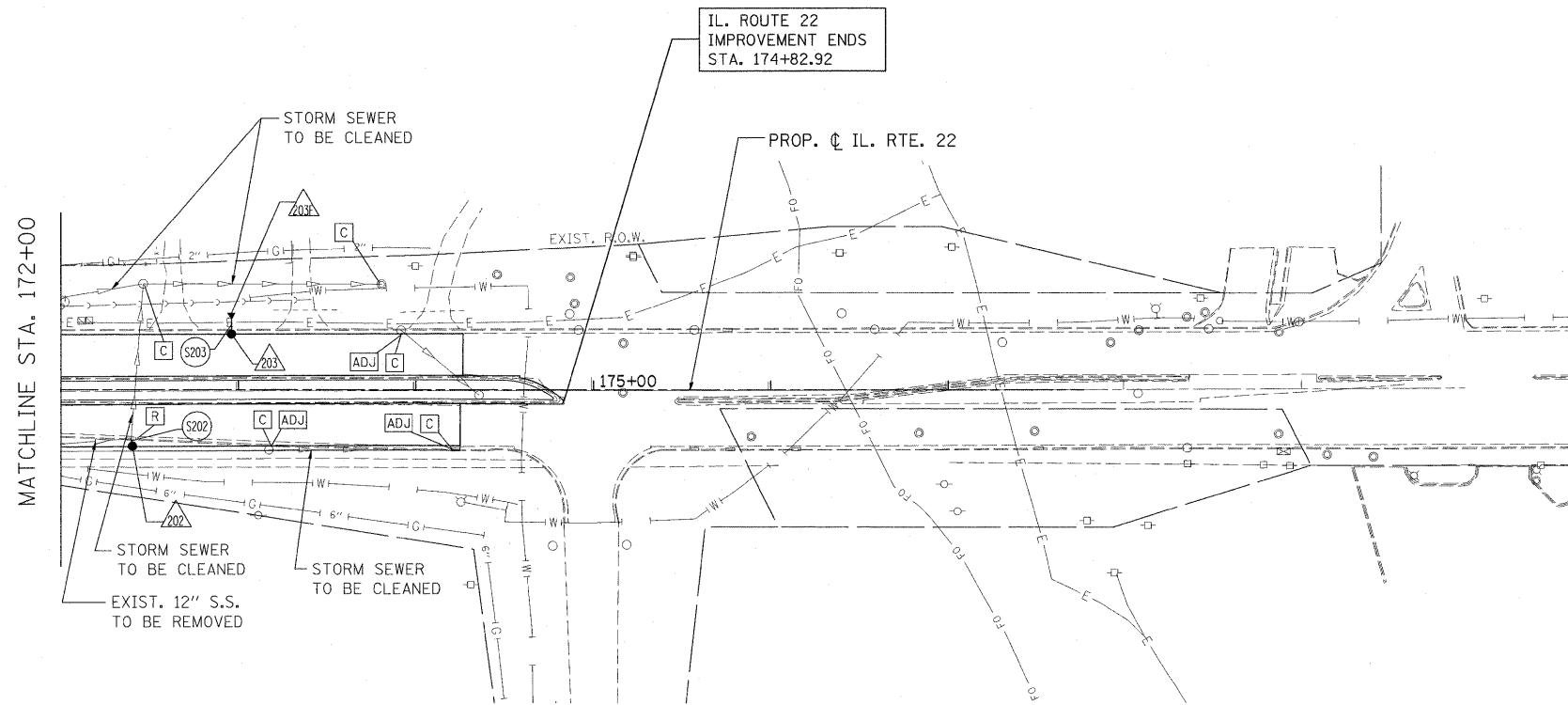


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	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

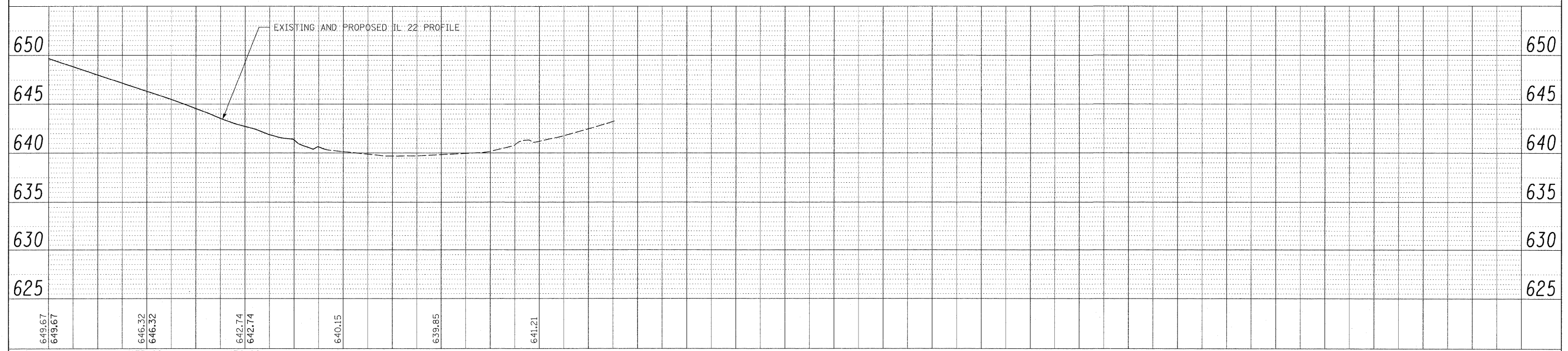
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	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	

- LEGEND:**
- PROPOSED MANHOLE
 - PROPOSED CATCH BASIN
 - PROPOSED STORM SEWER
 - ▶ PROPOSED FLARED END SECTION
 - EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - ▶ EXISTING FLARED END SECTION
 - EXISTING STORM SEWER
 - - - EXISTING PIPE CULVERT



- △ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- [R] EXISTING STRUCTURE TO BE REMOVED
- [AB] EXISTING STORM SEWER TO BE ABANDONED
- [ADJ] EXISTING STRUCTURE TO BE ADJUSTED
- [C] EXISTING STRUCTURE TO BE CLEANED

NOTE:
 STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE.

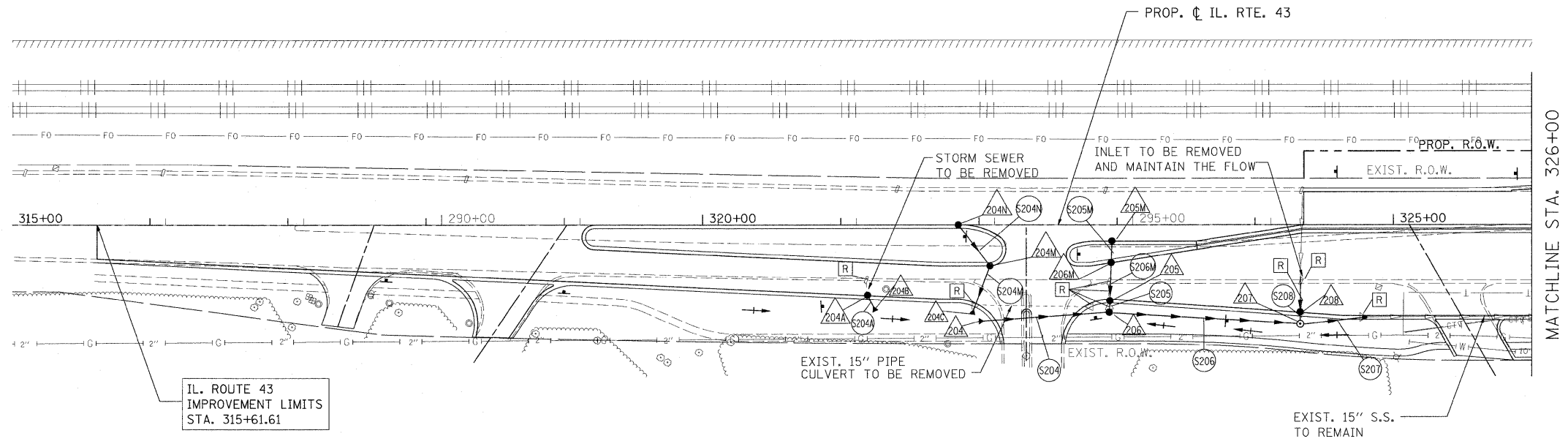


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PLOT DATE = 5/15/2010						CONTRACT NO. 60860					
						ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	NO. _____	
	BY _____	
	DATE _____	

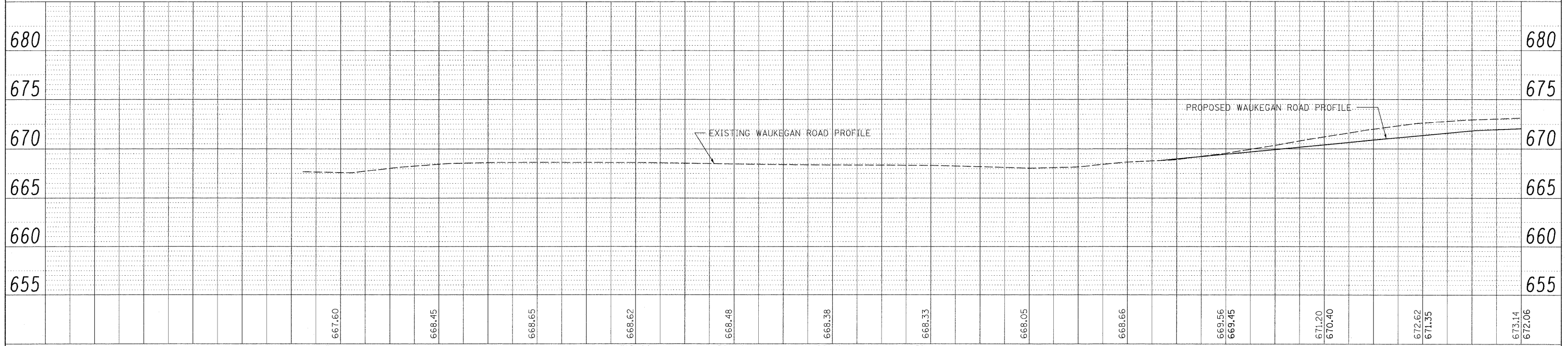
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	PLOTTED	
	NOTED	
	NO. _____	
	BY _____	
	DATE _____	

- LEGEND:**
- PROPOSED MANHOLE
 - PROPOSED CATCH BASIN
 - PROPOSED STORM SEWER
 - ▶ PROPOSED FLARED END SECTION
 - EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - ▶ EXISTING FLARED END SECTION
 - EXISTING STORM SEWER
 - - - EXISTING PIPE CULVERT



- ▲ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- [R] EXISTING STRUCTURE TO BE REMOVED
- [AB] EXISTING STORM SEWER TO BE ABANDONED
- [ADJ] EXISTING STRUCTURE TO BE ADJUSTED
- [C] EXISTING STRUCTURE TO BE CLEANED

NOTE:
STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE.

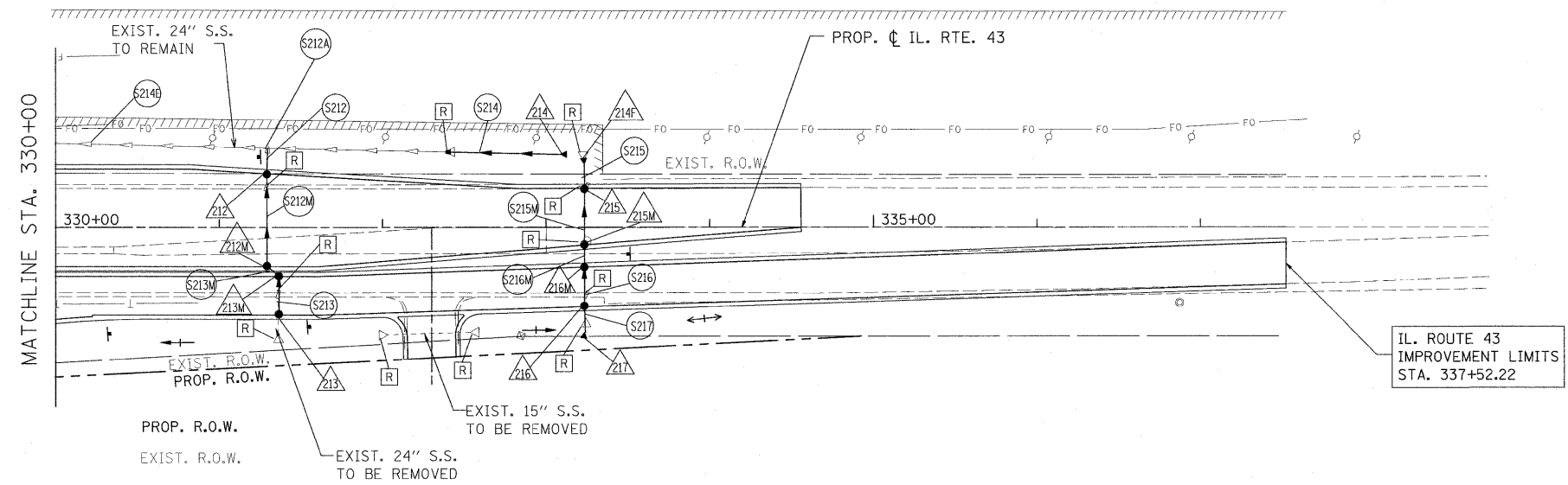


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PLOT DATE = 5/15/2010		DATE - 05/14/2010	REVISED -													ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	CADD FILE NAME	

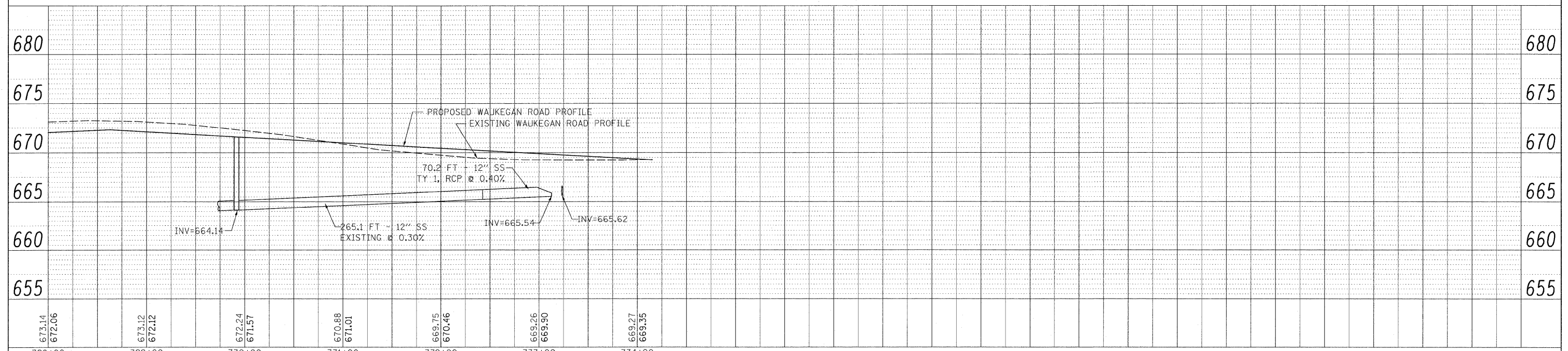
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	PLOTTED	
	NOTE BOOK	
	STRUCTURE NOTATIONS CHKD	

- LEGEND:**
- PROPOSED MANHOLE
 - PROPOSED CATCH BASIN
 - PROPOSED STORM SEWER
 - ▶ PROPOSED FLARED END SECTION
 - EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - ▭ EXISTING INLET
 - ▶ EXISTING FLARED END SECTION
 - EXISTING STORM SEWER
 - - - EXISTING PIPE CULVERT



- △ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- [R] EXISTING STRUCTURE TO BE REMOVED
- [AB] EXISTING STORM SEWER TO BE ABANDONED
- [ADJ] EXISTING STRUCTURE TO BE ADJUSTED
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NOTE:
STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE.



FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WAUKEGAN ROAD DRAINAGE PLAN AND PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLLOT DATE = 5/15/2010	CHECKED - JP	REVISED -			CONTRACT NO. 60680				
		DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT				

PIPE TABLE: STATION 45+50.89 TO STATION 52+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S1	1	2	SS TY 1 CL A	12	63.0	1.00	7.8
S1A	1A	2A	SS TY 1 CL A	12	63.0	1.00	7.8
S1B	1B	2B	SS TY 1 CL A	12	63.0	1.00	7.8
S2	2	3	SS (WATERMAIN REQUIREMENTS)	12	26.3	1.00	0.0
S2A	2A	3A	SS (WATERMAIN REQUIREMENTS)	12	26.3	1.00	0.0
S2B	2B	3B	SS (WATERMAIN REQUIREMENTS)	12	26.3	1.00	0.0
S4	4	5M	SS TY 1 CL A	12	27.2	1.00	3.9
S5	5	7	SS TY 1 CL A	12	72.7	1.00	10.2
S5D	5D	5	SS TY 1 CL A	12	14.0	0.60	0.0
S5M	5M	S5N	SS TY 1 CL A	12	41.3	0.50	8.0
S5N	S5M	S6	RCP TEE P12 R12				
S6	6	5	SS TY 2 CL A	12	60.6	1.00	3.0
S7	7	8	SS TY 1 CL A	36	52.27	0.27	68.5
S8	8	9	SS TY 2 CL A	30	21.91	0.27	68.1
S10	10	9	SS TY 2 CL A	27	77.6	1.00	96.5
S10A	10A	10	SS TY 1 CL A	27	20.0	1.55	0.0
S12	12	13	SS TY 2 CL A	12	9.7	1.00	2.4
S12A	12A	12M	SS TY 2 CL A	12	11.5	1.00	2.9
S12M	12M	16	SS TY 2 CL A	12	37.6	1.00	5.0
S13	13	12M	SS TY 2 CL A	12	19.7	1.00	2.7
S14	14	13	SS TY 2 CL A	12	10.2	1.00	137.6
S15	15	16	SS TY 2 CL A	12	9.1	1.00	3.3
S16	16	S16A	SS TY 2 CL A	12	4.8	1.00	1.8
S16A	S16	S20	RCP TEE P36 R12				

PIPE TABLE: STATION 52+00 TO STATION 67+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S17	17	17M	SS TY 2 CL A	12	13.1	1.00	4.6
S17A	S17M	S20	RCP TEE P24 R12				
S17M	17M	S20	SS TY 2 CL A	12	36.1	1.00	12.8
S18	18	17	SS TY 2 CL A	12	51.8	1.00	15.2
S18D	18D	18	SS TY 2 CL A	12	22.1	1.00	4.3
S19	19	20	SS TY 2 CL A	12	8.7	1.00	2.9
S20	20	7	SS TY 2 CL A	36	308.4	0.32	0.0
S21	21	S23	SS TY 2 CL A	12	6.9	1.00	4.6
S21A	S21	S23	RCP TEE P21 R12				
S21M	21M	21	SS TY 2 CL A	12	19.7	1.00	13.7
S22	22	22M	SS TY 2 CL A	12	19.7	1.00	7.5
S22D	22D	22	SS TY 2 CL A	12	47.6	1.00	9.9
S22M	22M	21M	SS TY 2 CL A	12	14.1	1.00	9.9
S23	23	20	SS (WATERMAIN REQUIREMENTS)	36	340.1	0.33	0.0
S24	24	23	SS TY 2 CL A	12	15.3	1.00	4.4
S24M	24M	24	SS TY 2 CL A	12	19.7	1.00	17.7
S25	25	25M	SS TY 2 CL A	12	20.7	1.00	17.3
S25M	25M	24M	SS TY 2 CL A	12	14.1	1.00	12.8
S26	26	26M	SS TY 1 CL A	12	20.7	1.00	1.3
S26M	26M	27M	SS TY 1 CL A	12	14.1	1.00	1.3
S27	27	28	SS (WATERMAIN REQUIREMENTS)	12	170.3	1.00	30.2
S27M	27M	27	SS TY 1 CL A	12	19.7	1.00	1.3
S28	28	32	SS (WATERMAIN REQUIREMENTS)	18	208.8	0.80	146.9
S28J	28J	S28	SS (WATERMAIN REQUIREMENTS)	12	17.2	1.00	5.5
S28K	S28J	S28	RCP TEE P18 R12				
S30	30	S28	SS TY 1 CL A	12	85.9	1.00	9.9
S30A	S30	S28	RCP TEE P18 R12				
S30J	30J	34	SS TY 2 CL A	12	84.0	1.00	25.6
S31	31	32	SS (WATERMAIN REQUIREMENTS)	12	8.7	1.00	6.0
S32	32	35A	SS (WATERMAIN REQUIREMENTS)	18	152.6	0.80	181.0
S33	33	S32	SS TY 2 CL A	12	7.5	1.00	7.2
S33A	33A	S35M	SS TY 2 CL A	12	6.9	1.00	6.8
S33B	S33	S32	RCP TEE P18 R12				
S34	34	S35	SS TY 2 CL A	12	39.1	1.00	33.2
S34A	S34	S35	RCP TEE P12 R12				
S35	35	35M	SS TY 2 CL A	12	50.4	1.00	39.2
S35A	35A	38	SS (WATERMAIN REQUIREMENTS)	18	248.2	0.80	345.8
S35M	35M	35A	SS TY 2 CL A	12	31.3	1.00	29.4
S36	36	36A	SS TY 2 CL A	12	28.5	1.00	30.6
S36A	36A	37	SS TY 2 CL A	12	32.2	1.00	36.4
S36M	36M	36A	SS TY 2 CL A	12	14.4	1.00	16.2
S37	37	S35A	SS TY 2 CL A	12	7.2	1.00	8.2
S37A	S37	S35A	RCP TEE P18 R12				

DRAINAGE STRUCTURE TABLE: STA. 45+50.89 TO STA. 52+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
1	46+00.00	33.00 LT		C			24		684.24			687.74
1A	47+00.00	33.00 LT		C			24		683.65			687.15
1B	48+00.00	33.00 LT		C			24		683.06			686.56
2	46+00.00	33.00 RT		A 4'			24	683.61	683.61			687.74
2A	47+00.00	33.00 RT		A 4'			24	683.02	683.02			687.15
2B	48+00.00	33.00 RT		A 4'			24	682.43	682.43			686.56
3	46+00.00	58.10 RT				PRC FES 12"			684.00			
3A	47+00.00	59.30 RT				PRC FES 12"			683.00			
3B	48+00.00	59.00 RT				PRC FES 12"			683.00			
4	48+15.85	3.31 LT		C			11 V			682.58		686.65
5	48+91.31	33.00 LT		A 4'			24	682.17	681.92	678.64		685.99
5D	48+83.96	47.93 LT		C			8		682.26			684.84
5M	48+45.37	9.03 LT		A 4'			11 V			682.30	682.30	686.73
6	48+84.73	33.00 RT		C			24	682.53				686.03
6E	49+68.60	57.19 LT				EX. INLET TO BE ADJ.				EXIST.		686.59
7	49+63.77	38.91 LT	A 5'				1 CL		677.91	677.91	677.91	685.61
8	49+64.13	18.36 RT	A 5'			17" RESTRICTOR	1 CL	677.77	677.77			686.11
9	49+65.65	44.38 RT	A 5'				1 CL	677.71	677.71	677.71	677.71	685.17
10	49+97.93	30.18 LT	A 5'				1 CL	682.42	682.42			685.36
10A	50+03.69	49.31 LT				PRC FES 27"			682.73			
12	51+01.65	33.00 RT		C			24			681.42		684.92
12A	51+01.65	3.11 RT		C			11 V			681.65		685.15
12M	51+14.77	9.00 RT		A 4'			11 V	680.94	680.94		681.54	685.38
13	51+14.77	33.00 RT		A 4'			24	681.14		681.14	681.27	684.91
14	51+26.96	39.90 RT		C			8				681.24	684.74
15	51+01.65	33.00 LT		C			24			681.42		684.92
16	51+14.77	33.00 LT		A 4'			24	680.56	680.56		681.33	684.91

DRAINAGE STRUCTURE TABLE: STA. 52+00 TO STA. 67+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
17	52+35.79	0.76 RT		A 4'			11 V			679.99	679.82	685.65
17M	52+19.39	3.85 LT		A 4'			11 V	679.69		679.69		685.66
18	52+81.73	33.00 RT		A 4'			24			680.67	680.51	685.61
18D	53+04.69	42.55 RT		C			8				680.89	684.82
19	53+01.41	33.00 LT		C			24	679.71				685.71
20	53+10.12	40.32 LT	A 5'				1 CL		679.62	679.13	679.13	685.09
21	55+17.95	33.00 LT		A 4'			24	680.43	680.43			686.84
21M	55+17.95	9.00 LT		A 4'			24	680.63	680.63			687.31
22	55+17.95	33.00 RT		A 4'			24	680.97			680.97	686.84
22D	54+68.73	44.17 RT		C			8			681.44		684.70
22M	55+17.95	9.00 RT		A 4'			24	680.77	680.77			687.28
23	56+35.00	41.86 LT	A 4'				1 CL				680.44	687.12
24	56+52.46	33.00 LT		A 4'			24	684.02	684.02			688.06
24M	56+52.46	9.00 LT		A 4'			24	684.21	684.21			688.54
25	56+52.46	33.00 RT		C			24	684.56				688.06
25M	56+52.46	9.00 RT		A 4'			24	684.35	684.35			688.54
26	59+01.80	33.00 LT		C			24			690.78		692.97
26M	59+01.80	9.00 LT		A 4'			24	690.43	690.43			693.45
27	59+01.80	33.00 RT		A 4'			24	690.09		690.09		692.97
27M	59+01.80	9.00 RT		A 4'			24	690.28	690.28			693.45
28	60+75.46	43.89 RT	A 4'				1 CL			688.38	688.38	694.83
28J	60+98.64	62.50 RT		C			24	688.62				694.27
30	61+24.90	43.47 LT		C			8			689.07		692.81
30J	63+14.82	47.41 LT		C			24			687.37		693.99
31	62+86.54	49.56 RT			A		8	688.54				692.04
32	62+88.94	38.67 RT	A 5'				1 CL		688.45	686.51	686.68	694.37
33	64+00.49	33.00 RT		C			24			685.95		693.97
33A	64+52.98	3.68 LT		C			11 V				685.88	694.07
34	64+00.49	33.00 LT		A 4'			24			686.53	686.53	693.97
35	64+40.77	52.25 LT		C			8			686.32		689.80
35A	64+42.59	41.06 RT	A 5'				1 CL	685.50		684.93	685.25	693.13
35M	64+43.14	2.93 RT		A 4'			11 V	685.82	685.82			694.11
36	66+49.83	35.06 LT		C			24			684.19		692.67
36A	66+49.83	3.61 LT		A 4'			11 V	683.91	683.91	683.91		692.94
36M	66+66.24	9.00 LT		C			24				684.05	694.19
37	66+49.83	33.00 RT		A 4'			24	683.59	683.59			692.72
38	66+99.05	41.07 RT	A 4'				1 CL			682.66	682.91	692.58

PIPE TABLE: STATION 67+00 TO STATION 82+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S38	38	41	SS (WATERMAIN REQUIREMENTS)	21	324.1	0.80	561.4
S39	39	39M	SS TY 2 CL A	12	20.7	1.00	25.8
S39M	39M	40M	SS TY 2 CL A	12	14.1	1.00	12.9
S40	40	S38	SS TY 2 CL A	12	7.2	1.00	5.1
S40A	S40	S38	RCP TEE P21 R12	-	-	-	-
S40M	40M	40	SS TY 2 CL A	12	19.7	1.00	25.6
S41	41	44	SS (WATERMAIN REQUIREMENTS)	21	224.1	0.80	572.6
S42	42	S41	SS TY 2 CL A	12	7.2	1.00	5.5
S42A	S42	S41	RCP TEE P21 R12	-	-	-	-
S42M	42M	42	SS TY 2 CL A	12	19.7	1.00	27.7
S43	43	43M	SS TY 2 CL A	12	19.7	1.00	26.6
S43D	43D	43	SS TY 2 CL A	12	14.6	1.00	12.7
S43M	43M	42M	SS TY 2 CL A	12	14.1	1.00	14.0
S44	44	50	SS (WATERMAIN REQUIREMENTS)	21	346.1	0.80	392.4
S45	45	S44	SS TY 2 CL A	12	7.2	1.00	4.8
S45A	S45	S44	RCP TEE P21 R12	-	-	-	-
S45M	45M	45	SS TY 2 CL A	12	27.9	1.00	34.5
S46	46	46M	SS TY 2 CL A	12	19.7	1.00	23.7
S46D	46D	46	SS TY 2 CL A	12	6.7	1.00	4.1
S46M	46M	45M	SS TY 2 CL A	12	5.9	1.00	7.3
S47	47	49M	SS TY 2 CL A	12	40.1	1.00	43.3
S48	48	49	SS TY 2 CL A	12	9.2	1.00	2.6
S49	49	51	SS TY 2 CL A	15	91.2	1.00	112.0
S49A	49A	52	SS TY 2 CL A	12	69.7	1.00	66.2
S49M	49M	S49	SS TY 2 CL A	12	37.4	1.00	40.7
S49N	S49M	S49	RCP TEE P15 R12	-	-	-	-
S50	50	52	SS (WATERMAIN REQUIREMENTS)	30	116.5	0.80	173.2
S50F	50E	51T	SS TY 1 CL A	12	39.5	1.00	0.0
S51	51	50	SS TY 2 CL A	15	4.8	1.00	5.4
S51A	51A	S50	SS (WATERMAIN REQUIREMENTS)	12	15.1	1.00	14.1
S51B	51B	52	SS (WATERMAIN REQUIREMENTS)	12	19.8	1.00	2.4
S51D	S51A	S50	RCP TEE P30 R12	-	-	-	-
S51T	51T	51B	SS TY 1 CL A	12	33.0	1.00	1.3
S52	52	56	SS TY 2 CL A	30	206.7	0.80	264.2
S53	53	55M	SS TY 2 CL A	12	38.7	1.00	34.8
S54	54	55M	SS TY 2 CL A	12	33.5	1.00	29.4
S55	55	S52	SS TY 2 CL A	12	3.3	1.00	3.0
S55A	S55	S52	RCP TEE P30 R12	-	-	-	-
S55M	55M	55	SS TY 2 CL A	12	19.7	1.00	0.0
S56	56	60	SS TY 2 CL A	36	323.2	0.70	412.5
S57	57	S56	SS TY 2 CL A	12	13.8	1.00	11.8
S57A	S57	S56	RCP TEE P36 R12	-	-	-	-
S58	58	S56	SS TY 2 CL A	12	3.0	1.00	2.4
S58A	S58	S56	RCP TEE P36 R12	-	-	-	-
S58M	58M	58	SS TY 2 CL A	12	19.7	1.00	16.5
S59	59	59M	SS TY 2 CL A	12	22.0	1.00	17.1
S59D	59D	59	SS TY 1 CL A	12	44.3	1.00	0.0
S59M	59M	58M	SS TY 2 CL A	12	11.8	1.00	6.9

DRAINAGE STRUCTURE TABLE: 67+00 TO STA. 82+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)	
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)		
39	68+99.18	33.00	LT		C		24		682.05			691.47	
39M	68+99.18	9.00	LT		A 4'		24	681.84	681.84			691.94	
40	68+99.18	33.00	RT		A 4'		24	681.50	681.50			691.47	
40M	68+99.18	9.00	RT		A 4'		24	681.70	681.70			691.94	
41	70+27.13	41.07	RT	A 4'			1	CL		680.03	680.03	690.97	
42	71+48.52	33.00	RT		A 4'		24	679.51	679.51			690.09	
42M	71+48.52	9.00	RT		A 4'		24	679.70	679.70			690.56	
43	71+48.52	33.00	LT		A 4'		24	680.04	680.04			690.09	
43D	71+48.52	50.20	LT		C		8		680.19			689.06	
43M	71+48.52	9.00	LT		A 4'		24	679.84	679.84			690.56	
44	72+55.21	41.07	RT		A 4'		8			677.96	678.21	687.67	
45	73+97.86	33.00	RT		A 4'		24	677.27	677.27			686.98	
45M	73+97.86	0.60	RT		A 4'		11	V	677.54	677.54		687.25	
46	73+97.86	33.00	LT		A 4'		24	677.80	677.80			686.98	
46D	73+97.86	42.32	LT		C		8		677.87			686.00	
46M	73+97.86	9.00	LT		A 4'		11	V	677.60	677.60		687.45	
47	75+19.25	3.00	LT		C		11	V			676.89	685.64	
48	76+13.11	63.45	LT		C		24				679.24	683.14	
49	76+01.28	62.34	LT		A 4'		8		676.53	679.15		682.81	
49A	77+22.67	33.00	LT		C		24		675.17			683.35	
49M	75+61.91	9.00	LT		A 4'		11	V	676.49		676.49	685.32	
50	76+01.28	41.07	RT		A 5'		8	675.57		674.21	675.20	684.47	
50E	76+87.52	95.21	RT			EXIST. MANHOLE				679.69		682.30	
51	76+01.28	33.00	RT		A 4'		24	675.62	675.62			684.33	
51A	76+74.40	57.80	RT			A	24	679.48				682.48	
51B	77+45.00	55.00	RT		A 4'		24	678.96	678.96			682.18	
51T	77+31.29	99.12	RT		A 5'		8	679.29	EXIST.		679.29	684.12	
52	77+22.49	39.92	RT	A 5'			1	CL	674.47	678.76	673.24	673.24	682.92
53	78+96.55	33.00	LT		C		24			673.20		680.49	
54	79+32.64	3.00	RT		C		11	V			673.28	680.22	
55	78+96.55	33.00	RT		A 4'		24	672.62	672.62			680.49	
55M	78+96.55	9.00	RT		A 4'		11	V	672.81	672.81		680.96	
56	79+29.36	36.87	RT	A 5'			1	CL			671.09	671.59	680.34
57	80+11.38	52.33	RT		C		8	671.64				677.98	
58	80+99.96	33.00	RT		A 4'		24	670.91	670.91			678.15	
58M	80+99.96	9.00	RT		A 4'		24	671.11	671.11			678.62	
59	80+99.96	33.00	LT		A 4'		24		671.45		674.73	678.15	
59D	80+54.03	43.96	LT			A	8			675.17		676.76	
59M	80+99.96	6.67	LT		A 4'		11	V	671.23	671.23		678.57	

PIPE TABLE: STATION 82+00 TO STATION 97+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S60	60	66	SS TY 2 CL A	36	323.2	0.60	384.8
S61	61	S60	SS TY 2 CL A	12	3.0	1.00	2.5
S61A	S61	S60	RCP TEE P36 R12	-	-	-	-
S61M	61M	61	SS TY 2 CL A	12	19.7	1.00	16.9
S62	62	62M	SS TY 2 CL A	12	20.7	1.00	16.5
S62M	62M	61M	SS TY 2 CL A	12	14.1	1.00	8.5
S63	63	S64	SS TY 2 CL A	12	28.2	1.00	19.0
S63A	S63	S64	RCP TEE P12 R12	-	-	-	-
S64	64	64M	SS TY 2 CL A	12	30.2	1.00	16.7
S64M	64M	66M	SS TY 2 CL A	12	14.1	1.00	8.0
S65	65	S60	SS TY 2 CL A	12	3.9	1.00	3.3
S65A	S65	S60	RCP TEE P36 R12	-	-	-	-
S66	66	68	SS TY 2 CL A	42	201.8	0.60	227.6
S66M	66M	66	SS TY 2 CL A	12	24.1	1.00	20.0
S67	67	67A	SS TY 1 CL A	12	15.0	1.00	0.0
S67A	67A	68	SS TY 1 CL A	12	18.3	1.00	3.0
S68	68	71	SS TY 2 CL A	42	116.5	0.60	150.0
S69	69	68	SS TY 1 CL A	12	6.1	1.00	1.3
S69M	69M	69	SS TY 1 CL A	12	19.7	1.00	2.6
S70	70	70M	SS TY 1 CL A	12	20.7	1.00	2.0
S70D	70D	71	SS TY 2 CL A	12	86.0	1.00	24.5
S70M	70M	69M	SS TY 1 CL A	12	18.4	1.00	1.3
S71	71	79	SS TY 2 CL A	42	323.2	0.50	549.7
S72	72	72M	SS TY 2 CL A	12	20.7	1.00	14.1
S72M	72M	73	SS TY 2 CL A	12	50.9	1.00	32.3
S73	73	S71	SS TY 2 CL A	12	3.0	1.00	2.2
S73A	S73	S71	RCP TEE P42 R12	-	-	-	-
S74	74	S72M	SS TY 2 CL A	12	31.8	1.00	11.5
S74A	74A	S76	SS TY 2 CL A	12	19.0	1.00	12.9
S74B	S74	S72M	RCP TEE P12 R12	-	-	-	-
S74C	S74A	S76	RCP TEE P12 R12	-	-	-	-
S75	75	S76	SS TY 2 CL A	12	16.1	1.00	5.2
S75A	S75	S76	RCP TEE P12 R12	-	-	-	-
S75M	75M	74A	SS TY 2 CL A	12	16.4	1.00	6.8
S76	76	79	SS TY 2 CL A	12	99.9	1.00	85.5
S77	77	S71	SS TY 2 CL A	12	3.9	1.00	2.7
S77A	S77	S71	RCP TEE P42 R12	-	-	-	-
S78	78	79	SS TY 2 CL A	12	18.9	1.00	19.0
S79	79	84A	SS (WATERMAIN REQUIREMENTS)	48	208.3	0.50	350.8
S80	80	84	SS TY 2 CL A	12	6.4	1.00	4.4
S81	81	82	SS TY 2 CL A	12	6.9	1.00	2.2
S82	82	84	SS TY 2 CL A	12	82.5	1.00	28.8
S83	83	S82	SS TY 2 CL A	12	20.0	1.00	13.2
S83A	S83	S82	RCP TEE P12 R12	-	-	-	-
S84	84	S79	SS TY 2 CL A	12	4.8	1.00	3.4
S84A	84A	85	SS TY 2 CL A	48	109.9	0.50	160.0
S84B	S84	S79	RCP TEE P48 R12	-	-	-	-
S85	85	89	SS TY 2 CL A	48	159.1	0.50	322.7
S85A	85A	S84A	SS TY 2 CL A	12	15.1	1.00	2.7
S85B	S85A	S84A	RCP TEE P48 R12	-	-	-	-
S86	86	83	SS TY 2 CL A	12	47.2	1.00	17.7
S87	87	87M	SS TY 2 CL A	12	26.9	1.00	28.4
S87A	S87M	S85	RCP TEE P48 R12	-	-	-	-
S87M	87M	S85	SS TY 2 CL A	12	65.0	1.00	61.7
S88	88	S85	SS TY 2 CL A	12	4.6	1.00	5.6
S88A	S88	S85	RCP TEE P48 R12	-	-	-	-
S89	89	95	SS TY 2 CL A	48	213.87	0.54	554.0
S90	90	89	SS TY 3 CL A	12	19.5	1.00	25.2
S91	91	89	SS TY 2 CL A	24	126.5	0.50	196.6
S91A	91A	91	SS TY 1 CL A	24	30.0	0.50	-
S92	92	S87M	SS TY 2 CL A	12	41.7	1.00	45.8
S92A	S92	S87M	RCP TEE P12 R12	-	-	-	-

DRAINAGE STRUCTURE TABLE: STA. 82+00 TO STA. 97+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
60	82+57.44	37.03 RT	A 5'			1 CL			668.80	668.80	677.63	
61	83+06.65	33.00 RT		A 4'		24	669.52	669.52			676.86	
61M	83+06.65	9.00 RT		A 4'		24	669.71	669.71			677.33	
62	83+06.65	33.00 RT		C		24		670.06			676.86	
62M	83+06.65	9.00 LT		A 4'		24	669.85	669.85			677.33	
63	85+56.00	33.00 LT		C		24			668.92		675.32	
64	85+84.57	43.53 LT		C		8		668.75			673.63	
64M	85+84.57	9.00 LT		A 4'		24	668.44	668.44			675.61	
65	85+56.00	33.00 RT		C		24		668.03			675.32	
66	85+86.56	36.91 RT	A 5'			1 CL	668.06		666.83	666.83	675.40	
66M	85+84.57	9.00 RT		A 4'		24	668.30	668.30			675.61	
67	87+55.00	55.00 RT							672.02		674.50	
67A	87+70.00	55.00 RT	A 4'			1 CL	671.24	671.24		671.87	674.50	
68	87+88.05	39.56 RT	A 5'			1 CL	670.18	670.54	665.58	665.58	674.11	
69	87+79.09	35.27 RT		A 4'		24	670.24		670.24		673.94	
69M	87+79.09	11.26 RT		A 4'		24	670.44	670.44			674.41	
70	87+79.09	35.27 LT		C		24		670.83			673.94	
70D	89+13.61	46.75 LT		C		8		667.44			671.74	
70M	87+79.09	11.15 LT		A 4'		24	670.62	670.62			674.41	
71	89+13.61	41.95 RT	A 5'			1 CL	666.58		664.86	664.86	674.59	
72	90+28.44	40.00 LT		C		24		666.26			672.40	
72M	90+28.44	16.00 LT		A 4'		24	666.06	666.06			672.87	
73	90+28.44	40.00 RT		A 4'		24	665.55	665.55			672.40	
74	90+61.25	4.19 RT		C		11 V				666.18	672.20	
74A	92+25.29	4.00 RT		A 4'		11 V	664.98		664.98		671.42	
75	92+35.13	40.00 LT		C		24			665.39		671.12	
75M	92+25.29	16.00 LT		C		24		665.15			671.66	
76	92+54.82	58.07 LT		C		8		665.45			669.50	
77	92+35.13	40.00 RT		C		24		664.52			671.12	
78	92+41.69	65.61 RT					667.73				674.73	
79	92+41.34	43.53 RT	A 6'			1 CL	664.45	667.54	662.73	663.22	674.73	
80	94+03.60	47.90 RT		C		24			663.62		670.12	
81	94+03.60	40.00 LT		C		24			664.61		670.28	
82	94+13.44	40.00 LT		A 4'		24		664.38		664.38	670.28	
83	94+35.26	4.00 LT		A 4'		11 V			664.39	664.22	670.56	
84	94+13.44	49.15 RT		A 5'		24	663.56	663.39		663.56	670.10	
84A	94+54.95	56.72 RT	A 6'			1 CL			661.66	661.66	670.78	
85	95+69.78	56.72 RT	A 6'			1 CL			661.09	661.09	671.56	
85A	94+87.75	73.41 RT		C		8	663.13				668.32	
86	94+81.19	16.43 RT		C		24				664.86	671.02	
87	95+96.02	40.00 LT		C		24		663.34			671.67	
87M	95+96.02	8.89 LT		A 4'		11 V	663.07	663.07			672.02	
88	96+48.52	53.00 RT		C		24		662.22			671.91	
89	97+40.38	56.72 RT	A 6'			1 CL	661.74	661.91	660.27	660.27	673.22	
90	97+33.82	79.56 RT		C		8	662.10				667.35	
91	97+33.82	72.18 LT		A 5'		8		662.37	662.37		666.18	
91A	97+63.82	72.18 LT		C		8				662.52	666.33	
92	96+38.67	2.60 RT		C		24				663.36	672.26	

PIPE TABLE: STATION 97+00 TO STATION 112+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S95	95	96	SS TY 2 CL A	60x38	153.59	0.50	424.8
S96	96	101	SS (WATERMAIN REQUIREMENTS)	48	374.85	0.49	595.4
S96A	96A	S96	SS TY 2 CL A	12	10.8	1.00	12.4
S96B	S96A	S96	RCP TEE P48 R12	-	-	-	-
S97	97	S96	SS TY 2 CL A	12	8.5	1.00	8.0
S97A	S97	S96	RCP TEE P48 R12	-	-	-	-
S98	98	S105	SS TY 2 CL A	12	5.2	1.00	3.8
S98A	S98	S105	RCP TEE P12 R12	-	-	-	-
S99	99	S100	SS TY 2 CL A	12	38.4	1.00	29.4
S99A	99A	100	SS TY 2 CL A	12	115.6	1.00	132.4
S99B	S99	S100	RCP TEE P12 R12	-	-	-	-
S100	100	97	SS TY 2 CL A	12	89.2	1.00	77.3
S101	101	106A	EXIST. S.S 54"	54	154.5	0.34	-
S102	102	101	SS TY 1 CL A	12	6.9	1.00	1.3
S103	103	101	SS TY 2 CL A	12	18.0	1.00	13.1
S104	104	S105	SS TY 2 CL A	12	20.7	1.00	7.3
S104A	S104	S105	RCP TEE P12 R12	-	-	-	-
S105	105	101	EXIST. S.S 12"	12	89.9	1.00	-
S105A	105A	105B	SS TY 1 CL A	24	230	0.17	5.4
S105B	105B	105C	SS (WATERMAIN REQUIREMENTS)	24	50	0.17	7.4
S105C	105C	105D	SS (WATERMAIN REQUIREMENTS)	24	50	0.20	0.0
S105D	105D	105E	SS TY 1 CL A	24	200	0.20	11.2
S106	106	S106A	SS TY 2 CL A	12	13.1	1.00	16.6
S106A	106A	108	EXIST. S.S 54"	54	177.2	0.03	-
S106B	106B	106A	SS TY 1 CL A	12	60.0	0.5	-
S107	107	S105A	SS TY 2 CL A	12	19	1.00	0.0
S107A	S107	S105A	RCP TEE P24 R12	-	-	-	-
S108	108	114	EXIST. S.S 76"x48"	76x48	296.47	0.52	-
S109	109	105C	SS TY 2 CL A	12	47	1.00	8.6
S110	110	105D	SS TY 1 CL A	12	9	1.00	0.0
S111	111	S108	SS TY 2 CL A	12	8.9	1.00	6.9
S111M	111M	111	SS TY 2 CL A	12	19.7	1.00	16.0
S112	112	113	EXIST. S.S 60"x38"	60x38	89.2	0.50	-
S115	115	S114	EXIST. S.S 12"	12	20.0	1.00	12.9
S116	116	S116A	SS TY 2 CL A	12	12	1.00	0.0
S116A	116	S105E	RCP TEE P24 R12	-	-	-	-

PIPE TABLE: STATION 112+00 TO STATION 127+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S114	114	114A	EXIST. S.S 83"x53"	82x52	402.2	0.14	-
S114A	114A	124	EXIST. S.S 83"x53"	82x52	174.2	0.14	-
S117	117	118	EXIST. S.S 12"	12	9.2	1.00	-
S118	118	S116	EXIST. S.S 12"	12	63.6	1.00	-
S118A	S118	S116	EXIST. TEE P12 R12	-	-	-	-
S119	119	122	EXIST. S.S 12"	12	6.4	1.00	-
S119A	119A	S121	EXIST. S.S 12"	12	69.6	1.00	-
S119B	S119A	S121	EXIST. TEE P12 R12	-	-	-	-
S119M	119M	119A	EXIST. S.S 12"	12	10.2	1.00	-
S120	120	121	SS TY 2 CL A	12	6.9	1.00	1.4
S121	121	122	EXIST. S.S 12"	12	60.9	1.00	-
S122	122	122A	EXIST. S.S 12"	12	11.5	1.00	-
S122A	S122	S114A	EXIST. TEE P14 R12	-	-	-	-
S123	123	124	EXIST. S.S 12"	12	7.2	1.00	-
S124	124	130	EXIST. S.S 90"x58"	90x58	239.5	0.10	-
S125	125	124	EXIST. S.S 24"	24	90.1	1.00	-
S126	126	126M	EXIST. S.S 12"	12	20.7	1.00	-
S126M	126M	127M	EXIST. S.S 12"	12	14.1	1.00	-
S127	127	127A	EXIST. S.S 12"	12	11.4	1.00	-
S127A	S127	S124	EXIST. TEE P58 R12	-	-	-	-
S127M	127M	127	EXIST. S.S 12"	12	19.7	1.00	-
S105E	105E	105F	SS TY 1 CL A	24	319	0.20	16.2
S105F	105F	125	SS TY 1 CL A	24	33	0.20	9.2

PIPE TABLE: STATION 127+00 TO STATION 142+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S167	167	S170E	SS TY 2 CL A	12	4.1	1.00	5.1
S167A	S167	S170E	RCP TEE P18 R12	-	-	-	-
S167D	167D	S170E	SS TY 2 CL A	12	3.3	1.00	0.0
S167T	S167D	S170E	RCP TEE P18 R12	-	-	-	-
S167M	167M	167	SS TY 2 CL A	12	20.0	1.00	25.6
S168	168	167M	SS TY 2 CL A	12	37.6	1.00	46.3
S168A	168A	167M	SS TY 2 CL A	12	34.8	1.00	42.4
S169	169	S171	SS TY 2 CL A	12	8.5	1.00	9.4
S169A	S169	S171	RCP TEE P12 R12	-	-	-	-
S170	170	S172E	SS TY 2 CL A	12	3.6	1.00	4.1

PIPE TABLE: STATION 127+00 TO STATION 142+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S170A	S170	S172E	RCP TEE P18 R12	-	-	-	-
S170E	170E	166	EXIST. S.S. 18"	18	118.6	2.77	-
S171	171	170	SS TY 2 CL A	12	61.5	1.00	65.5

DRAINAGE STRUCTURE TABLE: STA. 97+00 TO STA. 112+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT					RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(NW)	(E)	(W)	
95	99+60.14	53.69 RT	A 6'				1 CL	EXIST.			659.12	659.12	672.53
96	101+19.64	58.68 RT	A 6'				1 CL				658.35	658.35	670.21
96A	102+29.22	43.79 RT	A 4'				24	664.80	659.32				668.49
97	103+30.93	42.00 RT	A 4'				24	662.51	658.85				666.75
98	104+88.41	4.00 RT	C				11 V				658.65		665.33
99	103+60.46	3.21 LT	C				24					662.99	666.49
99A	101+57.04	52.00 LT		A			24				665.96		669.46
100	103+07.96	50.06 LT		A			24		663.40				666.90
101	105+00.30	46.80 RT					1 CL	658.22	658.22	662.58	656.03	656.53	665.36
102	104+78.57	42.00 RT	C				24					662.65	665.18
103	104+88.41	66.74 RT						658.40					
104	104+78.57	40.00 LT	C				24				659.21		665.18
105	105+00.28	46.92 LT					8		659.12				663.19
105A	105+70.43	61.64 LT	A 5'				8	EXIST.			658.39		661.85
105B	108+00.00	59.00 LT	A 5'				8				658.00	658.00	661.75
105C	108+50.00	44.00 LT	A 5'				1 CL		660.35		657.61	657.90	663.85
105D	109+00.00	44.50 LT	A 5'				8		660.03		657.51	657.51	661.50
105E	111+00.00	45.35 LT	A 5'				8				657.11	657.11	661.89
106	106+49.17	40.00 RT	A 4'				24		655.49				664.34
106A	106+60.78	45.38 RT					1 CL		660.70		655.51	655.51	663.99
106B	106+00.00	65.00 RT	C				8				661.00		664.00
107	106+49.17	40.00 LT		A			24	658.95					664.34
108	108+45.56	42.51 RT					1 CL				655.46	655.46	663.68
109	108+19.77	7.24 LT	C				11 V	660.82					663.82
110	108+98.51	37.25 LT		A			24	660.12					663.12
111	108+98.51	36.42 RT	A 4'				24	656.06	656.06				663.12
111M	108+98.51	12.42 RT	A 4'				24		656.26				663.59
112	109+24.76	59.71 RT	A 4'										660.74
113	110+13.34	65.61 RT										659.94	
115	111+47.86	33.00 RT					24	655.94	655.94				661.89
116	111+47.86	33.00 LT		A			24	657.63					661.89

DRAINAGE STRUCTURE TABLE: STA. 112+00 TO STA. 127+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT					RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)		
105F	114+19.60	48.50 LT	A 5'				8	EXIST.		656.47	656.47	660.90	
114	112+26.60	37.25 RT					1 CL			653.93	653.93	662.27	
114A	112+75.81	49.86 RT					1 CL			653.86	653.86	661.74	
117	112+23.32	4.45 LT					11 V		656.94				661.90
118	112+13.47	2.17 RT					11 V			656.85	656.85	661.91	
119	113+96.66	33.00 RT											660.78
119A	113+34.86	3.00 LT					11 V			656.59	656.59	661.18	
119M	113+21.74	9.00 LT					11 V			656.69			661.51
120	113+96.66	33.00 LT					24			656.26			660.78
121	114+06.50	33.00 LT	A 4'				24			656.19		656.19	660.78
122	114+06.50	33.00 RT											660.78
123	114+56.25	63.65 RT											
124	114+56.25	49.87 RT					11 V	655.51	655.51	653.62	653.62	660.99	
125	114+52.76	46.47 LT						EXIST.	656.40(E)		656.40		661.00
126	114+89.06	33.00 LT								656.13			661.03
126M	114+89.06	33.00 LT								655.92	655.92		661.50
127	114+89.06	9.00 LT						655.59	655.59				661.03
127M	114+89.06	9.00 RT						655.78	655.78				661.50
130	117+02.32	49.78 RT								653.38	653.38		662.03

DRAINAGE STRUCTURE TABLE: STA. 127+00 TO STA. 142+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT					RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)		
163	136+38.01	45.28 LT								655.02	655.02	660.98	
166	139+80.85	37.62 LT								658.33	658.33	665.71	
167	140+18.59	32.05 LT											

PIPE TABLE: STATION 142+00 TO STATION 157+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S171D	171D	172E	SS TY 2 CL A	12	17.1	1.00	15.7
S171J	171J	174	SS TY 2 CL A	12	97.1	1.00	30.8
S172	172	172E	SS TY 2 CL A	12	2.6	1.00	2.9
S172E	172E	170E	EXIST. S.S. 18"	18	256.2	1.52	0.0
S173	173	174	SS (WATERMAIN REQUIREMENTS)	12	32.7	1.00	38.6
S173J	173J	S172E	SS TY 2 CL A	12	55.9	1.00	64.6
S173K	S173J	S172E	RCP TEE P18 R12	-	-	-	-
S174	174	S172	SS TY 2 CL A	12	39.0	1.00	23.3
S174M	174M	174	SS TY 2 CL A	12	13.8	1.00	15.4
S175	175	S177E	SS TY 1 CL A	12	3.9	1.00	1.3
S175A	175A	S176	SS TY 1 CL A	12	17.7	1.00	1.8
S175B	S175	S177E	RCP TEE P12 R12	-	-	-	-
S175C	S175A	S176	RCP TEE P12 R12	-	-	-	-
S175M	175M	175A	SS TY 1 CL A	12	4.9	1.00	1.3
S176	176	175	SS TY 1 CL A	12	61.2	1.00	3.0
S176E	176E	172E	EXIST. S.S. 12"	12	301.8	2.27	0.0
S177	177	177E	SS TY 1 CL A	12	24.0	1.00	2.9
S177E	177E	176E	EXIST. S.S. 12"	12	135.2	3.43	0.0
S178	178	177	SS TY 1 CL A	12	60.4	1.00	2.7
S179	179	180E	SS TY 2 CL A	12	39.0	1.00	16.3
S180	180	180E	SS TY 2 CL A	12	29.9	1.00	30.2
S180E	180E	182E	EXIST. S.S. 12"	12	78.1	1.30	0.0
S181	181	S180E	SS TY 2 CL A	12	68.2	1.00	64.1
S181A	S181	S180E	RCP TEE P12 R12	-	-	-	-
S182	182	182E	SS TY 2 CL A	12	3.0	1.00	2.5
S182E	182E	184E	EXIST. S.S. 12"	12	301.2	1.56	0.0
S183	183	S182E	SS TY 2 CL A	12	4.3	1.00	4.1
S183A	S183	S182E	RCP TEE P12 R12	-	-	-	-
S183M	183M	183	SS TY 2 CL A	12	19.7	1.00	18.8
S184	184	184M	SS TY 2 CL A	12	20.7	1.00	18.6
S184E	184E	188E	EXIST. S.S. 15"	15	330.7	1.72	0.0
S184M	184M	183M	SS TY 2 CL A	12	12.1	1.00	11.6
S185	185	S184E	SS TY 2 CL A	12	3.6	1.00	2.7
S185A	S185	S184E	RCP TEE P15 R12	-	-	-	-
S186	186	185	SS (WATERMAIN REQUIREMENTS)	12	70.9	1.00	51.3

PIPE TABLE: STATION 157+00 TO STATION 172+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S187	187	S189	SS TY 2 CL A	12	29.5	1.00	26.0
S187A	S187	S189	RCP TEE P12 R12	-	-	-	-
S188	188	188E	SS TY 2 CL A	12	1.6	1.00	1.3
S188E	188E	190E	EXIST. S.S. 18"	18	235.6	1.96	0.0
S189	189	189M	SS TY 2 CL A	12	20.7	1.00	17.0
S189M	189M	188	SS TY 2 CL A	12	36.1	1.00	31.4
S190	190	S188E	SS TY 2 CL A	12	5.2	1.00	4.4
S190A	S190	S188E	RCP TEE P18 R12	-	-	-	-
S190E	190E	193E	EXIST. S.S. 24"	24	297.9	1.96	0.0
S190M	190M	190	SS TY 2 CL A	12	20.0	1.00	18.0
S191	191	191M	SS TY 2 CL A	12	20.7	1.00	17.5
S191M	191M	190M	SS TY 2 CL A	12	12.5	1.00	11.8
S192	192	S190E	SS TY 2 CL A	12	5.9	1.00	5.4
S192A	S192	S190E	RCP TEE P24 R12	-	-	-	-
S192M	192M	192	SS TY 2 CL A	12	20.0	1.00	19.8
S193	193	193M	SS TY 2 CL A	12	28.9	1.00	27.1
S193E	193E	196E	EXIST. S.S. 27"	27	304.5	1.07	0.0
S193M	193M	192M	SS TY 2 CL A	12	4.3	1.00	4.6
S194	194	S193E	SS TY 2 CL A	12	5.9	1.00	5.5
S194A	S194	S193E	RCP TEE P27 R12	-	-	-	-
S194D	194D	193E	SS TY 2 CL A	12	11.8	1.00	6.3
S194M	194M	193E	SS TY 2 CL A	12	27.9	1.00	25.8
S195	195	195M	SS TY 2 CL A	12	32.5	1.00	29.6
S195M	195M	194M	SS TY 2 CL A	12	0.7	1.00	1.3
S196	196	S193E	SS TY 2 CL A	12	4.6	1.00	3.8
S196A	S196	S193E	RCP TEE P27 R12	-	-	-	-
S196E	196E	200E	EXIST. S.S. 36"	36	357.0	0.39	0.0
S196I	196I	196E	SS TY 2 CL A	12	1.6	1.00	1.4
S196M	196M	196	SS TY 2 CL A	12	20.0	1.00	16.6
S197	197	197M	SS TY 2 CL A	12	20.7	1.00	16.1
S197I	197I	196I	SS TY 2 CL A	12	60.7	1.00	54.0
S197M	197M	196M	SS TY 2 CL A	12	12.1	1.00	9.9
S198	198	S196E	SS TY 2 CL A	12	3.6	1.00	2.7
S198A	S198	S196E	RCP TEE P36 R12	-	-	-	-
S198M	198M	198	SS TY 2 CL A	12	20.3	1.00	19.0
S199	199	199M	SS TY 2 CL A	12	19.4	1.00	13.7
S199M	199M	198M	SS TY 2 CL A	12	12.1	1.00	9.3

DRAINAGE STRUCTURE TABLE: STA. 142+00 TO STA. 157+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE			F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN		OTHER	(N)	(S)	(E)	
171D	143+58.20	55.48 LT		C		8		667.82			673.60
171J	143+04.31	70.45 RT		C		24			669.09		672.59
172	143+69.63	33.15 LT	A 4'			24	665.84	667.73			674.62
172E	143+63.53	35.94 LT			EXIST. MANHOLE	24	667.65	665.81	EXIST.	EXIST.	674.80
173	143+80.00	45.25 RT			A	24	671.34				674.34
173J	143+08.52	93.08 LT		C		24		665.62			674.84
174	143+85.00	7.92 RT	A 4'			11 V	668.12	671.01	672.03	668.12	675.37
174M	144+09.00	10.94 RT		C		11 V				672.17	675.67
175	145+86.17	28.37 LT	A 4'			24	674.40	674.40			677.73
175A	146+05.85	3.61 RT	A 4'			11 V		674.87		674.87	678.43
175M	146+05.85	11.71 RT		C		24	674.92				678.47
176	145+86.17	35.63 RT		C		24	675.01				677.73
176E	146+70.09	33.80 LT			EXIST. MANHOLE	24			672.48	672.48	681.05
177	148+35.51	27.59 LT	A 4'			24		677.63		677.63	681.02
177E	148+08.92	34.95 LT			EXIST. MANHOLE	24		677.40		677.23	681.42
178	148+35.51	36.42 RT		C		24	678.24				681.02
179	151+47.19	49.87 LT		C		8			672.34		676.90
180	151+53.75	27.90 LT		C		24			672.25		680.83
180E	151+86.01	33.76 LT			EXIST. MANHOLE	24		671.95	671.62	671.95	680.12
181	152+12.81	36.12 RT		C		24	671.95				679.92
182	152+68.58	27.91 LT		C		24	670.80				678.97
182E	152+67.24	33.67 LT			EXIST. MANHOLE	24		670.77	670.50	670.50	677.61
183	154+62.99	28.35 LT	A 4'			24	667.50	667.50			675.49
183M	154+62.99	4.35 LT	A 4'			24	667.69	667.69			675.82
184	154+62.99	35.65 RT		C		24	668.02				675.49
184E	155+74.32	34.41 LT			EXIST. MANHOLE	24			665.70	665.70	672.34
184M	154+62.99	11.65 RT	A 4'			24	667.81	667.81			675.82
185	156+92.65	29.06 LT	A 4'			24	663.82	667.21			670.81
186	156+92.65	44.57 RT			A	24	667.92				670.92

DRAINAGE STRUCTURE TABLE: STA. 157+00 TO STA. 172+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE			F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN		OTHER	(N)	(S)	(E)	
187	158+75.54	4.52 RT		A 4'		24			660.68		668.19
188	159+08.35	28.99 LT		A 4'		24	660.02	660.02			667.40
188E	159+12.15	32.97 LT			EXIST. MANHOLE	24		660.01	660.00	660.00	666.60
189	159+08.35	35.01 RT		C		24	660.59				667.40
189M	159+08.35	11.12 RT		A 4'		24	660.38	660.38		660.38	668.13
190	161+05.20	29.31 LT		A 4'		24	656.51	656.51			663.96
190E	161+53.96	37.43 LT			EXIST. MANHOLE	24			655.38	655.38	661.48
190M	161+05.20	5.40 LT		A 4'		24	656.71	656.71			664.73
191	161+05.20	34.60 RT		C		24	657.04				663.97
191M	161+05.20	10.60 RT		A 4'		24	656.83	656.83			664.73
192	163+02.05	29.67 LT		A 4'		24	653.04	653.04			660.80
192M	163+02.05	5.67 LT		A 4'		24	653.24	653.24			661.93
193	163+02.05	34.33 RT		C		24	653.57				660.80
193E	164+58.04	36.04 LT			EXIST. MANHOLE	24	650.20	650.20	649.59	649.59	657.77
193M	163+02.05	1.88 RT		A 4'		24	653.28	653.28			661.93
194	164+60.36	45.94 LT		A 4'		24		650.02			657.94
194D	164+59.53	52.49 LT		C		8		650.31			656.24
194M	164+59.53	5.90 LT		A 4'		24	650.47	650.47			658.63
195	164+60.36	34.10 RT		C		24	650.81				658.25
195M	164+59.53	1.76 LT		A 4'		24	650.48	650.48			658.63
196	166+56.38	30.15 LT		A 4'		24	648.09	648.09			655.40
196E	167+66.85	36.04 LT			EXIST. MANHOLE	24		646.46	646.19	EXIST.	653.54
196I	167+67.17	30.57 LT		A 4'		24	646.47	646.47			654.44
196M	166+56.38	6.15 LT		A 4'		24	648.29	648.29			655.63
197	166+56.38	33.50 RT		C		24	648.61				655.41
197I	167+67.17	33.50 RT		C		24	647.08				654.45
197M	166+56.38	9.50 RT		A 4'		24	648.41	648.41			655.63
198	168+92.60	30.43 LT		A 4'		24	646.80	646.80			653.64
198M	168+92.60	6.39 LT		A 4'		24	647.01	647.01			654.00
199	168+92.60	33.57 RT		C		24	647.32				653.66
199M	168+92.60	9.57 RT		A 4'		24	647.13	647.13			654.00

PIPE TABLE: STATION 172+00 TO STATION 174+82.92

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S200	200	200E	SS TY 2 CL A	12	1.0	1.00	1.3
S200M	200M	200	SS TY 2 CL A	12	20.0	1.00	7.6
S201	201	201M	SS TY 1 CL A	12	19.7	1.00	3.5
S201M	201M	200M	SS TY 2 CL A	12	12.1	1.00	2.5
S202	202	EX PIPE	SS TY 1 CL A	15	2.3	1.00	1.3
S203	203	203F	SS TY 1 CL A	12	6.2	1.00	1.3

DRAINAGE STRUCTURE TABLE: 172+00 TO STA. 174+82.92

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
200	171+28.82	30.98 LT		A 4'			24	646.19	646.19			650.81
200E	171+29.16	35.89 LT				EXIST. MANHOLE		646.18	646.18	645.25	645.25	651.34
200M	171+28.82	7.11 LT		A 4'			24	646.39	646.39			650.96
201	171+28.82	32.92 RT			A		24	647.82				650.82
201M	171+28.82	8.92 RT		A 4'			24	646.51	647.62			650.96
202	172+40.36	32.44 RT			C		24	644.71				647.60
203	172+96.14	31.46 LT			C		24	643.43				646.09
203F	172+96.14	39.64 LT				PRC FES 12"			643.37			

PIPE TABLE: IL ROUTE 43 STATION 315+61.61 TO STATION 326+00

PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S204	204	206	SS TY 1 CL A	12	96.1	0.35	0.0
S204A	204A	204B	SS TY 1 CL A	12	6.7	0.00	0.0
S204M	204M	204C	SS TY 1 CL A	12	40.7	0.40	1.3
S204N	204N	204M	SS TY 1 CL A	12	34.8	0.44	1.3
S205	205	206	SS TY 1 CL A	12	4.6	1.00	1.3
S205M	205M	206M	SS TY 1 CL A	12	12.8	1.00	1.3
S206	206	207	SS TY 1 CL A	12	134.5	0.40	0.0
S206M	206M	205	SS TY 1 CL A	12	24.0	1.00	1.3
S207	207	EX. PIPE	SS TY 1 CL A	15	46.6	0.44	3.9
S208	208	207	SS TY 1 CL A	12	4.1	1.00	1.3
S210	210	210M	SS TY 2 CL A	12	24.9	1.00	16.3
S210M	210M	211M	SS TY 2 CL A	12	2.3	1.00	1.7
S211M	211M	211	SS TY 2 CL A	12	55.1	1.00	38.2
S95A	95A	95E	SS TY 2 CL A	12	11.2	1.00	1.6
S95B	95B	95A	SS TY 2 CL A	12	101.7	1.00	34.7

DRAINAGE STRUCTURE TABLE: IL ROUTE 43 STATION 315+61.61 TO STATION 326+00

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
204	322+00.00	70.00 RT				PRC FES 12"		665.37				
204A	321+19.35	51.54 RT			A		24	665.93				667.90
204B	221+25.00	63.70 RT				PRC FES 12"				665.93		
204C	321+95.00	65.00 RT				PRC FES 12"			665.37			
204M	322+07.94	30.00 RT		A 4'			24			665.54	665.54	668.31
204N	321+84.97	0.00			C		24			665.70		668.34
205	322+94.68	54.09 RT		A 4'			24			665.07	665.07	667.56
205M	322+94.68	12.00 RT			C		24			665.44		667.83
206	322+94.68	62.82 RT		A 4'			8	665.03	665.03		665.03	666.00
206M	322+94.68	27.60 RT		A 4'			24			665.31	665.31	668.02
207	324+32.67	71.16 RT	A 5'				1 CL	664.49	664.49	664.49	664.49	668.57
208	324+32.67	63.79 RT			C		24				664.53	668.08
210	326+14.79	26.96 LT			C		24			664.08		669.97
210M	326+12.99	0.00		A 4'			24			663.83	663.83	670.52
211	326+08.28	66.00 RT	A 5'				1 CL				663.25	669.71
211M	326+12.46	6.00 RT		A 4'			24			663.80	663.80	670.04
95A	329+95.34	36.00 LT		A 4'			24			664.65	664.65	670.97
95B	329+95.34	70.54 RT				PRC FES 12"					665.66	

PIPE TABLE: IL ROUTE 43 STATION 330+00 TO STATION 337+52.22

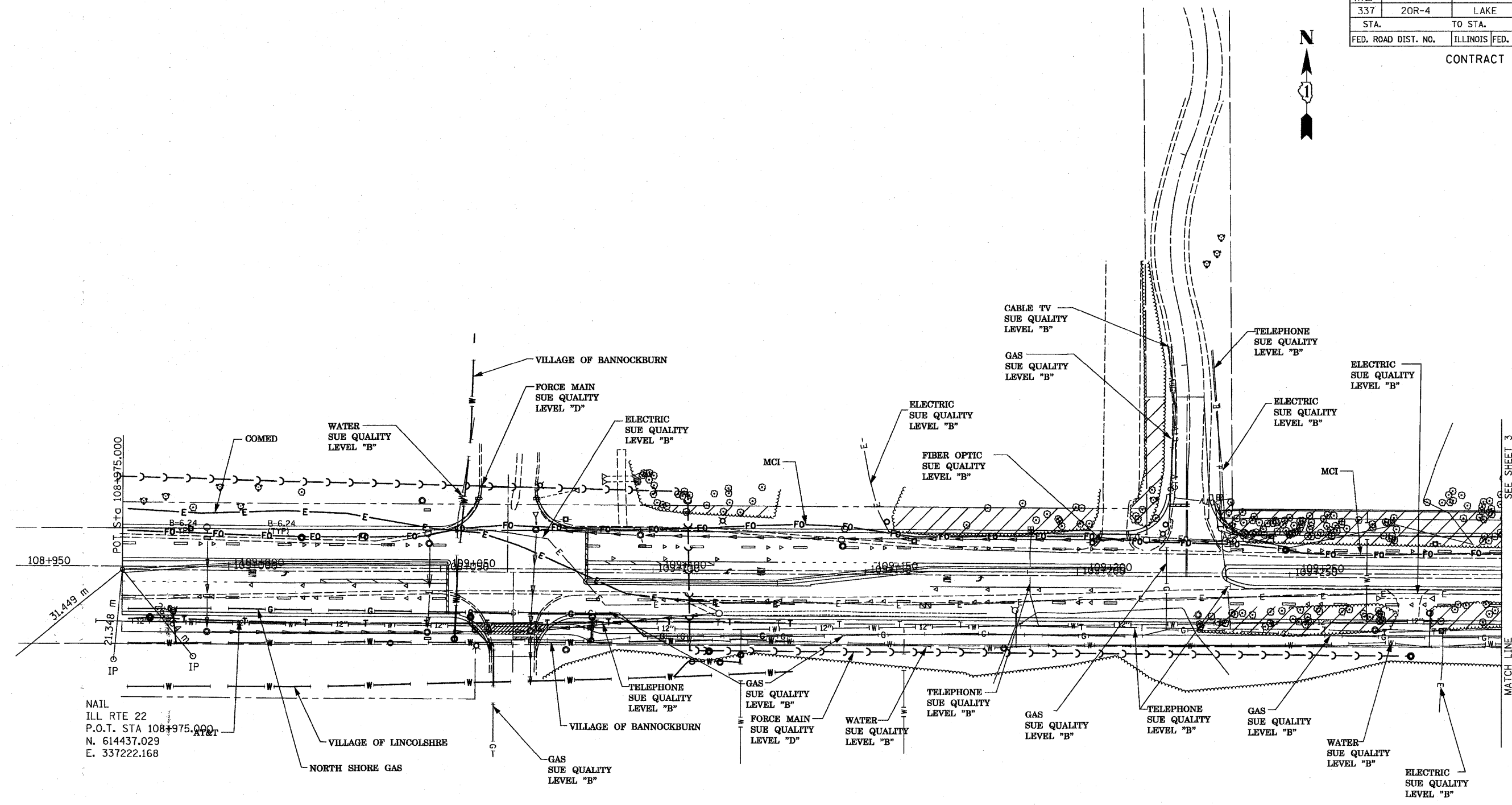
PIPE NO.	PIPE LOCATION		DESCRIPTION	DIA. (IN)	L (FT)	S (%)	TRENCH BACKFILL VOL. (CY)
	FROM STR.	TO STR.					
S212	S212	S214E	SS TY 2 CL A	12	13.8	1.00	1.3
S212A	212	S214E	RCP TEE P12 R12	-	-	-	-
S212M	212M	212	SS TY 2 CL A	12	52.5	1.00	12.6
S213	213	213M	SS TY 2 CL A	12	19.7	1.00	4.6
S213M	213M	212M	SS TY 2 CL A	12	5.6	1.00	1.4
S214	214	EX. PIPE	SS TY 1 CL A	12	70.2	0.40	0.0
S214E	PROP.	95E	EXISTING RCP SS	12	133.0	0.30	0.0
S215	215	214F	SS TY 1 CL A	12	13.1	1.00	1.3
S215M	215M	215	SS TY 1 CL A	12	30.5	1.00	3.5
S216	216	216M	SS TY 1 CL A	12	9.8	1.00	1.3
S216M	216M	215	SS TY 1 CL A	12	20.0	1.00	2.7
S217	217	216	SS TY 1 CL A	12	14.1	1.00	1.3
S95A	95A	95E	SS TY 1 CL A	12	11.19	0.40	0.0
S95B	95B	95A	SS TY 1 CL A	12	107.25	0.40	74.9

DRAINAGE STRUCTURE TABLE: IL ROUTE 43 STATION 330+00 TO STATION 337+52.22

NO.	STATION	OFFSET (FT)	STRUCTURE TYPE/SIZE				F&G	INVERT				RIM ELEV (FT)
			MH	CB	IN	OTHER		(N)	(S)	(E)	(W)	
95A	329+91.64	35.43 LT		A 4'			24			664.18	664.18	670.85
95B	329+91.64	74.26 RT				PRC FES 12"						664.61
95E	329+91.64	51.61 LT		A 4'		EXISTING CATCHBASIN		664.14	664.14		664.14	669.39
212	331+29.20	32.12 LT		A 4'			24			665.15	665.15	670.15
212M	331+29.20	24.00 RT		A 4'			24			665.67	665.67	670.38
213	331+36.41	54.00 RT			C		24				665.92	670.34
213M	331+36.41	30.00 RT		A 4'			24			665.73	665.73	670.93
214	333+08.77	38.68 LT				PRC FES 12"			665.54			
214F	333+23.42	44.70 LT				PRC FES 12"				665.62		
215	333+23.42	24.00 LT		A 4'			24			665.63	665.63	669.30
215M	333+23.42	10.88 RT		A 4'			24			665.94	665.94	669.56
216	333+23.42	48.81 RT		A 4'			24			665.93	665.93	669.30
216M	333+23.42	24.36 RT		A 4'			24			665.83	665.83	669.89
217	333+23.42	64.31 RT				PRC FES 12"						666.05

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

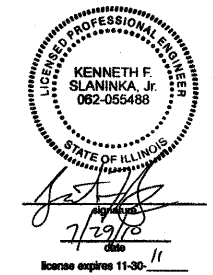
CONTRACT NO. 60860



NAIL
ILL RTE 22
P.O.T. STA 108+975.000
N. 614437.029
E. 337222.168

—T—T—T—	TELEPHONE
—W—W—W—	WATER
—G—G—G—	GAS
—CTV—CTV—CTV—	CABLE TELEVISION
—FO—FO—FO—	FIBER OPTIC
—E—E—E—	ELECTRIC

FOR SUE INFORMATION ONLY



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 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA
 SUE Quality Level "B" Completed On: 3/20/02
 Prepared By: JAC QA/QC By: RLC Final QA/QC By: *RLC*
 TBE Project No: IL09500117, IL09510404, IL09510418



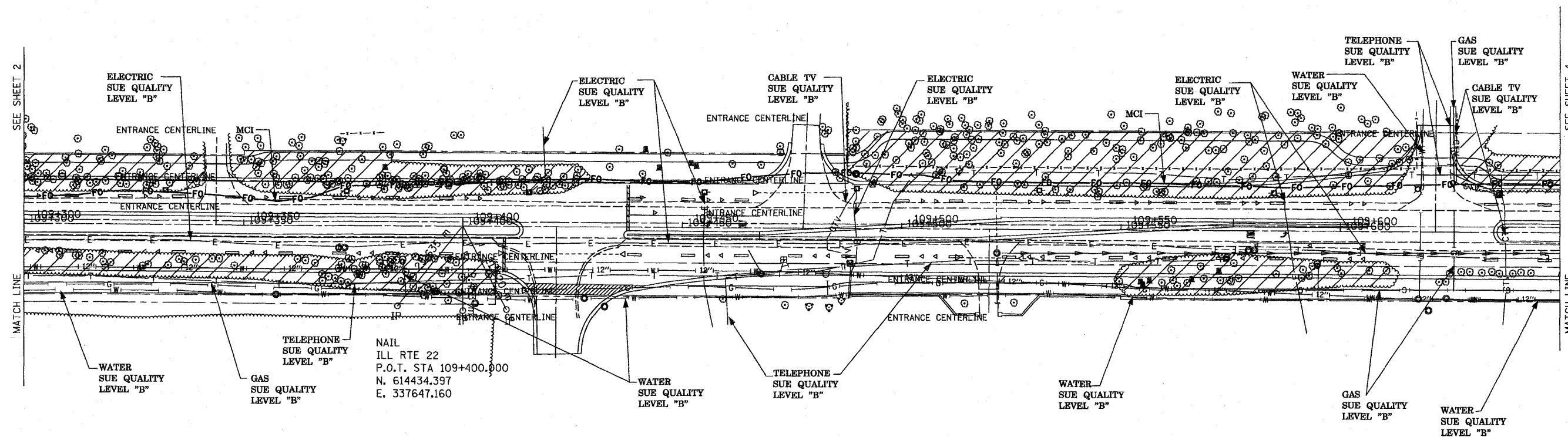
205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE
NEW UTILITIES IN COLOR	7/28/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IL RTE. 22
 FROM EAST OF I-94 TO
 WEST OF US-41
 SCALE 1:500 (METRIC UNIT) DRAWN BY
 DATE CHECKED BY

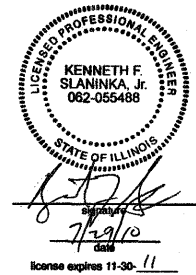
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109B
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 60860



— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV — CTV —	CABLE TELEVISION
— FO — FO — FO —	FIBER OPTIC
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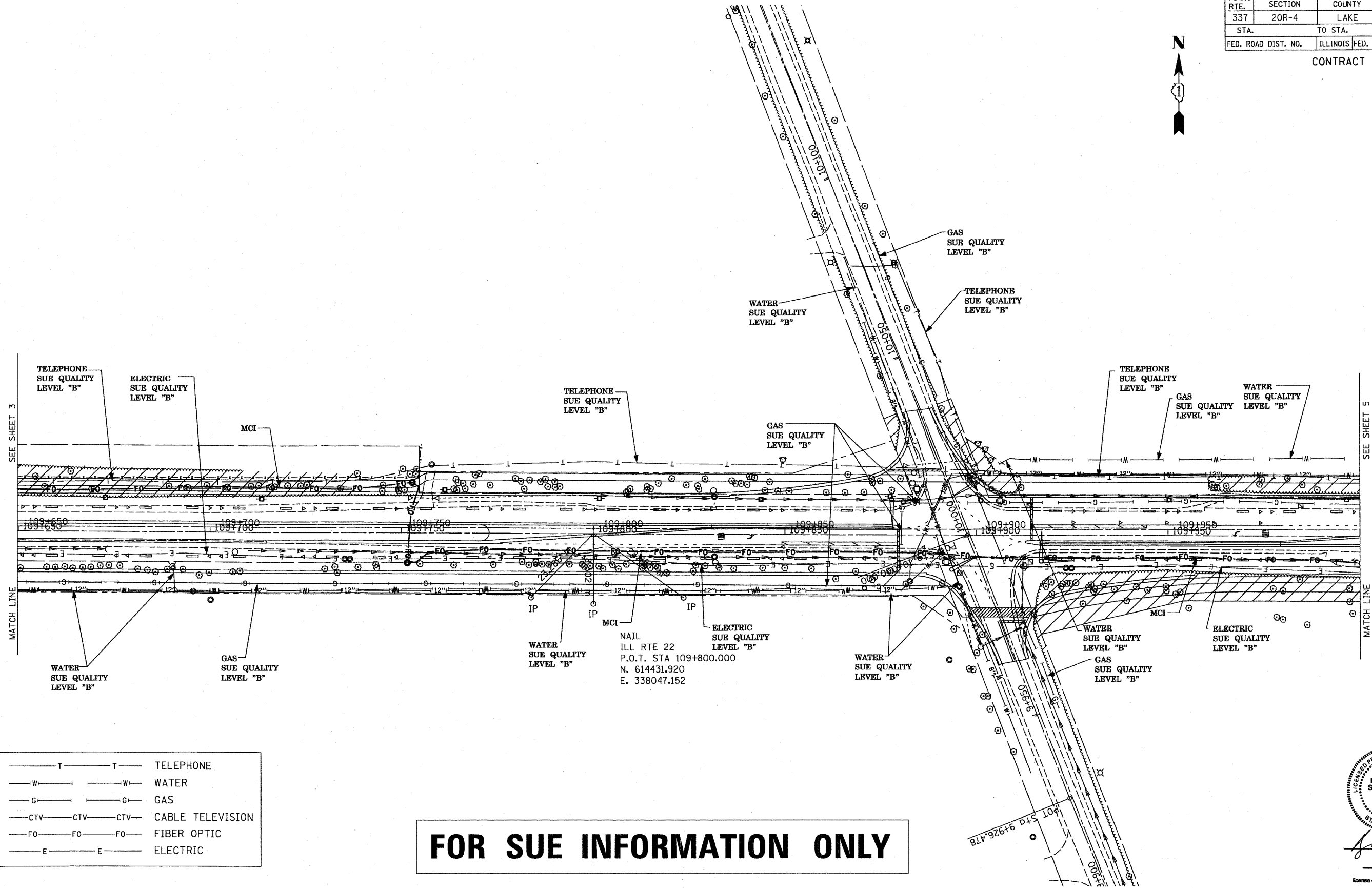
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337	20R-4	LAKE	232	109C
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60860



TELEPHONE SUE QUALITY LEVEL "B"

ELECTRIC SUE QUALITY LEVEL "B"

TELEPHONE SUE QUALITY LEVEL "B"

WATER SUE QUALITY LEVEL "B"

GAS SUE QUALITY LEVEL "B"

TELEPHONE SUE QUALITY LEVEL "B"

TELEPHONE SUE QUALITY LEVEL "B"

GAS SUE QUALITY LEVEL "B"

WATER SUE QUALITY LEVEL "B"

SEE SHEET 3

SEE SHEET 5

MATCH LINE

MATCH LINE

WATER SUE QUALITY LEVEL "B"

GAS SUE QUALITY LEVEL "B"

WATER SUE QUALITY LEVEL "B"

ELECTRIC SUE QUALITY LEVEL "B"

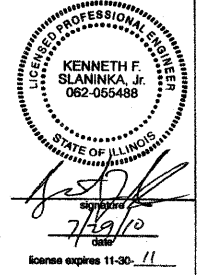
WATER SUE QUALITY LEVEL "B"

WATER SUE QUALITY LEVEL "B"

ELECTRIC SUE QUALITY LEVEL "B"

— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
— E — E —	ELECTRIC

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 Prepared By: JAC QA/QC By: RLC Final QA/QC By: *[Signature]*
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REVISIONS	
NAME	DATE
NEW UTILITIES IN COLOR	7/28/10

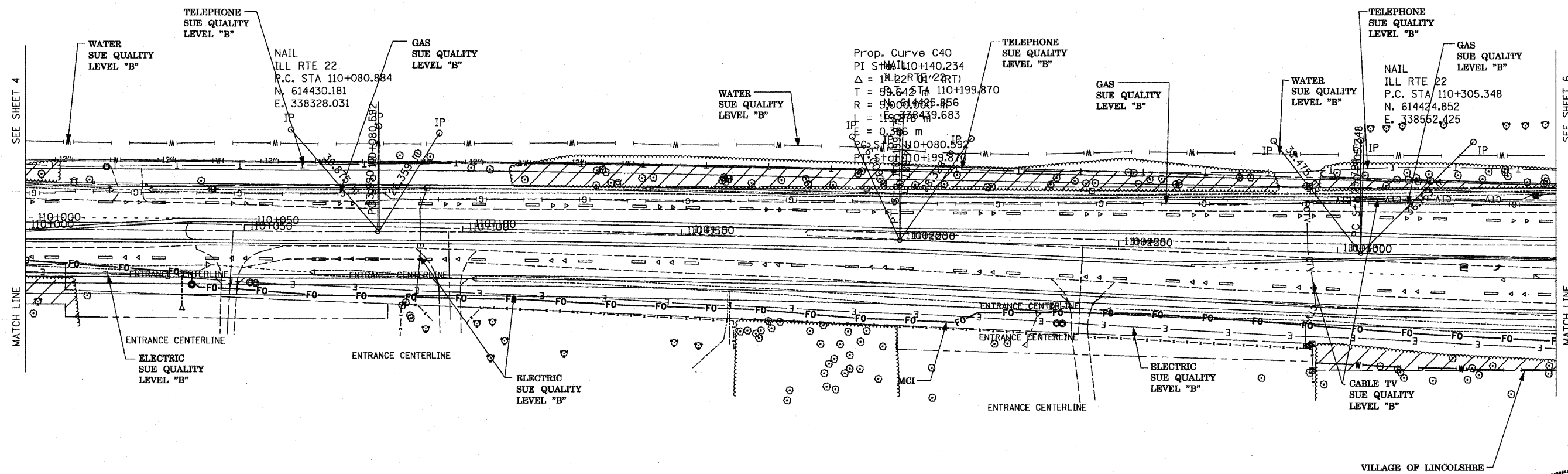
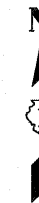
ILLINOIS DEPARTMENT OF TRANSPORTATION

IL RTE. 22
 FROM EAST OF I-94 TO
 WEST OF US-41

SCALE 1:500 (METRIC UNIT) DRAWN BY
 DATE CHECKED BY

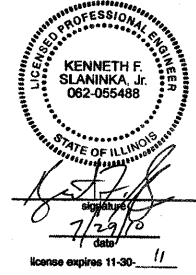
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109D
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60860



— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV — CTV —	CABLE TELEVISION
— FO — FO — FO —	FIBER OPTIC
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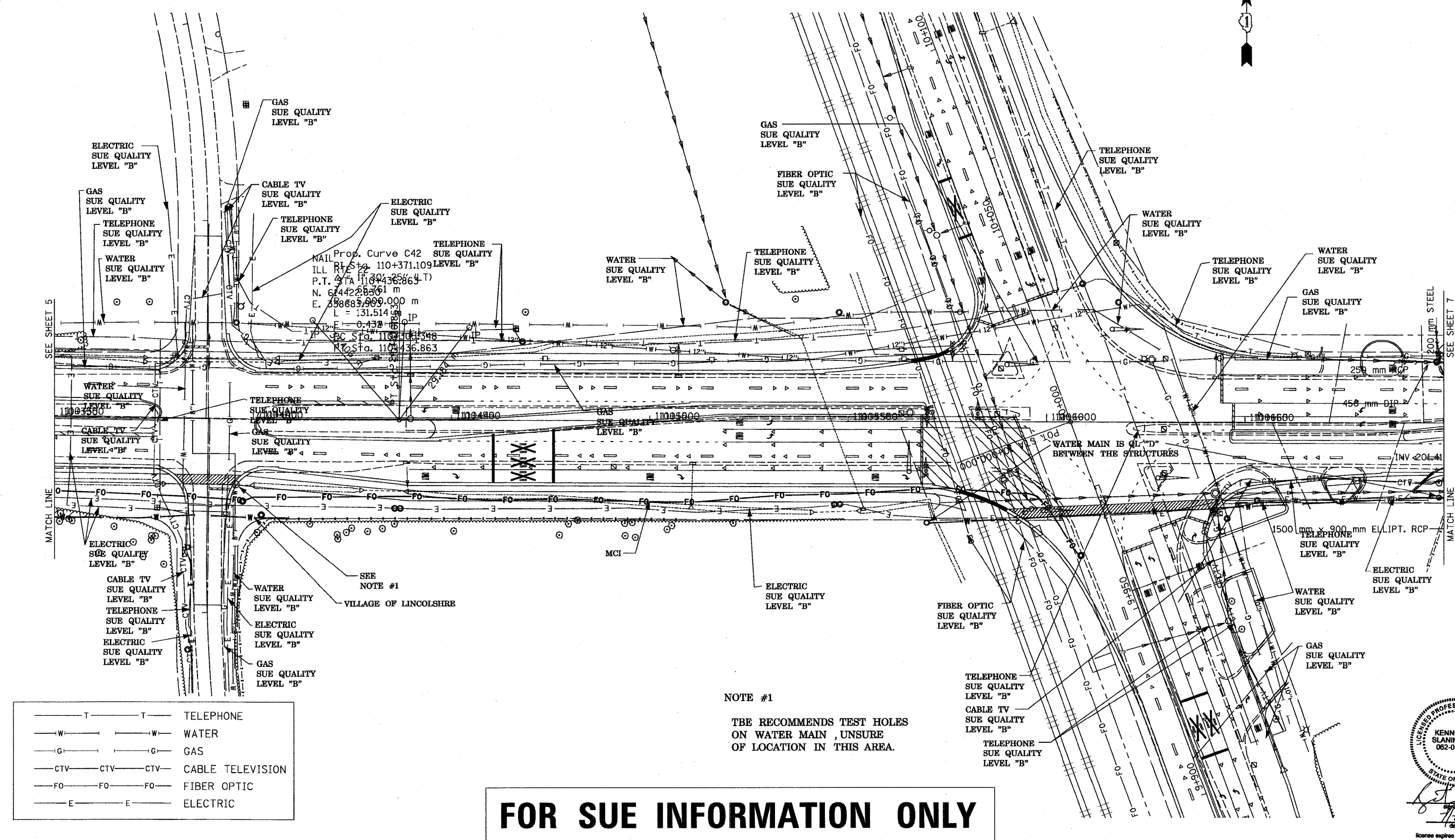
205 W. WACKER DRIVE
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ILLINOIS DEPARTMENT OF TRANSPORTATION
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337	20R-4	LAKE	232	109E
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

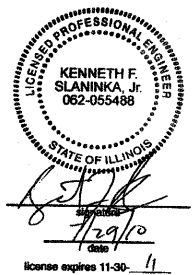
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— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV — CTV	CABLE TELEVISION
— FO — FO — FO	FIBER OPTIC
— E — E —	ELECTRIC

NOTE #1
TBE RECOMMENDS TEST HOLES ON WATER MAIN, UNSURE OF LOCATION IN THIS AREA.

