

STRUCTURE NUMBER	STATION	OFFSET (FT)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	STORM SEWER INVERTS						PIPE UNDERDRAIN INVERTS				RESTRICTOR ELEVATION	TOP PLATE ELEVATION		
						NORTH	NORTHWEST	WEST	SOUTHWEST	SOUTH	SOUTHEAST	EAST	NORTHEAST	NORTH	WEST			SOUTH	EAST
6-1	301+27.1	59.9' RT	EXISTING MANHOLE	TYPE 1, CL	680.04-EX	673.35	671.99-EX				671.99								
6-2	301+37.5	42.0' RT	MANHOLES, TYPE A, 6'-DIAMETER, RESTRICTOR PLATE	2 TYPE 1, CL	681.00				673.50					673.50				673.50	678.66
6-3	301+06.0	12.0' RT	INLETS, TYPE A	TYPE 11	678.77									675.50					
6-4	301+48.0	32.0' LT	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	N/A	N/A						677.00								
6-5	301+06.0	12.0' LT	INLETS, TYPE A	TYPE 11	678.77									674.75					
6-6	301+48.0	12.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 11	678.61		676.50		675.15		674.40								
6-7	301+48.0	12.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 11	678.61		674.13		675.13		674.13								
6-8	301+48.0	19.0' RT	MANHOLES, TYPE A, 6'-DIAMETER	TYPE 1, CL	679.74		674.10		673.80		673.80		674.10						
6-9	302+97.0	19.0' RT	MANHOLES, TYPE A, 5'-DIAMETER	TYPE 1, CL	680.16		676.11		674.52			674.52							
6-10	302+97.0	12.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 11	680.39		676.15				676.15								
6-11	302+97.0	12.0' LT	INLETS, TYPE A	TYPE 11	680.39						676.39								
6-12	303+70.0	19.0' RT	MANHOLES, TYPE A, 5'-DIAMETER	TYPE 1, CL	681.99	677.23		674.70											
6-13	303+70.0	12.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER	TYPE 11	681.63	677.27				677.27					679.51		679.51		
6-14	303+70.0	12.0' LT	INLETS, TYPE A	TYPE 11	681.63					677.50					679.51		679.51		

\* ORIFICE SIZE IS 12".

LOCATION				DRAINAGE STRUCTURES TO BE CLEANED (EACH)	CLEANING DRAINAGE SYSTEM (FOOT)
STATION	OFFSET (FOOT)	STATION	OFFSET (FOOT)		
ILLINOIS ROUTE 19 (IRVING PARK RD)					
50+40	40	RT		1	
50+97	40.5	RT		1	
50+97	40.5	RT	51+12	40	8
51+12	40	RT	53+53	39.2	234
52+23	39.7	RT	52+30	32.1	7
53+53	39.2	RT	53+59	33.8	3
53+53	39.2	RT	54+40	39.7	81
54+40	39.7	RT	55+55	40.4	109
55+55	40.4	RT	5651.2	40.9	90
57+90.8	44.1	RT	56+51.0	40.9	136
57+91	44.1	RT		1	
59+96	35.3	LT		1	
60+36.6	40.7	RT	58+80.0	41.6	153
60+37	40.7	RT		1	
61+23.6	39.0	RT	60+36.6	40.7	83
61+24	39.0	RT		1	
61+30.7	37.3	LT	61+01.4	98.2	8
61+31	37.3	LT		1	
61+41	32.2	LT		1	
61+41.3	32.2	LT	61+30.7	37.3	64
64+32	31.8	RT		1	
64+34.4	34.0	RT	61+23.6	39.0	307
64+38	38.2	RT		1	
64+59.6	30.7	LT	64+34.35	34.0	68
64+60	30.7	LT		1	
65+11	71.8	LT		1	
65+47	41.8	RT		1	
65+47.2	41.8	RT	64+34.4	34.0	109
66+52	40.8	RT		1	
66+52.2	40.8	RT	65+47.2	41.8	101
68+14	38.1	RT		1	
68+14.3	38.1	RT	66+52.2	40.8	158
69+20.0	38.1	RT	68+14.3	38.1	102
70+85.2	38.2	RT	69+20.0	38.1	161
ILLINOIS ROUTE 19 (IRVING PARK RD)				15	1982

LOCATION				DRAINAGE STRUCTURES TO BE CLEANED (EACH)	CLEANING DRAINAGE SYSTEM (FOOT)
STATION	OFFSET (FOOT)	STATION	OFFSET (FOOT)		
C.H. 28 (WOOD DALE RD)					
103+18	26.5	RT		1	
105+02	23.9	RT		1	
106+15	33.0	RT		1	
106+96	31.8	RT		1	
113+29.1	37.6	RT	111+82.8	34.6	140
111+82.8	34.6	RT	110+39.6	36.0	137
110+39.6	36.0	RT	109+43.5	32.1	90
107+80	31.9	RT	106+95.8	31.8	78
106+95.8	31.8	RT	106+38	32.7	52
106+15.2	33.0	RT	106+95.8	31.8	75
105+01.6	23.9	RT	106+15.2	33.0	108
104+07.1	21.8	RT	105+01.6	23.9	89
103+18.0	26.5	RT	104+07.1	21.8	83
111+83	34.6	RT		1	
117+46	39.1	RT		1	
116+17.0	42.1	RT	117+35.0	39.4	114
117+46.4	39.1	RT	117+48.5	14.0	47
117+48	14	LT		1	
118+26.5	40.0	RT	117+46.4	39.1	73
118+27	40.0	RT		1	
118+84.8	38.3	RT	118+26.5	40.0	54
118+85	38.3	RT		1	
119+93.8	39.6	RT	118+84.8	38.3	105
119+94	39.6	RT		1	
121+32	30	RT		1	
121+31.8	38.7	RT	119+93.8	39.6	134
121+32	38.7	RT		1	
121+30.9	30	LT	121+31.8	38.7	65
122+39	36.9	RT		1	
122+39.1	36.9	RT	121+31.8	38.7	103
122+80.0	38.1	RT	122+39.1	36.9	38
C.H. 28 (WOOD DALE RD)				13	1585
TOTAL				28	3568

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 2/29/15 PM  
 FILE NAME: 023\_dSchdgn  
 PLOT DRIVER: perf.plt  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorvst	DESIGNED - JRM	REVISED -
FILE NAME = 023_dSchdgn	DRAWN -	REVISED -
PLOT SCALE = N.T.S.	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY  
 STRUCTURE SCHEDULES

SCALE: N.T.S. SHEET NO. DS-30F DS-4 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 101
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



PIPE NO.	FROM STRUCT.	TO STRUCT.	CLASS	TYPE	SIZE, DIA. (IN)	LENGTH (FT)	SLOPE (%)	TBF (CY)
ILLINOIS ROUTE 19								
1-1				UNUSED				
1-2	1-3	1-2	A	TYPE 2	36	71.0	0.11%	68.5
1-3	1-4	1-2	A	TYPE 1	12	8.5	2.94%	1.2
1-4	1-5	1-3	A	TYPE 1	12	6.0	0.83%	0.8
1-5				UNUSED				
1-6	1-6	1-3	A	TYPE 2	36	55.5	0.13%	64.5
1-7	1-7	1-6	A	TYPE 2	12	9.5	0.95%	1.9
1-8	1-11	1-6	A	TYPE 2	36	56.0	0.27%	73.4
1-9				UNUSED				
1-10	1-10	1-11	A	TYPE 2	12	6.0	0.83%	1.1
1-11				UNUSED				
1-12	1-15	1-11	A	TYPE 2	36	96.0	0.11%	144.8
1-13				UNUSED				
1-14	1-14	1-15	A	TYPE 2	12	6.0	0.83%	1.2
1-15				UNUSED				
1-16				UNUSED				
1-17	1-21	1-15	A	TYPE 2	36	196.0	0.10%	305.2
1-18				UNUSED				
1-19	1-18	1-19	A	TYPE 1	12	4.5	0.44%	0.6
1-20	1-20	1-21	A	TYPE 2	12	6.5	0.77%	1.3
1-21				UNUSED				
1-22	1-24	1-21	A	STORM SEW WM REO	36	96.0	1.14%	168.5
1-23				UNUSED				
1-24	1-25	1-27	A	TYPE 1	12	34.0	0.44%	4.5
1-25	1-26	1-25	A	TYPE 1	12	33.0	0.45%	4.4
1-26	1-27	1-23	A	TYPE 1	12	8.5	0.47%	1.2
1-27	1-28	BC	A	TYPE 2	12	12.5	3.33%	8.7
1-29	1-30	1-29	A	STORM SEW WM REO	24	87.0	0.23%	84.3
1-30	1-31	1-30	A	TYPE 2	18	6.5	0.60%	1.6
1-31	1-32	1-31	A	TYPE 2	15	65.5	1.44%	15.5
1-32	1-34	1-33	A	TYPE 2	12	7.0	0.43%	1.4
1-33	1-35	1-36	A	TYPE 1	12	9.0	0.67%	1.4
1-34	1-37	1-38	A	TYPE 1	12	24.5	0.86%	3.3
1-35	1-38	1-39	A	TYPE 1	12	138.5	0.98%	18.3
1-36	1-43	1-32	A	TYPE 1	12	60.5	0.58%	8.0
2-1	2-2	2-1	A	TYPE 1	12	2.0	2.50%	0.3
2-2	2-4	2-3	A	TYPE 2	15	8.0	0.60%	2.1
2-3	2-5	2-4	A	TYPE 2	12	78.0	1.02%	13.5
2-4	2-7	2-6	A	TYPE 2	24	14.0	0.93%	1.7
2-5	2-8	2-7	A	TYPE 2	12	78.0	1.10%	10.3
2-6	2-9	2-7	A	TYPE 2	12	61.0	0.85%	8.1
2-7	2-10	2-9	A	TYPE 1	12	77.5	0.67%	10.3
2-8	2-12	2-11	A	TYPE 2	15	6.5	0.50%	1.9
2-9	2-13	2-12	A	TYPE 2	15	64.5	0.93%	13.8
2-10	2-14	2-13	A	STORM SEW WM REO	12	12.0	0.66%	2.1
2-11	2-15	2-16	A	TYPE 2	12	63.0	0.13%	10.9
2-12	2-17	2-5	A	TYPE 1	12	8.5	1.18%	1.2
2-13	2-18	2-8	A	TYPE 1	12	43.5	1.05%	5.8

PIPE NO.	FROM STRUCT.	TO STRUCT.	CLASS	TYPE	SIZE, DIA. (IN)	LENGTH (FT)	SLOPE (%)	TBF (CY)
DIVISION STREET								
5-1	5-1	5-2	A	TYPE 1	12	37.5	0.53%	5.0
5-2	5-4	5-2	A	STORM SEW WM REO	18	137.0	1.02%	98.7
5-3	5-3	5-4	A	TYPE 2	12	34.5	1.45%	29.6
5-4	5-5	5-4	A	STORM SEW WM REO	12	92.5	1.08%	91.2

PIPE NO.	FROM STRUCT.	TO STRUCT.	CLASS	TYPE	SIZE, DIA. (IN)	LENGTH (FT)	SLOPE (%)	TBF (CY)
WOOD DALE ROAD								
3-1				UNUSED				
3-2	3-3	3-2	A	TYPE 2	12	2.0	2.50%	0.4
3-3	3-4	3-3	A	TYPE 2	12	46.0	1.09%	7.0
3-4				UNUSED				
3-5	3-7	3-6	A	TYPE 2	15	5.0	1.00%	0.8
3-6	3-8	3-7	A	TYPE 1	15	53.5	0.93%	6.5
3-7	3-10	3-22	A	STORM SEW WM REO	12	48.5	1.03%	6.5
3-8	3-11	3-14	A	TYPE 1	12	8.5	1.18%	1.2
3-9	3-12	3-15	A	STORM SEW WM REO	12	7.5	1.47%	1.0
3-10	3-14	3-13	A	TYPE 2	18	2.5	1.20%	0.8
3-11	3-15	3-14	A	TYPE 2	18	59.5	0.50%	13.8
3-12	3-16	3-15	A	STORM SEW WM REO	12	51.0	0.25%	17.4
3-13	3-17	3-16	A	TYPE 2	12	31.5	0.32%	6.2
3-14	5-2	3-18	A	STORM SEW WM REO	24	38.5	0.52%	
3-15	3-19	3-18	A	TYPE 1	15	3.5	1.43%	0.6
3-16	3-20	3-19	A	TYPE 1	15	64.5	1.09%	7.9
3-17	3-21	3-20	A	STORM SEW WM REO	12	60.5	0.41%	8.0
3-18	3-22	3-23	A	TYPE 2	15	56.0	1.16%	8.1
3-19	3-23	3-24	A	TYPE 2	18	4.5	1.11%	1.1
3-20	3-24	3-13	A	TYPE 2	36	130.5	0.17%	119.5
3-21	3-13	3-25	A	TYPE 2	36	25.5	0.16%	22.1
4-1	4-2	4-1	A	TYPE 2	12	9.0	1.67%	1.4
4-2	4-3	4-2	A	TYPE 2	12	97.0	1.13%	12.9
4-3	4-1	4-5	A	TYPE 2	12	18.0	2.11%	6.6
4-4				UNUSED				
4-5				UNUSED				
4-6	4-6	4-30	A	TYPE 2	15	4.0	1.25%	0.5
4-7	4-7	4-6	A	TYPE 1	12	97.0	0.61%	12.9
4-8	4-30	4-8	A	TYPE 2	18	7.5	1.20%	10.6
4-9	4-29	4-13	A	STORM SEW WM REO	12	69.5	1.08%	9.2
4-10	4-12	4-11	A	TYPE 2	18	5.0	1.00%	1.3
4-11	4-13	4-12	A	TYPE 2	15	73.5	1.16%	8.9
4-12	4-14	4-16	A	TYPE 2	12	16.0	0.62%	2.2
4-13	4-15	4-17	A	TYPE 2	12	16.0	0.56%	2.2
4-14	4-17	4-16	A	TYPE 2	18	60.5	0.69%	6.4
4-15	4-16	4-18	A	TYPE 2	18	4.5	3.11%	0.7
4-16	4-19	4-17	A	STORM SEW WM REO	12	77.5	0.70%	15.1
4-17	4-20	4-19	A	TYPE 2	12	9.0	0.56%	1.8
4-19	4-24	4-28	A	TYPE 2	12	78.5	0.50%	26.8
4-20	4-26	4-25	A	TYPE 2	18	5.0	1.00%	3.3
4-21	4-27	4-26	A	STORM SEW WM REO	15	57.0	1.00%	38.6
4-22	4-28	4-27	A	TYPE 2	12	5.5	1.00%	3.5

PIPE NO.	FROM STRUCT.	TO STRUCT.	CLASS	TYPE	SIZE, DIA. (IN)	LENGTH (FT)	SLOPE (%)	TBF (CY)
COMMERCIAL STREET								
6-1	6-2	6-1	A	TYPE 2	24	15.0	1.00%	
6-2	6-8	6-2	A	TYPE 2	24	20.5	1.50%	
6-3	6-3	6-7	A	TYPE 1	12	42.0	0.80%	5.6
6-4	6-4	6-6	A	TYPE 2	24	12.0	4.00%	1.4
6-5	6-5	6-6	A	TYPE 2	12	35.0	1.00%	4.7
6-6	6-6	6-7	A	TYPE 1	24	20.0	1.35%	3.0
6-7	6-7	6-8	A	TYPE 1	24	2.0	1.50%	
6-8	6-9	6-8	A	TYPE 2	24	139.5	0.30%	
6-9	6-10	6-9	A	TYPE 2	12	3.5	1.14%	
6-10	6-11	6-10	A	TYPE 2	12	22.0	1.09%	3.9
6-11	6-12	6-9	A	TYPE 2	24	63.0	0.29%	
6-12	6-13	6-12	A	TYPE 2	12	3.5	1.14%	
6-13	6-14	6-13	A	TYPE 2	12	22.5	1.02%	4.4

LOCATION				PIPE UNDERDRAINS FABRIC LINED TRENCH 4" (FOOT)
BEGIN STATION	END STATION	OFFSET (FOOT)		
IRVING PARK ROAD				
51+20	51+20	30	RT	30
51+20	51+20	30.2	LT	30
53+40	53+40	32	LT	30
53+59	53+59	34	RT	30
55+40	55+40	33	LT	30
55+55	55+55	41	RT	30
58+80	58+80	32	LT	33
58+80	58+80	34	RT	33
65+50	65+50	44	LT	39
65+50	65+50	34	RT	39
69+20	69+20	32.1	LT	32
69+20	69+20	31.6	RT	32
SUBTOTAL IRVING PARK ROAD				388
WOOD DALE ROAD				
104+10	104+10	25.7	LT	25
104+10	104+10	24	RT	25
106+38	106+38	31.3	LT	28
106+38	106+38	24	RT	28
109+14	109+14	36	LT	31
109+14	109+14	26.6	RT	31
112+80	112+80	27	RT	31
113+18	113+18	47.4	LT	31
115+90	115+90	64	LT	50
115+90	115+90	32	RT	50
117+35	117+35	64	LT	48
117+35	117+35	32	RT	48
119+94	119+94	31.9	LT	32
119+94	119+94	32	RT	32
122+80	122+80	30	LT	30
122+80	122+80	30	RT	30
SUBTOTAL WOOD DALE ROAD				550
COMMERCIAL STREET				
301+48	301+48	12	RT	12
301+48	301+48	12	LT	12
303+70	303+70	12	RT	12
303+70	303+70	12	LT	12
SUBTOTAL COMMERCIAL STREET				48
TOTAL				986

NOTE: PIPE UNDERDRAINS ARE SHOWN OFFSET FROM STORM SEWER, EDGE OF PAVEMENT AND/OR FACE OF CURB AND GUTTER FOR READABILITY PURPOSES. CONTRACTOR SHALL REFER TO OFFSET DENOTED IN UNDERDRAIN SCHEDULES, TYPICAL ROADWAY SECTIONS, AND IDOT STANDARDS FOR REQUIRED UNDERDRAIN INSTALLATION LOCATIONS.

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen.com  
 DATE PLOTTED: 2/2/2015 2:28:20 PM  
 PLOT SCALE: N.T.S.  
 PLOT DRIVER: pldrvr.plt  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_dSch.dgn	DRAWN -	REVISED -
PLOT SCALE = N.T.S.	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED -

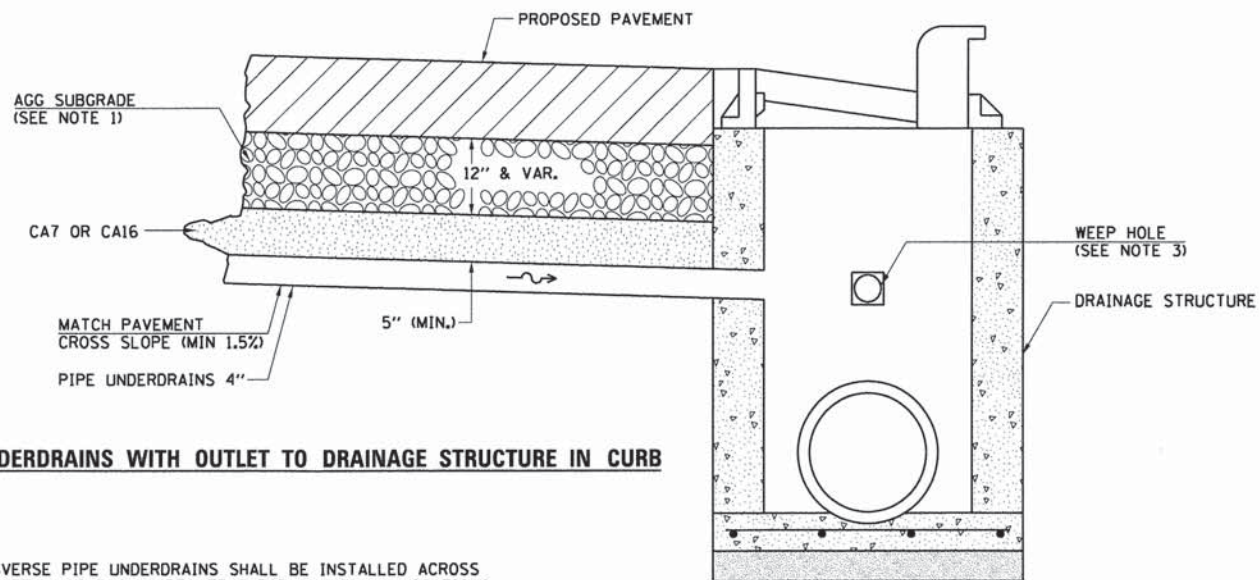
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY  
 STORM SEWER SCHEDULES

SCALE: N.T.S. SHEET NO. DS-40F DS-4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	102
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63872	





**PIPE UNDERDRAINS WITH OUTLET TO DRAINAGE STRUCTURE IN CURB**

**NOTES:**

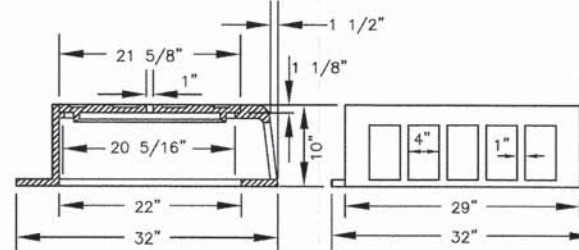
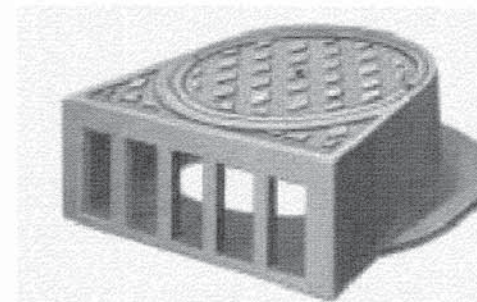
1. TRANSVERSE PIPE UNDERDRAINS SHALL BE INSTALLED ACROSS THE BOTTOM OF THE AGGREGATE SUBGRADE AT ALL LOCATIONS WHERE THERE IS A SAG IN THE PROPOSED PROFILE GRADE LINE (PGL). SEE PLAN AND PROFILES FOR SAG LOCATIONS. THIS WORK SHALL COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.
2. DRAINAGE STRUCTURES (CATCH BASINS OR INLETS PER PLANS) WHICH ARE LOCATED AT PGL SAG LOCATIONS SHALL INCLUDE FOUR (4) WEEP HOLES, INCLUDING DRAINAGE FABRIC. ALL OTHER DRAINAGE STRUCTURES SHALL BE IN ACCORDANCE WITH TYPICAL IDOT HIGHWAY STANDARDS.
3. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS OF THE DIAMETER SPECIFIED, WHICH PRICE SHALL INCLUDE THE CA7 OR CA16. ALL EQUIPMENT, LABOR AND MATERIALS REQUIRED TO CONNECT THE PIPE UNDERDRAINS TO THE PROPOSED DRAINAGE STRUCTURES, AS WELL AS THE ADDITION OF WEEP HOLES AND DRAINAGE FABRIC, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURES.

**SAG FRAME & LID**

Sag Frame and Lid shall be Neenah Foundry Company #R-3305

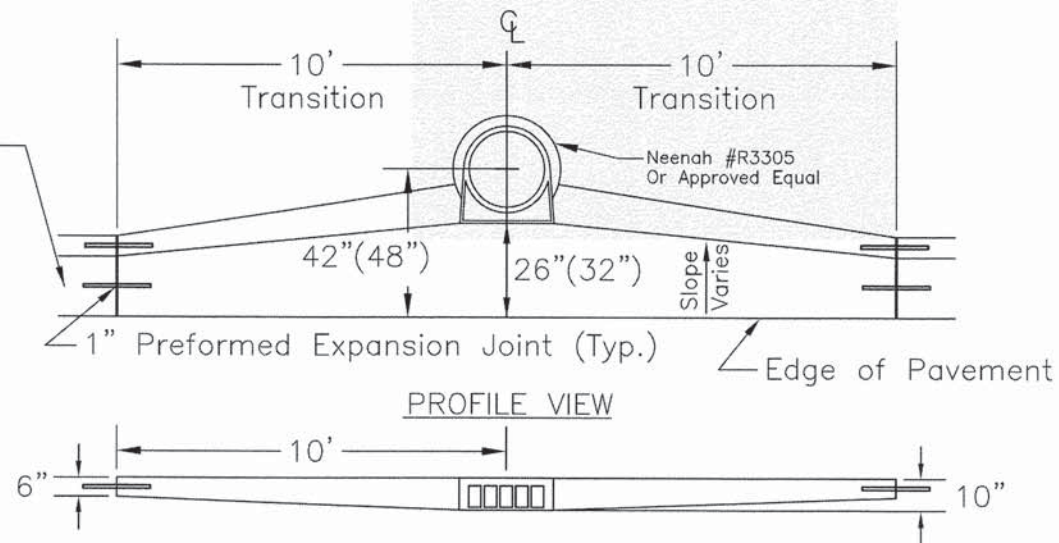
**R-3305 Catch Basin Frame and Lid**

For behind-the-curb construction.  
Heavy-Duty  
Total weight 937 Kilograms (425 lbs.)



PLAN VIEW

Type B-6.18(B-6.24)  
Curb & Gutter(Typ.)



Note: Plan and profile not to scale

PROFILE VIEW

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
DATE PLOTTED: 02/26/25 PM  
FILE NAME: 023\_det-drainage-01.dgn  
PLOT DRIVER: pdfplot  
PLOT TABLES: etransdr-cr-trans.tbl

HRGreen  
Illinois Professional Design Firm  
#184-001322

USER NAME = jhorwt	DESIGNED - JRM	REVISED -
FILE NAME = 023_det-drainage-01.dgn	DRAWN -	REVISED -
PLOT SCALE = N.T.S.	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**DRAINAGE DETAILS**

SCALE: N.T.S. SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	103
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



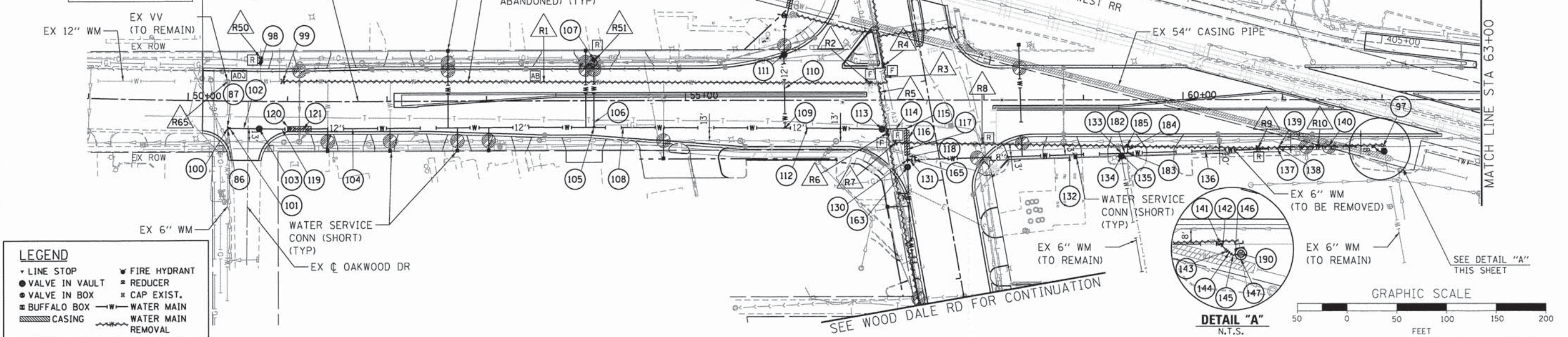
PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	

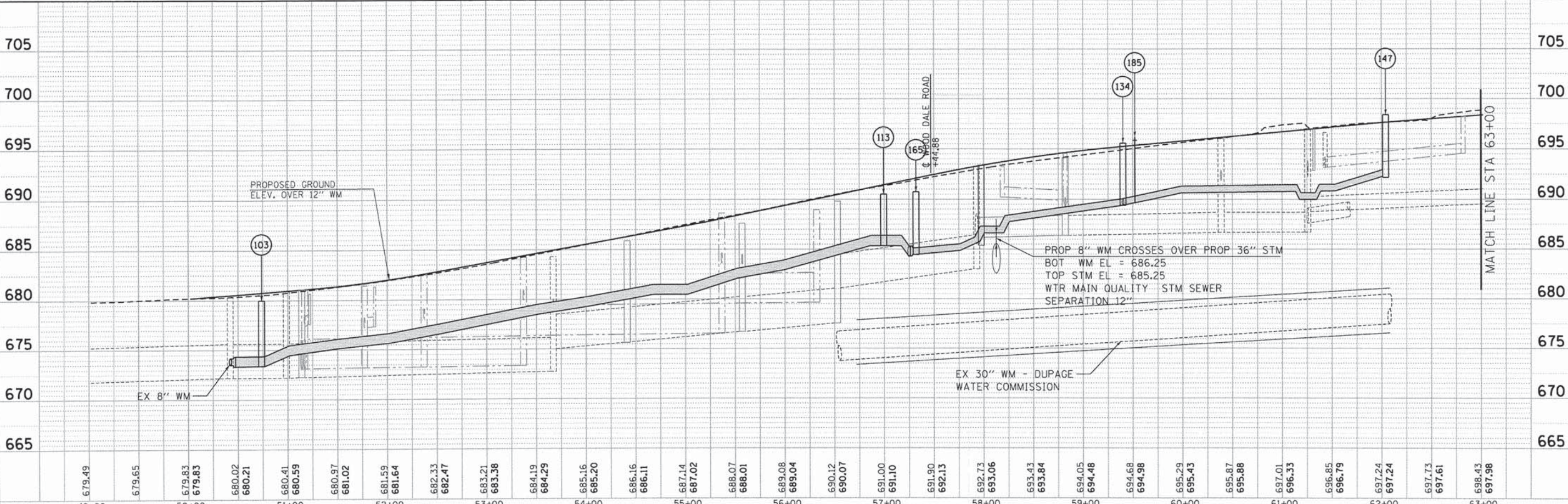
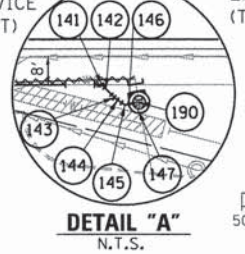
COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm #184-001322  
 CLIENT: STATE OF ILLINOIS  
 DATE PLOTTED: 2/2/2015  
 FILE NAME: 023\_wtr-01-1p.dgn  
 PLOT SCALE: 1"=50'  
 PLOT DATE: 2/2/2015

- MAINTAIN VERTICAL SEPARATION PER I.E.P.A. REQUIREMENTS SEE UTILITY CROSSING SCHEDULE
- # SEE WATER MAIN SCHEDULE
- # SEE WATER MAIN REMOVAL SCHEDULE

BEGIN PROJECT STA. 50+14.78



- LEGEND**
- ◆ LINE STOP
  - VALVE IN VAULT
  - VALVE IN BOX
  - BUFFALO BOX
  - ▨ CASING
  - ▽ FIRE HYDRANT
  - REDUCER
  - CAP EXIST.
  - WATER MAIN
  - WATER MAIN REMOVAL



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN PLAN  
ILLINOIS ROUTE 19 (IRVING PARK ROAD)**

USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr-01-1p.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/2/2015	DATE - 2/2/2015	REVISED -

SCALE: 1"=50' SHEET NO. 1 OF 5 SHEETS STA. BEGIN TO STA. 63+00

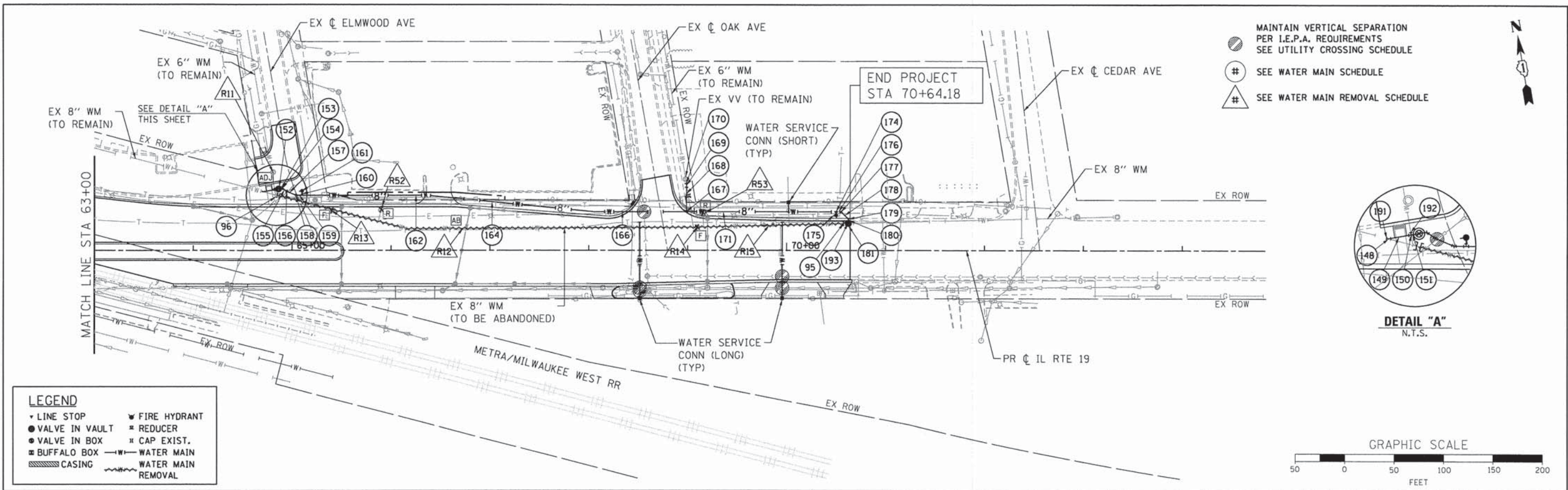
F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	104
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



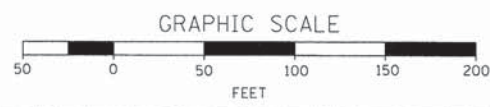
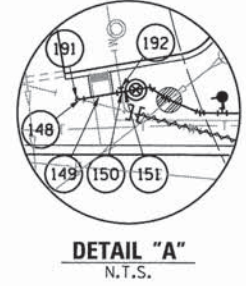
DATE	
BY	
PROJECT NO.	
DATE PLOTTED	
FILE NAME	
PLOT DRIVER	
PEN TABLE	

DATE	
BY	
PROJECT NO.	
DATE PLOTTED	
FILE NAME	
PLOT DRIVER	
PEN TABLE	

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/19/2015  
 FILE NAME: 023\_wtr-02-1p.dgn  
 PLOT DRIVER: pdt101  
 PEN TABLE: standard-trans.tbl

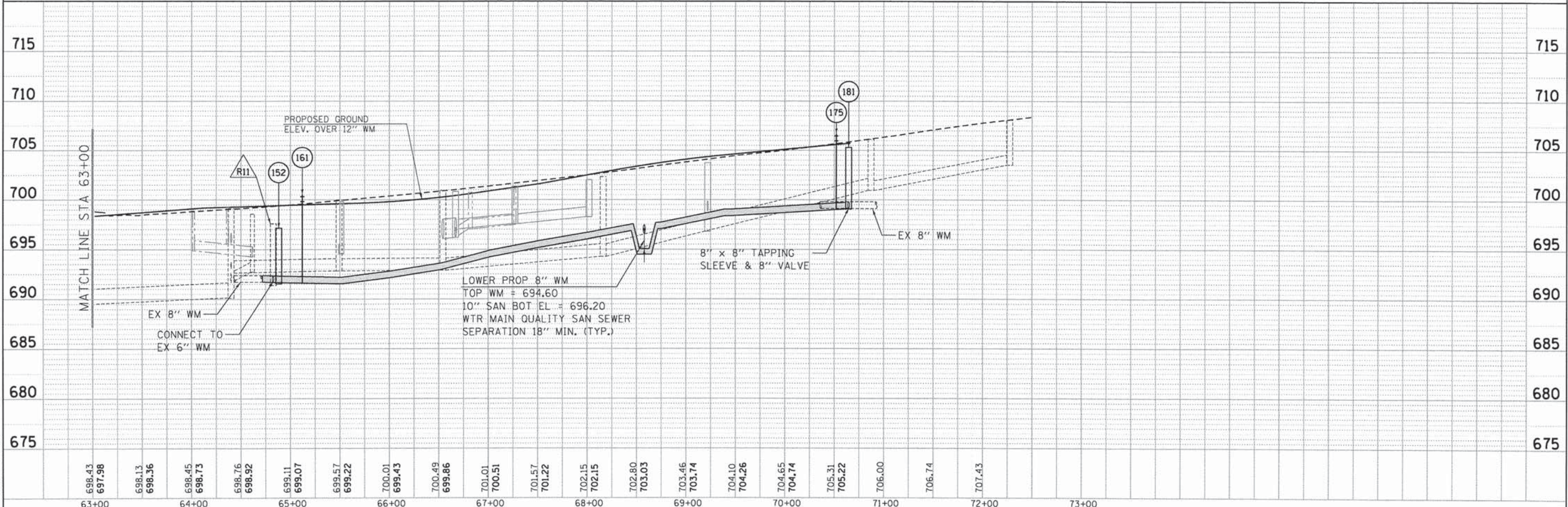


- MAINTAIN VERTICAL SEPARATION PER I.E.P.A. REQUIREMENTS SEE UTILITY CROSSING SCHEDULE
- # SEE WATER MAIN SCHEDULE
- # SEE WATER MAIN REMOVAL SCHEDULE



**LEGEND**

- LINE STOP
- VALVE IN VAULT
- VALVE IN BOX
- BUFFALO BOX
- ▨ CASING
- ▼ FIRE HYDRANT
- ▣ REDUCER
- ⊠ CAP EXIST.
- WATER MAIN
- WATER MAIN REMOVAL



63+00	696.43	697.98	698.13	698.36	698.45	698.73	698.76	698.92	699.11	699.07	699.57	699.22	700.01	699.43	700.49	699.86	701.01	700.51	701.57	701.22	702.15	702.15	702.80	703.03	703.46	703.74	704.10	704.26	704.65	704.74	705.31	705.22	706.00	706.74	707.43	715	
63+00	63+00	64+00	64+00	65+00	65+00	66+00	66+00	67+00	67+00	68+00	68+00	69+00	69+00	70+00	70+00	71+00	71+00	72+00	72+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00	73+00

HRGreen.com  
 11025 Professional Design Firm  
 164-001322

USER NAME = jhorvit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr-02-1p.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

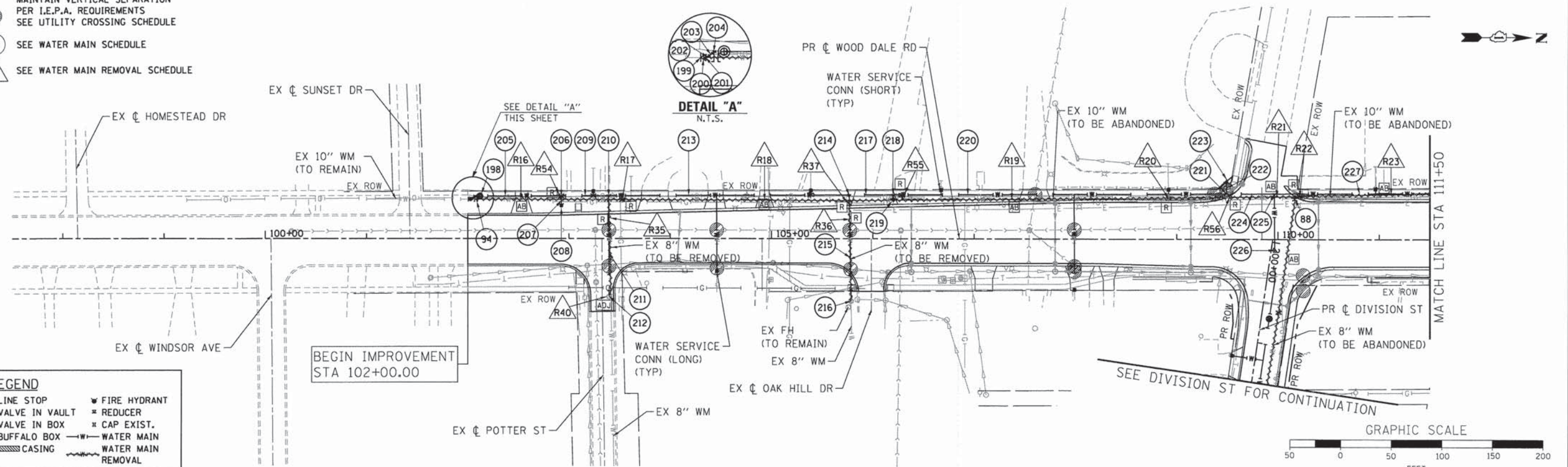
WATER MAIN PLAN  
 ILLINOIS ROUTE 19 (IRVING PARK ROAD)  
 SCALE: 1"=50' SHEET NO. 2 OF 5 SHEETS STA. 63+00 TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 105
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	



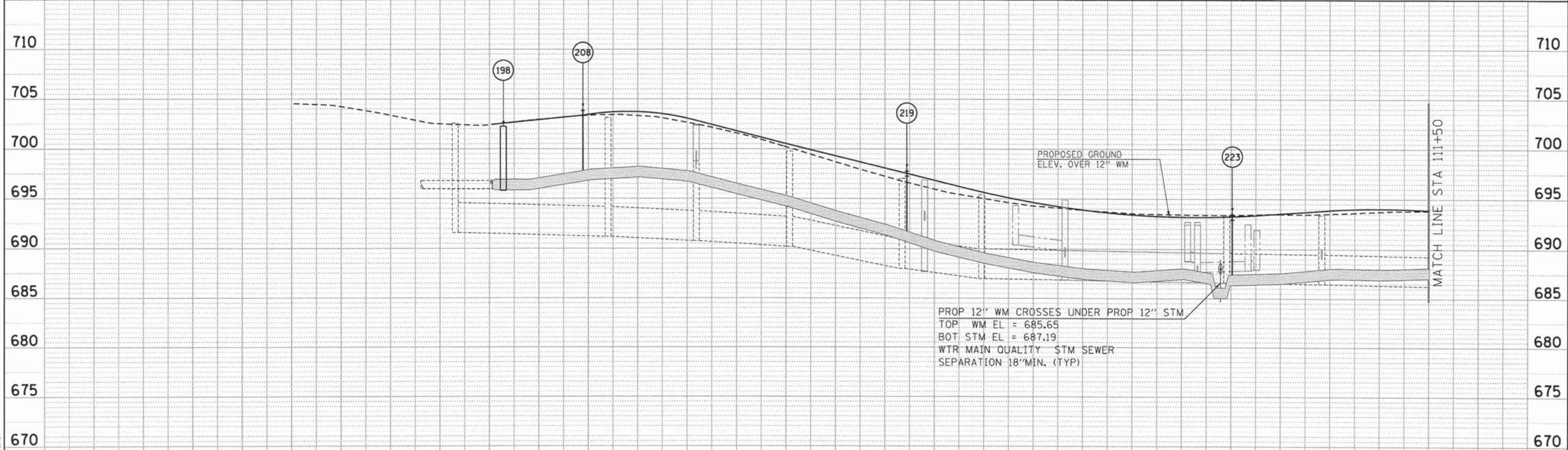
- MAINTAIN VERTICAL SEPARATION PER I.E.P.A. REQUIREMENTS SEE UTILITY CROSSING SCHEDULE
- SEE WATER MAIN SCHEDULE
- SEE WATER MAIN REMOVAL SCHEDULE

DATE	
BY	
PLANNED	
NOTED	
FILE NO.	



- LEGEND**
- LINE STOP
  - VALVE IN VAULT
  - VALVE IN BOX
  - BUFFALO BOX
  - ▨ CASING
  - ▼ FIRE HYDRANT
  - ⊠ REDUCER
  - ⊠ CAP EXIST.
  - WATER MAIN
  - WATER MAIN REMOVAL

DATE	
BY	
PLANNED	
NOTED	
FILE NO.	



PROP 12" WM CROSSES UNDER PROP 12" STM  
 TOP WM EL = 685.65  
 BOT STM EL = 687.19  
 WTR MAIN QUALITY STM SEWER SEPARATION 18" MIN. (TYP)

DATE	2/19/2015
BY	JAR
PLANNED	
NOTED	
FILE NO.	

650	704.14	703.82	702.94	702.11	702.05	702.05	702.57	702.55	702.98	703.08	702.92	703.33	702.22	702.63	701.14	701.37	699.77	700.10	698.25	698.87	696.80	697.65	695.53	696.42	694.60	695.21	693.89	694.22	693.47	693.49	693.15	693.02	693.04	692.82	693.00	692.87	693.10	693.17	693.16	693.52	693.37	693.66	693.46	693.48			
	100+00		101+00		102+00				103+00				104+00		105+00				106+00					107+00			108+00					109+00				110+00											

	USER NAME = jharwt FILE NAME = 023_wtr-03-wd.dgn PLOT SCALE = 1"=50' PLOT DATE = 2/19/2015	DESIGNED - JRM DRAWN - JCH CHECKED - DTH DATE - 2/2/2015	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>WATER MAIN PLAN</b> <b>C.H. 28 (WOOD DALE ROAD)</b>	F.A.U. RTE. 1321 SECTION NO. 11-00048-00-SP COUNTY DUPAGE TOTAL SHEETS 277 SHEET NO. 106 CONTRACT NO. 63872
	SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. BEGIN TO STA. 111+50				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	

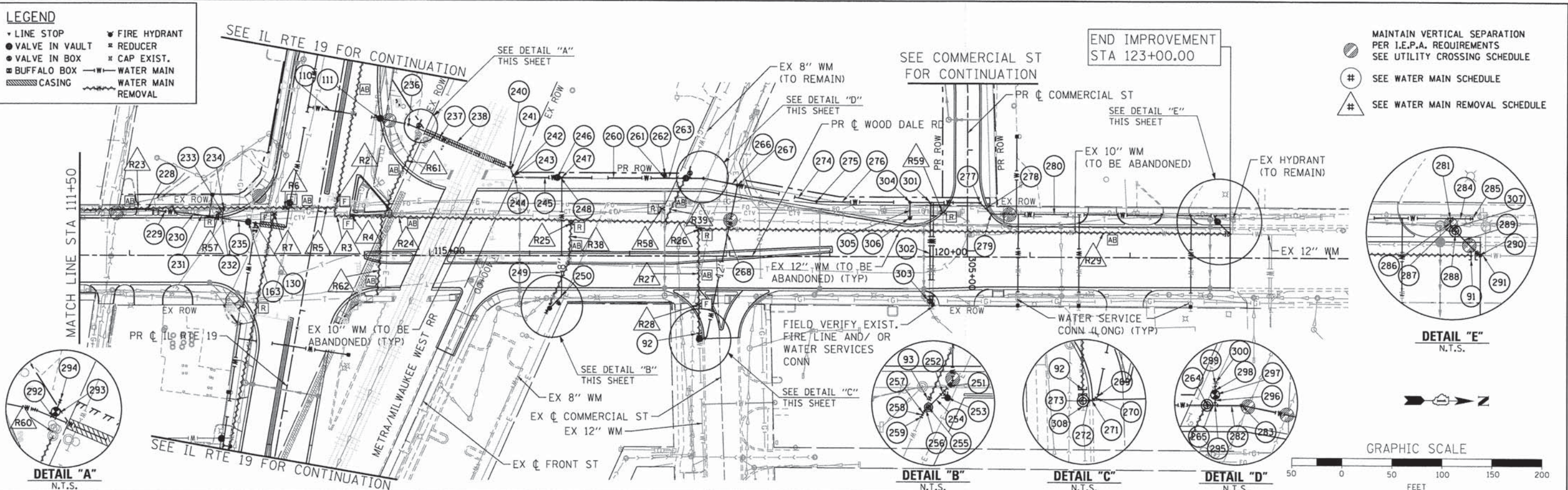


- LEGEND**
- ▼ LINE STOP
  - VALVE IN VAULT
  - VALVE IN BOX
  - BUFFALO BOX
  - ▨ CASING
  - ▼ FIRE HYDRANT
  - ▣ REDUCER
  - ▣ CAP EXIST.
  - WATER MAIN
  - WATER MAIN REMOVAL

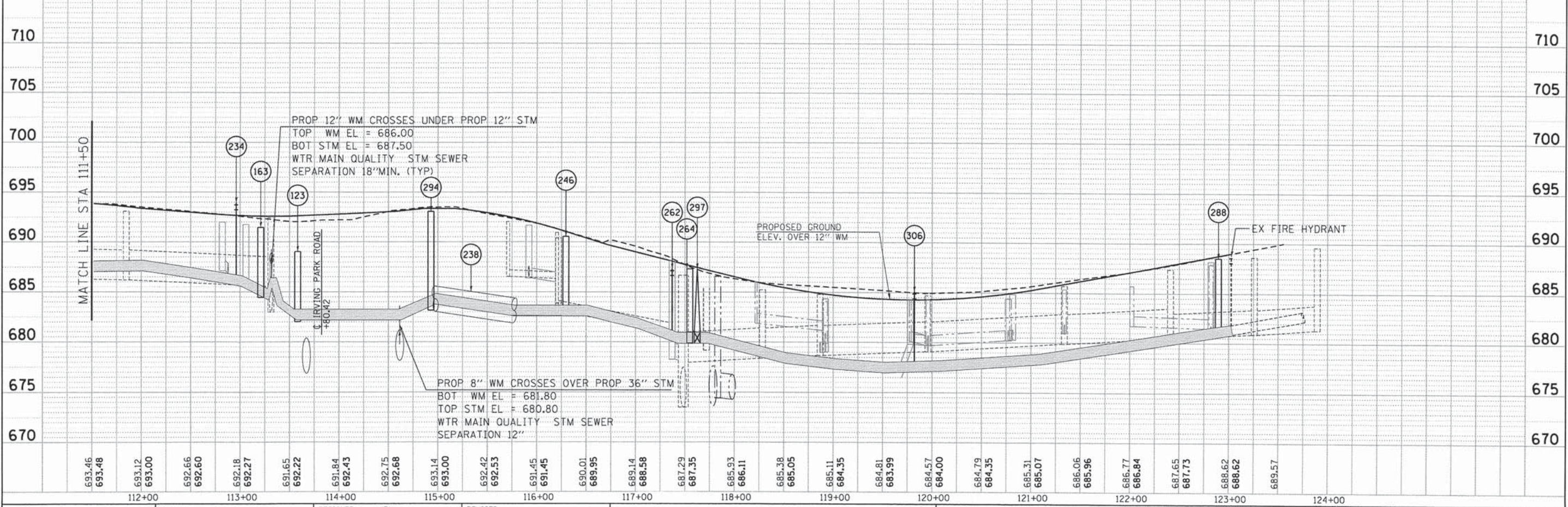
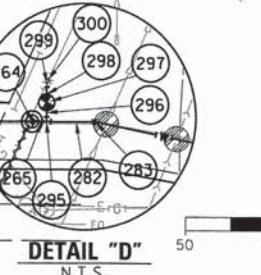
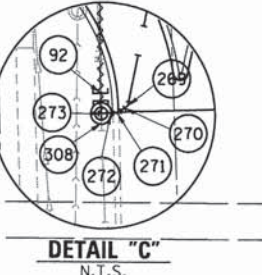
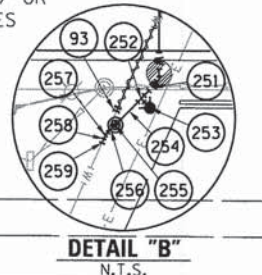
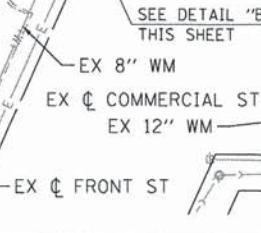
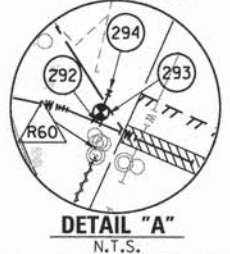
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm #184-001322  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/21/25 PM  
 FILE NAME: 023\_wtr@4-wd.dgn  
 PLOT DRIVER: pdfplot  
 PLOT TABLE: s:\fontcolor\trnsz.tbl



- MAINTAIN VERTICAL SEPARATION PER I.E.P.A. REQUIREMENTS SEE UTILITY CROSSING SCHEDULE
- SEE WATER MAIN SCHEDULE
- ▲ SEE WATER MAIN REMOVAL SCHEDULE



593.46	593.48	593.12	593.00	592.66	592.60	592.18	592.27	591.65	592.22	591.84	592.43	592.75	592.68	593.14	593.00	592.42	592.53	591.45	591.45	590.01	590.95	589.14	588.58	587.29	587.35	585.93	586.11	585.38	585.05	585.11	584.35	584.81	583.99	584.57	584.00	584.79	584.35	585.31	585.07	586.06	585.96	586.77	586.84	587.65	587.73	588.62	588.62	589.57
112+00		113+00		114+00		115+00		116+00		117+00		118+00		119+00		120+00		121+00		122+00		123+00		124+00																								

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER MAIN PLAN  
 C.H. 28 (WOOD DALE ROAD)

SCALE: 1"=50' SHEET NO. 4 OF 5 SHEETS STA. 111+50 TO STA. END

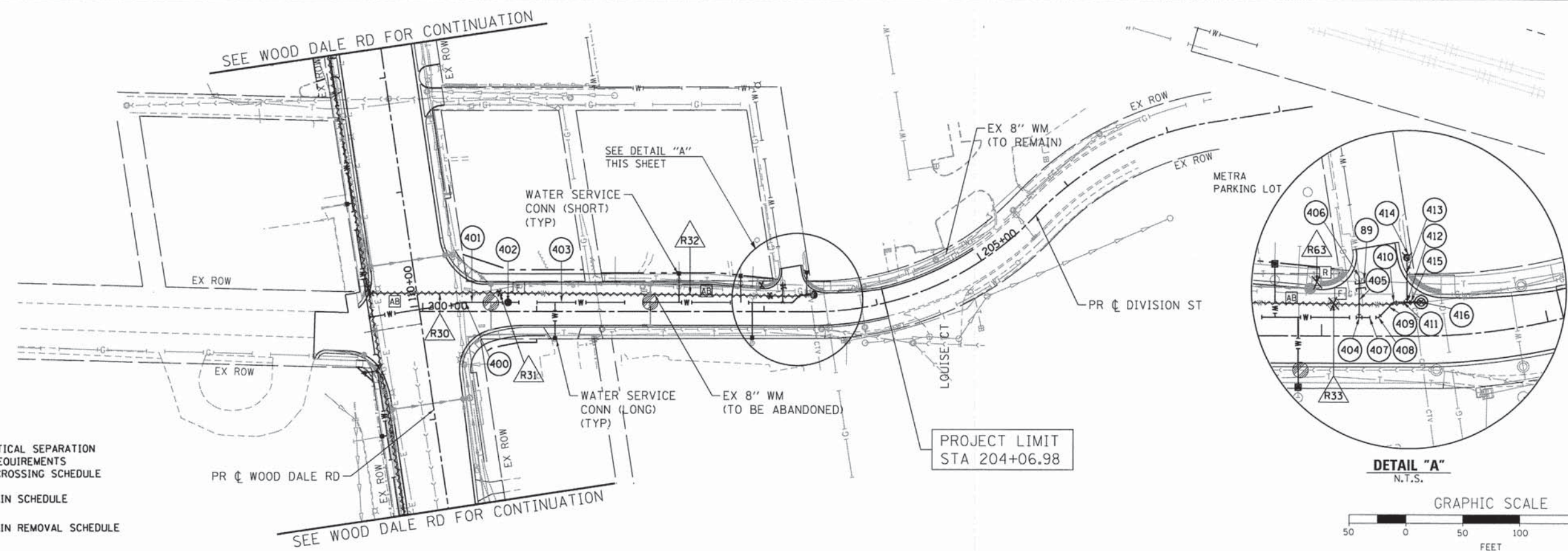
F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	107
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



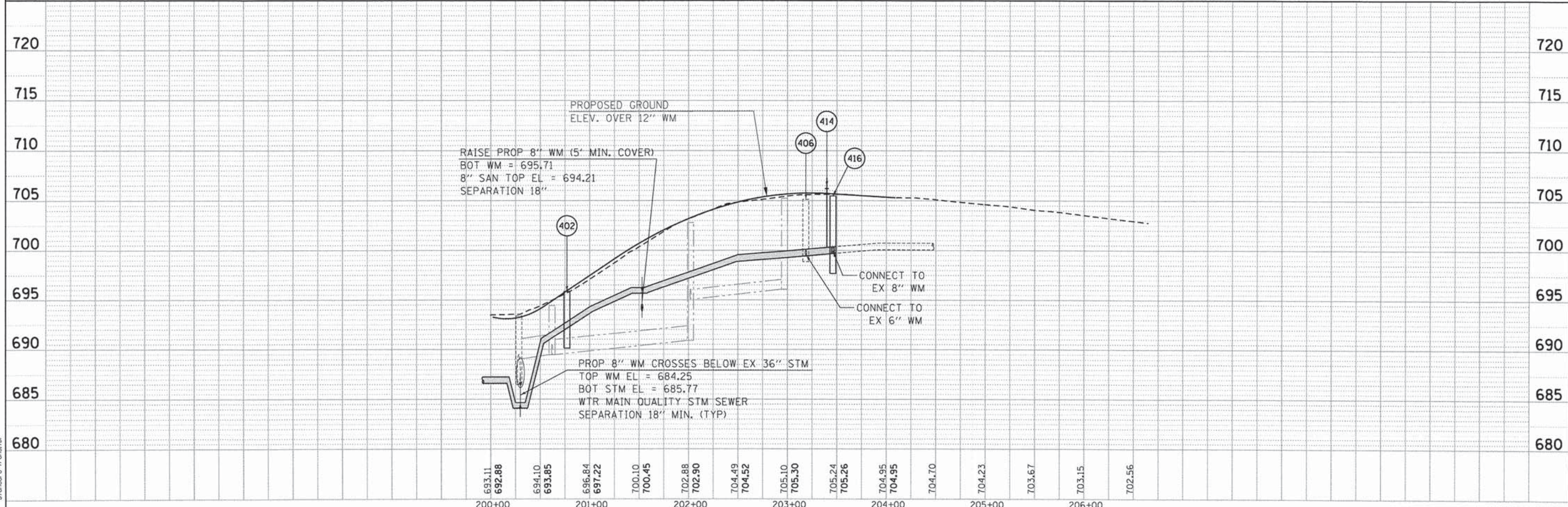
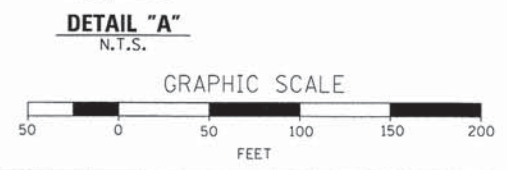
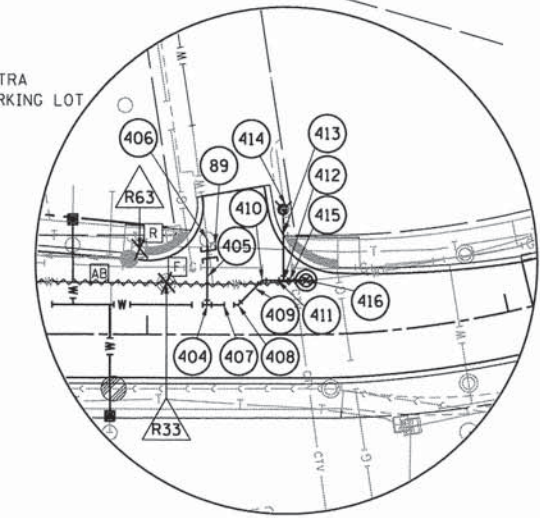
PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF	
	FILE NAME	

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 2/19/2015  
 FILE NAME: 023\_wtr-05-div.dgn  
 PLOT DRIVER: pdfPlot  
 PEN TABLE: at fender-trans.tbl



- MAINTAIN VERTICAL SEPARATION PER I.E.P.A. REQUIREMENTS SEE UTILITY CROSSING SCHEDULE
- SEE WATER MAIN SCHEDULE
- SEE WATER MAIN REMOVAL SCHEDULE



USER NAME = jharwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr-05-div.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**WATER MAIN PLAN**  
**DIVISION STREET**

SCALE: 1"=50' SHEET NO. 5 OF 5 SHEETS STA. BEGIN TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 108
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



	LOCATION			VALVE VAULT TO BE ADJUSTED 60265700 (EACH)	VALVE VAULT TO BE ADJ W/ NEW TYPE 1 F & CL 60265900 (EACH)	VALVE VAULT TO BE REMOVED X6026622 (EACH)	REMOVE FIRE HYDRANT AND VALVE ASSEMBLY X0327078 (EACH)	ABANDON EXIST. WATER MAIN, FILL W/ CSLM X5610651 (FEET)	WATER MAIN REMOVAL		
	UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)						6" X5610706 (FEET)	8" X5610708 (FEET)	
IRVING PARK ROAD (IL 19)											
R1	50+95.00	56+85.55	19.91	LT				591			
R2	56+85.55		16.87	LT		1					
R3	56+85.55	56+99.30	16.87	LT				35			
R4	56+99.30		34.47	LT		1					
R5	56+94.01	57+02.68	16.91	LT/RT				51			
R6	57+02.68		32.7	RT		1					
R7	57+10.38		42.51	RT		1					
R8	57+10.38	60+75.35	42.51	RT				365			
R9	60+75.35		48.11	RT		1					
R10	60+75.35	62+00.84	48.11	RT					126		
R11	64+80.75		78.77	LT	1						
R12	64+86.00	69+09.81	55.29	LT				428			
R13	65+40.18		40.1	LT		1					
R14	69+09.81		23.3	LT		1					
R15	69+09.81	70+58.50	23.3	LT				146			
R50	50+72.65		41.22	LT			1				
R51	54+09.35		38.99	LT			1				
R52	65+89.95		41.26	LT			1				
R53	69+15.54		38.13	LT			1				
R65	50+39.66		19.14	LT		1					
SUBTOTAL IRVING PARK ROAD (IL 19)					1	1	7	4	1616	126	0
WOOD DALE ROAD											
R16	102+08.00	103+52.66	38.24	LT				145			
R17	103+52.66		38.24	LT		1					
R18	103+52.66	105+76.91	38.24	LT				224			
R19	105+76.91	108+92.04	35.5	LT				315			
R20	108+92.04		39.89	LT		1					
R21	108+92.04	110+21.40	39.89	LT				129			
R22	110+21.40		41.89	LT		1					
R23	110+21.40	113+55.51	41.89	LT				334			
R24	114+22.25	117+69.63	38.94	LT				690			
R25	116+41.38		32.11	LT		1					
R26	117+69.63		26.49	LT		1					
R27	117+69.63	117+67.85	26.49	LT/RT				72			
R28	117+67.85		50.19	RT		1					
R29	117+69.63	119+99.00	26.49	LT				229			
R35	103+39.43	103+41.19	37.86	LT/RT						93	
R36	105+76.81	105+78.55	37.21	LT/RT						98.5	
R37	105+76.84		35.54	LT		1					
R38	116+41.38	116+20.47	32.11	LT/RT				87			
R39	117+36.08	117+55.26	28.75	LT				50			
R40	103+39.59		57.11	RT	1						
R54	102+92.28		41.18	LT			1				
R55	106+28.57		42.33	LT			1				
R56	109+52.06		42.99	LT			1				
R57	112+89.24		41.21	LT			1				
R58	117+32.29		46.86	LT			1				
R59	120+13.05		44.16	LT			1				
R60	114+87.62		117	LT		1					
R61	114+54.75	114+87.62	37.79	LT				88			
R62	114+52.12	114+47.37	37.85	LT/RT				80			
SUBTOTAL WOOD DALE ROAD					0	1	8	6	2443	0	191.5
DIVISION STREET											
R30	199+97.28	200+67.62	16.04	LT				70			
R31	200+67.62		16.28	LT		1					
R32	200+67.62	203+05.27	16.28	LT				238			
R33	203+05.27		13.92	LT		1					
R34	203+05.27	203+67.00	13.92	LT				60			
R63	202+97.90		23.22	LT			1				
R64	203+37.00	203+82.00	16.31	LT						45	
SUBTOTAL DIVISION					0	0	2	1	368	0	45
TOTAL					1	2	17	11	4427	126	237

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Jhorwit  
 CLIENT: STATE OF ILLINOIS  
 DATE PLOTTED: 2/19/2015 2:11:54 PM  
 FILE NAME: 021\_wtr-sch.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 021_wtr-sch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER MAIN REMOVAL SCHEDULE

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

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	109
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63872	



	LOCATION			DUCTILE IRON WATER MAIN CLASS 52 WITH POLYETHYLENE ENCASUREMENT			TRENCH BACKFILL	VALVE BOX	VALVE VAULTS		WATER VALVES			FIRE HYDRANTS W/ AUXILLARY VALVE AND VALVE BOX	STEEL CASINGS 30"	PLUG WATER MAIN 6"	PLUG WATER MAIN 12"	
	UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)	6" X5611106 (FEET)	8" X5611108 (FEET)	12" X5611112 (FEET)			4' DIAMETER	5' DIAMETER	6"	8"	12"					
IRVING PARK ROAD (IL 19)																		
98	50+72.50		38	LT										1				
102	50+41.29	50+71.80		RT		30.0	11.5											
103	50+71.80		27.26	RT						1			1					
119	50+71.80	51+00.17		RT		3.5	1.4											
120	51+00.17	51+23.80		RT										24				
121	51+00.17	51+23.80		RT		24.0	9.2											
104	51+23.80	54+08.02		RT		230.0	160.1											
106	54+08.02	54+08.00		RT/LT	67.0		23.5											
107	54+08.00		40.66	LT									1					
108	54+08.02	56+00.06		RT		192.0	146.0											
110	56+00.06	55+99.20		RT/LT		102.0	67.8											
111	55+99.20		45.33	LT						1			1					
112	56+00.06	56+97.39		RT		46.0	30.6											
113	56+97.39		28.93	RT						1			1					
114	56+97.39	57+21.97		RT		25.0	16.6											
132	57+24.10	59+38.00		RT		214.0	130.6											
134	59+38.00		53.14	RT					1				1					
136	59+44.20	60+94.68		RT		151.0	20.8											
138	60+94.68	60+96.73		RT		2.0	1.3											
140	60+96.73	61+92.59		RT		95.0	63.5											
142	61+92.59	61+95.17		RT		5.0	3.4											
144	61+95.17	61+98.06		RT		3.0	2.1											
146	61+98.06	62+02.00		RT		4.0	2.7											
147	62+02.00		51.24	RT					1				1					
149	64+70.83	64+82.24		LT		11.0	7.4											
151	64+82.24	64+86.18		LT		3.0	2.1											
152	64+86.18		61.84	LT					1				1					
153	64+86.18	64+90.12		LT		3.0	2.1											
155	64+90.12	64+94.51		LT		3.0	2.1											
157	64+94.51	65+03.90		LT		7.0	4.7											
159	65+03.90	65+10.00		LT		5.0	3.4											
161	65+10.00		60	LT									1					
162	65+10.00	66+36.44		LT		126.0	80.6											
164	66+36.44	68+05.03		LT		169.0	112.9											
166	68+05.03	68+98.76		LT		93.0	56.8											
168	68+98.76	68+98.82		LT	26.0		8.6											
171	68+98.76	70+50.00		LT		151.0	109.8											
175	70+50.00		35.63	LT									1					
176	70+50.00	70+55.00		LT		5.0	3.7											
178	70+55.00	70+62.50		LT		10.0	7.3											
180	70+62.50	70+62.50		LT		4.0	2.5											
181	70+62.50		27.31	LT					1				1					
182	59+38.00	59+44.22		RT		6.0	4.1											
184	59+44.20	59+44.00		RT	3.0		0.9											
185	59+44.00		45.5	RT									1					
SUBTOTAL IRVING PARK ROAD (IL 19)					96	1070	652.5	1100	0	4	3	0	4	3	5	24	0	0
WOOD DALE ROAD																		
163	113+18.85		33	LT						1			1					
165	113+24.75		25	LT						1			1					
116	113+30.31	113+54.60		LT										25				
117	113+30.31	113+54.60		LT		25.0	9.1											
118	113+25.76	113+30.31		LT		5.0	1.9											
198	102+12.00		41.10	LT						1			1					
201	102+00.00	102+04.00		LT		2.0	1.6											
203	102+04.00	102+06.88		LT		3.0	2.3											
205	102+06.88	102+92.46		LT		86.0	68.2											
207	102+92.46	102+92.50		LT	6.0		2.1											
208	102+92.50		32	LT									1					
209	102+92.46	103+39.19		LT		47.0	38.8											
211	103+39.19	103+39.59		LT/RT		95.0	63.5											
213	103+39.19	105+76.72		LT		238.0	203.8											
215	105+76.72	105+78.55		LT/RT		104.0	72.6											
217	105+76.72	106+19.98		LT		43.0	34.1											
219	106+20.00		38.5	LT									1					
220	106+19.98	109+49.25		LT		329.0	260.6											

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm  
 CLIENT: #184-001322  
 DATE PLOTTED: 2/19/2015  
 PLOT RANGE: 022.4113-022.4113  
 PLOT RANGE: 022.4113-022.4113  
 PLOT RANGE: 022.4113-022.4113



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtrSch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER MAIN PIPING AND STRUCTURE SCHEDULE  
 ILLINOIS ROUTE 19 (IRVING PARK ROAD)

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	110
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



