

06-12-2015 LETTING ITEM 226

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN LAKE VILLA TOWNSHIP
AND THE VILLAGE OF LAKE VILLA IN
LAKE COUNTY

TRAFFIC DATA

ILL 132 (GRAND AVE) (OTHER PRINCIPAL ARTERIAL)

2011 ADT = 6,300

POSTED SPEED LIMIT 50 MPH

DESIGN SPEED LIMIT 55 MPH

FAIRFIELD ROAD (MINOR ARTERIAL)

2011 ADT = 5,050

POSTED SPEED LIMIT (NORTH) 40 MPH

POSTED SPEED LIMIT (SOUTH) 45 MPH

DESIGN SPEED LIMIT (NORTH) 45 MPH

DESIGN SPEED LIMIT (SOUTH) 50 MPH

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.P. 541 (ILLINOIS ROUTE 132)

AT FAIRFIELD ROAD

SECTION W-N-1

PROJECT : ACNHPP-0541(014)

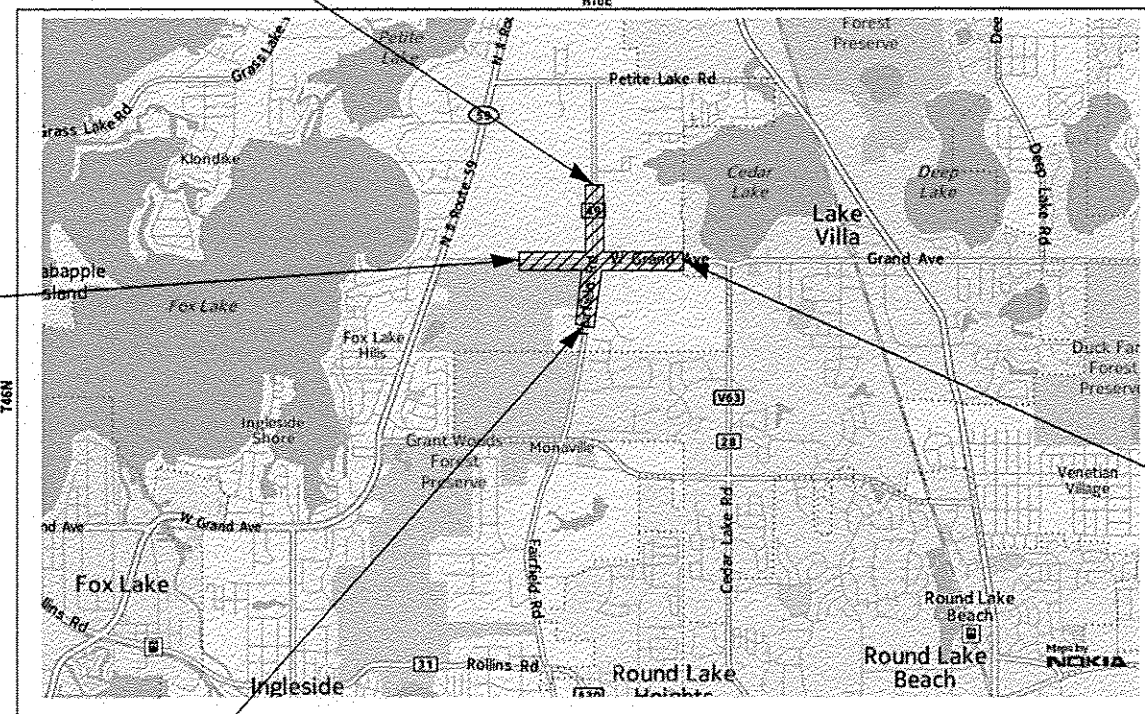
WIDENING AND RESURFACING, TRAFFIC SIGNAL INSTALLATION

LAKE COUNTY

C-91-227-12

PROJECT LIMIT
FAIRFIELD ROAD
STA. 221 + 65

LOCATION MAP
(NOT TO SCALE)
R10E



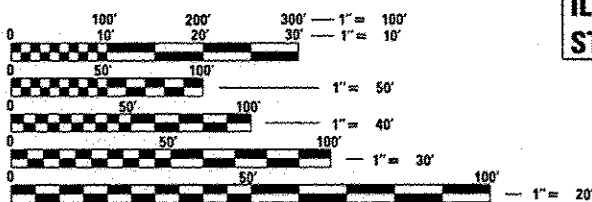
PROJECT BEGINS
IL 132 (GRAND AVE)
STA. 104 + 00

PROJECT ENDS
IL 132 (GRAND AVE)
STA. 127 + 80

PROJECT LIMIT
FAIRFIELD ROAD
STA. 202 + 88

R10E
W 1/2 OF GOVERNMENT LOT 2 OF THE NE 1/4 OF SEC 6 TWP 45N, R10E
E 1/2 OF GOVERNMENT LOT 2 OF THE NE 1/4 OF SEC 6 TWP 45N, R10E
AND SW 1/4 OF THE SE 1/4 OF SEC 31, TWP 45N, R10E

LAKE VILLA TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 4,140 LF OR 0.784 MILES
NET LENGTH OF IMPROVEMENT = 4,140 LF OR 0.784 MILES

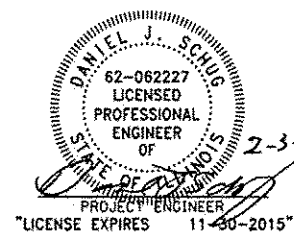
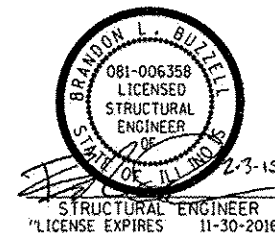


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

DISTRICT ONE -
PROJECT MANAGER: KEN ENG (847) 705-4247 (IDOT)
PROJECT ENGINEER: ROBERT LENZINI (815) 459-1260 (BAXTER & WOODMAN)
CONTRACT NO. 60R85

BAXTER & WOODMAN
Consulting Engineers



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED March 17, 2015
John F. Tamm, Jr.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 8, 2015
D. D. Baranzelli, Jr.
ENGINEER OF DESIGN AND ENVIRONMENT
May 8, 2015
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 100153.40-WO-37 DATE: 01-30-15

GENERAL NOTES

1. 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" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
2. 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. 48 HOUR NOTIFICATION REQUIRED.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
4. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF LAKE VILLA, LAKE COUNTY DIVISION OF TRANSPORTATION, AND LAKE VILLA TOWNSHIP.
5. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.
6. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF MILLING IS SLOPED AT A MINIMUM OF 1:3 (V:H).
7. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (847) 438-2300 AT LEAST TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
9. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE MARKERS (SNOW-LOW RESISTANT)" SHOWN IN THE PLANS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
12. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
13. WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT MARKING INDICATING PASSING RESTRICTIONS, "NO PASSING ZONES STRIPED NEXT ----- MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES.
14. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS.
15. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
16. ONLY THOSE TREES DESIGNATED BY THE ENGINEER SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
17. SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE TRAVEL LANES FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.
18. SIGNS INDICATED FOR REMOVAL SHALL BE DISPOSED OF BY THE CONTRACTOR ACCORDING TO ARTICLE 202.03.
19. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
20. SOME SOILS EXCAVATED THROUGHOUT THE PROJECT AREA MAY HAVE HIGH PLASTICITY (LL AND PI) AND MAY BE PRONE TO SWELLING UPON WETTING. THESE SOILS SHOULD NOT BE USED AS EMBANKMENT FILL UNLESS THEY HAVE LL LESS THAN 50%, PI LESS THAN 20%, AND A MDD GREATER THAN 90 PCF.
21. IT IS ASSUMED THE TOP 16" OF THE EXISTING GROUND OUTSIDE THE SHOULDER SHALL BE EXCAVATED, STOCKPILED, AND PLACED. QUANTITIES FOR THIS WORK ARE INCLUDED IN TOPSOIL EXCAVATION AND PLACEMENT.

1. THE CONTRACTOR SHALL PROTECT AND AVOID THE TENNIS COURT FENCE ON THE WEST SIDE OF FAIRFIELD ROAD SOUTH OF GRAND AVENUE.
2. THE CONTRACTOR SHALL CONTACT THE LAKE VILLA FIRE PROTECTION DISTRICT AT 847-356-2525 TO CONFIRM THAT THE EMERGENCY PRE-EMPTION EQUIPMENT SHALL BE THE "TOMAR" BRAND PRIOR TO ORDERING ANY EQUIPMENT.

 BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 3-17-15 100% REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 132 (GRAND AVE) AND FAIRFIELD ROAD INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - UKB	REVISED - 3-27-15 100% REVIEW			S41	W-N-1	LAKE	118	2
	CHECKED - LDH	REVISED -			CONTRACT NO. 6CR85				
	DATE - 1-30-15	FILE - 100153-W037-Gntas.dwg			SCALE: NO SCALE	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOISIFIED, 4TH PROJECT	

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 WITHOUT PERMISSION IN WRITING FROM HANLEY &
 WORMAN, INC.

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1,202	1,202				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	915	915				
20101000	TEMPORARY FENCE	FOOT	2,192	2,192				
20101100	TREE TRUNK PROTECTION	EACH	16	16				
20101200	TREE ROOT PRUNING	EACH	26	26				
20101700	SUPPLEMENTAL WATERING	UNIT	4	4				
20200100	EARTH EXCAVATION	CU YD	2,314	1,744	570			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	48,370	48,370				
20400800	FURNISHED EXCAVATION	CU YD	6,324	6,324				
20800150	TRENCH BACKFILL	CU YD	1,730	1,730				
20900110	POROUS GRANULAR BACKFILL	CU YD	39	39				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	15,064	14,189	875			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	9,508	9,508				
25000110	SEEDING, CLASS 1A	ACRE	2.63	2.63				
25000210	SEEDING, CLASS 2A	ACRE	0.59	0.59				

* INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
25000312	SEEDING, CLASS 4A	ACRE	1.27	1.27				
25000314	SEEDING, CLASS 4B	ACRE	0.48	0.48				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	291	291				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	291	291				
25100115	MULCH, METHOD 2	ACRE	9.94	9.94				
25100630	EROSION CONTROL BLANKET	SQ YD	24,057	24,057				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	994	994				
28000305	TEMPORARY DITCH CHECKS	FOOT	1,030	1,030				
28000400	PERIMETER EROSION BARRIER	FOOT	4,220	4,220				
28100107	STONE RIPRAP, CLASS A4	SQ YD	108	108				
28200200	FILTER FABRIC	SQ YD	108	108				
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	41,885	41,885				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	13,064	11,770	1,924			
35101700	AGGREGATE BASE COURSE, TYPE B 5"	SQ YD	1,889	241		1,648		
35501302	HOT-MIX ASPHALT BASE COURSE, 4 1/2"	SQ YD	5,317	3,393	1,924			

* INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
PROJECT NO. - 100153-0037-SQTY-01
DATE - 4/2/2015
DRAWN BY - LDH
CHECKED BY - LDH
DESIGNED BY - DJS
REVISED - 3-17-15 IDOT REVIEW
REVISED - 3-27-15 IDOT REVIEW
REVISED -
FILE - 100153-0037-SQTY-01

BAXTER & WOODMAN
INCORPORATED

DESIGNED - DJS	REVISED - 3-17-15 IDOT REVIEW
DRAWN - LDH	REVISED - 3-27-15 IDOT REVIEW
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-0037-SQTY-01

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

S&P RTE.	SECTION	COUNTY	TOTAL SHEETS
541	R-N-1	LAKE	110 3
CONTRACT NO. 60R85			
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	610	610				
35501310	HOT-MIX ASPHALT BASE COURSE, 6 1/2"	SQ YD	3,770	3,770				
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	569	569				
40800275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	43,398	43,398				
40800409	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	4	4				
40800827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	892	892				
40800982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	27	27				
40803085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	845	845				
40803335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	143	143				
40803340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,468	1,468				
40701851	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8 1/2"	SQ YD	4,240	4,240				
42001300	PROTECTIVE COAT	SQ YD	66	66				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	880	880				
42400800	DETECTABLE WARNINGS	SQ FT	220	220				
44000100	PAVEMENT REMOVAL	SQ YD	2,586	662	1,924			

INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	7,330	7,330				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,582	1,582				
44000300	CURB REMOVAL	FOOT	69	69				
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	25	25				
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	25	25				
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	50	50				
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	100	100				
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	55	55				
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	55	55				
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	100	100				
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	200	200				
44201847	CLASS D PATCHES, TYPE I, 17 INCH	SQ YD	45	45				
44201851	CLASS D PATCHES, TYPE II, 17 INCH	SQ YD	45	45				
44201855	CLASS D PATCHES, TYPE III, 17 INCH	SQ YD	90	90				
44201857	CLASS D PATCHES, TYPE IV, 17 INCH	SQ YD	120	120				

INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
BAXTER & WOODMAN, INC. - 100153-#037-50TY.sht
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BAXTER & WOODMAN
DESIGNED - DJS
DRAWN - URB
CHECKED - LOH
DATE - 1-30-15

REVISIONS
REVISOR - 3-17-15 IDOT REVIEW
REVISION - 3-27-15 IDOT REVIEW
FILE - 100153-#037-50TY.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

F.A.P. R.T.C. SECTION COUNTY TOTAL SHEETS
541 W-N-1 LAKE 118 4
CONTRACT NO. 60R95

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY 0004	ROADWAY 0004	SHARE USE PATH 0021	TRAFFIC SIGNALS 0021	EVP 0021
				URBAN	URBAN	URBAN	URBAN	URBAN
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	2,100	2,100				
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4	4				
48203021	HOT MIX ASPHALT SHOULDERS, 6"	SQ YD	336	336				
50100360	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1				
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1				
50102400	CONCRETE REMOVAL	CU YD	4	4				
50105220	PIPE CULVERT REMOVAL	FOOT	758	758				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	760	760				
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2	2				
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1				
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	26	26				
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	4	4				
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	3	3				
54214533	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 48"	EACH	2	2				
5422A018	PIPE CULVERTS, CLASS A, TYPE 2 18" (TEMPORARY)	FOOT	74	74				

* INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY 0004	ROADWAY 0004	SHARE USE PATH 0021	TRAFFIC SIGNALS 0021	EVP 0021
				URBAN	URBAN	URBAN	URBAN	URBAN
54248510	CONCRETE COLLAR	CU YD	2.8	2.8				
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	521	521				
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	86	86				
542A5503	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 48"	FOOT	64	64				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	247	247				
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	133	133				
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	153	153				
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	107	107				
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	175	175				
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	837	837				
55100500	STORM SEWER REMOVAL 12"	FOOT	137	137				
55100700	STORM SEWER REMOVAL 15"	FOOT	20	20				
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3				
60107800	PIPE UNDERDRAINS 4"	FOOT	2,240	2,240				
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	72	72				

* INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS - PROFESSIONAL DESIGN ENGINEER
LICENSE NO. 081-00021 - EXPIRES 4/30/2015
54063P
4/23/2015 7:47:59 AM
\\G010157-Node16-Documents\100183-NO31-SQTY.dgn
100183-NO31-SQTY.dgn

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY 0004 URBAN	ROADWAY 0004 URBAN	SHARE USE PATH 0021 URBAN	TRAFFIC SIGNALS 0021 URBAN	EVP 0021 URBAN
60218400	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	11	11				
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1				
60500040	REMOVING MANHOLES	EACH	1	1				
60500080	REMOVING INLETS	EACH	3	3				
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	187.5	187.5				
63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN SPAN	FOOT	325	325				
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1				
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7	7				
63200310	GUARDRAIL REMOVAL	FOOT	434	434				
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	21,000	21,000				
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1				
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18				
67100100	MOBILIZATION	L SUM	1	1				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	60	60				

* INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4,793	4,793				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	46,464	46,464				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	234	234				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	10,929	10,929				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	266	266				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	202	202				
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2				
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2				
72000100	SIGN PANEL - TYPE 1	SQ FT	66	51			15	
72000200	SIGN PANEL - TYPE 2	SQ FT	25				25	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	6	6				
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	36	36				
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	120	120				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	291	291				
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17,393	17,393				

* INDICATES SPECIALTY ITEM

SUMMARY OF QUANTITIES

[illegible]

INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1,263				1,263	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1,606				1,606	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	833				833	
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1,511				1,511	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,612				1,612	
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	69				69	
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,457				1,457	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4				4	
87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1				1	
87700230	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	2				2	
87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1				1	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16				16	
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4				4	
87800415	CONCRETE FOUNDATION, TYPE E 38-INCH DIAMETER	FOOT	50				50	
88030020	SIGNAL HEAD, LED 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4				4	

INDICATES SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4				4	
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4				4	
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8				8	
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8				8	
88500100	INDUCTIVE LOOP DETECTOR	EACH	8				8	
88500100	DETECTOR LOOP, TYPE I	FOOT	921				921	
88700200	LIGHT DETECTOR	EACH	2					2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1
88900100	PEDESTRIAN PUSH BUTTON	EACH	8				8	
89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1				1	
A2002918	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	10	10				
A2006568	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 7" HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	10	10				
A2006572	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 9" HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	10	10				
A2007132	TREE, QUERCUS SCHUETTII (SWAMP BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	10	10				
Z0013796	CONSTRUCTION LAYOUT	L SUM	1	1				

* INDICATES SPECIALTY ITEM

[illegible]

INDICATES SPECIALTY ITEM

A NON-PARTICIPATING (100% STATE)

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FEDERAL 20% STATE	100% COUNTY	80% FEDERAL 20% TOWNSHIP	80% FEDERAL 10% STATE 10% COUNTY	100% FIRE PROTECTION DISTRICT
				ROADWAY	ROADWAY	SHARE USE PATH	TRAFFIC SIGNALS	EVP
				0004 URBAN	0004 URBAN	0021 URBAN	0021 URBAN	0021 URBAN
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	27,224	27,224				
X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	128	128				
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1				1	
X0100004	TEMPORARY FILL MATERIAL	CU YD	5,378	5,378				
X1040125	SPINNING TEMPORARY CONCRETE BARRIER	EACH	99	99				
X1400098	TEMPORARY FLASHING BEACON-SPAN WIRE MOUNTED INSTALLATION	EACH	1				1	
X1400081	FULL ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1				1	
70076600	TRAINEES	HOURL	1000	1000				
70076604	TRAINEES-TRAINING PROGRAM GRADUATE	HOURL	1000	1000				

* INDICATES SPECIALTY ITEM

0042

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546316 4/3/2016
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W037-SQTY.shp

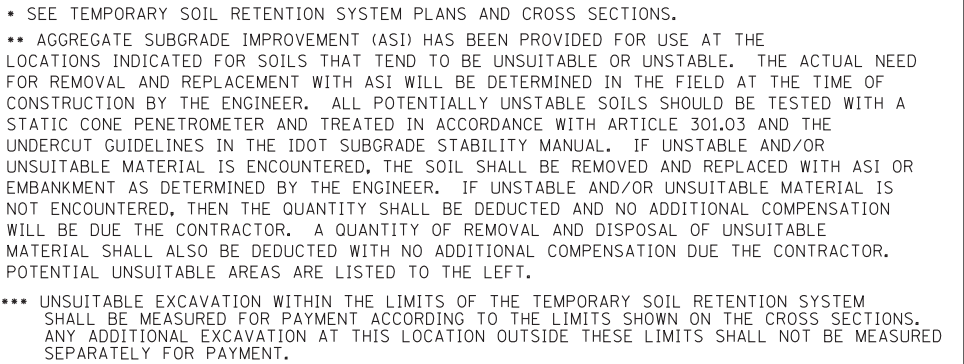
BAXTER & WOODMAN	DESIGNED -	REVISED - 3-27-15 100% REVIEW
	DRAWN - UKB	REVISED -
	CHECKED - LKH	REVISED -
	DATE - 1-20-15	FILE - 100183-W037-SQTY.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

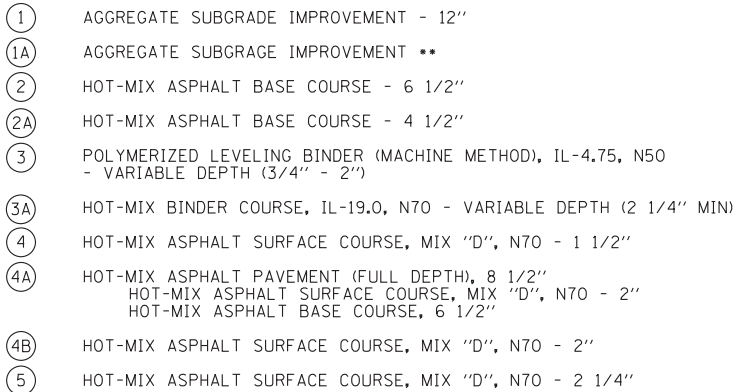
IL 132 (GRAND AVE) AND FAIRFIELD ROAD
SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	118	8A
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 Gyr.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4" TO 2")	3.5% @ 50 Gyr.	QCP
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70 - VARIABLE (2 1/4" MIN)	4% @ 70 Gyr.	QC/QA
PAVEMENT WIDENING - IL 132		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 Gyr.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4" TO 2")	3.5% @ 50 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 6 1/2"	4% @ 70 Gyr.	QCP
PAVEMENT WIDENING - FAIRFIELD RD		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 Gyr.	QCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4" TO 2")	3.5% @ 50 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 4 1/2"	4% @ 70 Gyr.	QCP
FULL DEPTH PAVEMENT - IL 132		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 6 1/2"	4% @ 70 Gyr.	QCP
PAVEMENT RECONSTRUCTION - FAIRFIELD RD		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 4 1/2"	4% @ 70 Gyr.	QCP
HOT-MIX ASPHALT SHOULDERS, 6"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm) - 2"	4% @ 50 Gyr.	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50 - 4"	4% @ 50 Gyr.	QC/QA
DRIVEWAYS RECONSTRUCTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 2"	4% @ 50 Gyr.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - PE-6", CE-8"	4% @ 50 Gyr.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 Gyr.	QC/QA
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70 - 4"	4% @ 70 Gyr.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		



- (6) TOPSOIL PLACEMENT 4", SEEDING, FERTILIZER
EROSION CONTROL BLANKET
- (7) GRADING AND SHAPING SHOULDERS
- (8) AGGREGATE SHOULDERS TYPE B, 6"
- (9) AGGREGATE WEDGE SHOULDERS, TYPE B
- (10) AGGREGATE SURFACE COURSE, TYPE B SPECIAL - 3"
- (11) AGGREGATE BASE COURSE, TYPE B, 5"
- (12) TEMPORARY SOIL RETENTION SYSTEM *
- (13) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL ***
- (14) CLASS D PATCHES, TYPE I-IV
- (15) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (16) PIPE UNDERDRAINS, 4" (MODIFIED)

EXISTING TYPICAL SECTION
IL 132 (GRAND AVE)
STA. 104 + 44 TO STA. 113 + 83
IL 132 SITS ON AN EXISTING DRY LAND BRIDGE

- EXISTING LEGEND**
- (A) HOT-MIX ASPHALT PAVEMENT - 5 1/2" - 13"
 - (AA) HOT-MIX ASPHALT PAVEMENT - 3 1/2" - 5 1/2"
 - (B) PCC PAVEMENT - 6" - 10"
 - (BB) CONCRETE LAND BRIDGE
 - (C) HOT-MIX ASPHALT PAVEMENT - 13" - 17"
 - (CC) HOT-MIX ASPHALT PAVEMENT - 6" - 10"
 - (D) AGGREGATE SHOULDER, 6"
 - (DD) AGGREGATE BASE COURSE
 - (E) GROUND SURFACE
 - (F) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (G) AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)
 - (H) PAVED SHOULDER REMOVAL
 - (I) GUARDRAIL REMOVAL
 - (J) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
 - (K) PAVEMENT REMOVAL
 - (L) LAND BRIDGE REMOVAL (SEE STRUCTURE DRAWINGS)
 - [Hatched Box] ITEM TO BE REMOVED

PROPOSED TYPICAL SECTION
IL 132 (GRAND AVE)
STA. 104 + 00 TO STA. 114 + 25

- PROPOSED LEGEND**
- (1) AGGREGATE SUBGRADE IMPROVEMENT - 12"
 - (1A) AGGREGATE SUBGRADE IMPROVEMENT **
 - (2) HOT-MIX ASPHALT BASE COURSE - 6 1/2"
 - (2A) HOT-MIX ASPHALT BASE COURSE - 4 1/2"
 - (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - VARIABLE DEPTH (3/4" - 2")
 - (3A) HOT-MIX BINDER COURSE, IL-19.0, N70 - VARIABLE DEPTH (2 1/4" MIN)
 - (4) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - (4A) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8 1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
HOT-MIX ASPHALT BASE COURSE, 6 1/2"
 - (4B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
 - (5) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2 1/4"
 - (6) TOPSOIL PLACEMENT 4", SEEDING, FERTILIZER
EROSION CONTROL BLANKET
 - (7) GRADING AND SHAPING SHOULDERS
 - (8) AGGREGATE SHOULDERS TYPE B, 6"
 - (9) AGGREGATE WEDGE SHOULDERS, TYPE B
 - (10) AGGREGATE SURFACE COURSE, TYPE B SPECIAL - 3"
 - (11) AGGREGATE BASE COURSE, TYPE B, 5"
 - (12) TEMPORARY SOIL RETENTION SYSTEM *
 - (13) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL ***
 - (14) CLASS D PATCHES, TYPE I-IV
 - (15) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - (16) PIPE UNDERDRAINS, 4" (MODIFIED)

• SEE TEMPORARY SOIL RETENTION SYSTEM PLANS AND CROSS SECTIONS.

** AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE AREAS ARE LISTED ON SHEET 9.

*** UNSUITABLE EXCAVATION AND AGGREGATE SUBGRADE IMPROVEMENT WITHIN THE LIMITS OF THE TEMPORARY SOIL RETENTION SYSTEM SHALL BE MEASURED FOR PAYMENT ACCORDING TO THE LIMITS SHOWN ON THE CROSS SECTIONS. ANY ADDITIONAL EXCAVATION AT THIS LOCATION OUTSIDE THESE LIMITS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
TYPICAL SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	10
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

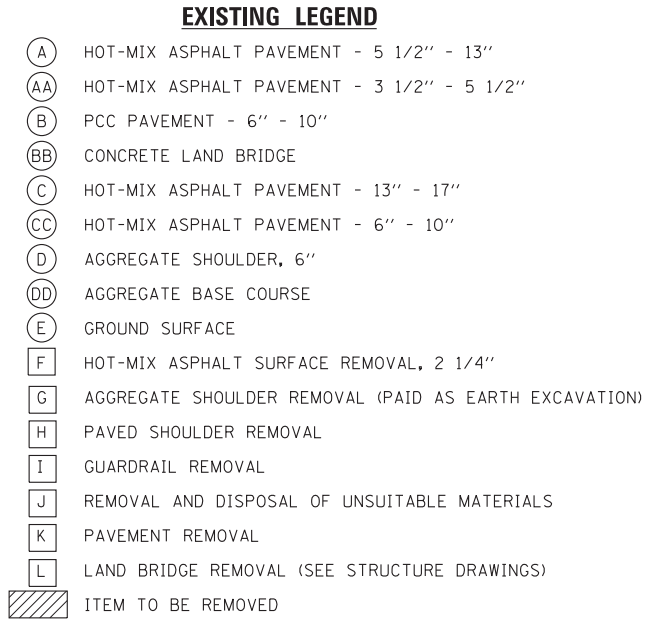
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STA. TO STA.

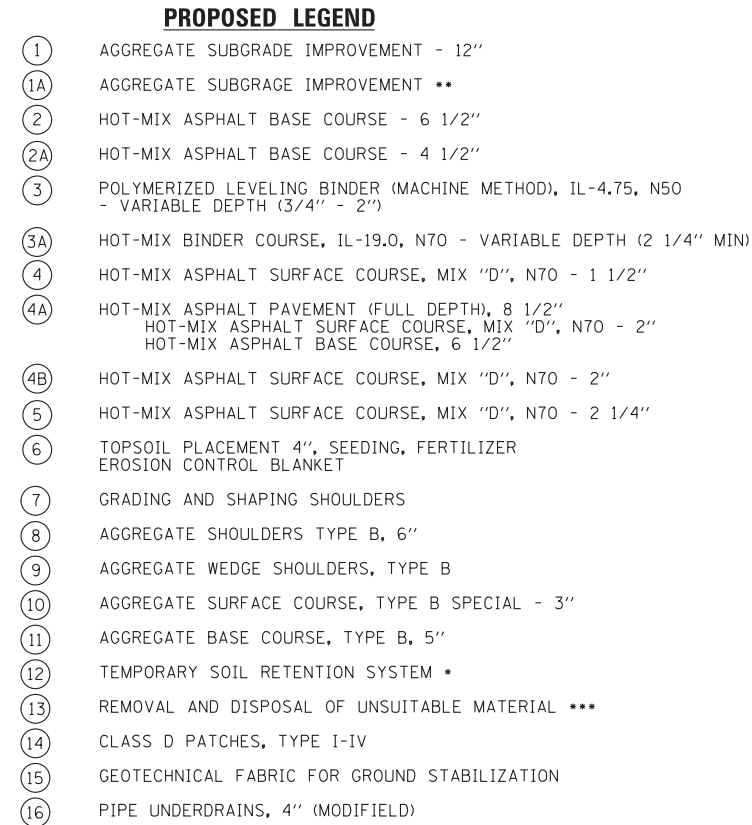
BAXTER & WOODMAN
Consulting Engineers

DESIGNED - DJS	REVISED -3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -3-27-15 IDOT REVIEW
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-TYSEC.sh+

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EXISTING TYPICAL SECTION
FAIRFIELD RD
STA. 204 + 05 TO STA. 212 + 80



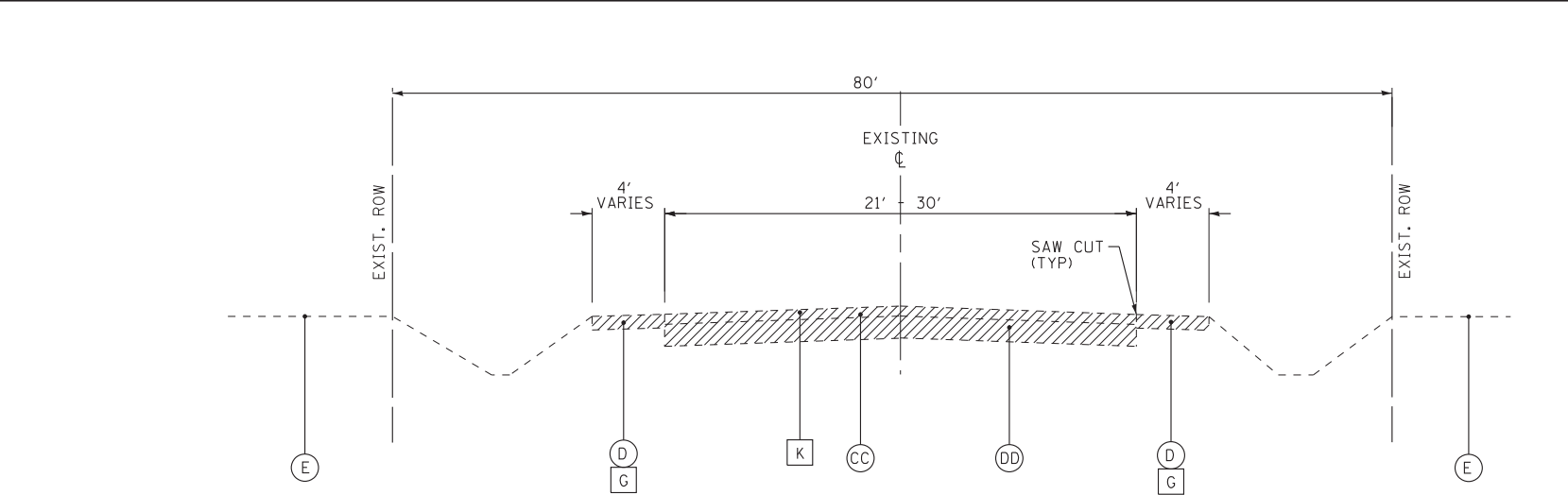
PROPOSED TYPICAL SECTION
FAIRFIELD RD
STA. 204+05 TO STA. 208+75



•• AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE AREAS ARE LISTED ON SHEET 9.

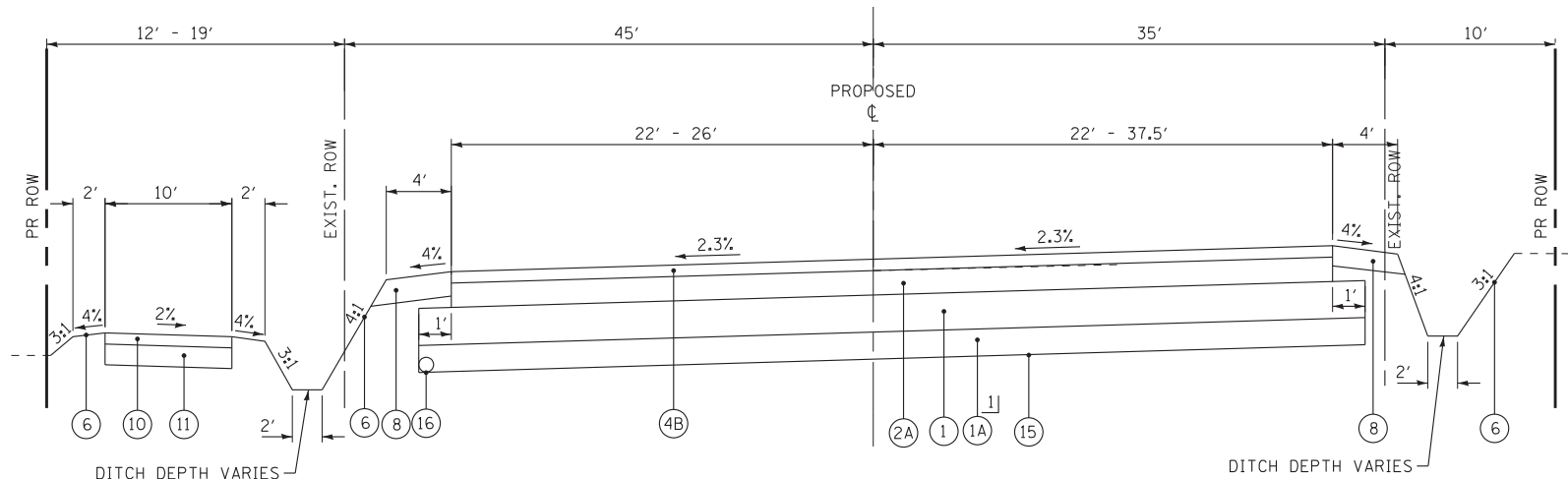
*** UNSUITABLE EXCAVATION WITHIN THE LIMITS OF THE TEMPORARY SOIL RETENTION SYSTEM SHALL BE MEASURED FOR PAYMENT ACCORDING TO THE LIMITS SHOWN ON THE CROSS SECTIONS. ANY ADDITIONAL EXCAVATION AT THIS LOCATION OUTSIDE THESE LIMITS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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EXISTING TYPICAL SECTION
FAIRFIELD RD
STA. 213 + 46 TO STA. 221 + 65

- EXISTING LEGEND**
- (A) HOT-MIX ASPHALT PAVEMENT - 5 1/2" - 13"
 - (AA) HOT-MIX ASPHALT PAVEMENT - 3 1/2" - 5 1/2"
 - (B) PCC PAVEMENT - 6" - 10"
 - (BB) CONCRETE LAND BRIDGE
 - (C) HOT-MIX ASPHALT PAVEMENT - 13" - 17"
 - (CC) HOT-MIX ASPHALT PAVEMENT - 6" - 10"
 - (D) AGGREGATE SHOULDER, 6"
 - (DD) AGGREGATE BASE COURSE
 - (E) GROUND SURFACE
 - (F) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (G) AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)
 - (H) PAVED SHOULDER REMOVAL
 - (I) GUARDRAIL REMOVAL
 - (J) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
 - (K) PAVEMENT REMOVAL
 - (L) LAND BRIDGE REMOVAL (SEE STRUCTURE DRAWINGS)
 - [Hatched Box] ITEM TO BE REMOVED



