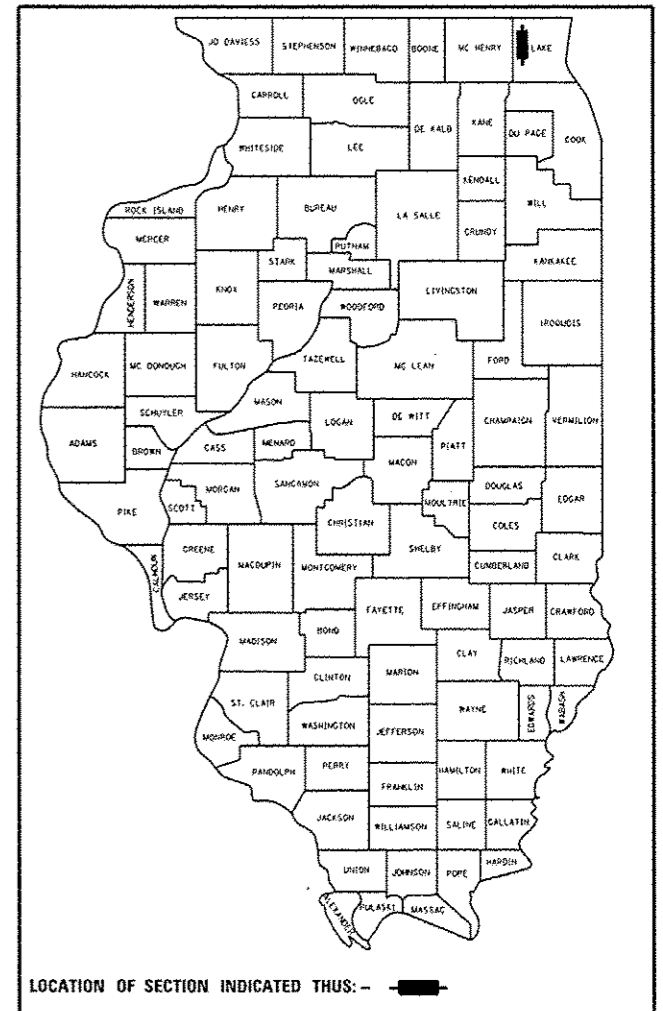


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	12	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 60W16	

D-91-197-13



PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE VILLAGE OF VOLO.

F.A.P. 334 US 12 / IL 59
SECTION 106N-1
AT SULLIVAN LAKE ROAD / MOLIDOR ROAD
INTERSECTION IMPROVEMENT AND NEW TRAFFIC SIGNAL
PROJECT: ACHSIP-0334(026)
LAKE COUNTY

C-91-197-13

TRAFFIC DATA

U.S. ROUTE 12/IL 59
2013 ADT = 25,300
SPEED LIMIT = 55 MPH

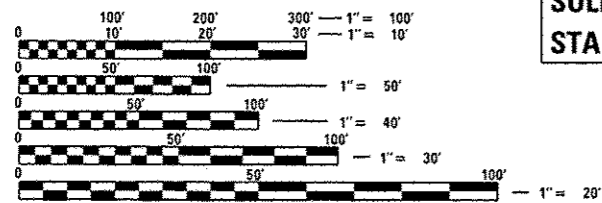
SULLIVAN LAKE RD/MOLIDOR RD.
2011 ADT = 1500-2250
SPEED LIMIT = 35 MPH

PROJECT LOCATION

U.S. ROUTE 12/IL. ROUTE 59
STA 314+16 TO STA 321+22

MOLIDOR ROAD
STA 500+00 TO STA 504+70

SULLIVAN LAKE ROAD
STA 207+50 TO STA 215+00

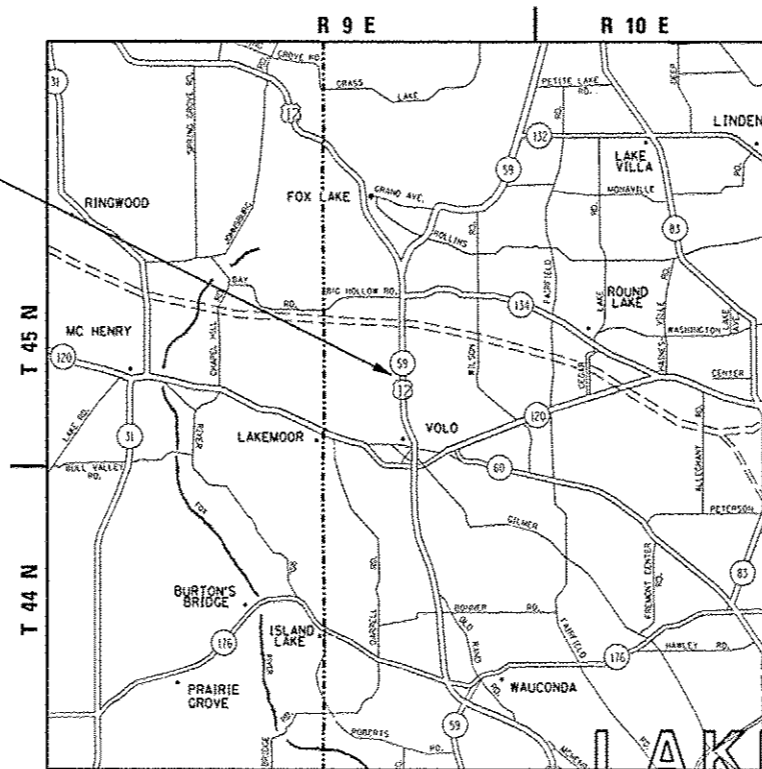


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
PROJECT MANAGER: KEN ENG (847) 705-4247

CONTRACT NO. 60W16



GRANT TOWNSHIP
GROSS LENGTH OF US 12 / IL 59 = 616.06 FT. = 0.12 MILES
NET LENGTH = 616.06 FT. = 0.12 MILES
GROSS LENGTH OF SULLIVAN LAKE RD./MOLIDOR RD. = 1302.79 FT. = 0.25 MILES
NET LENGTH = 1302.79 FT. = 0.25 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 30, 2014

John P. Kutz
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Mar 00 20 15
John D. Baranzelli, PE
ENGINEER OF DESIGN AND ENVIRONMENT

Mar 20 20 15
Omer Osman, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
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- 482011-03 HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 601001-04 SUB-SURFACE DRAINS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24'' (600 mm) FROM PAVEMENT EDGE
- 701011-04 OFF-ROAD MOVING OPERATION, 2L, 2W, DAY ONLY
- 701101-04 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24'' (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701421-07 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701426-07 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
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- 878001-10 CONCRETE FOUNDATION DETAILS
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
- 886001-01 DETECTOR LOOP INSTALLATIONS

FILE NAME: \\snp\work\sp\dot\stds\stds\INDEX OF SHEETS.dgn USER NAME: gjenashyq DESIGNED: .. DRAWN: .. CHECKED: .. DATE: ..	REVISIONS: REVISION: .. REVISION: .. REVISION: ..	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		INDEX OF SHEETS, STATE STANDARDS & TRAFFIC SIGNAL STANDARDS US 124L 59 AT SULLIVAN LAKE RD./MOLIDOR RD.		F.A.P. RTE.: 334 SECTION: 10EN-1 COUNTY: LAKE TOTAL SHEETS: 72 SHEET NO.: 2 CONTRACT NO.: 60W16
		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 or 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. 48-HOUR NOTIFICATION IS REQUIRED.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER 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 VILLAGE OF VOLO.

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT 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 SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (847) 438-2300 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT STRIPING INDICATING PASSING RESTRICTIONS, "NO PASSING ZONES NOT STRIPED NEXT MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH OTHER LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES.

THE SIGNS SHALL BE PLACED JUST PRIOR TO REMOVAL OR COVERING OF THE STRIPE AND SHALL REMAIN IN PLACE UNTIL FULL NO PASSING ZONE STRIPING HAS BEEN RESTORED. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLow RESISTANT)" SHOWN IN THE PLANS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (60 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (60 km/h). WITH WRITTEN APPROVAL OF 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) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

SAW CUT EXISTING AT WIDENING INCIDENTAL TO WIDENING IS TO BE DETERMINED BY THE ENGINEER.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.

THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

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

THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS.

IN ADDITION TO THE BORROW REVIEW (BOE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AND EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM (WETLAND) WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM (WETLAND) WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM (WETLAND) WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM (WETLAND) WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES		F.A.P. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -		US 12/L 59 AT SULLIVAN LAKE RD./MOLIDOR RD.		334	106N-1	LAKE	72	3
CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 60W16				
DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% Volo TR. SIGNALS 0021	80% STATE 20% Volo SHARED-USE PATH AND SIDEWALK 0028	100% Volo E.V.P. 0021			CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% Volo TR. SIGNALS 0021	80% STATE 20% Volo SHARED-USE PATH AND SIDEWALK 0028	100% Volo E.V.P. 0021			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	90	90						25200200	SUPPLEMENTAL WATERING	UNIT	16940	16940						
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	96	96						28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	350	350						
*20101400	NITROGEN FERTILIZER NUTRIENT	POUND	315	315						28000305	TEMPORARY DITCH CHECKS	FOOT	530	530						
*20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	315	315						28000400	PERIMETER EROSION BARRIER	FOOT	540	540						
*20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	315	315						28000500	INLET AND PIPE PROTECTION	EACH	16	16						
20200100	EARTH EXCAVATION	CU YD	3689	3689						28100105	STONE RIPRAP, CLASS A3	SO YD	36	36						
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	4623	4623						28200200	FILTER FABRIC	SO YD	36	36						
20800150	TRENCH BACKFILL	CU YD	65	65						30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	9392	9392						
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	1880	1880						60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	8	8						
*21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	8347	8347						31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO YD	11950	11950						
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1						40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1008	1008						
*25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5						48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	812	812						
*25000310	SEEDING, CLASS 4	ACRE	3.5	3.5						35300600	PORTLAND CEMENT CONCRETE BASE COURSE 11"	SO YD	198	198						
25100630	EROSION CONTROL BLANKET	SO YD	16940	16940						40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3598	3598						
25100900	TURF REINFORCEMENT MAT	SO YD	75	75						40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	15	15						

*Specialty Items

30

SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	95	95				44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	106	106					
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	349	84		265		54213450	END SECTIONS 15"	EACH	4	4					
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	175	40		135		54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N50	TON	1152	1152				54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	4	4					
42001300	PROTECTIVE COAT	SO YD	970	970				54214509	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	1	1					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4194			4194		54215553	METAL END SECTIONS 18"	EACH	1	1					
42400800	DETECTABLE WARNINGS	SO FT	485	485				54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	174	174					
44000100	PAVEMENT REMOVAL	SO YD	1944	1944				54390170	INSERTION CULVERT LINER 22"	FOOT	112	112					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	6665	6665				550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	190	190					
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	184	184				550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	40	40					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	131	131				550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	4	4					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	100	100				550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	154	154					
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	120	120				550A4100	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	50	50					

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DESIGNED	REVISION	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 12/IL 59 AT SULLIVAN LAKE RD/MOLIDOR RD. SUMMARY OF QUANTITIES	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEET
DRAWN	REVISION			334	106N-1	LAKE	72
CHECKED	REVISION			CONTRACT NO. 60W16			
DATE	REVISION			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
SCALE: SHEET NO. OF SHEETS STA. TO STA.							

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021	CODE NO	ITEM	UNIT		TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021
55100500	STORM SEWER REMOVAL 12"	FOOT	150	150				60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3	3					
55101200	STORM SEWER REMOVAL 24"	FOOT	95	95				60240327	INLETS, TYPE B, TYPE 23 FRAME AND GRATE	EACH	1	1					
60107600	PIPE UNDERDRAINS 4"	FOOT	635	635				60500050	REMOVING CATCH BASINS	EACH	1	1					
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1				60500060	REMOVING INLETS	EACH	3	3					
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1				60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	207	207					
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1				60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1152	1152					
60219100	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 9 FRAME AND GRATE	EACH	1	1				67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
60219530	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1				67100100	MOBILIZATION	L SUM	1	1					
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1				X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3					
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1				70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2					
60222230	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1				70300100	SHORT TERM PAVEMENT MARKING	FOOT	9594	9594					
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1				70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	468	468					
								70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5536	5536					
								70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1443	1443					

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DESIGNED	REVISIONS	STATE OF ILLINOIS	US 121L 59 AT SULLIVAN LAKE RD/MOLIDOR RD.	F.A.P. R.T.E. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72
DRAWN	REVISIONS	DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	SCALE:			SHEET NO. OF SHEETS STA. TO STA.
CHECKED	REVISIONS						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
DATE	REVISIONS						CONTRACT NO. 60W16

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021	CODE NO	ITEM	UNIT		TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	35	35				* 78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	45	45					
									REMOVAL								
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	109	109													
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	125	125				* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1				
* 72000100	SIGN PANEL - TYPE 1	50 FT	30		30			* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	940		940				
* 72000200	SIGN PANEL - TYPE 2	50 FT	62.5		62.5			* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	131		131				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	50 FT	468	468				* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	129		129				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5536	5536				* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	625		625				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1443	1443				* 81400100	HANDHOLE	EACH	2		2				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	35	35				* 81400200	HEAVY-DUTY HANDHOLE	EACH	6		6				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	109	109				* 81400300	DOUBLE HANDHOLE	EACH	3		3				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	125	125				* 85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	45	45				* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1728		1728				
								* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2521		2521				

* Specialty Items

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	URBAN							
				90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021	90% FED 10% STATE ROADWAY 0004					90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021					
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3503		3503					* 87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1		1					
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	949		949					* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	24		24					
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2123		2123					* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4					
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	84		84					* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54		54					
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	893		893					* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8		8					
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2		2					* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2		2					
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2		2					* 88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2					
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2					* 88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2		2					
* 87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	2		2					* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8					
* 87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1		1					* 88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	10		10					
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	75	75						* 88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8					
										* 88600100	DETECTOR LOOP, TYPE I	FOOT	1181		1181					

* Specialty Items

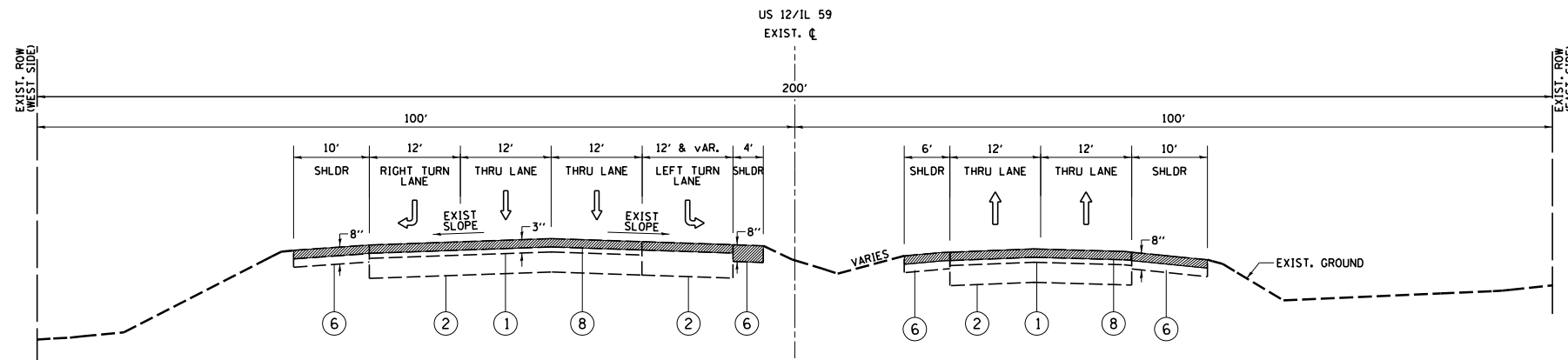
23

SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021			CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE ROADWAY 0004	90% FED 5% STATE 5% VOLO TR. SIGNALS 0021	80% STATE 20% VOLO SHARED-USE PATH AND SIDEWALK 0028	100% VOLO E.V.P. 0021			
* 88700200	LIGHT DETECTOR	EACH	3				3			20004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	872	872						
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	2		1		1			20013798	CONSTRUCTION LAYOUT	L SUM	1	1						
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8					20030850	TEMPORARY INFORMATION SIGNING	SO FT	102.8	102.8						
* A2000320	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6	6						20062456	TEMPORARY PAVEMENT	SO YD	185	185						
* A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5						* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	720	720						
* A2005960	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION LONDON PLANETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6	6						* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1						
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4						* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1						
* C2C06024	SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, CONTAINER	EACH	105	105						85000500	MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION	EACH	2	2						
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	744				744			* X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	300	300						
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1							* SPECIALTY ITEMS									
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1						* NON-PARTICIPATING ITEMS (100% STATE)									

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LEGEND

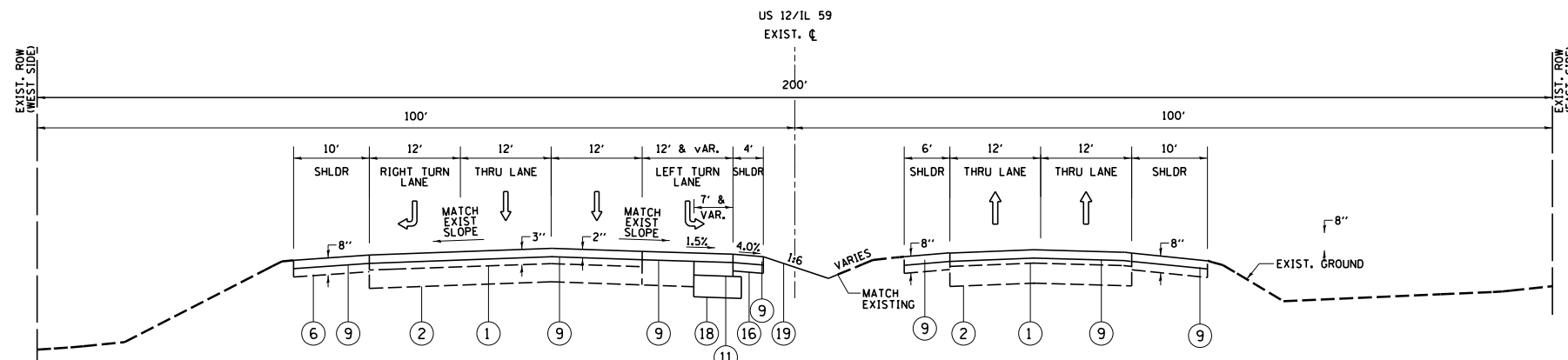
- ① EXIST. HMA SURFACING, ± 1" AFTER REMOVAL
- ② EXIST. PCC PAVEMENT, ± 10"
- ③ EXIST. HMA PAVEMENT, ± 8" AFTER REMOVAL
- ④ EXIST. COMB. CONC. C&G, TYPE B-6.12
- ⑤ EXIST. PCC SIDEWALK, 5"
- ⑥ EXIST. HMA SHOULDER, 8"
- ⑦ EXIST. AGG. SHOULDER
- ⑧ PROP. HMA SURF. REMOVAL, 2"
- ⑨ PROP. POLY. HMA SURF. CSE., MIX "F", N90, 2"
- ⑩ PROP. HMA BINDER CSE., 6"
- ⑪ PROP. PCC BASE CSE. WIDENING, 11"
- ⑫ PROP. COMB. CONC. C&G, TYPE B-6.12
- ⑬ PROP. COMB. CONC. C&G, TYPE B-6.24
- ⑭ PROP. SHARED PATH, 8"
- ⑮ PROP. PCC SIDEWALK, 5"
- ⑯ PROP. HMA SHOULDER, 6"
- ⑰ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑱ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑲ PROP. DITCH/SWALE



EXISTING US 12 / IL 59
 LOOKING NORTH-NORTH OF INTERSECTION FROM STA. 315+00 TO 321+22.32
 REVERSED SOUTH OF INTERSECTION FROM STA. 311+55 TO 315+00
 TURN LANES VARIES FROM 12' TO 0' BETWEEN STATIONS 316+99.70 TO STA 319+60

WIDENING SECTION:
 STA. 316+99.71 - STA. 321+22.32

RESURFACING SECTION:
 STA. 314+00 - STA. 315+16.60



PROPOSED US 12 / IL 59
 LOOKING NORTH-NORTH OF INTERSECTION FROM STA. 315+00 TO 321+22.32
 REVERSED SOUTH OF INTERSECTION FROM STA. 311+55 TO 315+00
 TURN LANES VARIES FROM 12' TO 0' BETWEEN STATIONS 316+99.70 TO STA 319+60

WIDENING SECTION:
 STA. 316+99.71 - STA. 321+22.32

RESURFACING SECTION:
 STA. 314+00 - STA. 315+16.60

NOTE:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 POUND PER SQUARE YARD-INCH

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 USE OF RECYCLED MATERIALS SEE "DISTRICT ONE SPECIAL PROVISIONS".

QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

"THE CONTRACTOR SHALL MILL FIRST PIOR TO PATCHING".

HOT-MIX ASPHALT MIXTURE REQUIREMENTS
 THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

MIXTURE TYPE	AIR VOIDS (%) @ NDES	QUALITY MANAGEMENT PROGRAM (OMP)
RESURFACING: (US 12/IL 59 & MOLITOR RD.)		
POLY HMA SURFACE COURSE MIX "F", N90 (IL 9.5 MM), 2"	4% @ 90 GYR.	OCP
RECONSTRUCTION: (SULLIVAN LAKE RD.)		
POLY HMA SURFACE COURSE MIX "F", N90 (IL 9.5 MM), 2"	4% @ 90 GYR.	OCP
HMA BINDER COURSE, IL 19.0 MM, N70, 6"	4% @ 70 GYR.	OCP
WIDENING: (US 12/IL 59)		
POLY. HMA SURFACE COURSE MIX "F", N90 (IL 9.5 MM), 2"	4% @ 90 GYR.	OCP
SHOULDER WIDENING: (US 12/IL 59)		
POLY. HMA SURFACE COURSE MIX "F", N90 (IL 9.5 MM), 2"	4% @ 90 GYR.	OCP
HMA SHOULDERS, 6"	4% @ 50 GYR.	OCP
HOT-MIX ASPHALT PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 MM), 11"	4% @ 70 GYR.	OC/OA
SHOULDER RESURFACING SECTION		
POLY HMA SURFACE COURSE MIX "F", N90 (IL-9.5 MM), 2"	4% @ 90 GYR.	OCP
HMA DRIVEWAY (P.E.)		
HMA SURFACE COURSE MIX "D", N50, (IL-9.5 MM), 2"	4% @ 50 GYR.	OA/OC
HMA BASE COURSE (IL-19 MM), 6"	4% @ 50 GYR.	OA/OC
SHARED PATH		
HMA SURFACE COURSE MIX "D", N50 (IL-9.5 MM), 2"	4% @ 50 GYR.	OC/OA
HMA BINDER COURSE (HMA BINDER IL-19 MM), 4"	4% @ 50 GYR.	OC/OA
TEMPORARY PAVEMENT		
HMA BINDER COURSE (HMA BINDER IL-19.0, N50), 8"	4% @ 50 GYR.	OC/OA

OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA);
 QUALITY CONTROL FOR PERFORMANCE (QCP)

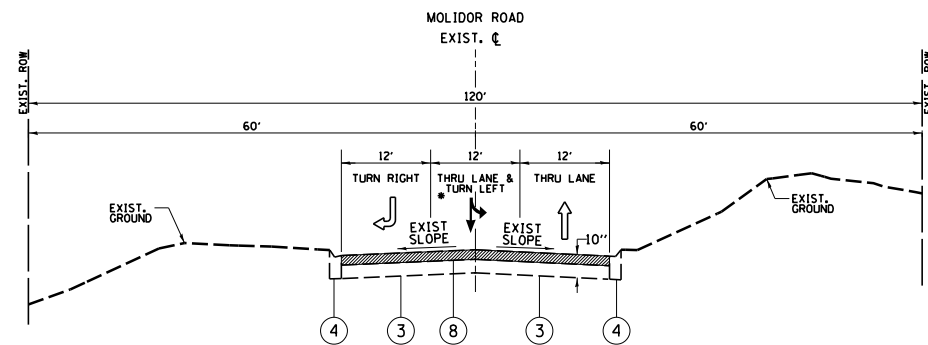
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
 US 12 /IL. 59 AT MOLITOR RD./SULLIVAN RD.**

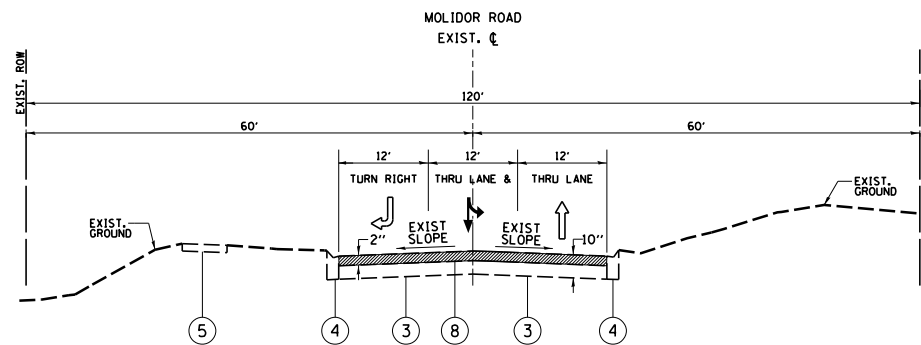
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	10
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

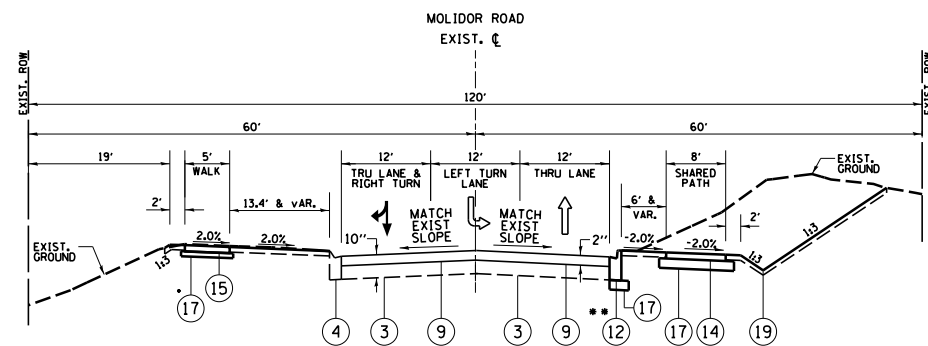


EXISTING MOLIDOR ROAD
STA. 500+65 TO STA. 501+65

* LEFT TURN LANE & TRANSITION END AT STA. 501+60

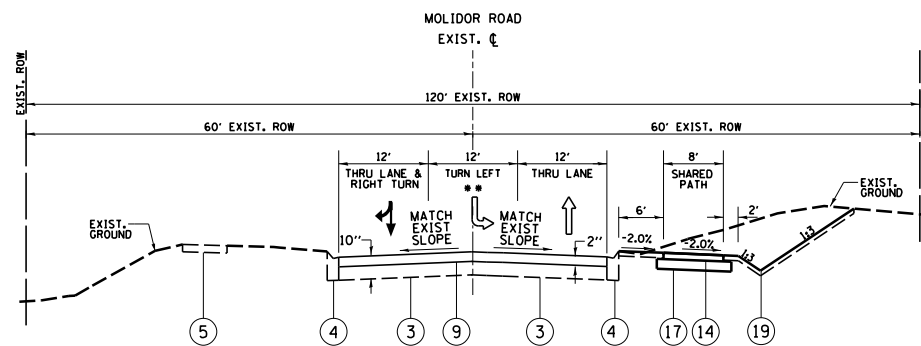


EXISTING MOLIDOR ROAD
STA. 501+65 TO STA. 504+70



PROPOSED MOLIDOR ROAD
STA. 500+65 TO STA. 501+65

* PROP. SIDEWALK EXTENSION
STA. 501+03.63 TO STA. 501+60
** PROP. B-6.12 CURB ENDS AT STA. 501+48.47



PROPOSED MOLIDOR ROAD
STA. 501+65 TO STA. 504+70

** CENTER THRU & LEFT TURN LANE TRANSITION AT STA. 503+17.29 & END AT STA. 504+63.31 OR AT BEGINNING OF PAINTED MEDIAN E.O.P.

LEGEND

- ① EXIST. HMA SURFACING, ± 1" AFTER REMOVAL
- ② EXIST. PCC PAVEMENT, ± 10"
- ③ EXIST. HMA PAVEMENT, ± 8" AFTER REMOVAL
- ④ EXIST. COMB. CONC. C&G, TYPE B-6.12
- ⑤ EXIST. PCC SIDEWALK, 5"
- ⑥ EXIST. HMA SHOULDER, 8"
- ⑦ EXIST. AGG. SHOULDER
- ⑧ PROP. HMA SURF. REMOVAL, 2"
- ⑨ PROP. POLY. HMA SURF. CSE., MIX "F", N90, 2"
- ⑩ PROP. HMA BINDER CSE., 6"
- ⑪ PROP. PCC BASE CSE. WIDENING, 11"
- ⑫ PROP. COMB. CONC. C&G, TYPE B-6.12
- ⑬ PROP. COMB. CONC. C&G, TYPE B-6.24
- ⑭ PROP. SHARED PATH, 8'
- ⑮ PROP. PCC SIDEWALK, 5"
- ⑯ PROP. HMA SHOULDER, 6"
- ⑰ PROP. SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- ⑱ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑲ PROP. DITCH/SWALE

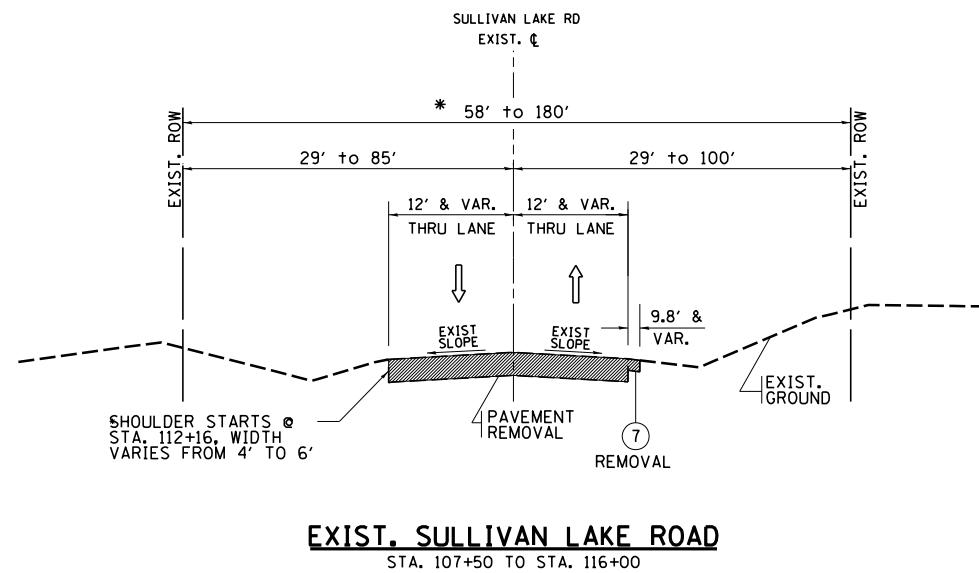
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
US 12 /IL. 59 AT MOLIDOR RD./SULLIVAN RD.**

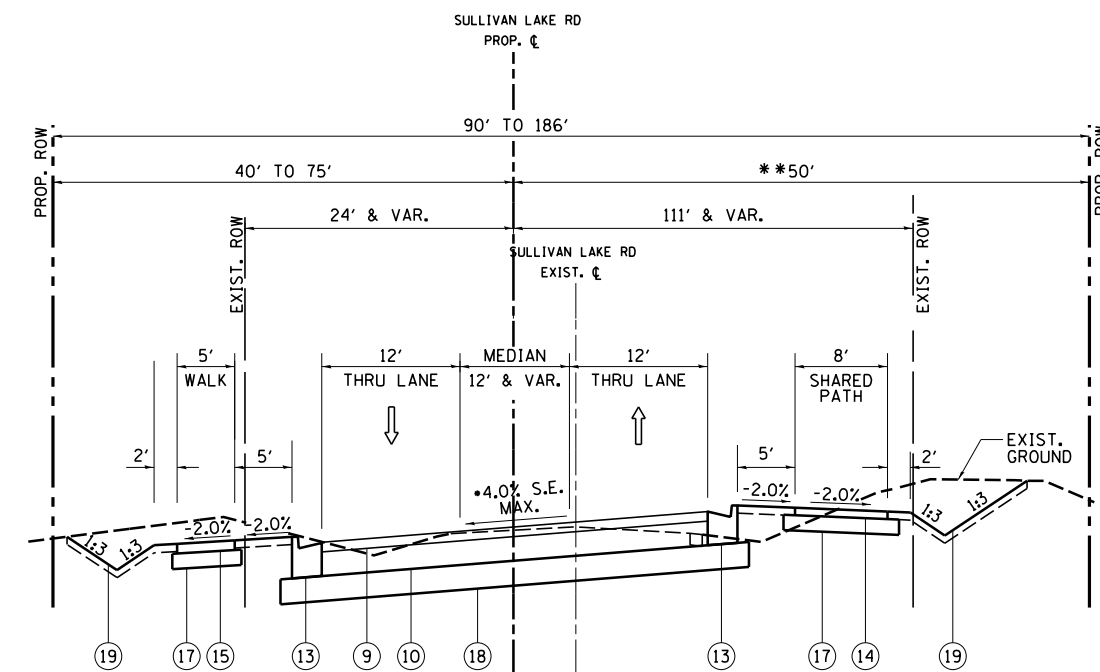
SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	11
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				



* EXISTING ROW WIDTH 58' FROM STA. 107+50 TO STA. 111+19

* POINT OF FULL SUPER ELEVATION (4%) STA. 210+08.63 TO 211+58.12.
 PROP. ROW MEETS EXIST. ROW AT STA. 211+01.39, RT.
 BEGIN IMPROVEMENTS START AT EXIST. STA. 107+50 / PROP. STA. 207+50 WITH NO NEW SHOULDER WORK UNTIL EXIST. STA. 108+00 / PROP. STA. 208+00
 B-6.24 CURB WILL BEGIN AT EXIST. STA. 108+93.53 / PROP. STA. 208+93.54
 STRIPED MEDIAN WILL BEGIN AT STA. 208+57 AND WIDTH VARIES FROM 0' TO 10.5'
 PROP. ϕ VARIES FROM 0 TO 5.4' FROM EXIST. ϕ BETWEEN STA. 209+74.23 TO STA. 210+50
 SIDEWALK TO THE NORTH & NORTHWEST SIDE OF SULLIVAN LAKE ROAD WILL START AT EXIST. STA. 108+96.68 / PROP. STA. 208+96.69
 BIKEPATH TO THE SOUTH & SOUTHWEST SIDE OF SULLIVAN LAKE ROAD WILL START AT EXIST. STA. 108+96.68 / PROP. STA. 208+96.69



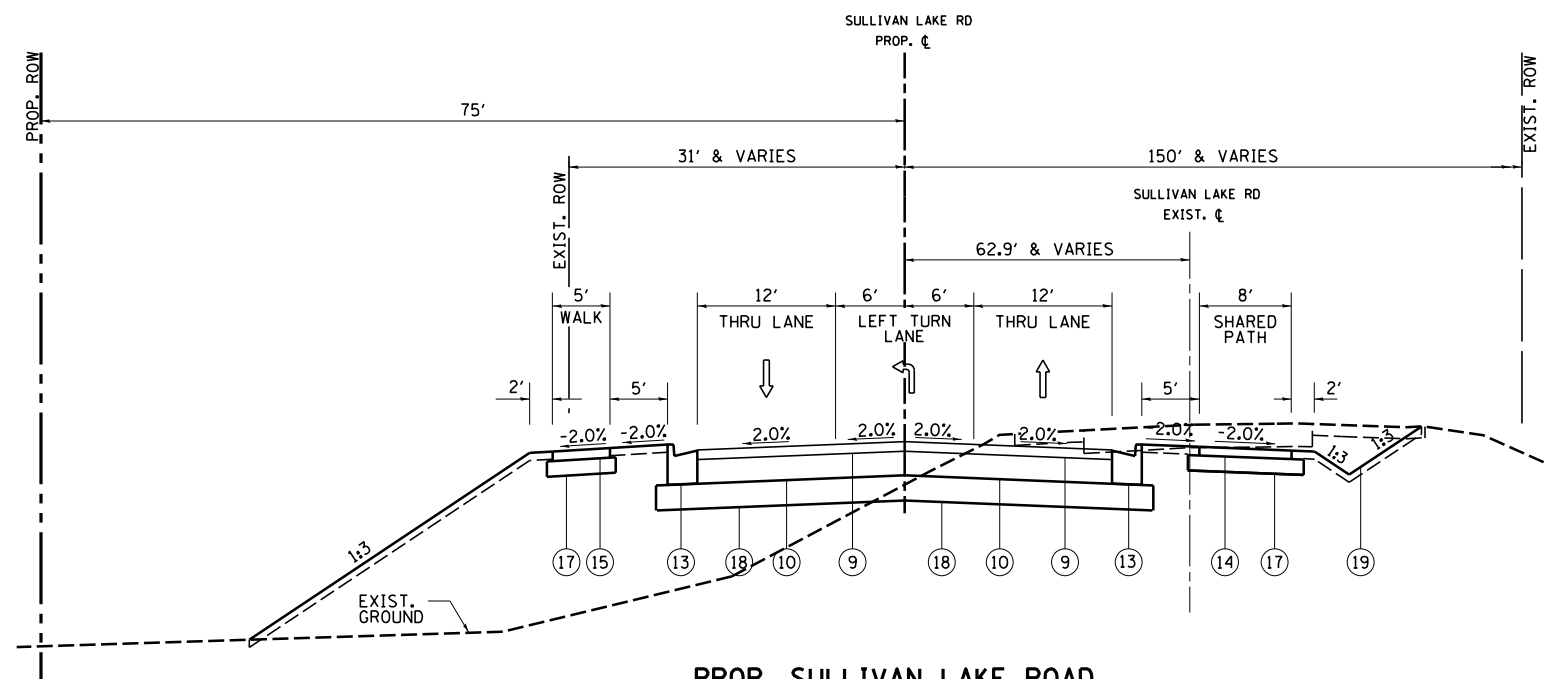
PAVEMENT ELEVATION TRANSITION:
 STA. 207+50 = -2.0%
 STA. 209+00 = -2.0%
 STA. 210+00 = -3.65%
 STA. 211+00 = -4.0%
 STA. 211+65 = -3.72%
 STA. 212+00 = -2.28%
 STA. 213+00 = -2.0%
 STA. 215+00 = -2.0%

PAVEMENT ELEVATION TRANSITION:
 STA. 207+50 = -2.0%
 STA. 209+00 = -0.74%
 STA. 210+00 = -3.62%
 STA. 211+00 = +4.0%
 STA. 211+65 = +3.70%
 STA. 212+00 = +2.17%
 STA. 213+00 = -2.0%
 STA. 215+00 = -2.0%

* POINT OF FULL SUPER ELEVATION (4%) STA. 210+08.63 TO STA. 211+58.12
 ** PROP. ROW MEETS EXIST. ROW AT STA. 211+01.39, RT.

