

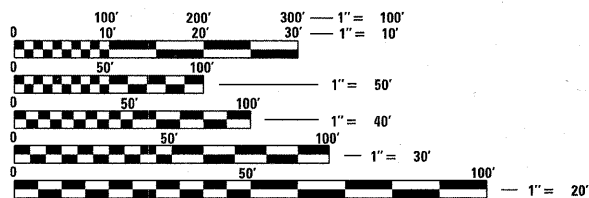
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP 341 (IL ROUTE 72)  
AT RANDALL ROAD  
SECTION: 62-N-1  
INTERSECTION IMPROVEMENT AND  
TRAFFIC SIGNAL MODERNIZATION  
PROJECT: HSIP-0341(054)  
KANE COUNTY  
C-91-402-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED  
IN THE CITY OF ELGIN.

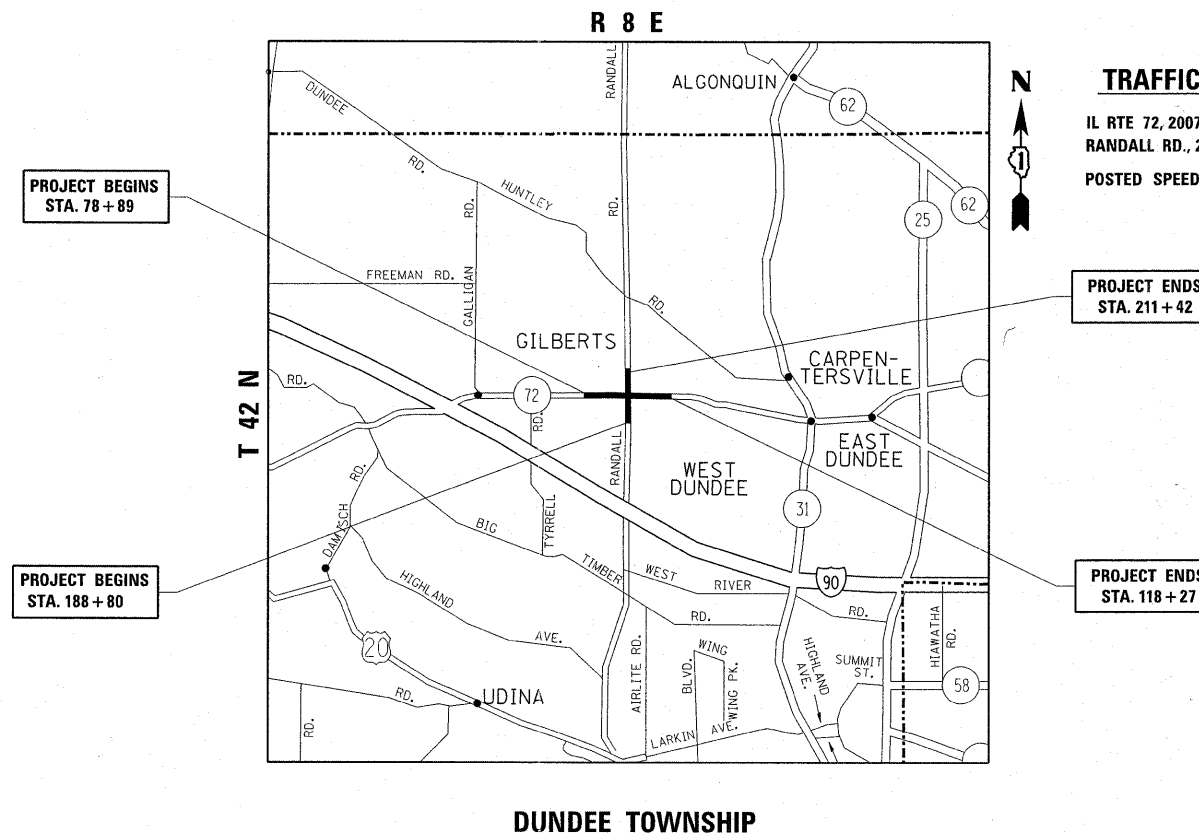


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT ENGINEER KARI SMITH (847) 705-4437  
PROJECT MANAGER KEN ENG (847) 705-4247

CONTRACT NO. 60K09



**TRAFFIC DATA**

IL RTE 72, 2007 ADT = 45,000  
RANDALL RD., 2007 ADT = 16,000  
POSTED SPEED LIMIT = 45-50 MPH

GROSS & NET LENGTH OF PROJECT = 6,200 LINEAL FEET = 1.2 MILE

| F.A.P. RTE.         | SECTION  | COUNTY             | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|--------------------|--------------|-----------|
| 341                 | 62-N-1   | KANE               | 148          | 1         |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 60K09 |              |           |

D -91-402-10



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED June 24 20 11

Diane M. O'Keefe or  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 19 20 11  
Scott E. Still P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

August 19 20 11  
Christine M. Reeder  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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**STATE STANDARDS**

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|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS                                      |
| 420001-07 | PAVEMENT JOINTS   |
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| 442201-03 | CLASS C AND D PATCHES   |
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| 601001-04 | SUB-SURFACE DRAINS  |
| 601101-01 | CONCRETE HEADWALL FOR PIPE DRAIN  |
| 602001-02 | CATCH BASIN, TYPE A   |
| 602006-03 | CATCH BASIN, TYPE B   |
| 602011-02 | CATCH BASIN, TYPE C   |
| 602301-03 | INLET, TYPE A   |
| 602306-03 | INLET, TYPE B   |
| 602411-02 | MANHOLE, TYPE A   |
| 602406-04 | MANHOLE TYPE A, 1800 mm (72") DIAMETER  |
| 602601-02 | PRECAST REINFORCED CONCRETE FLAT SLAB TOP   |
| 604001-03 | FRAME AND LIDS, TYPE 1  |
| 604031-02 | GRATE, TYPE 7   |
| 604036-02 | GRATE, TYPE 8   |
| 604061-02 | FRAME AND GRATE, TYPE 12  |
| 604086-02 | FRAME AND GRATE, TYPE 23  |
| 606001-04 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER                     |
| 606301-04 | PC CONCRETE ISLANDS AND MEDIANS   |
| 606306-03 | CORRUGATED PC CONCRETE MEDIANS  |
| 630001-09 | STEEL PLATE BEAM GUARDRAIL  |
| 701101-02 | OFF-RD OPERATION, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE       |
| 701106-02 | OFF-RD OPERATION, MULTILANE, MORE THAN 15' (4.5 M) FROM PAVEMENT EDGE             |
| 701201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH                               |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS                                       |
| 701306-03 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATION DAY ONLY FOR SPEEDS ≥ 45 MPH          |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY                                  |
| 701326-04 | LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH                      |
| 701426-04 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH   |
| 701606-07 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN                           |
| 701701-07 | URBAN LANE CLOSURE, MULTILANE INTERSECTION  |
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| 720001-01 | SIGN PANEL MOUNTING DETAILS   |
| 814001-02 | HANDHOLES   |
| 814006-02 | DOUBLE HANDHOLES  |
| 857001-01 | STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES                           |
| 862001-01 | UNINTERRUPTABLE POWER SUPPLY (UPS)  |
| 873001-02 | TRAFFIC SIGNAL GROUNDING AND BONDING  |
| 877001-04 | STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'                                  |
| 877011-04 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'                      |
| 878001-00 | CONCRETE FOUNDATION DETAILS   |
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| 880006-01 | TRAFFIC SIGNAL MOUNTING DETAILS   |
| 886001-01 | DETECTOR LOOP INSTALLATIONS   |

**GENERAL NOTES**

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).

10 FEET (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF ELGIN.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES.

THE RESIDENT ENGINEER SHALL DETERMINE THE LOCATIONS OF CLASS "D" PATCHES.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

IT IS CONTRACTOR'S RESPONSIBILITY TO PROVIDE A FIELD LABORATORY FOR USE FOR ANY ON SITE TESTING BY THE ENVIRONMENTAL FIRM. NO TESTING OF ANY KIND, CONTAMINATED OR NON-CONTAMINATED FLUID OR SOLID SHALL BE PERMITTED IN THE ENGINEER'S FIELD OFFICE.

|  |                      |            |           |   |   |  |  |                    |         |        |              |           |
|--|----------------------|------------|-----------|---|---|--|--|--------------------|---------|--------|--------------|-----------|
| FILE NAME =  | USER NAME = pocitech | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>INDEX OF SHEETS, LIST OF STATE STANDARDS &amp; GENERAL NOTES<br/>IL 72 AT RANDALL ROAD</b> |  |  | F.A.P. RTE.        | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pw_work\pwidot\pocitech\10125931\PI10008-Design.dgn |                      | DRAWN -    | REVISED - |   |   |  |  | 341                | 62-N-1  | KANE   | 148          | 2         |
| PLOT SCALE = 50.0000' / in.                            |                      | CHECKED -  | REVISED - |   | SCALE: SHEET NO. OF SHEETS STA. TO STA.   |  |  | CONTRACT NO. 60K09 |         |        |              |           |
| PLOT DATE = 6/23/2011                                  |                      | DATE -     | REVISED - |   | FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT   |  |  |                    |         |        |              |           |

| SUMMARY OF QUANTITIES |   |       | CONSTRUCTION TYPE CODE |                           |                                     |   |                  | SUMMARY OF QUANTITIES     |          |  | CONSTRUCTION TYPE CODE |                        |                           |                                     |   |                  |                           |
|-----------------------|---|-------|------------------------|---------------------------|-------------------------------------|---|------------------|---------------------------|----------|--|------------------------|------------------------|---------------------------|-------------------------------------|---|------------------|---------------------------|
| CODE NO               | ITEM  | UNIT  | URBAN TOTAL QUANTITIES | 0004                      | 0021                                | 0021                                    | 0021             | 0021                      | CODE NO  | ITEM   | UNIT                   | URBAN TOTAL QUANTITIES | 0004                      | 0021                                | 0021                                    | 0021             | 0021                      |
|                       |   |       |                        | 90% FED 10% STATE ROADWAY | 90% FED 5% STATE 5% KANE T. SIGNALS | 100% STATE LIGHTING/SIGNAL INTERCONNECT | 100% KANE COUNTY | 100% CITY OF ELGIN E.V.P. |          |  |                        |                        | 90% FED 10% STATE ROADWAY | 90% FED 5% STATE 5% KANE T. SIGNALS | 100% STATE LIGHTING/SIGNAL INTERCONNECT | 100% KANE COUNTY | 100% CITY OF ELGIN E.V.P. |
| 20100110              | TREE REMOVAL (6 TO 15 UNITS DIAMETER)         | UNIT  | 794                    | 794                       |                                     |   |                  |                           | 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT             | SO YD                  | 117                    | 117                       |                                     |   |                  |                           |
| 20100210              | TREE REMOVAL (OVER 15 UNITS DIAMETER)         | UNIT  | 347                    | 347                       |                                     |   |                  |                           | 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50             | TON                    | 95                     | 95                        |                                     |   |                  |                           |
| 20101000              | TEMPORARY FENCE                               | FOOT  | 650                    | 650                       |                                     |   |                  |                           | 40603595 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 | TON                    | 5745                   | 5745                      |                                     |   |                  |                           |
| * 20101300            | TREE PRUNING (1 TO 10 INCH DIAMETER)          | EACH  | 5                      | 5                         |                                     |   |                  |                           | 42001300 | PROTECTIVE COAT  | SO YD                  | 6825                   | 6825                      |                                     |   |                  |                           |
| * 20101350            | TREE PRUNING (OVER 10 INCH DIAMETER)          | EACH  | 10                     | 10                        |                                     |   |                  |                           | 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH       | SO YD                  | 27                     | 27                        |                                     |   |                  |                           |
| 20200100              | EARTH EXCAVATION                              | CU YD | 17772                  | 17772                     |                                     |   |                  |                           | 44000100 | PAVEMENT REMOVAL   | SO YD                  | 7355                   | 7355                      |                                     |   |                  |                           |
| 20201200              | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL   | CU YD | 5660                   | 5660                      |                                     |   |                  |                           | 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2"                      | SO YD                  | 32595                  | 32595                     |                                     |   |                  |                           |
| 20800150              | TRENCH BACKFILL                               | CU YD | 2232                   | 2232                      |                                     |   |                  |                           | 44000200 | DRIVEWAY PAVEMENT REMOVAL                                | SO YD                  | 1095                   | 1095                      |                                     |   |                  |                           |
| 21001000              | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION  | SO YD | 5056                   | 5056                      |                                     |   |                  |                           | 44000300 | CURB REMOVAL   | FOOT                   | 80                     | 80                        |                                     |   |                  |                           |
| * 21101615            | TOPSOIL FURNISH AND PLACE, 4"                 | SO YD | 11720                  | 11720                     |                                     |   |                  |                           | 44000400 | GUTTER REMOVAL   | FOOT                   | 2173                   | 2173                      |                                     |   |                  |                           |
| * 21101805            | COMPOST FURNISH AND PLACE, 2"                 | SO YD | 11720                  | 11720                     |                                     |   |                  |                           | 44000400 | GUTTER REMOVAL   | FOOT                   | 2173                   | 2173                      |                                     |   |                  |                           |
| * 25000210            | SEEDING, CLASS 2A                             | ACRE  | 4.5                    | 4.5                       |                                     |   |                  |                           | 44004250 | PAVED SHOULDER REMOVAL                                   | SO YD                  | 9800                   | 9800                      |                                     |   |                  |                           |
| * 25000310            | SEEDING, CLASS 4                              | ACRE  | 2.42                   | 2.42                      |                                     |   |                  |                           | 44201839 | CLASS D PATCHES, TYPE II, 16 INCH                        | SO YD                  | 188                    | 188                       |                                     |   |                  |                           |
| * 25000400            | NITROGEN FERTILIZER NUTRIENT                  | POUND | 480                    | 480                       |                                     |   |                  |                           | 44201843 | CLASS D PATCHES, TYPE III, 16 INCH                       | SO YD                  | 117                    | 117                       |                                     |   |                  |                           |
| * 25000500            | PHOSPHORUS FERTILIZER NUTRIENT                | POUND | 480                    | 480                       |                                     |   |                  |                           | 44201845 | CLASS D PATCHES, TYPE IV, 16 INCH                        | SO YD                  | 249                    | 249                       |                                     |   |                  |                           |
| * 25000600            | POTASSIUM FERTILIZER NUTRIENT                 | POUND | 480                    | 480                       |                                     |   |                  |                           | 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT                 | FOOT                   | 14580                  | 14580                     |                                     |   |                  |                           |
| * 25100630            | EROSION CONTROL BLANKET                       | SO YD | 33495                  | 33495                     |                                     |   |                  |                           | 50105220 | PIPE CULVERT REMOVAL                                     | FOOT                   | 360                    | 360                       |                                     |   |                  |                           |
| * 25100900            | TURF REINFORCEMENT MAT                        | SO YD | 680                    | 680                       |                                     |   |                  |                           | 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"      | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| * 25200110            | SODDING, SALT TOLERANT                        | SO YD | 3990                   | 3990                      |                                     |   |                  |                           | 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"      | EACH                   | 13                     | 13                        |                                     |   |                  |                           |
| * 25200200            | SUPPLEMENTAL WATERING                         | UNIT  | 20                     | 20                        |                                     |   |                  |                           | 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"      | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 28000305              | TEMPORARY DITCH CHECKS                        | FOOT  | 264                    | 264                       |                                     |   |                  |                           | 54213693 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"      | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 28000400              | PERIMETER EROSION BARRIER                     | FOOT  | 12225                  | 12225                     |                                     |   |                  |                           | 54213705 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 60"      | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 28000510              | INLET FILTERS                                 | EACH  | 75                     | 75                        |                                     |   |                  |                           | 54247130 | GRATING FOR CONCRETE FLARED END SECTION 24"              | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 28100105              | STONE RIPRAP, CLASS A3                        | SO YD | 585                    | 585                       |                                     |   |                  |                           | 54247190 | GRATING FOR CONCRETE FLARED END SECTION 48"              | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 28200200              | FILTER FABRIC                                 | SO YD | 585                    | 585                       |                                     |   |                  |                           | 54247210 | GRATING FOR CONCRETE FLARED END SECTION 60"              | EACH                   | 1                      | 1                         |                                     |   |                  |                           |
| 35102000              | AGGREGATE BASE COURSE, TYPE B 8"              | SO YD | 200                    | 200                       |                                     |   |                  |                           | 542A0220 | PIPE CULVERTS, CLASS A, TYPE 1 15"                       | FOOT                   | 80                     | 80                        |                                     |   |                  |                           |
| 35501308              | HOT-MIX ASPHALT BASE COURSE, 6"               | SO YD | 270                    | 270                       |                                     |   |                  |                           | 542A1060 | PIPE CULVERTS, CLASS A, TYPE 2 15"                       | FOOT                   | 73                     | 73                        |                                     |   |                  |                           |
| 35501316              | HOT-MIX ASPHALT BASE COURSE, 8"               | SO YD | 290                    | 290                       |                                     |   |                  |                           | 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12"                        | FOOT                   | 1438                   | 1438                      |                                     |   |                  |                           |
| 35600714              | HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"  | SO YD | 7490                   | 7490                      |                                     |   |                  |                           | 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15"                        | FOOT                   | 287                    | 287                       |                                     |   |                  |                           |
| 35600718              | HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2" | SO YD | 11200                  | 11200                     |                                     |   |                  |                           | 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18"                        | FOOT                   | 78                     | 78                        |                                     |   |                  |                           |
| 40600200              | BITUMINOUS MATERIALS (PRIME COAT)             | TON   | 21                     | 21                        |                                     |   |                  |                           |          |  |                        |                        |                           |                                     |   |                  |                           |
| 40600300              | AGGREGATE (PRIME COAT)                        | TON   | 103                    | 103                       |                                     |   |                  |                           |          |  |                        |                        |                           |                                     |   |                  |                           |
| 40600400              | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS    | TON   | 77                     | 77                        |                                     |   |                  |                           |          |  |                        |                        |                           |                                     |   |                  |                           |
| 40600895              | CONSTRUCTING TEST STRIP                       | EACH  | 2                      | 2                         |                                     |   |                  |                           |          |  |                        |                        |                           |                                     |   |                  |                           |
|                       |   |       |                        |                           |                                     |   |                  |                           |          | * SPECIALTY ITEMS  |                        |                        |                           |                                     |   |                  |                           |

|  |                             |            |           |
|--|-----------------------------|------------|-----------|
| FILE NAME *  | USER NAME = ppc/tech        | DESIGNED - | REVISED - |
| c:\p\war\k\p\td\p\poc\tech\h\01269331\PI10008-Desig\nd |                             | DRAWN -    | REVISED - |
|  | PLOT SCALE = 50,0000 "/ In. | CHECKED -  | REVISED - |
|  | PLOT DATE = 6/23/2011       | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|  |           |           |              |
|--|-----------|-----------|--------------|
| <b>SUMMARY OF QUANTITIES<br/>IL 72 AT RANDALL ROAD</b> |           |           |              |
| SCALE:   | SHEET NO. | OF SHEETS | STA. TO STA. |

|   |         |        |              |           |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341   | 62-N-1  | KANE   | 148          | 3         |
| CONTRACT NO. 60K09                              |         |        |              |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |              |           |

| SUMMARY OF QUANTITIES |  |       | URBAN CONSTRUCTION TYPE CODE |   |  |   |                             | SUMMARY OF QUANTITIES                   |            |  | URBAN CONSTRUCTION TYPE CODE |                  |   |  |   |                             |   |
|-----------------------|--|-------|------------------------------|---|--|---|-----------------------------|---|------------|--|------------------------------|------------------|---|--|---|-----------------------------|---|
| CODE NO               | ITEM   | UNIT  | TOTAL QUANTITIES             | 0004<br>90% FED<br>10% STATE<br>ROADWAY | 0021<br>90% FED<br>5% STATE<br>5% KANE<br>T. SIGNALS | 0021<br>100% STATE<br>LIGHTING/<br>SIGNAL<br>INTERCONNECT | 0021<br>100% KANE<br>COUNTY | 0021<br>100% CITY<br>OF ELGIN<br>E.V.P. | CODE NO    | ITEM   | UNIT                         | TOTAL QUANTITIES | 0004<br>90% FED<br>10% STATE<br>ROADWAY | 0021<br>90% FED<br>5% STATE<br>5% KANE<br>T. SIGNALS | 0021<br>100% STATE<br>LIGHTING/<br>SIGNAL<br>INTERCONNECT | 0021<br>100% KANE<br>COUNTY | 0021<br>100% CITY<br>OF ELGIN<br>E.V.P. |
| 550A0410              | STORM SEWERS, CLASS A, TYPE 2 24"  | FOOT  | 2857                         | 2857                                    |  |   |                             |   | 60624600   | CORRUGATED MEDIAN  | SO FT                        | 14220            | 14220                                   |  |   |                             |   |
| 550A0430              | STORM SEWERS, CLASS A, TYPE 2 30"  | FOOT  | 10                           | 10                                      |  |   |                             |   | 63200310   | GUARDRAIL REMOVAL  | FOOT                         | 266              | 266                                     |  |   |                             |   |
| 550A0480              | STORM SEWERS, CLASS A, TYPE 2 48"  | FOOT  | 424                          | 424                                     |  |   |                             |   | 63301210   | REMOVE AND REERECT STEEL PLATE BEAM<br>GUARDRAIL, TYPE A | FOOT                         | 632              | 632                                     |  |   |                             |   |
| 550A0500              | STORM SEWERS, CLASS A, TYPE 2 60"  | FOOT  | 18                           | 18                                      |  |   |                             |   | 67000400   | ENGINEER'S FIELD OFFICE, TYPE A                          | CAL MO                       | 12               | 12                                      |  |   |                             |   |
| 55100500              | STORM SEWER REMOVAL 12"  | FOOT  | 662                          | 662                                     |  |   |                             |   | 67100100   | MOBILIZATION   | L SUM                        | 1                | 1                                       |  |   |                             |   |
| 55100700              | STORM SEWER REMOVAL 15"  | FOOT  | 240                          | 240                                     |  |   |                             |   | 70300100   | SHORT TERM PAVEMENT MARKING                              | FOOT                         | 5210             | 5210                                    |  |   |                             |   |
| 55100900              | STORM SEWER REMOVAL 18"  | FOOT  | 718                          | 718                                     |  |   |                             |   | 70300210   | TEMPORARY PAVEMENT MARKING<br>- LETTERS AND SYMBOLS      | SO FT                        | 983              | 983                                     |  |   |                             |   |
| 55101200              | STORM SEWER REMOVAL 24"  | FOOT  | 852                          | 852                                     |  |   |                             |   | 70300220   | TEMPORARY PAVEMENT MARKING<br>- LINE 4"                  | FOOT                         | 29750            | 29750                                   |  |   |                             |   |
| 55101400              | STORM SEWER REMOVAL 30"  | FOOT  | 120                          | 120                                     |  |   |                             |   | 70300240   | TEMPORARY PAVEMENT MARKING<br>- LINE 6"                  | FOOT                         | 4750             | 4750                                    |  |   |                             |   |
| 60100060              | CONCRETE HEADWALLS FOR PIPE DRAINS   | EACH  | 10                           | 10                                      |  |   |                             |   | 70300260   | TEMPORARY PAVEMENT MARKING<br>- LINE 12"                 | FOOT                         | 550              | 550                                     |  |   |                             |   |
| 60107600              | PIPE UNDERDRAINS 4"  | FOOT  | 1000                         | 1000                                    |  |   |                             |   | 70300280   | TEMPORARY PAVEMENT MARKING<br>- LINE 24"                 | FOOT                         | 265              | 265                                     |  |   |                             |   |
| 60108100              | PIPE UNDERDRAINS 4" (SPECIAL)  | FOOT  | 100                          | 100                                     |  |   |                             |   | 70301000   | WORK ZONE PAVEMENT MARKING REMOVAL                       | SO FT                        | 14344            | 14344                                   |  |   |                             |   |
| 60201205              | CATCH BASINS, TYPE A, 4'-DIAMETER,<br>TYPE 12 FRAME AND GRATE                | EACH  | 5                            | 5                                       |  |   |                             |   | * 72000100 | SIGN PANEL - TYPE 1                                      | SO FT                        | 55               |   | 55   |   |                             |   |
| 60201330              | CATCH BASINS, TYPE A, 4'-DIAMETER,<br>TYPE 23 FRAME AND GRATE                | EACH  | 6                            | 6                                       |  |   |                             |   | * 72000200 | SIGN PANEL - TYPE 2                                      | SO FT                        | 25               |   | 25   |   |                             |   |
| 60204505              | CATCH BASINS, TYPE A, 5'-DIAMETER,<br>TYPE 8 GRATE                           | EACH  | 1                            | 1                                       |  |   |                             |   | * 78000100 | THERMOPLASTIC PAVEMENT MARKING<br>- LETTERS AND SYMBOLS  | SO FT                        | 511              | 511                                     |  |   |                             |   |
| 60204905              | CATCH BASINS, TYPE A, 5'-DIAMETER,<br>TYPE 12 FRAME AND GRATE                | EACH  | 1                            | 1                                       |  |   |                             |   | * 78000200 | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 4"              | FOOT                         | 17538            | 17538                                   |  |   |                             |   |
| 60205030              | CATCH BASINS, TYPE A, 5'-DIAMETER,<br>TYPE 23 FRAME AND GRATE                | EACH  | 5                            | 5                                       |  |   |                             |   | * 78000400 | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 6"              | FOOT                         | 2580             | 2580                                    |  |   |                             |   |
| 60206600              | CATCH BASINS, TYPE B, TYPE 7 GRATE   | EACH  | 2                            | 2                                       |  |   |                             |   | * 78000600 | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 12"             | FOOT                         | 320              | 320                                     |  |   |                             |   |
| 60208230              | CATCH BASINS, TYPE C, TYPE 23 FRAME<br>AND GRATE                             | EACH  | 3                            | 3                                       |  |   |                             |   | * 78000650 | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 24"             | FOOT                         | 135              | 135                                     |  |   |                             |   |
| 60218400              | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1<br>FRAME, CLOSED LID                   | EACH  | 6                            | 6                                       |  |   |                             |   | * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER                        | EACH                         | 351              | 351                                     |  |   |                             |   |
| 60221100              | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1<br>FRAME, CLOSED LID                   | EACH  | 6                            | 6                                       |  |   |                             |   | 78300100   | PAVEMENT MARKING REMOVAL                                 | SO FT                        | 10850            | 10850                                   |  |   |                             |   |
| 60221102              | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1<br>FRAME, CLOSED LID, RESTRICTOR PLATE | EACH  | 4                            | 4                                       |  |   |                             |   | 78300200   | RAISED REFLECTIVE PAVEMENT MARKER<br>REMOVAL             | EACH                         | 286              | 286                                     |  |   |                             |   |
| 60223800              | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1<br>FRAME, CLOSED LID                   | EACH  | 2                            | 2                                       |  |   |                             |   | * 80400100 | ELECTRIC SERVICE INSTALLATION                            | EACH                         | 1                |   |  | 1   |                             |   |
| 60224446              | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1<br>FRAME, CLOSED LID                   | EACH  | 1                            | 1                                       |  |   |                             |   | * 80400200 | ELECTRIC UTILITY SERVICE CONNECTION                      | L SUM                        | 1                |   |  | 1   |                             |   |
| 60236900              | INLETS, TYPE A, TYPE 12 FRAME AND GRATE                                      | EACH  | 4                            | 4                                       |  |   |                             |   | * 80500020 | SERVICE INSTALLATION-POLE MOUNTED                        | EACH                         | 1                |   | 1  |   |                             |   |
| 60237460              | INLETS, TYPE A, TYPE 23 FRAME AND GRATE                                      | EACH  | 12                           | 12                                      |  |   |                             |   | * 81000600 | CONDUIT IN TRENCH, 2" DIA., GALVANIZED<br>STEEL          | FOOT                         | 2157             |   | 1101   | 1056  |                             |   |
| 60240315              | INLETS, TYPE B, TYPE 12 FRAME AND GRATE                                      | EACH  | 1                            | 1                                       |  |   |                             |   | * 81000700 | CONDUIT IN TRENCH, 2 1/2" DIA.,<br>GALVANIZED STEEL      | FOOT                         | 81               |   | 81   |   |                             |   |
| 60240327              | INLETS, TYPE B, TYPE 23 FRAME AND GRATE                                      | EACH  | 3                            | 3                                       |  |   |                             |   | 81000800   | CONDUIT IN TRENCH, 3" DIA., GALVANIZED<br>STEEL          | FOOT                         | 76               |   | 76   |   |                             |   |
| 60500040              | REMOVING MANHOLES  | EACH  | 16                           | 16                                      |  |   |                             |   | 81001000   | CONDUIT IN TRENCH, 4" DIA., GALVANIZED<br>STEEL          | FOOT                         | 144              |   | 144  |   |                             |   |
| 60500050              | REMOVING CATCH BASINS  | EACH  | 1                            | 1                                       |  |   |                             |   |            | * SPECIALTY ITEMS  |                              |                  |   |  |   |                             |   |
| 60600095              | CLASS SI CONCRETE (OUTLET)   | CU YD | 13                           | 13                                      |  |   |                             |   |            |  |                              |                  |   |  |   |                             |   |
| 60618760              | CONCRETE MEDIAN, TYPE M-4.12   | SO FT | 30590                        | 30590                                   |  |   |                             |   |            |  |                              |                  |   |  |   |                             |   |

Rev.



| SUMMARY OF QUANTITIES |  |       | CONSTRUCTION TYPE CODE       |                                 |  |   |                     | SUMMARY OF QUANTITIES           |            |  | CONSTRUCTION TYPE CODE |                              |                                 |  |   |                     |                                 |
|-----------------------|--|-------|------------------------------|---------------------------------|--|---|---------------------|---------------------------------|------------|--|------------------------|------------------------------|---------------------------------|--|---|---------------------|---------------------------------|
| CODE NO               | ITEM   | UNIT  | URBAN<br>TOTAL<br>QUANTITIES | 0004                            | 0021   | 0021  | 0021                | 0021                            | CODE NO    | ITEM   | UNIT                   | URBAN<br>TOTAL<br>QUANTITIES | 0004                            | 0021   | 0021  | 0021                | 0021                            |
|                       |  |       |                              | 90% FED<br>10% STATE<br>ROADWAY | 90% FED<br>5% STATE<br>5% KANE<br>T. SIGNALS | 100% STATE<br>LIGHTING/<br>SIGNAL<br>INTERCONNECT | 100% KANE<br>COUNTY | 100% CITY<br>OF ELGIN<br>E.V.P. |            |  |                        |                              | 90% FED<br>10% STATE<br>ROADWAY | 90% FED<br>5% STATE<br>5% KANE<br>T. SIGNALS | 100% STATE<br>LIGHTING/<br>SIGNAL<br>INTERCONNECT | 100% KANE<br>COUNTY | 100% CITY<br>OF ELGIN<br>E.V.P. |
| * D2002472            | EVERGREEN, PINUS FLEXILIS VANDERWOLF'S PYRAMID (VANDERWOLF'S PYRAMID LIMBER PINE), 6' HEIGHT, BALLED AND BURLAPPED | EACH  | 23                           | 23                              |  |   |                     |                                 | * X8360215 | LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET                  | FOOT                   | 30                           |                                 |  | 30  |                     |                                 |
| * K0029634            | WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE  | POUND | 5                            | 5                               |  |   |                     |                                 | * X8710024 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F      | FOOT                   | 9274                         |                                 |  | 9274  |                     |                                 |
| X0322936              | REMOVE EXISTING FLARED END SECTION   | EACH  | 20                           | 20                              |  |   |                     |                                 | * XX004913 | REMOVE FIBER OPTIC CABLE FROM CONDUIT                        | FOOT                   | 7190                         |                                 | 7190   |   |                     |                                 |
| * X0324085            | EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C  | FOOT  | 1139                         |                                 |  |   | 1139                |                                 | * XX007251 | INTERSECTION VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ CAMERA | EACH                   | 1                            |                                 |  |   | 1                   |                                 |
| X0325167              | POROUS GRANULAR EMBANKMENT, SUBGRADE 24 INCH   | SO YD | 333                          | 333                             |  |   |                     |                                 | * XX008453 | ETHERNET SWITCH, TYPE 1                                      | EACH                   | 1                            |                                 |  |   | 1                   |                                 |
| * X0326148            | TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM  | EACH  | 16                           |                                 |  | 16  |                     |                                 | * XX007953 | NETWORK CONFIGURATION  | L SUM                  | 1                            |                                 | 1  |   |                     |                                 |
| X0327001              | PERMANENT DITCH CHECK WITH 12" PIPE  | EACH  | 1                            | 1                               |  |   |                     |                                 | Z0001050   | AGGREGATE SUBGRADE 12"                                       | SO YD                  | 25575                        | 25575                           |  |   |                     |                                 |
| X4021000              | TEMPORARY ACCESS (PRIVATE ENTRANCE)  | EACH  | 4                            | 4                               |  |   |                     |                                 | X6015000   | REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS                    | EACH                   | 4                            | 4                               |  |   |                     |                                 |
| X4022000              | TEMPORARY ACCESS (COMMERCIAL ENTRANCE)   | EACH  | 3                            | 3                               |  |   |                     |                                 | Z0013798   | CONSTRUCTION LAYOUT  | L SUM                  | 1                            | 1                               |  |   |                     |                                 |
| X4024000              | TEMPORARY ACCESS (FIELD ENTRANCE)  | EACH  | 5                            | 5                               |  |   |                     |                                 | Z0022800   | FENCE REMOVAL  | FOOT                   | 100                          | 100                             |  |   |                     |                                 |
| X4067112              | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70   | TON   | 400                          | 400                             |  |   |                     |                                 | Z0030850   | TEMPORARY INFORMATION SIGNING                                | SO FT                  | 102.8                        | 102.8                           |  |   |                     |                                 |
| X4401198              | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  | SO YD | 2512                         | 2512                            |  |   |                     |                                 | * Z0033020 | LUMINAIRE SAFETY CABLE ASSEMBLY                              | EACH                   | 20                           |                                 |  | 20  |                     |                                 |
| X6063600              | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24  | FOOT  | 6680                         | 6680                            |  |   |                     |                                 | Z0033046   | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2                    | EACH                   | 1                            |                                 | 1  |   |                     |                                 |
| X6331009              | REMOVE AND REPLACE STEEL PLATE BEAM GUARDRAIL, SPECIAL   | FOOT  | 630                          | 630                             |  |   |                     |                                 | Z0040530   | PIPE UNDERDRAIN REMOVAL                                      | FOOT                   | 2425                         | 2425                            |  |   |                     |                                 |
| X7010216              | TRAFFIC CONTROL AND PROTECTION, (SPECIAL)  | L SUM | 1                            | 1                               |  |   |                     |                                 | Z0042002   | POROUS GRANULAR EMBANKMENT, SUBGRADE                         | CU YD                  | 790                          | 790                             |  |   |                     |                                 |
| X7030025              | WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS  | SO FT | 1966                         | 1966                            |  |   |                     |                                 | Z0073510   | TEMPORARY TRAFFIC SIGNAL TIMING                              | EACH                   | 1                            |                                 | 1  |   |                     |                                 |
| X7030030              | WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH   | FOOT  | 59500                        | 59500                           |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| X7030040              | WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH   | FOOT  | 9500                         | 9500                            |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| X7030050              | WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH  | FOOT  | 1100                         | 1100                            |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| X7030055              | WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH  | FOOT  | 530                          | 530                             |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X7800605            | URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS  | SO FT | 472                          | 472                             |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X7800610            | URETHANE PAVEMENT MARKING - LINE 4"  | FOOT  | 12212                        | 12212                           |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X7800630            | URETHANE PAVEMENT MARKING - LINE 6"  | FOOT  | 2170                         | 2170                            |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X7800650            | URETHANE PAVEMENT MARKING - LINE 12"   | FOOT  | 230                          | 230                             |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X7800680            | URETHANE PAVEMENT MARKING - LINE 24"   | FOOT  | 130                          | 130                             |  |   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X8210015            | TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT  | EACH  | 20                           |                                 |  | 20  |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |
| * X8250084            | LIGHTING CONTROLLER, SINGLE DOOR, CONSOLE TYPE   | EACH  | 1                            |                                 |  | 1   |                     |                                 |            |  |                        |                              |                                 |  |   |                     |                                 |

\* SPECIALTY ITEMS

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) |             |    |       |
|---------------------------------------|-------------|----|-------|
| STATION                               | OFFSET (FT) |    | UNITS |
| IL 72 (HIGGINS ROAD)                  |             |    |       |
| 80+76                                 | 29.4        | RT | 14    |
| 80+91                                 | 31.3        | RT | 13    |
| 81+45                                 | 36.8        | RT | 6     |
| 81+64                                 | 39.7        | RT | 6     |
| 83+36                                 | 48.2        | LT | 6     |
| 85+70                                 | 50.1        | LT | 12    |
| 86+87                                 | 52.4        | LT | 7     |
| 87+02                                 | 51.9        | LT | 8     |
| 87+49                                 | 58.8        | RT | 14    |
| 89+57                                 | 53.7        | LT | 12    |
| 89+95                                 | 50.2        | LT | 12    |
| 90+12                                 | 50.0        | LT | 10    |
| 90+20                                 | 55.6        | LT | 8     |
| 90+34                                 | 57.7        | LT | 6     |
| 90+34                                 | 50.1        | LT | 6     |
| 90+90                                 | 55.8        | LT | 6     |
| 91+24                                 | 50.3        | LT | 6     |
| 90+49                                 | 50.2        | LT | 12    |
| 90+55                                 | 57.8        | LT | 8     |
| 90+66                                 | 52.4        | LT | 8     |
| 90+79                                 | 51.3        | LT | 8     |
| 91+70                                 | 49.8        | LT | 6     |
| 93+31                                 | 60.5        | RT | 8     |
| 93+84                                 | 61.7        | RT | 8     |
| 94+38                                 | 59.6        | LT | 6     |
| 94+39                                 | 59.5        | LT | 10    |
| 94+45                                 | 61.1        | LT | 7     |
| 94+73                                 | 58.3        | LT | 8     |
| 94+84                                 | 59.3        | LT | 8     |
| 94+96                                 | 59.8        | LT | 8     |
| 95+11                                 | 67.3        | LT | 9     |
| 95+13                                 | 60.5        | LT | 6     |
| 95+30                                 | 61.2        | LT | 6     |
| 95+48                                 | 60.6        | LT | 6     |
| 95+74                                 | 67.0        | LT | 11    |
| 95+85                                 | 67.5        | LT | 12    |
| 96+25                                 | 60.8        | LT | 10    |
| 100+94                                | 109.9       | LT | 10    |

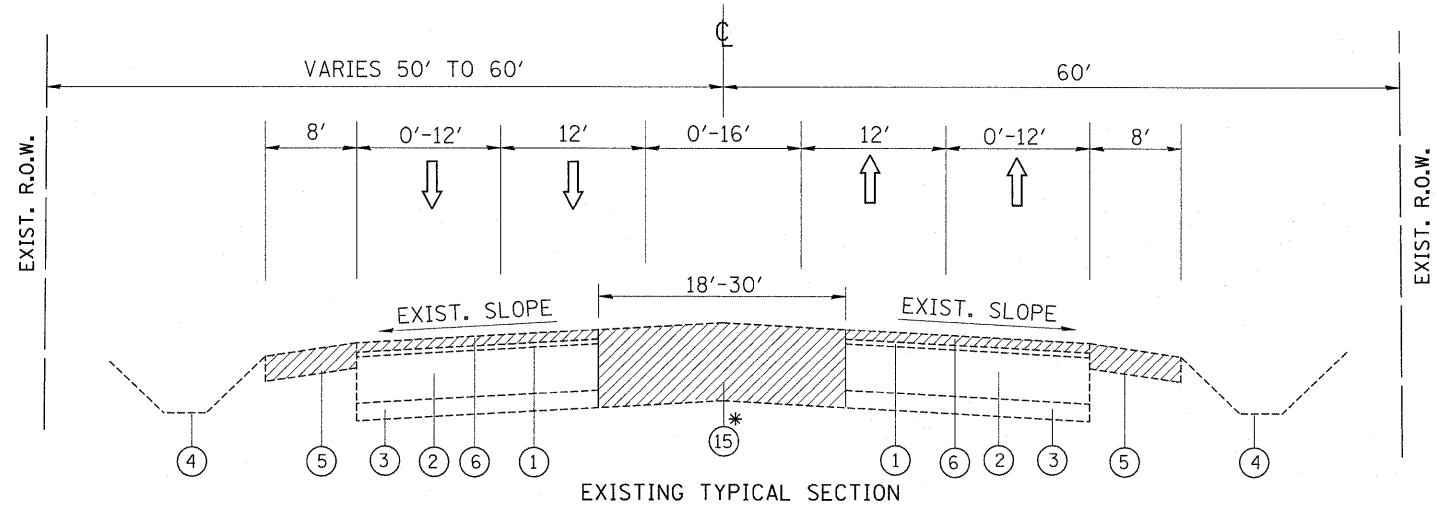
| TREE REMOVAL (6 TO 15 UNITS DIAMETER) |             |    |       |
|---------------------------------------|-------------|----|-------|
| STATION                               | OFFSET (FT) |    | UNITS |
| IL 72 (HIGGINS ROAD)                  |             |    |       |
| 101+06                                | 110.8       | LT | 11    |
| 101+06                                | 98.8        | LT | 6     |
| 101+09                                | 94.7        | LT | 6     |
| 101+09                                | 99.0        | LT | 7     |
| 101+08                                | 98.3        | LT | 8     |
| 101+16                                | 99.4        | LT | 8     |
| 101+26                                | 88.2        | LT | 6     |
| 101+26                                | 85.2        | LT | 6     |
| 101+20                                | 83.2        | LT | 10    |
| 101+53                                | 85.3        | LT | 13    |
| 101+58                                | 79.5        | LT | 15    |
| 101+54                                | 79.9        | LT | 6     |
| 101+72                                | 85.2        | LT | 10    |
| 101+71                                | 78.0        | LT | 8     |
| 101+83                                | 76.9        | LT | 12    |
| 102+11                                | 60.6        | RT | 9     |
| 102+85                                | 59.1        | RT | 6     |
| 104+81                                | 59.1        | RT | 6     |
| 104+77                                | 57.8        | RT | 6     |
| 104+67                                | 57.5        | RT | 8     |
| 104+70                                | 55.3        | RT | 8     |
| 104+68                                | 54.2        | RT | 8     |
| 105+95                                | 61.5        | RT | 9     |
| 106+19                                | 59.5        | RT | 6     |
| 106+21                                | 64.6        | LT | 6     |
| 106+21                                | 58.1        | LT | 15    |
| 106+52                                | 66.8        | LT | 6     |
| 107+35                                | 55.9        | LT | 8     |
| 107+33                                | 51.4        | LT | 10    |
| 107+32                                | 50.1        | LT | 10    |
| 108+89                                | 64.4        | LT | 10    |
| 109+56                                | 59.7        | LT | 10    |
| 109+63                                | 58.6        | RT | 10    |
| 109+81                                | 60.1        | LT | 12    |
| 110+21                                | 53.9        | LT | 13    |
| 113+75                                | 35.0        | LT | 6     |
| 113+76                                | 35.1        | LT | 6     |
| 113+78                                | 34.8        | LT | 6     |

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) |             |    |       |
|---------------------------------------|-------------|----|-------|
| STATION                               | OFFSET (FT) |    | UNITS |
| IL 72 (HIGGINS ROAD)                  |             |    |       |
| 114+12                                | 40.6        | LT | 6     |
| 117+39                                | 38.1        | RT | 6     |
| 117+44                                | 34.9        | RT | 14    |
| 117+55                                | 36.2        | RT | 7     |
| 117+55                                | 35.0        | RT | 8     |
| 117+96                                | 42.4        | RT | 12    |
| 117+92                                | 34.1        | RT | 12    |
| RANDALL ROAD                          |             |    |       |
| 192+21                                | 60.0        | LT | 8     |
| 192+71                                | 69.4        | RT | 12    |
| 194+69                                | 62.4        | LT | 12    |
| 195+05                                | 63.9        | LT | 12    |
| 196+76                                | 63.8        | LT | 10    |
| 197+08                                | 61.6        | LT | 10    |
| 193+74                                | 70.8        | RT | 12    |
| TOTAL:                                |             |    | 794   |

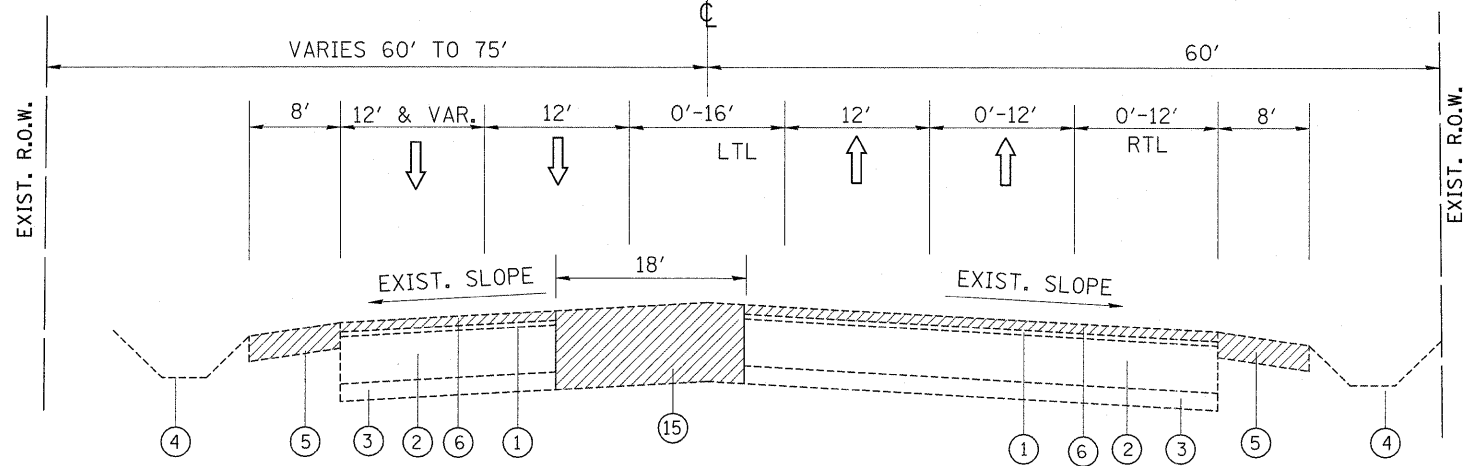
| TREE REMOVAL (OVER 15 UNITS DIAMETER) |             |    |       |
|---------------------------------------|-------------|----|-------|
| STATION                               | OFFSET (FT) |    | UNITS |
| IL 72 (HIGGINS ROAD)                  |             |    |       |
| 80+28                                 | 29.3        | RT | 22    |
| 87+51                                 | 59.4        | RT | 16    |
| 87+46                                 | 50.6        | RT | 18    |
| 86+87                                 | 45.8        | RT | 16    |
| 86+14                                 | 38.6        | RT | 18    |
| 86+82                                 | 50.5        | LT | 16    |
| 87+00                                 | 54.6        | LT | 16    |
| 89+64                                 | 49.4        | LT | 16    |
| 89+73                                 | 46.3        | LT | 16    |
| 96+31                                 | 62.3        | LT | 19    |
| 101+80                                | 83.0        | LT | 26    |
| 104+10                                | 58.7        | RT | 24    |
| 103+88                                | 65.8        | RT | 28    |
| 113+78                                | 46.7        | LT | 24    |
| 116+97                                | 39.3        | RT | 16    |
| 117+14                                | 34.3        | RT | 16    |
| 117+34                                | 35.0        | RT | 24    |
| 117+84                                | 41.8        | RT | 16    |
| TOTAL:                                |             |    | 347   |

| EARTHWORK                                   |                          |                              |                    |                                  |                              |
|---|--------------------------|------------------------------|--------------------|----------------------------------|------------------------------|
| 1   | 2                        | 3                            | 4                  | 5                                | 6                            |
| IL 72 (HIGGINS RD. AT RANDALL RD.)          | EARTH EXCAVATION (CU YD) | UNSUITABLE MATERIALS (CU YD) | EMBANKMENT (CU YD) | ADJUSTMENT FOR SHRINKAGE (CU YD) | FURNISHED EXCAVATION (CU YD) |
| IL 72 (STA. 78+89.94 TO STA. 100+00)        | 6322                     | 1783                         | 797                | 5373                             | 4576                         |
| IL 72 (STA. 100+00 TO STA. 118+27.88)       | 3463                     | 1397                         | 2500               | 2944                             | 444                          |
| RANDALL RD. (STA. 188+80.28 TO STA. 200+00) | 5264                     | 1036                         | 402                | 4474                             | 4072                         |
| RANDALL RD. (STA. 200+00 TO STA. 211+42.64) | 2723                     | 1444                         | 2481               | 2315                             | -166                         |
| TOTAL                                       | 17772                    | 5660                         | 6180               | 15106                            | 8926                         |

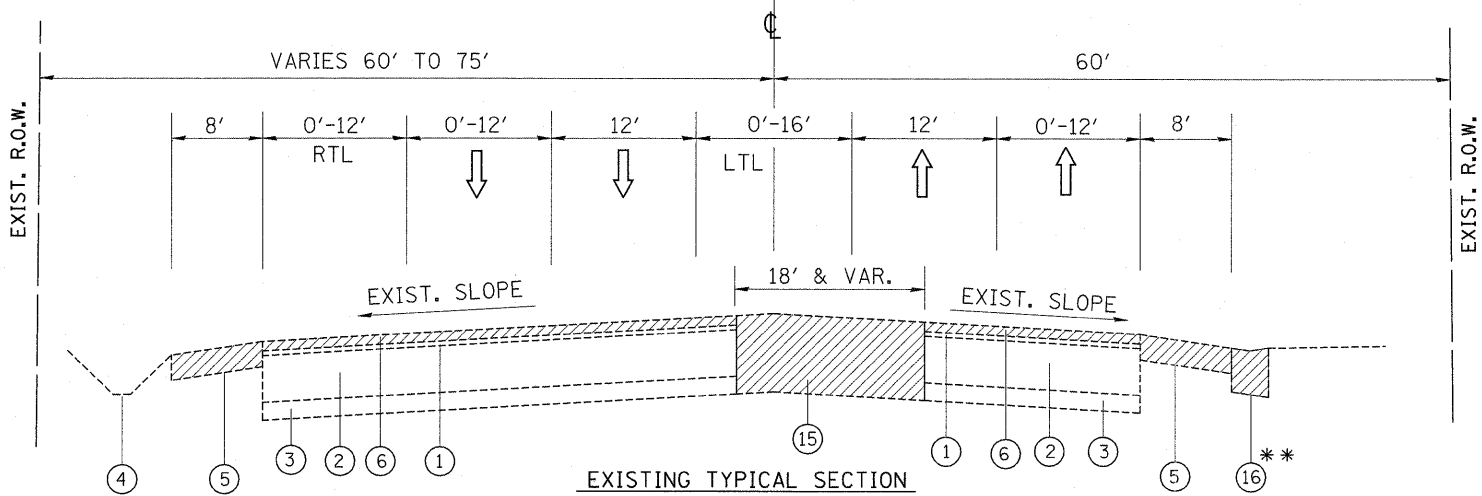
COLUMN 1: LOCATION FROM PLANS  
 COLUMN 2: CUT QUANTITIES FROM CROSS SECTIONS, WHICH DOES NOT INCLUDE UNSUITABLE MATERIAL  
 COLUMN 3: CUT MATERIAL THAT IS DETERMINED TO BE EITHER UNSUITABLE OR UNSUITABLE FOR USE IN EMBANKMENT (TOP SOIL EXCAVATION AT 6" AVERAGE DEPTH)  
 COLUMN 4: QUANTITIES FROM CROSS SECTIONS (FILL)  
 COLUMN 5: EARTH EXCAVATION THAT IS TO BE USED AS FILL MATERIAL IN THE EMBANKMENT, SHRINKAGE FACTOR WAS DETERMINED TO BE 15%  
 COLUMN 6: COLUMN 5 - COLUMN 4, POSITIVE QUANTITIES= EXTRA EXCAVATION, NEGATIVE QUANTITIES= FURNISHED EXCAVATION NEEDED



EXISTING TYPICAL SECTION  
 IL ROUTE 72  
 STA 78+90 TO 95+69  
 STA 106+69 TO 118+28  
 \* NOTE: PAVEMENT REMOVAL FROM STA. 91+39 TO STA. 95+69 & STA. 106+69 TO 109+13  
 (SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS)



EXISTING TYPICAL SECTION  
 IL ROUTE 72  
 STA 95+69 TO 99+32



EXISTING TYPICAL SECTION  
 IL ROUTE 72  
 STA 100+71 TO 106+69  
 \*\* NOTE: GUTTER REMOVAL FROM STA. 98+50 TO STA. 106+69  
 (SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS)

**LEGEND**

- ① EXIST. HMA OVERLAY, 4 1/2" (±)
- ② EXIST. HMA BASE COURSE, 11"-12"
- ③ EXIST. SUB-BASE, 6"
- ④ EXIST. SWALE/DITCH
- ⑤ PROP. PAVED SHOULDER REMOVAL
- ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑦ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- ⑧ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2"
- ⑨ PROP. AGGREGATE SUBGRADE, 12"
- ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"
- ⑪ PROP. COMB. CONC. CURB AND GUTTER, TYPE M-4.24
- ⑫ PROP. CONCRETE MEDIAN, TYPE M-4.12
- ⑬ PROP. CORRUGATED MEDIAN
- ⑭ PROP. SWALE/DITCH
- ⑮ PROP. PAVEMENT REMOVAL
- ⑯ PROP. GUTTER REMOVAL
- ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT

**NOTES:**

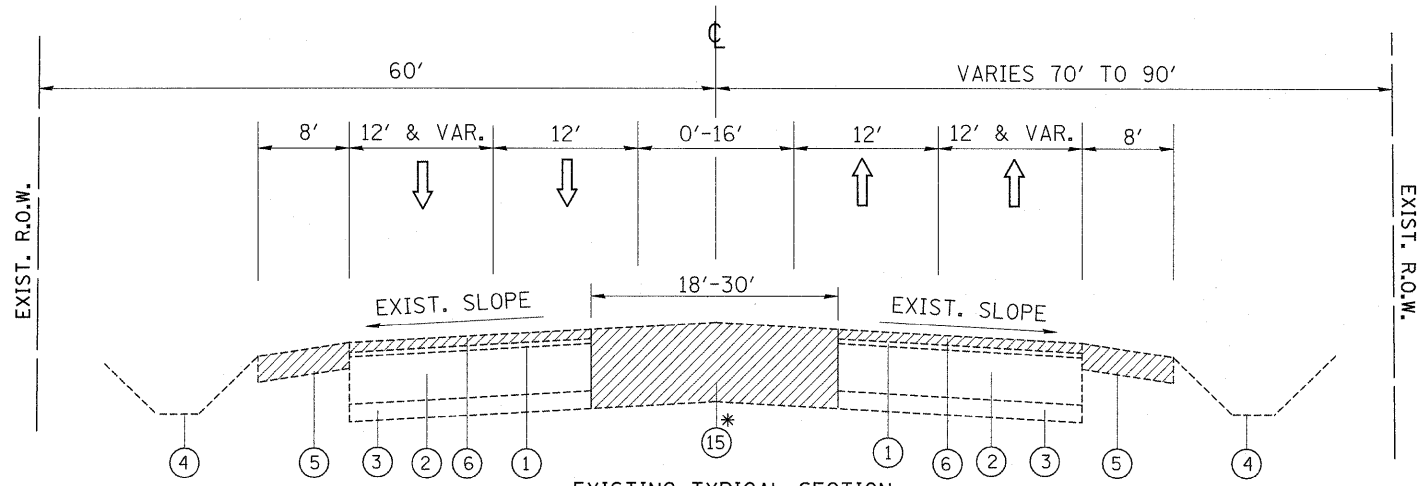
MILLING OF THE ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.  
 SEE EXISTING AND PROPOSED ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROPOSED MEDIANS AND COMB. CONC. CURB AND GUTTER.  
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 SHOULD BE USED FOR SLOPE CORRECTION.

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS                      |                  |
|---|------------------|
| MIXTURE USES  | DESIGN AIR VOIDS |
| <b>PAVEMENT WIDENING AND RESURFACING</b>                  |                  |
| POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, (IL-9.5 mm) | 4% AT 90 GYR.    |
| HMA BASE COURSE WIDENING (HMA BINDER IL-19.0 mm)          | 4% AT 90 GYR.    |
| <b>PATCHING</b>   |                  |
| CLASS D PATCHES, (HMA BINDER IL-19.0 mm)                  | 4% AT 70 GYR.    |
| <b>SHOULDERS</b>  |                  |
| POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, (IL-9.5 mm) | 4% AT 90 GYR.    |
| HMA BASE COURSE WIDENING (HMA BINDER IL-19.0 mm)          | 4% AT 90 GYR.    |
| <b>DRIVEWAYS</b>  |                  |
| HMA SURFACE COURSE, MIX "C", N50, (IL-9.5 mm)             | 4% AT 50 GYR.    |
| HMA BASE COURSE, N50, (HMA BINDER IL-19.0 mm)             | 4% AT 50 GYR.    |

**NOTES:**

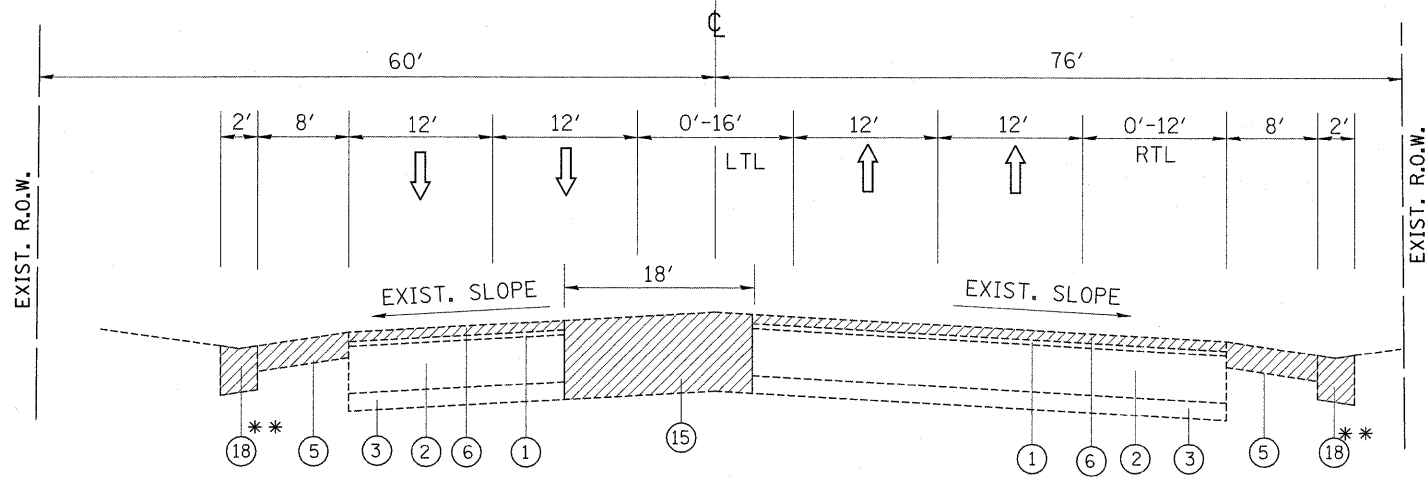
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES QUANTITIES IS 112 LBS/SQ YD/IN.  
 THE "AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
 FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.





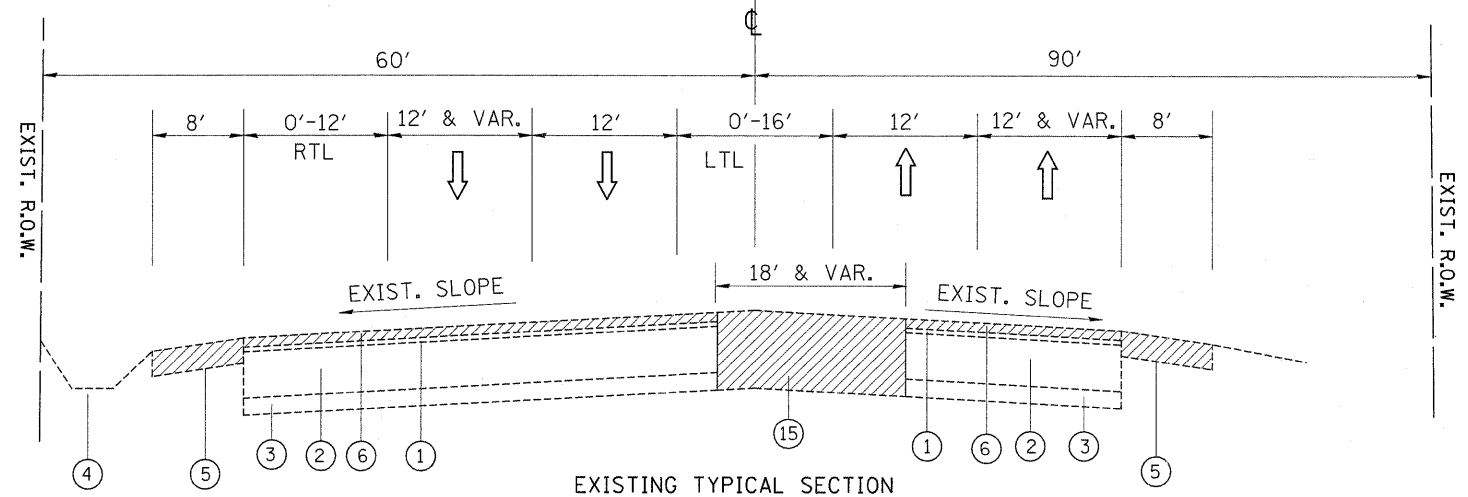
EXISTING TYPICAL SECTION  
RANDALL ROAD  
STA 188+80 TO 196+12  
STA 206+95 TO 211+43

\*NOTE: PAVEMENT REMOVAL FROM STA. 191+08 TO STA. 196+12 & STA. 206+95 TO 208+92  
(SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS)



EXISTING TYPICAL SECTION  
RANDALL ROAD  
STA 196+12 TO 199+29

\*\*NOTE: EXISTING GUTTER TO BE REMOVED FROM STA. 191+62 TO STA. 199+29  
(SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS)



EXISTING TYPICAL SECTION  
RANDALL ROAD  
STA 200+66 TO 206+95

**LEGEND**

- ① EXIST. HMA OVERLAY, 4 1/2" (±)
- ② EXIST. HMA BASE COURSE, 11"-12"
- ③ EXIST. SUB-BASE, 6"
- ④ EXIST. SWALE/DITCH
- ⑤ PROP. PAVED SHOULDER REMOVAL
- ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑦ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- ⑧ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2"
- ⑨ PROP. AGGREGATE SUBGRADE, 12"
- ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"
- ⑪ PROP. COMB. CONC. CURB AND GUTTER, TYPE M-4.24
- ⑫ PROP. CONCRETE MEDIAN, TYPE M-4.12
- ⑬ PROP. CORRUGATED MEDIAN
- ⑭ PROP. SWALE/DITCH
- ⑮ PROP. PAVEMENT REMOVAL
- ⑯ PROP. GUTTER REMOVAL
- ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT

**NOTES:**

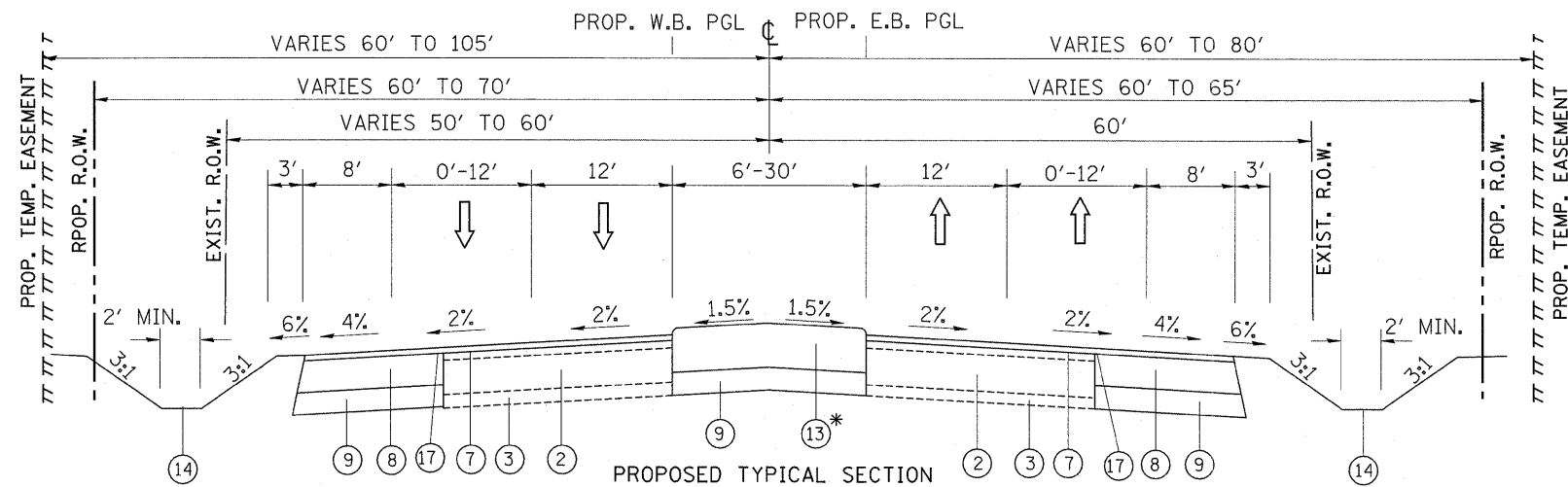
MILLING OF THE ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.  
SEE EXISTING AND PROPOSED ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROPOSED MEDIANS AND COMB. CONC. CURB AND GUTTER.  
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 SHOULD BE USED FOR SLOPE CORRECTION.

**PIPE UNDERDRAIN NOTES:**

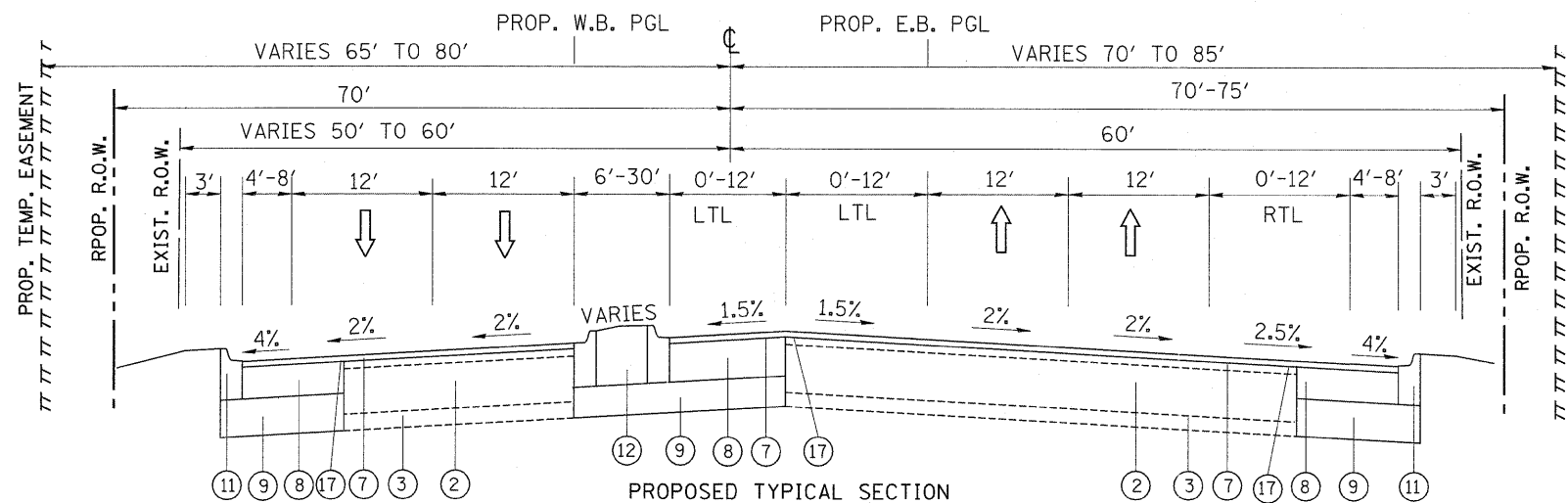
LONGITUDINAL UNDERDRAINS MUST BE PLACED ALONG THE OUTSIDE EDGES OF THE PROPOSED WIDENING FOR BOTH ILLINOISE ROUTE 72 AND RANDALL ROAD AT APPROXIMATELY FOLLOWING LOCATIONS:

| ALIGNMENT         | STATION LOCATION   |
|-------------------|--|
| ILLINOIS ROUTE 72 | 98+00 TO 99+00, RT AND LT CL<br>112+00 TO 113+00, RT AND LT CL<br>117+00 TO 118+00, RT AND LT CL |
| RANDALL ROAD      | 190+00 TO 191+00, RT AND LT CL<br>205+00 TO 206+00, RT AND LT CL                                 |

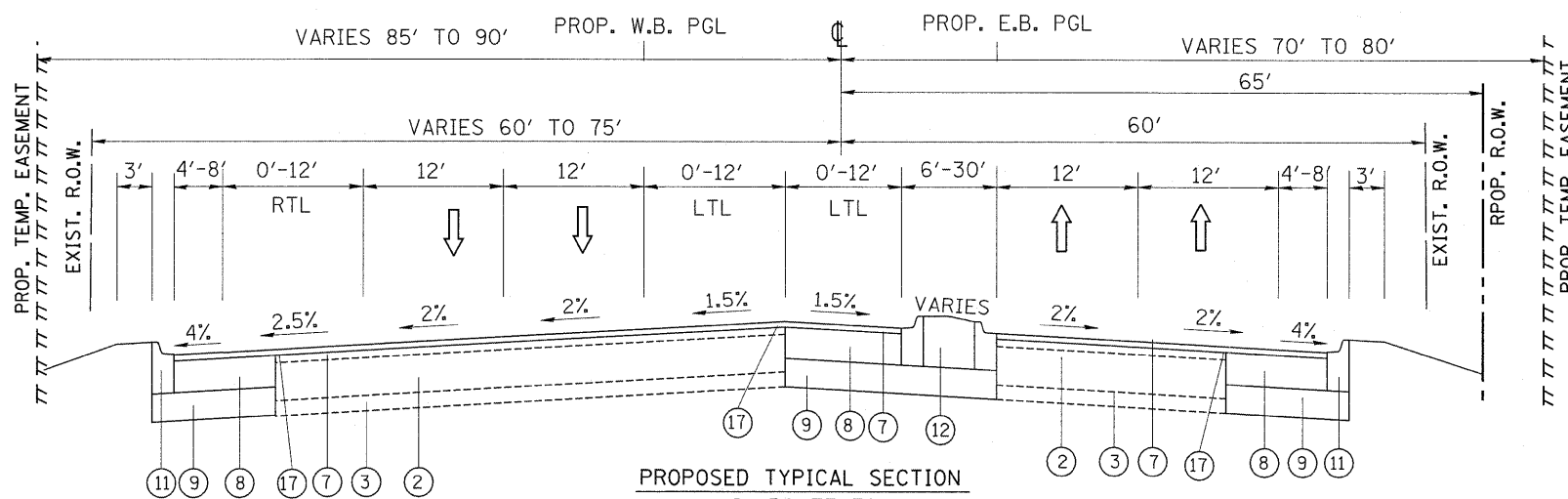
SECTIONS OF UNDERDRAIN HAVING LENGTHS OF ABOUT 100 FEET SHOULD BE PLACED AT LOW POINTS OF THE PROFILE WITHIN AREAS OF AGGREGATE SUBGRADE OR ANY UNDERCUTS REPLACED WITH PGE, SUB. THE UNDERDRAINS SHOULD BE INSTALLED AT A DEPTH OF 30 INCHES BELOW THE TOP OF THE PROPOSED PAVEMENT AND IN ACCORDANCE WITH CHECK SHEET NO. 19 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2011.



IL ROUTE 72  
 STA 78+90 TO 92+64  
 STA 107+88 TO 118+28  
 \*SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROP. CORRUGATED MEDIAN  
 NOTE: FROM STA. 78+90 TO 91+39 AND STA. 109+14 TO 118+278 PROP. PGL IS EXIST. ROADWAY CENTER LINE



IL ROUTE 72  
 STA 92+64 TO 99+14



IL ROUTE 72  
 STA 100+88 TO 107+88

- LEGEND**
- ① EXIST. HMA OVERLAY, 4 1/2" (±)
  - ② EXIST. HMA BASE COURSE, 11"-12"
  - ③ EXIST. SUB-BASE, 6"
  - ④ EXIST. SWALE/DITCH
  - ⑤ PROP. PAVED SHOULDER REMOVAL
  - ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
  - ⑦ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
  - ⑧ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2"
  - ⑨ PROP. AGGREGATE SUBGRADE, 12"
  - ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"
  - ⑪ PROP. COMB. CONC. CURB AND GUTTER, TYPE M-4.24
  - ⑫ PROP. CONCRETE MEDIAN, TYPE M-4.12
  - ⑬ PROP. CORRUGATED MEDIAN
  - ⑭ PROP. SWALE/DITCH
  - ⑮ PROP. PAVEMENT REMOVAL
  - ⑯ PROP. GUTTER REMOVAL
  - ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT

**NOTES:**  
 MILLING OF THE ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.  
 SEE EXISTING AND PROPOSED ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROPOSED MEDIANS AND COMB. CONC. CURB AND GUTTER.  
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 SHOULD BE USED FOR SLOPE CORRECTION.

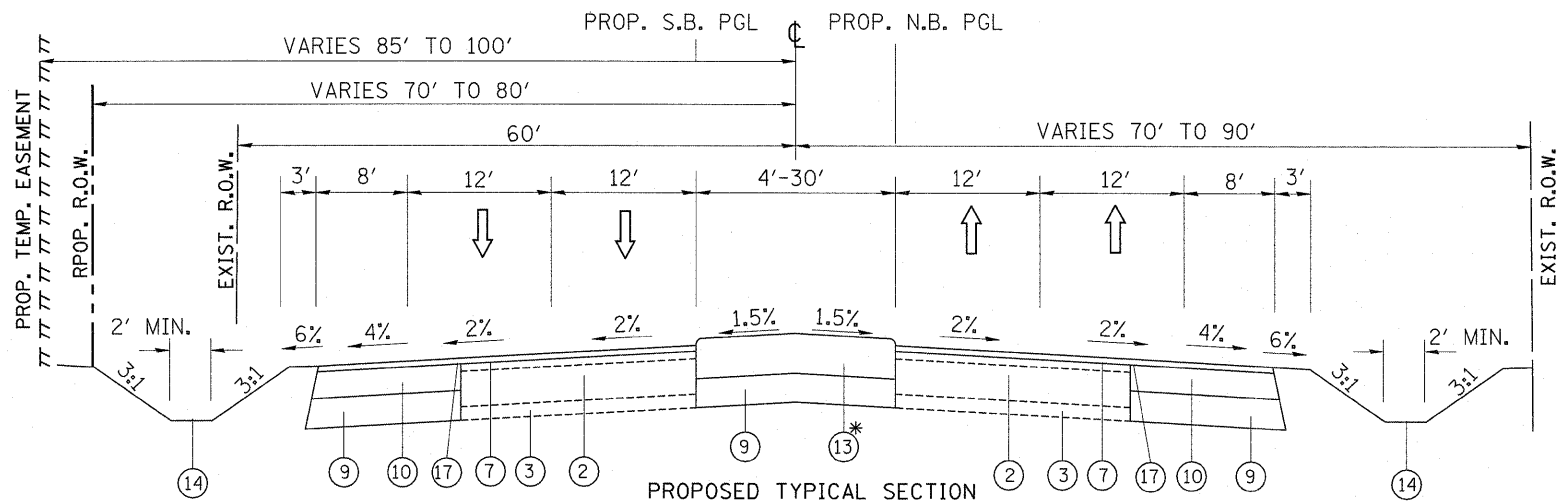
**SUBGRADE TREATMENT PLAN NOTES:**

AGGREGATE SUBGRADE OF 12 INCHES WILL BE SUFFICIENT TO PROVIDE A STABLE SUBGRADE THROUGHOUT THE PROJECT WITH THE FOLLOWING EXCEPTION WHERE WE ANTICIPATE THAT AN UNDERCUT, REPLACED WITH POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE,SUB).

| ALIGNMENT         | LOCATION LIMITS  | DESCRIPTION OF REMEDIATION   | REMEDATION DEPTH AND WIDTH                    |
|-------------------|------------------|--|---|
| ILLINOIS ROUTE 72 | 78+89 TO 89+92   | UNDERCUT AND BACKFILL WITH PGE,SUB UNDERLAIN BY STABILIZATION FABRIC | 6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES) |
| RANDALL ROAD      | 191+62 TO 194+63 | UNDERCUT AND BACKFILL WITH PGE,SUB UNDERLAIN BY STABILIZATION FABRIC | 6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES) |
| RANDALL ROAD      | 202+00 TO 205+50 | UNDERCUT AND BACKFILL WITH PGE,SUB UNDERLAIN BY STABILIZATION FABRIC | 6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES) |

ALONG WEST SIDE OF RANDALL ROAD FROM STA. 203+50 TO 205+50 SHOULD BE STABILIZED BY PLACING 2-FOOT THICK LAYER OF PGE, SUB. BELOW THE EMBANKMENT AFTER STRIPPING THIS AREA OF VEGETATION AND REMOVING THE EXISTING BROKEN CONCRETE DEBRIS. THE WIDTH OF THE PROPOSED STABILIZATION MAT SHOULD EXTEND FROM THE EXISTING TOE OF SLOPE TO THE PROPOSED TOE. THIS CRUSHED STONE MAT SHOULD BE UNDERLAIN BY STABILIZATION FABRIC.

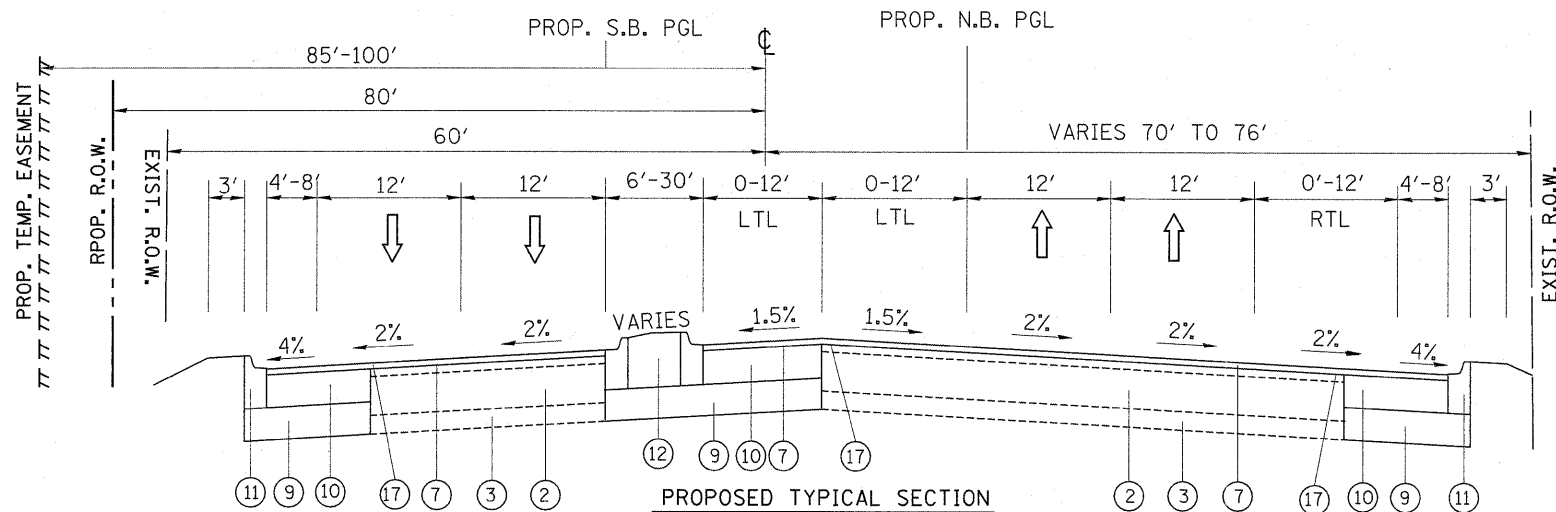
THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE,SUB) SHOULD BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGE, SUB OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY PGE, SUB NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.



PROPOSED TYPICAL SECTION  
RANDALL ROAD

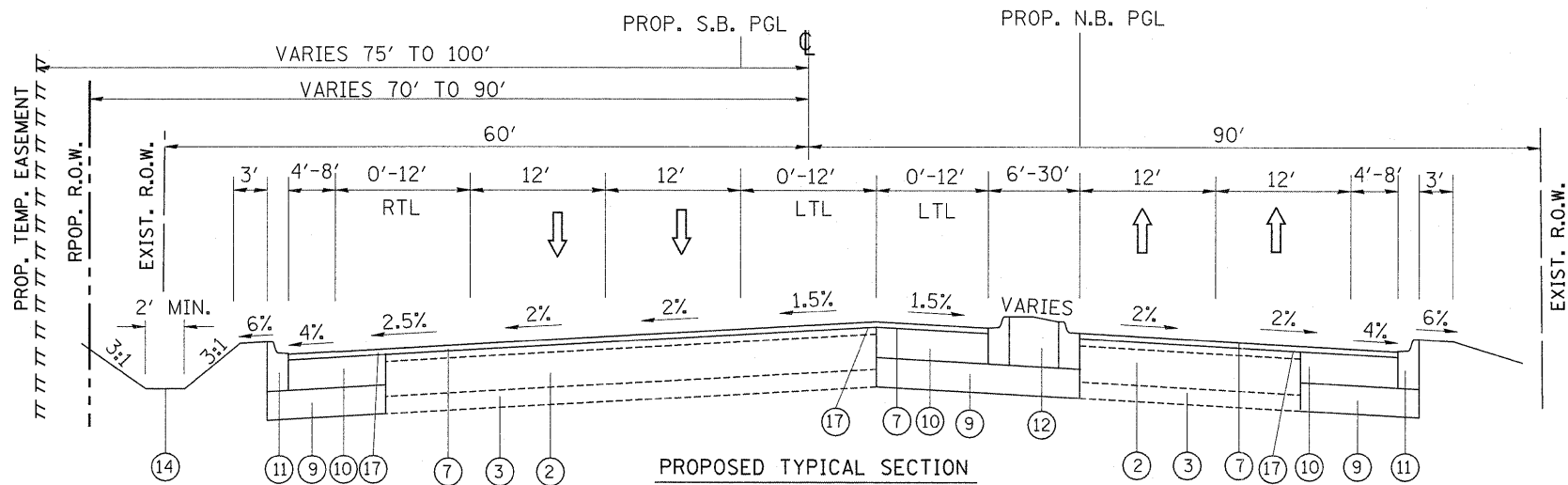
STA 188+80 TO 192+65  
STA 207+58 TO 211+43

\* SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROP. CORRUGATED MEDIAN  
NOTE: FROM STA. 188+80 TO 191+08 AND STA. 208+92 TO 211+43 PROP. PGL IS EXIST. ROADWAY CENTER LINE



PROPOSED TYPICAL SECTION  
RANDALL ROAD

STA 192+65 TO 199+15



PROPOSED TYPICAL SECTION  
RANDALL ROAD

STA 200+83 TO 207+58

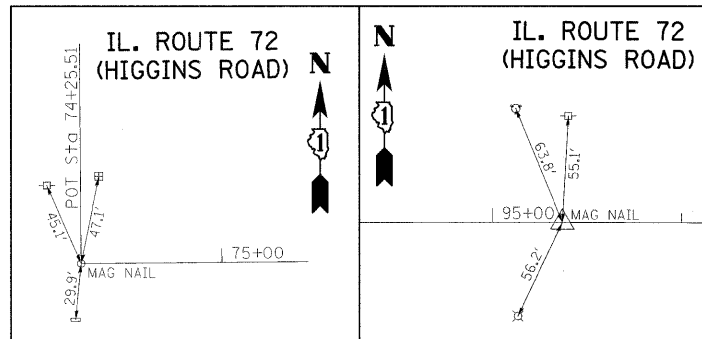
**LEGEND**

- ① EXIST. HMA OVERLAY, 4 1/2" (±)
- ② EXIST. HMA BASE COURSE, 11"-12"
- ③ EXIST. SUB-BASE, 6"
- ④ EXIST. SWALE/DITCH
- ⑤ PROP. PAVED SHOULDER REMOVAL
- ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑦ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- ⑧ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2"
- ⑨ PROP. AGGREGATE SUBGRADE, 12"
- ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"
- ⑪ PROP. COMB. CONC. CURB AND GUTTER, TYPE M-4.24
- ⑫ PROP. CONCRETE MEDIAN, TYPE M-4.12
- ⑬ PROP. CORRUGATED MEDIAN
- ⑭ PROP. SWALE/DITCH
- ⑮ PROP. PAVEMENT REMOVAL
- ⑯ PROP. GUTTER REMOVAL
- ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT

**NOTES:**

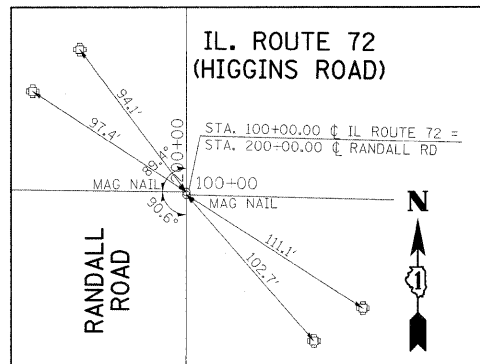
MILLING OF THE ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.  
SEE EXISTING AND PROPOSED ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROPOSED MEDIANS AND COMB. CONC. CURB AND GUTTER.  
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 SHOULD BE USED FOR SLOPE CORRECTION.

|  |                      |            |           |   |   |                                  |         |         |              |           |  |
|--|----------------------|------------|-----------|---|---|----------------------------------|---------|---------|--------------|-----------|--|
| FILE NAME =  | USER NAME = shrenisb | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING AND PROPOSED TYPICAL SECTIONS<br/>IL 72 AT RANDALL ROAD</b> | F.A.P. RTE.                      | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| ct:\pw_work\p\wdot\shrenisb\d0126931\PI100008-Design.dgn |                      | DRAWN -    | REVISED - |   |   | 341                              | 62-N-1  | KANE    | 148          | 11        |  |
| PLOT SCALE = 50.0000' / IN.                              |                      | CHECKED -  | REVISED - |   |   | CONTRACT NO. 60K09               |         |         |              |           |  |
| PLOT DATE = 5/27/2011                                    |                      | DATE -     | REVISED - |   |   | FED. ROAD DIST. NO. 1 [ILLINOIS] |         |         |              |           |  |
|  |                      |            |           |   | SCALE: N.T.S.   | SHEET NO. 2 OF 2 SHEETS          | STA.    | TO STA. |              |           |  |

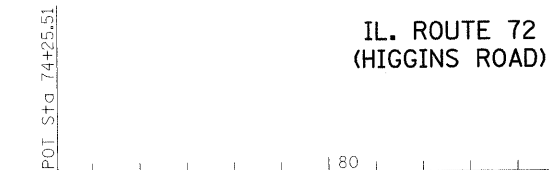


**BEGIN PT #114**  
STA. 74+25.51

**PI #5**  
STA. 95+36.98



**CENTERLINE JOG**



IL. ROUTE 72  
(HIGGINS ROAD)

RANDALL ROAD

RANDALL ROAD

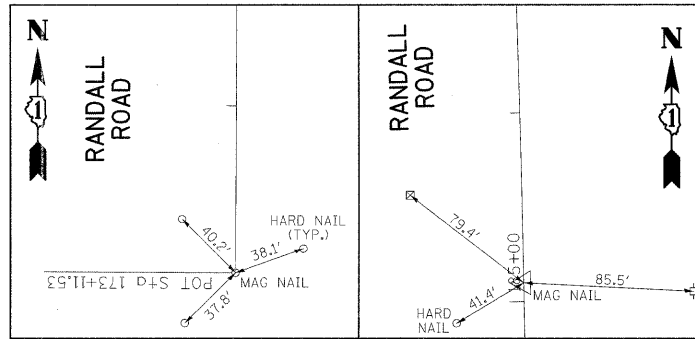
MATCHLINE STA. 189+00

EXIST. CURVE E\_RNDL-4  
PI STA. = 216+66.09  
 $\Delta = 4^\circ 18' 41''$  (LT)  
D = 0° 23' 05"  
R = 11,819.97'  
T = 444.91'  
L = 889.40'  
E = 8.37'  
 $\theta =$  -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 212+21.18  
P.T. STA. = 221+10.58

EXIST. CURVE E\_72-1  
PI STA. = 95+36.98  
 $\Delta = 1^\circ 09' 12''$  (RT)  
D = 0° 12' 37"  
R = 27,243.63'  
T = 274.22'  
L = 548.42'  
E = 1.38'  
 $\theta =$  -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 92+62.76  
P.T. STA. = 98+11.18

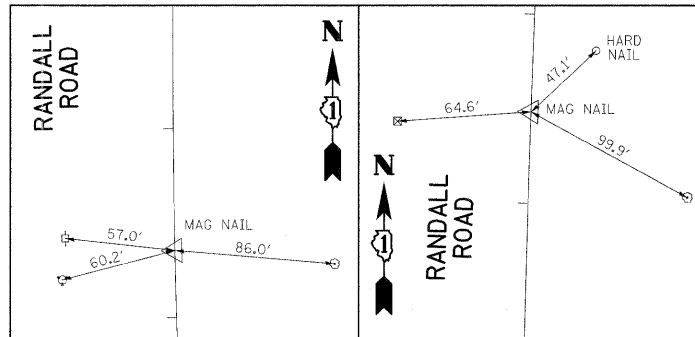
EXIST. CURVE E\_RNDL-3  
PI STA. = 207+48.56  
 $\Delta = 3^\circ 48' 46''$  (RT)  
D = 0° 30' 37"  
R = 11,231.37'  
T = 373.84'  
L = 747.40'  
E = 6.22'  
 $\theta =$  -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 203+74.72  
P.T. STA. = 211+22.12

EXIST. CURVE E\_RNDL-2  
PI STA. = 192+35.37  
 $\Delta = 2^\circ 43' 43''$  (RT)  
D = 1° 09' 38"  
R = 4,937.04'  
T = 117.58'  
L = 235.12'  
E = 1.40'  
 $\theta =$  -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 191+17.79  
P.T. STA. = 193+52.90



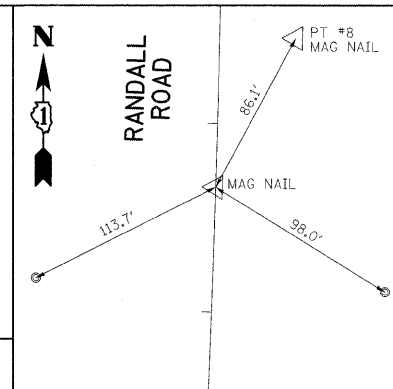
**BEGIN PT #100**  
STA. 173+11.53

**PI #1 (125)**  
STA. 185+09.95



**PI #2 (124)**  
STA. 192+35.36

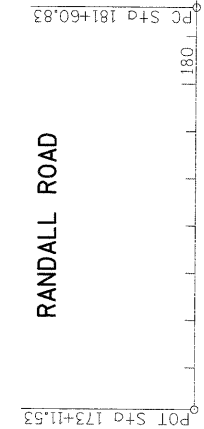
**PI #3 (112)**  
STA. 207+48.56



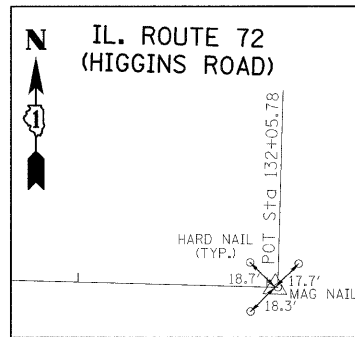
**PI #4 (110)**  
STA. 74+25.51

EXIST. CURVE E\_RNDL-1  
PI STA. = 185+09.95  
 $\Delta = 2^\circ 57' 29''$  (LT)  
D = 0° 25' 26"  
R = 13,521.01'  
T = 349.12'  
L = 698.08'  
E = 4.51'  
 $\theta =$  -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 181+60.83  
P.T. STA. = 188+58.92

MATCHLINE STA. 189+00



RANDALL ROAD



**END PT #121**  
STA. 132+04.30

**BENCHMARK #1**

"X" CUT IN SW BOLT  
F.H. STA. 75+15, 62' (LT)  
ELEV. = 923.19

**BENCHMARK #2**

P.P. @ NE CORNER  
RICHMOND RD &  
IL. ROUTE 72 (HIGGINS RD.)  
ELEV. = 843.26

**BENCHMARK #3**

"X" CUT IN SW BOLT  
F.H. STA. 178+38, 82' (LT)  
ELEV. = 883.37

**BENCHMARK #4**

TOP CONC. R.O.W. MONUMENT  
@ NE CORNER RANDALL RD.  
& IL. ROUTE 72 (HIGGINS RD.)  
ELEV. = 896.10

**BENCHMARK #5**

"□" CUT IN CENTER OF 6' HEADWALL  
STA. 220+05, 50' (RT)  
ELEV. = 892.74

FILE NAME = P110008-shr-ATB.dgn

USER NAME = gajlionobt  
PLOT SCALE = 200.0000' / IN.  
PLOT DATE = 4/28/2010

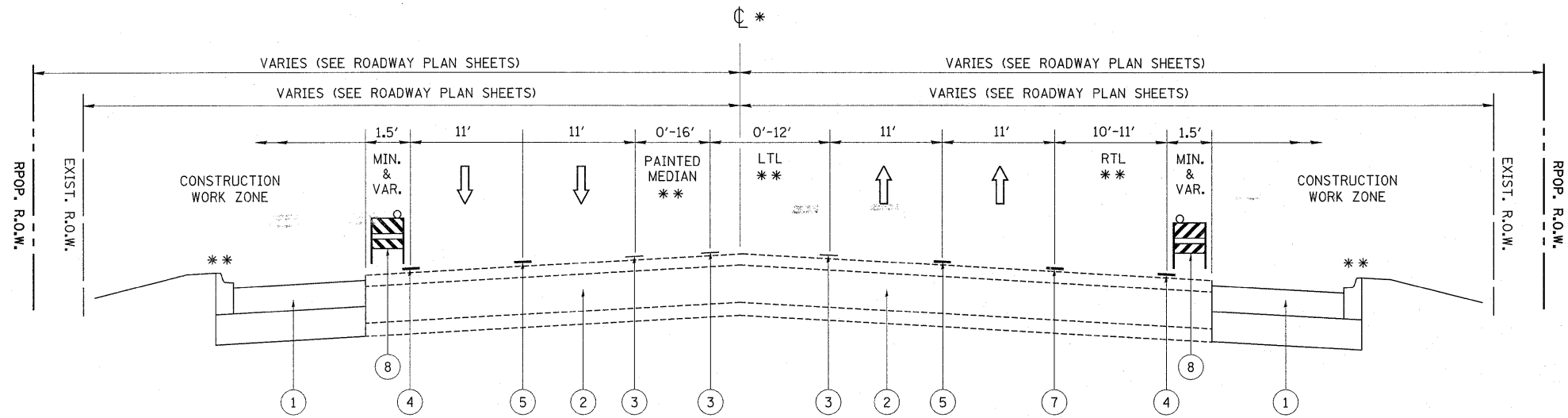
|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 72 (HIGGINS RD.) @ RANDALL RD.  
ALIGNMENT, TIES, & BENCHMARK SHEET

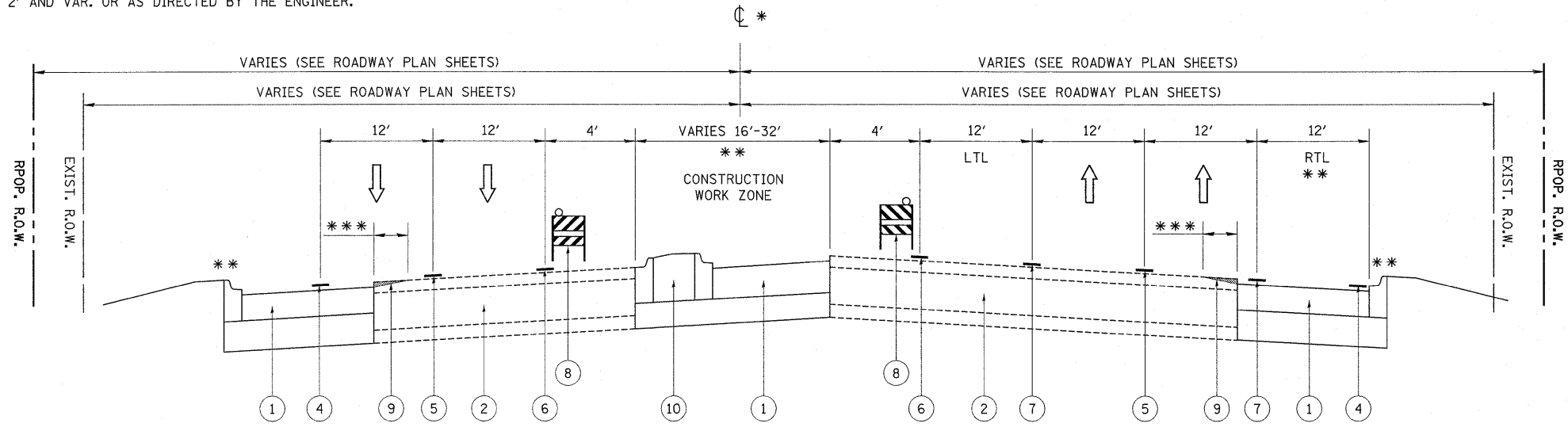
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 341                       | 62-N-1  | KANE   | 148          | 12        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |



**STAGE I TYPICAL SECTION  
RANDALL RD & IL 72 (HIGGINS RD)**

- \* MIRROR ABOUT THE CENTERLINE FOR THE SOUTHBOUND RANDALL RD AND WESTBOUND IL 72 (HIGGINS RD)
- \*\* SEE SUGGESTED STAGE I & STAGE II MAINTENANCE OF TRAFFIC SHEETS FOR THE LOCATIONS.
- \*\*\* 2' AND VAR. OR AS DIRECTED BY THE ENGINEER.



**STAGE II TYPICAL SECTION  
RANDALL RD & IL 72 (HIGGINS RD)**

**LEGEND**

- ① PROPOSED HMA PAVEMENT
- ② EXISTING HMA PAVEMENT
- ③ EXISTING PAVEMENT MARKINGS
- ④ TEMP. PAVEMENT MARKING, 4" WHITE EDGE LINE
- ⑤ TEMP. PAVEMENT MARKING, 4" WHITE LINE (30' SKIP 10' DASH)
- ⑥ TEMP. PAVEMENT MARKING, 4" YELLOW EDGE LINE
- ⑦ TEMP. PAVEMENT MARKING, 6" WHITE LINE
- ⑧ BARRICADES TYPE I, TYPE II OR DRUMS WITH STEADY BURN LIGHT
- ⑨ HMA SURFACE REMOVAL, VARIABLE DEPTH (0 TO 2" AS NEEDED)
- ⑩ PROPOSED CONCRETE MEDIAN

**GENERAL NOTES**

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A SUGGESTED MAINTENANCE OF TRAFFIC AND IF NECESSARY SHALL BE REVISED TO MAINTAIN SAFE TRAFFIC FLOW DURING EXECUTION OF THIS CONTRACT.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL PROVIDE ADVANCE NOTICE CONSTRUCTION SIGNING. SIGNS SHALL BE ERECTED ONE WEEK IN ADVANCE OF THE START OF CONSTRUCTION. SIGNS SHALL BE TAKEN DOWN AS SOON AS THEY ARE NO LONGER APPLICABLE ON A CONTINUOUS BASIS AND RE-ERECTED AS APPROPRIATE.

THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.

**SEQUENCE OF OPERATION**

**PRE-STAGE**

PRIOR TO THE BEGINNING OF STAGE I CONTRACTOR SHALL UTILIZE APPLICABLE HIGHWAY STANDARDS FOR THE TRAFFIC CONTROL AND PROTECTION FOR DAY TIME LANE CLOSURES TO CONSTRUCT STORM SEWER LATERALS AND PERFORM ANY UTILITY ADJUSTMENTS NECESSARY TO MAINTAIN PROPER DRAINAGE DURING THE TIME OF CONSTRUCTION.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY PATCHING OPERATIONS OR AS ADVISED BY THE ENGINEER SHALL BE REPLACED AND PAID FOR IN KIND.

**STAGE I**

TWO LANES (11 FEET) IN EACH DIRECTION SHALL BE KEPT OPEN TO THROUGH TRAFFIC AS WELL AS LEFT TURN AND RIGHT TURN LANES AT INTERSECTION WHERE THEY ALREADY EXIST AT ALL TIMES EXCEPT AS NOTED IN PLANS ALONG THE RANDALL RD AND IL 72 (HIGGINS RD).

EXISTING PAVEMENT MARKINGS CONFLICTING WITH THE PROPOSED LANE CONFIGURATION SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL. PROPOSED TEMPORARY PAVEMENT MARKINGS SHALL BE ACCORDING TO THE SUGGESTED STAGE I & II MAINTENANCE OF TRAFFIC OR AS DIRECTED BY THE ENGINEER AND SHALL UTILIZE TEMPORARY PAVEMENT MARKING PAINT AND/OR TAPE.

REMOVE EXISTING PAVEMENT, PAVED SHOULDERS, AGGREGATE SHOULDERS, CURB & GUTTER, STORM SEWERS, DRAINAGE STRUCTURES AND ANY ITEMS AS SHOWN FOR REMOVAL ON THE ROADWAY AND DRAINAGE PLAN SHEETS.

IMMEDIATELY AFTER THE REMOVAL, ACCESS TO THE ENTRANCES SHALL BE MAINTAINED USING APPROPRIATE PAY ITEMS FOR TEMPORARY ACCESS.

CONSTRUCT STORM SEWER ON BOTH SIDES OF RANDALL RD AND IL 72 (HIGGINS RD) AS SHOWN ON DRAINAGE PLAN SHEETS.

CONSTRUCT PAVEMENT WIDENING, HMA SHOULDERS AND CURB & GUTTER AS SHOWN ON PLAN AND PROFILE SHEETS.

**STAGE II**

PRIOR TO THE TRAFFIC SHIFT AND THE BEGINNING OF STAGE II CONTRACTOR SHALL MILL EXISTING PAVEMENT EDGE TO PROVIDE TRANSITION BETWEEN PROPOSED WIDENING AND EXISTING PAVEMENT BY UTILIZING PAY ITEM HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

TWO LANES (11 FEET) IN EACH DIRECTION SHALL BE KEPT OPEN TO THROUGH TRAFFIC AS WELL AS LEFT TURN AND RIGHT TURN LANES AT INTERSECTION WHERE THEY ALREADY EXIST AT ALL TIMES EXCEPT AS NOTED IN PLANS ALONG THE RANDALL RD AND IL 72 (HIGGINS RD).

REMOVE EXISTING PAVEMENT FOR THE PROPOSED MEDIAN AND LEFT TURN LANE.

CONSTRUCT CONCRETE MEDIAN AND THE PAVEMENT FOR THE PROPOSED LEFT TURN LANE.

**STAGE III**

WORK DURING THIS STAGE SHALL BE COMPLETED UTILIZING APPLICABLE HIGHWAY STANDARDS AND SPECIAL PROVISIONS.

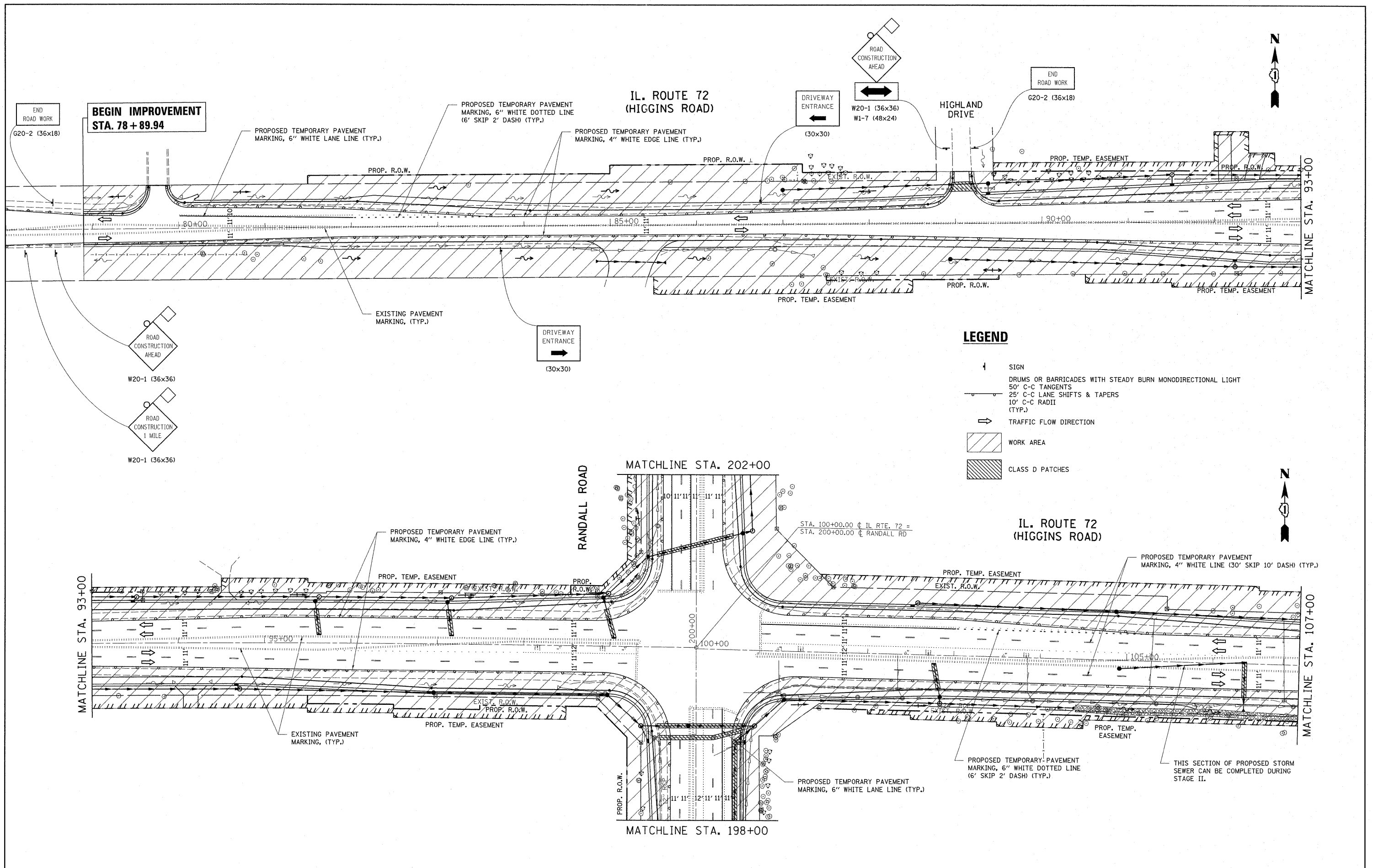
THE EXISTING PAVEMENT WILL BE MILLED AT THE BEGINNING OF THE STAGE III TO MATCH THE ELEVATION OF THE WIDENING CONSTRUCTED DURING STAGE I AND TO MINIMIZE THE TIME THAT MILLED SURFACE IS OPEN TO TRAFFIC.

