

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	1
		ILLINOIS	CONTRACT NO. 61E03	

38+3=41

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

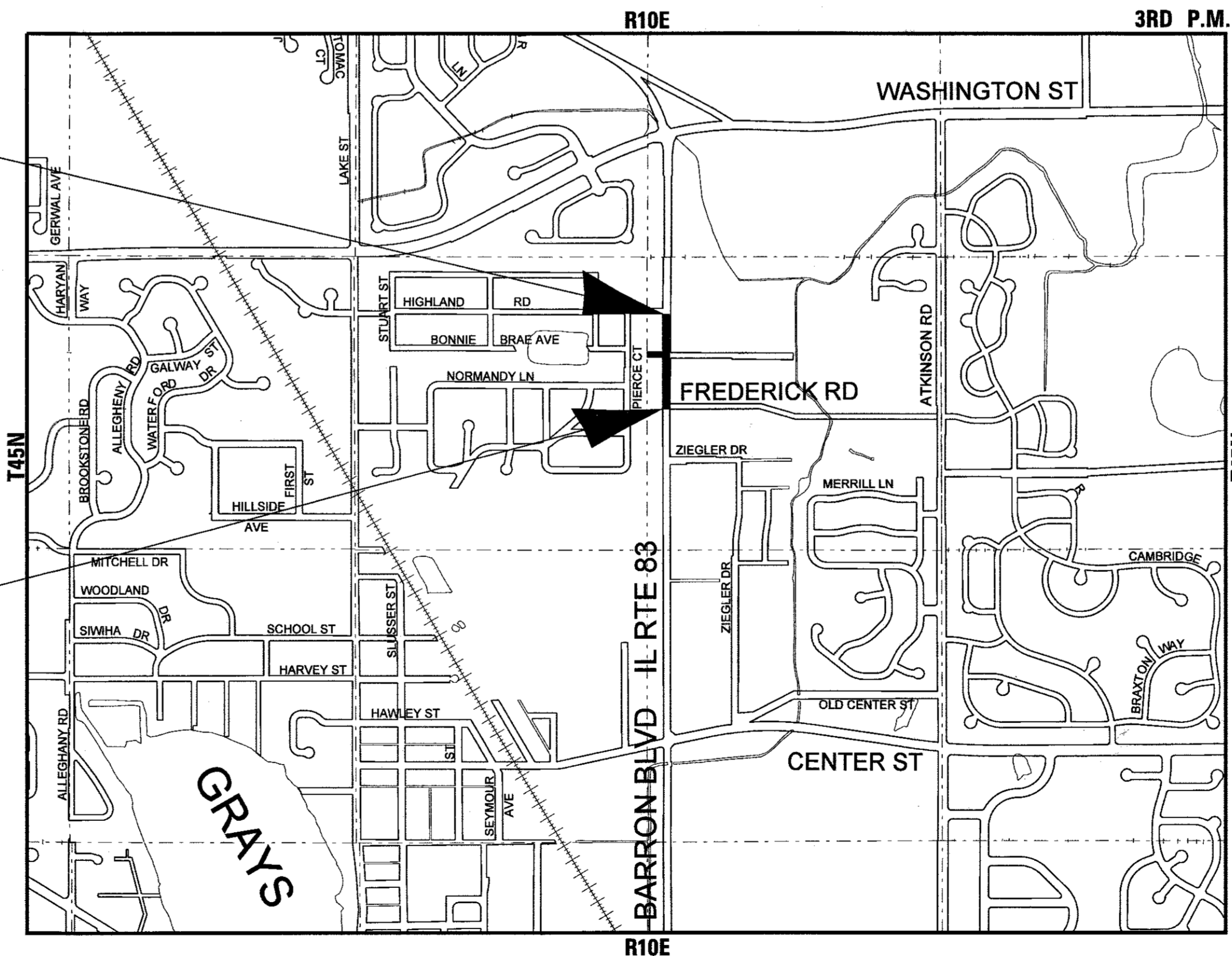
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP 866 (ILLINOIS ROUTE 83) (BARRON BLVD)
 FREDERICK ROAD TO HIGHLAND ROAD
 SIDEWALK AND TRAFFIC SIGNAL
 SECTION: 15-00064-00-SW
 PROJECT: TE-01D1(006)
 VILLAGE OF GRAYSLAKE
 LAKE COUNTY
 C-91-288-15



PROJECT ENDS
STA. 108 + 58

PROJECT BEGINS
STA. 101 + 03



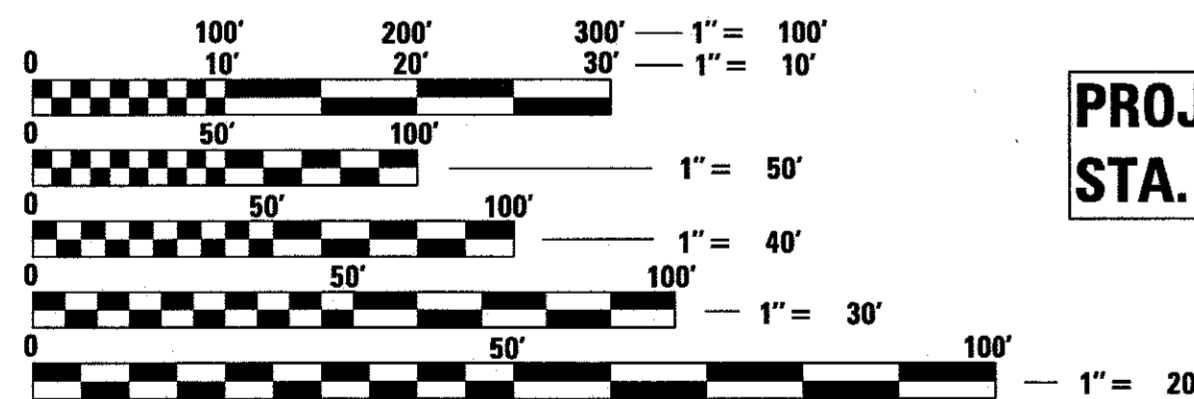
LOCATION MAP

SCALE: NTS

GROSS LENGTH OF PROJECT = 740 FT. = 0.14 MILE
NET LENGTH = 740 FT. = 0.14 MILE

BAXTER & WOODMAN

Consulting Engineers



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

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. X0541611



CONTACT JULIE AT 811 OR 800-892-0123
 WITH THE FOLLOWING:
 COUNTY = LAKE
 CITY-TWNSHP. = GRAYSLAKE - AVON
 SEC. & 1/4 SEC. NO. = 26 NE 1/4
 48 HOURS (2 working days) BEFORE YOU DIG

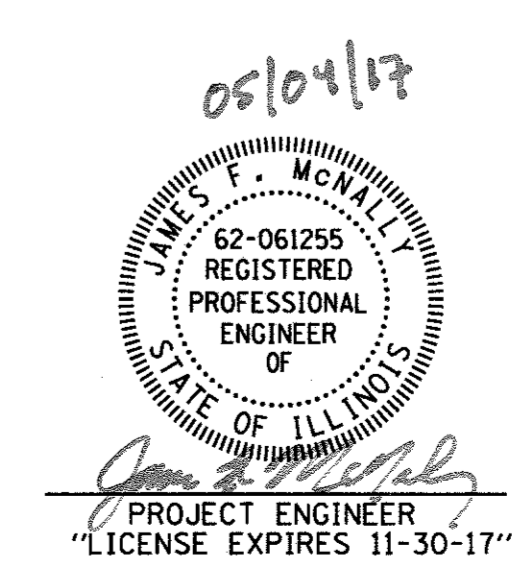
CONTRACT NO. 61E03

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED *[Signature]*
5/5/17
VILLAGE OF GRAYSLAKE

PASSED *[Signature]*
MAY 25, 2017
CHRISTOPHER HOLT
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *[Signature]*
MAY 26, 2017
REGIONAL ENGINEER



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL

PROPOSED SIDEWALK ALIGNMENT

< 1 PRINT CHAIN SWALK

SWALK : S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S13 S14 S15 S16 S17 S18 S19 S20

< 2 DESCRIBE CHAIN SWALK

CHAIN SWALK CONTAINS:
S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S13 S14 S15 S16 S17 S18 S19 S20

BEGINNING CHAIN SWALK DESCRIPTION
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POINT S1	N	2,071,542.12 E	1,065,346.64 STA	200+85
COURSE FROM S1 TO S2 N 0° 18' 54" W DIST 55.05				
POINT S2	N	2,071,597.16 E	1,065,346.34 STA	201+40
COURSE FROM S2 TO S3 N 1° 04' 40" E DIST 45.09				
POINT S3	N	2,071,642.24 E	1,065,347.19 STA	201+85
COURSE FROM S3 TO S4 N 28° 01' 14" W DIST 7.03				
POINT S4	N	2,071,648.45 E	1,065,343.88 STA	201+92
COURSE FROM S4 TO S5 N 0° 07' 07" W DIST 88.76				
POINT S5	N	2,071,737.21 E	1,065,343.70 STA	202+81
COURSE FROM S5 TO S6 N 14° 45' 36" E DIST 10.28				
POINT S6	N	2,071,747.15 E	1,065,346.32 STA	202+91
COURSE FROM S6 TO S7 N 0° 03' 21" W DIST 15.06				
POINT S7	N	2,071,762.21 E	1,065,346.30 STA	203+06
COURSE FROM S7 TO S8 N 14° 46' 07" W DIST 10.34				
POINT S8	N	2,071,772.20 E	1,065,343.67 STA	203+17
COURSE FROM S8 TO S9 N 0° 03' 21" W DIST 45.01				
POINT S9	N	2,071,817.21 E	1,065,343.62 STA	203+62
COURSE FROM S9 TO S10 N 7° 25' 30" E DIST 20.18				
POINT S10	N	2,071,837.22 E	1,065,346.23 STA	203+82
COURSE FROM S10 TO S11 N 0° 03' 21" W DIST 75.00				
POINT S11	N	2,071,912.22 E	1,065,346.16 STA	204+57
COURSE FROM S11 TO S12 N 0° 29' 38" E DIST 108.15				
POINT S12	N	2,072,020.36 E	1,065,347.09 STA	205+65
COURSE FROM S12 TO S13 N 0° 43' 44" E DIST 52.87				
POINT S13	N	2,072,073.22 E	1,065,347.76 STA	206+18
COURSE FROM S13 TO S14 N 16° 02' 32" W DIST 21.51				
POINT S14	N	2,072,093.89 E	1,065,341.82 STA	206+39
COURSE FROM S14 TO S15 N 0° 07' 57" E DIST 56.60				
POINT S15	N	2,072,150.49 E	1,065,341.95 STA	206+96
COURSE FROM S15 TO S16 N 0° 36' 08" W DIST 70.72				
POINT S16	N	2,072,221.21 E	1,065,341.21 STA	207+67
COURSE FROM S16 TO S17 N 19° 24' 21" E DIST 16.98				
POINT S17	N	2,072,237.22 E	1,065,346.85 STA	207+84
COURSE FROM S17 TO S18 N 0° 43' 44" E DIST 45.00				
POINT S18	N	2,072,282.22 E	1,065,347.42 STA	208+29
COURSE FROM S18 TO S19 N 8° 08' 30" W DIST 14.76				
POINT S19	N	2,072,296.84 E	1,065,345.33 STA	208+43
COURSE FROM S19 TO S20 N 0° 08' 56" W DIST 5.80				
POINT S20	N	2,072,302.64 E	1,065,345.32 STA	208+49

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ENDING CHAIN SWALK DESCRIPTION

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
602601-04	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
604091-03	FRAME AND GRATE TYPE 24
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-07	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
878001-10	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

INDEX OF SHEETS

1	COVER SHEET
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30	CURB AND GUTTER (ABUTTING EXISTING PAVEMENT)
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BENCHMARKS

DATUM = NAVD 88

- BM #1 NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF ILLINOIS ROUTE 83 AND FREDERICK ROAD. ELEVATION = 775.85
- BM #2 NORTHEAST FLANGE BOLT ON FIRE HYDRANT ON EAST SIDE OF ILLINOIS ROUTE 83 AT BUSINESS ADDRESS 673. ELEVATION = 772.00
- BM #3 EAST NORTHEAST ARROW BOLT IN NORTHWEST CORNER OF ILLINOIS ROUTE 83 AND HIGHLAND ROAD. ELEVATION = 775.97

CONTRACT NO. 15-00064-00-SW
 STATE OF ILLINOIS - PROFESSIONAL ENGINEERING
 CONTRACT NO. 15-00064-00-SW
 PROJECT NO. 15-00064-00-SW
 SHEET NO. 38 OF 38
 DATE: 6/6/17

	DESIGNED - AKP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX TO SHEETS, HIGHWAY STANDARDS, COMMITMENTS, ALIGNMENTS AND BENCHMARKS	F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 2
	DRAWN - CJC	REVISED -			CONTRACT NO. 61E03				
CHECKED - JFM	REVISED -	SCALE: NONE		STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D(1006)				
DATE - 6/6/17	FILE - 1501655HT_GenNotes.dgn								

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- THE LOCATIONS OF PUBLIC UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE OWNER AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND, SURFACE, AND OVERHEAD UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS.
- 48 HOURS BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES.
- THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF GRAYSLAKE.
- THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE ENGINEER BEFORE ORDERING MATERIAL.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF GRAYSLAKE PUBLIC WORKS DEPARTMENT AT 1-847-223-8515 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS.
- DRIVEWAYS ARE TO BE RECONSTRUCTED TO THE R.O.W., UNLESS OTHERWISE NOTED.
- FULL DEPTH SAW CUT SHALL BE REQUIRED WHERE PAVEMENT AND CURB IS TO BE REMOVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIAL. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.
- ACCESS TO COMMERCIAL AND PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL. THIS WORK WILL BE PAID FOR AS TEMPORARY ACCESS OF THE TYPE SPECIFIED.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE 5-INCHES THICK AT ALL LOCATION, EXCEPT WHEN THE SIDEWALK EXTENDS THROUGH THE DRIVEWAY. THEN THE SIDEWALK SHALL BE 8 INCHES THICK. SIDEWALK WILL BE PAID FOR AS PCC SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THROUGH DRIVEWAY AREA SHALL BE A MAXIMUM OF 1:50. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
- THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE CAST IRON 24"x48" MINIMUM NOMINAL SIZE PANEL AS MANUFACTURED BY EJ, NEENAH ENTERPRISES INC., OR TUFTILE. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

- THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR.
- TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
- A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL AREAS AFFECTED BY EQUIPMENT OR LABORERS TO EXISTING CONDITIONS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PROTECTING ALL NEW WORK UNTIL COMPLETION OF THIS CONTRACT.
- ALL OPEN HOLE, BROKEN PAVEMENT AND TRENCHES RESULTING FROM STRUCTURE ADJUSTMENTS, OR CURB REPAIRS WORK SHALL BE BACKFILLED TO GRADE BY THE END OF THE DAY.
- DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OF UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- FRAMES AND LIDS SHALL BE BICYCLE SAFE AND ADA COMPLIANT WHEN LOCATED WITHIN THE SIDEWALK OR CROSSWALK. GRATE OPENINGS SHALL BE ONE-HALF INCHES OR LESS IN ONE DIRECTION WITH THE WIDE OPENINGS PERPENDICULAR TO BICYCLE OR PEDESTRIAN TRAVEL. MAXIMUM PAVEMENT DROP SHALL BE ONE-QUARTER INCH TO TOP OF LID OR GRATE.
- ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB, STORM STRUCTURES, OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR.

MAINTENANCE OF TRAFFIC NOTES

- THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, PLAN SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF CHANGES IN CONSTRUCTION STAGING.
- DRUMS OR TYPE II BARRICADES SHALL BE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED CONSTRUCTION WORK ZONE, AT 25' INTERVALS IN TAPER SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES THAT HAVE A MINIMUM REFLECTORIZED AREA OF 288 SQUARE INCHES AND 2 FEET IN WIDTH SHALL BE USED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRIERS, LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
- CONTRACTOR TO CONSTRUCT IN WORKABLE SECTIONS SO THAT THE DROP-OFF AT THE EDGE OF TRAVEL WAY IS LESS THAN 12 INCHES WHEN THE ADJACENT TRAVEL LANE IS OPENED TO PUBLIC.
- FOR DROP-OFFS GREATER THAN 12 INCHES (I.E. EXCAVATIONS FOR DRAINAGE STRUCTURES), CONTRACTOR SHOULD USE MEASURES SUCH AS STEEL PLATES IF THE AREA CANNOT BE RESTORED TO WITHIN 12 INCHES BY THE END OF THE WORK DAY.
- CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE THE ADJACENT LANE WIDTH. THE REFLECTIVE AREA AND WARNING LIGHT SHALL BE RAISED TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS REQUIRED BY HIGHWAY STANDARD 701901.

TRAFFIC SIGNAL SUGGESTED SEQUENCE OF CONSTRUCTION NOTES

- SET THE IL ROUTE 83/FREDERICK ROAD INTERSECTION TRAFFIC SIGNALS TO FIXED TIME OPERATION.
- DISCONNECT THE EXISTING FIBER OPTIC AND TRACER CABLES FROM THE EQUIPMENT WITHIN THE FREDERICK ROAD TRAFFIC SIGNAL CABINET. REMOVE THE CABLES FROM THE EXISTING CONDUITS AND SAFELY STORE IN THE FIRST HANDHOLE ON THE EAST SIDE OF IL ROUTE 83 NORTH OF THE INTERSECTION.
- DISCONNECT THE EXISTING DETECTOR LOOP 2C LEAD-IN CABLE FROM THE EXISTING FAR-OUT DETECTOR LOOP ON THE WEST SIDE OF IL ROUTE 83 NORTH OF FREDERICK ROAD. REMOVE THE CABLE FROM THE EXISTING CONDUITS AND SAFELY STORE IN THE HANDHOLE IN THE NORTHWEST QUADRANT OF THE IL ROUTE 83/FREDERICK ROAD INTERSECTION.
- REBUILD THE EXISTING FAR-OUT HANDHOLE ON THE WEST SIDE OF IL ROUTE 83 NORTH OF FREDERICK ROAD AS IDENTIFIED IN THE PLANS.
- CONSTRUCT THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER ON THE WEST SIDE OF IL ROUTE 83 NORTH OF FREDERICK ROAD.
- INSTALL THE PROPOSED CONDUIT BETWEEN THE ABOVE HANDHOLE AND THE EXISTING HANDHOLE IN THE NORTHWEST CORNER OF THE IL ROUTE 83/FREDERICK ROAD INTERSECTION.
- SPLICE PROPOSED CONDUIT TO EXISTING CONDUIT UNDER IL ROUTE 83 AND EXTEND TO FAR OUT HANDHOLE AS SHOWN IN THE PLANS.
- INSTALL COILABLE NON-METALLIC CONDUIT (CNC) BETWEEN THE FAR-OUT HANDHOLE ABOVE AND THE PROPOSED EDGE OF PAVEMENT PER HIGHWAY STANDARD 886001. THIS WILL BE UTILIZED FOR THE DETECTOR LOOP INSTALLATION.
- REINSTALL THE EXISTING FIBER OPTIC AND TRACER CABLES THRU THE CONDUITS BACK TO THE FREDERICK ROAD TRAFFIC SIGNAL CABINET. RECONNECT THE CABLES INTO THE EXISTING EQUIPMENT WITHIN THE CABINET.
- REINSTALL THE EXISTING DETECTOR LOOP 2C LEAD-IN CABLE THRU THE CONDUITS BACK TO THE FAR-OUT HANDHOLE ABOVE. SAFELY STORE THE LEAD-IN CABLE WITHIN THE HANDHOLE UNTIL THE DETECTOR LOOP IS INSTALLED.
- INSTALL THE FAR OUT DETECTOR LOOP AND CONNECT TO 2C LEAD-IN CABLE. SET THE IL ROUTE 83/FREDERICK ROAD INTERSECTION TRAFFIC SIGNALS TO THE PROPOSED TIMING AND SEQUENCE OF OPERATION.
- ANY ALTERATIONS TO THE SUGGESTED SEQUENCE OF CONSTRUCTION ABOVE MAY BE SUBMITTED BY THE CONTRACTOR, BUT SHALL BE APPROVED BY THE ENGINEER IN WRITING PRIOR TO IMPLEMENTATION.
- IF THE EXISTING FIBER OPTIC CABLE IS DAMAGED DURING THE ABOVE PROCESS, IT SHALL BE REPLACED ALONG THE ENTIRE DISTANCE FROM THE FREDERICK ROAD CONTROLLER TO THE EXISTING CONTROLLER AT WASHINGTON STREET.

PROJECT NO. 1501655HT_01 - ILLINOIS DEPARTMENT OF TRANSPORTATION
 STATE OF ILLINOIS - PROFESSIONAL ENGINEERING
 CONTRACT NO. 15-0064-00-SW
 SHEET NO. 38 OF 38
 DATE: 6/6/17
 FILE: 1501655HT_GenNotes.dgn



DESIGNED	-	AKP	REVISED	-
DRAWN	-	CJC	REVISED	-
CHECKED	-	JFM	REVISED	-
DATE	-	6/6/17	FILE	- 1501655HT_GenNotes.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-0064-00-SW	LAKE	38	3
CONTRACT NO. 61E03			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% LOCAL	
			SIDEWALK 002	URBAN
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	14	
* 20101100	TREE TRUNK PROTECTION	EACH	1	
* 20101200	TREE ROOT PRUNING	EACH	6	
20200100	EARTH EXCAVATION	CU YD	165	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	115	
20400800	FURNISHED EXCAVATION	CU YD	65	
20800150	TRENCH BACKFILL	CU YD	36	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	85	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	22	
* 25100115	MULCH, METHOD 2	ACRE	0.25	
* 25200110	SODDING, SALT TOLERANT	SQ YD	1038	
* 25200200	SUPPLEMENTAL WATERING	UNIT	9	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	22	
28000305	TEMPORARY DITCH CHECKS	FOOT	18	
28000400	PERIMETER EROSION BARRIER	FOOT	15	

* INDICATES SPECIALTY ITEM
\$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% LOCAL	
			SIDEWALK 002	URBAN
28000510	INLET FILTERS	EACH	19	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	500	
28100105	STONE RIPRAP, CLASS A3	SQ YD	3	
28200200	FILTER FABRIC	SQ YD	3	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	18	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	251	
31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	466	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	125	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	55	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	16	
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	310	
42001300	PROTECTIVE COAT	SQ YD	1135	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3356	
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	837	
42400800	DETECTABLE WARNINGS	SQ FT	48	
44000100	PAVEMENT REMOVAL	SQ YD	521	

* INDICATES SPECIALTY ITEM
\$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% LOCAL	
			SIDEWALK 002	URBAN
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	258	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	72	
44201681	CLASS D PATCHES, TYPE I, 3 INCH	SQ YD	25	
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	35	
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	10	
50105220	PIPE CULVERT REMOVAL	FOOT	58	
* 50901760	PIPE HANDRAIL	FOOT	100	
550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	11	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	37	
55100400	STORM SEWER REMOVAL 10"	FOOT	11	
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	5	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	5	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	
60250400	CATCH BASIN TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2	
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	

* INDICATES SPECIALTY ITEM
\$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

PROJECT # 1510 BY DANIEL W. WOODMAN, INC. ...
 STATE OF ILLINOIS - TRANSPORTATION DIVISION
 DANIEL W. WOODMAN, INC. ENGINEERS
 6757-2317

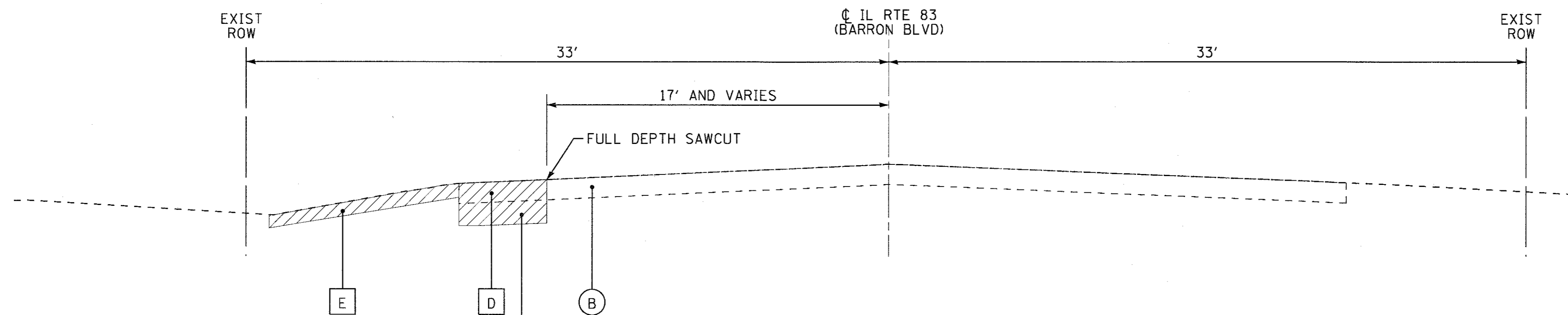
BAXTER WOODMAN Consulting Engineers	DESIGNED - AKP	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 150165SHT_S00.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

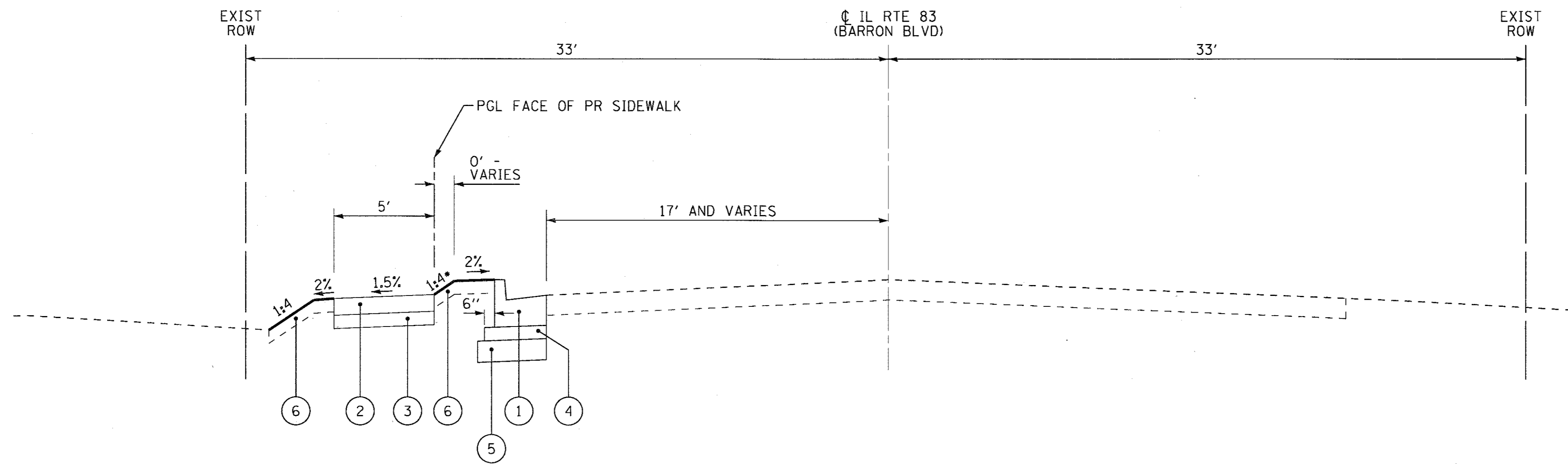
SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	4
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D10061				



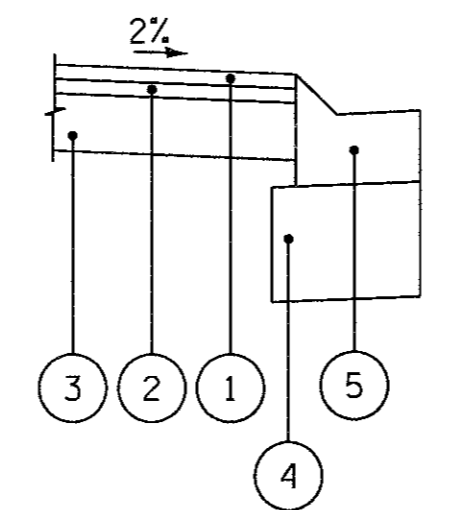
EXISTING TYPICAL SECTION
STA 101+03 TO STA 108+58, IL ROUTE 83



PROPOSED TYPICAL SECTION
STA 101+03 TO STA 108+58, IL ROUTE 83

- SLOPE TO MATCH EXISTING (1:2.2 TO 1:4)
- STA 106+50 TO STA 107+30, IL ROUTE 83

• AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE AND/OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. POTENTIAL UNDERCUT LOCATIONS ARE LISTED ON EACH TYPICAL SECTION.



- ① HOT-MIX ASPHALT SURFACE (PE = 2", CE = 2")
- ② HOT-MIX ASPHALT BINDER (PE = 6", CE = 8")
- ③ AGGREGATE BASE COURSE, TYPE B 6" (PE = 6", CE = 6")
- ④ AGGREGATE SUBGRADE IMPROVEMENT - 12"
- ⑤ COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24

EXISTING LEGEND

- Ⓐ HOT-MIX ASPHALT PAVEMENT
- Ⓑ HOT-MIX ASPHALT SHOULDER
- Ⓒ AGGREGATE SUBGRADE
- Ⓓ PAVEMENT REMOVAL
- Ⓔ EARTH EXCAVATION
- Ⓕ ITEM TO BE REMOVED

PROPOSED LEGEND

- ① COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ② PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ③ SUBGRADE GRANULAR MATERIAL TYPE B 2"
- ④ AGGREGATE SUBGRADE IMPROVEMENT - 12"
- ⑤ AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- ⑥ TOPSOIL EXCAVATION AND PLACEMENT - 6" DEPTH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PRIVATE ENTRANCE DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 6" (2 LIFTS)	4% @ 50 GYR
COMMERCIAL ENTRANCE DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 8" (2 LIFTS)	4% @ 50 GYR
PATCHING (AS DIRECTED BY THE ENGINEER)	
CLASS D PATCH (HMA BINDER IL-19mm) - 3"	4% @ 70 GYR
CLASS D PATCH (HMA BINDER IL-19mm) - 12"	4% @ 70 GYR

NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING.
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

DRIVEWAY DETAIL

CONTRACT & PLAN BY BAXTER WOODMAN, INC. 150165SHT_TypSec.dgn
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 LAMAR MC BRIDE BUILDING - 150165SHT_TypSec.dgn
 CHICAGO, ILLINOIS 60604-1099
 312.467.1000

EARTHWORK								
	1	2	3	4	5	6	7	8
STATION	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	AGGREGATE SUBGRADE IMPROVEMENT (UNDERCUT) (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EARTH EXCAVATION (CU YD)	EXCAVATION CAN BE USED IN EMBANKMENT (CU YD)	EMBANKMENT (CU YD)	FURNISHED EXCAVATION (CU YD)	BALANCE WASTE (+) SHORTAGE (-) (CU YD)
101+03 TO 108+58	50	80	80	100	-	65	65	-
PARKING LOT	35	35	35	65	-	-	-	-
TOTALS	85	115	115	165	-	65	65	-

NOTES:

- COLUMN 1 = TOPSOIL EXCAVATION AND PLACEMENT= (AREA OF SODDING*DEPTH OF TOPSOIL)
- COLUMN 2 = UNDERCUT, ASSUMED TO BE 6" DEPTH UNDER APPROXIMATELY 50% OF PROPOSED SIDEWALK
- COLUMN 3 = UNDERCUT
- COLUMN 4 = CUT FROM CROSS SECTIONS
- COLUMN 5 = NONE OF THE EARTH EXCAVATION CAN BE USED AS EMBANKMENT DUE TO SPECIAL WASTE
- COLUMN 6 = FILL QUANTITIES FROM CROSS SECTIONS
- COLUMN 7 = FURNISHED EXCAVATION
- COLUMN 8 = [COLUMN 7]- [COLUMN 6]

NOTES:

- 1 TOPSOIL ASSUMED TO BE EXCAVATED TO A MINIMUM DEPTH OF 6" IN AREAS DISTURBED BY PROPOSED WORK.
- 2 EXCAVATED TOPSOIL NOT REQUIRED ON THE PROJECT WILL BE SPREAD OUT ON SITE OR PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.
- 3 ANY AGGREGATE SUBGRADE IMPROVEMENT OR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL NOT NEEDED AT TIME OF EXCAVATION SHALL BE DELETED FROM CONTRACT.

