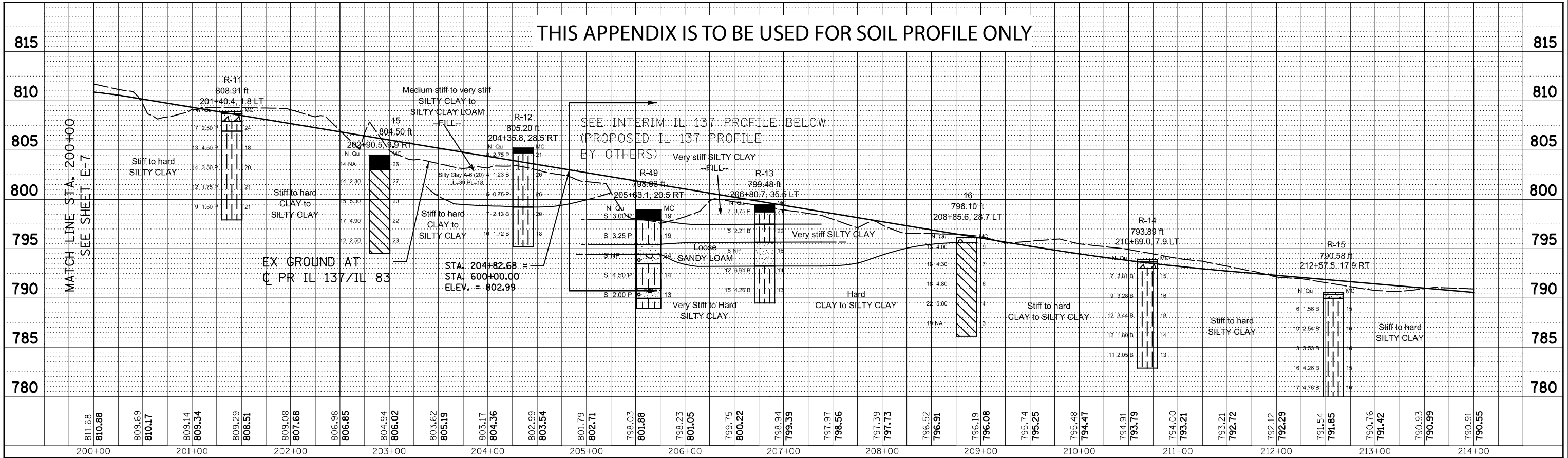
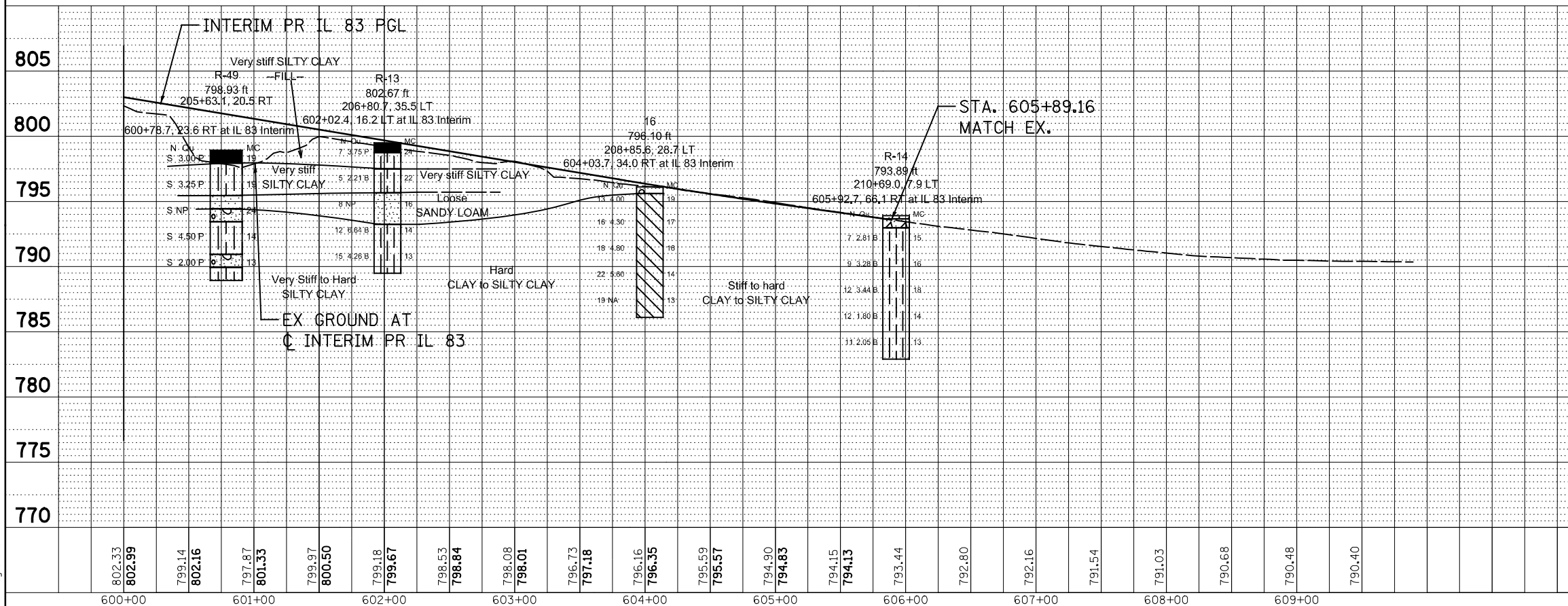


THIS APPENDIX IS TO BE USED FOR SOIL PROFILE ONLY

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	



SOIL BORING LOCATION PLANS AND SOIL PROFILES: FAP 866; IL 120 TO IL 137 AT ATKINSON ROAD, IDOT PROJECT D-91-237-11; LAKE COUNTY, IL

SCALE: GRAPHICAL      **APPENDIX E-8**      DRAWN BY: A. Kurnia  
 CHECKED BY: M. Seyhoun

**Wang Engineering**  
 1145 N. Main Street  
 Lombard, IL 60148  
 www.wangeng.com

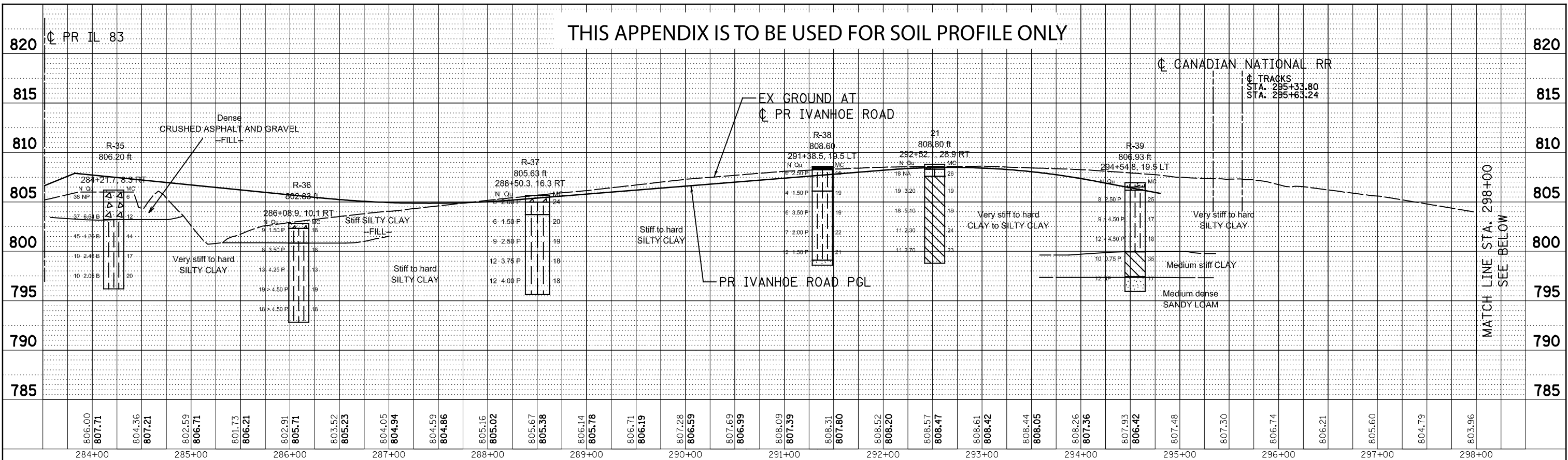
For exp U.S. Services, Inc.      **341-07-01**

FILE NAME =	USER NAME = \$USER\$	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>SOIL BORING PROFILE</b> <b>IL ROUTE 83</b>	F.A.P. R.T.E. = 866	SECTION = 3Y-R	COUNTY = LAKE	TOTAL SHEETS = 385	SHEET NO. = 201	
*FILEL\$		DRAWN - JB	REVISED -			SCALE: HORIZ. 1"=50'	VERT. 1"=5'	STA. 200+00	TO STA. 228+00	CONTRACT NO. 60N11	
PLOT SCALE = \$SCALE\$		CHECKED - ACL	REVISED -			PRELIM CHECK ILLINOIS FED. AID PROJECT					
PLOT DATE = \$DATE\$		DATE - 06/30/14	REVISED -								

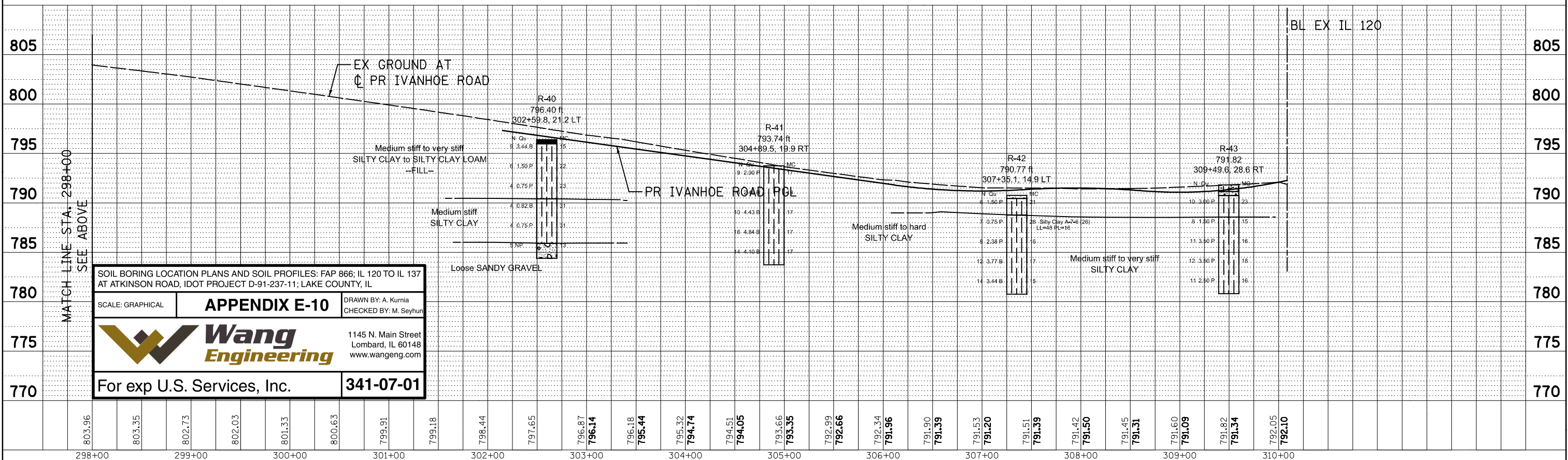


THIS APPENDIX IS TO BE USED FOR SOIL PROFILE ONLY

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADED	
	REVISIONS	
	STRUCTURE	
	NOTATION	
	CHFD	
	NO.	
	NO.	
	NO.	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADED	
	REVISIONS	
	STRUCTURE	
	NOTATION	
	CHFD	
	NO.	
	NO.	
	NO.	
	NO.	



SOIL BORING LOCATION PLANS AND SOIL PROFILES: FAP 866; IL 120 TO IL 137 AT ATKINSON ROAD, IDOT PROJECT D-91-237-11; LAKE COUNTY, IL

SCALE: GRAPHICAL

**APPENDIX E-10**

DRAWN BY: A. Kurnia  
CHECKED BY: M. Seyhoun

**Wang Engineering**  
1145 N. Main Street  
Lombard, IL 60148  
www.wangeng.com

For exp U.S. Services, Inc. **341-07-01**

FILE NAME =	USER NAME = #USER#	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>SOIL BORING PROFILE</b> <b>IVANHOE ROAD</b>		F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 203	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - JB	REVISED -		SCALE: HORIZ. 1"=50'	VERT. 1"=5'	STA. 283+51.87	TO STA. 310+00.00	<b>PRELIM CHECK</b> ILLINOIS FED. AID PROJECT			
exp U.S. Services Inc.	PLOT DATE = #DATE#	CHECKED - ACL	REVISED -									
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	DATE - 06/30/14	REVISIED -	REVISED -									

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
1J00001	EMRO MARKETING COMPANY, A DELAWARE CORPORATION	2, 4	
1J00002	JAVIER FERNANDEZ	2	
1J00003 1J00003TE	THREE ROADS CENTER, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	2	
1J00009 1J00009TE	CHICAGO TITLE LAND TRUST COMPANY, AS SUCCESSOR TO GLADSTONE-NORWOOD TRUST & SAVINGS BANK, AS TRUSTEE UNDER TRUST AGREEMENT THE 10TH DAY OF JULY, 1979, AND KNOWN AS TRUST NUMBER 429	3	
1J00010PE 1J00010TE	DANIEL PATRICK O'DONNELL, JR., AND KATHLEEN THERESA O'DONNELL, HIS WIFE, IN JOINT TENANCY	3	
1J00011TE	EVERETTE FRANKLIN FOXX AND JEANNE MERLE FOXX, AS TRUSTEES OF THE EVERETTE FRANKLIN FOXX AND JEANNE MERLE FOXX FAMILY TRUST, DATED SEPTEMBER 29, 1992	2	
1J00012 1J00012TE	IRC MAPLEVIEW, L.L.C., SUCCESSOR TO INLAND MAPLEVIEW, L.L.C., A DELAWARE LIMITED LIABILITY COMPANY	3 & 11	
1J00013 1J00013TE-A 1J00013TE-B	IRC FREE MPV, L.L.C FORMERLY KNOWN AS INLAND FREE MPV, L.L.C., A DELAWARE LIMITED LIABILITY COMPANY	3 & 11	
1J00014A 1J00014B	PHC PHASE VIII, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	2, 4, 5 & 12	
1J00015	DRIVEN HOLDINGS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	4	
1J00016	LIBERTY PRAIRIE FOUNDATION, AN ILLINOIS NOT-FOR-PROFIT CORPORATION	9, 10 & 12	
1J00017TE	STEVEN KREUTZER AND KAY KREUTZER, HUSBAND AND WIFE, AS JOINT TENANTS	4	
1J00018TE	SHERRY TUCCI AS TRUSTEE UNDER A TRUST AGREEMENT DATED JUNE 23, 2003 KNOWN AS SHERRY TUCCI LIVING TRUST	5 & 13	
1J00021PE	BEOR FUND I, LLC A/K/A BEOR FUND I, LLC	6 & 13	
1J00022 1J00022TE	ALTEC INDUSTRIES, INC., AN ALABAMA CORPORATION	6 & 13	
1J00023TE	DELOS, LLC	7 & 14	
1J00024	COUNTRYSIDE LANDFILL, INC., AN ILLINOIS CORPORATION	8 & 14	
1J00025 1J00025TE	VULCAN LANDS, INC.	4, 5, 6 & 7	
1J00026 1J00026TE	MARMAX HOLDINGS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	7	
1J00027	COUNTRYSIDE LANDFILL, INC., AN ILLINOIS CORPORATION	8 & 14	
1J00028PE 1J00028TE	THE COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY, ALSO KNOWN AS METRA	10 & 12	
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	WISCONSIN CENTRAL, LTD.	2, 3, 4, 5, 6, 9 & 10	
1J00030PE-A 1J00030PE-B	THE COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY ALSO KNOWN AS METRA	7 & 14	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**PLAT OF HIGHWAYS**

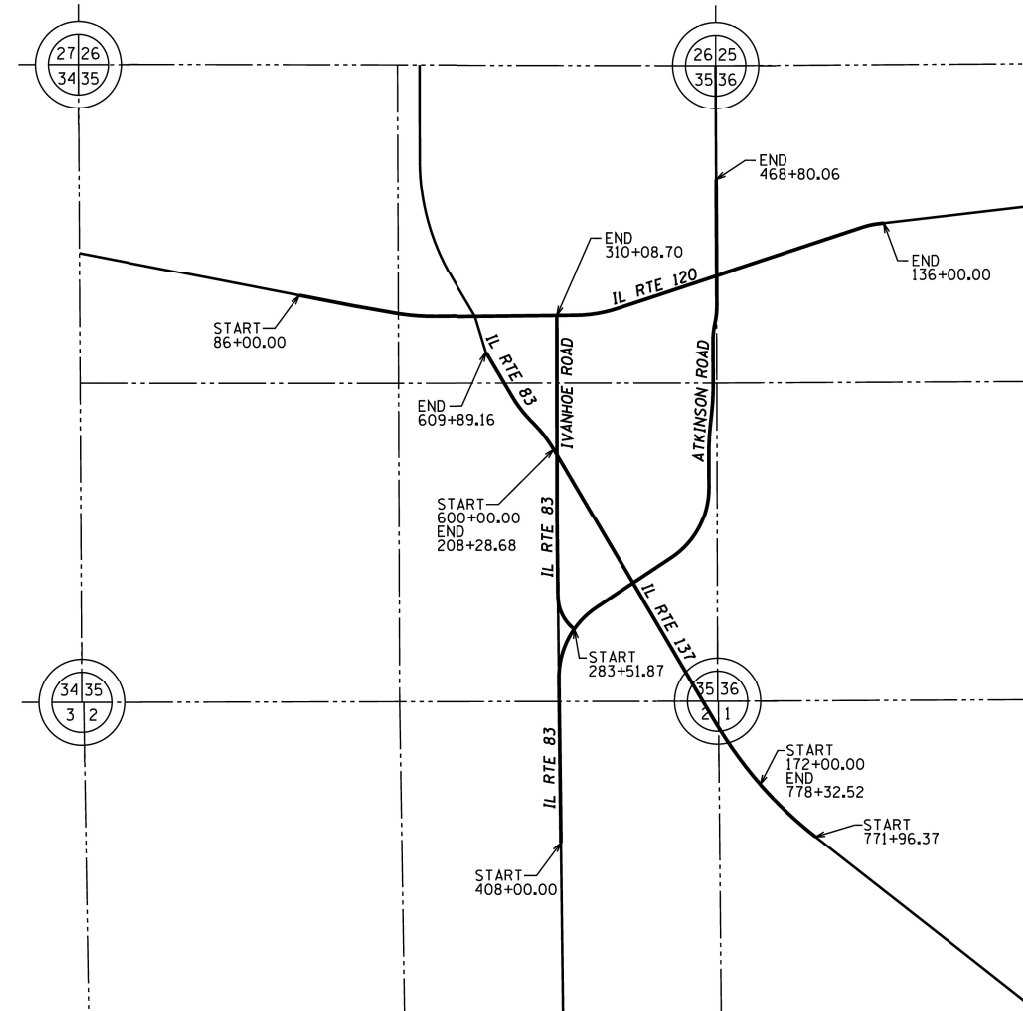
**ROUTE: ILLINOIS ROUTE 83**

**SECTION:**

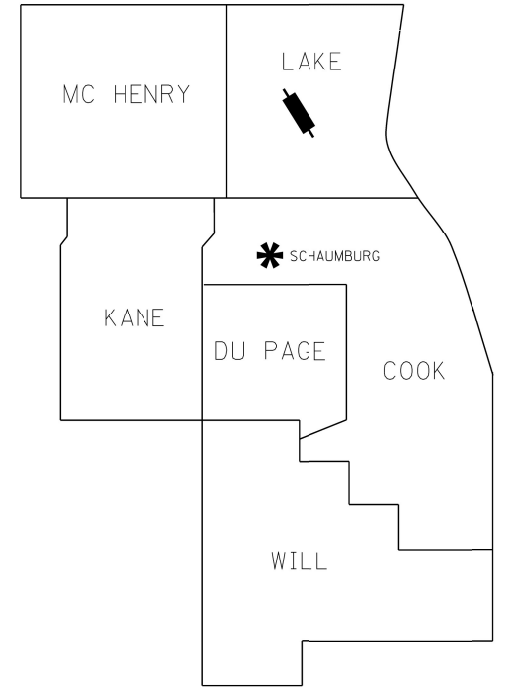
**JOB NO.: R-91-019-12**

**COUNTY: LAKE**

**LIMITS: AT ATKINSON ROAD**



LOCATION MAP



DISTRICT HEADQUARTERS: - \*  
LOCATION OF SECTION INDICATED THUS: - ■

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**APPROVED**  
By coreanom at 10:37 am, Mar 11, 2019

REVISED BY: MAC 2019-03-11

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M., AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.**

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

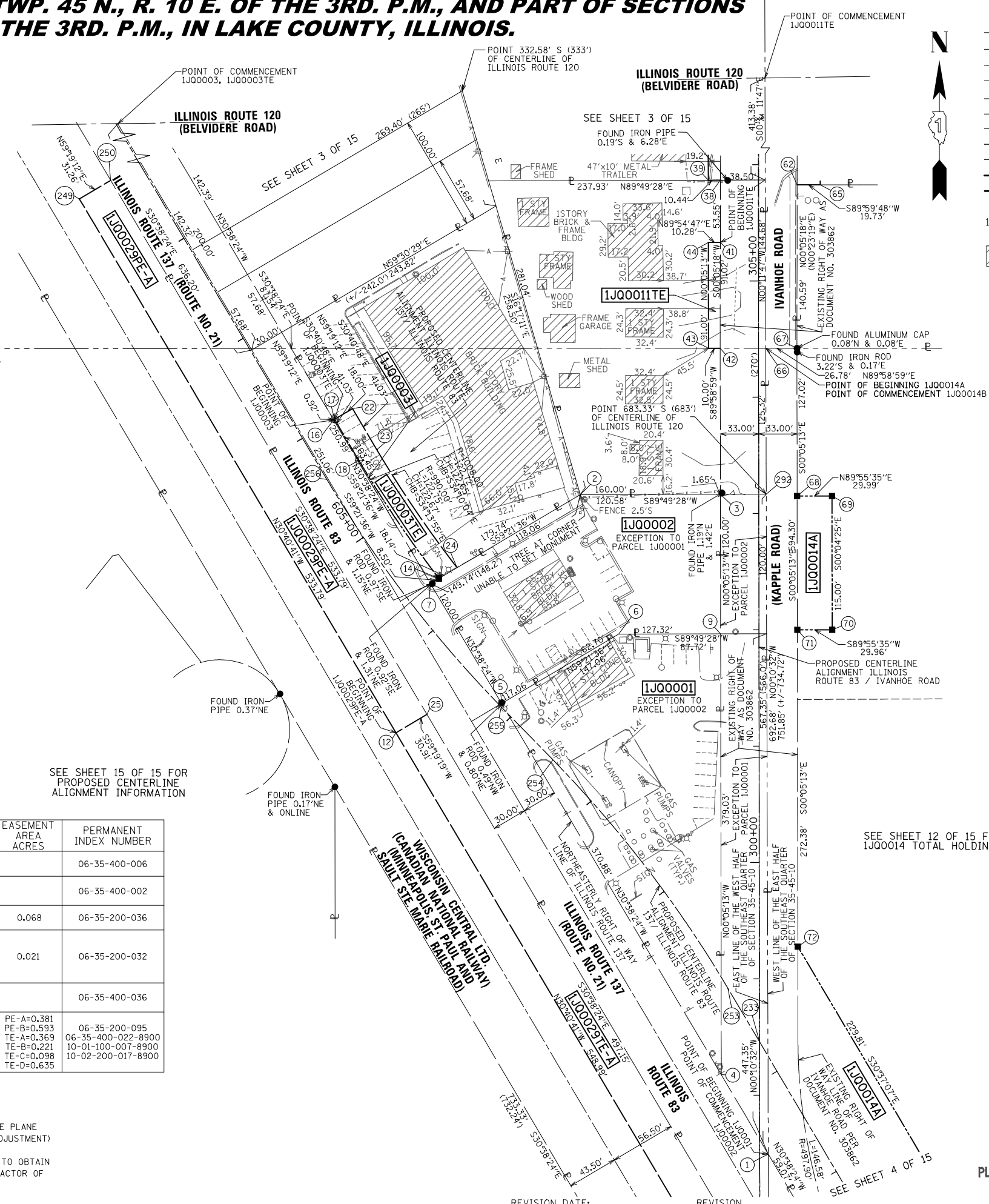
Point	Northing	Easting	Station	Offset	L/R
1	2,064,158.994	1,066,538.273	203+42.61	42.69	L
2	2,064,725.855	1,066,376.534	604+11.67	172.01	R
4	2,064,227.196	1,066,497.874	204+21.88	42.72	L
5	2,064,546.296	1,066,308.858	603+13.78	2.17	R
6	2,064,605.956	1,066,409.577	602+86.15	115.93	R
7	2,064,649.542	1,066,247.701	604+33.41	23.57	R
12	2,064,521.133	1,066,218.105	603+55.72	81.36	L
14	2,064,653.873	1,066,255.013	604+32.35	32.00	R
16	2,064,790.173	1,066,164.400	606+00.00	31.08	R
17	2,064,790.643	1,066,165.194	606+00.00	32.00	R
18	2,064,755.352	1,066,186.131	605+58.97	32.00	R
22	2,064,799.828	1,066,180.674	606+00.00	50.00	R
23	2,064,764.537	1,066,201.612	605+58.97	50.00	R
24	2,064,663.117	1,066,270.619	604+30.02	50.00	R
25	2,064,536.902	1,066,244.686	603+50.00	51.05	L
72	2,064,337.284	1,066,563.707	600+00.38	70.00	R
249	2,064,980.213	1,065,945.759	608+75.00	59.99	L
250	2,064,996.164	1,065,972.647	608+75.00	28.73	L

ILLINOIS ROUTE 83 / IVANHOE ROAD  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
1	2,064,158.994	1,066,538.273	297+49.36	7.44	R
2	2,064,725.855	1,066,376.534	303+16.43	153.57	L
3	2,064,726.225	1,066,497.117	303+16.65	32.99	L
4	2,064,227.196	1,066,497.874	298+17.62	32.87	L
6	2,064,605.956	1,066,409.577	301+96.49	120.68	L
9	2,064,606.225	1,066,497.299	301+96.65	32.96	L
38	2,064,996.226	1,066,497.149	305+86.65	32.61	L
39	2,064,996.194	1,066,486.706	305+86.63	43.05	L
41	2,064,942.674	1,066,497.067	305+33.10	32.76	L
42	2,064,851.658	1,066,496.926	304+42.08	33.02	L
43	2,064,851.656	1,066,486.925	304+42.09	43.02	L
44	2,064,942.658	1,066,486.787	305+33.09	43.04	L
62	2,064,992.268	1,066,563.143	305+82.61	33.38	R
65	2,064,992.269	1,066,582.874	305+82.58	53.11	R
66	2,064,851.670	1,066,536.149	304+42.04	6.21	R
67	2,064,851.678	1,066,562.926	304+42.02	32.98	R
68	2,064,724.662	1,066,563.119	303+15.00	33.01	R
69	2,064,724.701	1,066,593.106	303+15.00	63.00	R
70	2,064,609.701	1,066,593.253	302+00.00	63.00	R
71	2,064,609.662	1,066,563.294	302+00.00	33.04	R
72	2,064,337.284	1,066,563.707	299+27.62	33.10	R
292	2,064,726.346	1,066,536.533	303+16.72	6.43	R

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00001	0.880	0.880	N/A	0.000		06-35-400-006
1J00002	0.654	0.654	N/A	0.000		06-35-400-002
1J00003 1J00003TE	1.046	0.011	N/A	1.035	0.068	06-35-200-036
1J00011TE	1.233	N/A	N/A	1.233	0.021	06-35-200-032
1J00014A 1J00014B	26.997	A=0.817 B=0.951	0.455	25.229		06-35-400-036
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900

- NOTES:
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
  - BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
  - AREAS SHOWN ON THIS PLAT ARE GROUND.



**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- 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 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

SECTION CORNER: 9 10 16 15

QUARTER CORNER: 16 15

STATE OF ILLINOIS)  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 297+50.00 TO STATION: 305+50.00  
SCALE: 1"=50' SHEET 2 OF 15

RECEIVED  
AUG 10 2016  
PLATS & LEGALS

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

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

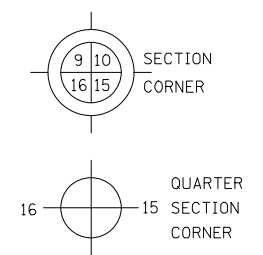
ILLINOIS ROUTE 83 / IVANHOE ROAD  
COORDINATE/STATION TABLE

Point	Northing	Eastng	Station	Offset	L/R
27	2,065,335.280	1,066,497.587	309+25.70	31.73	L
28	2,065,359.576	1,066,461.049	309+50.04	68.24	L
29	2,065,375.043	1,066,460.809	309+65.51	68.46	L
31	2,065,231.119	1,066,497.511	308+21.54	31.94	L
32	2,065,230.942	1,066,486.349	308+21.38	43.11	L
33	2,065,330.845	1,066,486.198	309+21.28	43.13	L
34	2,065,347.442	1,066,461.238	309+37.91	68.07	L
37	2,065,109.273	1,066,497.324	306+99.70	32.29	L
38	2,064,996.226	1,066,497.149	305+86.65	32.61	L
39	2,064,996.194	1,066,486.706	305+86.63	43.05	L
40	2,065,109.259	1,066,486.534	306+99.70	43.08	L
49	2,065,370.182	1,066,563.726	309+60.52	34.45	R
50	2,065,371.207	1,066,628.630	309+61.46	99.35	R
51	2,065,356.208	1,066,628.867	309+46.46	99.57	R
52	2,065,355.436	1,066,580.010	309+45.75	50.71	R
53	2,065,319.471	1,066,568.377	309+09.80	39.04	R
54	2,065,152.468	1,066,568.120	307+42.80	38.56	R
55	2,065,152.468	1,066,563.390	307+42.80	33.83	R
56	2,065,207.168	1,066,568.191	307+97.50	38.71	R
57	2,065,207.198	1,066,592.059	307+97.50	62.57	R
58	2,065,152.469	1,066,592.130	307+42.77	62.57	R
59	2,065,147.168	1,066,568.112	307+37.50	38.55	R
60	2,065,147.144	1,066,563.382	307+37.48	33.82	R
61	2,065,147.199	1,066,592.137	307+37.50	62.57	R
62	2,064,992.268	1,066,563.143	305+82.61	33.38	R
63	2,065,052.662	1,066,563.236	306+43.00	33.55	R
64	2,065,052.688	1,066,582.967	306+43.00	53.28	R
65	2,064,992.269	1,066,582.873	305+82.58	53.11	R
270	2,065,221.917	1,066,231.604	308+112.68	297.86	L
271	2,065,226.917	1,066,231.525	308+117.68	297.94	L
272	2,065,203.311	1,066,237.040	307+94.07	292.45	L
273	2,065,203.707	1,066,497.469	307+94.13	32.02	L



**LEGEND**

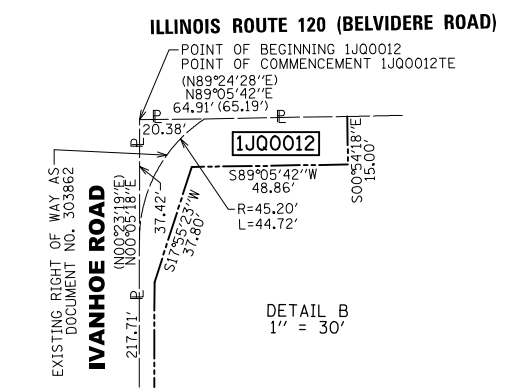
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- P PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING



- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- 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 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

**CURVE TABLE**

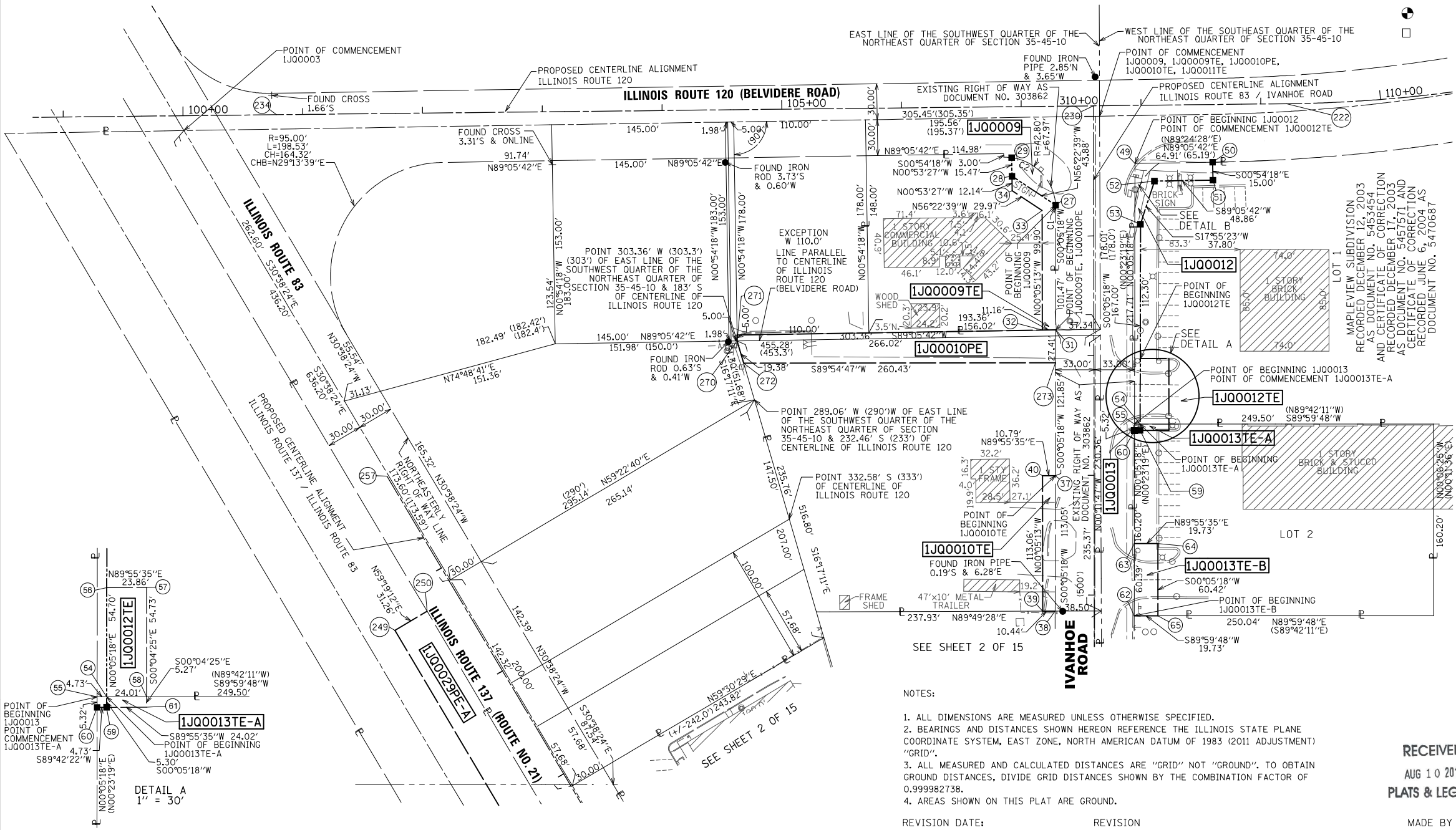
CURVE	RADIUS	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE
C1	42.80'	2.69'	S01°42'44"E	2.69'
C2	42.80'	58.65'	S42°46'01"E	54.16'



PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00009 1J00009TE	0.522	0.015	N/A	0.507	0.035	06-35-200-033
1J00010PE 1J00010TE	1.476	N/A	N/A	1.476	PE=0.155 TE=0.028	06-35-200-031
1J00012 1J00012TE	12.675	0.049	0.005 (224 SF)	12.626	0.030	06-35-204-002
1J00013 1J00013TE-A 1J00013TE-B	0.919	0.001 (25 SF)	N/A	0.918	A=0.003 (127 SF) B=0.027	06-35-204-001
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-001-8900 10-02-200-017-8900

SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION

DATE	BY	REVISION
10-21-15	GKF	
08-05-16	GKF	
04-18-12	JDC	
04-18-12	DAG	
04-15-13	RWO	
03-04-15	DAG	
04-21-15	GKF	



**ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE**

Point	Northing	Eastng	Station	Offset	L/R
249	2,064,980.213	1,065,945.759	608+75.00	59.99	L
250	2,064,996.164	1,065,972.647	608+75.00	28.73	L

SEE SHEET 11 OF 15 FOR IJ00012 TOTAL HOLDING

STATE OF ILLINOIS)  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 305+50.00 TO STATION: 310+00.00  
SCALE: 1"= 50' SHEET 3 OF 15

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

RECEIVED  
AUG 10 2016  
PLATS & LEGALS

MADE BY

- NOTES:
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
  - BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
  - AREAS SHOWN ON THIS PLAT ARE GROUND.

REVISION DATE: REVISION

8/5/2016 2:58:26 PM M:\2088\Survey\Existing\2088-Plat of Highways-03.dwg

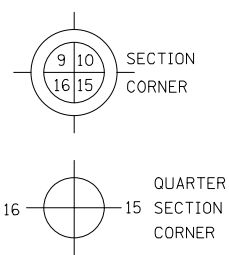
**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00014A 1J00014B	26.997	A=0.817 B=0.951	0.455	25.229		06-35-400-036
1J00015	1.097	1.097	0.182	0.000		06-35-400-007
1J00017TE	2.995	N/A	N/A	2.995	0.018	06-35-400-005
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900



**LEGEND**

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- - - PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- - - PROPOSED RIGHT OF WAY LINE
- - - PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- [Hatched Box] EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET



SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION  
SEE SHEET 12 OF 15 FOR 1J00014 TOTAL HOLDING

SEE SHEET 2 OF 15

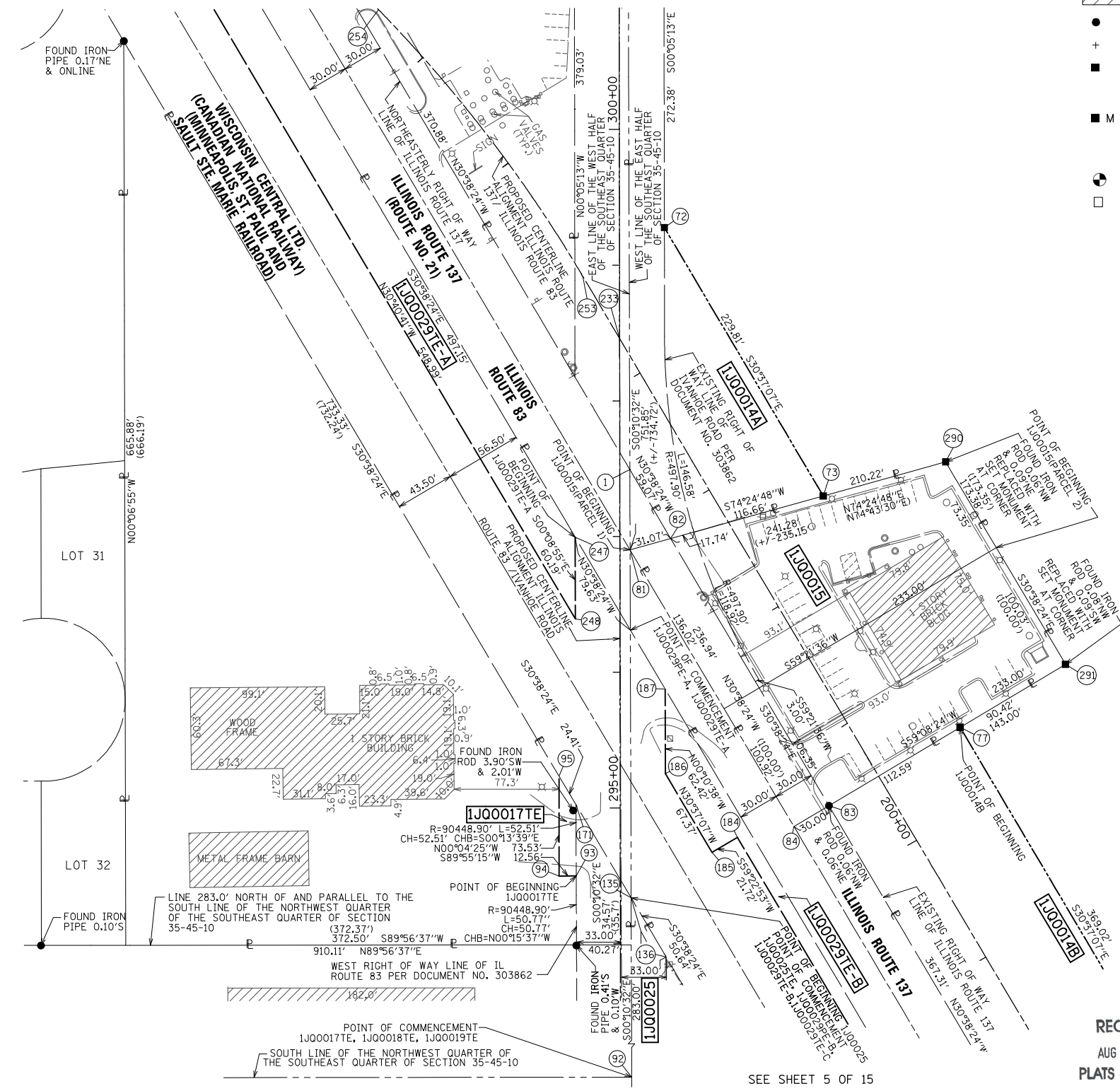
DATE	BY	REVISION
06-29-15	GKF	
02-05-16	GKF	
08-05-16	GKF	
04-18-12	JDC	REVISED
04-18-12	DAG	REVISED
04-15-13	RWO	REVISED
03-04-15	DAG	REVISED
04-23-15	GKF	REVISED

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
1	2,064,158.994	1,066,538.273	203+42.61	42.69	L
72	2,064,337.284	1,066,563.707	600+00.38	70.00	R
73	2,064,139.518	1,066,680.752	202+53.28	70.00	R
77	2,063,969.103	1,066,781.610	200+55.26	70.00	R
81	2,064,099.823	1,066,538.454	202+91.60	72.68	L
82	2,064,108.171	1,066,568.378	202+83.54	42.67	L
83	2,063,911.352	1,066,684.962	200+54.78	42.59	L
84	2,063,895.964	1,066,659.209	200+54.66	72.59	L
184	2,063,888.007	1,066,617.488	200+69.06	112.54	L
185	2,063,876.945	1,066,598.798	200+69.06	134.26	L
186	2,063,934.925	1,066,564.483	201+36.43	134.26	L
187	2,063,997.342	1,066,564.290	201+90.24	102.64	L
247	2,064,109.165	1,066,498.053	203+20.21	102.69	L
248	2,064,048.973	1,066,498.209	202+68.33	133.21	L
290	2,064,164.655	1,066,770.862	202+29.02	160.35	R
291	2,064,015.481	1,066,859.224	200+55.64	160.41	R

ILLINOIS ROUTE 83 / IVANHOE ROAD  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
1	2,064,158.994	1,066,538.273	297+49.36	7.44	R
72	2,064,337.284	1,066,563.707	299+27.62	33.10	R
81	2,064,099.823	1,066,538.454	296+90.19	7.55	R
82	2,064,108.171	1,066,568.378	296+98.50	37.48	R
92	2,063,525.850	1,066,540.214	291+16.14	6.60	R
93	2,063,859.579	1,066,498.773	294+50.00	32.44	L
94	2,063,859.563	1,066,486.216	294+50.00	45.00	L
95	2,063,933.091	1,066,486.122	295+23.53	45.00	L
135	2,063,843.415	1,066,539.240	294+33.78	8.00	R
136	2,063,799.847	1,066,565.048	293+90.18	33.75	R
171	2,063,912.086	1,066,498.564	295+02.51	32.58	L
184	2,063,888.007	1,066,617.488	294+78.28	86.31	R
185	2,063,876.945	1,066,598.798	294+67.24	67.60	R
186	2,063,934.925	1,066,564.483	295+25.26	33.36	R
187	2,063,997.342	1,066,564.290	295+87.68	33.25	R



STATE OF ILLINOIS )  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 294+00.00 TO STATION: 301+00.00  
SCALE: 1"=50' SHEET 4 OF 15

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

NOTES:  
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.  
2. BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".  
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.  
4. AREAS SHOWN ON THIS PLAT ARE GROUND.

RECEIVED  
AUG 10 2016  
PLATS & LEGALS  
MADE BY

SEE SHEET 5 OF 15  
REVISION

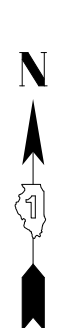
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8/5/2016 2:59:40 PM \\s20883\Survey\Existing\2088-Plat of Highways-04.dwg

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00014A 1J00014B	26.997	A=0.817 B=0.951	0.455	25.229		06-35-400-036
1J00018TE	5.912	N/A	N/A	5.912	0.025	06-35-400-016
1J00025 1J00025TE	18.693	5.133	0.969	NORTH=3.578 SOUTH=9.982	0.525	06-35-400-020 06-35-400-027 06-35-400-028 10-02-200-014
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900

- NOTES:
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
  - BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
  - AREAS SHOWN ON THIS PLAT ARE GROUND.



**LEGEND**

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING

- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

SECTION CORNER

QUARTER SECTION CORNER

SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION

ILLINOIS ROUTE 83 / IVANHOE ROAD  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
92	2,063,525.850	1,066,540.214	291+16.14	6.60	R
97	2,063,637.261	1,066,499.994	292+28.00	32.36	L
98	2,063,637.036	1,066,480.052	292+28.00	52.30	L
99	2,063,692.033	1,066,479.432	292+28.00	52.30	L
100	2,063,692.261	1,066,499.641	292+28.00	32.09	L
136	2,063,799.847	1,066,565.048	293+90.18	33.75	R

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
35	2,063,317.427	1,066,967.032	194+00.00	102.34	L
78	2,063,651.534	1,066,969.558	196+86.24	70.00	R
79	2,063,595.327	1,066,872.156	196+87.48	42.45	L
182	2,063,303.701	1,066,943.840	194+00.00	129.29	L
183	2,063,312.360	1,066,958.469	194+00.00	112.29	L

STATE OF ILLINOIS )  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
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www.mackieconsult.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
IL ROUTE 83

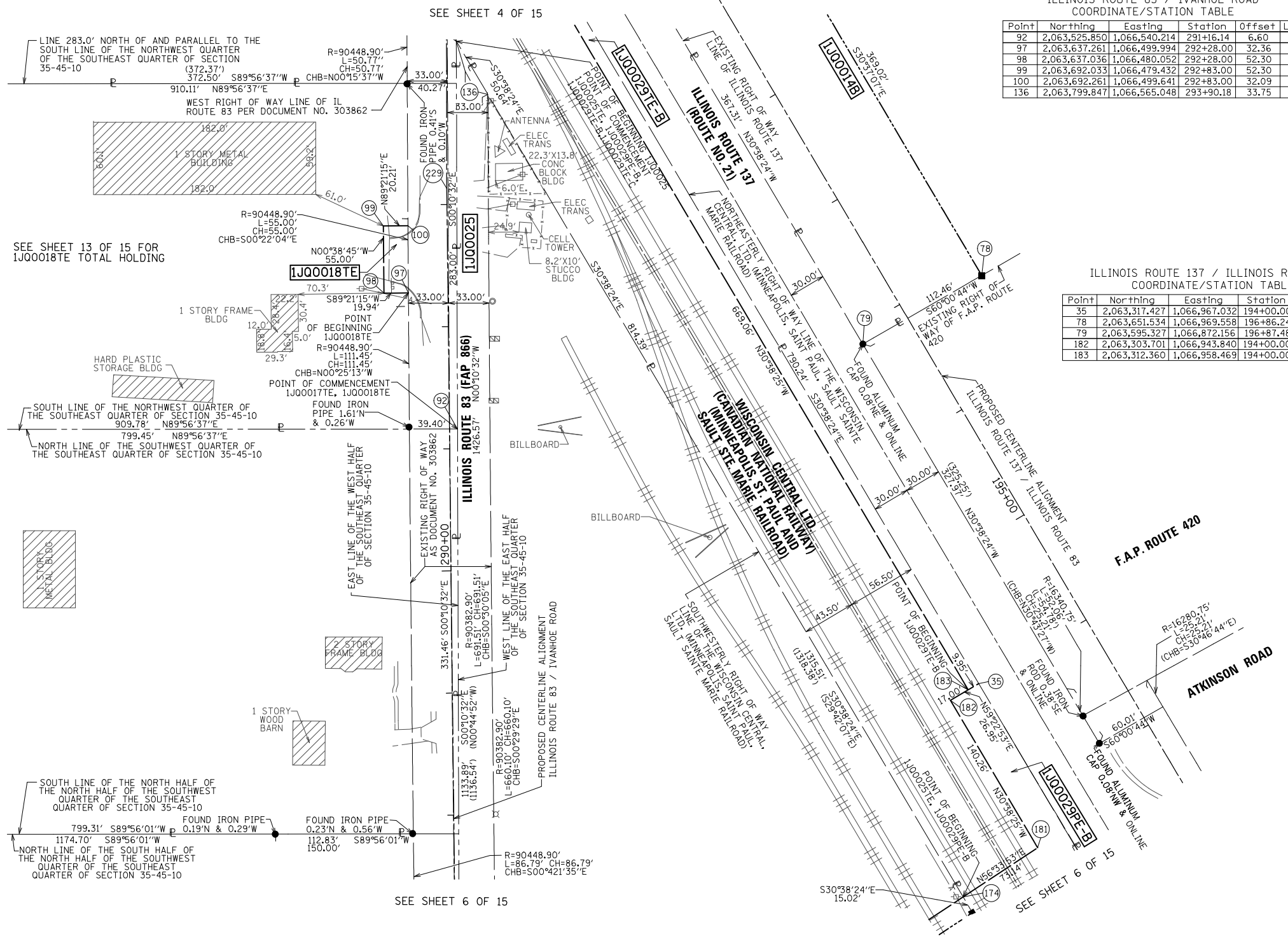
SECTION: AT ATKINSON ROAD COUNTY: LAKE

PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 287+50.00 TO STATION: 294+00.00  
SCALE: 1"= 50' SHEET 5 OF 15

RECEIVED  
AUG 10 2016  
PLATS & LEGALS

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

DATE	BY	REVISION
07-30-15	GKF	
02-05-16	GKF	
08-05-16	GKF	
04-18-12	JDC	REVISED
04-18-12	DAG	REVISED
04-15-13	RWO	REVISED
03-04-15	DAG	REVISED
04-23-15	GKF	REVISED
	DRAWN	
	APPROVED	
	REVISED	
	REVISED	





**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M., AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.**

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1JQ0021PE	4.492	N/A	N/A	4.492	0.505	06-35-400-011(PT.)
1JQ0022 1JQ0022TE	4.586	0.487	0.327	4.099	0.038	06-35-400-015
1JQ0025 1JQ0025TE	18.693	5.133	0.969	NORTH=3,578 SOUTH=9,982	0.525	06-35-400-020 06-35-400-027 06-35-400-028 10-02-200-014
1JQ0029PE-A 1JQ0029PE-B 1JQ0029TE-A 1JQ0029TE-B 1JQ0029TE-C 1JQ0029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900

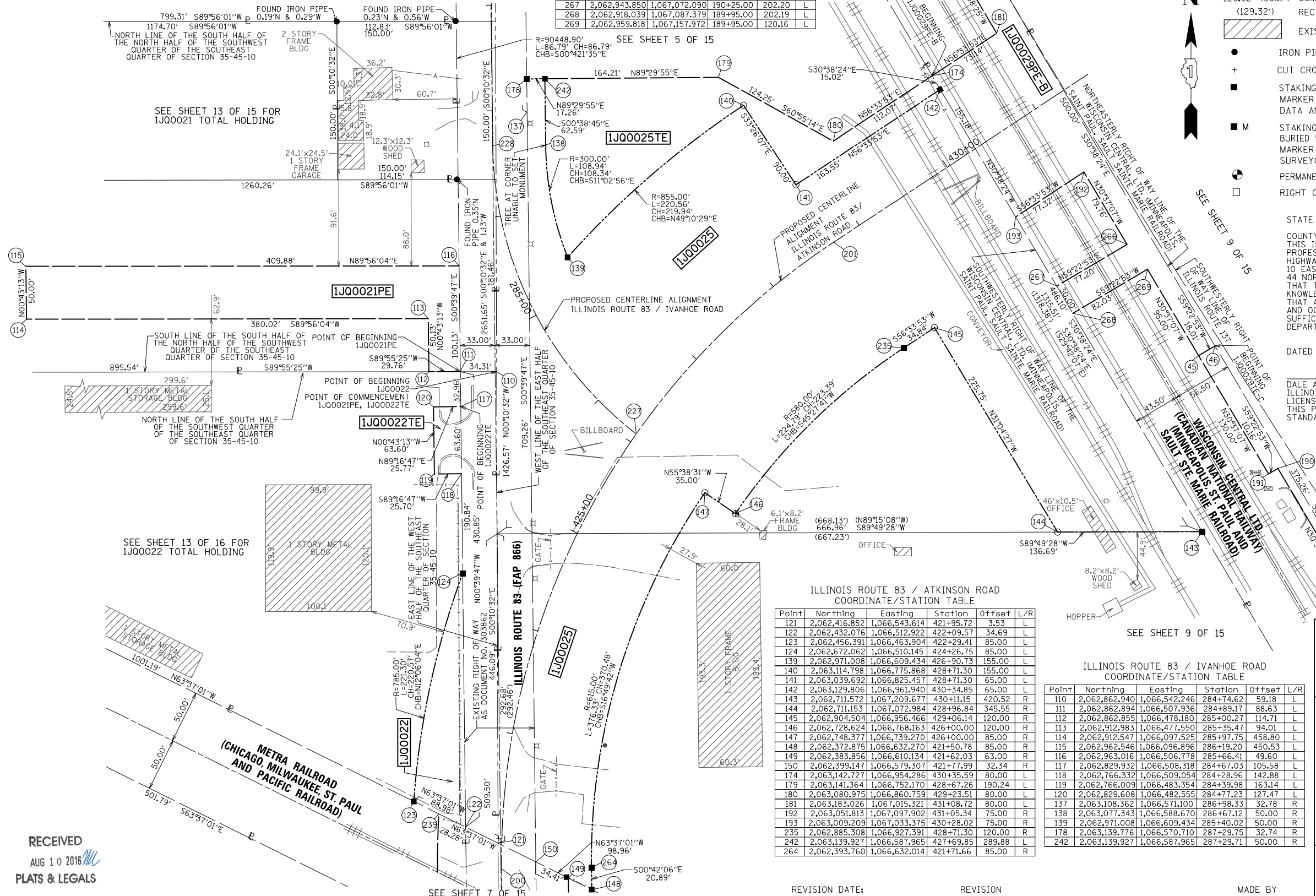
ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
35	2,063,317.427	1,066,967.032	194+00.00	102.34	L
45	2,062,878.063	1,067,206.357	189+00.00	120.16	L
46	2,062,887.234	1,067,221.853	189+00.00	102.16	L
142	2,063,129.806	1,066,961.940	192+41.13	202.28	L
143	2,062,711.572	1,067,209.677	187+55.03	202.10	L
174	2,063,142.727	1,066,954.286	192+56.15	202.29	L
181	2,063,183.026	1,067,015.321	192+59.74	129.24	L
182	2,063,303.701	1,066,943.840	194+00.00	129.29	L
183	2,063,312.360	1,066,958.469	194+00.00	112.29	L
190	2,062,771.363	1,067,281.313	187+70.00	110.00	L
191	2,062,766.188	1,067,272.569	187+70.00	120.16	L
192	2,063,051.813	1,067,097.902	191+04.76	125.00	L
193	2,063,009.209	1,067,033.375	191+00.96	202.23	L
266	2,062,383.171	1,067,138.528	190+25.00	125.00	L
267	2,062,943.850	1,067,072.090	190+25.00	202.20	L
268	2,062,918.039	1,067,087.379	189+95.00	202.19	L
269	2,062,959.818	1,067,157.972	189+95.00	120.16	L

**LEGEND**

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- P --- PROPERTY (DEED) LINE
- APL --- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- - - PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- - - PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- (129.32') (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- ▨ EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

DATE	BY	REVISION
07-30-15	GKF	
01-22-16	GKF	
08-05-16	GKF	
04-18-12	JDC	REVISED
04-18-12	DAG	REVISED
04-15-13	RWO	REVISED
03-04-15	DAG	REVISED
04-21-15	GKF	REVISED



ILLINOIS ROUTE 83 / ATKINSON ROAD  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
121	2,062,416.852	1,066,543.614	421+95.72	3.53	L
122	2,062,432.076	1,066,512.922	422+09.57	34.69	L
123	2,062,456.391	1,066,463.904	422+29.41	85.00	L
124	2,062,672.062	1,066,510.145	424+26.75	85.00	L
139	2,062,971.008	1,066,609.434	426+90.73	155.00	L
140	2,063,114.798	1,066,775.868	428+71.30	155.00	L
141	2,063,039.692	1,066,825.457	428+71.30	65.00	L
142	2,063,129.806	1,066,961.940	430+34.85	65.00	L
143	2,062,711.572	1,067,209.677	430+11.15	420.52	R
144	2,062,711.153	1,067,072.984	428+96.84	345.55	R
145	2,062,904.504	1,066,956.466	429+06.14	120.00	R
146	2,062,728.624	1,066,768.163	426+00.00	120.00	R
147	2,062,748.377	1,066,739.270	426+00.00	85.00	R
148	2,062,372.875	1,066,632.270	421+50.78	85.00	R
149	2,062,383.856	1,066,610.134	421+62.03	63.00	R
150	2,062,399.147	1,066,579.307	421+77.99	32.34	R
174	2,063,142.727	1,066,954.286	430+35.59	80.00	L
179	2,063,141.364	1,066,752.170	428+67.26	190.24	L
180	2,063,080.975	1,066,860.759	429+23.51	80.00	L
181	2,063,183.026	1,067,015.321	431+08.72	80.00	L
192	2,063,051.813	1,067,097.902	431+05.34	75.00	R
193	2,063,009.209	1,067,033.375	430+28.02	75.00	R
235	2,062,885.308	1,066,927.391	428+71.30	120.00	R
242	2,063,139.927	1,066,587.965	427+69.85	289.88	L
264	2,062,393.760	1,066,632.014	421+71.66	85.00	R

ILLINOIS ROUTE 83 / IVANHOE ROAD  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
110	2,062,862.940	1,066,542.246	284+74.62	59.18	L
111	2,062,862.894	1,066,507.936	284+89.17	88.63	L
112	2,062,862.855	1,066,478.180	285+00.27	114.71	L
113	2,062,912.983	1,066,477.550	285+35.47	94.01	L
114	2,062,912.547	1,066,097.525	285+97.75	458.80	L
115	2,062,962.546	1,066,096.896	286+19.20	450.53	L
116	2,062,963.016	1,066,506.778	285+66.41	49.60	L
117	2,062,829.932	1,066,508.318	284+67.03	105.58	L
118	2,062,766.332	1,066,509.054	284+28.96	142.88	L
119	2,062,766.009	1,066,483.354	284+39.98	163.14	L
120	2,062,829.608	1,066,482.555	284+77.23	127.47	L
137	2,063,108.362	1,066,571.100	286+98.33	32.78	R
138	2,063,077.343	1,066,588.670	286+67.12	50.00	R
139	2,062,971.008	1,066,609.434	285+40.02	50.00	R
178	2,063,139.776	1,066,570.710	287+29.75	32.74	R
242	2,063,139.927	1,066,587.965	287+29.71	50.00	R

STATE OF ILLINOIS )  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, ILLINOIS. 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 ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

- NOTES:
- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
  - BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
  - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
  - AREAS SHOWN ON THIS PLAT ARE GROUND.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 422+00.00 TO STATION: 431+50.00  
SCALE: 1" = 50' SHEET 6 OF 15

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

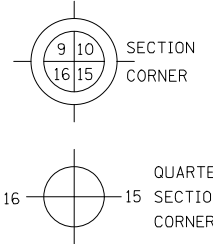
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RECEIVED  
AUG 10 2016  
PLATS & LEGALS

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M., AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.**

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET



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  - AREAS SHOWN ON THIS PLAT ARE GROUND.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1JQ0023TE	77.802	N/A	N/A	77.802	0.169	06-35-406-001 06-35-406-003 06-35-406-004 10-02-101-001 10-02-101-002 10-02-101-003 10-02-101-005 10-02-201-001 10-02-201-002 10-02-201-005 10-02-401-001 10-02-401-031
1JQ0026 1JQ0026TE	6.039	0.494	0.283	5.545	0.083	10-02-200-008
1JQ0030PE-A 1JQ0030PE-B	N/A	N/A	N/A	N/A	A=0.069 B=0.135	06-35-400-021

**ILLINOIS ROUTE 83 / ATKINSON ROAD COORDINATE/STATION TABLE**

Point	Northing	Easting	Station	Offset	L/R
121	2,062,416.852	1,066,543.614	421+95.72	3.53	L
122	2,062,432.076	1,066,512.922	422+09.57	34.69	L
123	2,062,456.391	1,066,463.904	422+29.41	85.00	L
124	2,062,672.062	1,066,510.145	424+26.75	85.00	L
125	2,062,333.243	1,066,487.131	421+12.92	60.61	L
126	2,061,970.345	1,066,491.466	417+50.00	60.72	L
127	2,062,147.471	1,066,457.172	419+27.53	92.85	L
128	2,062,349.362	1,066,454.634	421+29.44	92.91	L
143	2,062,711.572	1,067,209.677	430+11.15	420.52	R
144	2,062,711.153	1,067,072.984	428+96.84	345.55	R
146	2,062,728.624	1,066,768.163	426+00.00	120.00	R
147	2,062,748.377	1,066,739.270	426+00.00	85.00	R
148	2,062,372.875	1,066,632.270	421+50.78	85.00	R
149	2,062,383.856	1,066,610.134	421+62.03	63.00	R
150	2,062,399.147	1,066,579.307	421+77.99	32.34	R

**ILLINOIS ROUTE 83 / ATKINSON ROAD COORDINATE/STATION TABLE**

Point	Northing	Easting	Station	Offset	L/R
151	2,062,200.044	1,066,552.866	419+78.93	3.48	R
152	2,062,200.092	1,066,581.611	419+78.63	32.23	R
153	2,062,200.144	1,066,612.384	419+78.30	63.00	R
154	2,061,775.130	1,066,604.589	415+53.41	50.00	R
155	2,061,775.101	1,066,586.905	415+53.60	32.32	R
156	2,061,775.052	1,066,557.692	415+53.91	3.11	R
157	2,062,007.698	1,066,601.740	417+86.00	50.00	R
158	2,062,008.250	1,066,646.737	417+86.00	95.00	R
159	2,061,928.256	1,066,647.717	417+06.00	95.00	R
160	2,061,927.704	1,066,602.720	417+06.00	50.00	R

STATE OF ILLINOIS )  
 COUNTY OF COOK )  
 THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
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 LICENSE EXPIRES: NOVEMBER 30, 2016  
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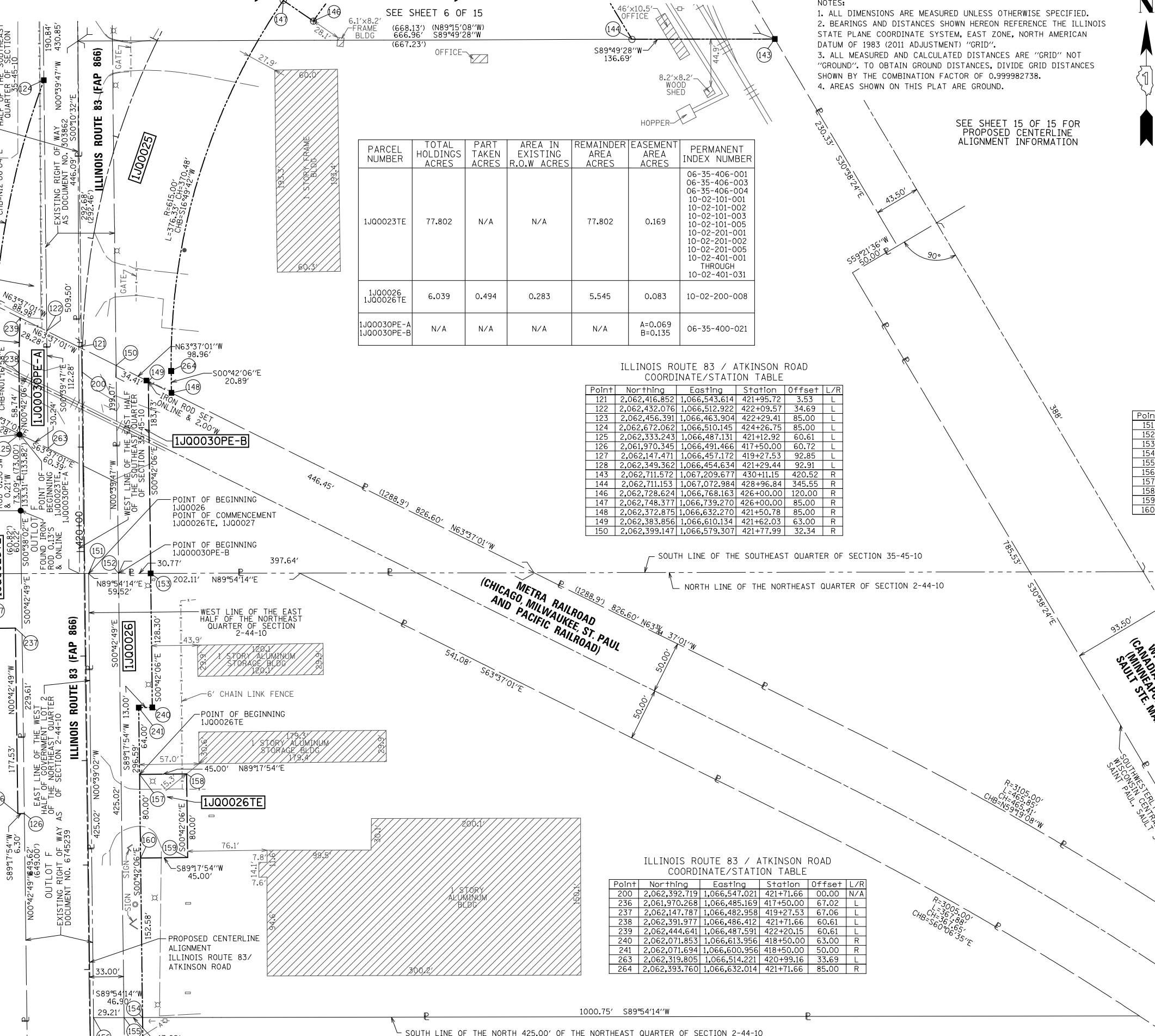
**Mackie Consultants, LLC**  
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**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**  
 SECTION: AT ATKINSON ROAD COUNTY: LAKE  
 PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
 STATION: 415+50.00 TO STATION: 425+00.00  
 SCALE: 1" = 50' SHEET 7 OF 15

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

RECEIVED  
 AUG 10 2016  
 PLATS & LEGALS  
 MADE BY

REVISION DATE: REVISION



DATE	BY	DATE	BY
08-05-16	GKF	04-18-12	JDC
		04-18-12	DAG
		04-15-13	RWO
		03-04-15	DAG
		04-21-15	GKF

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AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
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PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00024	26.798	0.520	0.358	26.278		10-02-200-022 10-02-200-025
1J00027	258.781	0.708	0.444	258.073		10-01-100-003 10-01-100-004 10-01-300-011 10-01-300-024 10-02-200-007 10-02-200-015 10-02-400-002 10-02-400-004 10-02-400-035 10-02-400-036 10-02-400-045 10-02-400-047 10-02-400-048

NOTES:

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4. AREAS SHOWN ON THIS PLAT ARE GROUND.

SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION

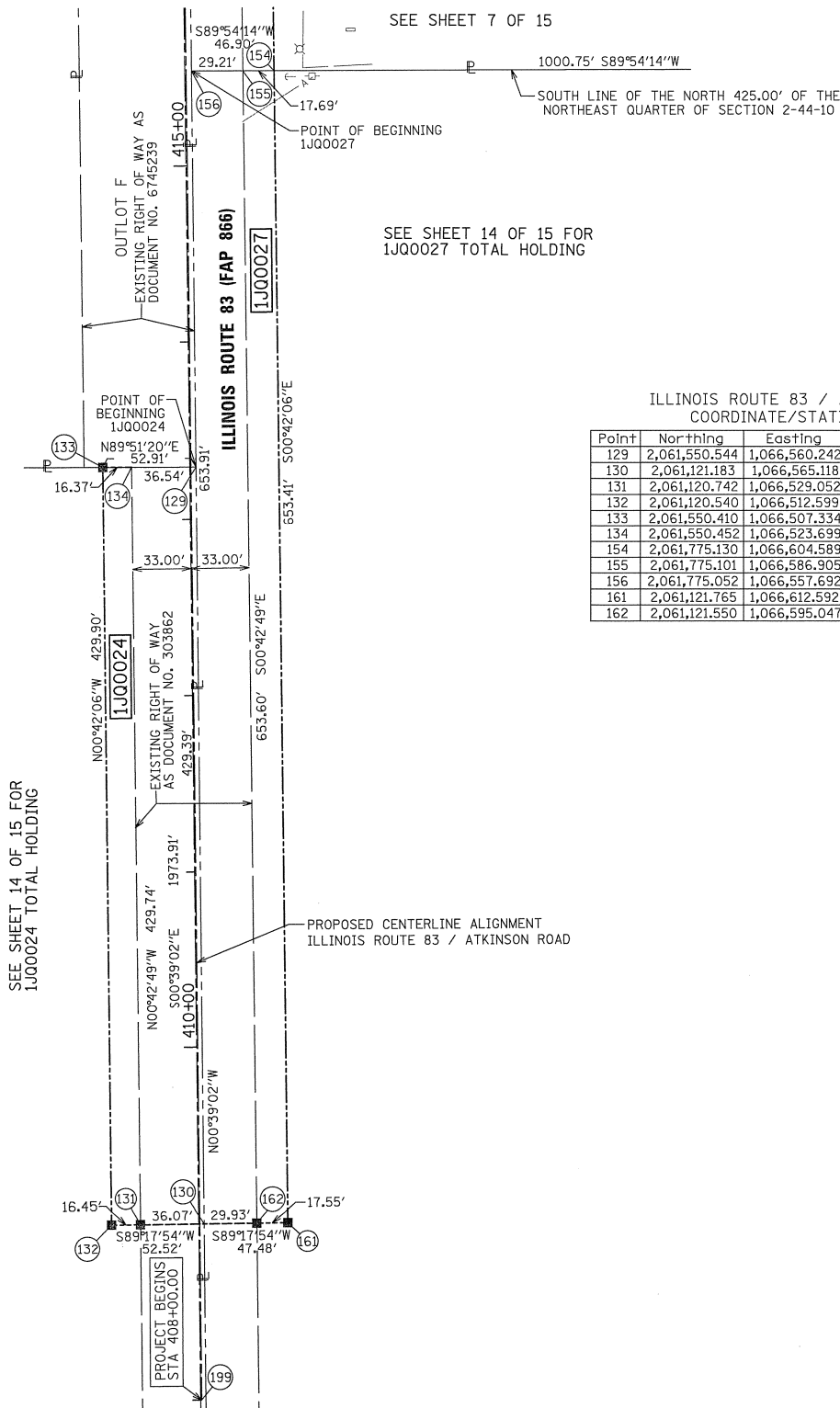
LEGEND

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
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NOTES:

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DATE	BY
04-18-12	JDC
04-18-12	DAG
04-15-13	RWO
03/04/15	DAG
	DRAWN
	APPROVED
	REVISED
	REVISED



ILLINOIS ROUTE 83 / ATKINSON ROAD COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
129	2,061,550.544	1,066,560.242	413+29.39	2.91	R
130	2,061,121.183	1,066,565.118	409+00.00	2.52	R
131	2,061,120.742	1,066,529.052	409+00.00	33.55	L
132	2,061,120.540	1,066,512.599	409+00.00	50.00	L
133	2,061,550.410	1,066,507.334	413+29.90	50.00	L
134	2,061,550.452	1,066,523.699	413+29.74	33.64	L
154	2,061,775.130	1,066,604.589	415+53.41	50.00	R
155	2,061,775.101	1,066,586.905	415+53.60	32.32	R
156	2,061,775.052	1,066,557.692	415+53.91	3.11	R
161	2,061,121.765	1,066,612.592	409+00.00	50.00	R
162	2,061,121.550	1,066,595.047	409+00.00	32.45	R

STATE OF ILLINOIS )  
 ) COUNTY OF COOK )  
 ) THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS )  
 ) PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF )  
 ) HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE )  
 ) 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP )  
 ) 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 )  
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DATED AT ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

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**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**  
 SECTION: AT ATKINSON ROAD COUNTY: LAKE  
 PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
 STATION: 408+00.00 TO STATION: 415+50.00  
 SCALE: 1"= 50' SHEET 8 OF 15

RECEIVED  
 MAR 05 2015  
 PLATS & LEGALS

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

REVISION DATE: REVISION

MADE BY

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

NOTES:

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**LEGEND**

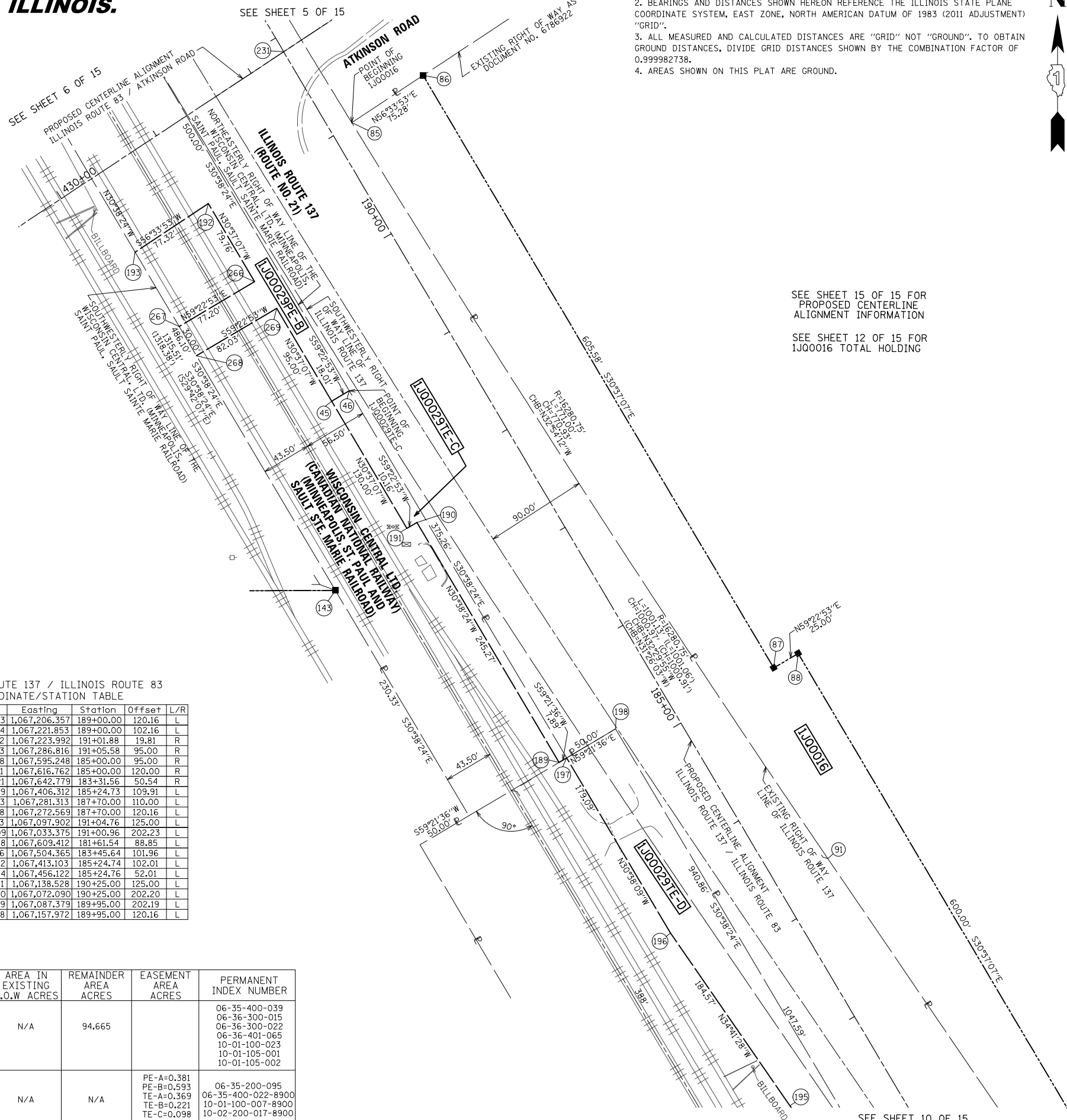
- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- - - PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- - - PROPOSED RIGHT OF WAY LINE
- - - PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- [Hatched Box] EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

DATE	BY	DATE	BY
08-05-16	GKF	04-18-12	JDC
09-21-17	GKF	04-18-12	DAG
		04-15-13	RWO
		03-04-15	DAG
		04-21-15	GKF
DRAWN	APPROVED	REVISED	REVISED

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
45	2,062,878.063	1,067,206.357	189+00.00	120.16	L
46	2,062,887.234	1,067,221.853	189+00.00	102.16	L
85	2,063,123.082	1,067,223.992	191+01.88	19.81	R
86	2,063,164.563	1,067,286.816	191+05.58	95.00	R
87	2,062,643.418	1,067,595.248	185+00.00	95.00	R
88	2,062,656.151	1,067,616.762	185+00.00	120.00	R
91	2,062,475.821	1,067,642.779	183+31.56	50.54	L
189	2,062,560.339	1,067,406.312	185+24.73	109.91	L
190	2,062,771.363	1,067,281.313	187+70.00	110.00	L
191	2,062,766.188	1,067,272.569	187+70.00	120.16	L
192	2,063,051.813	1,067,097.902	191+04.76	125.00	L
193	2,063,009.209	1,067,033.375	191+00.96	202.23	L
195	2,062,258.508	1,067,609.412	181+61.54	88.85	L
196	2,062,410.266	1,067,504.365	183+45.64	101.96	L
197	2,062,564.362	1,067,413.103	185+24.74	102.01	L
198	2,062,589.844	1,067,456.122	185+24.76	52.01	L
266	2,062,983.171	1,067,138.528	190+25.00	125.00	L
267	2,062,943.850	1,067,072.090	190+25.00	202.20	L
268	2,062,918.039	1,067,087.379	189+95.00	202.19	L
269	2,062,959.818	1,067,157.972	189+95.00	120.16	L

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00016	96.427	1.762	N/A	94.665		06-35-400-039 06-36-300-015 06-36-300-022 06-36-401-065 10-01-100-023 10-01-105-001 10-01-105-002
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900



SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION

SEE SHEET 12 OF 15 FOR 1J00016 TOTAL HOLDING

STATE OF ILLINOIS )  
COUNTY OF COOK )  
THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2018  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 181+50.00 TO STATION: 192+00.00  
SCALE: 1"= 50' SHEET 9 OF 15

RECEIVED  
SEP 22 2011  
PLATS & LEGALS

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

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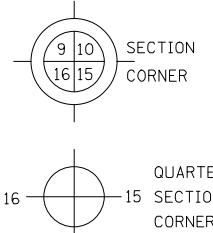
**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
163	2,061,452.878	1,068,230.434	777+86.38	31.54	L
278	2,061,698.011	1,067,991.791	174+90.00	62.92	L
279	2,061,694.233	1,067,986.629	174+90.00	69.31	L
280	2,061,688.508	1,067,990.020	174+83.51	69.96	L
282	2,061,663.412	1,067,947.653	174+88.21	118.97	L
283	2,061,569.405	1,068,018.870	173+74.13	119.00	L
285	2,061,605.759	1,068,065.250	173+74.13	60.07	L
287	2,061,347.648	1,068,283.312	776+74.87	64.39	L
288	2,061,193.053	1,068,480.204	774+29.56	38.36	L
289	2,061,198.385	1,068,484.984	774+29.56	31.20	L

**LEGEND**

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

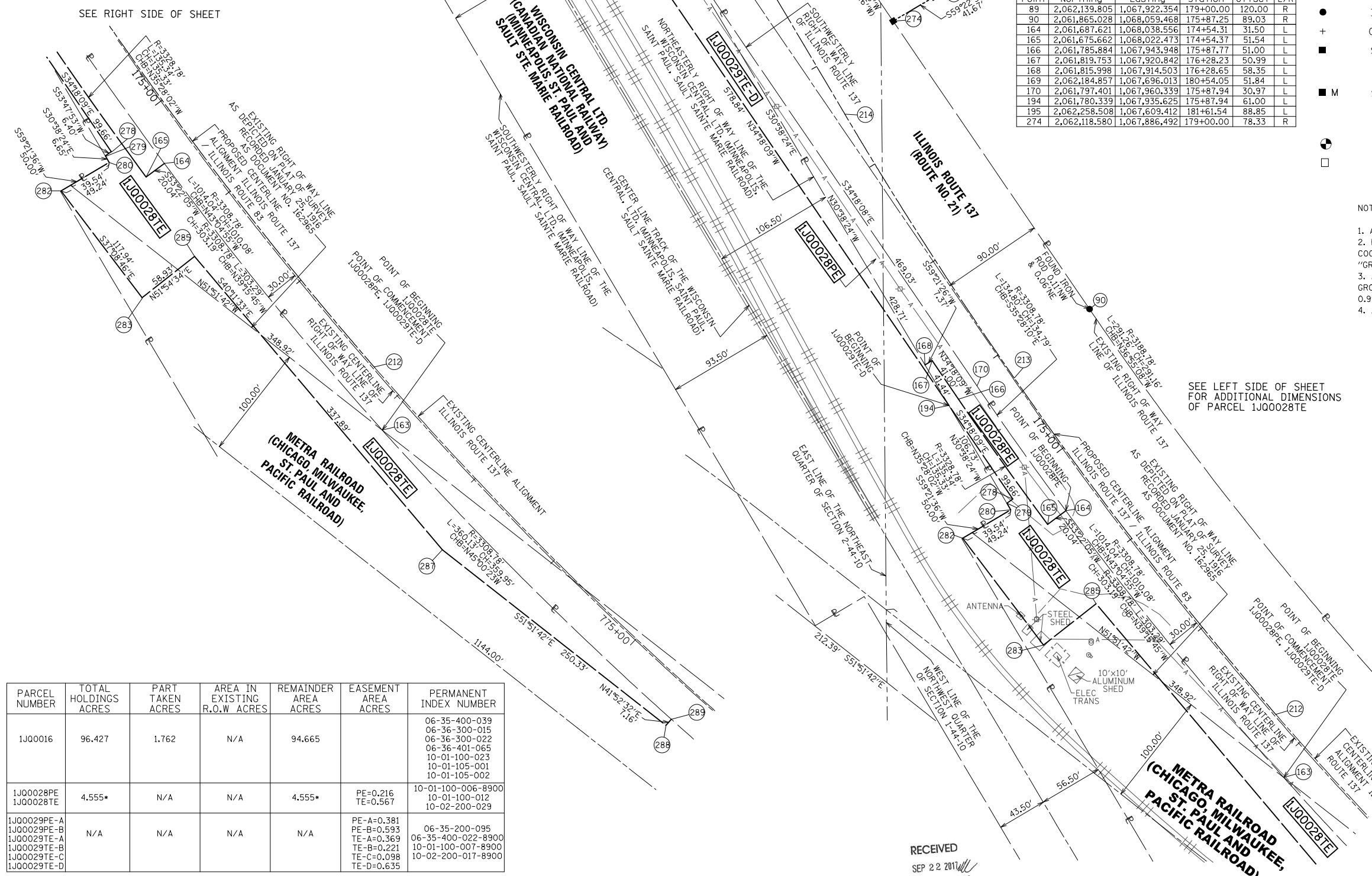


SEE SHEET 15 OF 15 FOR PROPOSED CENTERLINE ALIGNMENT INFORMATION  
SEE SHEET 12 OF 15 FOR 1J00016 TOTAL HOLDING

ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83  
COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	L/R
89	2,062,139.805	1,067,922.354	179+00.00	120.00	R
90	2,061,865.028	1,068,059.468	175+87.25	89.03	R
164	2,061,687.621	1,068,038.556	174+54.31	31.50	L
165	2,061,675.662	1,068,022.473	174+54.37	51.54	L
166	2,061,785.884	1,067,943.948	175+87.77	51.00	L
167	2,061,819.753	1,067,920.842	176+28.23	50.99	L
168	2,061,815.998	1,067,914.503	176+28.65	58.35	L
169	2,062,184.857	1,067,696.013	180+54.05	51.84	L
170	2,061,797.401	1,067,960.339	175+87.94	30.97	L
194	2,061,780.339	1,067,935.625	175+87.94	61.00	L
195	2,062,258.508	1,067,609.412	181+61.54	88.85	L
274	2,062,118.580	1,067,886.492	179+00.00	78.33	R

DATE	BY	REVISION
04-23-15	GKF	REVISED
12-15-15	GKF	REVISED
08-05-16	GKF	REVISED
09-21-17	GKF	REVISED
04-18-12	JDC	REVISED
04-18-12	DAG	REVISED
04-15-13	RWO	REVISED
03-04-15	DAG	REVISED
03-31-15	GKF	REVISED
DRAWN		
APPROVED		
REVISED		
REVISED		



**NOTES:**

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- ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
- AREAS SHOWN ON THIS PLAT ARE GROUND.

STATE OF ILLINOIS )  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.


DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2018  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PERMANENT INDEX NUMBER
1J00016	96.427	1.762	N/A	94.665		06-35-400-039 06-36-300-015 06-36-300-022 06-36-401-065 10-01-100-023 10-01-105-001 10-01-105-002
1J00028PE 1J00028TE	4.555*	N/A	N/A	4.555*	PE=0.216 TE=0.567	10-01-100-006-8900 10-01-100-012 10-02-200-029
1J00029PE-A 1J00029PE-B 1J00029TE-A 1J00029TE-B 1J00029TE-C 1J00029TE-D	N/A	N/A	N/A	N/A	PE-A=0.381 PE-B=0.593 TE-A=0.369 TE-B=0.221 TE-C=0.098 TE-D=0.635	06-35-200-095 06-35-400-022-8900 10-01-100-007-8900 10-02-200-017-8900

\* TOTAL HOLDINGS ACRES SHOWN FOR PARCEL 1J00028 IS THE CALCULATED AREA OF THE TOTAL HOLDINGS WITHIN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 01-44-10 AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 02-44-10.

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REVISION DATE: \_\_\_\_\_ REVISION \_\_\_\_\_ MADE BY \_\_\_\_\_



**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
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**PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
IL ROUTE 83**

SECTION: AT ATKINSON ROAD COUNTY: LAKE  
PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
STATION: 774+29.56 TO STATION: 181+50.00  
SCALE: 1" = 50' SHEET 10 OF 15

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

**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

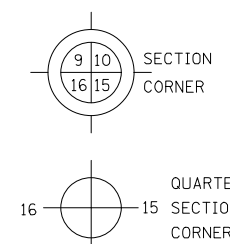
NOTES:

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4. AREAS SHOWN ON THIS PLAT ARE GROUND.



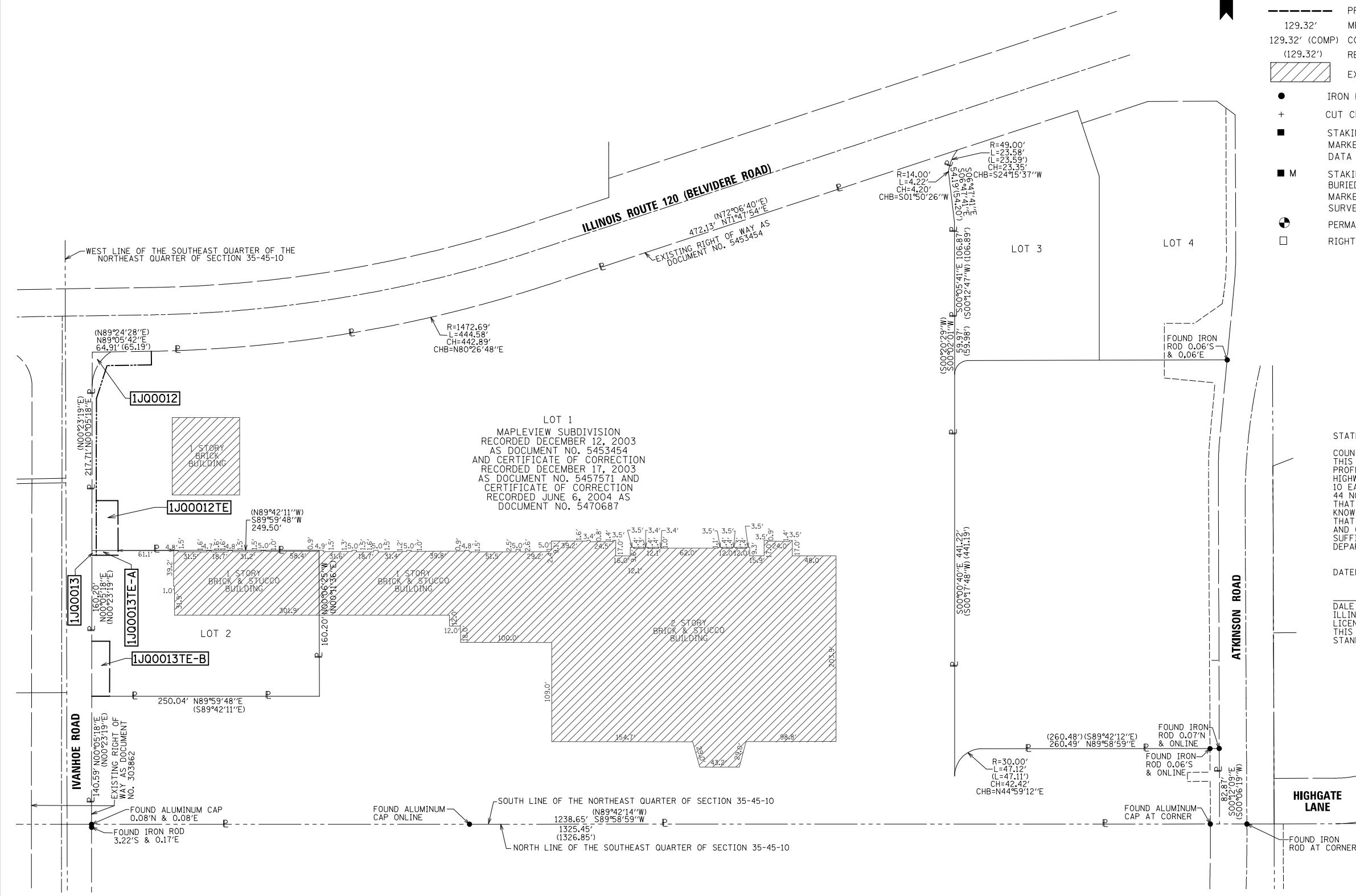
LEGEND

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- - - PROPOSED CENTERLINE
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- - - PROPOSED RIGHT OF WAY LINE
- - - PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING



- IRON PIPE OR ROD FOUND      ⊕ "MAG" NAIL SET      ○ SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET      ● 5 / 8" REBAR SET
- 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.
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- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

DATE	BY	DATE	BY
10-21-15	GKF	04-18-12	JDC
		04-18-12	DAG
		04-15-13	RWO
		03-04-15	DAG
		04-21-15	GKF
DRAWN		APPROVED	
REVIS		REVIS	
REVIS		REVIS	



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DATED AT ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
 LICENSE EXPIRES: NOVEMBER 30, 2016  
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**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD      COUNTY: LAKE  
 PROJECT: IL ROUTE 83      JOB NO.: R-91-019-12  
 STATION: N/A      TO STATION: N/A  
 SCALE: 1"= 60'      SHEET 11 OF 15

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 MADE BY

REVISION DATE:      REVISION

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**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

NOTES:  
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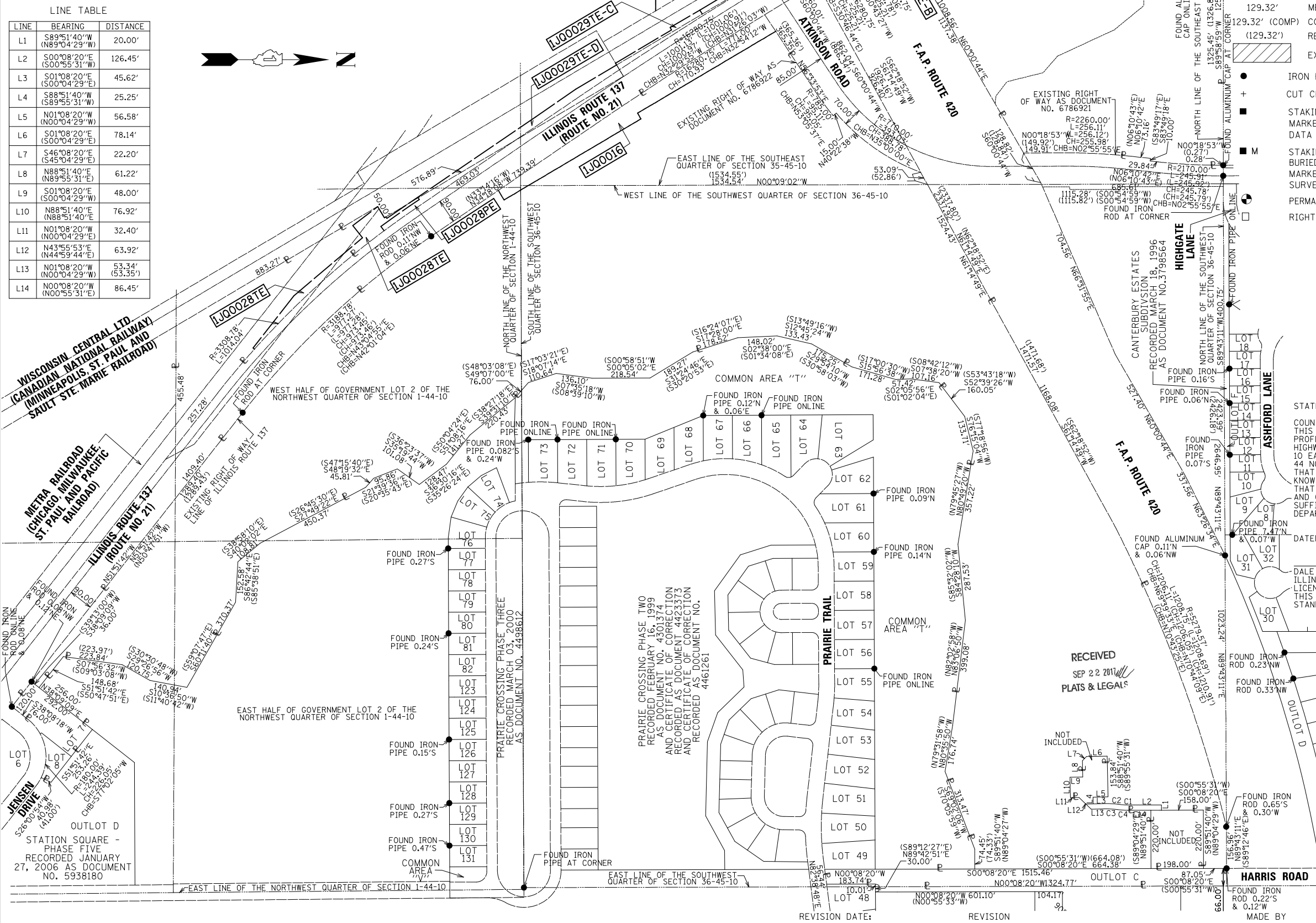
CURVE TABLE

CURVE	RADIUS	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE
C1	280.00'	37.27'	S03°40'28"W (S04°44'20"W)	37.24' (37.25')
C2	320.00'	48.18'	S03°10'28"W (S04°14'20"W)	48.13' (48.14')
C3	300.00'	45.17'	N03°10'28"E (N04°14'20"E)	45.13'
C4	300.00'	39.93'	N03°40'28"E (N04°44'20"E)	39.90' (39.91')

LINE TABLE

LINE	BEARING	DISTANCE
L1	S89°51'40"W (N89°04'29"W)	20.00'
L2	S00°08'20"E (S00°55'31"W)	126.45'
L3	S01°08'20"E (S00°04'29"E)	45.62'
L4	S88°51'40"W (S89°55'31"W)	25.25'
L5	N01°08'20"W (N00°04'29"W)	56.58'
L6	S01°08'20"E (S00°04'29"E)	78.14'
L7	S46°08'20"E (S45°04'29"E)	22.20'
L8	N88°51'40"E (N89°55'31"E)	61.22'
L9	S01°08'20"E (S00°04'29"W)	48.00'
L10	N88°51'40"E (N89°55'31"E)	76.92'
L11	N01°08'20"W (N00°04'29"E)	32.40'
L12	N43°55'53"E (N44°59'44"E)	63.92'
L13	N01°08'20"W (N00°04'29"W)	53.34' (53.35')
L14	N00°08'20"W (N00°55'31"E)	86.45'

DATE	BY	REVISION
09-21-17	GKF	
04-23-15	GKF	REVISED
06-29-15	GKF	REVISED
12-15-15	GKF	REVISED
02-05-16	GKF	REVISED
08-05-16	GKF	REVISED
04-18-12	JDC	REVISED
04-18-12	DAG	REVISED
04-15-13	RWO	REVISED
03-04-15	DAG	REVISED
03-31-15	GKF	REVISED
04-18-12	DAG	APPROVED
04-18-12	DAG	APPROVED
04-15-13	RWO	APPROVED
03-04-15	DAG	APPROVED
03-31-15	GKF	APPROVED



**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
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● IRON PIPE OR ROD FOUND    ⊕ "MAG" NAIL SET    ○ SET RAILROAD SPIKE (RR SPIKE)

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

■ 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.

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○ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

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Rosemont, IL 60018  
(847)696-1400  
www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD    COUNTY: LAKE  
PROJECT: IL ROUTE 83    JOB NO.: R-91-019-12  
STATION: N/A    TO STATION: N/A  
SCALE: 1"= 200'    SHEET 12 OF 15

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

9/21/2017 10:46:30 AM  
C:\Users\Surveyor\Documents\2018\Plat of Highways-62.plt

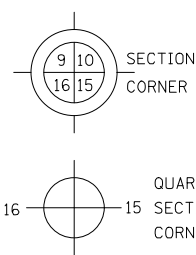
**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

NOTES:

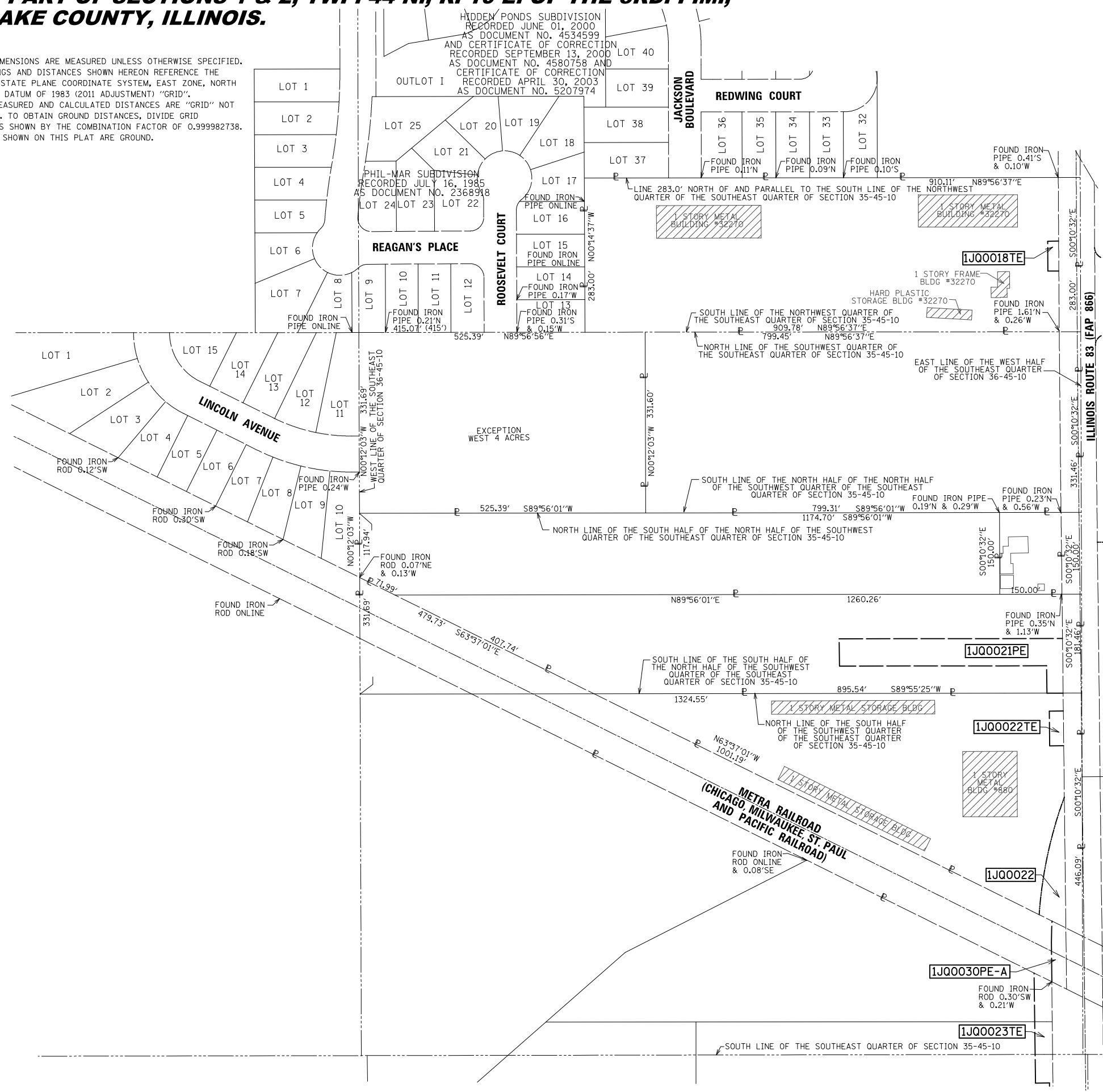
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.999982738.
4. AREAS SHOWN ON THIS PLAT ARE GROUND.

LEGEND

- SECTION LINE
- - - - - QUARTER SECTION LINE
- --- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- P----- PROPERTY (DEED) LINE
- APL----- APPARENT PROPERTY LINE
- - - - - EXISTING CENTERLINE
- - - - - PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- - - - - PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND    ⊕ "MAG" NAIL SET    ○ SET RAILROAD SPIKE (RR SPIKE)
- + CUT CROSS FOUND OR SET    ● 5 / 8" REBAR SET
- 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. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET



DATE	BY	DATE	BY
04-18-12	JDC	01-22-16	GKF
04-18-12	DAJ		
04-15-13	RWO		
03-04-15	DAG		
DRAWN		REVISIED	
APPROVED		REVISIED	
REVISIED		REVISIED	



STATE OF ILLINOIS )  
 COUNTY OF COOK )  
 THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

DALE A. GRAY  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
 LICENSE EXPIRES: NOVEMBER 30, 2016  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
 9575 W. Higgins Road, Suite 500  
 Rosemont, IL 60018  
 (847)696-1400  
 www.mackieconsult.com

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**  
 SECTION: AT ATKINSON ROAD COUNTY: LAKE  
 PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
 STATION: N/A TO STATION: N/A  
 SCALE: 1"= 100' SHEET 13 OF 15

RECEIVED  
 JAN 25 2016  
 PLATS & LEGALS  
 MADE BY

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



**PART OF SECTIONS 35 & 36, TWP. 45 N., R. 10 E. OF THE 3RD. P.M.,  
AND PART OF SECTIONS 1 & 2, TWP. 44 N., R. 10 E. OF THE 3RD. P.M.,  
IN LAKE COUNTY, ILLINOIS.**

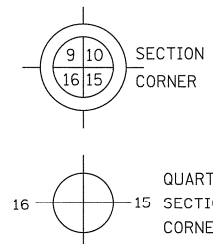
NOTES:

1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
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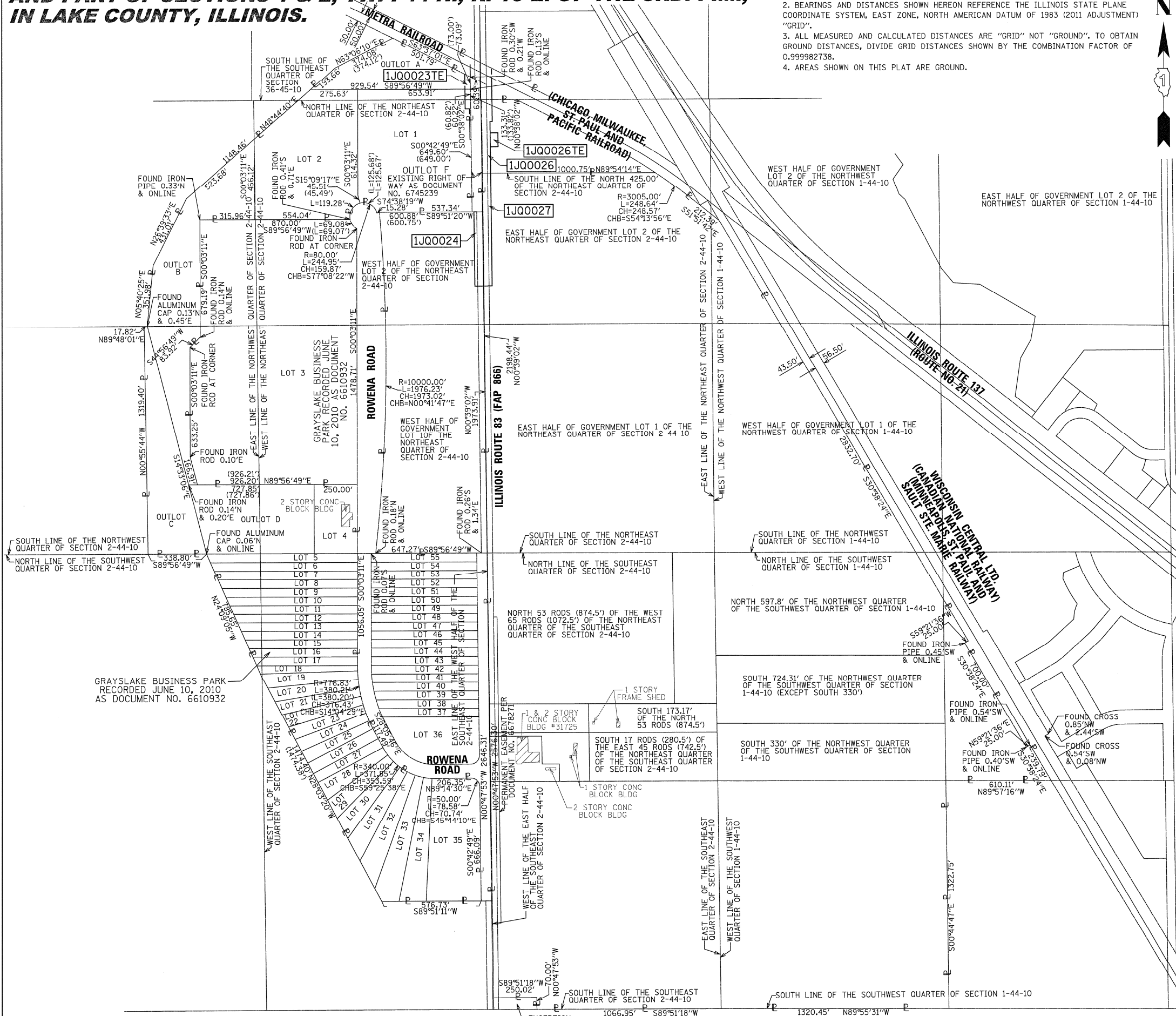


**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
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DATE	BY
04-18-12	JDC
04-18-12	DAG
04-15-13	RWO
03/04/15	DAG



STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF COOK )  
 THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 104 002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 45 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 1 AND 2, TOWNSHIP 44 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE 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 ROSEMONT, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ A.D.

DALE A. GRAY  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
 LICENSE EXPIRES: NOVEMBER 30, 2016  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**Mackie Consultants, LLC**  
 9575 W. Higgins Road, Suite 500  
 Rosemont, IL 60018  
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**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**  
 SECTION: AT ATKINSON ROAD COUNTY: LAKE  
 PROJECT: IL ROUTE 83 JOB NO.: R-91-019-12  
 STATION: N/A 10 STATION: N/A  
 SCALE: 1"= 300' SHEET 14 OF 15

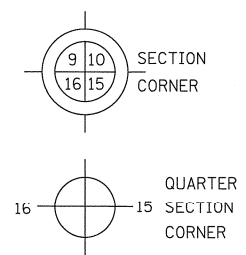
RECEIVED  
 MAR 05 2015  
 PLATS & LEGALS  
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BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

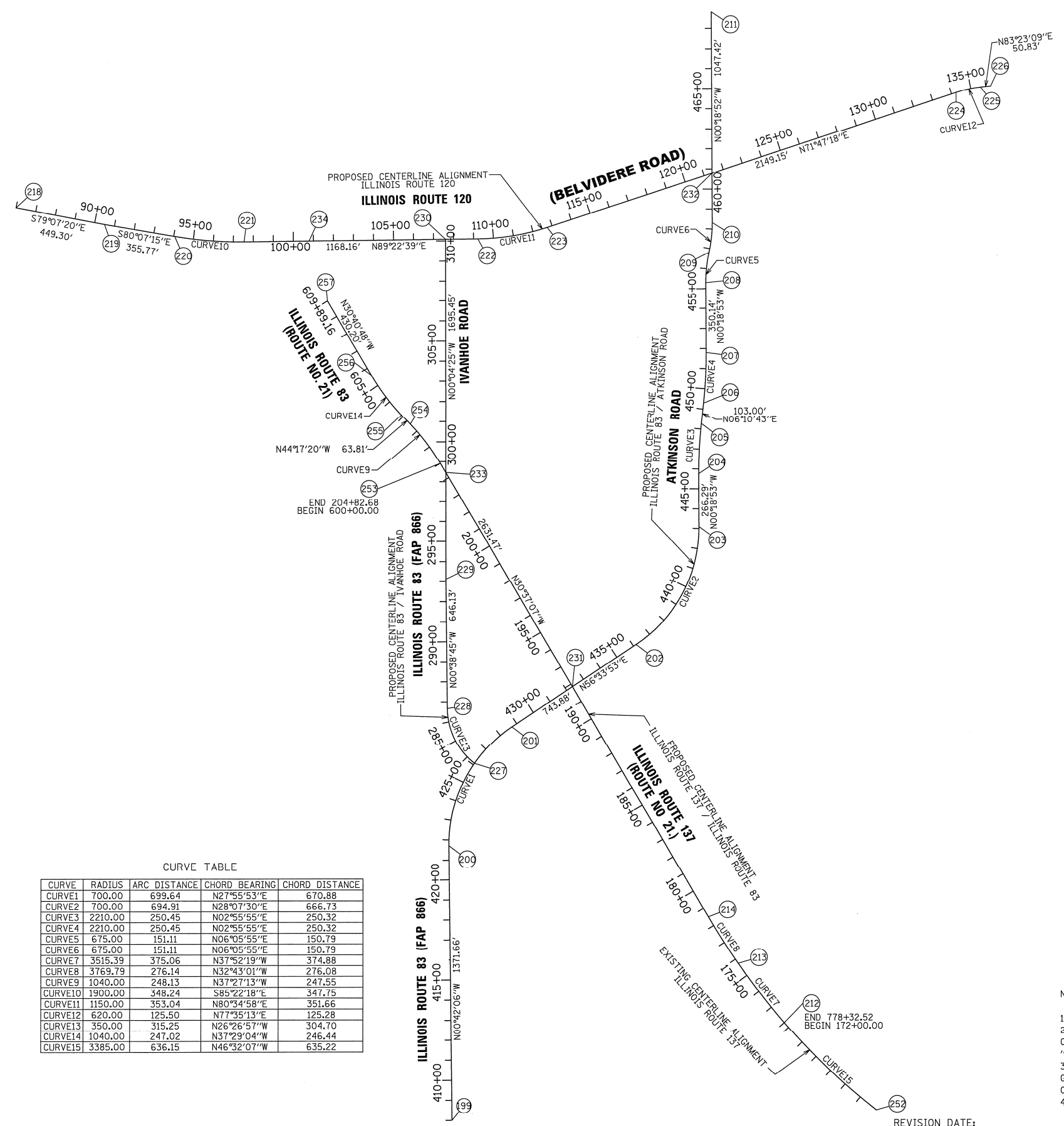
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- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- [Hatched Box] EXISTING BUILDING



DATE	BY
04-18-12	JDC
04-18-12	DAG
04-15-13	RWO
03/04/15	DAG
03/31/15	GKF



**ILLINOIS ROUTE 83 / ATKINSON ROAD PROPOSED CENTERLINE ALIGNMENT COORDINATE/STATION TABLE**

Point	Northing	Easting	Station
199	2,061,021.160	1,066,563.820	408+00.00
200	2,062,392.719	1,066,547.021	421+71.66
201	2,062,985.449	1,066,861.272	428+71.30
202	2,063,395.324	1,067,482.049	436+15.19
203	2,063,983.324	1,067,796.342	443+10.10
204	2,064,249.606	1,067,794.880	445+76.39
205	2,064,499.596	1,067,807.684	448+26.84
206	2,064,601.998	1,067,818.769	449+29.84
207	2,064,851.987	1,067,831.573	451+80.29
208	2,065,202.121	1,067,829.650	455+30.43
209	2,065,352.060	1,067,845.670	456+81.53
210	2,065,501.998	1,067,861.690	458+32.64
211	2,066,549.400	1,067,855.940	468+80.06
227	2,062,803.973	1,066,674.388	426+09.28
231	2,063,185.392	1,067,164.097	432+34.18
232	2,065,748.432	1,067,860.337	460+79.08

**ILLINOIS ROUTE 137 / ILLINOIS ROUTE 83 PROPOSED CENTERLINE ALIGNMENT COORDINATE/STATION TABLE**

Point	Northing	Easting	Station
212	2,061,508.486	1,068,223.298	172+00.00
213	2,061,804.412	1,067,993.158	175+75.06
214	2,062,036.694	1,067,843.938	178+51.20
231	2,063,185.392	1,067,164.097	191+86.00
233	2,064,255.603	1,066,530.708	204+29.60
234	2,065,410.908	1,065,846.957	217+72.08
252	2,061,071.515	1,068,684.337	771+96.37
253	2,064,301.279	1,066,503.675	204+82.68
253	2,064,301.279	1,066,503.675	600+00.00
254	2,064,497.792	1,066,353.138	602+48.13
255	2,064,543.469	1,066,308.581	603+11.94
256	2,064,739.025	1,066,158.610	605+58.97
257	2,065,109.007	1,065,939.106	609+89.16

**ILLINOIS ROUTE 120 PROPOSED CENTERLINE ALIGNMENT COORDINATE/STATION TABLE**

Point	Northing	Easting	Station
218	2,065,581.270	1,064,383.840	86+00.00
219	2,065,496.480	1,064,825.070	90+49.30
220	2,065,435.441	1,065,175.564	94+05.07
221	2,065,407.380	1,065,522.185	97+53.31
222	2,065,420.070	1,066,690.277	109+21.48
223	2,065,477.608	1,067,037.195	112+74.52
224	2,066,149.285	1,069,078.694	134+23.67
225	2,066,176.215	1,069,201.048	135+49.17
226	2,066,182.070	1,069,251.540	136+00.00
230	2,065,418.320	1,066,529.215	107+60.40
232	2,065,748.432	1,067,860.337	121+41.07
234	2,065,410.908	1,065,846.957	100+78.11

**ILLINOIS ROUTE 83 / IVANHOE ROAD PROPOSED CENTERLINE ALIGNMENT COORDINATE/STATION TABLE**

Point	Northing	Easting	Station
227	2,062,803.973	1,066,674.388	283+51.87
228	2,063,076.780	1,066,538.674	286+67.12
229	2,063,722.870	1,066,531.392	293+13.25
230	2,065,418.320	1,066,529.215	310+08.70
233	2,064,255.603	1,066,530.708	298+45.98

**CURVE TABLE**

CURVE	RADIUS	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE
CURVE1	700.00	699.64	N27°55'53"E	670.88
CURVE2	700.00	694.91	N28°07'30"E	666.73
CURVE3	2210.00	250.45	N02°55'55"E	250.32
CURVE4	2210.00	250.45	N02°55'55"E	250.32
CURVE5	675.00	151.11	N06°05'55"E	150.79
CURVE6	675.00	151.11	N06°05'55"E	150.79
CURVE7	3515.39	375.06	N37°52'19"W	374.88
CURVE8	3769.79	276.14	N32°43'01"W	276.08
CURVE9	1040.00	248.13	N37°27'13"W	247.55
CURVE10	1900.00	348.24	S85°22'18"E	347.75
CURVE11	1150.00	353.04	N80°34'58"E	351.66
CURVE12	620.00	125.50	N77°35'13"E	125.28
CURVE13	350.00	315.25	N26°26'57"W	304.70
CURVE14	1040.00	247.02	N37°29'04"W	246.44
CURVE15	3385.00	636.15	N46°32'07"W	635.22


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APR 02 2015  
PLATS & LEGALS

- NOTES:
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STATE OF ILLINOIS )  
                          )SS  
COUNTY OF COOK )  
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DATED AT ROSEMONT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

DALE A. GRAY  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057  
LICENSE EXPIRES: NOVEMBER 30, 2016  
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**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**IL ROUTE 83**

SECTION: AT ATKINSON ROAD    COUNTY: LAKE

PROJECT: IL ROUTE 83    JOB NO.: R-91-019-12  
STATION: N/A    TO STATION: N/A  
SCALE: 1"= 300'    SHEET 15 OF 15

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

NOTE:  
THE IL 83 PROFILE SHALL NOT EXCEED 1%  
FOR A DISTANCE OF 28' BEYOND THE  
OUTER EDGE OF THE WCL SURFACE MATERIAL.

430+65.66  
164.93' LT  
R = 130'

WISCONSIN CENTRAL, LTD.

EX IL 137

PR IL 83

NOTE:  
NOSE OF CORNER ISLAND SHALL NOT BE RAMPED.

LEGEND

XXX+XX.XX - STATION  
XX.XX LT/RT - OFFSET  
XXX.XX - PROPOSED ELEVATION

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 866 (IL 83)

INTERSECTION DETAIL  
IL ROUTE 137, IL ROUTE 83, ATKINSON ROAD

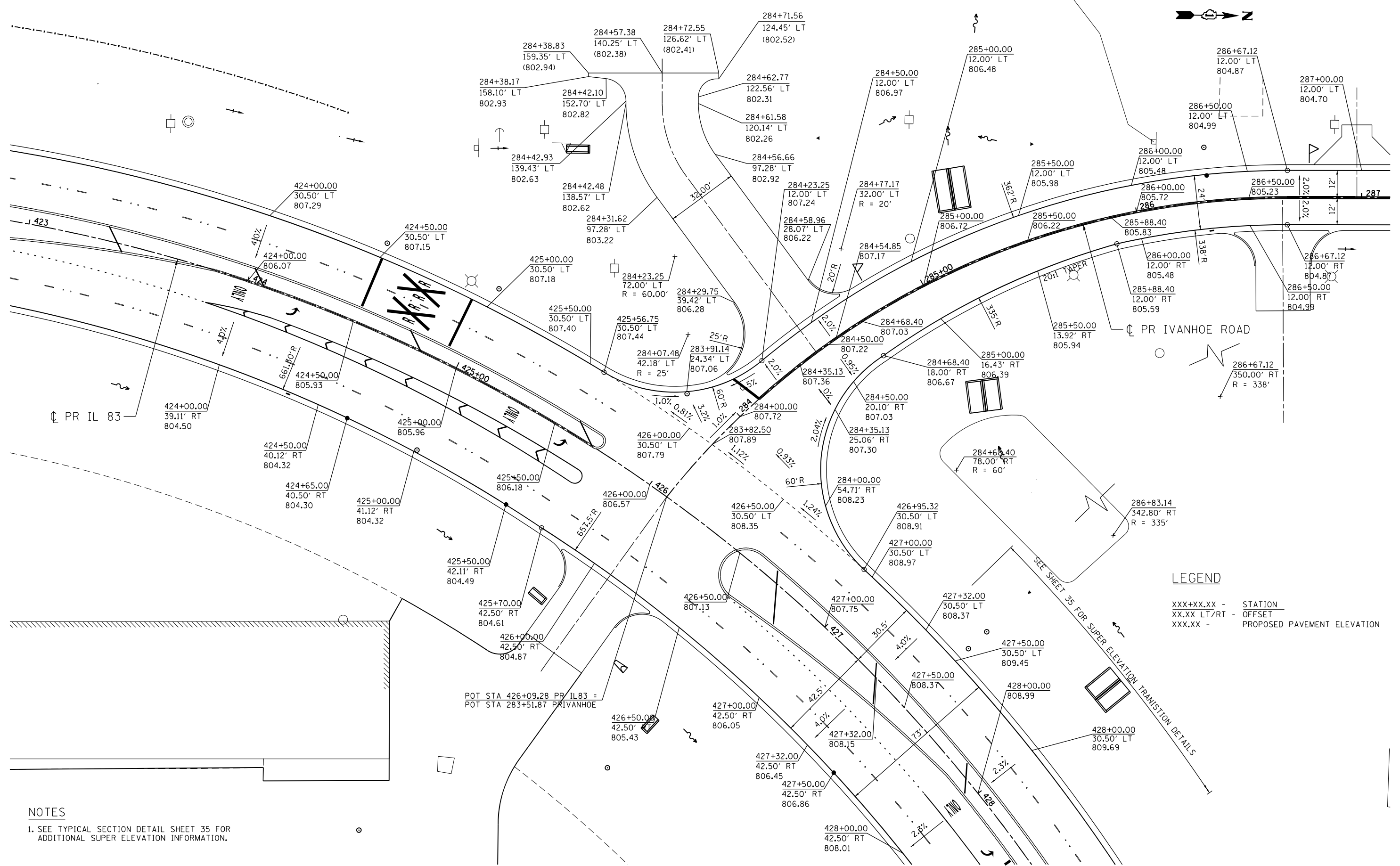
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	219
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

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#FILES =		DRAWN - JB	REVISED -
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = 40.0000' / in.	CHECKED - AG	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	DATE - 01/30/23	REVISED -

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 1-24-2023, 16:05:20  
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 GARCIAZ



**LEGEND**  
 XXX+XX.XX - STATION  
 XX.XX LT/RT - OFFSET  
 XXX.XX - PROPOSED PAVEMENT ELEVATION

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

**INTERSECTION DETAIL**  
**IL ROUTE 83 & IVANHOE ROAD**

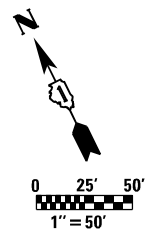
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exp U.S. Services Inc. Chicago, IL	PLOT SCALE = 40.0000' / in.	CHECKED - AG	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	DATE - 01/30/23	REVISED -

SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	220
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

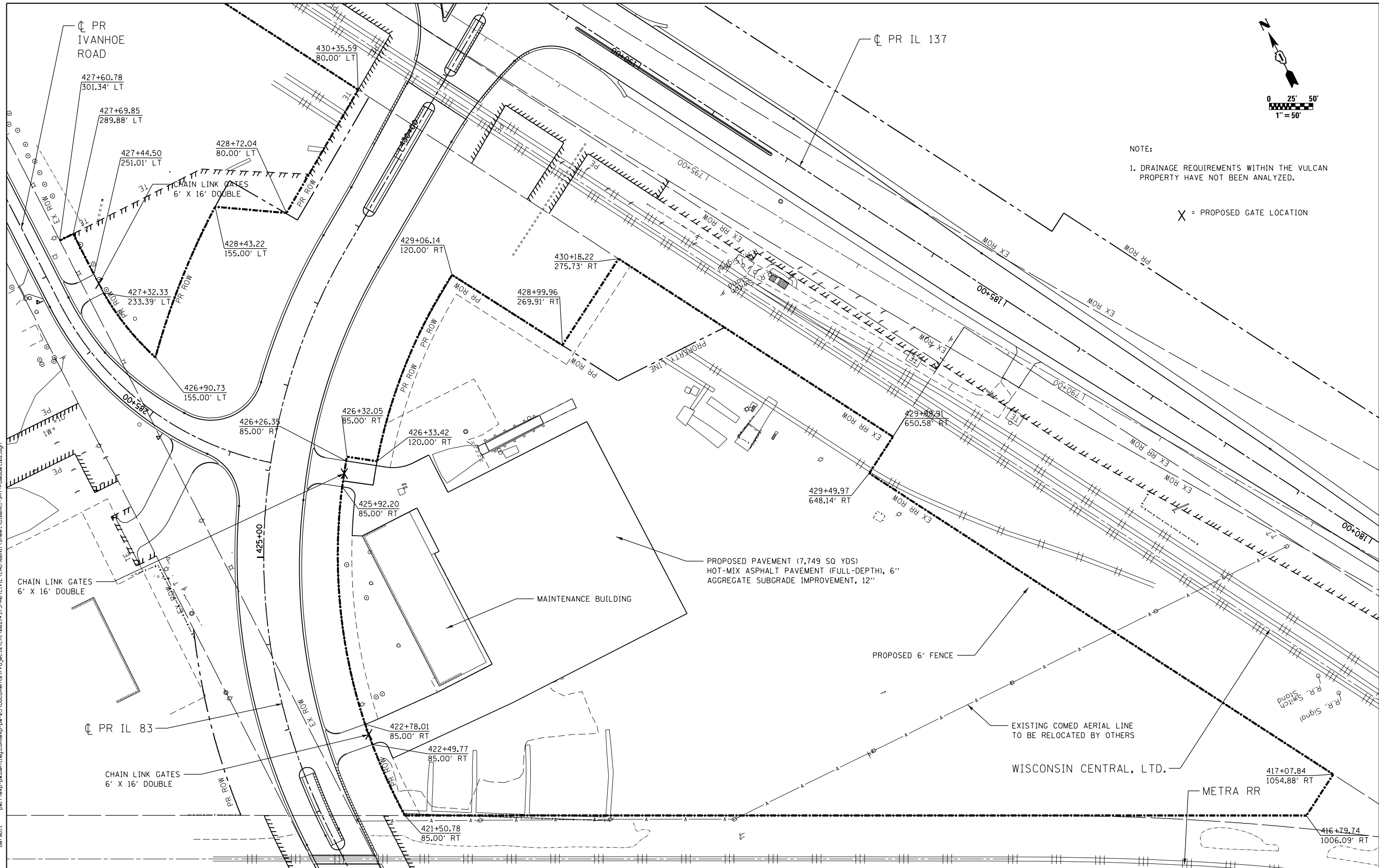






NOTE:  
1. DRAINAGE REQUIREMENTS WITHIN THE VULCAN PROPERTY HAVE NOT BEEN ANALYZED.

X = PROPOSED GATE LOCATION



PROPOSED PAVEMENT (7,749 SQ YDS)  
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"  
AGGREGATE SUBGRADE IMPROVEMENT, 12"

MAINTENANCE BUILDING

PROPOSED 6' FENCE

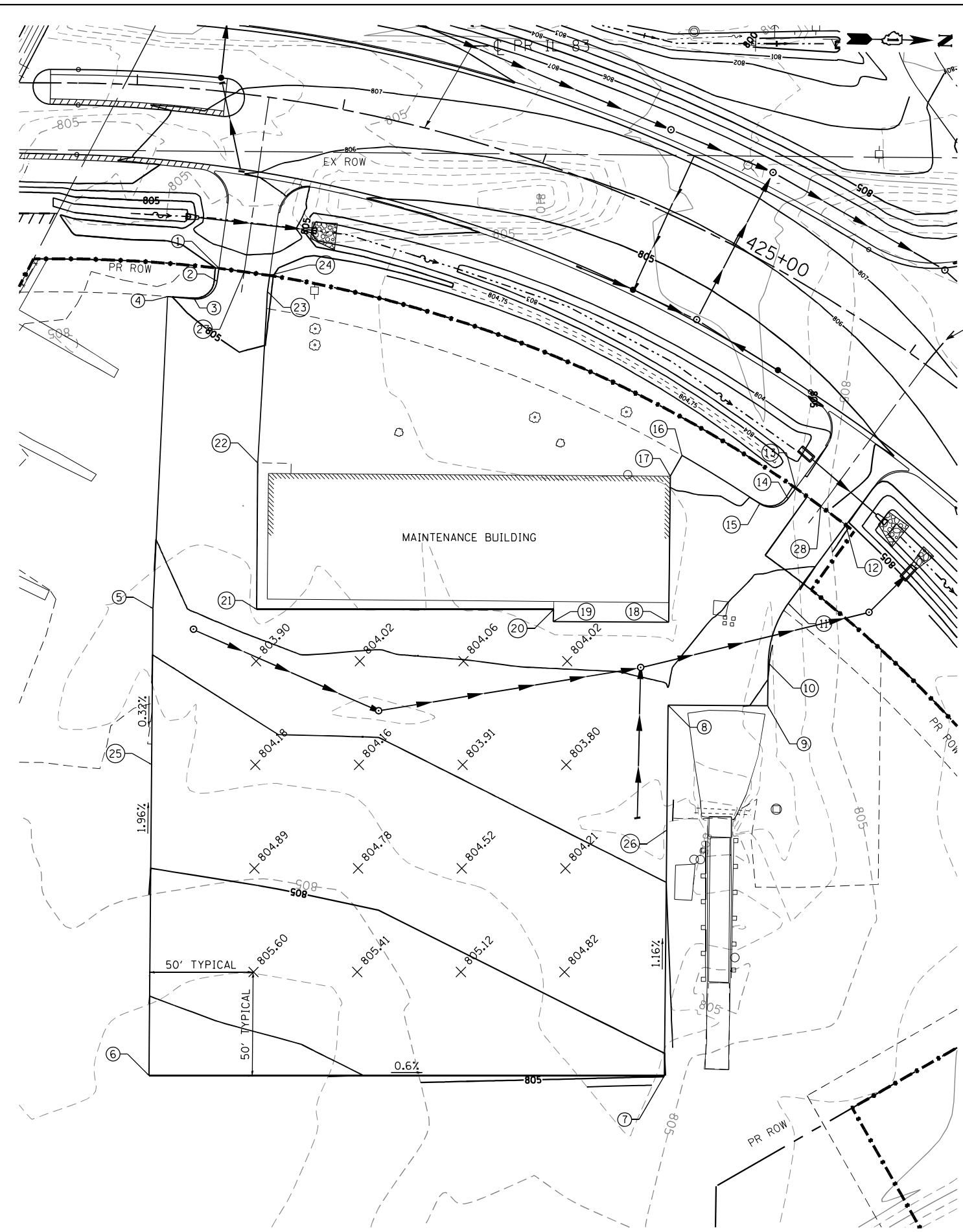
EXISTING COMED AERIAL LINE  
TO BE RELOCATED BY OTHERS

WISCONSIN CENTRAL, LTD.