	LOCATION			DUCTILE IRON WATER MAIN CLASS 52 WITH POLYETHYLENE ENCASEMENT			TRENCH BACKFILL	VALVE BOX	VALVE VAULTS TYPE 1 FRAME, CLOSED LID		WATER VALVES			FIRE HYDRANTS W/ AUXILLARY VALVE AND VALVE BOX 56400820 (EACH)	STEEL CASINGS 30" Z0068200 (FOOT)	PLUG WATER MAIN 6" X5610646 (EACH)	PLUG WATER MAIN 12" X5610649 (EACH)	
	UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)	6" X5611106 (FEET)	8" X5611108 (FEET)	12" X5611112 (FEET)			4' DIAMETER 60248700 (EACH)	5' DIAMETER 60248900 (EACH)	6" 56104900 (EACH)	8" 56105000 (EACH)	12" 56105200 (EACH)					
222	109+49.25	109+49.22		8.0			2.8											
223	109+49.21		55.53										1					
224	109+49.25	109+96.50				47.0	31.3											
226	109+96.50	109+96.50			86.0		55.0											
227	109+96.50	112+17.84				221.0	182.2											
229	112+17.84	112+64.00				46.0	29.1											
231	112+64.00	112+91.23				27.0	17.1											
233	112+91.23	112+94.00		9.5			2.6											
234	112+94.00		48									1						
235	112+91.23	113+25.76				34.0	21.5											
237	114+78.71	114+95.26				18.0												
237	114+78.71	115+75.00				86.5												
237	115+75.00	115+80.00				5.0												
238	114+95.26	115+75.00											86.5					
241	115+80.00	115+83.34				3.0	2.4											
243	115+83.34	115+85.00				1.0	0.8											
245	115+85.00	116+27.50				43.0	34.1											
246	116+27.50		77.54															
247	116+27.50	116+32.00				4.0	3.2											
249	116+32.00	116+32.00				117.0	33.0											
251	116+32.00	116+27.07				8.0	6.1											
253	116+29.55		47.55									1						
254	116+27.07	116+20.00				10.0												
255	116+20.00		52.14						1			1						
256	116+20.00	116+17.24				3.0												
258	116+17.24	116+16.34				1.0												
260	116+32.00	117+35.00				103.0	81.6											
262	117+35.00		80.5										1					
263	117+35.00	117+56.00				21.0	16.7											
264	117+56.00		77.09															
265	117+56.00	117+60.00				4.0	3.2											
266	117+73.52	118+07.60				34.0	27.0											
268	118+07.60	117+77.11				153.0	45.8											
270	117+77.11	117+74.20				2.0	0.6											
272	117+74.20	117+69.76				4.0	1.2											
273	117+69.76		82.48															
274	118+07.60	118+86.56				80.0	63.4											
276	118+86.56	120+50.00				163.0	129.1											
278	120+50.00	120+60.91				15.0	9.5											
280	120+60.91	122+85.00				224.0	177.5											
282	117+60.00	117+73.52				13.0	10.3											
284	122+85.00	122+95.00				10.0	8.0											
285	122+95.00		41.69													1		
286	122+85.00	122+85.00				6.0	4.8											
288	122+87.50		35.5															
289	122+87.50	122+99.50				34.0	10.2											
293	114+89.04		128.82															
294	114+90.97		133.43															
296	117+60.00	117+60.00				4.0	3.1											
297	117+60.00		82.2															
298	117+60.00	117+60.00				4.0												
302	120+00.38	120+00.00				101.5	28.7											
303	120+00.00		44.26															
305	119+80.20	119+80.00			11.0		3.8											
306	119+80.00		38															
307	122+85.00	122+87.50				7.0	5.6											
SUBTOTAL WOOD DALE ROAD					35	533.5	2186.5	1810	3	1	7	1	4	6	7	111.5	1	1

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm  
 CLIENT: #0478 - 2/2/2015 PM  
 DATE PLOTTED: 02/19/2015  
 FILE NAME: 023\_wtr\_sch.dgn  
 PLOT SCALE: 1"=50'  
 PLOT DATE: 2/19/2015



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr_sch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>WATER MAIN PIPING AND STRUCTURE SCHEDULE</b>			
<b>C.H. 28 (WOOD DALE ROAD)</b>			
SCALE: 1"=50'	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY	TOTAL SHEETS 277	SHEET NO. 111
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 63872				



	LOCATION			DUCTILE IRON WATER MAIN CLASS 52 WITH POLYETHYLENE ENCASEMENT			TRENCH BACKFILL	VALVE BOX	VALVE VAULTS TYPE 1 FRAME, CLOSED LID		WATER VALVES			FIRE HYDRANTS W/ AUXILLARY VALVE AND VALVE BOX 56400820 (EACH)	STEEL CASINGS 30" Z0068200 (FOOT)	PLUG WATER MAIN 6" X5610646 (EACH)	PLUG WATER MAIN 12" X5610649 (EACH)	
	UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)	6" X5611106 (FEET)	8" X5611108 (FEET)	12" X5611112 (FEET)			4' DIAMETER 60248700 (EACH)	5' DIAMETER 60248900 (EACH)	6" 56104900 (EACH)	8" 56105000 (EACH)	12" 56105200 (EACH)					
401	200+37.5	200+75			37.5		9.9											
402	200+75		8						1			1						
403	200+75	203+16.5			241.5		63.8											
405	203+16.5	203+16.53			18.0		4.8											
407	203+16.5	203+25			9.0		2.4											
409	203+25.00	203+31.71			10.0		2.7											
411	203+31.71	203+37.55			6.0		1.6											
413	203+37.55	203+37.5			20.0		5.3											
414	203+37.5		34										1					
415	203+37.55	203+43.96			7.0		1.9											
416	203+44		14.76						1			1						
SUBTOTAL DIVISION					0	349	0	92	0	2	0	0	2	0	1	0	0	0
TOTAL					130.5	1953	2839	3003	3	7	10	1	10	9	13	135.5	1	1

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 2/2/2015 2:20:03 PM  
FILE NAME: 023\_wtr\_sch.dgn  
PLOT DATE: 2/2/2015  
PLOT SCALE: 1"=50'



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr_sch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>WATER MAIN PIPING AND STRUCTURE SCHEDULE</b>			
<b>DIVISION STREET</b>			
SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	112
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 63872				



	LOCATION			6" DUCTILE IRON FITTINGS	8" DUCTILE IRON FITTINGS			12" DUCTILE IRON FITTINGS				DUCTILE IRON PIPE TEES					DUCTILE IRON WATER MAIN REDUCERS	
	STATION	OFFSET (FOOT)	RT	11.25 BEND (EACH)	11.25 BEND 56109400 (EACH)	22.5 BEND 56109408 (EACH)	45 BEND 56109420 (EACH)	11.25 BEND 56109404 (EACH)	22.5 BEND 56109412 (EACH)	45 BEND 56109424 (EACH)	90 BEND 56109438 (EACH)	8" x 6" 56100015 (EACH)	8" x 8" 56100020 (EACH)	12" x 6" 56100050 (EACH)	12" x 8" 56100055 (EACH)	12" x 12" 56100065 (EACH)	12" x 8" 56101160 (EACH)	12" x 10" 56101162 (EACH)
IRVING PARK ROAD (IL 19)																		
100	50+40.06	27.01	RT										1					
101	50+41.29	26.99	RT														1	
105	54+08.02	26.54	RT											1				
109	56+00.00	27.6	RT												1			
115	57+21.97	28.22	RT							1								
130	57+22.88	59.36	RT												1			
131	57+24.10	59.33	RT														1	
133	59+38.00	53.14	RT															1
137	60+94.68	48.6	RT				1						1					
139	60+96.73	46.55	RT				1											
141	61+92.59	46.49	RT				1											
143	61+95.17	49.95	RT		1													
145	61+98.06	51.95	RT				1											
148	64+70.83	59.2	LT			1												
150	64+82.24	61.16	LT								1							
154	64+90.12	62.52	LT				1											
156	64+94.51	59.42	LT		1													
158	65+03.90	55.53	LT			1												
160	65+10.00	55.52	LT								1							
167	68+98.76	39.09	LT								1							
169	68+98.82	65.61	LT	1														
174	70+50.00	39.19	LT								1							
177	70+55.00	39.19	LT				1											
179	70+62.50	31.71	LT				1											
SUBTOTAL IRVING PARK ROAD (IL 19)				1	2	2	7	0	0	0	1	4	2	1	0	2	2	0
WOOD DALE ROAD																		
200	102+00.00	38.26	LT															1
202	102+04.00	38.25	LT						1									
204	102+06.88	41.15	LT						1									
206	102+92.46	41.23	LT										1					
210	103+39.19	41.69	LT											1				
214	105+76.72	42.66	LT											1				
218	106+19.98	42.83	LT											1				
221	109+49.25	44.18	LT											1				
225	109+96.50	44.4	LT												1			
228	112+17.84	45.28	LT					1										
230	112+64.00	40.92	LT					1										
232	112+91.37	36.79	LT											1				
236	114+78.71	129.89	LT					1										
240	115+80.00	87.51	LT							1								
242	115+83.34	79.36	LT						1									
244	115+85.00	77.69	LT							1								
248	116+32.00	77.52	LT												1			
250	116+32.00	40.14	RT				1											
252	116+27.07	45.07	RT															
257	116+17.24	54.9	RT			1												
261	117+35.00	77.16	LT											1				
267	118+07.60	70.12	LT													1		
269	117+77.11	80.38	RT							1								
271	117+74.20	82.32	RT						1									
275	118+86.59	54.13	LT						1									
277	120+50.00	53.55	LT							1								
279	120+60.91	42.51	LT							1								
281	122+85.00	41.73	LT													1		
283	117+73.52	77.03	LT						1									
285	119+80.05	50.4	LT							1								
287	122+85.00	38	LT							1								
290	122+99.50	23.5	LT							1								
292	114+87.88	126.05	LT											1				
295	117+60.00	77.07	LT														1	
299	117+60.04	87.36	LT			1												
301	12+00.38	53.73	LT														1	
304	119+80.00	53.8	LT											1				
SUBTOTAL WOOD DALE ROAD				0	0	2	1	6	1	10	0	1	0	7	6	2	0	1

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
CLIENT: HRGreen  
DATE PLOTTED: 2/2/2015 2:26:06 PM  
PLOT DRIVER: pldrvr  
PEN TABLE: pntbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtr-Sch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>WATER MAIN FITTINGS SCHEDULE</b>			
SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	

F.A.J. RITE	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	113
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



	LOCATION			6" DUCTILE IRON FITTINGS	8" DUCTILE IRON FITTINGS			12" DUCTILE IRON FITTINGS				DUCTILE IRON PIPE TEES					DUCTILE IRON WATER MAIN REDUCERS	
	STATION	OFFSET (FOOT)		11.25 BEND (EACH)	11.25 BEND 56109400 (EACH)	22.5 BEND 56109408 (EACH)	45 BEND 56109420 (EACH)	11.25 BEND 56109404 (EACH)	22.5 BEND 56109412 (EACH)	45 BEND 56109424 (EACH)	90 BEND 56109438 (EACH)	8" x 6" 56100015 (EACH)	8" x 8" 56100020 (EACH)	12" x 6" 56100050 (EACH)	12" x 8" 56100055 (EACH)	12" x 12" 56100065 (EACH)	12" x 8" 56101160 (EACH)	12" x 10" 56101162 (EACH)
SUBTOTAL WOOD DALE ROAD				0	0	2	1	6	1	10	0	1	0	7	6	2	0	1
DIVISION STREET																		
400	200+38.00	8	LT		1													
404	203+16.50	8	LT									1						
408	203+25.00	8	LT				1											
410	203+31.71	14.75	LT				1											
412	203+37.55	14.76	LT										1					
SUBTOTAL DIVISION				0	1	0	2	0	0	0	0	1	1	0	0	0	0	0
TOTAL				1	3	4	10	6	1	10	1	6	3	8	6	4	2	1

COMPANY NAME: HRGreen  
 PROJECT CONTACT: JRM  
 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DATE PLOTTED: 2/19/2015 2:12:24 PM  
 FILE NAME: 023\_wtrSch.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_wtrSch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**WATER MAIN FITTINGS SCHEDULE**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	114
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



	LOCATION			WATER SERVICE CONNECTION (SHORT) X5620116 (EACH)	WATER SERVICE CONNECTION (LONG) X5620118 (EACH)	CUT AND CAP EXIST. WATER MAINS			CONNECTION TO EXISTING WATER MAINS				PRESSURE CONNECTION 8" x 8" Z0044800 (EACH)	PRESSURE CONNECTION 12" x 12" Z0045100 (EACH)
	UPSTREAM STATION	OFFSET (FOOT)	RT			6" X5630006 (EACH)	8" X5630008 (EACH)	12" X5630012 (EACH)	6" X5630706 (EACH)	8" X5630708 (EACH)	10" X5630710 (EACH)	12" X5630712 (EACH)		
IRVING PARK ROAD (IL 19)														
86	50+40.06	27.01	RT											
87	50+40.06	27.01	RT								1			
95	70+58.50	27.2	LT											
96	64+86.00	55.29	LT											
97	62+01.28	47.3	RT											
99	50+95.00	19.91	LT											
135	59+38.00	55.78	RT											
170	68+98.50	67.59	LT							1				
190	62+02.00	51.24	RT										1	
191	64+70.83	59.2	LT											
192	64+82.03	62.38	LT							1				
193	70+62.50	27.31	LT								1			
	51+40.00	49.2	RT	1										
	52+03.00	49.1	RT	1										
	52+61.00	49.9	LT		1									
	52+71.00	49.1	RT	1										
	53+02.00	49.1	RT	1										
	54+00.00	49.9	LT		1									
	54+78.00	57.6	RT	1										
	58+35.00	55	LT		1									
	58+92.00	57	RT	1										
	68+52.00	38	RT		1									
	69+96.00	48.4	RT		1									
	70+02.00	48.7	LT	1										
SUBTOTAL IRVING PARK ROAD (IL 19)				7	5	0	3	1	2	5	0	0	1	0
WOOD DALE ROAD														
88	110+16.95	39.37	LT											
91	122+96.50	23.5	LT											
92	117+69.60	78.05	RT											
93	116+20.47	47.96	RT											
94	102+08.00	38.24	LT											
199	102+00.00	38.26	LT											
212	103+39.59	57.11	RT											
216	105+76.73	38.66	LT											
259	116+16.34	57.08	RT											
291	123+01.44	23.5	LT											
300	117+60.50	88.35	LT											
308	117+69.76	82.48	RT											1
	103+24.00	46.1	LT	1										
	104+46.00	31.9	RT		1									
	105+39.00	47	LT	1										
	106+67.00	47.5	RT	1										
	107+99.00	49.9	RT		1									
	108+92.00	48.4	LT	1										
	110+96.00	49.3	LT	1										
	112+81.00	50	LT	1										
	120+03.00	47.8	RT		1									
	120+87.00	119.4	LT		1									
	120+88.00	48.1	RT		1									
	121+49.00	48.3	RT		1									
	122+61.00	48.7	RT		1									
SUBTOTAL WOOD DALE ROAD				6	7	1	1	3	0	4	1	1	0	1
DIVISION STREET														
89	203+17.07	21.82	LT											
406	203+16.53	25.89	LT											
416	203+44.00	14.76	LT											
	201+16.00	23.1	RT		1									
	202+25.00	33.2	LT	1										
	202+79.00	31.2	LT	1										
	202+90.00	22.6	RT		1									
SUBTOTAL DIVISION				2	2	1	0	0	1	1	0	0	0	0
TOTAL				15	14	2	4	4	3	10	1	1	1	1

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
CLIENT: HRGreen  
DATE PLOTTED: 2/2/2015 2:32:27 PM  
FILE NAME: 023.wtrSch.dgn  
PLOT DRIVER: pdfcarf  
PLOT TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.wtrSch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN RECONNECTION SCHEDULE

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

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	115
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	



103	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 50+72, 27.3 RT RIM = 679.83	98	FIRE HYD W/AUX V & VB STA. 50+73, 38.0 LT BURY ELEV. = 672.95
111	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 55+99, 45.3 LT RIM = 688.87	107	FIRE HYD W/AUX V & VB STA. 54+08, 40.7 LT BURY ELEV. = 678.50
113	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 56+97, 28.9 RT RIM = 690.67	185	FIRE HYD W/AUX V & VB STA. 59+44, 45.5 RT BURY ELEV. = 689.65
134	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 59+38, 53.1 RT RIM = 695.20	161	FIRE HYD W/AUX V & VB STA. 65+10, 60.0 LT BURY ELEV. = 689.10
147	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 62+02, 51.2 RT RIM = 698.00	175	FIRE HYD W/AUX V & VB STA. 70+50, 35.6 LT BURY ELEV. = 698.67
152	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 64+86, 61.8 LT RIM = 696.75	208	FIRE HYD W/AUX V & VB STA. 102+93, 32.0 LT RIM = 696.40
181	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 70+63, 27.3 LT RIM = 704.95	219	FIRE HYD W/AUX V & VB STA. 106+20, 38.5 LT RIM = 690.30
198	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 102+12, 41.1 LT RIM = 701.95	223	FIRE HYD W/AUX V & VB STA. 109+49, 55.5 LT BURY ELEV. = 686.10
163	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 113+19, 32.9 LT RIM = 691.31	234	FIRE HYD W/AUX V & VB STA. 112+94, 46 LT BURY ELEV. = 685.40
165	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 113+25, 25.0 LT RIM = 691.29	253	FIRE HYD W/AUX V & VB STA. 116+30, 47.6 RT BURY ELEV. = 683.00
246	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 116+28, 77.5 LT RIM = 690.20	262	FIRE HYD W/AUX V & VB STA. 117+35, 80.5 LT BURY ELEV. = 679.00
293	VALVE BOX 8 STA. 114+89, 128.8 LT RIM = 691.08	306	FIRE HYD W/AUX V & VB STA. 119+80, 38.0 LT BURY ELEV. = 677.00
255	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 116+20, 52.1 RT RIM = 690.00	414	FIRE HYD W/AUX V & VB STA. 203+37.5, 34.0 LT BURY ELEV. = 699.30
264	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 117+56, 77.1 LT RIM = 686.75 (EXIST. GRADE = 684.85)		
297	VALVE BOX 8 STA. 117+60, 82.2 LT RIM = 685.50 (EXIST. GRADE = 684.50)		
273	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 117+70, 82.5 RT RIM = 685.00		
303	WATER VALVES 8 STA. 120+00, 44.3 RT RIM = 684.14		
288	WATER VALVES 12 VV TA 5 DIA TIF CL STA. 122+88, 35.5 LT RIM = 687.82		
402	WATER VALVES 8 VV TA 4 DIA TIF CL STA. 200+75, 8.0 LT RIM = 695.38		
416	WATER VALVES 8 VV TA 4 DIA TIF CL 203+44, 14.8 LT RIM = 705.25		

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
CLIENT: HRGreen  
DATE PLOTTED: 2/19/2015  
DRAWN BY: JRM  
CHECKED BY: DTH  
DATE: 2/2/2015



USER NAME = jherwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_vtr-Sch.dgn	DRAWN -	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURE TAGS

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

F.A.J. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	116
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PART OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
TOTAL SHEETS NO. 117

**LEGEND**

---	SECTION LINE
- - - -	QUARTER SECTION LINE
- · - · -	QUARTER, QUARTER SECTION LINE
---	PLATTED LOT LINE
---	PROPERTY (DEED) LINE
- · - · -	APPARENT PROPERTY LINE
---	PROPOSED CENTERLINE ALIGNMENT
---	EXISTING RIGHT OF WAY LINE
---	PROPOSED RIGHT OF WAY LINE
---	EXISTING EASEMENT
---	PROPOSED EASEMENT
---	MEASURED DIMENSION
---	COMPUTED DIMENSION
---	RECORDED DIMENSION
---	MEASUREMENT CONTINUED TO NEXT PAGE
---	EXISTING BUILDING

SECTION CORNER: 910/1615

QUARTER SECTION CORNER: 16/15

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

○ IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION  
 + CUT CROSS FOUND OR SET • SET 5/8" IRON ROD

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

○ T2  
 T3

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

BT2  
 BT3

■ STAKING OF PROPOSED RIGHT OF WAY, SET 5/8 INCH REBAR.

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

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

STATE OF ILLINOIS } S.S.  
 COUNTY OF KENDALL }

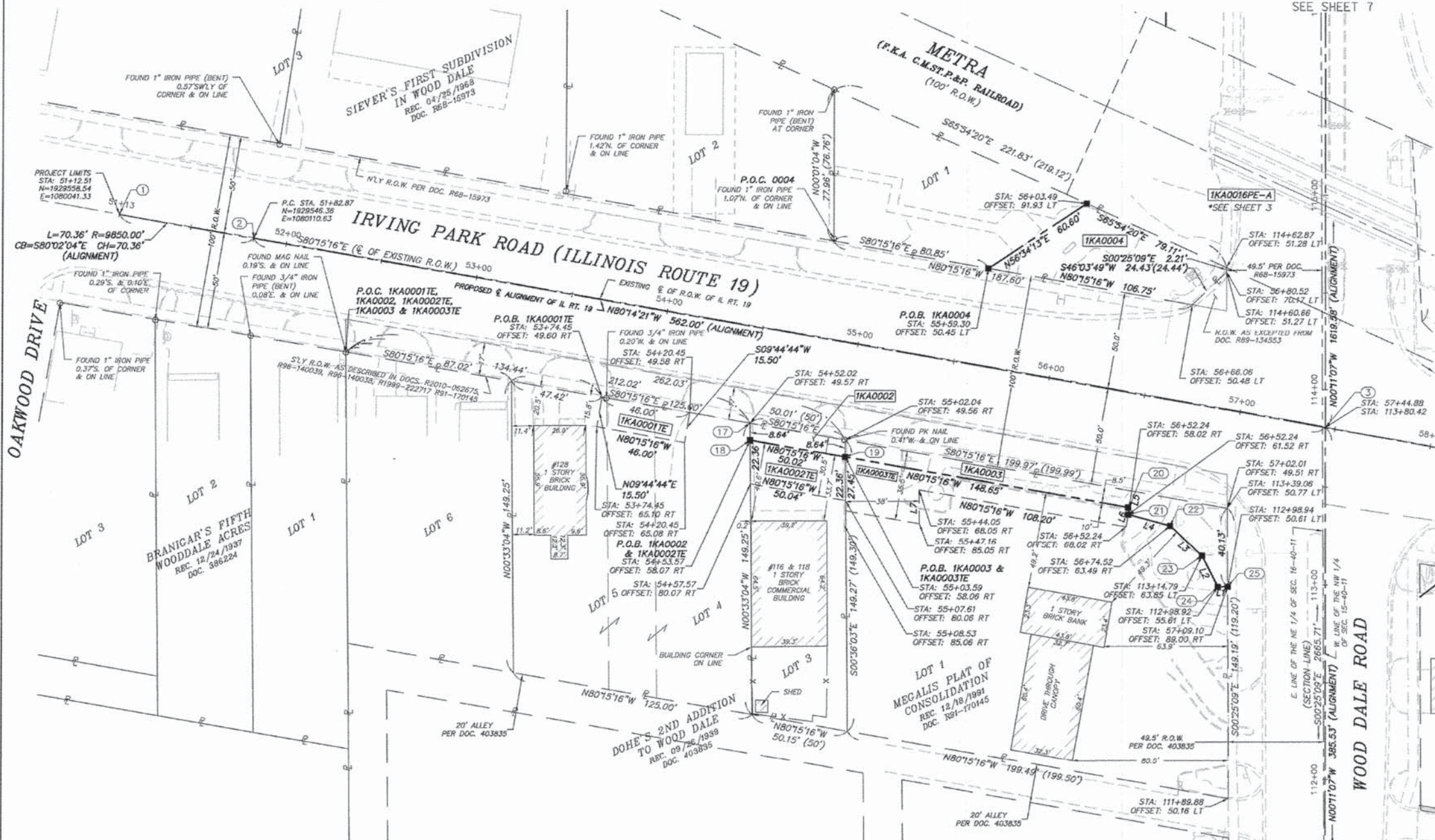
THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HERE-ON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014.

BERNARD J. BAUER  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3798  
 LICENSE EXPIRATION DATE: 11/30/14

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

SCALE: 1" = 30'



PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN ACRES	AREA TAKEN SQUARE FEET	PREV. DED'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	ACQUIRED BY:	TITLE COMMITMENT NUMBER
1KA0001TE	CHICAGO TITLE LAND TRUST COMPANY AS SUCCESSOR TO GARY WHEATON BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 25, 1988 KNOWN AS TRUST NO. 7921	03-16-207-007 03-16-207-008 03-16-207-024	0.421 ±				0.421 ±	0.016 ±		TEMPORARY CONSTRUCTION		SEC-2012DP-2599.0 SEC-2012DP-2602.0
1KA0002 1KA0002TE	AUSTIN FAMILY LIMITED PARTNERSHIP	03-16-207-009	0.169 ±	0.010 ±	425 ±		0.159 ±	0.025 ±		TEMPORARY CONSTRUCTION		SEC-2012DP-2598.0
1KA0003 1KA0003TE	CHICAGO TITLE LAND TRUST COMPANY AS SUCCESSOR TO CHICAGO TITLE AND TRUST COMPANY AS TRUSTEE UNDER TRUST AGREEMENT DATED MAY 5, 1977 KNOWN AS TRUST NO.1069732	03-16-207-029	0.673 ±	0.054 ±			0.619 ±	0.049 ±		TEMPORARY CONSTRUCTION		SEC-2012DP-2601.0
1KA0004	CITY OF WOOD DALE, AN ILLINOIS MUNICIPAL CORPORATION	03-16-208-006	0.229 ±	0.074 ±			0.155 ±					SEC-2012DP-2649.0

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/16/2015 12:16:16 PM  
 FILE NAME: 021.p04-02.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-tronix.tbl

NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**

651 Prairie Pointe Drive, Suite 201,  
 Yorkville, Illinois 60560  
 T. 630.553.7560 F. 630.553.7646  
 www.hrgreen.com

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
 C.H. 28 (WOOD DALE ROAD)  
 SECTION: 11-00048-00-SP COUNTY: DUPAGE  
 PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
 STATION: 51+12.51 TO 58+00 & 111+66 TO 115+88  
 SCALE: 1"=30' SHEET: 2 OF 10

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



PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
TOTAL SHEET NO. 118  
SECTION 11-00048-00-SP  
COUNTY DUPAGE

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- PROPOSED CENTERLINE ALIGNMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- MEASUREMENT CONTINUED TO NEXT PAGE
- EXISTING BUILDING

129.32'  
129.32'(COMP)  
(129.32')  
129.32'

910  
1615 SECTION CORNER

16 15 QUARTER SECTION CORNER

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

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

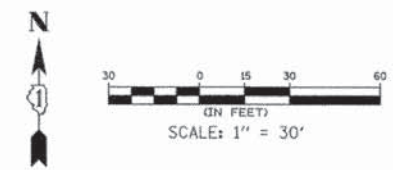
STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014 A.D.

BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 037999  
LICENSE EXPIRATION DATE: 11/30/14

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



NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**

651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
T 630.553.7560 F 630.553.7646  
www.hrgreen.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)

SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 56+26 TO 63+50 & 111+38 TO 115+61  
SCALE: 1"=30' SHEET: 3 OF 10

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



PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN		PREV. DEV'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA		ACQUIRED BY:	TITLE COMMITMENT NUMBER
				ACRES	SQUARE FEET			ACRES	SQUARE FEET		
1KA0005	TRUE NORTH ENERGY, LLC, A DELAWARE LIMITED LIABILITY COMPANY	03-15-107-013	0.399 ±	0.004 ±	160 ±		0.395 ±				SEC-2012DP-2592.0
1KA0006	**PARCEL ELIMINATED**										
1KA0016PE-A 1KA0016PE-B	COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY ALSO KNOWN AS METRA	03-15-504-001 03-16-504-001	N/A					0.411 ± 0.023 ±			SEC-2013DP-2888.0

Line Table

Line #	Length	Direction
L8	23.54'	S52°31'57"W
L9	17.00'	N0°25'09"W
L10	19.00'	S81°53'49"E

REVISION: #12 DATE: 06/18/14 MADE BY: BJB

COMPANY NAME:  
PROJECT CONTACT:  
DATE PLOTTED:  
FILE NAME:  
PLOT DRIVER:  
PEN TABLE:



PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
SECTION 11-00048-00-SP  
COUNTY DUPAGE  
TOTAL SHEETS 277  
SHEET NO. 119

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- PROPOSED CENTERLINE ALIGNMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- MEASUREMENT CONTINUED TO NEXT PAGE
- EXISTING BUILDING

129.32'  
129.32'(COMP)  
(129.32')  
129.32'

SECTION CORNER  
QUARTER SECTION CORNER

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRD)

- IRON PIPE OR ROD FOUND
- REPLACED AFTER CONSTRUCTION
- + CUT CROSS FOUND OR SET
- SET 5/8" IRON ROD
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH REBAR.
- 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 SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL }

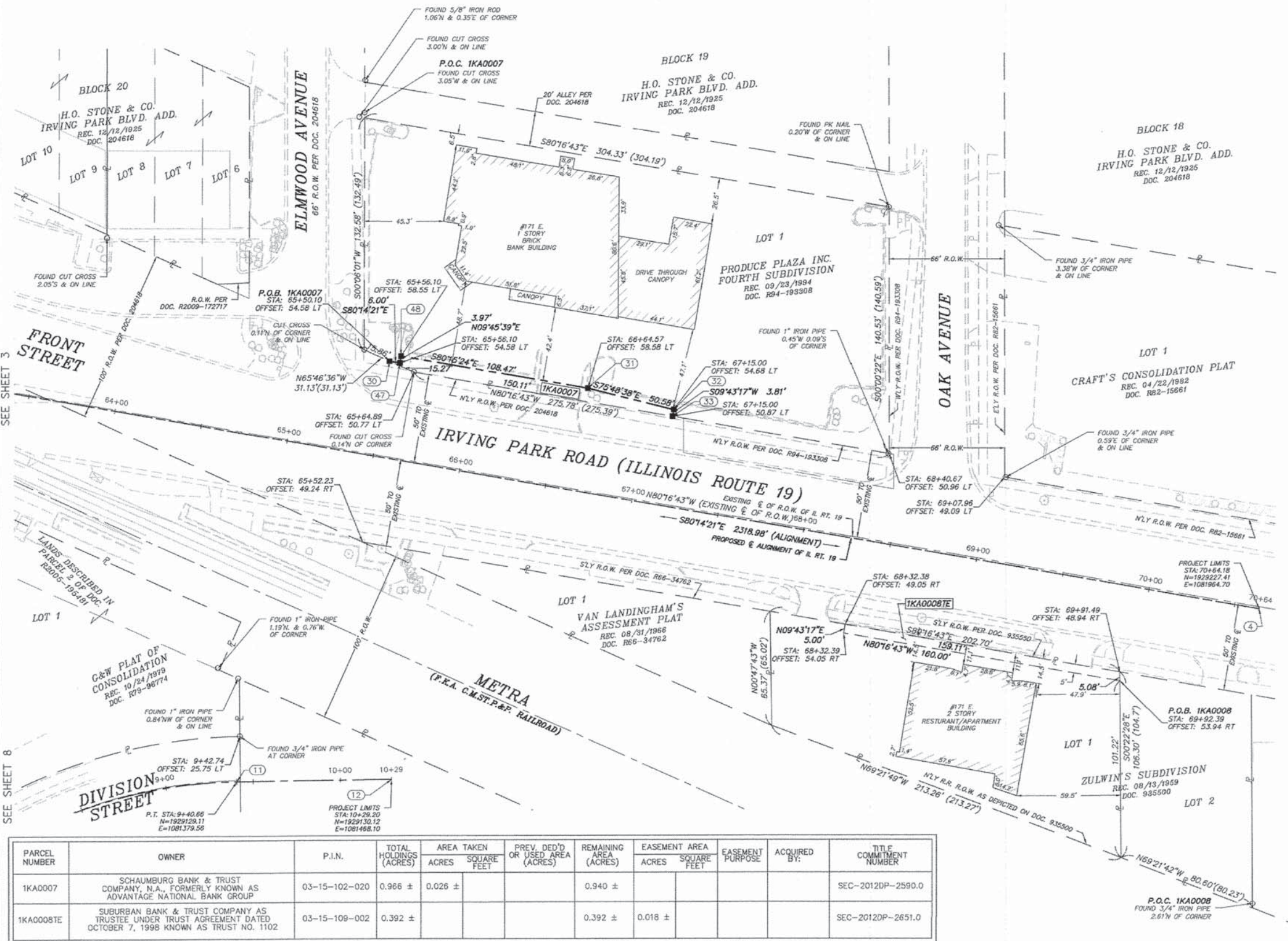
THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HERE-ON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014

BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3789  
LICENSE EXPIRATION DATE: 11/30/14

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

SCALE: 1" = 30'



PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN		PREV. DED'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA		EASEMENT PURPOSE	ACQUIRED BY:	TITLE COMMITMENT NUMBER
				ACRES	SQUARE FEET			ACRES	SQUARE FEET			
1KA0007	SCHAUMBURG BANK & TRUST COMPANY, N.A., FORMERLY KNOWN AS ADVANTAGE NATIONAL BANK GROUP	03-15-102-020	0.966 ±	0.026 ±		0.940 ±						SEC-2012DP-2590.0
1KA0008TE	SUBURBAN BANK & TRUST COMPANY AS TRUSTEE UNDER TRUST AGREEMENT DATED OCTOBER 7, 1998 KNOWN AS TRUST NO. 1102	03-15-109-002	0.392 ±			0.392 ±	0.018 ±					SEC-2012DP-2651.0

NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**  
651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
T. 630.553.7580 F. 630.553.7646  
www.hrgreen.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)  
SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 63+43 TO 70+64.18  
SCALE: 1"=30' SHEET: 4 OF 10

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

COMPANY NAME:  
PROJECT CONTACT:  
DATE PLOTTED:  
PLOT DRIVER:  
PEN TABLE:



PART OF THE NORTHEAST 1/4 OF SECTION 16 & PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872

LEGEND	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	11-00048-00-SP	DUPAGE	277	120

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER, QUARTER SECTION LINE  
 PLATTED LOT LINE  
 PROPERTY (DEED) LINE  
 APPARENT PROPERTY LINE  
 PROPOSED CENTERLINE ALIGNMENT  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 EXISTING EASEMENT  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORDED DIMENSION  
 MEASUREMENT CONTINUED TO NEXT PAGE  
 EXISTING BUILDING

SECTION CORNER  
 QUARTER SECTION CORNER

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

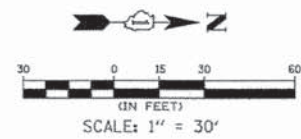
- IRON PIPE OR ROD FOUND
- REPLACED AFTER CONSTRUCTION
- + CUT CROSS FOUND OR SET
- SET 5/8" IRON ROD
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2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

STATE OF ILLINOIS } S.S.  
 COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF. THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014 A.D.

*Bernard J. Bauer*  
 BERNARD J. BAUER  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799  
 AURORA  
 ILLINOIS  
 LICENSE EXPIRATION DATE: 11/30/14  
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

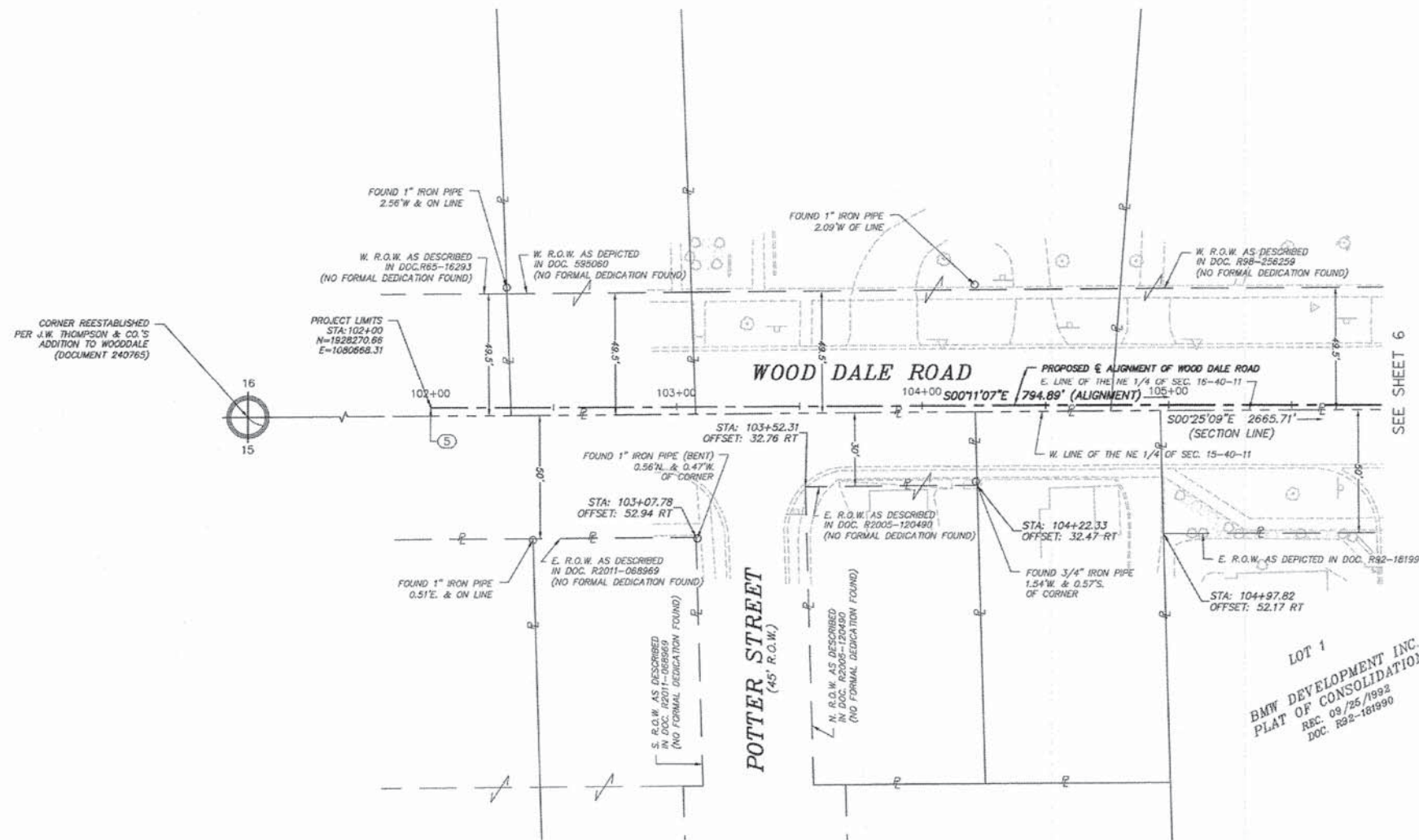


NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 194-001322  
  
 651 Prairie Pointe Drive, Suite 201,  
 Yorkville, Illinois 60560  
 T. 630.553.7580 F. 630.553.7646  
 www.hrgreen.com

PLAT OF HIGHWAYS  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
 C.H. 28 (WOOD DALE ROAD)  
 SECTION: 11-00048-00-SP COUNTY: DUPAGE  
 PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
 STATION: 102+00 TO 105+86  
 SCALE: 1"=30' SHEET: 5 OF 10

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



LOT 1  
 BMW DEVELOPMENT INC.  
 PLAT OF CONSOLIDATION  
 REC. 09/25/1993  
 DOC. R92-181990

REVISION: #12 DATE: 06/18/14 MADE BY: BJB

COMPANY NAME:  
 PROJECT CONTACT:  
 CLIENT:  
 DATE PLOTTED:  
 FILE NAME:  
 PLOT DRIVER:  
 PEN TABLE:



PART OF THE NORTHEAST 1/4 OF SECTION 16 & PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
SECTION 11-00048-00-SP  
COUNTY DUPAGE  
TOTAL SHEETS 277  
SHEET NO. 121

**LEGEND**

- SECTION LINE
- - - QUARTER SECTION LINE
- - - QUARTER, QUARTER SECTION LINE
- - - PLATTED LOT LINE
- - - PROPERTY (DEED) LINE
- - - APPARENT PROPERTY LINE
- - - PROPOSED CENTERLINE ALIGNMENT
- - - EXISTING RIGHT OF WAY LINE
- - - PROPOSED RIGHT OF WAY LINE
- - - EXISTING EASEMENT
- - - PROPOSED EASEMENT
- - - MEASURED DIMENSION
- - - COMPUTED DIMENSION
- - - RECORDED DIMENSION
- - - MEASUREMENT CONTINUED TO NEXT PAGE
- - - EXISTING BUILDING

129.32'  
129.32'(COMP)  
(129.32')  
129.32'

16 15  
SECTION CORNER  
QUARTER SECTION CORNER

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

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

STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL } S.S.

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014 A.D.

BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 37999  
LICENSE EXPIRATION DATE: 11/30/14

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

SCALE: 1" = 30'

NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**

651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
T. 630.553.7560 F. 630.553.7646  
www.hrgreen.com

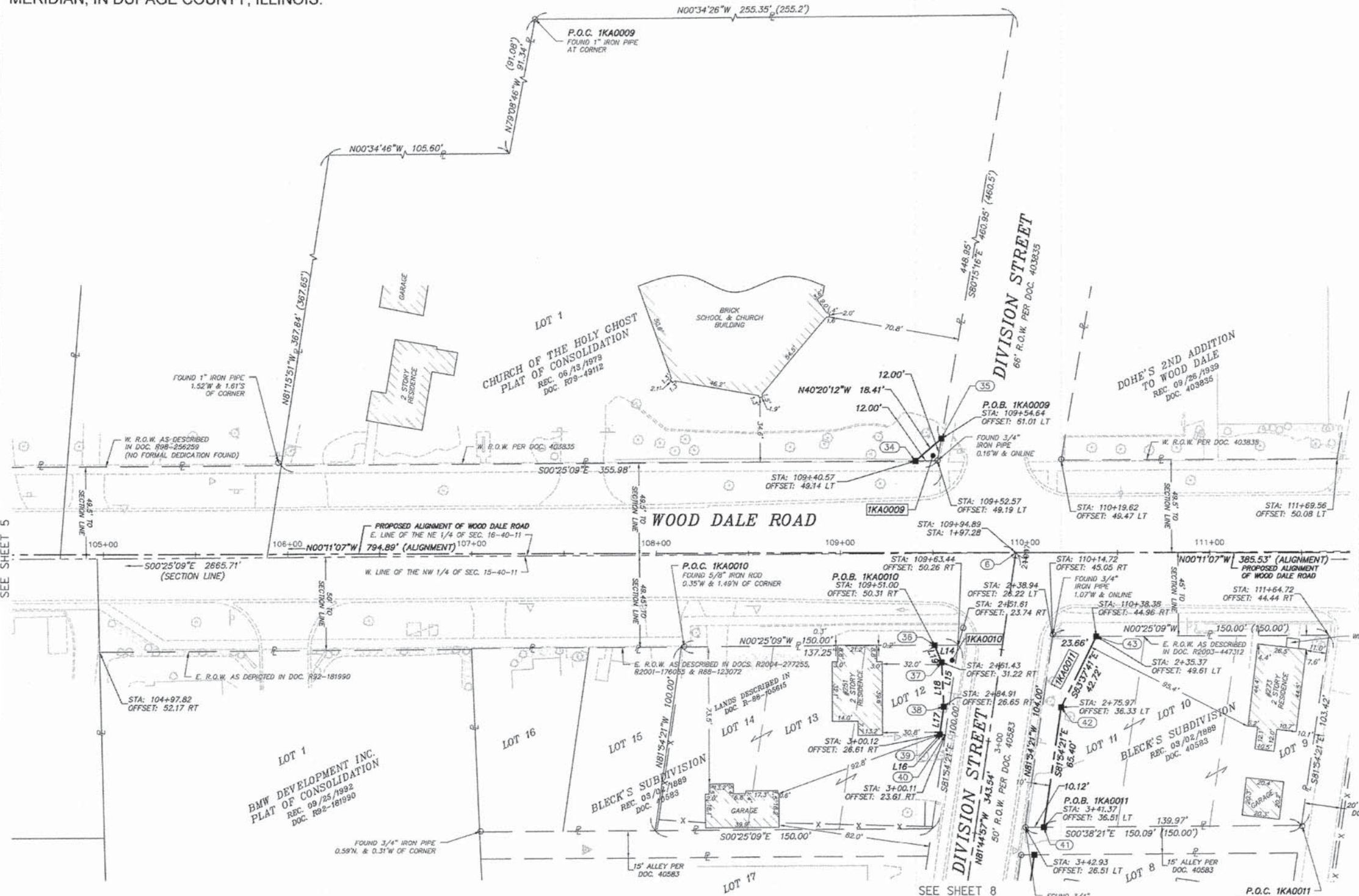
**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)

SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 104+50 TO 111+75 & 1+97.28 TO 3+75  
SCALE: 1"=30' SHEET: 6 OF 10

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



SEE SHEET 5

SEE SHEETS 2 & 3

SEE SHEET 8

PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN		PREV. DED'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA		ACQUIRED BY:	TITLE COMMITMENT NUMBER
				ACRES	SQUARE FEET			ACRES	SQUARE FEET		
1KA0009	THE BISHOP OF THE ROMAN CATHOLIC DIOCESE OF JOLIET AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 31, 1949 AND KNOWN AS THE ROMAN CATHOLIC DIOCESE OF JOLIET	03-16-208-035	3.526 ±	0.002 ±	71 ±		3.524 ±				SEC-2012DP-2650.0
1KA0010	JACK J. JULIANO AND CHERYL M. JULIANO, HIS WIFE AS JOINT TENANTS	03-15-111-021	0.341 ±	0.006 ±	266 ±		0.335 ±				SEC-2012DP-2600.0
1KA0011	ITASCA BANK & TRUST CO. AS TRUSTEE UNDER AGREEMENT DATED SEPTEMBER 11, 2003 AND KNOWN AS TRUST NO. 12038	03-15-107-016	0.353 ±	0.030 ±			0.323 ±				SEC-2012DP-2593.0

**Line Table**

Line #	Length	Direction
L14	12.75'	N0°25'09"W
L15	49.06'	S81°54'21"E
L16	3.00'	S87°05'39"W
L17	15.21'	N81°54'21"W
L18	23.93'	S87°13'56"W
L19	9.88'	S67°00'52"W

COMPANY NAME:  
PROJECT CONTACT:  
CLIENT:  
FILE NAME:  
PLOT DRIVER:  
PEN TABLE:

2/16/2015 12:28:44 PM  
021.pch-06.dwg  
pof.dwt  
standard-trans.tbl



PART OF THE SOUTHEAST 1/4 OF SECTION 9, PART OF THE SOUTHWEST 1/4 OF SECTION 10, PART OF THE NORTHWEST 1/4 OF SECTION 15 AND PART OF THE NORTHEAST 1/4 OF SECTION 16 ALL IN TOWNSHIP 40, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
TOTAL SHEET NO. 122

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APR APPARENT PROPERTY LINE
- PROPOSED CENTERLINE ALIGNMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- MEASUREMENT CONTINUED TO NEXT PAGE
- EXISTING BUILDING

SECTION CORNER

QUARTER SECTION CORNER

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (AFTER TO GRID)

- IRON PIPE OR ROD FOUND
- REPLACED AFTER CONSTRUCTION
- + CUT CROSS FOUND OR SET
- SET 5/8" IRON ROD
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH REBAR.
- 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 SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

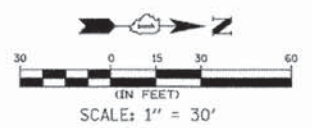
STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014.

BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 02799  
LICENSE EXPIRATION DATE: 11/30/14

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



NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

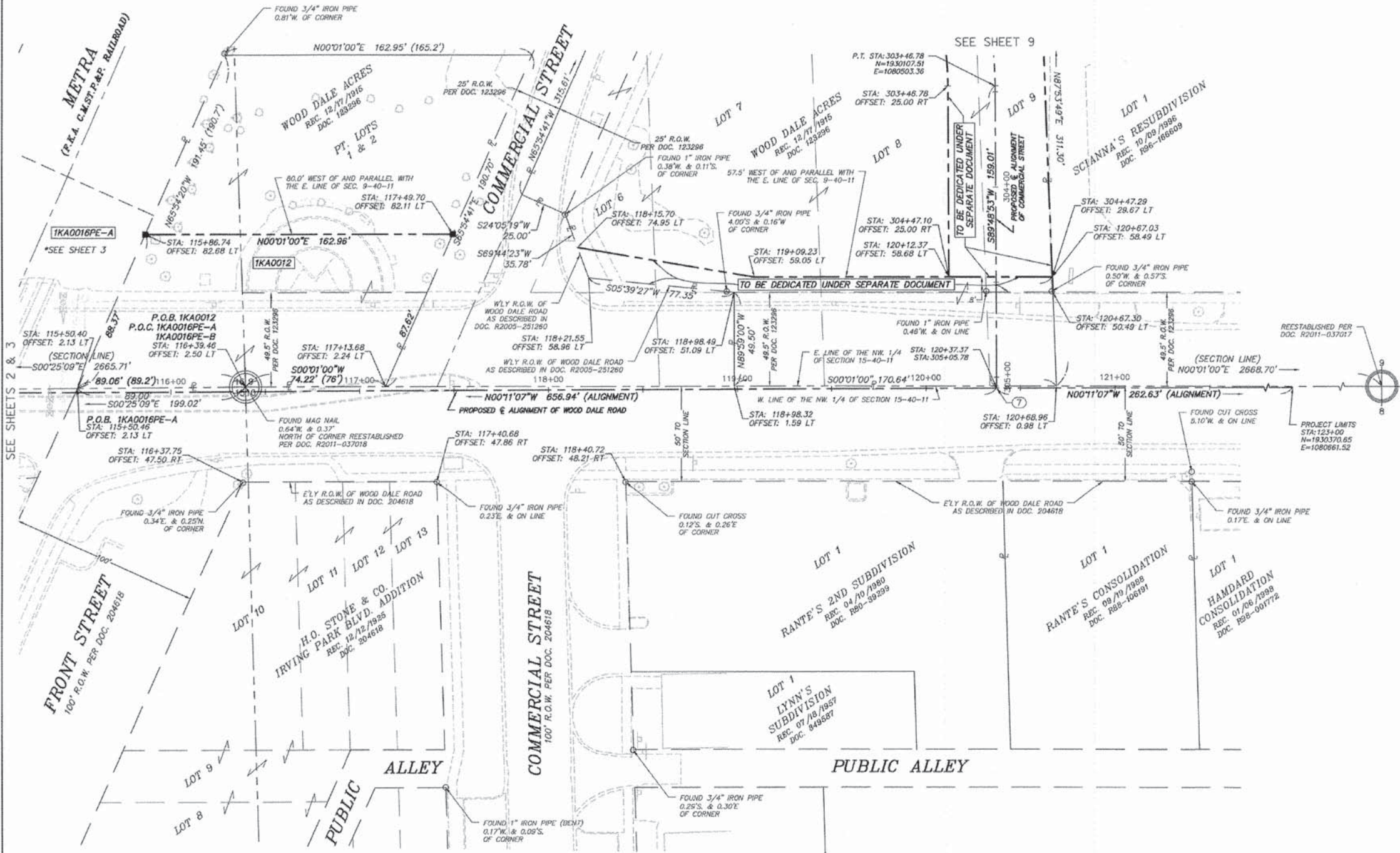
**HRGreen**

651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
t. 630.553.7560 f. 630.553.7646  
www.hrgreen.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)  
SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 115+20 TO 123+00 & 303+32 TO 305+05.78  
SCALE: 1"=30' SHEET: 7 OF 10

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



PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN	PREV. DED'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA	EASEMENT PURPOSE	ACQUIRED BY:	TITLE COMMITMENT NUMBER
				SQUARE FEET		(ACRES)	SQUARE FEET			
1KA0012	CITY OF WOOD DALE	03-09-414-017	1.644 ±	0.300 ±	0.186 ±	1.344 ±				SEC-2012DP-2588.0

REVISION: #12 DATE: 06/18/14 MADE BY: BJB

COMPANY NAME: STANDARD TRANSIT  
PROJECT CONTACT: standard-transit  
DATE PLOTTED: 02/16/2015 12:26:22 PM  
DATE PLOTTED: 02/16/2015 12:26:22 PM  
PLOT DRIVER: pdp  
PEN TABLE: standard-transit



PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

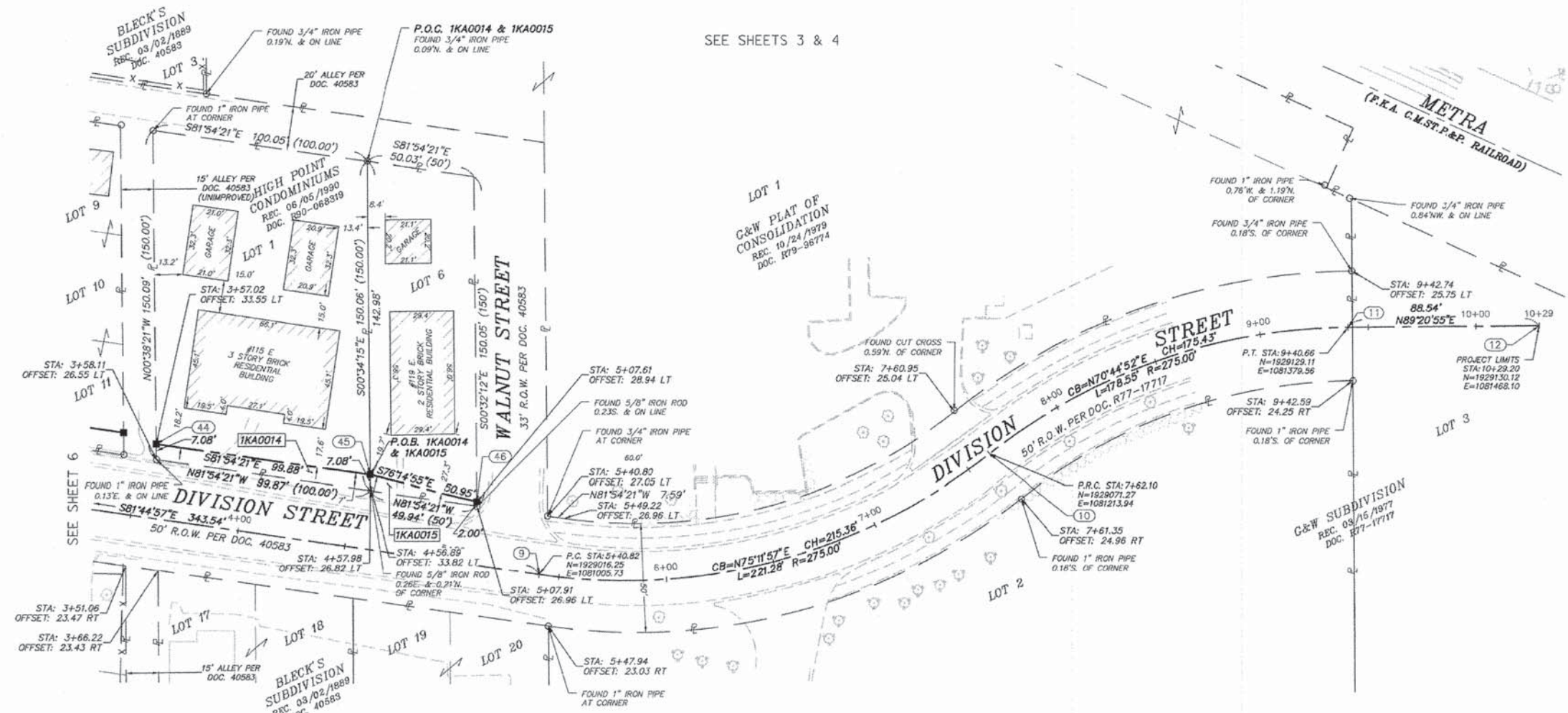
CONTRACT 63872  
TOTAL SHEET NO. 123  
SECTION SHEETS NO. 277

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- PROPOSED CENTERLINE ALIGNMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- MEASUREMENT CONTINUED TO NEXT PAGE
- EXISTING BUILDING

9 10 15 SECTION CORNER

16 15 QUARTER SECTION CORNER



BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

- IRON PIPE OR ROD FOUND
- REPLACED AFTER CONSTRUCTION
- + CUT CROSS FOUND OR SET
- SET 5/8" IRON ROD
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET 5/8 INCH REBAR.
- 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.T. STANDARD 2135 (TO BE SET BY OTHERS)

STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH, 2014, A.D.

BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799  
LICENSE EXPIRATION DATE: 11/30/14

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

SCALE: 1" = 30'

PARCEL NUMBER	OWNER	P.I.N.	TOTAL HOLDINGS (ACRES)	AREA TAKEN		PREV. DED'D OR USED AREA (ACRES)	REMAINING AREA (ACRES)	EASEMENT AREA		EASEMENT PURPOSE	ACQUIRED BY:	TITLE COMMITMENT NUMBER
				ACRES	SQUARE FEET			ACRES	SQUARE FEET			
1KA0014	HIGH POINT CONDOMINIUMS	03-15-130-001 THROUGH 03-15-130-006	0.340 ±	0.016 ±		0.324 ±						SEC-2012DP-2594.0
1KA0015	ANDREW DEBLASIO A/K/A/ ANDREA DEBLASIO, TRUSTEE UNDER TRUST AGREEMENT DATED AUGUST 12, 1993 AND AS AMMENDED MAY 13, 1996 KNOWN AS TRUST NO. TWO	03-15-107-011	0.170 ±	0.005 ±	224 ±	0.165 ±						SEC-2012DP-2595.0

NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**

651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
T. 630.553.7560 F. 630.553.7646  
www.hrgreen.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)  
SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 3+31 TO 10+29.20  
SCALE: 1"=30' SHEET: 8 OF 10

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

COMPANY NAME: STANDARD TRANSDATA  
PROJECT CONTACT: STANDARD TRANSDATA  
DATE PLOTTED: 2/16/2015 12:25:57 PM  
CLIENT: HRGreen  
PLOT DRIVER: pdt.plt  
PEN TABLE: standard-trans.tbl



PART OF THE SOUTHEAST 1/4 OF SECTION 9, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CONTRACT 63872  
TOTAL SHEETS 277  
SHEET NO. 124

**LEGEND**

---	SECTION LINE	9 10	SECTION CORNER
- - - -	QUARTER SECTION LINE	16 15	
---	QUARTER, QUARTER SECTION LINE		
---	PLATTED LOT LINE		
---	PROPERTY (DEED) LINE		
---	APPROVED PROPERTY LINE		
---	PROPOSED CENTERLINE ALIGNMENT		
---	EXISTING RIGHT OF WAY LINE		
---	PROPOSED RIGHT OF WAY LINE		
---	EXISTING EASEMENT		
---	PROPOSED EASEMENT		
---	MEASURED DIMENSION		
---	COMPUTED DIMENSION		
---	RECORDED DIMENSION		
---	MEASUREMENT CONTINUED TO NEXT PAGE		
---	EXISTING BUILDING		

BEARINGS, DISTANCES & COORDINATES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007). COMBINED SCALE FACTOR = 0.999942525 (GROUND TO GRID)

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

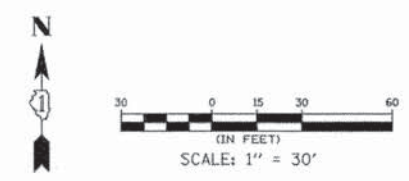
STATE OF ILLINOIS } S.S.  
COUNTY OF KENDALL }

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 9, 10, 15 & 16, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE CITY OF WOOD DALE, STATE OF ILLINOIS.

DATED AT YORKVILLE, ILLINOIS THIS 19TH DAY OF MARCH 2014

*Bernard J. Bauer*  
BERNARD J. BAUER  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 03799  
LICENSE EXPIRATION DATE: 11/30/14

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



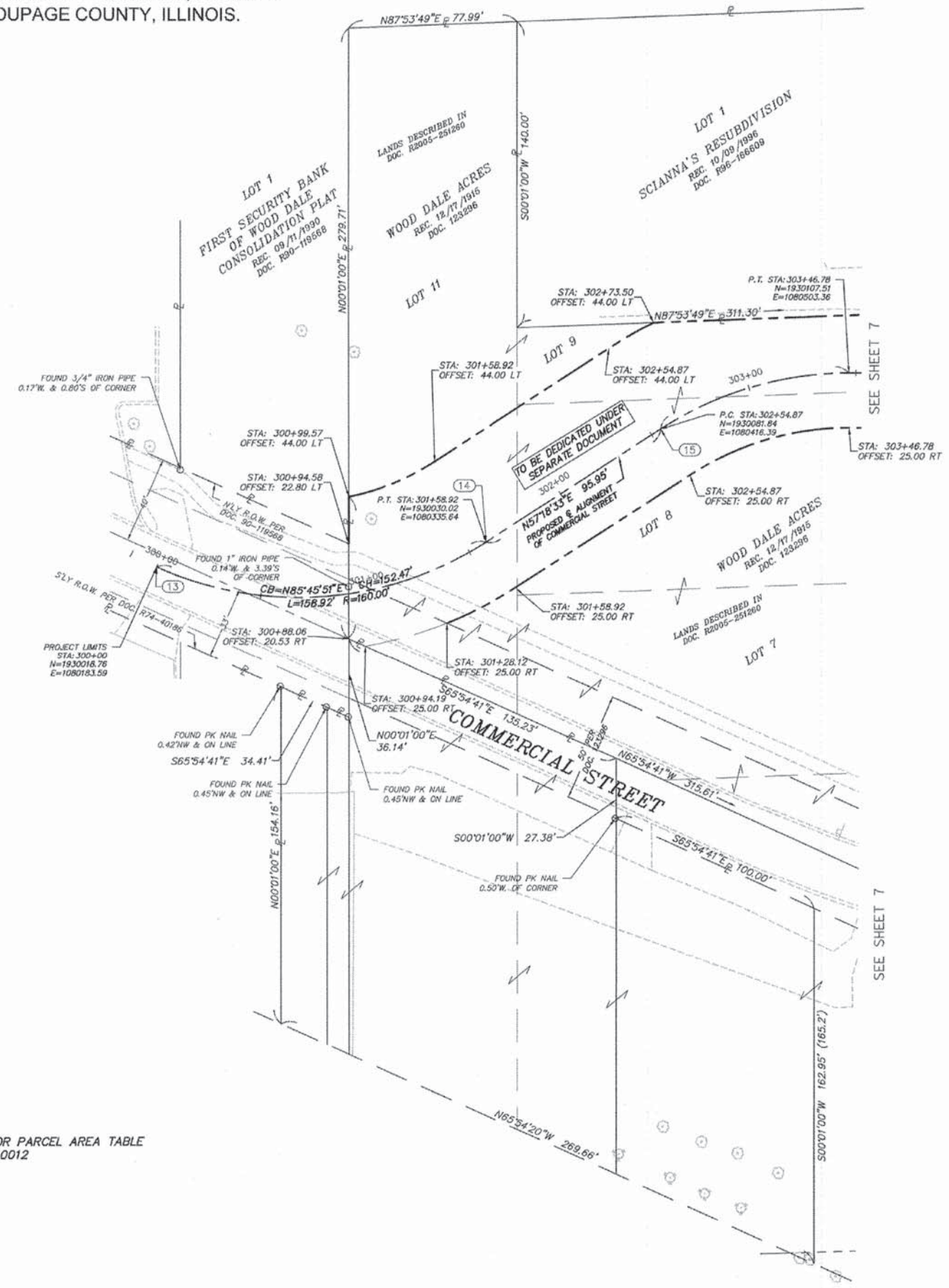
NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

Illinois Professional Design Firm # 184-001322

**HRGreen**  
651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
t. 630.553.7560 f. 630.553.7646  
www.hrgreen.com

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
C.H. 28 (WOOD DALE ROAD)  
SECTION: 11-00048-00-SP COUNTY: DUPAGE  
PROJECT: HPP-1149(00) JOB NO.: R-91-003-13  
STATION: 300+00 TO 303+52  
SCALE: 1"=30' SHEET: 9 OF 10

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

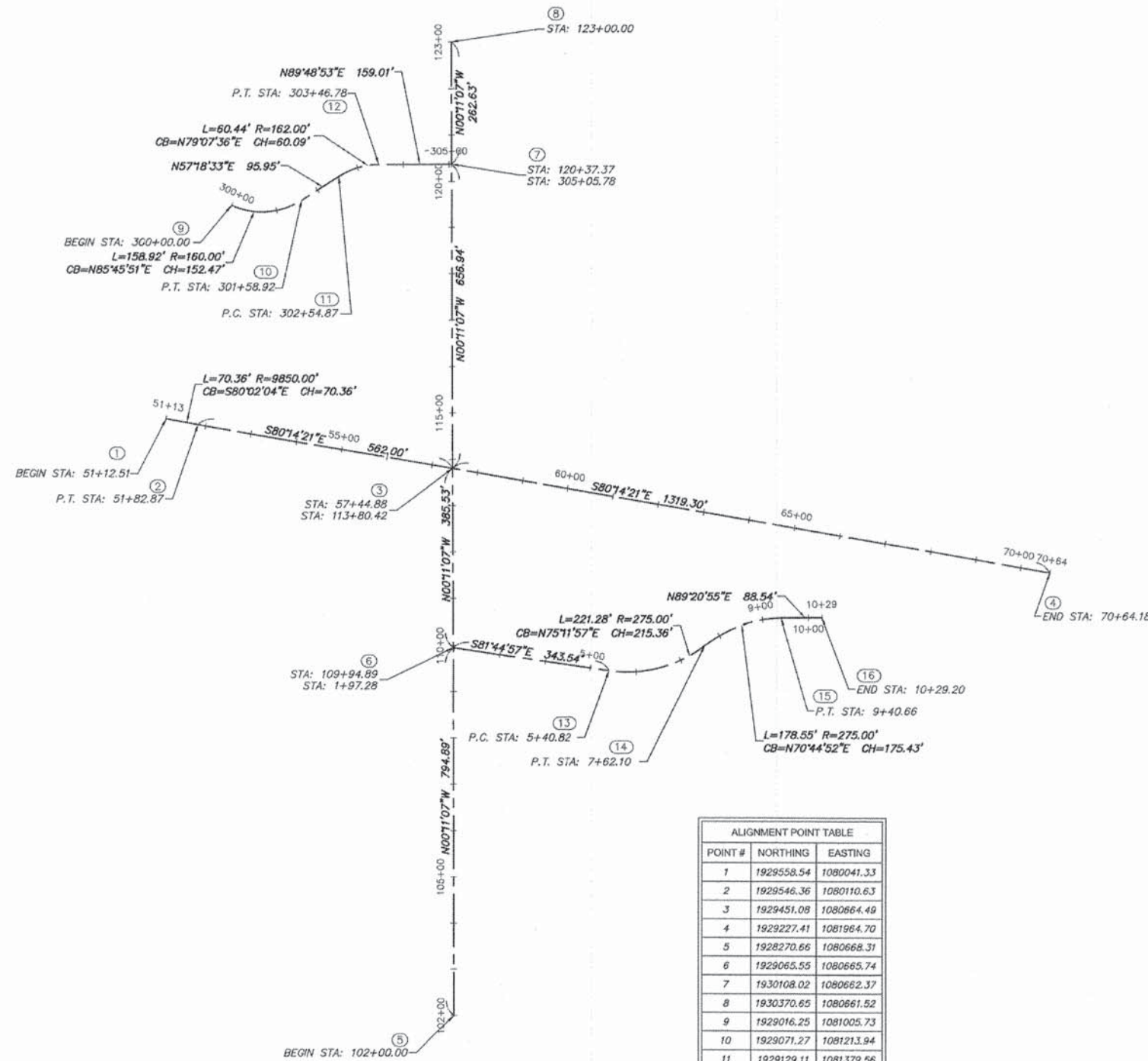


\*SEE SHEET 7 FOR PARCEL AREA TABLE FOR PARCEL 1KA0012

REVISION: #12 DATE: 06/18/14 MADE BY: BJB

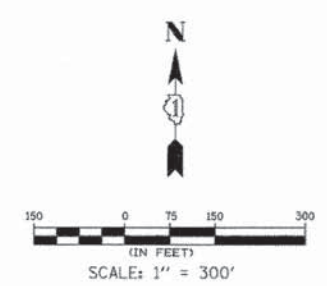
COMPANY NAME:  
PROJECT CONTACT:  
2/16/2015 12:27:33 PM  
021.p04-09.dgn  
FILE NAME:  
PLOT DRIVER:  
PEN TABLE:  
standard-trans.tbl





R.O.W. POINT TABLE		
POINT #	NORTHING	EASTING
17	1929451.87	1080367.47
18	1929443.24	1080367.56
19	1929434.77	1080416.86
20	1929409.61	1080563.36
21	1929406.16	1080562.77
22	1929400.44	1080584.39
23	1929385.24	1080600.85
24	1929369.40	1080609.15
25	1929369.43	1080614.15
26	1929364.77	1080713.69
27	1929379.10	1080732.37
28	**ELIMINATED**	
29	**ELIMINATED**	
30	1929368.36	1081467.32
31	1929352.69	1081580.81
32	1929340.50	1081629.84
33	1929336.75	1081629.20
34	1929011.07	1080616.77
35	1929025.10	1080604.86
36	1929021.59	1080715.65
37	1929025.45	1080724.74
38	1929026.60	1080748.64
39	1929024.46	1080763.70
40	1929027.43	1080764.12
41	1929081.00	1080813.58
42	1929090.21	1080748.83
43	1929109.19	1080710.56
44	1929075.83	1080828.64
45	1929061.77	1080927.52
46	1929049.65	1080977.01
47	1929367.34	1081473.23
48	1929371.25	1081473.90

ALIGNMENT POINT TABLE		
POINT #	NORTHING	EASTING
1	1929558.54	1080041.33
2	1929546.36	1080110.63
3	1929451.08	1080664.49
4	1929227.41	1081964.70
5	1928270.66	1080668.31
6	1929065.55	1080665.74
7	1930108.02	1080662.37
8	1930370.65	1080661.52
9	1929016.25	1081005.73
10	1929071.27	1081213.94
11	1929129.11	1081379.56
12	1929130.12	1081468.10
13	1930018.76	1080183.59
14	1930030.02	1080335.64
15	1930081.84	1080416.39
16	1930107.51	1080503.36



NOTE: SHEET 1 IS A COVER SHEET AND IS NOT RECORDED

**HRGreen**  
 Illinois Professional Design Firm # 184-001322  
 651 Prairie Pointe Drive, Suite 201,  
 Yorkville, Illinois 60560  
 T. 630.553.7560 F. 630.553.7646  
 www.hrgreen.com

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.U. ROUTE 1321 (ILLINOIS ROUTE 19)  
 AT C.R. 28 (WOOD DALE ROAD)  
 SECTION: 11-00048-00-SP COUNTY: DUPAGE  
 PROJECT: HPP-1149(K00) JOB NO.: R-91-003-13  
 STATION:  
 SCALE: 1"=150' SHEET: 10 OF 10

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

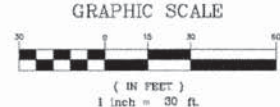
COMPANY NAME:  
 PROJECT CONTACT:  
 CLIENT:  
 DATE PLOTTED:  
 FILE NAME:  
 PLOT DRIVER:  
 PEN TABLE:



# PLAT OF DEDICATION CITY OF WOOD DALE DuPAGE COUNTY, ILLINOIS

PINS: SECTION 03-09-413-021  
11-00048-00-SP  
03-09-413-028  
03-09-413-037  
03-09-413-042  
03-09-413-043

NO.	DATE	BY	REVISION DESCRIPTION	TOTAL SHEETS	SHEET NO.
1	02/19/14	BJB	REVISED FORMER PARCEL 0013/DATES	277	126



**HATCH LEGEND**

= HEREBY DEDICATED TO THE CITY OF WOOD DALE FOR PUBLIC RIGHT OF WAY

= R.O.W. TO BE CONVEYED UNDER SEPARATE DOCUMENT

**DEDICATION AREA**  
0.502 AC± (0.017 AC± PREVIOUSLY USED OR DEDICATED)

**\*NOTE:** THE PREVIOUSLY DEDICATED AREA IS THE AREA FALLING WITHIN THAT PORTION OF COMMERCIAL STREET SHOWN UPON THE PLAT OF WOOD DALE ACRES SUBDIVISION

**LEGAL DESCRIPTION**

THAT PART OF LOTS 8, 9 AND 11 IN WOOD DALE ACRES, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED DECEMBER 17, 1915 AS DOCUMENT 123296, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF A NORTHERLY LINE OF THE LANDS DESCRIBED IN DOCUMENT R2005-251260 WITH THE WEST RIGHT OF WAY LINE OF WOOD DALE ROAD, PER SAID SUBDIVISION; THENCE SOUTH 87 DEGREES 53 MINUTES 49 SECONDS WEST, ALONG SAID NORTHERLY LINE, 8.01 FEET TO A LINE 57.50 FEET WESTERLY (AS MEASURED PERPENDICULARLY) OF AND PARALLEL WITH THE EAST LINE OF SAID SECTION 9 FOR A POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 00 SECONDS WEST, ALONG SAID PARALLEL LINE, 54.67 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 53 SECONDS WEST, 100.32 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY 77.72 FEET ALONG A TANGENTIAL CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 137.00 FEET; A CHORD THAT BEARS SOUTH 73 DEGREES 33 MINUTES 43 SECONDS WEST AND A CHORD DISTANCE OF 76.69 FEET TO A POINT OF TANGENCY; THENCE SOUTH 57 DEGREES 18 MINUTES 33 SECONDS WEST, TANGENT TO LAST DESCRIBED CURVE, 95.95 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY 74.84 FEET ALONG A TANGENTIAL CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 185.00 FEET; A CHORD THAT BEARS SOUTH 69 DEGREES 53 MINUTES 55 SECONDS WEST AND A CHORD DISTANCE OF 74.33 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 11; THENCE NORTH 65 DEGREES 54 MINUTES 41 SECONDS WEST, ALONG SAID SOUTHWESTERLY LINE, SAID SOUTHWESTERLY LINE BEING THE CENTERLINE OF COMMERCIAL STREET, PER SAID SUBDIVISION, 8.31 FEET TO THE SOUTHWEST CORNER OF SAID LOT 11; THENCE NORTH 00 DEGREES 01 MINUTES 00 SECONDS EAST, ALONG THE WEST LINE OF SAID LOT 11, 65.37 FEET; THENCE NORTHEASTERLY 43.03 FEET ALONG A NON-TANGENTIAL CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 116.00 FEET; A CHORD THAT BEARS NORTH 87 DEGREES 56 MINUTES 08 SECONDS EAST AND A CHORD DISTANCE OF 42.78 FEET TO A POINT OF TANGENCY; THENCE NORTH 87 DEGREES 18 MINUTES 33 SECONDS EAST, TANGENT TO LAST DESCRIBED CURVE, 95.95 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY 23.69 FEET, ALONG A TANGENTIAL CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 206.00 FEET; A CHORD THAT BEARS NORTH 60 DEGREES 36 MINUTES 16 SECONDS EAST AND A CHORD DISTANCE OF 23.68 FEET TO A NORTHERLY LINE OF SAID LANDS; THENCE NORTH 87 DEGREES 53 MINUTES 49 SECONDS EAST, ALONG SAID NORTHERLY LINE, 190.65 FEET TO SAID POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

**OWNER'S CERTIFICATE**

STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF DuPAGE)

THIS IS TO CERTIFY THAT THE CITY OF WOOD DALE, IS THE LEGAL OWNER OF THE LAND HEREON DESCRIBED AND HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH.