PROPOSED TYPICAL SECTION
FAIRFIELD RD
STA. 213 + 46 TO STA. 217 + 25

1] DO NOT UNDERCUT WITHIN THE LIMITS OF THE EXISTING ROAD BED WITHOUT APPROVAL OF THE DISTRICT 1 GEOTECHNICAL ENGINEERING STAFF

- PROPOSED LEGEND**
- (1) AGGREGATE SUBGRADE IMPROVEMENT - 12"
 - (1A) AGGREGATE SUBGRADE IMPROVEMENT **
 - (2) HOT-MIX ASPHALT BASE COURSE - 6 1/2"
 - (2A) HOT-MIX ASPHALT BASE COURSE - 4 1/2"
 - (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - VARIABLE DEPTH (3/4" - 2")
 - (3A) HOT-MIX BINDER COURSE, IL-19.0, N70 - VARIABLE DEPTH (2 1/4" MIN)
 - (4) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - (4A) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8 1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
HOT-MIX ASPHALT BASE COURSE, 6 1/2"
 - (4B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
 - (5) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2 1/4"
 - (6) TOPSOIL PLACEMENT 4", SEEDING, FERTILIZER
EROSION CONTROL BLANKET
 - (7) GRADING AND SHAPING SHOULDERS
 - (8) AGGREGATE SHOULDERS TYPE B, 6"
 - (9) AGGREGATE WEDGE SHOULDERS, TYPE B
 - (10) AGGREGATE SURFACE COURSE, TYPE B SPECIAL - 3"
 - (11) AGGREGATE BASE COURSE, TYPE B, 5"
 - (12) TEMPORARY SOIL RETENTION SYSTEM *
 - (13) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL ***
 - (14) CLASS D PATCHES, TYPE I-IV
 - (15) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - (16) PIPE UNDERDRAINS, 4" (MODIFIED)

* SEE TEMPORARY SOIL RETENTION SYSTEM PLANS AND CROSS SECTIONS.

** AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE AREAS ARE LISTED ON SHEET 9.

*** UNSUITABLE EXCAVATION WITHIN THE LIMITS OF THE TEMPORARY SOIL RETENTION SYSTEM SHALL BE MEASURED FOR PAYMENT ACCORDING TO THE LIMITS SHOWN ON THE CROSS SECTIONS. ANY ADDITIONAL EXCAVATION AT THIS LOCATION OUTSIDE THESE LIMITS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED -3-27-15 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 132 (GRAND AVE) AND FAIRFIELD ROAD TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - UKB	REVISED -						541	W-N-1	LAKE	116	12
	CHECKED - LDH	REVISED -						CONTRACT NO. 60R85				
	DATE - 1-30-15	FILE - 100153-W037-TYSEC.sh						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	SCALE: TO STA.											

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DRAWN	-	UKB	REVISED	-3-27-15	IDOT REVIEW
CHECKED	-	LDH	REVISED	-	
DATE	-	1-30-15	FILE	-	100153-W037-SCHEDULE.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
SCHEDULE OF QUANTITIES

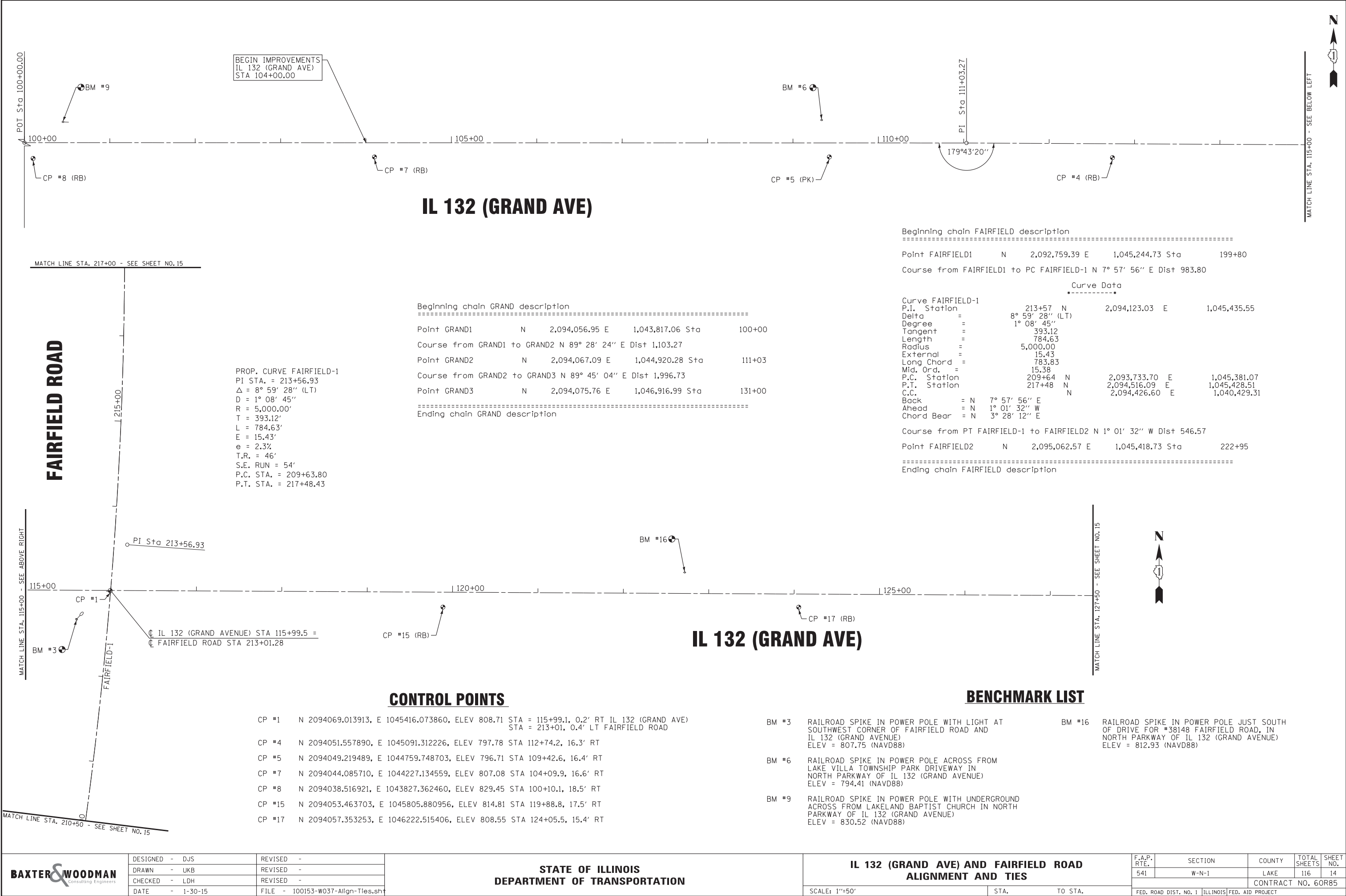
SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	13
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

EARTHWORK												
LOCATION	UNDER EX LAND BRIDGE		ROADWAY	TOPSOIL			TOTAL		EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
	AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	UNDERCUT & AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	TOPSOIL EXCAVATION (CU YD)	TOPSOIL PLACEMENT (CU YD)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)				
GRAND AVENUE												
STA 104+00 TO 114+25	41,292	39,738	32	1,386	423	963	41,324	40,733	59	51	2,479	-2,428
STA 114+25 TO 127+80	-	-	543	2,924	415	2,509	543	3,052	1,064	905	1,102	-197
SUBTOTAL	41,292	39,738	575	4,310	838	3,472	41,867	43,785	1,123	956	3,581	-2,625
FAIRFIELD												
STA 202+87 TO 212+55	-	-	-	2,632	289	2,343	-	2,343	222	189	1,851	-1,662
STA 213+46 TO 221+65	-	-	18	2,566	333	2,233	18	2,251	969	824	2,861	-2,037
SUBTOTAL	-	-	18	5,198	622	4,576	18	4,594	1,191	1,013	4,712	-3,699
TOTAL	41,292	39,738	593	9,508	1,460	8,048	41,885	48,379	2,314	1,969	8,293	-6,324

DRIVEWAY SCHEDULE								
			44000200	35501308	35501316	40503335	X4021000	X4022000
			DRIVEWAY PAVEMENT REMOVAL	HOT-MIX ASPHALT BASE COURSE, 6"	HOT-MIX ASPHALT BASE COURSE, 8"	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 TON	TEMPORARY ACCESS (PRIVATE ENTRANCE)	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)
STATION	SIDE	TYPE	SQ YD	SQ YD	SQ YD	TON	EACH	EACH
109+44	RT	CE	261		271	31		1
117+32	LT	CE	243		59	7		1
118+27	RT	PE	84	74		9	1	
119+25	RT	PE		77		9	1	
119+34	LT	PC		46		6	1	
120+20	LT	PE	86	39		5	1	
120+96	RT	PE	67	46		6	1	
121+38	LT	PE	78	35		4	1	
121+83	RT	PE	61	54		6	1	
122+51	LT	PE	33	26		3	1	
122+90	LT	PE	64	32		4	1	
125+73	LT	PE	74	51		6	1	
126+30	RT	PE	72	52		6	1	
208+58	RT	CE	191		121	14		1
208+98	LT	CE	144		118	14		1
210+05	RT	PE	57	39		5	1	
219+86	RT	PE	52	37		5	1	
220+00	LT	MB	15			3		
TOTALS			1582	610	569	143	13	4

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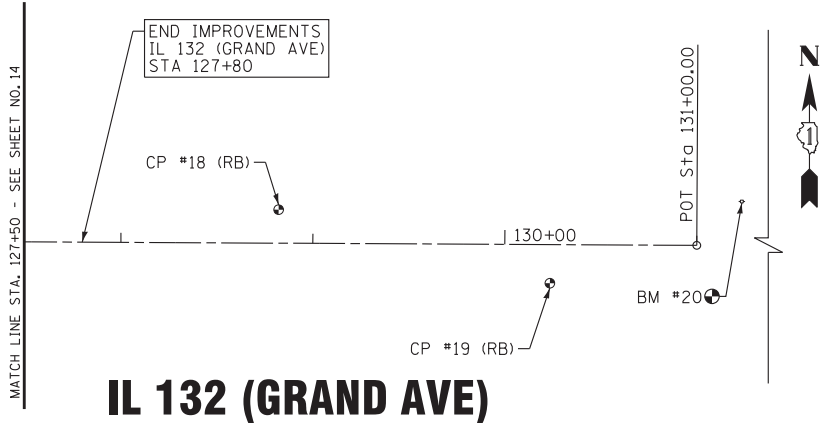
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
ALIGNMENT AND TIES

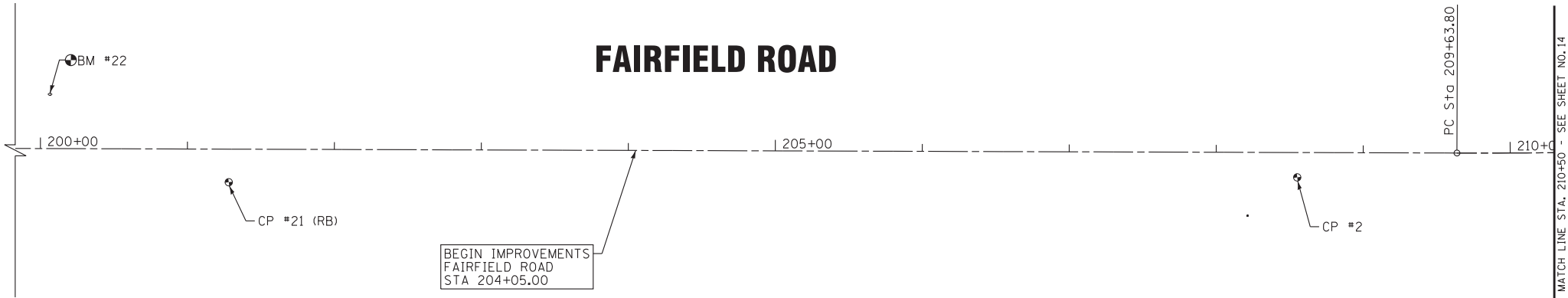
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