METRA RR

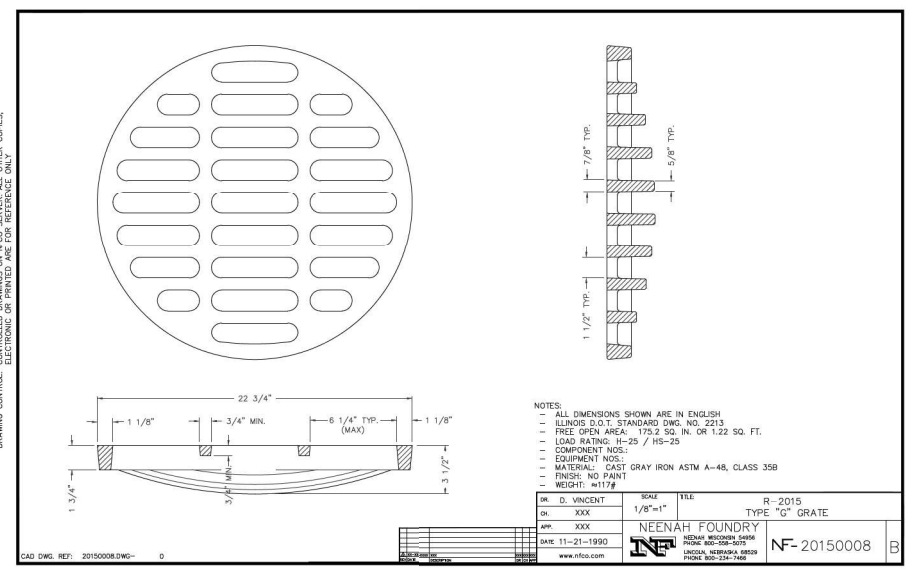
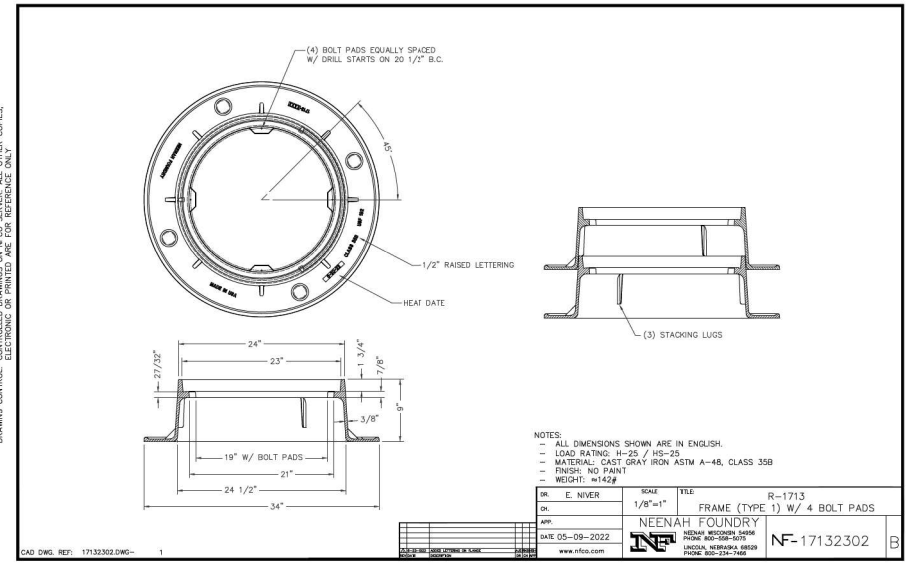
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FILE NAME = D160N11-SHT-roaddet102.dgn exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	USER NAME = GARCIAAZ	DESIGNED - AG	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>VULCAN PROPERTY</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 223
	PLOT SCALE = 100.0000' / in.	CHECKED - BRH	REVISED -		SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.			CONTRACT NO. 60N11				
	PLOT DATE = 3/2/2023	DATE = 01/30/23	REVISED -					ILLINOIS FED. AID PROJECT				



**GRADING FOR VULCAN PAVEMENT**

POINT	STATION	OFFSET	ELEVATION
1	424+49.81	85.00' RT	805.43
2	424+49.64	91.31' RT	805.34
3	422+38.18	101.04' RT	805.11
4	422+22.97	101.06' RT	804.97
5	422+31.12	251.64' RT	803.92
6	422+90.64	475.44' RT	(806.62)
7	428+07.79	336.69' RT	805.13
8	426+05.40	206.07' RT	803.97
9	426+57.67	176.62' RT	(802.79)
10	426+40.72	160.51' RT	803.13
11	426+27.76	131.92' RT	803.64
12	426+26.35	85.00' RT	804.41
13	425+92.20	85.00' RT	804.41
14	425+92.03	91.33' RT	804.31
15	425+80.54	101.00' RT	804.05
16	425+28.96	101.00' RT	(803.70)
17	425+28.96	112.51' RT	(803.93)
18	425+74.61	172.96' RT	(804.14)
19	425+08.94	201.25' RT	(804.14)
20	425+05.32	195.91' RT	(804.40)
21	423+07.86	244.67' RT	(804.16)
22	428+89.66	175.17' RT	(804.28)
23	422+78.19	92.83' RT	805.34
24	422+78.01	85.00' RT	805.43
25	422+43.09	326.74' RT	804.19
26	426+60.26	253.84' RT	803.69
27	422+63.91	85.12' RT	805.56
28	426+09.28	85.15' RT	804.56

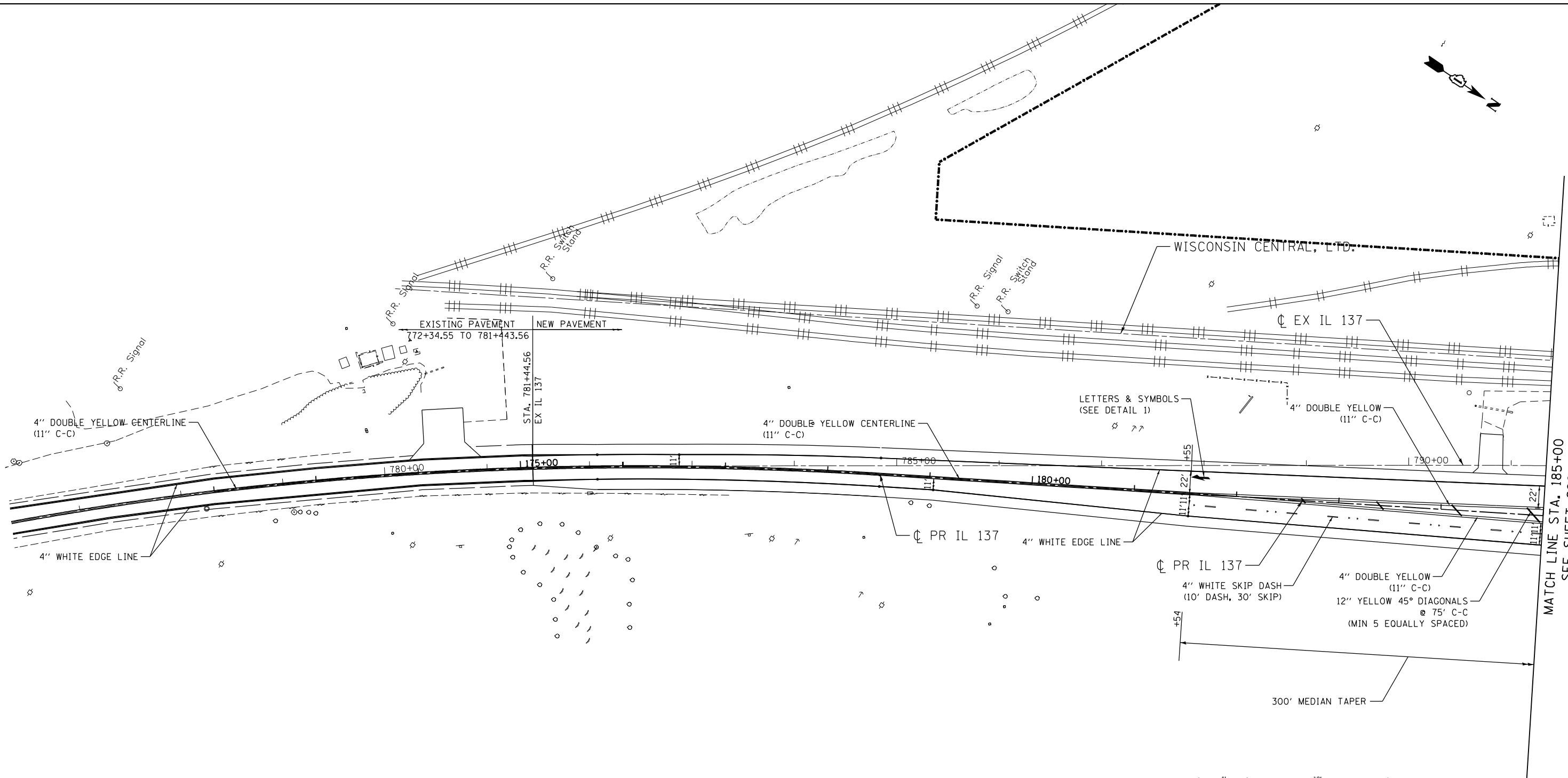
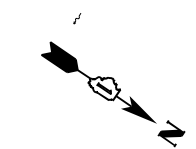


TYPE 1 FRAME OPEN LID BOLTED SPECIAL DETAILS

1/24/2023  
 default  
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FILE NAME = D160N11-SHT-roaddet103.dgn	USER NAME = garciaoz	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>DETAILS</b> <b>VULCAN PROPERTY</b>	F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 224
PLOT SCALE = 60.0000' / in. PLOT DATE = 1/24/2023		CHECKED - BH DATE - 01/30/23		SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 60N11 ILLINOIS FED. AID PROJECT				

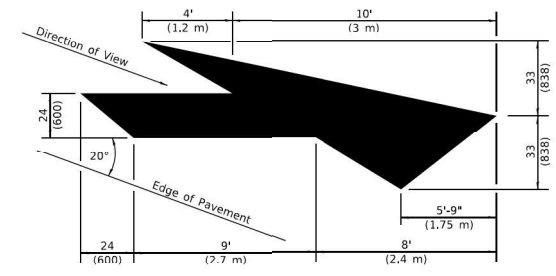
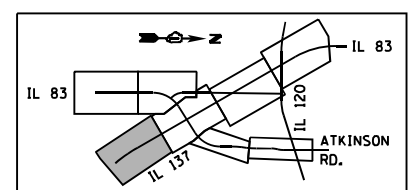




MATCH LINE STA. 185+00  
SEE SHEET 226

**PAVEMENT MARKING LEGEND**

- RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PLANS

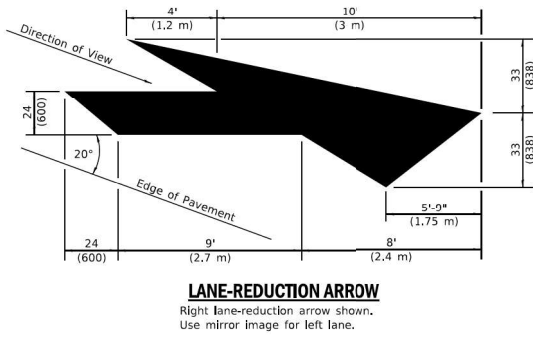


**LANE-REDUCTION ARROW**  
Right lane-reduction arrow shown.  
Use mirror image for left lane.

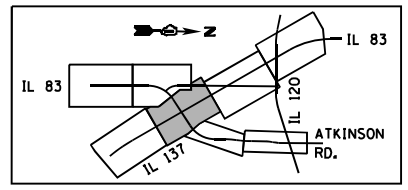
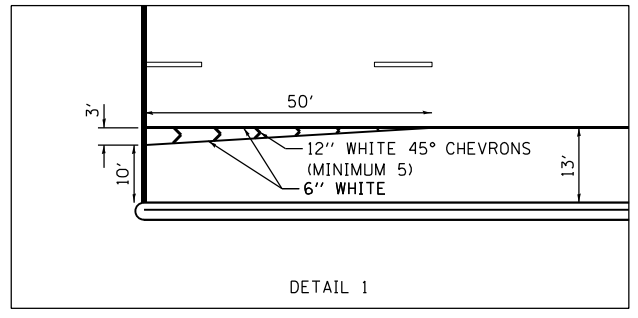
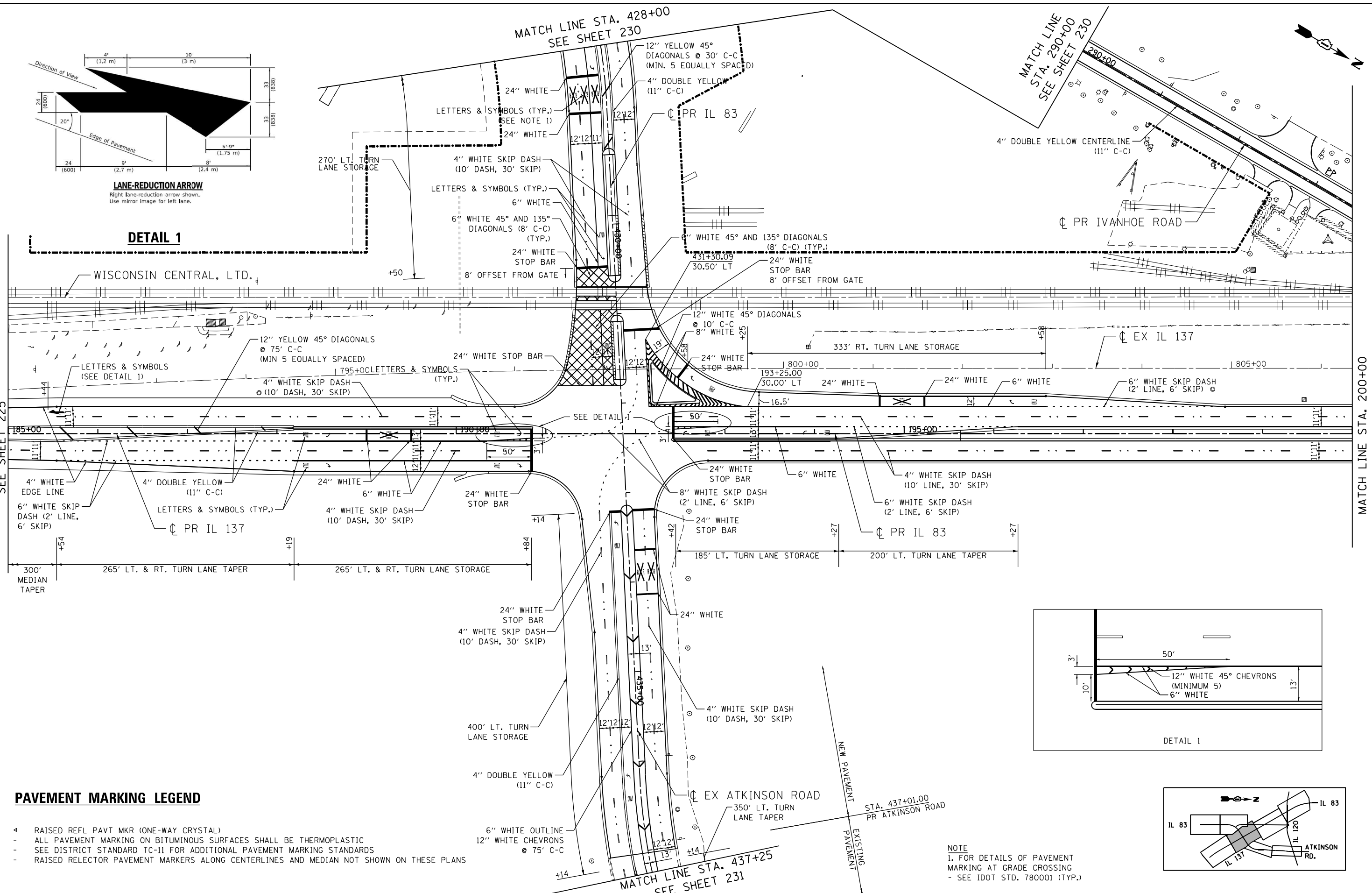
**DETAIL 1**

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 1-24-2023, 16:05:38  
 GARCIAZ  
 C:\P\WORK\EXP\DMS3217\60N11-SHT-PMK\01.DGN

FILE NAME =	USER NAME = garciaz	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>PAVEMENT MARKING PLANS</b> <b>IL ROUTE 137</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 225
#FILES#	PLOT SCALE = 100.0000' / in.	DRAWN - JB	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 172+00	TO STA. 185+00	CONTRACT NO. 60N11	
exp U.S. Services Inc. Chicago, IL	CHECKED - AG	DATE - 01/30/23	REVISED -		ILLINOIS FED. AID PROJECT							
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	DATE - 01/30/23	REVISED -									



**DETAIL 1**



**PAVEMENT MARKING LEGEND**

- RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PLANS

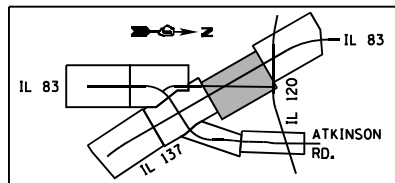
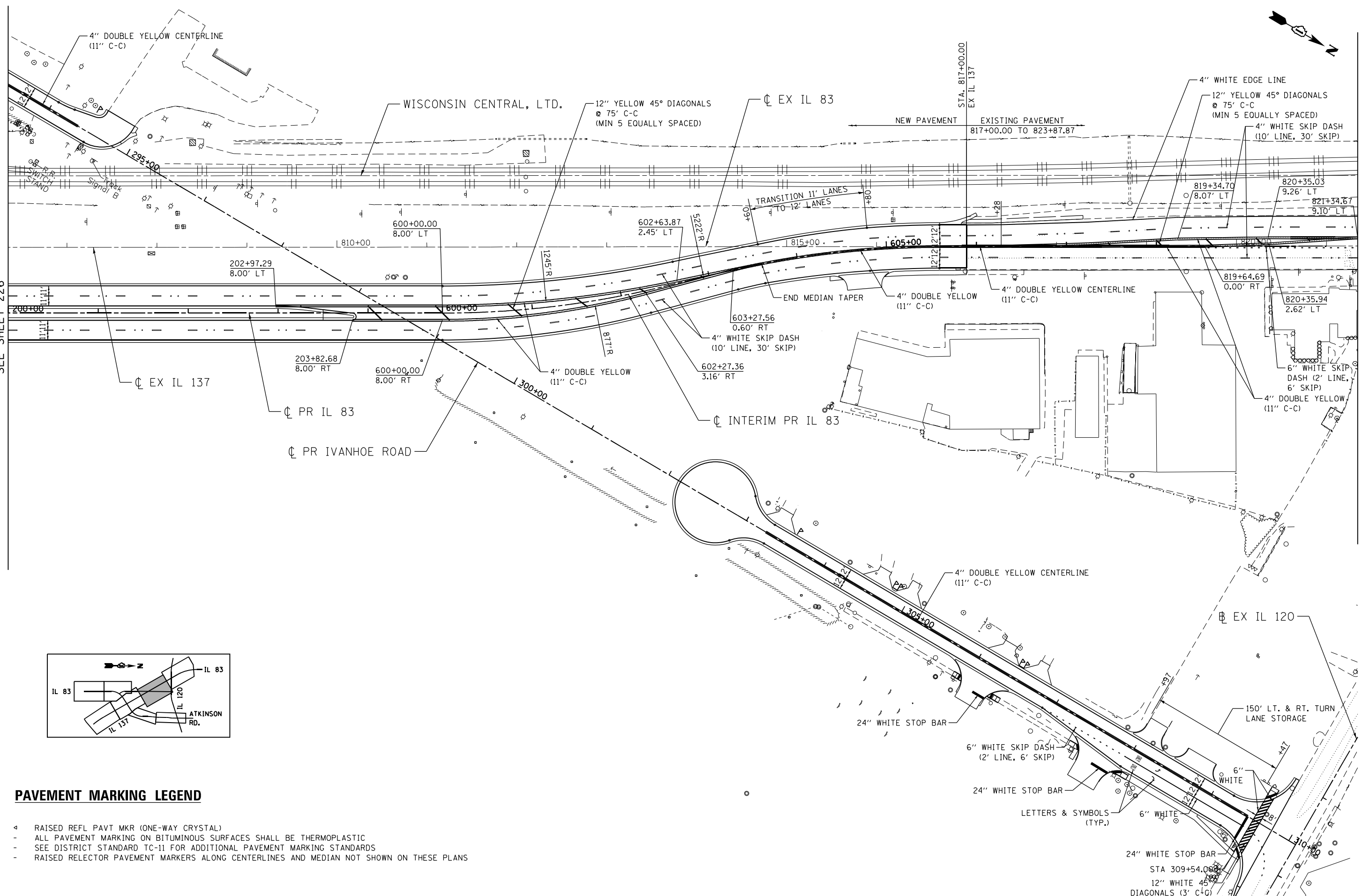
NOTE  
1. FOR DETAILS OF PAVEMENT MARKING AT GRADE CROSSING - SEE IDOT STD. 780001 (TYP.)

\D:\60N11-MOTIF\01.DGN, \D:\60N11-BORDER\01.DGN, \D:\60N11-LEGEND\01.DGN, \D:\60N11-SHT-PMK\01.DGN  
 3-02-2023, 13:41:24 GARCIAAZ C:\P\M\WORK\EXP\0532717\DI60N11-SHT-PMK\02.DGN

FILE NAME =	USER NAME = GARCIAAZ	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>PAVEMENT MARKING PLANS</b> <b>IL ROUTE 137 /IL ROUTE 83</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 226
*FILES*	PLOT SCALE = 100.0000' / 1"	DRAWN - JB	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 185+00	TO STA. 200+00	CONTRACT NO. 60N11	
exp U.S. Services Inc. Chicago, IL	PLOT DATE = 3/2/2023	CHECKED - AG	REVISED -								ILLINOIS FED. AID PROJECT	
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY		DATE - 01/30/23	REVISED -									

MATCH LINE STA. 200+00  
SEE SHEET 226

MATCH LINE STA. 821+34.67  
SEE SHEET 228



**PAVEMENT MARKING LEGEND**

- RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PLANS

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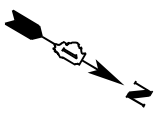
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exp U.S. Services Inc. Chicago, IL	PLOT SCALE = 100.0000' / in.	CHECKED - AG	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	DATE - 01/30/23	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

**PAVEMENT MARKING PLANS**  
**IL ROUTE 83**

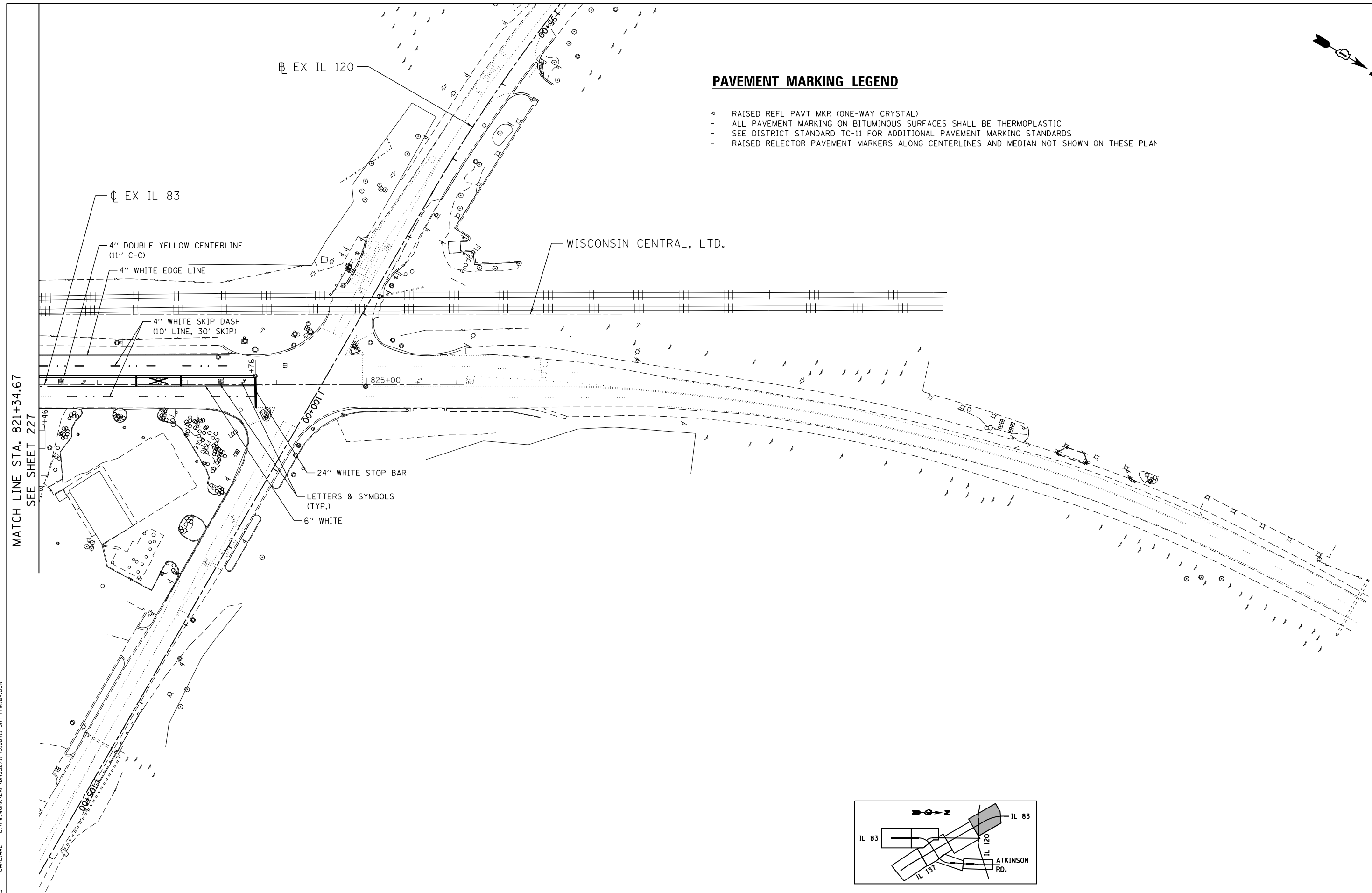
SCALE: 1"=50'    SHEET    OF    SHEETS    STA. 200+00    TO    STA. 215+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	227
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				



**PAVEMENT MARKING LEGEND**

- RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PLAN



MATCH LINE STA. 821+34.67  
SEE SHEET 227

EX IL 120

EX IL 83

WISCONSIN CENTRAL, LTD.

4" DOUBLE YELLOW CENTERLINE  
(11" C-C)

4" WHITE EDGE LINE

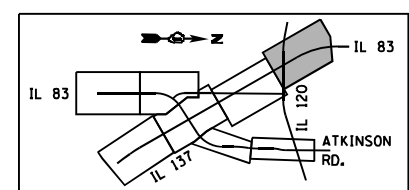
4" WHITE SKIP DASH  
(10' LINE, 30' SKIP)

825+00

24" WHITE STOP BAR

LETTERS & SYMBOLS  
(TYP.)

6" WHITE



\\D:\60N11-MOTIF\01.DGN, \\D:\60N11-BORDER\01.DGN, \\D:\60N11-LEGEND\01.DGN  
 1-24-2023, 16:05:45  
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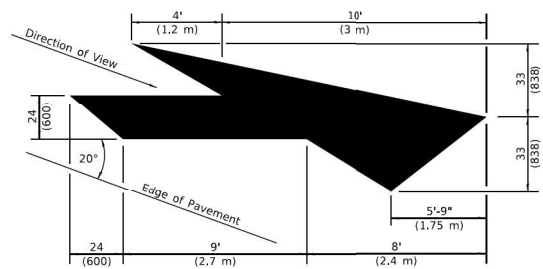
FILE NAME =	USER NAME = garciaaz	DESIGNED - JB	REVISED -
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exp U.S. Services Inc. Chicago, IL	PLOT SCALE = 100.0000' / in.	CHECKED - AG	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	DATE - 01/30/23	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

PAVEMENT MARKING PLANS			
IL ROUTE 83			
SCALE: 1"=50'	SHEET	OF	SHEETS
			STA. 215+00 TO STA. 230+00

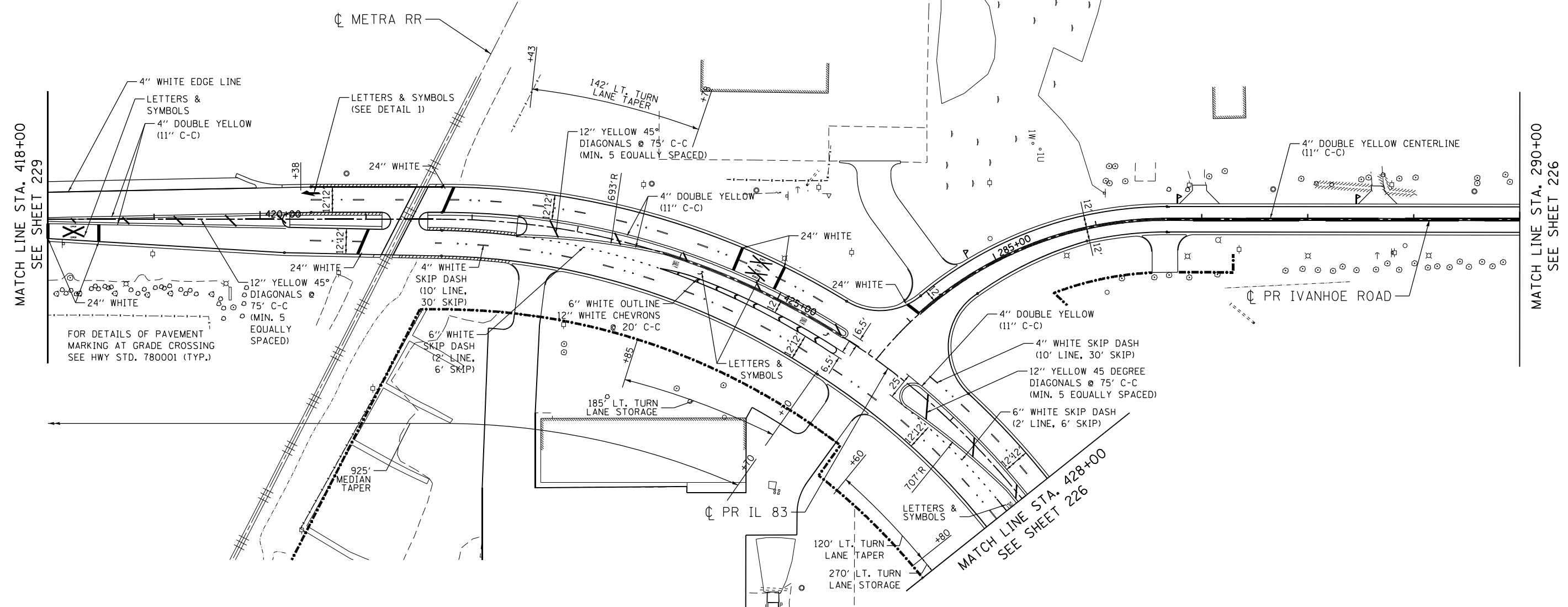
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	228
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				





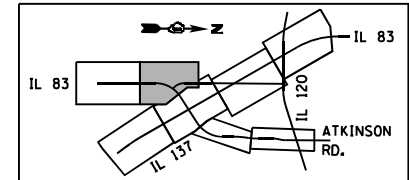
**LANE-REDUCTION ARROW**  
Right lane-reduction arrow shown.  
Use mirror image for left lane.

**DETAIL 1**



**PAVEMENT MARKING LEGEND**

- RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PLANS

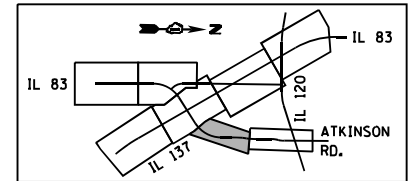
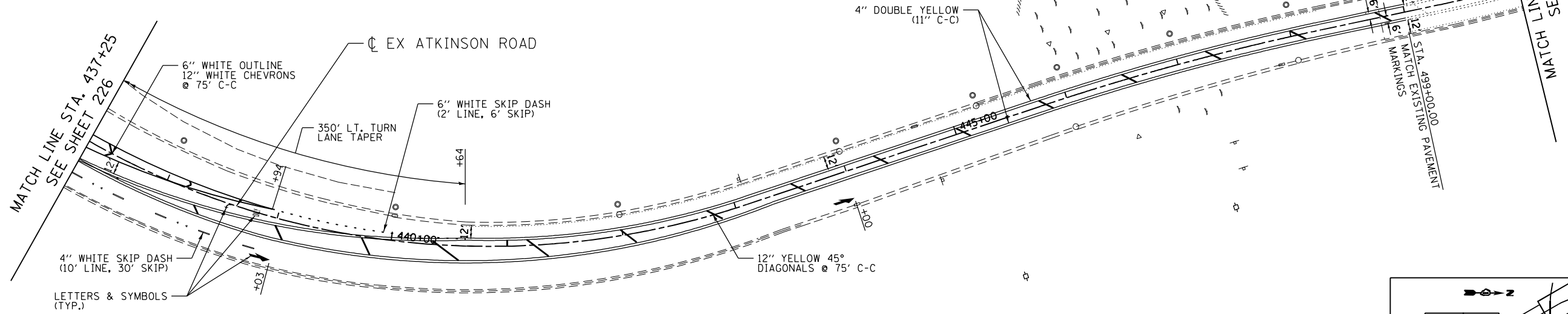


\D:\60N11-MOTIF\01.DGN, \D:\60N11-BORDER\01.DGN, \D:\60N11-LEGEND\01.DGN, \D:\60N11-SHT-PMK\05.DGN, \D:\60N11-SHT-PMK\06.DGN, \D:\60N11-SHT-PMK\07.DGN, \D:\60N11-SHT-PMK\08.DGN, \D:\60N11-SHT-PMK\09.DGN, \D:\60N11-SHT-PMK\10.DGN, \D:\60N11-SHT-PMK\11.DGN, \D:\60N11-SHT-PMK\12.DGN, \D:\60N11-SHT-PMK\13.DGN, \D:\60N11-SHT-PMK\14.DGN, \D:\60N11-SHT-PMK\15.DGN, \D:\60N11-SHT-PMK\16.DGN, \D:\60N11-SHT-PMK\17.DGN, \D:\60N11-SHT-PMK\18.DGN, \D:\60N11-SHT-PMK\19.DGN, \D:\60N11-SHT-PMK\20.DGN, \D:\60N11-SHT-PMK\21.DGN, \D:\60N11-SHT-PMK\22.DGN, \D:\60N11-SHT-PMK\23.DGN, \D:\60N11-SHT-PMK\24.DGN, \D:\60N11-SHT-PMK\25.DGN, \D:\60N11-SHT-PMK\26.DGN, \D:\60N11-SHT-PMK\27.DGN, \D:\60N11-SHT-PMK\28.DGN, \D:\60N11-SHT-PMK\29.DGN, \D:\60N11-SHT-PMK\30.DGN, \D:\60N11-SHT-PMK\31.DGN, \D:\60N11-SHT-PMK\32.DGN, \D:\60N11-SHT-PMK\33.DGN, \D:\60N11-SHT-PMK\34.DGN, \D:\60N11-SHT-PMK\35.DGN, \D:\60N11-SHT-PMK\36.DGN, \D:\60N11-SHT-PMK\37.DGN, \D:\60N11-SHT-PMK\38.DGN, \D:\60N11-SHT-PMK\39.DGN, \D:\60N11-SHT-PMK\40.DGN, \D:\60N11-SHT-PMK\41.DGN, \D:\60N11-SHT-PMK\42.DGN, \D:\60N11-SHT-PMK\43.DGN, \D:\60N11-SHT-PMK\44.DGN, \D:\60N11-SHT-PMK\45.DGN, \D:\60N11-SHT-PMK\46.DGN, \D:\60N11-SHT-PMK\47.DGN, \D:\60N11-SHT-PMK\48.DGN, \D:\60N11-SHT-PMK\49.DGN, \D:\60N11-SHT-PMK\50.DGN, \D:\60N11-SHT-PMK\51.DGN, \D:\60N11-SHT-PMK\52.DGN, \D:\60N11-SHT-PMK\53.DGN, \D:\60N11-SHT-PMK\54.DGN, \D:\60N11-SHT-PMK\55.DGN, \D:\60N11-SHT-PMK\56.DGN, \D:\60N11-SHT-PMK\57.DGN, \D:\60N11-SHT-PMK\58.DGN, \D:\60N11-SHT-PMK\59.DGN, \D:\60N11-SHT-PMK\60.DGN, \D:\60N11-SHT-PMK\61.DGN, \D:\60N11-SHT-PMK\62.DGN, \D:\60N11-SHT-PMK\63.DGN, \D:\60N11-SHT-PMK\64.DGN, \D:\60N11-SHT-PMK\65.DGN, \D:\60N11-SHT-PMK\66.DGN, \D:\60N11-SHT-PMK\67.DGN, \D:\60N11-SHT-PMK\68.DGN, \D:\60N11-SHT-PMK\69.DGN, \D:\60N11-SHT-PMK\70.DGN, \D:\60N11-SHT-PMK\71.DGN, \D:\60N11-SHT-PMK\72.DGN, \D:\60N11-SHT-PMK\73.DGN, \D:\60N11-SHT-PMK\74.DGN, \D:\60N11-SHT-PMK\75.DGN, \D:\60N11-SHT-PMK\76.DGN, \D:\60N11-SHT-PMK\77.DGN, \D:\60N11-SHT-PMK\78.DGN, \D:\60N11-SHT-PMK\79.DGN, \D:\60N11-SHT-PMK\80.DGN, \D:\60N11-SHT-PMK\81.DGN, \D:\60N11-SHT-PMK\82.DGN, \D:\60N11-SHT-PMK\83.DGN, \D:\60N11-SHT-PMK\84.DGN, \D:\60N11-SHT-PMK\85.DGN, \D:\60N11-SHT-PMK\86.DGN, \D:\60N11-SHT-PMK\87.DGN, \D:\60N11-SHT-PMK\88.DGN, \D:\60N11-SHT-PMK\89.DGN, \D:\60N11-SHT-PMK\90.DGN, \D:\60N11-SHT-PMK\91.DGN, \D:\60N11-SHT-PMK\92.DGN, \D:\60N11-SHT-PMK\93.DGN, \D:\60N11-SHT-PMK\94.DGN, \D:\60N11-SHT-PMK\95.DGN, \D:\60N11-SHT-PMK\96.DGN, \D:\60N11-SHT-PMK\97.DGN, \D:\60N11-SHT-PMK\98.DGN, \D:\60N11-SHT-PMK\99.DGN, \D:\60N11-SHT-PMK\100.DGN

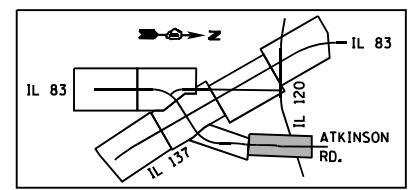
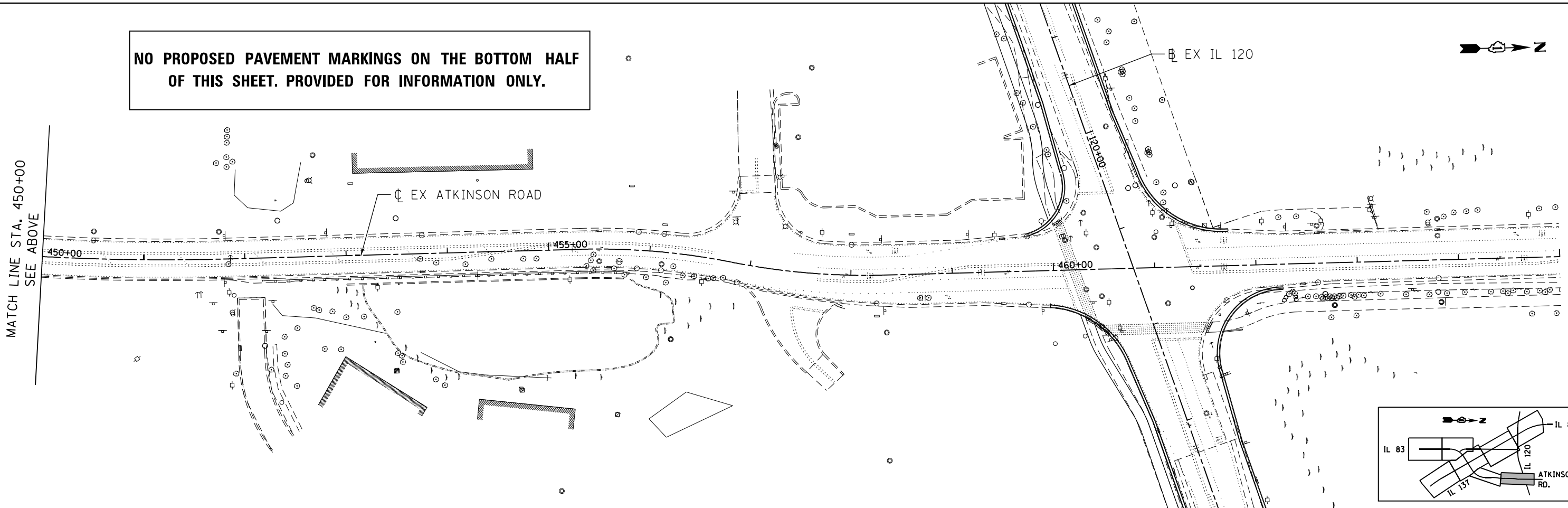
FILE NAME =	USER NAME = GARCIAAZ	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>PAVEMENT MARKING PLANS</b> <b>IL ROUTE 83</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 230
#FILES#	PLOT SCALE = 100.0000' / 1"	DRAWN - JB	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 418+00	TO STA. 428+00	CONTRACT NO. 60N11	
exp U.S. Services Inc. Chicago, IL	CHECKED - AG	REVISED -	REVISED -								ILLINOIS FED. AID PROJECT	
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	DATE - 01/30/23	REVISED -	REVISED -									

**PAVEMENT MARKING LEGEND**

- 4 RAISED REFL PAVT MKR (ONE-WAY CRYSTAL)
- ALL PAVEMENT MARKING ON BITUMINOUS SURFACES SHALL BE THERMOPLASTIC
- SEE DISTRICT STANDARD TC-11 FOR ADDITIONAL PAVEMENT MARKING STANDARDS
- RAISED RELECTOR PAVEMENT MARKERS ALONG CENTERLINES AND MEDIAN NOT SHOWN ON THESE PL



**NO PROPOSED PAVEMENT MARKINGS ON THE BOTTOM HALF OF THIS SHEET. PROVIDED FOR INFORMATION ONLY.**



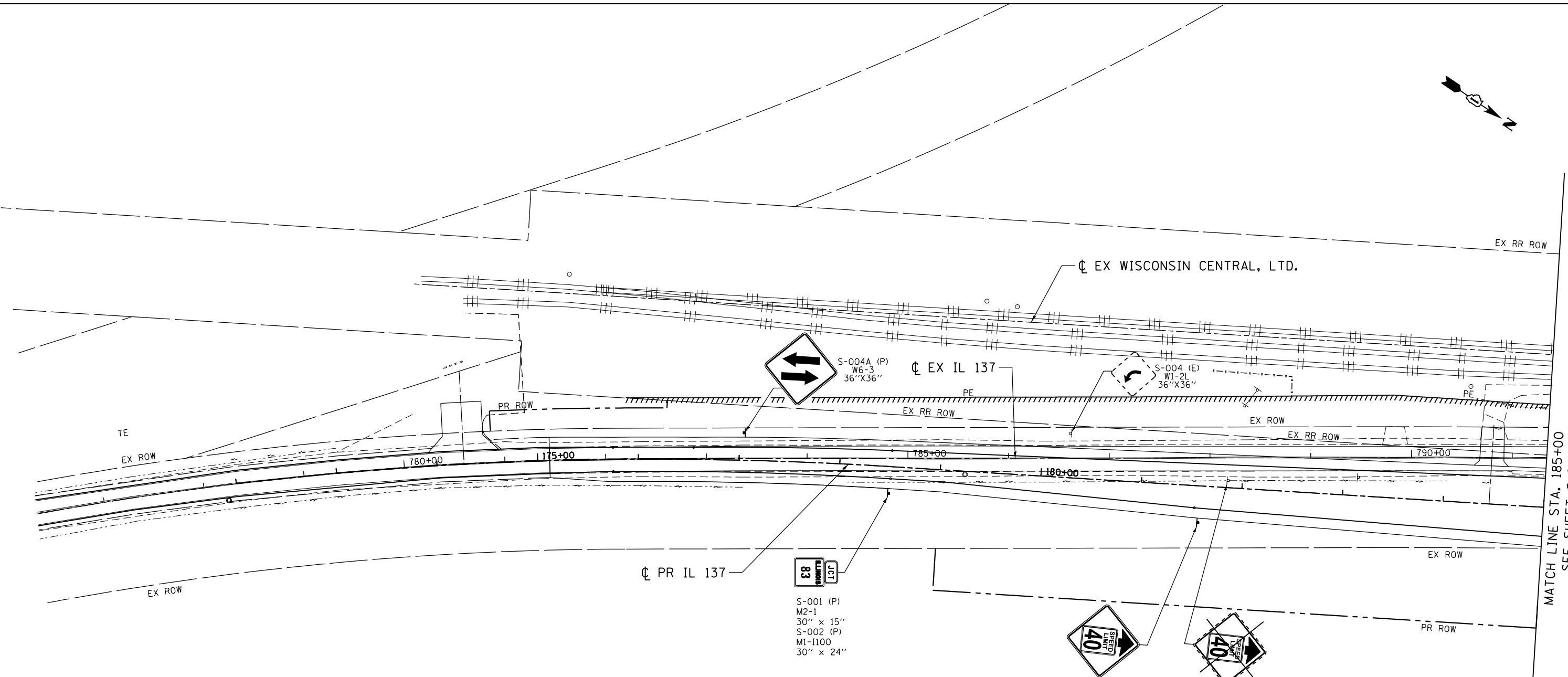
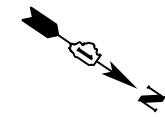
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 GARCIAAZ  
 exp U.S. Services Inc.  
 Chicago, IL  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME = GARCIAAZ	DESIGNED - JB	REVISED -
D160N11-SHT-pmk107.dgn		DRAWN - JB	REVISED -
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = 100.0000' / in.	CHECKED - AG	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 3/2/2023	DATE - 01/30/23	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

**PAVEMENT MARKING PLANS**  
**ATKINSON ROAD**  
 SCALE: 1"=50'    SHEET OF SHEETS    STA. 437+25 TO STA. 465+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	231
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 185+00  
SEE SHEET S-2

**SIGNING LEGEND**

- EXISTING GROUND SIGN
- PROPOSED GROUND SIGN
- EXISTING SIGN PANEL TO REMAIN
- EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
- PROPOSED SIGN PANEL

**SIGN CALL-OUT SAMPLE**

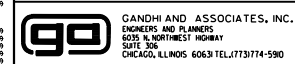
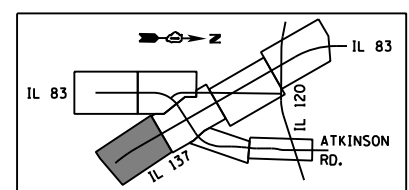
NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.

SIGN NUMBER: S-100 (R)  
W3-5  
36" X 36"

MUTCD CODE: W3-5

SIGN SIZE: 36" X 36"

P- PROPOSED SIGN  
 R- REMOVE SIGN  
 E- EXISTING TO REMAIN  
 RR- RELOCATE SIGN (ORIGINAL LOCATION)  
 RL- RELOCATED SIGN (PROPOSED LOCATION)



GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 308  
CHICAGO, ILLINOIS 60630 TEL: 773/774-590

FILE NAME =	USER NAME = \$USER\$	DESIGNED - SM, AV	REVISED -
*FILEL*		DRAWN - SM, EA	REVISED -
exp U.S. Services Inc.	PLOT SCALE = \$SCALE\$	CHECKED - PKG, MA	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = \$DATE\$	DATE - 2/24/2023	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
FAP ROUTE 866 (IL 83)

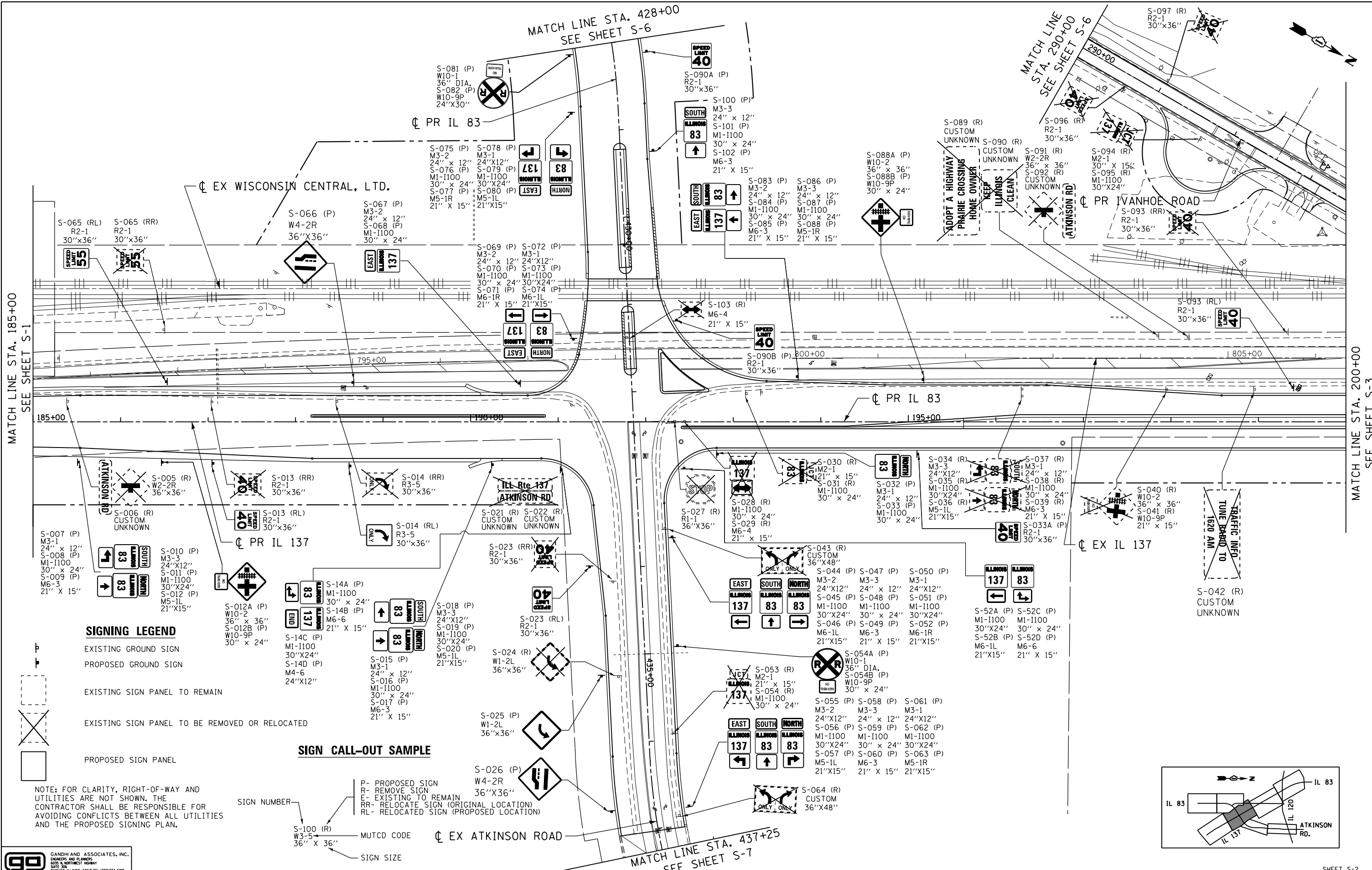
**SIGNING PLANS**  
**ILLINOIS ROUTE 137**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	232
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

SHEET S-1



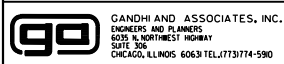


**SIGNING LEGEND**

- EXISTING GROUND SIGN
- PROPOSED GROUND SIGN
- EXISTING SIGN PANEL TO REMAIN
- EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
- PROPOSED SIGN PANEL

**SIGN CALL-OUT SAMPLE**

- P- PROPOSED SIGN
  - R- REMOVE SIGN
  - E- EXISTING TO REMAIN
  - RR- RELOCATE SIGN (ORIGINAL LOCATION)
  - RL- RELOCATED SIGN (PROPOSED LOCATION)
- NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.



FILE NAME = \*FILEL\*  
 USER NAME = \*USER\*  
 DESIGNED - SM, AV  
 DRAWN - SM, EA  
 CHECKED - PKG, MA  
 DATE - 2/24/2023

PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

REVISOR -  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 866 (IL 83)**

**SIGNING PLANS  
 IL ROUTE 137 / IL ROUTE 83**

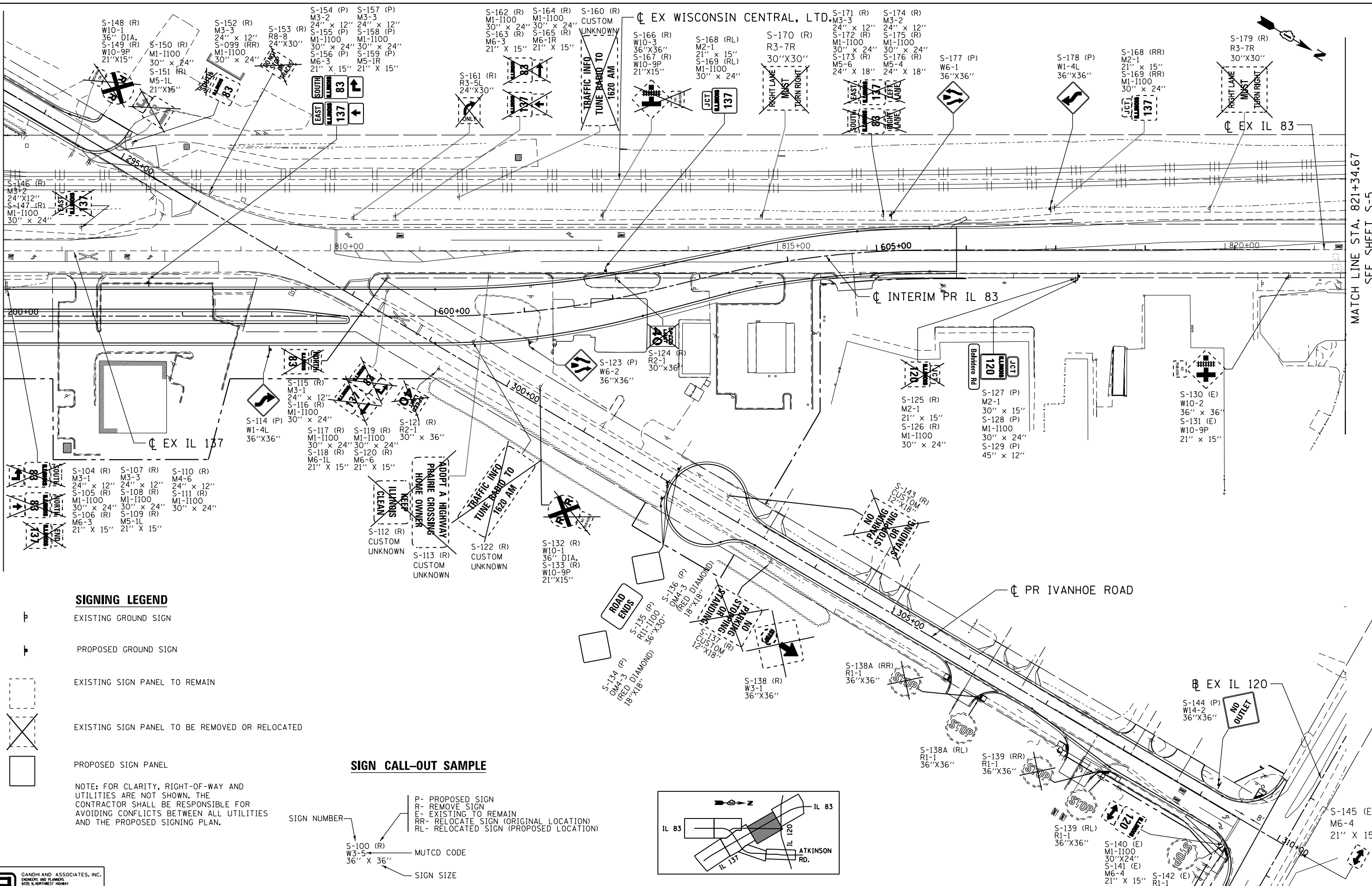
SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	233
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

SHEET S-2

MATCH LINE STA. 200+00  
SEE SHEET S-4

MATCH LINE STA. 821+34.67  
SEE SHEET S-5

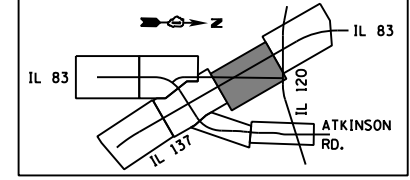
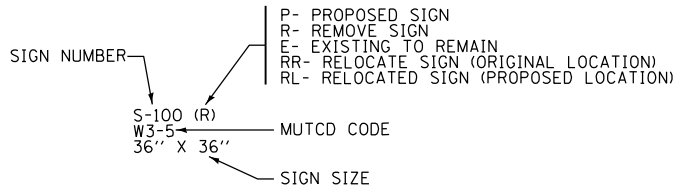


**SIGNING LEGEND**

- EXISTING GROUND SIGN
- PROPOSED GROUND SIGN
- EXISTING SIGN PANEL TO REMAIN
- EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
- PROPOSED SIGN PANEL

NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.

**SIGN CALL-OUT SAMPLE**



**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 300  
CHICAGO, ILLINOIS 60639 TEL: 773-714-5900

**exp** exp U.S. Services Inc.  
Chicago, IL  
SUSTAINABLE EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME = *USER*	DESIGNED - SM, AV	REVISED -
*FILEL*		DRAWN - SM, EA	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - PKG, MA	REVISED -
	PLOT DATE = *DATE*	DATE - 2/24/2023	REVISED -

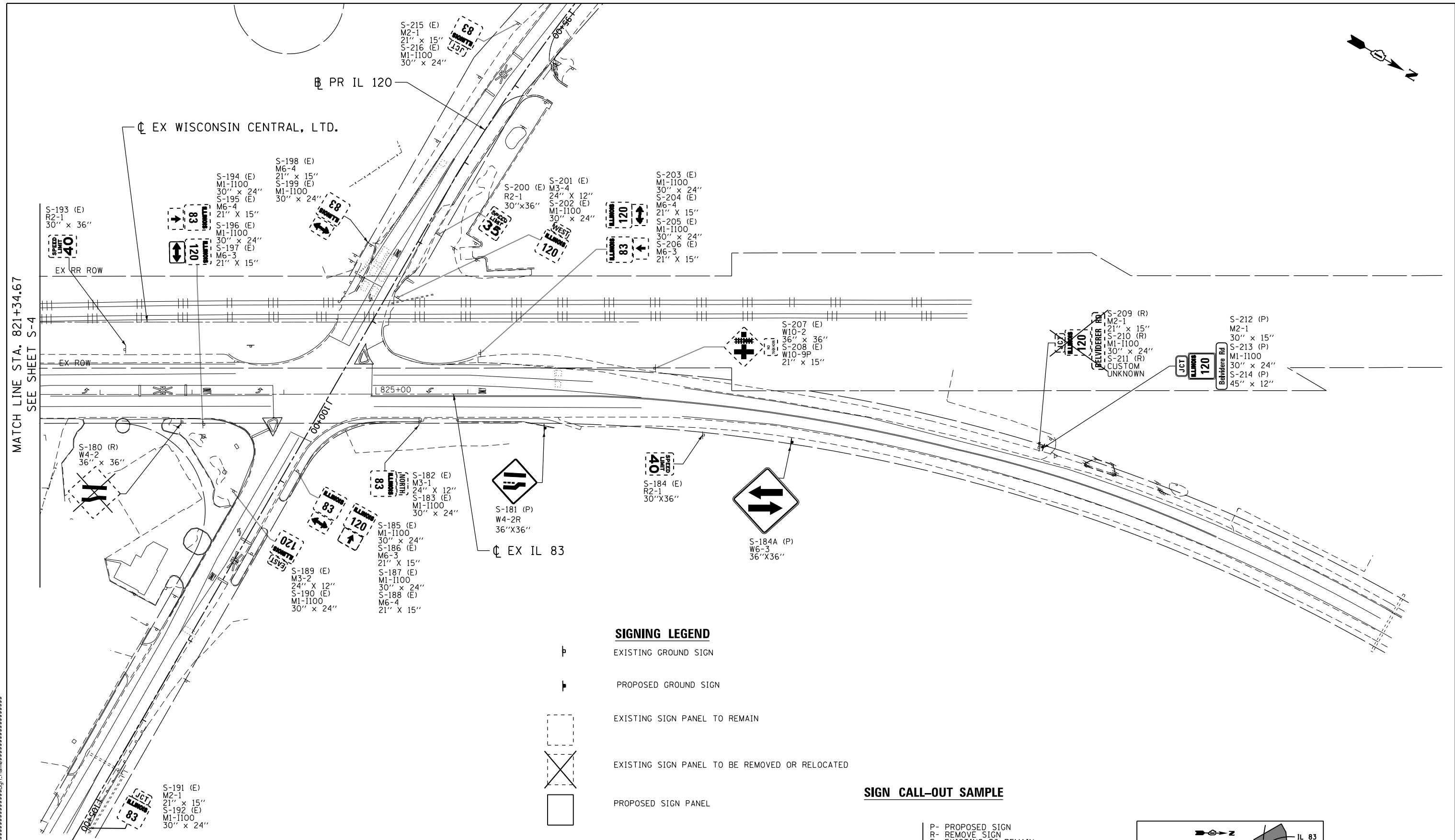
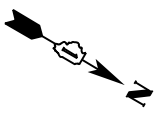
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 866 (IL 83)**

**SIGNING PLANS  
IL ROUTE 83**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	234
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

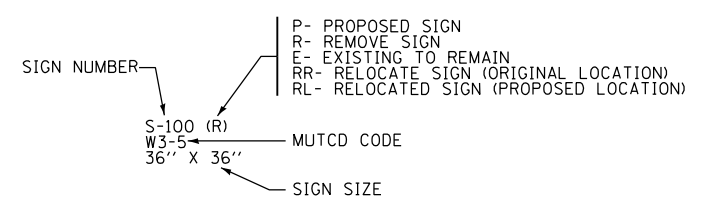
SHEET S-3



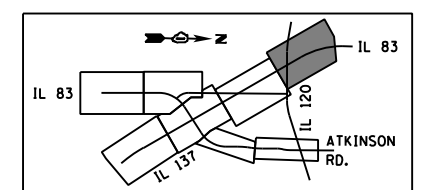
**SIGNING LEGEND**

- EXISTING GROUND SIGN
- PROPOSED GROUND SIGN
- EXISTING SIGN PANEL TO REMAIN
- EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
- PROPOSED SIGN PANEL

**SIGN CALL-OUT SAMPLE**



NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.



8888-ref\_list\_name8888  
 8888-date\_time8888  
 8888-user8888

**GO** GANDHI AND ASSOCIATES, INC.  
 ENGINEERS AND PLANNERS  
 5035 N. NORTHWEST HIGHWAY  
 SUITE 308  
 CHICAGO, ILLINOIS 60639 TEL: 773/774-590

**exp** exp U.S. Services Inc.  
 CHICAGO, IL  
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME = #USER#	DESIGNED - SM, AV	REVISED -
*FILEL#		DRAWN - SM, EA	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - PKG, MA	REVISED -
	PLOT DATE = #DATE#	DATE - 2/24/2023	REVISED -

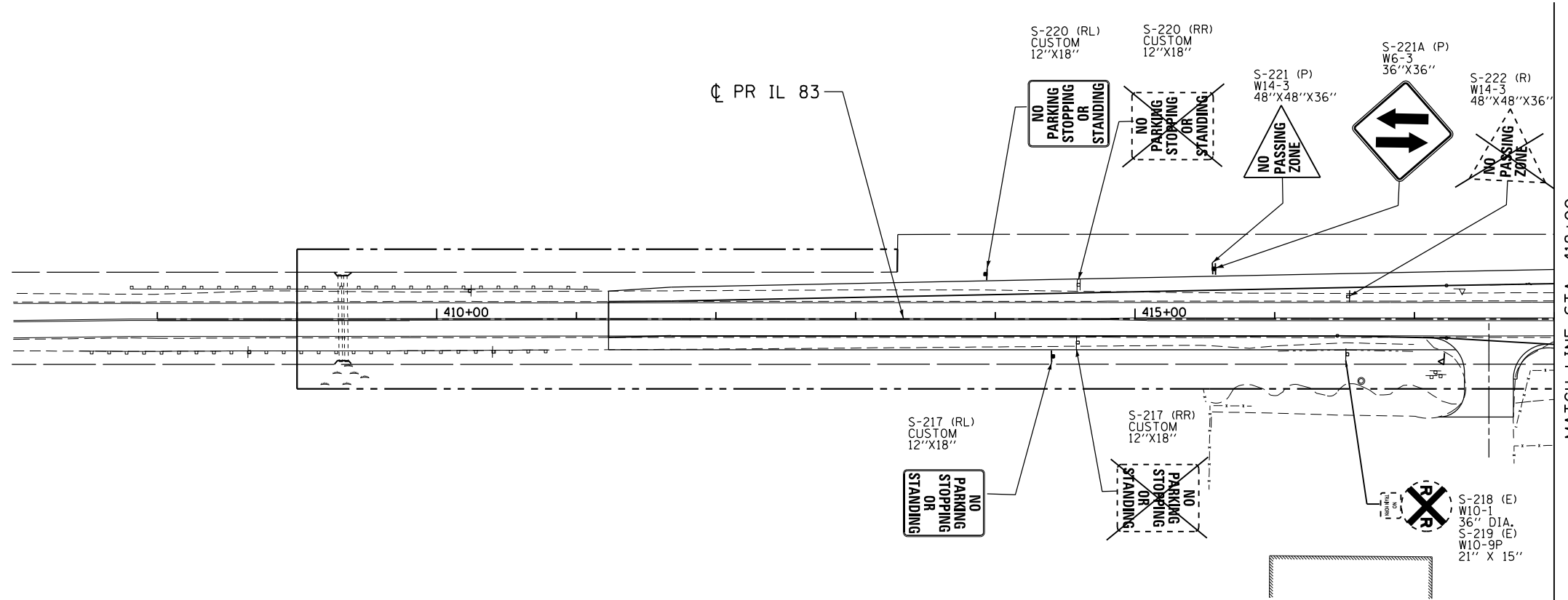
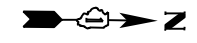
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

**SIGNING PLANS**  
**IL ROUTE 83**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	235
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

SHEET S-4



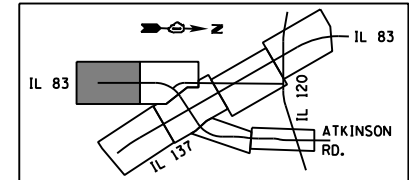
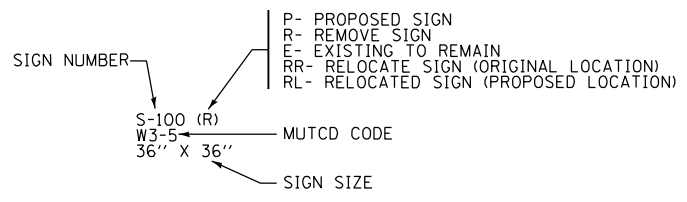
MATCH LINE STA. 418+00  
SEE SHEET S-6

**SIGNING LEGEND**

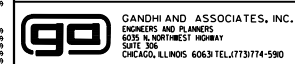
- EXISTING GROUND SIGN
- PROPOSED GROUND SIGN
- EXISTING SIGN PANEL TO REMAIN
- EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
- PROPOSED SIGN PANEL

NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.

**SIGN CALL-OUT SAMPLE**



\$\$\$\$\$ref\_list\_name\$\$\$\$\$\$\$\$\$\$date\_time\$\$\$\$\$\$\$\$\$\$User\$\$\$\$\$



FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - SM, AV	REVISED -
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	DRAWN - SM, EA	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	CHECKED - PKG, MA	REVISED -
		DATE - 2/24/2023	REVISED -

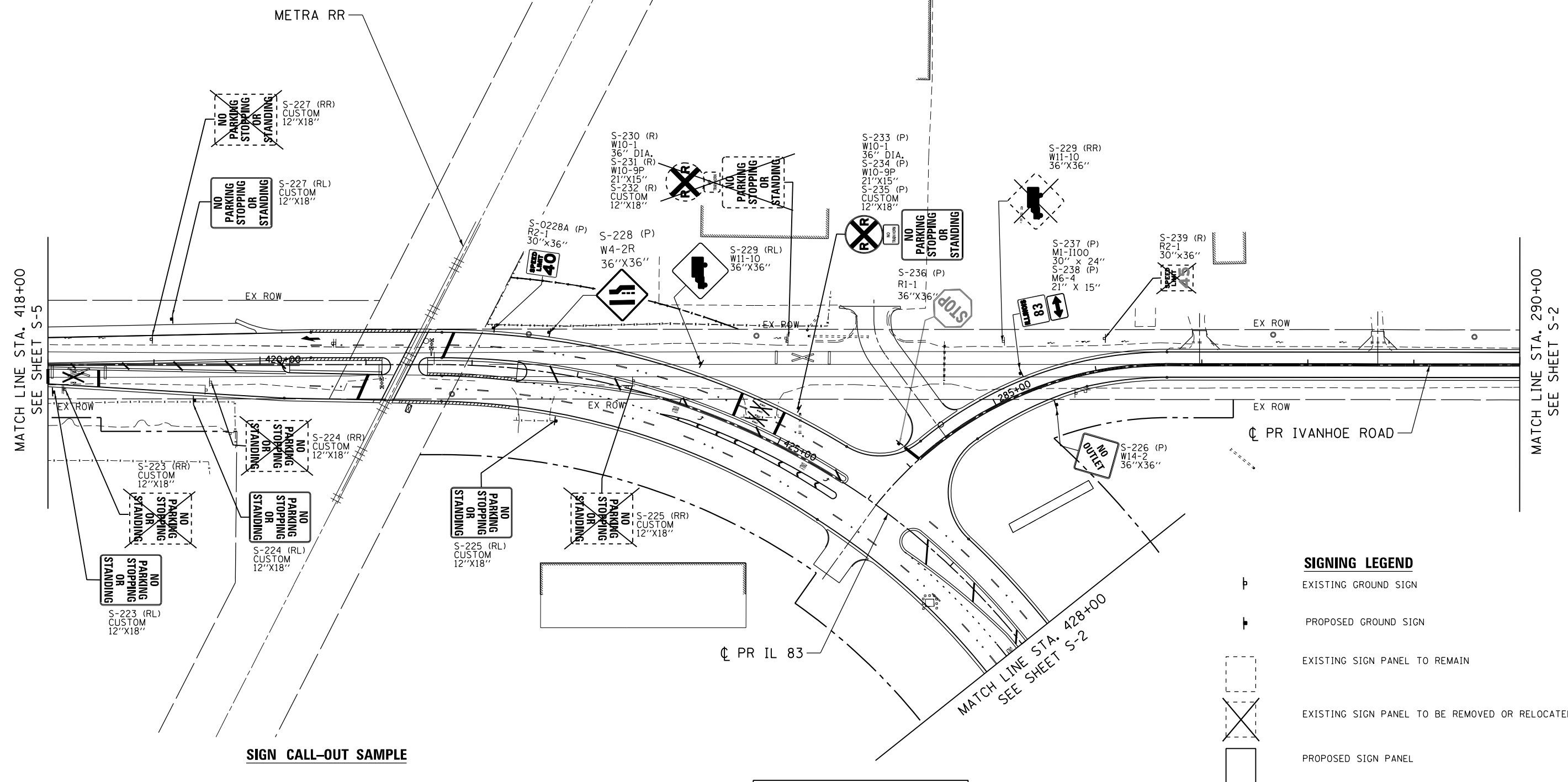
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**  
FAP ROUTE 866 (IL 83)

**SIGNING PLANS  
IL ROUTE 83**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 236
CONTRACT NO. 60N11				ILLINOIS FED. AID PROJECT

SHEET S-5

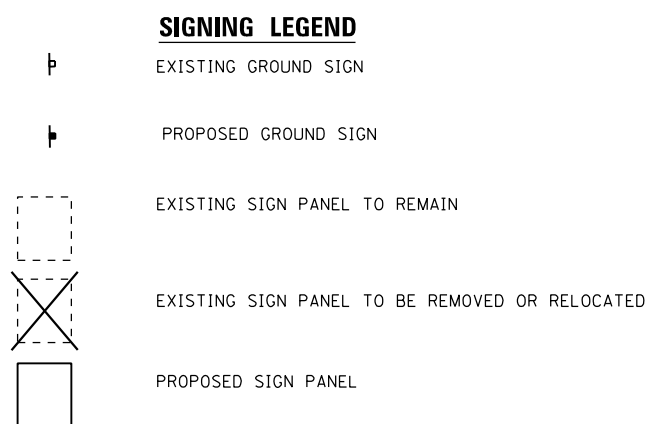
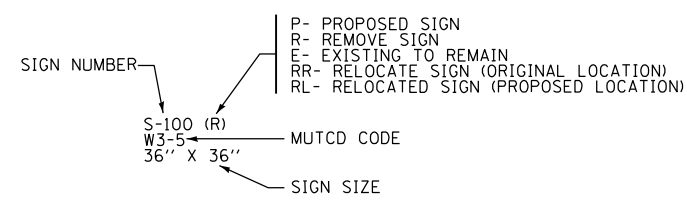


MATCH LINE STA. 418+00  
SEE SHEET S-5

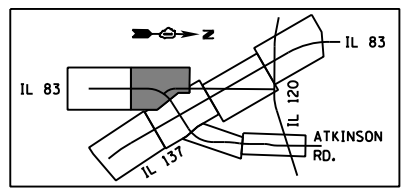
MATCH LINE STA. 290+00  
SEE SHEET S-2

MATCH LINE STA. 428+00  
SEE SHEET S-2

**SIGN CALL-OUT SAMPLE**



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**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 305  
CHICAGO, ILLINOIS 60630 TEL: 773/774-5900

**exp** exp U.S. Services Inc.  
Chicago, IL  
BUILDINGS-EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME = *USER*	DESIGNED - SM, AV	REVISED -
*FILEL*		DRAWN - SM, EA	REVISED -
PLOT SCALE = *SCALE*		CHECKED - PKG, MA	REVISED -
PLOT DATE = *DATE*		DATE - 2/24/2023	REVISED -






**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**  
FAP ROUTE 866 (IL 83)

**SIGNING PLANS  
IL ROUTE 83**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	237
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

**SIGNING LEGEND**

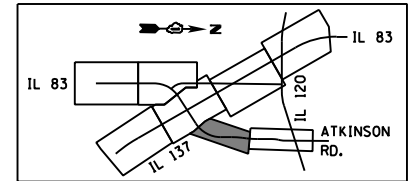
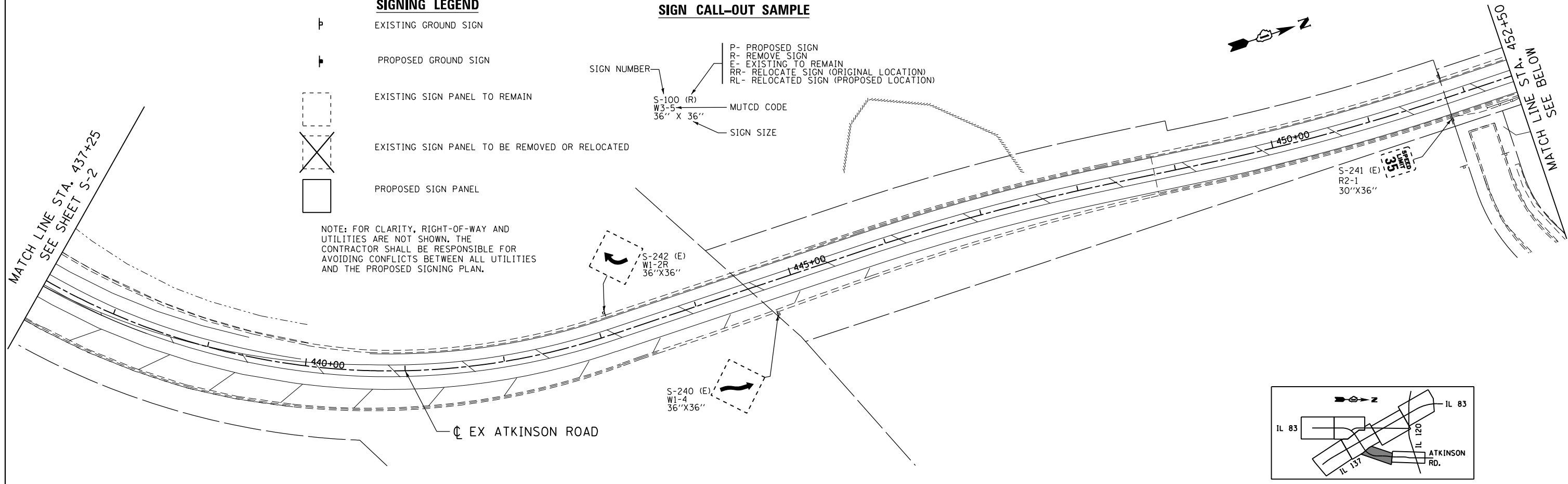
-  EXISTING GROUND SIGN
-  PROPOSED GROUND SIGN
-  EXISTING SIGN PANEL TO REMAIN
-  EXISTING SIGN PANEL TO BE REMOVED OR RELOCATED
-  PROPOSED SIGN PANEL

NOTE: FOR CLARITY, RIGHT-OF-WAY AND UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN ALL UTILITIES AND THE PROPOSED SIGNING PLAN.