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 TBE Project No: IL09500117, IL09510404, IL09510418



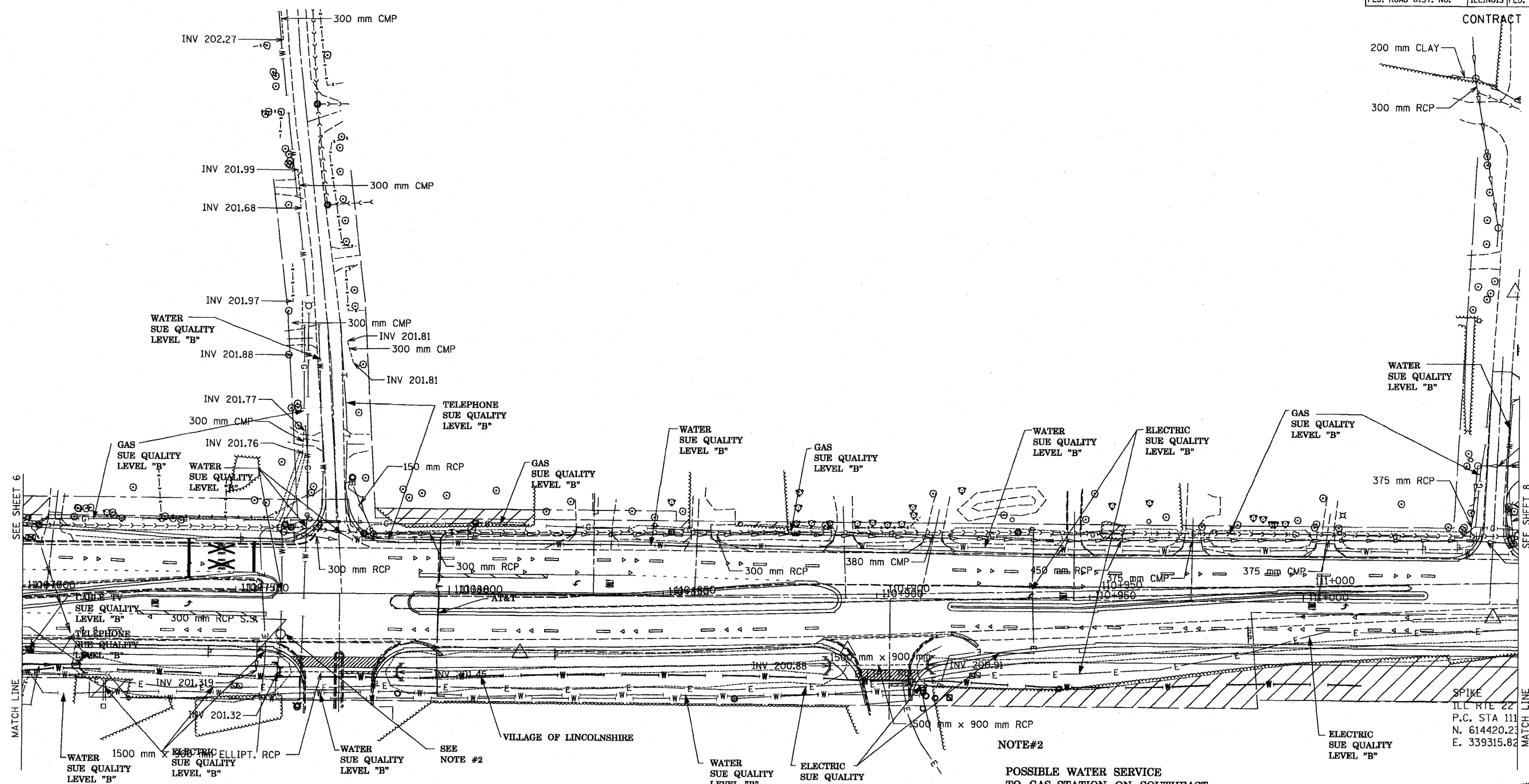
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 (312) 704-1970

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 WEST OF US-41
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109F
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60860



SEE SHEET 6

SEE SHEET 8

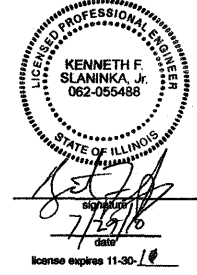
MATCH LINE

MATCH LINE

— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV — CTV	CABLE TELEVISION
— FO — FO — FO	FIBER OPTIC
— E — E —	ELECTRIC

NOTE#2
POSSIBLE WATER SERVICE
TO GAS STATION ON SOUTHEAST
CORNER OF RT 22 AND WASKEGAN RD.

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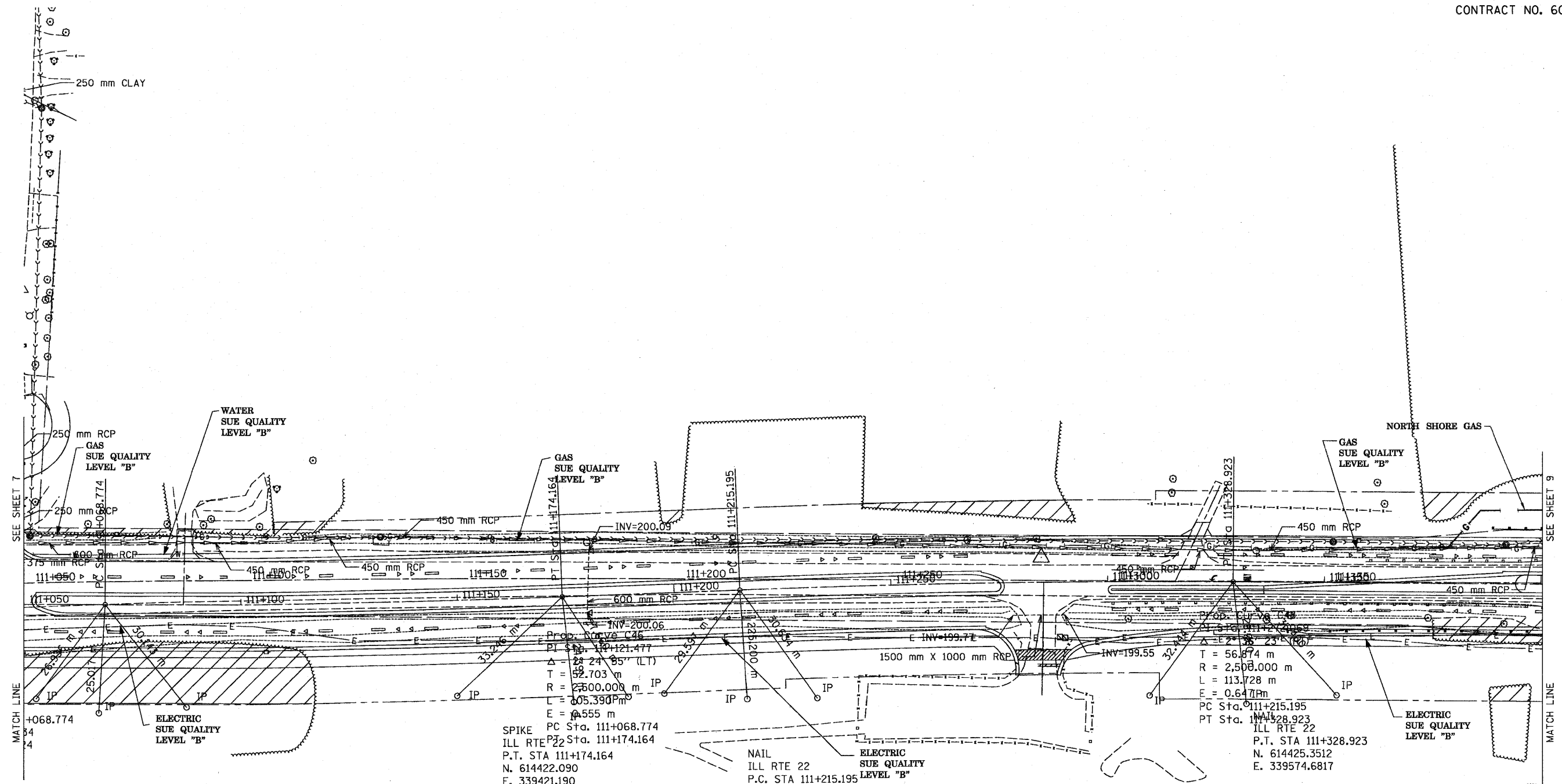
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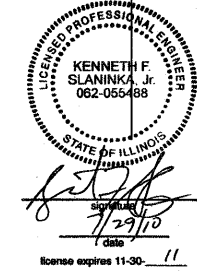
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109G
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 60860



— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
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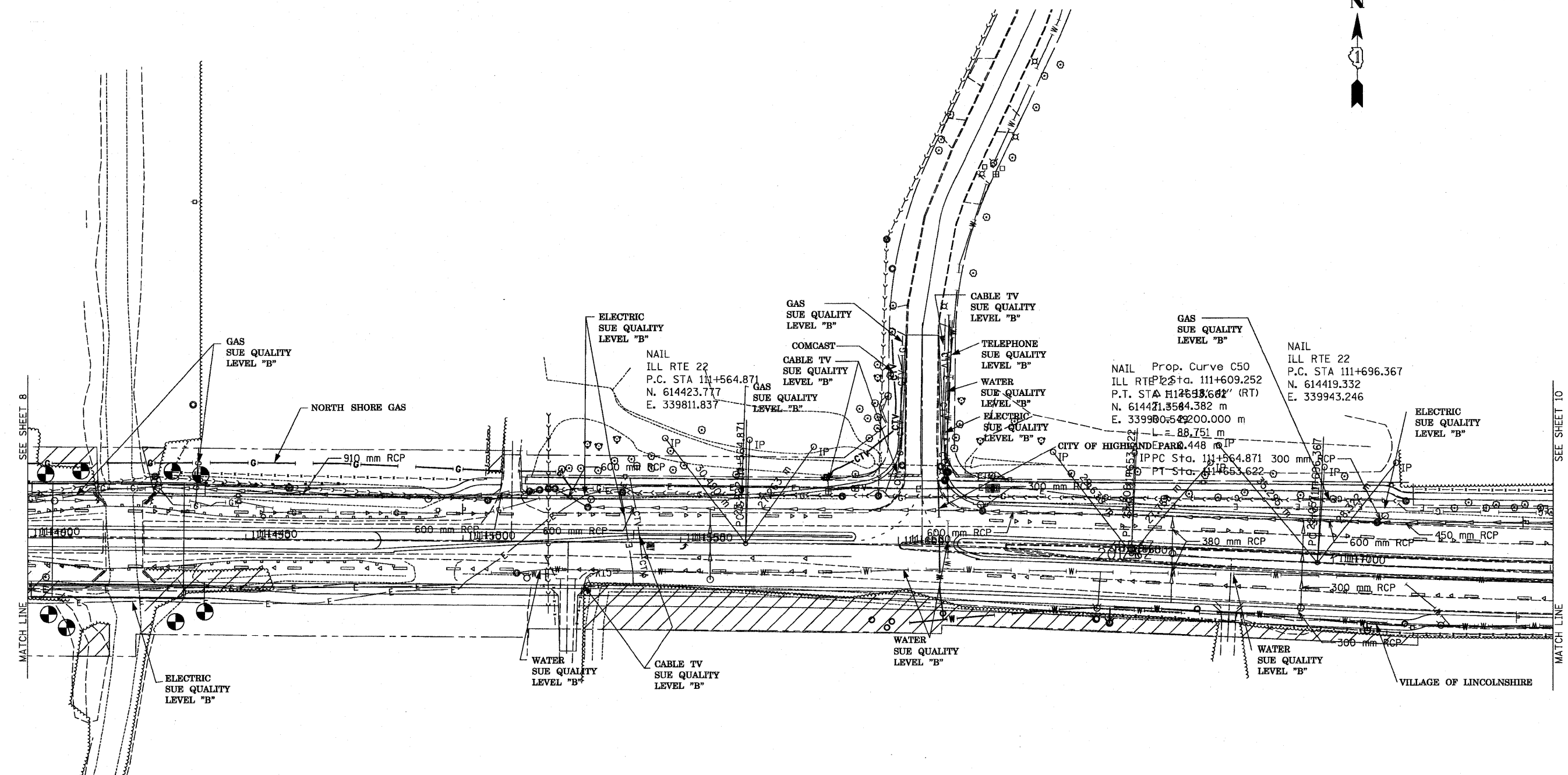
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REVISIONS	
NAME	DATE
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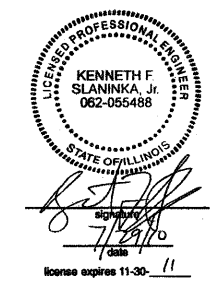
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	109H
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 60860



— T — T —	TELEPHONE
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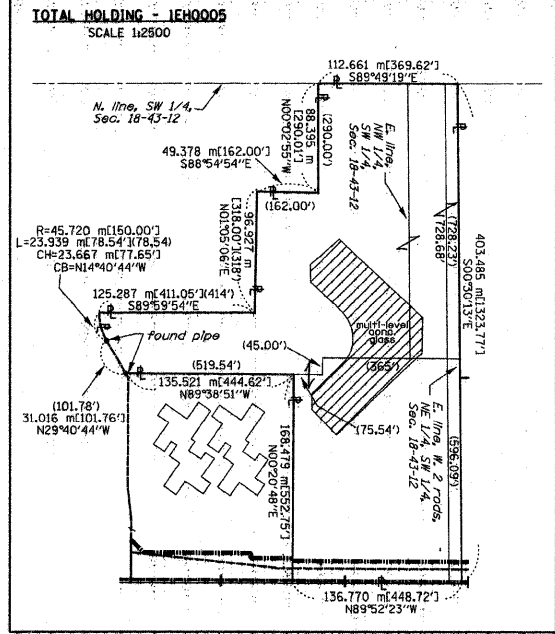
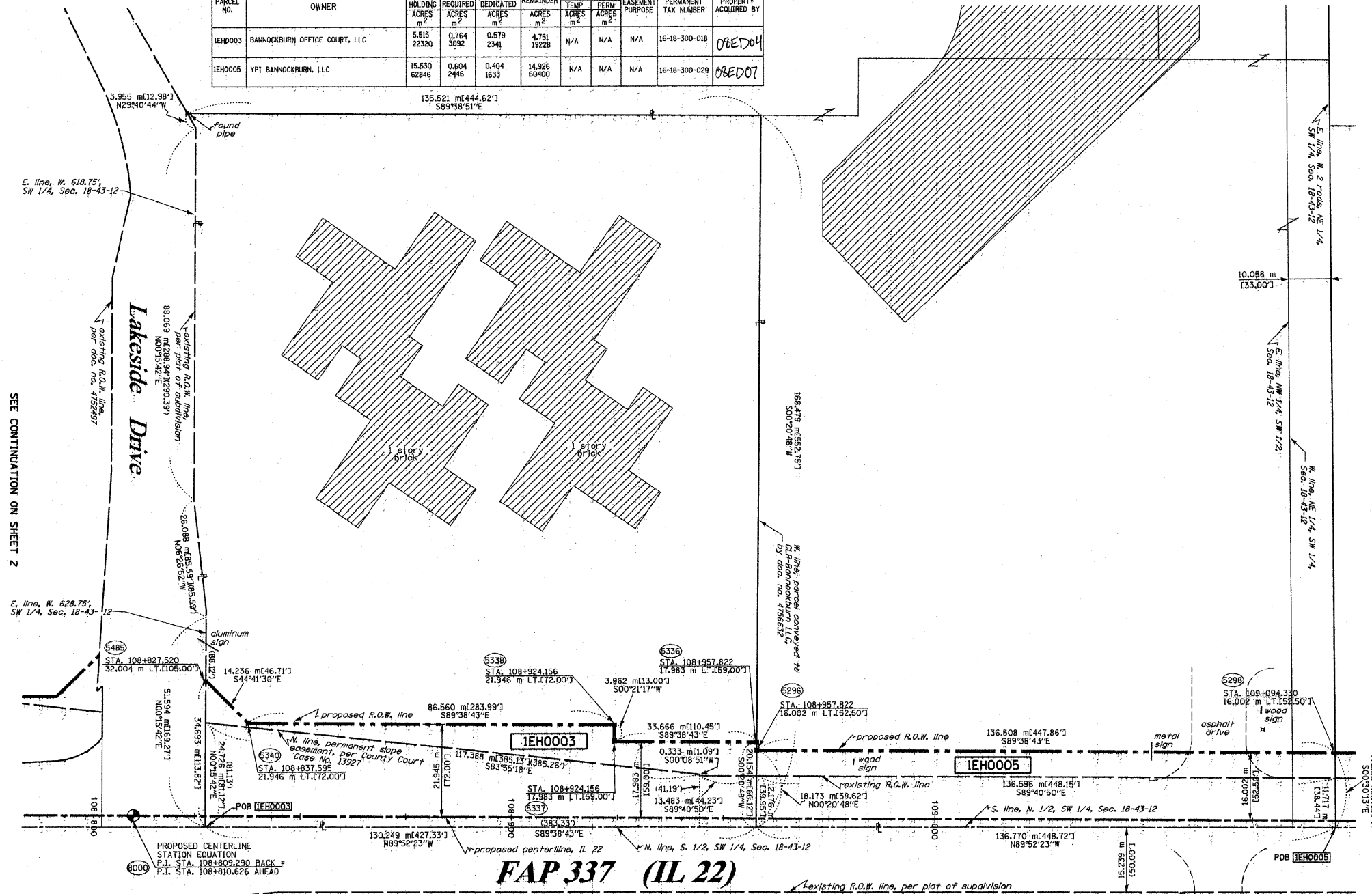
PART OF THE SW 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	EASEMENTS PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
1EH0003	BANNOCKBURN OFFICE COURT, LLC	5.515	0.764	0.579	4.751	N/A	N/A	N/A	16-18-300-018	OBEDOT
1EH0005	YPI BANNOCKBURN, LLC	15.530	0.604	0.404	14.926	N/A	N/A	N/A	16-18-300-028	OBEDOT

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



- LEGEND (METRIC)**
- EXISTING CENTERLINE
 - - - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - - - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT LINE
 - - - SECTION LINE
 - QUARTER SECTION LINE
 - - - QUARTER QUARTER SECTION LINE
 - PROPERTY IDEED LINE
 - - - APPARENT PROPERTY LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 1/2 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT, L.O.D.T. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - EXISTING TELEPHONE SPLICE BOX
 - EXISTING STREET LIGHT
 - EXISTING MAIL BOX
 - EXISTING WELL HEAD
 - STAKING OF PROPOSED RIGHT OF WAY, SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - SECTION CORNER
 - QUARTER SECTION CORNER



FAP 337 (IL 22)

College Park Subdivision
rec'd September 7, 1990 as doc. no. 2942154

SEE CONTINUATION ON SHEET 4

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 JOLIET, ILLINOIS THIS 22ND DAY OF Sept. 2008.
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

REVISIONS
5-21-07 / REVISED SHEET INFO
10-19-07 / REVISED OWNER 0003 & 0005

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/LLS Consultants
214 ONEIDA STREET JOLIET, ILLINOIS 62450
PH: (815) 744-6800 FAX: (815) 744-0001

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 108+800 TO STATION 109+100

SCALE 1:500 SHEET 3 OF 16
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMBERG, ILLINOIS 60196

ROUTE# FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT#A 20020755.00 (IL 22)

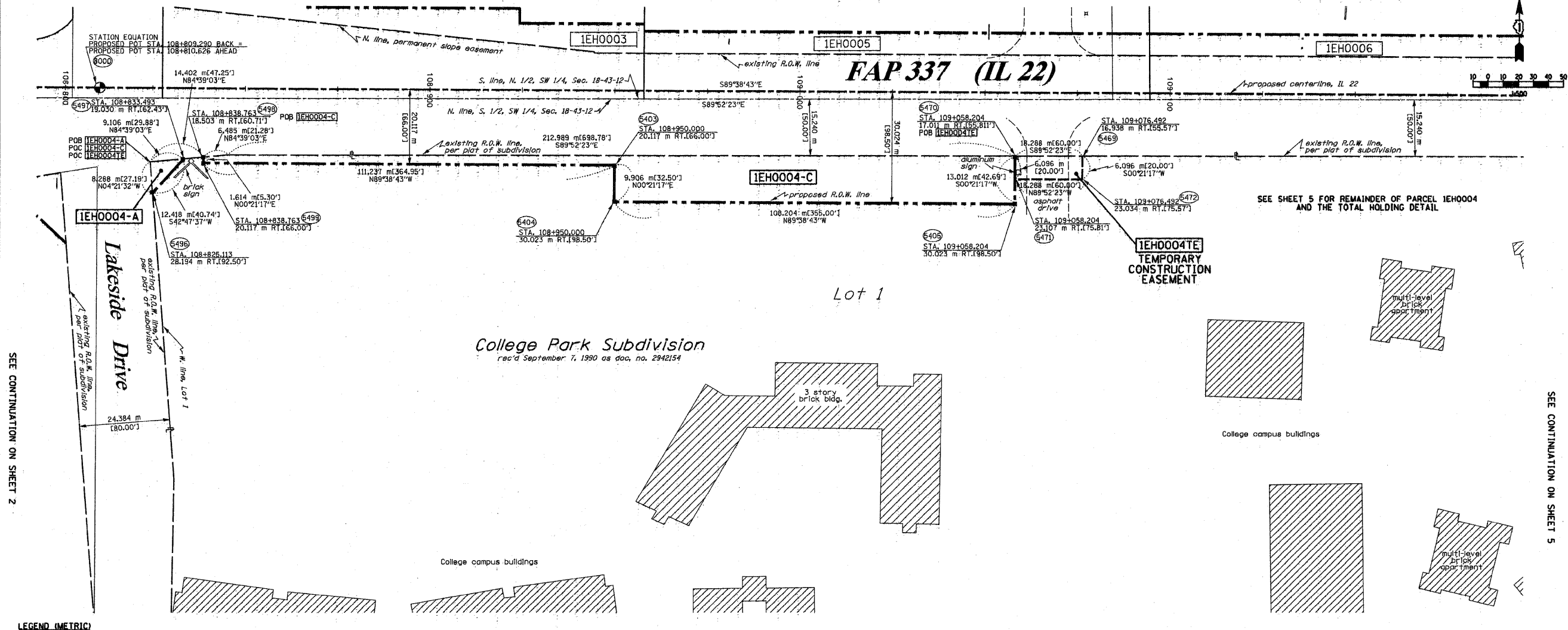
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PLOT SCALE = #SCALE#	DRAWN - DC	CHECKED - JP	REVISED -			SCALE: 1"=50'	SHEET NO. 111 OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860			
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT						

sh3.dgn 9/22/2008 8:37:13 AM

PART OF THE SW 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

SEE CONTINUATION ON SHEET 3

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

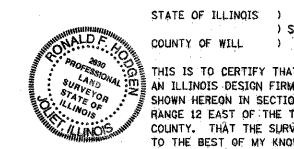


SEE CONTINUATION ON SHEET 2

SEE CONTINUATION ON SHEET 5

- LEGEND (METRIC)**
- EXISTING CENTERLINE
 - - - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - - - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT LINE
 - SECTION LINE
 - QUARTER SECTION LINE
 - QUARTER QUARTER SECTION LINE
 - PROPERTY (DEED) LINE
 - APPARENT PROPERTY LINE
 - 121.45 MEASURED DIMENSION
 - 123.45 (COMP) COMPUTED DIMENSION
 - (123.45) RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 1/4 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - TEL EXISTING TELEPHONE SPLICE BOX
 - LGT EXISTING STREET LIGHT
 - EXISTING MAIL BOX
 - WELL EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY 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. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP. PERM. ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
1EH0004	TRINITY INTERNATIONAL UNIVERSITY	115,075 463739	4-0.009 38 406 8-1 9-0.057 231 C-0.409 1656	N/A	115,600 467814	0.028 111	N/A	GRADING	16-18-304-001 16-18-304-004



SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 JOLIET, ILLINOIS THIS 11th DAY OF SEP, 2008.

R.F.H.
RONALD F. HODGEN P.L.S. NO. 2630
M.F. LICENSE EXPIRES 11-30-2008

REVISIONS:
5-21-01 / MISC. REVISIONS

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/P.L.S. Consultants
214 WENDELL STREET JOLIET, ILLINOIS 60438
2830 SOUTH WASHINGTON STREET SUITE 170 NAPERVILLE, ILLINOIS 60563
PH: (815) 744-6200 FAX: (815) 744-9001 PH: (630) 420-7740 FAX: (630) 420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 108+800 TO STATION 109+175

SCALE 1:500 SHEET 4 OF 16

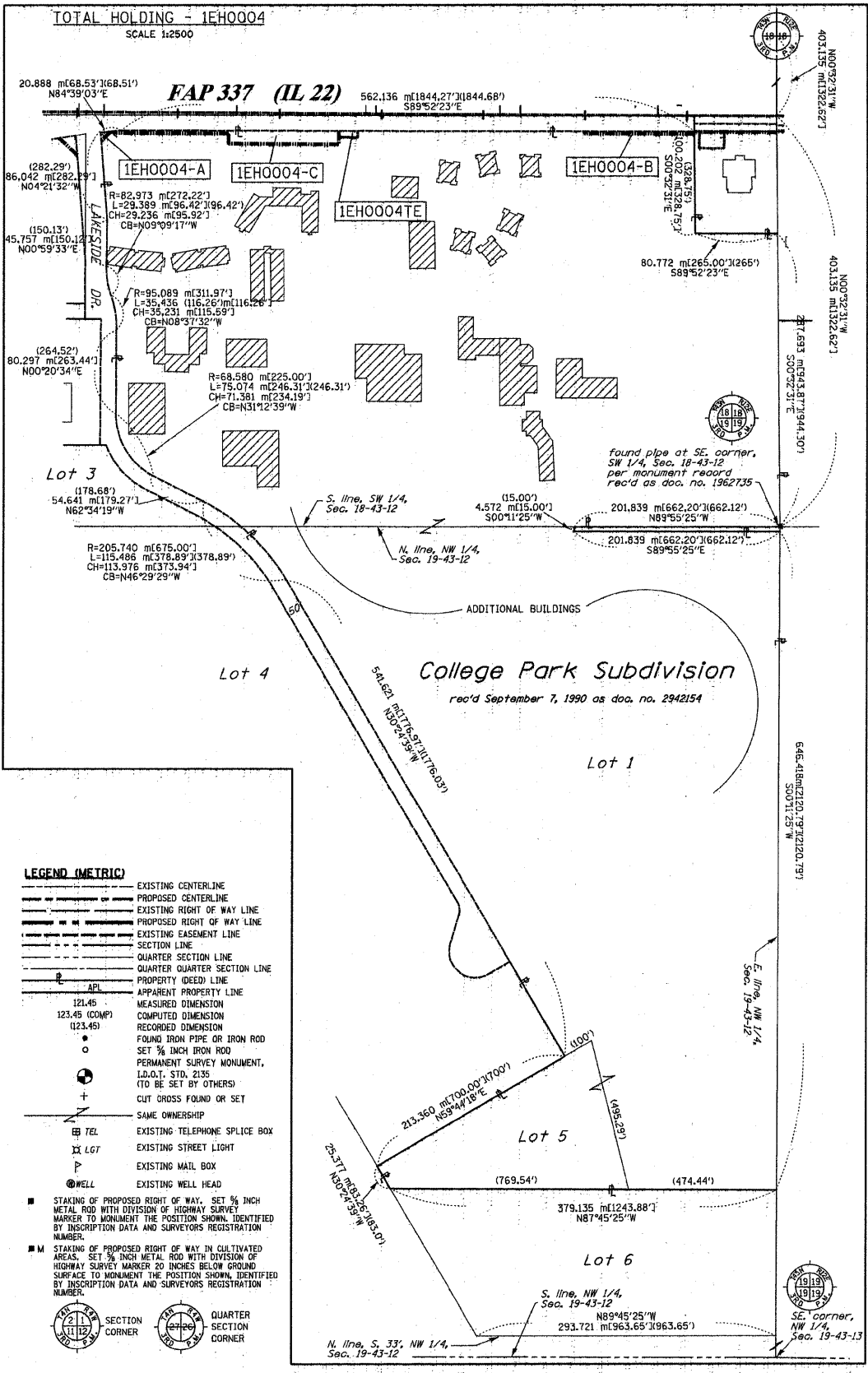
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMBERG, ILLINOIS 60196

ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT#A 20020755.00 (IL 22)

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\ILRTE22\2009 REVISIONS\CAOD Sheets\	D162866-shb-ROW.dgn	DRAWN - DC	REVISED -			337	20R-4	LAKE	232	112
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PLOT DATE = 5/15/2010		DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT				

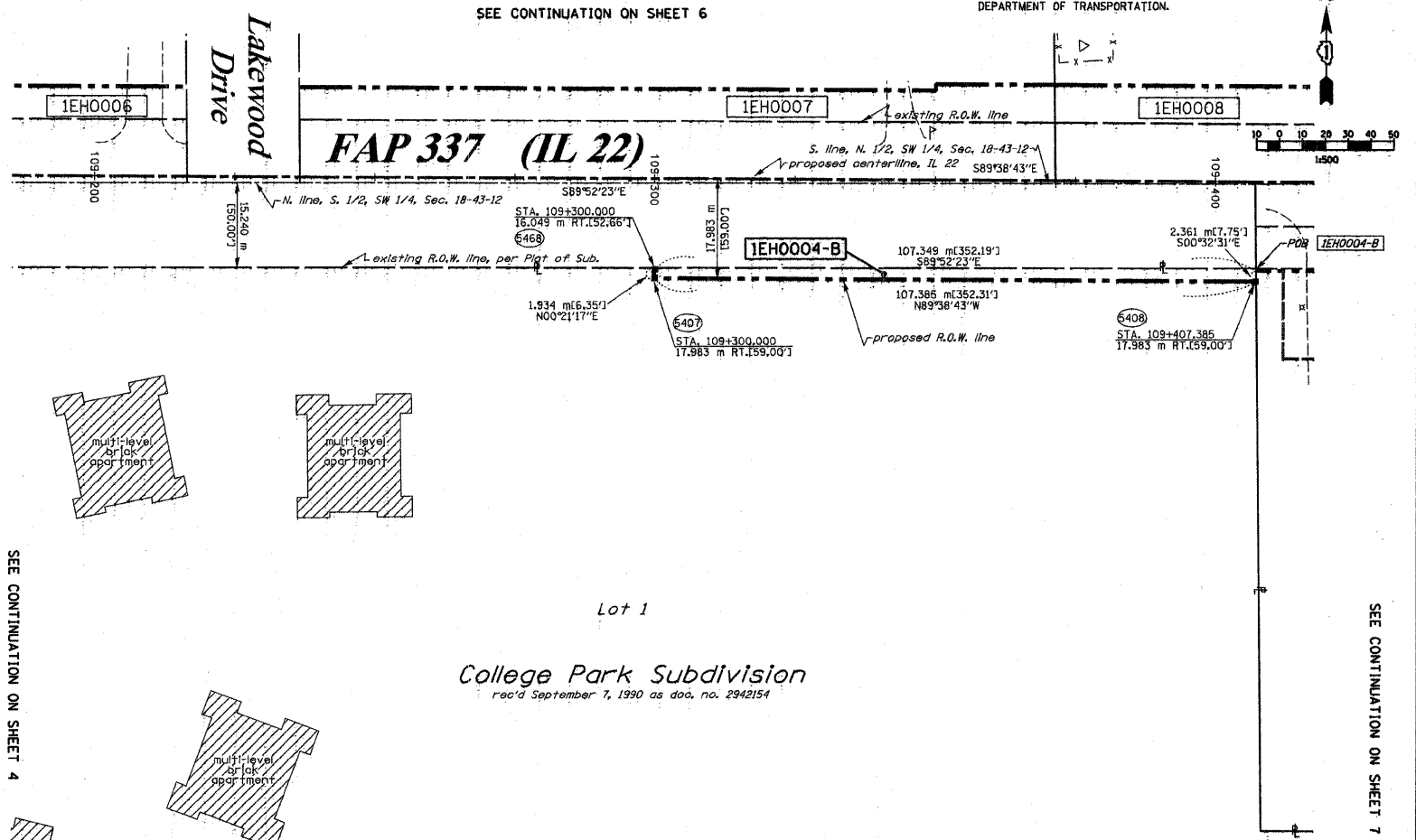
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PART OF THE SW 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS



LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPEARANT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING TELEPHONE SPLICE BOX
- EXISTING STREET LIGHT
- EXISTING MAIL BOX
- EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.



SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 JOLIET, ILLINOIS THIS 22nd DAY OF September 2009.
R.F.H.
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/L.S. Consultants
214 GRENDA STREET JOLIET, ILLINOIS 60438
3030 SOUTH WASHINGTON STREET SUITE 170 NAPERVILLE, ILLINOIS 60563
PH: 815 744-6600 FAX: 815 744-0201 PH: 630 420-7740 FAX: 630 420-7741

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP PERM	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
1EH0004	TRINITY INTERNATIONAL UNIVERSITY	116.075 ACRES 469739 m ²	A-0.009 ACRES 38 m ²	N/A	115.600 ACRES 467814 m ²	0.028 ACRES 111 m ²	N/A	16-18-304-001 16-18-304-004	

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 109+190 TO STATION 109+410

SCALE 1:500 SHEET 5 OF 16
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS DISTRICT
201 WEST CENTER COURT
SCHAMBERG, ILLINOIS 60196

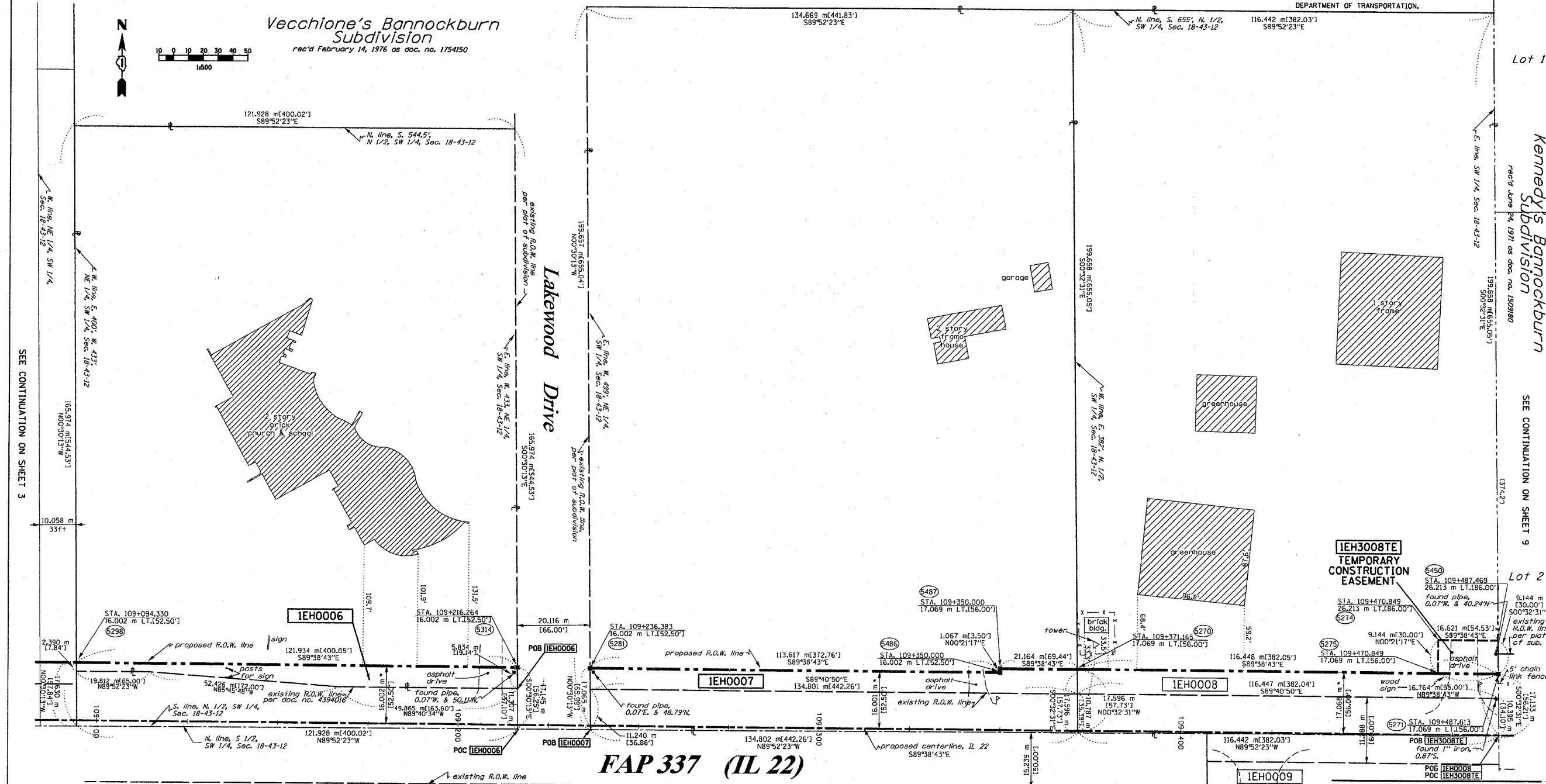
REVISIONS:
5-21-07 / MISC. REVISIONS

ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755.00 (IL 22)

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\160868-sh1-R0W.dgn	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 113	
PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -	SCALE: 1"=50'			SHEET NO. 113 OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860		(ILLINOIS) FED. AID PROJECT	
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -									

PART OF THE SW 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY IDEED LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/4" INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS: SET 3/4" INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN UNCULTIVATED AREAS: SET 3/4" INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

SEE CONTINUATION ON SHEET 4, 5 & 7

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
1EH0006	NORTH SHORE UNITARIAN CHURCH	4.613 18667	0.136 552	N/A	4.477 18115	N/A	N/A	16-18-300-031	
1EH0007	MARC A. BUSHALA	6.647 26899	0.565 2287	0.367 1484	6.082 24612	N/A	N/A	16-18-300-006	
1EH0008	THOMAS E. & DONNA L. BEESON	5.744 23247	0.500 2022	0.305 1233	5.244 21225	N/A	N/A	16-18-300-007	5580370
1EH3008	THOMAS E. & DONNA L. BEESON	5.244 21225	N/A	N/A	5.244 21225	0.038 154	N/A	GRADING	16-18-300-035

SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

STATE OF ILLINOIS)
COUNTY OF WILL) SS

RECEIVED
NOV 19 2009
PLATS & LEGALS

RONALD F. HODGEN
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
NO. 011-001-001

REVISED 2-7-08/ADDED ACQUIRED BY DOC. TO 0008
4-18-07/CHANGED COORDE TO 3008E
5-21-07/MISC REVISIONS
2-26-09/REVISED 0008 TAKE & TH
11-19-2009 REVISED 1EH3008 PIN

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO ROCK ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 109+080 TO STATION 109+490

SCALE 1:500 SHEET 6 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

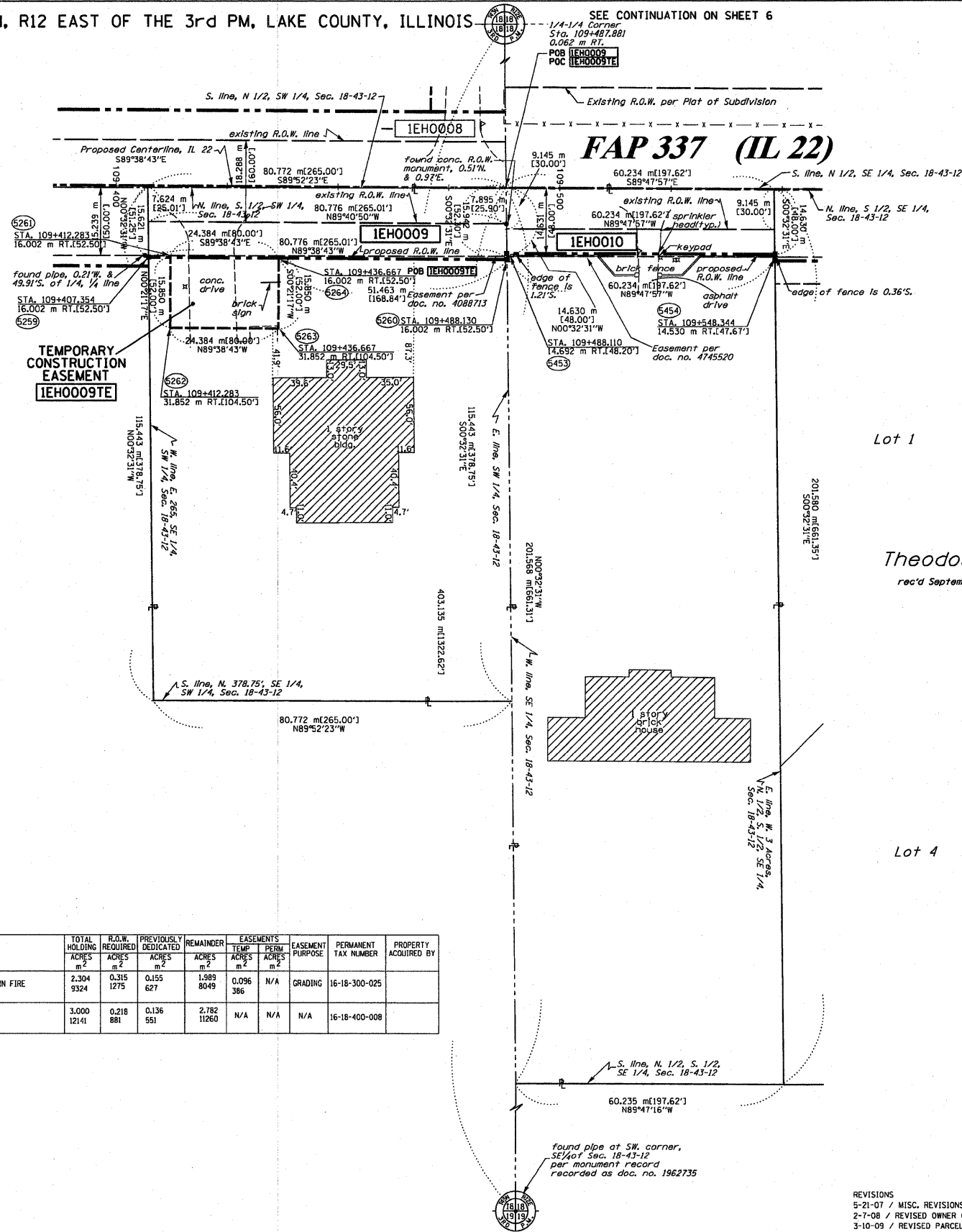
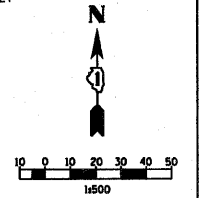
ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755.00 (IL 22)

FILE NAME = W:\IL\RT22\2009 REVISIONS\CADD Sheets	USER NAME = #USER# D168860-ah-t-ROW.dgn	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 114
PLOT SCALE = #SCALE#	PLOT DATE = 5/15/2010	DRAWN - DC	REVISOR -	SCALE: 1"=50'	SHEET NO. 114 OF 232 SHEETS STA. TO STA.	CONTRACT NO. 60860		ILLINOIS FED. AID PROJECT		

PART OF THE SW 1/4 & SE 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

SEE CONTINUATION ON SHEET 6

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



SEE CONTINUATION ON SHEET 5

SEE CONTINUATION ON SHEET 8

LEGEND (METRIC)

- EXISTING CENTERLINE
- - - PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- - - PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- - - SECTION LINE
- QUARTER SECTION LINE
- - - QUARTER QUARTER SECTION LINE
- - - PROPERTY IDEED LINE
- - - APPARENT PROPERTY LINE
- MEASURED DIMENSION
- - - COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8" IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPLICE BOX
- LGT EXISTING STREET LIGHT
- MAIL EXISTING MAIL BOX
- WELL EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY, SET 3/8" IRON ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 3/8" IRON ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
IEH0009	THE DEERFIELD-BANNOCKBURN FIRE PROTECTION DISTRICT	2.304	0.315	0.155	1.989	N/A	GRADING	16-18-300-025	
IEH0010	SALIM & LUCY FAKHOURY	3.000	0.218	0.136	2.782	N/A	N/A	16-18-400-008	

SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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.



DETTED AT JOLIET, ILLINOIS THIS 10th DAY OF MARCH, 2009, A.D.
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2010

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
214 ONIDA STREET
JOLIET, ILLINOIS 60455
PH: (815) 744-6600 FAX: (815) 744-0101 PH: (630) 420-7740 FAX: (630) 420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
1-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 109+400 TO STATION 109+550

SCALE 1:500 SHEET 7 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
501 WEST CENTER COURT
SCHAMBURG, ILLINOIS 60196

REVISIONS
5-21-07 / MISC. REVISIONS
2-7-08 / REVISED OWNER 0010
3-10-09 / REVISED PARCEL 0010 TABLE

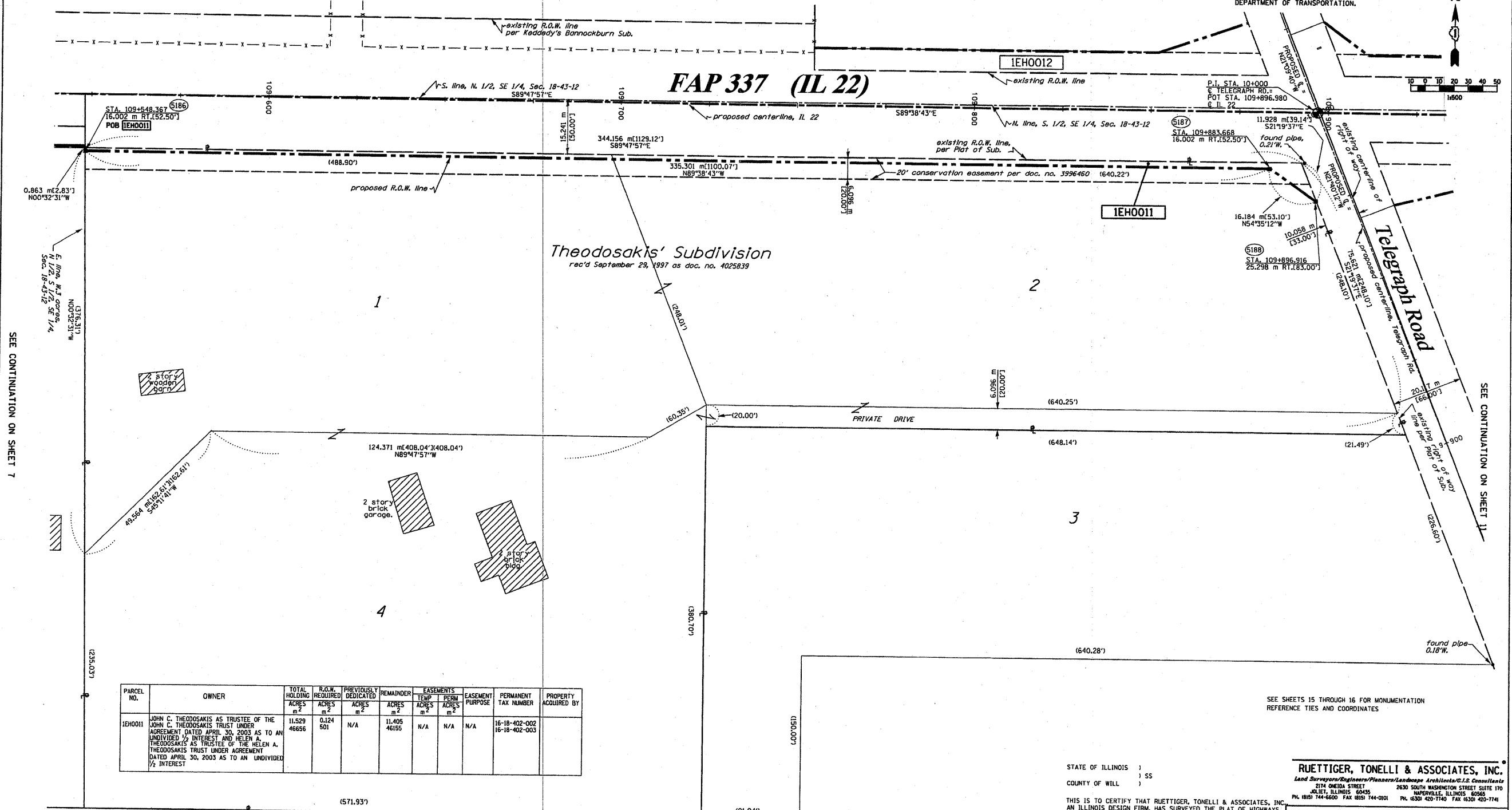
ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755.00 (IL 22)

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ROW.dgn	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 115
PLOT SCALE = #SCALE#	PLOT DATE = 5/15/2010	DRAWN - DC	REVISED -	SCALE: 1"=50'	SHEET NO. 115 OF 232 SHEETS	CONTRACT NO. 60860				
		CHECKED - JP	REVISED -	SCALE: 1"=50'	SHEET NO. 115 OF 232 SHEETS	CONTRACT NO. 60860				
		DATE - 05/14/2010	REVISED -	SCALE: 1"=50'	SHEET NO. 115 OF 232 SHEETS	CONTRACT NO. 60860				

PART OF THE SE 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

SEE CONTINUATION ON SHEET 12

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



SEE CONTINUATION ON SHEET 7

SEE CONTINUATION ON SHEET 11

PARCEL NO.	OWNER	TOTAL HOLDING	R.O.W. REQUIRED	PREVIOUSLY DEDICATED	REMAINDER	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
		ACRES	ACRES	ACRES	ACRES	TEMP	PERM			
1EH0011	JOHN C. THEODOSAKIS AS TRUSTEE OF THE JOHN C. THEODOSAKIS TRUST UNDER AGREEMENT DATED APRIL 30, 2003 AS TO AN UNDIVIDED 1/2 INTEREST AND HELEN A. THEODOSAKIS AS TRUSTEE OF THE HELEN A. THEODOSAKIS TRUST UNDER AGREEMENT DATED APRIL 30, 2003 AS TO AN UNDIVIDED 1/2 INTEREST	11.529 46656	0.124 501	N/A	11.405 46155	N/A	N/A	N/A	16-18-402-002 16-18-402-003	

LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 1/4 INCH IRON ROD

PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
CUT CROSS FOUND OR SET
SAME OWNERSHIP
EXISTING TELEPHONE SPlice BOX
EXISTING STREET LIGHT
EXISTING MAIL BOX
EXISTING WELL HEAD

SECTION CORNER
QUARTER SECTION CORNER

RECEIVED
FEB 10 2009
PLATS & LEGALS



REVISED:
5-21-07 / MISC. REVISIONS
2-6-09 / REVISED TH FOR PARCEL 0011

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC. AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 JOLIET, ILLINOIS THIS 10th DAY OF February 2009.

RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2010

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/P.L.S. Consultants
374 CHINA STREET
JOLIET, ILLINOIS 60435
PH 815/744-6600 FAX 815/744-0101

2630 SOUTH WASHINGTON STREET SUITE 170
NAPERVILLE, ILLINOIS 60565
PH 630/420-7740 FAX 630/420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 109+540 TO STATION 109+900

SCALE 1:500 SHEET 8 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHUMBERG, ILLINOIS 60196

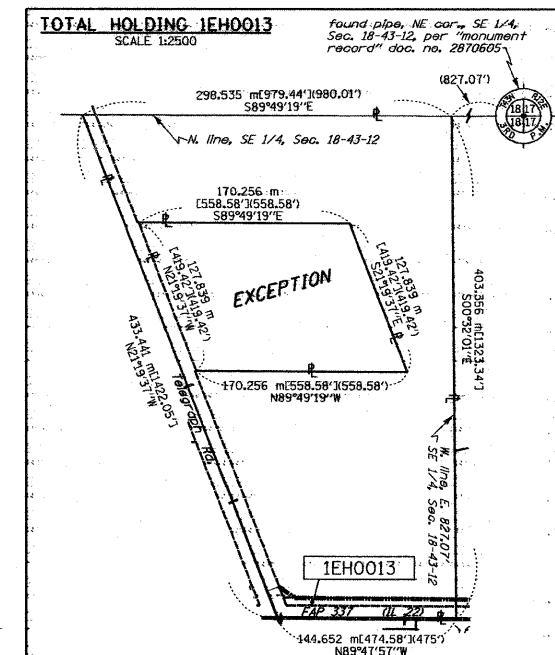
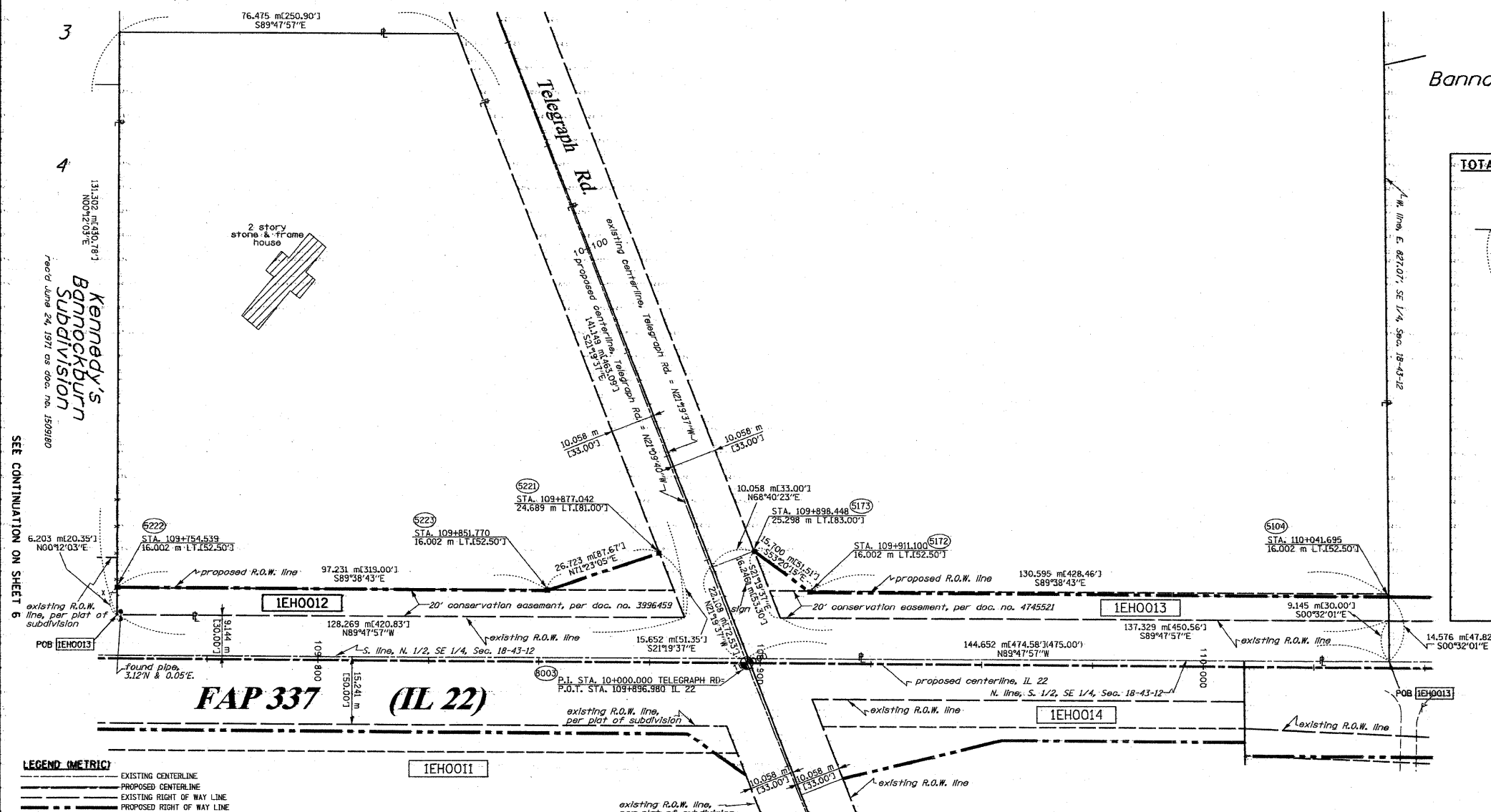
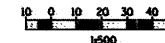
ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755.00 (IL 22)

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ROW.dgn	USER NAME = #USER# 160860-shr-ROW.dgn	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 116		
PLOT SCALE = #SCALE#	PLOT DATE = 5/15/2010	DRAWN - DC	REVISED -			SCALE: 1"=50'	SHEET NO. 116 OF 232 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
CHECKED - JP	DATE - 05/14/2010	REVISOR -	REVISOR -									

PART OF THE SE 1/4 OF SECTION 18, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

Bannockburn Brae Subdivision
rec'd May 17, 1990 as doc. no. 2906297



- LEGEND (METRIC)**
- EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT LINE
 - SECTION LINE
 - QUARTER SECTION LINE
 - QUARTER QUARTER SECTION LINE
 - APPARENT PROPERTY LINE
 - PROPERTY IDEED LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 3/8 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - TEL EXISTING TELEPHONE SPLICE BOX
 - LGT EXISTING STREET LIGHT
 - MAIL EXISTING MAIL BOX
 - WELL EXISTING WELL HEAD
 - STAKING OF PROPOSED RIGHT OF WAY, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

SEE CONTINUATION ON SHEET 8 & 11

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	EASEMENTS PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
IEH0012	JAMES C. EDGAR, UNDIVIDED 1/2 INTEREST & JAMES C. EDGAR, TRUSTEE OF JANE E. EDGAR ESTATE TRUST, UNDIVIDED 1/2 INTEREST	3.322	0.220	N/A	3.102	N/A	N/A	N/A	16-18-400-007	5570993
IEH0013	NORTHSTAR TRUST CO. TR. 333L	17.079	0.569	0.366	16.510	N/A	N/A	N/A	16-18-400-003	5570993



DATED AT JOLIET, ILLINOIS THIS 10th DAY OF Sep. 2010.
R.F.H.
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
2174 ONIDA STREET
JOLIET, ILLINOIS 60435
PH 815 744-6600 FAX 815 744-0101 P.O. BOX 1000 JOLIET, ILLINOIS 60435

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 109+750 TO STATION 110+050

SCALE 1:500 SHEET 9 OF 16
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SPRINGFIELD, ILLINOIS 62766

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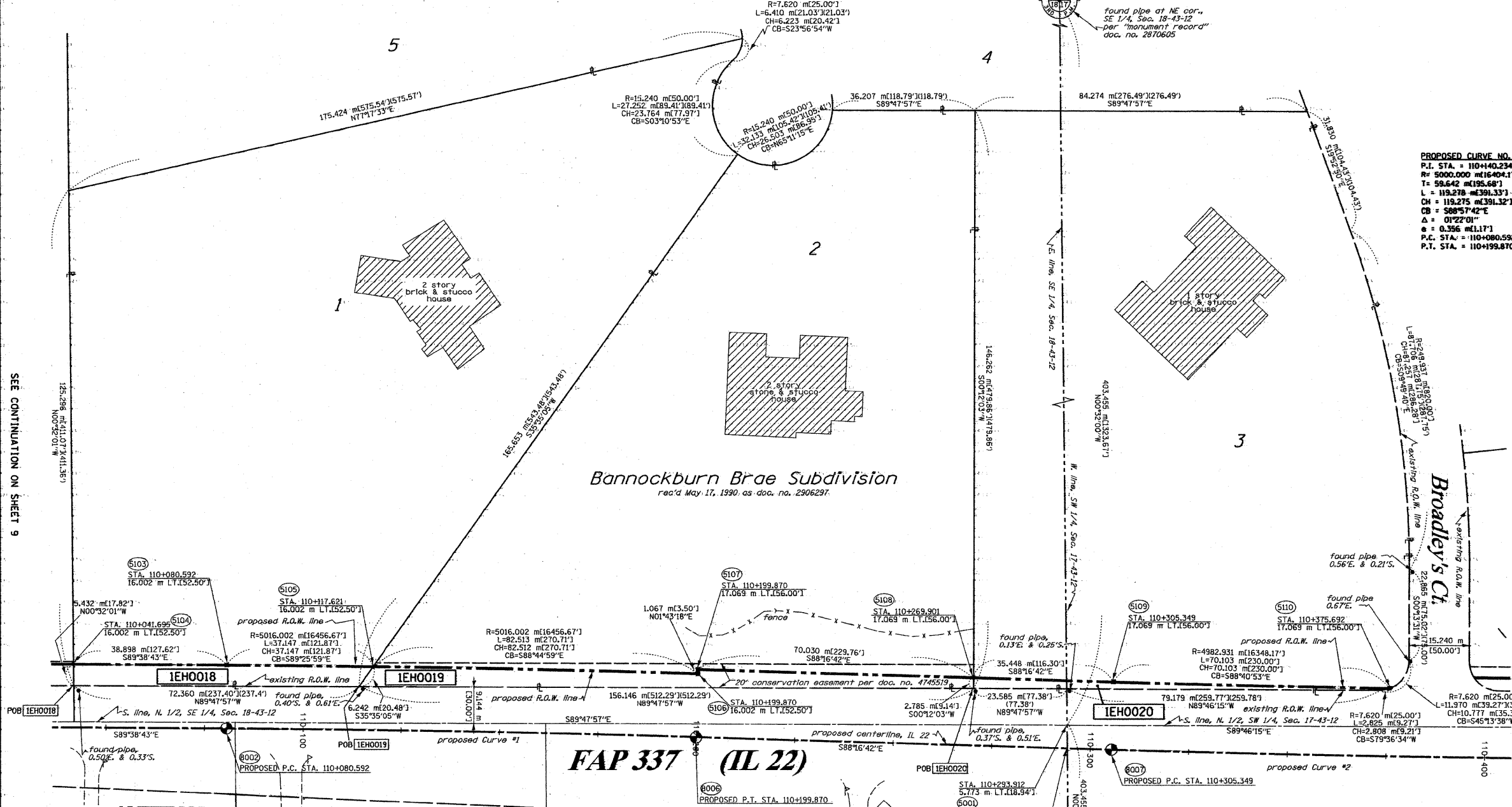
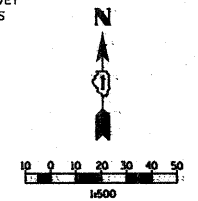
ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755.00 (IL 22)

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PLOT SCALE = \$SCALE\$	PLOT DATE = 5/15/2010	DRAWN - DC	REVISED -			SCALE: 1"=50'	SHEET NO. 117 OF 232 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60860
CHECKED - JP	DATE - 05/14/2010	REVISOR -	REVISOR -							



PART OF THE SE 1/4 OF SECTION 18 AND THE SW 1/4 OF SECTION 17, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



PROPOSED CURVE NO. 1	PROPOSED CURVE NO. 2
P.I. STA. = 110+40.234	P.I. STA. = 110+371.110
R = 5000.000 m(16404.17')	R = 5000.000 m(16404.17')
T = 58.642 m(195.68')	T = 65.761 m(215.75')
L = 119.278 m(391.33')	L = 131.514 m(431.48')
CH = 119.278 m(391.32')	CH = 131.514 m(431.46')
CB = 588°57'42"E	CB = 589°01'55"E
Δ = 0°22'01"	Δ = 0°30'25"
e = 0.356 m(1.17')	e = 0.433 m(1.42')
P.C. STA. = 110+080.592	P.C. STA. = 110+305.349
P.T. STA. = 110+199.870	P.T. STA. = 110+436.863

SEE CONTINUATION ON SHEET 9

SEE CONTINUATION ON SHEET 12

LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPEARANT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 1/2 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, L.O.D.T. STD. 215 (TO BE SET BY OTHERS)

- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING TELEPHONE SPLICE BOX
- EXISTING STREET LIGHT
- EXISTING MAIL BOX
- EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY, SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- SECTION CORNER
- QUARTER SECTION CORNER

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM		
1EH0018	LANGSTON WALKER'S HAND	4.424 17905	0.097 394	N/A	4.327 17511	N/A	N/A	16-18-403-005	
1EH0019	PETER C. & DANETTE P. SILLS	3.708 15006	0.187 636	N/A	3.521 14370	N/A	N/A	16-18-403-006	
1EH0020	CHICAGO TRUST COMPANY, AS TRUSTEE, TRUST NO. 1108428	3.729 15089	0.039 159	N/A	3.690 14930	N/A	N/A	16-17-308-002	

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 OUPD 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 JOLIET, ILLINOIS THIS 10th DAY OF Sept 2008

Ruettiger

RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/GIS Consultants
2374 ONEDA STREET
JOLIET, ILLINOIS 60438
PH: 815 744-8600 FAX: 815 744-0001

2630 SOUTH WASHINGTON STREET SUITE 170
HAPERVILLE, ILLINOIS 60956
PH: 630 400-7740 FAX: 630 400-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 110+040 TO STATION 110+400

SCALE: 1"=50' SHEET 10 OF 16
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMMOG, ILLINOIS 60956

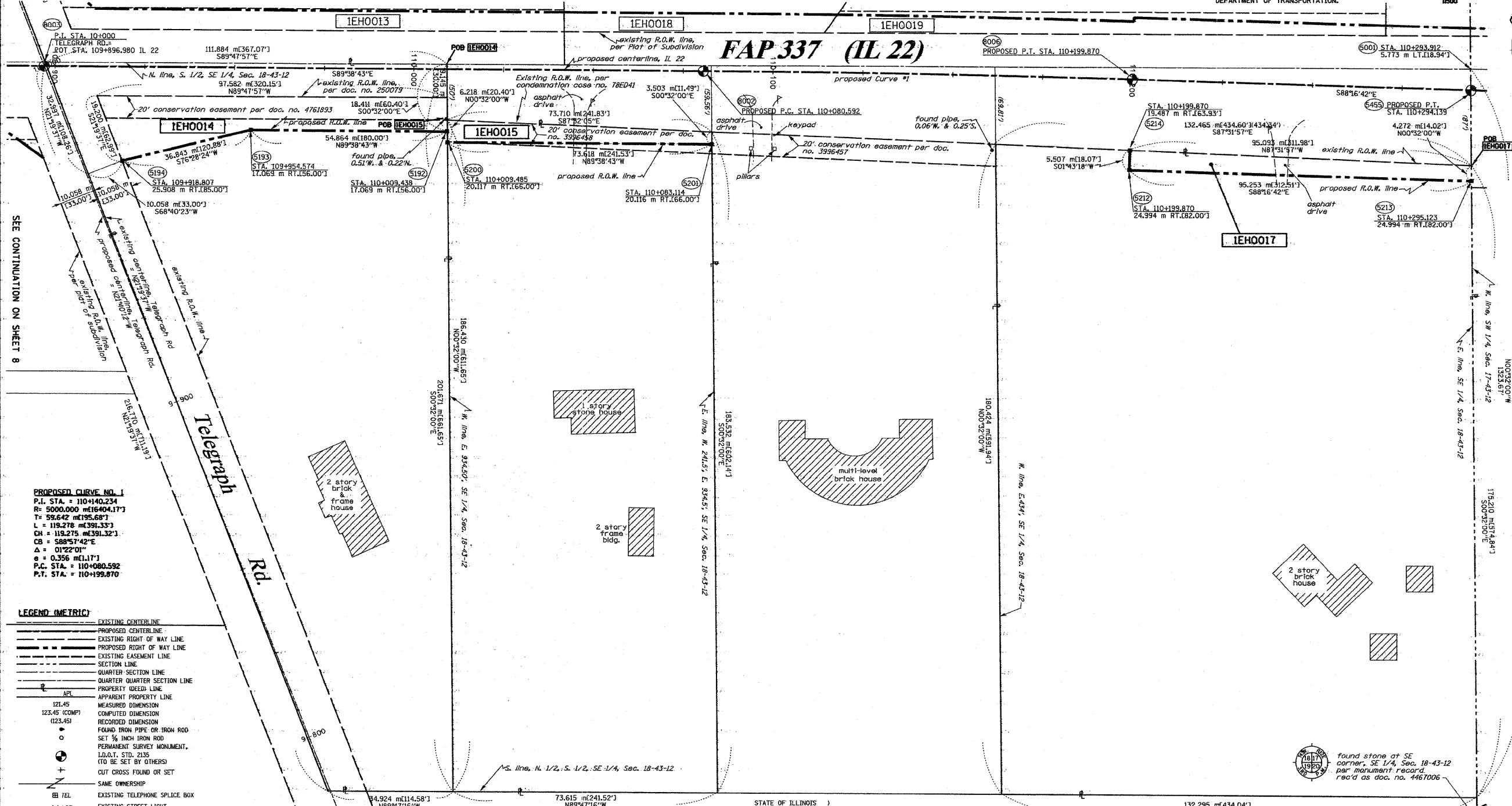
SEE CONTINUATION ON SHEET 11

REVISIONS:
5-21-07 / MISC. REVISIONS
2-7-08 / REVISED OWNER, 0018

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PLOT SCALE = #SCALE#	PLOT DATE = 5/15/2010	CHECKED - JP	REVISED	SCALE: 1"=50'	SHEET NO. 118 OF 232 SHEETS	TO STA.	CONTRACT NO. 60860	ILLINOIS FED. AID PROJECT		

SCANNED



PROPOSED CURVE NO. 1
 P.I. STA. = 110+140.234
 R = 5000.000 m (16404.17')
 T = 59.642 m (195.68')
 L = 119.278 m (391.33')
 CH = 119.275 m (391.32')
 CB = 588°57'42"E
 Δ = 01°22'01"
 e = 0.356 m (1.17')
 P.C. STA. = 110+080.592
 P.T. STA. = 110+199.870

- LEGEND (METRIC)**
- EXISTING CENTERLINE
 - - - PROPOSED CENTERLINE
 - - - EXISTING RIGHT OF WAY LINE
 - - - PROPOSED RIGHT OF WAY LINE
 - - - EXISTING EASEMENT LINE
 - - - SECTION LINE
 - - - QUARTER SECTION LINE
 - - - QUARTER QUARTER SECTION LINE
 - - - PROPERTY IDEED LINE
 - - - APPARENT PROPERTY LINE
 - - - MEASURED DIMENSION
 - - - COMPUTED DIMENSION
 - - - RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 3/8 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT, I.D.O.I. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - TEL EXISTING TELEPHONE SPlice BOX
 - 167 EXISTING STREET LIGHT
 - P EXISTING MAIL BOX
 - WELL EXISTING WELL HEAD

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
1EHO014	TAE HWAN KIM & JEONG HWA KIM	3.658 14802	0.561 2270	0.302 1220	3.087 12532	N/A	N/A	N/A	16-18-400-010	
1EHO015	JOHN & KAREN VANDERBILT	3.365 13616	0.088 358	N/A	3.277 13258	N/A	N/A	N/A	16-18-400-033	
1EHO017	GHODRAT SARRAFI	5.812 23522	0.115 465	N/A	5.697 23057	N/A	N/A	N/A	16-18-400-036	

STATE OF ILLINOIS)
 COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 18, TOWNSHIP 43 NORTH, RANGE 12 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 RE-TRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 12th DAY OF SEP. 2008.