DATED AT \_\_\_\_\_ THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2014.

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

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**NOTARY CERTIFICATE**

STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF \_\_\_\_\_)

A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT \_\_\_\_\_ (TITLE) \_\_\_\_\_ AND \_\_\_\_\_ (TITLE) \_\_\_\_\_ OF THE CITY OF WOOD DALE, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT OF SAID VILLAGE ON BEHALF OF SAID VILLAGE.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2014.

NOTARY PUBLIC

**COUNTY CLERK'S CERTIFICATE**

STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF DuPAGE)

I, \_\_\_\_\_ COUNTY CLERK IN DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2014.

COUNTY CLERK

**CITY COUNCIL CERTIFICATE**

STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF DuPAGE)

APPROVED AND ACCEPTED BY THE CITY COUNCIL OF WOOD DALE, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2014.

BY: \_\_\_\_\_ MAYOR

ATTEST: \_\_\_\_\_ CITY CLERK

**SURVEYOR'S CERTIFICATE**

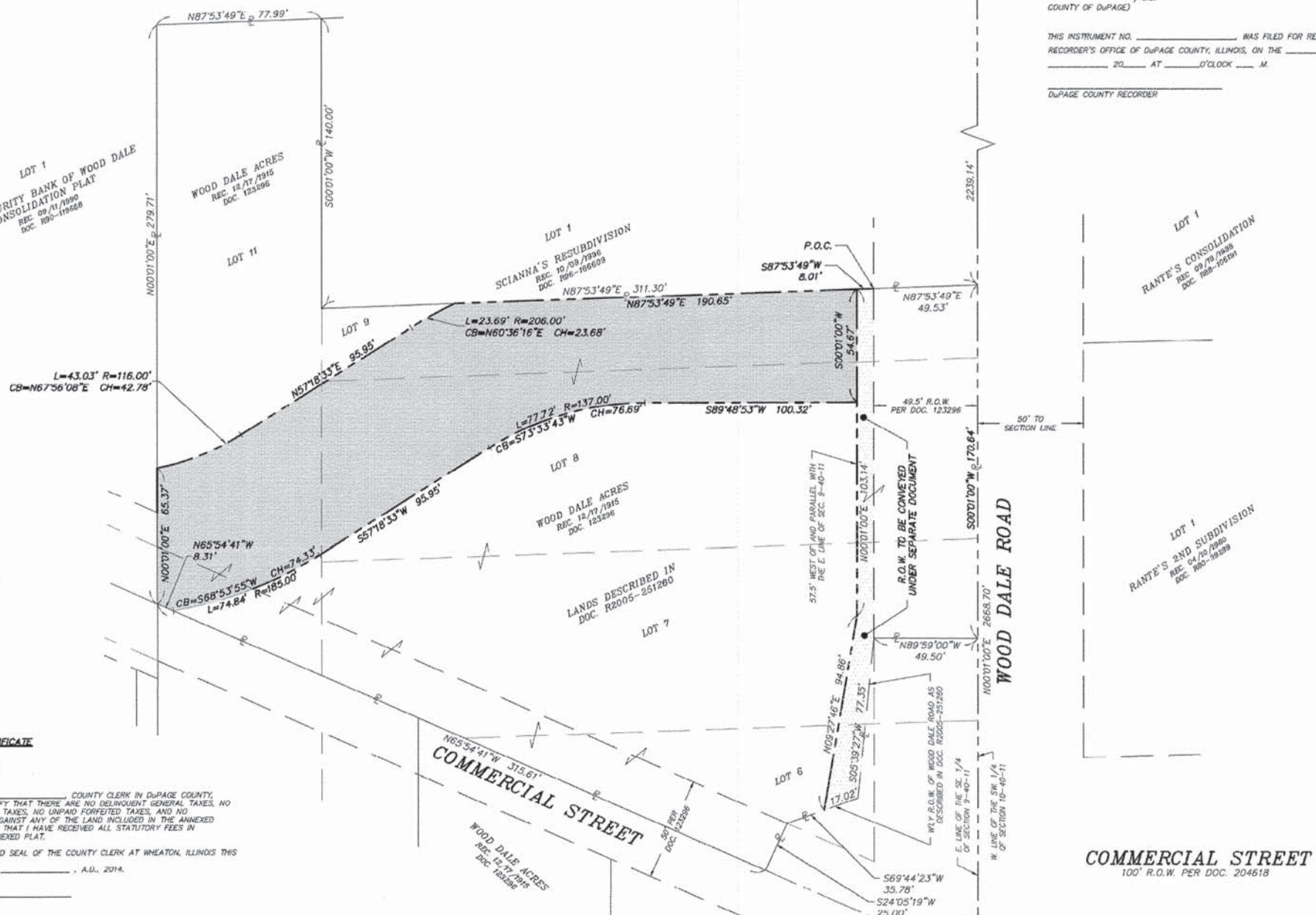
STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF KENDALL)

THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FOR DEDICATION OF PUBLIC RIGHT OF WAY PURPOSES THE HEREON DESCRIBED LANDS AND THAT THE PLAT HEREON DRAWN IS A CORRECT AND TRUE REPRESENTATION OF SAID DEDICATION.

DATED AT YORKVILLE, KENDALL COUNTY, ILLINOIS, \_\_\_\_\_ A.D. 2014

**FOR REVIEW**

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799  
LICENSE EXPIRATION DATE : 11/30/2014



**COUNTY RECORDER'S CERTIFICATE**

STATE OF ILLINOIS )  
 ) S.S.  
COUNTY OF DuPAGE)

THIS INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.

DUPAGE COUNTY RECORDER

**PLAT OF DEDICATION  
OF  
IRVING PARK ROAD & WOOD DALE ROAD  
CITY OF WOOD DALE, DuPAGE COUNTY, ILLINOIS**

BAR IS ONE INCH ON OFFICIAL DRAWINGS. IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

DRAWN BY: BJB  
APPROVED: MRF  
JOB DATE: 02/04/2013  
JOB NO: 88100023

COMPANY NAME: HIRSHMAN  
PROJECT CONTACT: HIRSHMAN  
DATE PLOTTED: 2/16/2015 12:31:16 PM  
CLIENT: HIRSHMAN  
FILE NUMBER: 88100023  
PLOT NUMBER: 11-00048-00-SP  
PLOT DATE: 02/19/14  
PLOT TIME: 12:31:16 PM  
PLOT USER: HIRSHMAN

19/2014 12:31:16 PM  
H:\RGYNAS\Data\88100023 IL 19 Wood Dale Road - Phase II\Survey\dwg\POD-88100023-Village\_Parcels.dwg



PINS SECTION 9-413-028  
11-00048-00 SP 03-09-413-037  
03-09-413-042  
03-09-413-043

COUNTY SHEET NO. 277 127  
DUPAGE

# PLAT OF DEDICATION OF PART OF THE SE 1/4 OF SECTION 9, TOWNSHIP 40N, RANGE 11E OF THE 3RD P.M. TO DuPAGE COUNTY, ILLINOIS

**COUNTY RECORDER'S CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF DUPAGE)  
  
THIS INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE  
RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE \_\_\_\_\_ DAY OF  
\_\_\_\_\_ 20\_\_\_\_ AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.  
  
DUPAGE COUNTY RECORDER

NO.	DATE	BY	REVISION DESCRIPTION

Illinois Professional Design Firm # 184-001322  
651 Prairie Pointe Drive, Suite 201,  
Yorkville, Illinois 60560  
T. 830.553.7560 F. 830.553.7646  
www.ngrgreen.com

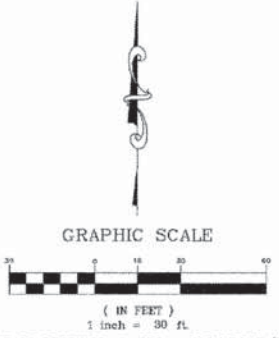


**PLAT OF DEDICATION  
OF PART OF THE SE 1/4 OF SECTION 9,  
TOWNSHIP 40N, RANGE 11E OF THE 3RD P.M.  
TO DuPAGE COUNTY, ILLINOIS**

BAR IS ONE INCH ON  
OFFICIAL DRAWINGS 1"  
IF NOT ONE INCH,  
ADJUST SCALE ACCORDINGLY

DRAWN BY: EJB  
APPROVED: MRF  
JOB DATE: 02/05/2014  
JOB NO: 8810023

SHEET  
**1 OF 1**



GRAPHIC SCALE  
( IN FEET )  
1 inch = 30 ft  
BASIS OF BEARINGS: IL SPC - EAST ZONE (NAD83)

**HATCH LEGEND**

- = HEREBY DEDICATED TO DUPAGE COUNTY FOR PUBLIC RIGHT OF WAY
- = R.O.W. TO BE CONVEYED OR DEDICATED UNDER SEPARATE DOCUMENT

**LEGAL DESCRIPTION**  
THAT PART OF LOTS 6, 7, 8, AND 9 IN WOOD DALE ACRES, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED DECEMBER 17, 1915 AS DOCUMENT 123296, DESCRIBED AS FOLLOWS:  
  
BEGINNING AT THE INTERSECTION OF A NORTHERLY LINE OF THE LANDS DESCRIBED IN DOCUMENT R2005-251260 WITH THE WEST RIGHT OF WAY LINE OF WOOD DALE ROAD, PER SAID SUBDIVISION; THENCE SOUTH 03 DEGREES 01 MINUTES 0 SECONDS WEST, ALONG SAID RIGHT OF WAY LINE, SAID RIGHT OF WAY LINE BEING 49.50 FEET WESTERLY OF AND PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, 168.91 FEET; THENCE SOUTH 05 DEGREES 39 MINUTES 27 SECONDS WEST, ALONG THE WESTERLY RIGHT OF WAY LINE OF WOOD DALE ROAD, AS DESCRIBED IN DOCUMENT R2005-251260, 77.35 FEET TO A BEND POINT IN SAID RIGHT OF WAY LINE; THENCE SOUTH 69 DEGREES 44 MINUTES 23 SECONDS WEST, ALONG SAID RIGHT OF WAY LINE, 17.02 FEET; THENCE NORTH 09 DEGREES 27 MINUTES 46 SECONDS EAST, 94.89 FEET TO A LINE 57.20 FEET WESTERLY OF AND PARALLEL WITH SAID EAST LINE; THENCE NORTH 00 DEGREES 01 MINUTES 00 SECONDS EAST, ALONG SAID PARALLEL LINE, 103.14 FEET TO SAID NORTHERLY LINE; THENCE NORTH 87 DEGREES 53 MINUTES 49 SECONDS EAST, 8.01 FEET TO SAID POINT OF BEGINNING, CONTAINING 0.054 ACRES, MORE OR LESS, ALL IN DUPAGE COUNTY, ILLINOIS.

**CITY'S CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF DUPAGE)  
  
THIS IS TO CERTIFY THAT, THE CITY OF WOOD DALE, IS THE LEGAL OWNER OF THE LAND HEREON DESCRIBED AND HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH.  
  
DATED AT \_\_\_\_\_ THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2014.  
  
BY: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
  
ATTEST: \_\_\_\_\_  
TITLE: \_\_\_\_\_

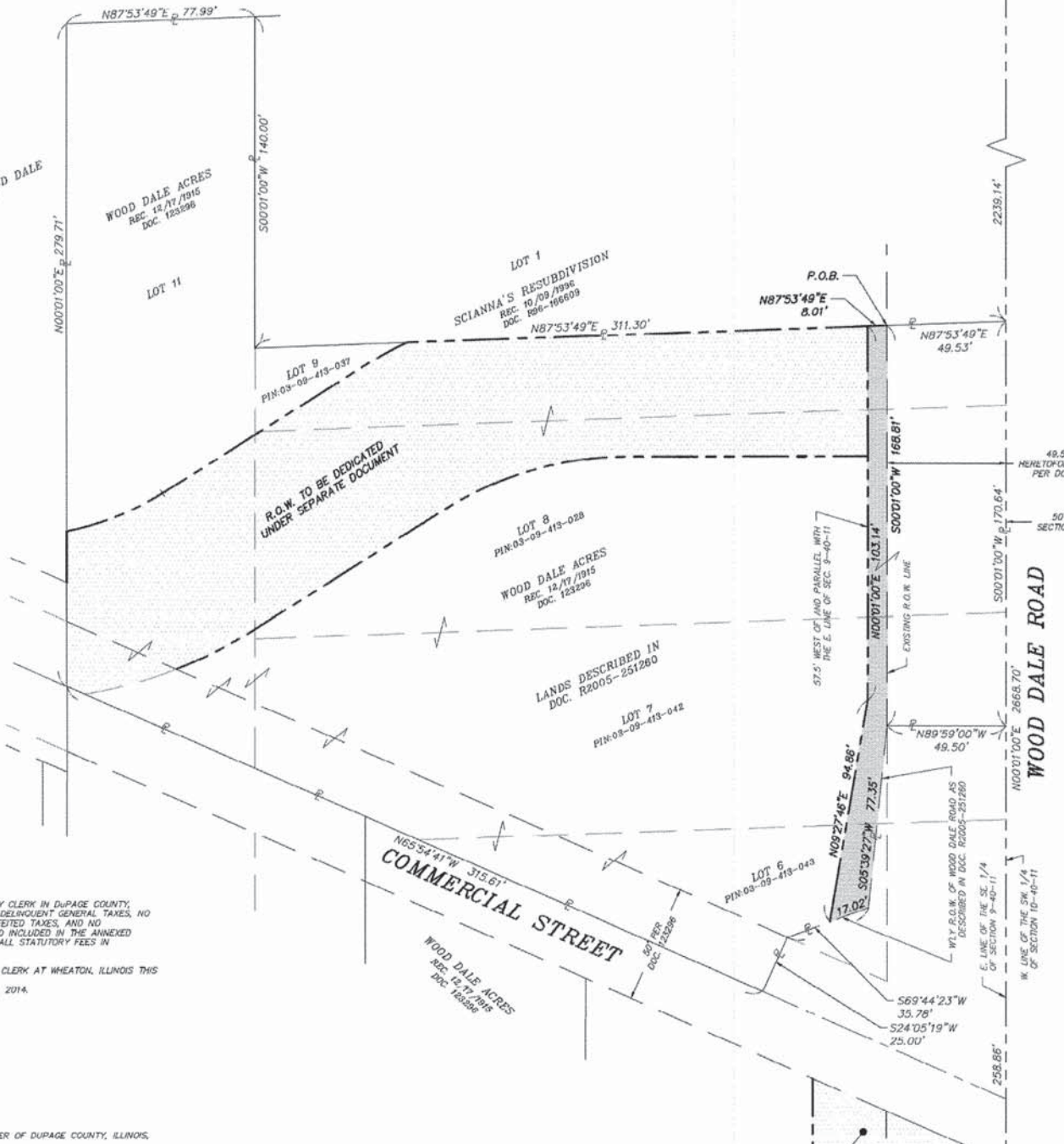
**NOTARY CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF \_\_\_\_\_)  
  
A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT \_\_\_\_\_ (TITLE) \_\_\_\_\_ AND \_\_\_\_\_ (TITLE) \_\_\_\_\_ OF THE CITY OF WOOD DALE, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT OF SAID VILLAGE ON BEHALF OF SAID VILLAGE.  
  
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2014.

**COUNTY CLERK'S CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF DUPAGE)  
  
I, \_\_\_\_\_ COUNTY CLERK IN DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.  
  
GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2014.  
  
COUNTY CLERK

**COUNTY ENGINEER CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF DUPAGE)  
  
APPROVED AND ACCEPTED BY THE COUNTY ENGINEER OF DUPAGE COUNTY, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2014.  
  
BY: \_\_\_\_\_ COUNTY ENGINEER

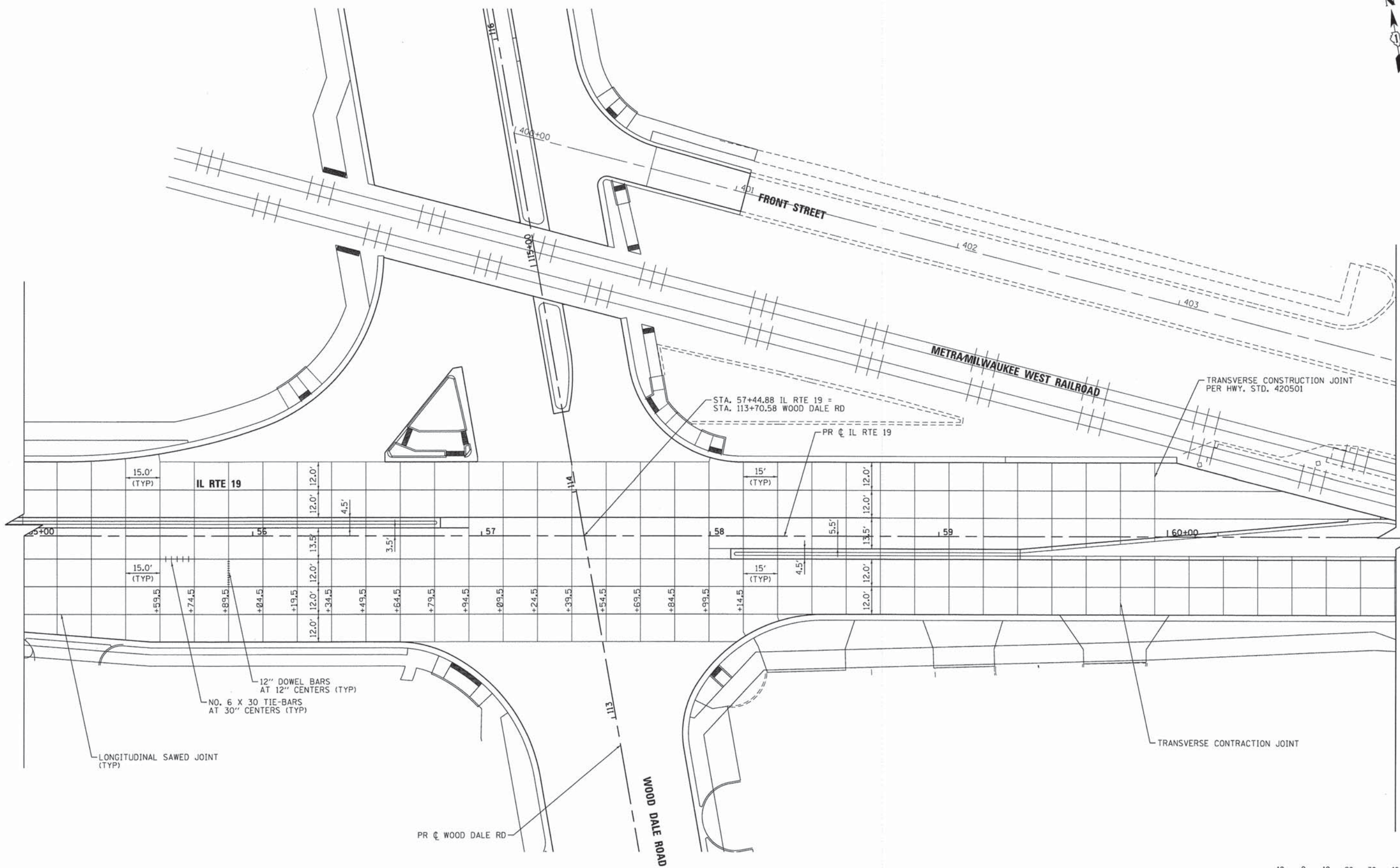
**SURVEYOR'S CERTIFICATE**  
STATE OF ILLINOIS )  
                          ) S.S.  
COUNTY OF KENDALL)  
  
THIS IS TO CERTIFY THAT I, BERNARD J. BAUER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FOR DEDICATION OF PUBLIC RIGHT OF WAY PURPOSES THE HEREON DESCRIBED LANDS AND THAT THE PLAT HEREON DRAWN IS A CORRECT AND TRUE REPRESENTATION OF SAID DEDICATION.  
  
DATED AT YORKVILLE, KENDALL COUNTY, ILLINOIS, \_\_\_\_\_ A.D. 2014

**FOR REVIEW**  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799  
LICENSE EXPIRATION DATE: 11/30/2014



COMPANY NAME: \_\_\_\_\_  
PROJECT CONTACT: \_\_\_\_\_  
DATE: 2/5/2014 4:45:01 PM  
CLIENT: \_\_\_\_\_  
FILE NAME: \\HROYVNAS\Data\88100023 IL 19 Wood Dale Road - Phase II\Survey\dwg\POD-88100023-Parcel\_0013.dwg  
PREPARED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_





COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/19/2015 3:56:57 PM  
 FILE NAME: 023\_jointing-01.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl

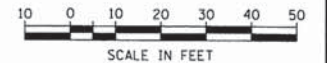


USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_jointing-01.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

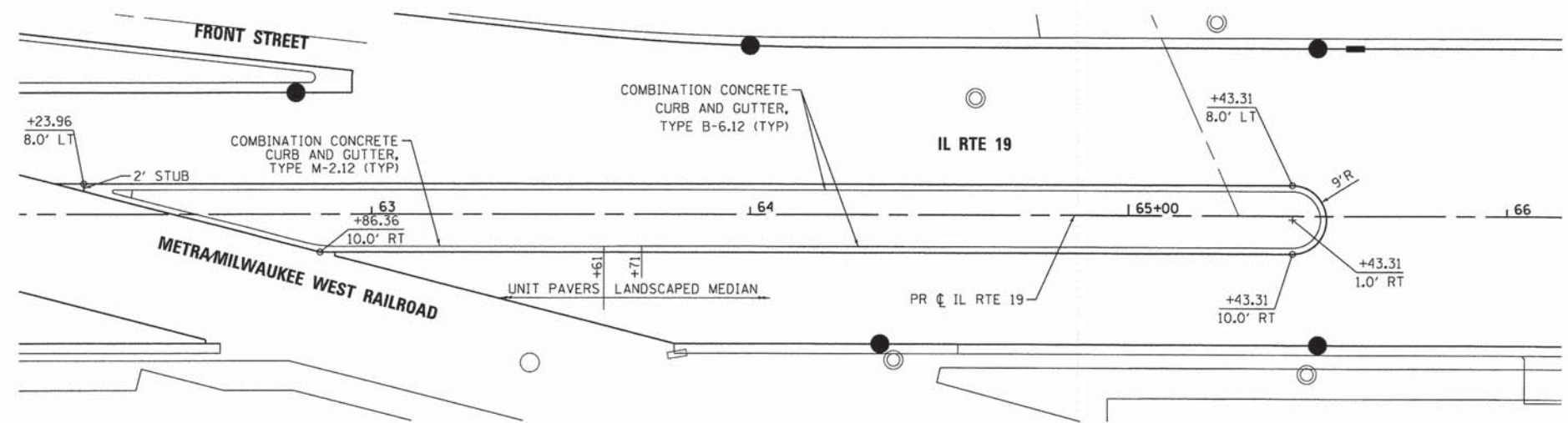
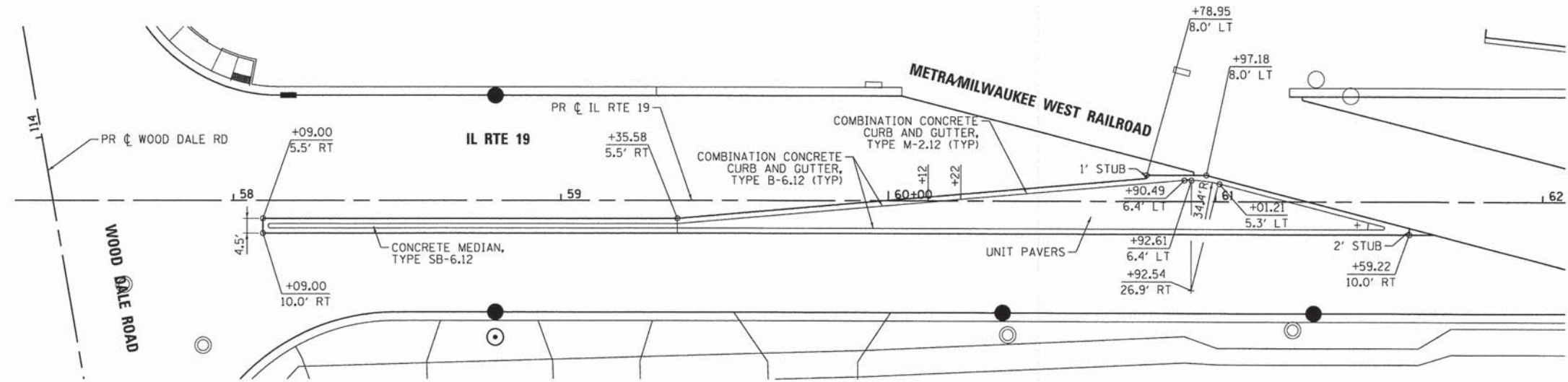
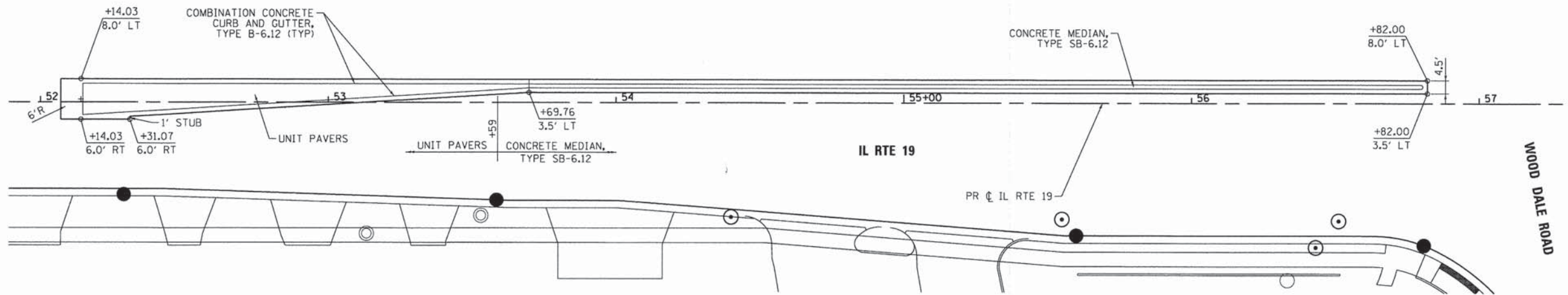
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT JOINTING PLAN</b>			
<b>ILLINOIS ROUTE 19</b>			
SCALE: 1"=20'	SHEET NO. 1 OF 4 SHEETS	STA. BEGIN	TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 128
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				CONTRACT NO. 63872







COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 DATE PLOTTED: 3/25/2015 2:35:02 PM  
 FILE NAME: 023\_1gp-detailed.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl



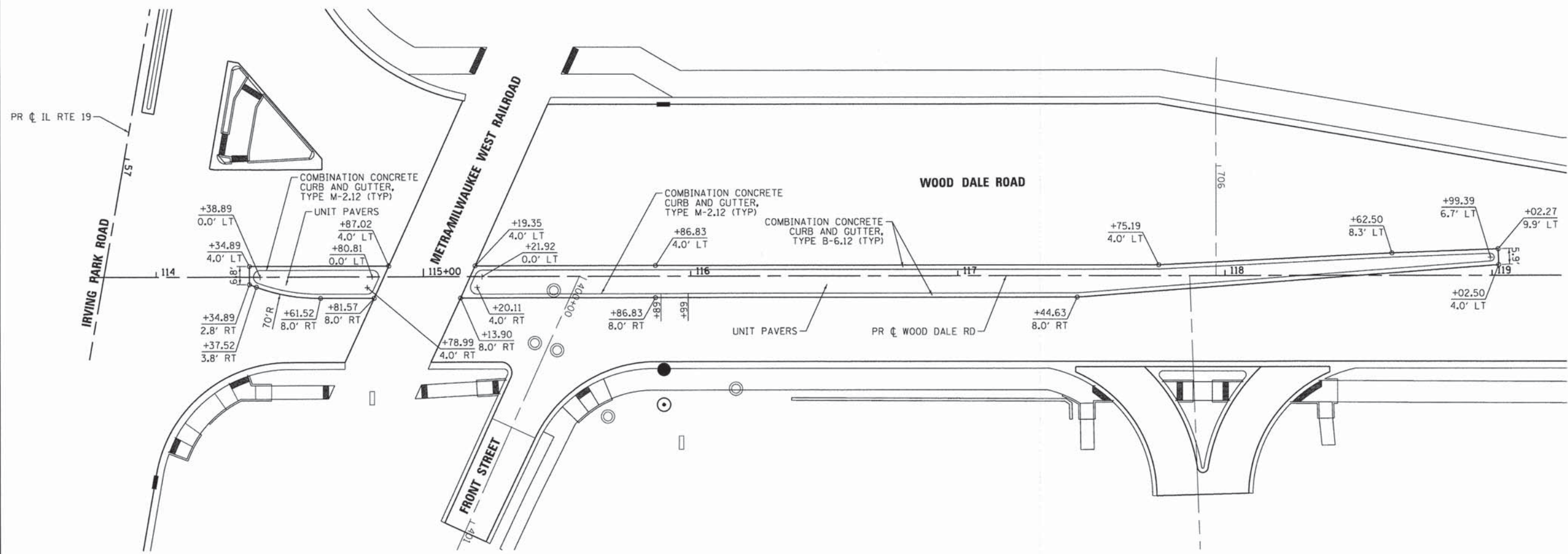
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_1gp-detailed.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

<b>MEDIAN DETAILS</b>	
<b>ILLINOIS ROUTE 19</b>	
SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 129
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	





COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: #DATE# 35505 PM  
 DATE PLOTTED: 023.19p-09102.dgn  
 FILE NAME: pof.dwg  
 PLOT DRIVER: standard-trans.tbl  
 PEN TABLE:



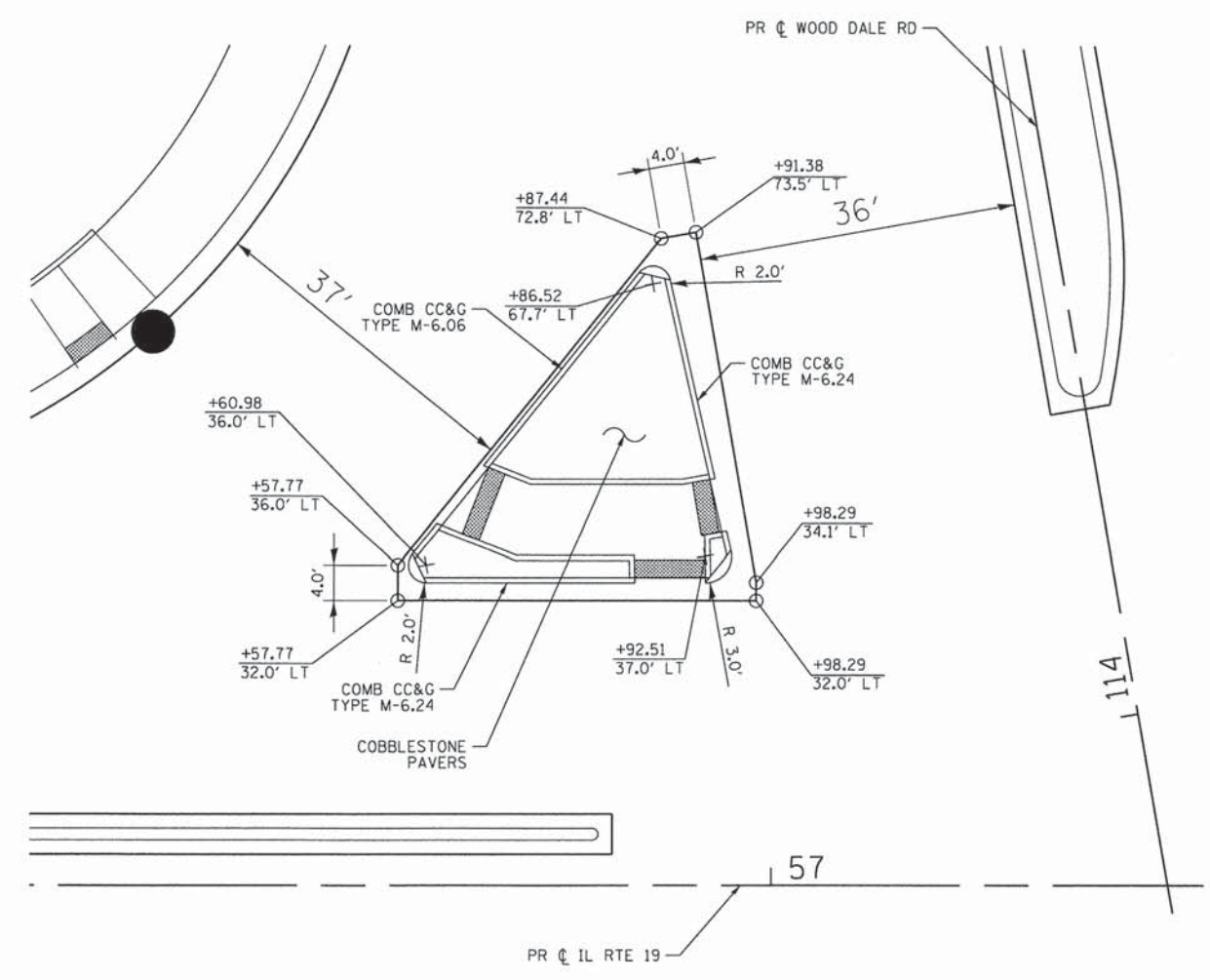
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.19p-de102.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

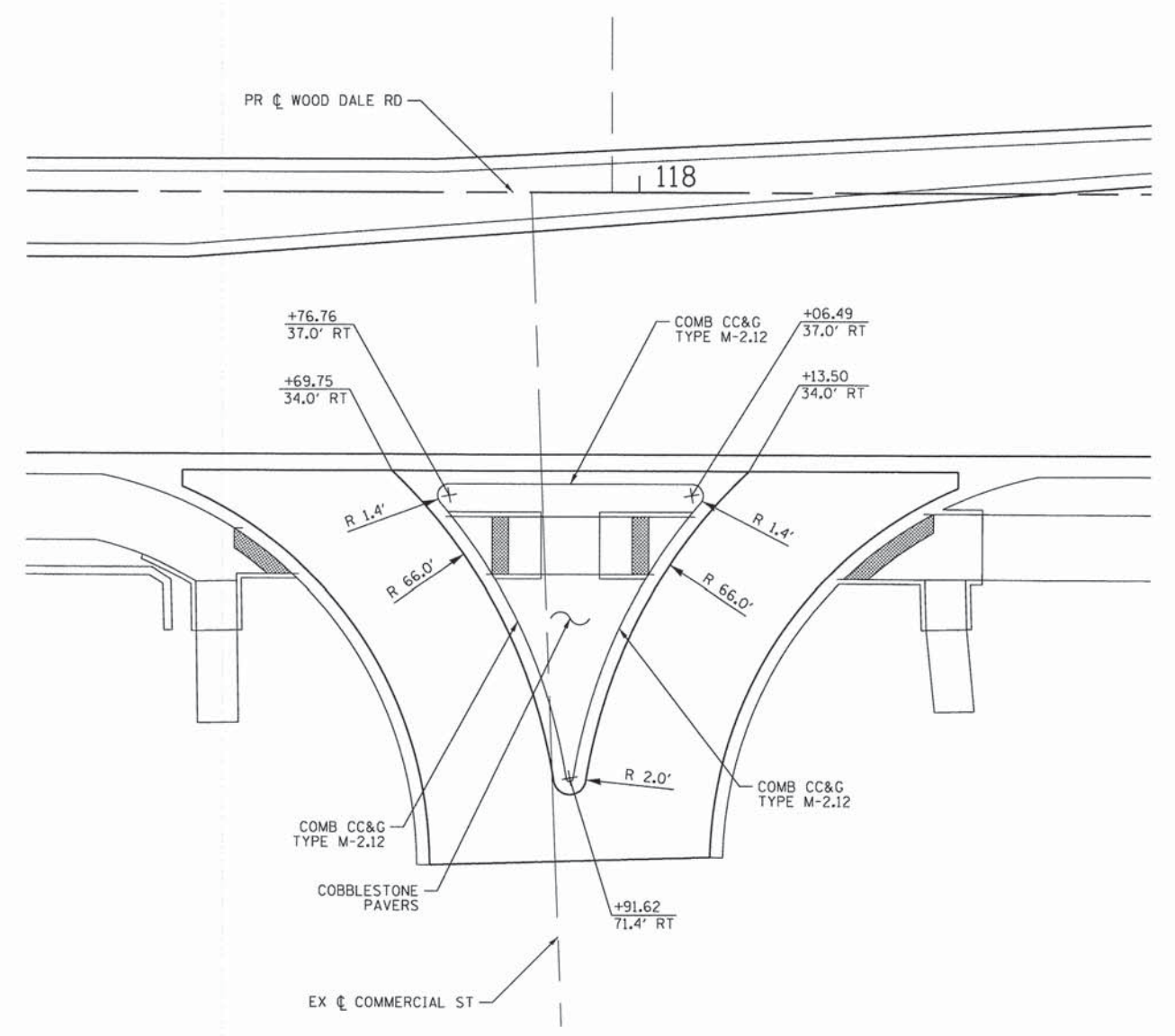
<b>MEDIAN DETAILS</b>			
<b>WOOD DALE ROAD</b>			
SCALE: 1"=20'	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 130
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
<b>CONTRACT NO. 63872</b>				





IRVING PARK ROAD & WOOD DALE ROAD



WOOD DALE ROAD & COMMERCIAL STREET

COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 DATE PLOTTED: 3/5/2015 10:55:09 AM  
 FILE NAME: 023\_igp-det03.dgn  
 PLOT DRIVER: pdflupl  
 PEN TABLE: standard-trans.tbl



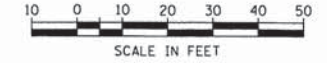
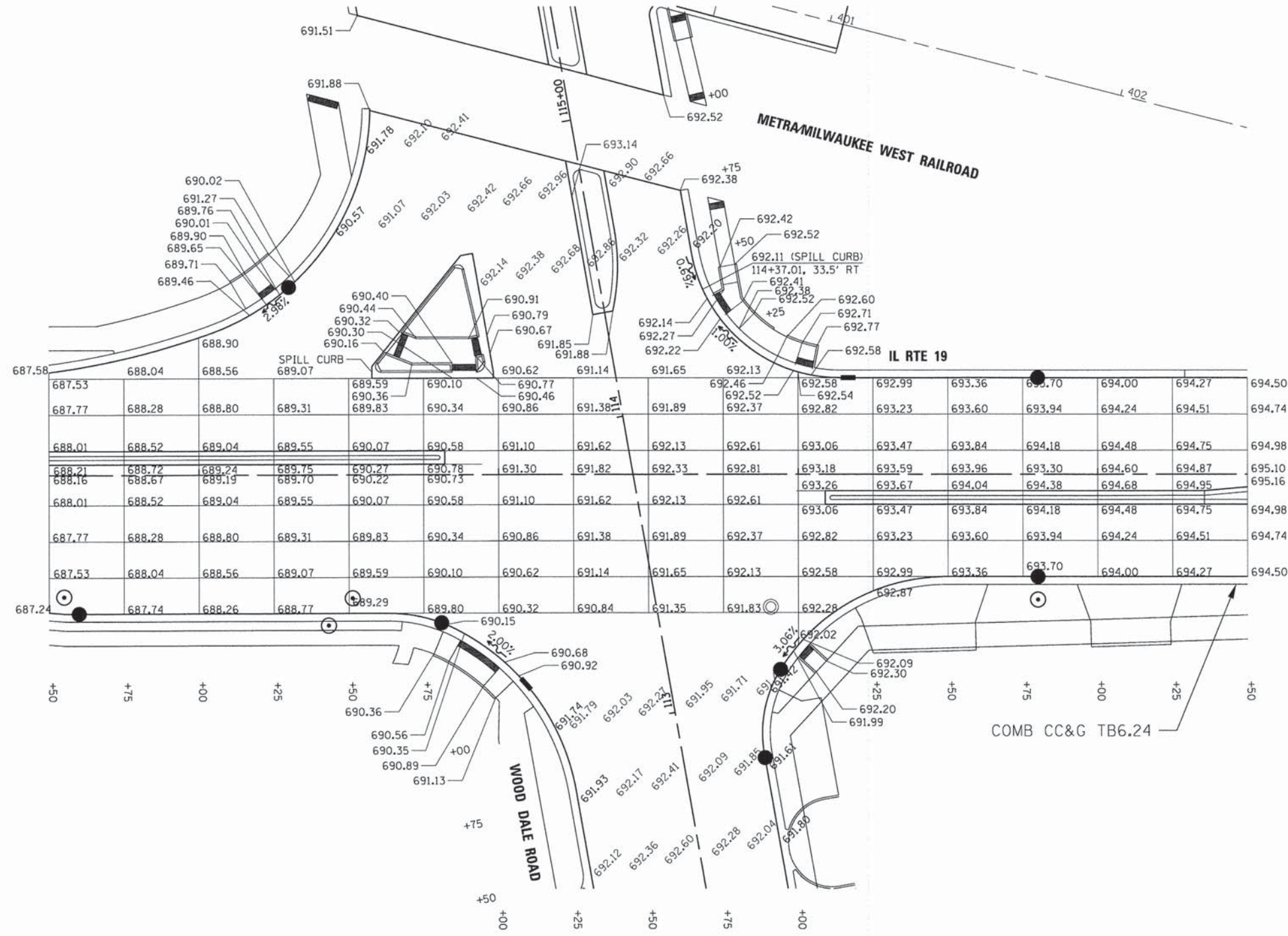
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_igp-det03.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=10'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ISLAND DETAILS	
SCALE: 1"=10'	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 131
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	





COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horwit  
 DATE PLOTTED: 2/19/2015 3:55:13 PM  
 CLIENT: Standard Transit  
 PLOT DRIVER: pcplott  
 PEN TABLE: standard-transit.tbl



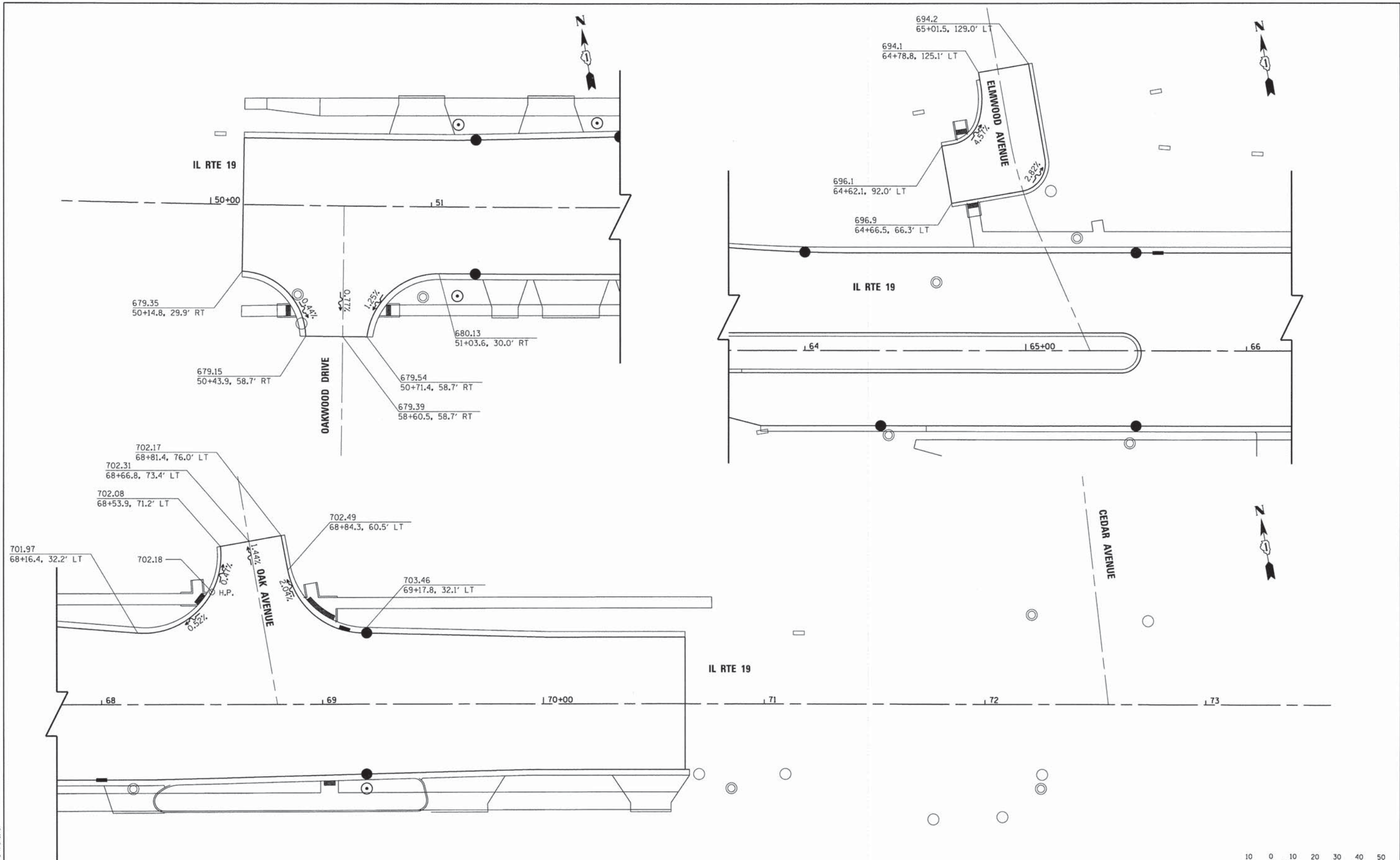
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.1gp01.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>INTERSECTION GRADING PLAN</b>		
<b>ILLINOIS ROUTE 19 (IRVING PARK ROAD)</b>		
SCALE: 1"=20'	SHEET NO. 1 OF 5 SHEETS	STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 132
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				





COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. J. J.  
 DATE PLOTTED: 3/5/2017 PM  
 FILE NAME: 023\_1gp02.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trns.tbl

**HRGreen**  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_1gp02.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

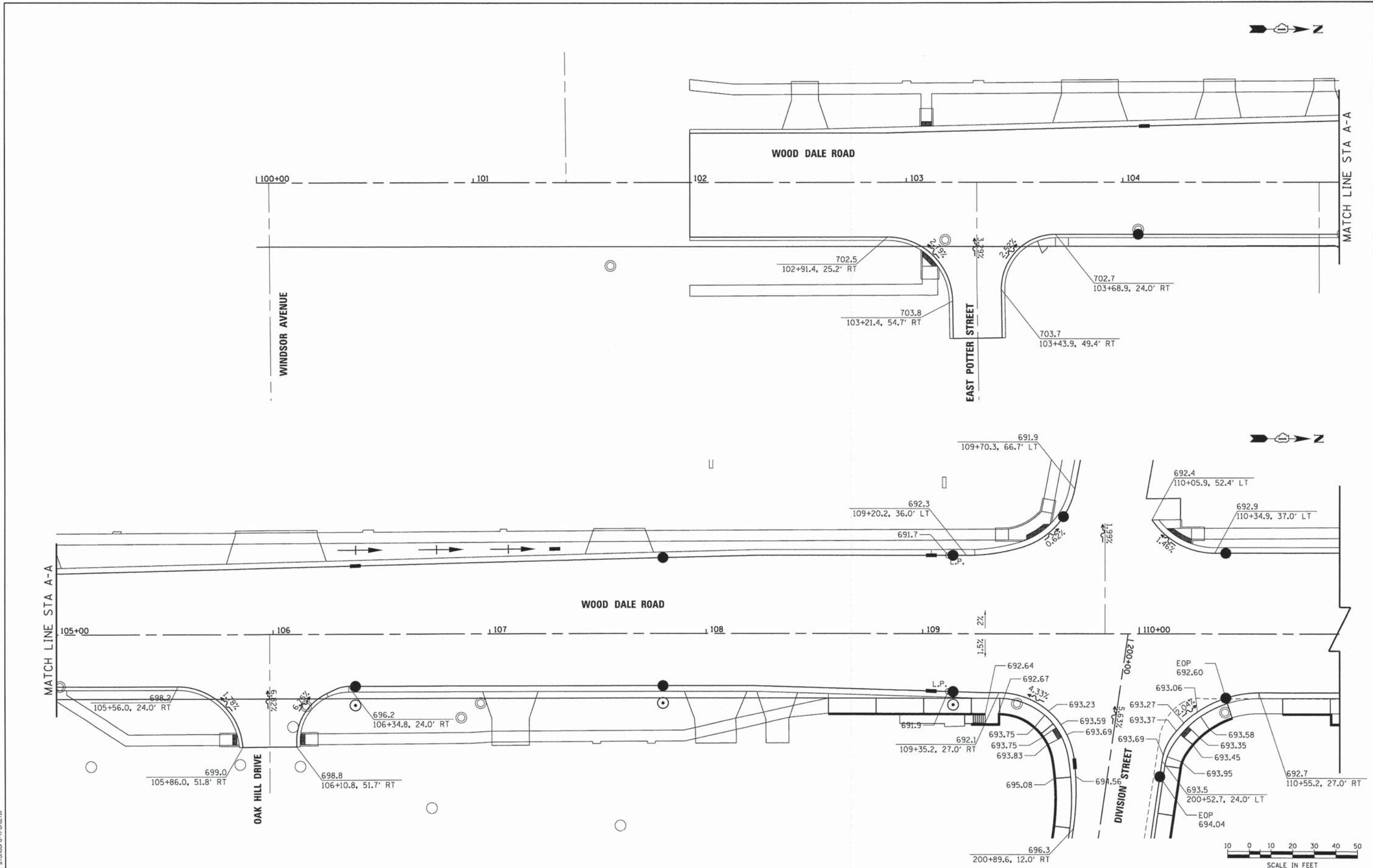
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**INTERSECTION GRADING PLAN  
 ILLINOIS ROUTE 19 (IRVING PARK ROAD)**

SCALE: 1"=20' SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.J.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 133
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horvath  
 DATE PLOTTED: 02/19/2015 10:56:00 AM  
 FILE NAME: 023\_igs03.dgn  
 PLOT DRIVER: perf.plt  
 PEN TABLE: standard-trans.tbl



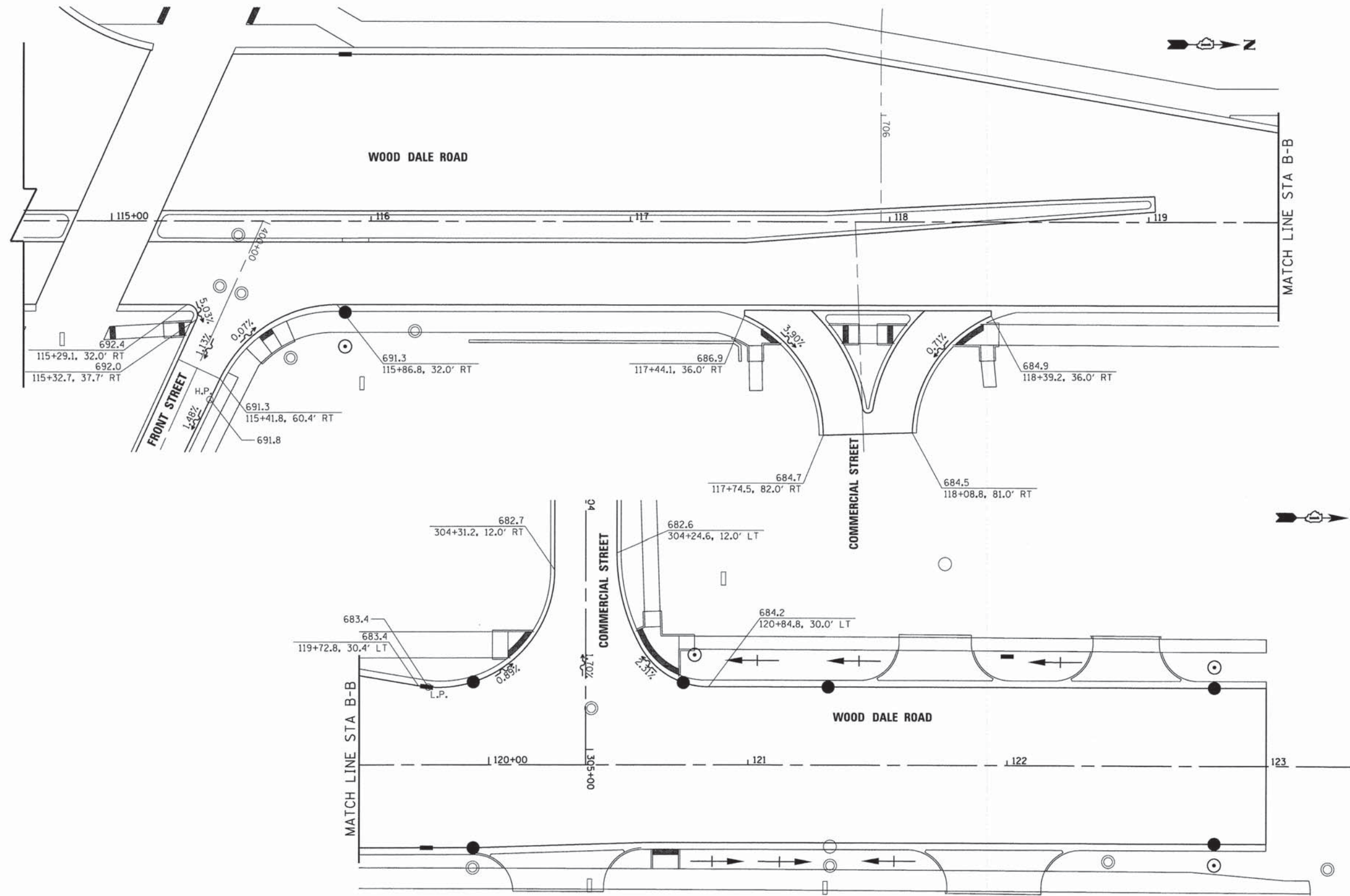
USER NAME = jhorvath	DESIGNED - JRM	REVISED -
FILE NAME = 023_igs03.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLAN  
 C.H. 28 (WOOD DALE ROAD)  
 SCALE: 1"=20' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 134
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				





COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/2/2015 3:55:24 PM  
 FILE NAME: 023\_1004.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_1004.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

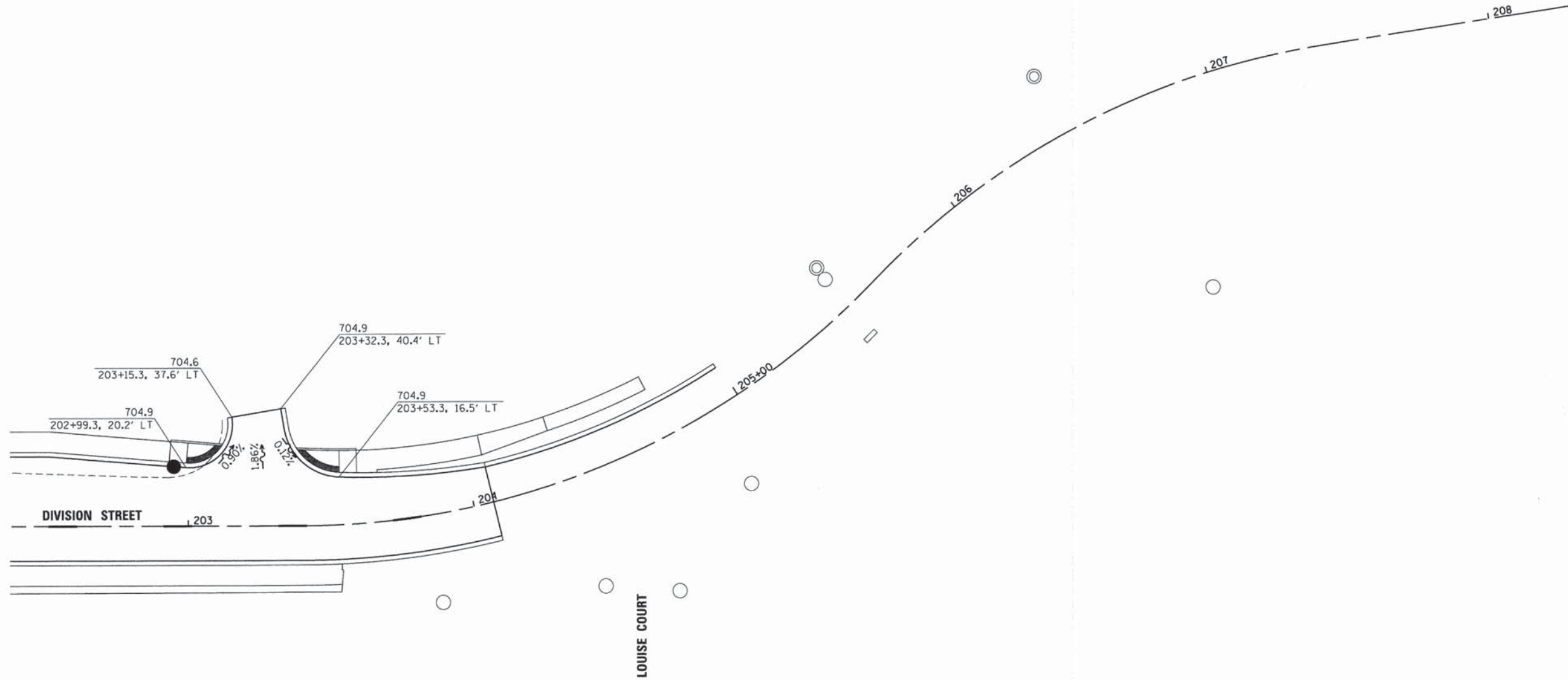
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**INTERSECTION GRADING PLAN**  
**C.H. 28 (WOOD DALE ROAD)**

SCALE: 1"=20' SHEET NO. 4 OF 5 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 135
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	





COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 CLIENT: #0478 - 355627 PM  
 DATE PLOTTED: 02/19/2015  
 FILE NAME: 023.1gp05.dgn  
 PLOT NUMBER: 136  
 PLOT TABLE: Standard-Trans.tbl


**HRGreen.com**  
 Illinois Professional Design Firm  
 #184-001322

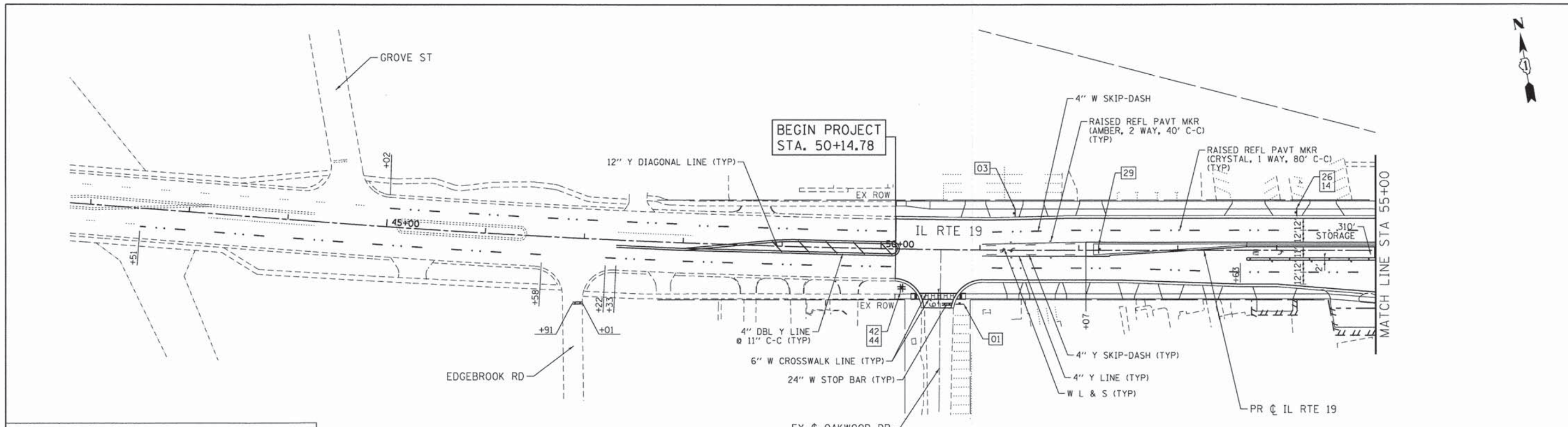
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.1gp05.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

<b>INTERSECTION GRADING PLAN</b>			
<b>DIVISION STREET</b>			
SCALE: 1"=20'	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.

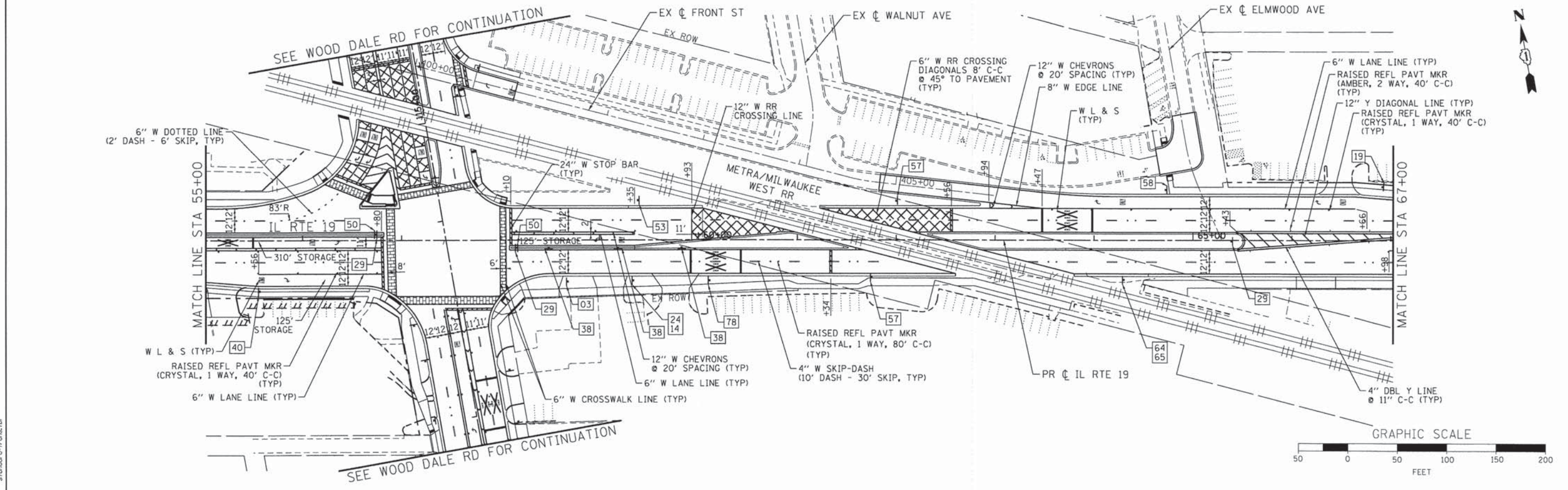
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 136
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
<b>CONTRACT NO. 63872</b>				





- NOTES**
1. FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING.
  2. FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.