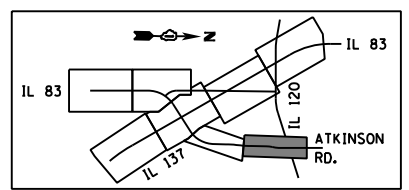
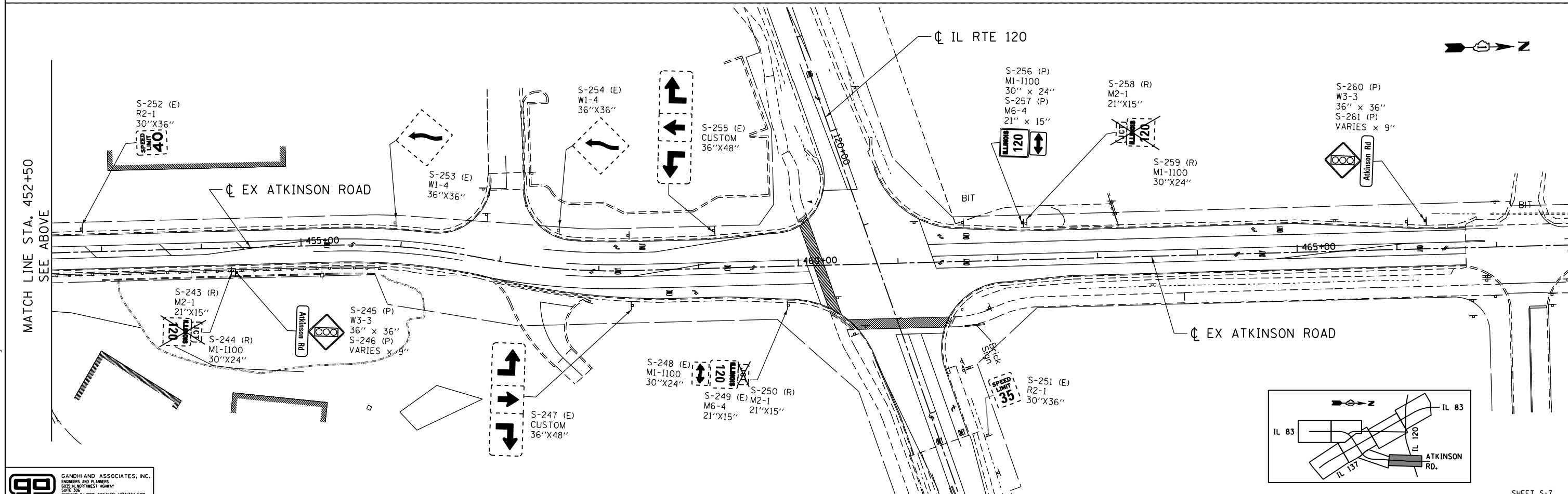
**SIGN CALL-OUT SAMPLE**

- P- PROPOSED SIGN
  - R- REMOVE SIGN
  - E- EXISTING TO REMAIN
  - RR- RELOCATE SIGN (ORIGINAL LOCATION)
  - RL- RELOCATED SIGN (PROPOSED LOCATION)
- SIGN NUMBER: S-100 (R)  
W3-5  
36" X 36"
- MUTCD CODE
- SIGN SIZE

MATCH LINE STA. 437+25  
SEE SHEET S-2



MATCH LINE STA. 452+50  
SEE ABOVE



**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 300  
CHICAGO, ILLINOIS 60639 TEL: 773-774-5900

**exp** exp U.S. Services Inc.  
Chicago, IL  
SUSTAINABLE EARTH & ENVIRONMENT-ENERGY  
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME = *USER*	DESIGNED - SM	REVISED -
*FILEL*		DRAWN - SM	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - PKG, MA	REVISED -
	PLOT DATE = *DATE*	DATE - 2/24/2023	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
FAP ROUTE 866 (IL 83)

**SIGNING PLANS**  
**ATKINSON ROAD**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	238
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

SHEET S-7







**SIGNING SCHEDULE**

SIGN I.D.	ROAD	EXISTING STATION	PROPOSED STATION	OFFSET	SIGN DESCRIPTION	SIGN TYPE	SIGN SIZE			PAY ITEMS	TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT	NOTES
							WIDTH FOOT	HEIGHT FOOT	AREA SQ FT				
S-124	IL Rte 83	602+08	-	LT	SPEED LIMIT (SPEED LIMIT 40)	R2-1	2.50	3.00	7.50	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-125	IL Rte 83	607+23	-	RT	JUNCTION (JCT)	M2-1	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-126	IL Rte 83	-	-	RT	STATE ROUTE SIGN (ILLINOIS 120)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-127	IL Rte 83	-	607+25	RT	JUNCTION (JCT)	M2-1	2.50	1.25	3.13	SIGN PANEL - TYPE 1	18.75	N/A	PROPOSED SIGN
S-128	IL Rte 83	-	-	RT	STATE ROUTE SIGN (ILLINOIS 120)	M1-1100	2.50	2.00	5.00	SIGN PANEL - TYPE 2	N/A	N/A	PROPOSED SIGN
S-129	IL Rte 83	-	-	RT	STREET NAME PLAQUE (BELVIDERE RD)	CUSTOM	3.75	1.00	3.75	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-130	IL Rte 83	609+61	-	RT	GRADE CROSSING ADVANCE WARNING	W10-2	3.00	3.00	9.00	-	N/A	N/A	REMAIN IN PLACE
S-131	IL Rte 83	-	-	RT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-132	IVANHOE RD	300+33	-	LT	GRADE CROSSING ADVANCE WARNING	W10-1	3' Dia.		7.07	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-133	IVANHOE RD	-	-	LT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-134	IVANHOE RD	-	302+13	RT	END OF ROADWAY	OM4-3	1.50	1.50	2.25	SIGN PANEL - TYPE 1	14.5	N/A	PROPOSED SIGN
S-135	IVANHOE RD	-	302+10	RT	ROAD ENDS	R11-1100	3.00	2.50	7.50	SIGN PANEL - TYPE 1	15.5	N/A	PROPOSED SIGN
S-136	IVANHOE RD	-	302+13	LT	END OF ROADWAY	OM4-3	1.50	1.50	2.25	SIGN PANEL - TYPE 1	14.5	N/A	PROPOSED SIGN
S-137	IVANHOE RD	303+55	-	RT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-138	IVANHOE RD	-	-	RT	ADVANCE TRAFFIC CONTROL	W3-1	3.00	3.00	9.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-138A	IVANHOE RD	306+33	306+33	RT	STOP	R1-1	3.00	3.00	9.00	RELOCATE SIGN PANEL - TYPE 1	N/A	N/A	RELOCATE SIGN
S-139	IVANHOE RD	307+40	307+95	RT	STOP	R1-1	3.00	3.00	9.00	RELOCATE SIGN PANEL - TYPE 1	N/A	N/A	RELOCATE SIGN
S-140	IVANHOE RD	309+52	-	RT	STATE ROUTE SIGN (ILLINOIS 120)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE
S-141	IVANHOE RD	-	-	RT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-142	IVANHOE RD	309+52	-	RT	STOP	R1-1	3.00	3.00	9.00	-	N/A	N/A	REMAIN IN PLACE
S-143	IVANHOE RD	302+76	-	LT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-144	IVANHOE RD	-	309+12	LT	NO OUTLET	W14-2	3.00	3.00	9.00	SIGN PANEL - TYPE 1	15.5	N/A	PROPOSED SIGN
S-145	IL Rte 120	107+60	-	LT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-146	IL Rte 137	807+21	-	LT	CARDINAL DIRECTION (EAST)	M3-2	2.00	1.00	2.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-147	IL Rte 137	-	-	LT	STATE ROUTE SIGN (ILLINOIS 137)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-148	IVANHOE RD	294+50	-	RT	GRADE CROSSING ADVANCE WARNING	W10-1	3' Dia.		7.07	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-149	IVANHOE RD	-	-	RT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-150	IVANHOE RD	294+70	-	RT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-151	IVANHOE RD	-	-	RT	ADVANCE TURN ARROW (LEFT)	M5-1L	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-152	IVANHOE RD	295+02	-	LT	CARDINAL DIRECTION (SOUTH)	M3-3	2.00	1.00	2.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-153	IVANHOE RD	296+05	-	LT	DO NOT STOP ON TRACKS	R8-8	2.00	2.50	5.00	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-154	IL Rte 83	-	-	LT	CARDINAL DIRECTION (EAST)	M3-2	2.00	1.00	2.00	SIGN PANEL - TYPE 1	17.25	N/A	PROPOSED SIGN
S-155	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 137)	M1-1100	2.50	2.00	5.00	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-156	IL Rte 83	-	201+62	LT	DIRECTIONAL ARROW (STRAIGHT)	M6-3	1.75	1.25	2.19	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-157	IL Rte 83	-	-	LT	CARDINAL DIRECTION (SOUTH)	M3-3	2.00	1.00	2.00	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-158	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-159	IL Rte 83	-	-	LT	ADVANCE TURN ARROW (RIGHT)	M5-1R	1.75	1.25	2.19	SIGN PANEL - TYPE 1	N/A	N/A	PROPOSED SIGN
S-160	IL Rte 83	811+43	203+10	LT	TRAFFIC INFO TUNE RADIO TO 1620 AM	CUSTOM	N/A	N/A	N/A	N/A	N/A	N/A	RELOCATE SIGN
S-161	IL Rte 83	810+25	-	LT	MANDATORY MOVEMENT LANE CONTROL	R3-5L	2.00	2.50	5.00	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-162	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 137)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-163	IL Rte 83	810+72	-	LT	DIRECTIONAL ARROW (STRAIGHT)	M6-3	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-164	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-165	IL Rte 83	-	-	LT	DIRECTIONAL ARROW (RIGHT)	M6-1R	1.80	1.30	2.34	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-166	IL Rte 83	813+03	-	LT	GRADE CROSSING ADVANCE WARNING	W10-3	3.00	3.00	9.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-167	IL Rte 83	-	-	LT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	N/A	REMOVE SIGN
S-168	IL Rte 83	606+98	601+94	LT	JUNCTION (JCT)	M2-1	1.75	1.25	2.19	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	N/A	N/A	RELOCATE SIGN
S-169	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 137)	M1-1100	2.50	2.00	5.00	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	N/A	N/A	RELOCATE SIGN
S-170	IL Rte 83	814+82	-	LT	RIGHT LANE MUST TURN RIGHT	R3-7R	2.50	2.50	6.25	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-171	IL Rte 83	-	-	LT	CARDINAL DIRECTION (SOUTH)	M3-3	2.00	1.00	2.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-172	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-173	IL Rte 83	605+09	-	LT	LANE DESIGNATION (RIGHT LANE)	M5-6	2.00	1.50	3.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-174	IL Rte 83	-	-	LT	CARDINAL DIRECTION (EAST)	M3-2	2.00	1.00	2.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-175	IL Rte 83	-	-	LT	STATE ROUTE SIGN (ILLINOIS 137)	M1-1100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-176	IL Rte 83	-	-	LT	LANE DESIGNATION (LEFT LANE)	M5-4	2.00	1.50	3.00	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	N/A	REMOVE SIGN
S-177	IL Rte 83	-	605+18	LT	DIVIDED HIGHWAY ENDS	W6-1	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	N/A	PROPOSED SIGN
S-178	IL Rte 83	-	606+93	LT	HORIZONTAL ALIGNMENT (RIGHT THEN LEFT CURVE ARROW)	W1-4L	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	N/A	PROPOSED SIGN
S-179	IL Rte 83	608+71	-	LT	RIGHT LANE MUST TURN RIGHT	R3-7R	2.50	2.50	6.25	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-180	IL Rte 83	822+89	-	RT	LANE ENDS	W4-2	3.00	3.00	9.00	REMOVE SIGN PANEL - TYPE 1	N/A	N/A	REMOVE SIGN
S-181	IL Rte 83	-	822+94	RT	LANE ENDS	W4-2R	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	N/A	PROPOSED SIGN
S-182	IL Rte 83	825+48	-	RT	CARDINAL DIRECTION (NORTH)	M3-1	2.00	1.00	2.00	-	N/A	N/A	REMAIN IN PLACE
S-183	IL Rte 83	-	-	RT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE
S-184	IL Rte 83	±828+60	-	RT	SPEED LIMIT (SPEED LIMIT 40)	R2-1	2.50	3.00	7.50	-	N/A	N/A	REMAIN IN PLACE
S-184A	IL Rte 83	-	829+36	RT	TWO-WAY TRAFFIC	W6-3	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	N/A	PROPOSED SIGN
S-185	IL Rte 120	100+82	-	LT	STATE ROUTE SIGN (ILLINOIS 120)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE
S-186	IL Rte 120	-	-	LT	DIRECTIONAL ARROW (STRAIGHT)	M6-3	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-187	IL Rte 120	-	-	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE
S-188	IL Rte 120	-	-	LT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-189	IL Rte 120	101+35	-	RT	CARDINAL DIRECTION (EAST)	M3-2	2.00	1.00	2.00	-	N/A	N/A	REMAIN IN PLACE
S-190	IL Rte 120	-	-	RT	STATE ROUTE SIGN (ILLINOIS 120)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE
S-191	IL Rte 120	105+32	-	LT	JUNCTION (JCT)	M2-1	1.75	1.25	2.19	-	N/A	N/A	REMAIN IN PLACE
S-192	IL Rte 120	-	-	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-1100	2.50	2.00	5.00	-	N/A	N/A	REMAIN IN PLACE

FILE NAME = \*USER\*  
 \*FILEL\*  
 exp U.S. Services Inc.  
 Chicago, IL  
 EXP. SERVICES - EARTH & ENVIRONMENT - ENERGY  
 BUILDINGS - INFRASTRUCTURE - SUSTAINABILITY  
 \*USER\*

DESIGNED - SM, AV	REVISED -
DRAWN - SM, EA	REVISED -
CHECKED - PKG, MA	REVISED -
DATE - 2/24/2023	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 866 (IL 83)

SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.

**SIGNING SCHEDULE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	241
CONTRACT NO. 60N11				
ILLINOIS FED. AID PROJECT				

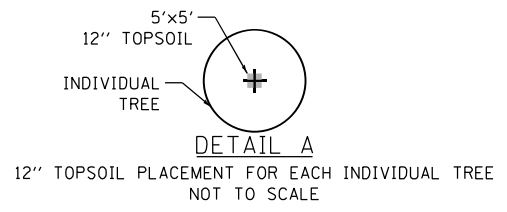
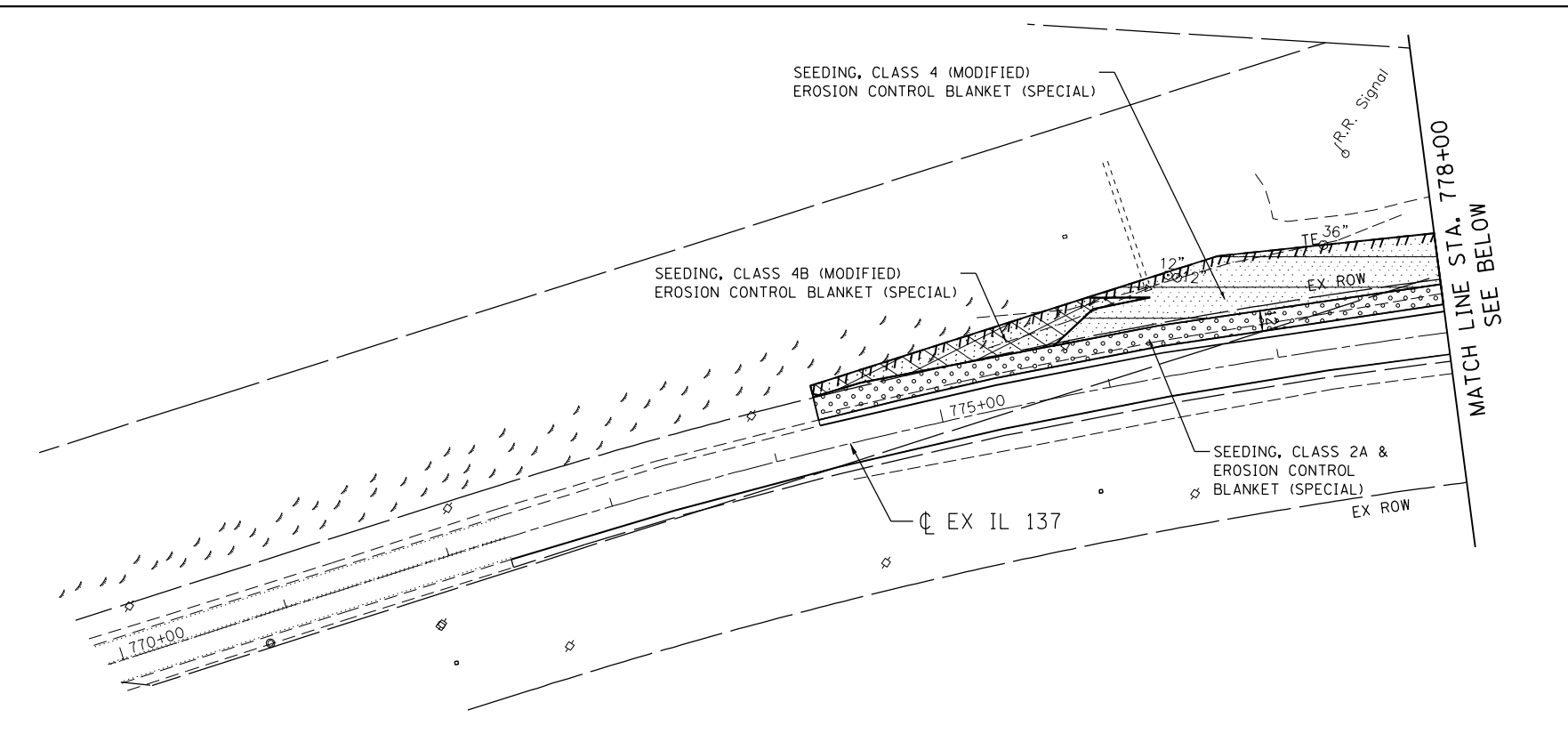
**SIGNING SCHEDULE**



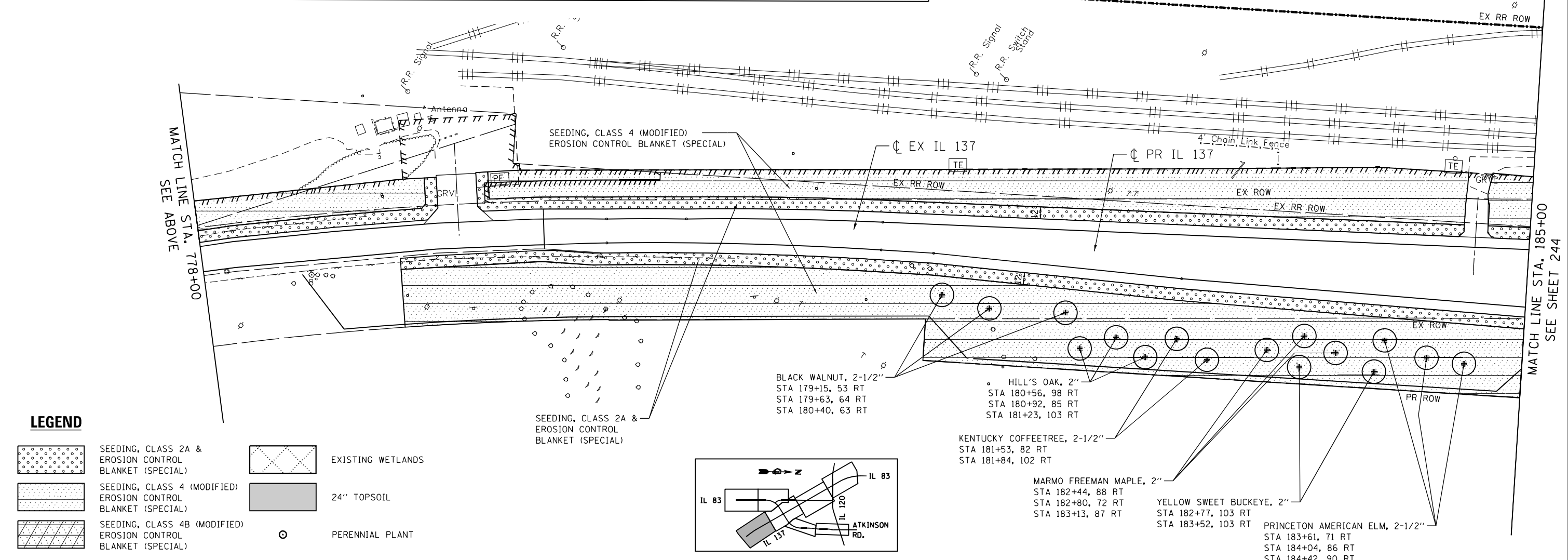
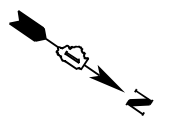
SIGN I.D.	ROAD	EXISTING STATION	PROPOSED STATION	OFFSET	SIGN DESCRIPTION	SIGN SIZE			PAY ITEMS	TELESCOPING STEEL SIGN SUPPORT	BASE FOR TELESCOPING STEEL SIGN SUPPORT	NOTES
						SIGN TYPE	WIDTH FOOT	HEIGHT FOOT				
S-193	IL Rte 83	822+27	-	LT	SPEED LIMIT (SPEED LIMIT 40)	R2-1	2.50	3.00	7.50	-	N/A	REMAIN IN PLACE
S-194	IL Rte 83				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-195	IL Rte 83	823+13	-	RT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	REMAIN IN PLACE
S-196	IL Rte 83				STATE ROUTE SIGN (ILLINOIS 83)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-197	IL Rte 83				DIRECTIONAL ARROW (STRAIGHT)	M6-3	1.75	1.25	2.19	-		REMAIN IN PLACE
S-198	IL Rte 120	98+29	-	RT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	REMAIN IN PLACE
S-199	IL Rte 120				STATE ROUTE SIGN (ILLINOIS 83)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-200	IL Rte 120	97+80	-	LT	SPEED LIMIT (SPEED LIMIT 35)	R2-1	2.50	3.00	7.50	-	N/A	REMAIN IN PLACE
S-201	IL Rte 120	98+63	-	LT	CARDINAL DIRECTION (WEST)	M3-4	2.00	1.00	2.00	-	N/A	REMAIN IN PLACE
S-202	IL Rte 120				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-203	IL Rte 83				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-204	IL Rte 83	826+13	-	LT	DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	REMAIN IN PLACE
S-205	IL Rte 83				STATE ROUTE SIGN (ILLINOIS 83)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-206	IL Rte 83				DIRECTIONAL ARROW (STRAIGHT)	M6-3	1.75	1.25	2.19	-		REMAIN IN PLACE
S-207	IL Rte 83	±828+03	-	LT	GRADE CROSSING ADVANCE WARNING	W10-2	3.00	3.00	9.00	-	N/A	REMAIN IN PLACE
S-208	IL Rte 83				NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	-		REMAIN IN PLACE
S-209	IL Rte 83	±832+23	±	LT	JUNCTION (JCT)	M2-1	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A		REMOVE SIGN
S-210	IL Rte 83				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	REMOVE SIGN
S-211	IL Rte 83				STREET NAME PLAQUE (BELVIDERE RD)	CUSTOM	N/A	N/A	N/A	REMOVE SIGN PANEL ASSEMBLY -TYPE A		REMOVE SIGN
S-212	IL Rte 83				JUNCTION (JCT)	M2-1	2.50	1.25	3.13	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-213	IL Rte 83	-	±823+36	LT	STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	SIGN PANEL - TYPE 2	18.75	PROPOSED SIGN
S-214	IL Rte 83				STREET NAME PLAQUE (BELVIDERE RD)	CUSTOM	3.80	1.00	3.80	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-215	IL Rte 120	95+45	-	RT	JUNCTION (JCT)	M2-1	1.75	1.25	2.19	-	N/A	REMAIN IN PLACE
S-216	IL Rte 120				STATE ROUTE SIGN (ILLINOIS 83)	M1-I100	2.50	2.00	5.00	-	N/A	REMAIN IN PLACE
S-217	IL Rte 83	414+59	414+41	RT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-218	IL Rte 83	416+52	-	RT	GRADE CROSSING ADVANCE WARNING	W10-1	3' Dia.	7.07	-	-	N/A	REMAIN IN PLACE
S-219	IL Rte 83				NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	-		REMAIN IN PLACE
S-220	IL Rte 83	414+60	413+93	LT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-221	IL Rte 83				NO PASSING ZONE	W14-3	3.00	4.00	5.56	SIGN PANEL - TYPE 2	17	PROPOSED SIGN
S-221A	IL Rte 83	-	415+57	LT	TWO-WAY TRAFFIC	W6-3	3.00	3.00	9.00	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-222	IL Rte 83	416+53	-	LT	NO PASSING ZONE	W14-3	3.00	4.00	5.56	REMOVE SIGN PANEL - TYPE 2	N/A	REMOVE SIGN
S-223	IL Rte 83	418+16	418+05	RT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-224	IL Rte 83	419+52	419+38	RT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-225	IL Rte 83	423+53	422+81	RT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-226	IVANHOE RD	-	284+51	RT	NO OUTLET	W14-2	3.00	3.00	9.00	SIGN PANEL - TYPE 1	15.5	PROPOSED SIGN
S-227	IL Rte 83	418+97	419+16	LT	NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-228	IL Rte 83	-	422+71	LT	LANE ENDS	W4-2R	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	PROPOSED SIGN
S-228A	IL Rte 83	-	422+19	LT	SPEED LIMIT (SPEED LIMIT 40)	R2-1	2.50	3.00	7.50	SIGN PANEL - TYPE 1	16	PROPOSED SIGN
S-229	IL Rte 83	285+34	424+06	LT	TRUCK	W11-10	3.00	3.00	9.00	RELOCATE SIGN PANEL - TYPE 1	N/A	RELOCATE SIGN
S-230	IL Rte 83				GRADE CROSSING ADVANCE WARNING	W10-1	3' Dia.	7.07	REMOVE SIGN PANEL ASSEMBLY -TYPE B			REMOVE SIGN
S-231	IL Rte 83	424+77	-	LT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE B	N/A	REMOVE SIGN
S-232	IL Rte 83				NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	REMOVE SIGN PANEL ASSEMBLY -TYPE B		REMOVE SIGN
S-233	IL Rte 83				GRADE CROSSING ADVANCE WARNING	W10-1	3' Dia.	7.07	SIGN PANEL - TYPE 1			PROPOSED SIGN
S-234	IL Rte 83	-	425+02	LT	NO TRAIN HORN (PLAQUE)	W10-9P	1.75	1.25	2.19	SIGN PANEL - TYPE 1	18.75	PROPOSED SIGN
S-235	IL Rte 83				NO PARKING (NO PARKING STOPPING OR STANDING)	CUSTOM	1.00	1.50	1.50	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-236	IVANHOE RD	-	284+08	LT	STOP	R1-1	3.00	3.00	9.00	SIGN PANEL - TYPE 1	16	PROPOSED SIGN
S-237	IVANHOE RD	-	285+34	LT	STATE ROUTE SIGN (ILLINOIS 83)	M1-I100	2.50	2.00	5.00	SIGN PANEL - TYPE 1	16.25	PROPOSED SIGN
S-238	IVANHOE RD				DIRECTIONAL ARROW (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-239	IVANHOE RD	286+14	-	LT	SPEED LIMIT (SPEED LIMIT 45)	R2-1	2.50	3.00	7.50	REMOVE SIGN PANEL - TYPE 1	N/A	REMOVE SIGN
S-240	ATKINSON RD	444+77	-	RT	HORIZONTAL ALIGNMENT(RIGHT THEN LEFT CURVE ARROW)	W1-4	3.00	3.00	9.00	-	N/A	REMAIN IN PLACE
S-241	ATKINSON RD	451+80	-	RT	SPEED LIMIT (SPEED LIMIT 35)	R2-1	2.50	3.00	7.50	-	N/A	REMAIN IN PLACE
S-242	ATKINSON RD	443+10	-	LT	HORIZONTAL ALIGNMENT(RIGHT CURVE ARROW)	W1-2R	3.00	3.00	9.00	-	N/A	REMAIN IN PLACE
S-243	ATKINSON RD	454+30	-	RT	JUNCTION AUXILIARY SIGN (JCT)	M2-1	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	REMOVE SIGN
S-244	ATKINSON RD				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A		REMOVE SIGN
S-245	ATKINSON RD				SIGNAL AHEAD	W3-3	3.00	3.00	9.00	SIGN PANEL - TYPE 1	17.75	PROPOSED SIGN
S-246	ATKINSON RD	-	454+35	RT	STREET NAME PLAQUE (ATKINSON RD)	CUSTOM	VAR	0.75	3.75	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-247	ATKINSON RD	458+34	-	RT	TURN DESIGNATION (LEFT, STRAIGHT, AND RIGHT TURN ARROWS)	CUSTOM	3.00	4.00	12.00	-	N/A	REMAIN IN PLACE
S-248	ATKINSON RD				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	-		REMAIN IN PLACE
S-249	ATKINSON RD	459+89	-	RT	DIRECTIONAL ARROW AUXILIARY SIGN (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	-	N/A	REMAIN IN PLACE
S-250	ATKINSON RD				JUNCTION AUXILIARY SIGN (JCT)	M2-1	1.75	1.25	2.19	REMOVE SIGN PANEL - TYPE 1		REMOVE SIGN
S-251	IL Rte 120	123+40	-	LT	SPEED LIMIT (SPEED LIMIT 35)	R2-1	2.50	3.00	7.50	-	N/A	REMAIN IN PLACE
S-252	ATKINSON RD	452+80	-	LT	SPEED LIMIT (SPEED LIMIT 40)	R2-1	2.50	3.00	7.50	-	N/A	REMAIN IN PLACE
S-253	ATKINSON RD	455+95	-	LT	HORIZONTAL ALIGNMENT(RIGHT THEN LEFT CURVE ARROW)	W1-4	3.00	3.00	9.00	-	N/A	REMAIN IN PLACE
S-254	ATKINSON RD	457+53	-	LT	HORIZONTAL ALIGNMENT(RIGHT THEN LEFT CURVE ARROW)	W1-4	3.00	3.00	9.00	-	N/A	REMAIN IN PLACE
S-255	ATKINSON RD	459+16	-	LT	TURN DESIGNATION (LEFT, STRAIGHT, AND RIGHT TURN ARROWS)	CUSTOM	3.00	4.00	12.00	-	N/A	REMAIN IN PLACE
S-256	ATKINSON RD				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	SIGN PANEL - TYPE 1	16.25	PROPOSED SIGN
S-257	ATKINSON RD	-	462+25	LT	DIRECTIONAL ARROW AUXILIARY SIGN (DOUBLE HEADED ARROW)	M6-4	1.75	1.25	2.19	SIGN PANEL - TYPE 1		PROPOSED SIGN
S-258	ATKINSON RD	462+29	-	LT	JUNCTION AUXILIARY SIGN (JCT)	M2-1	1.75	1.25	2.19	REMOVE SIGN PANEL ASSEMBLY -TYPE A	N/A	REMOVE SIGN
S-259	ATKINSON RD				STATE ROUTE SIGN (ILLINOIS 120)	M1-I100	2.50	2.00	5.00	REMOVE SIGN PANEL ASSEMBLY -TYPE A		REMOVE SIGN
S-260	ATKINSON RD				SIGNAL AHEAD	W3-3	3.00	3.00	9.00	SIGN PANEL - TYPE 1	17.75	PROPOSED SIGN
S-261	ATKINSON RD	-	466+29	LT	STREET NAME PLAQUE (ATKINSON RD)	CUSTOM	VAR	0.75	3.75	SIGN PANEL - TYPE 1		PROPOSED SIGN

\$\$\$\$\$\$ref\_list\_name\$\$\$\$\$  
 \$\$\$\$\$\$Date\_time\$\$\$\$\$  
 \$\$\$\$\$\$User\$\$\$\$\$

FILE NAME =	USER NAME = \$USER\$	DESIGNED - SM, AV	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>SIGNING SCHEDULE</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN - SM, EA	REVISED -			866	3Y-R	LAKE	385	242	
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = \$SCALE*	CHECKED - PKG, MA	REVISED -			CONTRACT NO. 60N11					
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = \$DATE*	DATE - 2/24/2023	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO

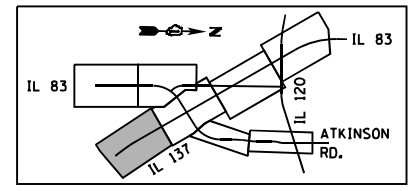


NOTE:  
SEE SHEET 4 FOR ADDITIONAL LANDSCAPING INFORMATION.



**LEGEND**

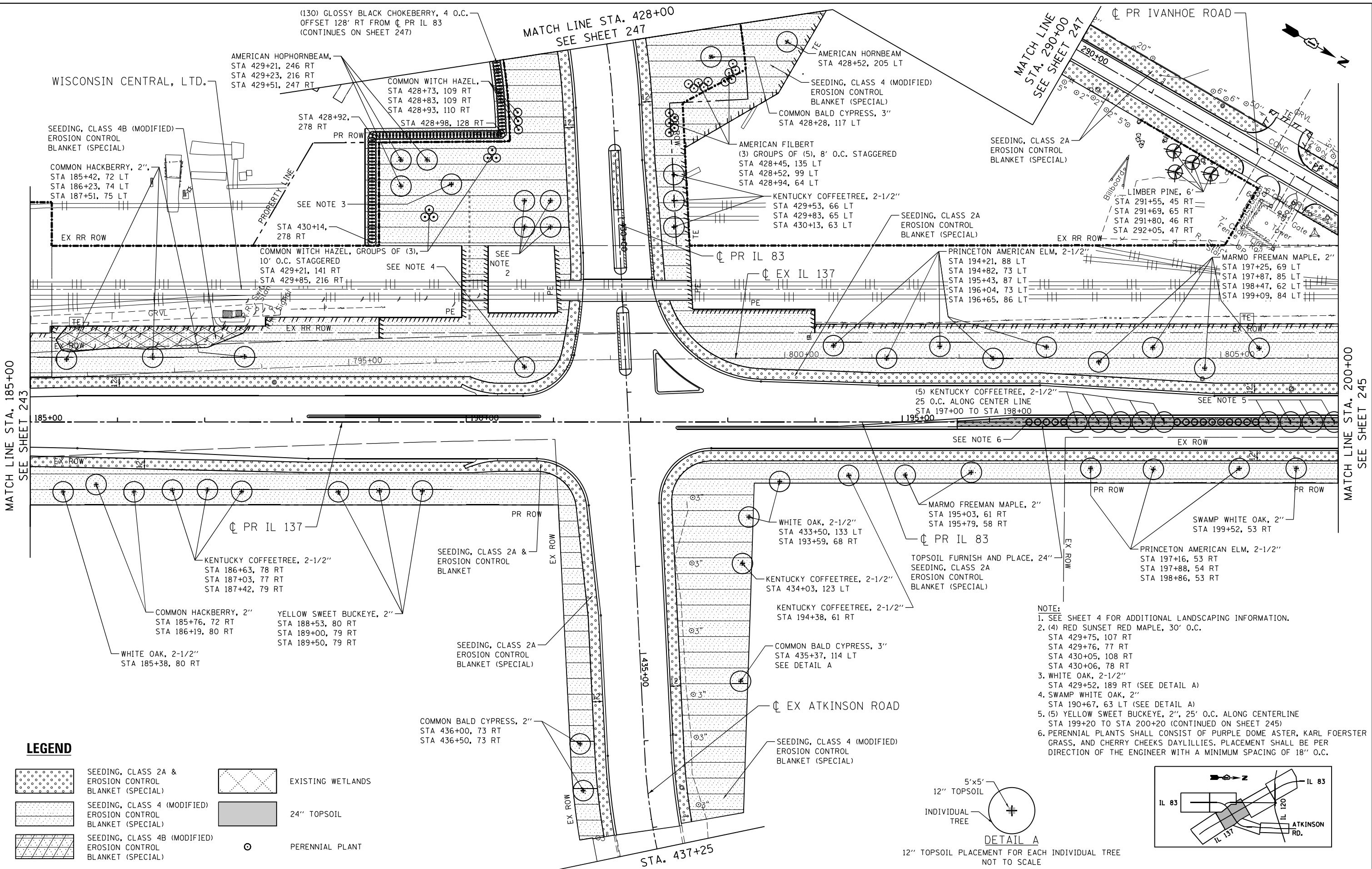
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4 (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4B (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- EXISTING WETLANDS
- 24" TOPSOIL
- PERENNIAL PLANT
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET (SPECIAL)



\D:\60N11-MOTIF\01.DGN, \D:\60N11-BORDER\01.DGN, \D:\60N11-LEGEND\01.DGN, \D:\60N11-MOTIF\01.DGN, \D:\60N11-UTIL\01.DGN, \D:\60N11-UTIL\01.DGN  
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 GARCIAZ

FILE NAME =	USER NAME = garciaaz	DESIGNED - KS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>LANDSCAPING PLANS</b> <b>IL ROUTE 137</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE = 100.0000' / in.	CHECKED - BRO	REVISED -		SCALE: 1"=50'			SHEET OF SHEETS STA. 172+00 TO STA. 185+00			CONTRACT NO. 60N11	
	PLOT DATE = 1/24/2023	DATE = 01/30/23	REVISED -		ILLINOIS FED. AID PROJECT							

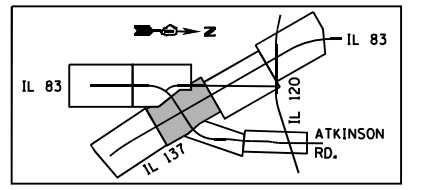
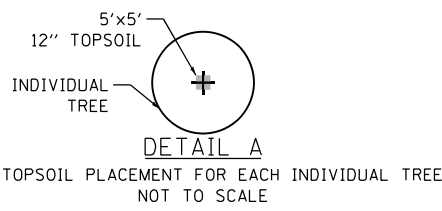
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**LEGEND**

- SEEDING, CLASS 2A & EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4 (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4B (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- EXISTING WETLANDS
- 24" TOPSOIL
- PERENNIAL PLANT

- NOTE:**
1. SEE SHEET 4 FOR ADDITIONAL LANDSCAPING INFORMATION.
  2. (4) RED SUNSET RED MAPLE, 30' O.C. STA 429+75, 107 RT STA 429+76, 77 RT STA 430+05, 108 RT STA 430+06, 78 RT
  3. WHITE OAK, 2-1/2" STA 429+52, 189 RT (SEE DETAIL A)
  4. SWAMP WHITE OAK, 2" STA 190+67, 63 LT (SEE DETAIL A)
  5. (5) YELLOW SWEET BUCKEYE, 2", 25' O.C. ALONG CENTERLINE STA 199+20 TO STA 200+20 (CONTINUED ON SHEET 245)
  6. PERENNIAL PLANTS SHALL CONSIST OF PURPLE DOME ASTER, KARL FOERSTER GRASS, AND CHERRY CHEEKS DAYLILLIES. PLACEMENT SHALL BE PER DIRECTION OF THE ENGINEER WITH A MINIMUM SPACING OF 18" O.C.

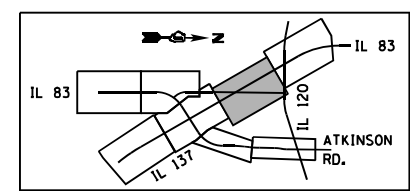
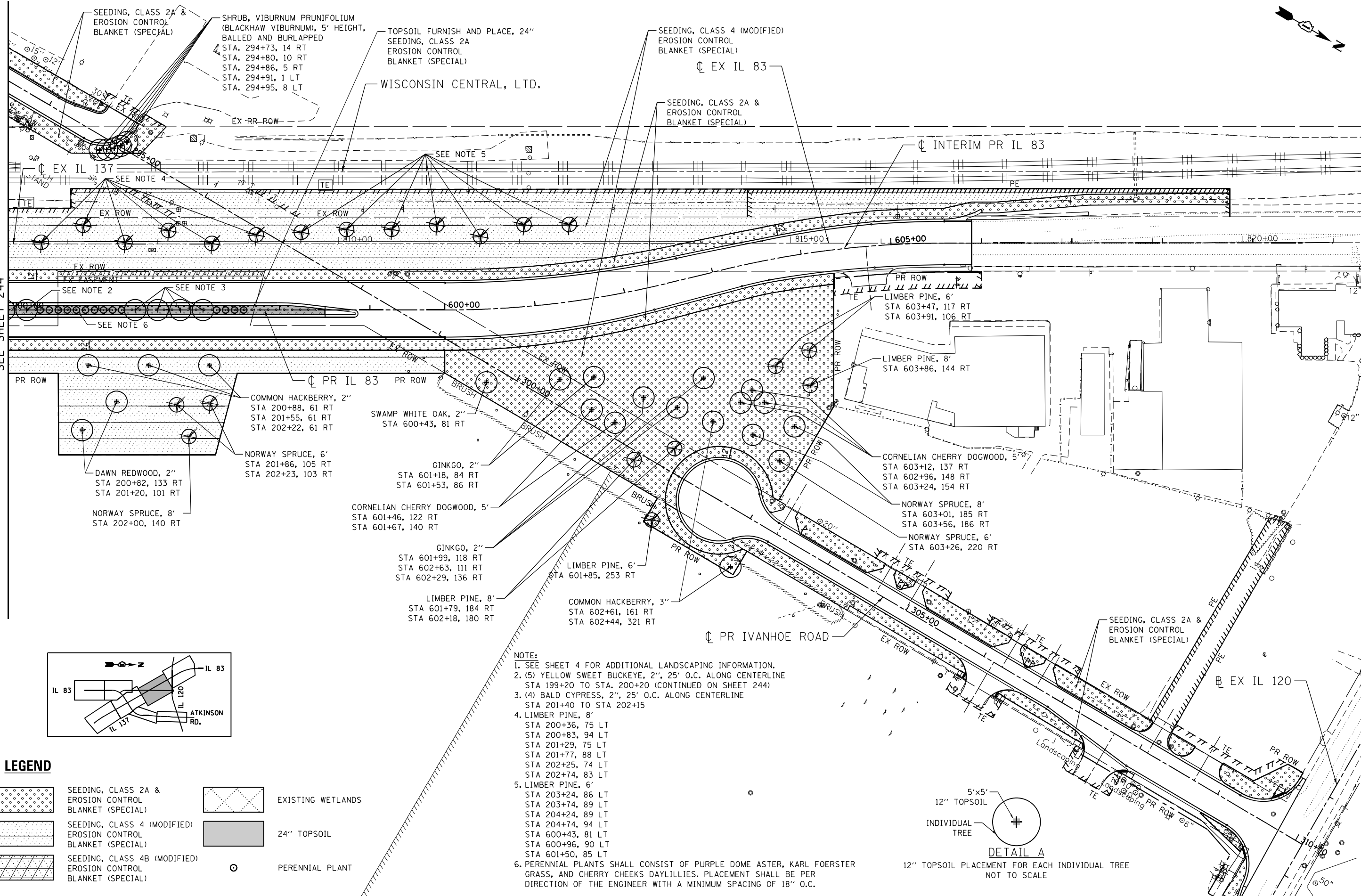


FILE NAME =	USER NAME = GARCIAZ	DESIGNED - KS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>LANDSCAPING PLANS</b> <b>IL ROUTE 137 /IL ROUTE 83</b>	F.A.P. R.T.E. = 866	SECTION = 3Y-R	COUNTY = LAKE	TOTAL SHEETS = 385	SHEET NO. = 244
#FILES#	PLOT SCALE = 100.0000' / 1"	CHECKED - BRO	REVISED -	SCALE: 1"=50'	SHEET OF SHEETS	STA. 185+00 TO STA. 200+00		CONTRACT NO. 60N11		
exp U.S. Services Inc. Chicago, IL	PLOT DATE = 3/2/2023	DATE = 01/30/23	REVISED -					ILLINOIS FED. AID PROJECT		



MATCH LINE STA. 200+00  
SEE SHEET 244

STA. 821+34.67

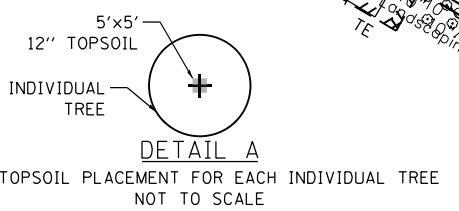


**LEGEND**

- SEEDING, CLASS 2A & EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4 (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4B (MODIFIED) EROSION CONTROL BLANKET (SPECIAL)
- EXISTING WETLANDS
- 24" TOPSOIL
- PERENNIAL PLANT

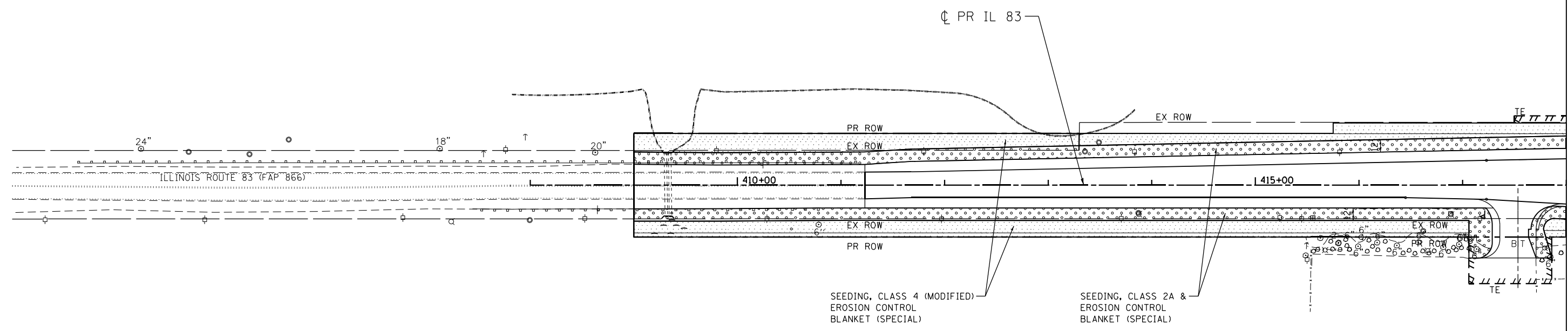
**NOTE:**

- SEE SHEET 4 FOR ADDITIONAL LANDSCAPING INFORMATION.
- (5) YELLOW SWEET BUCKEYE, 2", 25' O.C. ALONG CENTERLINE STA 199+20 TO STA. 200+20 (CONTINUED ON SHEET 244)
- (4) BALD CYPRESS, 2", 25' O.C. ALONG CENTERLINE STA 201+40 TO STA 202+15
- LIMBER PINE, 8'  
STA 200+36, 75 LT  
STA 200+83, 94 LT  
STA 201+29, 75 LT  
STA 201+77, 88 LT  
STA 202+25, 74 LT  
STA 202+74, 83 LT
- LIMBER PINE, 6'  
STA 203+24, 86 LT  
STA 203+74, 89 LT  
STA 204+24, 89 LT  
STA 204+74, 94 LT  
STA 600+43, 81 LT  
STA 600+96, 90 LT  
STA 601+50, 85 LT
- PERENNIAL PLANTS SHALL CONSIST OF PURPLE DOME ASTER, KARL FOERSTER GRASS, AND CHERRY CHEEKS DAYLILLIES. PLACEMENT SHALL BE PER DIRECTION OF THE ENGINEER WITH A MINIMUM SPACING OF 18" O.C.



\D:\60N11-MOTIF\01.DGN, \D:\60N11-LEGEND\01.DGN, \D:\60N11-UTIL\01.DGN  
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FILE NAME =	USER NAME = garciaz	DESIGNED - KS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>LANDSCAPING PLANS</b> <b>IL ROUTE 83</b>		F.A.P. R.T.E. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 245	
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exp U.S. Services Inc. Chicago, IL	PLOT DATE = 1/24/2023	CHECKED - BRO	REVISED -		ILLINOIS FED. AID PROJECT							
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY		DATE - 01/30/23	REVISED -									



MATCH LINE STA. 418+00  
SEE SHEET 247

SEEDING, CLASS 4 (MODIFIED)  
EROSION CONTROL  
BLANKET (SPECIAL)

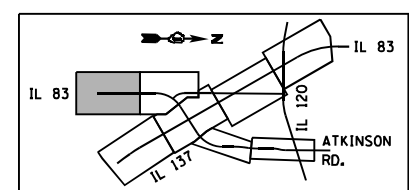
SEEDING, CLASS 2A &  
EROSION CONTROL  
BLANKET (SPECIAL)

HINES LUMBER

NOTE:  
SEE SHEET 4 FOR ADDITIONAL LANDSCAPING INFORMATION.

**LEGEND**

- SEEDING, CLASS 2A &  
EROSION CONTROL  
BLANKET (SPECIAL)
- SEEDING, CLASS 4 (MODIFIED)  
EROSION CONTROL  
BLANKET (SPECIAL)
- SEEDING, CLASS 4B (MODIFIED)  
EROSION CONTROL  
BLANKET (SPECIAL)
- EXISTING WETLANDS
- 24" TOPSOIL
- PERENNIAL PLANT



\D:\60N11-MOTIF\01.DGN, \D:\60N11-BORDER\01.DGN, \D:\60N11-LEGEND\01.DGN, \D:\60N11-UTIL\01.DGN  
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FILE NAME =	USER NAME = garciaaz	DESIGNED - KS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> FAP ROUTE 866 (IL 83)	<b>LANDSCAPING PLANS</b> <b>IL ROUTE 83</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILES#	PLOT SCALE = 100.0000' / in.	DRAWN - KS	REVISED -		866	3Y-R	LAKE	385	246	CONTRACT NO. 60N11		
exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = 1/24/2023	CHECKED - BRO	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 408+00	TO	STA. 418+00	ILLINOIS FED. AID PROJECT
DATE - 01/30/23		REVISED -										



# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

TS SHT NO. 1

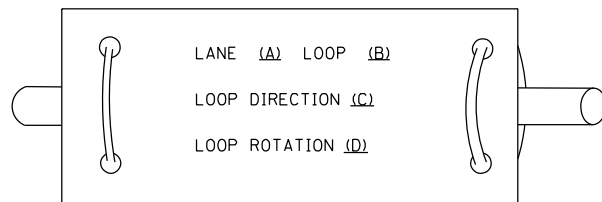
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Default	S:\WP\Design\Iover\SamplePlans-DO.NOT.US\ADGNFiles\Legend_06-08-16.dgn	DRAWN - IP	REVISED -			SCALE: NONE	SHEET 1 OF 7 SHEETS	TS-05		CONTRACT NO. 60N11	
	PLOT SCALE = 100.0000' / 1in.	CHECKED - LP	REVISED -			DATE - 6/8/2016	STA. TO STA.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 6/10/2016	DATE - 6/8/2016	REVISED -								



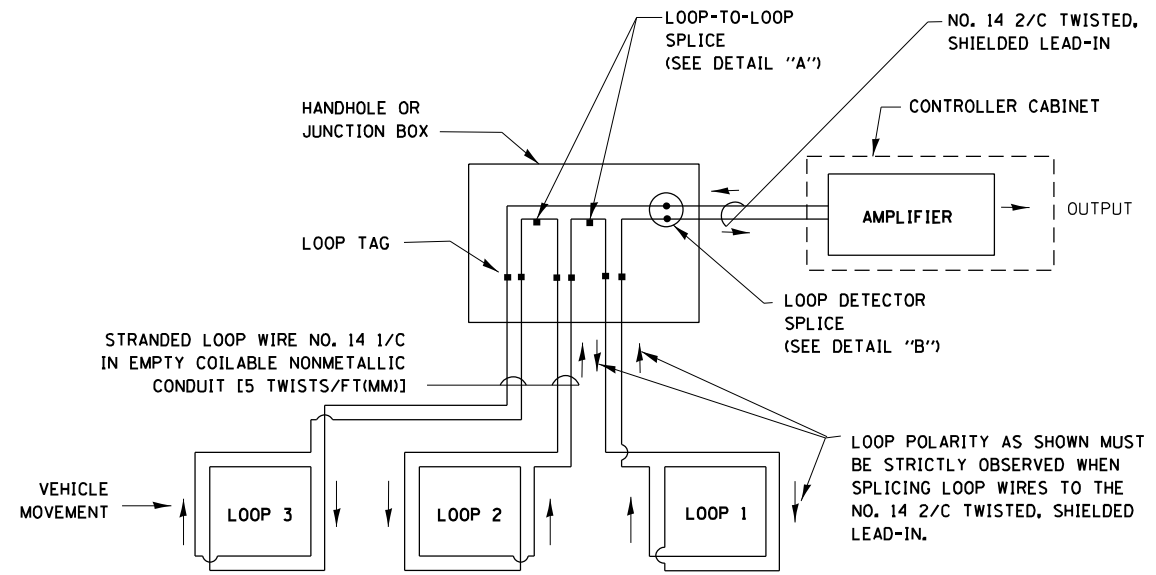
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

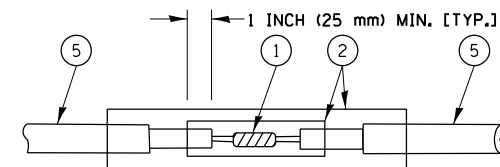


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

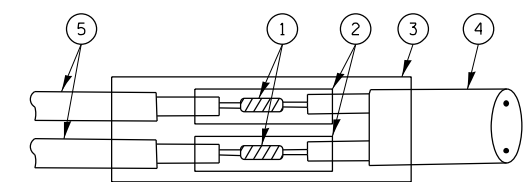


**DETECTOR LOOP WIRING SCHEMATIC**

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

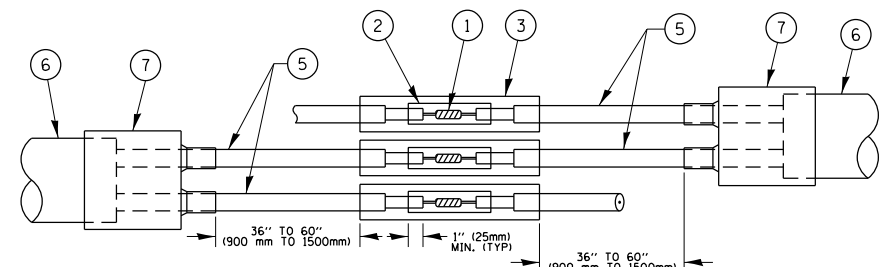


DETAIL "A"  
LOOP-TO-LOOP SPLICE

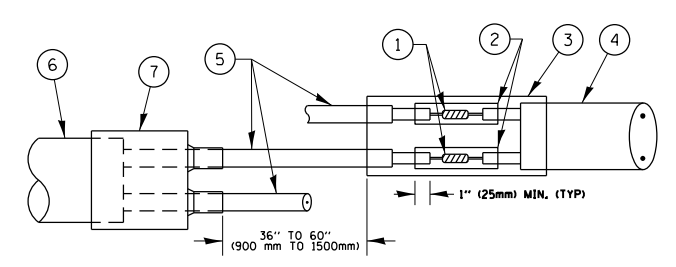


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PRE-FORMED LOOP**

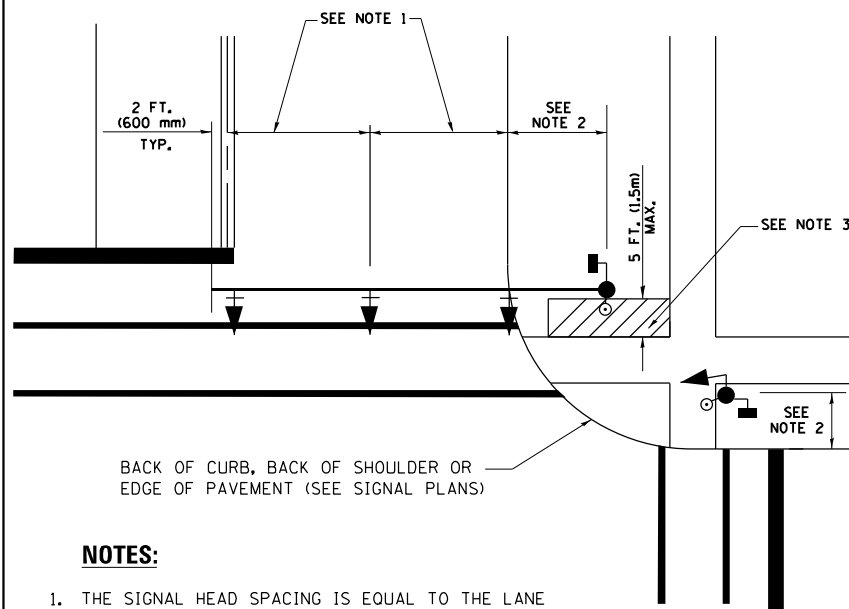
**LOOP DETECTOR SPLICE**

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

TS SHT NO. 2

FILE NAME = S:\WP\Design\Iovan\SamplePlans\DNF\files\TSE\example01-sht-ts.dgn	USER NAME = plascencia1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 249
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 60N11	
	PLOT DATE = 5/17/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

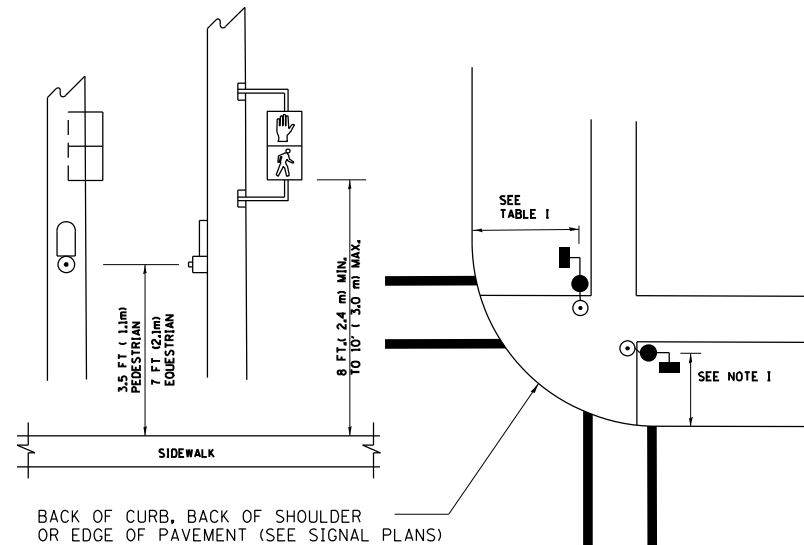
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**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."

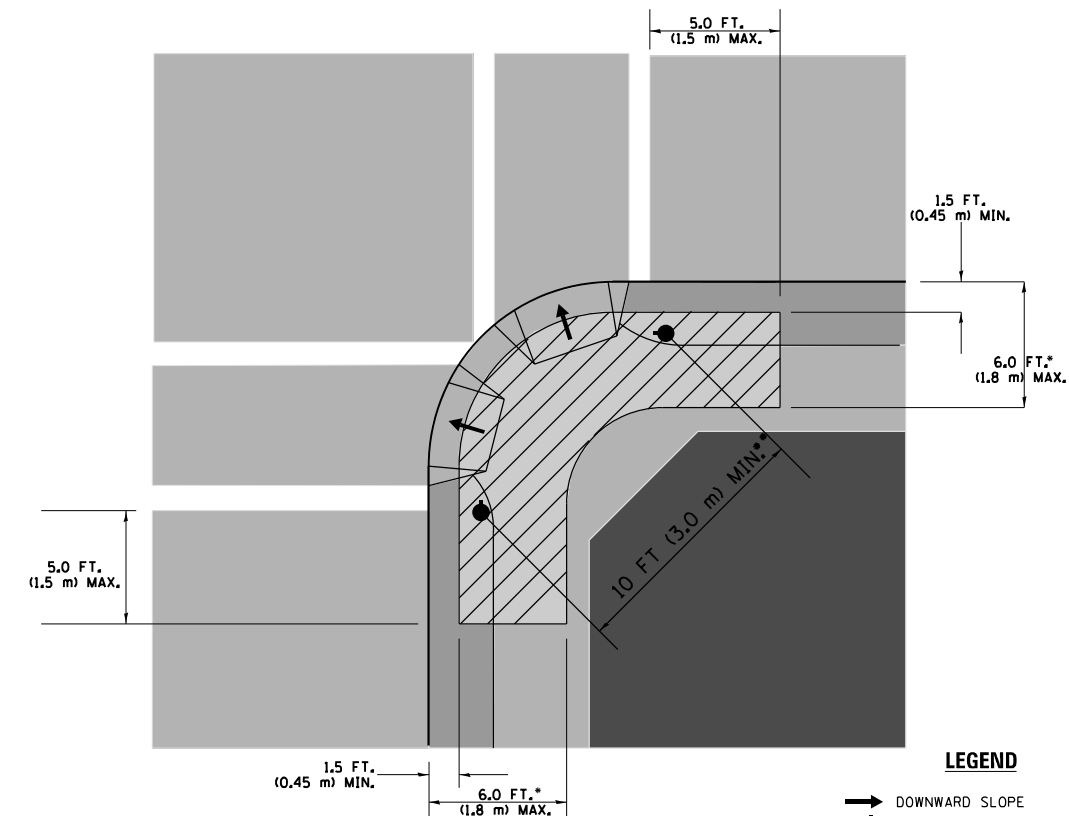
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**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**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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.

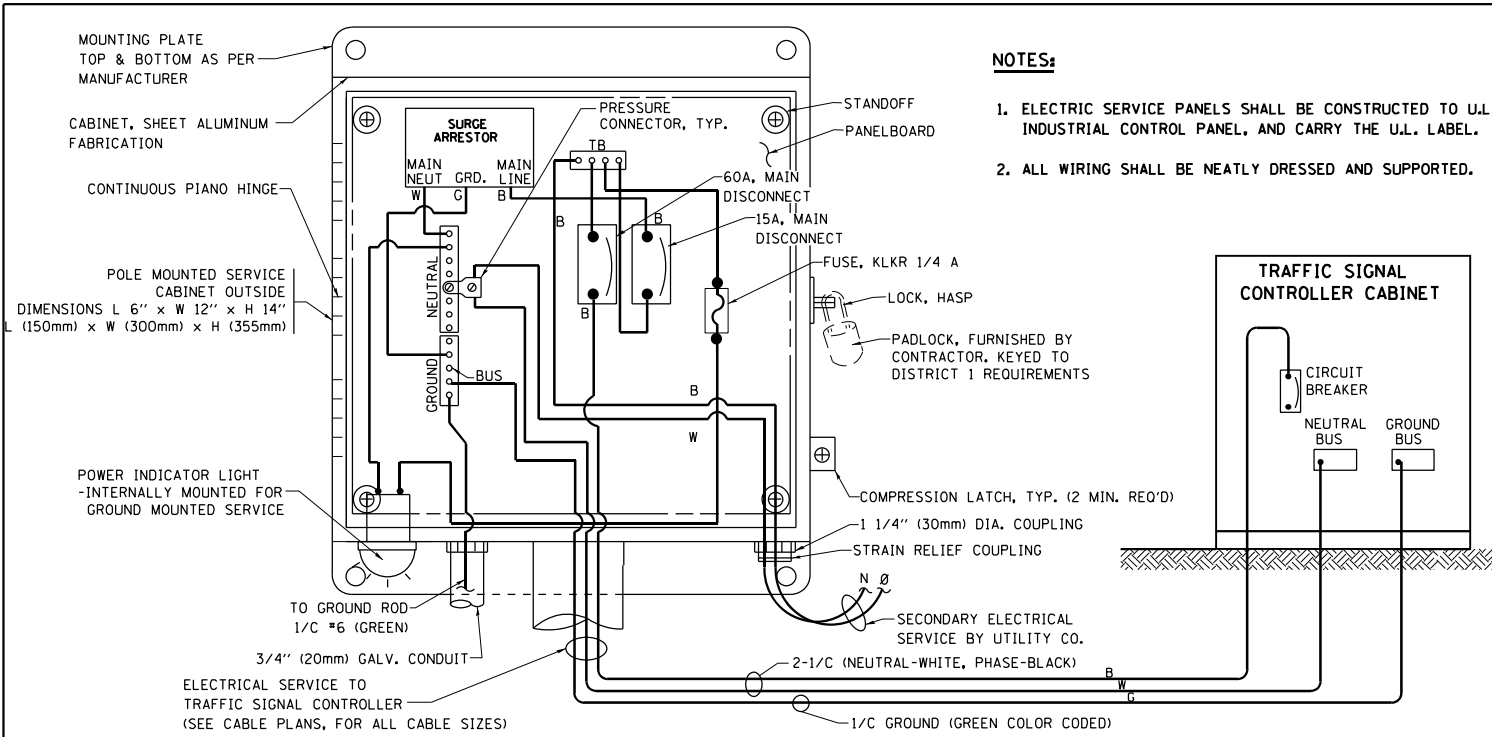
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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.

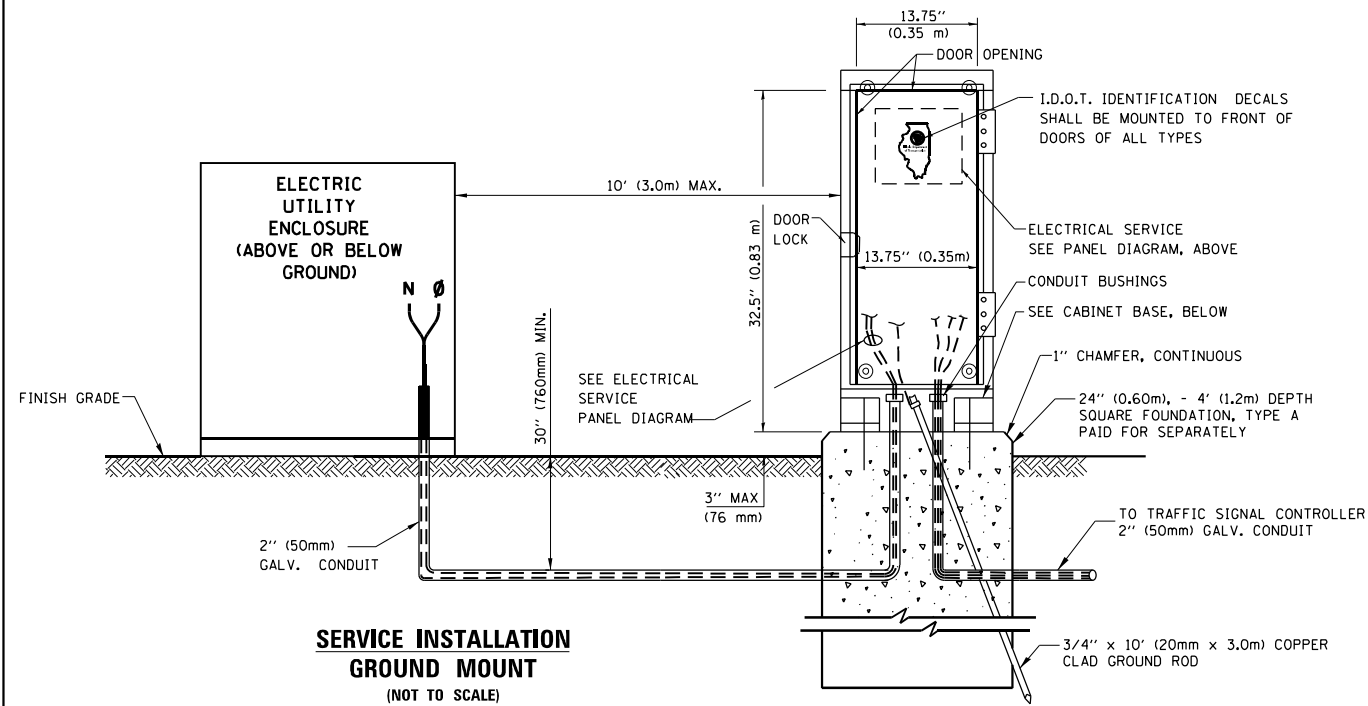
**NOTES:**

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.

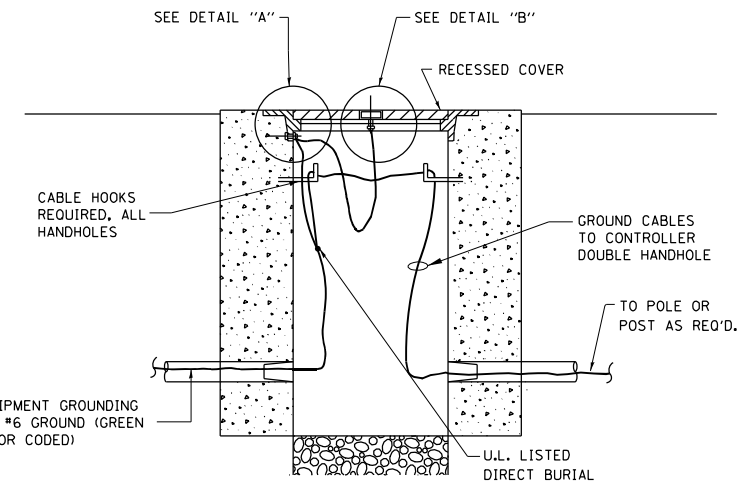
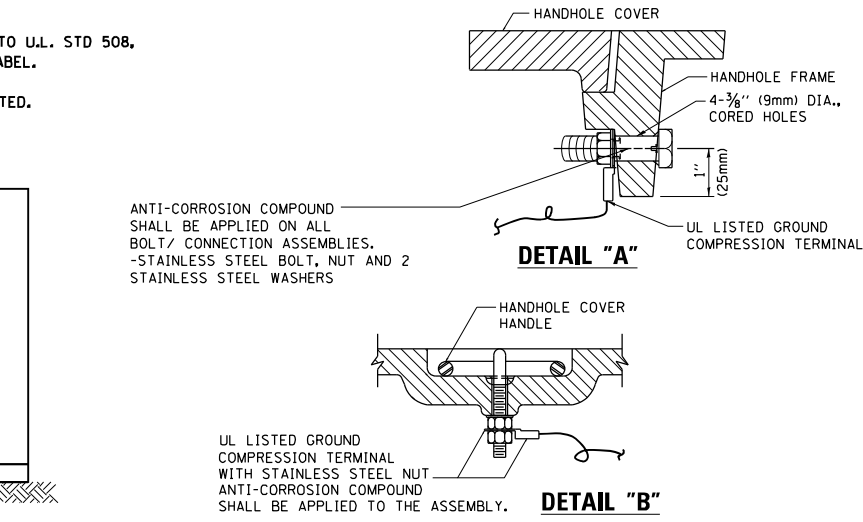
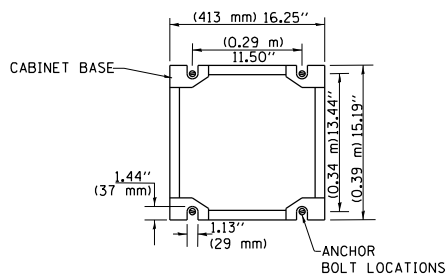
TS SHT NO. 3



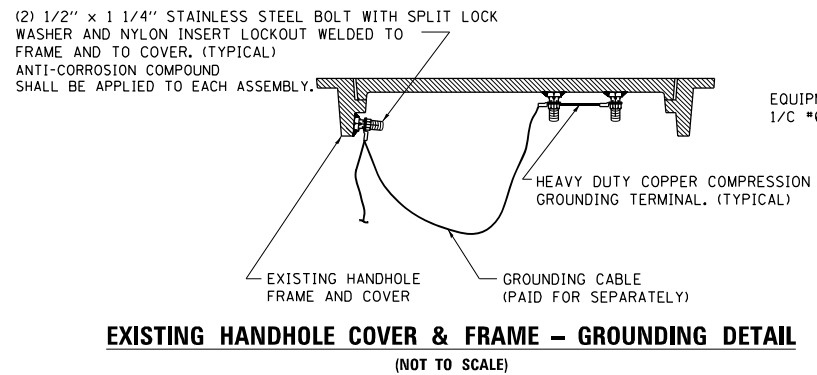
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**



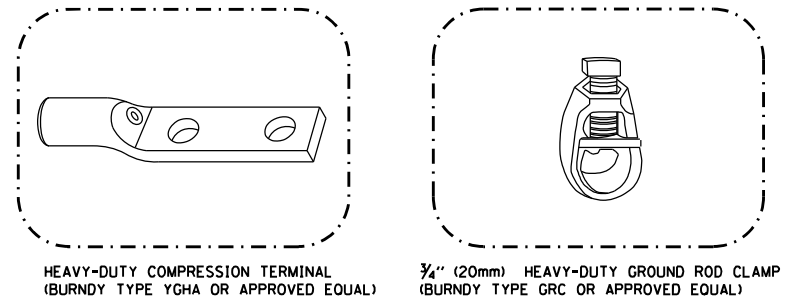
**CABINET - BASE BOLT PATTERN (NOT TO SCALE)**



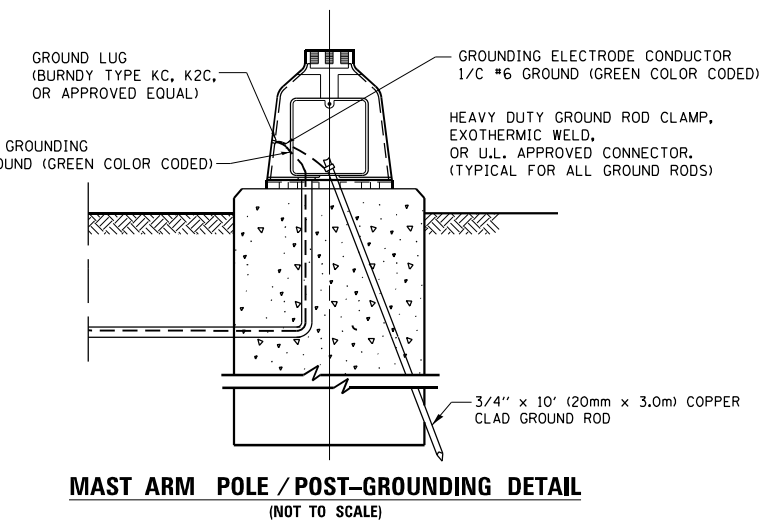
**HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)**



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



- NOTES:**
- 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.