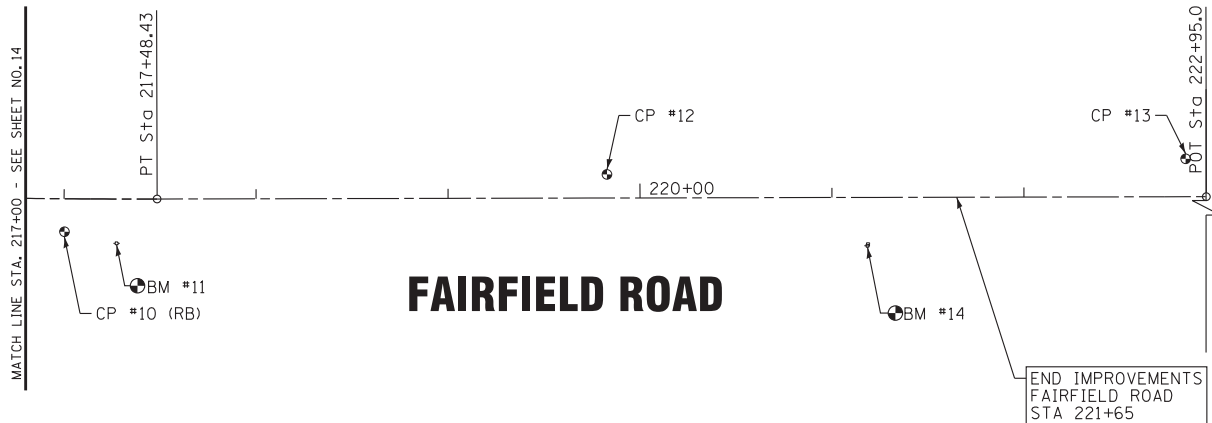
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IL 132 (GRAND AVE)



FAIRFIELD ROAD



FAIRFIELD ROAD

CONTROL POINTS

CP #2	N 2093623.781637, E 1045382.743218, ELEV 820.08 STA 208+55.2, 16.9' RT
CP #10	N 2094468.119362, E 1045446.320216, ELEV 796.24 STA 217+00.3, 17.2' RT
CP #12	N 2094750.196908, E 1045412.039179, ELEV 801.78 STA 219+82.8, 12.3' LT
CP #13	N 2095051.498646, E 1045399.183162, ELEV 809.53 STA 222+84.3, 19.7' LT
CP #18	N 2094092.266374, E 1046698.991782, ELEV 811.20 STA 128+82.1, 17.5' LT
CP #19	N 2094055.302630, E 1046840.668036, ELEV 811.04 STA 130+23.6, 20.1' RT
CP #21	N 2092903.075516, E 1045287.551455, ELEV 823.50 STA 201+28.2, 22.5' RT

BENCHMARK LIST

BM #11	RAILROAD SPIKE IN POWER POLE APPROXIMATELY 400' NORTH OF IL 132 (GRAND AVENUE) IN EAST PARKWAY OF NORTH FAIRFIELD ROAD. ELEV = 797.09 (NAVD88)
BM #14	RAILROAD SPIKE IN POWER POLE JUST SOUTH OF DRIVE FOR #38148 FAIRFIELD ROAD, IN EAST PARKWAY OF NORTH FAIRFIELD ROAD. ELEV = 810.66 (NAVD88)
BM #20	RAILROAD SPIKE IN POWER POLE ACROSS FROM HOUSE #23969 IL 132 (GRAND AVENUE) IN NORTH PARKWAY OF IL 132 (GRAND AVENUE). ELEV = 810.49 (NAVD88)
BM #22	RAILROAD SPIKE IN POWER POLE ACROSS FROM HOUSE #37761 IN WEST PARKWAY NORTH FAIRFIELD ROAD. ELEV = 826.46 (NAVD88)

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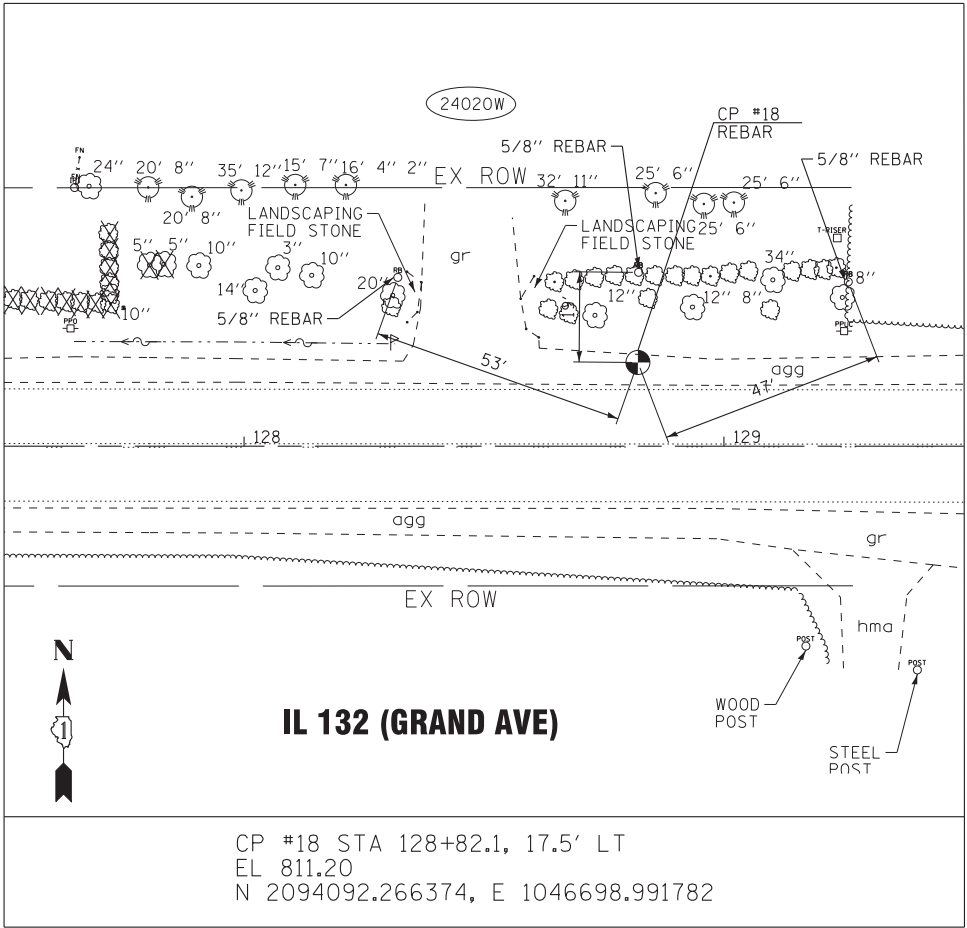
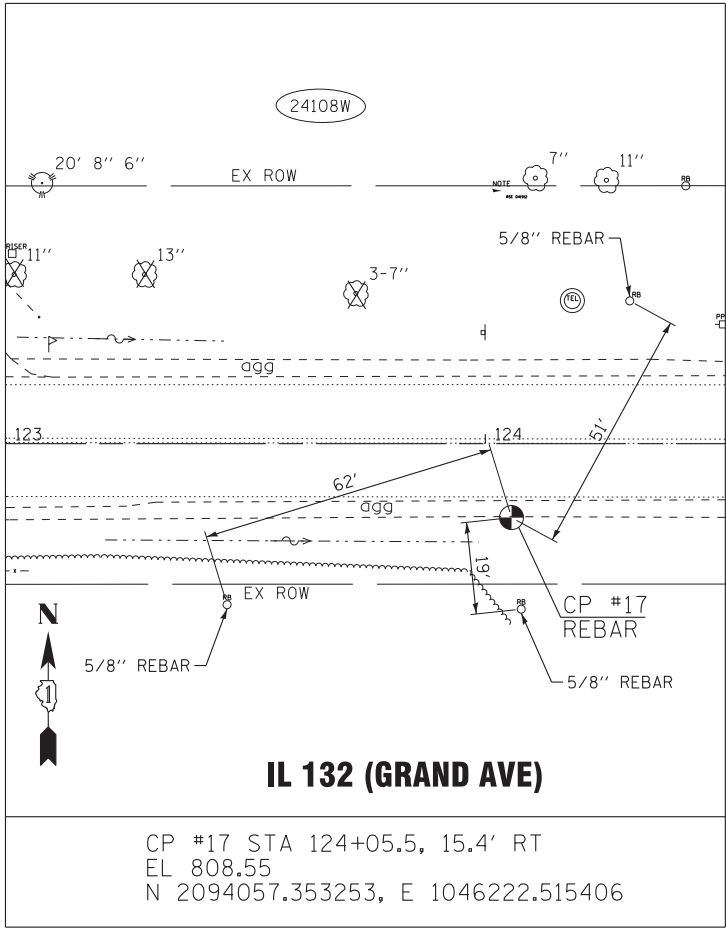
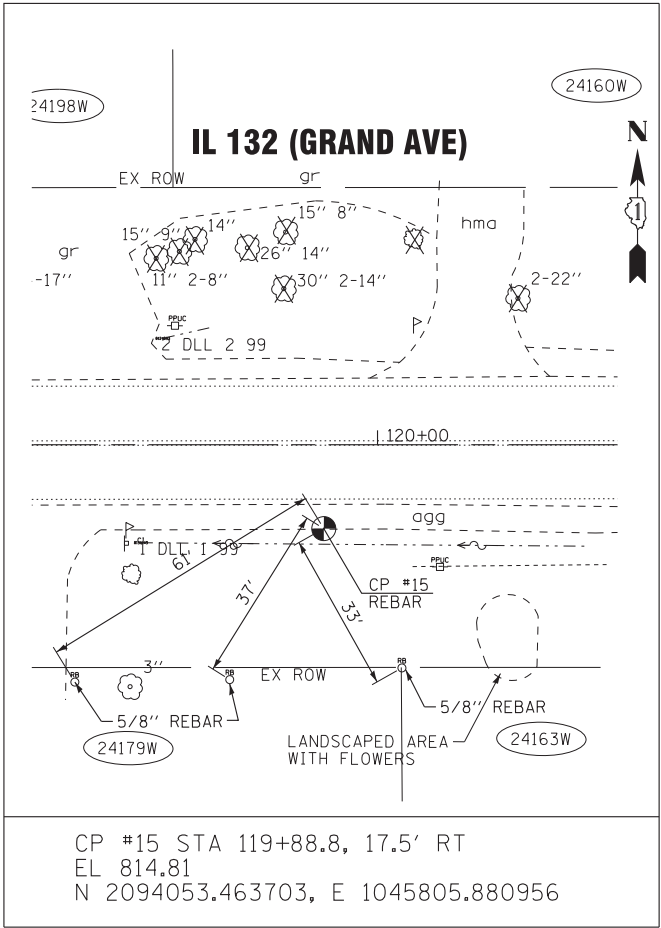
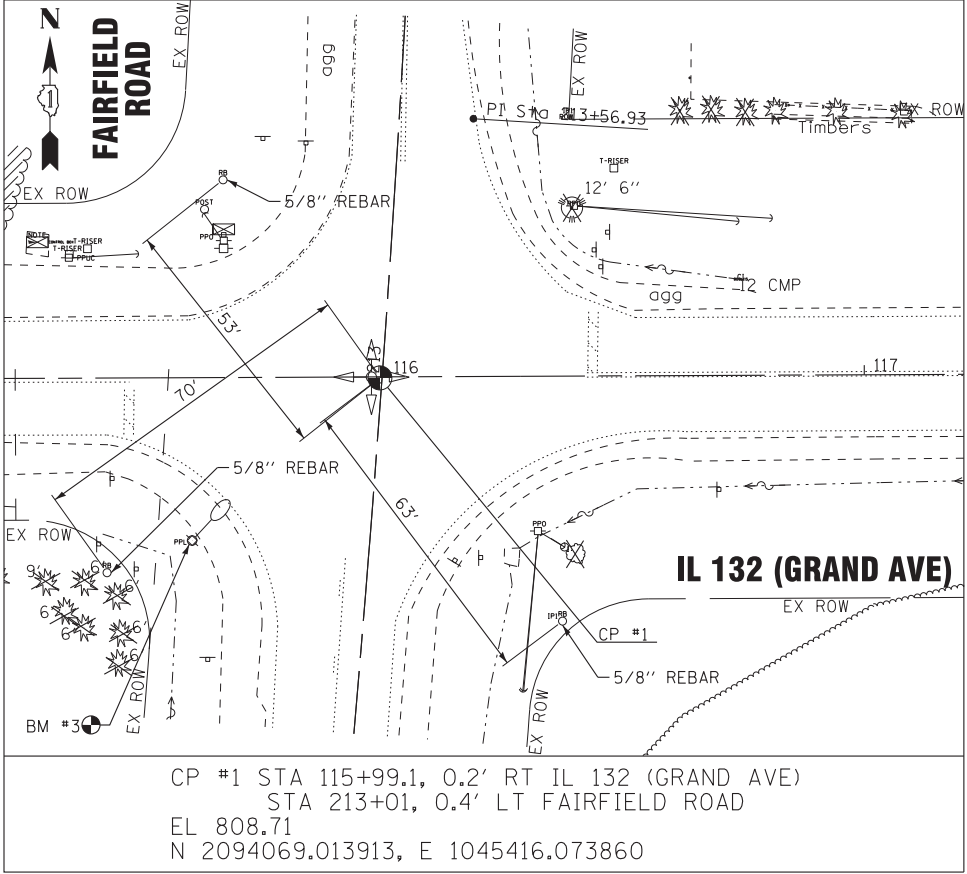
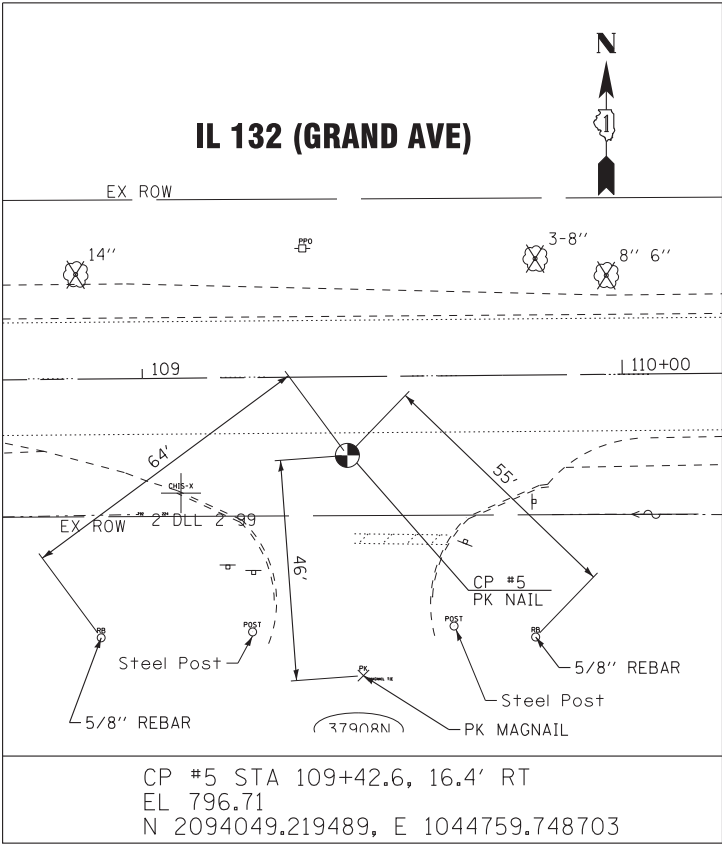
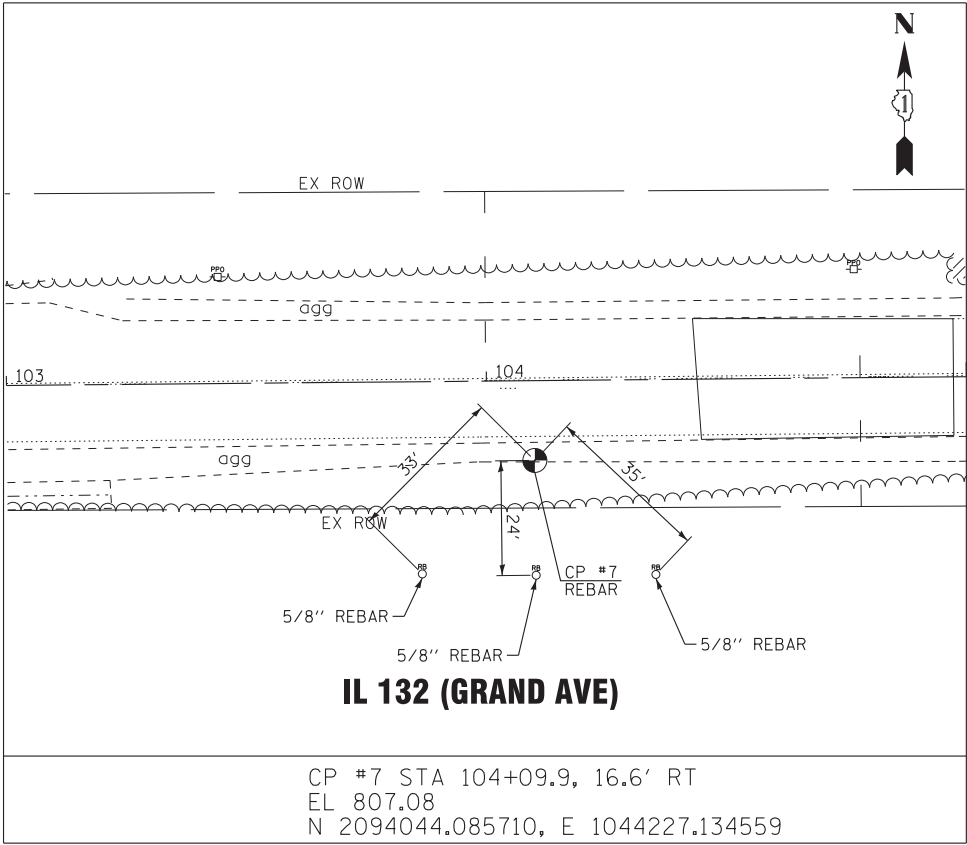
IL 132 (GRAND AVE) AND FAIRFIELD ROAD ALIGNMENT AND TIES

