  
**DETAILS--1**  
U.S. ROUTE 14

NOT TO SCALE

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM

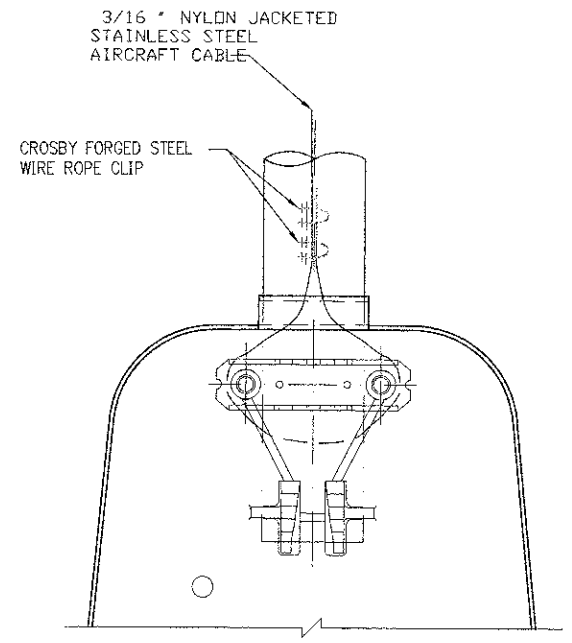


**SIDE VIEW**

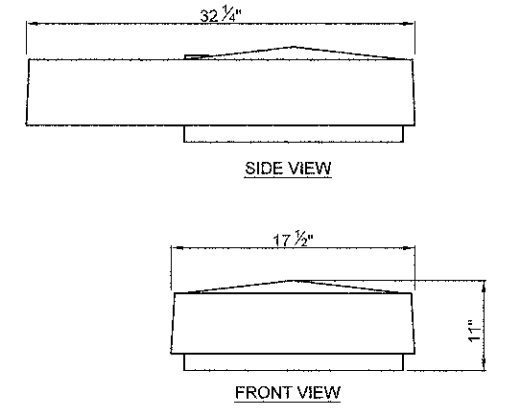
**NOTES:**

1. THE LUMINAIRE SAFETY CABLE ASSEMBLY SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR, AND SHALL BE PAID FOR SEPARATELY.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 3/16 " NYLON JACKETED STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL . BE 2000 lbs. MIN.

**1 SPLITFITTER LUMINAIRE KEEPER PHYSICAL INSTALLATION DETAIL**  
NOT TO SCALE



**BOTTOM VIEW**

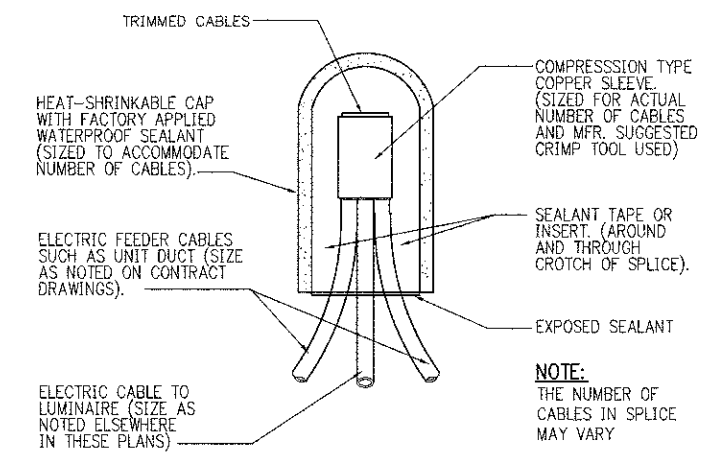


**SIDE VIEW**

**FRONT VIEW**

- MANUFACTURER : AMERICAN ELECTRIC LIGHTING  
TYPE : 30-40-S-CA-R3-FG-BZ-UL-SS, (TYPE A)  
120 / 240V, 400W HPS, 50,000 LIGHT LUMENS,  
APPROX. WEIGHT 30 LBS.
- MANUFACTURER : AMERICAN ELECTRIC LIGHTING  
TYPE : 30-25-S-CA-R3-FG-BZ-UL-SS, (TYPE B)  
120 / 240V, 250W HPS, 28,000 LIGHT LUMENS,  
APPROX. WEIGHT 30 LBS.

**2 LUMINAIRE DETAIL**  
NOT TO SCALE



**SPLICING ELECTRIC CABLES**

**3 BASIC MATERIALS AND METHODS**  
NOT TO SCALE



REVISIONS	
NAME	DATE

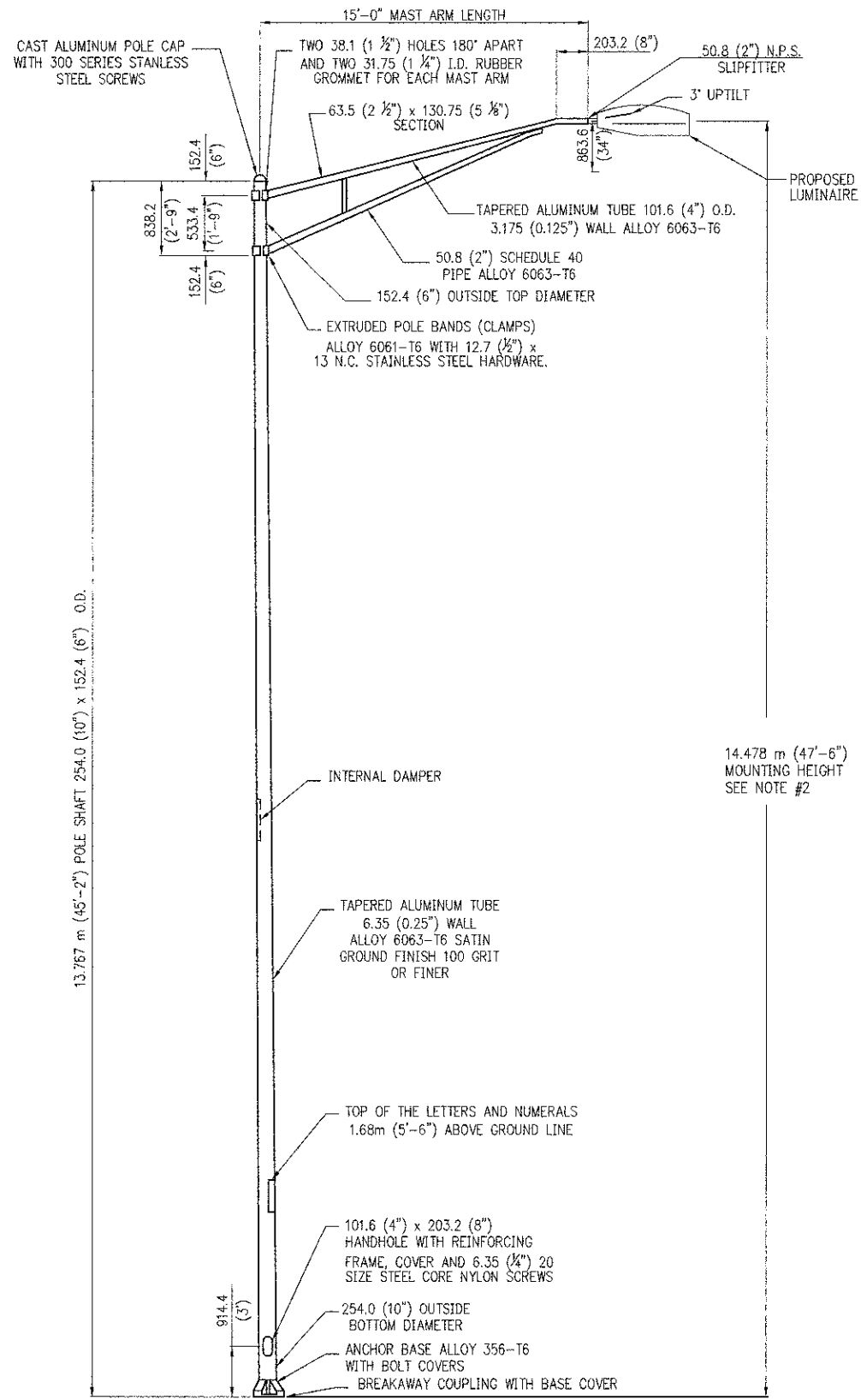
E16 OF E24

VILLAGE OF ARLINGTON HEIGHTS

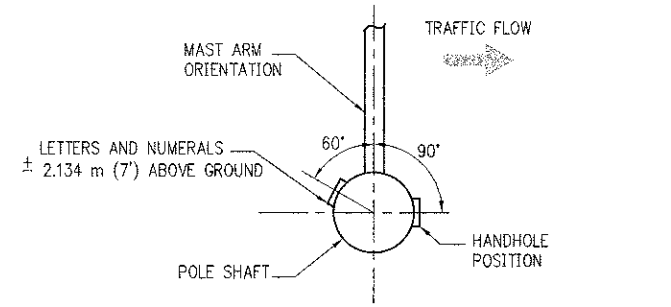
**DETAILS-2**  
U.S. ROUTE 14

NOT TO SCALE

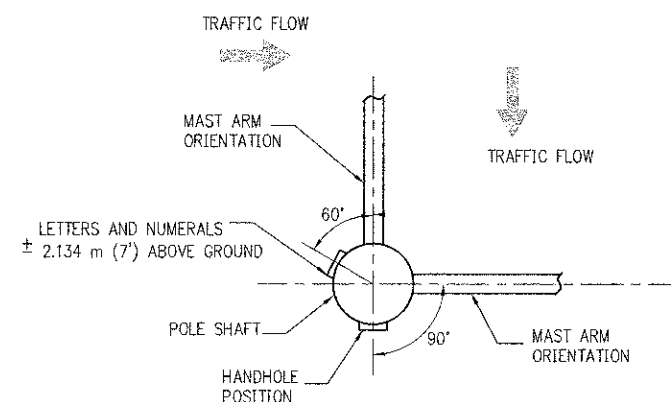
DATE: 08/17/2012  
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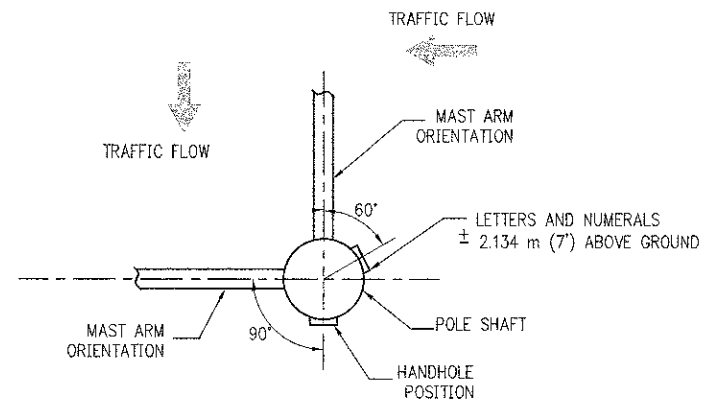
**1 ALUMINUM LIGHT POLE (TYPE - A)**  
NOT TO SCALE



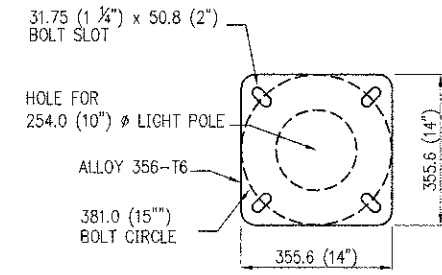
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



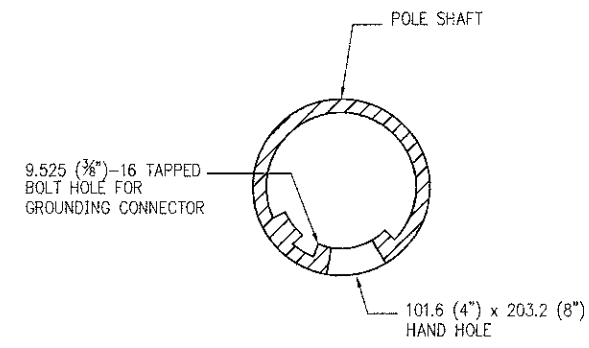
POSITION OF HANDHOLE AND POLE NUMBER FOR TWO 90° MAST ARMS POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWO 90° MAST ARMS POLES



**2 LIGHT POLE BASE PLATE DETAIL**  
**381.0 (15") BOLT CIRCLE**  
NOT TO SCALE



**3 HANDHOLE DETAIL**  
NOT TO SCALE

- NOTES:
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
  - MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
  - THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
  - THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C323, T&B SP4DL OR APPROVED EQUAL.
  - LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
  - LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
  - LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.
  - LIGHT POLE SHALL BE UL OR ETL LISTED OR CLASSIFIED



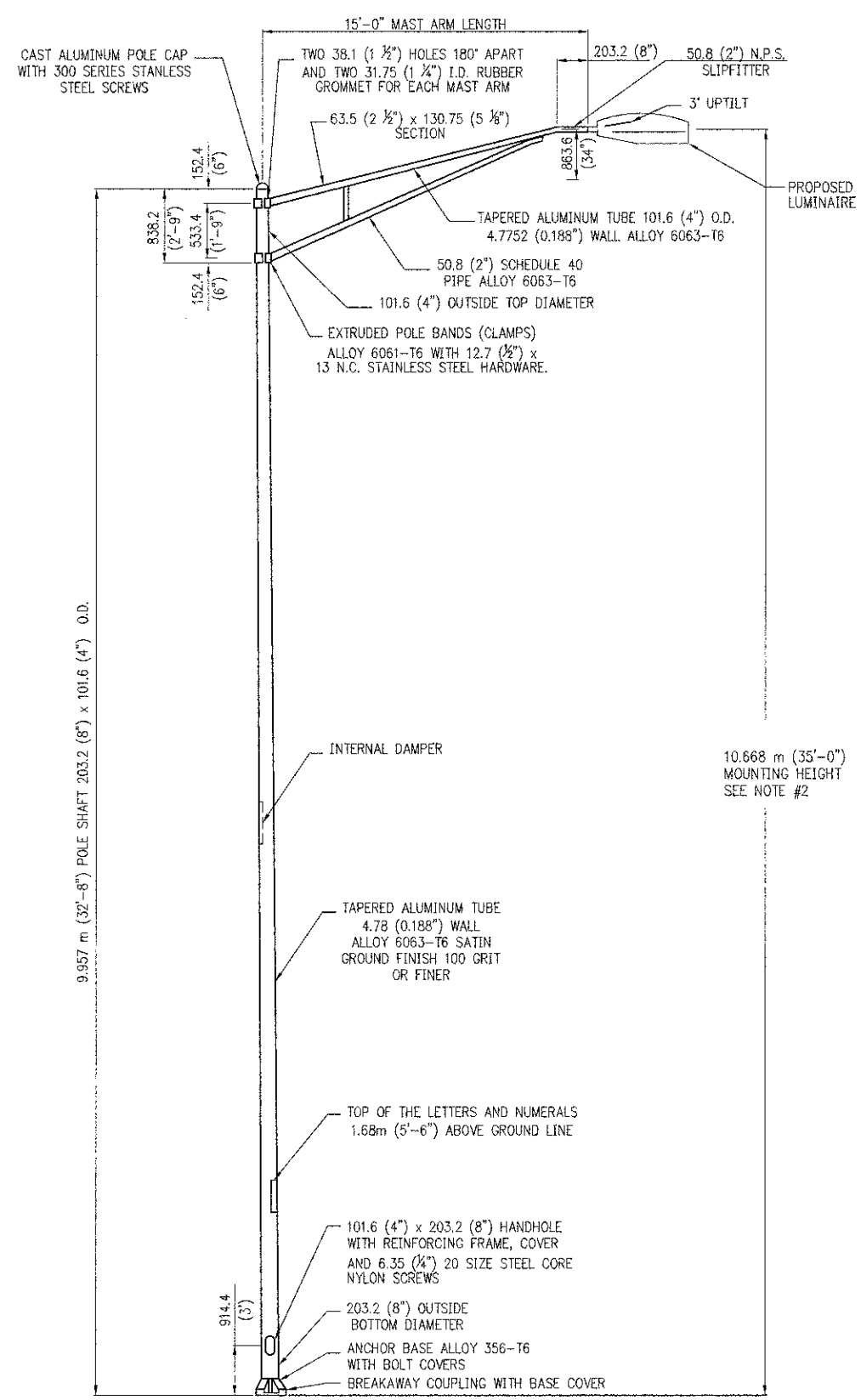
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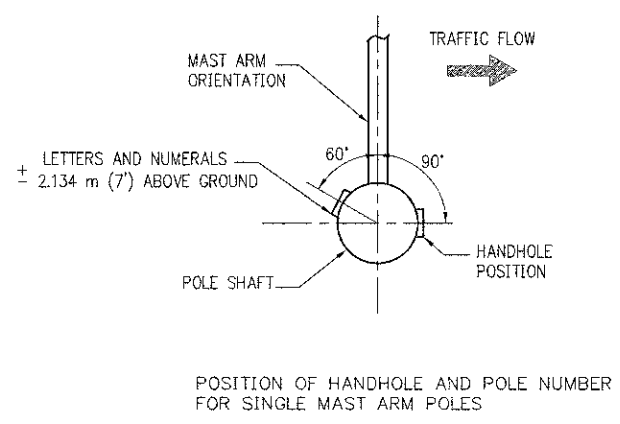
VILLAGE OF ARLINGTON HEIGHTS  
**DETAILS-3**  
U.S. ROUTE 14

NOT TO SCALE

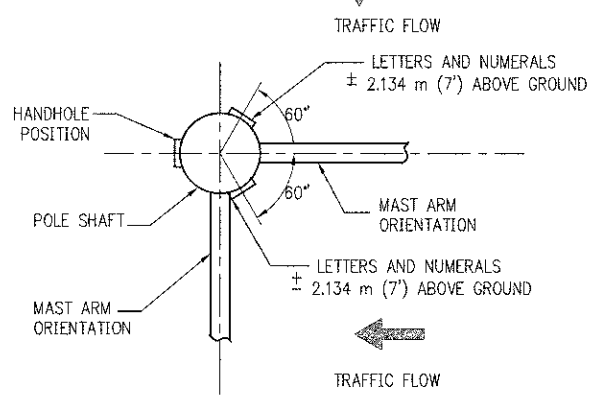
DATE: 08/17/2012  
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TECHNICIAN: EE  
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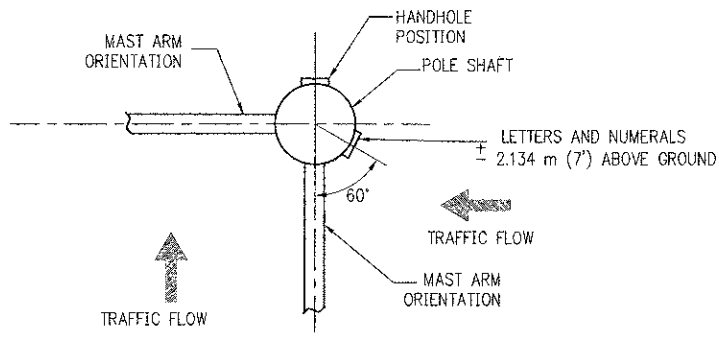
**1 ALUMINUM LIGHT POLE (TYPE - B)**  
NOT TO SCALE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



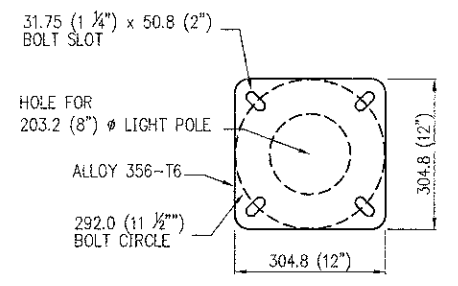
POSITION OF HANDHOLE AND POLE NUMBER FOR TWO 90° MAST ARMS POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWO 90° MAST ARMS POLES

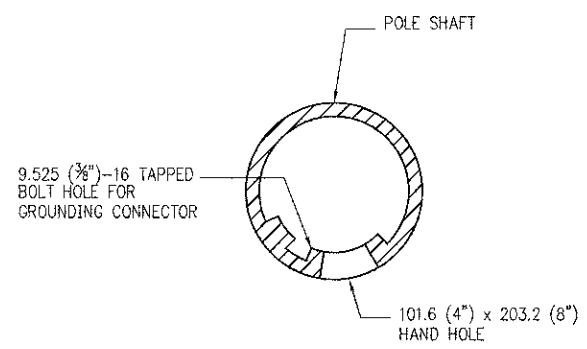
**NOTES:**

- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
- THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
- THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C323, T&B SP4DL OR APPROVED EQUAL.
- LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
- LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
- LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.
- LIGHT POLE SHALL BE UL OR ETL LISTED OR CLASSIFIED.



**LIGHT POLE BASE PLATE DETAIL**

**2 292.0 (11 1/2") BOLT CIRCLE**  
NOT TO SCALE



**3 HANDHOLE DETAIL**  
NOT TO SCALE



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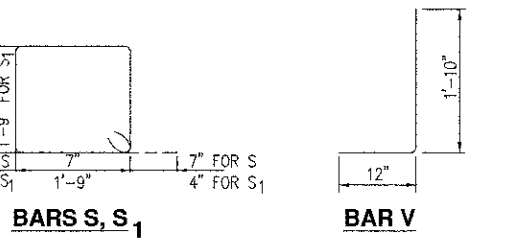
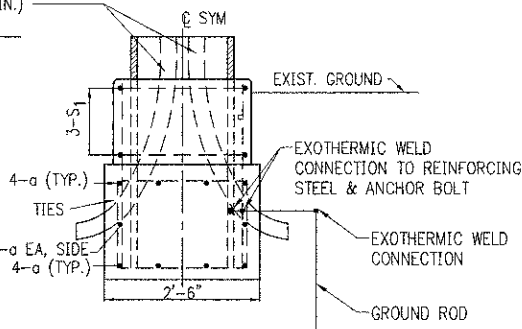
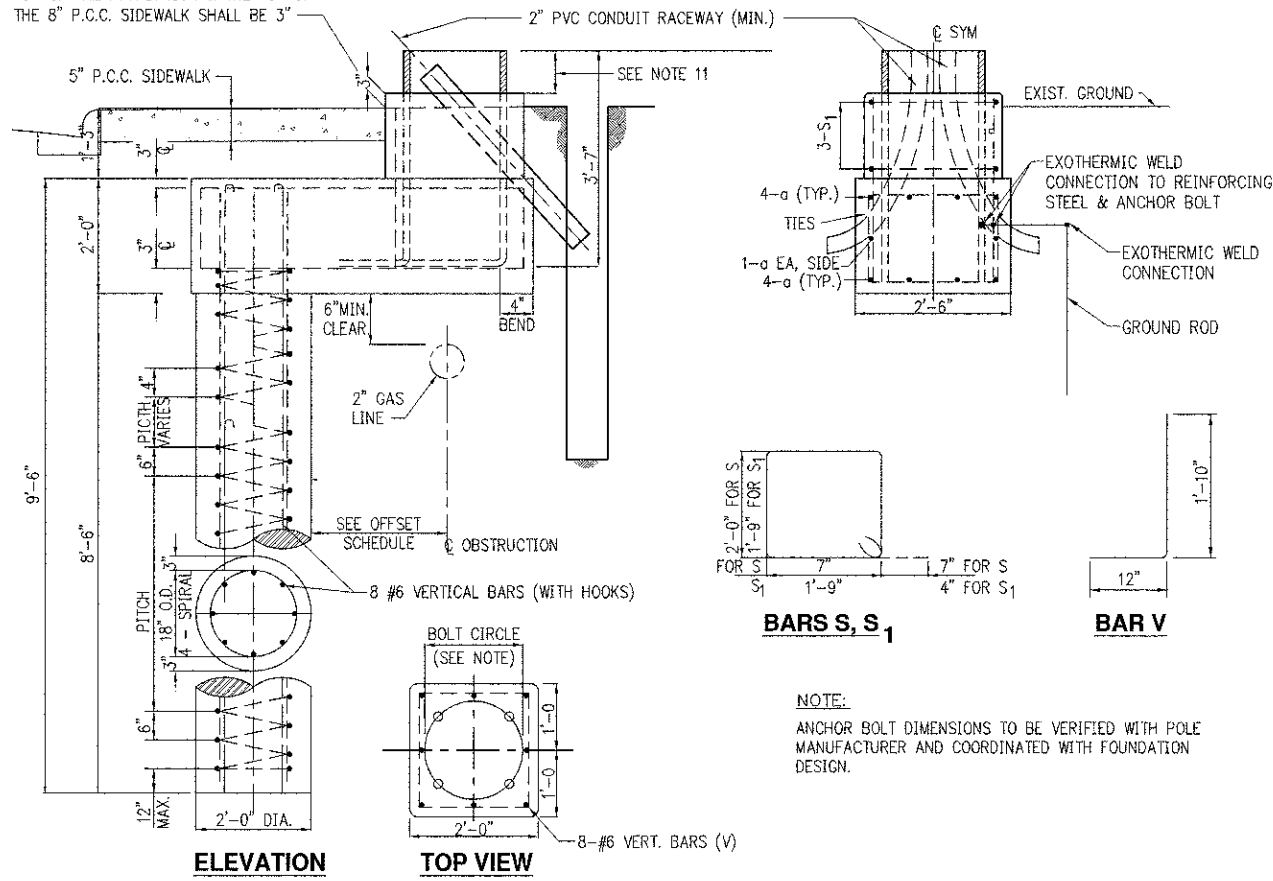
VILLAGE OF ARLINGTON HEIGHTS

**DETAILS-4**  
U.S. ROUTE 14

NOT TO SCALE

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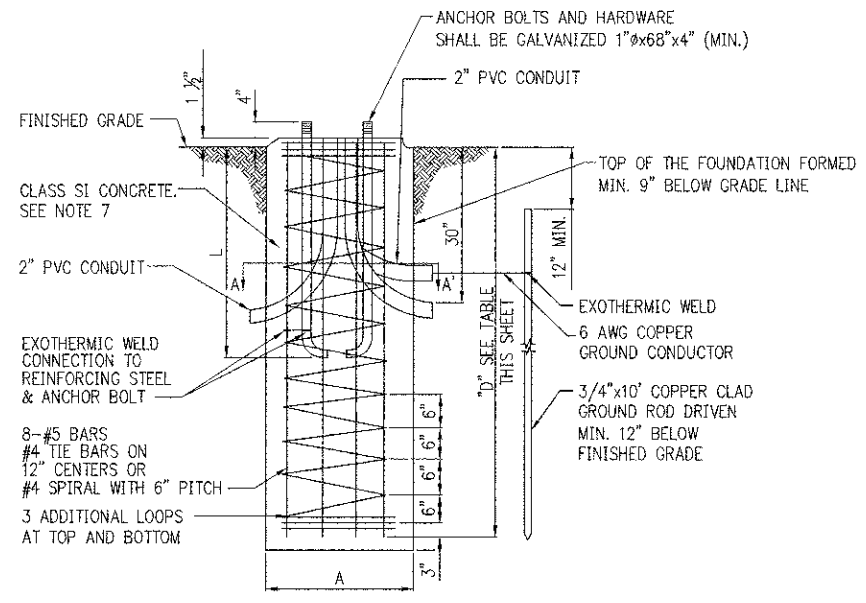
THE MAXIMUM DISTANCE BETWEEN THE TOP OF THE FOUNDATION & THE TOP OF THE 8" P.C.C. SIDEWALK SHALL BE 3"



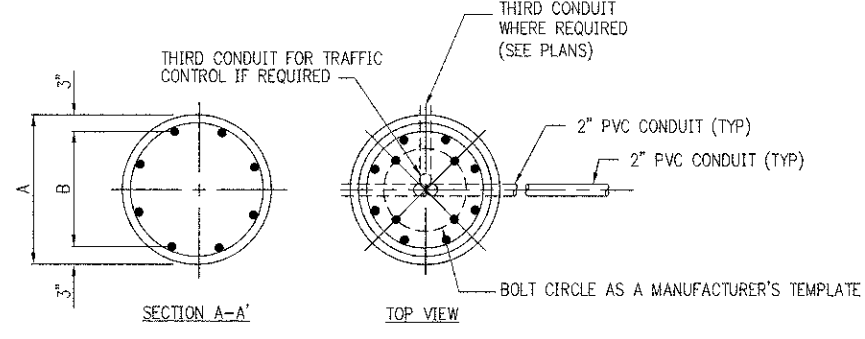
NOTE:  
 ANCHOR BOLT DIMENSIONS TO BE VERIFIED WITH POLE MANUFACTURER AND COORDINATED WITH FOUNDATION DESIGN.