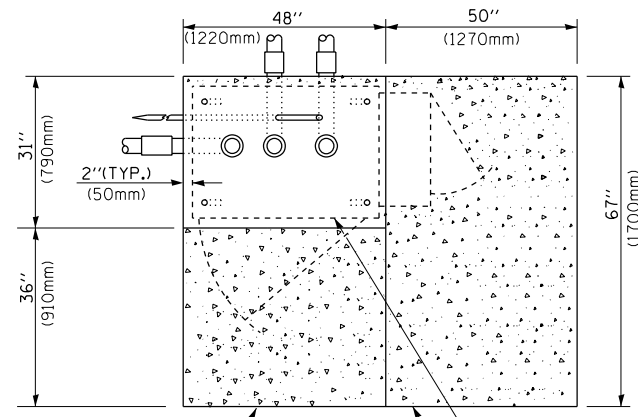
**MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)**

**NOTES:  
GROUNDING SYSTEM**

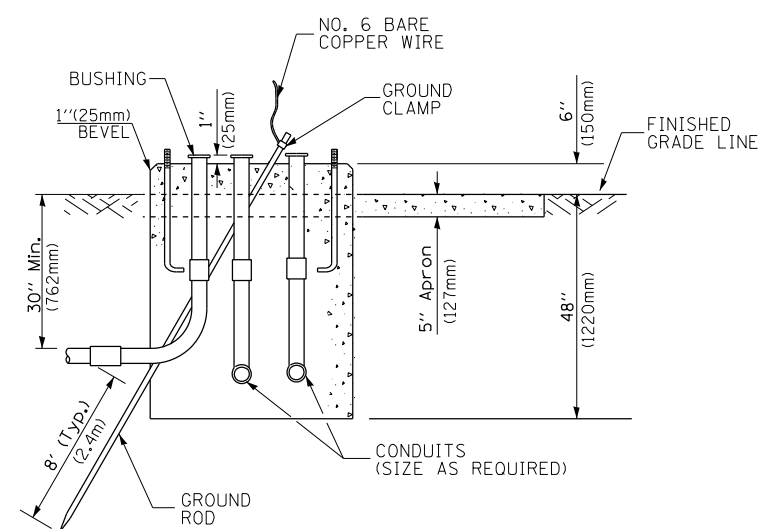
- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN ENCLOSED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, 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 (847) 705-4139.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

TS SHT NO. 4

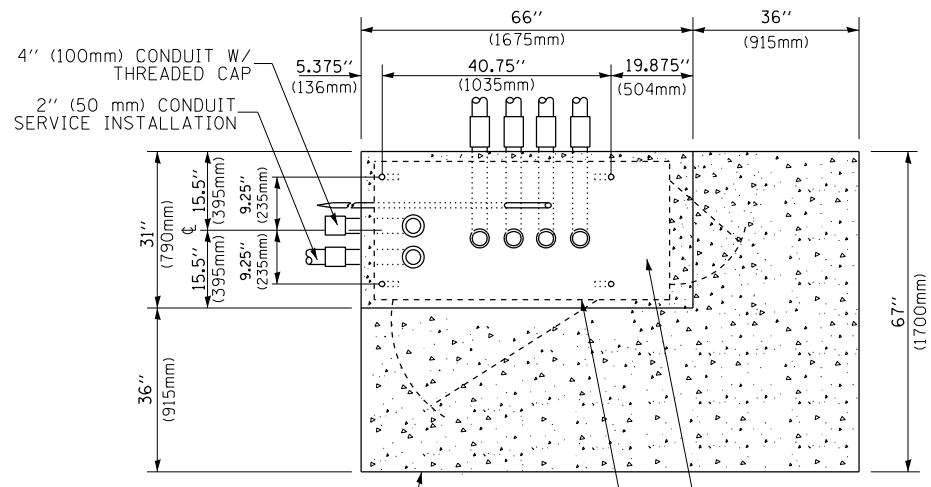
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Default	Plot Date = 5/17/2016	DRAWN -	REVISED -		SCALE: NONE	SHEET 4	OF 7 SHEETS	STA. TO STA.	<b>TS-05</b>		CONTRACT NO. 60N11	
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



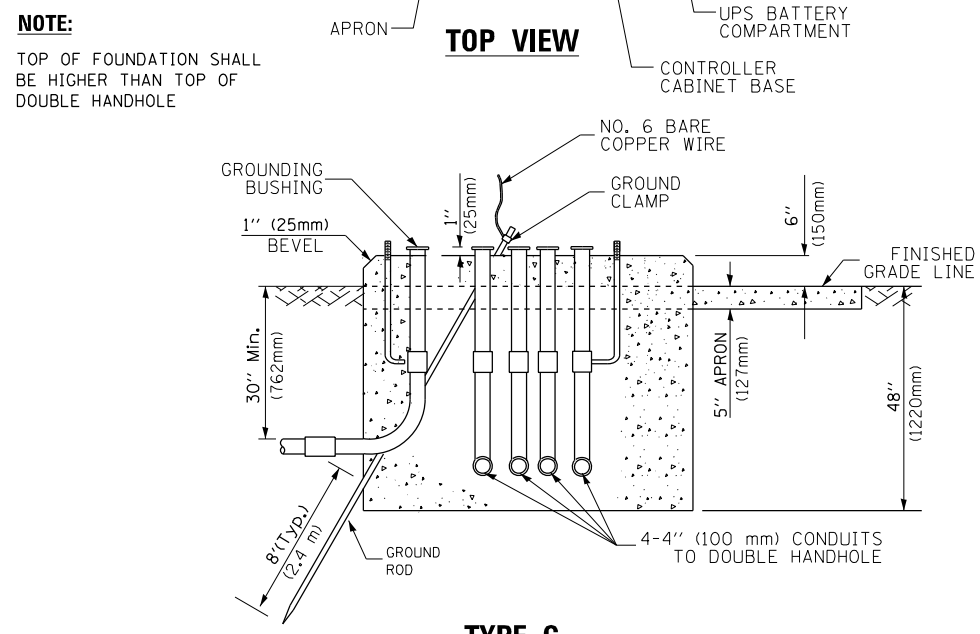
**TOP VIEW**



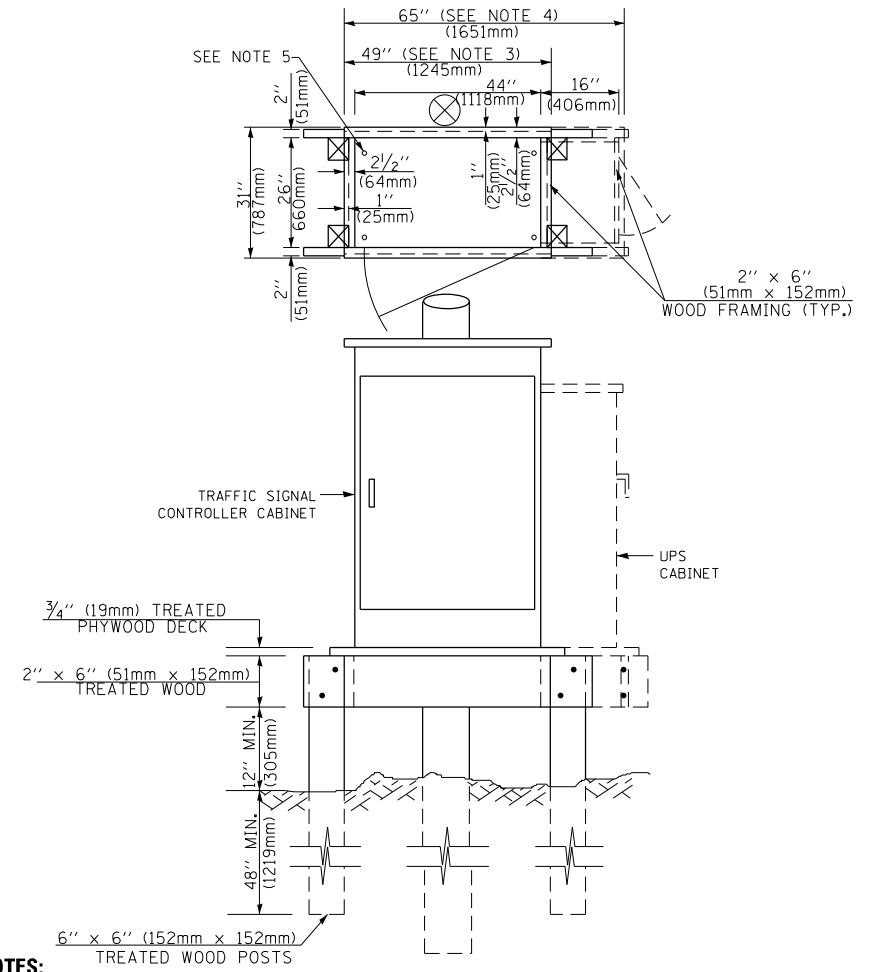
**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



**TOP VIEW**



**TYPE C  
FOR GROUND MOUNTED  
SUPER P (TYPE IV) AND SUPER R (TYPE V)  
CONTROLLER CABINETS**



**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**

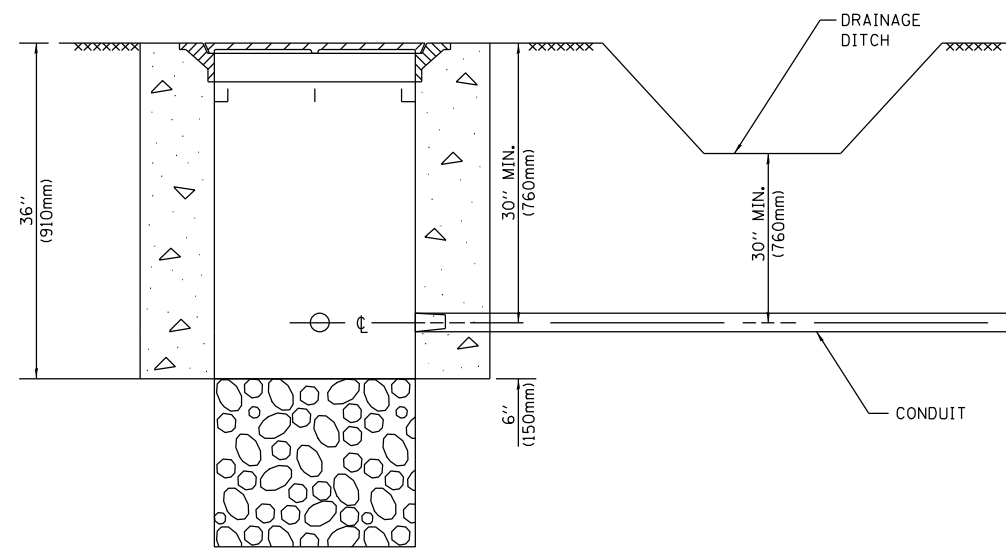
MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	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 (qu) > 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**

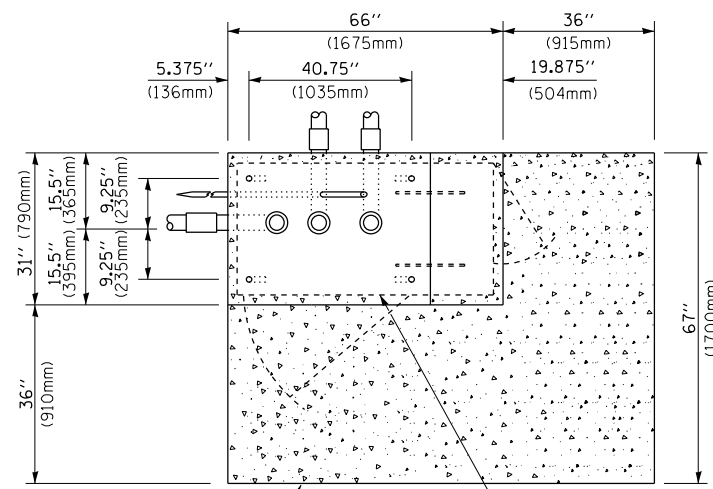
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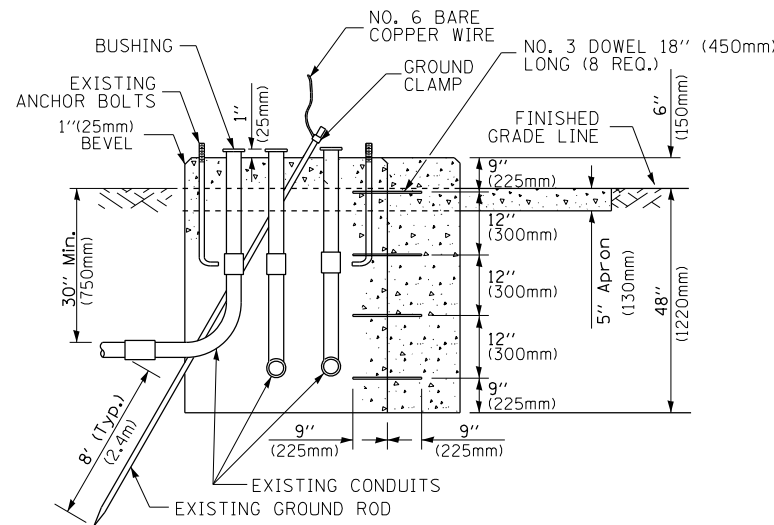
**NOTES:**

- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

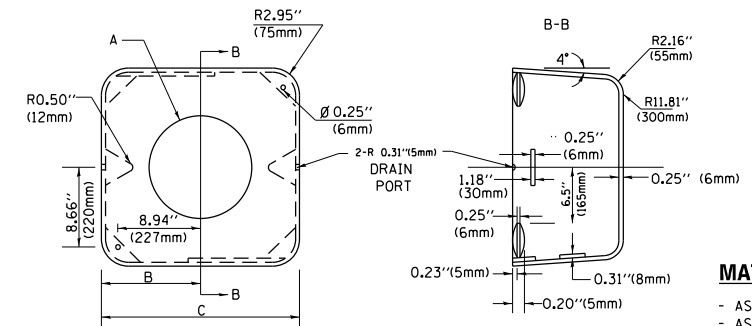
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**TOP VIEW**  
(NOT TO SCALE)



**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)



**MATERIAL:**  
- ASTM A36 STEEL  
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

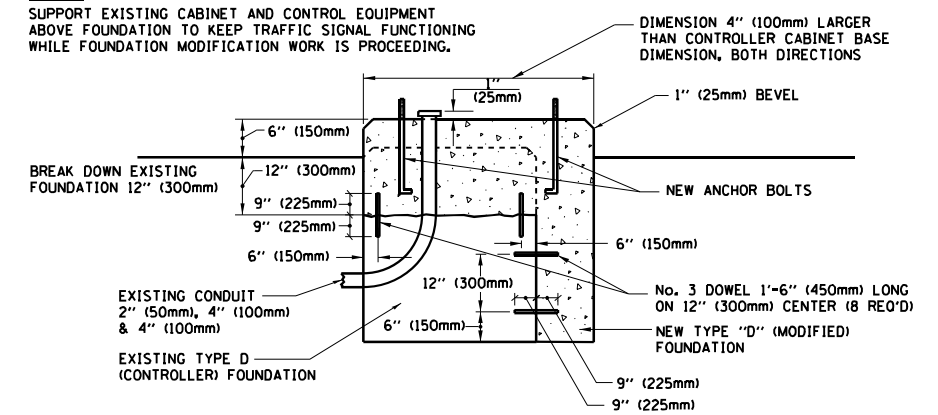
**SHROUD**

**NOTES:**

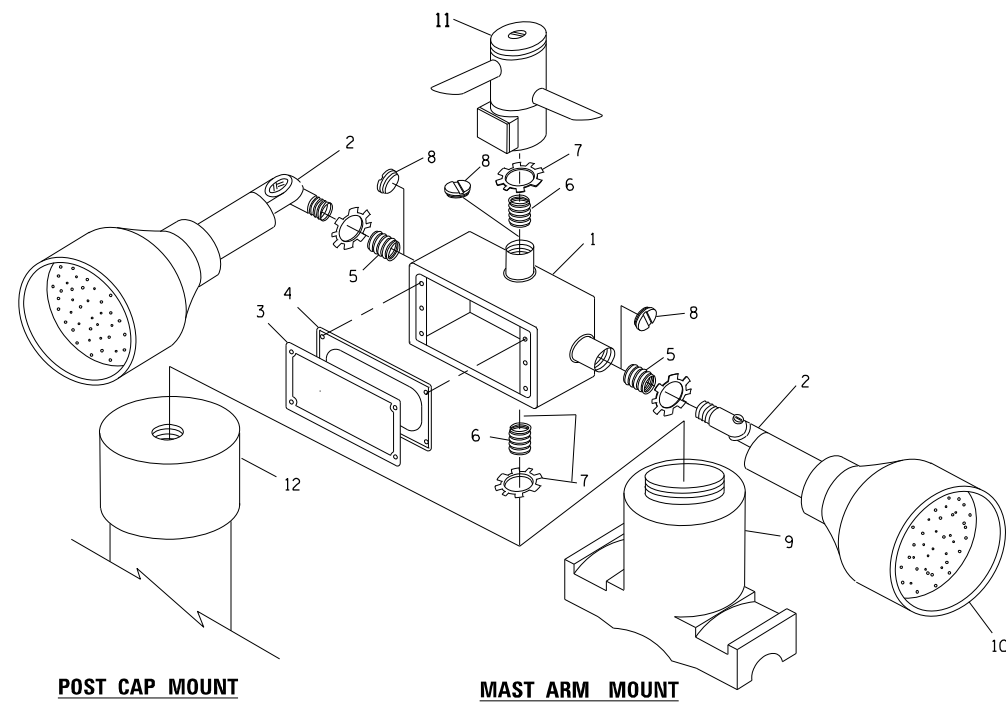
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



**MODIFY EXISTING TYPE "D" FOUNDATION**

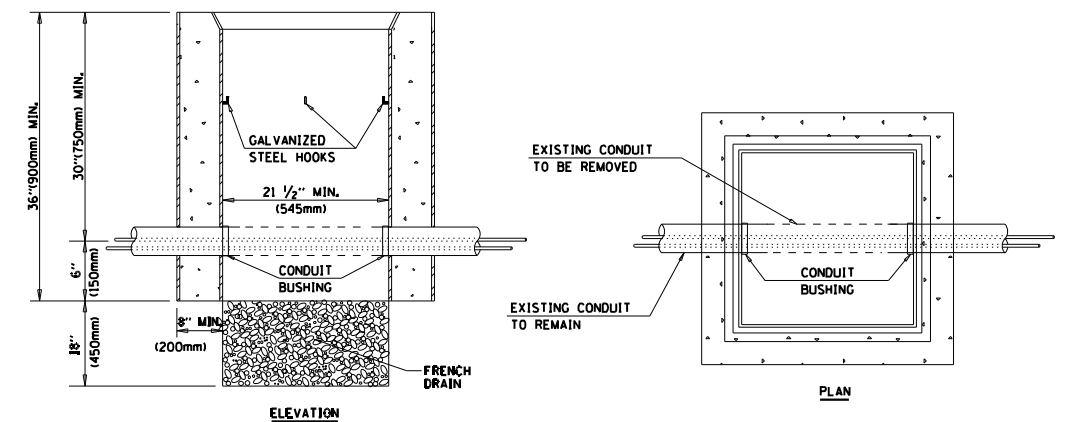


**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**

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 INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

TS SHT NO. 6

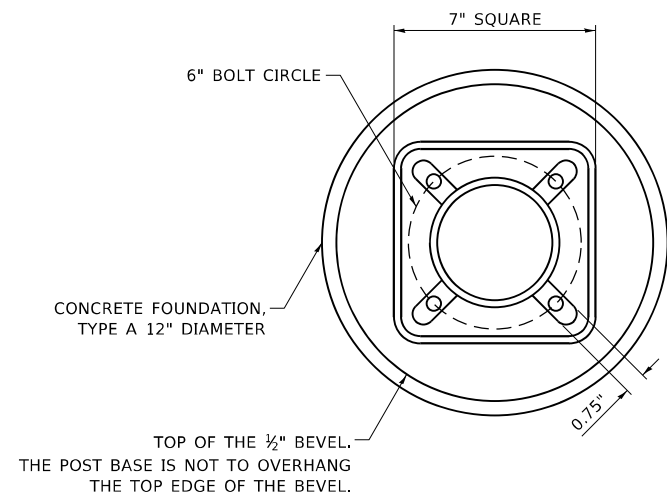
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

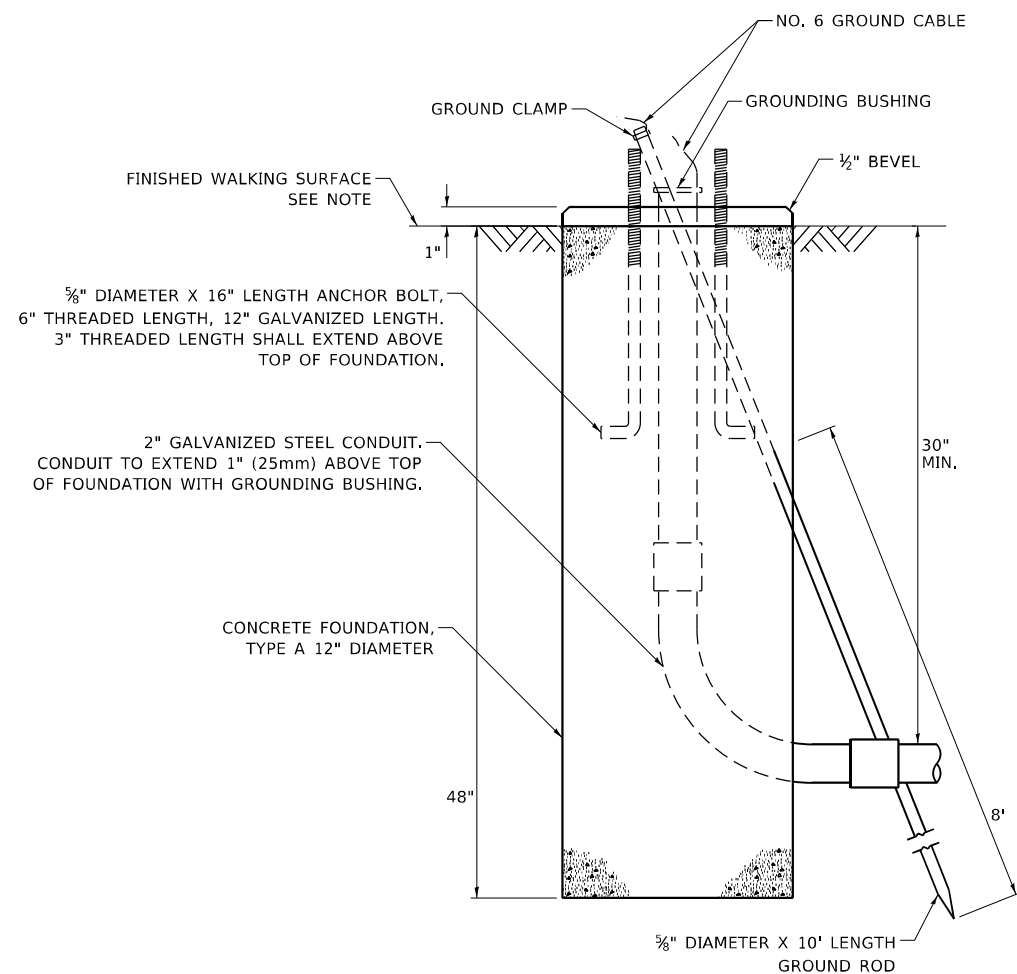
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TS-05			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



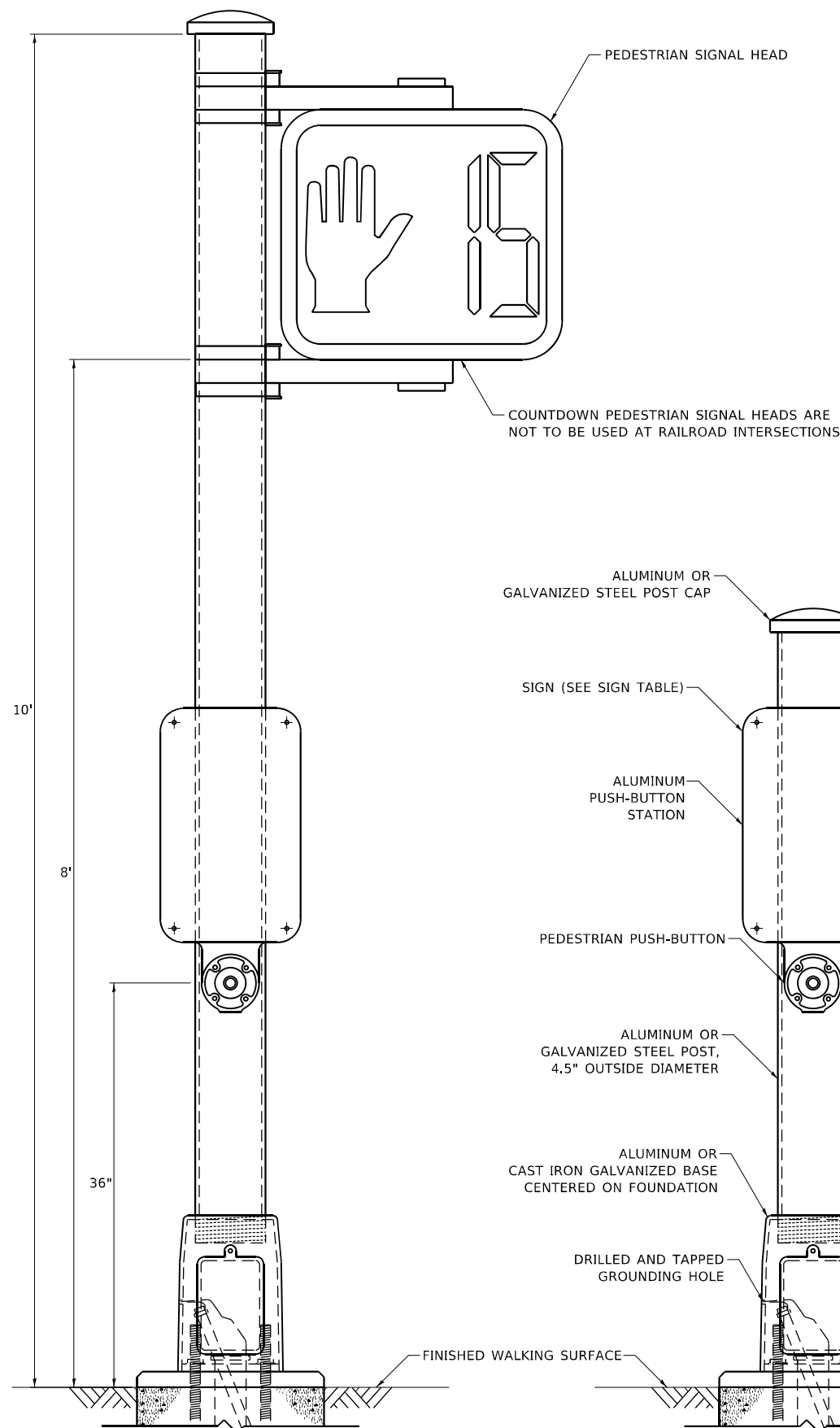
**BOLT PATTERN**

**NOTE:**

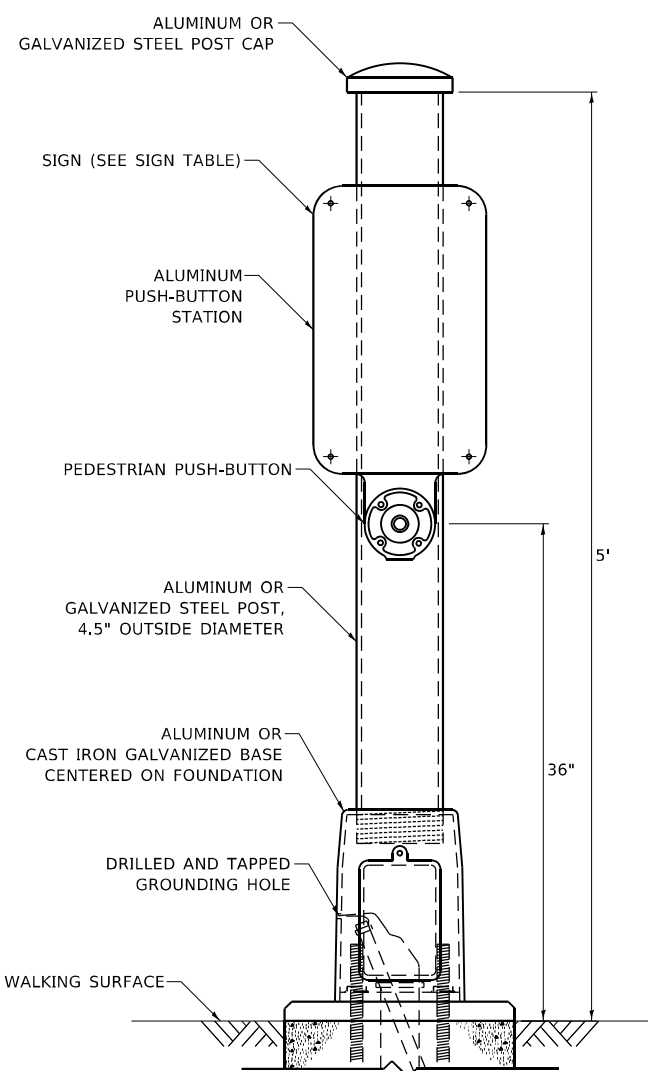
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



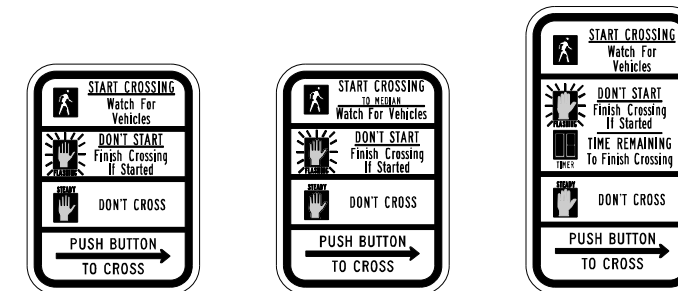
**CONCRETE FOUNDATION,  
TYPE A 12-INCH DIAMETER**



**PEDESTRIAN SIGNAL POST, 10 FT.**



**PEDESTRIAN SIGNAL POST, 5 FT.**



R10-3b

R10-3d

R10-3e

**SIGN TABLE**

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 15"

**NOTES:**

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

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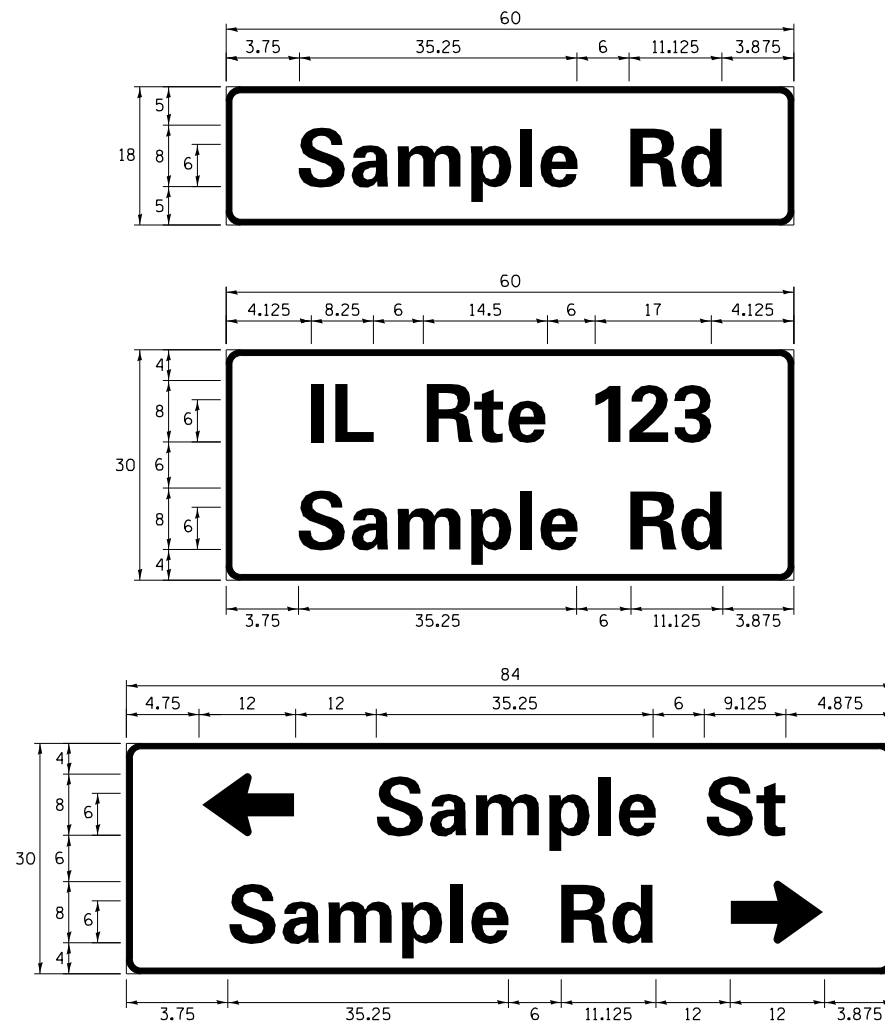
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 254
TS-05		CONTRACT NO. 60N11		
ILLINOIS FED. AID PROJECT				

**SIGN PANEL – TYPE 1 OR TYPE 2**



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

**GENERAL NOTES**

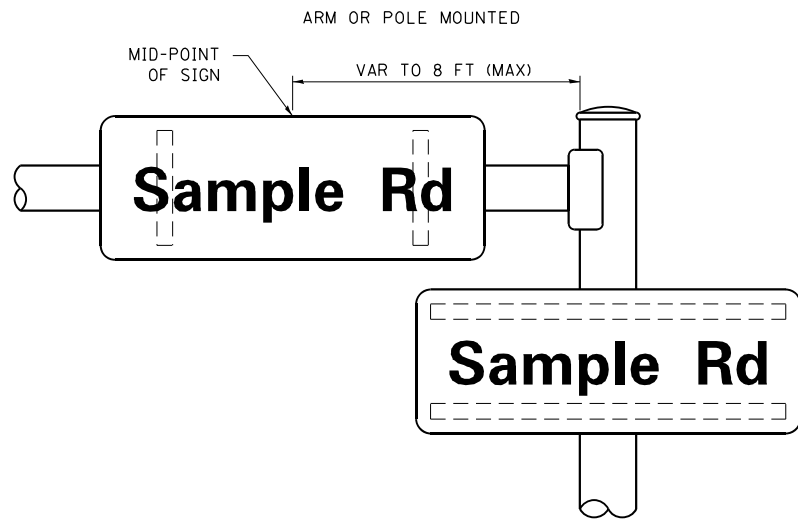
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLS MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

**LOCAL SUPPLIERS:**  
 - J.O. HERBERT COMPANY, INC MIDLOTHIAN, VA  
 - WESTERN REMAC, INC. WOODRIDGE, IL

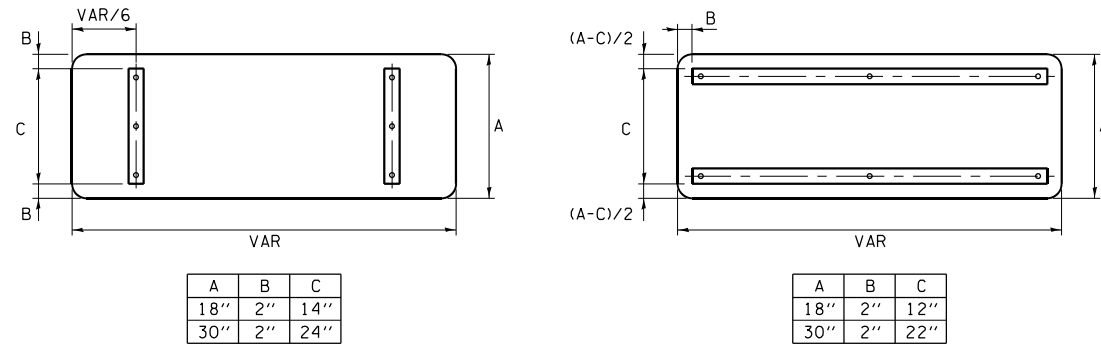
**PARTS LISTING:**  
 SIGN CHANNEL PART #HPN053 (MED. CHANNEL) 1/4" x 14 x 1" H.W.H. #3  
 SIGN SCREWS SELF TAPPING WITH NEOPRENE WASHER PART #HPN034 (UNIVERSAL)  
 BRACKETS CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

**MOUNTING LOCATION**



**SUPPORTING CHANNELS**



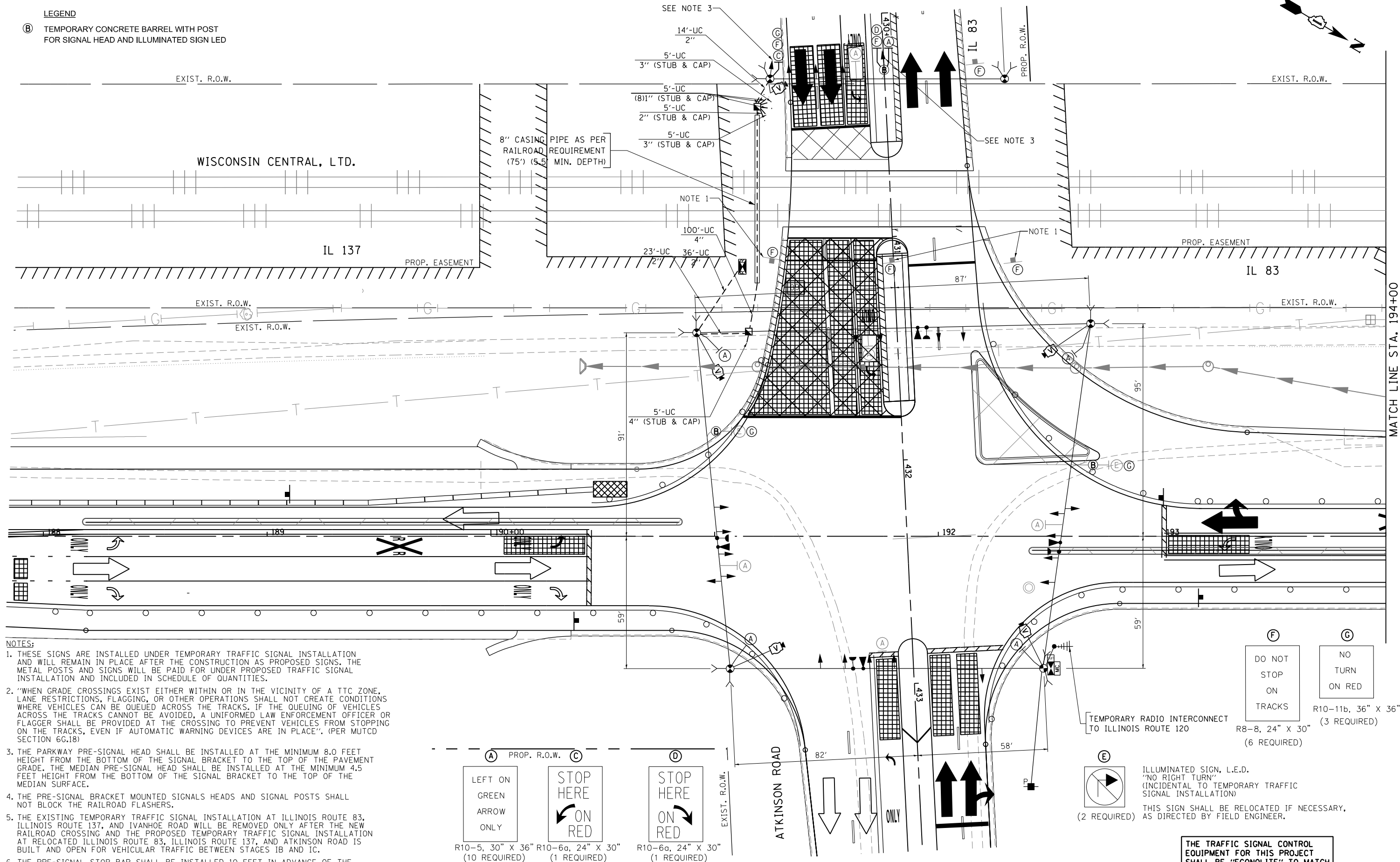
**STANDARD ALPHABETS SPACING CHART**  
 (8'') UPPER CASE AND (6'') LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

TS SHT NO. 8

**LEGEND**

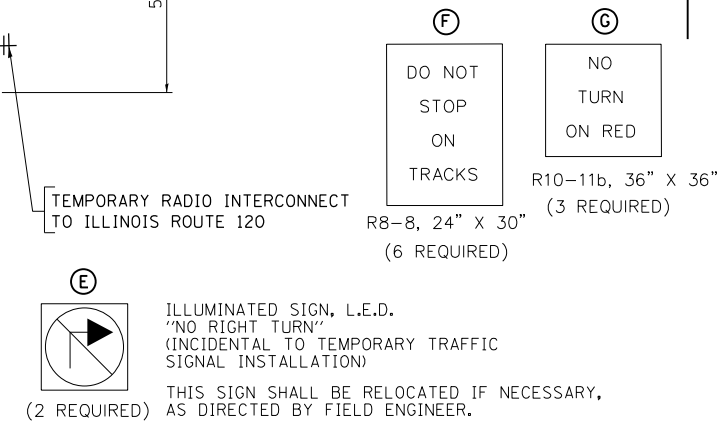
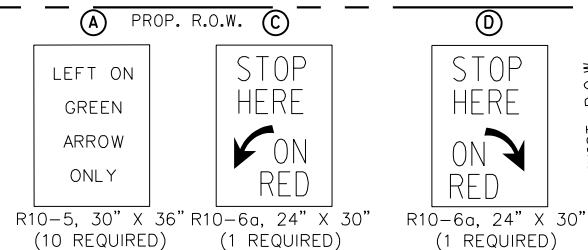
- (B) TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD AND ILLUMINATED SIGN LED



**NOTES:**

- THESE SIGNS ARE INSTALLED UNDER TEMPORARY TRAFFIC SIGNAL INSTALLATION AND WILL REMAIN IN PLACE AFTER THE CONSTRUCTION AS PROPOSED SIGNS. THE METAL POSTS AND SIGNS WILL BE PAID FOR UNDER PROPOSED TRAFFIC SIGNAL INSTALLATION AND INCLUDED IN SCHEDULE OF QUANTITIES.
- "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE". (PER MUTCD SECTION 6G.18)
- THE PARKWAY PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 8.0 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE PAVEMENT GRADE. THE MEDIAN PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 4.5 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE MEDIAN SURFACE.
- THE PRE-SIGNAL BRACKET MOUNTED SIGNALS HEADS AND SIGNAL POSTS SHALL NOT BLOCK THE RAILROAD FLASHERS.
- THE EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 83, ILLINOIS ROUTE 137, AND IVANHOE ROAD WILL BE REMOVED ONLY AFTER THE NEW RAILROAD CROSSING AND THE PROPOSED TEMPORARY TRAFFIC SIGNAL INSTALLATION AT RELOCATED ILLINOIS ROUTE 83, ILLINOIS ROUTE 137, AND ATKINSON ROAD IS BUILT AND OPEN FOR VEHICULAR TRAFFIC BETWEEN STAGES 1B AND 1C.
- THE PRE-SIGNAL STOP BAR SHALL BE INSTALLED 10 FEET IN ADVANCE OF THE OVERHEAD PRE-SIGNAL DISPLAYS. THE STOP BAR SHALL BE PARALLEL TO THE RAILROAD GATE OR RAILROAD CANTILEVER.

**TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1C AND STAGE 2**



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**TS 6978**

FILE NAME =  
#FILE#



USER NAME = \$USER\$	DESIGNED - PKG	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - EA, EB	REVISED -
PLOT DATE = \$DATE\$	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN  
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD  
(SHEET 1 OF 4)**

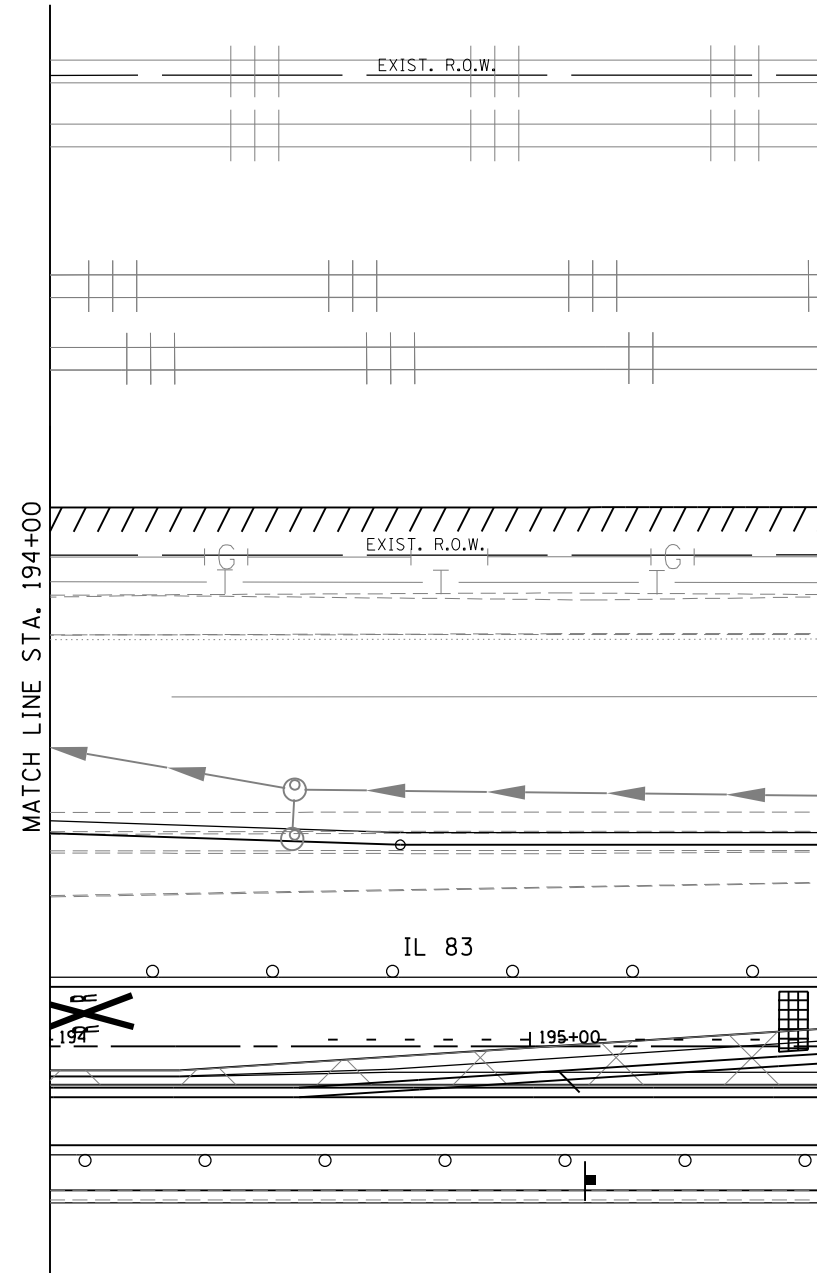
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	256
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

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





NOTE 7: THE CONTRACTOR SHALL PROVIDE STREET NAME SIGNS ON THE SPAN WIRE WHICH WILL BE SIMILAR TO THE PROPOSED MAST ARM MOUNTED SIGNS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

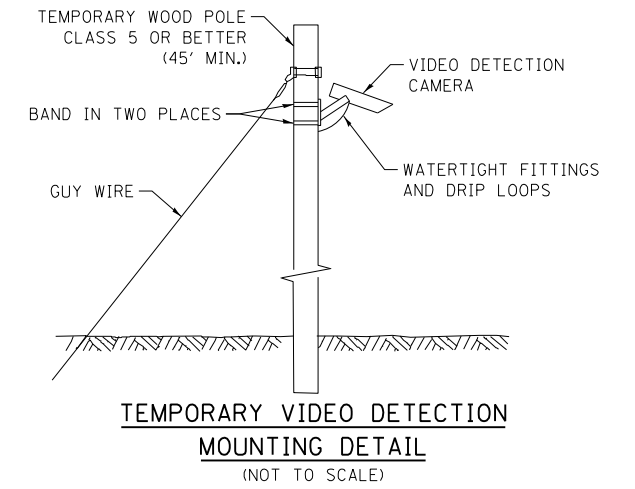
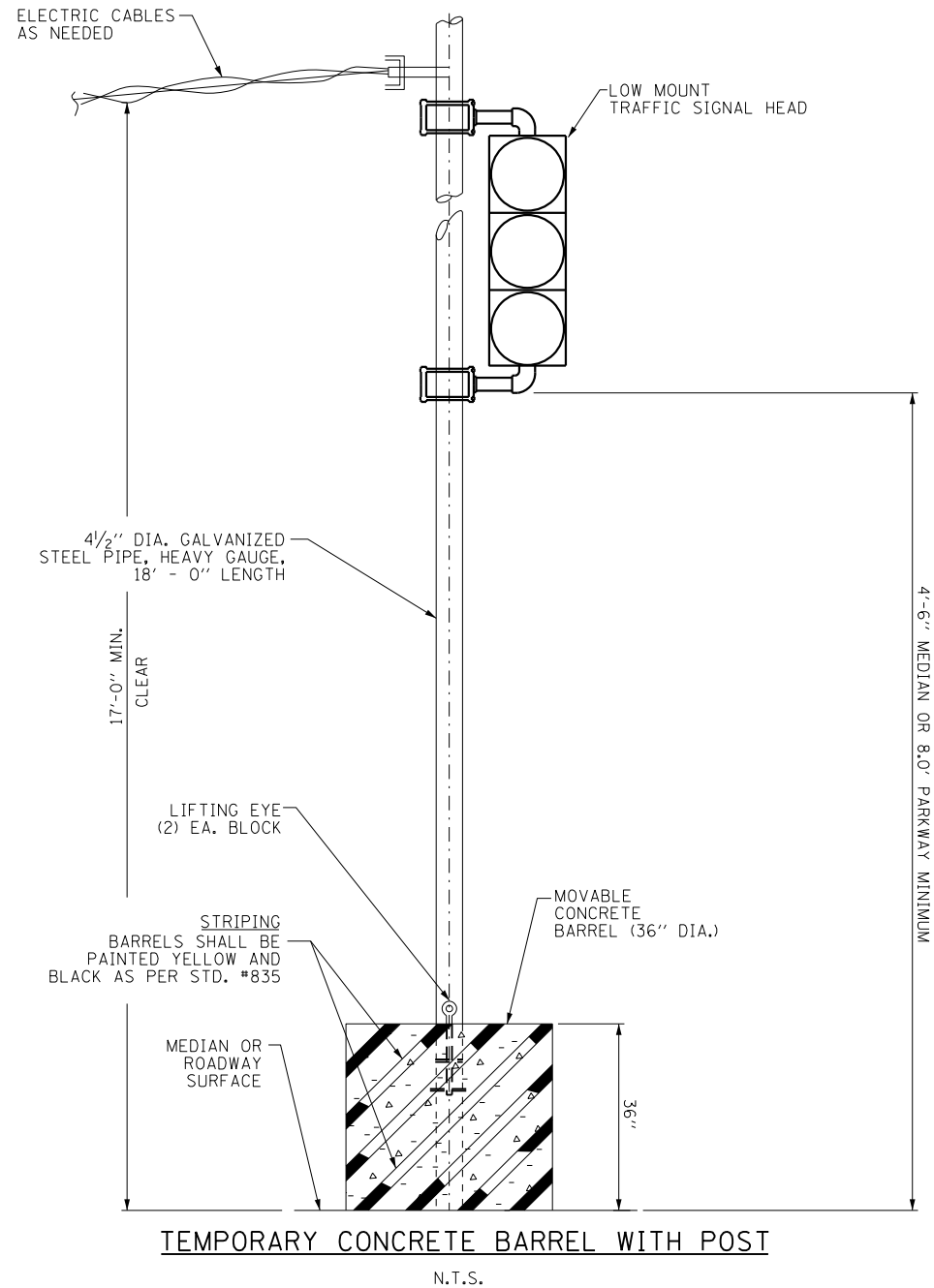
TS 6978

 GANDHI AND ASSOCIATES, INC. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 205 CHICAGO, ILLINOIS 60630 TEL: (773) 774-5900	USER NAME = *USER*	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN          ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD          (SHEET 2 OF 4)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - EA, EB	CHECKED - PKG	REVISED -		866	3Y-R	LAKE	385	257			
PLOT SCALE = *SCALE*	DATE - 1/21/2023	REVISED -	SCALE: 1"=20'			SHEET NO.	OF	SHEETS	STA.	TO	STA.	
PLOT DATE = *DATE*							FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT					

FILE NAME =  
 \$FILEL\$

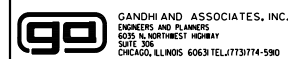
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PREEMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. 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.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) 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.
4. 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.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. 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.
7. 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 PREEMPTION, OR WHEN INDICATED ON THE PLANS.
8. 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.
9. 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.
10. 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.



NOTE: THE INTERNALLY ILLUMINATED "NO RIGHT TURN" BLANK OUT SIGN SHALL BE MOUNTED ON THE BARREL MOUNTED POST AT A CLEAR HEIGHT OF 10'-6" FROM THE TOP OF THE PAVEMENT (OR ISLAND) TO THE BOTTOM OF THE SIGN.

TS 6978



USER NAME = \$USER\$	DESIGNED - PKG	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - EA, EB	REVISED -
PLOT DATE = \$DATE\$	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

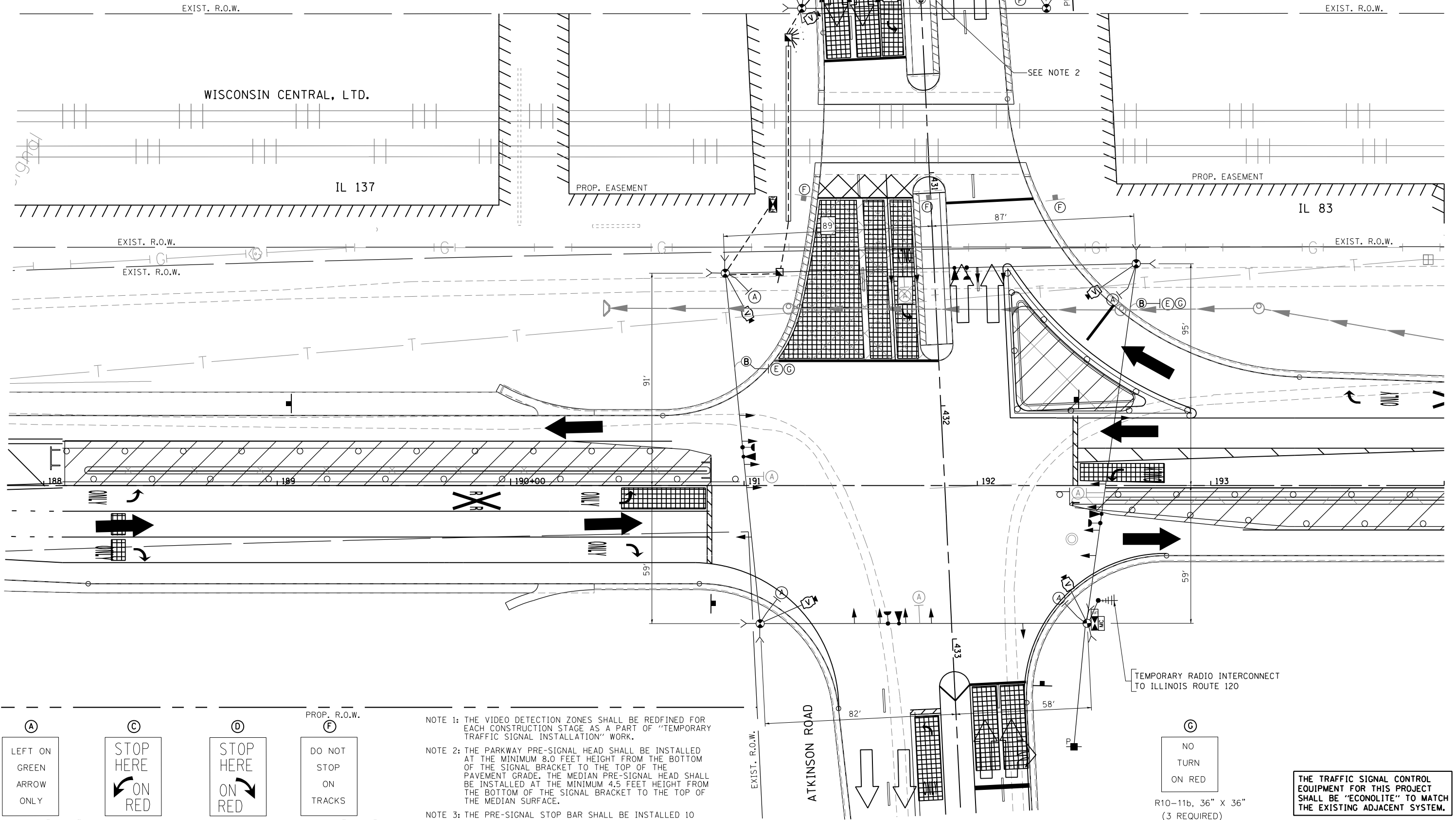
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN			
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD			
(SHEET 3 OF 4)			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	258
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

FILE NAME = \$FILEL\$

**LEGEND**  
**(B)** TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD AND ILLUMINATED SIGN LED

**(E)** ILLUMINATED SIGN, L.E.D. "NO RIGHT TURN" (INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION)  
 THIS SIGN SHALL BE RELOCATED IF NECESSARY, AS DIRECTED BY FIELD ENGINEER.  
 (2 REQUIRED)



- (A)** LEFT ON GREEN ARROW ONLY  
R10-5, 30" X 36" (10 REQUIRED)
- (C)** STOP HERE ON RED  
R10-6a, 24" X 30" (1 REQUIRED)
- (D)** STOP HERE ON RED  
R10-6a, 24" X 30" (1 REQUIRED)
- (F)** DO NOT STOP ON TRACKS  
R8-8, 24" X 30" (6 REQUIRED)

**NOTE 1:** THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

**NOTE 2:** THE PARKWAY PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 8.0 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE PAVEMENT GRADE. THE MEDIAN PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 4.5 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE MEDIAN SURFACE.

**NOTE 3:** THE PRE-SIGNAL STOP BAR SHALL BE INSTALLED 10 FEET IN ADVANCE OF THE OVERHEAD PRE-SIGNAL DISPLAYS. THE STOP BAR SHALL BE PARALLEL TO THE RAILROAD GATE OR RAILROAD CANTILEVER.

**(C)** NO TURN ON RED  
 R10-11b, 36" X 36" (3 REQUIRED)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN**  
 ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD  
 (SHEET 4 OF 4)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	259
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

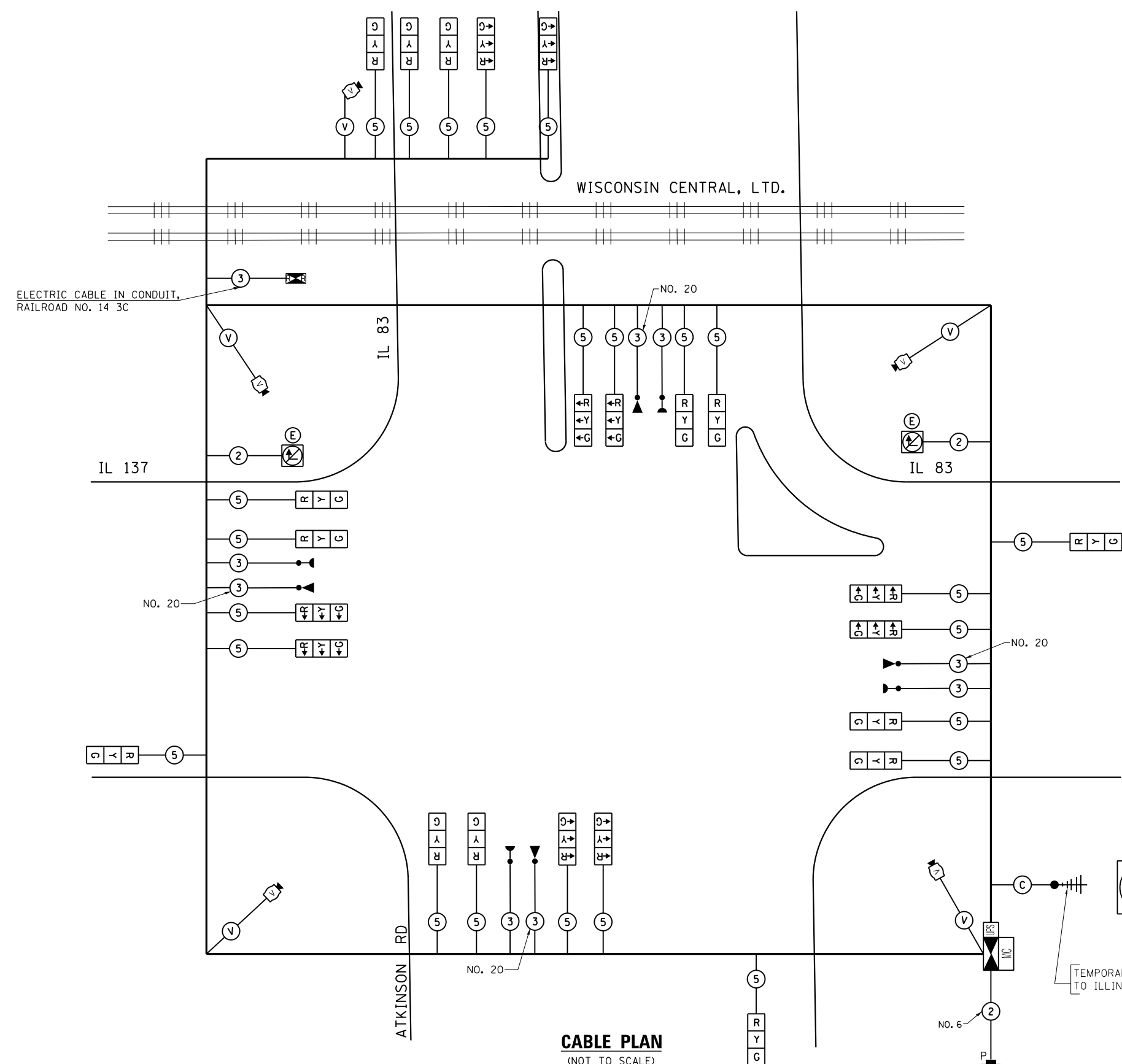
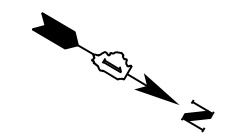
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

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

**TS 6978**

**GO** GANDHI AND ASSOCIATES, INC.  
 ENGINEERS AND PLANNERS  
 6035 N. NORTHWEST HIGHWAY  
 SUITE 208 CHICAGO, ILLINOIS 60630 TEL: 773/774-590

USER NAME = *USER*	DESIGNED - PKG	REVISED -
PLOT SCALE = *SCALE*	DRAWN - EA, EB	REVISED -
PLOT DATE = *DATE*	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -



**CABLE PLAN**  
(NOT TO SCALE)

ILLUMINATED SIGN, L.E.D.  
"NO RIGHT TURN"  
(INCLUDED IN THE TEMPORARY TRAFFIC  
SIGNAL INSTALLATION)

TEMPORARY RADIO INTERCONNECT  
TO ILLINOIS ROUTE 120

THE TRAFFIC SIGNAL CONTROL  
EQUIPMENT FOR THIS PROJECT  
SHALL BE "ECONOLITE" TO MATCH  
THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	24	17	0.50	204	
(YELLOW)	24	25	0.25	150	
(GREEN)	24	15	0.25	90	
ARROW		12	0.10		
PED. SIGNAL		25	1.00		
CONTROLLER	1	100	1.00	100	
ILLUM. SIGN	2	25	0.05	2.5	
VIDEO SYSTEM	1	150	1.00	150	
FLASHER			0.50		
ENERGY COSTS TO: VILLAGE OF GRAYSLAKE 10 SOUTH SEYMOUR AVENUE GLAYSLAKE, ILLINOIS 60030 ENERGY SUPPLY CONTACT: DOROTHY PROSEN PHONE: (847) 816-5323 COMPANY: COMMONWEALTH EDISON				TOTAL =	696.5

FILE NAME =  
#FILE#

**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5055 N. NORTHWEST HIGHWAY  
SUITE 206  
CHICAGO, ILLINOIS 60630 TEL: (773) 774-590

USER NAME = #USER#	DESIGNED - PKG	REVISED -
PLOT SCALE = #SCALE#	DRAWN - EA, EB	REVISED -
PLOT DATE = #DATE#	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN**  
**ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	260
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

**TS 6978**



## TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	1	5	5	7	7	9	9	9	13				13		13											
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	<sup>3</sup> OR 5	1F	4	1H	<sup>2,3</sup> OR 5	4	2	1M	<sup>3,4</sup> OR 5	1P	2	1R	<sup>3</sup> OR 5	1T	4	1V	1W	1X	<sup>2</sup> OR 4	1Z	3	1BB	1CC	1DD	5
ILLINOIS ROUTE 83 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	E/B	R	R	R	R	R	Y	R	G	R	R	R	Y	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 83 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	E/B	←Y	←R	←Y	←R	←G	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
ILLINOIS ROUTE 137 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	G	Y	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 137 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	W/B	←G	←G	←Y	←R	←Y	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
ILLINOIS ROUTE 83 SOUTH OF TRACKS RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 83 SOUTH OF TRACKS LOW MOUNT IN BARREL ON LEFT AND LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←G	←G	←Y	←R	←R	←R
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←Y	←R	←G	←G	←G	←G	←Y	←R
ATKINSON ROAD NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ATKINSON ROAD TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←Y	←R	←G	←G	←G	←G

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	17	17	20			20	23			23	23			PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE										
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM	1NN	1PP	1QQ	1RR	1SS	1TT	1UU	1VV	1WW		1XX	2	3	4	5					
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1FF	<sup>2,3</sup> OR 4	5	1JJ	1KK	1LL	<sup>2,4</sup> OR 5	3	1PP	1QQ	1RR	<sup>2</sup> OR 4	1TT	3	1VV	1WW	1XX	5										
ILLINOIS ROUTE 83 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R					
ILLINOIS ROUTE 83 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	E/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R					
ILLINOIS ROUTE 137 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R				
ILLINOIS ROUTE 137 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	W/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R				
ILLINOIS ROUTE 83 SOUTH OF TRACKS RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	Y	R	R	R	G	Y	R	R	R	G	G	Y	R	R	R	R	R	R	G	R				
ILLINOIS ROUTE 83 SOUTH OF TRACKS LOW MOUNT IN BARREL ON LEFT AND LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←Y	←R	←R	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R				
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	G	G	Y	R	G	G	Y	R	G	G	G	Y	R	R	R	R	R	G	R					
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←G	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R				
ATKINSON ROAD NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/B	Y	R	G	R	R	R	R	G	G	Y	R	Y	R	G	G	G	G	R	R	R	R	G					
ATKINSON ROAD TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G					

◇ 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, 3, 4 OR 5 IS TERMINATED.