SUMMARY				
20200100	20201200	20400800	21101505	30300001
EARTH EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	FURNISHED EXCAVATION (CU YD)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	AGGREGATE SUBGRADE IMPROVEMENT (UNDERCUT) (CU YD)
165	115	65	85	115

PROJECT # 241 BY BAXTER & WOODMAN, INC. STATE OF ILLINOIS PROFESSIONAL ENGINEERS LICENSE NO. 0271/0271
 DRAWN BY: CJC CHECKED BY: JFM DATE: 6/6/17
 FILE: 150165SHT_Schedules.dgn



DESIGNED -	AKP	REVISED -	
DRAWN -	CJC	REVISED -	
CHECKED -	JFM	REVISED -	
DATE -	6/6/17	FILE -	150165SHT_Schedules.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EARTHWORK SCHEDULES

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006J			CONTRACT NO. 61E03	

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE								
			30300112	60605100	60603900	42001300	44000500	
			AGGREGATE SUBGRADE IMPROVEMENT 12"	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (ABUTTING EXISTING PAVEMENT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)	PROTECTIVE COAT	COMBINATION CURB AND GUTTER REMOVAL	
FROM	TO	SIDE	SQ YD	FOOT	FOOT	SQ YD	FOOT	
101+00	102+00	RT	16		72	34	72	
102+00	108+58	LT	235	705		332		
TOTALS			251	705	72	366	72	

PAVEMENT MARKING SCHEDULE								
				X0327980	78000200	78000600	78000650	
				PAVEMENT MARKING REMOVAL	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	
FROM	TO	SIDE	TYPE	SQ FT	FOOT	FOOT	FOOT	
101+00	101+75	RT	CROSSWALK			106		
101+95		LT/RT	EX. STOP BAR	48				
101+95		LT/RT	EX. CENTER LINE	4				
101+95	108+58	LT/RT	EDGE LINE		690			
102+04		LT/RT	STOP BAR				24	
101+96		LT/RT	CROSSWALK			84		
TOTALS				52	690	190	24	

MAILBOX RELOCATION SCHEDULE					
ORIGINAL		MAILBOX	PROPOSED		
STATION	OFFSET	EACH	STATION	OFFSET	
102+09	28.4' LT	1	102+09	21.2' LT	
103+51	26.3' LT	1	103+51	21.0' LT	
104+89	26.5' LT	1	104+89	21.0' LT	
104+91	26.5' LT	1	104+91	21.0' LT	
106+23	22.6' LT	1	106+23	19.2' LT	
107+98	20.0' LT	1	107+98	17.0' LT	
TOTALS		6			

SIGN RELOCATION SCHEDULE						
ORIGINAL		PROPOSED				
STATION	OFFSET	STATION	OFFSET	SIGN	DIMENSION	EACH
103+87	25.7' LT	103+60	22.1' LT	S4-5	36x36	1
104+54	24.2' LT	106+37	21.6' LT	S1-1, R8-1	36x36, 18x12	2
106+88	19.5' LT	108+04	17.5' LT	R2-1, R8-1	24x30, 18x12	2
108+10	20.5' LT	107+15	17.5' LT	R8-1	18x12	1
108+50	38.8' LT	108+53	38.8' LT	R1-1	30x30	1
TOTALS						7

PROJECT: I-55/201 BY DAVIS & WOODMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 1000 N. LAKE STREET, SUITE 200, DEERFIELD, IL 60015
 847/939-8800 FAX 847/939-8801
 PROJECT: I-55/201 BY DAVIS & WOODMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 1000 N. LAKE STREET, SUITE 200, DEERFIELD, IL 60015
 847/939-8800 FAX 847/939-8801



DESIGNED -	AKP	REVISED -	
DRAWN -	CJC	REVISED -	
CHECKED -	JFM	REVISED -	
DATE -	6/6/17	FILE -	150165SHT_Schedules.dgn

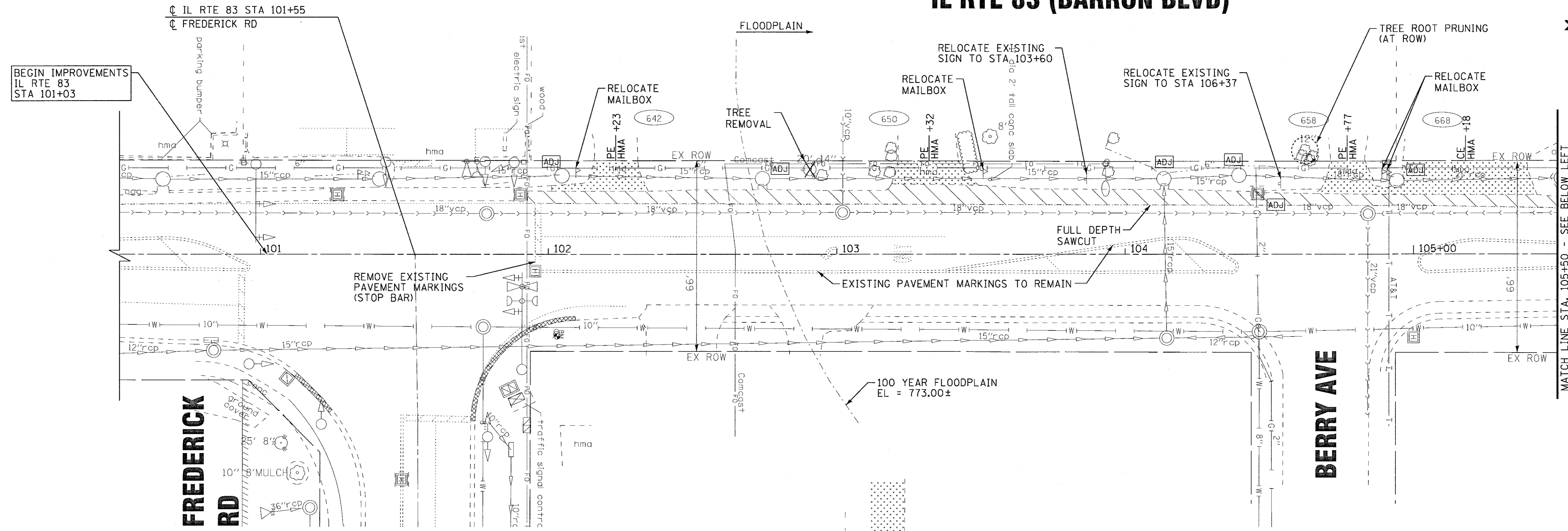
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	9
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT TE-01D10006	
			CONTRACT NO. 61E03	

IL RTE 83 (BARRON BLVD)

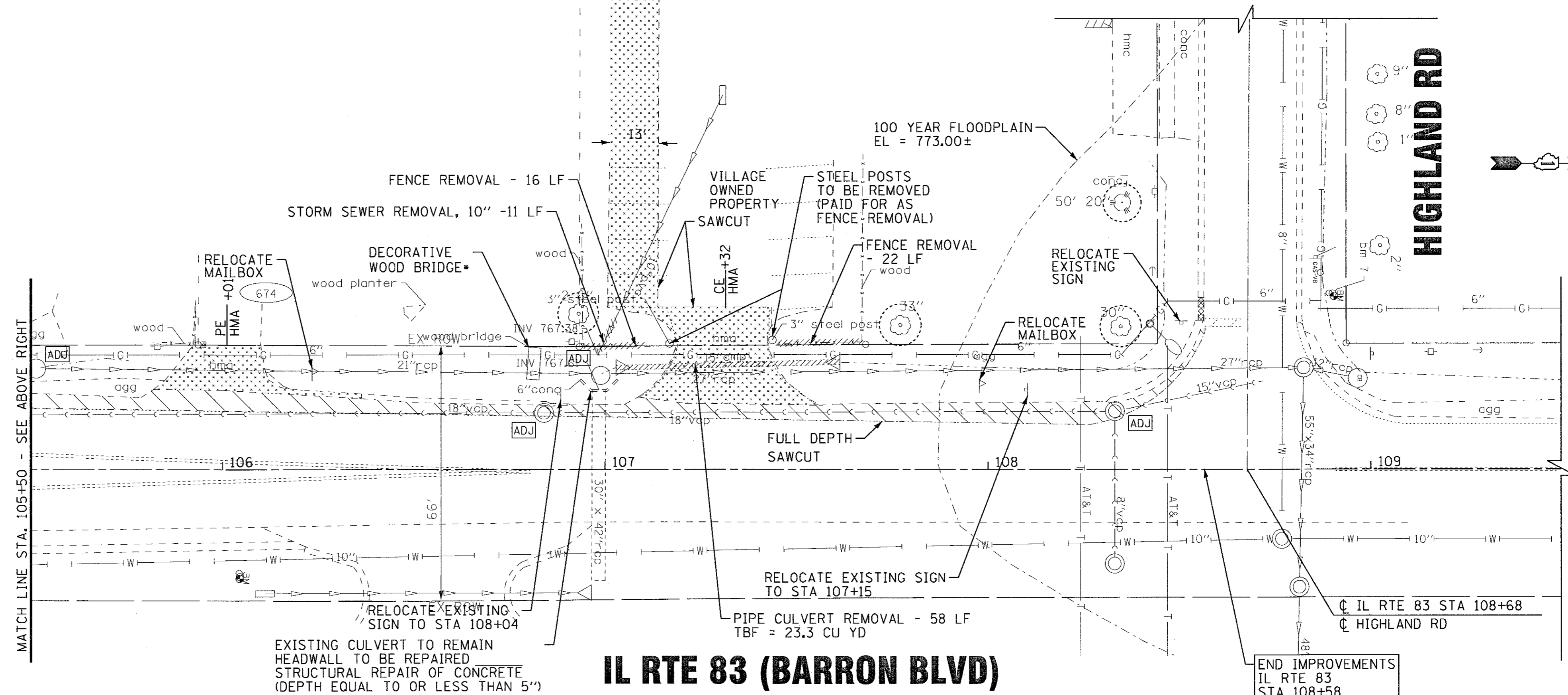


NOTE:
 1. ALL GRATES AND LIDS FOR STRUCTURES LOCATED WITHIN THE PROPOSED SIDEWALK SHALL BE ADA COMPLIANT

• ENGINEER TO COORDINATE WITH PROPERTY OWNER TO DETERMINE IF RELOCATING OR REMOVING THE DECORATIVE WOOD BRIDGE (PAY FOR AS PART OF EARTH EXCAVATION)

LEGEND

- PAVEMENT REMOVAL
- CURB REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- STORM SEWER REMOVAL
- STRUCTURE TO BE ADJUSTED
- TREE REMOVAL
- TREE ROOT PRUNE (AT RIGHT-OF-WAY)



IL RTE 83 (BARRON BLVD)

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AKP	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 1501655HT_REM1.dgn

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

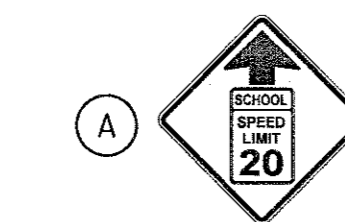
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: STA. 100+00 TO STA. 105+50

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 10
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006J				

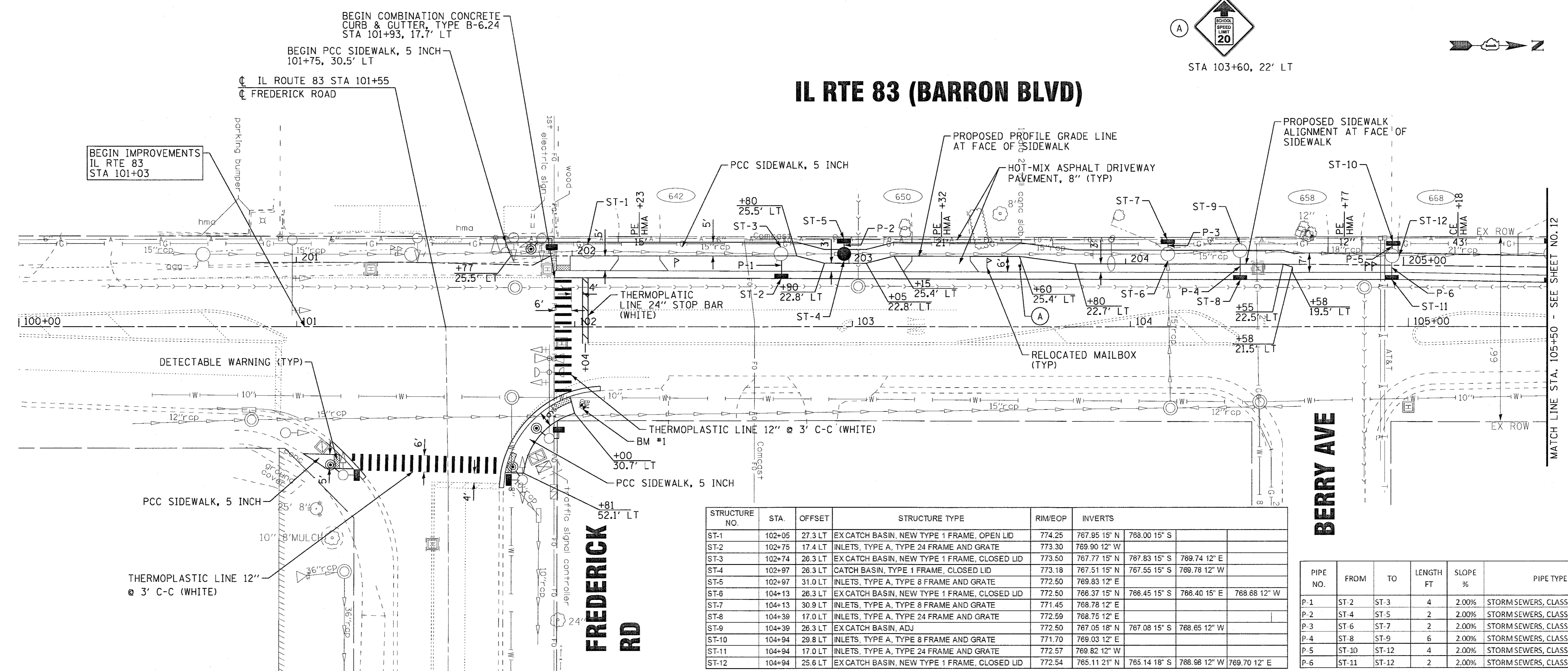
PROJECT & SITE BY BAXTER & WOODMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 1000 N. WASHINGTON ST., SUITE 200, DEERFIELD, IL 60015
 PHONE: 847.933.8800 FAX: 847.933.8801
 WWW.BAXTERANDWOODMAN.COM

RELOCATED SIGN



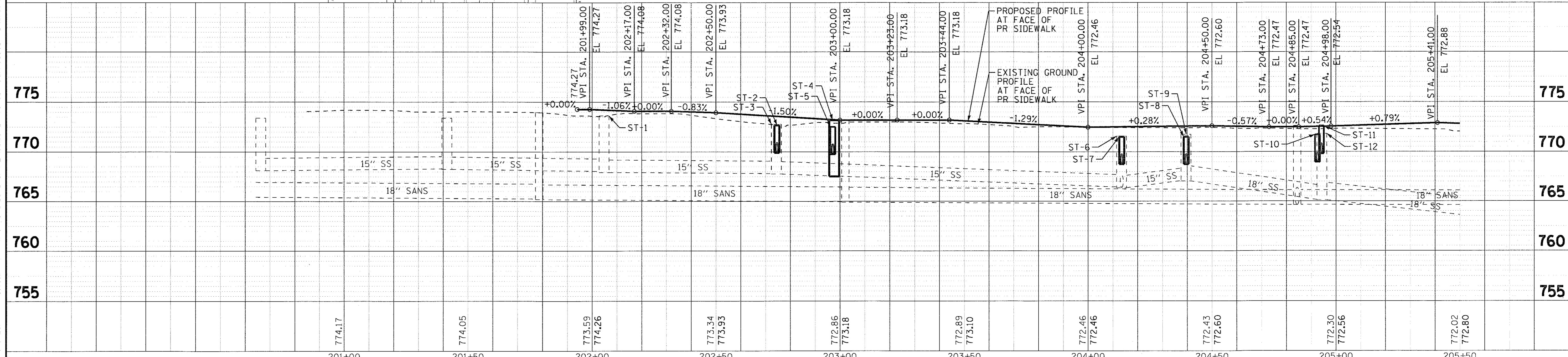
STA 103+60, 22' LT

IL RTE 83 (BARRON BLVD)



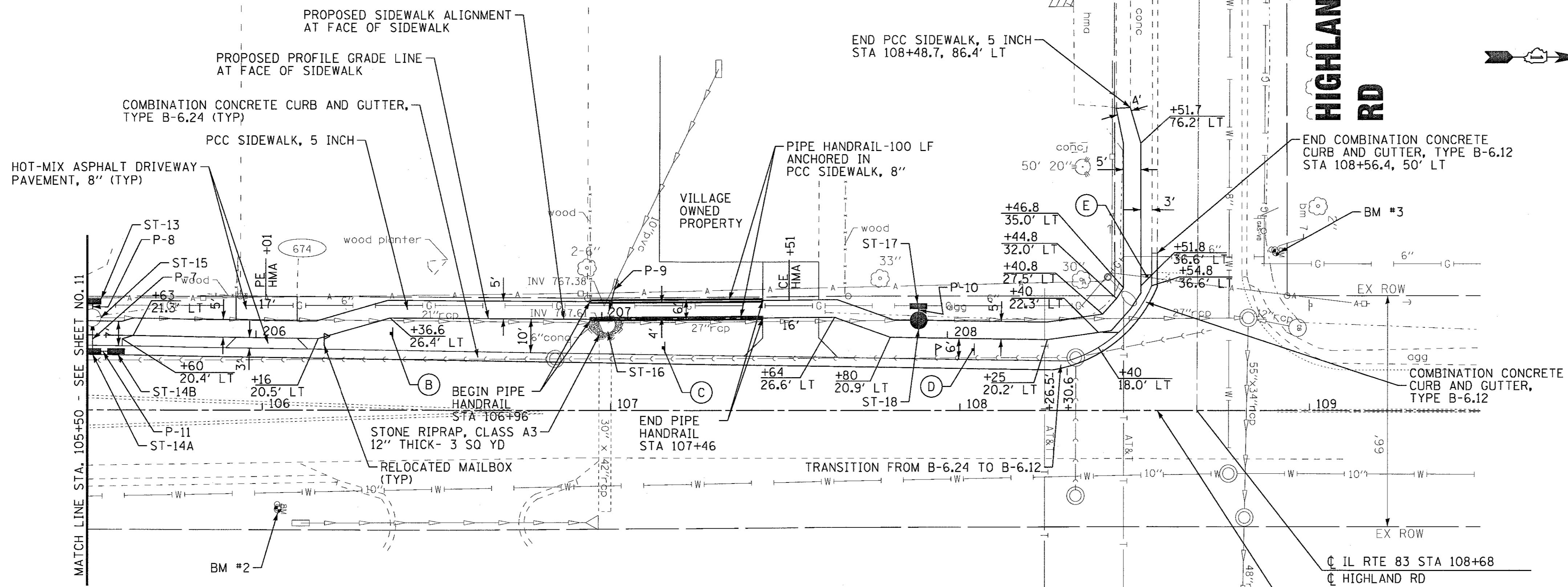
STRUCTURE NO.	STA.	OFFSET	STRUCTURE TYPE	RIME/OP	INVERTS
ST-1	102+05	27.3 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, OPEN LID	774.25	767.95 15' N 768.00 15' S
ST-2	102+75	17.4 LT	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	773.30	769.90 12' W
ST-3	102+74	26.3 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, CLOSED LID	773.50	767.77 15' N 769.74 12' E
ST-4	102+97	26.3 LT	CATCH BASIN, TYPE 1 FRAME, CLOSED LID	773.18	767.51 15' N 767.55 15' S 768.78 12' W
ST-5	102+97	31.0 LT	INLETS, TYPE A, TYPE 8 FRAME AND GRATE	772.50	769.83 12' E
ST-6	104+13	26.3 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, CLOSED LID	772.50	766.37 15' N 766.45 15' S 768.40 15' E 768.68 12' W
ST-7	104+13	30.9 LT	INLETS, TYPE A, TYPE 8 FRAME AND GRATE	771.45	768.78 12' E
ST-8	104+39	17.0 LT	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	772.59	768.75 12' E
ST-9	104+39	26.3 LT	EX CATCH BASIN, ADJ	772.50	767.05 18' N 767.08 15' S 768.65 12' W
ST-10	104+94	29.8 LT	INLETS, TYPE A, TYPE 8 FRAME AND GRATE	771.70	769.03 12' E
ST-11	104+94	17.0 LT	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	772.57	769.82 12' W
ST-12	104+94	25.6 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, CLOSED LID	772.54	765.14 18' S 768.98 12' W 769.70 12' E

PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFILL CU/YD
P-1	ST-2	ST-3	4	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.3
P-2	ST-4	ST-5	2	2.00%	STORM SEWERS, CLASS A, TYPE 112"	0.6
P-3	ST-6	ST-7	2	2.00%	STORM SEWERS, CLASS A, TYPE 112"	0.6
P-4	ST-8	ST-9	6	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.6
P-5	ST-10	ST-12	4	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.1
P-6	ST-11	ST-12	2	2.00%	STORM SEWERS, CLASS A, TYPE 112"	0.5



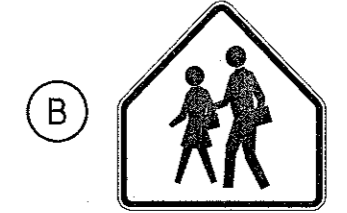
	DESIGNED - AKP	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">IL RTE 83 (BARRON BLVD) PLAN & PROFILE</p>		F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 11
	DRAWN - CJC	REVISED -		SCALE: H: 1"=20' V: 1"=5'	STA. 100+00 TO STA. 105+50	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D(1006)				
	CHECKED - JDM	REVISED -								CONTRACT NO. 61E03
	DATE - 6/6/17	FILE - 150165SHT_PP1.dgn								

PREPARED BY: JDM, CJC, AKP, BAXTER WOODMAN CONSULTING ENGINEERS, INC. 150165SHT_PP1.dgn
 DATE: 6/6/17
 DRAWN BY: CJC
 CHECKED BY: JDM
 PROJECT: IL RTE 83 (BARRON BLVD)



IL RTE 83 (BARRON BLVD)

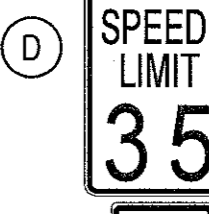
RELOCATED SIGNS



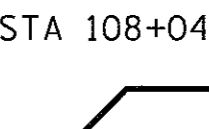
STA 106+37, 22' LT



STA 107+15, 18' LT



STA 108+04, 18' LT



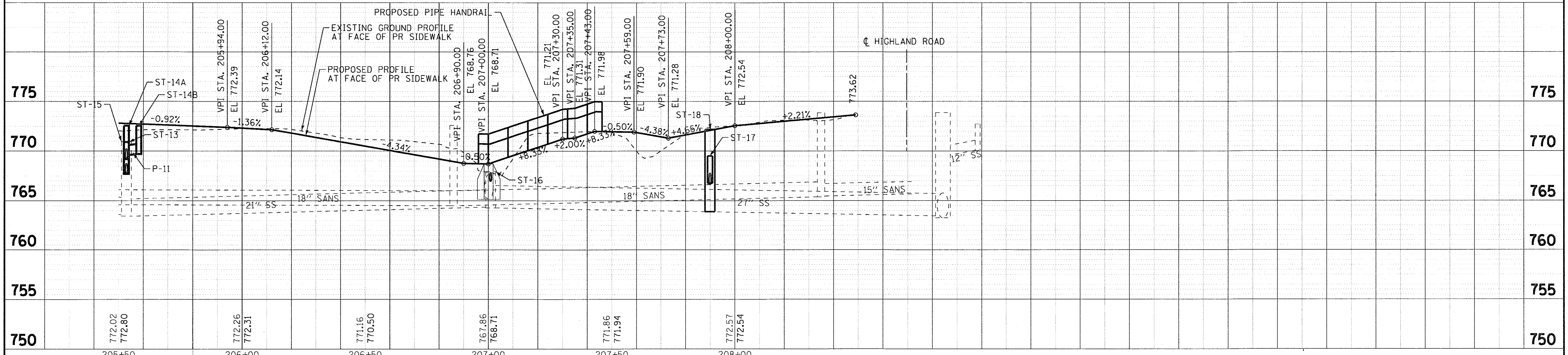
STA 108+53, 38' LT

NOTE:
ALL GRATES AND LIDS FOR STRUCTURES
LOCATED WITHIN THE PROPOSED SIDEWALK
SHALL BE ADA COMPLIANT

PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFILL CU YD
P-7	ST-14B	ST-15	6	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.5
P-8	ST-13	ST-15	2	2.00%	STORM SEWERS, CLASS A, TYPE 112"	0.6
P-9	EX. PIPE	ST-16	11	5.00%	STORM SEWERS, CLASS A, TYPE 110"	3.9
P-10	ST-17	ST-18	4	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.5
P-11	ST-14B	ST-14A	5	2.00%	STORM SEWERS, CLASS A, TYPE 112"	1.4

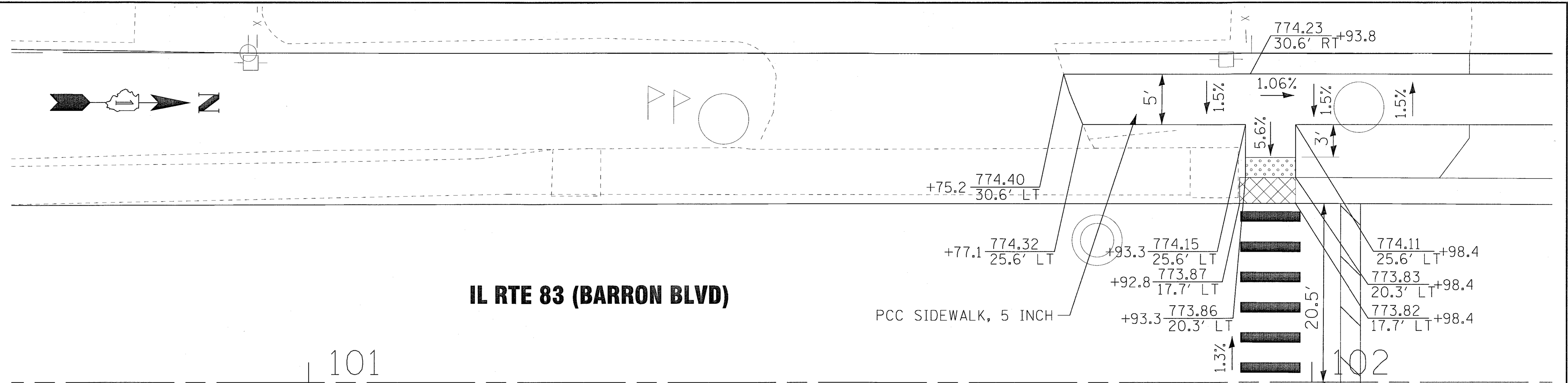
STRUCTURE NO.	STA.	OFFSET	STRUCTURE TYPE	RIM/EOP	INVERTS			
ST-13	105+52	31.0 LT	INLETS, TYPE A, TYPE 8 FRAME AND GRATE	770.90	768.23 12" E			
ST-14A	105+52	16.0 LT	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	772.54	769.19 12" W	769.49 12" N		
ST-14B	105+57	16.0 LT	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	772.54	769.59 12" S			
ST-15	105+51	26.4 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, CLOSED LID	772.90	763.44 21" N	763.49 21" S	768.19 12" E	768.15 12" W
ST-16	108+99	25.1 LT	EX CATCH BASIN, NEW TYPE 1 FRAME, OPEN LID	768.71	764.28 27" N	764.35 21" S	766.5 10" NW	768.25 30x42 E"
ST-17	107+61	28.1 LT	INLETS, TYPE A, TYPE 8 FRAME AND GRATE	769.50	766.83 12" E			
ST-18	107+61	25.1 LT	CATCH BASIN, TYPE 1 FRAME, CLOSED LID	772.16	763.89 27" N	763.89 27" S	766.73 12" W	

* NOT CONNECTED, ADJACENT CULVERT INVERT



	DESIGNED - AKP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RTE 83 (BARRON BLVD) PLAN & PROFILE		F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 12		
	DRAWN - CJC	REVISED -		SCALE: H: 1"=20' V: 1"=5'	STA. 105+50	TO STA. 109+00	CONTRACT NO. 61E03					
	CHECKED - JDM	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006							
	DATE - 6/6/17	FILE - 150165SHT_PP2.dgn										

PROJECT NO. 15-00064-00-SW SHEET 12 OF 38
 DATE: 6/6/17
 DRAWN BY: CJC
 CHECKED BY: JDM
 DESIGNED BY: AKP
 FILE: 150165SHT_PP2.dgn

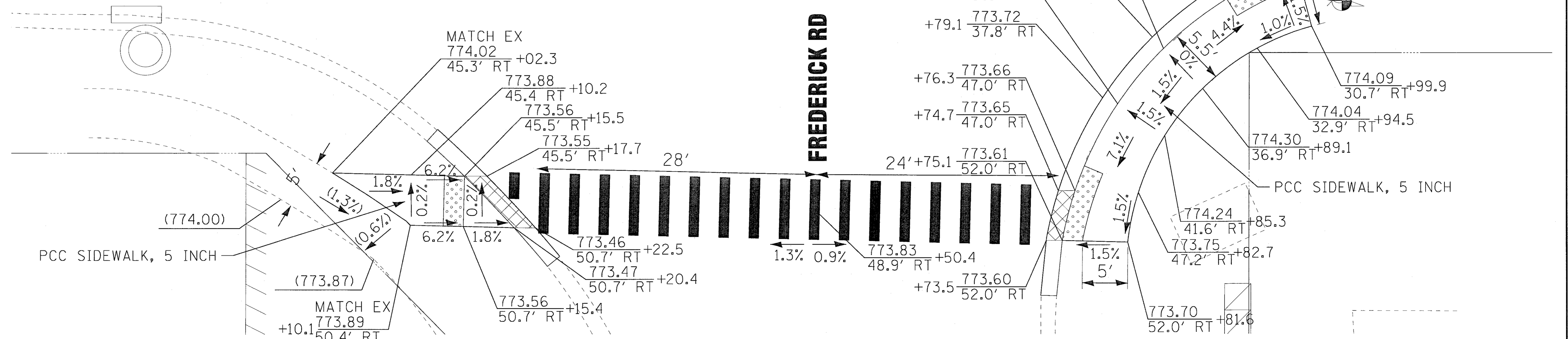


IL RTE 83 (BARRON BLVD)

NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND	
	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
795.04 59.7' RT +12.6	SPOT ELEVATION/ STATION OFFSET



BAXTER WOODMAN Consulting Engineers	DESIGNED - AKP	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 150165SHT_RampDetail.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAIL

SCALE: 1" = 5' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	13
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D10061				

PROJECT # 2017 BY BAXTER & WOODMAN, INC.
 11111 S. WILSON AVENUE, SUITE 100, CHICAGO, ILLINOIS 60648
 TEL: 773-344-1111 FAX: 773-344-1111
 WWW.BAXTERWOODMAN.COM
 DATE: 6/6/17 2:05:03 PM

EROSION AND SEDIMENT CONTROL NOTES

1. SEDIMENTATION AND EROSION CONTROL STANDARDS

THE FOLLOWING STANDARDS MUST BE SATISFIED:

- A. TEMPORARY AND PERMANENT SOIL STABILIZATION MEASURES SHALL BE APPROPRIATE FOR THE SITE CONDITIONS, INCLUDING THE TIME OF YEAR, SLOPE AND SOIL TYPE.
- B. ALL AREAS LOCATED DOWNSTREAM FROM DISTURBED AREAS OF A DEVELOPMENT SITE SHALL BE PROTECTED FROM POTENTIAL INCREASE OF EROSION AND SEDIMENTATION RESULTING FROM UPSTREAM ACTIVITIES.
- C. TEMPORARY CROSSINGS OF WATERWAYS SHALL BE CONSTRUCTED OF NON-EROSIVE MATERIALS AND SHALL BE ABLE TO WITHSTAND THE FORCE FROM THE ONE-HUNDRED-YEAR FLOOD PRIOR TO THE COMMENCEMENT OF LAND DISTURBANCE.
- D. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO OR CONCURRENTLY WITH THE START OF DISTURBANCE.
- E. TEMPORARY AND PERMANENT STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED; BUT IN NO CASE SHALL THESE MEASURES BE INSTALLED MORE THAN 14 DAYS AFTER THE CONSTRUCTION IN THE AREA TEMPORARILY OR PERMANENTLY CEASES.

2. SEDIMENTATION AND EROSION CONTROL METHODS

THE FOLLOWING SEDIMENTATION AND EROSION CONTROL METHODS MUST BE INSTALLED AND MAINTAINED:

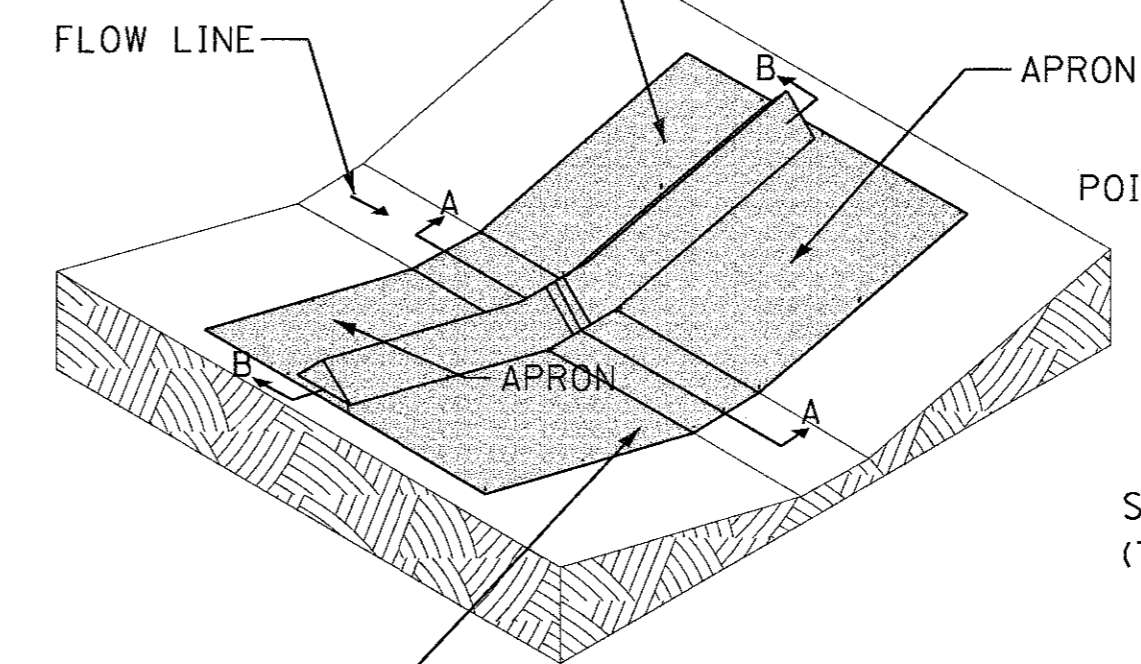
- A. DISTURBED AREAS SHALL BE PROTECTED BY A PERIMETER EROSION BARRIER TO CONTROL THE SEDIMENT LOAD FROM THE DISTURBED AREA.
- B. DISCHARGES FROM DEWATERING OPERATIONS SHALL ENTER OR BE ROUTED TO A SEDIMENT AND EROSION CONTROL SYSTEM OR DEVICE.
- C. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 14 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED.
- D. TEMPORARY ACCESS ROAD SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING THE CONSTRUCTION SITE. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE PERIODICALLY MAINTAINED TO REMOVE MUD AND DEBRIS. THE STABILIZED CONSTRUCTION ENTRANCE SHALL CONSIST OF AN APPROPRIATE GEOTEXTILE FABRIC COVERED WITH AT LEAST SIX INCHES OF CLEAN STONE THAT IS AT LEAST TWO (2) INCHES IN DIAMETER.

3. MAINTENANCE

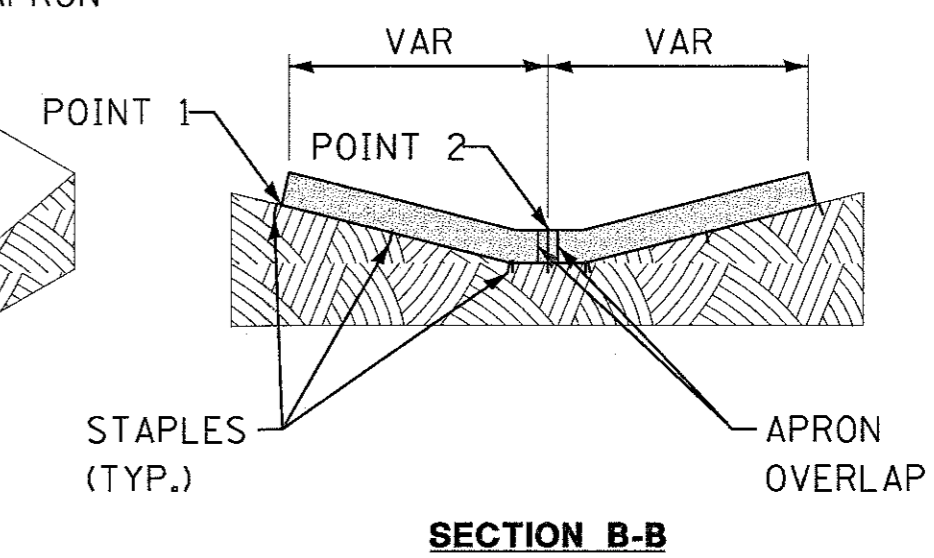
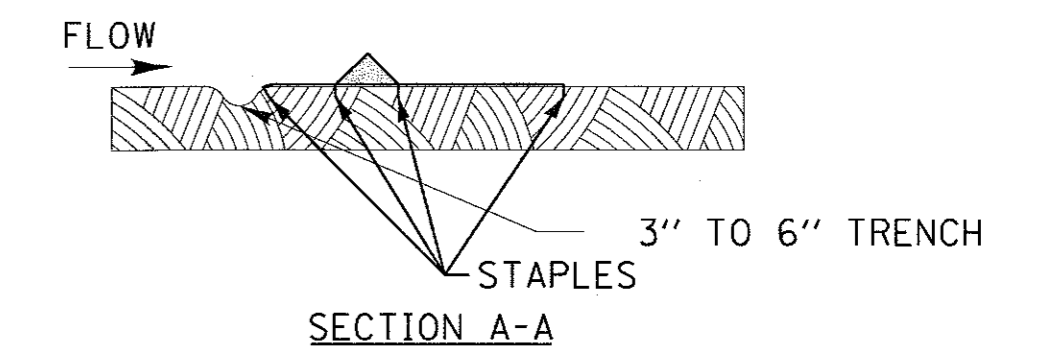
ALL TEMPORARY MEASURES AND PERMANENT EROSION AND SEDIMENT CONTROL MUST BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION AS IDENTIFIED BY REQUIRED INSPECTIONS. THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- A. REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES AFTER A SINGULAR OR CUMULATIVE RAINFALL EVENT(S) OF 0.5 INCH OR MORE OVER A TWENTY-FOUR-HOUR PERIOD.
- B. MAKE ADJUSTMENTS TO THE SEDIMENTATION AND EROSION CONTROL PLAN AND METHODS, AS NEEDED, TO ACCOMPLISH THE INTENDED PURPOSE.
- C. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY OR AS DETERMINED BY THE ENGINEER.