BILL OF MATERIALS				
MARK	NUMBER	SIZE	LENGTH	SHAPE
a	10	6	OFFSET-4"	
S	14	4	5'-6"	*
S1	3	3	7'-8"	
V	8	6	2'-10"	

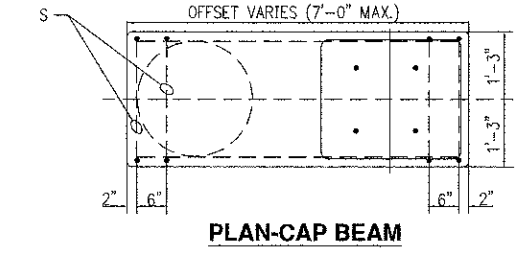
\* - VARIES WITH OFFSET



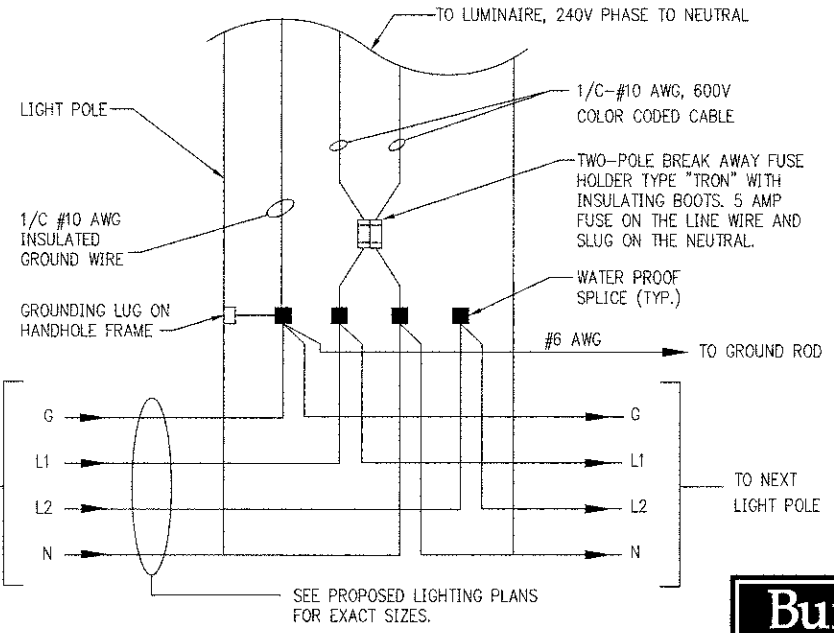
MOUNTING HEIGHT	LIGHTING FOUNDATION DIMENSIONS			ANCHOR BOLT DIAMETER
	A	B	L	
35'-0"	24"	18"	56"	1"
47'-6"	30"	24"	60"	1"



**2 LIGHT POLE FOUNDATION DETAIL**  
 NOT TO SCALE



**1 OFFSET FOUNDATION DETAIL FOR LIGHT POLE**  
 NOT TO SCALE



**3 LIGHT POLE HANDHOLE WIRING DETAIL**  
 NOT TO SCALE

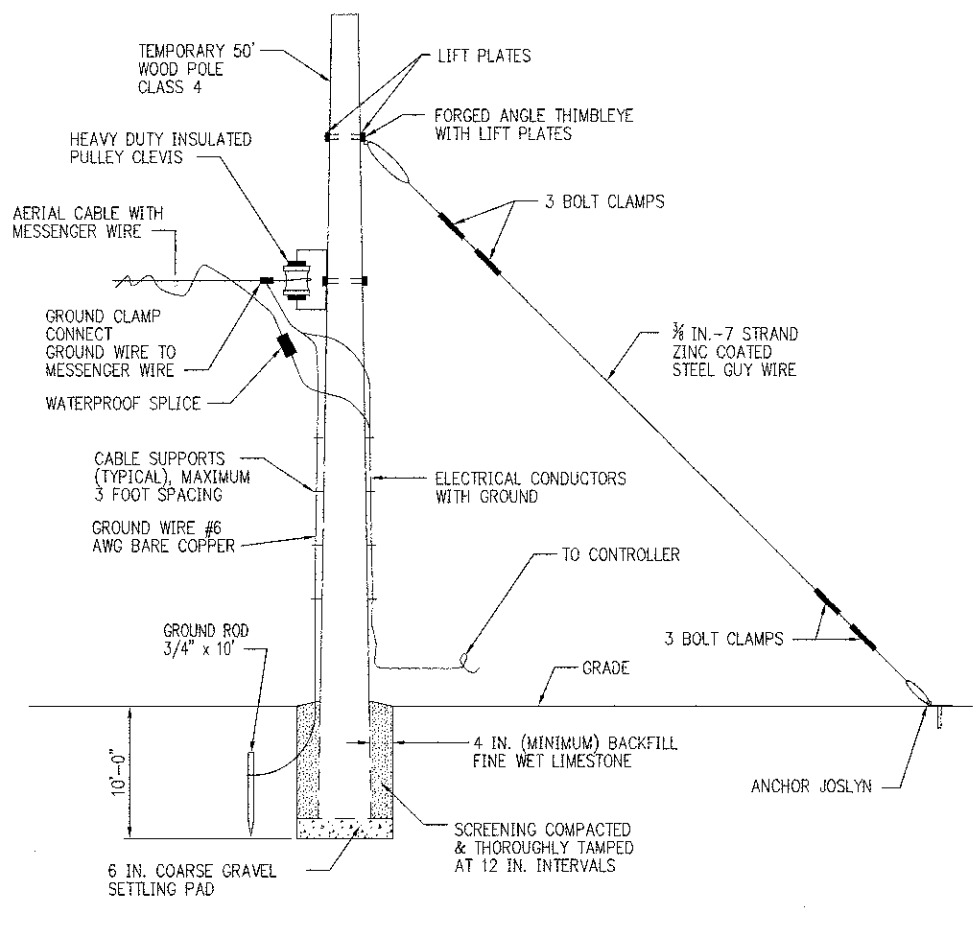
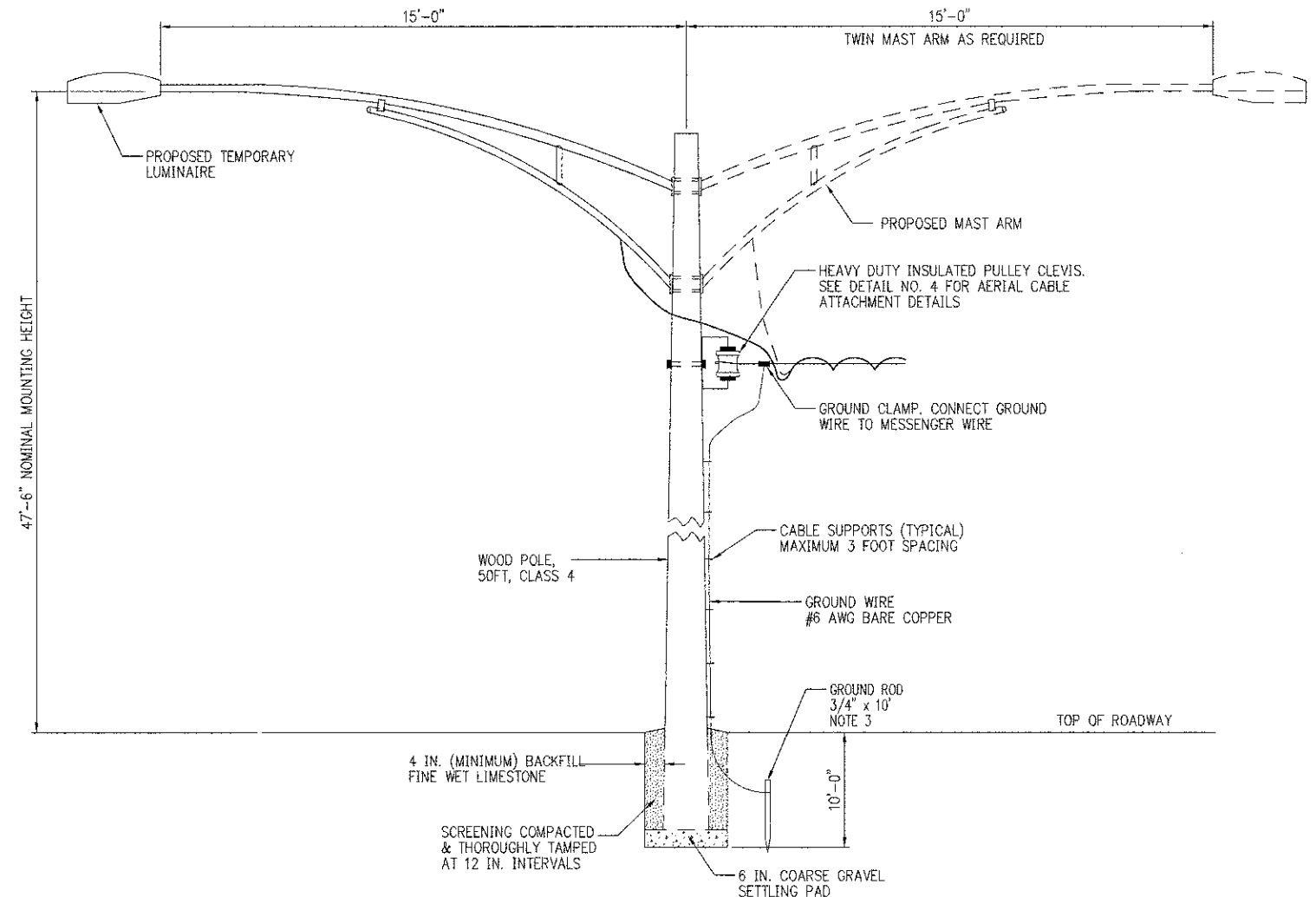
- NOTES:
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING THE EXCAVATION AND SELECT THE DEPTH OF THE FOUNDATION FROM THE DESIGN TABLES.
  - EXCAVATION OF THE FOUNDATION SHALL BE MADE WITH A 30" DIAMETER AUGER UNLESS LARGER DIAMETER IS REQUIRED FOR ANCHOR BOLT PATTERN. MINIMUM DIAMETER OF SHAFT SHALL BE ANCHOR BOLT CIRCLE DIAMETER + 12".
  - THE CONTRACTOR SHALL USE A NO. 3 SPIRAL CAGE WITH A 6" PITCH, OR AT HIS OPTION, MAY SUBSTITUTE WITH NO. 3 HOOPS AT 12" ON CENTERS.
  - EACH ANCHOR BOLT SHALL BE FURNISHED WITH (2) FLAT WASHERS AND (2) HEX NUTS. THEY SHALL BE EITHER GALVANIZED OR STAINLESS STEEL TO MATCH THE ANCHOR BOLTS.
  - RACEWAYS SHALL BE INSTALLED PARALLEL TO THE EDGE OF PAVEMENT.
  - ANCHOR BOLTS, RACEWAYS, AND REINFORCING STEEL SHALL BE SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
  - CONCRETE SHALL BE AN IDOT CLASS SI MIX, WITH A MINIMUM STRENGTH OF 3500 PSI.
  - THE CONCRETE SHALL CURE FOR A MINIMUM OF 10 DAYS BEFORE ERECTING THE LIGHT POLE.
  - THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE ERECTING THE LIGHT POLE.
  - ANCHOR BOLTS SHALL PROJECT A MINIMUM OF 2" AND A MAXIMUM OF 4" ABOVE THE TOP OF THE FOUNDATION AND PER BREAKAWAY DEVICE MANUFACTURER REQUIREMENTS.
  - RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.
  - ALL GROUND ROD CONNECTIONS SHALL BE MADE BELOW GRADE, 12" MIN. BURY, WITH EXOTHERMIC OF INERT GAS WELDS.
  - THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.

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

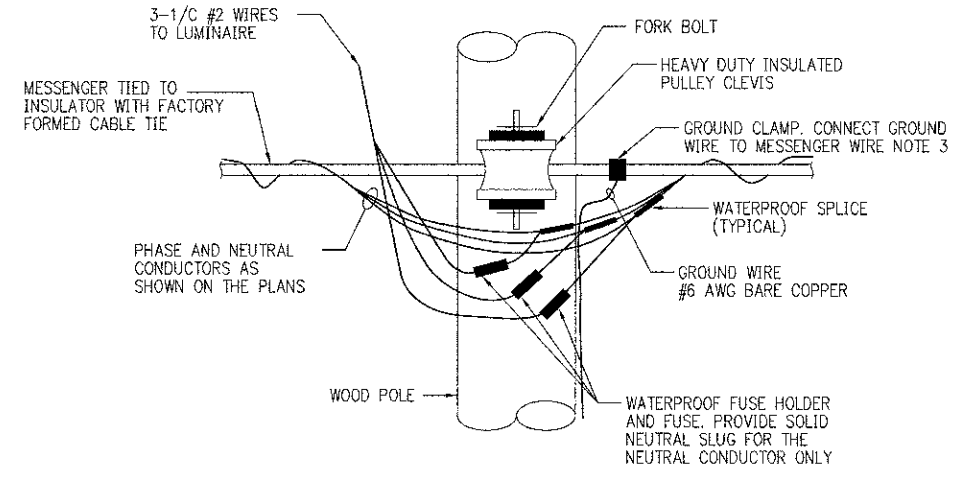
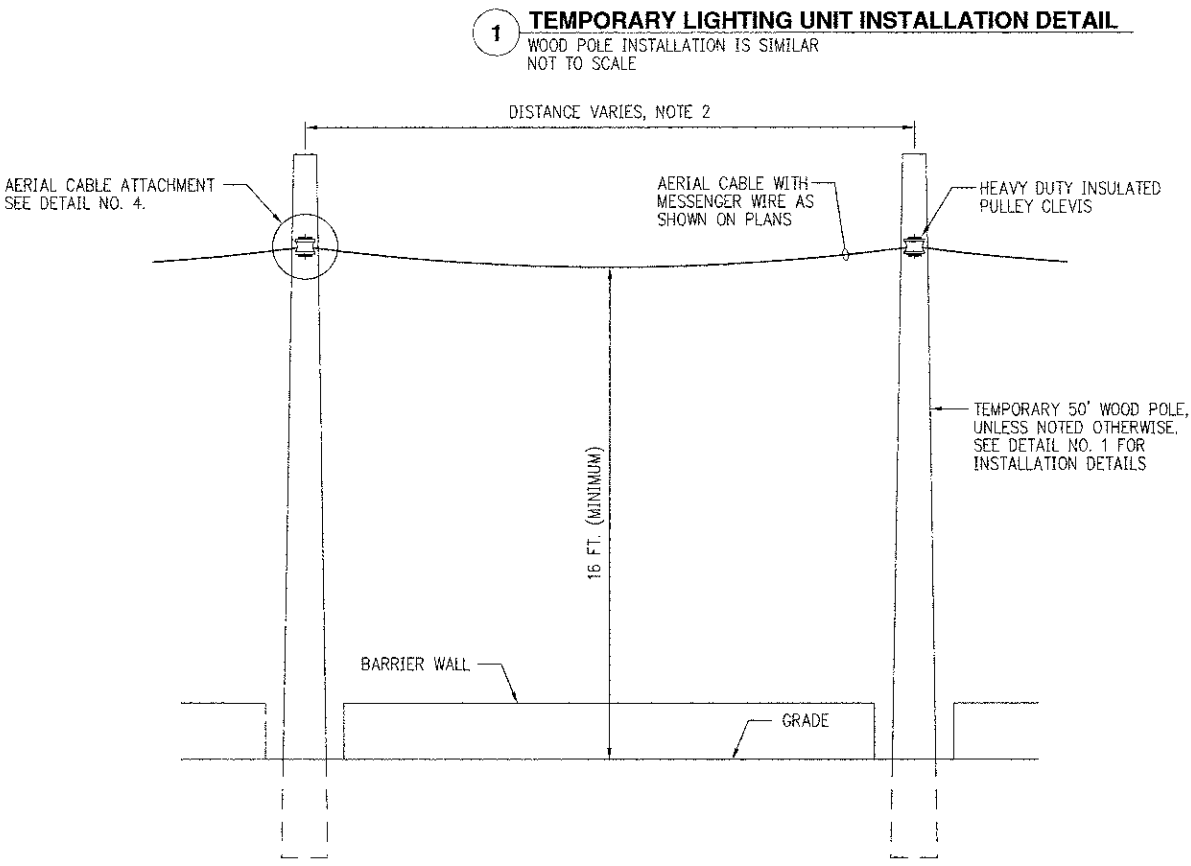
- NOTES:
- CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #3 HOOPS AT 12" ON CENTERS FOR SPIRAL CAGE
  - CONTRACTOR SHALL USE THE VALUES FOR TWIN ARM INSTALLATION FOR THIS PROJECT



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REVISOR	11/13/2012



- NOTES:**
- SEE DRAWINGS E1 FOR GENERAL NOTES AND ABBREVIATIONS.
  - SEE SHEETS E.3, E.4 AND E.5 FOR PROPOSED INSTALLATION LOCATIONS OF THE WOOD POLES.
  - GROUND RODS SHALL BE INSTALLED FOR ALL WOOD POLES USED FOR TEMPORARY LIGHTING UNITS AND ALL TEMPORARY WOOD POLES AT THE END OF AN AERIAL RUN THAT CONNECT TO LIGHTING CONTROLLERS AS SHOWN IN DETAIL 2.



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VILLAGE OF ARLINGTON HEIGHTS

**DETAILS-6**

U.S. ROUTE 14  
TEMPORARY ROADWAY LIGHTING  
WOOD POLE DETAILS

NOT TO SCALE

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM

E20 OF E24



**TEMPORARY LIGHTING POLE SCHEDULE**

POLE NUMBER	POLE LOCATION (STA.)	OFFSET	TYPE (SINGLE/TWIN)	MAST ARM LENGTH	FIXTURE TYPE	POLE HEIGHT	IES DISTRIBUTION TYPE	REMARKS
D3 TA1	STA. 558+84.1 37.2' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA2	STA. 559+86.3 36.8' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA3	STA. 560+83.1 35.6' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA4	STA. 561+71.7 34.7' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA5	STA. 562+70.1 28.2' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA6	STA. 563+70.8 30.2' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TA7	STA. 564+56.1 27.1' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB1	STA. 557+72.6 37.4' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE PHOTOCELL WILL BE INSTALLED ON THIS POLE
D3 TB2	STA. 556+82.9 37.4' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB3	STA. 556+0.4 34.1' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB4	STA. 555+70.7 42.4' LT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB5	STA. 554+59.9 42.5' LT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB6	STA. 201+03.8 49.8' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB7	STA. 201+53.9 45' LT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TB8	STA. 554+40.4 47.7' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC1	STA. 553+55.1 48.3' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC2	STA. 552+44.3 42.9' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC3	STA. 551+55.6 41.4' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC4	STA. 550+55.4 42' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC5	STA. 549+54.9 41.6' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC6	STA. 548+54.7 36.5' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TC7	STA. 547+61.9 22.9' RT	N	SINGLE	15'-0"	400W HPS	60'-0"	II	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD1	STA. 200+54.8 59.5' RT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD2	STA. 18+60.8 38.5' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD3	STA. 19+59 31.3' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD4	STA. 20+68.9 31.2' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD5	STA. 21+61.1 28' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD6	STA. 19+57.3 26.7' RT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD7	STA. 24+68.8 32.46' RT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD8	STA. 110+12.2 36.30' RT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD9	STA. 200+53.9 40.8' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD10	STA. 16+97.3 28' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD11	STA. 15+72.2 21.1' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE
D3 TD12	STA. 14+39.4 19.9' LT	N	SINGLE	15'-0"	250W HPS	50'-0"	III	WOOD TEMPORARY POLE WITH TEMPORARY LUMINAIRE

**PROPOSED LIGHTING POLE SCHEDULE**

POLE NUMBER	POLE LOCATION (STA.)	OFFSET	TYPE (SINGLE/TWIN)	MAST ARM LENGTH	FIXTURE TYPE	MOUNT HEIGHT	IES DISTRIBUTION TYPE	REMARKS
D3 A1	STA. 558+76.4 37.5' RT	Y	SINGLE	15'-0"	400W HPS	47'-6"	II	OFF-SET FOUNDATION REQUIRED PER PROPOSED SEWER LINE. FIELD COORDINATION REQUIRED FOR EXACT LOCATION.
D3 B1	STA. 559+97.2 32.6' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 A2	STA. 560+71.5 32.9' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 B2	STA. 561+76.9 32.8' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 A3	STA. 562+75.7 30.6' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 B3	STA. 563+77.1 27.5' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 A4	STA. 564+61.9 29.3' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 D1	STA. 557+76.6 33.2' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 C1	STA. 556+76.7 35.9' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 CD2	STA. 555+73.9 47.6' RT	N	TWIN	15'-0"	(2) 400W HPS	47'-6"	II	SOUTH-EAST CORNER OF ROUTE-14 AND RAILROAD INTERSECTION
D3 C3	STA. 555+58.4 43.3' LT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 D3	STA. 554+65.9 43.3' LT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 CD4	STA. 554+53.3 59.5' RT	N	TWIN	15'-0"	(2) 400W HPS	47'-6"	II	SOUTH-WEST CORNER OF ROUTE-14 AND RAILROAD INTERSECTION
D3 D5	STA. 553+50.4 43.1' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 C5	STA. 552+50.3 40.9' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 D6	STA. 551+50.2 38.6' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 C6	STA. 550+50.4 37.9' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 D7	STA. 549+50.3 38.1' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 C7	STA. 548+49.9 34.3' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 D8	STA. 547+49.7 27.1' RT	N	SINGLE	15'-0"	400W HPS	47'-6"	II	
D3 EF1	STA. 18+41.6 40.2' LT	N	TWIN	15'-0"	(2) 250W HPS	35'-0"	III	NORTH-EAST CORNER OF DAVIS AND RAILROAD INTERSECTION
D3 F2	STA. 19+56.1 34.9' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 E2	STA. 20+70.2 34.8' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 F3	STA. 21+86.2 35.2' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 E3	STA. 23+1.7 35.4' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 F4	STA. 21+57.6 45.5' RT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 E4	STA. 909+59.5 32.8' RT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 E5	STA. 110+70.2 31.02' RT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 F5	STA. 110+45.8 31.02' RT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 EF6	STA. 17+17.5 34.9' LT	N	TWIN	15'-0"	(2) 250W HPS	35'-0"	III	NORTH-WEST CORNER OF DAVIS AND RAILROAD INTERSECTION
D3 E7	STA. 15+65.5 18.9' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	
D3 F7	STA. 14+14.1 17.9' LT	N	SINGLE	15'-0"	250W HPS	35'-0"	III	

**NOTES:**

- POLE LOCATIONS ARE DETERMINED USING THE STATION AND OFFSETS GIVEN IN THIS TABLE. POLE SETBACKS ARE 15 FOOT NOMINAL. WHERE RIGHT OF WAY MAY BE INSUFFICIENT TO PROVIDE THE FULL SETBACK, THE POLE FOUNDATION SHALL BE LOCATED AT THE EDGE OF AND FULLY WITHIN THE RIGHT OF WAY.



REVISIONS	
NAME	DATE
REVISED	11/13/2012

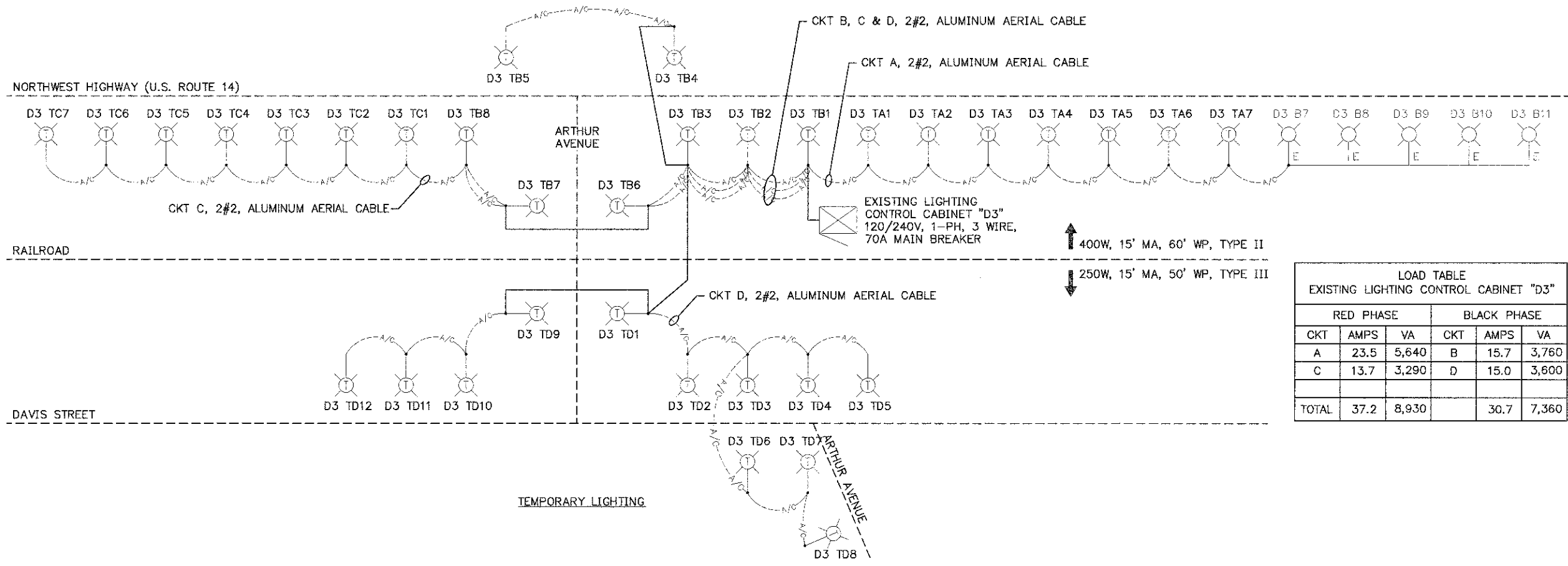
VILLAGE OF ARLINGTON HEIGHTS

**DETAILS-7**

U.S. ROUTE 14

NOT TO SCALE

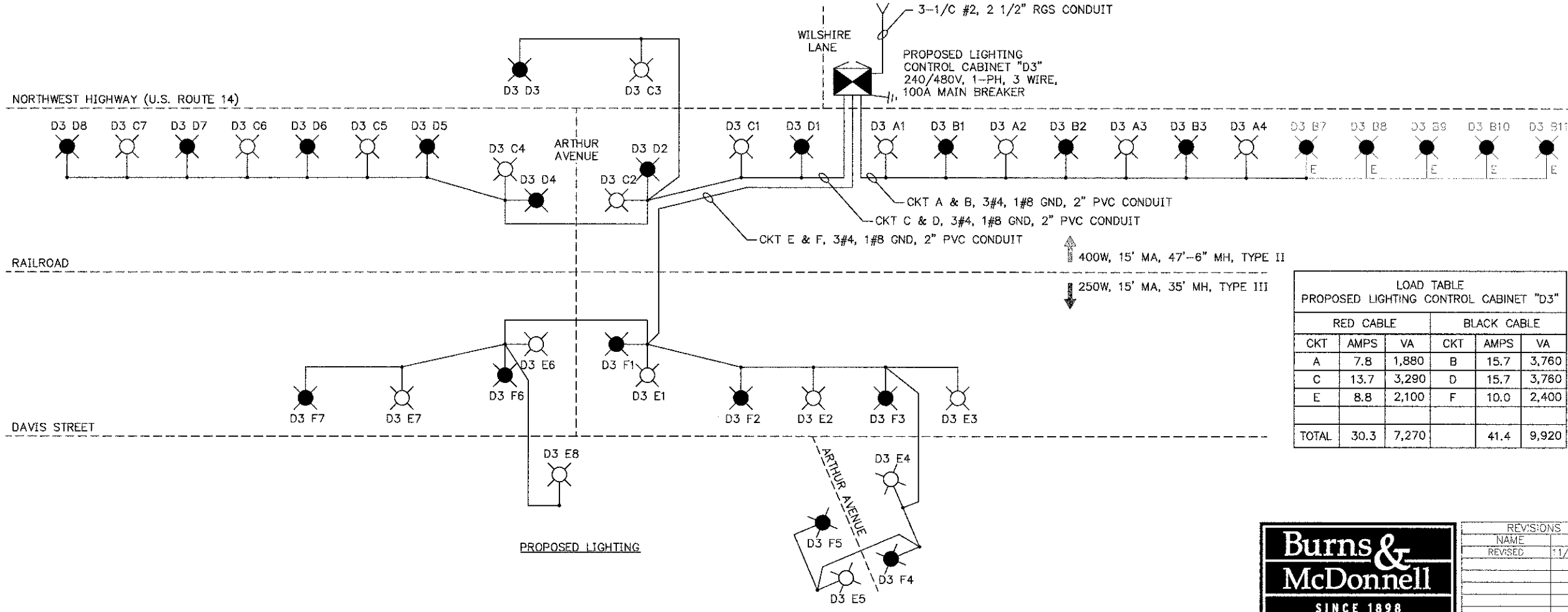
DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM



LOAD TABLE  
EXISTING LIGHTING CONTROL CABINET "D3"

RED PHASE			BLACK PHASE		
CKT	AMPS	VA	CKT	AMPS	VA
A	23.5	5,640	B	15.7	3,760
C	13.7	3,290	D	15.0	3,600
TOTAL	37.2	8,930		30.7	7,360

- LEGEND:**
- EXISTING LIGHTING CONTROL CABINET
  - PROPOSED LIGHTING CONTROL CABINET
  - PROPOSED ELECTRIC UTILITY SERVICE
  - GROUND FIELD
  - D3 TA1 LUMINAIRE DESIGNATION
  - D3 A1 LUMINAIRE DESIGNATION
  - D3 B1 LUMINAIRE DESIGNATION
  - D3 B7 LUMINAIRE DESIGNATION
  - TEMPORARY AERIAL CABLE
  - PROPOSED UNDERGROUND ELECTRICAL CABLE
  - EXISTING UNDERGROUND ELECTRICAL CABLE



LOAD TABLE  
PROPOSED LIGHTING CONTROL CABINET "D3"

RED CABLE			BLACK CABLE		
CKT	AMPS	VA	CKT	AMPS	VA
A	7.8	1,880	B	15.7	3,760
C	13.7	3,290	D	15.7	3,760
E	8.8	2,100	F	10.0	2,400
TOTAL	30.3	7,270		41.4	9,920

- ABBREVIATIONS:**
- A AMPS
  - C CONDUCTOR
  - CKT CIRCUIT
  - E EXISTING
  - MA MAST ARM
  - MH MOUNTING HEIGHT
  - PH PHASE
  - RGS RIGID GALVANIZED STEEL
  - V VOLTS
  - VA VOLTAGE AMPERES
  - W WATTS
  - WP WOOD POLE