Ronald F. Hodgen
 RONALD F. HODGEN P.L.S. NO. 2630
 MY LICENSE EXPIRES 11-30-2008

SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
 2124 ONEIDA STREET JOLIET, ILLINOIS 62453
 PH. (815) 744-6600 FAX (815) 744-0101 PH. (630) 420-7740 FAX (630) 420-7741

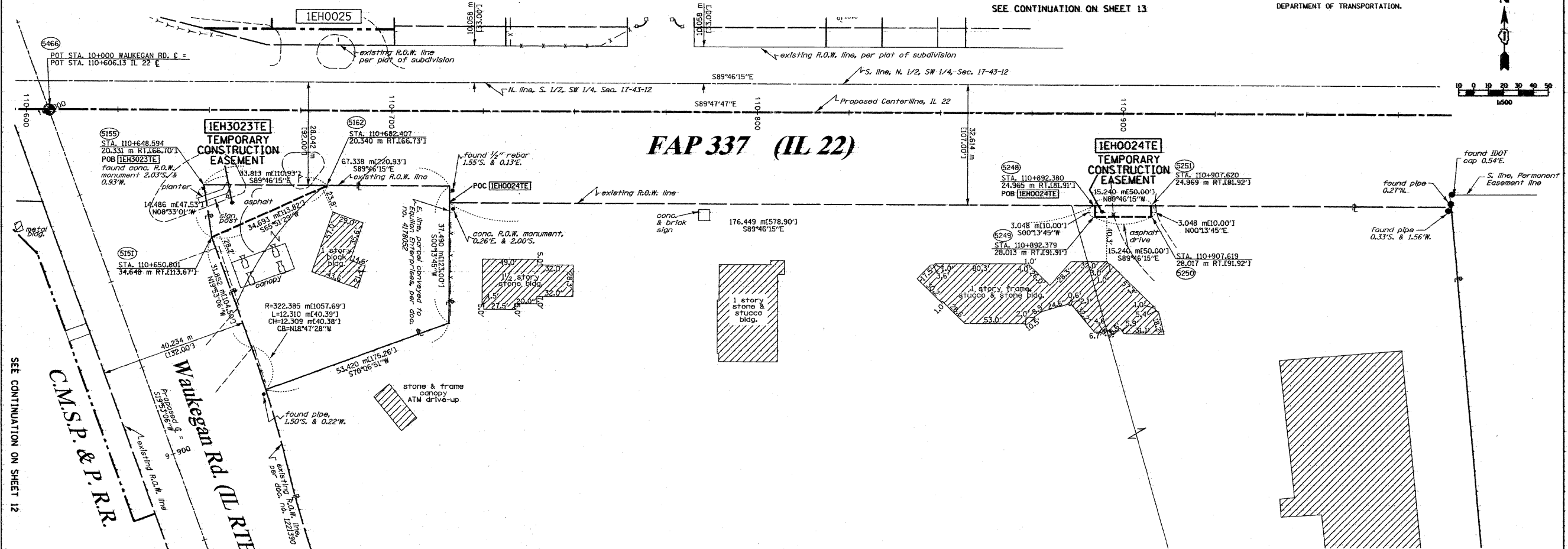
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP 337 (IL 22)
 I-294 TO RIDGE ROAD
 LAKE COUNTY
 JOB NO: R91-023-01
 STATION 109+875 TO STATION 110+300

SCALE 1:500 SHEET 11 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/DISTRICT 1
 201 WEST CENTER COURT
 SCHUMBERG, ILLINOIS 60096

PART OF THE SW 1/4 OF SECTION 17, T43N, R12 EAST OF THE 3rd PM, LAKE COUNTY, ILLINOIS

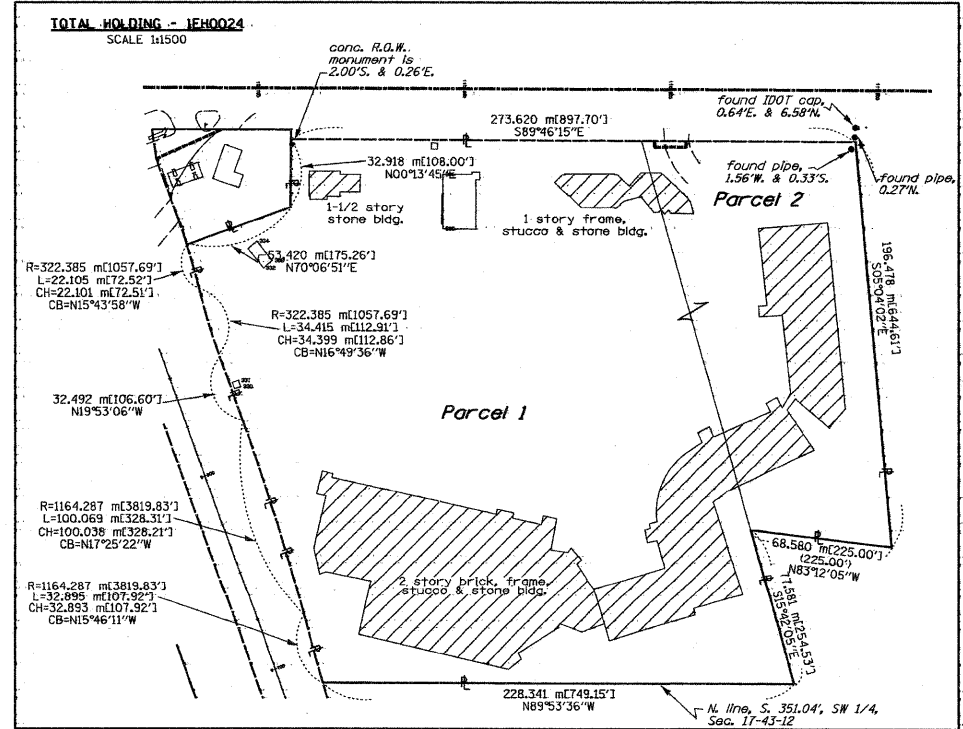
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



- LEGEND (METRIC)**
- EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT LINE
 - SECTION LINE
 - QUARTER SECTION LINE
 - QUARTER QUARTER SECTION LINE
 - PROPERTY QUOTE LINE
 - APPARENT PROPERTY LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 1/2 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - EXISTING TELEPHONE SPLICE BOX
 - EXISTING STREET LIGHT
 - EXISTING MAIL BOX
 - EXISTING WELL HEAD
 - STAKING OF PROPOSED RIGHT OF WAY. SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY DESCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

SEE SHEETS 15 THROUGH 16 FOR MONUMENTATION REFERENCE TIES AND COORDINATES

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	EASEMENTS PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
IEH0023	EQUILON ENTERPRISES LLC	0.711	N/A	N/A	0.711	0.060	0.242	N/A	16-17-300-018	5322-777
IEH0024	ALECTA REAL ESTATE USA, LLC	18.465	N/A	N/A	18.465	0.012	46	N/A	16-17-300-028 16-17-300-023	



STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 43 NORTH, RANGE 12 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 JOLIET, ILLINOIS THIS 20th DAY OF Sept. 2008.

R.F.H.

RONALD F. HODGEN, P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
214 OGDEN STREET
JOLIET, ILLINOIS 60438
PH 815-744-6000 FAX 815-744-0001
2630 SOUTH WASHINGTON STREET SUITE 170
HAPERVILLE, ILLINOIS 60565
PH 630-420-7740 FAX 630-420-7740

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R91-023-01
STATION 100+600 TO STATION 110+975

SCALE 1:500 SHEET 14 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMBERG, ILLINOIS 60196

REVISED
4-18-07/CHANGED 0023TE TO 3023TE
5-21-07 / MISC REVISIONS
2-7-08 / REVISED OWNER, 0024

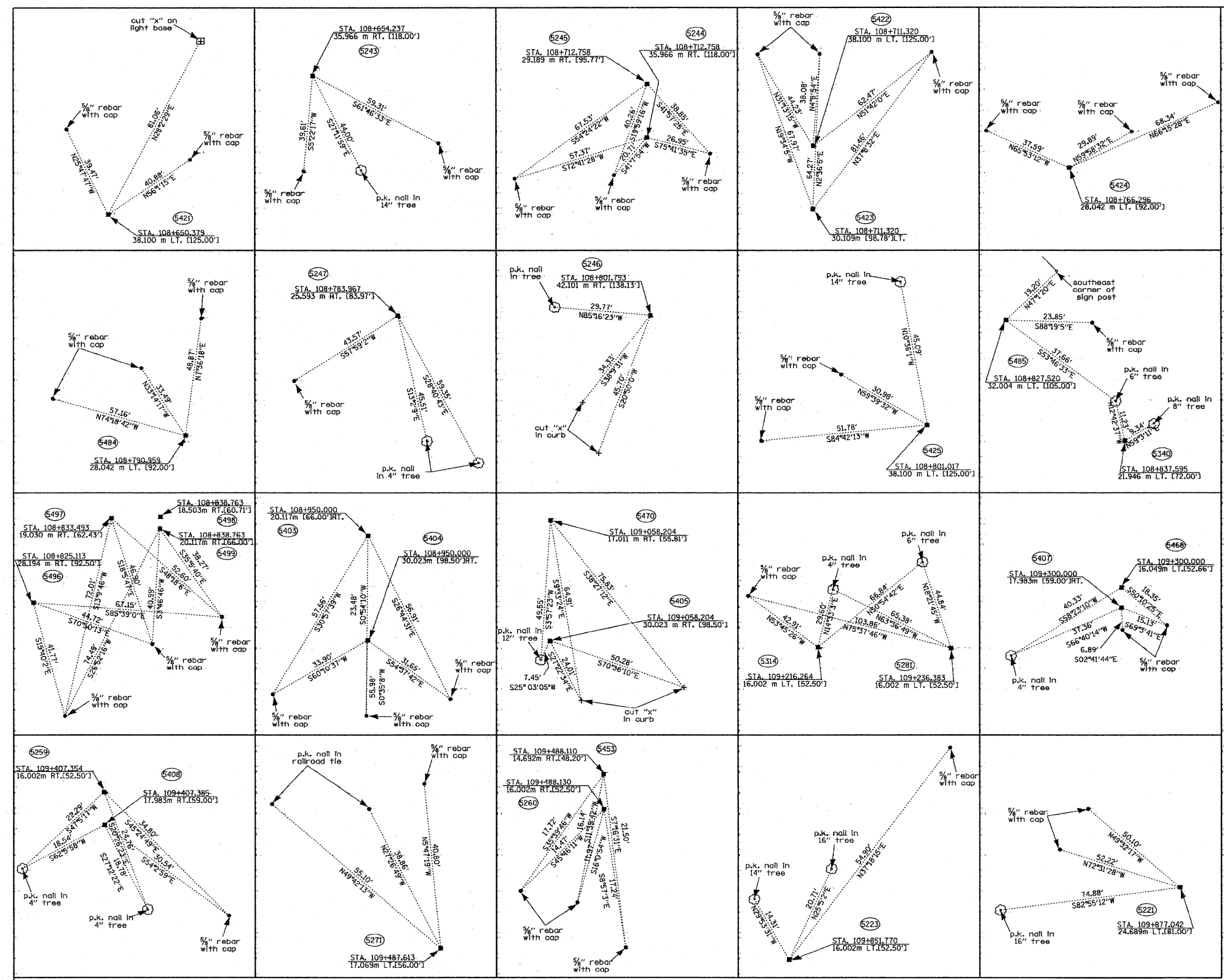
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ROUTE: FAP 337 (IL 22) SECTION COUNTY: LAKE JOB NO. R-91-023-01 RTRA 20020755.00 (IL 22)

SCANNED

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-sh14-ROW.dgn	D160860-sh14-ROW.dgn	DRAWN - DC	REVISED -			337	20R-4	LAKE	232	122
PLOT SCALE = #SCALE#	REVISED -	CHECKED - JP	REVISED -			CONTRACT NO. 60860				
PLOT DATE = 5/15/2010	DATE	05/14/2010	REVISED -			SCALE: 1"=50'	SHEET NO. 122 OF 232 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



- LEGEND**
- EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - TEMPORARY EASEMENT LINE
 - SECTION LINE
 - QUARTER SECTION LINE
 - QUARTER QUARTER SECTION LINE
 - PROPERTY DEED LINE
- APL**
- 121.45 APPARENT PROPERTY LINE
 - 123.45 (COMP) MEASURED DIMENSION
 - 123.45 (123.45) RECORDED DIMENSION
 - FOUND IRON PIPE OR IRON ROD
 - SET 1/2 INCH IRON ROD
 - PERMANENT SURVEY MONUMENT
 - I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
 - CUT CROSS FOUND OR SET
 - SAME OWNERSHIP
 - ⊠ EXISTING TELEPHONE SPlice BOX
 - ⊠ LGT EXISTING STREET LIGHT
 - ⊠ MAIL EXISTING MAIL BOX
 - ⊠ WELL EXISTING WELL HEAD
 - STAKING OF PROPOSED RIGHT OF WAY, SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY 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, SET 1/2 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.



STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 43 NORTH, RANGE 12 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 JULIET, ILLINOIS THIS 20th DAY OF Sept. 2008.
R. Hoenig
RONALD F. HOENIG P.L.S., NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/C.E.S. Consultants
274 OWEN STREET 3630 SOUTH WASHINGTON STREET SUITE 170
JULIET, ILLINOIS 60435 WAPERVILLE, ILLINOIS 60565
PH (815) 744-6600 FAX (815) 744-0101 PH (630) 420-7740 FAX (630) 420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R-91-023-01
STATION TO STATION

SHEET 15 OF 16

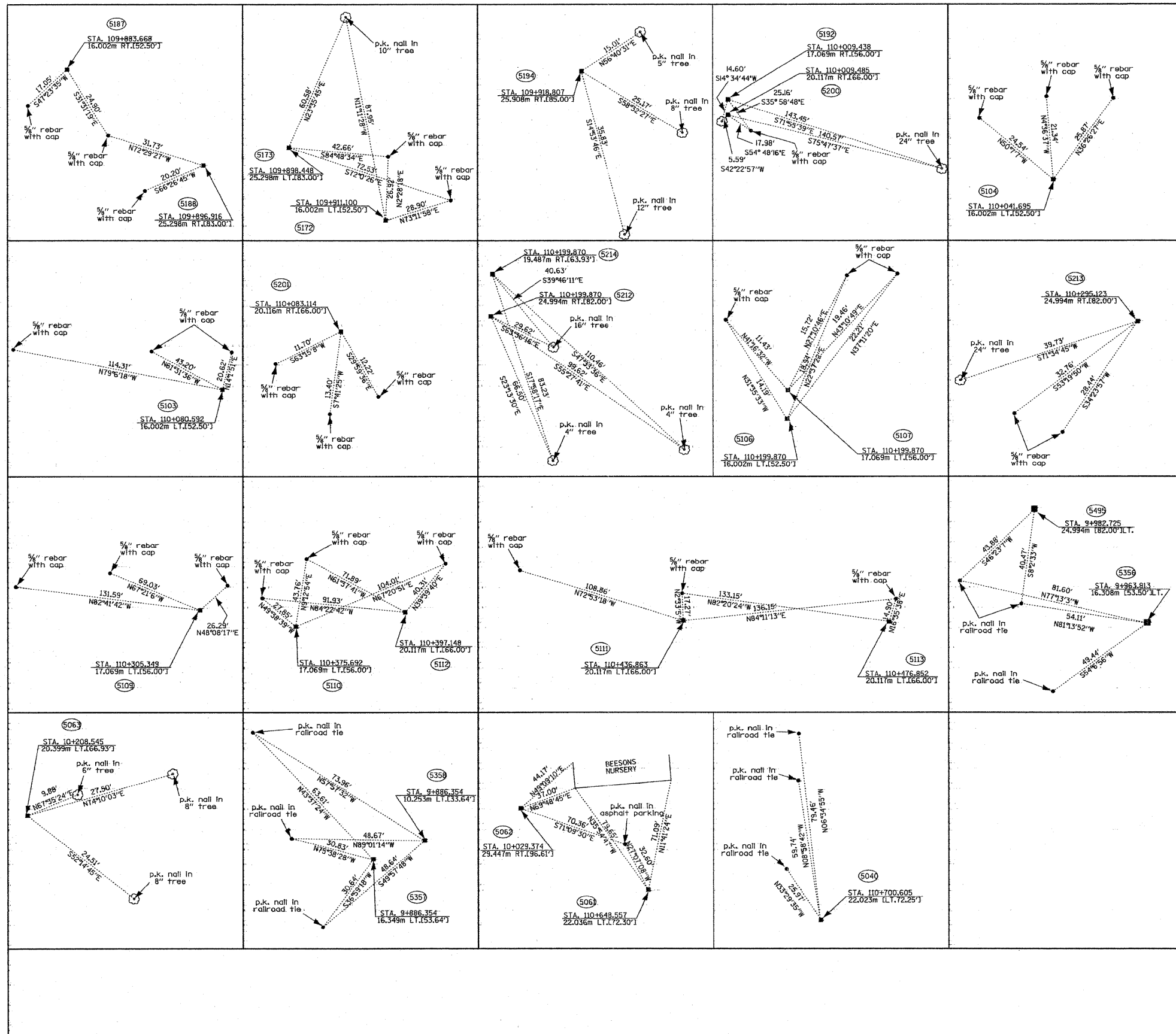
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS-DISTRICT 1
201 WEST CENTER COURT
SCHUMBERG, ILLINOIS 60196

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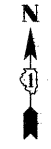
ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01 RT&A 20020755 (IL 22)



FILE NAME = W:\IL\RT22\2009 REVISIONS\CADD Sheets	USER NAME = #USER# D168860-sht-ROW.dgn	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 22 PLAT OF HIGHWAYS		F.A.P. R.T.E. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 123	
PLOT SCALE = #SCALE#	PLOT DATE = 5/15/2010	DRAWN - DC	REVISED -		SCALE: NTS	SHEET NO. 123 OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860				
CHECKED - JP	DATE - 05/14/2010	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT							



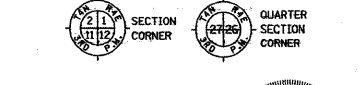
BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



LEGEND

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- TEMPORARY EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY DEED LINE
- APL APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- 123.45 RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8" IRON ROD PERMANENT SURVEY MONUMENT, I.D.A.T. STD. 235 (TO BE SET BY OTHERS)
- + CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPlice BOX
- LGT EXISTING STREET LIGHT
- MAIL EXISTING MAIL BOX
- WELL EXISTING WELL HEAD

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8" METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULVATED AREAS. SET 3/8" METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.



STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC. AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 43 NORTH, RANGE 12 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 JULIET, ILLINOIS THIS 22ND DAY OF Sept. 2008.
RUEHL
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/C.I.S. Consultants
2114 ONIDA STREET
JOLIET, ILLINOIS 62450
PH. (815) 744-6600 FAX (815) 744-0001 PH. (630) 420-7740 FAX (630) 420-7740

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP 337 (IL 22)
I-294 TO RIDGE ROAD
LAKE COUNTY
JOB NO. R-91-023-01
STATION TO STATION

SHEET 16 OF 16

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHMUNGER, ILLINOIS 60196

sh16.dgn 9/22/2008 9:48:12 AM

ROUTE: FAP 337 (IL 22) SECTION: COUNTY: LAKE JOB NO. R-91-023-01

RT&A 20020755 (IL 22)



FILE NAME = W:\IL\RT22\2009 REVISIONS\CADD Sheets	USER NAME = #USER# D168868-sh16-ROW.dgn	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	F.A.P. R.T.E. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 124	
PLOT SCALE = #SCALE#	CHECKED - JP	REVISOR -	REVISOR -			SCALE: NTS	SHEET NO. 124 OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860	ILLINOIS FED. AID PROJECT	
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISOR -	REVISOR -								

PART OF THE SW 1/4 OF SEC. 16 AND PART OF THE SE 1/4 OF SEC. 17, TWP. 43 N., R. 12 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
111+932.709	25.000m Rt.	614,391.6415	340,179.4996
111+934.344	21.907m Lt.	614,438.5461	340,181.2117
111+941.983	14.368m Lt.	614,430.9945	340,188.8379
111+943.928	15.677m Rt.	614,400.9461	340,190.7345
111+968.366	15.599m Rt.	614,400.9842	340,215.1720

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1EH0101	Betty Holst, a widow, surviving joint tenant	2.713	0.090	N/A	2.623	N/A	N/A	16-17-400-034	5580376
1EH0102	Alvin F. Mecklenburger and Lois E. Mecklenburger, his wife as Joint Tenants	1.946	0.009	390	1.937	N/A	N/A	16-17-402-005	5580377
1EH0103	Chandrasekhar W. Joshi and Mohini C. Joshi, husband and wife, as Tenants in Common	0.878	0.013	N/A	0.865	N/A	N/A	16-16-303-042	5789871

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPL APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA U.S. FOOT
- MEASURED DIMENSION U.S. FOOT
- EXISTING BUILDING

Bearings are referenced to the Illinois State Plane Coordinate System, NAD 83, East Zone, as Provided by the Illinois Department of Transportation.

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

STATE OF ILLINOIS }
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 16, TOWNSHIP 43N., RANGE 12E., AND SECTION 17, TOWNSHIP 43N., RANGE 12E., 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 LAKE VILLA, ILLINOIS THIS 25th DAY OF February 2010 A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
EXPIRATION DATE: NOVEMBER 30, 2004
NOTE: SURFACE COORDINATES ARE SHOWN.
PROJECT AVERAGE COMBINED SCALE FACTOR 0.999962771.

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1EH0101	434747	March 22, 1937
1EH0101	92 ED 15	*June 11, 1992
1EH0102	859697	April 1, 1955
1EH0102	3083384	November 13, 1991
1EH0103	2568732	May 18, 1987
1EH0103	92 ED 23	*December 23, 1993
-----	859697	April 1, 1955
-----	1639664	October 19, 1973
-----	3075188	October 21, 1991
-----	92 ED 17	*June 7, 1993
-----	92 ED 44	*November 4, 1993

* Date Filed

Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	T1	12.15
	T2	11.93
	T3	17.08
2	T1	16.22
	T2	7.36
	T3	7.32
3	T1	21.63
	T2	14.58
	T3	20.56
4	T1	34.59
	T2	23.53
	T3	18.29
5	T1	12.05
	T2	8.53
	T3	9.84
6	T1	9.37
	T2	5.80
	T3	3.83

All Ties to Point No. 2 are a Cross Cut (Set) in Concrete Walk, T1 & T3 to Point No. 6 are a "MAG" Nail (Set) in Wood 4" x 4" Fence Post.

OKO ESTATES
Recorded October 19, 1973
as Document No. 1639664

TARA SUBDIVISION
Recorded May 18, 1987
as Document No. 2568732



COORDINATE TABLE

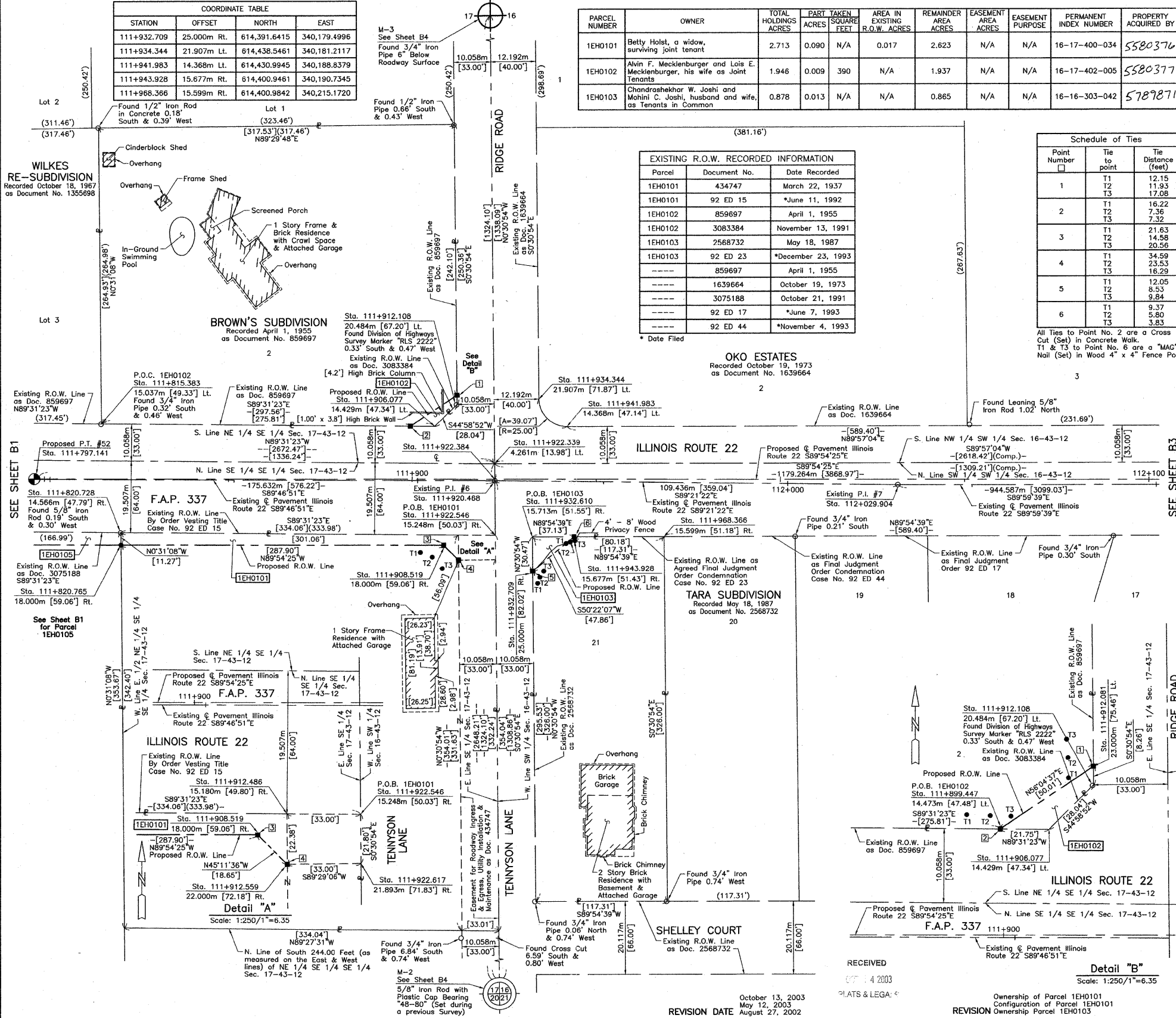
STATION	OFFSET	NORTH	EAST
111+815.383	15.037m Lt.	614,431.8686	340,062.2388
111+820.728	14.566m Rt.	614,402.2578	340,067.5364
111+820.765	18.000m Rt.	614,398.8232	340,067.5676
111+899.447	14.473m Lt.	614,431.1686	340,146.3025
111+906.077	14.429m Lt.	614,431.1134	340,152.9318
111+908.519	18.000m Rt.	614,398.6807	340,155.3210
111+912.081	23.000m Lt.	614,439.6749	340,158.9502
111+912.108	20.484m Lt.	614,437.1584	340,158.9729
111+912.486	15.180m Rt.	614,401.4938	340,159.2934
111+912.559	22.000m Rt.	614,394.6742	340,159.3547
111+922.339	4.261m Lt.	614,420.9194	340,169.1776
111+922.384	€	614,416.6582	340,169.2159
111+922.546	15.248m Rt.	614,401.4100	340,169.3530
111+922.617	21.893m Rt.	614,394.7646	340,169.4127
111+932.610	15.713m Rt.	614,400.9285	340,179.4162

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046 (847) 358-3371
SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 337 (ILLINOIS ROUTE 22)
SECTION 20R-4 LAKE COUNTY
PROJECT JOB NO. R-91-023-01
STATION 111+800 TO STATION 112+100
SCALE: 1:500/1"=12.7 SHEET B2 OF B5

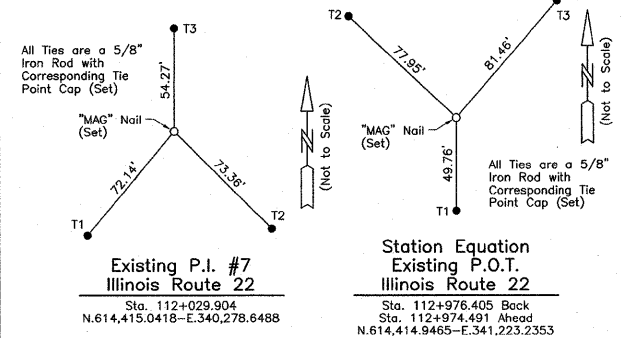
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

BY	DATE	MADE	CHECKED	NOTED



ROUTE F.A.P. 337 (ILLINOIS ROUTE 22) SECTION 20R-4 COUNTY LAKE JOB NO. R-91-023-01 RECORDING: RECORDED ON AS DOCUMENT NO.

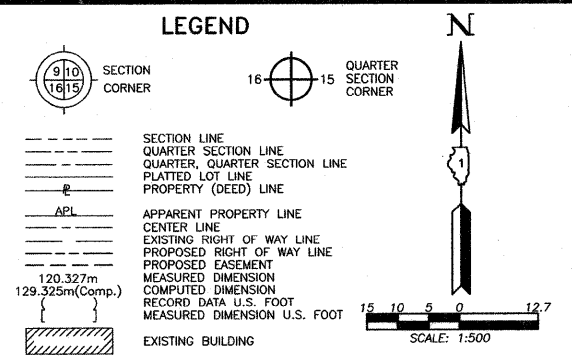
PART OF THE SW 1/4 OF SEC. 16, TWP. 43 N., R. 12 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.



Parcel	Document No.	Date Recorded
1EH0104	282477	July 13, 1926
1EH0104	92 ED 11	*September 8, 1992
---	282477	July 13, 1926
---	494624	May 7, 1941
---	497881	July 8, 1941
---	1639664	October 19, 1973
---	2158605	May 4, 1982
---	92 ED 36	*August 5, 1992
---	92 ED 4	*March 1, 1993
---	92 ED 5	*June 16, 1992
---	4438506	October 22, 1999

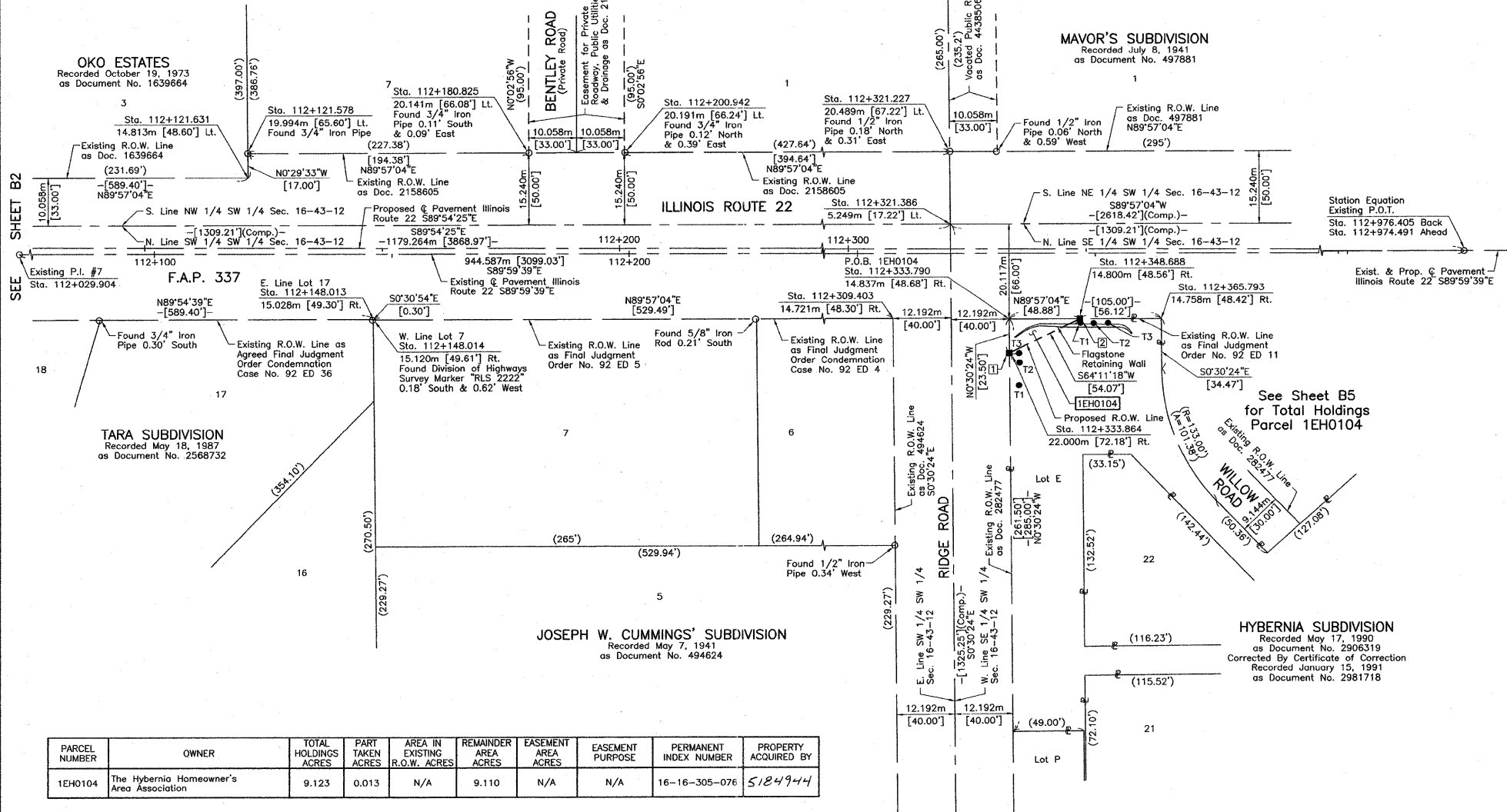
* Date Filed

Point Number	Tie to point	Tie Distance (feet)
1	T1	23.10
	T2	9.62
	T3	6.70
2	T1	2.83
	T2	9.33
	T3	19.56



ARBORETUM SUBDIVISION
Recorded May 4, 1982
as Document No. 2158605
Corrected by Letter of Amendment
Recorded August 1, 1991
as Document No. 3046727

MAVOR'S SUBDIVISION
Recorded July 8, 1941
as Document No. 497881



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

STATE OF ILLINOIS
COUNTY OF LAKE

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 16, TOWNSHIP 43N., RANGE 12E., 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 LAKE VILLA, ILLINOIS THIS 25th DAY OF February 2003 A.D.



Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR No. 35-2797
EXPIRATION DATE: NOVEMBER 30, 2004

NOTE: SURFACE COORDINATES ARE SHOWN.
PROJECT AVERAGE COMBINED SCALE FACTOR 0.999962771.

STATION	OFFSET	NORTH	EAST
112+121.578	19.994m Lt.	614,436.3291	340,368.4417
112+121.631	14.813m Lt.	614,431.1475	340,368.4863
112+148.013	15.028m Rt.	614,401.2636	340,394.8200
112+148.014	15.120m Rt.	614,401.1714	340,394.8208
112+180.825	20.141m Lt.	614,436.3795	340,427.6888
112+200.942	20.191m Lt.	614,436.3966	340,447.8057
112+309.403	14.721m Rt.	614,401.3088	340,556.2101
112+321.227	20.489m Lt.	614,436.4991	340,568.0914
112+321.386	5.249m Lt.	614,421.2591	340,568.2262
112+333.790	14.837m Rt.	614,401.1528	340,580.5965
112+333.864	22.000m Rt.	614,393.9900	340,580.6598
112+348.688	14.800m Rt.	614,401.1655	340,595.4954
112+365.793	14.758m Rt.	614,401.1801	340,612.6005

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046 SHEET 1 IS A COVER
(847) 356-3371 SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 337 (ILLINOIS ROUTE 22)
SECTION 20R-4 LAKE COUNTY
PROJECT JOB NO. R-91-023-01
STATION 112+100 TO STATION 113+000
SCALE: 1:500/1"=12.7' SHEET B3 OF B5

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

BY	DATE
MAD	
MADE	
CHECKED	
DATE	
NOTEBOOK	
NO	

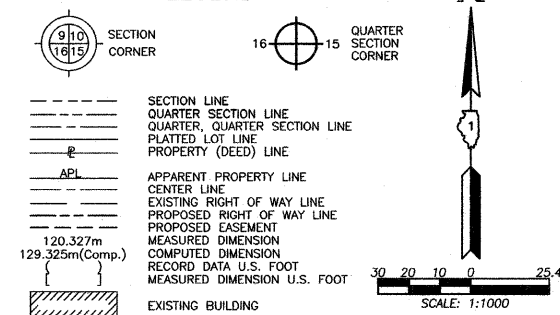
PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1EH0104	The Hybernia Homeowner's Area Association	9.123	0.013	N/A	9.110	N/A	N/A	16-16-305-076	51849-14

ROUTE F.A.P. 337 (ILLINOIS ROUTE 22) SECTION 20R-4 COUNTY LAKE JOB NO. R-91-023-01 RECORDING: RECORDED ON AS DOCUMENT NO.

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\ILRTE22\2009 REVISIONS\CADD Sheets	protecha	LP	07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	337	20R-4	LAKE	232	124C
revised sheets\DI180860-sht-ROW_B.dgn		DC								
PLOT SCALE = 50.0000' / IN.		JP								
PLOT DATE = 7/28/2010										
										CONTRACT NO. 60860
										ILLINOIS FED. AID PROJECT

PART OF THE SE 1/4 OF SEC. 17, TWP. 43 N., R. 12 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

LEGEND



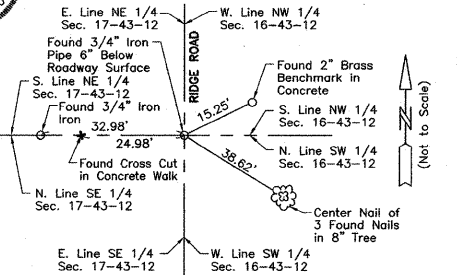
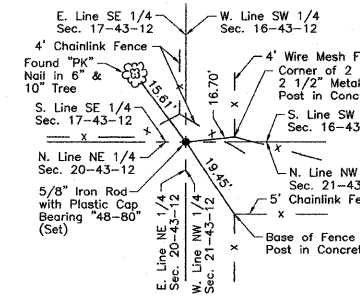
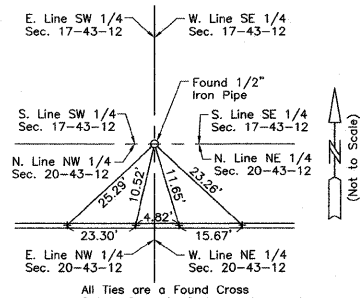
Bearings are referenced to the Illinois State Plane Coordinate System, NAD 83, East Zone, as Provided by the Illinois Department of Transportation.

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

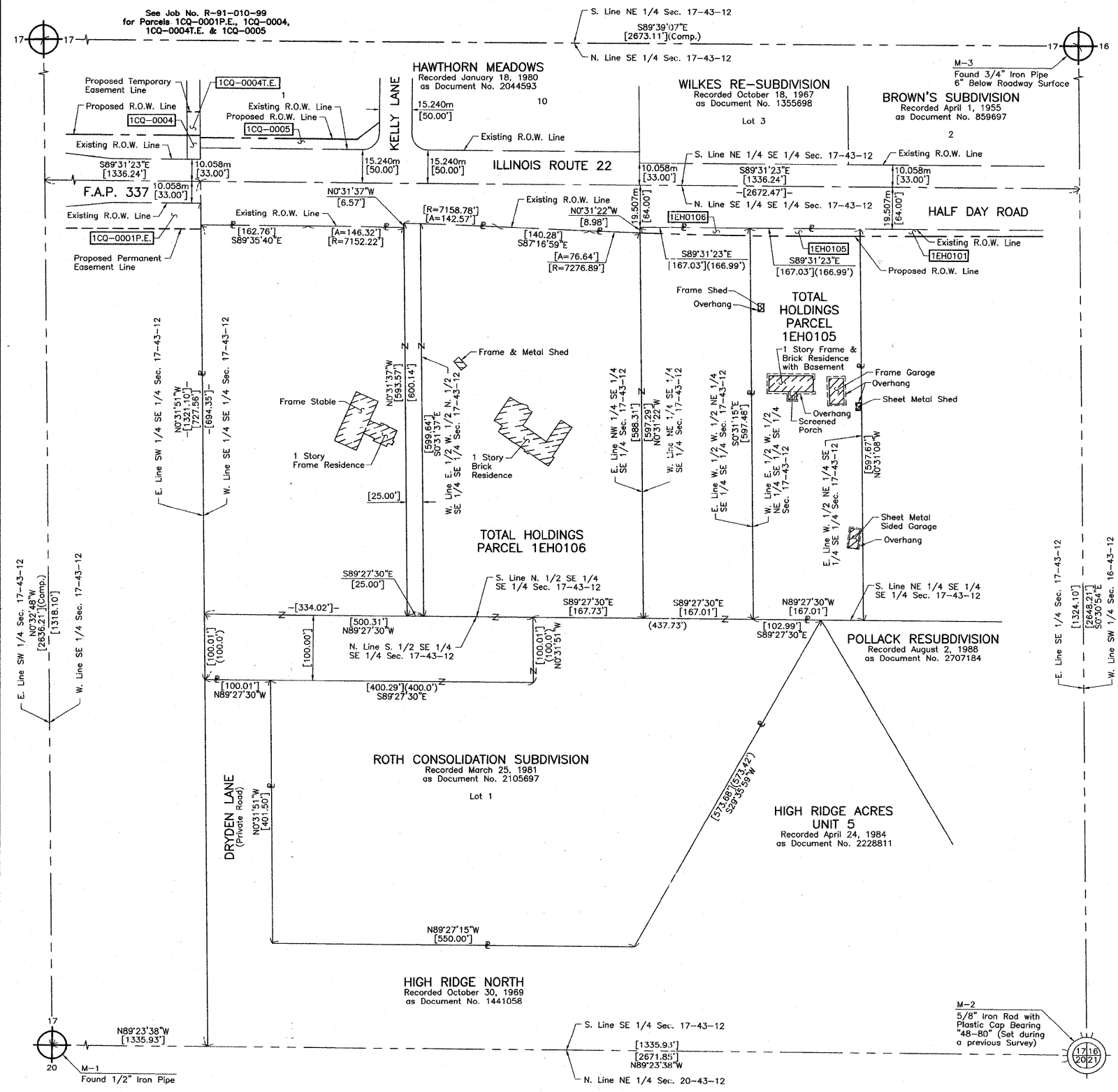
STATE OF ILLINOIS }
 COUNTY OF LAKE }
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREIN IN SECTION 17, TOWNSHIP 43N., RANGE 12E., OF THE THIRD PRINCIPAL MERIDIAN, 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 LAKE VILLA, ILLINOIS THIS 02 DAY OF June 20 2010 A.D.



NOTE: SURFACE COORDINATES ARE SHOWN.
 PROJECT AVERAGE COMBINED SCALE FACTOR 0.999962771.



ROW	PLAT	DATE	BY
MADE			
RECORDED			
INDEXED			
NOTEBOOK			
NO.			



ROUTE F.A.P. 337 (ILLINOIS ROUTE 22) SECTION 20R-4 COUNTY LAKE JOB NO. R-91-023-01 RECORDING: RECORDED ON AS DOCUMENT NO.

FILE NAME = W:\ILRTE22\2009 REVISIONS\CAOD Sheets\revised sheets\160860-sht-ROW_B.dgn	USER NAME = pociacha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 124D
PLOT SCALE = 50.0000' / IN.	CHECKED - JP	REVISION	REVISION			SCALE: 1"=50'	SHEET NO. 124D OF 232 SHEETS STA. TO STA.	CONTRACT NO. 60860		
PLOT DATE = 7/28/2010	DATE - 05/14/2010	REVISION	REVISION			MADE BY	REVISION	REVISION		

**PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**
 F.A.P. 337 (ILLINOIS ROUTE 22)
 SECTION 20R-4 LAKE COUNTY
 PROJECT JOB NO. R-91-023-01
 STATION NONE TO STATION
 SCALE: 1:1000/1"=25.4 SHEET 14 OF 15

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

PART OF THE SW 1/4 OF SEC. 16 AND PART OF THE NW 1/4 OF SEC. 21, TWP. 43 N., R. 12 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

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

MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA U.S. FOOT
MEASURED DIMENSION U.S. FOOT

EXISTING BUILDING

120.327m
129.325m(Comp.)

SCALE: 1:2500

Bearings are referenced to the Illinois State Plane Coordinate System, NAD 83, East Zone, as Provided by the Illinois Department of Transportation.

○ IRON PIPE OR ROD FOUND ⊗ "MAG" NAIL SET
+ CUT CROSS FOUND OR SET ● 5/8" REBAR SET

● T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER
● PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
□ RIGHT OF WAY STAKING PROPOSED TO BE SET

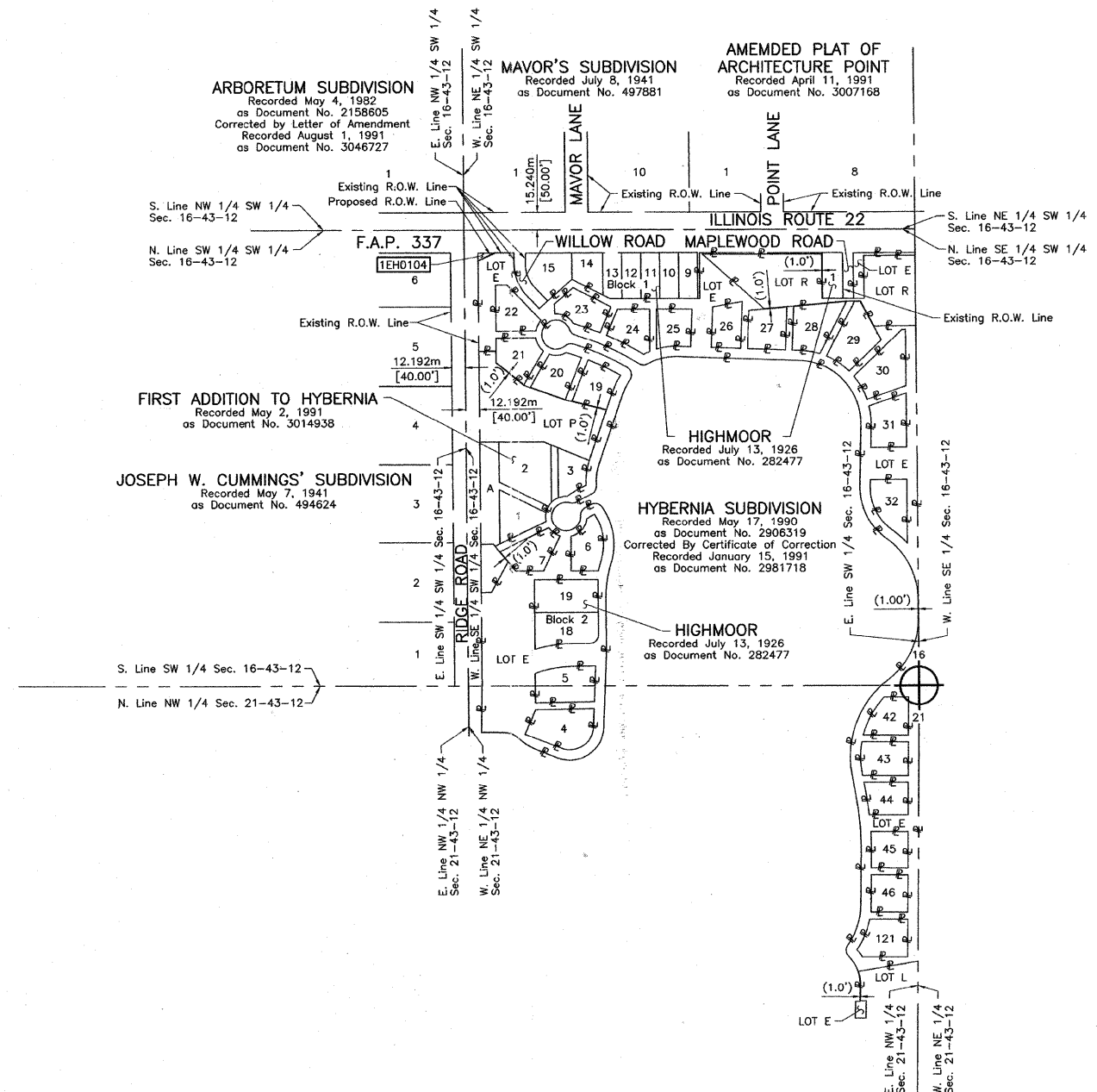
STATE OF ILLINOIS } SS
COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 16, TOWNSHIP 43N., RANGE 12E. AND SECTION 21, TOWNSHIP 43N., RANGE 12E., 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 LAKE VILLA, ILLINOIS THIS 25th DAY OF February 2008A.D.

Christian H. Jorgensen PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
EXPIRATION DATE: NOVEMBER 30, 2004

CHRISTIAN H. JORGENSEN
2797
PROFESSIONAL
LAND
SURVEYOR
STATE OF
ILLINOIS
LAKE VILLA, ILLINOIS



DATE	
BY	
MADE	
CHECKED	
INWED	
ROW PLAT	
NOTEBOOK	
NO	

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER
SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 337 (ILLINOIS ROUTE 22)

SECTION 20R-4 LAKE COUNTY
PROJECT JOB NO. R-91-023-01
STATION NONE TO STATION
SCALE: 1:2500/1"=63.5 SHEET B5 OF B5

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

FILE NAME =	USER NAME = pooscha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PLAT OF HIGHWAYS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 124E
W:\ILROUTE22\2009 REVISIONS\CADD Sheets	revised sheets\DI160860-sht-ROW_B.dgn	DRAWN - DC	REVISOR -			SCALE: 1"=50'	SHEET NO. 124E OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860	[ILLINOIS] FED. AID PROJECT
	PLOT SCALE = 50,0000' / IN.	CHECKED - JP	REVISOR -							
	PLOT DATE = 7/28/2010	DATE - 05/14/2010	REVISOR -							

SIGNING NOTES

- ALL SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. SIGN FACES SHALL BE OF TYPE A REFLECTIVE SHEETING.
- SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- PROPOSED SIGNS SHALL BE OF THE SIZE AND TYPE SPECIFIED AND ALL SHALL BE MOUNTED ON TELESCOPING STEEL SIGN SUPPORT(S) OR METAL POSTS CONFORMING TO THE STANDARD SIGN PANEL ERECTION DETAILS. ALL SIGNS LOCATED IN CONCRETE OR LANDSCAPED MEDIANS SHALL BE ERECTED ON TELESCOPING STEEL SIGN SUPPORTS. ALL OTHER SIGNS SHALL BE ERECTED ON METAL POSTS.
- ALL SIGNS ERECTED IN PAVED MEDIANS SHALL HAVE A SLEEVE PLACED IN THE SURFACE AS SHOWN IN THE SIGN PANEL ERECTION STANDARD FOR TELESCOPING STEEL POST ASSEMBLY, PAVEMENT MOUNTING DETAIL.
- EXISTING SIGNS SHALL BE RELOCATED PER THE ENGINEER'S DIRECTION, AT NO ADDITIONAL COST TO THE CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND STORING THE SIGNS AND POSTS AND REINSTALLING THEM IN GOOD CONDITION. PROPOSED SIGNS SHOWN ARE THOSE REQUIRED IN ADDITION TO THE EXISTING SIGNS OR SIGNS PROVIDED BY IDOT.
- ALL REMOVED EXISTING SIGNS SHALL BE DELIVERED TO LAKE ZURICH SIGN SHOP, PH. NO. (847) 438-2300.

PAVEMENT MARKING NOTES

- PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, STANDARD DETAIL 780001, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING EXCEPT WHERE NOTED IN THE PLANS. THERMOPLASTIC PAVEMENT MARKING MATERIAL SHALL BE USED FOR ALL FINAL MARKING ON ALL BITUMINOUS CONCRETE SURFACES UNLESS OTHERWISE INDICATED IN THE PLANS OR DIRECTED BY THE ENGINEER.
- ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
- ALL 4" EDGE LINES SHALL TERMINATE WHEN THEY MEET BARRIER CURBING EXCEPT WHERE OTHERWISE INDICATED IN THE PLANS.
- RAISED REFLECTIVE MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
- RAISED REFLECTIVE MARKERS USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 80' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
- STOP BARS SHALL BE PLACED 4' BEHIND CROSSWALK LINES AS SHOWN.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

PAVEMENT MARKING LEGEND

- PAVEMENT MARKING LINE (COLOR, SIZE & TYPE AS NOTED)
- PAVEMENT MARKING SYMBOLS (SIZE & TYPE AS NOTED)
- TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER (40' O.C.)
- ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER

① 14 PROP. REQ'D.
12 EXISTING
R 1-1
30" x 30"

② 6 PROP. REQ'D.
0 EXISTING
R 6-3
24" x 18"

②A 2 PROP. REQ'D.
0 EXISTING
R 6-3a
24" x 18"

③ 12 PROP. REQ'D.
15 EXISTING
R 2-1 (40 mph)
30" x 36"

④ 2 PROP. REQ'D.
2 EXISTING
R 2-1 (45 mph)
30" x 36"

⑤ 0 PROP. REQ'D.
0 EXISTING
R 3-1
30" x 30"

⑥ 0 PROP. REQ'D.
0 EXISTING
R 3-2
30" x 30"

⑦ 0 PROP. REQ'D.
3 EXISTING
R 3-5 (R)
24" x 30"

⑧ 17 PROP. REQ'D.
2 EXISTING
R 3-5 (L)
24" x 30"

⑨ 0 PROP. REQ'D.
0 EXISTING
R 3-7(R)
30" x 30"

⑩ 33 PROP. REQ'D.
0 EXISTING
R 4-7
24" x 30"

⑪ 0 PROP. REQ'D.
0 EXISTING
R 5-1
36" x 36"

⑫ 0 PROP. REQ'D.
2 EXISTING
R 5-2
24" x 24"

⑬ 17 PROP. REQ'D.
0 EXISTING
R 6-2 (R)
18" x 24"

⑭ 4 PROP. REQ'D.
4 EXISTING
R 8-8
24" x 30"

⑮ 2 PROP. REQ'D.
2 EXISTING
R 10-6A
24" x 30"

⑯ 2 PROP. REQ'D.
2 EXISTING
R 10-7
24" x 30"

⑰ 1 PROP. REQ'D.
5 EXISTING
R 3-I100
24" x 24"

⑱ 0 PROP. REQ'D.
1 EXISTING
R 12-I102

⑲ 0 PROP. REQ'D.
2 EXISTING
R 12-I102

⑳ 0 PROP. REQ'D.
0 EXISTING
R 15-1
48" x 9"

㉑ 1 PROP. REQ'D.
1 EXISTING
W 2-2
36" x 36"

㉒ 0 PROP. REQ'D.
2 EXISTING
W 3-I100

㉓ 0 PROP. REQ'D.
1 EXISTING
W 4-2
36" x 36"

㉔ 0 PROP. REQ'D.
1 EXISTING
W 6-3
36" x 36"

㉕ 0 PROP. REQ'D.
2 EXISTING
W 10-1
36" DIA.

㉖ 2 PROP. REQ'D.
2 EXISTING
W 10-2
36" x 36"

㉗ 2 PROP. REQ'D.
2 EXISTING
W 11-8
36" x 36"

㉘ 0 PROP. REQ'D.
0 EXISTING
W 11-2
36" x 36"

㉙ 1 PROP. REQ'D.
1 EXISTING
W 16-8
8" x VARIABLE WIDTH
4" CAPITAL LETTERS

㉚ 2 PROP. REQ'D.
2 EXISTING
W 16-8
8" x VARIABLE WIDTH
4" CAPITAL LETTERS

㉛ 8 PROP. REQ'D.
8 EXISTING
M 1-I100
24" x 24"

㉜ 7 PROP. REQ'D.
7 EXISTING
M 1-I100
24" x 24"

㉝ 3 PROP. REQ'D.
3 EXISTING
M 2-1
30" x 15"

㉞ 1 PROP. REQ'D.
1 EXISTING
M 3-1
24" x 12"

㉟ 1 PROP. REQ'D.
1 EXISTING
M 3-2
24" x 12"

㊱ 1 PROP. REQ'D.
1 EXISTING
M 3-3
24" x 12"

㊲ 1 PROP. REQ'D.
1 EXISTING
M 3-4
24" x 12"

㊳ 4 PROP. REQ'D.
4 EXISTING
M 6-3
21" x 15"

㊴ 4 PROP. REQ'D.
4 EXISTING
M 6-4
21" x 15"

㊵ 0 PROP. REQ'D.
1 EXISTING
EM - 6a
30" x 24"

㊶ 4 PROP. REQ'D.
0 EXISTING
R 3-8Y
30" x 30"

㊷ 1 PROP. REQ'D.
1 EXISTING
24" x 24"

㊸ 1 PROP. REQ'D.
1 EXISTING
30" x 30"

㊹ 0 PROP. REQ'D.
1 EXISTING
30" x 30"

㊺ 0 PROP. REQ'D.
2 EXISTING

㊻ 2 PROP. REQ'D.
2 EXISTING

㊼ 0 PROP. REQ'D.
1 EXISTING

㊽ 2 PROP. REQ'D.
1 EXISTING
R 10-11A
24" x 24"

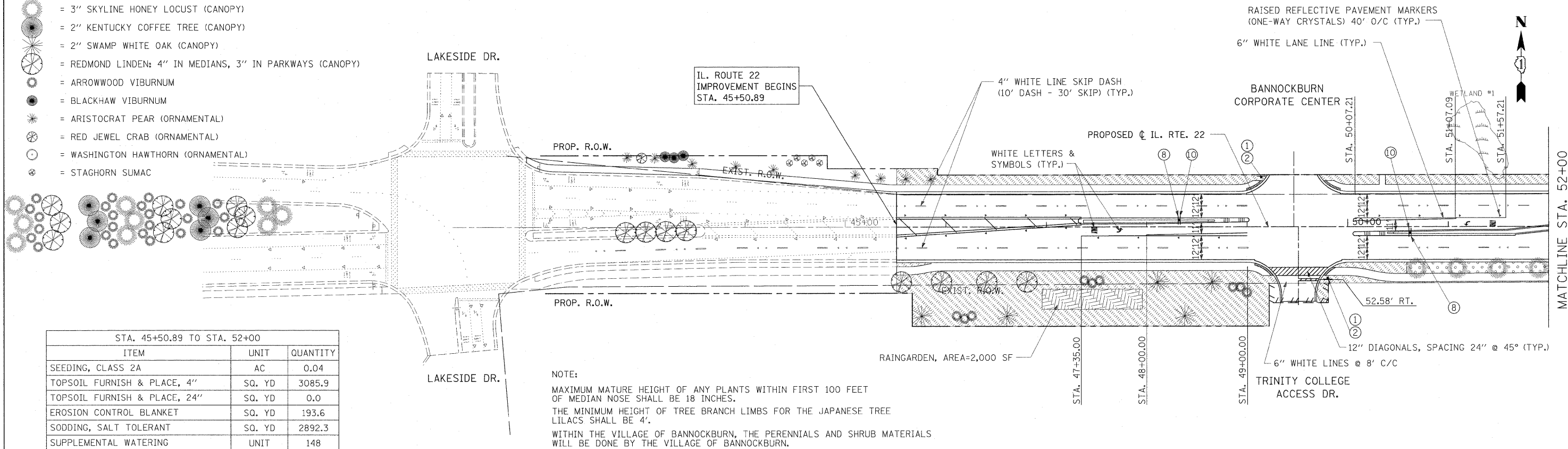
㊾ 1 PROP. REQ'D.
1 EXISTING

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\	USER NAME = p00100ha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 PAVEMENT MARKING AND SIGNING DETAILS & NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
revised sheets\160860-shit-pmk-signs.dgn	DRAWN - DC	REVISED -	337			20R-4	LAKE	232	125	
PLOT SCALE = 5/8" = 1' IN.	CHECKED - JP	REVISED -	CONTRACT NO. 60860							
PLOT DATE = 7/28/2010	DATE - 05/14/2010	REVISED -	ILLINOIS FED. AID PROJECT							

LEGEND

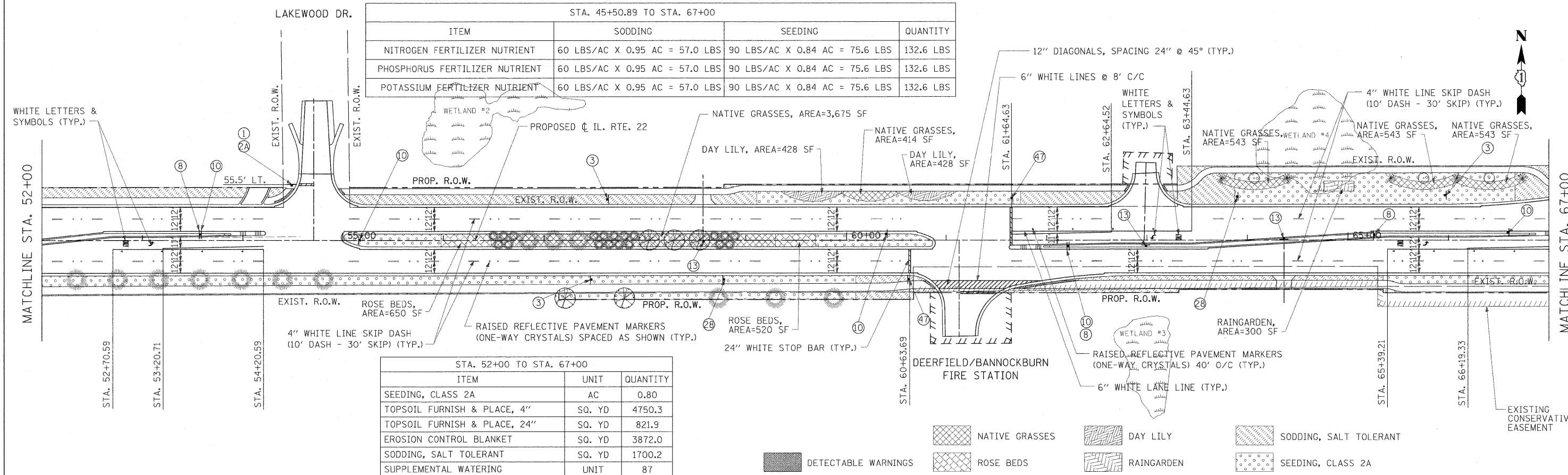
- = 3" SKYLINE HONEY LOCUST (CANOPY)
- = 2" KENTUCKY COFFEE TREE (CANOPY)
- = 2" SWAMP WHITE OAK (CANOPY)
- = REDMOND LINDEN: 4" IN MEDIANS, 3" IN PARKWAYS (CANOPY)
- = ARROWWOOD VIBURNUM
- = BLACKHAW VIBURNUM
- = ARISTOCRAT PEAR (ORNAMENTAL)
- = RED JEWEL CRAB (ORNAMENTAL)
- = WASHINGTON HAWTHORN (ORNAMENTAL)
- = STAGHORN SUMAC

STA. 45+50.89 TO STA. 52+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.04
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	3085.9
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	0.0
EROSION CONTROL BLANKET	SQ. YD	193.6
SODDING, SALT TOLERANT	SQ. YD	2892.3
SUPPLEMENTAL WATERING	UNIT	148



NOTE:
 MAXIMUM MATURE HEIGHT OF ANY PLANTS WITHIN FIRST 100 FEET OF MEDIAN NOSE SHALL BE 18 INCHES.
 THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE LILACS SHALL BE 4'.
 WITHIN THE VILLAGE OF BANNOCKBURN, THE PERENNIALS AND SHRUB MATERIALS WILL BE DONE BY THE VILLAGE OF BANNOCKBURN.

STA. 45+50.89 TO STA. 67+00			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.95 AC = 57.0 LBS	90 LBS/AC X 0.84 AC = 75.6 LBS	132.6 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.95 AC = 57.0 LBS	90 LBS/AC X 0.84 AC = 75.6 LBS	132.6 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.95 AC = 57.0 LBS	90 LBS/AC X 0.84 AC = 75.6 LBS	132.6 LBS

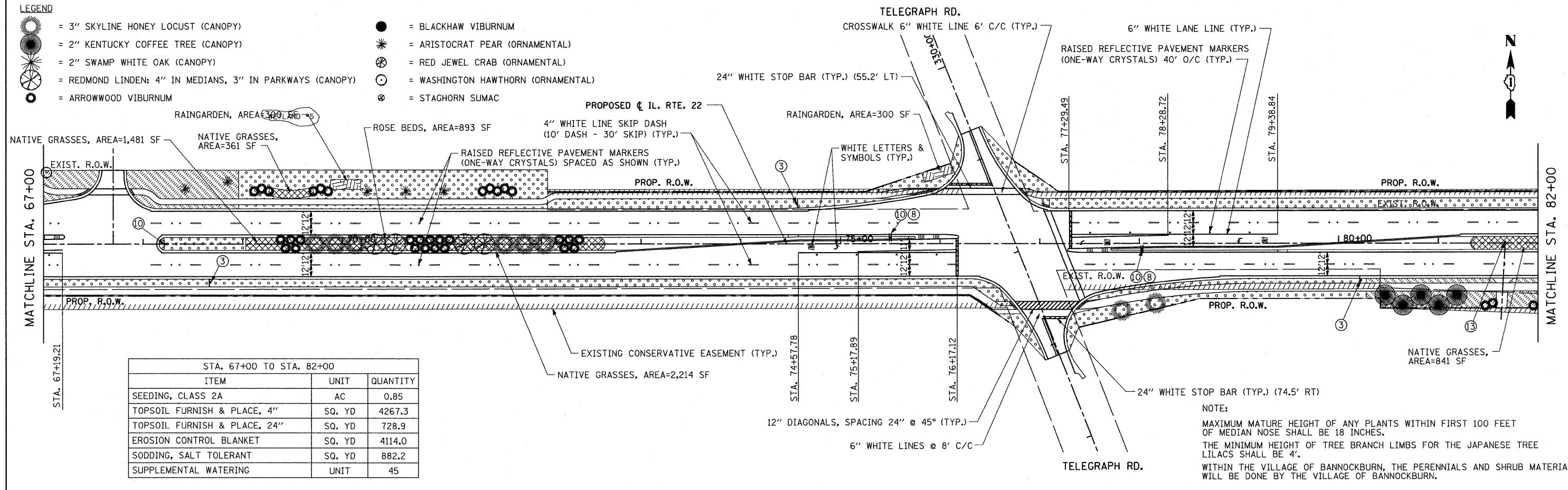


STA. 52+00 TO STA. 67+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.80
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	4750.3
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	821.9
EROSION CONTROL BLANKET	SQ. YD	3872.0
SODDING, SALT TOLERANT	SQ. YD	1700.2
SUPPLEMENTAL WATERING	UNIT	87

- NATIVE GRASSES
- DAY LILY
- SODDING, SALT TOLERANT
- ROSE BEDS
- RAINGARDEN
- SEEDING, CLASS 2A
- DETECTABLE WARNINGS

LEGEND

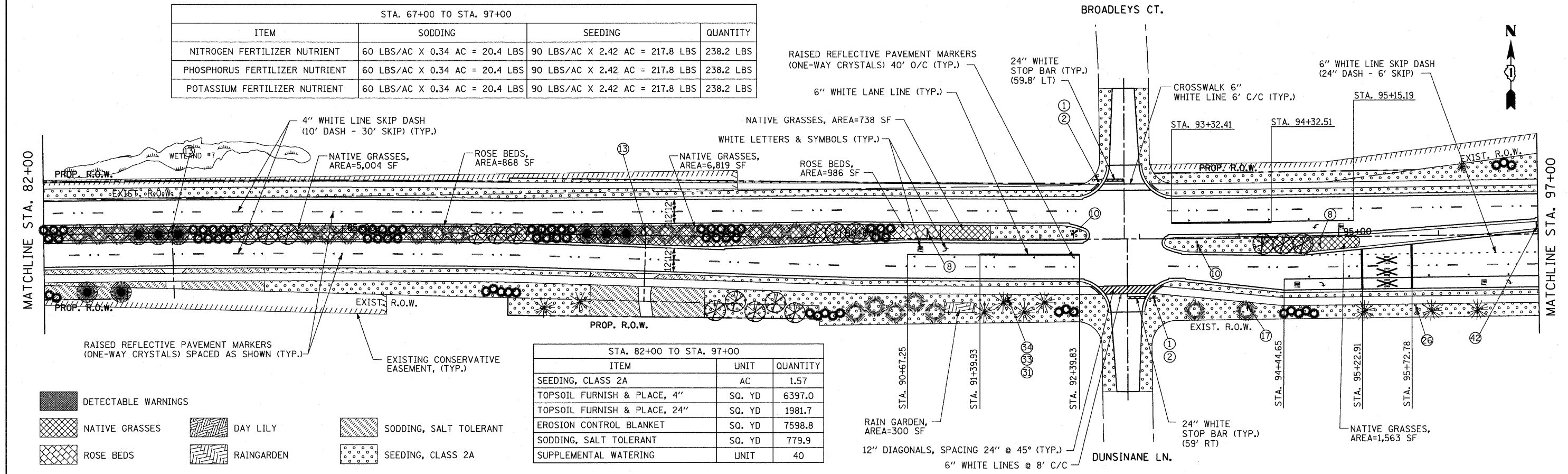
- = 3" SKYLINE HONEY LOCUST (CANOPY)
- = 2" KENTUCKY COFFEE TREE (CANOPY)
- = 2" SWAMP WHITE OAK (CANOPY)
- = REDMOND LINDEN: 4" IN MEDIANS, 3" IN PARKWAYS (CANOPY)
- = ARROWWOOD VIBURNUM
- = BLACKHAW VIBURNUM
- = ARISTOCRAT PEAR (ORNAMENTAL)
- = RED JEWEL CRAB (ORNAMENTAL)
- = WASHINGTON HAWTHORN (ORNAMENTAL)
- = STAGHORN SUMAC



STA. 67+00 TO STA. 82+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.85
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	4267.3
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	728.9
EROSION CONTROL BLANKET	SQ. YD	4114.0
SODDING, SALT TOLERANT	SQ. YD	882.2
SUPPLEMENTAL WATERING	UNIT	45

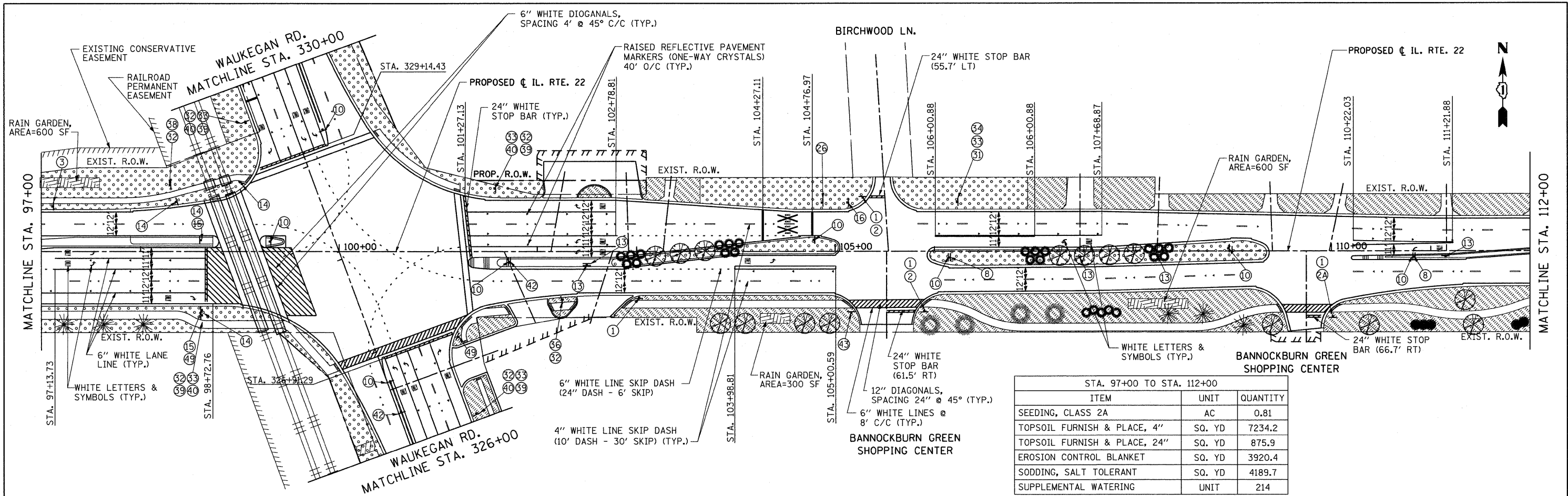
NOTE:
 MAXIMUM MATURE HEIGHT OF ANY PLANTS WITHIN FIRST 100 FEET OF MEDIAN NOSE SHALL BE 18 INCHES.
 THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE LILACS SHALL BE 4'.
 WITHIN THE VILLAGE OF BANNOCKBURN, THE PERENNIALS AND SHRUB MATERIALS WILL BE DONE BY THE VILLAGE OF BANNOCKBURN.