TEMPORARY DITCH CHECK,
URETHANE FOAM/GEOTEXTILE
[ON THE RIGHT SIDE OF
THE DITCH]



TEMPORARY DITCH CHECK,
URETHANE FOAM/GEOTEXTILE
[ON THE LEFT SIDE OF
THE DITCH]



STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE DITCH AS SHOWN ON THE DIAGRAM.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

NOTES:

1. THE INSTALLATION SHOWN ABOVE WILL BE MEASURED FOR PAYMENT IN FEET PERPENDICULAR TO THE FLOW LINE.

TEMPORARY DITCH CHECK

NO SCALE

PROJECT # 201 BY BAKER & BOOTHMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL ENGINEERING
 LICENSE NO. 194-00211 EXP. RES. 12/31/2017
 6/27/2017 10:05:09 PM E:\0 - ENCLAVE\URAY & VADIB\1. ITR# 03 Fed. Access Imp\CAUD\SHEET\ER-Notes.dgn

DESIGNED	-	AKP	REVISED	-
DRAWN	-	CJC	REVISED	-
CHECKED	-	JFM	REVISED	-
DATE	-	6/6/17	FILE	- 150165SHT_ER-Notes.dgn

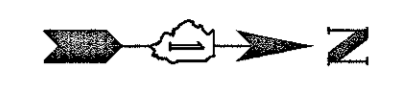
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL NOTES AND
MISCELLANEOUS DETAILS**

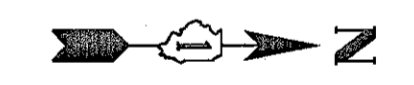
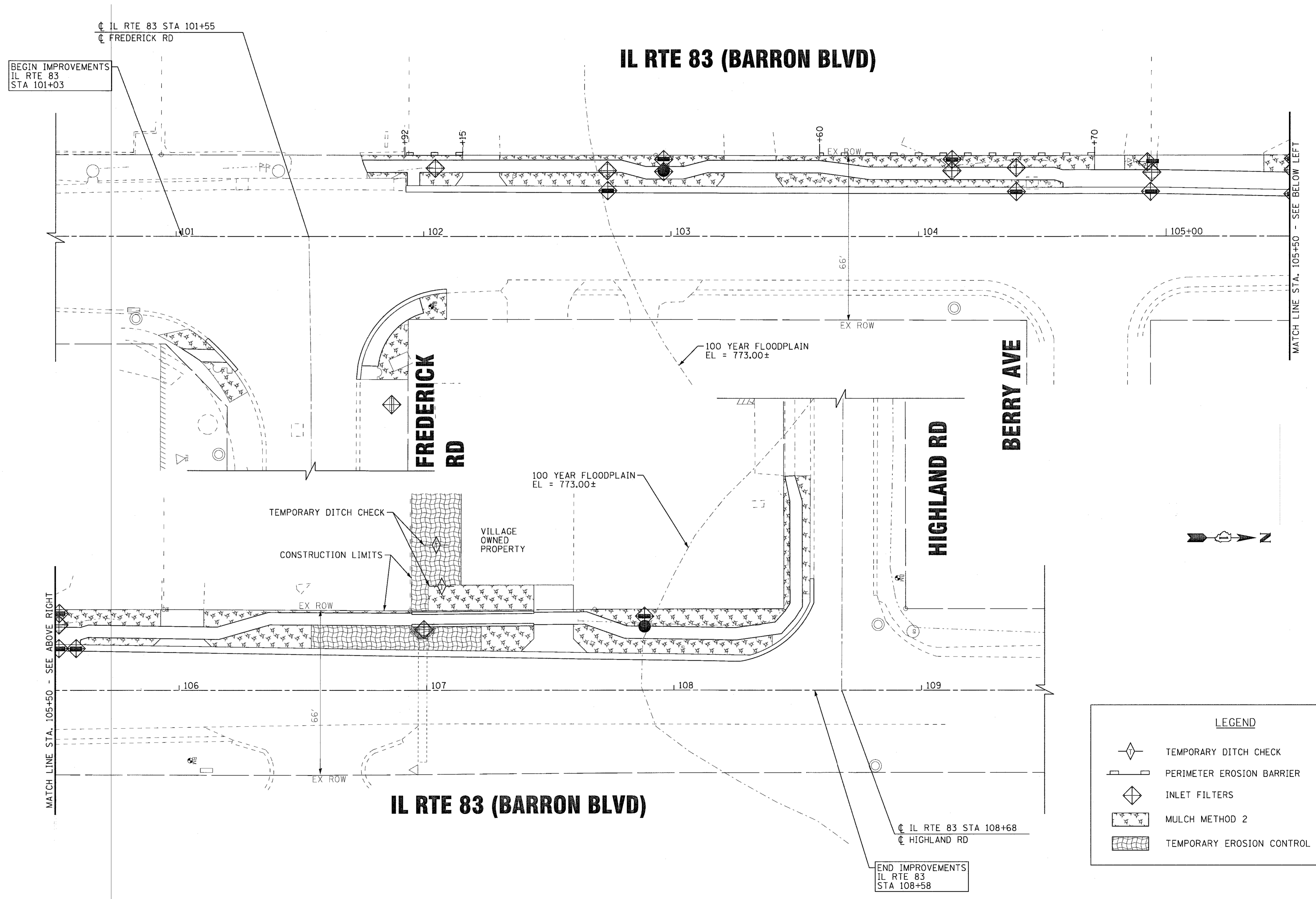
SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	14
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT TE-01D1006J	
			CONTRACT NO. 61E03	



IL RTE 83 (BARRON BLVD)



LEGEND				
	TEMPORARY DITCH CHECK			
	PERIMETER EROSION BARRIER			
	INLET FILTERS			
	MULCH METHOD 2			
	TEMPORARY EROSION CONTROL BALNKETS			

PROJECT NO. 150165SHT.ER1.dgn
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 CONTRACT NO. 15-00064-00-SW
 DATE: 6/6/17
 DRAWN BY: CJC
 CHECKED BY: JFM
 DESIGNED BY: AKP
 FILE: 150165SHT.ER1.dgn



DESIGNED	- AKP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- JFM	REVISED	-
DATE	- 6/6/17	FILE	- 150165SHT.ER1.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 20'

STA. 100+00 TO STA. 109+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	15
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006				

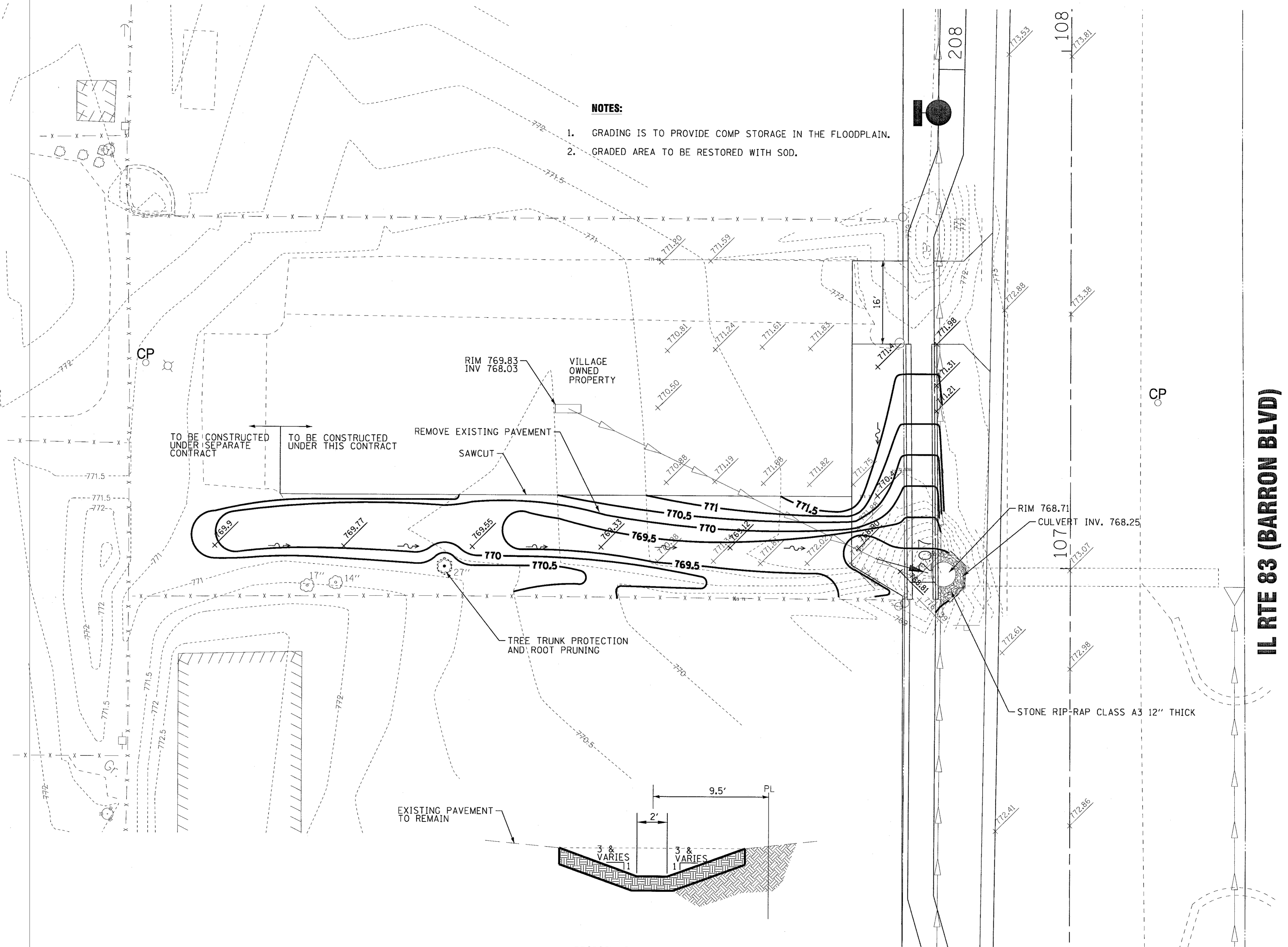


NOTES:

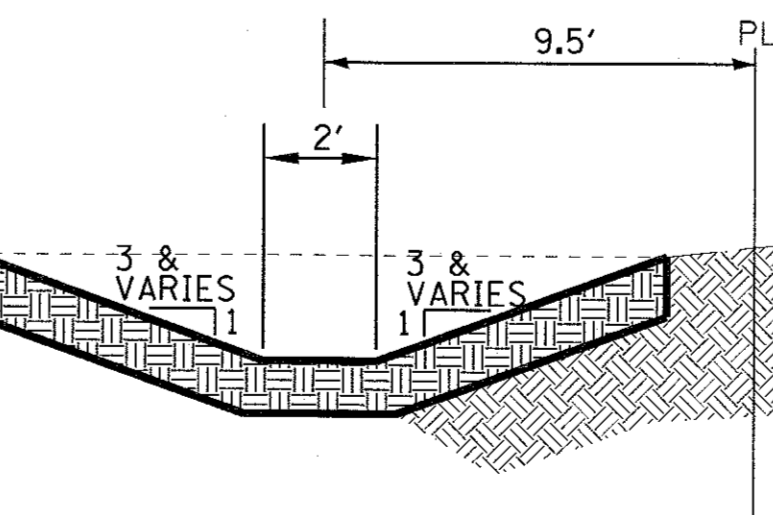
1. GRADING IS TO PROVIDE COMP STORAGE IN THE FLOODPLAIN.
2. GRADED AREA TO BE RESTORED WITH SOD.

LEGEND

- 770.50 EXISTING ELEVATION
- 769.55 PROPOSED ELEVATION
- EXISTING CONTOUR
- PROPOSED CONTOUR
- TREE TRUNK PROTECTION AND ROOT PRUNING



EXISTING PAVEMENT TO REMAIN



PROPOSED SWALE TYPICAL SECTION
NO SCALE

IL RTE 83 (BARRON BLVD)

CONTRACT NO. 15-0064-00-SW
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 BAXTER & WOODMAN CONSULTING ENGINEERS
 1501655HT_GRI.dgn
 DATE: 6/6/17

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AKP	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 1501655HT_GRI.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GRADING PLAN

SCALE: 1" = 10'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-0064-00-SW	LAKE	38	16
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT TE-01D1006)			CONTRACT NO. 61E03	

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

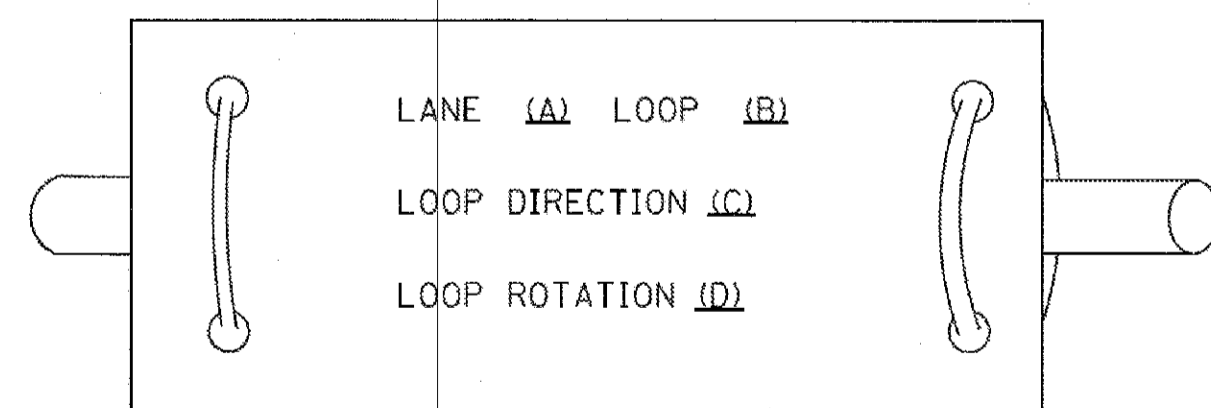
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE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

COMPANY: JACOBS ENGINEERING & CONSTRUCTION, INC.
 PROJECT: I-55/US-41 INTERCHANGE AT I-55/US-41 INTERCHANGE
 DRAWING NO.: 15-00064-00-SW
 DATE: 9/29/2016
 SCALE: NONE

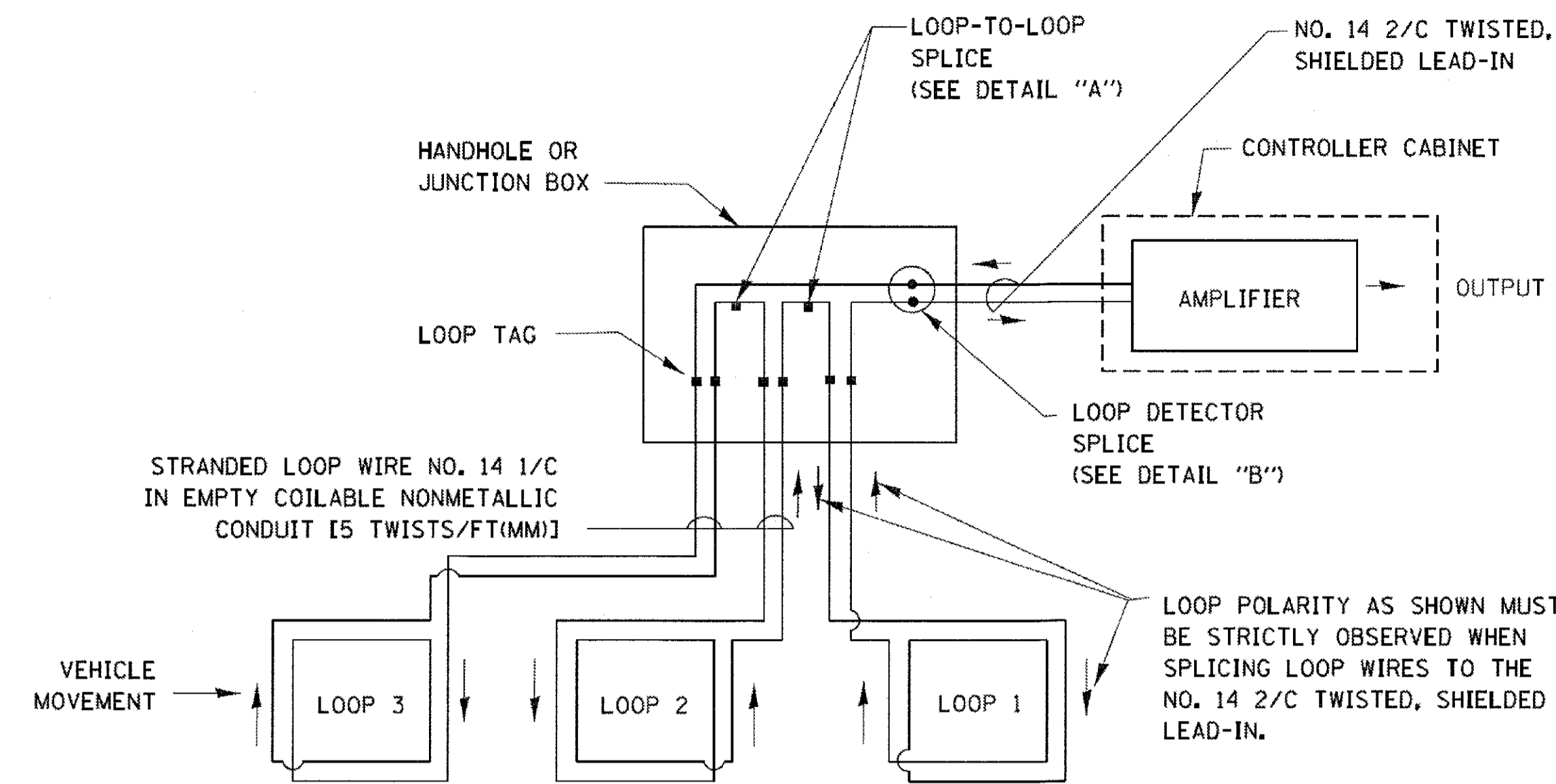
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

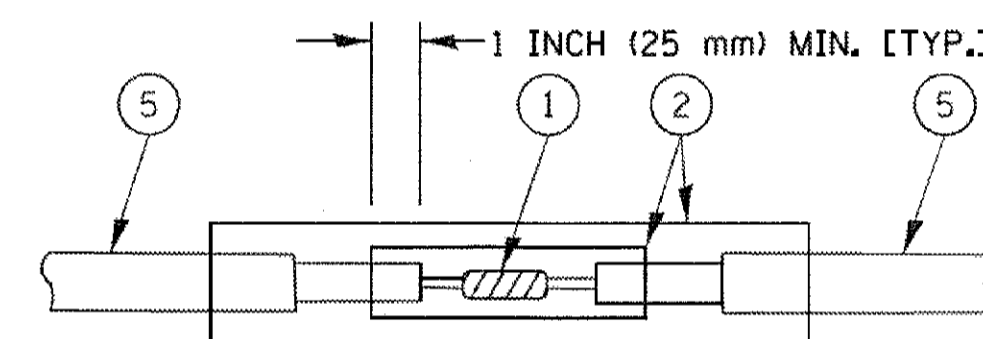


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

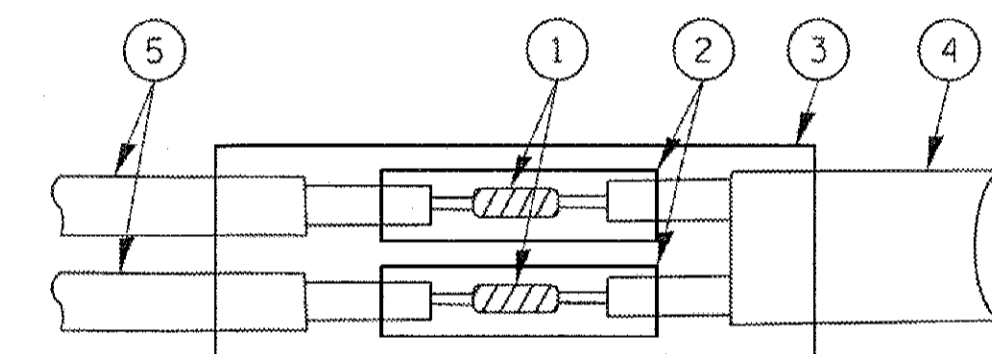


DETECTOR LOOP WIRING SCHEMATIC

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

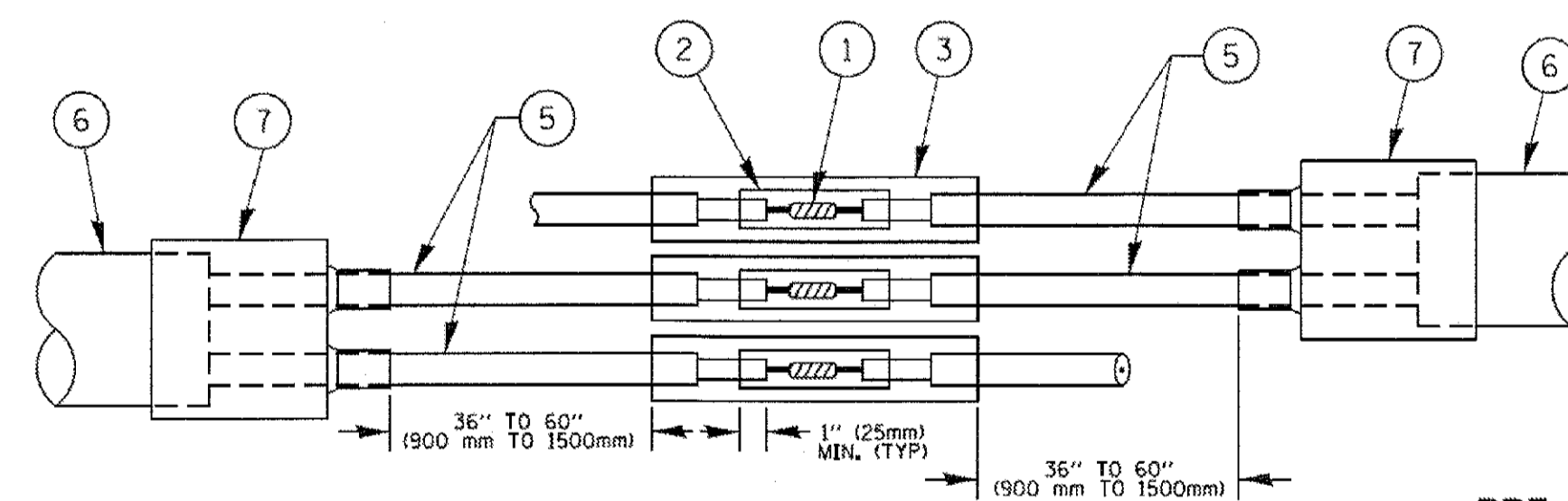


DETAIL "A"
LOOP-TO-LOOP SPLICE

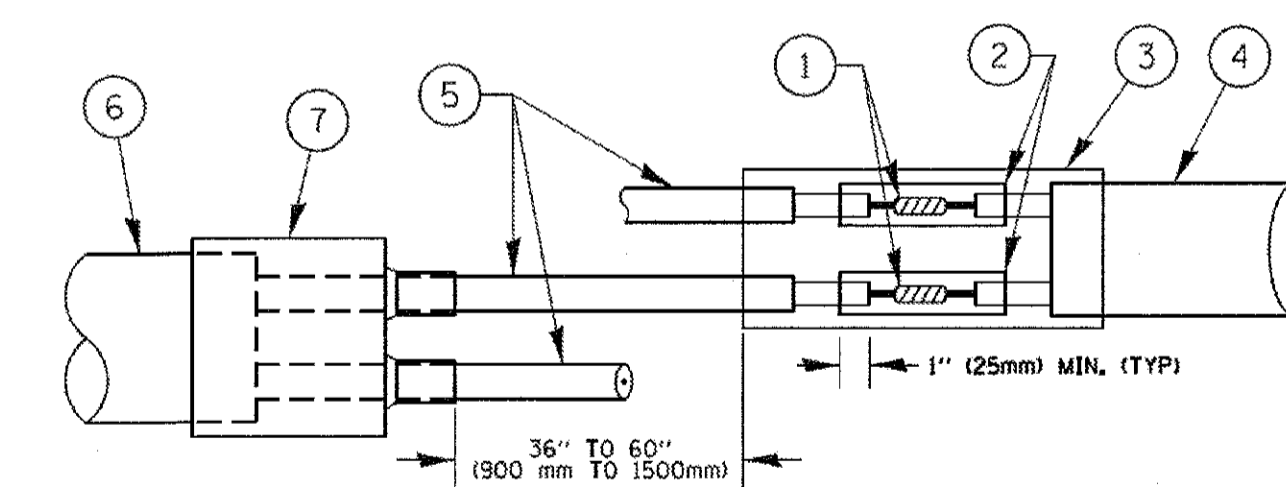


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED 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.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

CONTRACT NO. 61E03
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SHEET NO. 2 OF 7 SHEETS
 SCALE: NONE
 DATE: 1-1-14
 DESIGNED: DAD
 DRAWN: BCK
 CHECKED: DAD
 DATE: 10-28-09
 USER: footemj
 PLOT SCALE: 58.0000 / 1
 PLOT DATE: 1/13/2014

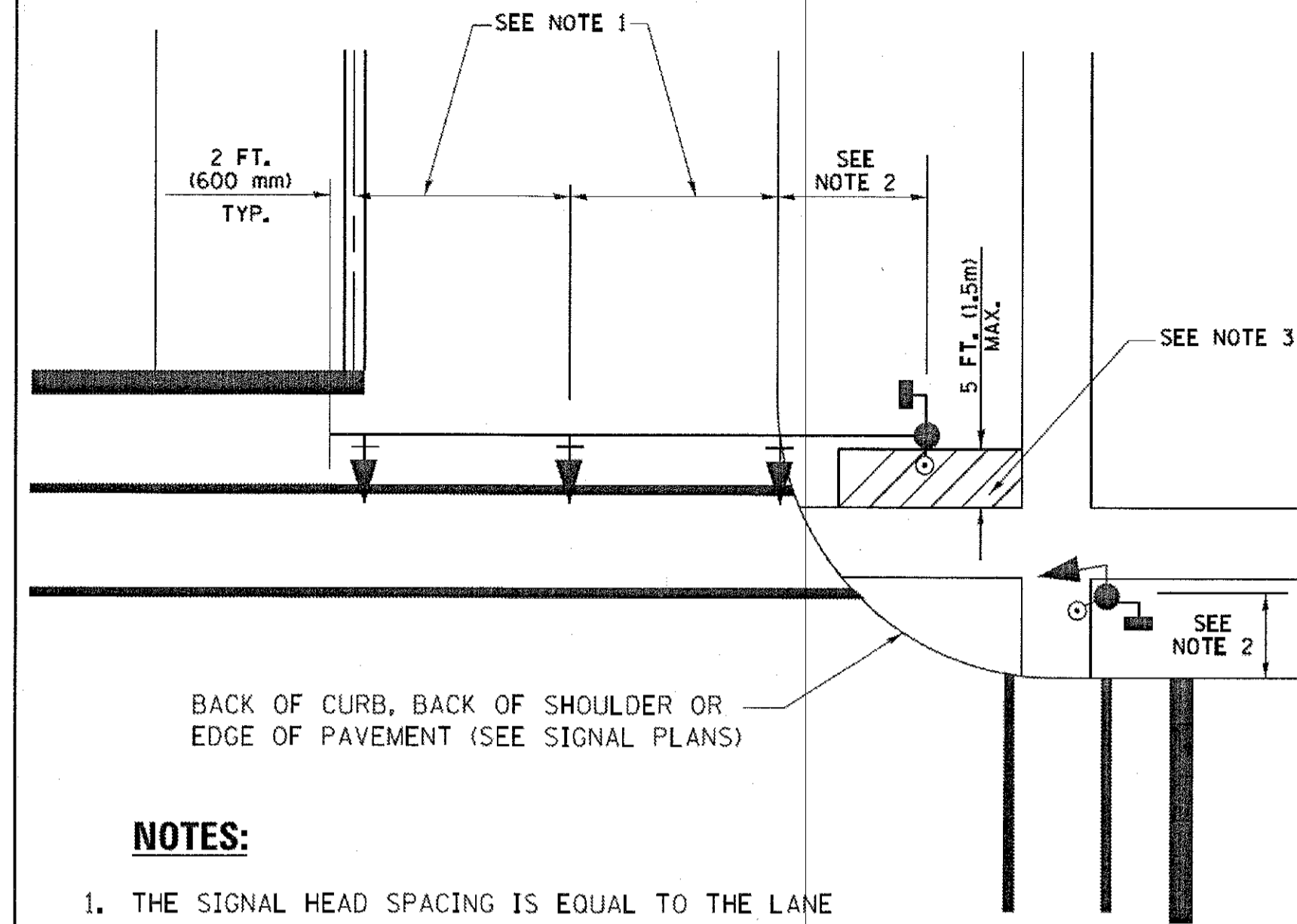
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 18
TS-05		CONTRACT NO. 61E03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT TE-01D(006)				

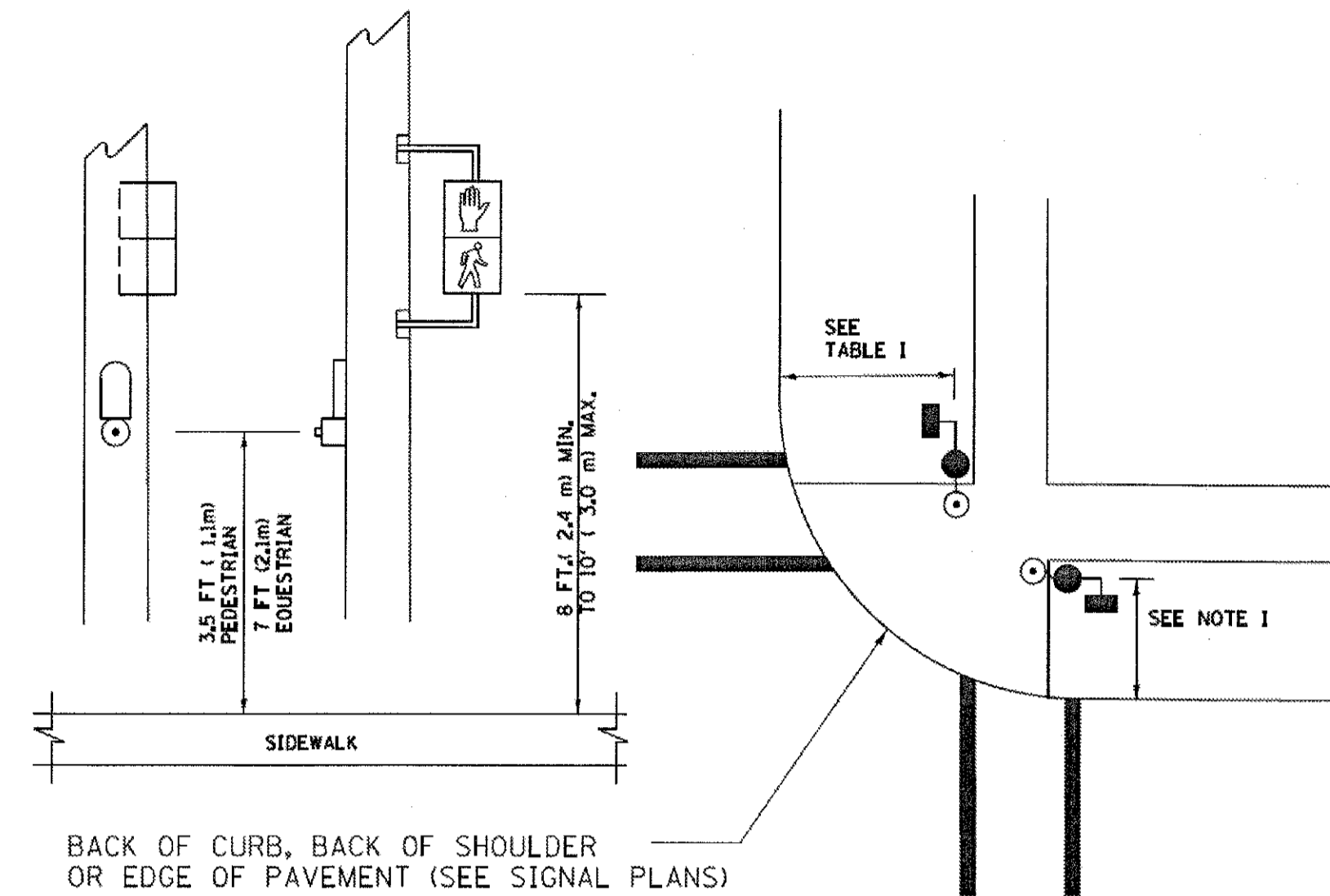
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



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."

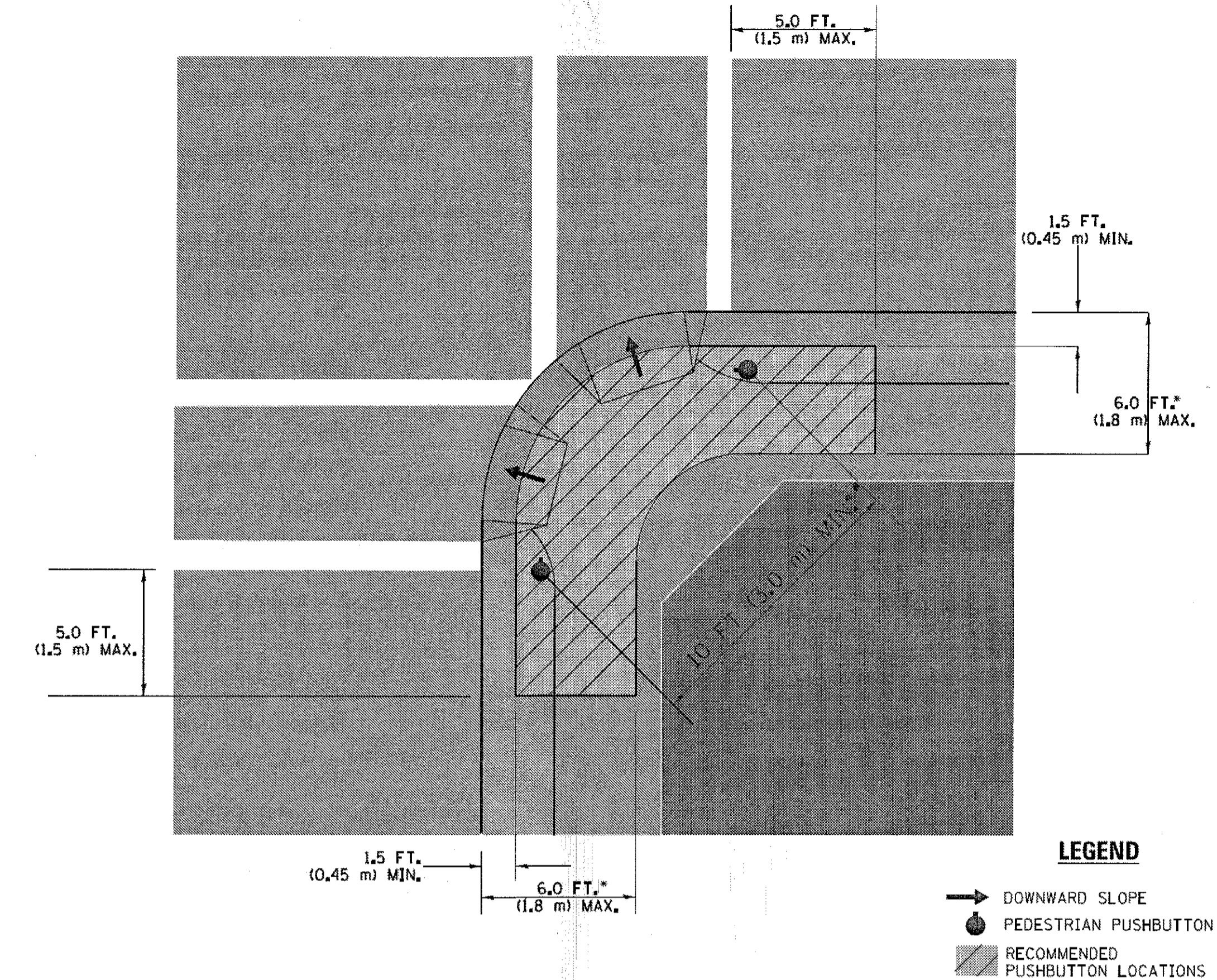
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



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 AFFECT 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.