SCALE: 1"=50'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	15
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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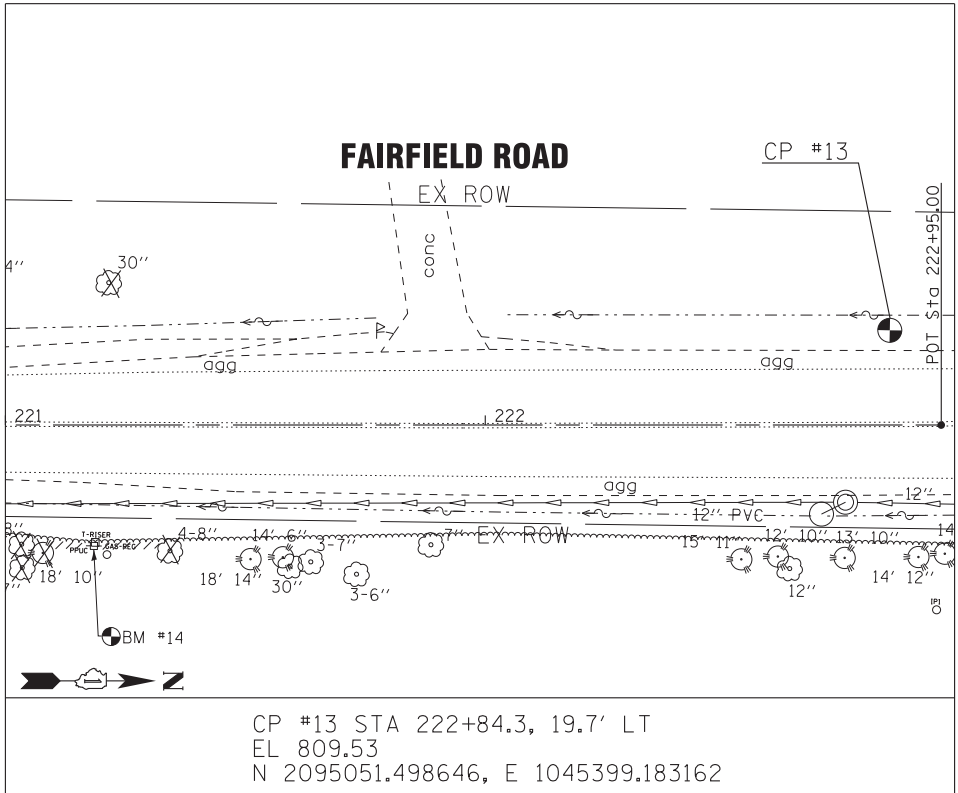
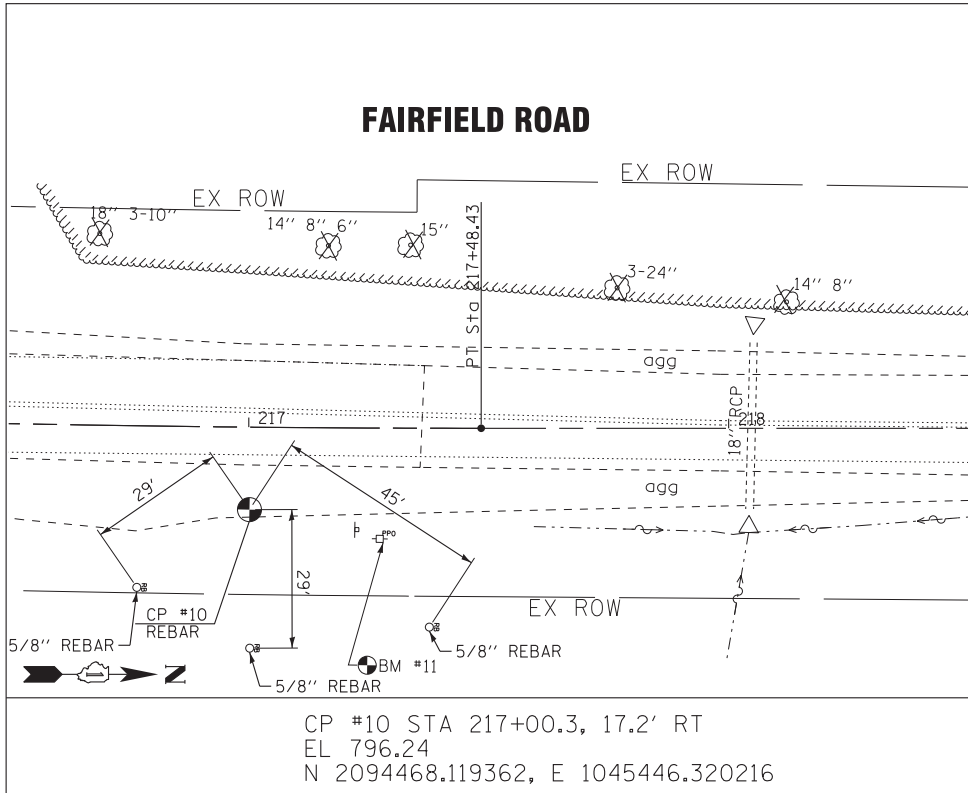
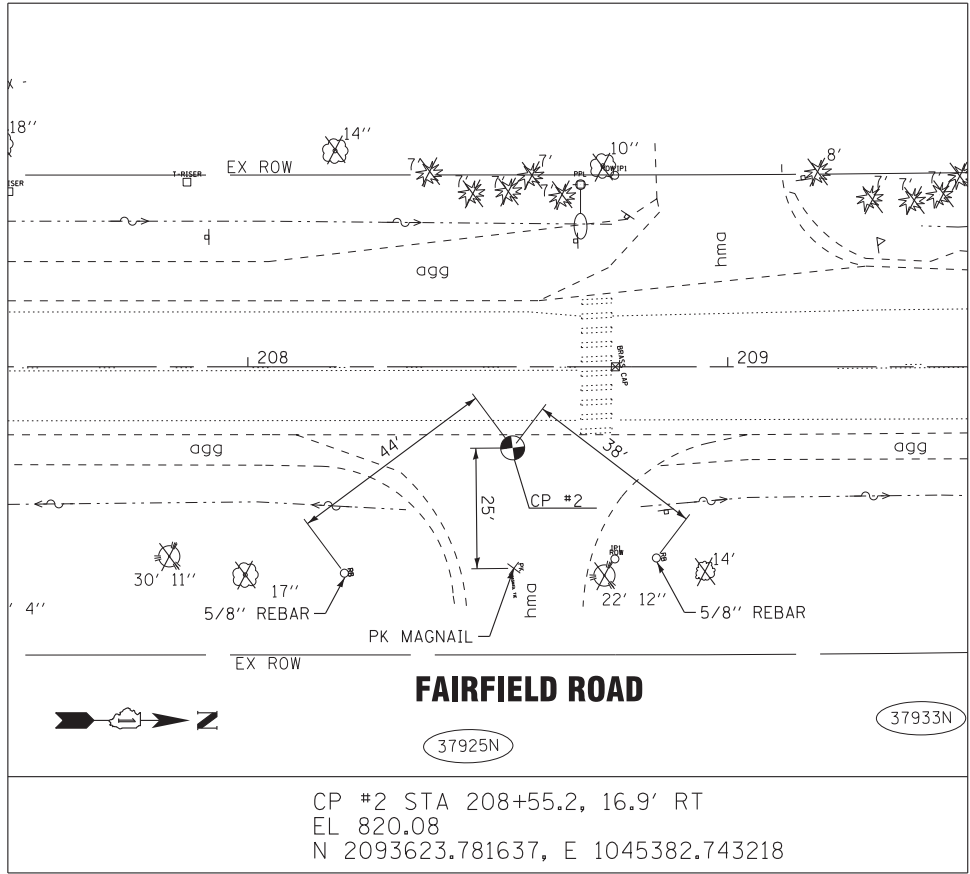
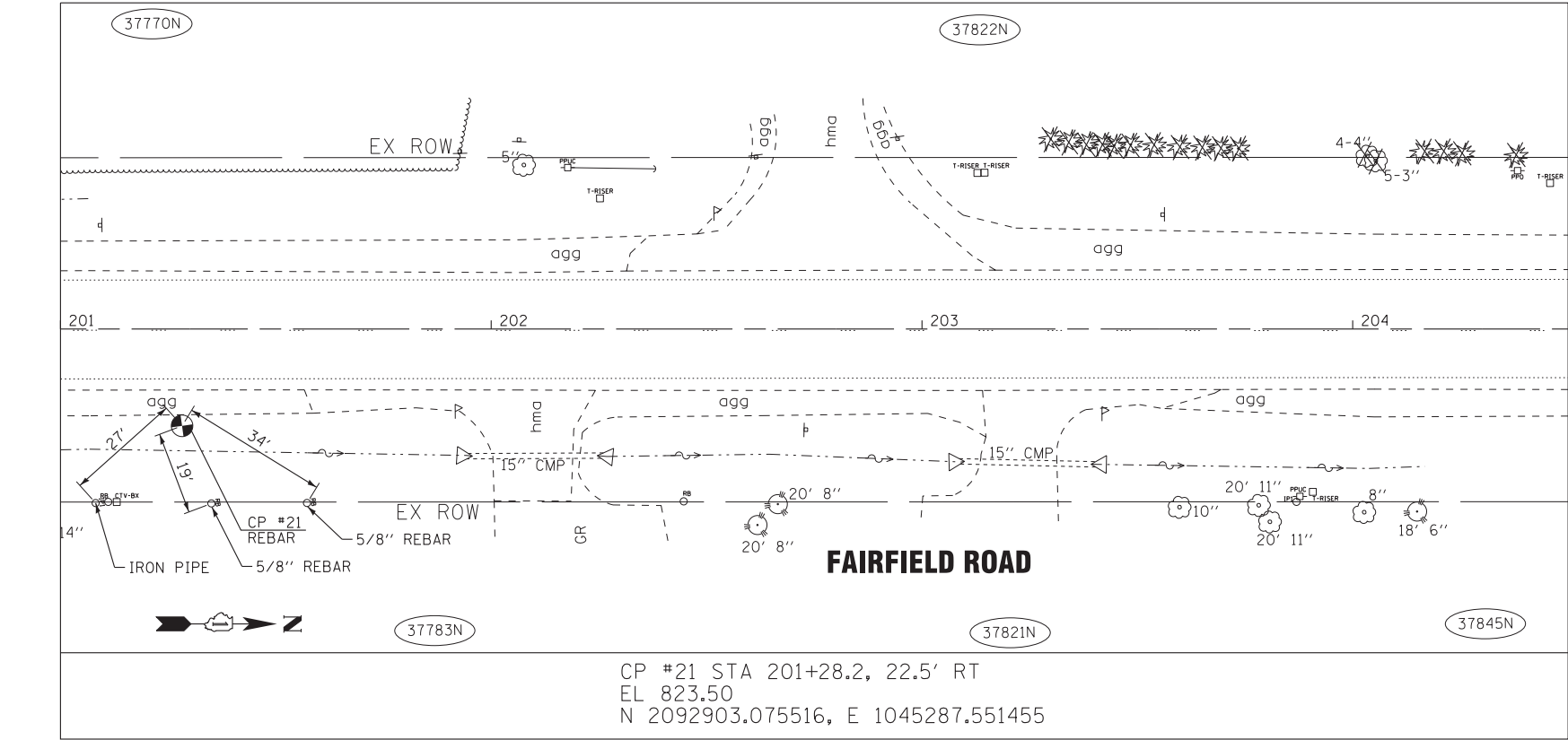
**IL 132 GRAND AVE AND FAIRFIELD ROAD
ALIGNMENT AND TIES**