 STAMPED CROSSWALK WITH 6" W CROSSWALK LINES



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horvath  
 CLIENT: STATE OF ILLINOIS  
 FILE NAME: 023.pmk01-1p.dgn  
 PLOT DRIVER: pafplot  
 PEN TABLE: standard-trans.tbl

**HRGreen**  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = jhorvath	DESIGNED - JRM	REVISED -
FILE NAME = 023.pmk01-1p.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

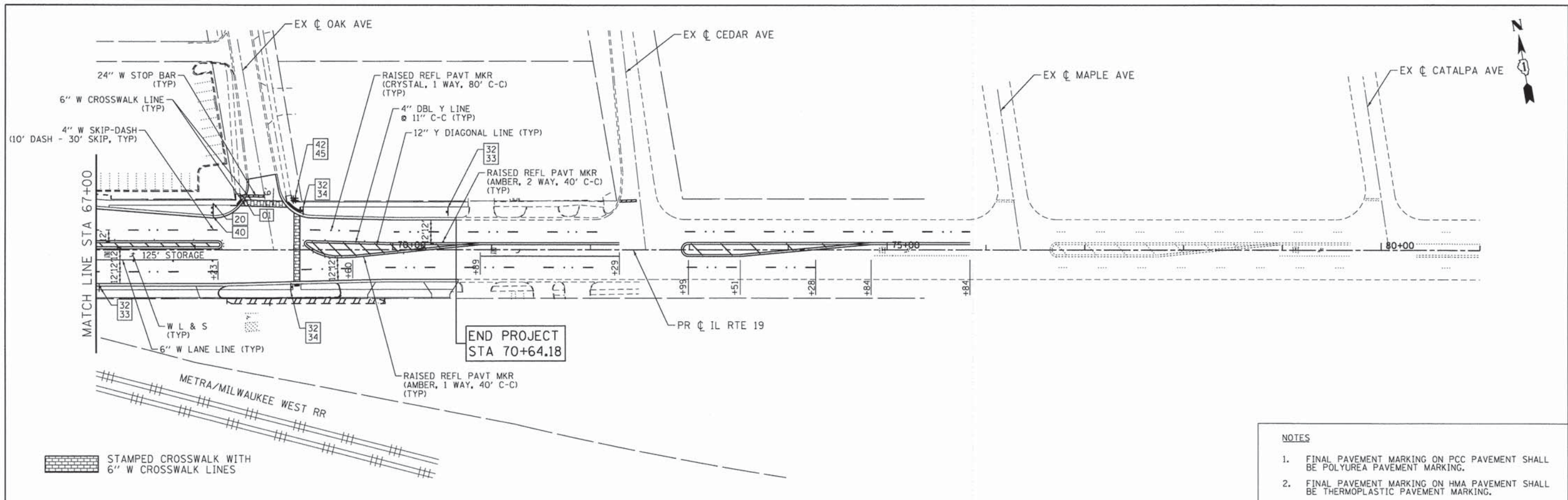
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLAN  
 ILLINOIS ROUTE 19 (IRVING PARK ROAD)**

SCALE: 1"=50' SHEET NO. 1 OF 7 SHEETS STA. BEGIN TO STA. 67+00

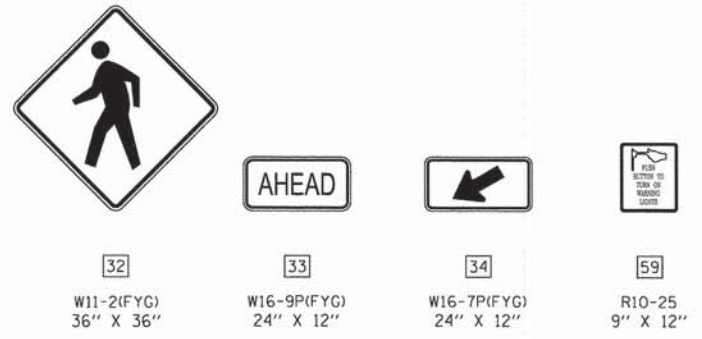
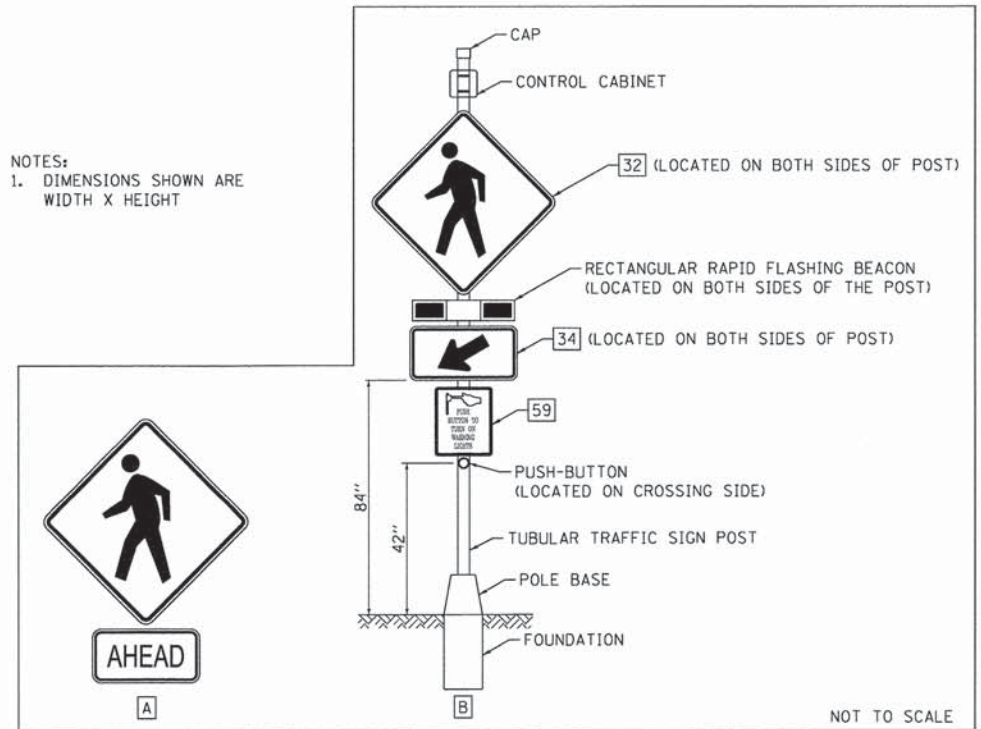
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 137
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



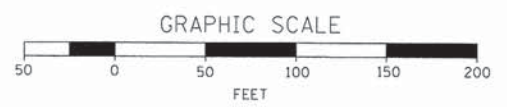


- NOTES**
1. FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING.
  2. FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.

**NOTES:**  
1. DIMENSIONS SHOWN ARE WIDTH X HEIGHT



**POST MOUNTED FLASHING BEACON  
INSTALLATION (SPECIAL) DETAIL**



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/19/2015 3:55:37 PM  
 FILE NAME: 023\_pmk02-tp.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

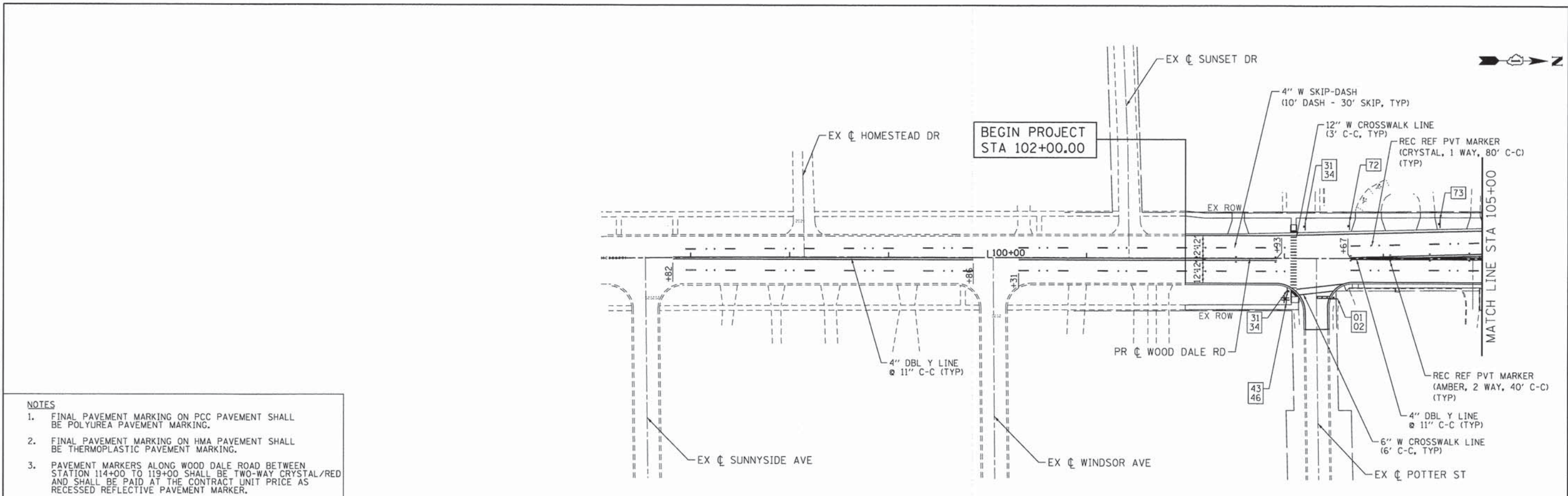
USER NAME = jhorwist	DESIGNED - JRM	REVISED -
FILE NAME = 023_pmk02-tp.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

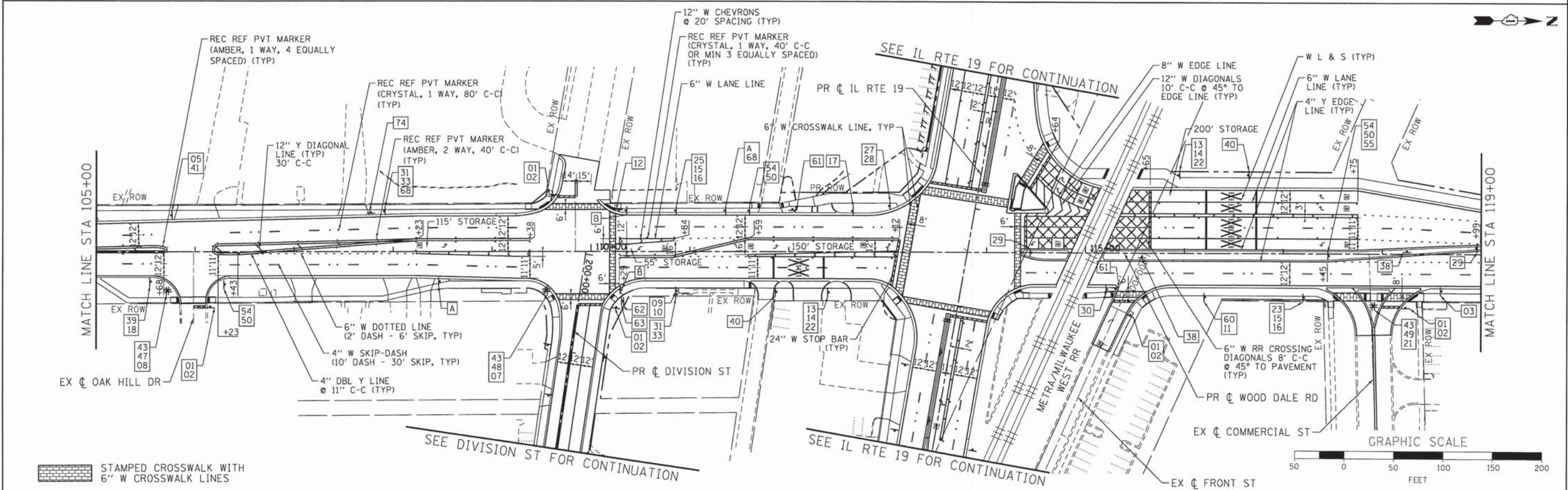
<b>PAVEMENT MARKING AND SIGNING PLAN</b>	
<b>ILLINOIS ROUTE 19 (IRVING PARK ROAD)</b>	
SCALE: 1"=50'	SHEET NO. 2 OF 7 SHEETS STA. 67+00 TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 138
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





- NOTES**
1. FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING.
  2. FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.
  3. PAVEMENT MARKERS ALONG WOOD DALE ROAD BETWEEN STATION 114+00 TO 119+00 SHALL BE TWO-WAY CRYSTAL/RED AND SHALL BE PAID AT THE CONTRACT UNIT PRICE AS RECESSED REFLECTIVE PAVEMENT MARKER.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 155654 PM  
 FILE NAME: 023.pmk03-wd.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: sfontcolor=trans.tbl

USER NAME	= jhorwit
FILE NAME	= 023.pmk03-wd.dgn
PLOT SCALE	= 1"=50'
PLOT DATE	= 2/19/2015

DESIGNED	- JRM
DRAWN	- JCH
CHECKED	- DTH
DATE	- 2/2/2015

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

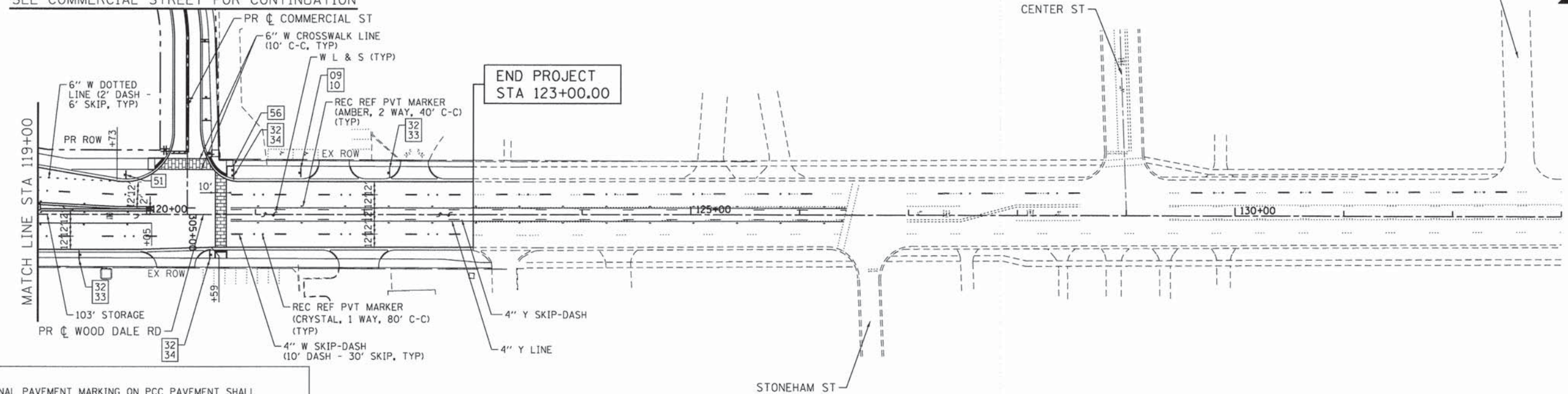
**PAVEMENT MARKING AND SIGNING PLAN  
 C.H. 28 (WOOD DALE ROAD)**  
 SCALE: 1"=50' SHEET NO. 3 OF 7 SHEETS STA. BEGIN TO STA. 119+00

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	139
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SEE COMMERCIAL STREET FOR CONTINUATION

FLORINA CT



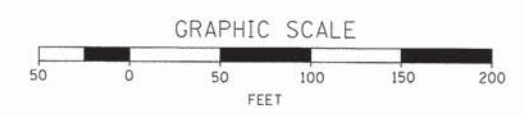
- NOTES**
- FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING.
  - FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.
  - PAVEMENT MARKERS ALONG WOOD DALE ROAD BETWEEN STATION 114+00 TO 119+00 SHALL BE TWO-WAY CRYSTAL/RED AND SHALL BE PAID AT THE CONTRACT UNIT PRICE AS RECESSED REFLECTIVE PAVEMENT MARKER.

 STAMPED CROSSWALK WITH 6" W CROSSWALK LINES

**RECESSED REFLECTIVE PAVEMENT MARKER SCHEDULE**

STA	OFF	STA	OFF	LENGTH	TYPE	NOTE	MED. NOSE	EACH	TOTAL
96+82.0	12.0	99+85.5	12	30.3	SKIP	ONE-WAY CRYSTAL		8	8
96+82.0	-10.0	99+85.5	-10	30.3	SKIP	ONE-WAY CRYSTAL		8	8
100+31.0	-10.0	103+05.0	-10	274.1	SKIP	ONE-WAY CRYSTAL		8	8
100+31.0	13.3	103+05.0	13.3	274.1	SKIP	ONE-WAY CRYSTAL		8	8
102+12.0	L/R	102+92.0	L/R	86	DBL Y	TWO-WAY AMBER		6	6
103+67.0	12.0	105+56.0	12.0	189.0	SKIP	ONE-WAY CRYSTAL		6	6
103+67.0	0.0	105+71.0	-2.0	409.3	DBL Y	ONE-WAY AMBER	4.0	10	14
103+67.0	-12.6	105+67.0	-17.6	199.5	SKIP	ONE-WAY CRYSTAL		6	6
106+19.0	-3.7	109+38.0	-12.0	526.6	DBL Y	ONE-WAY AMBER	4.0	16	20
106+36.0	12.0	109+53.0	15.7	317.6	SKIP	ONE-WAY CRYSTAL		8	8
106+33.0	-19.2	109+38.0	-24.0	305.4	SKIP	ONE-WAY CRYSTAL		8	8
108+23.0	0	109+38.0	0.0	115.0	SOLID	ONE-WAY CRYSTAL		4	4
110+29.0	-13.0	110+84.0	-13.0	55.0	SOLID	ONE-WAY CRYSTAL		3	3
110+29.0	3.0	113+12.0	-13.0	284.9	DBL Y	TWO-WAY AMBER		16	16
110+29.0	15.0	113+07.0	15.0	278.3	SKIP	ONE-WAY CRYSTAL		8	8
110+35.0	-25.0	113+15.0	-25.0	279.7	SKIP	ONE-WAY CRYSTAL		8	8
111+59.0	3.0	113+09.0	3.0	150.4	SOLID	ONE-WAY CRYSTAL		4	4
114+40.0	20.0	114+77.0	20.0	37.0	SKIP	TWO-WAY CRYSTAL/RED		2	2
115+09.0	20.0	120+09.0	20.0	500.3	SKIP	TWO-WAY CRYSTAL/RED		12	12
115+65.0	-16.0	117+75.0	-16.0	210.0	SOLID	TWO-WAY CRYSTAL/RED		6	6
115+65.0	-28.0	120+09.0	-17.6	444.4	SKIP	TWO-WAY CRYSTAL/RED		12	12
115+65.0	-40.0	117+75.0	-40.0	210.0	SOLID	TWO-WAY CRYSTAL/RED		6	6
115+65.0	-52.0	117+75.0	-52.0	210.0	SOLID	TWO-WAY CRYSTAL/RED		6	6
119+00.0	-3.0	120+02.0	-2.8	103.0	DBL Y	TWO-WAY AMBER		6	6
119+00.0	8.0	120+02.0	8.0	103.0	SOLID	ONE-WAY CRYSTAL		3	3
120+78.0	18.0	123+00.0	18.0	222.0	SKIP	ONE-WAY CRYSTAL		6	6

STA	OFF	STA	OFF	LENGTH	TYPE	NOTE	MED. NOSE	EACH	TOTAL
120+77.0	5.6	126+40.0	4.9	563.0	SKIP/SOLID	TWO-WAY AMBER		14	14
120+77.0	-5.6	126+43.0	-4.9	565.8	SKIP/SOLID	TWO-WAY AMBER		14	14
120+78.0	-18.0	126+46.0	-19.4	346.2	SKIP	ONE-WAY CRYSTAL		14	14
126+99.0	-19.6	128+57.0	-20.4	158.6	SKIP	ONE-WAY CRYSTAL		4	4
129+40.0	-20.9	132+50.0	-22.4	310.0	SKIP	ONE-WAY CRYSTAL		8	8



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/2/2015 3:55:46 PM  
 FILE NAME: 023\_pmk04-wd.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl



USER NAME = jharwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_pmk04-wd.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

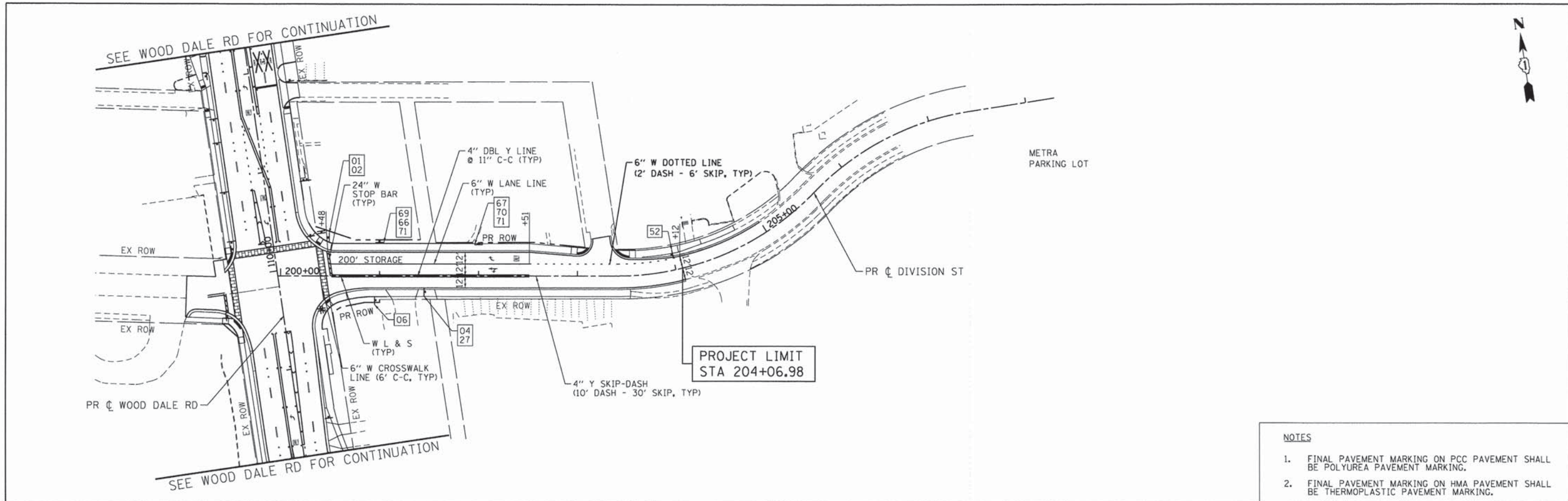
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLAN**  
**C.H. 28 (WOOD DALE ROAD)**

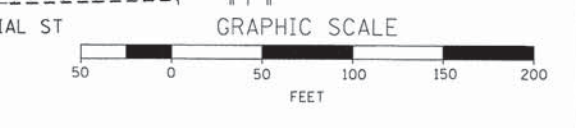
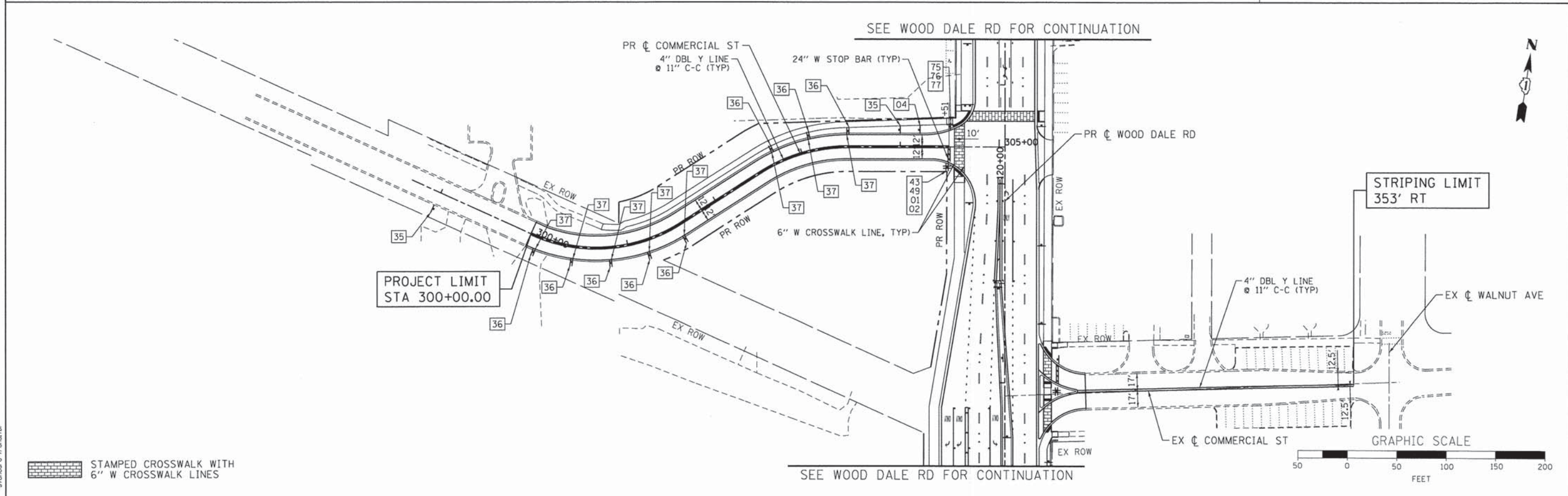
SCALE: 1"=50' SHEET NO. 4 OF 7 SHEETS STA. 119+00 TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 140
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				





- NOTES**
1. FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE POLYUREA PAVEMENT MARKING.
  2. FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: Jhorwit  
 DATE PLOTTED: 3/5/2015 3:55:50 PM  
 FILE NAME: 023.pmk05-dsv+com.dgn  
 PLOT DEVICE: HP DesignJet T1100e  
 PEN TABLE: standard-trans.tbl

STAMPED CROSSWALK WITH 6" W CROSSWALK LINES

USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.pmk05-dsv+com.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLAN  
 DIVISION STREET /COMMERCIAL STREET**

SCALE: 1"=50' SHEET NO. 5 OF 7 SHEETS STA. BEGIN TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 141
CONTRACT NO. 63872			ILLINOIS FED. AID PROJECT	





01  
R1-1  
36" X 36"



02  
W4-I100  
30" X 18"



03  
R2-1  
30" X 36"



04  
R2-1  
24" X 30"



05  
S4-I100  
24" X 48"



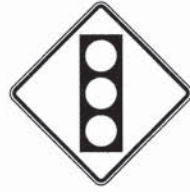
06  
W14-1  
24" X 24"



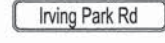
07  
W14-1aR  
36" X 8"



08  
W14-2aR  
36" X 8"



09  
W3-3  
30" X 30"



10  
W16-8  
18 X 8"



11  
W16-8  
18 X 8"



12\*  
CUSTOM  
12" X 18"



13  
M2-1  
21" X 15"



14  
M1-I100  
24" X 24"



15  
M1-6  
24" X 24"



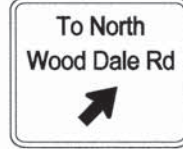
16  
W17-I100  
24" X 9"



17  
S4-5a  
36" X 36"



18  
S5-2  
24" X 30"



19\*  
CUSTOM  
36" X 30"



20\*  
CUSTOM  
36" X 36"



21\*  
CUSTOM  
24" X 24"



22  
M6-4  
21" X 15"



23  
M3-1  
24" X 12"



24  
M3-2  
24" X 12"



25  
M3-3  
24" X 12"



26  
M3-4  
24" X 12"



27  
R5-2  
24" X 24"



28\*  
CUSTOM  
24" X 6"



29  
R4-7  
24" X 30"



30  
R3-1  
30" X 30"



31  
S1-1(FYG)  
36" X 36"



32  
W11-2(FYG)  
36" X 36"



33  
W16-9p(FYG)  
24" X 12"



34  
W16-7pL(FYG)  
24" X 12"



35  
W1-3L  
30" X 30"



36  
W1-8L  
12" X 18"



37  
W1-8R  
12" X 18"



38  
R6-2R  
24" X 30"



39  
R10-7  
24" X 30"



40  
W10-1  
36" DIA.



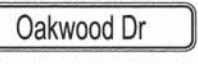
41  
R2-6p  
24" X 18"



42  
D3-1a  
24" X 9"



43  
D3-1  
24" X 9"



44  
D3-1  
24" X 9"



45  
D3-1  
24" X 9"



46  
D3-1  
24" X 9"



47  
D3-1  
24" X 9"



48  
D3-1  
24" X 9"



49  
CUSTOM  
24" X 9"



50  
R3-5L  
24" X 30"



51  
R3-8e  
54" X 30"



52  
R3-8  
30" X 30"



53  
R3-8e  
48" X 30"



54  
M5-4  
24" X 18"



55\*  
CUSTOM  
24" X 30"



56\*  
CUSTOM  
24" X 30"



57\*  
CUSTOM  
36" X 36"



58\*  
CUSTOM  
36" X 36"



59  
R10-25  
9" X 12"



60  
W2-7R  
30" X 30"

NOTE:  
\* ALL CUSTOM SIGNS WILL BE REMOVED AND REINSTALLED AFTER CONSTRUCTION.

COMPANY NAME: HRGreen  
PROJECT CONTACT: Jhonwt  
DATE: 2/2/2015  
CLIENT: HRGreen  
FILE NAME: 023\_pmk06-signs.dgn  
PLOT DRIVER: pdfPlot  
PEN TABLE: s1endordr-trans.tbl

USER NAME = jhonwt	DESIGNED - JRM	REVISED -
FILE NAME = 023_pmk06-signs.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN  
SIGN LEGEND

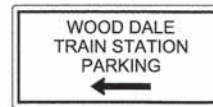
SCALE: 1"=50' SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	142
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

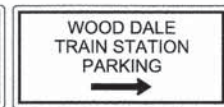




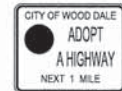
61  
R5-1  
30" X 30"



62\*  
CUSTOM  
38" X 18"



63\*  
CUSTOM  
38" X 18"



64\*  
CUSTOM  
30" X 24"



65\*  
CUSTOM  
30" X 6"



66\*  
CUSTOM  
12" X 18"



67\*  
CUSTOM  
12" X 18"



68  
R8-3  
24" X 24"



69\*  
CUSTOM  
12" X 6"



70\*  
CUSTOM  
12" X 6"



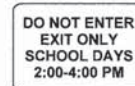
71\*  
CUSTOM  
12" X 6"



72\*  
CUSTOM  
18" X 12"



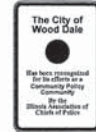
73\*  
CUSTOM  
18" X 12"



74\*  
CUSTOM  
18" X 12"



75\*  
CUSTOM  
18" X 24"



76\*  
CUSTOM  
12" X 18"



77\*  
CUSTOM  
12" X 18"



78  
W10-2  
30" X 30"

NOTE:

\* ALL CUSTOM SIGNS WILL BE REMOVED AND REINSTALLED AFTER CONSTRUCTION.

COMPANY NAME: HRGreen  
PROJECT CONTACT: jhorwit  
CLIENT: #DATE# 355558 PM  
DATE PLOTTED: 023.pmk06-signs.dgn  
FILE NAME: pff.dpl  
PLOT DRIVER: sfrandorf-trans.dtl  
PEN TABLE:



USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.pmk06-signs.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

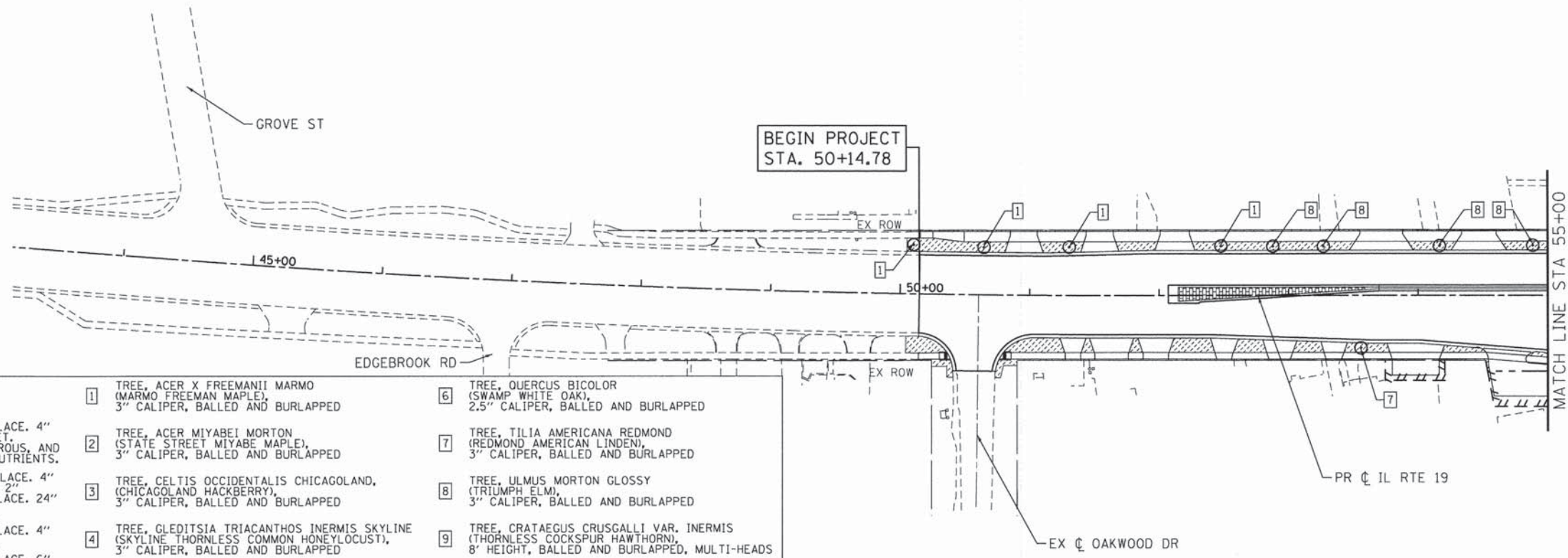
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN  
SIGN LEGEND

SCALE: 1"=50' SHEET NO. 7 OF 7 SHEETS STA. TO STA.

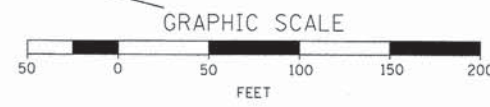
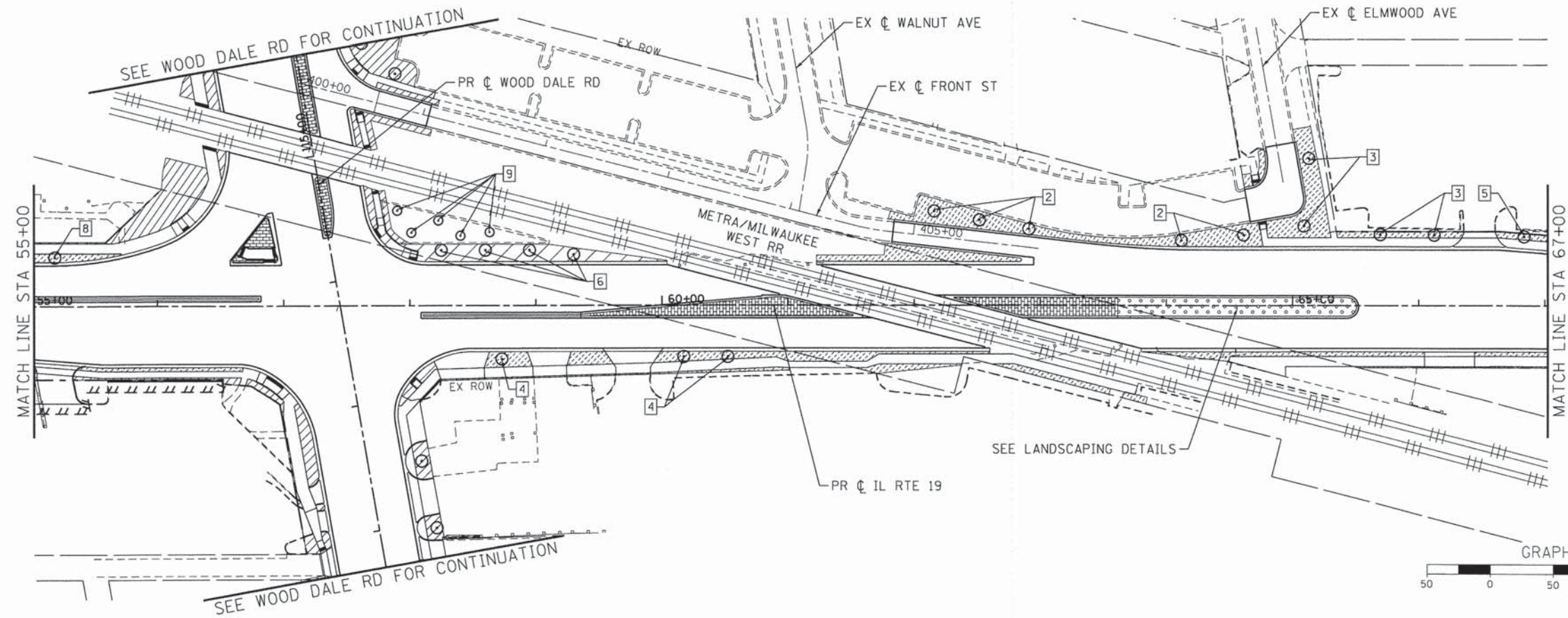
F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	143
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63872	





**LEGEND:**

	SEEDING, CLASS 1A TOPSOIL, FURNISH AND PLACE. 4" EROSION CONTROL BLANKET, IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.	1	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED	6	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2.5" CALIPER, BALLED AND BURLAPPED
	COMPOST, FURNISH AND PLACE. 4" COARSE SAND PLACEMENT 2" TOPSOIL, FURNISH AND PLACE. 24"	2	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED	7	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 3" CALIPER, BALLED AND BURLAPPED
	SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 4"	3	TREE, CELTIS OCCIDENTALIS CHICAGOLAND (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED	8	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 3" CALIPER, BALLED AND BURLAPPED
	SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 6"	4	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	9	TREE, CRATAEGUS CRUSGALLI VAR. INERMIS (THORNLESS COCKSPUR HAWTHORN), 8' HEIGHT, BALLED AND BURLAPPED, MULTI-HEADS
	UNIT PAVERS	5	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CALIPER, BALLED AND BURLAPPED		



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horwitz  
 DATE PLOTTED: 02/19/2015 5:56:06 PM  
 FILE NAME: 023.1sp01-1p.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl

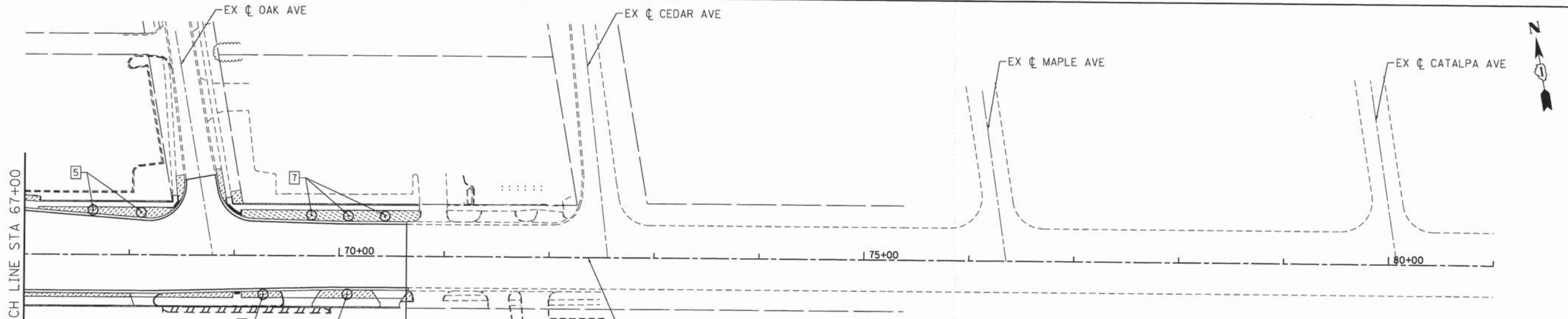
USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.1sp01-1p.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>LANDSCAPING PLAN</b>	
<b>ILLINOIS ROUTE 19 (IRVING PARK ROAD)</b>	
SCALE: 1"=50'	SHEET NO. 1 OF 6 SHEETS STA. 50+14.78 TO STA. 67+00

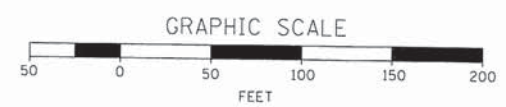
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 144
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





**LEGEND:**

<p>SEEDING, CLASS 1A TOPSOIL, FURNISH AND PLACE. 4" EROSION CONTROL BLANKET, DOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.</p> <p>COMPOST, FURNISH AND PLACE. 4" COARSE SAND PLACEMENT 2" TOPSOIL, FURNISH AND PLACE. 24"</p> <p>SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 4"</p> <p>SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 6"</p> <p>UNIT PAVERS</p>	<p>1 TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED</p> <p>2 TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED</p> <p>3 TREE, CELTIS OCCIDENTALIS CHICAGOLAND, (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED</p> <p>4 TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED</p> <p>5 TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CALIPER, BALLED AND BURLAPPED</p>	<p>6 TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2.5" CALIPER, BALLED AND BURLAPPED</p> <p>7 TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 3" CALIPER, BALLED AND BURLAPPED</p> <p>8 TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 3" CALIPER, BALLED AND BURLAPPED</p> <p>9 TREE, CRATAEGUS CRUSGALLI VAR. INERMIS (THORNLESS COCKSPUR HAWTHORN), 8' HEIGHT, BALLED AND BURLAPPED, MULTI-HEADS</p>
---	---	--



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horvath  
 CLIENT: STATE OF ILLINOIS  
 FILE NAME: 023\_1sp02-1p.dgn  
 PLOT DRIVER: pdrvr  
 PEN TABLE: standard-trans.tbl

HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = jhorvath	DESIGNED - JRM	REVISED -
	FILE NAME = 023_1sp02-1p.dgn	DRAWN - JCH	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
	PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

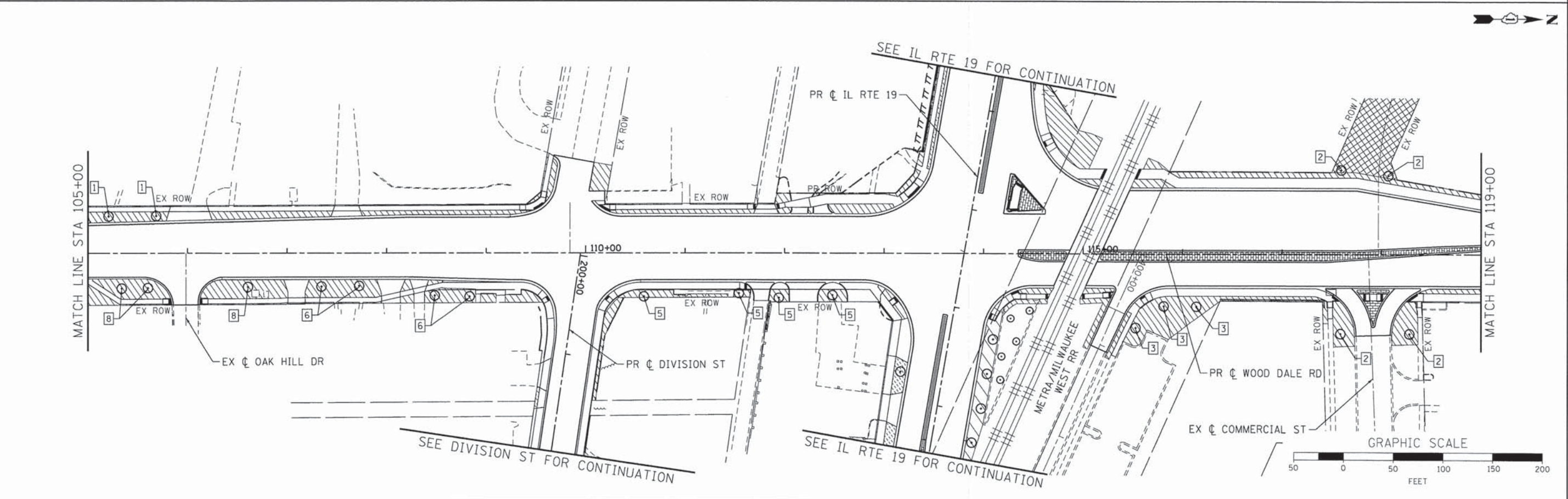
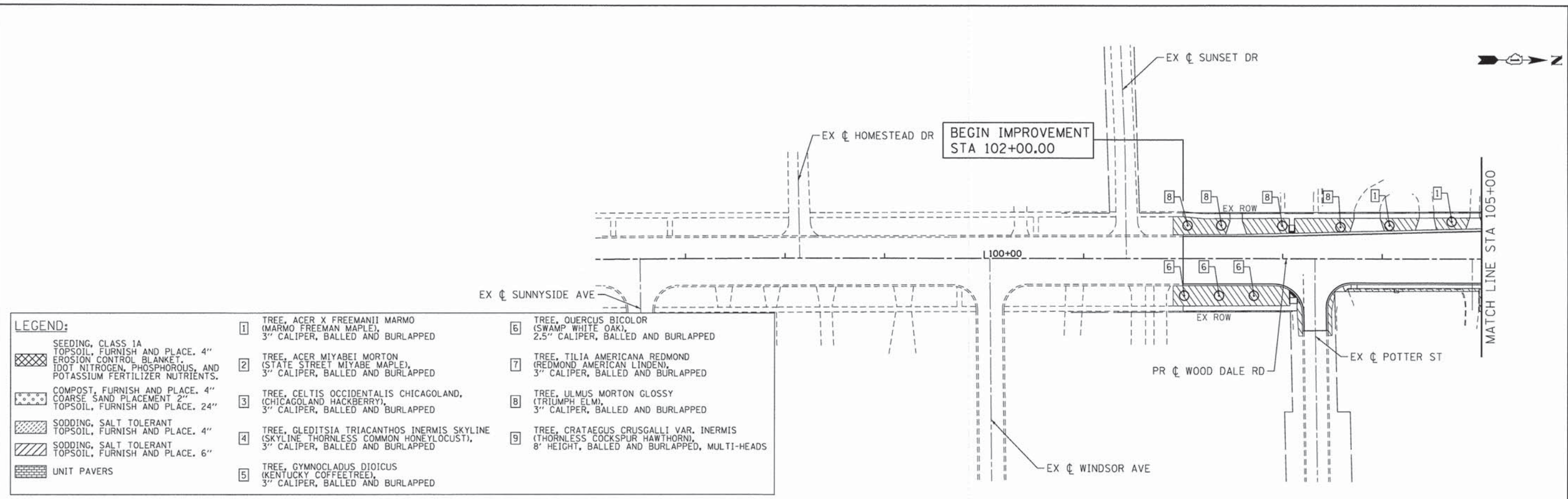
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN  
ILLINOIS ROUTE 19 (IRVING PARK ROAD)**

SCALE: 1"=50' SHEET NO. 2 OF 6 SHEETS STA. 67+00 TO STA. 70+64.18

F.A.J. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	145
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
<b>CONTRACT NO. 63872</b>				





COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 DATE: 2/19/2015  
 FILE NAME: 023\_1sp03-wd.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl

USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_1sp03-wd.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

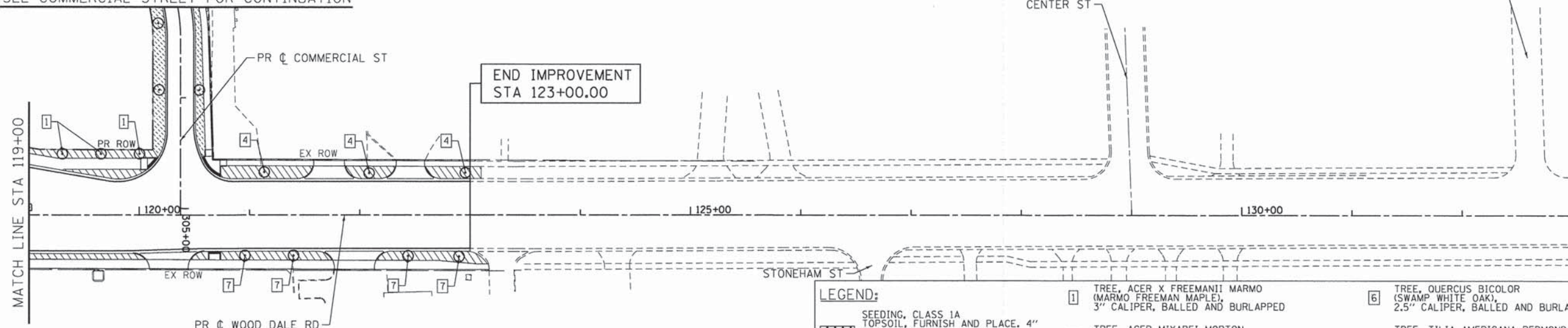
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>LANDSCAPING PLAN</b>	
<b>C.H. 28 (WOOD DALE ROAD)</b>	
SCALE: 1"=50'	SHEET NO. 3 OF 6 SHEETS
STA. 102+00	TO STA. 119+00

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 146
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



SEE COMMERCIAL STREET FOR CONTINUATION



LEGEND:	
	SEEDING, CLASS 1A TOPSOIL, FURNISH AND PLACE, 4" EROSION CONTROL BLANKET, 100% NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
	COMPOST, FURNISH AND PLACE, 4" COARSE SAND PLACEMENT 2" TOPSOIL, FURNISH AND PLACE, 24"
	SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE, 4"
	SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE, 6"
	UNIT PAVERS
1	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED
2	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED
3	TREE, CELTIS OCCIDENTALIS CHICAGOLAND, (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED
4	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED
5	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CALIPER, BALLED AND BURLAPPED
6	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2.5" CALIPER, BALLED AND BURLAPPED
7	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 3" CALIPER, BALLED AND BURLAPPED
8	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 3" CALIPER, BALLED AND BURLAPPED
9	TREE, CRATAEGUS CRUSGALLI VAR. INERMIS (THORNLESS COCKSPUR HAWTHORN), 8' HEIGHT, BALLED AND BURLAPPED, MULTI-HEADS



COMPANY NAME: HRGreen  
 PROJECT CONTACT: jharwit  
 DATE PLOTTED: 2/19/2015 10:56:22 AM  
 FILE NAME: 023.1sp04-wd.dgn  
 PLOT DRIVER: pcf.plt  
 PEN TABLE: standard-tran.tbl

**HRGreen**  
 HRGreen.com  
 Illinois Professional Design Firm  
 #184-091322

USER NAME = jharwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.1sp04-wd.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

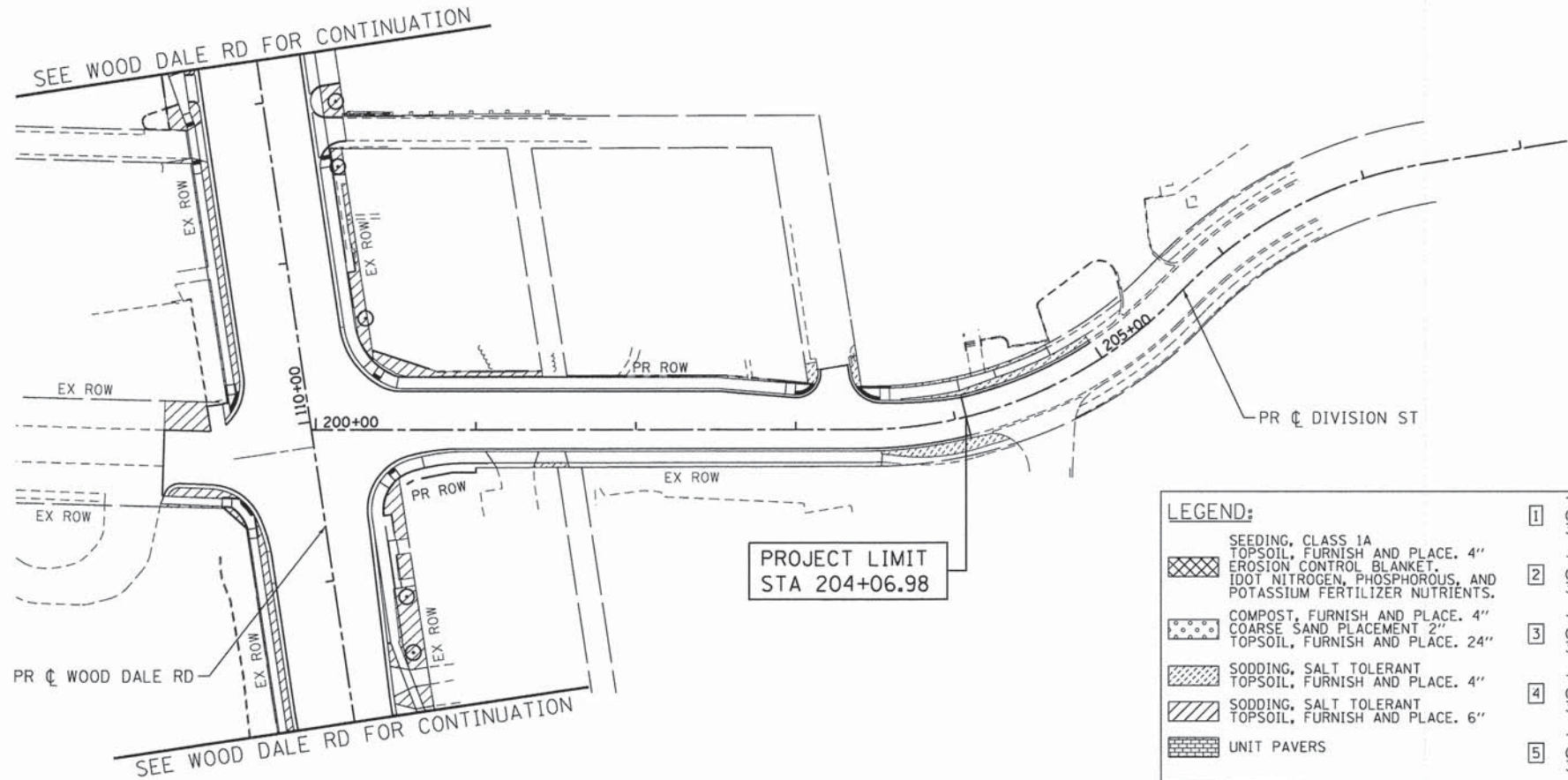
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN  
 C.H. 28 (WOOD DALE ROAD)**

SCALE: 1"=50' SHEET NO. 4 OF 6 SHEETS STA. 119+00 TO STA. 123+00

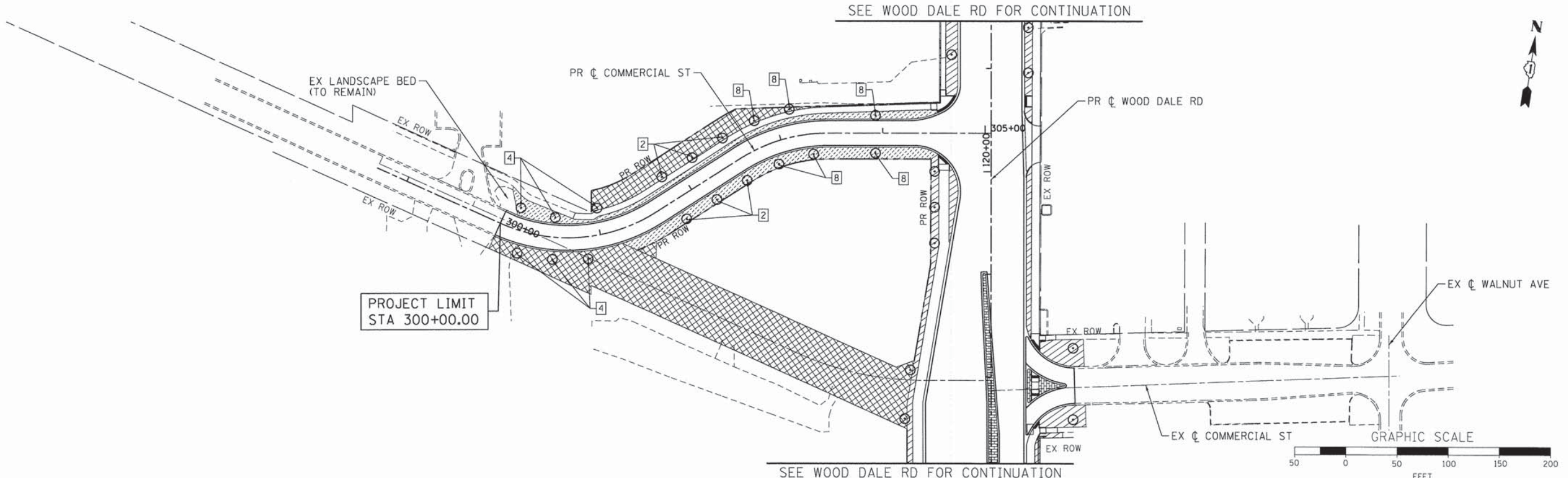
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 147
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





**LEGEND:**

	SEEDING, CLASS 1A TOPSOIL, FURNISH AND PLACE. 4" EROSION CONTROL BLANKET, IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.		COMPOST, FURNISH AND PLACE. 4" COARSE SAND PLACEMENT 2" TOPSOIL, FURNISH AND PLACE. 24"		SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 4"		SODDING, SALT TOLERANT TOPSOIL, FURNISH AND PLACE. 6"		UNIT PAVERS
	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED		TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED		TREE, CELTIS OCCIDENTALIS CHICAGOLAND, (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED		TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED		TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 3" CALIPER, BALLED AND BURLAPPED
	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2.5" CALIPER, BALLED AND BURLAPPED		TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 3" CALIPER, BALLED AND BURLAPPED		TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 3" CALIPER, BALLED AND BURLAPPED		TREE, CRATAEGUS CRUSGALLI VAR. INERMIS (THORNLESS COCKSPUR HAWTHORN), 8' HEIGHT, BALLED AND BURLAPPED, MULTI-HEADS		



COMPANY NAME: HRGreen  
 PROJECT CONTACT: jharwit  
 CLIENT: HRGreen.com  
 DATE PLOTTED: 2/19/2015 3:56:28 PM  
 FILE NAME: 023.sp05-div+com.dgn  
 PLOT DRIVER: pcf.plt  
 PEN TABLE: standard-trans.tbl



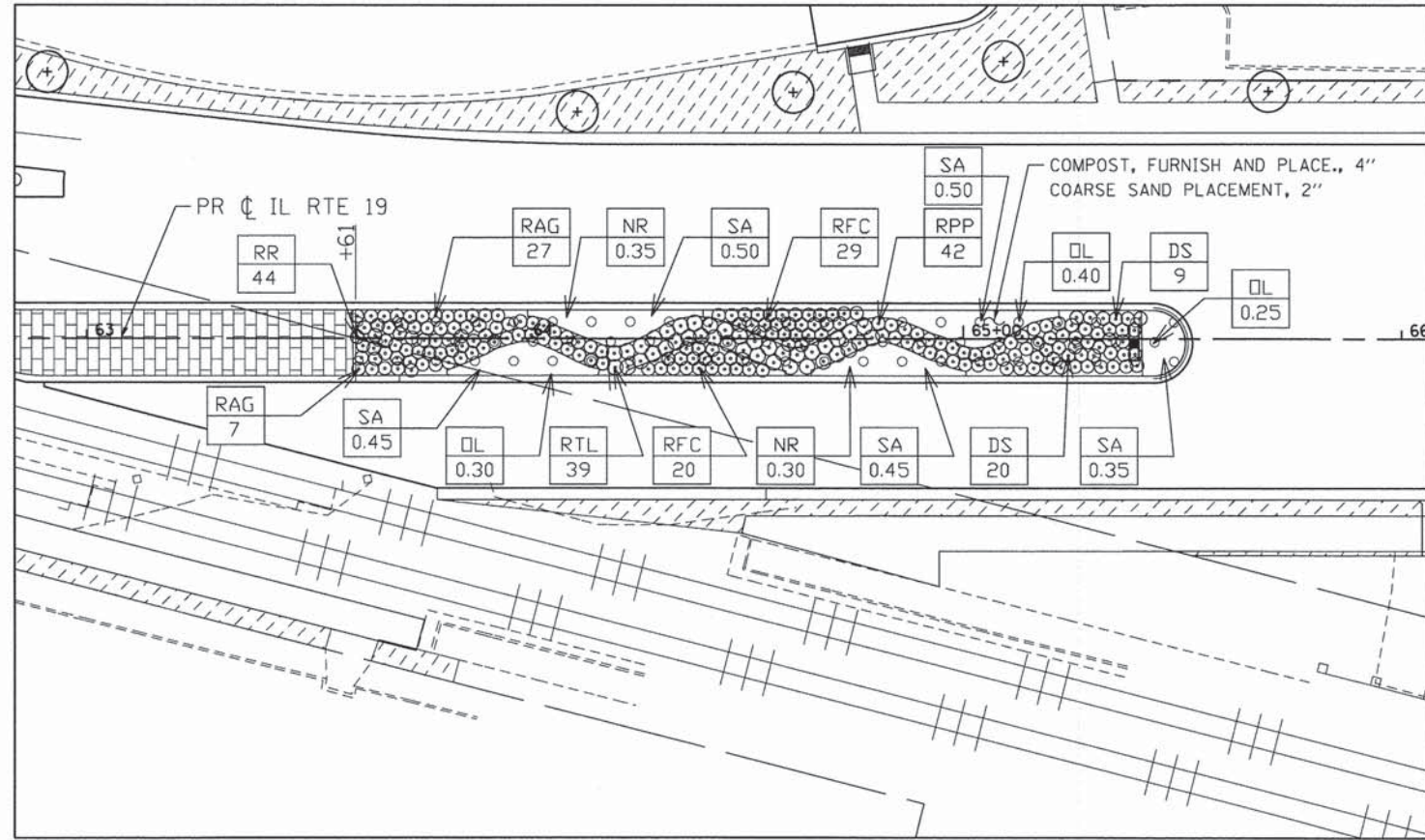
USER NAME = jharwit	DESIGNED - JRM	REVISED -
FILE NAME = 023.sp05-div+com.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1"=50'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>LANDSCAPING PLAN</b>	
<b>DIVISION STREET /COMMERCIAL STREET</b>	
SCALE: 1"=50'	SHEET NO. 5 OF 6 SHEETS STA. BEGIN TO STA. END

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 148
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





MEDIAN PLANTING DETAIL

PLANT LIST

DESCRIPTION	UNIT	ABBREVIATION	KEY	QNTY	SIZE	Comments
SHRUB, DIERVILLA 'COOL SPLASH' (COOL SPLASH DIERVILLA), 2-GALLON	EACH	S-DIERVILLA CL SP 2G	DS	29	3' O.C.	
SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2' WIDTH, CONTAINER	EACH	S-RHUS AROMA GRO 2'C	RAG	34	3' O.C.	
SHRUB, RHUS TYPHINA LACINIATA (CUTLEAF STAGHORN SUMAC), 3' HEIGHT, CONTAINER	EACH	S-RHUS TYPH LAC 3'C	RTL	39	3.5' O.C.	
SHRUB, ROSA FLOWER CARPET RED (FLOWER CARPET RED SHRUB ROSE), CONTAINER GROWN, 3-GALLON	EACH	S-ROSA FLWR CR CG 3G	RFC	49	3' O.C.	
SHRUB, ROSA PURPLE PAVEMENT (PURPLE PAVEMENT ROSE), 24" HEIGHT, CONTAINER	EACH	S-ROSA PURP PAV 24	RPP	42	3' O.C.	
SHRUB, ROSA RUGOSA (RUGOSA ROSE), 24" HEIGHT, CONTAINER	EACH	S-ROSA RUG 24	RR	44	3' O.C.	
PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT/ SESLERIA AUTOMNALIS, AUTUMN MOOR GRASS	UNIT	P PL ORNAMENT T GAL P	SA	2.25	18" O.C.	Mixed planted approx. everyother one
PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT/ NEPETA RACEMOSA 'WALKER'S LOW', BLUE WONDER CATMINT	UNIT	P PL ORNAMENT T GAL P	NR	0.65	18" O.C.	Mixed planted approx. everyother one
PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT/ ORIGANUM LAEVIGATUM 'HERRENHAUSEN', ORNAMENTAL OREGANO	UNIT	P PL ORNAMENT T GAL P	OL	0.95	18" O.C.	Mixed planted approx. everyother one
COMPOST, FURNISH AND PLACE, 4"	SOYD	COMPOST F & P 4		310		4" Depth
COARSE SAND PLACEMENT, 2"	SOYD	COARSE SAND PLACE 2		310		2" Depth
WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	WEED CONTR PRE-EM GRN		7		

COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 CLIENT: STATE OF ILLINOIS  
 FILE NAME: 023\_1sp06-detail.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

**HRGreen**  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = jhorwit	DESIGNED - JRM	REVISED -
FILE NAME = 023_1sp06-detail.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - DTH	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING DETAILS**  
**ILLINOIS ROUTE 19 (IRVING PARK ROAD)**  
 SCALE: 1"=20' SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 149
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



# 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							
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH							
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CT			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	CNC			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	S			
SIGNAL POST				REMOVE ITEM	R				RCF		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL				RMF		
GUY WIRE				ABANDON ITEM	A				RMF		
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION					RMF		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE					RMF		
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE					RPF		
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD							
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE							
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL							
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							
PERFORMED 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											

## RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

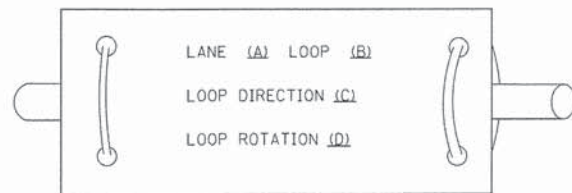
COMPANY NAME:   
 PROJECT CONTACT:   
 CLIENT:   
 DATE PLOTTED: 02/23/2014 10:56:40 PM   
 FILE NAME: 023\_sigortol.dgn   
 PLOT DRIVER: pdfplot   
 PEN TABLE: standard-trans.tbl



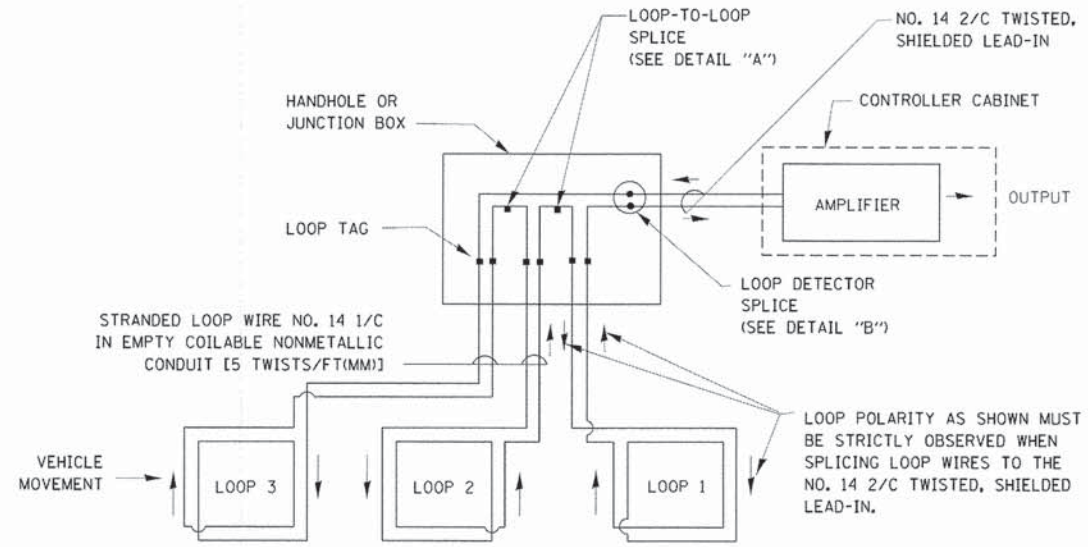
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

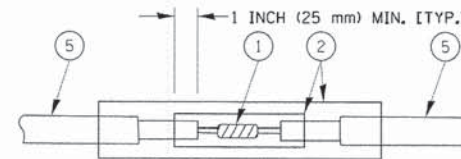


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

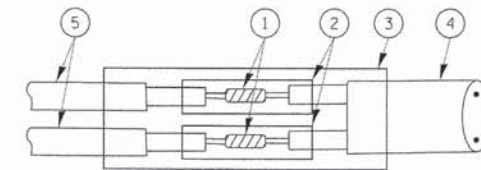


**DETECTOR LOOP WIRING SCHEMATIC**

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

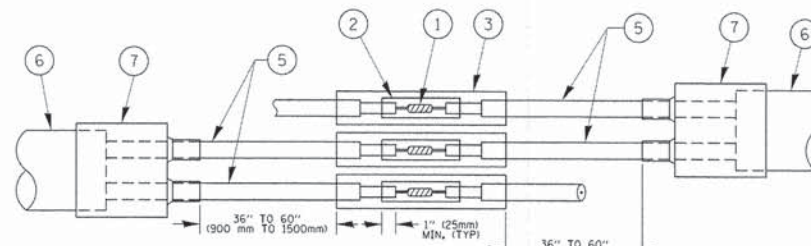


DETAIL "A"  
LOOP-TO-LOOP SPLICE

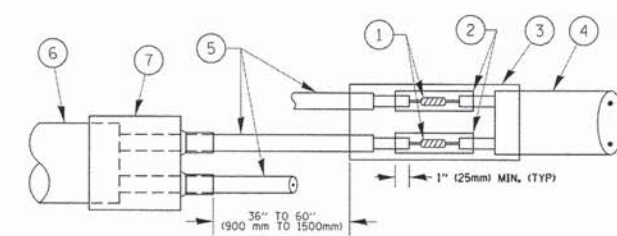


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PRE-FORMED LOOP**

**LOOP DETECTOR SPLICE**

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

COMPANY NAME:   
 PROJECT CONTACT:   
 CLIENT:   
 DATE PLOTTED: 02/15/09 10:02am   
 FILE NAME:   
 PLOT NUMBER:   
 PEN TABLE:

FILE NAME =	USER NAME = footej	DESIGNED - DAD	REVISED - DAG 1-1-14
PROJECT CONTACT:		DRAWN - BCK	REVISED -
CLIENT:		CHECKED - DAD	REVISED -
DATE PLOTTED: 02/15/09 10:02am		DATE - 10-28-09	REVISED -
FILE NAME:			
PLOT NUMBER:			
PEN TABLE:			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

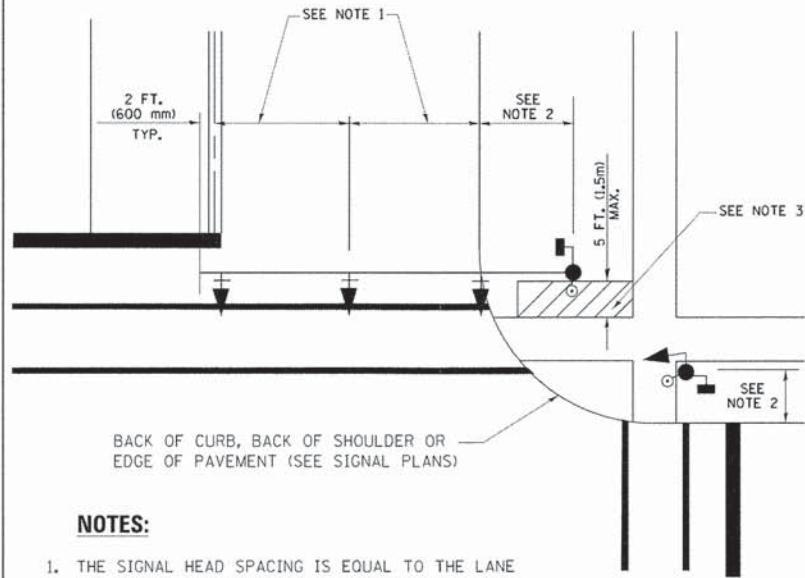
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	151
<b>TS-05b</b>		CONTRACT NO.	63872	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

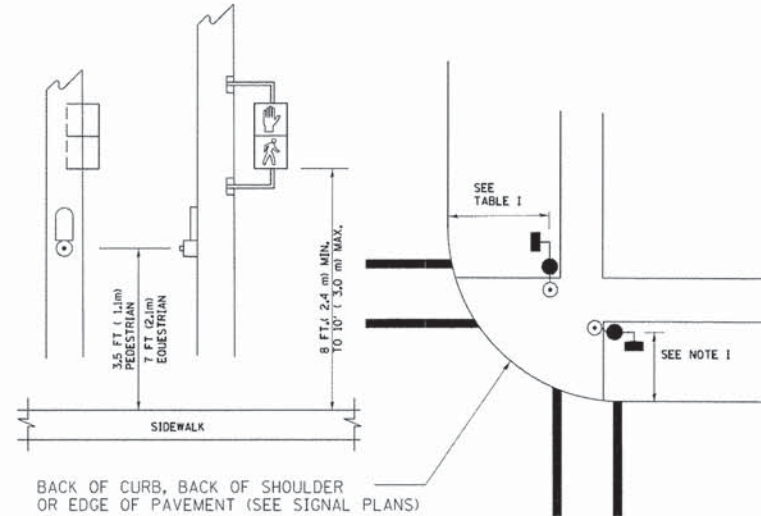


**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



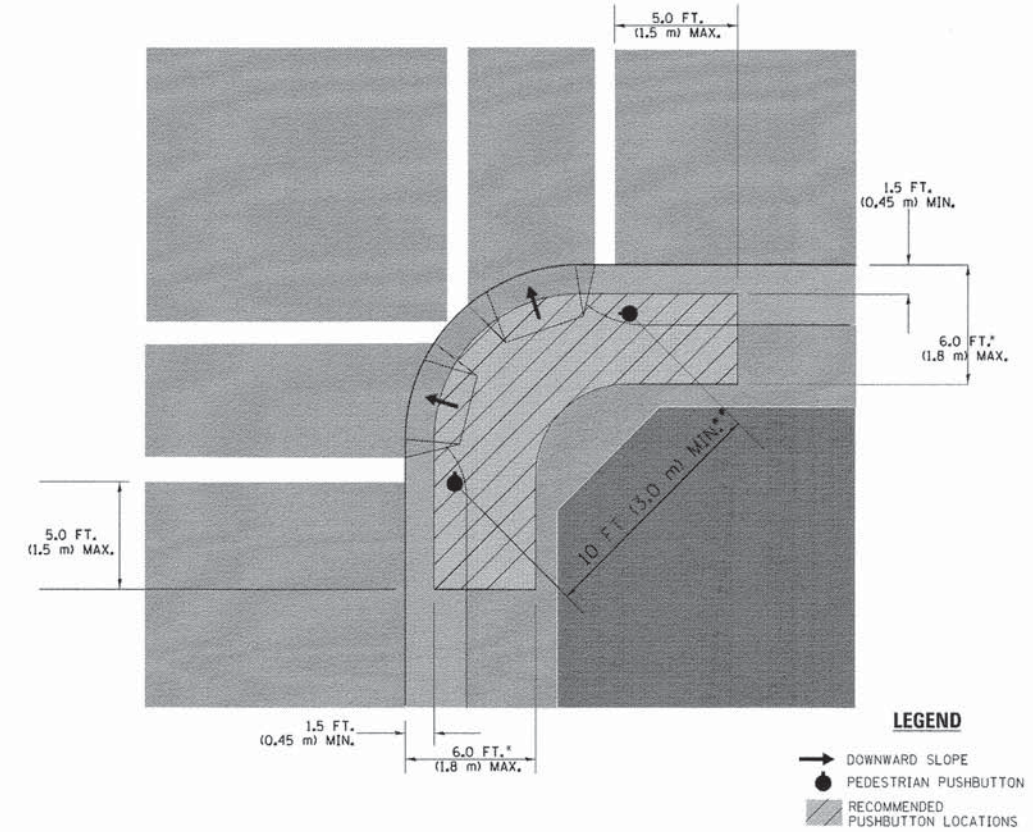
- NOTES:**
1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
  2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
  3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP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

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



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

**RECOMMENDED PUSHBUTTON LOCATIONS**



- 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.