PIPE UNDERDRAINS (TRANSVERSE) SHALL BE INSTALLED AT THE FOLLOWING STATIONS:

STA. 208+50
 STA. 211+00
 STA. 214+00



PIPE UNDERDRAINS (TRANSVERSE) SHALL BE INSTALLED AT THE FOLLOWING STATIONS:

STA. 208+50
 STA. 211+00
 STA. 214+00

LEGEND

- ① EXIST. HMA SURFACING, \pm 1" AFTER REMOVAL
- ② EXIST. PCC PAVEMENT, \pm 10"
- ③ EXIST. HMA PAVEMENT, \pm 8" AFTER REMOVAL
- ④ EXIST. COMB. CONC. C&G, TYPE B-6.12
- ⑤ EXIST. PCC SIDEWALK, 5"
- ⑥ EXIST. HMA SHOULDER, 8"
- ⑦ EXIST. AGG. SHOULDER
- ⑧ PROP. HMA SURF. REMOVAL, 2"
- ⑨ PROP. POLY. HMA SURF. CSE., MIX "F", N90, 2"
- ⑩ PROP. HMA BINDER CSE., 6"
- ⑪ PROP. PCC BASE CSE. WIDENING, 11"
- ⑫ PROP. COMB. CONC. C&G, TYPE B-6.12
- ⑬ PROP. COMB. CONC. C&G, TYPE B-6.24
- ⑭ PROP. SHARED PATH, 8"
- ⑮ PROP. PCC SIDEWALK, 5"
- ⑯ PROP. HMA SHOULDER, 6"
- ⑰ PROP. SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- ⑱ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑲ PROP. DITCH/SWALE

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	PLOT DATE = 2/6/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
US 12 /IL. 59 AT MOLIDER RD./SULLIVAN RD.			
SCALE: NONE	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	12
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES (EARTHWORK)						
1	2	3	4	5	6	7
US 12 / IL 59 AT SULLIVAN LAKE RD/MOLIDOR RD.	EARTH EXCAVATION (CU YD)	UNSUITABLE MATERIAL (CU YD)	EMBANKMENT (CU YD)	ADJUSTMENT FOR SHRINKAGE (CU YD)	FURNISHED EXCAVATION (CU YD)	TOP SOIL FURNISH AND PLACE (SQ YD)
US 12 / IL 59. - STA. 315+00 to 321+22						
STAGE 1	0	0	0	0	0	0
STAGE 2	223	513	0.37	190	190	684
MOLIDOR RD. - STA. 500+00 to 504+70						
STAGE 1	0	0	0	0	0	0
STAGE 2	348	772	123	296	173	1,831
SULLIVAN LAKE RD . - STA. 207+50 to 215+82						
STAGE 1	1,665	3,190	2,743	1,415	-1,328	5,435
STAGE 2	1,453	148	127	1,244	1,117	397
TOTAL	3,689	4,623	2,993	3,145	152	8,347
COLUMN 1: LOCATION FROM PLANS		COLUMN 5: EARTH EXCAVATION THAT IS TO BE USED AS FILL		MATERIAL IN THE EMBANKMENT, SHRINKAGE FACTOR		
COLUMN 2: CUT QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED		COLUMN 6: COLUMN 5 - COLUMN 4, POSITIVE QUANTITY=		FURNISHED EXCAVATION, NEGATIVE QUANTITY=		
COLUMN 3: MATERIAL THAT IS DETERMINED TO BE EITHER		COLUMN 7: TOPSOIL FURNISH AND PLACE= AREA OF SODDING				
UNSTABLE OR UNSUITABLE FOR USE IN EMBANKMENT						
(TOP SOIL EXCAVATED AT 6" (150 MM) AVERAGE DEPTH)						
COLUMN 4: FILL QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED						

TREE REMOVAL SCHEDULE			
STATION	OFFSET/SIDE (FEET)	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER
208+96	33' R	10	
209+12	26' R	6	
209+84	24' R	12	
210+07	27' R	12	
210+27	35' R	10	
210+38	34' R	10	
210+43	44' L		30
210+75	22' L		36
211+16	11' L		30
503+07	52' R	10	
503+39	42' R	8	
503+54	41' R	12	
	TOTAL	90	96

NOTE: STATION AND OFFSETS ARE BASED UPON EXISTING CENTERLINE

EXIST. CURVE C1
 PI STA. = 112+88.75
 $\Delta = 46^\circ 51' 43''$ (LT)
 D = 28° 38' 52"
 R = 200.00'
 T = 86.68'
 L = 163.58'
 E = 17.97'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 112+02.08
 P.T. STA. = 113+65.65

EXIST. CURVE C2
 PI STA. = 114+53.10
 $\Delta = 23^\circ 29' 00''$ (RT)
 D = 23° 40' 33"
 R = 242.00'
 T = 50.30'
 L = 99.19'
 E = 5.17'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 114+02.80
 P.T. STA. = 115+01.98

PROP. CURVE C101
 PI STA. = 210+84.92
 $\Delta = 23^\circ 22' 42''$ (LT)
 D = 10° 42' 34"
 R = 535.00'
 T = 110.69'
 L = 218.30'
 E = 11.33'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 209+74.23
 P.T. STA. = 211+92.52

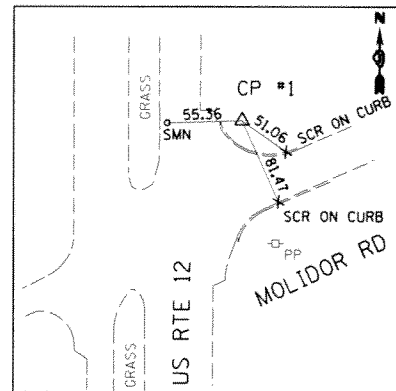
EXIST. CURVE C3
 PI STA. = 515+30.37
 $\Delta = 12^\circ 47' 27''$ (RT)
 D = 5° 19' 47"
 R = 1,075.00'
 T = 120.49'
 L = 239.98'
 E = 6.73'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 514+09.88
 P.T. STA. = 516+49.86

EXIST. CURVE E_US12-1
 PI STA. = 277+94.83
 $\Delta = 30^\circ 51' 00''$ (RT)
 D = 1° 46' 36"
 R = 3,224.88'
 T = 889.79'
 L = 1,736.38'
 E = 120.50'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 269+05.04
 P.T. STA. = 286+41.42

BENCHMARKS

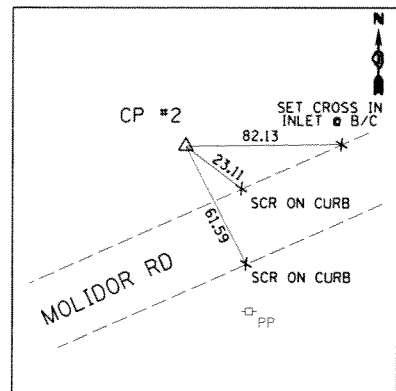
- BM 1 - CUT SO. ON HEADWALL @ SWX OF RT 12 & SULLIVAN LAKE RD. ELEV = 794.77
 STA. 114+81.24, 34.15 RT
- BM 2 - RR SP IN 8TH PP W OF RT 12 ON S. SIDE SULLIVAN LAKE RD. ELEV = 794.73
 STA. 103+58.03, 23.47 RT
- BM 3 - CUT SO. ON 24" FES @ SE COR OF RT 12 & MOLIDOR RD. ELEV = 798.47
 STA. 314+42.6, 72.97 RT
- BM 4 - CUT SO. @ S. END OF CONCRETE GUTTER IN ϕ OF RT 12, APPROX 450' \pm S. OF MOLIDOR RD. ELEV = 813.10
 STA. 310+63.31, 4.57 LT
- BM 5 - CUT SO. ON N. END OF STM GRATE IN ϕ OF RT 12, APPROX 1050' \pm N. OF ϕ MOLIDOR RD. ELEV = 781.46
 STA. 325+25.35, 0.60 LT
- BM 6 - CUT SO. @ N. SIDE OF CONCRETE ISLAND ON MIDDLE FORK, APPROX 35' \pm S. OF ϕ MOLIDOR RD. ELEV = 796.67
 STA. 507+94.15, 37.18 RT

EXIST. US 12/IL 59	PT# 103	N	2062909.7986	E	1029332.8628	STA.	263+18.20
	PC CURVE 1	N	2063413.8396	E	1029032.3245	STA.	269+05.04
EXIST. SULLIVAN RD.	PT# A52	N	2067730.1037	E	1027036.0691	STA.	100+00.00
	PT# A53	N	2067729.9137	E	1027236.0951	STA.	102+00.03
	PT# A54	N	2067733.1668	E	1028238.1387	STA.	112+02.07
	PC CURVE 1	N	2067733.1667	E	1028238.1386	STA.	112+02.08
	PI CURVE 1	N	2067733.4481	E	1028324.8141	STA.	112+88.75
	PT CURVE 1	N	2067796.8882	E	1028383.8740	STA.	113+65.65
	PT# A56	N	2067796.8882	E	1028383.8740	STA.	113+65.65
	PT# A57	N	2067824.0743	E	1028409.1830	STA.	114+02.80
	PC CURVE 2	N	2067824.0743	E	1028409.1830	STA.	114+02.80
	PI CURVE 2	N	2067860.8897	E	1028443.4565	STA.	114+53.10
PROP. SULLIVAN RD.	PT CURVE 2	N	2067880.9985	E	1028489.5617	STA.	115+01.98
	PT# A59	N	2067880.9984	E	1028489.5616	STA.	115+01.98
	PT# A60	N	2067920.1833	E	1028579.4044	STA.	116+00.00
	PT# A101	N	2067729.9137	E	1027236.0951	STA.	202+00.03
EXIST. MOLIDOR RD.	PC CURVE 1	N	2067732.4271	E	1028010.2894	STA.	209+74.23
	PI CURVE 1	N	2067732.7864	E	1028120.9768	STA.	210+84.92
	PT CURVE 1	N	2067777.0373	E	1028222.4347	STA.	211+92.52
	PT# A61	N	2067932.7333	E	1028579.4131	STA.	215+81.98
	PT# A62	N	2068496.3736	E	1029871.7222	STA.	514+09.88
	PC CURVE 1	N	2068496.3736	E	1029871.7223	STA.	514+09.88
	PI CURVE 1	N	2068544.5440	E	1029982.1668	STA.	515+30.37
	PT CURVE 1	N	2068567.0677	E	1030100.5351	STA.	516+49.86
	PT# A64	N	2068567.0677	E	1030100.5351	STA.	516+49.86
	PT# A65	N	2068604.4538	E	1030297.0097	STA.	518+49.86



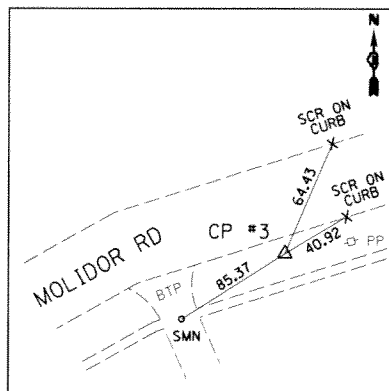
CP #1

STA. 315+96.75, 70.17' RT
 N 2068023.1600
 E 1028649.6430
 ELEV. 795.70



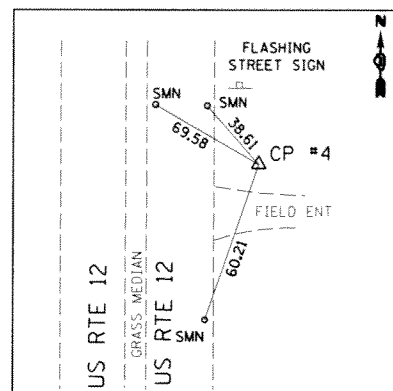
CP #2

STA. 506+51.37, 41.75' LT
 N 2068231.4090
 E 1029159.7710
 ELEV. 801.95



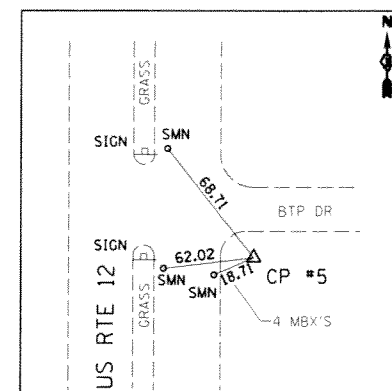
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STA. 514+80.15, 29.12' RT
 N 2068494.9480
 E 1029946.8790
 ELEV. 775.49



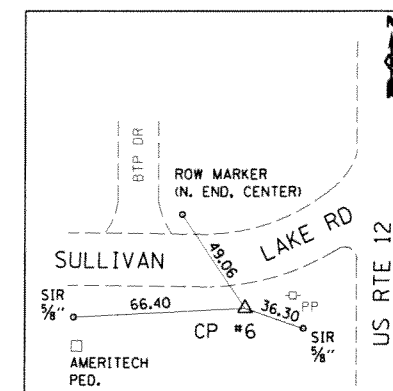
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STA. 308+49.51, 83.40' RT
 N 2067275.9110
 E 1028662.357
 ELEV. 822.98



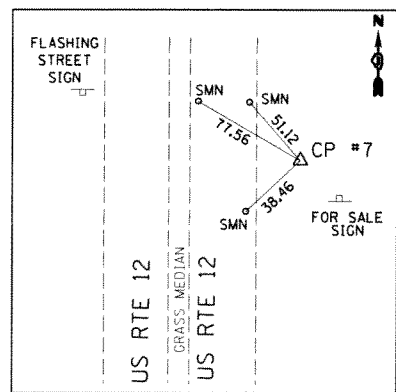
CP #5

STA. 302+13.38, 62.41' RT
 N 2066639.7920
 E 1028640.9200
 ELEV. 814.53



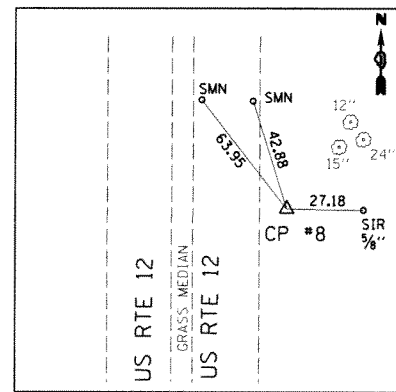
CP #6

STA. 111+42.46, 12.15' RT
 N 2067720.8200
 E 1028178.5620
 ELEV. 800.26



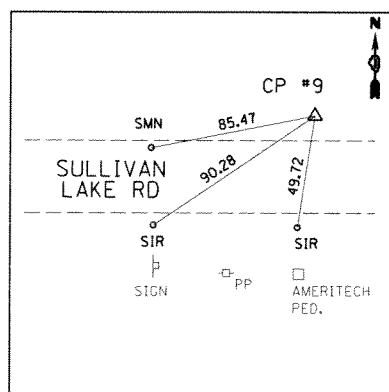
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STA. 321+77.97, 83.71' RT
 N 2068604.3740
 E 1028663.5940
 ELEV. 787.84



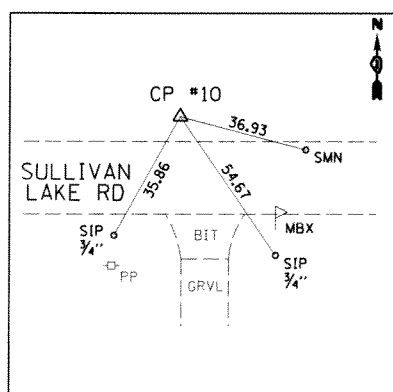
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STA. 327+85.62, 67.75' RT
 N 2069212.0350
 E 1028648.0540
 ELEV. 776.54



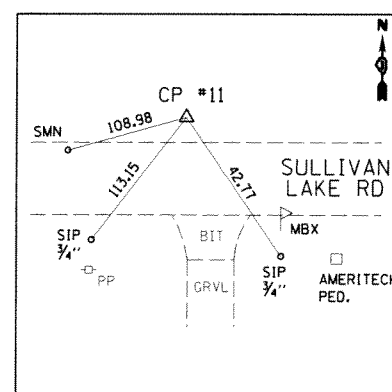
CP #9

STA. 107+50.93, 15.22' LT
 N 2067746.9210
 E 1027786.9500
 ELEV. 798.48



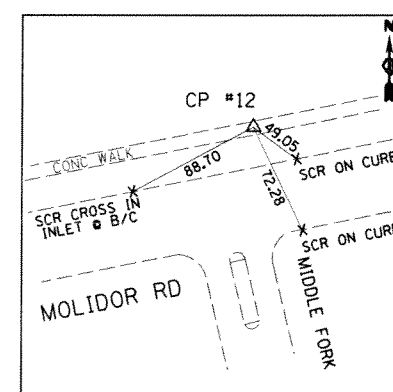
CP #10

STA. 102+28.57, 15.90' LT
 N 2067745.9030
 E 1027264.5880
 ELEV. 792.90



CP #11

STA. 100+04.15, 15.46' LT
 N 2067745.5560
 E 1027040.2330
 ELEV. 790.62



CP #12

STA. 508+17.51, 36.22' LT
 N 2068292.7560
 E 1029314.2750
 ELEV. 796.84

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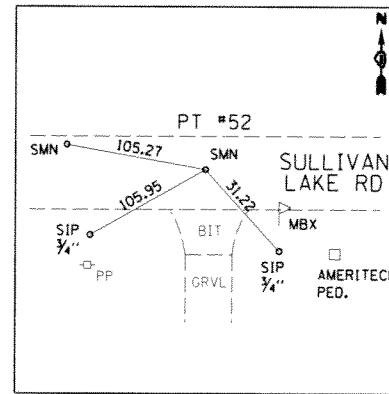
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
 U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE RD/MOLIDOR RD.
 SCALE: 1"=200' SHEET 2 OF 3 SHEETS STA. TO STA.

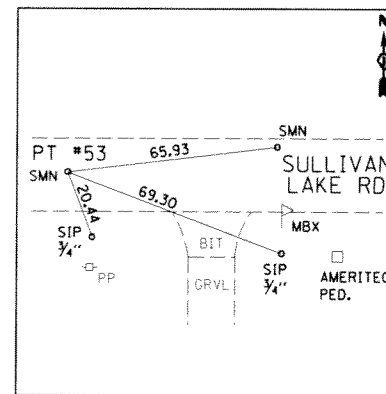
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	15
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

SET ALIGNMENT POINTS



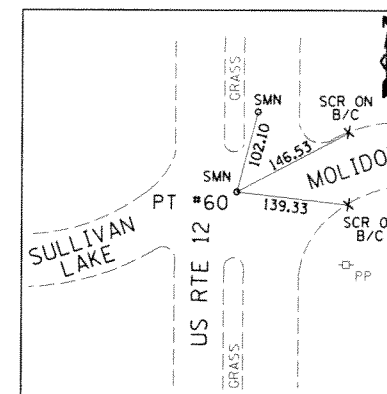
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STA. 100+00
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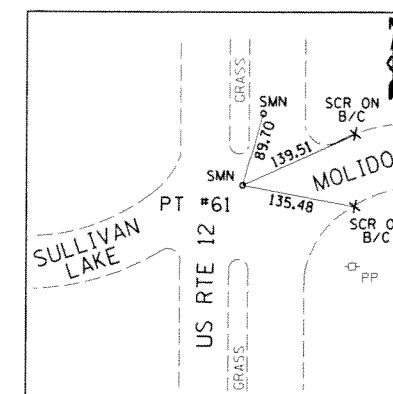
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E 1027236.0951



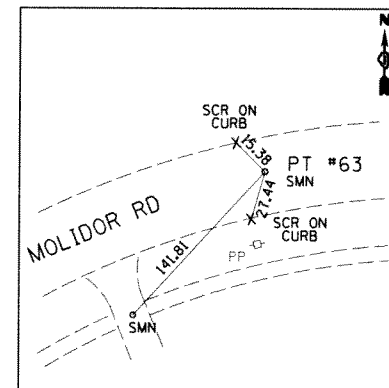
PT #60

STA. 116+00
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E 1028579.4044



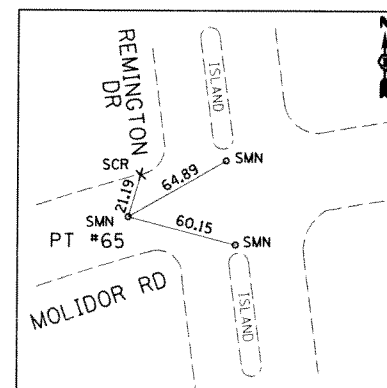
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STA. 500+00
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E 1028579.4131



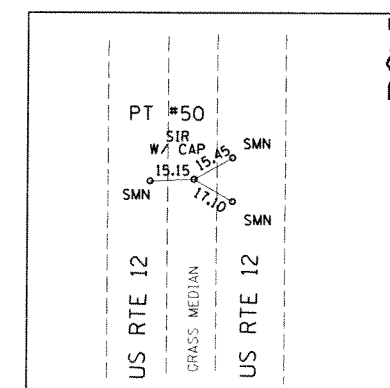
PT #63

STA. 515+30.37
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E 1029982.1668



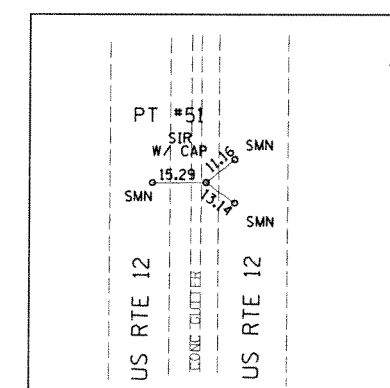
PT #65

STA. 518+49.86
N 2068604.4538
E 1030297.0097



PT #50

STA. 300+00
N 2066426.4587
E 1028578.3664



PT #51

STA. 332+00
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E 1028580.5900

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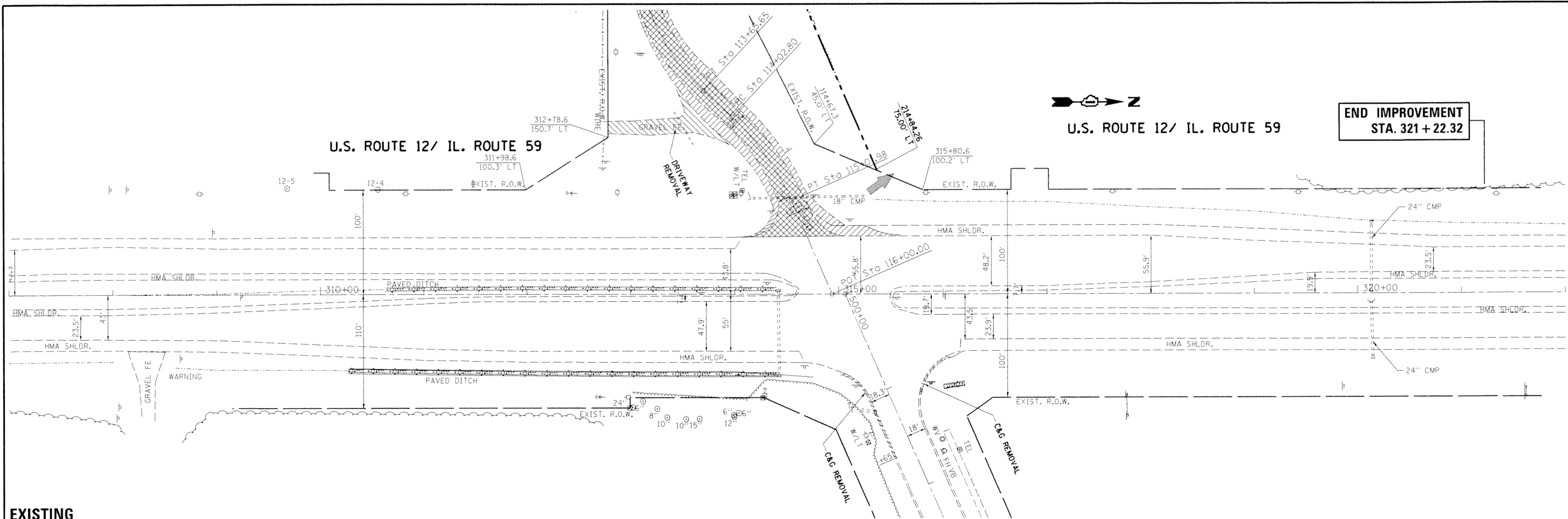
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

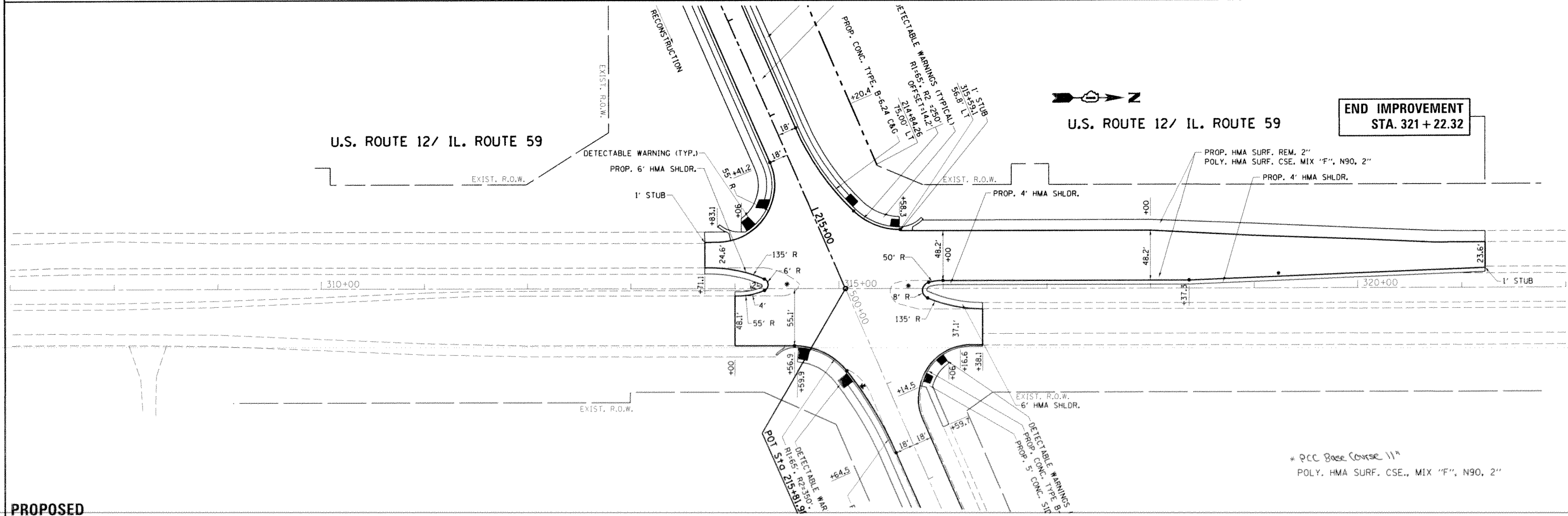
**ALIGNMENT, TIES AND BENCHMARKS
U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE RD/MOLIDOR RD.**

SCALE: 1"=200' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 16
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				



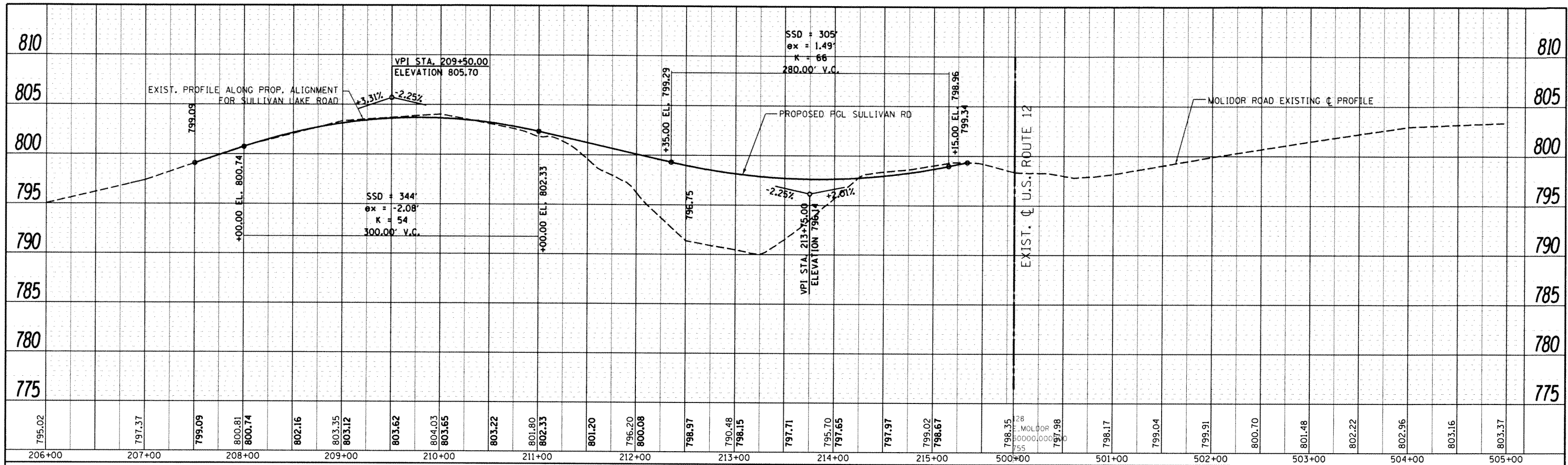
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PROPOSED

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111-shc-plnpr.f.dgn		DRAWN : -	REVISED : -		U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD		334	106N-1	LAKE	72	18	
PLOT SCALE : 1/80.0000 / / in.		CHECKED : -	REVISED : -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 307+00.00	TO	STA. 312+00.00	CONTRACT NO. 60W16
Default		DATE : 2/5/2015	REVISED : -		ILLINOIS FED. AID PROJECT							

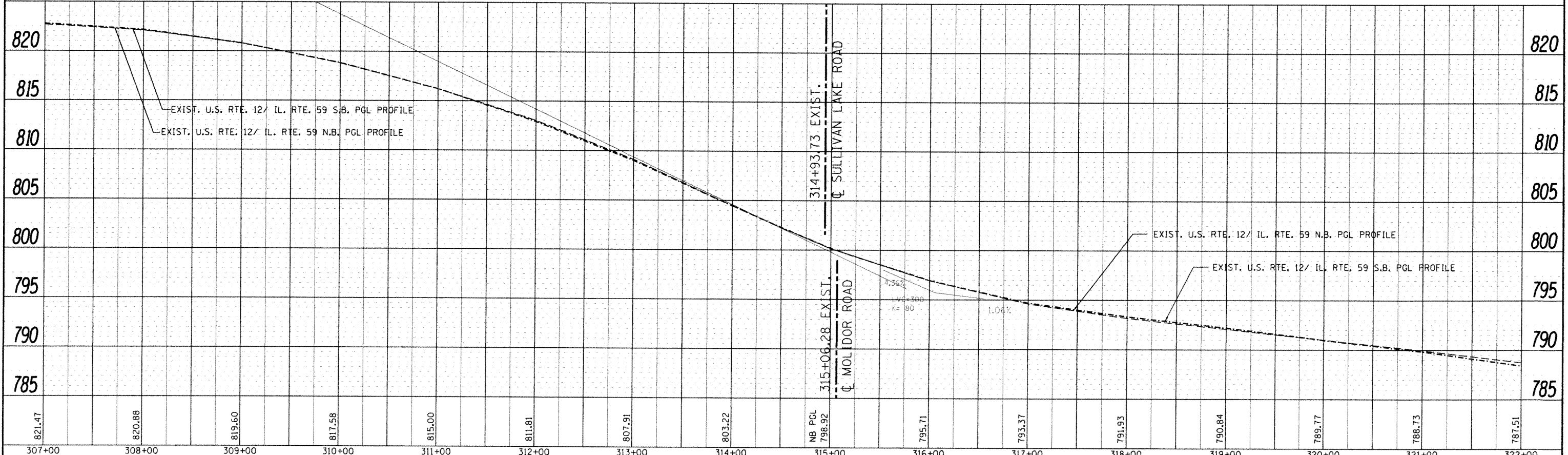
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	PLOTTED		
	NOTE BOOK		
	NO.		
	CADD FILE NAME		



SULLIVAN ROAD/MOLIDOR ROAD

U.S. ROUTE 12/IL. ROUTE 59

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	STRUCTURE NOTATIONS CHK'D		



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PROFILE U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD	F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS NO. 72	SHEET NO. 19		
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	PLT DATE = 1/27/2015	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

STAGES OF CONSTRUCTION GENERAL NOTES

ALL ROADS ARE TO REMAIN OPEN DURING CONSTRUCTION WITH NO REDUCTION IN THE NUMBER OF LANES OR DETOURS REQUIRED. US ROUTE 12/ILLINOIS ROUTE 59 IS FREE-FLOW AND THE PLAN IS TO MAINTAIN IT AS FREE-FLOW DURING CONSTRUCTION AND IMPLEMENT SIGNALS ONLY ONCE CONSTRUCTION THAT COULD CAUSE QUEUES OR DELAYS IS ESSENTIALLY COMPLETE. CONSTRUCTION IN EACH DIRECTION WILL BE ACCOMPLISHED USING DAYTIME FLAGGING MINIMIZING DISRUPTIONS TO US ROUTE 12/ILLINOIS ROUTE 59 DURING PEAK PERIODS.

APPROXIMATELY 14 FEET OF TEMPORARY PAVEMENT FOR APPROXIMATELY 200 FEET AT THE INTERSECTION OPENING ON THE NORTH SIDE OF SULLIVAN LAKE ROAD WILL ALLOW EXISTING SULLIVAN LAKE ROAD TO REMAIN OPEN DURING CONSTRUCTION. ONCE THE FIRST STAGE IS COMPLETE, TRAFFIC CAN SHIFT TO THE NEW PAVEMENT IN PLACE AND THE TEMPORARY PAVEMENT WHILE THE REMAINDER IS COMPLETED. NEAR THE WEST END OF THE IMPROVEMENT THE PROJECT WILL CONSIST OF WIDENING AND RESURFACING, WHICH CAN BE ACCOMPLISHED WITH DAYTIME FLAGGING. NO PRIVATE ENTRANCES WILL BE CLOSED DURING CONSTRUCTION.

ALL TRAFFIC CONTROL DEVICES WILL CONFORM TO THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (ILMUTCD). ALL SIGNS, BARRICADES, AND TEMPORARY STRIPING WILL CONFORM TO THE ILMUTCD. VEHICULAR ACCESS TO LOCAL PROPERTIES WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION, EXCEPT WHEN PAVING OPERATIONS OCCUR DIRECTLY ON OR IN FRONT OF ENTRANCES. IN THIS CASE, FLAG PERSONS WILL BE USED TO DIRECT TRAFFIC. ALL PROPERTIES WILL HAVE ACCESS AT THE END OF EVERY WORKDAY.

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 OF 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.

TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE I.D.O.T. DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700, APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL UNLESS HEREIN REVISED.

ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL ERECT DRIVEWAY ENTRANCE AS PROVIDED IN THE STAGING PLANS TO PROVIDE GUIDANCE SIGNS. WHEN A DRIVEWAY MUST BE CLOSED TEMPORARILY FOR CONSTRUCTION OF THE DRIVEWAY APRON, PROPERTIES WITH MULTIPLE ENTRANCES SHALL HAVE ONLY ONE ENTRANCE CLOSED AT A TIME. THE COST OF THESE SIGNS ARE INCLUDED IN "TEMPORARY INFORMATION SIGNING".

ALL EXISTING SIGNS WITHIN THE LIMITS OF STAGING WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND STAGING, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

HIGHWAY STANDARD 701421 SHALL BE USED FOR ALL THROUGH LANE CLOSURES ON US 12/IL 59.

STAGE 1

TRAFFIC MAINTAINED ON EXISTING SULLIVAN LAKE ROAD. DRIVEWAYS MAINTAINED USING TEMPORARY RAMPS, AS NEEDED.

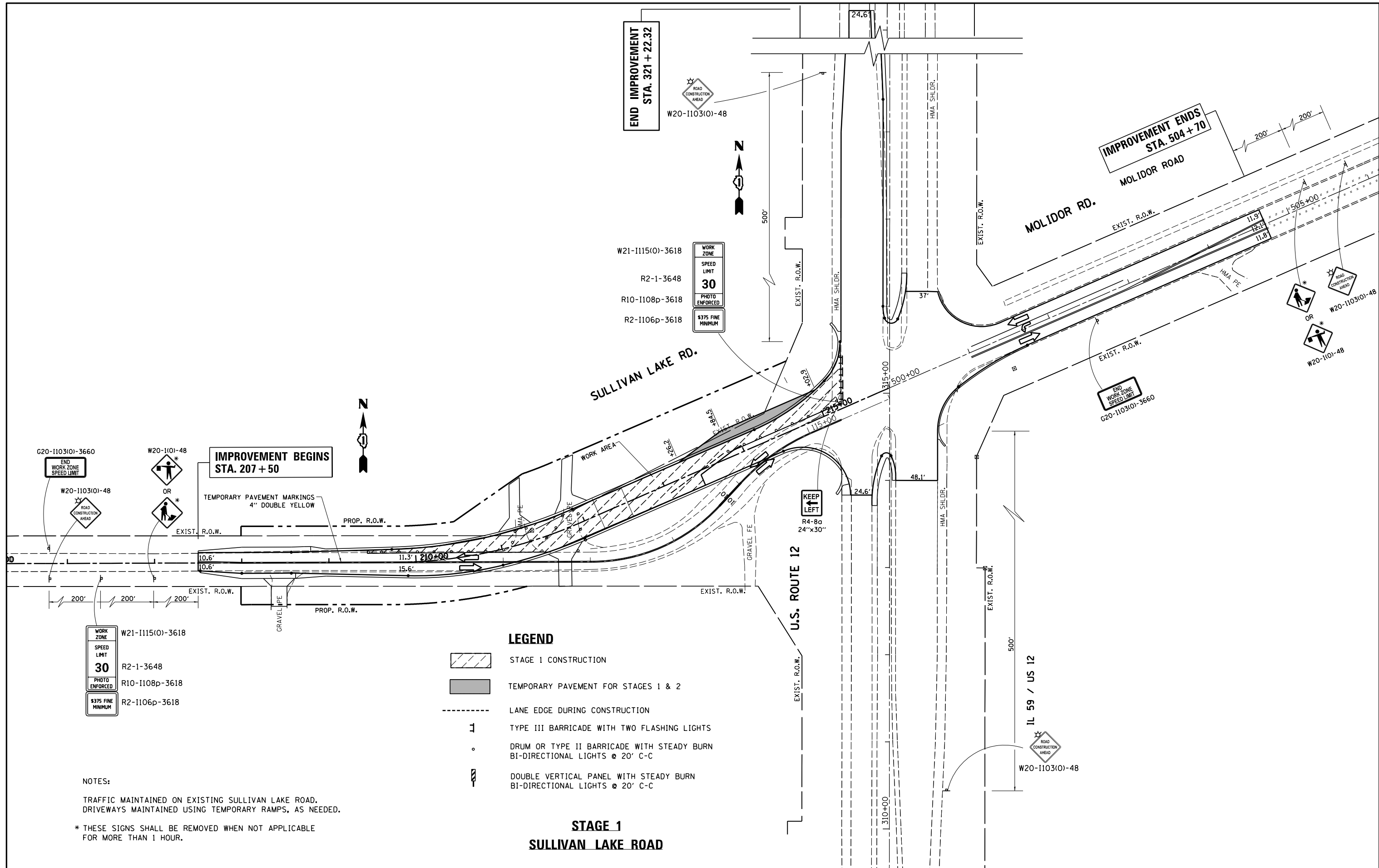
STAGE 2

TRAFFIC SHIFTED TO TEMPORARY PAVEMENT AND NEW STAGE 1 CONSTRUCTION, BUILD SOUTH HALF OF OPENING.

RECONSTRUCTION AT WEST END BUILT WITH DAILY FLAGGERS. SIDEWALKS AND PATHS AND RESTORATION UPON PAVING COMPLETION.

CONSTRUCT ALL WORK AS SHOWN IN THE ROADWAY AND DRAINAGE PLAN SHEETS.







FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 59 /US 12 AT MOLITOR AND SULLIVAN LAKE ROADS CONSTRUCTION STAGING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\idot\qureshiya\0223354\112811-sht-staging1.dgn	DRAWN -	REVISED -	334			106N-1	LAKE	72	20		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60W16					
	PLOT DATE = 2/6/2015	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO
ILLINOIS FED. AID PROJECT											



**IMPROVEMENT BEGINS
STA. 207 + 50**

**IMPROVEMENT ENDS
STA. 504 + 70**

LEGEND

-  STAGE 1 CONSTRUCTION
-  TEMPORARY PAVEMENT FOR STAGES 1 & 2
-  LANE EDGE DURING CONSTRUCTION
-  TYPE III BARRICADE WITH TWO FLASHING LIGHTS
-  DRUM OR TYPE II BARRICADE WITH STEADY BURN BI-DIRECTIONAL LIGHTS @ 20' C-C
-  DOUBLE VERTICAL PANEL WITH STEADY BURN BI-DIRECTIONAL LIGHTS @ 20' C-C

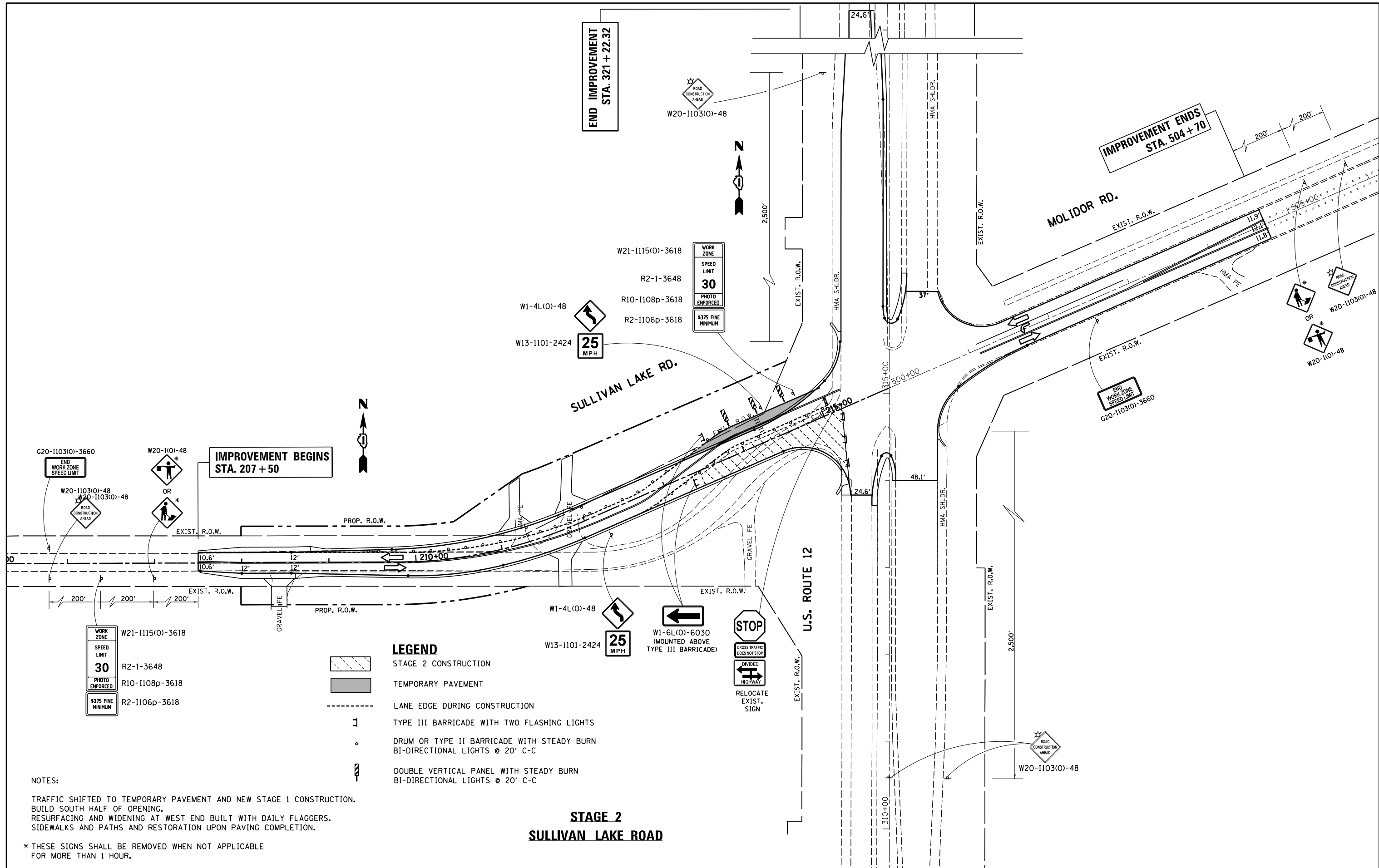
**STAGE 1
SULLIVAN LAKE ROAD**

NOTES:

TRAFFIC MAINTAINED ON EXISTING SULLIVAN LAKE ROAD.
DRIVEWAYS MAINTAINED USING TEMPORARY RAMPS, AS NEEDED.

* THESE SIGNS SHALL BE REMOVED WHEN NOT APPLICABLE
FOR MORE THAN 1 HOUR.

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 59 / US 12 AT MOLIDOR AND SULLIVAN LAKE ROADS SUGGESTED MAINTENANCE OF TRAFFIC	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	11811-sht-staging1.dgn	DRAWN -	REVISED -			334	106N-1	LAKE	72	21	
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 60W16					
	PLOT DATE = 2/6/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



**IMPROVEMENT BEGINS
STA. 207 + 50**

**END IMPROVEMENT
STA. 321 + 22.32**

**IMPROVEMENT ENDS
STA. 504 + 70**

W21-1115(O)-3618
R2-1-3648
R10-1108p-3618
R2-1106p-3618
W1-4L(O)-48
W13-1101-2424

WORK ZONE
SPEED LIMIT
30
PHOTO ENFORCED
\$375 FINE MINIMUM

W21-1115(O)-3618
R2-1-3648
R10-1108p-3618
R2-1106p-3618

- LEGEND**
- STAGE 2 CONSTRUCTION
 - TEMPORARY PAVEMENT
 - LANE EDGE DURING CONSTRUCTION
 - TYPE III BARRICADE WITH TWO FLASHING LIGHTS
 - DRUM OR TYPE II BARRICADE WITH STEADY BURN BI-DIRECTIONAL LIGHTS @ 20' C-C
 - DOUBLE VERTICAL PANEL WITH STEADY BURN BI-DIRECTIONAL LIGHTS @ 20' C-C

NOTES:

TRAFFIC SHIFTED TO TEMPORARY PAVEMENT AND NEW STAGE 1 CONSTRUCTION. BUILD SOUTH HALF OF OPENING. RESURFACING AND WIDENING AT WEST END BUILT WITH DAILY FLAGGERS. SIDEWALKS AND PATHS AND RESTORATION UPON PAVING COMPLETION.

* THESE SIGNS SHALL BE REMOVED WHEN NOT APPLICABLE FOR MORE THAN 1 HOUR.

**STAGE 2
SULLIVAN LAKE ROAD**

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -
ca:\pw\work\p1dot\qureshiya\d0223354\p11811-sht-staging2.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/6/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

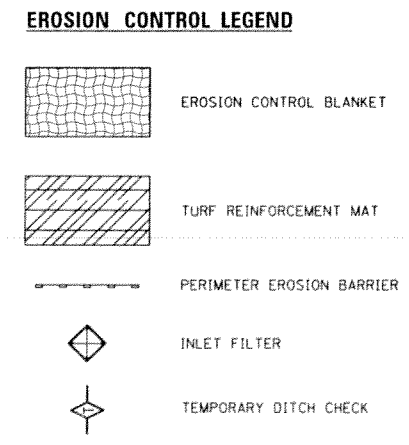
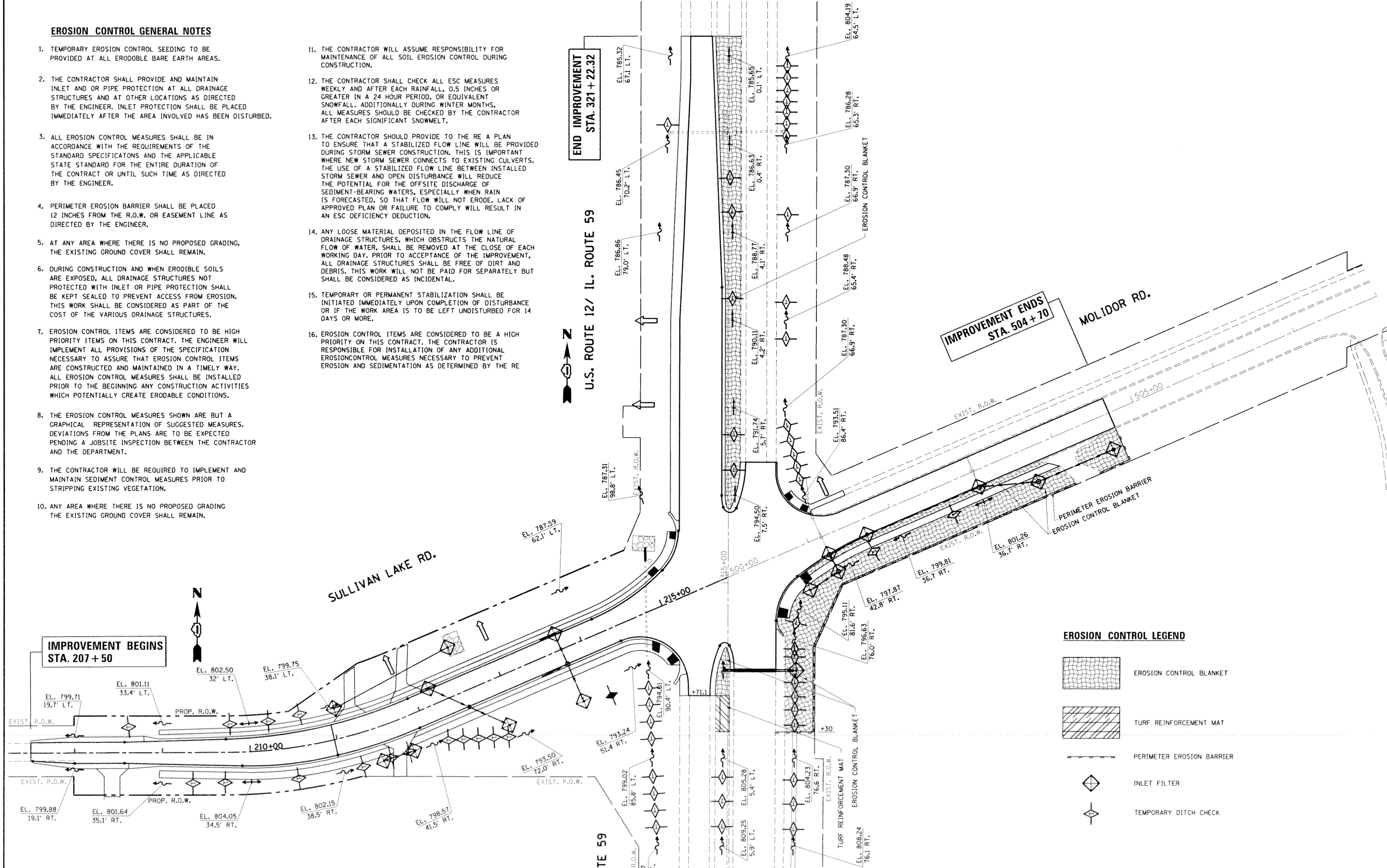
**IL 59 /US 12 AT MOLIDOR AND SULLIVAN LAKE ROADS
SUGGESTED MAINTENANCE OF TRAFFIC**

SCALE: 1" = 50' SHEET 3 OF 3 SHEETS STA. TO STA.

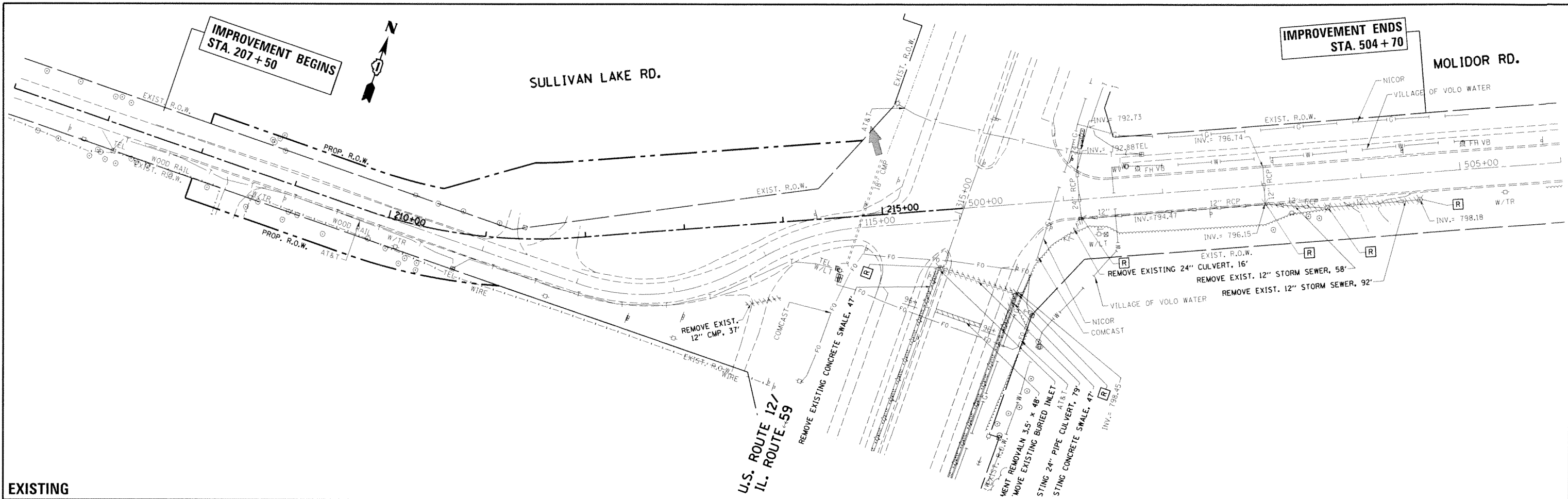
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	22
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL GENERAL NOTES

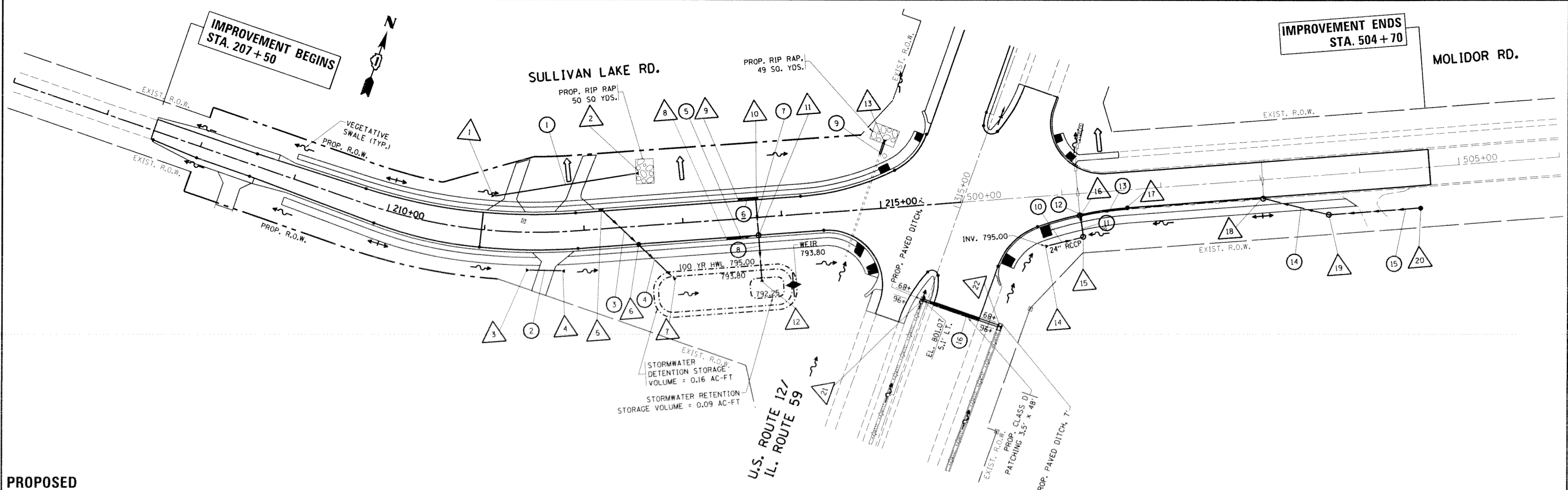
1. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET AND OR PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.
3. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARD FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
4. PERIMETER EROSION BARRIER SHALL BE PLACED 12 INCHES FROM THE R.O.W. OR EASEMENT LINE AS DIRECTED BY THE ENGINEER.
5. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
6. DURING CONSTRUCTION AND WHEN ERODIBLE SOILS ARE EXPOSED, ALL DRAINAGE STRUCTURES NOT PROTECTED WITH INLET OR PIPE PROTECTION SHALL BE KEPT SEALED TO PREVENT ACCESS FROM EROSION. THIS WORK SHALL BE CONSIDERED AS PART OF THE COST OF THE VARIOUS DRAINAGE STRUCTURES.
7. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
8. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
9. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
10. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.
11. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
13. THE CONTRACTOR SHOULD PROVIDE TO THE RE A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING CULVERTS. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
14. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
15. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
16. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	811:shh:ecoa.dgn	DRAWN -	REVISED -		U.S. ROUTE 121/ IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD			334	106N-1	LAKE	72	23	
	PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -		SCALE: 1" = 50'			SHEET	OF	SHEETS	STA.	TO	STA.
	PLOT DATE = 2/5/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



EXISTING



PROPOSED

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED DRAINAGE PLAN			F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 24	
CONTRACT NO. 60W16	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -		U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD			SCALE: 1"=50'		SHEET OF SHEETS	STA. 206+00.00 TO STA. 506+00.00	ILLINOIS FED. AID PROJECT	
	CHECKED -	REVISED -	REVISED -										
	DATE -	REVISED -	REVISED -										

1 END SECTION, 15"
STA. 211+04, 35.3' LT.
INVERT = 799.75

7 PRC FLARED END SECTION, 12"
STA. 212+88.3, 56.4' RT.
INVERT = 793.80

13 METAL FLARED END SECTION, 18"
STA. 215+08, 66.8' LT.
INVERT = 792.25

18 M.H., TYPE A, 4' DIA. TYPE 23 F&G
STA. 503+01.96, 18.93 RT.
T.G. = 801.16
INV. (N) = 796.15
INV. (SE) = 796.25
INV. (W) = 796.15 CONNECT INTO
EXISTING 12" STORM SEWER, STD. B0500-01

2 END SECTION, 15"
STA. 212+59.1, 53.5' LT.
INVERT = 791.28

8 INLET, TYPE A, TYPE 24 F&G
STA. 213+45, 19.0' RT.
T.G. = 797.41
INV. (E) = 792.87

14 PRC ELLIPTICAL FLARED END SECTION, 24"
STA. 500+79.7, 51' RT.
INVERT = 795.00

19 M.H., TYPE A, 4' DIA., TYPE 8 GRATE
STA. 503+64.48, 40.3' RT.
T.G. = 801.16
INV. (NW) = 796.53
INV. (E) = 796.63

3 END SECTION, 15"
STA. 211+42.5, 38.4' RT.
INVERT = 800.86

9 INLET, TYPE A, TYPE 24 F&G
STA. 213+59.2, 19.0' LT.
T.G. = 797.32
INV. (E) = 793.08

15 M.H., TYPE A, 5' DIA., TYPE 1 F O.L.
W/ PRC FLAT SLAB TOP
STA. 501+18.2, 44' RT.
T.G. = 797.01
INV. (W) = 794.19
INV. (N) = 794.09

20 C.B., TYPE A, 4' DIA., TYPE 8 GRATE
STA. 504+58.44, 40.4' RT.
T.G. = 801.64
INV. (W) = 797.02

4 END SECTION, 15"
STA. 217+78.7, 39.9' RT.
INVERT = 799.36

10 INLET TYPE B, TYPE 24 F&G
STA. 213+74.9, 19.0' LT.
T.G. = 797.21
INV. (W) = 792.72
INV. (S) = 792.62

16 M.H., TYPE A, 5' DIA., TYPE 23 F&G
W/ PRC FLAT SLAB TOP
STA. 501+16.1, 21.0' RT.
T.G. = 798.31
INV. (S) = 794.06
INV. (N) = 793.96
INV. (E) = 794.06

21 INLET, TYPE A, TYPE 1 F, O.L.
STA. 314+00, 5.1' LT.
T.G. = 801.07
INV. (S) = 798.88

5 INLET, TYPE A, TYPE 24 F&G
STA. 212+18, 19.0' LT.
T.G. = 799.27
INV. (SE) 795.72

11 M.H., TYPE A, 4' DIA., TYPE 24 F&G
STA. 213+74.9, 18.0' RT.
T.G. = 797.21
INV. (W) = 792.48
INV. (S) = 792.44
INV. (N) = 792.48

17 C.B., TYPE A, 4' DIA., TYPE 23 F&G
W/ PRC FLAT SLAB TOP
STA. 501+64.53, 18.0' RT.
T.G. = 799.01
INV. (E) = 794.49 CONNECT INTO
EXISTING 12" STORM SEWER, STD. B0500-01
INV. (W) = 794.45

22 PRC FLARED END SECTION, 24"
STA. 314+00, 76.6' RT.
INVERT = 798.74

6 CATCH BASIN, TYPE A, 4' DIA., TYPE 24 F&G
STA. 212+53.7, 18.0' RT.
T.G. = 798.99
INV. (SE) = 793.99
INV. (NW) = 794.09

12 PRC FLARED END SECTION, 15"
STA. 213+74.9, 61.5' RT.
INVERT = 792.25

1 PIPE CULVERT, CLASS D, TYPE 1, 15"
STA. 211+04 TO STA. 212+59.1, 146'

7 STORM SEWER, CLASS A, TYPE 1, 12"
STA. 213+74.9, 34'
T.B. = 10.46 CU. YDS.

12 STORM SEWER, CLASS A, TYPE 1, 24"
CONNECT INTO EXISTING 24" STORM SEWER,
STD. B0500-01
AT STA. 501+16.1, 4'
T.B. = 1.01 CU. YDS.

2 PIPE CULVERT, CLASS D, TYPE 1, 15"
STA. 211+42.5 TO STA. 211+78.7, 28'

8 STORM SEWER, CLASS A, TYPE 1, 12"
AT STA. 213+74.9, 32'

13 STORM SEWER, CLASS A, TYPE 1, 12"
STA. 501+16.1 TO STA. 501+64.53, 45'
T.B. = 13.60 CU. YDS.

3 STORM SEWER, CLASS A, TYPE 1, 12"
STA. 212+18 TO STA. 212+53, 38'
T.B. = 9.89 CU. YDS.

9 METAL PIPE CULVERT, 18"
TO BE CONNECTED TO EXISTING
METAL PIPE CULVERT, 18"
STA. 215+03 TO STA. 215+09, 13'

14 STORM SEWER, CLASS A, TYPE 2, 12"
STA. 503+01.96 TO STA. 503+64.48, 62'

4 STORM SEWER, CLASS A, TYPE 1, 15"
STA. 212+53 TO STA. 212+88.3, 40'

10 STORM SEWER, ELLIPTICAL, CLASS B, TYPE 1, 24"
STA. 501+16.1 TO STA. 501+18.2, 32'

15 STORM SEWER, CLASS B, TYPE 2, 12"
STA. 503+64.48 TO STA. 504+58.44, 92'

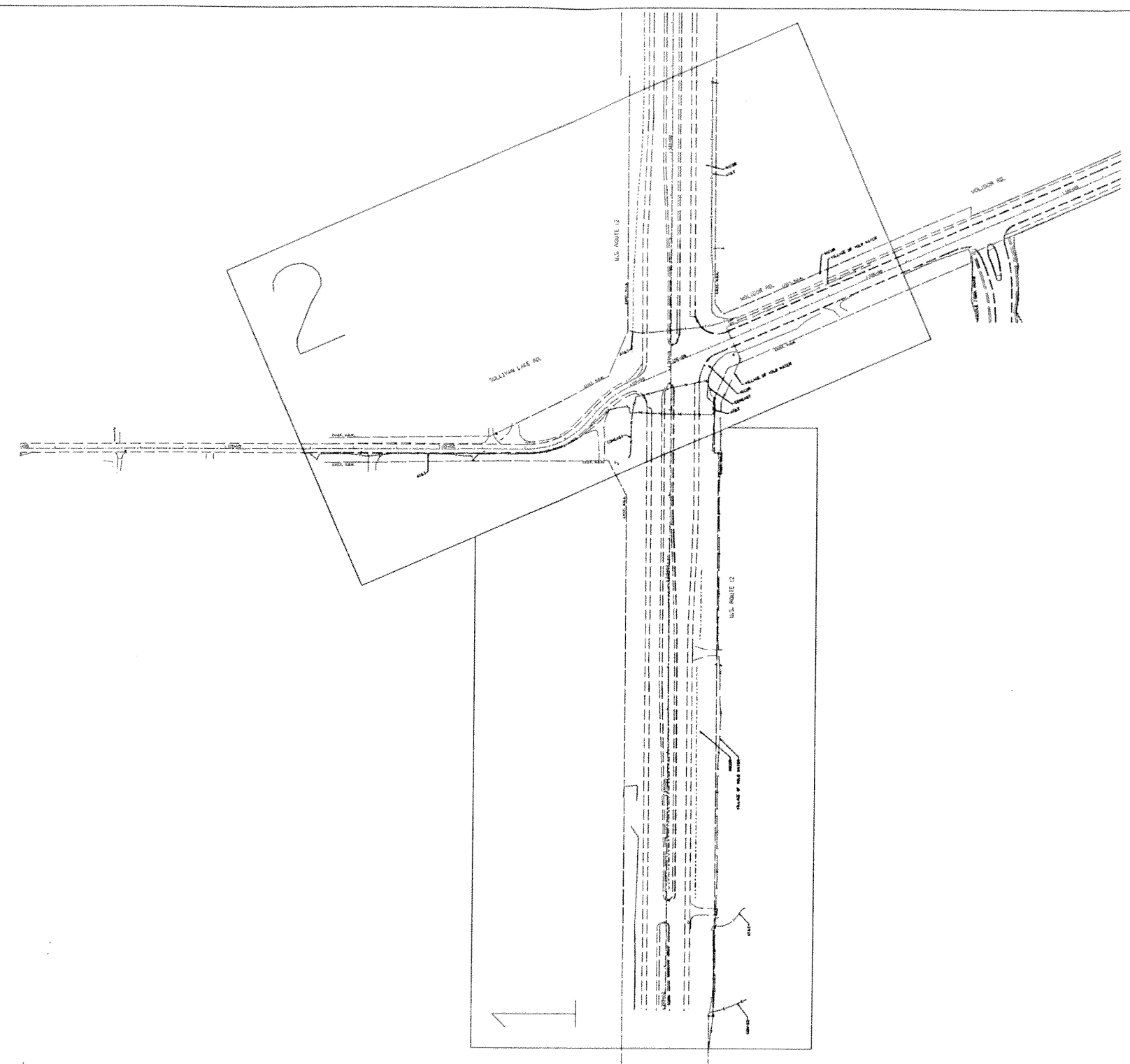
5 STORM SEWER, CLASS A, TYPE 1, 12"
STA. 213+45 TO STA. 213+74.9, 27'
T.B. = 8.90 CU. YDS.

11 STORM SEWER, ELLIPTICAL, CLASS A, TYPE 1, 24"
STA. 501+16.1 TO STA. 501+18.2, 18'

16 PIPE CULVERT, ELLIPTICAL, CLASS A, TYPE 1, 24"
AT STA. 314+00, 71'
T.B. = 16.79 CU. YDS.

6 STORM SEWER, CLASS A, TYPE 1, 12"
STA. 213+59.2 TO STA. 213+74.9, 14'
T.B. = 4.23 CU. YDS.

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED DRAINAGE STRUCTURES TABLE				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\p\wdot\qureshiya\d0223376\PI1	811-shit-drain.dgn	DRAWN -	REVISED -		334	106N-1	LAKE	72	26				
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		CONTRACT NO. 60W16								
	PLOT DATE = 1/27/2015	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	



Michael G. Randolph
signature
8/6/2014
date
license expires 11-30-2015

-----A-----A-----A	AERIAL
-----U-----U-----U	UNKNOWN
---CTV---CTV---CTV	CABLE TV
---T---T---T	TELEPHONE
-----G-----G-----G	GAS
---E---E---E	ELECTRIC
---W---W---W	WATER
---FO---FO---FO	FIBER OPTIC
⊕	TBE TEST HOLE

UTILITY OWNERS	
AT&T - FIBER OPTIC	
AT&T - TELEPHONE	
COMCAST - FIBER OPTIC	
COM-ED - ELECTRIC	
NICOR - GAS	
VILLAGE OF VOLO WATER - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 7/28/14 through 8/01/14. Changes to utilities after 8/01/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B"
UNLESS NOTED OTHERWISE.



TBE Job No. IL09510623
SUE Plan Page: Cover

Utility Quality Level "A" : Visually Verified Test Hole
Utility Quality Level "B" : Designating/non Visually Verified Test Hole
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

DESIGNED LP	REVISED
DRAWN SRK	REVISED
CHECKED MGR	REVISED
DATE 8/05/14	REVISED

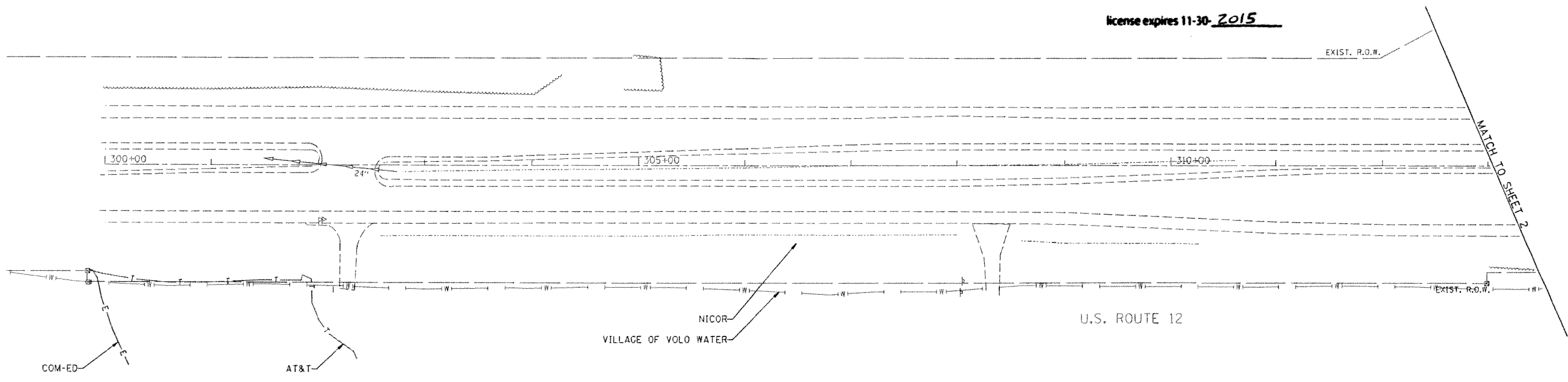
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 12/L 59 at Sullivan Lake Rd/Molitor Rd.
Volo, Illinois

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	Lake	72	27
FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No.			Contract No. 60M16	



Michael G. Randolph
signature
8/6/2014
date
license expires 11-30-2015



— A — A —	AERIAL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— E — E —	ELECTRIC
— W — W —	WATER
— FO — FO —	FIBER OPTIC
⊙	TBE TEST HOLE

UTILITY OWNERS	
AT&T - FIBER OPTIC	
AT&T - TELEPHONE	
COMCAST - FIBER OPTIC	
COM-ED - ELECTRIC	
NICOR - GAS	
VILLAGE OF VOLO WATER - WATER	

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ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510623
SUE Plan Page: 1 of 2

Utility Quality Level "A" : Visually Verified Test Hole	DESIGNED LP	REVISED
Utility Quality Level "B" : Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C" : Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D" : Records Research	DATE 8/05/14	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 12/L 59 at Sullivan Lake Rd/Molidor Rd.
Volo, Illinois

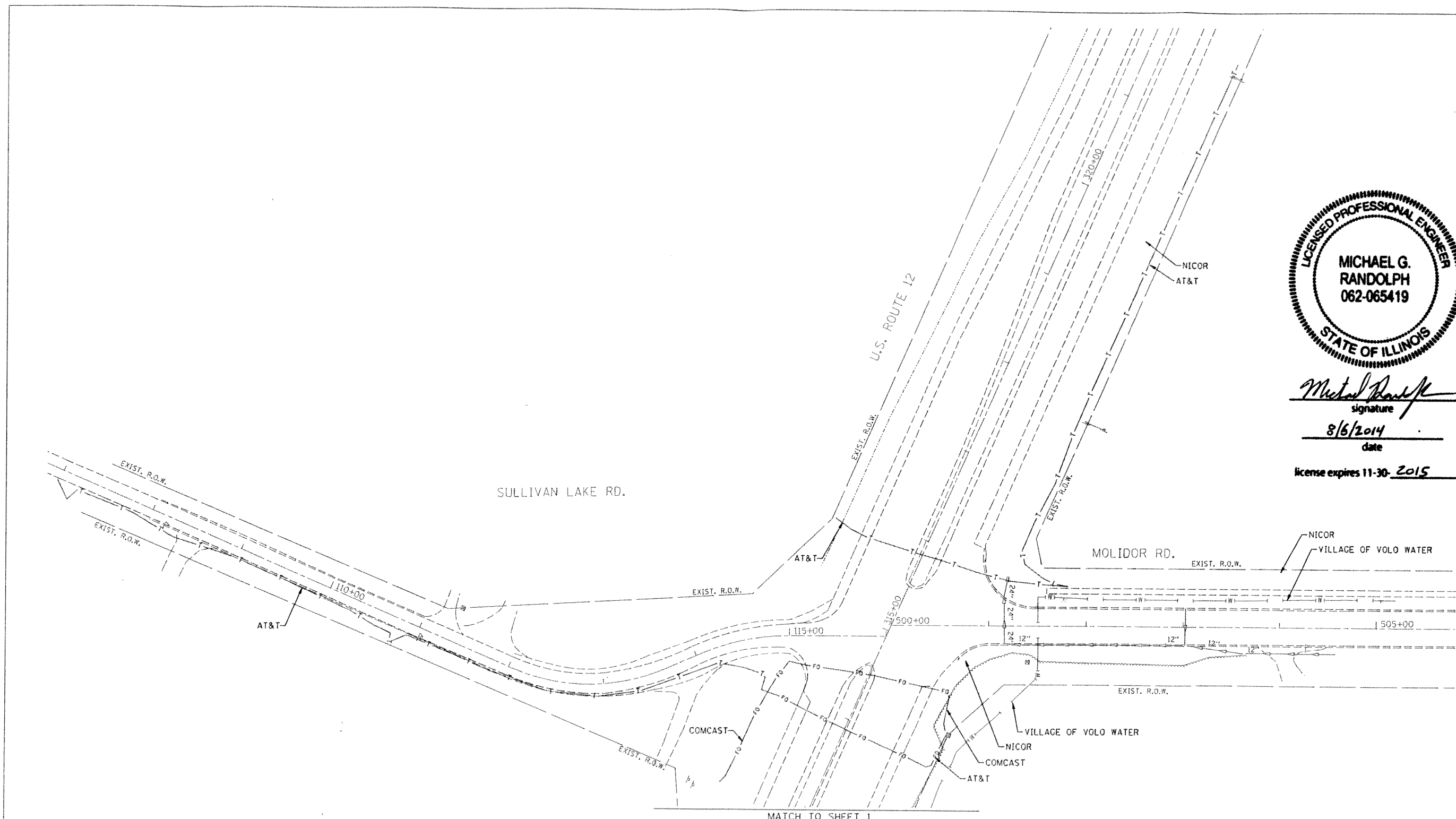
F.A. & RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
324	106N-1	Lake	72	28
Contract No. 60W16				
FED. ROAD DIST. NO. ILLINOIS 100T Project No.				



Michael Randolph
signature

8/6/2014
date

license expires 11-30-2015

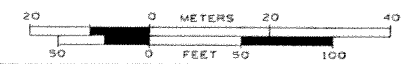


— A — A —	AERIAL
- - - - -	UNKNOWN
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	WATER
— FO — FO —	FIBER OPTIC
⊙	TBE TEST HOLE

UTILITY OWNERS	
AT&T - FIBER OPTIC	
AT&T - TELEPHONE	
COMCAST - FIBER OPTIC	
COM-ED - ELECTRIC	
NICOR - GAS	
VILLAGE OF VOLO WATER - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 7/28/14 through 8/01/14. Changes to utilities after 8/01/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



Utility Quality Level "A": Visually Verified Test Hole	DESIGNED LP	REVISED
Utility Quality Level "B": Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C": Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D": Records Research	DATE 8/05/14	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 121L 59 at Sullivan Lake Rd/Molidor Rd.
Volo, Illinois

F.A.P. RTE. 334	SECTION 106N-1	COUNTY Lake	TOTAL SHEETS 72	SHEET NO. 29
Contract No. 60W16				

TBE Job No. IL09510623				
SUE Plan Pages: 2 of 2				
FED. ROAD DIST. NO.	ILLINOIS	IDOT Project No.		

PART OF THE SW 1/4 OF SECTION 27 AND THE NW 1/4 OF SECTION 34,
TWP. 45 N., R. 9 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

LEGEND

EX. ROW LINE
PROP. ROW LINE
SECTION LINE
PROPERTY LOT LINE
EXISTING ROADWAY CENTERLINE
PROPOSED ROADWAY CENTERLINE
EDGE OF PAVEMENT
DRIVEWAY

GRAPHIC SCALE
0 40
SCALE: 1" = 40'

SYMBOL LEGEND
○ POWER POLE
☒ MAILBOX
⊕ SIGN
⊕ TELEPHONE SPLICEBOX
⊕ POB POINT OF BEGINNING
⊕ POC POINT OF COMMENCEMENT

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)

STATION	OFFSET	NORTH	EAST
207+99.21	1.20' RT	2,067,730.660	1,027,835.270
207+99.14	27.00' RT	2,067,704.660	1,027,835.284
207+99.08	48.00' RT	2,067,683.860	1,027,835.296
207+99.29	31.00' LT	2,067,762.860	1,027,835.254
207+99.32	42.00' LT	2,067,773.860	1,027,835.248
208+80.57	1.91' RT	2,067,730.217	1,027,916.639
208+80.86	41.78' LT	2,067,773.904	1,027,916.772
209+74.23	CL	2,067,732.427	1,028,010.289
209+71.50	49.47' RT	2,067,683.952	1,028,007.723

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)

STATION	OFFSET	NORTH	EAST
209+71.75	41.53' LT	2,067,773.952	1,028,007.675
210+49.42	41.63' LT	2,067,779.144	1,028,079.248
210+88.37	1,647.70' RT	2,066,135.723	1,028,477.616
211+16.48	48.39' RT	2,067,705.036	1,028,163.678
211+19.51	1,680.37' RT	2,066,135.173	1,028,609.691
211+49.89	76.56' LT	2,067,833.961	1,028,157.794
211+82.46	48.27' RT	2,067,728.501	1,028,231.635
211+92.52	CL	2,067,777.037	1,028,222.435
211+92.68	76.47' LT	2,067,847.194	1,028,192.007
212+36.32	76.35' LT	2,067,864.528	1,028,232.051
213+52.71	148.26' RT	2,067,705.178	1,028,428.539
213+66.90	241.78' RT	2,067,625.128	1,028,478.934
214+85.54	75.67' LT	2,067,983.538	1,028,460.766
215+19.95	108.26' LT	2,068,097.168	1,028,479.272
215+31.45	203.05' RT	2,067,726.416	1,028,614.274
217+40.36	662.33' LT	2,068,603.146	1,028,459.799
217+58.68	654.32' LT	2,068,603.128	1,028,479.799
219+00.59	1028.83' LT	2,069,003.146	1,028,460.153
219+18.92	1020.82' LT	2,069,003.128	1,028,480.153
222+75.48	1836.36' LT	2,069,892.209	1,028,480.940
224+03.11	1779.87' LT	2,069,892.449	1,028,620.512

CURVE NUMBER	RADIUS	LENGTH	CHORD LENGTH	CHORD BEARING
CURVE #1	535.00'	218.30'	216.78'	N78°07'29"E
CURVE #2	464.67'	36.69'	36.68'	N68°51'17"E
CURVE #3	495.67'	71.82'	71.76'	N85°51'05"E
CURVE #4	589.67'	157.84'	157.37'	S82°18'03"W
CURVE #5	200.00'	163.58'	159.06'	N66°22'59"E
CURVE #6	242.00'	99.19'	98.49'	N54°41'38"E

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING ROW ACRES	REMAINING AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PARCEL INDEX NUMBER
1KP0001A	62.582	8.103	7.824	54.398			05-27-300-003
1KP0001B		0.081	0.061				05-27-300-006
1KP0002	2.714	0.512	0.274	2.202			05-27-300-004
1KP0003	58.518	5.415	5.282	53.103			05-34-100-016

ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST GRID, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9989164.
AREAS SHOWN ON PLAT ARE GROUND.

- IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
- CUT CROSS FOUND OR SET ● 5 / 8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO 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.G.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, DONALD RERICKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, FLUIDCLARITY, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184,003912,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 27 AND 34, TOWNSHIP 45 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT OAK PARK, ILLINOIS THIS _____ DAY OF _____ 20 A.D.

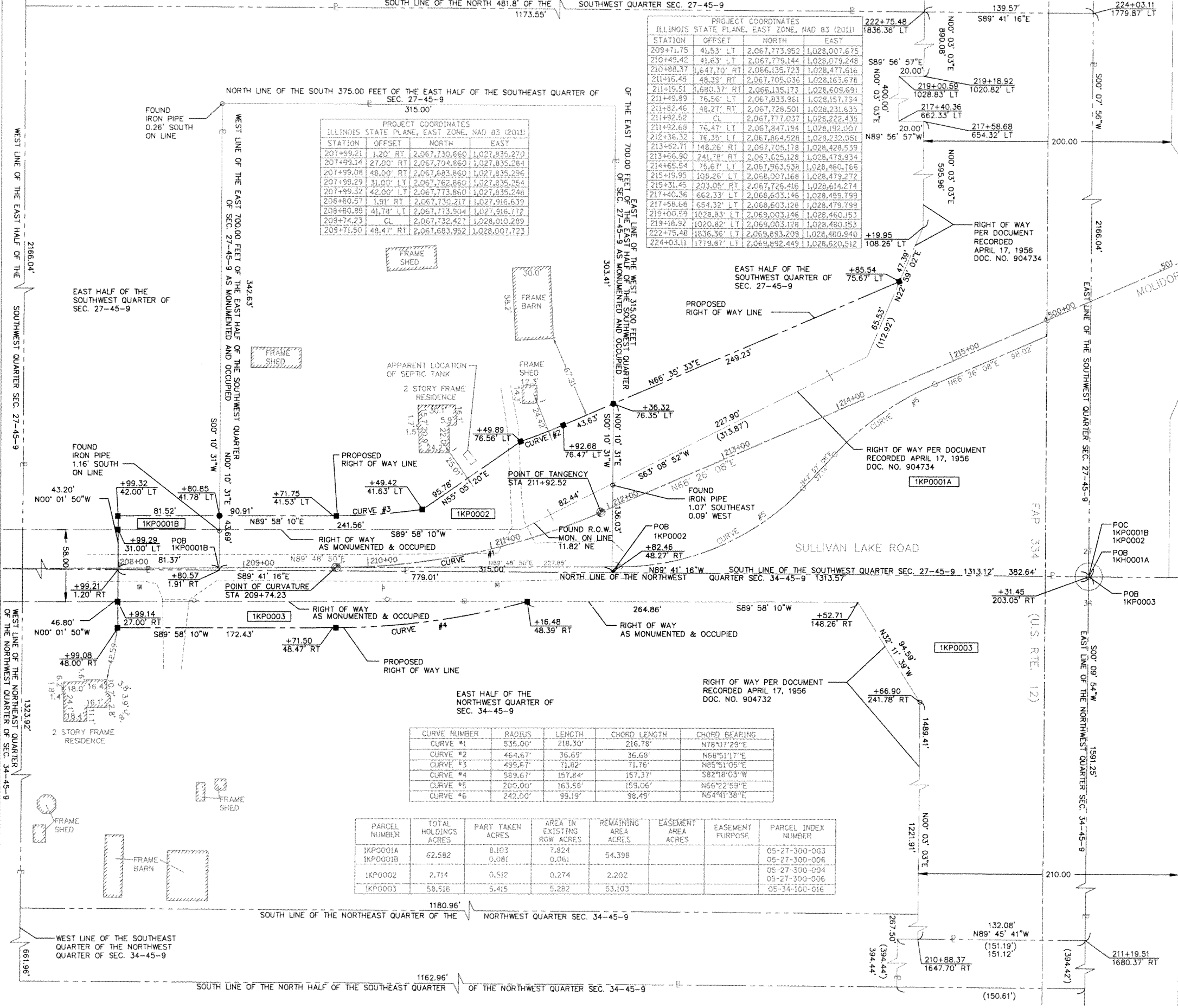
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003465
LICENSE EXPIRATION DATE: 11/30/2014

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

FLUIDCLARITY, LTD.
1144 W. LAKE STREET, SUITE 303
OAK PARK, ILLINOIS 60301

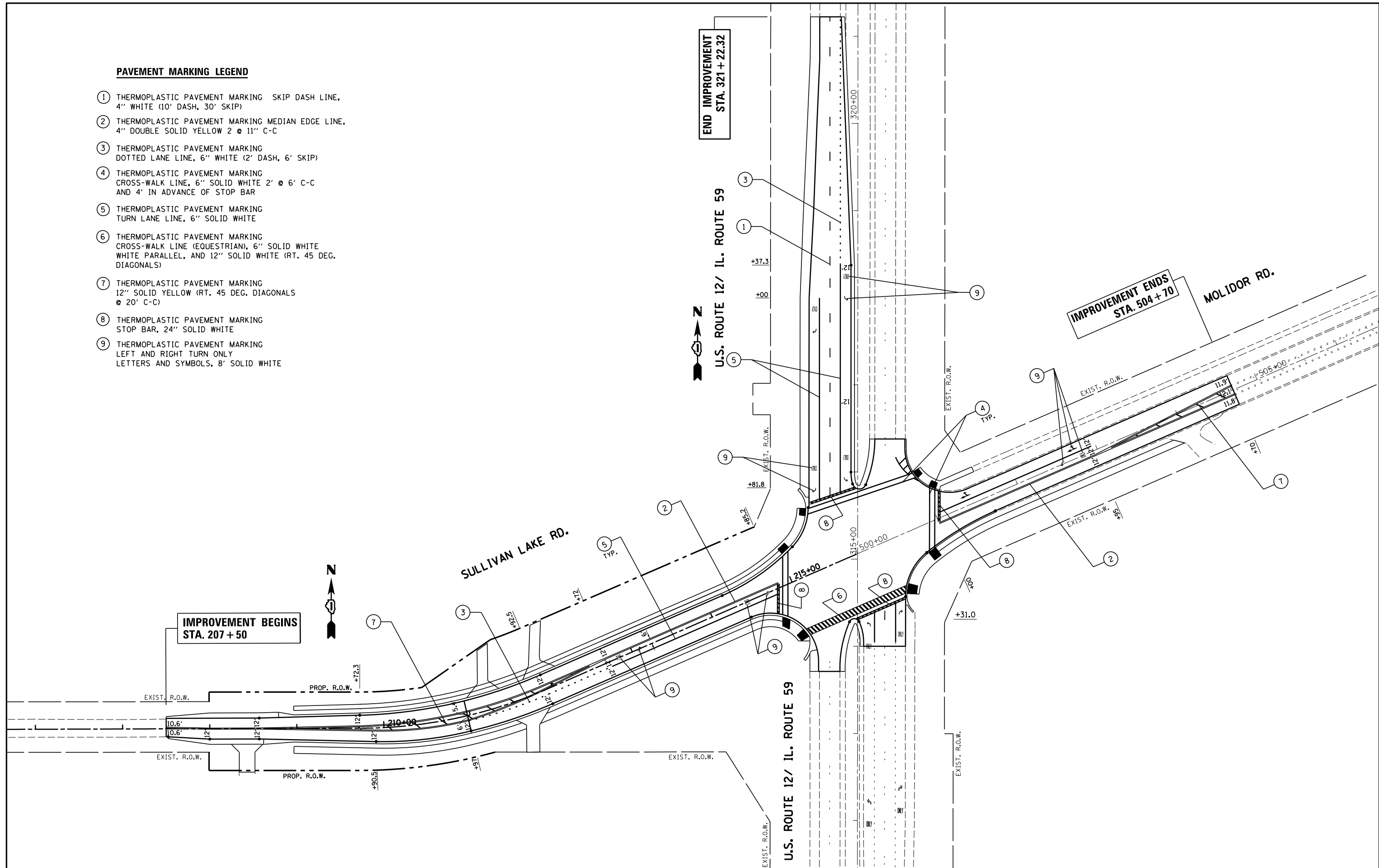
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP 334, US ROUTE 12
LIMITS: AT SULLIVAN LAKE ROAD
SECTION: SW1/4 SEC 27, JOB NO.: R-91-015-13
NW1/4 SEC 34
STATION 207+99.08 TO STATION 224+03.11
SCALE: 1"=40' SHEET 2 OF 2

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



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING SKIP DASH LINE, 4" WHITE (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING MEDIAN EDGE LINE, 4" DOUBLE SOLID YELLOW 2 @ 11" C-C
- ③ THERMOPLASTIC PAVEMENT MARKING DOTTED LANE LINE, 6" WHITE (2' DASH, 6' SKIP)
- ④ THERMOPLASTIC PAVEMENT MARKING CROSS-WALK LINE, 6" SOLID WHITE 2' @ 6' C-C AND 4' IN ADVANCE OF STOP BAR
- ⑤ THERMOPLASTIC PAVEMENT MARKING TURN LANE LINE, 6" SOLID WHITE
- ⑥ THERMOPLASTIC PAVEMENT MARKING CROSS-WALK LINE (EQUESTRIAN), 6" SOLID WHITE WHITE PARALLEL, AND 12" SOLID WHITE (RT. 45 DEG. DIAGONALS)
- ⑦ THERMOPLASTIC PAVEMENT MARKING 12" SOLID YELLOW (RT. 45 DEG. DIAGONALS @ 20' C-C)
- ⑧ THERMOPLASTIC PAVEMENT MARKING STOP BAR, 24" SOLID WHITE
- ⑨ THERMOPLASTIC PAVEMENT MARKING LEFT AND RIGHT TURN ONLY LETTERS AND SYMBOLS, 8" SOLID WHITE



FILE NAME = P112811-sh1-pmk.dgn

USER NAME = qureshiye
 PLOT SCALE = 100.0000' / 1in.
 PLOT DATE = 2/6/2015

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
 U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	31
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

PLANT LEGEND

- AM STATE STREET MIYABE MAPLE, 6 EACH
- CO COMMON HACKBERRY, 5 EACH
- PA EXCLAMATION LONDON PLANETREE, 5 EACH
- SW SWAMP WHITE OAK, 4 EACH
- STAGEHORN SUMAC, 105 EACH

END IMPROVEMENT
STA. 321 + 22.32

U.S. ROUTE 12/ IL. ROUTE 59

IMPROVEMENT ENDS
STA. 504 + 70

MOLIDOR RD.

IMPROVEMENT BEGINS
STA. 207 + 50

SULLIVAN LAKE RD.

U.S. ROUTE 12/ IL. ROUTE 59

SEEDING, CLASS A, .5 AC

(3) GROUPS OF (35) STAGHORN
SUMAC IN A MULCH BED,
2 ROWS, 5' O.C. STAGGERED

- NOTES:**
1. BETWEEN STA. 501+00 TO STA. 504+70 LT., THE STATE STREET MIYABE MAPLE AND THE EXCLAMATION LONDON PLANETREE SHALL BE PLANTED 25' O.C., TREES SHALL BE PLANTED AT LEAST 6' FROM BACK OF CURB AND AT LEAST 5' FROM EDGE OF SIDEWALK.
 2. MULCH SHALL NOT MAKE CONTACT WITH THE BASE OF THE TREE TRUNK.
 3. DO NOT PLACE FERTILIZER NUTRIENTS IN THE STORMWATER DETENTION STORAGE.
 4. FINAL TREE LOCATIONS TO BE DETERMINED BY THE ENGINEER.
 5. SEEDING CLASS 2A IS USED THROUGH-OUT PROJECT EXCEPT DETENTION BASIN

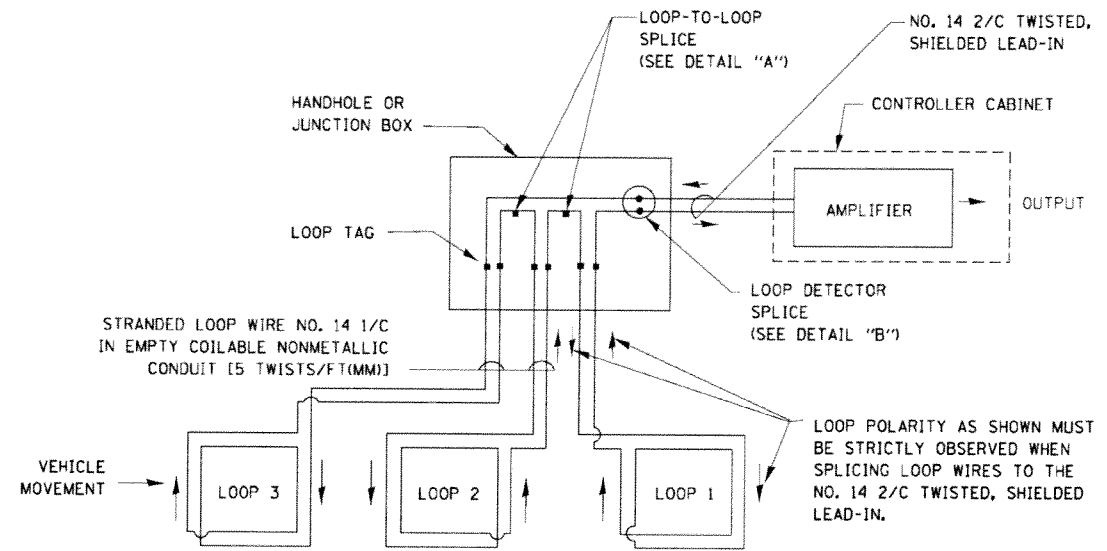
FILE NAME = P112811.sht-landscp.dgn	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPING PLAN				F.A.P. RTE. = 334	SECTION = 106N+1	COUNTY = LAKE	TOTAL SHEETS = 72	SHEET NO. = 32
	PLOT SCALE = 100,0000 1" = 100'	DRAWN -	REVISED -		U.S. ROUTE 12/IL. ROUTE 59 AT SULLIVAN LAKE ROAD/MOLIDOR ROAD							CONTRACT NO. 60W16	
	PLDT DATE = 2/5/2015	CHECKED -	REVISED -		SCALE: 1" = 50'				SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -		SCALE: 1" = 50'								

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																							
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																							
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																							
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																							
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																							
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																							
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																							
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED																							
GUY WIRE				ABANDON ITEM	A			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				QUEUE DETECTOR																							
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED QUEUE DETECTOR																							
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																							
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED SAMPLING (SYSTEM) DETECTOR																							
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">EXISTING</th> <th style="width: 50%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>				EXISTING	PROPOSED																		
EXISTING	PROPOSED																														
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																											
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																											
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																											
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT																											
DETECTOR LOOP, TYPE I				RADIO REPEATER																											
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																											
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																											
VIDEO DETECTION CAMERA																															
VIDEO DETECTION ZONE																															
PAN, TILT, ZOOM CAMERA																															
WIRELESS DETECTOR SENSOR																															
WIRELESS ACCESS POINT																															

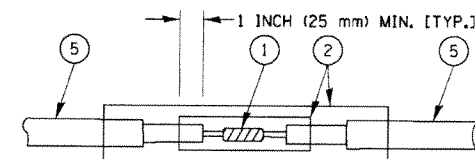
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND 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.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

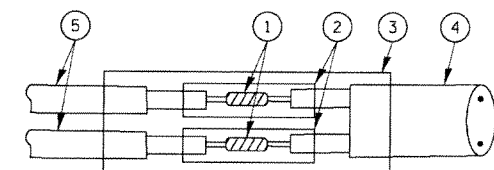


DETECTOR LOOP WIRING SCHEMATIC

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

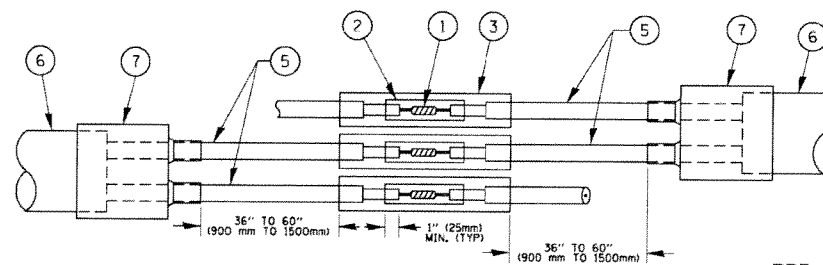


DETAIL "A"
LOOP-TO-LOOP SPLICE

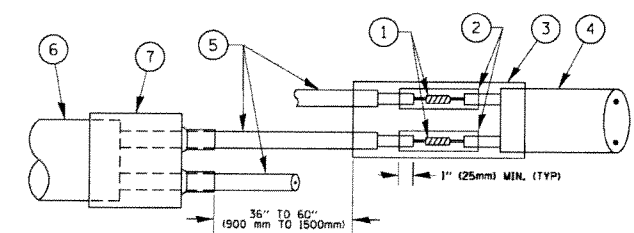


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



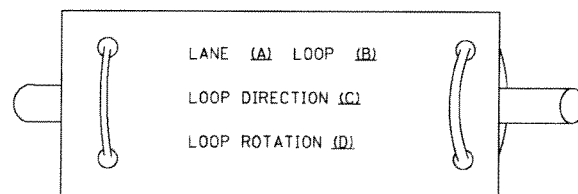
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

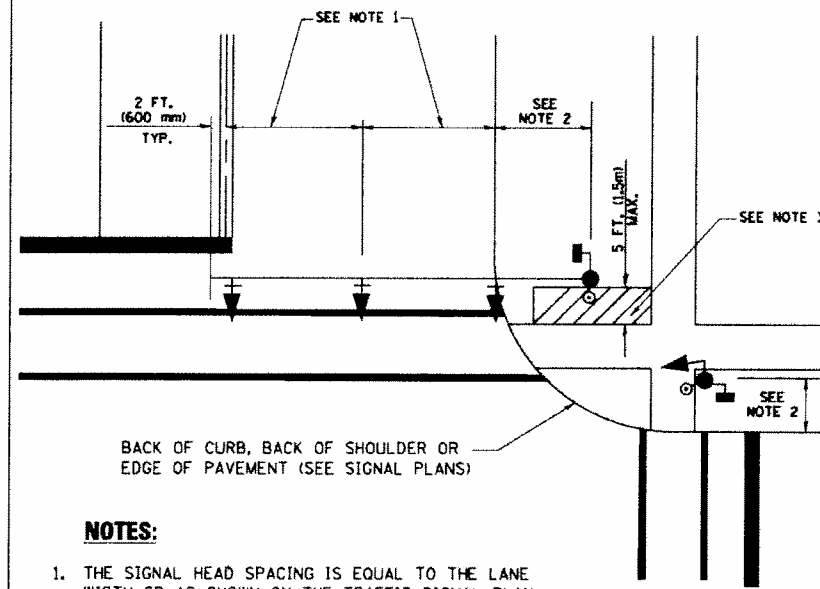
LOOP LEAD-IN CABLE TAG



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

FILE NAME =	USER NAME = foatemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 34	
cr:\pe_work\pwork\foatemj\02180315\ts05.dgn	PLOT SCALE = 500.00000' / 1"	DRAWN - BCK	REVISED -			SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	TS-05		CONTRACT NO. 60W16	
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -			STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		DATE - 10-28-09	REVISED -								

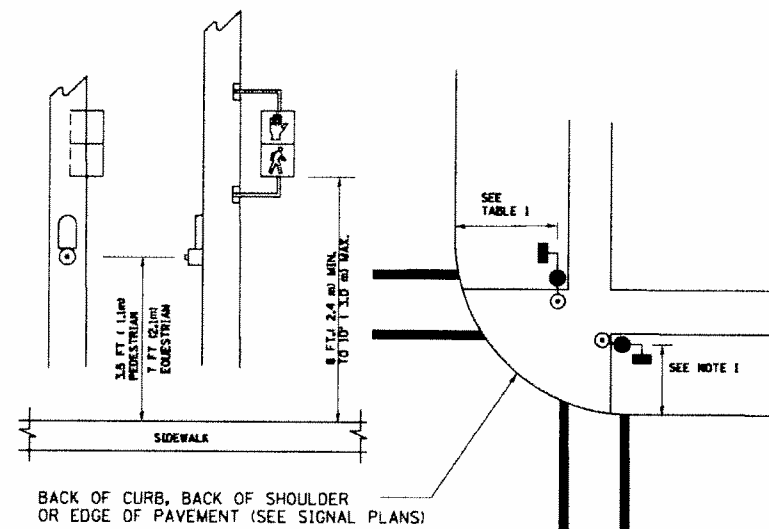
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

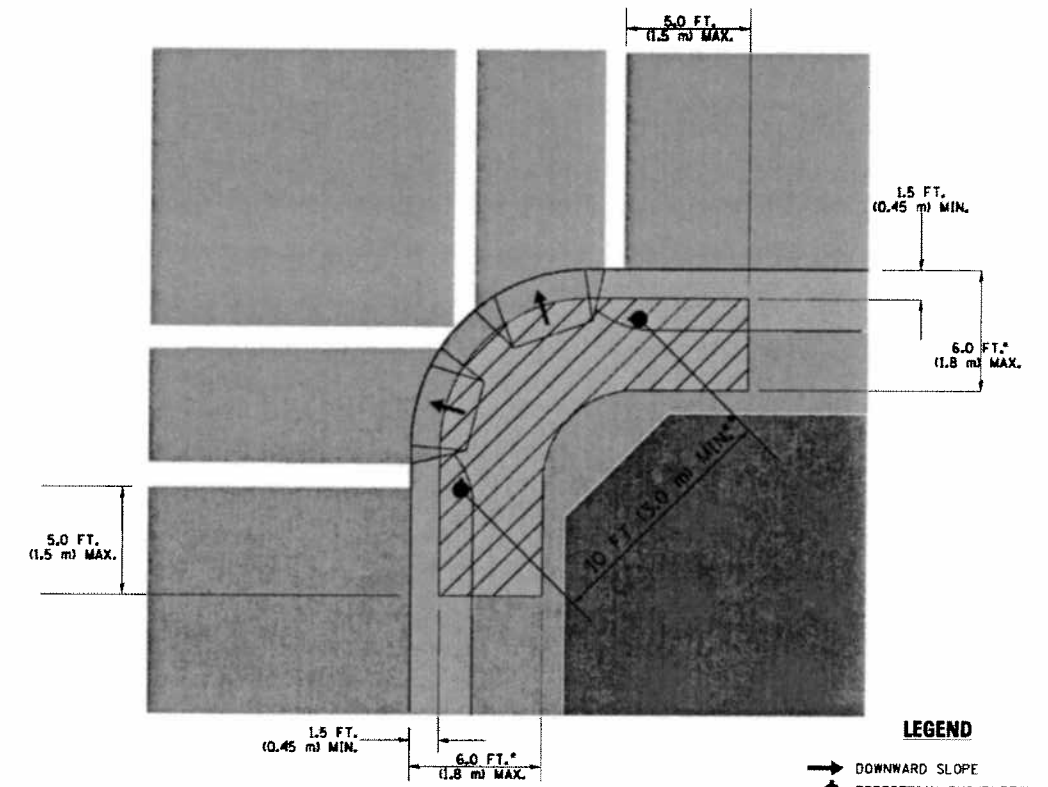
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

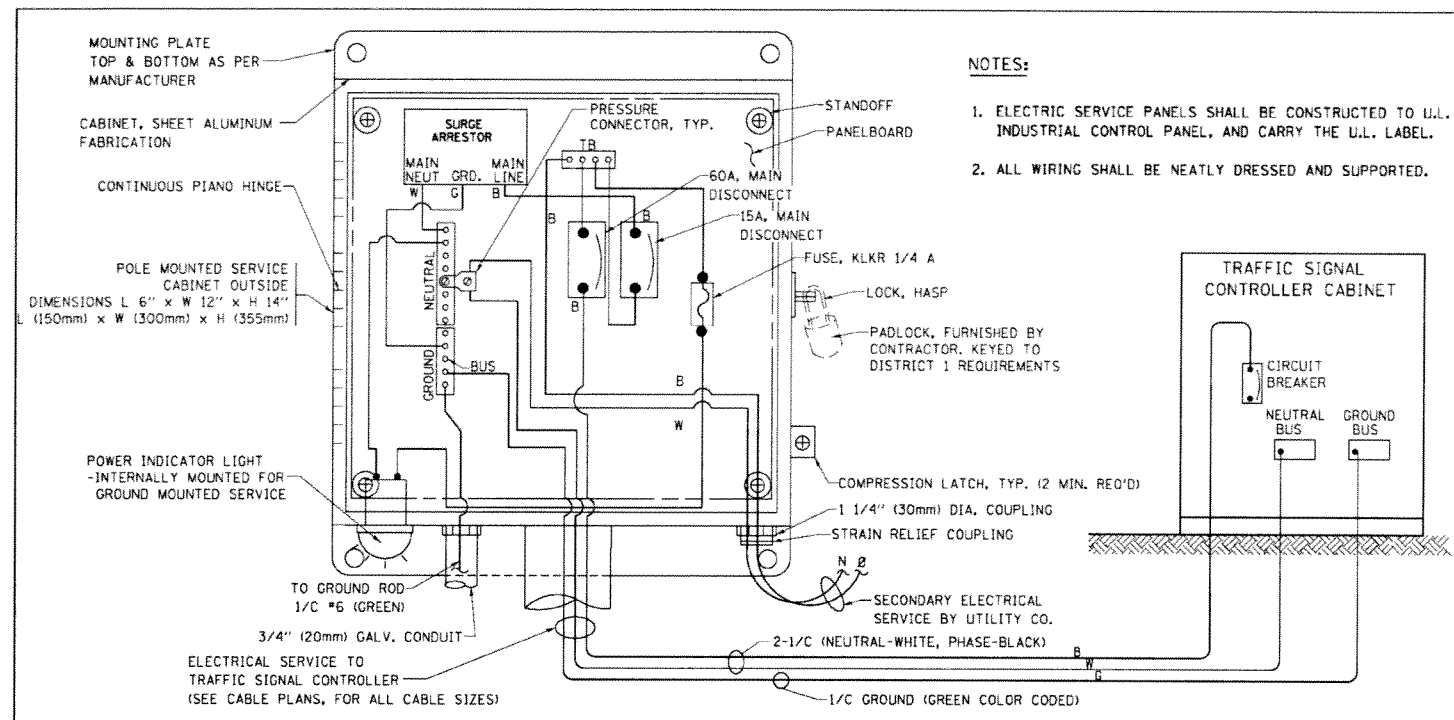
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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

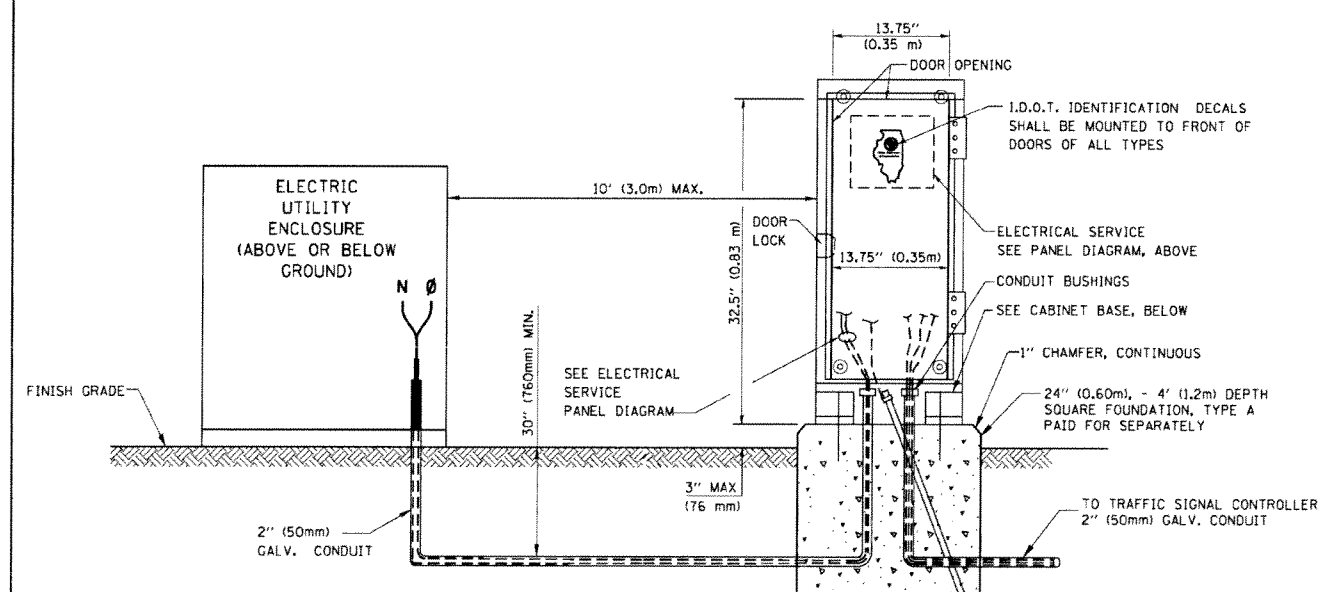
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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.

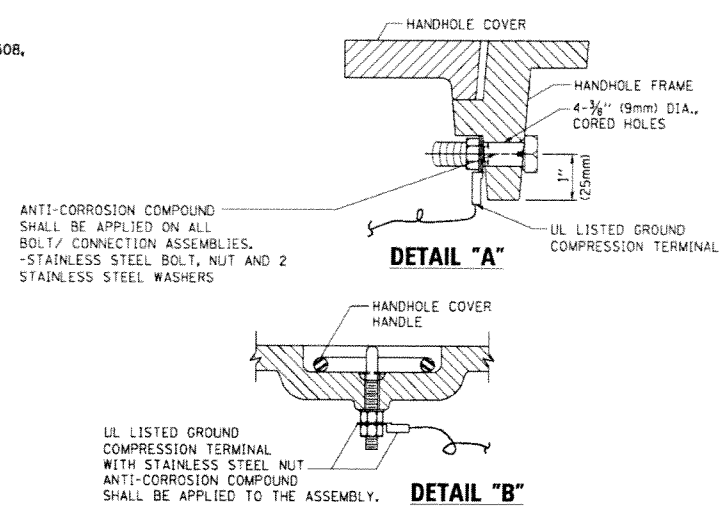
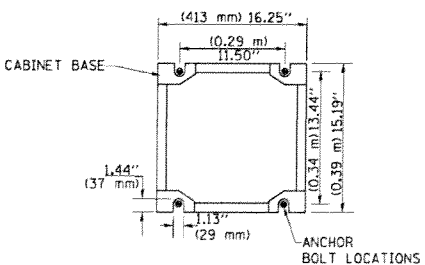


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



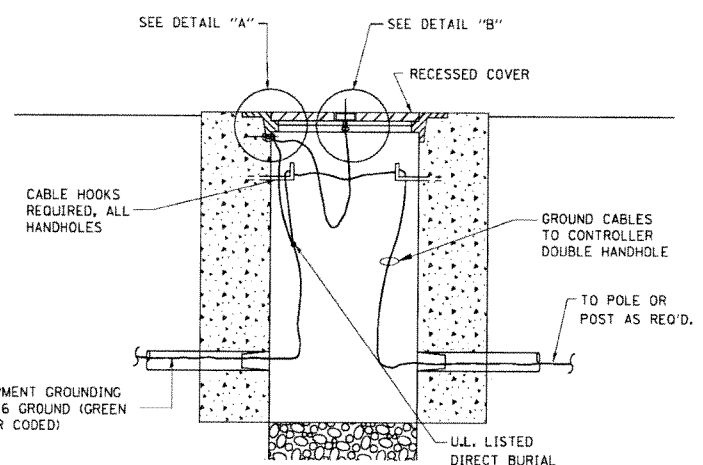
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

CABINET - BASE BOLT PATTERN (NOT TO SCALE)

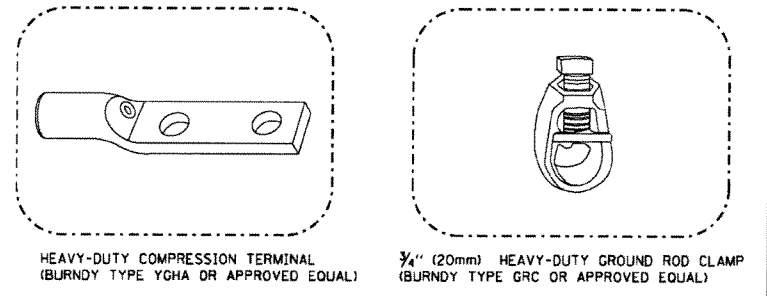


NOTES: GROUNDING SYSTEM

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

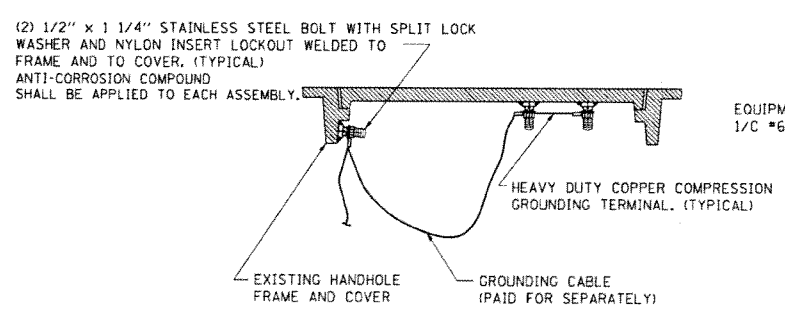


HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)

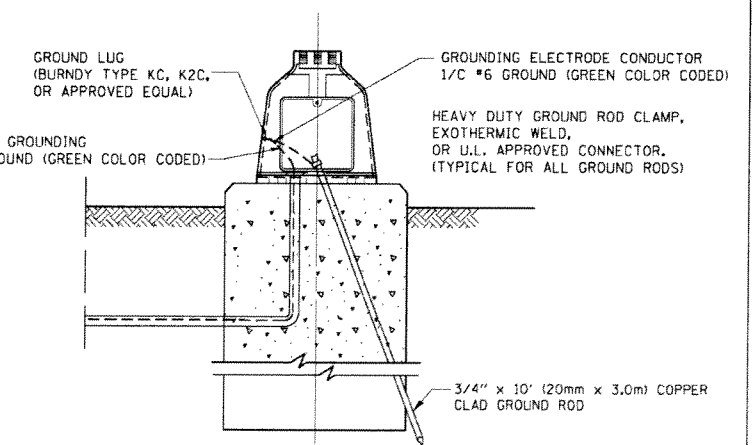


NOTES:

- 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.