ONCE THE SURFACE HAS BEEN MILLED, SURFACE COURSE WILL BE CONSTRUCTED.

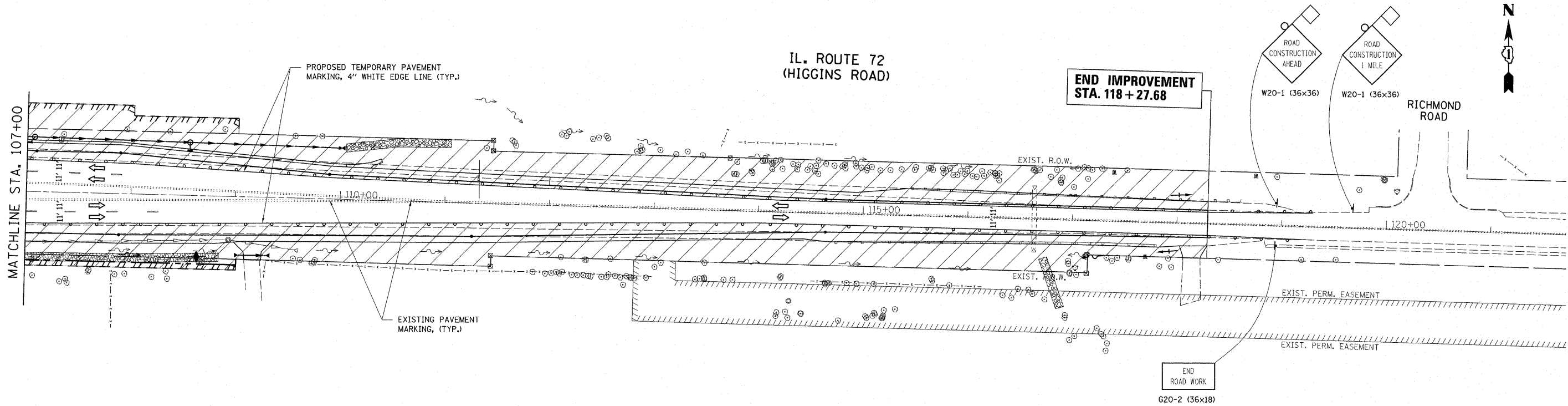
THE PROPOSED THERMOPLASTIC PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKINGS (WHERE APPLICABLE) WILL BE INSTALLED AFTER PAVING HAS BEEN COMPLETED.

DUAL LEFT TURN LANES SHALL NOT BE OPENED TO TRAFFIC UNTIL THE PERMANENT TRAFFIC SIGNALS ARE ENERGIZED AND APPROVED FOR OPERATION.

|                                |                             |            |           |   |  |                         |                 |                           |             |                  |              |  |
|--------------------------------|-----------------------------|------------|-----------|---|--|-------------------------|-----------------|---------------------------|-------------|------------------|--------------|--|
| FILE NAME = F110000-Design.dgn | USER NAME = shrenisb        | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>SUGGESTED MOT TYPICAL SECTIONS &amp; GENERAL NOTES</b> |                         | F.A.P. RTE. 341 | SECTION 62-N-1            | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 13 |  |
|                                | PLOT SCALE = 50.0000' / IN. | DRAWN -    | REVISED - |   | SCALE: NONE  | SHEET NO. 1 OF 7 SHEETS | STA. TO STA.    | ILLINOIS FED. AID PROJECT |             |                  |              |  |
|                                | PLOT DATE = 6/1/2011        | CHECKED -  | REVISED - |   | CONTRACT NO. 60K09   |                         |                 |                           |             |                  |              |  |
|                                |                             | DATE -     | REVISED - |   |  |                         |                 |                           |             |                  |              |  |



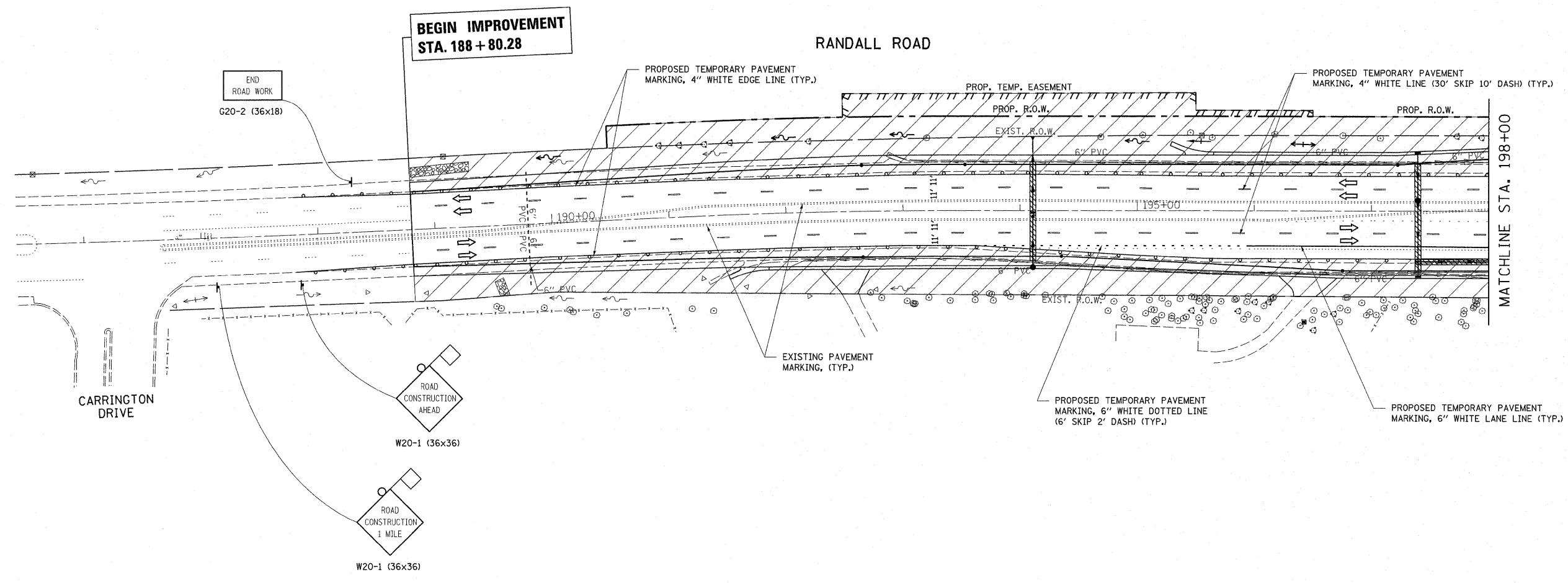
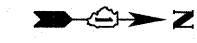
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|                                | PLOT SCALE = 50.0000' / 1" = | DRAWN -    | REVISED - |   |   | SCALE: 1" = 50' | SHEET NO. 2 OF 7 SHEETS | STA. 78+00.00 TO STA. 107+00.00 | CONTRACT NO. 60K09 |              | ILLINOIS FED. AID PROJECT |
|                                | PLOT DATE = 6/23/2011        | CHECKED -  | REVISED - |   |   |                 |                         |                                 |                    |              |                           |
|                                |                              | DATE -     | REVISED - |   |   |                 |                         |                                 |                    |              |                           |



**LEGEND**

- ↑ SIGN
- DRUMS OR BARRICADES WITH STEADY BURN MONODIRECTIONAL LIGHT
- 50' C-C TANGENTS
- 25' C-C LANE SHIFTS & TAPERS
- 10' C-C RADII (TYP.)
- ⇒ TRAFFIC FLOW DIRECTION
- ▨ WORK AREA
- ▩ CLASS D PATCHES

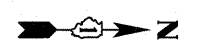
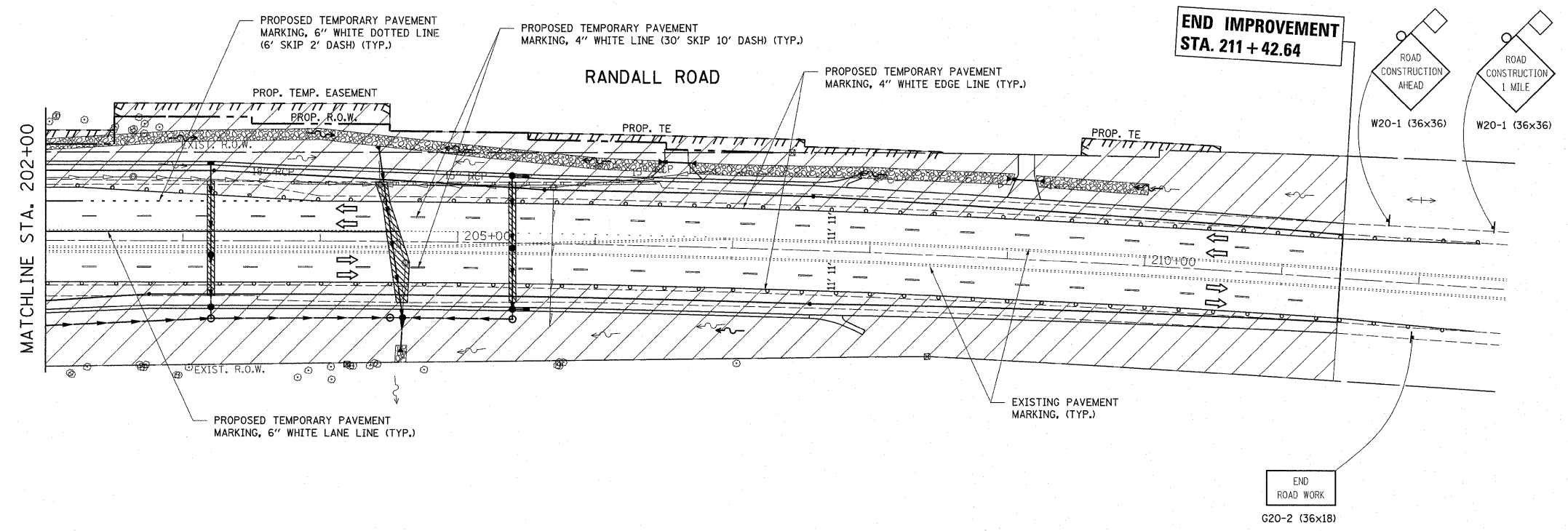
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|                                   | PLOT SCALE = 50.0000' / in. | CHECKED -  | REVISED - |   |   | SCALE: 1" = 50'           | SHEET NO. 3 OF 7 SHEETS | STA. 107+00.00 TO STA. 121+00.00 | CONTRACT NO. 60K09  |                 |  |  |
|                                   | PLOT DATE = 6/23/2011       | DATE -     | REVISED - |   |   | ILLINOIS FED. AID PROJECT |                         |                                  |                     |                 |  |  |
|                                   |                             |            |           |   |   |                           |                         |                                  |                     |                 |  |  |



CARRINGTON DRIVE

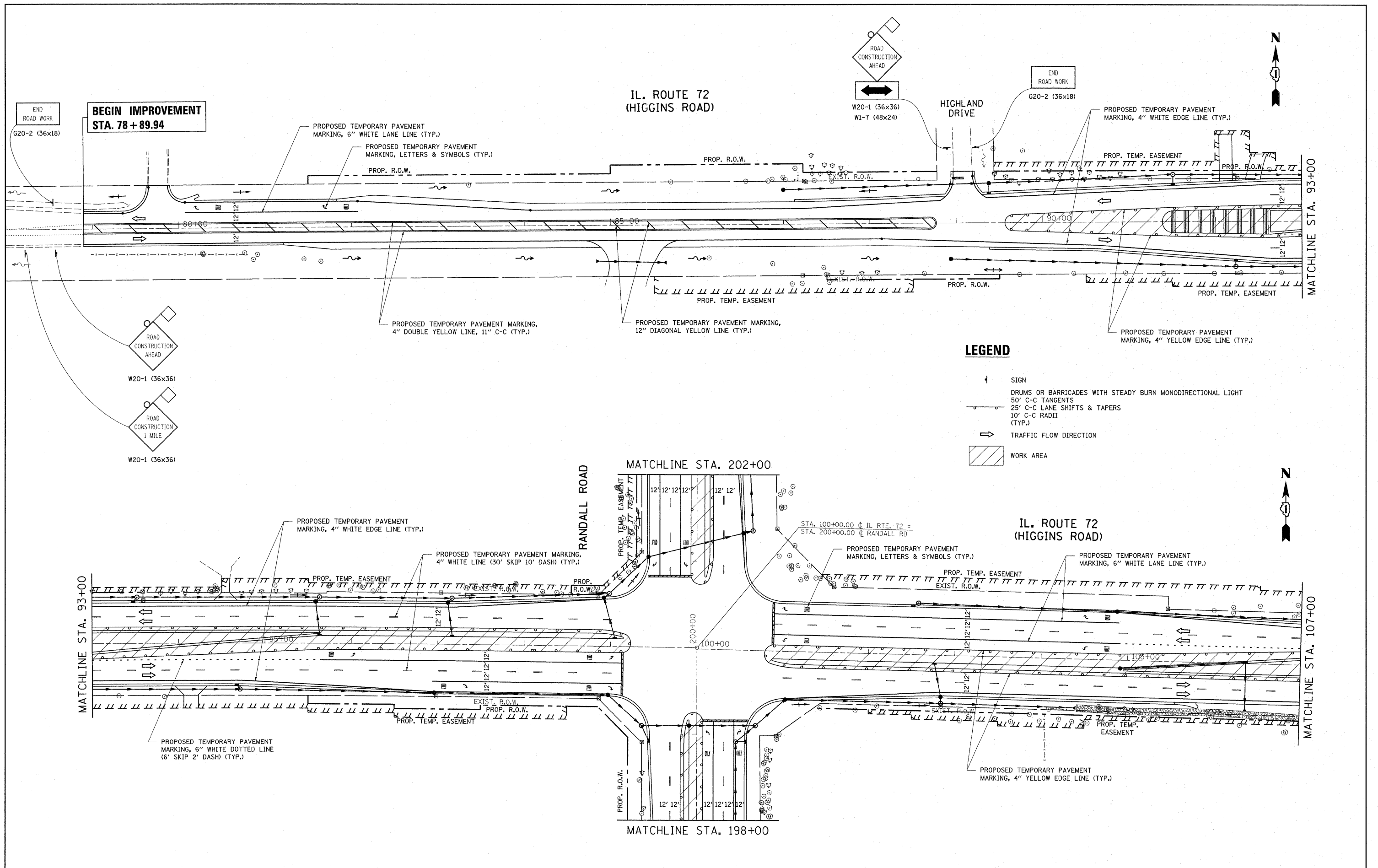
**LEGEND**

- SIGN
- DRUMS OR BARRICADES WITH STEADY BURN MONODIRECTIONAL LIGHT
- 50' C-C TANGENTS
- 25' C-C LANE SHIFTS & TAPERS
- 10' C-C RADII (TYP.)
- TRAFFIC FLOW DIRECTION
- WORK AREA
- CLASS D PATCHES



|                                   |                              |            |           |   |   |                    |                         |                                  |                     |                 |
|-----------------------------------|------------------------------|------------|-----------|---|---|--------------------|-------------------------|----------------------------------|---------------------|-----------------|
| FILE NAME =<br>P110008-Design.dgn | USER NAME = pootecho1        | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD AT IL. ROUTE 72 (HIGGINS ROAD)<br/>SUGGESTED STAGE I MAINTENANCE OF TRAFFIC</b> | F.A.P. RTE.<br>341 | SECTION<br>62-N-1       | COUNTY<br>KANE                   | TOTAL SHEETS<br>148 | SHEET NO.<br>16 |
|                                   | PLOT SCALE = 50.0000' / 1" = | CHECKED -  | REVISED - |   |   | SCALE: 1" = 50'    | SHEET NO. 4 OF 7 SHEETS | STA. 185+00.00 TO STA. 212+00.00 | CONTRACT NO. 60K09  |                 |
| PLOT DATE = 6/23/2011             | DATE -                       | REVISED -  | REVISED - | ILLINOIS FED. AID PROJECT                                 |   |                    |                         |                                  |                     |                 |





FILE NAME = P110008-Design.dgn  
 USER NAME = pooschel  
 PLOT SCALE = 50.0000' / 1" = 50'  
 PLOT DATE = 6/23/2011

|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

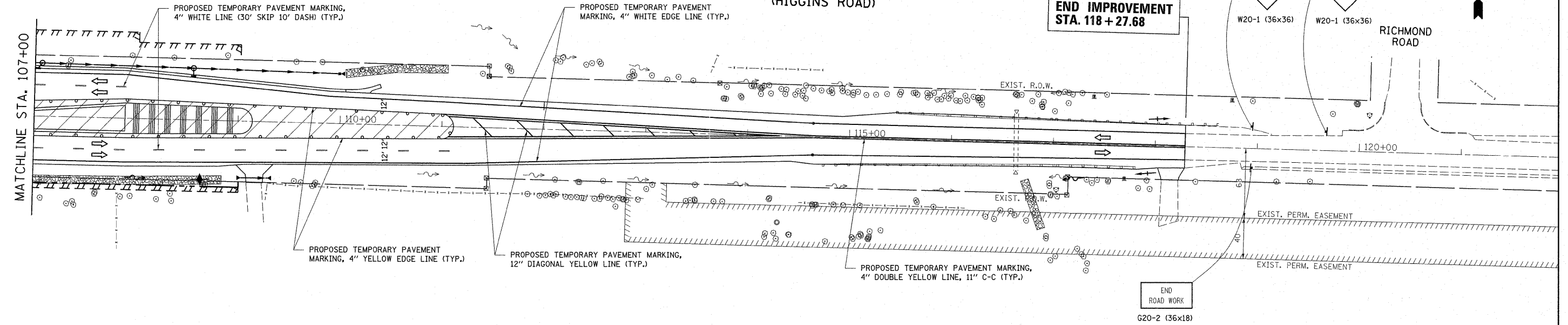
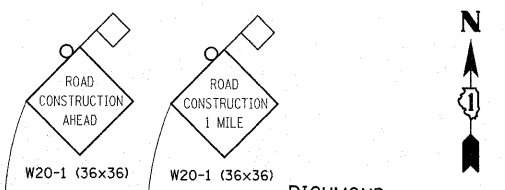
**IL. ROUTE 72 (HIGGINS ROAD) AT RANDALL ROAD  
 SUGGESTED STAGE II MAINTENANCE OF TRAFFIC**

SCALE: 1" = 50'    SHEET NO. 5 OF 7 SHEETS    STA. 78+00.00 TO STA. 107+00.00

|                           |                |             |                  |              |
|---------------------------|----------------|-------------|------------------|--------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 17 |
| CONTRACT NO. 60K09        |                |             |                  |              |
| ILLINOIS FED. AID PROJECT |                |             |                  |              |

IL. ROUTE 72  
(HIGGINS ROAD)

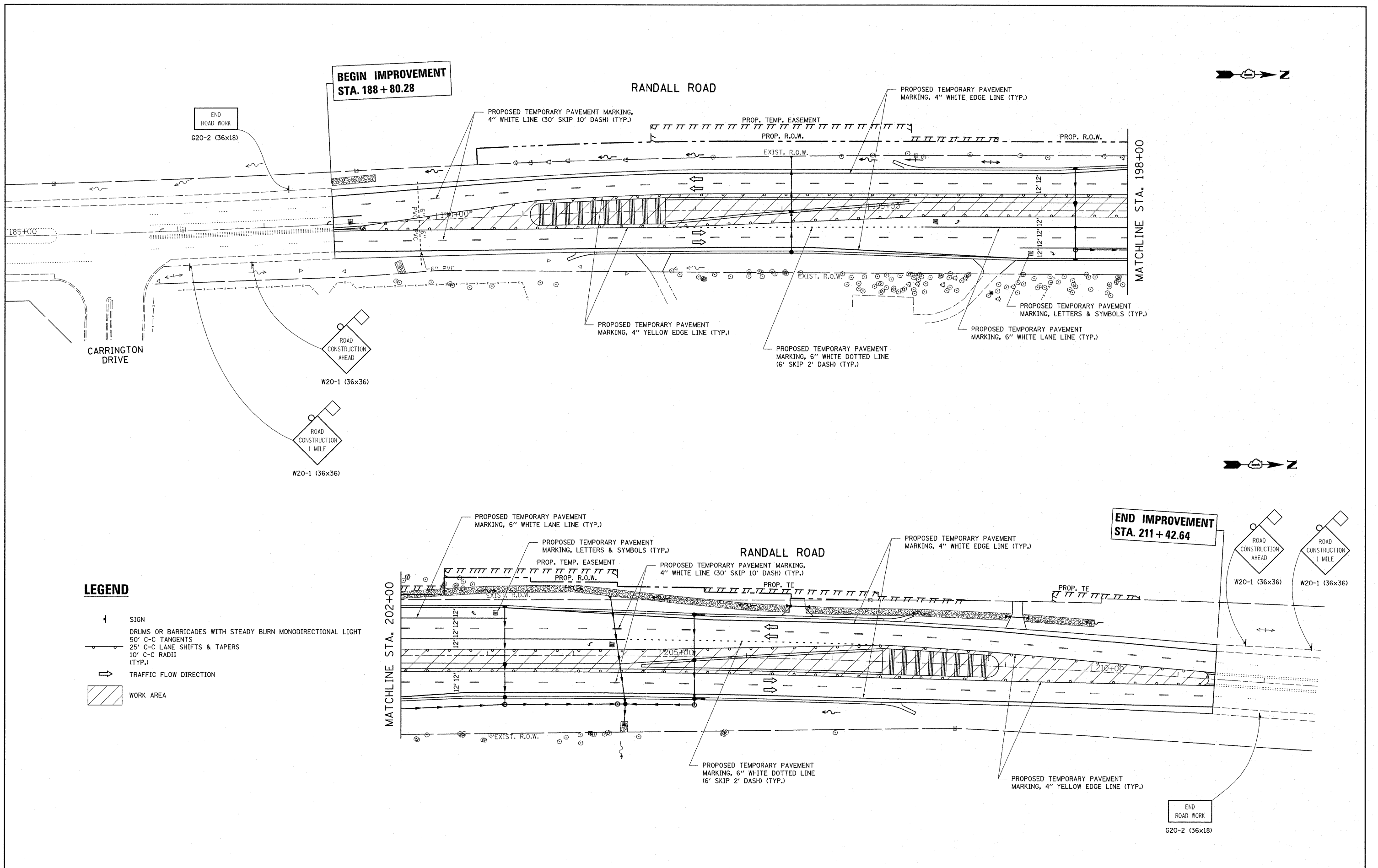
END IMPROVEMENT  
STA. 118 + 27.68



**LEGEND**

- SIGN
- DRUMS OR BARRICADES WITH STEADY BURN MONODIRECTIONAL LIGHT
- 50' C-C TANGENTS
- 25' C-C LANE SHIFTS & TAPERS
- 10' C-C RADII (TYP.)
- TRAFFIC FLOW DIRECTION
- WORK AREA

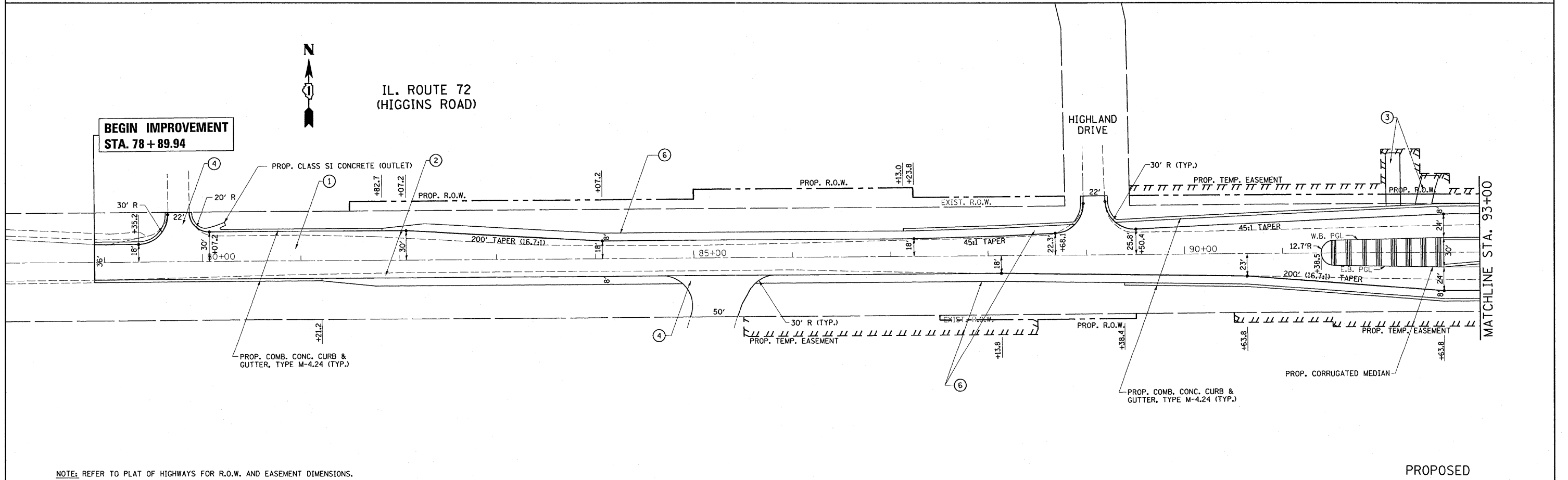
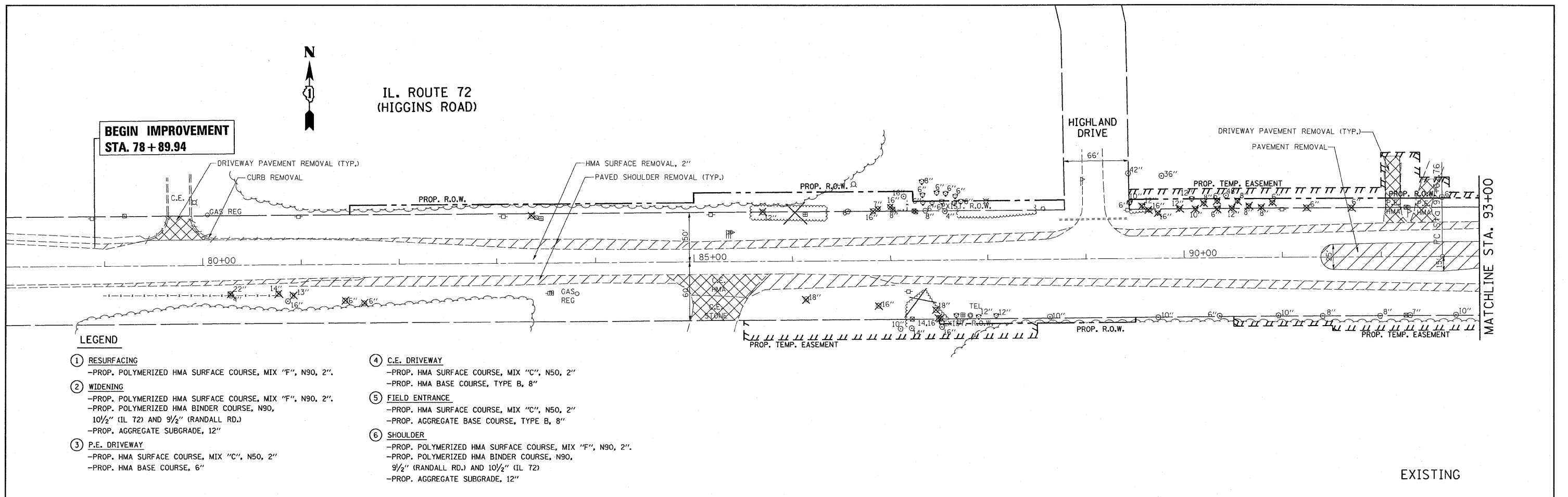
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|                                   | PLOT SCALE = 50.0000' / 1in. | CHECKED -  | REVISED - |   |  |  |  | CONTRACT NO. 60K09        |                         |                                  |                     |                 |
|                                   | PLOT DATE = 6/23/2011        | DATE -     | REVISED - |   |  |  |  | ILLINOIS FED. AID PROJECT |                         |                                  |                     |                 |
|                                   |                              |            |           |   |  |  |  | SCALE: 1" = 50'           | SHEET NO. 6 OF 7 SHEETS | STA. 107+00.00 TO STA. 121+00.00 |                     |                 |



**LEGEND**

- ↑ SIGN
- DRUMS OR BARRICADES WITH STEADY BURN MONODIRECTIONAL LIGHT
- 50' C-C TANGENTS
- 25' C-C LANE SHIFTS & TAPERS
- 10' C-C RADII (TYP.)
- TRAFFIC FLOW DIRECTION
- ▨ WORK AREA

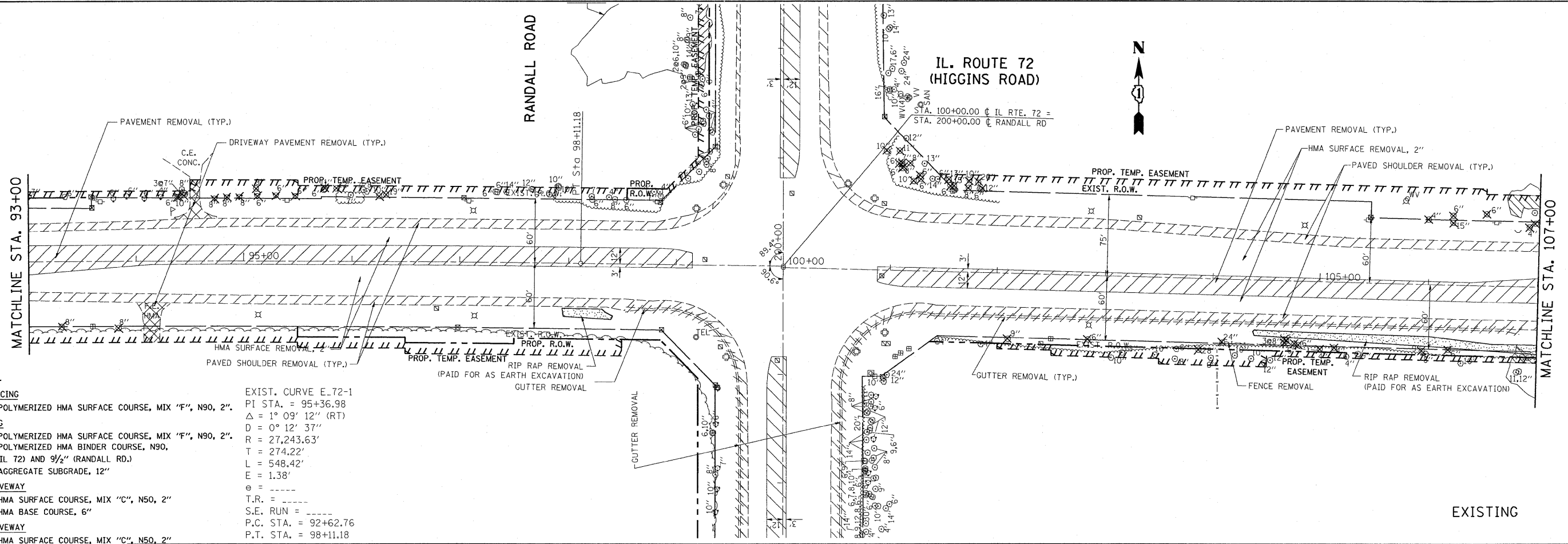
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|                                   | PLOT SCALE = 50,000.00' / 1" = | CHECKED -  | REVISED - |   |  |  |                    | SCALE: 1" = 50'    SHEET NO. 7 OF 7 SHEETS    STA. 185+00.00 TO STA. 212+00.00 |                   |                | ILLINOIS FED. AID PROJECT |                 |
| PLOT DATE = 6/23/2011             | DATE -                         | REVISED -  | REVISED - |   |  |  | CONTRACT NO. 60K09 |  |                   |                |                           |                 |



NOTE: REFER TO PLAT OF HIGHWAYS FOR R.O.W. AND EASEMENT DIMENSIONS.

|                                     |                           |  |  |   |  |  |                   |   |                        |                    |
|-------------------------------------|---------------------------|--|--|---|--|--|-------------------|---|------------------------|--------------------|
| FILE NAME =<br>P110008-shr-plan.dgn | USER NAME =<br>drivakosgn | DESIGNED -<br>DRAWN -<br>CHECKED -<br>DATE - | REVISED -<br>REVISED -<br>REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>EXISTING &amp; PROPOSED ROADWAY PLAN</b> | F.A.P.<br>RTE.<br>341                              | SECTION<br>62-N-1 | COUNTY<br>KANE                                  | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>20 |
|                                     |                           |  |  |   | SCALE: 1" = 50'  | SHEET NO. OF SHEETS STA. 78+00.00 TO STA. 93+00.00 |                   | CONTRACT NO. 60K09<br>ILLINOIS FED. AID PROJECT |                        |                    |

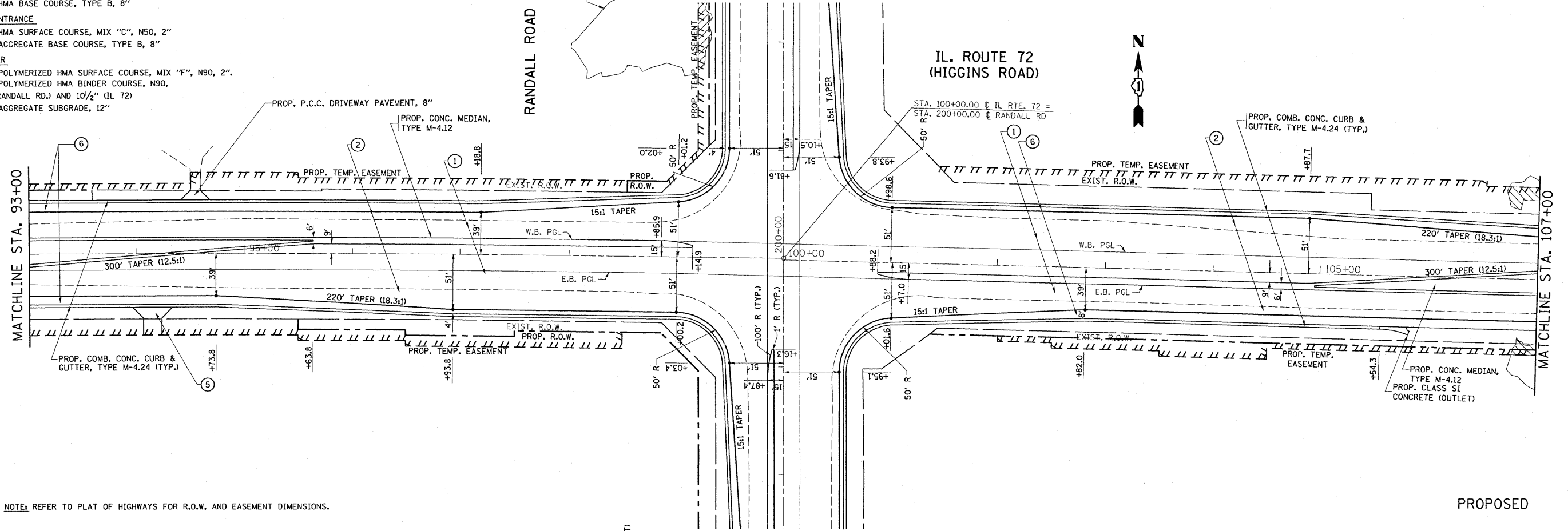
19:30:37 05/22/2011



**LEGEND**

- ① **RESURFACING**  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ② **WIDENING**  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
-PROP. POLYMERIZED HMA BINDER COURSE, N90, 10 1/2" (IL 72) AND 9 1/2" (RANDALL RD.)  
-PROP. AGGREGATE SUBGRADE, 12"
- ③ **P.E. DRIVEWAY**  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. HMA BASE COURSE, 6"
- ④ **C.E. DRIVEWAY**  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. HMA BASE COURSE, TYPE B, 8"
- ⑤ **FIELD ENTRANCE**  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. AGGREGATE BASE COURSE, TYPE B, 8"
- ⑥ **SHOULDER**  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
-PROP. POLYMERIZED HMA BINDER COURSE, N90, 9 1/2" (RANDALL RD.) AND 10 1/2" (IL 72)  
-PROP. AGGREGATE SUBGRADE, 12"

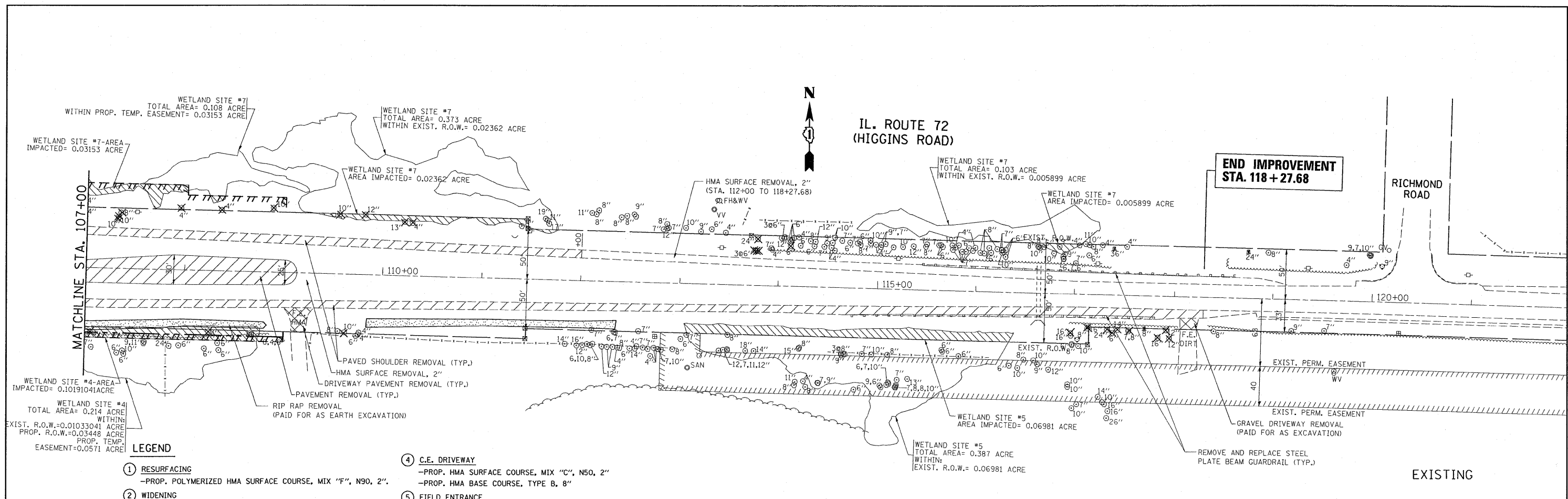
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 $D = 0^\circ 12' 37''$   
 $R = 27,243.63'$   
 $T = 274.22'$   
 $L = 548.42'$   
 $E = 1.38'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 92+62.76$   
 $P.T. STA. = 98+11.18$



NOTE: REFER TO PLAT OF HIGHWAYS FOR R.O.W. AND EASEMENT DIMENSIONS.

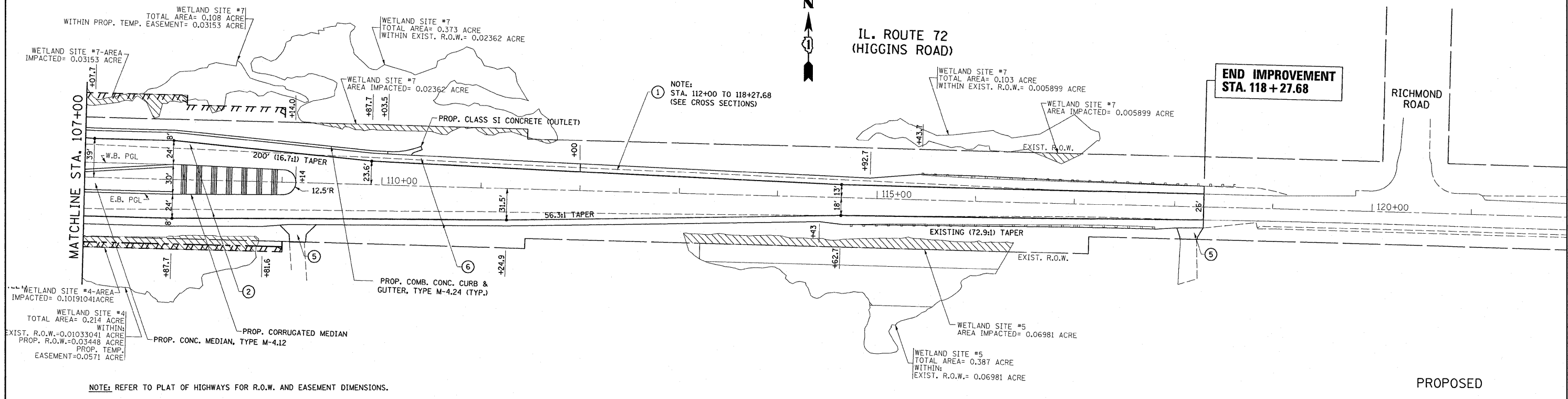
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|                                     | PLLOT SCALE = 50,0000' / IN. | CHECKED -  | REVISED - |   |  |  |  | SCALE: 1" = 50' |                |             | SHEET NO. OF SHEETS STA. 93+00.00 TO STA. 107+00.00 |              |
| PLLOT DATE = 5/31/2011              | DATE -                       | REVISED -  | REVISED - | ILLINOIS FED. AID PROJECT                                 |  |  |  |                 |                |             |   |              |

: 19:30:48 05/22/2011



**LEGEND**

- ① RESURFACING  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ② WIDENING  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
-PROP. POLYMERIZED HMA BINDER COURSE, N90, 10 1/2" (IL 72) AND 9 1/2" (RANDALL RD.)  
-PROP. AGGREGATE SUBGRADE, 12"
- ③ P.E. DRIVEWAY  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. HMA BASE COURSE, 6"
- ④ C.E. DRIVEWAY  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. HMA BASE COURSE, TYPE B, 8"
- ⑤ FIELD ENTRANCE  
-PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
-PROP. AGGREGATE BASE COURSE, TYPE B, 8"
- ⑥ SHOULDER  
-PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
-PROP. POLYMERIZED HMA BINDER COURSE, N90, 9 1/2" (RANDALL RD.) AND 10 1/2" (IL 72)  
-PROP. AGGREGATE SUBGRADE, 12"



NOTE: REFER TO PLAT OF HIGHWAYS FOR R.O.W. AND EASEMENT DIMENSIONS.

|                                     |                        |                       |                        |   |  |           |    |                       |                                  |                    |                        |                    |
|-------------------------------------|------------------------|-----------------------|------------------------|---|--|-----------|----|-----------------------|----------------------------------|--------------------|------------------------|--------------------|
| FILE NAME =<br>P110008-shr-plan.dgn | USER NAME = drivakosgn | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>EXISTING &amp; PROPOSED ROADWAY PLAN</b> |           |    | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1                | COUNTY<br>KANE     | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>22 |
| PLOT SCALE = 50.0000' / IN.         |                        | CHECKED -             | REVISED -              |   | SCALE: 1" = 50'  | SHEET NO. | OF | SHEETS                | STA. 107+00.00 TO STA. 122+00.00 | CONTRACT NO. 60K09 |                        |                    |
| PLOT DATE = 5/31/2011               |                        | DATE -                | REVISED -              |   | ILLINOIS FED. AID PROJECT  |           |    |                       |                                  |                    |                        |                    |

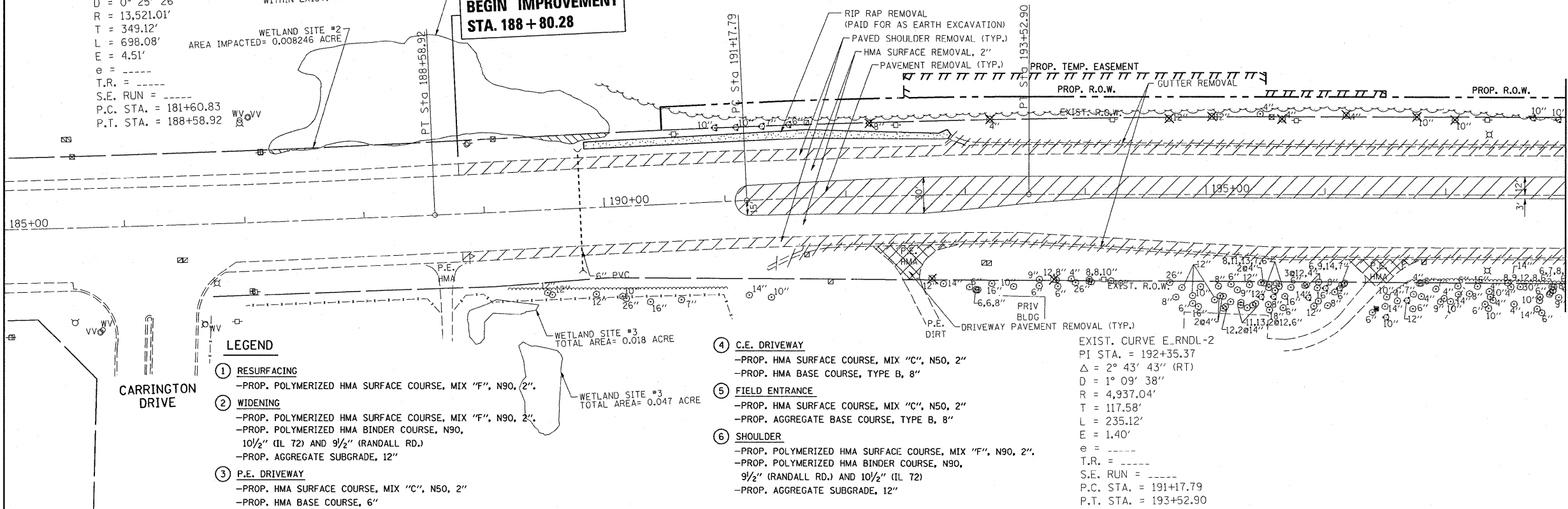
19:30:53 05/22/2011

EXIST. CURVE E\_RNDL-1  
 PI STA. = 185+09.95  
 $\Delta = 2^\circ 57' 29''$  (LT)  
 $D = 0^\circ 25' 26''$   
 $R = 13,521.01'$   
 $T = 349.12'$   
 $L = 698.08'$   
 $E = 4.51'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 181+60.83$   
 $P.T. STA. = 188+58.92$

WETLAND SITE #2  
 TOTAL AREA = 0.359 ACRE  
 WITHIN EXIST. R.O.W. = 0.008246 ACRE  
 AREA IMPACTED = 0.008246 ACRE

**BEGIN IMPROVEMENT  
 STA. 188 + 80.28**

RANDALL ROAD



**LEGEND**

- ① RESURFACING  
 -PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
- ② WIDENING  
 -PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
 -PROP. POLYMERIZED HMA BINDER COURSE, N90, 10 1/2" (IL 72) AND 9 1/2" (RANDALL RD.)  
 -PROP. AGGREGATE SUBGRADE, 12"
- ③ P.E. DRIVEWAY  
 -PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
 -PROP. HMA BASE COURSE, 6"
- ④ C.E. DRIVEWAY  
 -PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
 -PROP. HMA BASE COURSE, TYPE B, 8"
- ⑤ FIELD ENTRANCE  
 -PROP. HMA SURFACE COURSE, MIX "C", N50, 2"  
 -PROP. AGGREGATE BASE COURSE, TYPE B, 8"
- ⑥ SHOULDER  
 -PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"  
 -PROP. POLYMERIZED HMA BINDER COURSE, N90, 9 1/2" (RANDALL RD.) AND 10 1/2" (IL 72)  
 -PROP. AGGREGATE SUBGRADE, 12"

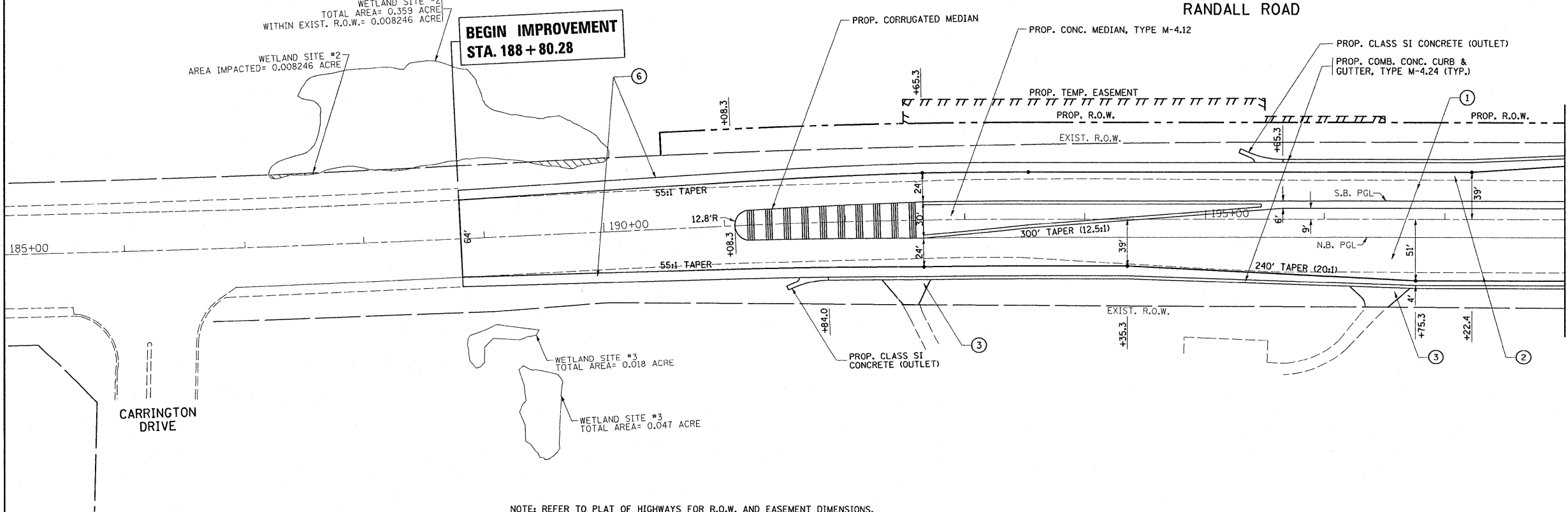
EXIST. CURVE E\_RNDL-2  
 PI STA. = 192+35.37  
 $\Delta = 2^\circ 43' 43''$  (RT)  
 $D = 1^\circ 09' 38''$   
 $R = 4,937.04'$   
 $T = 117.58'$   
 $L = 235.12'$   
 $E = 1.40'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 191+17.79$   
 $P.T. STA. = 193+52.90$

EXISTING

WETLAND SITE #2  
 TOTAL AREA = 0.359 ACRE  
 WITHIN EXIST. R.O.W. = 0.008246 ACRE  
 AREA IMPACTED = 0.008246 ACRE

**BEGIN IMPROVEMENT  
 STA. 188 + 80.28**

RANDALL ROAD

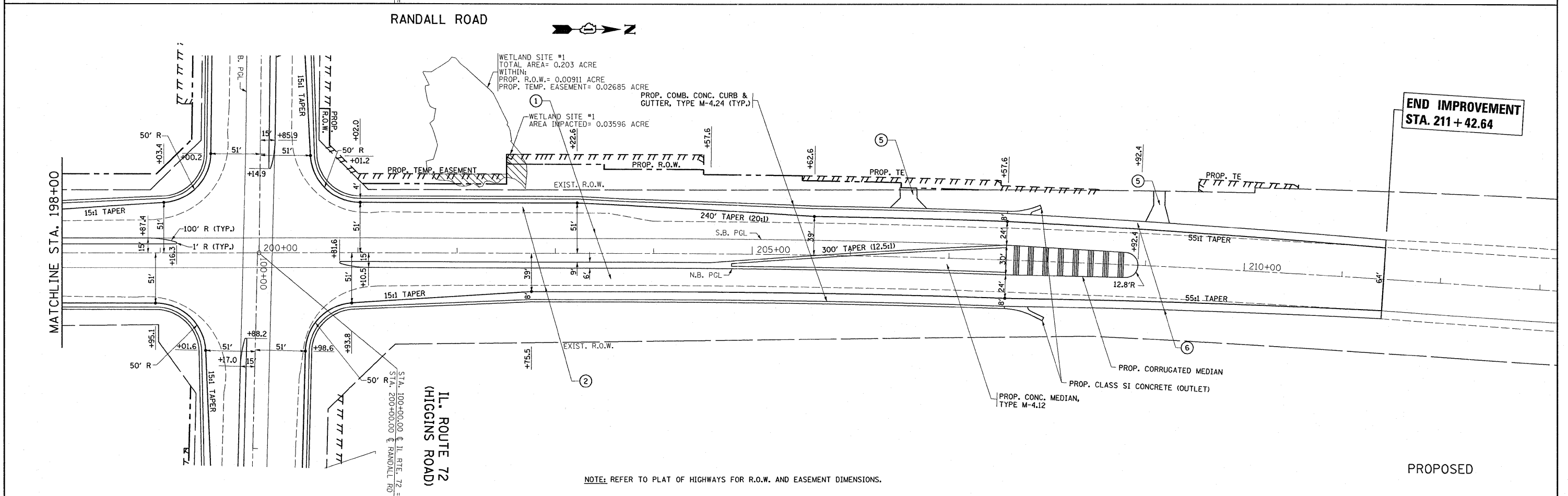
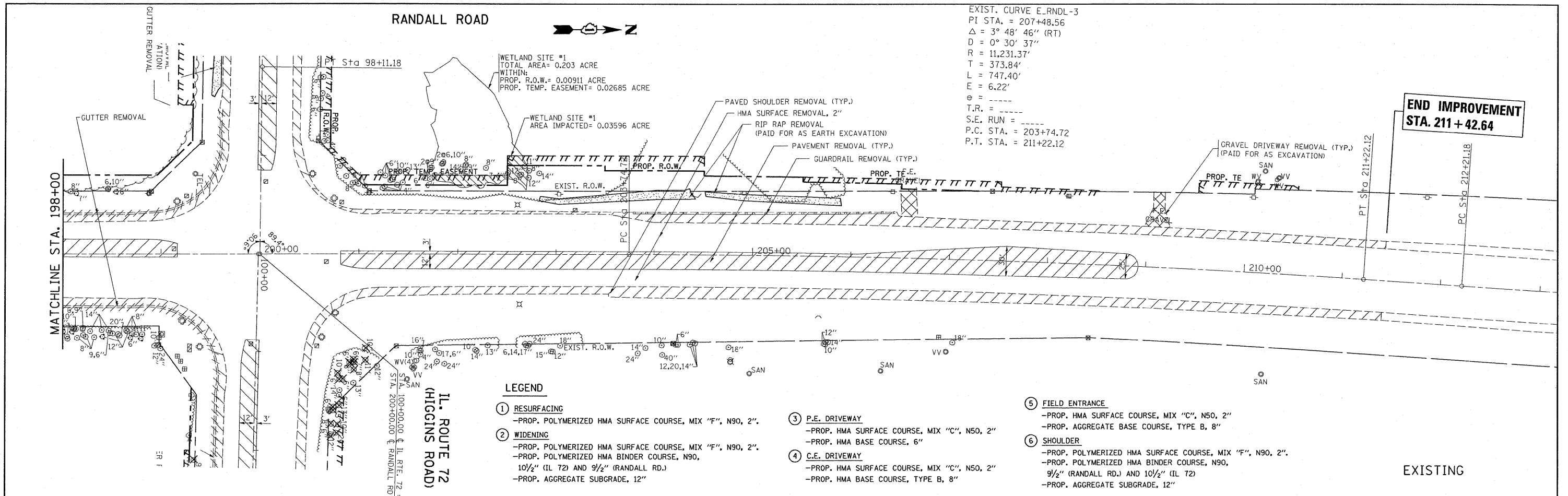


NOTE: REFER TO PLAT OF HIGHWAYS FOR R.O.W. AND EASEMENT DIMENSIONS.

PROPOSED

|                                  |                        |            |           |   |  |              |        |                                  |                    |             |                  |              |
|----------------------------------|------------------------|------------|-----------|---|--|--------------|--------|----------------------------------|--------------------|-------------|------------------|--------------|
| FILE NAME = P110008-sht-plan.dgn | USER NAME = drivakosgn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD @ IL. ROUTE 72 (HIGGINS ROAD)<br/>EXISTING &amp; PROPOSED ROADWAY PLAN</b> |              |        | F.A.P. RTE. 341                  | SECTION 62-N-1     | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 23 |
| PLOT SCALE = 50.0000' / IN.      | CHECKED -              | REVISED -  | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. OF | SHEETS | STA. 185+00.00 TO STA. 198+00.00 | CONTRACT NO. 60K09 |             |                  |              |
| PLOT DATE = 5/31/2011            | DATE -                 | REVISED -  | REVISED - |   | ILLINOIS FED. AID PROJECT  |              |        |                                  |                    |             |                  |              |
|                                  |                        |            |           |   |  |              |        |                                  |                    |             |                  |              |

19:30:57 05/22/2011

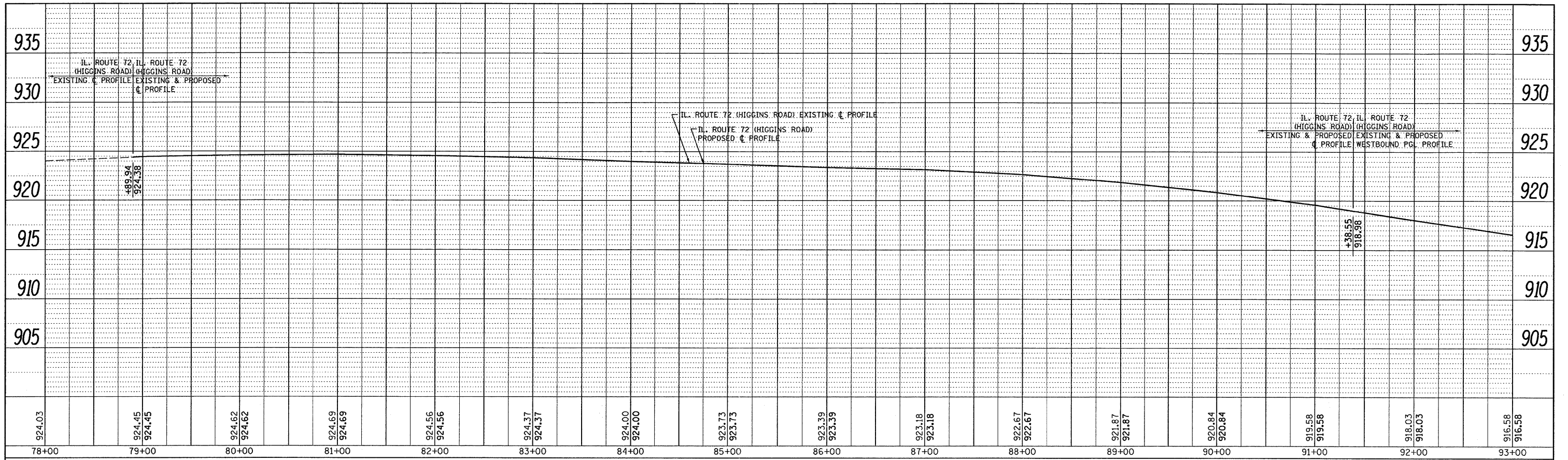


|                                  |                        |            |           |   |  |                     |                                  |                    |                  |               |                    |                |
|----------------------------------|------------------------|------------|-----------|---|--|---------------------|----------------------------------|--------------------|------------------|---------------|--------------------|----------------|
| FILE NAME = P110000-shr-plan.dgn | USER NAME = drivakosgn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD @ IL. ROUTE 72 (HIGGINS ROAD)<br/>EXISTING &amp; PROPOSED ROADWAY PLAN</b> |                     |                                  | F.A.P. RTE. = 341  | SECTION = 62-N-1 | COUNTY = KANE | TOTAL SHEETS = 148 | SHEET NO. = 24 |
| PLLOT SCALE = 50.0000' / IN.     | CHECKED -              | REVISED -  | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. OF SHEETS | STA. 198+00.00 TO STA. 213+00.00 | CONTRACT NO. 60K09 |                  |               |                    |                |
| PLLOT DATE = 5/31/2011           | DATE -                 | REVISED -  | REVISED - |   | ILLINOIS FED. AID PROJECT  |                     |                                  |                    |                  |               |                    |                |
|                                  |                        |            |           |   |  |                     |                                  |                    |                  |               |                    |                |

19:31:04 05/22/2011

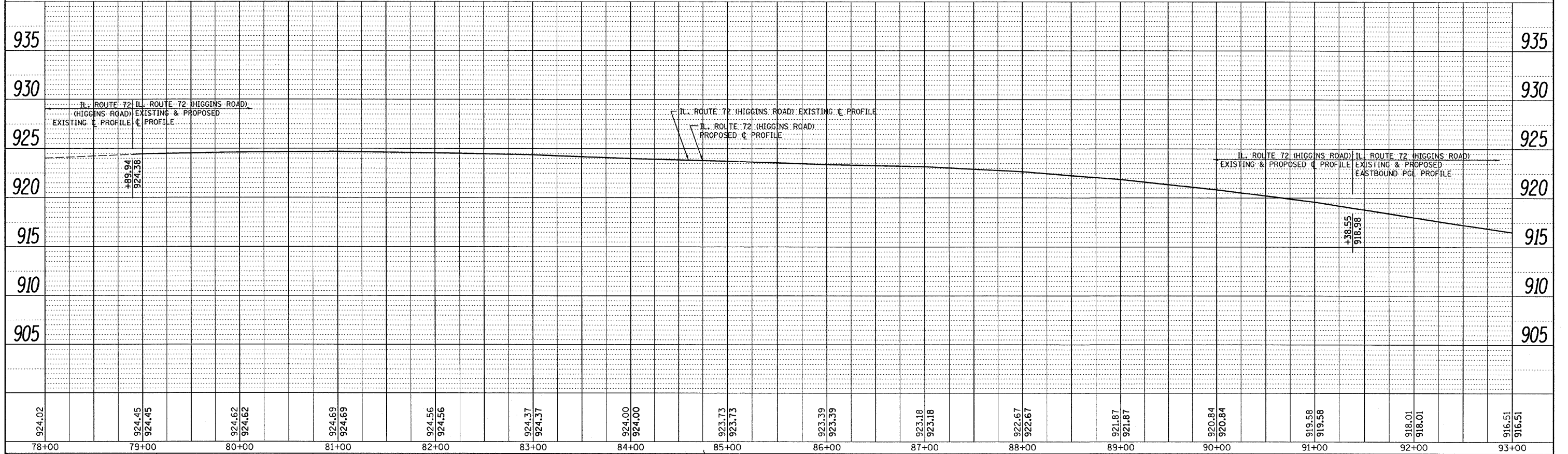


|      |                    |    |      |
|------|--------------------|----|------|
| PLAN | SURVEYED           | BY | DATE |
|      | PLOTTED            |    |      |
|      | RT. OF WAY CHECKED |    |      |
|      | CADD FILE NAME     |    |      |
|      | NO.                |    |      |



**WESTBOUND PGL PROFILE**

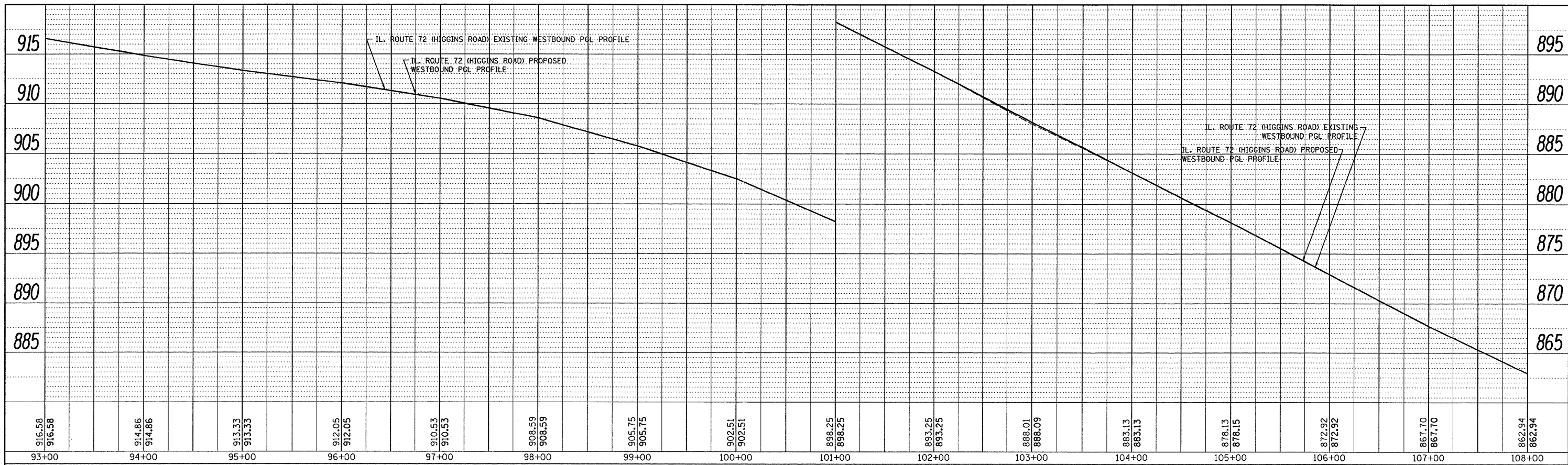
**EASTBOUND PGL PROFILE**



|         |                    |    |      |
|---------|--------------------|----|------|
| PROFILE | SURVEYED           | BY | DATE |
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|         | RT. OF WAY CHECKED |    |      |
|         | CADD FILE NAME     |    |      |
|         | NO.                |    |      |

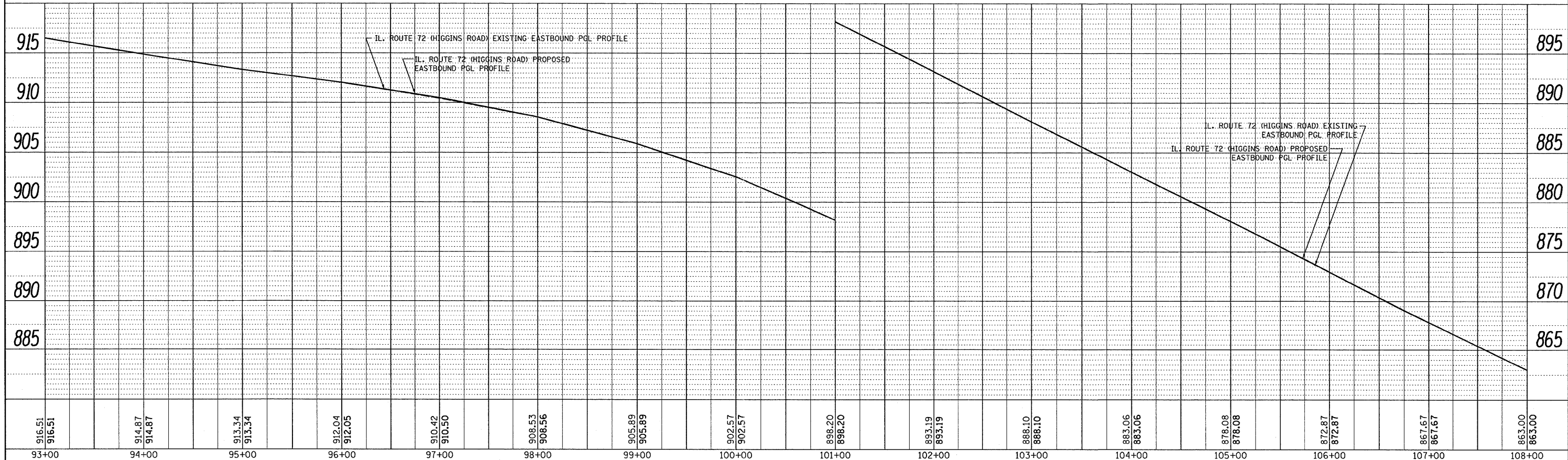
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| FILE NAME = P118008-shr-profile.dgn | USER NAME = drvakosgn       | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD)<br/>EXISTING &amp; PROPOSED ROADWAY PROFILE</b> |           |           | F.A.P. RTE. 341 | SECTION 62-N-1   | COUNTY KANE        | TOTAL SHEETS 148 | SHEET NO. 25 |
|                                     | PLOT SCALE = 50.0000' / IN. | DRAWN -    | REVISED - |   | SCALE H: 1" = 50'  | SHEET NO. | OF SHEETS | STA. 78+00.00   | TO STA. 93+00.00 | CONTRACT NO. 60K09 |                  |              |
|                                     | PLOT DATE = 5/31/2011       | CHECKED -  | REVISED - |   | SCALE V: 1" = 5'   |           |           |                 |                  |                    |                  |              |
|                                     |                             | DATE -     | REVISED - |   | ILLINOIS FED. AID PROJECT  |           |           |                 |                  |                    |                  |              |

|           |                |    |      |
|-----------|----------------|----|------|
| PLAN      | DESIGNED       | BY | DATE |
| NOTE BOOK | ALIGNED        |    |      |
| NO.       | CHECKED        |    |      |
|           | CADD FILE NAME |    |      |



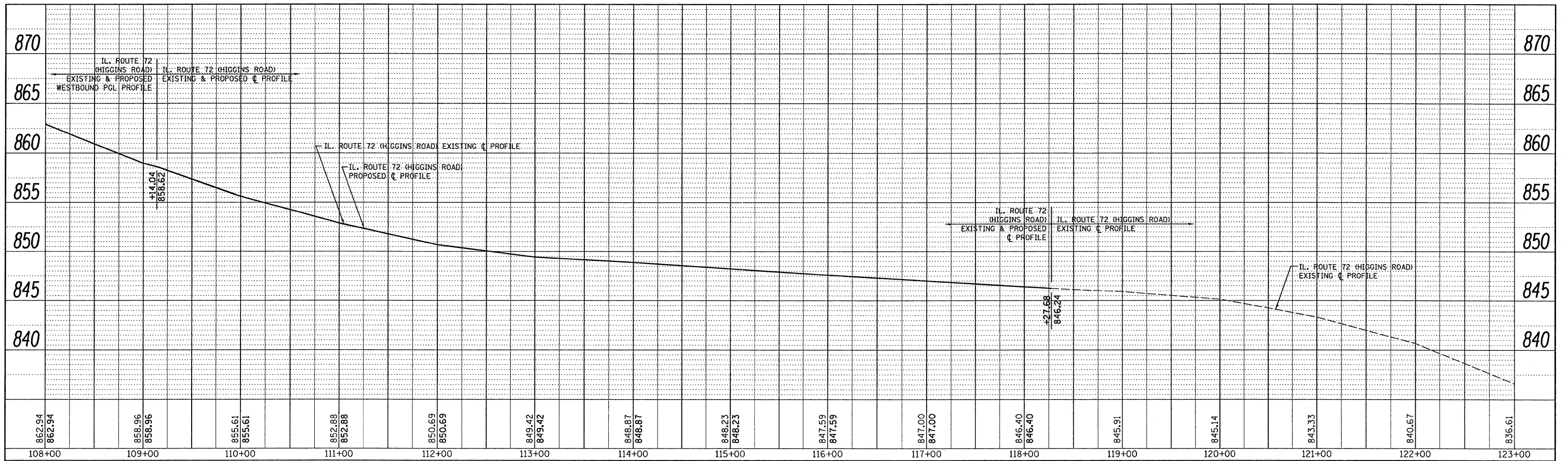
WESTBOUND PGL PROFILE

|           |                          |    |      |
|-----------|--------------------------|----|------|
| PROFILE   | DESIGNED                 | BY | DATE |
| NOTE BOOK | GRADES CHECKED           |    |      |
| NO.       | STRUCTURE NOTATIONS OK'D |    |      |



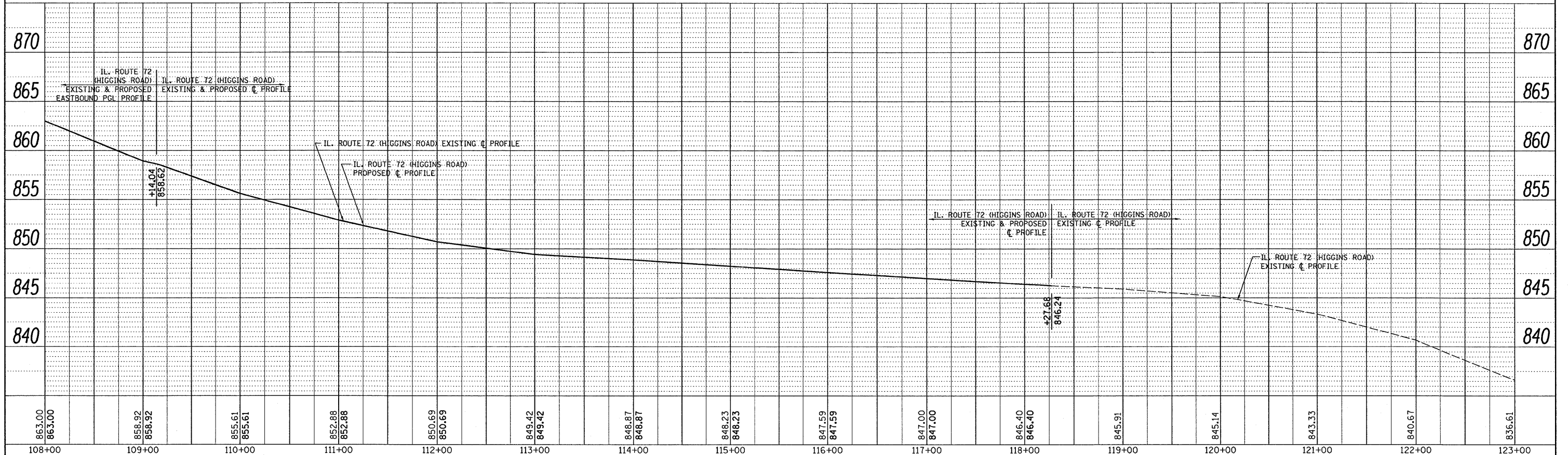
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| FILE NAME = P110008-shr-profile.dgn | USER NAME = drvakosgn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>IL ROUTE 72 (HIGGINS ROAD)</b><br><b>EXISTING &amp; PROPOSED ROADWAY PROFILE</b> |                  | F.A.P. RTE. 341     | SECTION 62-N-1 | COUNTY KANE       | TOTAL SHEETS 148   | SHEET NO. 26 |  |
| PLOT SCALE = 50.0000' / IN.         | CHECKED -             | REVISED -  | REVISED - |   | SCALE H: 1" = 50'   | SCALE V: 1" = 5' | SHEET NO. OF SHEETS | STA. 93+00.00  | TO STA. 108+00.00 | CONTRACT NO. 60K09 |              |  |
| PLOT DATE = 5/31/2011               | DATE -                | REVISED -  | REVISED - |   | ILLINOIS FED. AID PROJECT   |                  |                     |                |                   |                    |              |  |
|                                     |                       |            |           |   |   |                  |                     |                |                   |                    |              |  |

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



**WESTBOUND PGL PROFILE**

**EASTBOUND PGL PROFILE**

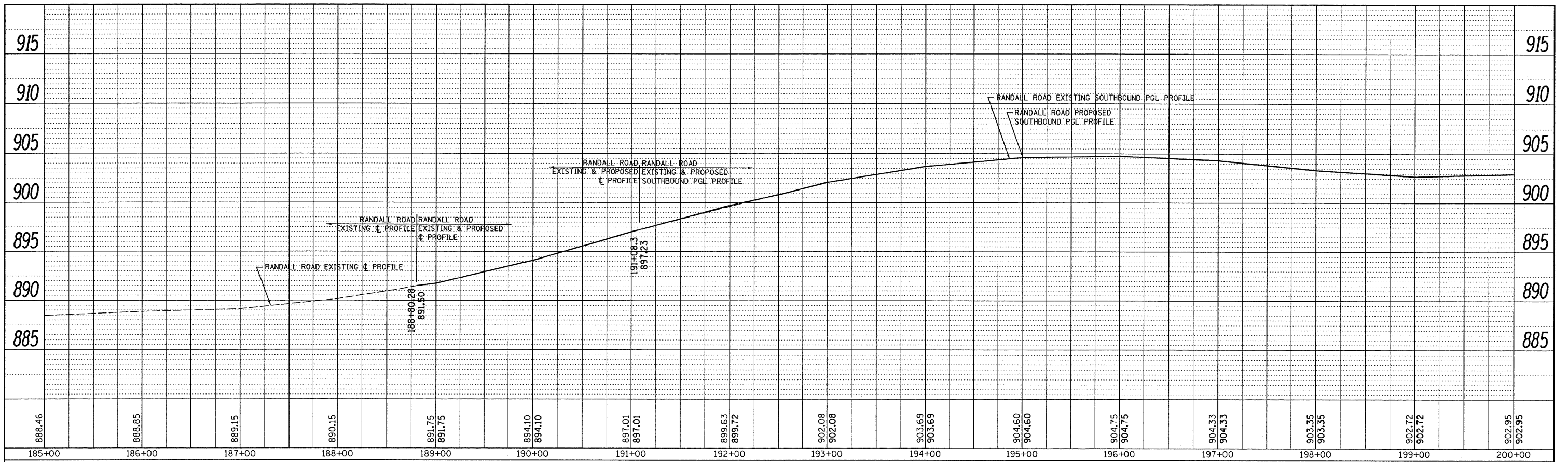


|         |                             |    |      |
|---------|-----------------------------|----|------|
| PROFILE | SURVEYED                    | BY | DATE |
|         | ALIGNED                     |    |      |
|         | NOTE BOOK                   |    |      |
|         | NO. OF WAY CHECKED          |    |      |
|         | NO.                         |    |      |
|         | STRUCTURE NOTATIONS CHECKED |    |      |

|                                     |                            |            |           |   |                                       |  |  |                    |                |             |                  |              |  |
|-------------------------------------|----------------------------|------------|-----------|---|---------------------------------------|--|--|--------------------|----------------|-------------|------------------|--------------|--|
| FILE NAME = P110028-shr-profile.dgn | USER NAME = drivakosgn     | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | SCALE H: 1" = 50'<br>SCALE V: 1" = 5' | <b>IL. ROUTE 72 (HIGGINS ROAD)</b><br><b>EXISTING &amp; PROPOSED ROADWAY PROFILE</b> |  | F.A.P. RTE. 341    | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 27 |  |
|                                     | PLOT SCALE = 50.0000 / IN. | CHECKED -  | REVISED - |   |                                       | SHEET NO. OF SHEETS STA. 108+00.00 TO STA. 123+00.00                                 |  | CONTRACT NO. 60K09 |                |             |                  |              |  |
|                                     | PLOT DATE = 5/31/2011      | DATE -     | REVISED - |   |                                       | ILLINOIS FED. AID PROJECT  |  |                    |                |             |                  |              |  |
|                                     |                            |            |           |   |                                       |  |  |                    |                |             |                  |              |  |

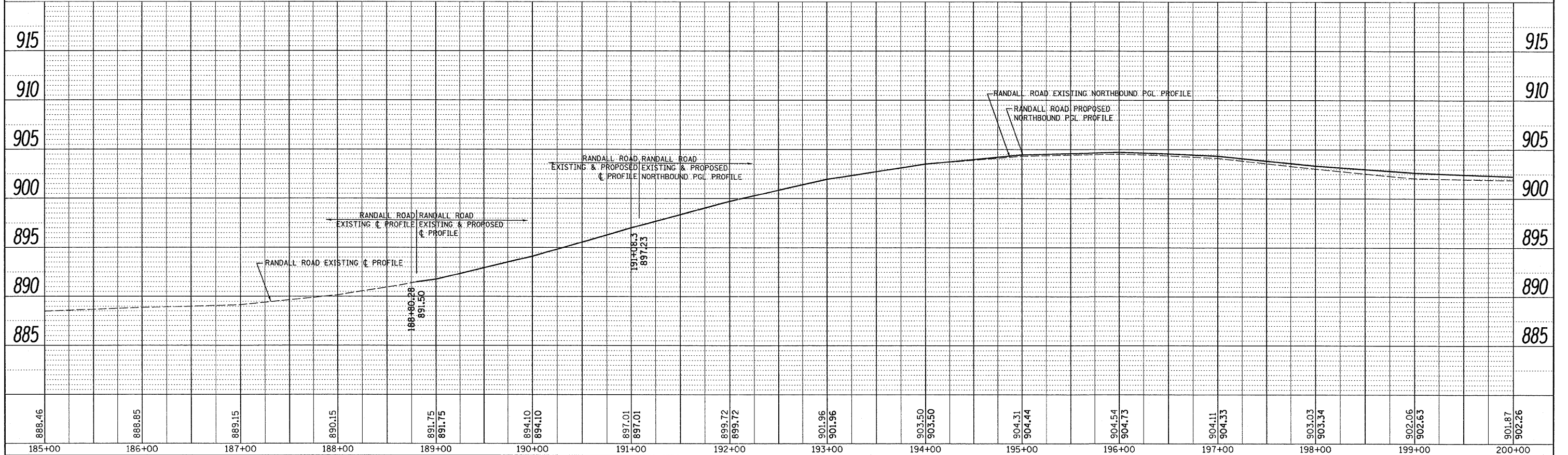
19:12:59 05/22/2011

|      |                    |    |      |
|------|--------------------|----|------|
| PLAN | SURVEYED           | BY | DATE |
|      | PLOTTED            |    |      |
|      | NOTED              |    |      |
|      | RT. OF WAY CHECKED |    |      |
|      | CADD FILE NAME     |    |      |



**SOUTHBOUND PGL PROFILE**

**NORTHBOUND PGL PROFILE**



|         |                             |    |      |
|---------|-----------------------------|----|------|
| PROFILE | SURVEYED                    | BY | DATE |
|         | PLOTTED                     |    |      |
|         | GRANDS CHECKED              |    |      |
|         | STRUCTURE NOTATIONS CHECKED |    |      |

FILE NAME = P110008-shr-profile.dgn

USER NAME = drivakosgn  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 5/31/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

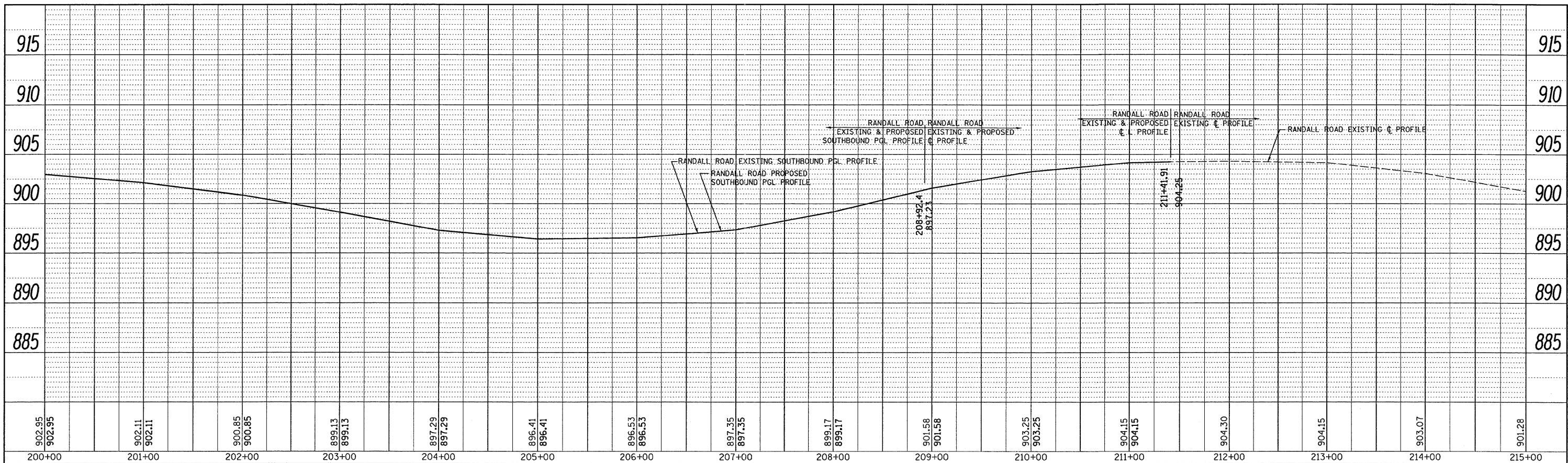
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD  
 EXISTING & PROPOSED ROADWAY PROFILE**  
 SCALE H: 1"= 50'  
 SCALE V: 1"= 5'  
 SHEET NO. OF SHEETS STA. 185+00.00 TO STA. 200+00.00

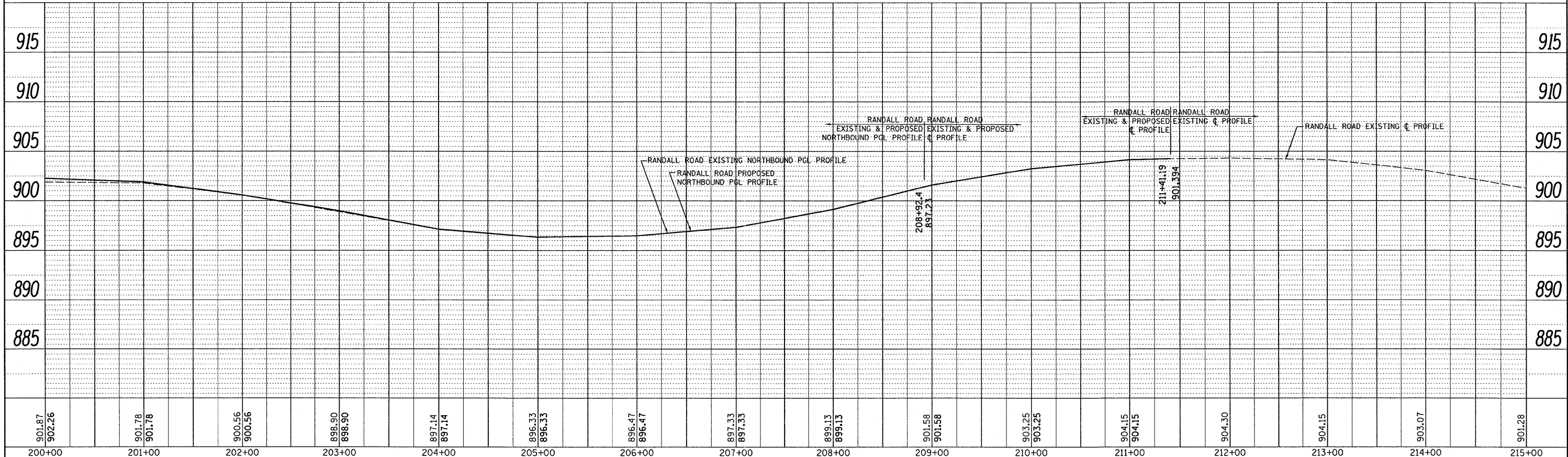
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|--------------------|---------|--------|---------------------------|-----------|
| F.A.P. RTE.        | SECTION | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 341                | 62-N-1  | KANE   | 148                       | 28        |
| CONTRACT NO. 60K09 |         |        | ILLINOIS FED. AID PROJECT |           |

|      |           |    |      |
|------|-----------|----|------|
| PLAN | SURVEYED  | BY | DATE |
|      | PLOTTED   |    |      |
|      | NOTE BOOK |    |      |
|      | NO.       |    |      |
|      | CHECKED   |    |      |
|      | REVISIONS |    |      |
|      | DATE      |    |      |
|      | FILE NAME |    |      |



**SOUTHBOUND PGL PROFILE**

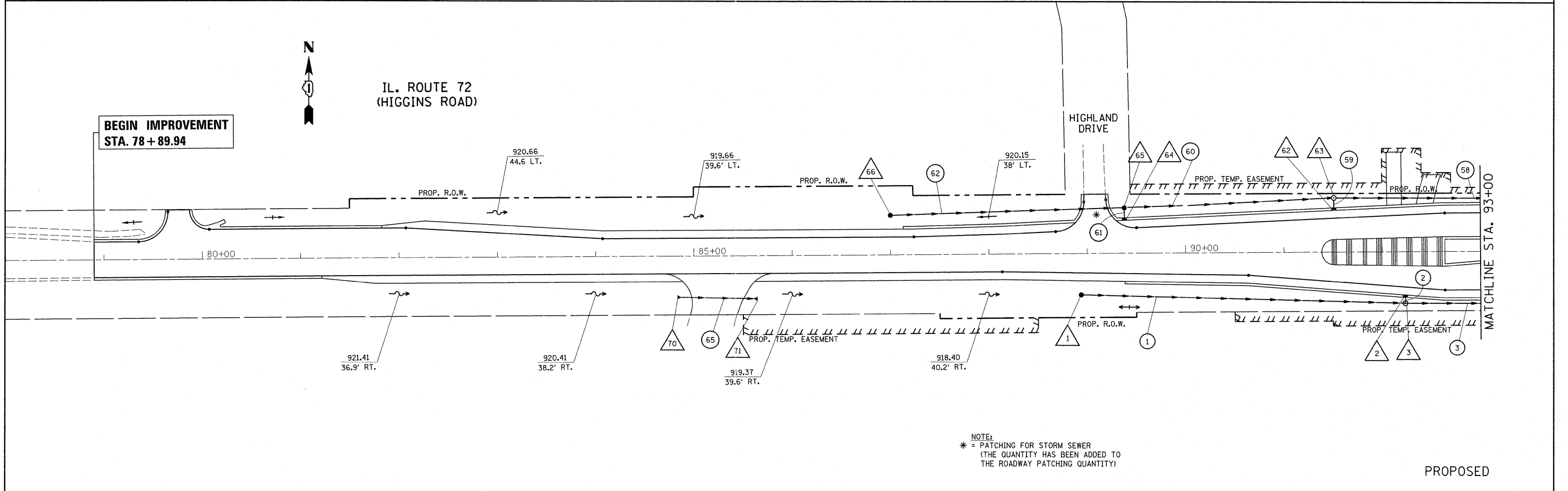
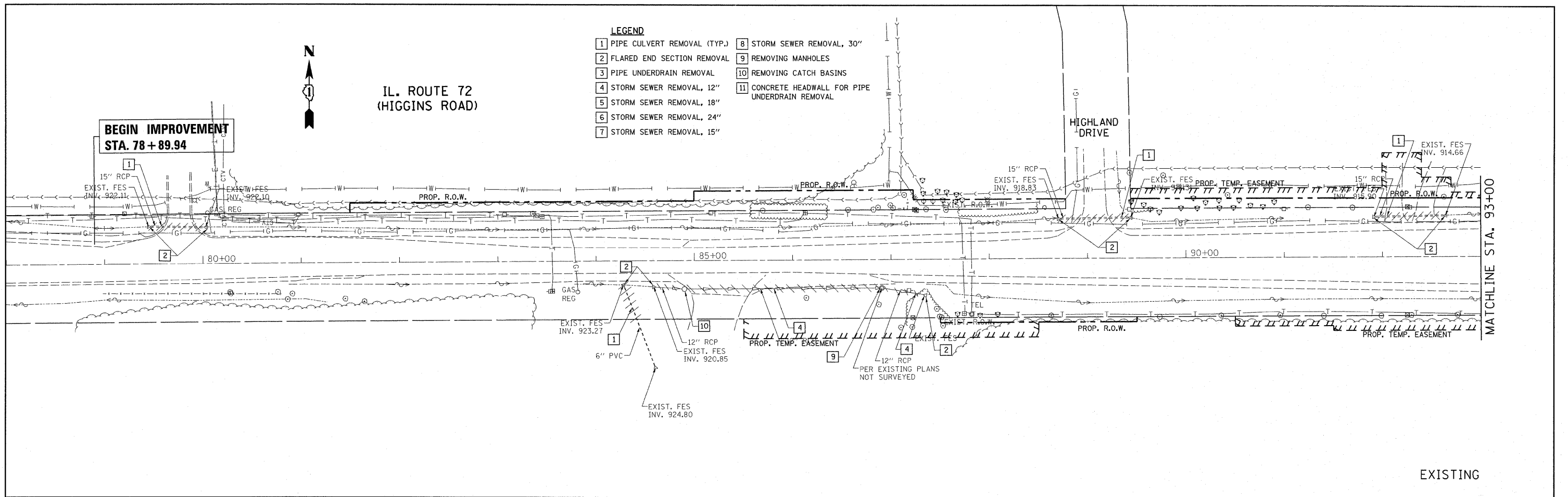
**NORTHBOUND PGL PROFILE**



|         |           |    |      |
|---------|-----------|----|------|
| PROFILE | SURVEYED  | BY | DATE |
|         | PLOTTED   |    |      |
|         | NOTE BOOK |    |      |
|         | NO.       |    |      |
|         | CHECKED   |    |      |
|         | REVISIONS |    |      |
|         | DATE      |    |      |
|         | FILE NAME |    |      |

|                                     |                             |            |           |   |                  |   |                     |                                  |                           |                  |              |  |
|-------------------------------------|-----------------------------|------------|-----------|---|------------------|---|---------------------|----------------------------------|---------------------------|------------------|--------------|--|
| FILE NAME = P110008-shp-profile.dgn | USER NAME = drivakosgn      | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | SCALE H: 1"= 50' | <b>RANDALL ROAD<br/>EXISTING &amp; PROPOSED ROADWAY PROFILE</b> | F.A.P. RTE. 341     | SECTION 62-N-1                   | COUNTY KANE               | TOTAL SHEETS 148 | SHEET NO. 29 |  |
|                                     | PLOT SCALE = 50.0000' / IN. | DRAWN -    | REVISED - |   | SCALE V: 1"= 5'  |   | SHEET NO. OF SHEETS | STA. 200+00.00 TO STA. 215+00.00 | CONTRACT NO. 60K09        |                  |              |  |
|                                     | PLOT DATE = 5/31/2011       | CHECKED -  | REVISED - |   |                  |   |                     |                                  | ILLINOIS FED. AID PROJECT |                  |              |  |
|                                     |                             | DATE       | REVISED   |   |                  |   |                     |                                  |                           |                  |              |  |

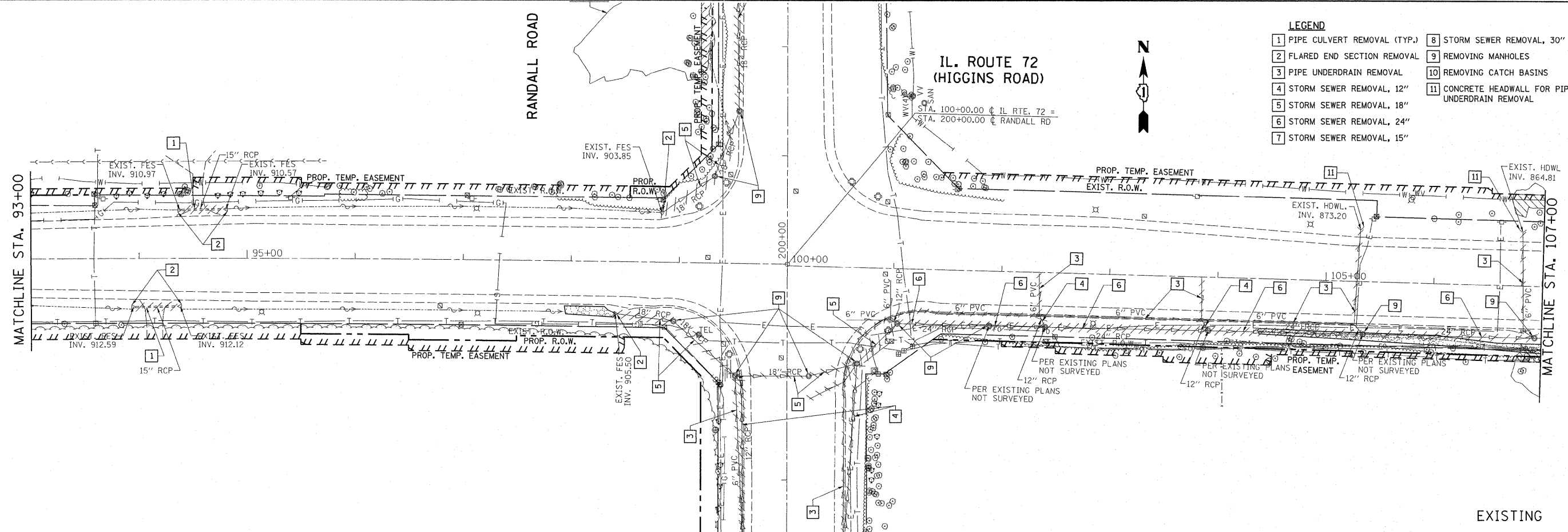
: 19:13:11 05/22/2011



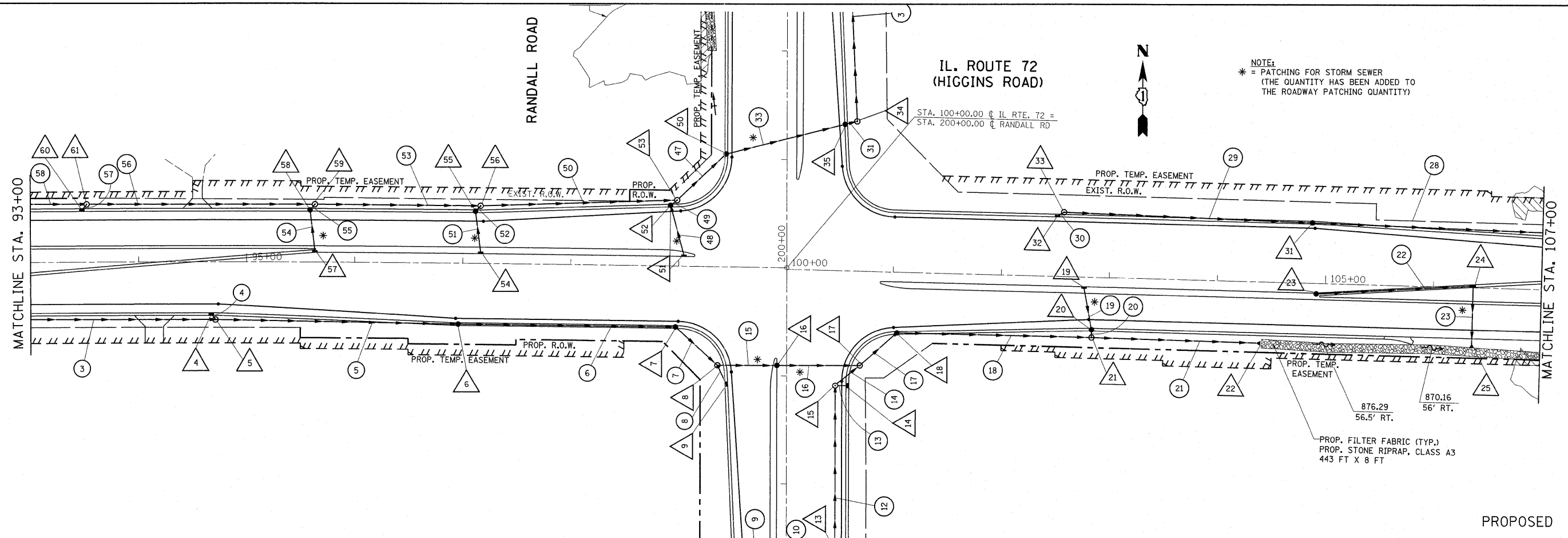
- LEGEND**
- 1 PIPE CULVERT REMOVAL (TYP.)
  - 2 FLARED END SECTION REMOVAL
  - 3 PIPE UNDERDRAIN REMOVAL
  - 4 STORM SEWER REMOVAL, 12"
  - 5 STORM SEWER REMOVAL, 18"
  - 6 STORM SEWER REMOVAL, 24"
  - 7 STORM SEWER REMOVAL, 15"
  - 8 STORM SEWER REMOVAL, 30"
  - 9 REMOVING MANHOLES
  - 10 REMOVING CATCH BASINS
  - 11 CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL

**NOTE:**  
 \* = PATCHING FOR STORM SEWER  
 (THE QUANTITY HAS BEEN ADDED TO THE ROADWAY PATCHING QUANTITY)

|                                      |                       |            |           |   |   |                       |                                |                |                     |                 |  |
|--------------------------------------|-----------------------|------------|-----------|---|---|-----------------------|--------------------------------|----------------|---------------------|-----------------|--|
| FILE NAME =<br>P110000-shd-drain.dgn | USER NAME = pccieohel | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS RD.) AT RANDALL RD.<br/>EXISTING &amp; PROPOSED DRAINAGE SHEET</b> | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1              | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>30 |  |
| PLOT SCALE = 50,0000' / 1" =         |                       | CHECKED -  | REVISED - |   | SCALE: 1" = 50'   | SHEET NO. OF SHEETS   | STA. 78+00.00 TO STA. 93+00.00 |                | CONTRACT NO. 60K09  |                 |  |
| PLOT DATE = 6/23/2011                |                       | DATE -     | REVISED - |   | ILLINOIS FED. AID PROJECT   |                       |                                |                |                     |                 |  |
|                                      |                       |            |           |   |   |                       |                                |                |                     |                 |  |



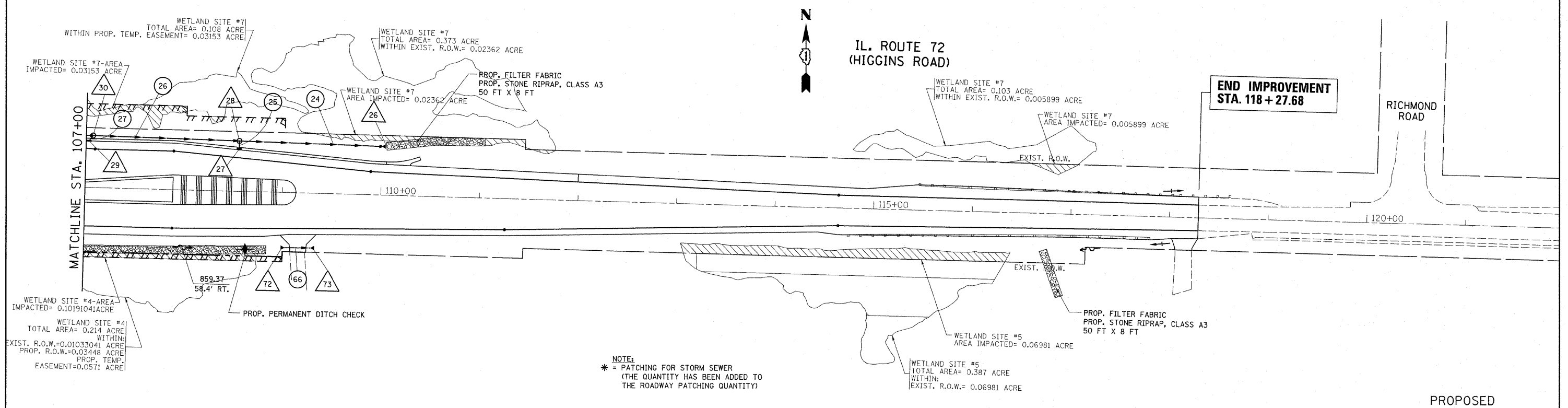
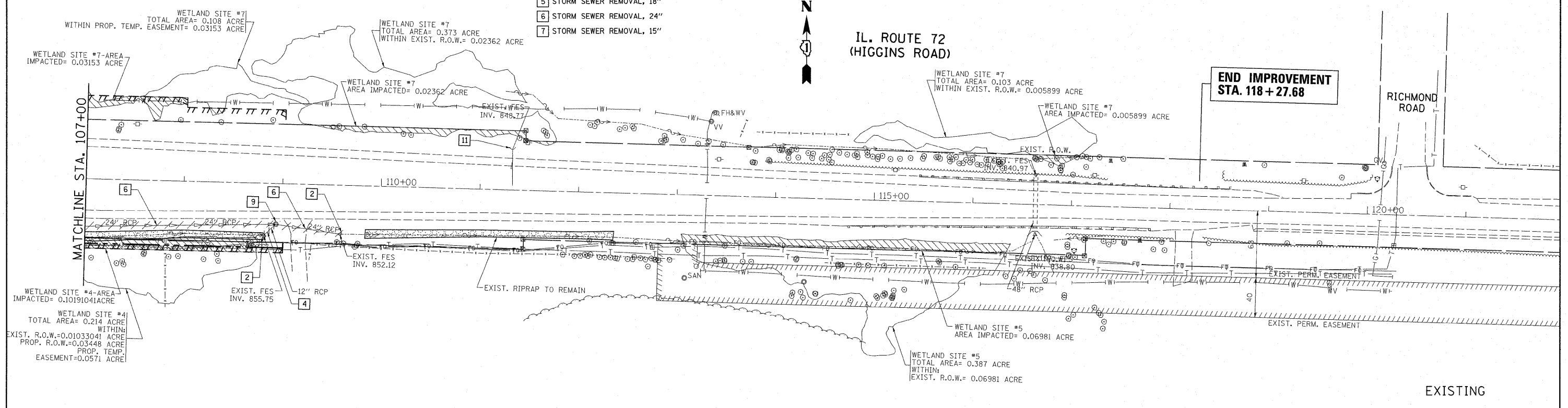
EXISTING