STA. 67+00 TO STA. 97+00			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.34 AC = 20.4 LBS	90 LBS/AC X 2.42 AC = 217.8 LBS	238.2 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.34 AC = 20.4 LBS	90 LBS/AC X 2.42 AC = 217.8 LBS	238.2 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.34 AC = 20.4 LBS	90 LBS/AC X 2.42 AC = 217.8 LBS	238.2 LBS

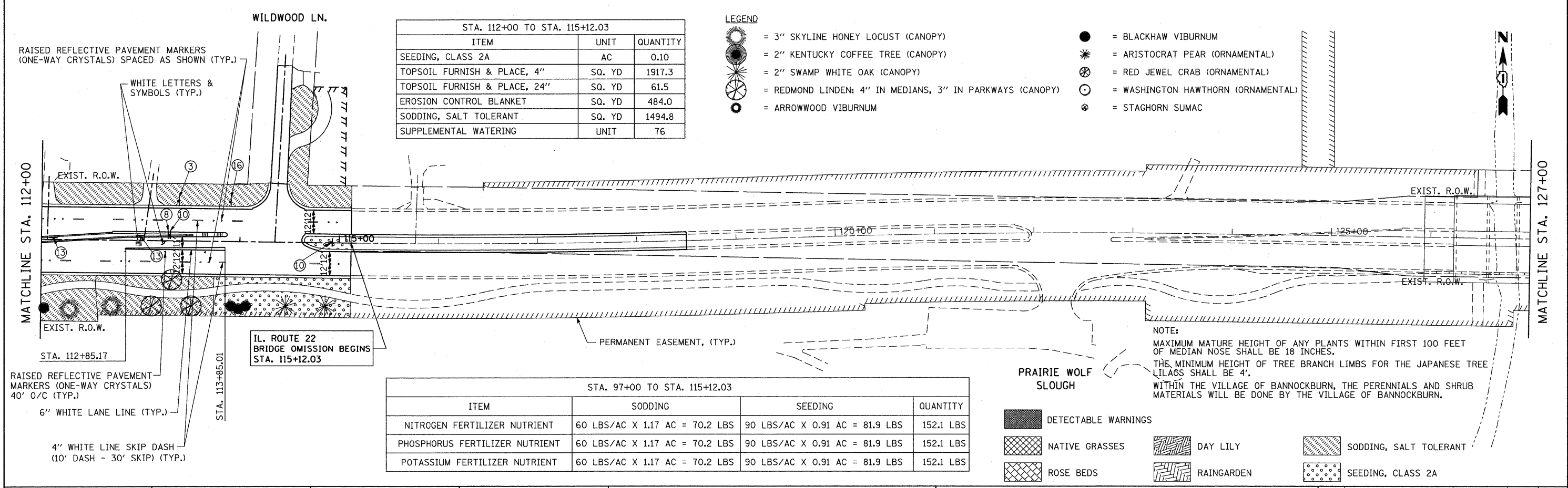


STA. 82+00 TO STA. 97+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	1.57
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	6397.0
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	1981.7
EROSION CONTROL BLANKET	SQ. YD	7598.8
SODDING, SALT TOLERANT	SQ. YD	779.9
SUPPLEMENTAL WATERING	UNIT	40

- DETECTABLE WARNINGS
- NATIVE GRASSES
- ROSE BEDS
- DAY LILY
- RAINGARDEN
- SODDING, SALT TOLERANT
- SEEDING, CLASS 2A



STA. 97+00 TO STA. 112+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.81
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	7234.2
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	875.9
EROSION CONTROL BLANKET	SQ. YD	3920.4
SODDING, SALT TOLERANT	SQ. YD	4189.7
SUPPLEMENTAL WATERING	UNIT	214



STA. 112+00 TO STA. 115+12.03		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.10
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	1917.3
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	61.5
EROSION CONTROL BLANKET	SQ. YD	484.0
SODDING, SALT TOLERANT	SQ. YD	1494.8
SUPPLEMENTAL WATERING	UNIT	76

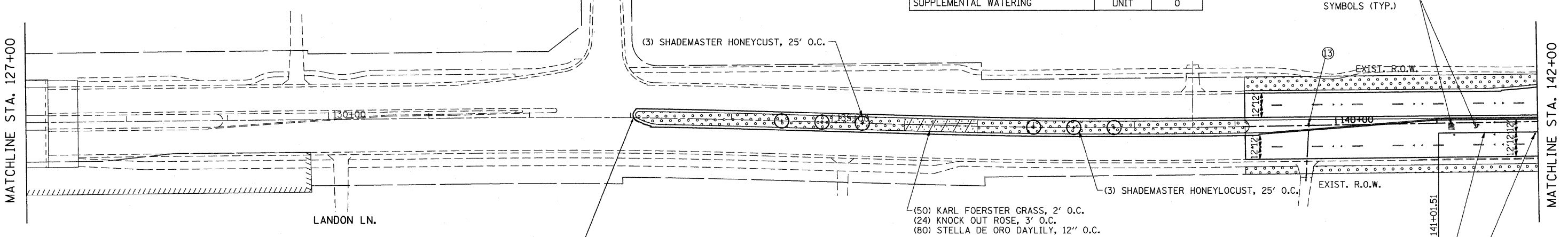
- LEGEND**
- = 3" SKYLINE HONEY LOCUST (CANOPY)
 - = 2" KENTUCKY COFFEE TREE (CANOPY)
 - = 2" SWAMP WHITE OAK (CANOPY)
 - = REDMOND LINDEN: 4" IN MEDIANS, 3" IN PARKWAYS (CANOPY)
 - = ARROWWOOD VIBURNUM
 - = BLACKHAW VIBURNUM
 - = ARISTOCRAT PEAR (ORNAMENTAL)
 - = RED JEWEL CRAB (ORNAMENTAL)
 - = WASHINGTON HAWTHORN (ORNAMENTAL)
 - = STAGHORN SUMAC

STA. 97+00 TO STA. 115+12.03			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 1.17 AC = 70.2 LBS	90 LBS/AC X 0.91 AC = 81.9 LBS	152.1 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 1.17 AC = 70.2 LBS	90 LBS/AC X 0.91 AC = 81.9 LBS	152.1 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 1.17 AC = 70.2 LBS	90 LBS/AC X 0.91 AC = 81.9 LBS	152.1 LBS

- NOTE:**
 MAXIMUM MATURE HEIGHT OF ANY PLANTS WITHIN FIRST 100 FEET OF MEDIAN NOSE SHALL BE 18 INCHES.
 THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE LILACS SHALL BE 4'.
 WITHIN THE VILLAGE OF BANNOCKBURN, THE PERENNIALS AND SHRUB MATERIALS WILL BE DONE BY THE VILLAGE OF BANNOCKBURN.
- = DETECTABLE WARNINGS
 - = NATIVE GRASSES
 - = ROSE BEDS
 - = DAY LILY
 - = RAINGARDEN
 - = SODDING, SALT TOLERANT
 - = SEEDING, CLASS 2A

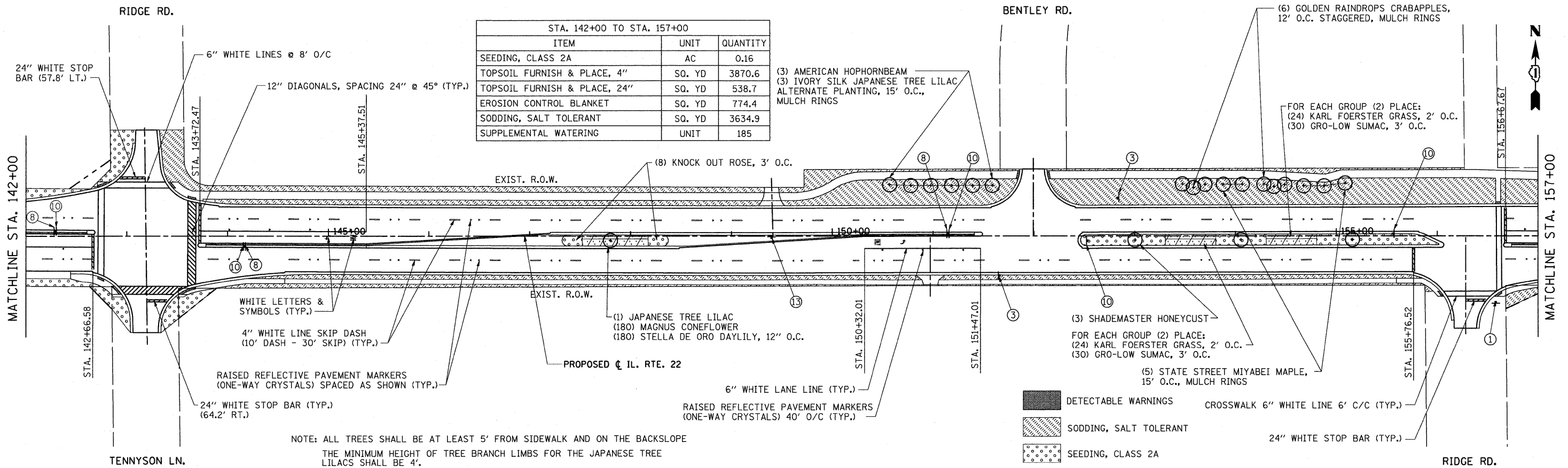
STA. 133+02.52 TO STA. 174+82.92		
SCIENTIFIC NAME	COMMON NAME	QUANTITY
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1.76 UNIT
ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	3.60 UNIT
HEMEROCALLIS 'PARDON ME'	PARDON ME DAYLILY	0.96 UNIT
HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	4.40 UNIT
RUDBECKIA FULGIDA 'GOLDSTURM'	BLACK EYED SUSAN	0.96 UNIT

STA. 133+02.52 TO STA. 142+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.32
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	689.5
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	859.3
EROSION CONTROL BLANKET	SQ. YD	1548.8
SODDING, SALT TOLERANT	SQ. YD	0.0
SUPPLEMENTAL WATERING	UNIT	0

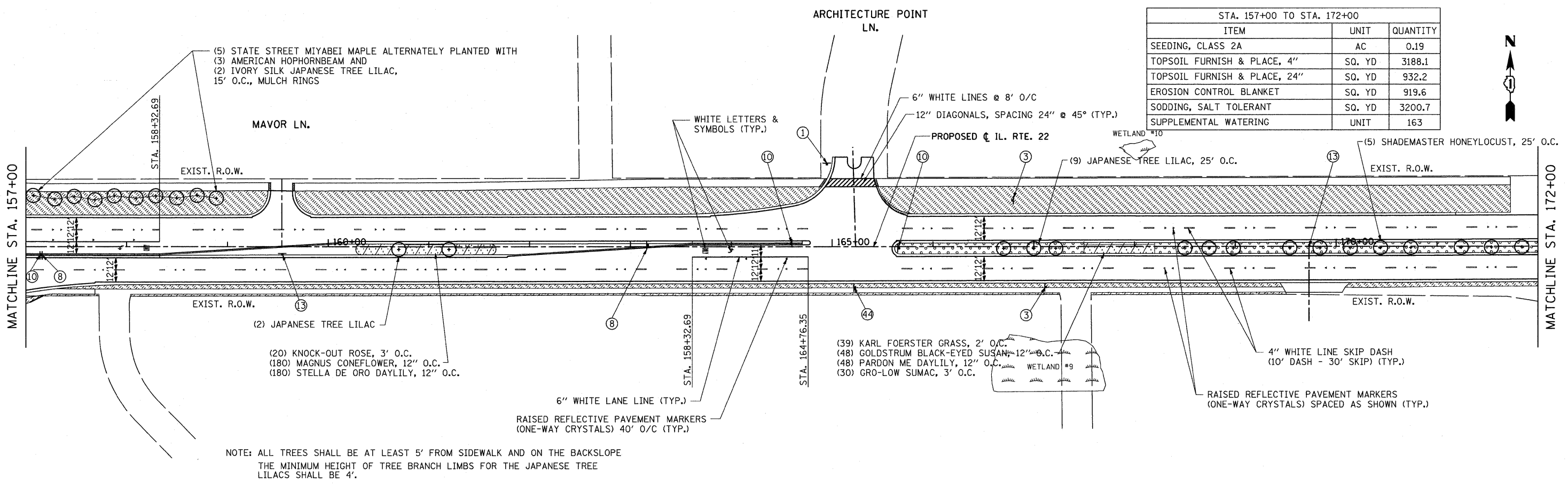


IL. ROUTE 22
BRIDGE OMISSION ENDS
STA. 133+02.52

STA. 133+02.52 TO STA. 157+00			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.75 AC = 45.0 LBS	90 LBS/AC X 0.48 AC = 43.2 LBS	88.2 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.75 AC = 45.0 LBS	90 LBS/AC X 0.48 AC = 43.2 LBS	88.2 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.75 AC = 45.0 LBS	90 LBS/AC X 0.48 AC = 43.2 LBS	88.2 LBS

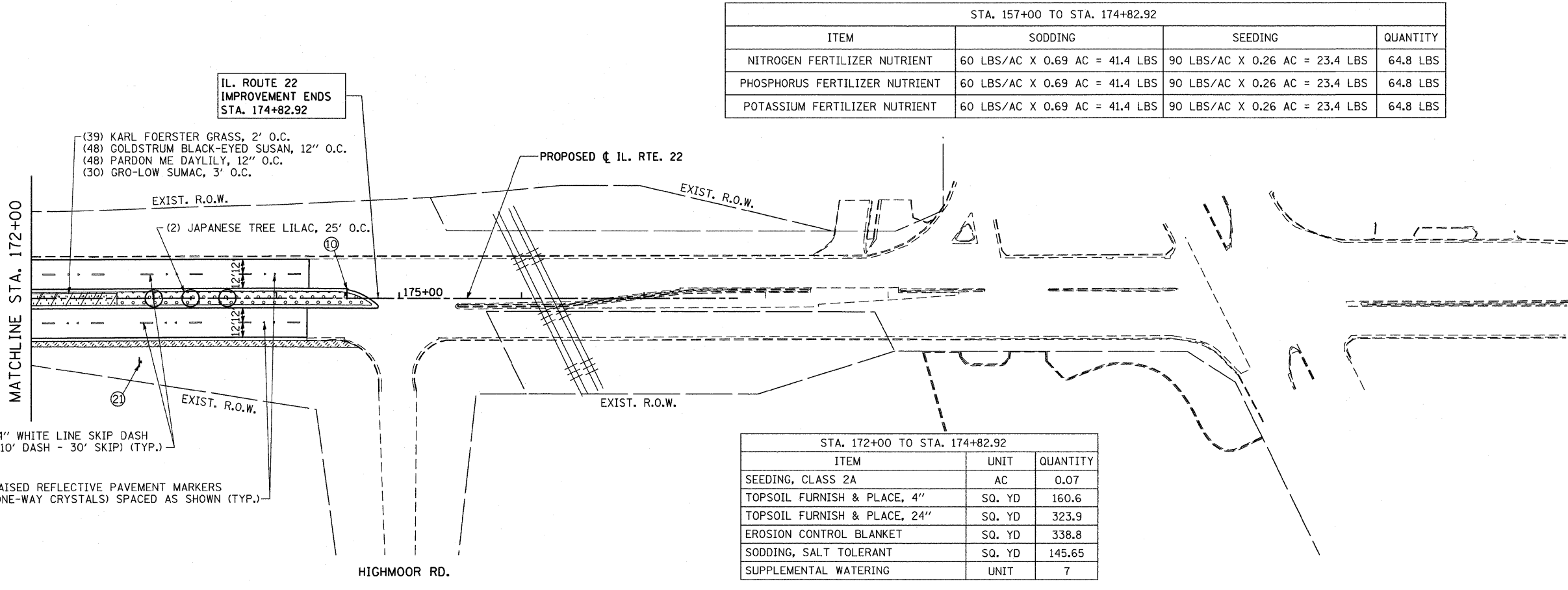


NOTE: ALL TREES SHALL BE AT LEAST 5' FROM SIDEWALK AND ON THE BACKSLOPE
THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE
LILACS SHALL BE 4'.



STA. 157+00 TO STA. 172+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.19
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	3188.1
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	932.2
EROSION CONTROL BLANKET	SQ. YD	919.6
SODDING, SALT TOLERANT	SQ. YD	3200.7
SUPPLEMENTAL WATERING	UNIT	163

NOTE: ALL TREES SHALL BE AT LEAST 5' FROM SIDEWALK AND ON THE BACKSLOPE THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE LILACS SHALL BE 4'.

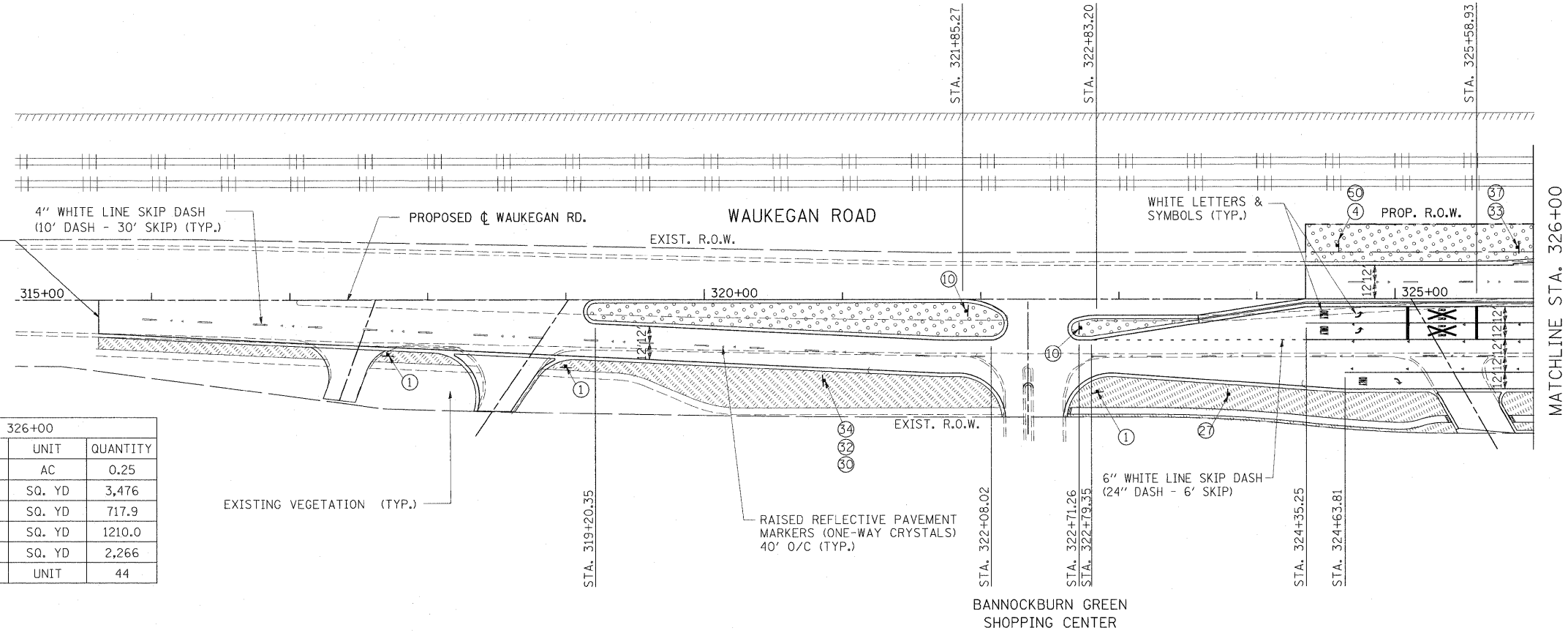


STA. 157+00 TO STA. 174+82.92			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.69 AC = 41.4 LBS	90 LBS/AC X 0.26 AC = 23.4 LBS	64.8 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.69 AC = 41.4 LBS	90 LBS/AC X 0.26 AC = 23.4 LBS	64.8 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.69 AC = 41.4 LBS	90 LBS/AC X 0.26 AC = 23.4 LBS	64.8 LBS

STA. 172+00 TO STA. 174+82.92		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.07
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	160.6
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	323.9
EROSION CONTROL BLANKET	SQ. YD	338.8
SODDING, SALT TOLERANT	SQ. YD	145.65
SUPPLEMENTAL WATERING	UNIT	7

- DETECTABLE WARNINGS
- SODDING, SALT TOLERANT
- SEEDING, CLASS 2A

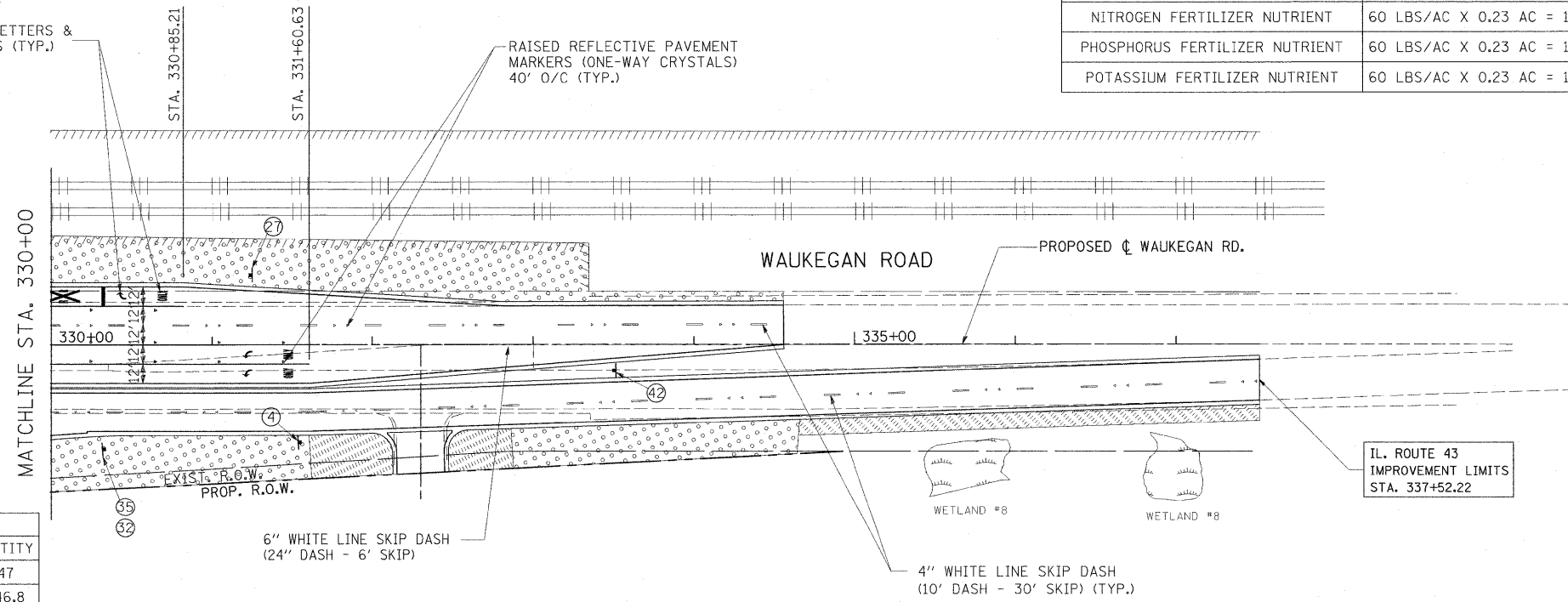
IL. ROUTE 43
IMPROVEMENT LIMITS
STA. 315+61.61



STA. 315+61.61 TO STA. 326+00		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.25
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	3,476
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	717.9
EROSION CONTROL BLANKET	SQ. YD	1210.0
SODDING, SALT TOLERANT	SQ. YD	2,266
SUPPLEMENTAL WATERING	UNIT	44

STA. 315+61.61 TO STA. 326+00 & STA. 330+00 TO STA. 337+52.22			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.23 AC = 13.8 LBS	90 LBS/AC X 0.72 AC = 64.8 LBS	78.6 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.23 AC = 13.8 LBS	90 LBS/AC X 0.72 AC = 64.8 LBS	78.6 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.23 AC = 13.8 LBS	90 LBS/AC X 0.72 AC = 64.8 LBS	78.6 LBS

WHITE LETTERS &
SYMBOLS (TYP.)



STA. 330+00 TO STA. 337+52.22		
ITEM	UNIT	QUANTITY
SEEDING, CLASS 2A	AC	0.47
TOPSOIL FURNISH & PLACE, 4"	SQ. YD	2,846.8
TOPSOIL FURNISH & PLACE, 24"	SQ. YD	0.0
EROSION CONTROL BLANKET	SQ. YD	2,274.8
SODDING, SALT TOLERANT	SQ. YD	572
SUPPLEMENTAL WATERING	UNIT	13

NOTE: ALL TREES SHALL BE AT LEAST 5' FROM SIDEWALK AND ON THE BACKSLOPE THE MINIMUM HEIGHT OF TREE BRANCH LIMBS FOR THE JAPANESE TREE LILACS SHALL BE 4'.
WITHIN THE VILLAGE OF BANNOCKBURN, THE PERENNIALS AND SHRUB MATERIALS WILL BE DONE BY THE VILLAGE OF BANNOCKBURN.

- DETECTABLE WARNINGS
- SODDING, SALT TOLERANT
- SEEDING, CLASS 2A

FILE NAME =	USER NAME = #USER#	DESIGNED = LP	REVISED =
W:\ILRTE22\2009 REVISIONS\CADD Sheets\1162868\shk\omk-wauk.dgn	D162868\shk\omk-wauk.dgn	DRAWN = MC	REVISED =
PLOT SCALE = #SCALE#		CHECKED = JP	REVISED =
PLOT DATE = 5/15/2013		DATE = 05/14/2010	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WAUKEGAN ROAD
PAVEMENT MARKING, SIGNING & LANDSCAPING PLAN**

SCALE: 1"=50' SHEET NO. 130 OF 232 SHEETS STA. 315+61.61 TO STA. 337+52.22

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	131
				CONTRACT NO. 60860
ILLINOIS FED. AID PROJECT				

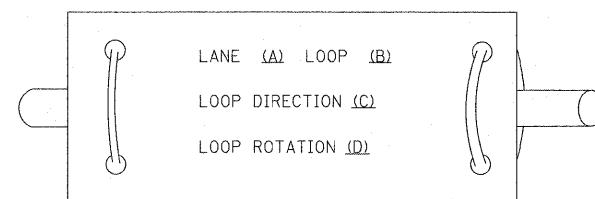
SUMMARY OF TRAFFIC SIGNAL QUANTITIES

ITEM	UNIT	TOTAL QUANTITY	IL. RTE. 22 & TELEGRAPH RD.	IL. RTE. 22 & WAUKEGAN RD.	IL. RTE. 22 & RIDGE RD./ TENNYSON LN.	IL. RTE. 22 & RIDGE RD.	INTERCONNECT
SIGN PANEL - TYPE 1	SQ FT	176	33	78.5	45	19.5	
SIGN PANEL - TYPE 2	SQ FT	30		30.0			
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	12,554	553	781	554	498	10,168
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	61	41	20			
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	165	13	49	26	77	
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	292		268	12	12	
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	3,213	159	573	111	94	2,276
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	134	7	74		53	
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	58	58				
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1,774	452	765	365	192	
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	158					158
REMOVE EXISTING JUNCTION BOX	EACH	2		2			
HANDHOLE	EACH	38	4	8	4	4	18
HEAVY-DUTY HANDHOLE	EACH	10	2	5	2	1	
DOUBLE HANDHOLE	EACH	9	2	4	2	1	
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	13,072	607	1,118	592	587	10,168
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	2			1	1	
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1	1				
TRANSCEIVER - FIBER OPTIC	EACH	4		1	1	1	
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3,518	839	1,207	1,112	360	
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	7,165	1,426	3,664	1,422	653	
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	10,401	1,970	5,489	1,735	1,207	
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	3,761	803	1,862	694	402	
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	13,630	2,255	7,682	2,053	1,640	
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	216	67	64	44	41	
TRAFFIC SIGNAL POST, GALVANIZED STEEL 9 FT.	EACH	1		1			
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2	1			1	
TRAFFIC SIGNAL POST, GALVANIZED STEEL 12 FT.	EACH	1		1			
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	1				1	
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	2	1		1	
STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1					
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	3	1		1	1	
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1				1	
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1				1	
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1			1		
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1			1		
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1	1				
STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	1		1			
STEEL MAST ARM ASSEMBLY AND POLE, 60 FT.	EACH	1	1				
STEEL COMB. MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1			1		
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 54 FT. AND 50 FT.	EACH	1		1			
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 58 FT. AND 46 FT.	EACH	1		1			
STEEL COMB. MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 70 FT. AND 40 FT.	EACH	1		1			
CONCRETE FOUNDATION, TYPE A	FOOT	36	12	12		12	
CONCRETE FOUNDATION, TYPE C	FOOT	16	4	4	4	4	
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	140	37	16	52	35	
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	90	21	69			
DRILL EXISTING HANDHOLE	EACH	2					2
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	38	8	16	8	6	
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	8	2	2	2	2	
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5	2		2	1	
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	10	2	5	2	1	
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1		1			
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4		4			
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	1		1			
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6	4			2	
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6	1		4	1	
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	48	10	21	10	7	
INDUCTIVE LOOP DETECTOR	EACH	43	8	21	8	6	
DETECTOR LOOP, TYPE I	FOOT	1,117			689	428	
LIGHT DETECTOR	EACH	7	3	4			
LIGHT DETECTOR AMPLIFIER	EACH	2	1	1			
PEDESTRIAN PUSH-BUTTON	EACH	24	6	6	8	4	
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	4	1	1	1	1	
ILLUMINATED SIGN, LED	EACH	2		2			
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	4			2	2	
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	2			1	1	
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4	1	1	1	1	
REMOVE EXISTING HANDHOLE	EACH	37	8	15	8	6	
REMOVE EXISTING CONCRETE FOUNDATION	EACH	33	9	9	9	6	
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	16,334					16,334
PREFORMED DETECTOR LOOP	FOOT	2,653	1,006	1,647			
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1					1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	4	1	1	1	1	
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET (SPECIAL)	EACH	1		1			
SERVICE INSTALLATION - POLE MOUNTED	EACH	4	1	1	1	1	
UNINTERRUPTIBLE POWER SUPPLY	EACH	4	1	1	1	1	
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	16,508					16,508
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	2,632	562	1,136	461	473	
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	181		181			
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	2,299	545	1,231	258	265	
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1			
MEDIA CONVERTER	EACH	1					1
ELECTRIC CABLE IN CONDUIT, COAXIAL	FOOT	528		528			
REMOTE CONTROLLED VIDEO SYSTEM	EACH	1					
LAYER II (DATALINK) SWITCH	EACH	1		1			
TERMINATE FIBER IN CABINET	EACH	20					20
SPLICE FIBER IN CABINET	EACH	24					24
VIDEO ENCODER	EACH	1		1			
ELECTRIC CABLE IN CONDUIT, 4/C #20, VIDEO	FOOT	528		528			

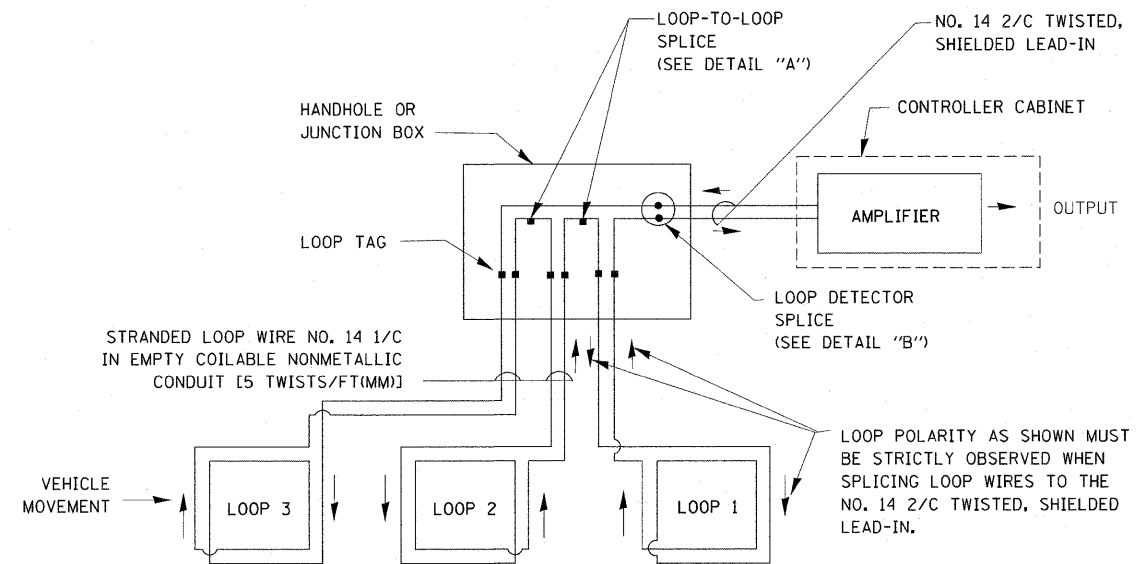
LOOP DETECTOR NOTES

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

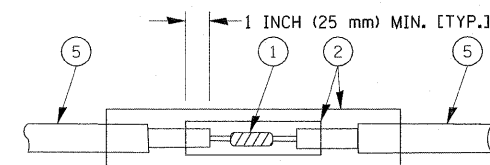


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

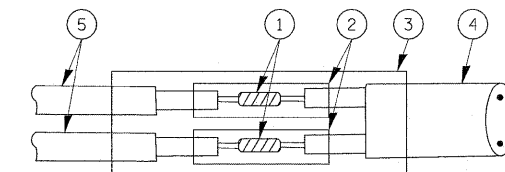


DETECTOR LOOP WIRING SCHEMATIC

- 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.

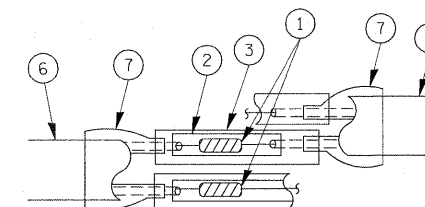


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

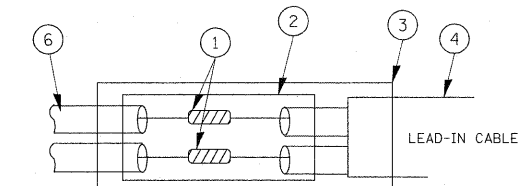


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

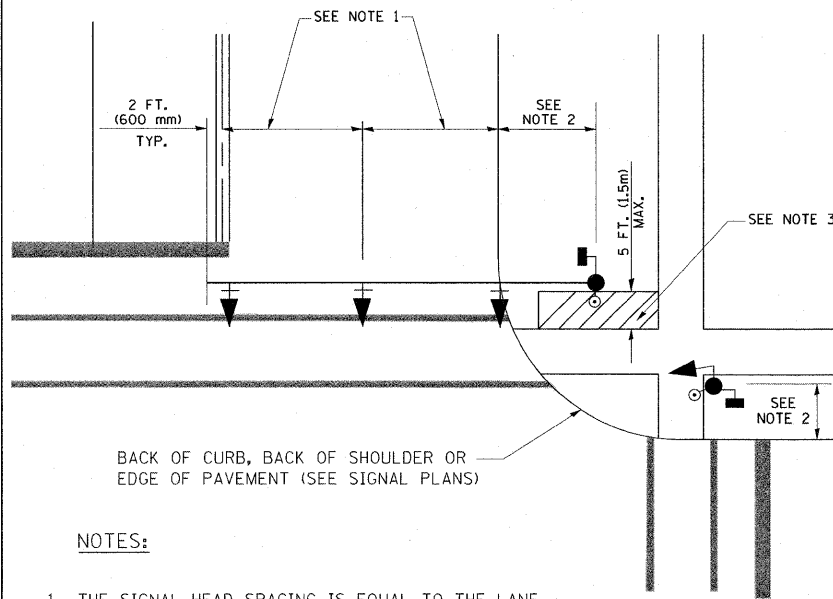
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 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

FILE NAME =	USER NAME = kantarhaphixaybc	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 133	
os:\pw\work\KANTHAPHIXAYBC\d01126	traffic.legend.v7.dgn	DRAWN - BCK	REVISED -				SCALE: N.T.S. SHEET NO. 1 OF 6 SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60860	
		CHECKED - DAD	REVISED -									
		DATE - 10/28/09	REVISED -									

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

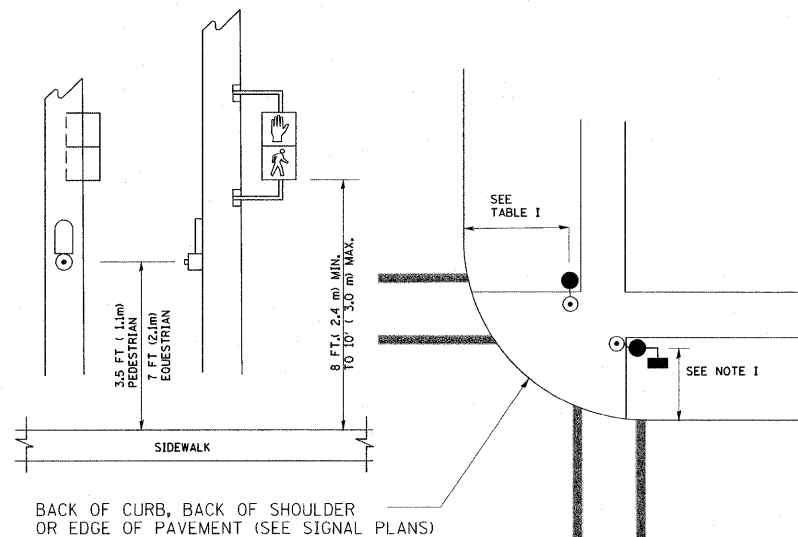
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

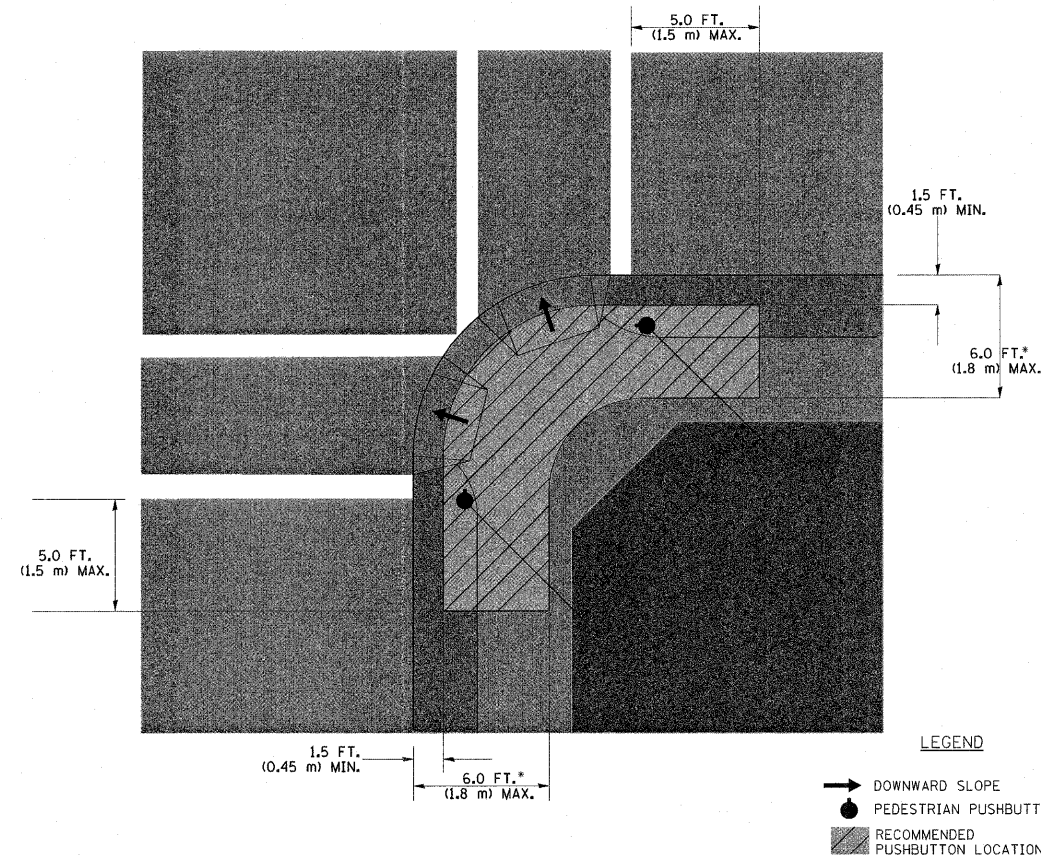
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

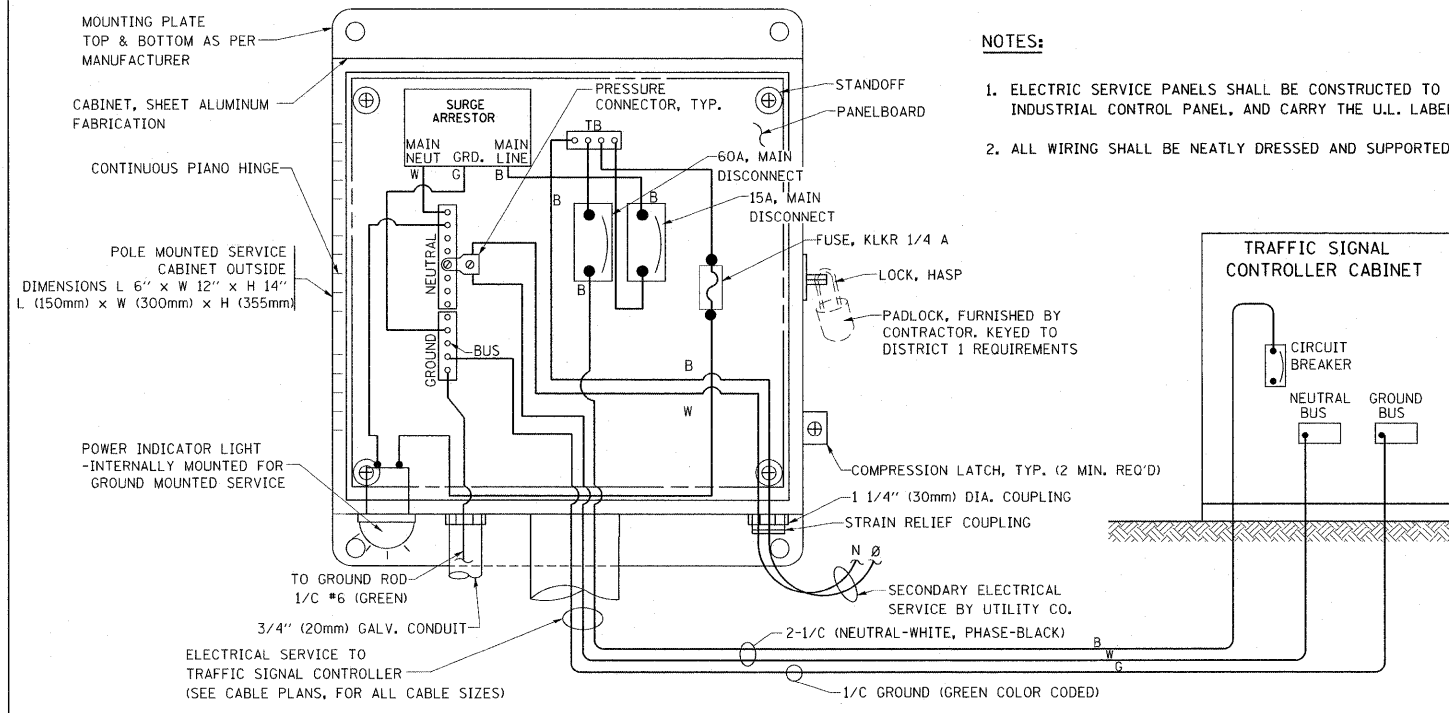
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

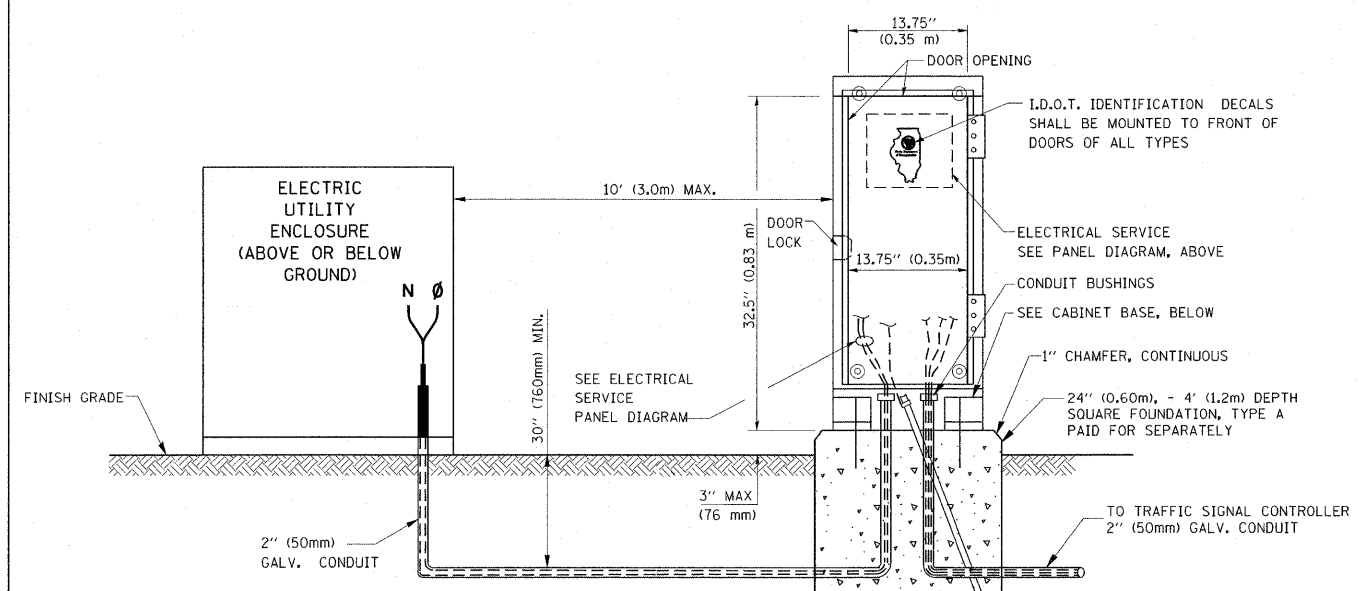
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

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

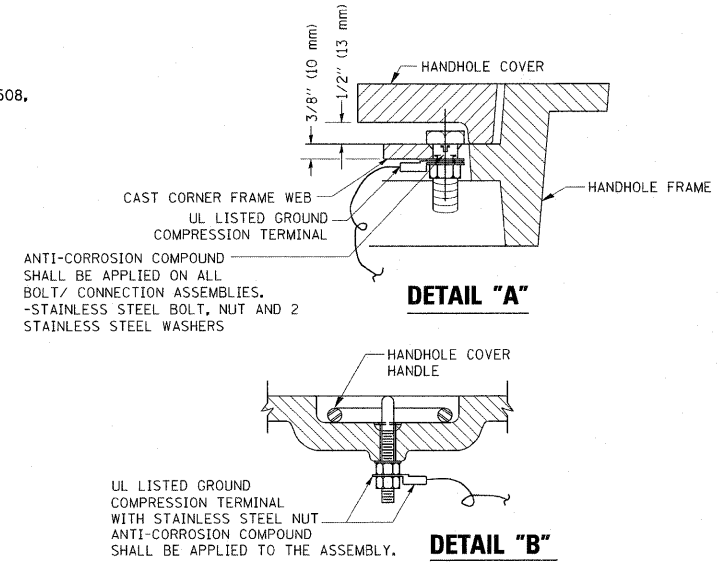
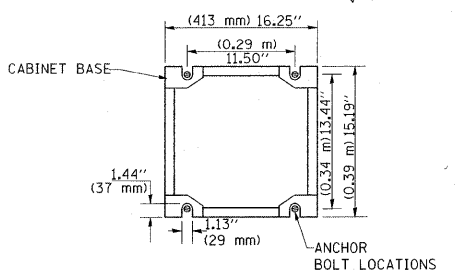


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

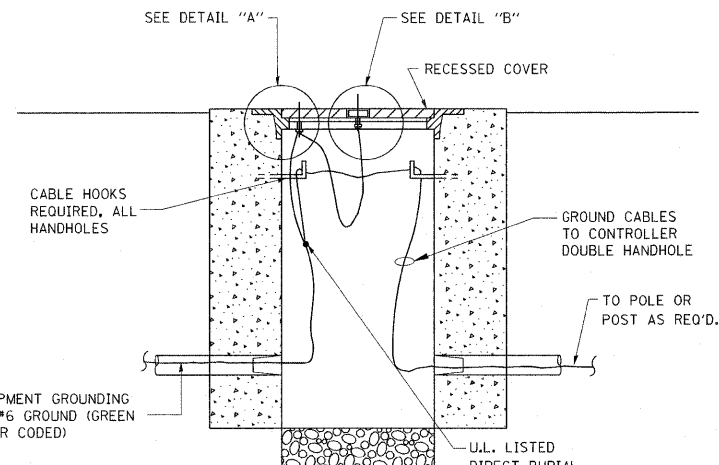


SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

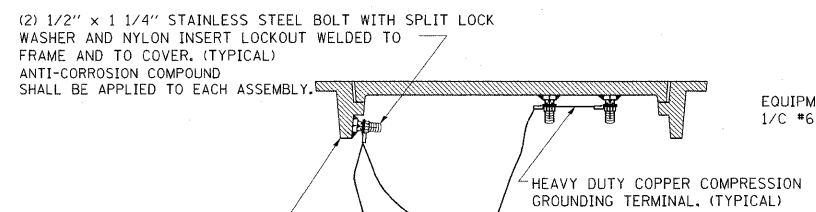
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



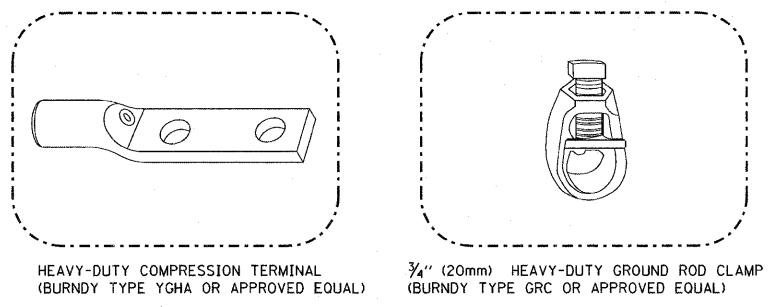
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



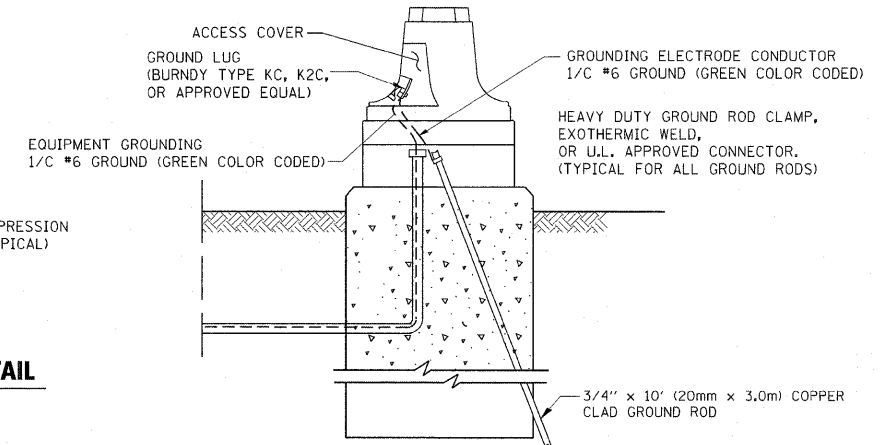
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



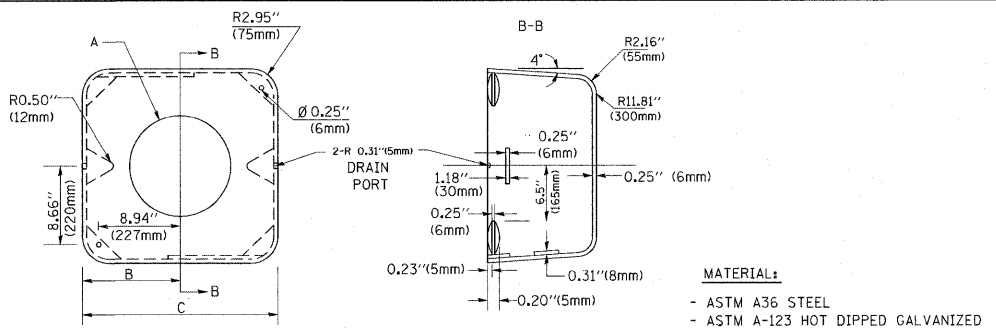
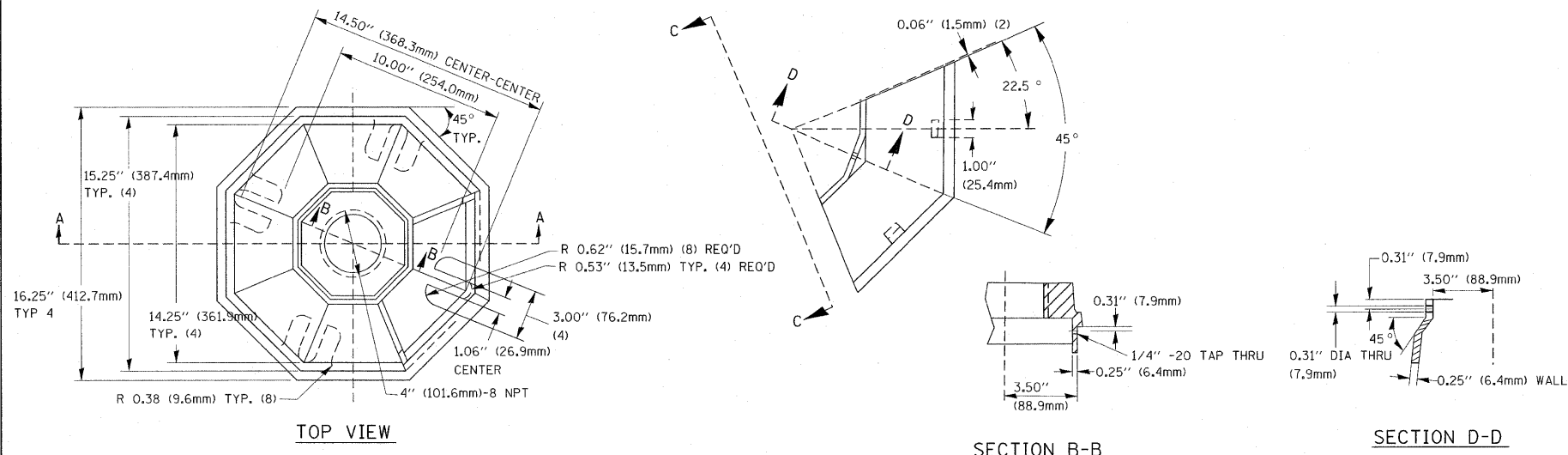
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



- 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.

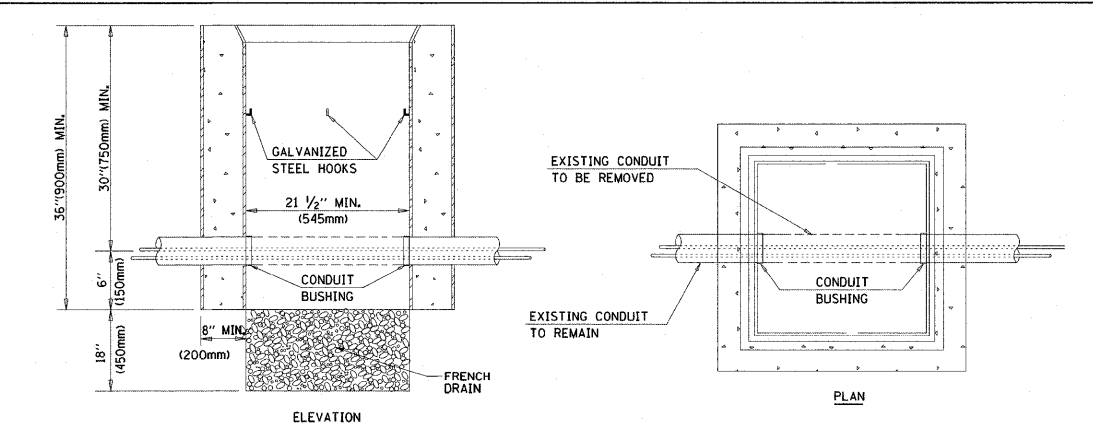
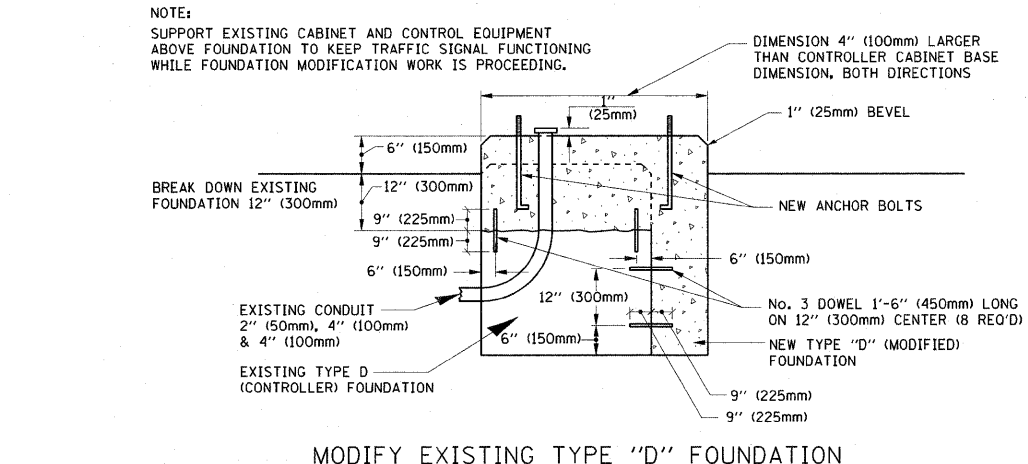


MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

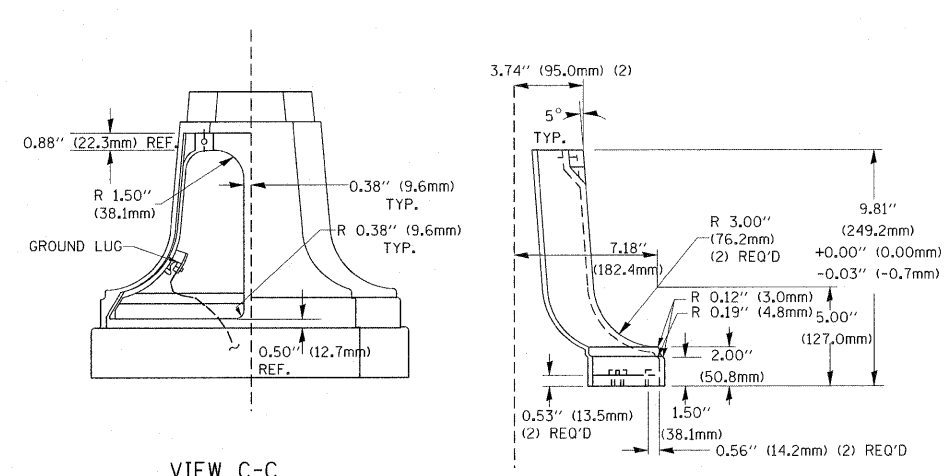
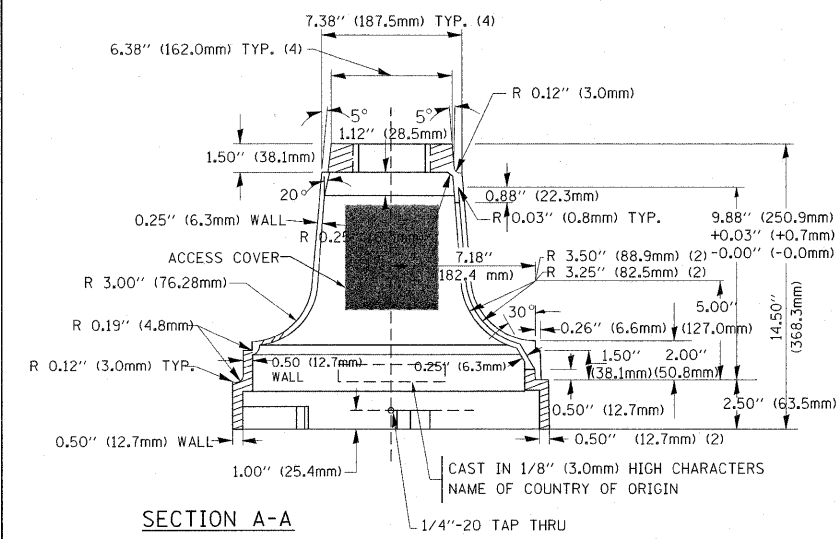


A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)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

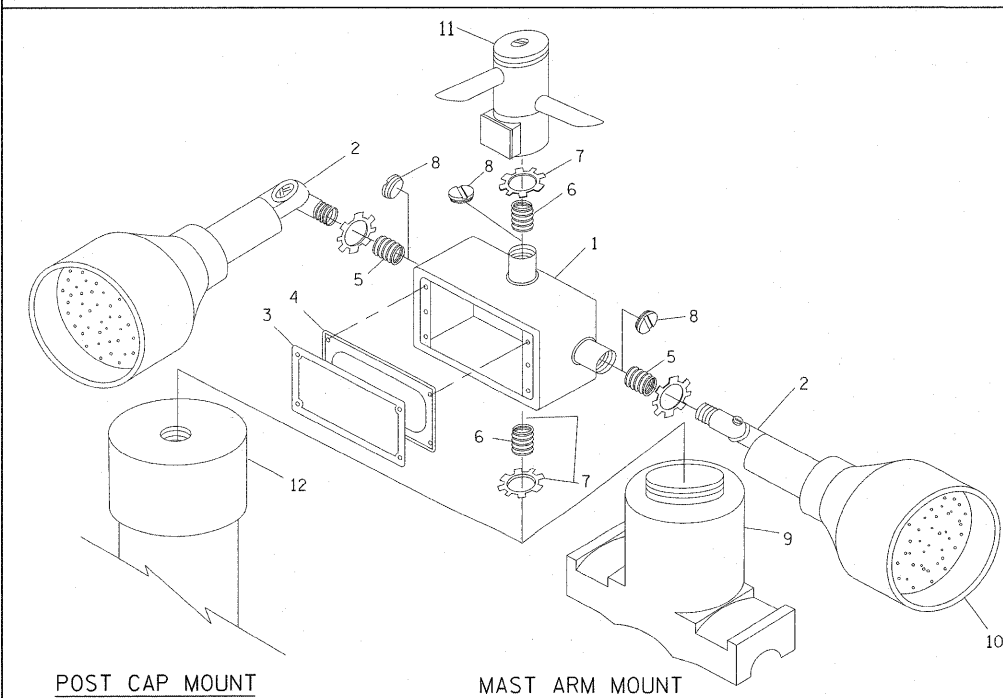
- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



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



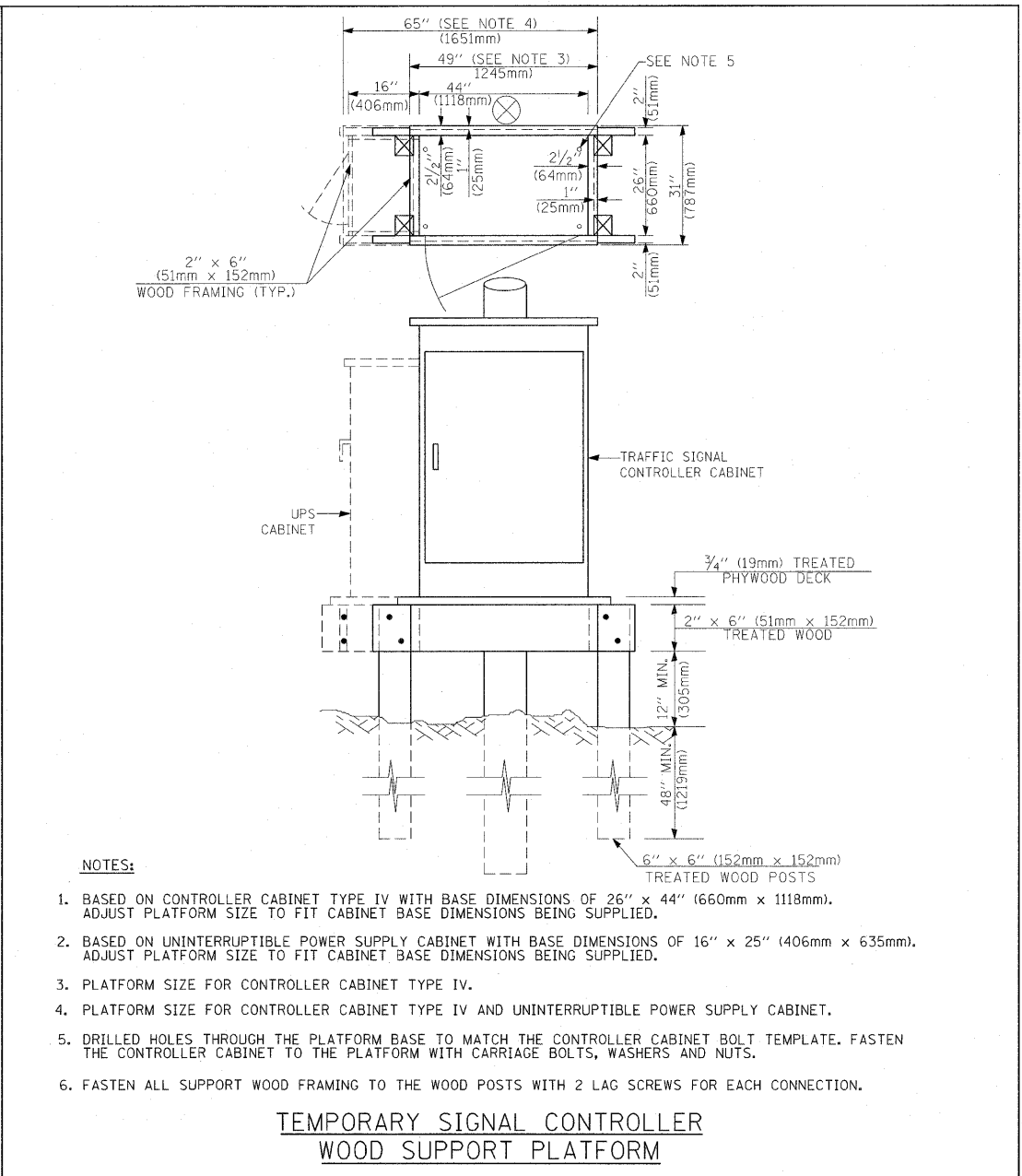
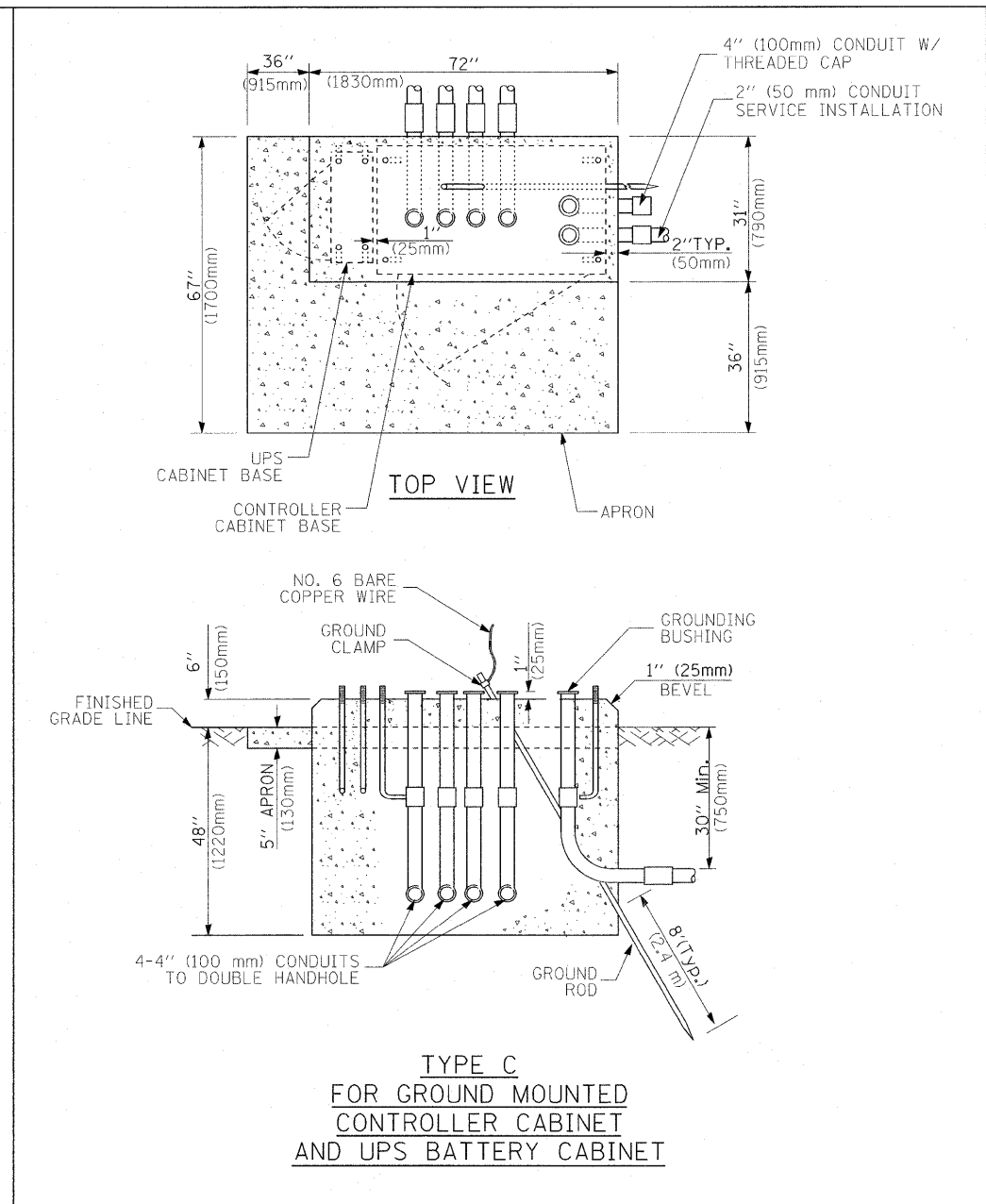
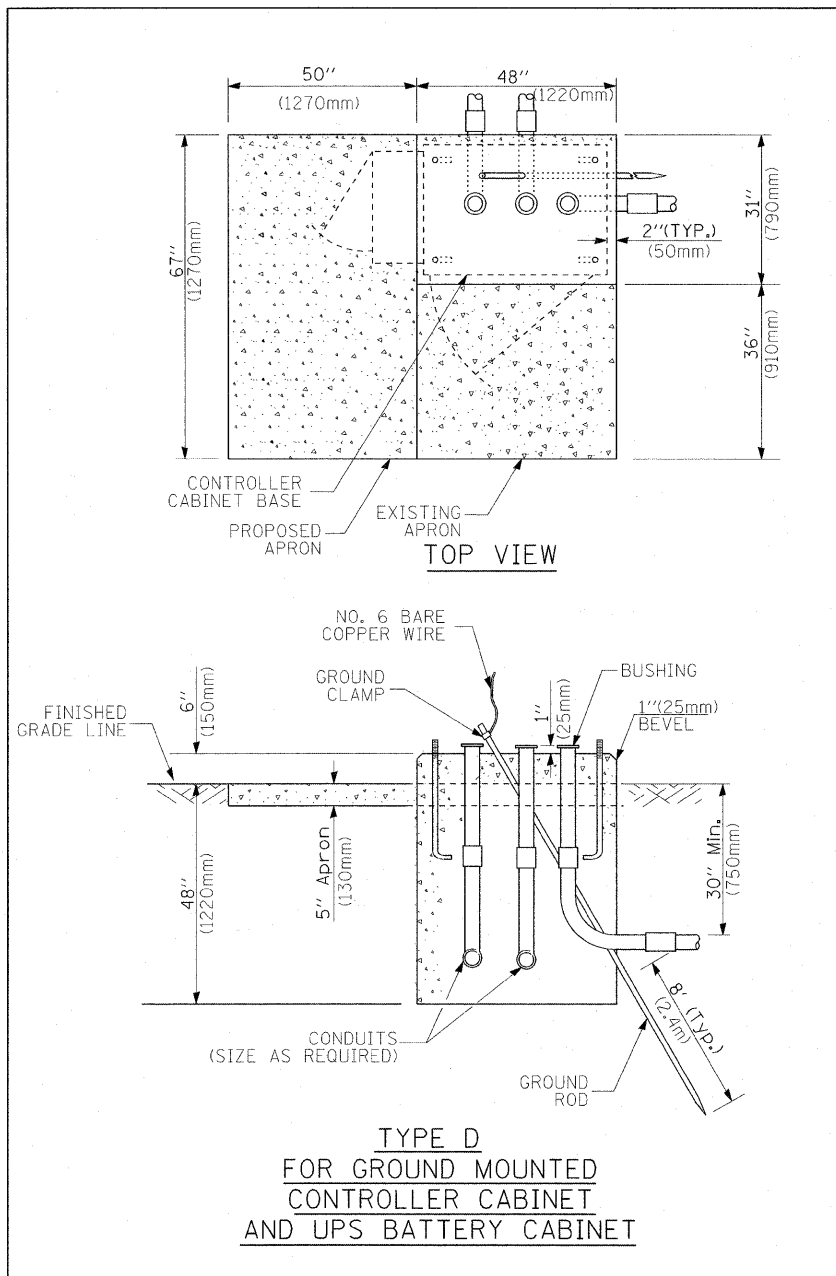
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



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.

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



- 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.

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)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	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

TRAFFIC SIGNAL LEGEND

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

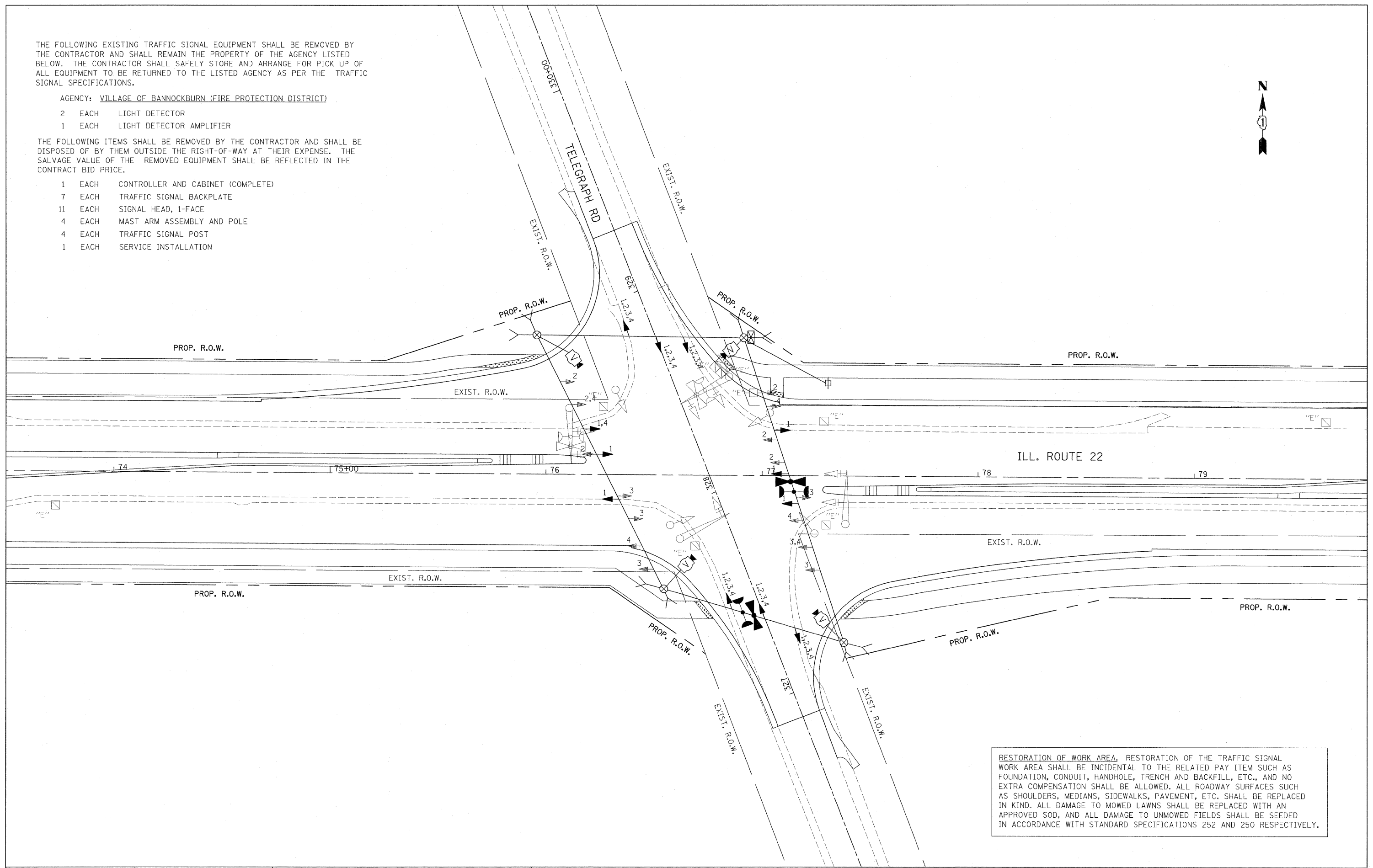
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF BANNOCKBURN (FIRE PROTECTION DISTRICT)

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

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 CONTRACT BID PRICE.

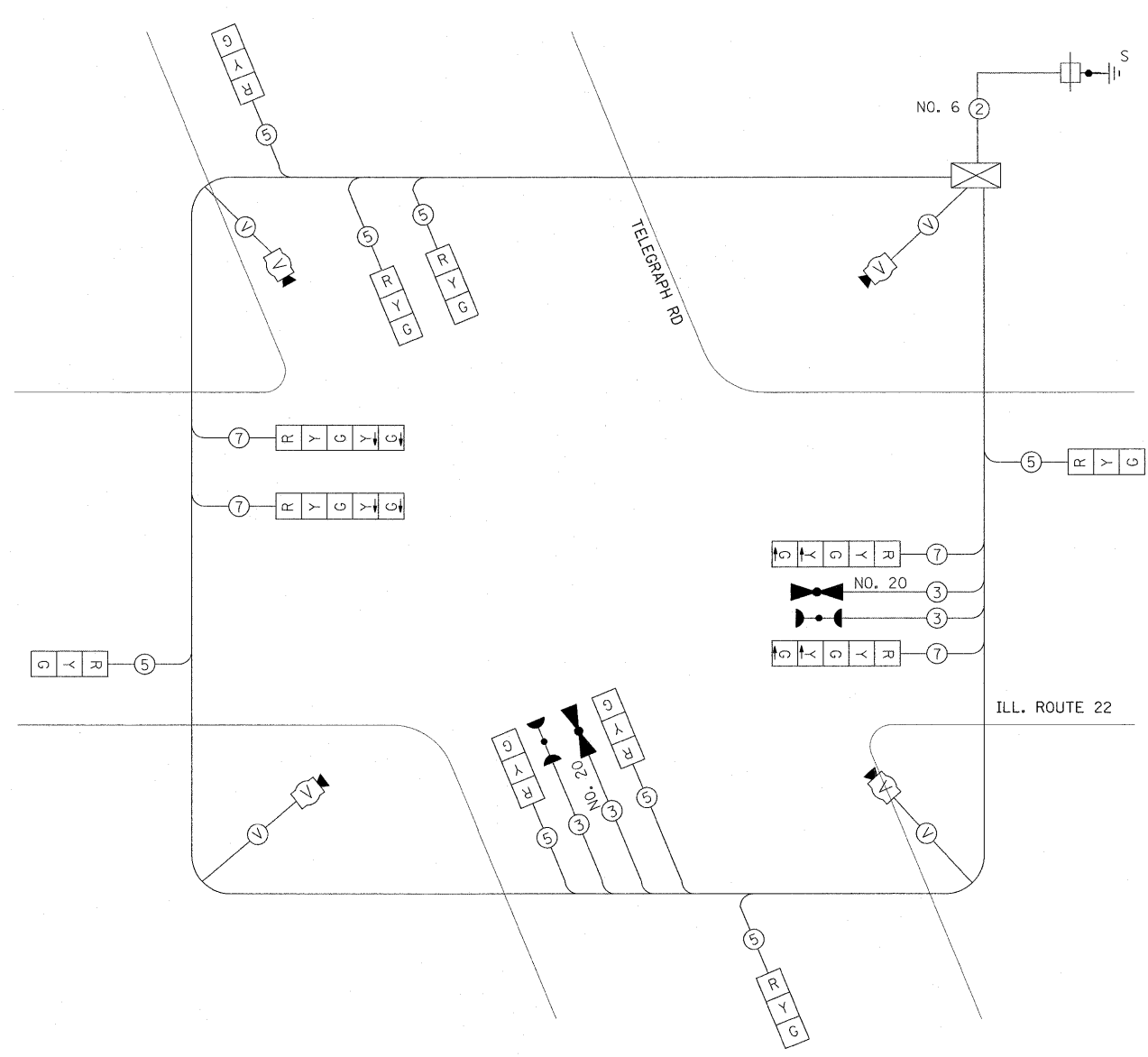
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 7 EACH TRAFFIC SIGNAL BACKPLATE
- 11 EACH SIGNAL HEAD, 1-FACE
- 4 EACH MAST ARM ASSEMBLY AND POLE
- 4 EACH TRAFFIC SIGNAL POST
- 1 EACH SERVICE INSTALLATION



RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND TELEGRAPH ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\	D160860-sh-t-ta-TELTMP.LN.dgn	DRAWN - LP	REVISED -			337	20R-4	LAKE	232	139	
PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -	REVISED -			CONTRACT NO. 60860					
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1"=20' SHEET NO. 139 OF 232 SHEETS STA. TO STA.