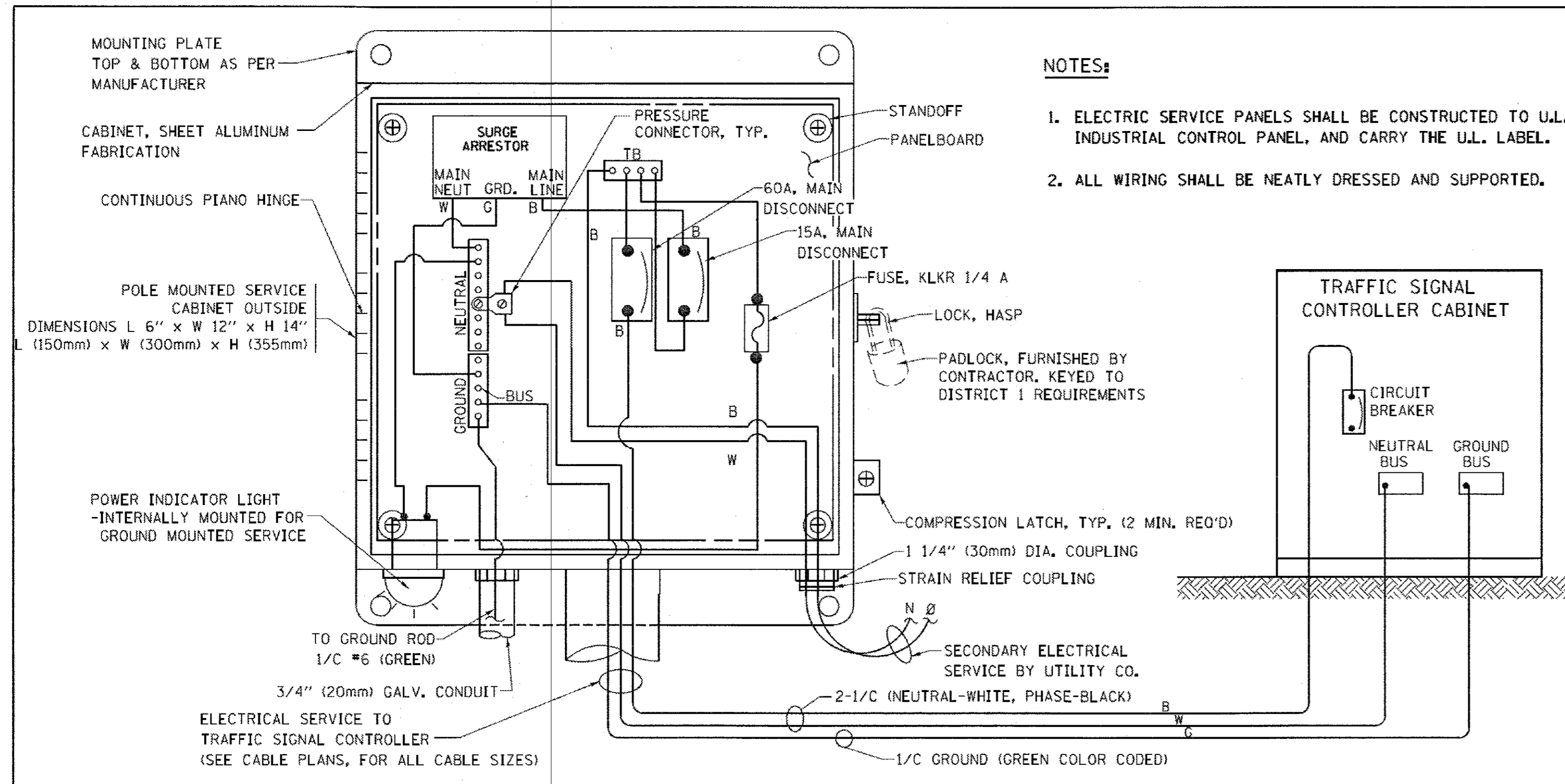
(C) 1998 BY THE BOARD OF SUPERVISORS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION
 ALL RIGHTS RESERVED. NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
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 PLOT DATE: 1/13/2014
 DESIGNED - DAD
 DRAWN - BCK
 CHECKED - DAD
 DATE - 10-28-09
 REVISED - DAG 1-1-14
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

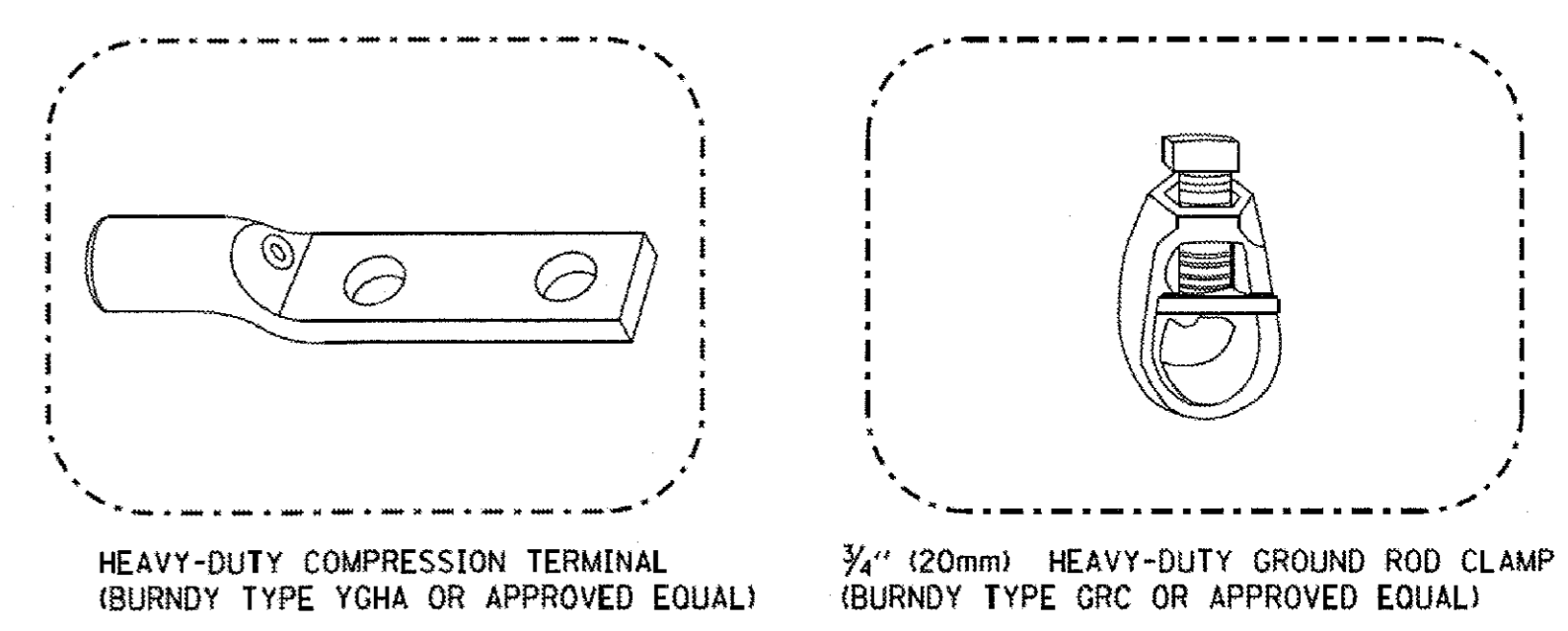
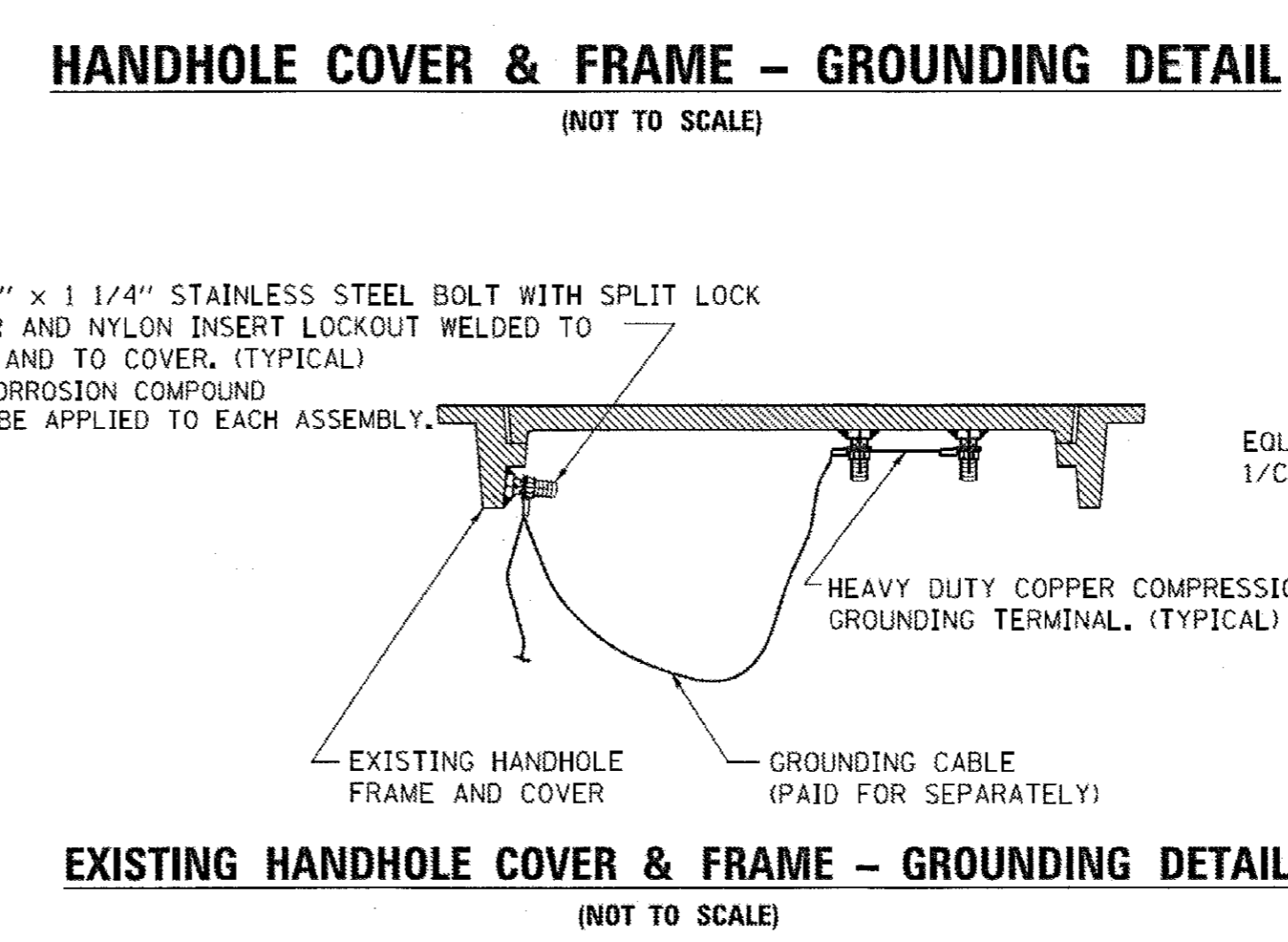
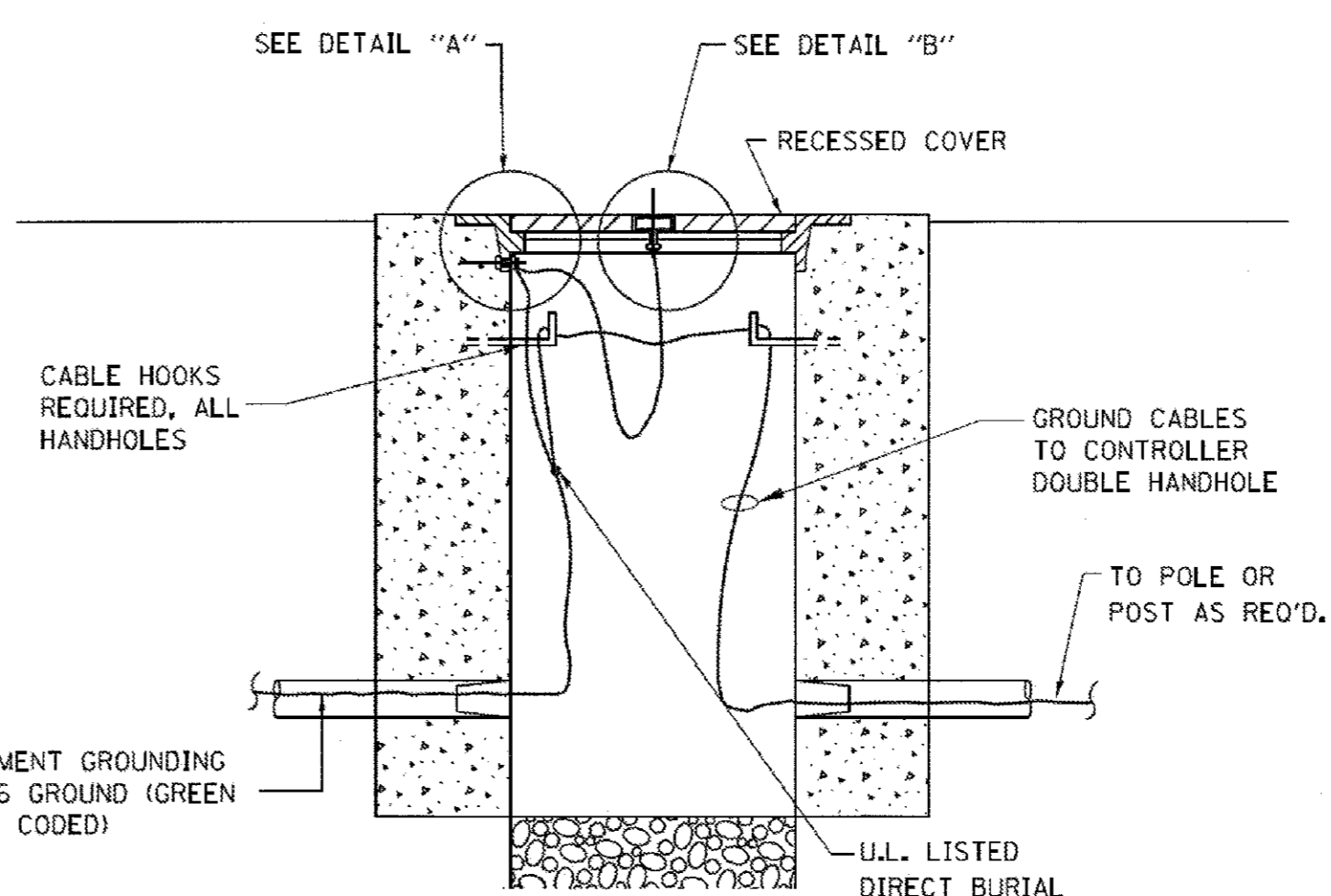
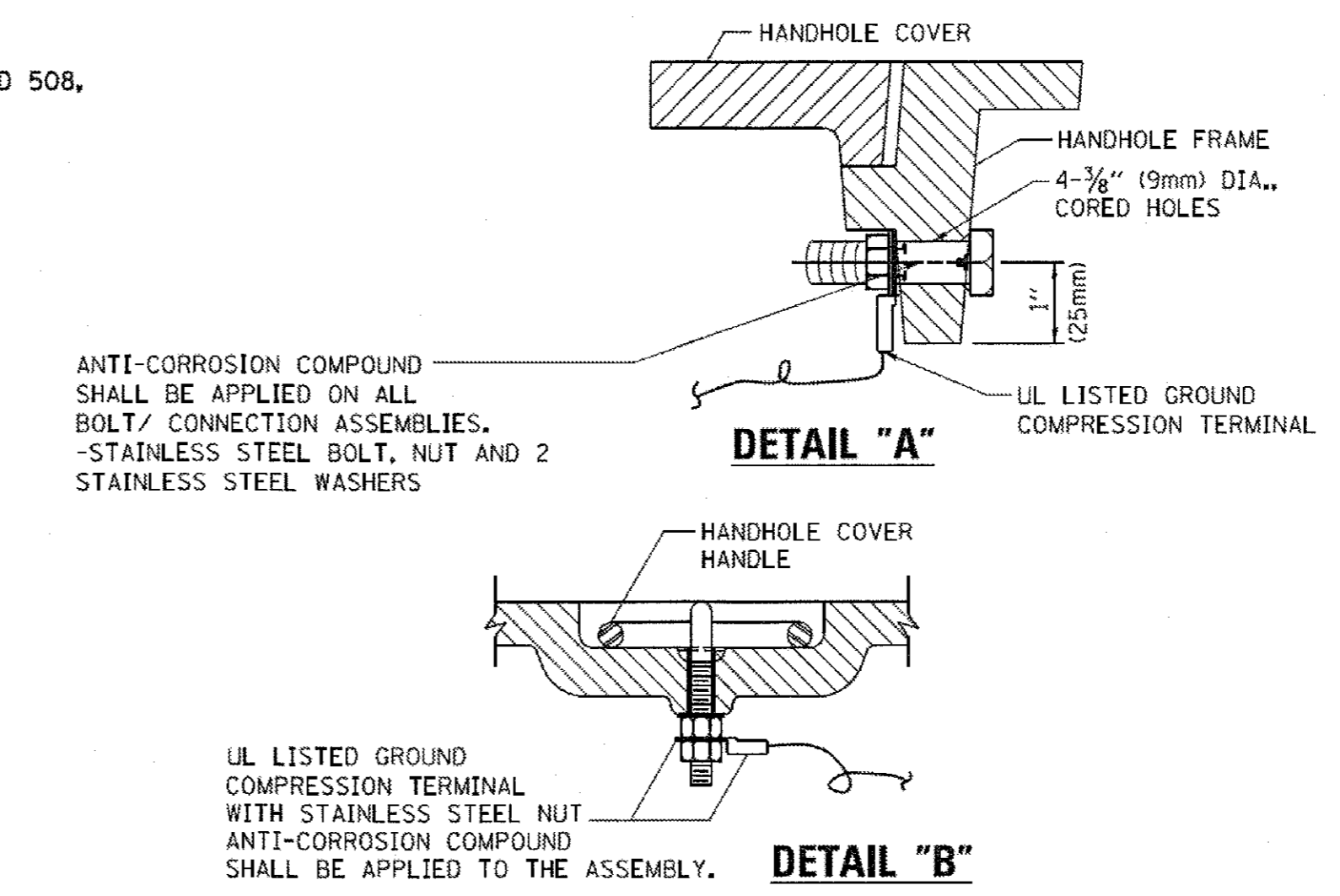
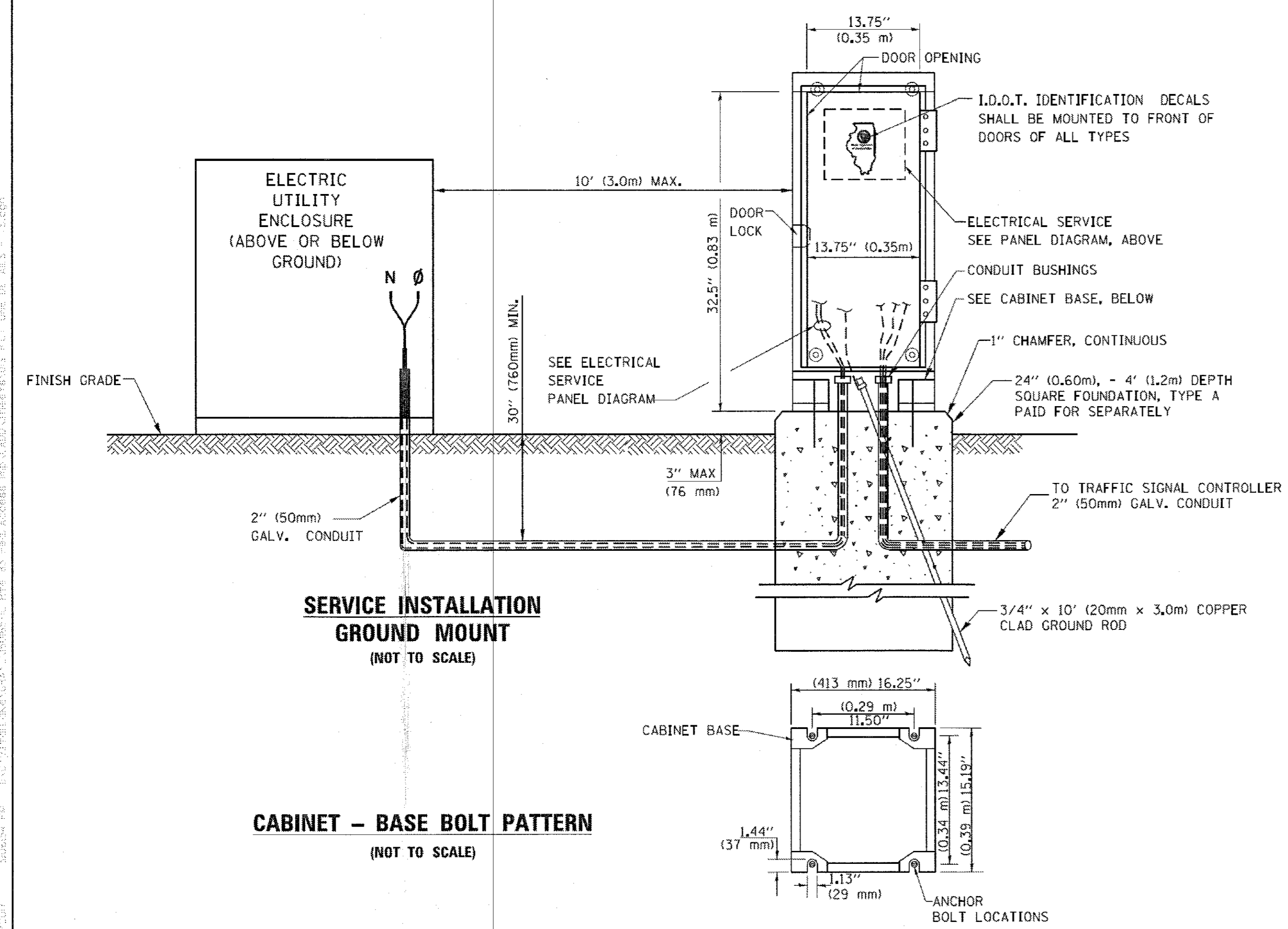
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

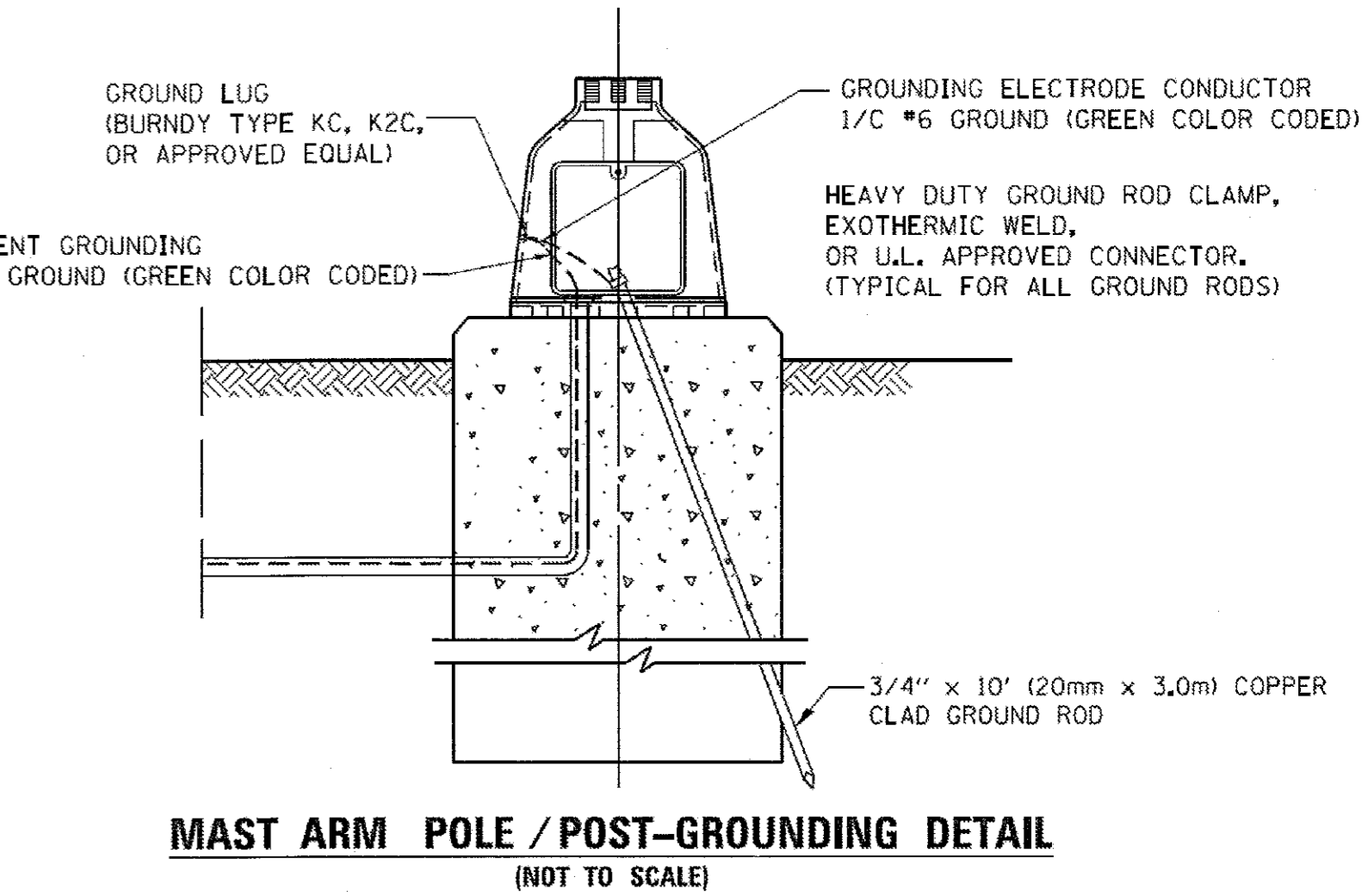
F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 19
TS-05		CONTRACT NO. 61E03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT TE-01D(006)				



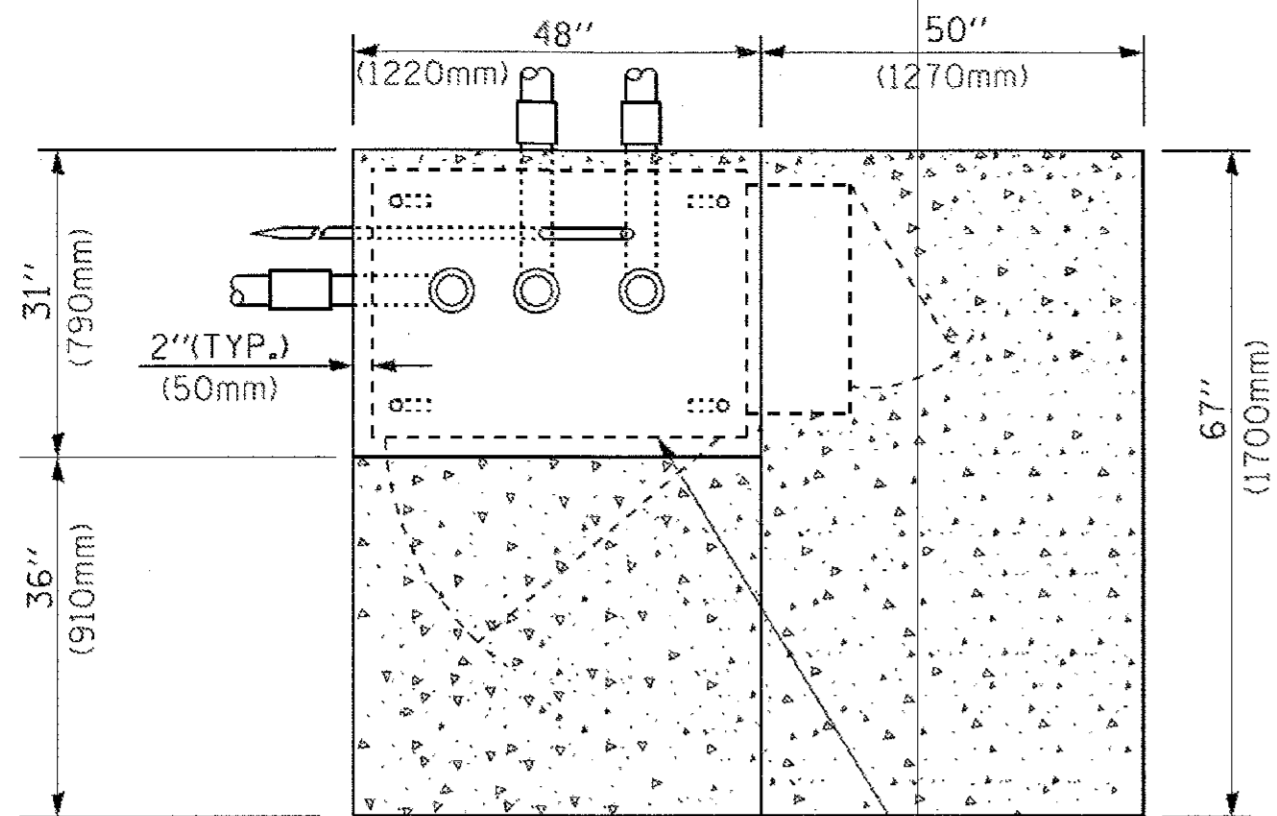
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



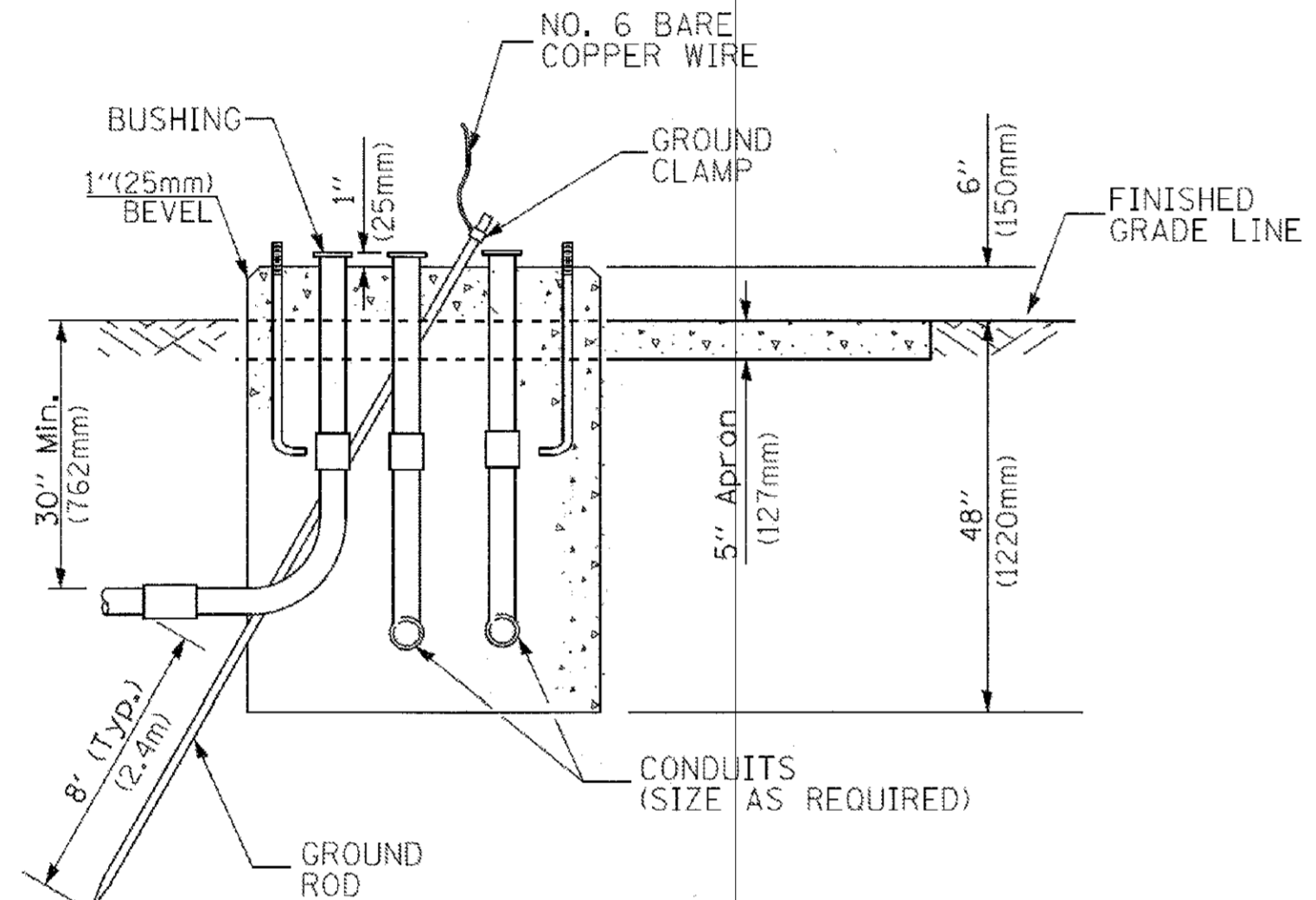
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