REVISIONS

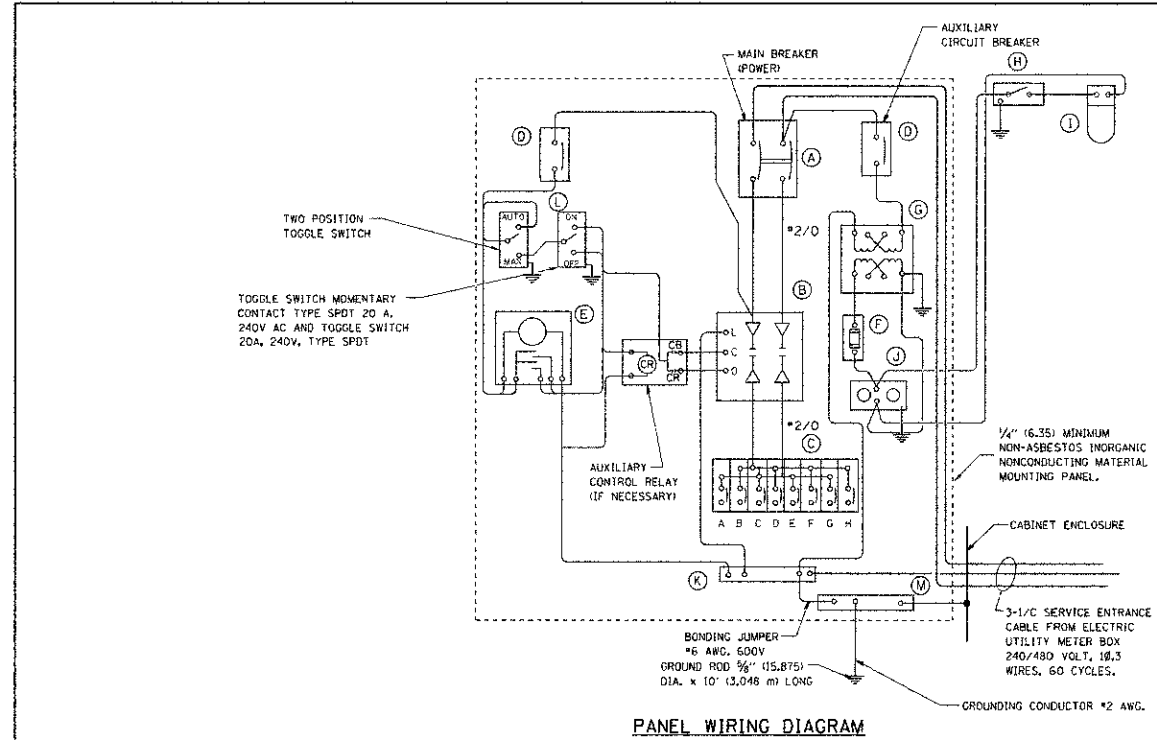
NAME	DATE
REVISED	11/13/2012

E22 OF E24

VILLAGE OF ARLINGTON HEIGHTS

**SINGLE LINE**  
U.S. ROUTE 14

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM



**PANEL EQUIPMENT**

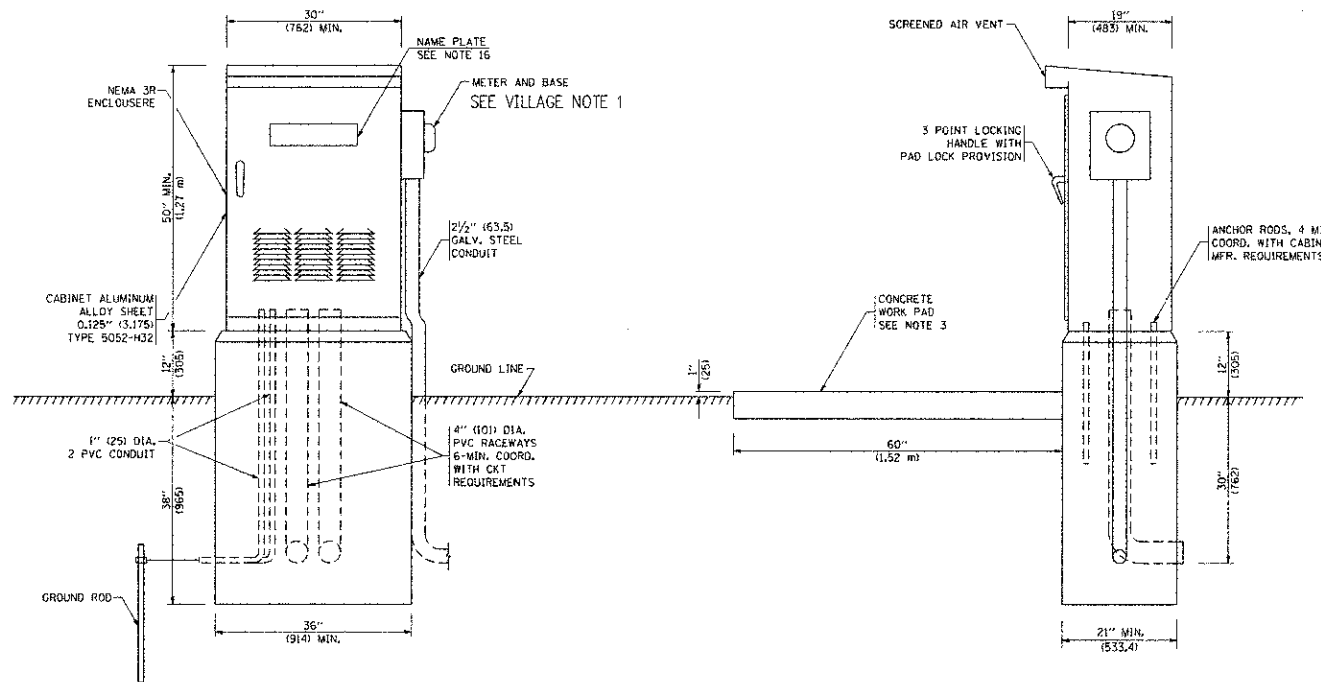
BILL OF MATERIAL		
ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100 AMP. FRAME, 100 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME, 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100 AMP. FRAME, 15 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER [TIME SWITCH].
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 HZ.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN.
I	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX.
M	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS

SEE VILLAGE NOTE 2

**NOTES:**

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
- IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) X 60" (1524 mm) X 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
- DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
- DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
- DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/2" (12.7 mm) DIA. STAINLESS STEEL HINGE PIN.
- ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
- CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
- METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
- CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED.
- THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.  
R = RED      BL = BLUE      W = WHITE  
B = BLACK      Y = YELLOW      G = GREEN
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
- 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.

SEE VILLAGE NOTE 3



FILE NAME -	USER NAME -	DESIGNED -	REVISED -
414distat022x31bo215.dgn	gajlvnab		08-20-04
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>LIGHTING CONTROLLER SINGLE DOOR</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			BE-215			
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

**VILLAGE NOTES:**

- CONTRACTOR SHALL COORDINATE UTILITY METERING REQUIREMENTS WITH THE VILLAGE OF ARLINGTON HEIGHTS AND COMMONWEALTH EDISON.
- LIGHTING CONTACTOR SHALL BE ELECTRICALLY OPERATED AND ELECTRICALLY HELD.
- REPLACE "STATE OF ILLINOIS LIGHTING CONTROLS" WITH "VILLAGE OF ARLINGTON HEIGHTS LIGHTING CONTROLS"

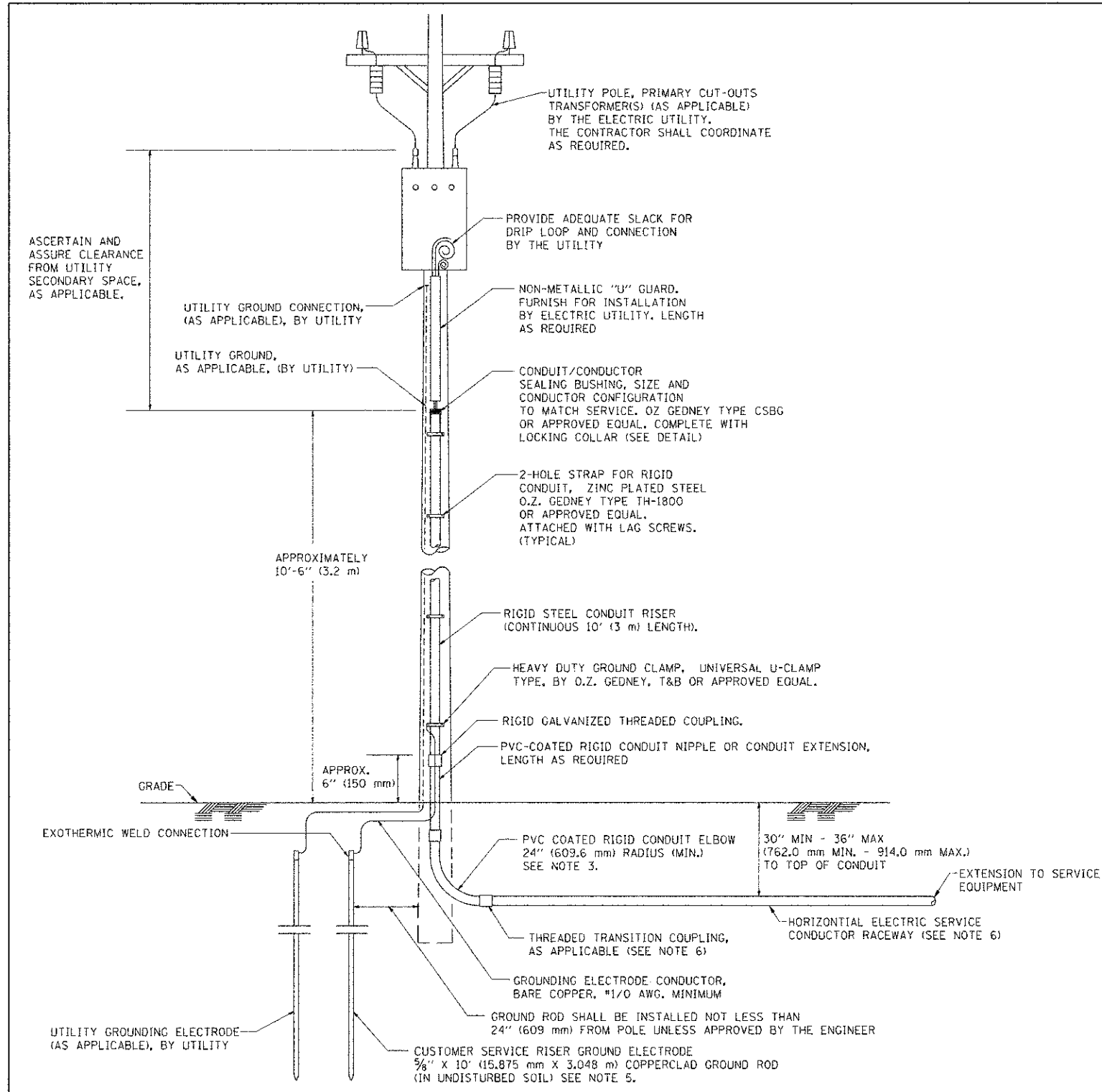


REVISIONS	
NAME	DATE



VILLAGE OF ARLINGTON HEIGHTS  
**LIGHTING CONTROLLER**  
U.S. ROUTE 14

NOT TO SCALE

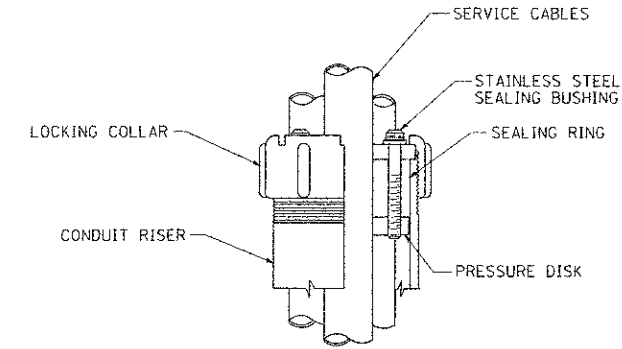


**APPLICATION**

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

**NOTES**

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

FILE NAME w:\d\stator\22x34\ba228.dgn	USER NAME gegiamdt	DESIGNED -	REVISED 03-03-06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELECTRIC SERVICE INSTALLATION AERIAL REMOTE DISCONNECT</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE 1/2" = 1'-0"	CHECKED MEA	DATE	REVISED			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
PLOT DATE 1/2/2008	DATE	REVISED	REVISED			BE-220	CONTRACT NO.				

VILLAGE OF ARLINGTON HEIGHTS  
**ELECTRIC SERVICE**  
J.S. ROUTE 14

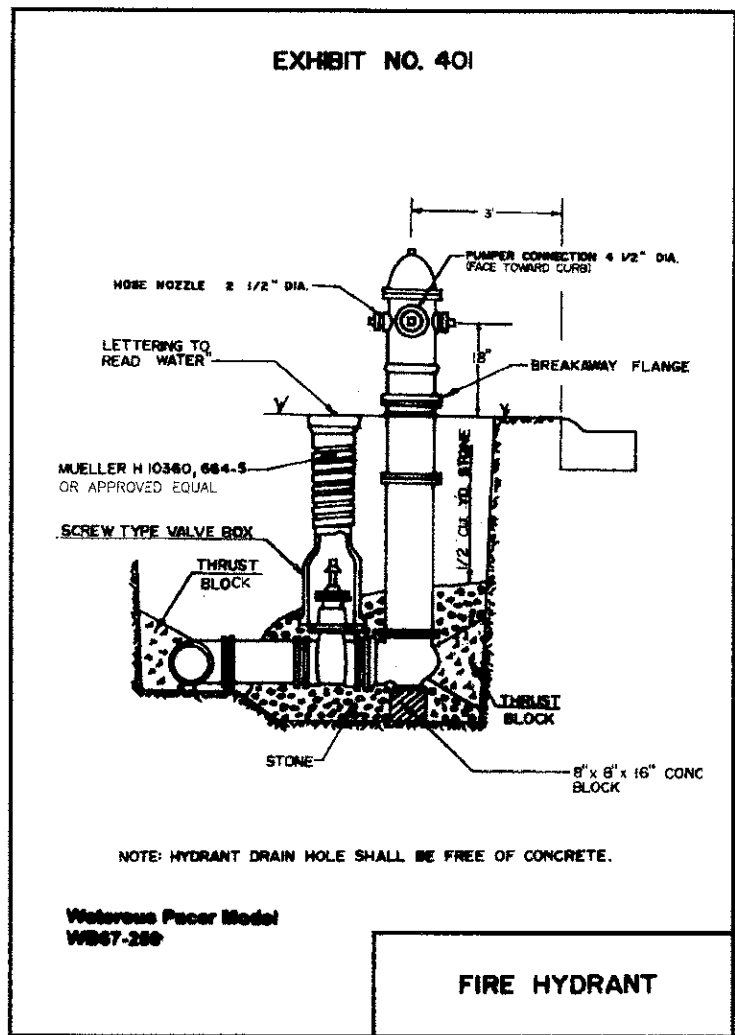


REVISIONS	
NAME	DATE

NOT TO SCALE

DATE: 08/17/2012  
DESIGNED BY: EE  
TECHNICIAN: EE  
CHECKED BY: DEM

EXHIBIT NO. 401



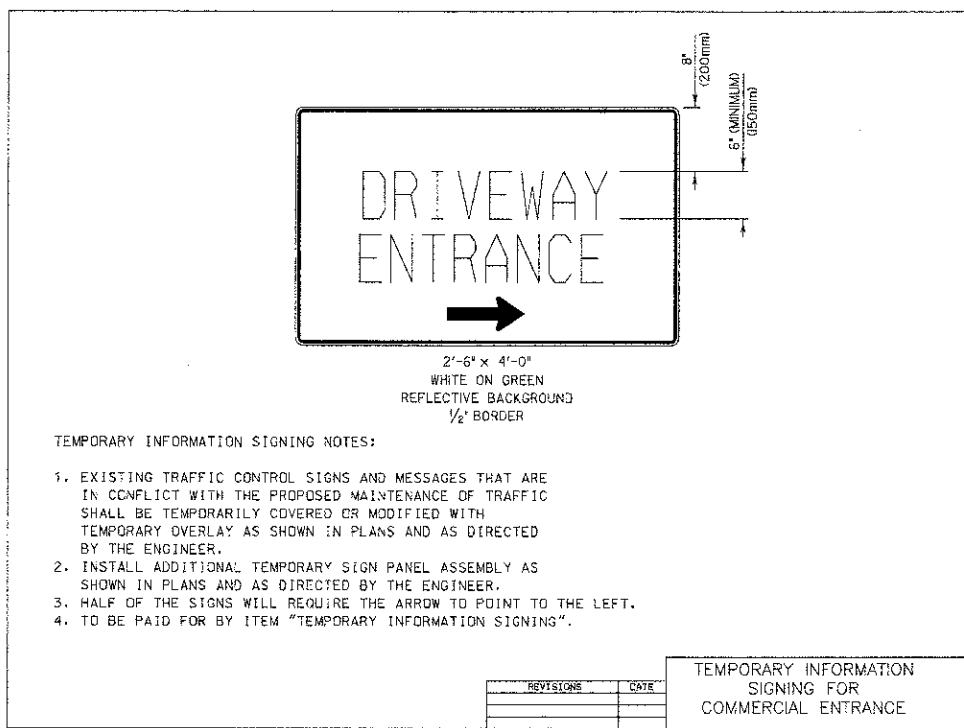
NOTE: HYDRANT DRAIN HOLE SHALL BE FREE OF CONCRETE.

Waterous Pacer Model  
WB67-200

FIRE HYDRANT

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	DATE	

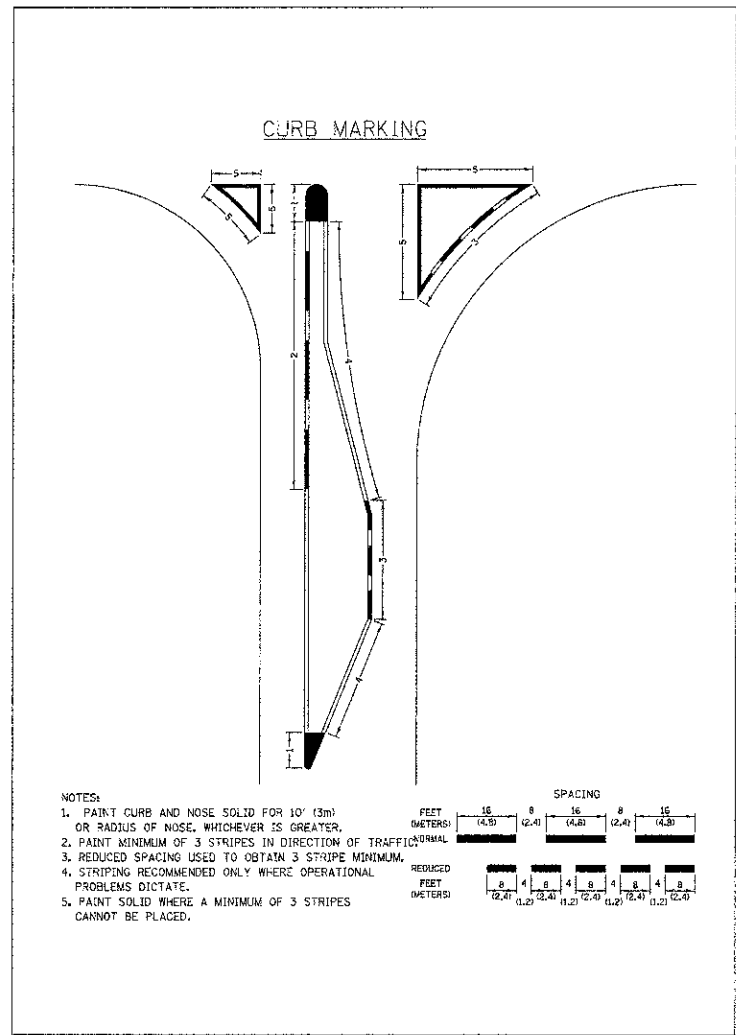


TEMPORARY INFORMATION SIGNING NOTES:

- EXISTING TRAFFIC CONTROL SIGNS AND MESSAGES THAT ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC SHALL BE TEMPORARILY COVERED OR MODIFIED WITH TEMPORARY OVERLAY AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
- INSTALL ADDITIONAL TEMPORARY SIGN PANEL ASSEMBLY AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
- HALF OF THE SIGNS WILL REQUIRE THE ARROW TO POINT TO THE LEFT.
- TO BE PAID FOR BY ITEM "TEMPORARY INFORMATION SIGNING".

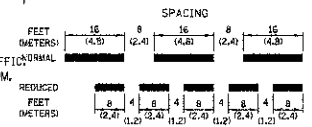
REVISIONS	DATE

TEMPORARY INFORMATION  
SIGNING FOR  
COMMERCIAL ENTRANCE



NOTES:

- PAIN CURB AND NOSE SOLID FOR 10' (3m) OR RADIUS OF NOSE, WHICHEVER IS GREATER.
- PAIN MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
- REDUCED SPACING USED TO OBTAIN 3 STRIPE MINIMUM.
- STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
- PAIN SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

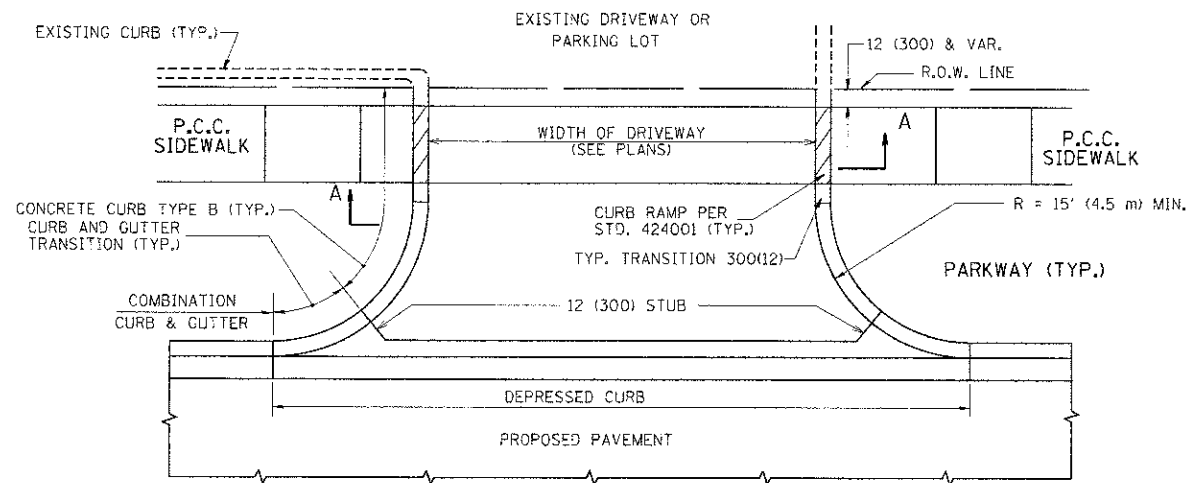
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

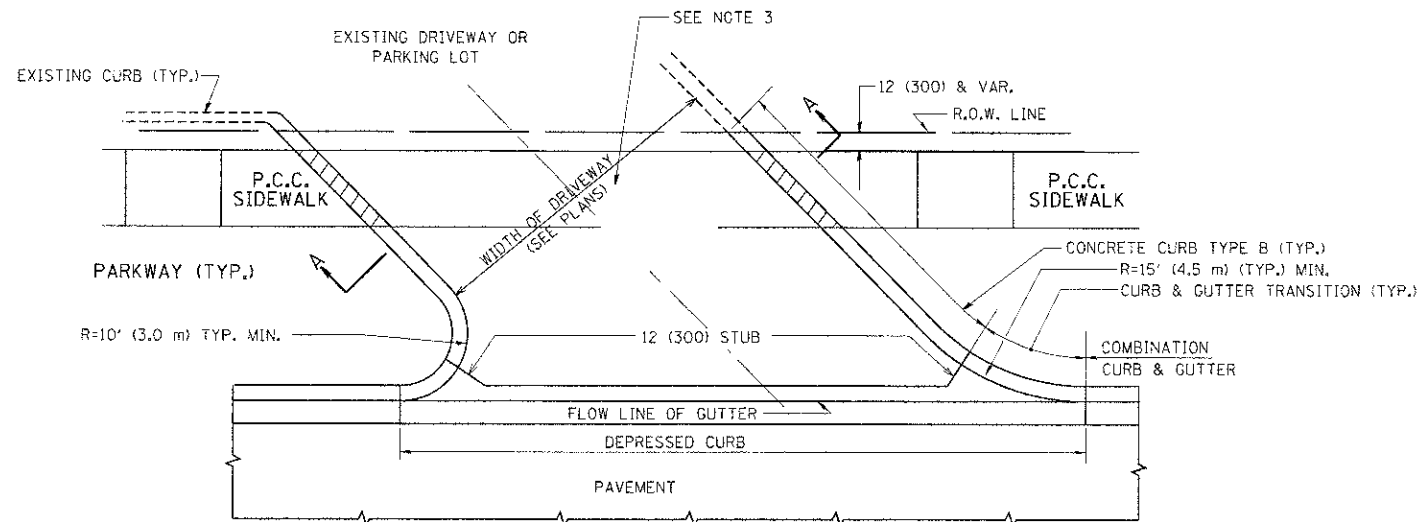
CONSTRUCTION DETAILS

SHEET NO. 1 OF 1 SHEETS

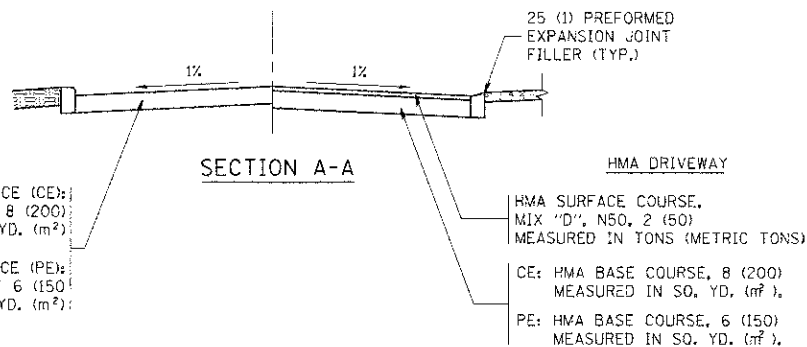
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	109
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B

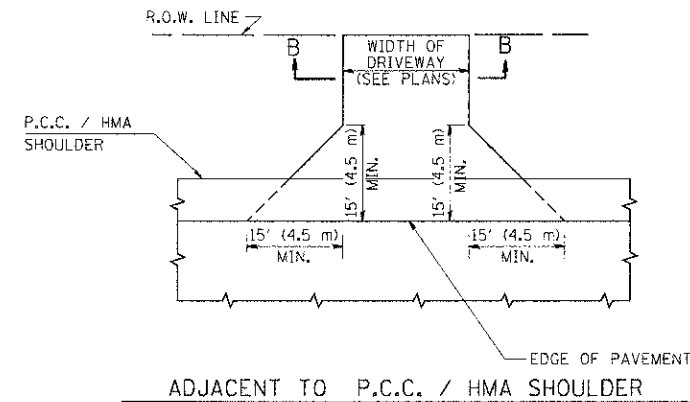


WITH CONCRETE CURB, TYPE B

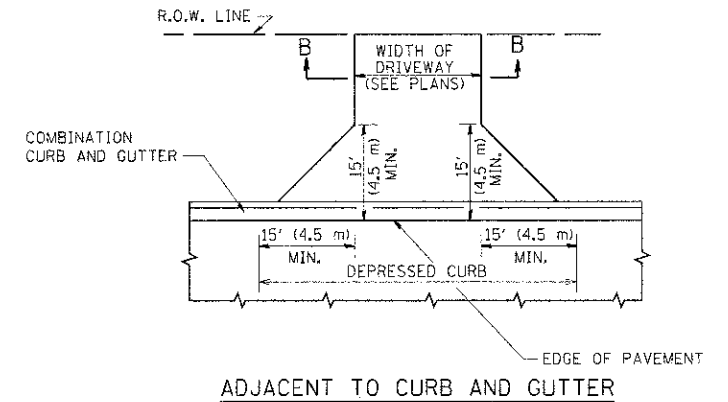


**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

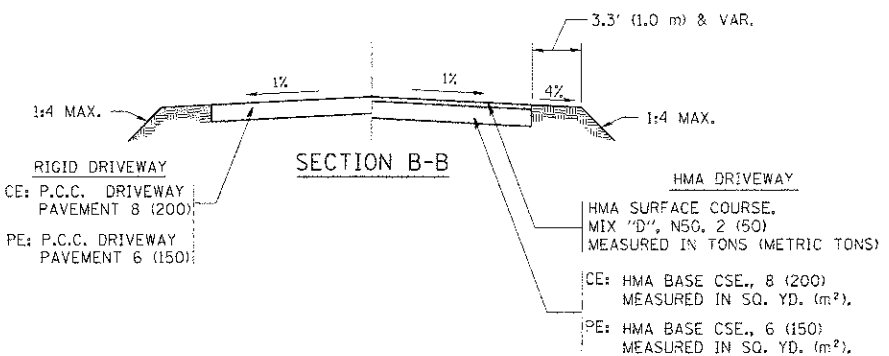
**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