TEMPORARY CABLE PLAN
NOT TO SCALE

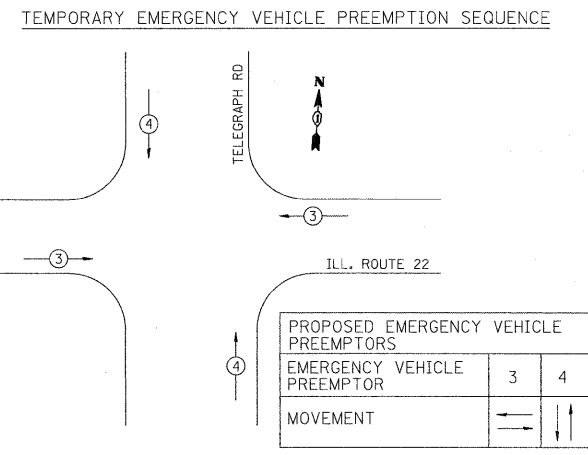
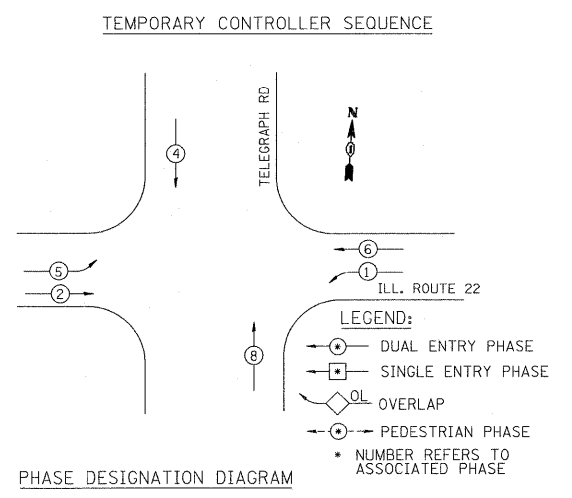
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIES 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 RELOCATED 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 PRE-EMPTION, 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.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	8		12	0.10	9.6
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
TOTAL =					481.6

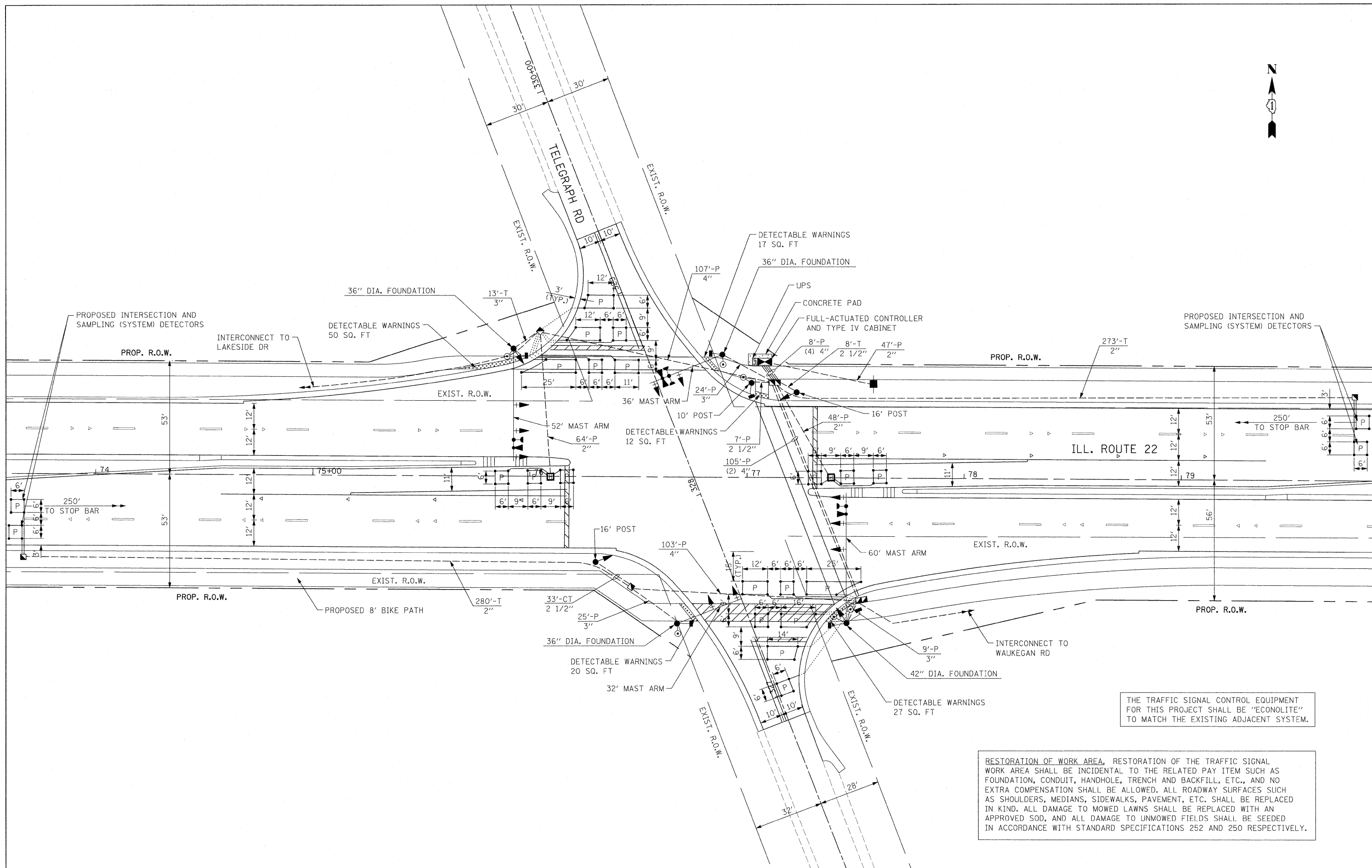
ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



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

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



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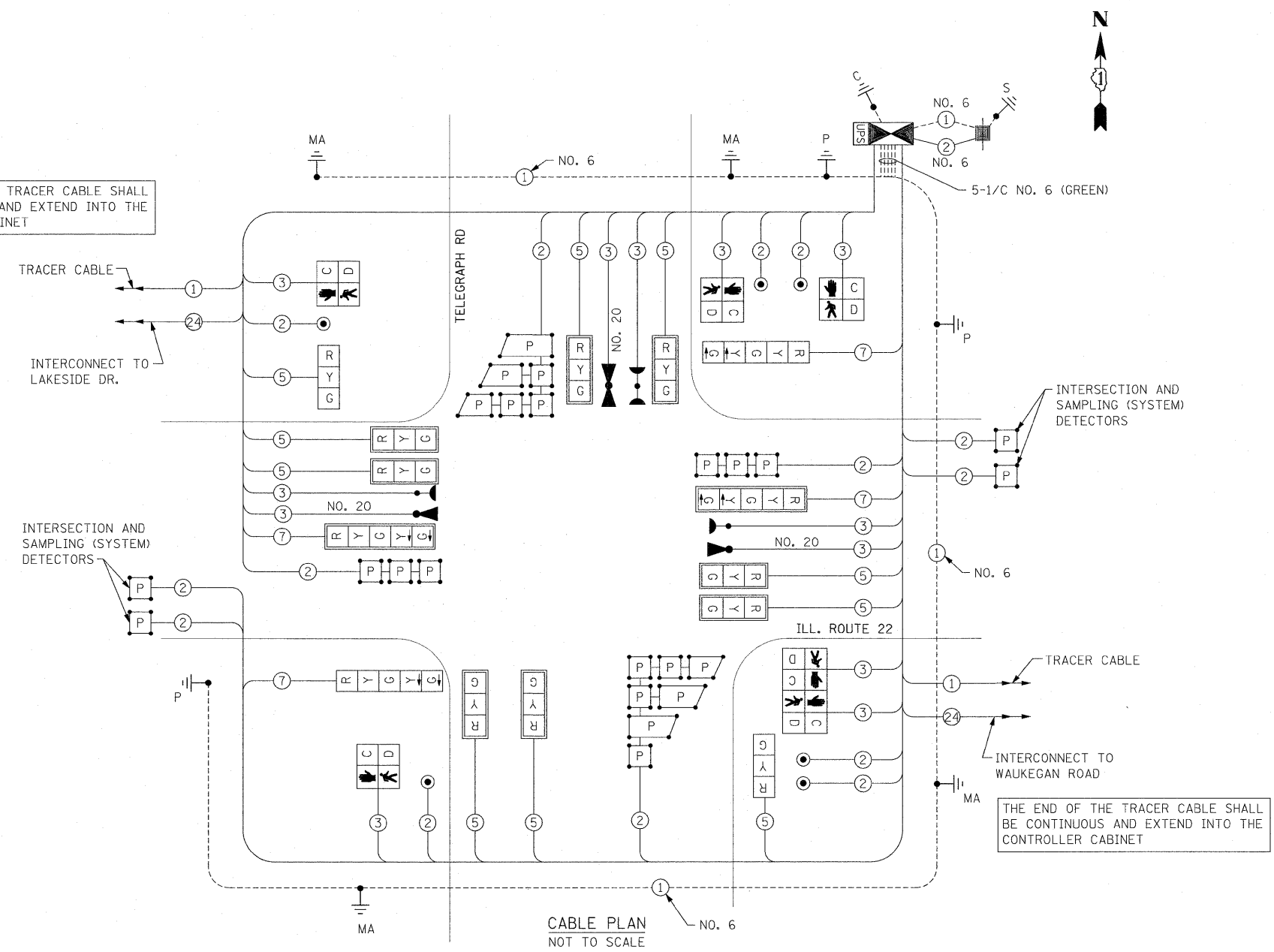
FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND TELEGRAPH ROAD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
W:\ILRTE22\2009 REVISIONS\CADD Sheets	D160860-sh-t-1a-TELPLN.dgn	DRAWN - LP	REVISED -		SCALE: 1"=20'	SHEET NO. 141 OF 232 SHEETS	STA.	TO STA.	337	20R-4	LAKE	232	141
		CHECKED - JP	REVISED -									CONTRACT NO. 60860	
		DATE - 05/14/2010	REVISED -									ILLINOIS FED. AID PROJECT	

SCHEDULE OF QUANTITIES

ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	33
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	553
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	41
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	13
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	159
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	7
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	58
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	452
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	607
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	839
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,426
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,970
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	803
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,255
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	67
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 60 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	8
** LIGHT DETECTOR	EACH	3
** LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	6
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
PREFORMED DETECTOR LOOP	FOOT	1,006
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	562
** ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	545

** 100 % COST TO VILLAGE OF BANNOCKBURN

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

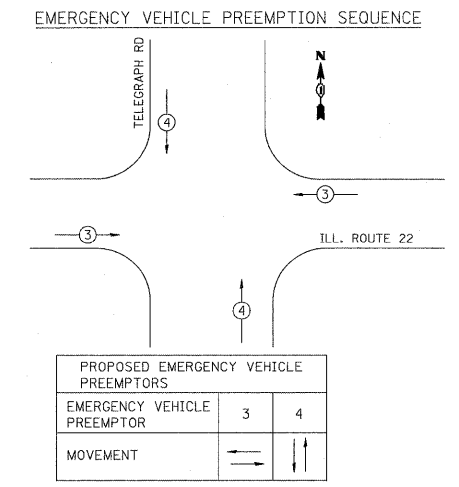
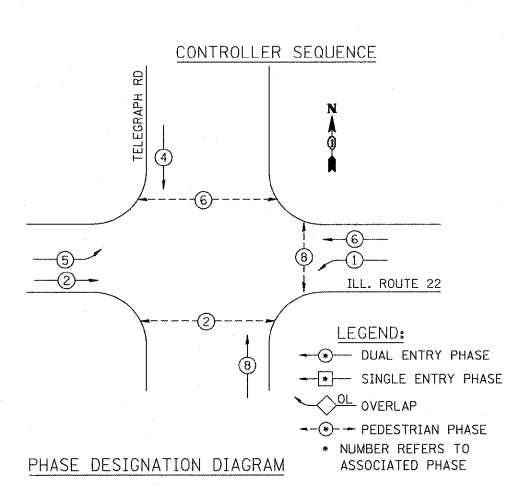


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I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	
SIGNAL (RED)	14		17	0.50	119
(YELLOW)	14		25	0.25	87.5
(GREEN)	14		15	0.25	52.5
ARROW	8		12	0.10	9.6
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
FLASHER			25	0.50	
TOTAL =					518.6

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESI SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



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

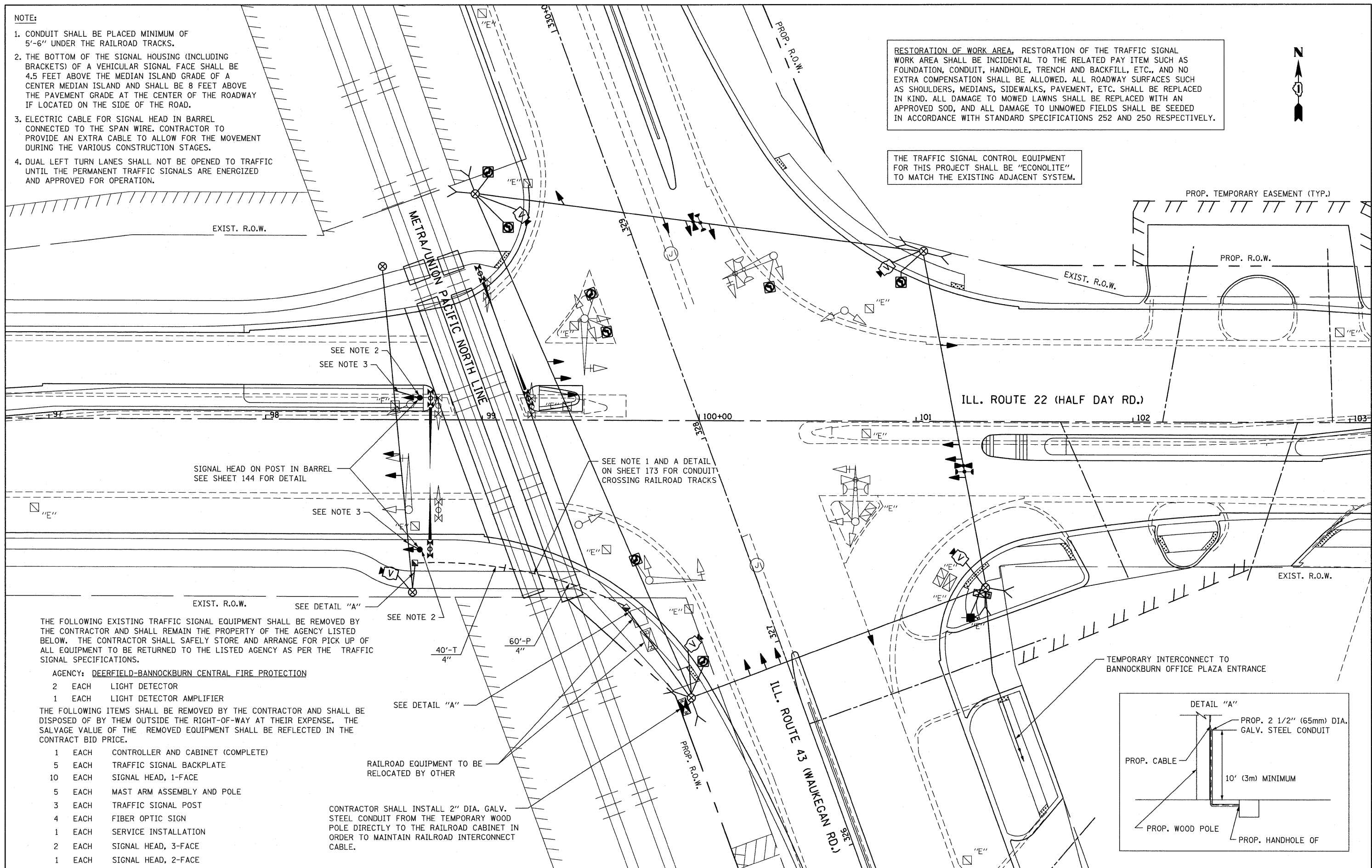
RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDD IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:

1. CONDUIT SHALL BE PLACED MINIMUM OF 5'-6" UNDER THE RAILROAD TRACKS.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE SHALL BE 4.5 FEET ABOVE THE MEDIAN ISLAND GRADE OF A CENTER MEDIAN ISLAND AND SHALL BE 8 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY IF LOCATED ON THE SIDE OF THE ROAD.
3. ELECTRIC CABLE FOR SIGNAL HEAD IN BARREL CONNECTED TO THE SPAN WIRE. CONTRACTOR TO PROVIDE AN EXTRA CABLE TO ALLOW FOR THE MOVEMENT DURING THE VARIOUS CONSTRUCTION STAGES.
4. DUAL LEFT TURN LANES SHALL NOT BE OPENED TO TRAFFIC UNTIL THE PERMANENT TRAFFIC SIGNALS ARE ENERGIZED AND APPROVED FOR OPERATION.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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



THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND 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.

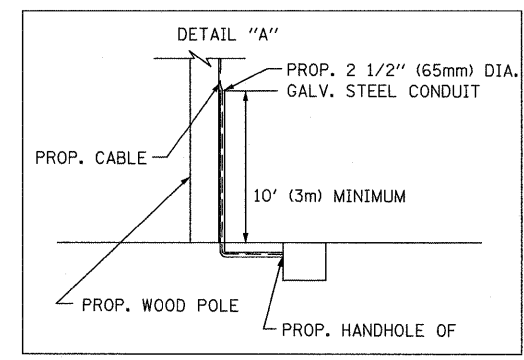
AGENCY: DEERFIELD-BANNOCKBURN CENTRAL FIRE PROTECTION

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

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 CONTRACT BID PRICE.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 5 EACH TRAFFIC SIGNAL BACKPLATE
- 10 EACH SIGNAL HEAD, 1-FACE
- 5 EACH MAST ARM ASSEMBLY AND POLE
- 3 EACH TRAFFIC SIGNAL POST
- 4 EACH FIBER OPTIC SIGN
- 1 EACH SERVICE INSTALLATION
- 2 EACH SIGNAL HEAD, 3-FACE
- 1 EACH SIGNAL HEAD, 2-FACE

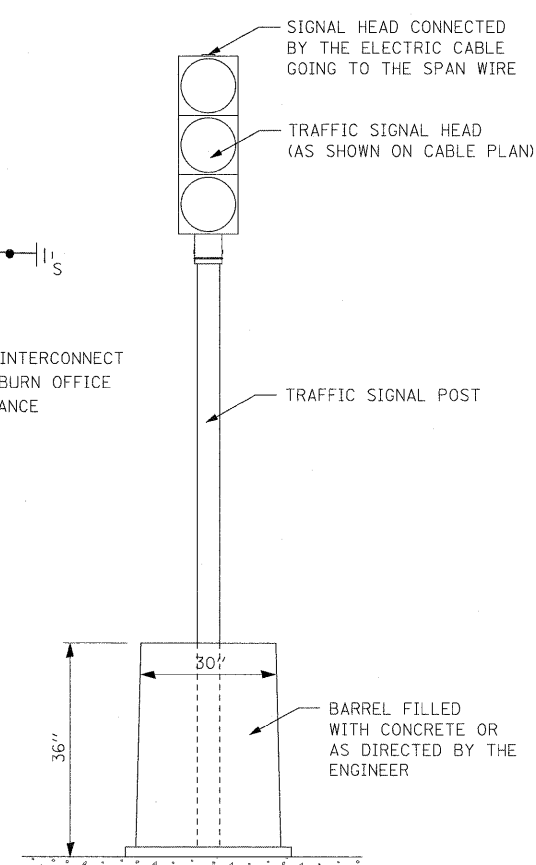
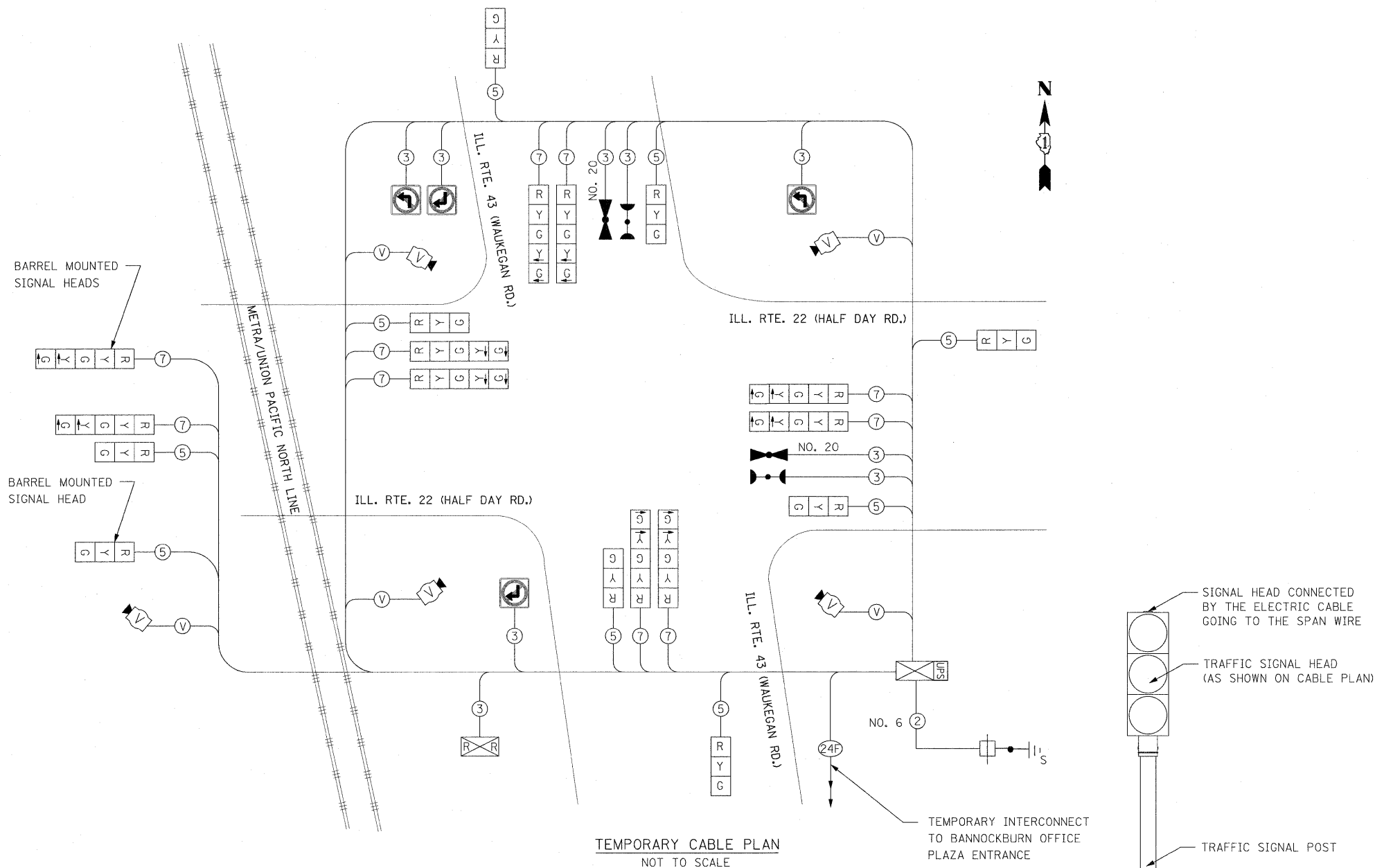
CONTRACTOR SHALL INSTALL 2" DIA. GALV. STEEL CONDUIT FROM THE TEMPORARY WOOD POLE DIRECTLY TO THE RAILROAD CABINET IN ORDER TO MAINTAIN RAILROAD INTERCONNECT CABLE.



FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\	USER NAME = poosaha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN		F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 143	
revised sheets\DI60860-shit-to-WAUTMPLN.dgn		DRAWN - LP	REVISED -		IL. ROUTE 22 (HALF DAY ROAD) AND IL. ROUTE 43 (WAUKEGAN ROAD)		SCALE: 1"=20'	SHEET NO. 143 OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860		
PLOT SCALE = 20.0000' / IN.		CHECKED - JP	REVISED -									
PLOT DATE = 7/28/2010		DATE - 05/14/2010	REVISED -									

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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- 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.



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RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	
SIGNAL (RED)	19		17	0.50	161.5
(YELLOW)	19		25	0.25	118.75
(GREEN)	19		15	0.25	71.25
ARROW	20		12	0.10	24
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100
ILLUM. SIGN	4		25	0.05	5
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
TOTAL =					630.5

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd

TEMPORARY SEQUENCE OF OPERATION

MOVEMENT	N ↓ S	1		6 1		5 2		6 2		7 → 3							8 3		7 → 4							4 → 8				F L A S H												
		5	1	6	1	5	2	6	2	3 + 7	3 + 8	4 + 7							4 + 8																							
PHASE		1 + 5				1 + 6		2 + 5		2 + 6		3 + 7							3 + 8		4 + 7							4 + 8														
INTERVAL		1	2	3	4	5	6	7	8	9	10A	10B	11	12A	12B	12C	13A	13B	13C	14	15	16A	16B	17	18	19A	19B	19C	19D	20A	20B	20C	21	22A	22B	22C	22D					
CHANGE TO		/	1+6	2+5	2+6	/	2+6	/	2+6	/	3+7 3+8 4+7 4+8	/	/	1+5, 1+6 2+5, 2+6 4+8	3+8			4+7	/	1+5 1+6 2+5 2+6	4+8	/	1+5 1+6 2+5 2+6				4+8	/	1+5 1+6 2+5 2+6				/	1+5 1+6 2+5 2+6								
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	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			
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	N/B	R	Y	R	Y	R	R	G	Y	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			
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	R	G	G	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		
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	S/B	R	G	R	Y	R	Y	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		
ILL. RTE. 22 NEAR AND 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	Y	R	G	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R
ILL. RTE. 22 FAR LEFT AND FAR MIDDLE 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	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT SIGNAL AND NEAR 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	R	R	R	R	G	Y	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT SIGNAL AND NEAR LEFT SPAN WIRE SIGNAL	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	G	Y	R	R	R	G	G	G	G	G	Y	R	R	R	R		
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT SPAN WIRE SIGNAL	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	G	G	G	Y	R	G	G	G	G	G	G	G	Y	R	R	R	
ILL. RTE. 22 (AFTER TRACKS) FAR LEFT AND FAR MIDDLE 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	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	

NOTE: PHASES 2+6 SHALL BE PLACED ON RECALL

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	5	7	7	9	9	11	15	15	18	18	21	21																				
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	2	3	CLEAR TO NORMAL SEQUENCE			
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	2	1D	3	2	1G	3	2	1K	3	1M	1N	2	1Q	2	3	1T	1U	1V	2	1X	1Y	3	1AA	1BB	1CC	2	3						
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	N/B	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	S/B	R	G	Y	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	S/B	R	G	Y	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇		
ILL. RTE. 22 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	G	◇	
ILL. RTE. 22 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	G	◇	
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT SIGNAL AND NEAR RIGHT SPAN WIRE SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	G	G	Y	R	R	R	G	R	G	◇
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT SIGNAL AND NEAR LEFT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	G	Y	R	R	R	G	R	G	◇	
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	G	G	Y	R	G	R	G	◇		
ILL. RTE. 22 (AFTER TRACKS) FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	G	Y	R	G	R	G	◇			

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

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

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	7	9	11	15	18	21	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2																						
CHANGE FROM EVP SEQUENCE OF OPERATION INTERVAL NUMBER									2	3																							
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	2	3	4	5										CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	1Q	2	1S	2	1U	2	3	4	5											
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	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	R	G	△
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	N/B	R	R	R	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	R	G	△
ILL. RTE. 43 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	S/B	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	G	△
ILL. RTE. 43 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	S/B	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	G	△
ILL. RTE. 22 NEAR AND FAR RIGHT SPAN WIRE SIGNALS	W/B	R	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	R	R	R	△
ILL. RTE. 22 FAR LEFT AND FAR MIDDLE SPAN WIRE SIGNALS	W/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	R	R	R	R	△
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT SIGNAL AND NEAR RIGHT SPAN WIRE SIGNALS	E/B	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	R	R	R	R	△
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT SIGNAL AND NEAR LEFT SPAN WIRE SIGNAL	E/B	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	R	R	R	R	△
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	G	G	G	G	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	△
ILL. RTE. 22 (AFTER TRACKS) FAR LEFT AND FAR MIDDLE 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	R	R	R	R	R	R	R	R	R	R	R	△
INTERNALLY ILLUMINATED NRT 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	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NLT SIGNS		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

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

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

HOLD

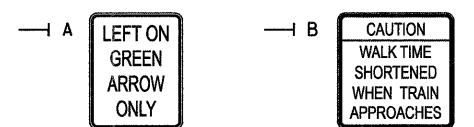


R10-6a
2 REQUIRED
24"X30"
SIGN PANEL
TYPE 1

R8-8
4 REQUIRED
24"X30"
SIGN PANEL
TYPE 1

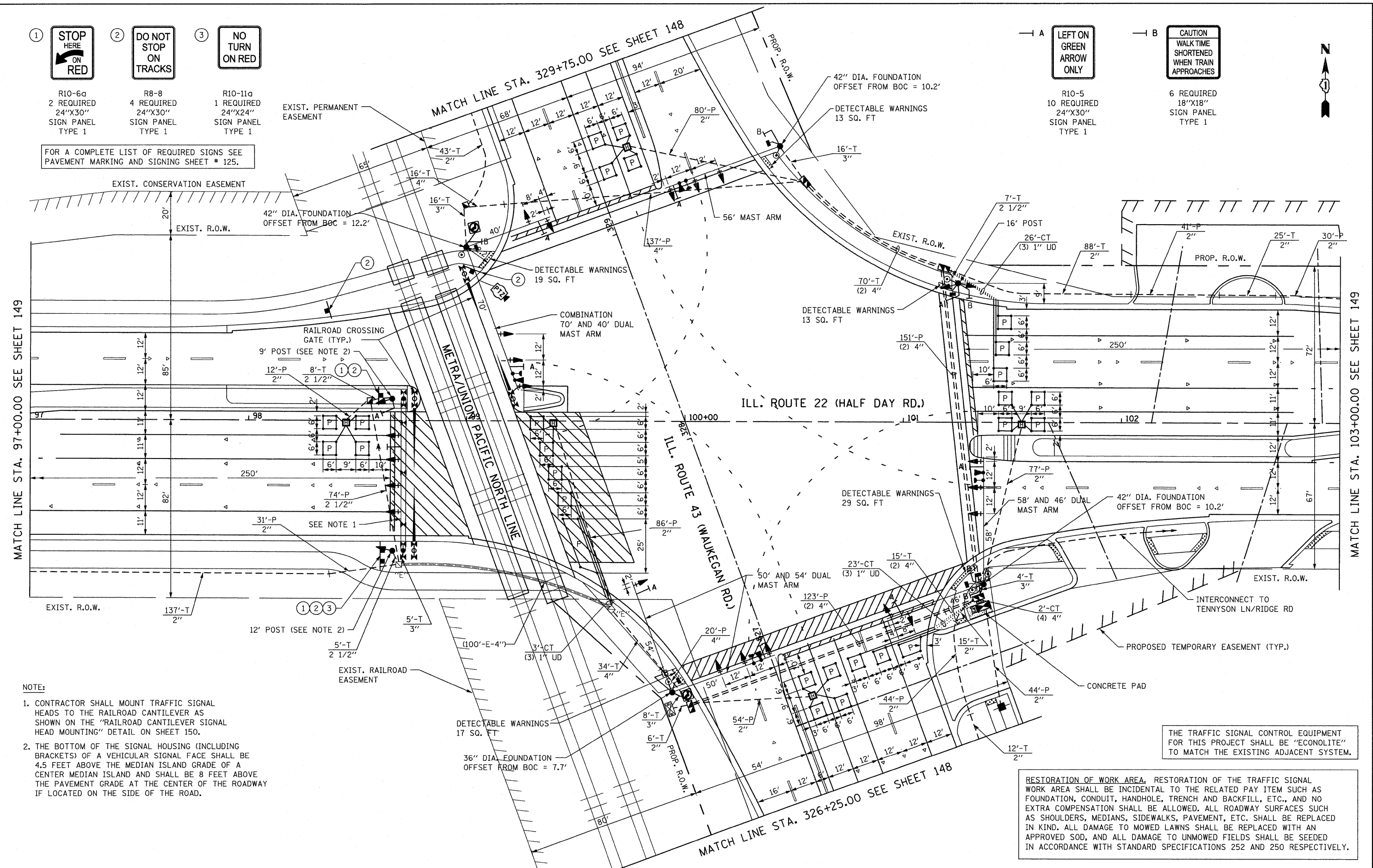
R10-11a
1 REQUIRED
24"X24"
SIGN PANEL
TYPE 1

FOR A COMPLETE LIST OF REQUIRED SIGNS SEE PAVEMENT MARKING AND SIGNING SHEET # 125.



R10-5
10 REQUIRED
24"X30"
SIGN PANEL
TYPE 1

6 REQUIRED
18"X18"
SIGN PANEL
TYPE 1



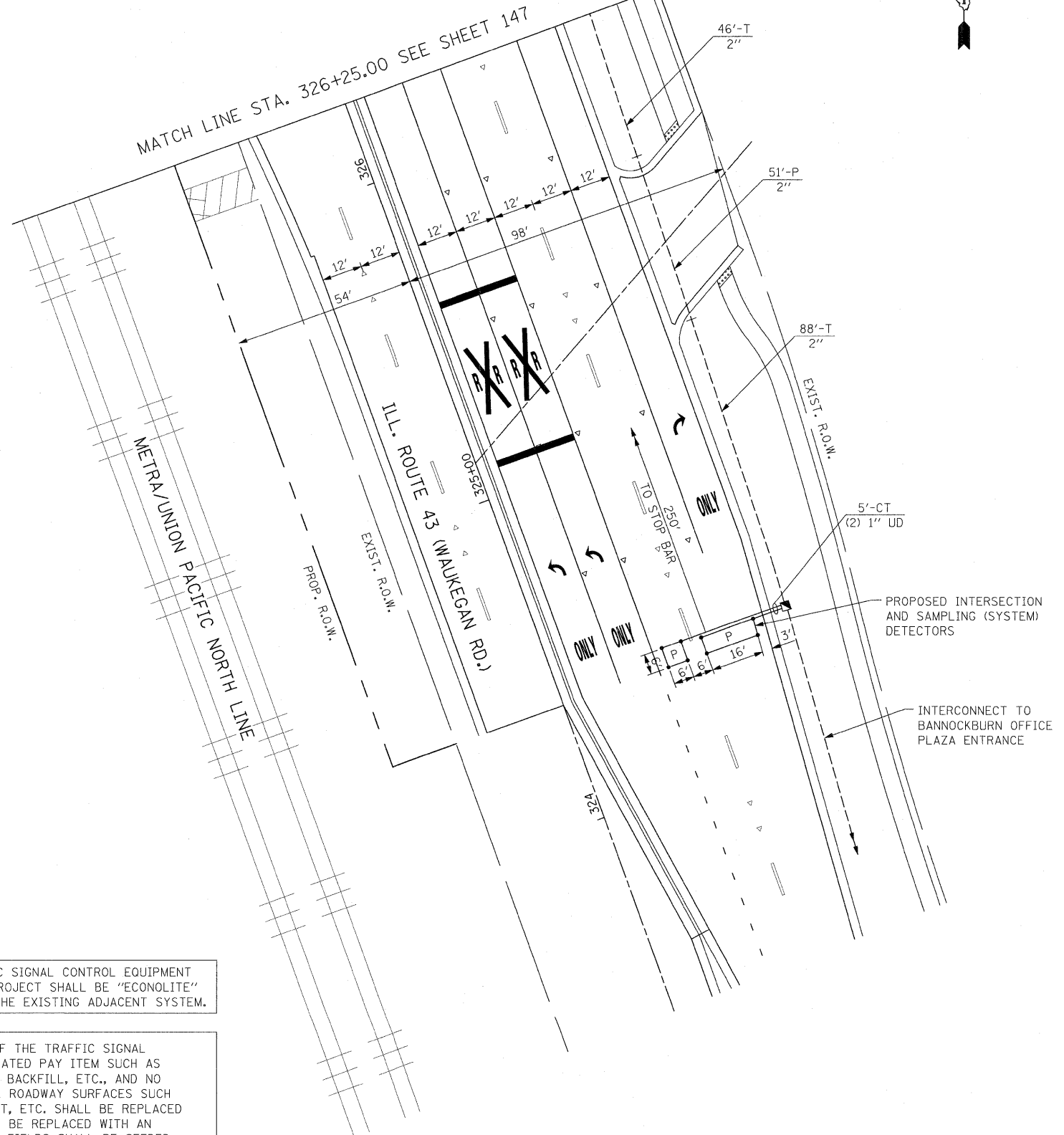
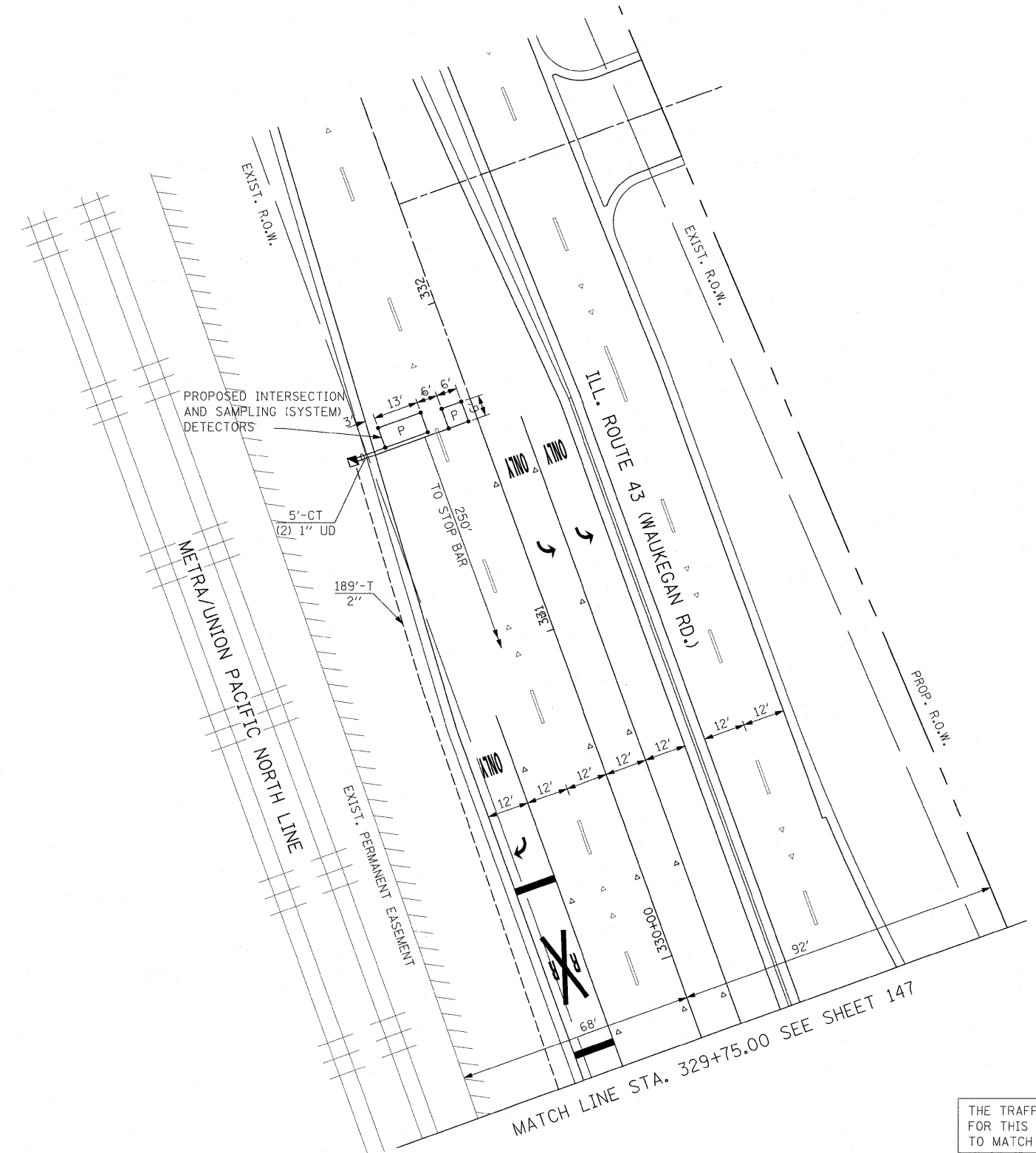
NOTE:

- CONTRACTOR SHALL MOUNT TRAFFIC SIGNAL HEADS TO THE RAILROAD CANTILEVER AS SHOWN ON THE "RAILROAD CANTILEVER SIGNAL HEAD MOUNTING" DETAIL ON SHEET 150.
- THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE SHALL BE 4.5 FEET ABOVE THE MEDIAN ISLAND GRADE OF A CENTER MEDIAN ISLAND AND SHALL BE 8 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY IF LOCATED ON THE SIDE OF THE ROAD.

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

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDD IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

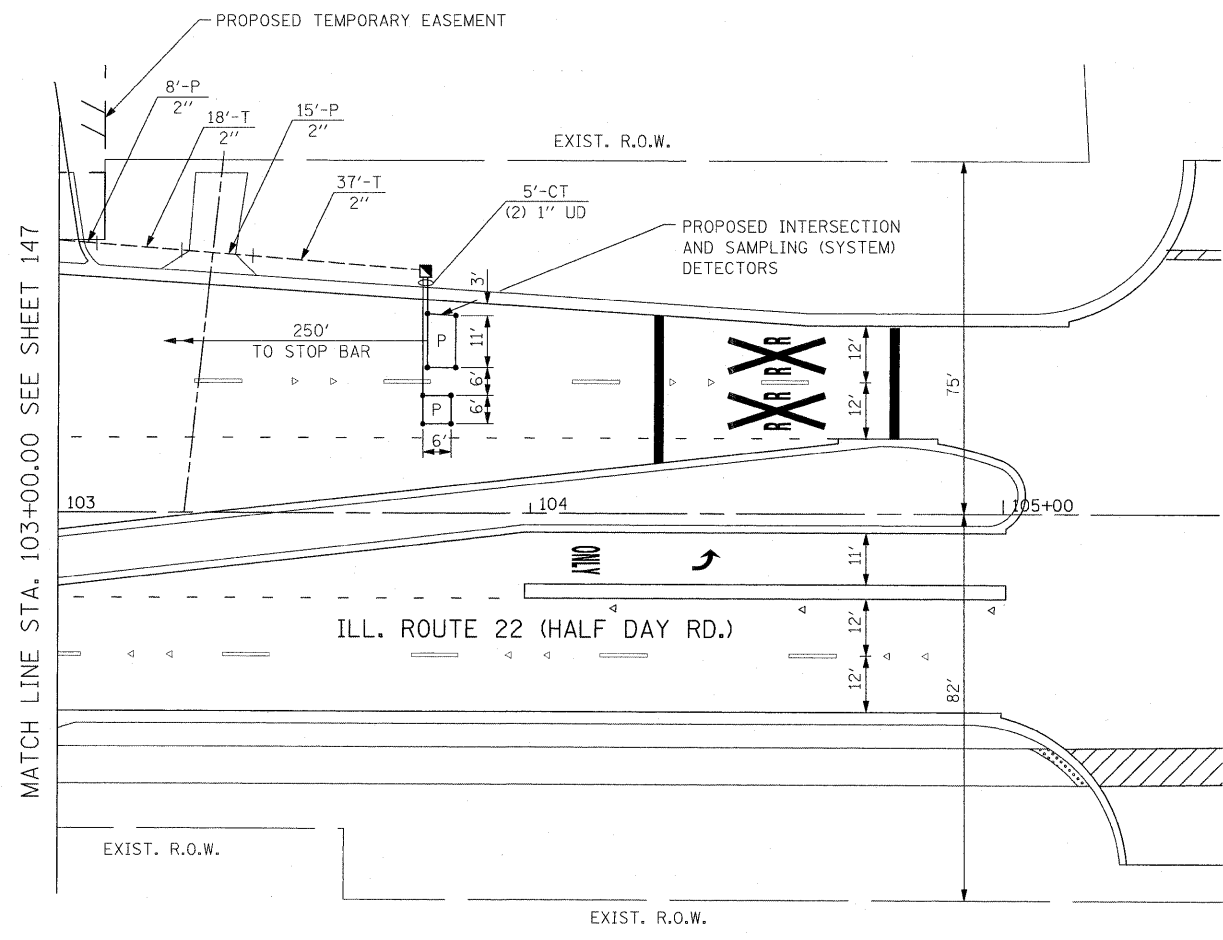
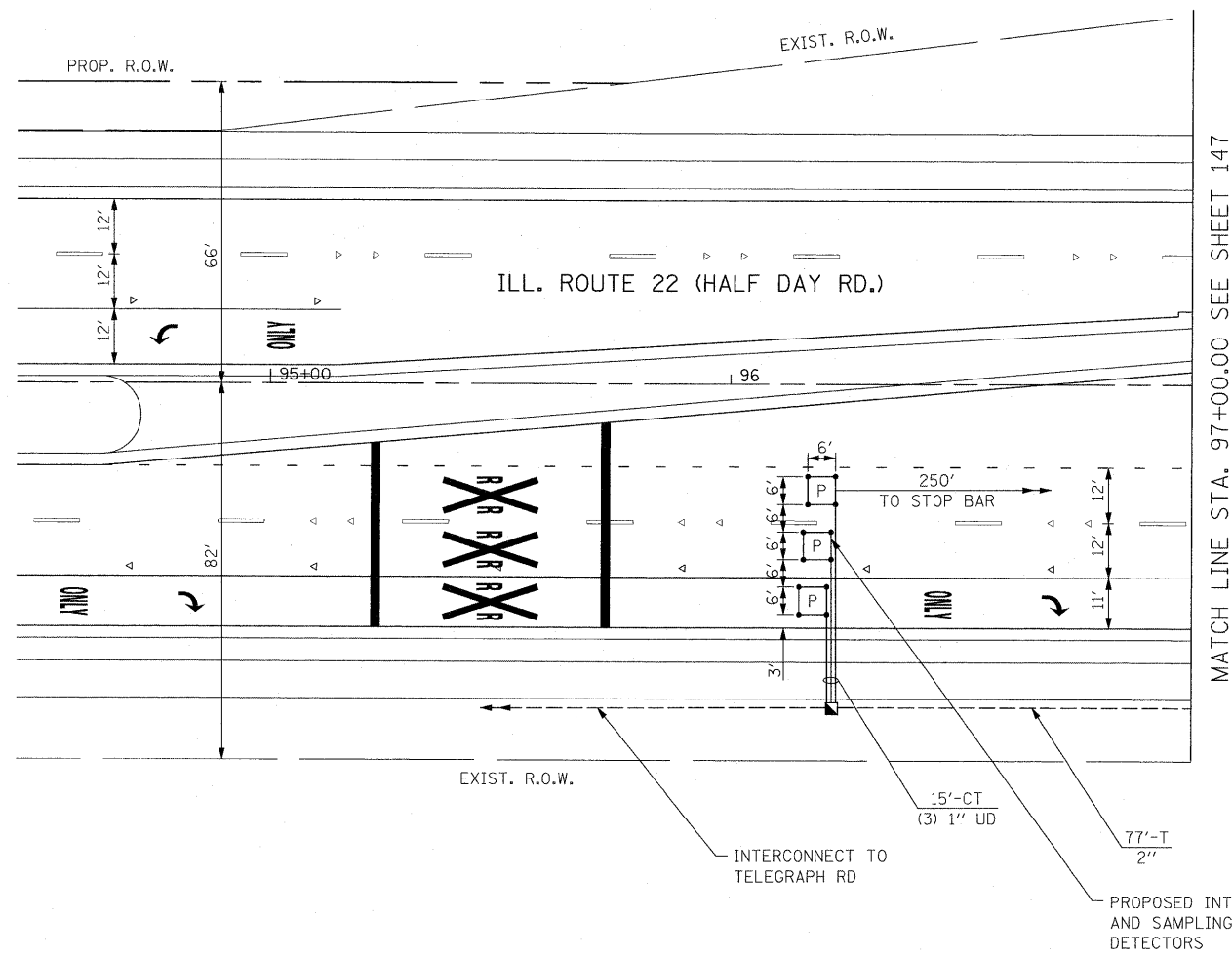
FILE NAME =	USER NAME = pcc1eche	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 (HALF DAY ROAD) AND IL. ROUTE 43 (WAUKEGAN ROAD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\ILRTE22\2009 REVISIONS\CADD Sheets	revised sheets\DI160960-sht-ts-WAUPLN.dgn	DRAWN - LP	REVISED - 07/27/2010		337	20R-4	LAKE	232	147			
PLOT SCALE = 20.0000' / IN.	CHECKED - JP	REVISOR -	REVISOR -		CONTRACT NO. 60860							
PLOT DATE = 7/28/2010	DATE - 05/14/2010	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT							



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

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ts-WAUPLN.dgn	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 (HALF DAY ROAD) AND IL. ROUTE 43 (WAUKEGAN ROAD)		F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 148	
PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -	CONTRACT NO. 60860		SCALE: 1"=20' SHEET NO. 148 OF 232 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -										



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

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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PLOT SCALE = #SCALE#	
PLOT DATE =	5/15/2010

DESIGNED -	LP
DRAWN -	LP
CHECKED -	JP
DATE -	05/14/2010

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

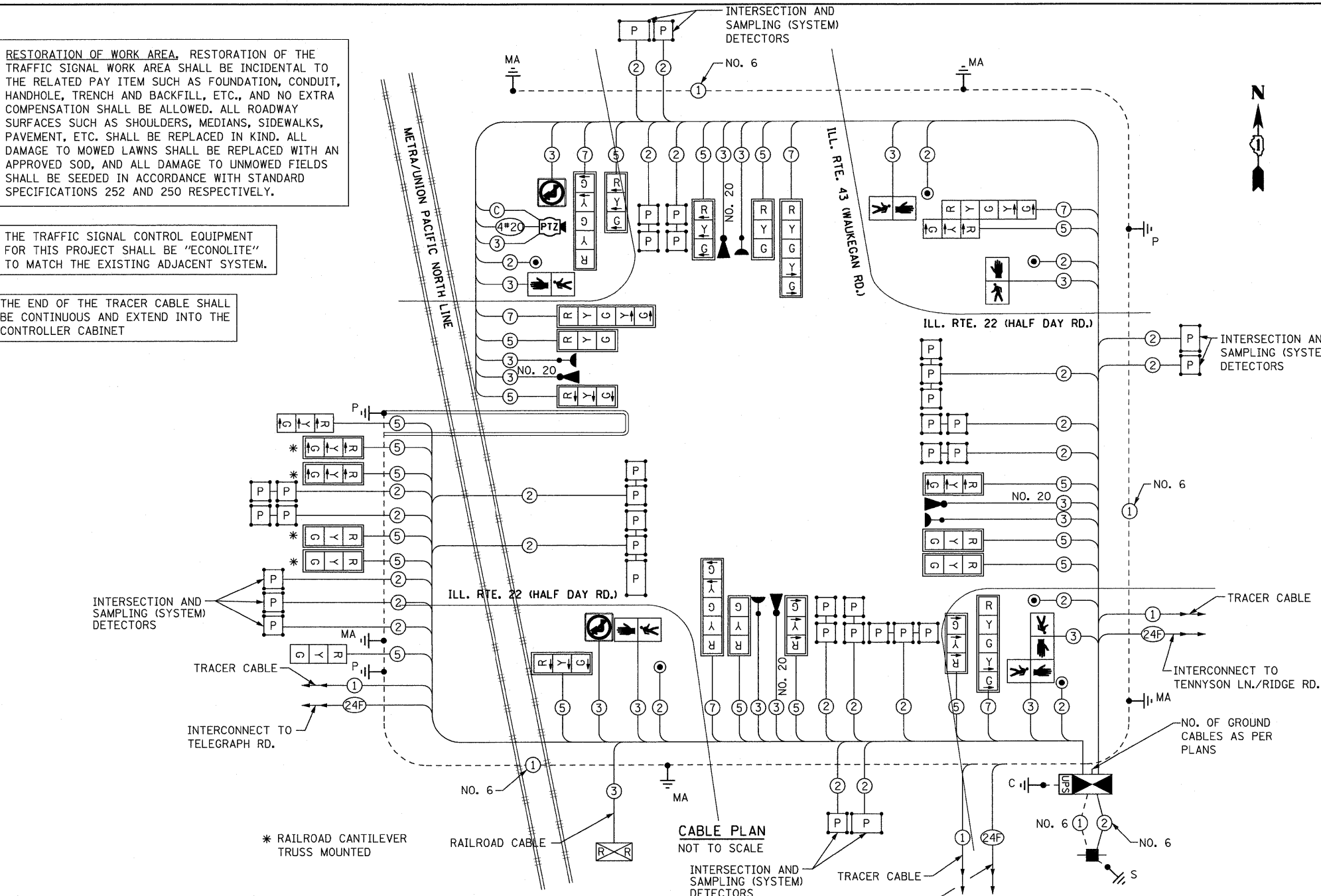
TRAFFIC SIGNAL INSTALLATION PLAN	
IL. ROUTE 22 (HALF DAY ROAD) AND IL. ROUTE 43 (WAUKEGAN ROAD)	
SCALE: 1"=20'	SHEET NO. 149 OF 232 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	149
CONTRACT NO. 60860				
ILLINOIS FED. AID PROJECT				

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

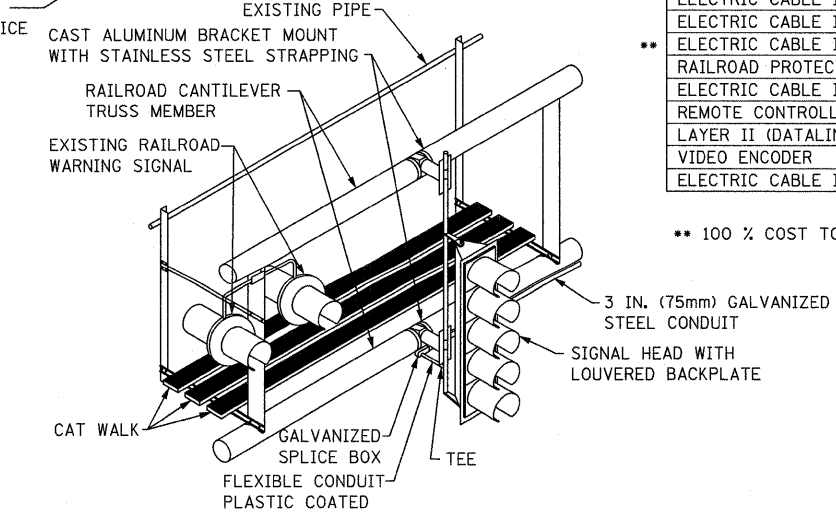
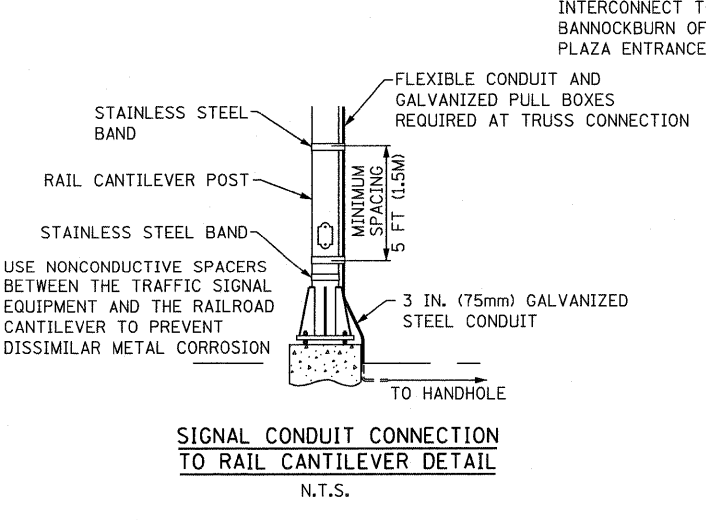
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	
SIGNAL (RED)	25	17	0.50	0.50	212.5
(YELLOW)	25	25	0.25	0.25	156.25
(GREEN)	25	15	0.25	0.25	93.75
ARROW	12	12	0.10	0.10	14.4
PED. SIGNAL	6	25	1.00	1.00	150
CONTROLLER	1	100	1.00	1.00	100
ILLUM. SIGN	2	25	0.05	0.05	2.5
FLASHER				0.50	
TOTAL =					729.4

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



SCHEDULE OF QUANTITIES

ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	78.5
SIGN PANEL - TYPE 2	SQ FT	30.0
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	781
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	49
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	268
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	573
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	74
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	765
REMOVE EXISTING JUNCTION BOX	EACH	2
HANDHOLE	EACH	8
HEAVY-DUTY HANDHOLE	EACH	5
DOUBLE HANDHOLE	EACH	4
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,118
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,207
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3,664
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5,489
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,862
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	7,682
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	64
TRAFFIC SIGNAL POST, GALVANIZED STEEL 9 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 12 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 54 FT. AND 50 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 58 FT. AND 46 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 70 FT. AND 40 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	16
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	69
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	16
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	21
INDUCTIVE LOOP DETECTOR	EACH	21
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	6
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
ILLUMINATED SIGN, LED	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	15
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
PREFORMED DETECTOR LOOP	FOOT	1,647
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET (SPECIAL)	EACH	1
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,136
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	181
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	1,231
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
ELECTRIC CABLE IN CONDUIT, COAXIAL	FOOT	528
REMOTE CONTROLLED VIDEO SYSTEM	EACH	1
LAYER II (DATALINK) SWITCH	EACH	1
VIDEO ENCODER	EACH	1
ELECTRIC CABLE IN CONDUIT, 4/C #20, VIDEO	FOOT	528

** 100 % COST TO VILLAGE OF BANNOCKBURN

SEQUENCE OF OPERATION

MOVEMENT	SEQUENCE OF OPERATION																											FLASH																						
	1+5				1+6			2+5				2+6				3+7				3+8				4+7					4+8																					
PHASE	1	2A	2B	3A	3B	4A	4B	5	6A	6B	7	8	9A	9B	10	11	12A	12B	13A	13B	14A	14B	15	16A	16B	16C	16D	17A	17B	18A	18B	18C	18D	19	20	21A	21B	22	23	24A	24B	24C	24D	25	26	27A	27B	27C	27D	
CHANGE TO	1+6				2+5			2+6				2+6				3+8				4+7				4+8				4+8				1+5, 1+6 2+5, 2+6																		
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	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	R	R	R	R	R	R	R		
ILL. RTE. 43, MID MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	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	R	R	R	R	R	R	R	R	
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	N/B	G	Y	R	G	G	Y	R	R	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	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	G	G	G	R	R	R	R	G	G	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	R	R	R
ILL. RTE. 43, MID MAST ARM SIGNAL	S/B	R	R	R	R	R	R	G	G	G	R	R	R	R	G	G	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	R	R	R
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	S/B	G	G	G	Y	R	Y	R	R	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	R	R	R	R	R	R	R	R	R	R	R
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND TWO NEAR RIGHT 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	R	R
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT AND TWO NEAR LEFT 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	R	R
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT AND 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	R	R
ILL. RTE. 22 (AFTER TRACKS) 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	R	R
ILL. RTE. 22, 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	R
ILL. RTE. 22, 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	R
ILL. RTE. 22, 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	R	R
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON SOUTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON NORTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 22 ON EAST SIDE OF ILL. RTE. 43		H	H	H	H	H	H	H	H	H	P	**FH	H	H	P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
 - FLASHING 'P' IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE
 - ⊖ THIS 'P' OR FLASHING 'P' INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE 'P' OR FLASHING 'P' INTERVALS.
 - 'P' AND FLASHING 'P' TIMINGS TO BE SET ONLY ON PHASES WHERE 'P' AND FLASHING 'P' ARE INDICATED IN THE SEQUENCE OF OPERATION.
- P = ILLUMINATED PERSON = "WALK"
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK


PHASE 2+6 SHALL BE PLACED ON RECALL


RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1		5		7		10		15		19		22		25		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	PREEMPTOR NUMBER 2								
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																													
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	CLEAR TO NORMAL SEQUENCE
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		
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	Y	R	Y	R	R _Y	R	R _Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	Δ
ILL. RTE. 43, MID MAST ARM SIGNAL	N/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	Δ
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	N/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	Δ
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	Y	R	R	R	Y	R	R _Y	R	R	R	R _Y	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
ILL. RTE. 43, MID MAST ARM SIGNAL	S/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	Δ
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	S/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	Δ
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND TWO NEAR RIGHT MAST ARM SIGNALS	E/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	Δ
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT AND TWO NEAR LEFT MAST ARM SIGNALS	E/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	Δ
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT AND MID MAST ARM SIGNALS	E/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
ILL. RTE. 22 (AFTER TRACKS) FAR LEFT AND END MAST ARM SIGNALS	E/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	Δ
ILL. RTE. 22, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	R _Y	R	R _Y	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	Δ
ILL. RTE. 22, MID MAST ARM SIGNAL	W/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
ILL. RTE. 22, FAR LEFT AND END MAST ARM SIGNALS	W/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	Δ
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON SOUTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON NORTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 22 ON EAST SIDE OF ILL. RTE. 43		H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ
ILL. RTE. 43, 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	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 

NLT = "NO LEFT TURN" OR 

P = ILLUMINATED PERSON = "WALK"
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		1		1		5		5		7		7		10			10			10			15			15		15			19		19		22					22													
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	1NN	1PP	1QQ	1RR	1SS	1TT	1UU	1VV										
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	3 OR 5	1F	4	1H	2, 3 OR 5	4	2	1M	1N	3, 4 OR 5	1Q	1R	2	1T	1U	3 OR 5	1W	1X	4	1Z	1AA	1BB	2 OR 4	1DD	3	1FF	1GG	1HH	5	1KK	1LL	2, 3 OR 4	1NN	5	1QQ	1RR	1SS	1TT	2, 4 OR 5	1VV	3										
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	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					
ILL. RTE. 43, MID MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	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			
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	N/B	G	G	Y	R	Y	R	R	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	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	Y	R	G	R	R	R	R	G	Y	R	G	Y	R	G	G	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	R	R	R	
ILL. RTE. 43, MID MAST ARM SIGNAL	S/B	R	R	R	R	R	R	Y	R	G	R	R	R	R	G	Y	R	G	Y	R	G	G	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	R	R	R	
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	S/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	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND TWO NEAR RIGHT 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	R	R	R	R	R	
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT AND TWO NEAR LEFT 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	R	R	R	R	R	
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT AND 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	R	R	R	R	R	
ILL. RTE. 22 (AFTER TRACKS) 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	R	R	R	R	R	R
ILL. RTE. 22, 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	R	R	R	R	R
ILL. RTE. 22, 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	R	R	R	R	R
ILL. RTE. 22, 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	R	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON SOUTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H		
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON NORTH SIDE OF ILL. RTE. 22		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H		
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 22 ON EAST SIDE OF ILL. RTE. 43		H	H	H	H	H	H	H	H	FH	FH	H	H	FH	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H			

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	25												PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6			
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1WW	1XX	1YY	1ZZ	1AAA	1BBB	1CCC	1DDD	1EEE	1FFF	1GGG	1HHH	1JJJ	2	3	4	5	CLEAR TO NORMAL SEQUENCE	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1XX	1YY	1ZZ	1AAA	2 OR 4	1CCC	1DDD	3	1FFF	1GGG	1HHH	1JJJ	5						
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◇	
ILL. RTE. 43, MID MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◇	
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◇	
ILL. RTE. 43, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇	
ILL. RTE. 43, MID MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
ILL. RTE. 43, FAR LEFT AND END MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
ILL. RTE. 22 (BEFORE TRACKS) NEAR RIGHT AND TWO NEAR RIGHT MAST ARM SIGNALS	E/B	G	Y	R	R	R	G	G	G	G	Y	R	R	R	R	G	R	◇	
ILL. RTE. 22 (BEFORE TRACKS) NEAR LEFT AND TWO NEAR LEFT MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇	
ILL. RTE. 22 (AFTER TRACKS) FAR RIGHT AND MID MAST ARM SIGNALS	E/B	G	G	G	Y	R	G	G	G	G	G	Y	R	R	R	G	R	◇	
ILL. RTE. 22 (AFTER TRACKS) FAR LEFT AND END MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇	
ILL. RTE. 22, NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	W/B	G	G	G	Y	R	G	Y	R	G	G	G	G	R	R	R	G	◇	
ILL. RTE. 22, MID MAST ARM SIGNAL	W/B	G	G	G	Y	R	G	Y	R	G	G	G	G	R	R	R	G	◇	
ILL. RTE. 22, FAR LEFT AND END MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	◇	
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON SOUTH SIDE OF ILL. RTE. 22		FH	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 43 ON NORTH SIDE OF ILL. RTE. 22		FH	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING, ILL. RTE. 22 ON EAST SIDE OF ILL. RTE. 43		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	

P = ILLUMINATED PERSON = "WALK"
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

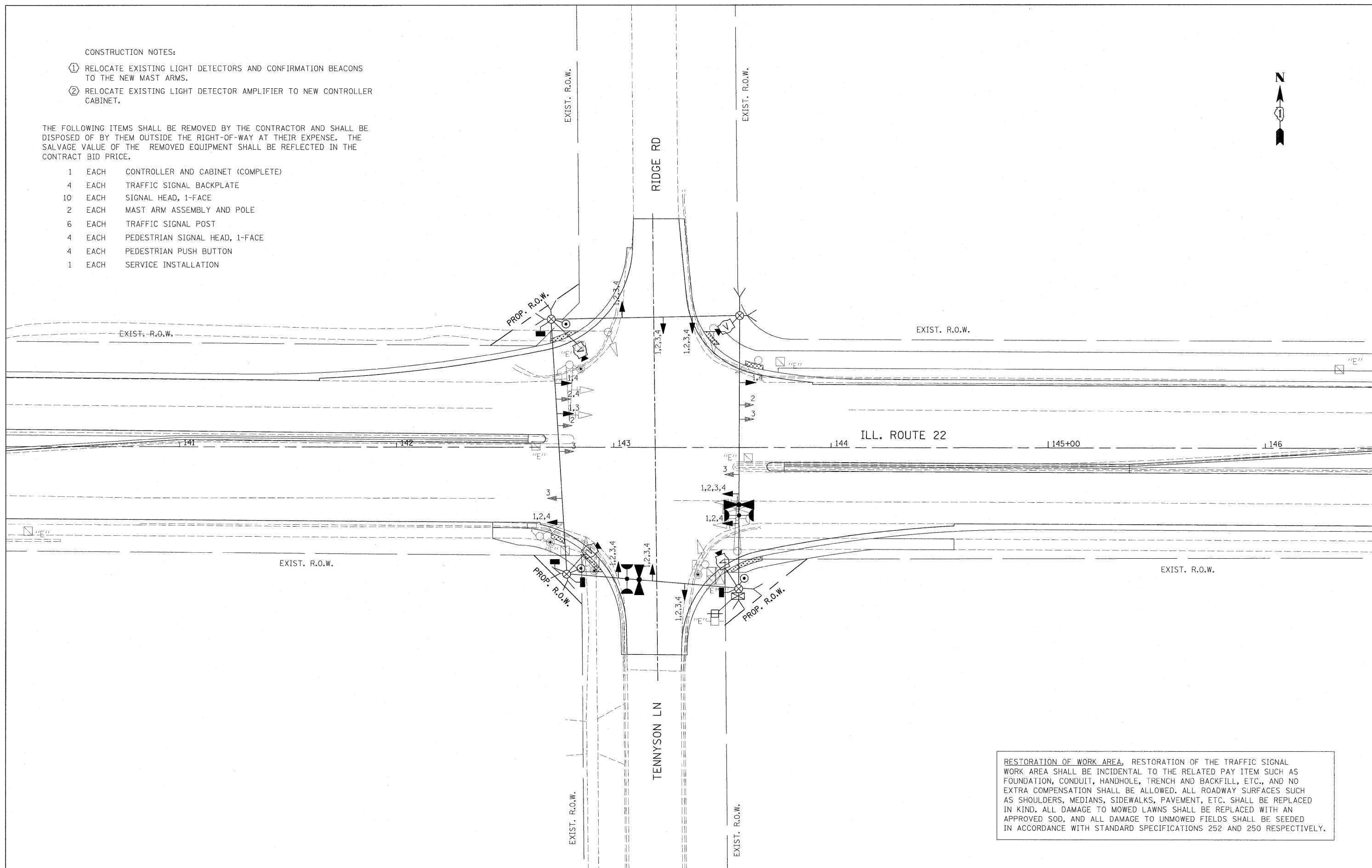
◇ EMERGENCY VEHICLE PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2, 3, 4 OR 5 IS TERMINATED.

CONSTRUCTION NOTES:

- ① RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.
- ② RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROLLER CABINET.

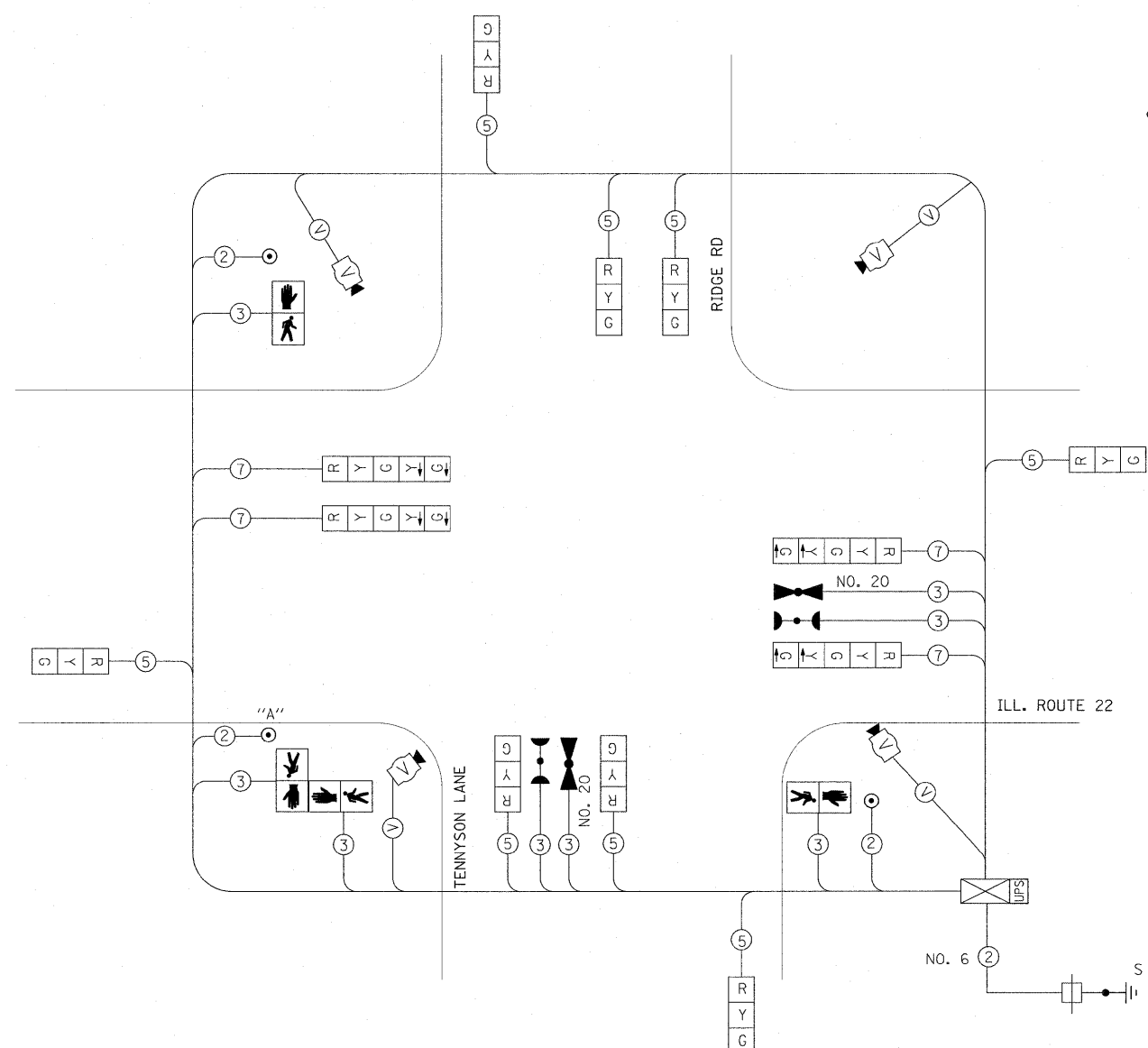
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 10 EACH SIGNAL HEAD, 1-FACE
- 2 EACH MAST ARM ASSEMBLY AND POLE
- 6 EACH TRAFFIC SIGNAL POST
- 4 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 4 EACH PEDESTRIAN PUSH BUTTON
- 1 EACH SERVICE INSTALLATION



RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND TENNYSON LANE / RIDGE ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ts-TENTMPLN.dgn		DRAWN - LP	REVISED -			337	20R-4	LAKE	232	154	
PLOT SCALE = #SCALE#		CHECKED - JP	REVISED -			CONTRACT NO. 60860					
PLOT DATE = 5/15/2010		DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=20'	SHEET NO. 154 OF 232 SHEETS	STA.	TO STA.			



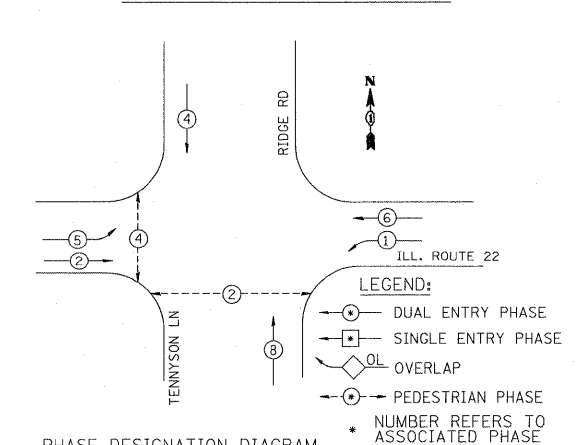
TEMPORARY CABLE PLAN
NOT TO SCALE

PUSH BUTTON NOTES
PUSH BUTTON "A" SHALL PLACE
A CALL IN PHASES 2 AND 4

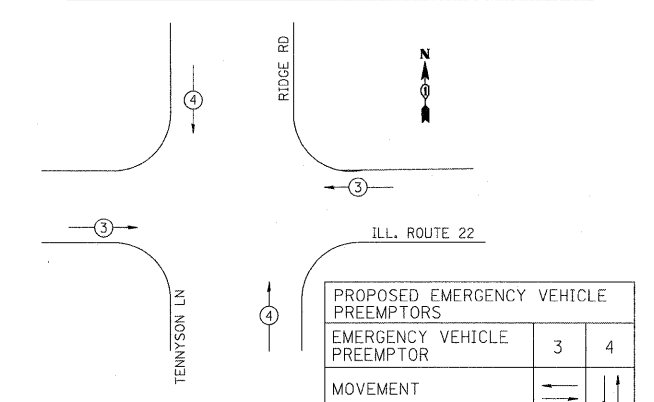
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION 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 RELOCATED 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 PRE-EMPTION, 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.

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



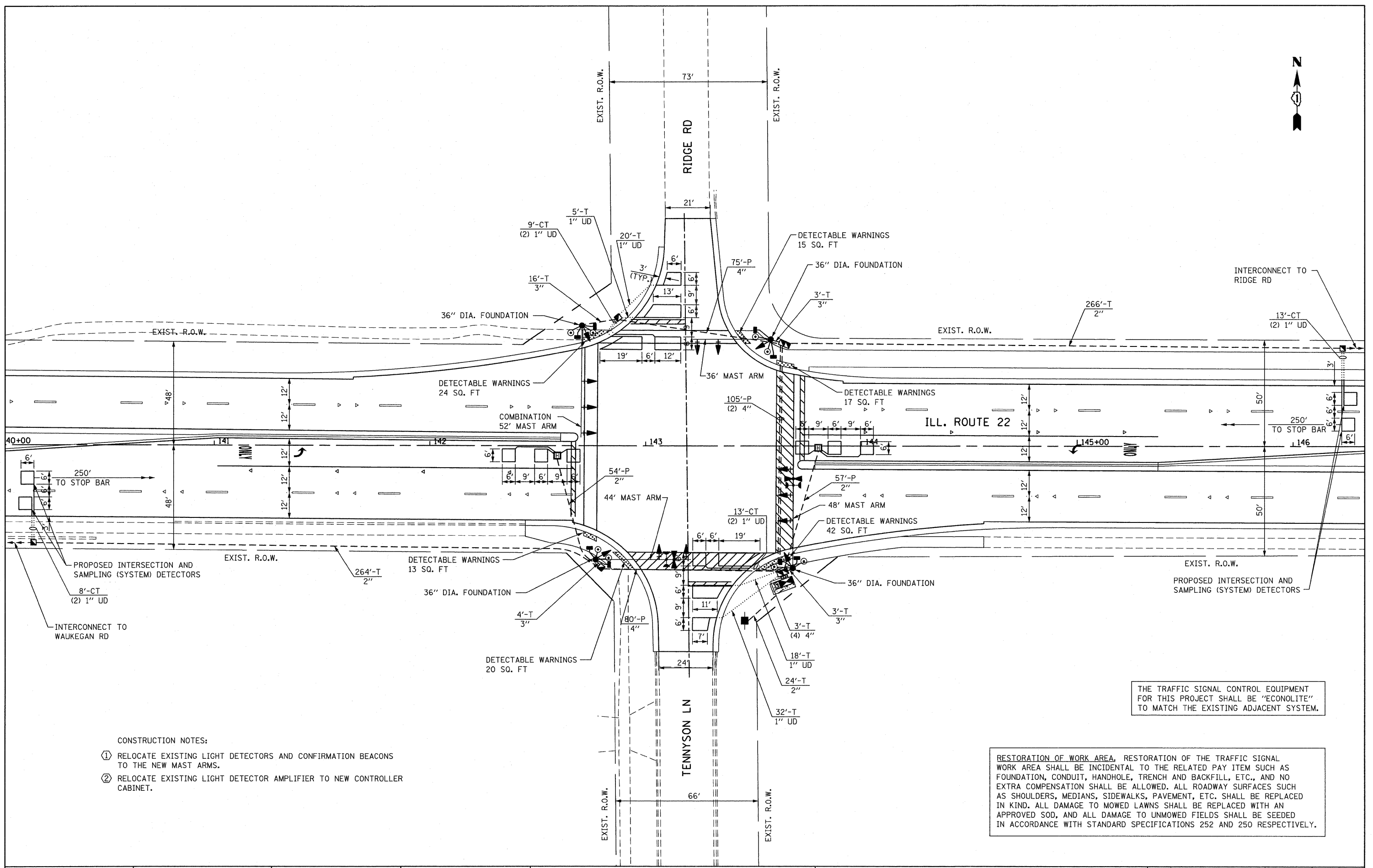
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	8		12	0.10	9.6
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER			25	0.50	
TOTAL =					581.6

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESI SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



- CONSTRUCTION NOTES:
- ① RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.
 - ② RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROLLER CABINET.