COMPANY NAME: STANDAR  
PROJECT CONTACT: STANDAR  
CLIENT: STANDAR  
DATE PLOTTED: 4/21/27 PM  
FILE NAME: 021\_sigsig103.dgn  
PLOT DRIVER: pcf.plt  
PEN TABLE: standar-trans.tbl

FILE NAME *	USER NAME * foocsmj	DESIGNED - DAD	REVISED - DAG 1-1-14
c:\pwwork\pwwork\foocsmj\d21003151085.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 "/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

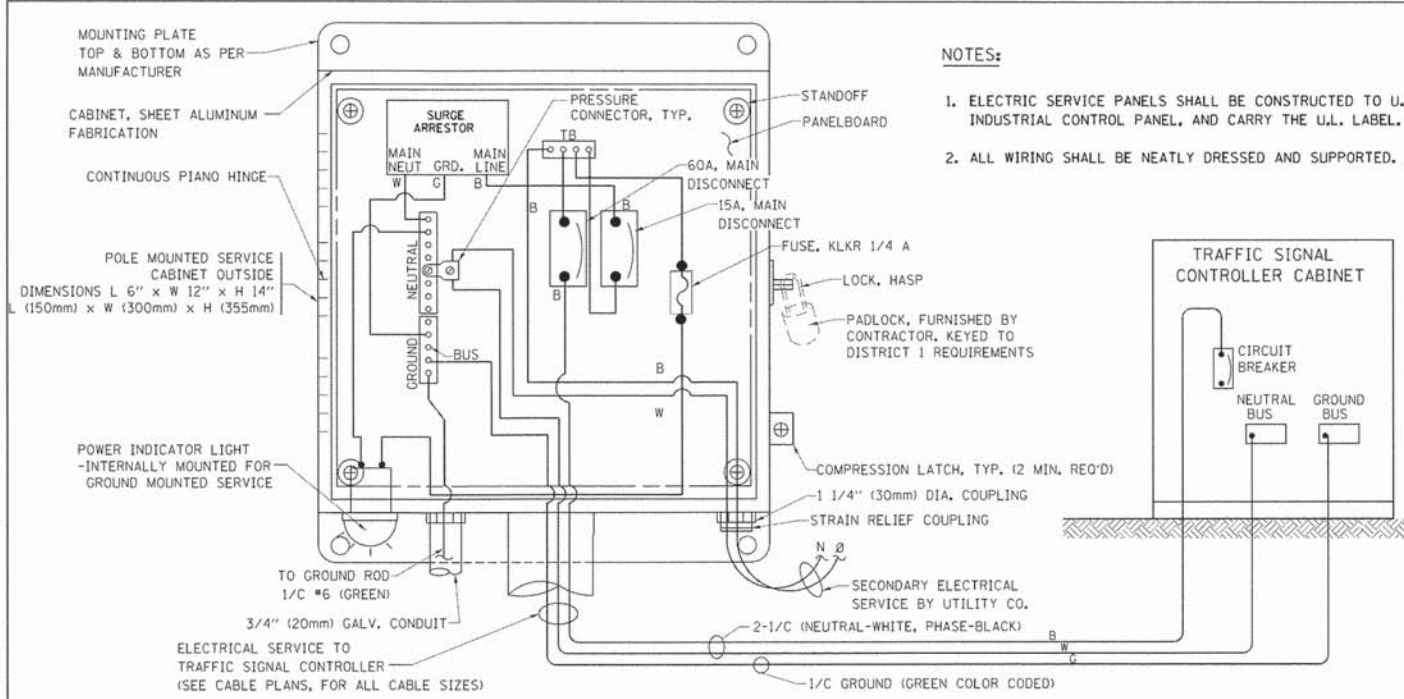
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

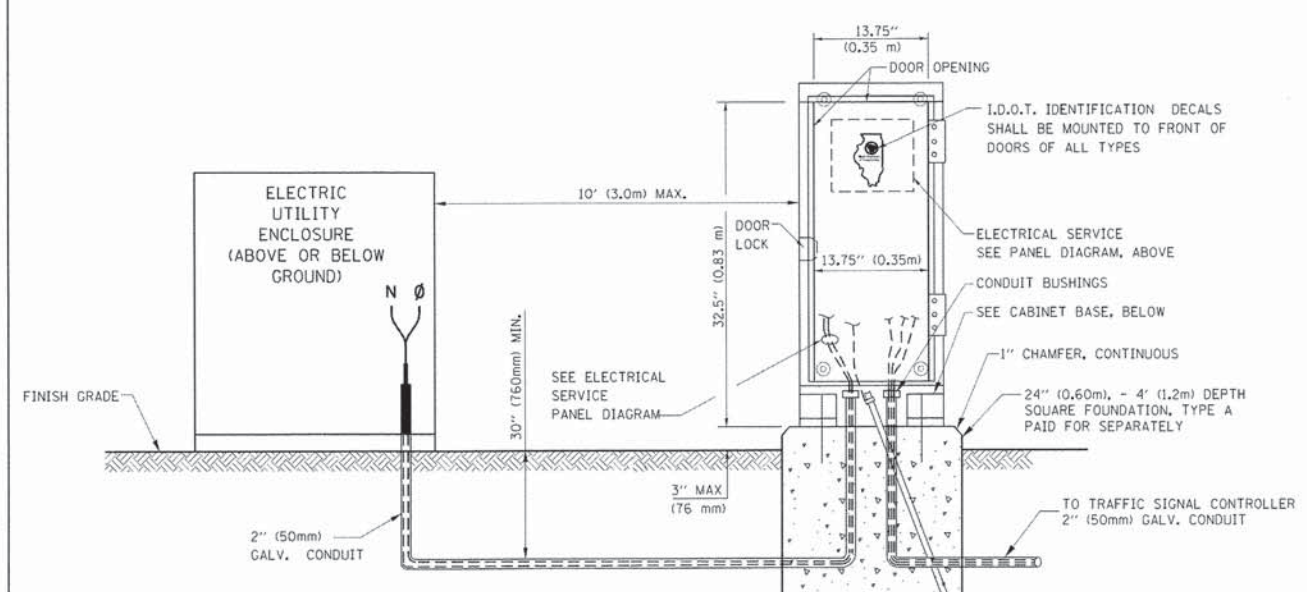
SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	152
TS-05c			CONTRACT NO. 63872	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



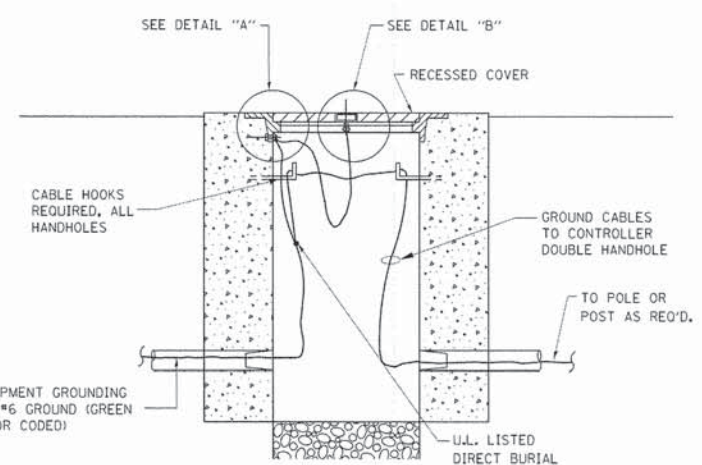
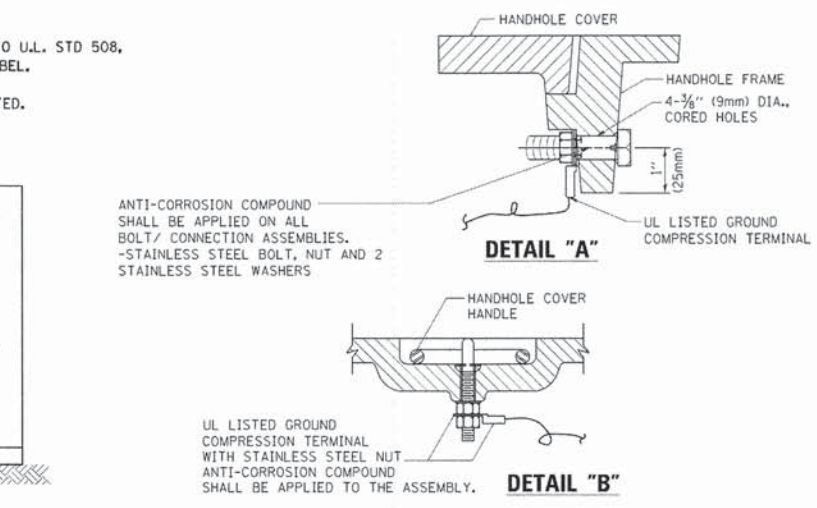
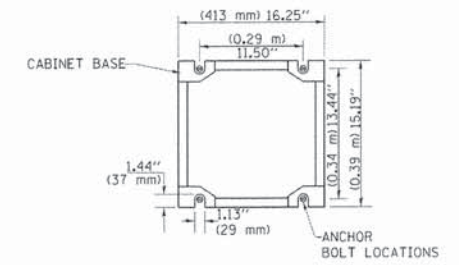


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**

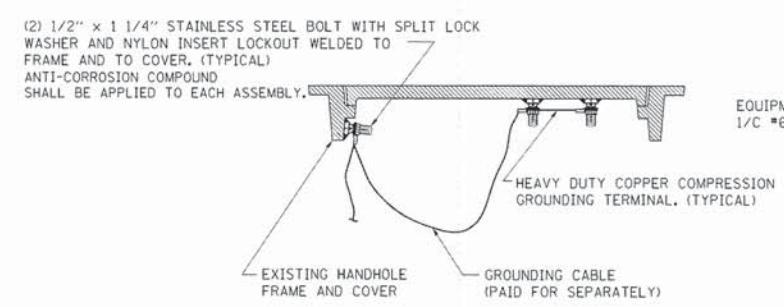


**SERVICE INSTALLATION  
GROUND MOUNT  
(NOT TO SCALE)**

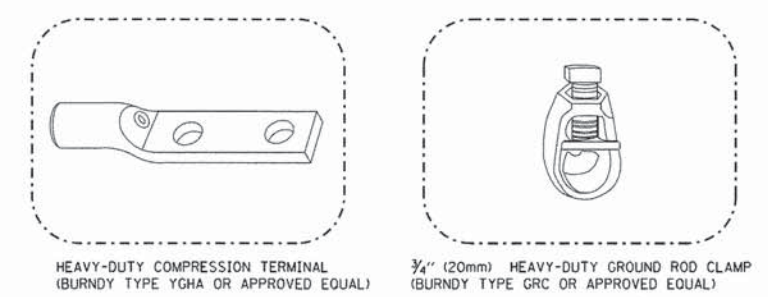
**CABINET – BASE BOLT PATTERN  
(NOT TO SCALE)**



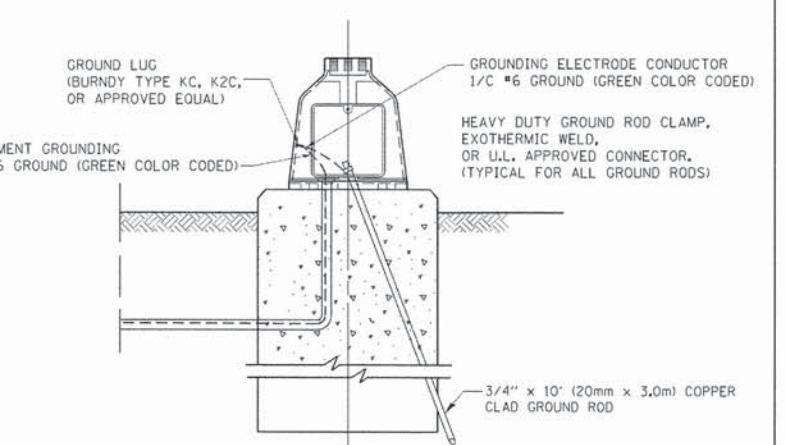
**HANDHOLE COVER & FRAME – GROUNDING DETAIL  
(NOT TO SCALE)**



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



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



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

**NOTES:  
GROUNDING SYSTEM**

- 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.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

COMPANY NAME:  
PROJECT CONTACT:  
DATE PLOTTED:  
FILE NAME:  
PLOT DRIVER:  
PEN TABLE:

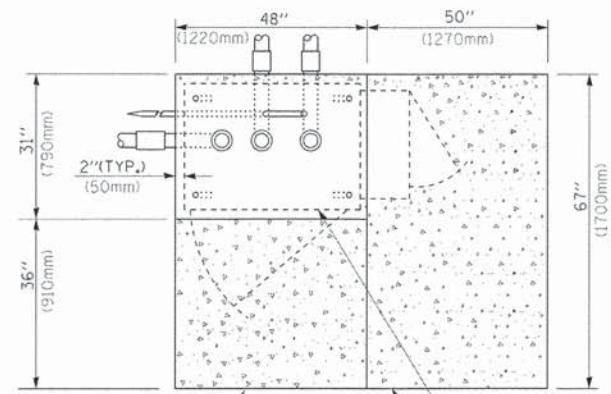
FILE NAME =	USER NAME =	DESIGNED -	REVISED -
cd:\pw\work\p\stdot\Footomj\std0315\ts05.dgn	Footomj	DAD	DAG 1-1-14
		DRAWN -	REVISED -
		BCK	
		CHECKED -	REVISED -
		DAD	
		DATE -	REVISED -
		10-28-09	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

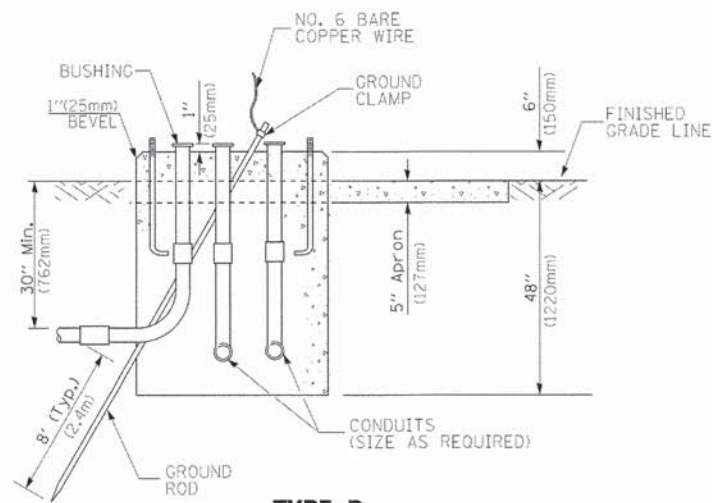
<b>DISTRICT ONE</b>			
<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	153
<b>TS-05d</b>			CONTRACT NO.	63872
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

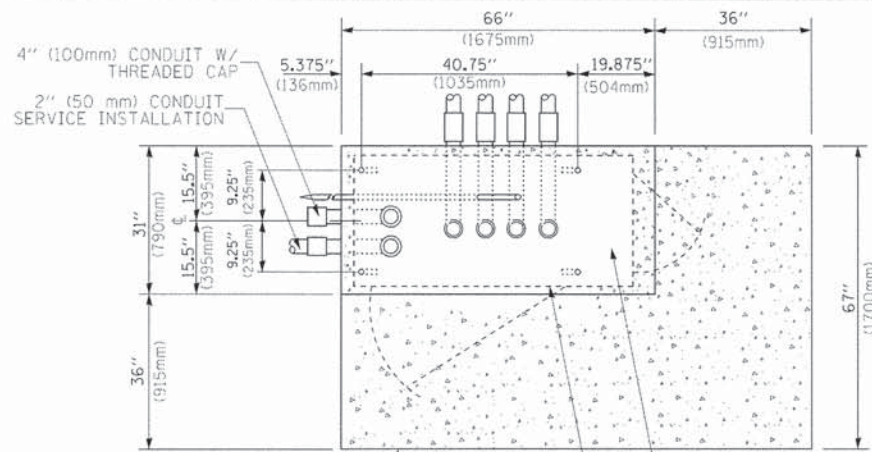




**TOP VIEW**

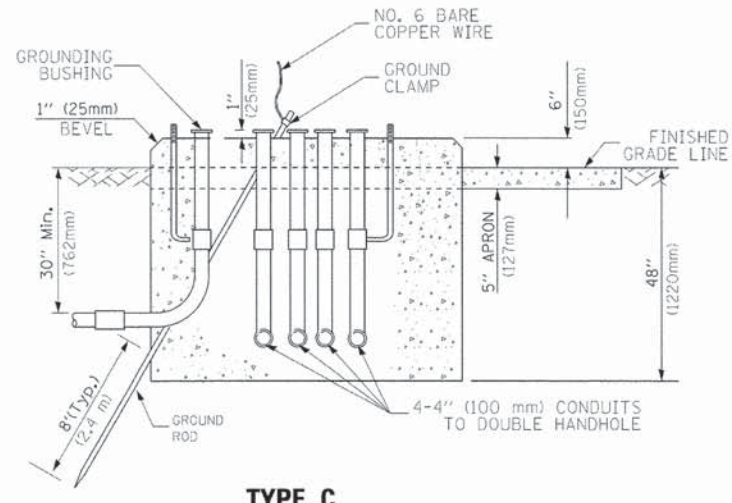


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

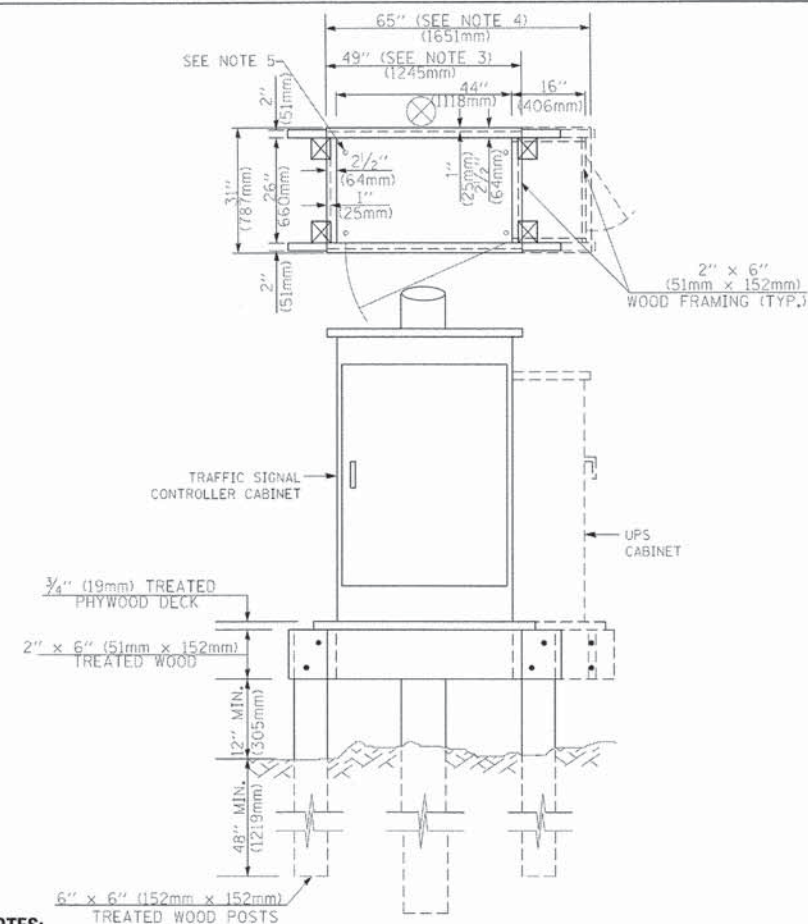


**TOP VIEW**

**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)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

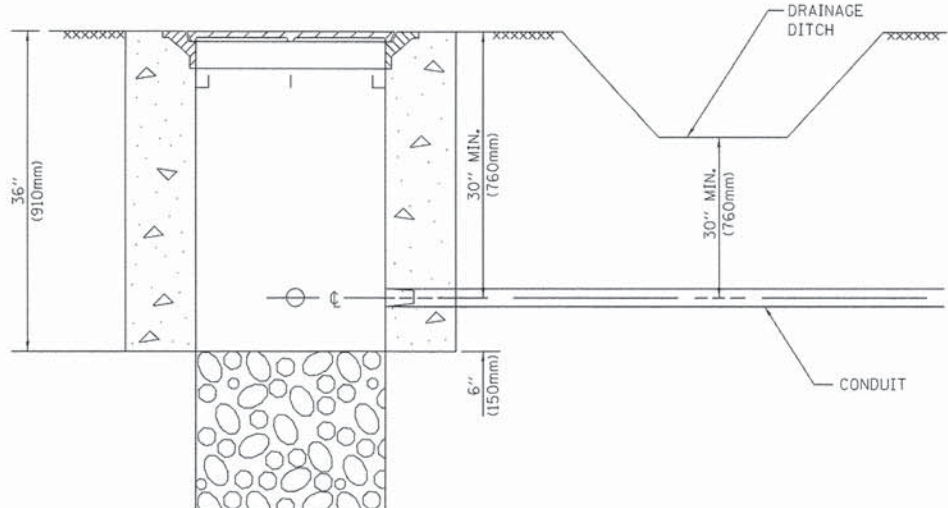
**NOTES:**

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

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

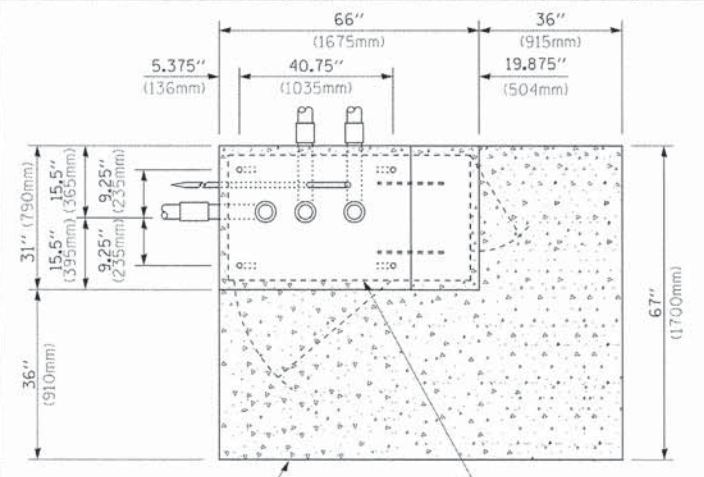
COMPANY NAME:   
 CLIENT CONTACT:   
 DATE PLOTTED: 4/5/2014 4:54:52 PM   
 FILE NAME: 021.sip04105.dgn   
 PLOT DRIVER: pdf.plt   
 PEN TABLE: standard-trans.tbl



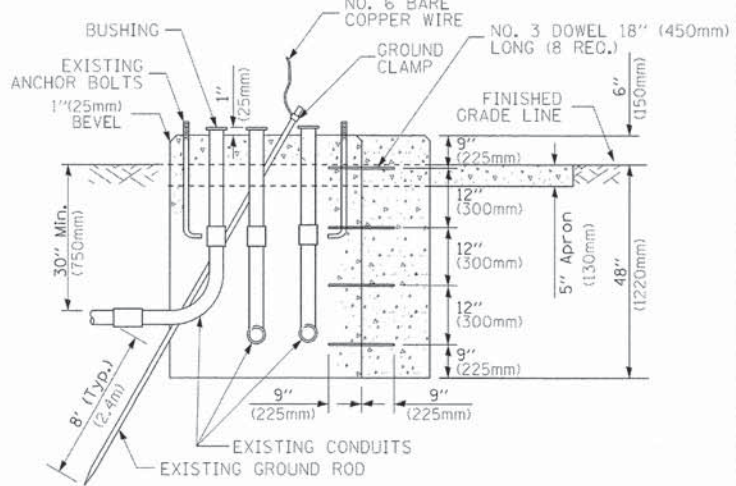


- NOTES:**
1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
  2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
  3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES,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

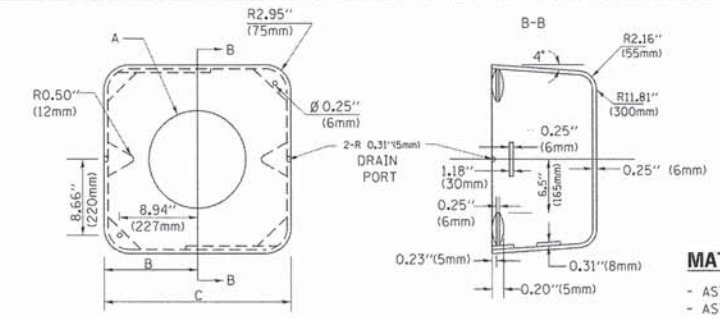
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**TOP VIEW**  
(NOT TO SCALE)



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

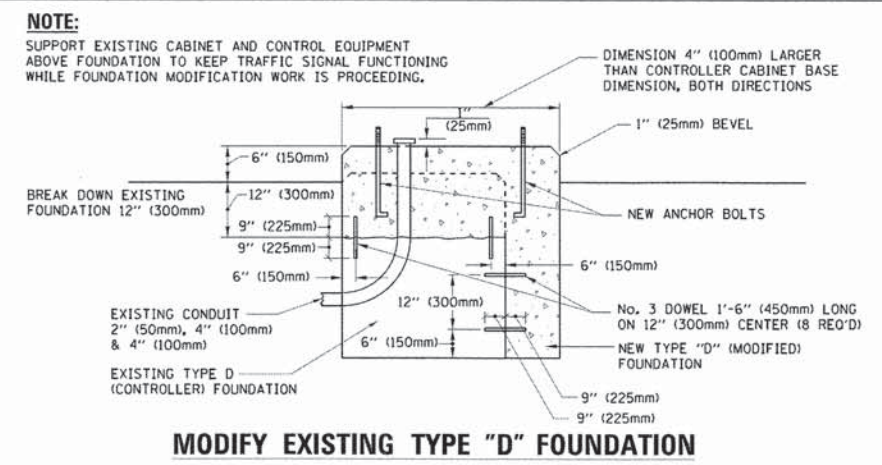


**MATERIAL:**  
- ASTM A36 STEEL  
- ASTM A-123 HOT DIPPED GALVANIZED

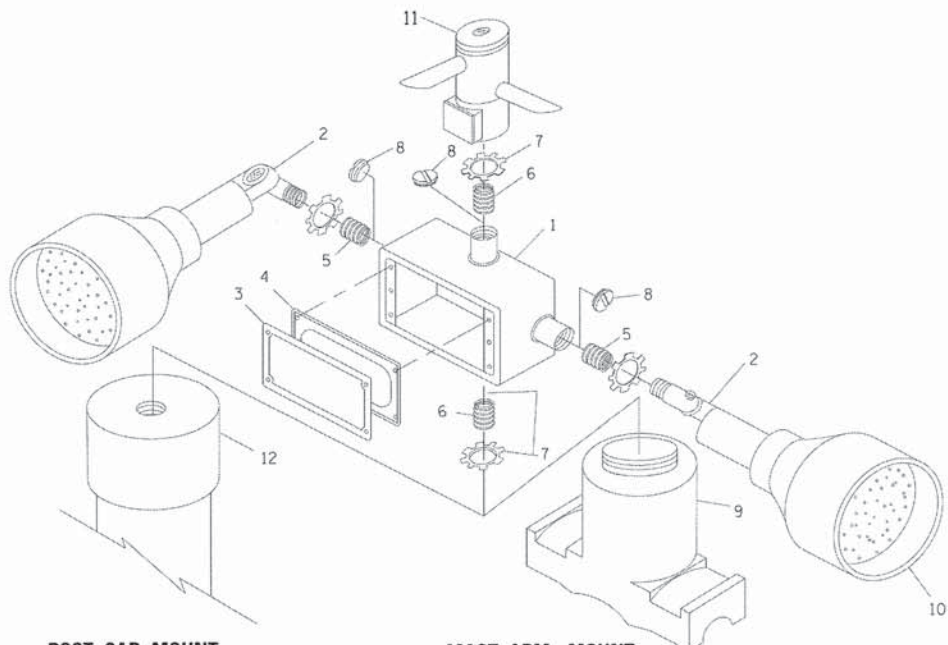
A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126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



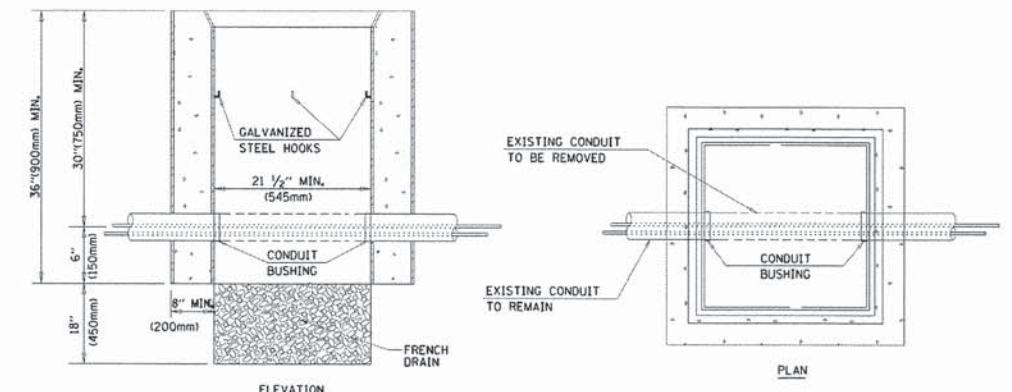
**MODIFY EXISTING TYPE "D" FOUNDATION**



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	1/2" (12.5 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-0-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.

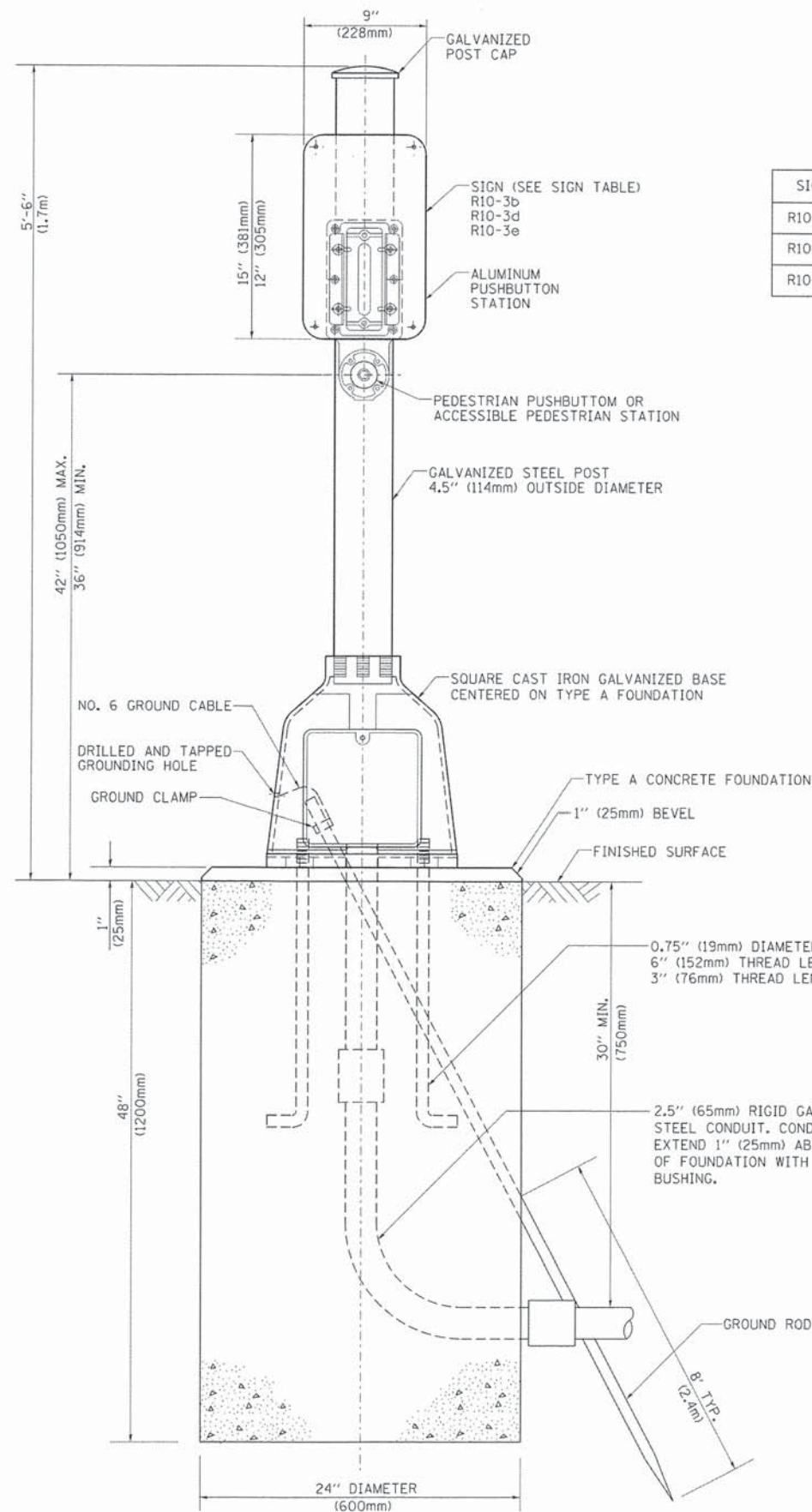
**POST CAP MOUNT**      **MAST ARM MOUNT**  
**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



- 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.

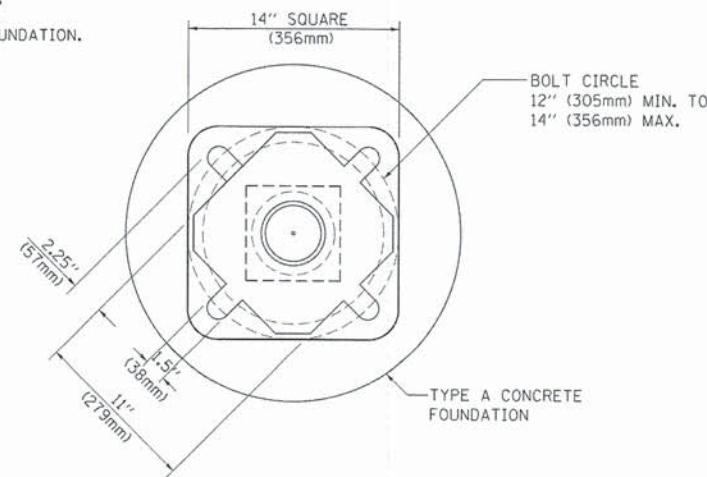
**HANDHOLE TO INTERCEPT EXISTING CONDUIT**





**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**

COMPANY NAME:   
 PROJECT CONTACT:   
 DATE PLOTTED: 5/10/12 PM   
 FILE NAME: 021.sps007.dgn   
 PLOT DRIVER: pdf.plt   
 PEN TABLE: standard-trans.tbl

FILE NAME =	USER NAME = foostm_j	DESIGNED - DAG	REVISED - DAG 1-1-14
ci:\pwork\psidot\foostm_j\0108315\ts05.dgn		DRAWN - GND	REVISED -
	PLOT SCALE = 50.0000 / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	156
TS-05g		CONTRACT NO. 63872		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

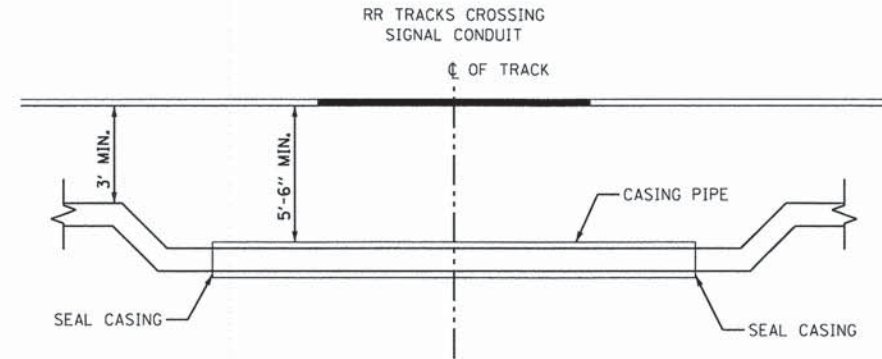


**TRAFFIC SIGNAL GENERAL NOTES**

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. A MASTER CONTROLLER SHALL BE FURNISHED AND INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION
12. LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

CONDUIT		CASING PIPE		LOCATION
DIAMETER	2"	DIAMETER	6"	IL ROUTE 19, EAST OF INTERSECTION
MATERIAL	STEEL	MATERIAL	STEEL	
		LENGTH	124'	WOOD DALE RD, NORTH OF INTERSECTION
DIAMETER	3"	DIAMETER	6"	
MATERIAL	STEEL	MATERIAL	STEEL	
		LENGTH	83'	



SCALE: N.T.S.

**RAILROAD CASING DETAIL**

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE: 5/23/15 PM  
 FILE NAME: 023\_siggen01.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorvut	DESIGNED - JJS	REVISED -
FILE NAME = 023_siggen01.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TRAFFIC SIGNAL GENERAL NOTES AND DETAILS**  
 SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY	TOTAL SHEETS 277	SHEET NO. 157
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

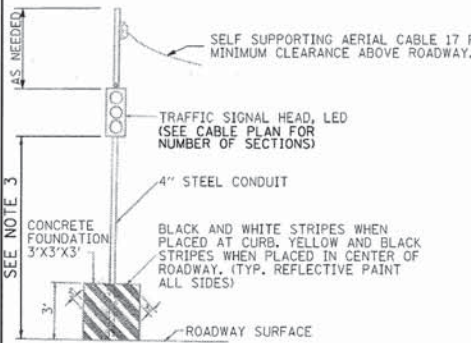


**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.

**LEGEND:**

- WORK ZONE
- DETECTION ZONE
- TEMPORARY PAVEMENT



**TEMPORARY PRE-SIGNAL POST MOUNTING DETAIL**  
(SEE NOTE 3)

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

- |    |      |                                   |
|----|------|-----------------------------------|
| 6  | EACH | STEEL MAST ARM ASSEMBLY AND POLE  |
| 5  | EACH | SIGNAL POST                       |
| 14 | EACH | SIGNAL HEAD, 1-FACE, 3 SECTION    |
| 1  | EACH | SIGNAL HEAD, 2-FACE, 3 SECTION    |
| 4  | EACH | SIGNAL HEAD, 1-FACE, 5 SECTION    |
| 14 | EACH | TRAFFIC SIGNAL BACKPLATE          |
| 2  | EACH | PEDESTRIAN SIGNAL HEAD, 1-FACE    |
| 3  | EACH | PEDESTRIAN SIGNAL HEAD, 2-FACE    |
| 8  | EACH | PEDESTRIAN PUSHBUTTON             |
| 11 | EACH | MAST ARM SIGN PANELS              |
| 1  | EACH | CONTROLLER AND CABINET (COMPLETE) |
| 2  | EACH | ILLUMINATED SIGN                  |

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

- AGENCY: CITY OF WOOD DALE
- |   |      |                                  |
|---|------|----------------------------------|
| 4 | EACH | EMERGENCY VEHICLE LIGHT DETECTOR |
| 1 | EACH | LIGHT DETECTOR AMPLIFIER         |

**SIGN (A)**



R10-5  
30" X 36"  
6 - REQUIRED

**SIGN (B)**



R10-11b  
36" X 36"  
2 - REQUIRED

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**SIGN (C)**



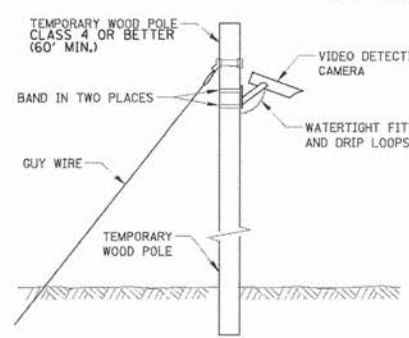
R8-8  
24" X 30"  
4 - REQUIRED

**SIGN (D)**

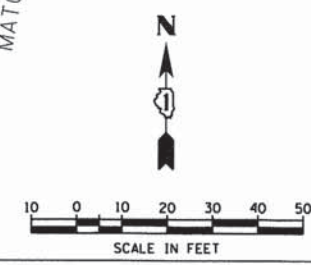


R3-1  
24" X 24"  
2 - REQUIRED

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
(NOT TO SCALE)



**RESTORATION OF WORK AREA**

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

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen.com  
CLIENT: Illinois Professional Design Firm  
DATE PLOTTED: 5/4/2015 5:46:50 PM  
FILE NAME: 023\_sigrm0101.dgn  
PLOT DRIVER: pcf.dwt  
PEN TABLE: standard-trans.dwt

**HRGreen**  
Illinois Professional Design Firm  
# 184-001322

USER NAME: jharwit	DESIGNED: JJS	REVISED:
FILE NAME: 023_sigrm0101.dgn	DRAWN: DS	REVISED:
PLOT SCALE: 1"=20'	CHECKED: CP	REVISED:
PLOT DATE: 2/19/2015	DATE: 2/2/2015	REVISED:

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN-STAGE 1 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

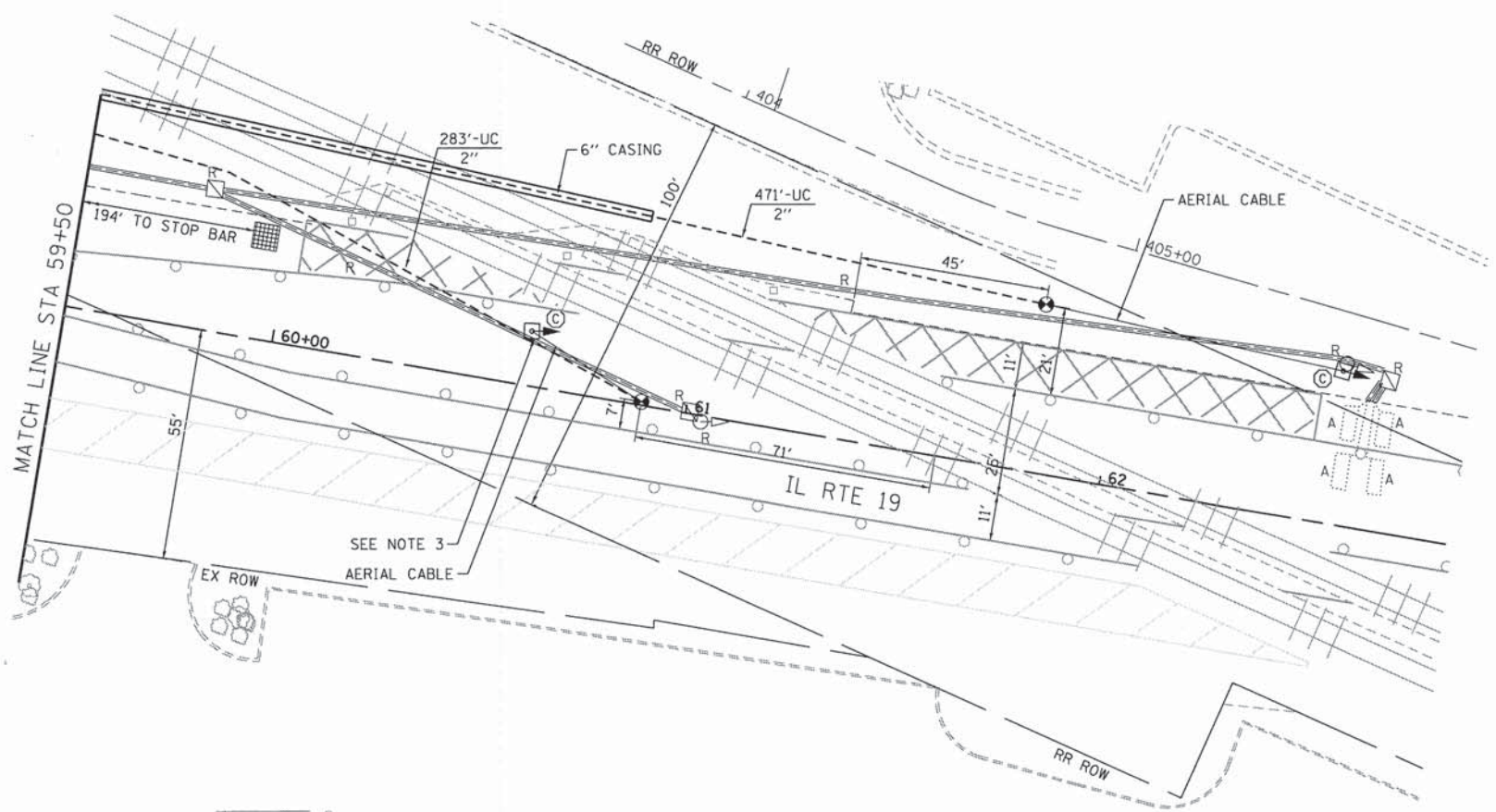
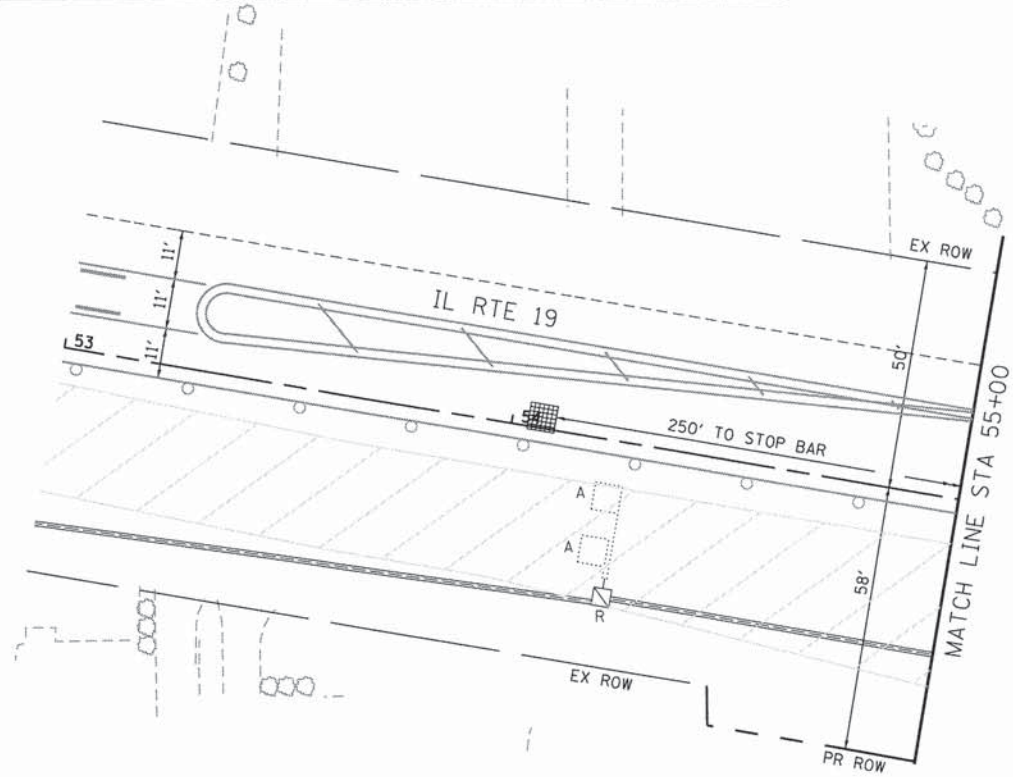
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 158
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63872	



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.



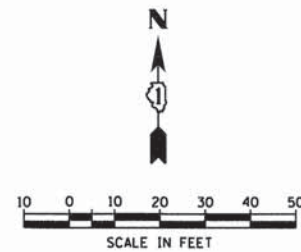
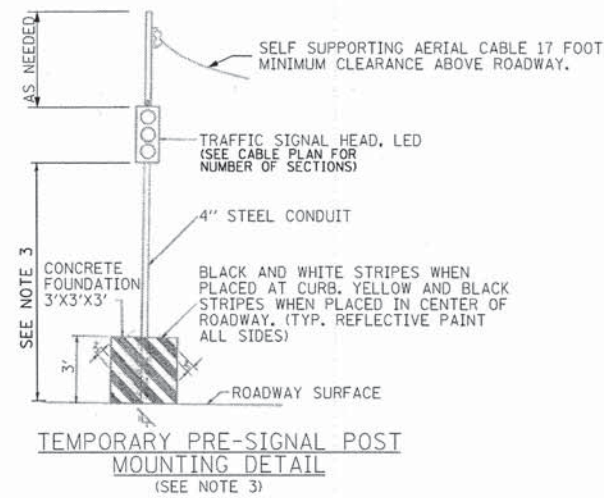
**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.

- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horvath  
 DATE PLOTTED: 5/4/2015 5:46:06 PM  
 CLIENT: State of Illinois  
 PLOT DRIVER: jhorvath@hrgreen.com  
 PEN TABLE: standard-trans.tbl

HRGreen.com Illinois Professional Design Firm #184-001322	USER NAME = jhorvath	DESIGNED - JJS	REVISED -
	FILE NAME = 023.sisgrem@tbl.dgn	DRAWN - DS	REVISED -
	PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
	PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN-STAGE 1 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**  
 SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 159
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63872	



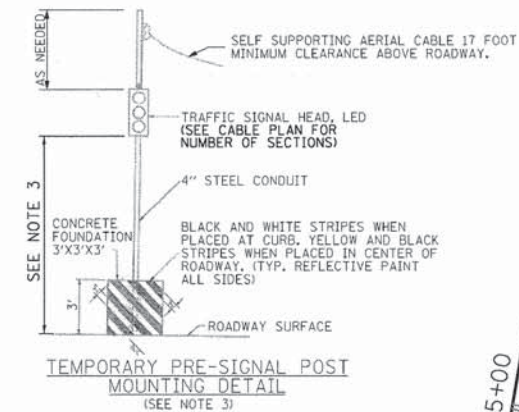
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**RESTORATION OF WORK AREA**

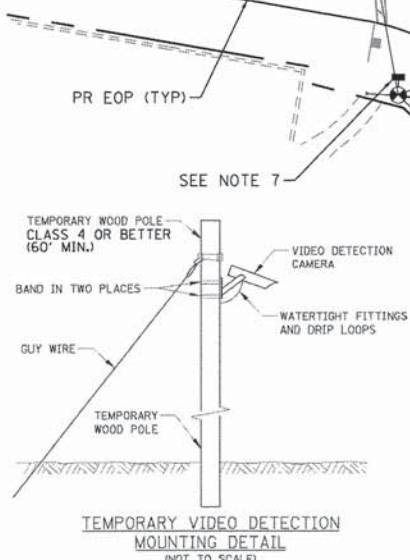
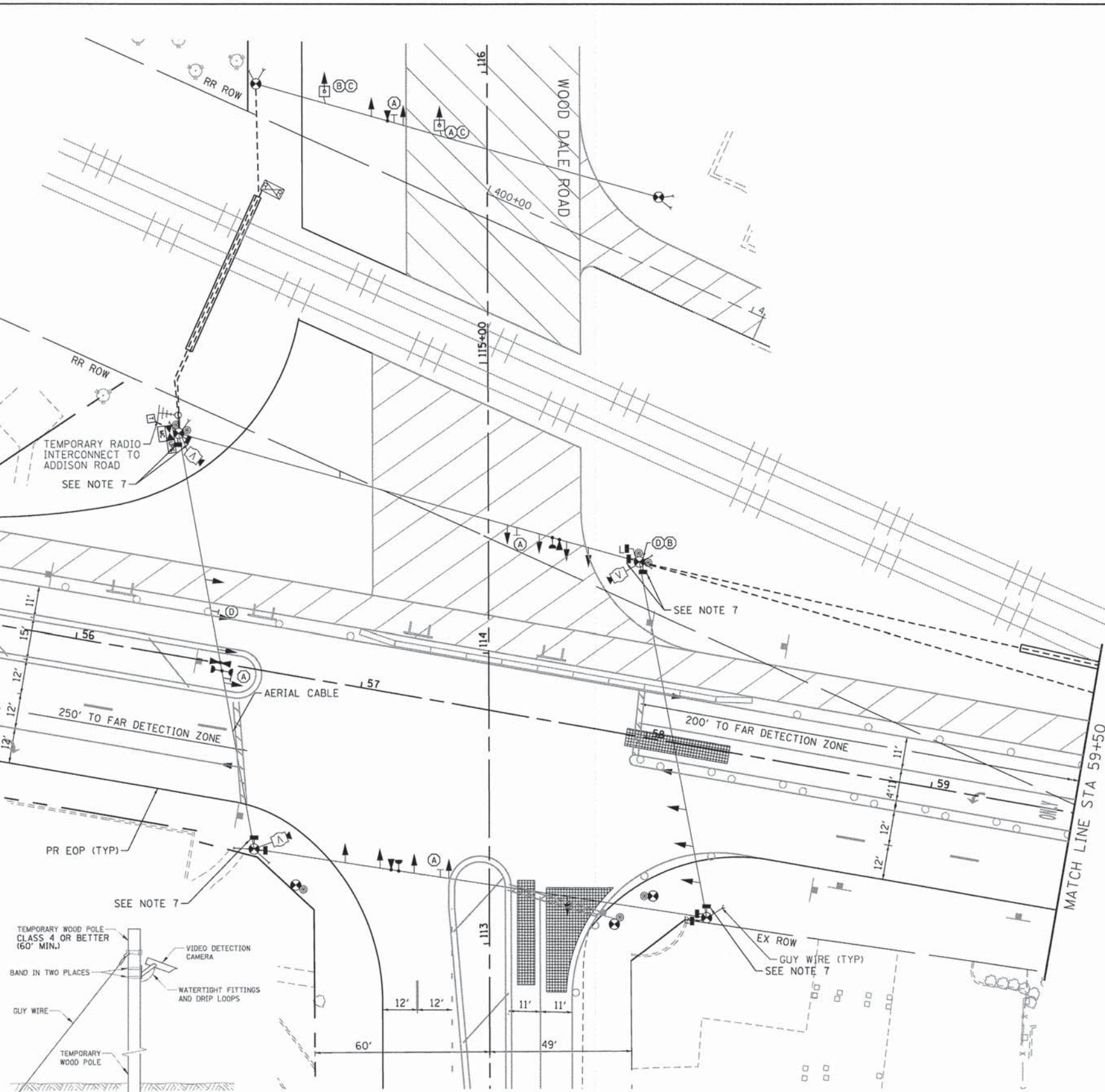
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAYS SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND.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



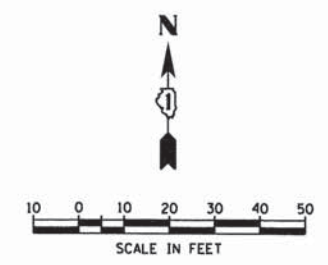
- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT
- SIGN (A)**  
LEFT ON GREEN ARROW ONLY  
R10-5  
30" X 36"  
5 - REQUIRED
- SIGN (B)**  
NO TURN ON RED  
R10-11b  
36" X 36"  
2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



- SIGN (C)**  
DO NOT STOP ON TRACKS  
R8-8  
24" X 30"  
4 - REQUIRED
- SIGN (D)**  
  
R3-1  
24" X 24"  
2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 5/5/2015 10:00 AM  
 FILE NAME: 023\_sigrsm0101a.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigrsm0101a.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1a**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

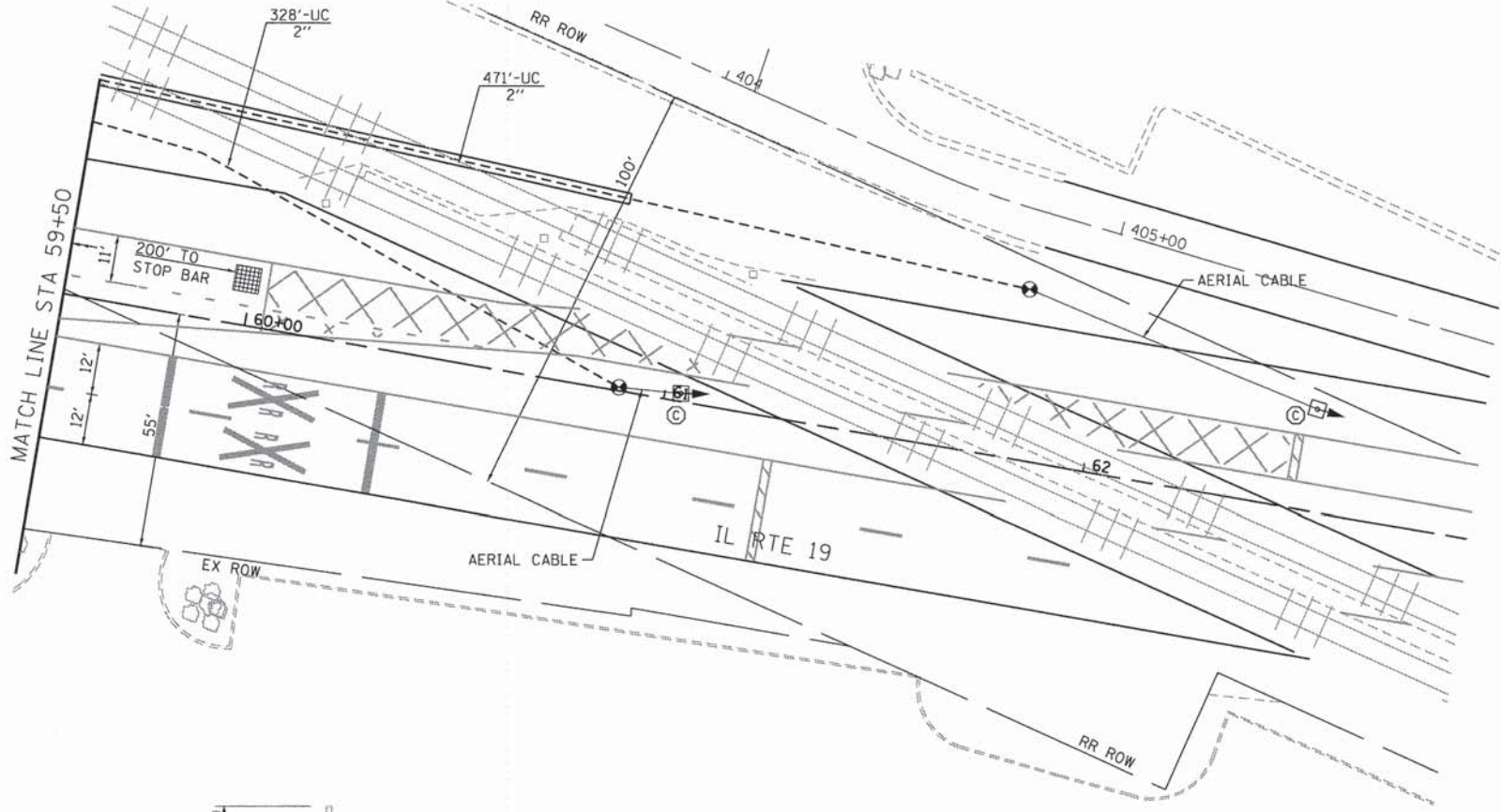
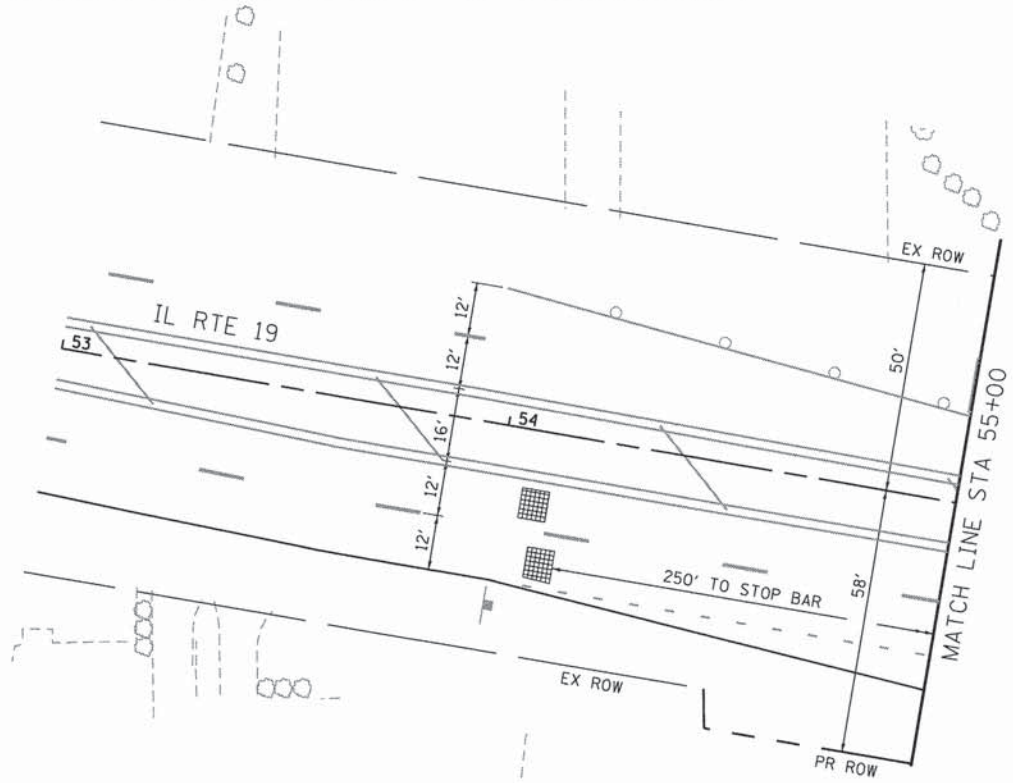
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 160
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		CONTRACT NO. 63872		



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

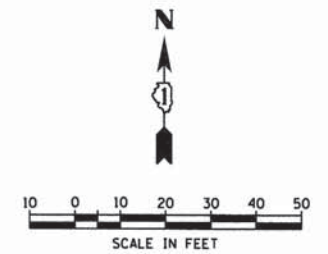
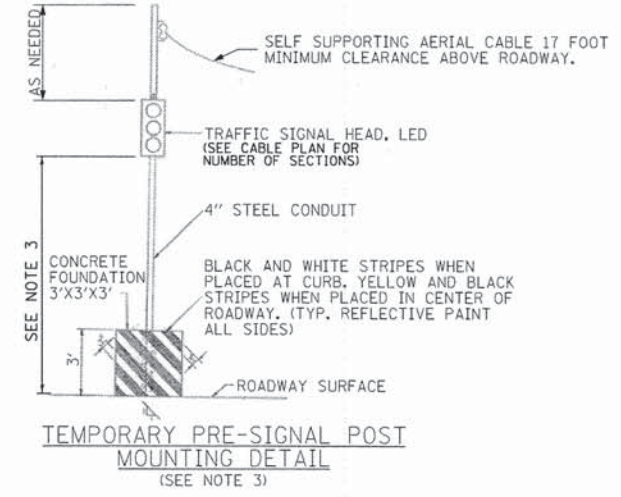
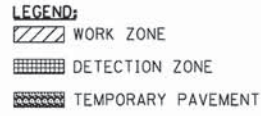


**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. J. S. J.  
 DATE PLOTTED: 6/20/15 11:00 AM  
 FILE NAME: 023.sigrem@blad.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

HRGreen.com Illinois Professional Design Firm # 184-001322	USER NAME = jhorwts FILE NAME = 023.sigrem@blad.dgn PLOT SCALE = 1"=20' PLOT DATE = 2/19/2015	DESIGNED - JJS DRAWN - DS CHECKED - CP DATE - 2/2/2015	REVISED - REVISED - REVISED - REVISED -
--	--	---	--

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1a**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20'    SHEET NO. 2 OF 2 SHEETS    STA. NA    TO STA. NA

F.A.J.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 161
CONTRACT NO. 63872				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



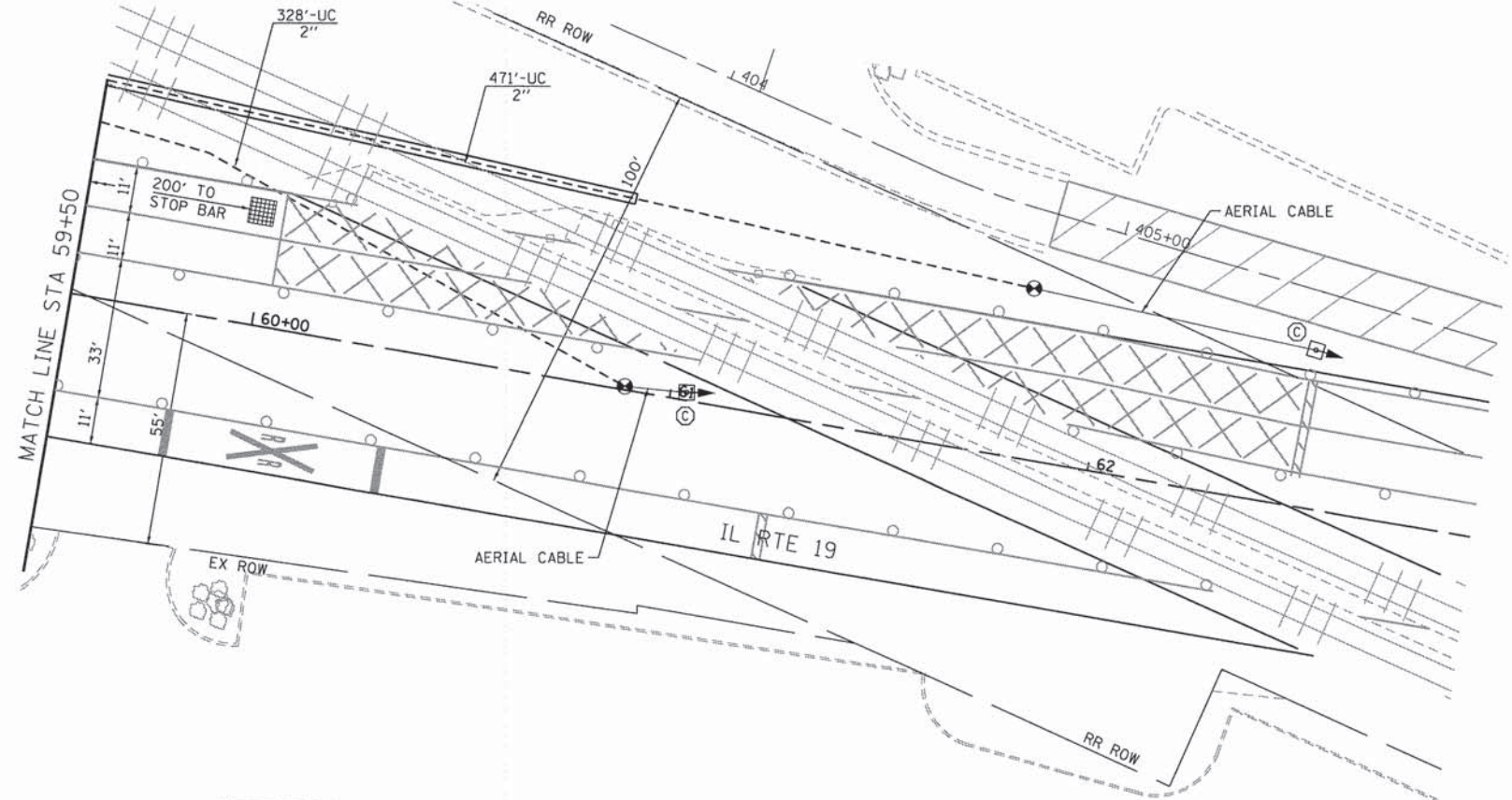
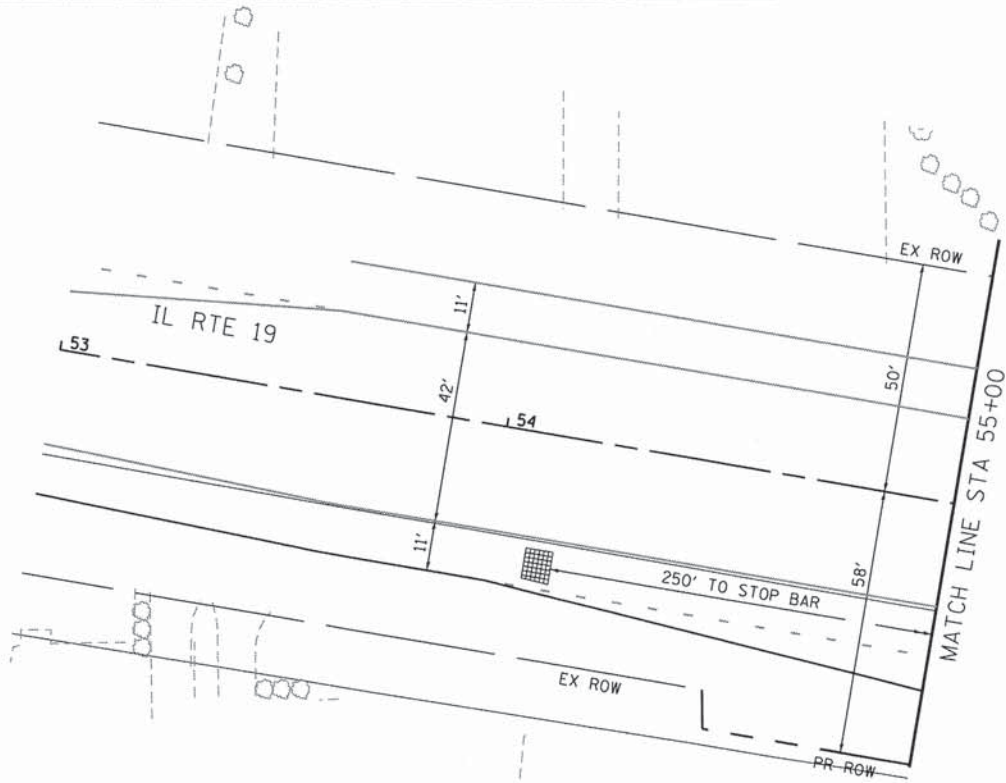




**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.



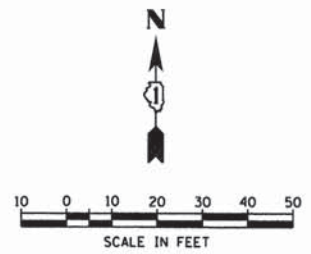
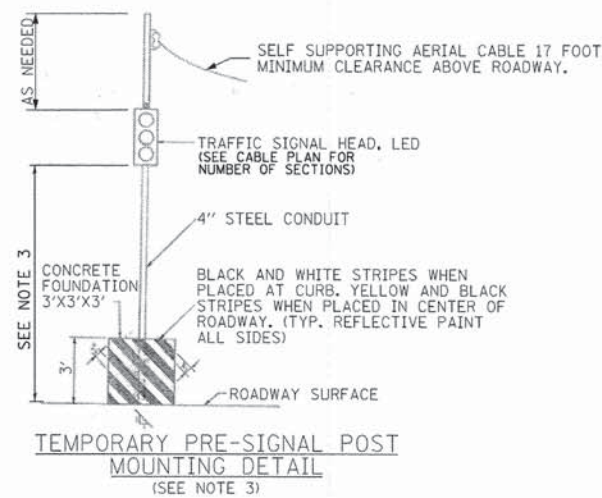
**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.

- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 6/23/17 PM  
 FILE NAME: 023.sigren@tblb.dgn  
 PLOT DIRECTION: portrait  
 PEN TABLE: standard-props.tbl

USER NAME = jhorvit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigren@tblb.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1b**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 163
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



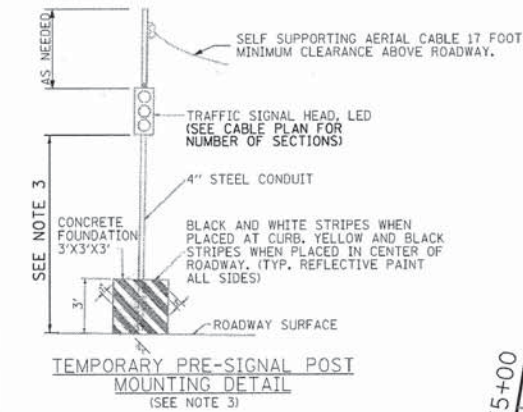
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

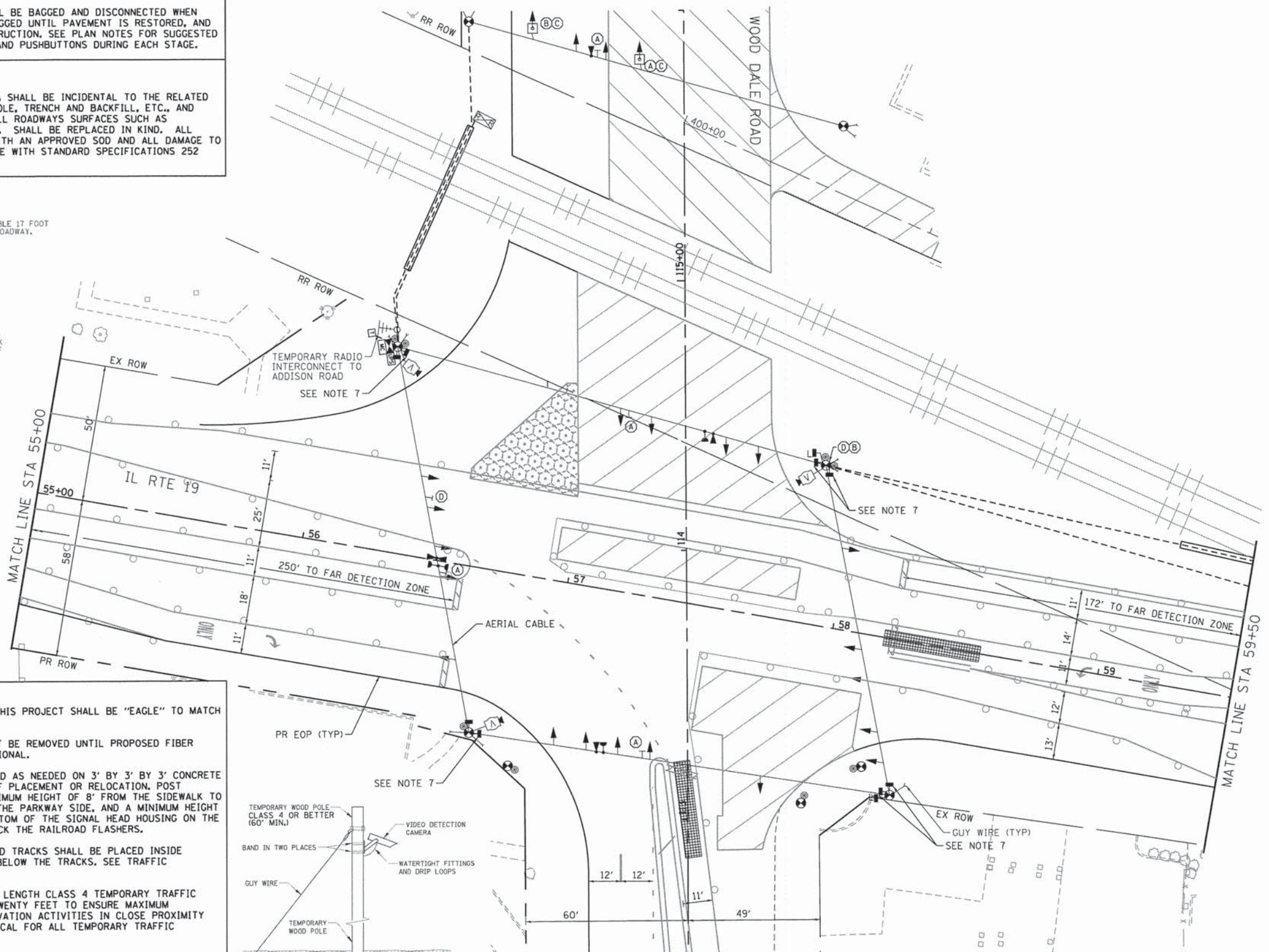
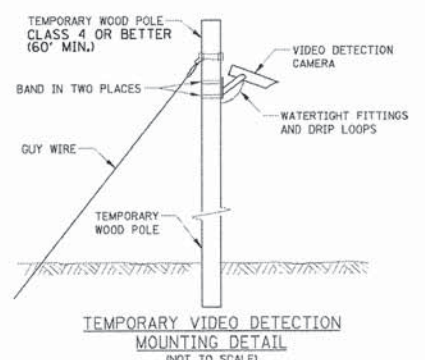
**RESTORATION OF WORK AREA**

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



- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT
- SIGN (A)** LEFT ON GREEN ARROW ONLY  
R10-5 30" X 36" 5 - REQUIRED
- SIGN (B)** NO TURN ON RED  
R10-11b 36" X 36" 2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

- NOTES:**
1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
  2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
  3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
  4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
  5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
  6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
  7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



- SIGN (C)** DO NOT STOP ON TRACKS  
R8-8 24" X 30" 4 - REQUIRED
- SIGN (D)** R3-1 24" X 24" 2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 6/15/15 PM  
FILE NAME: 023.sigrem01a.dgn  
PLOT DRIVER: pdf.plt  
PEN TABLE: standard-trns.tbl

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrem01a.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1c**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

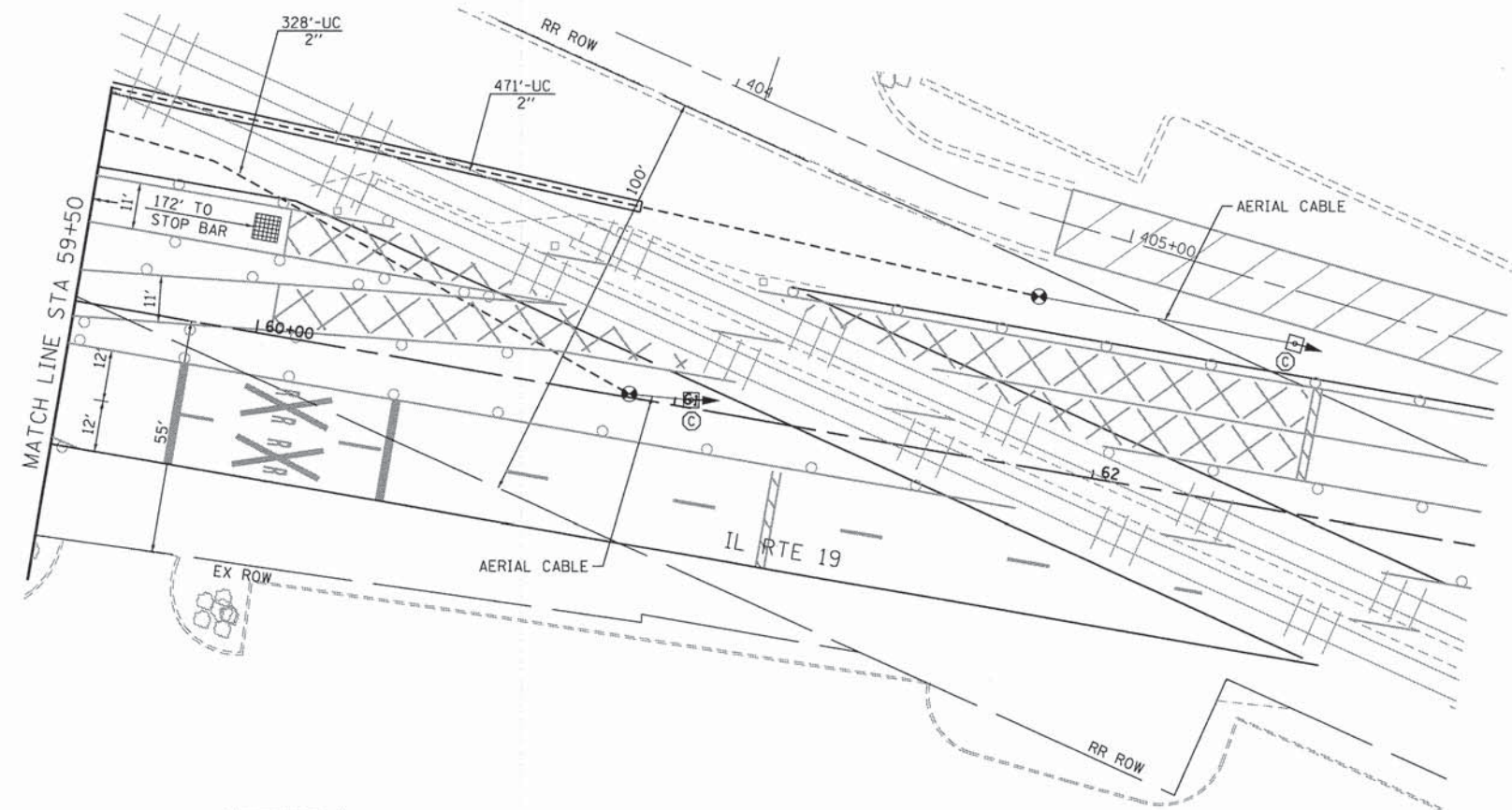
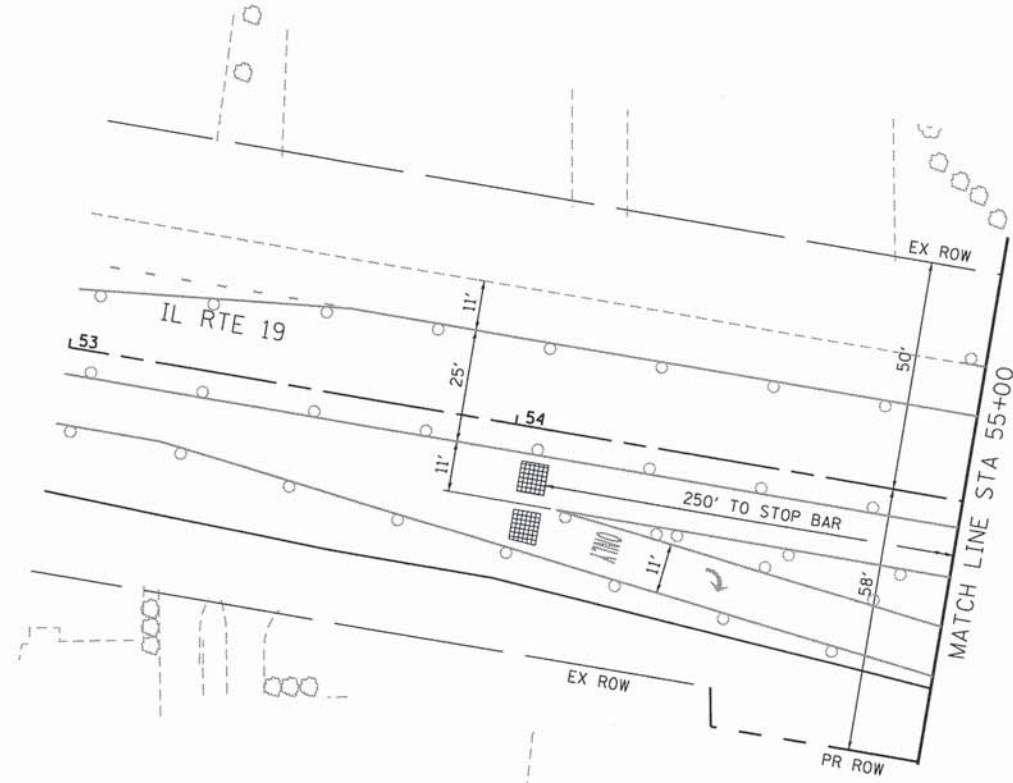
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 164
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63872	



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.



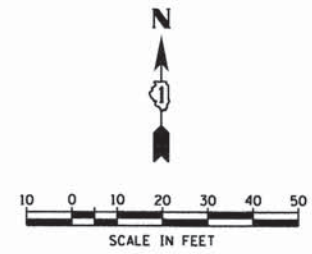
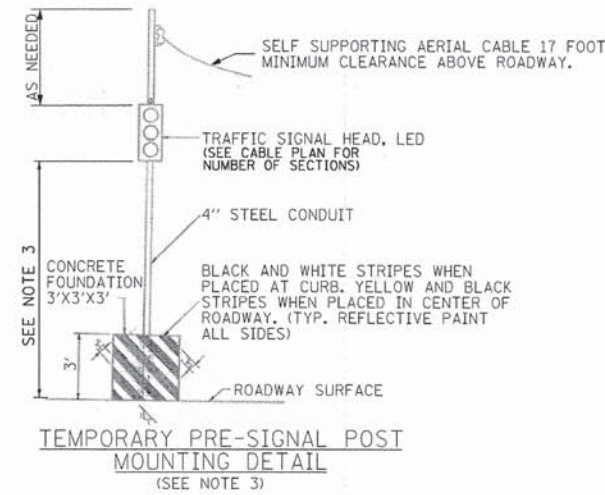
**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.

- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 6/24/2015 PM  
 FILE NAME: 023\_sigr-em01b1c.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: s10n0p0d-trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigr-em01b1c.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1c  
IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 165
CONTRACT NO. 63872			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	



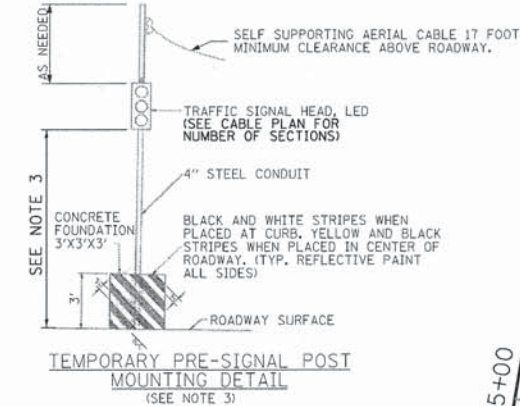
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**RESTORATION OF WORK AREA**

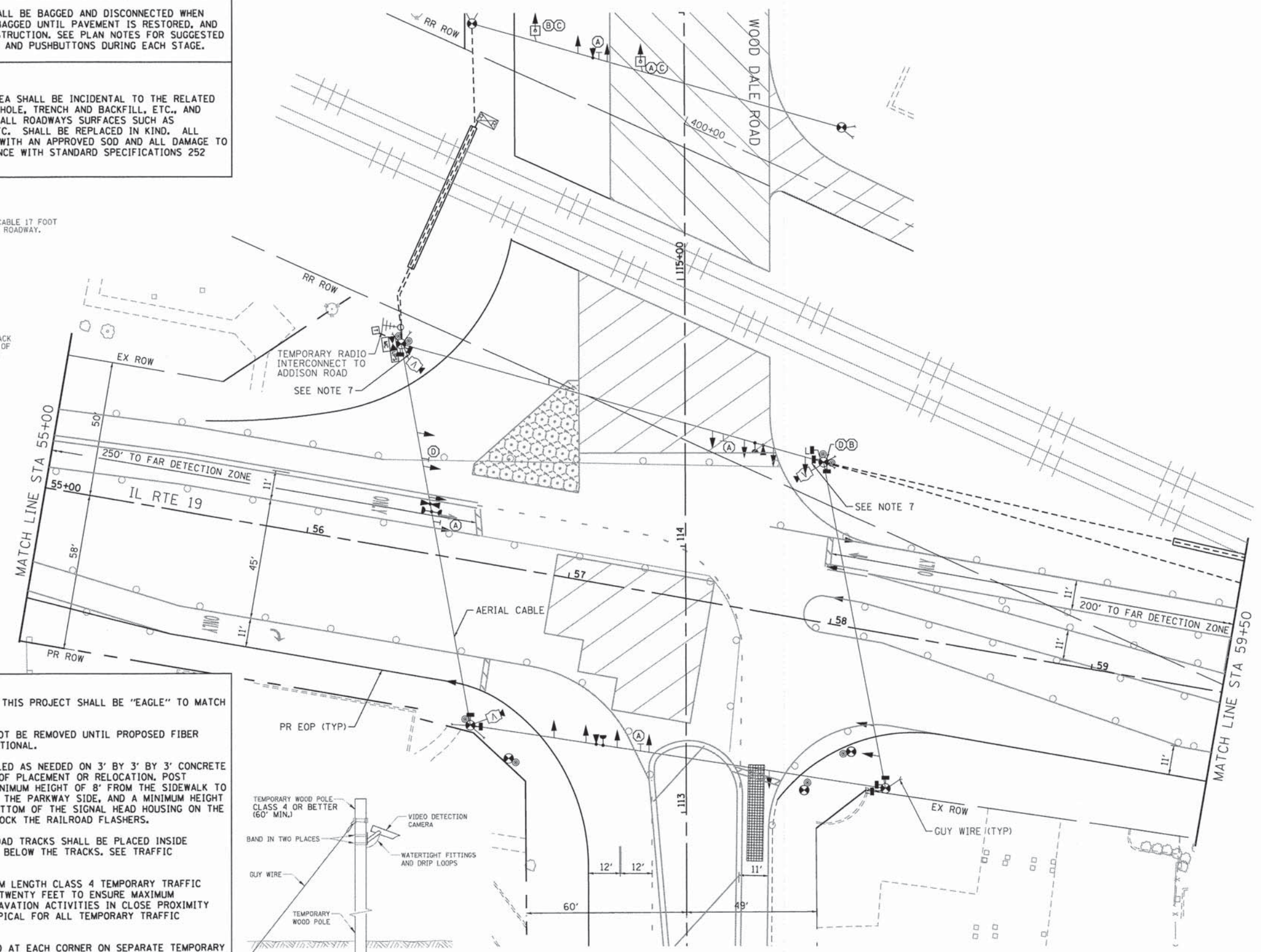
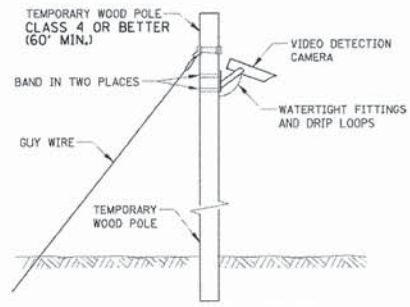
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAYS SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND.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



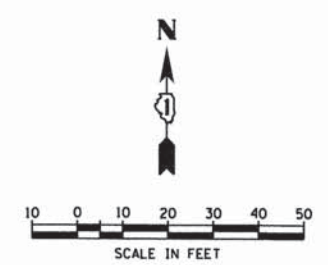
- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT
  - SIGN (A) LEFT ON GREEN ARROW ONLY
  - SIGN (B) NO TURN ON RED
  - R10-5 30" X 36" 5 - REQUIRED
  - R10-11b 36" X 36" 2 - REQUIRED
  - INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



- SIGN (C) DO NOT STOP ON TRACKS
- SIGN (D)
- R8-8 24" X 30" 4 - REQUIRED
- R3-1 24" X 24" 2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen.com  
 DATE PLOTTED: 6/27/15 10:46 AM  
 FILE NAME: 023.sigrm01old.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: s:\fontmgr-fonts.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jhorvit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrm01old.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1d**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

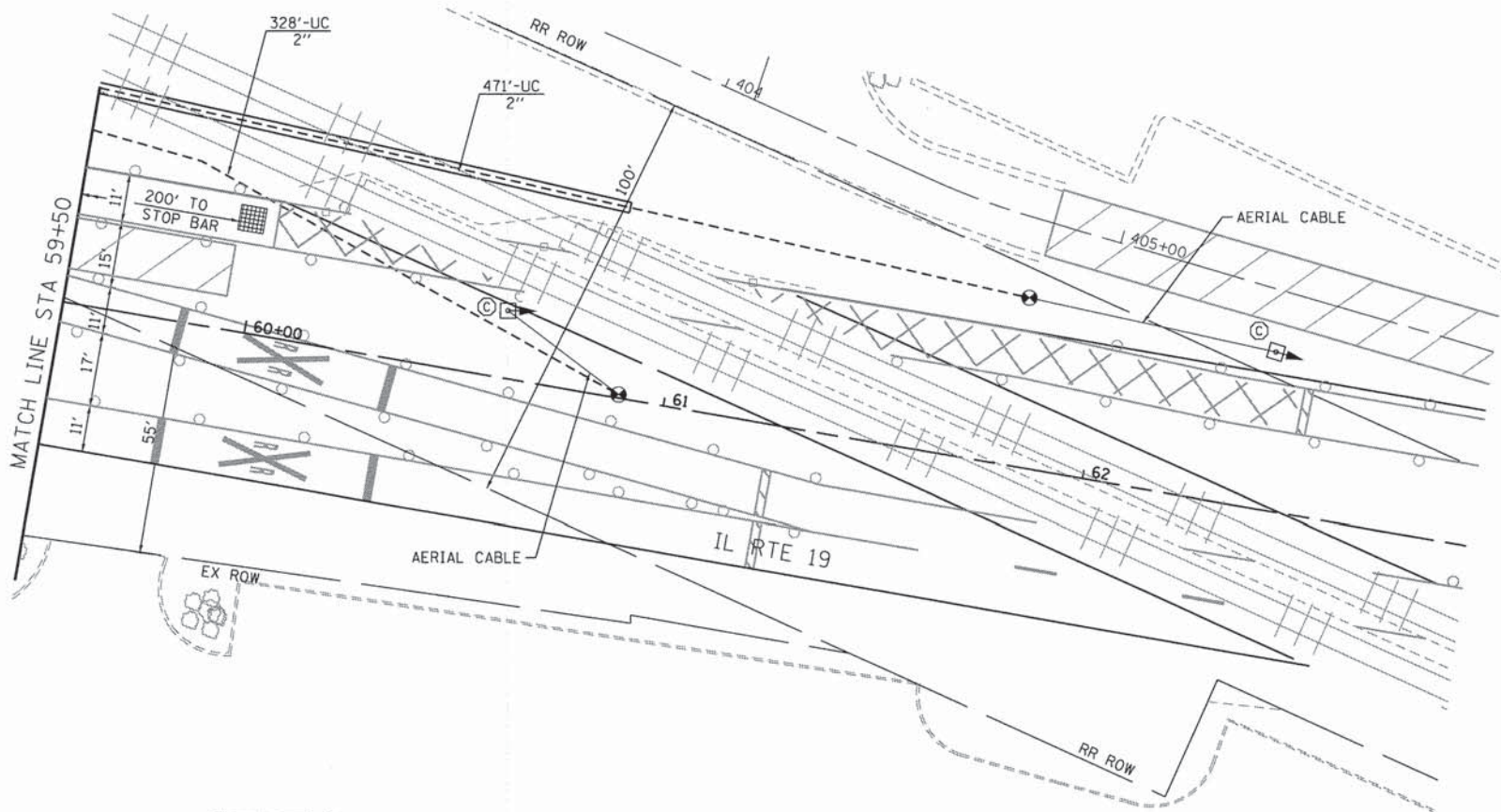
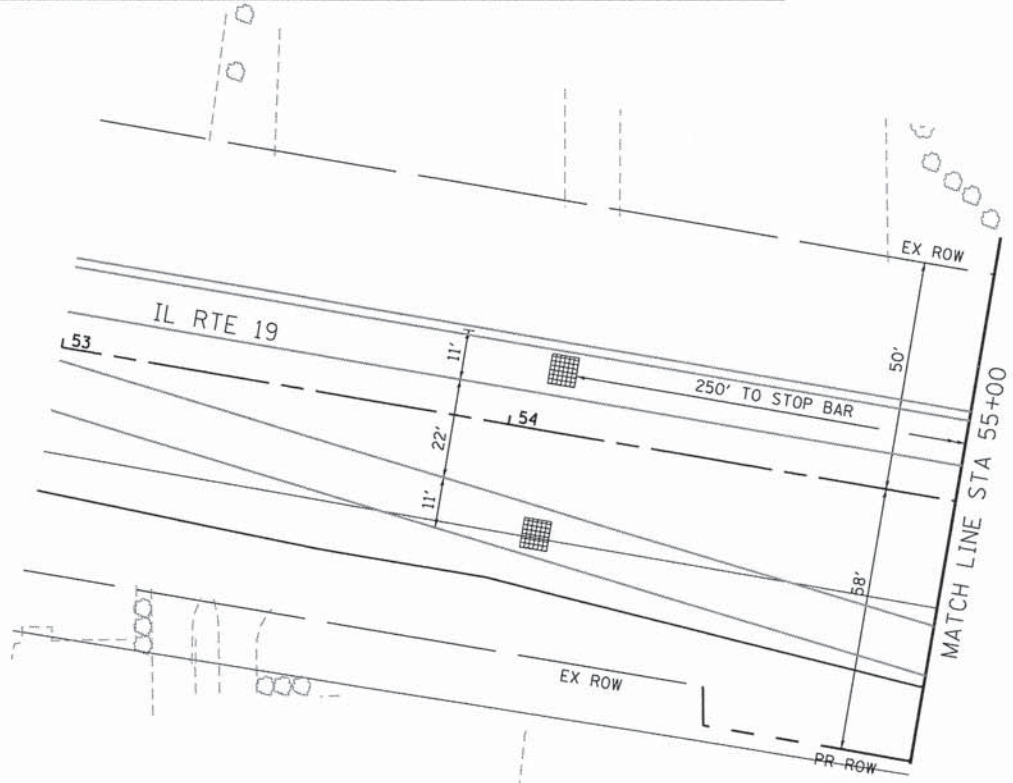
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 166
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63872	



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION, SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

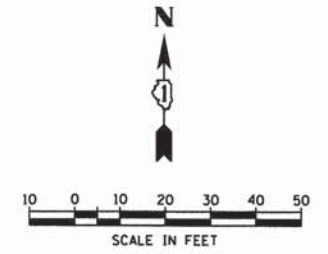
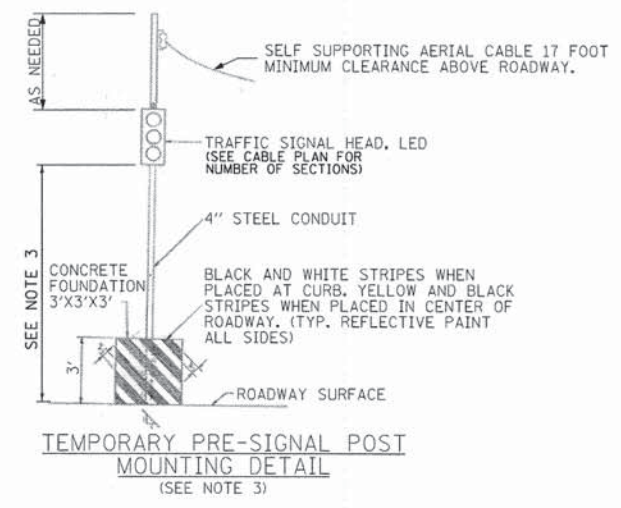
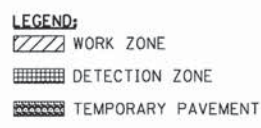


**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Harwit  
 DATE PLOTTED: 6/30/18 PM  
 FILE NAME: 023.sigrem@hrgreen.com  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-091322

USER NAME = jharwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrem@hrgreen.com	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 1d**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 167
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



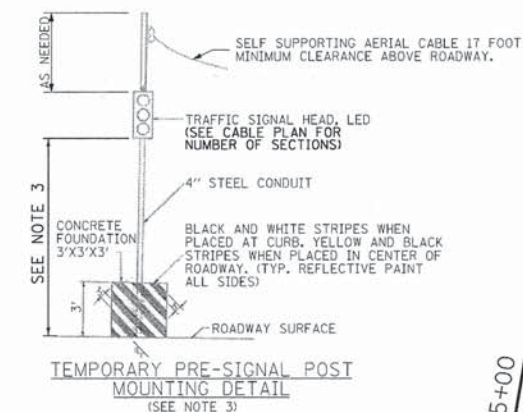
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**RESTORATION OF WORK AREA**

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

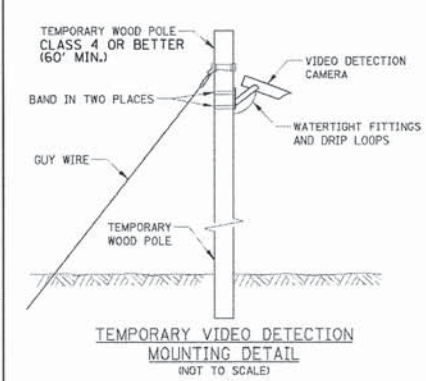
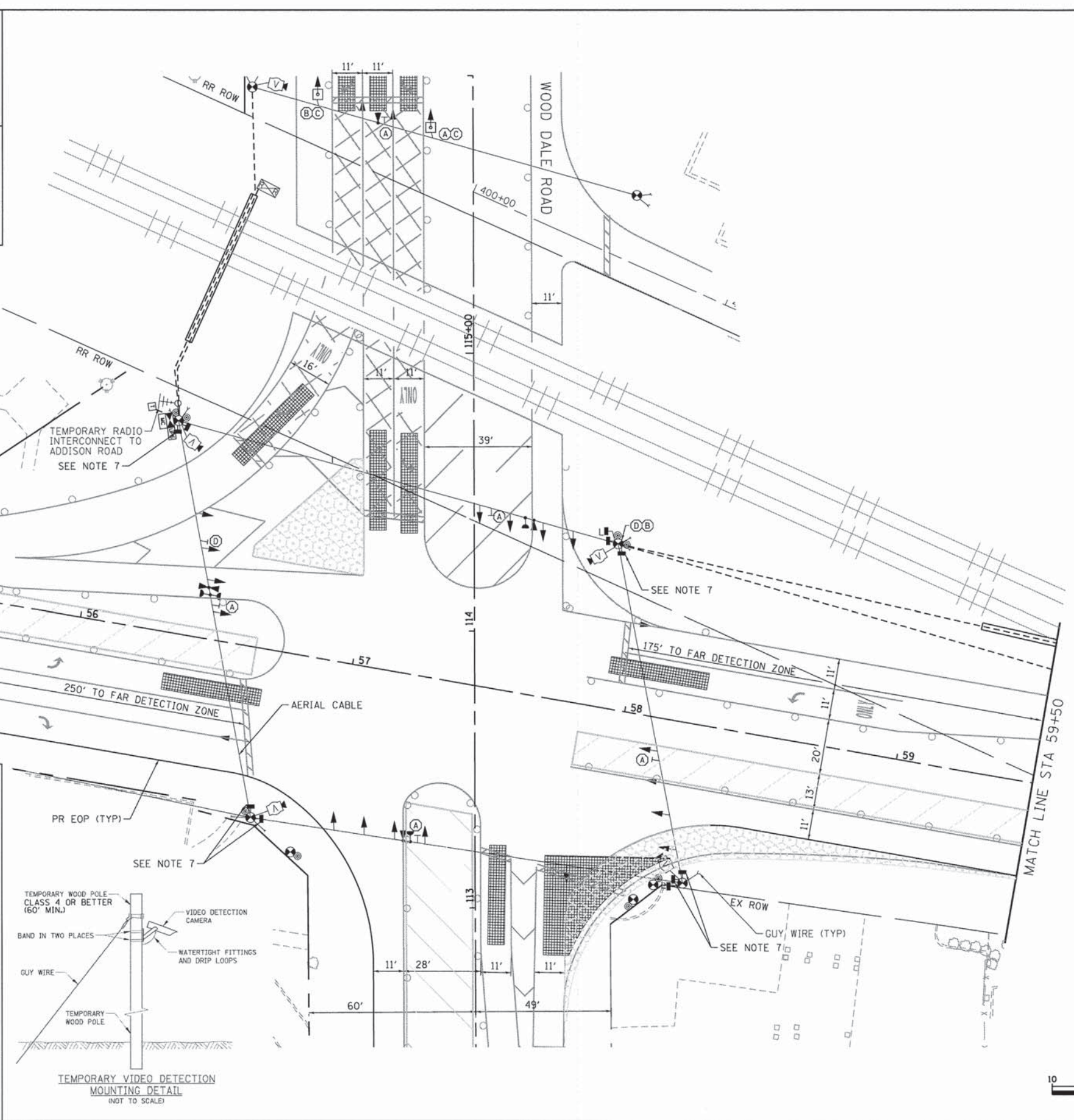


**LEGEND:**

- WORK ZONE
- DETECTION ZONE
- TEMPORARY PAVEMENT
- SIGN (A) LEFT ON GREEN ARROW ONLY
- SIGN (B) NO TURN ON RED
- R10-5 30" X 36" 6 - REQUIRED
- R10-11b 36" X 36" 2 - REQUIRED

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

- NOTES:**
1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
  2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
  3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
  4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
  5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
  6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
  7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



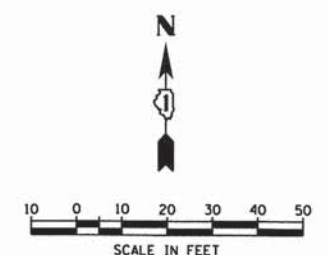
SIGN (C) DO NOT STOP ON TRACKS

SIGN (D) [Right Turn Arrow Sign]

R8-8 24" X 30" 4 - REQUIRED

R3-1 24" X 24" 2 - REQUIRED

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm  
 #DATE: 6/30/17 PM  
 CLIENT: 023.sigrem@ia2.dgn  
 FILE NAME: 023.sigrem@ia2.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: s:\standard\trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrem@ia2.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 2  
 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

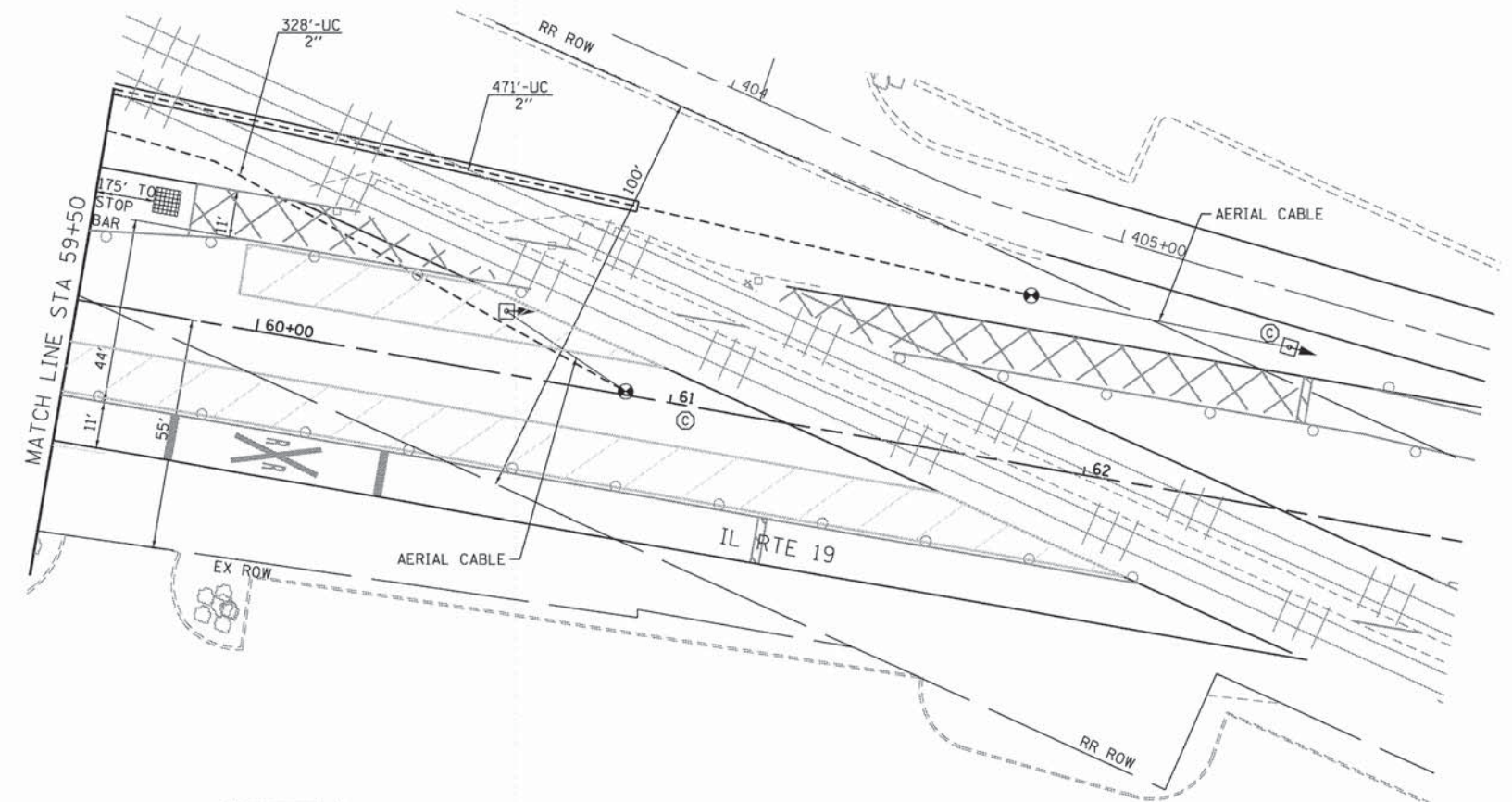
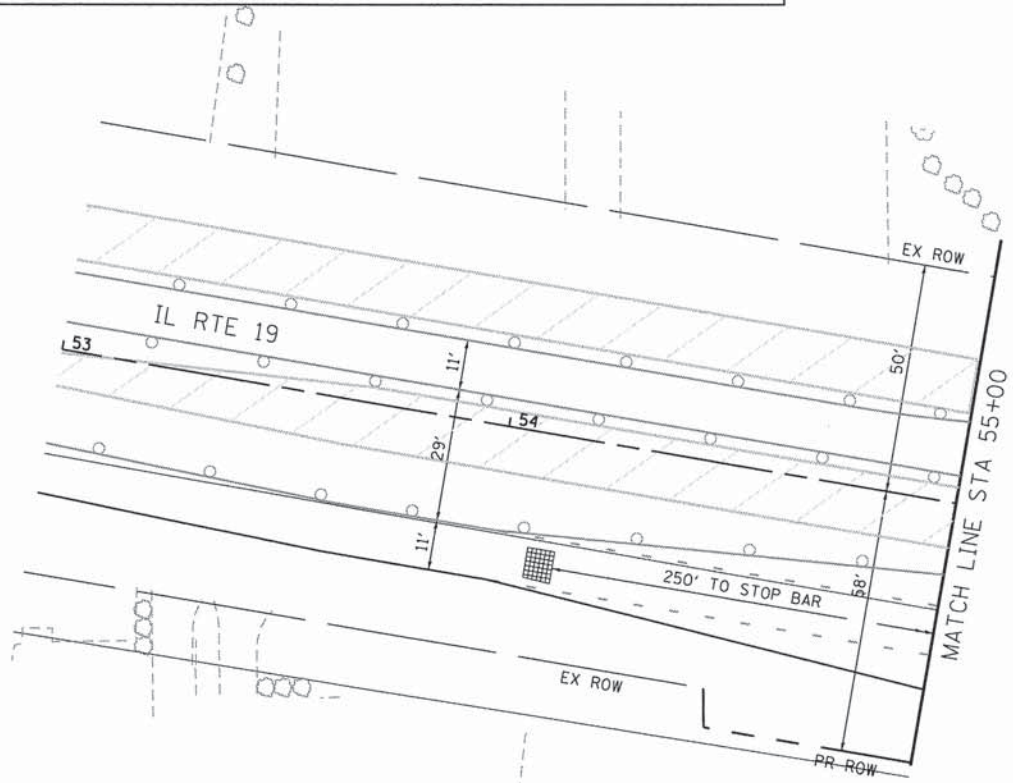
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 168
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

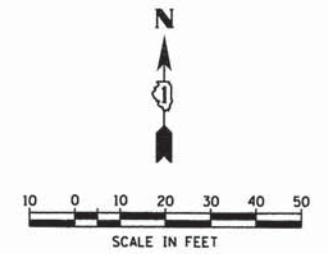
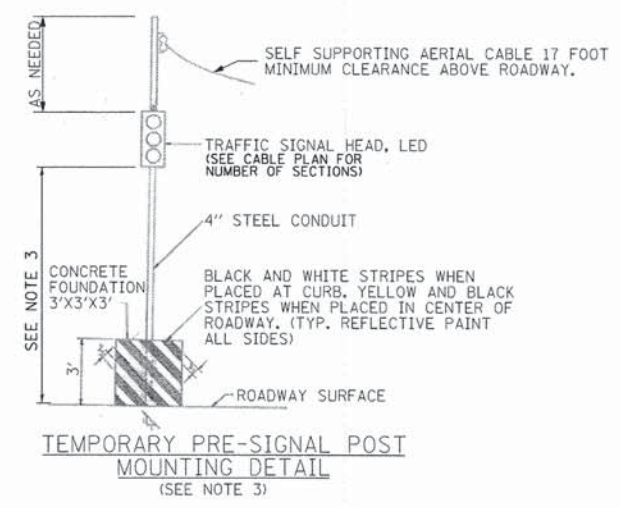
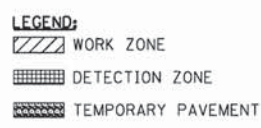


**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 6/4/11 PM  
 FILE NAME: 023.sigrem01b2.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 #184-001322

USER NAME = jharwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrem01b2.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 2**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 169
CONTRACT NO. 63872				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT



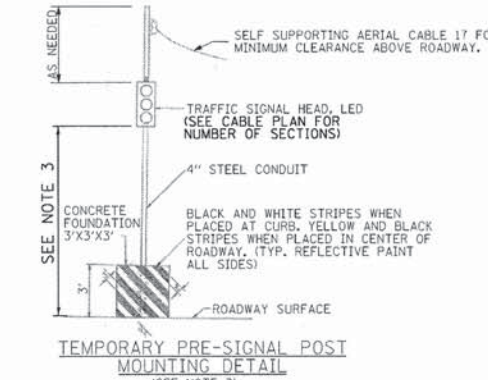
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**RESTORATION OF WORK AREA**

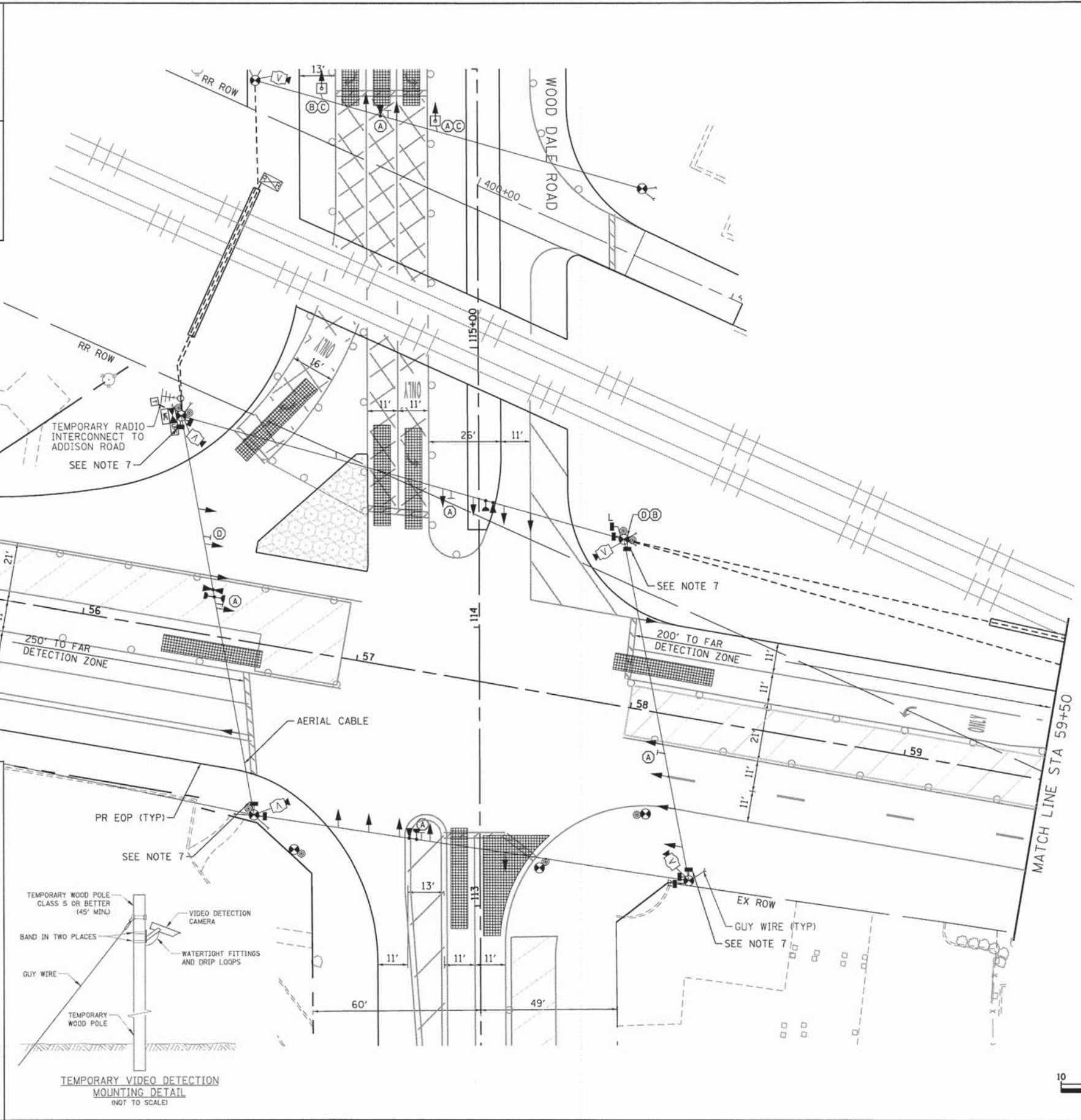
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAYS SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND.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



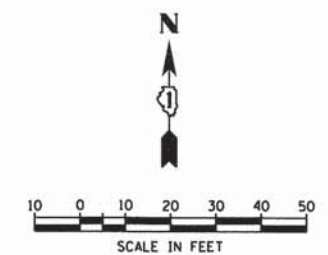
- LEGEND:**
- WORK ZONE
  - DETECTION ZONE
  - TEMPORARY PAVEMENT
  - SIGN (A) LEFT ON GREEN ARROW ONLY
  - SIGN (B) NO TURN ON RED
  - R10-5 30" X 36" 6 - REQUIRED
  - R10-11b 36" X 36" 2 - REQUIRED
  - INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS, TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



- SIGN (C) DO NOT STOP ON TRACKS
- SIGN (D)
- R8-8 24" X 30" 4 - REQUIRED
- R3-1 24" X 24" 2 - REQUIRED
- INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 6/21/2015 10:27 AM  
 FILE NAME: 023.sigrem01a3.dgn  
 PLOT DRIVER: pcf.plt  
 PEN TABLE: standard-trans.tbl

USER NAME = jhorwit  
 FILE NAME = 023.sigrem01a3.dgn  
 PLOT SCALE = 1"=20'  
 PLOT DATE = 2/19/2015

DESIGNED - JJS  
 DRAWN - DS  
 CHECKED - CP  
 DATE - 2/2/2015

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 3**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 170
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

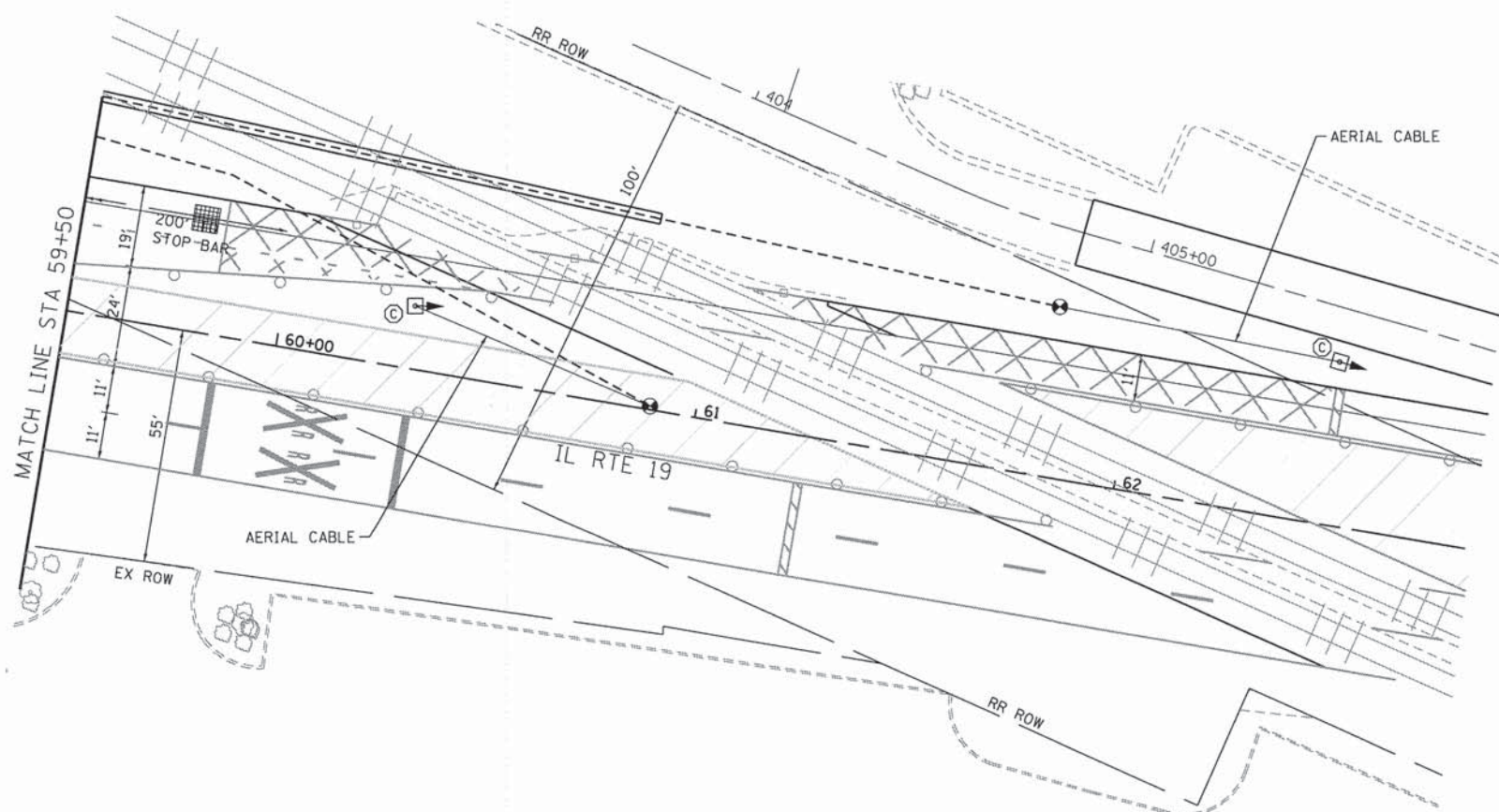
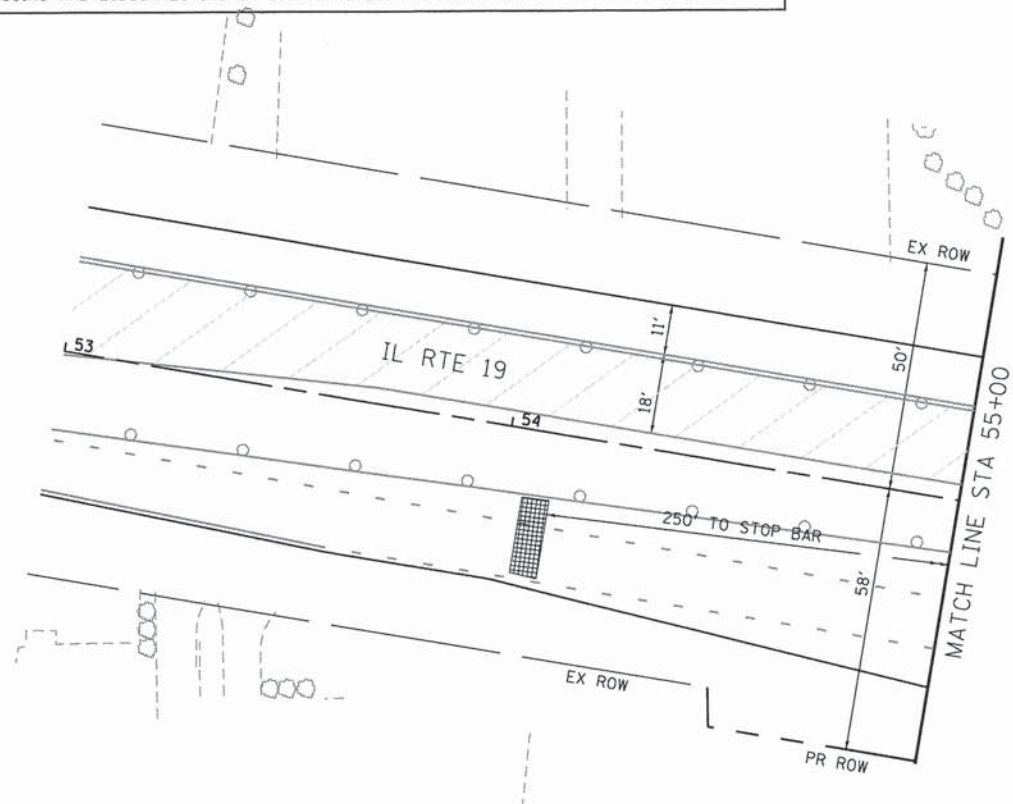
CONTRACT NO. 63872



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

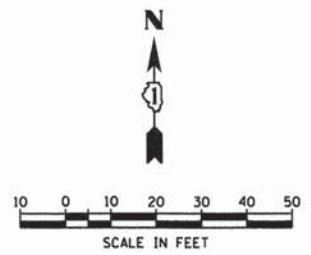
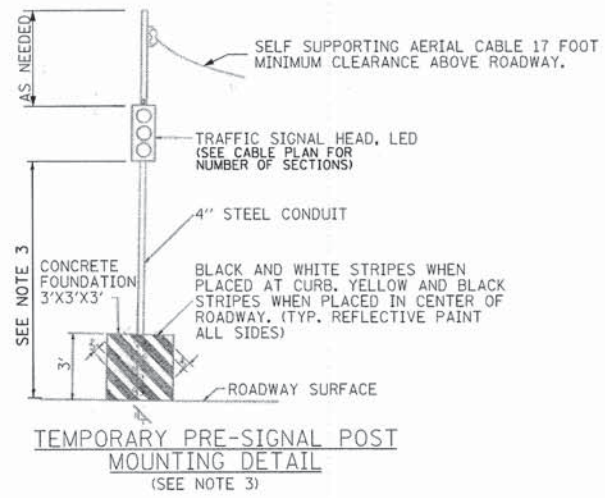
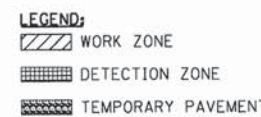


**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/2/2015 6:58:18 PM  
 FILE NAME: 023.sigrm@1b3.dgn  
 PLOT DATE: 2/2/2015  
 PLOT SCALE: 1"=20'  
 PLOT DATE: 2/19/2015

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigrm@1b3.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 3 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD		F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
		1321	11-00048-00-SP	DUPAGE	277	171
SCALE: 1"=20'		SHEET NO. 2 OF 2 SHEETS		STA. NA	TO STA. NA	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 63872		



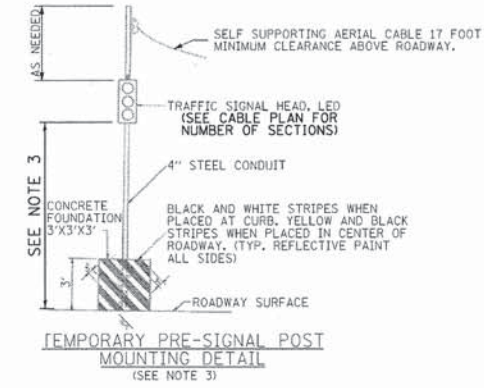
**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

**RESTORATION OF WORK AREA**

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



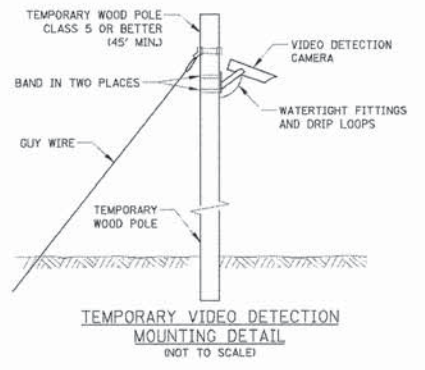
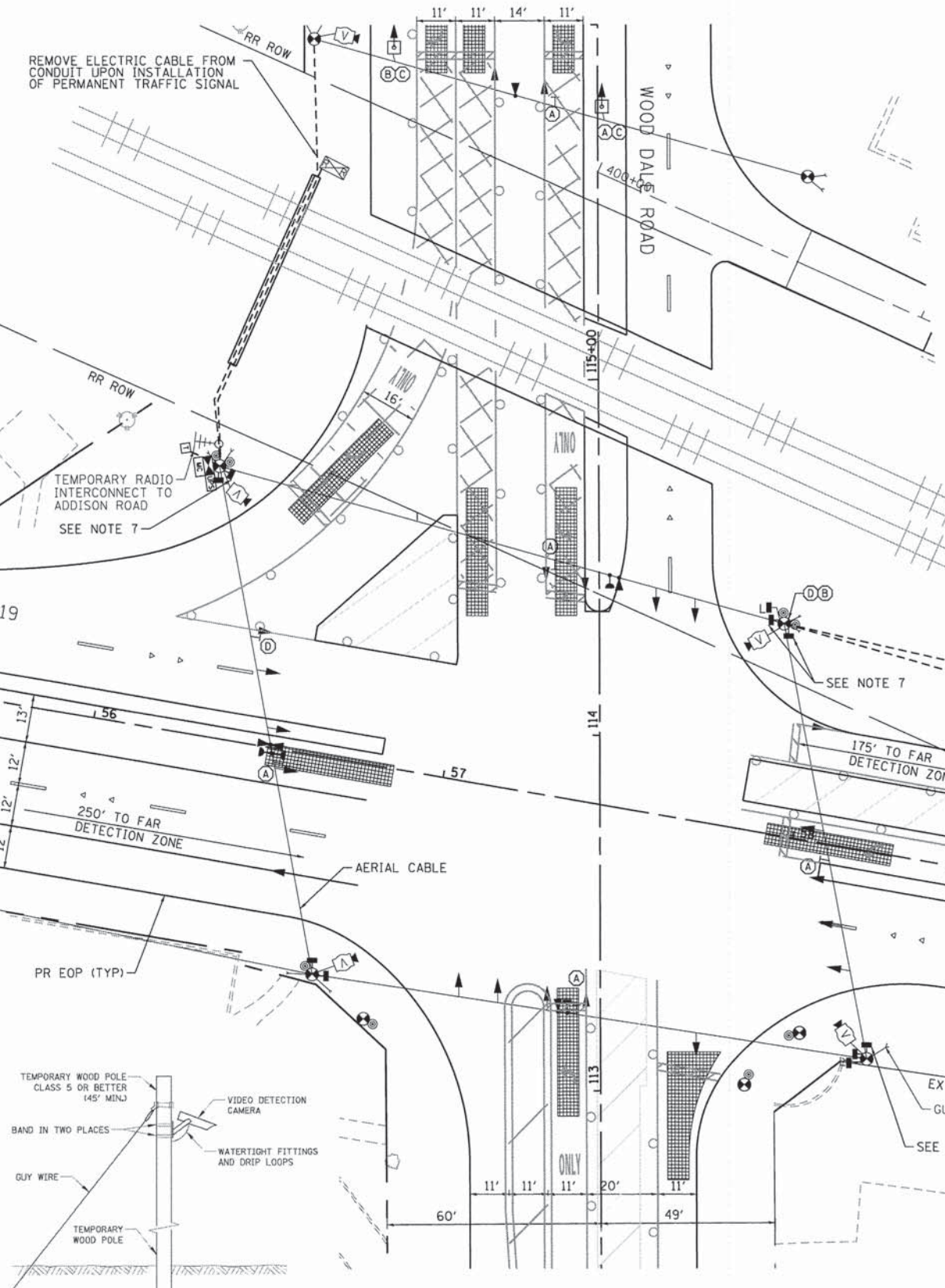
**LEGEND:**

- WORK ZONE
- DETECTION ZONE
- TEMPORARY PAVEMENT
- SIGN (A)
- SIGN (B)

LEFT ON GREEN ARROW ONLY	NO TURN ON RED
R10-5 30" X 36" 6 - REQUIRED	R10-11b 36" X 36" 2 - REQUIRED

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION

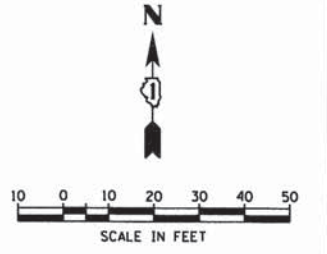
- NOTES:**
1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
  2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
  3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
  4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
  5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
  6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
  7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



SIGN (C) SIGN (D)

DO NOT STOP ON TRACKS	R3-1 24" X 24" 2 - REQUIRED
RB-8 24" X 30" 4 - REQUIRED	

INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 2/2/2015 2:02:41 PM  
 FILE NAME: 023\_sigrm01a4.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-transtr.tbl

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigrm01a4.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 4  
 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 172
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

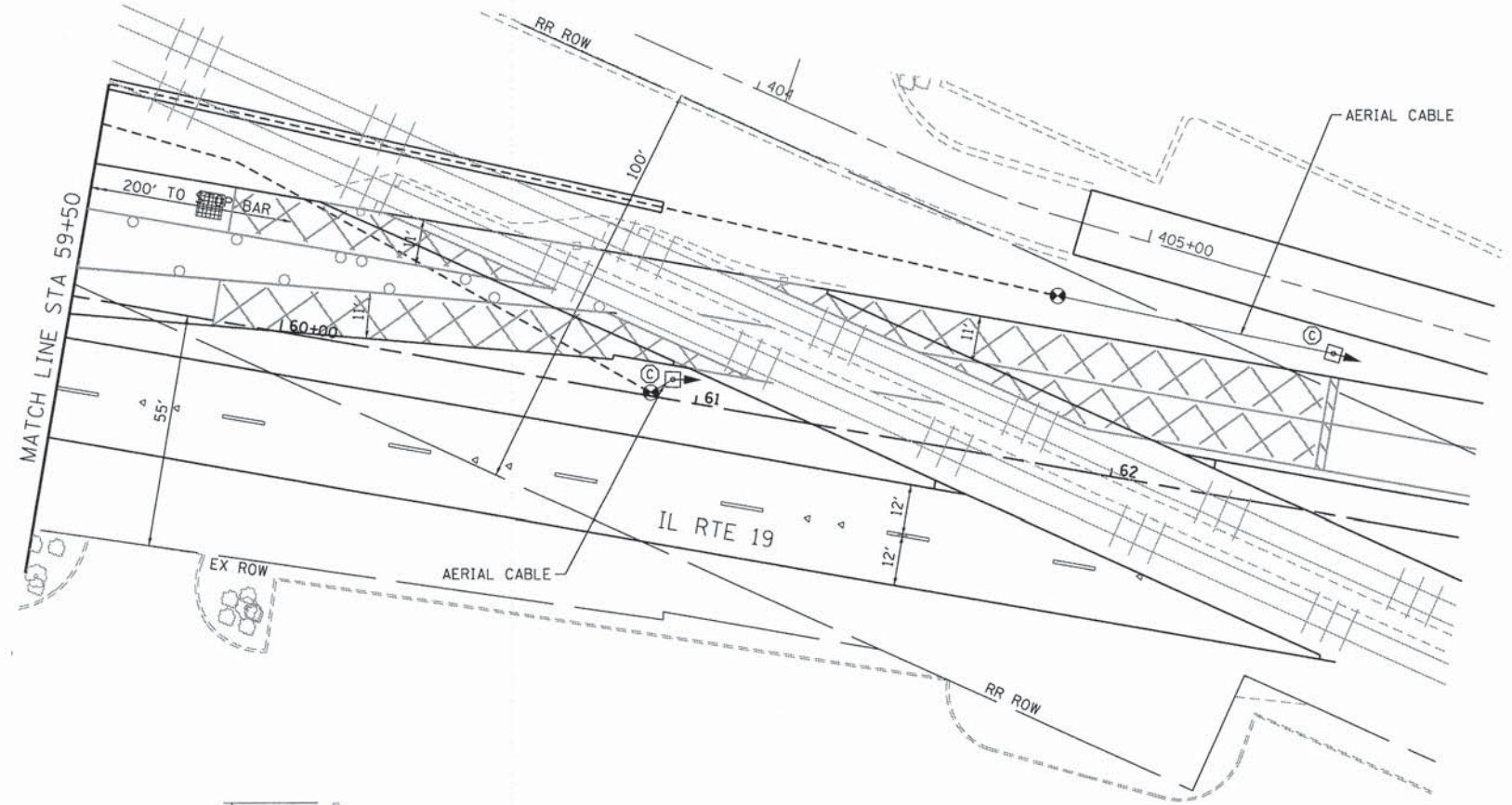
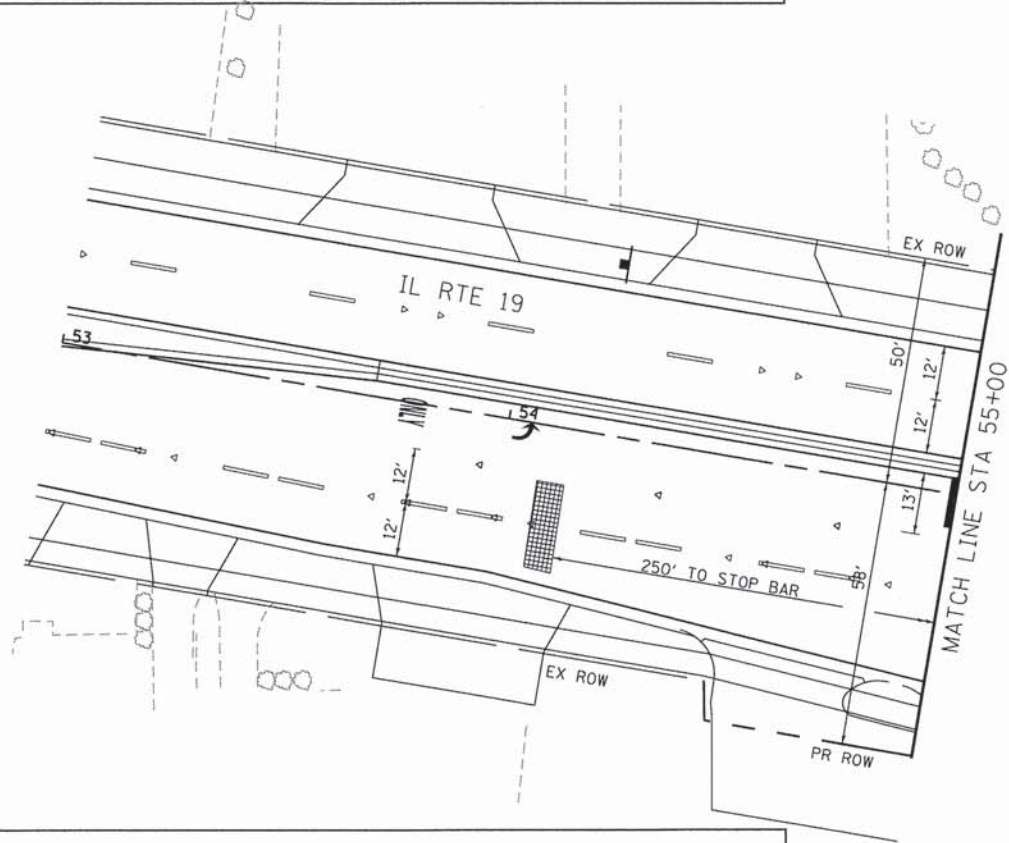
CONTRACT NO. 63872



**CONSTRUCTION NOTES**

FINAL DETECTION CAMERA POSITIONS TO BE DETERMINED BY THE CONTRACTOR/VENDOR TO ENSURE CORRECT ZONE COVERAGE, INCLUDING FAR-OUT DETECTION IS WORKING PROPERLY.