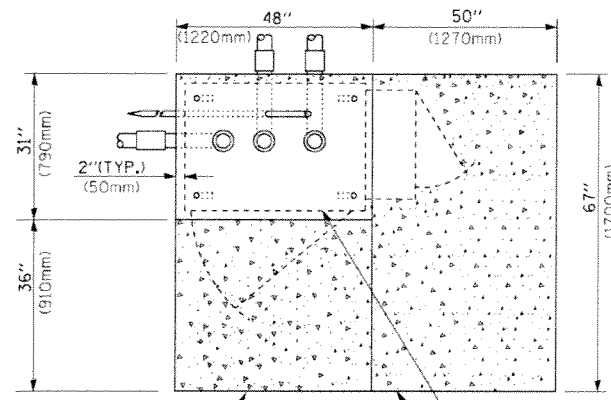


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



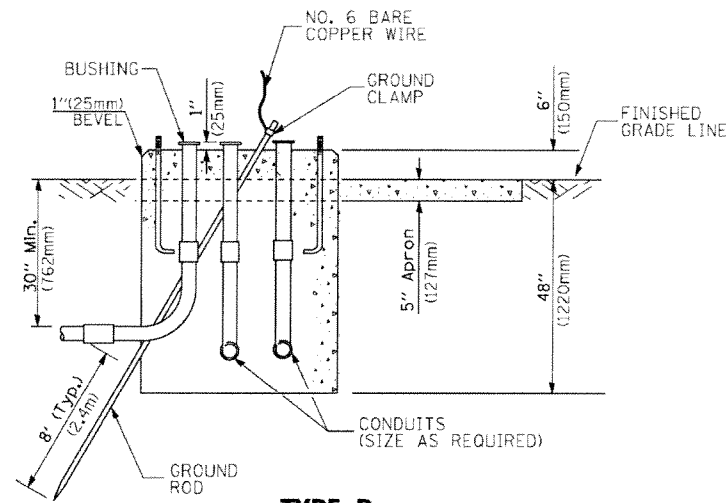
MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

FILE NAME =	USER NAME = faatemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 36
CONTRACT NO. 60W16	PLLOT SCALE = 5/8" = 1'-0"	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
	PLLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -									

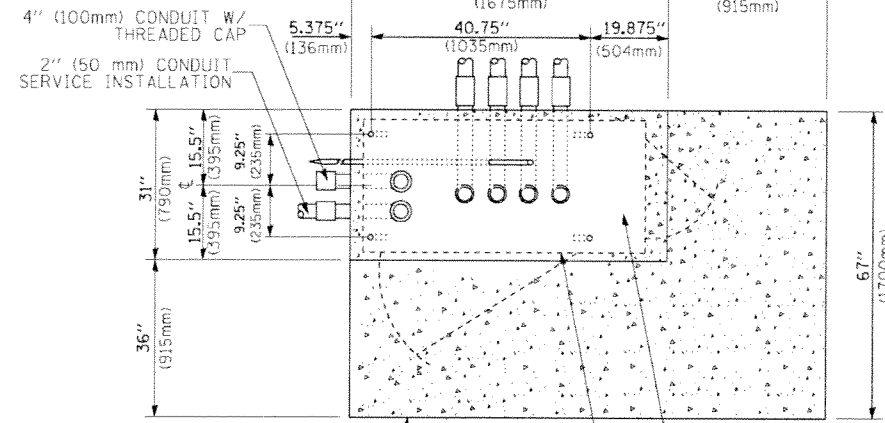


TOP VIEW

EXISTING APRON
CONTROLLER CABINET BASE
PROPOSED APRON



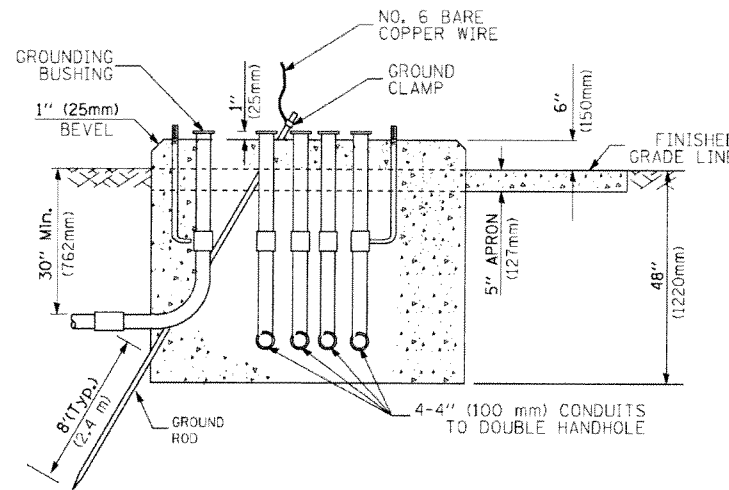
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



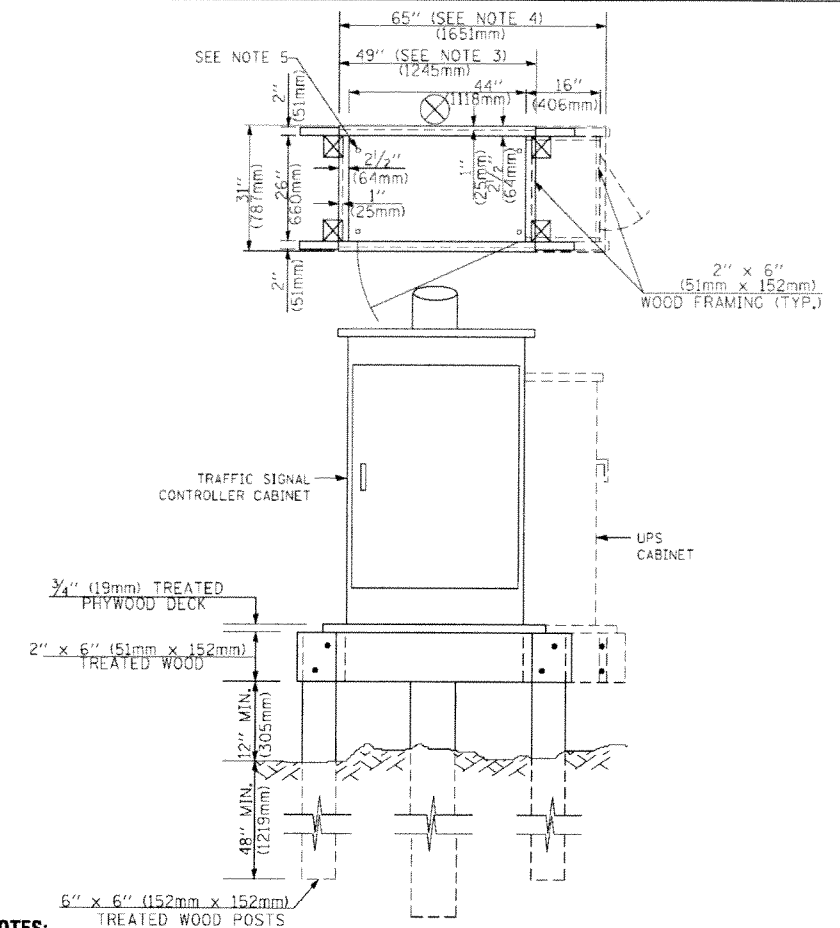
TOP VIEW

4" (100mm) CONDUIT W/
THREADED CAP
2" (50 mm) CONDUIT
SERVICE INSTALLATION
APRON
UPS BATTERY
COMPARTMENT
CONTROLLER
CABINET BASE

NOTE:
TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

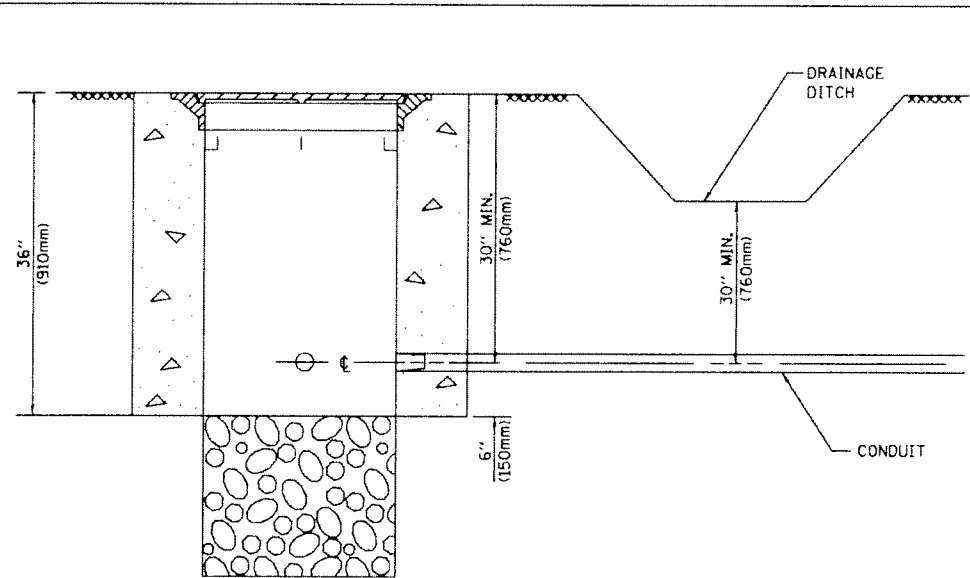
DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 55' (16.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

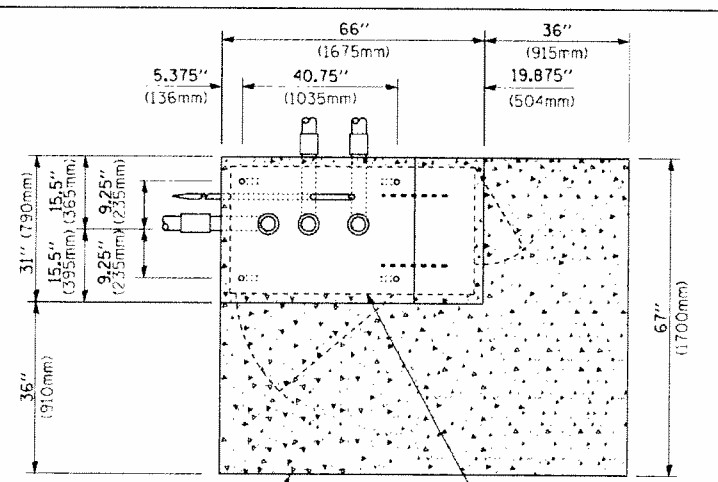
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (q_u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer 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

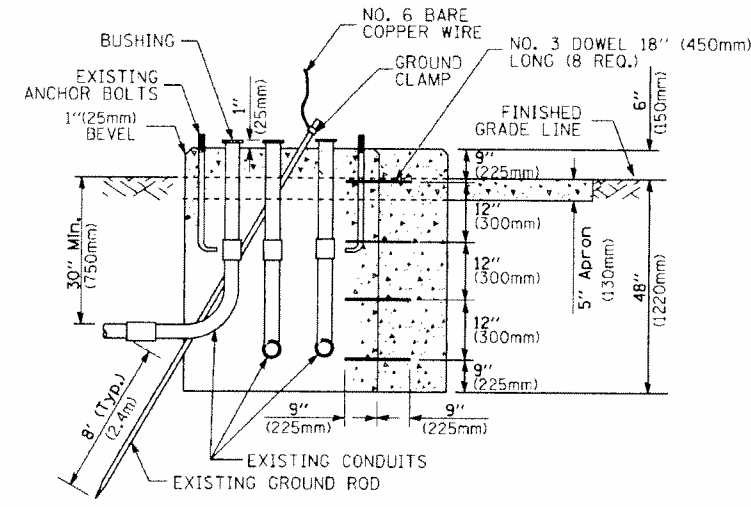


- NOTES:**
1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
 2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
 3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES,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

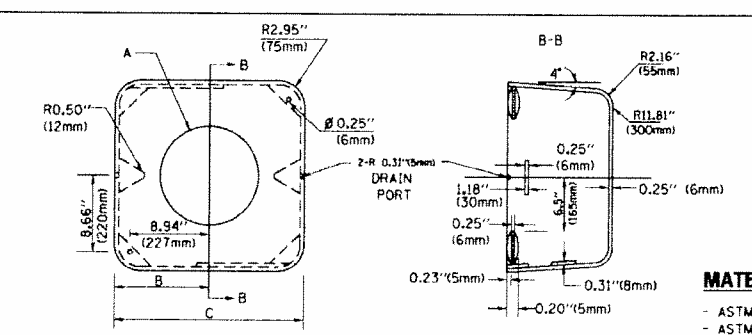
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



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

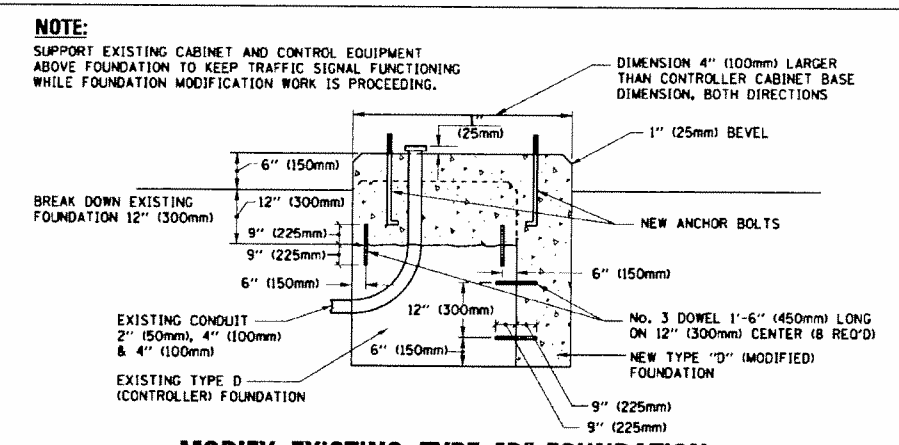


MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

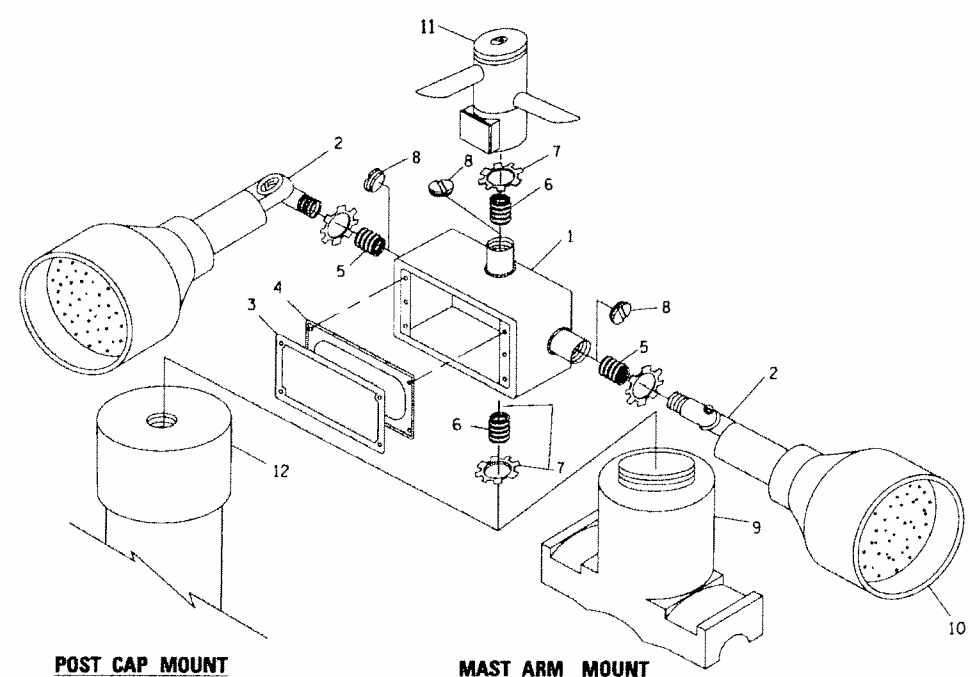
	A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)	
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)	
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)	
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)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

SHROUD

- NOTES:**
1. 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.
 2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



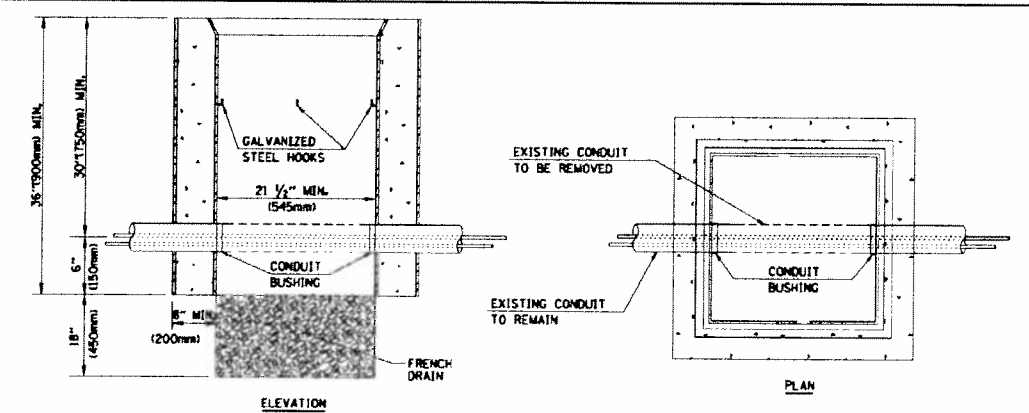
MODIFY EXISTING TYPE "D" FOUNDATION



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

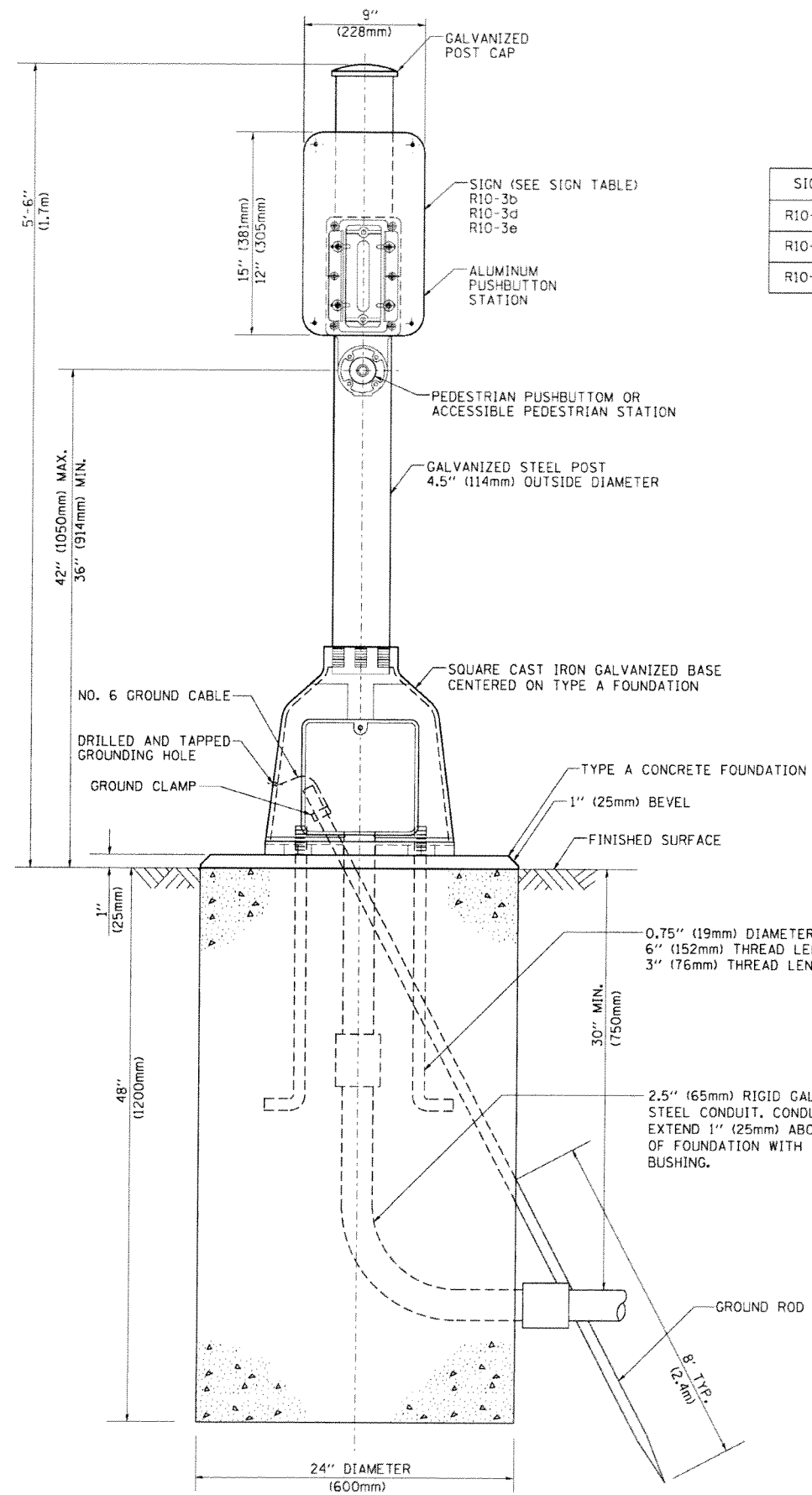
- NOTES:**
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS *2 AND *11 SHALL BE ALUMINUM OR GALVANIZED
 2. ITEM *1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM *2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM *9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM *9 SHALL NOT BE REQUIRED.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

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



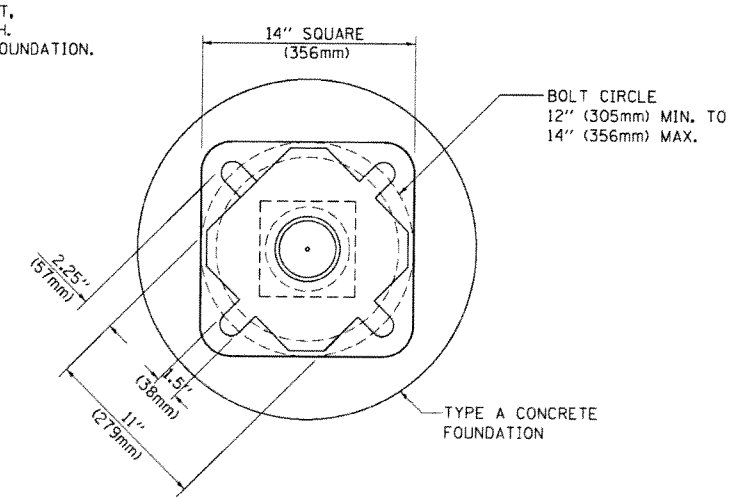
- NOTES:**
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)

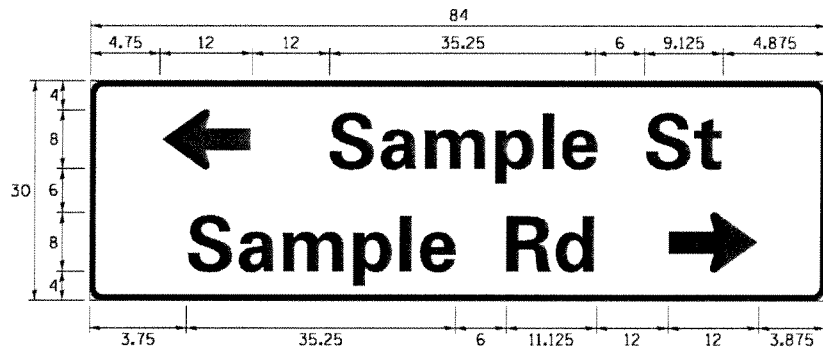
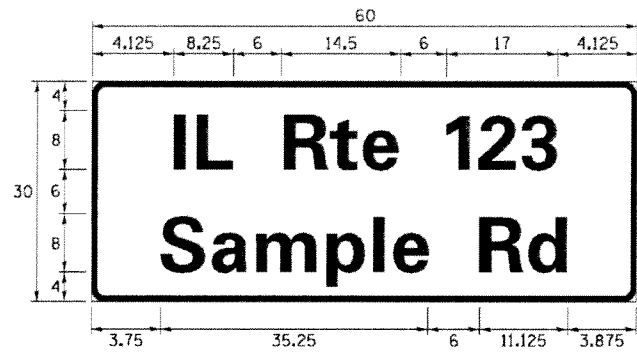
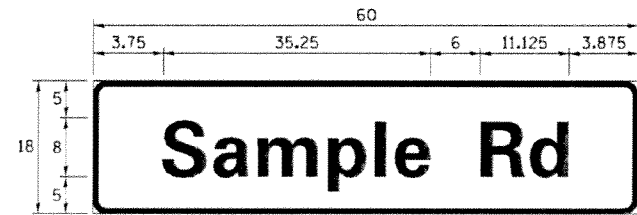


BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 39	
PILOT SCALE = 5/8" = 1'-0"	CHECKED - DAD	REVISOR -	SCALE: NONE			SHEET NO. 7 OF 7 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 60W16	
PILOT DATE = 1/13/2014	DATE = 10/1/2012	REVISOR -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SIGN PANEL – TYPE 1 OR TYPE 2



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

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA

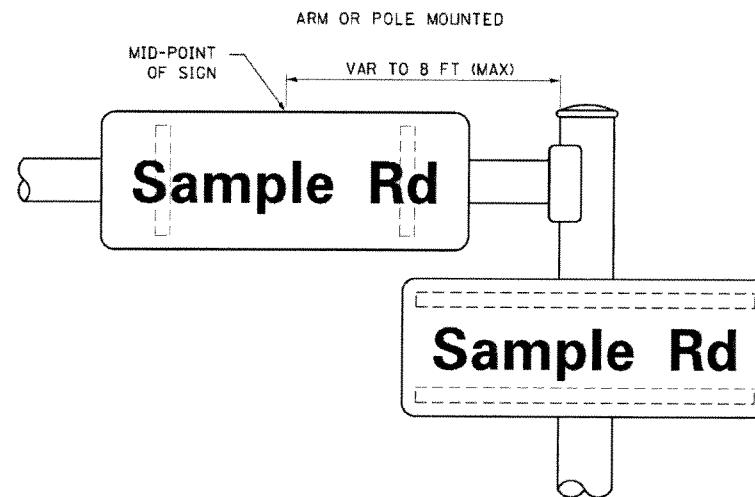
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

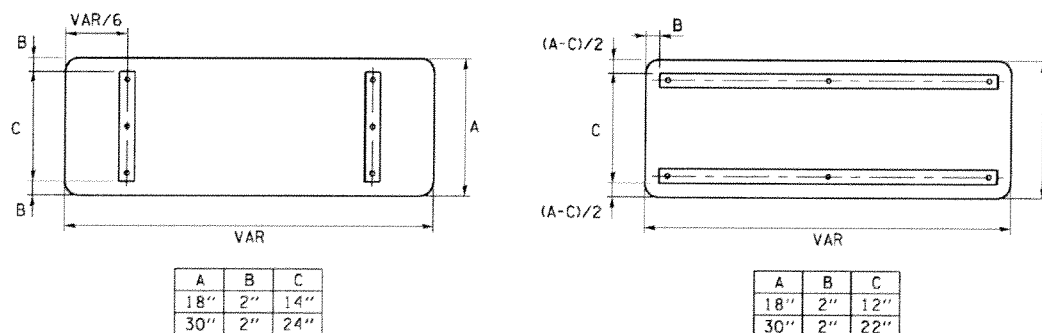
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
BRACKETS PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

MOUNTING LOCATION



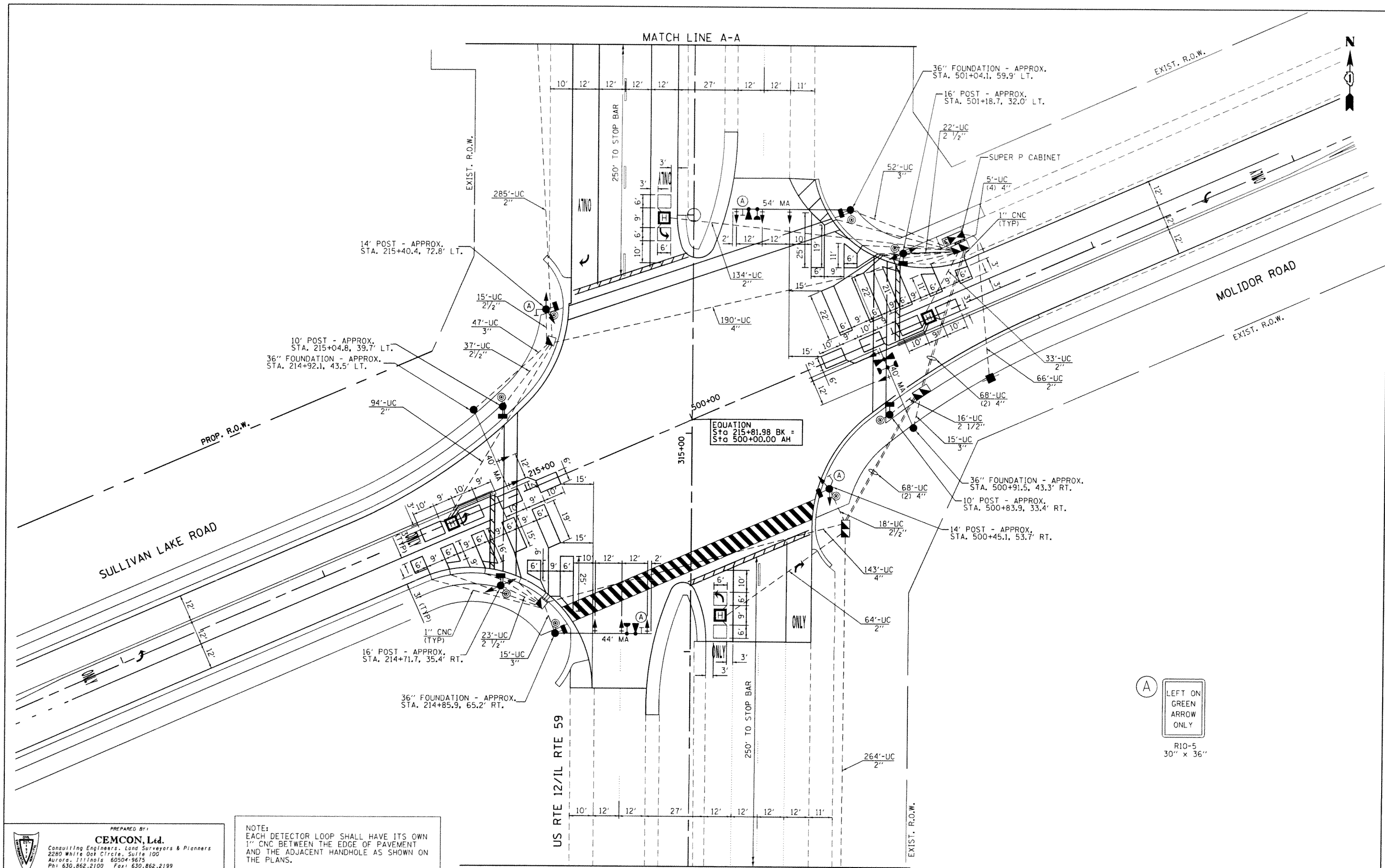
SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

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



EQUATION
Sta 215+81.98 BK =
Sta 500+00.00 AH

A
LEFT ON
GREEN
ARROW
ONLY

R10-5
30" x 36"

NOTE:
EACH DETECTOR LOOP SHALL HAVE ITS OWN
1" CNC BETWEEN THE EDGE OF PAVEMENT
AND THE ADJACENT HANDHOLE AS SHOWN ON
THE PLANS.

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60504-5675
Ph: 630.862.2100 Fax: 630.862.2199
E-Mail: cad@cemcon.com Website: www.cemcon.com

FILE NAME =	USER NAME = RDS
\\MICROST1\35211\US RTE 12 SIG 01.DGN	
PLDT SCALE = 1"=20'	
PLDT DATE = 12-01-14	

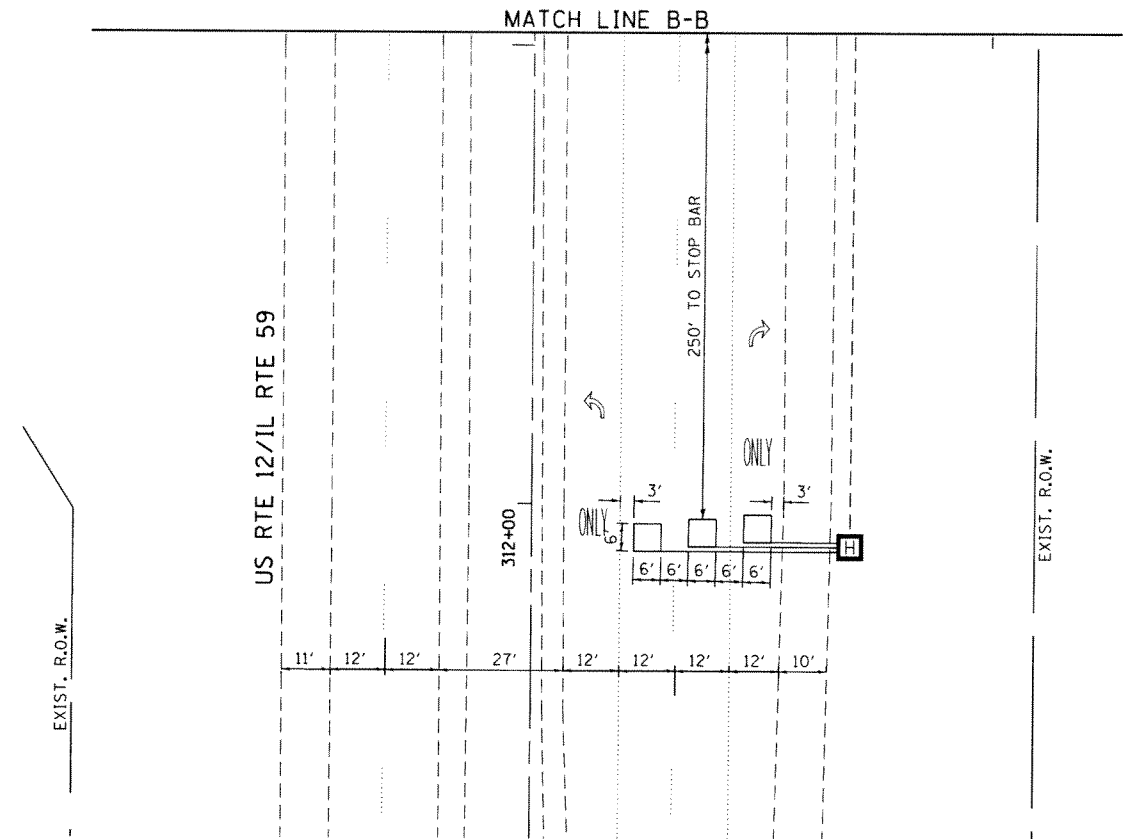
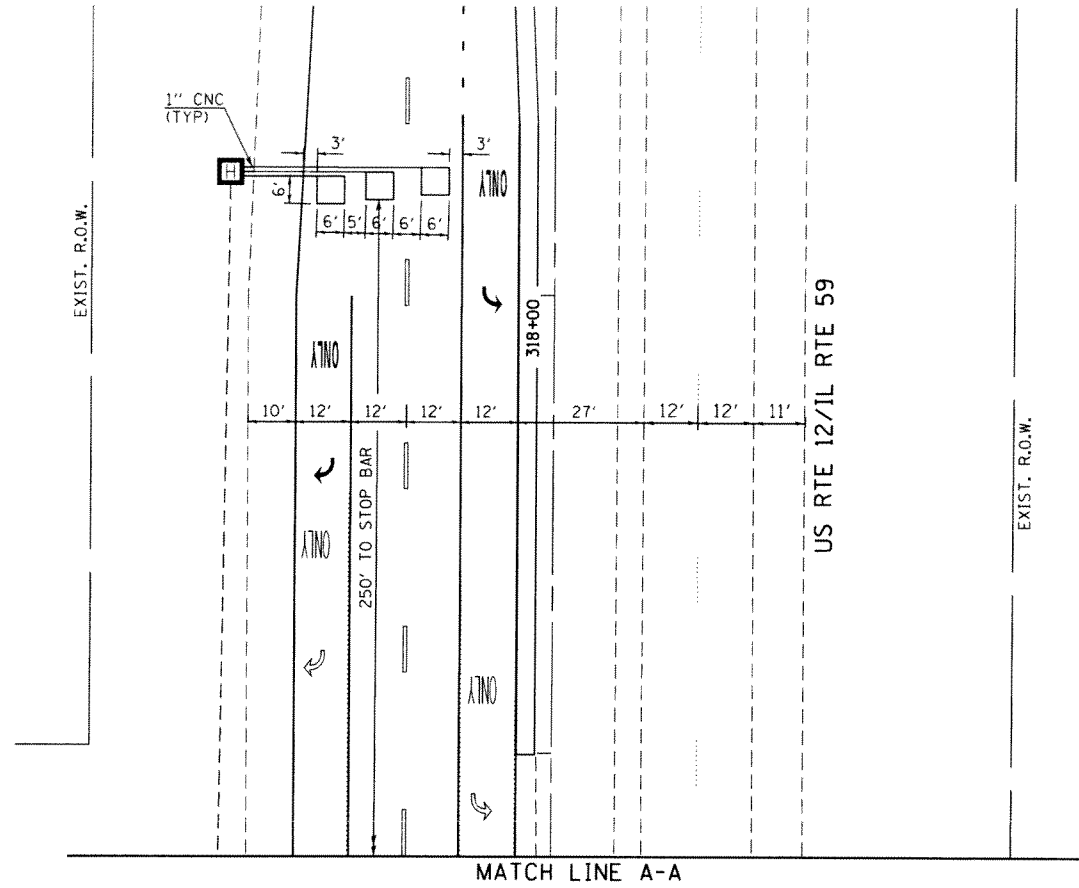
DESIGNED - AF	REVISED -
DRAWN - BCD	REVISED -
CHECKED - BPT	REVISED -
DATE - 12-01-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN (SHEET 1 OF 2)
U.S. RTE 12 / IL RTE 59 AT SULLIVAN LAKE ROAD / MOLIDOR ROAD
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	41
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

TS6512



NOTE:
EACH DETECTOR LOOP SHALL HAVE ITS OWN
1" CNC BETWEEN THE EDGE OF PAVEMENT
AND THE ADJACENT HANDHOLE AS SHOWN ON
THE PLANS.

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60504-9675
Ph: 630.862.2100 Fax: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com

FILE NAME : \\MICROSTV352111\US RTE 12 SIG 02.DGN	USER NAME : RDS	DESIGNED - AF	REVISED -
		DRAWN - BCD	REVISED -
		CHECKED - BPT	REVISED -
		DATE - 12-01-14	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

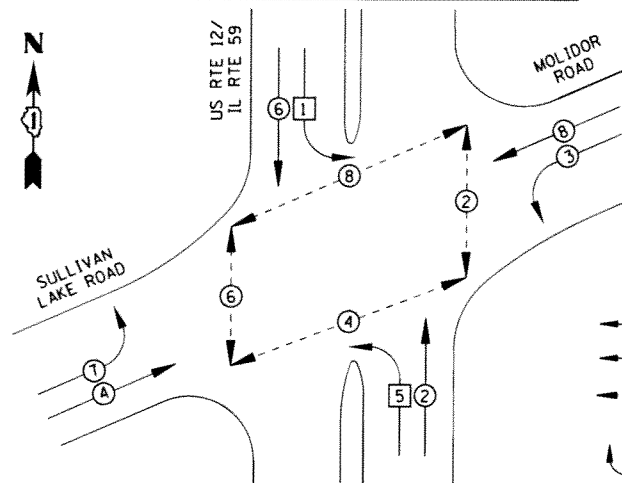
**TRAFFIC SIGNAL INSTALLATION PLAN (SHEET 2 OF 2)
US RTE 12 / IL RTE 59 AT SULLIVAN LAKE ROAD / MOLITOR ROAD**

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

F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 42
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

TS6512

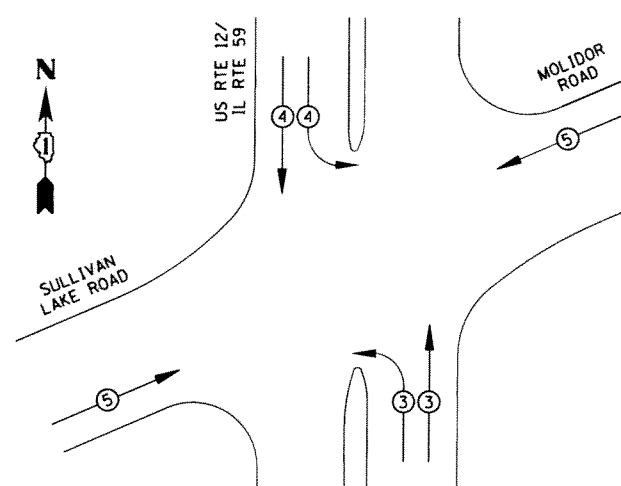
PROPOSED CONTROLLER SEQUENCE



LEGEND

- — DUAL ENTRY PHASE
- — SINGLE ENTRY PHASE
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE
- ◇ OL — OVERLAP

PROPOSED PHASE DESIGNATION DIAGRAM



PROPOSED EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	
MOVEMENT	↶ ↷	↵ ↶ ↷	↶ ↷	

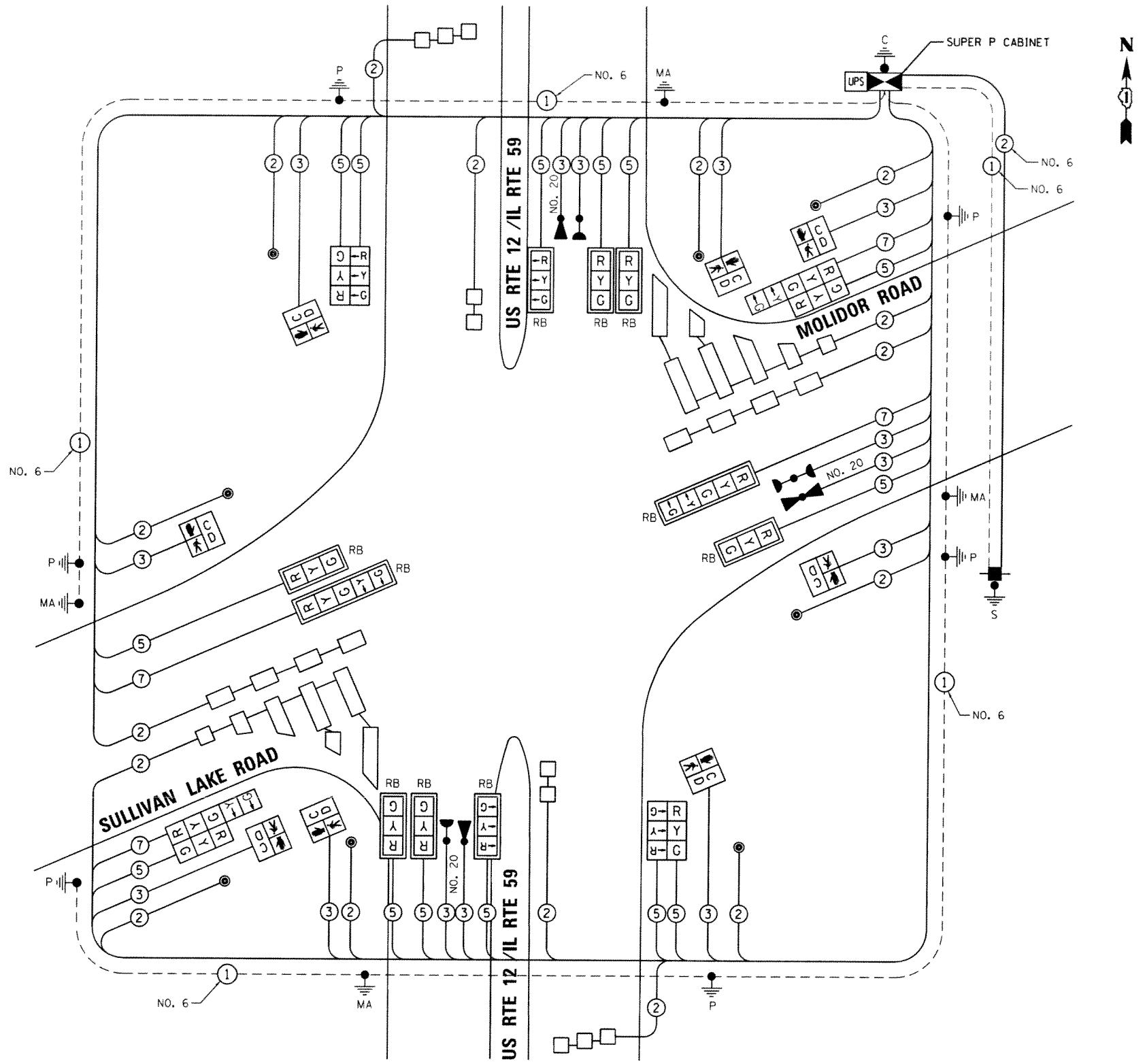
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	%OPERATION	
SIGNAL (RED)	18	17		0.50	153
(YELLOW)	18	25		0.25	112.5
(GREEN)	18	15		0.25	67.5
ARROW	8	12		0.10	9.6
PED. SIGNAL	8	25		1.00	200
CONTROLLER	1	100		1.00	100
ILLUM. SIGN		100		0.50	100
UPS	1	25		1.00	25
FLASHER		25		0.50	
ENERGY COSTS TO:				TOTAL =	667.6

VILLAGE OF VOLO
500 S. FISH LAKE ROAD
VOLO, ILLINOIS 60073

ENERGY SUPPLY CONTACT:
PHONE: COMMONWEALTH EDISON
COMPANY:

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60504-9675
Ph: 630.862.2100 Fax: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com



CABLE PLAN

FILE NAME = \MICROST\35211\US RTE 12 SIG 01.DGN	USER NAME = ROS	DESIGNED - AF	REVISED -
PLOT SCALE = N.T.S.	CHECKED - BPT	REVISIONS -	REVISIONS -
PLOT DATE = 09-16-14	DATE - 12-01-14	REVISIONS -	REVISIONS -

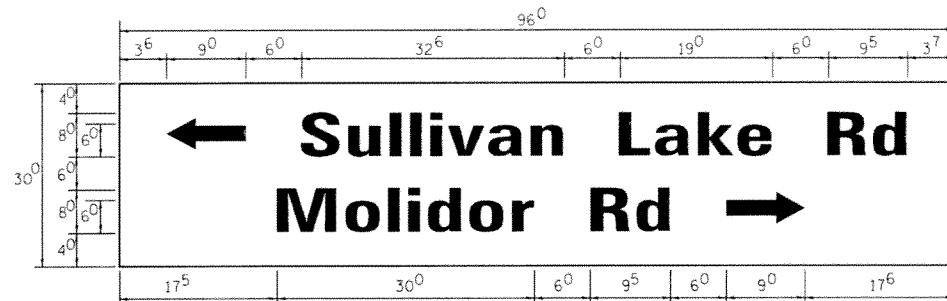
STATE OF ILLINOIS	DEPARTMENT OF TRANSPORTATION
-------------------	------------------------------

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE	
US RTE 12 / IL RTE 59 AT SULLIVAN LAKE ROAD / MOLIDOR ROAD	
SCALE: N.T.S.	SHEET OF SHEETS STA. TO STA.