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

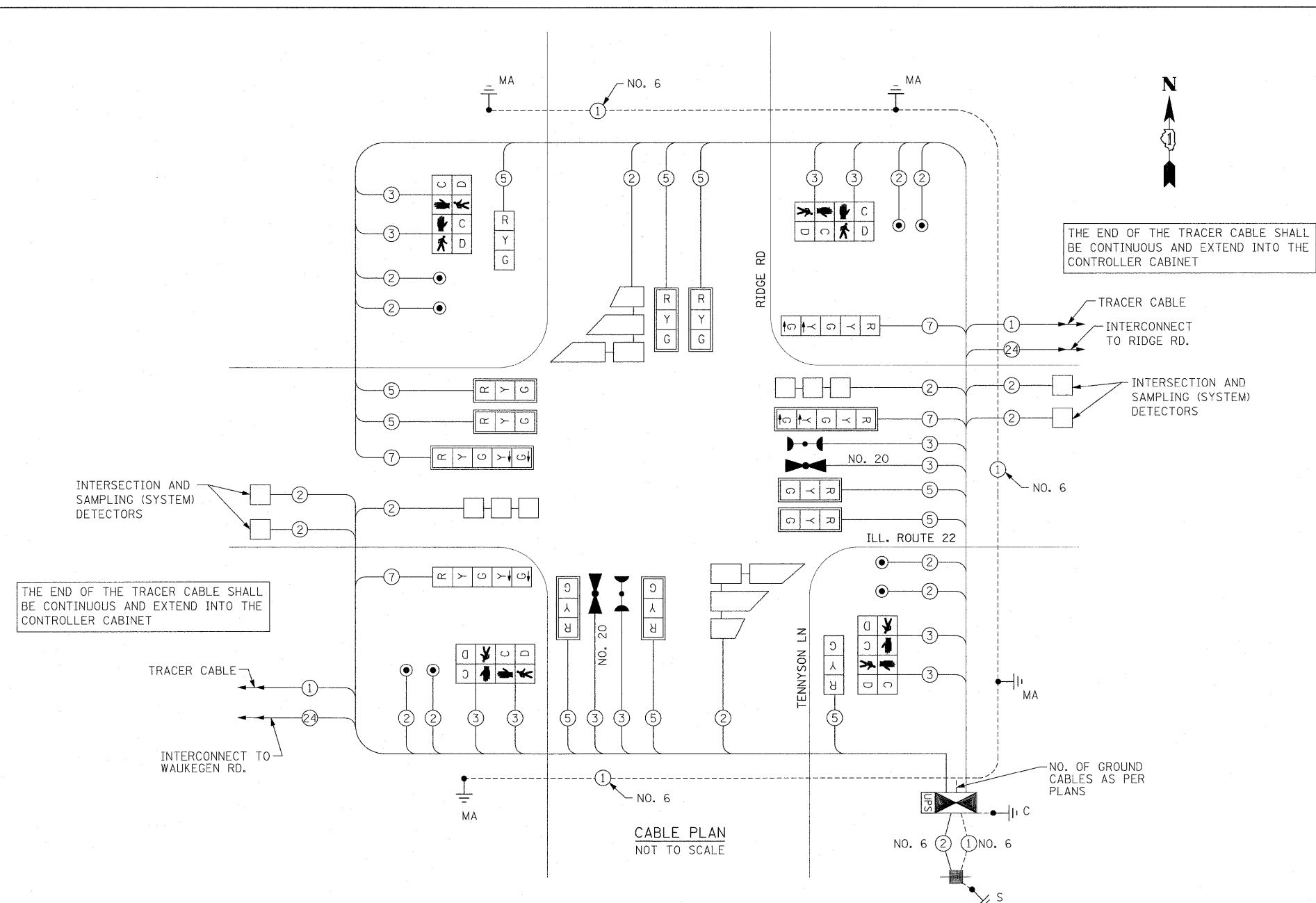
RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDS IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME =	USER NAME = pooscha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND TENNYSON LANE / RIDGE ROAD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\ILRTE22\2009 REVISIONS\CADD Sheets	revised sheets\160860-sht-ts-TENPLN.dgn	DRAWN - LP	REVISED -		337	20R-4	LAKE	232	156			
	PLOT SCALE = 20.0000' / IN.	CHECKED - JP	REVISED -		CONTRACT NO. 60860							
	PLOT DATE = 7/28/2010	DATE - 05/14/2010	REVISED -		ILLINOIS FED. AID PROJECT							

SCHEDULE OF QUANTITIES

ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	45
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	554
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	26
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	12
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	111
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	365
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	592
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,112
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,422
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,735
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	694
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,053
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	44
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	689
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
** RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
** RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	461
** ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	258

** 100 % COST TO VILLAGE OF HIGHLAND PARK

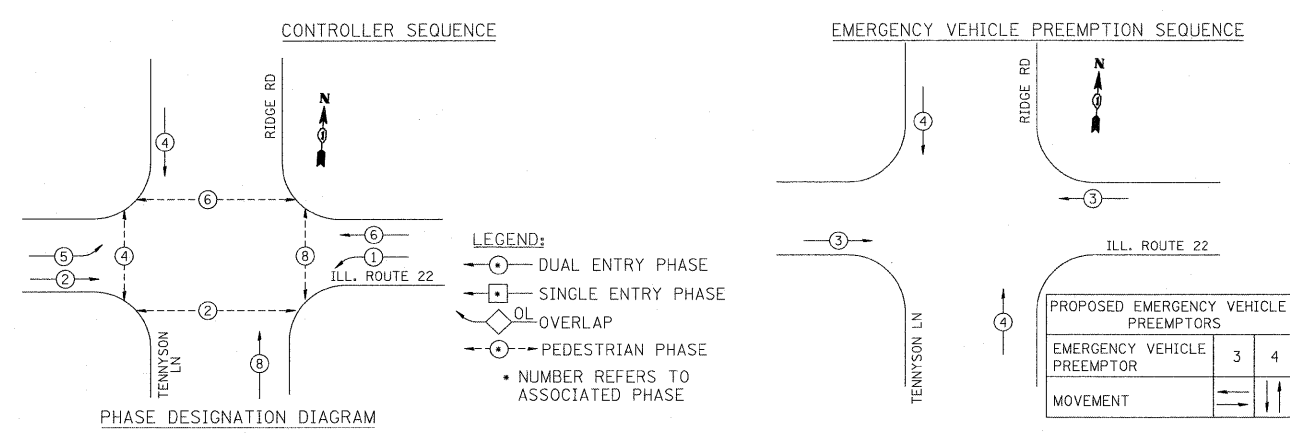


I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND	LED		
SIGNAL (RED)	14		17	0.50	119
(YELLOW)	14		25	0.25	87.5
(GREEN)	14		15	0.25	52.5
ARROW	8		12	0.10	9.6
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
FLASHER			25	0.50	
TOTAL =					568.6

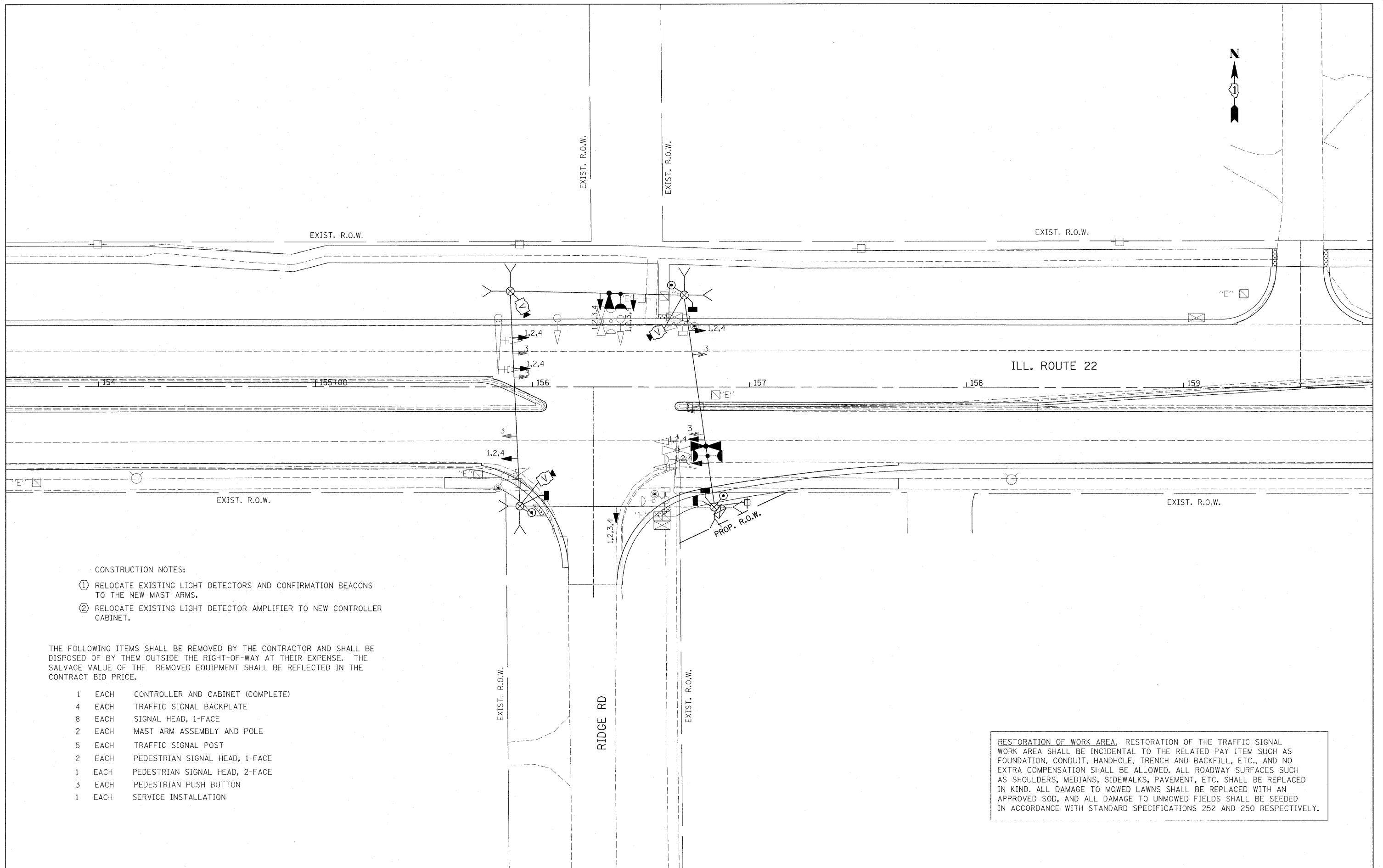
ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESSE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



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

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CONSTRUCTION NOTES:

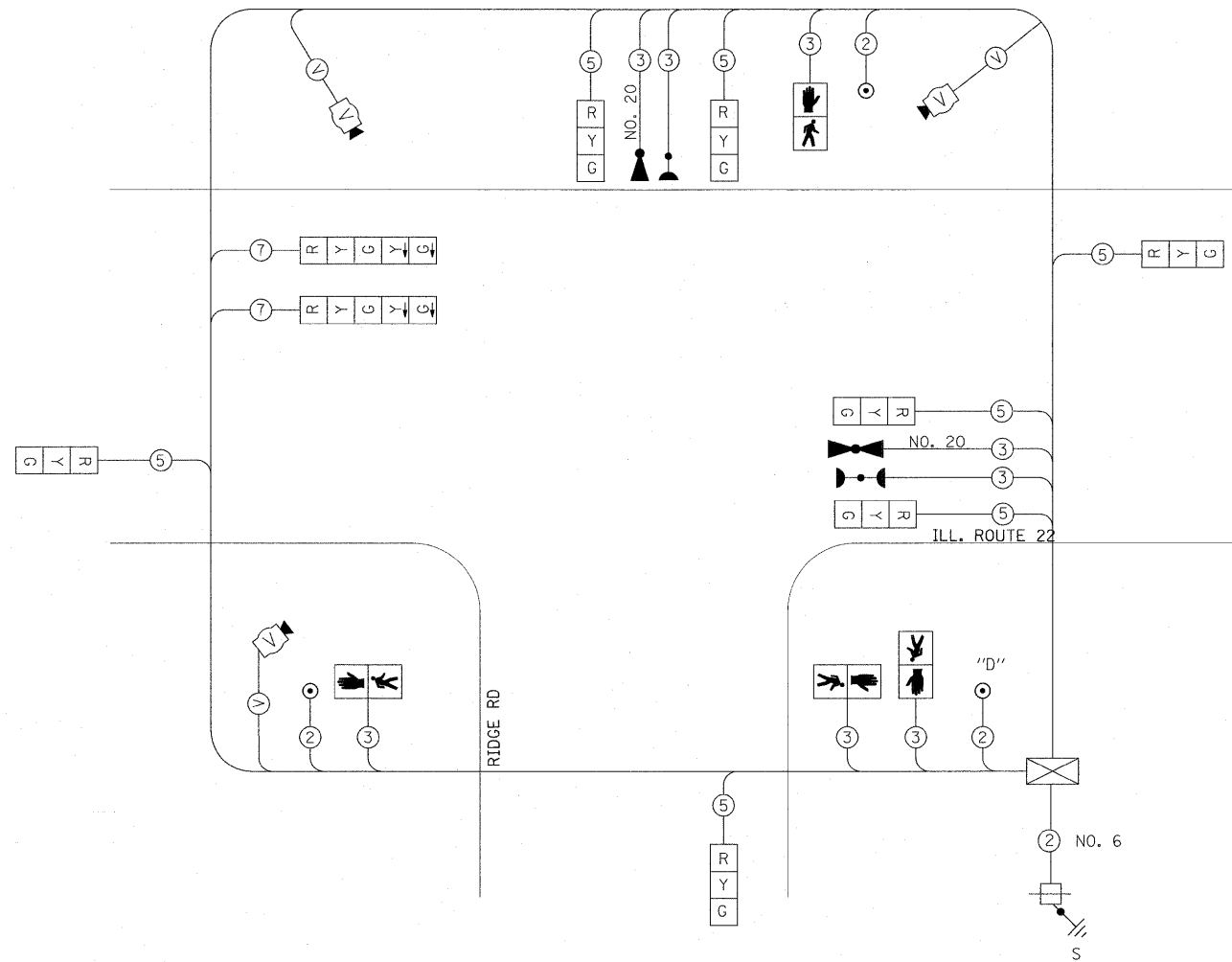
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- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 8 EACH SIGNAL HEAD, 1-FACE
- 2 EACH MAST ARM ASSEMBLY AND POLE
- 5 EACH TRAFFIC SIGNAL POST
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 3 EACH PEDESTRIAN PUSH BUTTON
- 1 EACH SERVICE INSTALLATION

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND RIDGE ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ta-RIDT.MPLN.dgn	D160860-shr-ta-RIDT.MPLN.dgn	DRAWN - LP	REVISED -			337	20R-4	LAKE	232	158	
PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -				CONTRACT NO. 60860					
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -				ILLINOIS FED. AID PROJECT					



TEMPORARY CABLE PLAN
NOT TO SCALE

PUSH BUTTON NOTES
PUSH BUTTON "D" SHALL PLACE
A CALL IN PHASES 2 AND 8

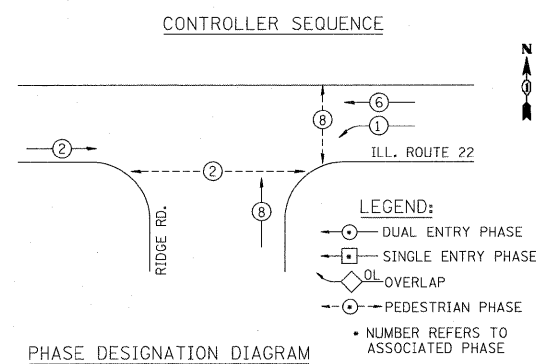
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7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, 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.

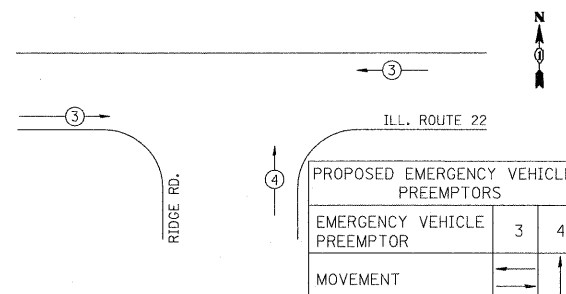
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	LED	% OPERATION	
SIGNAL (RED)	9		17	0.50	76.5
(YELLOW)	9		25	0.25	56.25
(GREEN)	9		15	0.25	33.75
ARROW	4		12	0.10	4.8
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER			25	0.50	
TOTAL =					521.3

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd

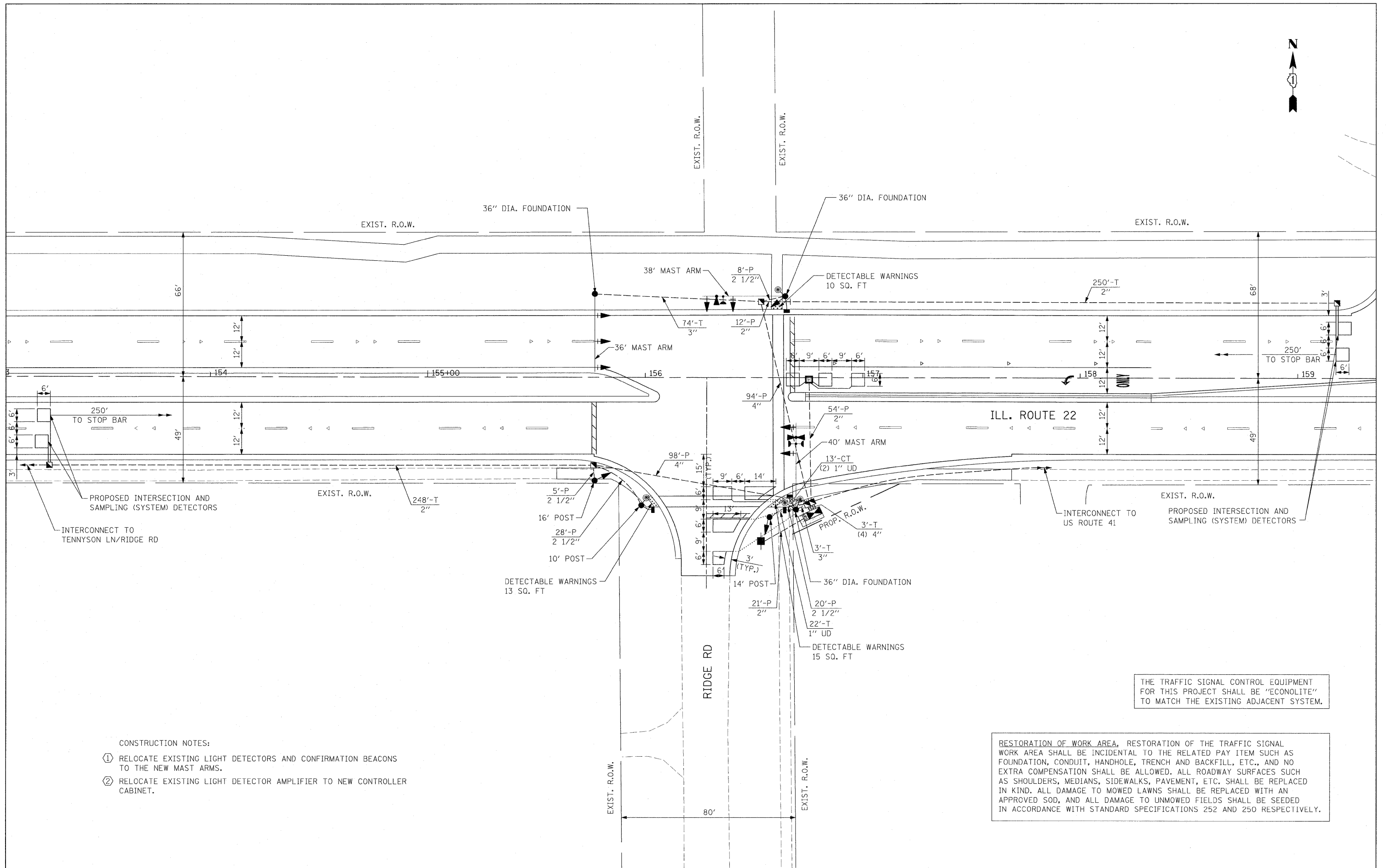


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



- CONSTRUCTION NOTES:
- ① RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.
 - ② RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROLLER CABINET.

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

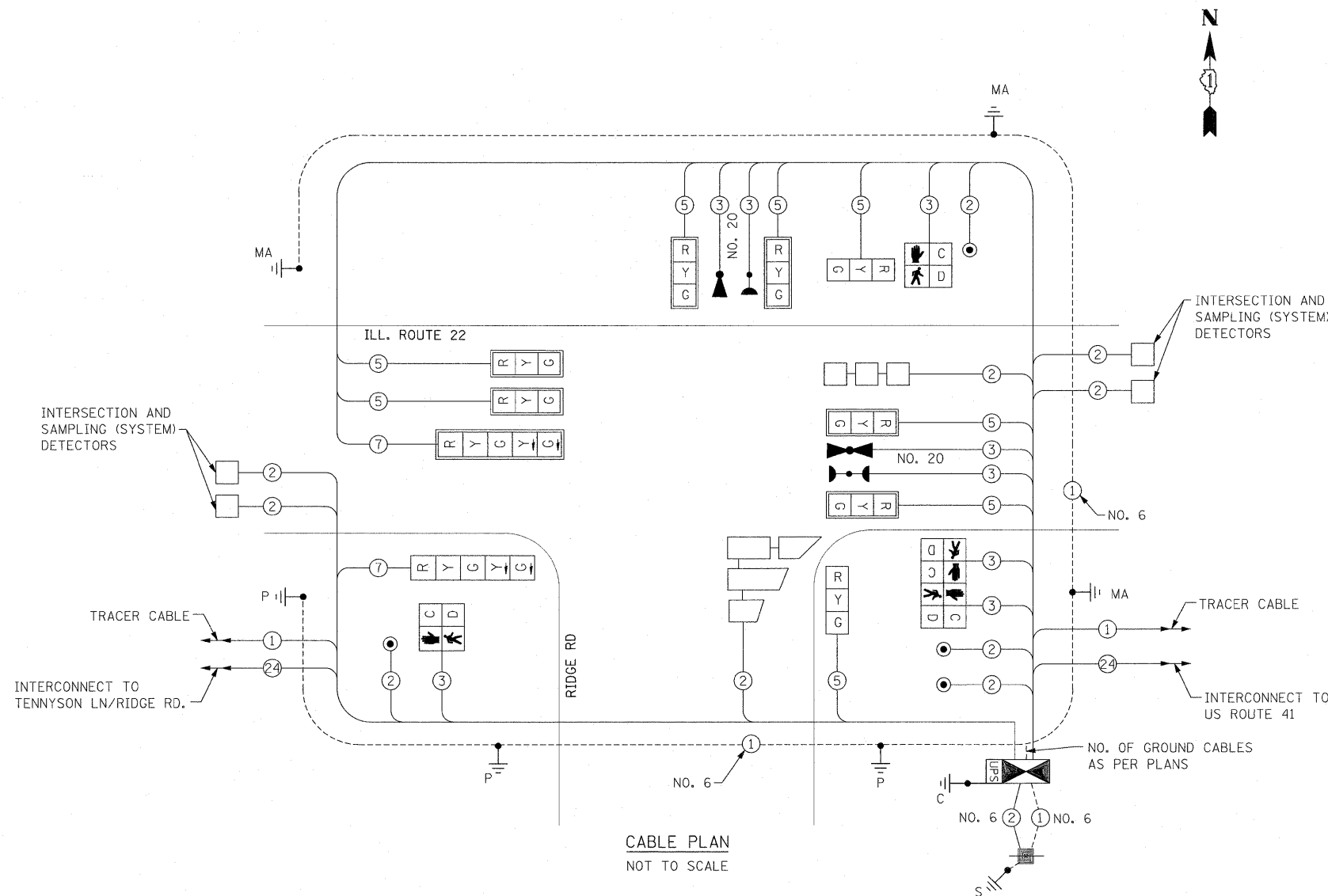
RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-ah-t-ta-RIDPLN.dgn	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN IL. ROUTE 22 AND RIDGE ROAD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -				337	20R-4	LAKE	232	160
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -		SCALE: 1"=20'		SHEET NO. 160 OF 232 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 60860		

SCHEDULE OF QUANTITIES

ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	19.5
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	498
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	77
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	12
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	94
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	53
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	192
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	587
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	360
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	653
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,207
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	402
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,640
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	41
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	35
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	7
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	428
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
** RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
** RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	6
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	473
** ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	265

** 100 % COST TO VILLAGE OF HIGHLAND PARK

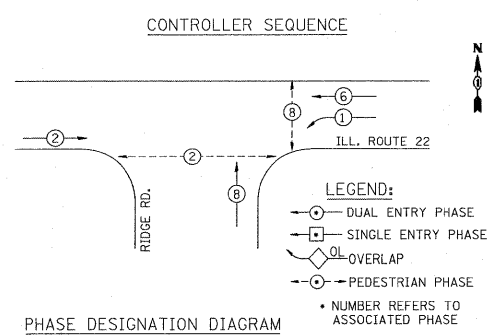


CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND	LED	% OPERATION	
SIGNAL (RED)	10		17	0.50	85
(YELLOW)	10		25	0.25	62.5
(GREEN)	10		15	0.25	37.5
ARROW	4		12	0.10	4.8
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
FLASHER				0.50	
TOTAL =					389.8

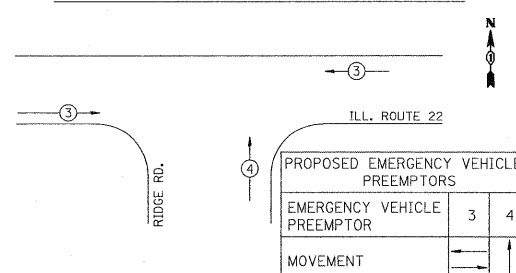
ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. VARUGHESE SAMUEL
PHONE: 847-816-5291
COMPANY: ComEd



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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.

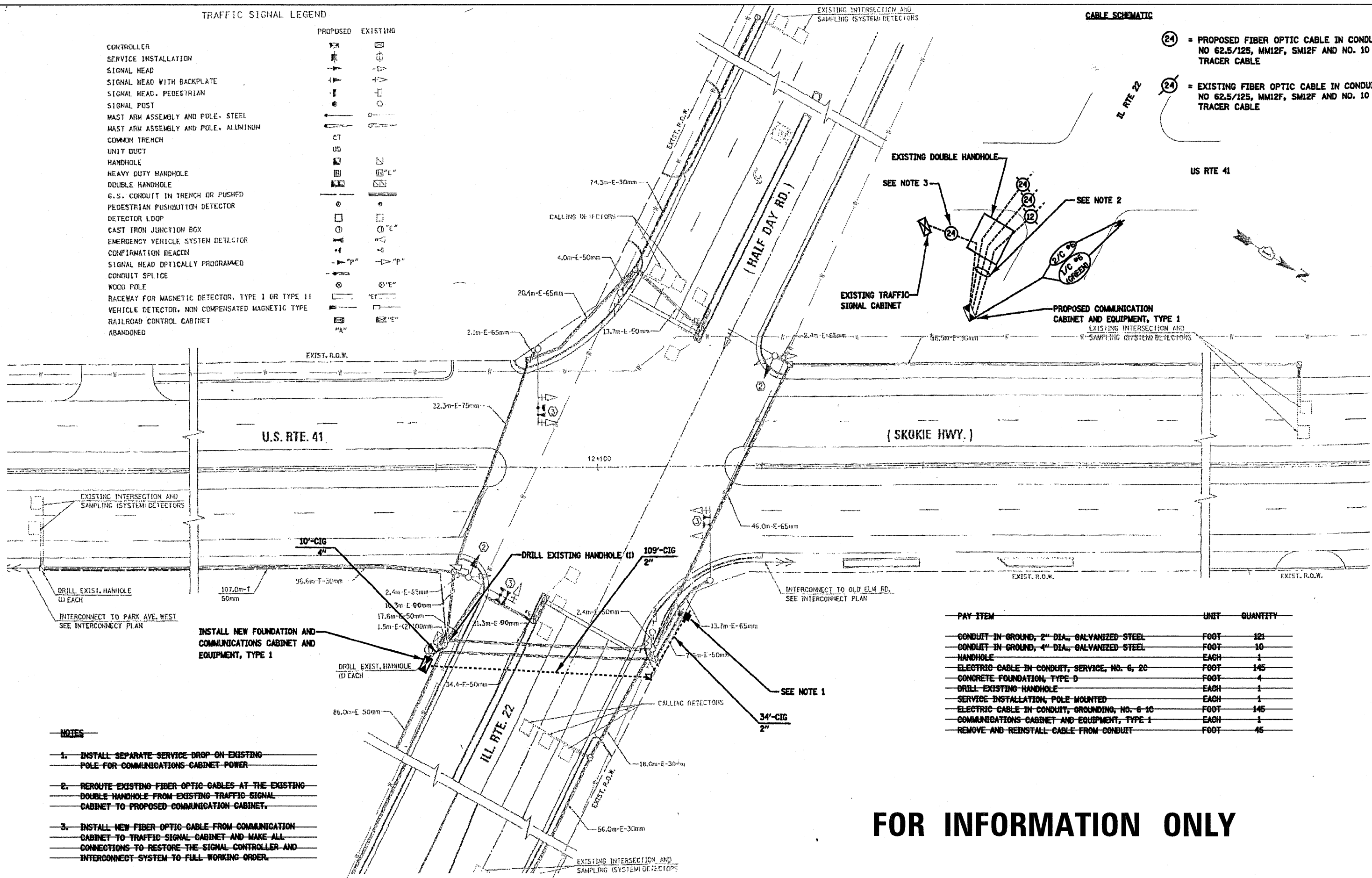
RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH		
UNIT DUCT		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		
ABANDONED		

CABLE SCHEMATIC

- = PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, MM12F, SM12F AND NO. 10 1/0 TRACER CABLE
- = EXISTING FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, MM12F, SM12F AND NO. 10 1/0 TRACER CABLE

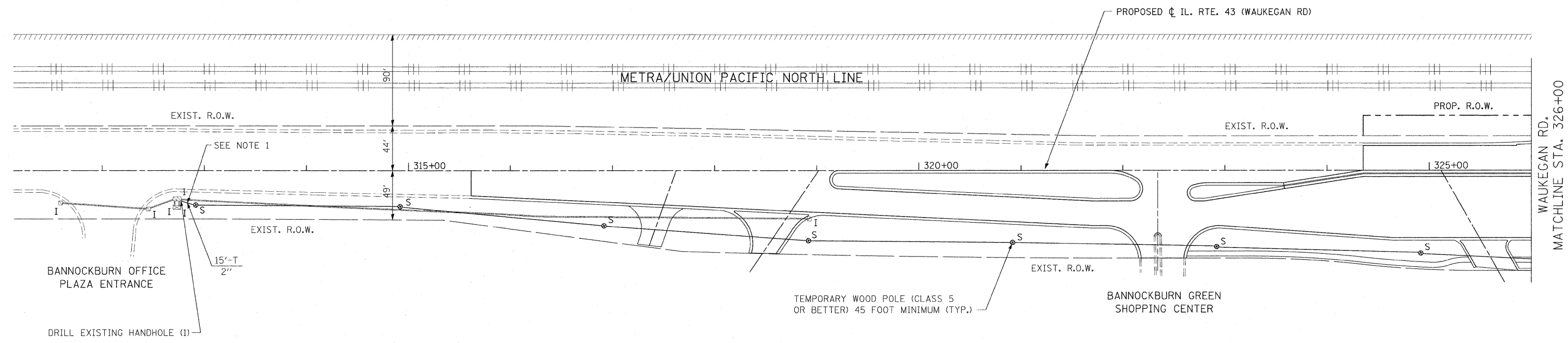


NOTES

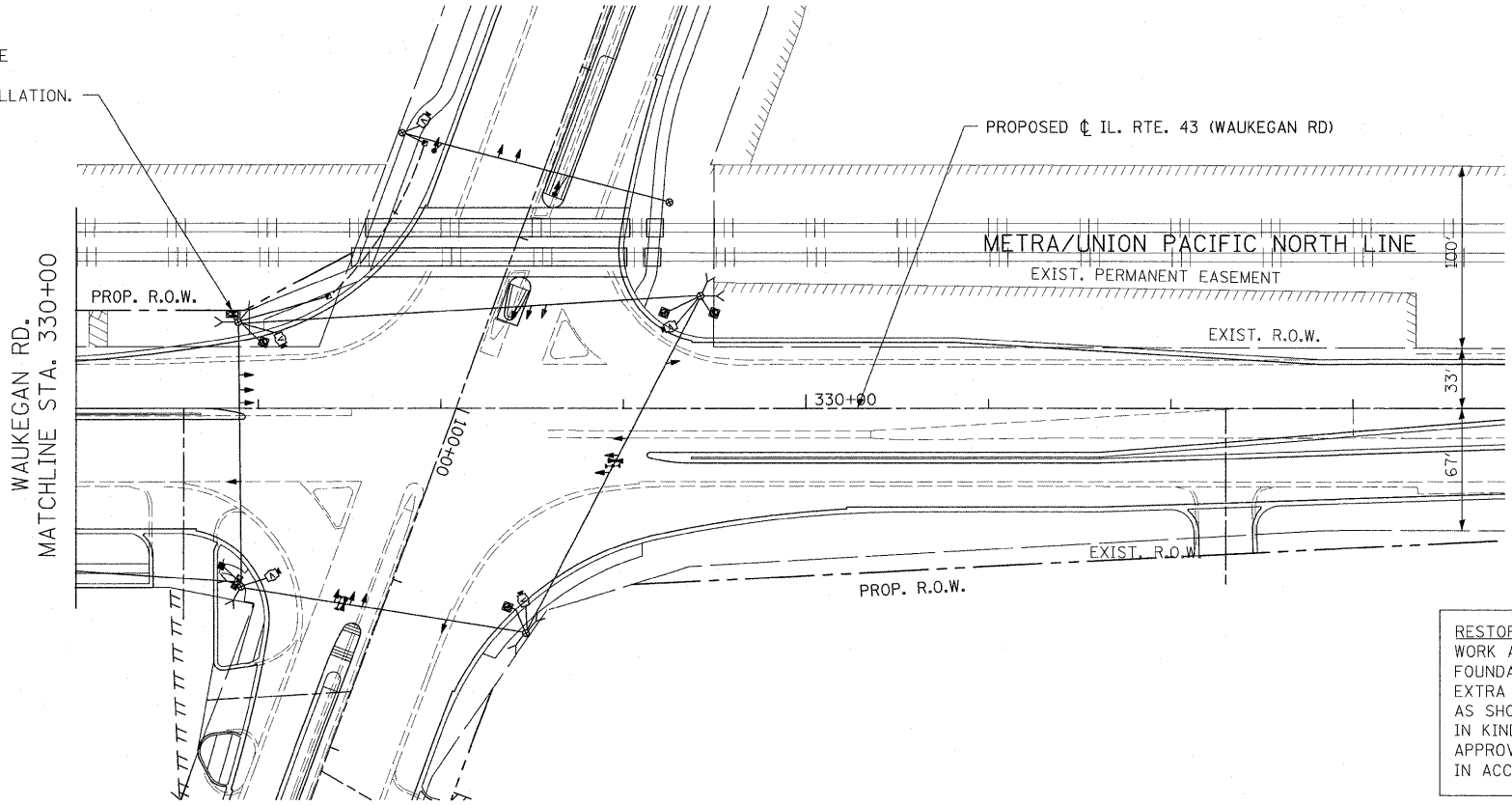
- INSTALL SEPARATE SERVICE DROP ON EXISTING POLE FOR COMMUNICATIONS CABINET POWER
- REROUTE EXISTING FIBER OPTIC CABLES AT THE EXISTING DOUBLE HANDHOLE FROM EXISTING TRAFFIC SIGNAL CABINET TO PROPOSED COMMUNICATION CABINET.
- INSTALL NEW FIBER OPTIC CABLE FROM COMMUNICATION CABINET TO TRAFFIC SIGNAL CABINET AND MAKE ALL CONNECTIONS TO RESTORE THE SIGNAL CONTROLLER AND INTERCONNECT SYSTEM TO FULL WORKING ORDER.

PAY ITEM	UNIT	QUANTITY
CONDUIT IN GROUND, 2" DIA., GALVANIZED STEEL	FOOT	121
CONDUIT IN GROUND, 4" DIA., GALVANIZED STEEL	FOOT	10
HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6, 20	FOOT	145
CONCRETE FOUNDATION, TYPE D	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
SERVICE INSTALLATION, POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 10	FOOT	145
COMMUNICATIONS CABINET AND EQUIPMENT, TYPE 1	EACH	1
REMOVE AND REINSTALL CABLE FROM CONDUIT	FOOT	45

FOR INFORMATION ONLY



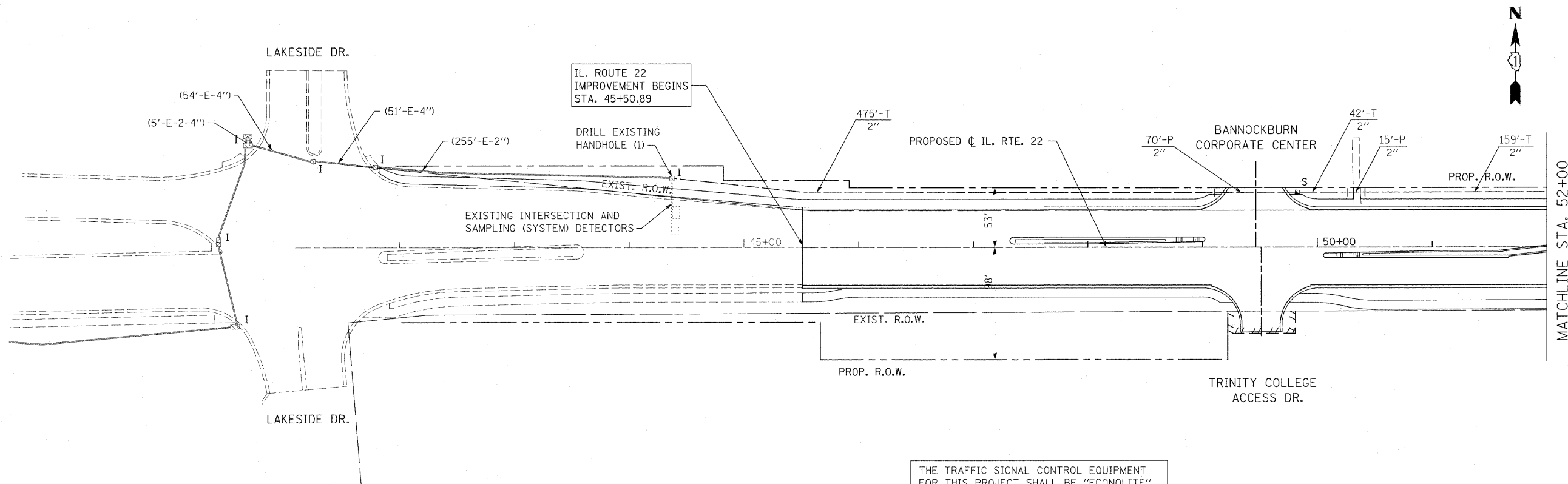
THE CONTRACTOR SHALL CONNECT AERIAL CABLE TO THE RAILROAD CABINET USING 2" CONDUIT. THIS WORK IS INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.



NOTE:
 1. THE CONTRACTOR SHALL INSTALL THE WOOD POLE AS SHOWN IN THE PLAN AND CONNECT THE AERIAL CABLE TO THE EXISTING HANDHOLE USING 2" CONDUIT. THIS WORK IS INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

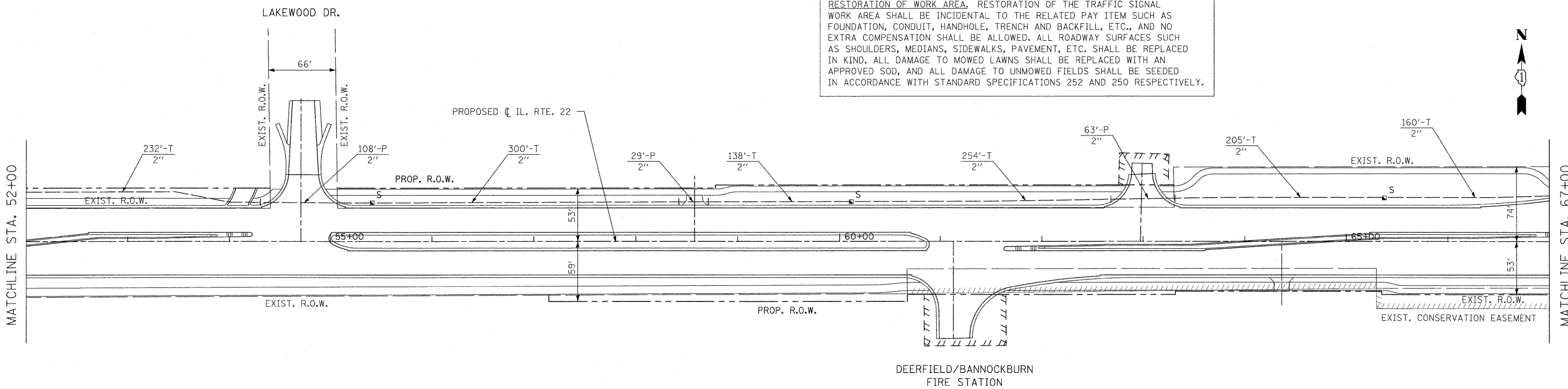
FILE NAME =	USER NAME - #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 43 (WAUKEGAN ROAD) TEMPORARY INTERCONNECT PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ta-TMINTER.dgn		DRAWN - DC	REVISED -			337	20R-4	LAKE	232	163	
PLOT SCALE = #SCALE#		CHECKED - JP	REVISED -			CONTRACT NO. 60860					
PLOT DATE = 5/15/2010		DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'		SHEET NO. 163 OF 232 SHEETS		STA. 315+61.61 TO STA. 337+52.22		



MATCHLINE STA. 52+00

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

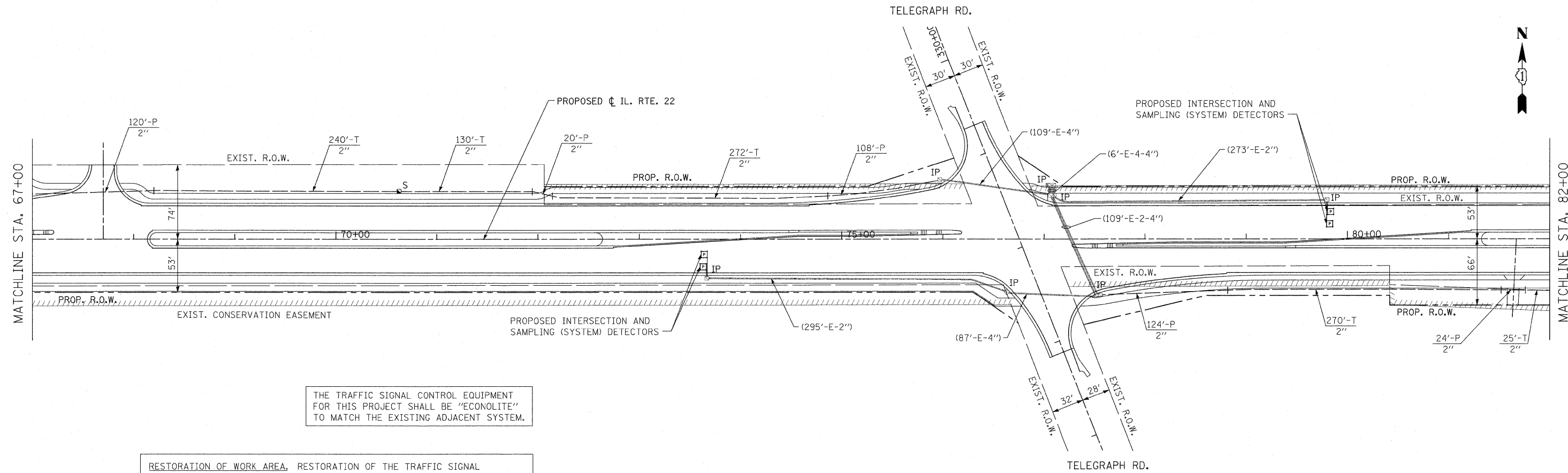
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MATCHLINE STA. 52+00

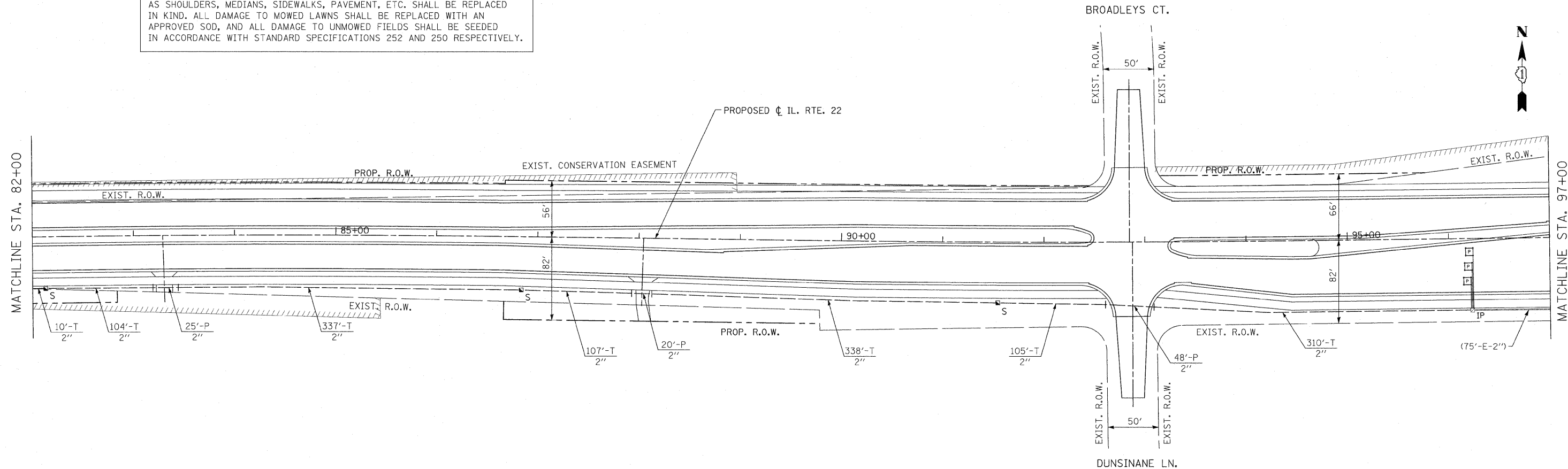
MATCHLINE STA. 67+00

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 INTERCONNECT PLAN (1 OF 6)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\160860-shr-ta-INTER.dgn		DRAWN - DC	REVISED -			337	20R-4	LAKE	232	164	
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PLOT DATE = 5/15/2010		DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO. 164 OF 232 SHEETS		STA. 45+50.89 TO STA. 67+00.00			



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

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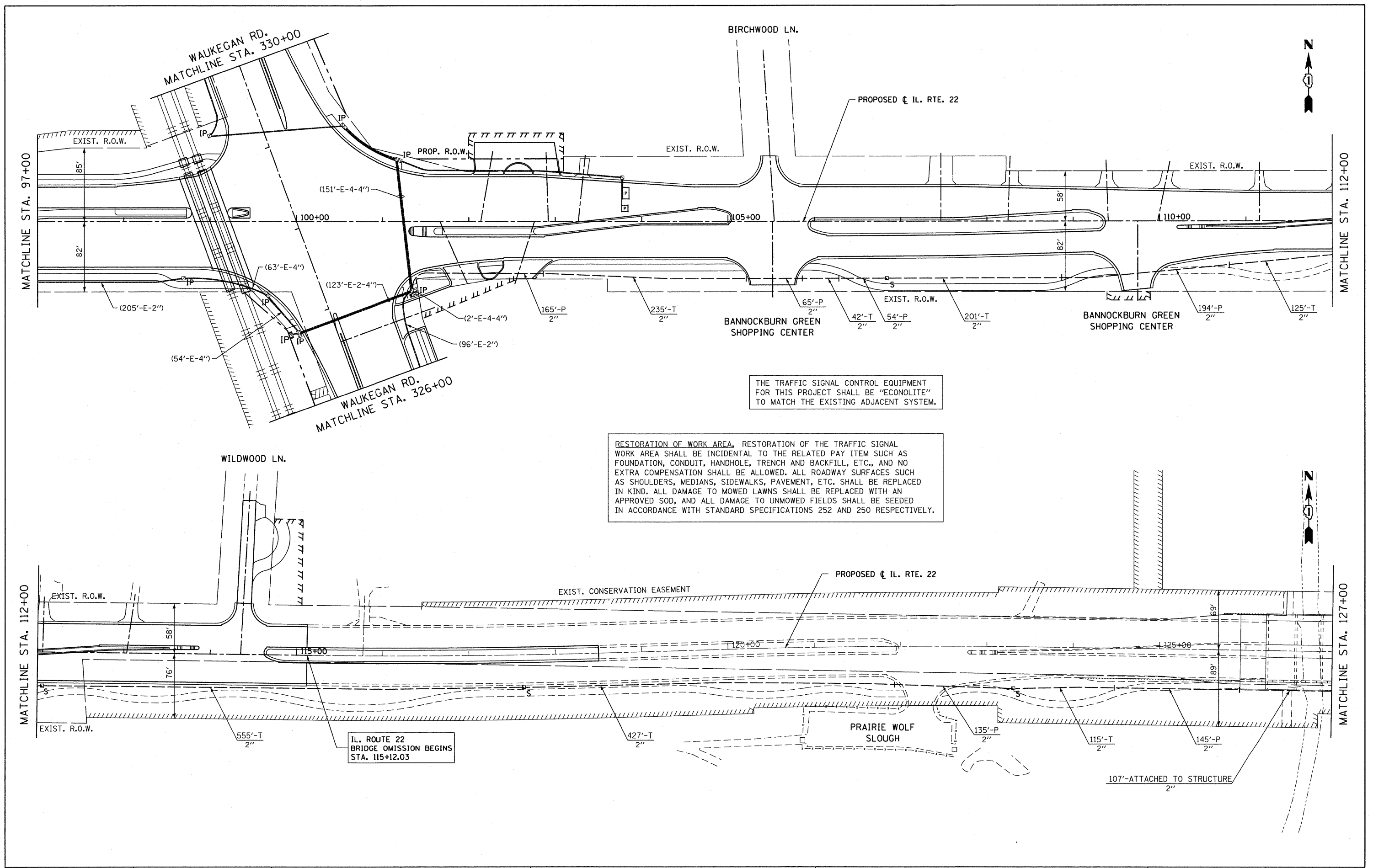
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 DESIGNED - LP
 DRAWN - DC
 CHECKED - JP
 DATE - 05/14/2010

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

**IL. ROUTE 22
 INTERCONNECT PLAN (2 OF 6)**
 SCALE: 1"=50' SHEET NO. 165 OF 232 SHEETS STA. 67+00.00 TO STA. 97+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	165
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	



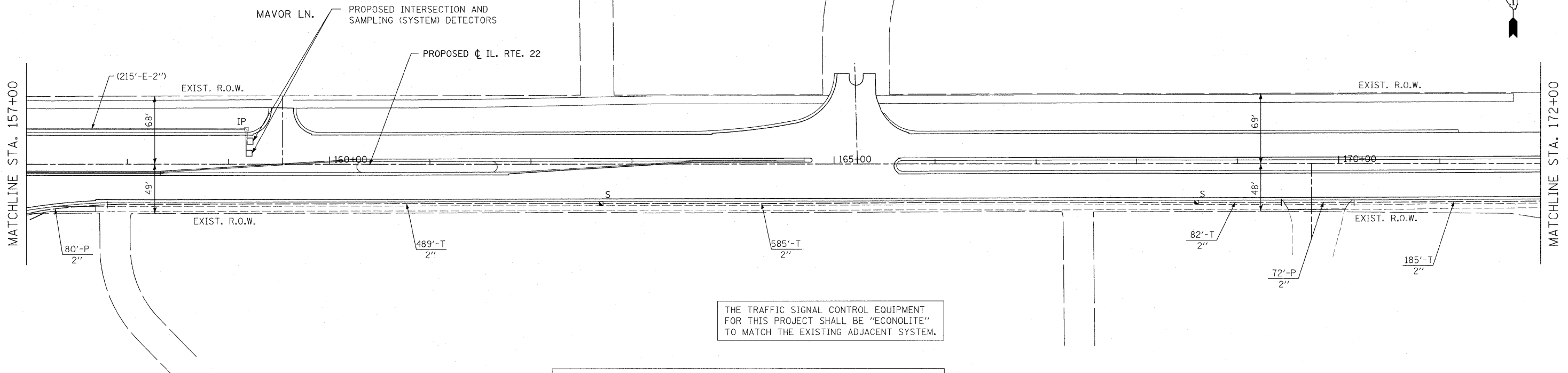
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IL. ROUTE 22 BRIDGE OMISSION BEGINS STA. 115+12.03

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets	USER NAME = poeiecha	DESIGNED - LP	REVISED - 07/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 INTERCONNECT PLAN (3 OF 6)	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 166		
revised sheets\160860-shr-ts-INTER.dgn	DRAWN - DC	REVISED -	SCALE: 1"=50'			SHEET NO. 166 OF 232 SHEETS	STA. 97+00.00 TO STA. 127+00.00	CONTRACT NO. 60860		ILLINOIS FED. AID PROJECT		
PLOT SCALE = 50.000' / IN.	CHECKED - JP	REVISED -										
PLOT DATE = 7/26/2010	DATE - 05/14/2010	REVISED -										

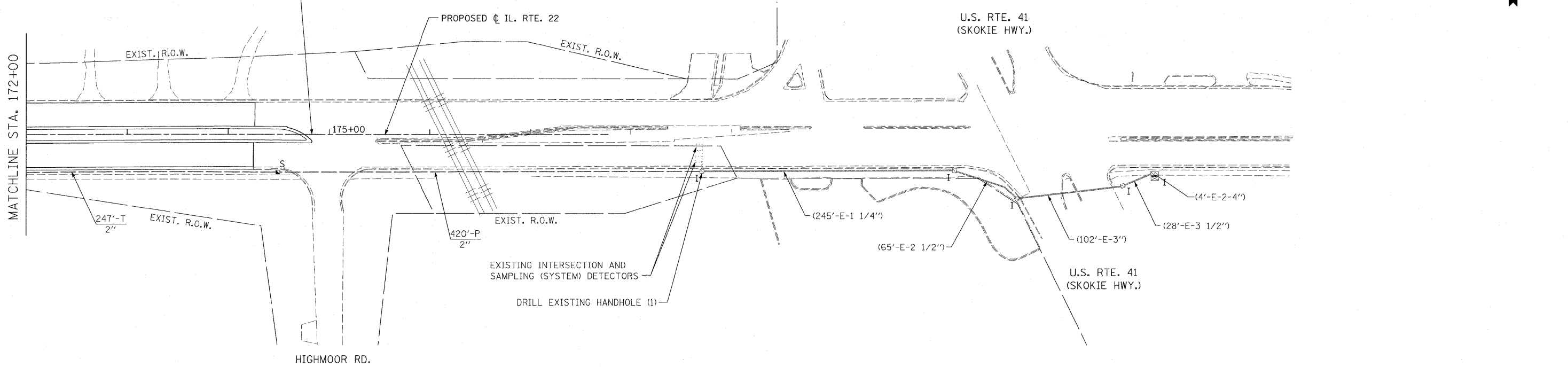
ARCHITECTURE POINT LN.



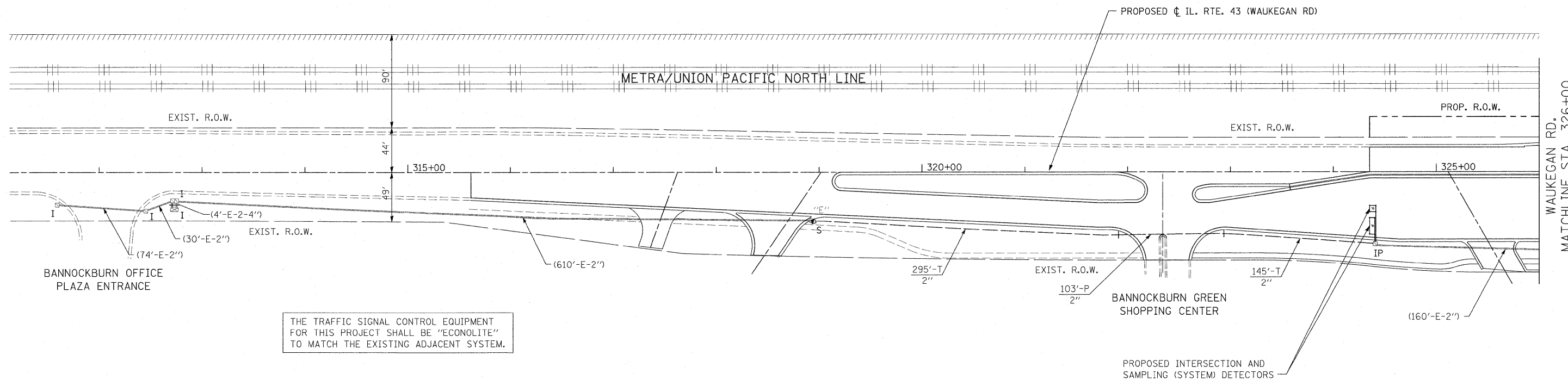
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IL. ROUTE 22 IMPROVEMENT ENDS STA. 174+82.92

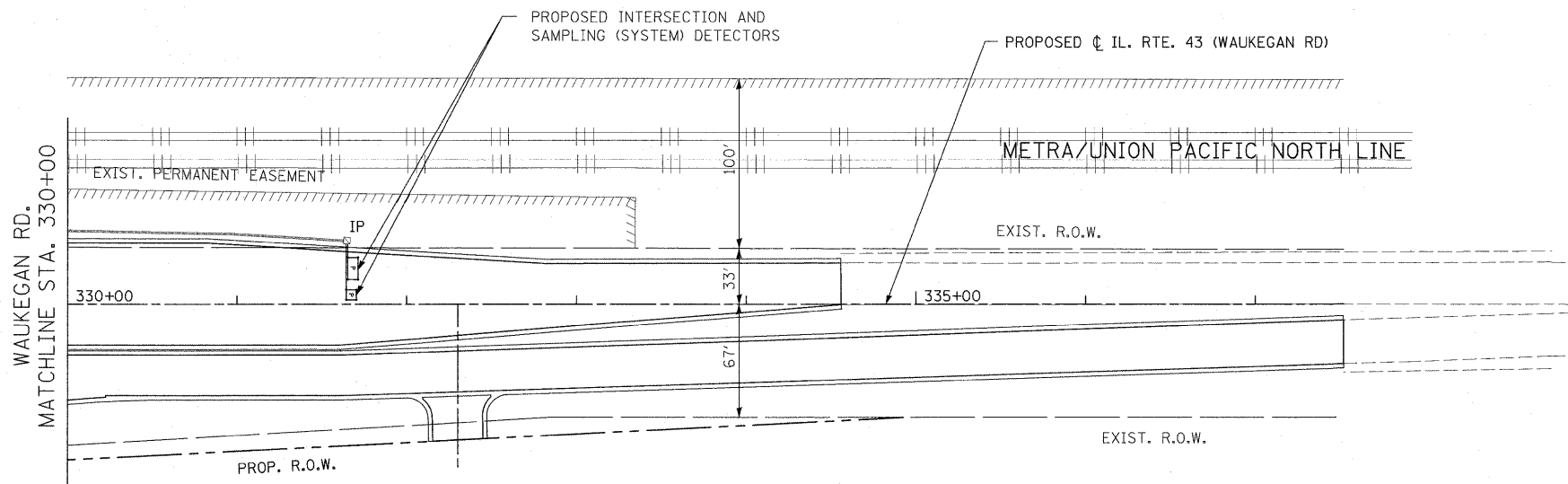


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PLOT SCALE = #SCALE#	CHECKED - JP	REVISOR -	REVISOR -		SCALE: 1"=50'	SHEET NO. 168 OF 232 SHEETS	STA. 157+00.00 TO STA. 174+82.92	CONTRACT NO. 60860		ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISOR -	REVISOR -									

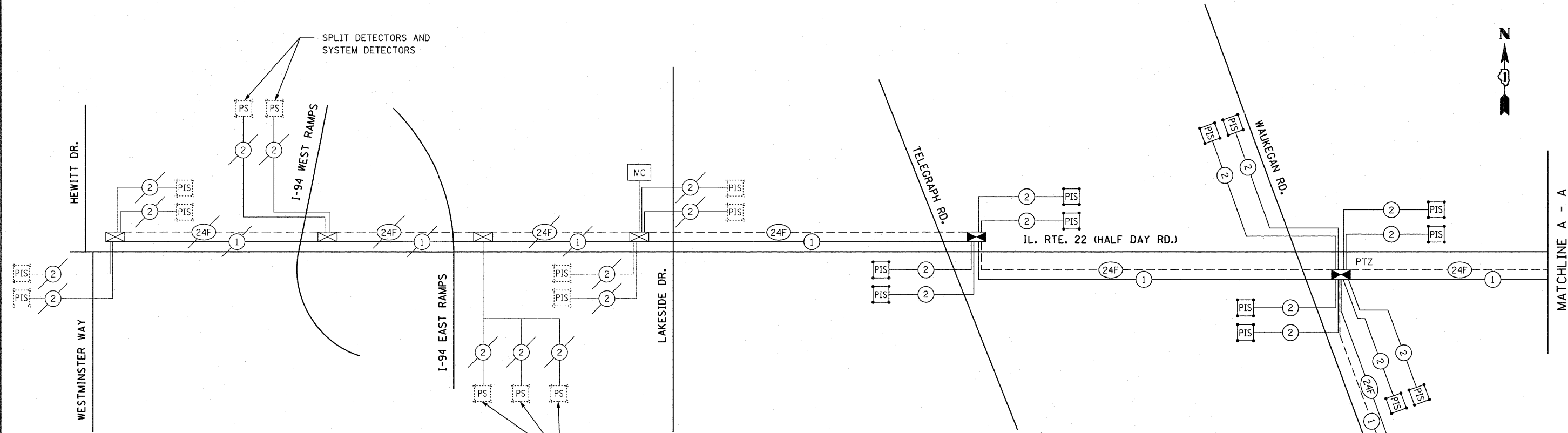


THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

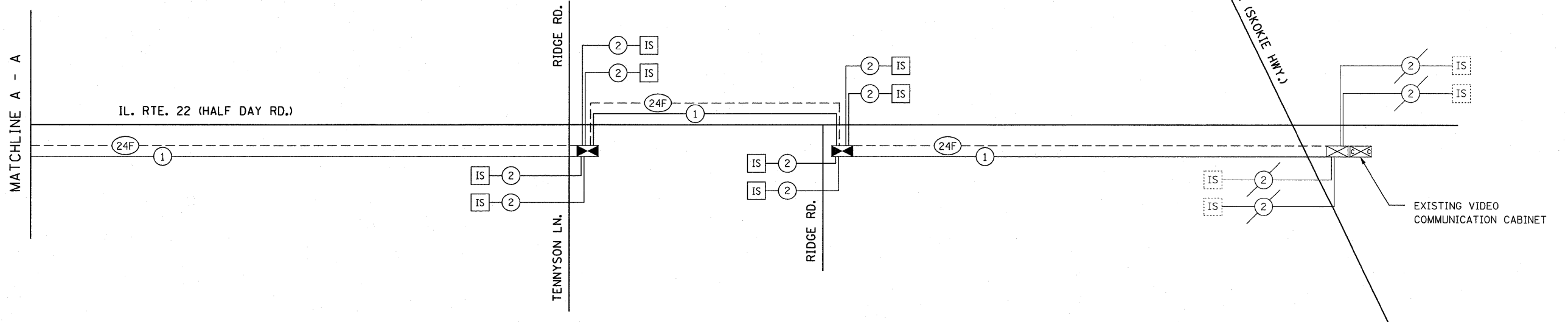








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W:\ILRTE22\2009 REVISIONS\CADD Sheets\	D160860-shr-ta-INTER.dgn	DRAWN - DC	REVISED -			337	20R-4	LAKE	232	169	
	PLOT SCALE = #SCALE#	CHECKED - JP	REVISED -			CONTRACT NO. 60860					
	PLOT DATE = 5/15/2010	DATE - 05/14/2010	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'		SHEET NO. 169 OF 232 SHEETS		STA. 97+00.00 TO STA. 127+00.00		

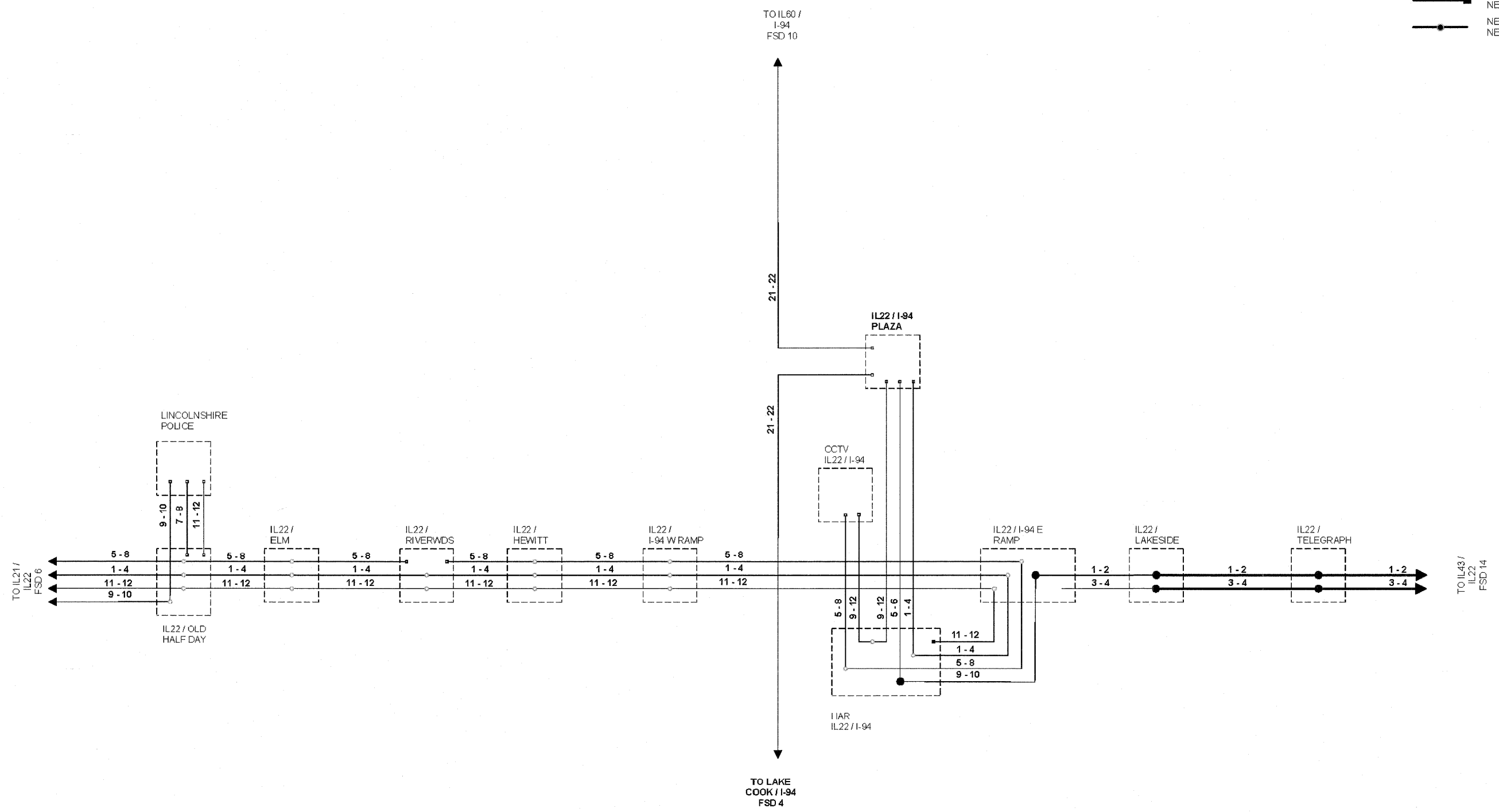


SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	10,168
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	2,276
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	158
HANDHOLE	EACH	18
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	10,168
DRILL EXISTING HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	16,334
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	16,508
MEDIA CONVERTER	EACH	1
TERMINATE FIBER IN CABINET	EACH	20
SPLICE FIBER IN CABINET	EACH	24

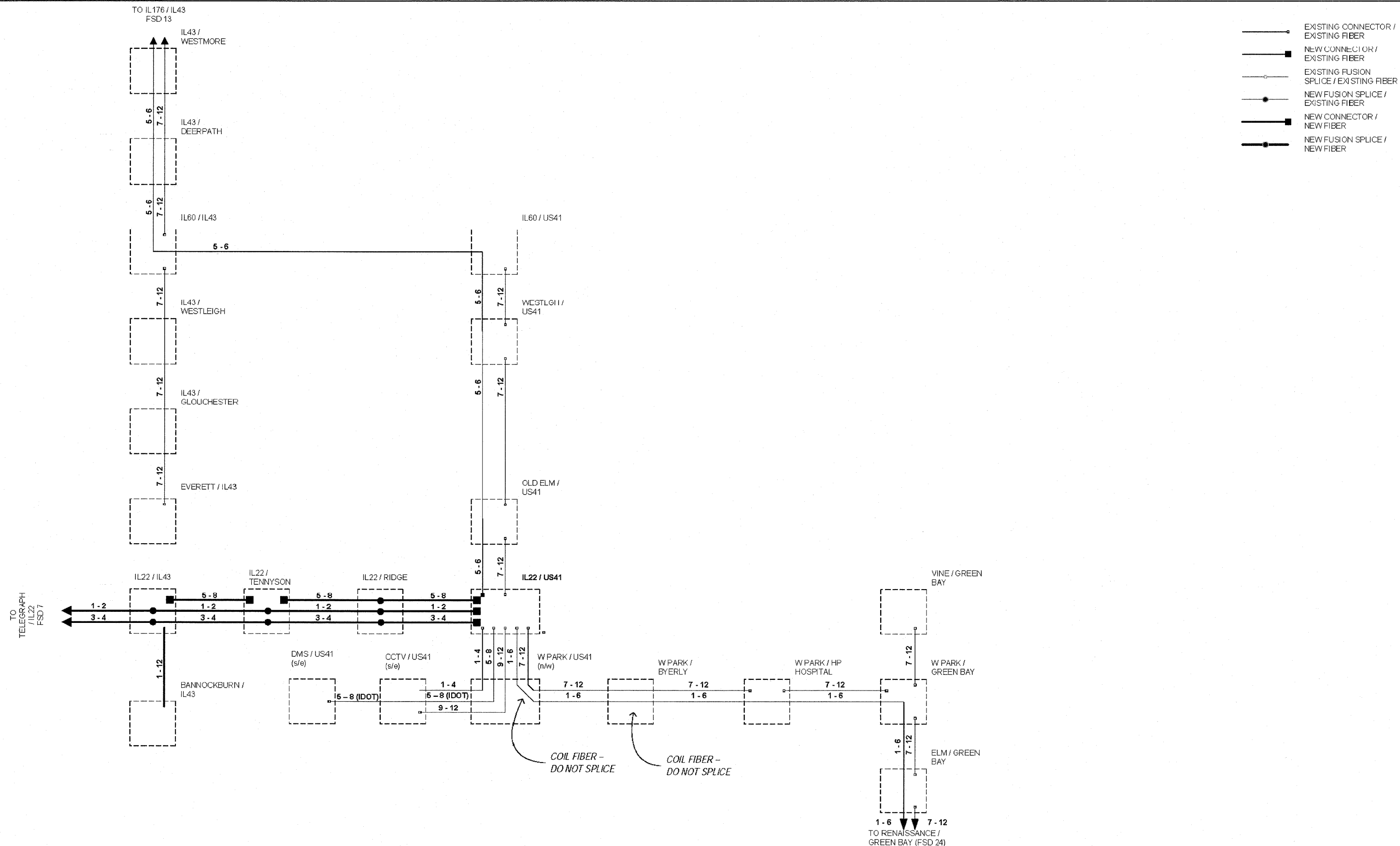


-  EXISTING CONNECTOR / EXISTING FIBER
-  NEW CONNECTOR / EXISTING FIBER
-  EXISTING FUSION SPLICE / EXISTING FIBER
-  NEW FUSION SPLICE / EXISTING FIBER
-  NEW CONNECTOR / NEW FIBER
-  NEW FUSION SPLICE / NEW FIBER



CLIENT: V/S 9/2/10 IL 22 FROM I-94 TO US41	DESIGN: DJG 1/10	TITLE: LAKE COUNTY ATMS FINAL DESIGN AND INTEGRATION	PROJECT NO.
	DRAWN: SM/YM 1/10	FIBER SPLICING DIAGRAM - 7 IL22 / I-94	208 OF
	CHECKED: DJG 2/10		DRAWING NO.
	SCALE: NOT TO SCALE		
	DATE: 6/23/10		

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets	USER NAME = p001eche	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 FIBER SPLICING DIAGRAM	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 170A		
	revised sheets\DI60060-sht-TS_details.dgn	DRAWN - LP	REVISED -			SCALE: NTS	SHEET NO. 170A OF 232 SHEETS	STA. TO STA.	CONTRACT NO. 60860			
	PLOT SCALE = 50.0000' / IN.	CHECKED - JP	REVISED -									
	PLOT DATE = 7/26/2010	DATE - 07/20/2010	REVISED -									



- ◻ — 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



V5.9	2/10	IL22 FROM I-94 TO US41
NO.	DATE	
FILE NAME	\$FILE\$	

DESIGN	DJG	1/10
DRAWN	SM/YM	1/10
CHECKED	DJG	2/10
SCALE	NOT TO SCALE	
DATE	6/23/10	

TITLE: LAKE COUNTY ATMS FINAL DESIGN AND INTEGRATION
FIBER SPLICING DIAGRAM - 14
 IL 43 - IL 41 / IL60

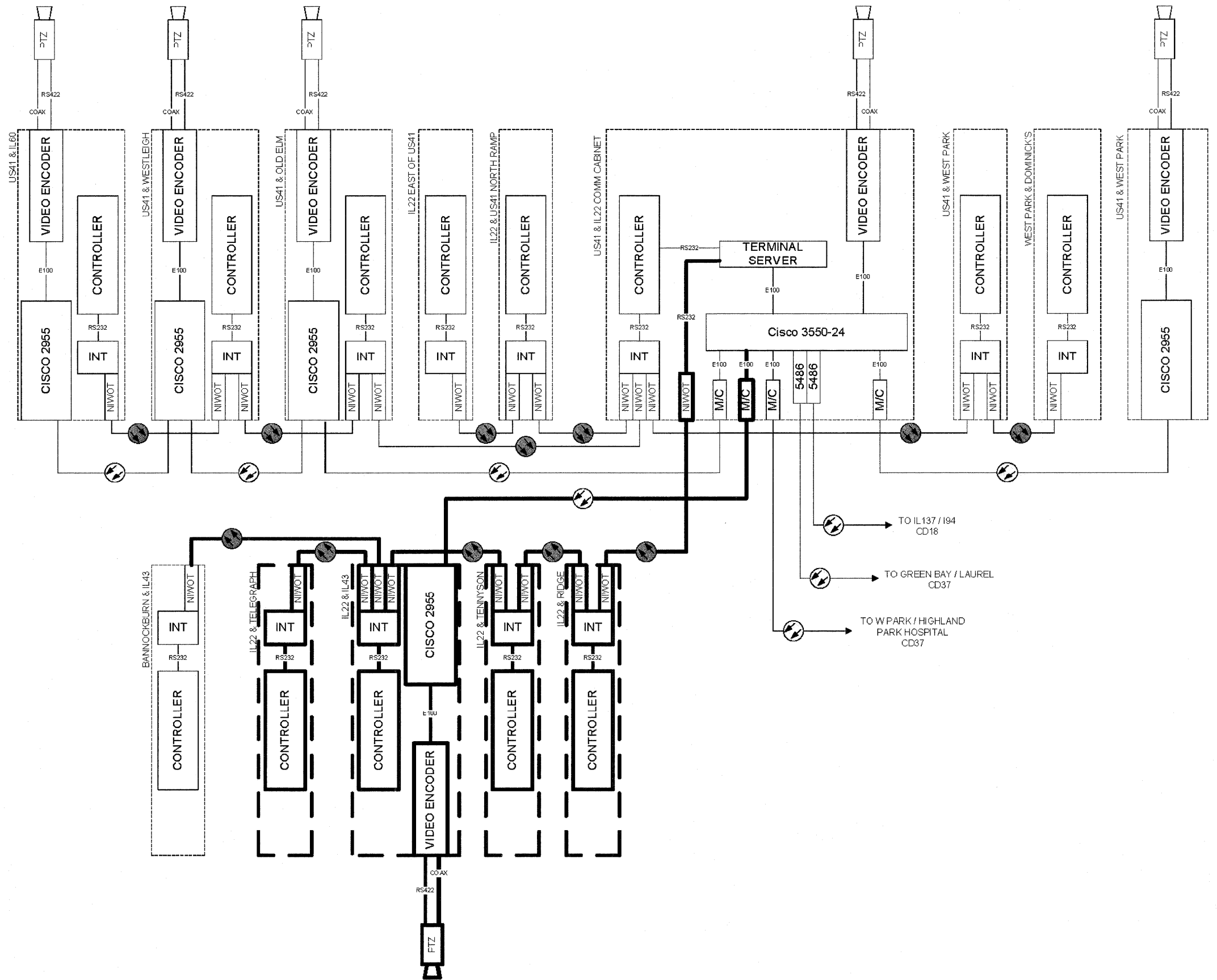
PROJECT NO.	
SHEET 305 OF	
DRAWING NO.	

FILE NAME =	USER NAME = pootecha	DESIGNED - LP	REVISED -
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	PLOT SCALE = 50,0000' / IN.	CHECKED - JP	REVISED -
	PLOT DATE = 7/28/2010	DATE - 07/20/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 22	
FIBER SPLICING DIAGRAM	
SCALE: NTS	SHEET NO. 170B OF 232 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	170B
CONTRACT NO. 60860				
ILLINOIS FED. AID PROJECT				



- EXISTING MULTIMODE CONNECTION
- NEW MULTIMODE CONNECTION
- EXISTING SINGLEMODE CONNECTION
- NEW SINGLEMODE CONNECTION
- EXISTING EQUIPMENT
- NEW EQUIPMENT



V5.9	2/10	IL 22 FROM I-94 TO US41
NO.	DATE	FILE\$

DESIGN	DJG	1/10
DRAWN	SM/YM	1/10
CHECKED	DJG	2/10
SCALE	NOT TO SCALE	
DATE	6/23/10	

TITLE: LAKE COUNTY ATMS FINAL DESIGN AND INTEGRATION

CABINET DETAIL 12
US41 & IL22

PROJECT NO.	
SHEET 65 OF	
DRAWING NO.	