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAIN BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

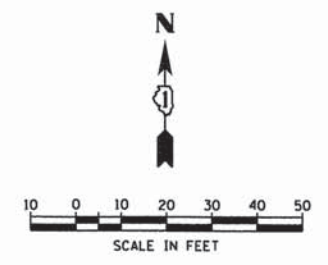
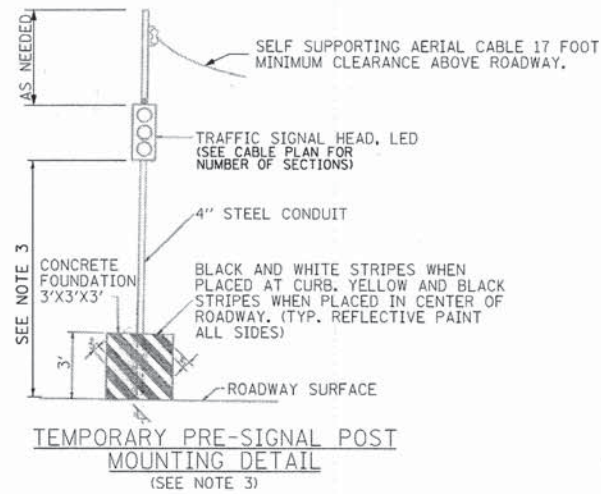
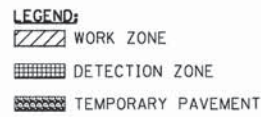


**RESTORATION OF WORK AREA**

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

**NOTES:**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE ADJACENT SYSTEM.
2. THE TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL PROPOSED FIBER OPTIC INTERCONNECT IS INSTALLED AND OPERATIONAL.
3. POST MOUNTED PRE-SIGNALS SHALL BE INSTALLED AS NEEDED ON 3' BY 3' BY 3' CONCRETE BLOCKS FITTED WITH LIFTING EYES FOR EASE OF PLACEMENT OR RELOCATION. POST MOUNTED SIGNALS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 8' FROM THE SIDEWALK TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE PARKWAY SIDE, AND A MINIMUM HEIGHT OF 4.5' FROM THE MEDIAN SURFACE TO THE BOTTOM OF THE SIGNAL HEAD HOUSING ON THE MEDIAN SIDE. THE SIGNAL HEADS MUST NOT BLOCK THE RAILROAD FLASHERS.
4. THE CONDUIT RUNNING UNDERNEATH THE RAILROAD TRACKS SHALL BE PLACED INSIDE A 6" CASING WITH 5'-6" OF CLEARANCE DEPTH BELOW THE TRACKS. SEE TRAFFIC SIGNAL GENERAL NOTES FOR CASING DETAIL.
5. CONTRACTOR SHALL EMBED SIXTY FOOT MINIMUM LENGTH CLASS 4 TEMPORARY TRAFFIC SIGNAL WOOD POLES AT A MINIMUM DEPTH OF TWENTY FEET TO ENSURE MAXIMUM STABILITY DUE TO POSSIBILITY OF EARTH EXCAVATION ACTIVITIES IN CLOSE PROXIMITY TO TEMPORARY WOOD POLE INSTALLATIONS. TYPICAL FOR ALL TEMPORARY TRAFFIC SIGNAL WOOD POLES.
6. PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT EACH CORNER ON SEPARATE TEMPORARY WOOD POSTS WHERE REQUIRED, WHICH SHALL BE RELOCATED AS NEEDED FOR EACH STAGE OF CONSTRUCTION. ADEQUATE AERIAL CABLE SLACK MUST BE PROVIDED TO ACCOMMODATE MULTIPLE LOCATIONS.
7. PAVEMENT IS REMOVED - PEDESTRIAN PUSHBUTTON AND SIGNAL HEAD TO BE BAGGED AND DISCONNECTED.



COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 DATE PLOTTED: 2/19/2015 10:34 AM  
 FILE NAME: 023.sigraem01b4.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-frans.tbl



USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigraem01b4.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN-STAGE 4**  
**IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 173
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63872	



**CONSTRUCTION NOTES**

ALL TEMPORARY PEDESTRIAN SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED WHEN EXISTING PAVEMENT IS REMOVED AND REMAINED BAGGED UNTIL PAVEMENT IS RESTORED, AND AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION. SEE PLAN NOTES FOR SUGGESTED BAGGING AND DISCONNECTING OF SIGNAL HEADS AND PUSHBUTTONS DURING EACH STAGE.

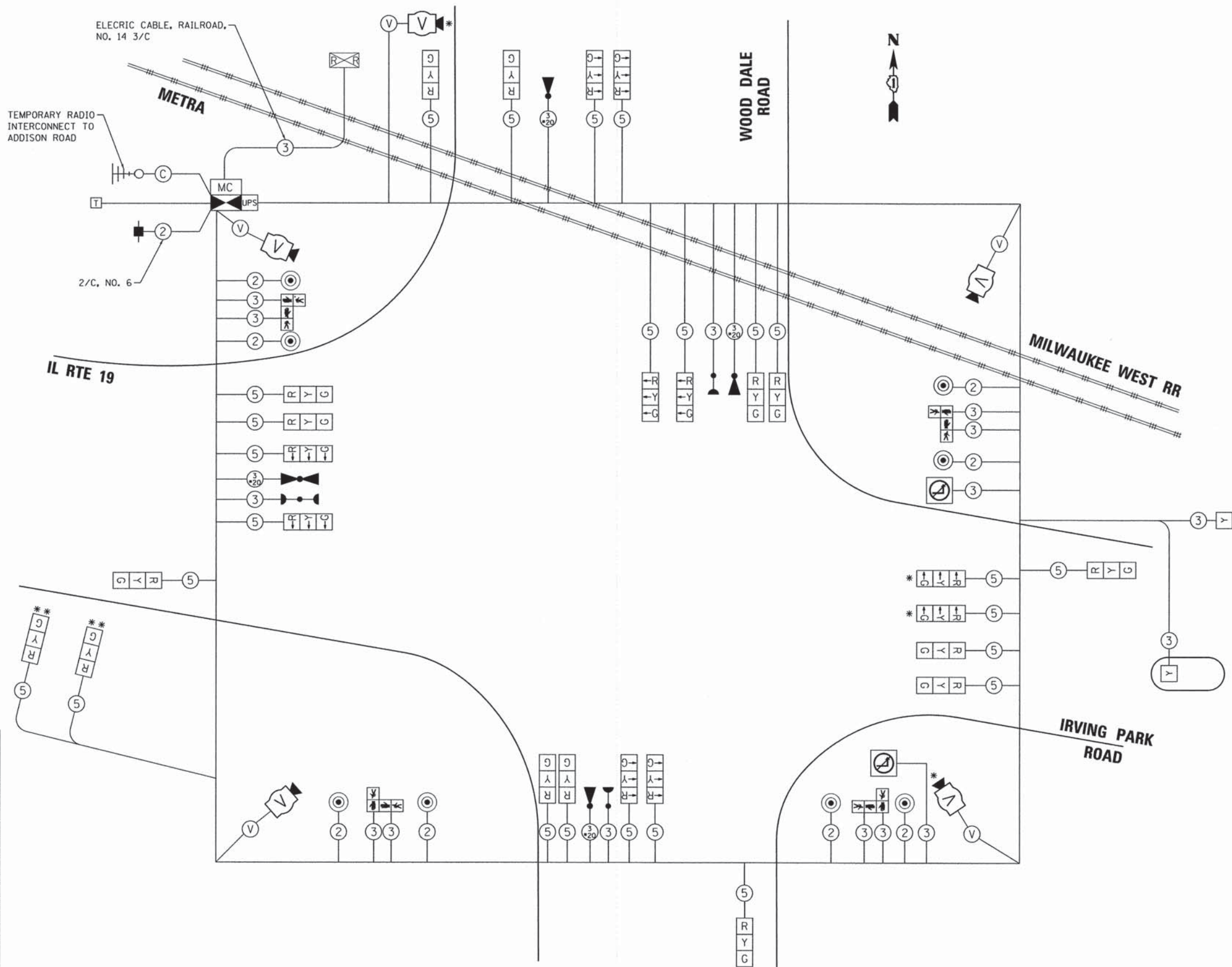
**RESTORATION OF WORK AREA**

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

**NOTE**

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

- \* CAMERA SHALL BE DISCONNECTED AND SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED IN SUB-STAGES 1A, 1B, 1C, AND 1D.
- \*\* SIGNAL HEAD ON SPAN WIRE IN SW QUADRANT OF INTERSECTION FOR STAGES 2, 3, AND 4 ONLY.



I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE		TOTAL WATTAGE
		INCAND.	LED	
SIGNAL (RED)	25	17	0.50	212.50
(YELLOW)	25	25	0.25	156.25
(GREEN)	25	15	0.25	93.75
PEDESTRIAN SIGNAL	8	25	1.00	200.00
CONTROLLER	1	100	1.00	100.00
TEMPORARY UPS	1	25	1.00	25.00
ILLUMINATED SIGN	2	25	0.05	2.50
FLASHER	2	25	0.50	25.00
TOTAL =				815.00

ENERGY COSTS TO: CITY OF WOOD DALE  
 404 N. WOOD DALE ROAD  
 WOOD DALE, IL 60191

ENERGY SUPPLY CONTACT: JOE STACHO  
 PHONE: (630) 424-5704  
 COMPANY: COMMONWEALTH EDISON

**TEMPORARY CABLE PLAN  
 STAGE 1 THRU STAGE 4**

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/19/2015  
 FILE NAME: 023-sigtempcabw01.dgn  
 PLOT DRIVER: pldrvr  
 PLOT TABLE: Standard Tables.tbl

USER NAME = tje1ton	DESIGNED - JJS	REVISED -
FILE NAME = 023-sigtempcabw01.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	
<b>TEMPORARY CABLE PLAN IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD</b>	
SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS
STA. NA	TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 174
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				












TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION


	1		5		10		14		18		22		PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 5		PREEMPTOR NUMBER 6		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER													2	3	4	5									
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	1U	2	3	4	5		
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR SIGNAL AND FAR RIGHT 2 SIGNALS	E/B	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT 2 SIGNALS	E/B	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR SIGNAL AND FAR RIGHT 2 SIGNALS	W/B	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT 2 SIGNALS	W/B	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←G	△
WOOD DALE ROAD (NORTH OF TRACKS) LEFT BARREL AND SPAN WIRE SIGNALS	S/B	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	△
WOOD DALE ROAD (NORTH OF TRACKS) RIGHT BARREL AND SPAN WIRE SIGNALS	S/B	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△
WOOD DALE ROAD (SOUTH OF TRACKS) FAR SPAN WIRE LEFT 2 SIGNALS	S/B	←R	←R	←R	←R	←R	←G	←G	←R	←R	←R	←R	←R	←R	←G	←G	←R	←R	←R	←R	←G	←Y	←R	←R	△
WOOD DALE ROAD (SOUTH OF TRACKS) FAR SPAN WIRE RIGHT 2 SIGNALS	S/B	R	R	R	R	R	G	G	G	G	R	R	R	R	G	G	R	R	R	R	G	Y	R	R	△
WOOD DALE ROAD FAR SPAN WIRE LEFT 2 SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	△
WOOD DALE ROAD FAR SPAN WIRE RIGHT 2 SIGNALS AND NEAR RIGHT SIGNAL	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	△
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON NORTHSIDE OF IL ROUTE 19		H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON SOUTHSIDE OF IL ROUTE 19		FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WOOD DALE ROAD		H	H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WOOD DALE ROAD		H	H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
INTERNALLY ILLUMINATED 'NO LEFT TURN' SIGNS		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FLASHING BEACONS	W/B	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	FL Y	△

HOLD

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

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- FLASHING  IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⊕ THIS  OR FLASHING  INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE  OR FLASHING  INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: Illinois Professional Design Firm #154-011322  
 DATE PLOTTED: 4/20/15 4:02:03 PM  
 FILE NAME: 021-tempseqofoperat10n02.dgn  
 PLOT SCALE: N.T.S.  
 PLOT DATE: 2/19/2015

 HRGreen.com Illinois Professional Design Firm #154-011322	USER NAME = tye1ton FILE NAME = 021-tempseqofoperat10n02.dgn PLOT SCALE = N.T.S. PLOT DATE = 2/19/2015	DESIGNED - JJS DRAWN - DS CHECKED - CP DATE - 2/2/2015	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>				<b>TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD</b>				F.A.U. RTE. 1321 SECTION NO. 11-00048-00-SP COUNTY DUPAGE TOTAL SHEETS 277 SHEET NO. 176 CONTRACT NO. 63872
	SCALE: N.T.S. SHEET NO. 2 OF 3 SHEETS STA. NA TO STA. NA				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

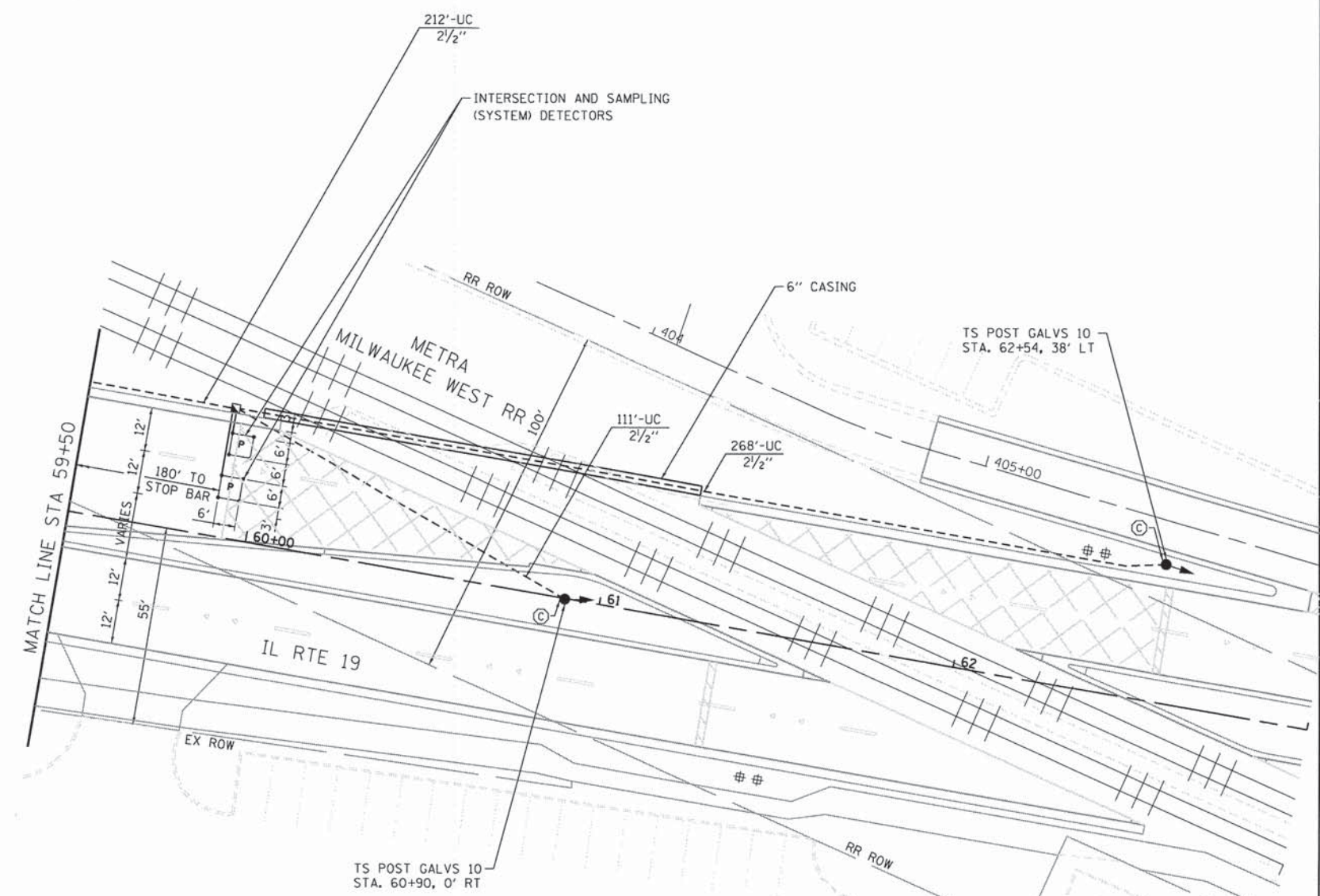
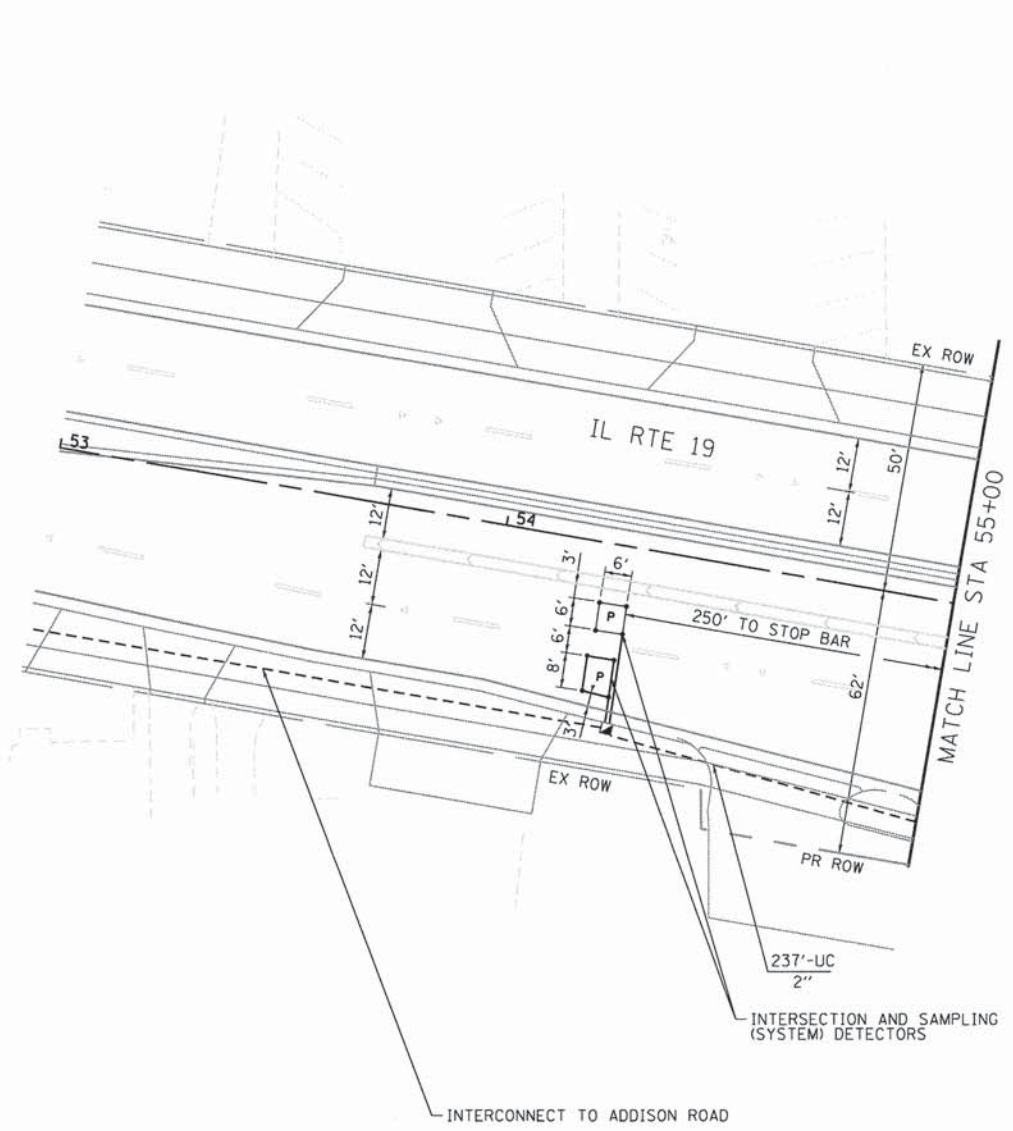










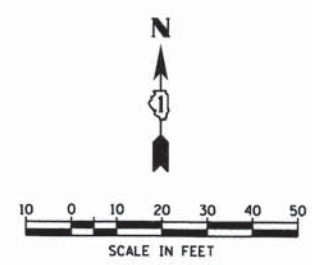


**RESTORATION OF WORK AREA**

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

**NOTE**

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



COMPANY NAME: HRGreen  
 PROJECT CONTACT: jhorwit  
 CLIENT: #DATE# 7/17/17 FM  
 DATE PLOTTED: 023.s1g01b.dgn  
 FILE NAME: per/par  
 PLOT DRIVER: strander-d-francis.tbl

**HRGreen.com**  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.s1g01b.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=20'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

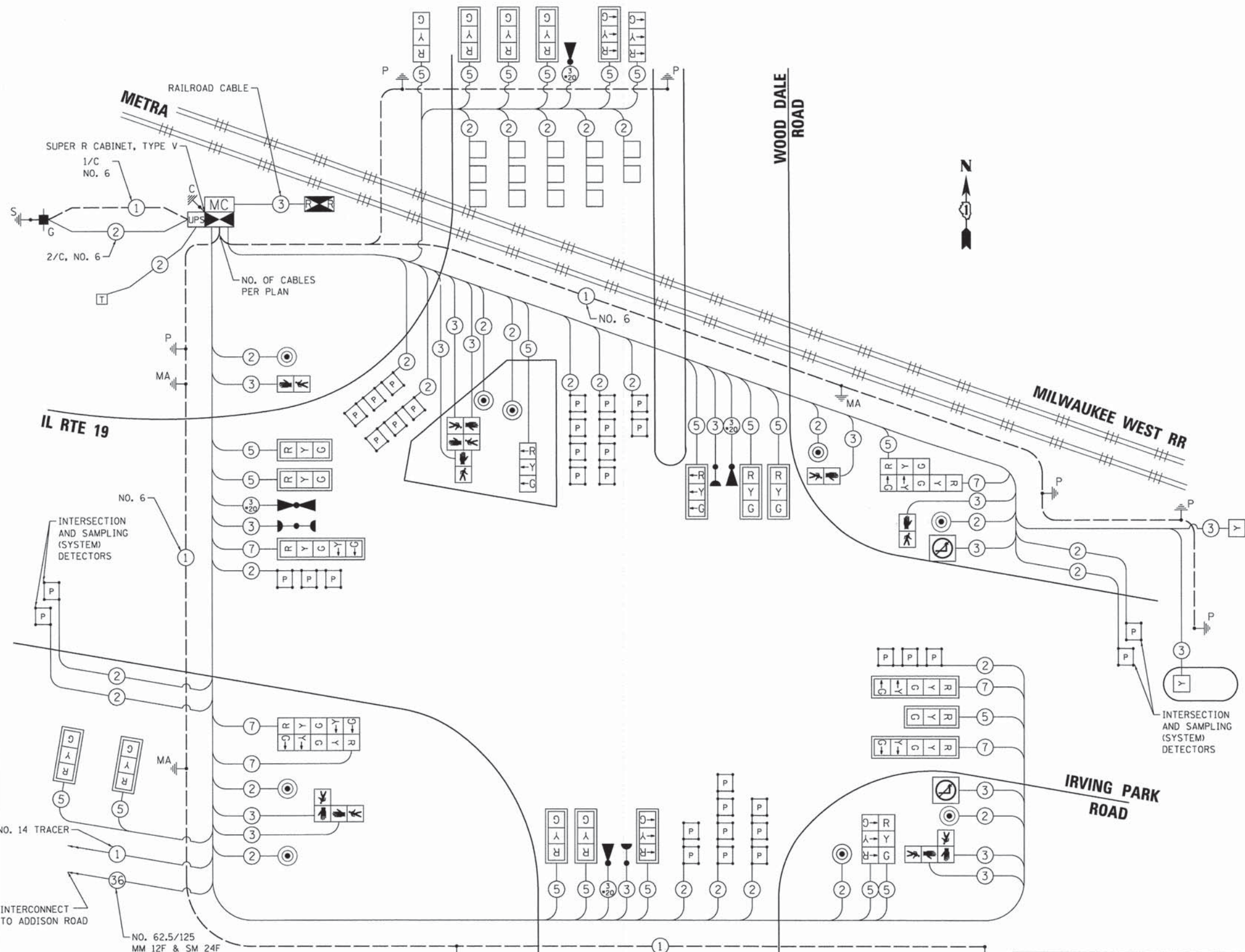
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
 IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD**

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 179
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. NA TO STA. NA





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

TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	27	17	0.50	229.50	
(YELLOW)	27	25	0.25	168.75	
(GREEN)	27	15	0.25	101.25	
ARROW (YELLOW)	6	12	0.10	7.20	
(GREEN)	6	12	0.10	7.20	
PEDESTRIAN SIGNAL	10	25	1.00	250.00	
CONTROLLER	2	100	1.00	200.00	
UPS	1	25	1.00	25.00	
ILLUMINATED SIGN	2	25	0.05	2.50	
FLASHER	2	25	0.50	25.00	
TOTAL =				1016.40	

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

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

**CABLE PLAN**

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

COMPANY NAME: HRGreen  
PROJECT CONTACT: HRGreen  
DATE PLOTTED: 7/17/2015  
FILE NAME: 023.sigcabw01.dgn  
PLOT DRIVER: pdfPlot  
PEN TABLE: standard-trans.tbl



USER NAME = jhorwit  
FILE NAME = 023.sigcabw01.dgn  
PLOT SCALE = N.T.S.  
PLOT DATE = 2/19/2015

DESIGNED - JJS  
DRAWN - DS  
CHECKED - CP  
DATE - 2/2/2015

REVISED -  
REVISED -  
REVISED -  
REVISED -

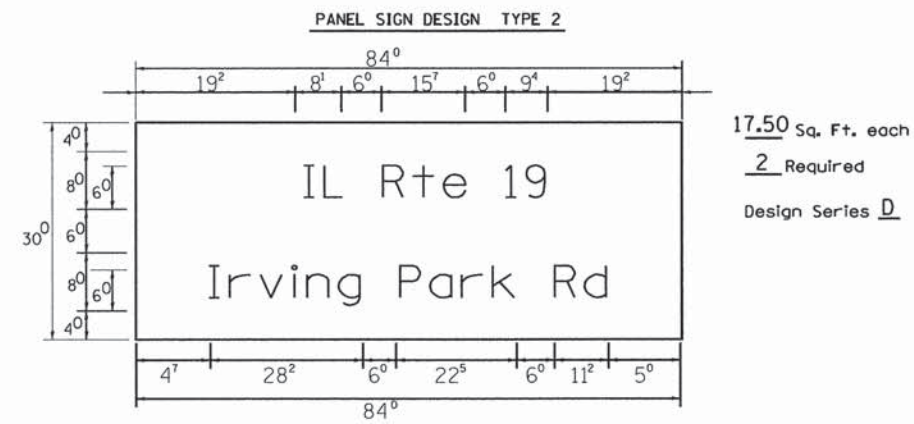
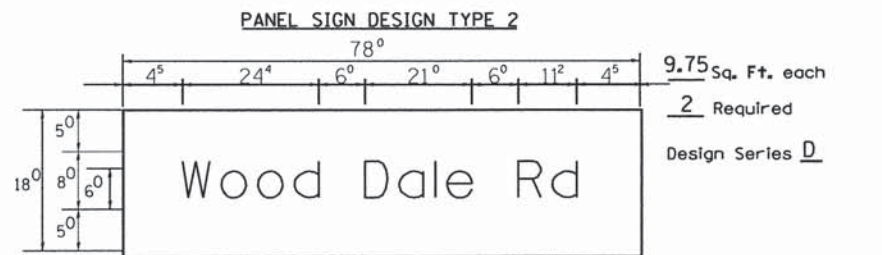
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CABLE PLAN  
IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD  
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	180
CONTRACT NO. 63872				

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





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

### SCHEDULE OF QUANTITIES

SIGN PANEL - TYPE 1	SQ FT	136.50
SIGN PANEL - TYPE 2	SQ FT	54.50
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	627
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	678
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	105
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2" DIA.	FOOT	212
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	888
UNDERGROUND CONDUIT, GALVANIZED STEEL, 5" DIA.	FOOT	50
HANDHOLE	EACH	6
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	4
PAINT NEW TRAFFIC SIGNAL POST	EACH	6
PAINT NEW MAST ARM AND POLE, 40 FOOT AND OVER	EACH	1
PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FOOT	EACH	1
PAINT NEW COMBINATION MAST ARM AND POLE, 40 FOOT AND OVER	EACH	3
TRANSCIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	2,176
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	5,322
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	8,012
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1,843
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	5,084
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	80
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	74
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2,325
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 9 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 12 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 62 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	28
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	42
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	11
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	7
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 2-FACE, 3 SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 5 SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	18
INDUCTIVE LOOP DETECTOR	EACH	19
DETECTOR LOOP, TYPE 1	FOOT	525
PREFORMED DETECTOR LOOP	FOOT	1,377
* LIGHT DETECTOR	EACH	5
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	9
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
ILLUMINATED SIGN, LED	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	15
REMOVE EXISTING DOUBLE HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	14
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	1,122
POST MOUNTED FLASHING BEACON INSTALLATION	EACH	2
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
MASTER CONTROLLER (SPECIAL)	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

\*NOTE: 20% OF THE COST SHALL BE PAID FOR BY THE CITY OF WOOD DALE.

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen.com  
 CLIENT: HRGreen.com  
 DATE PLOTTED: 02/23/2015 8:37:28 AM  
 FILE NAME: 023.dwt  
 PLOT DRIVER: pdfplot  
 PEN TABLE: strander-ct-tronix.tbl



USER NAME = tye1ton	DESIGNED -	REVISED -
FILE NAME = 023.dwt	DRAWN -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES			
IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.






F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	181
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



SEQUENCE OF OPERATIONS

MOVEMENT	1+5				1+6			2+5			2+6				3+7							3+8					4+7					4+8				F	L											
PHASE	1+5				1+6			2+5			2+6				3+7							3+8					4+7					4+8																
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15A	15B	15C	15D	16A	16B	16C	16D	17A	17B	18	19	20A	20B	21A	21B	22	23	24A	24B	24C	24D	25A	25B	25C	25D	26	27	28A	28B	28C	28D	A
CHANGE TO		1+6	2+5	2+6	⊕	⊕		⊕	⊕	2+6	⊕	⊕										3+8				4+7	⊕	⊕	1+5 2+5 1+6 2+6		4+8	⊕	⊕			1+5 2+5 1+6 2+6			4+8					1+5 2+5 1+6 2+6		S	H	
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) CENTER MAST ARM SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD (NORTH OF TRACKS) LEFT RR TRUSS AND NEAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD (NORTH OF TRACKS) CENTER AND RIGHT RR TRUSS AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD (SOUTH OF TRACKS) FAR LEFT MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD (SOUTH OF TRACKS) CENTER AND FAR RIGHT MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD (SOUTH OF TRACKS) FAR RIGHT DUAL RIGHT TURN LANE MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD LEFT MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WOOD DALE ROAD CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON NORTHSIDE OF I. ROUTE 19	H	H	H	H	*P	**FH	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON SOUTHSIDE OF I. ROUTE 19	H	H	H	H	H	H	H	*P	**FH	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WOOD DALE ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WOOD DALE ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FLASHING BEACONS	FL	FL	FL	FL	DARK	DARK	DARK	FL	FL	FL	DARK	DARK	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	

PHASE 2 + 6 SHALL BE PLACED ON RECALL

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- \*\* FLASHING  IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⊕ THIS  OR FLASHING  INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE  OR FLASHING  INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

COMPANY NAME: HRGreen.com  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 2/19/2015  
 FILE NAME: 023\_sigsseqofoperation.dgn  
 PLOT DRIVER: plotdrv  
 PLOT TABLE: standard.tbl

USER NAME = tjeilton	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigsseqofoperation.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION	
IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD	
SCALE: N.T.S.	SHEET NO. 1 OF 3 SHEETS
STA. NA	TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY	TOTAL SHEETS 277	SHEET NO. 182
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		
CONTRACT NO. 63872				



RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																										CLEAR TO NORMAL SEQUENCE																												
	1	5	8	11	14	18	22	26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 2	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P		1Q	1R	1S	1T	1U	1V	1W	2	3	4	5	6	7	8														
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																											2	3	4																										
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																											2	3	4																										
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	1Q	2	1S	2	1U	2	1W	2	3	4	5	6	7	8																												
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT MAST ARMAND FAR LEFT SIGNALS	E/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR RIGHT AND FAR RIGHT MAST ARM SIGNALS	E/B	R	R	R	Y	R	Y	R	Y	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
ILLINOIS ROUTE 19 (IRVING PARK ROAD) CENTER MAST ARM SIGNAL	E/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FAR LEFT MAST ARMAND FAR LEFT SIGNALS	W/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
ILLINOIS ROUTE 19 (IRVING PARK ROAD) CENTER AND RIGHT MAST ARMAND NEAR RIGHT SIGNALS	W/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
WOOD DALE ROAD (NORTH OF TRACKS) LEFT RR TRUSS AND NEAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
WOOD DALE ROAD (NORTH OF TRACKS) CENTER AND RIGHT RR TRUSS AND NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△																
WOOD DALE ROAD (SOUTH OF TRACKS) FAR LEFT MAST ARMAND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△															
WOOD DALE ROAD (SOUTH OF TRACKS) CENTER AND FAR RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△															
WOOD DALE ROAD (SOUTH OF TRACKS) FAR RIGHT DUAL RIGHT TURN LANE MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△															
WOOD DALE ROAD LEFT MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△															
WOOD DALE ROAD CENTER AND RIGHT MAST ARMAND NEAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△															
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON NORTHSIDE OF IL ROUTE 19	H	**FH	H	H	H	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△																
PEDESTRIAN SIGNALS CROSSING WOOD DALE ROAD ON SOUTHSIDE OF IL ROUTE 19	H	H	H	**FH	H	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△																
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WOOD DALE ROAD	H	H	H	H	H	H	H	H	H	H	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△																
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WOOD DALE ROAD	H	H	H	H	H	H	H	H	H	H	H	**FH	H	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△																
INTERNALLY ILLUMINATED 'NO LEFT TURN' SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△																
ILLINOIS ROUTE 19 (IRVING PARK ROAD) FLASHING BEACONS	W/B	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	△																

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 8 IS TERMINATED.

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- \*\* FLASHING IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⊕ THIS OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE OR FLASHING INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 8/29/09 AM  
 FILE NAME: 021-sigseqofoper-ar11on02.dgn  
 PLOT DATE: 2/19/2015

HRGreen.com Illinois Professional Design Firm # 184-01322	USER NAME = tye1ton FILE NAME = 021-sigseqofoper-ar11on02.dgn PLOT SCALE = N.T.S. PLOT DATE = 2/19/2015	DESIGNED - JJS DRAWN - DS CHECKED - CP DATE - 2/2/2015	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAILROAD PREEMPTION SEQUENCE OF OPERATION IL ROUTE 19 (IRVING PARK ROAD) AT WOOD DALE ROAD	SCALE: N.T.S. SHEET NO. 2 OF 3 SHEETS STA. NA TO STA. NA	F.A.U. RTE. 1321 SECTION NO. 11-00048-00-SP COUNTY ILLINOIS TOTAL SHEETS 277 SHEET NO. 183 DUPAGE CONTRACT NO. 63872 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
---	--	---	--	---	---	--	---







**SCHEDULE OF QUANTITIES**

- MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
- TRANSCIVER - FIBER OPTIC
- INDUCTIVE LOOP DETECTOR
- RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
- FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL

- EACH 1
- EACH 1
- EACH 10
- EACH 1
- EACH 1
- EACH 1

**CONSTRUCTION NOTE:**  
THE EXISTING UPS SHALL BE DETACHED FROM THE EXISTING CONTROLLER AND SUBSEQUENTLY RECONNECTED TO THE PROPOSED CONTROLLER. REUSE THE EXISTING FOUNDATION AND EXISTING CABLES. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTROLLER.

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

1 EACH CONTROLLER AND CABINET (COMPLETE)

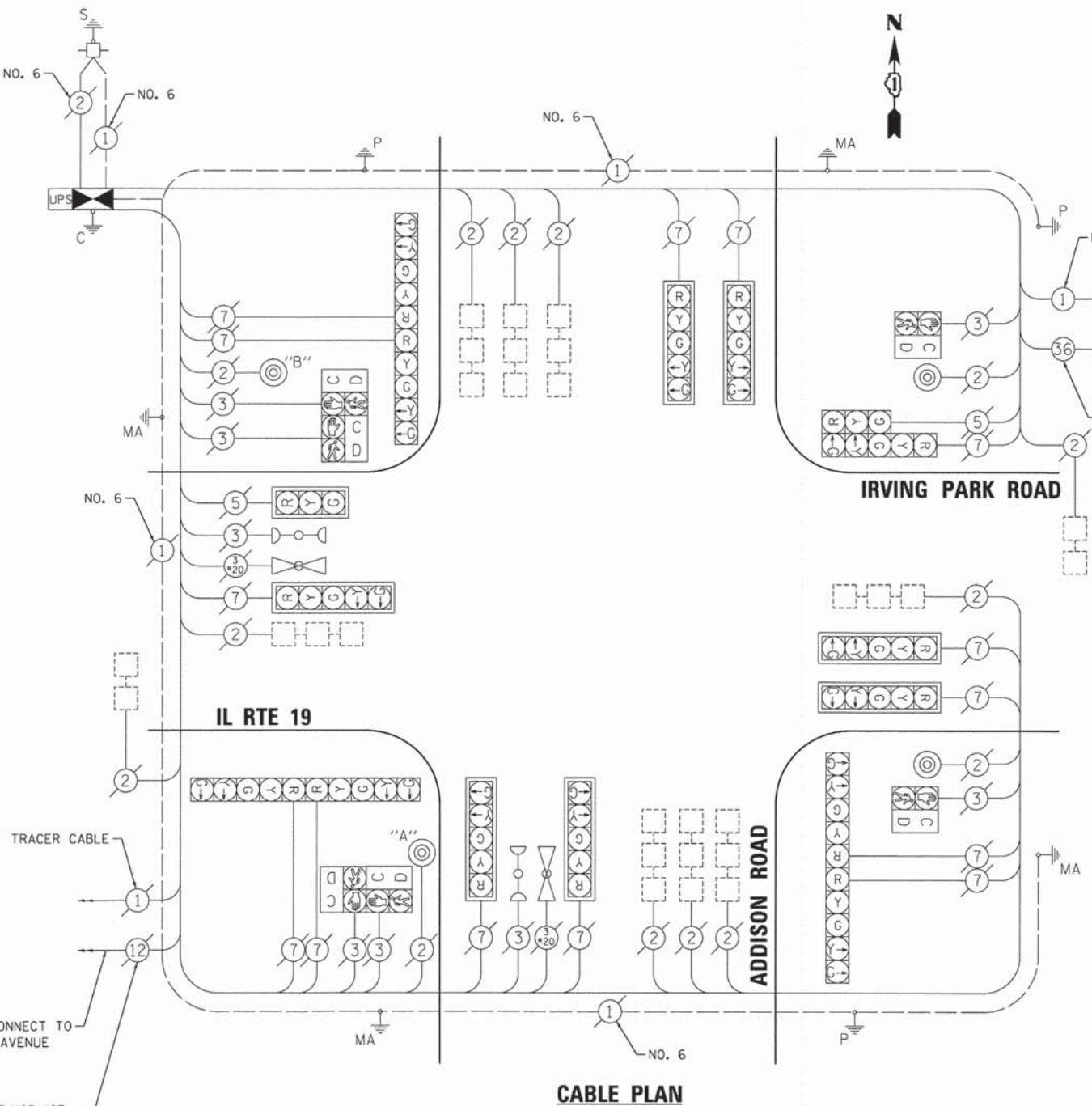
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	16	17	0.50	136.00	
(YELLOW)	16	25	0.25	100.00	
(GREEN)	16	15	0.25	60.00	
ARROW (RED)	0	12	0.10	0	
(YELLOW)	14	12	0.10	16.80	
(GREEN)	14	12	0.10	16.80	
PEDESTRIAN SIGNAL	6	25	1.00	150.00	
CONTROLLER	1	100	1.00	100.00	
UPS	1	25	1.00	25.00	
ILLUMINATED SIGN	0	25	0.05	0	
TOTAL =					604.60

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

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

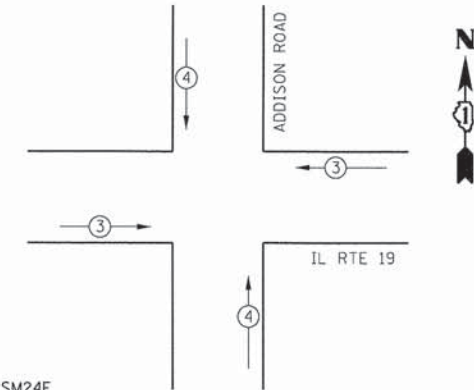
NOTE:  
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.



**CABLE PLAN**

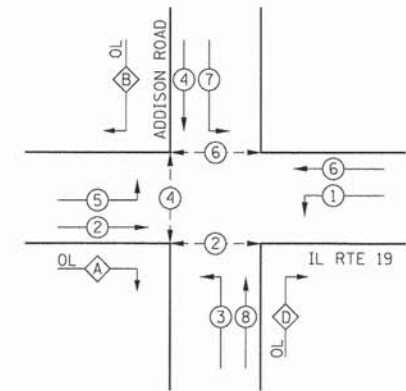
NOTE:  
PUSHBUTTON A SHALL PLACE A CALL TO PHASES 2 & 4  
PUSHBUTTON B SHALL PLACE A CALL TO PHASES 4 & 6

**EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑

**EXISTING CONTROLLER SEQUENCE**



**EXISTING PHASE DESIGNATION DIAGRAM**

OVERLAP PHASE	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
D	= 8	+ 1

**CONTROLLER SEQUENCE LEGEND**

- ← ⊙ → DUAL ENTRY PHASE
- ⬆ ⊙ ⬆ OVERLAP
- ← ⊙ → PEDESTRIAN PHASE

\* NUMBER REFERRING TO ASSOCIATED PHASE

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 7/1/2015 11:28 AM  
 FILE NAME: 021.sigcabaddison.dgn  
 PLOT DRIVER: pcf.plt  
 PEN TABLE: standard-trans.tbr



USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 021.sigcabaddison.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESTINATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
IL ROUTE 19 (IRVING PARK ROAD) AT ADDISON ROAD**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 185
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63872	



**SCHEDULE OF QUANTITIES**

- MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
- TRANSCIVER - FIBER OPTIC
- INDUCTIVE LOOP DETECTOR
- RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
- FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL

- EACH 1
- EACH 1
- EACH 8
- EACH 1
- EACH 1
- EACH 1

CONSTRUCTION NOTE:  
THE EXISTING UPS SHALL BE DETACHED FROM THE EXISTING CONTROLLER AND SUBSEQUENTLY RECONNECTED TO THE PROPOSED CONTROLLER. REUSE THE EXISTING FOUNDATION AND EXISTING CABLES. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTROLLER.

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

1 EACH CONTROLLER AND CABINET (COMPLETE)

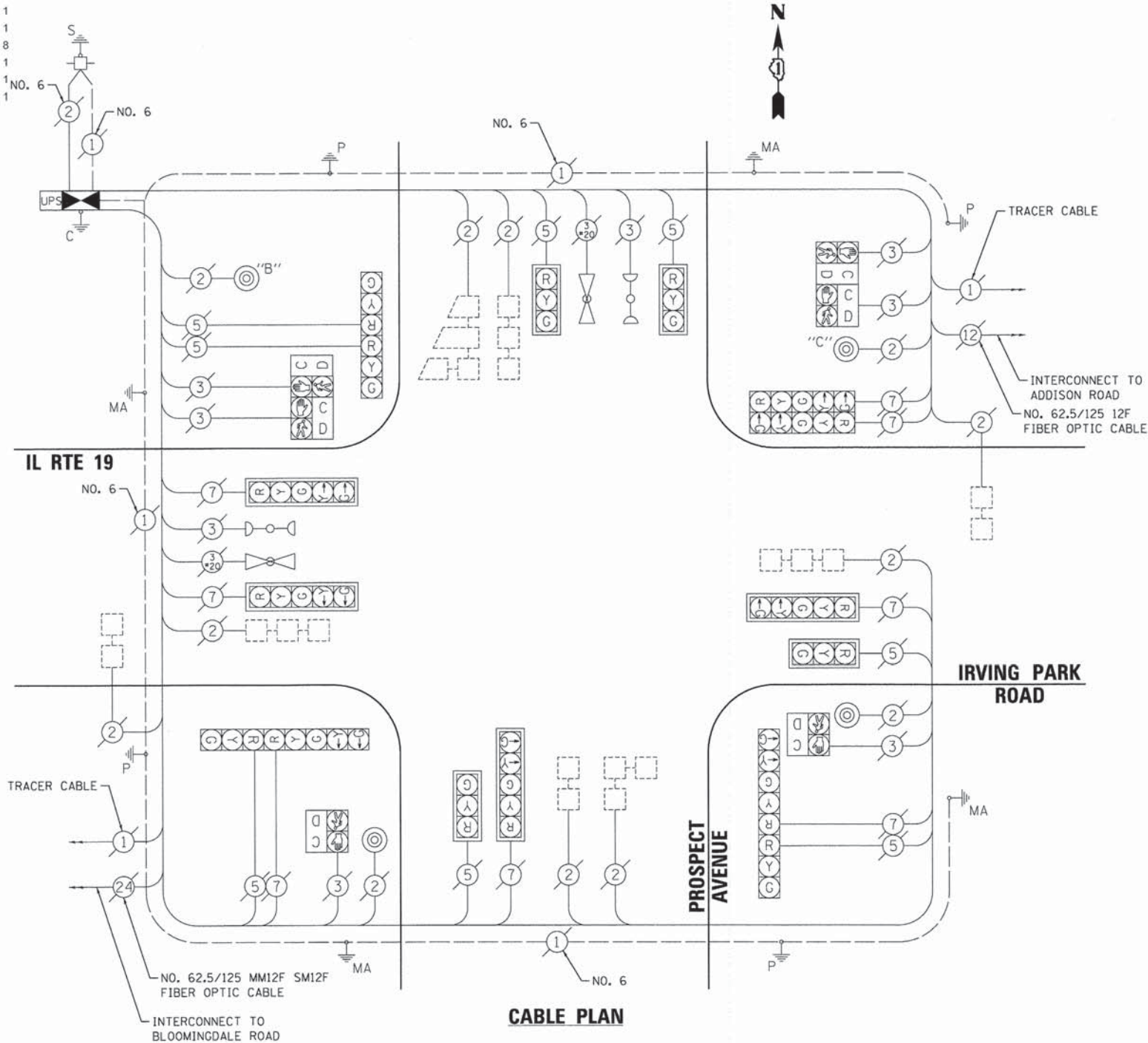
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	16		17	0.50	136.00
(YELLOW)	16		25	0.25	100.00
(GREEN)	16		15	0.25	60.00
ARROW (RED)	0		12	0.10	0
(YELLOW)	8		12	0.10	9.60
(GREEN)	8		12	0.10	9.60
PEDESTRIAN SIGNAL	6		25	1.00	150.00
CONTROLLER	1		100	1.00	100.00
UPS	1		25	1.00	25.00
ILLUMINATED SIGN	0		25	0.05	0
TOTAL =					590.20

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

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

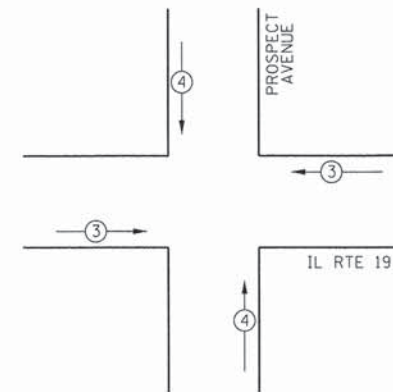
NOTE:  
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.



**CABLE PLAN**

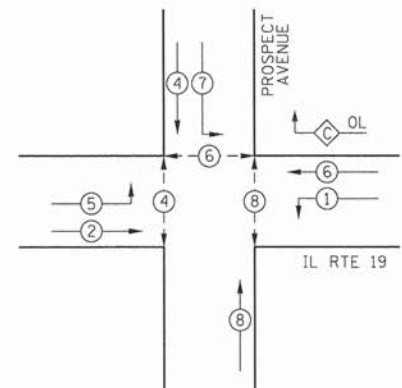
NOTE:  
PUSHBUTTON B SHALL PLACE A CALL TO PHASES 4 & 6  
PUSHBUTTON C SHALL PLACE A CALL TO PHASES 6 & 8

**EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EXISTING EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3 4
MOVEMENT	← → ↑ ↓

**EXISTING CONTROLLER SEQUENCE**



**EXISTING PHASE DESIGNATION DIAGRAM**

OVERLAP PHASE	PERMISSIVE PHASE	PROTECTED PHASE
C	= 6	+ 7

**CONTROLLER SEQUENCE LEGEND**

- ← ⊙ → DUAL ENTRY PHASE
- ⊙ OVERLAP
- ← ⊙ → PEDESTRIAN PHASE

• NUMBER REFERRING TO ASSOCIATED PHASE

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 FILE NAME: 023\_sigsobprospect01.dgn  
 PLOT DRIVER: plot.tbl  
 PEN TABLE: standard-trans.tbl

HRGreen  
Illinois Professional Design Firm  
# 184-001322

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigsobprospect01.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
IL ROUTE 19 (IRVING PARK ROAD) AT PROSPECT AVENUE**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	186
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**SCHEDULE OF QUANTITIES**

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCIVER - FIBER OPTIC	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	5
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1

**CONSTRUCTION NOTE:**  
THE EXISTING UPS SHALL BE DETACHED FROM THE EXISTING CONTROLLER AND SUBSEQUENTLY RECONNECTED TO THE PROPOSED CONTROLLER. REUSE THE EXISTING FOUNDATION AND EXISTING CABLES. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTROLLER.

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

1 EACH CONTROLLER AND CABINET (COMPLETE)

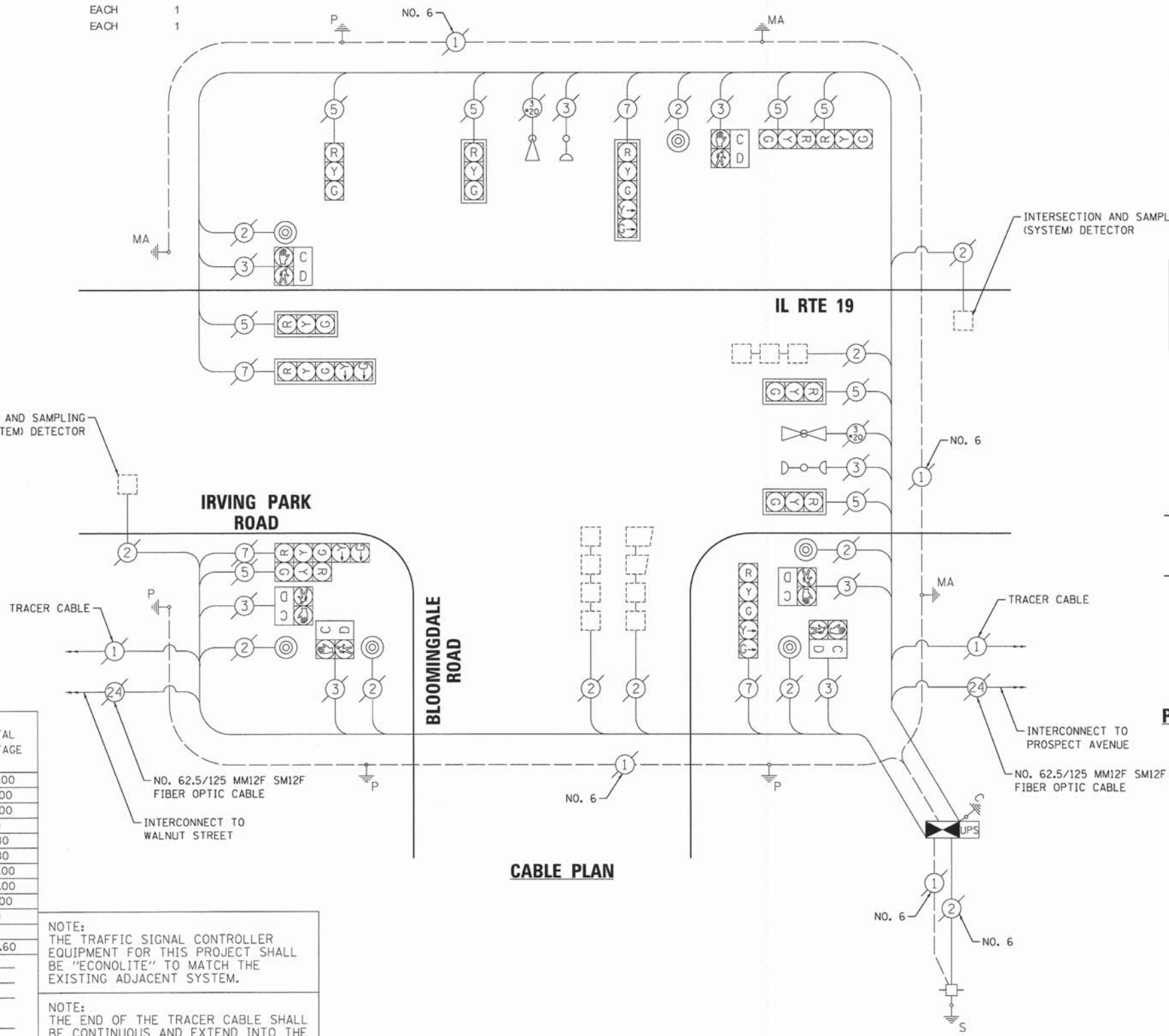
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12	17		0.50	102.00
(YELLOW)	12	25		0.25	75.00
(GREEN)	12	15		0.25	45.00
ARROW (RED)	0	12		0.10	0
(YELLOW)	4	12		0.10	4.80
(GREEN)	4	12		0.10	4.80
PEDESTRIAN SIGNAL	6	25		1.00	150.00
CONTROLLER	1	100		1.00	100.00
UPS	1	25		1.00	25.00
ILLUMINATED SIGN	0	25		0.05	0
TOTAL =					506.60

ENERGY COSTS TO: VILLAGE OF ITASCA  
550 W. IRVING PARK ROAD  
ITASCA, IL 60143-1795

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

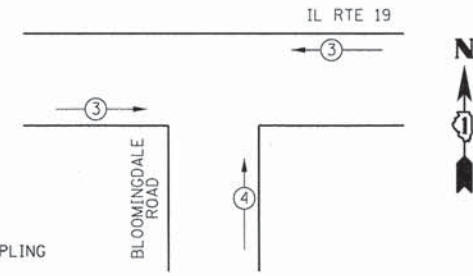
NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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



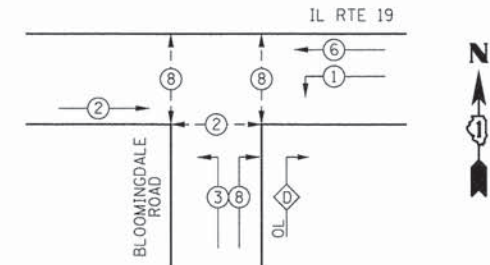
**CABLE PLAN**

**EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑

**EXISTING CONTROLLER SEQUENCE**



**EXISTING PHASE DESIGNATION DIAGRAM**

OVERLAP PHASE	PERMISSIVE PHASE	PROTECTED PHASE
D	= 8	+ 1

**CONTROLLER SEQUENCE LEGEND**

- ← \* → DUAL ENTRY PHASE
- ← \* → OVERLAP
- ← \* → PEDESTRIAN PHASE
- \* NUMBER REFERRING TO ASSOCIATED PHASE

COMPANY NAME: HRGreen.com  
PROJECT CONTACT: HRGreen.com  
DATE PLOTTED: 7/17/15 PM  
FILE NAME: 023.sigcabbloomingdale01.dgn  
PLOT DRIVER: pcf.plt  
PEN TABLE: sfransford-fransford



USER NAME = jharwit	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigcabbloomingdale01.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

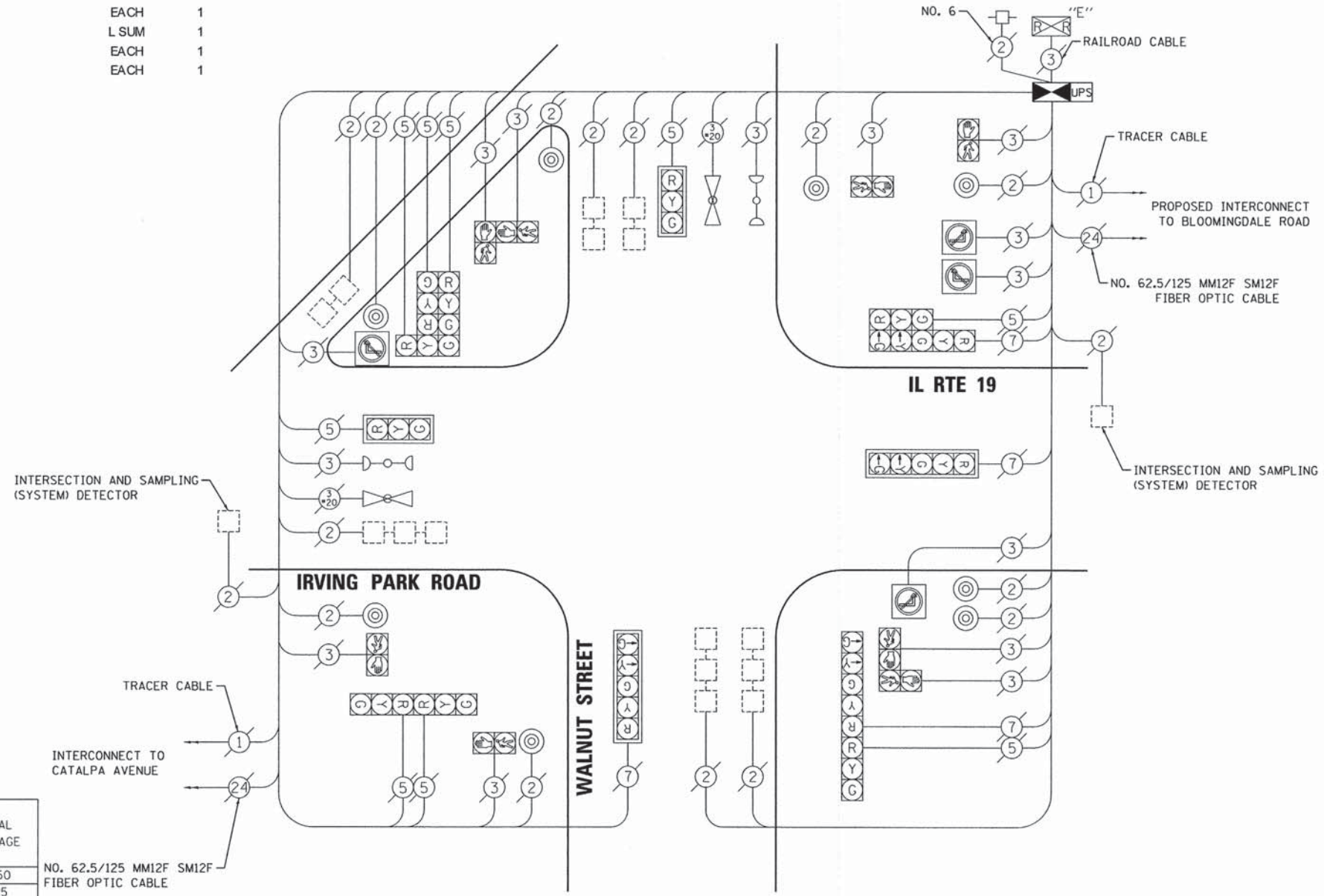
**CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES**  
IL ROUTE 19 (IRVING PARK ROAD) AT BLOOMINGDALE ROAD  
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 187
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63872	



**SCHEDULE OF QUANTITIES**

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	8
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1



**CABLE PLAN**

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

1 EACH CONTROLLER AND CABINET (COMPLETE)

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	13	17	0.50	110.50	
(YELLOW)	13	25	0.25	81.25	
(GREEN)	13	15	0.25	48.75	
ARROW (RED)	0	12	0.10	0.00	
(YELLOW)	4	12	0.10	4.80	
(GREEN)	4	12	0.10	4.80	
PEDESTRIAN SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
UPS	1	25	1.00	25.00	
ILLUMINATED SIGN	4	25	0.05	5.00	
TOTAL =				580.10	

NO. 62.5/125 MM12F SM12F FIBER OPTIC CABLE

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

NOTE:  
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE EXISTING ADJACENT SYSTEM.