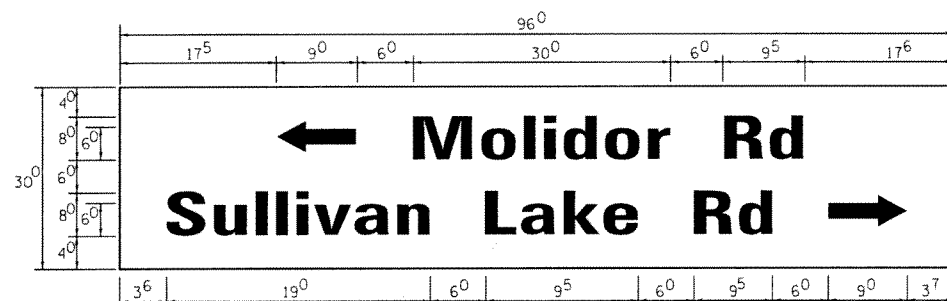
F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 43
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W16	

TS6512

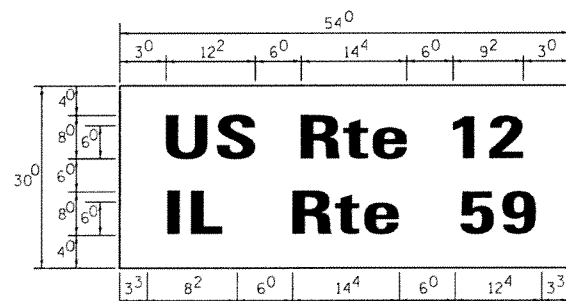
PANEL SIGN DESIGN TYPE 2



DESIGN SERIES	AREA (SQ. FT.)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
C	20	2	ZZ	1



DESIGN SERIES	AREA (SQ. FT.)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
C	20	2	ZZ	1



DESIGN SERIES	AREA (SQ. FT.)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	11.25	2	ZZ	2

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE I	SQ. FT.	30
SIGN PANEL - TYPE II	SQ. FT.	62.5
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	940
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	131
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	129
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	625
HANDHOLE	EACH	2
HEAVY-DUTY HANDHOLE	EACH	6
DOUBLE HANDHOLE	EACH	3
MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION	EACH	2
* FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1728
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2521
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3503
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	949
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2123
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	84
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	893
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	24
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 3 SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	1181
* LIGHT DETECTOR	EACH	3
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH BUTTON	EACH	8
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	744
UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	1

* 100% PERCENT COST TO THE VILLAGE OF VOLO
 ** SUPER P CABINET

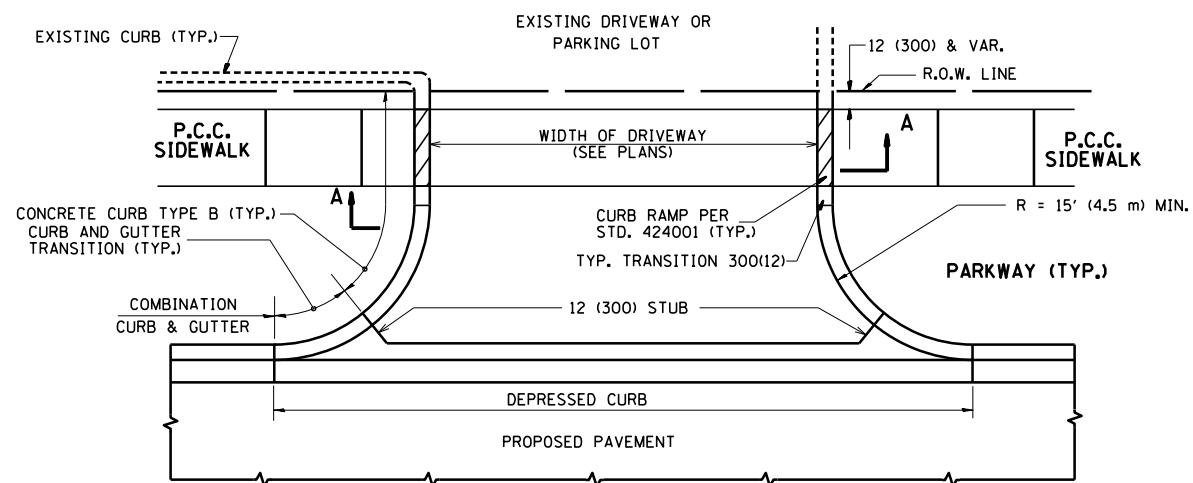
PREPARED BY:
CEMCON, Ltd.
 Consulting Engineers, Land Surveyors & Planners
 2280 White Oak Circle, Suite 100
 Aurora, Illinois 60504-9675
 Ph: 630.862.2100 Fax: 630.862.2199
 E-Mail: cadd@cemcon.com Website: www.cemcon.com

FILE NAME = VMICROST\35211\US RTE 12 SIGN 01.DGN	USER NAME = RDS	DESIGNED - AF	REVISED -
PLOT SCALE = 1"=20'	CHECKED - BPT	DRAWN - BCD	REVISED -
PLOT DATE = X	DATE - 12-01-14		REVISED -

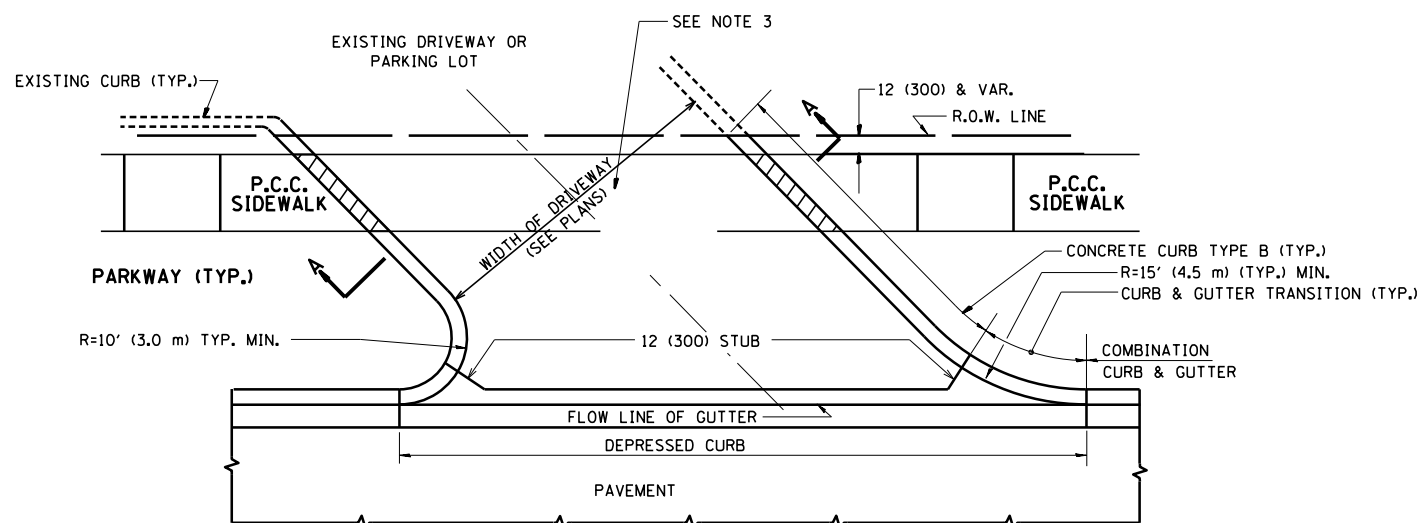
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. ROUTE 12 AT SULLIVAN LAKE ROAD / MOLIDOR ROAD		334	106N-1	LAKE	7	244
SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60W16			
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

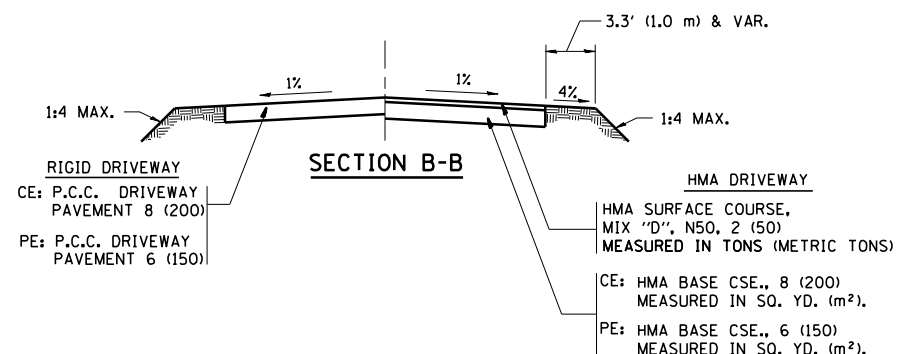
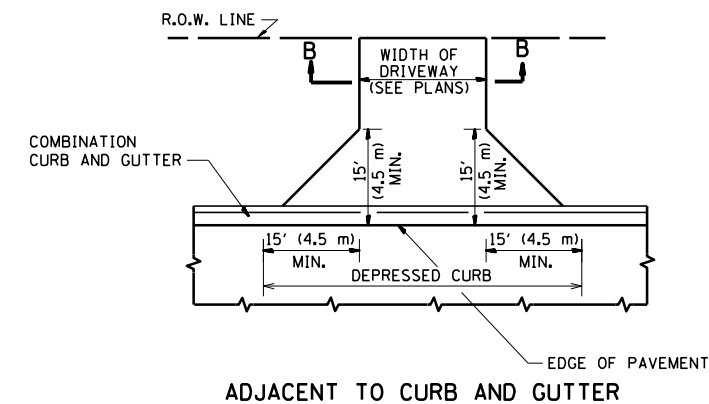
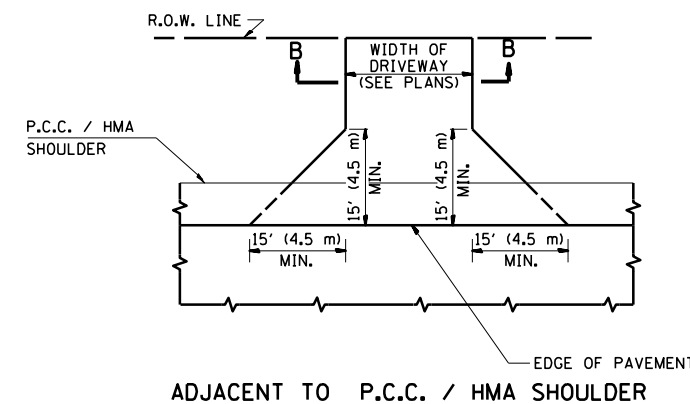
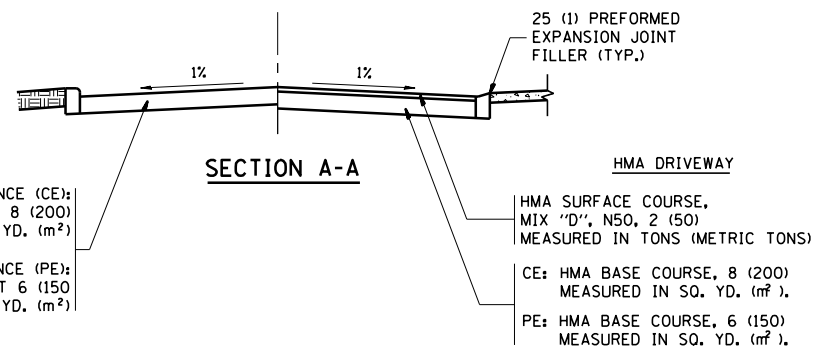
TS6512



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²),

GENERAL NOTES:

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

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

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

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

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

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

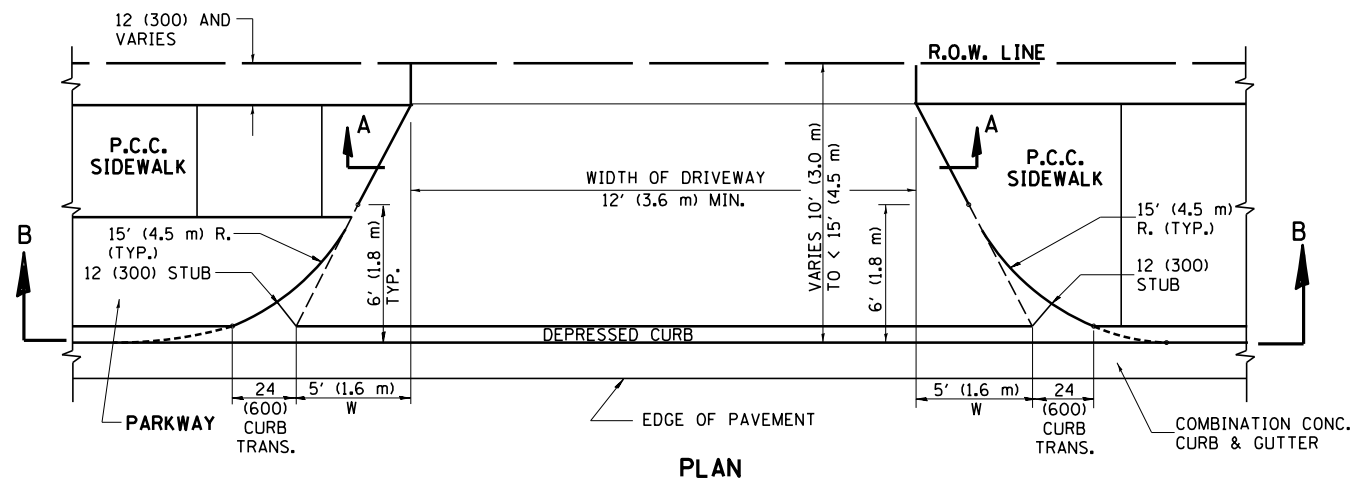
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ca:\pwork\pwork\pwork\qureshiya\0223354\019Std.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

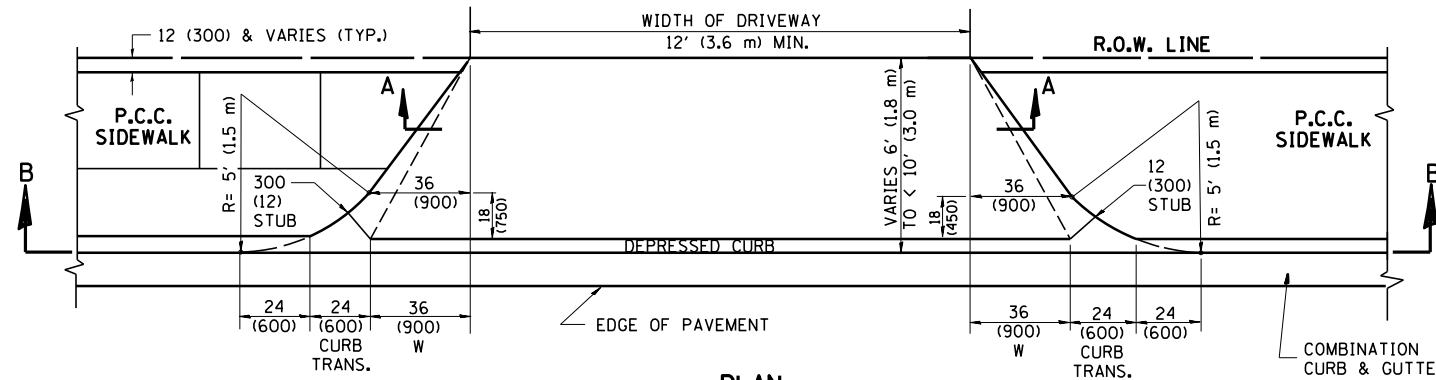
**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

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

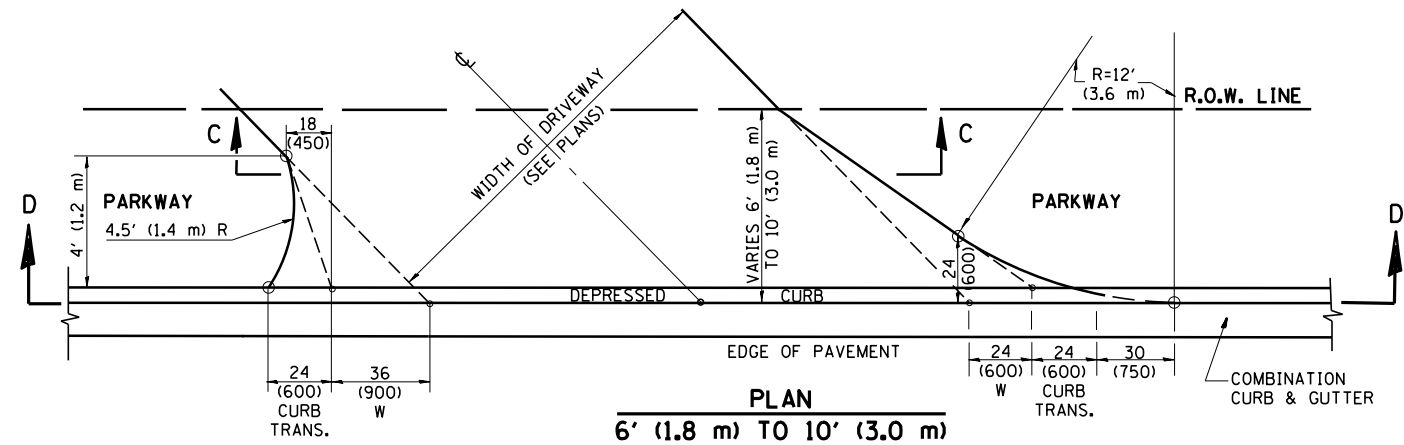
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	45
BD0156-07 (BD-01)			CONTRACT NO. 60W16	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



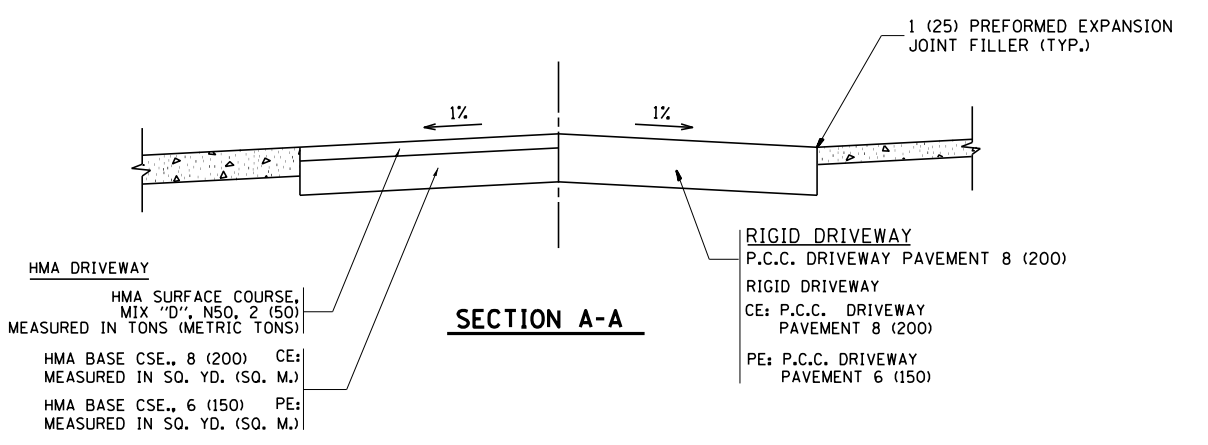
PLAN
10' (3.0 m) TO < 15' (4.5 m)



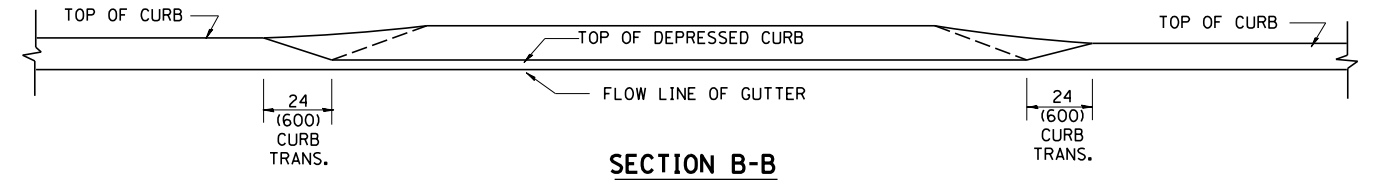
PLAN
6' (1.8 m) TO < 10' (3.0 m)



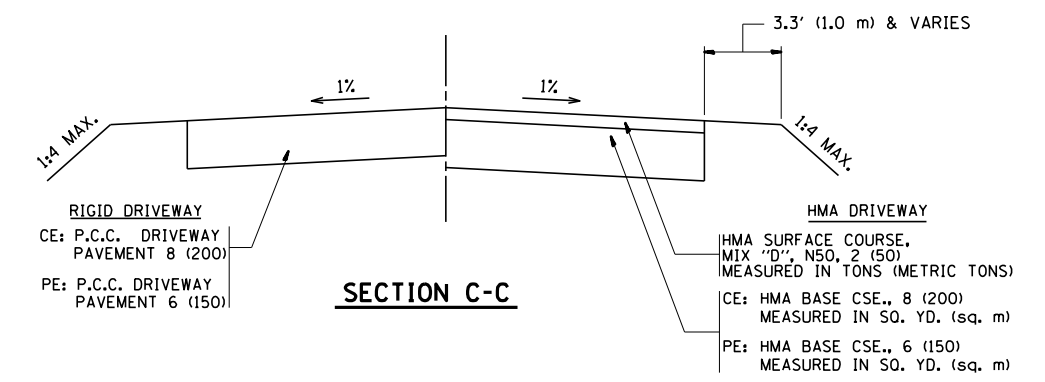
PLAN
6' (1.8 m) TO 10' (3.0 m)



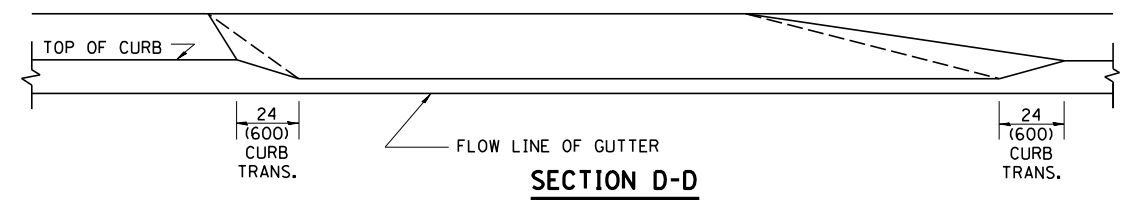
SECTION A-A



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).

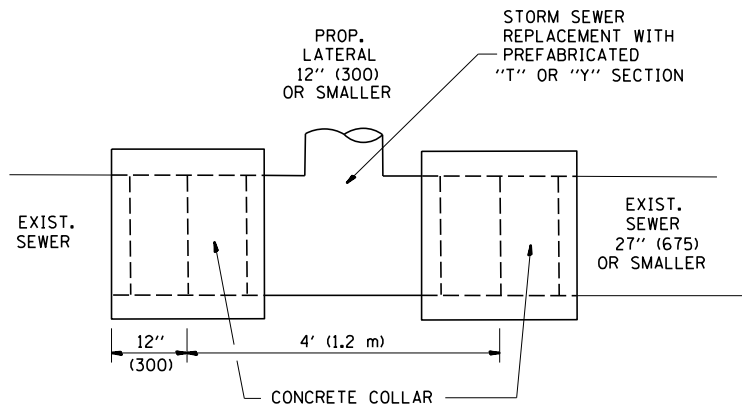
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = qureshiya	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
ca:\pw_work\p1dot\qureshiya\0223354\DrawStd.dgn		DRAWN -	REVISED - P. LOFLEUR 04-15-03
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 1/30/2015	DATE - 11-06-95	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

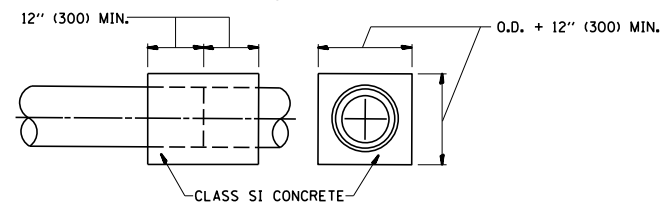
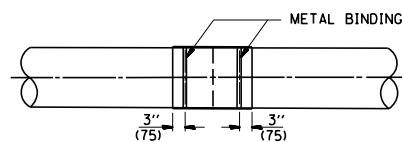
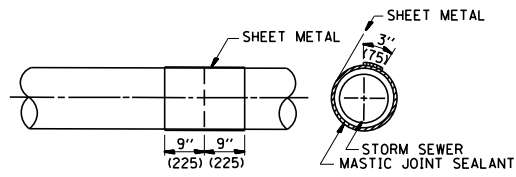
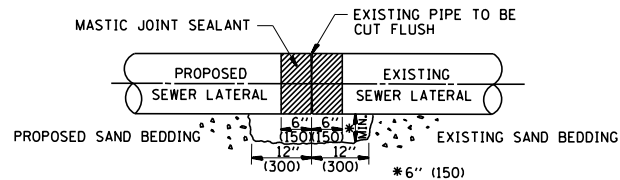
DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	46
BD400-02 (BD-02)			CONTRACT NO. 60W16	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



DETAIL "A"

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



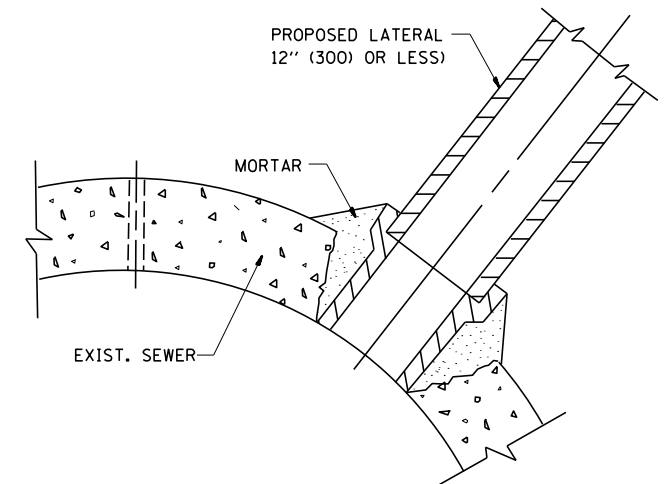
DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

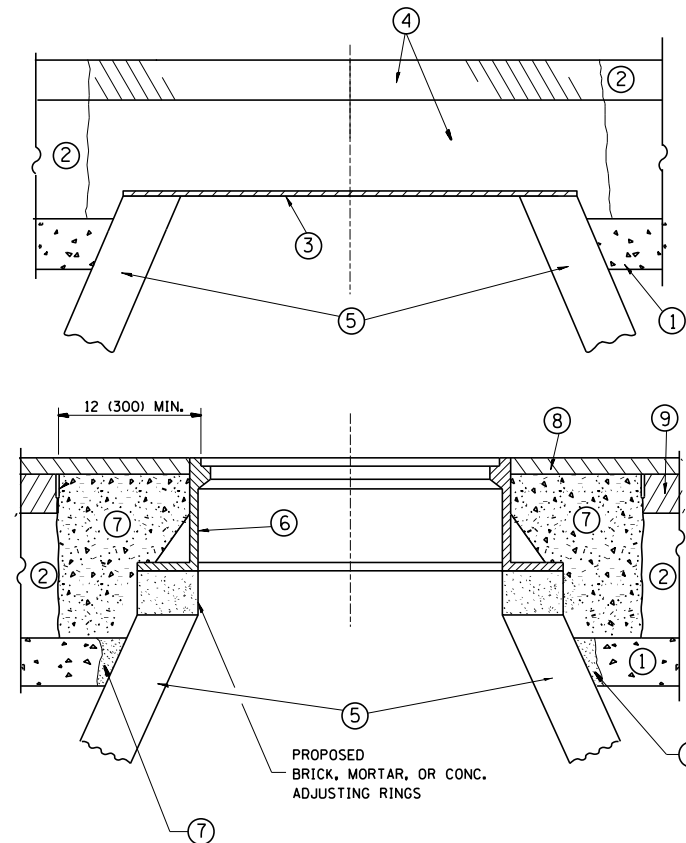
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

FILE NAME =	USER NAME = qureshiya	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
ca:\pwwork\pwwork\qureshiya\0223354\019Std.dgn		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/30/2015	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	47
BD500-01 (BD-7)			CONTRACT NO. 60W16	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

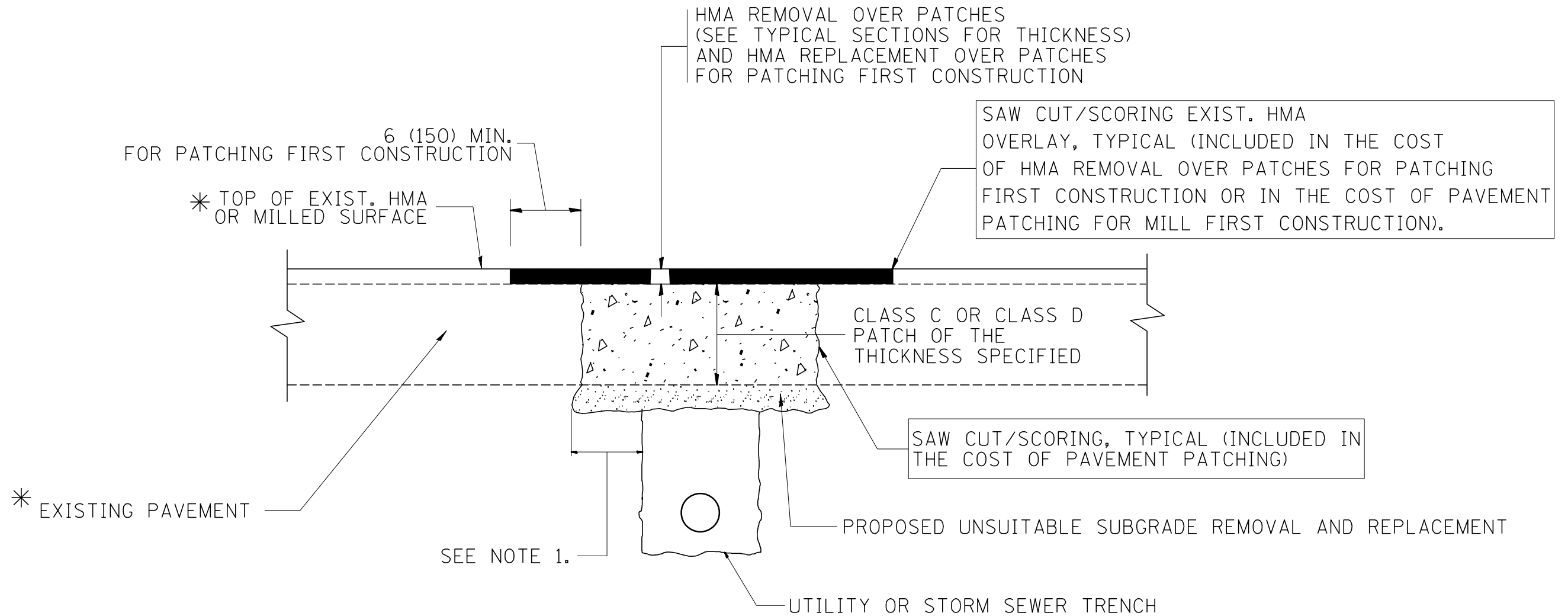
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = qureshiya	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 1/30/2015	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.R. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 48
BD600-03 (BD-8)		CONTRACT NO. 60W16		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



* 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 = qureshiye	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\p\idot\qureshiye\0223354\01\Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07					334	106N-1	LAKE	72	49
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60W16				
PLOT DATE = 1/30/2015	DATE - 10-25-94	REVISED - K. ENG 10-27-08	SCALE: NONE		SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.		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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

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

T/2 *

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

3" (75) MIN.

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).

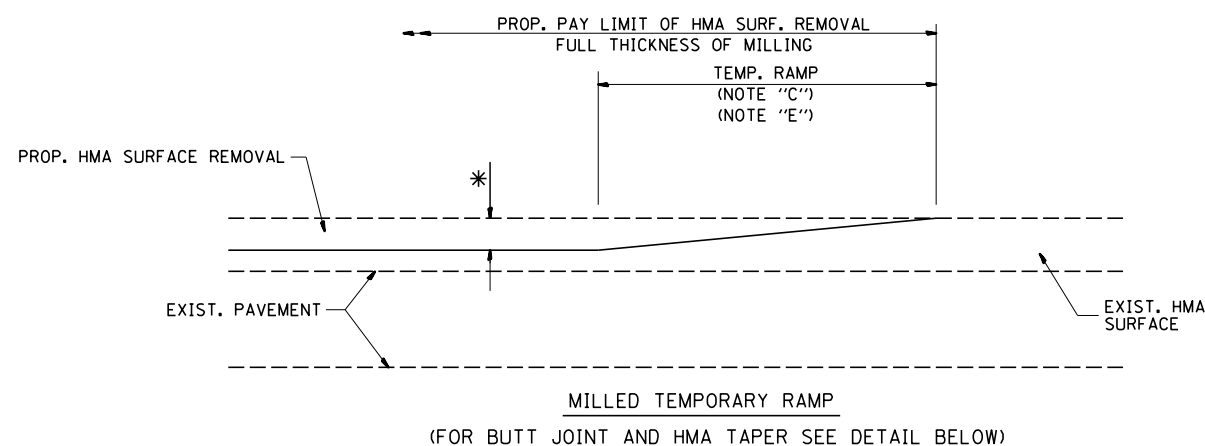
BASIS OF PAYMENT:

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".

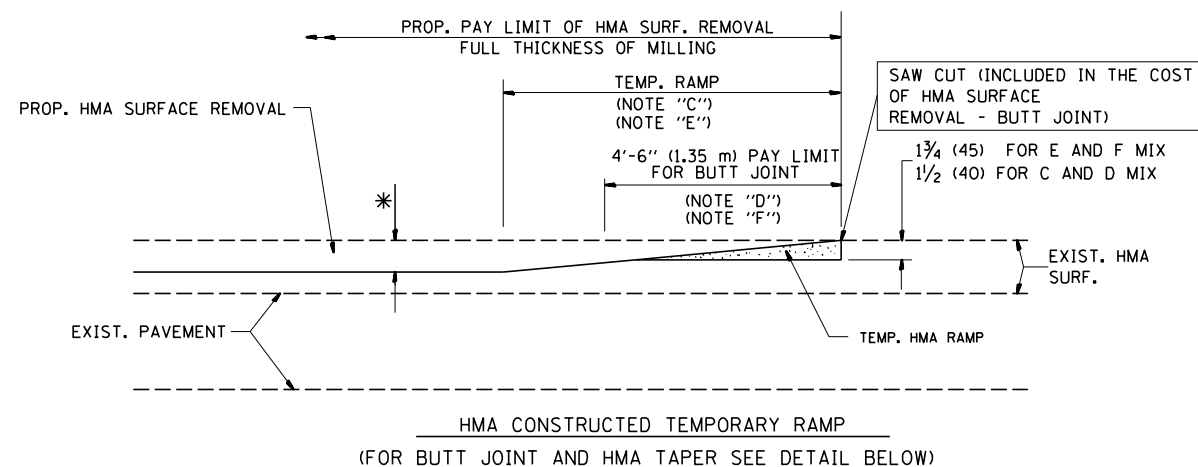
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = qureshiya	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.R. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p\id\dot\qureshiya\d0223354\Dis\Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			334	106N-1	LAKE	72	50
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 60W16		
PLOT DATE = 1/30/2015		DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	

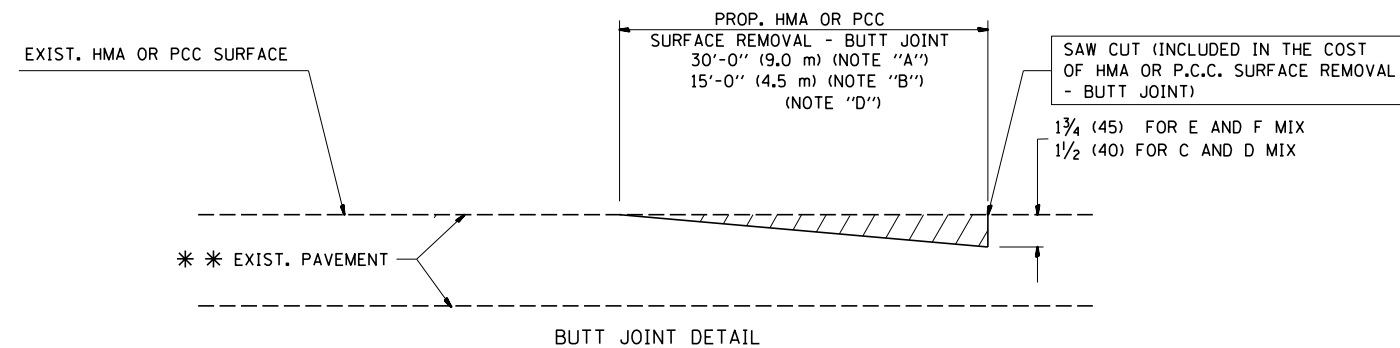


OPTION 1

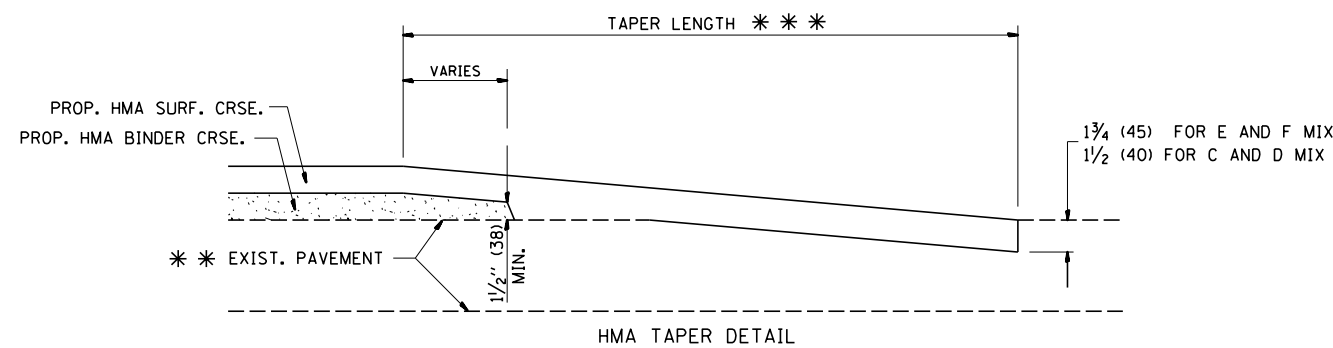


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

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".