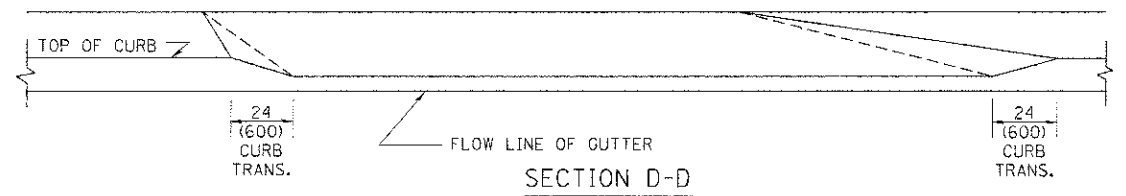
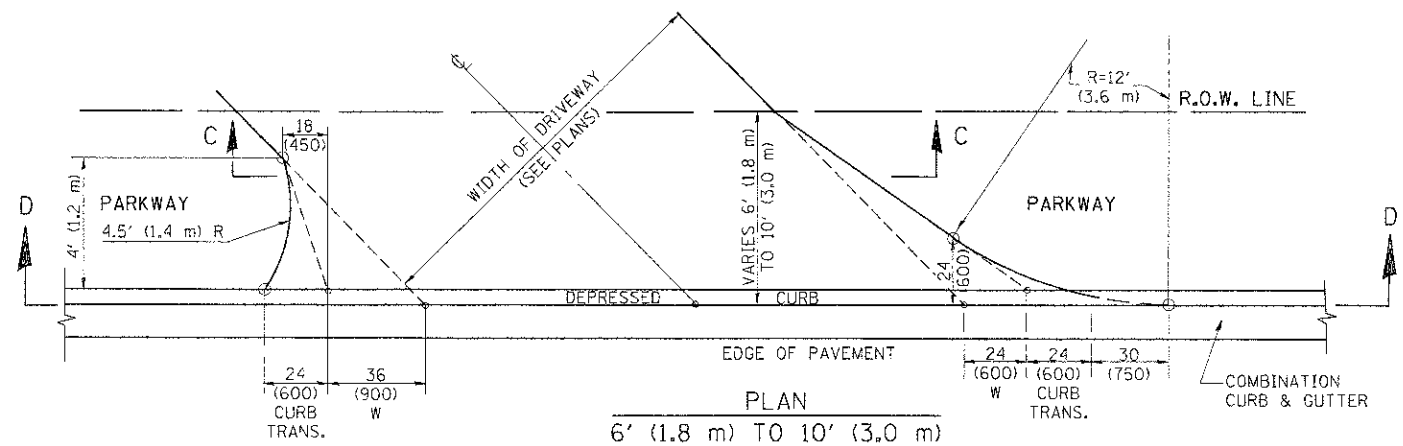
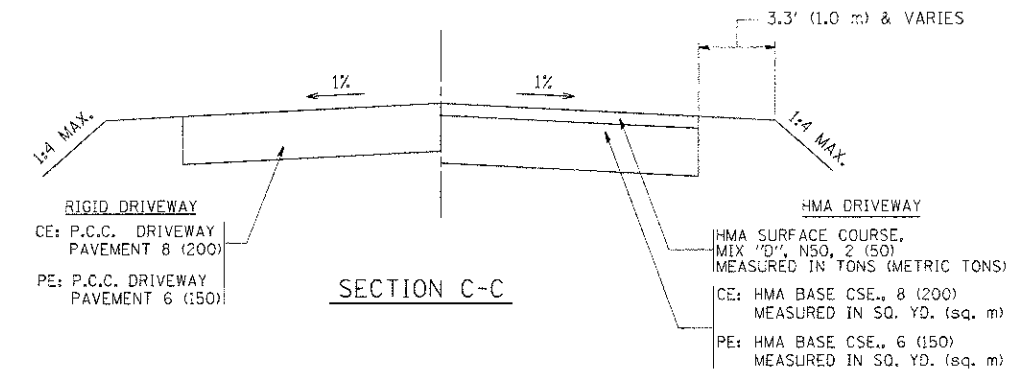
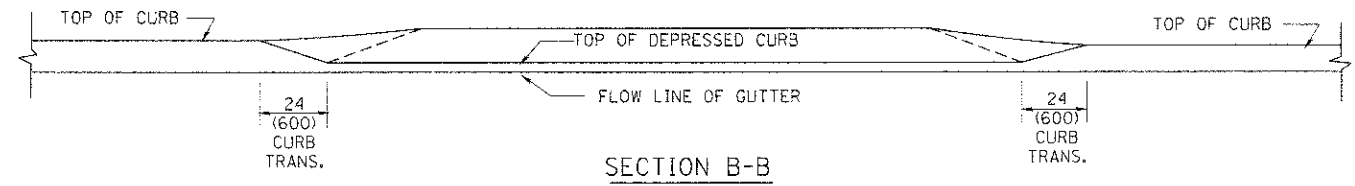
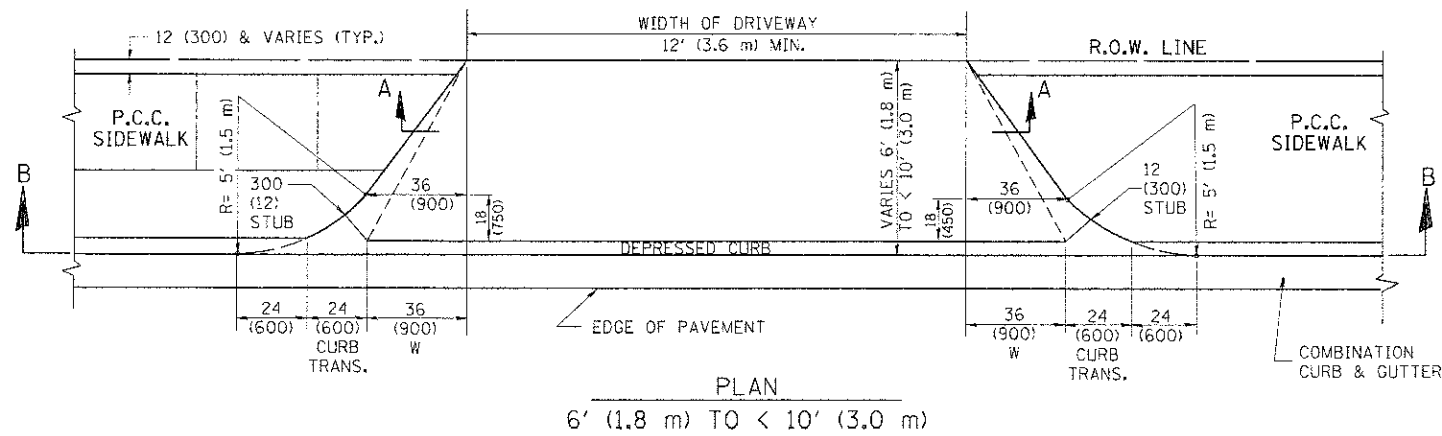
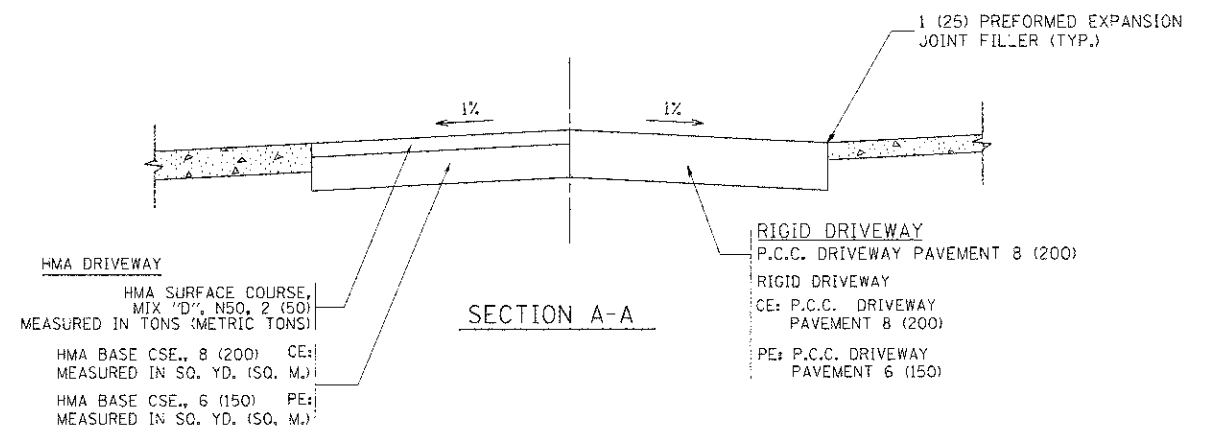
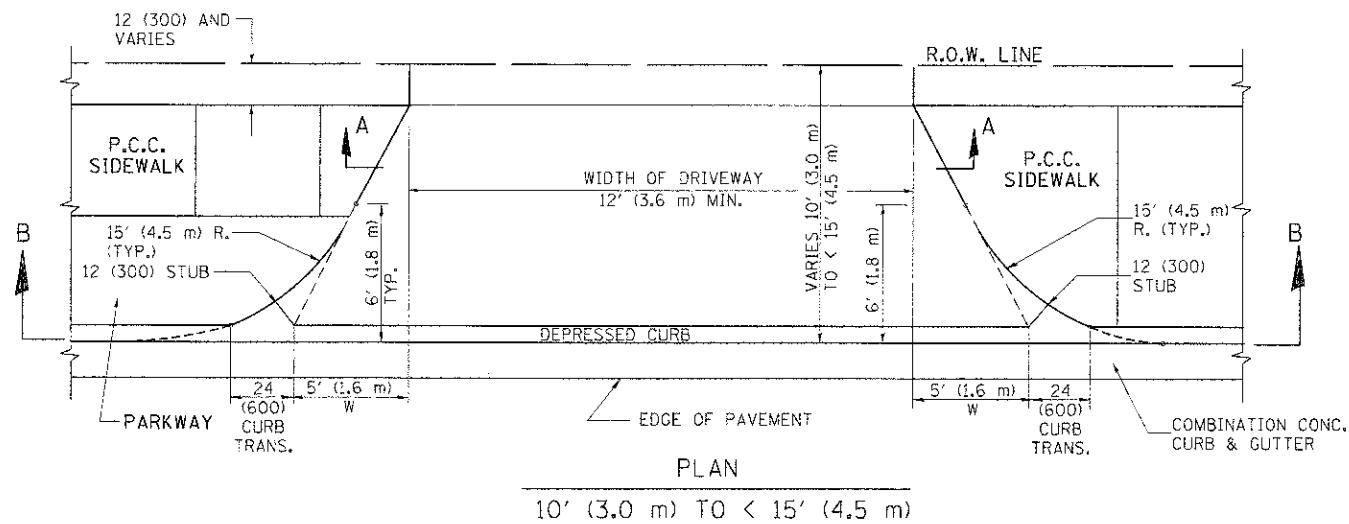
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = lshah	DESIGNED - R. SHAH	REVISED - P. LofLUER 04-15-03
oc:\pwwork\lshah\dot\lshah\02128315\bd01.dwg		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
 AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**  
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	110
BD0156-07 (BD-01)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

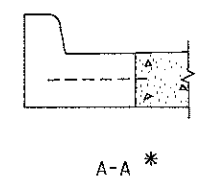
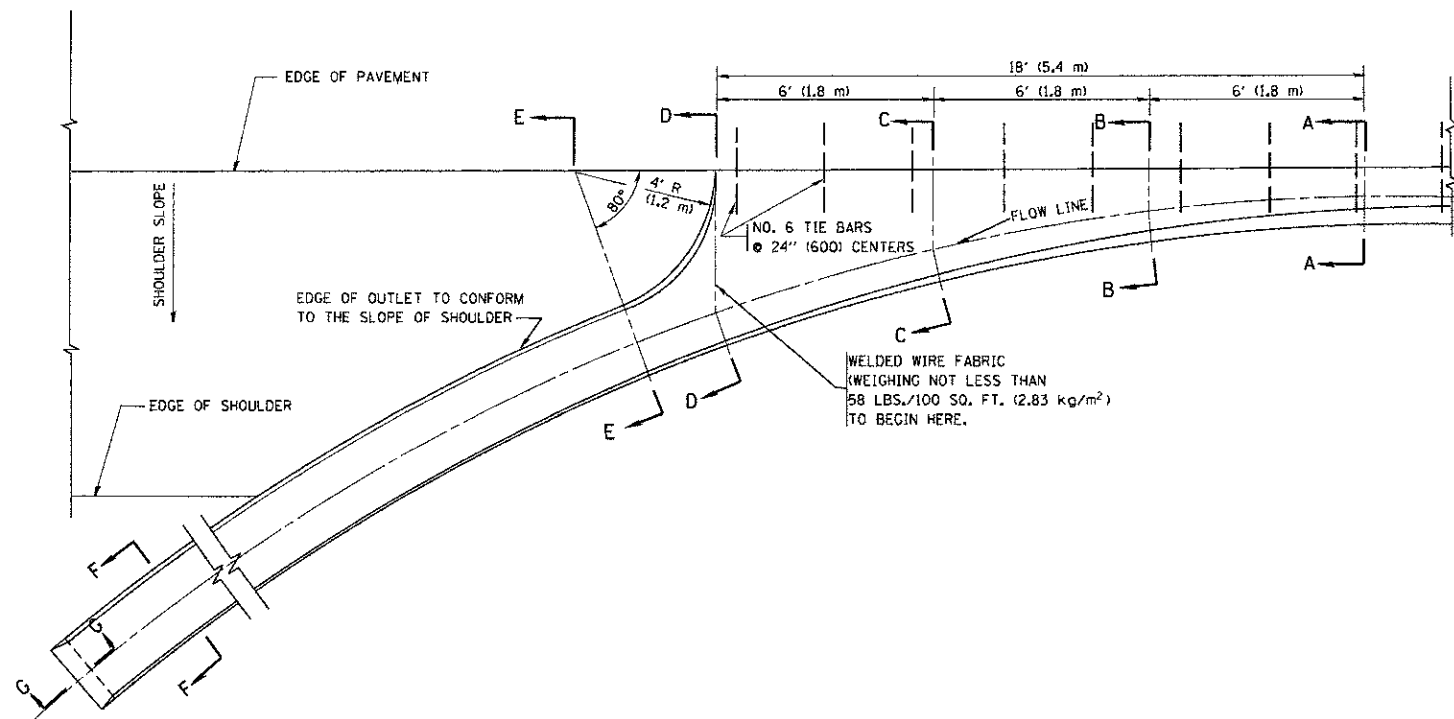
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

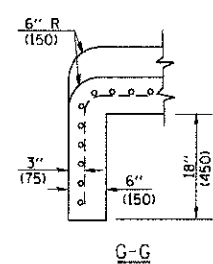
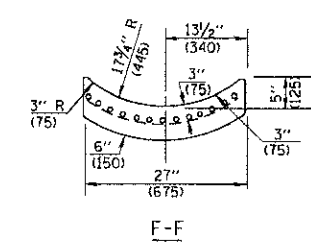
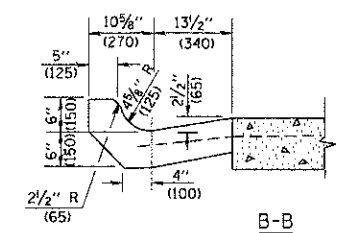
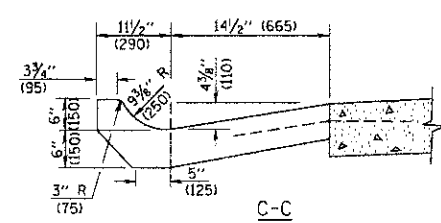
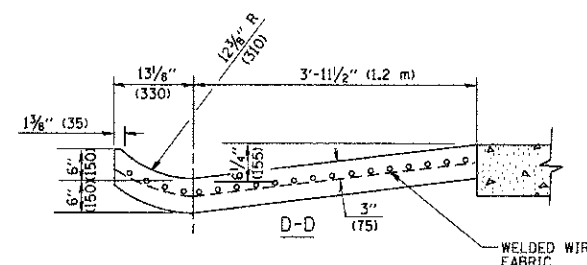
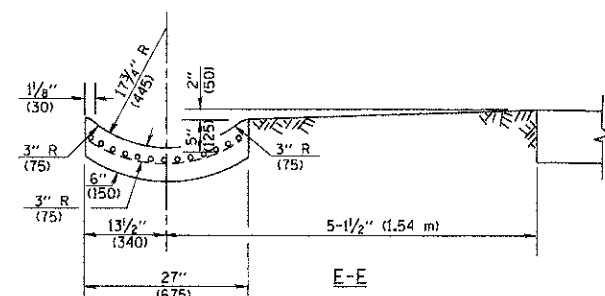
"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME =	USER NAME = lryse	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\ps_work\p\dot\lryse\d8\28315\vd092.g	PLOT SCALE = 50.0000 / 1"	DRAWN -	REVISED - P. LAFLEUR 04-15-03		3512	03-00177-00-WR	COOK	142	111			
PLOT DATE = 10/28/2011	DATE = 11-06-95	CHECKED -	REVISED - R. BORO 01-01-07		<b>BD400-02 (BD-02)</b>				CONTRACT NO. 63514			
		DATE = 11-06-95	REVISED - R. BORO 09-06-11		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



**GENERAL NOTES**

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24\"/>

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

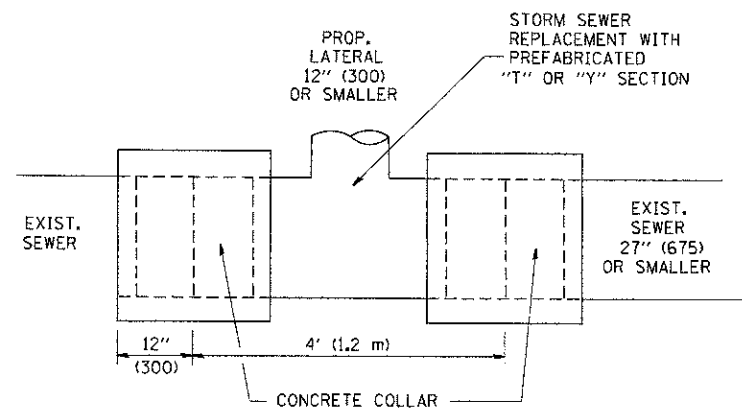
**QUANTITIES**

FOR SECTION A-A TO E-E AND CURTAIN WALL = 1.25 CU. YDS. (0.96 m<sup>3</sup>) CLASS SI CONCRETE (OUTLET) FOR 9\"/>

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

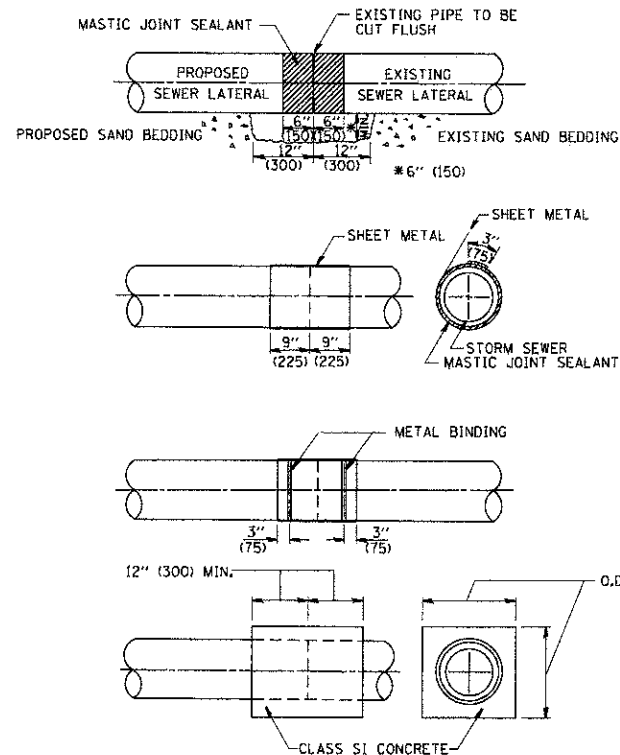
FILE NAME = W:\distr\std\22v34\bd03.dgn	USER NAME = gajlonabt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OUTLET FOR CONCRETE CURB AND GUTTER</b>			F.A. RTE. = 3512	SECTION = 02-00177-00-WR	COUNTY = COOK	TOTAL SHEETS = 142	SHEET NO. = 112
	PLOT SCALE = 50.0000 / IN.	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - E. GOMEZ 12-21-00					BD00-01 (BD-03) CONTRACT NO. 6314				
	DATE = 08-04-86	REVISED -										





DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

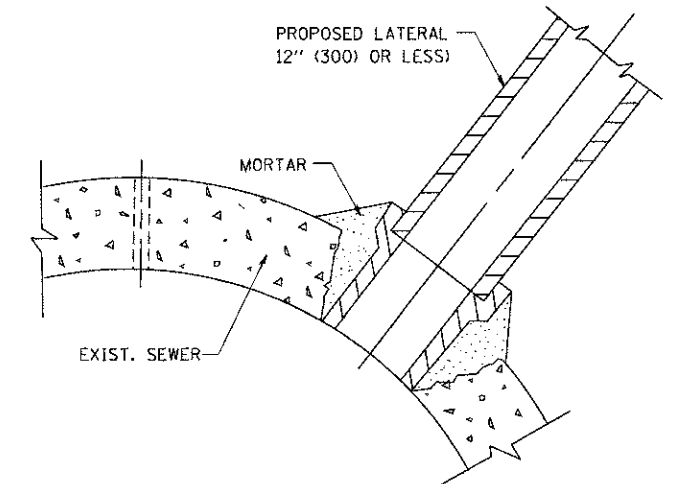


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

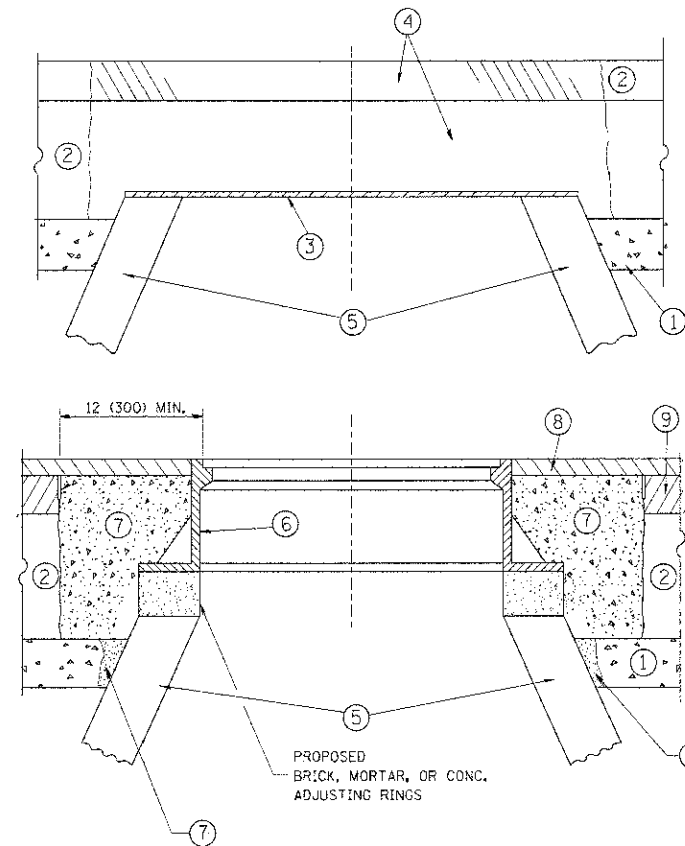
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = w:\disto\22x34\bd87.dgn	USER NAME = gegljanobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER</b>			F.A. RTE. 3512	SECTION 02-00177-00-WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 113
PLOT SCALE = 80,000 / 1 IN.	CHECKED -	DATE - 07-25-90	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD500-01 (BD-7)</b>		CONTRACT NO.	63314
PLOT DATE = 1/4/2008	DATE -	REVISED - R. SHAH 06-12-96			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1\* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

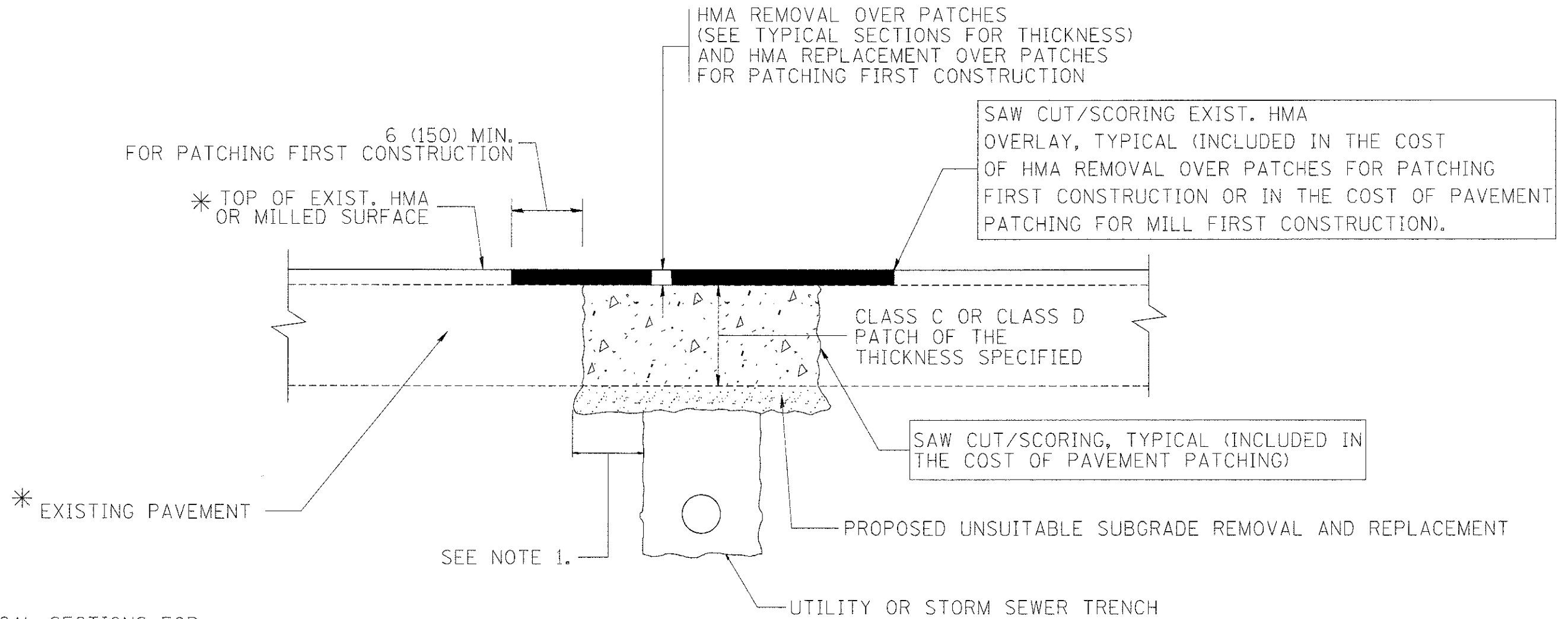
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	PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	114
<b>BD600-03 (BD-8)</b>			<b>CONTRACT NO. 63514</b>	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

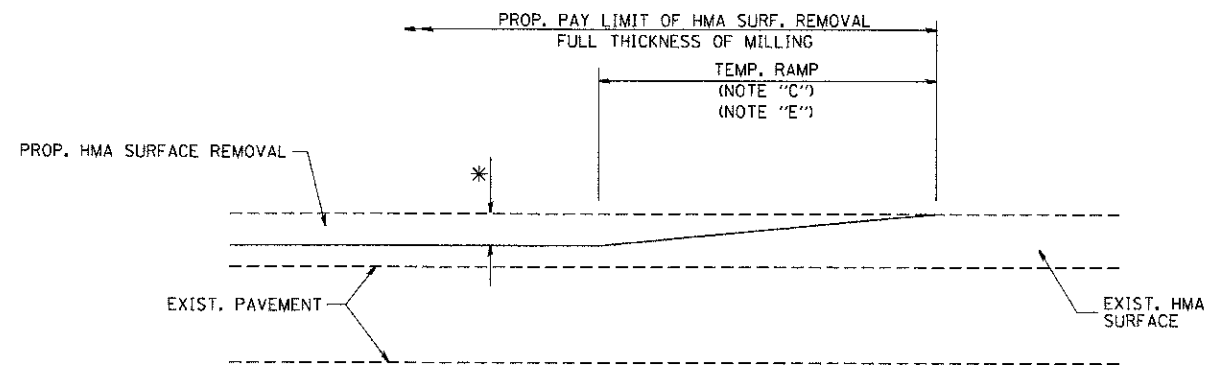
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

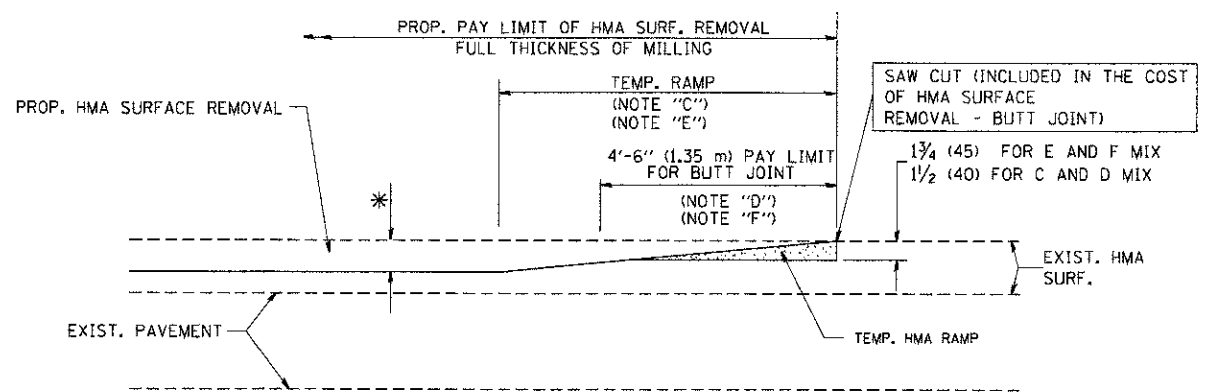
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 80.000' / 1" =	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD400-04 (BD-22)</b>		CONTRACT NO. = 63314		
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE = 10-25-94	REVISED - K. ENG 10-27-08									



MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

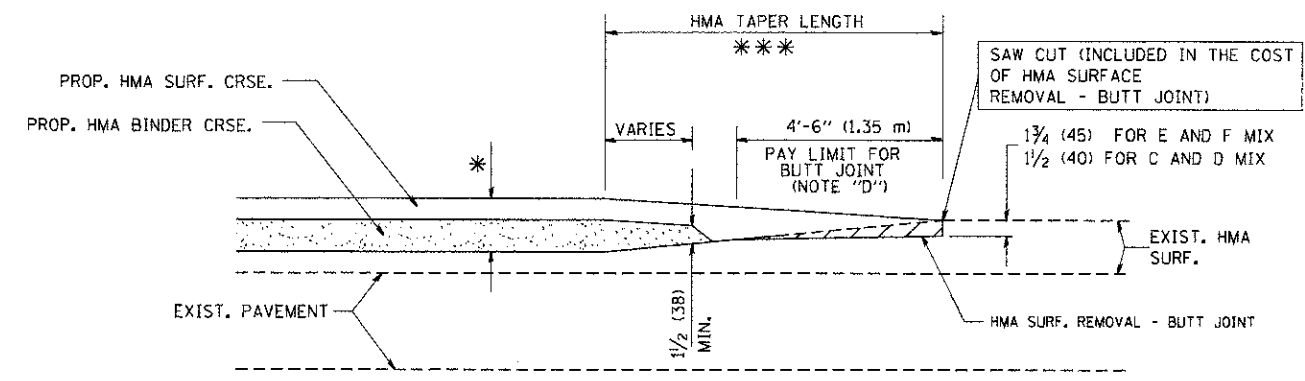
OPTION 1



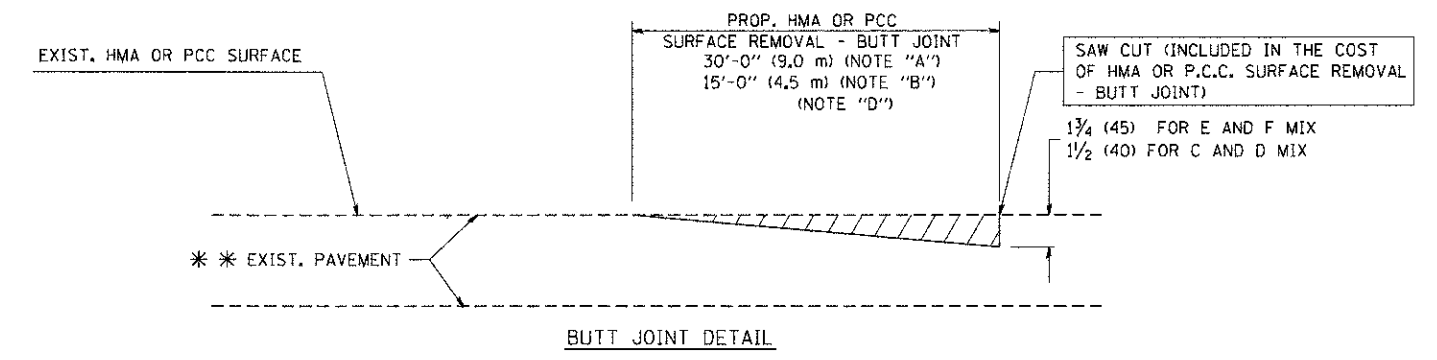
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