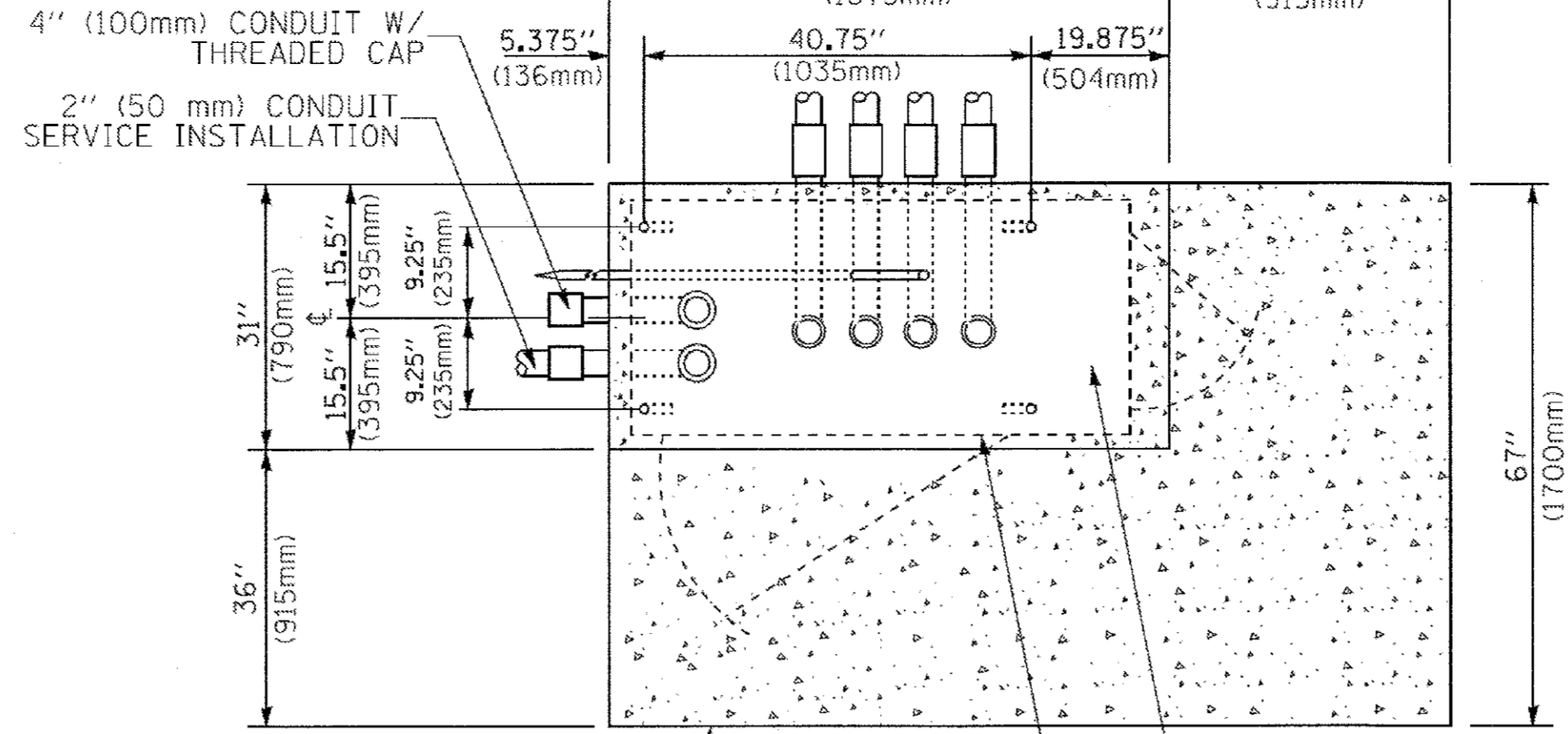
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ca\pwwork\pwwork\footemj\d2108315\ts05.dgn		DRAWN - BCK	REVISED -		866	15-00064-00-SW	LAKE	38	20			
PLOT SCALE = 50.0000' / 1"		CHECKED - DAD	REVISED -		TS-05			CONTRACT NO. 61E03				
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT TE-01D1(006)				



TOP VIEW
EXISTING APRON
CONTROLLER CABINET BASE
PROPOSED APRON

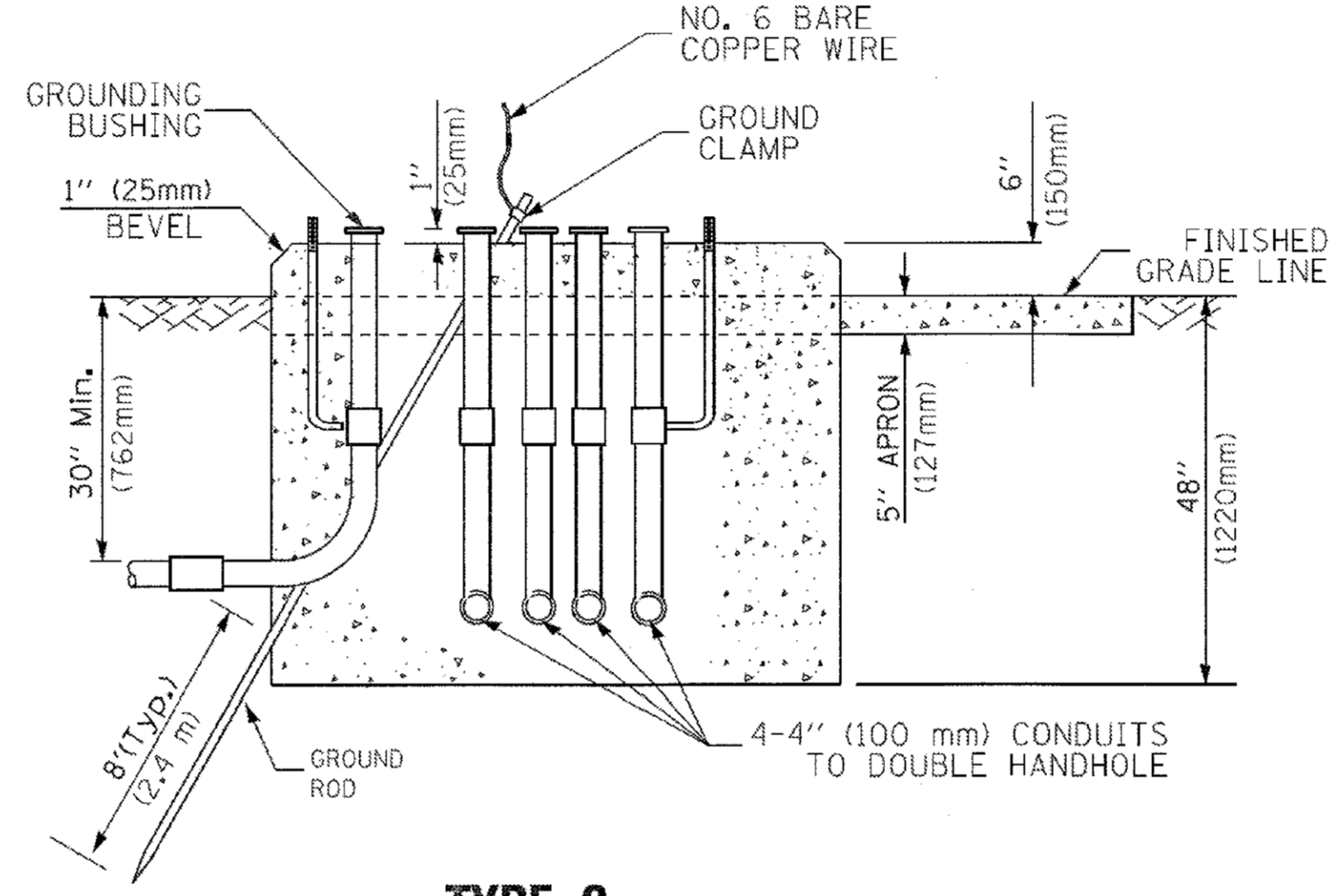


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

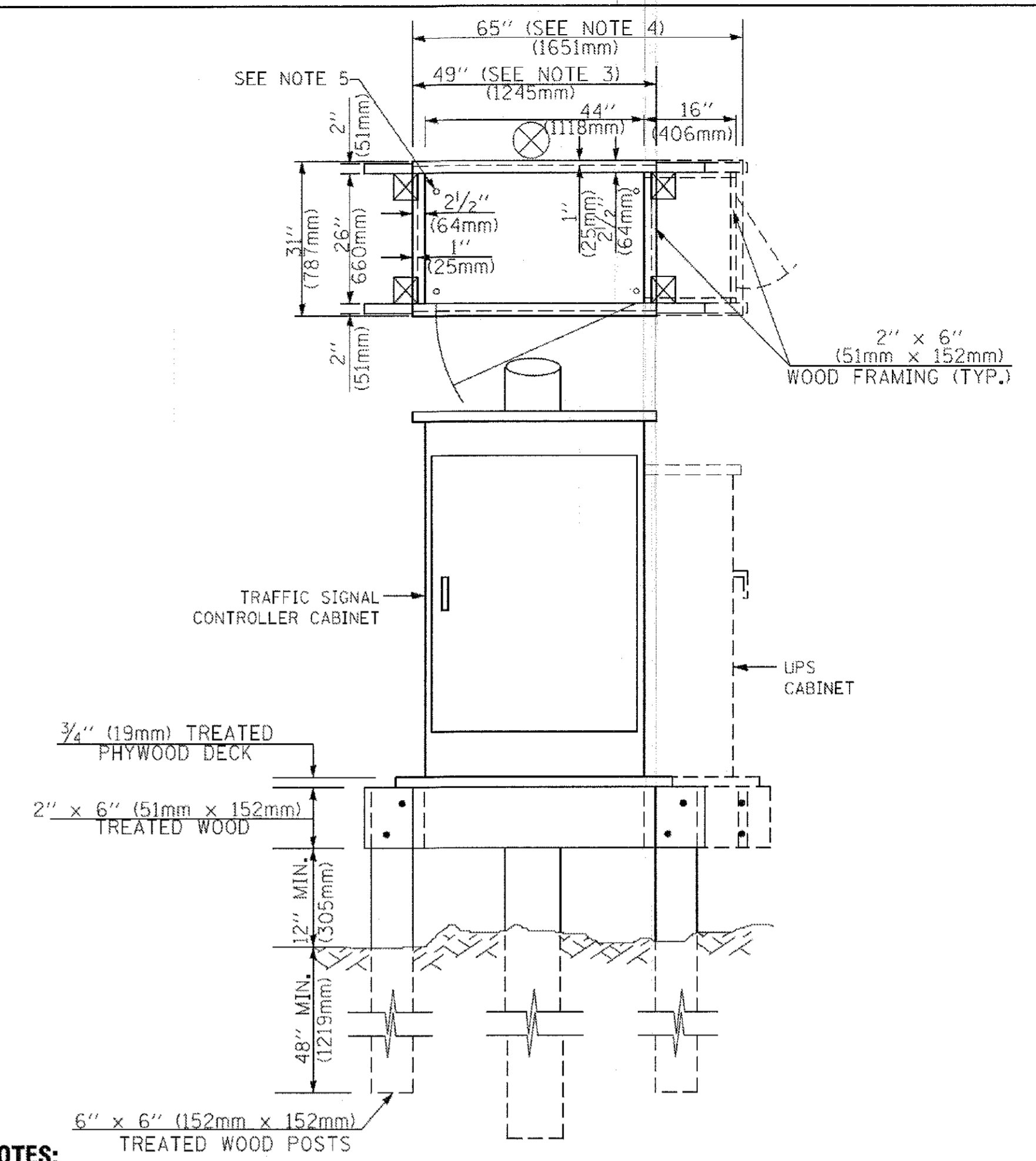


TOP VIEW
APRON
UPS BATTERY COMPARTMENT
CONTROLLER CABINET BASE

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



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

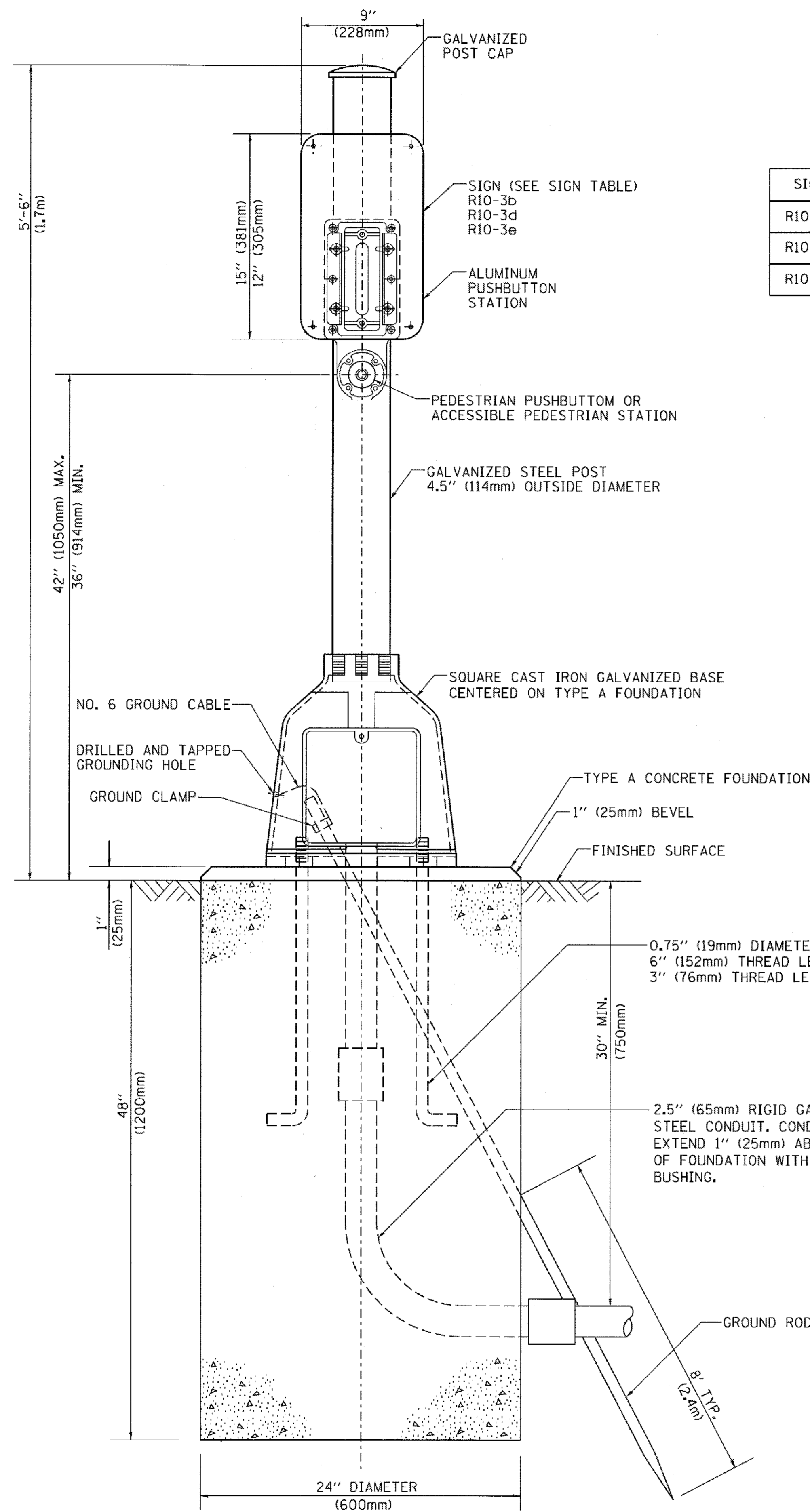
DEPTH OF FOUNDATION

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

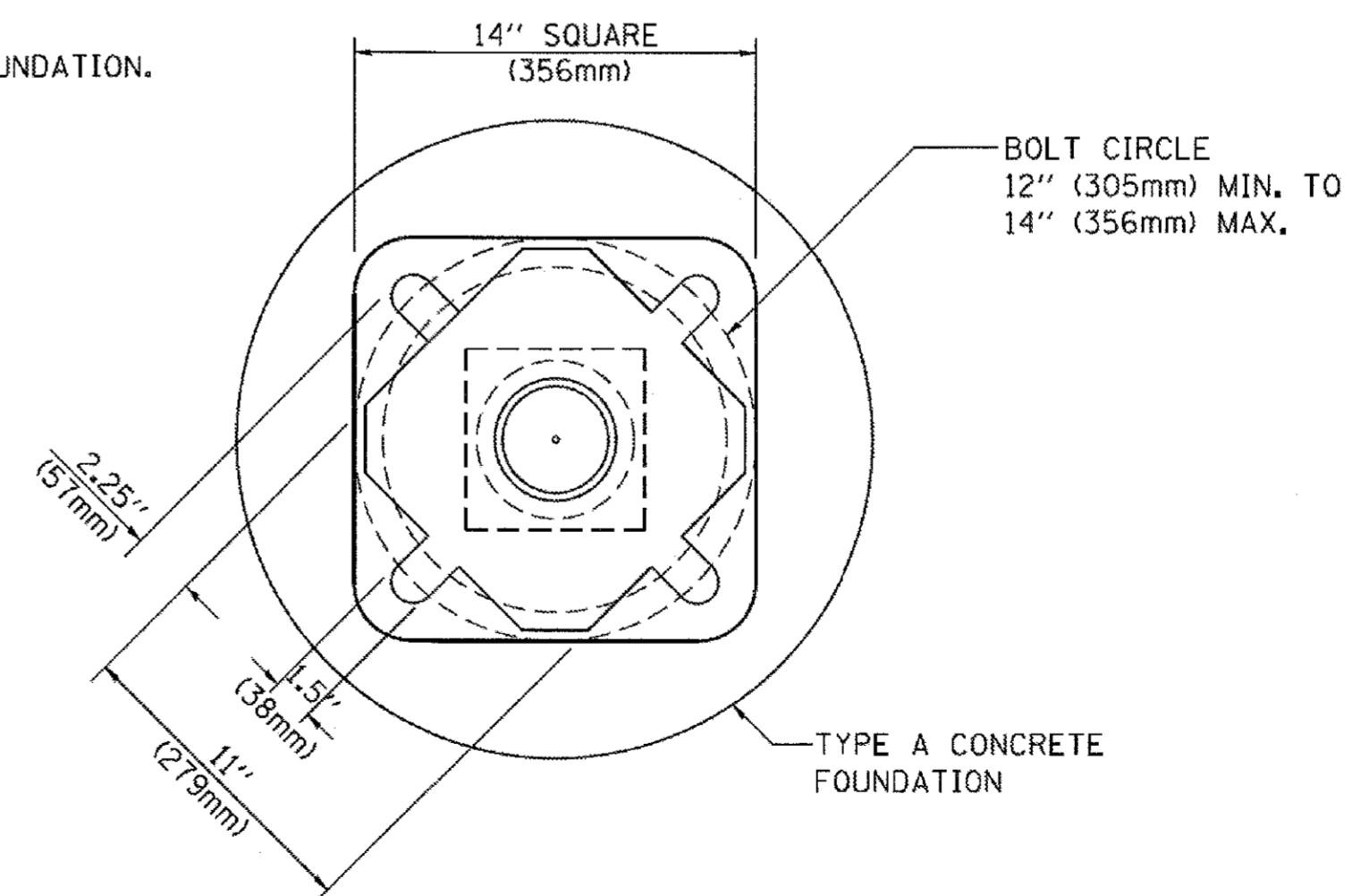
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E



SIGN TABLE

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



BOLT PATTERN
PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = foatemj	DESIGNED - DAG	REVISED - DAG 1-1-14
et\pwork\pwork\foatemj\d0106315\ts05.dgn		DRAWN - GND	REVISED -
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	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -

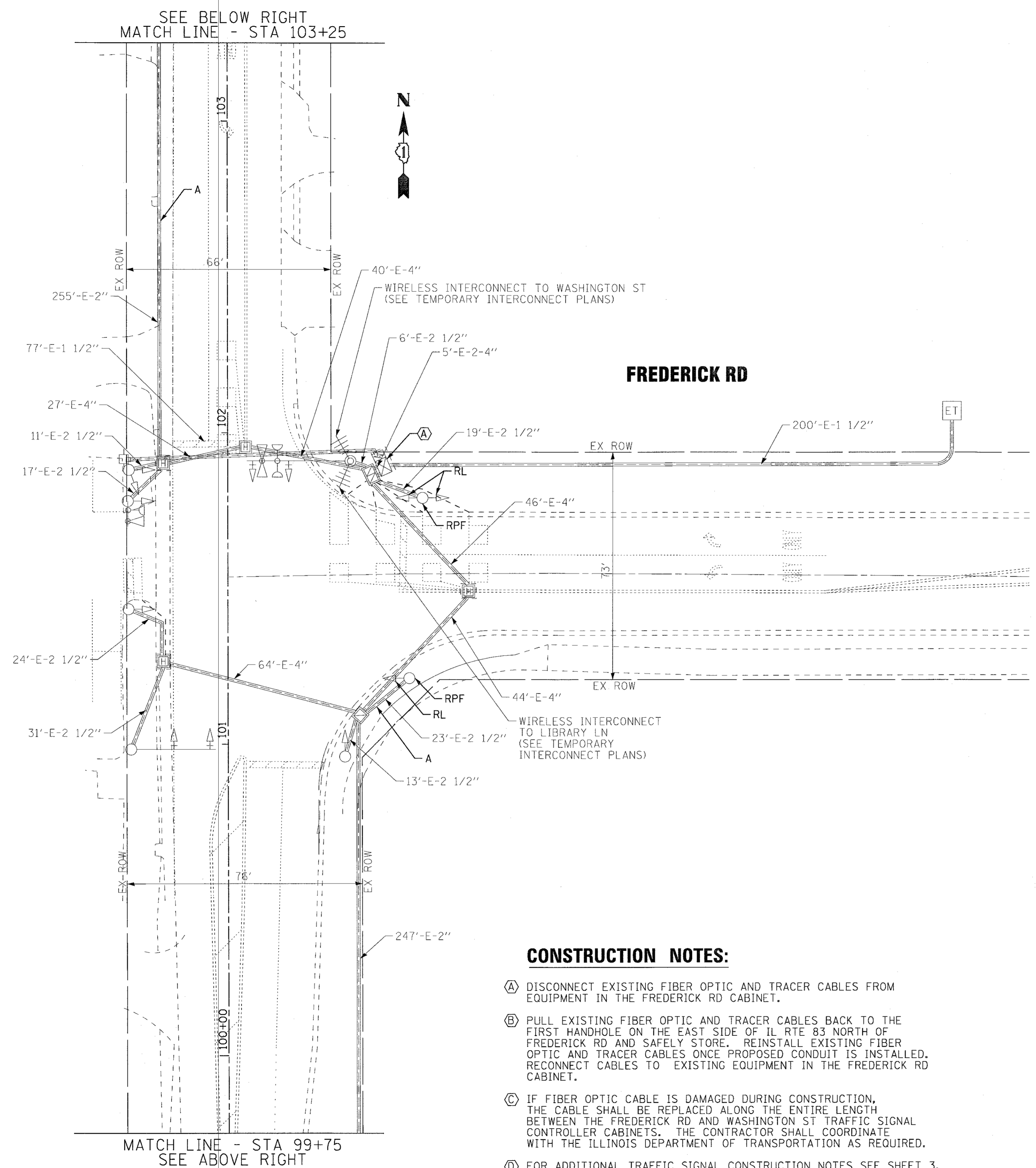
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

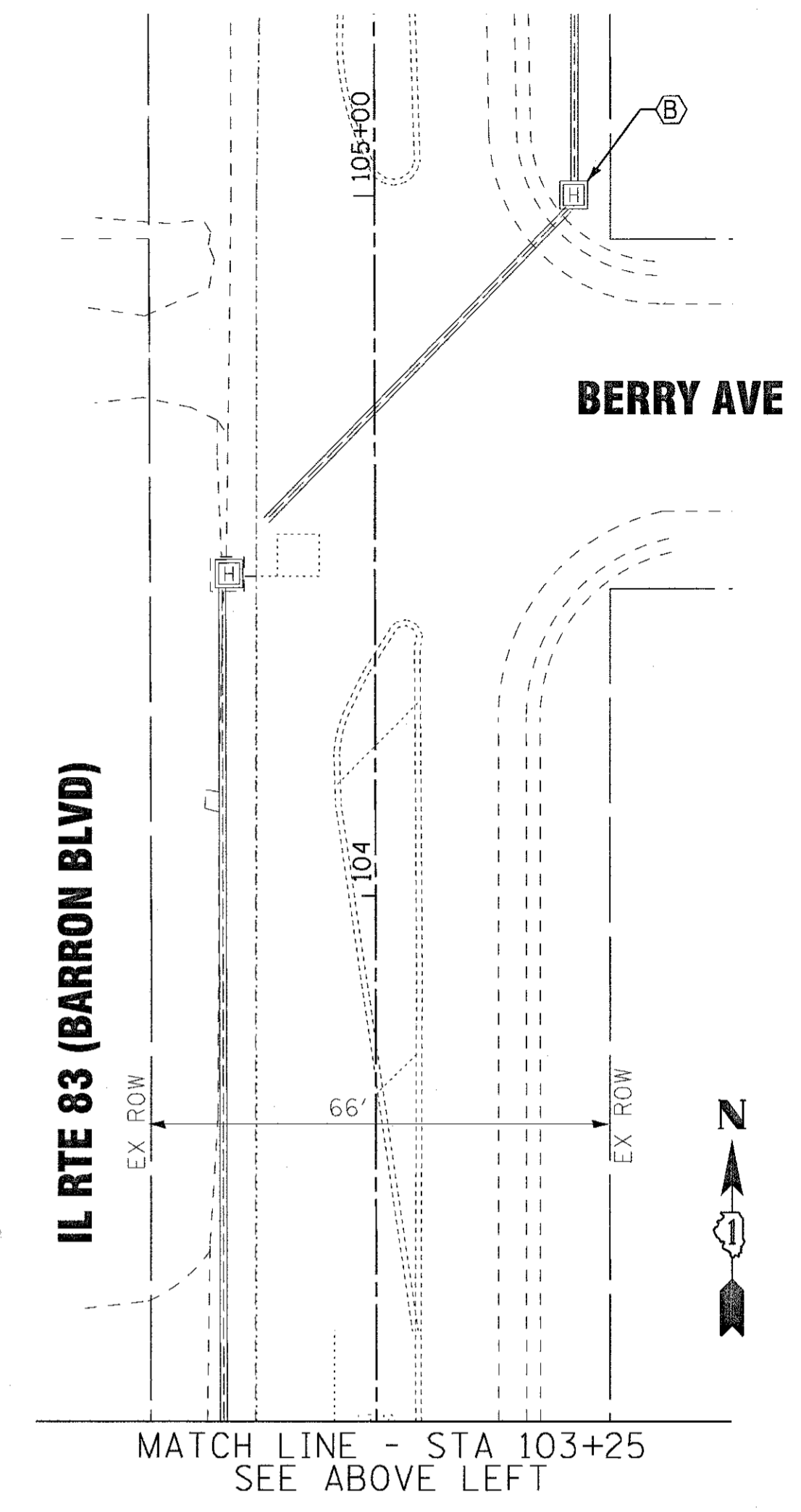
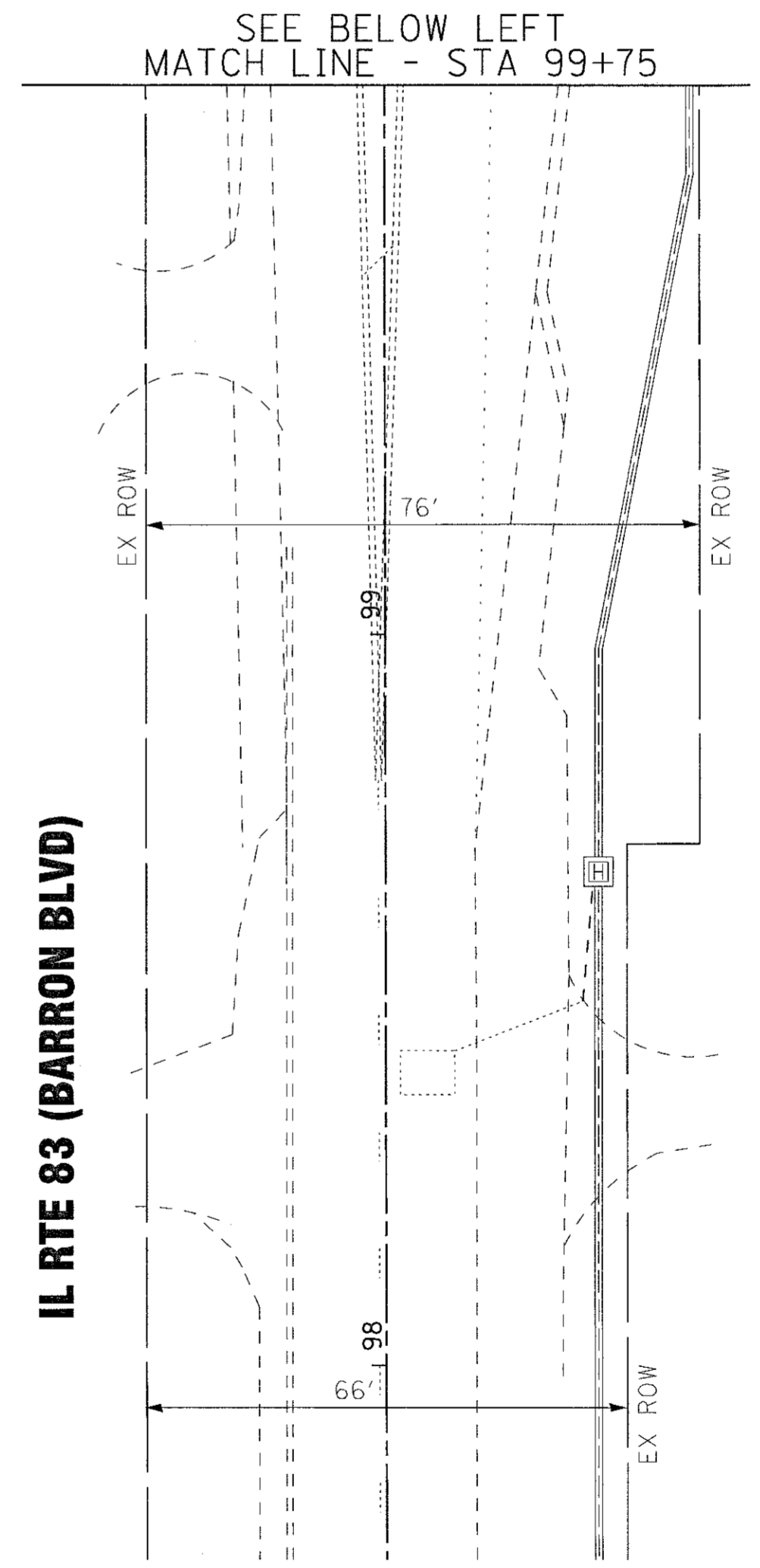
SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 23
TS-05		CONTRACT NO. 61E03		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT TE-01D(006)				

IL RTE 83 (BARRON BLVD)



- CONSTRUCTION NOTES:**
- Ⓐ DISCONNECT EXISTING FIBER OPTIC AND TRACER CABLES FROM EQUIPMENT IN THE FREDERICK RD CABINET.
 - Ⓑ PULL EXISTING FIBER OPTIC AND TRACER CABLES BACK TO THE FIRST HANDHOLE ON THE EAST SIDE OF IL RTE 83 NORTH OF FREDERICK RD AND SAFELY STORE. REINSTALL EXISTING FIBER OPTIC AND TRACER CABLES ONCE PROPOSED CONDUIT IS INSTALLED. RECONNECT CABLES TO EXISTING EQUIPMENT IN THE FREDERICK RD CABINET.
 - Ⓒ IF FIBER OPTIC CABLE IS DAMAGED DURING CONSTRUCTION, THE CABLE SHALL BE REPLACED ALONG THE ENTIRE LENGTH BETWEEN THE FREDERICK RD AND WASHINGTON ST TRAFFIC SIGNAL CONTROLLER CABINETS. THE CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS REQUIRED.
 - Ⓓ FOR ADDITIONAL TRAFFIC SIGNAL CONSTRUCTION NOTES SEE SHEET 3.