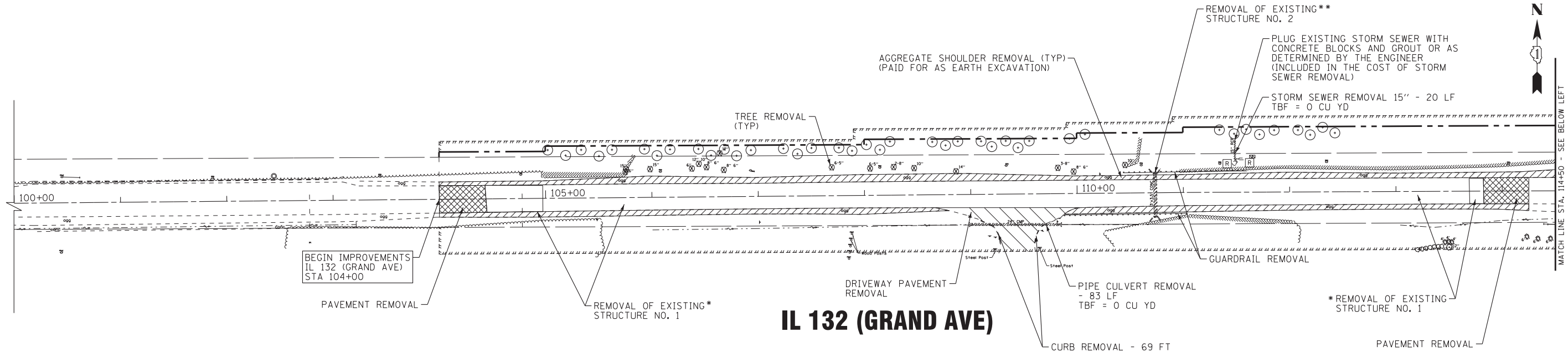
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STA. TO STA.

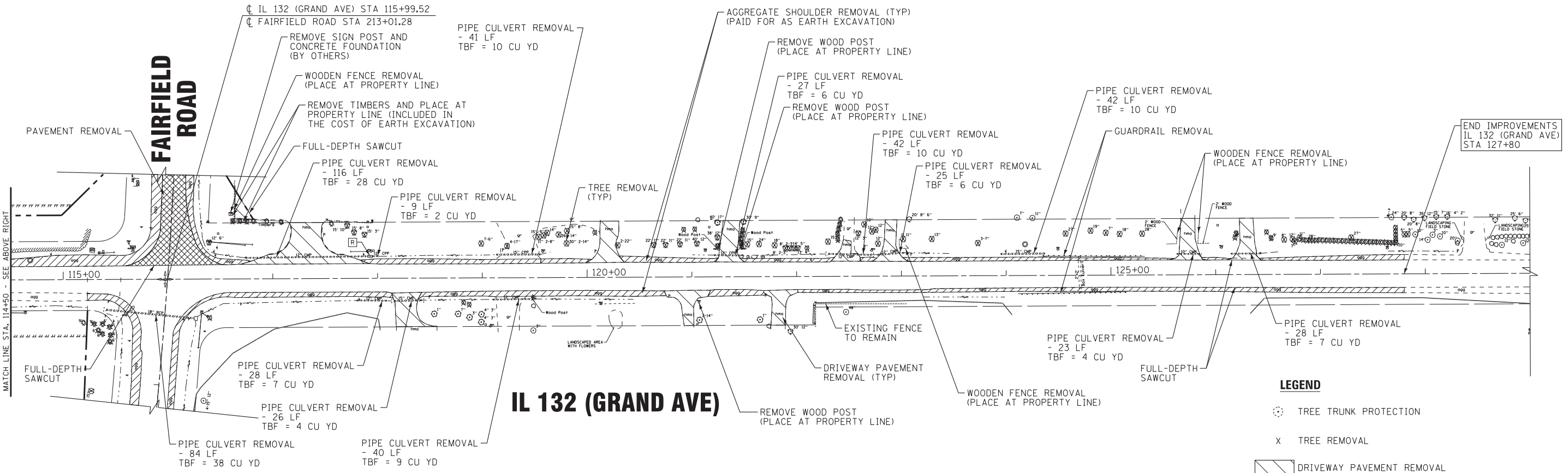
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CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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* STRUCTURE NO. 1 IS AN EXISTING DRY LAND BRIDGE FROM STA 104+44 TO STA 113+83
** STRUCTURE NO. 2 IS AN EXISTING 3'x3.5' BOX CULVERT



- LEGEND**
- TREE TRUNK PROTECTION
 - x TREE REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)
 - PAVEMENT REMOVAL