FILE NAME =	USER NAME = pooscha	DESIGNED - LP	REVISED -
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	PLOT DATE = 7/28/2010	DATE - 07/20/2010	REVISED -

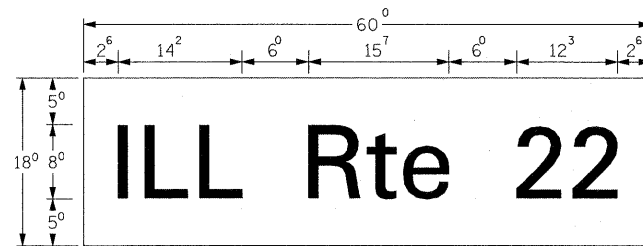
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 22
CABINET DETAIL

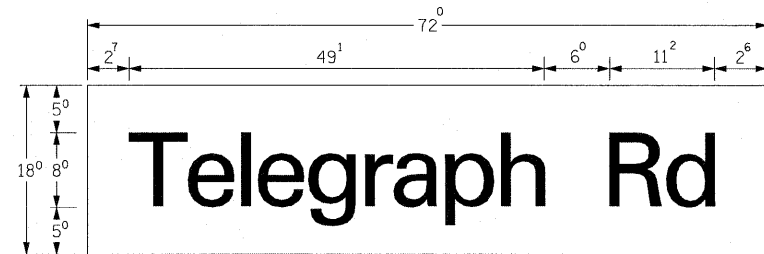
SCALE: NTS SHEET NO. 170C OF 232 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	170C
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

PANEL SIGN DESIGN TYPE 1

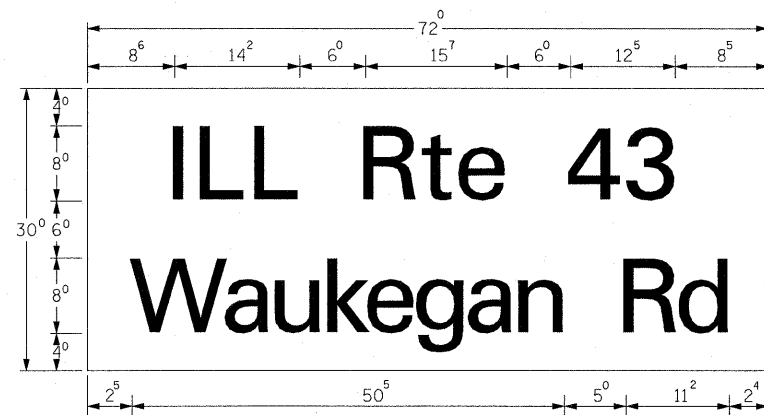


— Sq. M. each
7.50 Sq. Ft. each
8 Required
Design Series_D



— Sq. M. each
9.0 Sq. Ft. each
2 Required
Design Series_D

PANEL SIGN DESIGN TYPE 2



— Sq. M. each
15.0 Sq. Ft. each
2 Required
Design Series_D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

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, 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 HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND. TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2 1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

*J.O. HERBERT CO. MIDLOTHIAN, VA

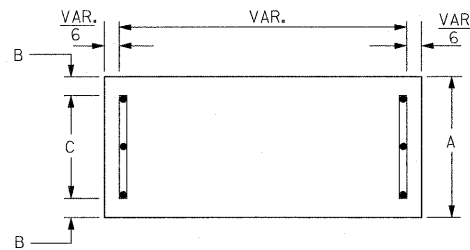
*WESTERN REMAC INC. WOODRIDGE, IL.

PARTS LISTING:

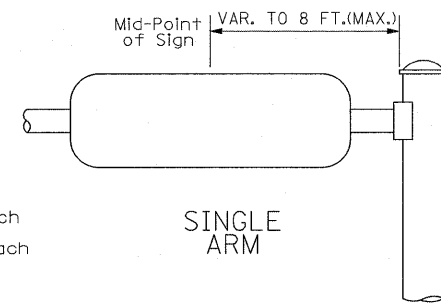
SIGN CHANNEL	PART # HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" X 14 X 1" H.W.H. #3 SELF TAPPING WITH NEOPREAN WASHER
BRACKETS	PART # HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

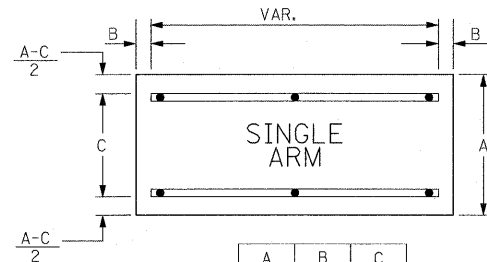
SUPPORTING CHANNELS



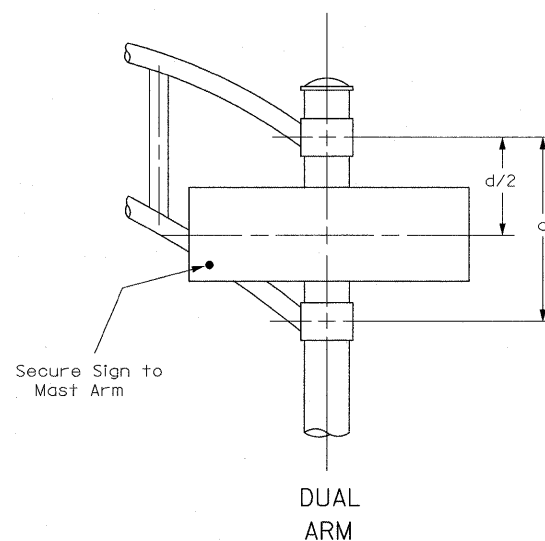
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



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



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM Shall be used. See Note #5.

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

EXAMPLE, 2 ³ DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1/2	1/4	1/4	1/5	1/2	1/4	0/6	1/0	1/1	1/4	0/6	1/0	1/1	1/2	1/2	1/4
B	1/4	1/5	2/0	2/1	1/4	1/5	1/1	1/2	1/4	1/5	1/2	1/4	1/2	1/4	1/6	1/7
C E G	1/4	1/5	2/0	2/1	1/2	1/4	0/6	1/0	1/2	1/4	1/2	1/4	1/4	1/5	1/4	1/5
D O O R	1/4	1/5	2/0	2/1	1/4	1/5	0/6	1/0	1/2	1/4	1/2	1/4	1/4	1/5	1/4	1/5
F	0/5	0/6	1/4	1/5	0/6	1/0	0/5	0/6	0/6	1/0	0/6	1/0	0/6	1/0	1/1	1/2
H I M N	2/0	2/1	2/2	2/4	2/0	2/1	1/4	1/5	1/6	1/7	1/6	1/7	2/0	2/1	2/0	2/1
J U	2/0	2/1	2/0	2/1	1/6	1/7	1/4	1/5	1/6	1/7	1/6	1/7	1/6	1/7	2/0	2/1
K L	1/1	1/2	1/6	1/7	1/1	1/2	0/5	0/6	1/1	1/2	1/1	1/2	1/1	1/2	1/2	1/4
P	1/2	1/4	1/4	1/5	1/2	1/4	0/5	0/6	1/1	1/2	1/1	1/2	1/2	1/4	1/2	1/4
S	1/2	1/4	1/6	1/7	1/2	1/4	0/6	1/0	1/2	1/4	1/2	1/4	1/2	1/4	1/2	1/4
T	1/1	1/2	1/6	1/7	0/6	1/0	0/6	1/0	1/1	1/2	1/1	1/2	1/1	1/2	1/2	1/4
V	0/6	1/0	1/4	1/5	1/1	1/2	0/6	1/0	1/2	1/4	1/2	1/4	1/2	1/4	1/2	1/4
Y	0/5	0/6	1/4	1/5	0/6	1/0	0/5	0/6	0/5	0/7	0/5	0/6	0/6	1/0	1/1	1/2
Z	1/6	1/7	2/2	2/4	1/6	1/7	1/2	1/4	1/6	1/7	1/6	1/7	1/6	1/7	2/0	2/1

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

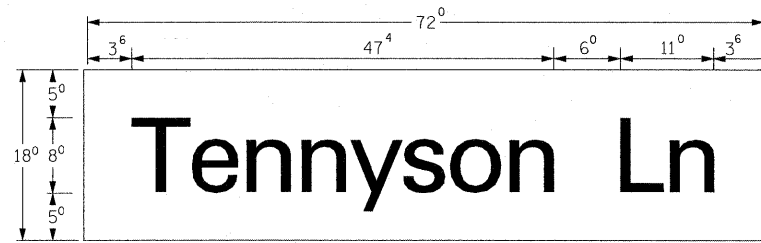
FIRST LETTER	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g i j l m n q u	1/6	1/7	2/2	2/4	1/6	1/7	1/2	1/4	1/4	1/5	1/4	1/5	1/6	1/7	1/6	1/7
b f k o p s	1/2	1/4	1/6	1/7	1/1	1/2	0/5	0/6	1/1	1/2	1/1	1/2	1/2	1/4	1/2	1/4
ce	1/2	1/4	1/6	1/7	1/2	1/4	0/6	1/0	1/2	1/4	1/2	1/4	1/2	1/4	1/2	1/4
r	0/6	1/0	1/2	1/4	0/6	1/0	0/3	0/3	0/5	0/6	0/5	0/6	0/6	1/0	0/6	1/0
t z	1/2	1/4	1/6	1/7	1/2	1/4	0/6	1/0	1/1	1/2	1/1	1/2	1/2	1/4	1/2	1/4
vy	1/1	1/2	1/4	1/5	1/1	1/2	0/5	0/6	0/6	1/0	0/6	1/0	1/1	1/2	1/1	1/2
w	1/1	1/2	1/4	1/5	1/1	1/2	0/5	0/6	1/1	1/2	1/1	1/2	1/1	1/2	1/2	1/4
x	1/2	1/4	1/6	1/7	1/1	1/2	0/5	0/6	1/1	1/2	1/1	1/2	1/1	1/2	1/2	1/4

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

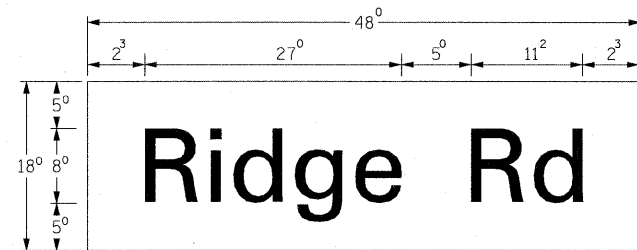
FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1/6	1/7	1/6	1/7	1/4	1/5	1/2	1/4	1/4	1/5	1/4	1/5	1/6	1/7	1/2	1/4	1/6	1/7	1/6	1/7
1	2/0	2/1	2/0	2/1	2/0	2/1	1/6	1/7	1/4	1/5	2/0	2/1	2/0	2/1	1/4	1/5	2/0	2/1	2/0	2/1
2 3 4	1/4	1/5	1/4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

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	12	14	15	20
2	32	40	43	53
3	32	40	43	53
4	35	43	47	57
5	32	40	43	53
6	32	40	43	53
7	32	40	43	53
8	32	40	43	53
9	32	40	43	53
0	34	42	45	55

PANEL SIGN DESIGN TYPE 1



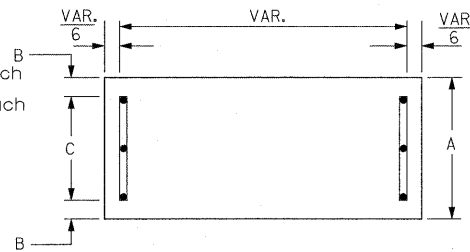
Sq. M. each
9.0 Sq. Ft. each
2 Required
Design Series D



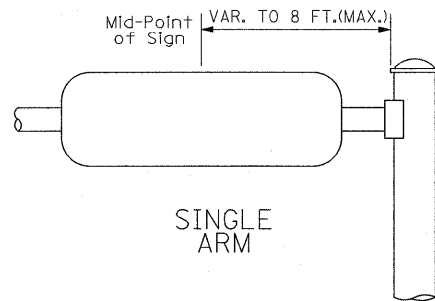
Sq. M. each
6.0 Sq. Ft. each
4 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

SUPPORTING CHANNELS

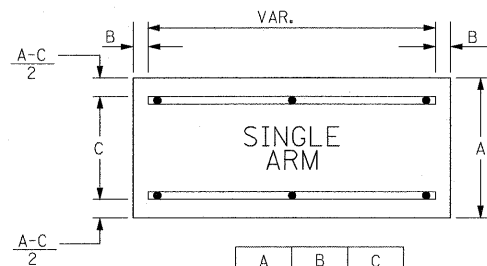


A	B	C
18"	2"	14"

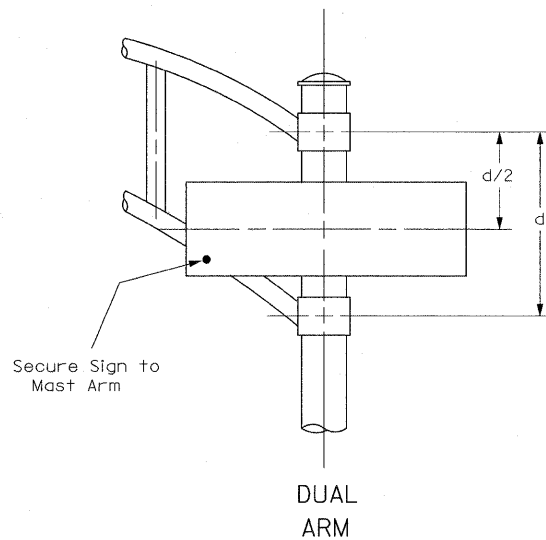


SINGLE ARM

SUPPORTING CHANNELS



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



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM
Shall be used. See Note #5.

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, 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 HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND. TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2 1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

*J.O. HERBERT CO.
MIDLOTHIAN, VA

*WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART # HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" X 14 X 1" H.W.H. #3 SELF TAPPING WITH NEOPREEM WASHER
BRACKETS	PART # HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

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

EXAMPLE, 2 DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	14
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21

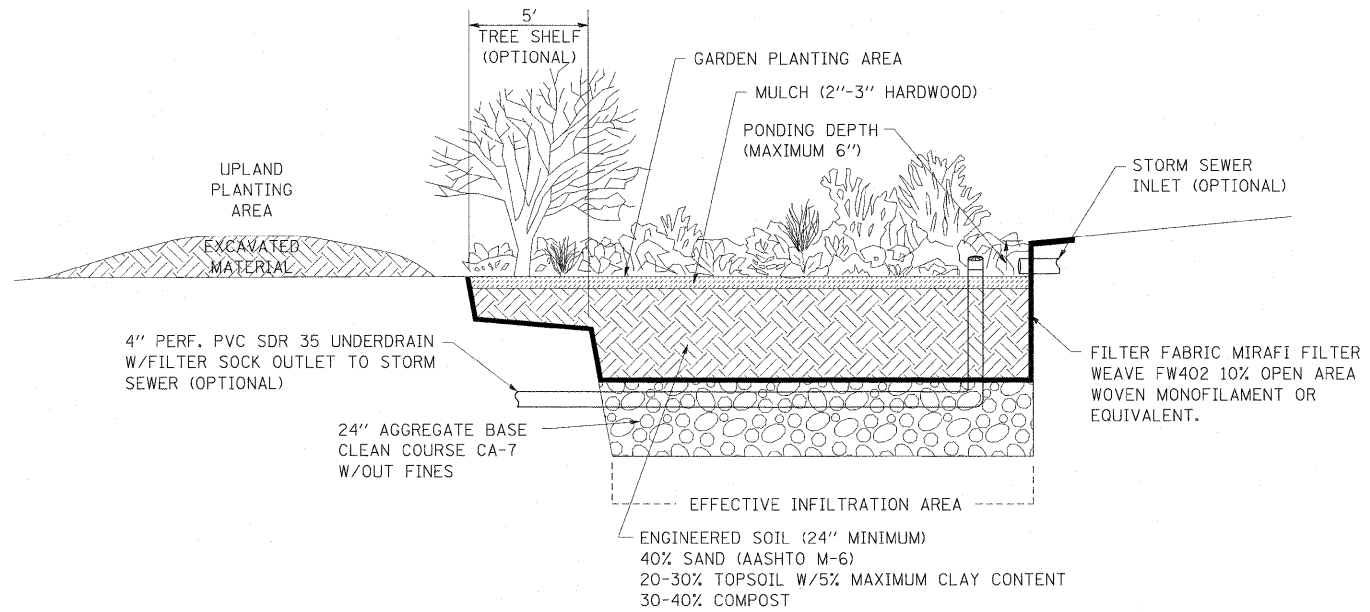
Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER															
	acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	
adghj lmnqu	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
bfkops	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14
ce	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10
tz	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14
vy	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14

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

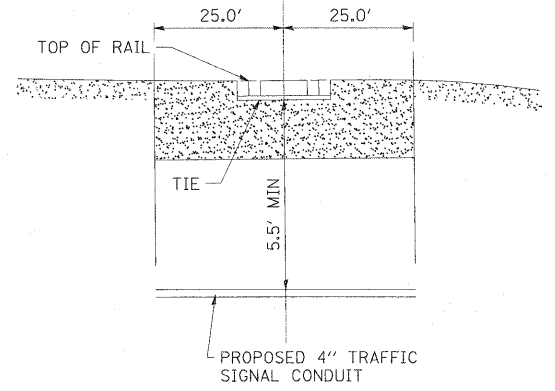
FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	
0 9	16	17	16	17	14	15	12	14	14	15	14	15	16	17	12	14	16	17	16	17
1	20	21	20	21	20	21	16	17	14	15	20	21	20	21	14	15	20	21	20	21
2 3 4	14	15	14	15	14	15	12	14	12	14	14	15	14	15	11	12	16	17	14	15
5	14	15	14	15	14	15	11	12	11	12	14	15	14	15	11	12	14	15	14	15
6	16	17	14	15	14	15	12	15	12	14	14	15	14	15	11	12	14	15	14	15
7	12	14	12	14	14	15	12	15	05	06	12	14	14	15	11	12	14	15	12	14
8	16	17	16	17	14	15	12	15	12	14	14	15	16	17	12	14	16	17	14	15

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	12	14	15	20
2	32	40	43	53
3	32	40	43	53
4	35	43	47	57
5	32	40	43	53
6	32	40	43	53
7	32	40	43	53
8	32	40	43	53
9	32	40	43	53
0	34	42	45	55

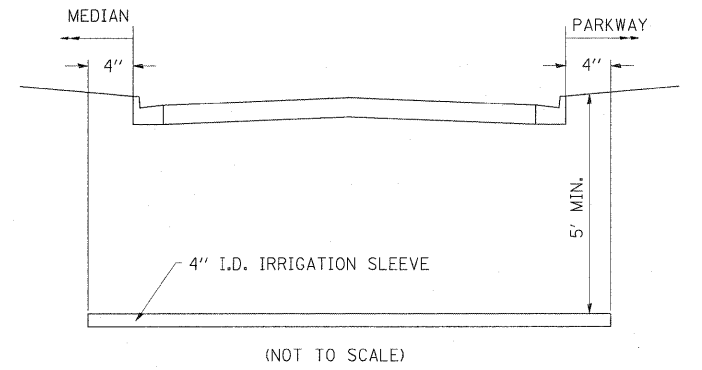


RAIN GARDEN/BIOSWALE CROSS SECTION

• ENGINEERED SOIL MUST BE TESTED FOR TEXTURE, PH AND ORGANIC MATTER PRIOR TO INSTALLATION.



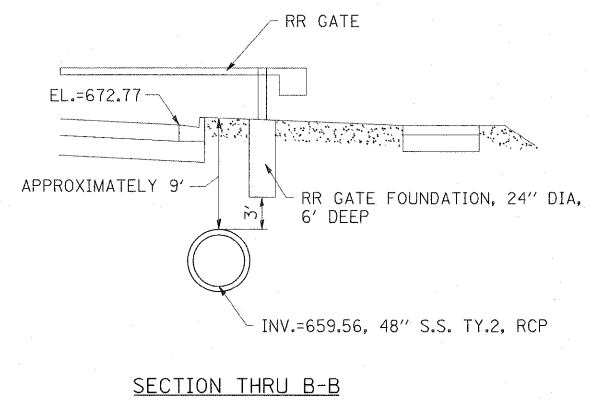
TRAFFIC SIGNAL CONDUIT CROSSING RAILROAD TRACKS



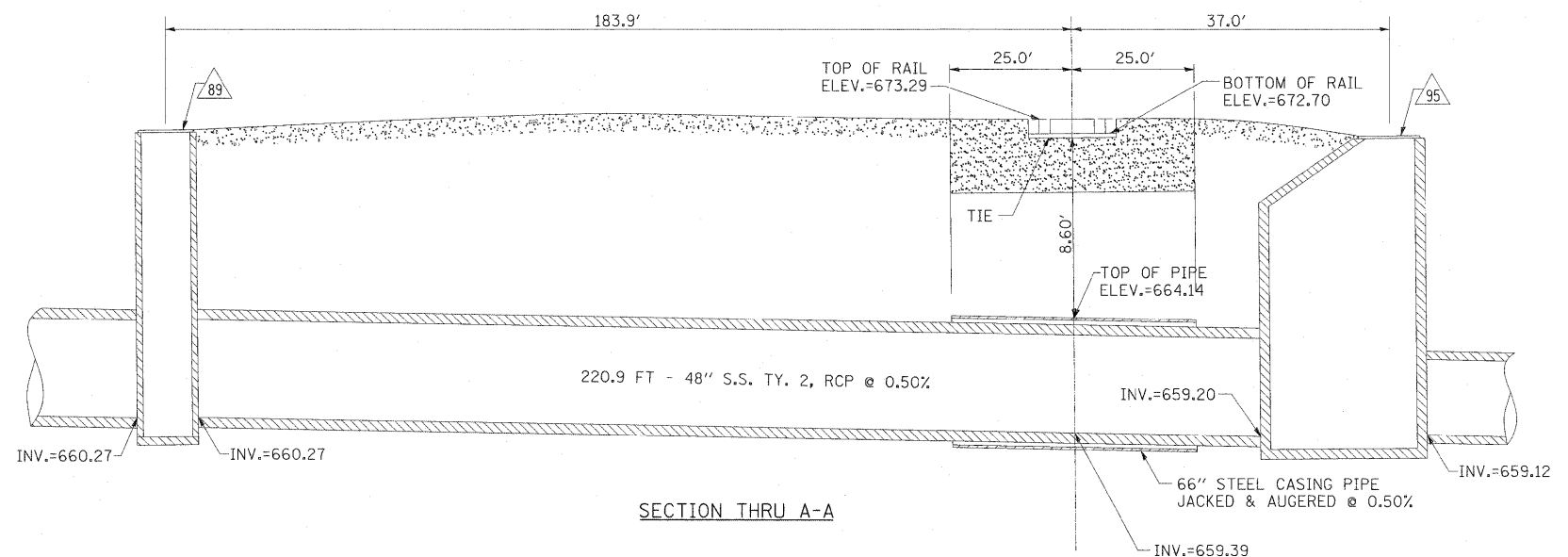
NOTES:

1. THE MATERIAL FOR THE IRRIGATION SLEEVE SHALL BE 4" PVC SCHEDULE 80.
2. THE 4" PVC SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE SUBGRADE AND SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07.
3. THE ENDS OF THE SLEEVES SHALL BE MARKED WITH A STEEL ROD FROM THE INVERT TO 1 FOOT BELOW FINISHED GRADE.
4. THE "IRRIGATION SLEEVES" WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT, AND SHALL INCLUDE ALL MATERIALS AND BACKFILL REQUIRED TO COMPLETE THE WORK AS SHOWN.
5. THE ENDS OF THE SLEEVES SHOULD BE CAPPED.

IRRIGATION SLEEVE DETAIL



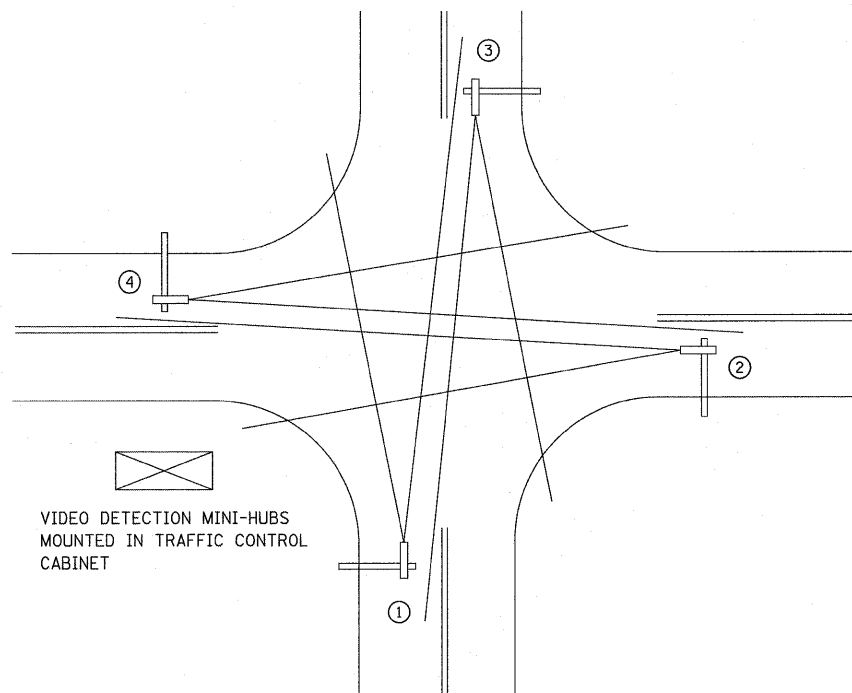
SECTION THRU B-B



SECTION THRU A-A

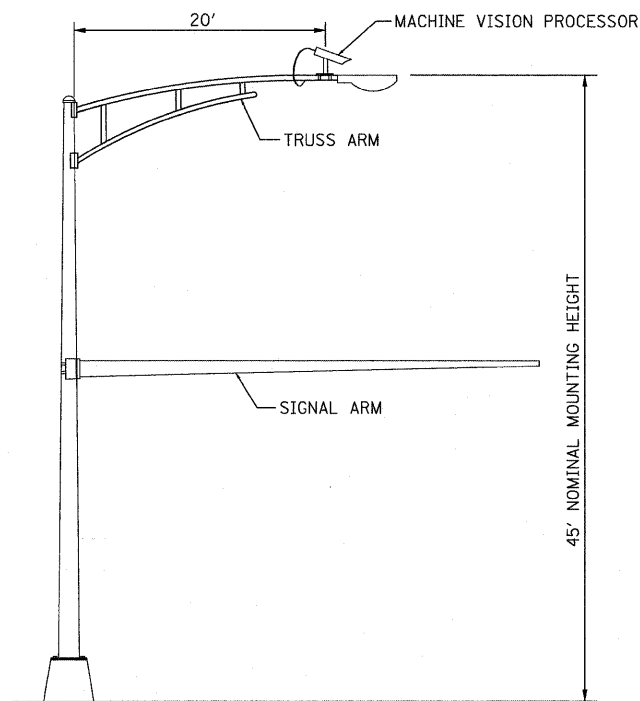
STORM SEWER JACKED & AUGERED UNDER THE RAILROAD TRACKS

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. ROUTE 22 DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
W:\ILRTE22\2009 REVISIONS\CADD Sheets\DI60860-shr-details.dgn		DRAWN - DC	REVISED -		SCALE: NTS	SHEET NO. 173 OF 232 SHEETS	STA.	337	20R-4	LAKE	232	173
		CHECKED - JP	REVISED -				TO STA.					
		DATE - 05/14/2010	REVISED -									
							CONTRACT NO. 60860		ILLINOIS FED. AID PROJECT			



TYPICAL VIDEO VEHICLE DETECTION SYSTEM
(NOT TO SCALE)

(4) MACHINE VISION PROCESSOR ASSEMBLIES AND BRACKETS ① ② ③ ④
POWER CABLE TO EACH MACHINE VISION PROCESSOR (24 VAC)



COMBINATION MAST ARM ASSEMBLY AND POLE DIMENSIONS
(NOT TO SCALE)

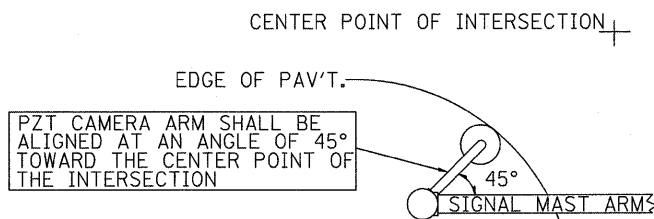
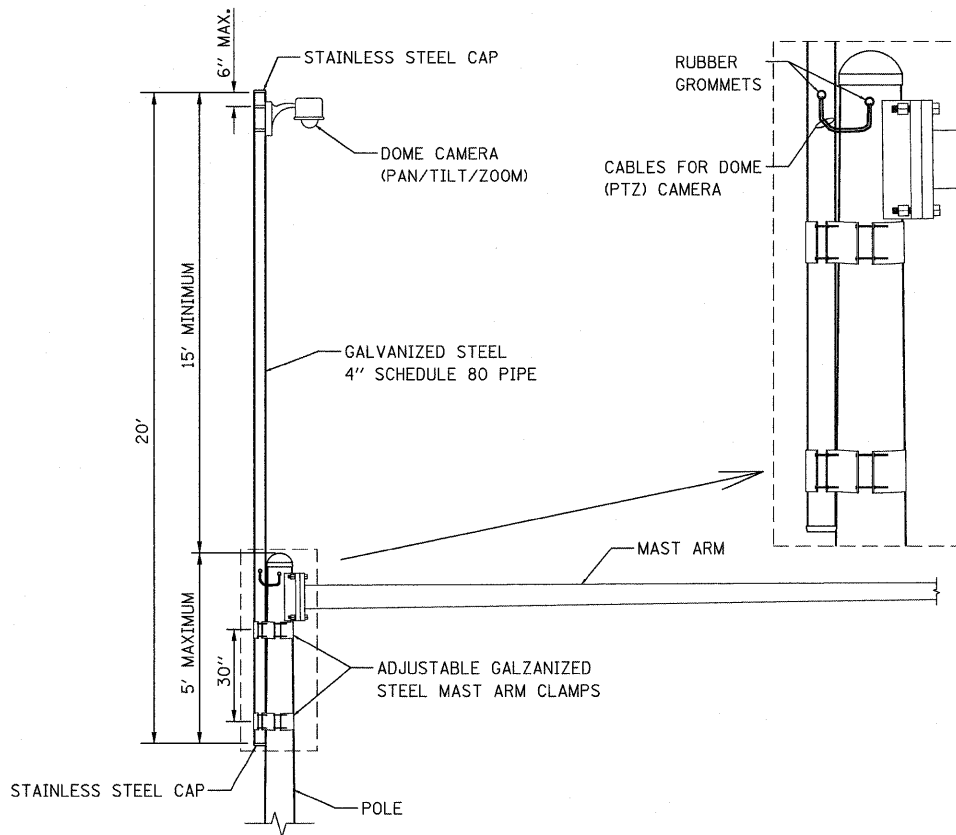


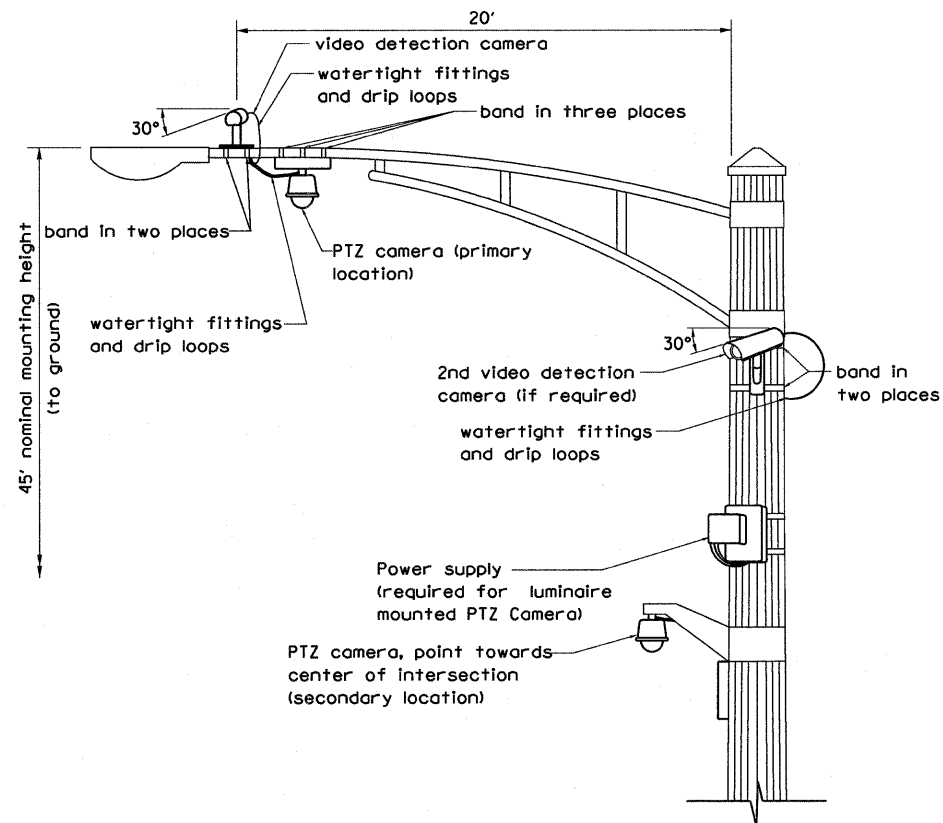
IMAGE SENSOR MOUNTING DETAILS

(NO SCALE)



CAMERA MOUNTING ASSEMBLY DETAIL

(NOT TO SCALE)



VIDEO DETECTION CAMERA(S) AND DOME (PTZ) CAMERA MOUNTING DETAIL
(NOT TO SCALE)

- NOTES FOR SINGLE, DUAL AND MULTIPLE MVP MOUNTING:
- MOUNT LUMINAIRE MOUNTING BRACKET AS HIGH AS POSSIBLE.
 - AIM BRACKET TOWARD DIRECTION OF TRAFFIC TO BE DETECTED.
 - MOUNT MACHINE VISION PROCESSOR AIMING DOWN AT 30 DEGREE ANGLE.

REVISIONS	DATE	LakeCounty Division of Transportation	APPROVED BY: A. KHAWAJA
Mounting Details Revised	5/108		DATE: APRIL 1, 2007
2nd Camera Locat. added	1/1409		
VIDEO DETECTION DETAILS			

NO.	DESCRIPTION	DATE	BY	SURVEYOR:
		/ /		/
		/ /		DSGMR/LIAISON:
		/ /		PLOTTED BY:

FILE NAME = W:\ILRTE22\2009 REVISIONS\CADD Sheets

USER NAME = pccoecha

DESIGNED - LP

DRAWN - LP

CHECKED - JP

PLOT DATE = 7/28/2010

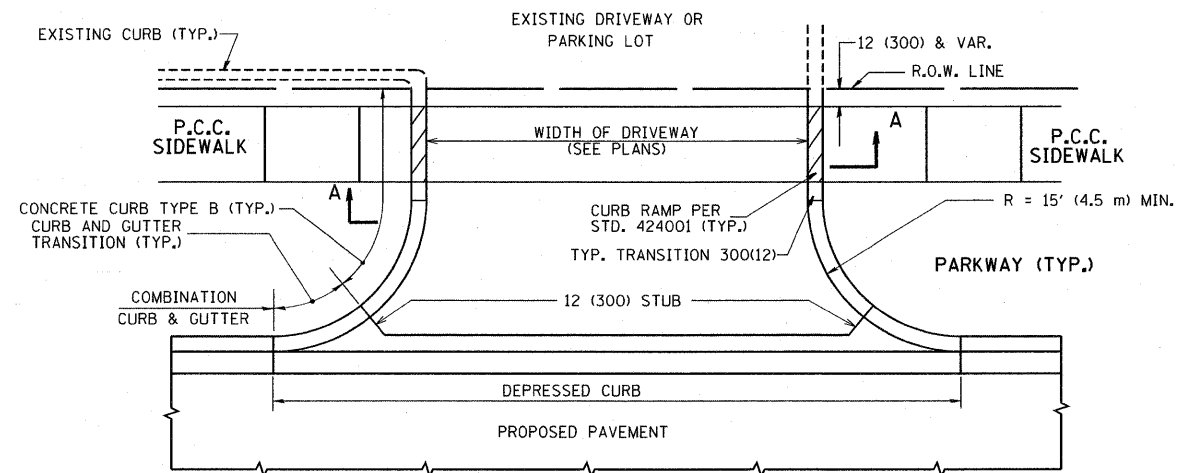
DESIGNED - LP	REVISIONS
DRAWN - LP	REVISIONS
CHECKED - JP	REVISIONS
DATE - 07/20/2010	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

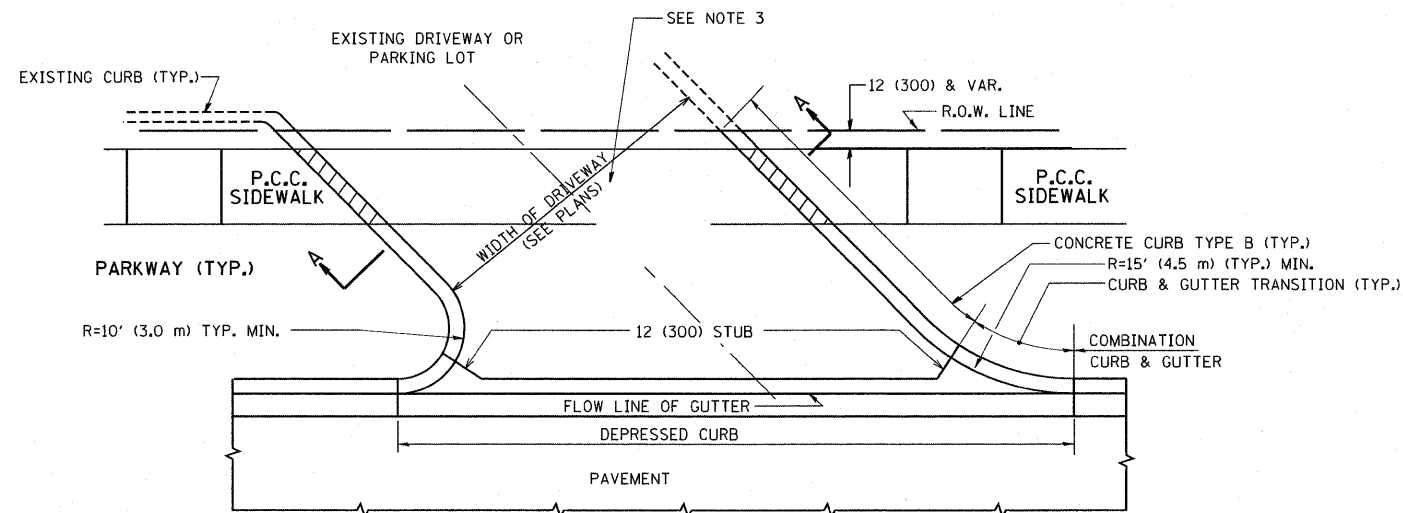
VIDEO DETECTION DETAILS		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
		CH				
IL. ROUTE 22		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VIDEO DETECTION DETAILS		337	20R-4	LAKE	232	173A
SCALE: NTS		SHEET NO. 173A OF 232 SHEETS STA.		TO STA.		CONTRACT NO. 60860

VIDEO DETECTION DETAILS		ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
		CH				
IL. ROUTE 22		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VIDEO DETECTION DETAILS		337	20R-4	LAKE	232	173A
SCALE: NTS		SHEET NO. 173A OF 232 SHEETS STA.		TO STA.		CONTRACT NO. 60860

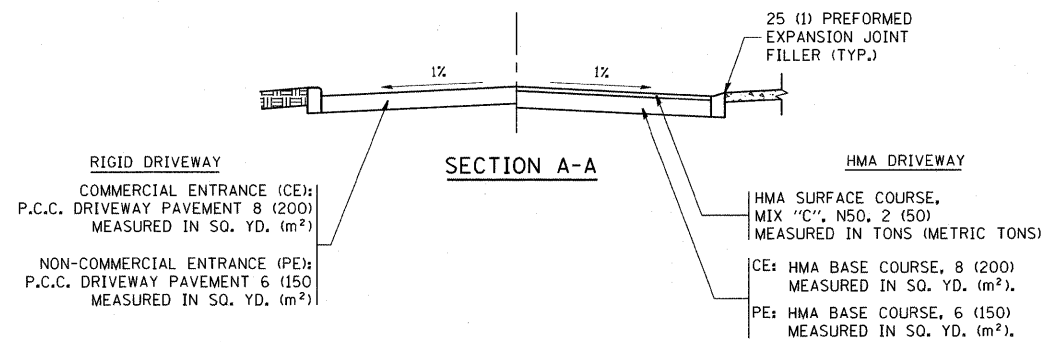
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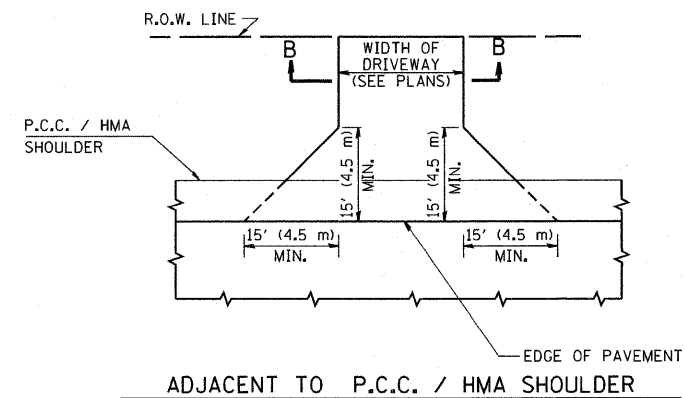
WITH CONCRETE CURB, TYPE B



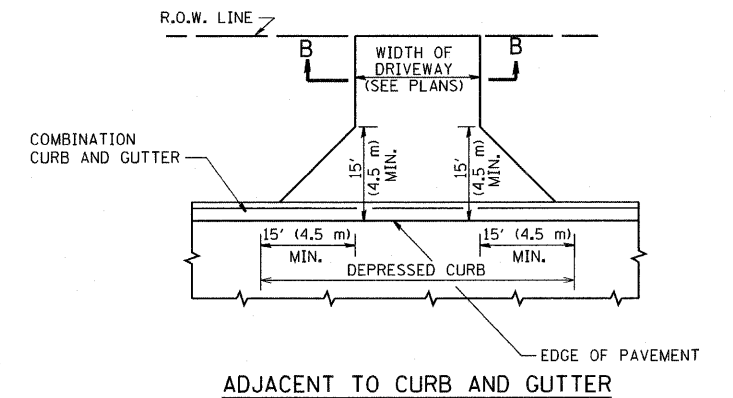
WITH CONCRETE CURB, TYPE B



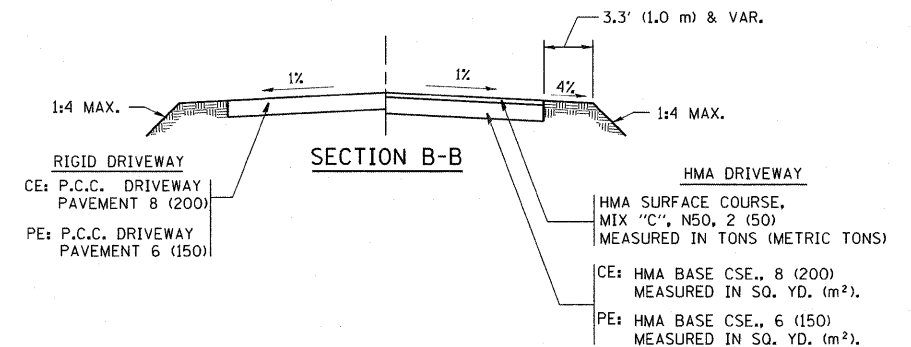
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

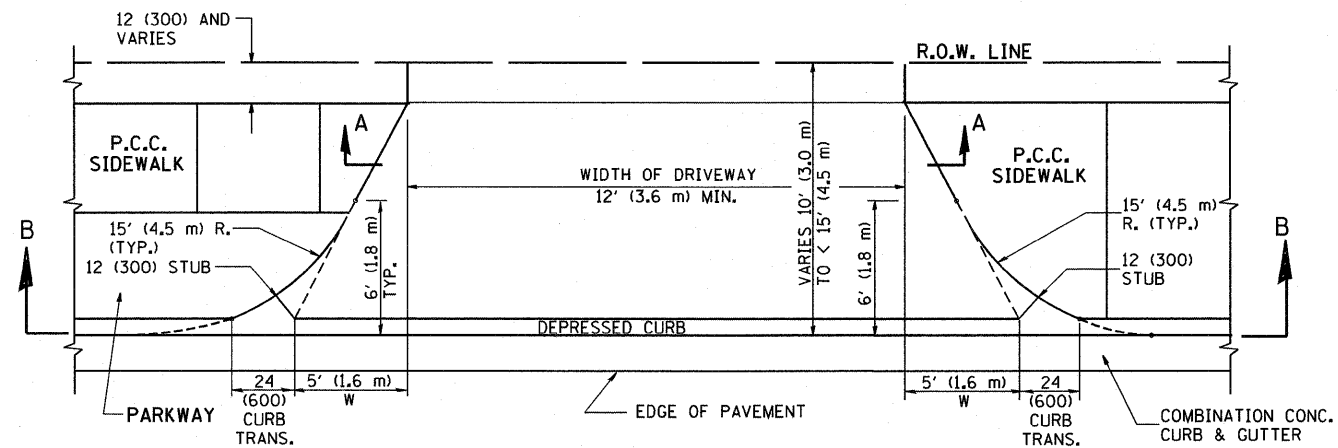
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

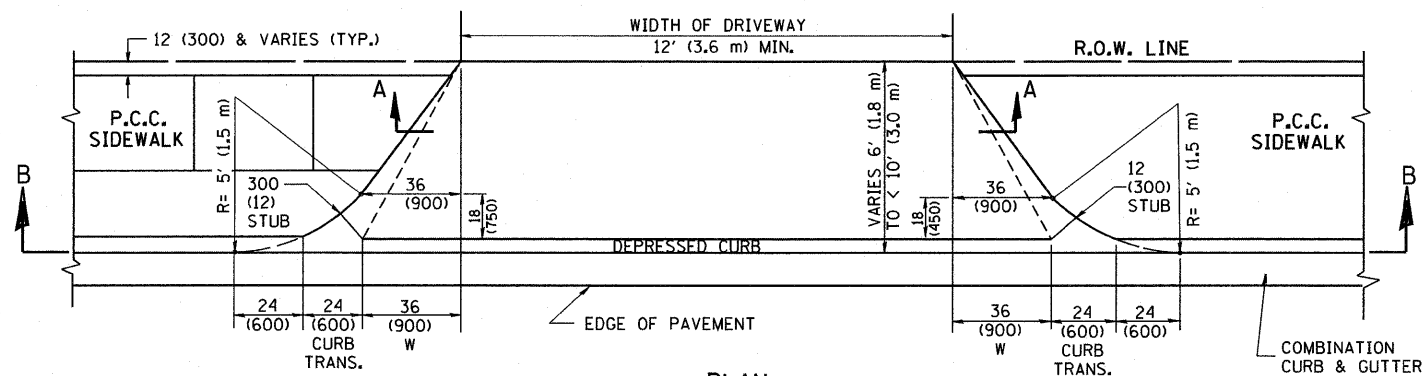
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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

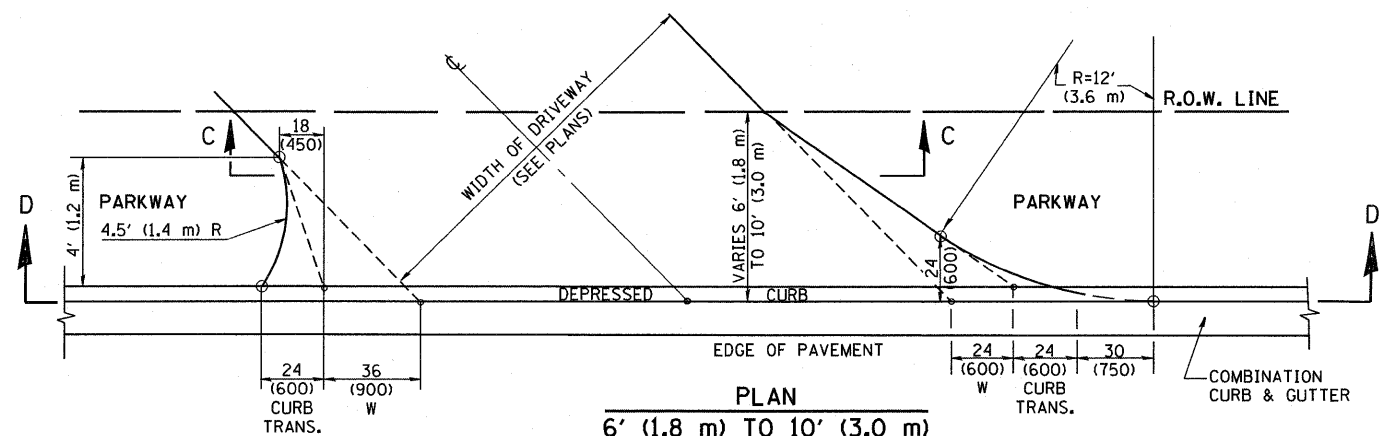
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PLOT SCALE = 49,9999' / IN.	CHECKED -	DATE - 11-04-95	REVISED - P. LoFLUER 04-15-03			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD0156-07 (BD-01)		CONTRACT NO. 60860
PLOT DATE = 6/12/2008	DATE -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 06-11-08					FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT	



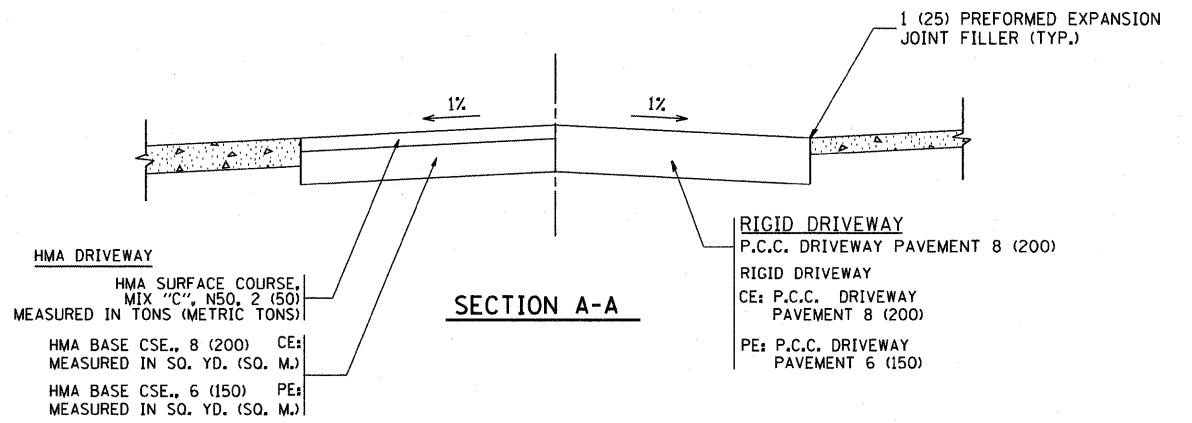
PLAN
10' (3.0 m) TO < 15' (4.5 m)



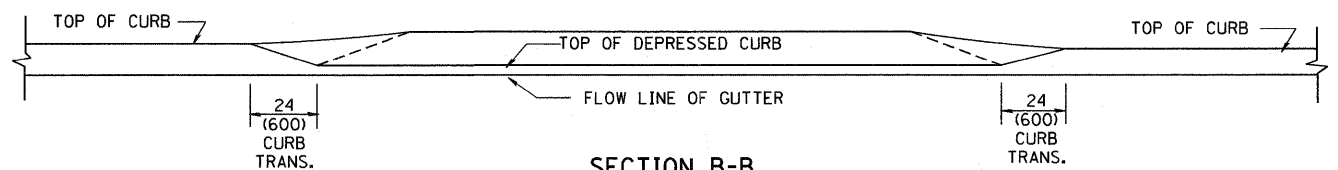
PLAN
6' (1.8 m) TO < 10' (3.0 m)



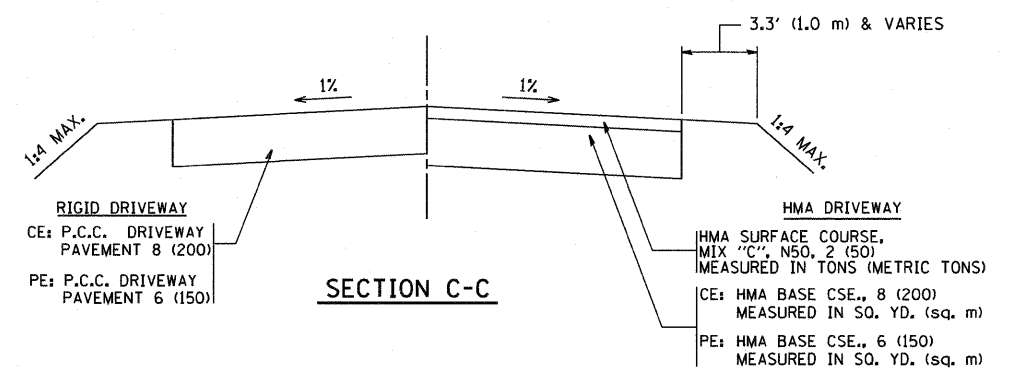
PLAN
6' (1.8 m) TO 10' (3.0 m)



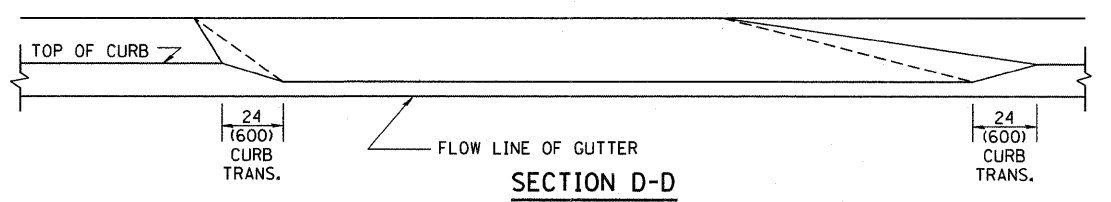
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

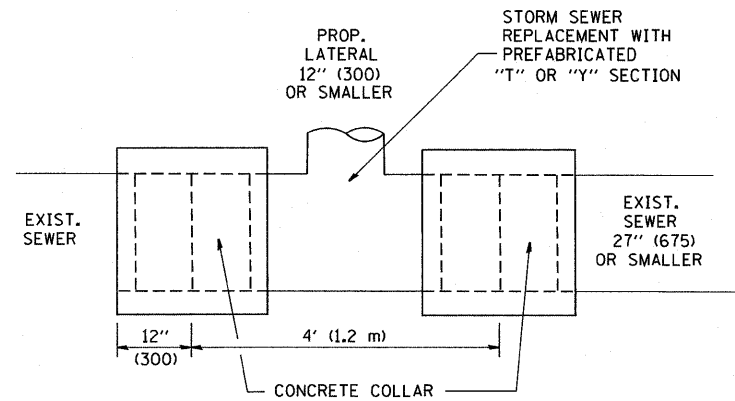
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

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

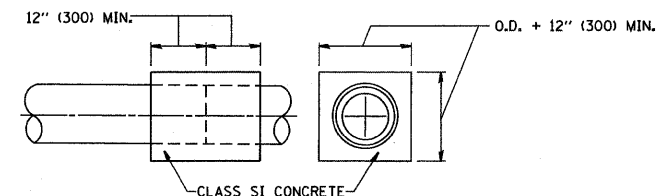
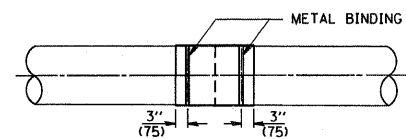
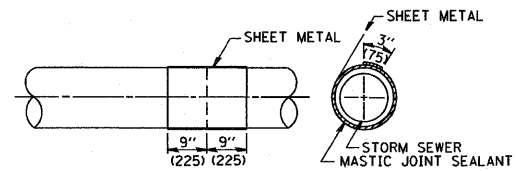
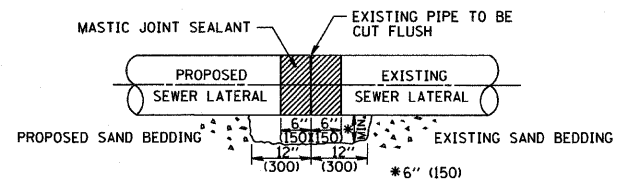
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME = W:\diststd\22x34\bd02.dgn	USER NAME = goglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			337	20R-4	I.A.R.E.	232	175
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD400-02 (BD-02) CONTRACT NO. 60860				
		DATE - 11-06-95	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



DETAIL "A"

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

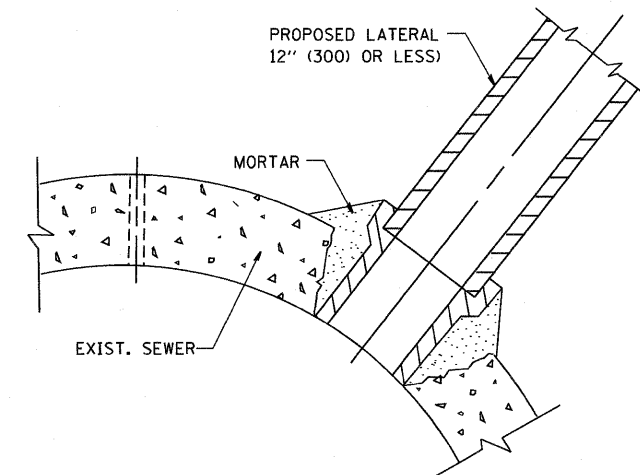


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

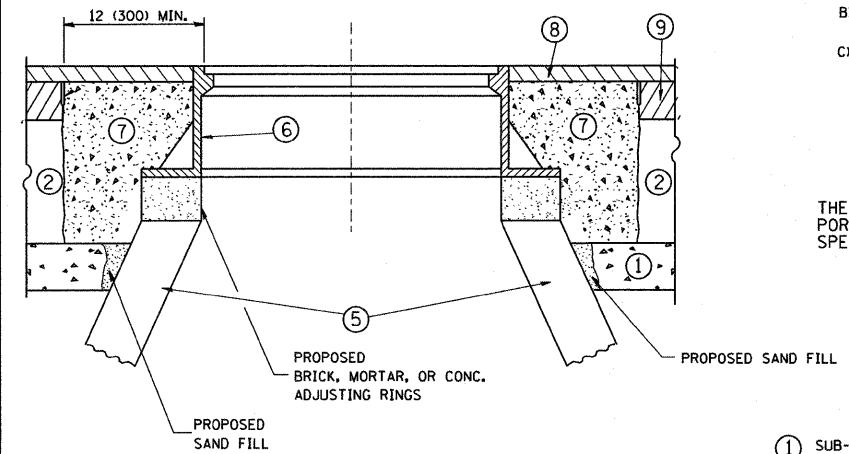
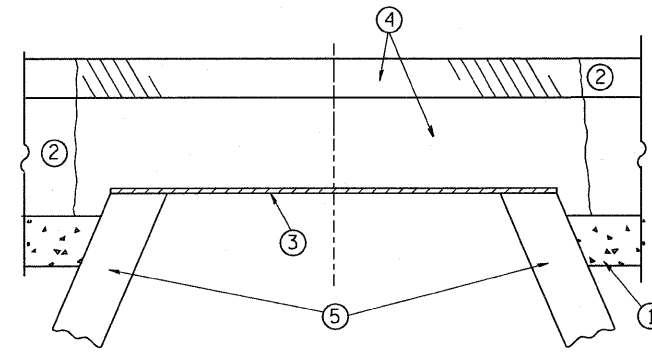
TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

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

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 176
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD500-01 (BD-7)		CONTRACT NO. 60860		
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 10-25-94									
			REVISED - R. SHAH 06-12-96									

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



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

NOTES:

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

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

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

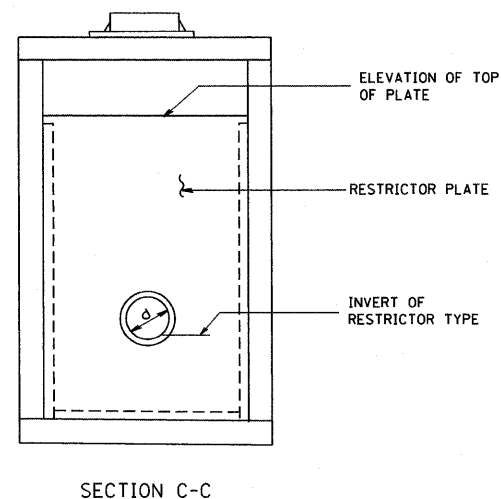
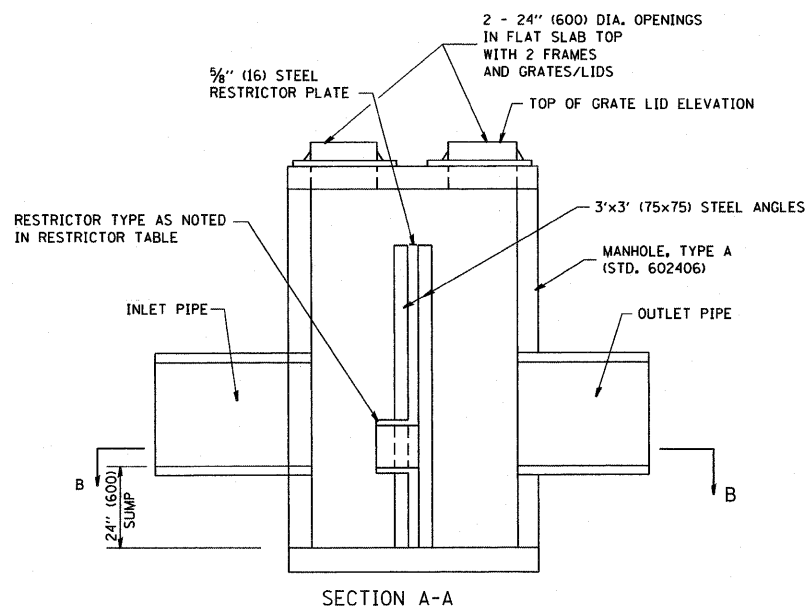
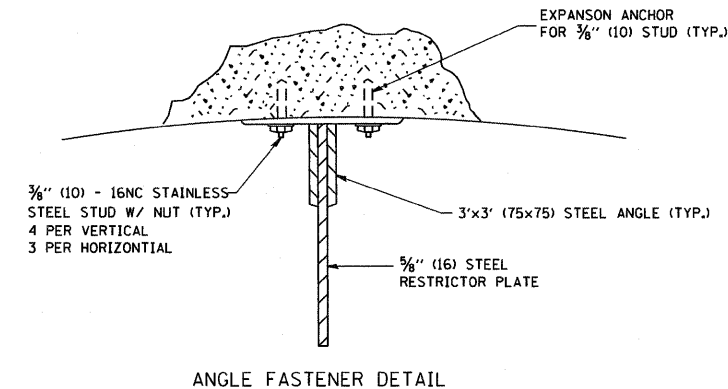
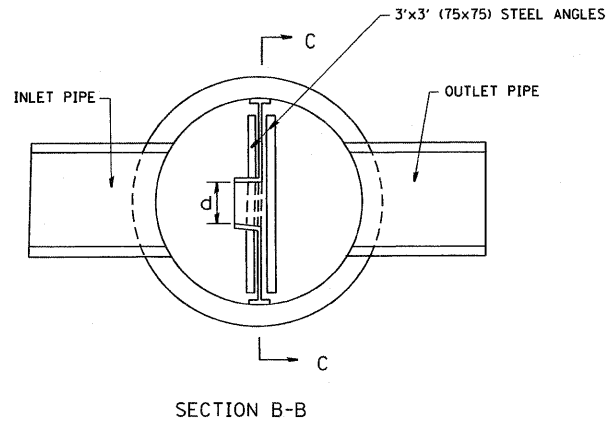
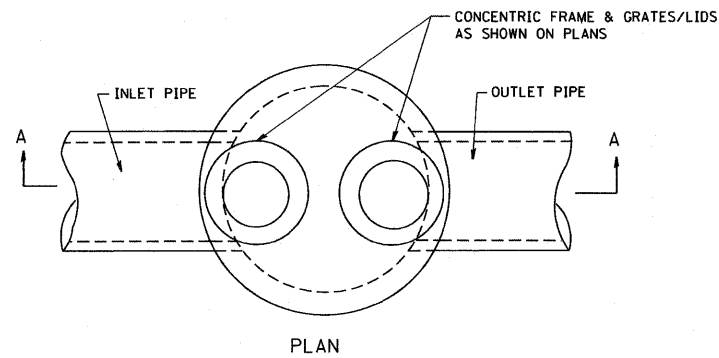
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

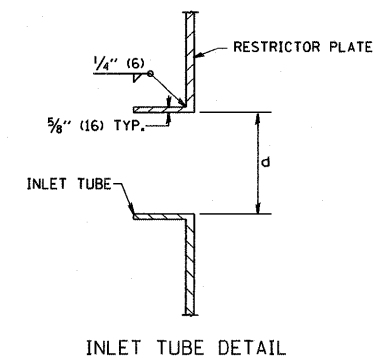
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING				F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 177
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.				BD600-03 (BD-8) CONTRACT NO. 60860				
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT													

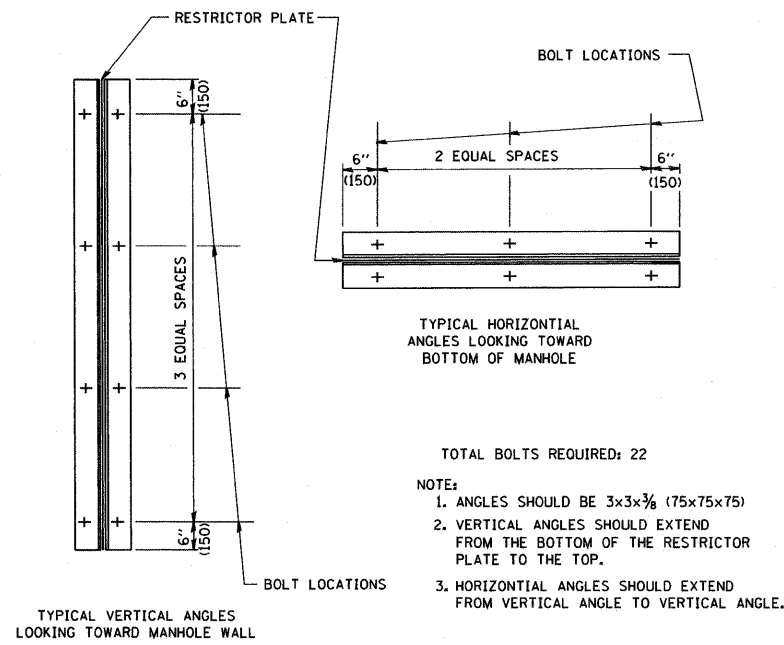


NOTES:

- ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
- ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
- BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



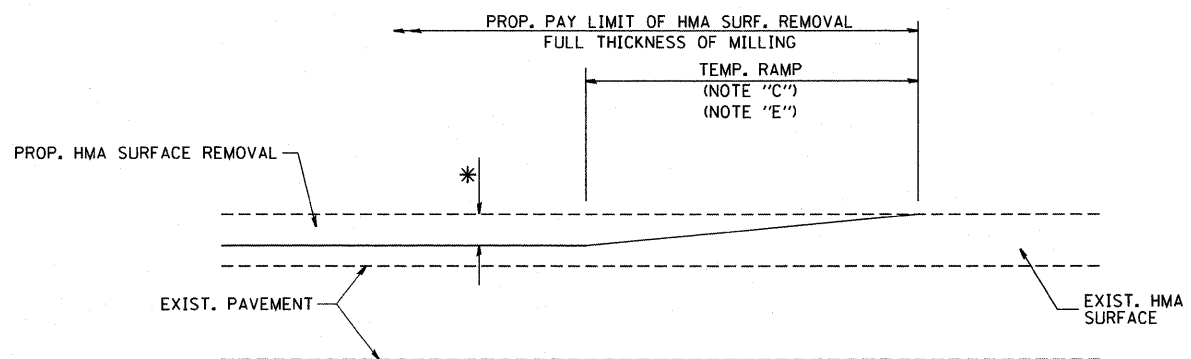
STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
49+64.13	5'	1 CL	TY 2	17"	677.77	682.00



RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

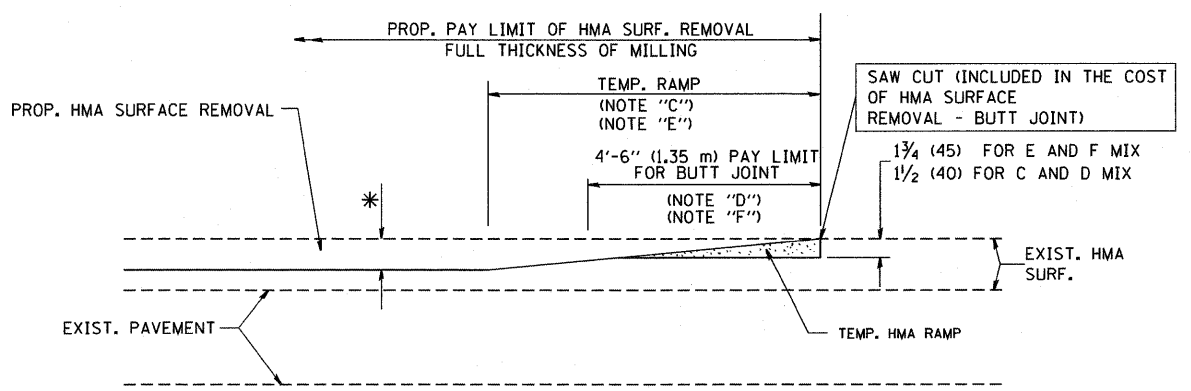
VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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



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

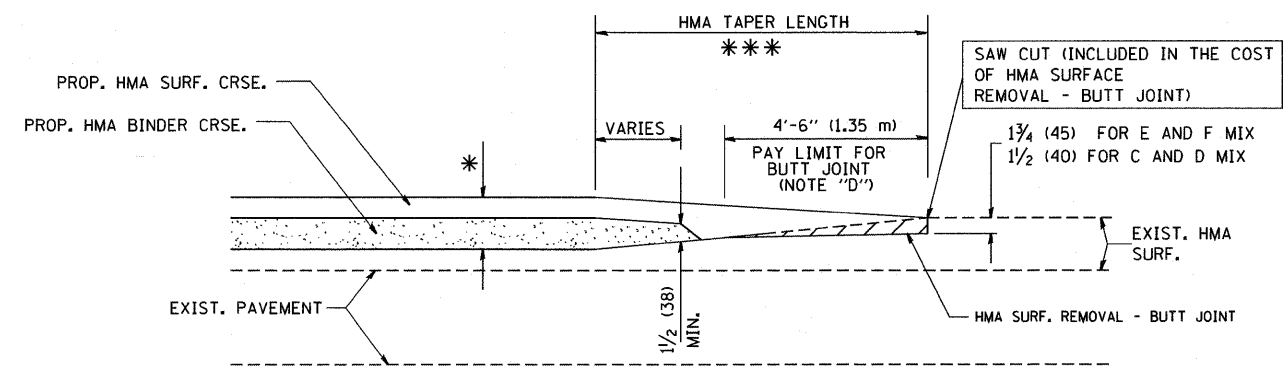
OPTION 1



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

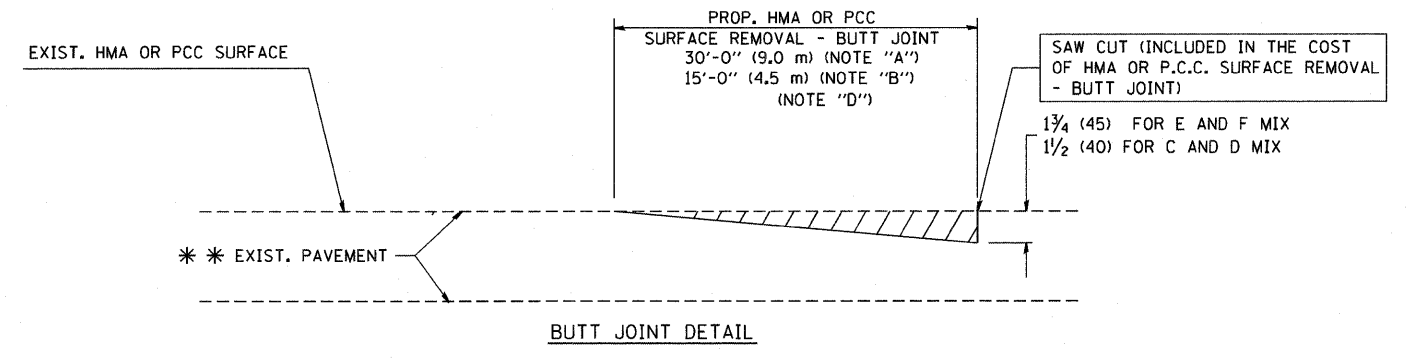
OPTION 2

TYPICAL TEMPORARY RAMP

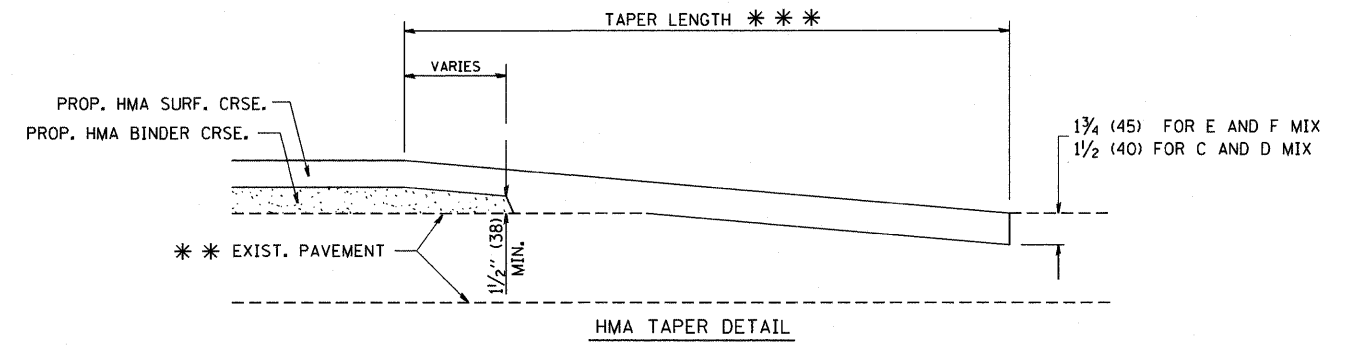


BUTT JOINT AND
HMA TAPER

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

NOTES

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

BASIS OF PAYMENT:

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

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

FILE NAME =	USER NAME = gaglianobt
W:\diststd\22x34\bd32.dgn	

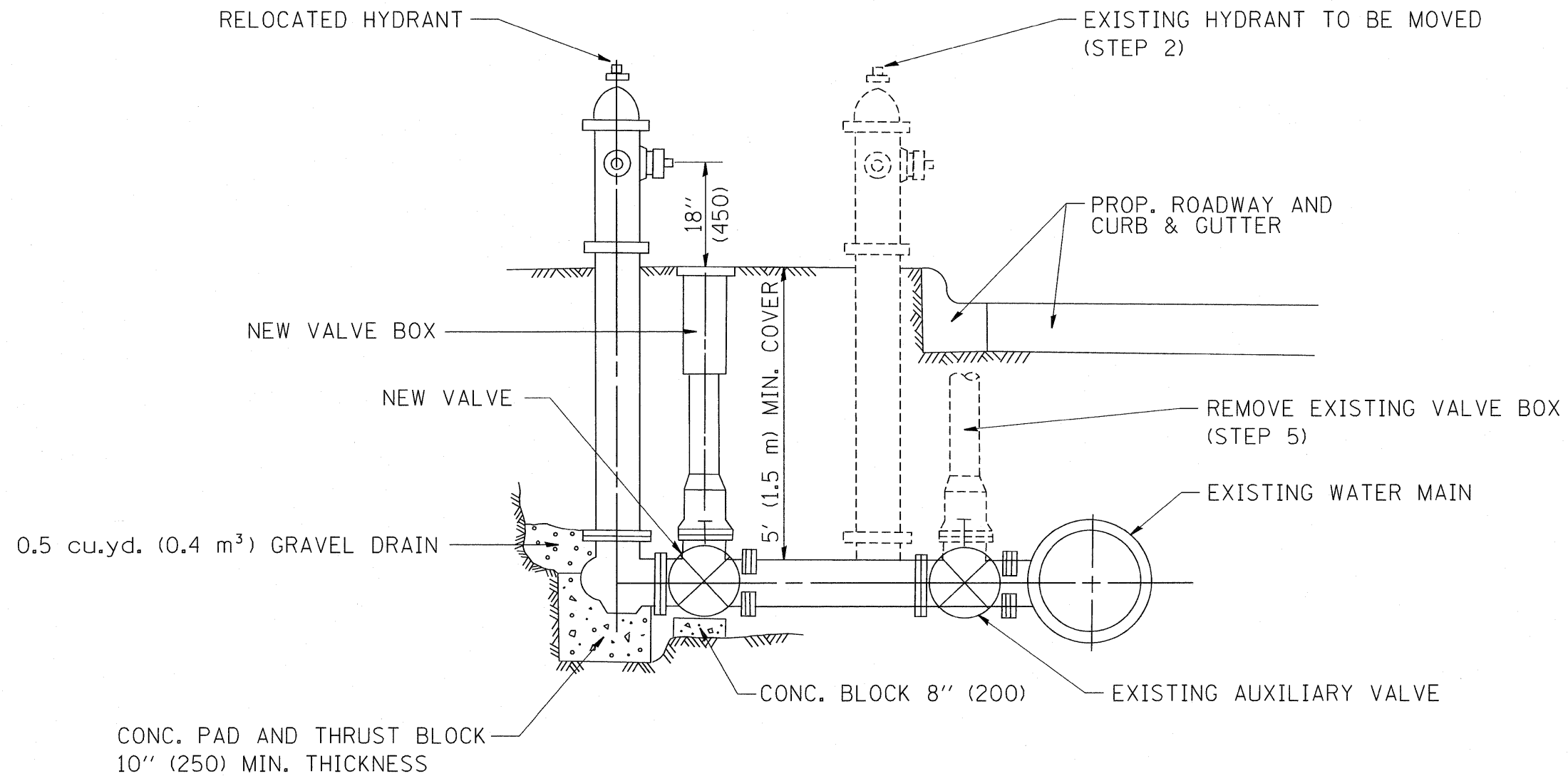
DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.	CHECKED - M. GOMEZ 04-06-01
PLOT DATE = 1/4/2008	DATE - 06-13-90
	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	180
BD400-05 BD32			CONTRACT NO. 60860	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

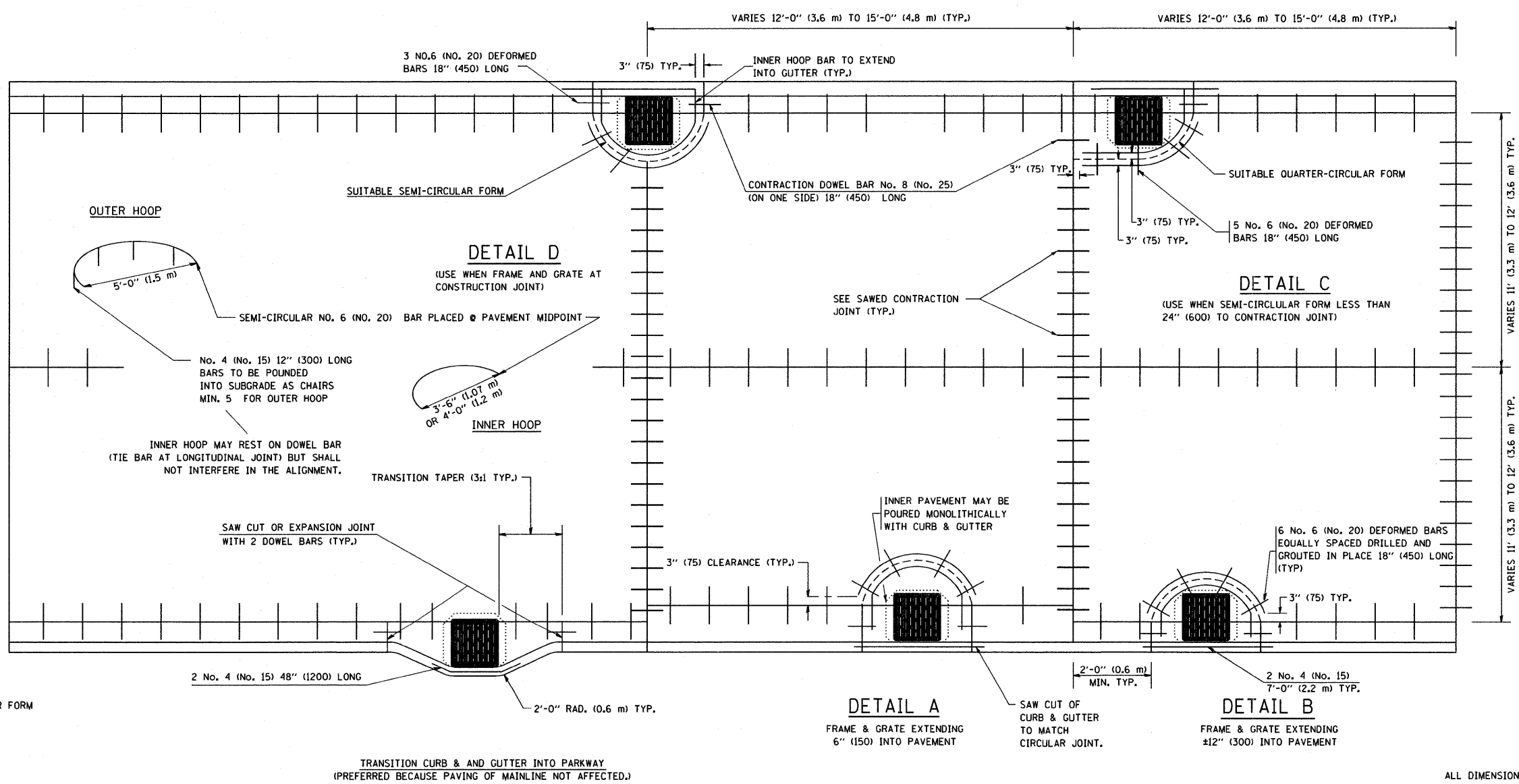
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = M:\diststd\22x34\bd36.dgn	USER NAME = goglianobt	DESIGNED - DRAWN -	REVISED - R. SHAH 09-09-94 REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED				F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 181
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD-36		CONTRACT NO. 60860		
PLOT DATE = 1/4/2008		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

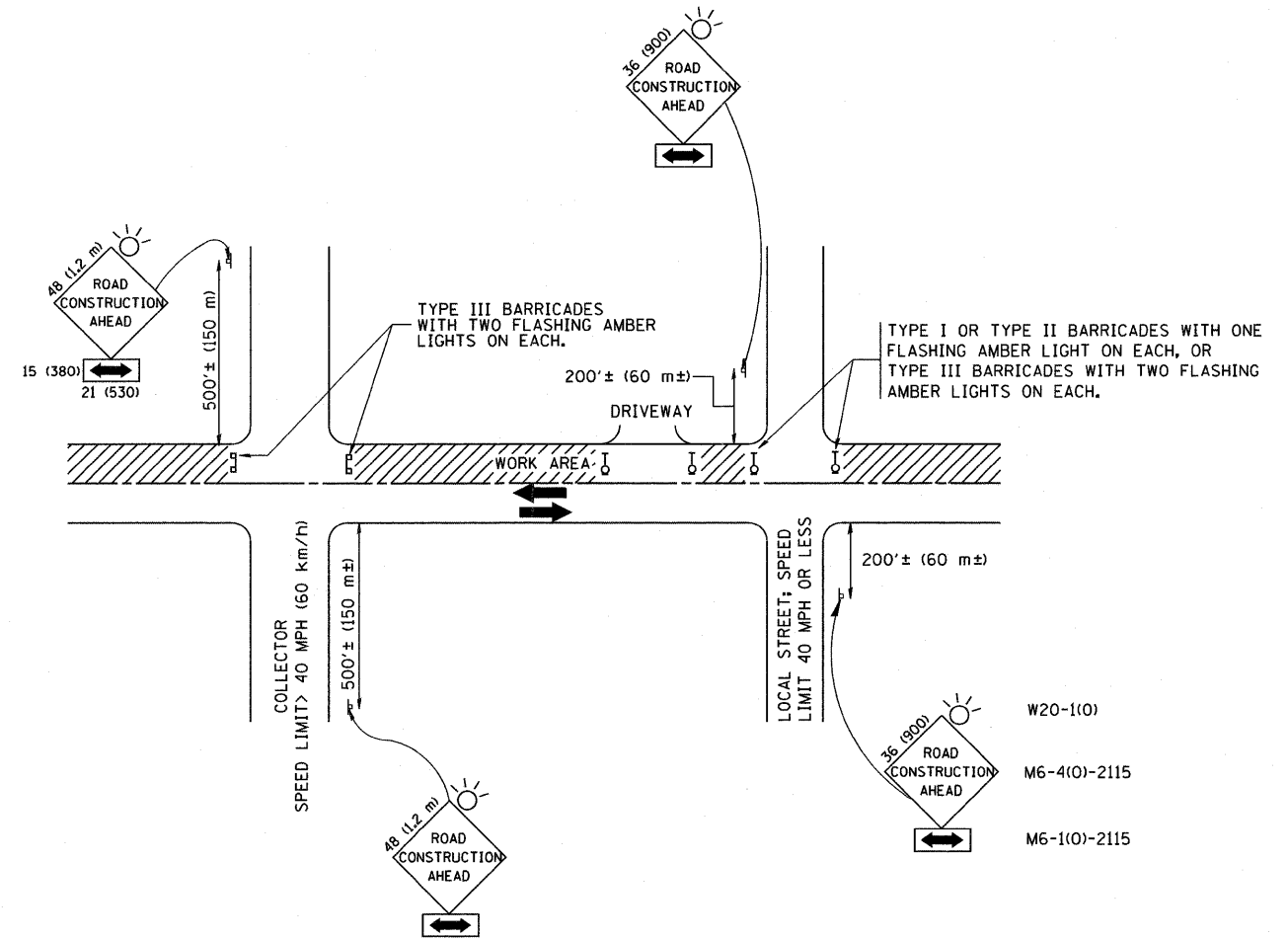
- NOTES:**
1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
 2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT. EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
 3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
 4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
 5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
 6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
 7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
 8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
 9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



LEGEND:
 CASTING
 - - - - - SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = goglianobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	337	20R-4	LAKE	232	182
		CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02						BD-48				
		DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02						CONTRACT NO. 60860				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 AND FLAG 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) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

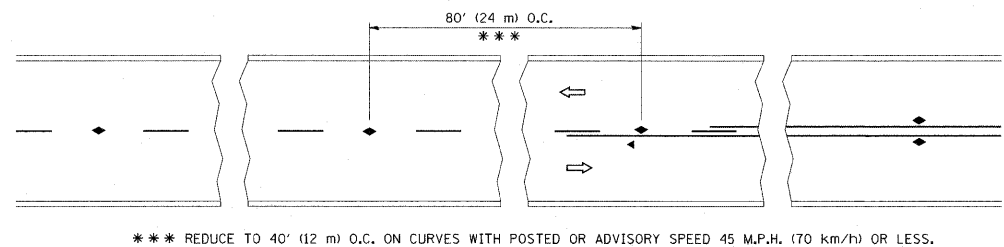
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

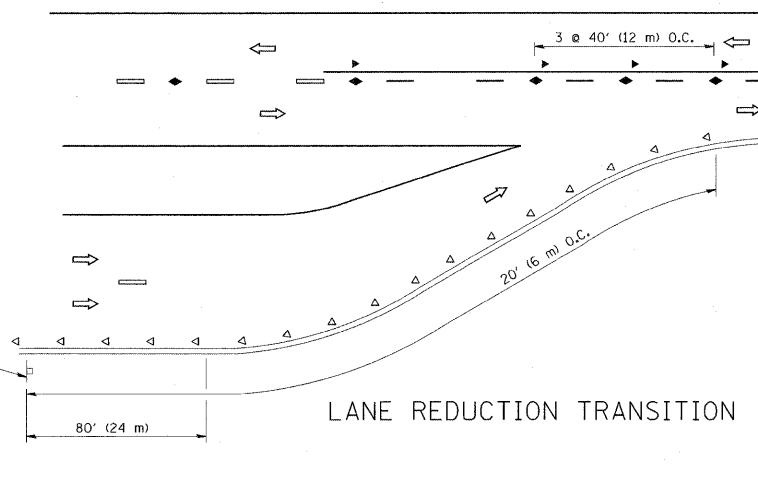
D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

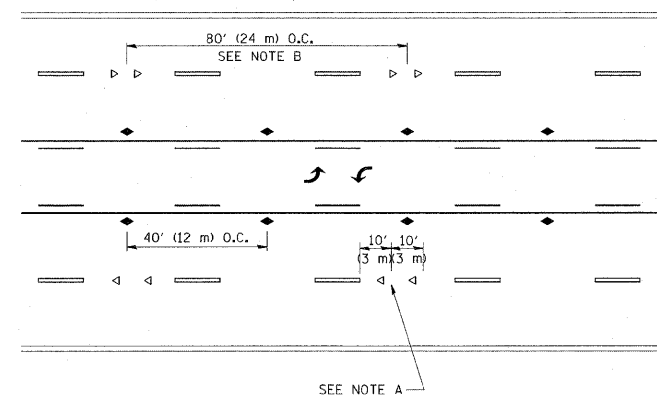
FILE NAME = W:\diststd\22x34\tr18.dgn	USER NAME = gaglianoht	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 183
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-10		CONTRACT NO.	60860	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96					FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00					TO STA.				