PROJECT # 150165SHT-TS-Removal.dgn
 DRAWN BY: BAXTER & WOODMAN, INC.
 CHECKED BY: JFM
 DATE: 6/6/17
 FILE: 150165SHT-TS-Removal.dgn

BAXTER & WOODMAN Consulting Engineers	DESIGNED - RWL	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 150165SHT-TS-Removal.dgn

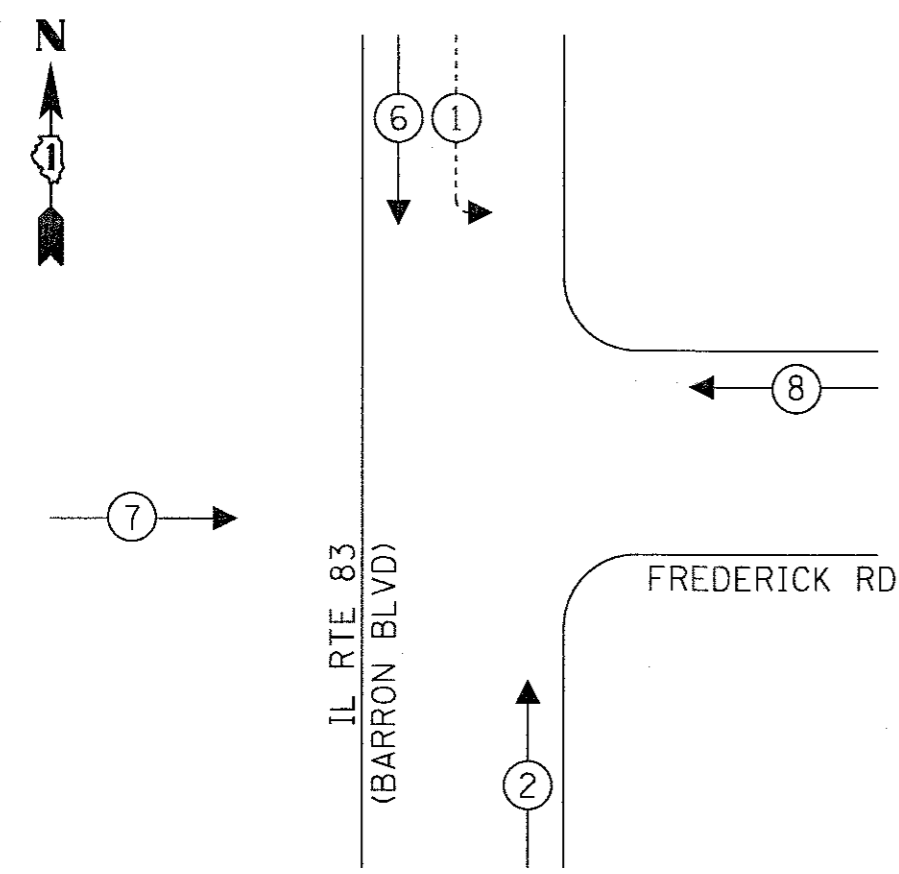
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
IL RTE 83 (BARRON BLVD) AND FREDERICK RD**

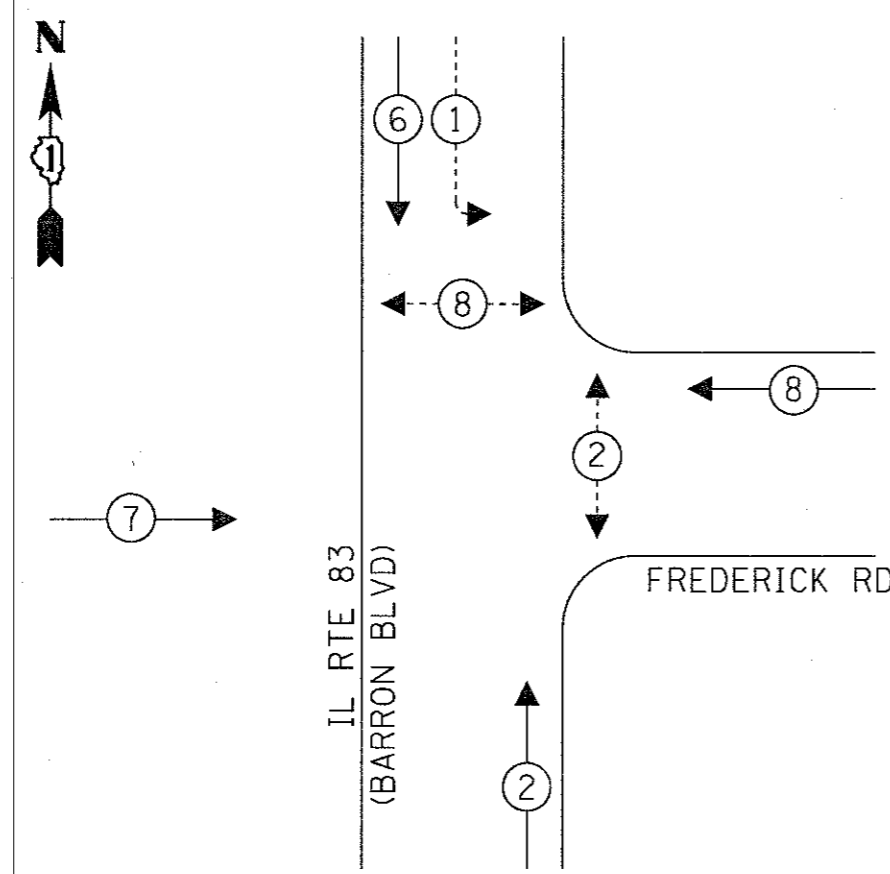
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006J			CONTRACT NO. 61E03	

**TS 13741
EAGLE 70**

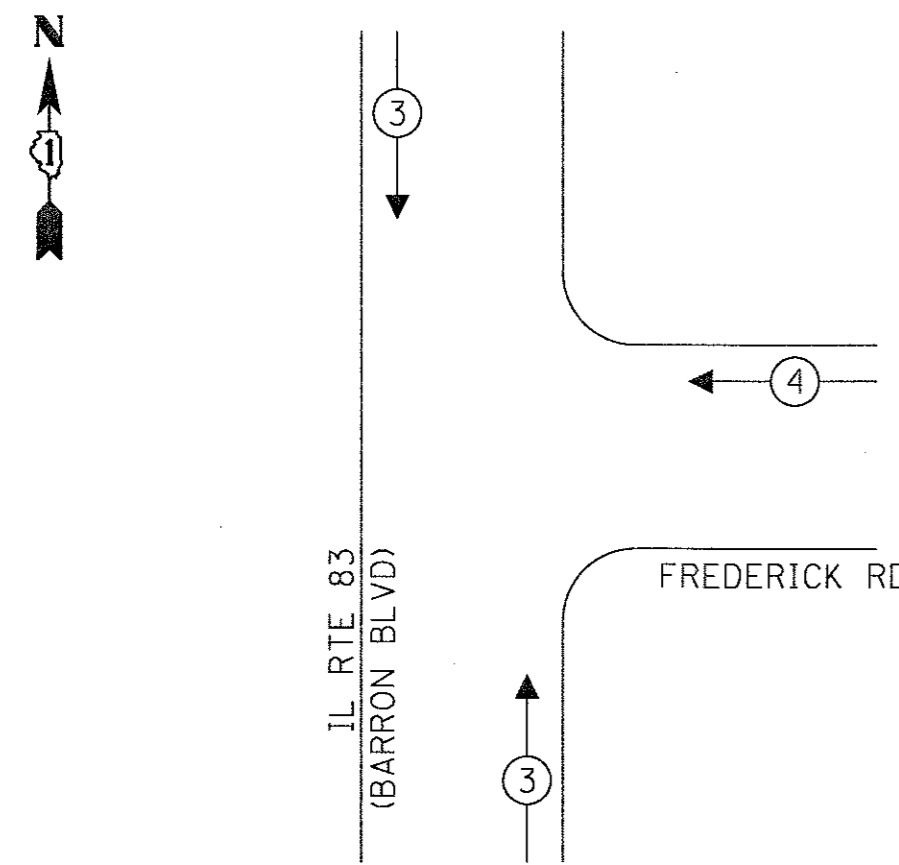
EXISTING CONTROLLER SEQUENCE



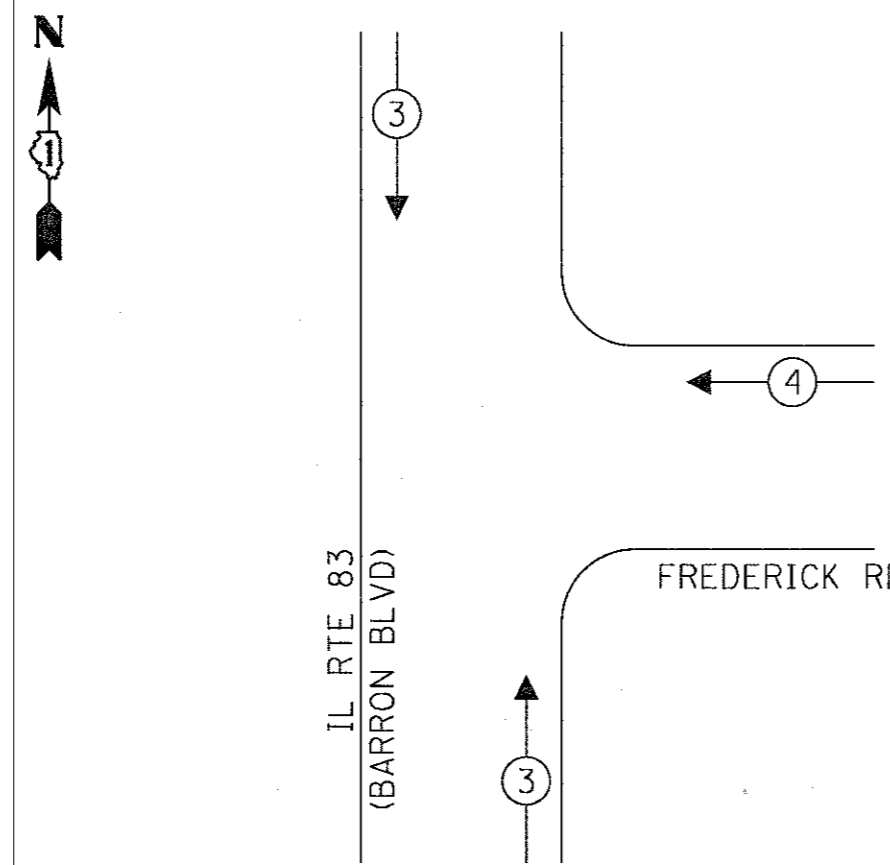
PROPOSED CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND:

- ← (⊙) ← PROTECTED PHASE
- ← (⊙) ← PROTECTED/PERMITTED PHASE
- ← (⊙) ← PEDESTRIAN PHASE

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	-	25	100	-
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				326.8

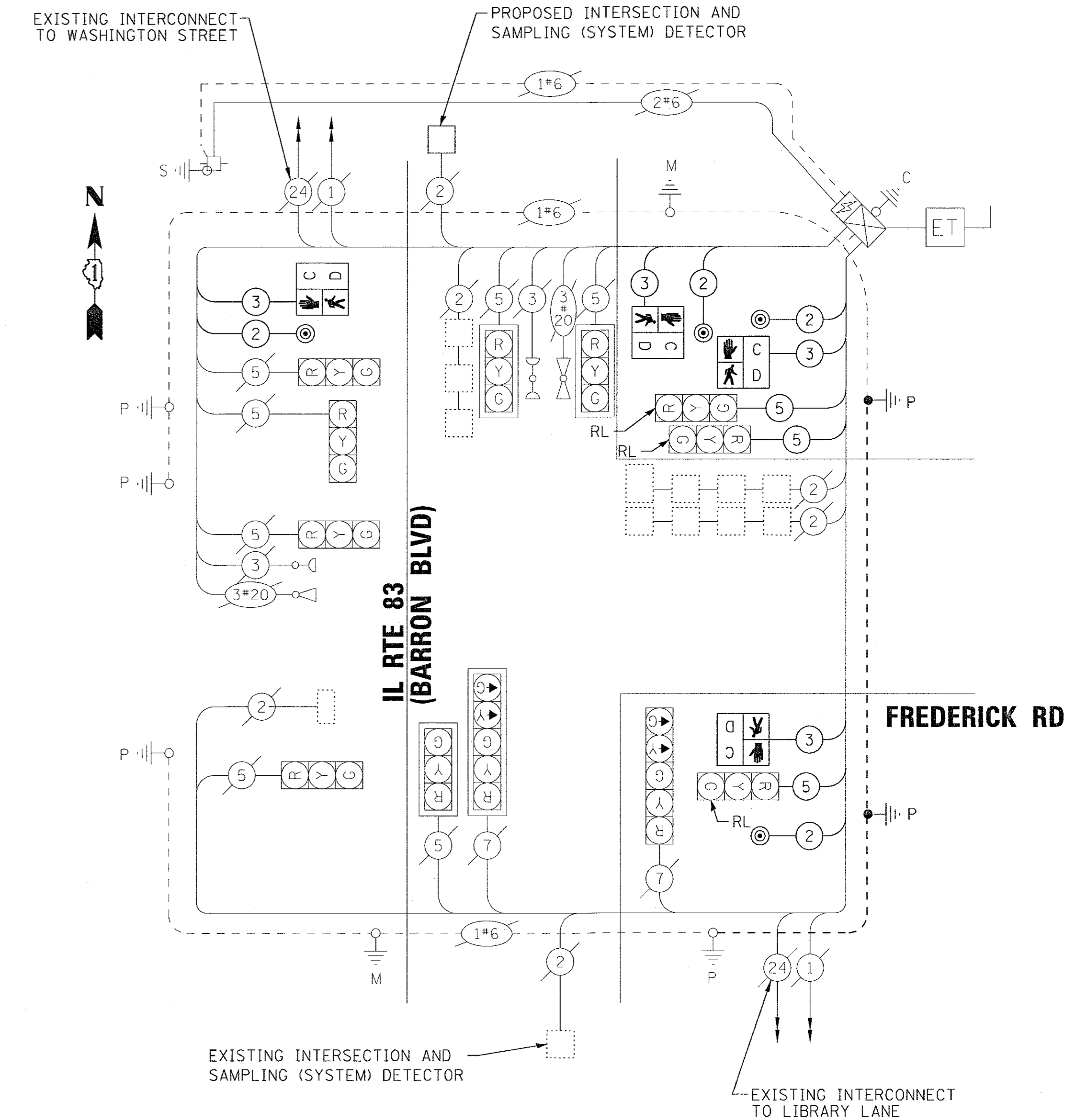
ENERGY COSTS TO:

VILLAGE OF GRAYSLAKE
10 SOUTH SEYMOUR AVE
GRAYSLAKE, IL 60030

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	255
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	22
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	362
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	406
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	262
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	42
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	2
DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
DETECTOR LOOP, TYPE I	FOOT	27
PEDESTRIAN PUSH-BUTTON	EACH	4
RELOCATE EXISTING SIGNAL HEAD	EACH	3
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	839
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	268
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	2



CABLE PLAN

DRAWN BY: BAXTER WOODMAN, INC. PROJECT NO. 150165SHT-TS-Cable.dgn
 CHECKED BY: JFM DATE: 6/6/17
 DESIGNED BY: RWL DATE: 6/6/17
 FILE: 150165SHT-TS-Cable.dgn

DESIGNED - RWL	REVISED -
DRAWN - CJC	REVISED -
CHECKED - JFM	REVISED -
DATE - 6/6/17	FILE - 150165SHT-TS-Cable.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

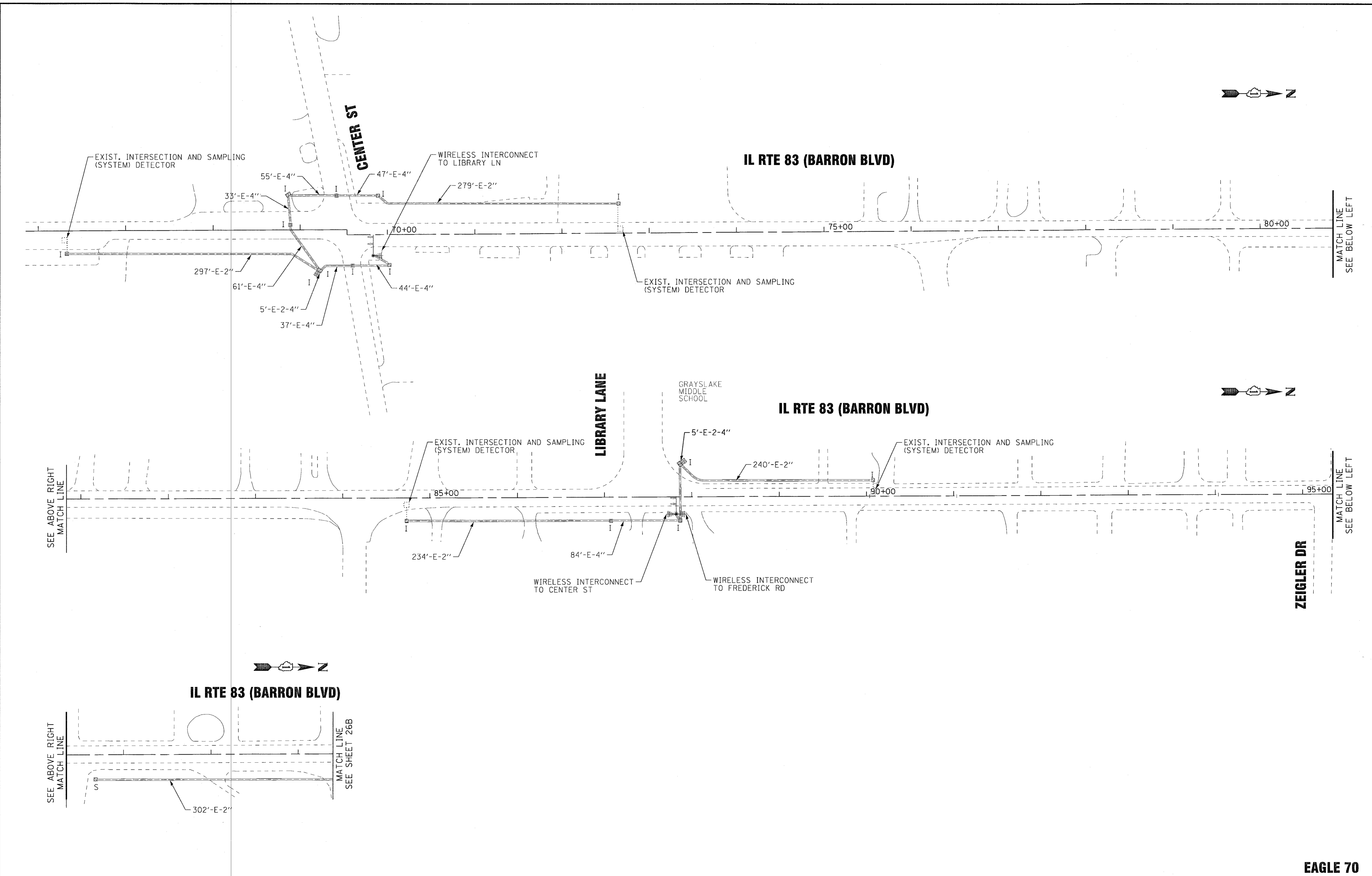
CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE SEQUENCE - IL RTE 83 (BARRON BLVD) AND FREDERICK RD

SCALE: NONE STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 26
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006			CONTRACT NO. 61E03	

TS 13741
EAGLE 70

CONTRACT # 241 BY BAYTE & WOODMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL ENGINEERING
 150165SHT_TS-Temp-Interconnect-Plan1.dgn
 PROJECT NO. 15-00064-00-SW
 COUNTY LAKE
 PROJECT CONTRACT NO. 61E03



BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	RWL	REVISED -	
DRAWN -	CJC	REVISED -	
CHECKED -	JFM	REVISED -	
DATE -	6/6/17	FILE -	150165SHT_TS-Temp-Interconnect-Plan1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

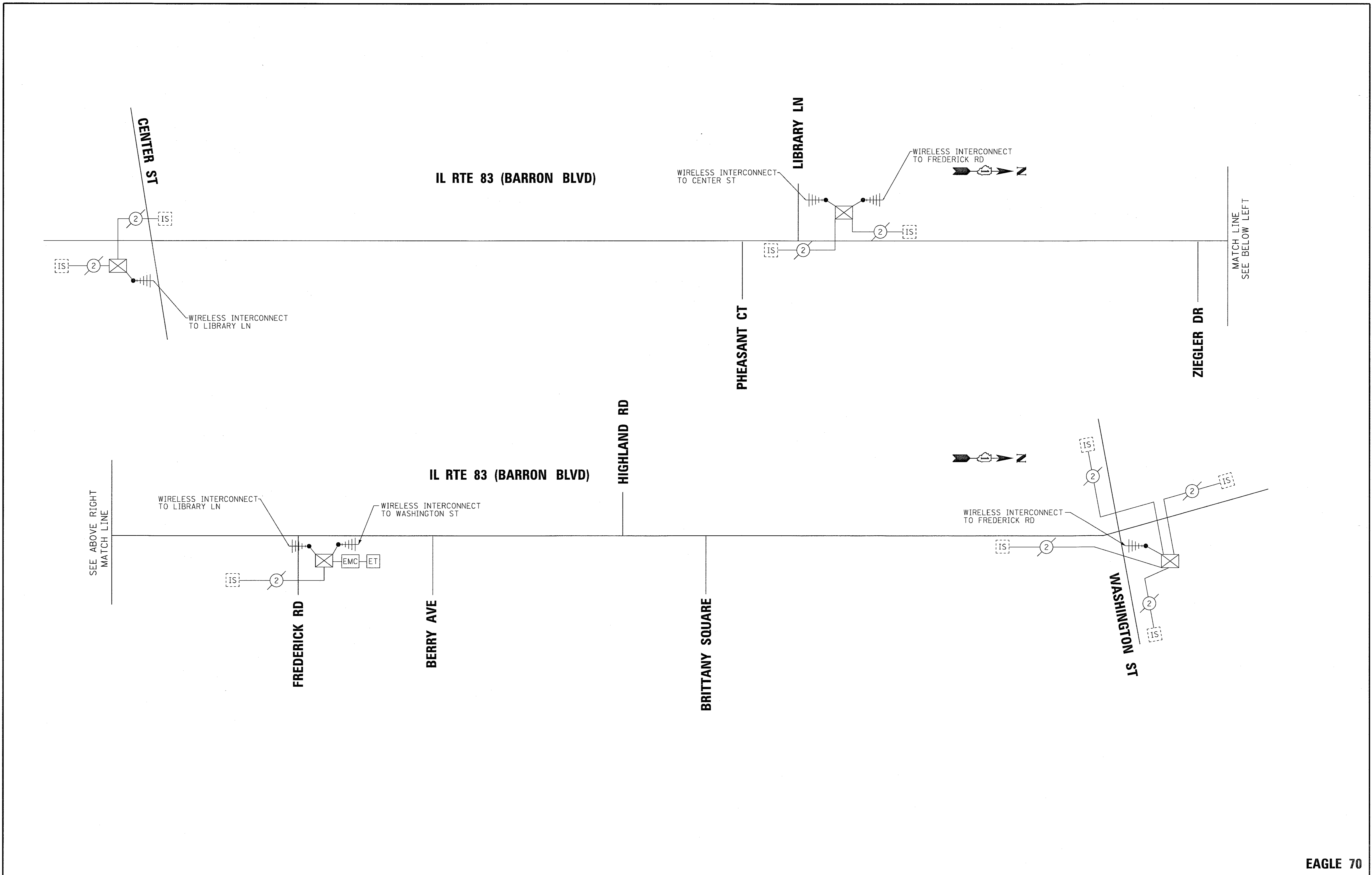
TEMPORARY INTERCONNECT PLAN
IL RTE 83 (BARRON BLVD)
CENTER ST TO FREDERICK RD (SHEET 1 OF 2)

SCALE: 1" = 50' STA. TO STA.

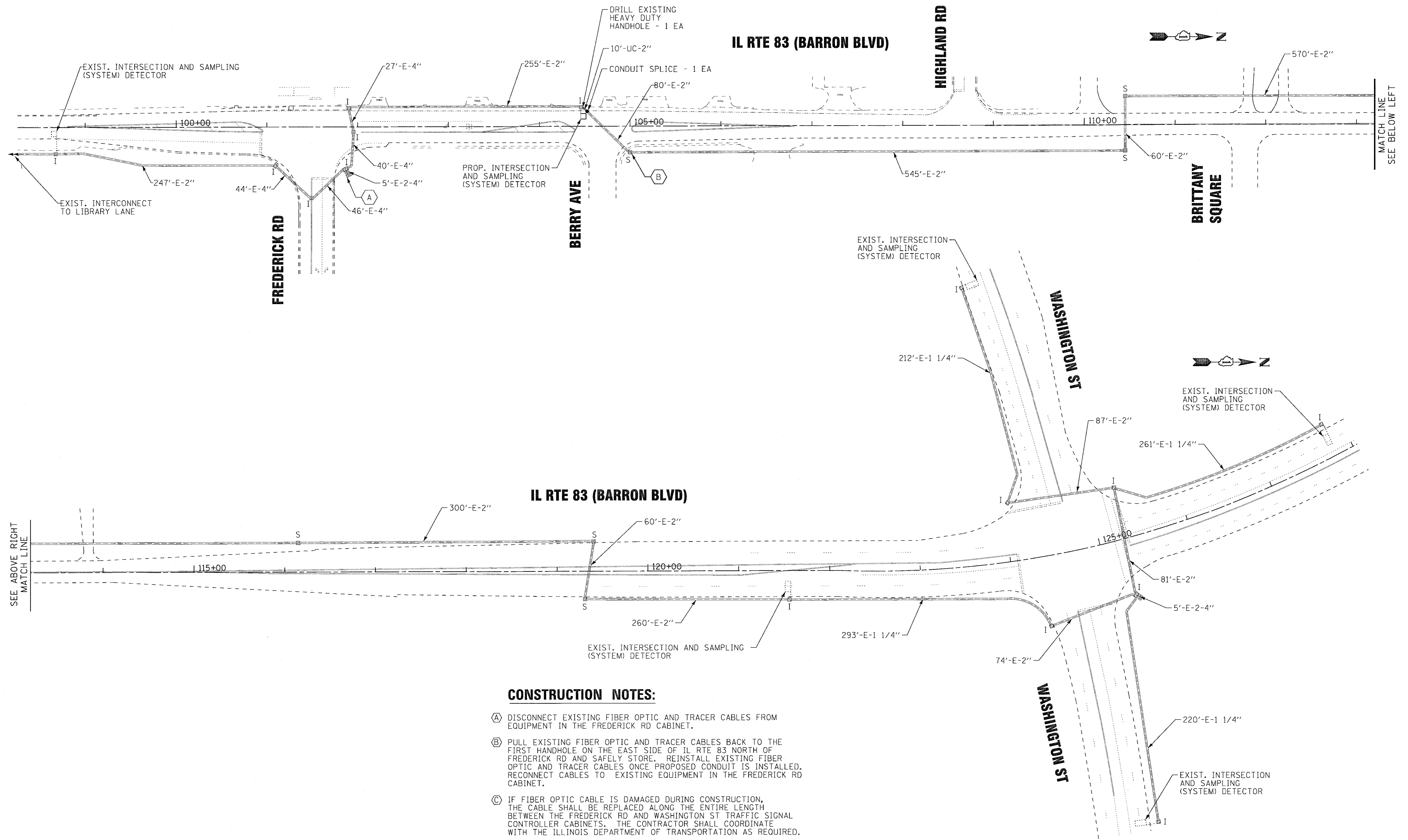
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	26A
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D(006)				

EAGLE 70

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 1501655HT - EXPHES 1/20/2017
 6/23/2017 2:23:25 PM
 PROJECT ADDRESS: 1501655HT - Temp-Interconnect-Schematic.dgn



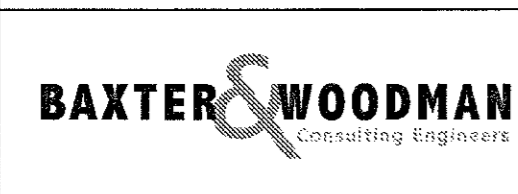
BAXTER & WOODMAN Consulting Engineers	DESIGNED - RWL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY INTERCONNECT SCHEMATIC IL RTE 83 (BARRON BLVD) CENTER ST TO WASHINGTON ST		F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 26C	
	DRAWN - CJC	REVISED -		SCALE: NONE	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT TE-01D10061			
	CHECKED - JFM	REVISED -									
	DATE - 6/6/17	FILE - 1501655HT_TS-Temp-Interconnect-Schematic.dgn									



CONSTRUCTION NOTES:

- (A) DISCONNECT EXISTING FIBER OPTIC AND TRACER CABLES FROM EQUIPMENT IN THE FREDERICK RD CABINET.
- (B) PULL EXISTING FIBER OPTIC AND TRACER CABLES BACK TO THE FIRST HANDHOLE ON THE EAST SIDE OF IL RTE 83 NORTH OF FREDERICK RD AND SAFELY STORE. REINSTALL EXISTING FIBER OPTIC AND TRACER CABLES ONCE PROPOSED CONDUIT IS INSTALLED. RECONNECT CABLES TO EXISTING EQUIPMENT IN THE FREDERICK RD CABINET.
- (C) IF FIBER OPTIC CABLE IS DAMAGED DURING CONSTRUCTION, THE CABLE SHALL BE REPLACED ALONG THE ENTIRE LENGTH BETWEEN THE FREDERICK RD AND WASHINGTON ST TRAFFIC SIGNAL CONTROLLER CABINETS. THE CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS REQUIRED.
- (D) FOR ADDITIONAL TRAFFIC SIGNAL CONSTRUCTION NOTES SEE SHEET 3.

PROJECT # 2017 BY BAXTER & WOODMAN, INC. STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM PROJECT # 15-00064-00-SW DRAWN BY CJC CHECKED BY JFM DATE 6/6/17 FILE 150165SHT_TS-Interconnect-Plan.dgn



DESIGNED - RWL	REVISED -
DRAWN - CJC	REVISED -
CHECKED - JFM	REVISED -
DATE - 6/6/17	FILE - 150165SHT_TS-Interconnect-Plan.dgn

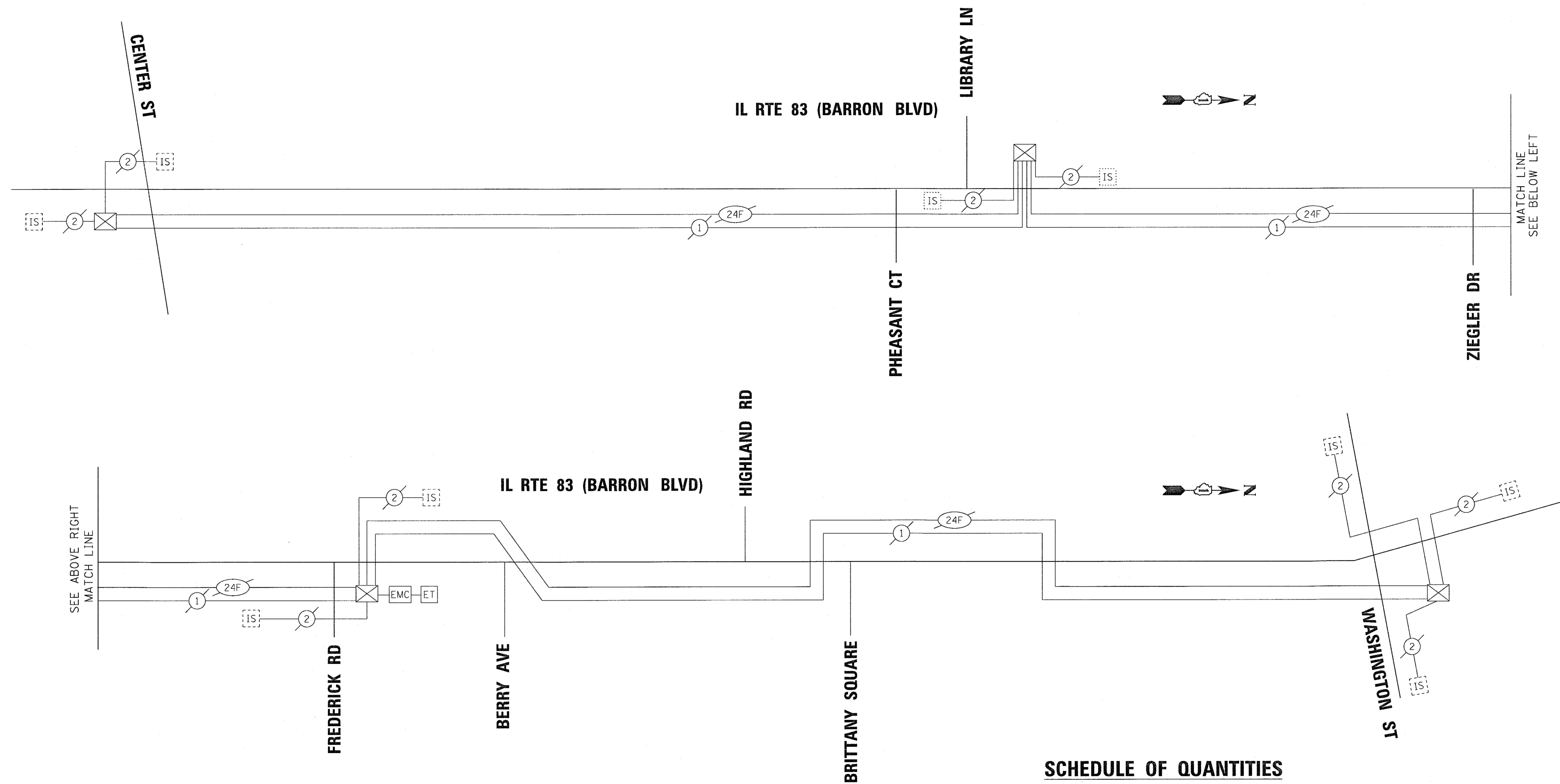
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN
IL RTE 83 (BARRON BLVD)
FREDERICK RD TO WASHINGTON ST**

SCALE: 1" = 50' STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 27
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1(006)		CONTRACT NO. 61E03		

EAGLE 70



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	10
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	1
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	914
* ROD AND CLEAN EXISTING CONDUIT	FOOT	200
TEMPORARY WIRELESS INTERCONNECT, COMPLETE	LSUM	1
CONDUIT SPLICE	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER

EAGLE 70

CONTRACT NO. 15-00064-00-SW
 SECTION 15-00064-00-SW
 COUNTY LAKE
 PROJECT TE-01D10061
 DATE 6/6/17
 FILE 150165SHT_TS-Interconnect-Schematic.dgn