PROPOSED

|                                      |                         |                       |                        |   |   |           |                       |                   |                   |                           |                 |  |
|--------------------------------------|-------------------------|-----------------------|------------------------|---|---|-----------|-----------------------|-------------------|-------------------|---------------------------|-----------------|--|
| FILE NAME =<br>P110000-shd-drain.dgn | USER NAME =<br>pocitech | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS RD.) AT RANDALL RD.<br/>EXISTING &amp; PROPOSED DRAINAGE SHEET</b> |           | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1 | COUNTY<br>KANE    | TOTAL SHEETS<br>148       | SHEET NO.<br>31 |  |
| PLOT SCALE = 50.0000' / 1"           |                         | CHECKED -             | REVISED -              |   | SCALE: 1" = 50'   | SHEET NO. | OF SHEETS             | STA. 93+00.00     | TO STA. 107+00.00 | ILLINOIS FED. AID PROJECT |                 |  |
| PLOT DATE = 6/23/2011                |                         | DATE -                | REVISED -              |   | CONTRACT NO. 60K09  |           |                       |                   |                   |                           |                 |  |

- LEGEND**
- 1 PIPE CULVERT REMOVAL (TYP.)
  - 2 FLARED END SECTION REMOVAL
  - 3 PIPE UNDERDRAIN REMOVAL
  - 4 STORM SEWER REMOVAL, 12"
  - 5 STORM SEWER REMOVAL, 18"
  - 6 STORM SEWER REMOVAL, 24"
  - 7 STORM SEWER REMOVAL, 15"
  - 8 STORM SEWER REMOVAL, 30"
  - 9 REMOVING MANHOLES
  - 10 REMOVING CATCH BASINS
  - 11 CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL



NOTE:  
 \* = PATCHING FOR STORM SEWER  
 (THE QUANTITY HAS BEEN ADDED TO  
 THE ROADWAY PATCHING QUANTITY)

FILE NAME = P110008-shr-drain.dgn  
 USER NAME = poosheal  
 PLOT SCALE = 50:0000' / 1" =  
 PLOT DATE = 6/23/2011

|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

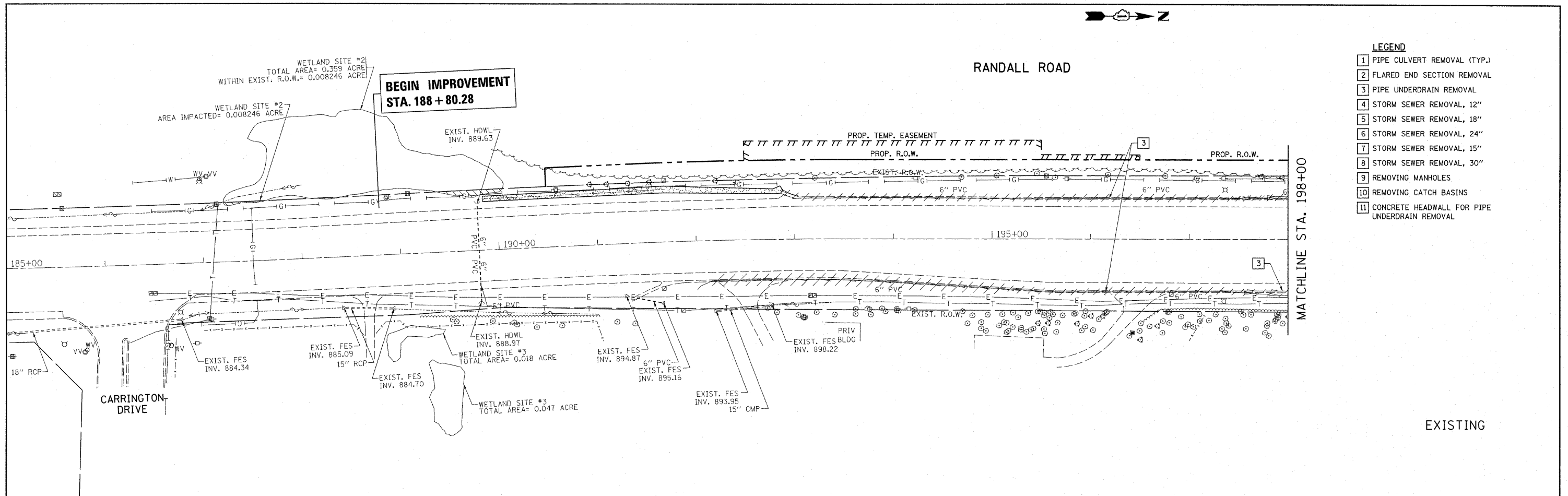
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. ROUTE 72 (HIGGINS RD.) AT RANDALL RD.  
 EXISTING & PROPOSED DRAINAGE SHEET**

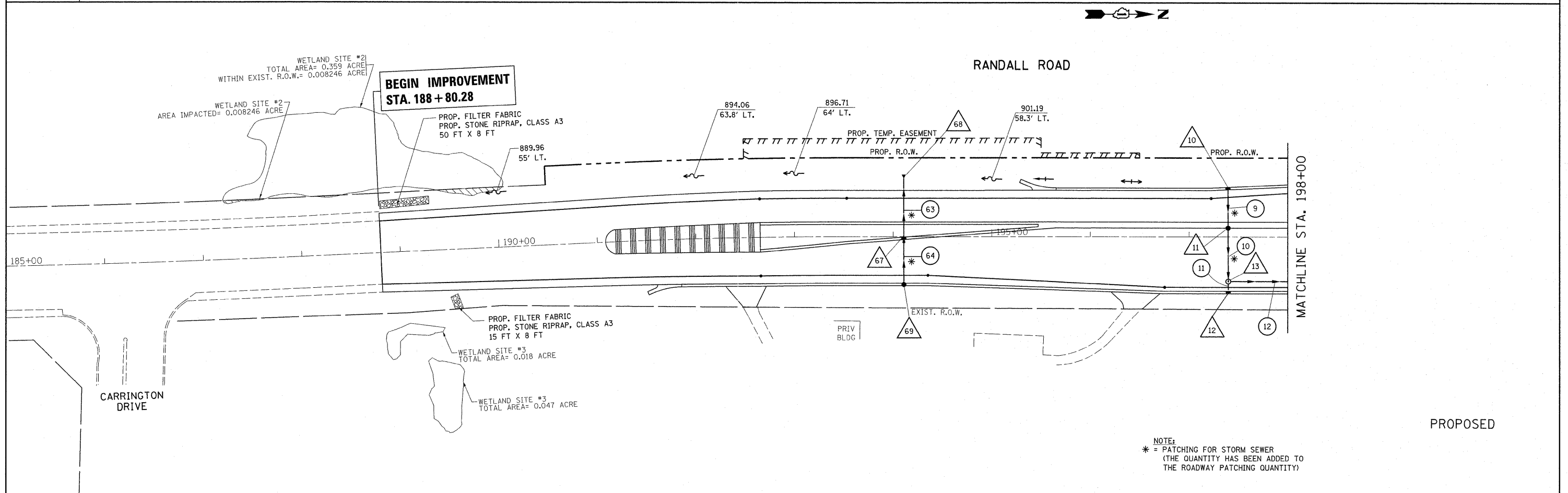
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 107+00.00 TO STA. 122+00.00

|                           |                |             |                  |              |
|---------------------------|----------------|-------------|------------------|--------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 32 |
| CONTRACT NO. 60K09        |                |             |                  |              |
| ILLINOIS FED. AID PROJECT |                |             |                  |              |





- LEGEND**
- 1 PIPE CULVERT REMOVAL (TYP.)
  - 2 FLARED END SECTION REMOVAL
  - 3 PIPE UNDERDRAIN REMOVAL
  - 4 STORM SEWER REMOVAL, 12"
  - 5 STORM SEWER REMOVAL, 18"
  - 6 STORM SEWER REMOVAL, 24"
  - 7 STORM SEWER REMOVAL, 15"
  - 8 STORM SEWER REMOVAL, 30"
  - 9 REMOVING MANHOLES
  - 10 REMOVING CATCH BASINS
  - 11 CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL



NOTE:  
 \* = PATCHING FOR STORM SEWER  
 (THE QUANTITY HAS BEEN ADDED TO  
 THE ROADWAY PATCHING QUANTITY)

|                                      |                         |                       |                           |   |  |                       |                                  |                    |                        |                    |  |  |
|--------------------------------------|-------------------------|-----------------------|---------------------------|---|--|-----------------------|----------------------------------|--------------------|------------------------|--------------------|--|--|
| FILE NAME =<br>P110208-sht-drain.dgn | USER NAME =<br>pocitech | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED -    | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD AT IL. ROUTE 72 (HIGGINS RD).<br/>EXISTING &amp; PROPOSED DRAINAGE SHEET</b> | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1                | COUNTY<br>KANE     | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>33 |  |  |
| PLOT SCALE =<br>50.0000' / 1" =      | CHECKED -               | REVISED -             | SCALE: 1" = 50'           |   |  | SHEET NO. OF SHEETS   | STA. 185+00.00 TO STA. 198+00.00 | CONTRACT NO. 60K09 |                        |                    |  |  |
| PLOT DATE =<br>6/23/2011             | DATE -                  | REVISED -             | ILLINOIS FED. AID PROJECT |   |  |                       |                                  |                    |                        |                    |  |  |
|                                      |                         |                       |                           |   |  |                       |                                  |                    |                        |                    |  |  |



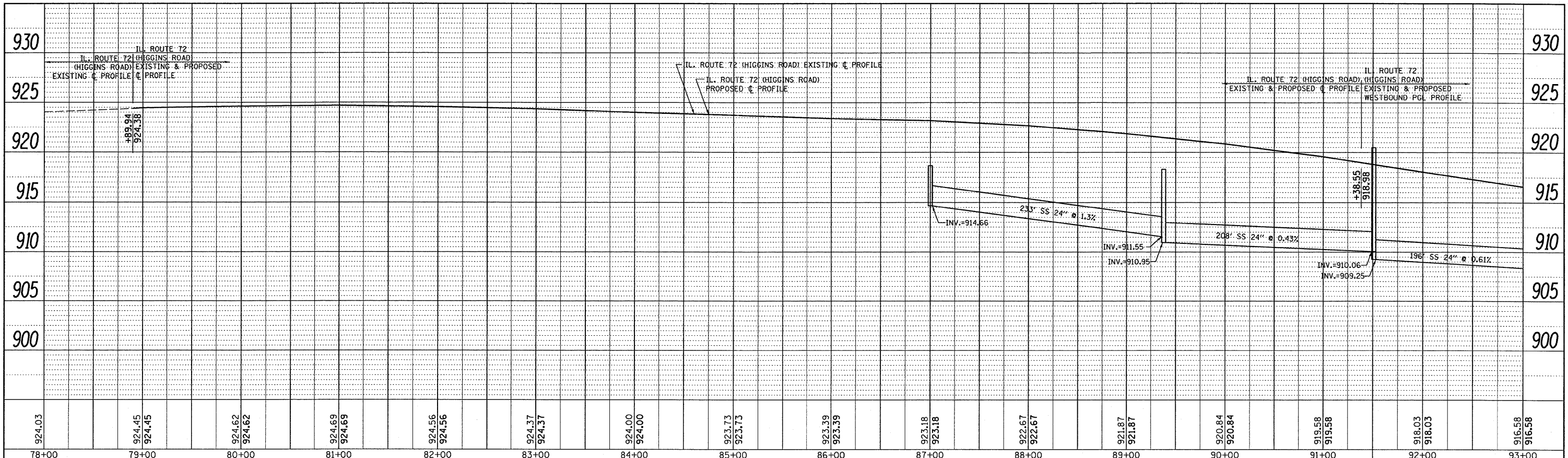
| STORM SEWER TABLE |                   |       |      |               |             |           |              |
|-------------------|-------------------|-------|------|---------------|-------------|-----------|--------------|
| NO.               | STATION - STATION | CLASS | TYPE | DIAMETER (IN) | LENGTH (FT) | SLOPE (%) | TBF (CU.YD.) |
| 1                 | 88+93.8-92+23.3   | A     | 2    | 24            | 325         | 0.50      |              |
| 2                 | 92+23.3-92+23.3   | A     | 2    | 12            | 4           | 1.25      | 3.2          |
| 3                 | 92+23.3-94+71     | A     | 2    | 24            | 243         | 0.70      | 259.9        |
| 4                 | 94+67.2-94+71     | A     | 2    | 12            | 3           | 1.00      | 1.3          |
| 5                 | 94+71-96+96       | A     | 2    | 24            | 220         | 0.70      | 182          |
| 6                 | 96+96-98+97.5     | A     | 2    | 24            | 196         | 1.50      | 66.6         |
| 7                 | 98+97.5-99+37     | A     | 2    | 24            | 48          | 0.58      |              |
| 8                 | 198+91.9-199+09.5 | A     | 2    | 12            | 16          | 0.56      |              |
| 9                 | 197+39.4-197+39.4 | A     | 2    | 12            | 36.3        | 0.44      | 10.8         |
| 10                | 197+39.4-197+39.4 | A     | 2    | 12            | 50          | 0.44      | 17.1         |
| 11                | 197+39.4-197+39.4 | A     | 2    | 12            | 8.0         | 2.00      | 2.4          |
| 12                | 197+39.4-198+90.7 | A     | 2    | 12            | 147         | 0.44      | 44.0         |
| 13                | 198+90.7-198+90.7 | A     | 2    | 12            | 8.0         | 0.77      | 1.5          |
| 14                | 198+90.7-199+9.6  | A     | 2    | 12            | 25.1        | 0.55      | 5.4          |
| 15                | 199+9.6-199+9.6   | A     | 2    | 24            | 49.6        | 0.81      | 44.7         |
| 16                | 199+9.6-199+9.6   | A     | 2    | 24            | 72          | 0.71      | 56.9         |
| 17                | 100+68-101+05     | A     | 2    | 24            | 41          | 1.90      |              |
| 18                | 101+05-102+85     | A     | 2    | 24            | 175         | 0.74      | 187.3        |
| 19                | 102+77-102+85     | A     | 2    | 12            | 36.2        | 3.6       | 8.5          |
| 20                | 102+85-102+85     | A     | 2    | 12            | 3.3         | 1.50      |              |
| 21                | 102+85-104+40     | A     | 2    | 24            | 150         | 1.00      |              |
| 22                | 104+91.7-106+36.6 | A     | 2    | 12            | 142         | 5.20      | 40.8         |
| 23                | 106+36.7-106+36.6 | A     | 2    | 12            | 52.7        | 2.90      | 16.1         |
| 24                | 108+55.3-110+1.4  | A     | 2    | 15            | 142         | 2.90      |              |
| 25                | 108+55.3-108+55.3 | A     | 2    | 12            | 5           | 1.80      |              |
| 26                | 107+06.9-108+55.3 | A     | 2    | 15            | 145         | 3.90      |              |
| 27                | 107+02.8-107+06.9 | A     | 2    | 12            | 3           | 2.00      |              |
| 28                | 104+86.7-107+06.9 | A     | 2    | 12            | 217         | 4.70      | 11.1         |
| 29                | 102+56.6-104+86.7 | A     | 2    | 12            | 226         | 4.70      | 16.7         |
| 30                | 102+50.6-102+56.6 | A     | 2    | 12            | 4           | 1.25      |              |
| 31                | 201+32.5-201+35   | A     | 2    | 30            | 6.5         | 0.31      |              |
| 32                | 201+35-203+20.4   | A     | 2    | 48            | 180.5       | 0.07      |              |
| 33                | 201+05-201+32.5   | A     | 2    | 24            | 109         | 0.80      | 85.5         |
| 34                | 203+20.4-203+20.4 | A     | 2    | 12            | 62.5        | 0.45      | 20.6         |
| 35                | 203+20.4-203+20.4 | A     | 2    | 12            | 34.5        | 0.14      | 11.9         |
| 36                | 203+20.4-203+20.4 | A     | 2    | 12            | 3.6         | 1.40      |              |
| 37                | 203+20.4-204+51   | A     | 2    | 48            | 124.5       | 0.08      | 114.7        |
| 38                | 204+51-204+60     | A     | 2    | 30            | 3           | 0.07      | 2.7          |
| 39                | 204+43-204+60     | A     | 2    | 48            | 118.5       | 0.08      | 114.6        |
| 40                | 204+60-204+59     | A     | 2    | 60            | 18          | 0.06      |              |

| STORM SEWER TABLE |                   |       |      |               |             |           |              |
|-------------------|-------------------|-------|------|---------------|-------------|-----------|--------------|
| NO.               | STATION - STATION | CLASS | TYPE | DIAMETER (IN) | LENGTH (FT) | SLOPE (%) | TBF (CU.YD.) |
| 41                | 205+39-204+60     | A     | 2    | 18            | 74.5        | 0.28      | 27.6         |
| 42                | 205+39-205+39     | A     | 2    | 18            | 3.5         | 0.86      | 1.6          |
| 43                | 205+49-205+39     | A     | 2    | 12            | 7           | 1.00      | 1.7          |
| 44                | 205+39-205+39     | A     | 2    | 12            | 41.5        | 0.53      | 13.2         |
| 45                | 205+39-205+39     | A     | 2    | 12            | 47.5        | 0.51      | 14.9         |
| 46                | 205+39-205+49     | A     | 2    | 12            | 7           | 1.00      | 1.7          |
| 47                | 98+97.7-99+42.8   | A     | 2    | 24            | 58          | 0.84      |              |
| 48                | 99+04.7-98+91.7   | A     | 2    | 12            | 45          | 0.56      | 13.6         |
| 49                | 98+97.7-98+91.7   | A     | 2    | 12            | 3           | 0.67      |              |
| 50                | 97+16-98+97.7     | A     | 2    | 24            | 178         | 0.75      | 194          |
| 51                | 97+16.8-97+11.4   | A     | 2    | 12            | 36          | 0.50      | 10           |
| 52                | 97+11.4-97+16     | A     | 2    | 12            | 3           | 1.00      |              |
| 53                | 95+63-97+16       | A     | 2    | 24            | 148.5       | 0.80      | 155.3        |
| 54                | 95+63-95+58.6     | A     | 2    | 12            | 36.3        | 0.50      | 10           |
| 55                | 95+58.6-95+63     | A     | 2    | 12            | 3           | 0.67      |              |
| 56                | 93+52-95+63       | A     | 2    | 24            | 206         | 0.76      | 216.1        |
| 57                | 93+47.7-93+52     | A     | 2    | 12            | 3.5         | 4.00      |              |
| 58                | 91+51-93+52       | A     | 2    | 24            | 196         | 0.61      | 183.6        |
| 59                | 91+51-91+51       | A     | 2    | 12            | 8.2         | 1.00      |              |
| 60                | 89+38-91+69       | A     | 2    | 24            | 208         | 0.43      |              |
| 61                | 89+38-89+38       | A     | 2    | 12            | 8.2         | 0.85      |              |
| 62                | 87+00-89+38       | A     | 2    | 24            | 233         | 1.30      | 8.5          |
| 63                | 194+11-194+11     | A     | 2    | 12            | 59.6        | 0.50      | 14.8         |
| 64                | 194+11-194+11     | A     | 2    | 12            | 41.6        | 0.53      | 10.7         |

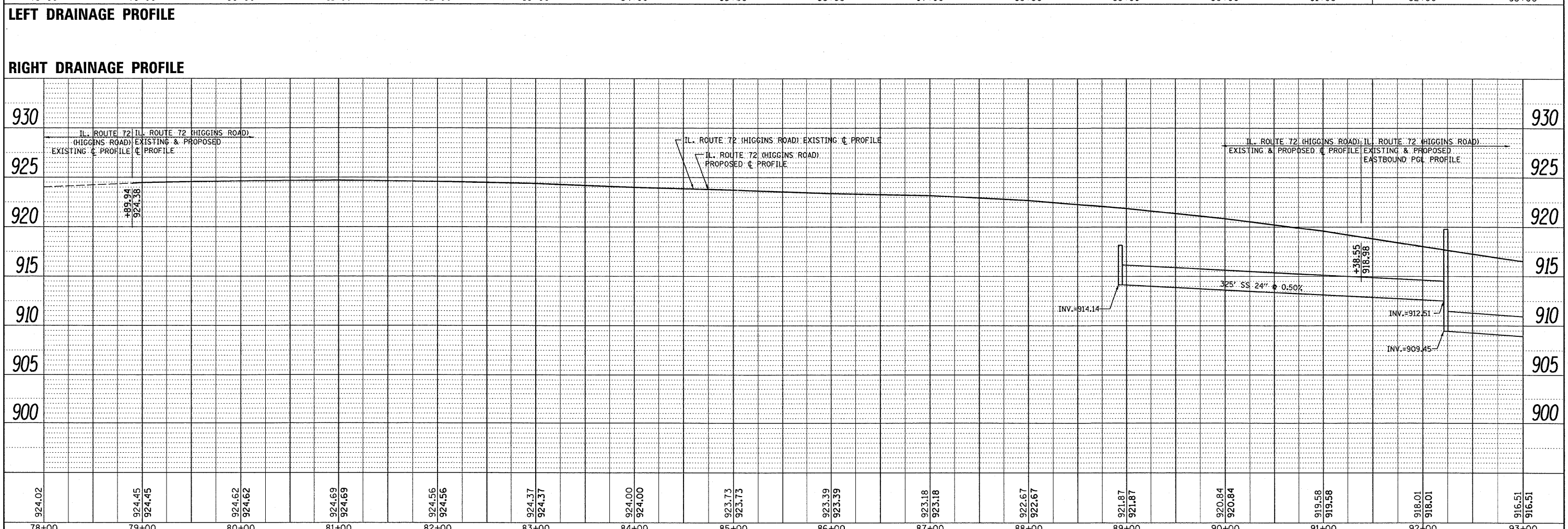
| PIPE CULVERT TABLE |                   |       |      |               |             |           |              |
|--------------------|-------------------|-------|------|---------------|-------------|-----------|--------------|
| NO.                | STATION - STATION | CLASS | TYPE | DIAMETER (IN) | LENGTH (FT) | SLOPE (%) | TBF (CU.YD.) |
| 65                 | 84+88-85+61       | A     | 2    | 15            | 73          | 0.5       | 19.7         |
| 66                 | 109+04-109+30     | A     | 1    | 15            | 26          | 0.5       | 2.8          |
| 67                 | 208+97-209+25     | A     | 1    | 15            | 28          | 0.5       | 4.9          |
| 68                 | 206+45-206+71     | A     | 1    | 15            | 26          | 0.5       |              |

|   |   |    |   |    |  |    |   |    |  |    |  |    |  |    |  |
|---|---|----|---|----|--|----|---|----|--|----|--|----|--|----|--|
| 1 | CB, T-B, 5' DIA.<br>W/ T-7 GRATE<br>STA.88+93.8, 41' RT.<br>T.G. 918.14<br>INV.914.14   | 10 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.197+39.4, 47.8' LT.<br>T.G. 903.13<br>INV.898.11 (E)  | 19 | INLET, T-A, 2' DIA.<br>W/ T-12 F&G<br>STA.102+77, 9' RT.<br>T.G. 889.28<br>INV.884.28  | 30 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.107+06.9, 52.6' LT.<br>T.G. 867.49<br>INV.861.19 (S) (IN)<br>INV.861.09 (E) (OUT)<br>INV.862.39 (W) (IN) | 39 | MH, T-A, 6' DIA.<br>W/ T-1 F C.L.<br>STA.203+20.4, 56.6' RT.<br>T.G. 895.99<br>INV.887.20 (S) (IN)<br>INV.891.25 (W) (IN)<br>INV.887.20 (N) (OUT)<br>FLAT SLAB TOP | 49 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.205+39, 55.5' RT.<br>T.G. 894.66<br>INV.888.90 (W) (IN)<br>INV.888.90 (S) (OUT)   | 59 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>STA.95+63, 53.5' LT.<br>T.G. 912.45<br>INV.905.56 (S) (IN)<br>INV.903.17 (E) (OUT)<br>INV.904.48 (W) (IN)   | 69 | CB, T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.194+11, 47' RT.<br>T.G. 902.93<br>INV. 897.80 (W) |
| 2 | CB, T-C, 2' DIA.<br>W/ T-23 F&G<br>STA.92+23.3, 43.8' RT.<br>T.G. 916.92<br>INV.911.65  | 11 | CB, T-A, 4' DIA.<br>W/ T-12 F&G<br>STA.197+39.4, 9' LT.<br>T.G. 903.94<br>INV.897.95 (E)<br>INV.897.95 (W)  | 20 | CB, T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.102+84.8, 47' RT.<br>T.G. 888.07<br>INV.882.98 (N)<br>INV.882.98 (S)  | 31 | CB, T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.104+86.7, 55' LT.<br>T.G. 877.93<br>INV.872.59 (E) (OUT)<br>INV.873.38 (W) (IN)                            | 40 | PRC FLARED END SECTION,<br>48", W/ GRATE<br>STA.204+43, 67' LT.<br>INV.886.78 (E)  | 50 | CB, T-A, 5' DIA.<br>W/ T-23 F&G<br>STA.201+05, 55' LT.<br>T.G. 901.11<br>INV.895.51 (SW) (IN)<br>INV.894.04 (E) (OUT)  | 60 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.93+47.7, 47' LT.<br>T.G. 914.89<br>INV.909.79 (N)  | 70 | PRC FLARED END SECTION, 15"<br>STA.84+88, 41' RT.<br>INV. 920.00 (E)                     |
| 3 | MH, T-A, 5' DIA.<br>W/ T-1 F CL LID<br>STA.92+23.3, 52.2' RT.<br>T.G. 919.76<br>INV.911.60 (N) (IN)<br>INV.912.51 (W) (IN)<br>INV.909.45 (E) (OUT)                      | 12 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.197+39.4, 55' RT.<br>T.G. 903.00<br>INV.897.68 (W)  | 21 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>W/ RESTRICTOR PLATE<br>STA.102+85, 55.7' RT.<br>T.G. 889.60<br>INV.882.93 (N) (IN)<br>INV.881.75 (W) (IN)<br>INV.880.41 (E) (OUT) | 32 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.102+50.6, 55' LT.<br>T.G.889.68<br>INV.884.16   | 41 | MH, T-A, 7' DIA.<br>W/ T-1 F C.L.<br>STA.204+60, 55.5' RT.<br>T.G. 894.90<br>INV.886.69 (W) (IN)<br>INV.887.10 (S) (IN)<br>INV.886.51 (E) (OUT)<br>FLAT SLAB TOP   | 51 | INLET, T-A, 2' DIA.<br>W/ T-1 F&G<br>STA.99+04.7, 9' LT.<br>T.G. 905.63<br>INV.899.82 (N) (OUT)  | 61 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>STA.93+52, 53.6' LT.<br>T.G. 915.55<br>INV.906.04 (E) (OUT)<br>INV.909.65 (S) (IN)<br>INV.908.06 (W) (IN)   | 72 | PRC FLARED END SECTION, 15"<br>STA.109+04, 55' RT.<br>INV. 855.30 (E)                    |
| 4 | CB, T-C, 2' DIA.<br>W/ T-23 F&G<br>STA.94+67.2, 47' RT.<br>T.G. 912.99<br>INV. 907.75   | 13 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.197+39.4, 45' RT.<br>T.G. 903.31<br>INV.897.46 (W)<br>INV.897.46 (N)<br>INV.897.52 (E)                     | 22 | PRC FLARED END SECTION,<br>24", W/ GRATE<br>STA.104+38.4, 56.6' RT.<br>INV.878.92  | 33 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.102+56.6, 59.5' LT.<br>T.G. 889.39<br>INV.884.11 (S) (IN)<br>INV.884.00 (E)                              | 42 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>W/ RESTRICTOR PLATE<br>STA.204+51, 55.5' RT.<br>T.G. 894.98<br>INV.887.10 (S)<br>INV.887.10 (N)<br>FLAT SLAB TOP              | 52 | INLET, T-B, 3' DIA.<br>W/ T-23 F&G<br>STA.98+91.7, 54.6' LT.<br>T.G. 904.86<br>INV.899.57 (S) (IN)<br>INV.899.57 (N) (OUT)   | 62 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.91+51, 42.3' LT.<br>T.G. 918.03<br>INV. 912.93   | 74 | PRC FLARED END SECTION, 15"<br>STA.208+97, 57.5' LT.<br>INV. 897.69 (S)                  |
| 5 | MH, T-A, 5' DIA.<br>W/ T-1 F CL LID<br>W/ RESTRICTOR PLATE<br>STA.94+71, 53.3' RT.<br>T.G. 915.00<br>INV.907.72 (N) (IN)<br>INV.907.75 (W) (IN)<br>INV.905.55 (E) (OUT) | 14 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.198+90.7, 55' RT.<br>T.G. 901.75<br>INV.897.58 (W)  | 23 | INLET, T-B, 3' DIA.<br>W/ T-12 F&G<br>STA.104+91.7, 8.8' RT.<br>T.G. 878.57<br>INV.873.00  | 34 | MH, T-A, 6' DIA.<br>W/ T-1 F C.L.<br>STA.201+35, 64.9' RT.<br>T.G. 898.57<br>INV.889.29 (W) (IN)<br>INV.887.33 (N) (OUT)                          | 43 | PRC FLARED END SECTION,<br>60", W/ GRATE<br>STA.204+59, 79.5' RT.<br>INV.886.50 (W)  | 53 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>W/ RESTRICTOR PLATE<br>STA.98+97.7, 60.9' LT.<br>T.G. 905.53<br>INV.899.50 (S) (IN)<br>INV.896.00 (NE) (OUT)<br>INV.898.28 (W) (IN) | 63 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>STA.91+51, 55' LT.<br>T.G. 920.48<br>INV.912.85 (S) (IN)<br>INV.909.25 (E) (OUT)<br>INV.910.06 (W) (IN)     | 75 | PRC FLARED END SECTION, 15"<br>STA.209+25, 57.5' LT.<br>INV. 897.55 (N)                  |
| 6 | CB, T-A, 5' DIA.<br>W/ T-23 F&G<br>STA.96+96, 55' RT.<br>T.G. 909.63<br>INV.904.01 (W) (IN)<br>INV.902.88 (E) (OUT)   | 15 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.198+90.7, 45' RT<br>T.G. 902.07<br>INV.896.81 (S) (IN)<br>INV.897.52 (E) (IN)<br>INV.896.63 (NE) (OUT)     | 24 | CB, T-A, 4' DIA.<br>W/ T-12 F&G<br>STA.106+36.7, 0.3' LT.<br>T.G. 871.16<br>INV.865.64 (W)<br>INV.865.46 (S)   | 35 | CB, T-A, 5' DIA.<br>W/ T-23 F&G<br>STA.201+32.5, 53.4 RT.<br>T.G. 900.53<br>INV.893.17 (W) (IN)<br>INV.889.31 (E) (OUT)                           | 44 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.205+49, 47.4' LT.<br>T.G. 895.58<br>INV.890.70 (S)   | 54 | INLET, T-A, 2' DIA.<br>W/ T-12 F&G<br>STA.97+16.8, 9' LT.<br>T.G. 910.19<br>INV.904.49 (N)   | 64 | CB, T-C, 2' DIA.<br>W/ T-23 F&G<br>STA.89+38, 33.3' LT.<br>T.G. 920.52<br>INV. 912.71 (N)  | 77 | PRC FLARED END SECTION, 15"<br>STA.206+45, 61' LT.<br>INV. 893.81 (N)                    |
| 7 | CB, T-A, 5' DIA.<br>W/ T-23 F&G<br>STA.98+97.6, 55' RT.<br>T.G. 904.95<br>INV.899.93 (W) (IN)<br>INV.899.53 (SE) (OUT)<br>FLAT SLAB TOP                                 | 16 | CB, T-A, 5' DIA.<br>W/ T-12 F&G<br>STA.199+09.6, 9' LT.<br>T.G. 902.58<br>INV.896.50 (W) (IN)<br>INV.895.51 (E) (OUT)                               | 25 | PRC FLARED END SECTION, 12"<br>STA.106+36.7, 54' RT.<br>INV.865.20   | 36 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.203+20.4, 55' LT.<br>T.G. 897.83<br>INV.892.73 (E)  | 45 | C.B., T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.205+39, 47.7' LT.<br>T.G. 895.57<br>INV.890.63 (N) (IN)<br>INV.890.63 (E) (OUT)   | 55 | INLET, T-B, 3' DIA.<br>W/ T-23 F&G<br>STA.97+11.4, 47' LT.<br>T.G. 909.41<br>INV.903.11 (N) (OUT)<br>INV.904.31 (S) (IN)   | 65 | C.B., T-A, 5' DIA.<br>W/ T-8 GRATE.<br>STA.89+38, 46.4' LT.<br>T.G. 918.30<br>INV.911.55 (W) (IN)<br>INV.910.95 (E) (OUT)<br>INV.912.64 (S) (IN) |    |  |
| 8 | MH, T-A, 5' DIA.<br>W/ T-1 F CL LID<br>STA.199+09.6, 64' LT.<br>T.G. 903.50<br>INV.897.45 (SE)<br>INV.899.25 (NW) (IN)<br>INV.896.90 (E) (OUT)                          | 17 | MH, T-A, 5' DIA.<br>W/ T-1 F C.L.<br>STA.199+09.6, 67.7' RT.<br>T.G. 902.25<br>INV.895.00 (W) (IN)<br>INV.889.70 (NE) (OUT)<br>INV.896.19 (SW) (IN) | 26 | PRC FLARED END SECTION, 15"<br>STA.110+01.4, 49' LT.<br>INV.850.47   | 37 | CB, T-A, 4' DIA.<br>W/ T-12 F&G<br>STA.203+20.4, 9' RT.<br>T.G. 898.76<br>INV.892.44 (W)<br>INV.892.44 (E)  | 46 | C.B., T-A, 4' DIA.<br>W/ T-12 F&G<br>STA.205+39, 2.4' RT.<br>T.G. 896.57<br>INV.890.39 (E) (OUT)<br>INV.890.39 (W) (IN)  | 56 | M.H., T-A, 5' DIA.<br>W/ T-1 F C.L.<br>STA.97+16, 53.3' LT.<br>T.G. 910.10<br>INV.903.08 (S) (IN)<br>INV.901.99 (W) (IN)<br>INV.899.62 (E) (OUT)                         | 66 | CB, T-B, 5' DIA.<br>W/ T-7 GRATE<br>STA.87+00, 40' LT.<br>T.G. 918.66<br>INV.914.66 (E)  |    |  |
| 9 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.198+91.9, 54.6' LT.<br>T.G. 901.89<br>INV.897.54 (NW)   | 18 | C.B., T-A, 5' DIA.<br>W/ T-23 F&G<br>STA.101+04.8, 55' RT.<br>T.G. 897.00<br>INV.888.91 (SW) (IN)<br>INV.883.05 (E) (OUT)                           | 27 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.108+55.3, 41.9' LT.<br>T.G.860.00<br>INV.854.78  | 38 | CB, T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.203+20.4, 47' RT.<br>T.G. 897.75<br>INV.892.39 (W) (IN)<br>INV.891.30 (E) (OUT)                            | 47 | CB, T-A, 4' DIA.<br>W/ T-23 F&G<br>STA.205+39, 47' RT.<br>T.G. 895.52<br>INV.890.55 (N) (IN)<br>INV.888.93 (E) (OUT)<br>INV.890.17 (W) (IN)                        | 57 | INLET, T-A, 2' DIA.<br>W/ T-12 F&G<br>STA.95+63, 9' LT.<br>T.G. 912.57<br>INV.906.80 (N)   | 67 | CB, T-A, 4' DIA.<br>W/ T-12 F&G<br>STA.194+11, 0.4' RT.<br>T.G. 903.81<br>INV. 897.58 (E)<br>INV. 897.48 (W)                                     |    |  |
|   |   | 28 | MH, T-A, 4' DIA.<br>W/ T-1 F C.L.<br>STA.108+55.3, 50.9' LT.<br>T.G. 860.61<br>INV.854.69 (S) (IN)<br>INV.854.59 (E) (OUT)<br>INV.855.43 (W) (IN)   | 29 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.107+02.8, 47.2' LT.<br>T.G.866.57<br>INV.861.25  | 39 |   | 48 | INLET, T-A, 2' DIA.<br>W/ T-23 F&G<br>STA.205+49, 47' RT.<br>T.G. 895.52<br>INV.890.62 (S)   | 58 | INLET, T-B, 3' DIA.<br>W/ T-23 F&G<br>STA.95+58.6, 47' LT.<br>T.G. 911.72<br>INV.906.62 (S) (IN)<br>INV.905.58 (N) (OUT)   | 68 | PRC FLARED END SECTION, 15"<br>STA. 194+11, 59.8' LT.<br>INV. 897.18 (W)   |    |  |

|           |            |    |      |
|-----------|------------|----|------|
| PLAN      | SURVEYED   | BY | DATE |
| NOTE BOOK | ALIGNMENT  |    |      |
| NO.       | RT. OF WAY |    |      |
|           | CHECKED    |    |      |
|           | FILE NAME  |    |      |



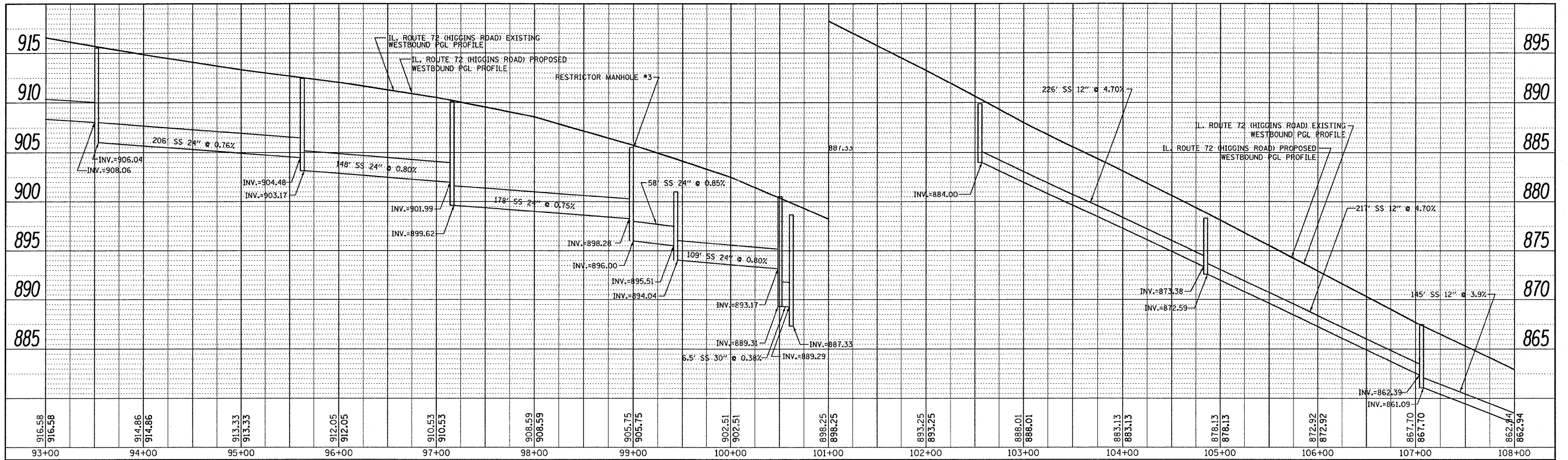
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| PROFILE   | SURVEYED  | BY | DATE |
| NOTE BOOK | GRADES    |    |      |
| NO.       | CHECKED   |    |      |
|           | NOTED     |    |      |
|           | STRUCTURE |    |      |
|           | NOTATIONS |    |      |
|           | GRID      |    |      |



|                                   |                        |            |           |   |   |                  |                     |                                |                           |                  |                    |  |
|-----------------------------------|------------------------|------------|-----------|---|---|------------------|---------------------|--------------------------------|---------------------------|------------------|--------------------|--|
| FILE NAME = P110008-shd-drain.dgn | USER NAME = drivakosgn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD)</b><br><b>EXISTING &amp; PROPOSED DRAINAGE PROFILE</b> |                  | F.A.P. RTE. 341     | SECTION 62-N-1                 | COUNTY KANE               | TOTAL SHEETS 148 | SHEET NO. 37       |  |
| PLOT SCALE = 50.0000' / IN.       | CHECKED -              | REVISED -  | REVISED - |   | SCALE H: 1" = 50'   | SCALE V: 1" = 5' | SHEET NO. OF SHEETS | STA. 78+00.00 TO STA. 93+00.00 | ILLINOIS FED. AID PROJECT |                  |                    |  |
| PLOT DATE = 5/31/2011             | DATE -                 | REVISED -  | REVISED - |   |   |                  |                     |                                |                           |                  |                    |  |
|                                   |                        |            |           |   |   |                  |                     |                                |                           |                  | CONTRACT NO. 60K09 |  |

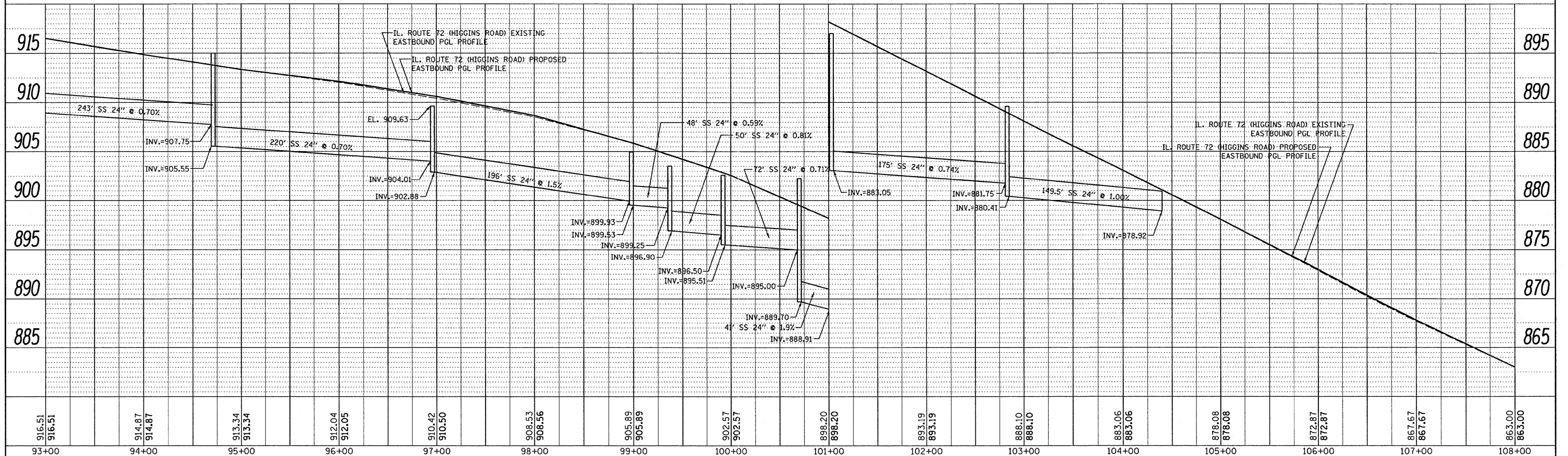
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|      |                |      |
|------|----------------|------|
| PLAN | SURVEYED       | DATE |
|      | PLOTTED        | BY   |
|      | DESIGNED       |      |
|      | CHECKED        |      |
|      | NO.            |      |
|      | CADD FILE NAME |      |



**LEFT DRAINAGE PROFILE**

|         |                          |      |
|---------|--------------------------|------|
| PROFILE | SURVEYED                 | DATE |
|         | PLOTTED                  | BY   |
|         | DESIGNED                 |      |
|         | CHECKED                  |      |
|         | NO.                      |      |
|         | STRUCTURE NOTATIONS CHFD |      |



**RIGHT DRAINAGE PROFILE**

|                                   |                       |            |           |   |  |                  |           |           |                 |                   |                           |                  |              |
|-----------------------------------|-----------------------|------------|-----------|---|--|------------------|-----------|-----------|-----------------|-------------------|---------------------------|------------------|--------------|
| FILE NAME = P110008-shd-drain.dgn | USER NAME = drivokasn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL ROUTE 72 (HIGGINS ROAD)<br/>EXISTING &amp; PROPOSED DRAINAGE PROFILE</b> |                  |           |           | F.A.P. RTE. 341 | SECTION 62-N-1    | COUNTY KANE               | TOTAL SHEETS 148 | SHEET NO. 38 |
| PLOT SCALE = 50.0000' / IN.       | CHECKED -             | REVISED -  | REVISED - |   | SCALE H: 1" = 50'  | SCALE V: 1" = 5' | SHEET NO. | OF SHEETS | STA. 93+00.00   | TO STA. 108+00.00 | ILLINOIS FED. AID PROJECT |                  |              |
| PLOT DATE = 5/31/2011             | DATE -                | REVISED -  | REVISED - |   |  |                  |           |           |                 |                   | CONTRACT NO. 60K09        |                  |              |
|                                   |                       |            |           |   |  |                  |           |           |                 |                   |                           |                  |              |

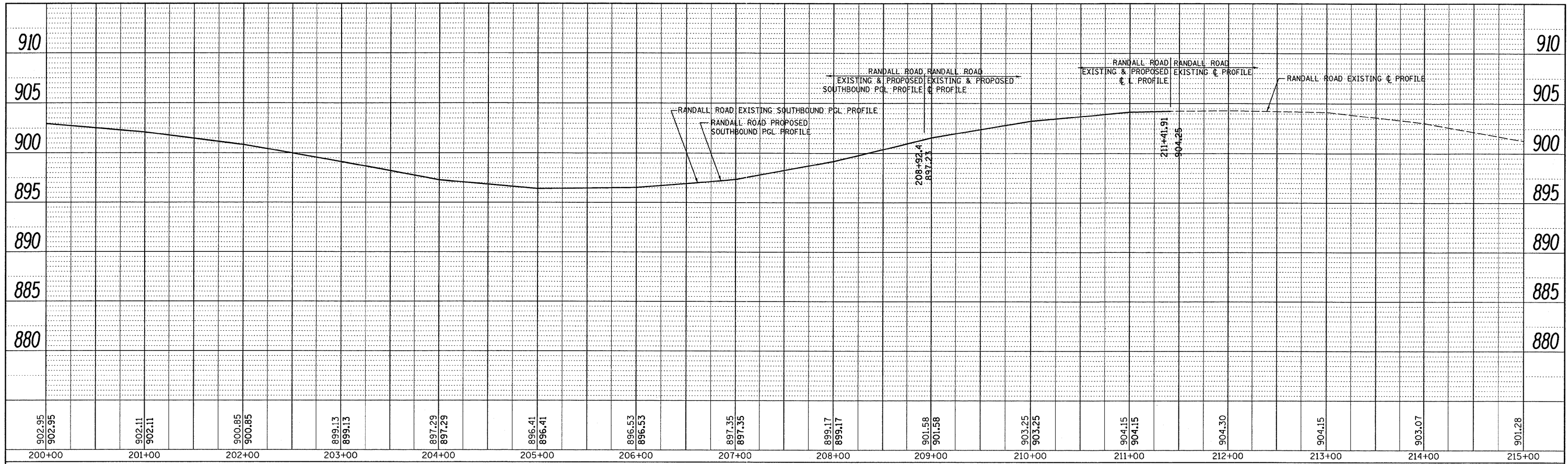
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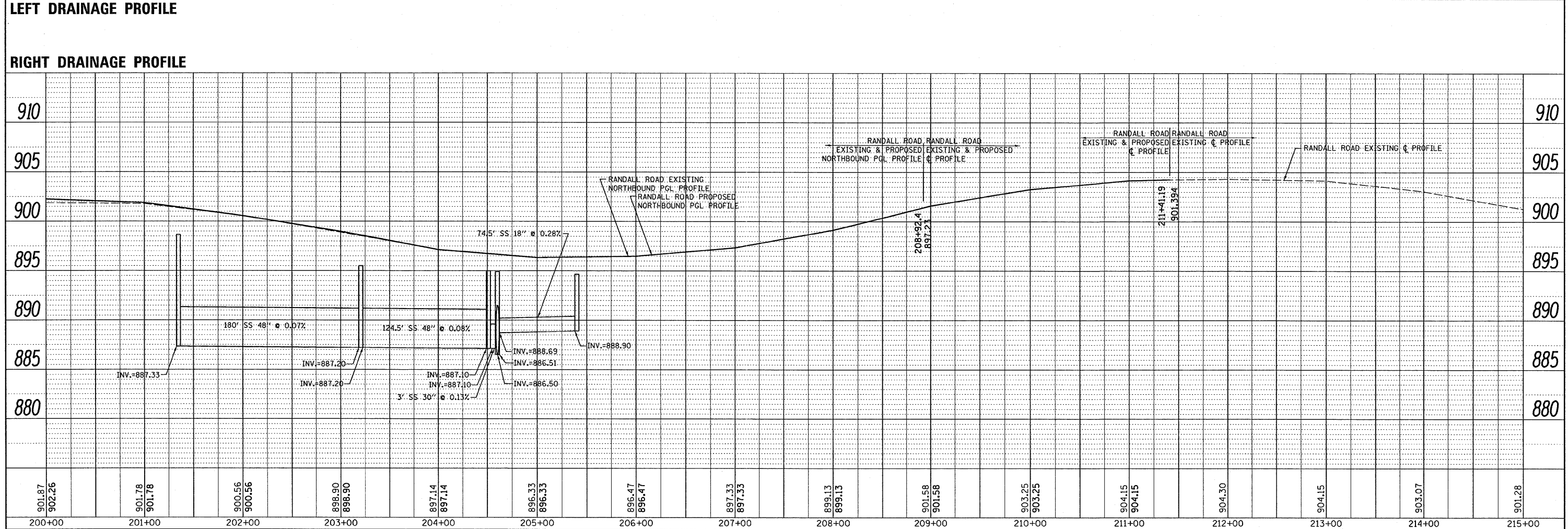




|      |                    |    |      |
|------|--------------------|----|------|
| PLAN | SURVEYED           | BY | DATE |
|      | ALIGNED            |    |      |
|      | RT. OF WAY CHECKED |    |      |
|      | CADD FILE NAME     |    |      |

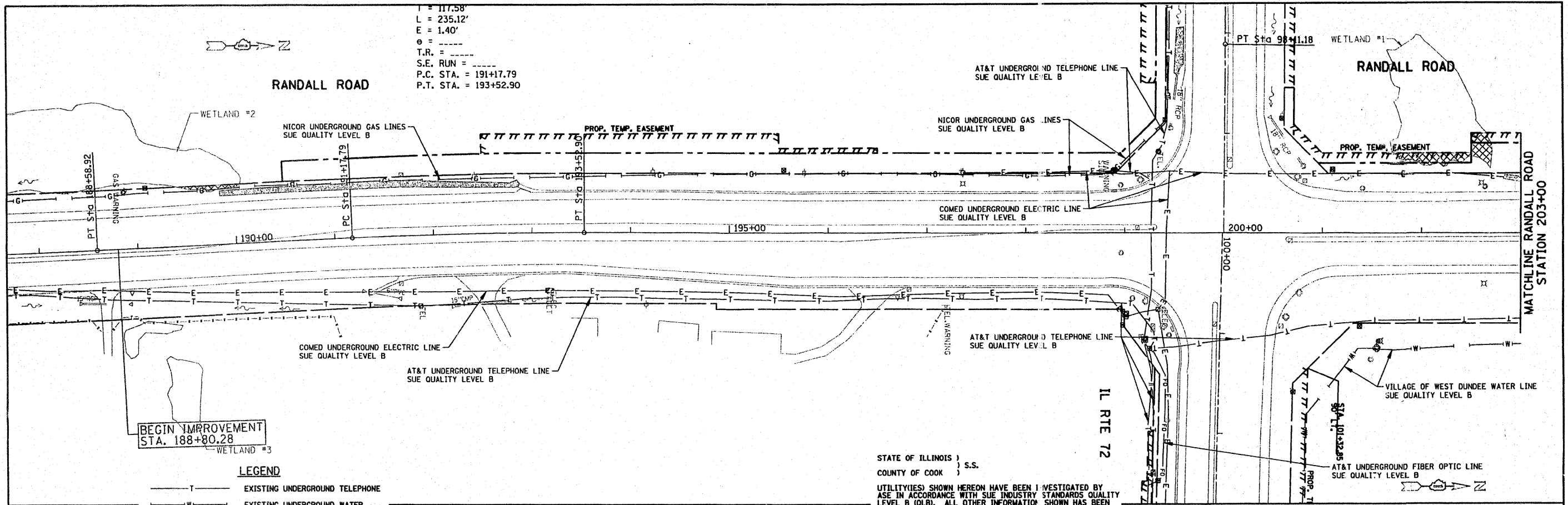


|         |                          |    |      |
|---------|--------------------------|----|------|
| PROFILE | SURVEYED                 | BY | DATE |
|         | PLOTTED                  |    |      |
|         | BY                       |    |      |
|         | NOTED                    |    |      |
|         | STRUCTURE NOTATIONS CHKD |    |      |



|                                   |                       |            |                           |   |  |                   |                     |                                  |                    |                |  |
|-----------------------------------|-----------------------|------------|---------------------------|---|--|-------------------|---------------------|----------------------------------|--------------------|----------------|--|
| FILE NAME = P118008-shd-drain.dgn | USER NAME = drvakosgn | DESIGNED - | REVISED -                 | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD</b><br><b>EXISTING &amp; PROPOSED DRAINAGE PROFILE</b> | F.A.P. RTE. = 341 | SECTION = 62-N-1    | COUNTY = KANE                    | TOTAL SHEETS = 148 | SHEET NO. = 41 |  |
| PLOT SCALE = 50.0000' / IN.       | CHECKED -             | REVISED -  | SCALE H: 1" = 50'         |   |  | SCALE V: 1" = 5'  | SHEET NO. OF SHEETS | STA. 200+00.00 TO STA. 215+00.00 | CONTRACT NO. 60K09 |                |  |
| PLOT DATE = 5/31/2011             | DATE -                | REVISED -  | ILLINOIS FED. AID PROJECT |   |  |                   |                     |                                  |                    |                |  |
|                                   |                       |            |                           |   |  |                   |                     |                                  |                    |                |  |

19:23:01 05/22/2011



T = 117.58'  
 L = 235.12'  
 E = 1.40'  
 θ = -----  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 191+17.79  
 P.T. STA. = 193+52.90

BEGIN IMPROVEMENT  
STA. 188+80.28

- LEGEND**
- T — EXISTING UNDERGROUND TELEPHONE
  - W — EXISTING UNDERGROUND WATER
  - E — EXISTING UNDERGROUND ELECTRIC
  - G — EXISTING UNDERGROUND GAS
  - CTV — EXISTING UNDERGROUND CABLE TV
  - FO — EXISTING UNDERGROUND FIBER OPTIC

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 10TH OF MAY AND 21ST DAY OF MAY, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 24TH DAY OF MAY A.D., 2010. CHICAGO, ILL.



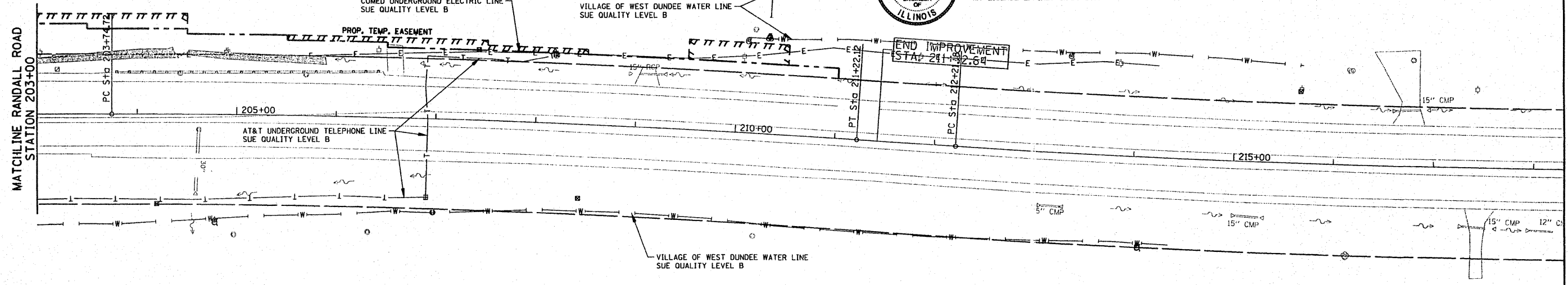
*Steven M. Riens*  
 STEVEN M. RIENS - ILLINOIS PROFESSIONAL ENGINEER  
 LICENSE NUMBER 082-044819  
 MY LICENSE EXPIRES 11/30/2011

**NOTES:**

- HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL A LOCATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION, CONTRACT NUMBER 60012, DATED DECEMBER 19, 2008.

T = 373.84'  
 L = 747.40'  
 E = 6.22'  
 θ = -----  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 203+74.72  
 P.T. STA. = 211+22.12

**RANDALL ROAD**  
 VILLAGE OF WEST DUNDEE WATER LINE  
 SUE QUALITY LEVEL B



END IMPROVEMENT  
STA. 211+22.12

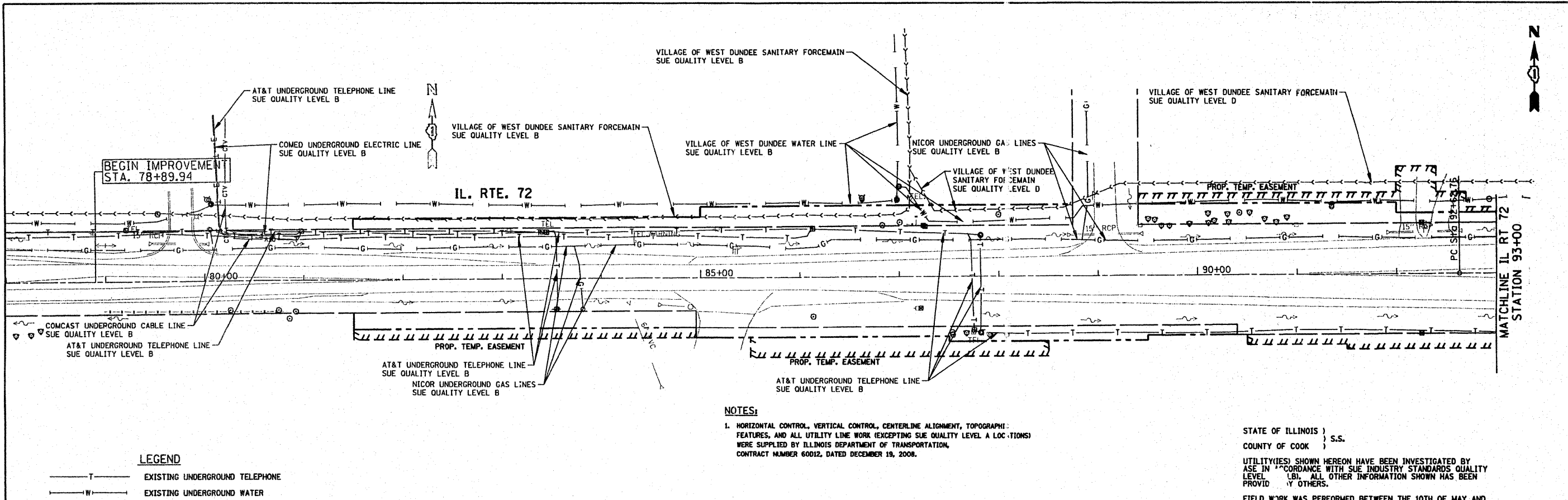
**AMERICAN**  
 SURVEYING & ENGINEERING, P.C.  
 SURVEYORS - ENGINEERS  
 GEODESISTS - MAPPING SCIENTISTS  
 Chicago 312-277-2000 / Fax 312-277-2002  
 Dixon 815-288-8231 / Fax 815-288-8277  
 Aurora 630-897-4105 / Fax 630-897-4121  
 Illinois Professional Design Firm No. 184-003182

|                             |               |           |
|-----------------------------|---------------|-----------|
| USER NAME = USER#           | DESIGNED MJP  | REVISED - |
| PLOT SCALE = 58.0000' / IN. | DRAWN 8/20/09 | REVISED - |
| PLOT DATE = 5/24/2010       | CHECKED JJC   | REVISED - |
|                             | DATE 8/20/09  | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD @ ILLINOIS ROUTE 72  
 SUE PLAN SHEETS  
 SCALE: 1"=50' SHEET NO. 3 OF 3 SHEETS STA. 188+00 TO STA.

|   |                |             |                  |
|---|----------------|-------------|------------------|
| F.A.P. RTE. 341                               | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 42  |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                |             | SHEET NO. 148142 |
| CONTRACT NO. 60K09                            |                |             |                  |



**LEGEND**

- T— EXISTING UNDERGROUND TELEPHONE
- W— EXISTING UNDERGROUND WATER
- E— EXISTING UNDERGROUND ELECTRIC
- G— EXISTING UNDERGROUND GAS
- CTV— EXISTING UNDERGROUND CABLE TV
- FO— EXISTING UNDERGROUND FIBER OPTIC
- S— EXISTING UNDERGROUND SANITARY SEWER

EXIST. CURVE T\_2  
 PI STA. = 95+36.98  
 $\Delta = 1^\circ 09' 12''$  (RT)  
 $D = 0^\circ 12' 37''$   
 $R = 27,243.63'$   
 $T = 274.22'$   
 $L = 548.42'$   
 $E = 1.38'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 92+62.76$   
 $P.T. STA. = 98+11.18$

**NOTES:**

1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHY, FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL A LOCATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION, CONTRACT NUMBER 60012, DATED DECEMBER 19, 2008.

STATE OF ILLINOIS )  
 COUNTY OF COOK ) S.S.

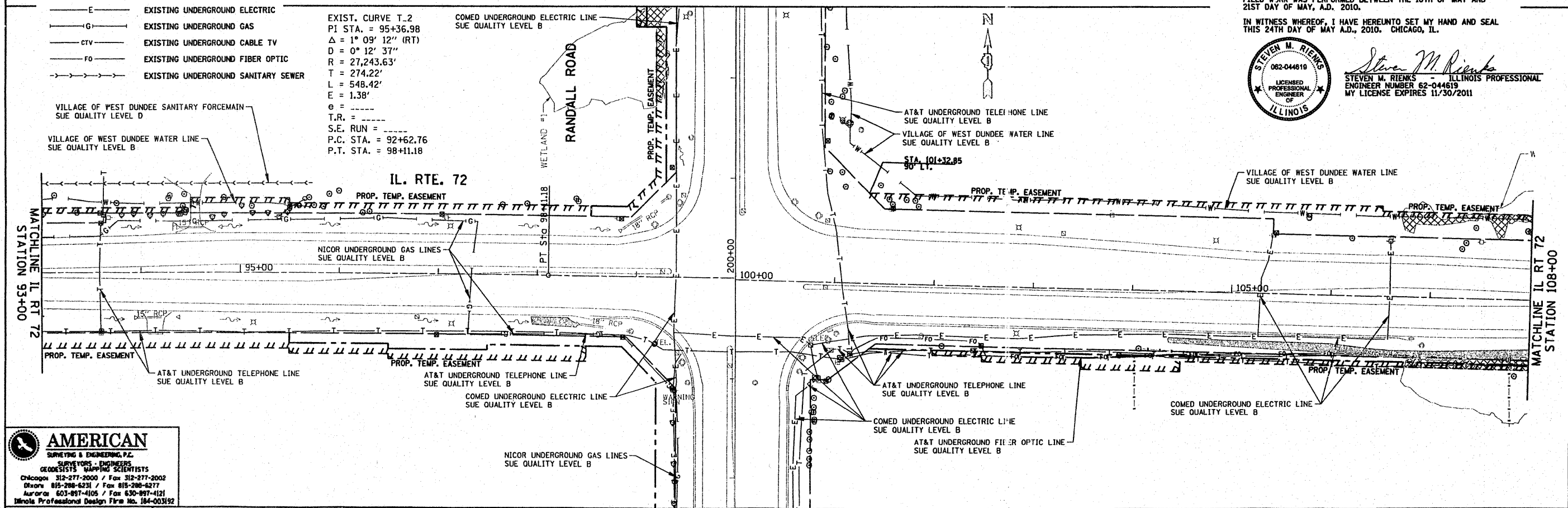
UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL (B). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 10TH OF MAY AND 21ST DAY OF MAY, A.D. 2010.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL THIS 24TH DAY OF MAY A.D., 2010. CHICAGO, IL.



*Steven M. Rienks*  
 STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619  
 MY LICENSE EXPIRES 11/30/2011



**AMERICAN**  
 SURVEYING & ENGINEERING, P.C.  
 SUPERVISORS - ENGINEERS  
 GEODESISTS - MAPPING SCIENTISTS  
 Chicago 312-277-2000 / Fax 312-277-2002  
 Ottawa 815-288-6231 / Fax 815-288-6277  
 Aurora 630-997-4105 / Fax 630-997-4121  
 Illinois Professional Design Firm No. 184-003192

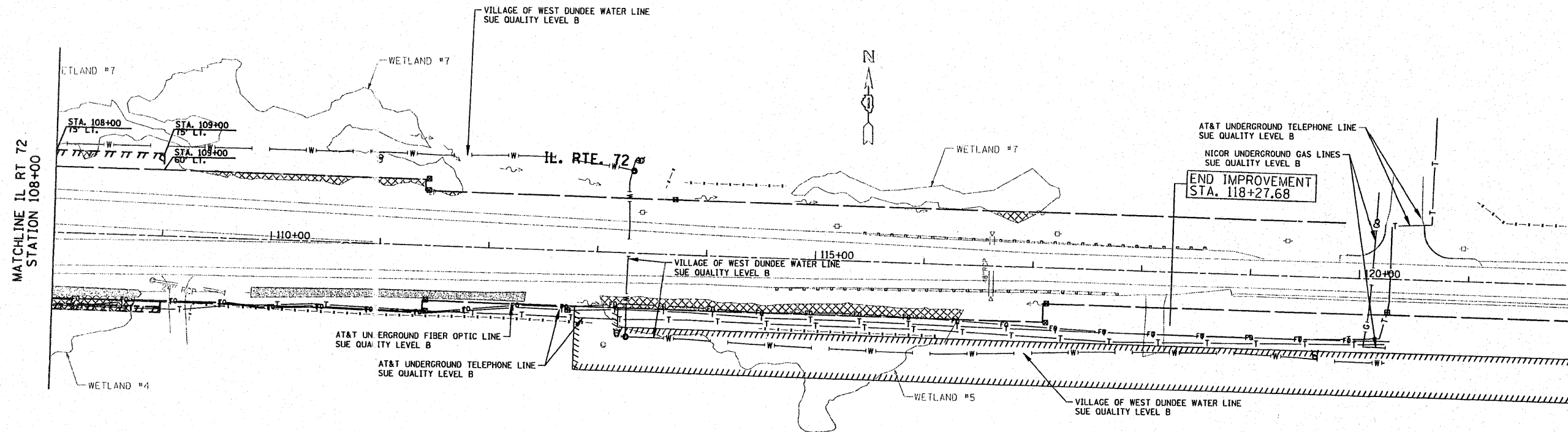
|                             |               |           |
|-----------------------------|---------------|-----------|
| USER NAME = #USER#          | DESIGNED MJP  | REVISED - |
| PLOT SCALE = 58.0000' / IN. | DRAWN 8/20/09 | REVISED - |
| PLOT DATE = 5/24/2010       | CHECKED JJC   | REVISED - |
|                             | DATE 8/20/09  | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 72 AND RANDALL ROAD  
 SUE PLAN SHEETS

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 78+00 TO STA. 108+00

|   |         |        |                    |           |
|---|---------|--------|--------------------|-----------|
| F.A.D. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 341   | 62-N-1  | KANE   | 148                | 43        |
| FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |         |        | CONTRACT NO. 60K09 |           |



**LEGEND**

|       |                                  |
|-------|----------------------------------|
| —T—   | EXISTING UNDERGROUND TELEPHONE   |
| —W—   | EXISTING UNDERGROUND WATER       |
| —E—   | EXISTING UNDERGROUND ELECTRIC    |
| —G—   | EXISTING UNDERGROUND GAS         |
| —CTV— | EXISTING UNDERGROUND CABLE TV    |
| —FO—  | EXISTING UNDERGROUND FIBER OPTIC |

**NOTES:**

- HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL A LOCATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION, CONTRACT NUMBER 60012, DATED DECEMBER 19, 2006.

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 10TH OF MAY AND 21ST DAY OF MAY, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 24TH DAY OF MAY A.D., 2010. CHICAGO, IL.



*Steven M. Rienks*  
STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044819  
MY LICENSE EXPIRES 11/30/2011

**AMERICAN**  
SURVEYING & ENGINEERING, P.C.  
SURVEYORS - ENGINEERS  
GEODESISTS - MAPPING SCIENTISTS

Chicago 312-277-2000 / Fax 312-277-2002  
Diverse 815-298-6231 / Fax 815-298-6277  
Aurora 603-997-4105 / Fax 630-997-4121  
Illinois Professional Design Firm No. 184-003192

|                            |               |           |
|----------------------------|---------------|-----------|
| USER NAME = #USER#         | DESIGNED MJP  | REVISED - |
| PLOT SCALE = 5/8" = 1' IN. | DRAWN 8/20/09 | REVISED - |
| PLOT DATE = 5/24/2010      | CHECKED JJC   | REVISED - |
|                            | DATE 8/20/09  | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 72 AND RANDALL ROAD  
SUE PLAN SHEETS

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 78+00 TO STA. 108+00

| F.A.P. RTE.         | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 341                 | 62-N-1  | KANE                      | 148          | 44        |
| CONTRACT NO. 60R07  |         |                           |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |

PART OF THE EAST 1/2 OF SEC. 19, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

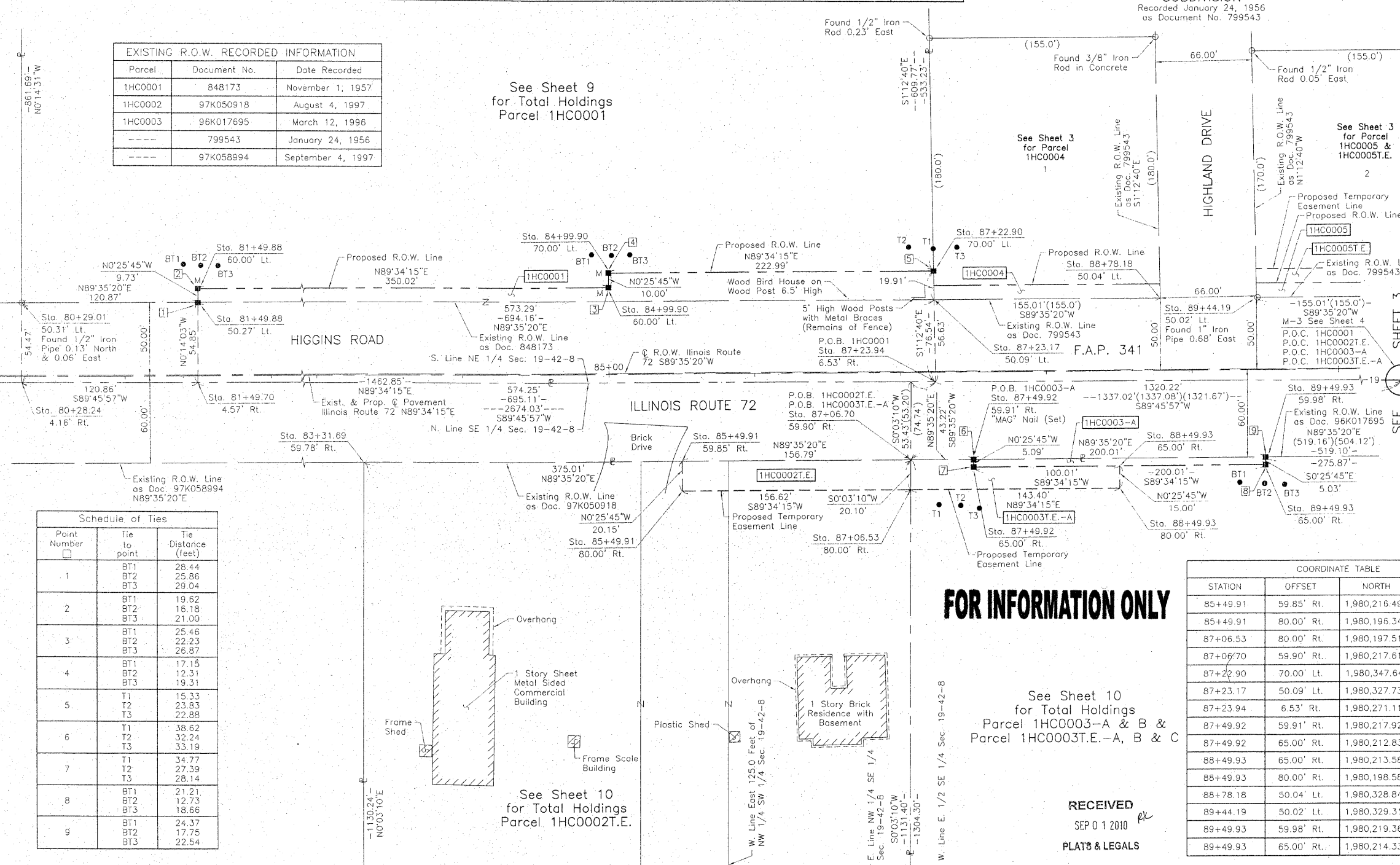
| PARCEL NUMBER   | OWNER   | TOTAL HOLDINGS ACRES | PART TAKEN ACRES   | AREA IN EXISTING R.O.W. ACRES | REMAINDER AREA ACRES | EASEMENT AREA ACRES                          | EASEMENT PURPOSE              | PERMANENT INDEX NUMBER                          | PROPERTY ACQUIRED BY |
|---|---|----------------------|--------------------|-------------------------------|----------------------|--|-------------------------------|---|----------------------|
| 1HC0001   | Eleanor Anstoett, Richard R. Heuser, H. Frederick Heuser and Rosemary H. Bentley, as Successor Co-Trustees of Raymond S. Heuser, deceased, Trustee of the Raymond S. Heuser Declaration of Trust dated October 20, 1974, an undivided 50% interest, Eleanor Anstoett, Richard R. Heuser, H. Frederick Heuser and Rosemary H. Bentley, as Successor Co-Trustees of Raymond S. Heuser, deceased, Trustee of Trust A established under Article IV of the Elisabeth B. Heuser Trust dated October 20, 1974, as to an undivided 27.886% interest, Eleanor Anstoett, Richard R. Heuser, H. Frederick Heuser and Rosemary H. Bentley, as Successor Co-Trustees of Raymond S. Heuser, deceased, Trustee of Trust B established under Article V of the Elisabeth B. Heuser Trust dated October 20, 1974, as to an undivided 9.249% interest and Eleanor Anstoett, Richard R. Heuser, H. Frederick Heuser and Rosemary H. Bentley, each to an undivided 3.21625% interest | 43.283               | 0.915              | 0.734                         | 42.368               | N/A  | N/A                           | 03-19-201-014                                   |                      |
| 1HC0002T.E.   | Weaver Elgin Properties, LLC, an Illinois limited liability company   | 9.735                | N/A                | N/A                           | 9.735                | 0.072  | Grading                       | 03-19-400-013<br>03-19-400-014<br>03-19-400-015 |                      |
| 1HC0003-A<br>1HC0003-B<br>1HC0003T.E.-A<br>1HC0003T.E.-B<br>1HC0003T.E.-C | Falcon Funding, L.L.C., an Illinois Limited Liability Company   | 37.039               | A=0.023<br>B=0.434 | N/A                           | 36.582               | T.E.-A=0.054<br>T.E.-B=0.239<br>T.E.-C=0.147 | Grading<br>Grading<br>Grading | 03-19-400-019                                   |                      |

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0001 | 848173       | November 1, 1957  |
| 1HC0002 | 97K050918    | August 4, 1997    |
| 1HC0003 | 96K017695    | March 12, 1996    |
| ----    | 799543       | January 24, 1956  |
| ----    | 97K058994    | September 4, 1997 |

See Sheet 9 for Total Holdings Parcel 1HC0001

See Sheet 3 for Parcel 1HC0004

See Sheet 3 for Parcel 1HC0005 & 1HC0005T.E.



COUNTRY VIEW HIGHLANDS SUBDIVISION  
Recorded January 24, 1956 as Document No. 799543

**LEGEND**

SECTION CORNER: 9 10 16 15

QUARTER SECTION CORNER: 16 15

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

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

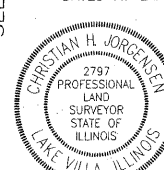
EXISTING BUILDING

Scale: 1"=40'

- Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.
- O IRON PIPE OR ROD FOUND
  - + CUT CROSS FOUND OR SET
  - T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - PERMANENT SURVEY MARKER, I.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 IN SECTION 19, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 27th DAY OF January 20, 2010.



Christian H. Jorgensen, PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY  
Note: Surface Coordinates are Shown

| Point Number | Tie to point      | Tie Distance (feet)     |
|--------------|-------------------|-------------------------|
| 1            | BT1<br>BT2<br>BT3 | 28.44<br>25.86<br>29.04 |
| 2            | BT1<br>BT2<br>BT3 | 19.62<br>18.18<br>21.00 |
| 3            | BT1<br>BT2<br>BT3 | 25.46<br>22.23<br>26.87 |
| 4            | BT1<br>BT2<br>BT3 | 17.15<br>12.31<br>19.31 |
| 5            | T1<br>T2<br>T3    | 15.33<br>23.83<br>22.88 |
| 6            | T1<br>T2<br>T3    | 38.62<br>32.24<br>33.19 |
| 7            | T1<br>T2<br>T3    | 34.77<br>27.39<br>28.14 |
| 8            | BT1<br>BT2<br>BT3 | 21.21<br>12.73<br>18.66 |
| 9            | BT1<br>BT2<br>BT3 | 24.37<br>17.75<br>22.54 |

See Sheet 10 for Total Holdings Parcel 1HC0002T.E.

**FOR INFORMATION ONLY**

See Sheet 10 for Total Holdings Parcel 1HC0003-A & B & Parcel 1HC0003T.E.-A, B & C

RECEIVED  
SEP 01 2010  
PLATS & LEGALS

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 80+28.84 | 4.16' Rt.  | 1,980,268.278 | 981,765.360 |
| 80+29.01 | 50.31' Lt. | 1,980,322.751 | 981,765.130 |
| 81+49.70 | 4.57' Rt.  | 1,980,268.772 | 981,886.220 |
| 81+49.88 | 50.27' Lt. | 1,980,323.619 | 981,885.996 |
| 81+49.88 | 60.00' Lt. | 1,980,333.347 | 981,885.923 |
| 83+31.69 | 59.78' Rt. | 1,980,214.926 | 982,068.621 |
| 84+99.90 | 60.00' Lt. | 1,980,335.970 | 982,235.935 |
| 84+99.90 | 70.00' Lt. | 1,980,345.970 | 982,235.860 |
| 85+49.91 | 59.85' Rt. | 1,980,216.492 | 982,286.835 |
| 85+49.91 | 80.00' Rt. | 1,980,196.340 | 982,286.986 |
| 87+06.53 | 80.00' Rt. | 1,980,197.513 | 982,443.600 |
| 87+06.70 | 59.90' Rt. | 1,980,217.618 | 982,443.619 |
| 87+22.90 | 70.00' Lt. | 1,980,347.641 | 982,458.848 |
| 87+23.17 | 50.09' Lt. | 1,980,327.733 | 982,459.269 |
| 87+23.94 | 6.53' Rt.  | 1,980,271.118 | 982,460.466 |
| 87+49.92 | 59.91' Rt. | 1,980,217.928 | 982,486.842 |
| 87+49.92 | 65.00' Rt. | 1,980,212.839 | 982,486.880 |
| 88+49.93 | 65.00' Rt. | 1,980,213.588 | 982,586.884 |
| 88+49.93 | 80.00' Rt. | 1,980,198.588 | 982,586.996 |
| 88+78.18 | 50.04' Lt. | 1,980,328.845 | 982,614.278 |
| 89+44.19 | 50.02' Lt. | 1,980,329.319 | 982,680.282 |
| 89+49.93 | 59.98' Rt. | 1,980,219.363 | 982,686.850 |
| 89+49.93 | 65.00' Rt. | 1,980,214.338 | 982,686.887 |

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 80+28.84 | 4.16' Rt.  | 1,980,268.278 | 981,765.360 |
| 80+29.01 | 50.31' Lt. | 1,980,322.751 | 981,765.130 |
| 81+49.70 | 4.57' Rt.  | 1,980,268.772 | 981,886.220 |
| 81+49.88 | 50.27' Lt. | 1,980,323.619 | 981,885.996 |
| 81+49.88 | 60.00' Lt. | 1,980,333.347 | 981,885.923 |
| 83+31.69 | 59.78' Rt. | 1,980,214.926 | 982,068.621 |
| 84+99.90 | 60.00' Lt. | 1,980,335.970 | 982,235.935 |
| 84+99.90 | 70.00' Lt. | 1,980,345.970 | 982,235.860 |

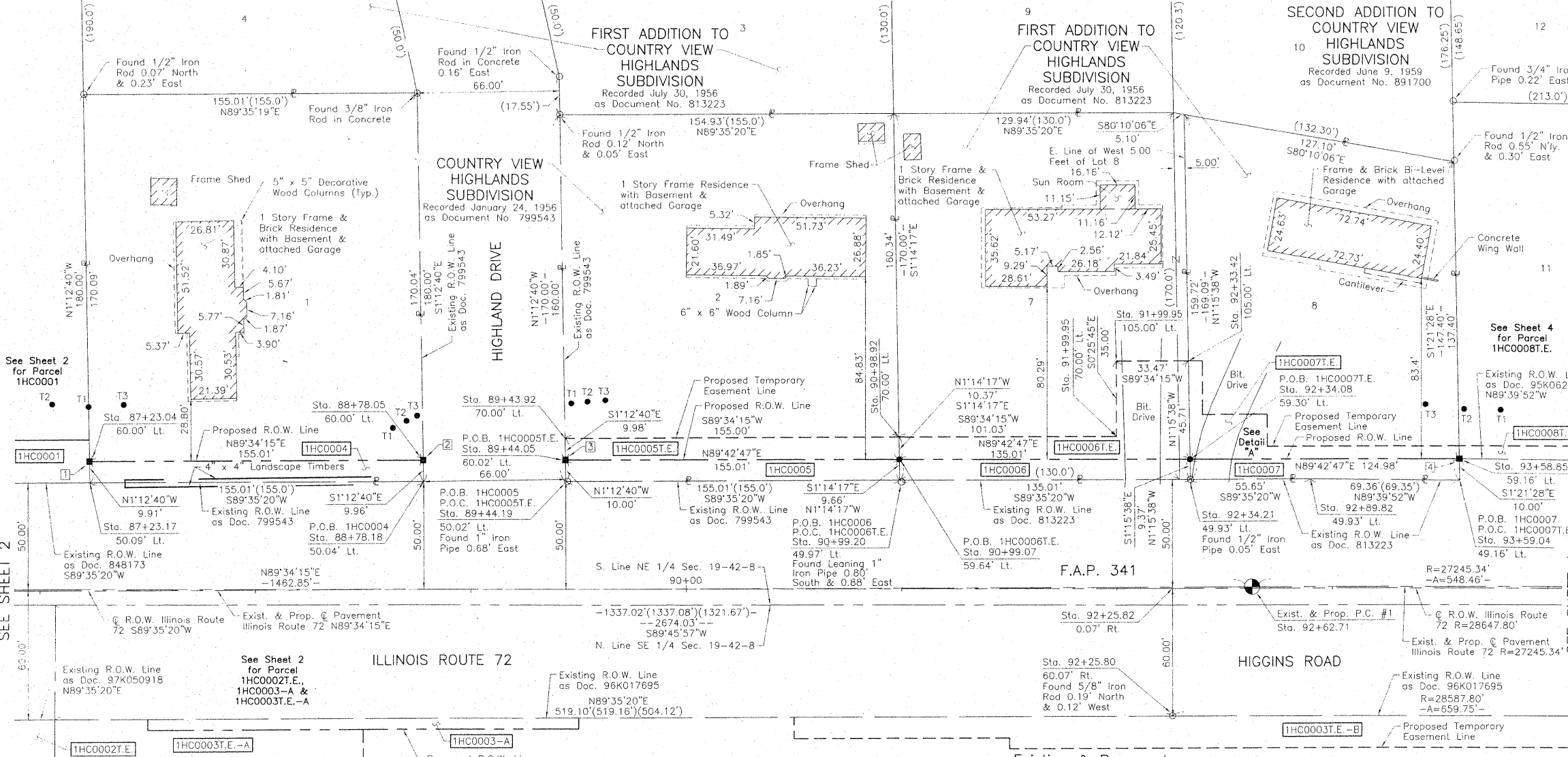
JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 341 (ILLINOIS ROUTE 72)

SECTION KANE COUNTY  
PROJECT JOB NO. R-91-034-09  
SCALE: 1"=40' TO STATION 90+00  
SHEET 2 OF 12

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

PART OF THE EAST 1/2 OF SEC. 19, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.



### LEGEND

SECTION CORNER: 9 10, 16 15  
QUARTER SECTION CORNER: 16 15

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

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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

0 30' 60'  
SCALE: 1"=30'

IRON PIPE OR ROD FOUND  
CUT CROSS FOUND OR SET  
T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
BT1, BT2, BT3 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.  
M 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.

#### EXISTING R.O.W. RECORDED INFORMATION

| Parcel  | Document No. | Date Recorded    |
|---------|--------------|------------------|
| 1HC0004 | 799543       | January 24, 1956 |
| 1HC0005 | 799543       | January 24, 1956 |
| 1HC0006 | 813223       | July 30, 1956    |
| 1HC0007 | 813223       | July 30, 1956    |
| ---     | 848173       | November 1, 1957 |
| ---     | 95K062444    | October 18, 1995 |
| ---     | 96K017695    | March 12, 1996   |
| ---     | 97K050918    | August 4, 1997   |

#### Schedule of Ties

| Point Number | Tie to point | Tie Distance (feet) |
|--------------|--------------|---------------------|
| 1            | T1           | 25.33               |
|              | T2           | 31.69               |
|              | T3           | 30.72               |
| 2            | T1           | 20.52               |
|              | T2           | 19.78               |
|              | T3           | 20.79               |
| 3            | T1           | 26.40               |
|              | T2           | 29.02               |
|              | T3           | 33.34               |
| 4            | T1           | 29.71               |
|              | T2           | 23.12               |
|              | T3           | 29.75               |

#### COORDINATE TABLE

| STATION  | OFFSET      | NORTH         | EAST        |
|----------|-------------|---------------|-------------|
| 91+99.95 | 105.00' Lt. | 1,980,386.217 | 982,935.622 |
| 92+25.80 | 60.07' Rt.  | 1,980,221.343 | 982,962.707 |
| 92+25.82 | 0.07' Rt.   | 1,980,281.341 | 982,962.276 |
| 92+33.42 | 105.00' Lt. | 1,980,386.467 | 982,969.087 |
| 92+34.08 | 59.30' Lt.  | 1,980,340.769 | 982,970.092 |
| 92+34.21 | 49.93' Lt.  | 1,980,331.400 | 982,970.299 |
| 92+39.95 | 80.00' Lt.  | 1,980,361.516 | 982,975.811 |
| 92+39.95 | 105.00' Lt. | 1,980,386.516 | 982,975.624 |
| 92+62.71 | 80.00' Lt.  | 1,980,361.686 | 982,998.574 |
| 92+69.95 | 65.00' Lt.  | 1,980,346.739 | 983,005.942 |
| 92+69.95 | 80.00' Lt.  | 1,980,361.740 | 983,005.833 |
| 92+89.82 | 49.93' Lt.  | 1,980,331.799 | 983,025.952 |
| 93+58.73 | 65.00' Lt.  | 1,980,347.237 | 983,094.930 |
| 93+58.85 | 59.16' Lt.  | 1,980,341.395 | 983,095.069 |
| 93+59.04 | 49.16' Lt.  | 1,980,331.393 | 983,095.306 |

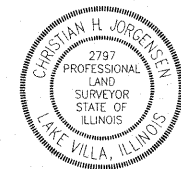
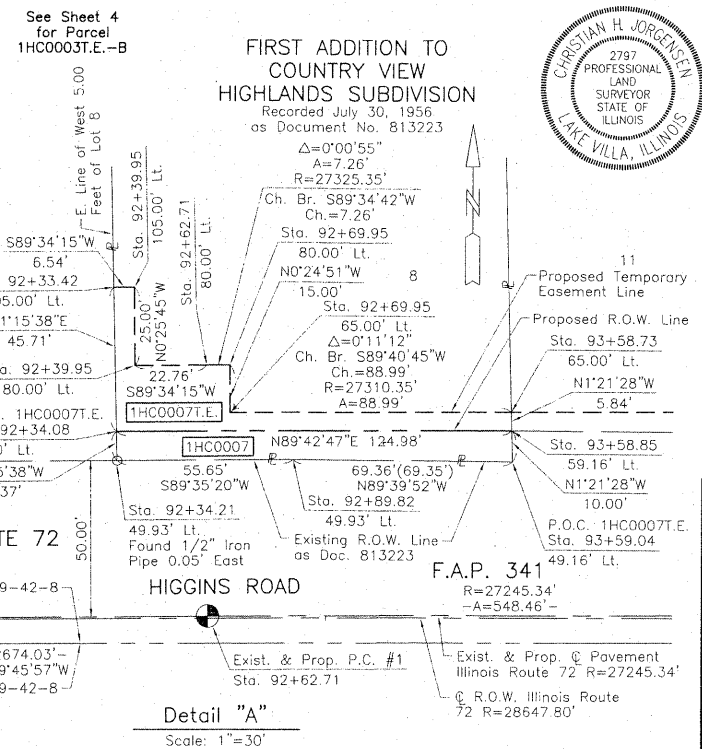
#### COORDINATE TABLE

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 90+98.92 | 70.00' Lt. | 1,980,350.458 | 982,834.858 |
| 90+99.07 | 59.64' Lt. | 1,980,340.093 | 982,835.082 |
| 90+99.20 | 49.97' Lt. | 1,980,330.431 | 982,835.291 |

| 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 |
|---------------|--|----------------------|------------------|-------------------------------|----------------------|---------------------|-----------------------|------------------------|----------------------|
| 1HC0004       | George W. Millet and Linda S. Millet, Co-Trustees of the Millet Family Revocable Trust dated April 25, 2002                            | 0.640                | 0.035            | N/A                           | 0.605                | N/A                 | N/A                   | 03-19-276-003          |                      |
| 1HC0005       | Park National Bank successor to Cardinal Savings Bank as Trustee under Trust Agreement dated January 8, 1999 known as Trust No. 98-105 | 0.605                | 0.035            | N/A                           | 0.570                | 0.036               | Groding               | 03-19-278-005          |                      |
| 1HC0006       | Randy L. Varas and Kimberly A. Varas, as Tenants by the Entirety   | 0.527                | 0.029            | N/A                           | 0.498                | 0.060               | Construction Purposes | 03-19-278-006          |                      |
| 1HC0007       | Arturo Ramos   | 0.453                | 0.027            | N/A                           | 0.426                | 0.033               | Construction Purposes | 03-19-278-007          |                      |

Existing & Proposed Pavement Illinois Route 72 Curve #1

|      |                 |
|------|-----------------|
| P.I. | = Sta. 95+36.95 |
| Δ    | = 1°09'12"      |
| R    | = 27245.34'     |
| T    | = 274.24'       |
| L    | = 548.46'       |
| F    | = 1.38'         |
| P.C. | = Sta. 92+62.71 |
| P.T. | = Sta. 98+11.17 |



**FOR INFORMATION ONLY**

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 19, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 REPRODUCED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 27th DAY OF January, 2010 A.D.

CHRISTIAN H. JORGENSEN  
PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
Note: Surface Coordinates are Shown

#### COORDINATE TABLE

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 87+23.04 | 60.00' Lt. | 1,980,337.642 | 982,459.060 |
| 87+23.17 | 50.09' Lt. | 1,980,327.733 | 982,459.269 |
| 88+78.05 | 60.00' Lt. | 1,980,338.804 | 982,614.067 |
| 88+78.18 | 50.04' Lt. | 1,980,328.845 | 982,614.278 |
| 89+43.92 | 70.00' Lt. | 1,980,349.297 | 982,679.860 |
| 89+44.05 | 60.02' Lt. | 1,980,339.316 | 982,680.071 |
| 89+44.19 | 50.02' Lt. | 1,980,329.319 | 982,680.262 |
| 91+99.95 | 70.00' Lt. | 1,980,351.215 | 982,935.884 |

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. 341 (ILLINOIS ROUTE 72)

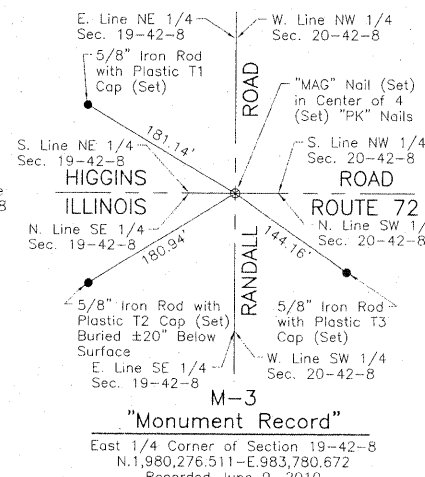
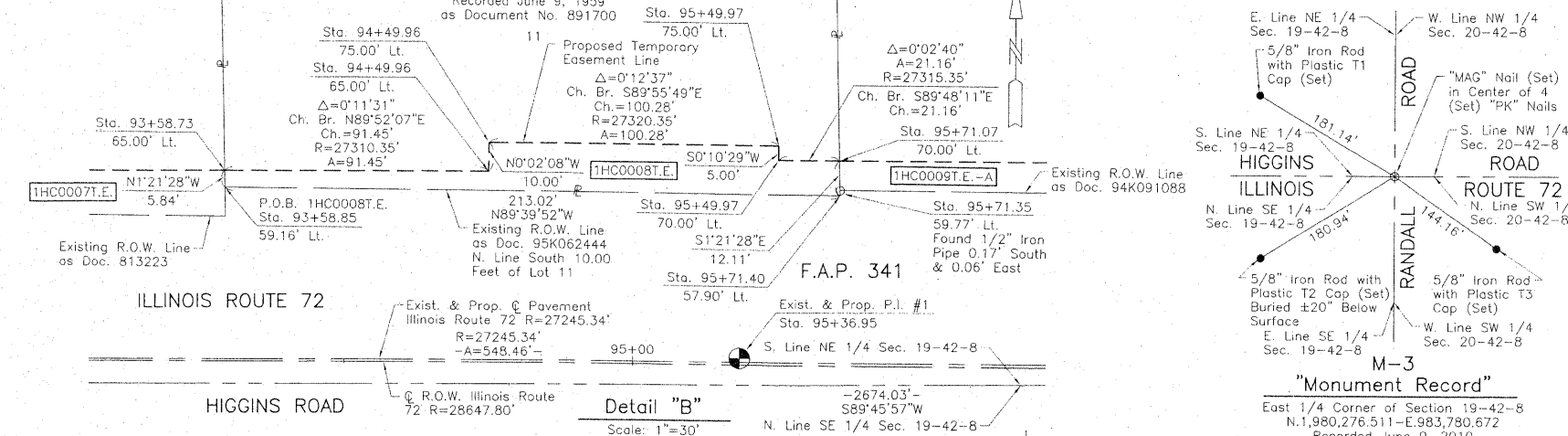
SECTION 19, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY  
PROJECT STATION 87+00 TO STATION 94+00  
SCALE: 1"=30'  
SHEET 3 OF 12

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

PART OF THE EAST 1/2 OF SEC. 19, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

SECOND ADDITION TO COUNTRY VIEW HIGHLANDS SUBDIVISION

Recorded June 9, 1959  
as Document No. 891700



COORDINATE TABLE

| STATION   | OFFSET     | NORTH         | EAST        |
|-----------|------------|---------------|-------------|
| 93+58.73  | 65.00' Lt. | 1,980,347.237 | 983,094.930 |
| 93+58.85  | 59.16' Lt. | 1,980,341.395 | 983,095.069 |
| 93+59.04  | 49.16' Lt. | 1,980,331.393 | 983,095.306 |
| 94+49.96  | 65.00' Lt. | 1,980,347.447 | 983,186.381 |
| 94+49.96  | 75.00' Lt. | 1,980,357.448 | 983,186.374 |
| 95+49.97  | 60.49' Rt. | 1,980,221.834 | 983,286.243 |
| 95+49.97  | 70.00' Rt. | 1,980,212.317 | 983,286.214 |
| 95+49.97  | 70.00' Lt. | 1,980,352.325 | 983,286.641 |
| 95+49.97  | 75.00' Rt. | 1,980,207.317 | 983,286.198 |
| 95+49.97  | 75.00' Lt. | 1,980,357.326 | 983,286.656 |
| 95+49.97  | 80.00' Rt. | 1,980,202.317 | 983,286.183 |
| 95+71.07  | 70.00' Lt. | 1,980,352.253 | 983,307.796 |
| 95+71.35  | 59.77' Lt. | 1,980,342.018 | 983,308.038 |
| 95+71.40  | 57.90' Lt. | 1,980,340.148 | 983,308.083 |
| 96+49.98  | 70.00' Rt. | 1,980,211.830 | 983,385.962 |
| 96+49.98  | 75.00' Rt. | 1,980,206.830 | 983,385.928 |
| 96+49.98  | 80.00' Rt. | 1,980,201.829 | 983,385.894 |
| 96+49.98  | 85.00' Rt. | 1,980,196.829 | 983,385.861 |
| 97+49.98  | 70.00' Rt. | 1,980,210.976 | 983,485.707 |
| 97+49.98  | 75.00' Rt. | 1,980,205.976 | 983,485.655 |
| 98+11.17  | 70.00' Rt. | 1,980,210.274 | 983,546.734 |
| 98+50.15  | 70.00' Rt. | 1,980,209.781 | 983,585.707 |
| 98+50.18  | 85.03' Rt. | 1,980,194.753 | 983,585.550 |
| 98+85.34  | 59.45' Lt. | 1,980,338.783 | 983,622.532 |
| 98+86.76  | 60.86' Rt. | 1,980,218.464 | 983,622.436 |
| 198+89.95 | 63.89' Lt. | 1,980,167.935 | 983,672.372 |
| 201+09.97 | 64.03' Lt. | 1,980,387.955 | 983,672.572 |

LEGEND

SECTION CORNER  
QUARTER SECTION CORNER

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

APL

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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

○ IRON PIPE OR ROD FOUND  
+ CUT CROSS FOUND OR SET  
● THESE STAKES FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
● BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
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.

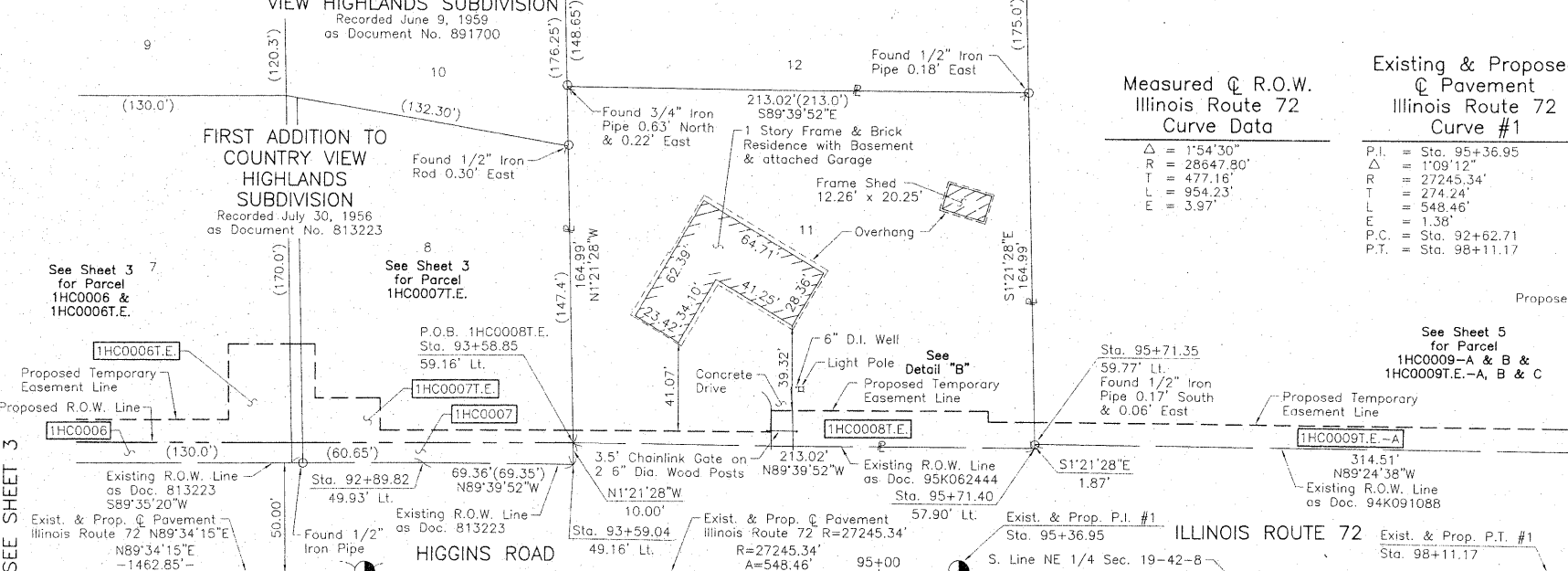
■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

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

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.

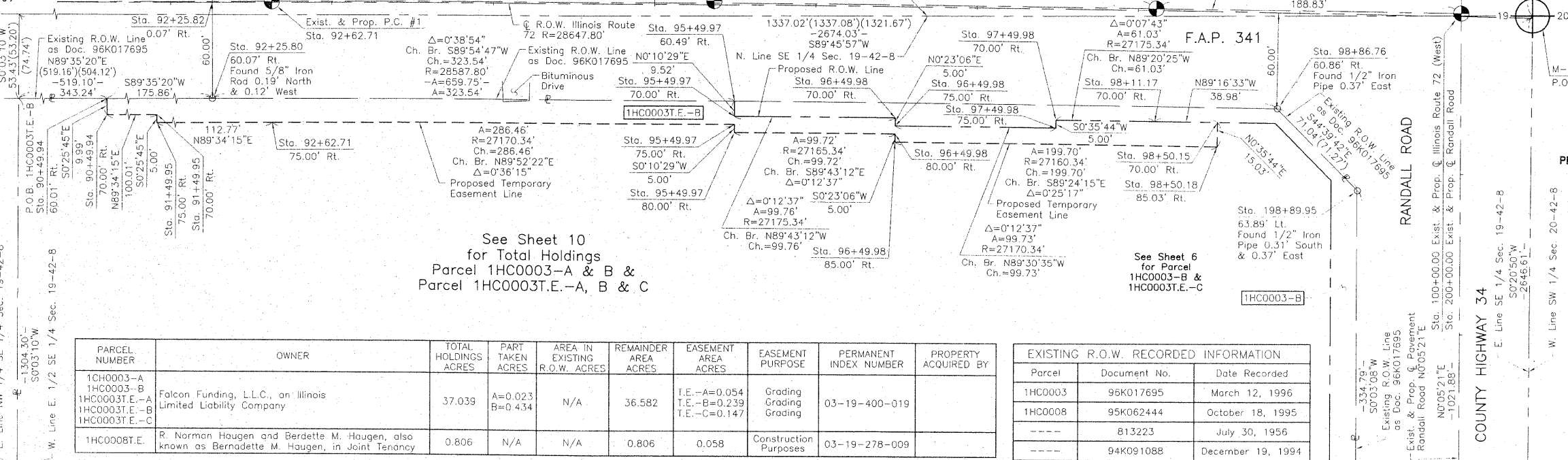
SECOND ADDITION TO COUNTRY VIEW HIGHLANDS SUBDIVISION

Recorded June 9, 1959  
as Document No. 891700



Measured & Existing & Proposed Illinois Route 72 Curve Data

| Curve    | Stationing                     | Radius (R) | Delta (Δ) | Chord (Ch) | Angle (A) |
|----------|--------------------------------|------------|-----------|------------|-----------|
| Curve #1 | Sta. 95+36.95 to Sta. 98+11.17 | 28647.80'  | 1°09'12"  | 27245.34'  | 138°      |
| Curve #2 | Sta. 92+62.71 to Sta. 98+11.17 | 27175.34'  | 0°12'37"  | 27175.34'  | 138°      |



FOR INFORMATION ONLY

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 19, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 9th DAY OF June 2010 A.D.