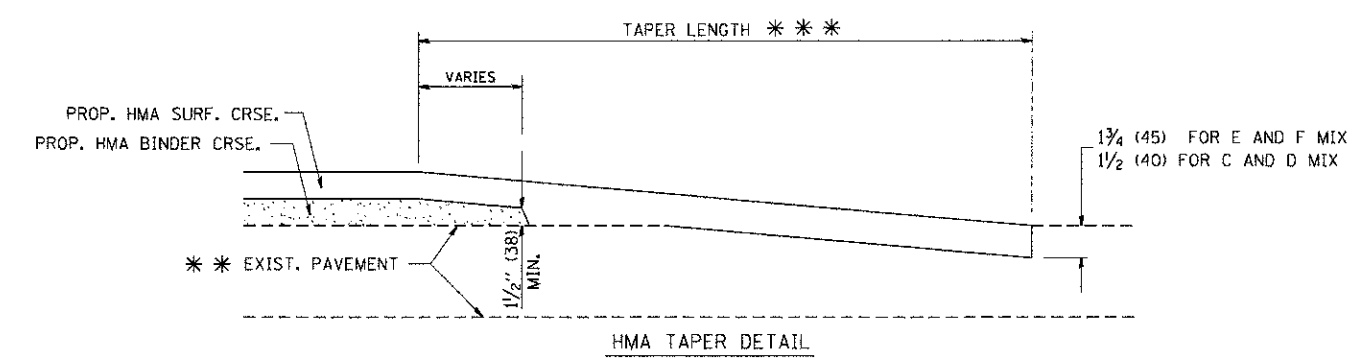
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER  
TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

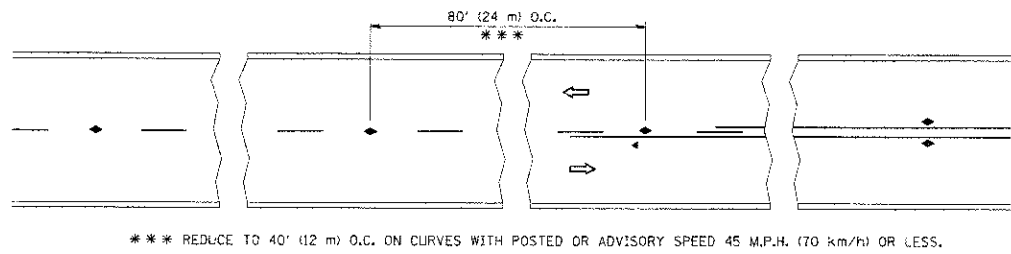
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. COMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

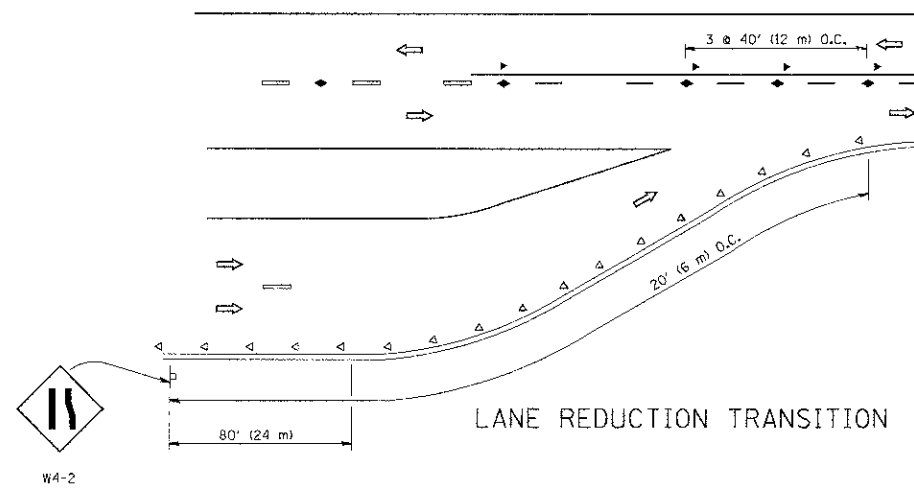
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
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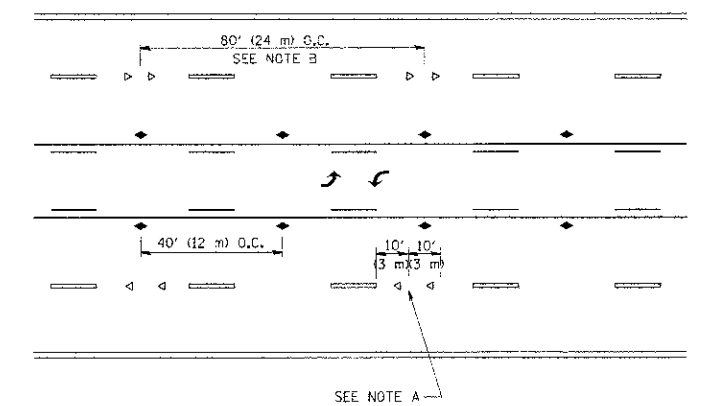
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	116
BD400-05 BD32		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



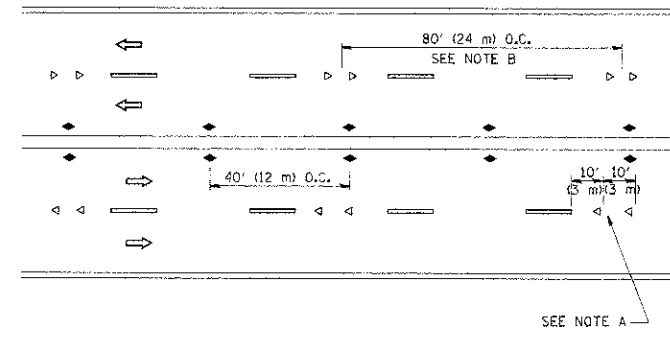
TWO-LANE/TWO-WAY



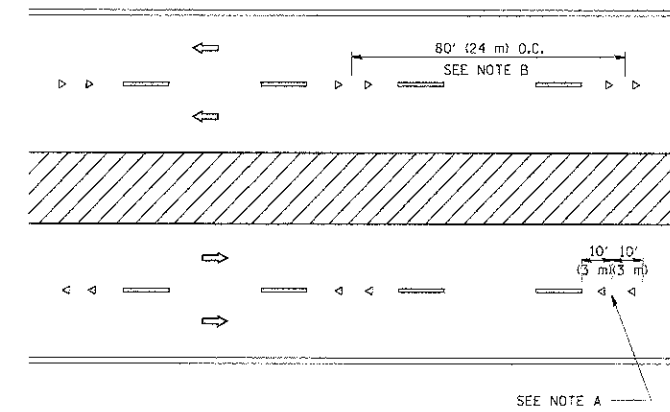
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

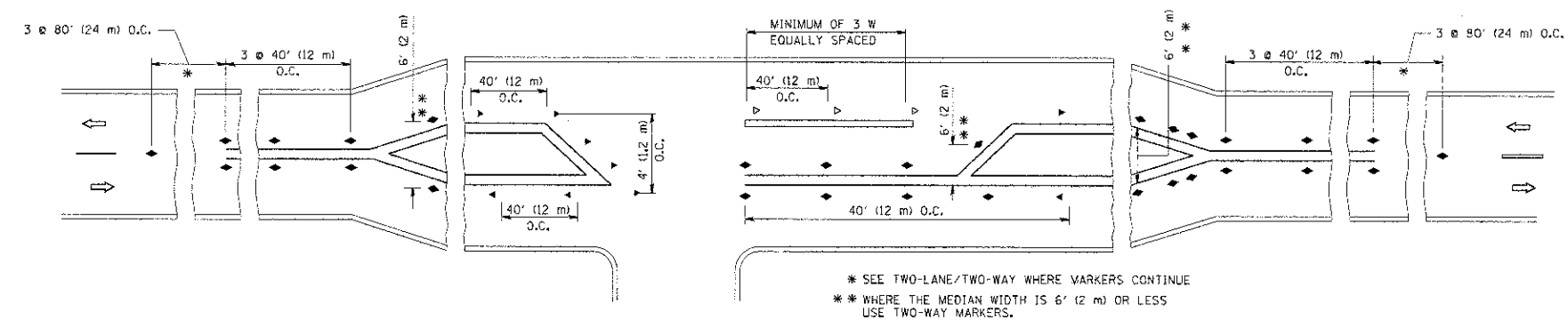
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (16 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

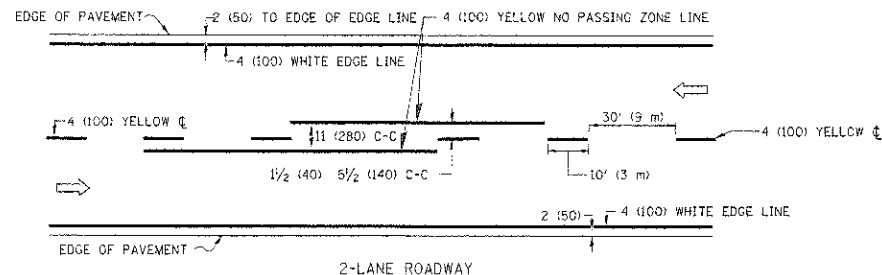
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



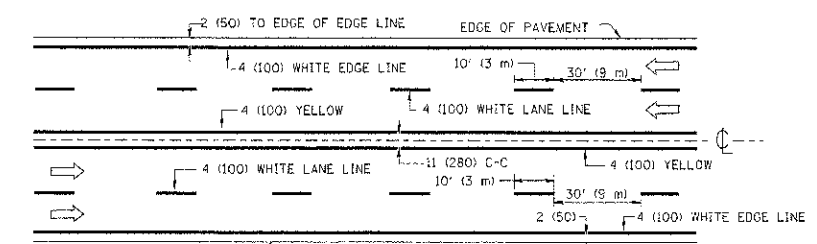
LEFT TURN

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

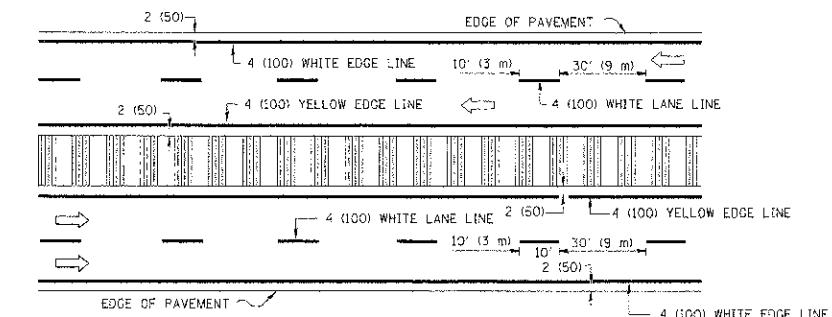
FILE NAME =	USER NAME = leusa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	TYPICAL APPLICATIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or\pwwork\pwwork\leusa\d0138315\coll.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	3512	02-00177-00-WR	COOK	142	117	
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	CONTRACT NO.	63514
		DATE -	REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



2-LANE ROADWAY



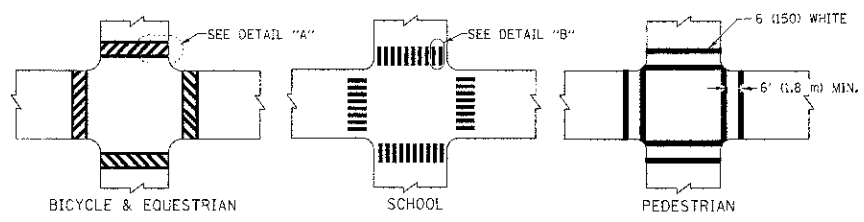
MULTI-LANE UNDIVIDED



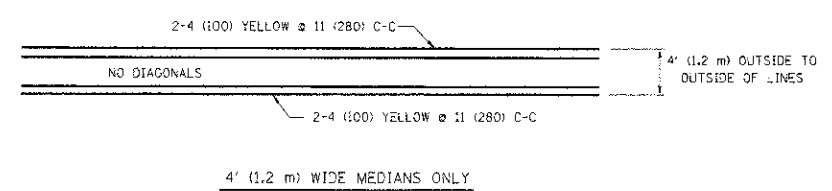
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

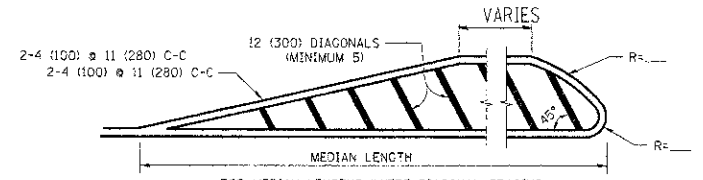
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



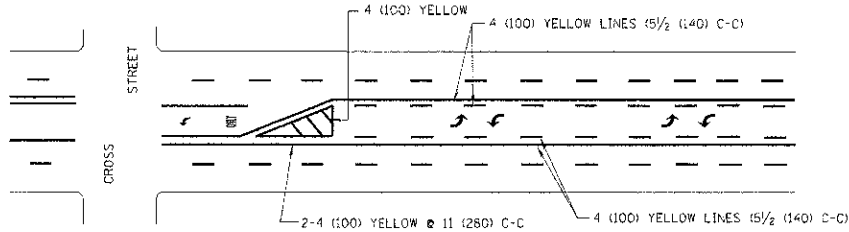
4' (1.2 m) WIDE MEDIANS ONLY



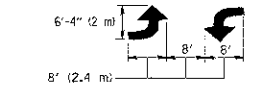
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

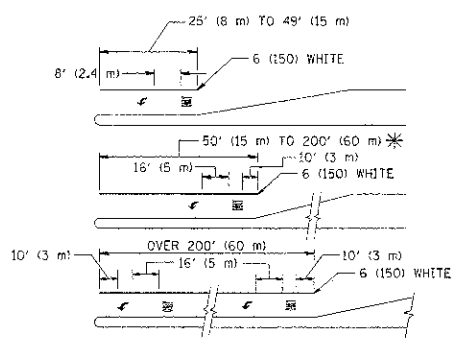


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

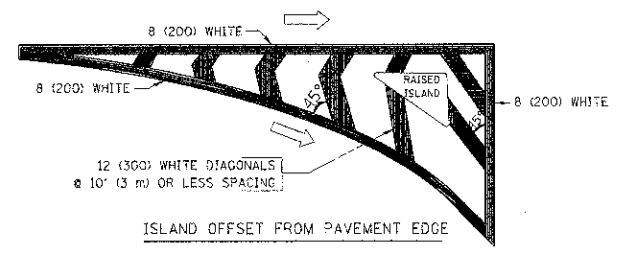
TYPICAL PAINTED MEDIAN MARKING



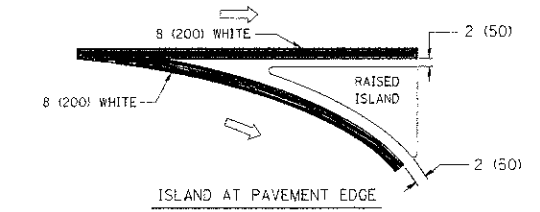
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m²) [ONLY] AREA = 20.8 SQ. FT. (1.9 m²)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



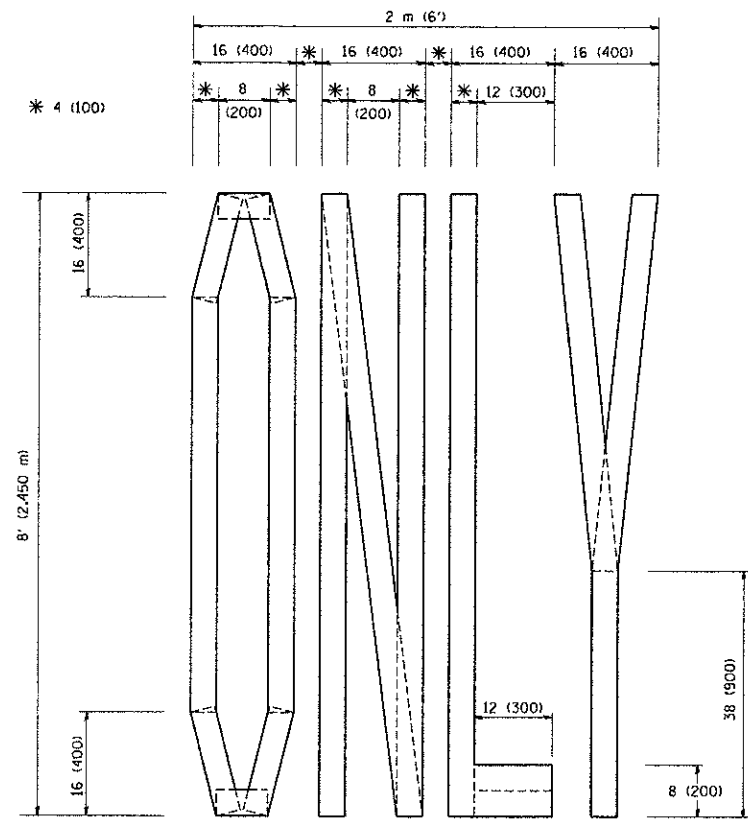
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

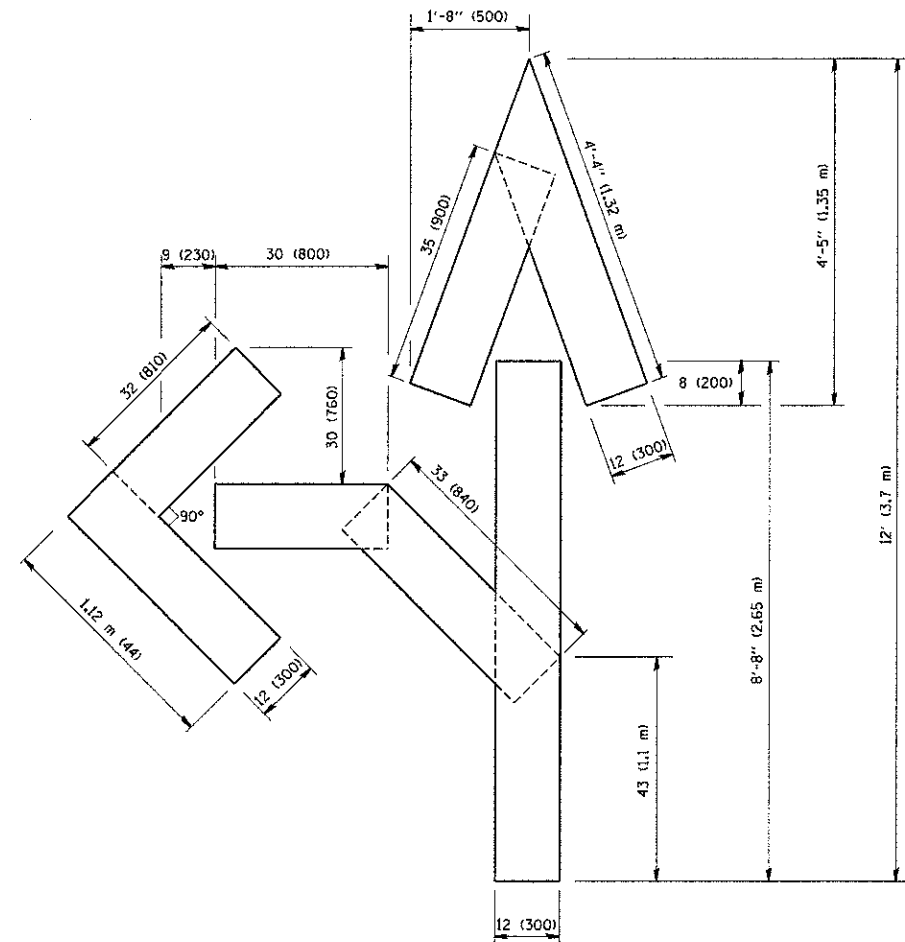
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
SOFTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL))	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

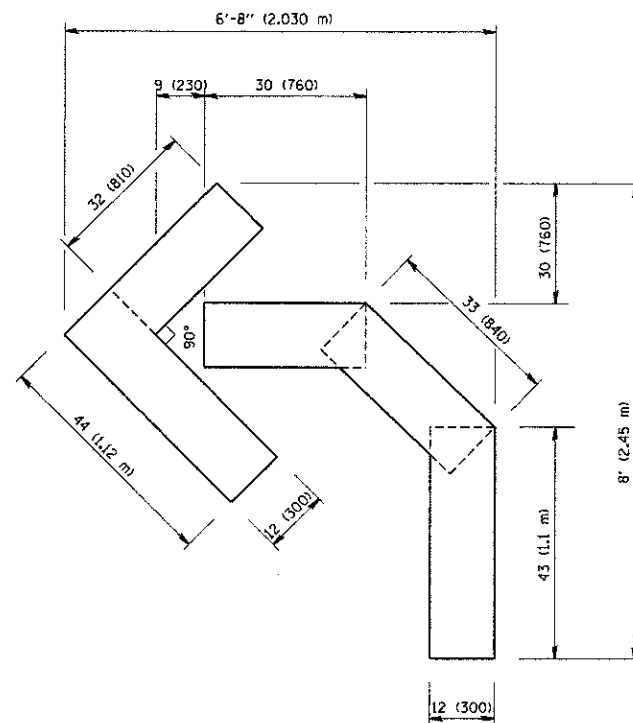
All dimensions are in inches (millimeters) unless otherwise shown.



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\to16.dgn	USER NAME = geglennob	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50,0000 / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE = 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

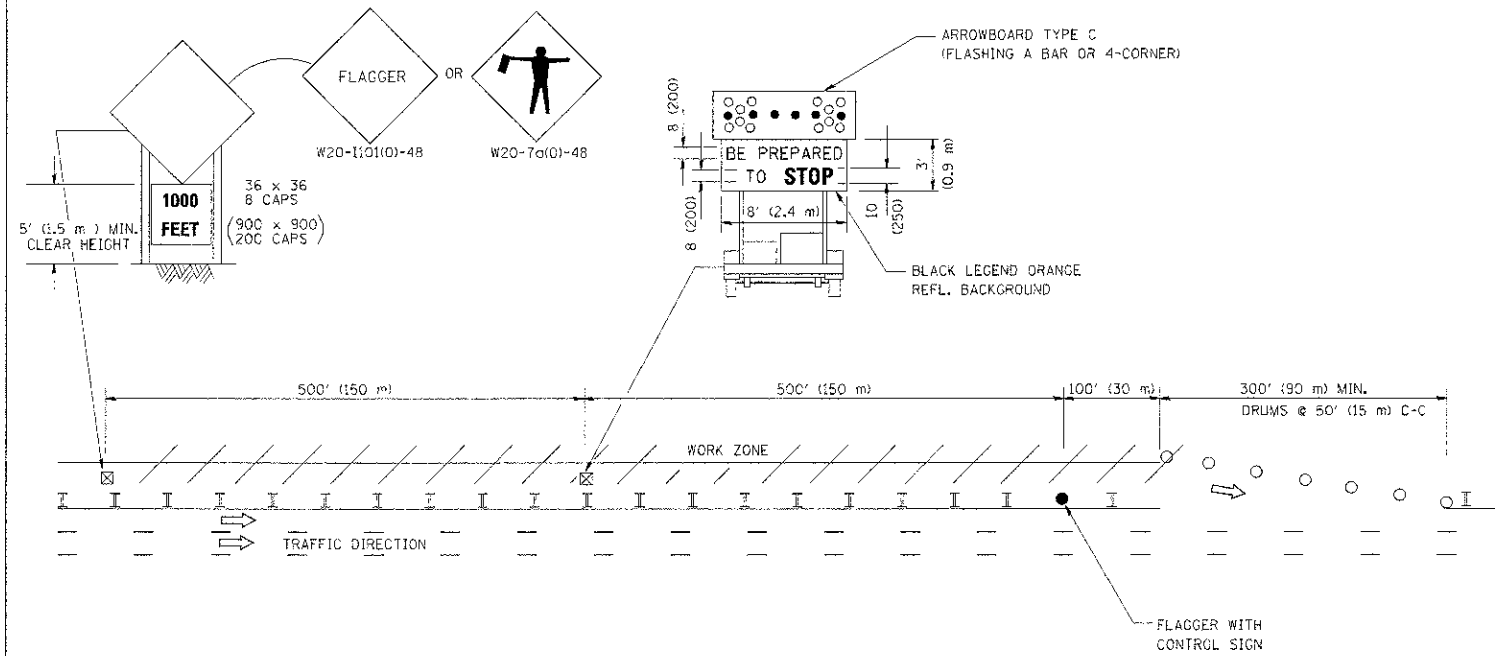
PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

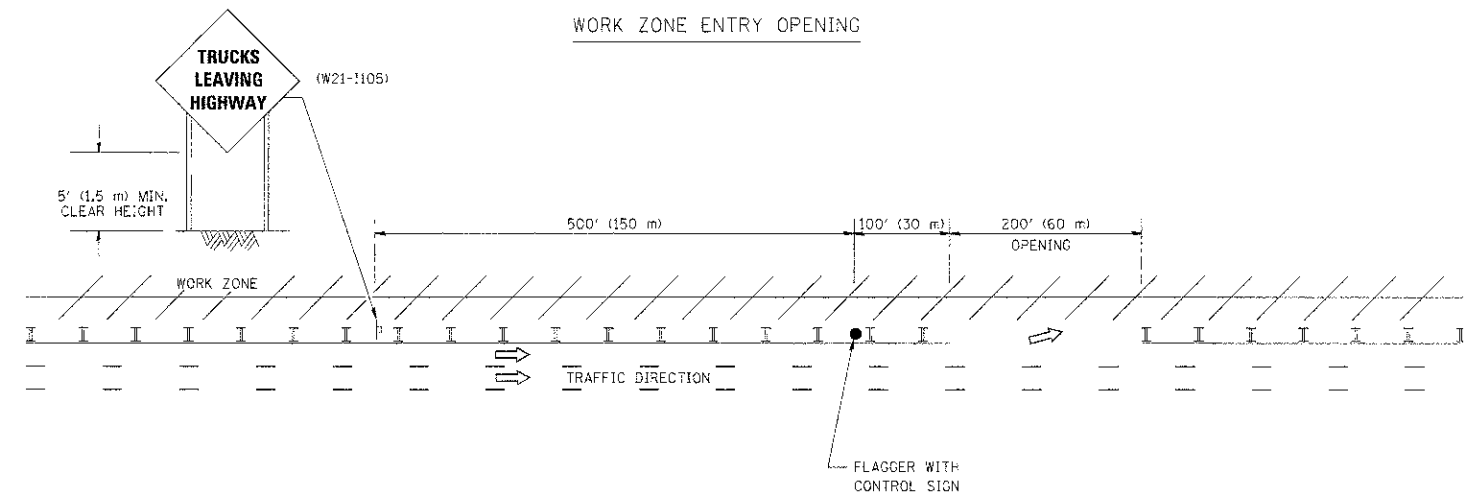
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-90177-00-WR	COOK	142	119
TC-16			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\votatd\22x34\1tc16.dgn	USER NAME = jayna	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 1/1 IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2012	DATE -	REVISED - S.P.B. 12-09

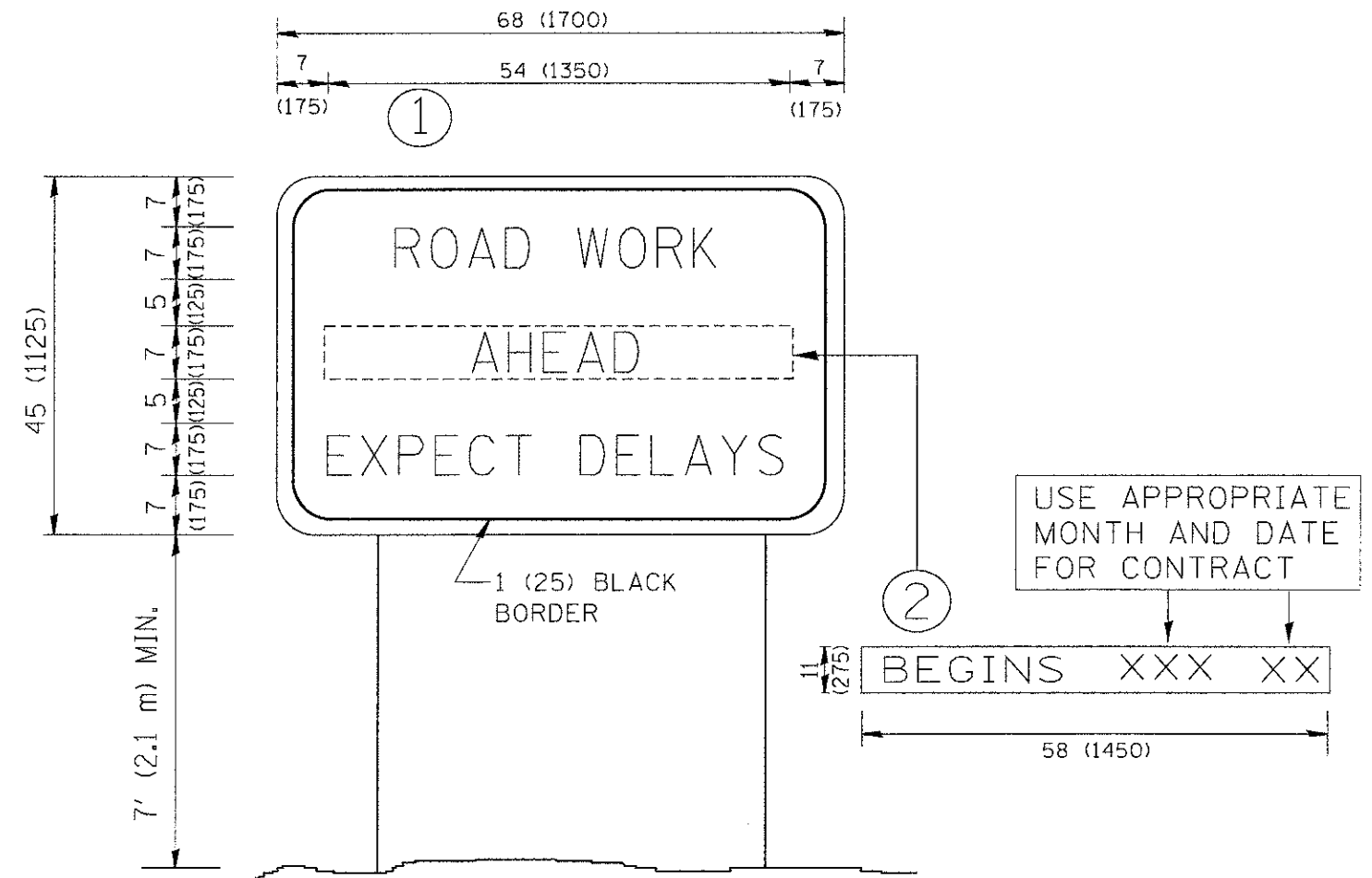
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00-WR	COOK	142	120
TC-18		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