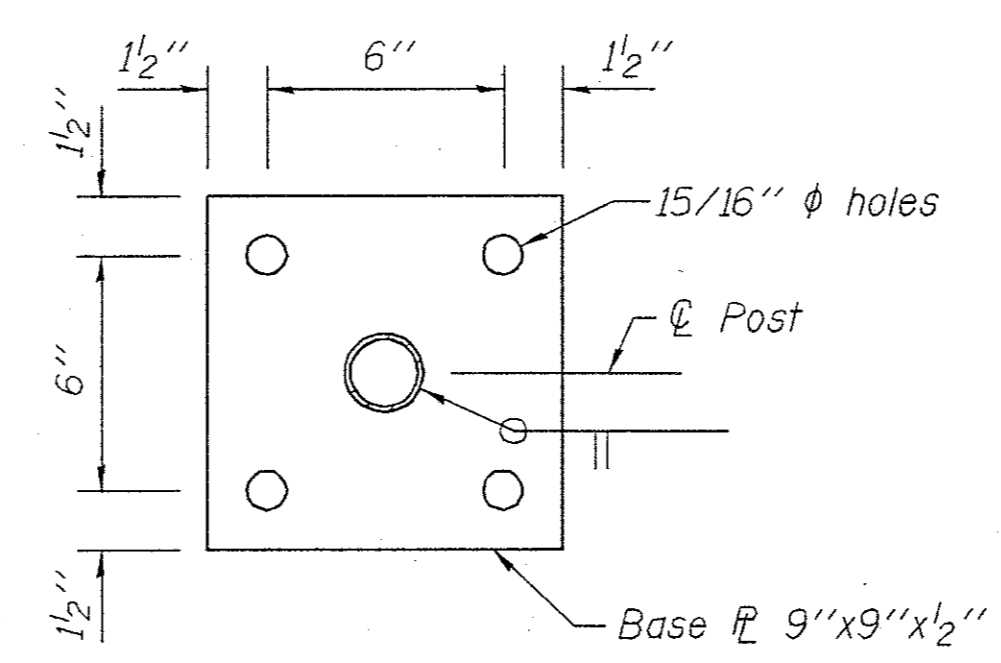
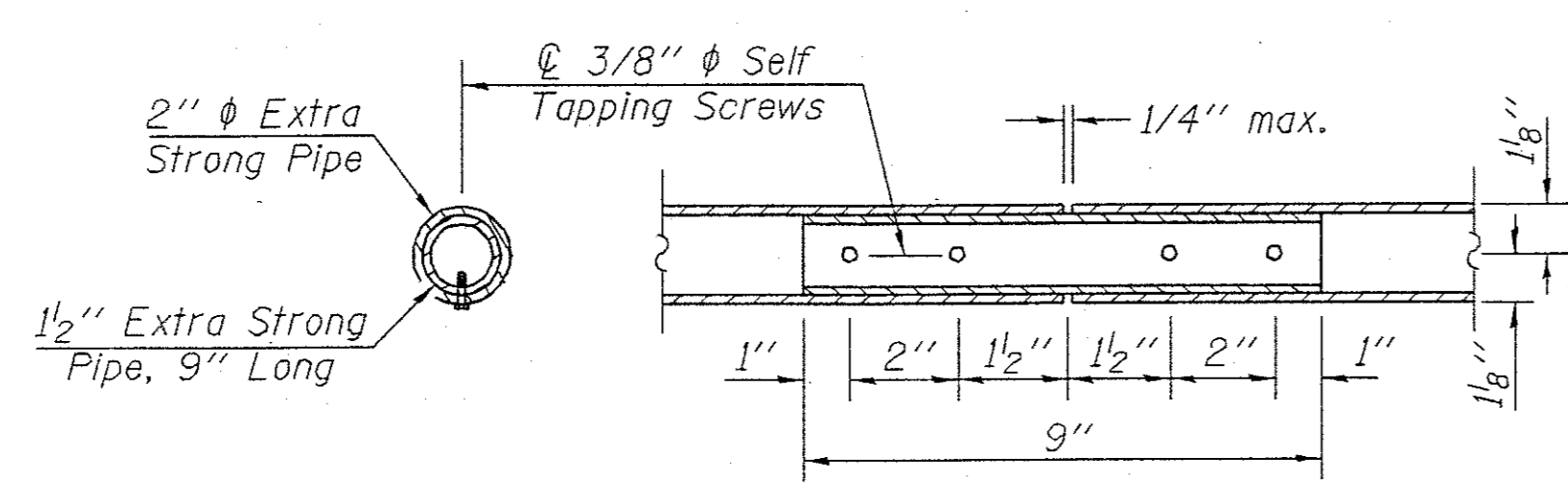
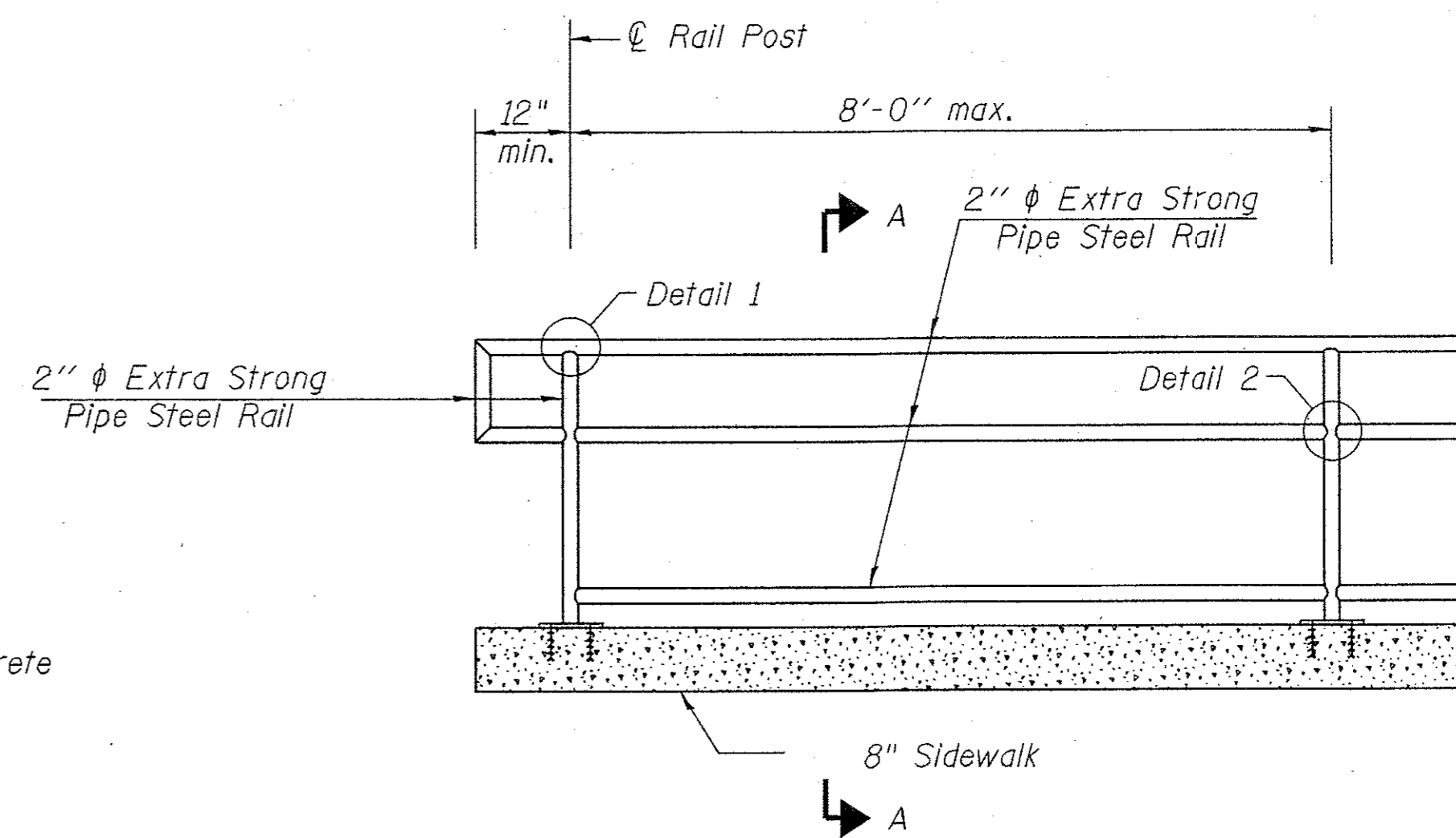
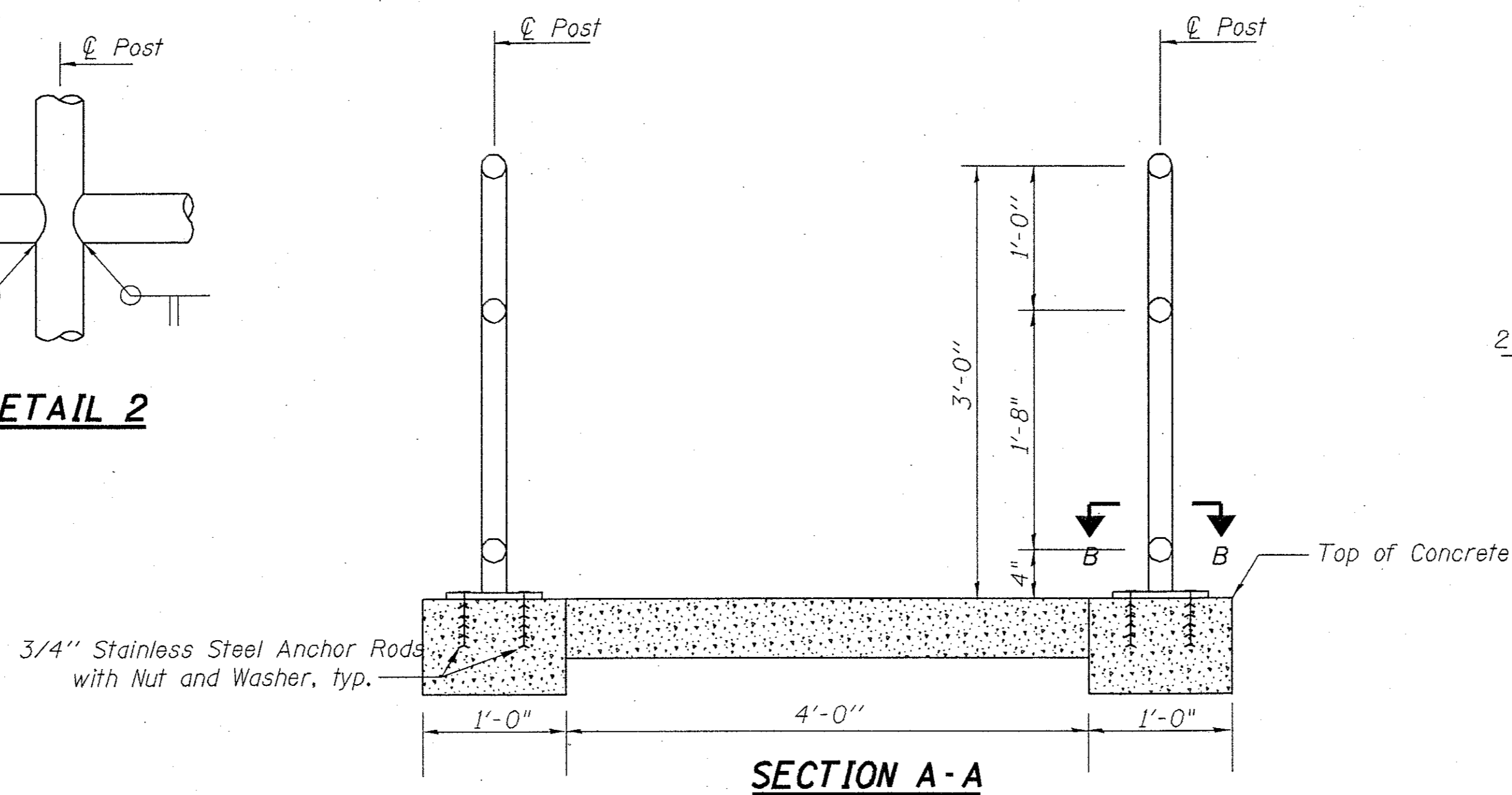
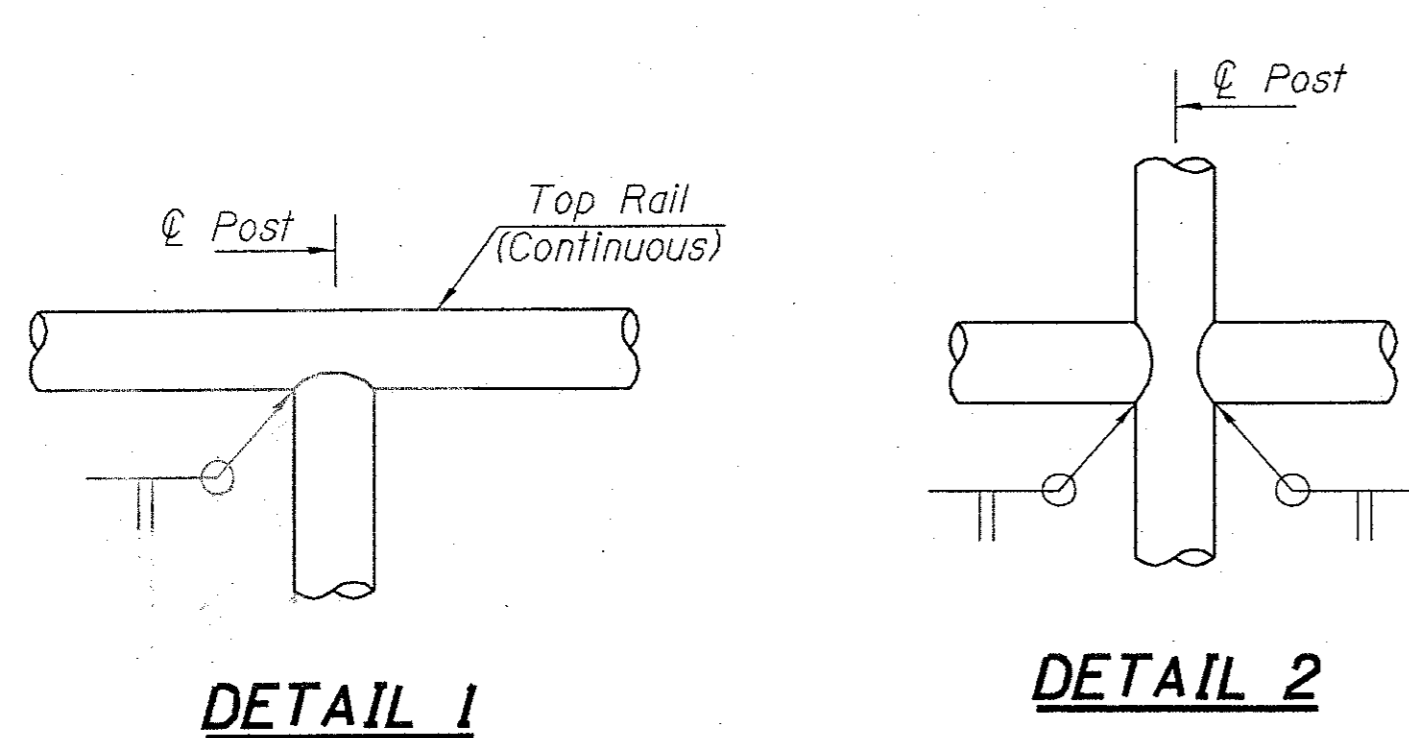
BAXTER & WOODMAN Consulting Engineers	DESIGNED - RWL	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 150165SHT_TS-Interconnect-Schematic.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT SCHEMATIC
IL RTE 83 (BARRON BLVD)
CENTER ST TO WASHINGTON ST

SCALE: NONE STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 28
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D10061				



RAIL SPLICE
Minimum splice spacing 40'
Locate splices near mid-span between posts

SECTION B-B

**PIPE HANDRAIL ELEVATION
(SIDEWALK MOUNTED)**

NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M-270M, Grade 345.

All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M-111 and ASTM A-385. All bolts, nuts and washers shall be galvanized according to AASHTO M-232 except stainless steel bolts as noted.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

Anchoring the handrail to the sidewalk will be included in the cost of pipe handrail.

PIPE HANDRAIL SCHEDULE						
			50901760	42400200	42400410	
			PIPE HANDRAIL	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	
FROM	TO	SIDE	FOOT	SQ FT	SQ FT	
206+97	207+47	LT	50	200	50	
206+97	207+47		50	0	50	
TOTALS			100	200	100	

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AKP	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JFM	REVISED -
	DATE - 6/6/17	FILE - 150165SHT_Handrail-Details.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RTE 83 (BARRON BLVD) SIDEWALK IMPROVEMENTS
PIPE HANDRAIL DETAILS**

SCALE: NONE STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 29
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D10061				

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

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

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

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

1/4" (5) **

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

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

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

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

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 AND B-6.24 (ABUTTING EXISTING PAVEMENT).

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

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

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

CURB AND GUTTER (ABUTTING EXISTING PAVEMENT)

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

BAXTER & WOODMAN
Consulting Engineers

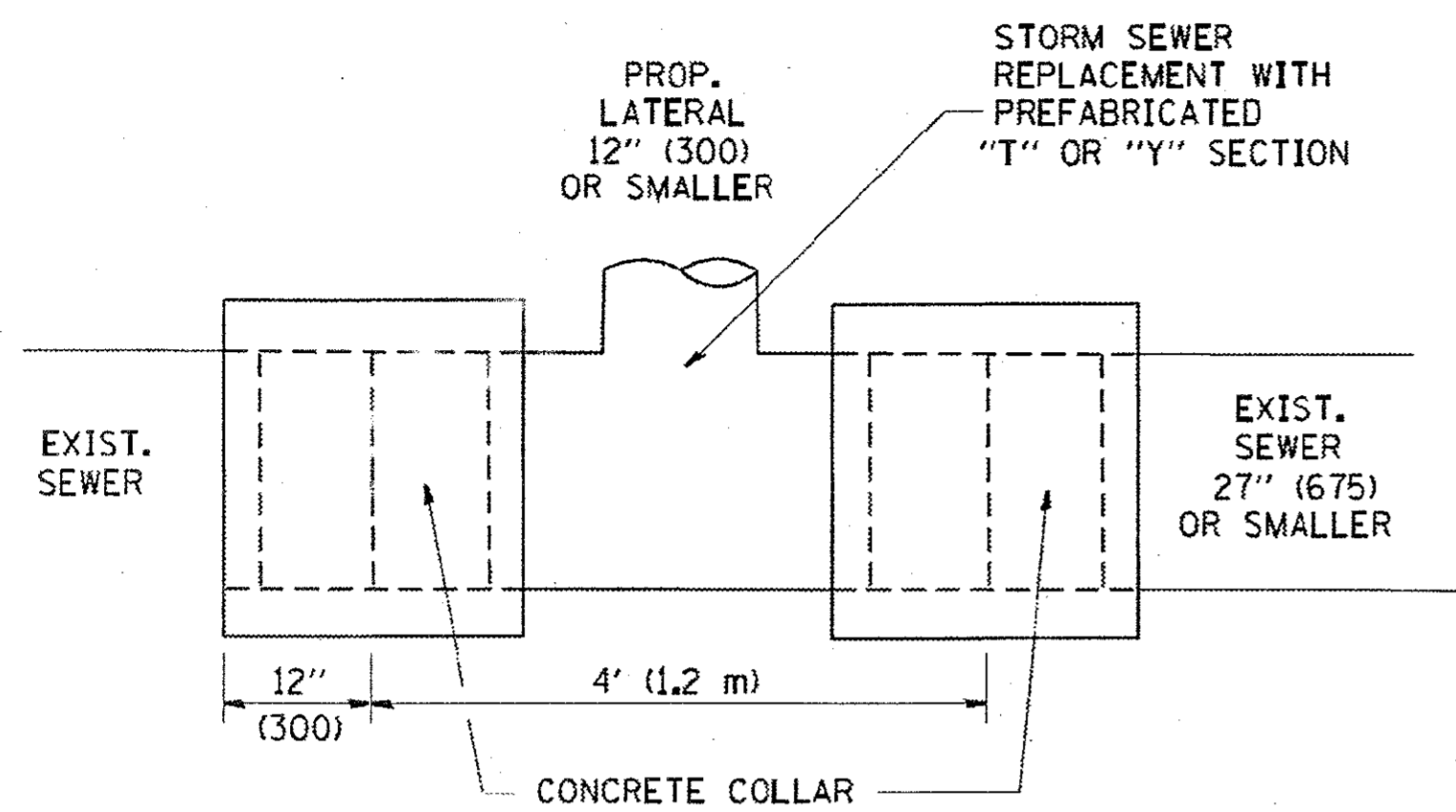
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DRAWN - CJC	REVISED -
CHECKED - JFM	REVISED -
DATE - 6/6/17	FILE - DISTRICT ONE DETAILS - B0.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB AND GUTTER
(ABUTTING EXISTING PAVEMENT)

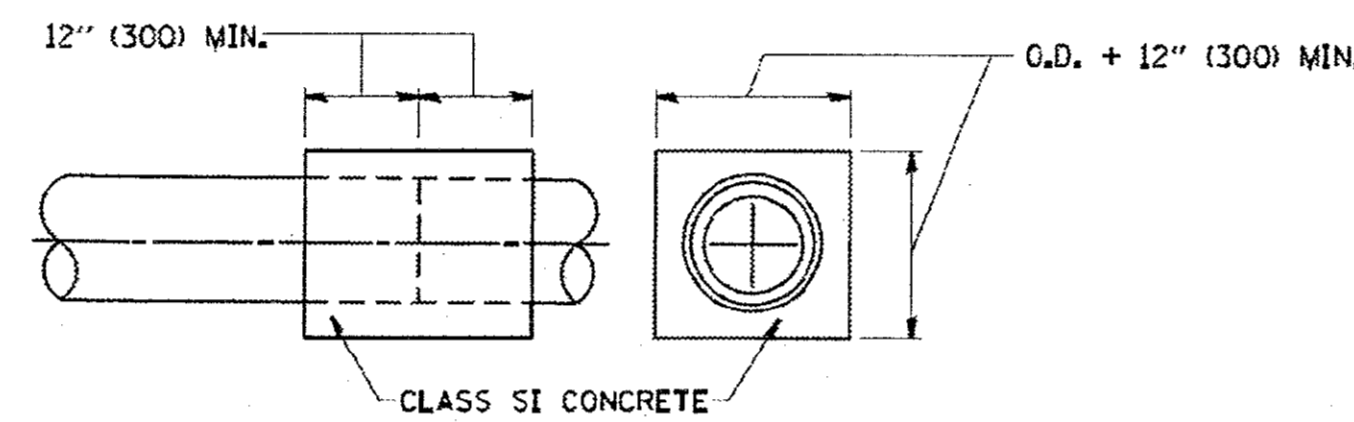
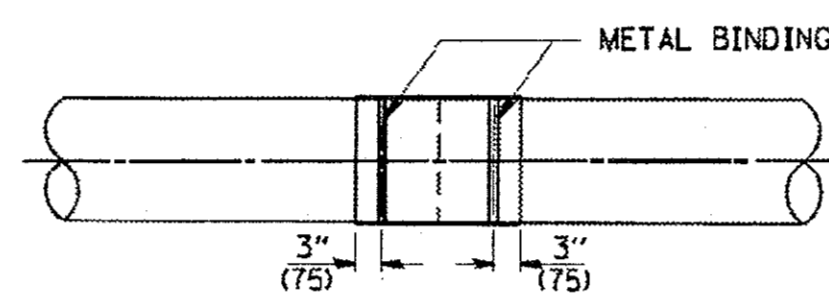
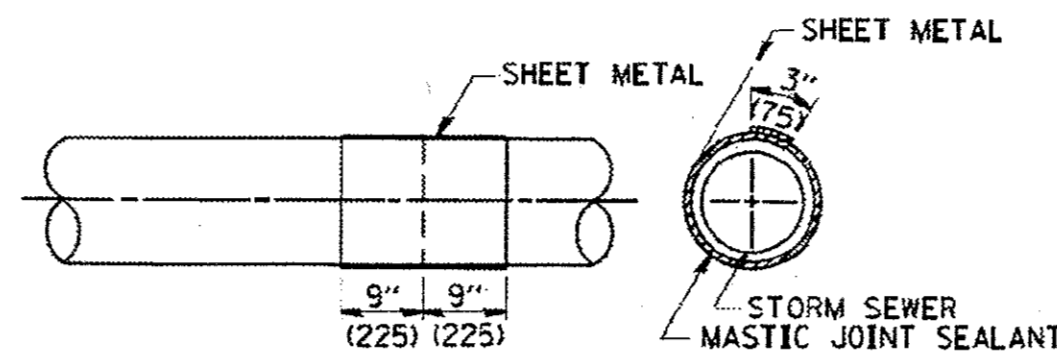
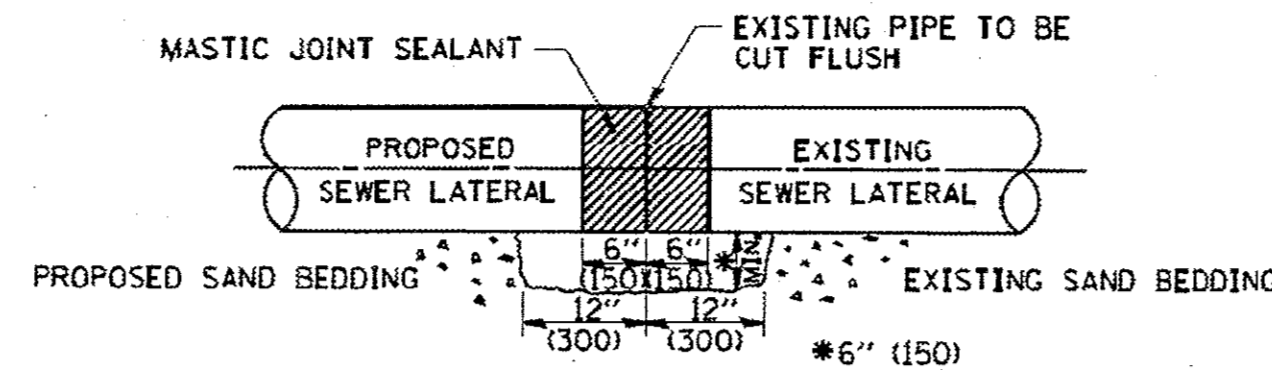
SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	30
				CONTRACT NO. 61E03
ILLINOIS FED. AID PROJECT TE-01010061				



DETAIL "A"

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

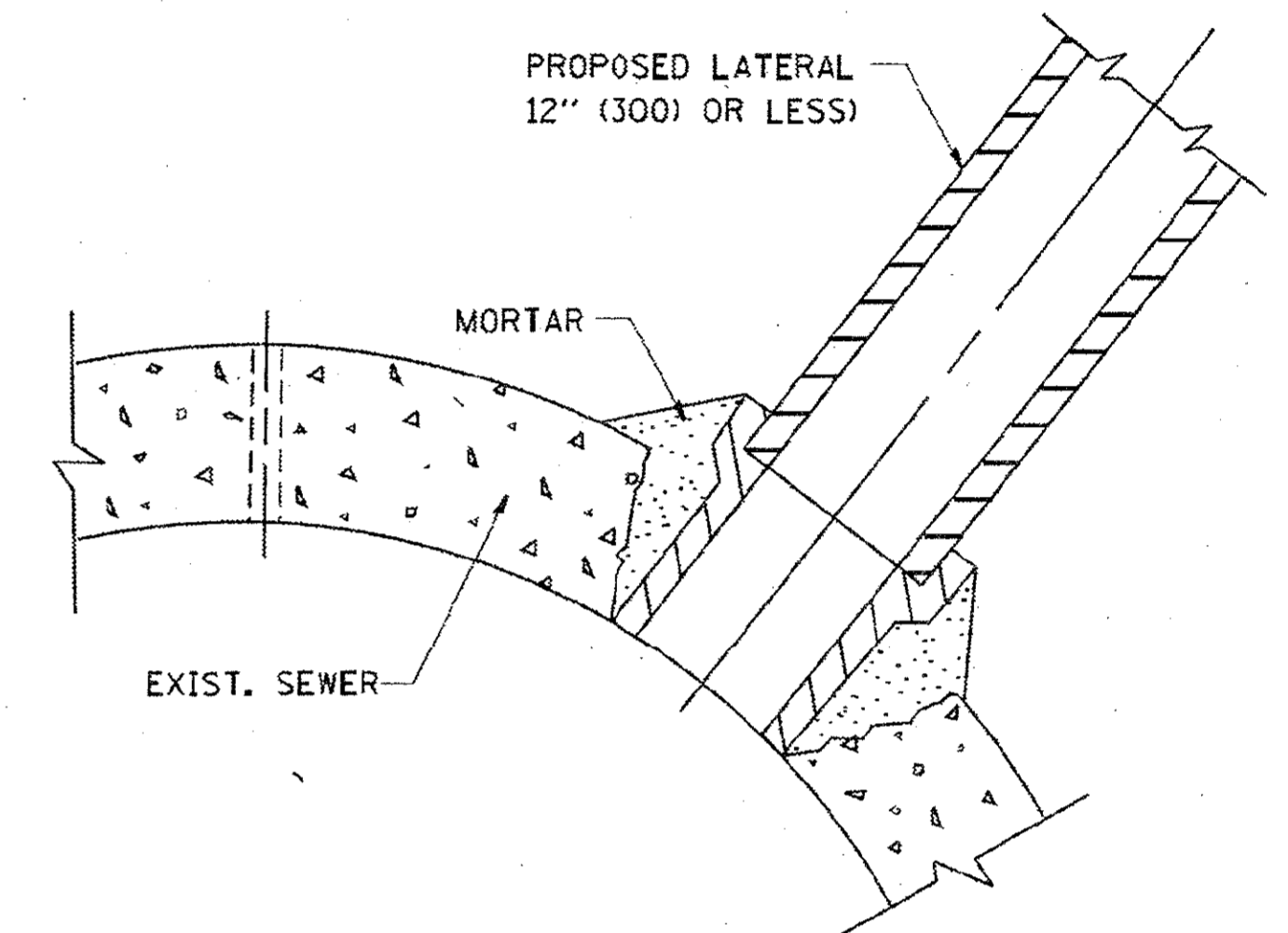


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

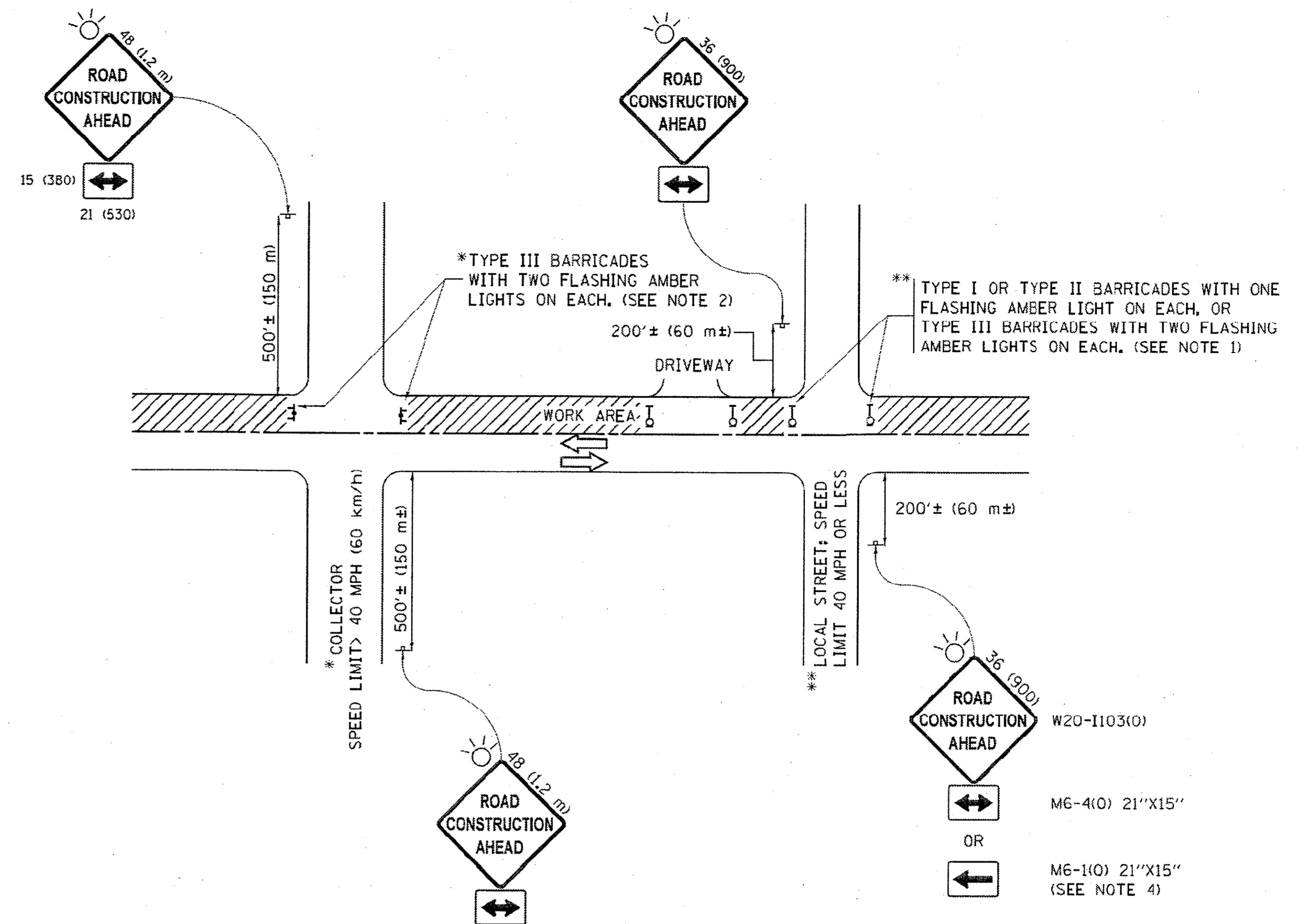
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

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

FILE NAME = M:\diststd\22x34\bd07.dgn	USER NAME = goglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 31
	PLOT SCALE = 80.000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD500-01 (BD-7)		CONTRACT NO. 61E03	
PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 10-25-94	REVISED - R. SHAH 06-12-96	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT E-01D11006								



NOTES:

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

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

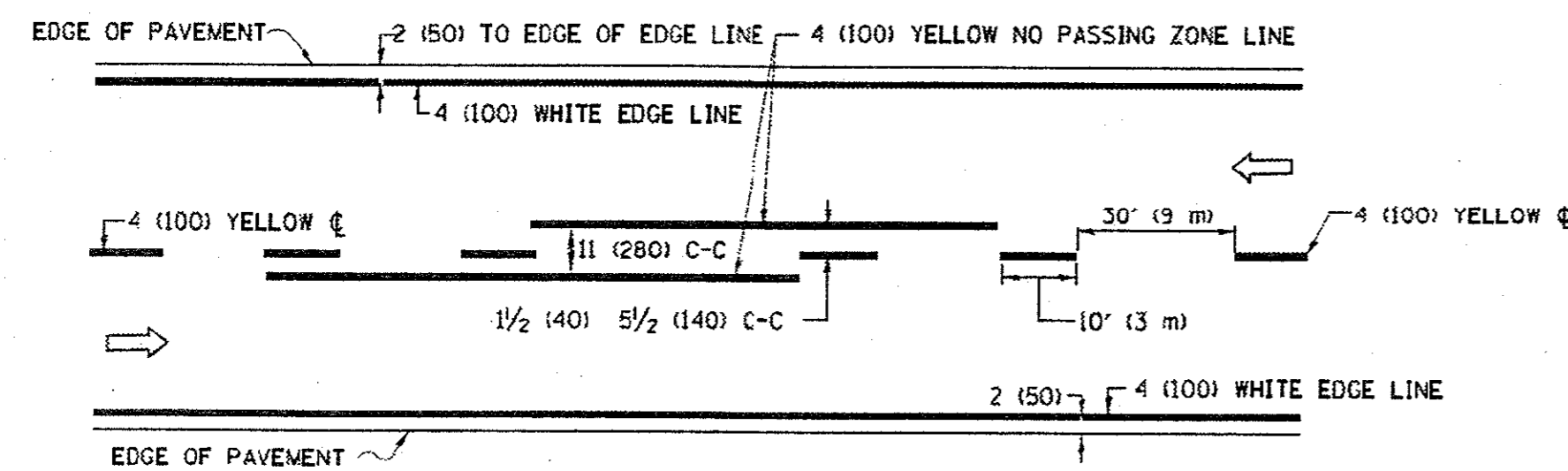
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PLOT DATE = 9/15/2016	DATE = 06-89		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

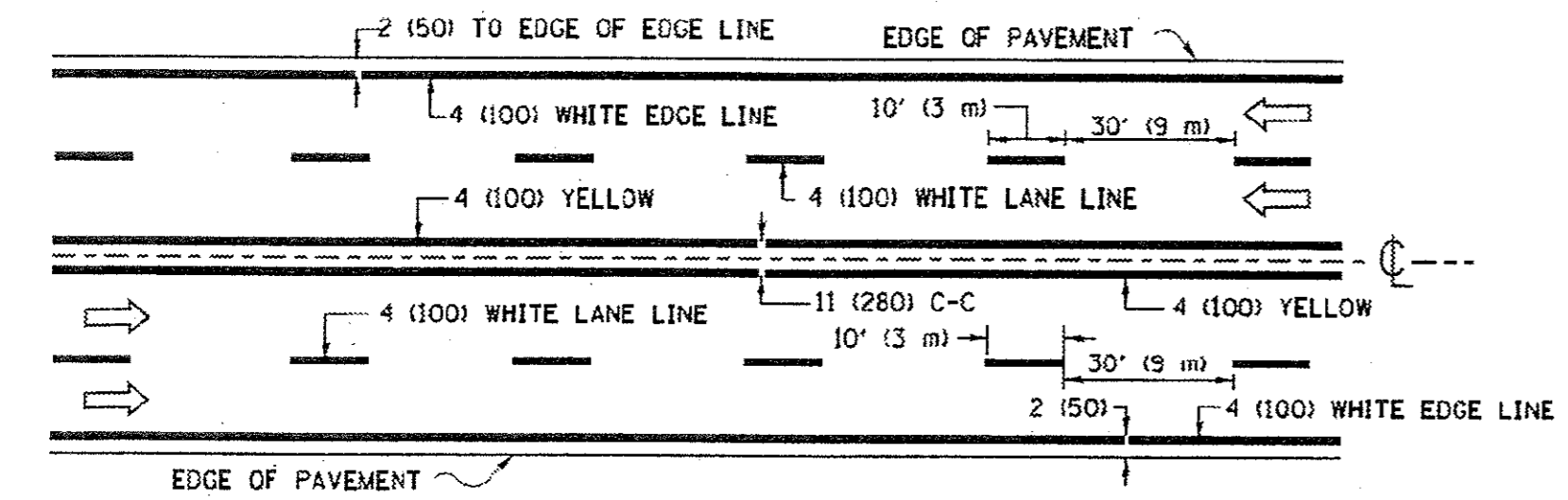
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

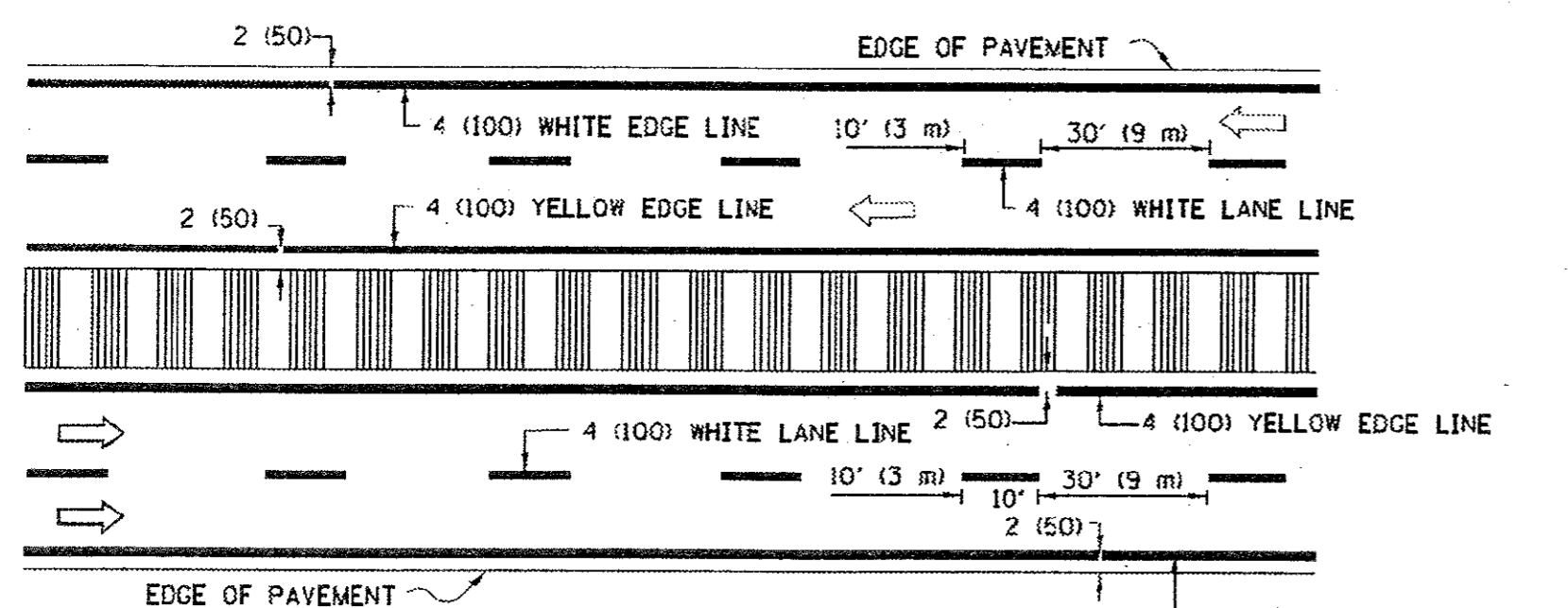
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	32
TC-10			CONTRACT NO. 61E03	
ILLINOIS FED. AID PROJECTE-01D1(006)				