CHRISTIAN H. JORGENSEN  
PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
Note: Surface Coordinates are Shown

COORDINATE TABLE

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 90+49.94 | 60.01' Rt. | 1,980,220.081 | 982,786.853 |
| 90+49.94 | 70.00' Rt. | 1,980,210.087 | 982,786.928 |
| 91+49.95 | 70.00' Rt. | 1,980,210.836 | 982,886.932 |
| 91+49.95 | 75.00' Rt. | 1,980,205.836 | 982,886.969 |
| 92+25.80 | 60.07' Rt. | 1,980,221.343 | 982,962.707 |
| 92+25.82 | 0.07' Rt.  | 1,980,281.341 | 982,962.276 |
| 92+62.71 | 75.00' Rt. | 1,980,206.681 | 982,999.736 |
| 92+89.82 | 49.93' Lt. | 1,980,331.799 | 983,025.952 |

RECEIVED  
SEP 0 2010  
PLATS & LEGALS

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. 341 (ILLINOIS ROUTE 72)

SECTION 19, TOWNSHIP 42N., RANGE 8E., KANE COUNTY  
JOB NO. R-91-034-09  
STATION 90+00 TO STATION 100+00.00 (ILLINOIS ROUTE 72)  
STATION 197+00 TO STATION 202+00 (RANDALL ROAD)  
SCALE: 1"=40'  
SHEET 4 OF 12

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

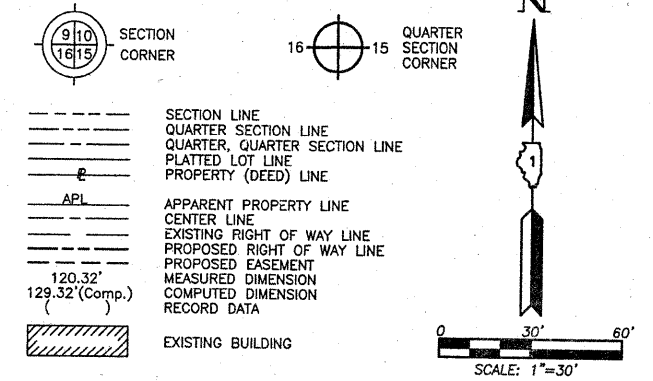
| PARCEL NUMBER   | OWNER   | TOTAL HOLDINGS ACRES | PART TAKEN ACRES   | AREA IN EXISTING R.O.W. ACRES | REMAINDER AREA ACRES | EASEMENT AREA ACRES                          | EASEMENT PURPOSE      | PERMANENT INDEX NUMBER | PROPERTY ACQUIRED BY |
|---|---|----------------------|--------------------|-------------------------------|----------------------|--|-----------------------|------------------------|----------------------|
| 1HC0003-A<br>1HC0003-B<br>1HC0003T.E.-A<br>1HC0003T.E.-B<br>1HC0003T.E.-C | Falcon Funding, L.L.C., an Illinois Limited Liability Company                                 | 37.039               | A=0.023<br>B=0.434 | N/A                           | 36.582               | T.E.-A=0.054<br>T.E.-B=0.239<br>T.E.-C=0.147 | Grading<br>Grading    | 03-19-400-019          |                      |
| 1HC0008T.E.   | R. Norman Haugen and Berdette M. Haugen, also known as Bernadette M. Haugen, in Joint Tenancy | 0.806                | N/A                | N/A                           | 0.806                | 0.058  | Construction Purposes | 03-19-278-009          |                      |

EXISTING R.O.W. RECORDED INFORMATION

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0003 | 96K017695    | March 12, 1996    |
| 1HC0008 | 95K062444    | October 18, 1995  |
| ---     | 813223       | July 30, 1956     |
| ---     | 94K091088    | December 19, 1994 |

PART OF THE EAST 1/2 OF SEC. 19 AND PART OF THE WEST 1/2 OF SEC. 20, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

LEGEND



| STATION   | OFFSET     | NORTH         | EAST        |
|-----------|------------|---------------|-------------|
| 98+86.76  | 60.86' Rt. | 1,980,218.464 | 983,622.436 |
| 98+90.11  | 70.00' Lt. | 1,980,349.274 | 983,627.439 |
| 98+95.81  | 70.00' Lt. | 1,980,349.202 | 983,633.134 |
| 99+96.06  | 1.42' Rt.  | 1,980,276.514 | 983,732.471 |
| 100+38.92 | 0.24' Lt.  | 1,980,275.637 | 983,775.346 |
| 100+44.22 | 1.25' Lt.  | 1,980,276.511 | 983,780.672 |
| 100+44.33 | 0.26' Lt.  | 1,980,275.522 | 983,780.754 |
| 101+43.90 | 59.44' Rt. | 1,980,213.261 | 983,878.743 |
| 101+56.59 | 75.87' Lt. | 1,980,348.200 | 983,894.932 |
| 197+96.67 | 40.75' Rt. | 1,980,074.496 | 983,776.870 |
| 197+96.75 | 73.75' Rt. | 1,980,074.521 | 983,809.870 |
| 198+89.95 | 63.89' Lt. | 1,980,167.935 | 983,672.372 |
| 198+98.24 | 72.83' Rt. | 1,980,176.008 | 983,809.101 |
| 198+98.27 | 89.85' Rt. | 1,980,176.012 | 983,826.124 |
| 201+00.00 | 80.00' Lt. | 1,980,378.006 | 983,656.583 |

Existing & Proposed Pavement Illinois Route 72 Curve #1

P.I. = Sta. 95+36.95  
 Δ = 1°09'12"  
 R = 27245.34'  
 T = 274.24'  
 L = 548.46'  
 P.C. = Sta. 92+62.71  
 P.T. = Sta. 98+11.17

Measured @ R.O.W. Illinois Route 72 Curve Data

Δ = 1°54'30"  
 R = 28647.80'  
 T = 477.16'  
 L = 954.23'  
 E = 3.97'

SECOND ADDITION TO COUNTRY VIEW HIGHLANDS SUBDIVISION

Recorded June 9, 1959 as Document No. 891700

SEE SHEET 4

SEE SHEET 8

| PARCEL NUMBER   | OWNER                                    | TOTAL HOLDINGS ACRES | PART TAKEN ACRES   | SQUARE FEET | AREA IN EXISTING R.O.W. ACRES | REMAINDER AREA ACRES | EASEMENT AREA SQUARE FEET                    | EASEMENT PURPOSE          | PERMANENT INDEX NUMBER | PROPERTY ACQUIRED BY |
|---|--|----------------------|--------------------|-------------|-------------------------------|----------------------|--|---------------------------|------------------------|----------------------|
| 1HC0009-A<br>1HC0009-B<br>1HC0009T.E.-A<br>1HC0009T.E.-B<br>1HC0009T.E.-C | Prudential Care, an Illinois Corporation | 1.901                | A=0.009<br>B=0.043 | 391<br>N/A  | N/A                           | 1.849                | T.E.-A=0.069<br>T.E.-B=0.038<br>T.E.-C=0.009 | N/A<br>Grading<br>Grading | 03-19-200-003          |                      |

| STATION   | OFFSET      | NORTH         | EAST        |
|-----------|-------------|---------------|-------------|
| 201+04.08 | 70.00' Lt.  | 1,980,382.076 | 983,666.590 |
| 201+09.97 | 64.03' Lt.  | 1,980,387.955 | 983,672.572 |
| 201+37.19 | 92.49' Rt.  | 1,980,414.932 | 983,829.134 |
| 202+50.01 | 70.00' Lt.  | 1,980,528.006 | 983,666.817 |
| 202+50.01 | 80.00' Lt.  | 1,980,528.021 | 983,656.816 |
| 202+50.01 | 90.00' Lt.  | 1,980,528.037 | 983,646.816 |
| 202+50.01 | 100.00' Lt. | 1,980,528.052 | 983,636.815 |
| 202+89.07 | 64.15' Lt.  | 1,980,567.058 | 983,672.735 |
| 202+89.31 | 90.00' Lt.  | 1,980,567.332 | 983,646.877 |
| 202+89.40 | 99.96' Lt.  | 1,980,567.437 | 983,636.926 |

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0009 | 94K091088    | December 19, 1994 |
| -----   | 570175       | December 12, 1946 |
| -----   | 918296       | April 27, 1960    |
| -----   | 1303206      | July 9, 1974      |
| -----   | 95K062444    | October 18, 1995  |
| -----   | 95K074957    | December 7, 1995  |
| -----   | 96K017695    | March 12, 1996    |
| -----   | 96K017898    | March 12, 1996    |

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 95+71.07 | 70.00' Lt. | 1,980,352.253 | 983,307.796 |
| 95+71.35 | 59.77' Lt. | 1,980,342.018 | 983,308.038 |
| 95+71.40 | 57.90' Lt. | 1,980,340.148 | 983,308.083 |
| 98+11.17 | 70.00' Lt. | 1,980,350.271 | 983,548.503 |
| 98+53.85 | 59.38' Lt. | 1,980,339.109 | 983,590.847 |
| 98+53.65 | 70.00' Lt. | 1,980,349.734 | 983,590.982 |
| 98+85.34 | 59.45' Lt. | 1,980,338.783 | 983,622.532 |



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 19, TOWNSHIP 42N., RANGE 8E. AND SECTION 20, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 12th DAY OF February 2010 A.D.

Christian H. Jorgensen  
 PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Note: Surface Coordinates are Shown

JUL 15 2010  
 PLATS & LEGALS

| Point Number | Tie to point   | Tie Distance (feet)     |
|--------------|----------------|-------------------------|
| 1            | T1<br>T2<br>T3 | 26.02<br>19.91<br>25.62 |
| 2            | T1<br>T2<br>T3 | 18.23<br>9.48<br>16.92  |
| 3            | T1<br>T2<br>T3 | 21.35<br>26.86<br>34.73 |
| 4            | T1<br>T2<br>T3 | 43.98<br>31.55<br>18.36 |
| 5            | T1<br>T2<br>T3 | 42.82<br>38.08<br>41.78 |
| 6            | T1<br>T2<br>T3 | 24.57<br>18.38<br>25.13 |

T3 to Point Nos. 5 & 6 is a "MAG" Nail (Set) in 8" Tree.

SCANNED



PART OF THE EAST 1/2 OF SEC. 19 AND PART OF THE WEST 1/2 OF SEC. 20, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

| Point Number | Tie to point | Tie Distance (feet) |
|--------------|--------------|---------------------|
| 1            | T1           | 45.76               |
|              | BT2          | 32.30               |
|              | BT3          | 44.43               |
| 2            | T1           | 34.50               |
|              | BT2          | 13.32               |
|              | BT3          | 33.53               |
| 3            | BT1          | 32.21               |
|              | BT2          | 14.37               |
|              | BT3          | 39.05               |
| 4            | BT1          | 43.81               |
|              | BT2          | 27.05               |
|              | BT3          | 41.58               |
| 5            | BT1          | 49.46               |
|              | BT2          | 31.01               |
|              | BT3          | 18.37               |
| 6            | BT1          | 17.46               |
|              | BT2          | 27.69               |
|              | BT3          | 41.39               |
| 7            | BT1          | 26.22               |
|              | BT2          | 22.55               |
|              | BT3          | 25.25               |
| 8            | BT1          | 30.49               |
|              | BT2          | 23.11               |
|              | BT3          | 26.23               |
| 9            | BT1          | 27.05               |
|              | BT2          | 18.22               |
|              | BT3          | 21.93               |
| 10           | BT1          | 22.41               |
|              | BT2          | 17.22               |
|              | BT3          | 22.03               |
| 11           | BT1          | 26.31               |
|              | BT2          | 22.21               |
|              | BT3          | 26.26               |
| 12           | BT1          | 22.14               |
|              | BT2          | 15.36               |
|              | BT3          | 23.51               |
| 13           | BT1          | 29.28               |
|              | BT2          | 24.85               |
|              | BT3          | 30.73               |

| 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 |
|---|---|----------------------|--------------------|-------------------------------|----------------------|--|-------------------------------|------------------------|----------------------|
| 1HC0003-A<br>1HC0003-B<br>1HC0003T.E.-A<br>1HC0003T.E.-B<br>1HC0003T.E.-C | Falcon Funding, L.L.C., an Illinois Limited Liability Company | 37.039               | A=0.023<br>B=0.434 | N/A                           | 36.582               | T.E.-A=0.054<br>T.E.-B=0.239<br>T.E.-C=0.147 | Grading<br>Grading<br>Grading | 03-19-400-019          |                      |

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0003 | 96K017695    | March 12, 1996    |
| -----   | 570175       | December 12, 1946 |
| -----   | 918296       | April 27, 1960    |
| -----   | 1303206      | July 9, 1974      |
| -----   | 94K091088    | December 19, 1994 |
| -----   | 95K062444    | October 18, 1995  |
| -----   | 95K074957    | December 7, 1995  |
| -----   | 96K017698    | March 12, 1996    |

| STATION   | OFFSET      | NORTH         | EAST        |
|-----------|-------------|---------------|-------------|
| 97+49.98  | 75.00' Rt.  | 1,980,205.976 | 983,485.655 |
| 98+11.17  | 70.00' Rt.  | 1,980,210.274 | 983,546.734 |
| 98+85.34  | 59.45' Lt.  | 1,980,338.783 | 983,622.532 |
| 98+85.99  | 70.00' Rt.  | 1,980,209.328 | 983,621.544 |
| 98+86.76  | 60.86' Rt.  | 1,980,218.464 | 983,622.436 |
| 99+96.06  | 1.42' Rt.   | 1,980,276.513 | 983,732.471 |
| 100+38.92 | 0.24' Lt.   | 1,980,275.637 | 983,775.346 |
| 100+44.22 | 1.25' Lt.   | 1,980,276.511 | 983,780.672 |
| 101+43.90 | 59.44' Rt.  | 1,980,213.261 | 983,878.743 |
| 101+56.59 | 75.87' Lt.  | 1,980,348.200 | 983,984.932 |
| 190+00.70 | 59.05' Rt.  | 1,979,281.511 | 983,805.036 |
| 190+49.94 | 61.03' Lt.  | 1,979,325.164 | 983,682.812 |
| 190+49.94 | 80.00' Lt.  | 1,979,324.290 | 983,663.858 |
| 191+17.73 | 80.00' Lt.  | 1,979,392.009 | 983,660.736 |
| 192+49.95 | 80.00' Lt.  | 1,979,526.298 | 983,656.347 |
| 192+49.95 | 100.00' Lt. | 1,979,525.912 | 983,636.349 |

Existing & Proposed Pavement Illinois Route 72 Curve #1

P.I. = Sta. 95+36.95  
 $\Delta = 1'09'12''$   
 $R = 27245.34'$   
 $T = 274.24'$   
 $L = 548.46'$   
 $E = 1.38'$   
P.C. = Sta. 92+62.71  
P.T. = Sta. 98+11.17

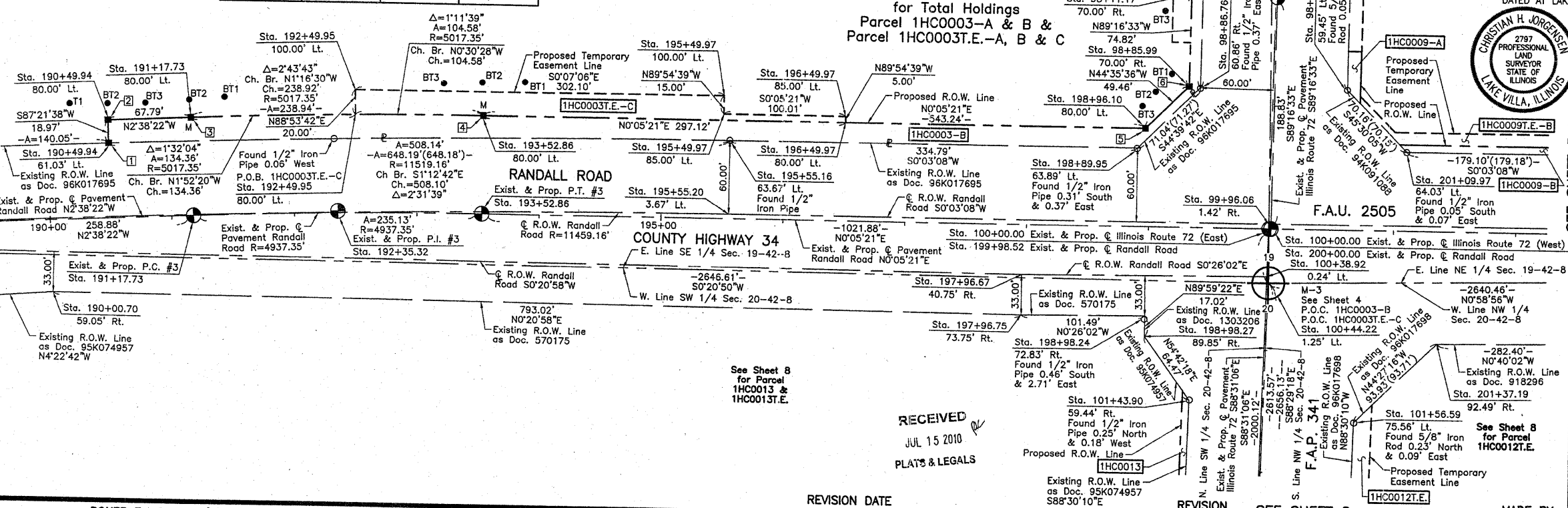
Existing & Proposed Pavement Randall Road Curve #3

P.I. = Sta. 192+35.32  
 $\Delta = 2'43'43''$   
 $R = 4937.35'$   
 $T = 117.59'$   
 $L = 235.13'$   
 $E = 1.40'$   
P.C. = Sta. 191+17.73  
P.T. = Sta. 193+52.66

Measured @ R.O.W. Illinois Route 72 Curve Data

$\Delta = 1'54'30''$   
 $R = 28647.80'$   
 $T = 477.16'$   
 $L = 954.23'$   
 $E = 3.97'$

| STATION   | OFFSET      | NORTH         | EAST        |
|-----------|-------------|---------------|-------------|
| 193+52.86 | 80.00' Lt.  | 1,979,630.868 | 983,655.420 |
| 195+49.97 | 85.00' Lt.  | 1,979,827.986 | 983,650.726 |
| 195+49.97 | 100.00' Lt. | 1,979,828.009 | 983,635.725 |
| 195+55.16 | 63.67' Lt.  | 1,979,833.150 | 983,672.068 |
| 195+55.20 | 3.67' Lt.   | 1,979,833.095 | 983,732.068 |
| 196+49.97 | 80.00' Lt.  | 1,979,927.984 | 983,655.882 |
| 196+49.97 | 85.00' Lt.  | 1,979,927.992 | 983,650.882 |
| 197+96.67 | 40.75' Rt.  | 1,980,074.496 | 983,776.870 |
| 197+96.75 | 73.75' Rt.  | 1,980,074.521 | 983,809.870 |
| 198+89.95 | 63.89' Lt.  | 1,980,167.935 | 983,672.372 |
| 198+96.10 | 80.00' Lt.  | 1,980,174.110 | 983,656.265 |
| 198+98.24 | 72.83' Rt.  | 1,980,176.008 | 983,809.101 |
| 198+98.27 | 89.85' Rt.  | 1,980,176.012 | 983,826.124 |
| 201+09.97 | 64.03' Lt.  | 1,980,387.955 | 983,672.572 |
| 201+37.19 | 92.49' Rt.  | 1,980,414.932 | 983,829.134 |



**LEGEND**

SECTION CORNER 910 1615  
 QUARTER SECTION CORNER 16 15

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER, 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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

IRON PIPE OR ROD FOUND  
 CUT CROSS FOUND OR SET  
 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.  
 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
 STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH 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 } 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 19, TOWNSHIP 42N., RANGE 8E. AND SECTION 20, TOWNSHIP 42N., RANGE 8E. OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 3rd DAY OF February 2010 A.D.

*Christian H. Jorgensen* PRESIDENT  
 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Note: Surface Coordinates are Shown

| STATION  | OFFSET     | NORTH         | EAST        |
|----------|------------|---------------|-------------|
| 93+49.97 | 60.49' Rt. | 1,980,221.834 | 983,286.243 |
| 95+49.97 | 70.00' Rt. | 1,980,212.317 | 983,286.214 |
| 95+71.35 | 59.77' Lt. | 1,980,342.018 | 983,308.038 |
| 95+71.40 | 57.90' Lt. | 1,980,340.148 | 983,308.083 |
| 96+49.98 | 70.00' Rt. | 1,980,211.830 | 983,385.962 |
| 96+49.98 | 75.00' Rt. | 1,980,206.830 | 983,385.928 |
| 97+49.98 | 70.00' Rt. | 1,980,210.976 | 983,485.707 |

| STATION   | OFFSET      | NORTH         | EAST        |
|-----------|-------------|---------------|-------------|
| 101+43.90 | 59.44' Rt.  | 1,980,213.261 | 983,878.743 |
| 101+56.59 | 75.87' Lt.  | 1,980,348.200 | 983,984.932 |
| 190+00.70 | 59.05' Rt.  | 1,979,281.511 | 983,805.036 |
| 190+49.94 | 61.03' Lt.  | 1,979,325.164 | 983,682.812 |
| 190+49.94 | 80.00' Lt.  | 1,979,324.290 | 983,663.858 |
| 191+17.73 | 80.00' Lt.  | 1,979,392.009 | 983,660.736 |
| 192+49.95 | 80.00' Lt.  | 1,979,526.298 | 983,656.347 |
| 192+49.95 | 100.00' Lt. | 1,979,525.912 | 983,636.349 |

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 341 (ILLINOIS ROUTE 72)

SECTION PROJECT  
 KANE COUNTY  
 JOB NO. R-91-034-09  
 STATION 95+00 TO STATION 102+00 (ILLINOIS ROUTE 72)  
 STATION 190+00 TO STATION 202+00 (RANDALL ROAD)  
 SCALE: 1"=50'  
 SHEET 6 OF 12

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

REVISION DATE  
 JUL 15 2010  
 PLATS & LEGALS

REVISION  
 SEE SHEET 8

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

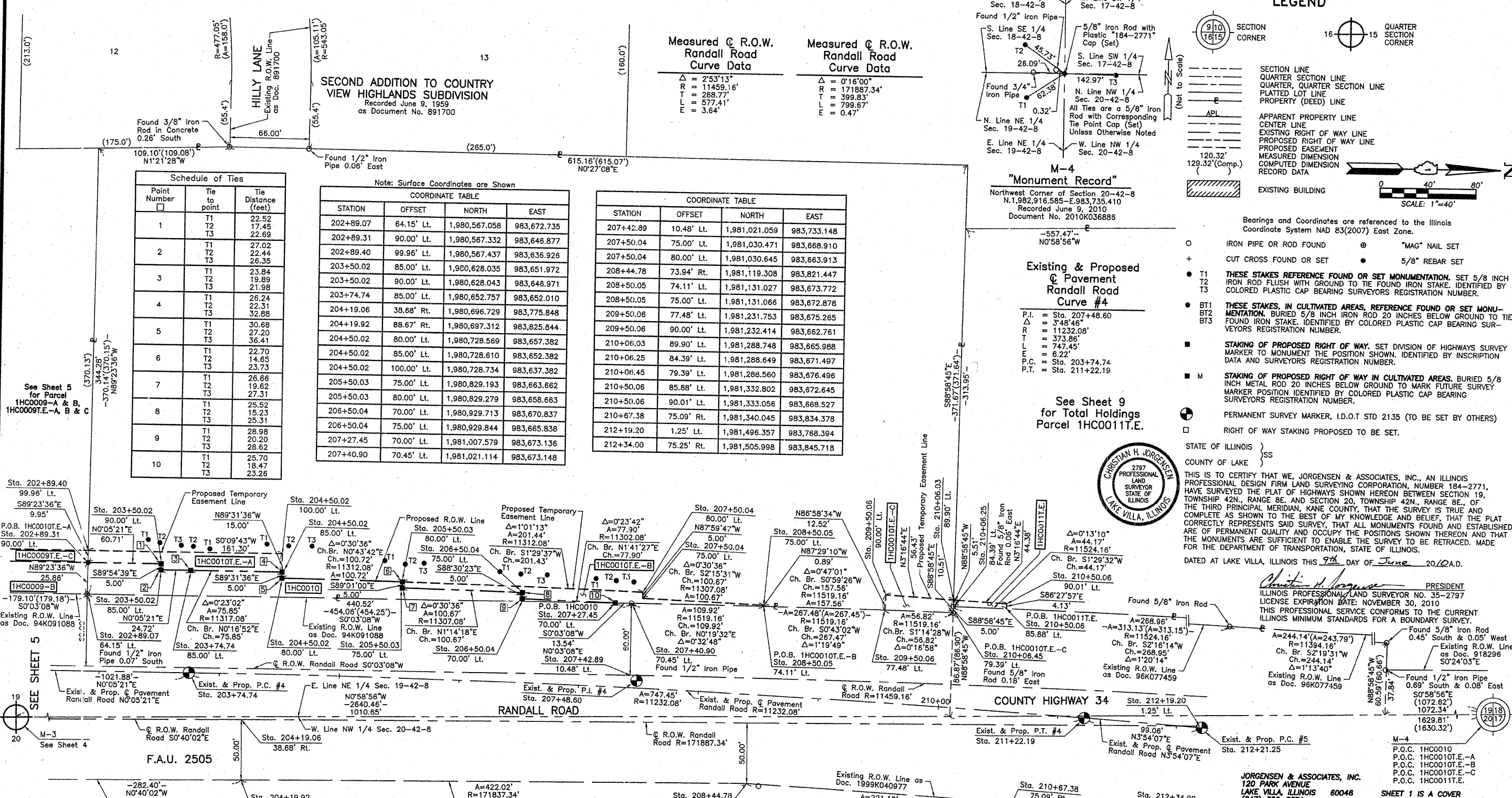
SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

RECORDING: RECORDED ON  
 AS DOCUMENT NO.

TOTAL SHEET SHEETS NO. 148 49

SCANNED

PART OF THE NE 1/4 OF SEC. 19 AND PART OF THE NW 1/4 OF SEC. 20, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

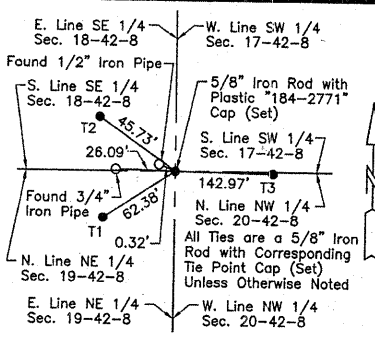


**Measured @ R.O.W. Randall Road Curve Data**

|               |
|---------------|
| Δ = 253°13'   |
| R = 11459.16' |
| L = 288.77'   |
| T = 577.41'   |
| E = 3.64'     |

**Measured @ R.O.W. Randall Road Curve Data**

|                |
|----------------|
| Δ = 0°16'00"   |
| R = 171887.34' |
| L = 399.83'    |
| T = 799.67'    |
| E = 0.47'      |



**LEGEND**

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER 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
- EXISTING BUILDING

Scale: 1"=40'

**Schedule of Ties**

| Point Number | Tie to point | Tie Distance (feet) |
|--------------|--------------|---------------------|
| 1            | T1           | 22.52               |
|              | T2           | 17.45               |
|              | T3           | 22.69               |
| 2            | T1           | 27.02               |
|              | T2           | 22.44               |
|              | T3           | 26.35               |
| 3            | T1           | 23.84               |
|              | T2           | 19.89               |
|              | T3           | 21.98               |
| 4            | T1           | 26.24               |
|              | T2           | 22.31               |
|              | T3           | 32.88               |
| 5            | T1           | 30.68               |
|              | T2           | 27.20               |
|              | T3           | 36.41               |
| 6            | T1           | 22.70               |
|              | T2           | 14.65               |
|              | T3           | 23.73               |
| 7            | T1           | 26.66               |
|              | T2           | 19.62               |
|              | T3           | 27.31               |
| 8            | T1           | 25.52               |
|              | T2           | 15.23               |
|              | T3           | 25.31               |
| 9            | T1           | 28.98               |
|              | T2           | 20.20               |
|              | T3           | 28.62               |
| 10           | T1           | 25.70               |
|              | T2           | 18.47               |
|              | T3           | 23.26               |

**COORDINATE TABLE**

| STATION   | OFFSET      | NORTH         | EAST        |
|-----------|-------------|---------------|-------------|
| 202+89.07 | 64.15' Lt.  | 1,980,567.058 | 983,672.735 |
| 202+89.31 | 90.00' Lt.  | 1,980,567.332 | 983,646.877 |
| 202+89.40 | 99.96' Lt.  | 1,980,567.437 | 983,636.926 |
| 203+50.02 | 85.00' Lt.  | 1,980,628.035 | 983,651.972 |
| 203+50.02 | 90.00' Lt.  | 1,980,628.043 | 983,646.971 |
| 203+74.74 | 85.00' Lt.  | 1,980,652.757 | 983,652.010 |
| 204+19.06 | 38.68' Rt.  | 1,980,696.729 | 983,775.848 |
| 204+19.92 | 88.67' Rt.  | 1,980,697.312 | 983,825.844 |
| 204+50.02 | 80.00' Lt.  | 1,980,728.569 | 983,657.382 |
| 204+50.02 | 85.00' Lt.  | 1,980,728.610 | 983,652.382 |
| 204+50.02 | 100.00' Lt. | 1,980,728.734 | 983,637.382 |
| 205+50.03 | 75.00' Lt.  | 1,980,829.193 | 983,663.662 |
| 205+50.03 | 80.00' Lt.  | 1,980,829.279 | 983,658.663 |
| 206+50.04 | 70.00' Lt.  | 1,980,929.713 | 983,670.837 |
| 206+50.04 | 75.00' Lt.  | 1,980,929.844 | 983,665.838 |
| 207+27.45 | 70.00' Lt.  | 1,981,007.579 | 983,673.136 |
| 207+40.90 | 70.45' Lt.  | 1,981,021.114 | 983,673.148 |

**COORDINATE TABLE**

| STATION   | OFFSET     | NORTH         | EAST        |
|-----------|------------|---------------|-------------|
| 207+42.89 | 10.48' Lt. | 1,981,021.059 | 983,733.148 |
| 207+50.04 | 75.00' Lt. | 1,981,030.471 | 983,668.910 |
| 207+50.04 | 80.00' Lt. | 1,981,030.645 | 983,663.913 |
| 208+44.78 | 73.94' Rt. | 1,981,119.308 | 983,821.447 |
| 208+50.05 | 74.11' Lt. | 1,981,131.027 | 983,673.772 |
| 208+50.05 | 75.00' Lt. | 1,981,131.066 | 983,672.878 |
| 209+50.06 | 77.48' Lt. | 1,981,231.753 | 983,675.265 |
| 209+50.06 | 90.00' Lt. | 1,981,232.414 | 983,662.761 |
| 210+06.03 | 89.90' Lt. | 1,981,288.748 | 983,665.988 |
| 210+06.25 | 84.39' Lt. | 1,981,288.649 | 983,671.497 |
| 210+06.45 | 79.39' Lt. | 1,981,288.560 | 983,676.496 |
| 210+50.06 | 85.88' Lt. | 1,981,332.802 | 983,672.645 |
| 210+50.06 | 90.01' Lt. | 1,981,333.056 | 983,668.527 |
| 210+50.06 | 90.01' Lt. | 1,981,333.056 | 983,668.527 |
| 212+19.20 | 1.25' Lt.  | 1,981,496.357 | 983,768.394 |
| 212+34.00 | 75.25' Rt. | 1,981,505.998 | 983,845.718 |

**M-4 "Monument Record"**  
Northwest Corner of Section 20-42-8  
N. 1,982,916.585 - E. 983,735.410  
Recorded June 9, 2010  
Document No. 2010K036886

**Existing & Proposed Pavement Randall Road Curve #4**

P.I. = Sta. 207+48.60  
Δ = 3°48'46"  
R = 11232.08'  
T = 373.85'  
L = 747.45'  
E = 6.22'  
P.C. = Sta. 203+74.74  
P.T. = Sta. 211+22.19

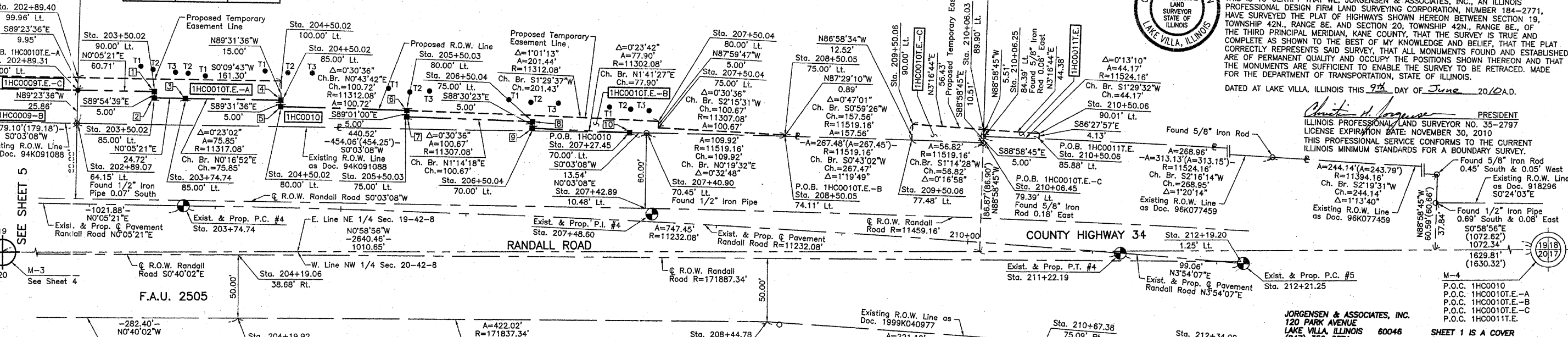
See Sheet 9 for Total Holdings Parcel 1HC0011T.E.



Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8" INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8" INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8" INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.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 19, TOWNSHIP 42N., RANGE 8E. AND SECTION 20, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETELY 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 9th DAY OF June 20, 2010 A.D.



| PARCEL NUMBER  | OWNER   | TOTAL HOLDINGS ACRES | PART TAKEN ACRES | AREA IN EXISTING R.O.W. ACRES | REMAINDER AREA ACRES | EASEMENT ACRES                               | AREA SQUARE FEET  | EASEMENT PURPOSE              | PERMANENT INDEX NUMBER | PROPERTY ACQUIRED BY |
|--|---|----------------------|------------------|-------------------------------|----------------------|--|-------------------|-------------------------------|------------------------|----------------------|
| 1HC0010<br>1HC0010T.E.-A<br>1HC0010T.E.-B<br>1HC0010T.E.-C | Randall Road V, Inc., an Illinois Corporation   | 6.160                | 0.140            | N/A                           | 6.020                | T.E.-A=0.048<br>T.E.-B=0.040<br>T.E.-C=0.015 | N/A<br>N/A<br>N/A | Grading<br>Grading<br>Grading | 03-19-200-002          |                      |
| 1HC0011T.E.  | Sleanor Anstaett, Richard R. Heuser, H. Frederick Heuser and Rosemary H. Bentley, as Successor Co-Trustees of Raymond S. Heuser, deceased, Trustee of the Raymond S. Heuser Declaration of Trust dated October 20, 1974 | 4.210                | N/A              | N/A                           | 4.210                | 0.005  | 213               | Grading                       | 03-19-200-001          |                      |

**EXISTING R.O.W. RECORDED INFORMATION**

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0010 | 94K091088    | December 19, 1994 |
| 1HC0011 | 96K077459    | October 30, 1996  |
| ---     | 918296       | April 27, 1960    |
| ---     | 891700       | June 9, 1959      |
| ---     | 94K091088    | December 19, 1994 |
| ---     | 1999K040977  | April 22, 1999    |

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 341 (ILLINOIS ROUTE 72)

SECTION KANE COUNTY  
PROJECT JOB NO. R-91-034-09  
STATION 202+00 TO STATION 212+21.25  
SCALE: 1"=40' SHEET 7 OF 12

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

PART OF THE WEST 1/2 OF SEC. 20, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.  
SEE SHEET 7

| 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 |
|------------------------|---|----------------------|------------------|-------------------------------|----------------------|---------------------|------------------|--------------------------------|----------------------|
| 1HC0012T.E.            | Stoneridge Legacy Partners, LP, an Illinois Limited Partnership   | *113.678             | N/A              | N/A                           | *113.678             | 0.322               | Grading          | 03-20-101-004<br>03-20-101-005 |                      |
| 1HC0013<br>1HC0013T.E. | Evelyn S. Strepek as Trustee under a declaration of trust dated July 7, 1993 known as the Evelyn S. Strepek Real Estate Trust | 71.993               | 0.095            | N/A                           | 71.898               | 0.115               | Grading          | 03-20-300-006                  |                      |

\* Area based on that part lying in the NW 1/4 of Sec. 20-42-8 Only.

**Existing & Proposed Pavement Randall Road Curve #4**

|      |                  |
|------|------------------|
| P.I. | = Sta. 207+48.60 |
| Δ    | = 3'48.46"       |
| R    | = 11232.08'      |
| T    | = 373.86'        |
| M    | = 747.45'        |
| E    | = 6.22'          |
| P.C. | = Sta. 203+74.74 |
| P.T. | = Sta. 211+22.19 |

**Measured Q. R.O.W. Illinois Route 72 Curve Data**

|   |             |
|---|-------------|
| Δ | = 1'54.30"  |
| R | = 28647.80' |
| T | = 477.16'   |
| M | = 954.23'   |
| E | = 3.97'     |

Note: Surface Coordinates are Shown

| COORDINATE TABLE |            |               |             |
|------------------|------------|---------------|-------------|
| STATION          | OFFSET     | NORTH         | EAST        |
| 100+38.92        | 0.24' Lt.  | 1,980,275.637 | 983,775.346 |
| 100+44.22        | 1.25' Lt.  | 1,980,276.511 | 983,780.672 |
| 100+44.33        | 0.26' Lt.  | 1,980,275.522 | 983,780.754 |
| 101+36.46        | 65.00' Rt. | 1,980,207.892 | 983,871.159 |
| 101+41.66        | 90.00' Lt. | 1,980,362.716 | 983,880.365 |
| 101+43.90        | 59.44' Rt. | 1,980,213.261 | 983,878.743 |
| 101+56.59        | 75.56' Lt. | 1,980,347.885 | 983,894.916 |
| 101+80.04        | 0.55' Lt.  | 1,980,272.297 | 983,916.419 |
| 102+00.01        | 65.00' Rt. | 1,980,206.249 | 983,934.691 |
| 102+00.01        | 70.00' Rt. | 1,980,201.251 | 983,934.562 |
| 102+50.01        | 70.00' Rt. | 1,980,199.958 | 983,984.549 |
| 102+50.01        | 75.00' Rt. | 1,980,194.959 | 983,984.419 |
| 103+50.02        | 75.00' Rt. | 1,980,192.374 | 984,084.392 |
| 103+50.02        | 80.00' Rt. | 1,980,187.375 | 984,084.263 |
| 104+50.03        | 70.00' Rt. | 1,980,194.786 | 984,184.494 |
| 104+50.03        | 80.00' Rt. | 1,980,184.789 | 984,184.236 |
| 105+43.93        | 60.45' Lt. | 1,980,322.770 | 984,281.742 |
| 105+43.94        | 75.45' Lt. | 1,980,337.764 | 984,282.134 |
| 106+50.04        | 85.00' Lt. | 1,980,344.573 | 984,388.448 |
| 106+50.04        | 90.00' Lt. | 1,980,349.572 | 984,388.577 |

| COORDINATE TABLE |            |               |             |
|------------------|------------|---------------|-------------|
| STATION          | OFFSET     | NORTH         | EAST        |
| 108+00.05        | 75.00' Lt. | 1,980,330.697 | 984,538.149 |
| 108+00.05        | 85.00' Lt. | 1,980,340.695 | 984,538.407 |
| 109+00.05        | 60.35' Lt. | 1,980,313.465 | 984,637.743 |
| 109+00.05        | 75.00' Lt. | 1,980,328.112 | 984,638.122 |
| 109+00.05        | 59.65' Rt. | 1,980,193.505 | 984,634.640 |
| 109+00.05        | 65.00' Rt. | 1,980,188.150 | 984,634.502 |
| 109+00.05        | 70.00' Rt. | 1,980,183.151 | 984,634.372 |
| 111+43.90        | 49.71' Rt. | 1,980,197.130 | 984,878.663 |
| 111+43.90        | 59.71' Rt. | 1,980,187.134 | 984,878.402 |
| 111+43.93        | 50.29' Lt. | 1,980,297.096 | 984,881.276 |
| 111+43.93        | 60.29' Lt. | 1,980,307.093 | 984,881.537 |
| 197+96.67        | 40.75' Rt. | 1,980,074.496 | 983,776.870 |
| 197+96.75        | 73.75' Rt. | 1,980,074.521 | 983,809.870 |
| 198+98.19        | 43.79' Rt. | 1,980,176.003 | 983,780.064 |
| 198+98.24        | 72.83' Rt. | 1,980,176.008 | 983,809.101 |
| 198+98.27        | 89.85' Rt. | 1,980,176.012 | 983,826.124 |
| 201+36.24        | 41.67' Rt. | 1,980,414.061 | 983,778.314 |
| 201+37.19        | 92.49' Rt. | 1,980,414.932 | 983,829.134 |
| 204+19.06        | 38.67' Rt. | 1,980,696.729 | 983,775.848 |
| 204+19.92        | 88.67' Rt. | 1,980,697.312 | 983,825.844 |

**LEGEND**

SECTION CORNER 910 1615  
QUARTER SECTION CORNER 16 15

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

EXISTING BUILDING

120.32'  
129.32'(Comp.)

0 50' 100'  
SCALE: 1"=50'

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

- 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 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.
- 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.

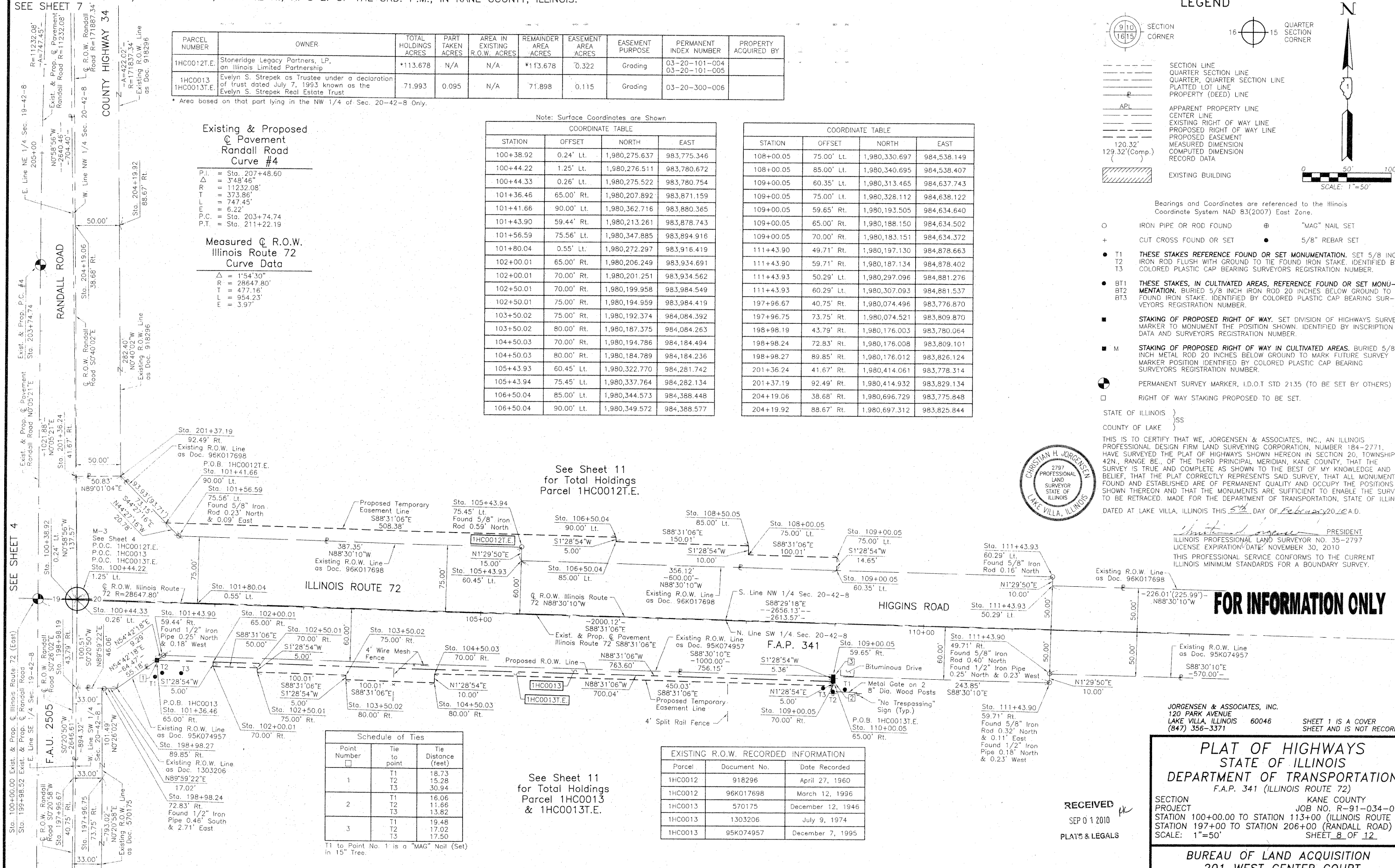
STATE OF ILLINOIS } SS  
COUNTY OF LAKE } SS

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 IN SECTION 20, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 5th DAY OF February 2010 A.D.

*Christian H. Jorgensen* PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



**FOR INFORMATION ONLY**



See Sheet 11 for Total Holdings Parcel 1HC0012T.E.

See Sheet 11 for Total Holdings Parcel 1HC0013 & 1HC0013T.E.

**Schedule of Ties**

| Point Number | Tie to point | Tie Distance (feet) |
|--------------|--------------|---------------------|
| 1            | T1           | 18.73               |
|              | T2           | 15.28               |
|              | T3           | 30.94               |
| 2            | T1           | 16.06               |
|              | T2           | 11.66               |
|              | T3           | 13.82               |
| 3            | T1           | 19.48               |
|              | T2           | 17.02               |
|              | T3           | 17.50               |

**EXISTING R.O.W. RECORDED INFORMATION**

| Parcel  | Document No. | Date Recorded     |
|---------|--------------|-------------------|
| 1HC0012 | 918296       | April 27, 1960    |
| 1HC0012 | 96K017698    | March 12, 1996    |
| 1HC0013 | 570175       | December 12, 1946 |
| 1HC0013 | 1303206      | July 9, 1974      |
| 1HC0013 | 95K074957    | December 7, 1995  |

RECEIVED  
SEP 01 2010  
PLAT & LEGALS

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 341 (ILLINOIS ROUTE 72)

SECTION KANE COUNTY  
PROJECT JOB NO. R-91-034-09  
STATION 100+00.00 TO STATION 113+00 (ILLINOIS ROUTE 72)  
STATION 197+00 TO STATION 206+00 (RANDALL ROAD)  
SCALE: 1"=50' SHEET 8 OF 12

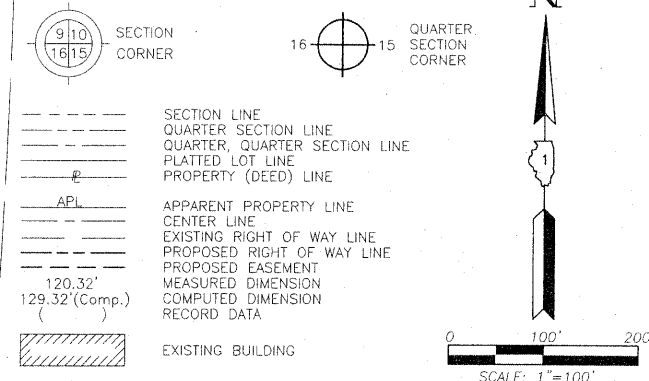
BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

REVISION DATE August 20, 2010

REVISION Configuration Parcel 1HC0013 & T.E.

MADE BY

LEGEND

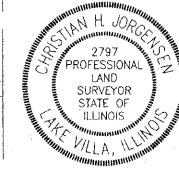


Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.

- 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.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREA. 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 } 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 IN SECTION 19, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 9th DAY OF June 2010 A.D.



CHRISTIAN H. JORGENSEN, PRESIDENT  
 2797 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are Shown

**FOR INFORMATION ONLY**

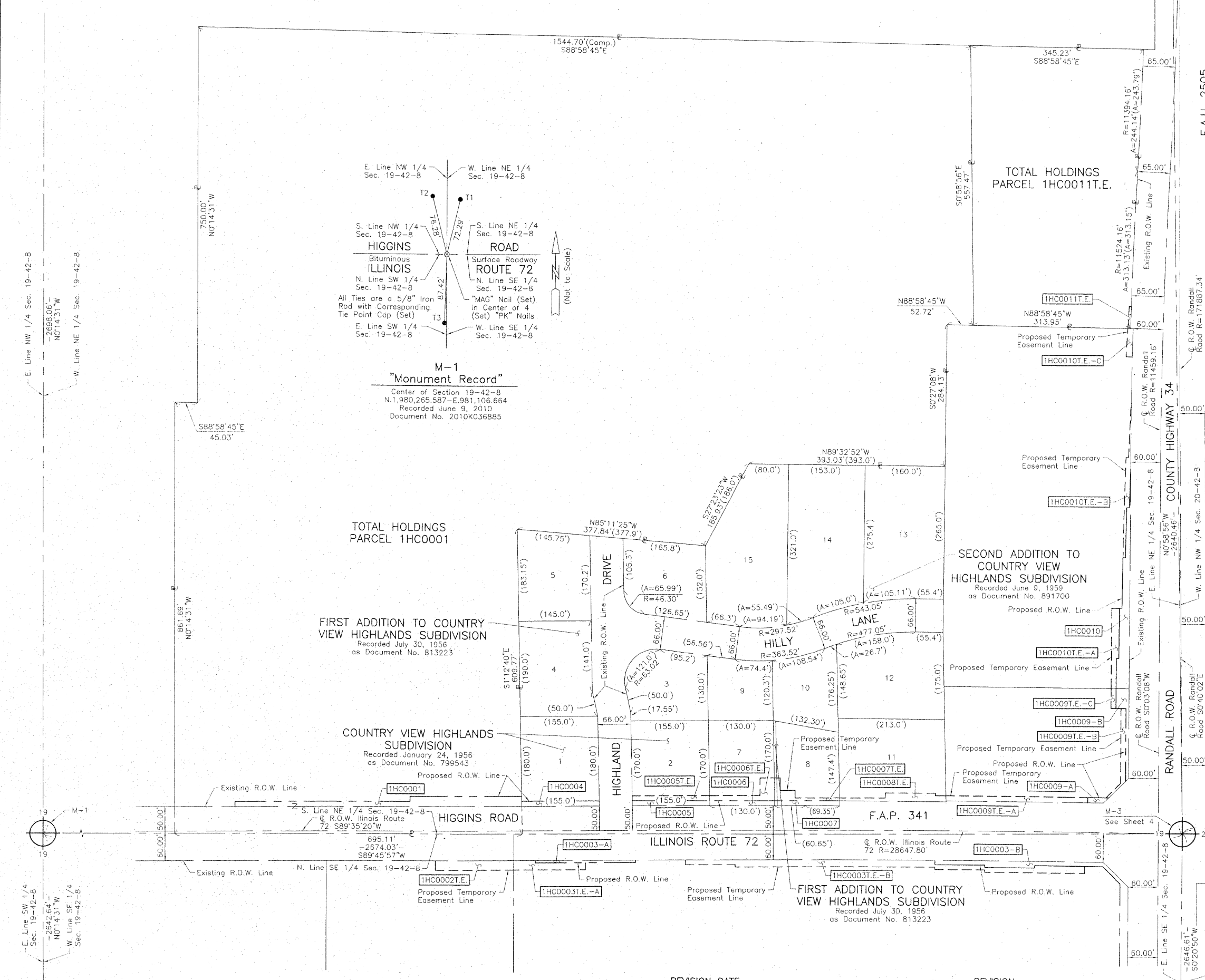
RECEIVED  
 SEP 0 1 2010  
 PLAYS & LEGALS

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

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 341 (ILLINOIS ROUTE 72)

SECTION KANE COUNTY  
 PROJECT JOB NO. R-91-034-09  
 STATION TO STATION  
 SCALE: 1"=100' SHEET 9 OF 12

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



REVISION DATE REVISION

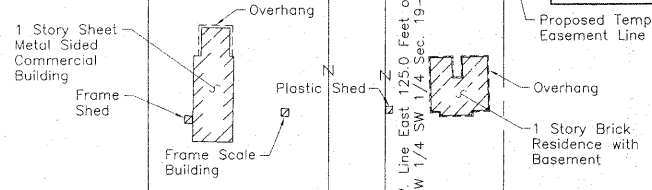
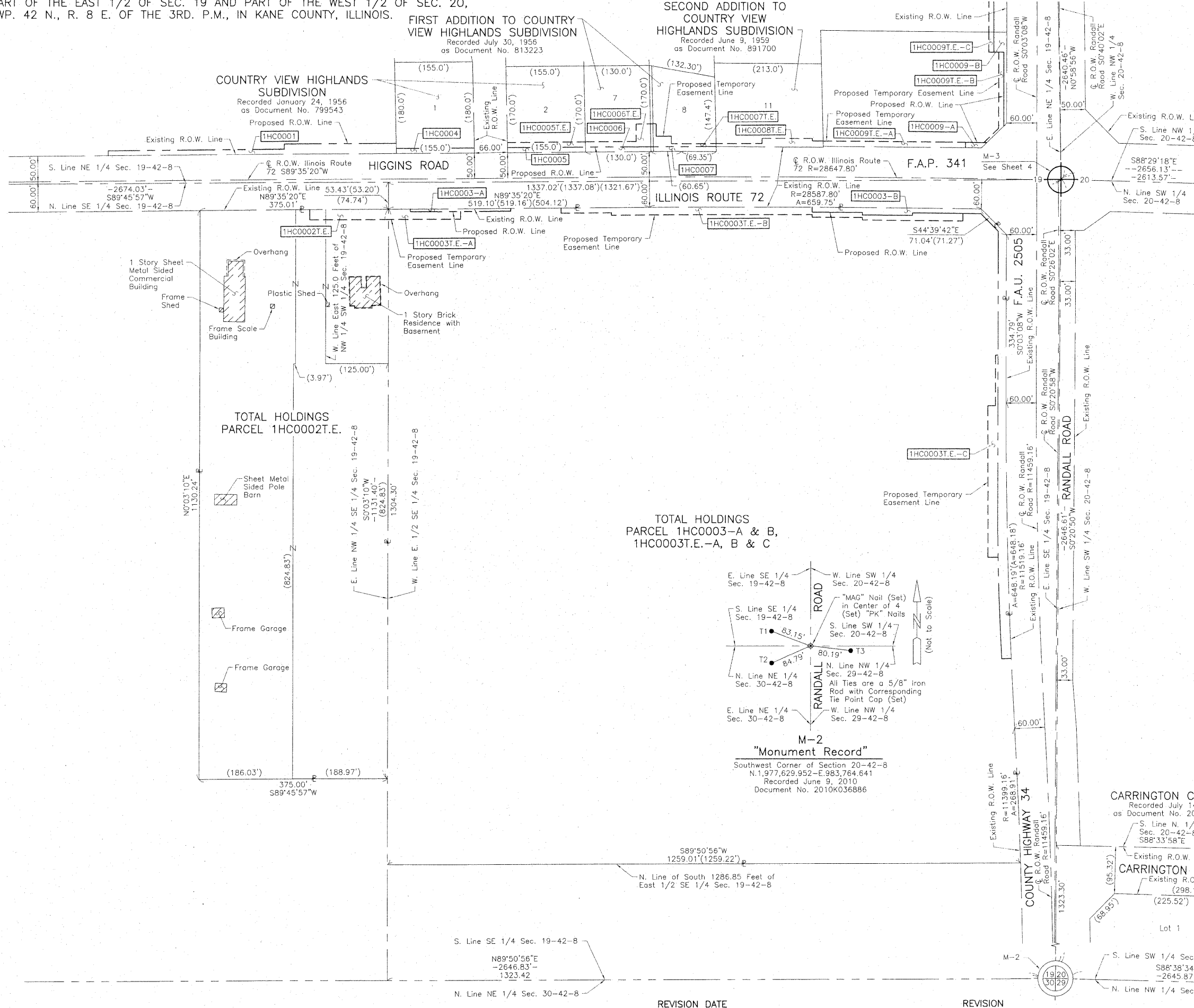
MADE BY

PART OF THE EAST 1/2 OF SEC. 19 AND PART OF THE WEST 1/2 OF SEC. 20,  
TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

FIRST ADDITION TO COUNTRY VIEW HIGHLANDS SUBDIVISION  
Recorded July 30, 1956  
as Document No. 813223

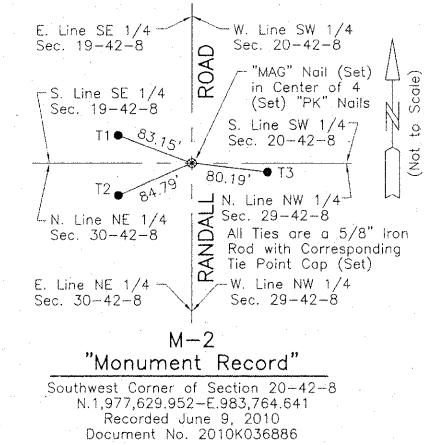
COUNTRY VIEW HIGHLANDS SUBDIVISION  
Recorded January 24, 1956  
as Document No. 799543

SECOND ADDITION TO COUNTRY VIEW HIGHLANDS SUBDIVISION  
Recorded June 9, 1959  
as Document No. 891700



TOTAL HOLDINGS  
PARCEL 1HC0002T.E.

TOTAL HOLDINGS  
PARCEL 1HC0003-A & B,  
1HC0003T.E.-A, B & C



LEGEND

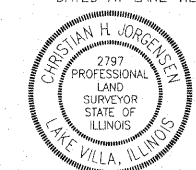
- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED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

- Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- 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.
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STATE OF ILLINOIS }  
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 19, TOWNSHIP 42N., RANGE 8E. AND SECTION 20, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 19th DAY OF June 2010 A.D.



CHRISTIAN H. JORGENSEN  
PRESIDENT  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

FOR INFORMATION ONLY

RECEIVED  
SEP 0 1 2010  
PLATS & LEGALS

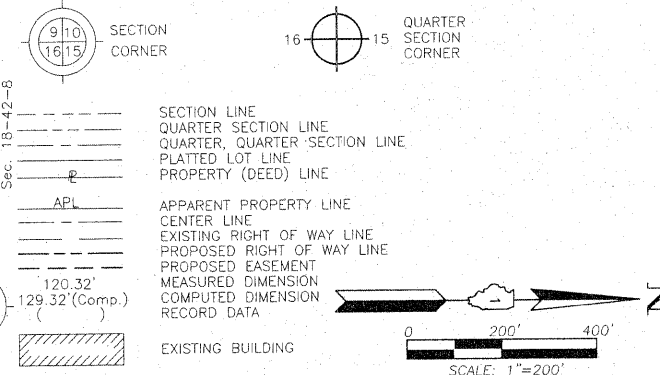
JORGENSEN & ASSOCIATES, INC.  
120 PARK AVENUE  
LAKE VILLA, ILLINOIS 60046  
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 341 (ILLINOIS ROUTE 72)  
SECTION KANE COUNTY  
PROJECT JOB NO. R-91-034-09  
STATION NONE TO STATION  
SCALE: 1"=100' SHEET 10 OF 12

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

LEGEND



- Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2007) East Zone.
- IRON PIPE OR ROD FOUND
  - ⊕ "MAG" NAIL SET
  - + CUT CROSS FOUND OR SET
  - 5/8" REBAR SET
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  - 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.
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STATE OF ILLINOIS }  
 COUNTY OF LAKE }  
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Christian H. Jorgensen PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are Shown.

**FOR INFORMATION ONLY**

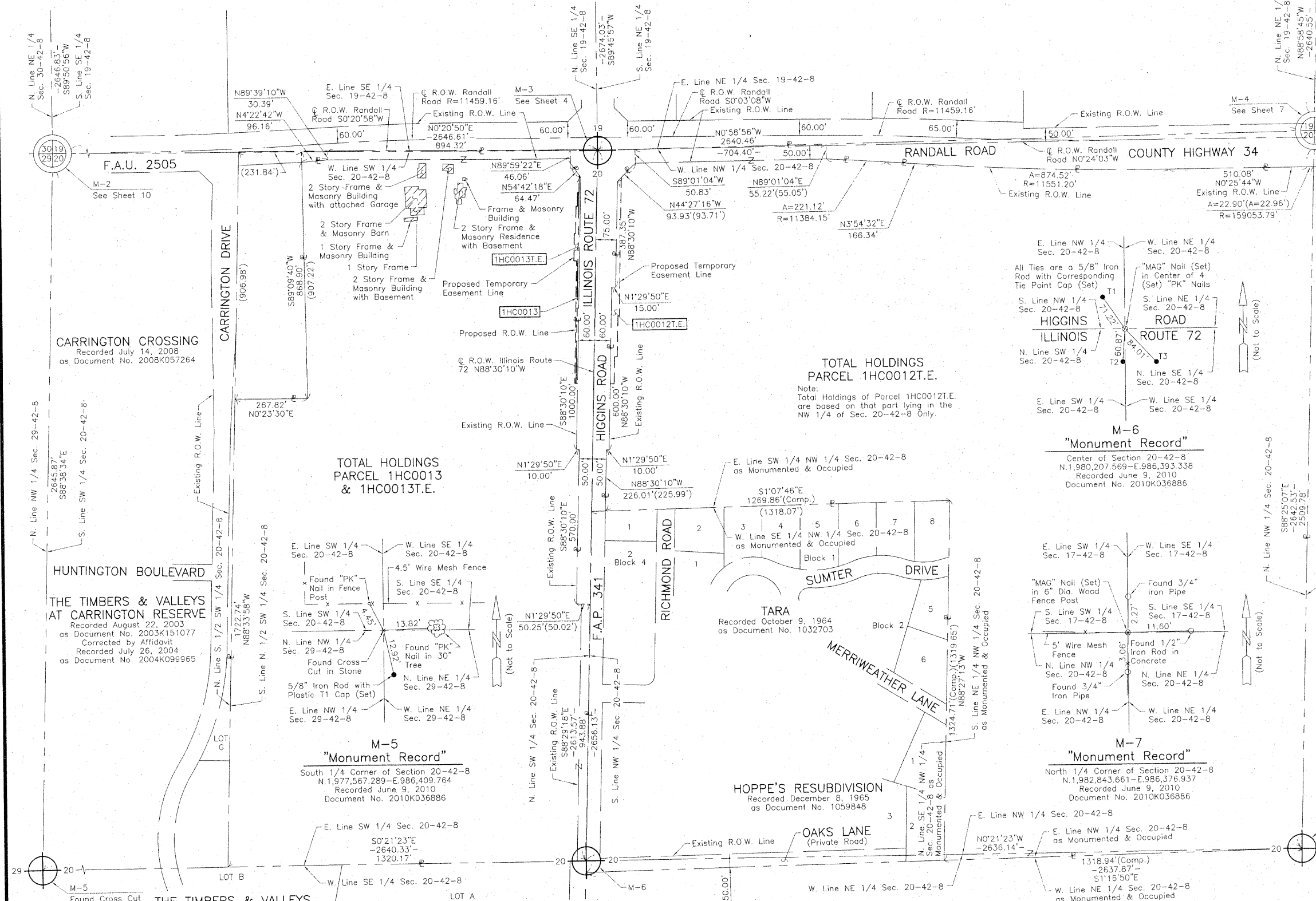
RECEIVED  
 SEP 01 2010  
 PLATS & LEGALS

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

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 341 (ILLINOIS ROUTE 72)  
 SECTION KANE COUNTY  
 PROJECT JOB NO. R-91-034-09  
 STATION NONE TO STATION SHEET 11 OF 12  
 SCALE: 1"=200'

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

MADE BY AS DOCUMENT NO. TOTAL SHEETS NO. 148 54



**M-5 "Monument Record"**  
 South 1/4 Corner of Section 20-42-8  
 N. 1,977,567.289 - E. 986,409.764  
 Recorded June 9, 2010  
 Document No. 2010K036886

**M-6 "Monument Record"**  
 Center of Section 20-42-8  
 N. 1,980,207.569 - E. 986,393.338  
 Recorded June 9, 2010  
 Document No. 2010K036886

**M-7 "Monument Record"**  
 North 1/4 Corner of Section 20-42-8  
 N. 1,982,843.661 - E. 986,376.937  
 Recorded June 9, 2010  
 Document No. 2010K036886

**M-5** Found Cross Cut in Stone

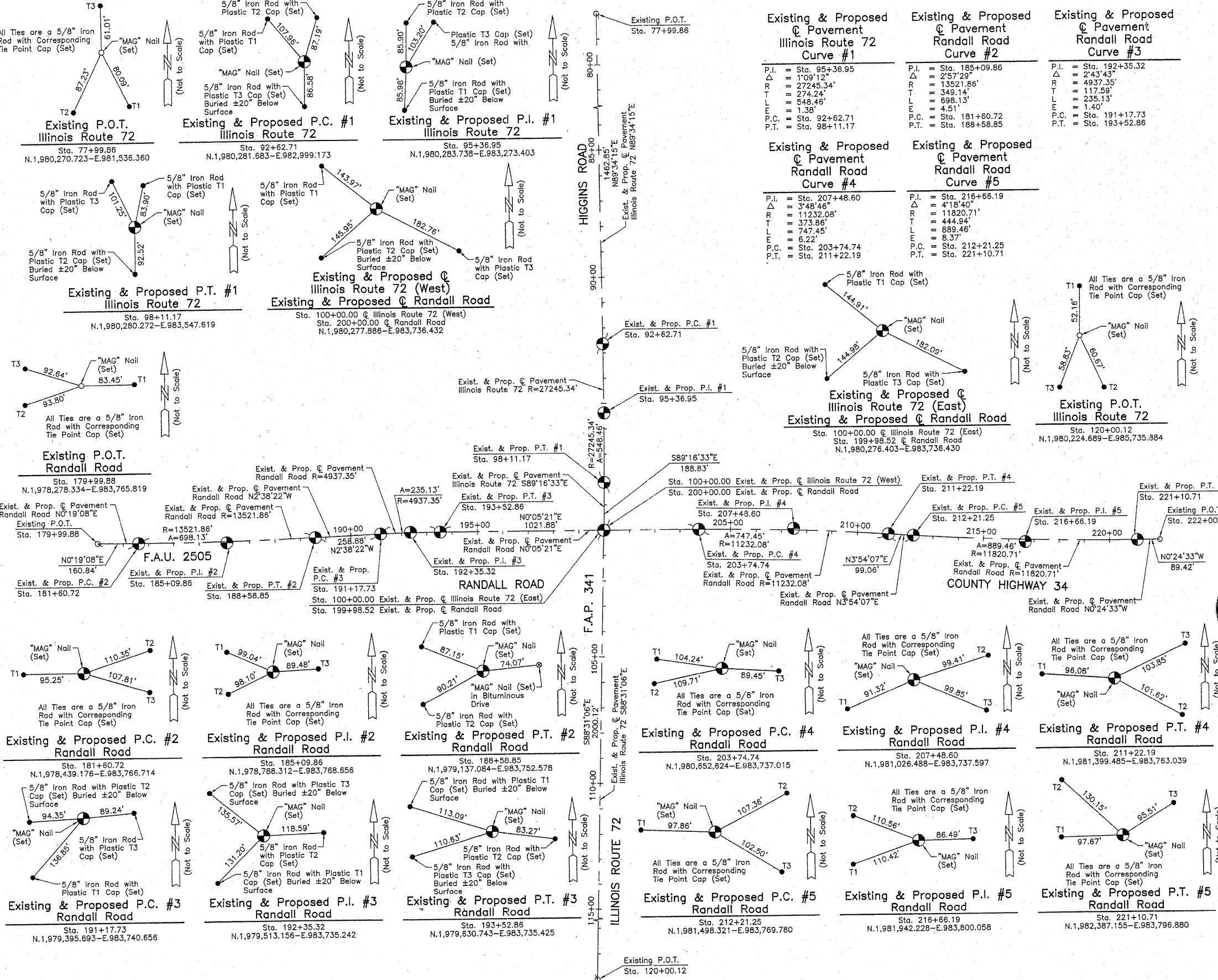
**M-6** Found Cross Cut in Stone

**M-7** Found Cross Cut in Stone

PART OF THE EAST 1/2 OF SEC. 19 AND PART OF THE WEST 1/2 OF SEC. 20, TWP. 42 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

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  
 EXISTING BUILDING  
 BEARINGS AND COORDINATES ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD 83(2007) EAST ZONE.  
 ○ 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" IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.  
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 □ RIGHT OF WAY STAKING PROPOSED TO BE SET.



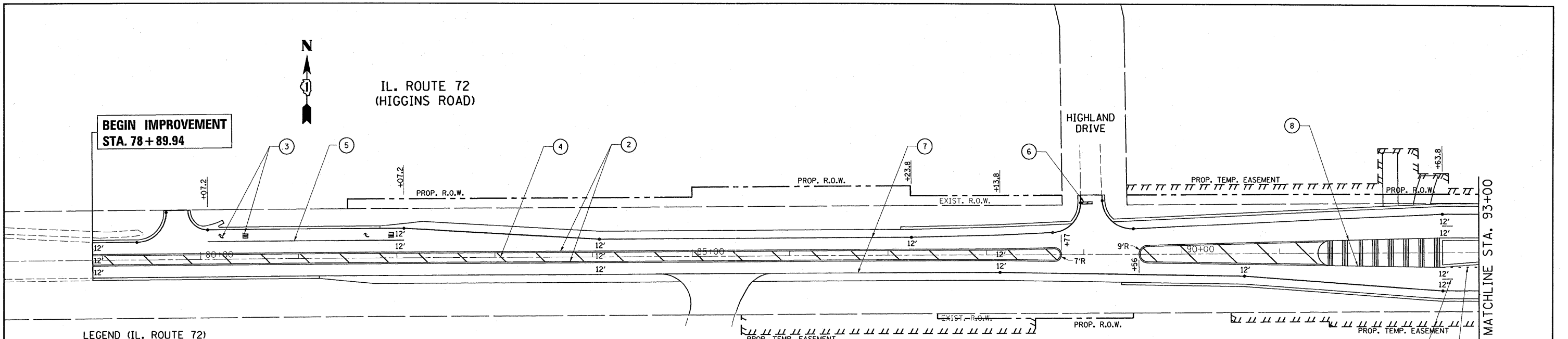
STATE OF ILLINOIS }  
 COUNTY OF LAKE }  
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 19, TOWNSHIP 42N., RANGE 8E. AND SECTION 20, TOWNSHIP 42N., RANGE 8E., OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 15th DAY OF February 2010 A.D.

CHRISTIAN H. JORGENSEN  
 2797 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS  
 LAKE VILLA, ILLINOIS  
 PRESIDENT  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 Note: Surface Coordinates are Shown

RECEIVED  
 JUL 15 2010  
 PLATS & LEGALS  
 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. 341 (ILLINOIS ROUTE 72)  
 SECTION KANE COUNTY  
 PROJECT JOB NO. R-91-034-09  
 STATION 77+99.86 TO STATION 120+00.12 (ILLINOIS ROUTE 72)  
 STATION 179+99.88 TO STATION 222+00.13 (RANDALL ROAD)  
 SCALE: 1"=200'  
 SHEET 12 OF 12

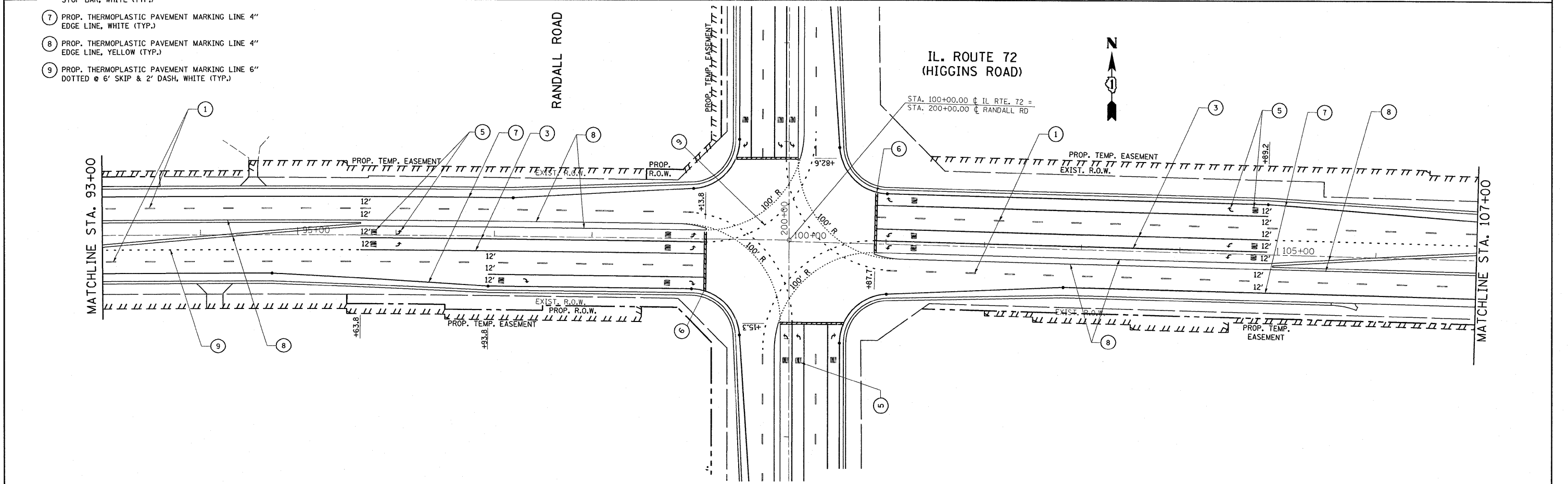
BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196



**LEGEND (IL. ROUTE 72)**

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH @ 30' SKIP & 10' DASH, WHITE (TYP.)
- ② PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 6" TURN LANE, WHITE (TYP.)
- ④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" DIAGONALS @ 45°, YELLOW (TYP.), 150' SPACING.
- ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.)
- ⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" STOP BAR, WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, YELLOW (TYP.)
- ⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 6" DOTTED @ 6' SKIP & 2' DASH, WHITE (TYP.)

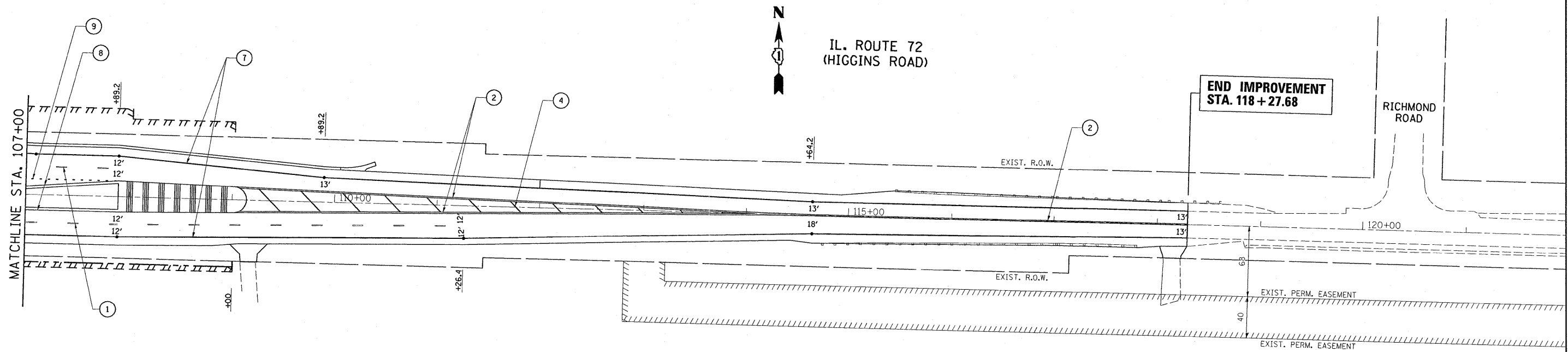
**NOTES:**  
 1. ALL THE PAVEMENT MARKING FOR RANDALL RD. SHALL BE URETHANE PAVEMENT MARKING.  
 2. THERE WILL BE NO RAISED REFLECTIVE PAVEMENT MARKERS INSTALLATION ON RANDALL RD.



|                                    |                             |            |           |   |  |           |    |                    |                   |                   |                           |                 |
|------------------------------------|-----------------------------|------------|-----------|---|--|-----------|----|--------------------|-------------------|-------------------|---------------------------|-----------------|
| FILE NAME =<br>P110008-sht-pmk.dgn | USER NAME = drvakosgn       | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>PAVEMENT MARKING</b> |           |    | F.A.P. RTE.<br>341 | SECTION<br>62-N-1 | COUNTY<br>KANE    | TOTAL SHEETS<br>148       | SHEET NO.<br>56 |
|                                    | PLOT SCALE = 50.0000' / IN. | CHECKED -  | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. | OF | SHEETS             | STA. 78+00.00     | TO STA. 107+00.00 | CONTRACT NO. 60K09        |                 |
|                                    | PLOT DATE = 5/31/2011       | DATE -     | REVISED - |   |  |           |    |                    |                   |                   | ILLINOIS FED. AID PROJECT |                 |
|                                    |                             |            |           |   |  |           |    |                    |                   |                   |                           |                 |

19:29:28 05/22/2011





**LEGEND (IL. ROUTE 72)**

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" SKIP DASH @ 30' SKIP & 10' DASH, WHITE (TYP.)
- ② PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 6" TURN LANE, WHITE (TYP.)
- ④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 12" DIAGONALS @ 45°, YELLOW (TYP.), 150' SPACING.
- ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.)
- ⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 24" STOP BAR, WHITE (TYP.)
- ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 4" EDGE LINE, YELLOW (TYP.)
- ⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE 6" DOTTED @ 6' SKIP & 2' DASH, WHITE (TYP.)

**NOTES:**

- 1. ALL THE PAVEMENT MARKING FOR RANDALL RD. SHALL BE URETHANE PAVEMENT MARKING.
- 2. THERE WILL BE NO RAISED REFLECTIVE PAVEMENT MARKERS INSTALLATION ON RANDALL RD.

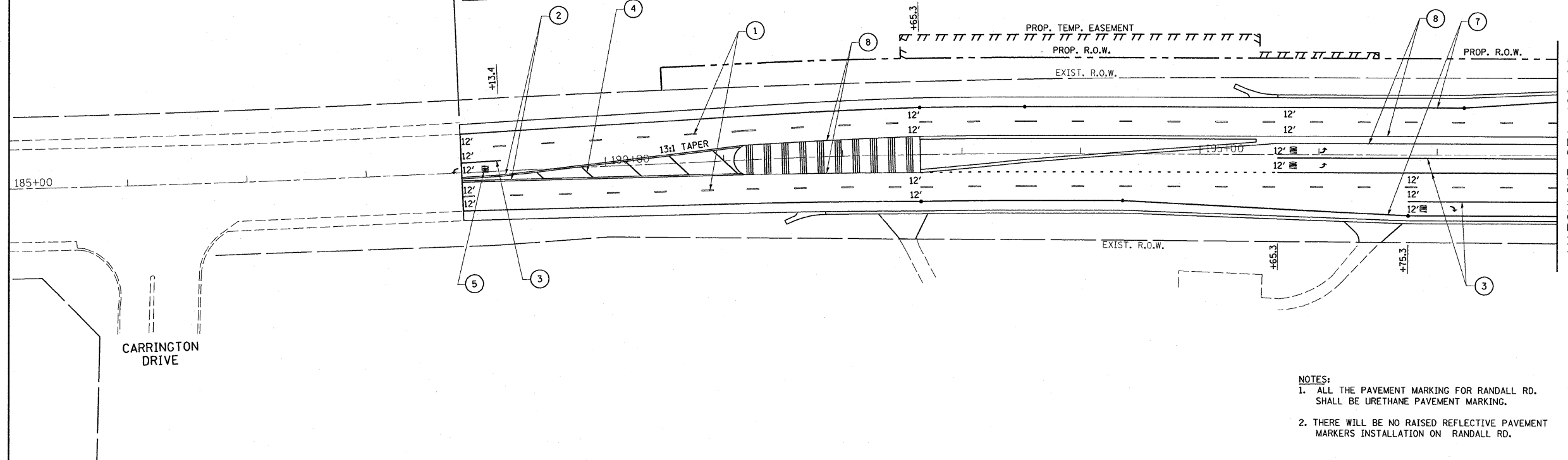
|                                    |                             |            |           |   |  |           |    |                    |                                  |                           |                     |                 |  |
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| FILE NAME =<br>P110008-shr-pmk.dgn | USER NAME = drlvakosgn      | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>PAVEMENT MARKING</b> |           |    | F.A.P. RTE.<br>341 | SECTION<br>62-N-1                | COUNTY<br>KANE            | TOTAL SHEETS<br>148 | SHEET NO.<br>57 |  |
|                                    | PLOT SCALE = 50.0000' / IN. | DRAWN -    | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. | OF | SHEETS             | STA. 107+00.00 TO STA. 121+00.00 | ILLINOIS FED. AID PROJECT |                     |                 |  |
|                                    | PLOT DATE = 5/31/2011       | CHECKED -  | REVISED - |   |  |           |    |                    |                                  |                           |                     |                 |  |
|                                    |                             | DATE -     | REVISED - |   |  |           |    |                    |                                  |                           |                     |                 |  |
| CONTRACT NO. 60K09                 |                             |            |           |   |  |           |    |                    |                                  |                           |                     |                 |  |

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RANDALL ROAD

BEGIN IMPROVEMENT  
STA. 188 + 80.28



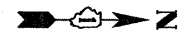
MATCHLINE STA. 198+00

LEGEND (RANDALL RD.)

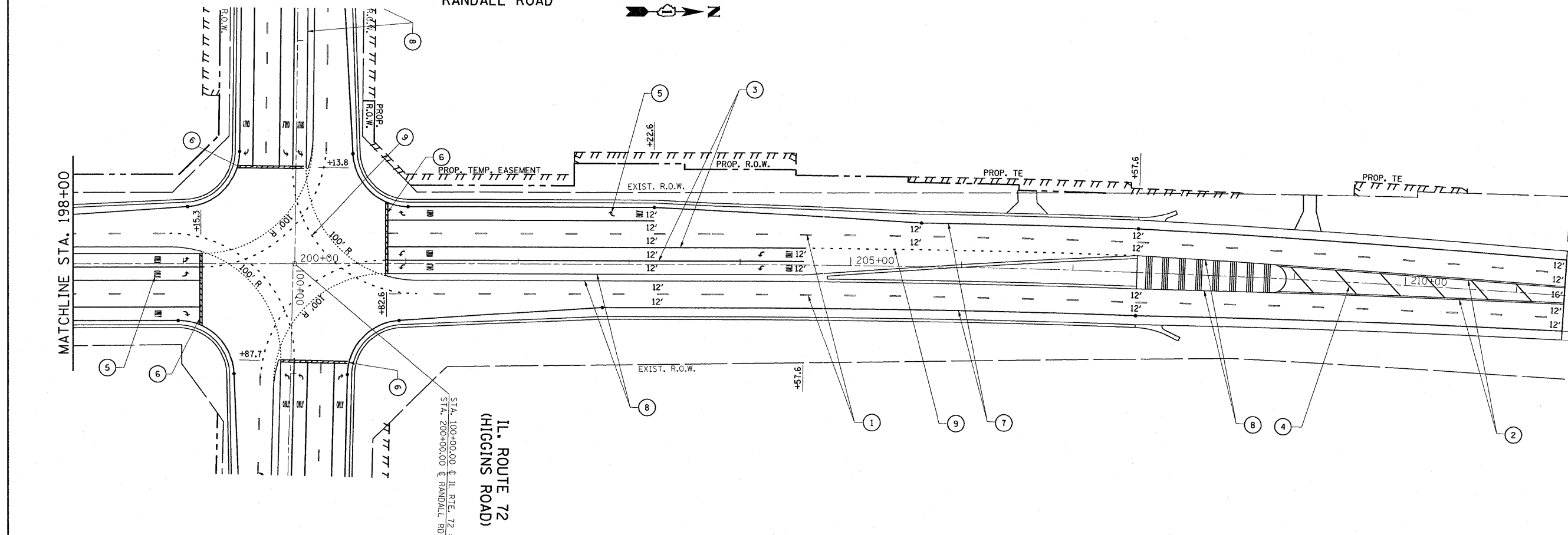
- ① PROP. URETHANE PAVEMENT MARKING LINE 4" SKIP DASH @ 30' SKIP & 10' DASH, WHITE (TYP.)
- ② PROP. URETHANE PAVEMENT MARKING LINE 4" DOUBLE LINE @ 11" C-C, YELLOW (TYP.)
- ③ PROP. URETHANE PAVEMENT MARKING LINE 6" TURN LANE, WHITE (TYP.)
- ④ PROP. URETHANE PAVEMENT MARKING LINE 12" DIAGONALS @ 45°, YELLOW (TYP.), 150' SPACING.
- ⑤ PROP. URETHANE PAVEMENT MARKING LETTERS & SYMBOLS, WHITE (TYP.)
- ⑥ PROP. URETHANE PAVEMENT MARKING LINE 24" STOP BAR, WHITE (TYP.)
- ⑦ PROP. URETHANE PAVEMENT MARKING LINE 4" EDGE LINE, WHITE (TYP.)
- ⑧ PROP. URETHANE PAVEMENT MARKING LINE 4" EDGE LINE, YELLOW (TYP.)
- ⑨ PROP. URETHANE PAVEMENT MARKING LINE 6" DOTTED @ 6' SKIP & 2' DASH, WHITE (TYP.)

NOTES:  
1. ALL THE PAVEMENT MARKING FOR RANDALL RD. SHALL BE URETHANE PAVEMENT MARKING.  
2. THERE WILL BE NO RAISED REFLECTIVE PAVEMENT MARKERS INSTALLATION ON RANDALL RD.

RANDALL ROAD



END IMPROVEMENT  
STA. 211 + 42.64



MATCHLINE STA. 198+00

IL. ROUTE 72  
(HIGGINS ROAD)  
STA. 100+00.00 @ IL. RTE. 72 -  
STA. 200+00.00 @ RANDALL RD

|                                 |                       |            |           |   |  |  |                |             |                  |              |  |
|---------------------------------|-----------------------|------------|-----------|---|--|--|----------------|-------------|------------------|--------------|--|
| FILE NAME = P110008-sht-pmk.dgn | USER NAME = drvakosgn | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD @ IL. ROUTE 72 (HIGGINS ROAD)<br/>PAVEMENT MARKING</b> | F.A.P. RTE. 341                                      | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 58 |  |
| PLOT SCALE = 50.0000' / IN.     |                       |            |           |   |  | SCALE: 1" = 50'                                      |                |             |                  |              |  |
| PLOT DATE = 5/31/2011           |                       |            |           |   |  | SHEET NO. OF SHEETS STA. 185+00.00 TO STA. 212+00.00 |                |             |                  |              |  |
| DATE -                          |                       |            |           |   |  | CONTRACT NO. 60K09                                   |                |             |                  |              |  |



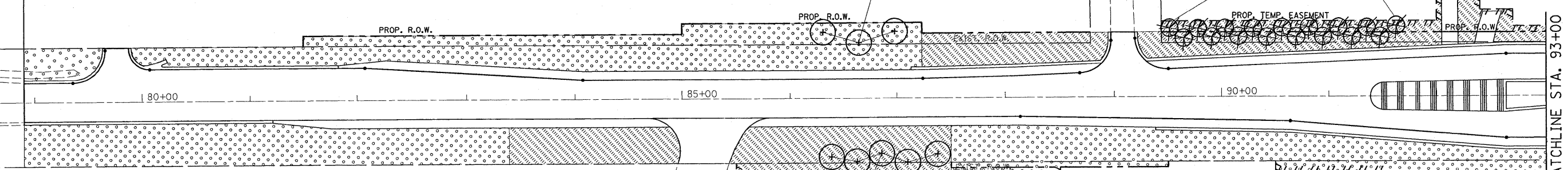
IL. ROUTE 72  
(HIGGINS ROAD)

BEGIN IMPROVEMENT  
STA. 78+89.94








HIGHLAND DRIVE

3 RIVER BIRCH

18 LIMBER PINE 15' O.C.

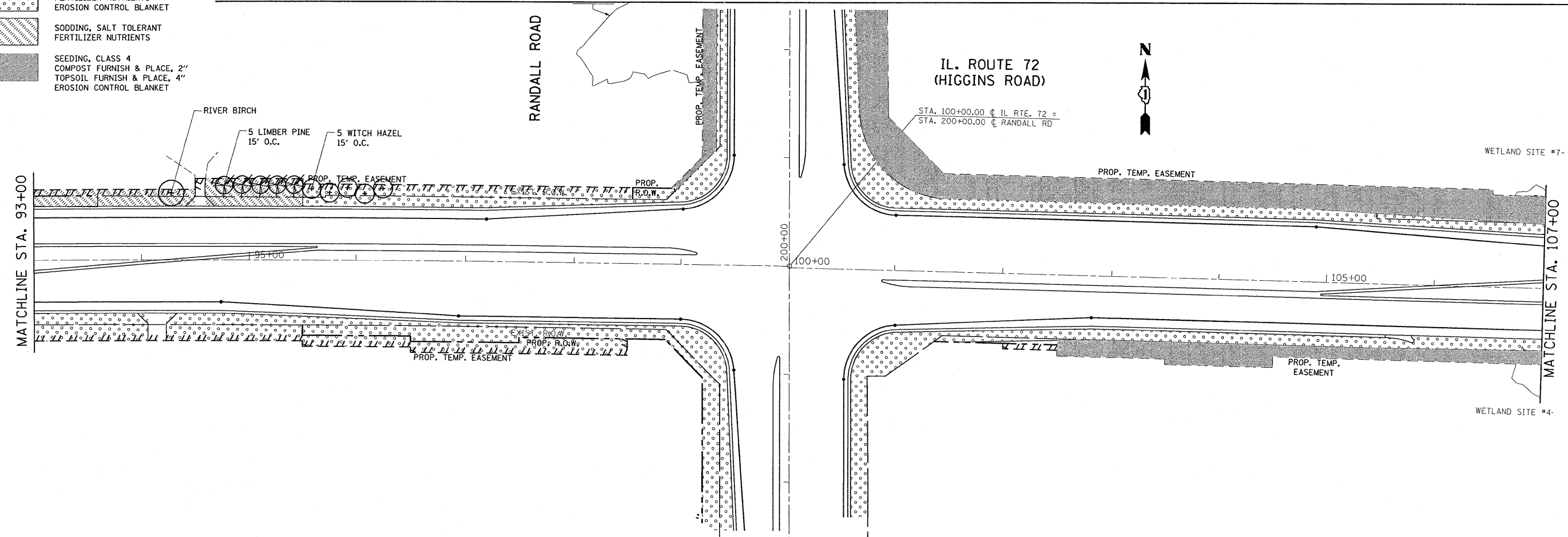


LEGEND

-  SHADE TREE
-  ORNAMENTAL TREE/LARGE SHRUB
-  EVERGREEN TREE
-  SHRUB, SILKY DOGWOOD  
5' O.C. - STAGGERED  
(GROUPS OF 10)
-  SEEDING, CLASS 2A  
FERTILIZER NUTRIENTS  
EROSION CONTROL BLANKET
-  SODDING, SALT TOLERANT  
FERTILIZER NUTRIENTS
-  SEEDING, CLASS 4  
COMPOST FURNISH & PLACE, 2"  
TOPSOIL FURNISH & PLACE, 4"  
EROSION CONTROL BLANKET

5 SWAMP WHITE OAK 30' O.C.

MATCHLINE STA. 93+00



IL. ROUTE 72  
(HIGGINS ROAD)

STA. 100+00.00 @ IL RTE. 72 =  
STA. 200+00.00 @ RANDALL RD

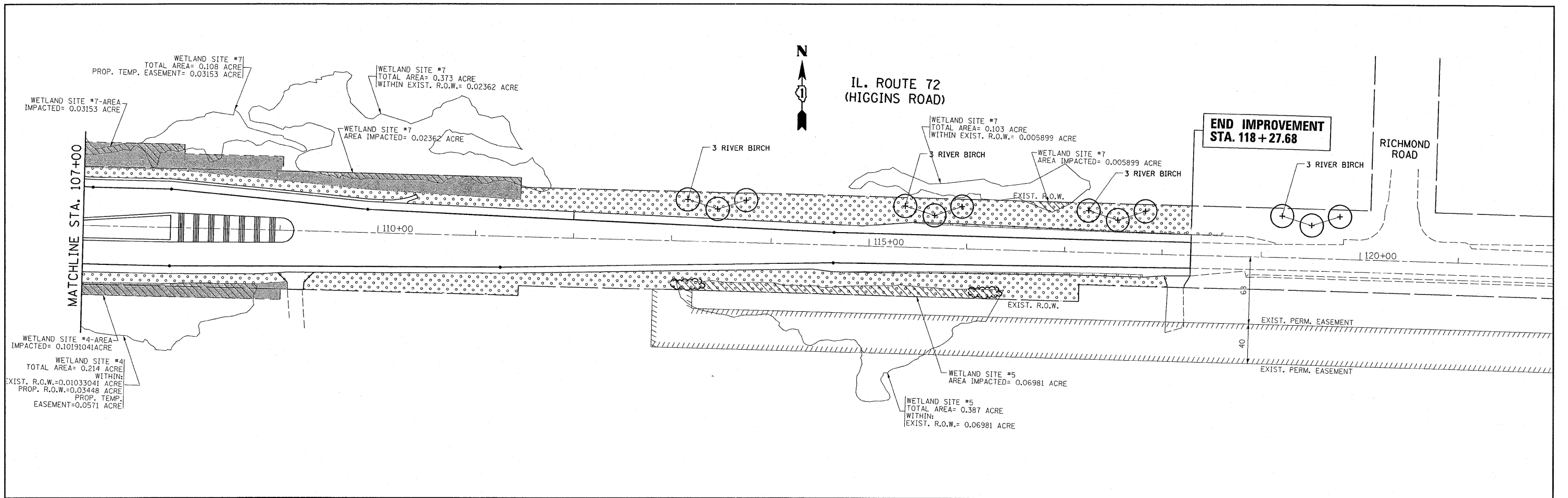
WETLAND SITE #7-

MATCHLINE STA. 107+00

WETLAND SITE #4-

|  |                             |            |           |   |  |  |  |                           |                   |                |                        |                    |                                 |  |                    |  |
|--|-----------------------------|------------|-----------|---|--|--|--|---------------------------|-------------------|----------------|------------------------|--------------------|---------------------------------|--|--------------------|--|
| FILE NAME =<br>P110008-shr-landscp.dgn | USER NAME = drivakosgn      | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD</b><br><b>LANDSCAPING PLAN</b> |  |  | F.A.P.<br>RTE.<br>341     | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>59 |                                 |  |                    |  |
|  | PLOT SCALE = 50.0000' / IN. | CHECKED -  | REVISED - |   |  |  |  | SCALE: 1" = 50'           |                   |                | SHEET NO. OF SHEETS    |                    | STA. 78+00.00 TO STA. 107+00.00 |  | CONTRACT NO. 60K09 |  |
|  | PLOT DATE = 5/31/2011       | DATE -     | REVISED - |   |  |  |  | ILLINOIS FED. AID PROJECT |                   |                |                        |                    |                                 |  |                    |  |
|  |                             |            |           |   |  |  |  |                           |                   |                |                        |                    |                                 |  |                    |  |

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**LEGEND**

- SHADE TREE
- ORNAMENTAL TREE/LARGE SHRUB
- EVERGREEN TREE
- SHRUB, SILKY DOGWOOD  
5' O.C. - STAGGERED  
(GROUPS OF 10)
- SEEDING, CLASS 2A  
FERTILIZER NUTRIENTS  
EROSION CONTROL BLANKET
- SODDING, SALT TOLERANT  
FERTILIZER NUTRIENTS
- SEEDING, CLASS 4  
COMPOST FURNISH & PLACE, 2"  
TOPSOIL FURNISH & PLACE, 4"  
EROSION CONTROL BLANKET

FILE NAME = P110008-shr-landscp.dgn

USER NAME = drvakosgn  
 PLOT SCALE = 50,0000' / IN.  
 PLOT DATE = 5/31/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

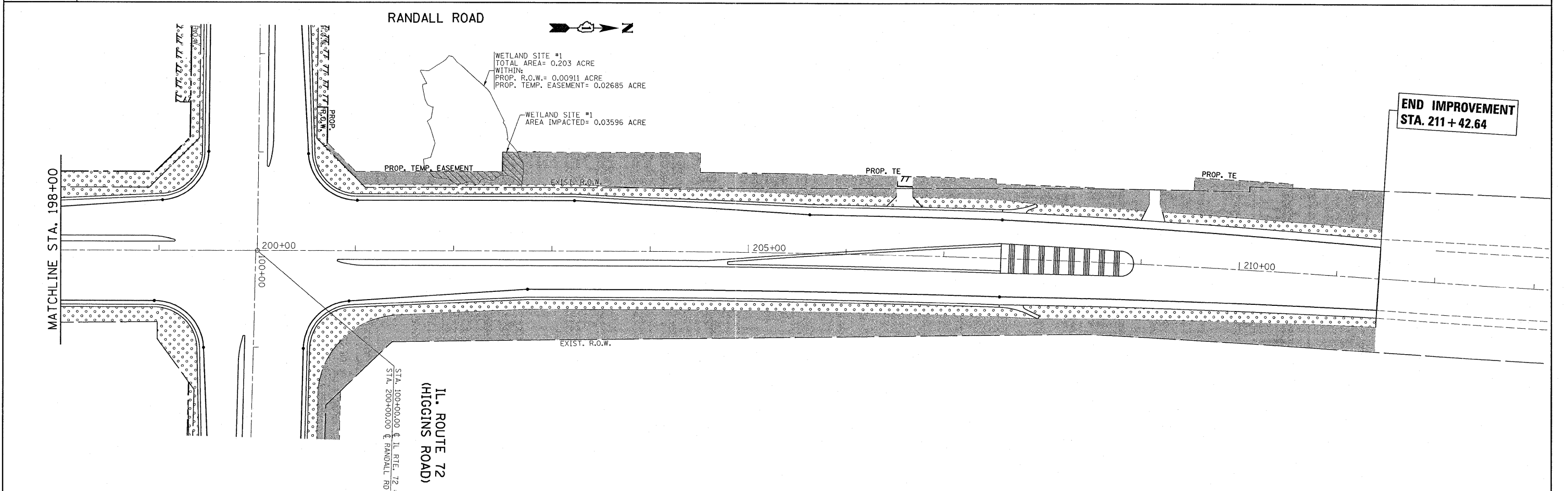
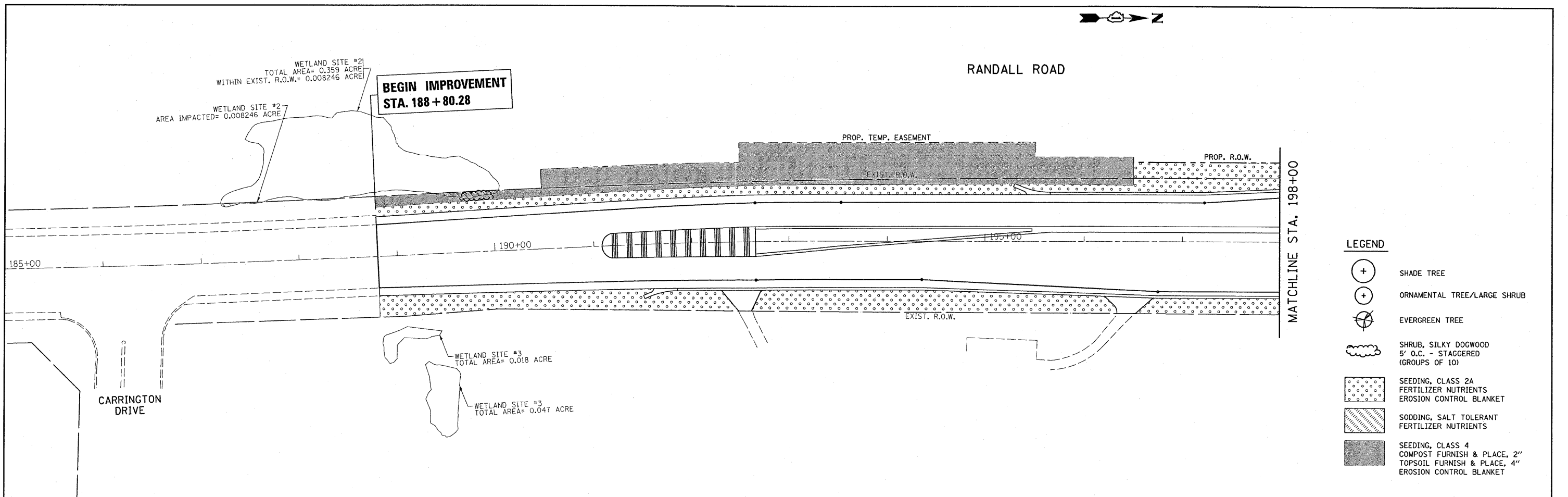
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 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD  
 LANDSCAPING PLAN**

SCALE: 1"= 50' SHEET NO. OF SHEETS STA. 107+00.00 TO STA. 121+00.00

| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 341                       | 62-N-1  | KANE   | 148          | 60        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

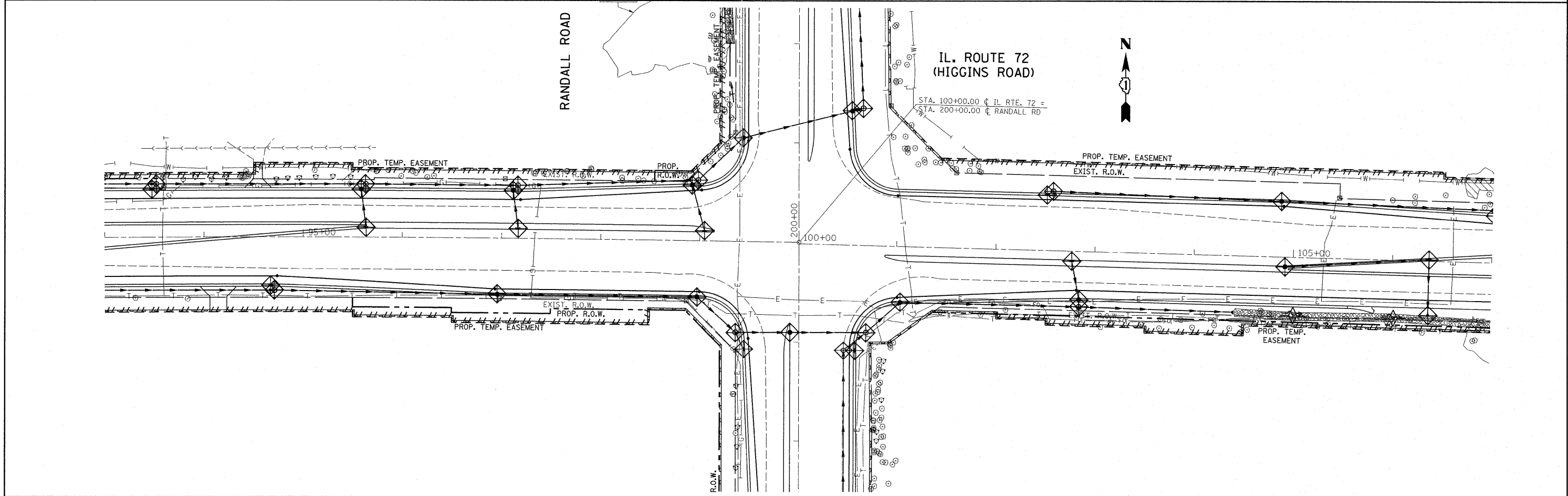
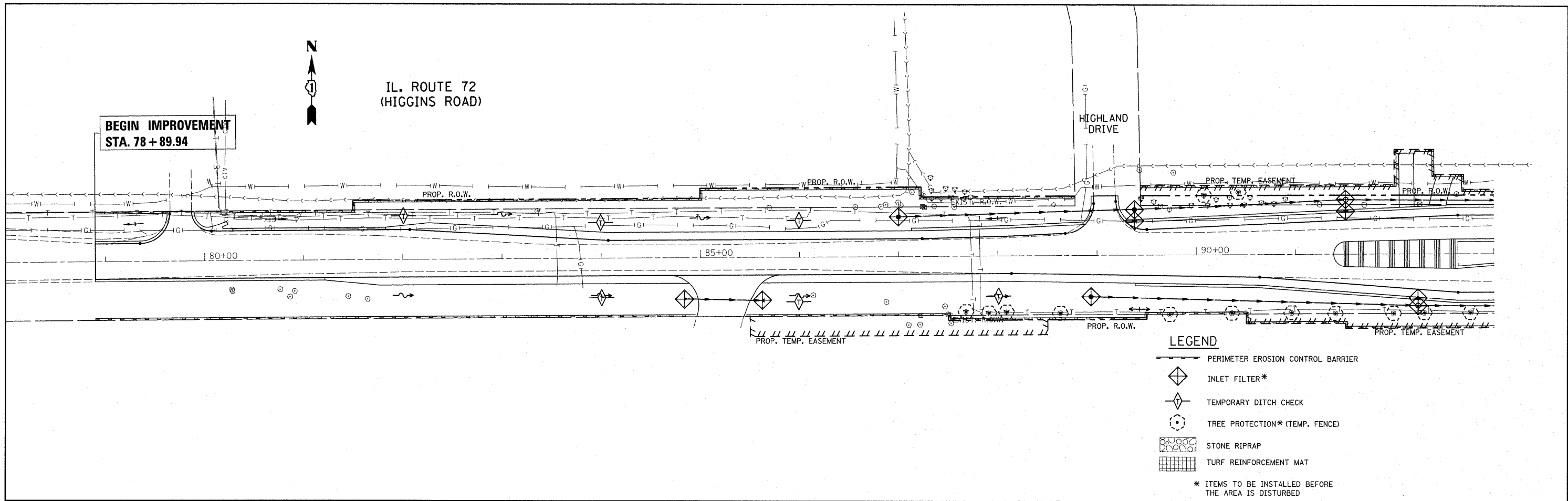