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 CLIENT: HRGreen  
 DATE PLOTTED: 02/19/2015  
 FILE NAME: 023.sigcabwlnut01.dgn  
 PLOT DRIVER: portgarp  
 PEN TABLE: standard-trans.tbl

USER NAME = tye1ton	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigcabwlnut01.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN AND SCHEDULE OF QUANTITIES  
IL ROUTE 19 (IRVING PARK ROAD) AT WALNUT STREET**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	188
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
CONTRACT NO. 63872				



SEQUENCE OF OPERATIONS

MOVEMENT	5		2		4		7		4		8		13B		FLASH	
PHASE	2+5		2+6		4+7		4+8		2+5		2+6					
INTERVAL	1	2	3	4	5	6A	6B	7	8	9A	9B	10	11	12	13A	13B
CHANGE TO	⊖	⊖	2+6			4+7		⊖	⊖	2+5		4+8			2+5	2+6
ILLINOIS ROUTE 19 (IRVING PARK ROAD) END MAST ARM AND FAR LEFT SIGNALS	SE/B	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR RIGHT SIGNALS	SE/B	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R
ILLINOIS ROUTE 19 (IRVING PARK ROAD) ALL SIGNALS	NW/B	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
WALNUT STREET ALL SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R
WALNUT STREET END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R
WALNUT STREET NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON SOUTHSIDE OF IL ROUTE 19		*P	**FH	H	*P	**FH	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON NORTHSIDE OF IL ROUTE 19		H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WALNUT STREET		H	H	H	H	H	H	H	H	H	H	H	*P	**FH	H	H
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WALNUT STREET		H	H	H	H	H	H	*P	**FH	H	H	H	*P	**FH	H	H

PHASE 2 + 6 SHALL BE PLACED ON RECALL

RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	4	7	11												
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER					2	3										
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	2	1G	2	1J	2	1L	2	3	4	5		
ILLINOIS ROUTE 19 (IRVING PARK ROAD) END MAST ARM AND FAR LEFT SIGNALS	SE/B	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	G	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR RIGHT SIGNALS	SE/B	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	G	△
ILLINOIS ROUTE 19 (IRVING PARK ROAD) ALL SIGNALS	NW/B	R	R	Y	R	R	R	Y	R	R	R	R	R	R	G	△
WALNUT STREET ALL SIGNALS	NB	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	△
WALNUT STREET END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	G	G	R	R	G	G	G	Y	R	△
WALNUT STREET NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	G	G	R	R	G	G	G	Y	R	△
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON SOUTHSIDE OF IL ROUTE 19		FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON NORTHSIDE OF IL ROUTE 19		H	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WALNUT STREET		H	H	H	H	H	FH	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WALNUT STREET		H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	△
INTERNALLY ILLUMINATED 'NO RIGHT TURN' SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED 'NO LEFT TURN' SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	4	4	7	7	11	11	PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		CLEAR TO NORMAL SEQUENCE									
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1T	1U	2	3		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	1E	3	2	1H	1J	3	1L	1M	2	1P	3	1R	1T	2	3			◇	
ILLINOIS ROUTE 19 (IRVING PARK ROAD) END MAST ARM AND FAR LEFT SIGNALS	SE/B	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	G	R	◇
ILLINOIS ROUTE 19 (IRVING PARK ROAD) NEAR RIGHT SIGNALS	SE/B	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	G	R	◇
ILLINOIS ROUTE 19 (IRVING PARK ROAD) ALL SIGNALS	NW/B	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	G	R	◇
WALNUT STREET ALL SIGNALS	NB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G	◇
WALNUT STREET END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	G	Y	R	G	R	G	◇
WALNUT STREET NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	G	Y	R	G	R	G	◇
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON SOUTHSIDE OF IL ROUTE 19		FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING WALNUT STREET ON NORTHSIDE OF IL ROUTE 19		H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON EASTSIDE OF WALNUT STREET		H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING ILLINOIS ROUTE 19 ON WESTSIDE OF WALNUT STREET		H	H	H	H	H	H	H	H	FH	H	H	FH	H	FH	H	H	FH	H	H	H	◇

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

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- \*\* FLASHING [Symbol] IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⊖ THIS [Symbol] OR FLASHING [Symbol] INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE [Symbol] OR FLASHING [Symbol] INTERVALS.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. J. S.  
 DATE: 2/19/2015  
 FILE NAME: 023.sigseqofoperationwlnut01.dgn  
 PLOT DRIVER: pdf.plt  
 PEN TABLE: standard-trans.tbl



**SCHEDULE OF QUANTITIES**

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCIVER - FIBER OPTIC	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	8
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

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

1 EACH CONTROLLER AND CABINET (COMPLETE)

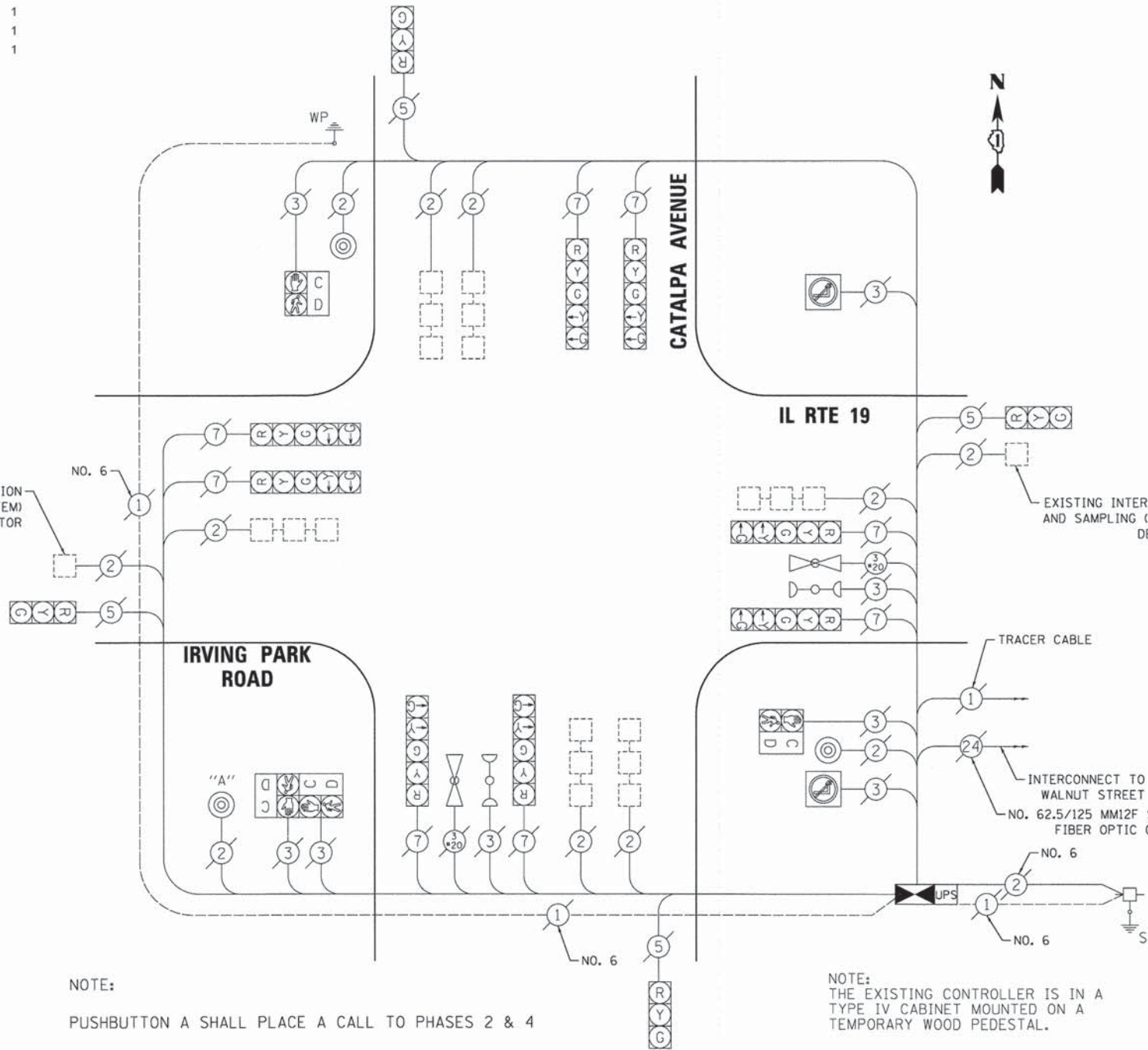
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW (RED)	0		12	0.10	0
(YELLOW)	8		12	0.10	9.60
(GREEN)	8		12	0.10	9.60
PEDESTRIAN SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
UPS	0		25	1.00	0
ILLUMINATED SIGN	2		25	0.05	2.50
TOTAL =					443.70

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON

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

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

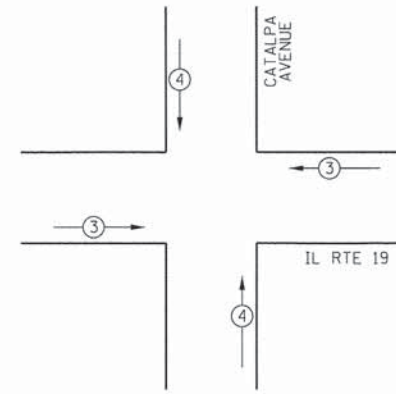


**CABLE PLAN**

NOTE:  
PUSHBUTTON A SHALL PLACE A CALL TO PHASES 2 & 4

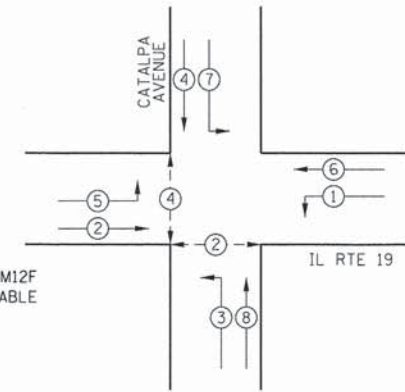
NOTE:  
THE EXISTING CONTROLLER IS IN A TYPE IV CABINET MOUNTED ON A TEMPORARY WOOD PEDESTAL.

**EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	←	↑

**EXISTING CONTROLLER SEQUENCE**



**EXISTING PHASE DESIGNATION DIAGRAM**

**CONTROLLER SEQUENCE LEGEND**

- ← \* → DUAL ENTRY PHASE
- ← \* → OVERLAP
- ← \* → PEDESTRIAN PHASE

\* NUMBER REFERRING TO ASSOCIATED PHASE

COMPANY NAME: HRGreen  
 PROJECT CONTACT: HRGreen  
 DATE PLOTTED: 2/19/2015  
 FILE NAME: 023.sigcabcatelpea01.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

HRGreen.com  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = jhorwit	DESIGNED = JJS	REVISED =
FILE NAME = 023.sigcabcatelpea01.dgn	DRAWN =	REVISED =
PLOT SCALE = N.T.S.	CHECKED = CP	REVISED =
PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED =

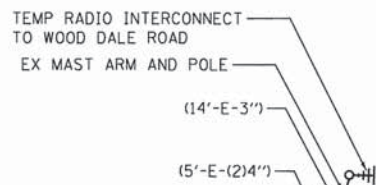
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE  
PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
IL ROUTE 19 (IRVING PARK ROAD) AT CATALPA AVENUE**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

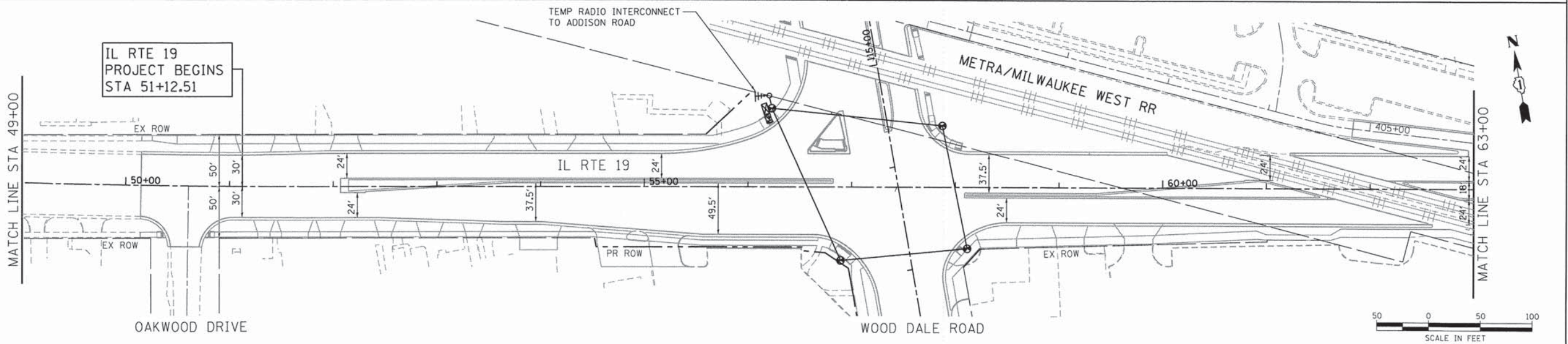
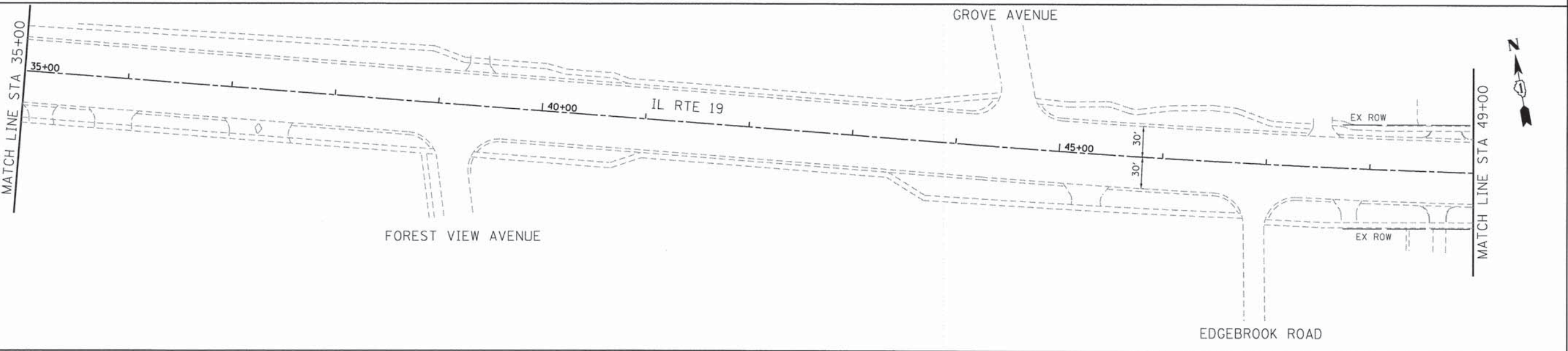
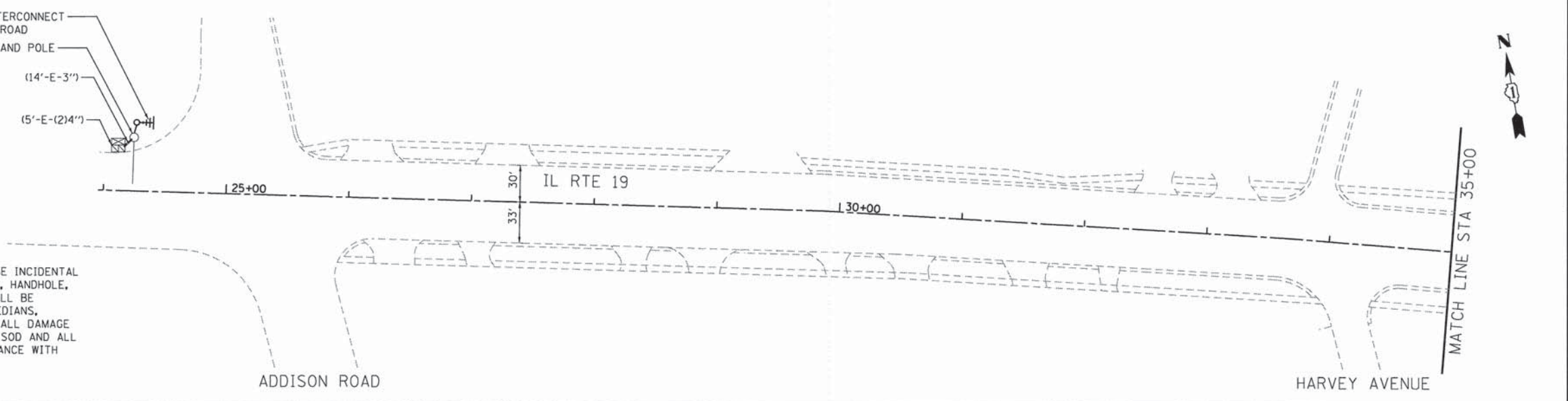
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 190
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





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

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



COMPANY NAME: HRGreen  
PROJECT CONTACT: jhorwit  
DATE PLOTTED: 2/23/2015 7:49:05 PM  
FILE NAME: 023.TEMPsigntbl.dgn  
PLOT DRIVER: pdf.plt  
PEN TABLE: standard-trans.tbl

USER NAME	= jhorwit
FILE NAME	= 023.TEMPsigntbl.dgn
PLOT SCALE	= 1"=50'
PLOT DATE	= 2/19/2015

DESIGNED	- JJS	REVISED	-
DRAWN	- DS	REVISED	-
CHECKED	- CP	REVISED	-
DATE	= 2/2/2015	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

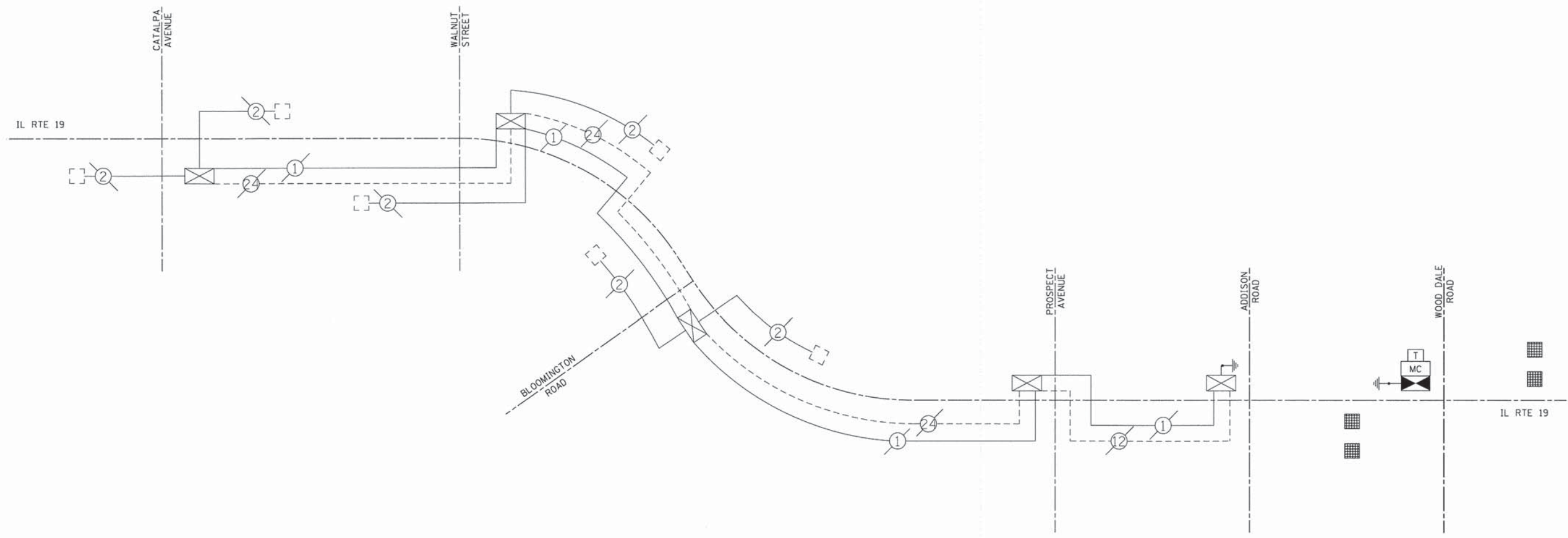
**TEMPORARY INTERCONNECT PLAN  
IL ROUTE 19 (IRVING PARK ROAD), ADDISON ROAD TO WOOD DALE ROAD**

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

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	191
CONTRACT NO. 63872				

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT





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

COMPANY NAME: HRGreen  
 PROJECT CONTACT: JAMES TAYLOR  
 DATE PLOTTED: 2/19/2015 4:04 PM  
 FILE NAME: 023\_TEMPsigintschem.dgn  
 PLOT DRIVER: pofat  
 PEN TABLE: standard-trans.tbl



USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_TEMPsigintschem.dgn	DRAWN - DS	REVISED -
PLOT SCALE = N.T.S.	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

TEMPORARY INTERCONNECT SCHEMATIC			
IL ROUTE 19 (IRVING PARK RD), CATALPA AVE TO WOOD DALE RD			
SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. NA	TO STA. NA

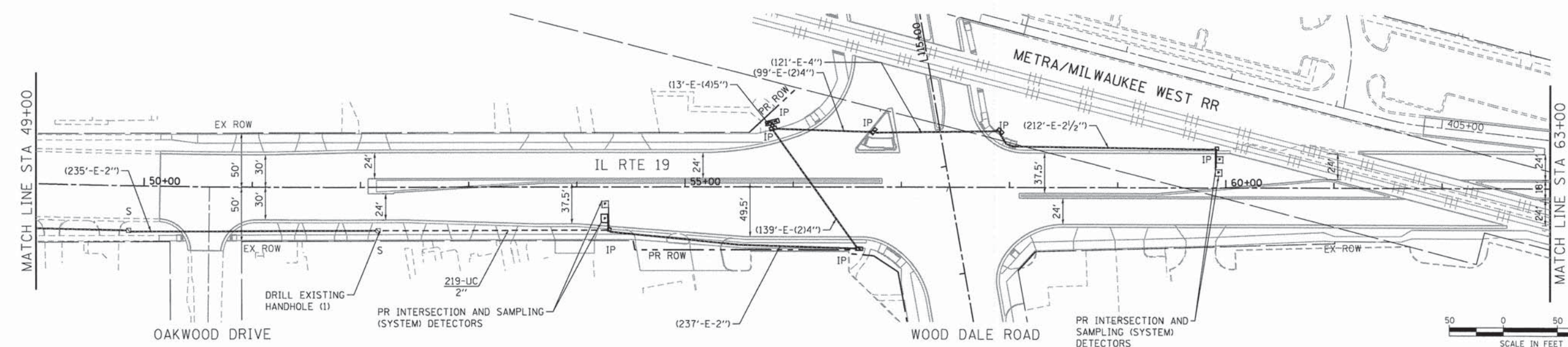
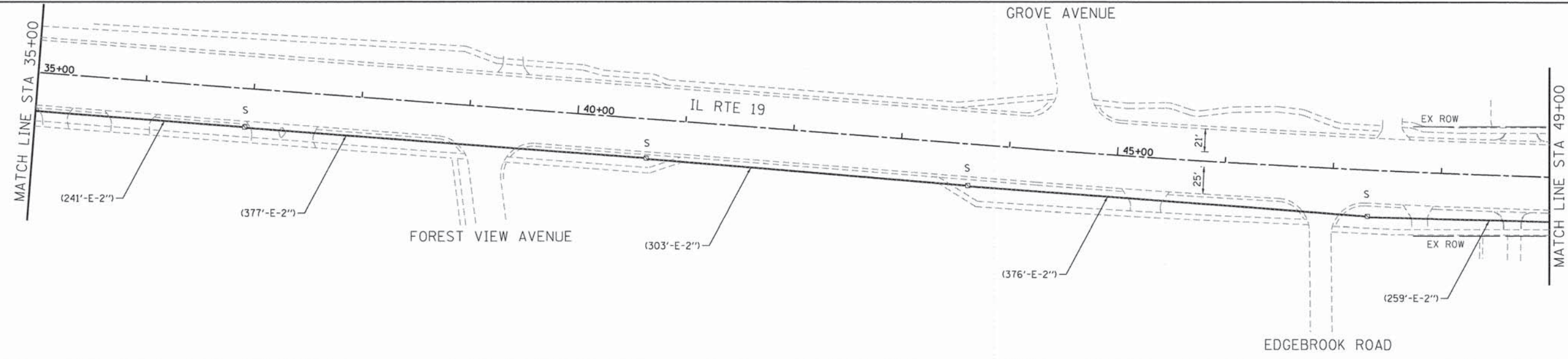
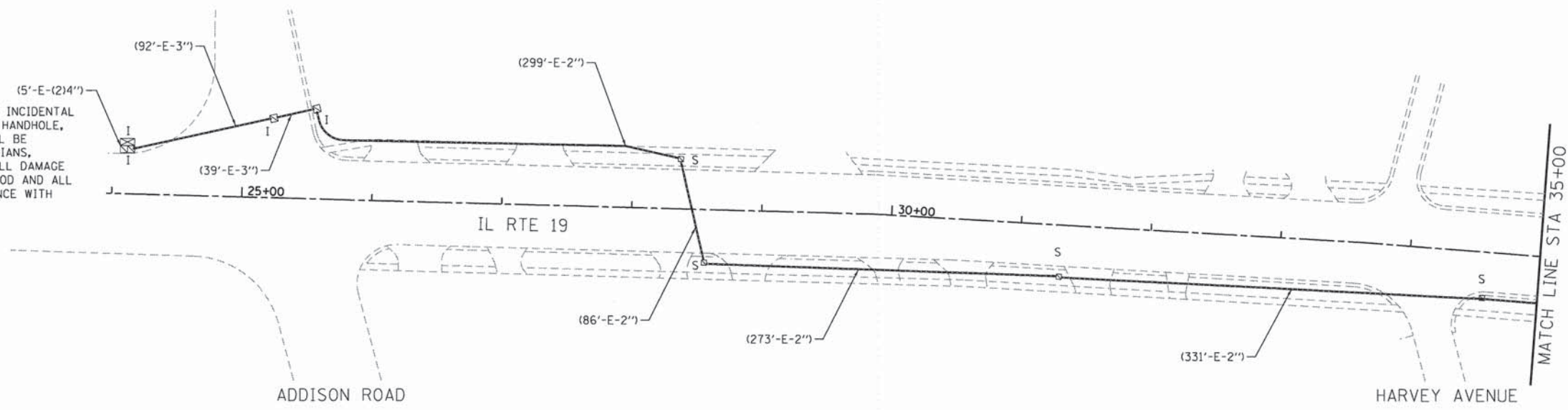
F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 192
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

**RESTORATION OF WORK AREA**

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



COMPANY NAME: HRGreen  
PROJECT CONTACT: jhorwit  
DATE PLOTTED: 7/4/2015 10:21 AM  
FILE NAME: 023\_sigr101.dgn  
PLOT DRIVER: pcfplot  
PEN TABLE: standard-trans.tbl

USER NAME = jhorwit	DESIGNED - JJS	REVISED -
FILE NAME = 023_sigr101.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=50'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED -

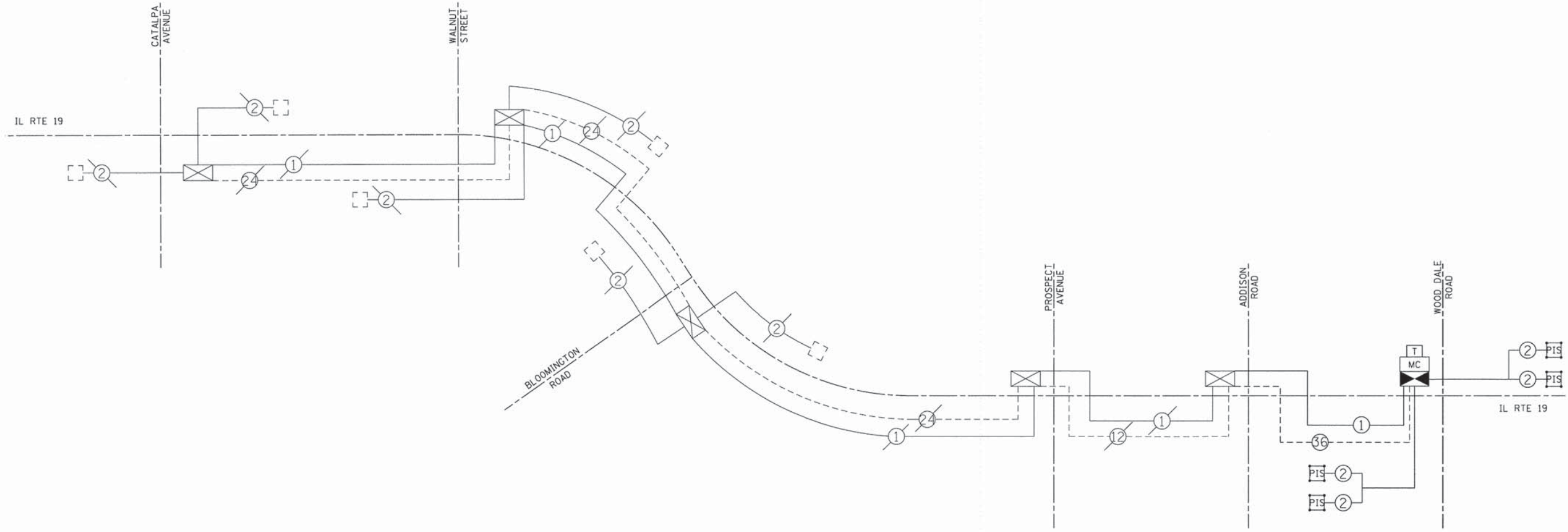
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN**  
**IL ROUTE 19 (IRVING PARK ROAD), ADDISON ROAD TO WOOD DALE ROAD**  
SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 193
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



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



**INTERCONNECT SCHEDULE OF QUANTITIES**

UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	219
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3,670
DRILL EXISTING HANDHOLE	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6,118
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	3,696

COMPANY NAME: HRGreen  
 PROJECT CONTACT: J. Horvath  
 DATE PLOTTED: 7/4/2015 PM  
 FILE NAME: 023.sigintschem.dgn  
 PLOT DRIVER: pdf.plt  
 PLOT TABLE: standard-trans.tbl


 HRGreen.com  
 Illinois Professional Design Firm  
 # 184-001322

USER NAME = jhorvath	DESIGNED - JJS	REVISED -
FILE NAME = 023.sigintschem.dgn	DRAWN - DS	REVISED -
PLOT SCALE = 1"=10'	CHECKED - CP	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

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

**INTERCONNECT SCHEMATIC**  
**IL ROUTE 19 (IRVING PARK RD), CATALPA AVE TO WOOD DALE RD**

SCALE: 1"=10'    SHEET NO. 1 OF 1 SHEETS    STA. NA    TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 194
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63872	



**GENERAL NOTES**

- WHERE SEPARATE CIRCUIT RUNS ARE TO BE INSTALLED PARALLEL WITH EACH OTHER, ONE COMMON TRENCH SHALL BE USED.
- THE CONTRACTOR SHALL CONSULT WITH RESIDENT ENGINEER IN THE FIELD, AND FINALIZE ALL EXISTING ROADWAY LIGHTING ITEMS.
- THE RESPONSIBILITY FOR COORDINATING FINISHED SIDEWALK ELEVATIONS WITH THE TOP OF THE FOUNDATIONS HEIGHTS SHALL REMAINS WITH THE CONTRACTOR.
- THE CONTRACTOR SHALL SUBMIT FOR RESIDENT ENGINEER'S REVIEW WITHIN 30 DAYS OF CONTRACT EXECUTION DATA AND DETAIL SHOP DRAWINGS :
  - TRENCH, ELECTRICAL WARNING TAPE
  - FOUNDATION: CONCRETE MIX, RACEWAYS, ANCHOR BOLTS WITH NUTS & WASHERS.
  - CONDUIT: CONDUIT AND CONDUIT FITTINGS, BONDING COMPOUND
  - GROUND ROD: GROUND ROD, COPPER WIRE, EXOTHERMIC WELD.
  - UNIT DUCT/CABLES
  - ELECTRIC CABLES
  - ELECTRIC TAPES, QUICK DISCONNECT, FUSE & LAMP.
  - LIGHT POLES/ARM: DETAILS SHOP DRAWING, WIND LOAD CALCULATIONS (SHALL BE REVIEWED BY CONSULTANT CIVIL ENGINEER)
  - LUMINAIRE: LUMINAIRE WITH BALLAST ASSEMBLY OR DRIVER
  - LIGHTING CONTROLLER: CIRCUITRY DETAIL, CATALOG ON MATERIALS.
- ALL WORK SHALL BE NEW, UNLESS OTHERWISE SPECIFIED.
- FINISH PAINT:  
THE PAINT COLOR AND FINISH SHALL BE POWDER COATED. FOR THE LIGHT POLE AND LUMINAIRE THE CITY OF WOOD DALE SHALL APPROVE THE PAINT COLOR AND FINISH.
- LIGHT POLE FOUNDATION HOLE,  
EACH HOLE FOR THE FOUNDATIONS SHALL BE INSPECTED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE FOUNDATIONS.
- THE CONTRACTOR SHALL SUBMIT FOUR (4) SETS OF FULL SIZED COMPLETE AND ACCURATE "RECORD DRAWINGS" TO THE ENGINEER FOR REVIEW AND COMMENT. THE RECORD DRAWINGS SHALL BE UPDATED ON A REGULAR BASIS AND DEPICT ALL ROADWAY LIGHTING INSTALLATIONS WITH ANY CHANGES INDICATED IN RED. "RESPONSIBLE RECORD DRAWINGS" SHALL BE SUBMITTED AT LEAST SEVEN (7) DAYS BEFORE SCHEDULING A FINAL INSPECTION.
- THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. AT (1-800-892-0123) TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF WOOD DALE TO LOCATE AND MARK/STAKE ALL CITY OWNED UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL GIVE IN WRITING TO THE ENGINEER FOR REVIEW, CONSTRUCTION STAGING FOR THE PROPOSED ROADWAY LIGHTING WORK, AND THE CONTRACTOR SHALL OBTAIN PRIOR WRITTEN APPROVAL FROM THE RESIDENT ENGINEER.
- THE LIGHT POLE SETBACK:  
VARIES: MEASURED FROM BACK OF CURB TO THE CENTER OF POLE.
- RESTORATION OF PARKWAY AND PROJECT SITE SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS AND CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL CHISEL ARROWS LOCATING ALL CONDUIT CROSSINGS ACROSS ROADWAYS. THE CHISEL MARKS SHALL BE ON THE CURB.
- ALL STREET CROSSINGS SHALL HAVE GALVANIZED STEEL CONDUIT OF THE SIZE INDICATED PUSHED BENEATH THEM. PAYMENT SHALL BE LIMITED TO THE ACTUAL WIDTH PLUS TWO FEET. LENGTH OF CONDUIT SHALL BE THE WIDTH OF ROAD PLUS 4-FEET (EXTEND 2-FEET BEYOND ROAD, EACH SIDE)
- ALL ELECTRICAL EQUIPMENT AND PRODUCTS SHALL BE UL LISTED AND LABELED.
- ALL POLE HANDHOLES SHALL FACE AWAY FROM TRAFFIC.
- LUMINAIRES SHALL BE LEVEL AND HAVE A TIGHT FIT ON MAST ARMS TO THE OWNER'S SATISFACTION. THIS WORK SHALL INCLUDE FIELD ADJUSTING OF THE LUMINAIRE WHICH WILL BE INCLUDED IN THE COST OF THE LUMINAIRE PAY ITEM.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:
  - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT.
  - "THE NATIONAL ELECTRICAL CODE"
  - MUNICIPAL CODES & STANDARDS
- TO MAINTAIN THE STRUCTURAL INTEGRITY OF LIGHT POLES WITH MAST ARMS, THEY SHALL NOT BE ERRECTED AND LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT THE CONTRACTOR SHALL NOT BE PAID FOR POLES UNTIL LUMINAIRES ARE INSTALLED.
- BEFORE INSTALLING LIGHT STANDARDS NEAR OVERHEAD UTILITIES, CALL ComEd FOR LOCATION APPROVAL.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND LIGHTING CONTROLLERS FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO AUGERING FOR LIGHT POLE FOUNDATIONS. THE EXACT LOCATIONS OF ALL PROPOSED ITEMS SHALL BE CONFIRMED WITH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
- THE LIGHTING CONTROLLER SHALL BE CONSTRUCTED TO UL STANDARDS 508 AND 508A, AND BEAR THE LABEL "INDUSTRIAL CONTROL PANEL".
- THE CONTRACTOR SHALL PERFORM ELECTRICAL TESTING AND VERIFY THAT THE INSTALLATION COMPLIES WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- NO UNDERGROUND SPLICING IS ALLOWED.
- ROADWAY LUMINAIRES SHALL BE 250W HPS UNLESS OTHERWISE SPECIFIED IN THE PLANS.

**SUMMARY OF QUANTITIES**

DESCRIPTION	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	899
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	847
UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	8574
UNIT DUCT, 600V, 6-1C NO. 4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	2614
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 3/0	FOOT	150
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	4740
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	30
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	8
LIGHTING CONTROLLER BASE MOUNTED, 240 VOLT, 200 AMP	EACH	1
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. MAST ARM	EACH	34
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	28
LIGHT POLE FOUNDATION 24" DIAMETER	FOOT	395
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	28
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	26
REMOVAL OF POLE FOUNDATION	EACH	53
REMOVAL OF LIGHTING CONTROLLER	EACH	1
REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	28
TEMPORARY LIGHTING CONTROLLER	EACH	1
LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	56
RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	27
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24

**LEGEND:**

- EXISTING ORNAMENTAL LIGHTING UNIT TO BE REMOVED AND RELOCATED
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING ORNAMENTAL LIGHTING UNIT TO REMAIN
- EXISTING COMBINATION LIGHTING UNIT WITH ORNAMENTAL LIGHT SIDE MOUNTED ON BACK OF POLE TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UTILITY SERVICE POLE, WITH LIGHT EXISTING PRIVATE PROPERTY LIGHT TO REMAIN UNLESS OTHERWISE NOTED
- EXISTING UTILITY SERVICE POLE
- EXISTING HEAVY DUTY HANDHOLE
- EXISTING LIGHTING CONTROLLER
- RELOCATED ORNAMENTAL LIGHTING UNIT
- COMBINATION SIGNAL/LIGHTING UNIT: 45 FT MH, 10 FT MAST ARM, 400W HPS LUMINAIRE
- PROPOSED STREET LIGHTING UNIT, ALUMINUM POLE WITH CAST ALUMINUM CLAMSHELL BASE 35 FT HEIGHT, 10-FOOT ARM MOUNTED, 250W HPS LUMINAIRE OR AS INDICATED, LIGHTING UNIT PAINTED IN BLACK COLOR FINISH
- POLE SEQUENCE NUMBER  
CIRCUIT IDENTIFIER  
CONTROLLER IDENTIFIER
- TEMPORARY LIGHTING UNIT: WOOD POLE 50 FT MOUNTING HEIGHT 15 FT MAST ARM, 400 HPS MCIII LUMINAIRE
- AERIAL CABLE, 3-1C NO. 2 WITH MESSENGER WIRE
- UNIT DUCT, 600V, 6-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE-USE) 1 1/2" DIA POLYETHYLENE (BETWEEN DECORATIVE POLES)
- UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE-USE) 1 1/4" DIA POLYETHYLENE (BETWEEN 35 FT. POLES)
- GROUND ROD, 5/8" DIA. x 8 FT
- LIGHTING CONTROLLER  
240/480 VOLT, 1 PHASE 3 WIRE, 200 AMPERE
- ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 3/0

COMPANY NAME: AMES Engineering, Inc.  
 PROJECT CONTACT: CONSULTING ENGINEERS  
 DATE PLOTTED: 2/19/2015 2:49:23 PM  
 FILE NAME: 023.light-01.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-tran.tbl

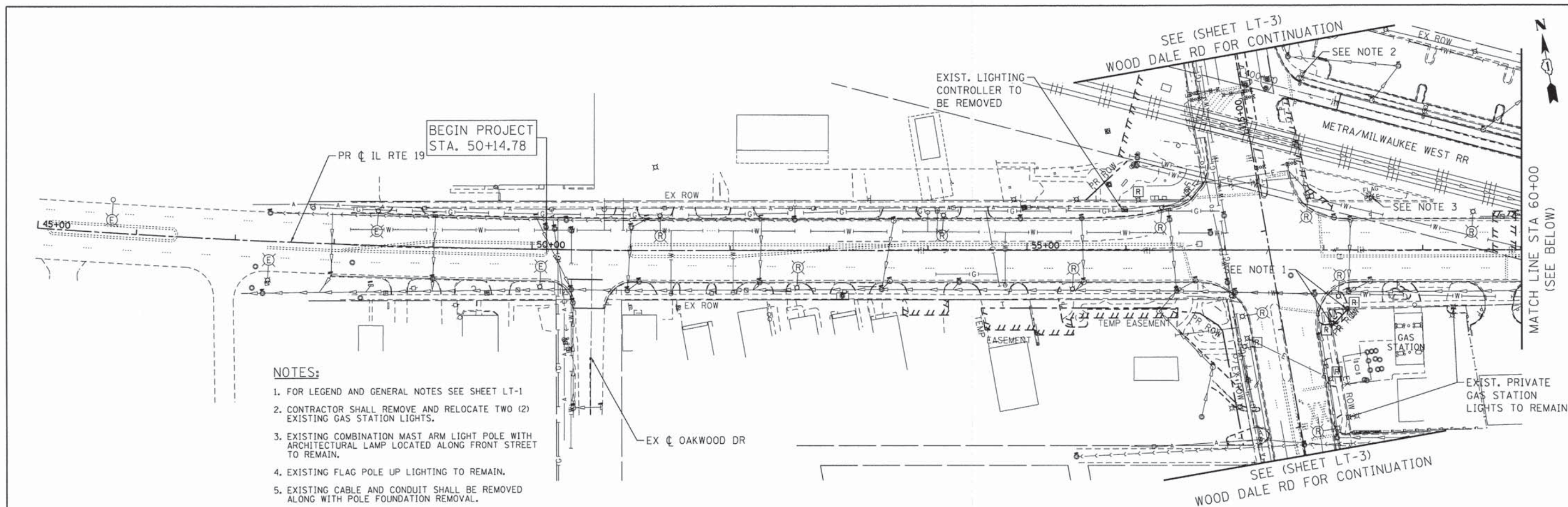
	USER NAME = jhorwit	DESIGNED = BL	REVISED =
1341 Warren Avenue Downers Grove, IL 60515	FILE NAME = 023.light-01.dgn	DRAWN = RA/RY	REVISED =
	PLOT SCALE = N.T.S.	CHECKED = MB	REVISED =
	PLOT DATE = 2/19/2015	DATE = 2/2/2015	REVISED =

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

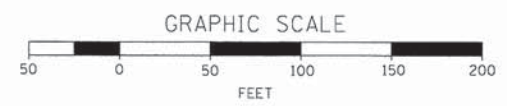
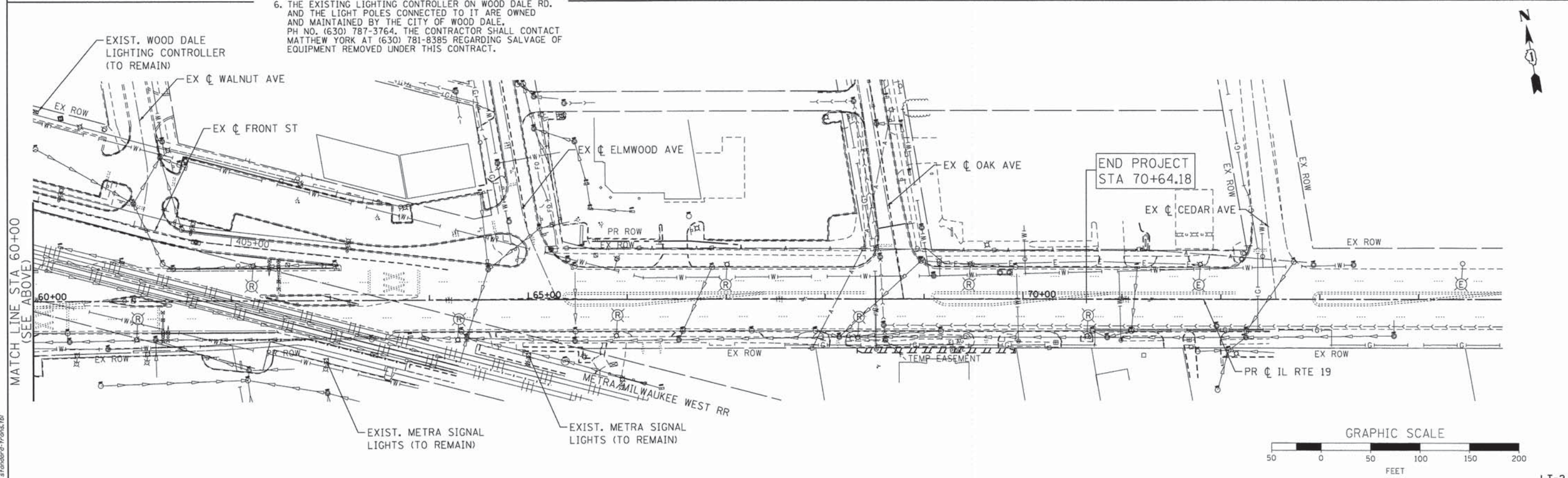
**GENERAL NOTES, LEGEND  
AND SUMMARY OF QUANTITIES**

SCALE: N.T.S.	SHEET NO. 1 OF 14 SHEETS	STA. NA TO STA. NA	F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 195
			FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		
<b>CONTRACT NO. 63872</b>							





- NOTES:**
1. FOR LEGEND AND GENERAL NOTES SEE SHEET LT-1
  2. CONTRACTOR SHALL REMOVE AND RELOCATE TWO (2) EXISTING GAS STATION LIGHTS.
  3. EXISTING COMBINATION MAST ARM LIGHT POLE WITH ARCHITECTURAL LAMP LOCATED ALONG FRONT STREET TO REMAIN.
  4. EXISTING FLAG POLE UP LIGHTING TO REMAIN.
  5. EXISTING CABLE AND CONDUIT SHALL BE REMOVED ALONG WITH POLE FOUNDATION REMOVAL.
  6. THE EXISTING LIGHTING CONTROLLER ON WOOD DALE RD. AND THE LIGHT POLES CONNECTED TO IT ARE OWNED AND MAINTAINED BY THE CITY OF WOOD DALE, PH NO. (630) 787-3764. THE CONTRACTOR SHALL CONTACT MATTHEW YORK AT (630) 781-8385 REGARDING SALVAGE OF EQUIPMENT REMOVED UNDER THIS CONTRACT.



COMPANY NAME: AMES Engineering, Inc.  
 PROJECT CONTACT: CONSULTING ENGINEERS  
 CLIENT: 1341 Warren Avenue  
 DATE PLOTTED: 2/19/2015  
 PLOT DSCN: 023.light-02.dgn  
 PLOT DSCR: 2/19/2015  
 PLOT TABLE: standard-trains.tbl

USER NAME = jhorwit	DESIGNED - BL	REVISED -
FILE NAME = 023.light-02.dgn	DRAWN - RA/RV	REVISED -
PLOT SCALE = 1"=50'	CHECKED - MB	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

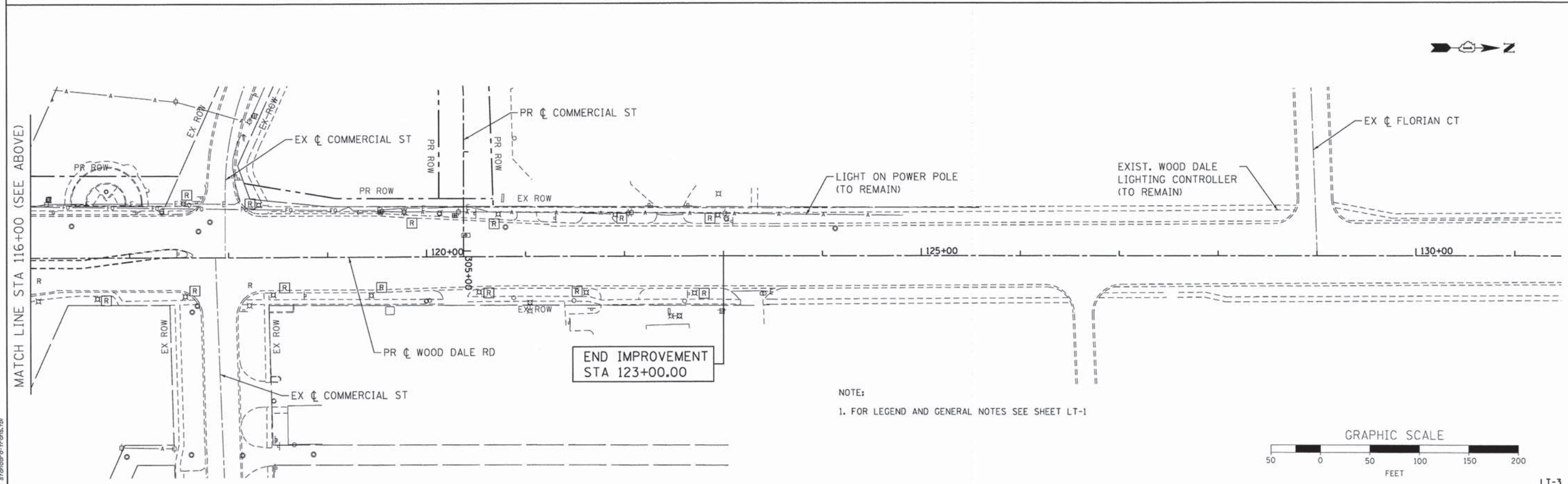
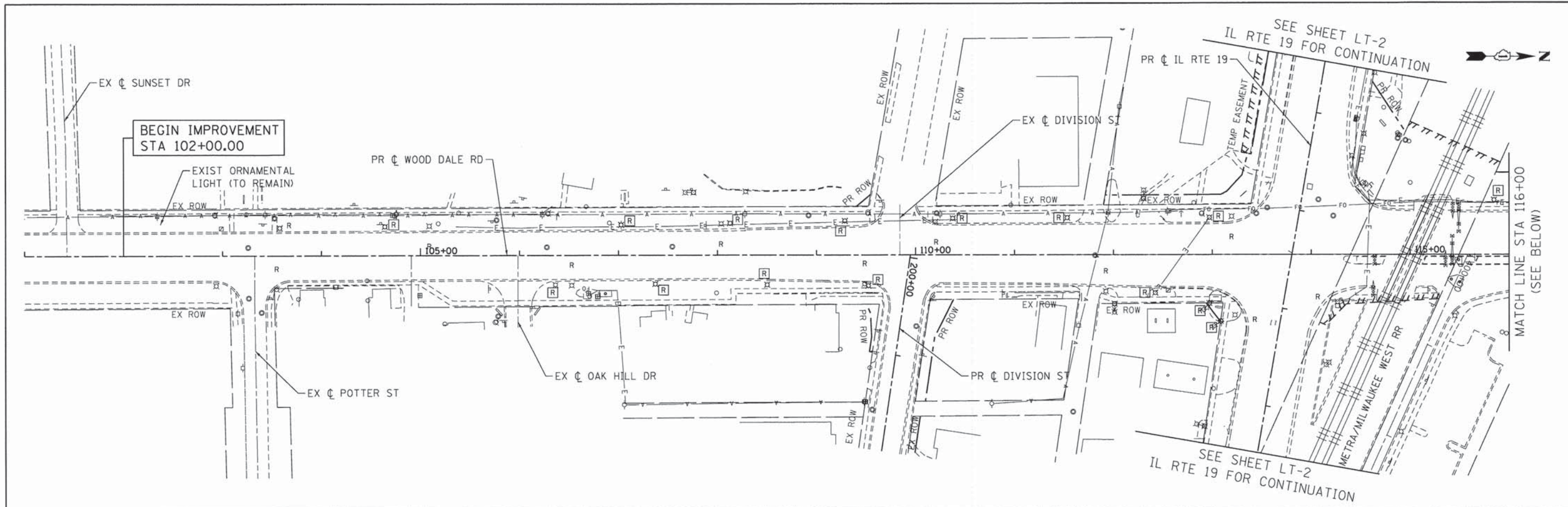
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>EXISTING LIGHTING REMOVAL PLAN WOODDALE ROAD</b>		
SCALE: 1"=50'	SHEET NO. 2 OF 14 SHEETS	STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 196
CONTRACT NO. 63872				
ILLINOIS FED. AID PROJECT				

LT-2

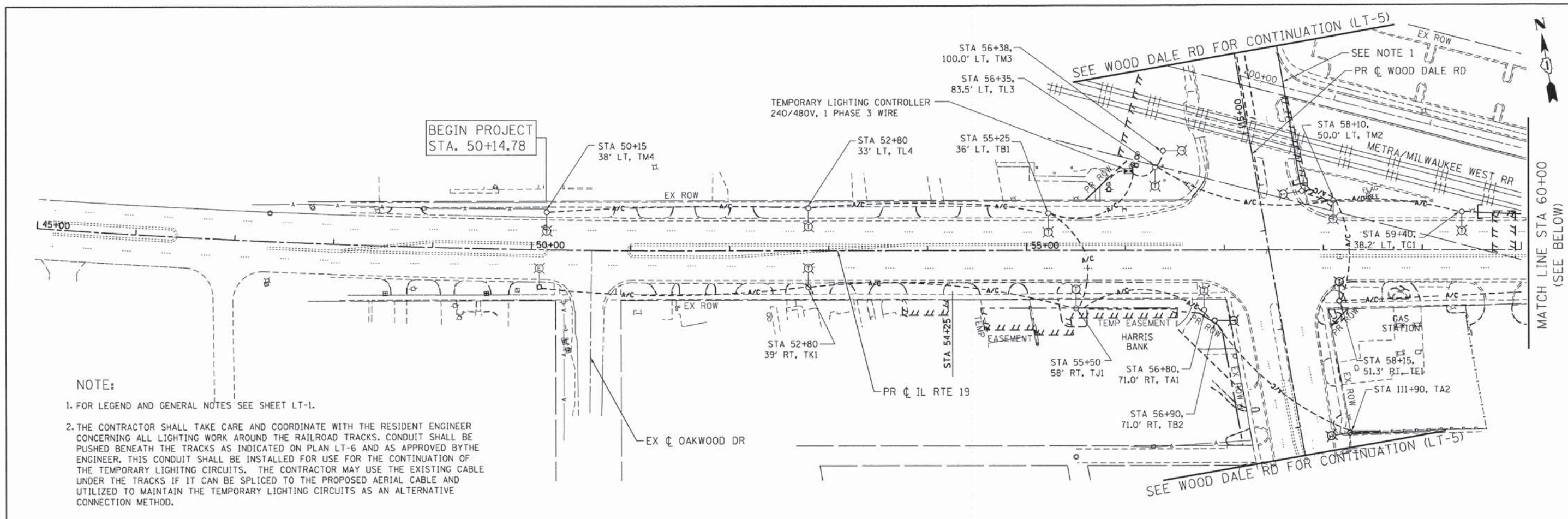




COMPANY NAME: AMES Engineering, Inc.  
 PROJECT CONTACT: J. Horwit  
 CLIENT: STATE OF ILLINOIS  
 DATE PLOTTED: 2/2/2015 10:33 AM  
 FILE NAME: 023.light-03.dgn  
 PLOT DRIVER: pldrvr  
 PEN TABLE: standard-trans.tbl

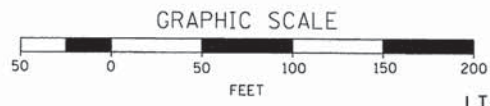
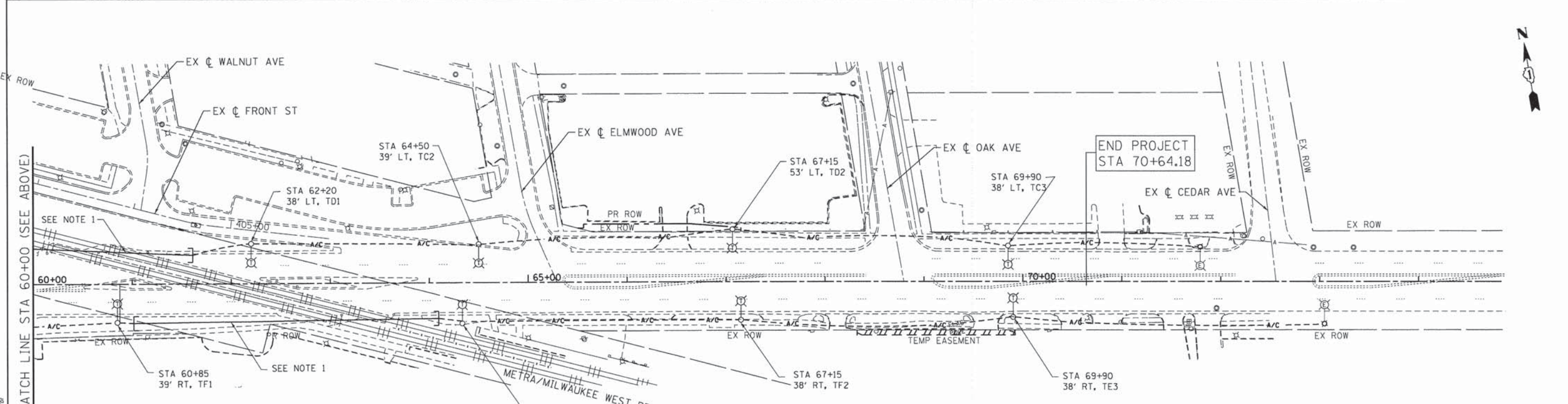
<b>AMES Engineering, Inc.</b> CONSULTING ENGINEERS 1341 Warren Avenue Downers Grove, IL 60515	USER NAME = jhorwit FILE NAME = 023.light-03.dgn PLOT SCALE = 1"=50' PLOT DATE = 2/19/2015	DESIGNED - BL DRAWN - RA/RV CHECKED - MB DATE - 2/2/2015	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING LIGHTING REMOVAL PLAN          WOOD DALE ROAD</b>			F.A.U. RTE. 1321 SECTION NO. 11-00048-00-SP COUNTY DUPAGE ILLINOIS FED. AID PROJECT	TOTAL SHEETS 277 SHEET NO. 197 CONTRACT NO. 63872
	SCALE: 1"=50' SHEET NO. 3 OF 14 SHEETS STA. NA TO STA. NA				LT-3				





**NOTE:**

1. FOR LEGEND AND GENERAL NOTES SEE SHEET LT-1.
2. THE CONTRACTOR SHALL TAKE CARE AND COORDINATE WITH THE RESIDENT ENGINEER CONCERNING ALL LIGHTING WORK AROUND THE RAILROAD TRACKS. CONDUIT SHALL BE PUSHED BENEATH THE TRACKS AS INDICATED ON PLAN LT-6 AND AS APPROVED BY THE ENGINEER. THIS CONDUIT SHALL BE INSTALLED FOR USE FOR THE CONTINUATION OF THE TEMPORARY LIGHTING CIRCUITS. THE CONTRACTOR MAY USE THE EXISTING CABLE UNDER THE TRACKS IF IT CAN BE SPLICED TO THE PROPOSED AERIAL CABLE AND UTILIZED TO MAINTAIN THE TEMPORARY LIGHTING CIRCUITS AS AN ALTERNATIVE CONNECTION METHOD.



COMPANY NAME: AMES Engineering, Inc.  
 PROJECT CONTACT: J. Horwit  
 DATE PLOTTED: 2/19/2015 10:45:38 AM  
 PLOT DRIVER: c:\program files\autodesk\lisp\acplot.plt  
 PEN TABLE: standard.ctb

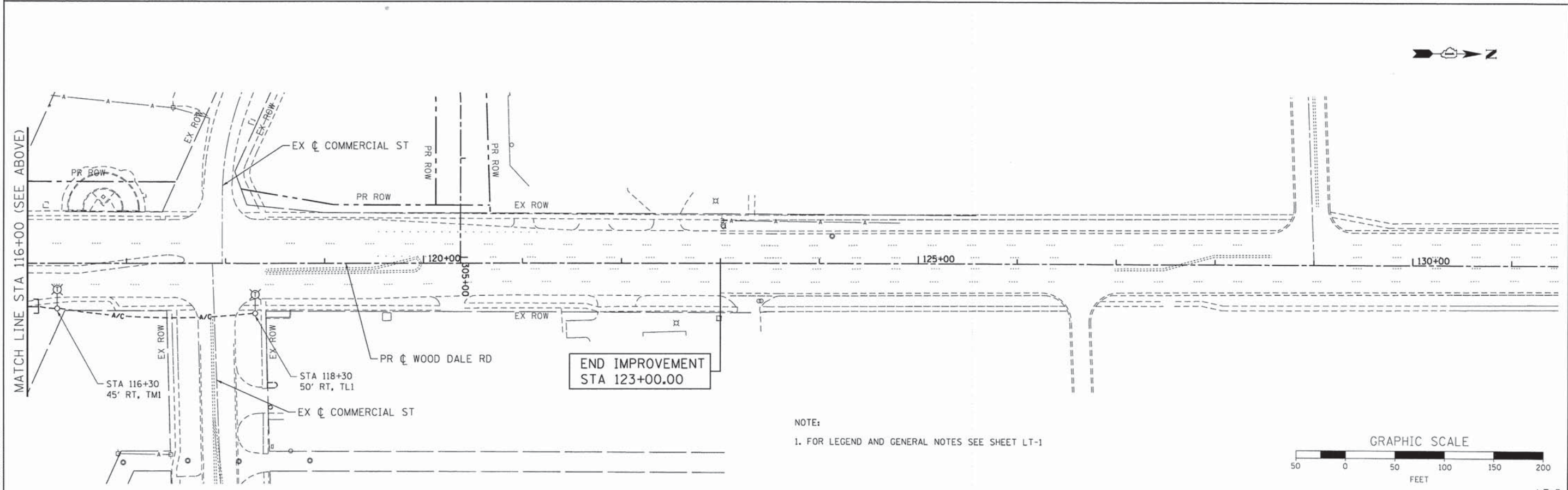
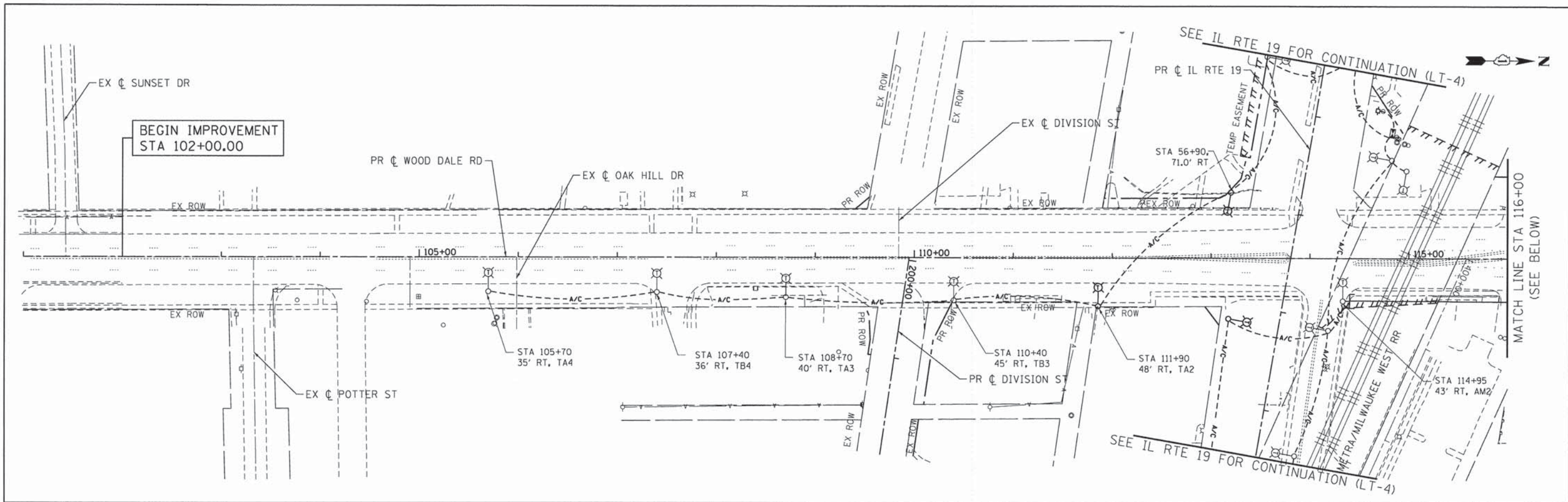
<b>AMES Engineering, Inc.</b> CONSULTING ENGINEERS 1341 Warren Avenue Downers Grove, IL 60515	USER NAME = jhorwit	DESIGNED - BL	REVISED -
	FILE NAME = 023_light-04.dgn	DRAWN - RA/RV	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - MB	REVISED -
	PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

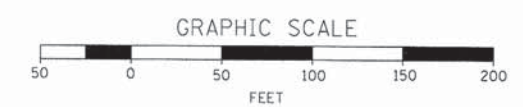
<b>TEMPORARY LIGHTING PLAN</b>		
<b>IL ROUTE 19 (IRVING PARK ROAD)</b>		
SCALE: 1"=50'	SHEET NO. 4 OF 14 SHEETS	STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 198
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 63872				





NOTE:  
1. FOR LEGEND AND GENERAL NOTES SEE SHEET LT-1



DATE: 7/19/2015  
 FILE NAME: 023\_light-05.dgn  
 PLOT DRIVER: pdfplot  
 PEN TABLE: standard-trans.tbl

**AMES Engineering, Inc.**  
 CONSULTING ENGINEERS  
 1341 Warren Avenue  
 Downers Grove, IL 60515

USER NAME = jhorwit	DESIGNED - BL	REVISED -
FILE NAME = 023_light-05.dgn	DRAWN - RA/RY	REVISED -
PLOT SCALE = 1"=50'	CHECKED - MB	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

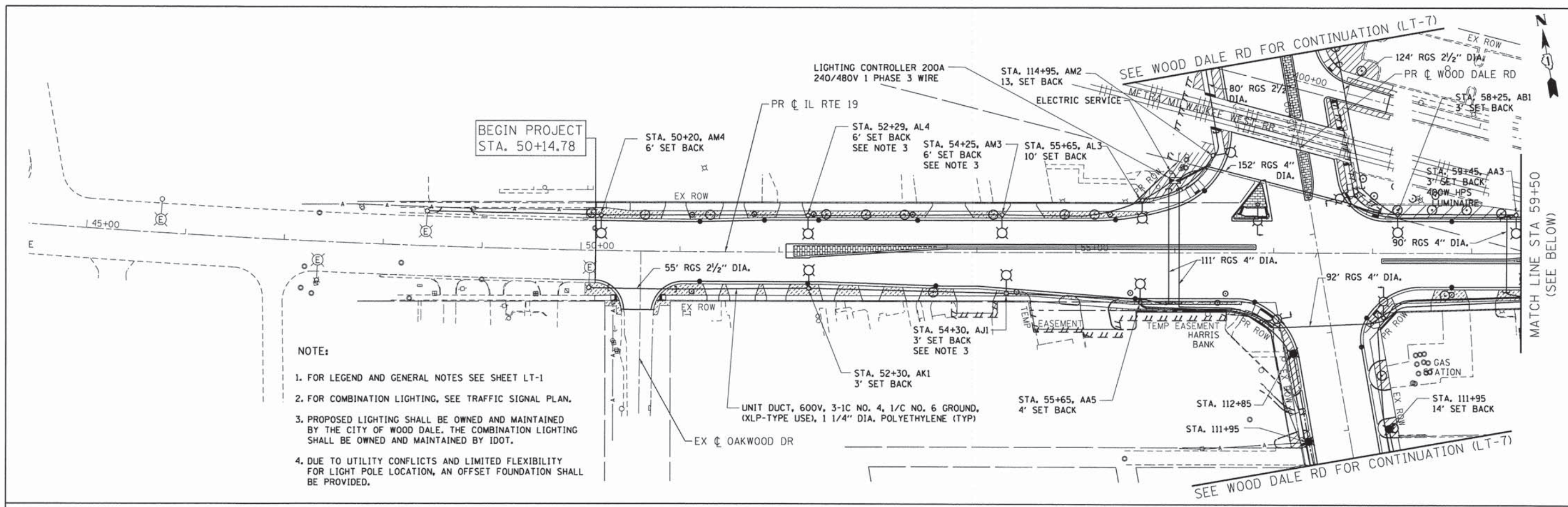
**TEMPORARY LIGHTING PLAN  
 WOOD DALE ROAD**

SCALE: 1"=50' SHEET NO. 5 OF 14 SHEETS STA. NA TO STA. NA

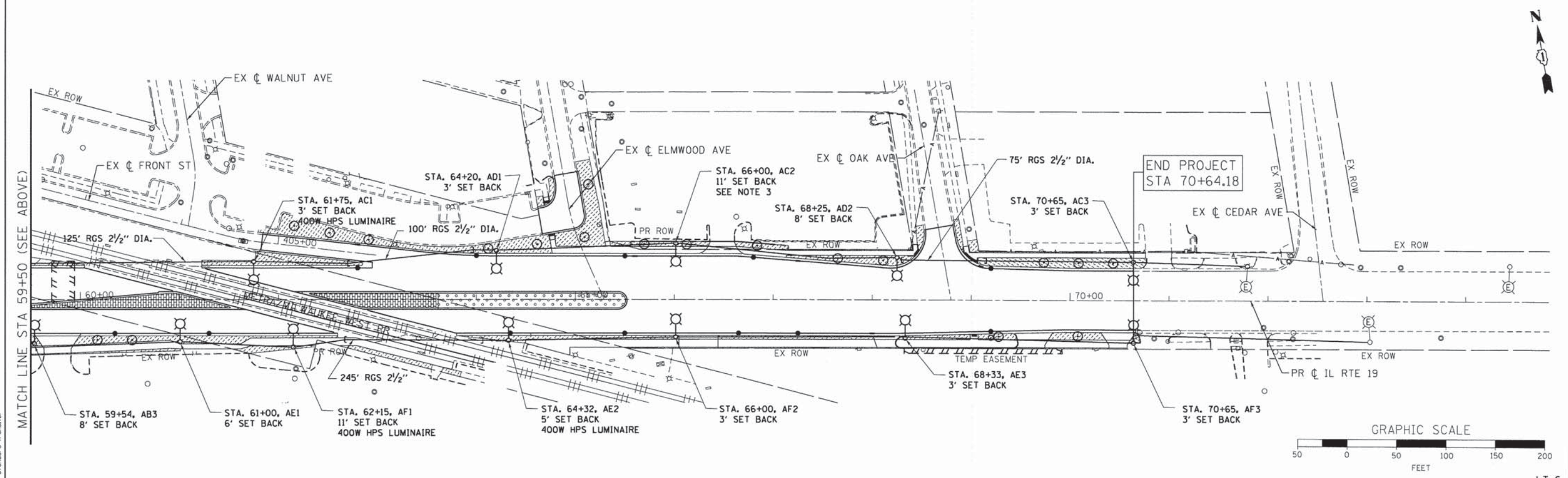
F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1321	11-00048-00-SP	DUPAGE	277	199
CONTRACT NO. 63872				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

LT-5





- NOTE:**
1. FOR LEGEND AND GENERAL NOTES SEE SHEET LT-1
  2. FOR COMBINATION LIGHTING, SEE TRAFFIC SIGNAL PLAN.
  3. PROPOSED LIGHTING SHALL BE OWNED AND MAINTAINED BY THE CITY OF WOOD DALE. THE COMBINATION LIGHTING SHALL BE OWNED AND MAINTAINED BY IDOT.
  4. DUE TO UTILITY CONFLICTS AND LIMITED FLEXIBILITY FOR LIGHT POLE LOCATION, AN OFFSET FOUNDATION SHALL BE PROVIDED.



COMPANY NAME: AMES Engineering, Inc.  
 PROJECT CONTACT: CONSULTING ENGINEERS  
 1341 Warren Avenue  
 Downers Grove, IL 60515

USER NAME = jhorwit	DESIGNED - BL	REVISED -
FILE NAME = 023.light-06.dgn	DRAWN - RA/RY	REVISED -
PLOT SCALE = 1"=50'	CHECKED - MB	REVISED -
PLOT DATE = 2/19/2015	DATE - 2/2/2015	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING PLAN  
 IL ROUTE 19 (IRVING PARK ROAD)**

SCALE: 1"=50' SHEET NO. 6 OF 14 SHEETS STA. NA TO STA. NA

F.A.U. RTE. 1321	SECTION NO. 11-00048-00-SP	COUNTY DUPAGE	TOTAL SHEETS 277	SHEET NO. 200
CONTRACT NO. 63872				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

LT-6