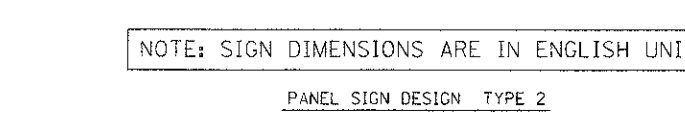
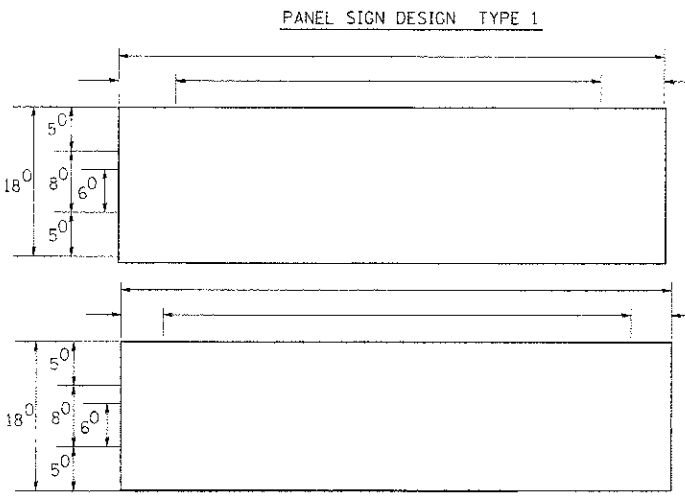


**NOTES:**

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

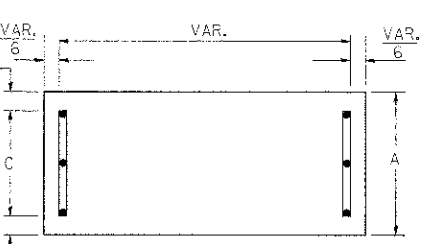
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME * W:\dis\std\22x34\to22.dgn	USER NAME * goglionob	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A. RTE. * 3512	SECTION 02-00177-00-WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 121
	PLOT SCALE * 50.000 "/ IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	PLOT DATE * 1/4/2000	CHECKED -	REVISED - T. RAMMACHER 02-02-99		<b>TC-22</b>			<b>CONTRACT NO. 63514</b>				
		DATE -	REVISED - C. JUCIUS 01-31-07									

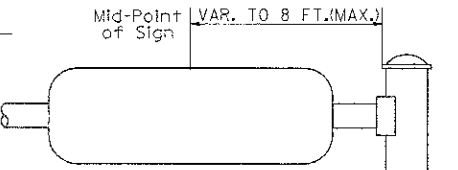


NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

**SUPPORTING CHANNELS**

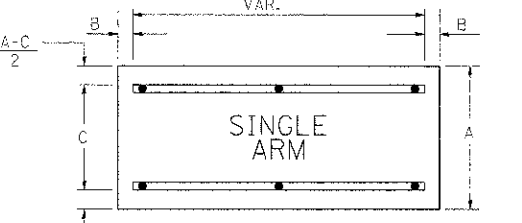


A	B	C
18"	2"	14"

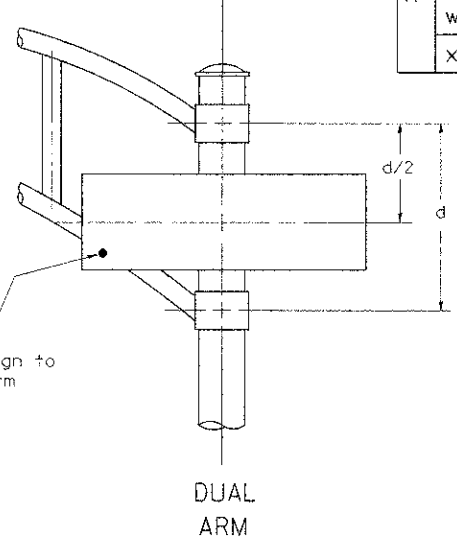


**SINGLE ARM**

**SUPPORTING CHANNELS**



A	B	C
18"	2"	12"
30"	2"	22"



**DUAL ARM**

Upper Case To Lower Case  
Spacing Chart 8-6 Inch Series "C & D"

		SECOND LETTER															
		ac	de	go	qh	ik	lm	nr	fu	w	j	st	vy	x	z		
FIRST LETTER	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D		
A	W X	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
B		1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>
C	E G	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
D	O Q R	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
F		0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
H	I M N	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>2</sup>	2 <sup>4</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
J	U	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>
K	L	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
P		1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
S		1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
T		1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
V		0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
Y		0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>7</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
Z		1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>

Lower Case To Lower Case  
Spacing Chart 6 Inch Series "C & D"

		SECOND LETTER															
		ac	de	go	qh	ik	lm	nr	fu	w	j	st	vy	x	z		
FIRST LETTER	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D		
a	dhgij	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
l	mnaqu	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
b	fkops	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
c	e	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
r		0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>3</sup>	0 <sup>3</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>
t	z	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
v	y	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>
w		1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
x		1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>

Number To Number  
Spacing Chart 8 Inch Series "C & D"

		SECOND NUMBER																					
		0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9		
FIRST NUMBER	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0	9	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
1		2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
2	3 4	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
5		1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
6		1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
7		1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
8		1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>

EXAMPLE, 2<sup>3</sup> DENOTES  $\frac{3}{8}$

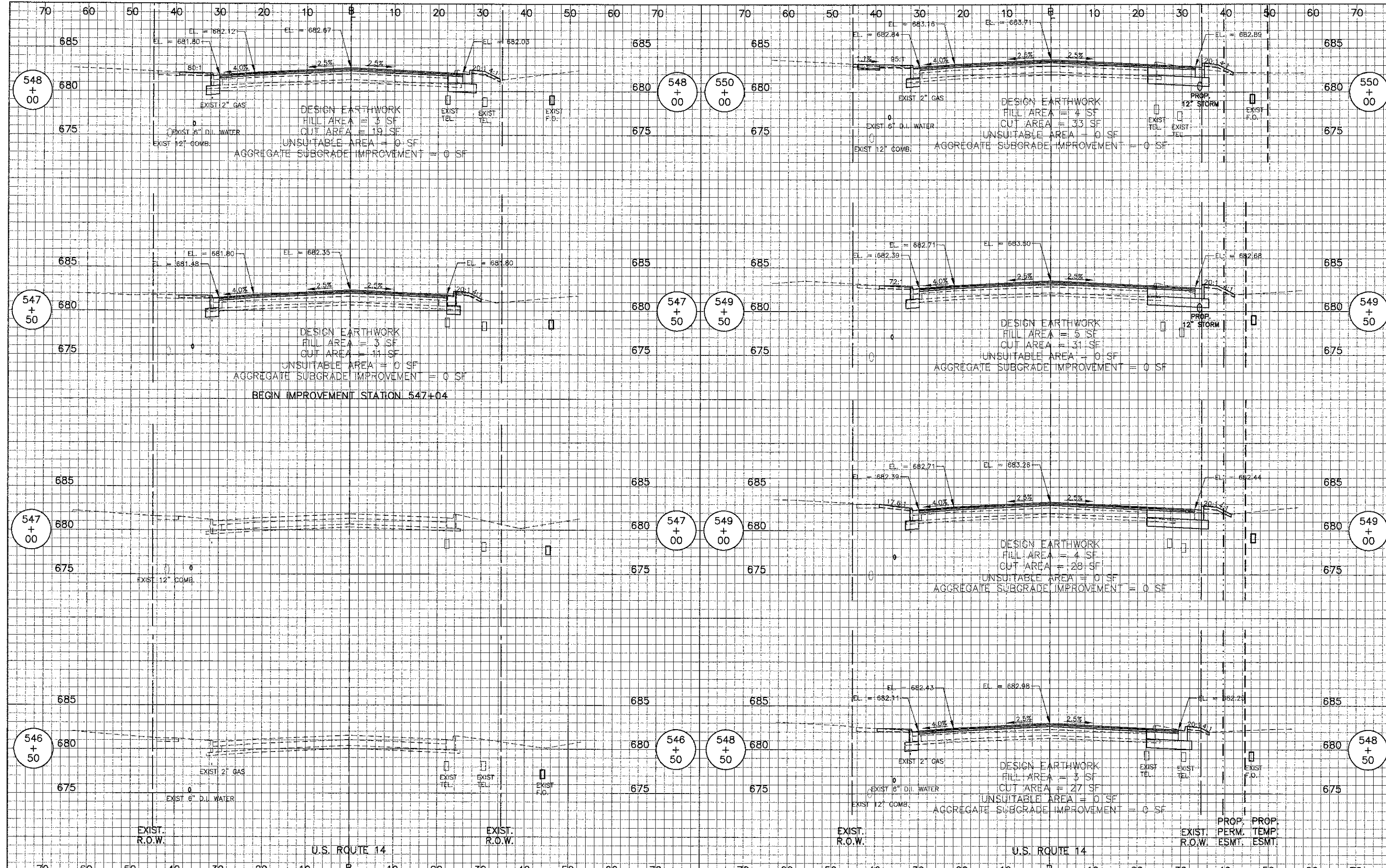
**UPPER AND LOWER CASE LETTER WIDTHS**

L E T T E R S	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		L E T T E R S	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		C	D
A	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>5</sup>	a	3 <sup>5</sup>	4 <sup>2</sup>
B	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	b	3 <sup>5</sup>	4 <sup>2</sup>
C	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	c	3 <sup>5</sup>	4 <sup>1</sup>
D	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	d	3 <sup>5</sup>	4 <sup>2</sup>
E	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	e	3 <sup>5</sup>	4 <sup>2</sup>
F	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	f	2 <sup>3</sup>	2 <sup>6</sup>
G	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	g	3 <sup>5</sup>	4 <sup>2</sup>
H	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	h	3 <sup>5</sup>	4 <sup>2</sup>
I	0 <sup>7</sup>	0 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	i	1 <sup>1</sup>	1 <sup>1</sup>
J	3 <sup>0</sup>	3 <sup>6</sup>	4 <sup>0</sup>	5 <sup>0</sup>	j	2 <sup>0</sup>	2 <sup>2</sup>
K	3 <sup>2</sup>	4 <sup>1</sup>	4 <sup>3</sup>	5 <sup>4</sup>	k	3 <sup>5</sup>	4 <sup>2</sup>
L	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	l	1 <sup>1</sup>	1 <sup>1</sup>
M	3 <sup>7</sup>	4 <sup>5</sup>	5 <sup>1</sup>	6 <sup>1</sup>	m	6 <sup>0</sup>	7 <sup>0</sup>
N	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	n	3 <sup>5</sup>	4 <sup>2</sup>
O	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	o	3 <sup>6</sup>	4 <sup>3</sup>
P	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	p	3 <sup>5</sup>	4 <sup>2</sup>
Q	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	q	3 <sup>5</sup>	4 <sup>2</sup>
R	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	r	2 <sup>6</sup>	3 <sup>2</sup>
S	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	s	3 <sup>6</sup>	4 <sup>2</sup>
T	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	t	2 <sup>7</sup>	3 <sup>2</sup>
U	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	u	3 <sup>5</sup>	4 <sup>2</sup>
V	3 <sup>5</sup>	4 <sup>4</sup>	4 <sup>7</sup>	6 <sup>0</sup>	v	4 <sup>2</sup>	4 <sup>7</sup>
W	4 <sup>4</sup>	5 <sup>2</sup>	6 <sup>0</sup>	7 <sup>0</sup>	w	5 <sup>5</sup>	6 <sup>4</sup>
X	3 <sup>4</sup>	4 <sup>0</sup>	4 <sup>5</sup>	5 <sup>3</sup>	x	4 <sup>4</sup>	5 <sup>1</sup>
Y	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>6</sup>	y	4 <sup>6</sup>	5 <sup>3</sup>
Z	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	z	3 <sup>6</sup>	4 <sup>3</sup>

N U M B E R	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>
2	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
3	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
4	3 <sup>5</sup>	4 <sup>3</sup>	4 <sup>7</sup>	5 <sup>7</sup>
5	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
6	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
7	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
8	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
9	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>

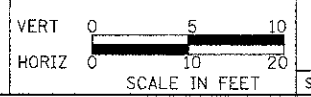
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DEPARTMENT OF TRANSPORTATION

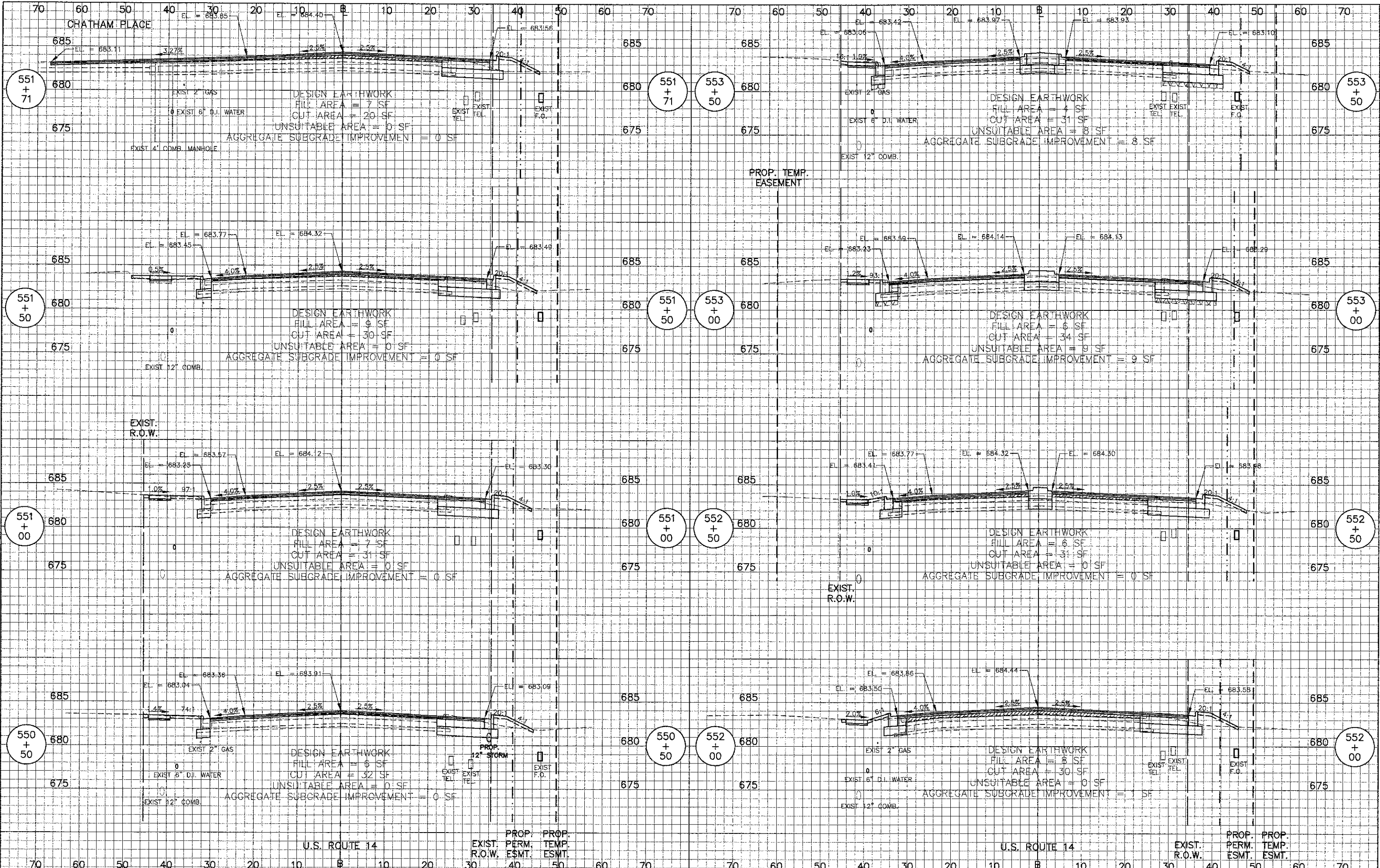


CROSS SECTIONS - U.S. 14 WEST  
SHEET NO. 1 OF 12 SHEETS | STA 546+50 TO STA 550+00

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3512	02-00177-00 WR	COOK	142	123
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FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

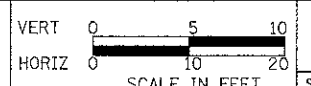
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DEPARTMENT OF TRANSPORTATION

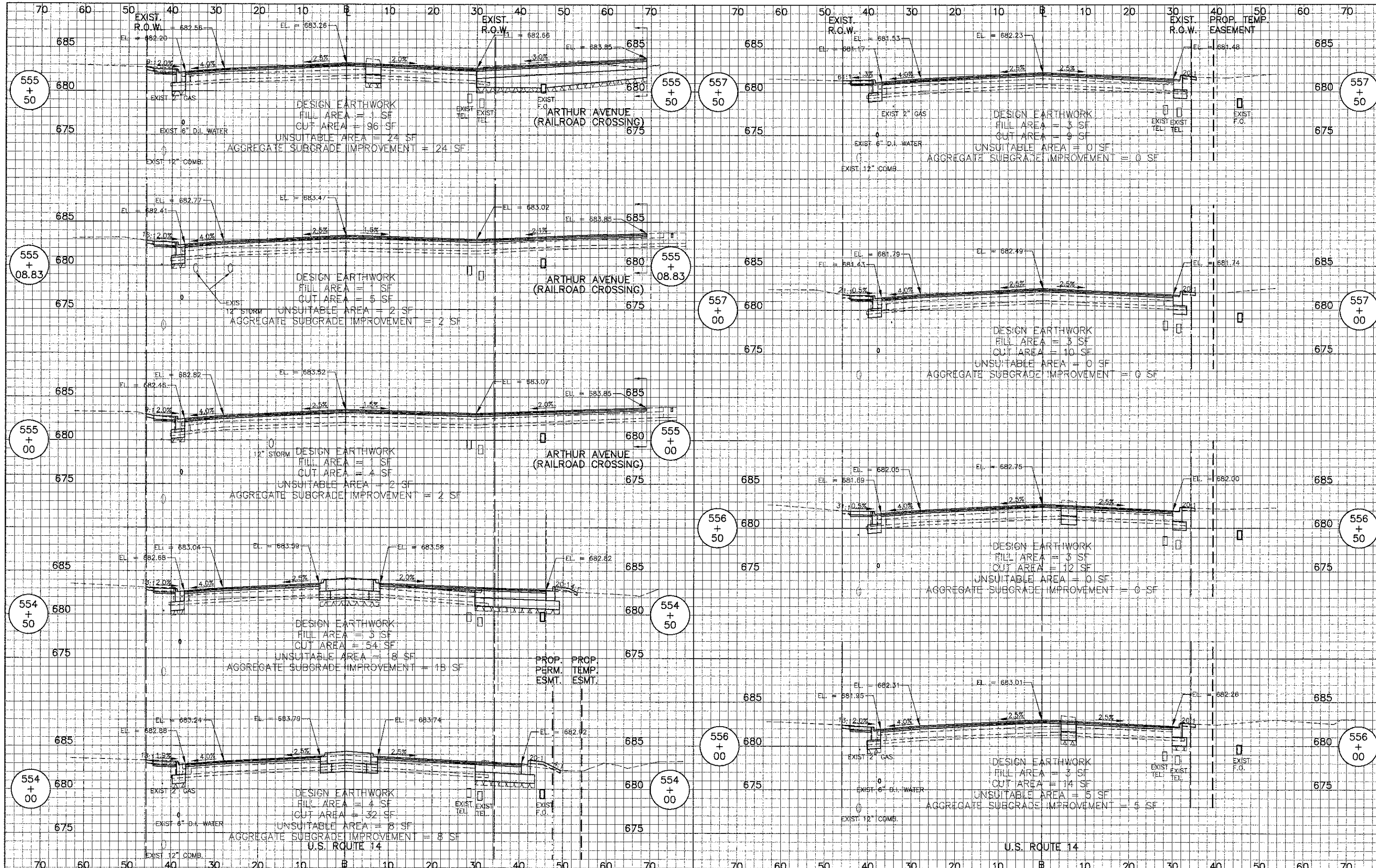


CROSS SECTIONS - U.S. 14 WEST

F.A.U. 3512	SECTION 02-0017-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 124
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

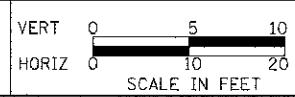
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



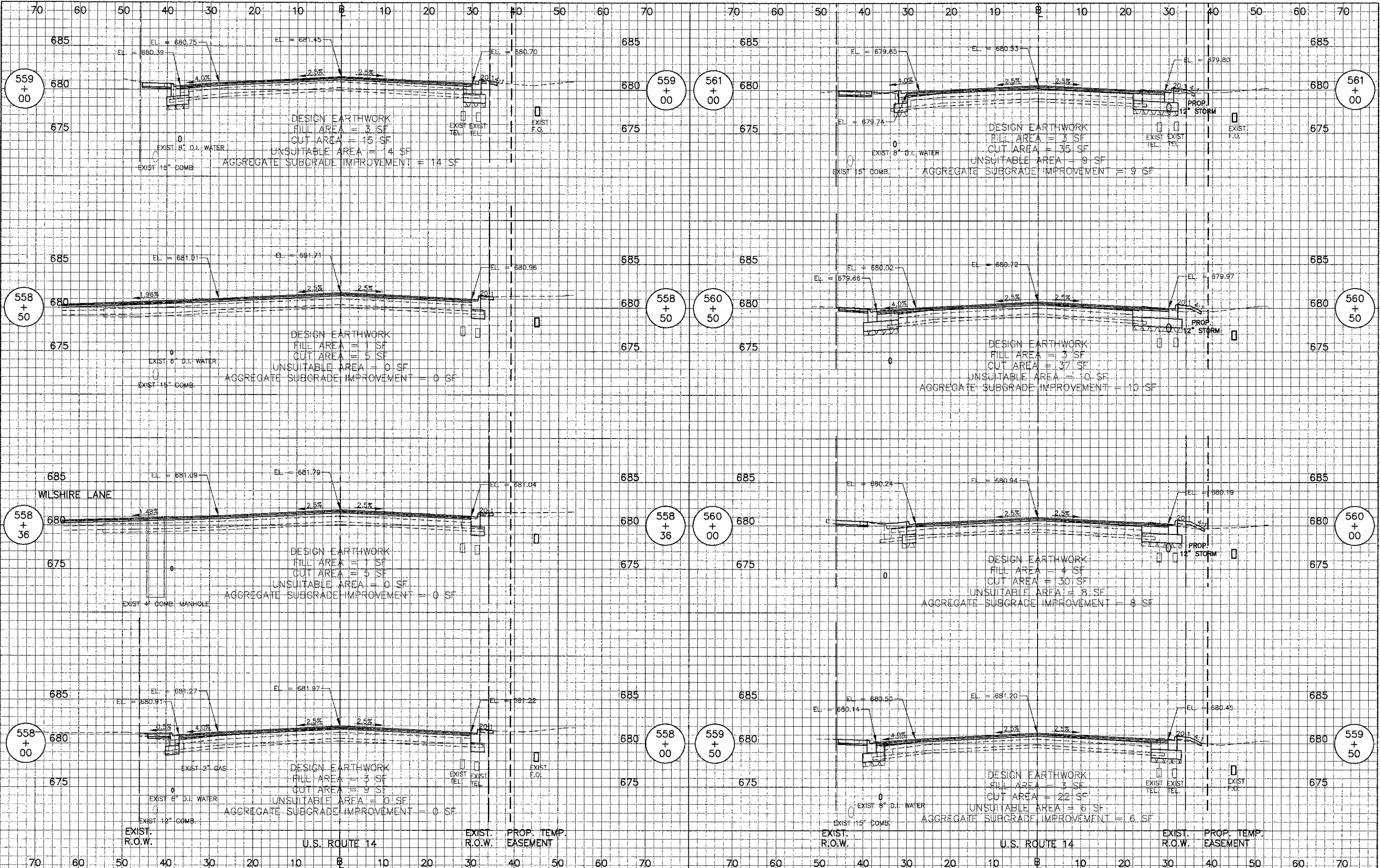
CROSS SECTIONS - U.S. 14 WEST

SHEET NO. 1 OF 12 SHEETS STA 550+00 TO STA 557+50

F.A.U. NO. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 125
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

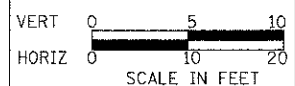
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



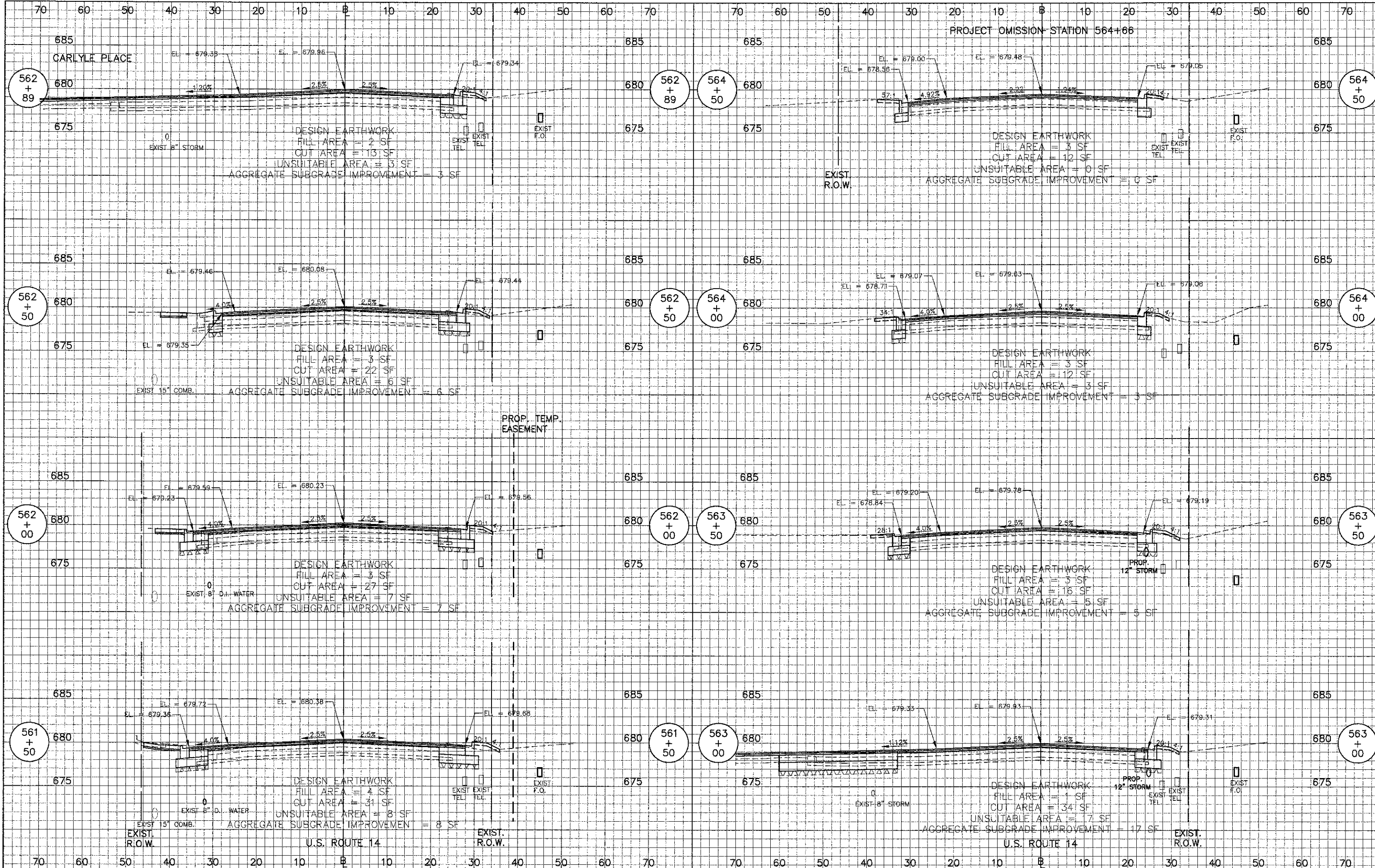
CROSS SECTIONS - U.S. 14 WEST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 4 OF 12 SHEETS STA 558+00 TO STA 561+00

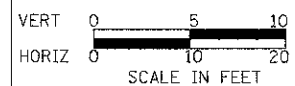
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PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