**LEGEND**

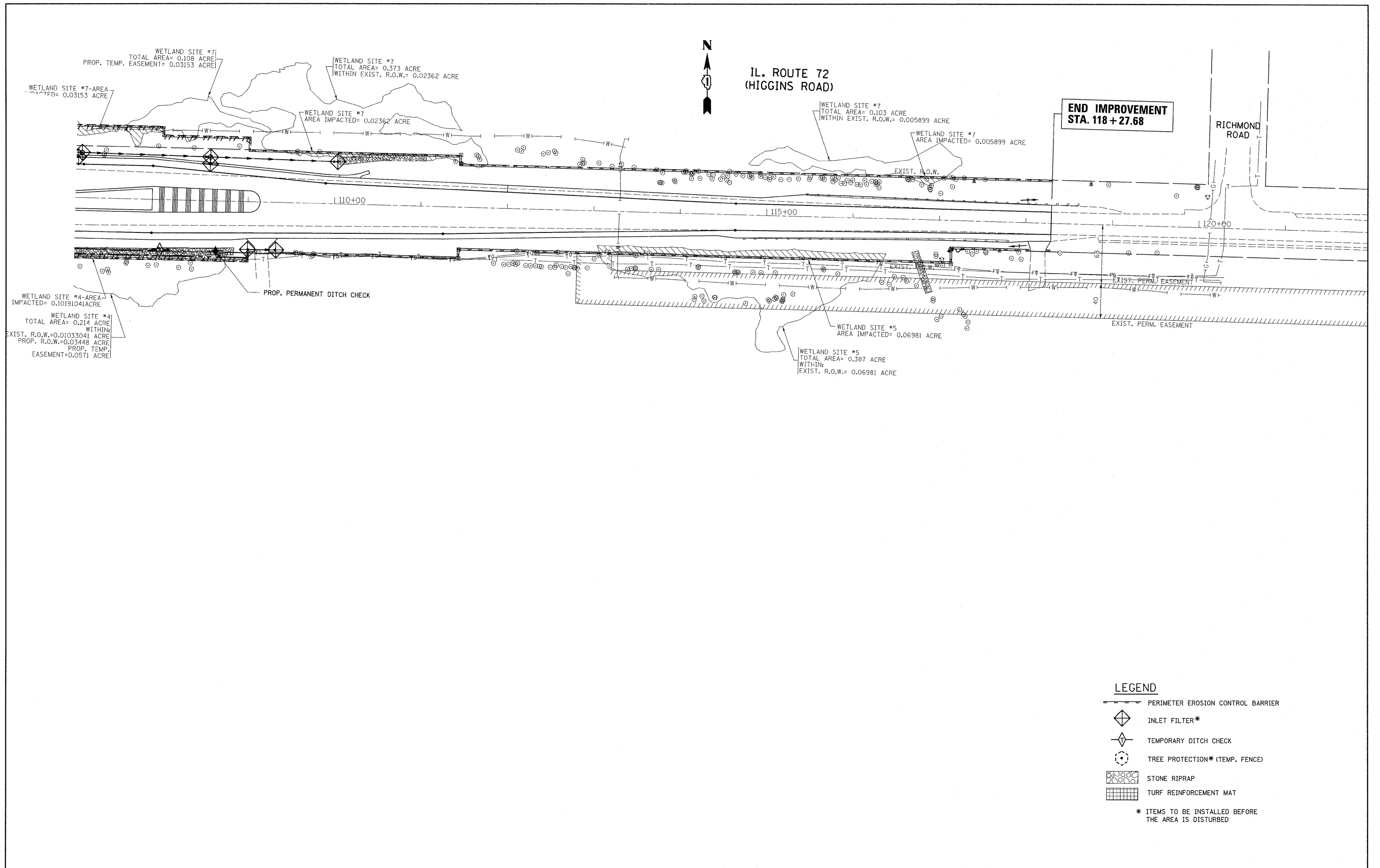
|  |   |
|--|---|
|  | SHADE TREE  |
|  | ORNAMENTAL TREE/LARGE SHRUB   |
|  | EVERGREEN TREE  |
|  | SHRUB, SILKY DOGWOOD<br>5' O.C. - STAGGERED<br>(GROUPS OF 10)   |
|  | SEEDING, CLASS 2A<br>FERTILIZER NUTRIENTS<br>EROSION CONTROL BLANKET                                      |
|  | SODDING, SALT TOLERANT<br>FERTILIZER NUTRIENTS  |
|  | SEEDING, CLASS 4<br>COMPOST FURNISH & PLACE, 2"<br>TOPSOIL FURNISH & PLACE, 4"<br>EROSION CONTROL BLANKET |

|  |                             |            |           |   |  |                           |         |        |  |              |                    |  |
|--|-----------------------------|------------|-----------|---|--|---------------------------|---------|--------|--|--------------|--------------------|--|
| FILE NAME =<br>P110028-sht-landscp.dgn | USER NAME = drivakosgn      | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD @ IL. ROUTE 72 (HIGGINS ROAD)<br/>LANDSCAPING PLAN</b> | F.A.P.<br>RTE.            | SECTION | COUNTY | TOTAL<br>SHEETS                                      | SHEET<br>NO. |                    |  |
|  | PLOT SCALE = 50.0000' / IN. | CHECKED -  | REVISED - |   |  | 341                       | 62-N-1  | KANE   | 148  | 61           |                    |  |
|  | PLOT DATE = 5/31/2011       | DATE -     | REVISED - |   |  | SCALE: 1" = 50'           |         |        | SHEET NO. OF SHEETS STA. 185+00.00 TO STA. 212+00.00 |              | CONTRACT NO. 60K09 |  |
|  |                             |            |           |   |  | ILLINOIS FED. AID PROJECT |         |        |  |              |                    |  |

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|                                     |                             |            |           |   |  |                           |                     |                                 |                        |                    |  |  |
|-------------------------------------|-----------------------------|------------|-----------|---|--|---------------------------|---------------------|---------------------------------|------------------------|--------------------|--|--|
| FILE NAME =<br>P110000-shr-eros.dgn | USER NAME =<br>pooschel     | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS RD.) AT RANDALL ROAD<br/>EROSION CONTROL PLAN</b> | F.A.P.<br>RTE.<br>341     | SECTION<br>62-N-1   | COUNTY<br>KANE                  | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>62 |  |  |
|                                     | PLOT SCALE = 50,000' / 1" = | DRAWN -    | REVISED - |   |  | SCALE: 1" = 50'           | SHEET NO. OF SHEETS | STA. 78+00.00 TO STA. 107+00.00 | CONTRACT NO. 60K09     |                    |  |  |
|                                     | PLOT DATE = 6/23/2011       | CHECKED -  | REVISED - |   |  | ILLINOIS FED. AID PROJECT |                     |                                 |                        |                    |  |  |
|                                     |                             | DATE -     | REVISED - |   |  |                           |                     |                                 |                        |                    |  |  |



- LEGEND**
- PERIMETER EROSION CONTROL BARRIER
  - INLET FILTER\*
  - TEMPORARY DITCH CHECK
  - TREE PROTECTION\* (TEMP. FENCE)
  - STONE RIPRAP
  - TURF REINFORCEMENT MAT
- \* ITEMS TO BE INSTALLED BEFORE THE AREA IS DISTURBED

FILE NAME = P110000-shr-eros.dgn

USER NAME = pascchel  
 PLOT SCALE = 50.0000' / 1" =  
 PLOT DATE = 6/23/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

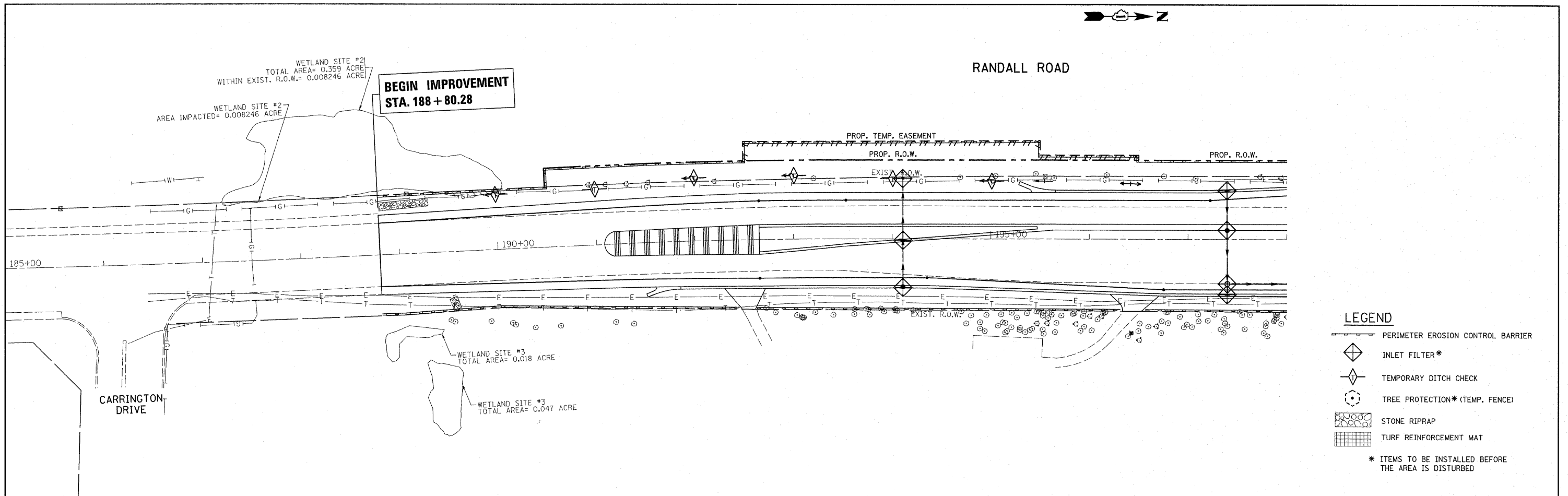
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

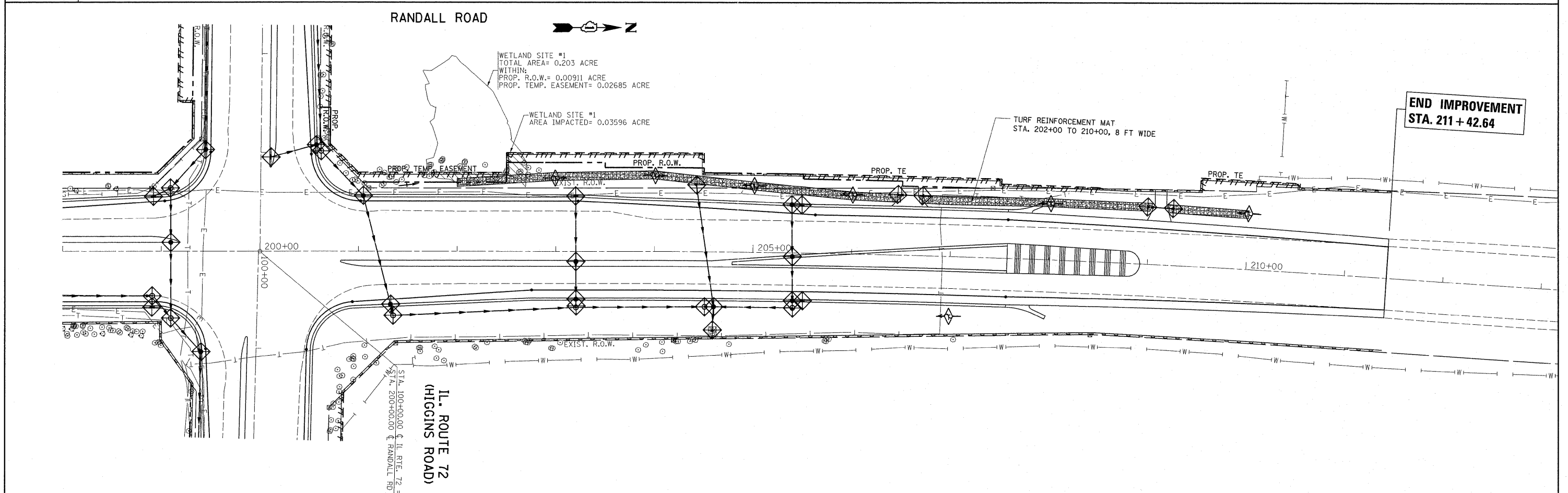
**IL. ROUTE 72 (HIGGINS RD.) AT RANDALL ROAD  
 EROSION CONTROL PLAN**

SCALE: 1" = 50'    SHEET NO.    OF    SHEETS    STA. 107+00.00 TO STA. 121+00.00

| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 341                       | 62-N-1  | KANE   | 148          | 63        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |



- LEGEND**
- PERIMETER EROSION CONTROL BARRIER
  - INLET FILTER\*
  - TEMPORARY DITCH CHECK
  - TREE PROTECTION\* (TEMP. FENCE)
  - STONE RIPRAP
  - TURF REINFORCEMENT MAT
- \* ITEMS TO BE INSTALLED BEFORE THE AREA IS DISTURBED

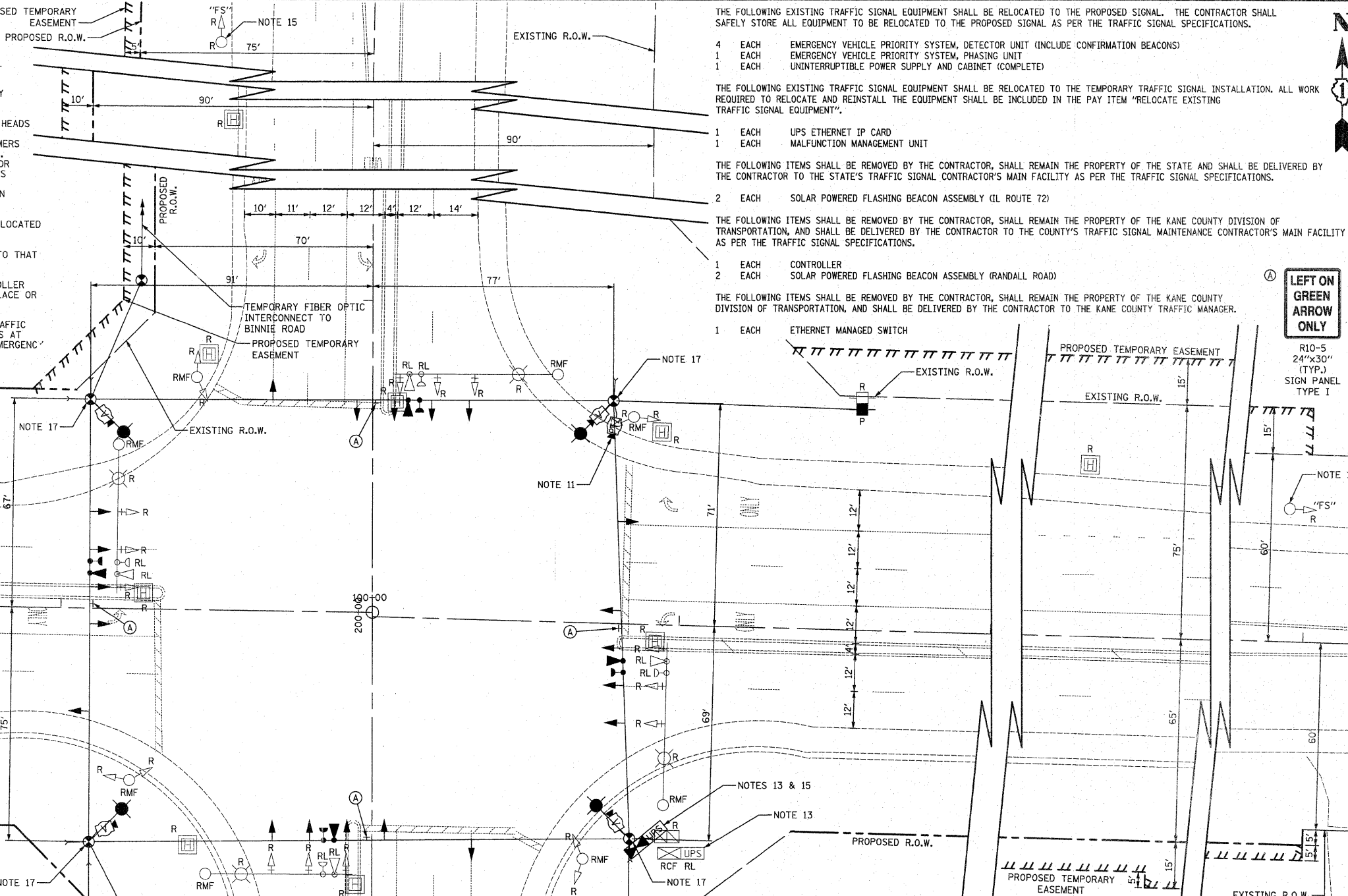


|                                     |                        |                       |                        |   |  |           |    |                       |                                  |                    |                        |                    |
|-------------------------------------|------------------------|-----------------------|------------------------|---|--|-----------|----|-----------------------|----------------------------------|--------------------|------------------------|--------------------|
| FILE NAME =<br>P110008-sht-eros.dgn | USER NAME =<br>pocicel | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD AT IL. ROUTE 72 (HIGGINS RD.)<br/>EROSION CONTROL PLAN</b> |           |    | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1                | COUNTY<br>KANE     | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>64 |
| PLOT SCALE = 50.0000' / 1" /        |                        | CHECKED -             | REVISED -              |   | SCALE: 1" = 50'  | SHEET NO. | OF | SHEETS                | STA. 185+00.00 TO STA. 212+00.00 | CONTRACT NO. 60K09 |                        |                    |
| PLOT DATE = 6/23/2011               |                        | DATE -                | REVISED -              |   | [ILLINOIS] FED. AID PROJECT  |           |    |                       |                                  |                    |                        |                    |



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE L.E.D. AND 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.



- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE RELOCATED TO THE PROPOSED SIGNAL. THE CONTRACTOR SHALL SAFELY STORE ALL EQUIPMENT TO BE RELOCATED TO THE PROPOSED SIGNAL AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
- 4 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT (INCLUDE CONFIRMATION BEACONS)
  - 1 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
  - 1 EACH UNINTERRUPTIBLE POWER SUPPLY AND CABINET (COMPLETE)
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE RELOCATED TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL WORK REQUIRED TO RELOCATE AND REINSTALL THE EQUIPMENT SHALL BE INCLUDED IN THE PAY ITEM "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".
- 1 EACH UPS ETHERNET IP CARD
  - 1 EACH MALFUNCTION MANAGEMENT UNIT
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE KANE COUNTY DIVISION OF TRANSPORTATION, AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
- 2 EACH SOLAR POWERED FLASHING BEACON ASSEMBLY (IL ROUTE 72)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE KANE COUNTY DIVISION OF TRANSPORTATION, AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE KANE COUNTY TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
- 1 EACH CONTROLLER
  - 2 EACH SOLAR POWERED FLASHING BEACON ASSEMBLY (RANDALL ROAD)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE KANE COUNTY DIVISION OF TRANSPORTATION, AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE KANE COUNTY TRAFFIC MANAGER.
- 1 EACH ETHERNET MANAGED SWITCH

**LEFT ON GREEN ARROW ONLY**

R10-5  
24"x30"  
(TYP.)  
SIGN PANEL  
TYPE I

**NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)**

- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
- THE PROPOSED PAN, TILT, ZOOM CAMERA SHALL BE INSTALLED ON THE TEMPORARY SIGNAL AT THE LOCATION SHOWN ON THE PLANS. THE PTZ CAMERA SHALL BE RELOCATED TO THE PERMANENT SIGNAL INSTALLATION PRIOR TO TURN-ON. ALL WORK REQUIRED TO RELOCATE THE PTZ CAMERA TO THE PERMANENT TRAFFIC SIGNAL AND ENSURE PROPER OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE KANE COUNTY DIVISION OF TRANSPORTATION SHALL BE INCLUDED IN THE PAY ITEM "VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ CAMERA".
- THE VIDEO DETECTION CAMERAS INSTALLED ON THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL HAVE THE CAPABILITY TO BE REMOTELY ACCESSED THROUGH THE KANE COUNTY ATMS NETWORK. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "NETWORK CONFIGURATION".
- THE ETHERNET IP CARD IN THE EXISTING UNINTERRUPTIBLE POWER SUPPLY SHALL BE REMOVED AND REINSTALLED IN THE TEMPORARY UNINTERRUPTIBLE POWER SUPPLY. UPON TURN-ON OF THE PERMANENT TRAFFIC SIGNAL EQUIPMENT, THE ETHERNET IP CARD SHALL BE REMOVED FROM THE TEMPORARY UPS UNIT AND INSTALLED IN THE PERMANENT UPS UNIT. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".
- THE EXISTING SOLAR POWER UNITS AND FLASHING BEACONS SHALL BE REMOVED FROM THE EXISTING FLASHING BEACON ASSEMBLIES ON IL ROUTE 72. THE EXISTING W3-3 ADVANCE SIGNAL WARNING SIGNS AND SUPPLEMENTARY STREET NAME PLAQUE SHALL REMAIN. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE".

**NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)**

- THE EXISTING FLASHING BEACON ASSEMBLIES AND W3-3 ADVANCE SIGNAL WARNING SIGNS SHALL BE REMOVED FROM THE NORTHBOUND AND SOUTHBOUND APPROACHES ON RANDALL ROAD. THIS WORK SHALL BE PAID AT THE CONTRACT UNIT PRICE EACH FOR "REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE".
- A NEW ETHERNET MANAGED SWITCH SHALL BE INSTALLED IN THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION UPON TURN-ON. ALL WORK ASSOCIATED WITH INSTALLATION AND RELOCATION OF THE ETHERNET MANAGED SWITCH TO THE SATISFACTION OF THE ENGINEER AND THE KANE COUNTY DIVISION OF TRANSPORTATION SHALL BE INCLUDED IN THE PAY ITEM "ETHERNET MANAGED SWITCH, TYPE 1".
- THE TEMPORARY TRAFFIC SIGNAL WOOD POLES SHALL BE 60 FEET IN HEIGHT TO ACCOMMODATE INSTALLATION OF TEMPORARY LIGHTING AT THE INTERSECTION.

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.

- 4 EACH CONTROLLER CABINET, TYPE IV
- 4 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- 4 EACH SIGNAL POST
- 9 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 3 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 3 SECTION
- 3 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 1 EACH SERVICE INSTALLATION
- 4 EACH LUMINAIRE

**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 SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

|                                 |                 |                   |           |
|---------------------------------|-----------------|-------------------|-----------|
| FILE NAME =                     | USER NAME = brd | DESIGNED - BRD    | REVISED - |
| ...P110008-01_Temp_Sig_Plan.dgn |                 | DRAWN - OJT       | REVISED - |
|                                 |                 | CHECKED - JJE     | REVISED - |
|                                 |                 | DATE - 03/25/2011 | REVISED - |

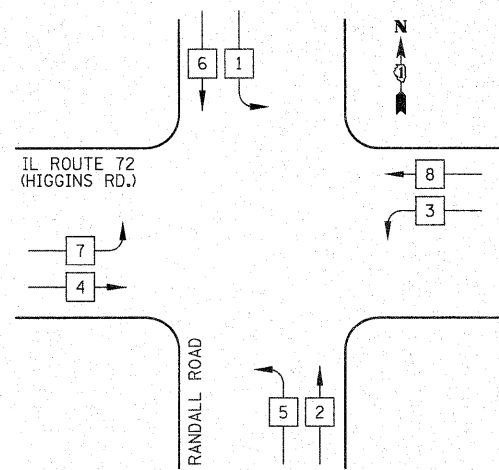
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 72 (HIGGINS RD) AT RANDALL ROAD  
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN**

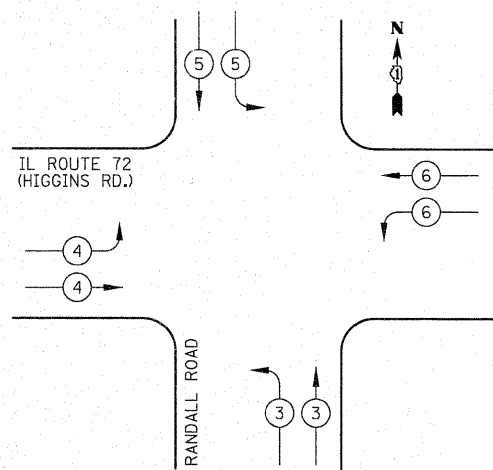
SCALE: 1" = 20'    SHEET NO. 1 OF 1 SHEETS    STA.    TO STA.

|   |         |        |              |           |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341   | 62-N-1  | KANE   | 149          | 65        |
| CONTRACT NO. 60K09                              |         |        |              |           |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT |         |        |              |           |

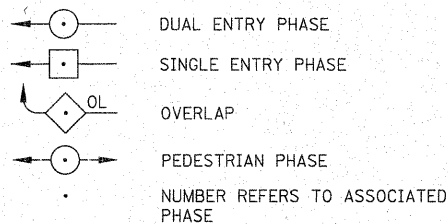
TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM



LEGEND



| TEMPORARY EMERGENCY VEHICLE PREEMPTORS |   |   |   |   |
|--|---|---|---|---|
| EMERGENCY VEHICLE PREEMPTOR            | 3 | 4 | 5 | 6 |
| MOVEMENT                               |   |   |   |   |

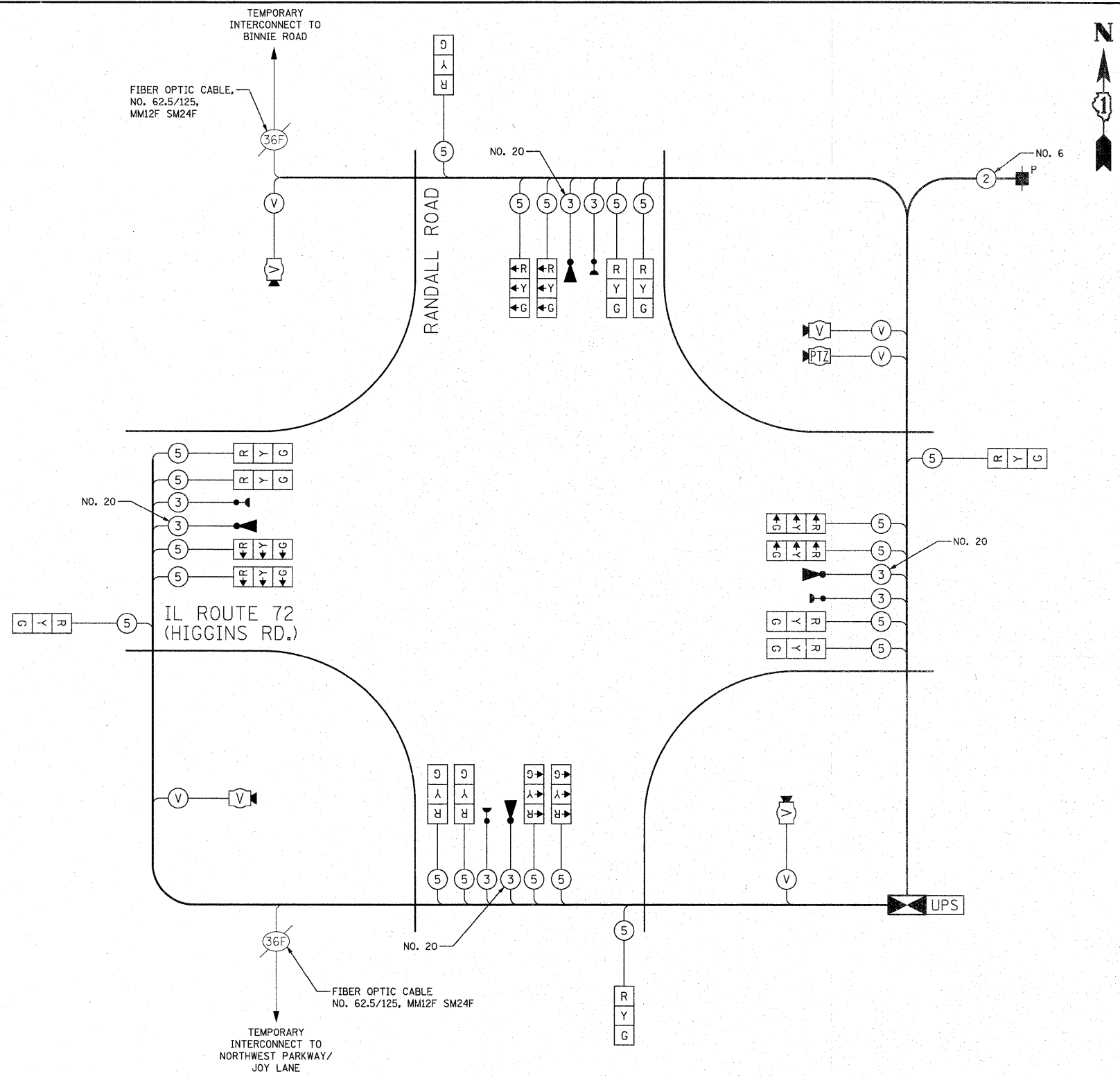
TEMPORARY PHASE DESIGNATION DIAGRAM

NOTES:

- PHASES 2 AND 6 SHALL BE PLACED ON MINIMUM RECALL.
- THE ANTI-BACKUP FEATURE FOR PHASES 1 AND 5 SHALL BE DISABLED.

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS |           |                 |     |             | TOTAL WATTAGE |
|--|-----------|-----------------|-----|-------------|---------------|
| TYPE   | NO. LAMPS | WATTAGE INCAND. | LED | % OPERATION |               |
| SIGNAL (RED)   | 20        |                 | 17  | 0.50        | 170           |
| (YELLOW)   | 20        |                 | 25  | 0.25        | 125           |
| (GREEN)  | 20        |                 | 15  | 0.25        | 75            |
| ARROW  | -         |                 | 12  | 0.10        | -             |
| PED. SIGNAL  | -         |                 | 25  | 1.00        | -             |
| CONTROLLER   | 1         |                 | 100 | 1.00        | 100           |
| VIDEO SYSTEM   | 1         |                 | 150 | 1.00        | 150           |
| FLASHER  |           |                 |     | 0.50        |               |
| TOTAL =  |           |                 |     |             | 620           |

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, IL 60196-1096  
ENERGY SUPPLY: CONTACT: MIKE LENOX  
PHONE: (815) 490-2869  
COMPANY: COM ED



TEMPORARY CABLE PLAN  
NOT TO SCALE

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

|  |                 |                   |           |
|--|-----------------|-------------------|-----------|
| FILE NAME = ...NP110008-02_Temp_Cable_Plan.dgn | USER NAME = brd | DESIGNED - BRD    | REVISED - |
|  |                 | DRAWN - OJT       | REVISED - |
|  |                 | CHECKED - JJE     | REVISED - |
|  |                 | DATE - 03/25/2011 | REVISED - |

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

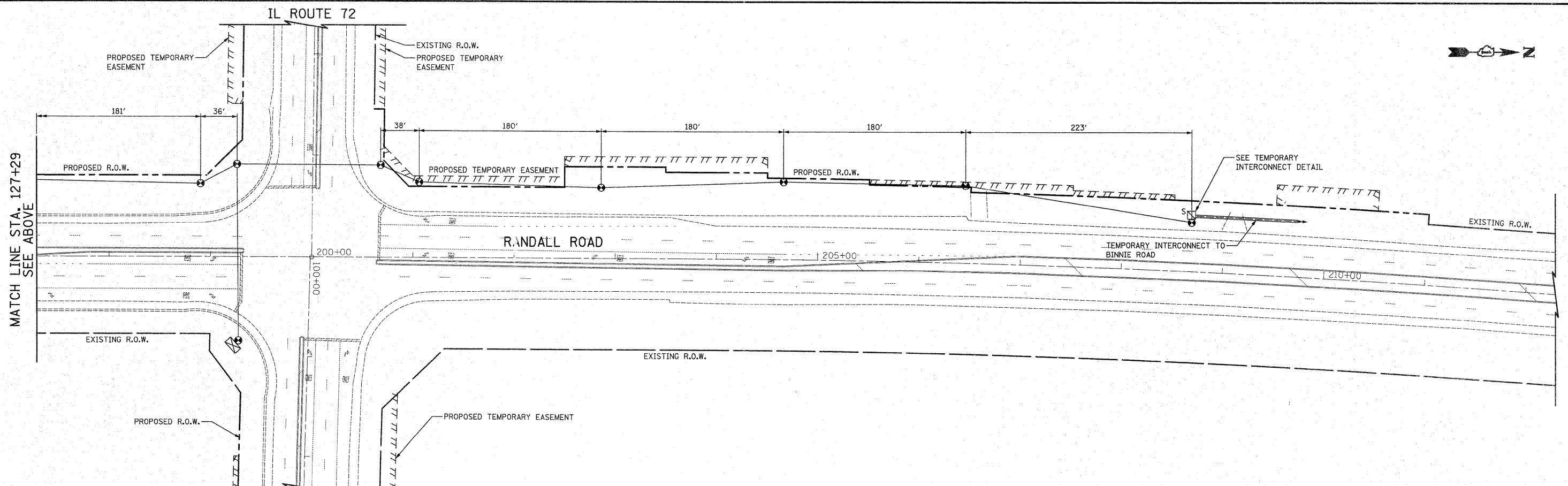
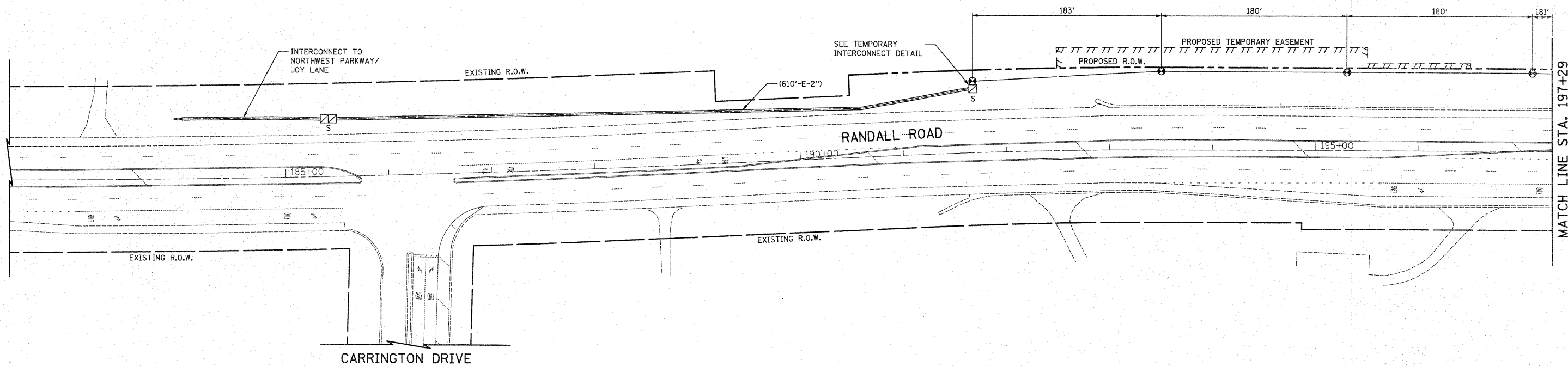
**IL ROUTE 72 (HIGGINS RD) AT RANDALL ROAD  
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,  
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE**

|                     |                         |              |                 |                |             |                  |              |
|---------------------|-------------------------|--------------|-----------------|----------------|-------------|------------------|--------------|
| SCALE: NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | F.A.P. RTE. 341 | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 66 |
|---------------------|-------------------------|--------------|-----------------|----------------|-------------|------------------|--------------|

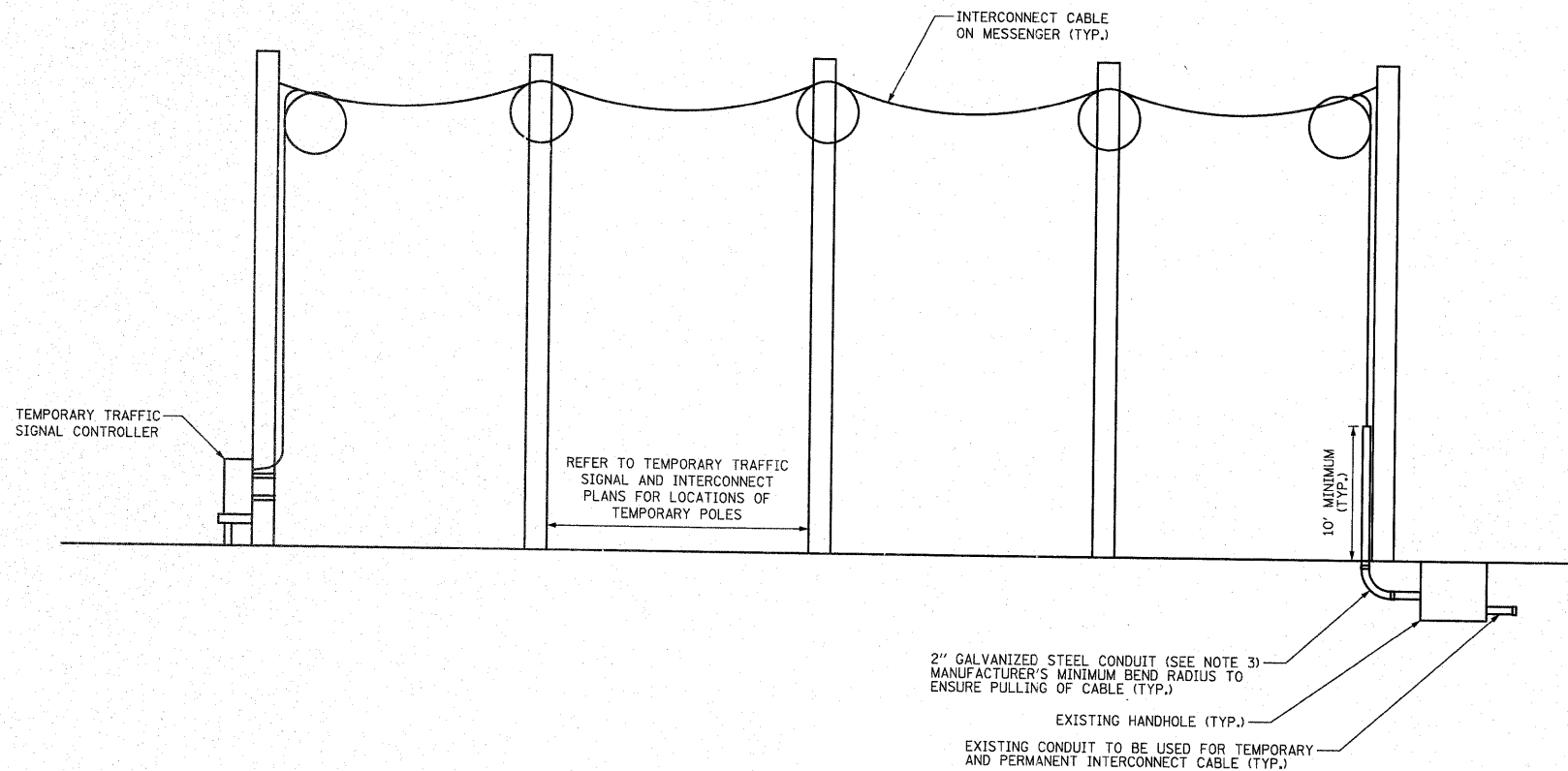
CONTRACT NO. 60K09  
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

TEMPORARY INTERCONNECT NOTES

1. ALL WORK AND MATERIALS REQUIRED FOR THE INSTALLATION OF THE TEMPORARY INTERCONNECT AND ESTABLISHING SYSTEM OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE KANE COUNTY DIVISION OF TRANSPORTATION SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".



|   |                 |                 |           |   |  |                         |      |                       |                    |                |                        |                    |
|---|-----------------|-----------------|-----------|---|--|-------------------------|------|-----------------------|--------------------|----------------|------------------------|--------------------|
| FILE NAME =                               | USER NAME = brd | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>TEMPORARY INTERCONNECT PLAN<br/>JOY LN/NORTHWEST PKWY TO BINNIE ROAD</b> |                         |      | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1  | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>67 |
| ...XP110208-03.Temp.Interconnect.Plan.dgn |                 | DRAWN OJT       | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.               | CONTRACT NO. 60K09 |                |                        |                    |
|   |                 | CHECKED JJE     | REVISED - |   | ILLINOIS FED. AID PROJECT  |                         |      |                       |                    |                |                        |                    |
|   |                 | DATE 03/25/2011 | REVISED - |   |  |                         |      |                       |                    |                |                        |                    |



TEMPORARY INTERCONNECT NOTES

1. TRANSFER OF EXISTING TO TEMPORARY INTERCONNECT CABLE AND TEMPORARY INTERCONNECT CABLE TO PROPOSED MUST BE COMPLETED IN ONE WORKING DAY DURING NON-PEAK HOURS OR AS DIRECTED BY THE ENGINEER.
2. AFTER THE PROPOSED INTERCONNECT IS TURNED ON AND OPERATING TO THE SATISFACTION OF THE ENGINEER, THE TEMPORARY INTERCONNECT CABLE SHALL BE REMOVED.
3. THE 2" CONDUIT USED FOR THE TEMPORARY INTERCONNECT CABLE SHALL BE REMOVED TO BELOW GRADE AND CAPPED AT THE TIME THE TEMPORARY INTERCONNECT IS REMOVED.
4. THE CONTRACTOR MUST NOTIFY THE KDOT SIGNAL SYSTEM ENGINEER A MINIMUM OF SEVEN WORKING DAYS PRIOR TO THE START OF ANY WORK ON THE TRAFFIC SIGNAL INTERCONNECT.
5. ALL WORK AND MATERIALS INVOLVED IN THE INSTALLATION OF THE TEMPORARY INTERCONNECT AND ESTABLISHING SYSTEM OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE KANE COUNTY DIVISION OF TRANSPORTATION SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION."

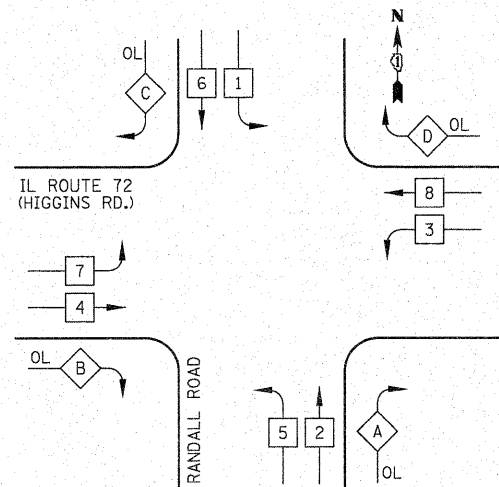
**RANDALL ROAD  
AERIALLY SUPPORTED INTERCONNECT CABLE**  
(NOT TO SCALE)

|   |                 |                 |           |   |  |  |  |                           |                   |                |                        |                    |
|---|-----------------|-----------------|-----------|---|--|--|--|---------------------------|-------------------|----------------|------------------------|--------------------|
| FILE NAME =<br>...P110008-04-Temp_Interconnect_Detail.dgn | USER NAME = brd | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>TEMPORARY INTERCONNECT DETAIL</b>      |  |  | F.A.P.<br>RTE.<br>341     | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL<br>SHEETS<br>143 | SHEET<br>NO.<br>69 |
|   |                 | DRAWN OJT       | REVISED - |   | NOT TO SCALE    SHEET NO. 1 OF 1 SHEETS    STA.    TO STA. |  |  | <b>CONTRACT NO. 60K09</b> |                   |                |                        |                    |
|   |                 | CHECKED JJE     | REVISED - |   | <small>ILLINOIS FED. AID PROJECT</small>                   |  |  |                           |                   |                |                        |                    |
|   |                 | DATE 03/25/2011 | REVISED - |   |  |  |  |                           |                   |                |                        |                    |

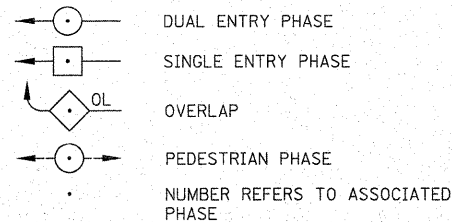




**PROPOSED CONTROLLER SEQUENCE**



**LEGEND**



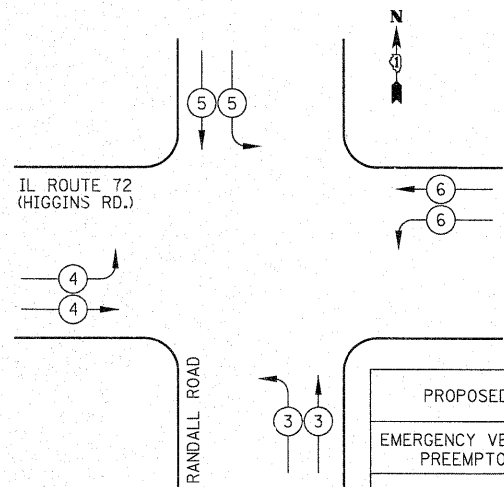
**PHASE DESIGNATION DIAGRAM**

**RIGHT TURN OVERLAP PHASE DESIGNATION**

| OVERLAP LETTER | PERMISSIVE PHASE | PROTECTED PHASE |
|----------------|------------------|-----------------|
| A              | = 2              | + 3             |
| B              | = 4              | + 5             |
| C              | = 6              | + 7             |
| D              | = 8              | + 1             |

- NOTES:**
- PHASES 2 AND 6 SHALL BE PLACED ON MINIMUM RECALL.
  - THE ANTI-BACKUP FEATURE FOR PHASES 1 AND 5 SHALL BE DISABLED.

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



| PROPOSED EMERGENCY VEHICLE PREEMPTORS |   |   |   |   |
|---------------------------------------|---|---|---|---|
| EMERGENCY VEHICLE PREEMPTOR           | 3 | 4 | 5 | 6 |
| MOVEMENT                              |   |   |   |   |

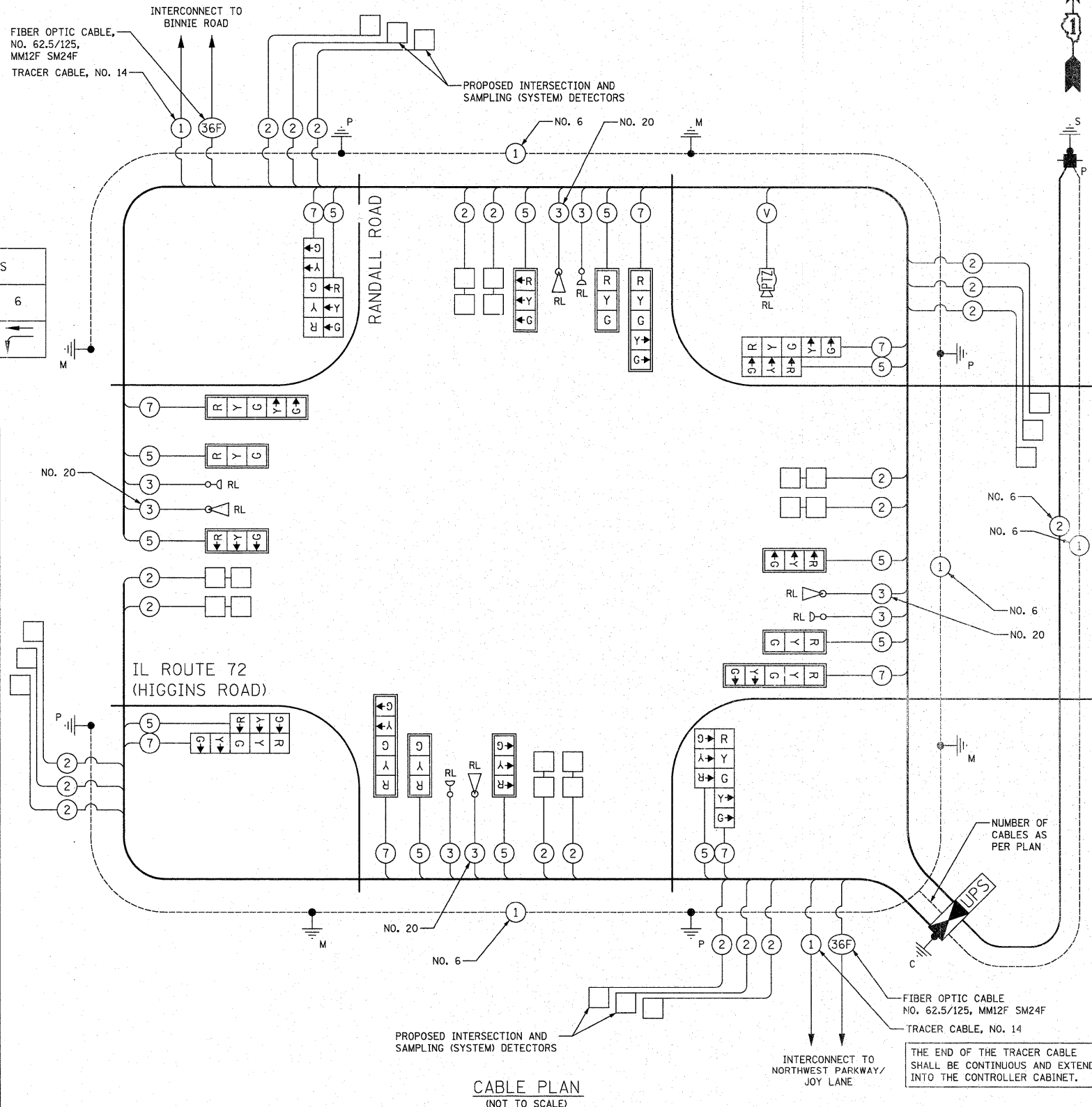
**SCHEDULE OF QUANTITIES**

| PAY ITEM  | UNIT  | QNTY. |
|---|-------|-------|
| SIGN PANEL - TYPE 1   | SQ FT | 55    |
| SIGN PANEL - TYPE 2   | SQ FT | 25    |
| CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL                        | FOOT  | 1101  |
| CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL                    | FOOT  | 81    |
| CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL                        | FOOT  | 76    |
| CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL                        | FOOT  | 144   |
| CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL                           | FOOT  | 391   |
| CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL                           | FOOT  | 522   |
| HANDHOLE  | EACH  | 6     |
| HEAVY-DUTY HANDHOLE   | EACH  | 4     |
| DOUBLE HANDHOLE   | EACH  | 2     |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK                             | FOOT  | 1352  |
| FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL               | EACH  | 1     |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C                         | FOOT  | 1139  |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C                         | FOOT  | 3164  |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C                         | FOOT  | 1469  |
| ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR                   | FOOT  | 6984  |
| ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C                        | FOOT  | 192   |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.                        | EACH  | 4     |
| STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.                            | EACH  | 1     |
| STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.                            | EACH  | 1     |
| STEEL MAST ARM ASSEMBLY AND POLE, 55 FT.                            | EACH  | 1     |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 55 FT.                | EACH  | 1     |
| CONCRETE FOUNDATION, TYPE A   | FOOT  | 16    |
| CONCRETE FOUNDATION, TYPE C   | FOOT  | 4     |
| CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER                        | FOOT  | 60    |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED               | EACH  | 8     |
| SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED               | EACH  | 4     |
| SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED | EACH  | 4     |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM                        | EACH  | 12    |
| INDUCTIVE LOOP DETECTOR   | EACH  | 20    |
| DETECTOR LOOP, TYPE I   | FOOT  | 914   |
| TEMPORARY TRAFFIC SIGNAL INSTALLATION                               | EACH  | 1     |
| RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT                          | EACH  | 2     |
| RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT  | EACH  | 4     |
| RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT   | EACH  | 1     |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT                            | EACH  | 1     |
| REMOVE EXISTING HANDHOLE  | EACH  | 12    |
| REMOVE EXISTING CONCRETE FOUNDATION                                 | EACH  | 9     |
| REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE               | EACH  | 4     |
| EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C     | FOOT  | 1139  |
| SERVICE INSTALLATION - POLE MOUNTED                                 | EACH  | 1     |
| ELECTRIC CABLE IN CONDUIT, GROUND, NO. 6 1C (GREEN)                 | FOOT  | 1172  |
| TEMPORARY TRAFFIC SIGNAL TIMING                                     | EACH  | 1     |
| VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ CAMERA                     | EACH  | 1     |
| ETHERNET MANAGED SWITCH, TYPE 1                                     | EACH  | 1     |

\*100% COST TO CITY OF ELGIN  
\*\*100% COST TO KANE COUNTY DIVISION OF TRANSPORTATION

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS |           |                 |     |             | TOTAL WATTAGE |
|--|-----------|-----------------|-----|-------------|---------------|
| TYPE   | NO. LAMPS | WATTAGE INCAND. | LED | % OPERATION |               |
| SIGNAL (RED)   | 20        |                 | 17  | 0.50        | 170           |
| (YELLOW)   | 20        |                 | 25  | 0.25        | 125           |
| (GREEN)  | 20        |                 | 15  | 0.25        | 75            |
| ARROW  | 16        |                 | 12  | 0.10        | 19            |
| PED. SIGNAL  | -         |                 | 25  | 1.00        | -             |
| CONTROLLER   | 1         |                 | 100 | 1.00        | 100           |
| PTZ CAMERA   | 1         |                 | 100 | 1.00        | 100           |
| FLASHER  |           |                 |     | 0.50        |               |
| TOTAL =  |           |                 |     |             | 589           |

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, IL 60196-1096  
ENERGY SUPPLY: CONTACT: MIKE LENOX  
PHONE: (815) 490-2869  
COMPANY: COM ED



**CABLE PLAN**  
(NOT TO SCALE)

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

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

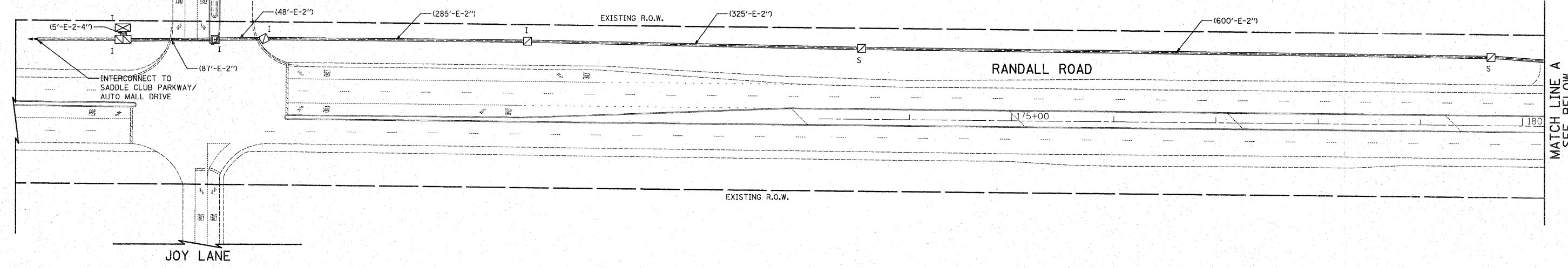
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|---|-------------------|----------------|-----------|
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| PLOT SCALE = 20.0000' / in.               | CHECKED - JJE     | DRAWN - OJT    | REVISED - |
| PLOT DATE = 3/25/2011                     | DATE - 03/25/2011 | REVISIONS      | REVISIONS |

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

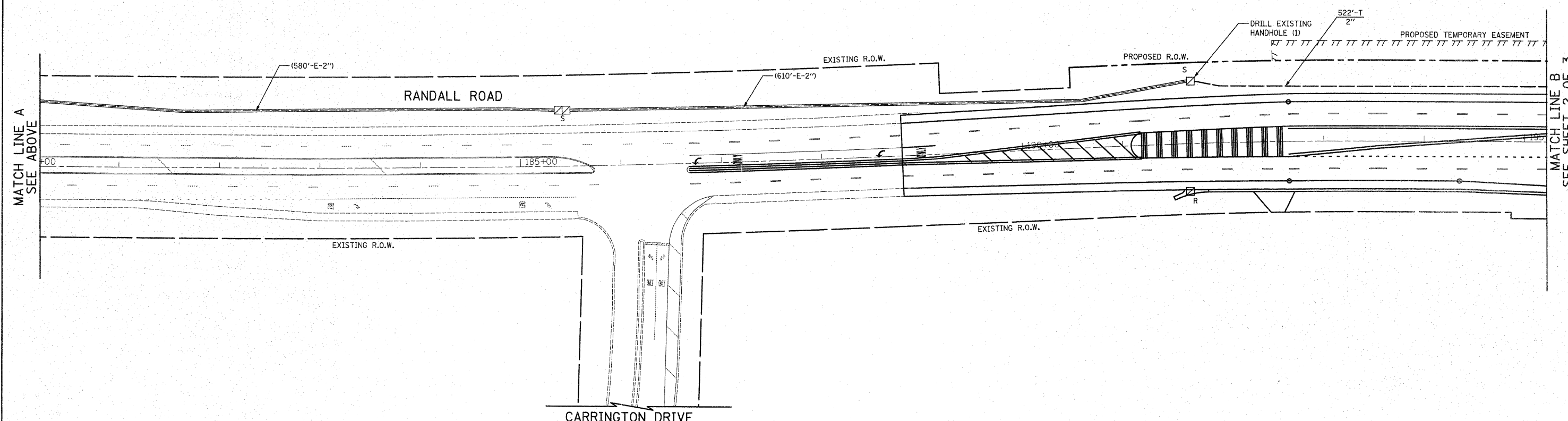
**IL ROUTE 72 (HIGGINS RD) AT RANDALL ROAD**  
**CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES**  
SCALE: NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

| F.A.P. RTE.                                       | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 341   | 62-N-1  | KANE   | 148          | 71        |
| CONTRACT NO. 60K09                                |         |        |              |           |
| FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT |         |        |              |           |

NORTHWEST PARKWAY



MATCH LINE A  
SEE BELOW

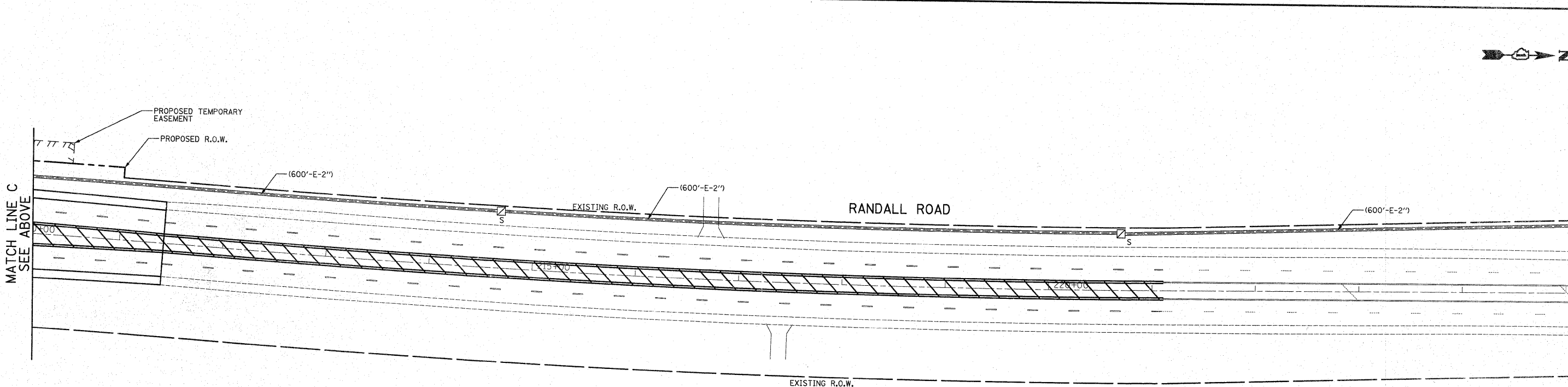
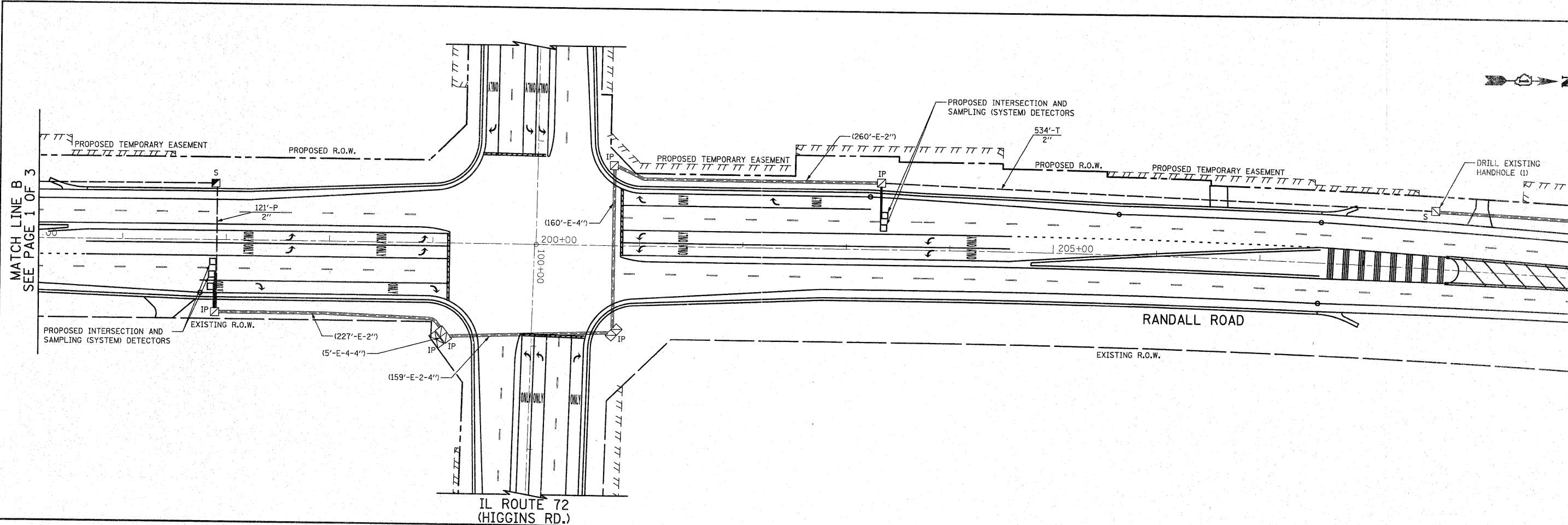


MATCH LINE A  
SEE ABOVE

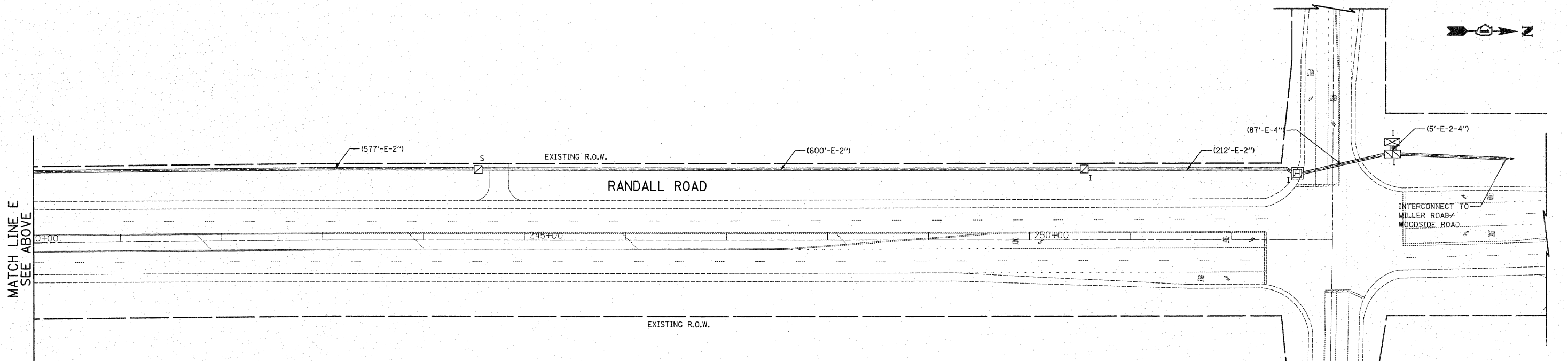
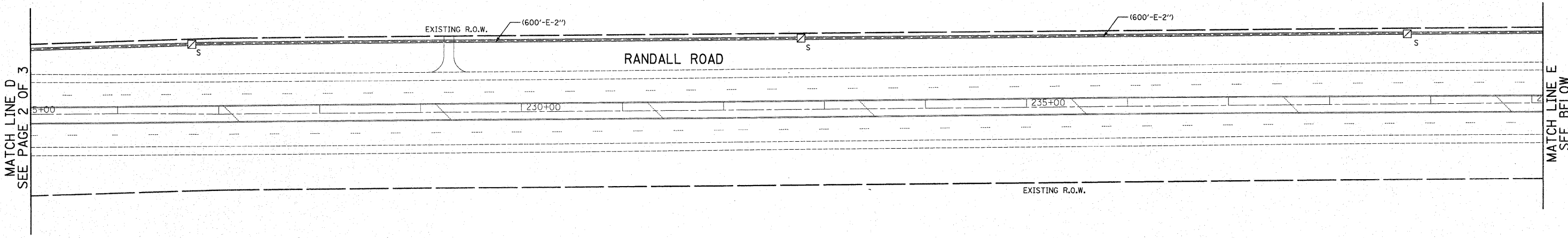
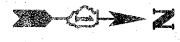
MATCH LINE B  
SEE SHEET 2 OF 3

|  |                             |                 |           |   |  |                         |      |                       |                    |                |                        |                    |
|--|-----------------------------|-----------------|-----------|---|--|-------------------------|------|-----------------------|--------------------|----------------|------------------------|--------------------|
| FILE NAME =<br>...P110008-08_Interconnect.Plan.1.dgn | USER NAME = brd             | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>INTERCONNECT PLAN<br/>JOY LN/NORTHWEST PKWY TO BINNIE ROAD</b> |                         |      | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1  | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>72 |
|  | PLOT SCALE = 50.0000' / in. | DRAWN OJT       | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.               | CONTRACT NO. 60K09 |                |                        |                    |
|  | PLOT DATE = 3/25/2011       | CHECKED JJE     | REVISED - |   | ILLINOIS FED. AID PROJECT  |                         |      |                       |                    |                |                        |                    |
|  |                             | DATE 03/25/2011 | REVISED - |   |  |                         |      |                       |                    |                |                        |                    |





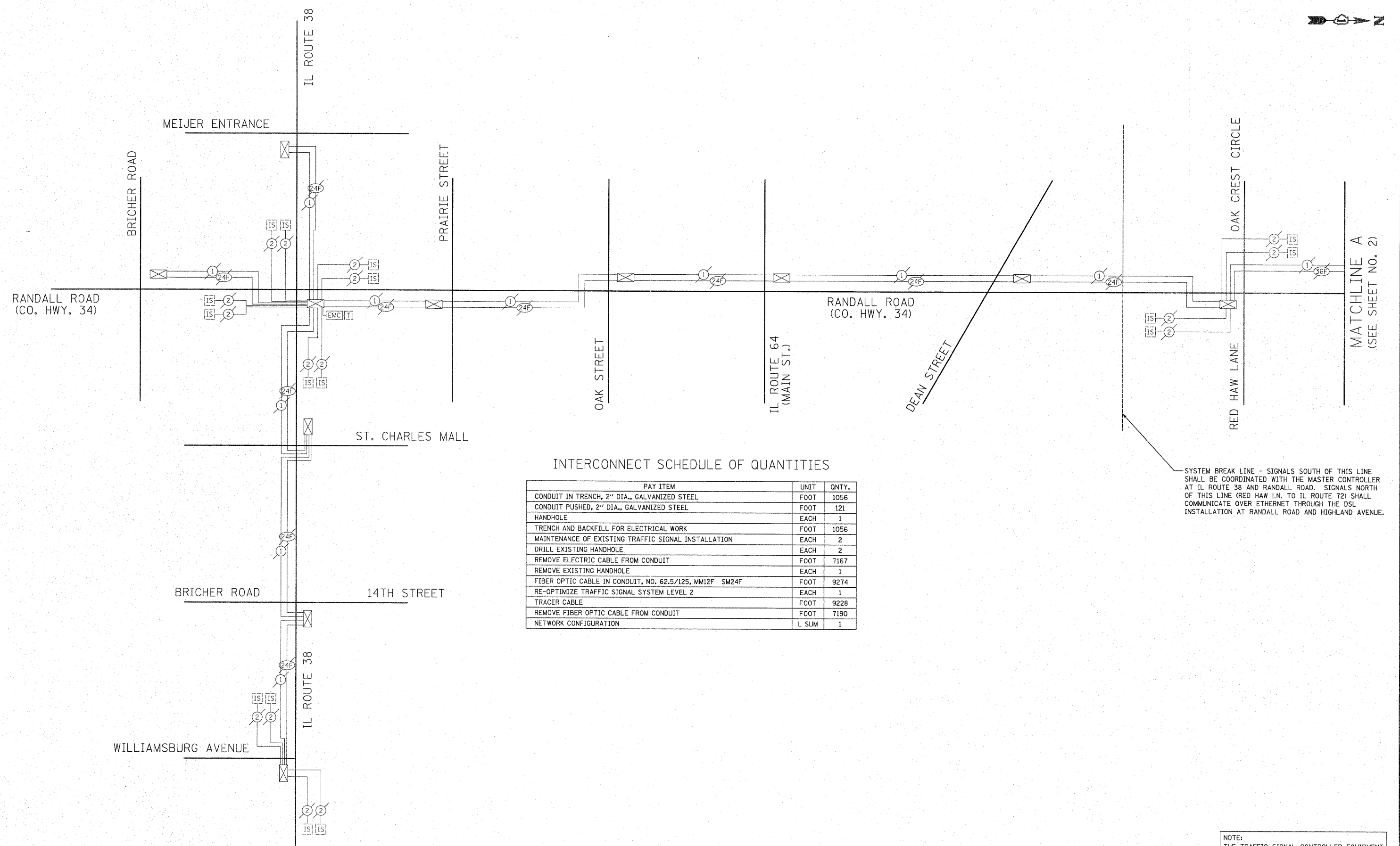
|  |                             |                 |           |   |  |                         |      |                       |                    |                |                        |                    |
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| FILE NAME =<br>...\\PI10008-09_Interconnect_Plan_2.dgn | USER NAME = brd             | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>INTERCONNECT PLAN<br/>JOY LN/NORTHWEST PKWY TO BINNIE ROAD</b> |                         |      | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1  | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>73 |
|  | PLOT SCALE = 50.0000' / in. | DRAWN OJT       | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.               | CONTRACT NO. 60K09 |                |                        |                    |
|  | PLOT DATE = 3/25/2011       | CHECKED JJE     | REVISED - |   | ILLINOIS FED. AID PROJECT  |                         |      |                       |                    |                |                        |                    |
|  |                             | DATE 03/25/2011 | REVISED - |   |  |                         |      |                       |                    |                |                        |                    |



**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 SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SALT TOLERANT SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

**NOTE:**  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

|   |                              |                 |           |   |  |                         |              |                       |                   |                |                        |                    |
|---|------------------------------|-----------------|-----------|---|--|-------------------------|--------------|-----------------------|-------------------|----------------|------------------------|--------------------|
| FILE NAME =<br>...VP110208-12_Interconnect_Plan_3.dgn | USER NAME = brd              | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>INTERCONNECT PLAN<br/>JOY LN/NORTHWEST PKWY TO BINNIE ROAD</b> |                         |              | F.A.P.<br>RTE.<br>341 | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>74 |
|   | PLOT SCALE = 50.0000' / 1" = | DRAWN OJT       | REVISED - |   | SCALE: 1" = 50'  | SHEET NO. 3 OF 3 SHEETS | STA. TO STA. | CONTRACT NO. 60K09    |                   |                |                        |                    |
|   | PLOT DATE = 3/25/2011        | CHECKED JJE     | REVISED - |   | ILLINOIS FED. AID PROJECT  |                         |              |                       |                   |                |                        |                    |
|   |                              | DATE 01/31/2011 | REVISED - |   |  |                         |              |                       |                   |                |                        |                    |



INTERCONNECT SCHEDULE OF QUANTITIES

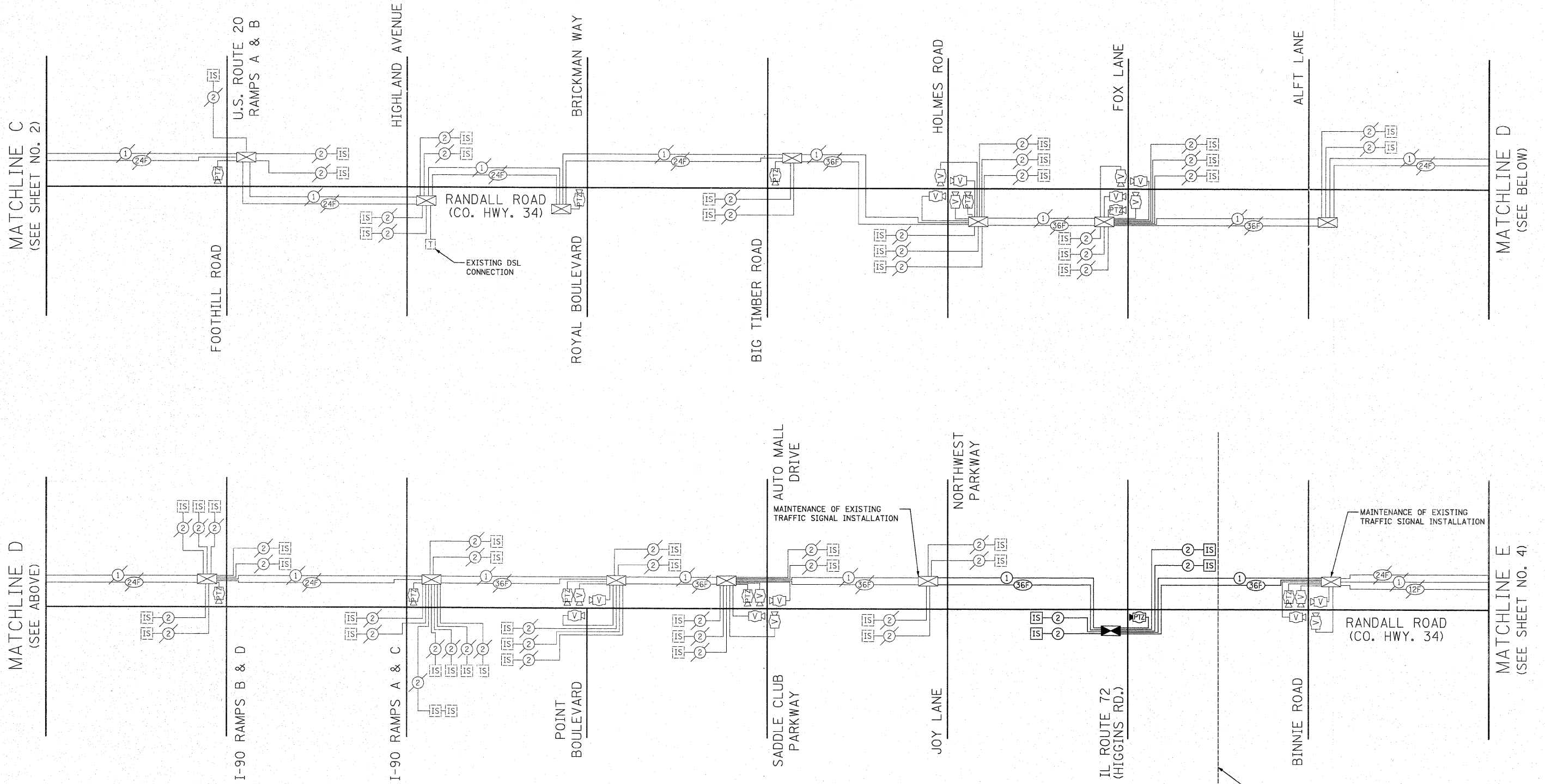
| PAY ITEM  | UNIT  | QNTY. |
|---|-------|-------|
| CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL            | FOOT  | 1056  |
| CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL               | FOOT  | 121   |
| HANDHOLE  | EACH  | 1     |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK                 | FOOT  | 1056  |
| MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION     | EACH  | 2     |
| DRILL EXISTING HANDHOLE                                 | EACH  | 2     |
| REMOVE ELECTRIC CABLE FROM CONDUIT                      | FOOT  | 7167  |
| REMOVE EXISTING HANDHOLE                                | EACH  | 1     |
| FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT  | 9274  |
| RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2               | EACH  | 1     |
| TRACER CABLE  | FOOT  | 9228  |
| REMOVE FIBER OPTIC CABLE FROM CONDUIT                   | FOOT  | 7190  |
| NETWORK CONFIGURATION                                   | L SUM | 1     |

SYSTEM BREAK LINE - SIGNALS SOUTH OF THIS LINE SHALL BE COORDINATED WITH THE MASTER CONTROLLER AT IL ROUTE 38 AND RANDALL ROAD. SIGNALS NORTH OF THIS LINE (RED HAW LN. TO IL ROUTE 72) SHALL COMMUNICATE OVER ETHERNET THROUGH THE DSL INSTALLATION AT RANDALL ROAD AND HIGHLAND AVENUE.

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

|  |                             |                 |           |   |   |                           |                         |                |                     |                    |  |  |
|--|-----------------------------|-----------------|-----------|---|---|---------------------------|-------------------------|----------------|---------------------|--------------------|--|--|
| FILE NAME =<br>...VP110008-11.Interconnect_Schematic 1.dwg | USER NAME = brd             | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>INTERCONNECT SCHEMATIC<br/>RANDALL ROAD<br/>BRICHER ROAD TO COUNTY LINE ROAD</b> | F.A.P.<br>RTE.<br>341     | SECTION<br>62-N-1       | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>75    |  |  |
|  | PLOT SCALE = 20.0000' / in. | DRAWN OJT       | REVISED - |   |   | NOT TO SCALE              | SHEET NO. 1 OF 4 SHEETS | STA.           | TO STA.             | CONTRACT NO. 60K09 |  |  |
|  | PLOT DATE = 3/25/2011       | CHECKED JJE     | REVISED - |   |   | ILLINOIS FED. AID PROJECT |                         |                |                     |                    |  |  |
|  |                             | DATE 03/25/2011 | REVISED - |   |   |                           |                         |                |                     |                    |  |  |

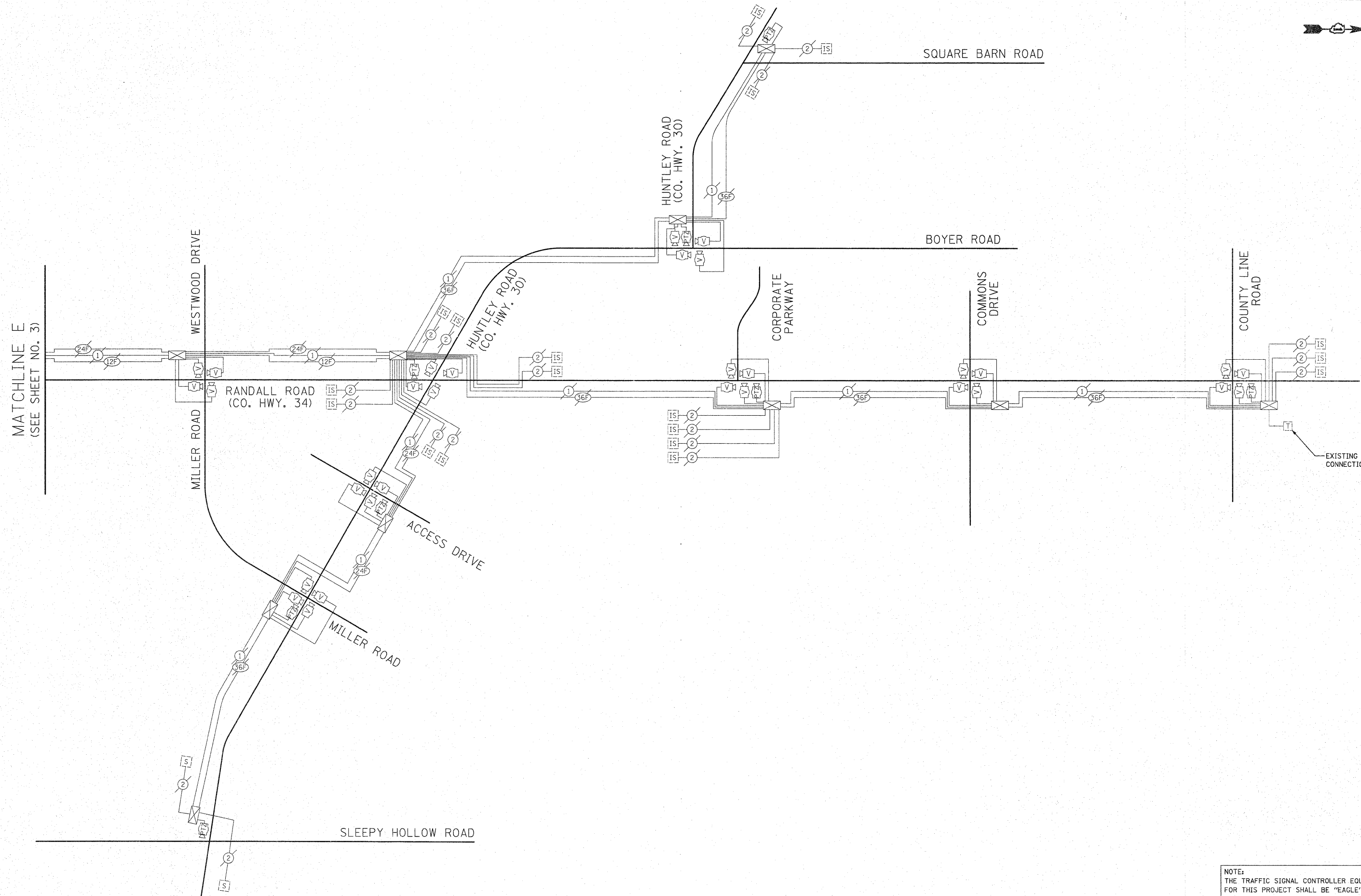




SYSTEM BREAK LINE - SIGNALS NORTH OF THIS LINE SHALL COMMUNICATE OVER ETHERNET THROUGH THE DSL INSTALLATION AT RANDALL ROAD AND COUNTY LINE ROAD. SIGNALS SOUTH OF THIS LINE (RED HAW LN. TO IL ROUTE 72) SHALL COMMUNICATE OVER ETHERNET THROUGH THE DSL INSTALLATION AT RANDALL ROAD AND HIGHLAND AVENUE.

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

|  |                 |                 |           |   |   |                         |         |             |         |        |              |                           |
|--|-----------------|-----------------|-----------|---|---|-------------------------|---------|-------------|---------|--------|--------------|---------------------------|
| FILE NAME =                                  | USER NAME = brd | DESIGNED BRD    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>INTERCONNECT SCHEMATIC<br/>RANDALL ROAD<br/>BRICHER ROAD TO COUNTY LINE ROAD</b> |                         |         | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO.                 |
| ...\\PI10006-13_Interconnect_Schematic_3.dgn |                 | DRAWN OJT       | REVISED - |   | NOT TO SCALE  | SHEET NO. 3 OF 4 SHEETS | STA.    | 341         | 62-N-1  | KANE   | 148          | 77                        |
|  |                 | CHECKED JJE     | REVISED - |   |   |                         | TO STA. |             |         |        |              |                           |
|  |                 | DATE 03/25/2011 | REVISED - |   |   |                         |         |             |         |        |              |                           |
|  |                 |                 |           |   |   |                         |         |             |         |        |              | CONTRACT NO. 60K09        |
|  |                 |                 |           |   |   |                         |         |             |         |        |              | ILLINOIS FED. AID PROJECT |



NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT  
 FOR THIS PROJECT SHALL BE "EAGLE"  
 TO MATCH THE EXISTING ADJACENT SYSTEM.

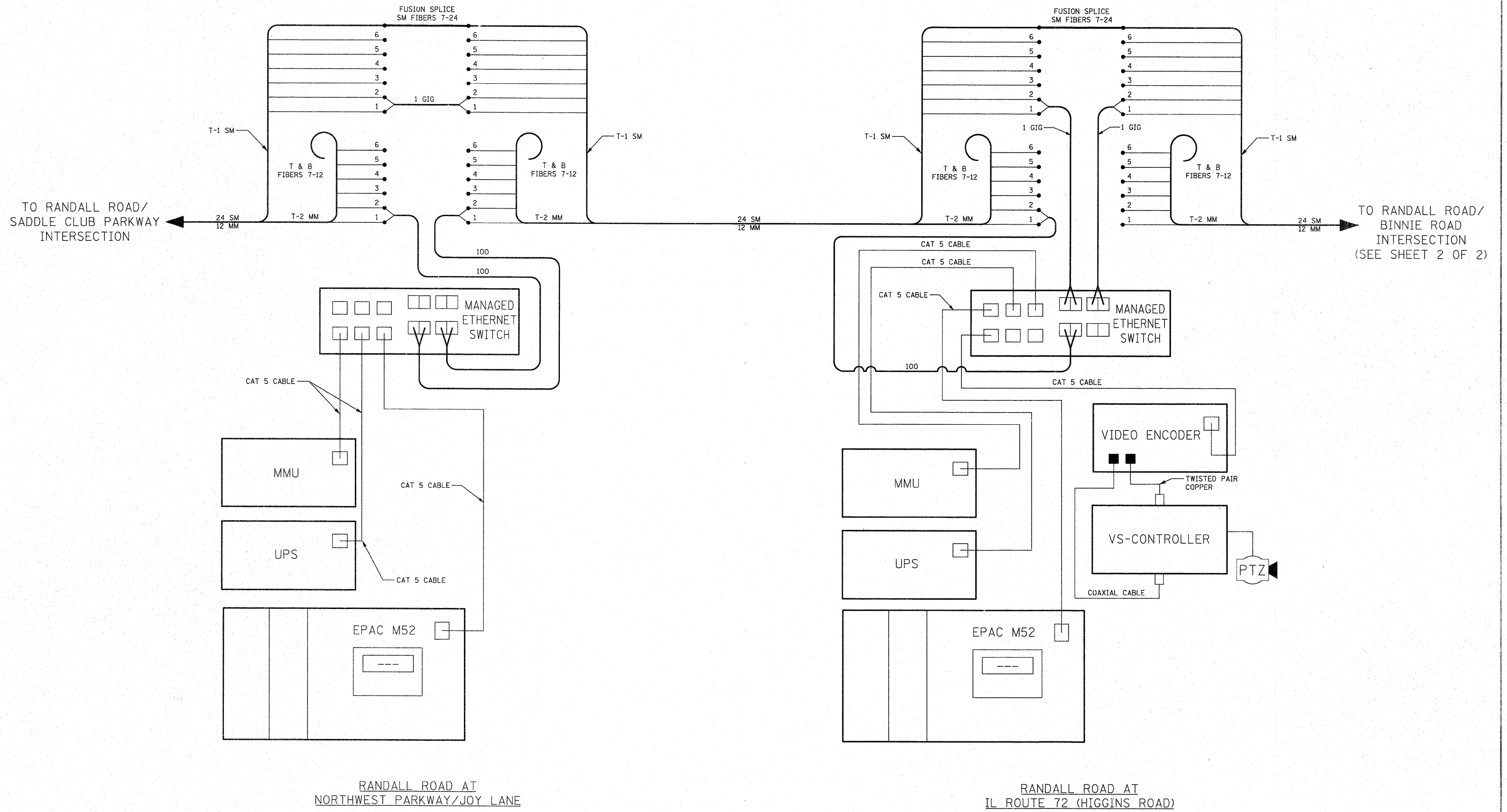
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|--|-----------------|-----------------|-----------|
| FILE NAME =<br>...NP110008-14.Interconnect_Schematic 4.dgn | USER NAME = brd | DESIGNED BRD    | REVISED - |
|  |                 | DRAWN OJT       | REVISED - |
|  |                 | CHECKED JJE     | REVISED - |
|  |                 | DATE 03/25/2011 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT SCHEMATIC  
 RANDALL ROAD  
 BRICHER ROAD TO COUNTY LINE ROAD**

|                           |                   |                |                        |                    |
|---------------------------|-------------------|----------------|------------------------|--------------------|
| F.A.P.<br>RTE.<br>341     | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL<br>SHEETS<br>148 | SHEET<br>NO.<br>78 |
| CONTRACT NO. 60K09        |                   |                |                        |                    |
| ILLINOIS FED. AID PROJECT |                   |                |                        |                    |

NOT TO SCALE SHEET NO. 4 OF 4 SHEETS STA. TO STA.



|   |                             |                 |           |
|---|-----------------------------|-----------------|-----------|
| FILE NAME =                                 | USER NAME = brd             | DESIGNED BRD    | REVISED - |
| ...VP110008-15_KDOT Ethernet Schematic Logn |                             | DRAWN OJT       | REVISED - |
|   | PLOT SCALE = 20.0000' / in. | CHECKED JJE     | REVISED - |
|   | PLOT DATE = 3/23/2011       | DATE 03/25/2011 | REVISED - |

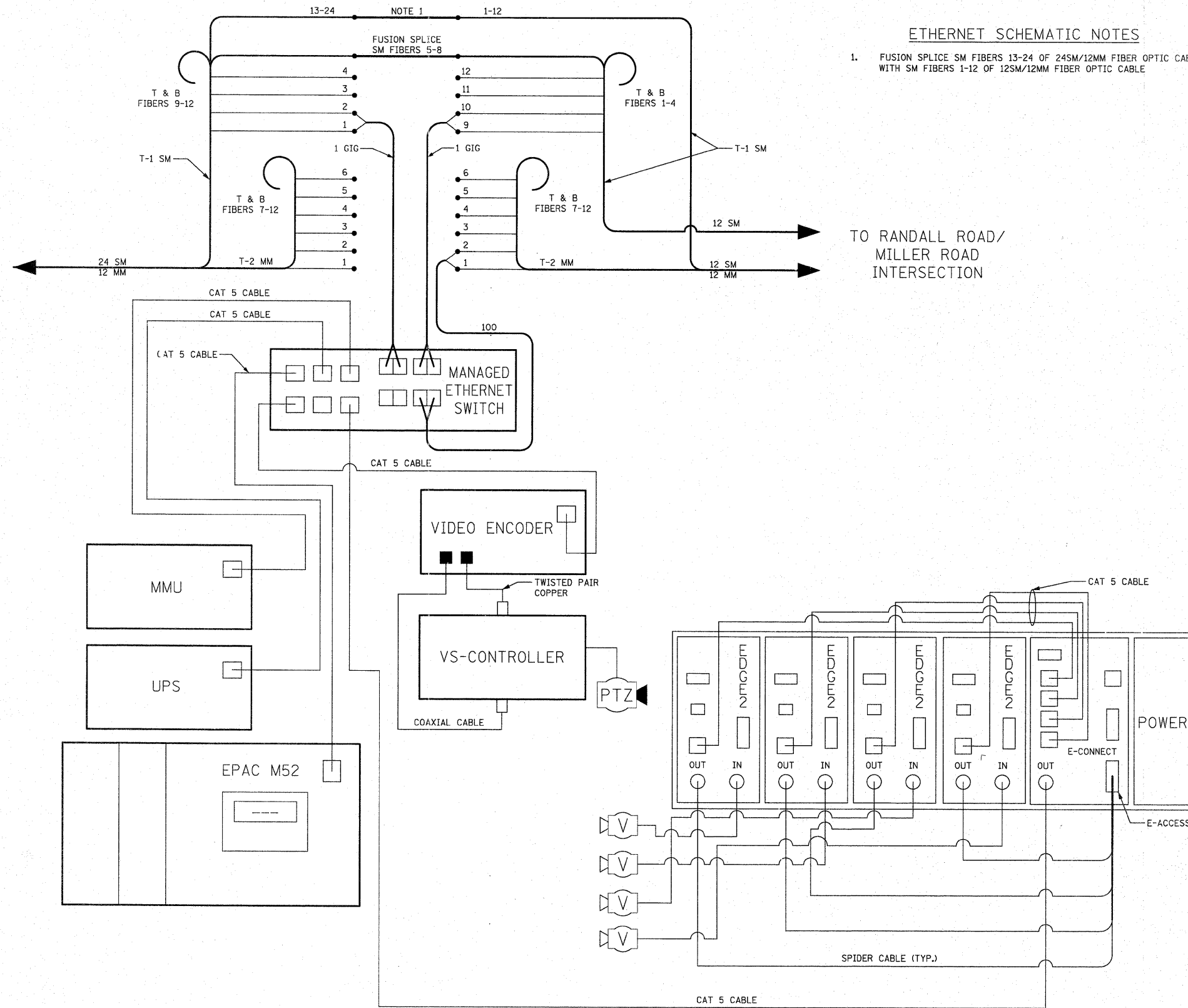
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD  
NORTHWEST PKWY/JOY LN. TO BINNIE ROAD  
ETHERNET SCHEMATIC**

NOT TO SCALE    SHEET NO. 1 OF 2 SHEETS    STA.    TO STA.

|                             |         |        |              |           |
|-----------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE.                 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341                         | 62-N-1  | KANE   | 148          | 79        |
| CONTRACT NO. 60K09          |         |        |              |           |
| [ILLINOIS] FED. AID PROJECT |         |        |              |           |

TO RANDALL ROAD/  
IL ROUTE 72  
INTERSECTION  
(SEE SHEET 1 OF 2)



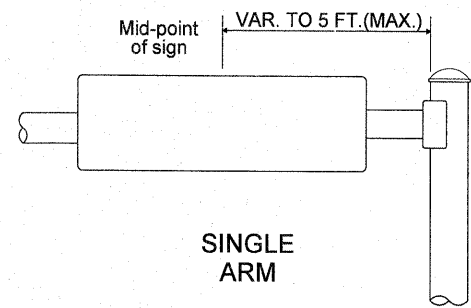
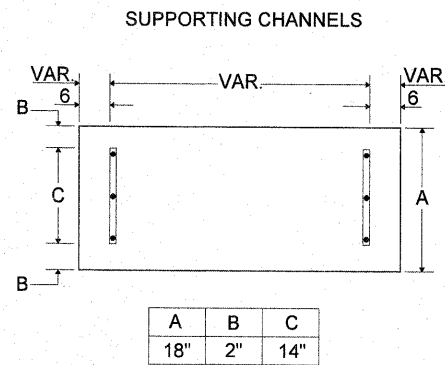
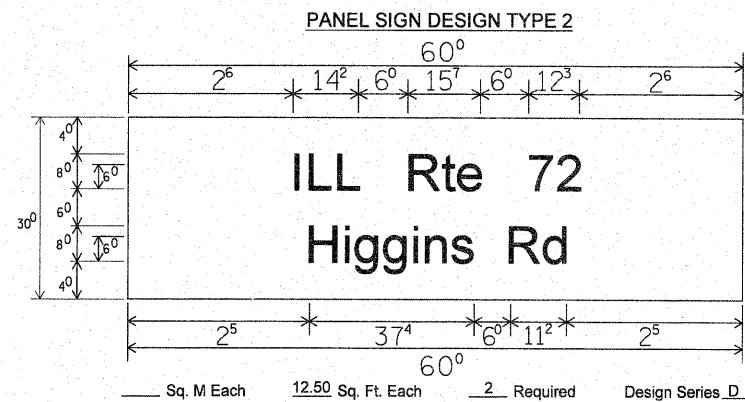
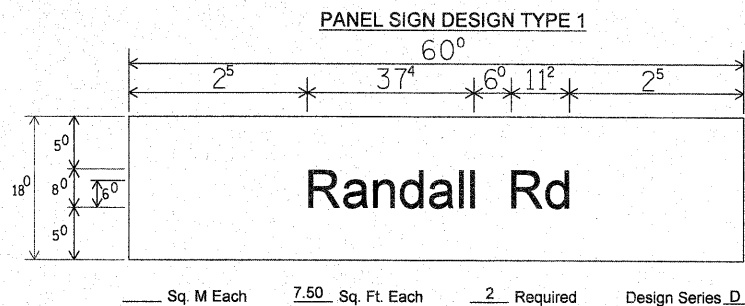
**ETHERNET SCHEMATIC NOTES**

1. FUSION SPLICE SM FIBERS 13-24 OF 24SM/12MM FIBER OPTIC CABLE WITH SM FIBERS 1-12 OF 12SM/12MM FIBER OPTIC CABLE

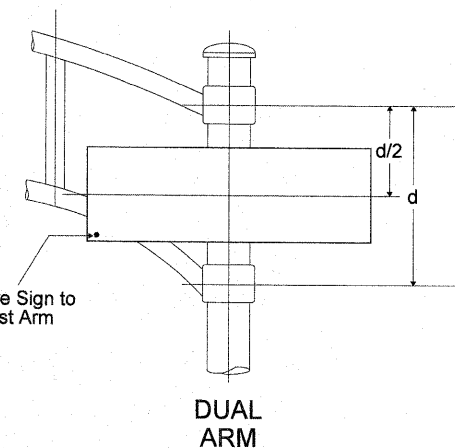
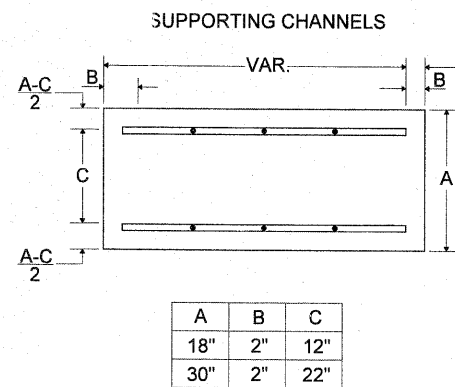
RANDALL ROAD AT BINNIE ROAD

|  |                 |              |                           |   |  |                         |         |         |              |           |  |
|--|-----------------|--------------|---------------------------|---|--|-------------------------|---------|---------|--------------|-----------|--|
| FILE NAME =                                  | USER NAME = brd | DESIGNED BRD | REVISED -                 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD<br/>NORTHWEST PKWY/JOY LN. TO BINNIE ROAD<br/>ETHERNET SCHEMATIC</b> | F.A.P. RTE.             | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| ...VP110008-15_KDOT Ethernet Schematic 2.dgn | DRAWN OJT       | REVISED -    | 341                       |   |  | 62-N-1                  | KANE    | 148     | 80           |           |  |
| PLOT SCALE = 20.0000' / in.                  | CHECKED JJE     | REVISED -    | CONTRACT NO. 60K09        |   |  |                         |         |         |              |           |  |
| PLOT DATE = 3/23/2011                        | DATE 03/25/2011 | REVISED -    | ILLINOIS FED. AID PROJECT |   |  |                         |         |         |              |           |  |
|  |                 |              |                           |   | NOT TO SCALE   | SHEET NO. 2 OF 2 SHEETS | STA.    | TO STA. |              |           |  |





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



**NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.**

**GENERAL NOTES**

- WHERE MAST ARM MOUNTED STREET SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 887001, 877002, 877006, 877011, 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 THE 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 VELOCITIES.
  - 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 OVER ALL LENGTH SHALL 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 USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE 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 NEOPRENE 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 TO LOWER CASE SPACING CHART 8-6 INCH SERIES "C" & "D"**

EXAMPLE, 2<sup>3</sup> DENOTES 3/8"

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

**LOWER CASE TO LOWER CASE SPACING CHART 6 INCH SERIES "C" & "D"**

| SERIES | SECOND LETTER  |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
|--------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|        | a c d e        |                | b h i k        |                | f w            |                | j              |                | s t            |                | v y            |                | x              |                | z              |                |
|        | g              | o              | q              | l              | m              | n              | p              | r              | u              |                |                |                |                |                |                |                |
| F      | 1 <sup>6</sup> | 1 <sup>7</sup> | 2 <sup>2</sup> | 2 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| I      | 1 <sup>6</sup> | 1 <sup>7</sup> | 2 <sup>2</sup> | 2 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| R      | 1 <sup>6</sup> | 1 <sup>7</sup> | 2 <sup>2</sup> | 2 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| S      | 1 <sup>6</sup> | 1 <sup>7</sup> | 2 <sup>2</sup> | 2 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| T      | 1 <sup>6</sup> | 1 <sup>7</sup> | 2 <sup>2</sup> | 2 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| L      | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> |
| E      | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 0 <sup>3</sup> | 0 <sup>3</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> |
| T      | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> |
| E      | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> |
| T      | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> |
| E      | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 0 <sup>6</sup> | 1 <sup>0</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> |
| R      | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> |
| R      | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 0 <sup>5</sup> | 0 <sup>6</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> |

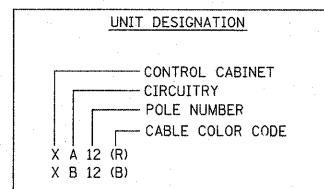
**NUMBER TO NUMBER SPACING CHART 8 INCH SERIES "C" & "D"**

| SERIES | 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              |
| F      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| I      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| R      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| S      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| L      | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> |
| E      | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> |
| N      | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> |
| U      | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>1</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> |
| M      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| B      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| B      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| B      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |
| B      | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>4</sup> | 1 <sup>5</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>2</sup> | 1 <sup>4</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> | 1 <sup>6</sup> | 1 <sup>7</sup> |

| LETTERS | 6 INCH UPPER CASE LETTERS |                |                   |                | 8 INCH UPPER CASE LETTERS |                |                |   | LETTERS | 6 INCH LOWER CASE LETTERS |   |
|---------|---------------------------|----------------|-------------------|----------------|---------------------------|----------------|----------------|---|---------|---------------------------|---|
|         | SERIES                    |                | SERIES            |                | SERIES                    |                | SERIES         |   |         | SERIES                    |   |
|         | C                         | D              | C                 | D              | C                         | D              | C              | D |         | C                         | D |
| A       | 3 <sup>6</sup>            | 5 <sup>0</sup> | 5 <sup>0</sup>    | 6 <sup>5</sup> | a                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| B       | 3 <sup>2</sup>            | 4 <sup>0</sup> | 4 <sup>3</sup>    | 5 <sup>3</sup> | b                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| C       | 3 <sup>2</sup>            | 4 <sup>0</sup> | 4 <sup>3</sup>    | 5 <sup>3</sup> | c                         | 3 <sup>5</sup> | 4 <sup>1</sup> |   |         |                           |   |
| D       | 3 <sup>2</sup>            | 4 <sup>0</sup> | 4 <sup>3</sup>    | 5 <sup>3</sup> | d                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| E       | 3 <sup>0</sup>            | 3 <sup>5</sup> | 4 <sup>0</sup>    | 4 <sup>7</sup> | e                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| F       | 3 <sup>0</sup>            | 3 <sup>5</sup> | 4 <sup>0</sup>    | 4 <sup>7</sup> | f                         | 2 <sup>3</sup> | 2 <sup>6</sup> |   |         |                           |   |
| G       | 3 <sup>2</sup>            | 4 <sup>0</sup> | 4 <sup>3</sup>    | 5 <sup>3</sup> | g                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| H       | 3 <sup>2</sup>            | 4 <sup>0</sup> | 4 <sup>3</sup>    | 5 <sup>3</sup> | h                         | 3 <sup>5</sup> | 4 <sup>2</sup> |   |         |                           |   |
| I       | 0 <sup>7</sup>            | 0 <sup>7</sup> | 1 <sup>1</sup> </ |                |                           |                |                |   |         |                           |   |

**LEGEND**

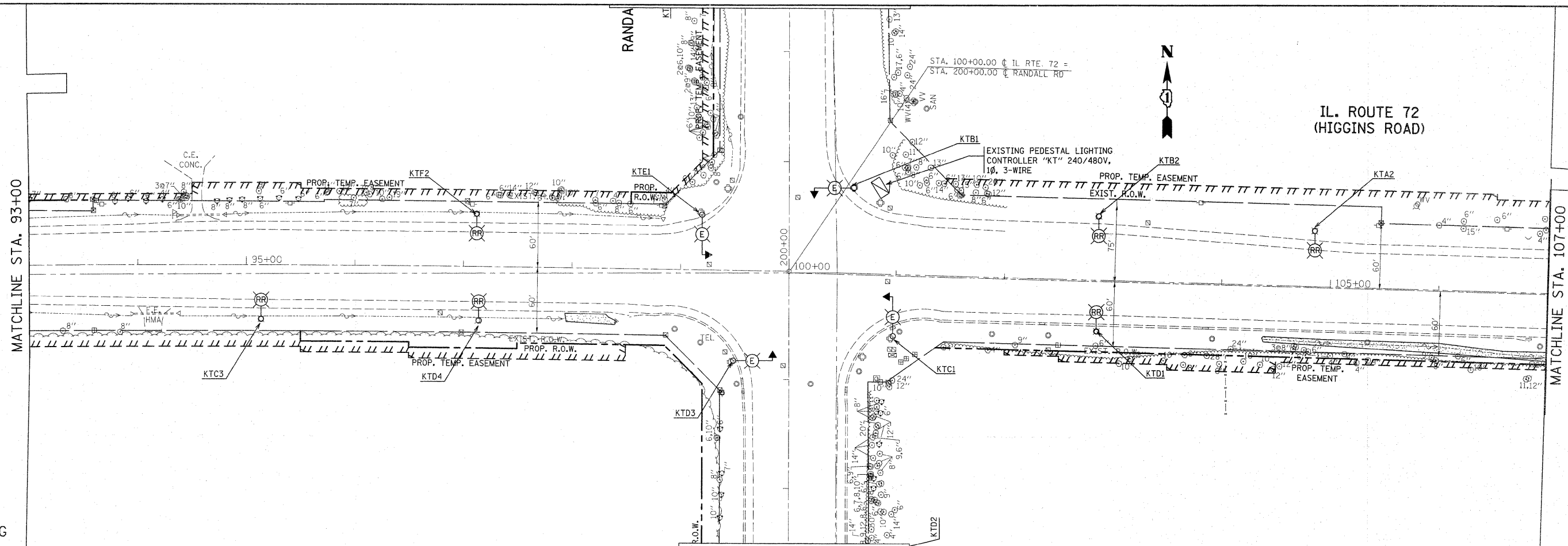
|  |  |
|--|--|
|  | EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED   |
|  | REINSTALLED EXISTING LIGHTING UNIT   |
|  | TEMPORARY LIGHTING UNIT 50 FT MOUNTING HEIGHT 15 FT MAST ARM, 400W MCIII, 240V                       |
|  | PROPOSED LIGHTING UNIT 47.5 FOOT MOUNTING HEIGHT 15 FOOT MAST ARM, 400W HPS MCIII 240V               |
|  | AERIAL CABLE 3-1/C #2 WITH MESSENGER WIRE  |
|  | CONDUIT SLEEVE BELOW PAVEMENT, SIZE AND TYPE, AS INDICATED   |
|  | UNIT DUCT, WITH 3-1/C #4 & 1/C #6 GROUND, 600V (XLP-TYPE RHW), 1-1/4" DIA., SCHEDULE 40 POLYETHYLENE |
|  | UNIT DUCT, OR DUCT ASSEMBLY AS INDICATED, THROUGH SLEEVE   |
|  | PROPOSED LIGHTING CONTROLLER CONSOLE MOUNT 240/480V, SINGLE PHASE, 3-WIRE                            |
|  | GROUND ROD 3/4" X 10'  |
|  | EXISTING UTILITY POLE  |
|  | UTILITY SERVICE CONNECTION, POLE MOUNTED   |