2-LANE ROADWAY

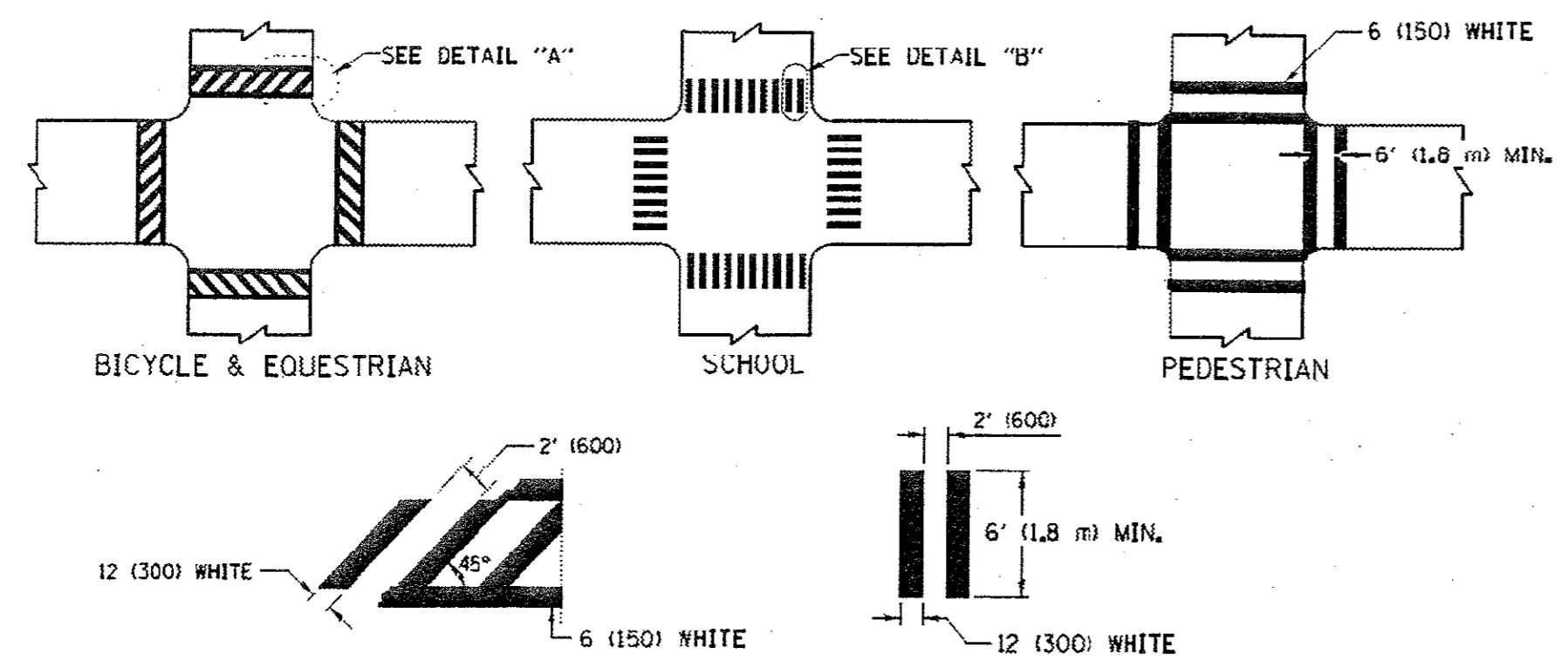


MULTI-LANE UNDIVIDED



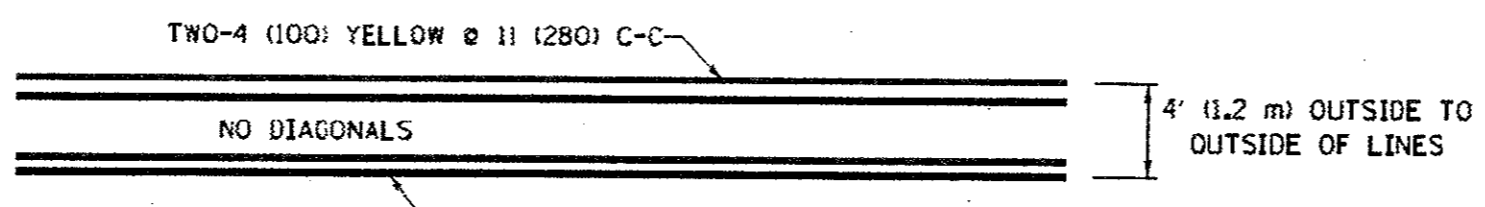
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

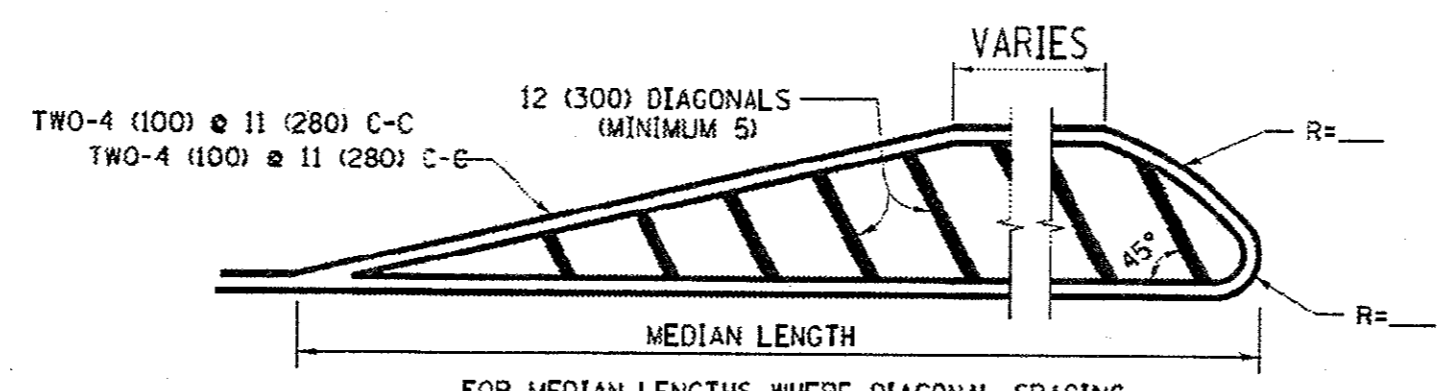


TYPICAL CROSSWALK MARKING

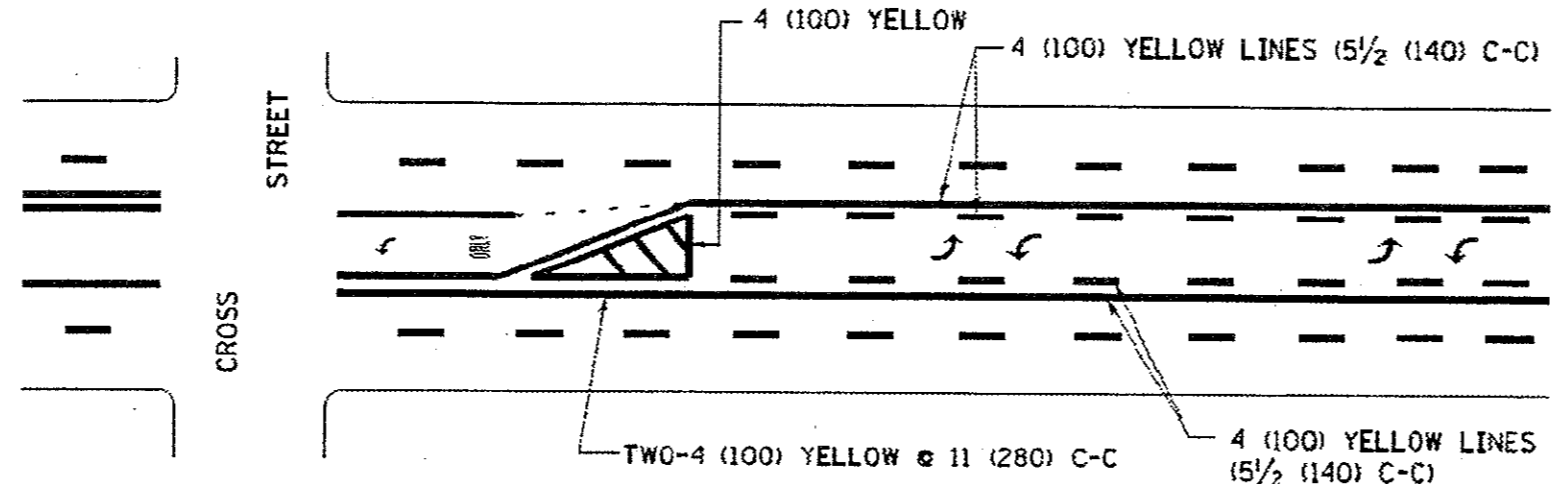
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

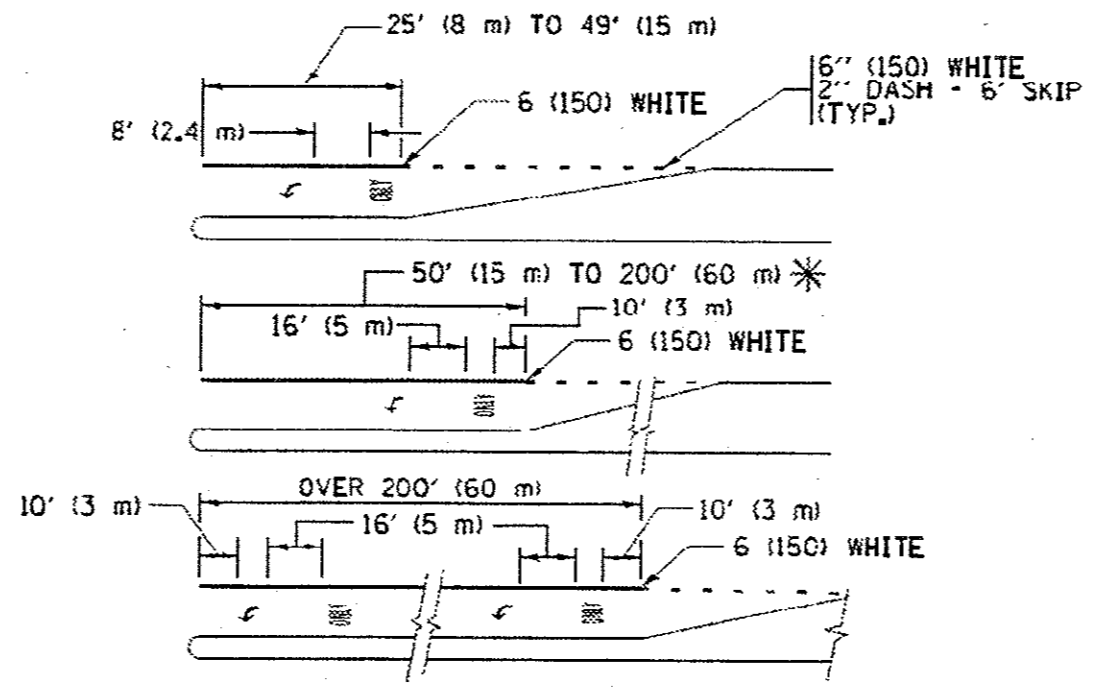
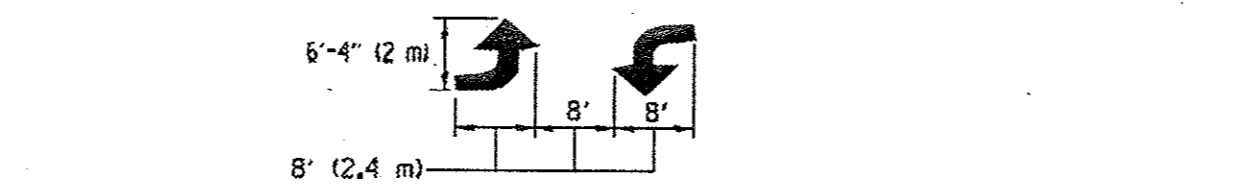


MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

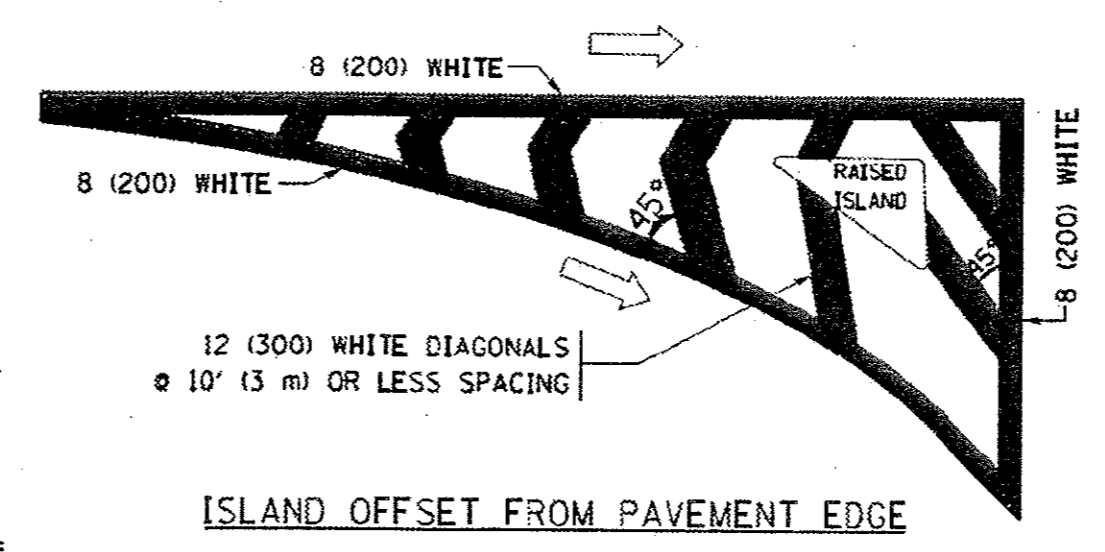
MEDIAN WITH TWO-WAY LEFT TURN LANE



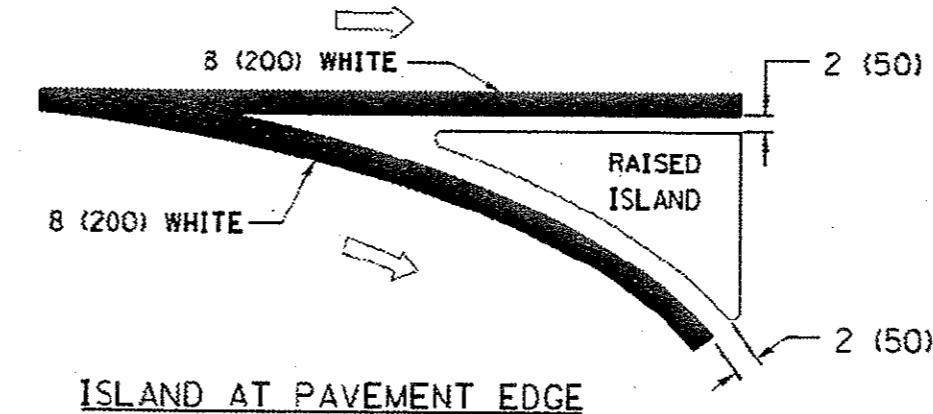
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

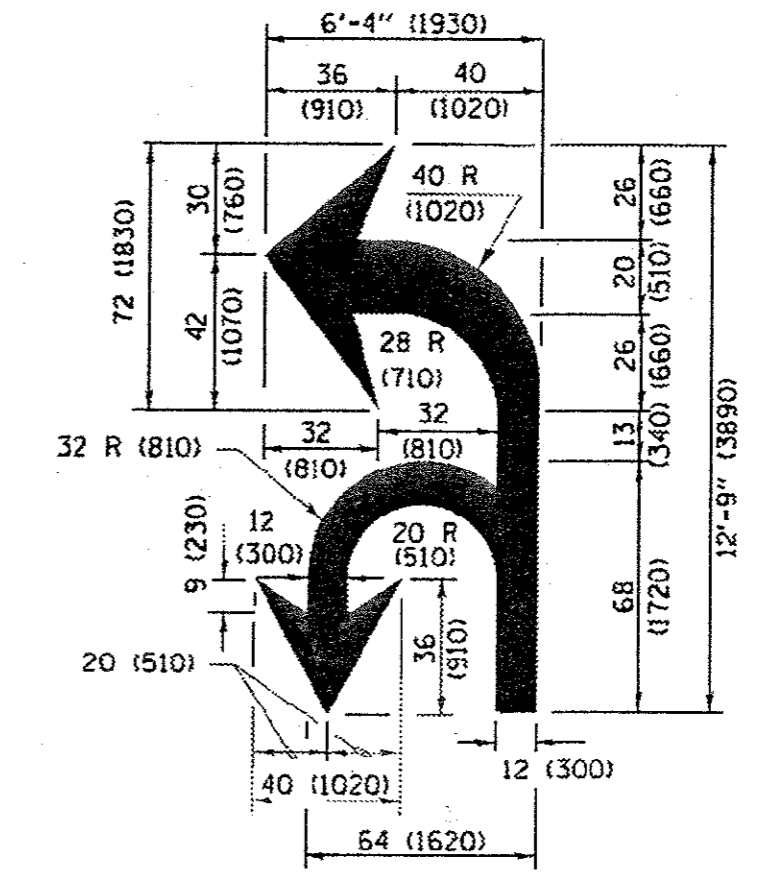
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²)
 AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



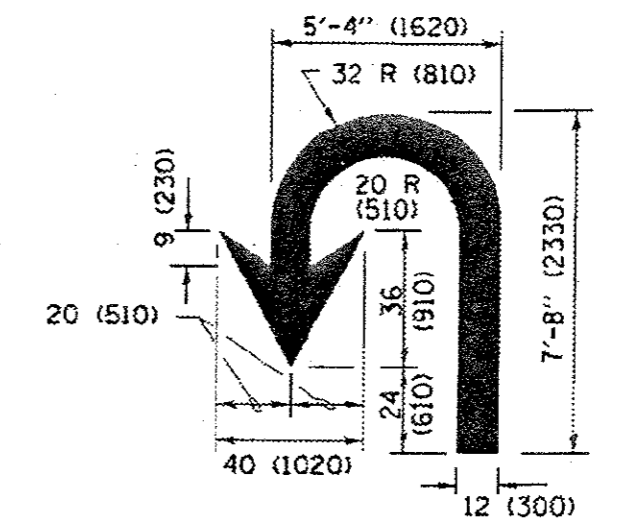
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GOFF MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (22 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

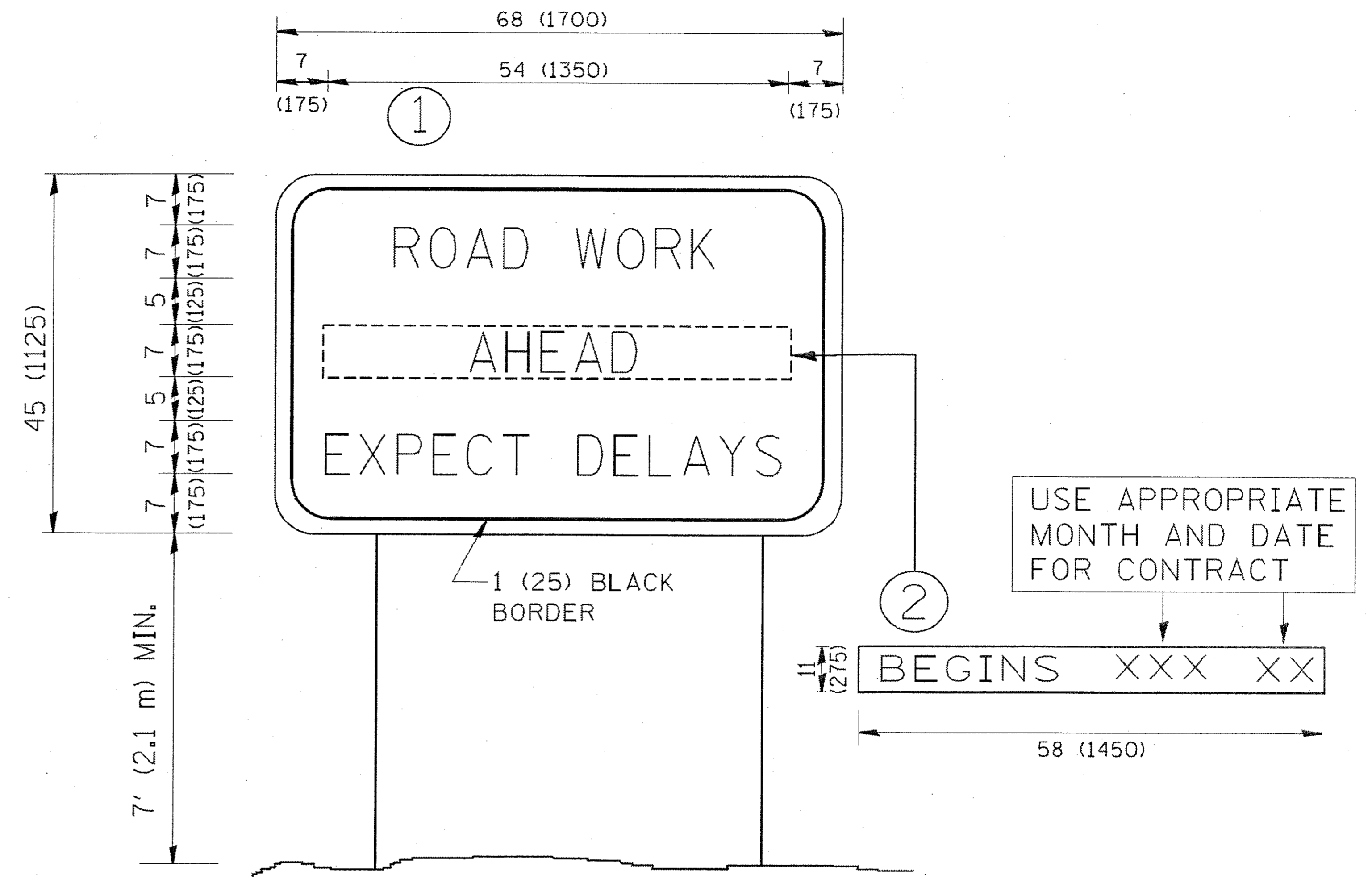
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footenj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PROJECT = IL08#EBIDINTEG.Illinois.gov\PI00T\Documents\DOT Offices\District 1\Projects\Dist1\DRAWN\CAD\Drawings\CADsheets\tel3.dgn		CHECKED - C. JUCIUS 12-21-15	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50,000' / in.		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16
PLOT DATE = 4/13/2016			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 33
TC-13			CONTRACT NO. 61E03	
ILLINOIS FED. AID PROJECT E-01D10061				



NOTES:

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

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

FILE NAME = M:\diststd\22x34\tc22.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97
PLOT SCALE = 80.000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 1/4/2009	DATE -	REVISED - C. JUCIUS 01-31-07	

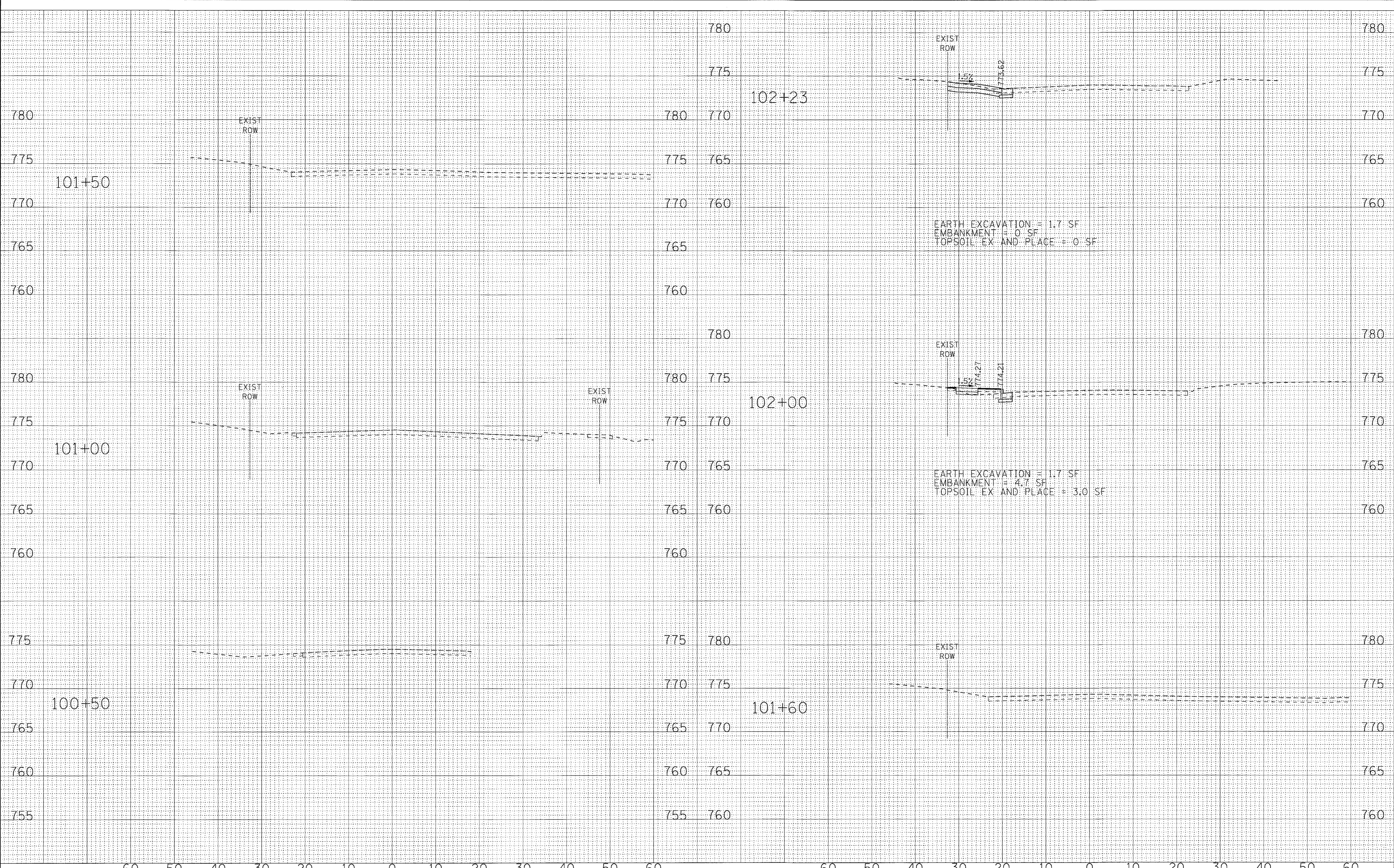
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	34
TC-22			CONTRACT NO. 61E03	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECTE-01D(006)				

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DESIGNED - AKP	REVISED -
DRAWN - CJC	REVISED -
CHECKED - JFM	REVISED -
DATE - 6/6/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

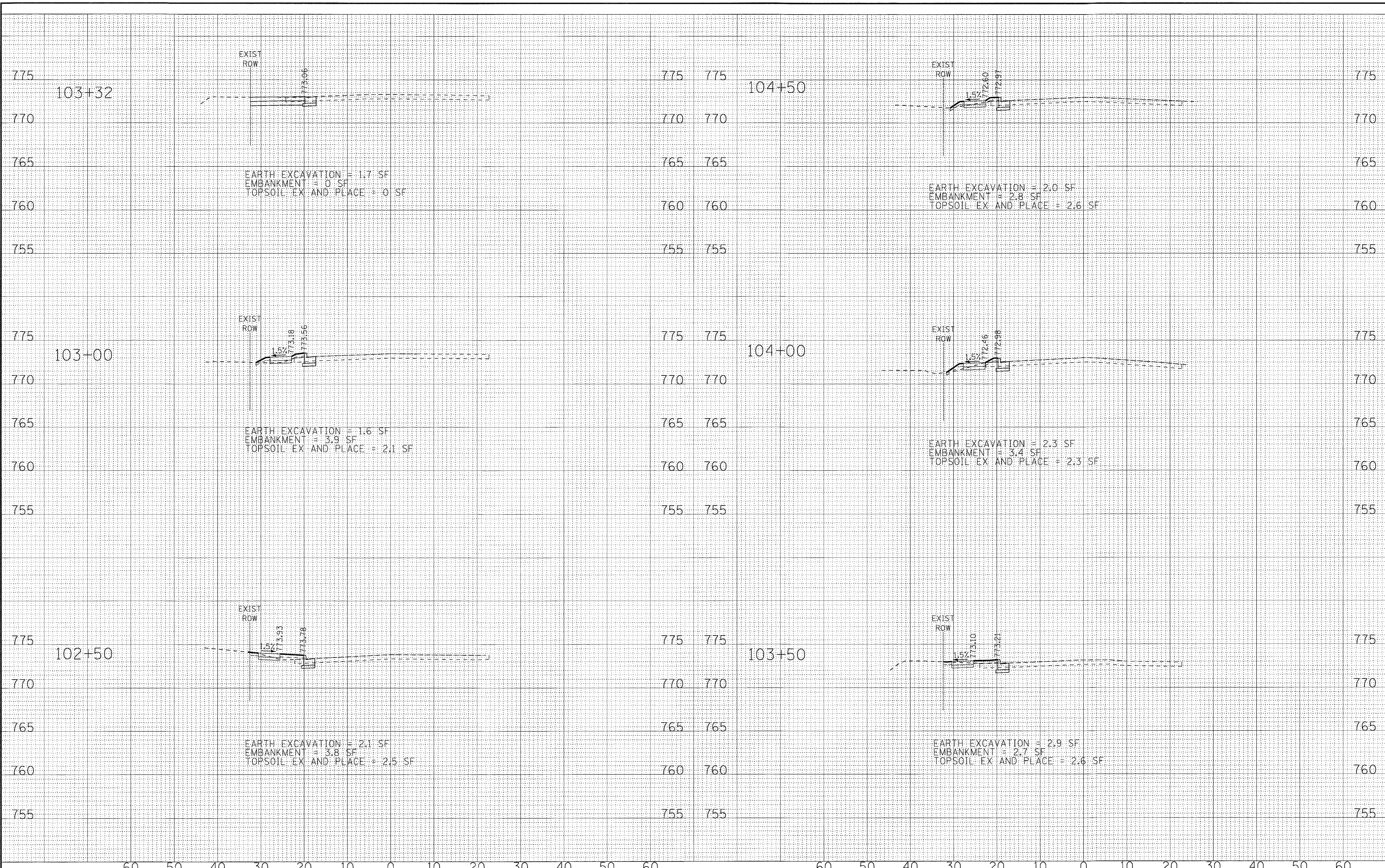
**CROSS SECTIONS
IL ROUTE 83**

SCALE: H: 1"=10' V: 1"=5'

STA. 100+50 TO STA. 102+23

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
866	15-00064-00-SW	LAKE	38	35
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D(1006)			CONTRACT NO. 61E03	

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DESIGNED -	AKP	REVISED -	
DRAWN -	CJC	REVISED -	
CHECKED -	JFM	REVISED -	
DATE -	6/6/17	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

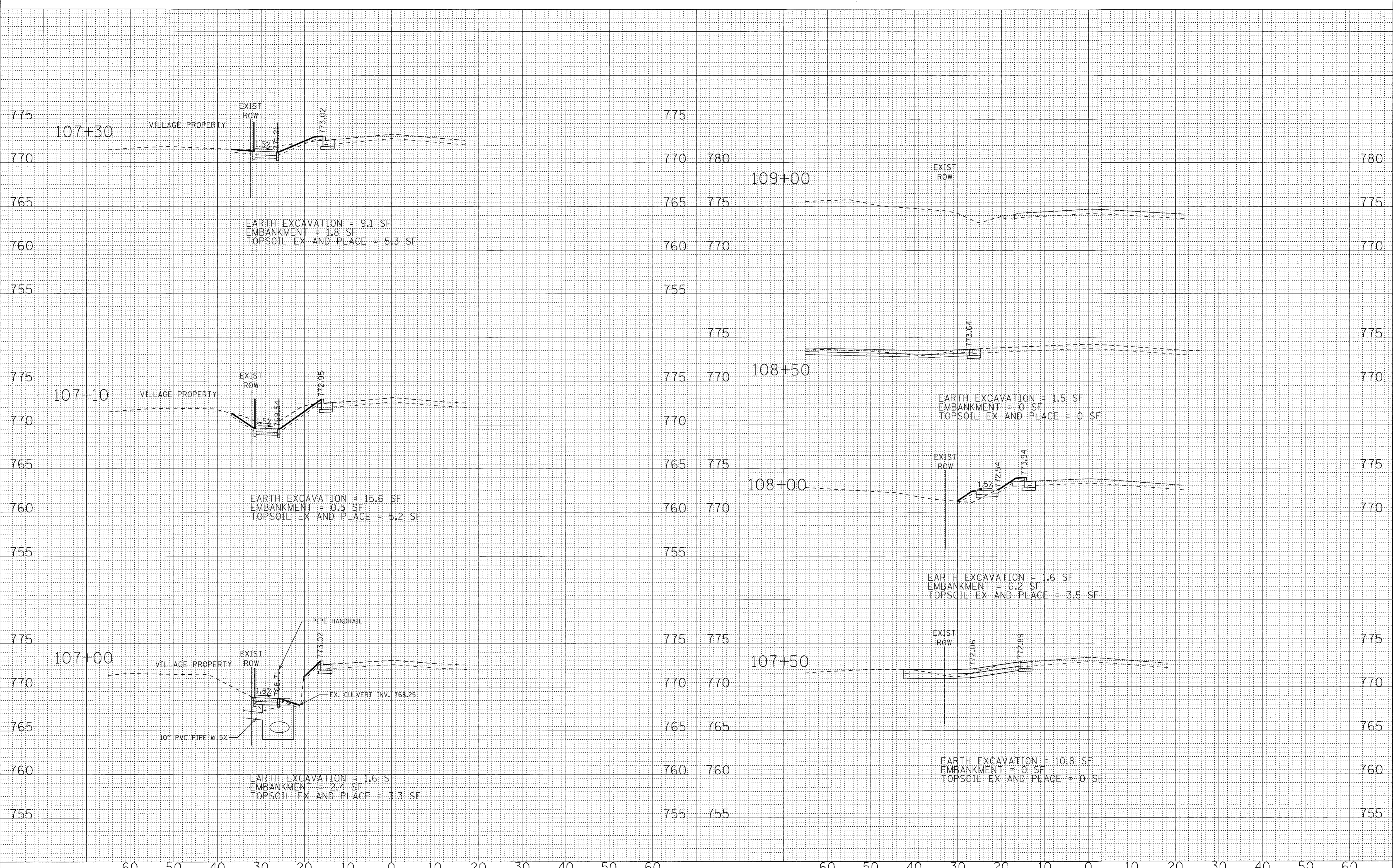
SCALE: H: 1"=10' V: 1"=5'

**CROSS SECTIONS
IL ROUTE 83**

STA. 102+50 TO STA. 104+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B66	15-00064-00-SW	LAKE	38	36
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D1006J			CONTRACT NO. 61E03	

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DESIGNED - AKP	REVISED -
DRAWN - CJC	REVISED -
CHECKED - JFM	REVISED -
DATE - 6/6/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
IL ROUTE 83**

SCALE: H: 1"=10' V: 1"=5'

STA. 107+00 TO STA. 109+00

F.A.P. RTE. 866	SECTION 15-00064-00-SW	COUNTY LAKE	TOTAL SHEETS 38	SHEET NO. 38
CONTRACT NO. 61E03				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT TE-01D10061				