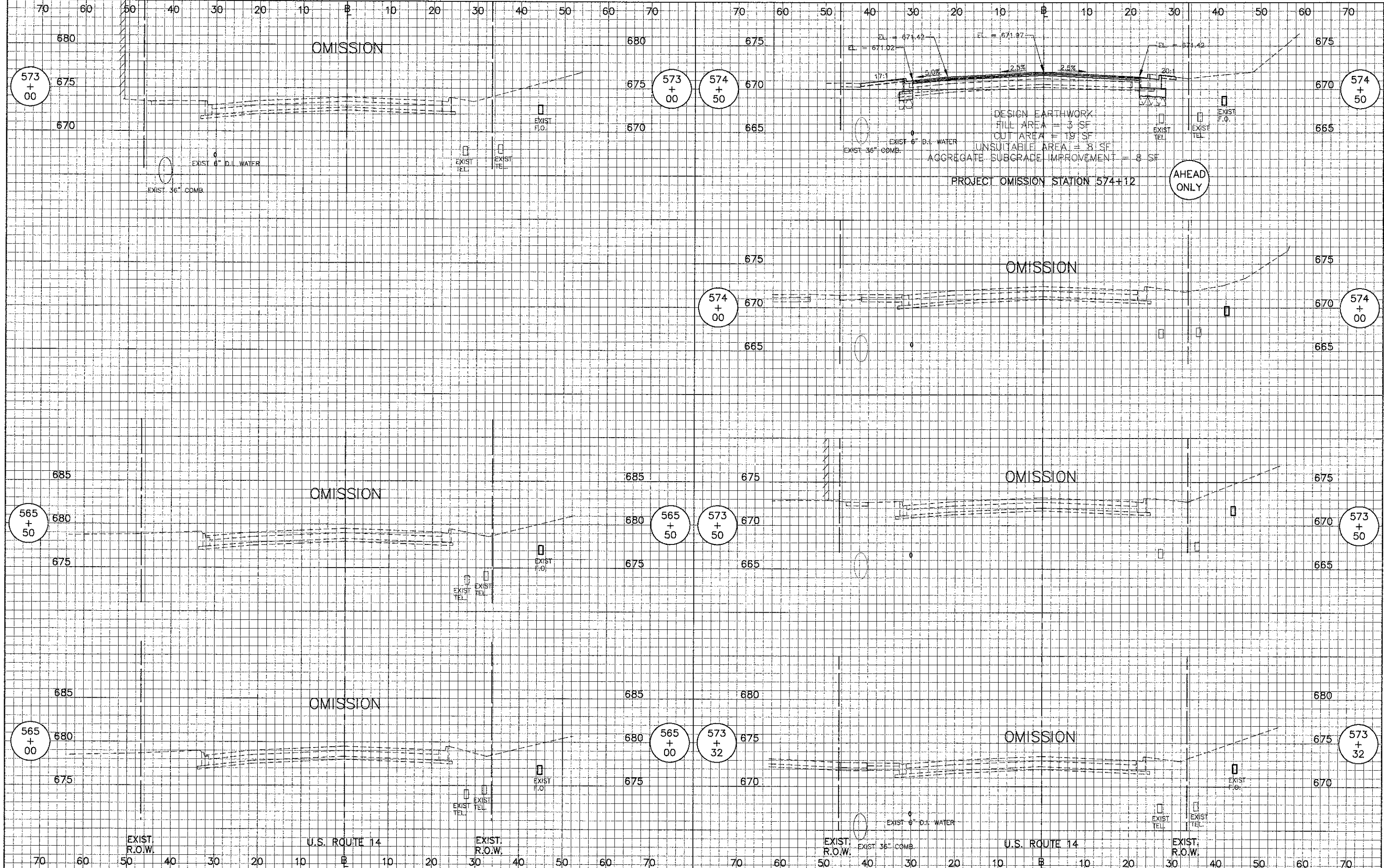
CROSS SECTIONS - U.S. 14 WEST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-0017-00 WR	COOK	142	127
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 5 OF 12 SHEETS STA 561+50 TO STA 564+50

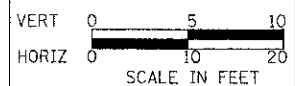
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PROFILE	BY	DATE
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REVISIONS		
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USER NAME = #USER#	DESIGNED - RTM	REVISIONS -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISIONS -
PLOT DATE = #DATE#	CHECKED - RTM	REVISIONS -
	DATE - 10/22/12	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



CROSS SECTIONS - U.S. 14 WEST,  
OMISSION AND U.S. 14 EAST

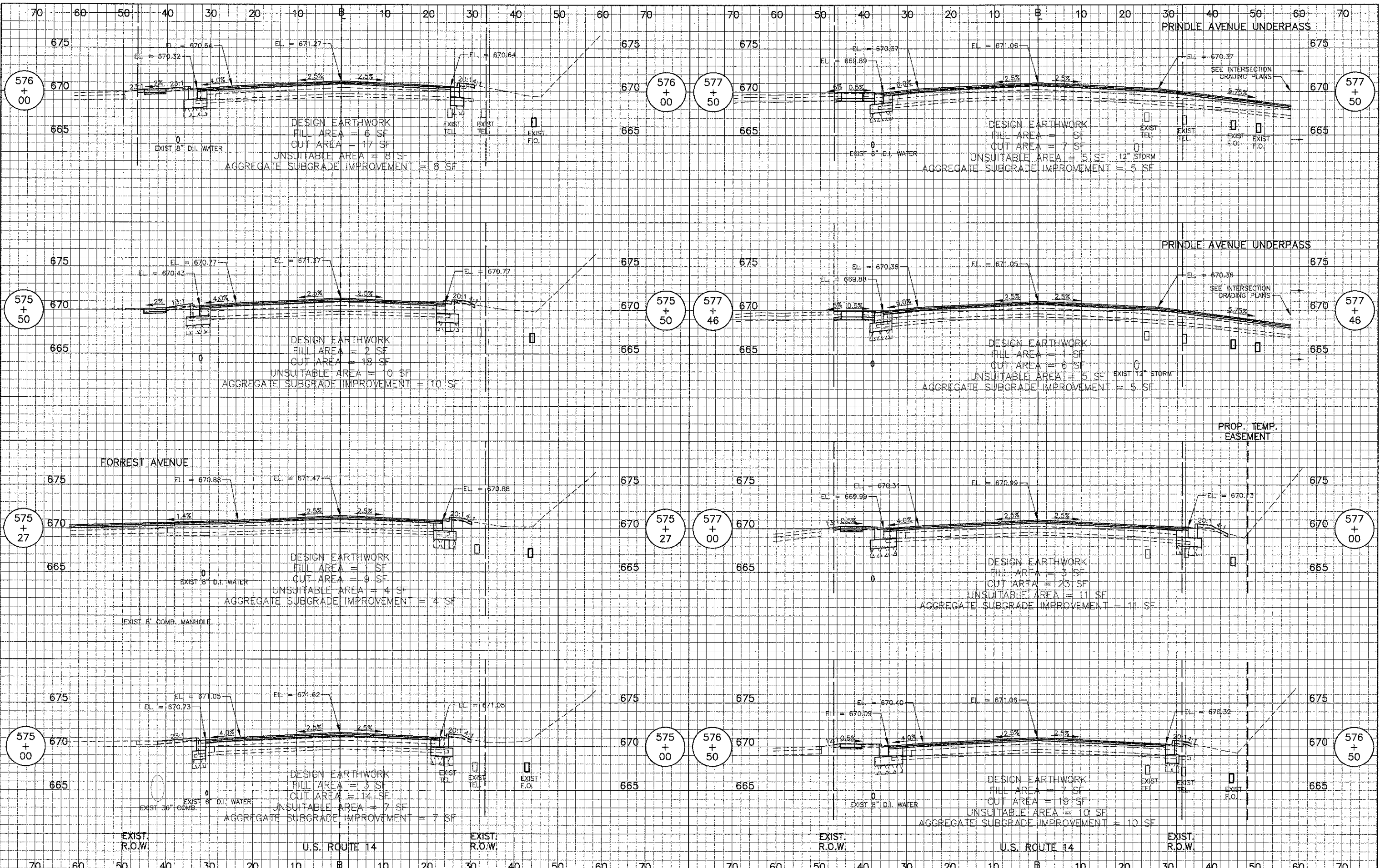
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	128
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 6 OF 12 SHEETS STA 546+50 TO STA 550+00



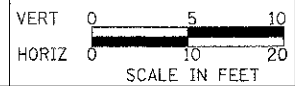
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



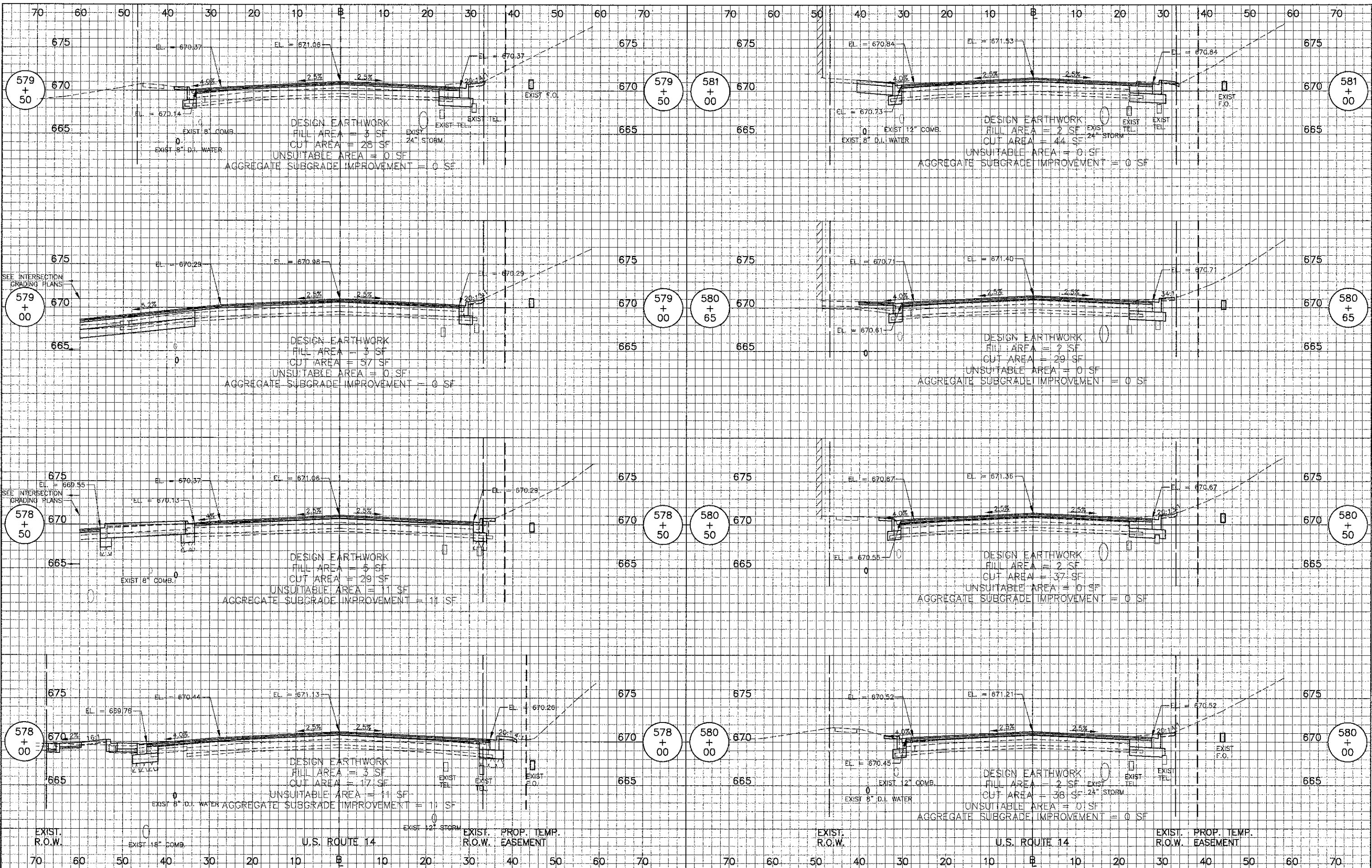
CROSS SECTIONS - U.S. 14 EAST

SHEET NO. 7 OF 12 SHEETS STA 575+00 TO STA 577+50

F.A.U. NO. 3512	SECTION 02-00177-00 WR	COUNTY COOK	TOTAL SHEETS 142	SHEET NO. 129
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	BY
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EXIST. R.O.W.	EXIST. 18" COMB.	U.S. ROUTE 14	EXIST. PROP. TEMP. R.O.W. EASEMENT	EXIST. R.O.W.	U.S. ROUTE 14	EXIST. PROP. TEMP. R.O.W. EASEMENT								
70	60	50	40	30	20	10	0	10	20	30	40	50	60	70



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



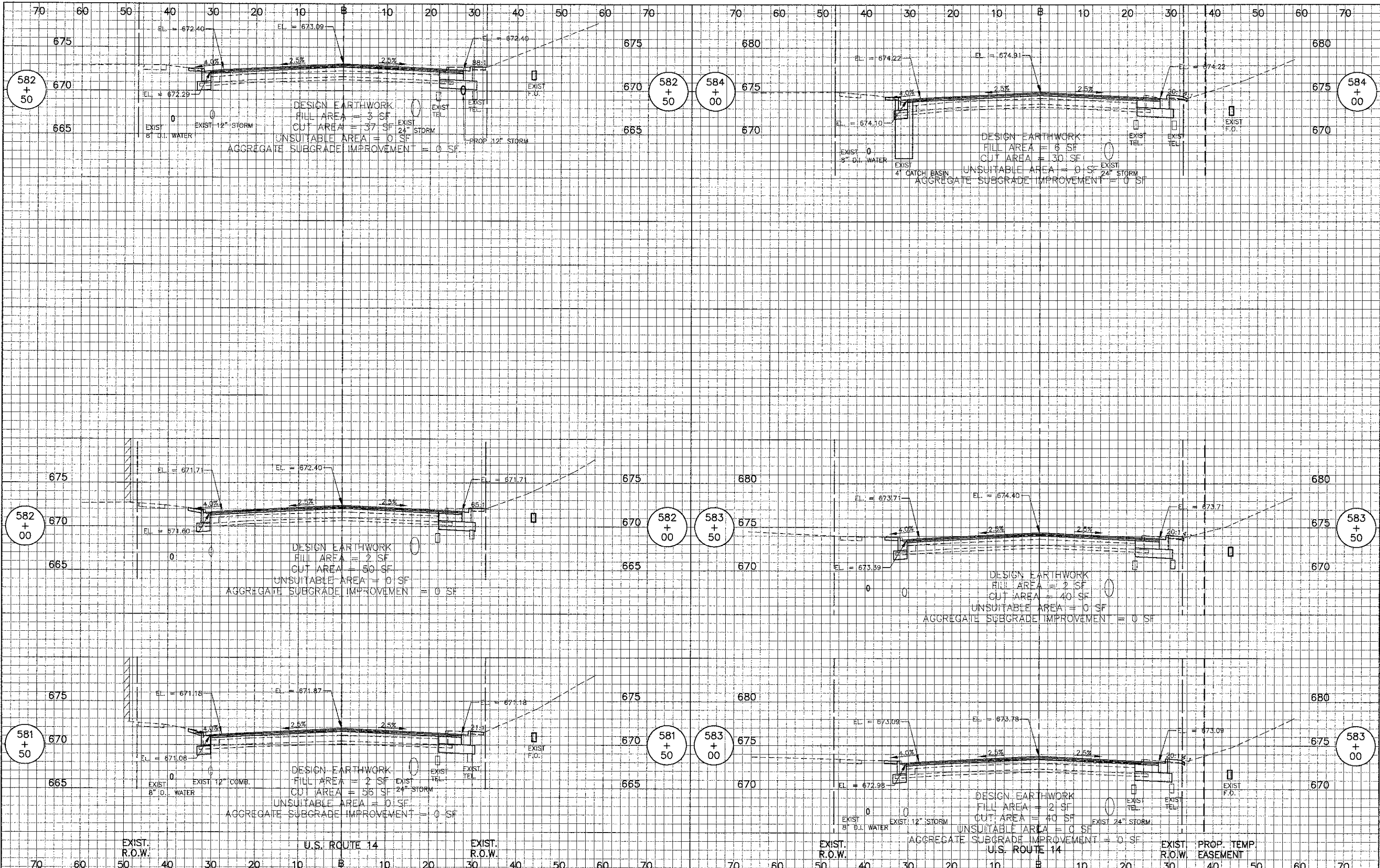
CROSS SECTIONS - U.S. 14 EAST

SHEET NO. 8 OF 12 SHEETS STA 577+50 TO STA 581+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	130
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

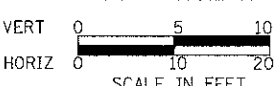
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DATE	BY
REVISIONS	BY
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



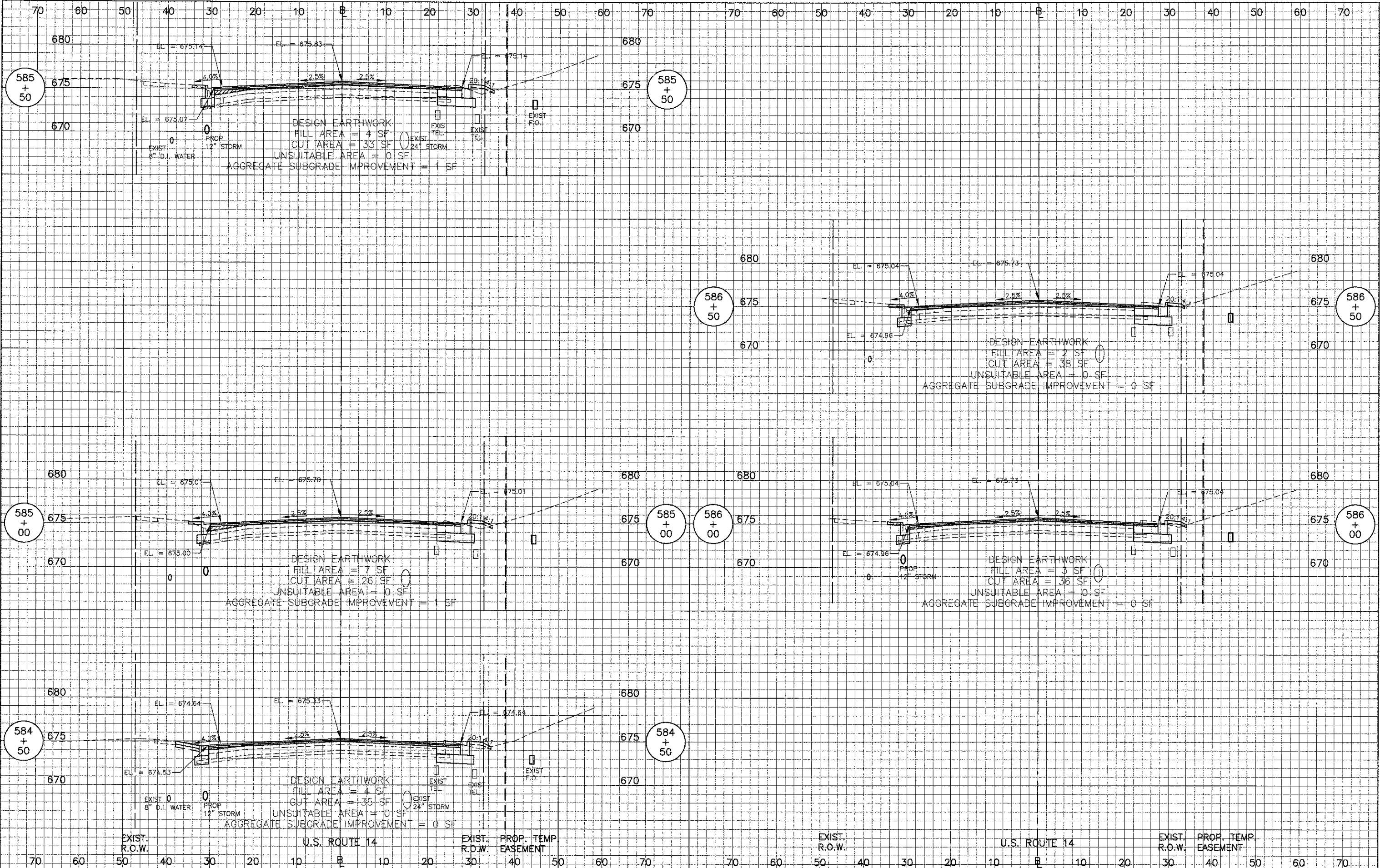
CROSS SECTIONS - U.S. 14 EAST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	131
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 9 OF 12 SHEETS STA 581+50 TO STA 584+00

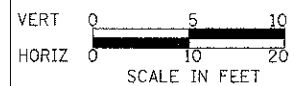
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



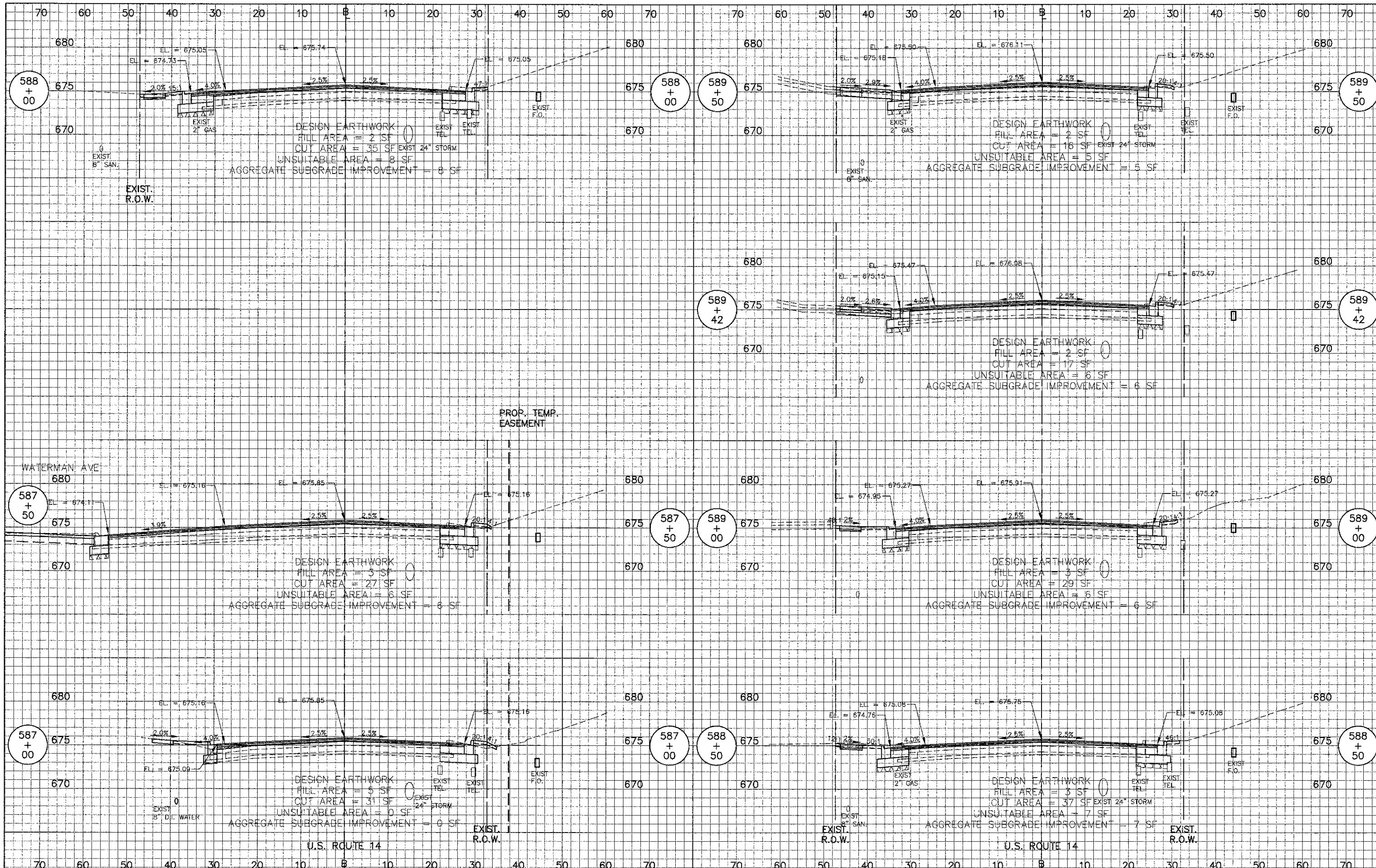
CROSS SECTIONS - U.S. 14 EAST

SHEET NO. 10 OF 12 SHEETS STA 584+50 TO STA 586+59

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	132
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



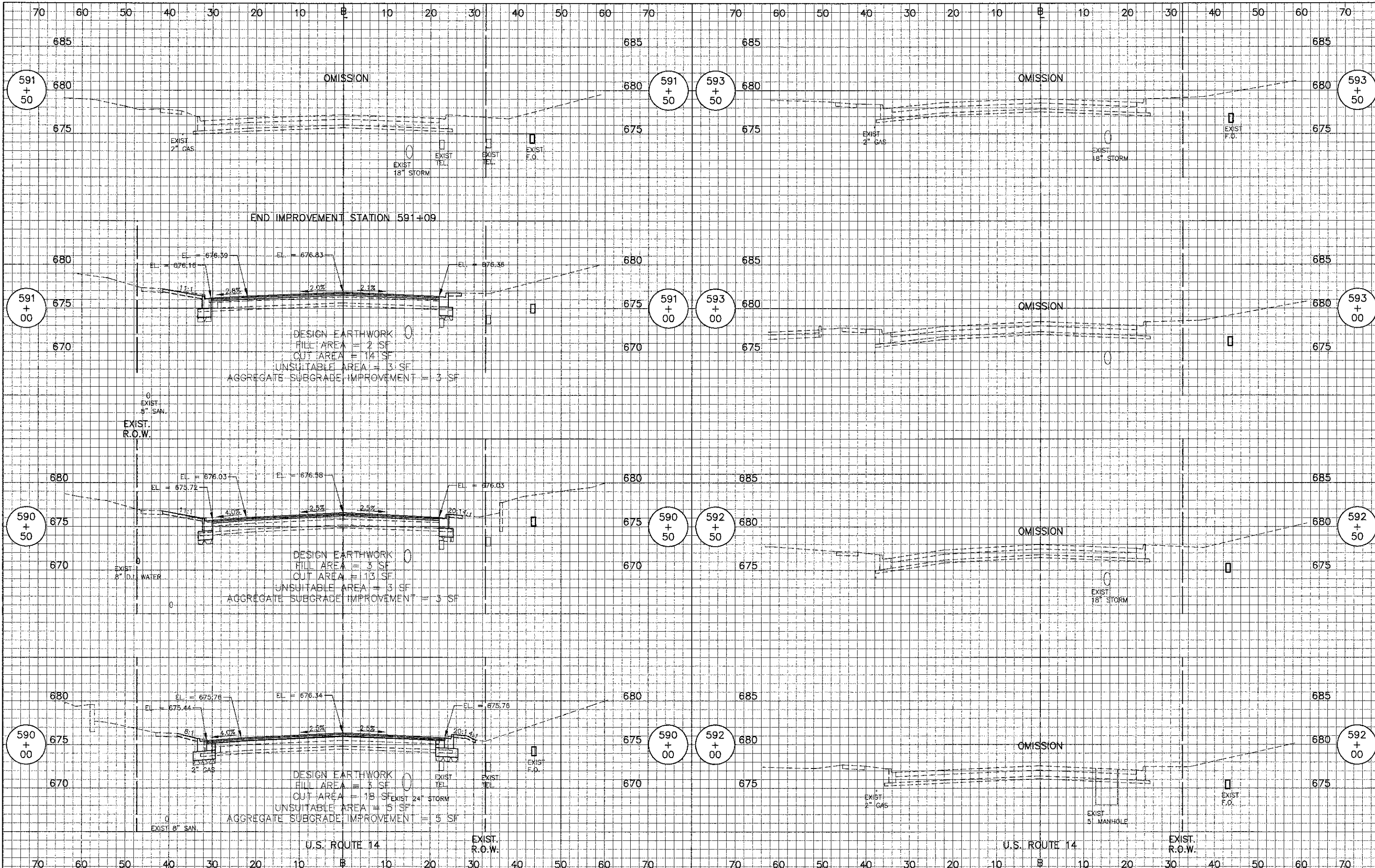
CROSS SECTIONS - U.S. 14 EAST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	133
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 11 OF 12 SHEETS STA 587+00 TO STA 589+50

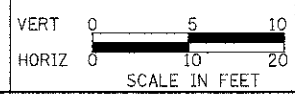
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	NOTE BOOK NO. _____
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	GRADES CHECKED
	STRUCTURE NOTATIONS CHECKED
	NOTE BOOK NO. _____
	CADD FILE NAME _____



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



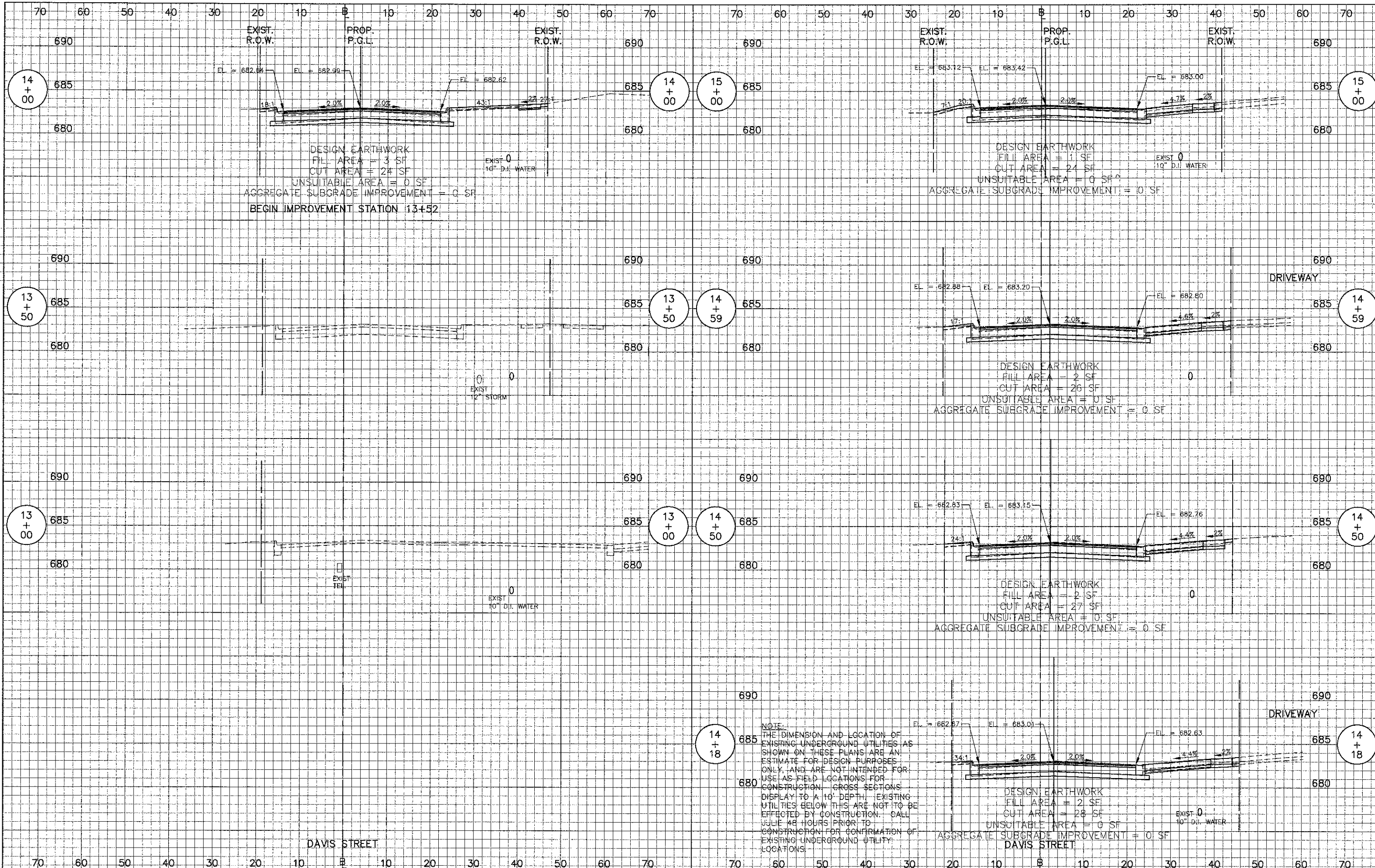
CROSS SECTIONS - U.S. 14 EAST

SHEET NO. 12 OF 12 SHEETS STA 590+00 TO STA 593+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	134
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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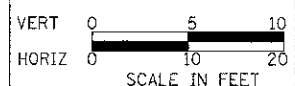


NOTE:  
THE DIMENSION AND LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY, AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. CROSS SECTIONS DISPLAY TO A 10' DEPTH. EXISTING UTILITIES BELOW THIS ARE NOT TO BE EFFECTED BY CONSTRUCTION. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF EXISTING UNDERGROUND UTILITY LOCATIONS.