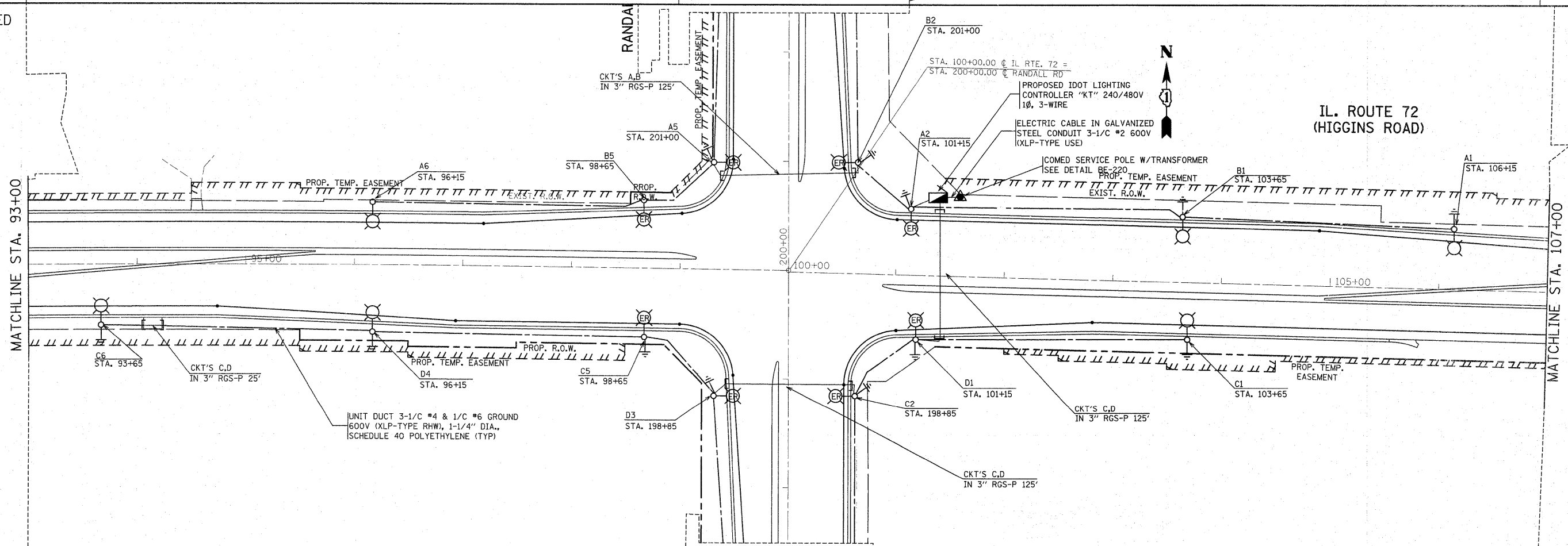
**GENERAL NOTES:**

1. ALL WORK SHALL CONFORM TO THE LATEST NATIONAL ELECTRIC CODE (NEC), IDOT STANDARDS, AND ANY APPLICABLE CODES.
2. THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK, LIGHTING OR OTHER, BEGINS. THE CONTRACTOR SHALL CONTACT THE ELECTRICAL MAINTENANCE OFFICE AT (847) 221-3079.
3. CONTRACT SHALL VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES BEFORE TRENCHING AND AUGURING.
4. ALL TEMPORARY WOOD LIGHT POLES SHALL HAVE A MINIMUM SETBACK OF 20 FT FROM THE PROPOSED EDGE OF TRAVELED PAVEMENT.
5. ALL AERIAL CABLE SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 FEET PER NEC ARTICLE 225.18.
6. THE TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL TO THE SATISFACTION OF THE ENGINEER BEFORE THE EXISTING LIGHT POLES TO BE RELOCATED ARE REMOVED AND STORED.
7. ALL RELOCATED AND NEW LIGHT POLES SHALL HAVE A MINIMUM SETBACK OF 2 FEET FROM THE BACK OF CURB (B/C) UNLESS OTHERWISE NOTED. ALL LIGHT POLES SHALL HAVE A TRANSFORMER BREAKAWAY BASE INSTALLED.
8. THE PROPOSED LIGHT POLES SHALL BE INSTALLED AND OPERATIONAL TO THE SATISFACTION OF THE ENGINEER BEFORE THE TEMPORARY LIGHTING IS REMOVED.
9. THE SERVICE VOLTAGE IS 240/480V SINGLE PHASE, 3-WIRE. THE LUMINAIRE BALLAST SHALL BE CONNECTED AT 240V.
10. THE CONTRACTOR SHALL STAKE THE PROPOSED LOCATION OF THE LIGHT POLES AND HAVE THE LOCATIONS APPROVED BY THE ENGINEER BEFORE CONSTRUCTING THE FOUNDATIONS.
11. ALL CONDUITS SHALL BE 3 INCH RIGID GALVANIZED STEEL UNLESS OTHERWISE NOTED ON THE PLANS.
12. ALL MEASUREMENTS ARE APPROXIMATE VERIFY IN FIELD. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
13. THE GROUND ROD SHALL BE INCLUDED IN THE COST OF THE ITEM FOR WHICH INSTALLED AND WILL NOT BE PAID FOR SEPARATELY.

|  |                    |               |           |   |  |                           |           |        |                 |              |         |
|--|--------------------|---------------|-----------|---|--|---------------------------|-----------|--------|-----------------|--------------|---------|
| FILE NAME =  | USER NAME = cubice | DESIGNED - AC | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL 72 @ RANDALL ROAD<br/>LIGHTING SYMBOLS AND NOTES</b> | F.A.<br>RTE.              | SECTION   | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |         |
| cr\p\work\p\id\dot\cubice\d\2126932\PI110008-light.dgn |                    | DRAWN -       | REVISED - |   |  | 341                       | 62-N-1    | KANE   | 148             | 82           |         |
| PLOT SCALE = 50.0000' / IN.                            |                    | CHECKED -     | REVISED - |   |  | CONTRACT NO. 60K09        |           |        |                 |              |         |
| PLOT DATE = 3/22/2011                                  |                    | DATE - 3/2011 | REVISED - |   |  | ILLINOIS FED. AID PROJECT |           |        |                 |              |         |
|  |                    |               |           |   |  | SCALE:                    | SHEET NO. | OF     | SHEETS          | STA.         | TO STA. |



EXISTING



PROPOSED

FILE NAME = P110008-light.dgn

USER NAME = cubica  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 3/22/2011

DESIGNED - AC  
 DRAWN -  
 CHECKED -  
 DATE - 3/2011

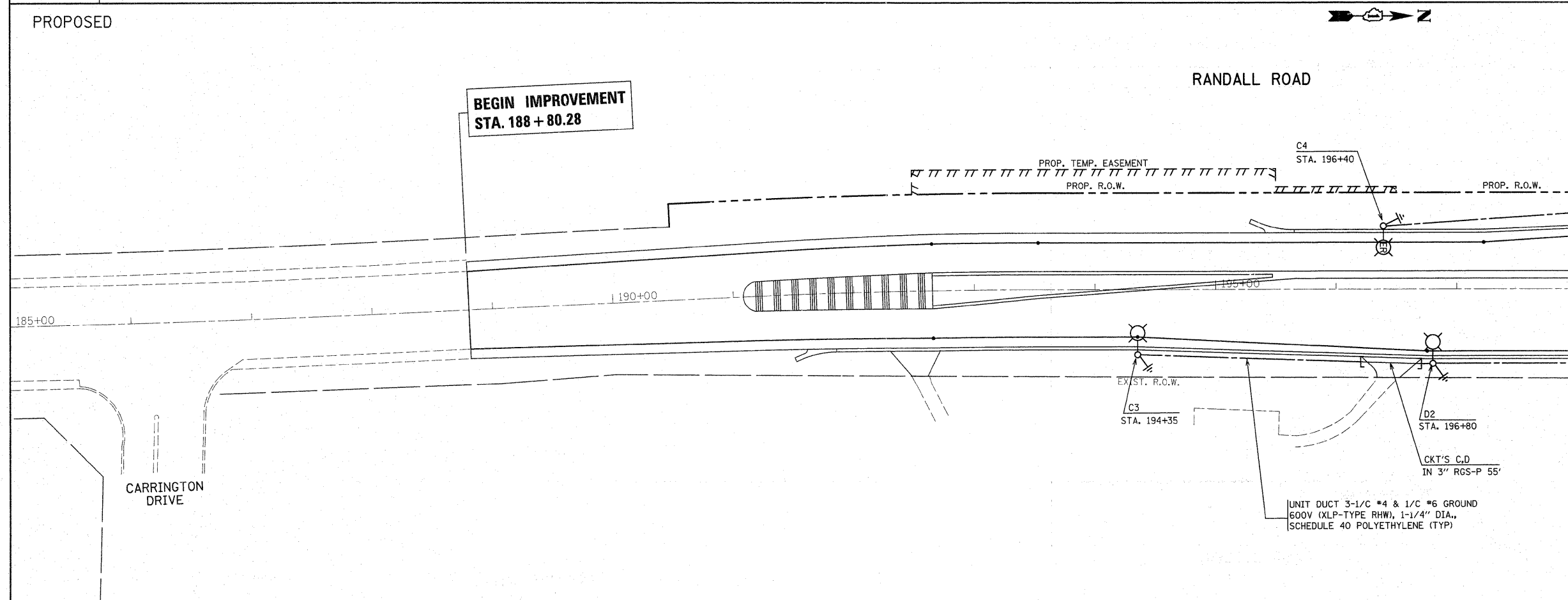
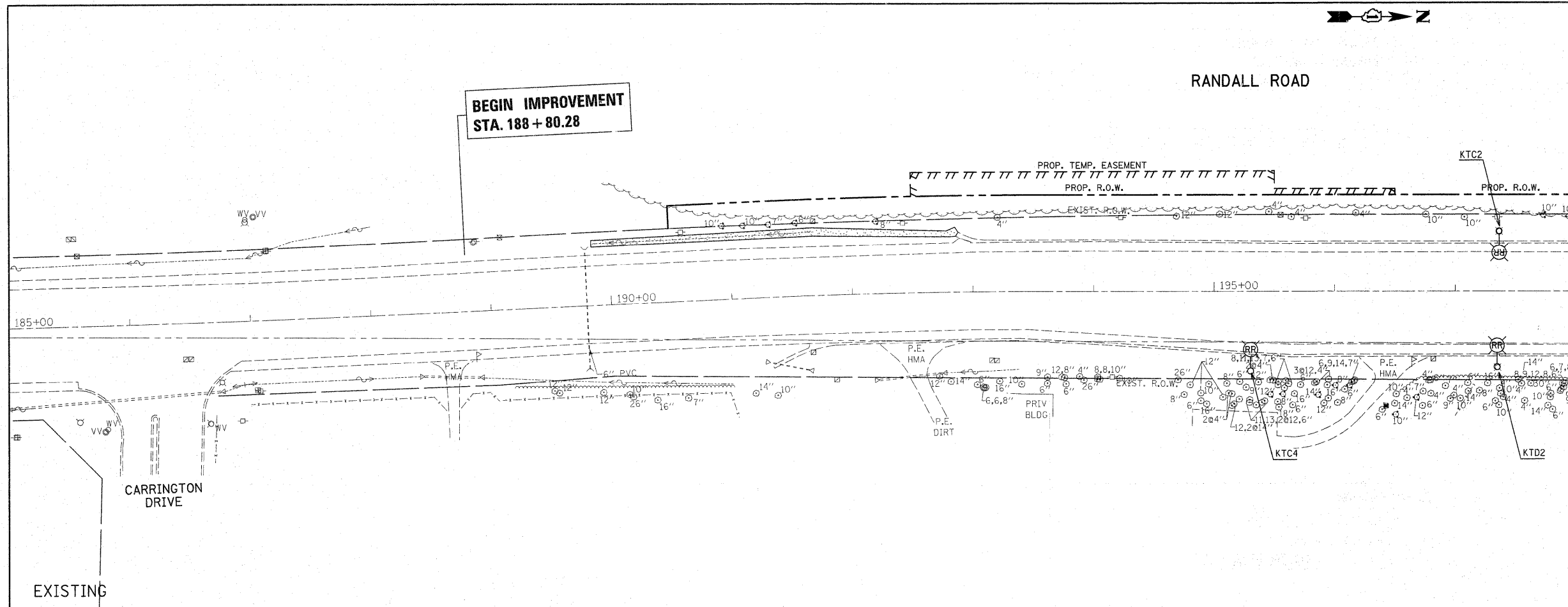
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD  
 EXISTING & PROPOSED LIGHTING PLAN  
 SCALE: 1" = 50'  
 SHEET NO. OF SHEETS STA. 93+00.00 TO STA. 107+00.00

| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 341                       | 62-N-1  | KANE   | 143          | 83        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

E2



MATCHLINE STA. 198+00

MATCHLINE STA. 198+00

FILE NAME = P110008-light.dgn

USER NAME = cubica  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 3/22/2011

DESIGNED - AC  
 DRAWN -  
 CHECKED -  
 DATE - 3/2011

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

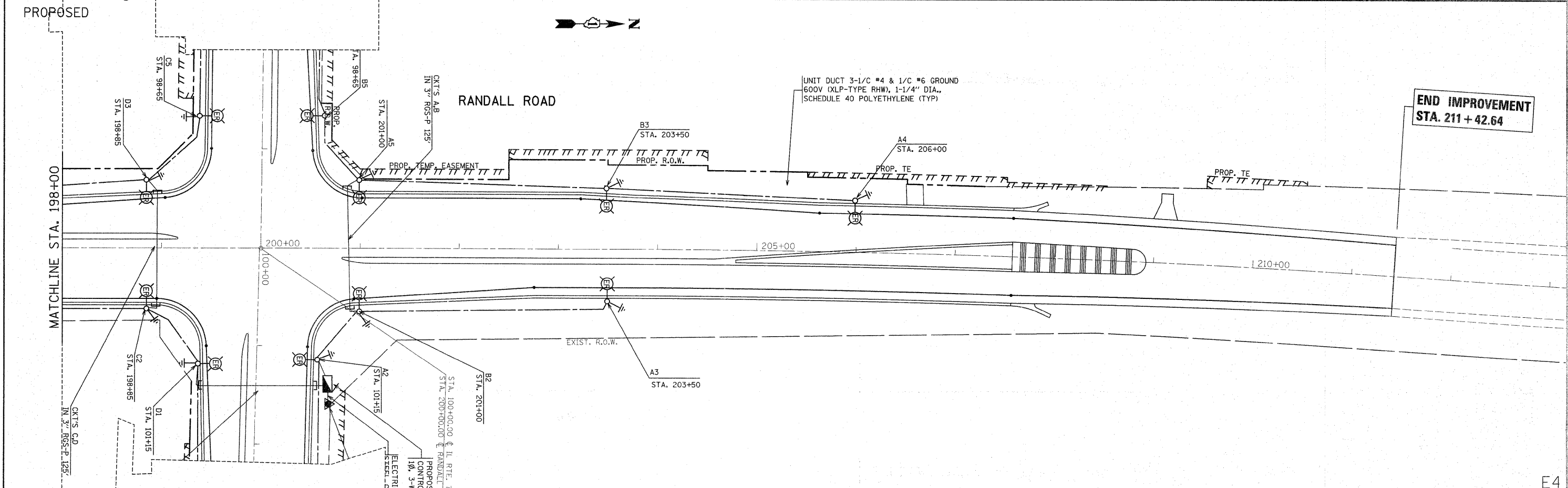
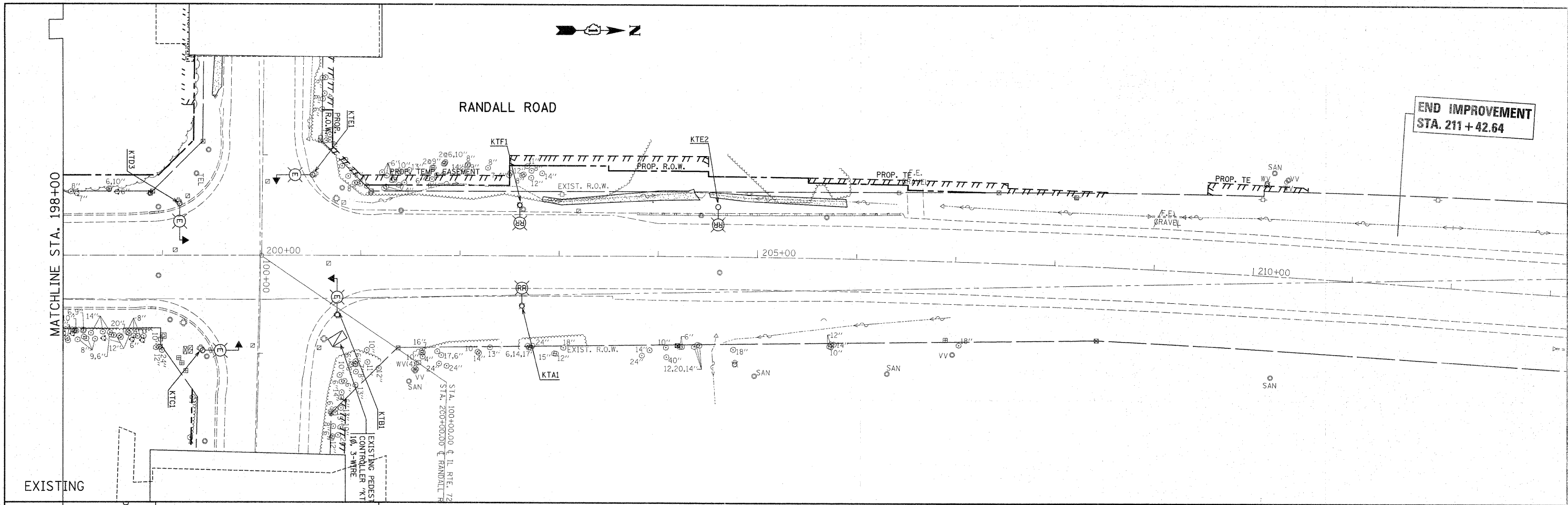
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD @ IL ROUTE 72 (HIGGINS ROAD)  
 EXISTING & PROPOSED LIGHTING PLAN**

SCALE: 1" = 50'    SHEET NO.    OF    SHEETS    STA. 185+00.00 TO STA. 198+00.00

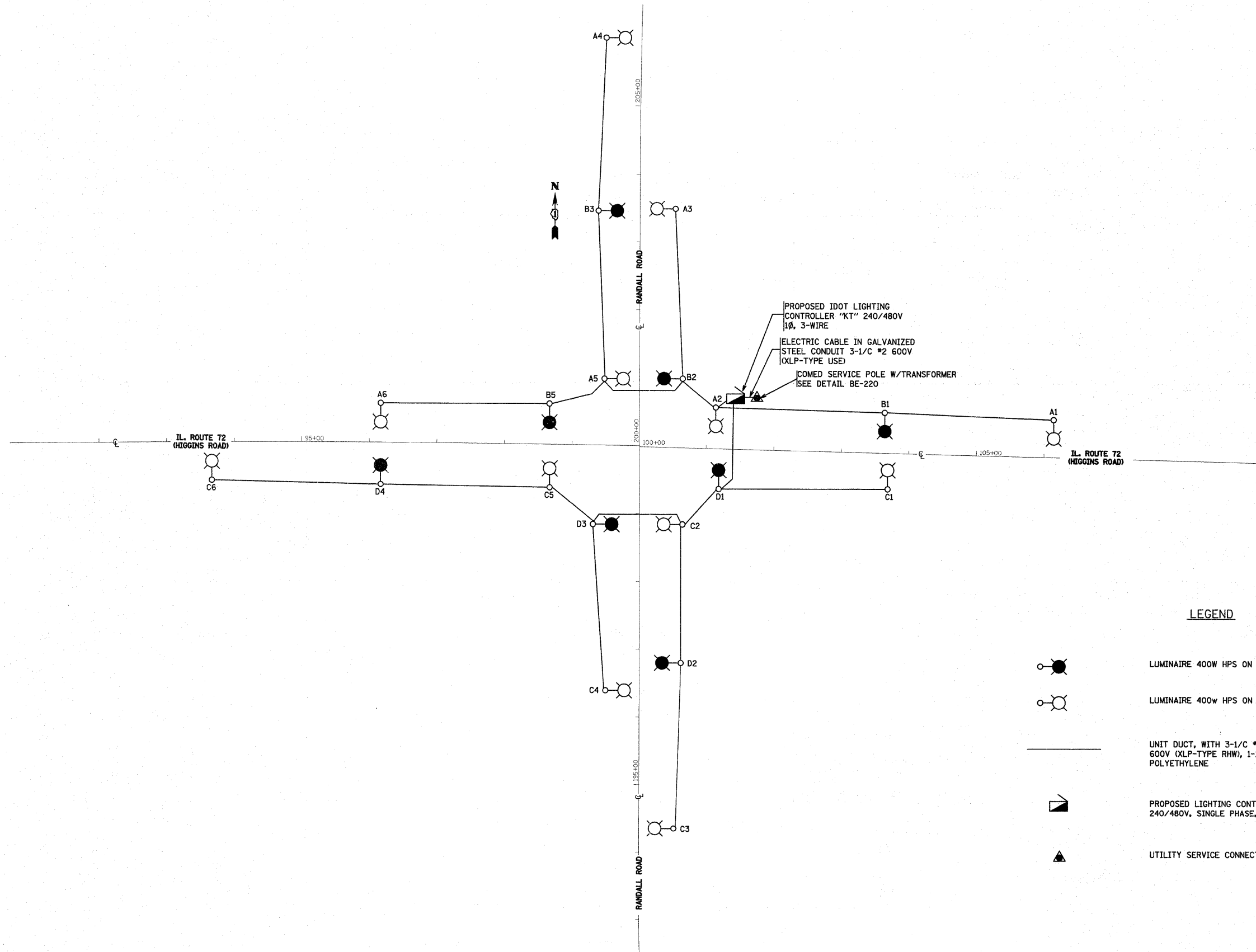
|                           |                |             |                  |              |
|---------------------------|----------------|-------------|------------------|--------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 143 | SHEET NO. 84 |
| CONTRACT NO. 60K09        |                |             |                  |              |
| ILLINOIS FED. AID PROJECT |                |             |                  |              |

E3



|                               |                    |               |                |   |   |                     |                                  |                    |                  |                           |
|-------------------------------|--------------------|---------------|----------------|---|---|---------------------|----------------------------------|--------------------|------------------|---------------------------|
| FILE NAME = P110000-light.dgn | USER NAME = cubioo | DESIGNED - AC | REVISD -       | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>RANDALL ROAD @ IL. ROUTE 72 (HIGGINS ROAD)<br/>EXISTING &amp; PROPOSED LIGHTING PLAN</b> | F.A.P. RTE. 341     | SECTION 62-N-1                   | COUNTY KANE        | TOTAL SHEETS 143 | SHEET NO. 85              |
| PLOT SCALE = 50.0000' / IN.   | CHECKED -          | REVISD -      | SCALE: 1"= 50' |   |   | SHEET NO. OF SHEETS | STA. 198+00.00 TO STA. 213+00.00 | CONTRACT NO. 60K09 |                  | ILLINOIS FED. AID PROJECT |
| PLOT DATE = 3/22/2011         | DATE - 3/2011      | REVISD -      |                |   |   |                     |                                  |                    |                  |                           |
|                               |                    |               |                |   |   |                     |                                  |                    |                  |                           |

E4



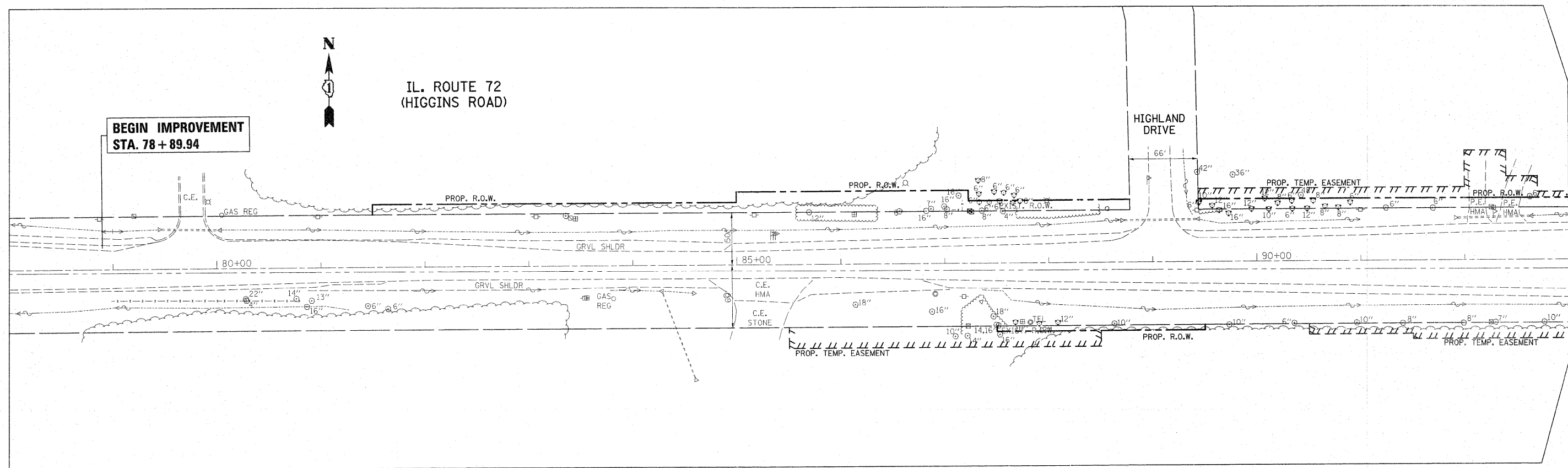
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| PLOT SCALE = 50.0000' / IN.                         |                    | CHECKED -     | REVISED - |
| PLOT DATE = 3/22/2011                               |                    | DATE - 3/2011 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

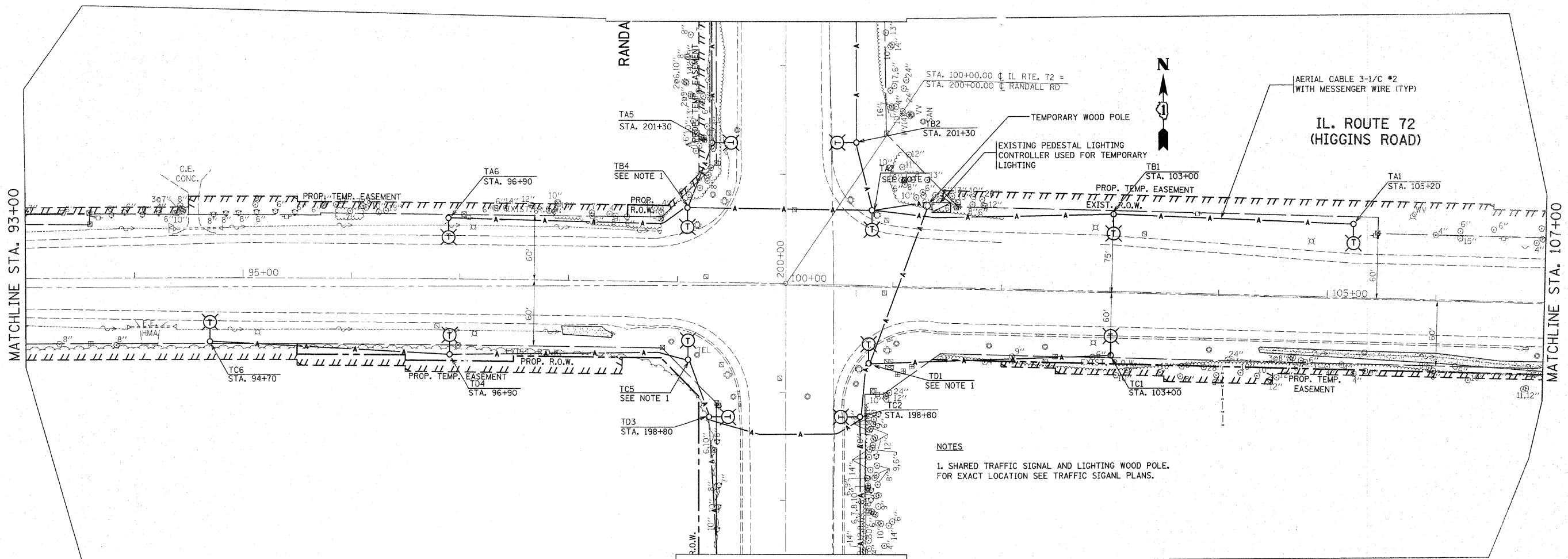
**IL 72 @ RANDALL ROAD WIRING  
DIAGRAM CONTROLLER "KT"**

|                           |         |        |              |           |
|---------------------------|---------|--------|--------------|-----------|
| F.A. RTE.                 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341                       | 62-N-1  | KANE   | 148          | 96        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

|        |           |           |      |         |
|--------|-----------|-----------|------|---------|
| SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. |
|--------|-----------|-----------|------|---------|



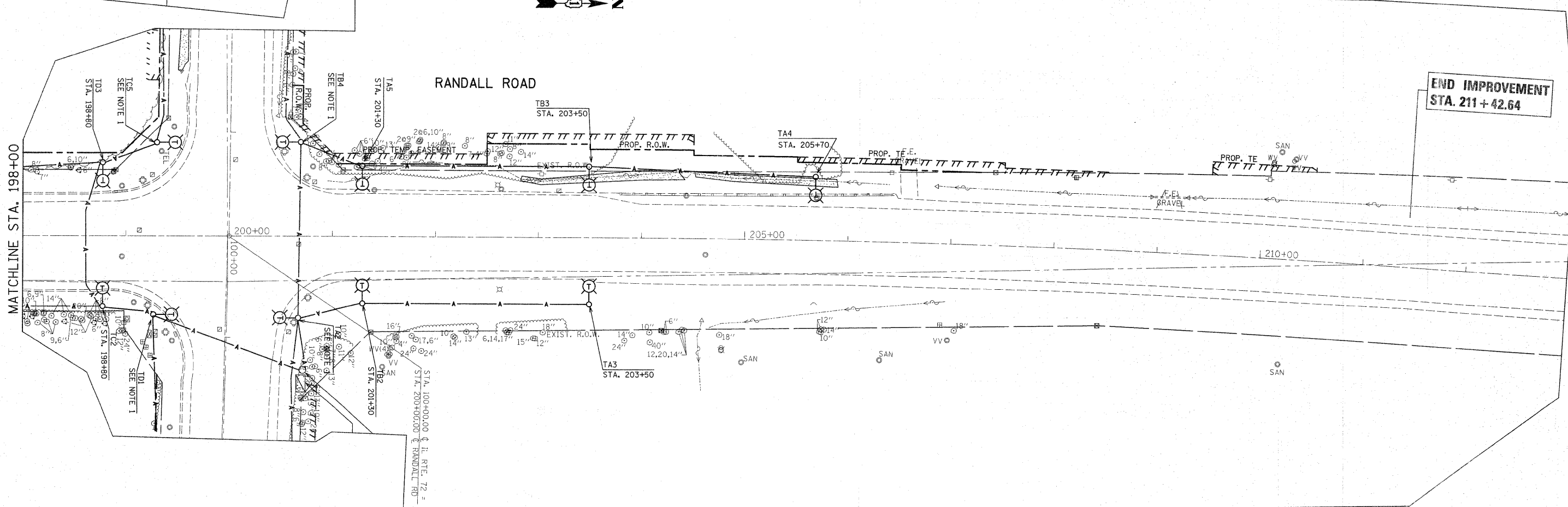
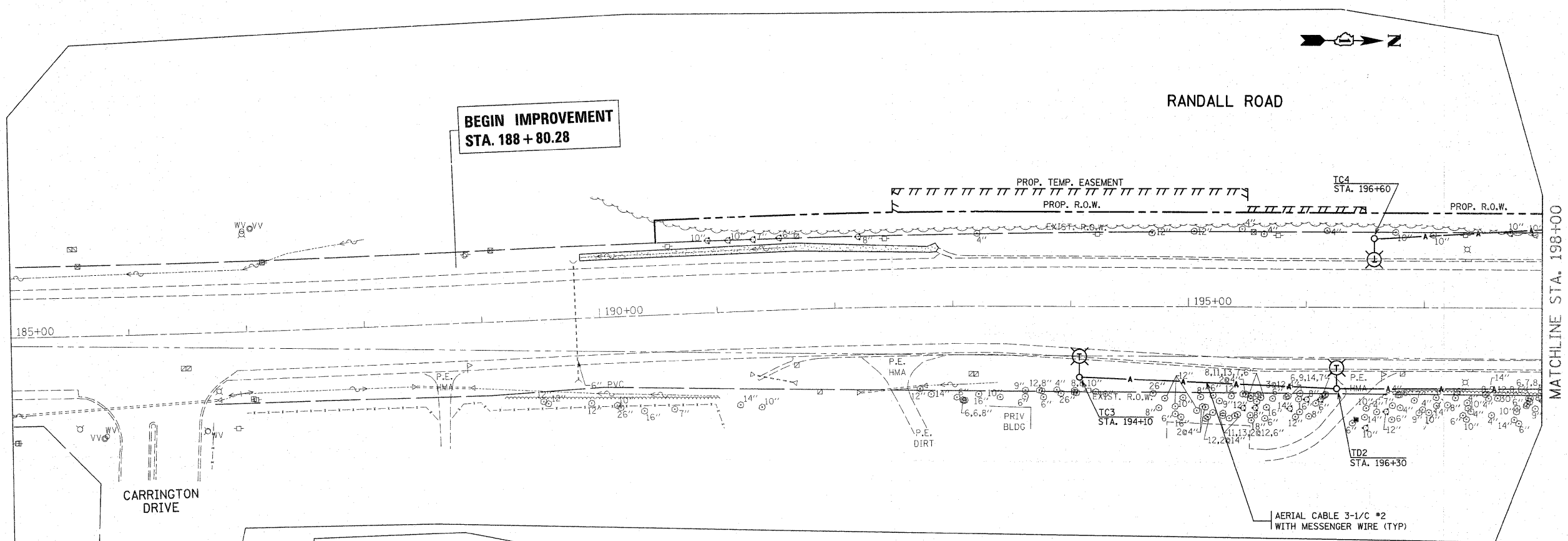
MATCHLINE STA. 93+00



**NOTES**  
 1. SHARED TRAFFIC SIGNAL AND LIGHTING WOOD POLE. FOR EXACT LOCATION SEE TRAFFIC SIGNAL PLANS.

E6

|  |                              |               |           |   |   |                           |         |        |              |           |  |
|--|------------------------------|---------------|-----------|---|---|---------------------------|---------|--------|--------------|-----------|--|
| FILE NAME =  | USER NAME = cubioa           | DESIGNED - AC | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. ROUTE 72 (HIGGINS ROAD) @ RANDALL ROAD<br/>TEMPORARY LIGHTING PLAN</b> | F.A. RTE.                 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |  |
| ci:\pwwork\pwws\dott\cubioa\0126932\VP110000-1-light.dgn | PLOT SCALE = 500.0000' / IN. | DRAWN -       | REVISED - |   |   | 341                       | 62-N-1  | KANE   | 143          | 87        |  |
| PLOT DATE = 3/22/2011                                    | DATE = 3/2011                | CHECKED -     | REVISED - |   |   | CONTRACT NO. 60K09        |         |        |              |           |  |
|  |                              | DATE = 3/2011 | REVISED - |   |   | ILLINOIS FED. AID PROJECT |         |        |              |           |  |
|  |                              |               |           | SCALE:  | SHEET NO. OF SHEETS   | STA. TO STA.              |         |        |              |           |  |



|   |                    |               |           |
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| PLOT DATE = 3/22/2011                                   |                    | DATE - 3/2011 | REVISED - |

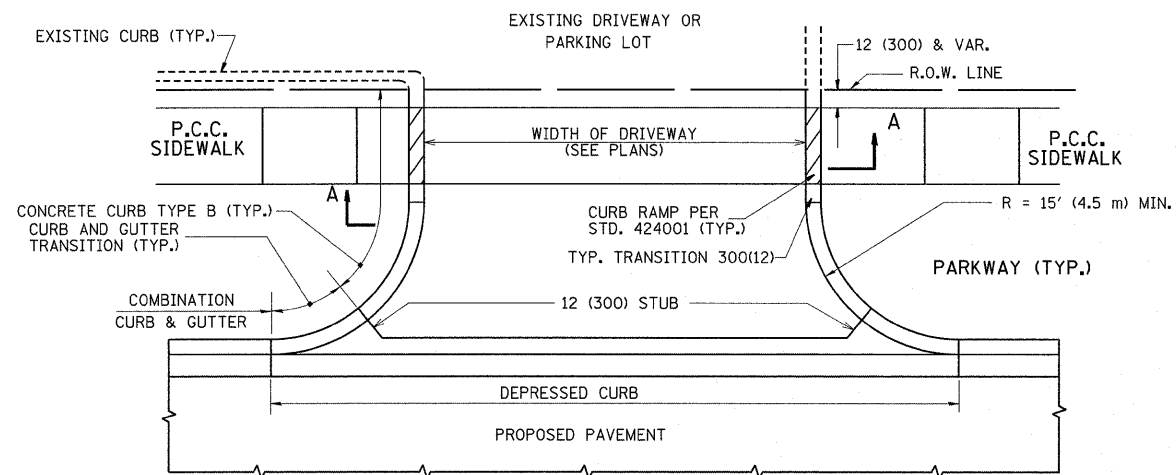
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD @ IL ROUTE 72 (HIGGINS ROAD)  
TEMPORARY LIGHTING PLAN**

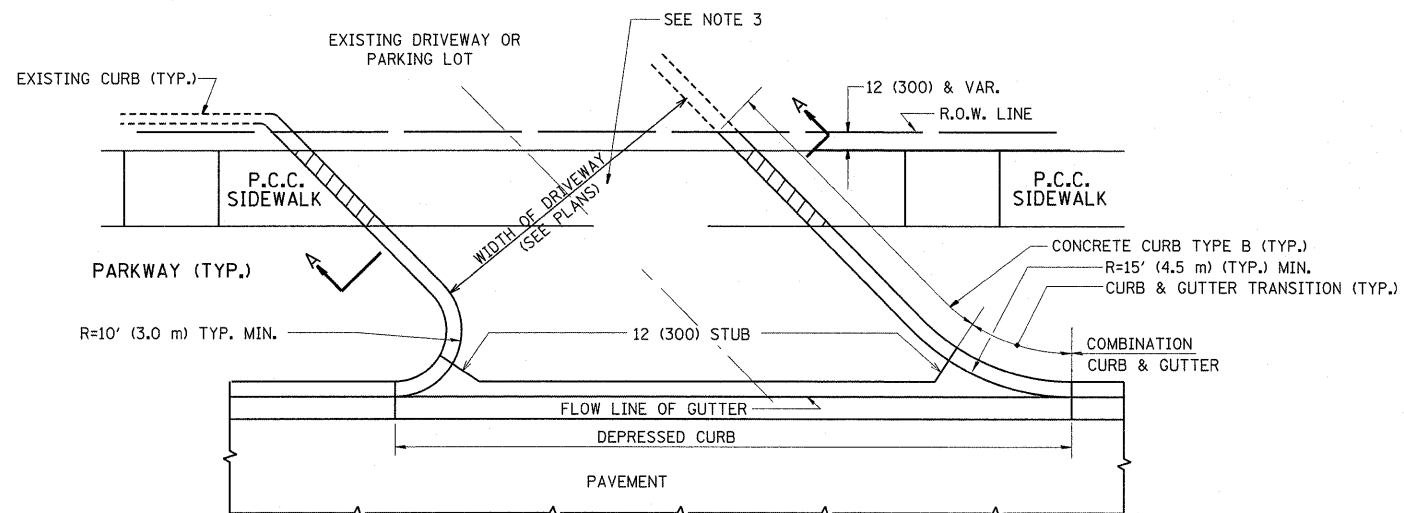
SCALE: SHEET NO. OF SHEETS STA. TO STA.

|                           |         |        |              |           |
|---------------------------|---------|--------|--------------|-----------|
| F.A. RTE.                 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341                       | 62-N-1  | KANE   | 143          | 88        |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

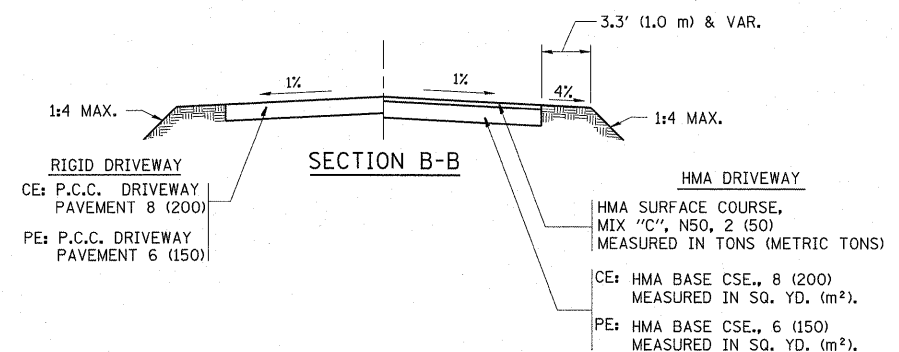
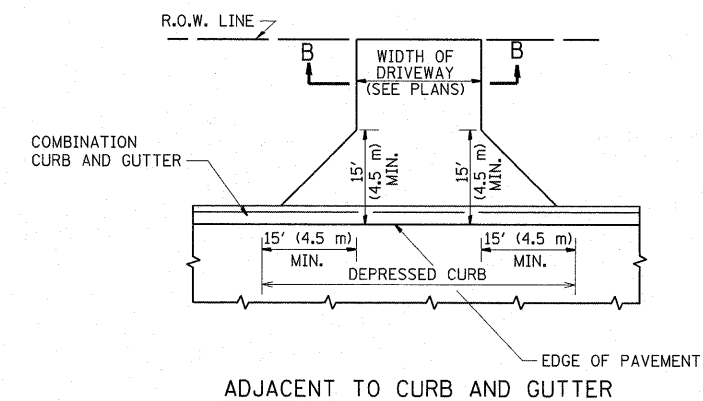
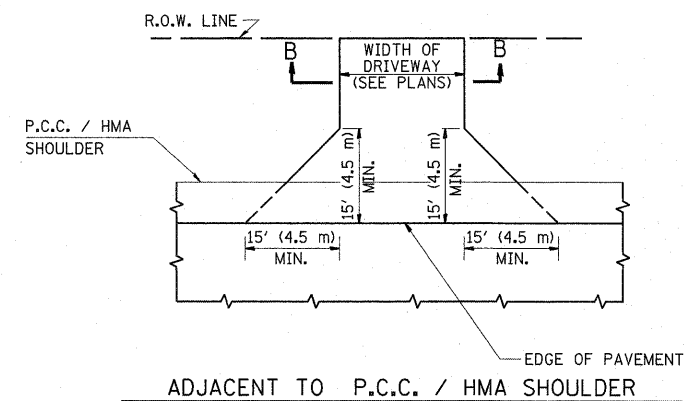
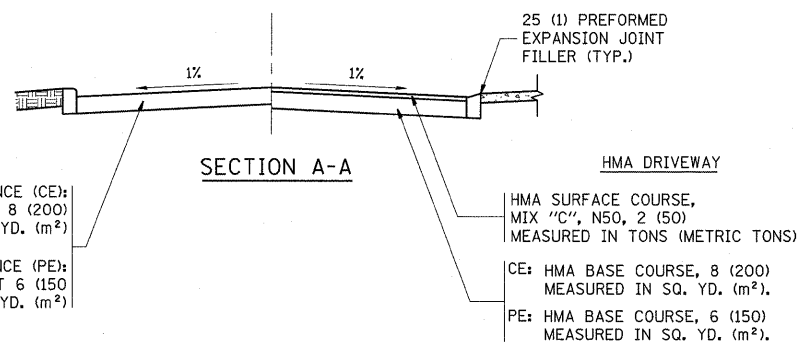




WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



**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.

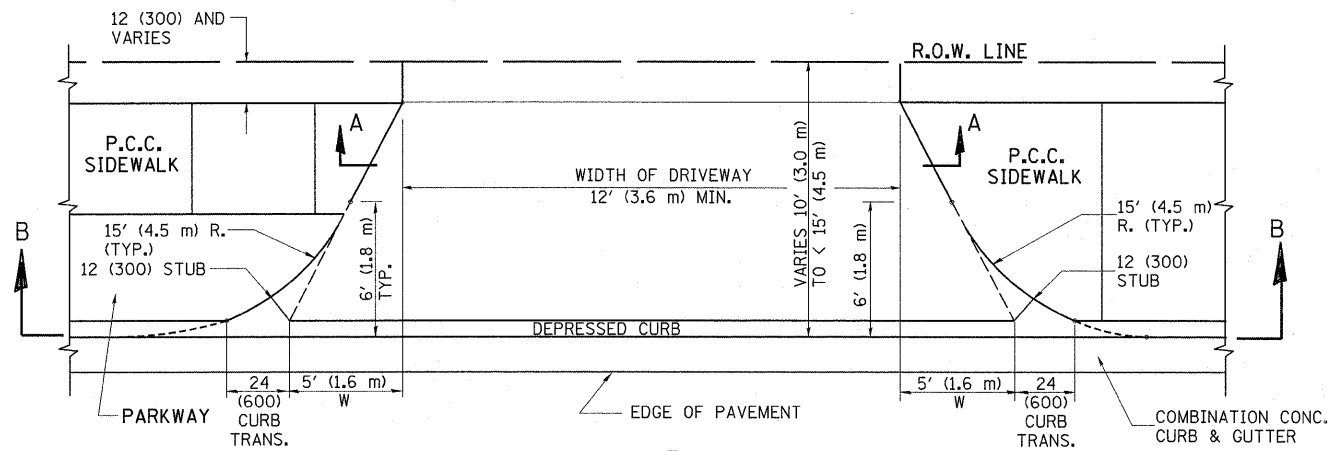
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

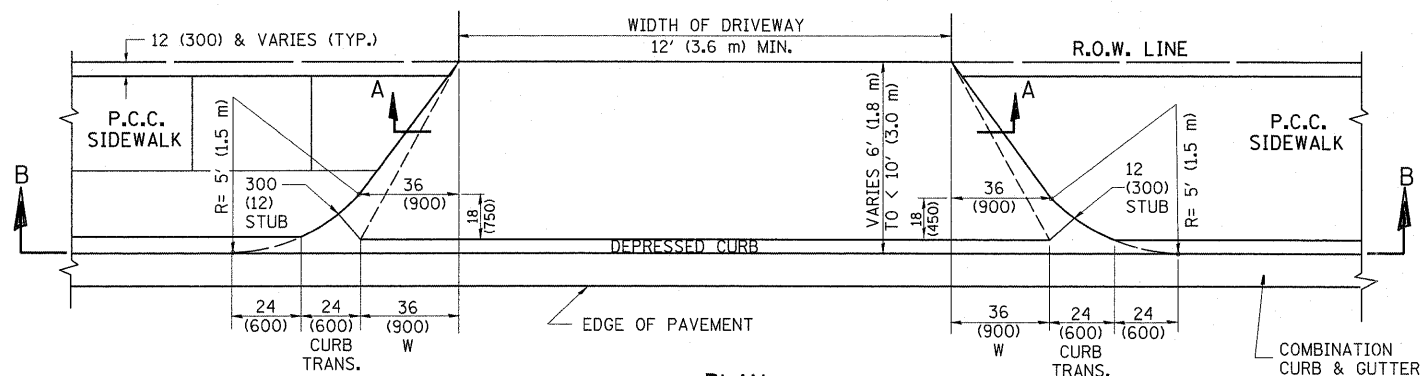
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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.

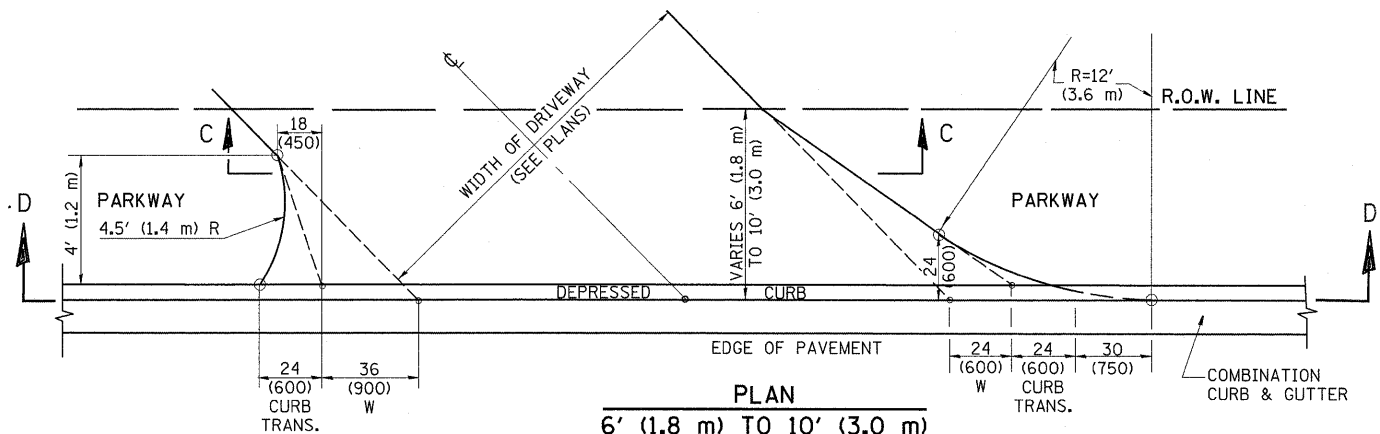
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| FILE NAME =                                       | USER NAME = shiranisb | DESIGNED - R. SHAH | REVISED - M. GOMEZ 04-06-01   | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.<br/>AND FACE OF CURB &amp; EDGE OF SHOULDER &gt;= 15' (4.5 m)</b> | F.A.P. RTE.  | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| ca:\pw_work\pwsdot\shiranisb\10126931\Dist\td.dgn |                       | DRAWN -            | REVISED - P. LaFLUER 04-15-03 |   |   | 341  | 62-N-1  | KANE   | 148                | 89        |
| PLOT SCALE = 50.0000' / IN.                       |                       | CHECKED -          | REVISED - R. BORO 01-01-07    |   |   | <b>BD0156-07 (BD-01)</b>   |         |        | CONTRACT NO. 60K09 |           |
| PLOT DATE = 5/27/2011                             |                       | DATE - 11-04-95    | REVISED - R. BORO 06-11-08    |   |   | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |                    |           |



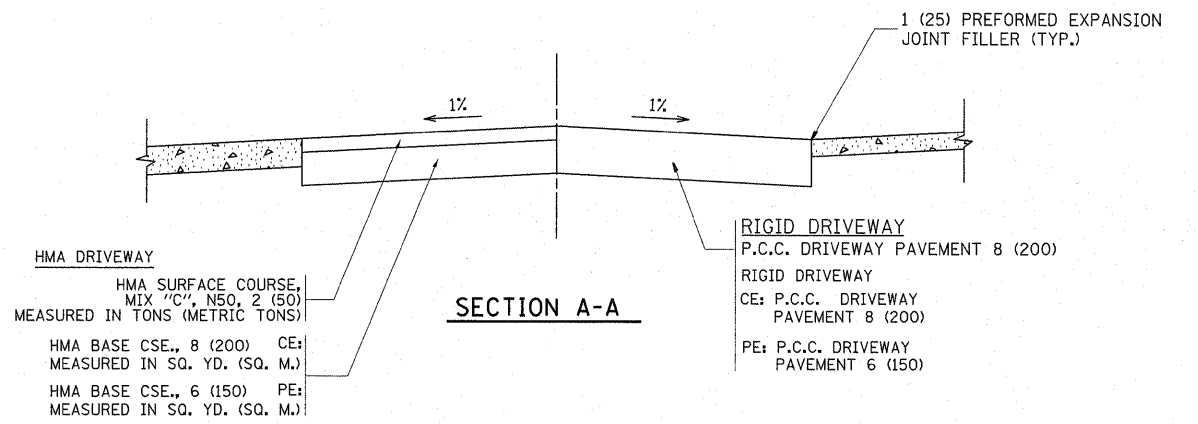
**PLAN**  
10' (3.0 m) TO < 15' (4.5 m)



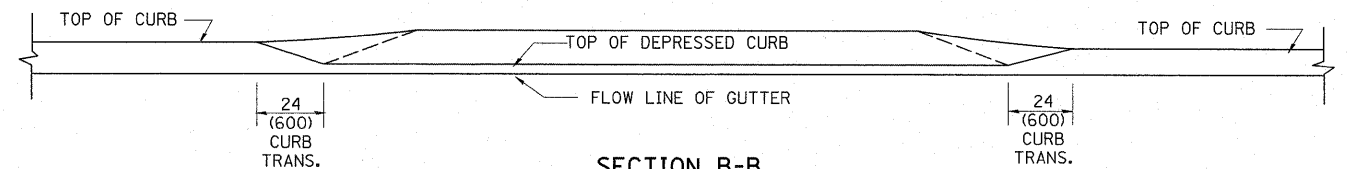
**PLAN**  
6' (1.8 m) TO < 10' (3.0 m)



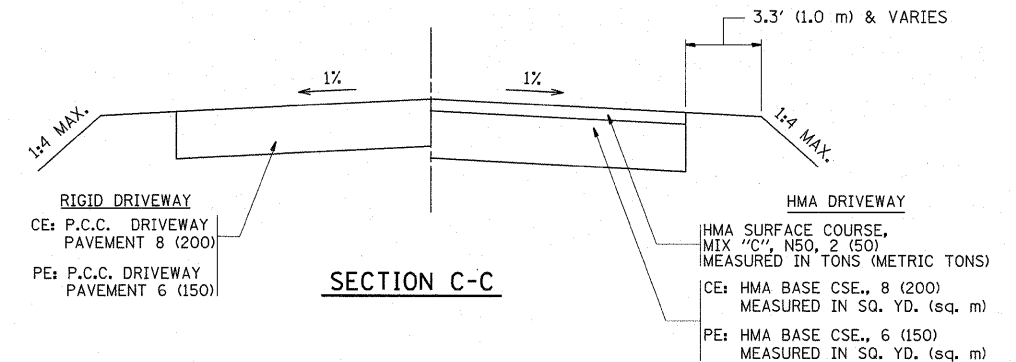
**PLAN**  
6' (1.8 m) TO 10' (3.0 m)



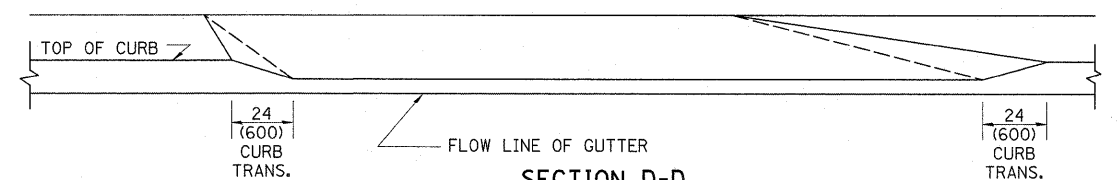
**SECTION A-A**



**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.

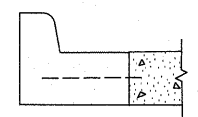
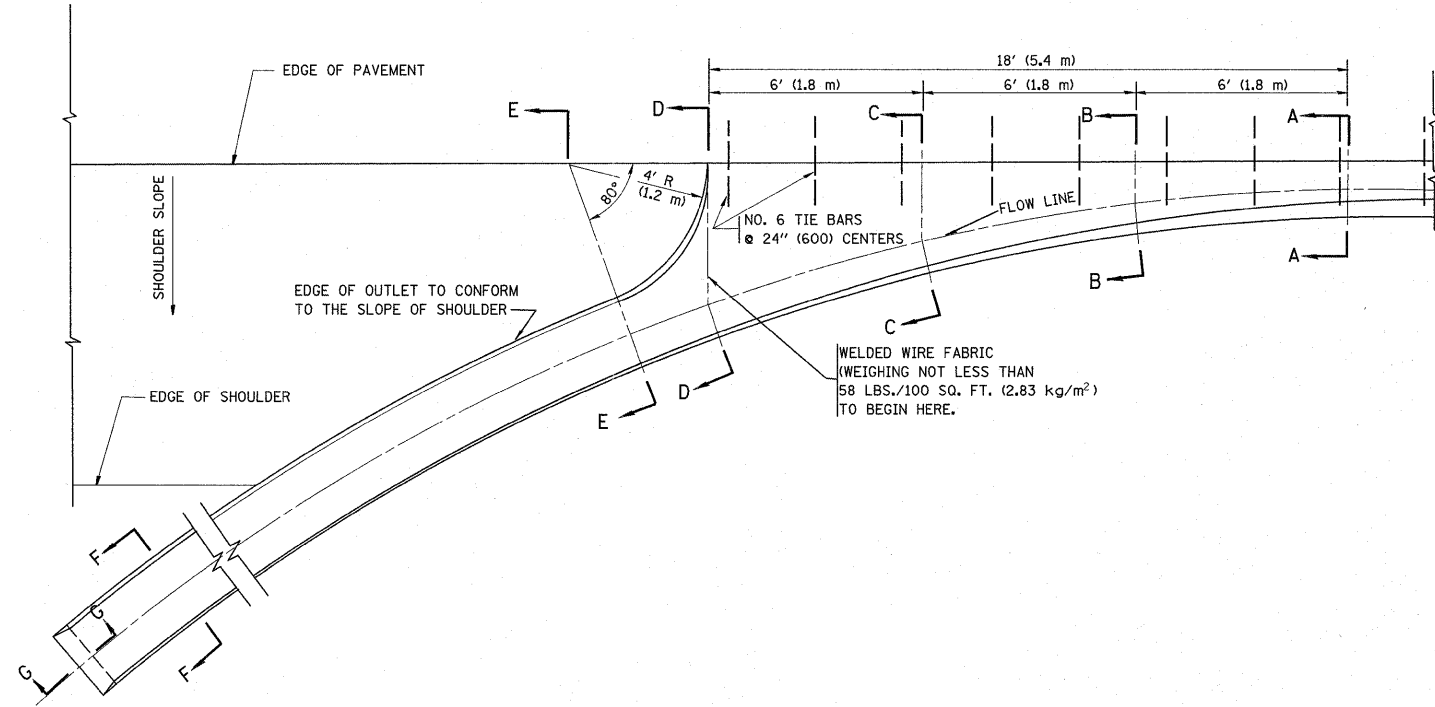
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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).

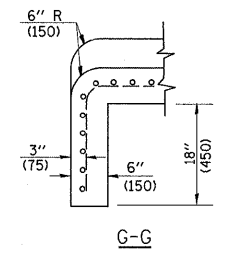
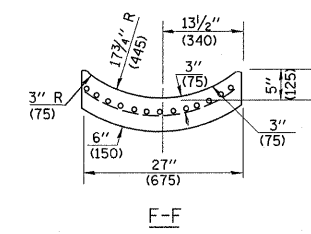
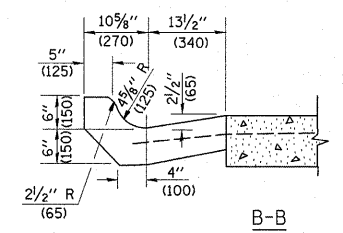
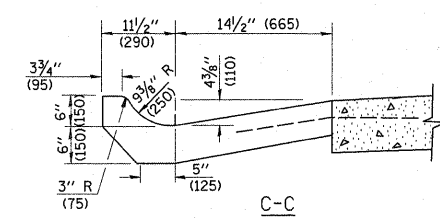
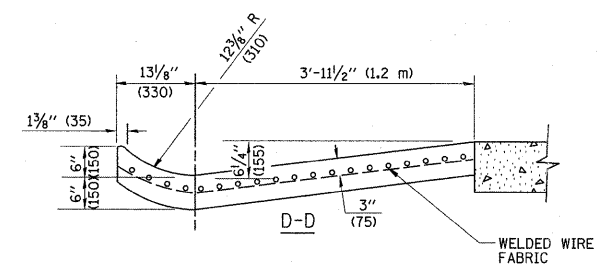
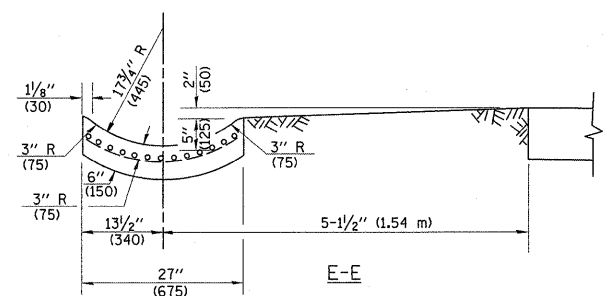
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

|   |                      |                    |                               |   |   |  |  |                           |         |        |              |           |                  |                    |
|---|----------------------|--------------------|-------------------------------|---|---|--|--|---------------------------|---------|--------|--------------|-----------|------------------|--------------------|
| FILE NAME =                                   | USER NAME = shiransb | DESIGNED - R. SHAH | REVISED - T. HOLTZ 04-08-97   | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DRIVEWAY DETAILS</b>                             |  |  | F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |                  |                    |
| cs:\pw_work\pwidot\shiransb\10126931\01st.dgn |                      | DRAWN -            | REVISED - M. GOMEZ 04-06-01   |   | DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m) |  |  | 341                       | 62-N-1  | KANE   | 148          | 90        |                  |                    |
|   |                      | CHECKED -          | REVISED - P. LAFLEUR 04-15-03 |   | SCALE: NONE   |  |  | SHEET NO. 1 OF 1 SHEETS   |         |        | STA. TO STA. |           | BD400-02 (BD-02) | CONTRACT NO. 60K09 |
|   |                      | DATE - 11-06-95    | REVISED - R. BORO 01-01-07    |   | FED. ROAD DIST. NO. 1                               |  |  | ILLINOIS FED. AID PROJECT |         |        |              |           |                  |                    |



A-A \*

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



**GENERAL NOTES**

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

TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

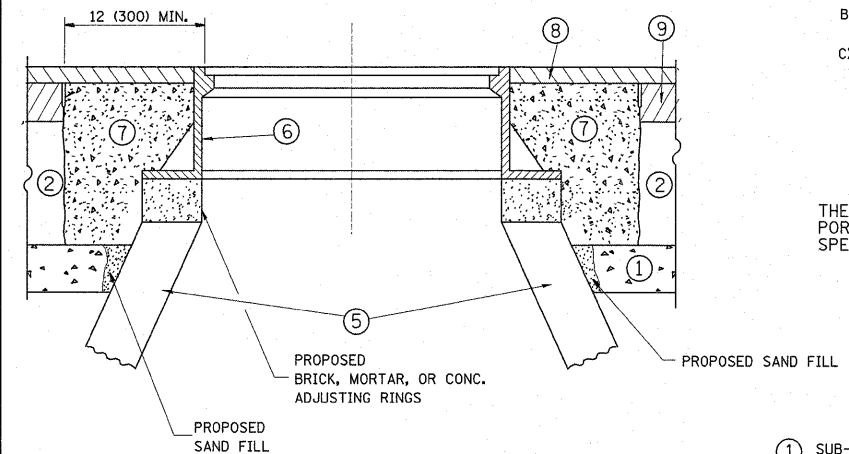
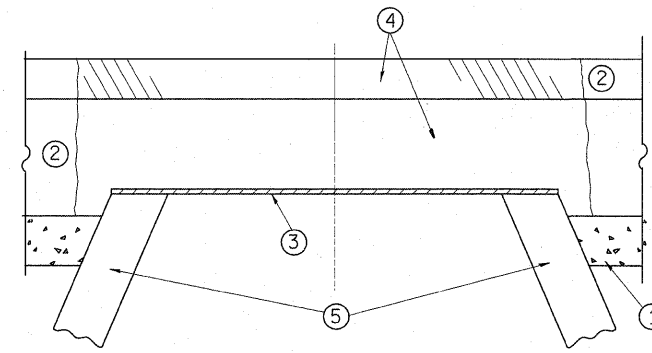
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

**QUANTITIES**

FOR SECTION A-A TO E-E AND CURTAIN WALL= 1.25 CU. YDS. (0.96 m<sup>3</sup>) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T. 1.27 CU. YDS. (0.96 m<sup>3</sup>) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.  
FOR SECTION F-F= 0.045 CU. YDS. (0.03 m<sup>3</sup>) CLASS SI CONCRETE PER FT. (M).

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

|  |                      |                       |                             |   |   |                         |              |                         |                |                    |                  |              |
|--|----------------------|-----------------------|-----------------------------|---|---|-------------------------|--------------|-------------------------|----------------|--------------------|------------------|--------------|
| FILE NAME =                                      | USER NAME = shiransb | DESIGNED - M. DE YONG | REVISED - R. SHAH 09-09-94  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>OUTLET FOR CONCRETE<br/>CURB AND GUTTER</b>  |                         |              | F.A.P. RTE. 341         | SECTION 62-N-1 | COUNTY KANE        | TOTAL SHEETS 148 | SHEET NO. 91 |
| ci:\pw_work\pwidot\shiransb\td0126931\DisBtd.dgn |                      | DRAWN -               | REVISED - R. SHAH 10-25-94  |   | SCALE: NONE                                     | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | <b>BD600-01 (BD-03)</b> |                | CONTRACT NO. 60K09 |                  |              |
| PLOT SCALE = 50.0000' / IN.                      |                      | CHECKED -             | REVISED - E. GOMEZ 12-21-00 |   | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                         |              |                         |                |                    |                  |              |
| PLOT DATE = 5/27/2011                            |                      | DATE - 08-04-86       | REVISED -                   |   |   |                         |              |                         |                |                    |                  |              |



**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.

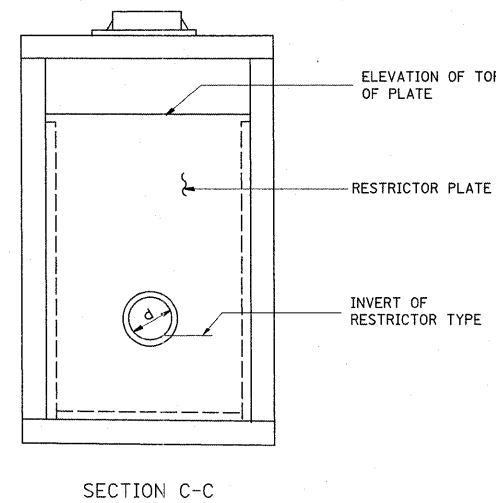
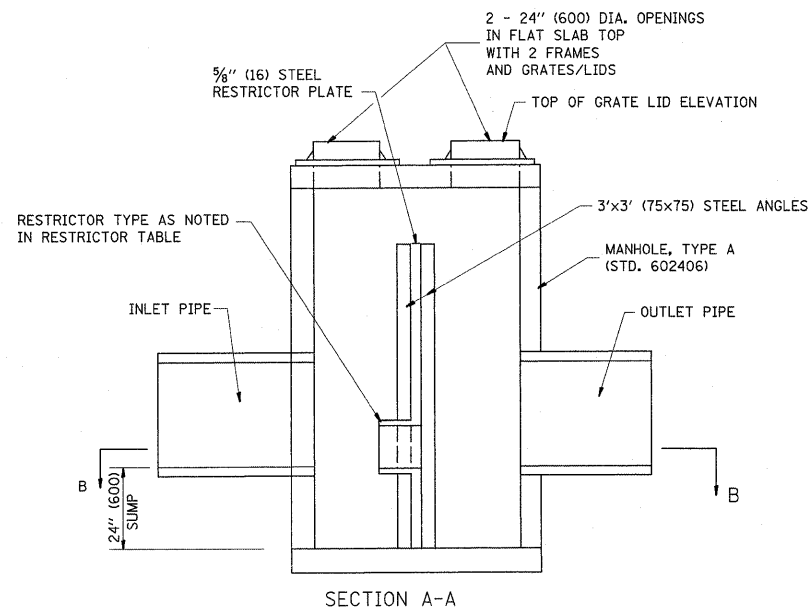
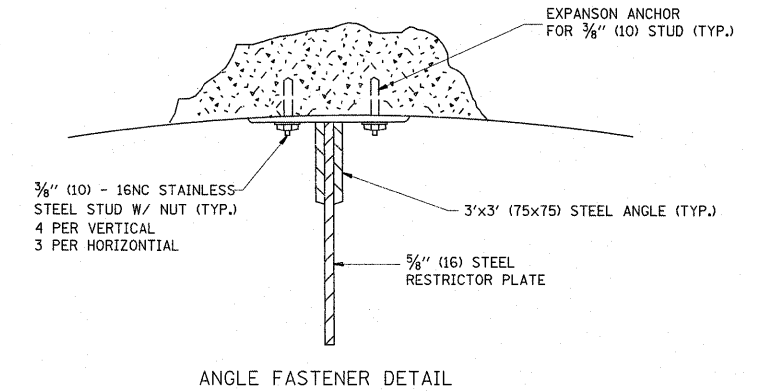
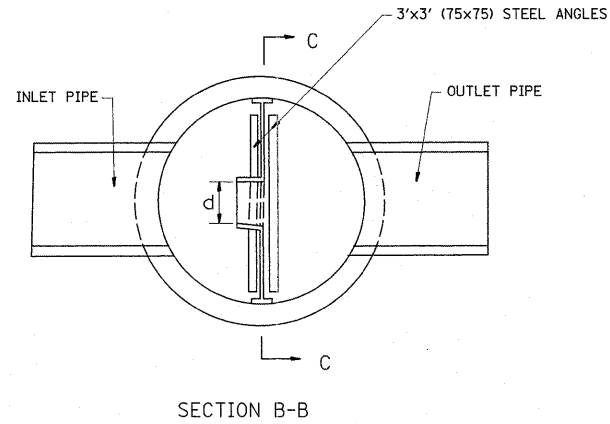
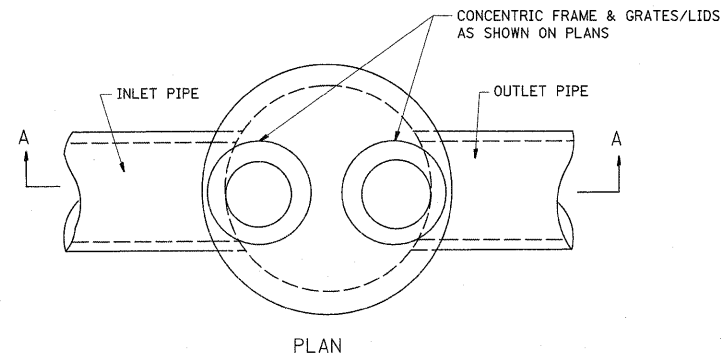
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

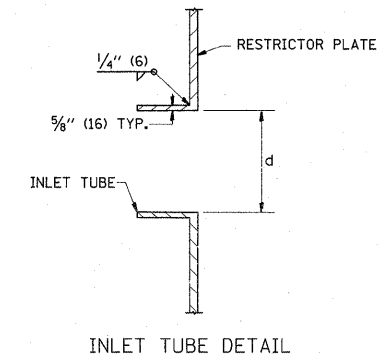
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

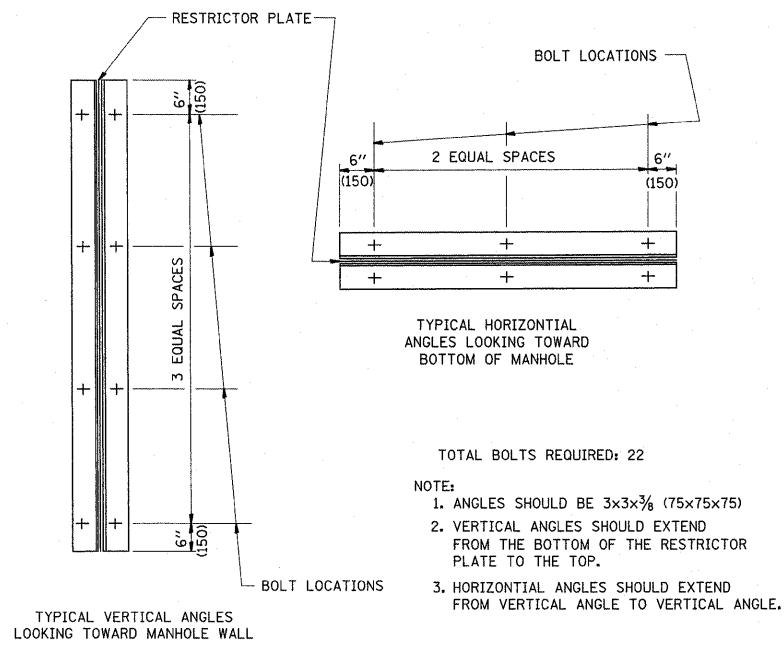
|  |                       |                                |                             |   |  |                         |                    |                        |                |                     |                 |  |
|--|-----------------------|--------------------------------|-----------------------------|---|--|-------------------------|--------------------|------------------------|----------------|---------------------|-----------------|--|
| FILE NAME =                                | USER NAME = shiraniab | DESIGNED - R. SHAH             | REVISED - R. SHAH 03-10-95  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DETAILS FOR<br/>FRAMES AND LIDS ADJUSTMENT WITH MILLING</b> |                         | F.A.P. RTE.<br>341 | SECTION<br>62-N-1      | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>92 |  |
| ct:\pw_work\pwsdot\shiraniab\d0126931\Dist | td.dgn                | DRAWN -                        | REVISED - A. ABBAS 03-21-97 |   | SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.       | <b>BD600-03 (BD-8)</b> |                | CONTRACT NO. 60K09  |                 |  |
| PLOT SCALE = 50.0000' / IN.                | CHECKED -             | REVISED - R. WIEDEMAN 05-14-04 | REVISED - R. BORO 01-01-07  |   |  |                         |                    |                        |                |                     |                 |  |
| PLOT DATE = 5/27/2011                      | DATE - 10-25-94       |                                |                             |   |  |                         |                    |                        |                |                     |                 |  |



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

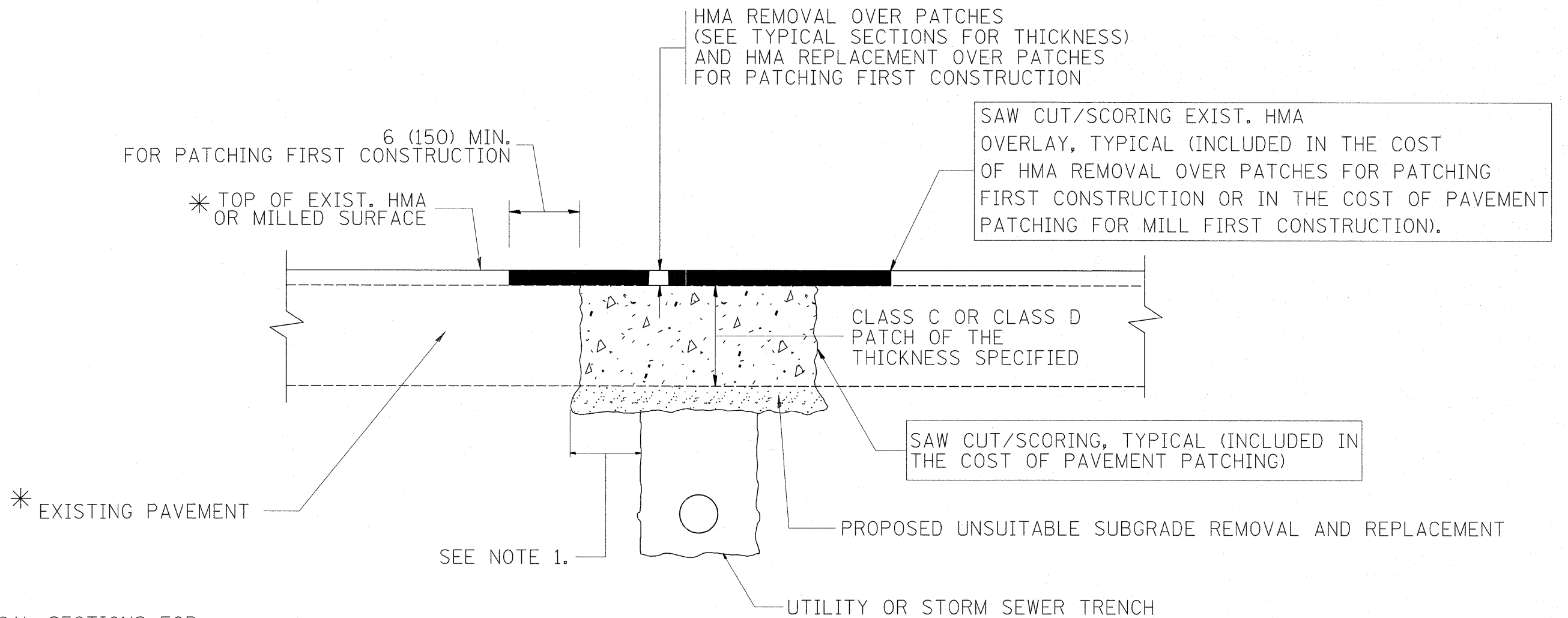


| STATION | MANHOLE DIAMETER | FRAME AND GRATE | RESTRICTOR TYPE | INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d) | INVERT OF RESTRICTOR TYPE | ELEVATION OF TOP OF PLATE OVERFLOW |
|---------|------------------|-----------------|-----------------|--|---------------------------|------------------------------------|
| 94+71   | 5 FT.            | T1 F CL         | PLATE           | 12 IN.                                       | 905.75                    | 913.12                             |
| 98+97.7 | 5 FT.            | T1 F CL         | PLATE           | 12 IN.                                       | 896.00                    | 903.75                             |
| 102+85  | 5 FT.            | T1 F CL         | PLATE           | 17.8 IN.                                     | 880.40                    | 884.97                             |
| 204+51  | 5 FT.            | T1 F CL         | PLATE           | 14.5 IN.                                     | 887.10                    | 891.29                             |
|         |                  |                 |                 |  |                           |                                    |
|         |                  |                 |                 |  |                           |                                    |
|         |                  |                 |                 |  |                           |                                    |
|         |                  |                 |                 |  |                           |                                    |
|         |                  |                 |                 |  |                           |                                    |
|         |                  |                 |                 |  |                           |                                    |



| 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



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

|   |                       |                    |                             |   |  |  |                         |         |         |                    |   |
|---|-----------------------|--------------------|-----------------------------|---|--|--|-------------------------|---------|---------|--------------------|---|
| FILE NAME =                                       | USER NAME = shurenisb | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PAVEMENT PATCHING FOR<br/>HMA SURFACED PAVEMENT</b> |  | F.A.P. RTE.             | SECTION | COUNTY  | TOTAL SHEETS       | SHEET NO.   |
| ct:\pw_work\pw\dot\shurenisb\d0126931\DistStd.dgn |                       | DRAWN -            | REVISED - R. BORO 01-01-07  |   |  |  | 341                     | 62-N-1  | KANE    | 148                | 94  |
| PLOT SCALE = 50.0000' / IN.                       |                       | CHECKED -          | REVISED - R. BORO 09-04-07  |   | SCALE: NONE  |  | SHEET NO. 1 OF 1 SHEETS | STA.    | TO STA. | CONTRACT NO. 60K09 |   |
| PLOT DATE = 5/27/2011                             |                       | DATE - 10-25-94    | REVISED - K. ENG 10-27-08   |   |  |  |                         |         |         |                    | FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT |

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

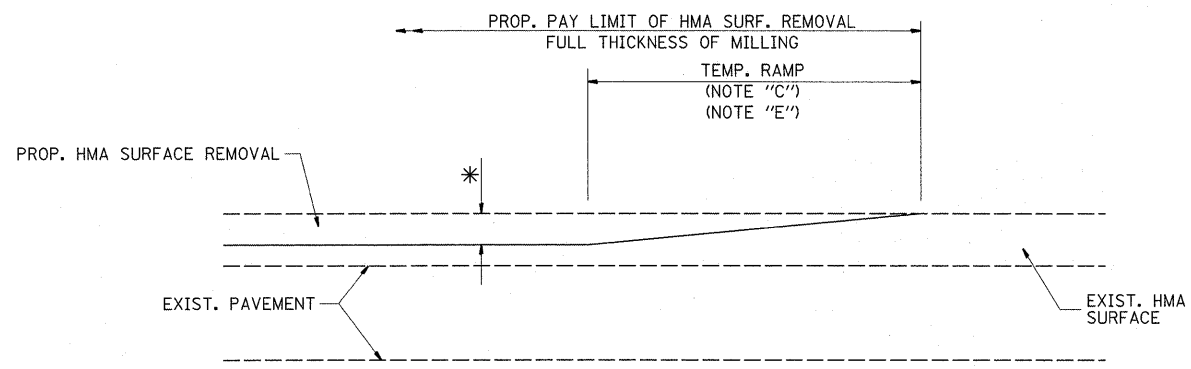
**BASIS OF PAYMENT:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

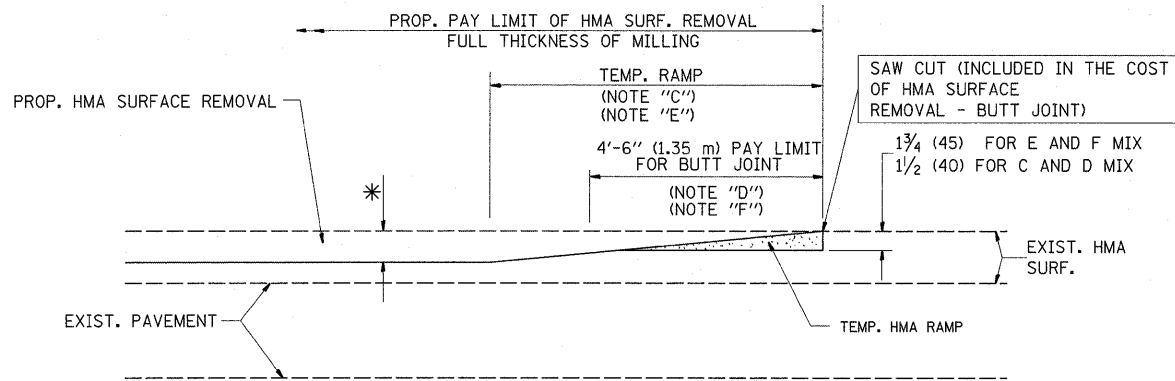
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

|   |                       |                             |                             |   |  |                         |                         |                    |              |           |
|---|-----------------------|-----------------------------|-----------------------------|---|--|-------------------------|-------------------------|--------------------|--------------|-----------|
| FILE NAME =                               | USER NAME = shiranisb | DESIGNED - A. HOUSEH        | REVISED - R. SHAH 10-03-96  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>CURB OR CURB AND GUTTER<br/>REMOVAL AND REPLACEMENT</b> | F.A.P. RTE.             | SECTION                 | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 01\pw_work\pwidot\shiranisb\d0126931\01st | Std.dgn               | DRAWN -                     | REVISED - A. ABBAS 03-21-97 |   |  | 341                     | 62-N-1                  | KANE               | 148          | 95        |
| PLOT SCALE = 50.0000' / IN.               | CHECKED -             | REVISED - M. GOMEZ 01-22-01 |                             |   |  | <b>BD600-06 (BD-24)</b> |                         | CONTRACT NO. 60K09 |              |           |
| PLOT DATE = 5/27/2011                     | DATE - 03-11-94       | REVISED - R. BORO 12-15-09  |                             |   |  | SCALE: NONE             | SHEET NO. 1 OF 1 SHEETS | STA.               | TO STA.      |           |



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

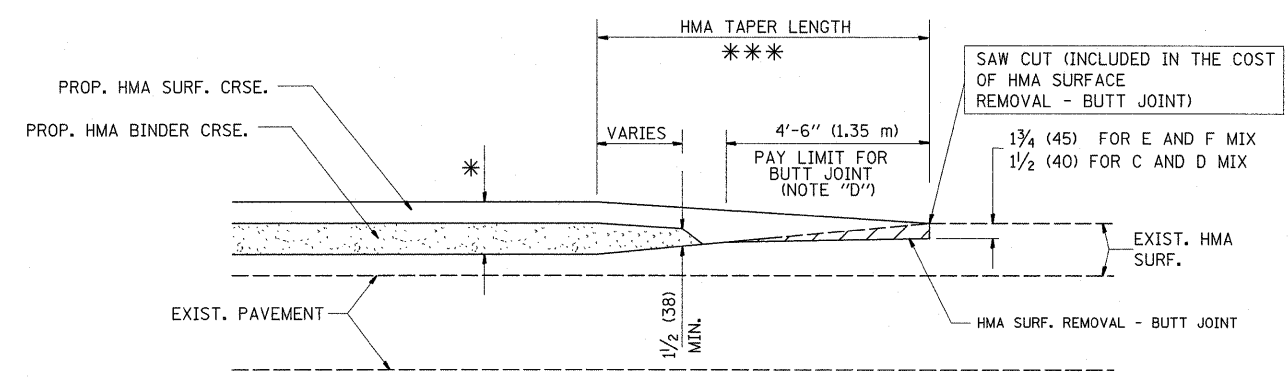
**OPTION 1**



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

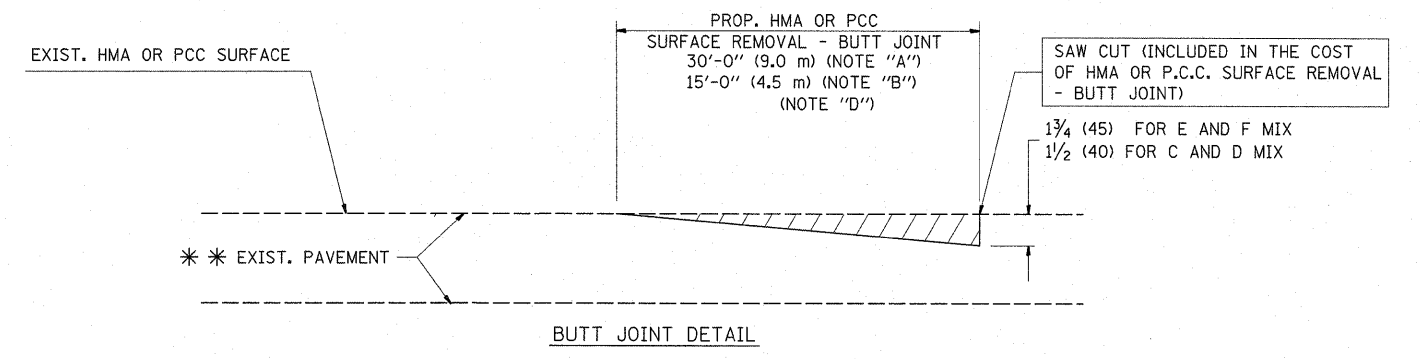
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

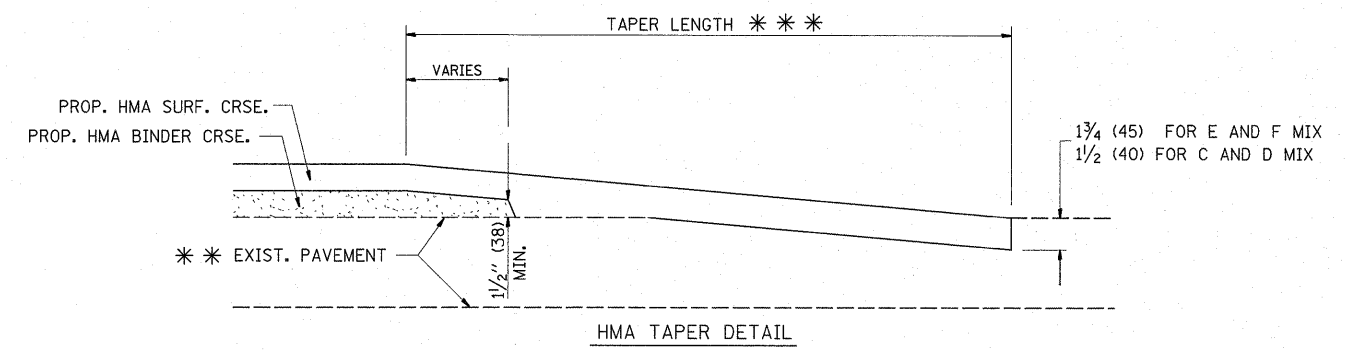


BUTT JOINT AND  
HMA TAPER

**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 = shiranisb       | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94  |
| c:\pwork\pwork\shiranisb\0126931\Dist | std.dgn                     | DRAWN -               | REVISED - A. ABBAS 03-21-97 |
|                                       | PLOT SCALE = 50.0000' / IN. | CHECKED -             | REVISED - M. GOMEZ 04-06-01 |
|                                       | PLOT DATE = 5/27/2011       | 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.P. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 341   | 62-N-1  | KANE   | 148                | 96        |
| BD400-05 BD32                                   |         |        | CONTRACT NO. 60K09 |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |                    |           |



**GENERAL NOTES**

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

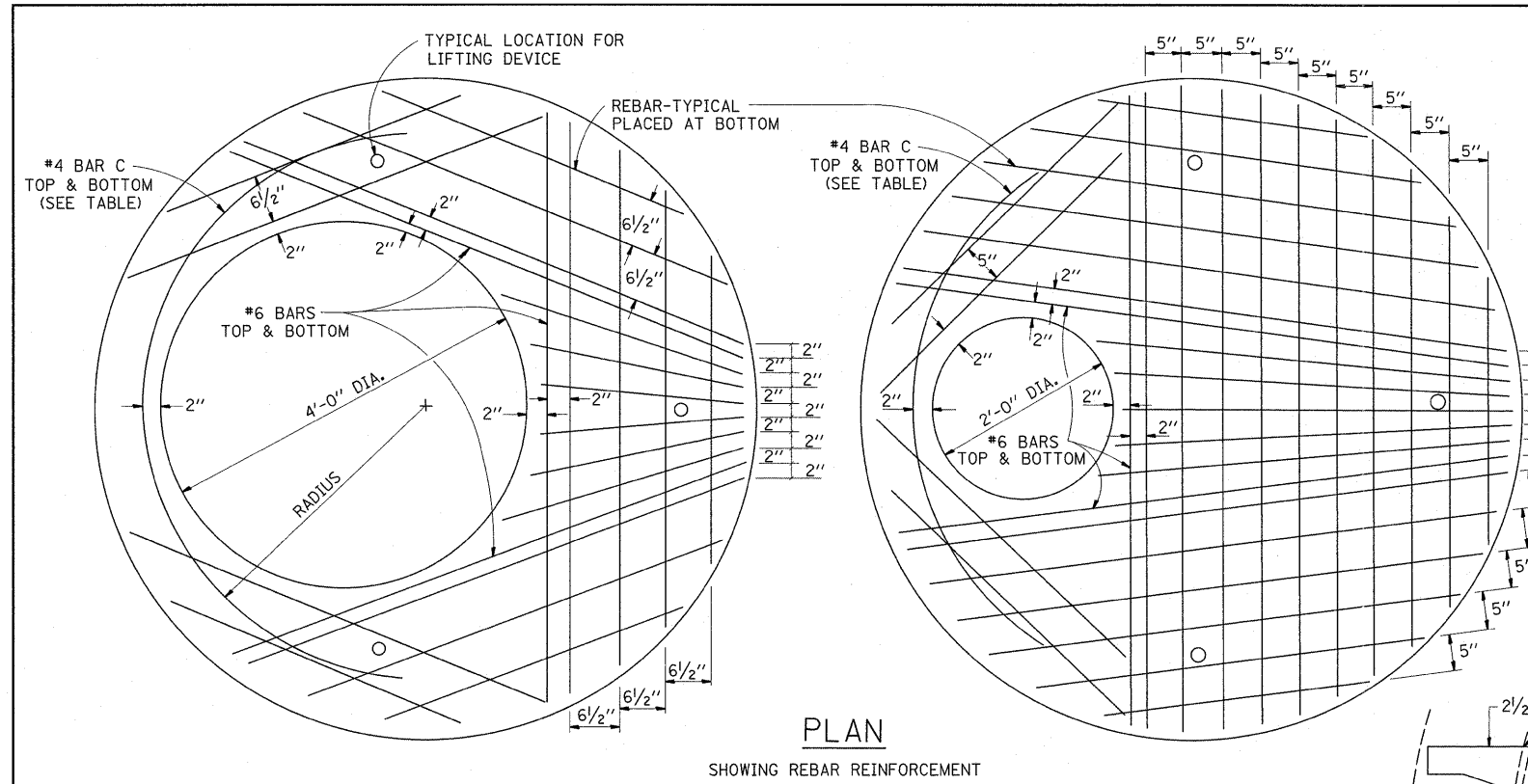
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

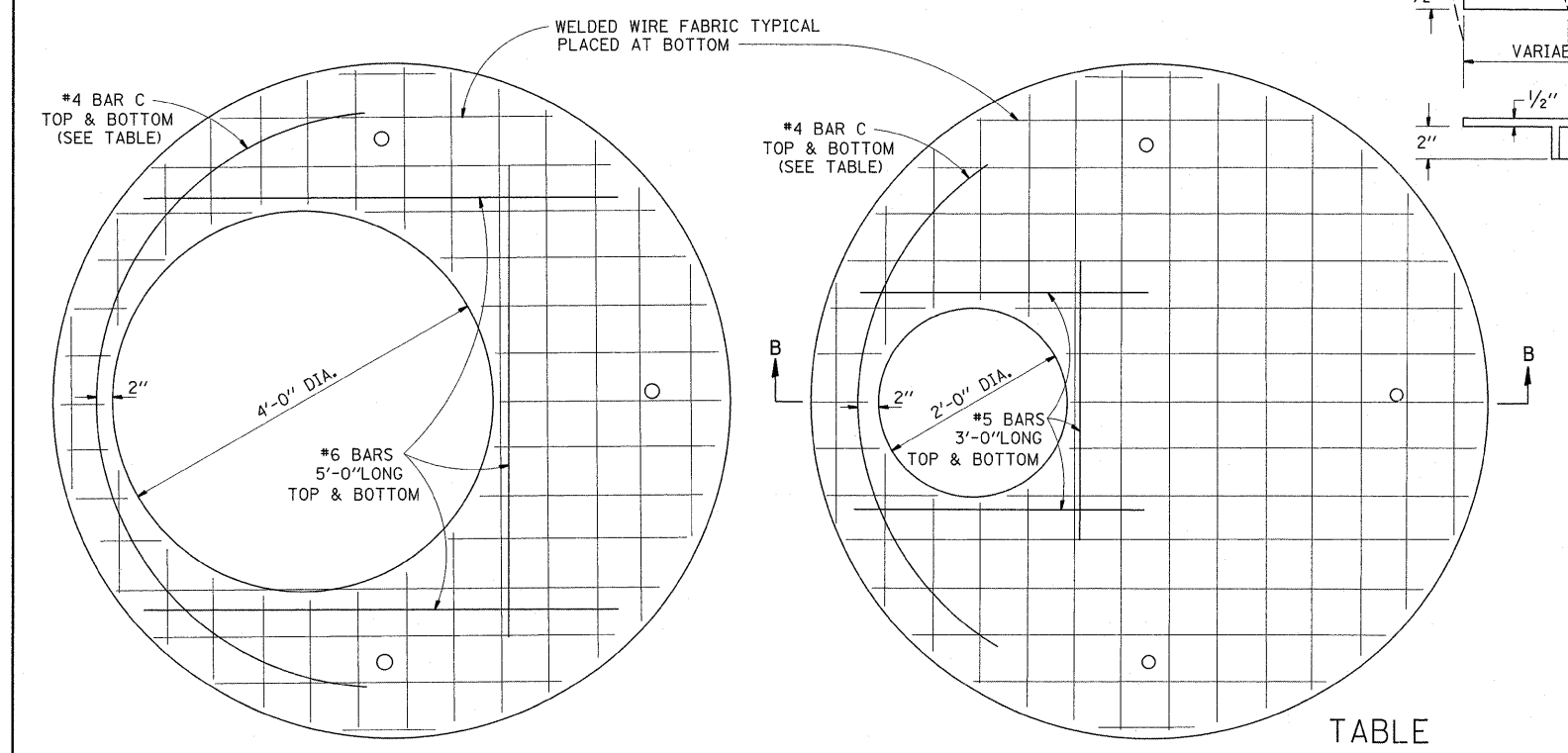
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.



**PLAN**

SHOWING REBAR REINFORCEMENT

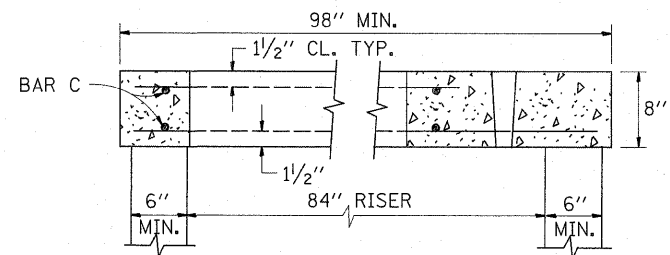
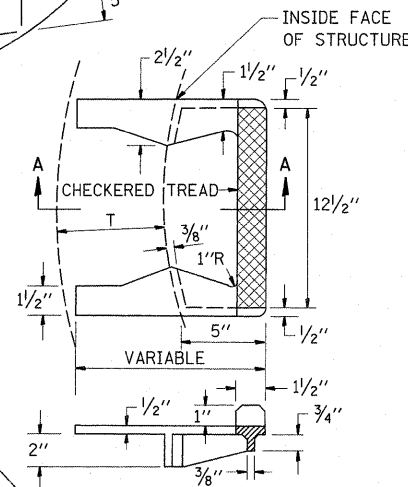


**PLAN**

SHOWING WELDED WIRE FABRIC REINFORCEMENT

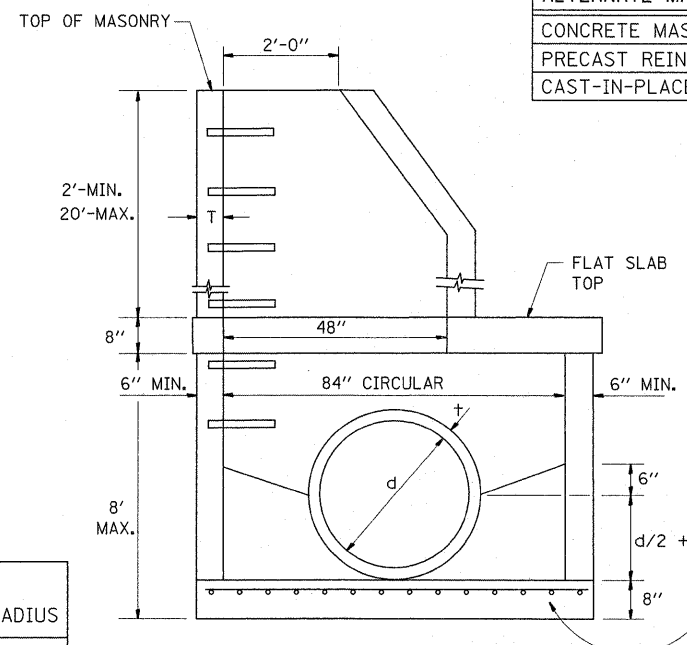
NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

**SEC. A-A  
CAST IRON STEPS**

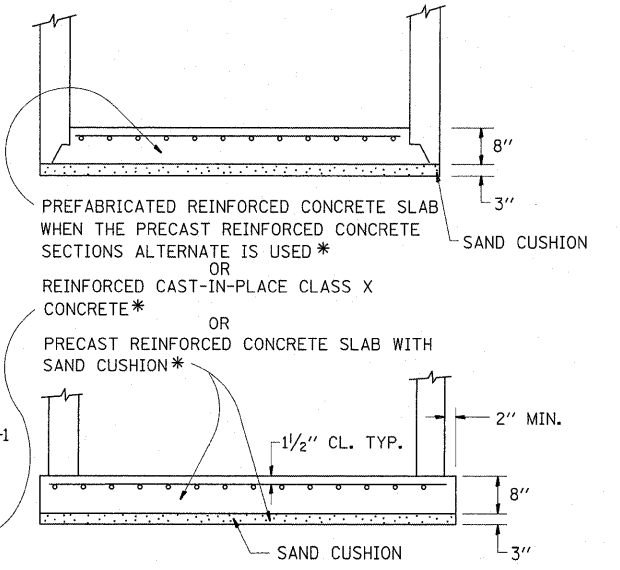


**SECTION B-B**

| ALTERNATE MATERIALS FOR RISERS       | T (MIN.) |
|--------------------------------------|----------|
| CONCRETE MASONRY UNITS               | 5"       |
| PRECAST REINFORCED CONCRETE SECTIONS | 4"       |
| CAST-IN-PLACE CONCRETE               | 6"       |

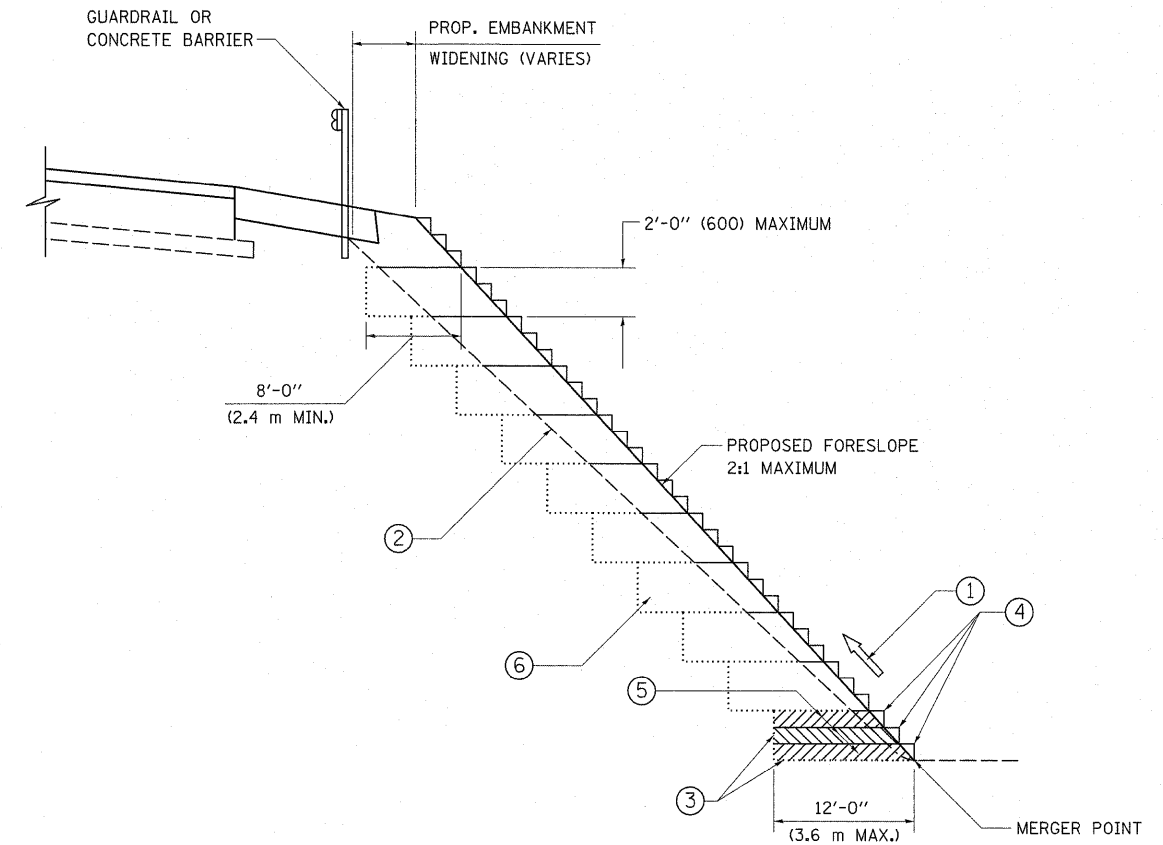


**ELEVATION**



**TABLE**

| DIAMETER OF OPENING | REINFORCEMENT "A" WWF EACH DIRECTION OR BAR SIZE | BAR C |        |        |
|---------------------|--|-------|--------|--------|
|                     |  | SIZE  | LENGTH | RADIUS |
| 2'-0"               | 1.06 SQ.IN./LIN.FT. #6                           | #4    | 6'-0"  | 38"    |
| 4'-0"               | 0.82 SQ.IN./LIN.FT. #6                           | #4    | 9'-0"  | 38"    |



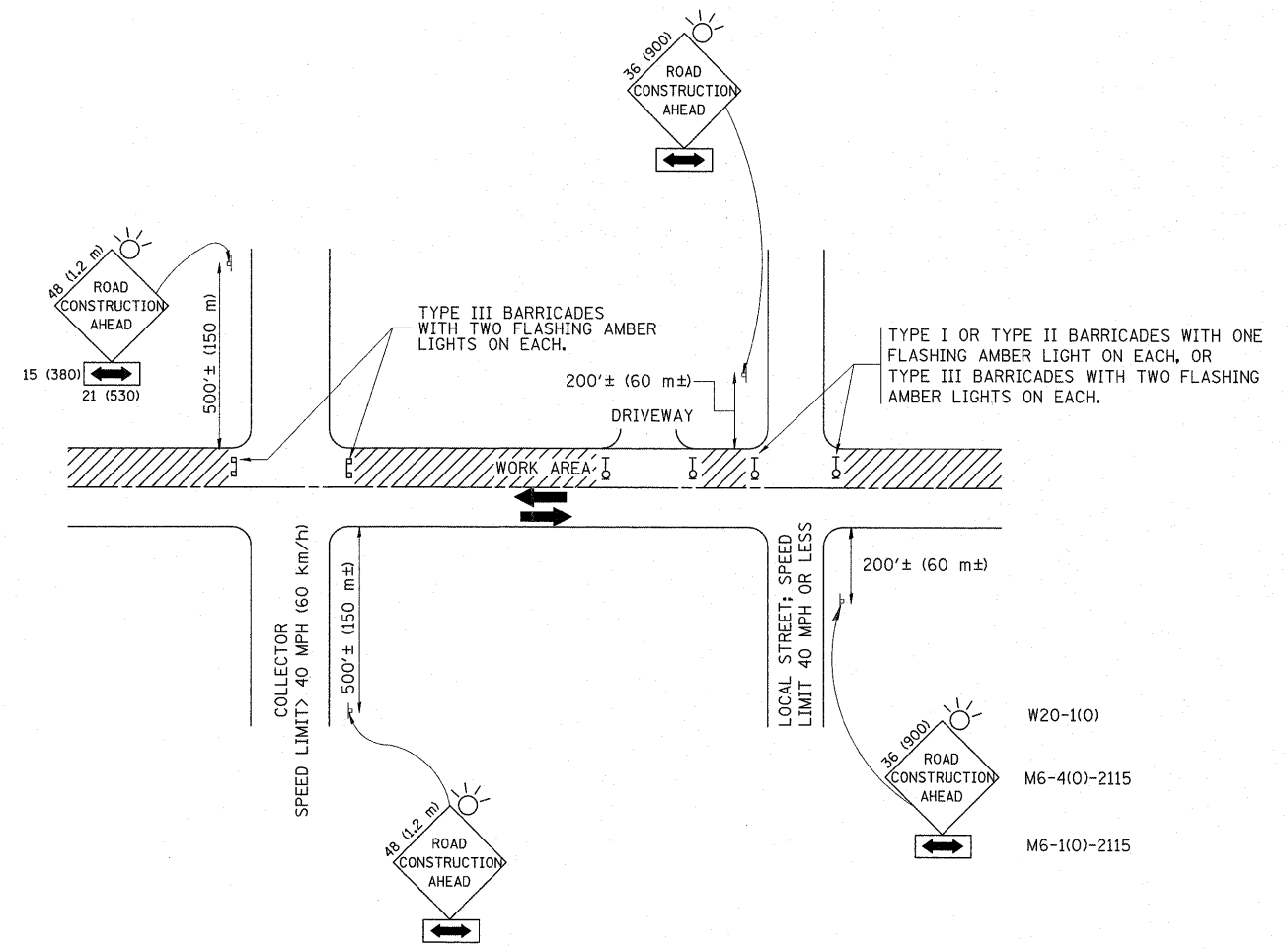
TYPICAL BENCHING DETAIL  
FOR EMBANKMENT

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

|   |                             |                  |           |   |  |                         |      |   |         |                    |                 |              |    |
|---|-----------------------------|------------------|-----------|---|--|-------------------------|------|---|---------|--------------------|-----------------|--------------|----|
| FILE NAME =                             | USER NAME = shurenisb       | DESIGNED -       | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>BENCHING DETAIL<br/>FOR EMBANKMENT WIDENING</b> |                         |      | F.A.P.<br>RTE.                                  | SECTION | COUNTY             | TOTAL<br>SHEETS | SHEET<br>NO. |    |
| es:\pwork\pwidot\shurenisb\0126931\Dist | std.dgn                     | DRAWN - CADD     | REVISED - |   | SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.   | 341     | 62-N-1             | KANE            | 148          | 98 |
|   | PLOT SCALE = 50.0000' / IN. | CHECKED - S.E.B. | REVISED - |   |  |                         |      | <b>BD-51</b>                                    |         | CONTRACT NO. 60K09 |                 |              |    |
|   | PLOT DATE = 5/27/2011       | DATE - 06-16-04  | REVISED - |   |  |                         |      | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |                    |                 |              |    |



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.