**TS 6978**



USER NAME = #USER#	DESIGNED - PKG	REVISED -
	DRAWN - EA, EB	REVISED -
PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -
PLOT DATE = #DATE#	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION  
ILL. RTE. 83 /ILL. RTE. 137 AT ILL. RTE. 83 /ATKINSON ROAD**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	262
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

FILE NAME = #FILE#

## TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	7	9	13	17	20	23	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	PREEMPTOR NUMBER 2						CLEAR TO NORMAL SEQUENCE											
										2	3	4	5																	
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER															2	3	4	5						CLEAR TO NORMAL SEQUENCE						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y		1Z	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	1V	2	1X	2	1Z	2	3	4	5	CLEAR TO NORMAL SEQUENCE		
ILLINOIS ROUTE 83 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	E/B	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R		R	G
ILLINOIS ROUTE 83 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	E/B	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	Δ
ILLINOIS ROUTE 137 NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	W/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	Δ
ILLINOIS ROUTE 137 TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	W/B	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	Δ
ILLINOIS ROUTE 83 SOUTH OF TRACKS RIGHT LOW MOUNT AND TWO RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	Δ
ILLINOIS ROUTE 83 SOUTH OF TRACKS LOW MOUNT IN BARREL ON LEFT AND LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	Δ
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	R	R	G	G	R	R	R	R	G	Y	R	R	Δ	
ILLINOIS ROUTE 83 NORTH OF TRACKS TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←R	←R	←R	←R	←R	←R	←R	←G	←G	←R	←R	←G	←G	←R	←R	←R	←R	←G	←G	←R	←R	←R	←R	←G	←Y	←R	←R	Δ	
ATKINSON ROAD NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	Δ	
ATKINSON ROAD TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	Δ	
INTERNALLY ILLUMINATED NO RIGHT TURN SIGNS		NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	Δ

HOLD

Δ 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.

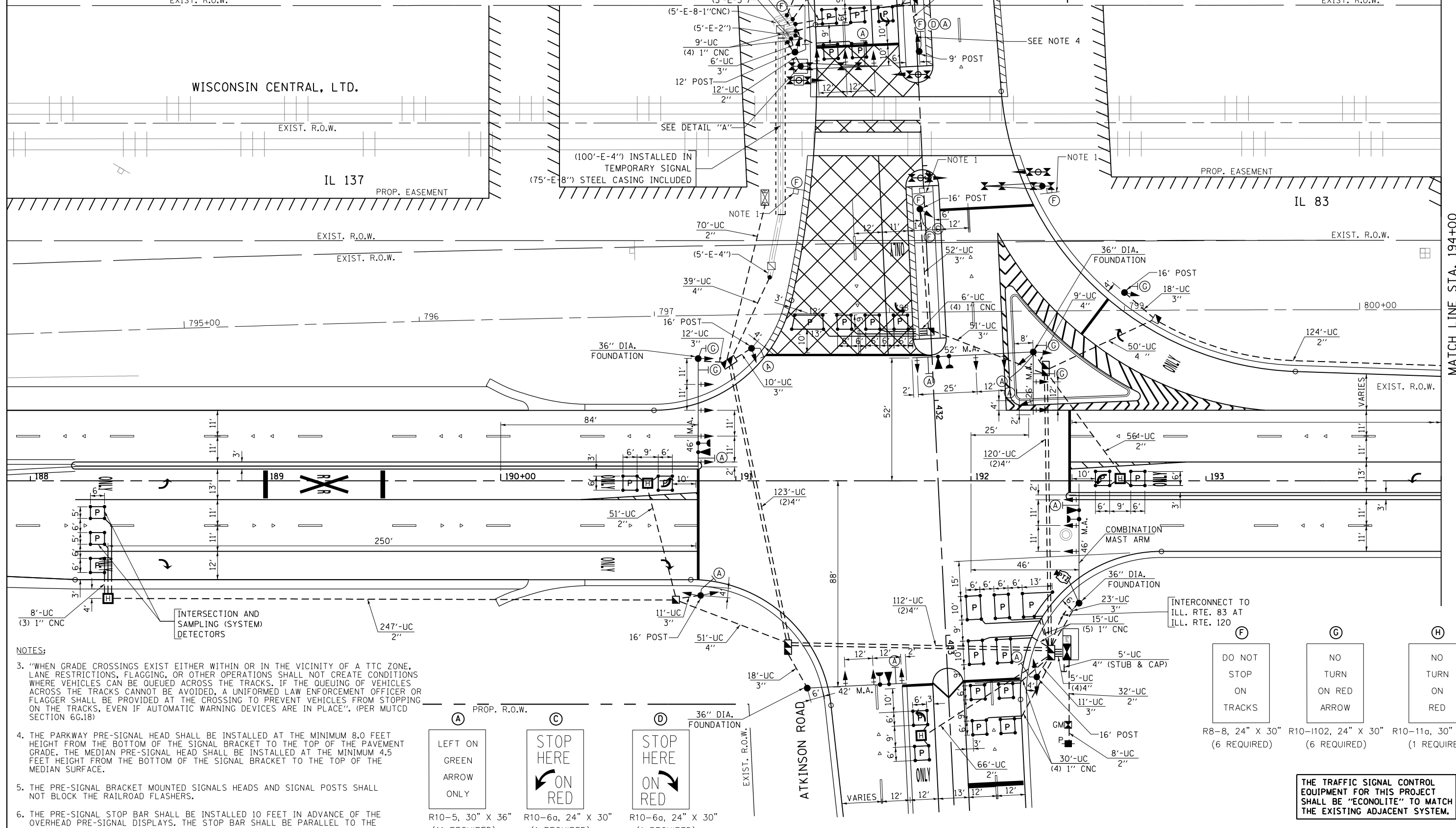
NRT= "NO RIGHT TURN" OR



TS 6978

**NOTES:**

1. THESE SIGNS ARE INSTALLED UNDER TEMPORARY TRAFFIC SIGNAL INSTALLATION AND WILL REMAIN IN PLACE AFTER THE CONSTRUCTION AS PROPOSED SIGNS. THE METAL POSTS AND SIGNS WILL BE PAID FOR UNDER PROPOSED TRAFFIC SIGNAL INSTALLATION AND INCLUDED IN SCHEDULE OF QUANTITIES.
2. THE PTZ CAMERA SHALL BE MOUNTED ON THE LUMINAIRE MAST ARM AS DIRECTED BY THE ENGINEER. PTZ MOUNTING TO BE COORDINATED WITH LAKE COUNTY DIVISION OF TRANSPORTATION.



**NOTES:**

3. "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE". (PER MUTCD SECTION 6G.18)
4. THE PARKWAY PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 8.0 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE PAVEMENT GRADE. THE MEDIAN PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 4.5 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE MEDIAN SURFACE.
5. THE PRE-SIGNAL BRACKET MOUNTED SIGNALS HEADS AND SIGNAL POSTS SHALL NOT BLOCK THE RAILROAD FLASHERS.
6. THE PRE-SIGNAL STOP BAR SHALL BE INSTALLED 10 FEET IN ADVANCE OF THE OVERHEAD PRE-SIGNAL DISPLAYS. THE STOP BAR SHALL BE PARALLEL TO THE RAILROAD GATE OR RAILROAD CANTILEVER.

(A)	(C)	(D)	(F)	(G)	(H)
LEFT ON GREEN ARROW ONLY	STOP HERE ON RED	STOP HERE ON RED	DO NOT STOP ON TRACKS	NO TURN ON RED ARROW	NO TURN ON RED
R10-5, 30" X 36" (11 REQUIRED)	R10-6a, 24" X 30" (1 REQUIRED)	R10-6a, 24" X 30" (1 REQUIRED)	R8-8, 24" X 30" (6 REQUIRED)	R10-I102, 24" X 30" (6 REQUIRED)	R10-11a, 30" X 36" (1 REQUIRED)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =  
#FILEL#



USER NAME = #USER#	DESIGNED - PKG	REVISED -
PLOT SCALE = #SCALE#	DRAWN - EA, EB	REVISED -
PLOT DATE = #DATE#	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD  
(SHEET 1 OF 2)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	264
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

**TS 6978**

MATCH LINE STA. 194+00

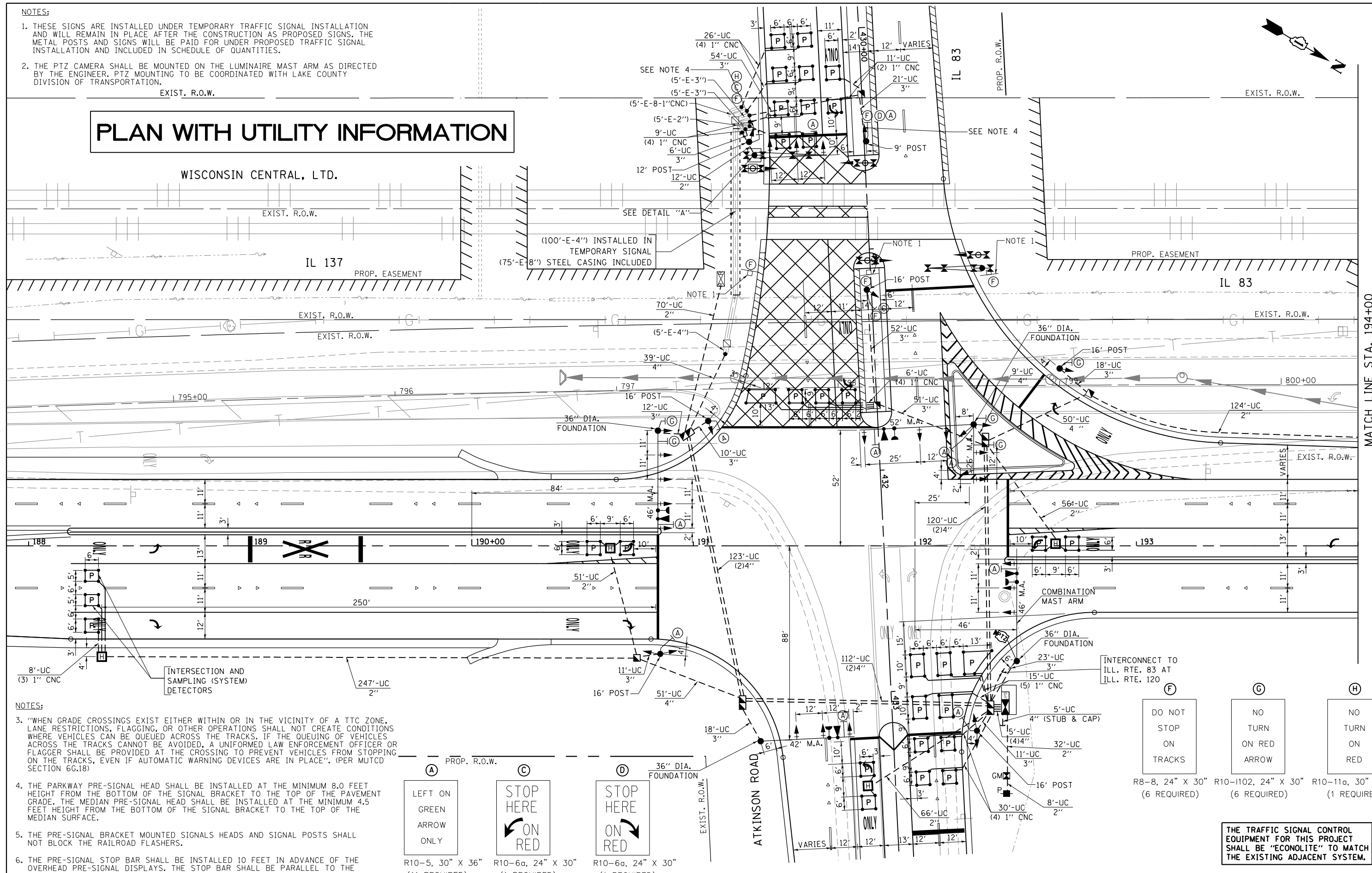


**NOTES:**

1. THESE SIGNS ARE INSTALLED UNDER TEMPORARY TRAFFIC SIGNAL INSTALLATION AND WILL REMAIN IN PLACE AFTER THE CONSTRUCTION AS PROPOSED SIGNS. THE METAL POSTS AND SIGNS WILL BE PAID FOR UNDER PROPOSED TRAFFIC SIGNAL INSTALLATION AND INCLUDED IN SCHEDULE OF QUANTITIES.
2. THE PTZ CAMERA SHALL BE MOUNTED ON THE LUMINAIRE MAST ARM AS DIRECTED BY THE ENGINEER. PTZ MOUNTING TO BE COORDINATED WITH LAKE COUNTY DIVISION OF TRANSPORTATION.

# PLAN WITH UTILITY INFORMATION

WISCONSIN CENTRAL, LTD.

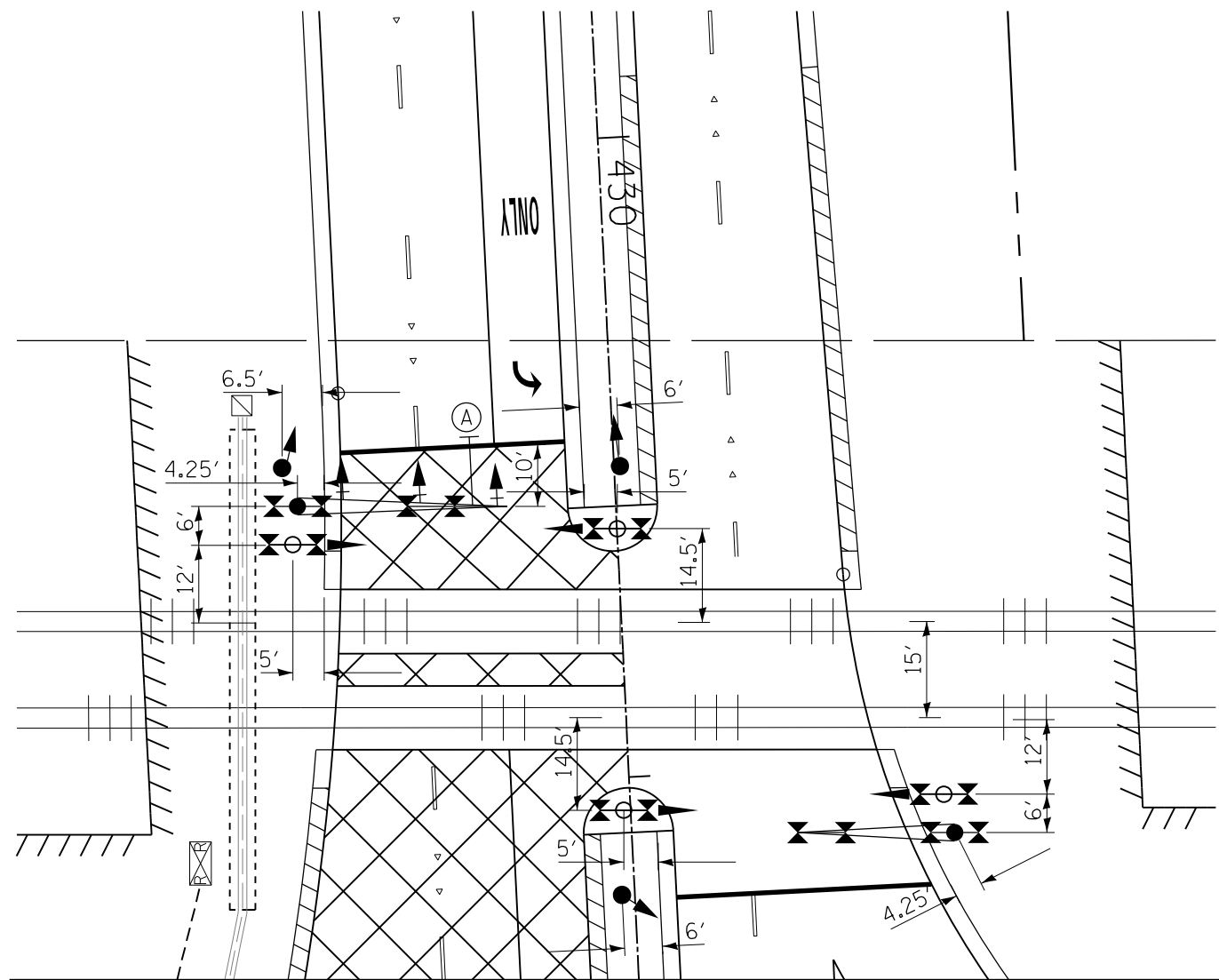
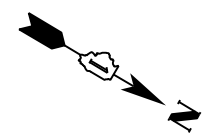


**NOTES:**

3. "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE". (PER MUTCD SECTION 6G.18)
4. THE PARKWAY PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 8.0 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE PAVEMENT GRADE. THE MEDIAN PRE-SIGNAL HEAD SHALL BE INSTALLED AT THE MINIMUM 4.5 FEET HEIGHT FROM THE BOTTOM OF THE SIGNAL BRACKET TO THE TOP OF THE MEDIAN SURFACE.
5. THE PRE-SIGNAL BRACKET MOUNTED SIGNALS HEADS AND SIGNAL POSTS SHALL NOT BLOCK THE RAILROAD FLASHERS.
6. THE PRE-SIGNAL STOP BAR SHALL BE INSTALLED 10 FEET IN ADVANCE OF THE OVERHEAD PRE-SIGNAL DISPLAYS. THE STOP BAR SHALL BE PARALLEL TO THE RAILROAD GATE OR RAILROAD CANTILEVER.

<b>A</b> LEFT ON GREEN ARROW ONLY R10-5, 30" X 36" (11 REQUIRED)	<b>C</b> STOP HERE ON RED R10-6a, 24" X 30" (1 REQUIRED)	<b>D</b> STOP HERE ON RED R10-6a, 24" X 30" (1 REQUIRED)	<b>F</b> DO NOT STOP ON TRACKS R8-8, 24" X 30" (6 REQUIRED)	<b>G</b> NO TURN ON RED ARROW R10-1102, 24" X 30" (6 REQUIRED)	<b>H</b> NO TURN ON RED R10-11a, 30" X 36" (1 REQUIRED)
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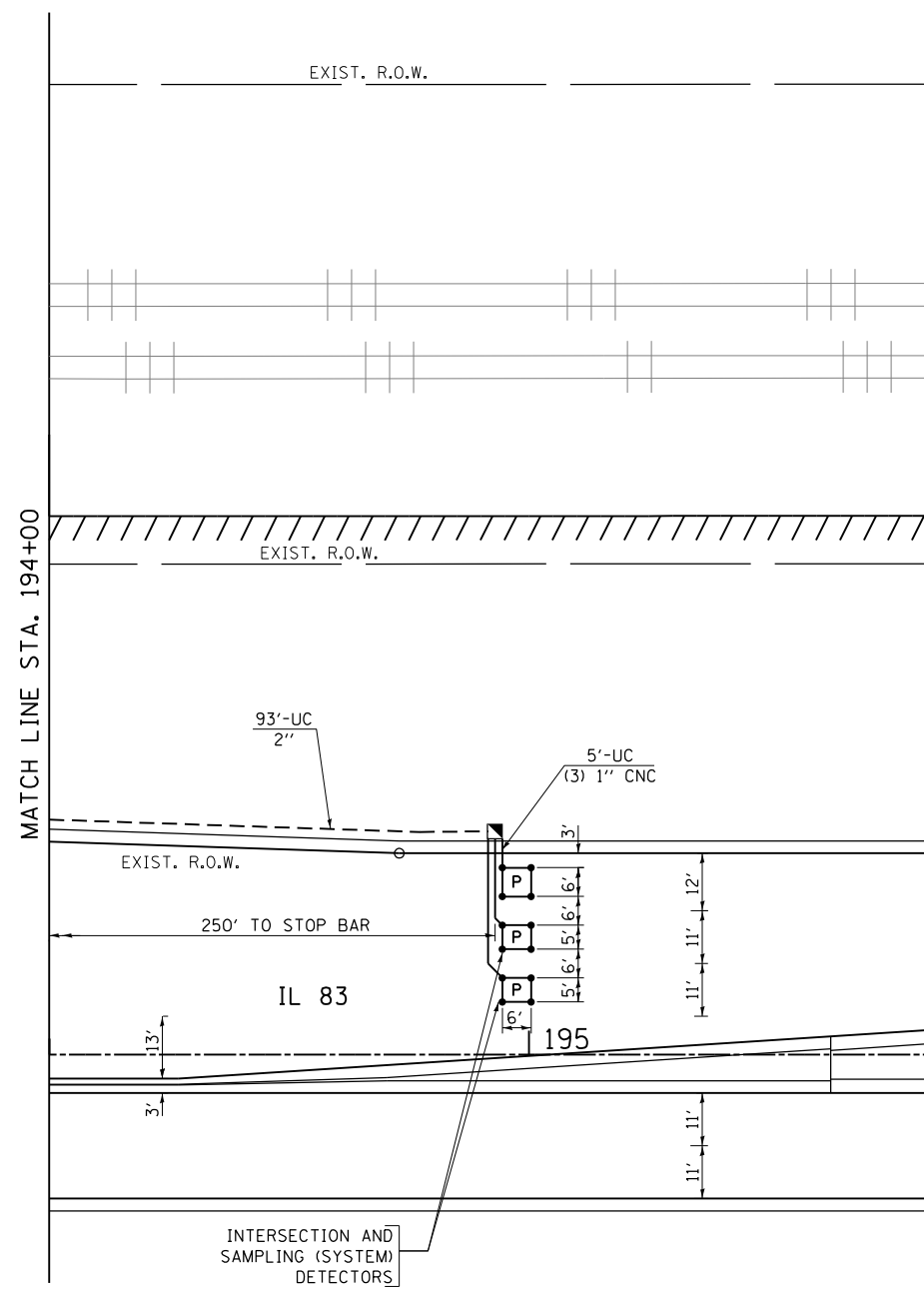
**THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.**



DETAIL "A"  
RAILROAD CANTILEVER & TRAFFIC SIGNAL POST OFFSETS  
(NOT TO SCALE)

NOTES:

1. THE PRE-SIGNAL STOP BAR SHALL BE INSTALLED 10 FEET IN ADVANCE OF THE OVERHEAD PRE-SIGNAL DISPLAYS. THE STOP BAR SHALL BE PARALLEL TO THE RAILROAD GATE OR RAILROAD CANTILEVER.

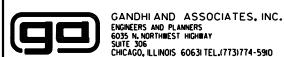


SCALE: 1"=20'

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

TS 6978

FILE NAME =  
\$FILEL\$



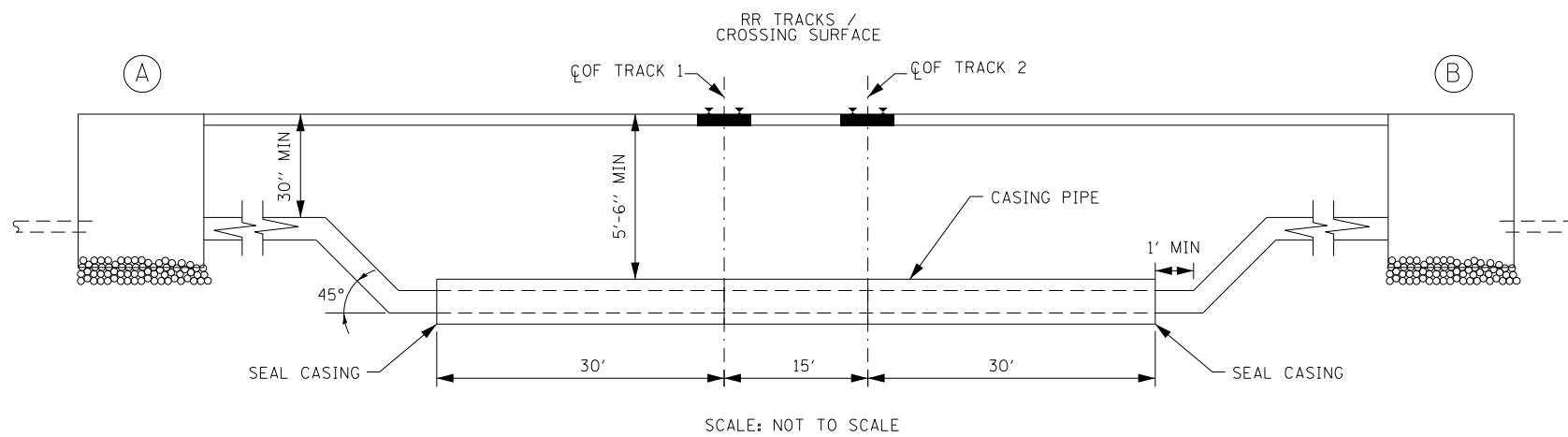
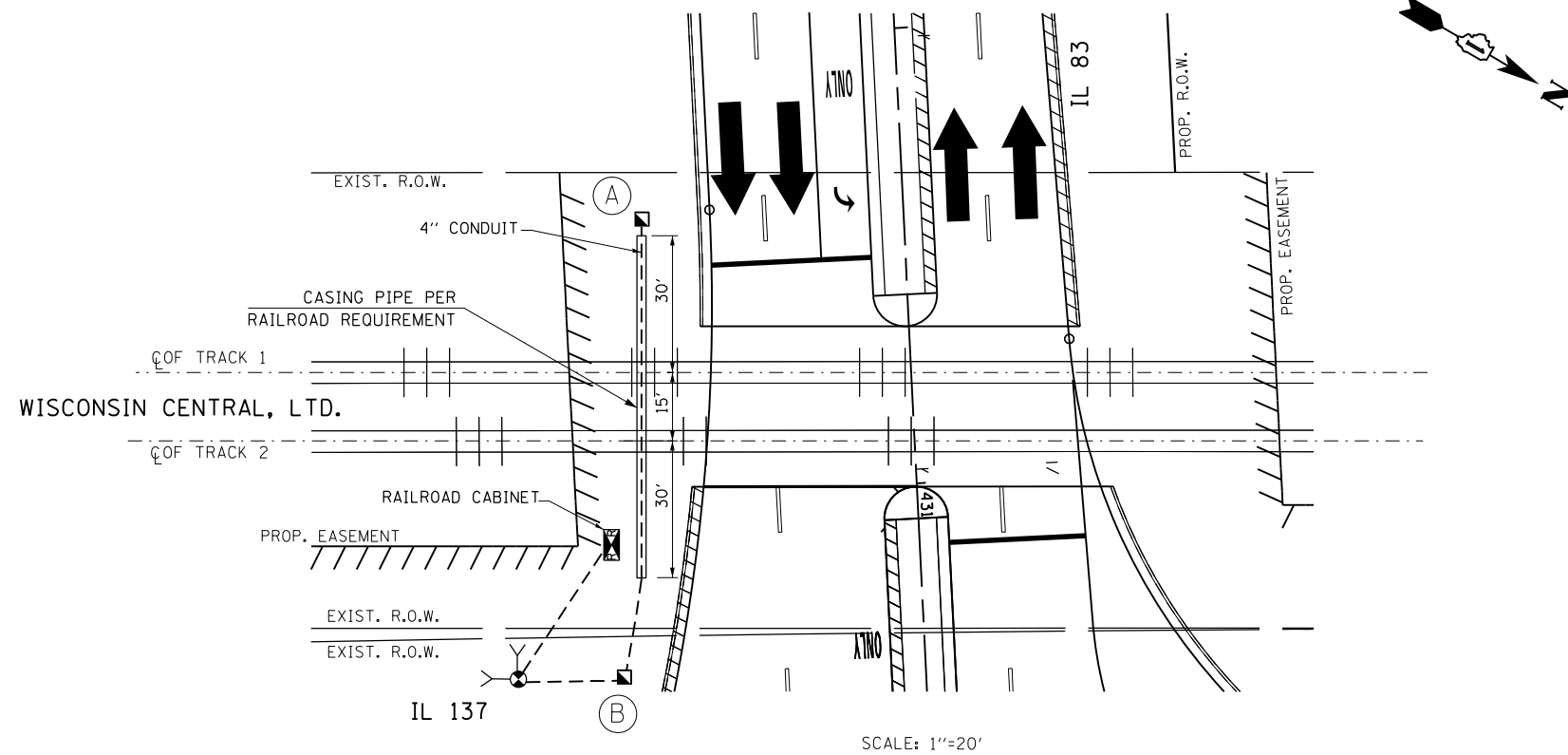
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	DRAWN - EA, EB	REVISED -
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PLOT DATE = \$DATE\$	DATE - 1/21/2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN  
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD  
(SHEET 2 OF 2)

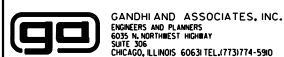
SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	266
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



CONDUIT		CASING PIPE	
WALL THICKNESS	0.25"	WALL THICKNESS	0.25"
DIAMETER	4"	DIAMETER	8"
MATERIAL	STEEL	MATERIAL	STEEL

TS 6978



GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 205  
CHICAGO, ILLINOIS 60630 TEL: 773-774-590

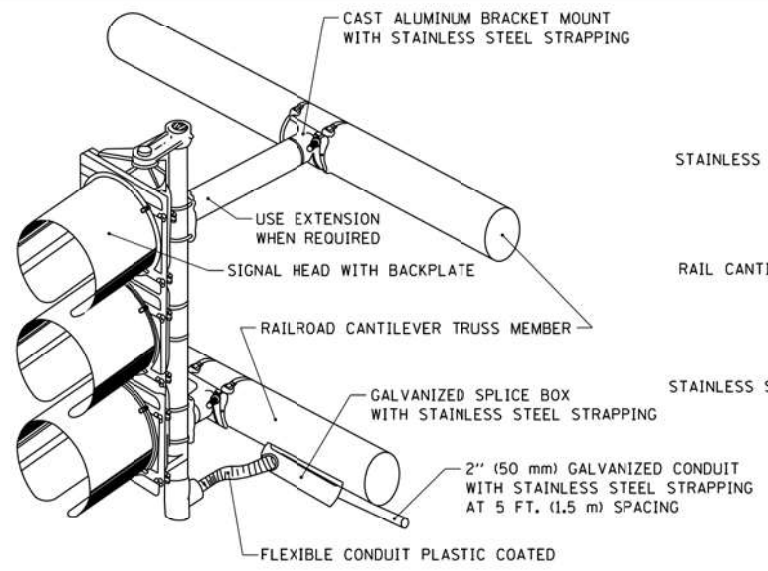
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PLOT SCALE = \$SCALE\$	DRAWN - EA, EB	REVISED -
PLOT DATE = \$DATE\$	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

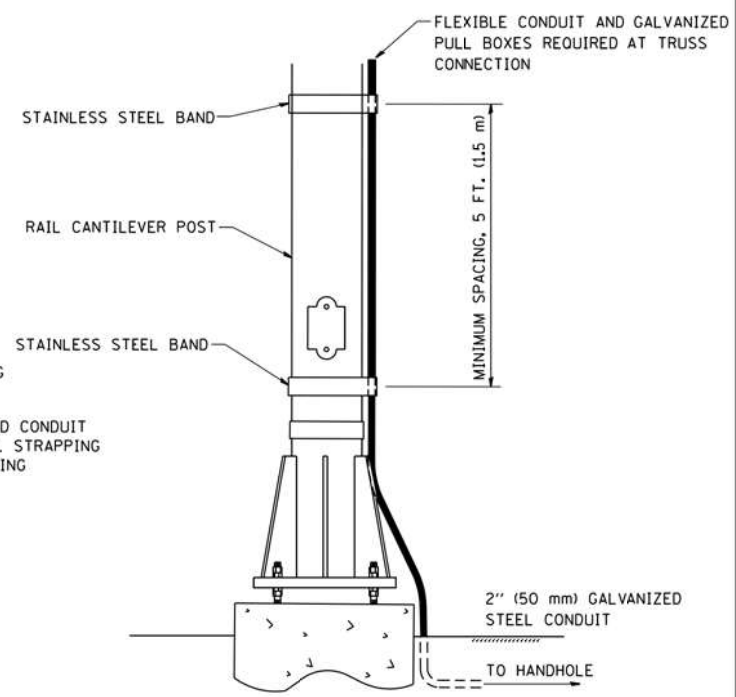
TRAFFIC SIGNAL CONDUIT CROSSING UNDER RAILROAD ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	267
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

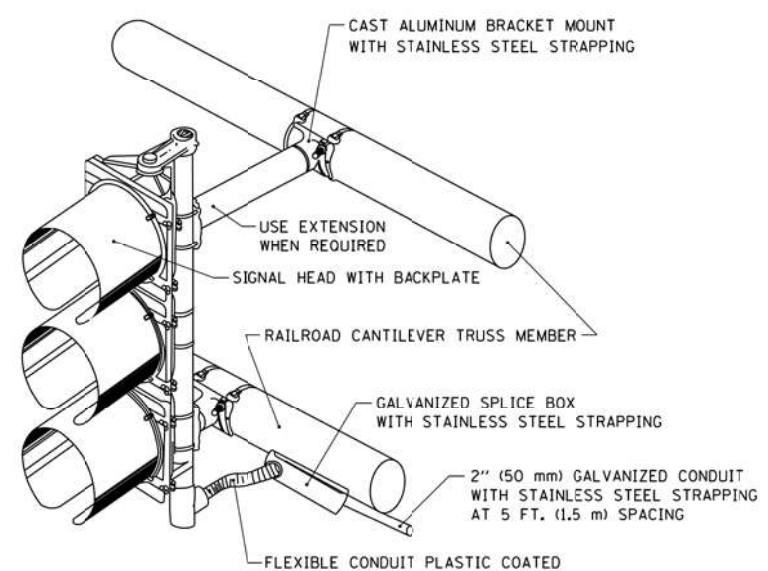
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**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**

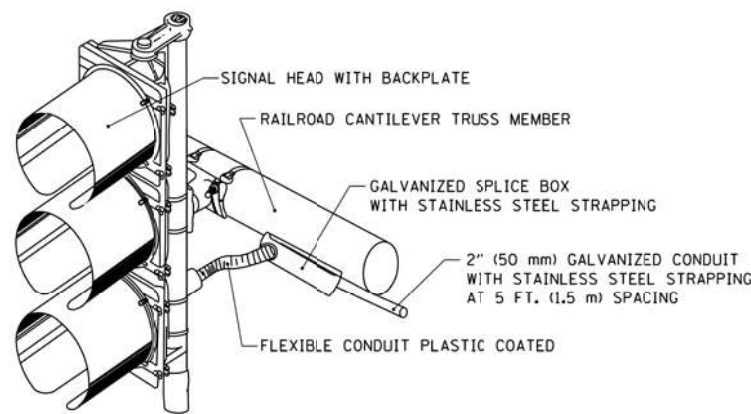


**SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL**



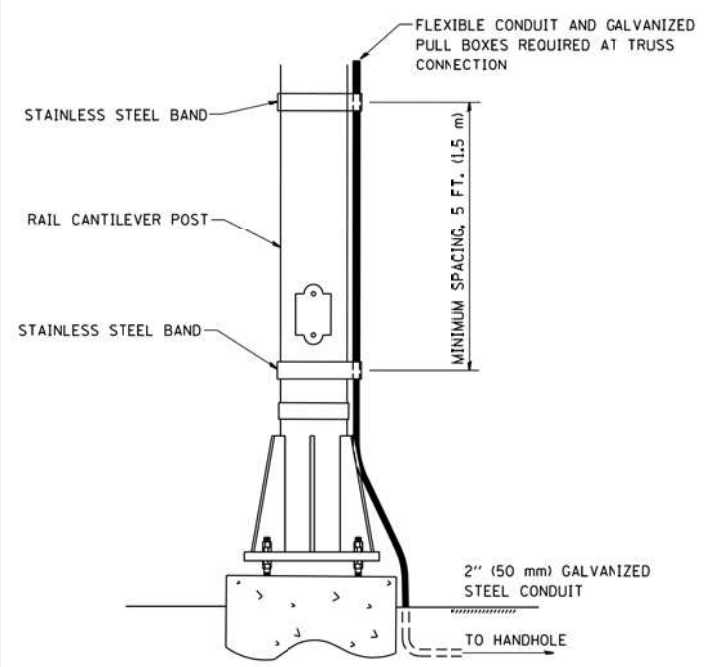
NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

**SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL**

FILE NAME = W:\diststd\22x34\ts06.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLT SCALE = 50:0000 " / IN.	CHECKED -	REVISED -
	PLT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>RAILROAD CANTILEVER SIGNAL HEAD MOUNTING DETAIL</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	268
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

USER NAME = #USER#	DESIGNED -	REVISED -
	DRAWN - EA, EB	REVISED -
PLT SCALE = #SCALE#	CHECKED - PKG	REVISED -
PLT DATE = #DATE#	DATE - 1/21/2023	REVISED -

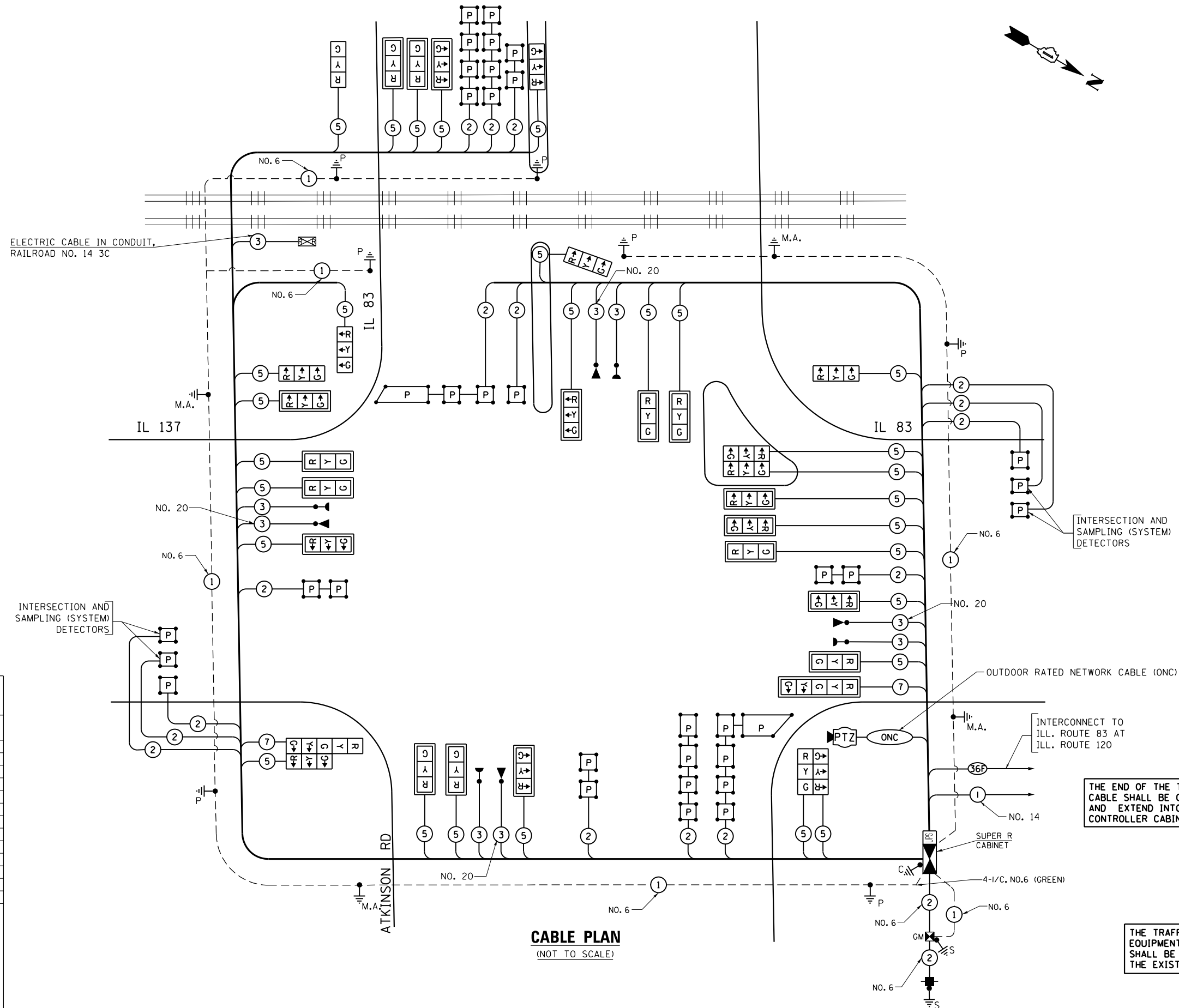
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>RAILROAD CANTILEVER SIGNAL HEAD MOUNTING DETAIL</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 60N11		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	268
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FILE NAME = #FILE#





**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	31	11	50	170.5
(YELLOW)	31	20	5	31.0
(GREEN)	31	12	45	167.4
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	-	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
PTZ CAMERA	1	65	100	65.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				642.9

ENERGY COSTS TO:  
 VILLAGE OF GRAYSLAKE  
 10 SOUTH SEYMOUR AVENUE  
 GRAYSLAKE, ILLINOIS 60030  
 ENERGY SUPPLY: CONTACT: DOROTHY PROSEN  
 PHONE: (847) 816-5323  
 COMPANY: COMED  
 ACCOUNT NUMBER:

**CABLE PLAN**  
(NOT TO SCALE)

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =  
#FILE#



USER NAME = #USER#	DESIGNED - PKG	REVISED -
PLOT SCALE = #SCALE#	DRAWN - EA, EB	REVISED -
PLOT DATE = #DATE#	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CABLE PLAN**  
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD  
SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	269
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

TS 6978

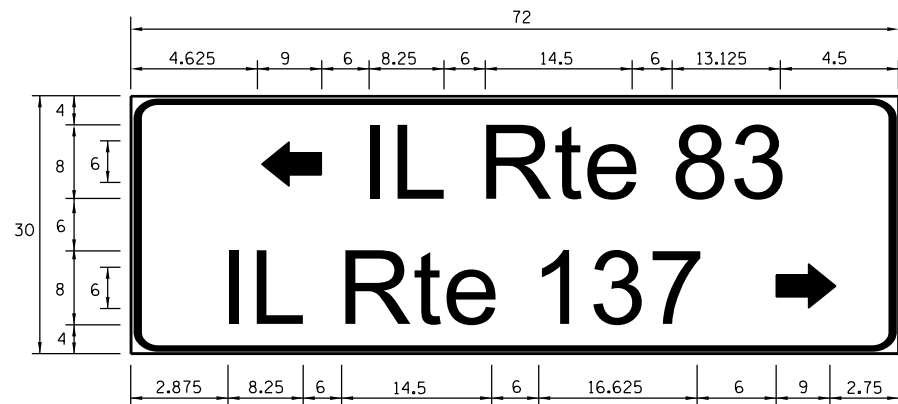
**SIGN PANEL – TYPE 1 OR TYPE 2**



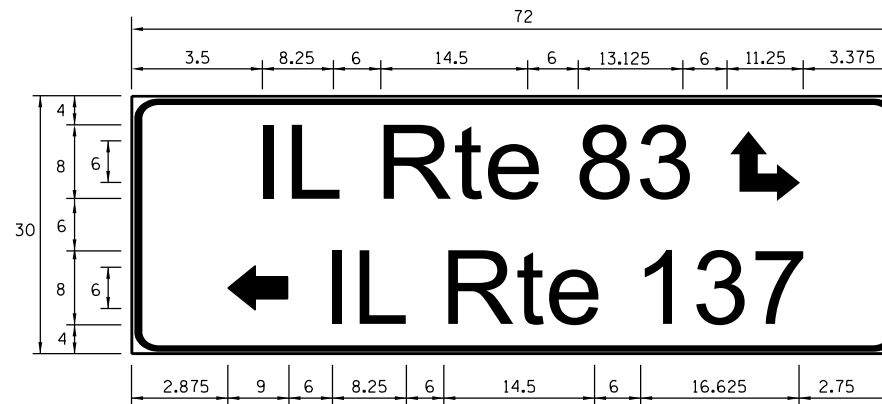
DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	17.50	2	ZZ	1



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	17.50	2	ZZ	1



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	15.0	2	ZZ	1



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	15.0	2	ZZ	1

**NOTE:**  
FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

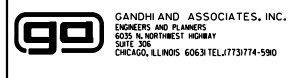
**THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.**

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ. FT.	160
SIGN PANEL - TYPE 2	SQ. FT.	65
METAL POST - TYPE A	FOOT	39
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	764
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	297
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	989
HANDHOLE	EACH	7
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	4
PAINT NEW TRAFFIC SIGNAL POST	EACH	7
PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	1
PAINT NEW MAST ARM AND POLE, 40 FOOT AND OVER	EACH	3
PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER	EACH	1
TRANSCEIVER-FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1037
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	7919
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	327
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	5116
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	359
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	90
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1301
CONCRETE FOUNDATION, TYPE A	FOOT	32
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	55
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	18
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	11
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	19
INDUCTIVE LOOP DETECTOR	EACH	16
PREFORMED DETECTOR LOOP	FOOT	1307
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	7
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	941
OUTDOOR RATED NETWORK CABLE	FOOT	96
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	1
REMOTE CONTROLLED VIDEO SYSTEM	EACH	1
LAYER II (DATALINK) SWITCH	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT. (SPECIAL)	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT. (SPECIAL)	EACH	1
TRAFFIC SIGNAL POST, 16 FOOT, (SPECIAL)	EACH	5
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
STEEL CASINGS 8"	FOOT	75
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TRAFFIC SIGNAL POST, 9 FOOT, (SPECIAL)	EACH	1
TRAFFIC SIGNAL POST, 12 FOOT, (SPECIAL)	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 46 FT. (SPECIAL)	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 52 FT. AND 26 FT. (SPECIAL)	EACH	1

• 100% COST TO VILLAGE OF GRAYSLAKE

**TS 6978**



USER NAME = #USER#	DESIGNED - PKG	REVISED -
PLOT SCALE = #SCALE#	DRAWN - EA, EB	REVISED -
PLOT DATE = #DATE#	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SCHEDULE OF QUANTITIES AND MAST ARM MOUNTED STREET NAME SIGN ILL. RTE. 83 /ILL. RTE. 137 AT ILL. RTE. 83 /ATKINSON ROAD</b>			
SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	270
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

# SEQUENCE OF OPERATION

MOVEMENT	1+5				1+6			2+5		2+6						3+7								3+8																									
	1	2A	2B	3A	3B	4A	4B	5	6A	6B	7	8A	8B	9	10A	10B	11A	11B	12A	12B	13A	13B	14	15A	15B	15C	15D	16A	16B	16C	16D	17A	17B	17C	17D	18A	18B	19	20A	20B	21A	21B							
CHANGE TO	1+6				2+5			2+6		2+6		2+6		1+5 3+8 4+8		1+6		2+5		3+7 4+7		1+5 2+5 4+8		1+6 2+6		3+8				4+7		1+5 1+6 2+5 2+6		4+8															
ILLINOIS ROUTE 83 NEAR RIGHT, NEAR SIDE RIGHT MAST ARM, NEAR SIDE ISLAND, MEDIAN SIGNAL AND TWO FAR RIGHT SIGNALS	E/B	R→	R→	R→	R→	R→	R→	G→	G→	G→	R→	R→	R→	G→	Y→	R→	G→	G→	Y→	R→	G→	G→	G→	G→	G→	Y→	R→	G→	G→	G→	G→	G→	Y→	R→	G→	G→	R→	R→	R→	R→	R→								
ILLINOIS ROUTE 83 NEAR SIDE END MAST ARM AND FAR SIDE TWO MID MAST ARM SIGNALS	E/B	R	R	R	R	R	R	G	G	G	R	R	R	G	Y	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R					
ILLINOIS ROUTE 83 FAR LEFT AND END MAST ARM SIGNALS	E/B	←G	←G	←G	←Y	←R	←Y	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R				
ILLINOIS ROUTE 137 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 137 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 137 TWO FAR LEFT AND END MAST ARM SIGNALS	W/B	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R			
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR RIGHT, MID AND RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR LEFT AND END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R			
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR SIDE MID AND RIGHT MAST ARM MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR LEFT AND FAR SIDE END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R		
ATKINSON ROAD NEAR RIGHT, FAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G
ATKINSON ROAD FAR LEFT AND END MAST ARM SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	

MOVEMENT	4+7												4+8																																				
	22	23A	23B	23C	23D	24A	24B	24C	24D	25A	25B	25C	25D	26	27A	27B	24C	27D																															
CHANGE TO	1+5 2+5				1+6 2+6				4+8				1+5 1+6 2+5 2+6																																				
ILLINOIS ROUTE 83 NEAR RIGHT, NEAR SIDE RIGHT MAST ARM, NEAR SIDE ISLAND, MEDIAN SIGNAL AND TWO FAR RIGHT SIGNALS	E/B	G→	G→	G→	Y→	R→	G→	G→	G→	G→	G→	Y→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→					
ILLINOIS ROUTE 83 NEAR SIDE END MAST ARM AND FAR SIDE TWO MID MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILLINOIS ROUTE 83 FAR LEFT AND END MAST ARM SIGNALS	E/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
ILLINOIS ROUTE 137 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 137 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 137 TWO FAR LEFT AND END MAST ARM SIGNALS	W/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR RIGHT, MID AND RIGHT MAST ARM SIGNALS	N/B	G	Y	R	R	R	Y	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR LEFT AND END MAST ARM SIGNALS	N/B	←G	←Y	←R	←R	←R	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR SIDE MID AND RIGHT MAST ARM MOUNTED SIGNALS	N/B	G	G	G	Y	R	G	G	Y	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR LEFT AND FAR SIDE END MAST ARM SIGNALS	N/B	←G	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R	←G	←G	←Y	←R			
ATKINSON ROAD NEAR RIGHT, FAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ATKINSON ROAD FAR LEFT AND END MAST ARM SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	

NOTE:  
PHASE 2+6 SHALL BE PLACED ON RECALL.

## EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	1	5	5	7	7	9	9	9	14	14	14	14	19	19																							
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM			
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	3 OR 5	1F	4	1H	2,3 OR 5	4	2	1M	3,4 OR 5	1P	2	1R	3 OR 5	1T	4	1V	1W	1X	2	1Z	3	1BB	1CC	1DD	4	1FF	1GG	1HH	5	1KK	2,3 OR 4	1MM	5			
ILLINOIS ROUTE 83 NEAR RIGHT, NEAR SIDE RIGHT MAST ARM, NEAR SIDE ISLAND, MEDIAN SIGNAL AND TWO FAR RIGHT SIGNALS	E/B	R→	R→	R→	R→	R→	Y→	R→	G→	R→	R→	R→	Y→	R→	Y→	R→	G→	G→	G→	G→	Y→	R→	Y→	R→	G→	G→	G→	G→	G→	G→	Y→	R→	R→	R→	R→	R→			
ILLINOIS ROUTE 83 NEAR SIDE END MAST ARM AND FAR SIDE TWO MID MAST ARM SIGNALS	E/B	R	R	R	R	R	Y	R	G	R	R	R	Y	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 83 FAR LEFT AND END MAST ARM SIGNALS	E/B	←Y	←R	←Y	←R	←G	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R		
ILLINOIS ROUTE 137 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	G	Y	R	G	G	Y	R	Y	R	Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 137 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	R	G	Y	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILLINOIS ROUTE 137 TWO FAR LEFT AND END MAST ARM SIGNALS	W/B	←G	←G	←Y	←R	←Y	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R		
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR RIGHT, MID AND RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR LEFT AND END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR SIDE MID AND RIGHT MAST ARM MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR LEFT AND FAR SIDE END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←Y	←R	←G	←G	←G	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R		
ATKINSON ROAD NEAR RIGHT, FAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	G
ATKINSON ROAD FAR LEFT AND END MAST ARM SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	

## EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																							PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	22				22				26				26				26								CLEAR TO NORMAL SEQUENCE		
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1NN	1PP	1QQ	1RR	1SS	1TT	1UU	1VV	1WW	1XX	1YY	1ZZ	1AAA	1BBB	1CCC	1DDD	1EEE	1FFF	1GGG	1HHH	2	3	4	5			
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1PP	1QQ	1RR	2 OR 5	1TT	3	1VV	1WW	1XX	4	1ZZ	1AAA	1BBB	2 OR 4	1DDD	3	1FFF	1GGG	1HHH	5							
ILLINOIS ROUTE 83 NEAR RIGHT, NEAR SIDE RIGHT MAST ARM, NEAR SIDE ISLAND, MEDIAN SIGNAL AND TWO FAR RIGHT SIGNALS	E/B	G→	G→	Y→	R→	Y→	R→	G→	G→	G→	G→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	R→	G→	R→	◇		
ILLINOIS ROUTE 83 NEAR SIDE END MAST ARM AND FAR SIDE TWO MID MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
ILLINOIS ROUTE 83 FAR LEFT AND END MAST ARM SIGNALS	E/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	◇		
ILLINOIS ROUTE 137 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◇		
ILLINOIS ROUTE 137 MID MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◇		
ILLINOIS ROUTE 137 TWO FAR LEFT AND END MAST ARM SIGNALS	W/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	◇		
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR RIGHT, MID AND RIGHT MAST ARM SIGNALS	N/B	Y	R	R	R	G	G	Y	R	R	R	Y	R	R	R	G	G	Y	R	R	R	R	G	R	R	◇	
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR LEFT AND END MAST ARM SIGNALS	N/B	←Y	←R	←R	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	◇		
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR SIDE MID AND RIGHT MAST ARM MOUNTED SIGNALS	N/B	G	G	Y	R	G	G	G	Y	R	G	G	Y	R	G	G	G	G	Y	R	R	G	R	R	◇		
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR LEFT AND FAR SIDE END MAST ARM SIGNALS	N/B	←G	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	◇		
ATKINSON ROAD NEAR RIGHT, FAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	G	Y	R	Y	R	G	G	G	G	R	R	R	G	◇		
ATKINSON ROAD FAR LEFT AND END MAST ARM SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	◇		

◇ 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, 3, 4 OR 5 IS TERMINATED.

**TS 6978**



## RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	7	9	14	19	22	26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	PREEMPTOR NUMBER 2												CLEAR TO NORMAL SEQUENCE				
										2	3	4	5																
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER															2	3	4	5											
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	1V	2	1X	2	1Z	2	3	4	5		
ILLINOIS ROUTE 83 NEAR RIGHT, NEAR SIDE RIGHT MAST ARM, NEAR SIDE ISLAND, MEDIAN SIGNAL AND TWO FAR RIGHT SIGNALS	E/B	R→	R→	Y→	R→	R→	R→	Y→	R→	Y→	R→	R→	R→	Y→	R→	R→	R→	R→	R→	Y→	R→	R→	R→	R→	R→	R→	R→	R→	△
ILLINOIS ROUTE 83 NEAR SIDE END MAST ARM AND FAR SIDE TWO MID MAST ARM SIGNALS	E/B	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 83 FAR LEFT AND END MAST ARM SIGNALS	E/B	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 137 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 137 MID MAST ARM SIGNAL	W/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 137 TWO FAR LEFT AND END MAST ARM SIGNALS	W/B	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR RIGHT, MID AND RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 83 SOUTH OF TRACKS NEAR LEFT AND END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR SIDE MID AND RIGHT MAST ARM MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	R	R	G	G	R	R	R	R	G	Y	R	R	△
ILLINOIS ROUTE 83 NORTH OF TRACKS FAR LEFT AND FAR SIDE END MAST ARM SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←G	←G	←R	←R	←G	←G	←R	←R	←R	←G	←G	←R	←R	←R	←R	←G	←Y	←R	←R	←R	△
ATKINSON ROAD NEAR RIGHT, FAR RIGHT AND MID MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	Y	R	R	R	R	R	R	△
ATKINSON ROAD FAR LEFT AND END MAST ARM SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	△

HOLD

△ 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.

**TS 6978**

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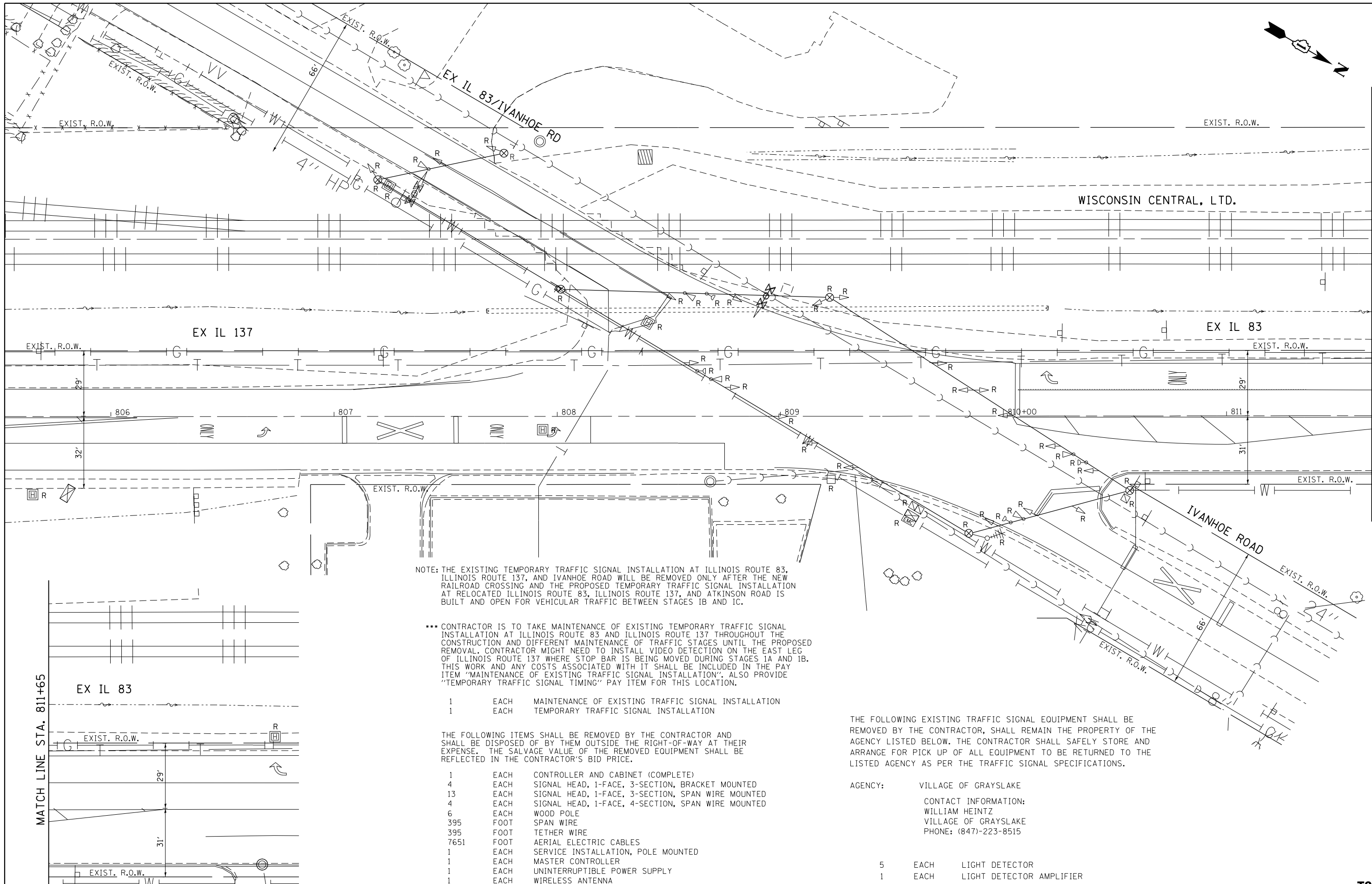


USER NAME = *USER*	DESIGNED - PKG	REVISED -
PLOT SCALE = *SCALE*	CHECKED - PKG	REVISED -
PLOT DATE = *DATE*	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>RAILROAD PREEMPTION SEQUENCE OF OPERATION</b>			
<b>ILL. RTE. 83 /ILL. RTE. 137 AT ILL. RTE. 83 /ATKINSON ROAD</b>			
SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	273
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



MATCH LINE STA. 811+65

NOTE: THE EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 83, ILLINOIS ROUTE 137, AND IVANHOE ROAD WILL BE REMOVED ONLY AFTER THE NEW RAILROAD CROSSING AND THE PROPOSED TEMPORARY TRAFFIC SIGNAL INSTALLATION AT RELOCATED ILLINOIS ROUTE 83, ILLINOIS ROUTE 137, AND ATKINSON ROAD IS BUILT AND OPEN FOR VEHICULAR TRAFFIC BETWEEN STAGES 1B AND 1C.

\*\*\* CONTRACTOR IS TO TAKE MAINTENANCE OF EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 83 AND ILLINOIS ROUTE 137 THROUGHOUT THE CONSTRUCTION AND DIFFERENT MAINTENANCE OF TRAFFIC STAGES UNTIL THE PROPOSED REMOVAL. CONTRACTOR MIGHT NEED TO INSTALL VIDEO DETECTION ON THE EAST LEG OF ILLINOIS ROUTE 137 WHERE STOP BAR IS BEING MOVED DURING STAGES 1A AND 1B. THIS WORK AND ANY COSTS ASSOCIATED WITH IT SHALL BE INCLUDED IN THE PAY ITEM "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION". ALSO PROVIDE "TEMPORARY TRAFFIC SIGNAL TIMING" PAY ITEM FOR THIS LOCATION.