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



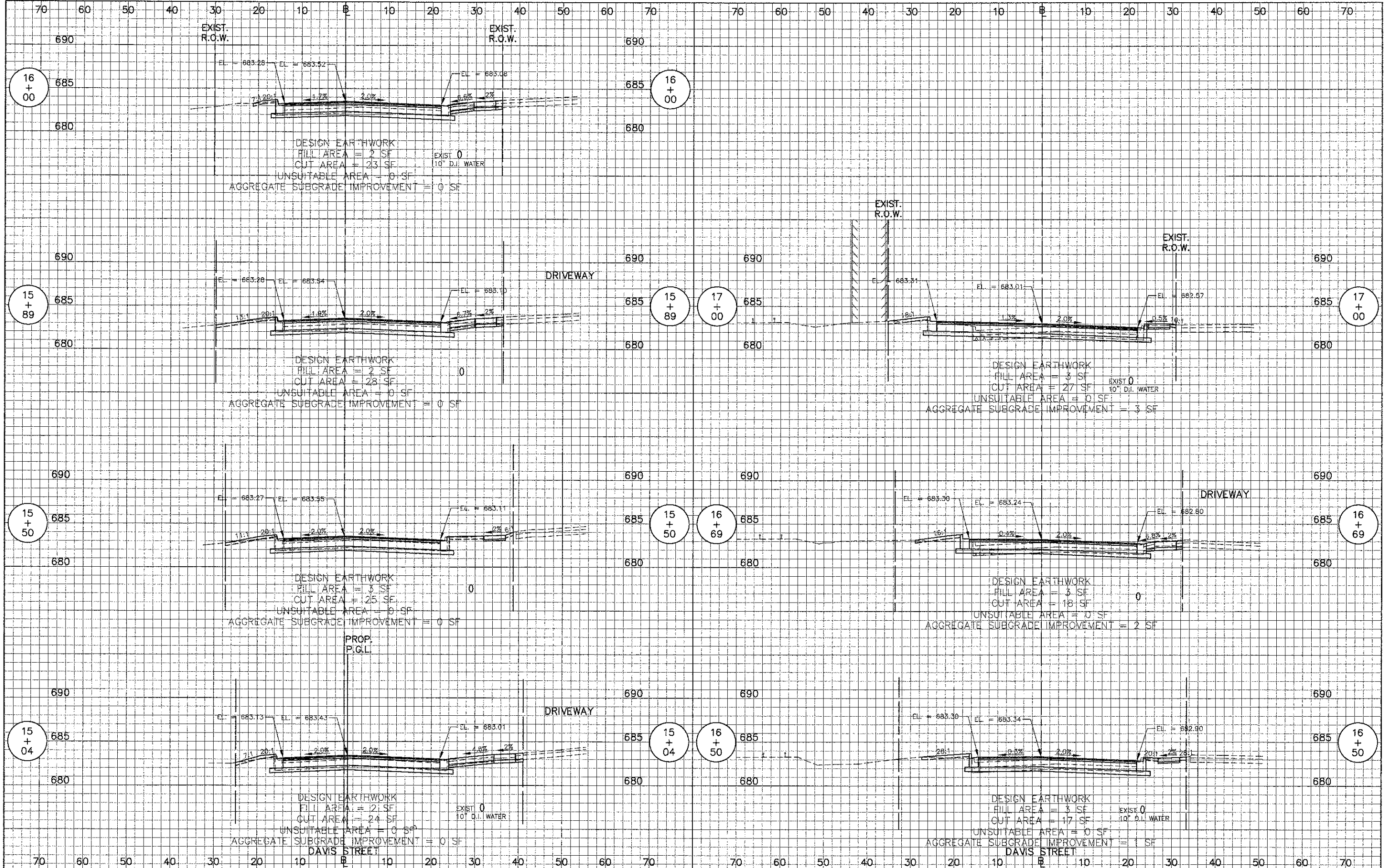
CROSS SECTIONS - DAVIS STREET

SHEET NO. 1 OF 4 SHEETS | STA 13+00 TO STA 15+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	135
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

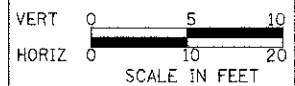
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



CROSS SECTIONS - DAVIS STREET

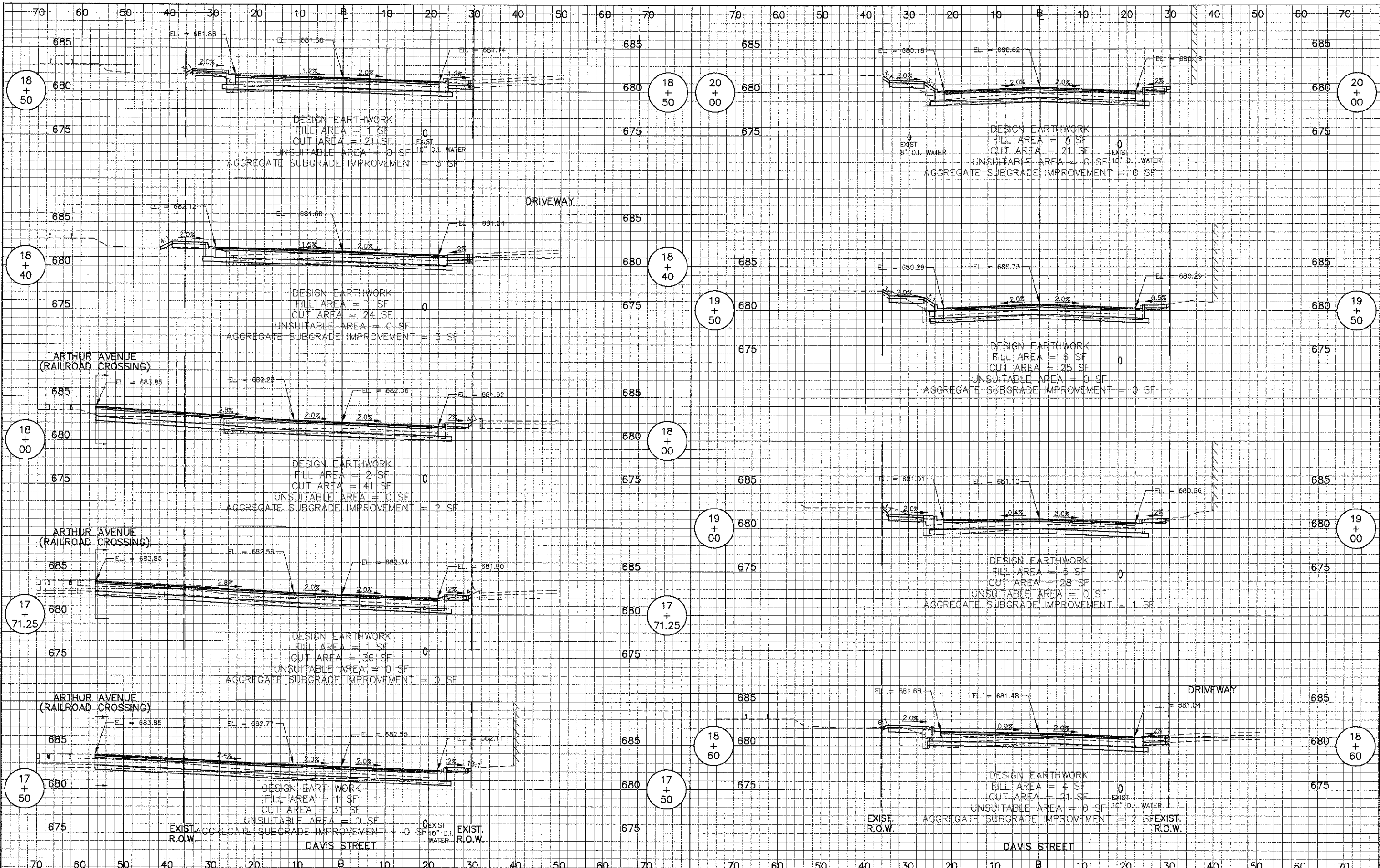
SHEET NO. 2 OF 4 SHEETS STA 15+04 TO STA 17+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	136
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



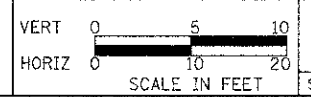
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



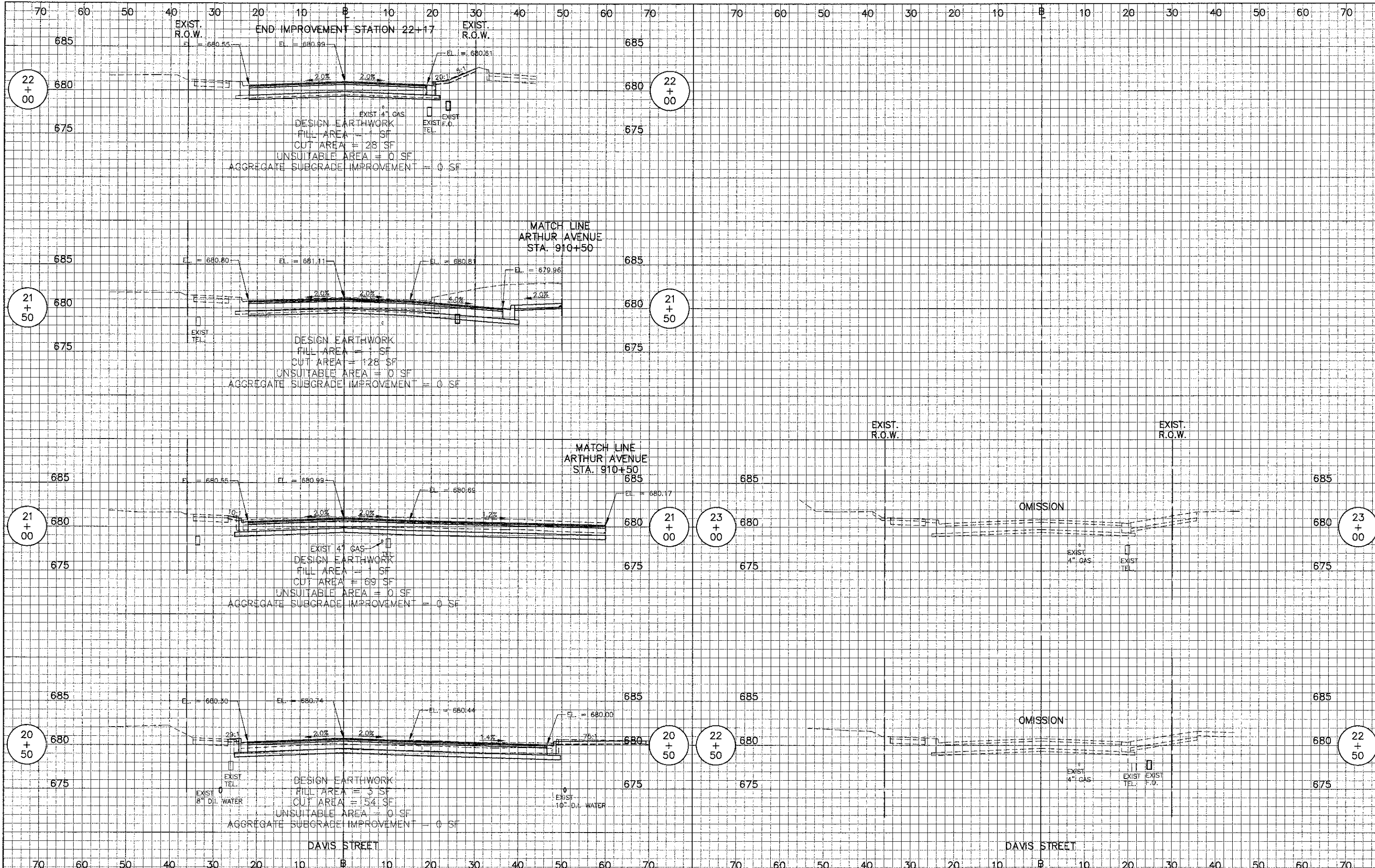
CROSS SECTIONS - DAVIS STREET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	137
PROJECT NO. M-8003(426)			CONTRACT NO. 63514	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SHEET NO. 3 OF 4 SHEETS STA 17+50 TO STA 20+00

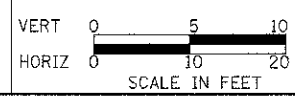
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NOTE BOOK	
NO.	
STRUCTURE NOTATIONS CHECKED	



USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

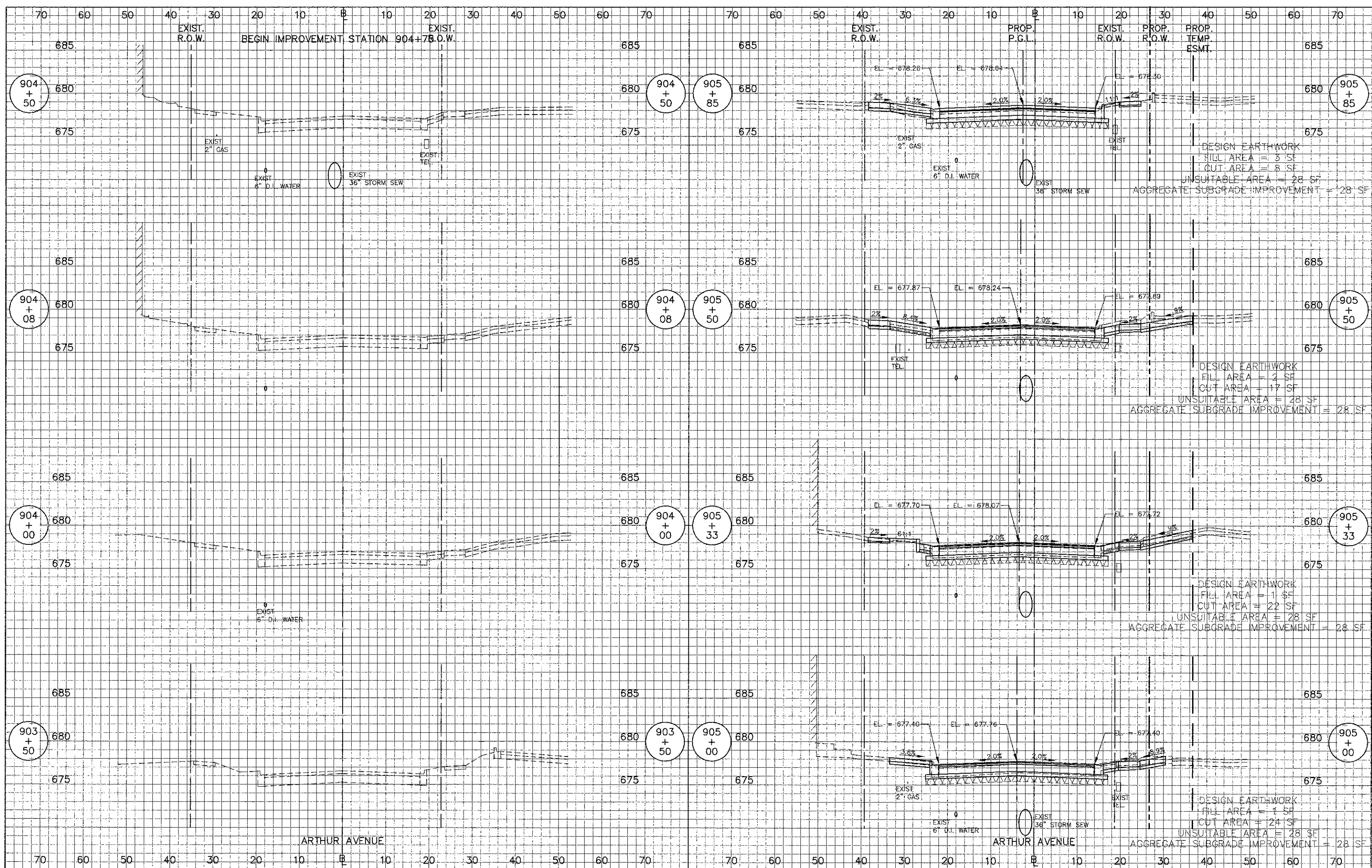


CROSS SECTIONS - DAVIS STREET

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	138
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

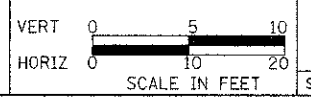
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DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
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PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



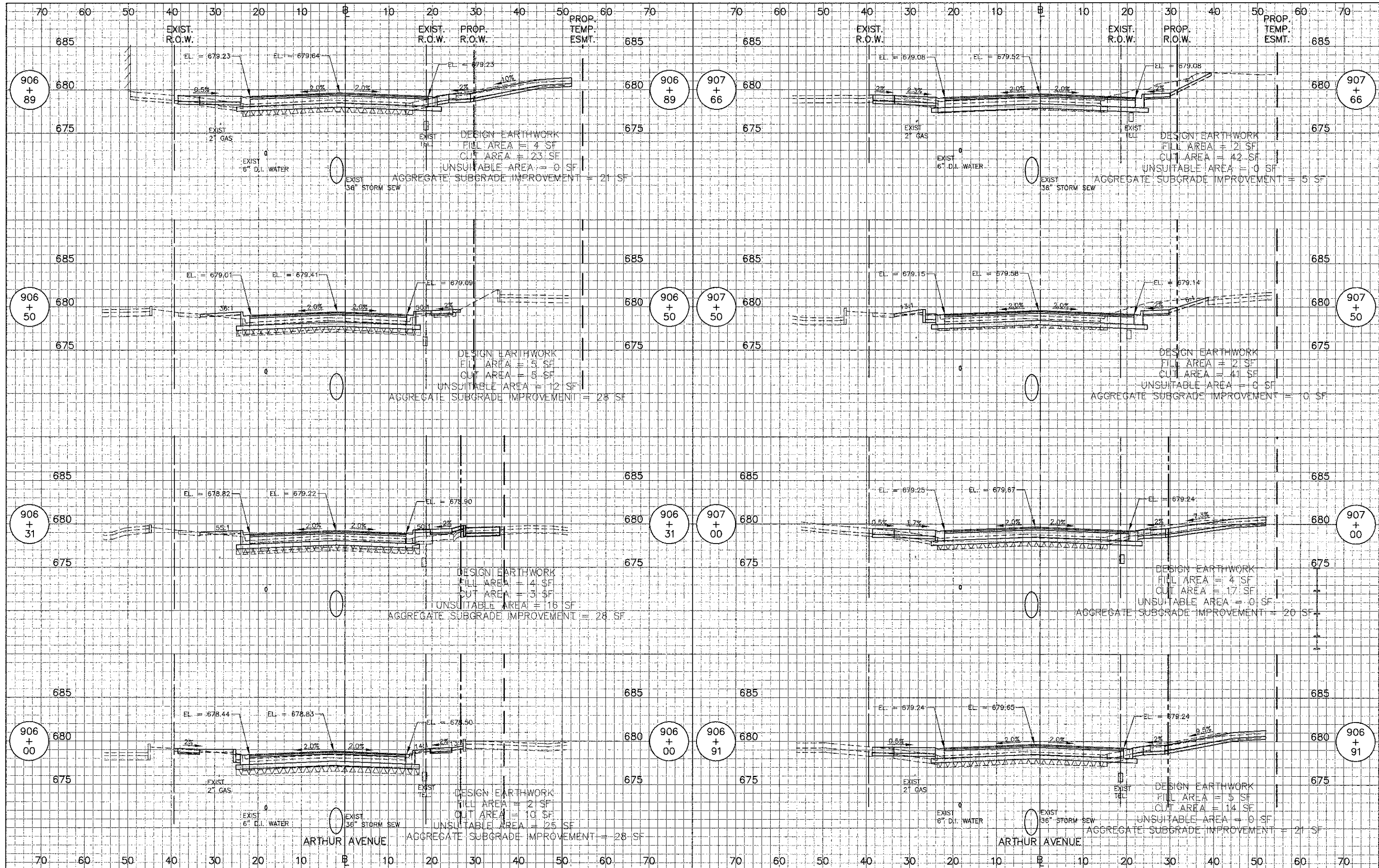
CROSS SECTIONS - ARTHUR AVENUE

SHEET NO. 1 OF 4 SHEETS | STA 903+50 TO STA 905+85

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	139
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

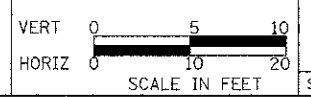
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USER NAME = #USER#	DESIGNED - RTM	REVISED - 11/07/12
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



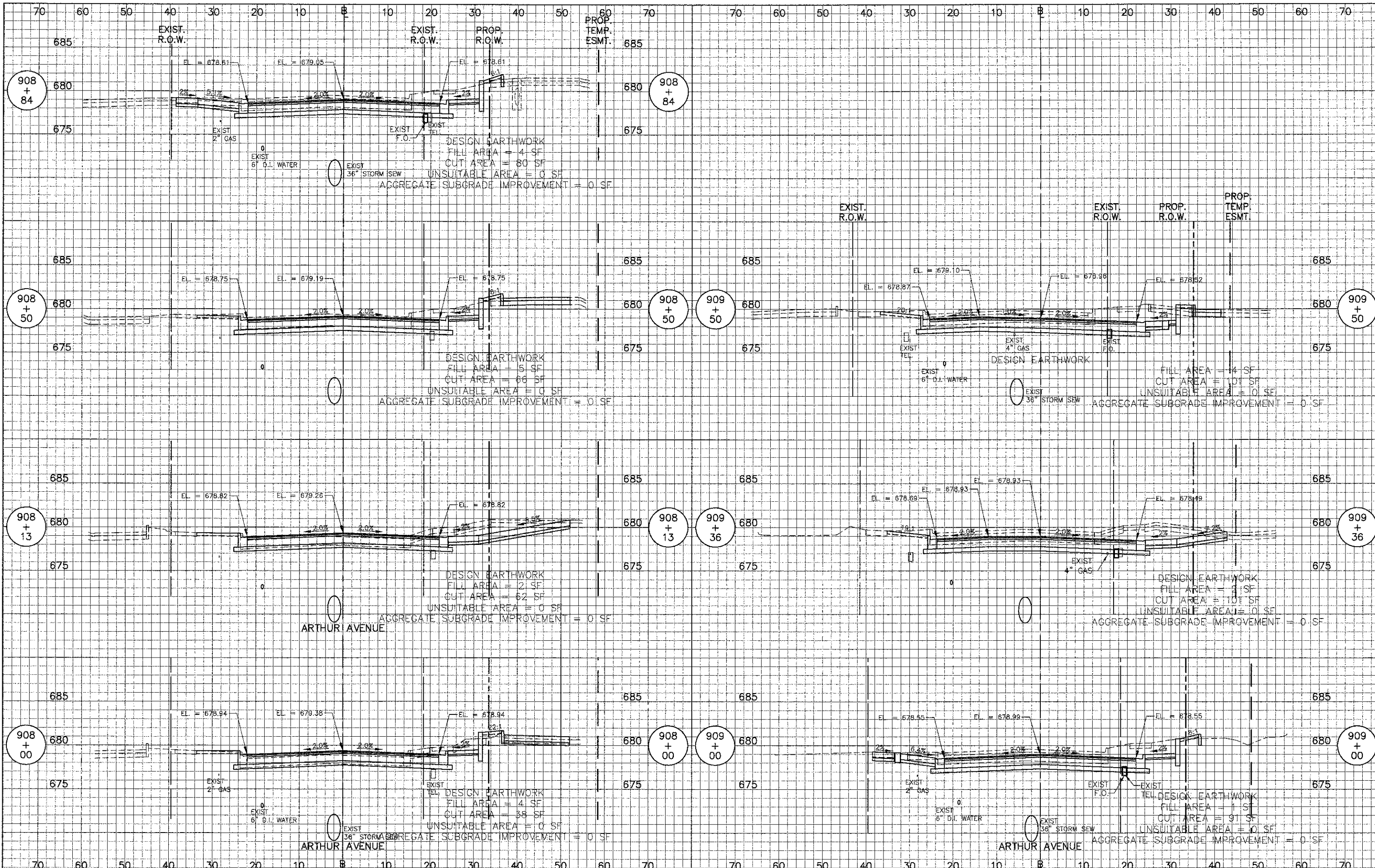
CROSS SECTIONS - ARTHUR AVENUE

SHEET NO. 2 OF 4 SHEETS STA 906+00 TO STA 907+66

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	140
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

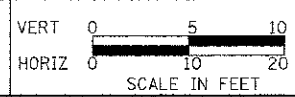
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 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
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	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



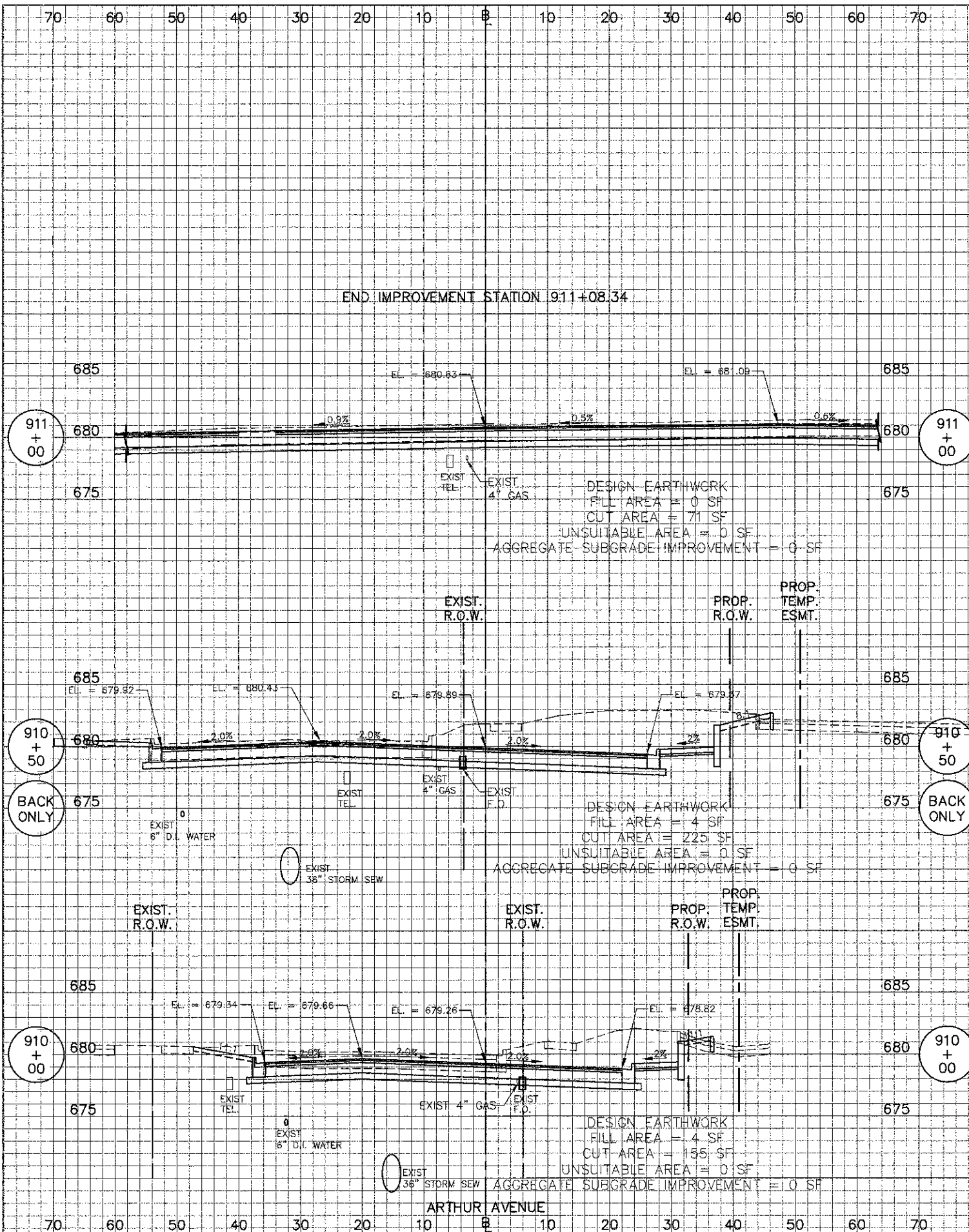
CROSS SECTIONS - ARTHUR AVENUE

SHEET NO. 3 OF 4 SHEETS STA 908+00 TO STA 909+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	141
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

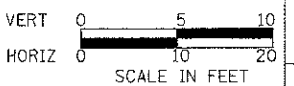
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PLANNING	
DESIGN	
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APPROVED	
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USER NAME = #USER#	DESIGNED - RTM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JRR	REVISED -
PLOT DATE = #DATE#	CHECKED - RTM	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



CROSS SECTIONS - ARTHUR AVENUE

SHEET NO. 4 OF 4 SHEETS STA 910+00 TO STA 911+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	142
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				