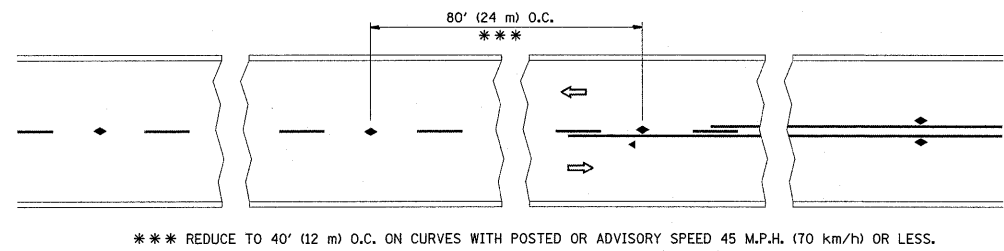
All dimensions are in millimeters (Inches) unless otherwise shown.

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| cr:\pw_work\pwrtd\shiransb\d0126931\Dist | td.dgn                      | DRAWN -        | REVISED - A. HOUSEH 03-06-96    |
|  | PLOT SCALE = 50.0000' / IN. | CHECKED -      | REVISED - A. HOUSEH 10-15-96    |
|  | PLOT DATE = 5/27/2011       | DATE - 06-89   | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

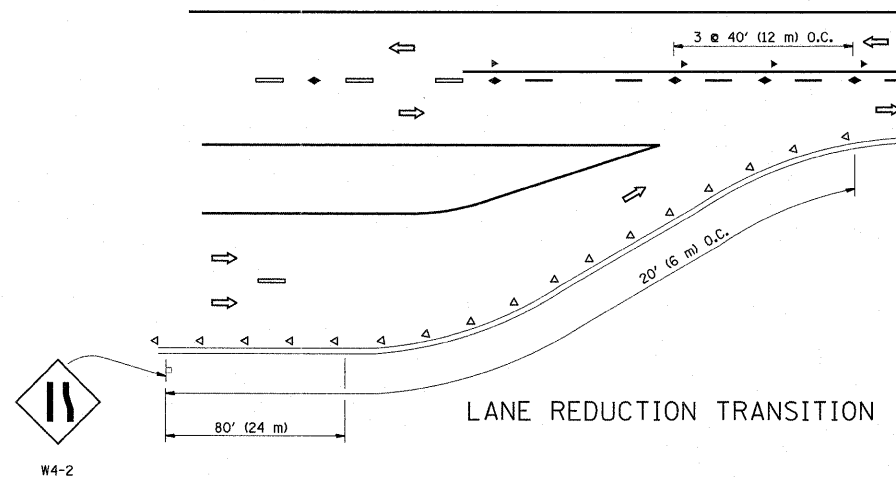
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|--|-------------------------|------|---------|
| TRAFFIC CONTROL AND PROTECTION FOR<br>SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |                         |      |         |
| SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

|   |                   |                |                     |                 |
|---|-------------------|----------------|---------------------|-----------------|
| F.A.P. RTE.<br>341                                  | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>99 |
| TC-10   |                   |                | CONTRACT NO. 60K09  |                 |
| FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT |                   |                |                     |                 |

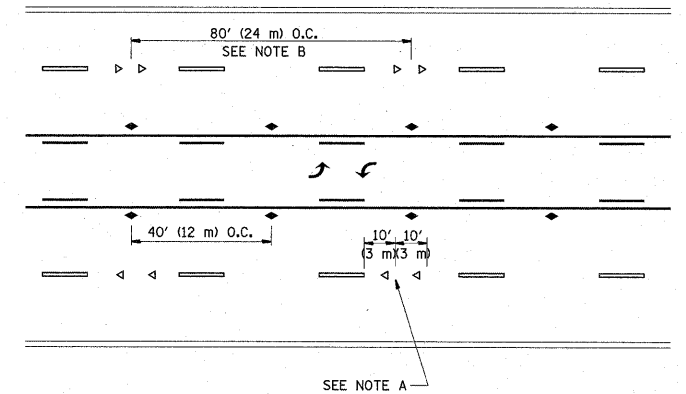


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

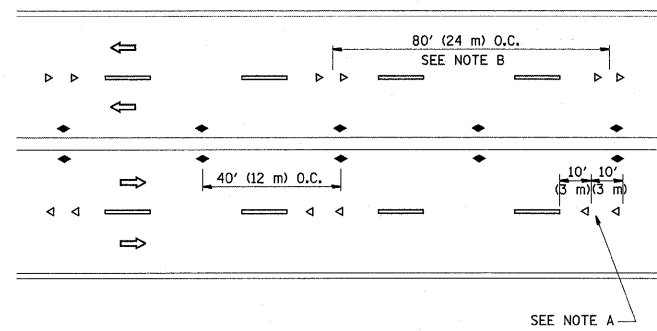
TWO-LANE/TWO-WAY



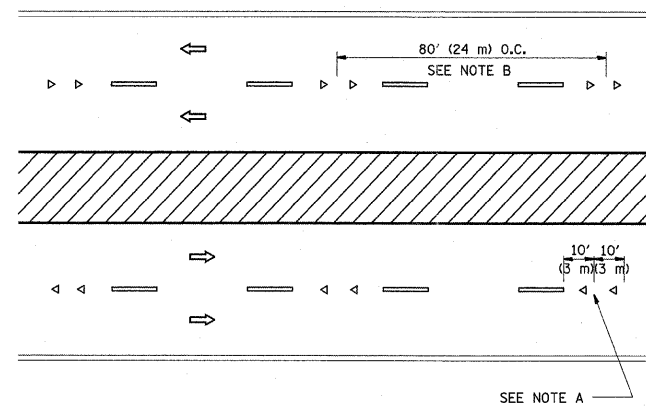
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

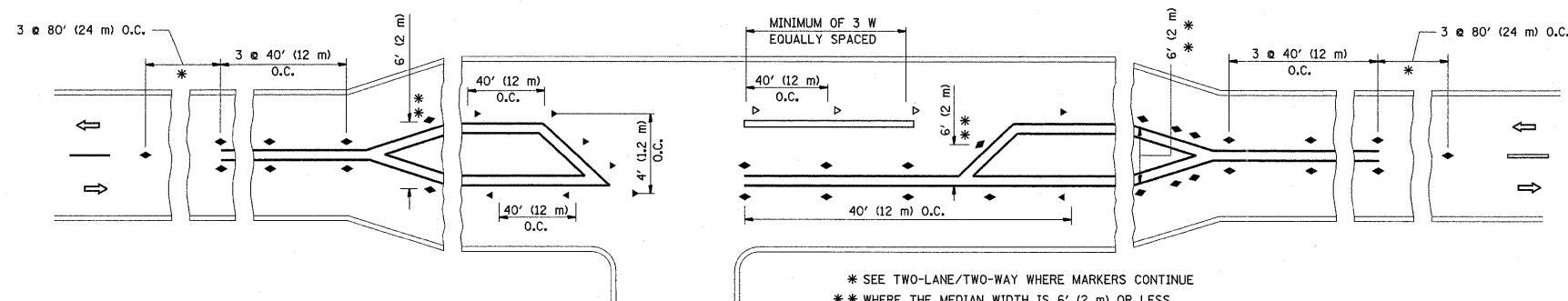
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

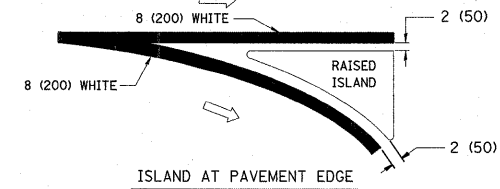
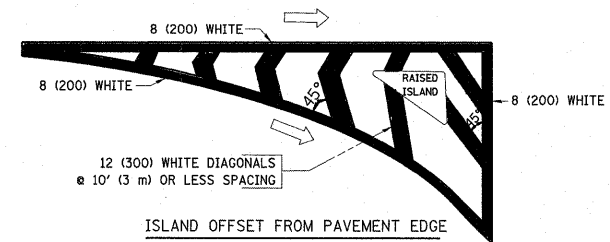
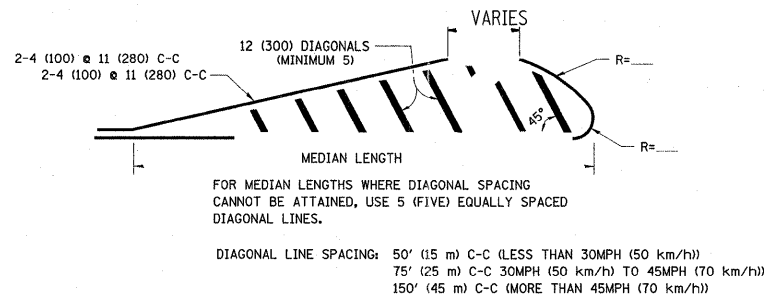
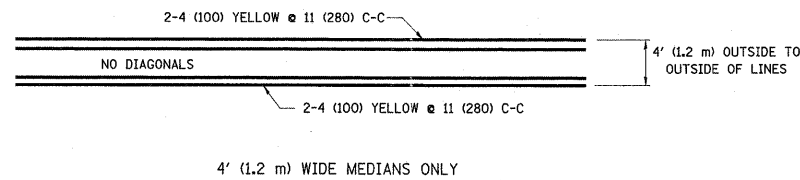
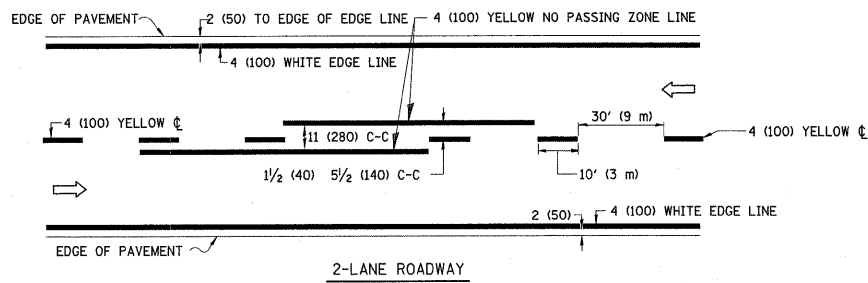


LEFT TURN

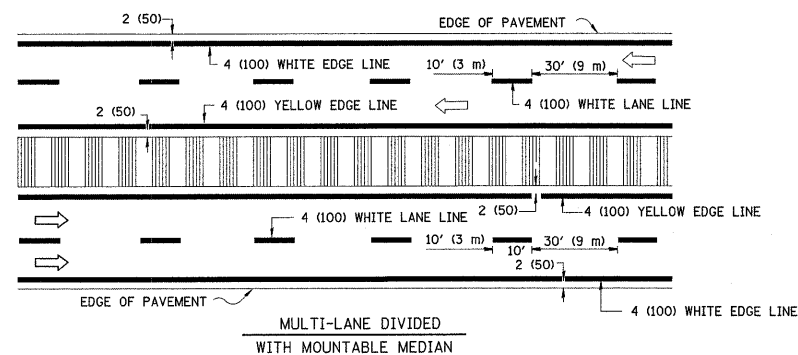
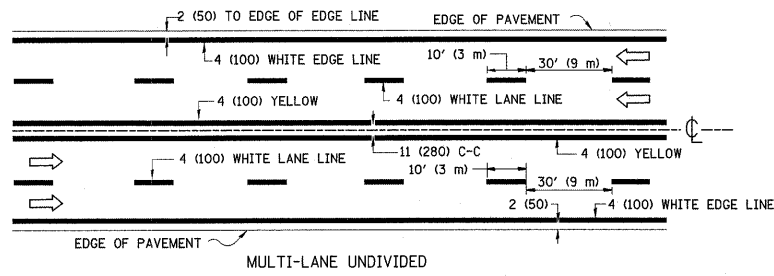
\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

|  |                             |            |                                 |   |  |                         |              |   |         |        |              |           |
|--|-----------------------------|------------|---------------------------------|---|--|-------------------------|--------------|---|---------|--------|--------------|-----------|
| FILE NAME =                                  | USER NAME = shiranisb       | DESIGNED - | REVISED - T. RAMMACHER 09-19-94 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TYPICAL APPLICATIONS<br/>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b> |                         |              | F.A.P. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\shiranisb\0126931\Dist\td.dgn |                             | DRAWN -    | REVISED - T. RAMMACHER 03-12-99 |   | 341  | 62-N-1                  | KANE         | 148   | 100     |        |              |           |
|  | PLOT SCALE = 50.0000" / IN. | CHECKED -  | REVISED - T. RAMMACHER 01-06-00 |   | <b>TC-11</b>   |                         |              | CONTRACT NO. 60K09                              |         |        |              |           |
|  | PLOT DATE = 5/27/2011       | DATE -     | REVISED - C. JUCIUS 09-09-09    |   | SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |              |           |

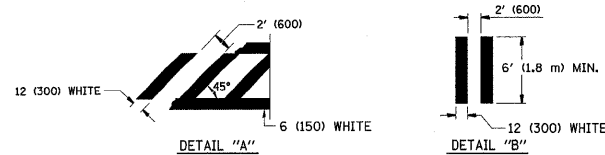
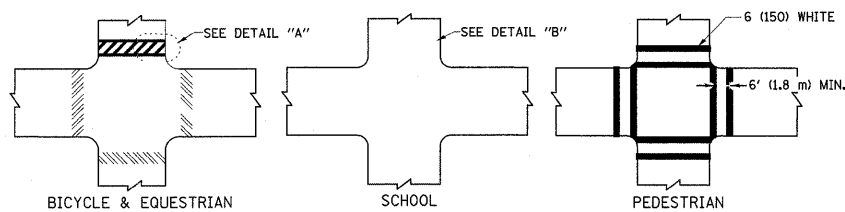


TYPICAL ISLAND MARKING

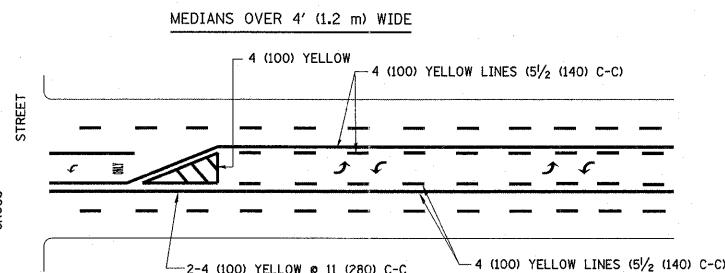


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

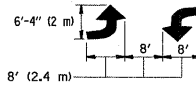
TYPICAL LANE AND EDGE LINE MARKING



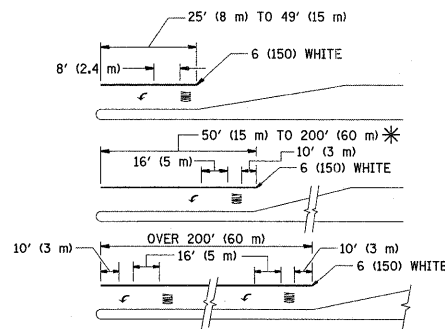
TYPICAL CROSSWALK MARKING



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.



TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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

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

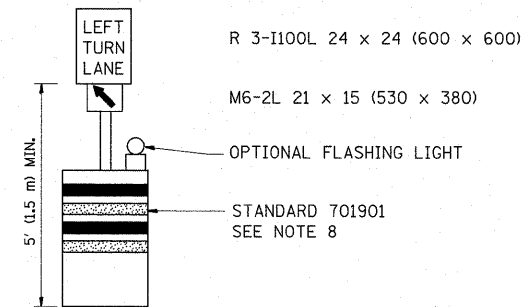
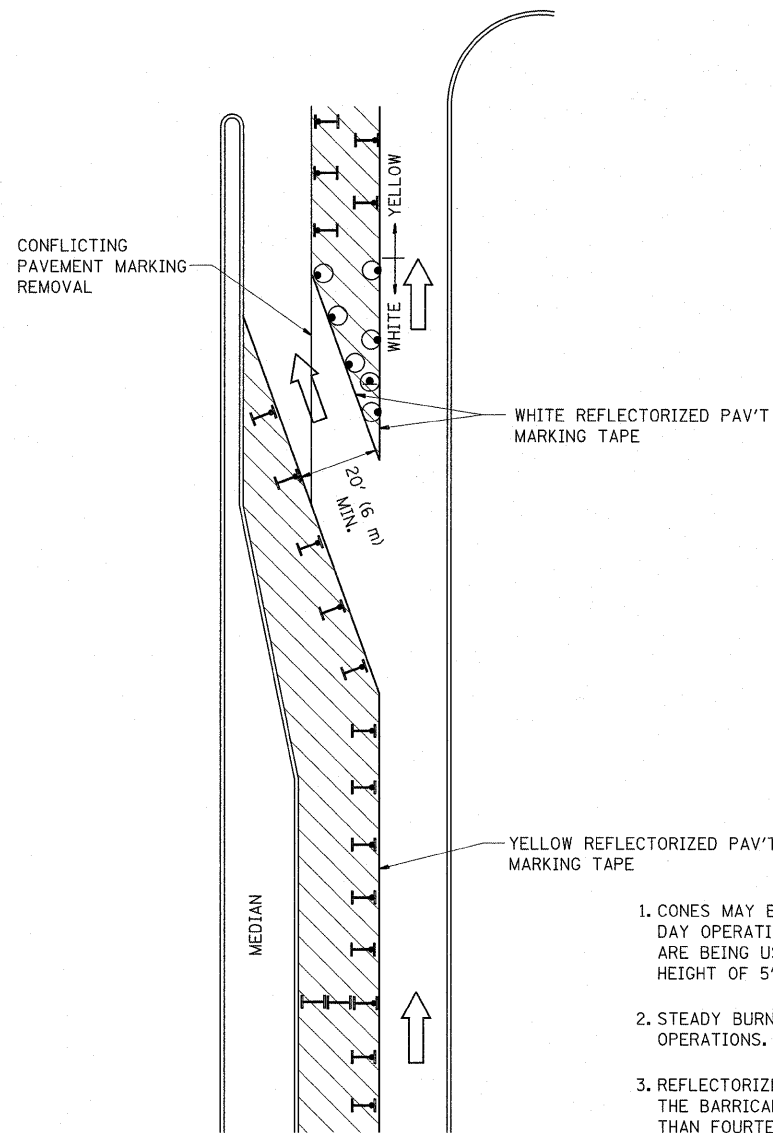
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| PLOT SCALE = 50,000 / IN.                       |                      | CHECKED -        | REVISED -                       |
| PLOT DATE = 5/27/2011                           |                      | DATE - 03-19-90  | REVISED -                       |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

|   |         |                    |              |           |
|---|---------|--------------------|--------------|-----------|
| F.A.P. RTE.                                     | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 341   | 62-N-1  | KANE               | 148          | 101       |
| TC-13   |         | CONTRACT NO. 60K09 |              |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |                    |              |           |

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

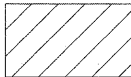







**GENERAL NOTES**

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 dimensions 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

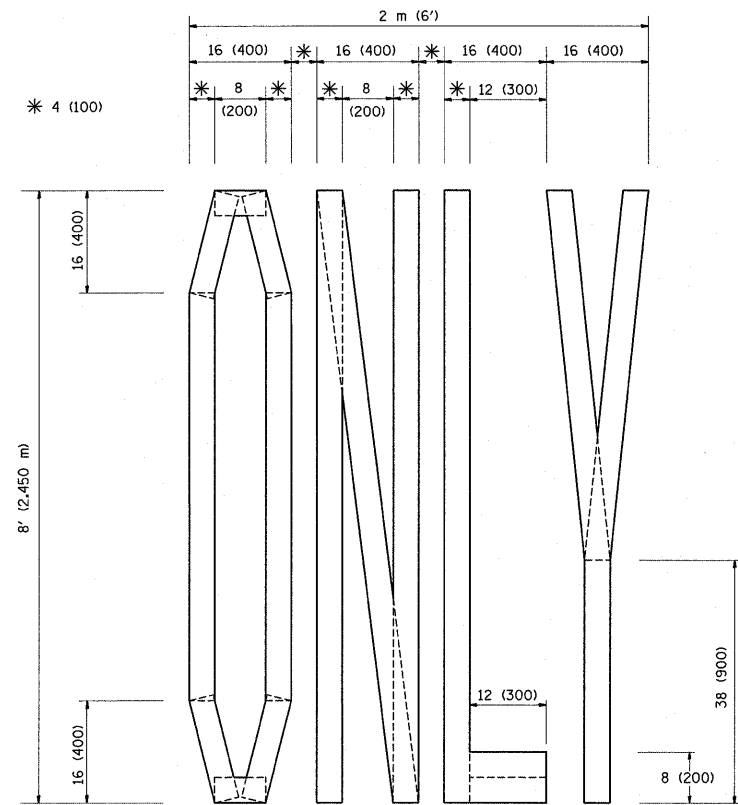
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| ca:\pwork\pwork\shiranisb\0126931\Dis\18.dgn |                       | REVISED - A. HOUSEH 11-07-95   | REVISED -                  |
| PLOT SCALE = 50,0000 "/ IN.                  |                       | REVISED - A. HOUSEH 10-12-96   | REVISED -                  |
| PLOT DATE = 5/27/2011                        |                       | REVISED -T. RAMMACHER 01-06-00 | REVISED -                  |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

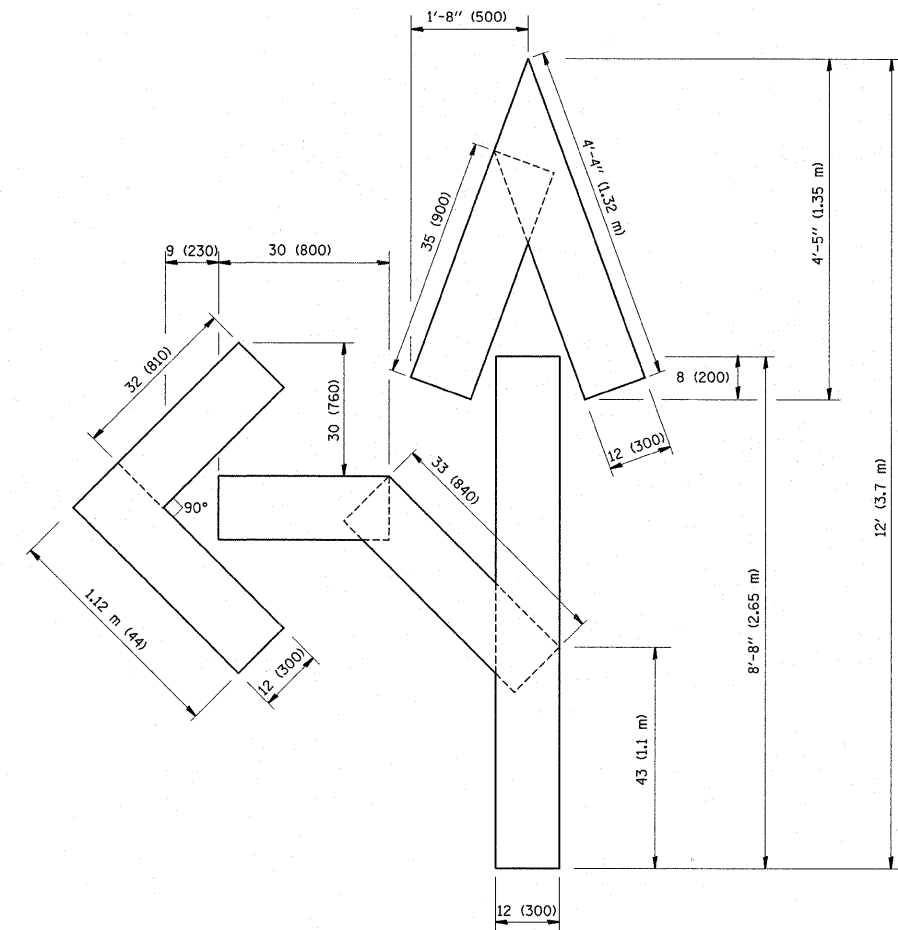
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

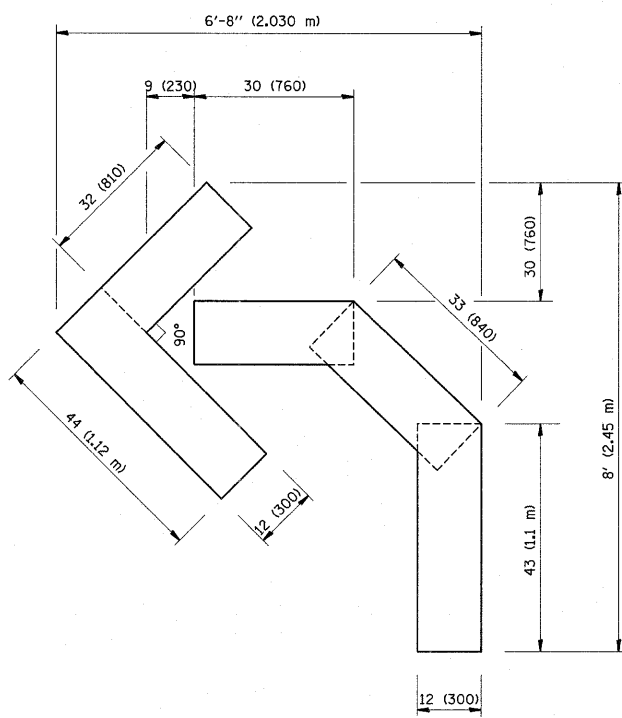
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|---|---------|--------------------|--------------|-----------|
| F.A.P. RTE.                                     | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 341   | 62-N-1  | KANE               | 148          | 102       |
| <b>TC-14</b>                                    |         | CONTRACT NO. 60K09 |              |           |
| 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)



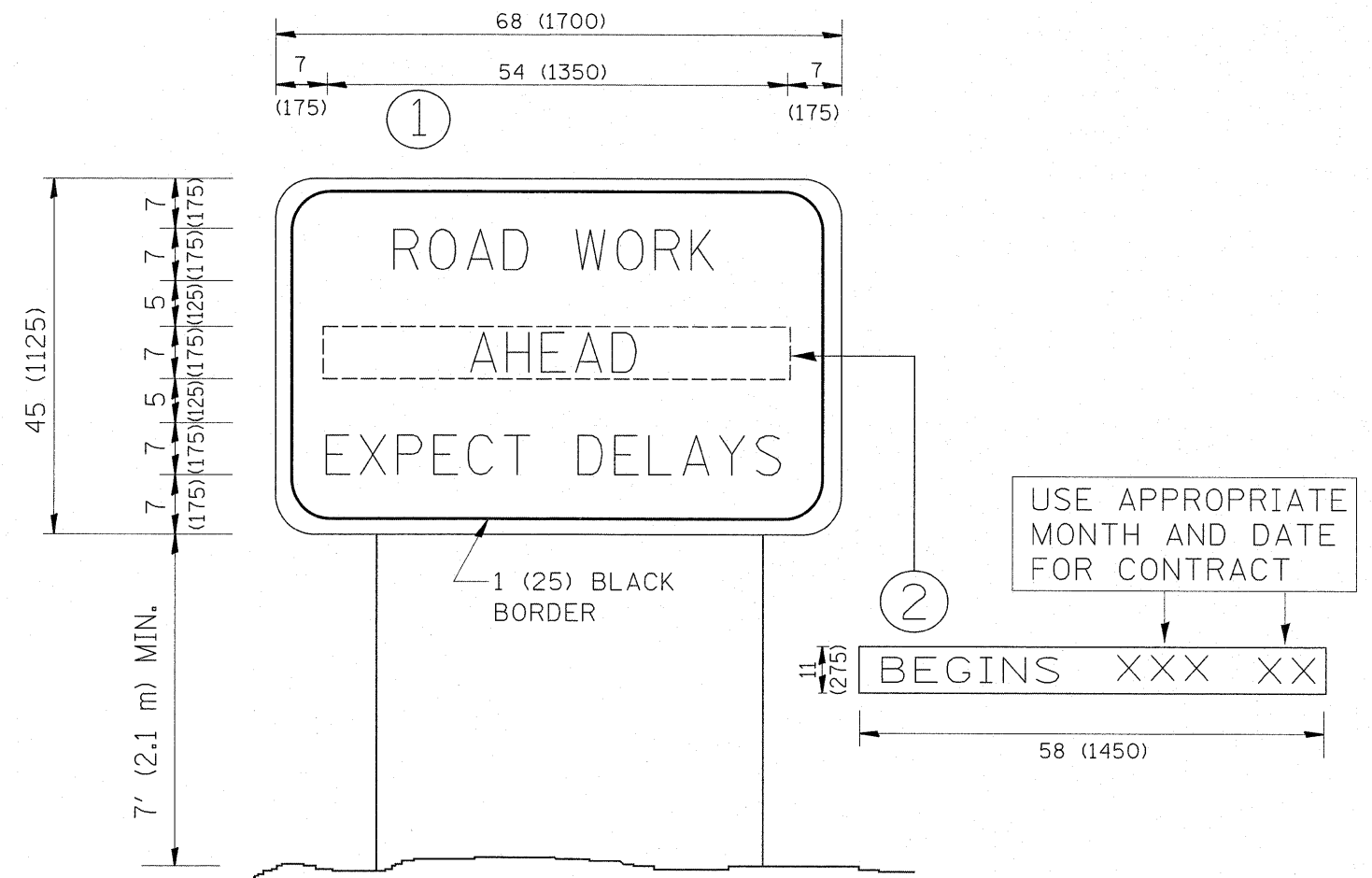
QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



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 =                            | USER NAME = shurenisb       | DESIGNED -      | REVISED - T. RAMMACHER 06-05-96 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PAVEMENT MARKING LETTERS AND SYMBOLS<br/>FOR TRAFFIC STAGING</b> |                         |      | F.A.P. RTE.        | SECTION   | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pw\work\pvd\shurenisb\08126931\01s | Std.dgn                     | DRAWN -         | REVISED - T. RAMMACHER 11-04-97 |   | 341   | 62-N-1                  | KANE | 148                | 103   |        |              |           |
|  | PLOT SCALE = 50.0000 "/ IN. | CHECKED -       | REVISED - T. RAMMACHER 03-02-98 |   | <b>TC-16</b>  |                         |      | CONTRACT NO. 60K09 |   |        |              |           |
|  | PLOT DATE = 5/27/2011       | DATE - 09-18-94 | REVISED - E. GOMEZ 08-28-00     |   | SCALE: NONE   | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.            | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |        |              |           |



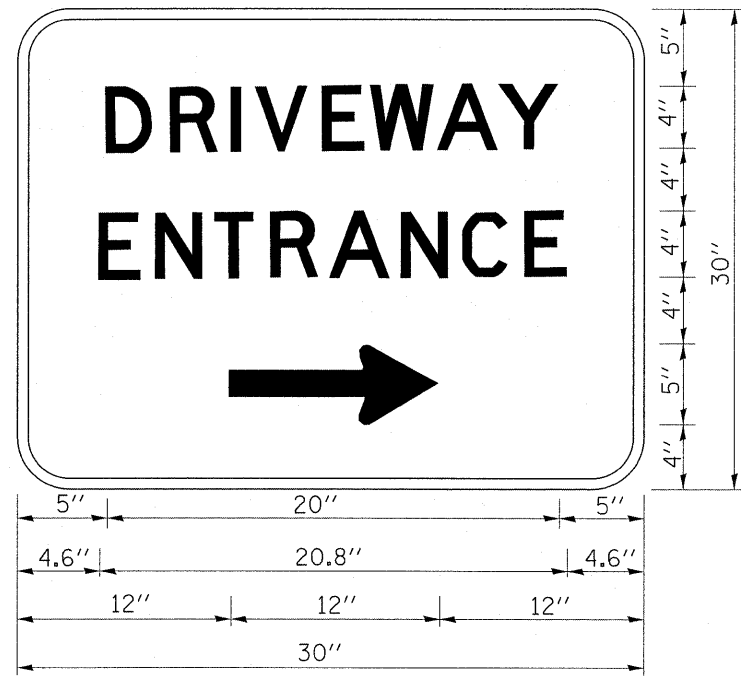
**NOTES:**

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

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

|  |                       |            |                                 |   |   |                         |      |              |         |                    |              |           |     |
|--|-----------------------|------------|---------------------------------|---|---|-------------------------|------|--------------|---------|--------------------|--------------|-----------|-----|
| FILE NAME =                                  | USER NAME = shiranisb | DESIGNED - | REVISED - R. MIRS 09-15-97      | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>ARTERIAL ROAD<br/>INFORMATION SIGN</b>       |                         |      | F.A.P. RTE.  | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |     |
| cs:\pwork\pwidot\shiranisb\d0126931\01st.dgn |                       | DRAWN -    | REVISED - R. MIRS 12-11-97      |   | SCALE: NONE                                     | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.      | 341     | 62-N-1             | KANE         | 148       | 104 |
|  |                       | CHECKED -  | REVISED - T. RAMMACHER 02-02-99 |   |   |                         |      | <b>TC-22</b> |         | CONTRACT NO. 60K09 |              |           |     |
|  |                       | DATE -     | REVISED - C. JUCIUS 01-31-07    |   | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                         |      |              |         |                    |              |           |     |





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

**NOTES:**

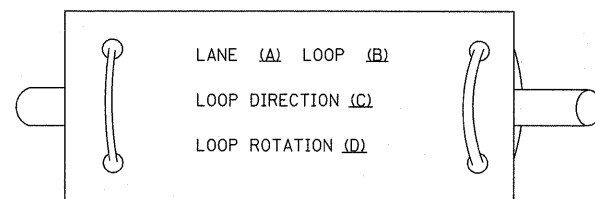
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE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

|   |                       |            |                              |   |                                  |                         |              |   |         |        |                 |              |
|---|-----------------------|------------|------------------------------|---|----------------------------------|-------------------------|--------------|---|---------|--------|-----------------|--------------|
| FILE NAME =                               | USER NAME = poetechal | DESIGNED - | REVISED - C. JUCIUS 02-15-07 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DRIVEWAY ENTRANCE SIGNING</b> |                         |              | F.A.P.<br>RTE.                                  | SECTION | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
| ct:\pw_work\pwwork\poetechal\d0126931\Dis | Std.dgn               | DRAWN -    | REVISED -                    |   |                                  |                         |              | 341   | 62-N-1  | KANE   | 148             | 105          |
| PLOT SCALE = 50.0000' / 1in.              | CHECKED -             | REVISED -  | REVISED -                    |   | <b>TC-26</b>                     |                         |              | CONTRACT NO. 60K09                              |         |        |                 |              |
| PLOT DATE = 6/23/2011                     | DATE -                | REVISED -  | REVISED -                    |   | SCALE: NONE                      | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |                 |              |

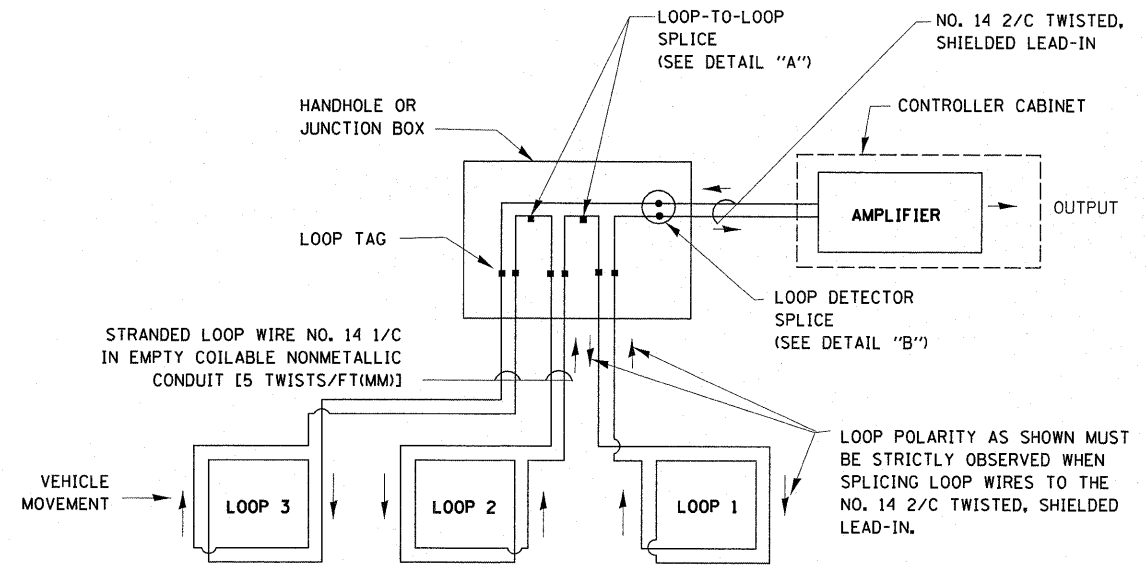
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

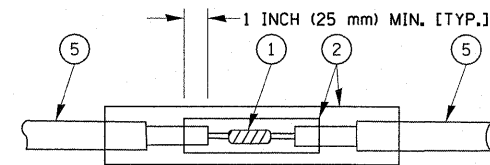


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

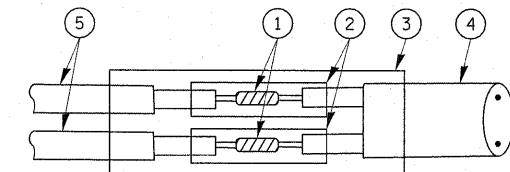


**DETECTOR LOOP WIRING SCHEMATIC**

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

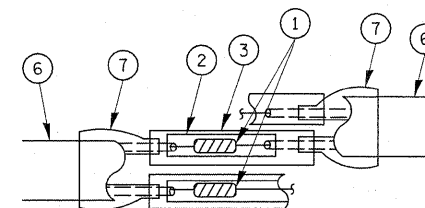


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

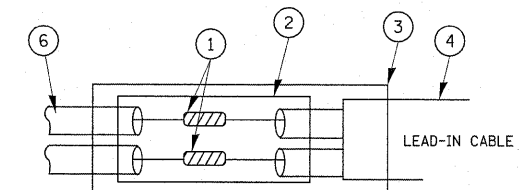


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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



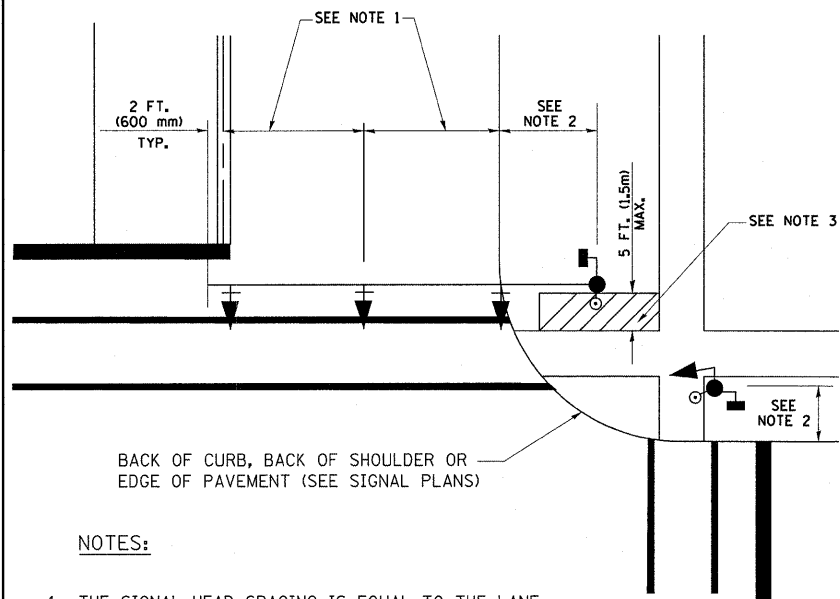
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

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

**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.

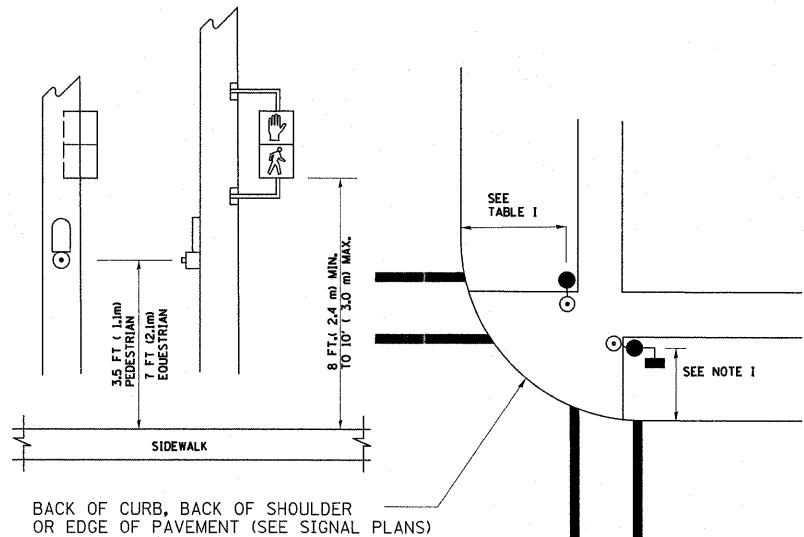


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

**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**

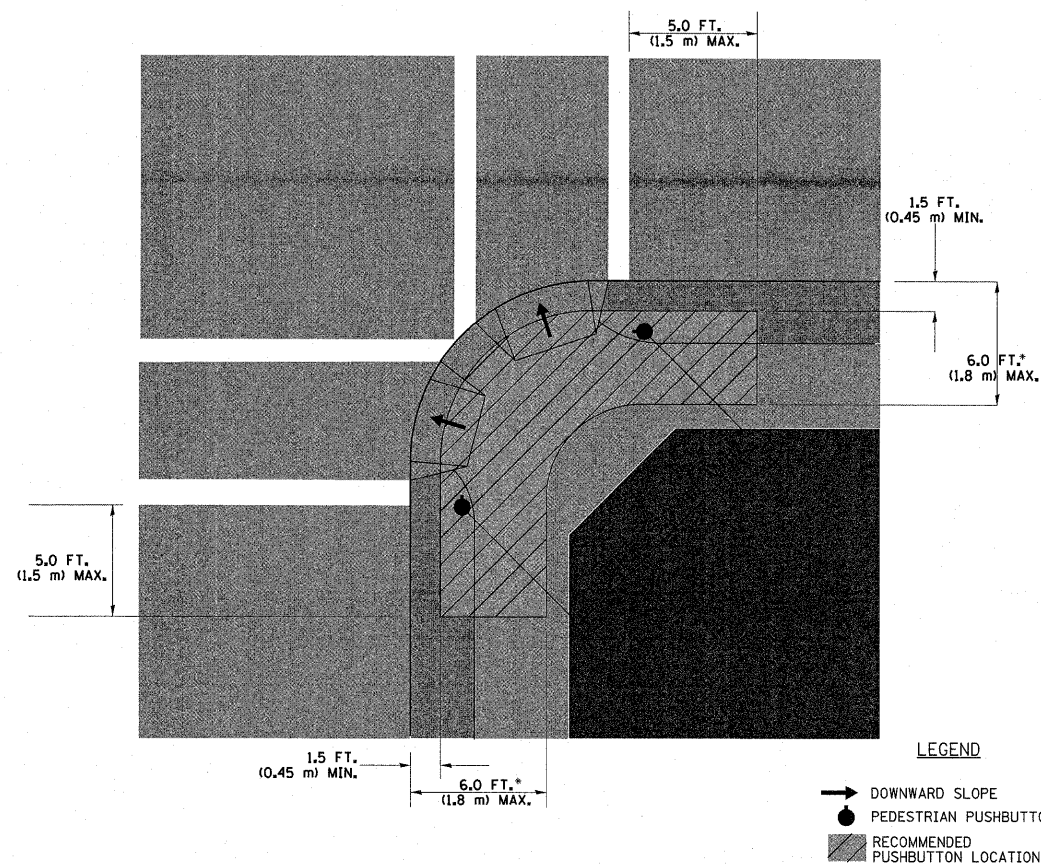


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

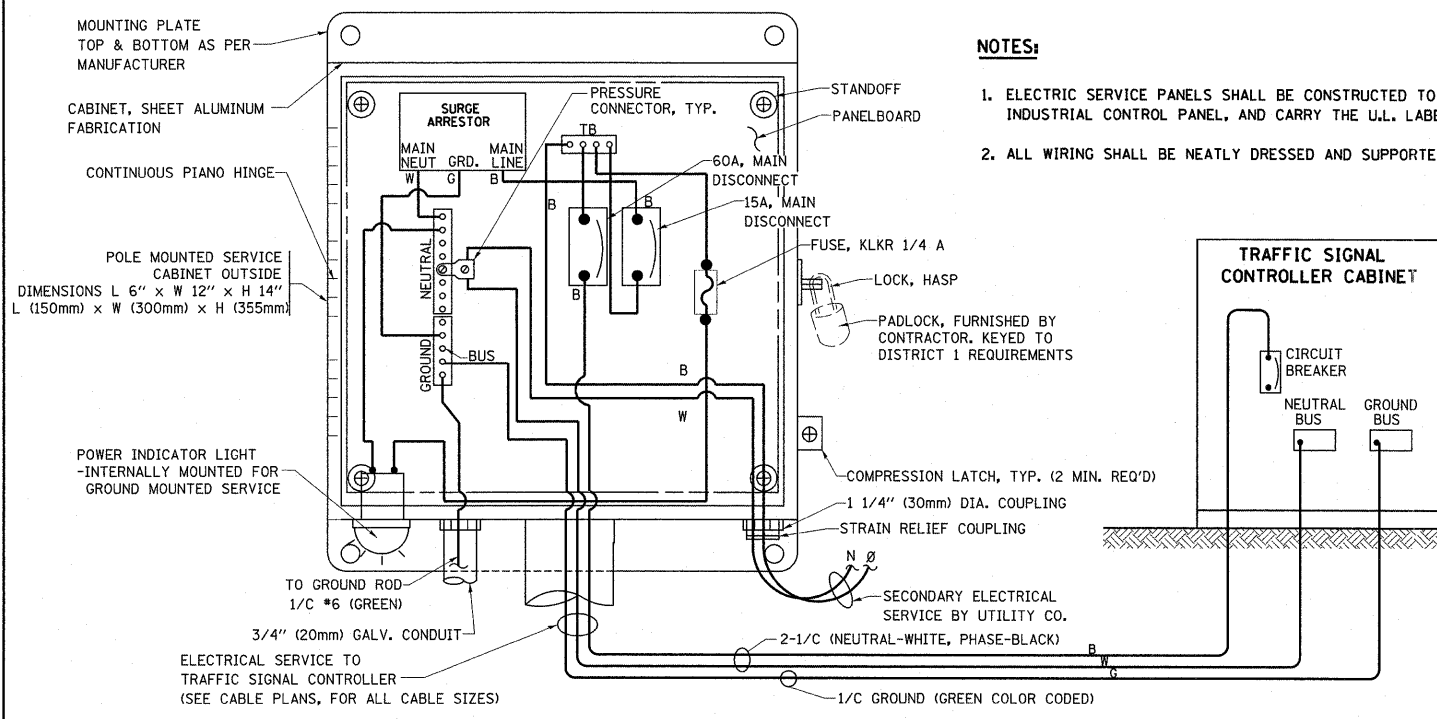
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

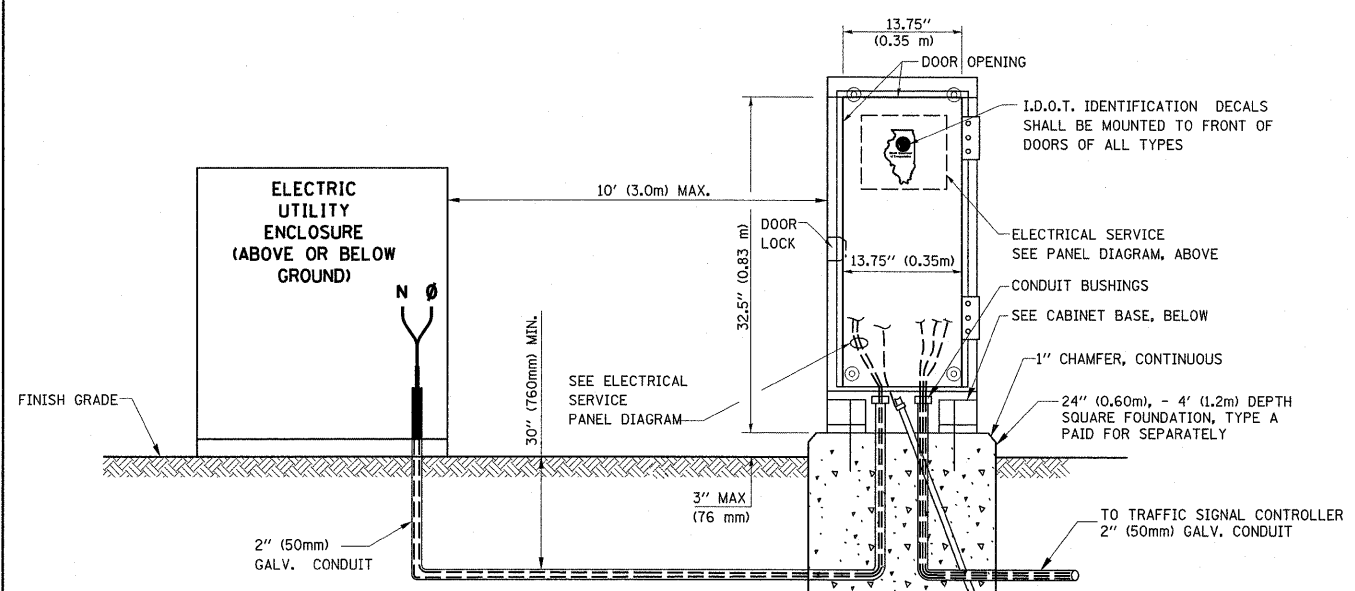
| TRAFFIC SIGNAL EQUIPMENT           | COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION) | SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION) |
|------------------------------------|---|---|
| TRAFFIC SIGNAL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

**NOTES:**

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

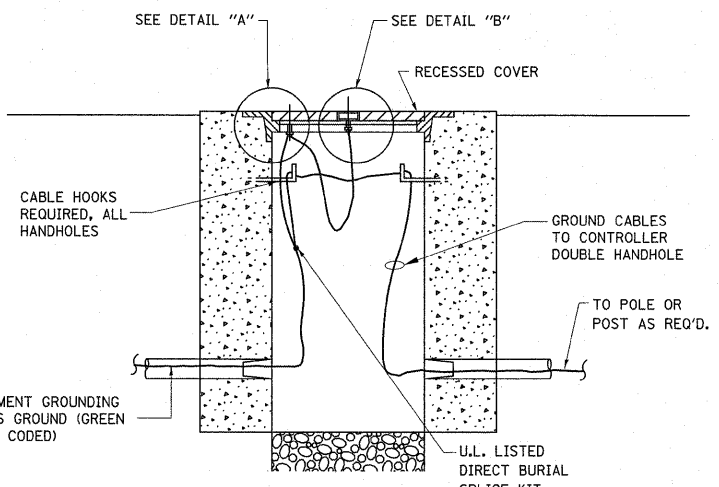
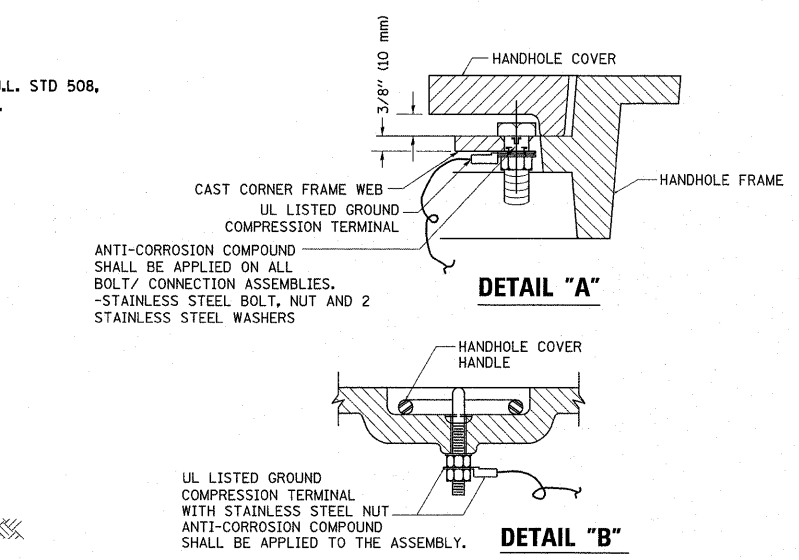
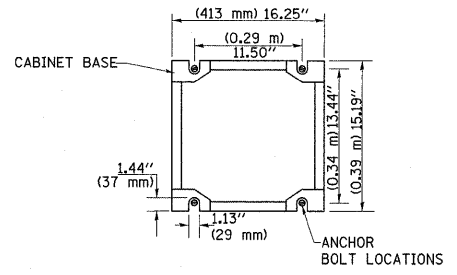


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

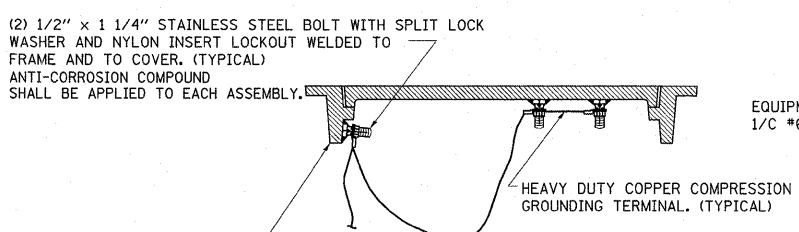


**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

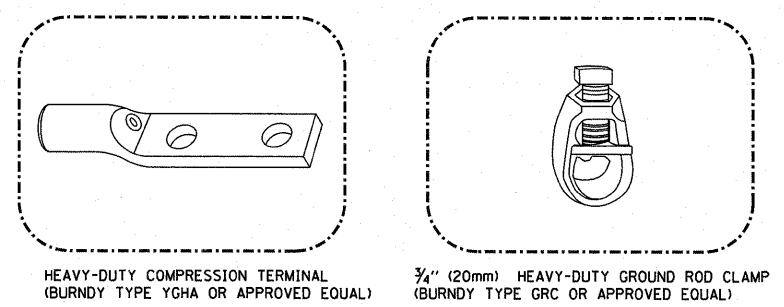
**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



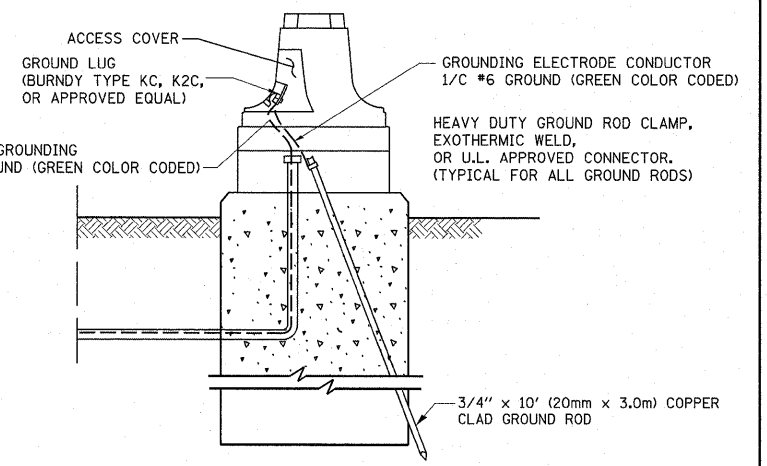
**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)



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

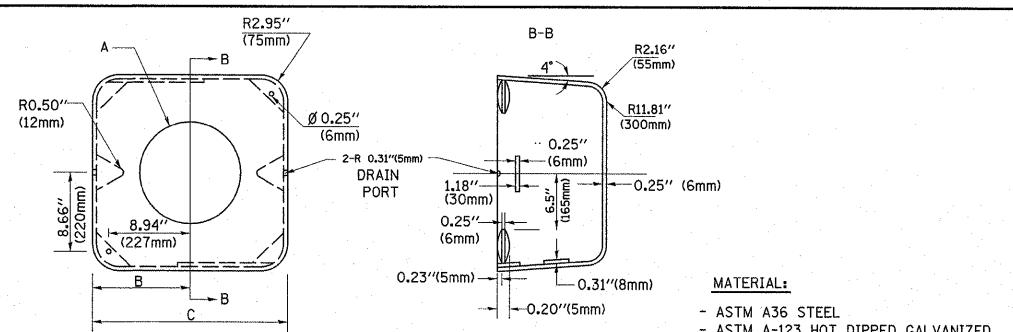
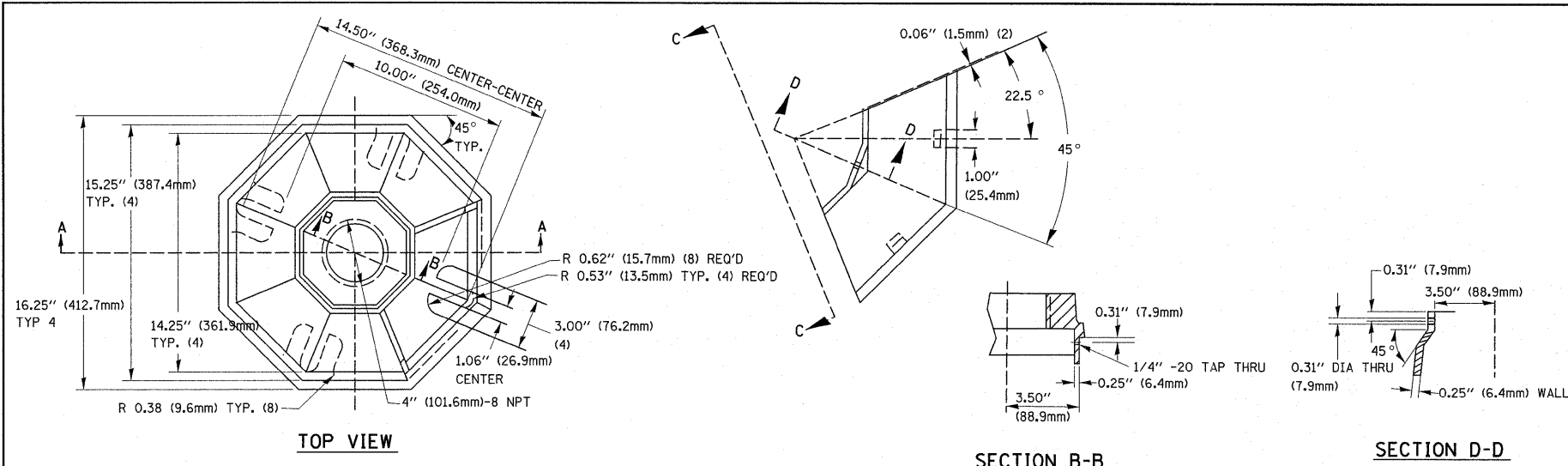


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  - 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  - 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  - 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME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



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

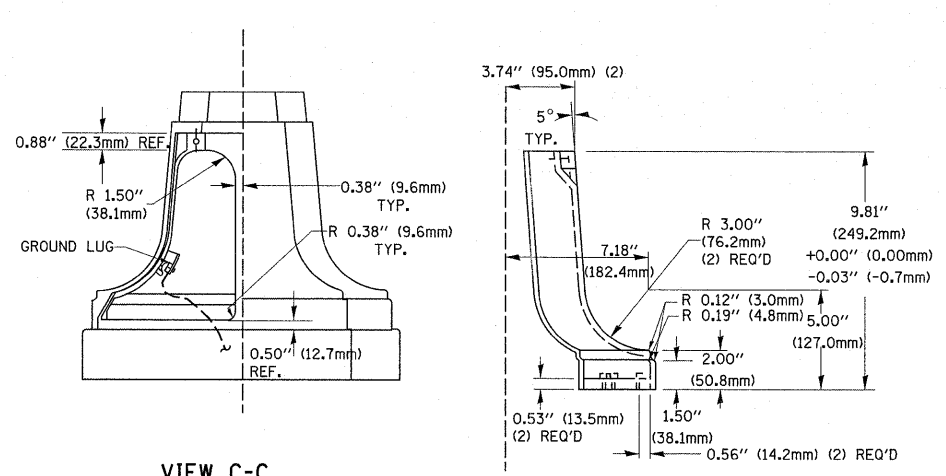
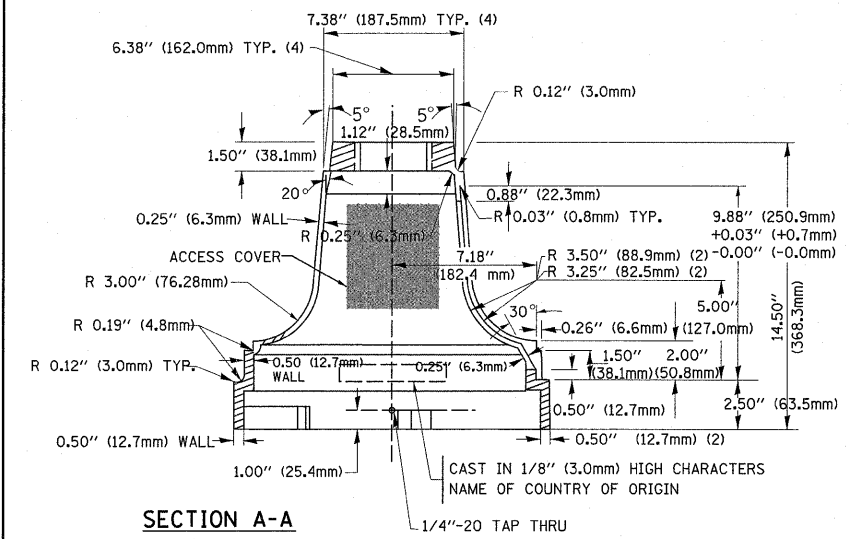
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED 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.



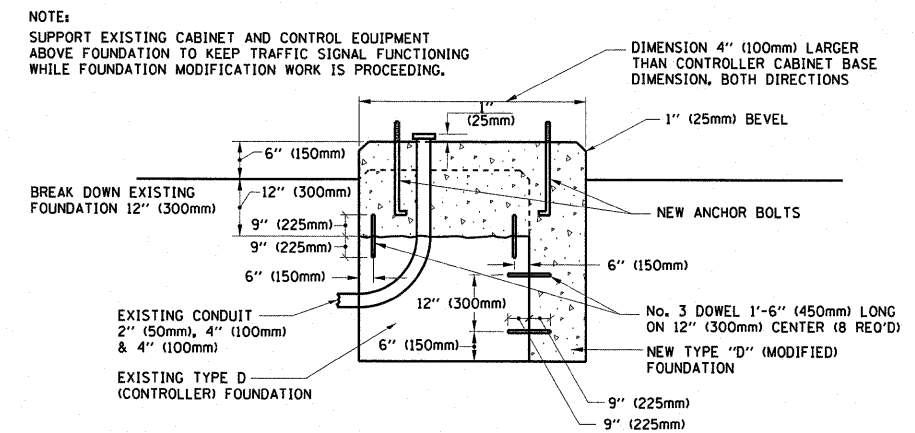
| A         | B              | C             | HEIGHT                   | WEIGHT          |
|-----------|----------------|---------------|--------------------------|-----------------|
| VARIABLES | 9.5\"(241mm)   | 19\"(483mm)   | 7\"(178mm) - 12\"(300mm) | 53 lbs (24kg)   |
| VARIABLES | 10.75\"(273mm)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

**SHROUD**

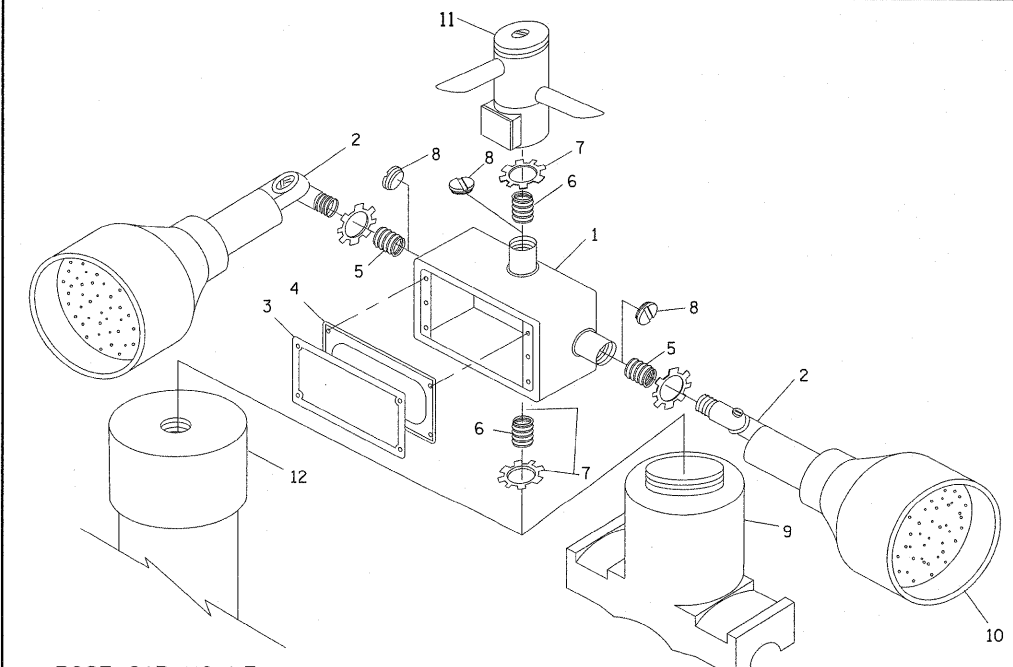
- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**

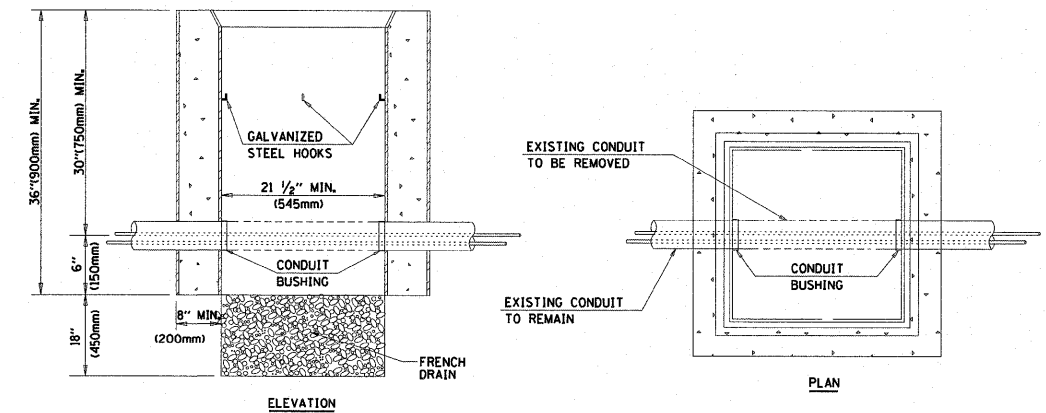


**MODIFY EXISTING TYPE "D" FOUNDATION**



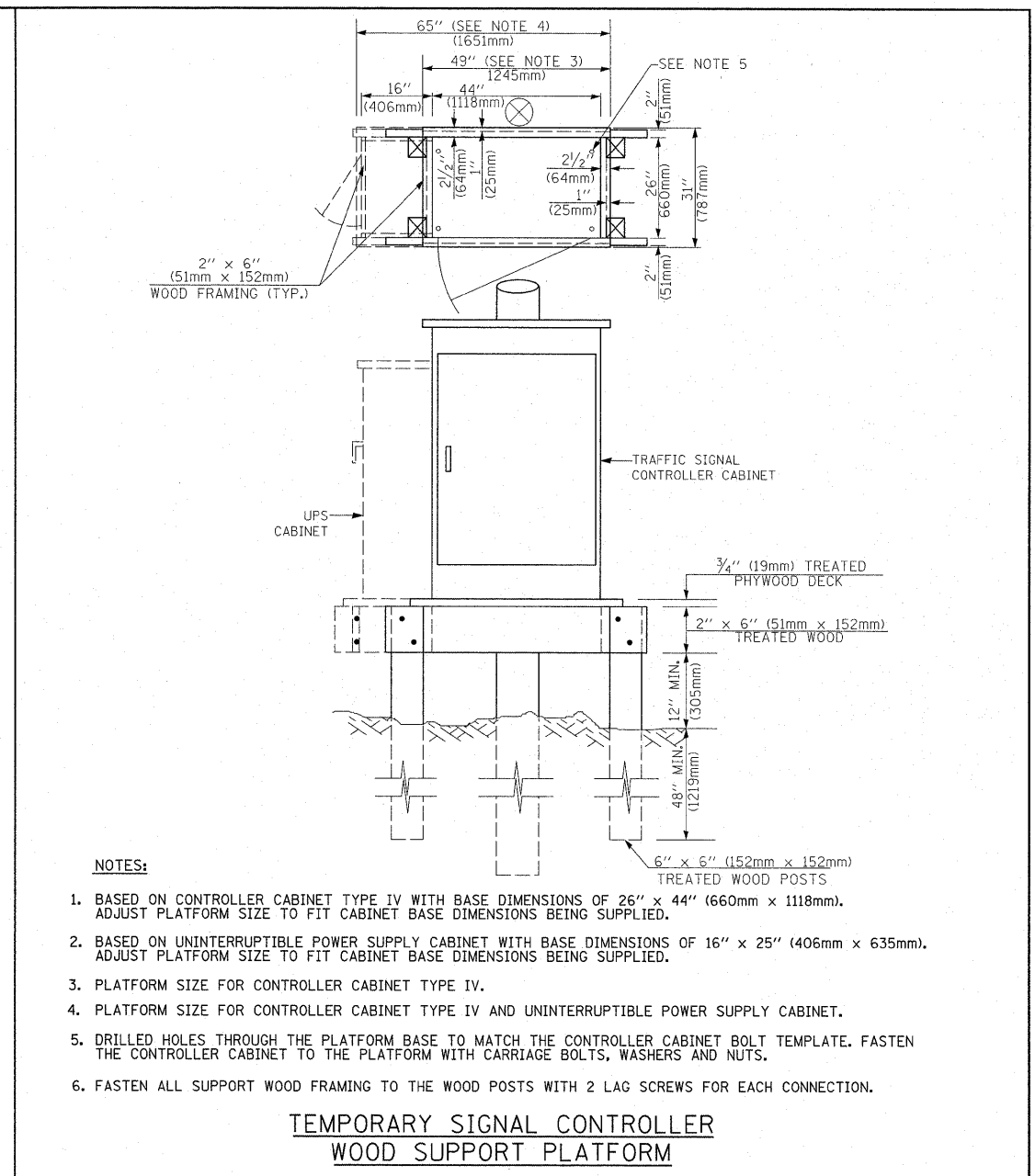
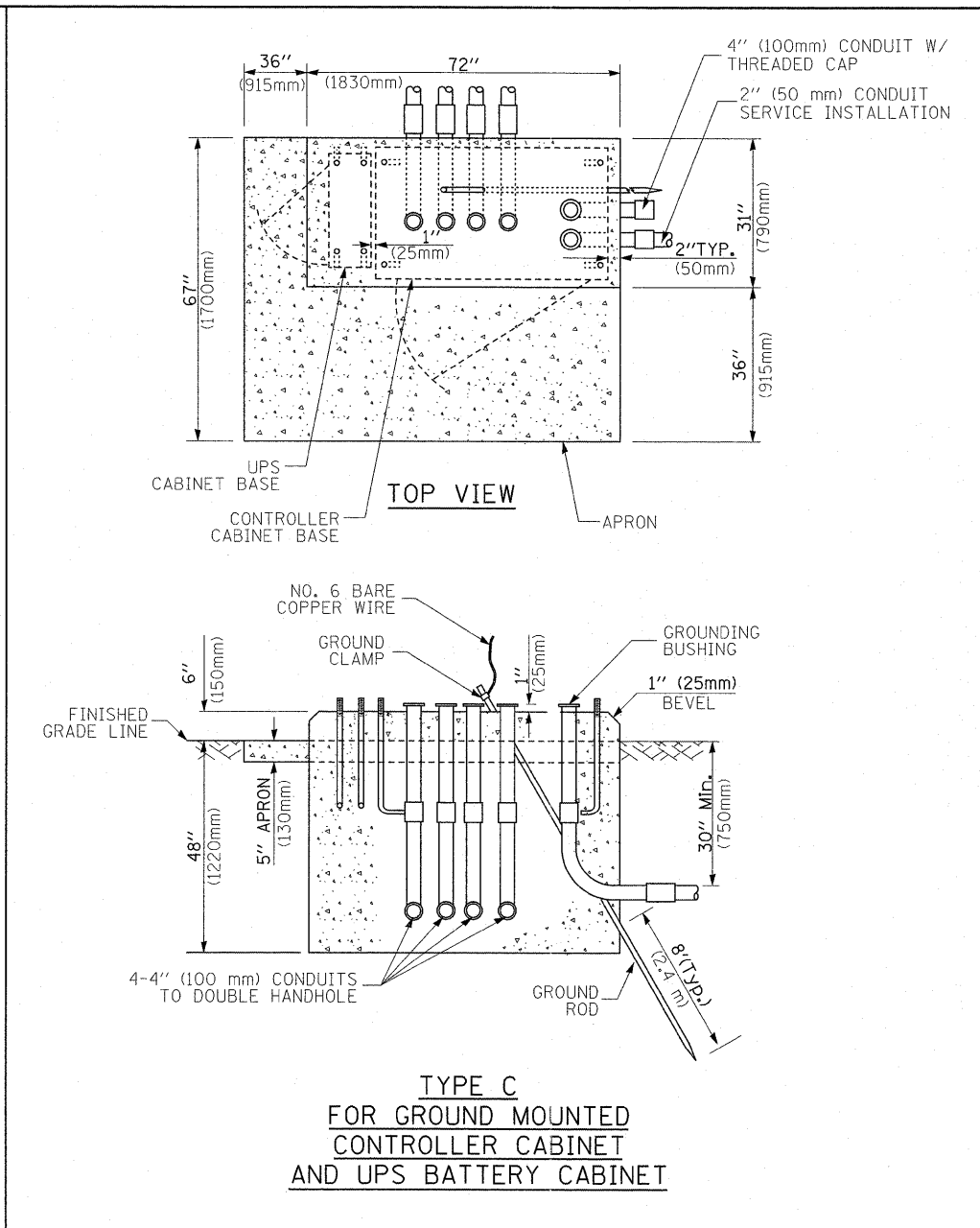
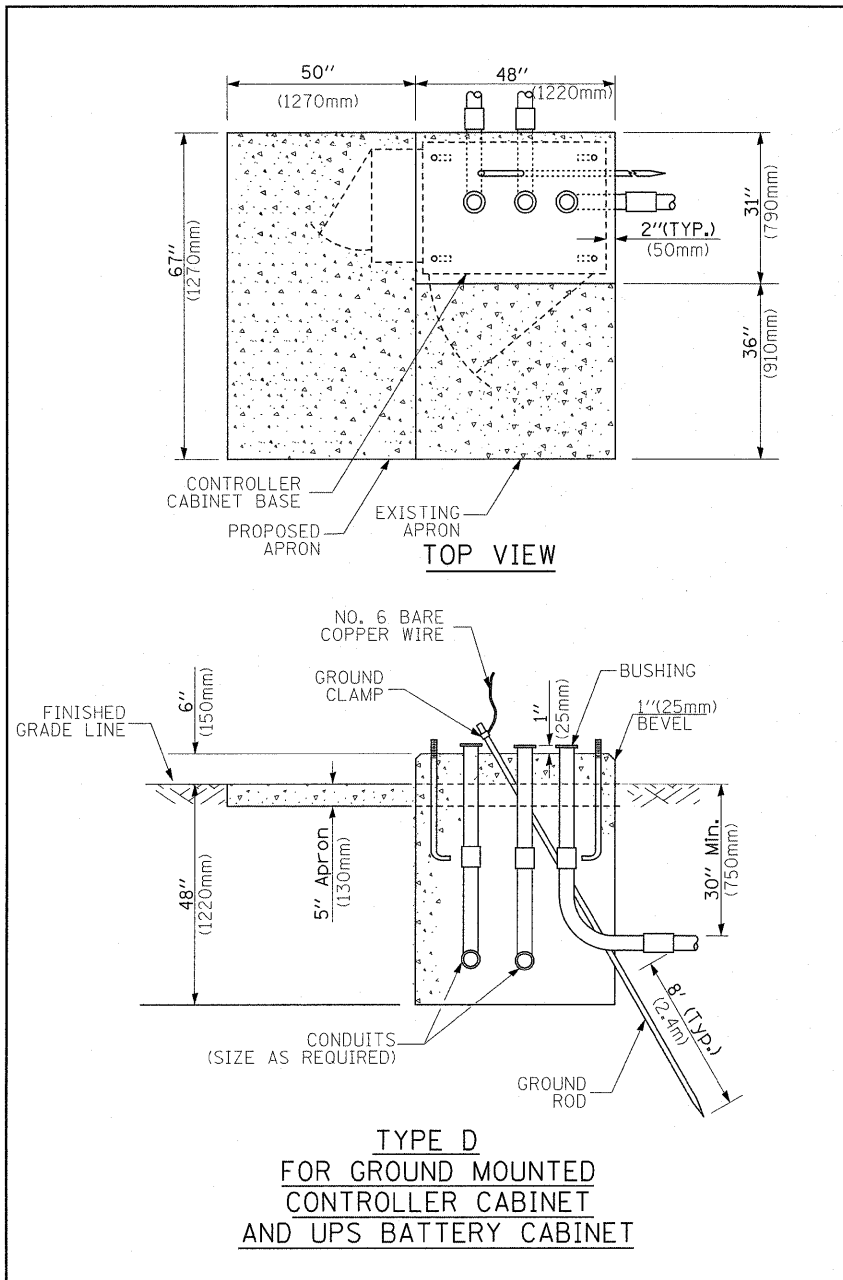
| ITEM NO. | IDENTIFICATION                              |
|----------|---|
| 1        | OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) |
| 2        | LAMP HOLDER AND COVER                       |
| 3        | OUTLET BOX COVER                            |
| 4        | RUBBER COVER GASKET               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

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



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

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**



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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

| Mast Arm Length  | Foundation Depth | Foundation Diameter | Spiral Diameter | Quantity of Rebars | Size of Rebars |
|--|------------------|---------------------|-----------------|--------------------|----------------|
| Less than 30' (9.1 m)  | 10'-0" (3.0 m)   | 30" (750mm)         | 24" (600mm)     | 8                  | 6(19)          |
| Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)  | 13'-6" (4.1 m)   | 30" (750mm)         | 24" (600mm)     | 8                  | 6(19)          |
|  | 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)          |
| 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)          |
| Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)     | 25'-0" (7.6 m)   | 42" (1060mm)        | 36" (900mm)     | 16                 | 8(25)          |

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

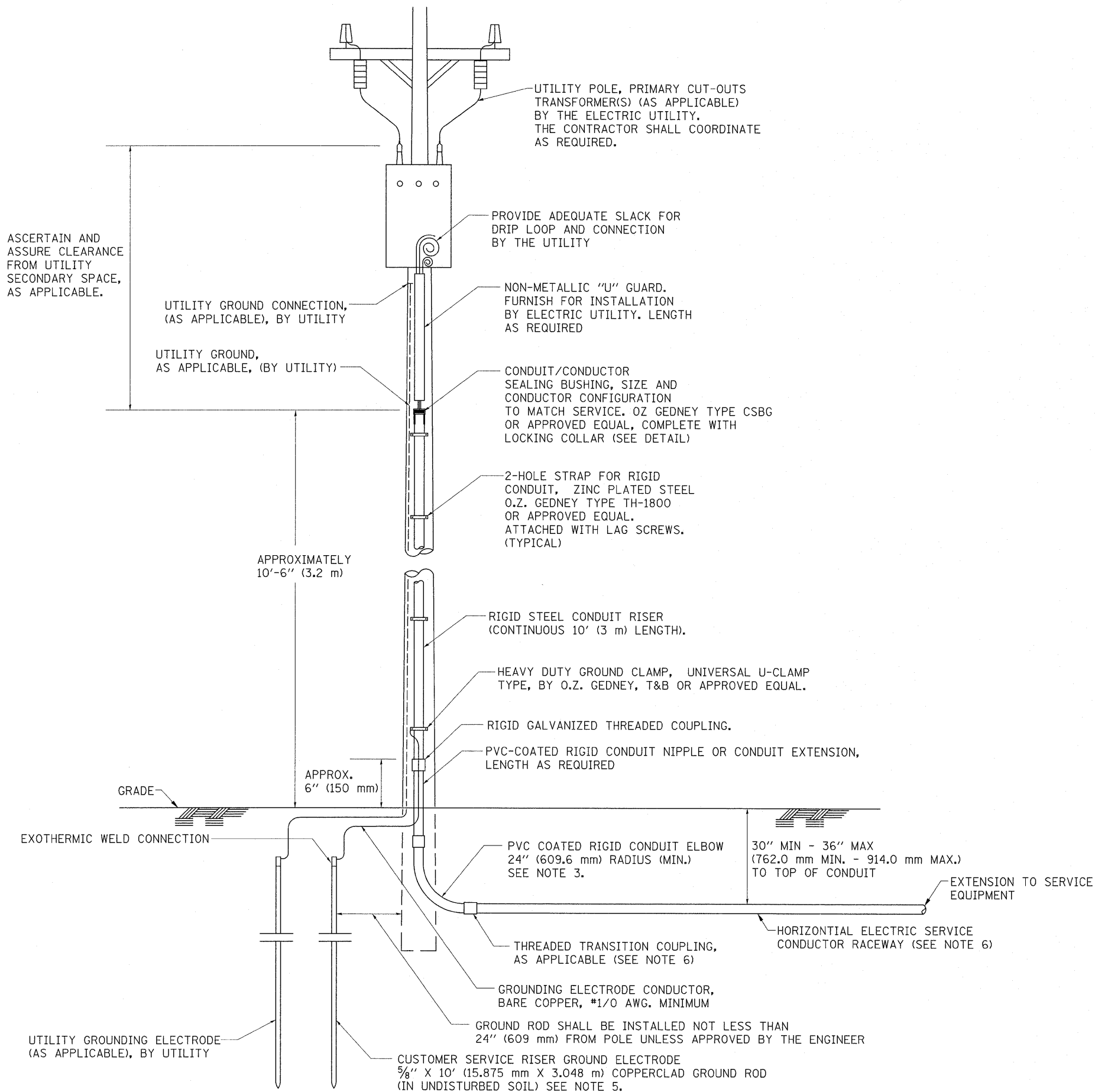
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# 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  |         |          |          | <b>RAILROAD SYMBOLS</b>  |         |          |          |
| ILLUMINATED SIGN "NO LEFT TURN"   |         |          |          | RADIO INTERCONNECT  |         |          |          | RAILROAD CONTROL CABINET   |         |          |          |
| 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   |         |          |          |   |         |          |          |  |         |          |          |





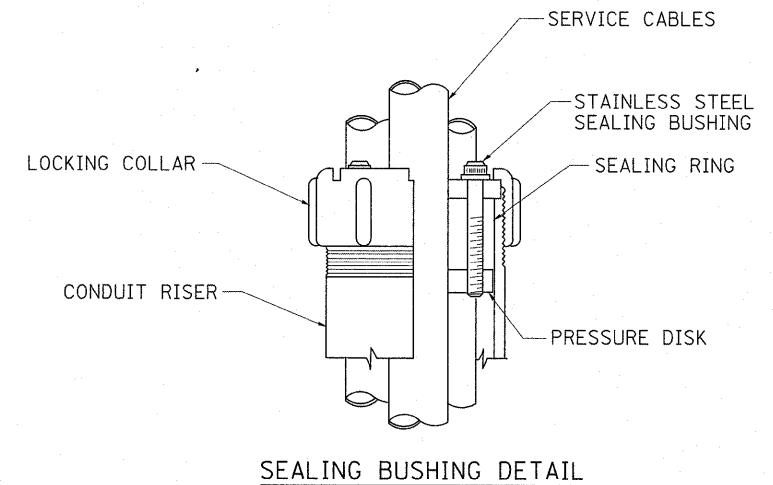


**APPLICATION**

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

**NOTES**

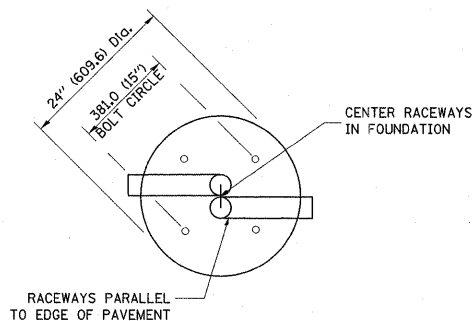
- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED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



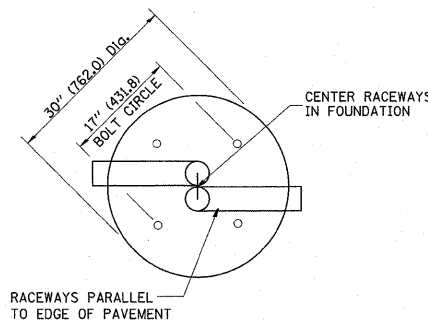
|   |                      |               |                    |   |  |                         |              |   |                    |        |              |           |
|---|----------------------|---------------|--------------------|---|--|-------------------------|--------------|---|--------------------|--------|--------------|-----------|
| FILE NAME =                                 | USER NAME = shironsb | DESIGNED -    | REVISED - 03-03-06 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>ELECTRIC SERVICE INSTALLATION<br/>AERIAL, REMOTE DISCONNECT</b> |                         |              | F.A.P. RTE.                                     | SECTION            | COUNTY | TOTAL SHEETS | SHEET NO. |
| of\pwork\pwork\shironsb\0126931\0126931.dgn |                      | DRAWN -       | REVISED -          |   | 341  | 62-N-1                  | KANE         | 148   | 113                |        |              |           |
| PLOT SCALE = 50.0000" / IN.                 |                      | CHECKED - MEA | REVISED -          |   | <b>BE-220</b>  |                         |              |   | CONTRACT NO. 60K09 |        |              |           |
| PLOT DATE = 5/27/2011                       |                      | DATE -        | REVISED -          |   | SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                    |        |              |           |

**LIGHT POLE FOUNDATION DEPTH TABLE**  
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

| SOIL CONDITIONS                     | DESIGN DEPTH "D" OF FOUNDATION |                    |
|-------------------------------------|--------------------------------|--------------------|
|                                     | SINGLE ARM POLE                | TWIN ARM POLE      |
| SOFT CLAY<br>Qu = 0.375 TON/SQ. FT. | 13'-0"<br>(3.96 m)             | 15'-0"<br>(4.57 m) |
| MEDIUM CLAY<br>Qu = 0.75 TON/SQ.FT  | 9'-6"<br>(2.93 m)              | 10'-9"<br>(3.23 m) |
| STIFF CLAY<br>Qu = 1.50 TON/SQ. FT. | 7'-0"<br>(2.13 m)              | 8'-0"<br>(2.44 m)  |
| LOOSE SAND<br>φ = 34°               | 9'-0"<br>(2.74 m)              | 10'-0"<br>(3.05 m) |
| MEDIUM SAND<br>φ = 37.5°            | 8'-3"<br>(2.52 m)              | 9'-0"<br>(2.74 m)  |
| DENSE SAND<br>φ = 40°               | 7'-9"<br>(2.36 m)              | 9'-0"<br>(2.74 m)  |



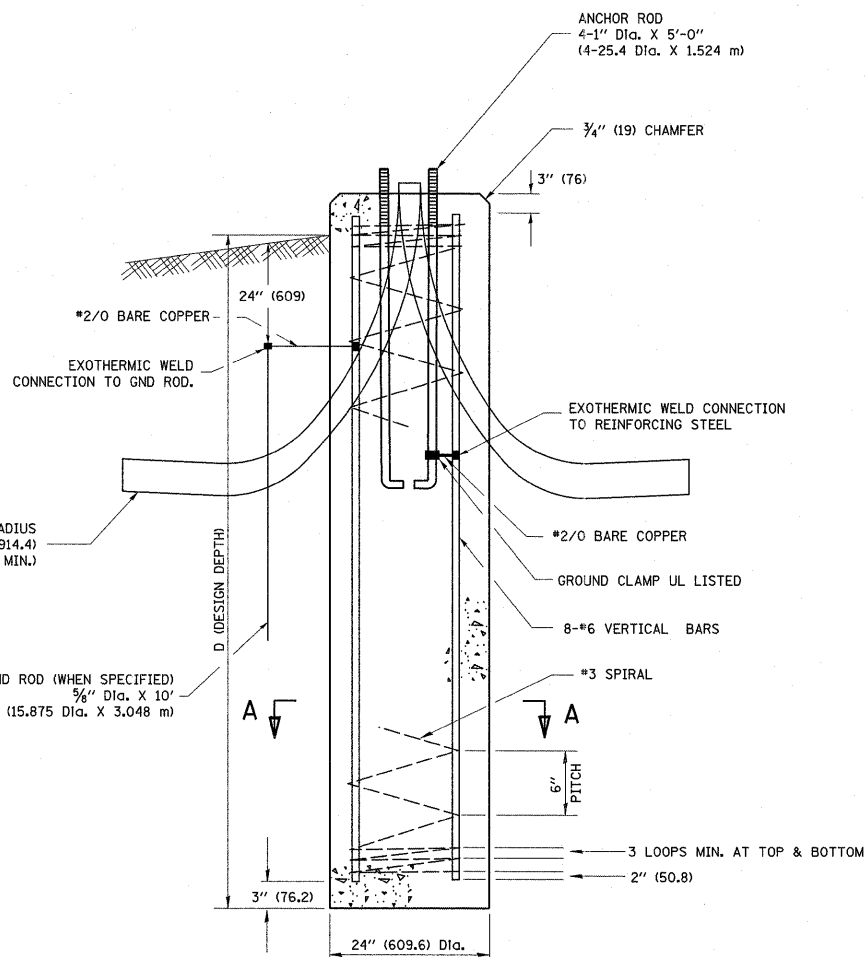
**TOP VIEW**



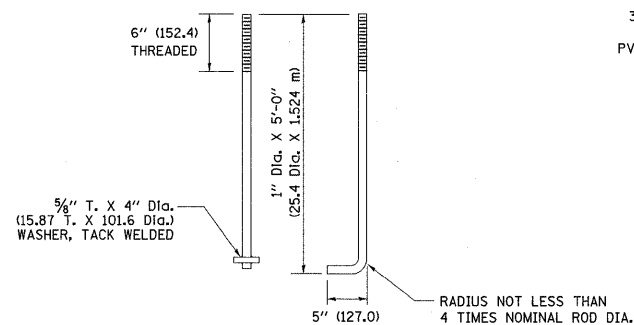
**TOP VIEW**

**NOTES**

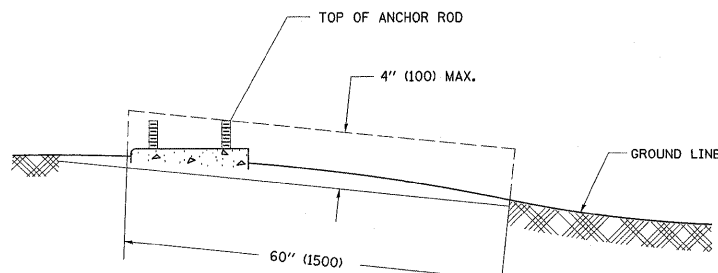
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG (MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



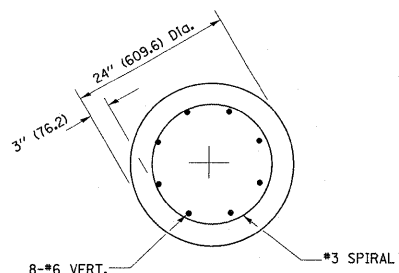
**FOUNDATION DETAIL**



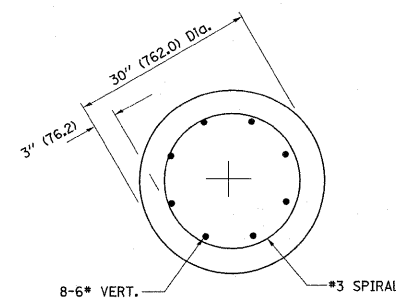
**ANCHOR ROD DETAIL**



**FOUNDATION EXTENSION DETAIL**



**SECTION A-A**



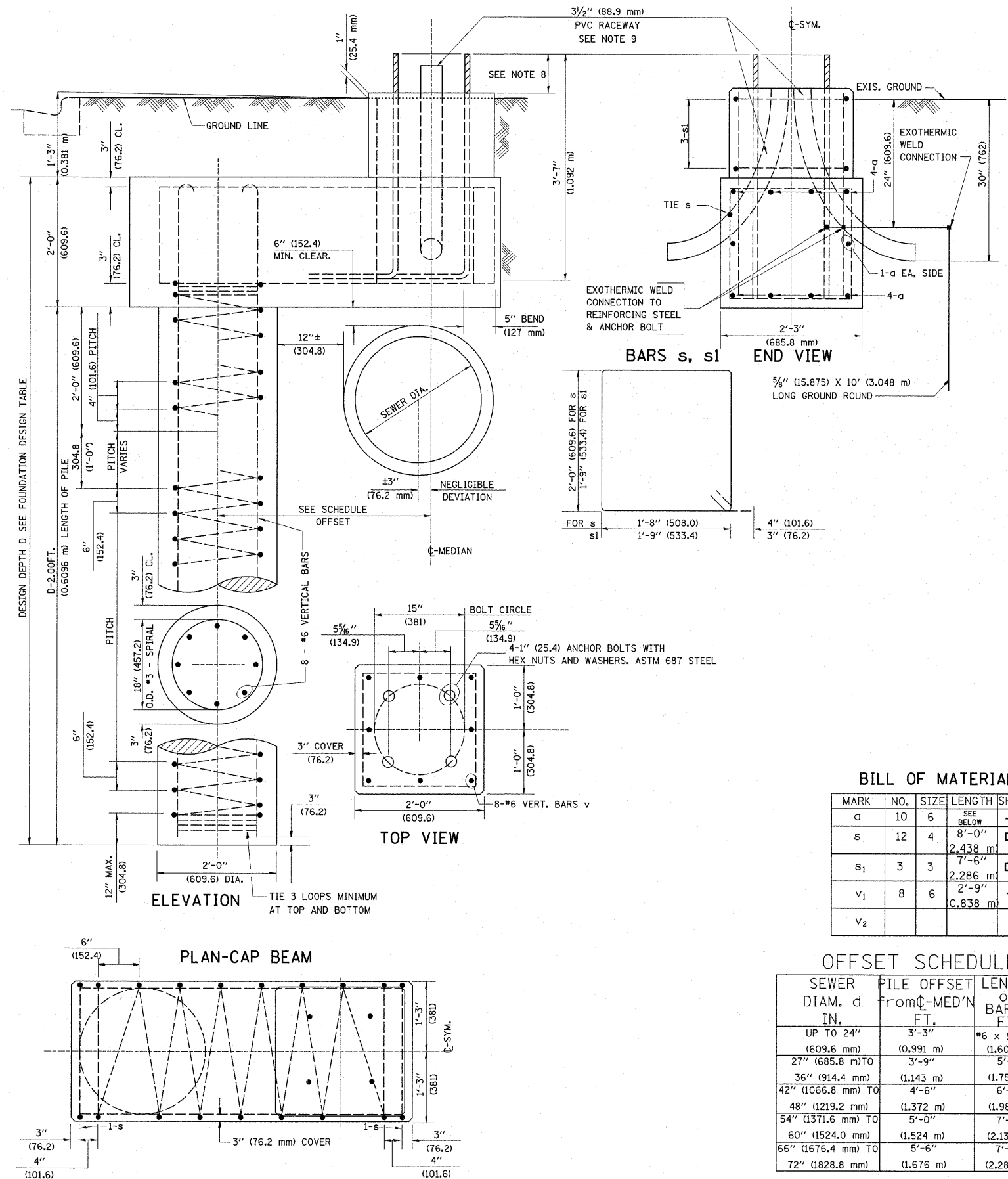
**SECTION A-A**

FOUNDATION DESIGN TABLE

| TYPE OF SOIL            | DESIGN DEPTH OF FOUNDATION |                     | REINFORCEMENT IN FOUNDATION |                       |                          |                       |
|-------------------------|----------------------------|---------------------|-----------------------------|-----------------------|--------------------------|-----------------------|
|                         | SINGLE ARM<br>D            | TWIN ARM<br>D       | SINGLE ARM                  |                       | TWIN ARM                 |                       |
|                         |                            |                     | VERT BARS                   | SPIRAL                | VERT BARS                | SPIRAL                |
| SOFT CLAY               | 13'-0"<br>(3.962 m)        | 15'-0"<br>(4.572 m) | 8-#6X12'-6"<br>(3.810 m)    | #3X122'<br>(37.186 m) | 8-#6X14'-3"<br>(4.343 m) | #3X141'<br>(42.977 m) |
| MEDIUM CLAY             | 9'-6"<br>(2.896 m)         | 10'-9"<br>(3.277 m) | 8-#6X9'-0"<br>(2.743 m)     | #3X90'<br>(27.432 m)  | 8-#6X10'-0"<br>(3.048 m) | #3X100'<br>(30.480 m) |
| STIFF CLAY              | 7'-0"<br>(2.134 m)         | 8'-0"<br>(2.438 m)  | 8-#6X6'-6"<br>(1.981 m)     | #3X66'<br>(20.112 m)  | 8-#6X7'-6"<br>(2.286 m)  | #3X76'<br>(23.165 m)  |
| LOOSE SAND              | 9'-0"<br>(2.743 m)         | 10'-0"<br>(3.048 m) | 8-#6X8'-6"<br>(2.591 m)     | #3X85'<br>(25.908 m)  | 8-#6X9'-6"<br>(2.896 m)  | #3X94'<br>(28.651 m)  |
| MEDIUM SAND             | 8'-3"<br>(2.515 m)         | 9'-0"<br>(2.743 m)  | 8-#6X8'-0"<br>(2.438 m)     | #3X78'<br>(23.774 m)  | 8-#6X8'-6"<br>(2.591 m)  | #3X85'<br>(25.908 m)  |
| DENSE SAND              | 7'-9"<br>(2.362 m)         | 9'-0"<br>(2.743 m)  | 8-#6X7'-6"<br>(2.286 m)     | #3X73'<br>(22.250 m)  | 8-#6X8'-6"<br>(2.591 m)  | #3X85'<br>(25.908 m)  |
| ROCK OR SOLIDIFIED SLAG | 5'-0"<br>(1.524 m)         | 5'-0"<br>(1.524 m)  | NONE                        | NONE                  | NONE                     | NONE                  |

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
- EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" (609.6 mm) OR 30" (762.0 mm) IN DIAMETER.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
- RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
- THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERCTED.