- 1 EACH MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
- 1 EACH TEMPORARY TRAFFIC SIGNAL INSTALLATION

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

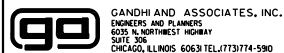
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
- 13 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED
- 4 EACH SIGNAL HEAD, 1-FACE, 4-SECTION, SPAN WIRE MOUNTED
- 6 EACH WOOD POLE
- 395 FOOT SPAN WIRE
- 395 FOOT TETHER WIRE
- 7651 FOOT AERIAL ELECTRIC CABLES
- 1 EACH SERVICE INSTALLATION, POLE MOUNTED
- 1 EACH MASTER CONTROLLER
- 1 EACH UNINTERRUPTIBLE POWER SUPPLY
- 1 EACH WIRELESS ANTENNA

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

- AGENCY: VILLAGE OF GRAYSLAKE
- CONTACT INFORMATION:  
WILLIAM HEINTZ  
VILLAGE OF GRAYSLAKE  
PHONE: (847)-223-8515
- 5 EACH LIGHT DETECTOR
  - 1 EACH LIGHT DETECTOR AMPLIFIER

MATCH LINE STA. 811+65

FILE NAME =  
#FILE#



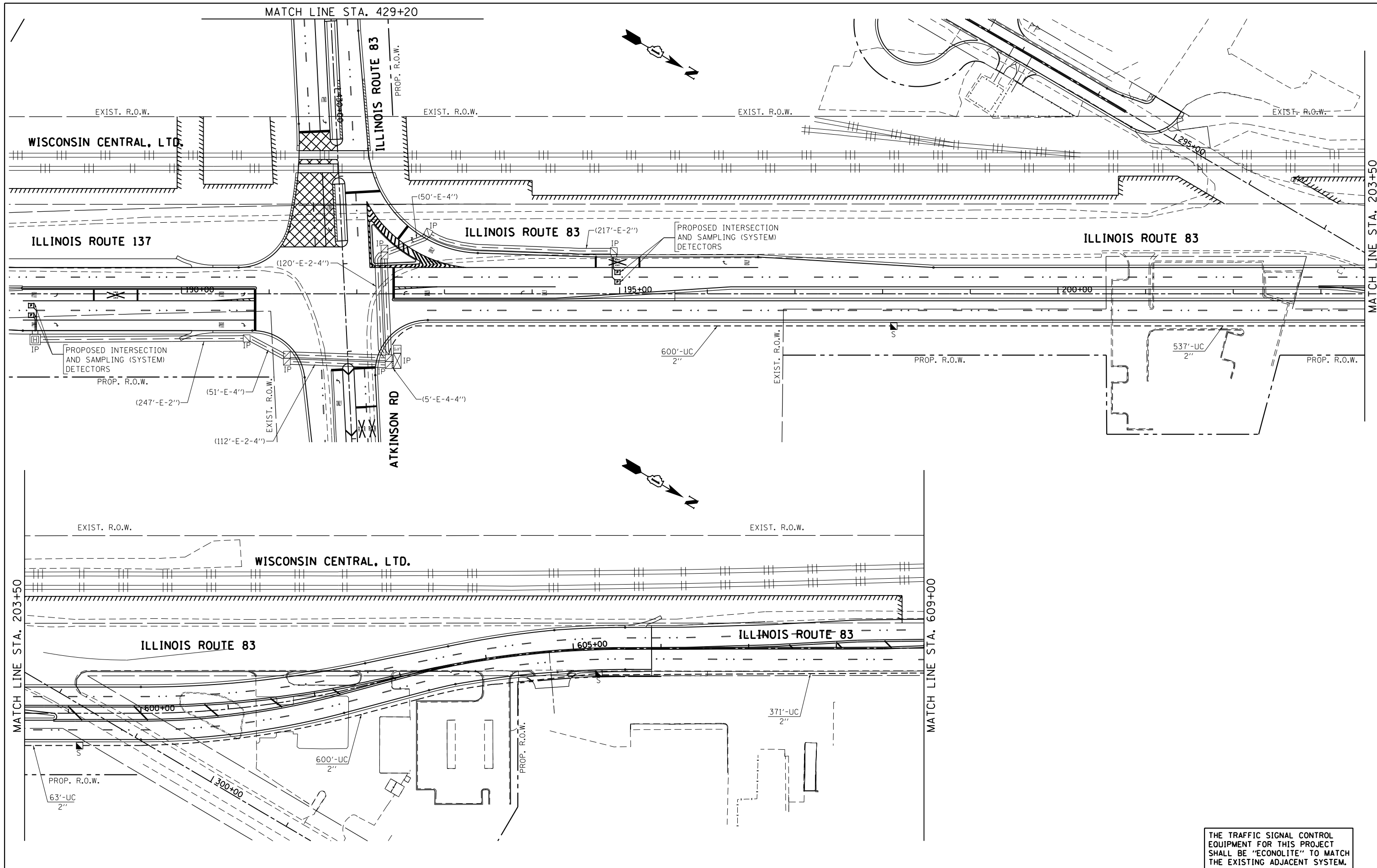
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	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN ILLINOIS ROUTE 137 AT ILLINOIS ROUTE 83 AND IVANHOE ROAD</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	274
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

**TS 6980**



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =  
\$FILEL\$

**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 306  
CHICAGO, ILLINOIS 60630 TEL: 773-774-5590

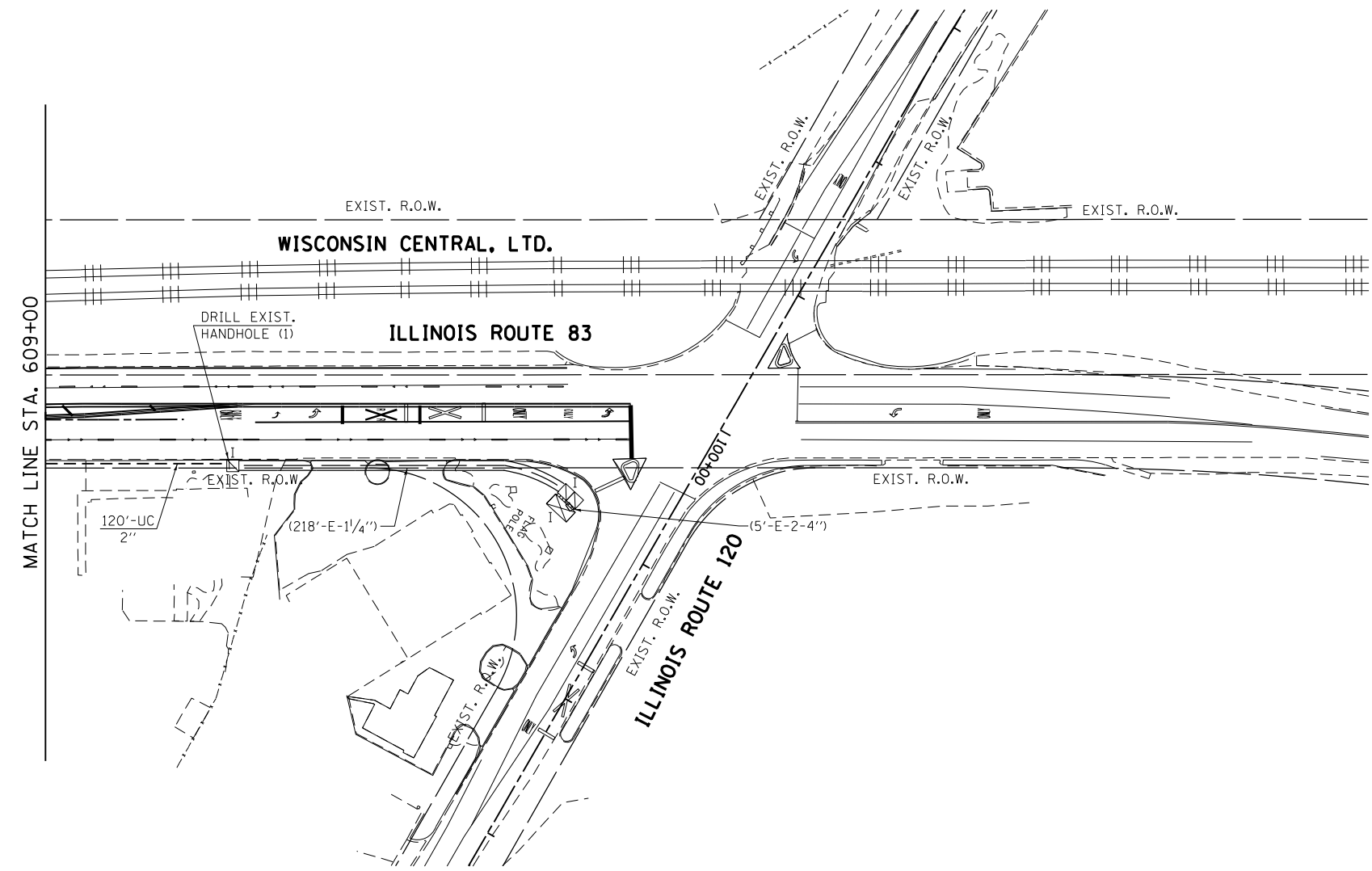
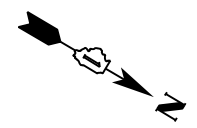
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	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT PLAN  
ILL. RTE. 83 / ILL. RTE. 137 FROM ILL. RTE. 83 / ATKINSON ROAD  
TO ILL. RTE. 120 (SHEET 1 OF 2)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	275
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =  
#FILE#

**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 300  
CHICAGO, ILLINOIS 60630 TEL: 773-774-590

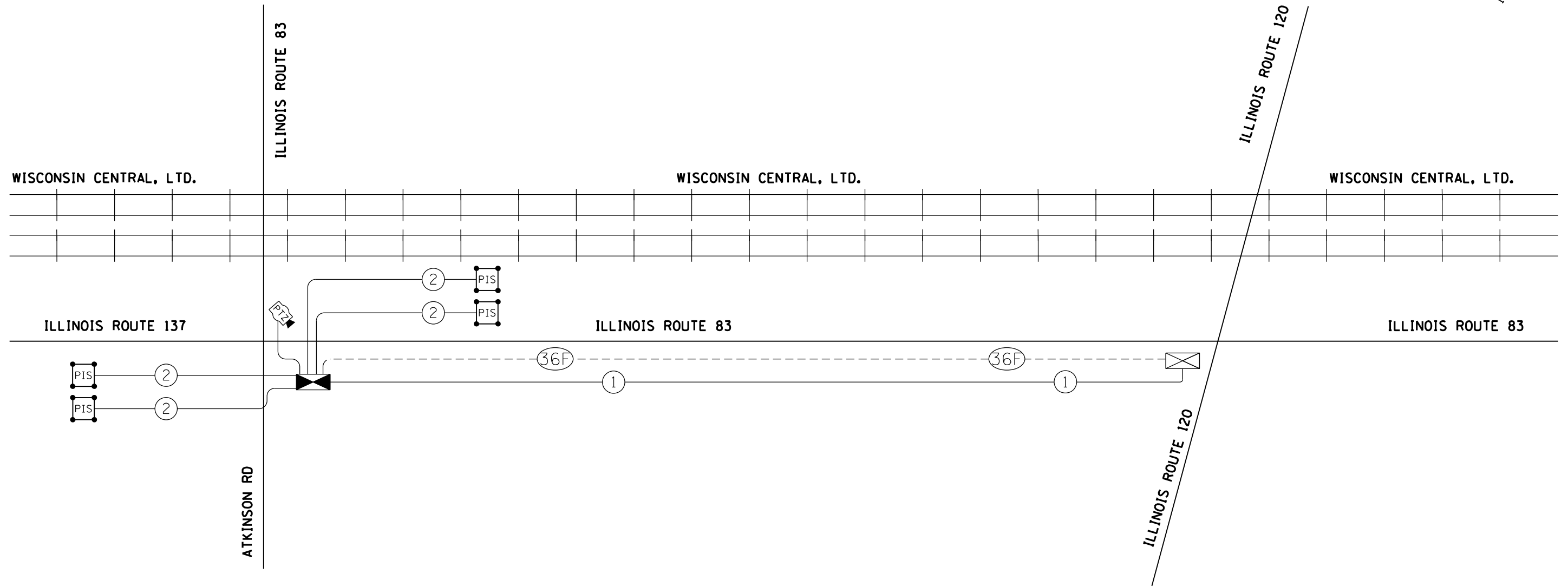
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PLOT DATE = #DATE#	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT PLAN  
ILL. RTE. 83 / ILL. RTE. 137 FROM ILL. RTE. 83 / ATKINSON ROAD  
TO ILL. RTE. 120 (SHEET 2 OF 2)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	276
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

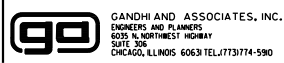


**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2291
HANDHOLE	EACH	3
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	2580
DRILL EXISTING HANDHOLE	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2606
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =  
\$FILEL\$









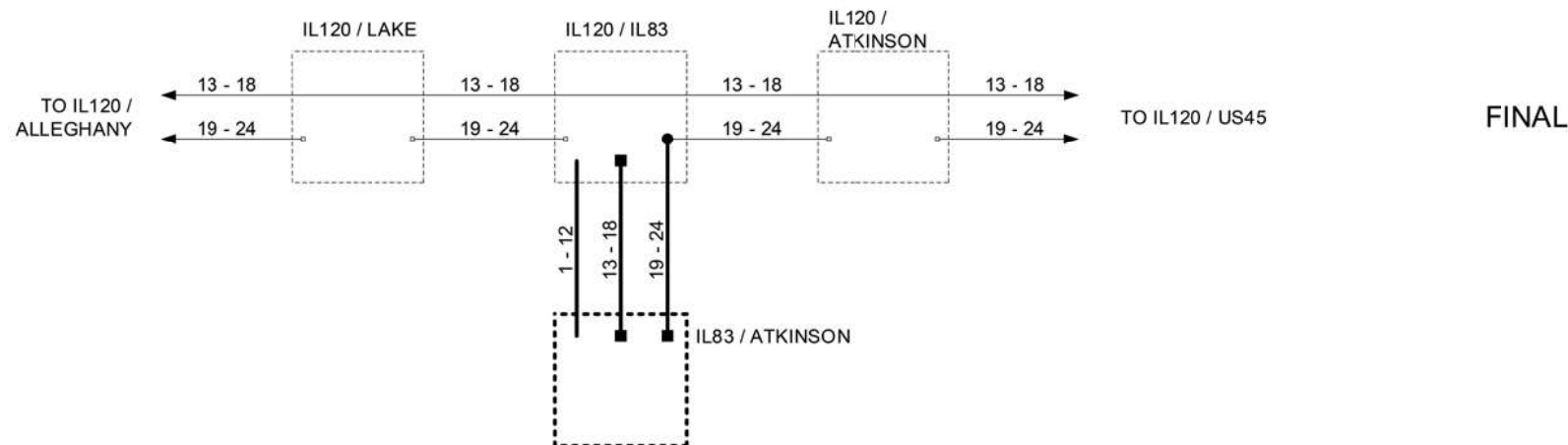
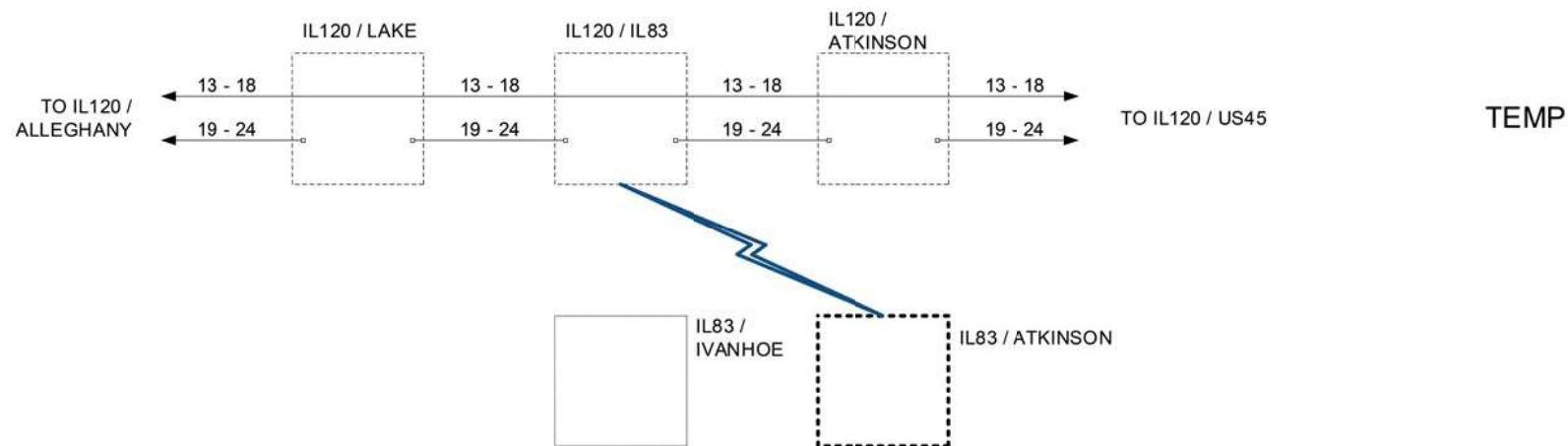
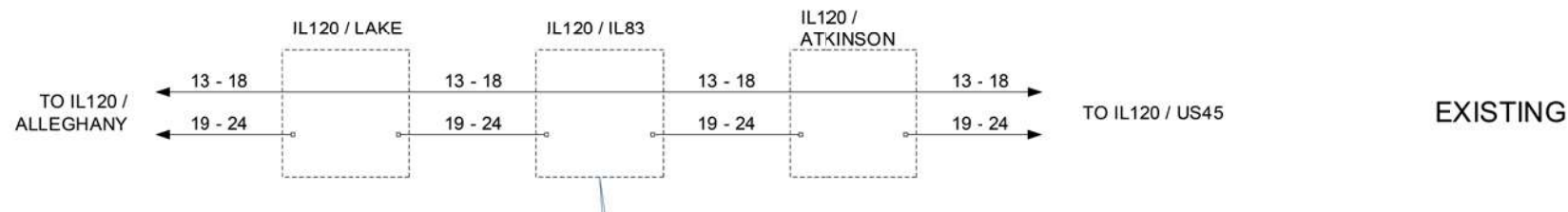
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PLOT DATE = \$DATE\$	DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT SCHEMATIC**  
**ILL. RTE. 83 /ILL. RTE. 137 FROM ILL. RTE. 83 /ATKINSON ROAD**  
**TO ILL. RTE. 120**  
SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

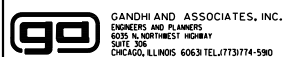
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	277
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

-  EXISTING CONNECTOR / EXISTING FIBER
-  NEW CONNECTOR / EXISTING FIBER
-  EXISTING FUSION SPLICE / EXISTING FIBER
-  NEW FUSION SPLICE / EXISTING FIBER
-  NEW CONNECTOR / NEW FIBER
-  NEW FUSION SPLICE / NEW FIBER



	DESIGNED - DG	REVISED -		LAKE COUNTY DIVISION OF TRANSPORTATION	IL83 / ATKINSON FIBER SPLICING DIAGRAM	ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
	DRAWN - YM	REVISED -			SCALE N/A					
	CHECKED - DG	REVISED -								
	DATE 2021.03.01	REVISED -								

FILE NAME = \$FILEL\$

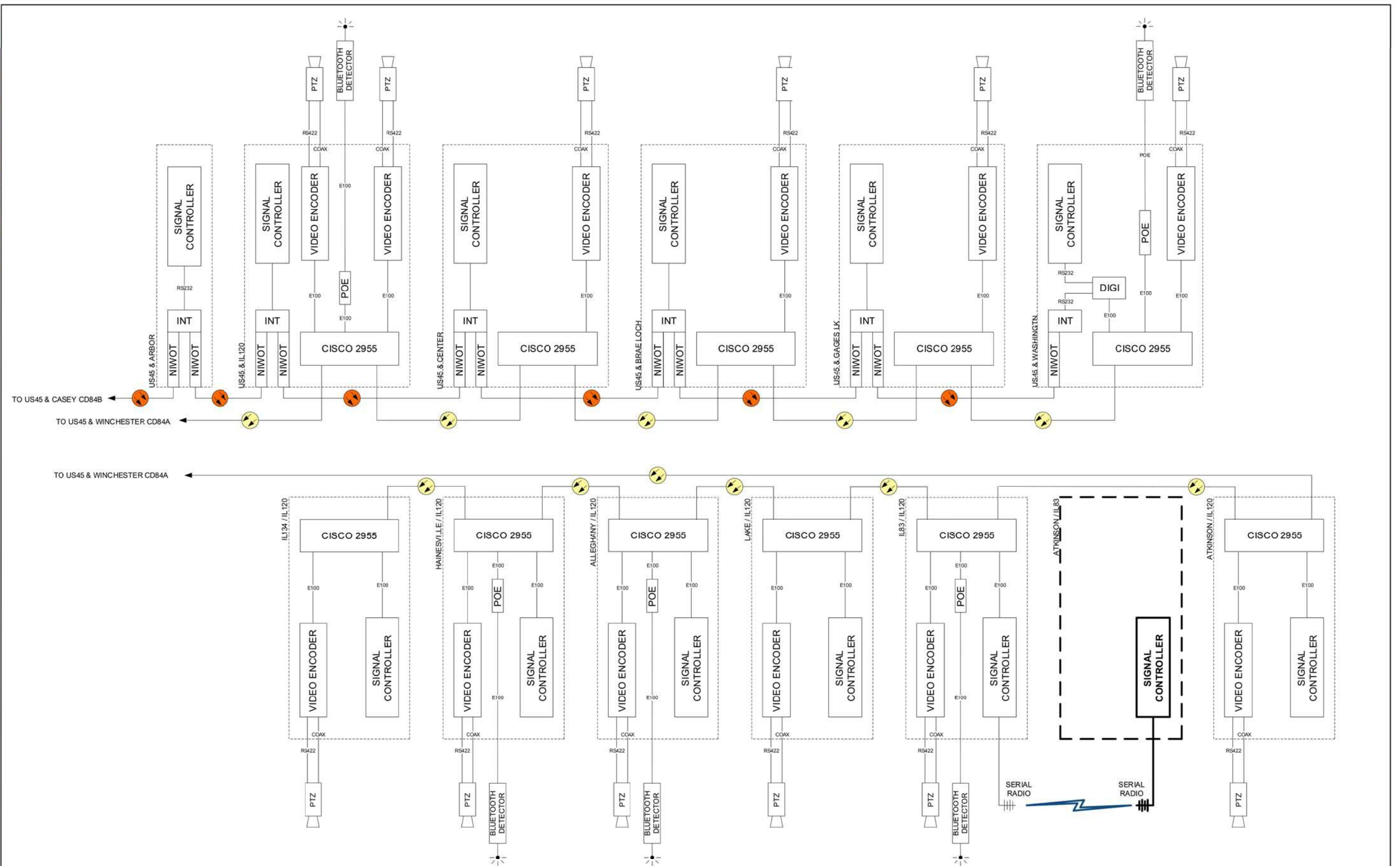


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PLOT DATE = \$DATE\$	DATE - 1/21/2023	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

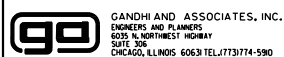
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<b>IL83 / ATKINSON FIBER SPLICING DIAGRAM</b>		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	278
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



DESIGNED - DG	REVISÉD -	LAKE COUNTY DIVISION OF TRANSPORTATION	84C US45 / WINCHESTER TEMP		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
DRAWN - YM	REVISÉD -		SCALE N/A				84C		
CHECKED - DG	REVISÉD -								
DATE 2021.03.01	REVISÉD -								

FILE NAME =  
\$FILEL\$

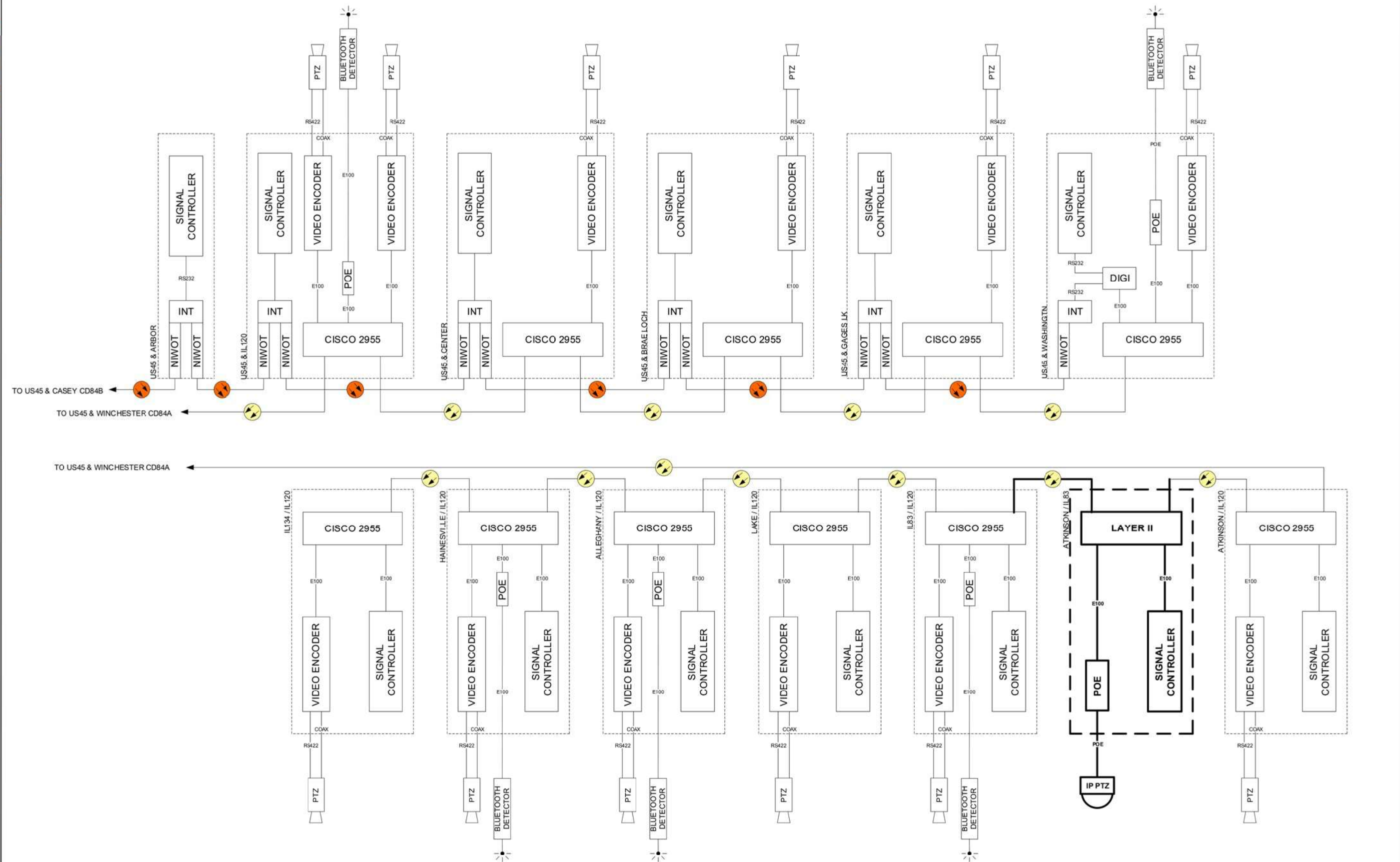


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PLOT DATE = \$DATE\$	DATE - 1/21/2023	REVISÉD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

84C US45 / WINCHESTER TEMP			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	279
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				



DESIGNED - DG	REVISÉD -	LAKE COUNTY DIVISION OF TRANSPORTATION	84C US45 / WINCHESTER FINAL		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
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CHECKED - DG	REVISÉD -								
DATE 2021.03.01	REVISÉD -								

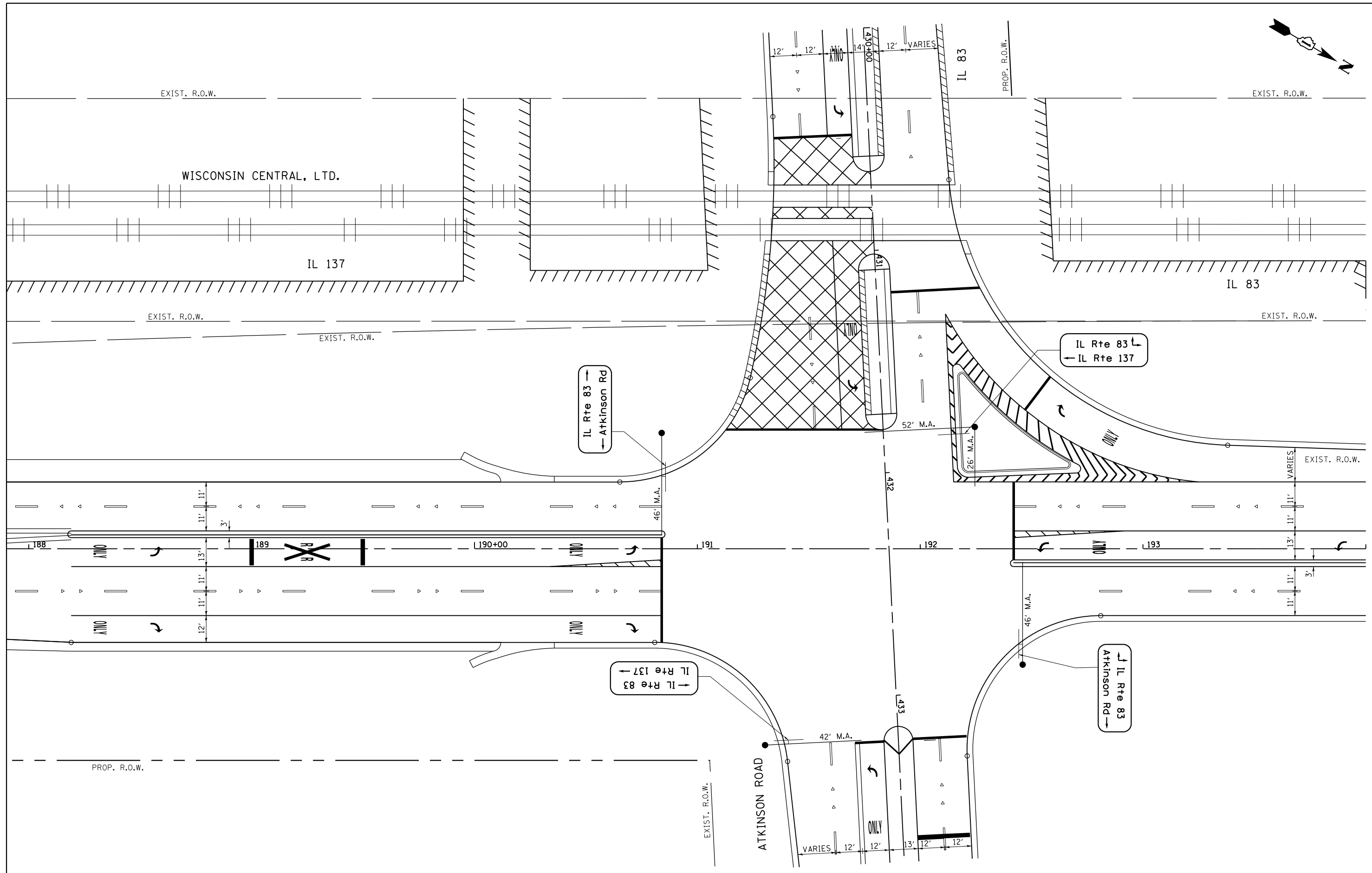
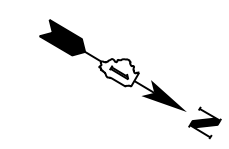
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PLOT DATE = *DATE*	CHECKED - PKG	REVISÉD -
	DATE - 1/21/2023	REVISÉD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

84C US45 / WINCHESTER FINAL			
SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	280
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				





FILE NAME =  
#FILE#

**GA** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
5035 N. NORTHWEST HIGHWAY  
SUITE 208  
CHICAGO, ILLINOIS 60630 TEL: (773) 774-590

USER NAME = #USER#	DESIGNED - PKG	REVISED -
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PLOT DATE = #DATE#	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -

DESIGNED - PKG	REVISED -
DRAWN - EA, EB	REVISED -
CHECKED - PKG	REVISED -
DATE - 1/21/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAST ARM MOUNTED STREET NAME SIGN LOCATIONS  
ILL. RTE. 83 / ILL. RTE. 137 AT ILL. RTE. 83 / ATKINSON ROAD**

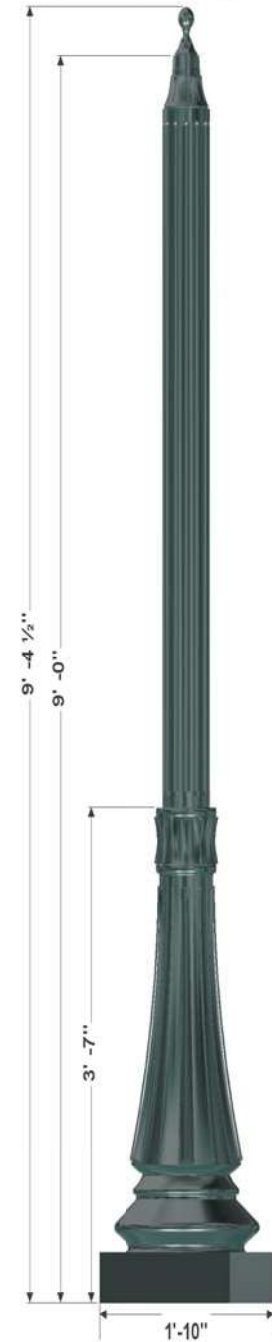
SCALE: 1"=20'      SHEET NO.      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	3Y-R	LAKE	385	281
CONTRACT NO. 60N11				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

**TS 6978**

Catalog Number: 5409FP6-250/3" OD Reducer and Polecap for Fluted Poles/BCC/VG Type: \_\_\_\_\_  
Customer Approval: \_\_\_\_\_

Conceptual assembly drawing, subject to Engineering verification by factory.



**POLE: 5409FP6-250**

The 22" hexagonal cast 356 aluminum alloy base and aluminum shaft shall be a one-piece construction. The pole shall be U.L. or E.T.L. listed in U.S. and Canada. All pole heights to have a tolerance of ± 2"

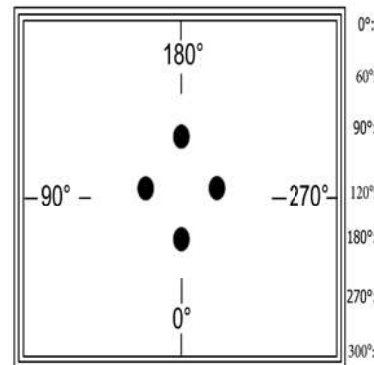
Model: 5400 Hamilton (54)  
Height: 9 Ft (09)  
Shaft Type: Fluted Straight 6 Inch, 6061-T6 Aluminum Alloy (FP6)  
Gauge: 0.250" (.250)

**POLE CAP: 3" OD Reducer and Polecap for Fluted Poles**

3 inch OD x 3 inch tall tenon for fluted poles. (469B)  
Model: Tenon for Fluted Poles, Add BCC Polecap (BCC)

**FINISH: VG**

Assembly shall be powder coated to Verde Green finish. Prior to coating, the assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing, and non-chrome sealing to ensure corrosion resistance.



**Bolt Info:** (4) 1" 36" Anchor Bolts, 14" Bolt Circle, Diamond pattern

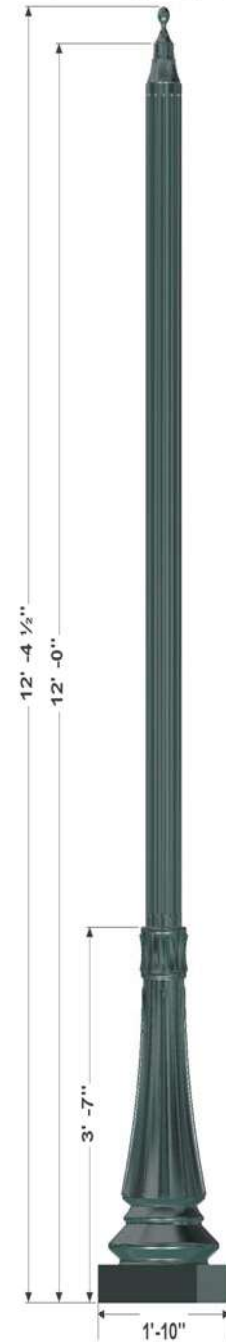
Access Door Orientation: 0°  
Street Side Orientation: 180°

Rev	Description	By	Date	Job Name:
A				
B				
C				
D				
E				

Job Location:	Drawing No. 45524		
Drawn By:	Drawn Date:	Checked By:	Checked Date:

Catalog Number: 5412FP6-250/3" OD Reducer and Polecap for Fluted Poles/BCC/VG Type: \_\_\_\_\_  
Customer Approval: \_\_\_\_\_

Conceptual assembly drawing, subject to Engineering verification by factory.



**POLE: 5412FP6-250**

The 22" hexagonal cast 356 aluminum alloy base and aluminum shaft shall be a one-piece construction. The pole shall be U.L. or E.T.L. listed in U.S. and Canada. All pole heights to have a tolerance of ± 2"

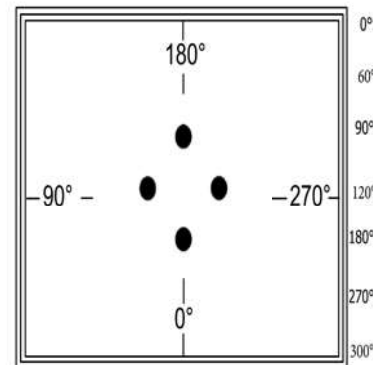
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Height: 12 Ft (12)  
Shaft Type: Fluted Straight 6 Inch, 6061-T6 Aluminum Alloy (FP6)  
Gauge: 0.250" (.250)

**POLE CAP: 3" OD Reducer and Polecap for Fluted Poles**

3 inch OD x 3 inch tall tenon for fluted poles. (469B)  
Model: Tenon for Fluted Poles, Add BCC Polecap (BCC)

**FINISH: VG**

Assembly shall be powder coated to Verde Green finish. Prior to coating, the assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing, and non-chrome sealing to ensure corrosion resistance.



**Bolt Info:** (4) 1" 36" Anchor Bolts, 14" Bot Circle, Diamond pattern

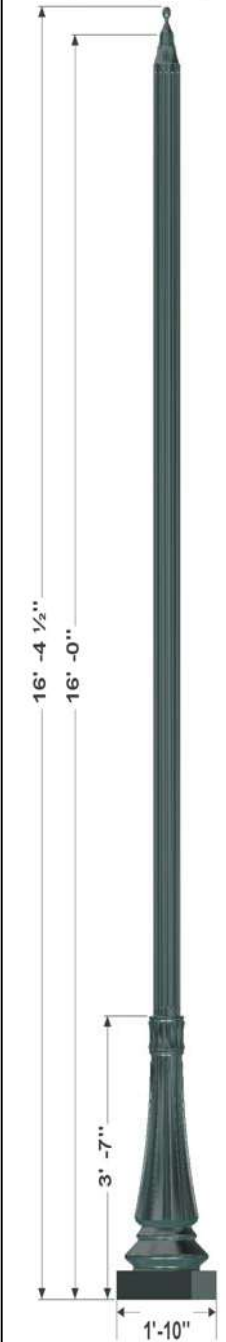
Access Door Orientation: 0°  
Street Side Orientation: 180°

Rev	Description	By	Date	Job Name:
A				
B				
C				
D				
E				

Job Location:	Drawing No. 45525		
Drawn By:	Drawn Date:	Checked By:	Checked Date:

Catalog Number: 5416FP6-250/3" OD Reducer and Polecap for Fluted Poles/BCC/VG Type: \_\_\_\_\_  
Customer Approval: \_\_\_\_\_

Conceptual assembly drawing, subject to Engineering verification by factory.



**POLE: 5416FP6-250**

The 22" hexagonal cast 356 aluminum alloy base and aluminum shaft shall be a one-piece construction. The pole shall be U.L. or E.T.L. listed in U.S. and Canada. All pole heights to have a tolerance of ± 2"

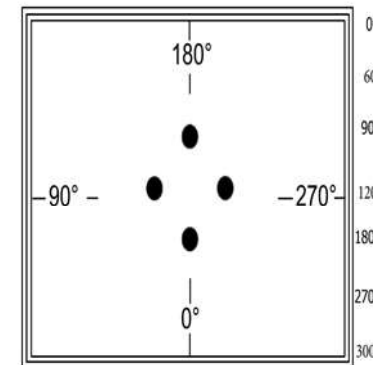
Model: 5400 Hamilton (54)  
Height: 16 Ft (16)  
Shaft Type: Fluted Straight 6 Inch, 6061-T6 Aluminum Alloy (FP6)  
Gauge: 0.250" (.250)

**POLE CAP: 3" OD Reducer and Polecap for Fluted Poles**

3 inch OD x 3 inch tall tenon for fluted poles. (469B)  
Model: Tenon for Fluted Poles, Add BCC Polecap (BCC)

**FINISH: VG**

Assembly shall be powder coated to Verde Green finish. Prior to coating, the assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing, and non-chrome sealing to ensure corrosion resistance.



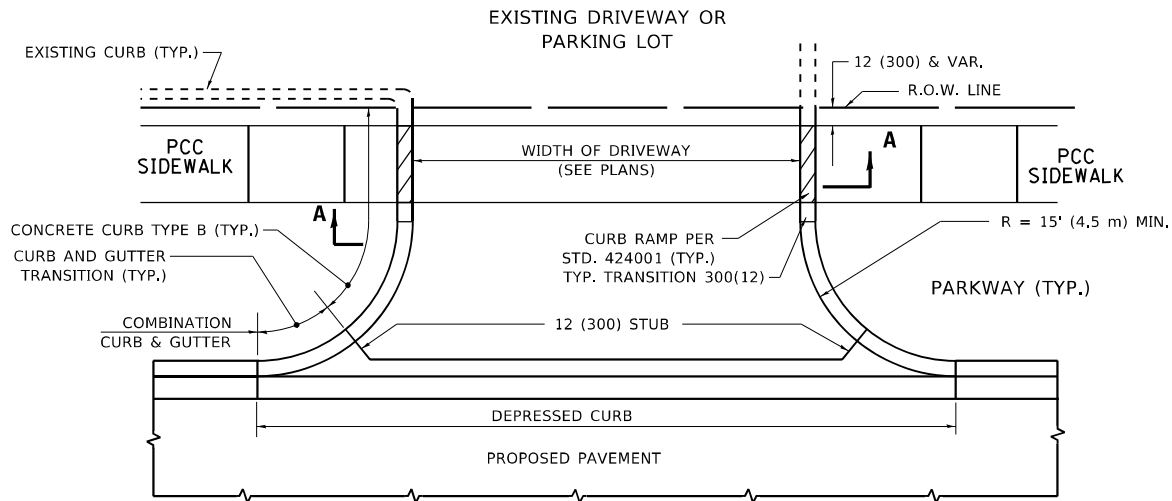
**Bolt Info:** (4) 1" 36" Anchor Bolts, 14" Bolt Circle, Diamond pattern

Access Door Orientation: 0°  
Street Side Orientation: 180°

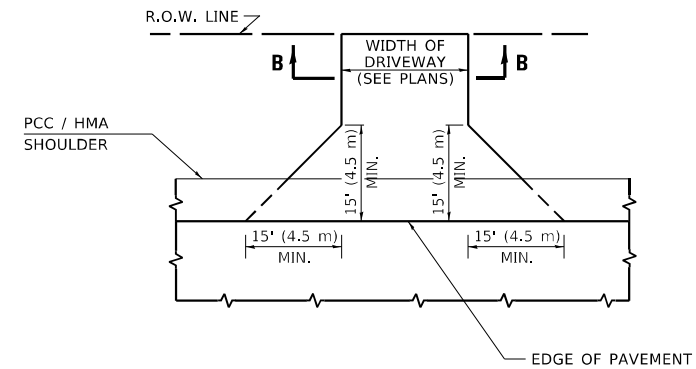
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A				
B				
C				
D				
E				

Job Location:	Drawing No. 45526		
Drawn By:	Drawn Date:	Checked By:	Checked Date:

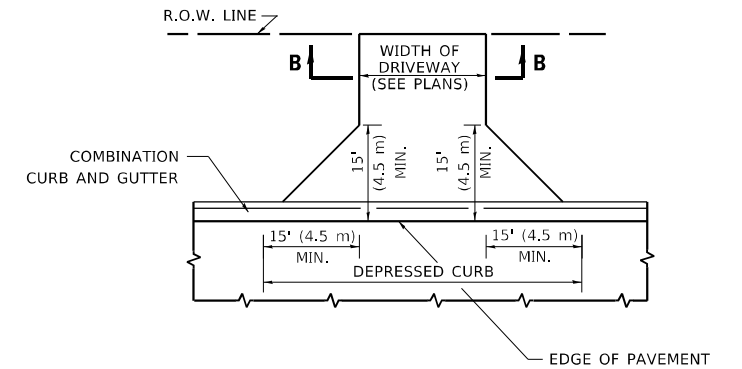
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PLOT DATE = *DATE*	CHECKED - PKG	REVISED -
	DATE - 1/21/2023	REVISED -



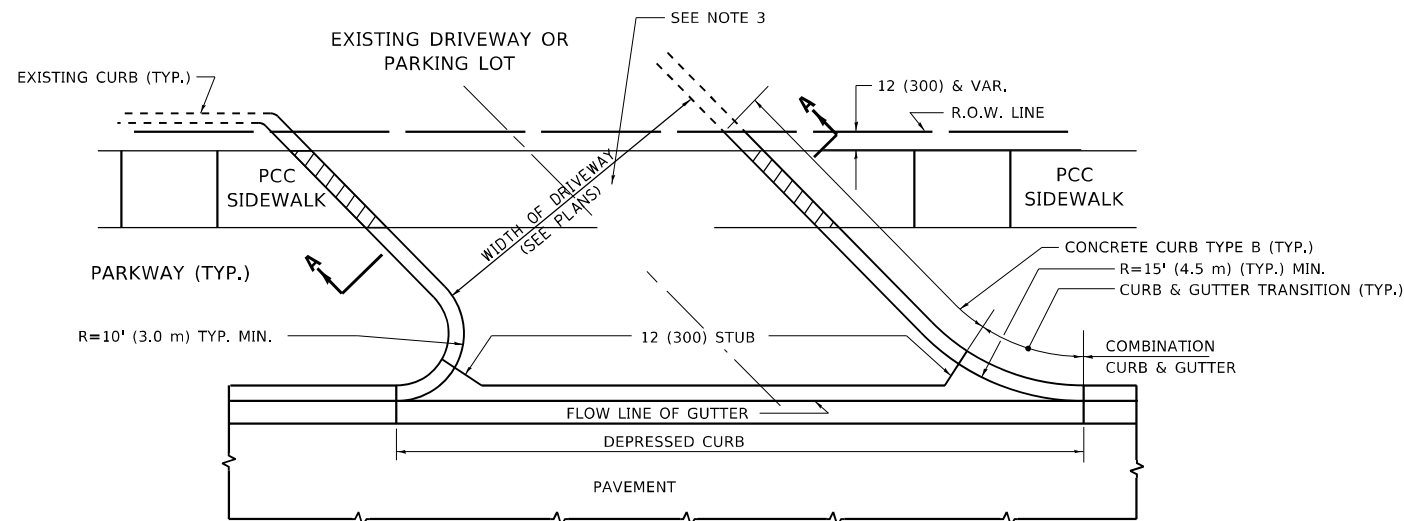
**WITH CONCRETE CURB, TYPE B**



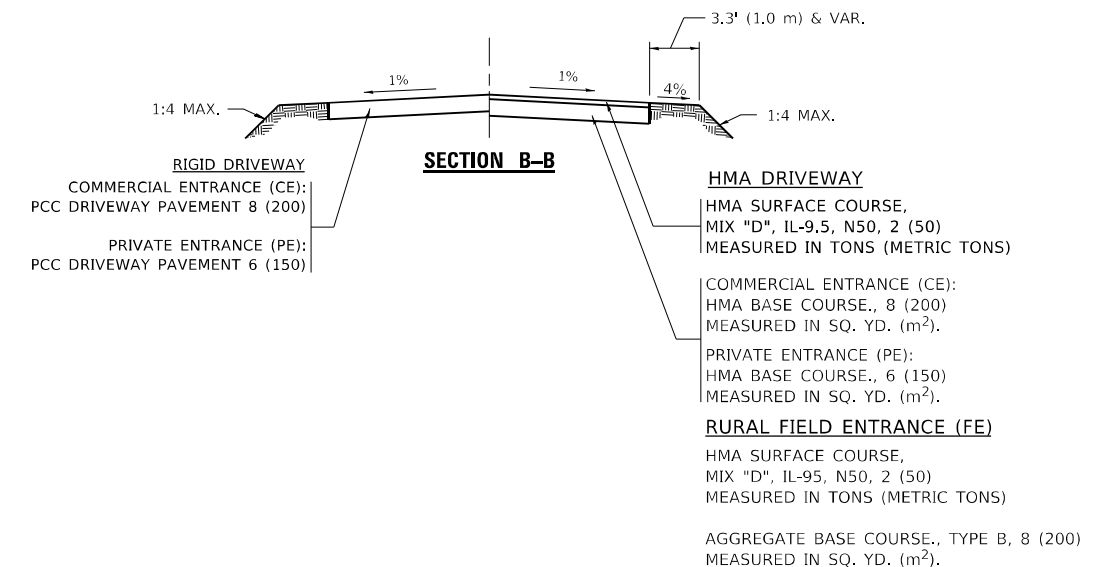
**ADJACENT TO PCC /HMA SHOULDER**



**ADJACENT TO CURB AND GUTTER**

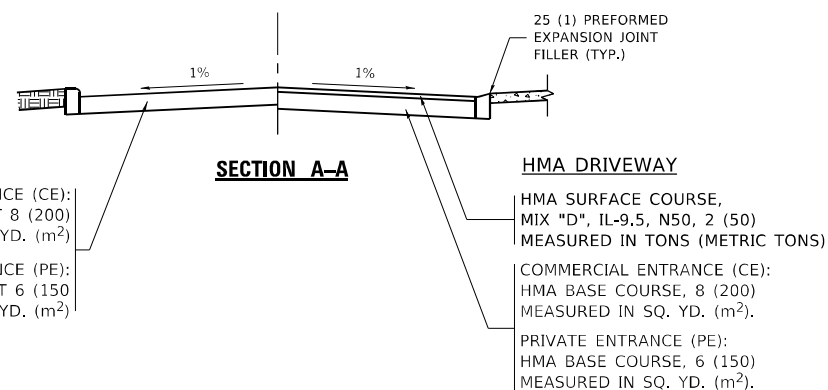


**WITH CONCRETE CURB, TYPE B**



**GENERAL NOTES**

1. 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.
2. 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.



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

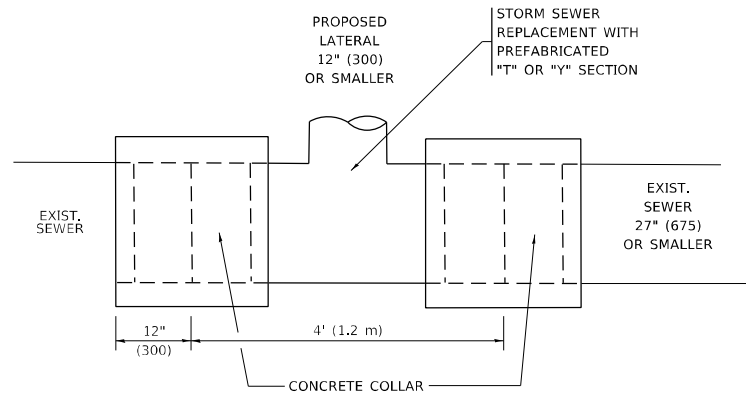
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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 06-11-08
	DRAWN -	REVISED - R. BORO 09-06-11
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-28-19
PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

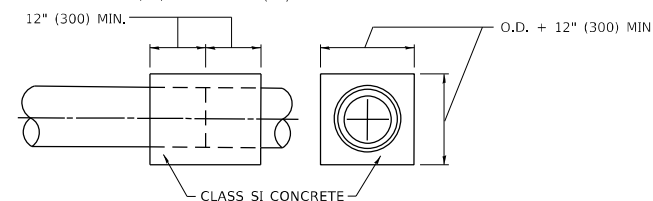
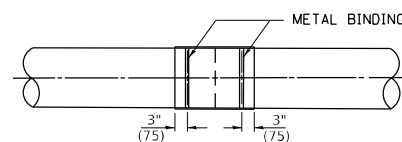
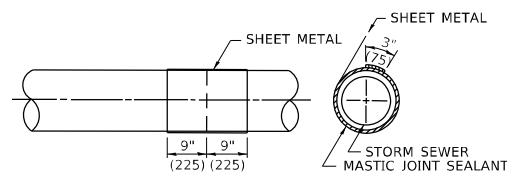
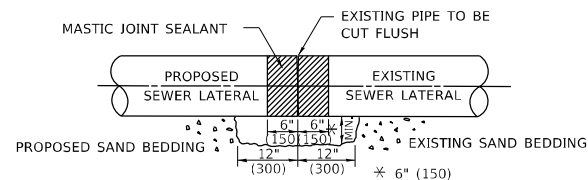
<b>DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB &amp; EDGE OF SHOULDER ≥ 15'(4.5m)</b>			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	283
BD400-01 (BD-01)			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



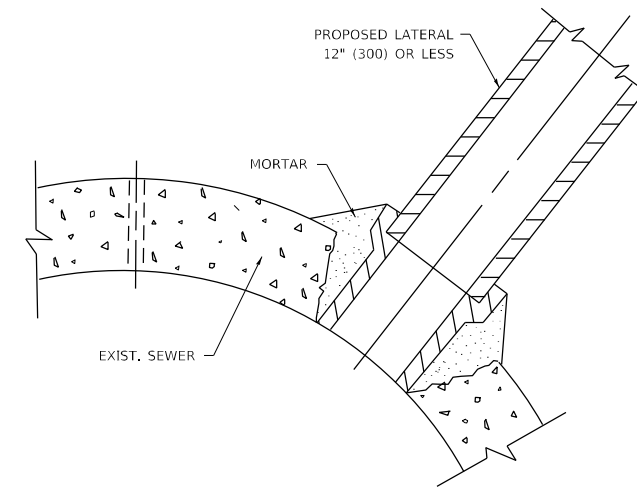
**DETAIL "A"**

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



**DETAIL "B"**

CLASS SI CONCRETE COLLAR



**DETAIL "C"**

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

**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 CIRCUMFERANCE 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 OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

**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**

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

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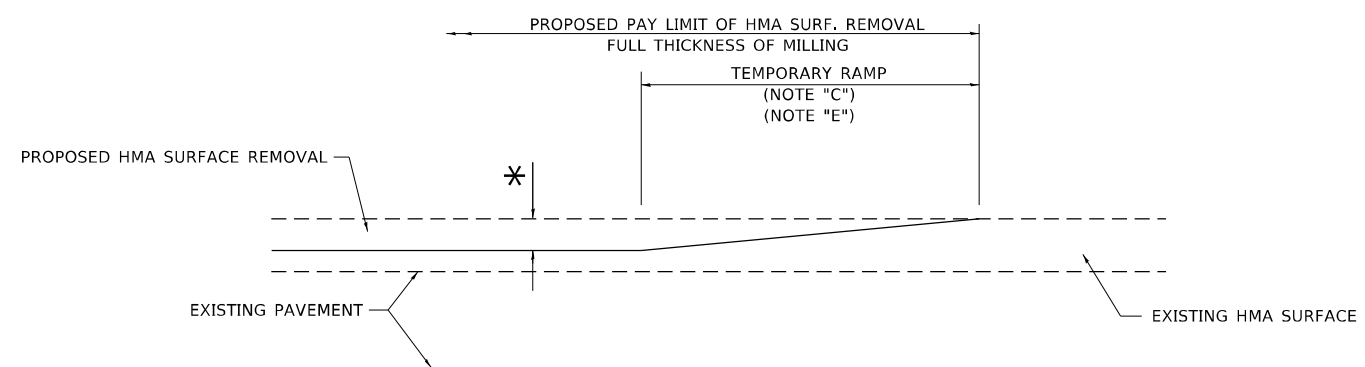
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PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF STORM SEWER  
CONNECTION TO EXISTING SEWER**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

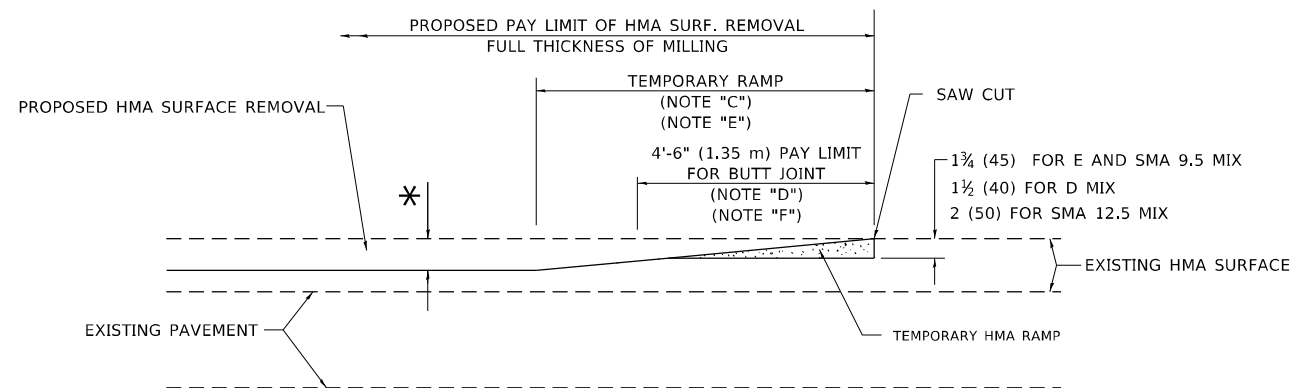
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	284
BD500-01 (BD-07)			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

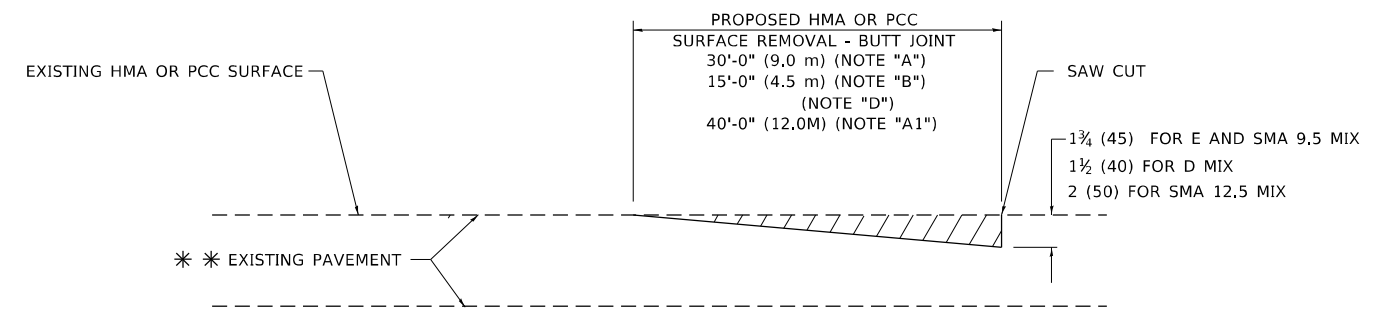


**HMA CONSTRUCTED TEMPORARY RAMP**

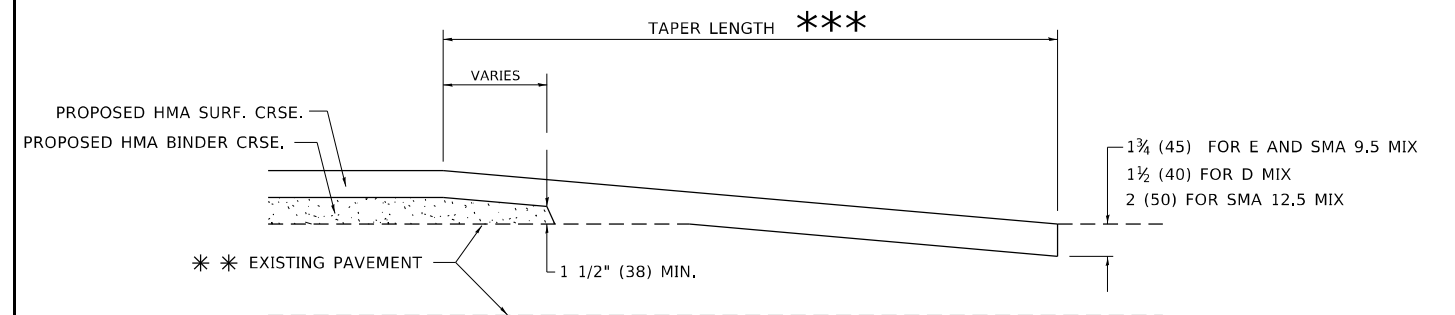
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

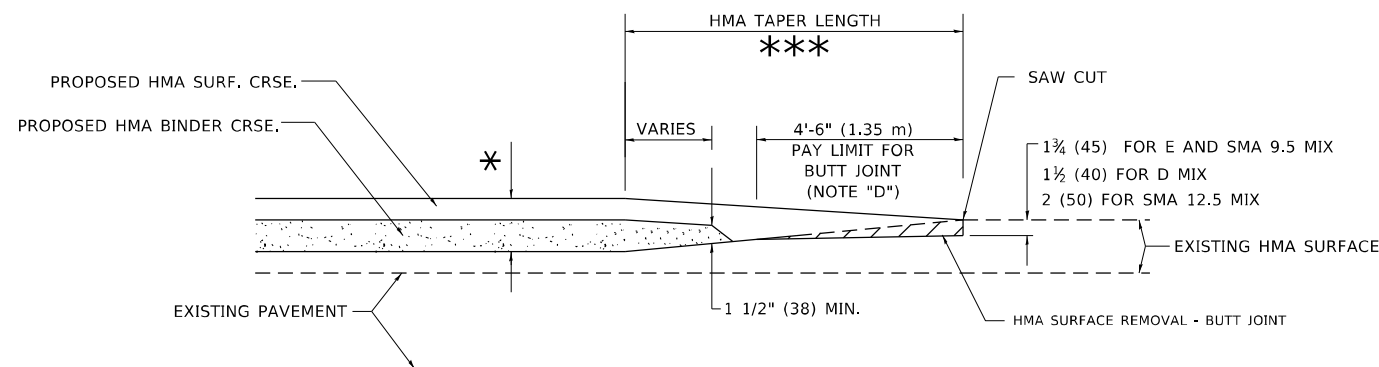
**GENERAL NOTES**

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

**BASIS OF PAYMENT**

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

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



**BUTT JOINT AND HMA TAPER**

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

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DATE: 11/18/2022

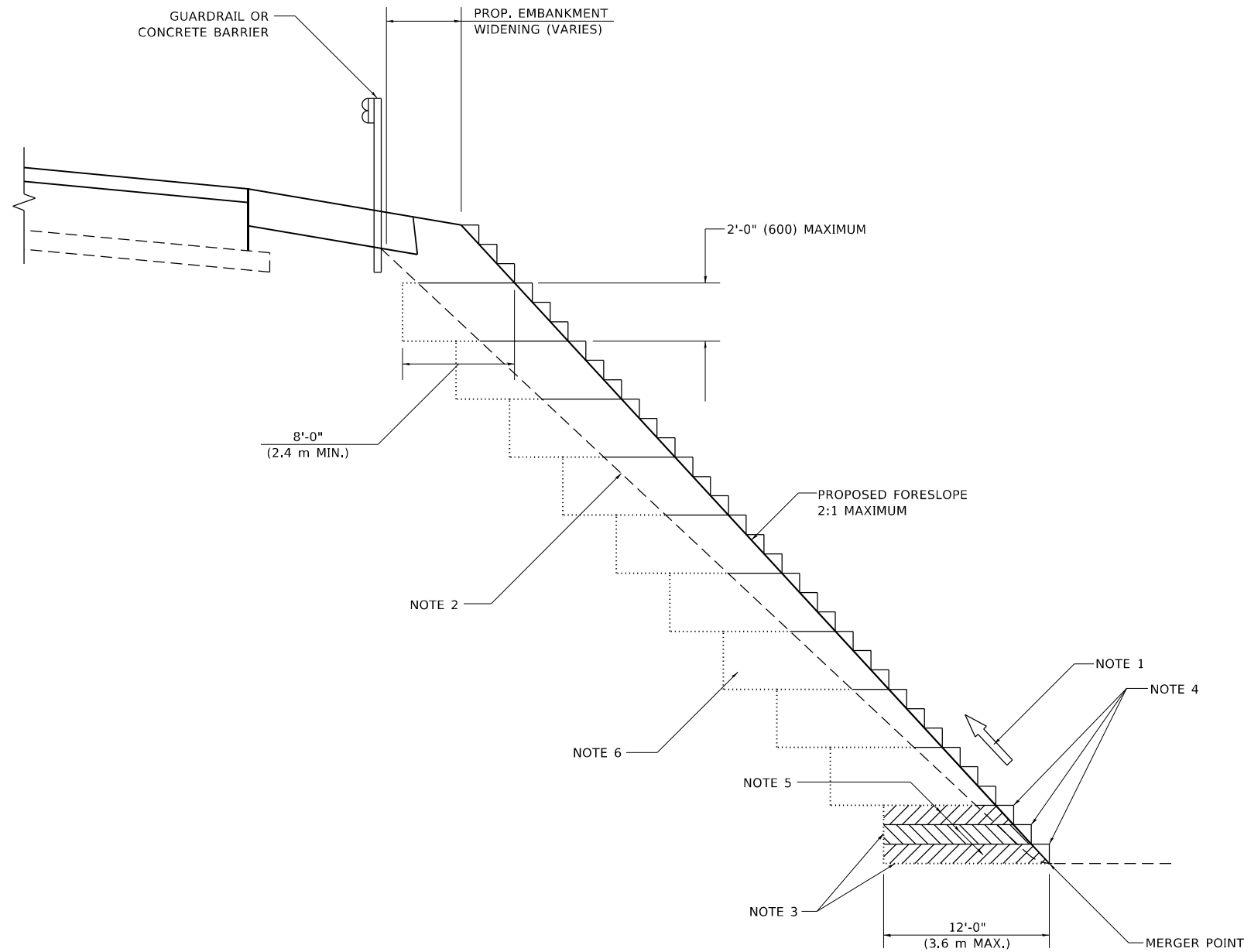
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PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	285
BD400-05 BD-32		CONTRACT NO. 60N11		
ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL  
FOR EMBANKMENT**

**GENERAL NOTES**

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

**BASIS OF PAYMENT**

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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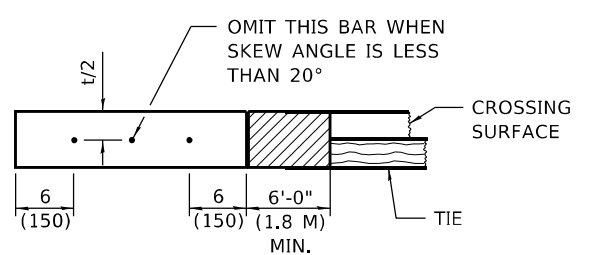
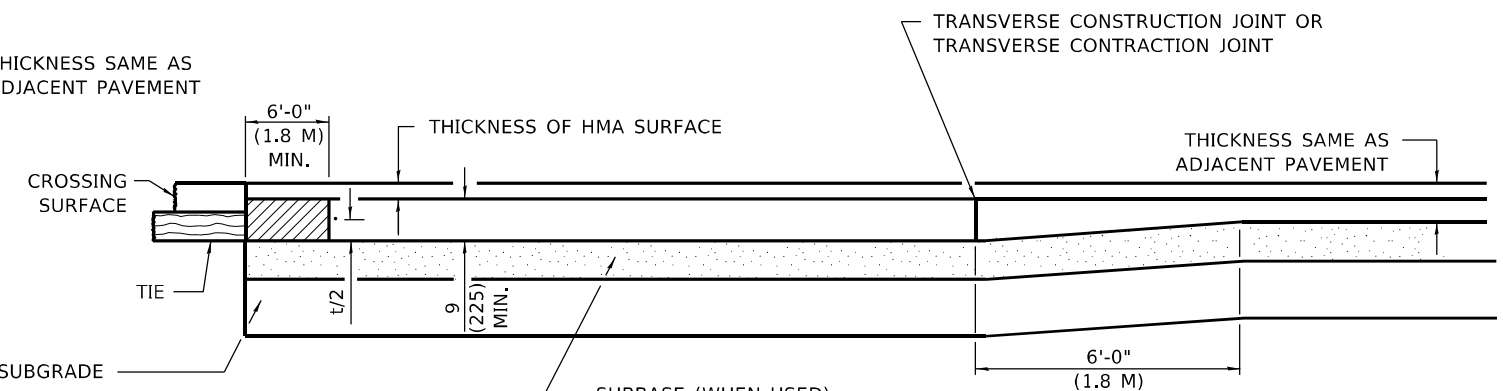
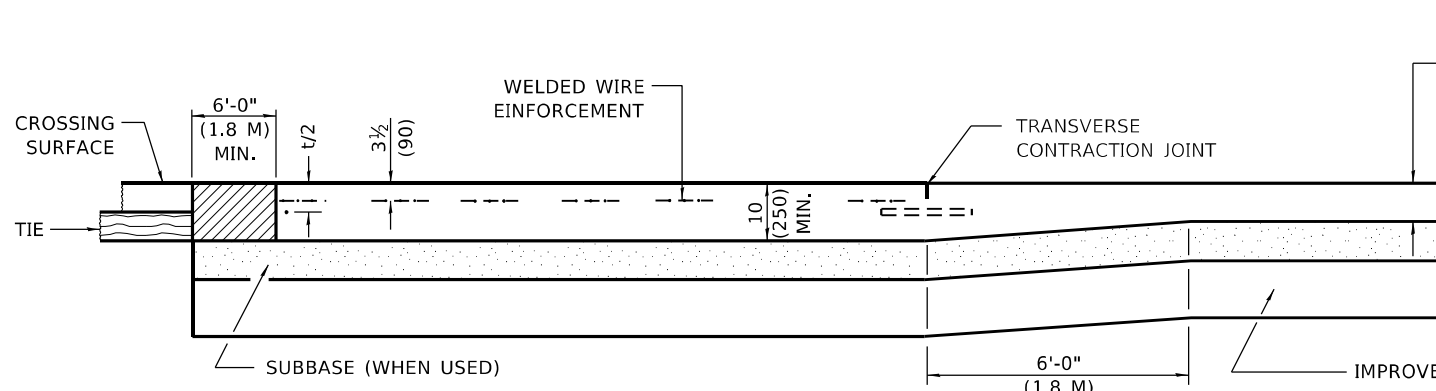
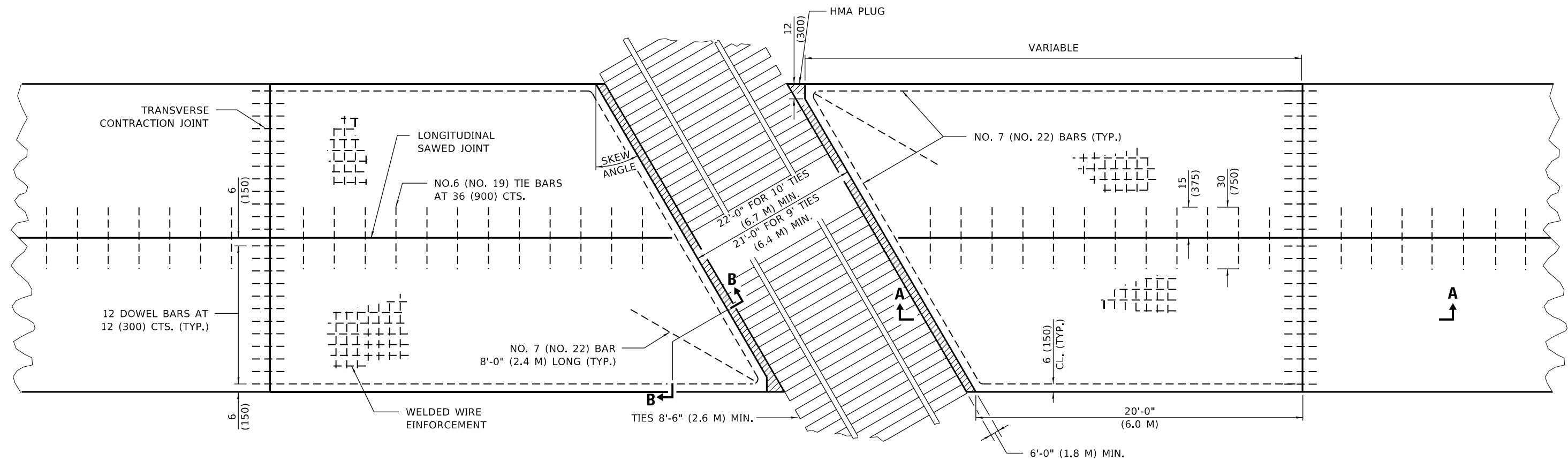
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PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL  
FOR EMBANKMENT WIDENING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	286
<b>BD-51</b>			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.  
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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MODIFIED STATE STANDARD 420501

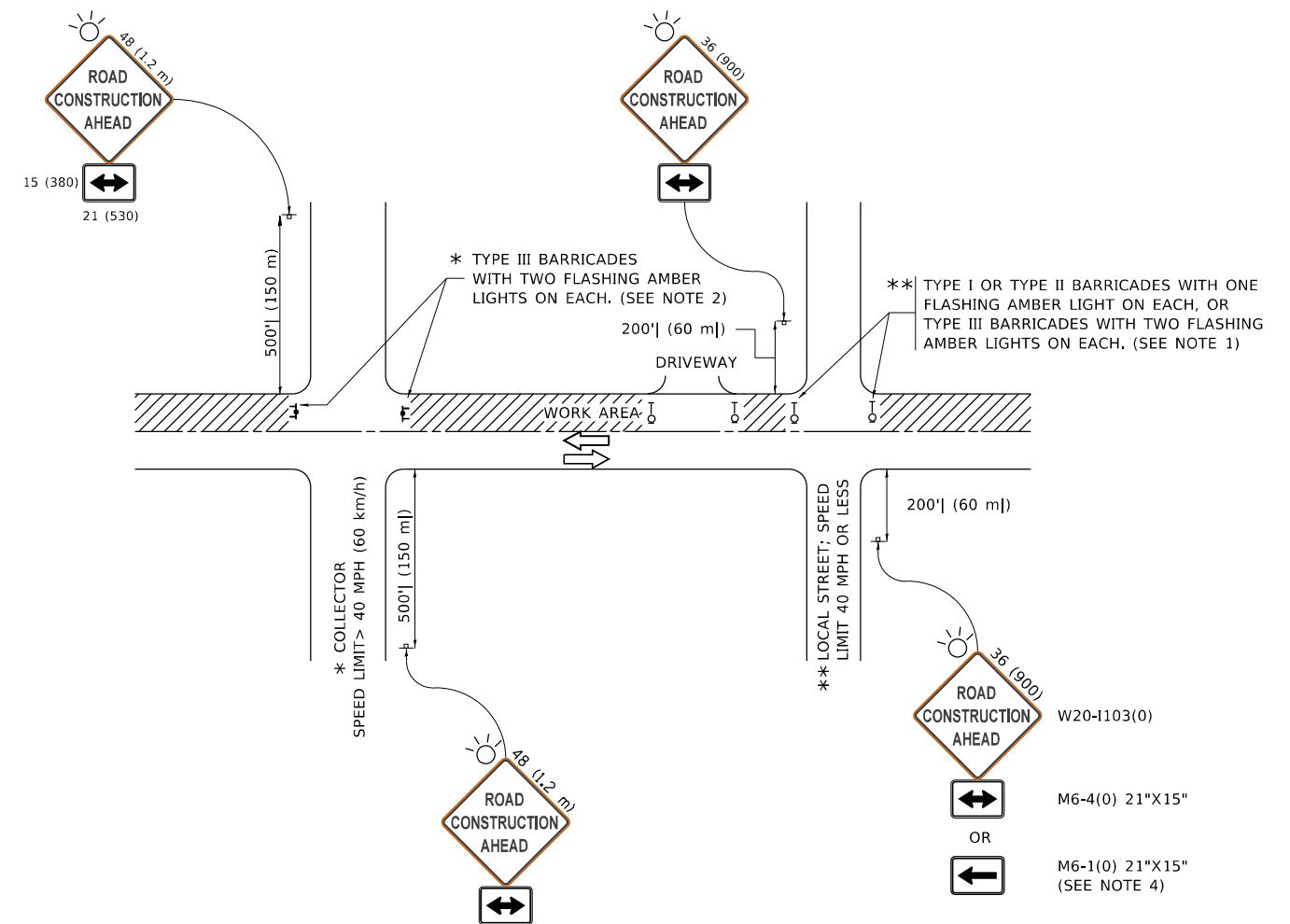
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PLOT DATE = 11/18/2022	DATE - 10-08-2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT AND PCC BASE COURSE  
 ADJACENT TO RAILROAD GRADE CROSSING**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	287
BD-56			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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		REVISED - A. SCHUETZE 09-15-16

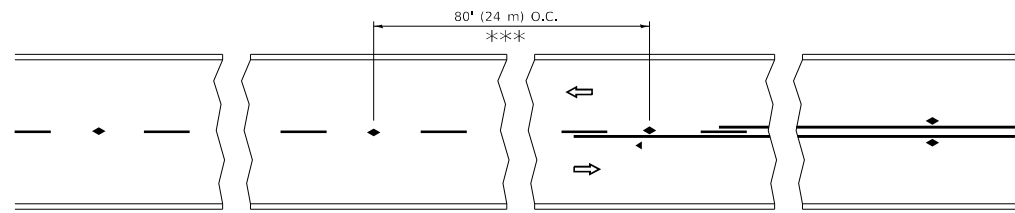
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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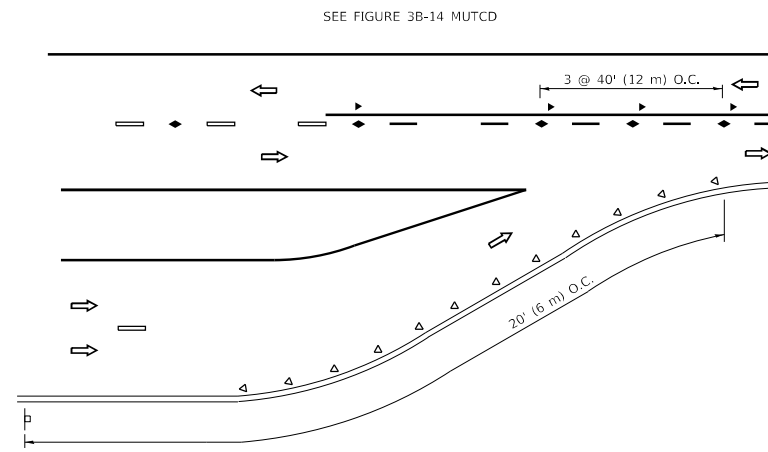
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<b>TC-10</b>			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