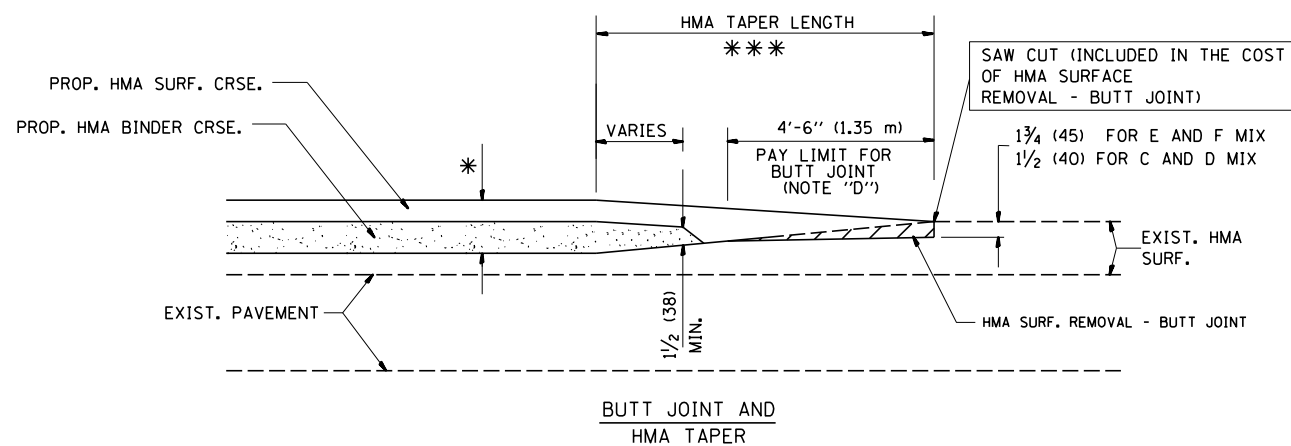
* * * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

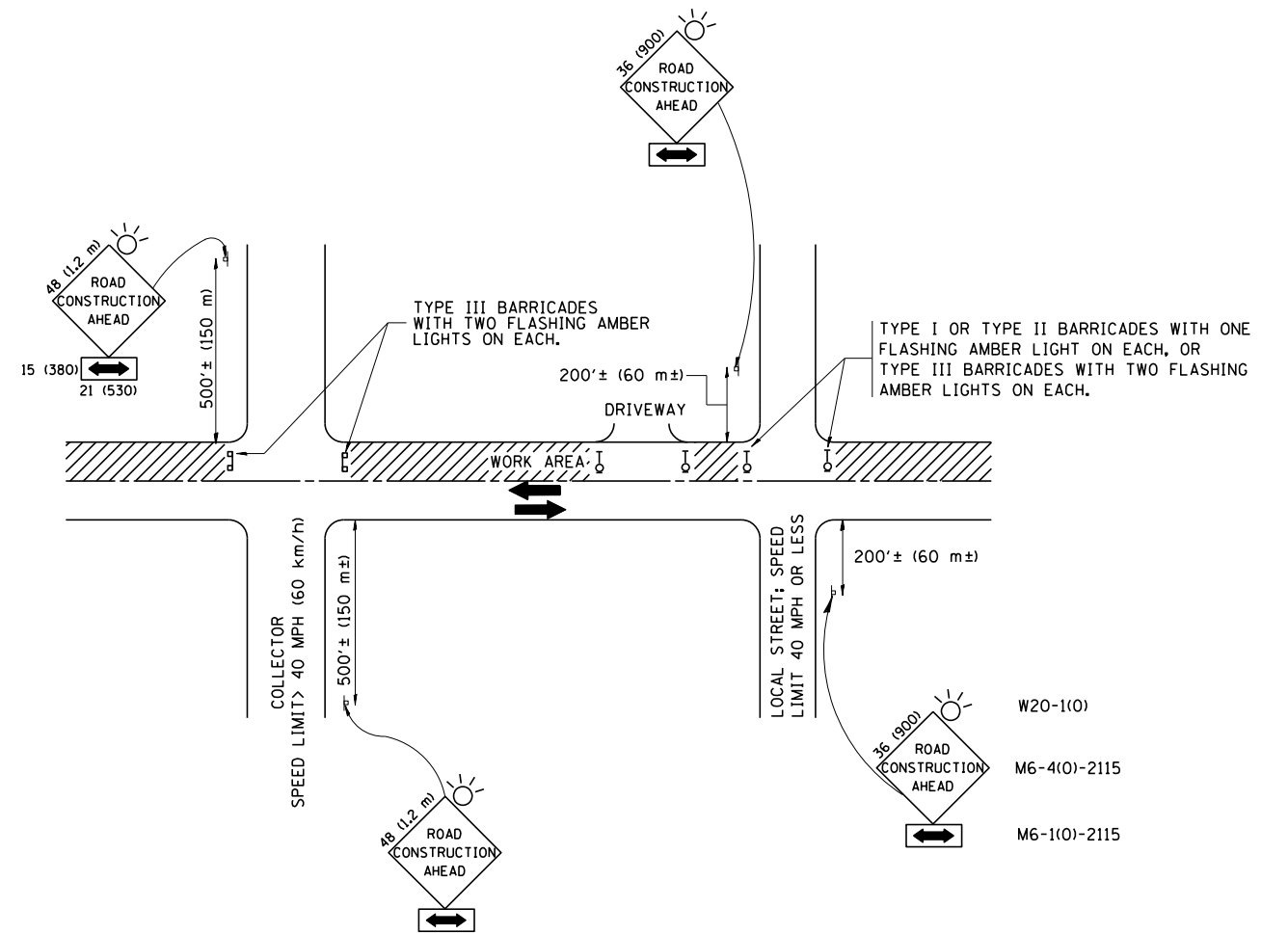
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ca:\pw\work\p1dot\qureshiye\0223354\019Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/30/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	51
BD400-05 BD32		CONTRACT NO. 60W16		
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.

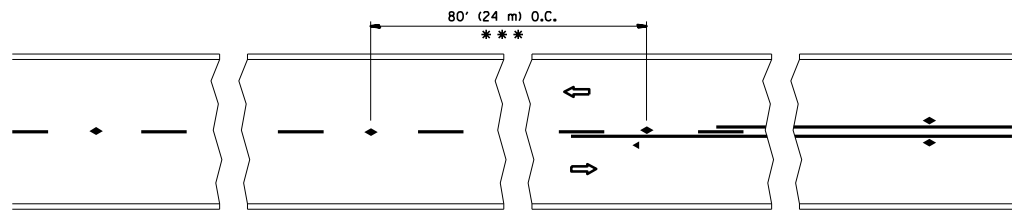
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ca:\pwork\pwork\qureshiya\0223354\019Std.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/30/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

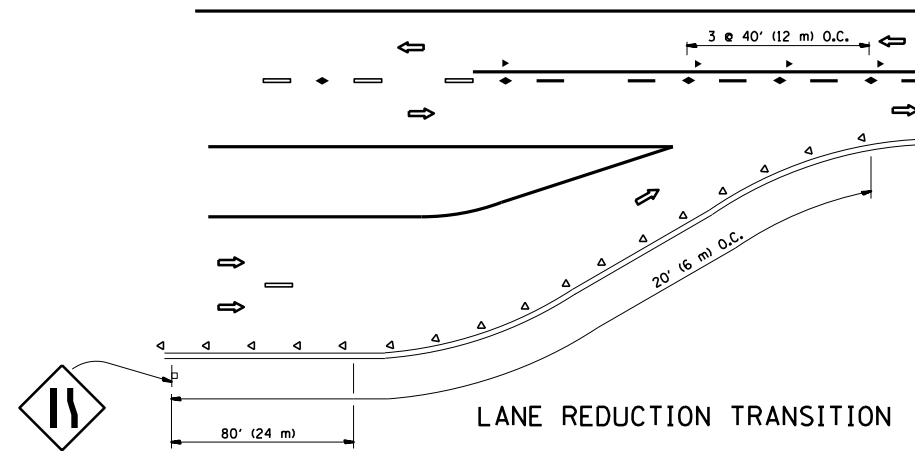
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 60W16		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

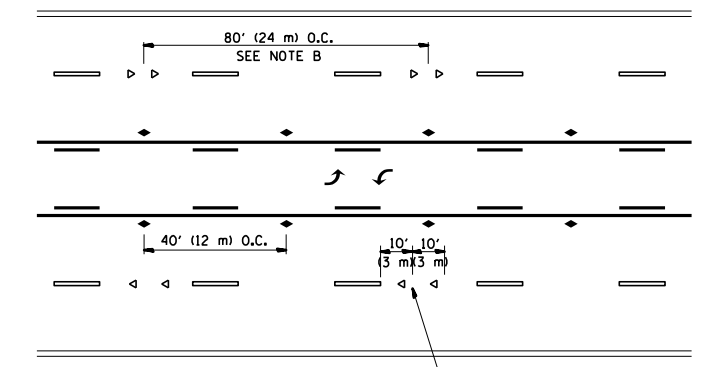


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

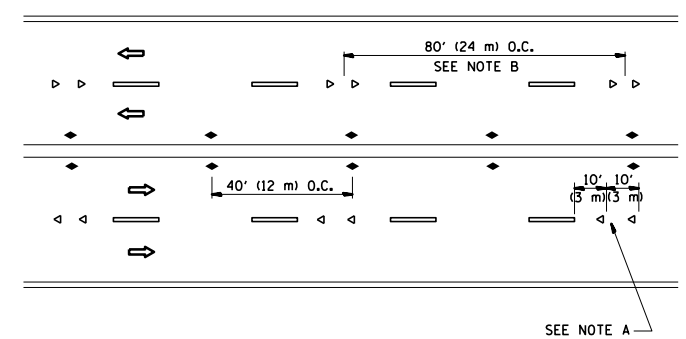
TWO-LANE/TWO-WAY



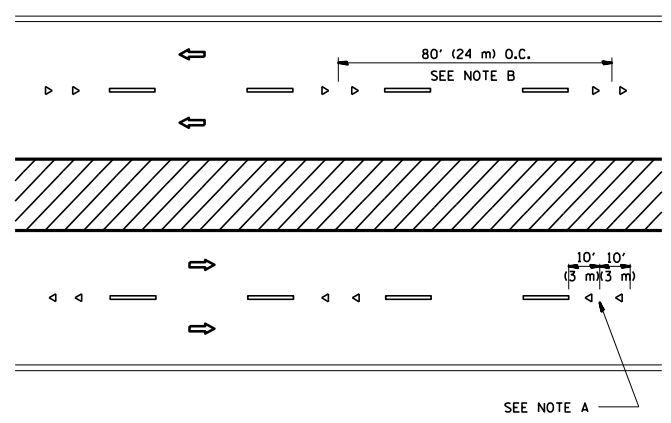
LANE REDUCTION TRANSITION



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

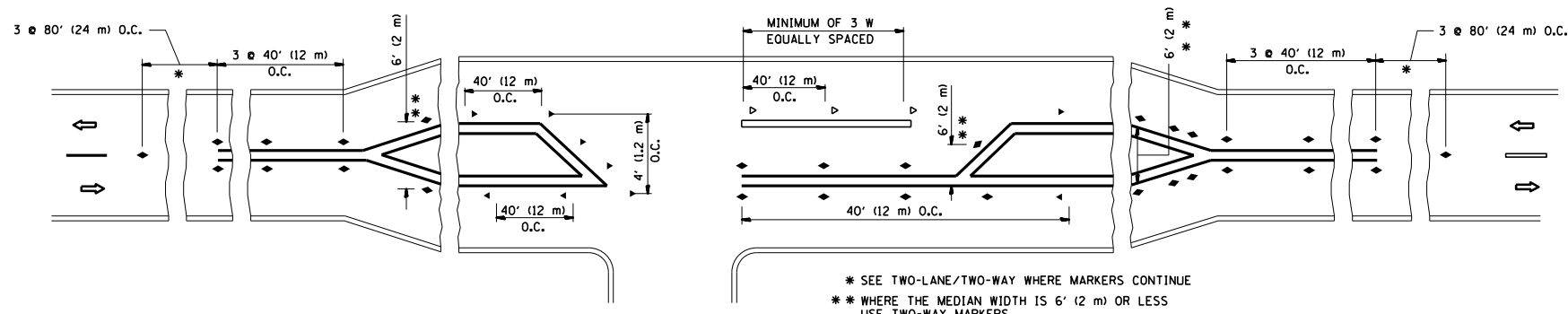
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

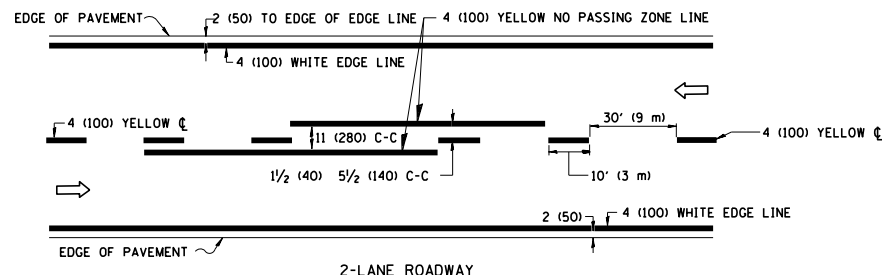


LEFT TURN

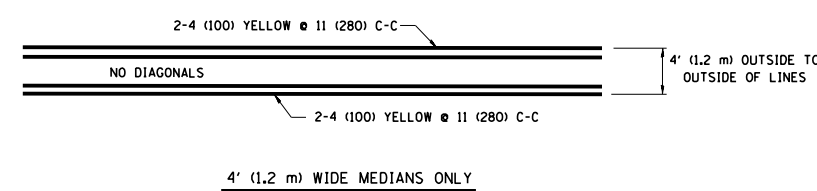
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

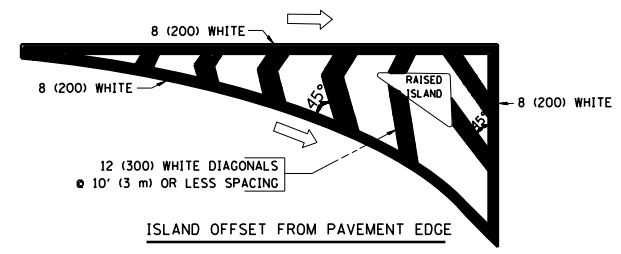
FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\pwork\qureshiya\0223354\019Std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			334	106N-1	LAKE	72	53	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	TC-11			CONTRACT NO. 60W16
	PLOT DATE = 1/30/2015	DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



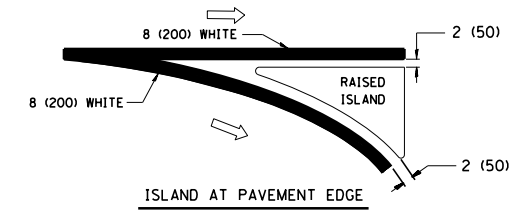
2-LANE ROADWAY



4' (1.2 m) WIDE MEDIANS ONLY

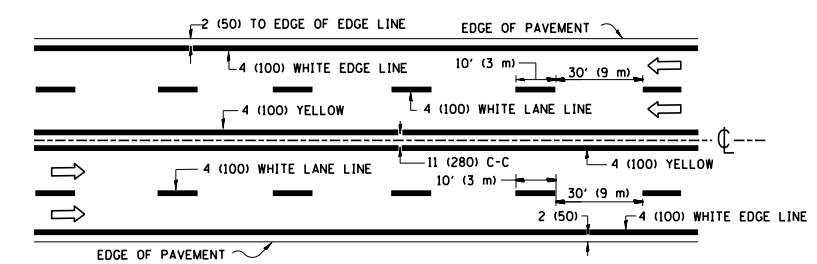


ISLAND OFFSET FROM PAVEMENT EDGE

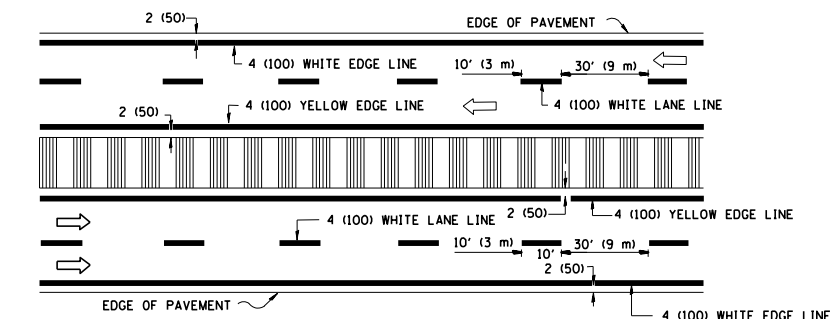


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



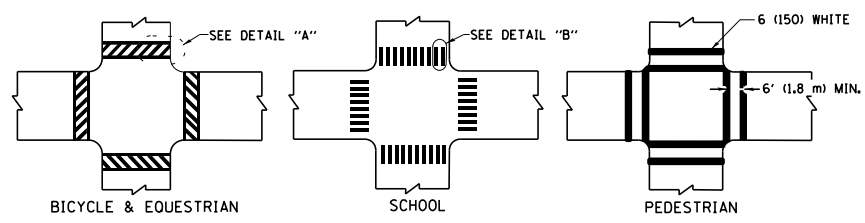
MULTI-LANE UNDIVIDED



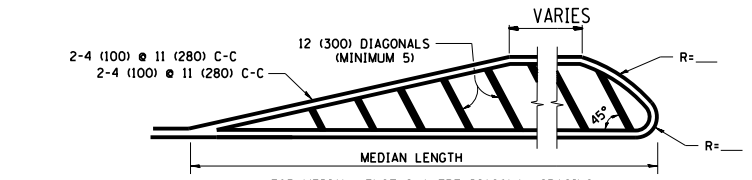
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



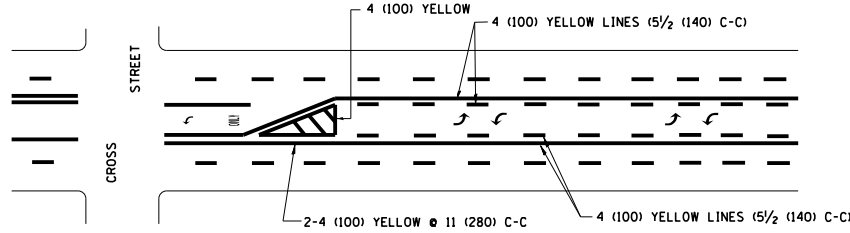
TYPICAL CROSSWALK MARKING



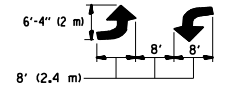
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

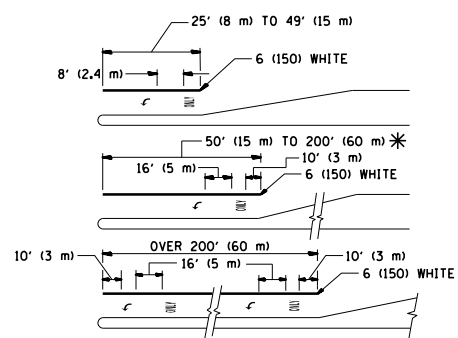


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

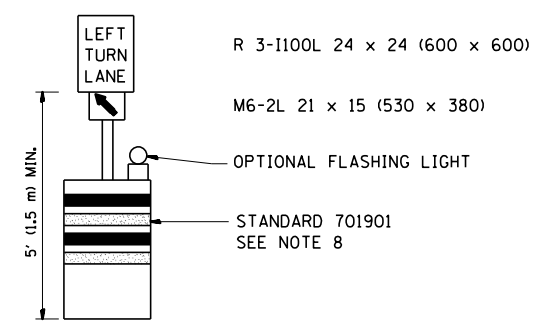
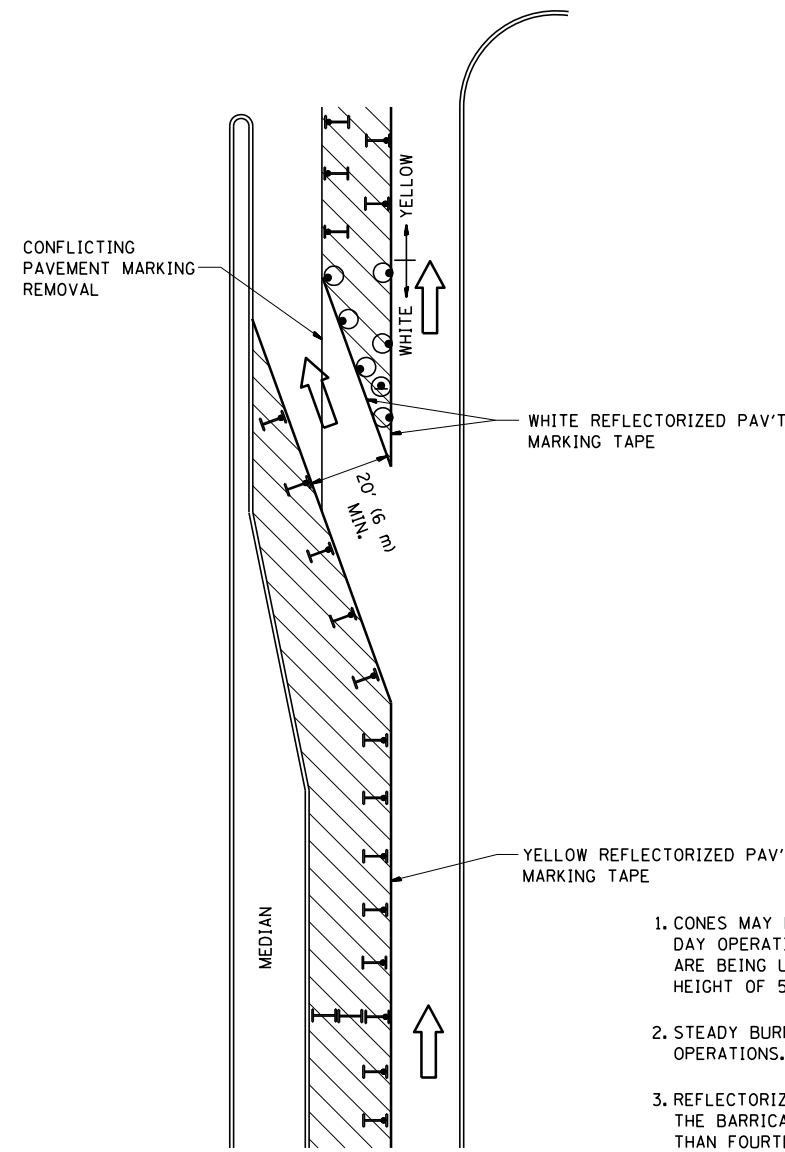
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = qureshiya	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pwork\pwork\qureshiya\0223354\019Std.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/30/2015	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	54
TC-13		CONTRACT NO. 60W16		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 NCHRP 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

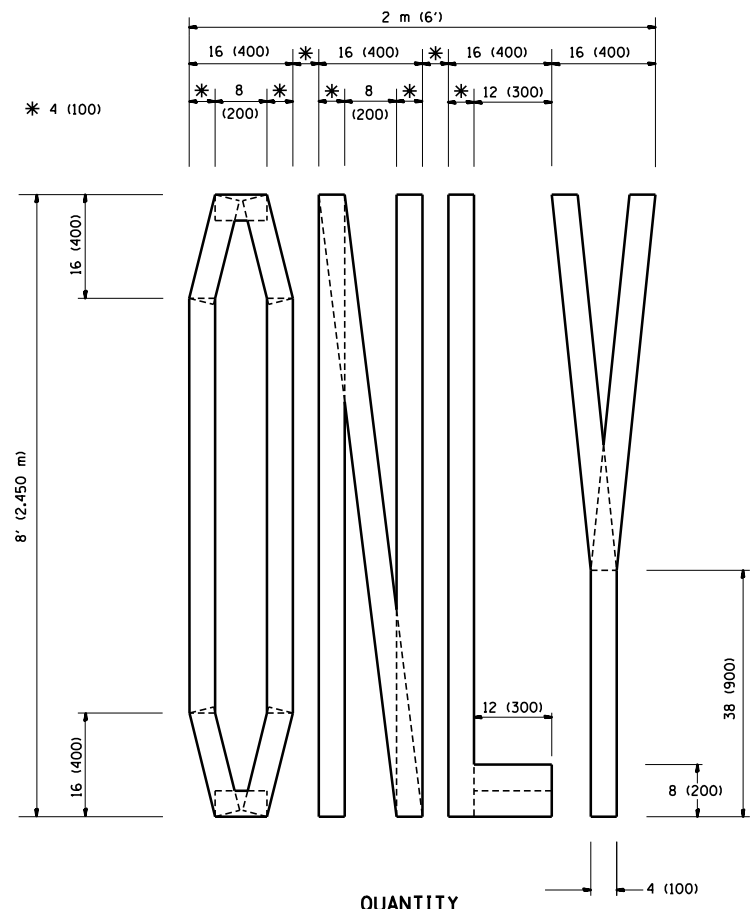
- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = qureshiya	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
es:\pw\work\p1dot\qureshiya\0223354\019Std.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / 1in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 1/30/2015	REVISED -T. RAMMACHER 01-06-00	REVISED -

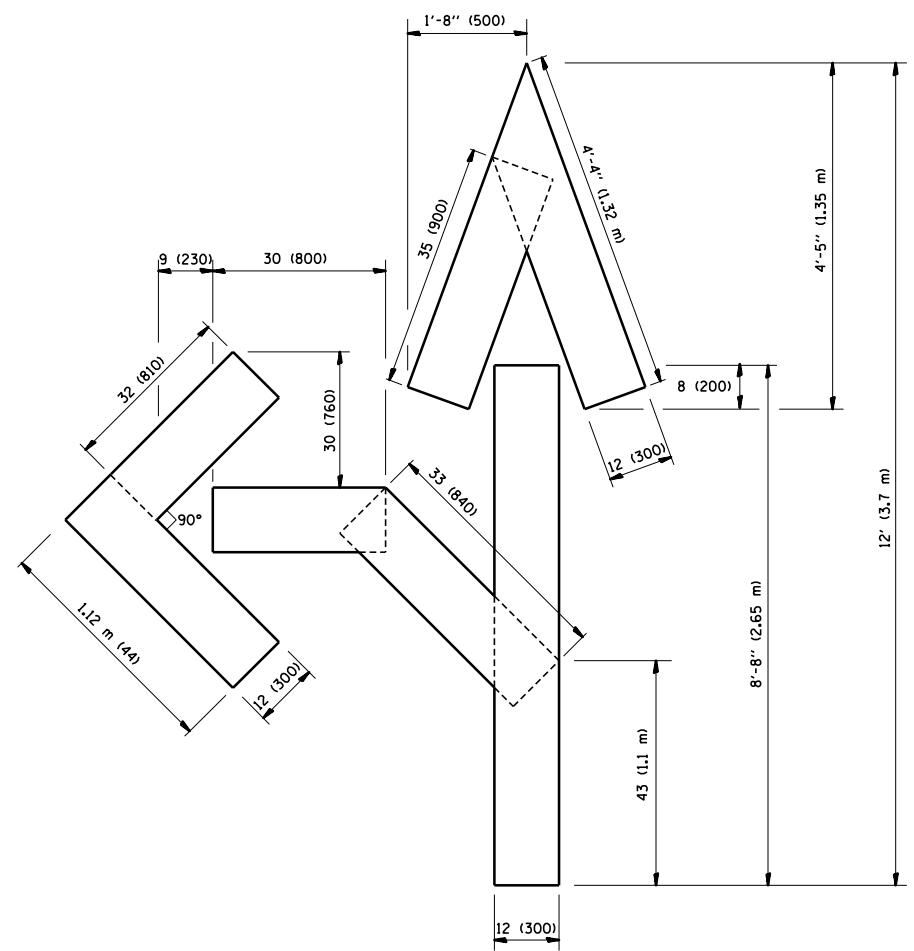
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

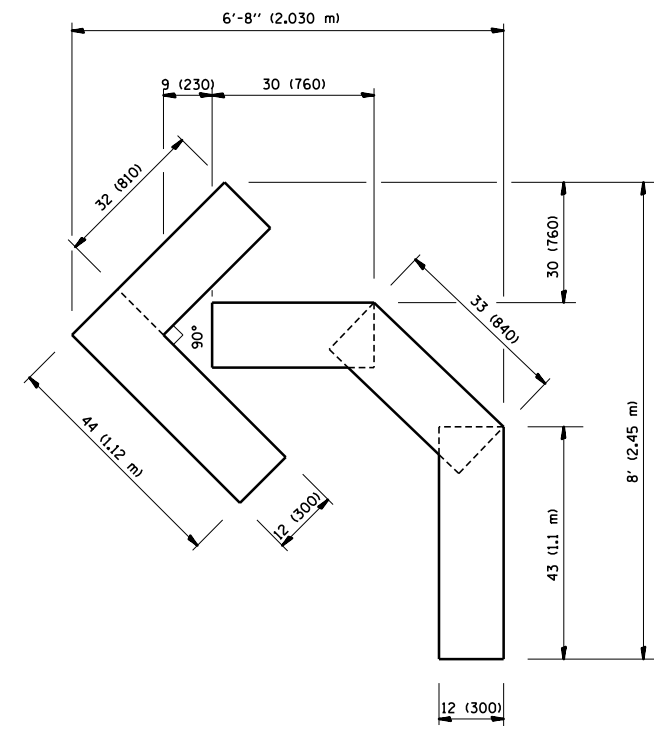
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	55
TC-14			CONTRACT NO. 60W16	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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)

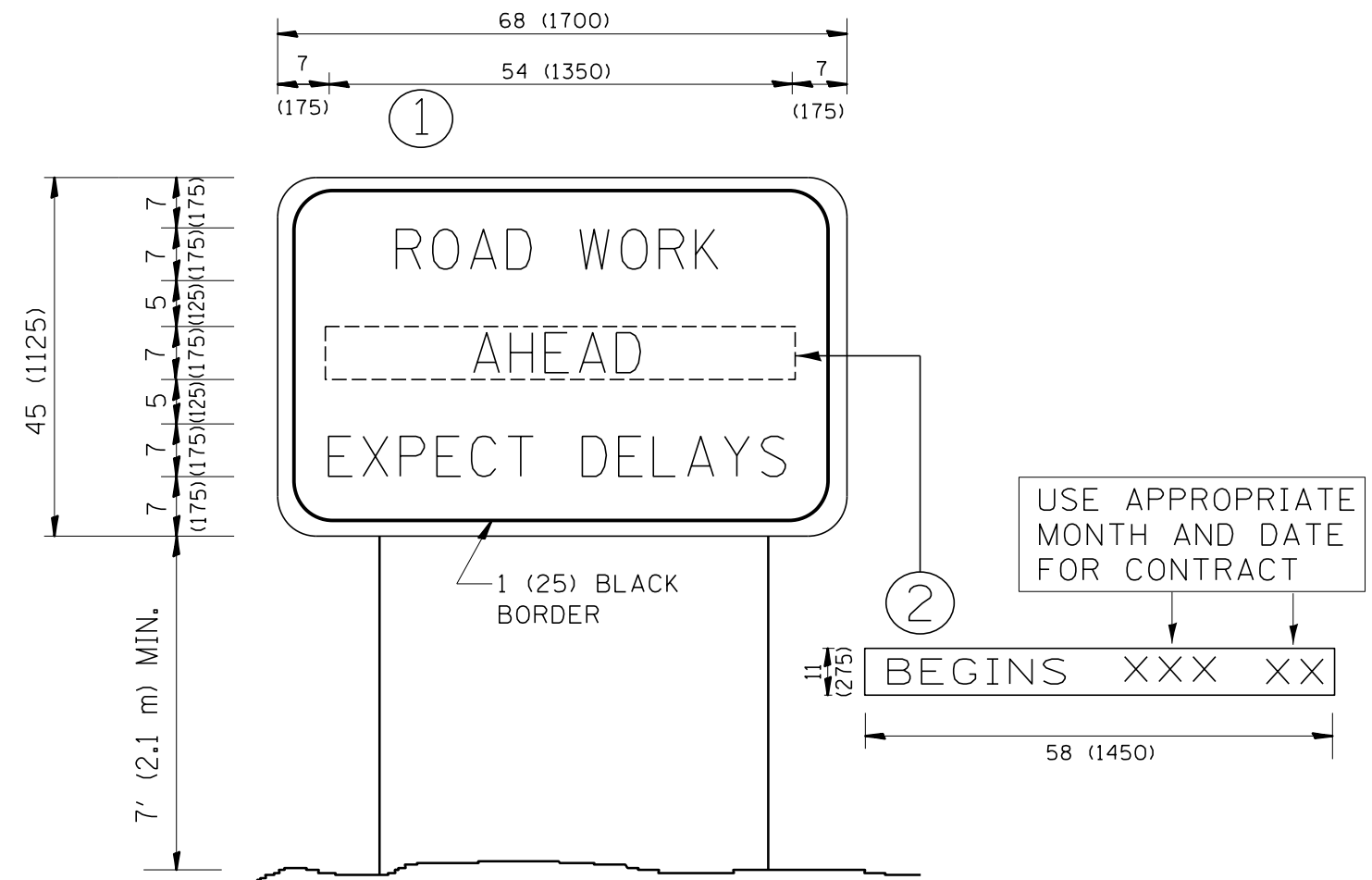
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
ca:\pwork\pwork\qureshiya\0223354\01\Std.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/30/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	56
TC-16			CONTRACT NO. 60W16	
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.

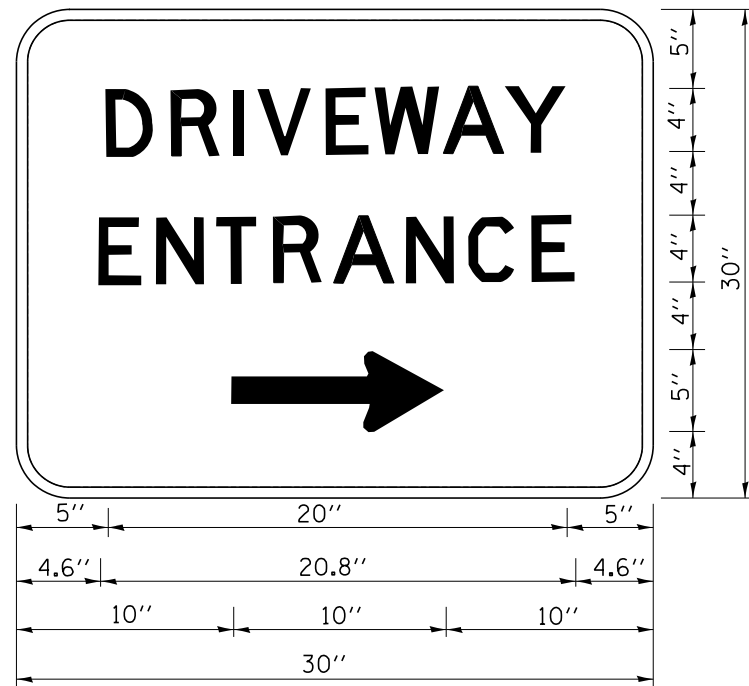
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ca:\pw_work\p1dot\qureshiya\d0223354\01Std.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/30/2015	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	57
TC-22		CONTRACT NO. 60W16		
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".