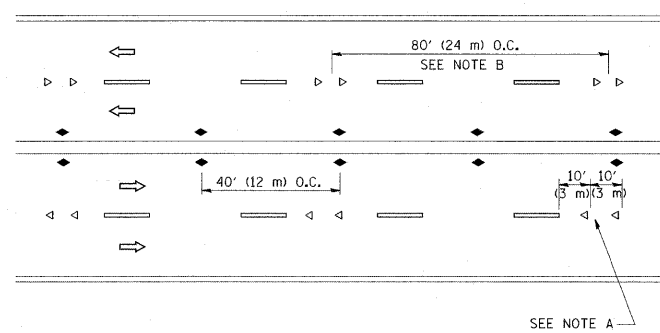
TWO-LANE/TWO-WAY



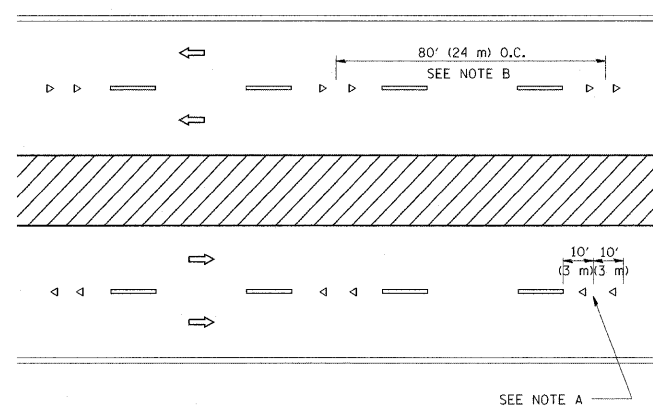
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

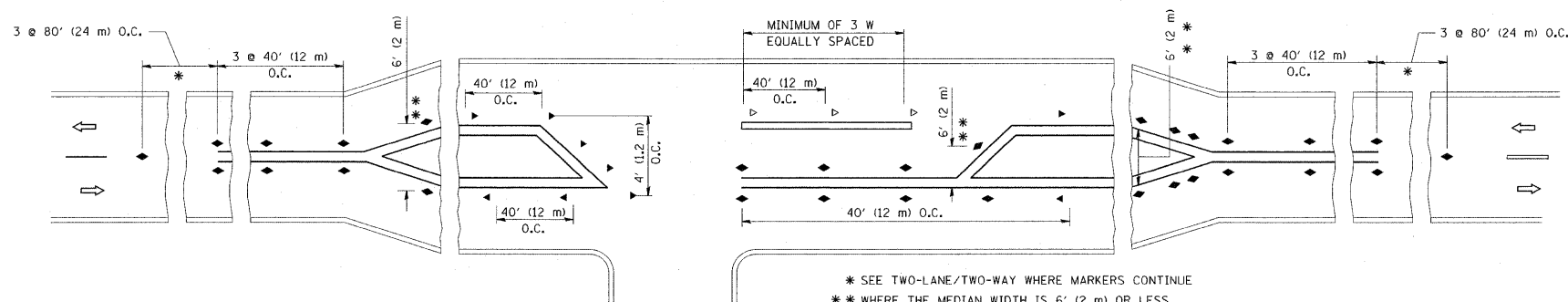
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

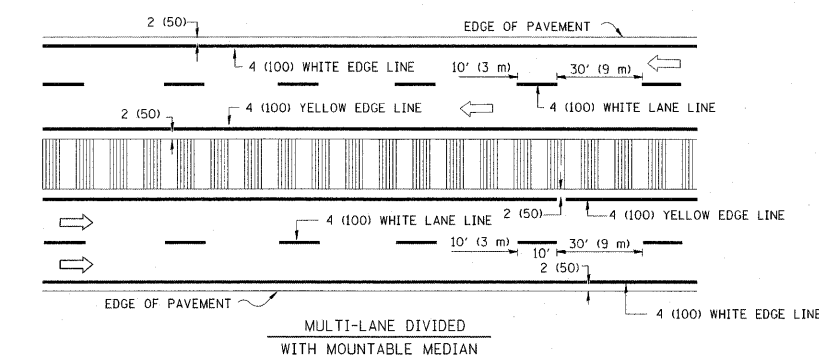
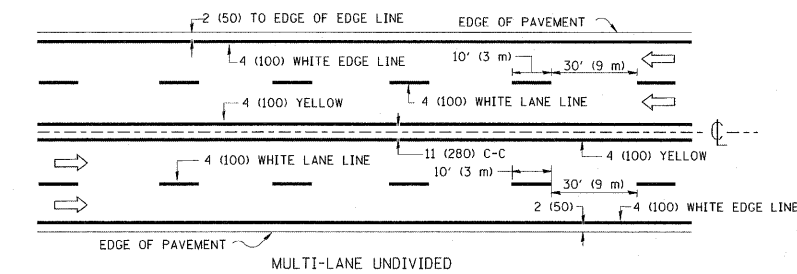
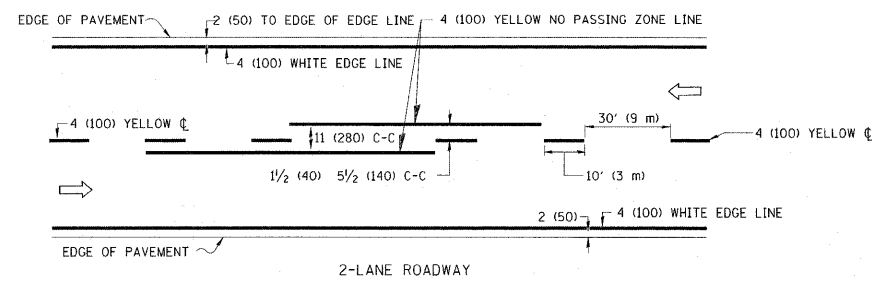


LEFT TURN

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

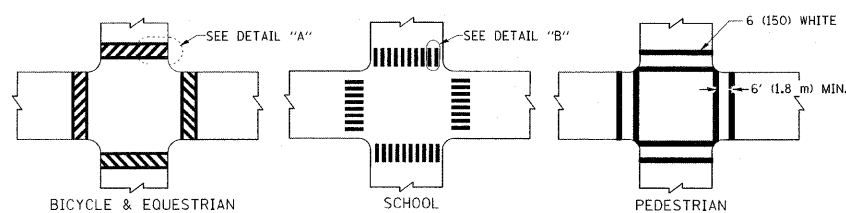
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 184
oi:\pw\work\pwsdot\drivakosgn\d0128315\to1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-11		CONTRACT NO. 60860		
		CHECKED -	REVISED - T. RAMMACHER 01-06-00									
		DATE -	REVISED - C. JUCIUS 09-09-09									

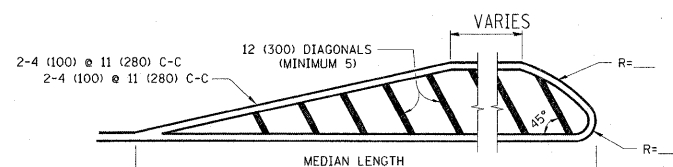
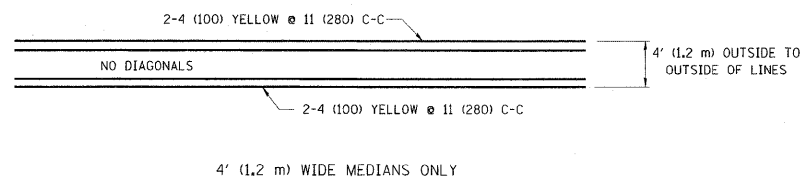


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

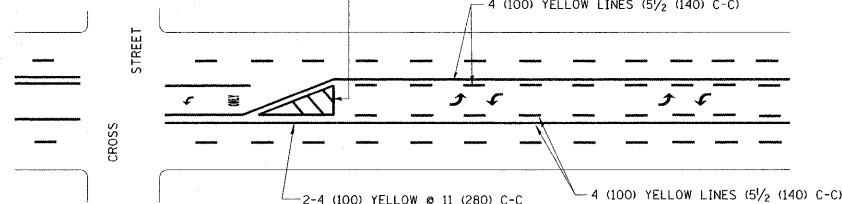


TYPICAL CROSSWALK MARKING

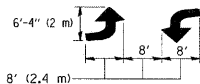


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

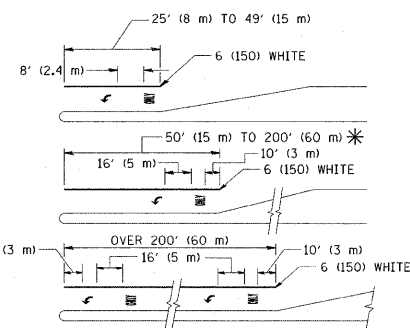


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

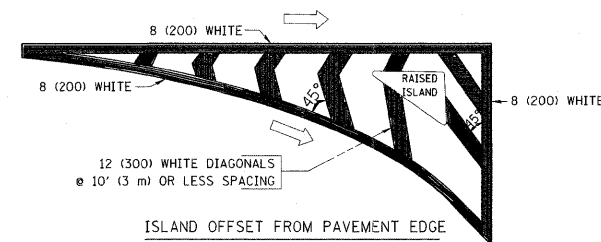


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

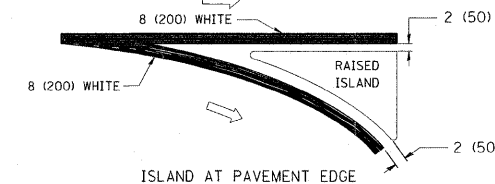
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	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
TWO WAY LEFT TURN MARKING	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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 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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

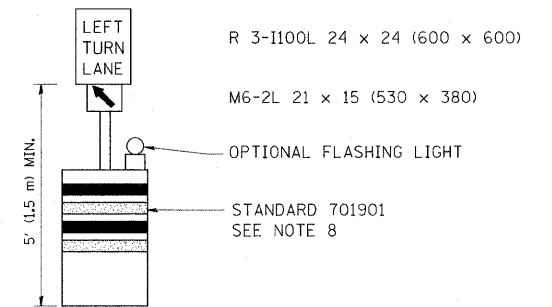
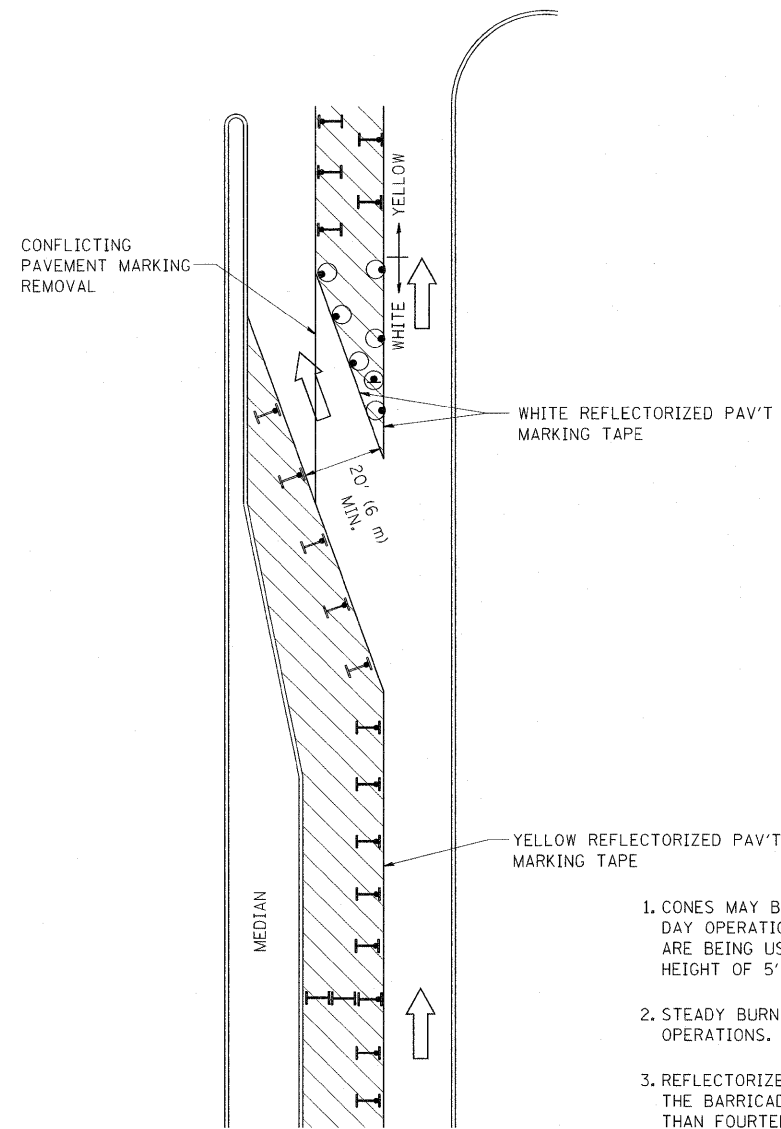
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PLOT DATE = 9/9/2009		DATE = 03-19-90	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 185
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	

TC-13 CONTRACT NO. 60860

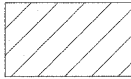







GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. 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" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II 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 NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimenstions are in Inches (millimeters) unless otherwise shown.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

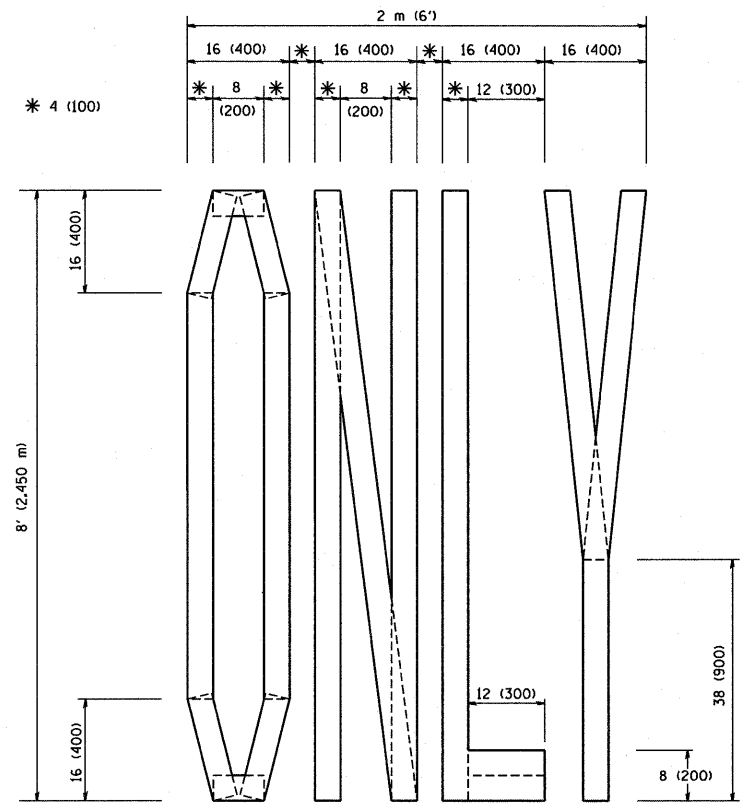
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	PLOT SCALE = 49.9999' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

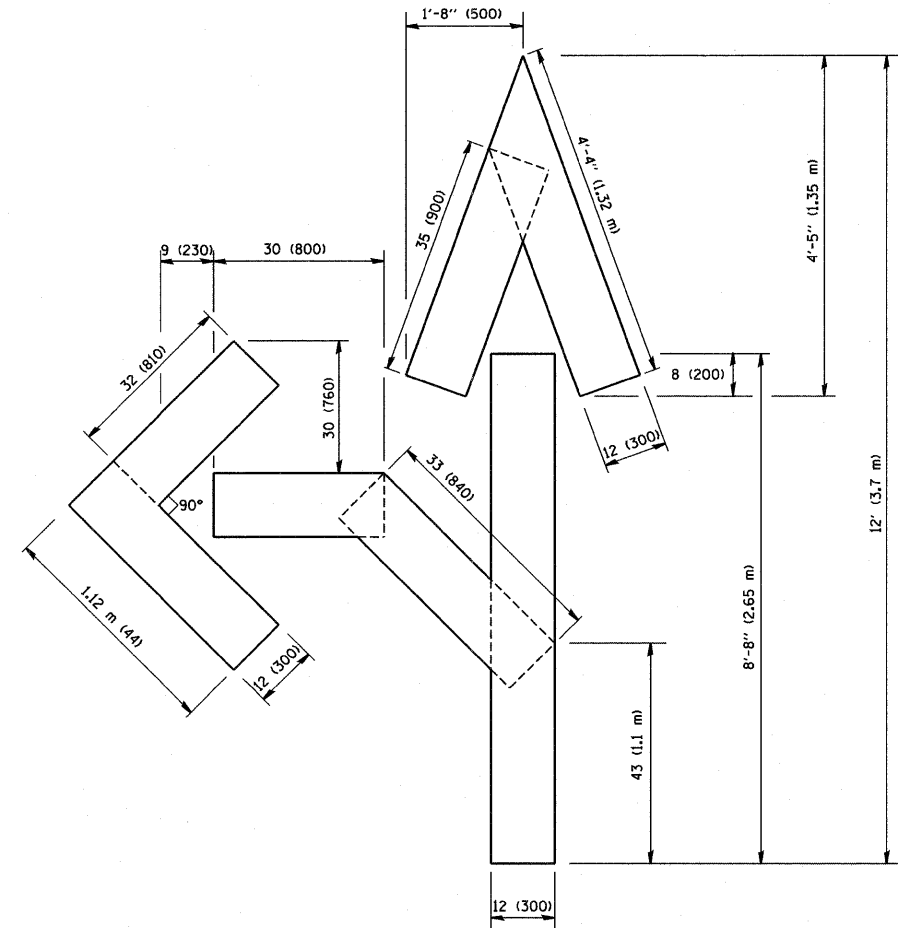
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

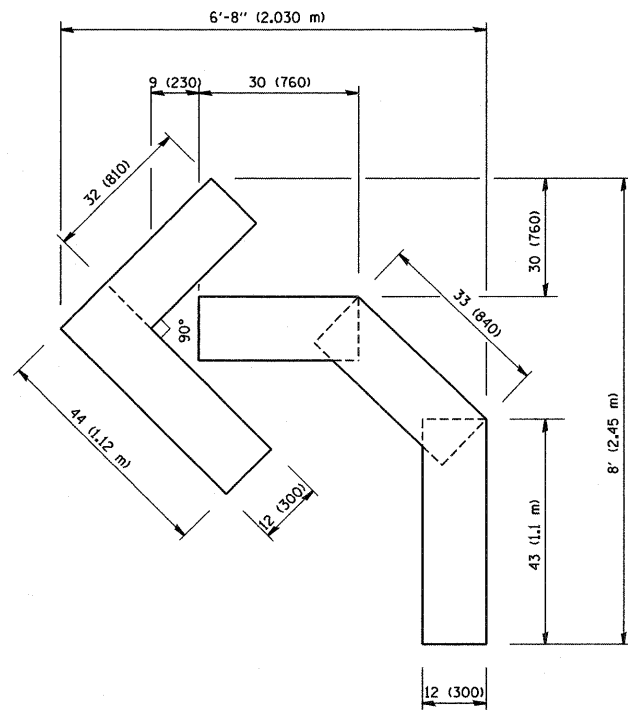
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	186
TC-14			CONTRACT NO. 60860	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\dststd\22x34\1c16.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 1/4/2008	DATE = 09-18-94		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

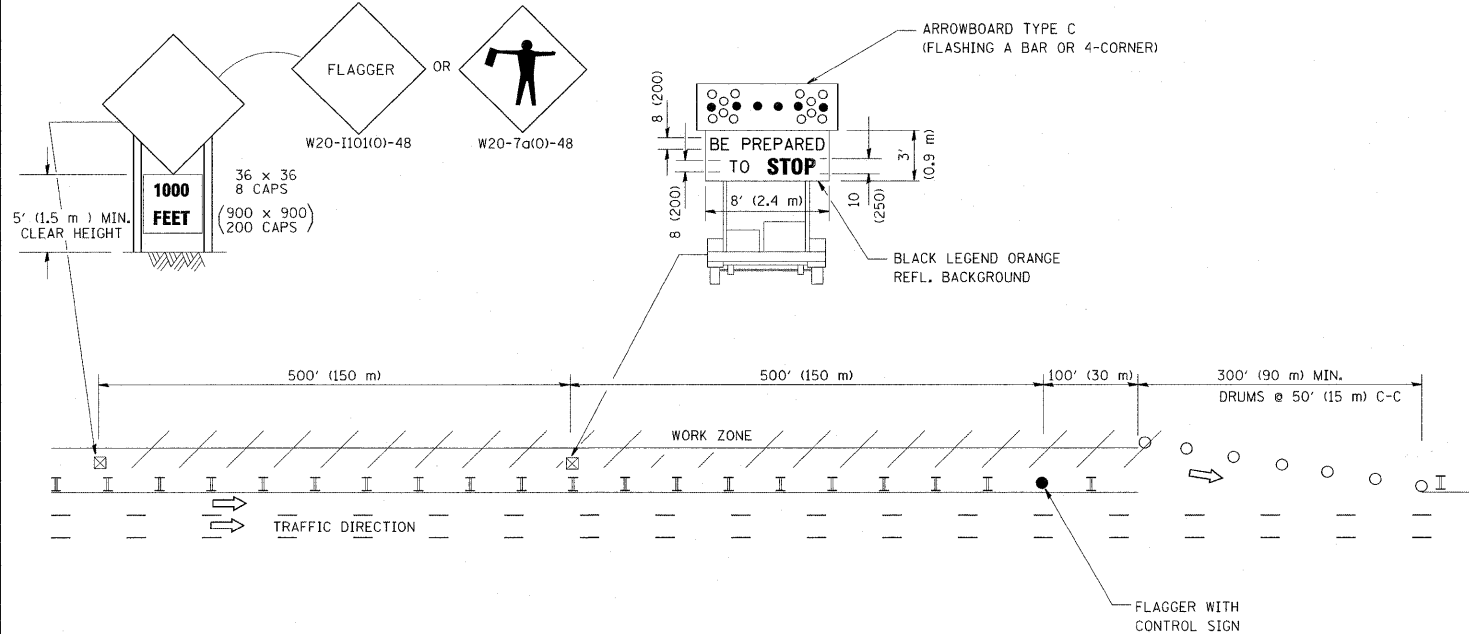
**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

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

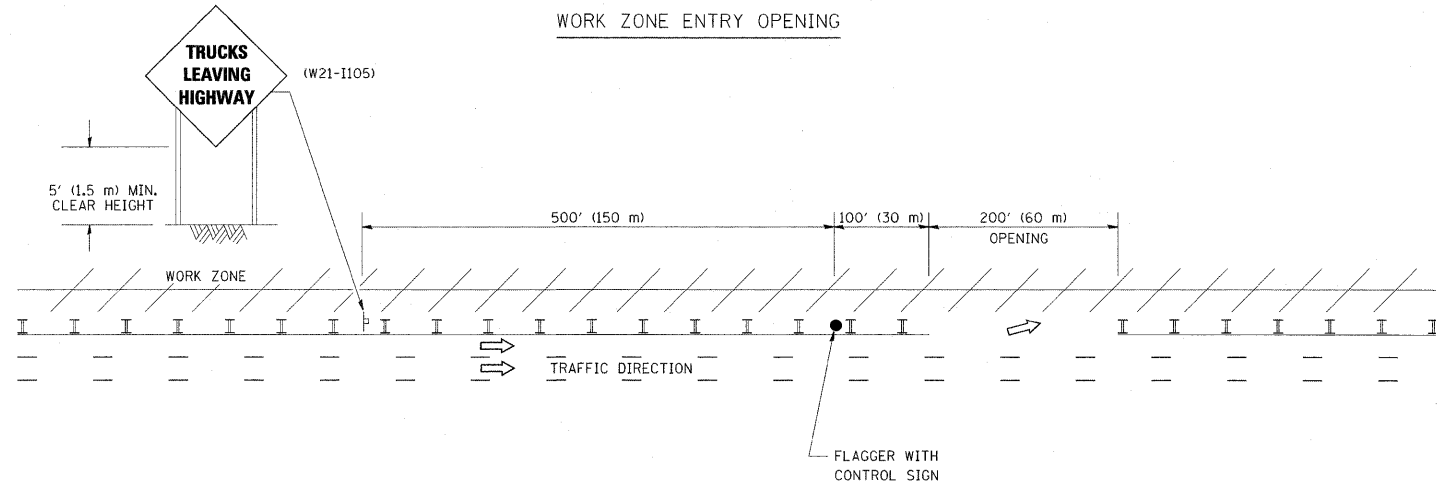
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	187
TC-16			CONTRACT NO. 60860	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING

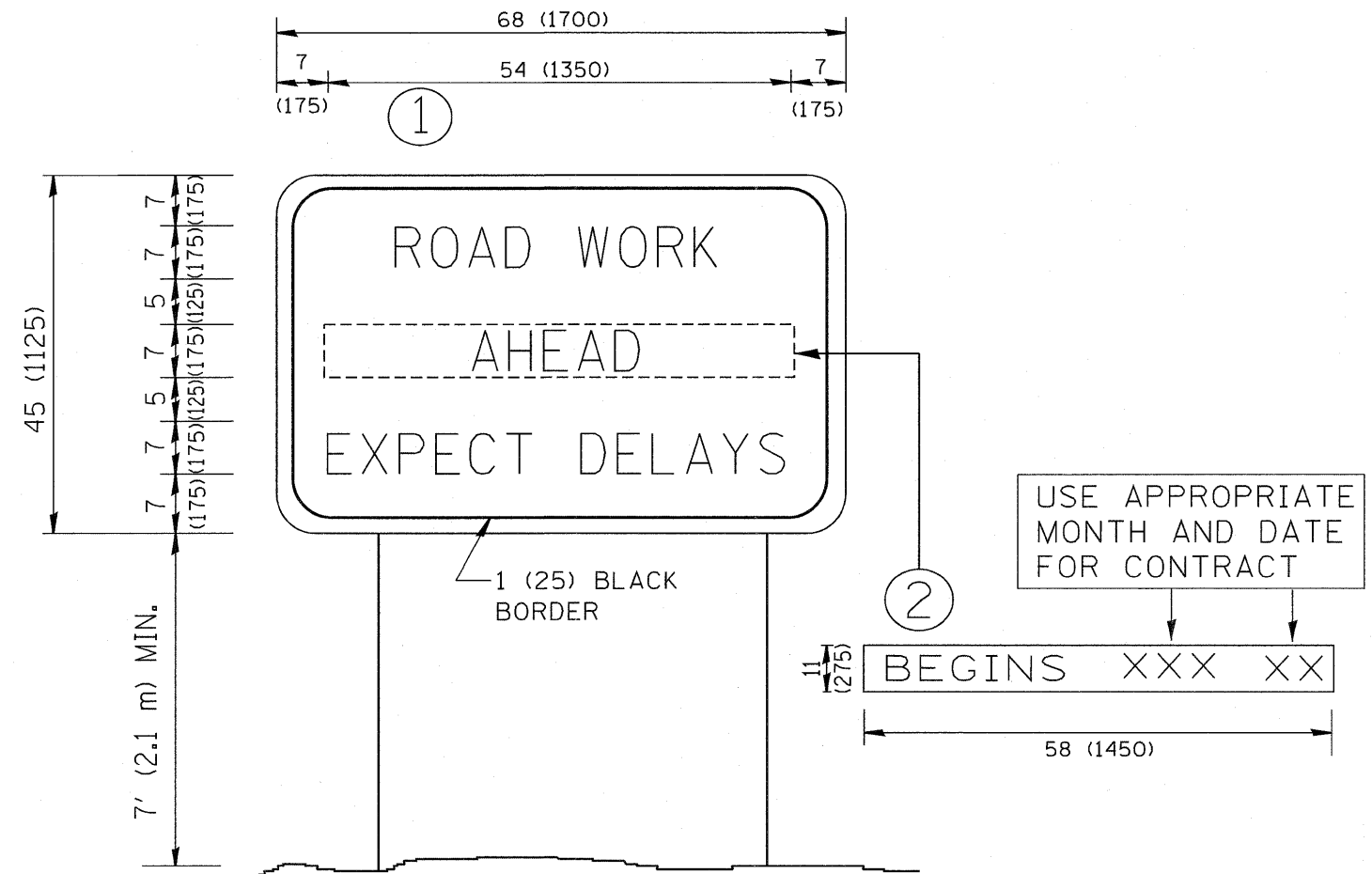


NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\to16.dgn	USER NAME = legoo	DESIGNED =	REVISED = J.A.F. 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS			F.A.R. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 188
	PLOT SCALE = 50.000' / IN.	DRAWN =	REVISED = J.A.F. 02-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-18		CONTRACT NO. 60860		
	PLOT DATE = 1/26/2010	CHECKED =	REVISED = S.P.B. 01-07				TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE =	REVISED = S.P.B. 12-09									



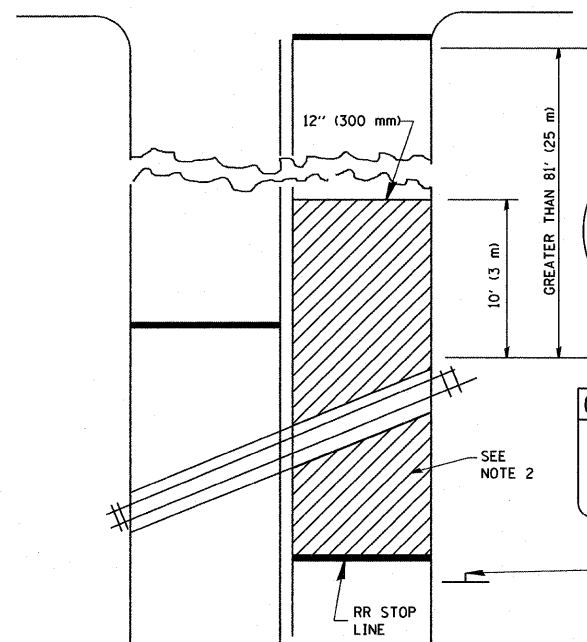
NOTES:

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.

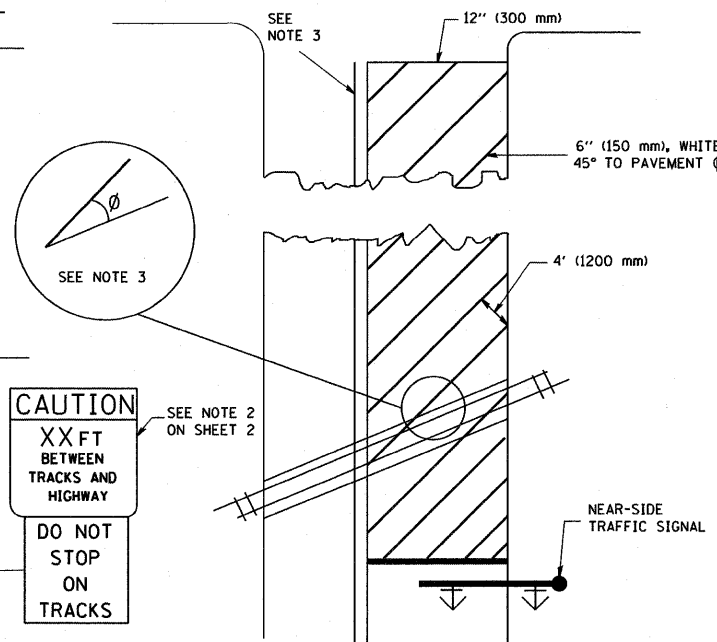
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 50.000 / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO. 60860	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									

WITH INTERSECTION TRAFFIC SIGNALS

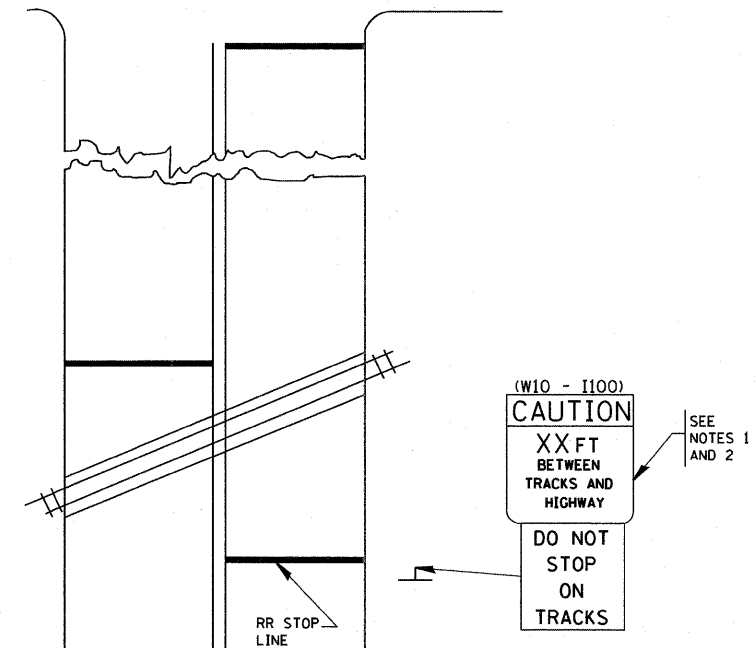


WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION

81' (25 m) OR LESS TO CLOSEST RAIL



CAUTION
XX FT
BETWEEN
TRACKS AND
HIGHWAY
DO NOT
STOP
ON
TRACKS

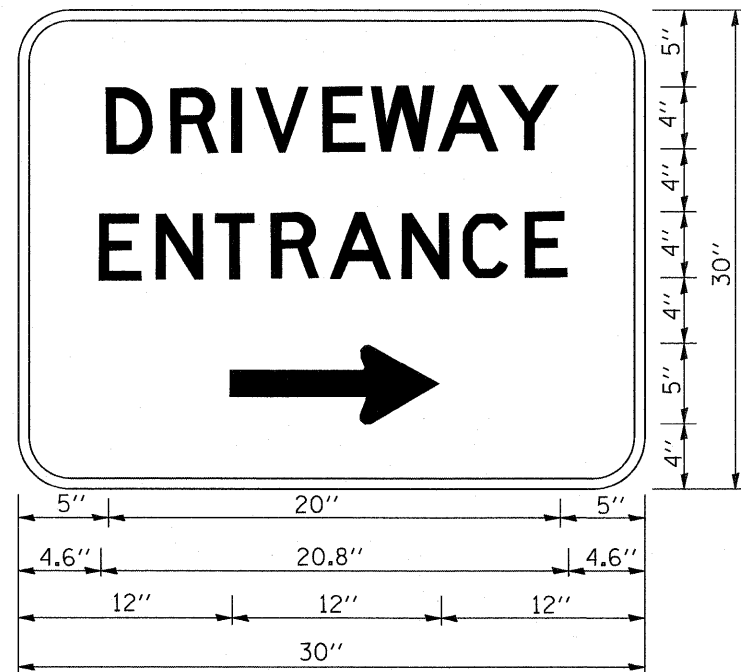
(W10 - 1100)
CAUTION
XX FT
BETWEEN
TRACKS AND
HIGHWAY
DO NOT
STOP
ON
TRACKS

- NOTES:
1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
 3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (ϕ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

- NOTE 1:
1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
 2. 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 MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME = W:\diststd\22x34\to23.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 190		
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -					TC-23		CONTRACT NO. 60860		
		DATE -	REVISED -									



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

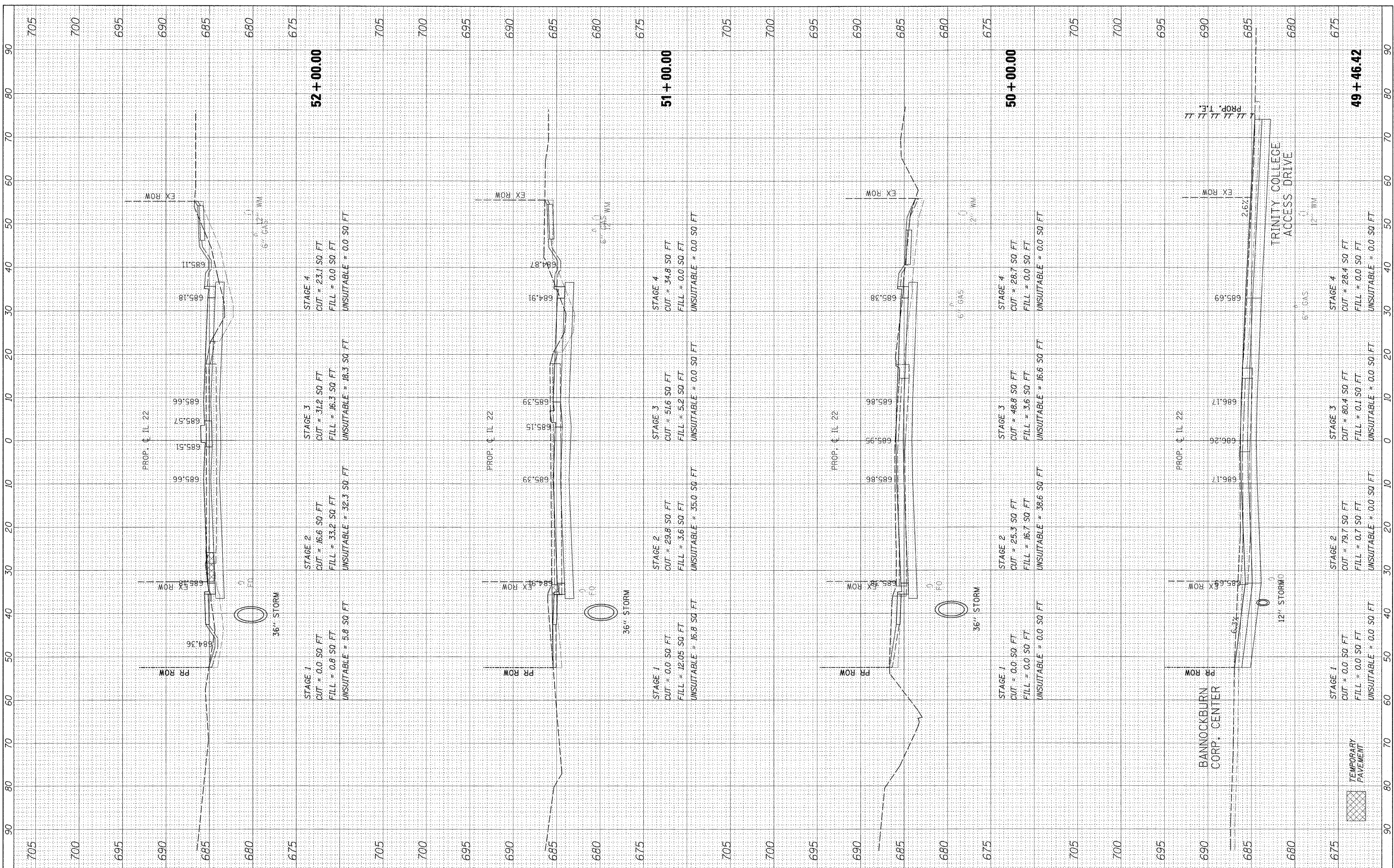
NOTES:

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".

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gegljanobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKB	TOTAL SHEETS 232	SHEET NO. 191
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-26		CONTRACT NO. 60860	
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

FINAL SURVEY PLOTTED DATE BY DATE
 NO. AREAS CHECKED

ORIGINAL SURVEY PLOTTED DATE BY DATE
 NO. AREAS CHECKED



FILE NAME = #FILEL*
 USER NAME = #USER*
 PLOT SCALE = #SCALE*
 PLOT DATE = #DATE*

DESIGNED - JPS
 DRAWN - JPS
 CHECKED - JP
 DATE - 05/14/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

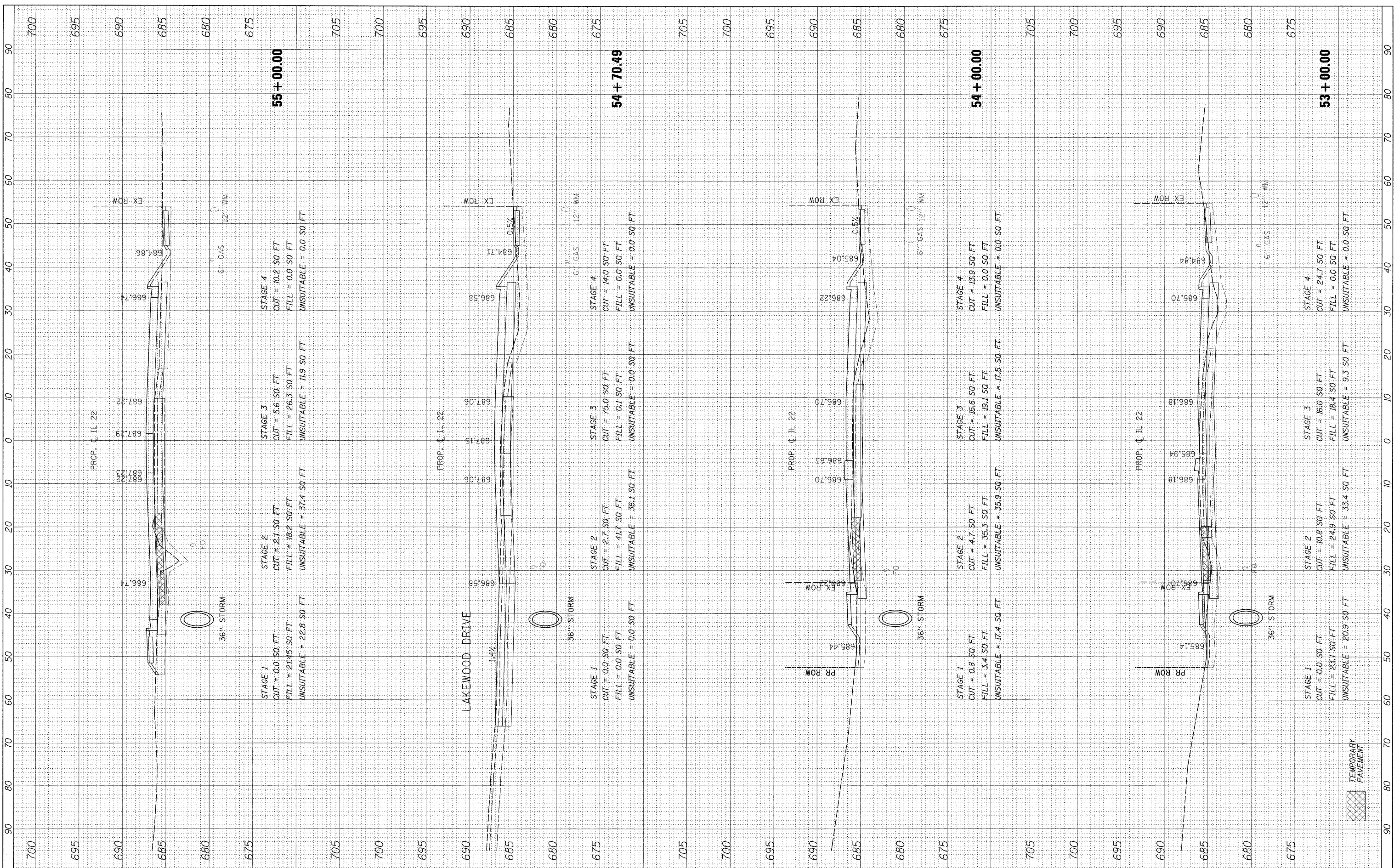
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 22 CROSS SECTIONS
 HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 193 OF 232 SHEETS STA. 49+46.42 TO STA. 52+00.00

F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 193
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK NO.		
AREAS CHECKED		

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



FILE NAME = #FILEL#

USER NAME = #USER#
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 DRAWN - JPS
 CHECKED - JP
 DATE - 05/14/2010

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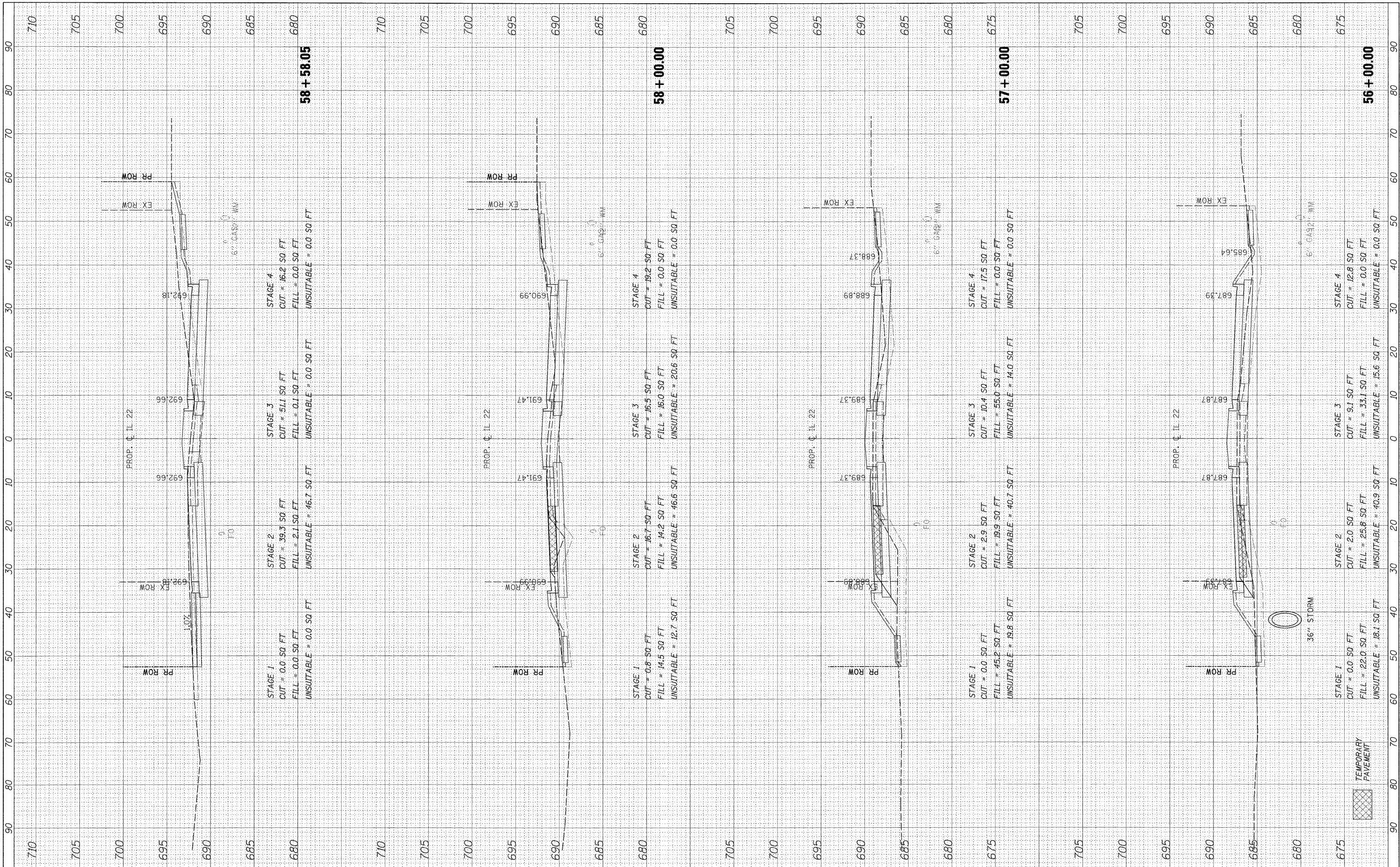
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 22 CROSS SECTIONS
 HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 194 OF 232 SHEETS STA. 53+00.00 TO STA. 55+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	194
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



FILE NAME = #FILE#
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

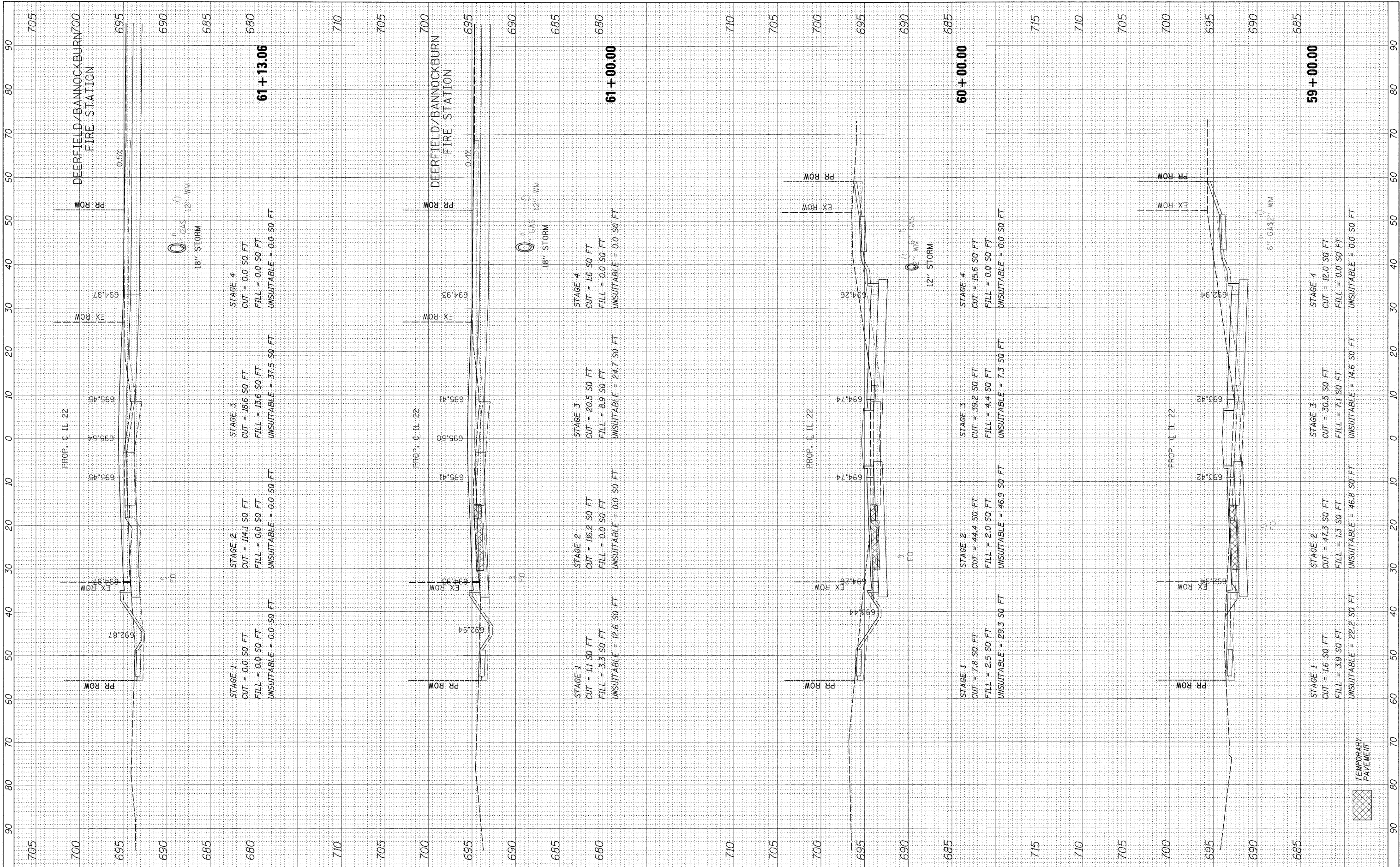
IL ROUTE 22 CROSS SECTIONS

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 195 OF 232 SHEETS STA. 56+00.00 TO STA. 58+58.05

F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 195
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

FINAL SURVEY PLOTTED DATE AREAS CHECKED

ORIGINAL SURVEY PLOTTED DATE AREAS CHECKED



FILE NAME = #FILEL#

USER NAME = #USER#
 DESIGNED - JPS
 DRAWN - JPS
 CHECKED - JP
 DATE - 05/14/2010

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

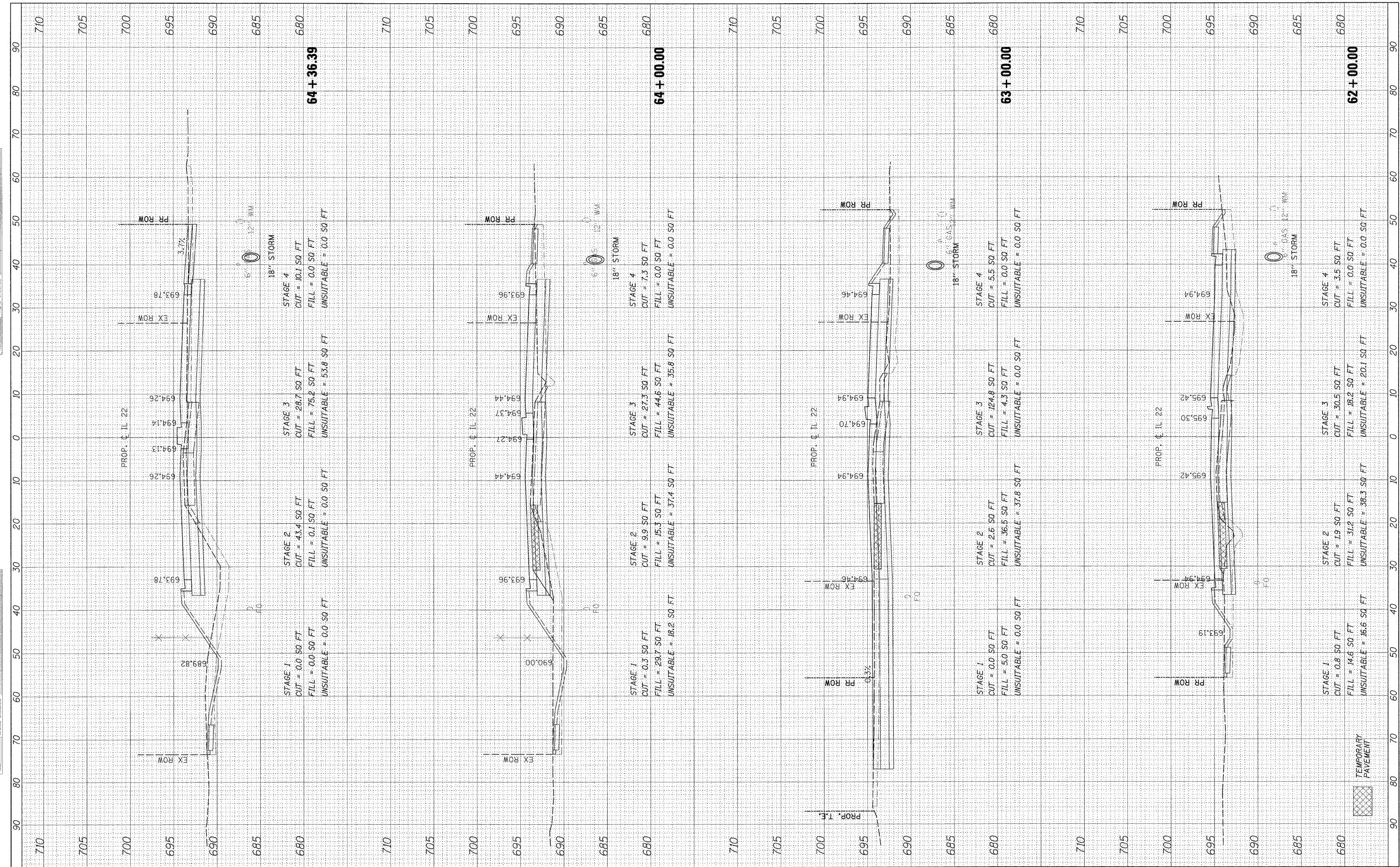
IL ROUTE 22 CROSS SECTIONS
 HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 196 OF 232 SHEETS STA. 59+00.00 TO STA. 61+13.06

F.A.P. R.T.E. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 196
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	



FINAL SURVEY BY DATE
 SURVEYED PLOTTED
 NOTE BOOK NO. DATE
 AREAS AREAS CHECKED

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



FILE NAME = #FILE#
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 PLOT SCALE = #SCALE#
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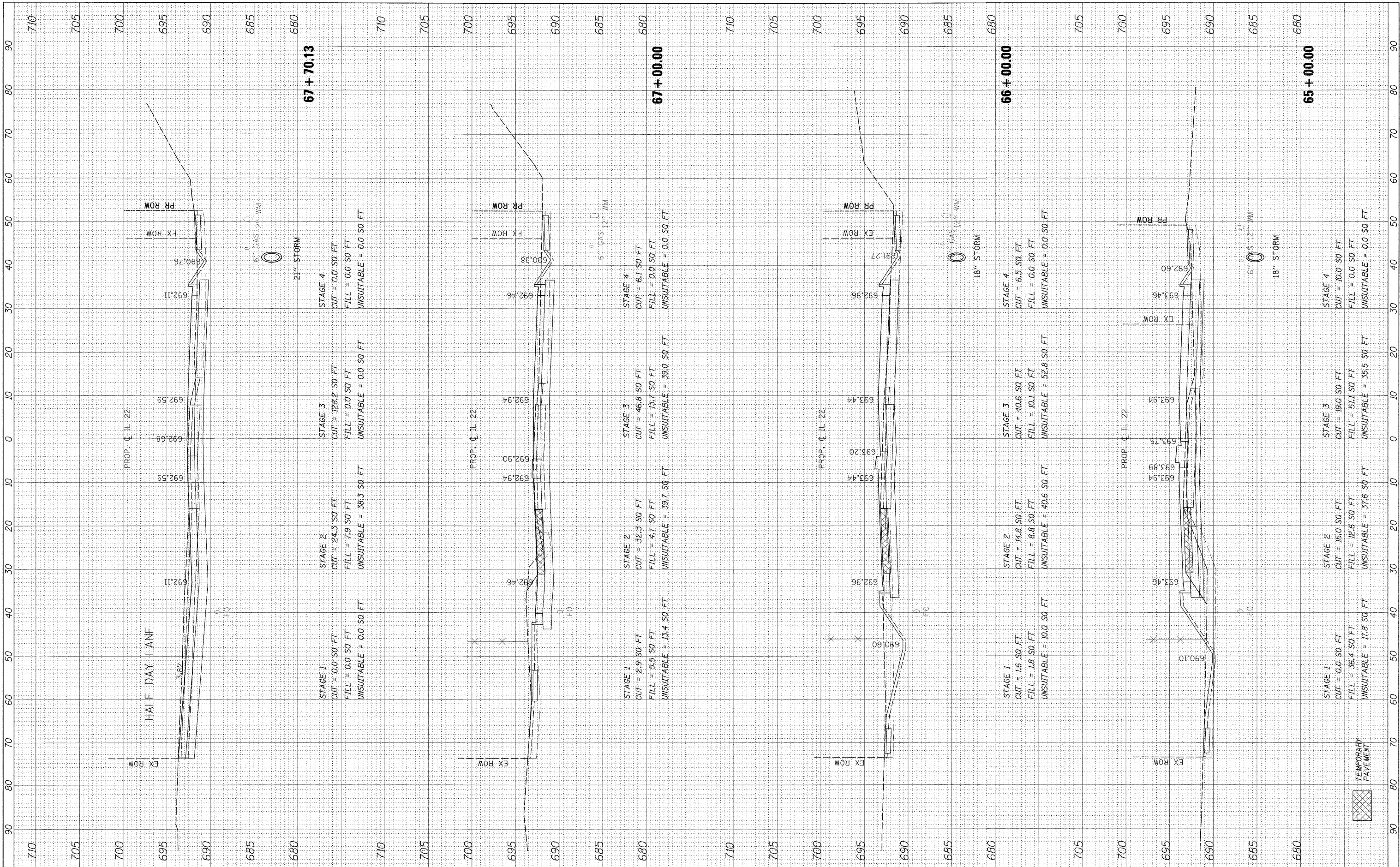
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 22 CROSS SECTIONS
 HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 197 OF 232 SHEETS STA. 62+00.00 TO STA. 64+36.39

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20R-4	LAKE	232	197
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

FINAL SURVEY PLOTTED AREAS CHECKED

ORIGINAL SURVEY PLOTTED AREAS CHECKED



FILE NAME = #FILEL#

USER NAME = #USER#

DESIGNED - JPS
DRAWN - JPS
CHECKED - JP
DATE - 05/14/2010

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 22 CROSS SECTIONS

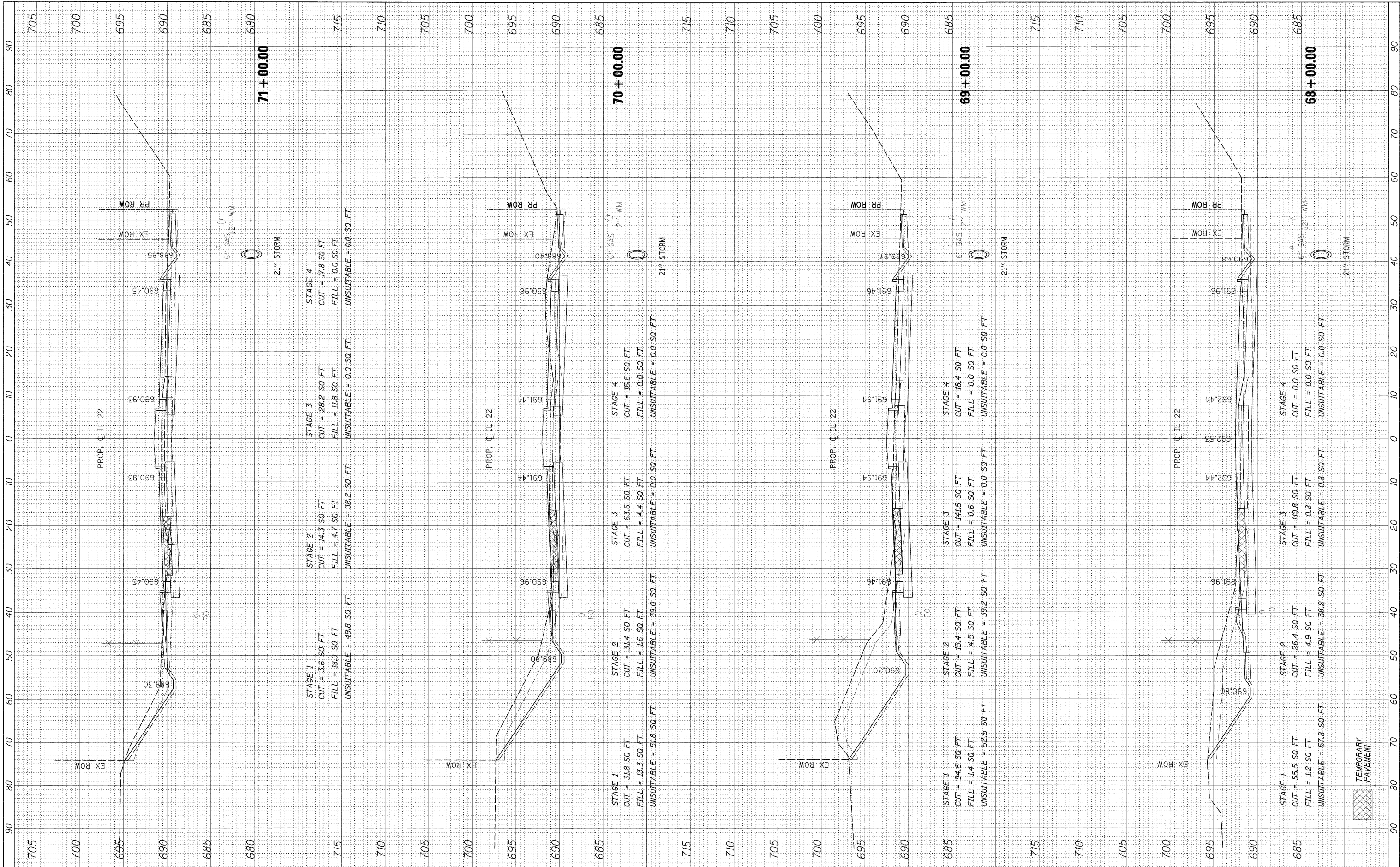
HORIZ. 1"=10'
SCALE: VERT. 1"=5' SHEET NO. 198 OF 232 SHEETS STA. 65+00.00 TO STA. 67+70.13

F.A.D. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 198
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

TEMPORARY PAVEMENT

FINAL SURVEY PLOTTED DATE AREAS CHECKED NO.

ORIGINAL SURVEY PLOTTED DATE AREAS CHECKED NO.



FILE NAME = #FILEL#

USER NAME = #USER#
 DESIGNED - JPS
 DRAWN - JPS
 CHECKED - JP
 DATE - 05/14/2010

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

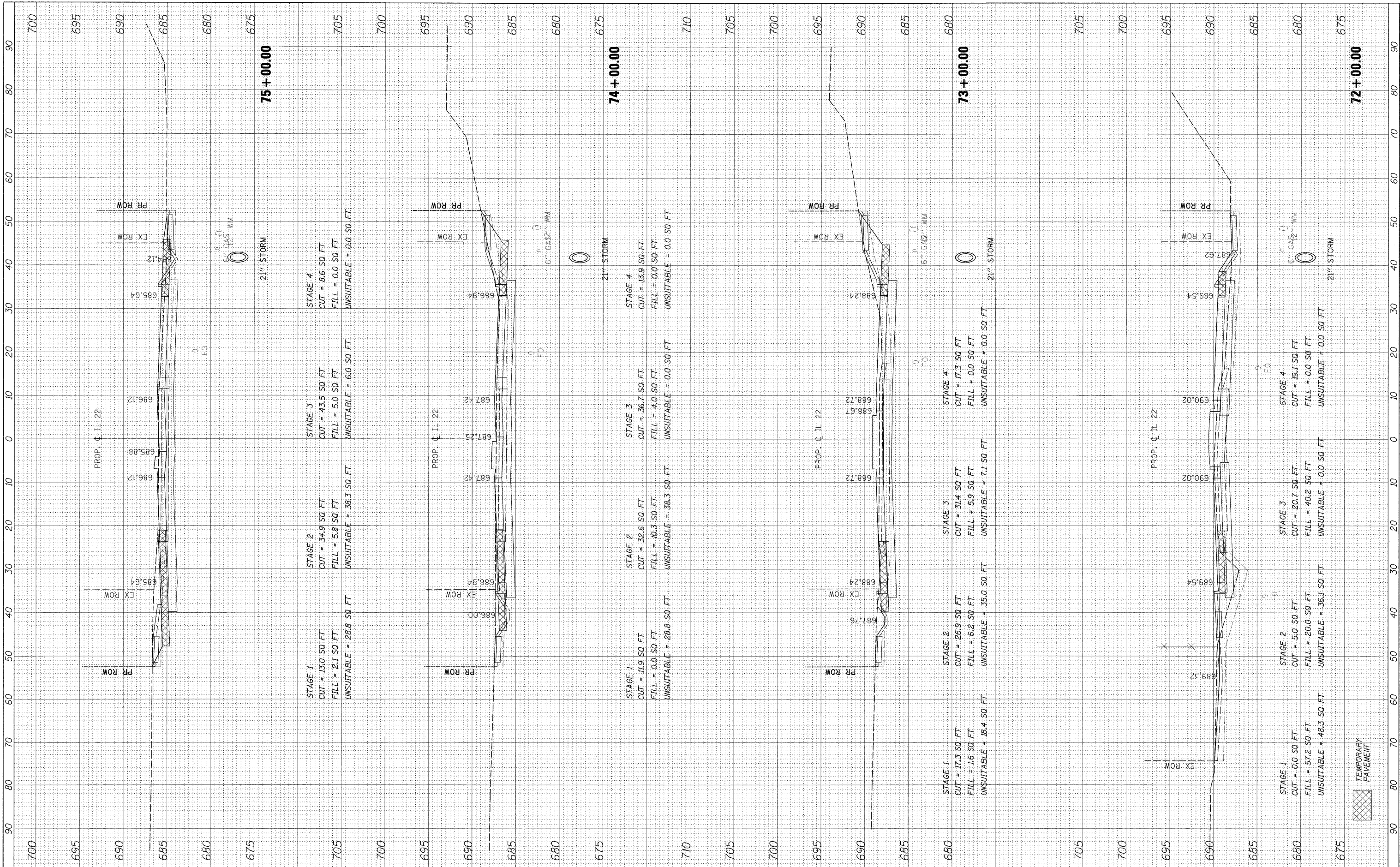
IL ROUTE 22 CROSS SECTIONS

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 199 OF 232 SHEETS STA. 68+00.00 TO STA. 71+00.00

F.A.P. RTE. 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 199
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

FINAL SURVEY SURVEYED PLOTTED ISBLANE NO. AREAS CHECKED

ORIGINAL SURVEY SURVEYED PLOTTED ISBLANE NO. AREAS CHECKED



FILE NAME =
#FILE#

USER NAME = #USER#
DESIGNED - JPS
DRAWN - JPS
CHECKED - JP
DATE - 05/14/2010

REVISIONS
REVISED -
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REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 22 CROSS SECTIONS

HORIZ. 1"=10'
SCALE: VERT. 1"=5' SHEET NO. 200 OF 232 SHEETS STA. 72+00.00 TO STA. 75+00.00

F.A.P. RT# 337	SECTION 20R-4	COUNTY LAKE	TOTAL SHEETS 232	SHEET NO. 200
CONTRACT NO. 60860			ILLINOIS FED. AID PROJECT	