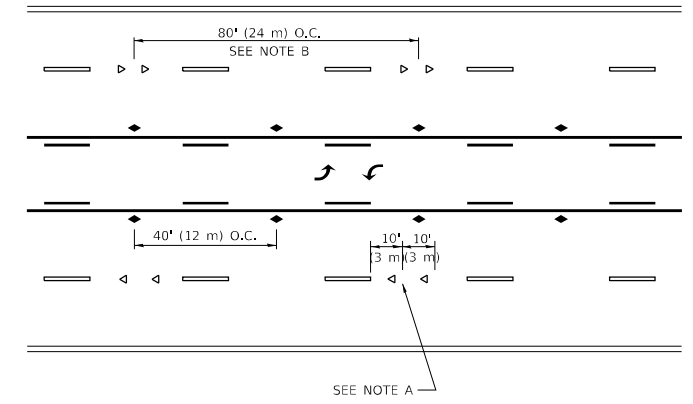


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

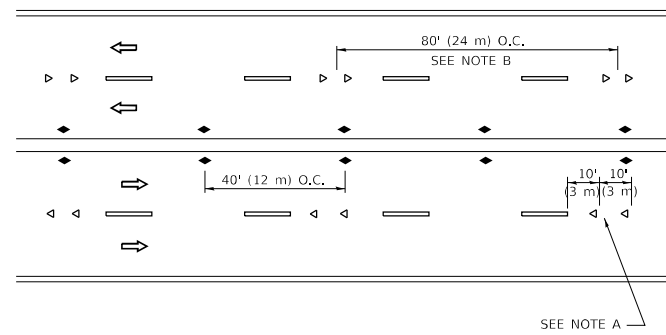
**TWO-LANE/TWO-WAY**



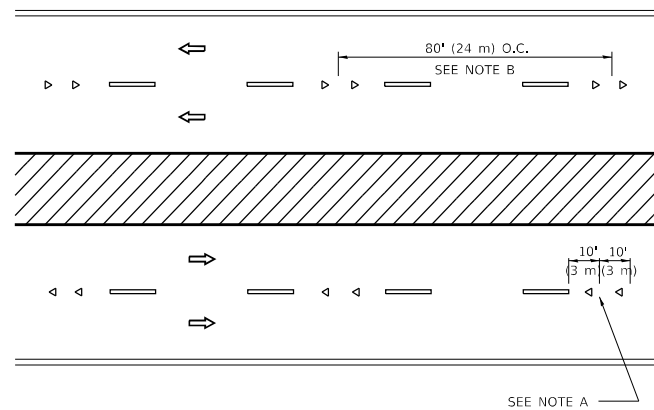
**LANE REDUCTION TRANSITION**



**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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

**SYMBOLS**

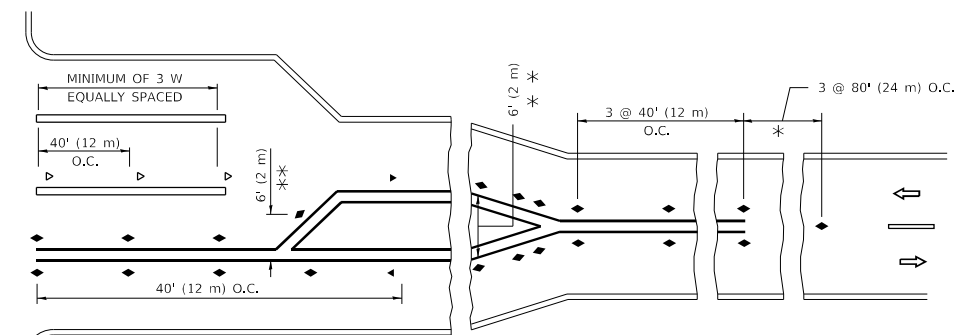
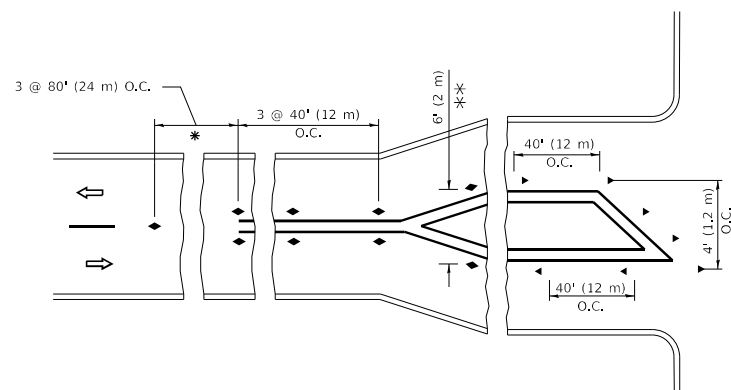
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

**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. (20 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.



\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

**TURN LANES**

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

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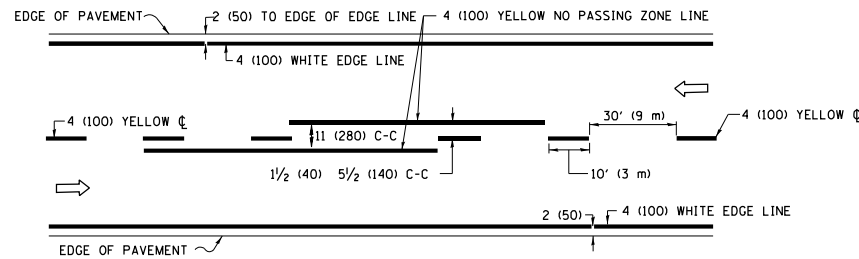
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

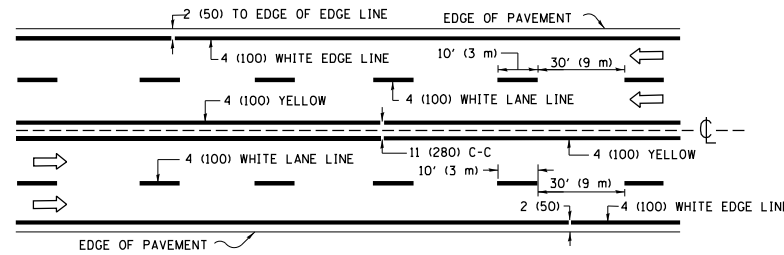
**TYPICAL APPLICATIONS  
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

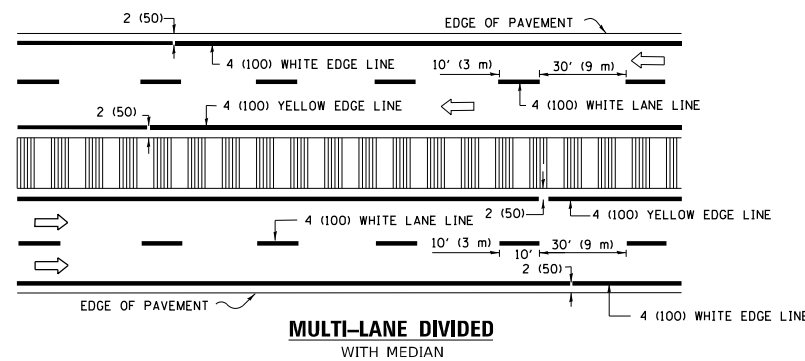
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	289
TC-11			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

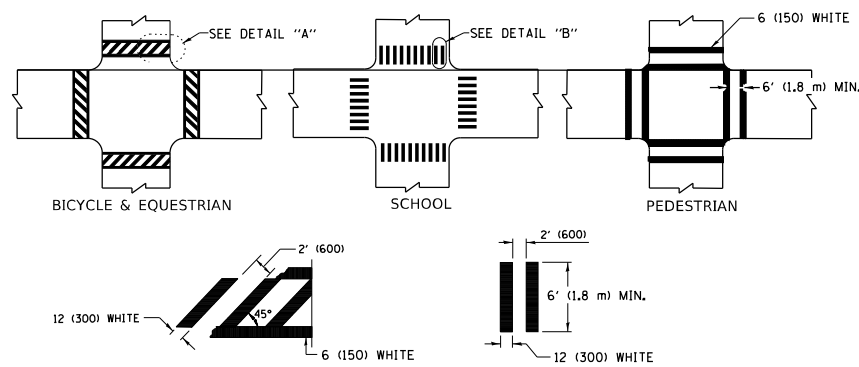


**MULTI-LANE UNDIVIDED**



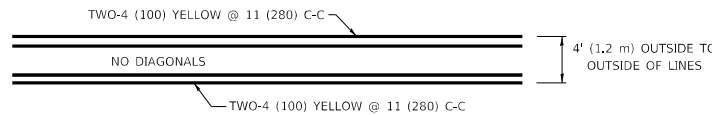
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

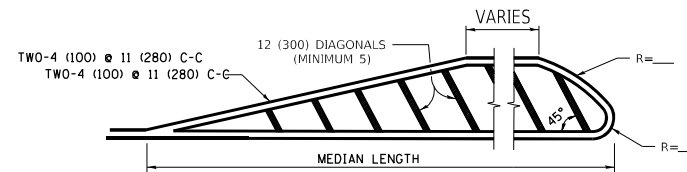


**TYPICAL CROSSWALK MARKING**

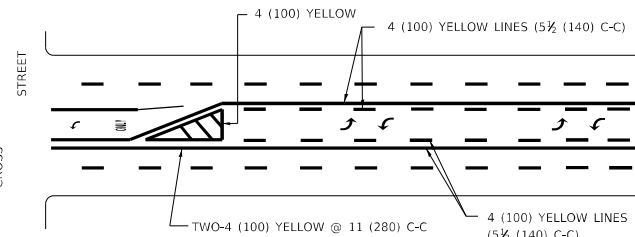
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



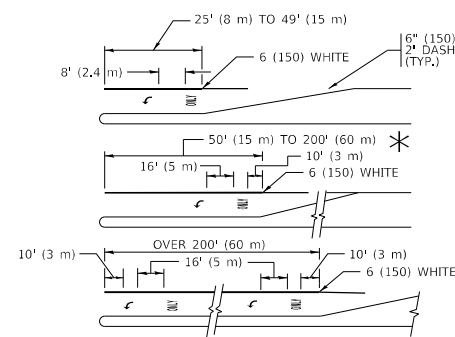
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**



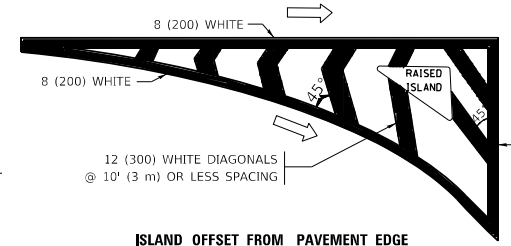
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**



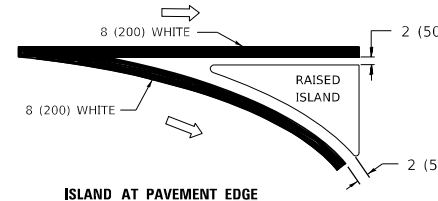
**TYPICAL LEFT (OR RIGHT) TURN LANE**

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* 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".

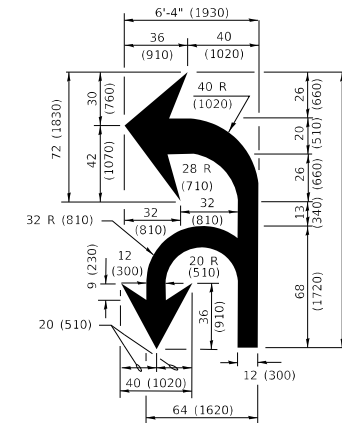
**TYPICAL TURN LANE MARKING**



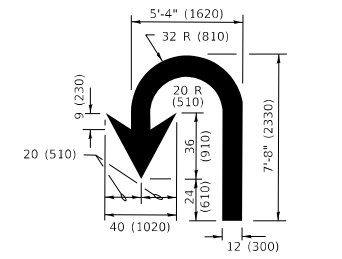
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**  
 \* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
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 8' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH *X*=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

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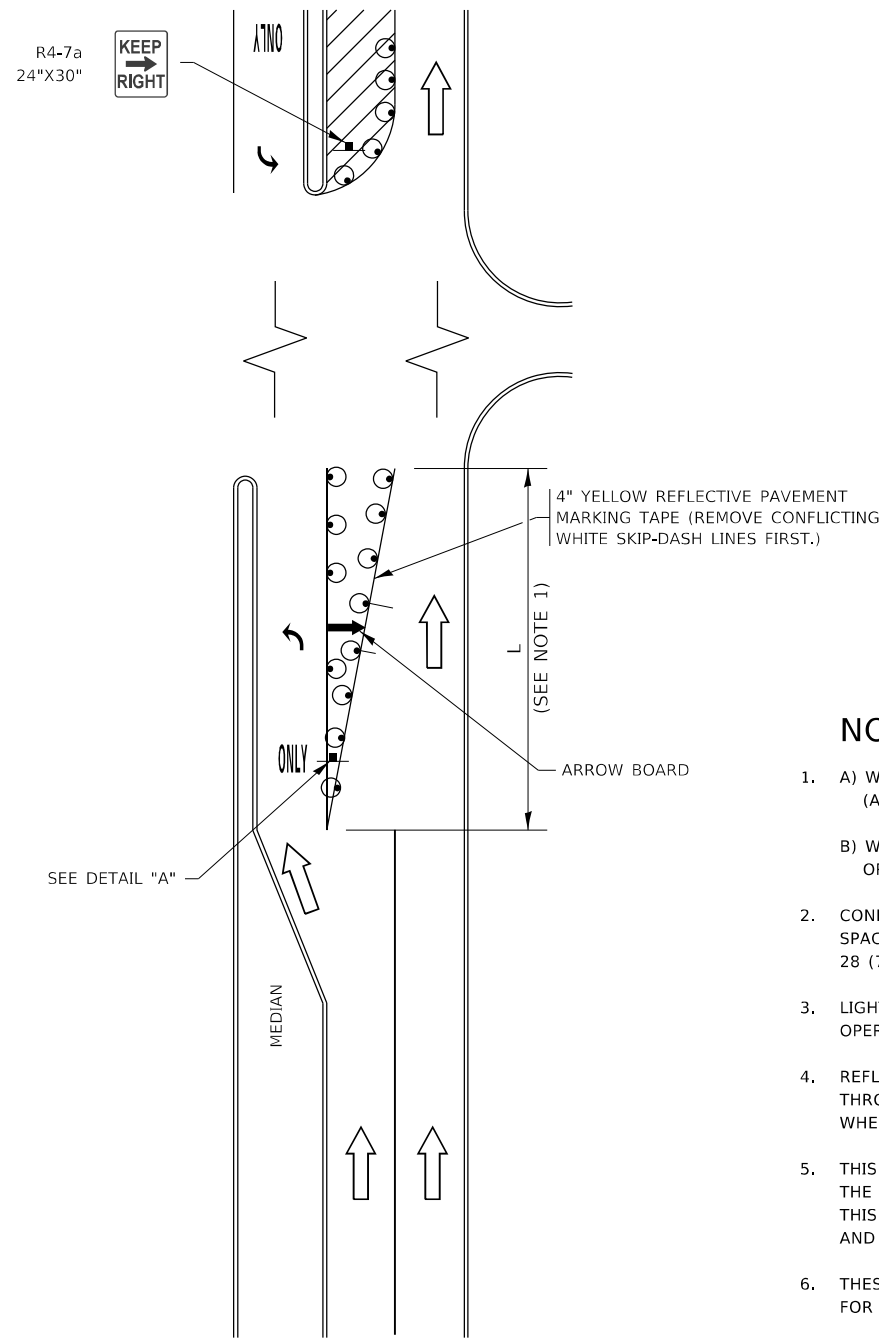
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.
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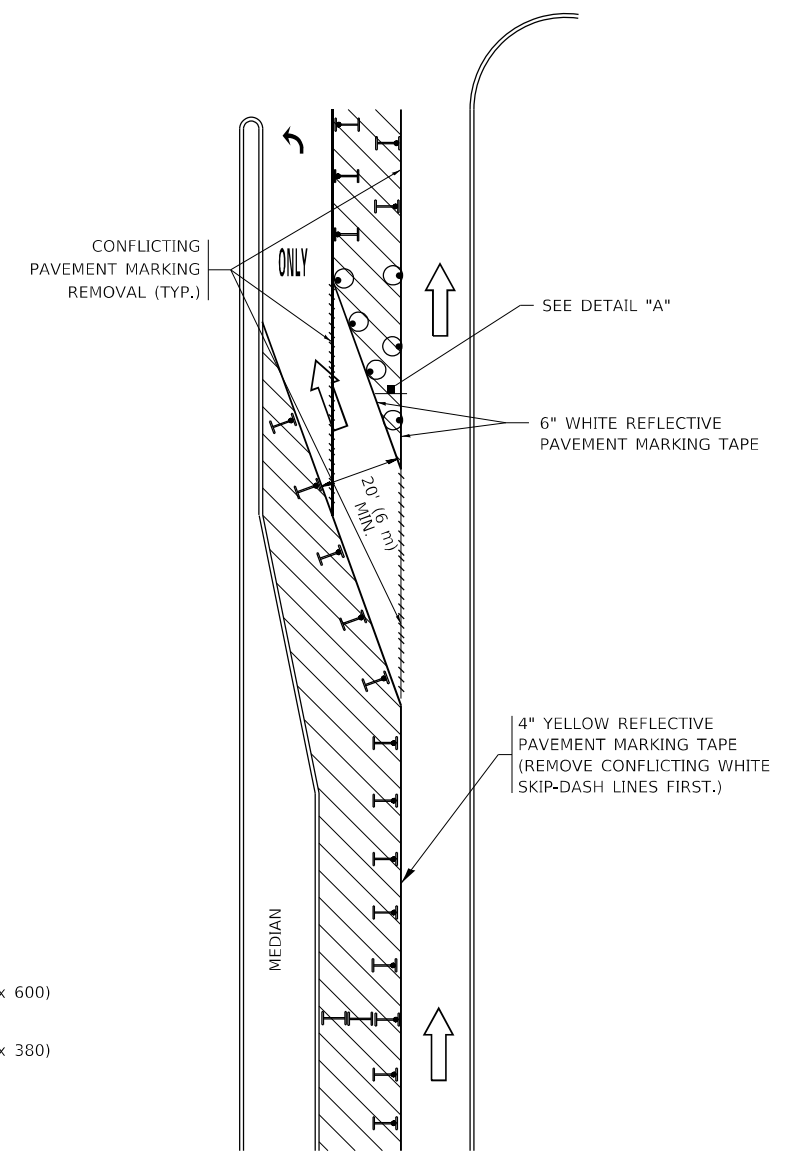
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13		385	290
ILLINOIS			CONTRACT NO. 60N11	
FED. AID PROJECT				

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

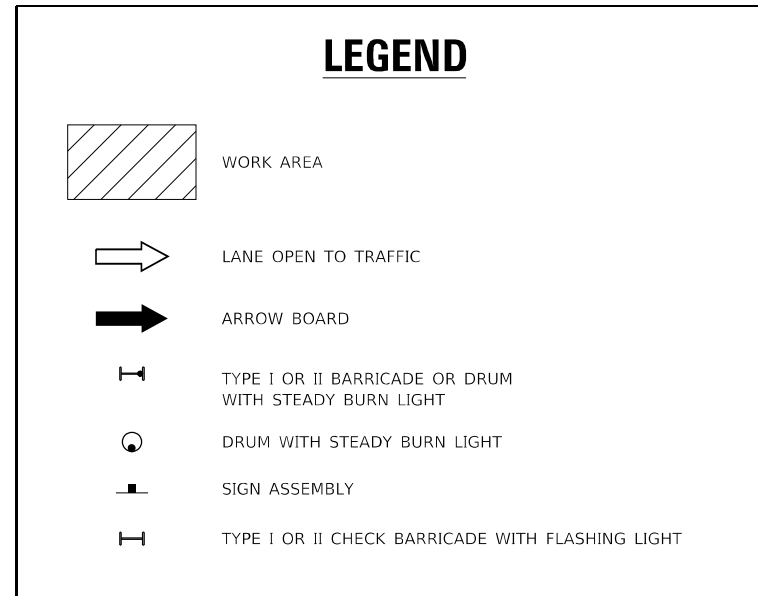


**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE

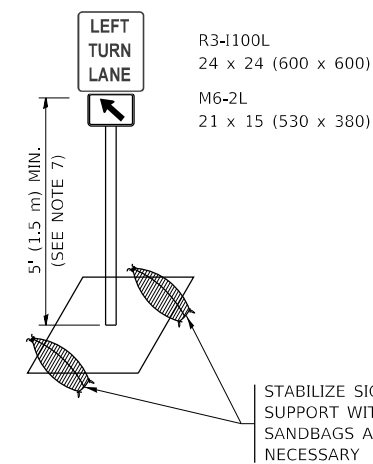


**FIGURE 2**



### NOTES:

1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



**DETAIL A**

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

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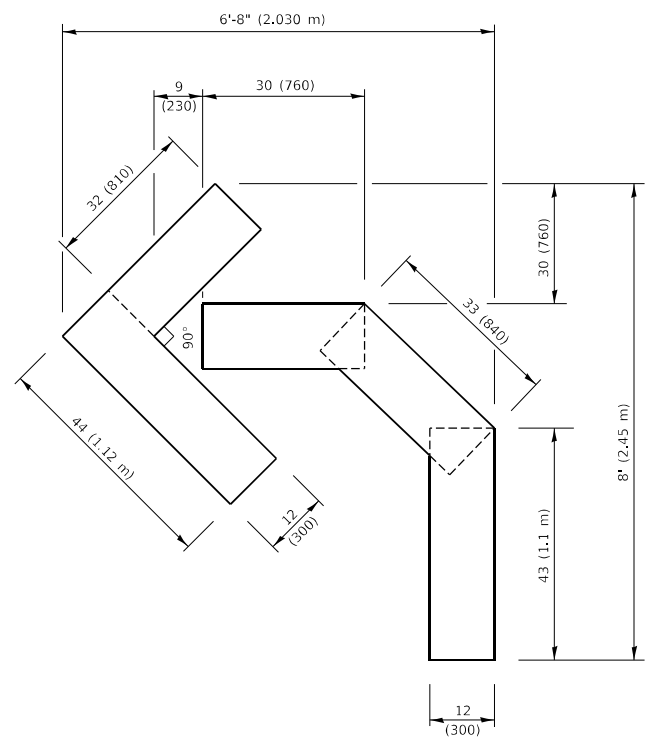
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

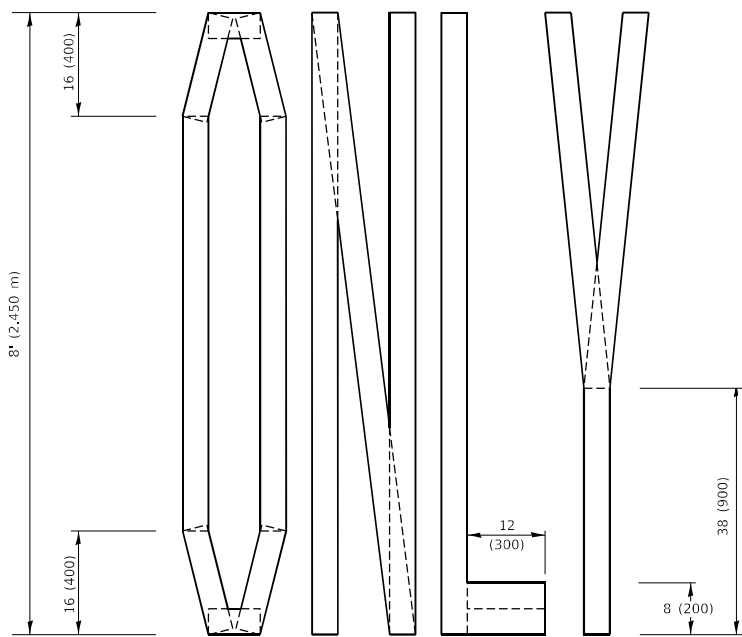
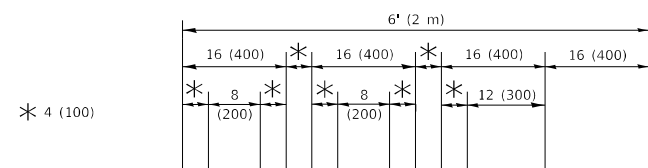
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				



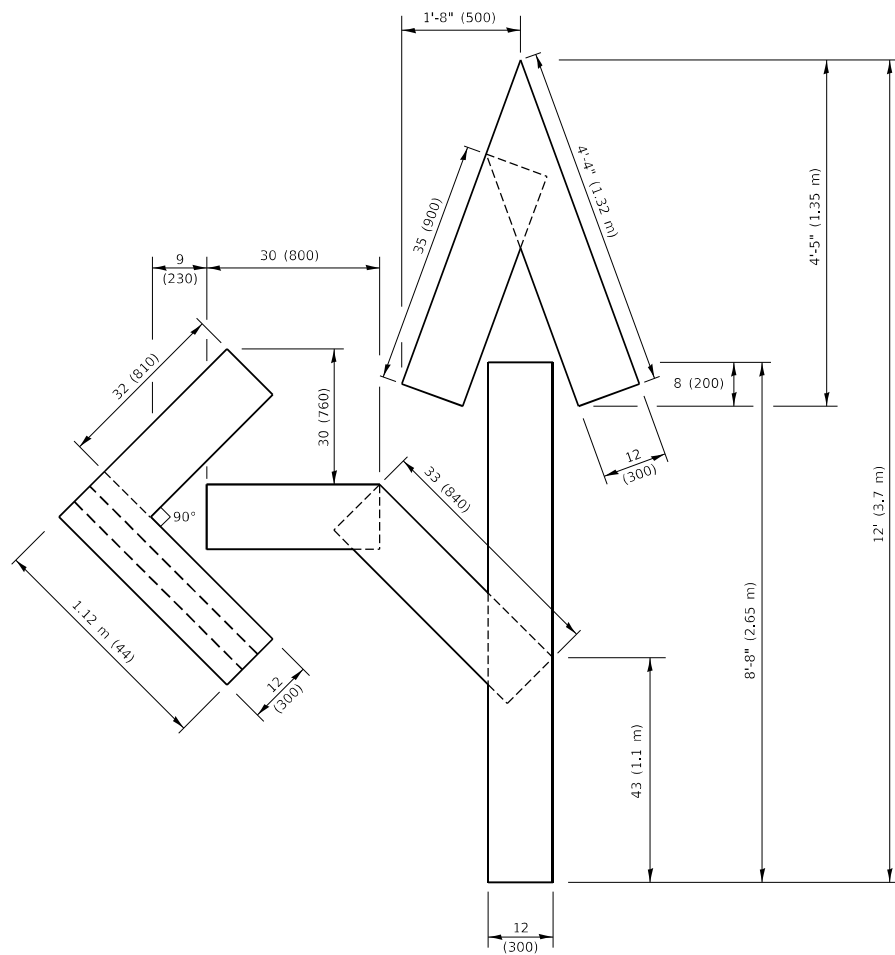
**QUANTITY**

4 (100) LINE = 45.5 ft. (13.9 m)  
15.2 sq. ft. (1.41 sq. m)



**QUANTITY**

4 (100) LINE = 64.1 ft. (19.5 m)  
21.4 sq. ft. (1.99 sq. m)

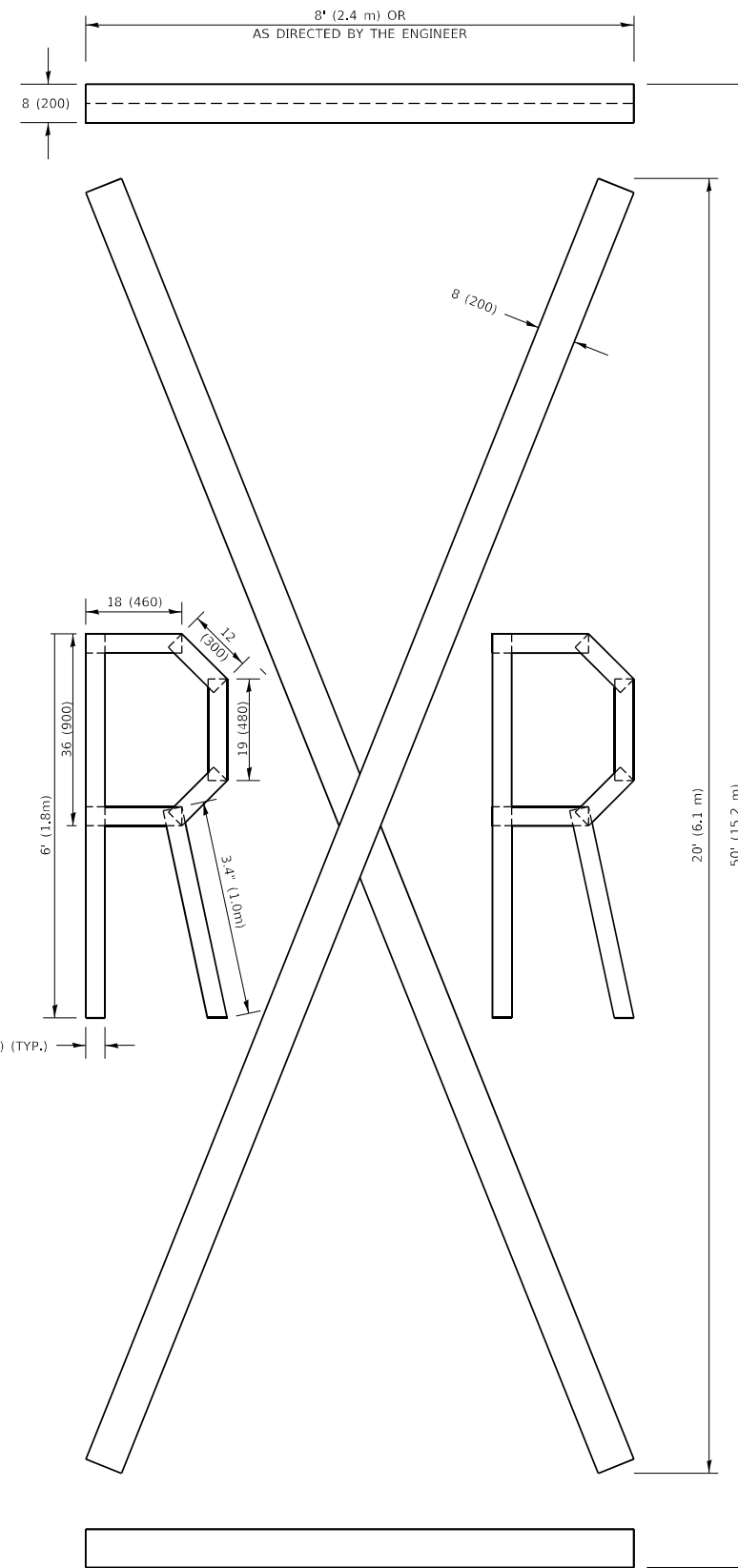


**QUANTITY**

4 (100) LINE = 82.5 ft. (25.1 m)  
27.5 sq. ft. (2.53 sq. m)

**NOTE:**

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



**QUANTITY**

4 (100) LINE = 225.9 ft. (68.9 m)  
75.3 sq. ft. (6.99 sq. m)

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

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PLOT DATE = 3/4/2019	CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	292
TC-16			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				

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 DATE: 3/4/2019

**ROUTE MARKERS**

FOR U.S. ROUTES  
M1-40-2424

FOR ILLINOIS ROUTES  
M1-50-05-14

R.R. UNMARKED ROUTES  
SPECIAL 24" x 18" VARIABLE  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND

**ARROWS SIGNS**

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-2-2115

M6-3-2115

**CARDINAL DIRECTION & DETOUR SIGNS**

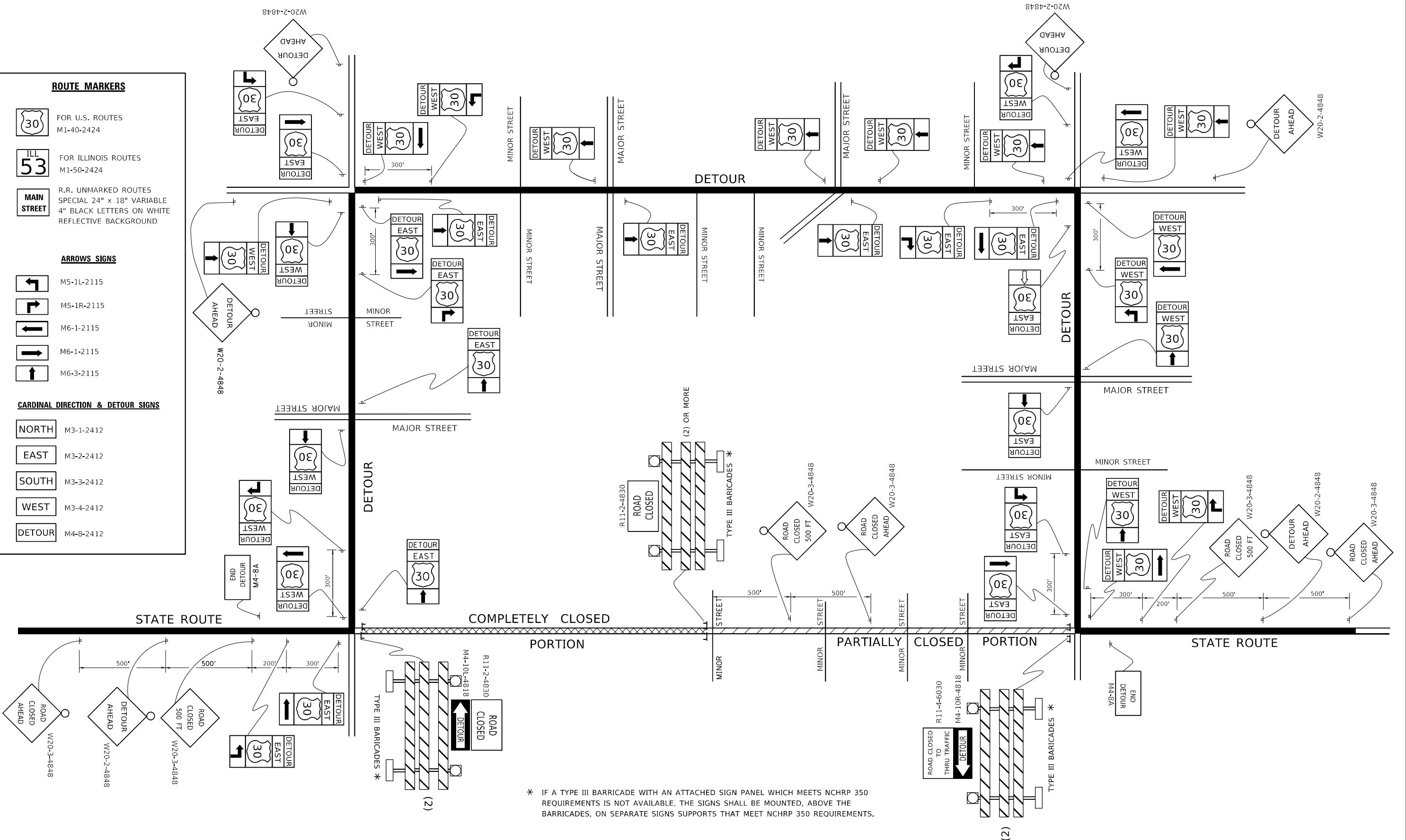
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



\* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

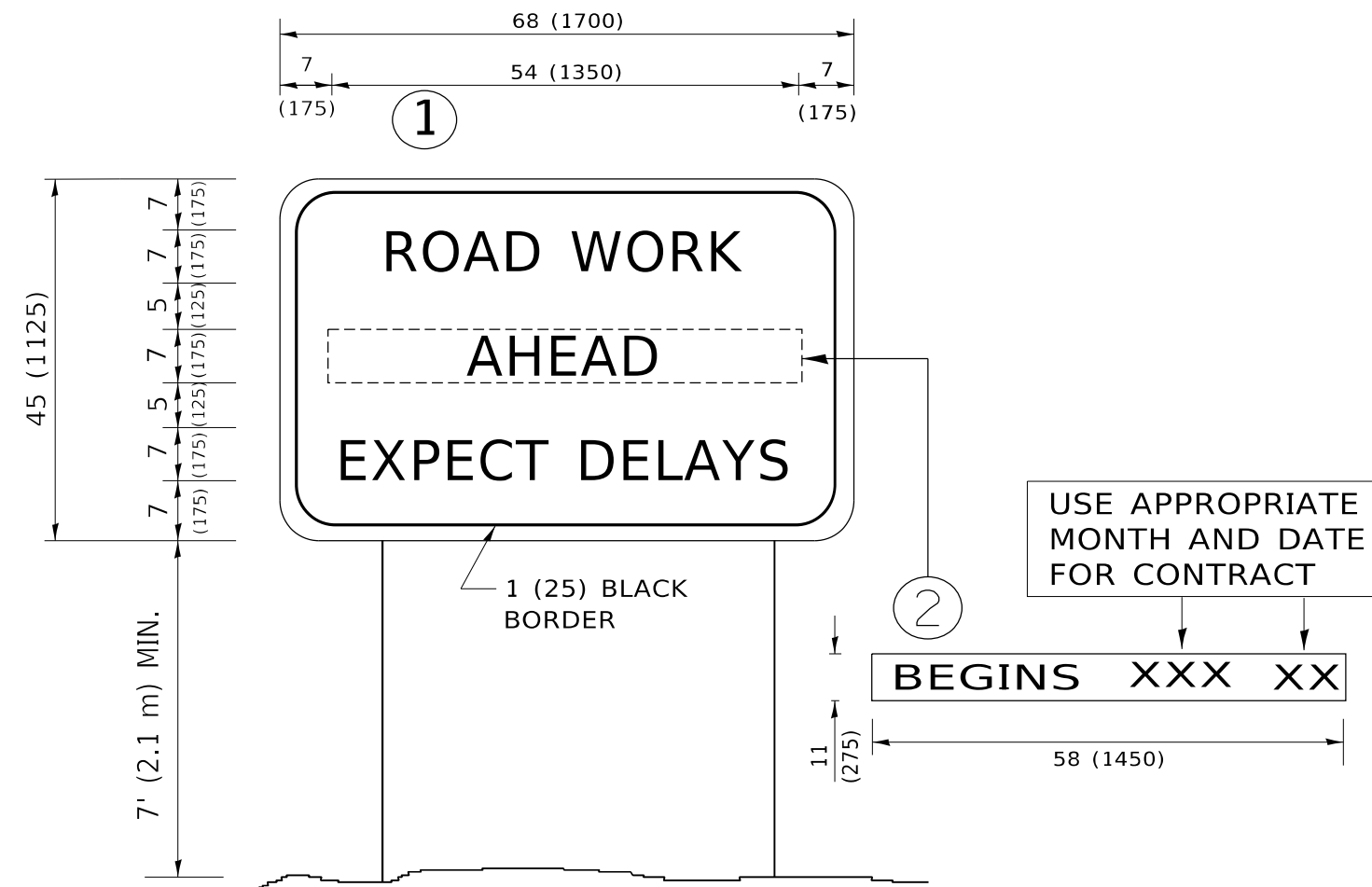
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING  
 FOR CLOSING STATE HIGHWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	293
<b>TC-21</b>		CONTRACT NO. 60N11		
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.

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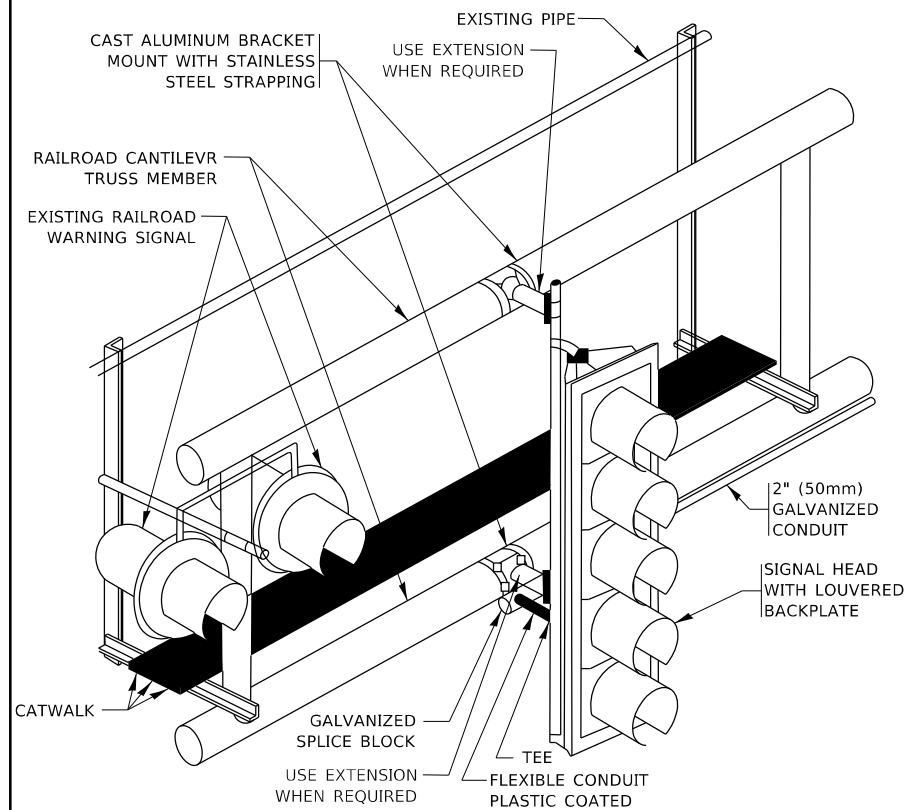
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

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			385	294
TC-22			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				

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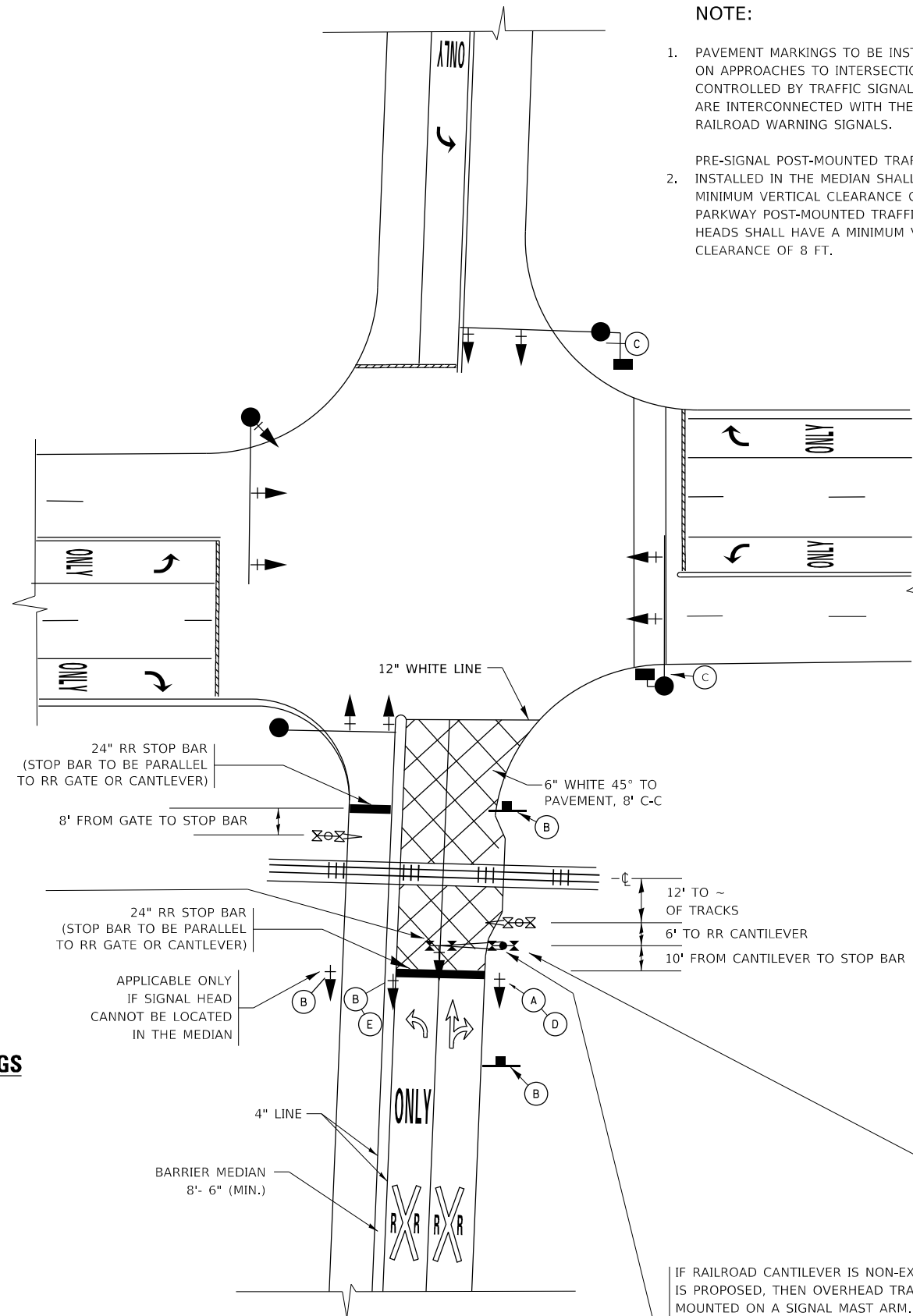
**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**  
 USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION  
 N.T.S.

**SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS**

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

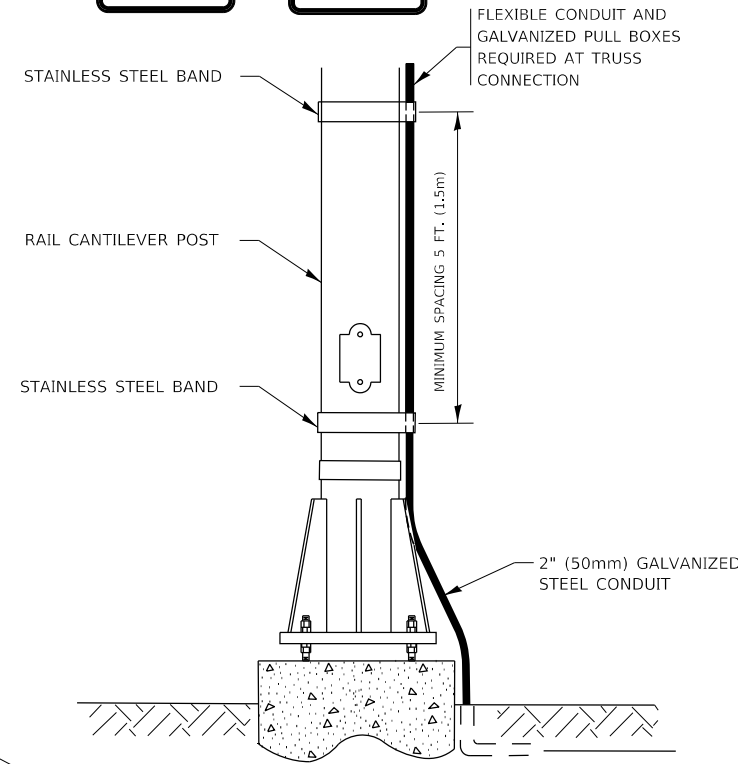
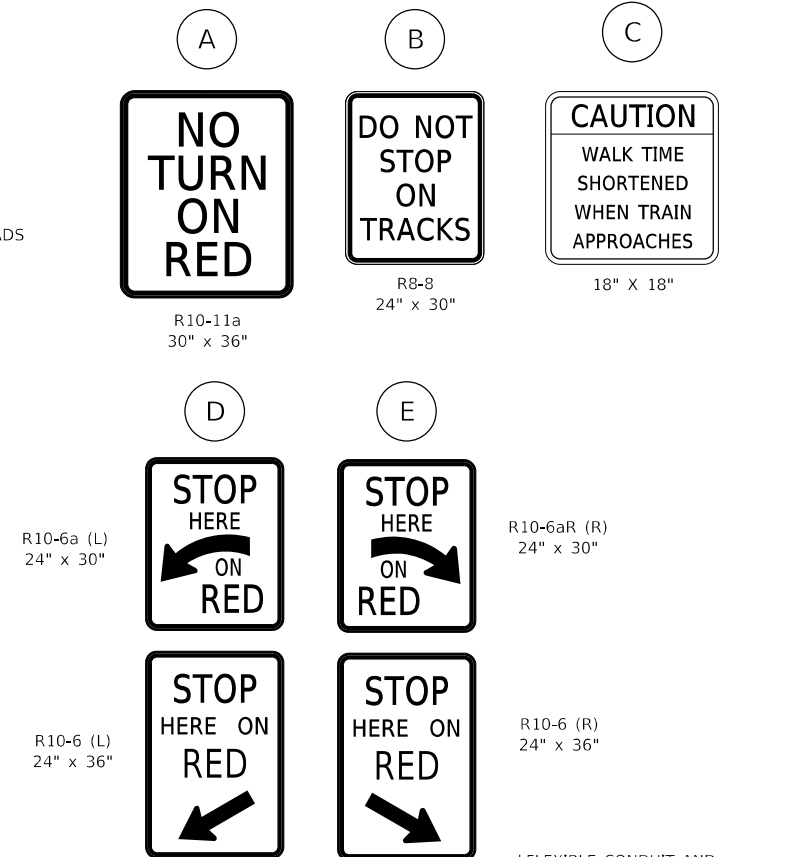
THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



**SIGNALIZED INTERSECTION WITH NEAR-SIDE TRAFFIC SIGNAL**

**NOTE:**

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.



**SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL**

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

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

IF RAILROAD CANTILEVER IS NON-EXISTANT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

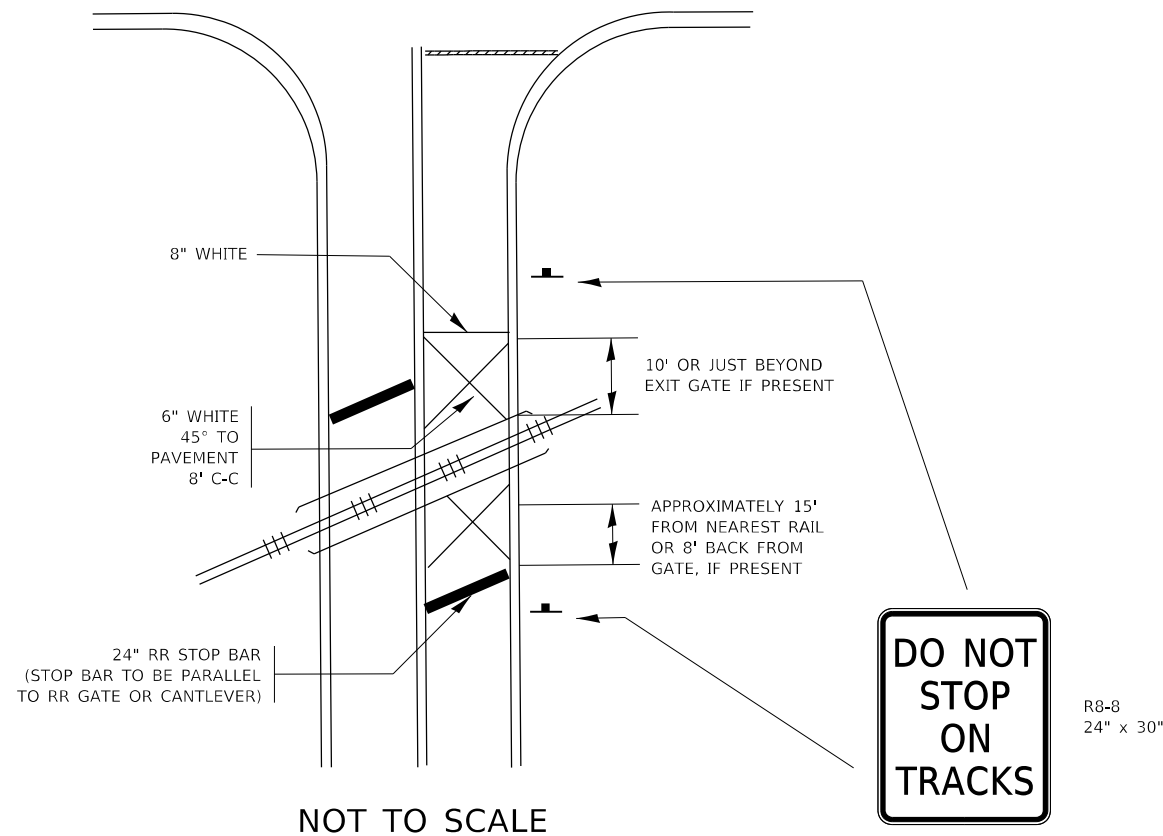
**TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING  
 TREATMENT FOR RAILROAD CROSSINGS**

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	295
TC-23			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				

# TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

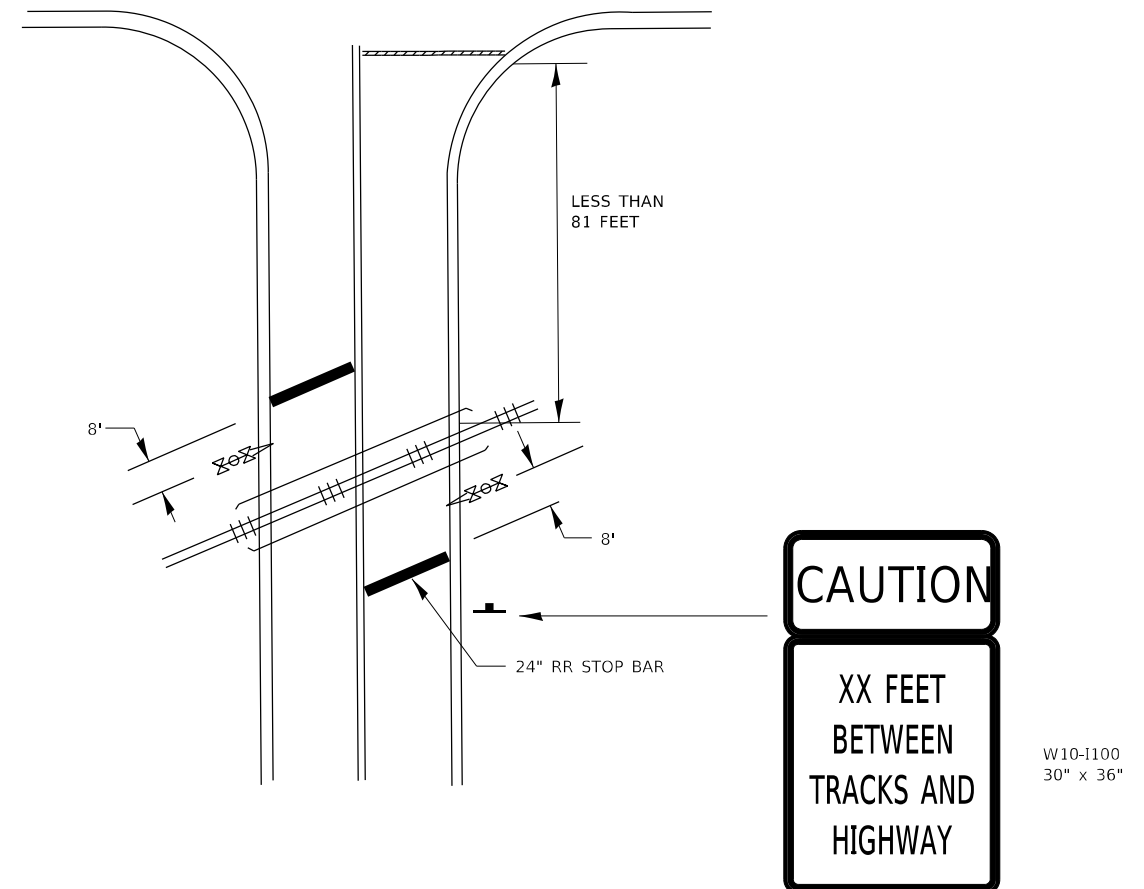
## WITH SIGNALIZED INTERSECTION



### NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

## WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL



### NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

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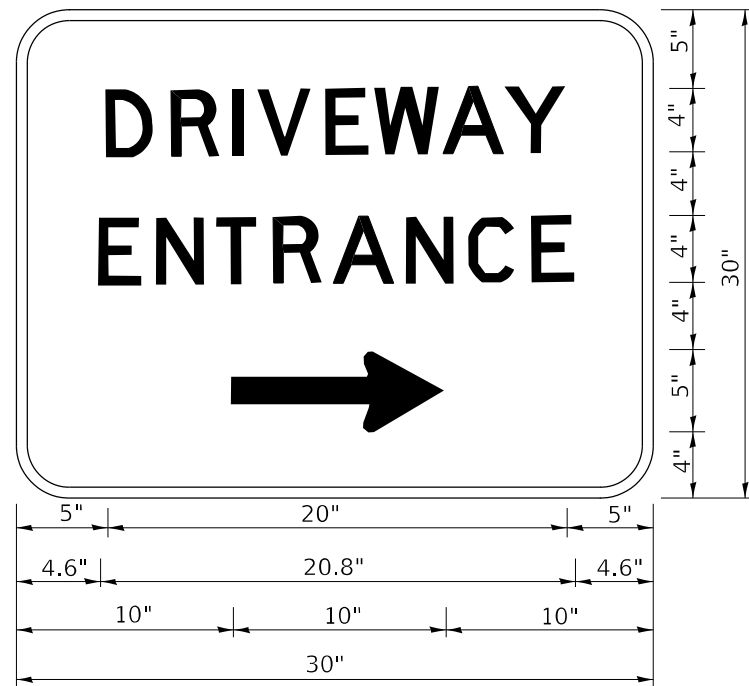
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING  
TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			385	296
TC-23			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				





3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

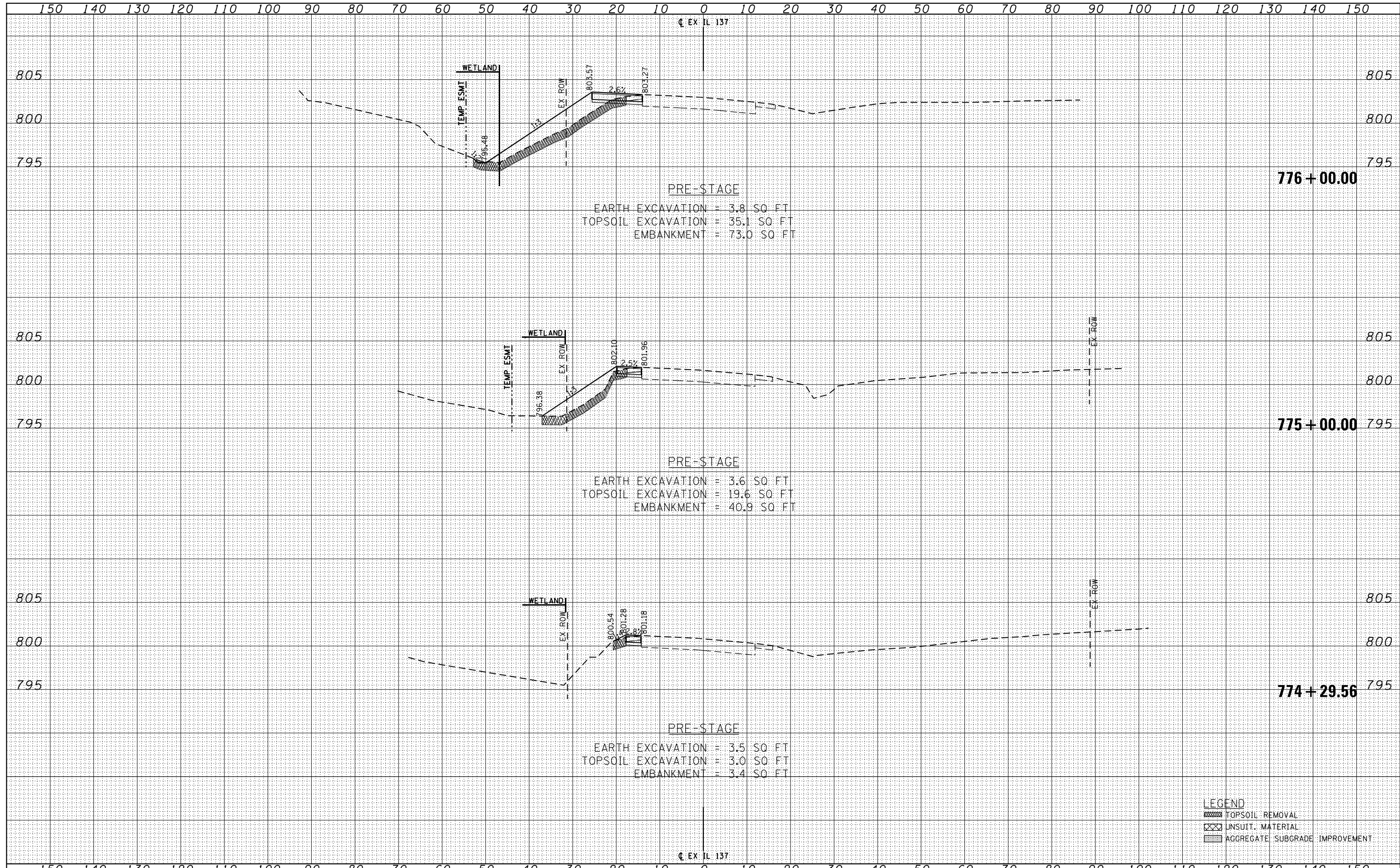
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

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TC-26			CONTRACT NO. 60N11	
ILLINOIS FED. AID PROJECT				

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BY	
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TEMPLATE	
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DATE	
BY	
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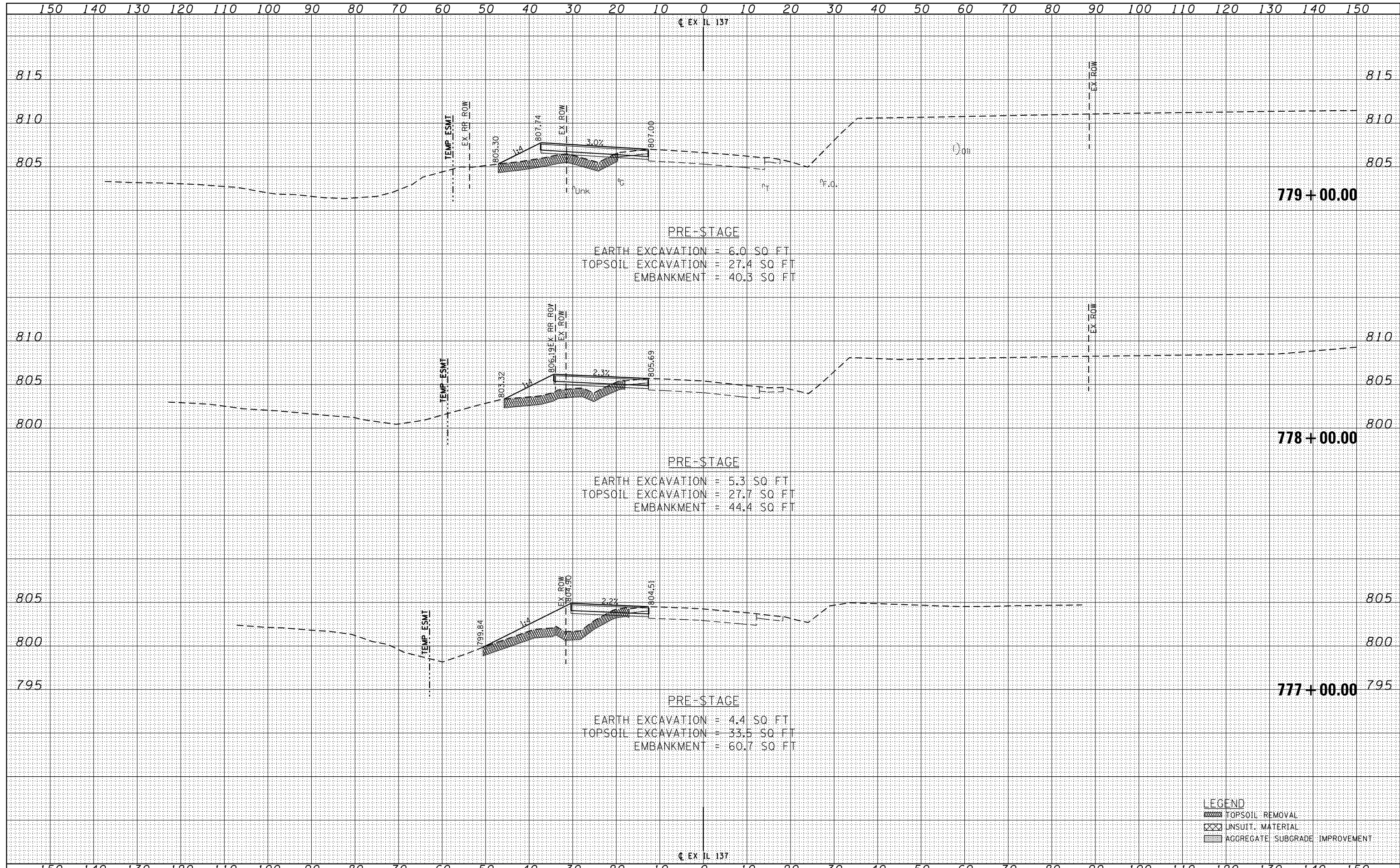
**LEGEND**

	TOPSOIL REMOVAL
	UNSUIT. MATERIAL
	AGGREGATE SUBGRADE IMPROVEMENT

FILE NAME =	USER NAME = *USER*	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING ILLINOIS ROUTE 137 CROSS SECTIONS</b> <b>PRE-STAGE</b>			F.A.P. RTE. 866	SECTION 3Y-R	COUNTY LAKE	TOTAL SHEETS 385	SHEET NO. 298
*FILEL*	PLOT SCALE = *SCALE*	DRAWN - AG	REVISED -					SCALE: 1"=10'	SHEET 1 OF 7 SHEETS	STA. 774+29.56 TO STA. 776+00.00	CONTRACT NO. 60N11	
*exp U.S. Services Inc. Chicago, IL	PLOT DATE = *DATE*	CHECKED - BRH	REVISED -		ILLINOIS FED. AID PROJECT							
BUSINESS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	DATE - 01/30/23	REVISIED -	REVISIED -									

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
AREAS CHECKED	

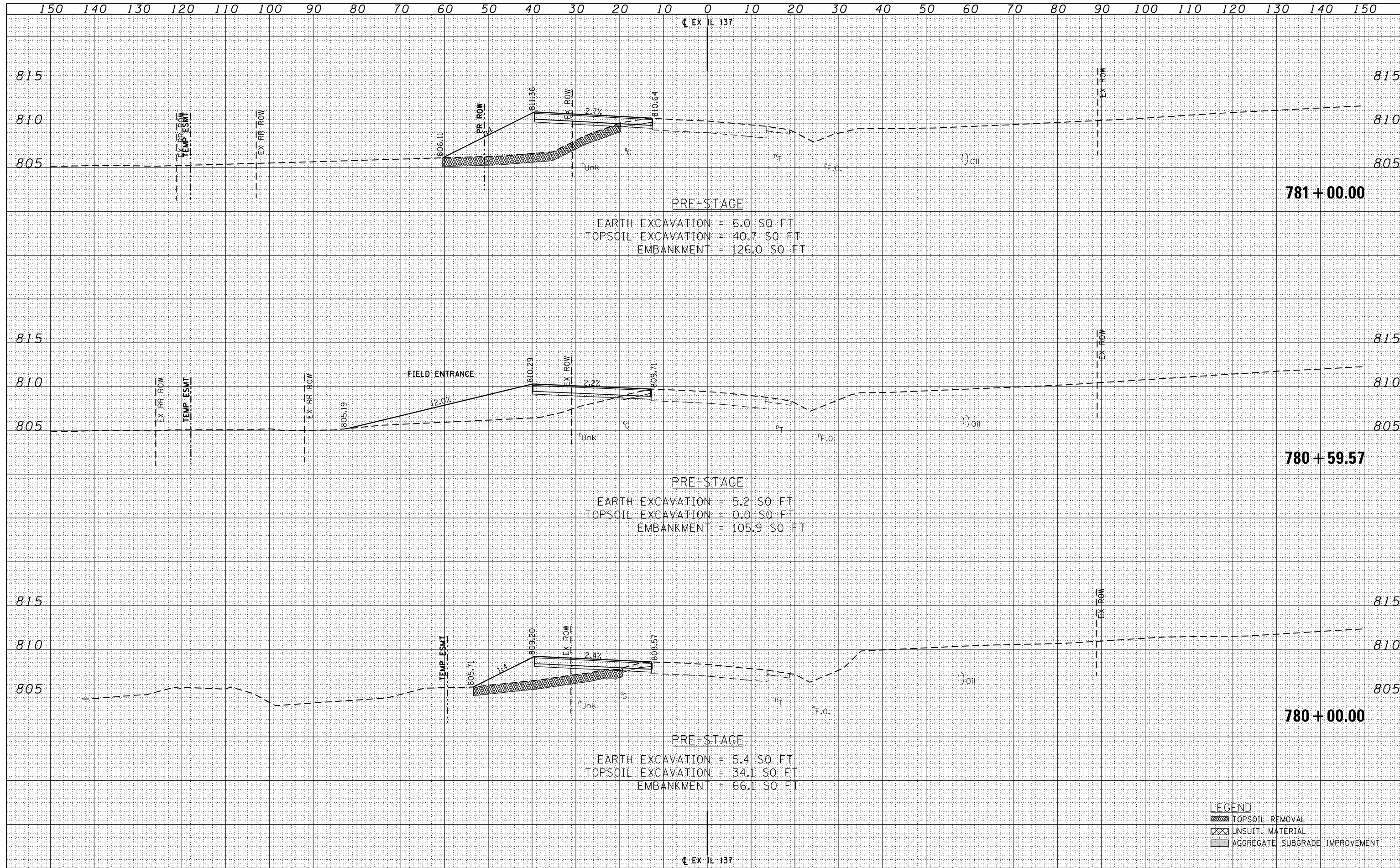


**LEGEND**

	TOPSOIL REMOVAL
	UNSUIT. MATERIAL
	AGGREGATE SUBGRADE IMPROVEMENT

DATE	
BY	
FINISHED SURVEY	
PLOTTED TEMPLATE	
NOTE BOOK AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED TEMPLATE	
NOTE BOOK AREAS CHECKED	
NO.	



**LEGEND**

- TOPSOIL REMOVAL
- UNSUIT. MATERIAL
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