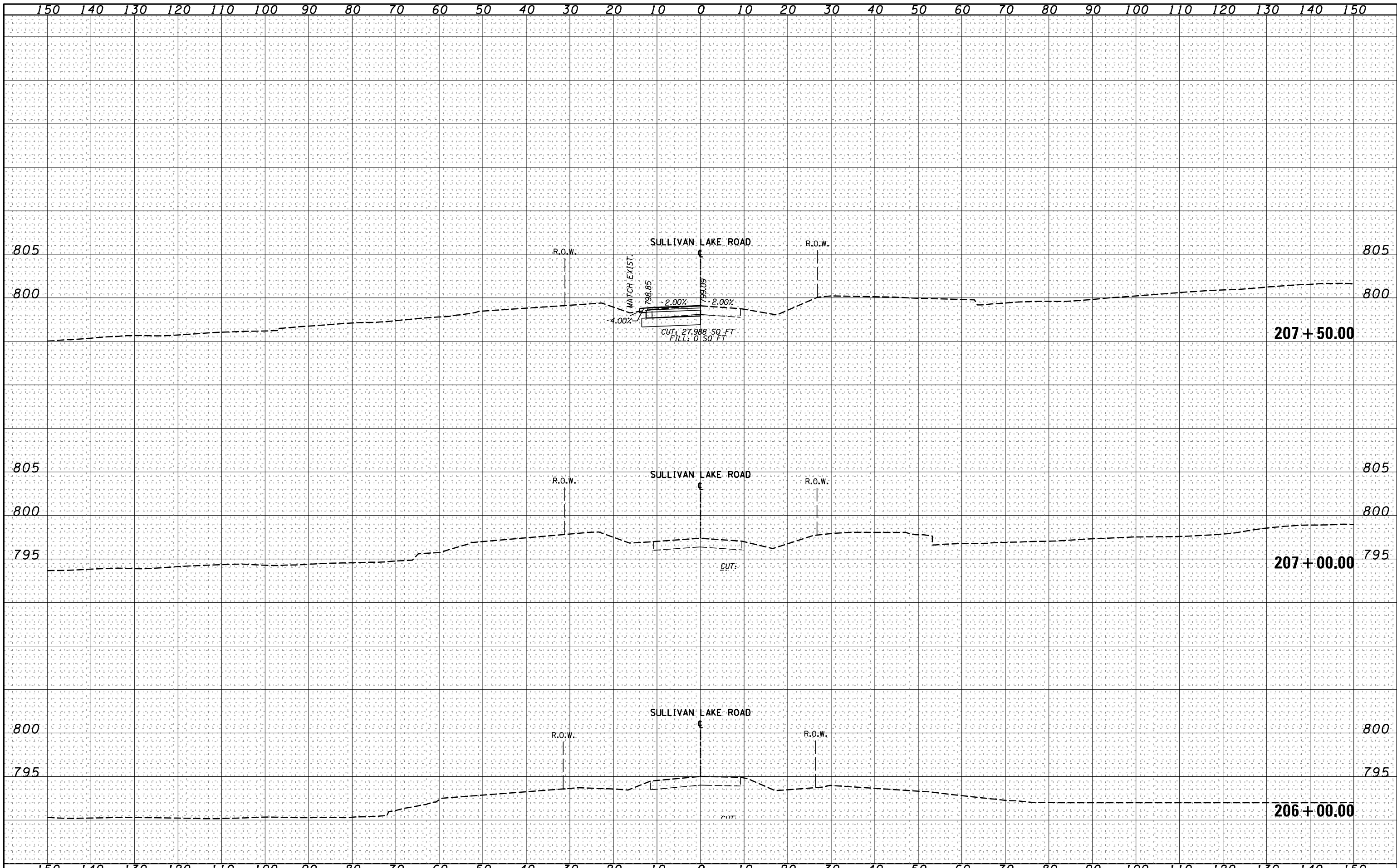
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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 1/30/2015	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	58
TC-26			CONTRACT NO. 60W16	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



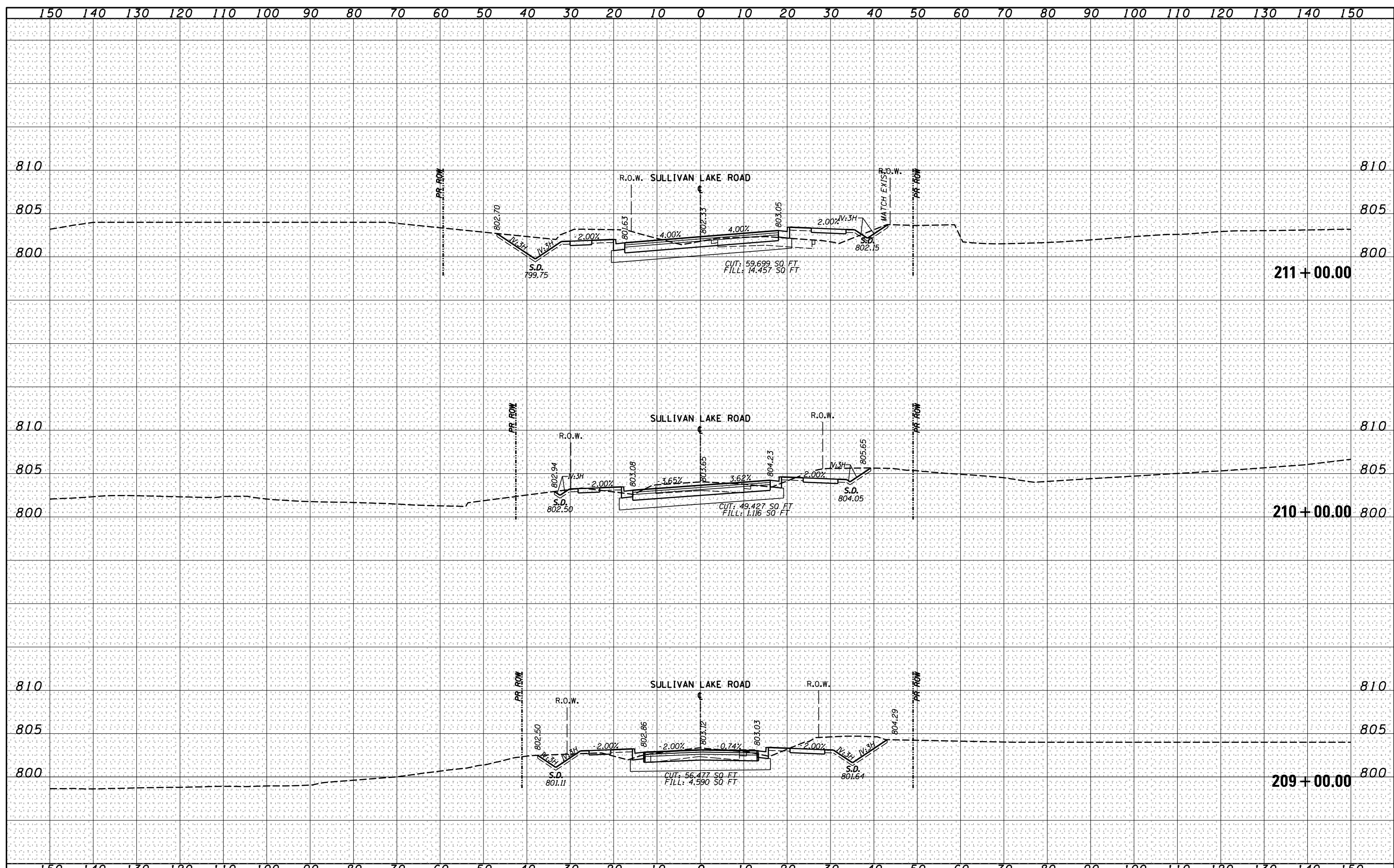
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	DATE

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISSED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SULLIVAN LAKE RD.	SCALE:	SHEET	OF	SHEETS	STA. 206+00.00	TO STA. 207+50.00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISSED -									334	106N-1	LAKE	72	59
		CHECKED -	REVISSED -									CONTRACT NO. 60W16				
		DATE -	REVISSED -									ILLINOIS FED. AID PROJECT				

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

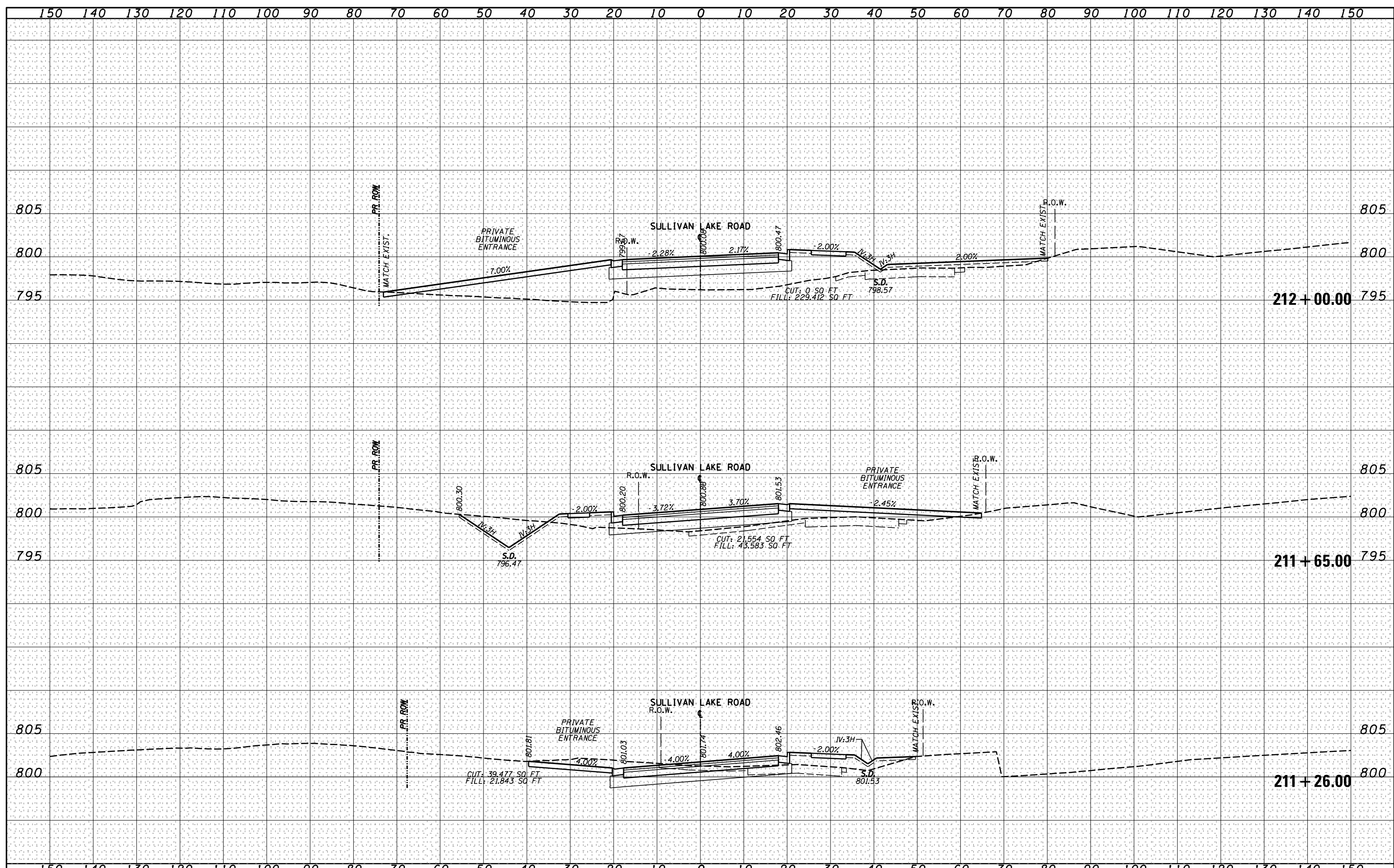
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = qureshiye	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SULLIVAN LAKE RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pw\work\p1dot\qureshiye\d0223354\p112811-sh-xssht-Sullivan.dgn	DRAWN -	REVISED -	334			106N-1	LAKE	72	61	
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60W16			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 1/30/2015	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA. 209+00.00

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

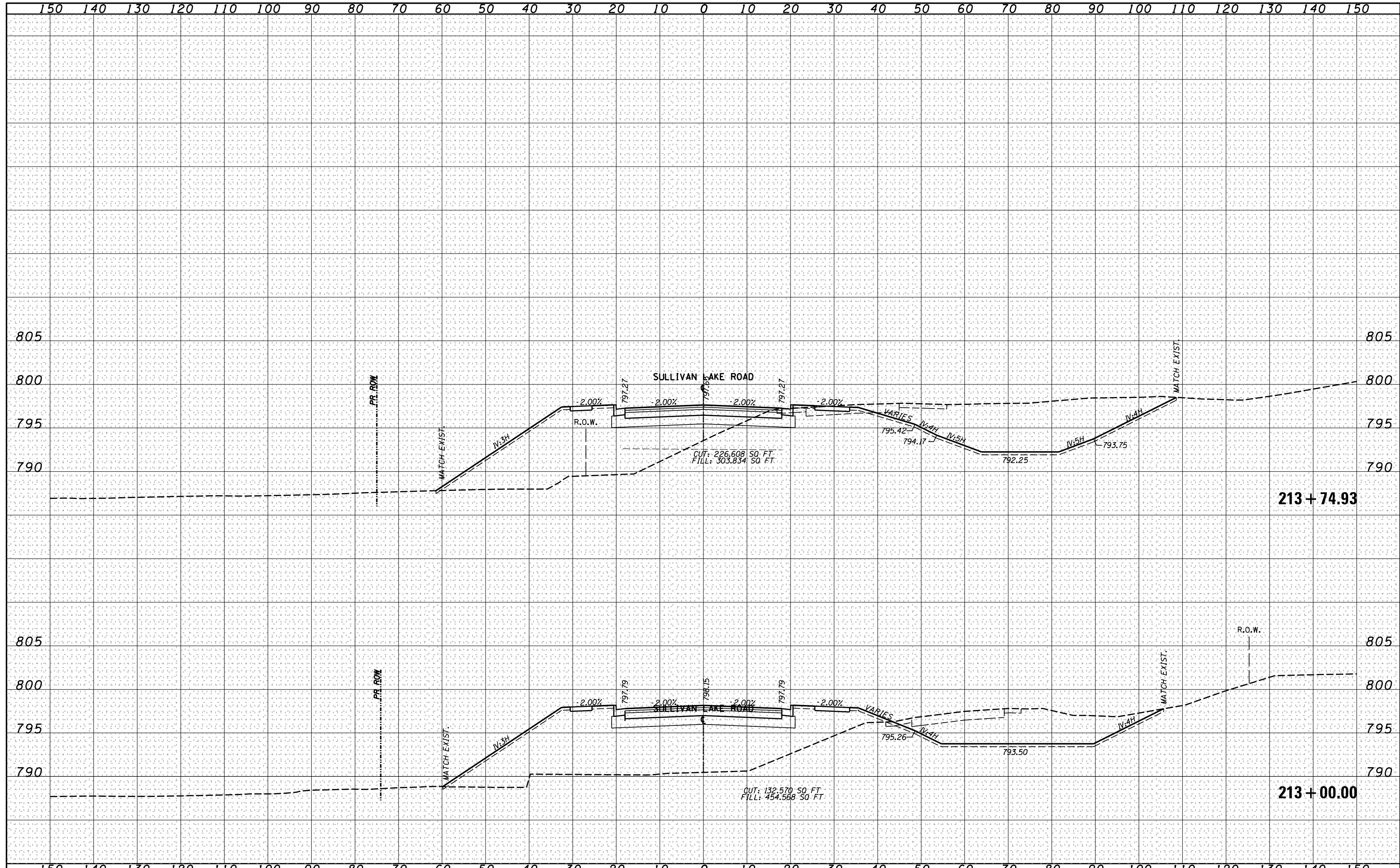
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SULLIVAN LAKE RD.				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwt\dot\qureshiya\d0223354\p112811-sh-xssht-Sullivan.dgn		DRAWN -	REVISED -		334	106N-1	LAKE	72	62				
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 60W16								
Default		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 211+26.00 TO STA. 212+00.00	ILLINOIS FED. AID PROJECT			

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

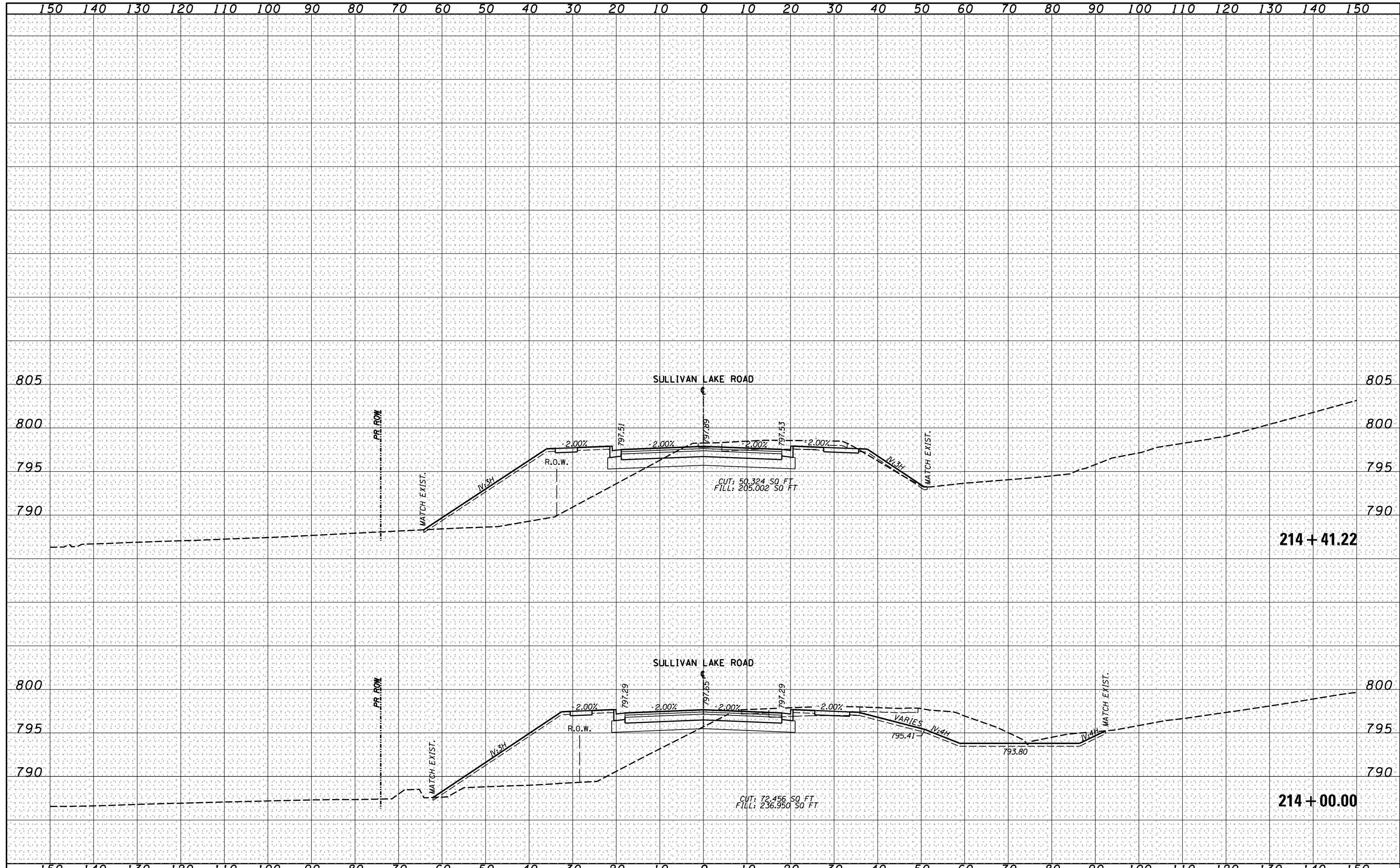
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



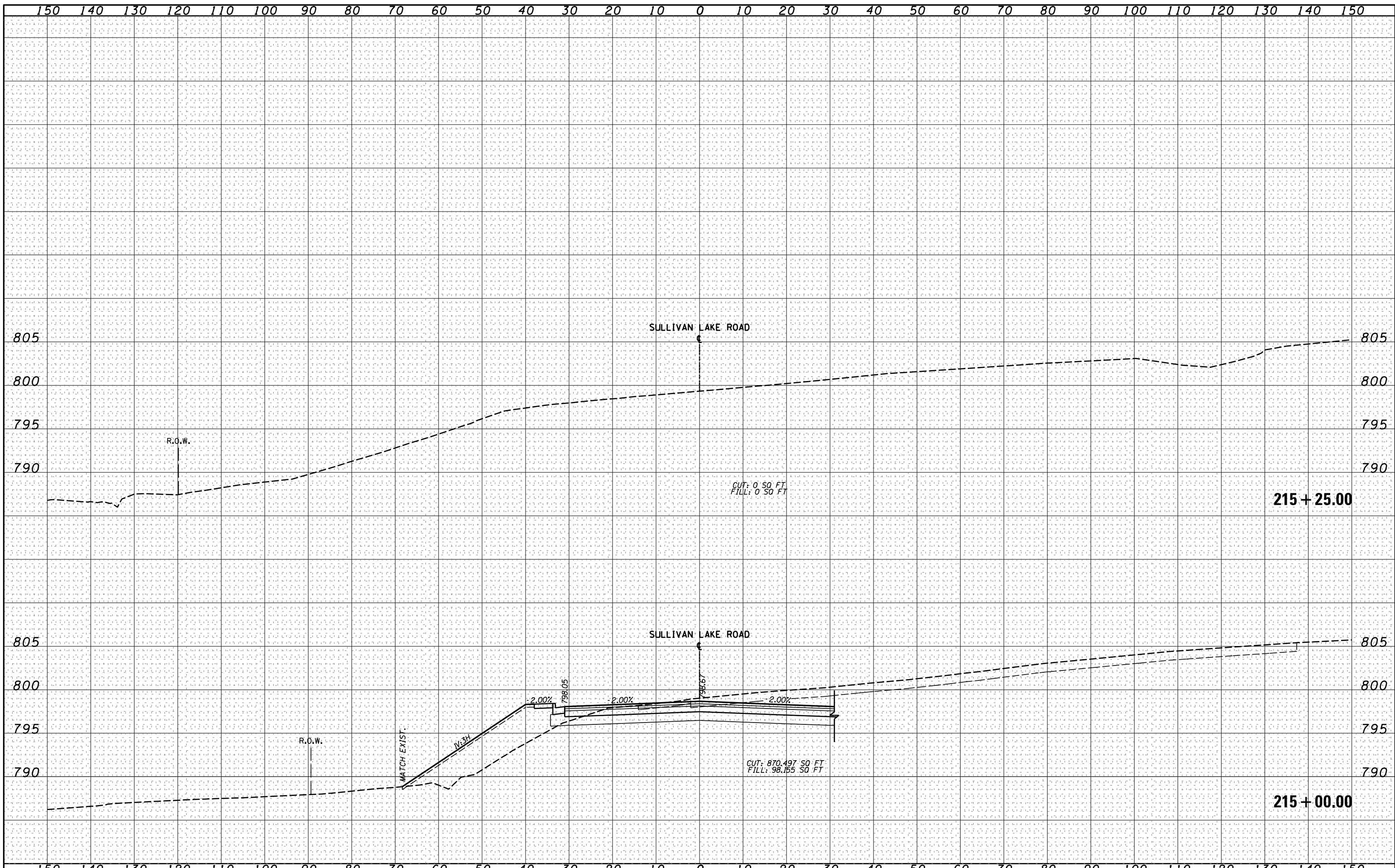
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Default	os:\pw\work\pwt\dot\qureshiya\d0223354\PI12811-sh-xssht-Sullivan.dgn	DRAWN -	REVISED -		334	106N-1	LAKE	72	63			
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 60W16							
	PLOT DATE = 1/30/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET	OF	SHEETS	STA. 213+00.00	TO STA. 213+74.93			

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

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



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SULLIVAN LAKE RD.				F.A.P. RTE. 334	SECTION 106N-1	COUNTY LAKE	TOTAL SHEETS 72	SHEET NO. 64
os:\pw_work\pwt\dot\qureshiya\d0223354\PI12811-sh-xssht-Sullivan.dgn		DRAWN -	REVISED -		SCALE: SHEET OF SHEETS STA. 214+00.00 TO STA. 214+41.22				CONTRACT NO. 60W16				
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
Default		DATE -	REVISED -										



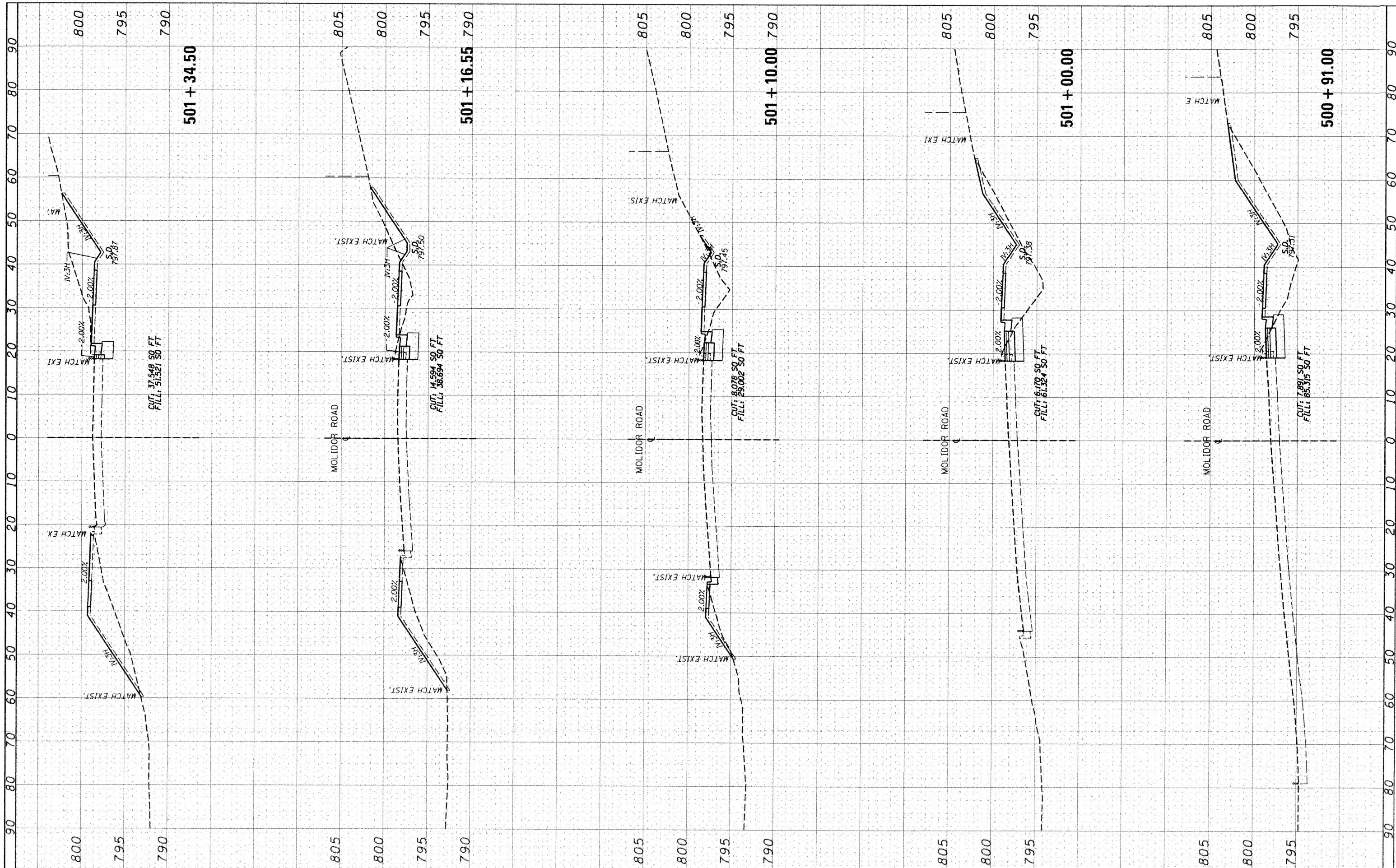
DATE	
BY	
FINAL SURVEY NO.	
SURVEYED PLOTTED	
NOTE BOOK	
TEMPLATE AREAS CHECKED	

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

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SULLIVAN LAKE RD.			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\p1dot\qureshiya\d0223354\p112811-sh-xssht-Sullivan.dgn		DRAWN -	REVISIED -		334	106N-1	LAKE	72	65			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISIED -		CONTRACT NO. 60W16							
Default		DATE -	REVISIED -		SCALE:	SHEET	OF SHEETS	STA. 215+00.00	TO STA. 215+25.00	ILLINOIS FED. AID PROJECT		

FINAL SURVEY PLOTTED DATE AREAS CHECKED

ORIGINAL SURVEY PLOTTED DATE AREAS CHECKED



FILE NAME: c:\pawork\pawork\qureshiga\0223354\PH2011.dgn

USER NAME: qureshiga
 DESIGNED: keshi-Molitor.dgn
 PLOT SCALE: 28.0000' / 1" /
 PLOT DATE: 12/27/2015

DESIGNED: -
 DRAWN: -
 CHECKED: -
 DATE: -

REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -

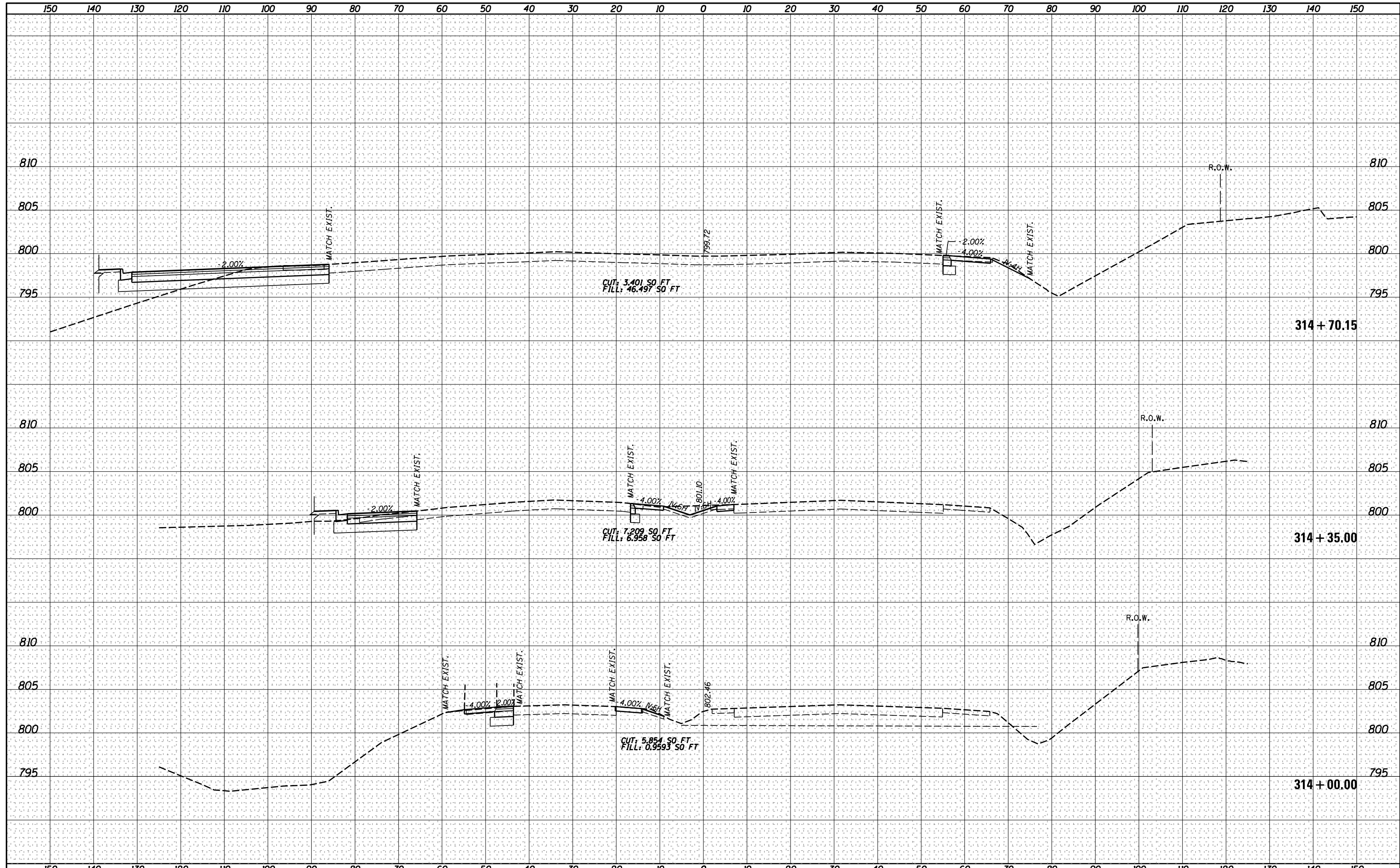
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MOLITOR RD. at IL 59 / U.S. 12
 CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 500+91.00 TO STA. 501+34.50

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
334	106N-1	LAKE	72	66
CONTRACT NO. 60W16				
ILLINOIS FED. AID PROJECT				

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

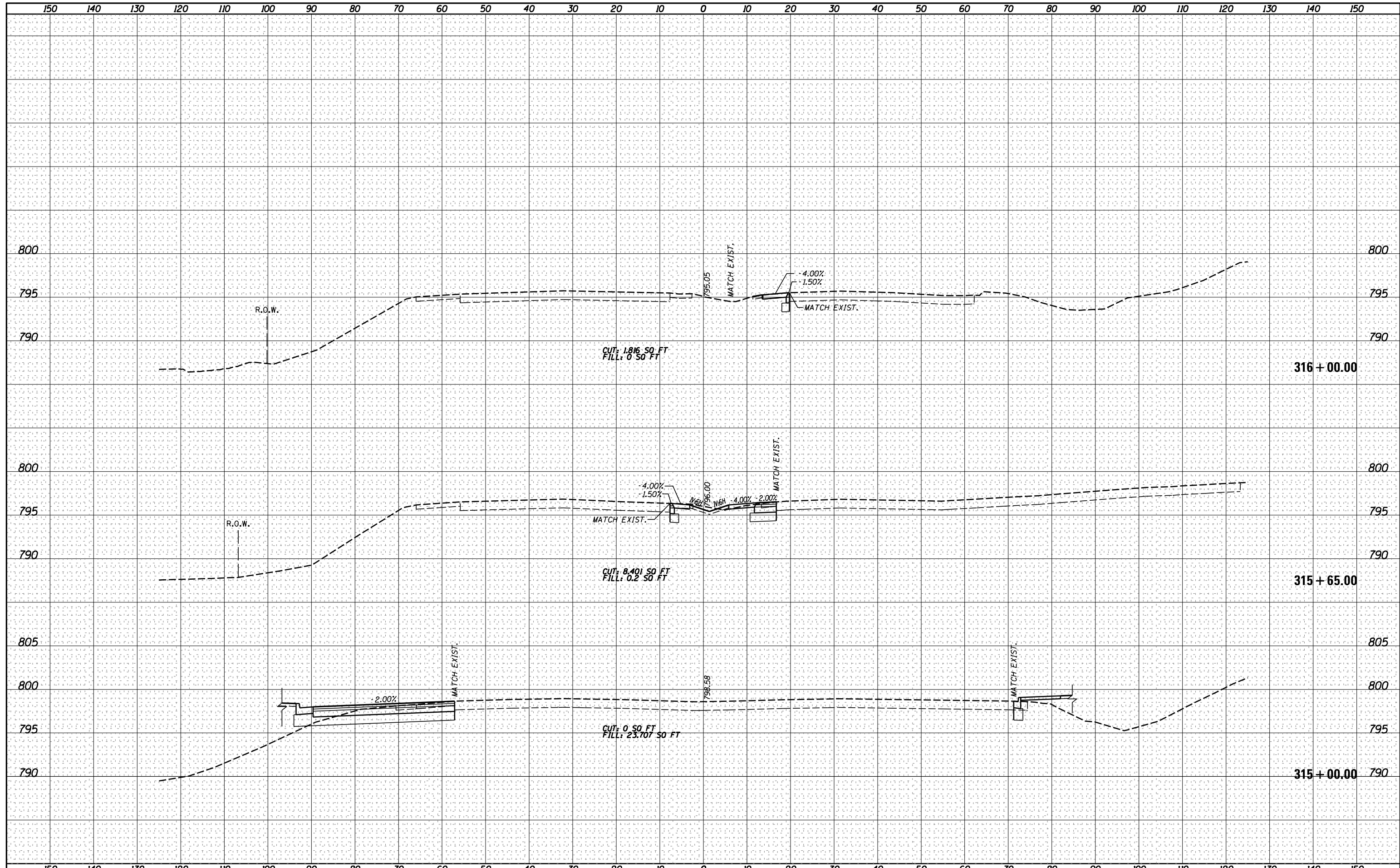
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwt\dot\qureshiya\d0223354\p112811-sh-xssht-1L59.dgn		DRAWN -	REVISED -		334	106N-1	LAKE	72	69		
Default		CHECKED -	REVISED -		SCALE:		SHEET OF SHEETS		STA. 314+00.00 TO STA. 314+70.15	CONTRACT NO. 60W16	
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT		

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

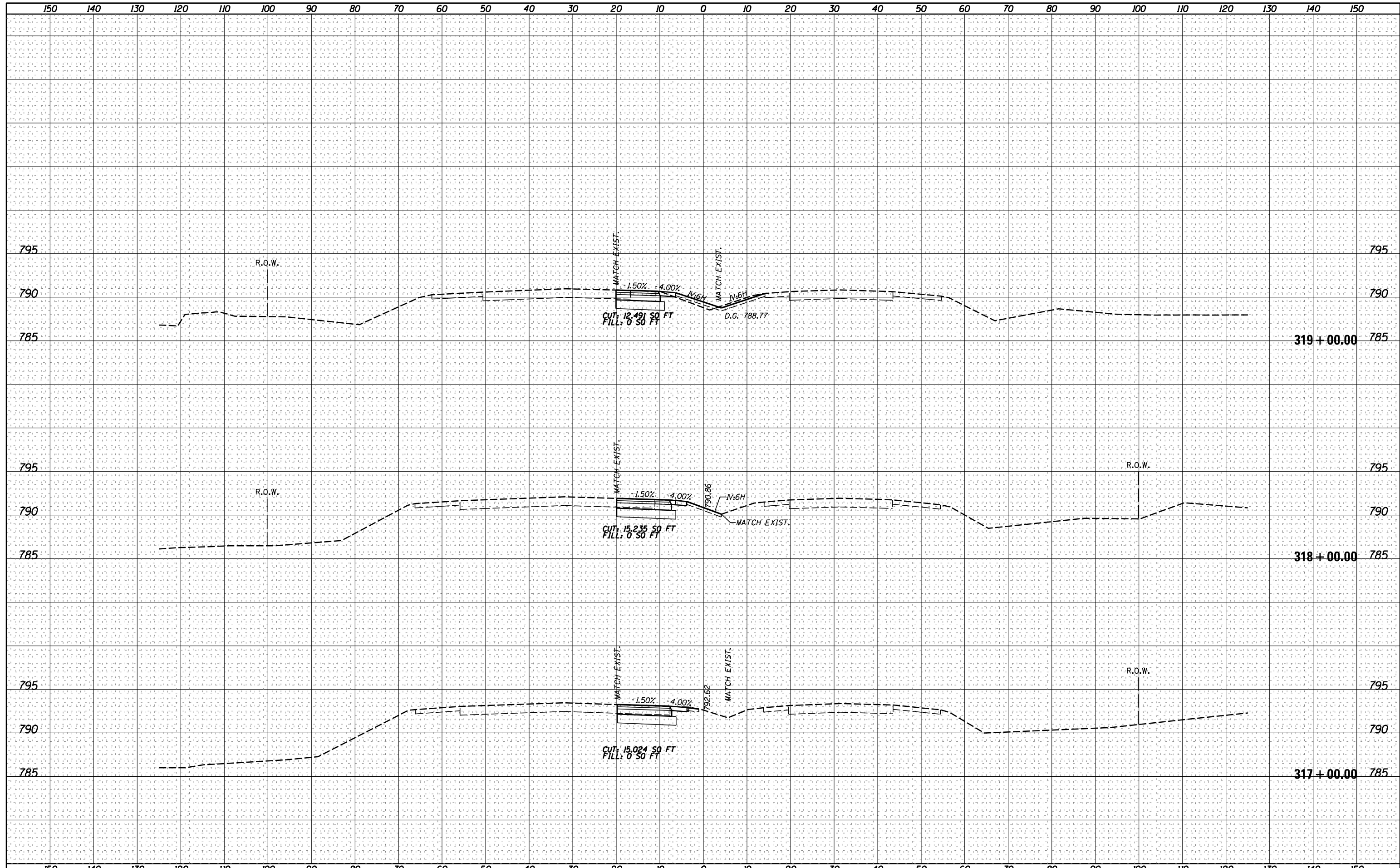
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS US ROUTE 12/IL ROUTE 59			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwt\dot\qureshiya\d0223354\P112811-sh-xssht-1L59.dgn		DRAWN -	REVISIED -		334	106N-1	LAKE	72	70			
Default		CHECKED -	REVISIED -		SCALE: SHEET OF SHEETS STA. 315+00.00 TO STA. 316+00.00				CONTRACT NO. 60W16			
		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

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

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



FILE NAME =	USER NAME = qureshiye	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				CROSS SECTIONS US ROUTE 12/IL ROUTE 59				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwt\dot\qureshiye\d0223354\PI12811-sh-xssht-1L59.dgn		DRAWN -	REVISIED -					334	106N-1	LAKE	72	71				
Default		CHECKED -	REVISIED -					SCALE: SHEET OF SHEETS STA. 317+00.00 TO STA. 319+00.00				CONTRACT NO. 60W16				
		DATE -	REVISIED -					ILLINOIS FED. AID PROJECT								