BILL OF MATERIAL

| MARK           | NO. | SIZE | LENGTH             | SHAPE |
|----------------|-----|------|--------------------|-------|
| a              | 10  | 6    | SEE BELOW          | —     |
| s              | 12  | 4    | 8'-0"<br>(2.438 m) | □     |
| s <sub>1</sub> | 3   | 3    | 7'-6"<br>(2.286 m) | □     |
| v <sub>1</sub> | 8   | 6    | 2'-9"<br>(0.838 m) | —     |
| v <sub>2</sub> |     |      |                    |       |

OFFSET SCHEDULE

| SEWER DIAM. d IN.                  | PILE OFFSET FROM C-MED'N FT. | LENGTH OF BAR a FT.  |
|------------------------------------|------------------------------|----------------------|
| UP TO 24" (609.6 mm)               | 3'-3" (0.991 m)              | #6 x 5'-3" (1.600 m) |
| 27" (685.8 mm) TO 36" (914.4 mm)   | 3'-9" (1.143 m)              | 5'-9" (1.753 m)      |
| 42" (1066.8 mm) TO 48" (1219.2 mm) | 4'-6" (1.372 m)              | 6'-6" (1.981 m)      |
| 54" (1371.6 mm) TO 60" (1524.0 mm) | 5'-0" (1.524 m)              | 7'-0" (2.134 m)      |
| 66" (1676.4 mm) TO 72" (1828.8 mm) | 5'-6" (1.676 m)              | 7'-6" (2.286 m)      |

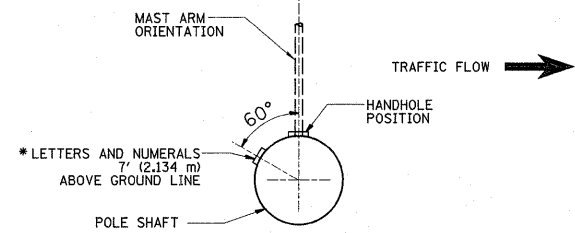
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|   |                      | DATE -     | REVISED -                     |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

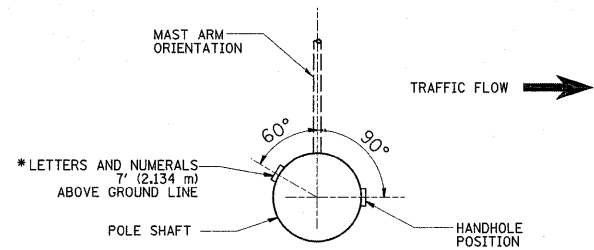
LIGHT POLE FOUNDATION OFFSET  
40" (12.192 m) TO 47 1/2" (14.478 m) M.H.  
15" (381 mm) BOLT CIRCLE

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

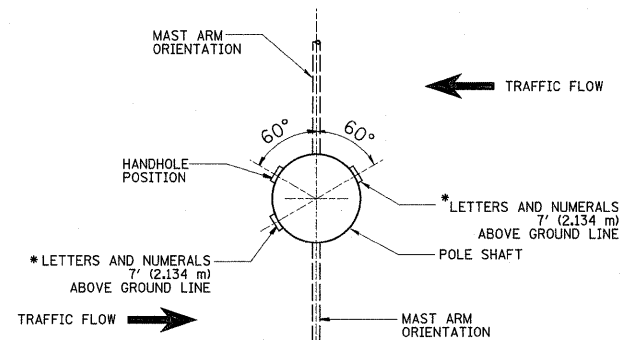
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| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE        | TOTAL SHEETS 148 | SHEET NO. 115 |
| BE-310                    |                | CONTRACT NO. 60K09 |                  |               |
| ILLINOIS FED. AID PROJECT |                |                    |                  |               |



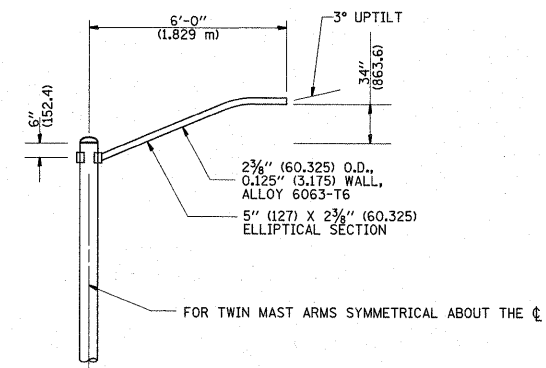
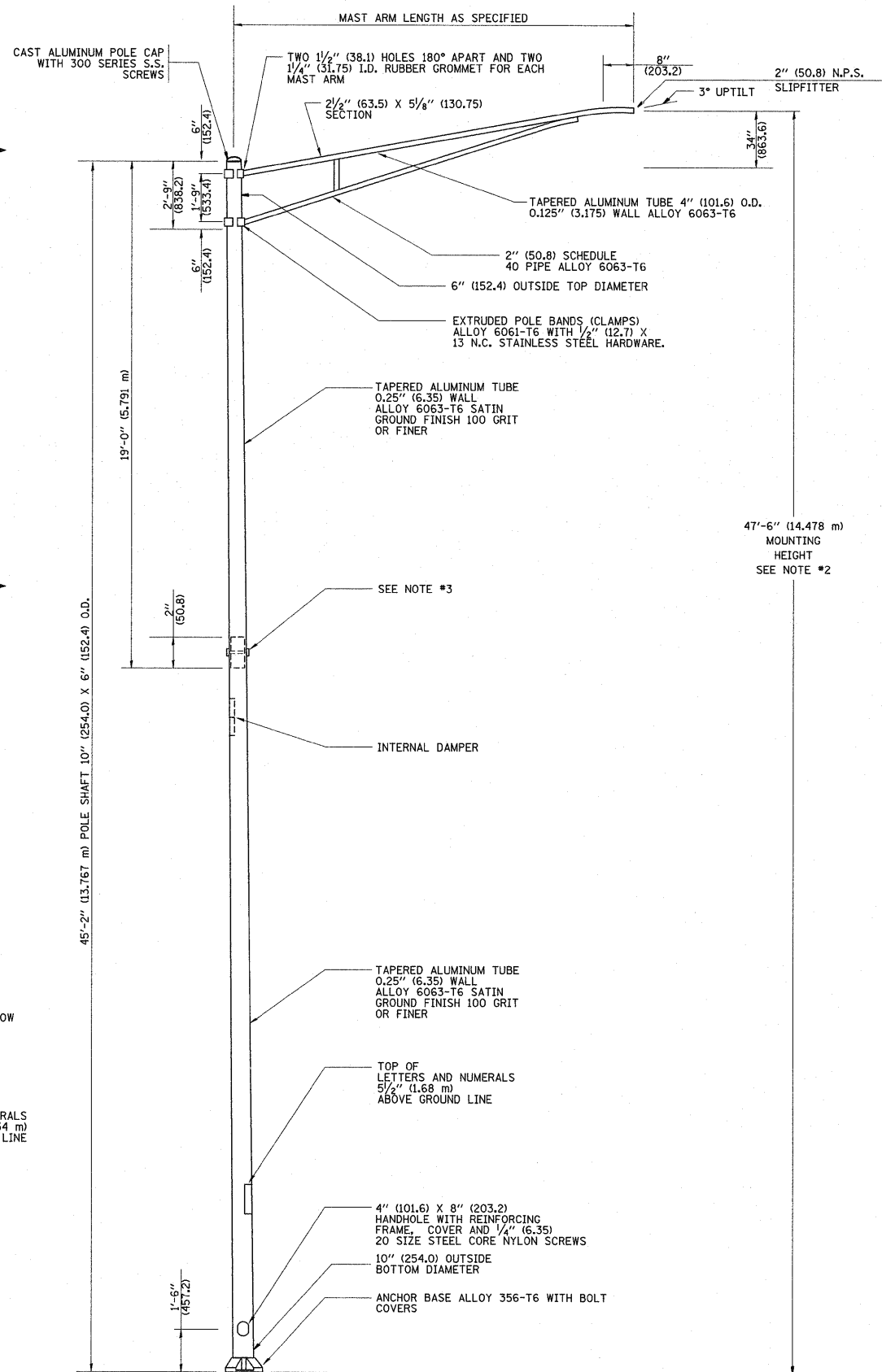
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

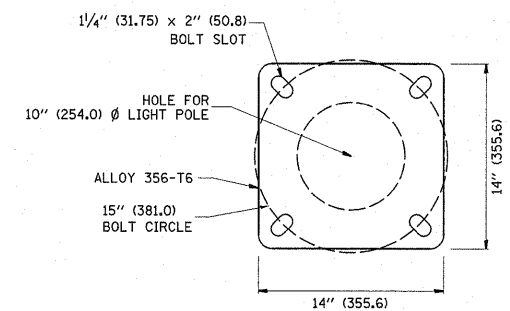


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



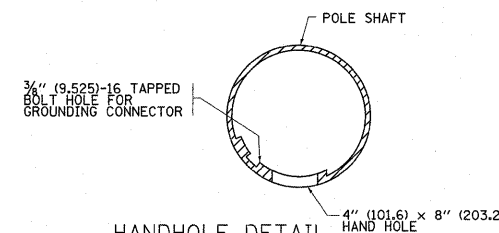
6' (1.8 m) SINGLE MEMBER MAST ARM (N.T.S.)

- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
  3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
  4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
  5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
  6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
  7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
  8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE

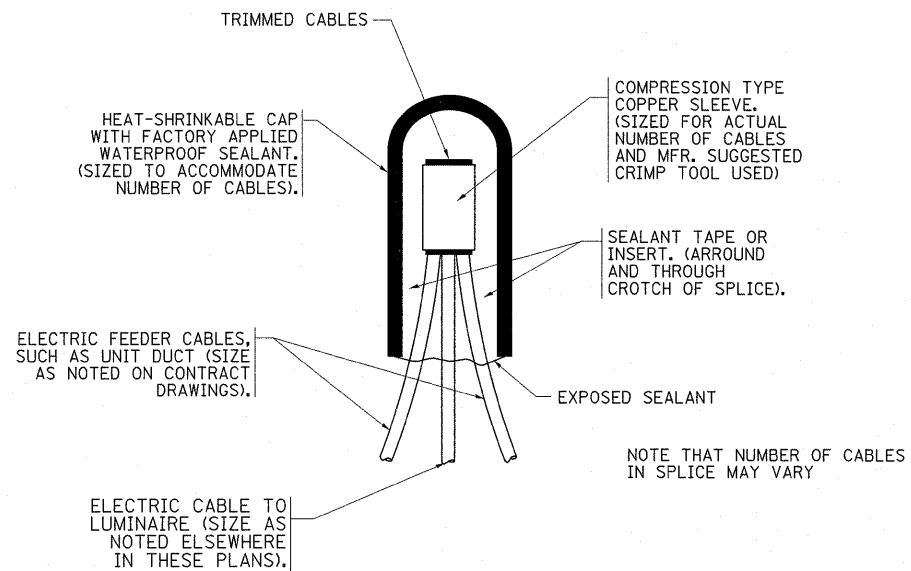


HANDHOLE DETAIL (N.T.S.)

|  |                       |            |                               |
|--|-----------------------|------------|-------------------------------|
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| PLOT SCALE = 50.0000 "/td> <td></td> <td>CHECKED -</td> <td>REVISED -</td> |                       | CHECKED -  | REVISED -                     |
| PLOT DATE = 5/27/2011  |                       | DATE -     | REVISED -                     |

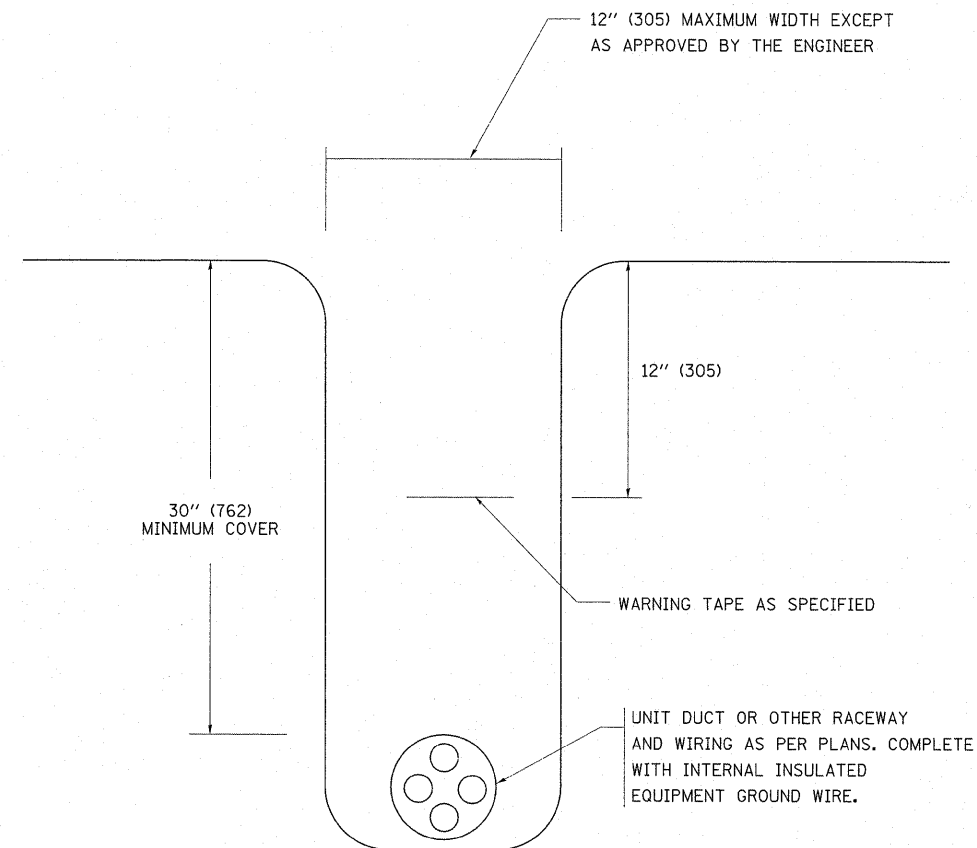
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

|                                   |  |                         |         |                           |              |                    |
|-----------------------------------|--|-------------------------|---------|---------------------------|--------------|--------------------|
| ALUMINUM LIGHT POLE               |  | F.A.P. RTE.             | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO.          |
| 47'-6" (14.478 m) MOUNTING HEIGHT |  | 341                     | 62-N-1  | KANE                      | 148          | 116                |
| SCALE: NONE                       |  | SHEET NO. 1 OF 1 SHEETS |         | STA.                      |              | TO STA.            |
|                                   |  | FED. ROAD DIST. NO. 1   |         | ILLINOIS FED. AID PROJECT |              | CONTRACT NO. 60K09 |

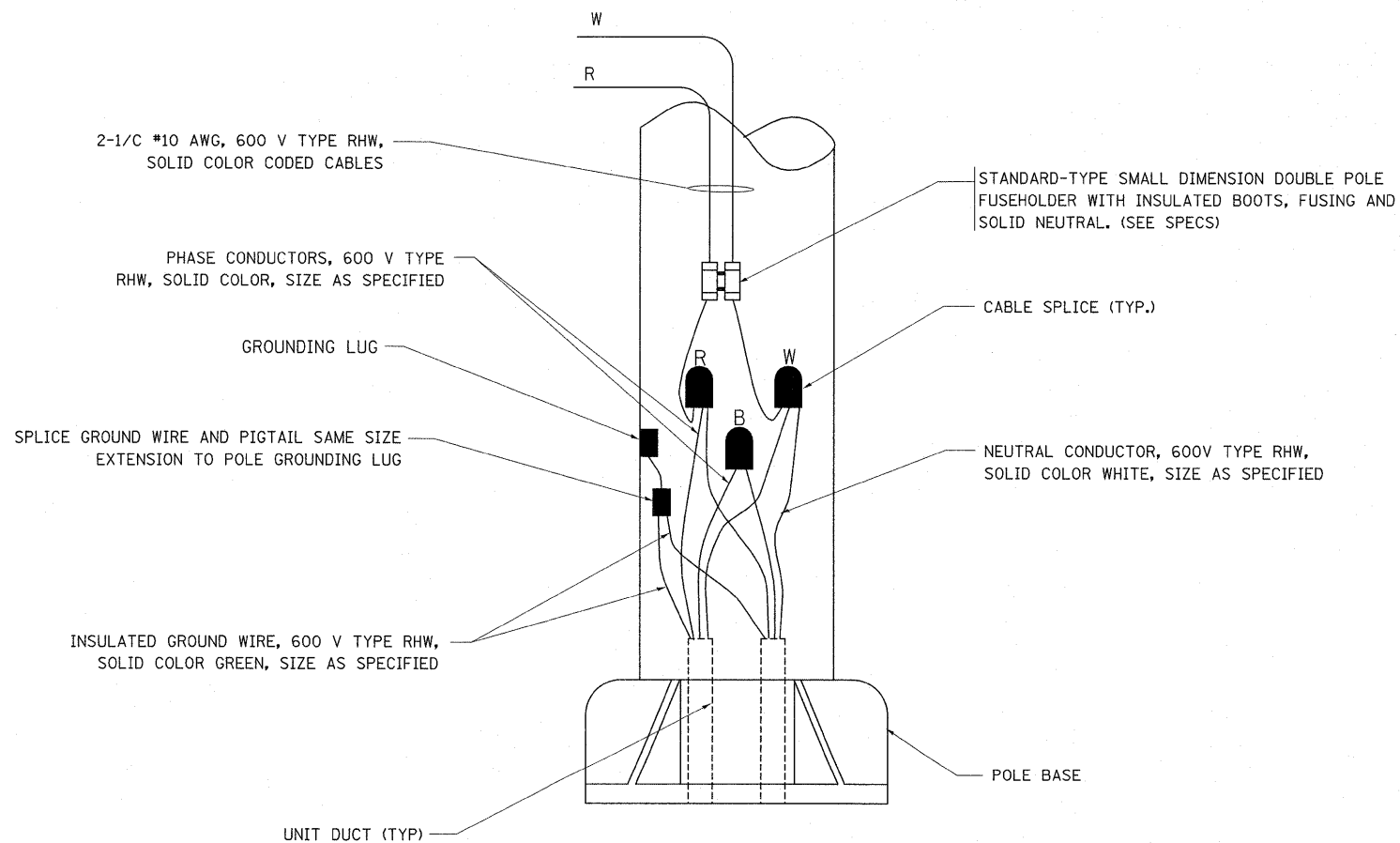


**TYPICAL SPLICE DETAIL**  
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



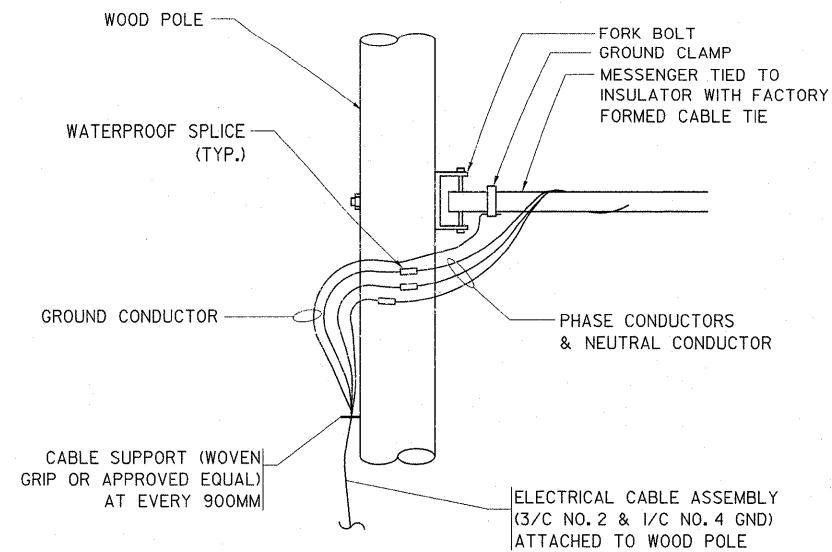
**TYPICAL WIRING IN TRENCH DETAIL**  
N.T.S.



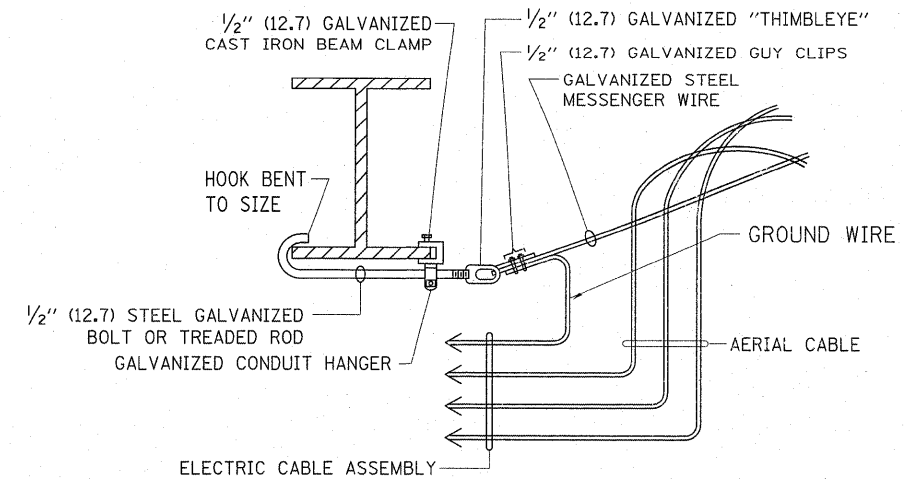
**POLE WIRING DETAIL**  
N.T.S.

|                                       |                       |            |   |   |   |        |        |             |         |                    |              |           |
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| FILE NAME =                           | USER NAME = shiransab | DESIGNED - | REVISED - 08-08-03                              | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>MISC. ELECTRICAL DETAILS<br/>SHEET A</b> |        |        | F.A.P. RTE. | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\shiransab\0126931\Dist | Std.dgn               | DRAWN -    | REVISED -                                       |   | 341   | 62-N-1 | KANE   | 148         | 117     |                    |              |           |
| PLOT SCALE = 50.0000 / IN.            | CHECKED -             | REVISED -  | SCALE: NONE                                     |   | SHEET NO. 1                                 | OF 1   | SHEETS | STA.        | TO STA. | CONTRACT NO. 60K09 |              |           |
| PLOT DATE = 5/27/2011                 | DATE -                | REVISED -  | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |   |   |        |        |             |         |                    |              |           |





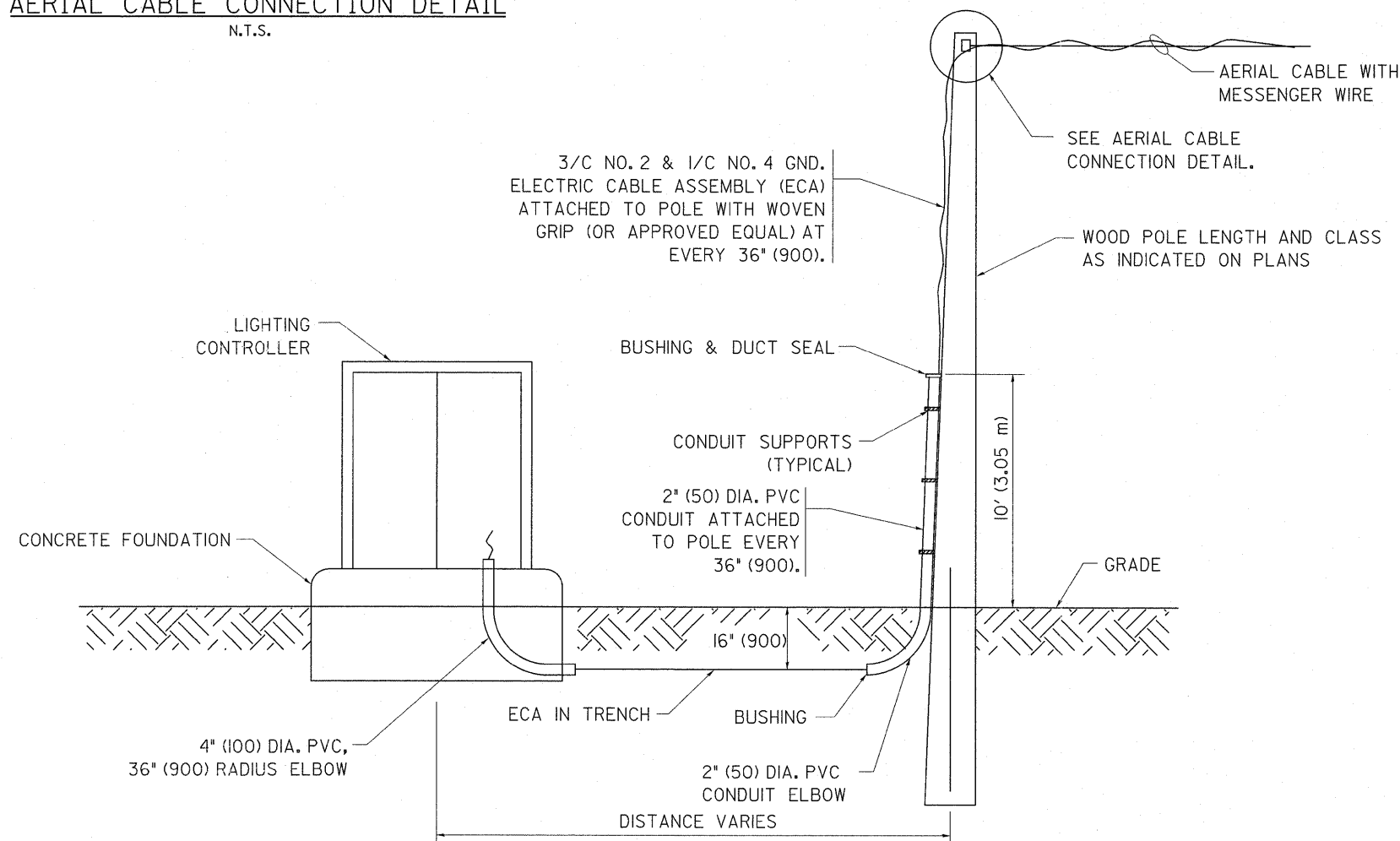
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**AERIAL CABLE ATTACHED TO STRUCTURE**  
NOT TO SCALE

**NOTES:**

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

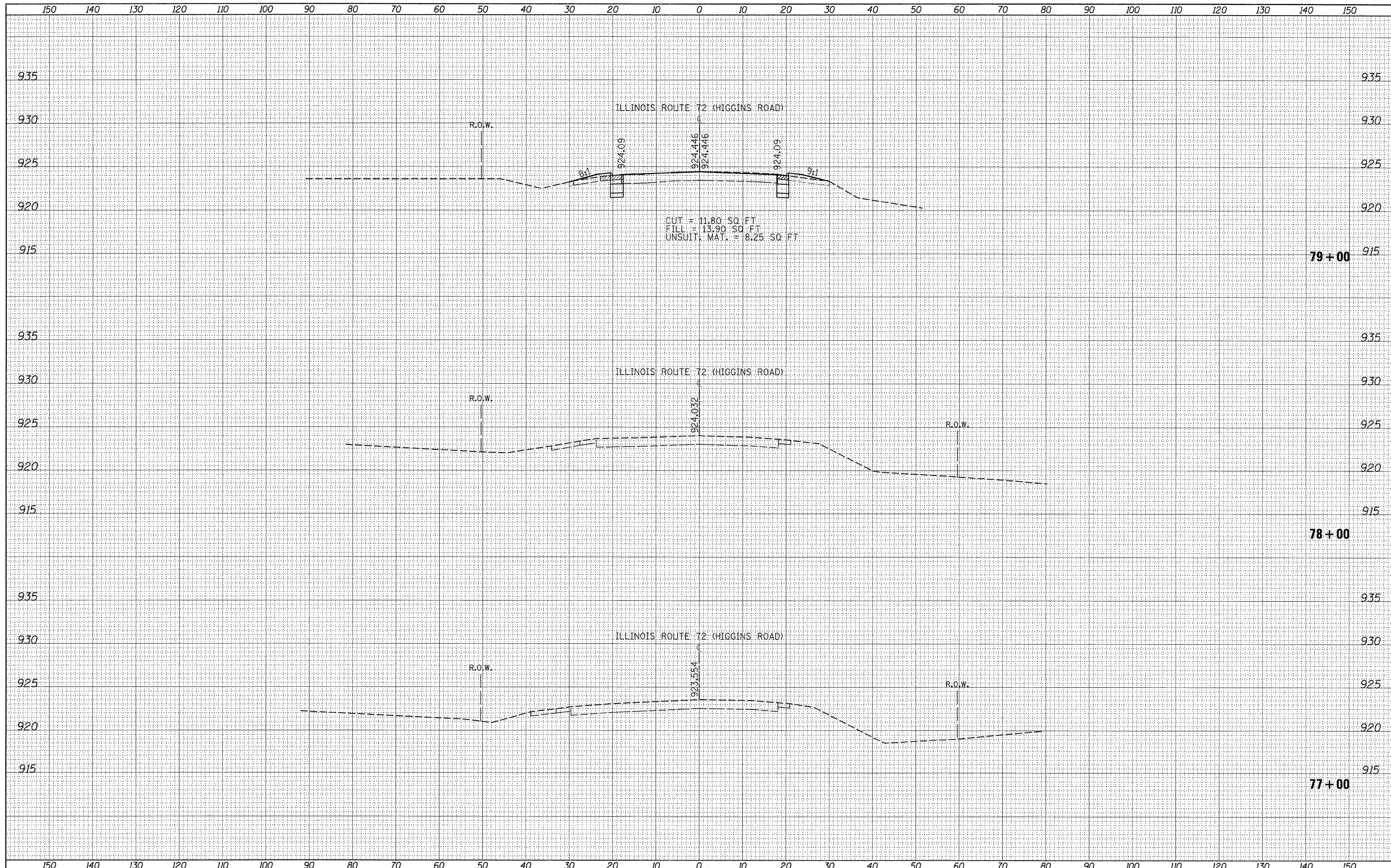


**WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL**  
N.T.S.

|   |                             |            |                    |   |  |                         |      |             |   |        |                    |           |     |
|---|-----------------------------|------------|--------------------|---|--|-------------------------|------|-------------|---|--------|--------------------|-----------|-----|
| FILE NAME =                             | USER NAME = shranusb        | DESIGNED - | REVISED - 08-08-03 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TEMPORARY AERIAL CABLE INSTALLATION</b> |                         |      | F.A.P. RTE. | SECTION   | COUNTY | TOTAL SHEETS       | SHEET NO. |     |
| ct\pw\work\pwido\shranusb\20126931\Dist | std.dgn                     | DRAWN -    | REVISED -          |   | SCALE: NONE                                | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.     | 341   | 62-N-1 | KANE               | 148       | 119 |
|   | PLOT SCALE = 50,0000 "/ IN. | CHECKED -  | REVISED -          |   |  |                         |      |             | <b>BE-801</b>                                     |        | CONTRACT NO. 60K09 |           |     |
|   | PLOT DATE = 5/27/2011       | DATE -     | REVISED -          |   |  |                         |      |             | FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT |        |                    |           |     |

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

|                 |          |
|-----------------|----------|
| DATE            |          |
| BY              |          |
| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK       | PLOTTED  |
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|                 | AREAS    |
|                 | CHECKED  |

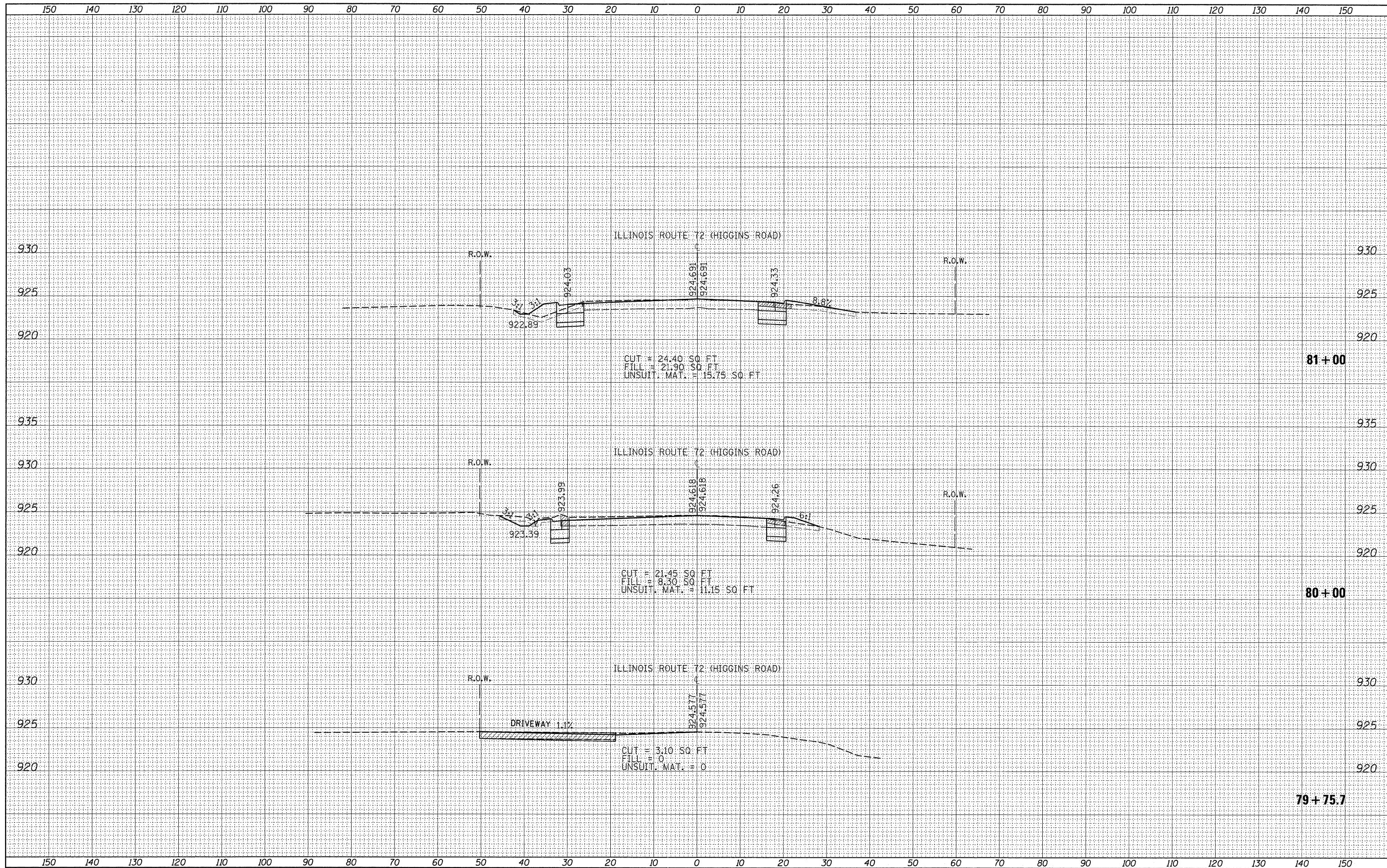


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| FILE NAME =                                      | USER NAME = shironisb        | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL. RTE. 72 @ RANDALL RD.<br/>CROSS SECTIONS</b> |  |  | F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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|  | PLOT DATE = 5/27/2011        | DATE -     | REVISED - |   |   |  |  | ILLINOIS FED. AID PROJECT |         |        |              |           |



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| DATE          |  |
| BY            |  |
| SURVEYED      |  |
| PLOTTED       |  |
| NOTE BOOK     |  |
| AREAS CHECKED |  |
| NO.           |  |

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| DATE          |  |
| BY            |  |
| SURVEYED      |  |
| PLOTTED       |  |
| NOTE BOOK     |  |
| AREAS CHECKED |  |
| NO.           |  |



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 PLOT DATE = 5/27/2011

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| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

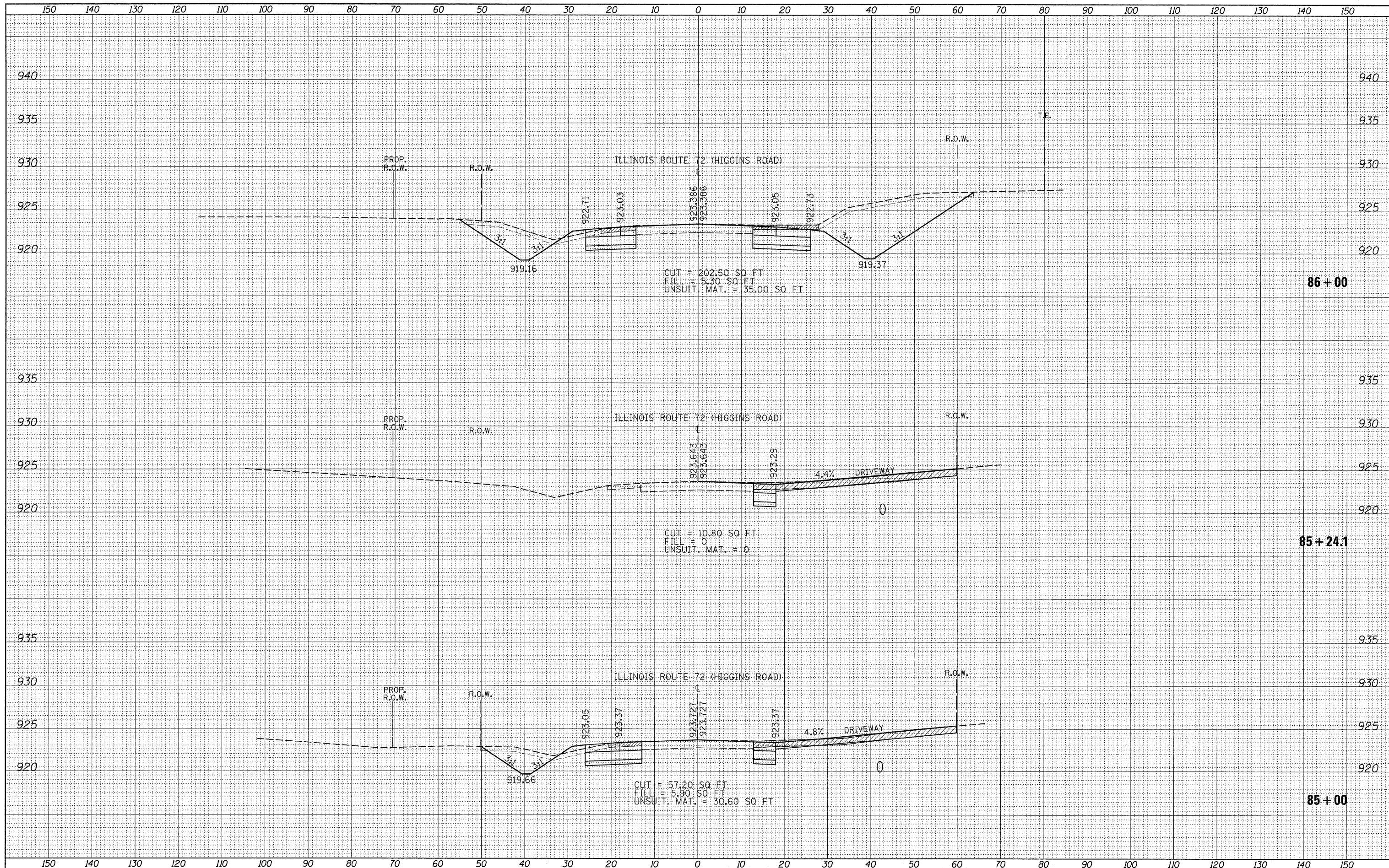
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|                    |                |             |                  |                           |
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| F.A.P. RTE. 341    | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 121             |
| CONTRACT NO. 60K09 |                |             |                  | ILLINOIS FED. AID PROJECT |



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| DATE          |  |
| BY            |  |
| SURVEYED      |  |
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| TEMPLATE      |  |
| NOTE BOOK     |  |
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| BY            |  |
| SURVEYED      |  |
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| TEMPLATE      |  |
| NOTE BOOK     |  |
| AREAS CHECKED |  |
| NO.           |  |



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 PLOT DATE = 5/27/2011

DESIGNED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

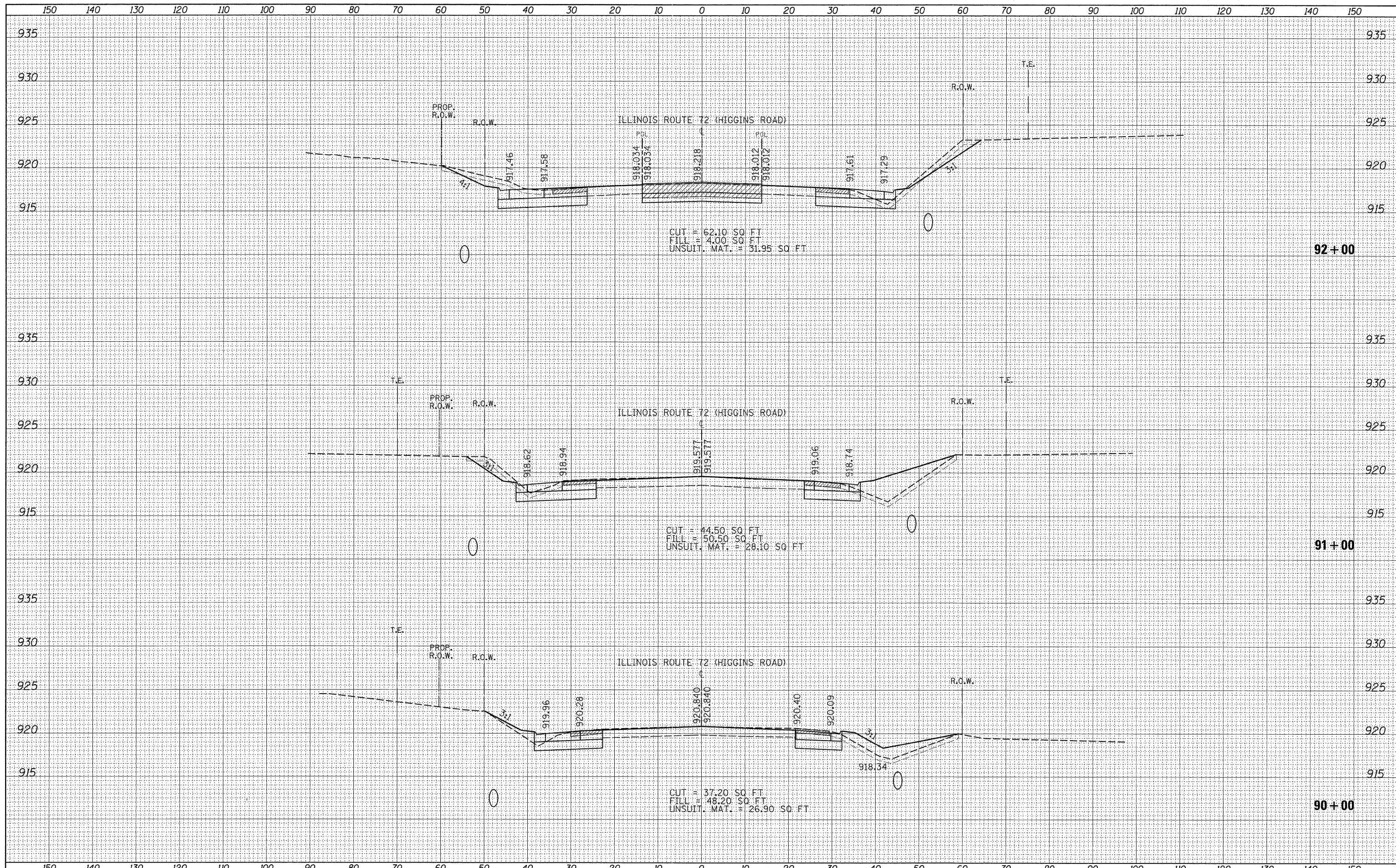
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| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 123 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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| DATE     |  |
| BY       |  |
| SURVEYED |  |
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| DATE     |  |
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| AREAS    |  |
| NO.      |  |



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DESIGNED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

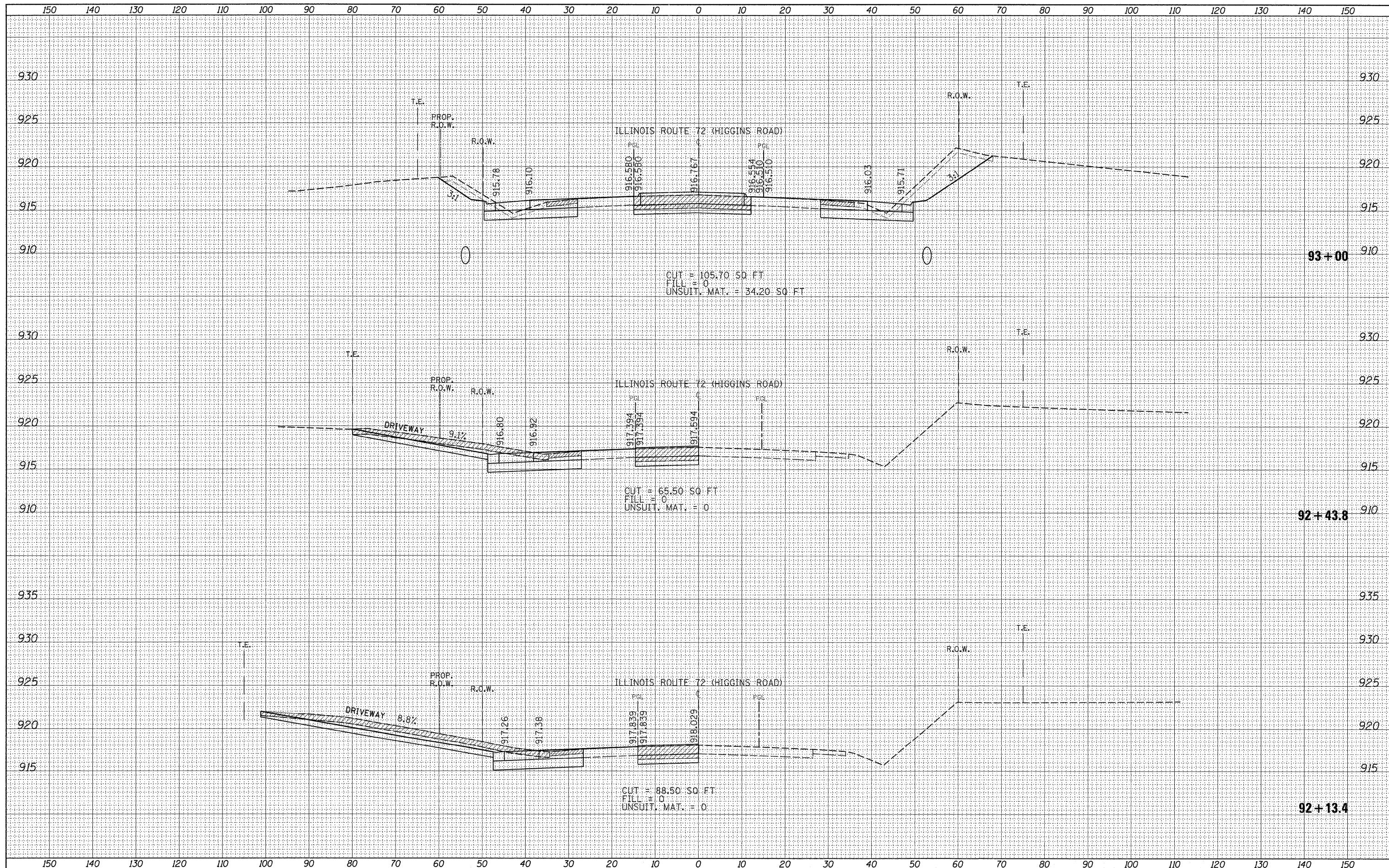
**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 90+00 TO STA. 92+00

|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 125 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |

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|-----------|--|
| DATE      |  |
| BY        |  |
| SURVEYED  |  |
| PLOTTED   |  |
| TEMPLATE  |  |
| NOTE BOOK |  |
| AREAS     |  |
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| DATE      |  |
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| SURVEYED  |  |
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| NOTE BOOK |  |
| AREAS     |  |
| CHECKED   |  |



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 PLOT DATE = 5/27/2011

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|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
CROSS SECTIONS**

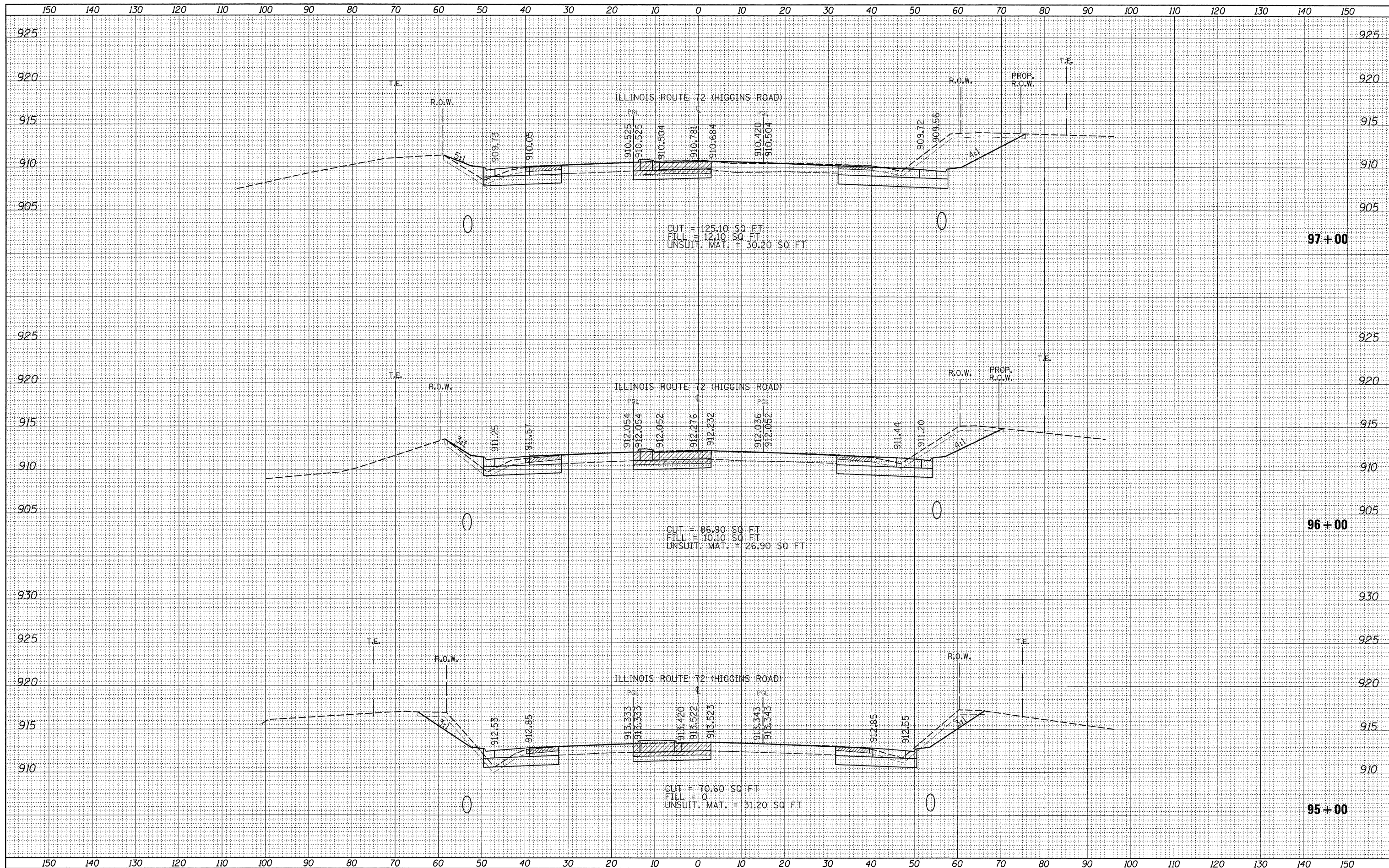
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| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 126 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



|               |  |
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| DATE          |  |
| BY            |  |
| SURVEYED      |  |
| PLOTTED       |  |
| NOTE BOOK     |  |
| AREAS CHECKED |  |
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| DATE          |  |
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| SURVEYED      |  |
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| NOTE BOOK     |  |
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 PLOT DATE = 5/27/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

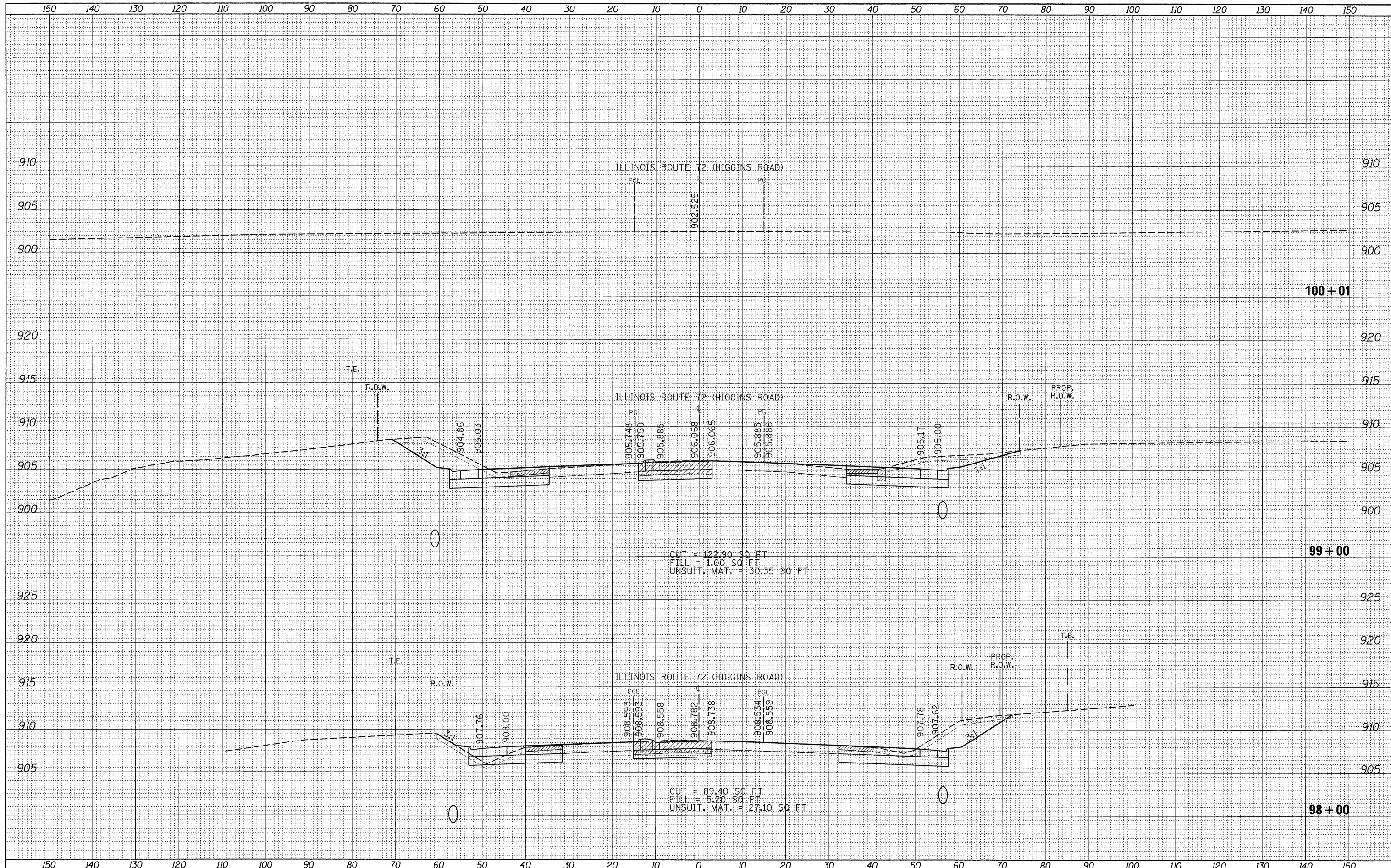
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|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 128 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

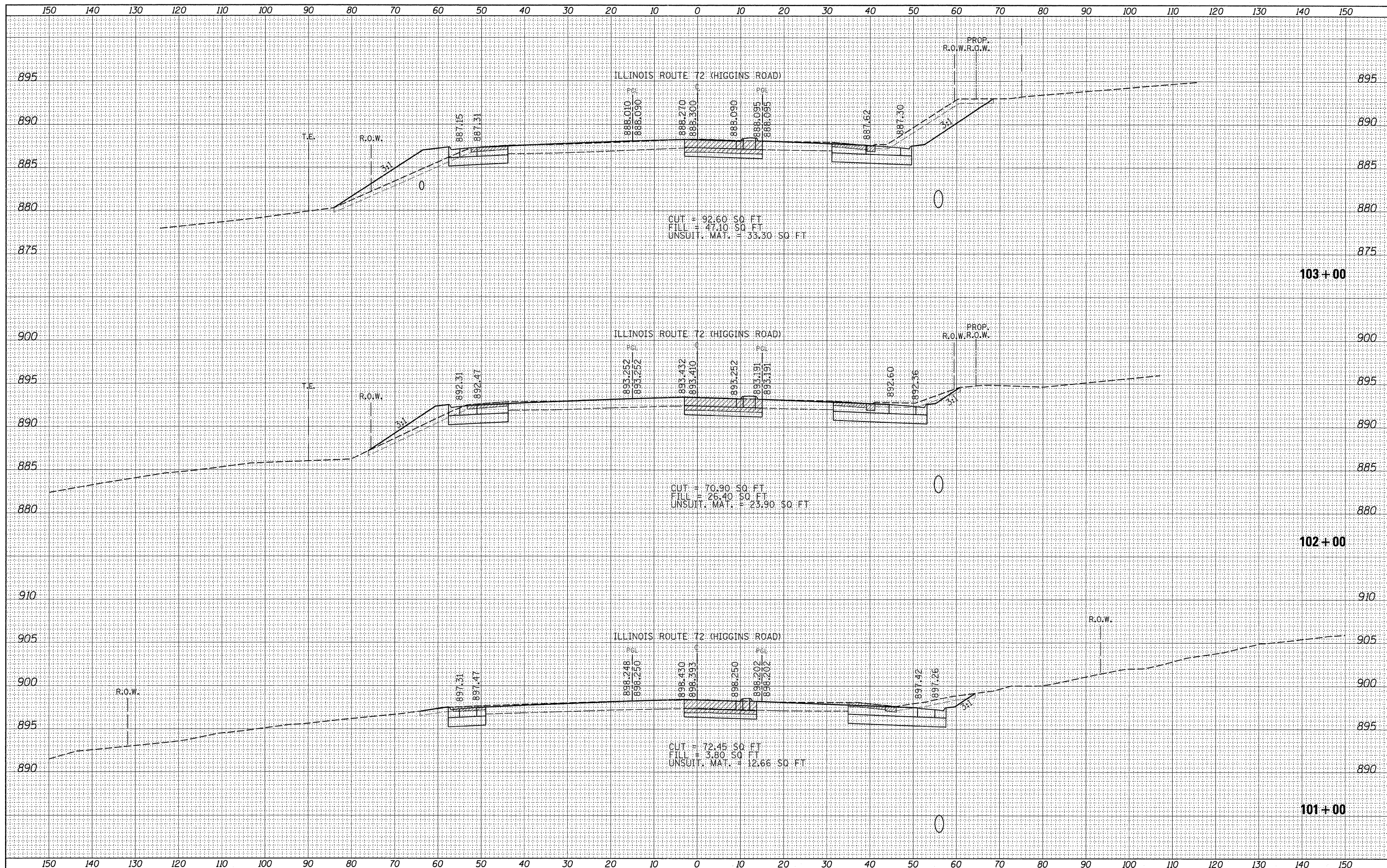
**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 98+00 TO STA. 100+01

|                           |                |             |                  |                    |
|---------------------------|----------------|-------------|------------------|--------------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 129      |
|                           |                |             |                  | CONTRACT NO. 60K09 |
| ILLINOIS FED. AID PROJECT |                |             |                  |                    |

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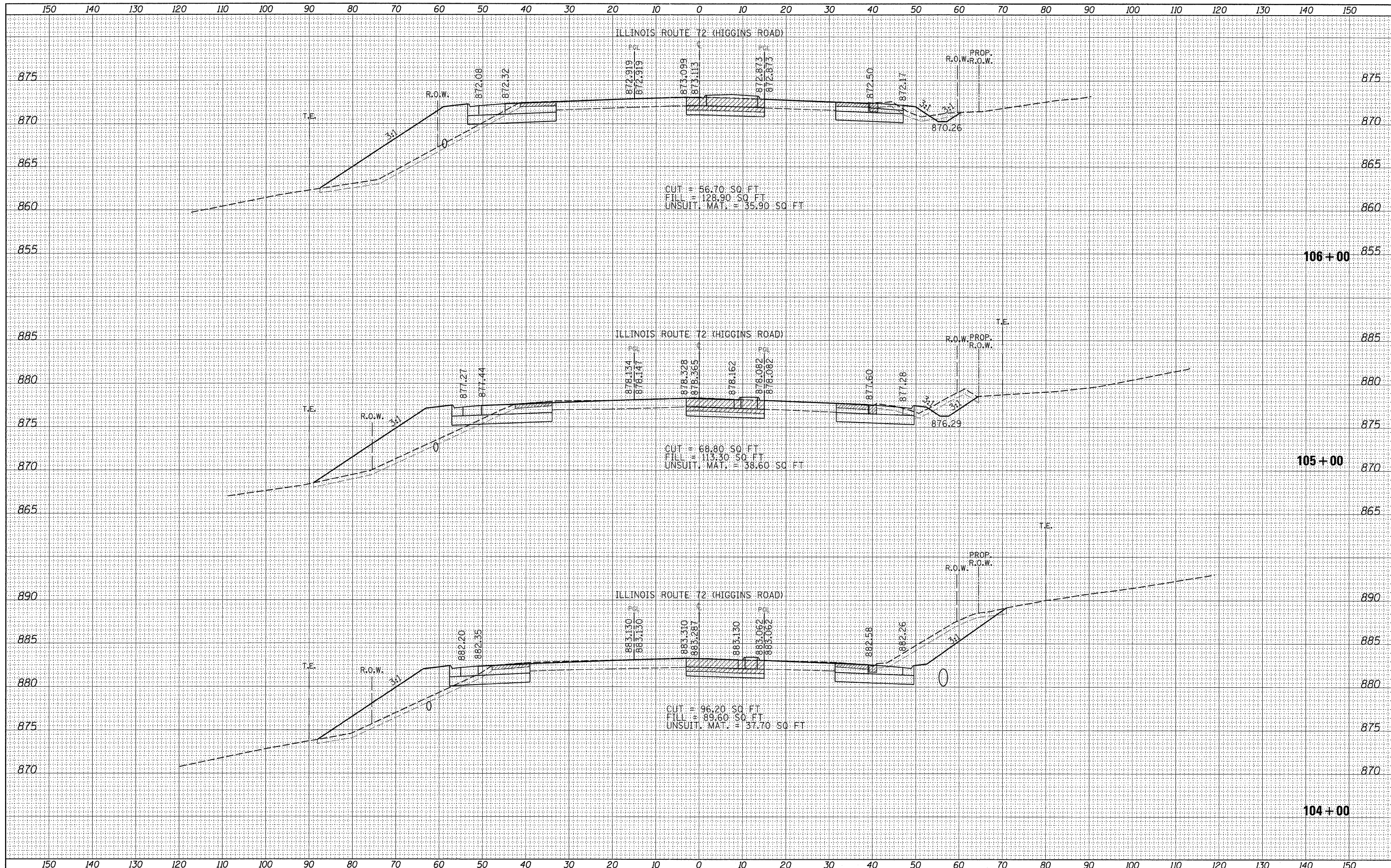
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 101+00 TO STA. 103+00

|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 130 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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

**IL. RTE. 72 @ RANDALL RD.**  
**CROSS SECTIONS**

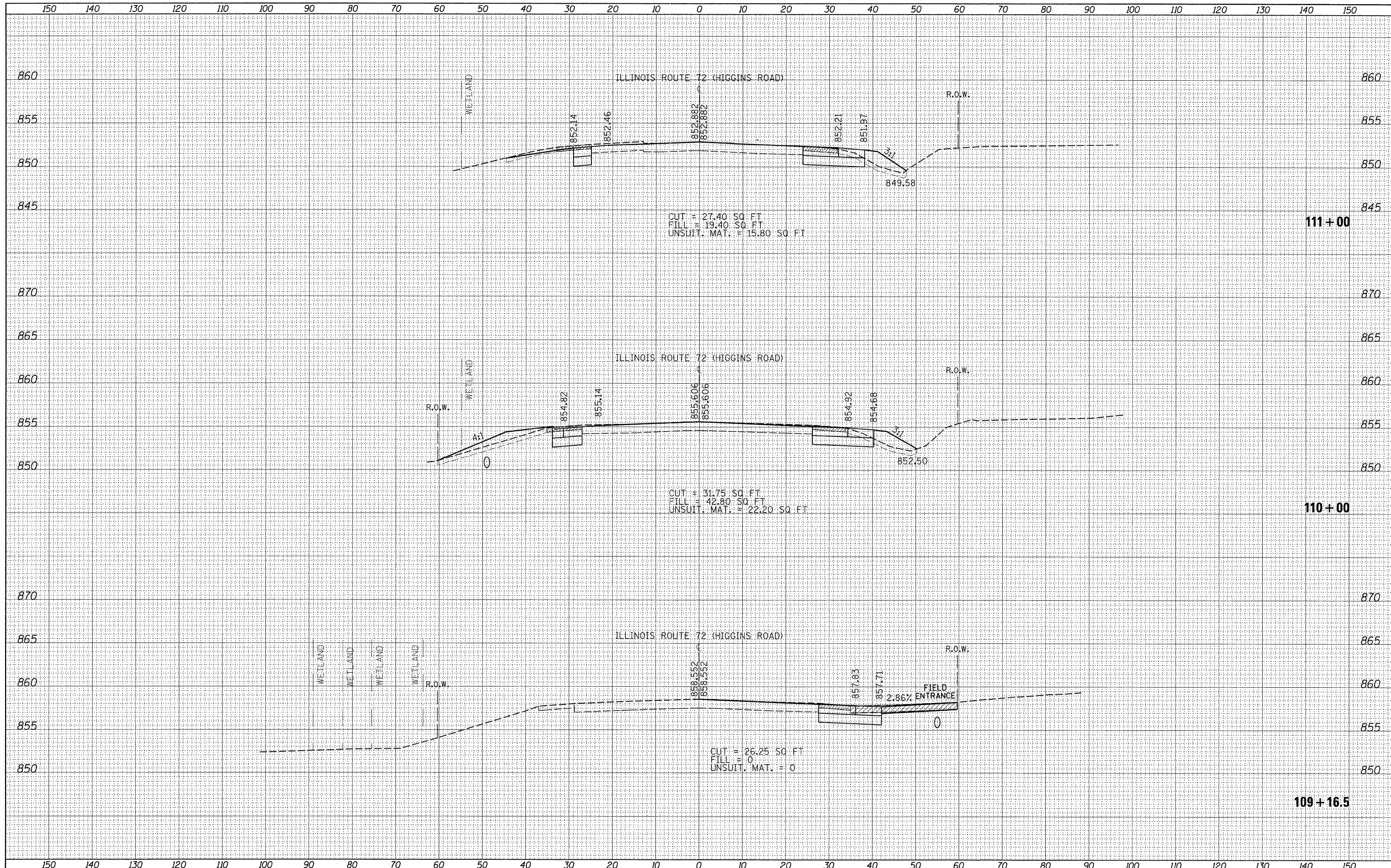
SCALE: SHEET NO. OF SHEETS STA. 104+00 TO STA. 106+00

|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 131 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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 PLOT DATE = 5/27/2011

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

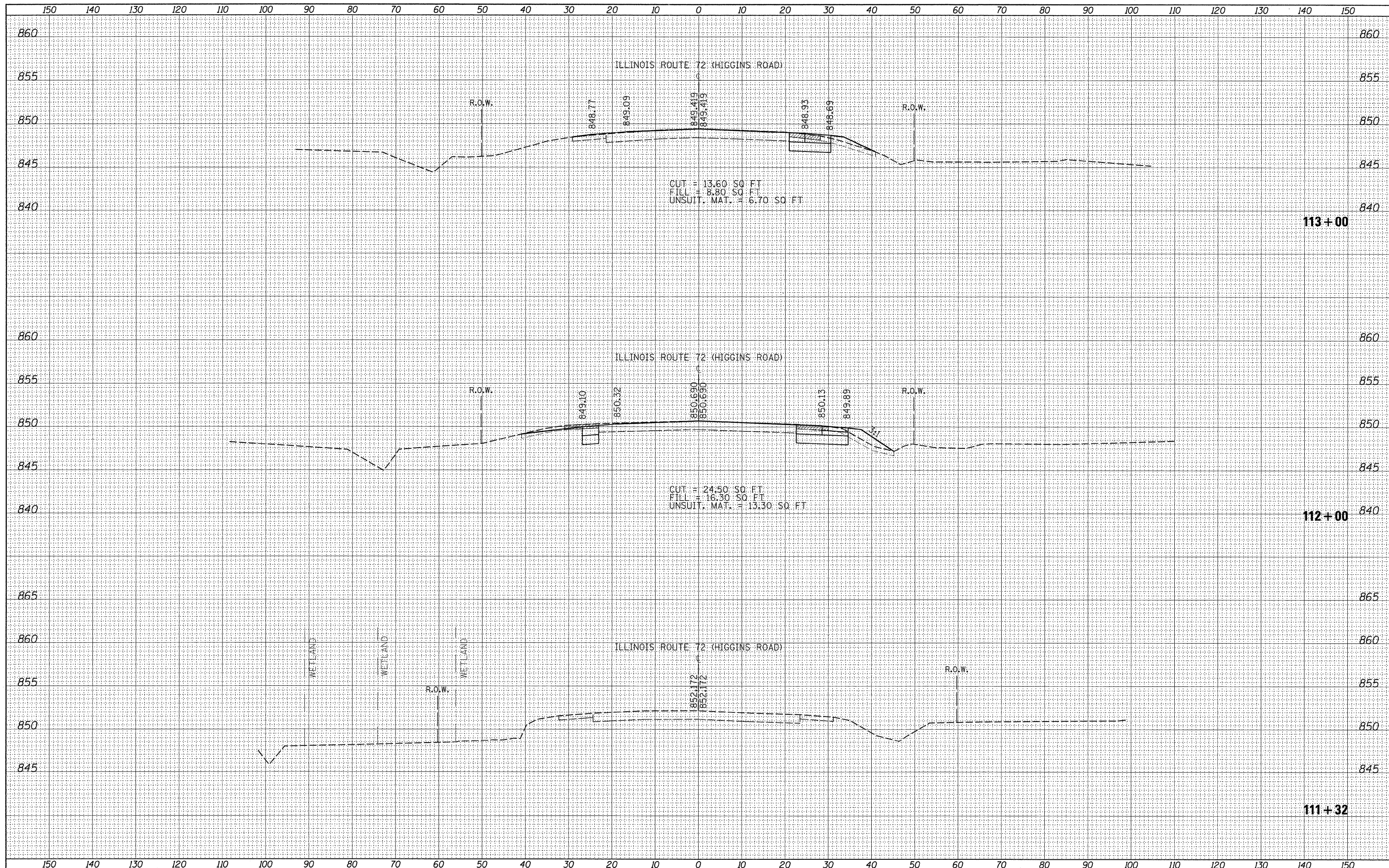
**IL. RTE. 72 @ RANDALL RD.  
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 109+16 TO STA. 111+00

|                    |                |             |                  |                           |
|--------------------|----------------|-------------|------------------|---------------------------|
| F.A.P. RTE. 341    | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 133             |
| CONTRACT NO. 60K09 |                |             |                  | ILLINOIS FED. AID PROJECT |

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SCALE: 1" = 10.0000' / IN.  
 SHEET NO. OF SHEETS  
 STA. 111+32 TO STA. 113+00

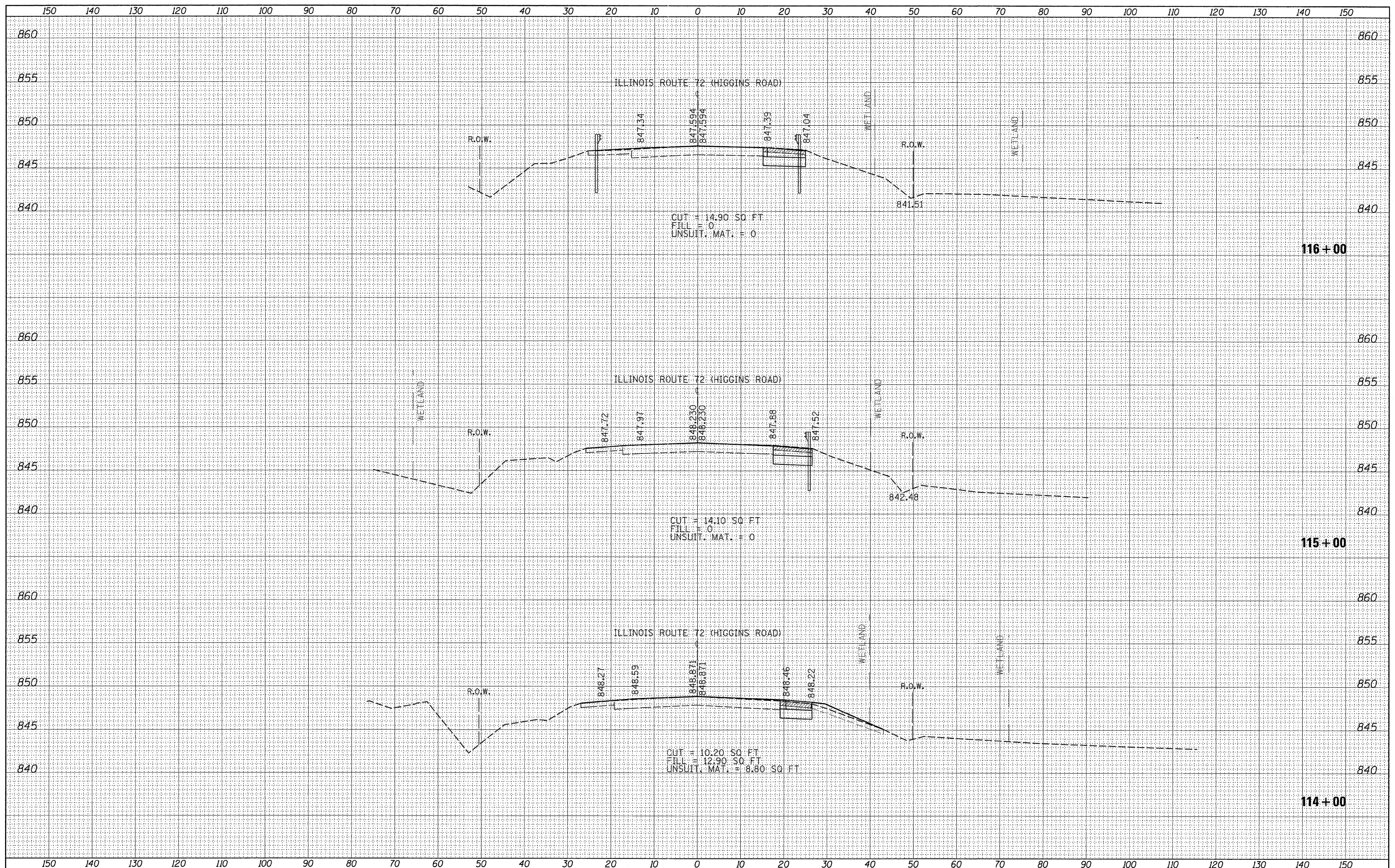
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

|                           |         |        |              |           |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341                       | 62-N-1  | KANE   | 148          | 134       |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

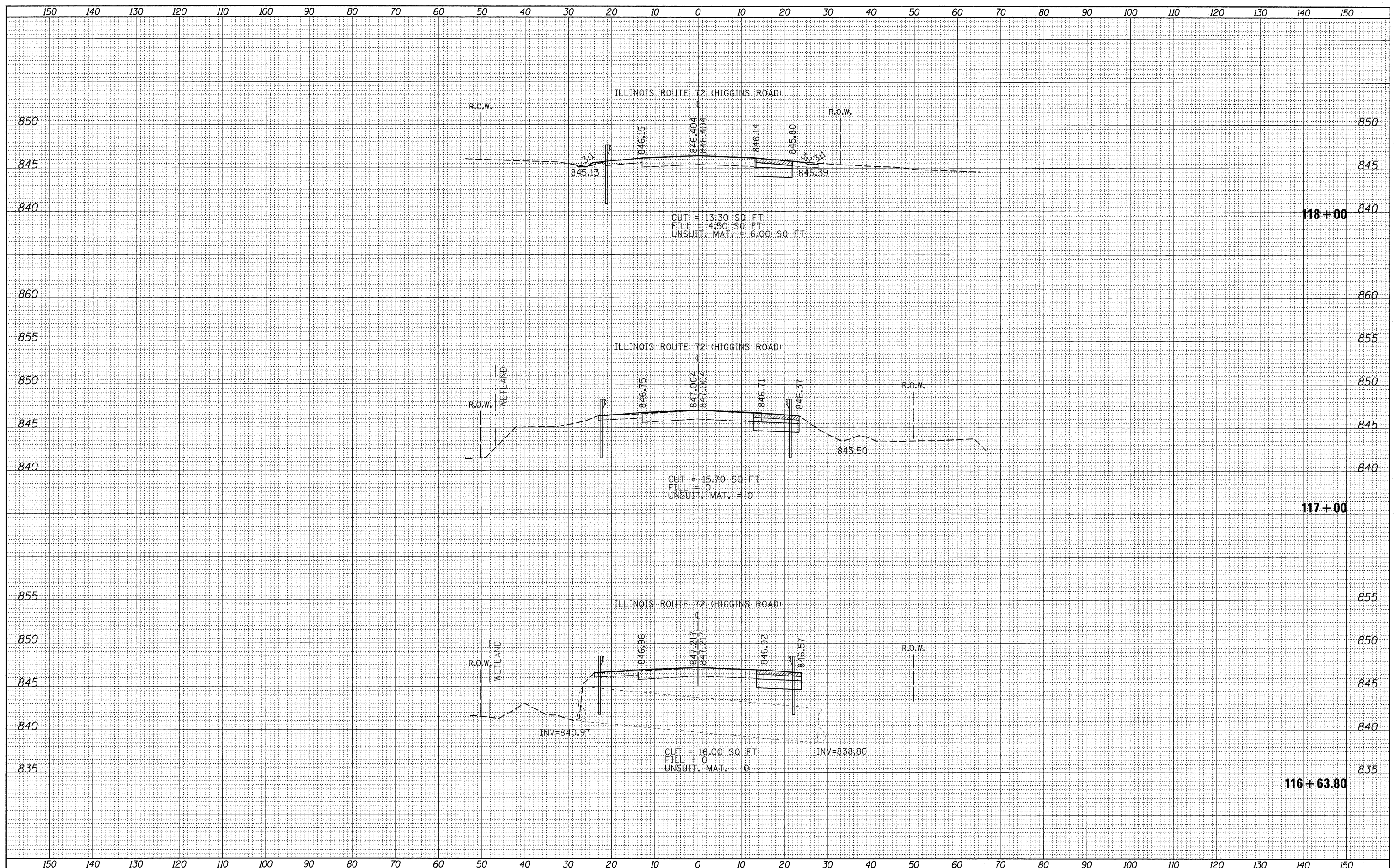
**IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 114+00 TO STA. 116+00

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|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 135 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |

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| FINAL SURVEY | SURVEYED      |
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

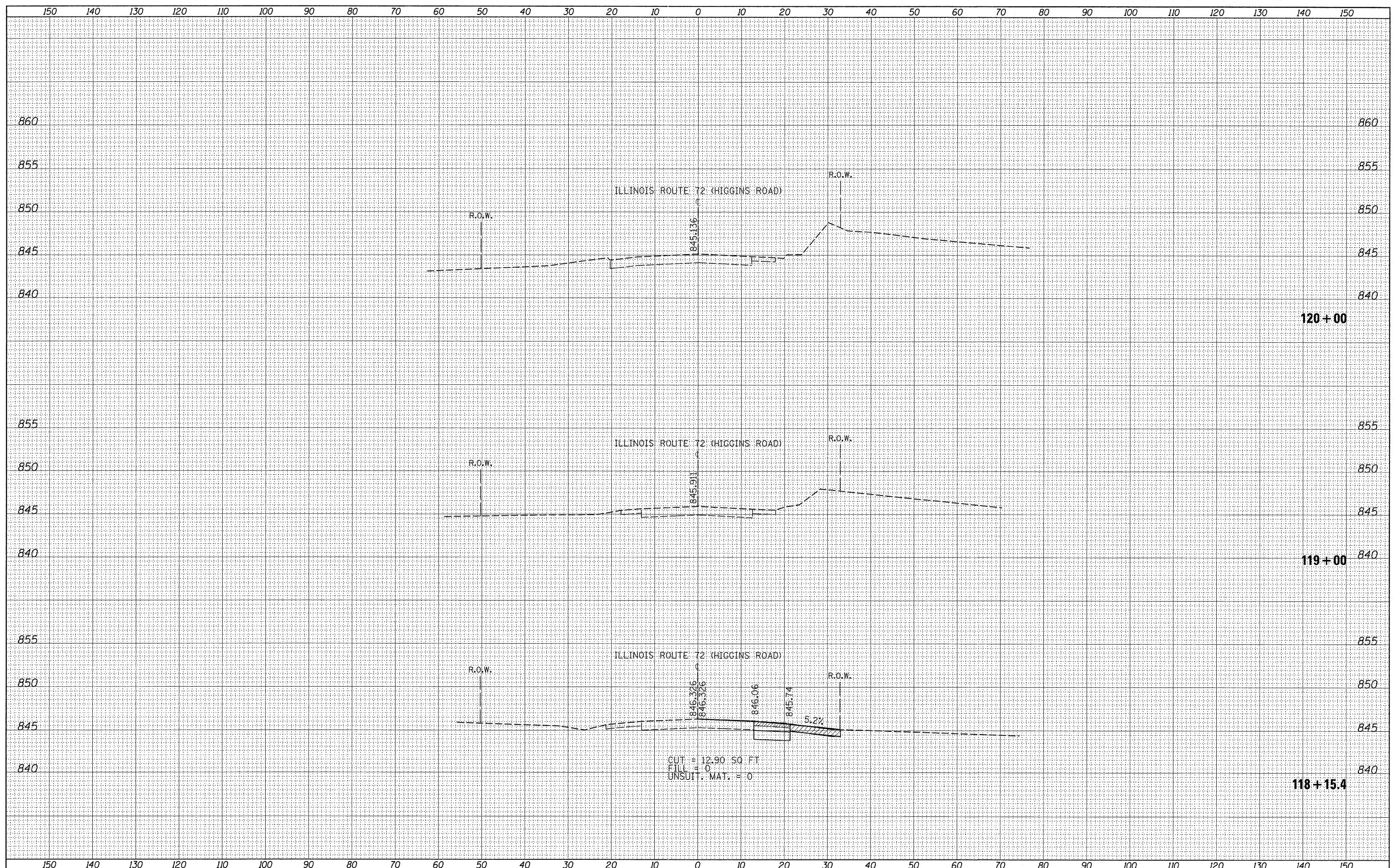
IL. RTE. 72 @ RANDALL RD.  
 CROSS SECTIONS  
 SCALE: SHEET NO. OF SHEETS STA. 116+64 TO STA. 118+00

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|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 136 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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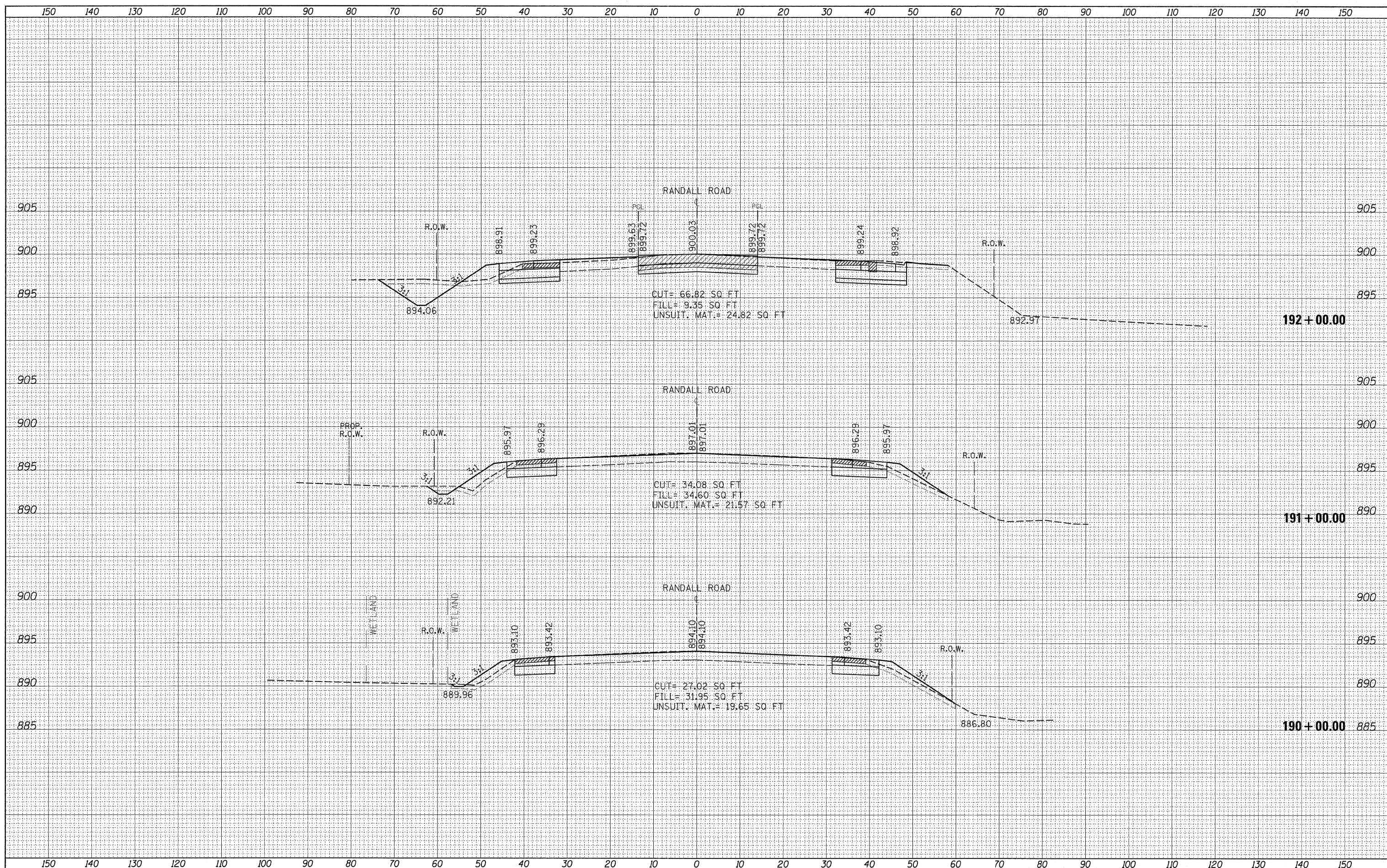
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 PLOT DATE = 5/27/2011

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

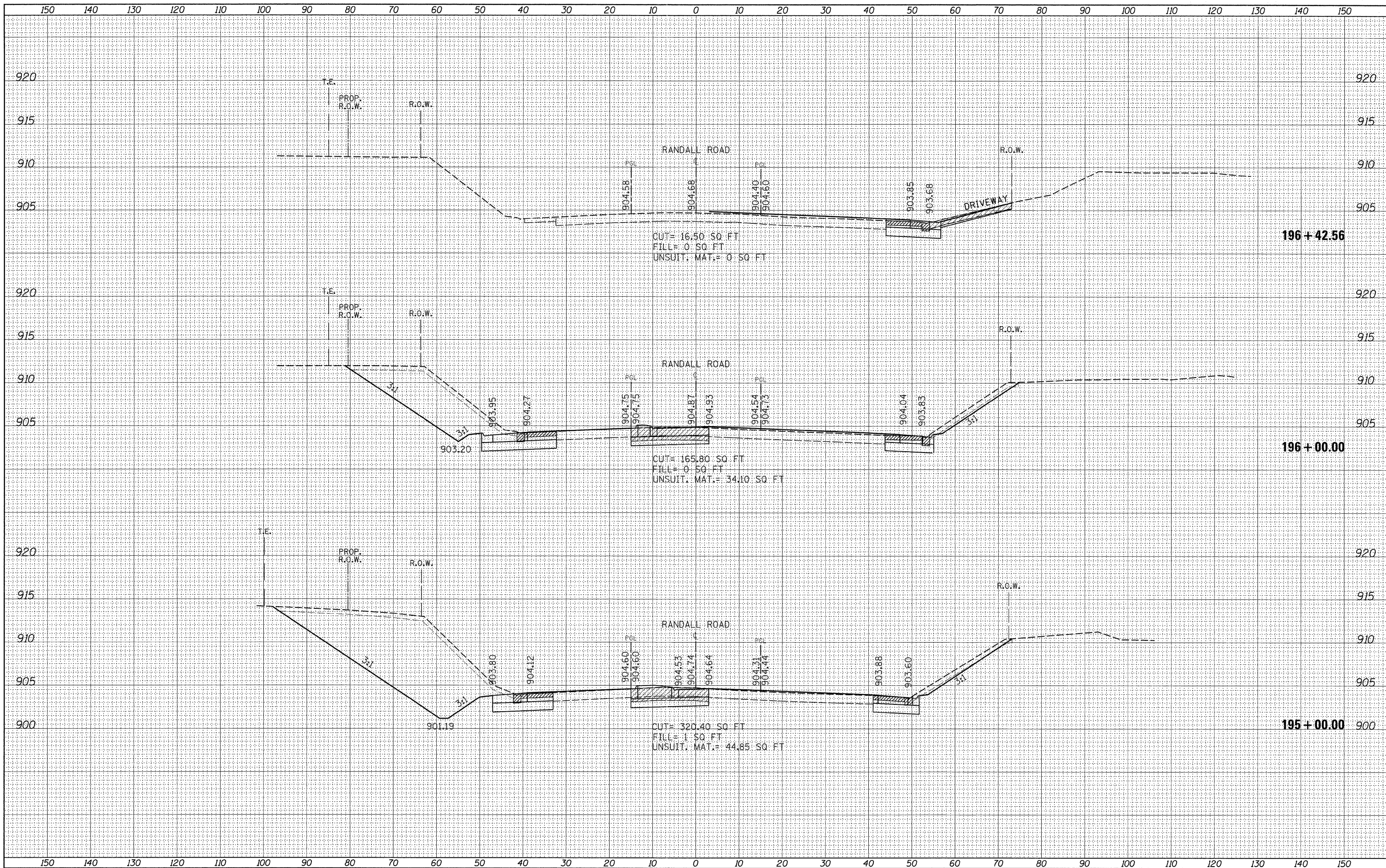
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| <b>RANDALL ROAD CROSS SECTIONS</b> |           |           |                                  |
| SCALE:                             | SHEET NO. | OF SHEETS | STA. 190+00.00 TO STA. 192+00.00 |

|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 139 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |



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 PLOT DATE = 5/27/2011

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 195+00.00 TO STA. 196+42.56

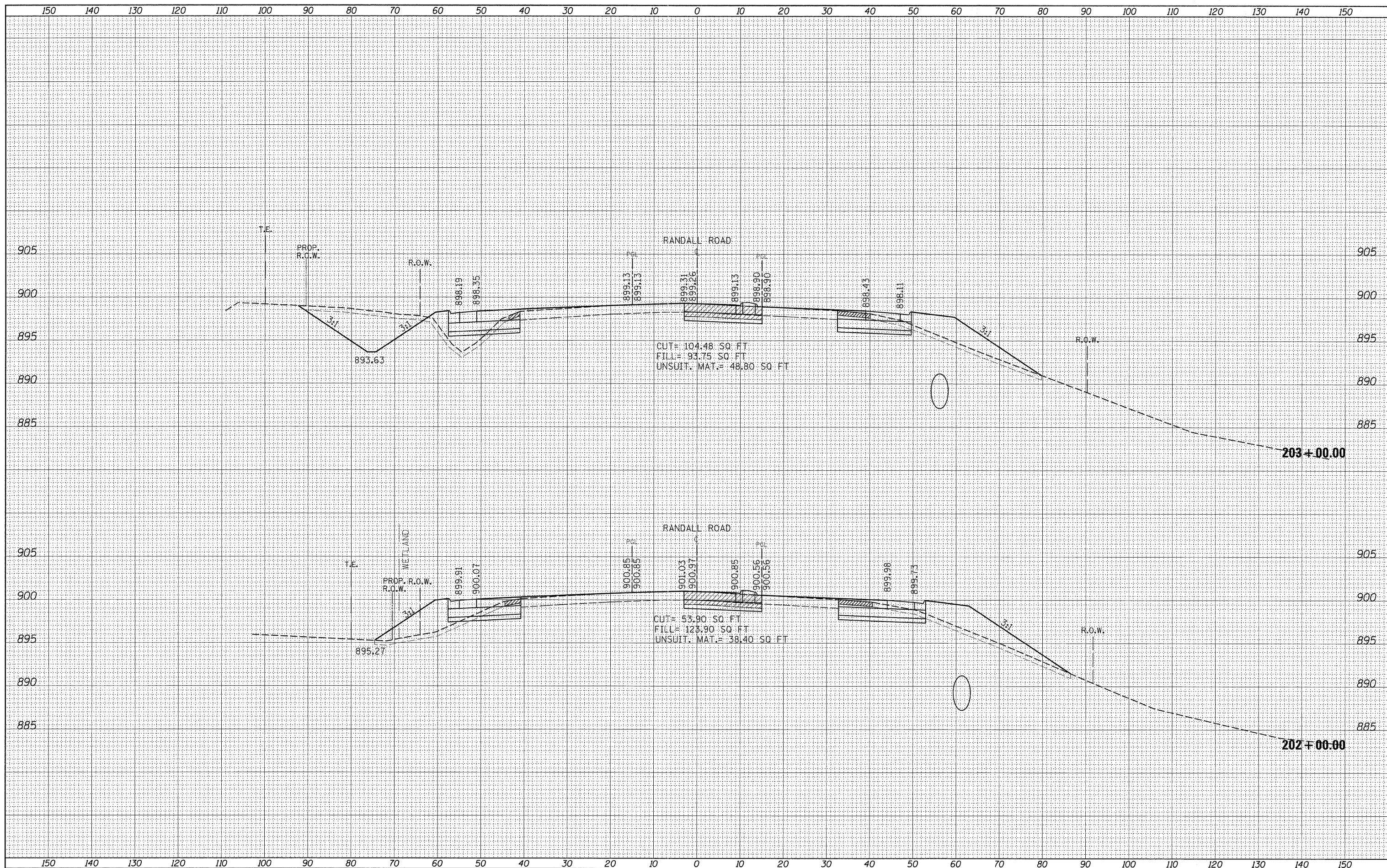
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| F.A.P. R.T.E. 341         | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 141      |
|                           |                |             |                  | CONTRACT NO. 60K09 |
| ILLINOIS FED. AID PROJECT |                |             |                  |                    |





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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD CROSS SECTIONS**

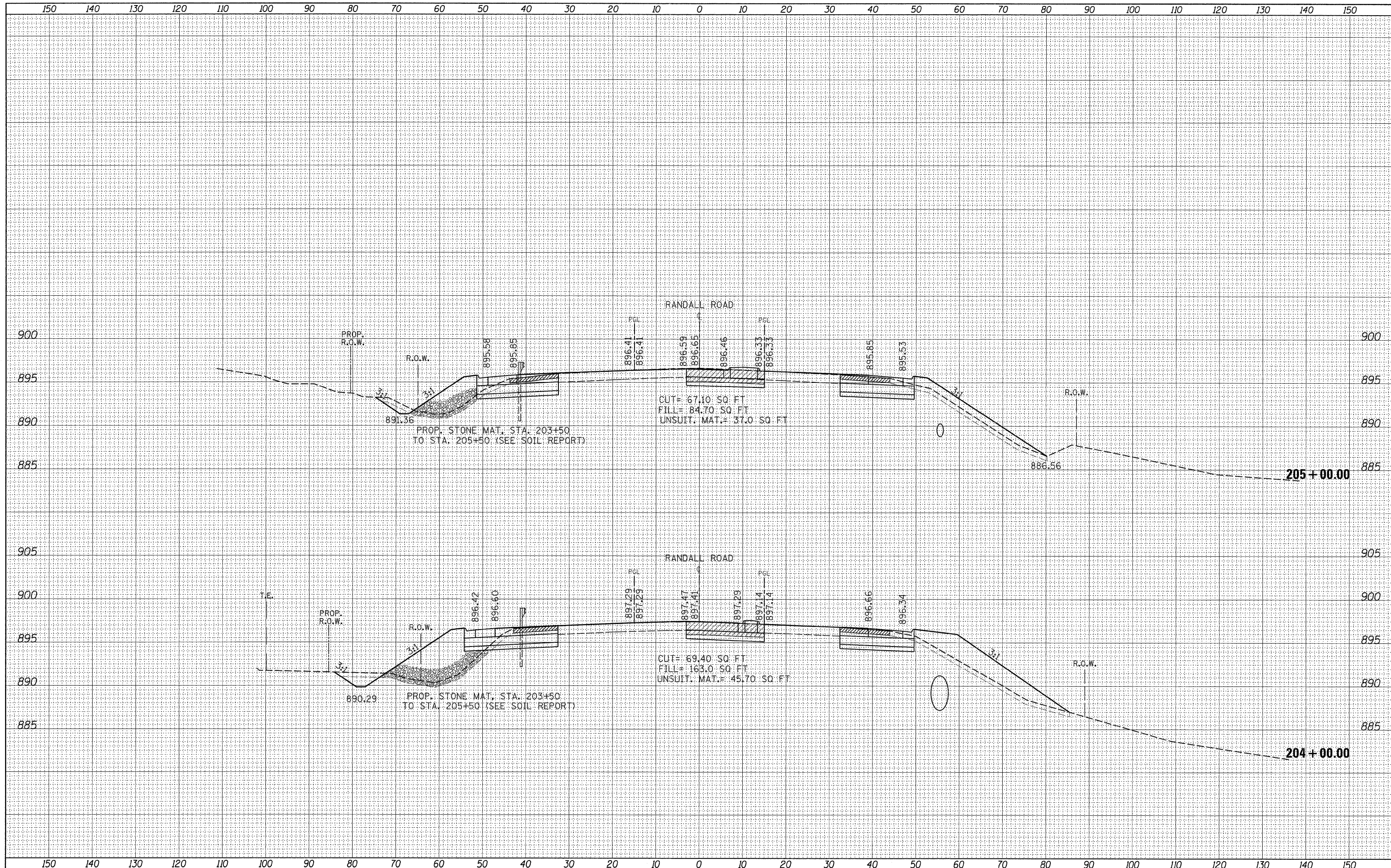
SCALE: SHEET NO. OF SHEETS STA. 202+00.00 TO STA. 203+00.00

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|---------------------------|-------------------|----------------|---------------------|------------------|
| F.A.P. RTE.<br>341        | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>144 |
| CONTRACT NO. 60K09        |                   |                |                     |                  |
| ILLINOIS FED. AID PROJECT |                   |                |                     |                  |



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FILE NAME = P110008-sht-xxsht-Randall.dgn  
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 PLOT DATE = 5/27/2011

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

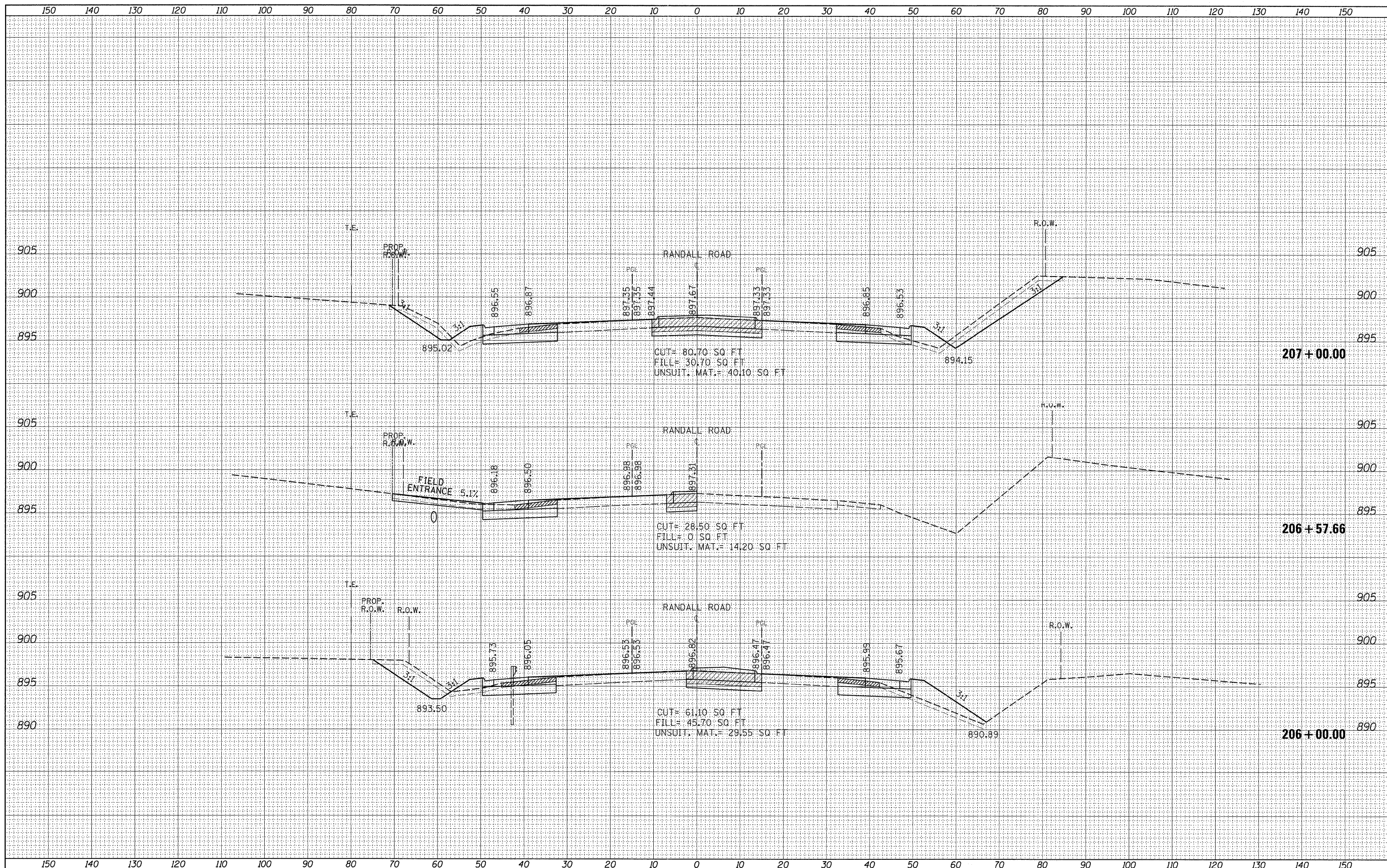
**RANDALL ROAD CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 204+00.00 TO STA. 205+00.00

|                           |         |        |              |           |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 341                       | 62-N-1  | KANE   | 148          | 145       |
| CONTRACT NO. 60K09        |         |        |              |           |
| ILLINOIS FED. AID PROJECT |         |        |              |           |

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 PLOT DATE = 5/27/2011

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD CROSS SECTIONS**

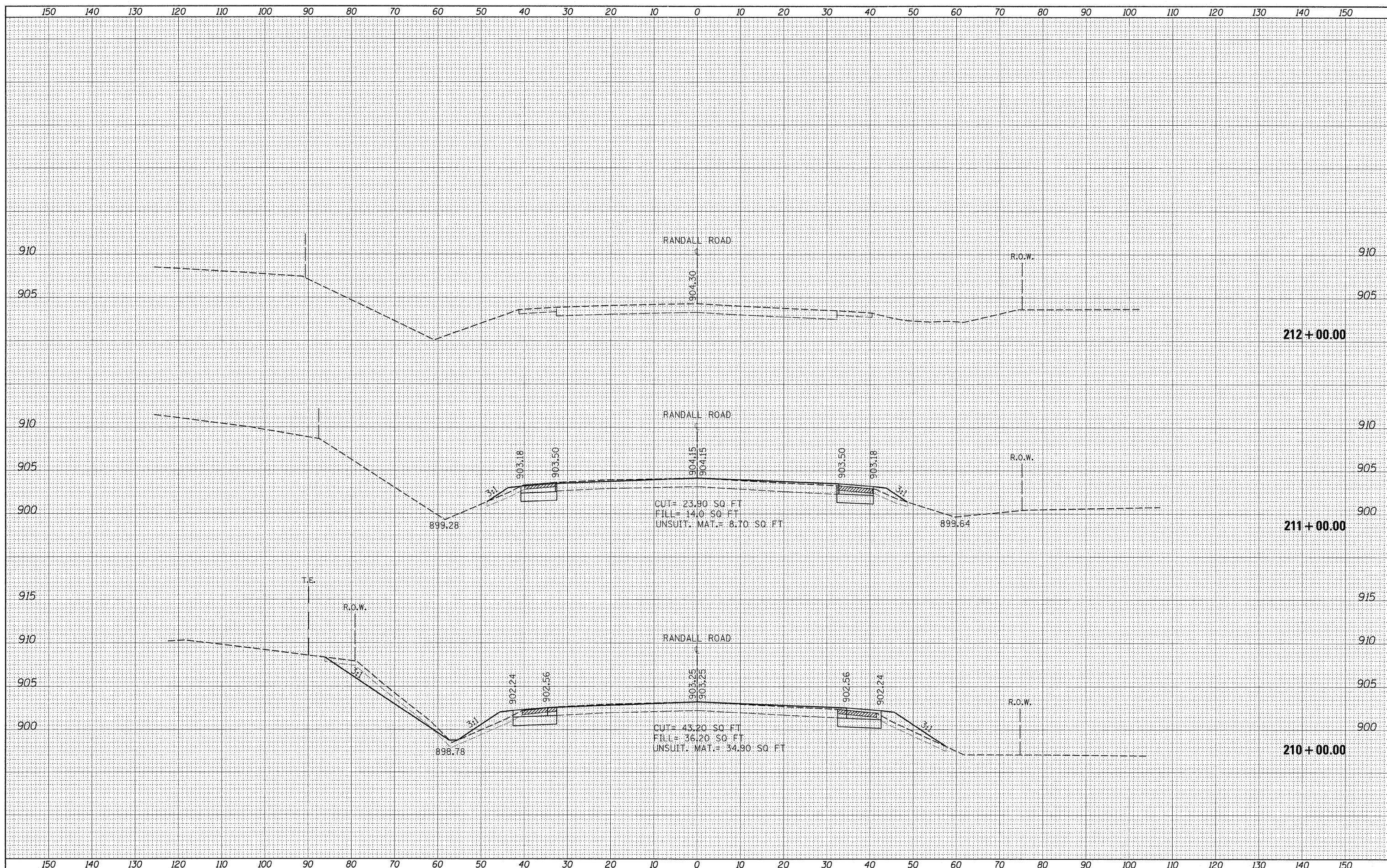
SCALE: SHEET NO. OF SHEETS STA. 206+00.00 TO STA. 207+00.00

|                           |                   |                |                     |                  |
|---------------------------|-------------------|----------------|---------------------|------------------|
| F.A.P. RTE.<br>341        | SECTION<br>62-N-1 | COUNTY<br>KANE | TOTAL SHEETS<br>148 | SHEET NO.<br>146 |
| CONTRACT NO. 60K09        |                   |                |                     |                  |
| ILLINOIS FED. AID PROJECT |                   |                |                     |                  |



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 210+00.00 TO STA. 212+00.00

|                           |                |             |                  |               |
|---------------------------|----------------|-------------|------------------|---------------|
| F.A.P. RTE. 341           | SECTION 62-N-1 | COUNTY KANE | TOTAL SHEETS 148 | SHEET NO. 148 |
| CONTRACT NO. 60K09        |                |             |                  |               |
| ILLINOIS FED. AID PROJECT |                |             |                  |               |