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CHECKED -	LDH	REVISED -	
DATE	1-30-15	FILE	100153-wo37-RMVL-PLN.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) - FAIRFIELD ROAD
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: = 50'
STA. 100+00 TO STA. 131+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	18
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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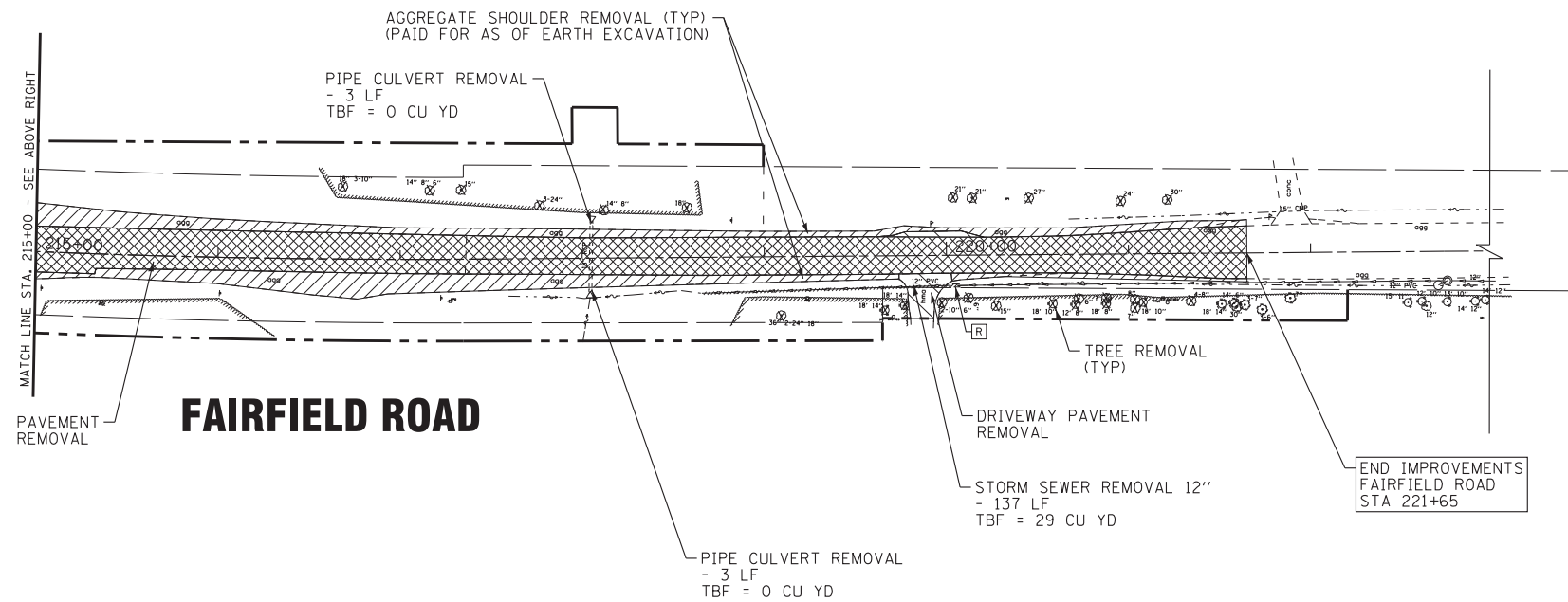
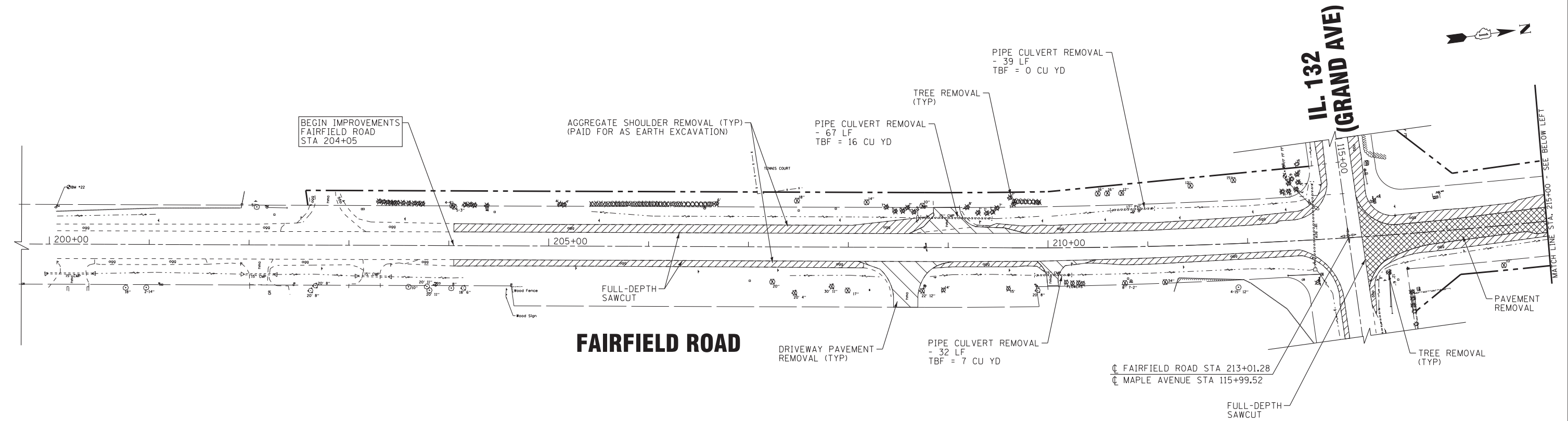
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DATE -	1-30-15	FILE -	100153-wo37-RMVL-PLN.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. 132 (GRAND AVE) – FAIRFIELD ROAD
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 1" = 50'
STA. 200+00 TO STA. 222+20

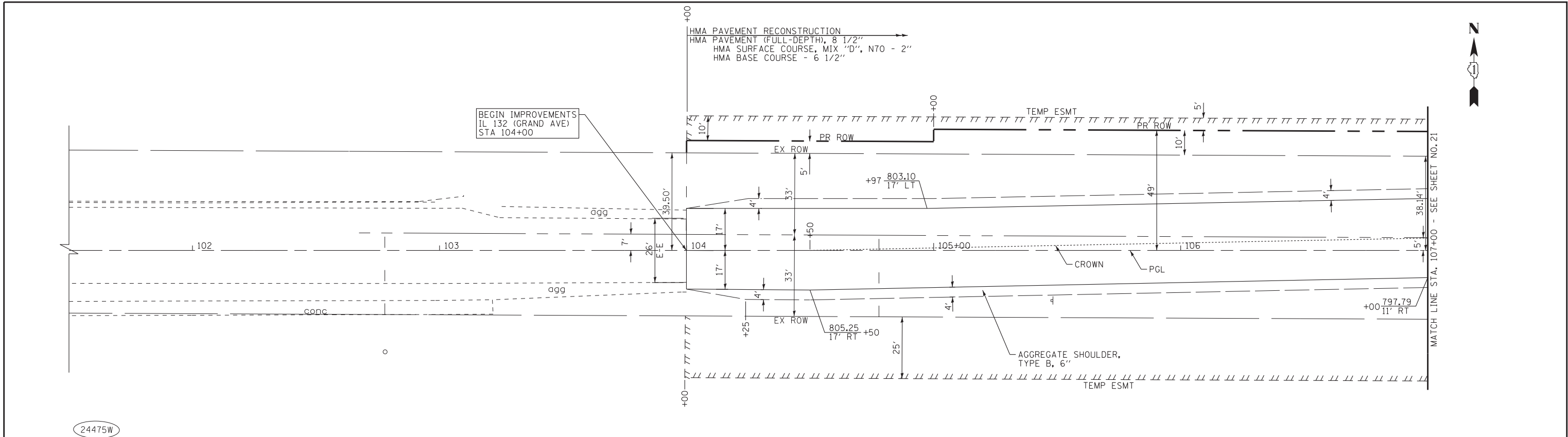
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	19
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



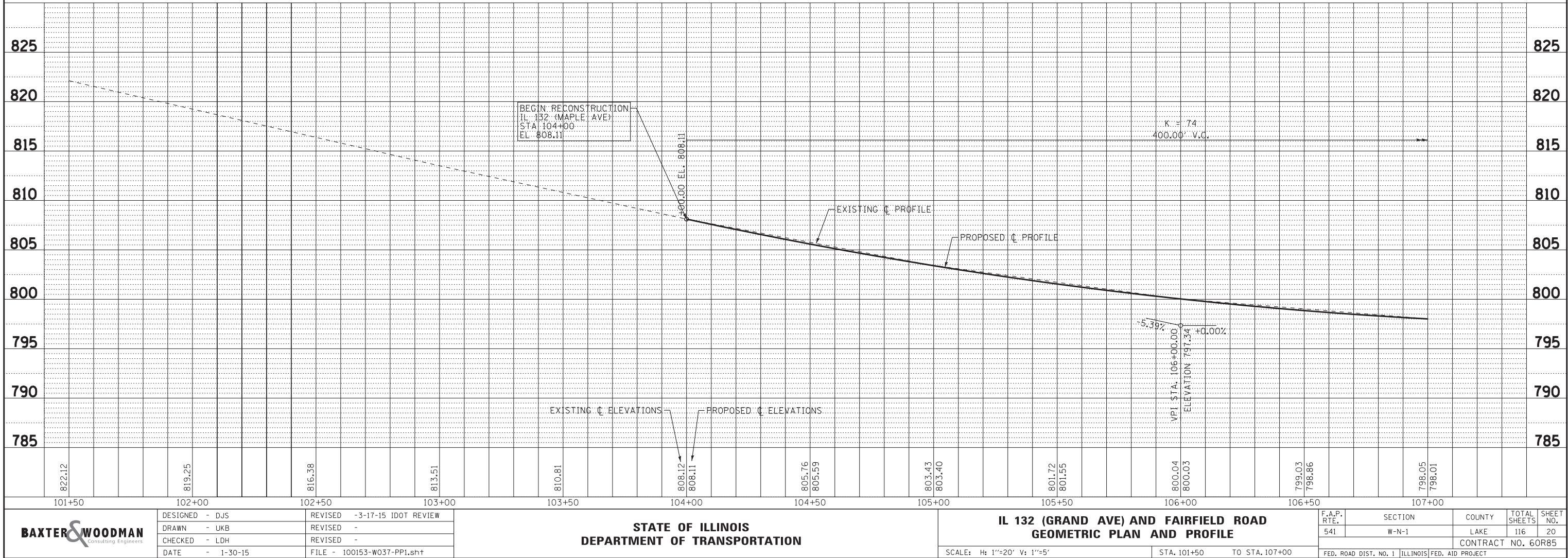
LEGEND

- ⊙ TREE TRUNK PROTECTION
- x TREE REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)
- PAVEMENT REMOVAL

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IL 132 (GRAND AVE)



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DEPARTMENT OF TRANSPORTATION

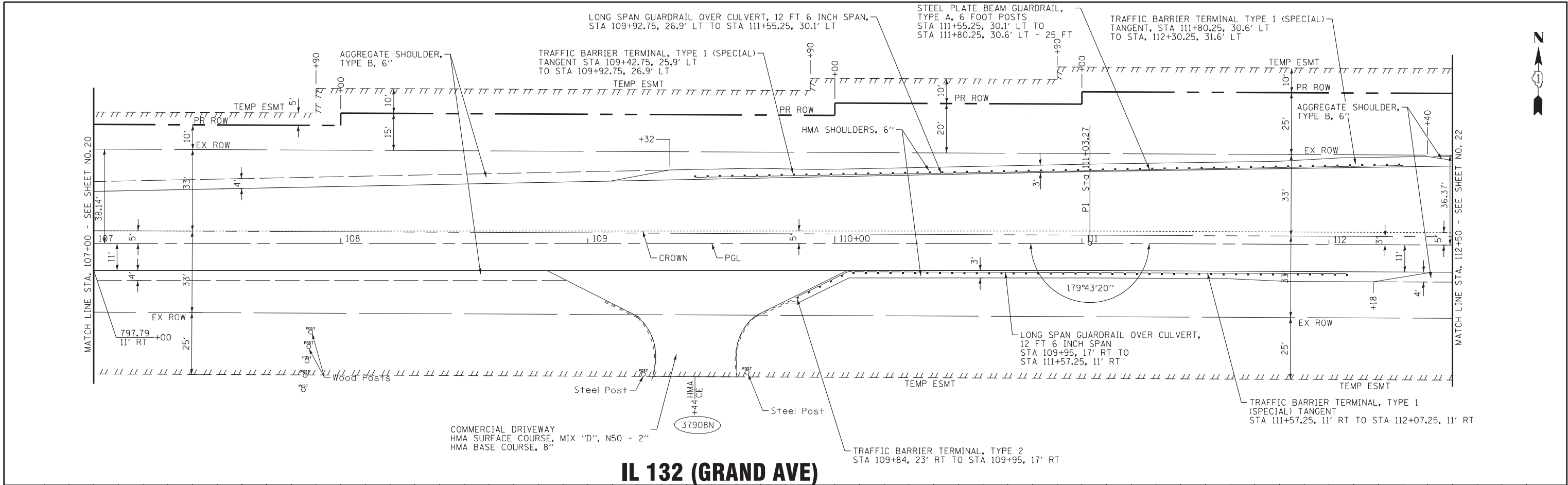
IL 132 (GRAND AVE) AND FAIRFIELD ROAD
GEOMETRIC PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5'

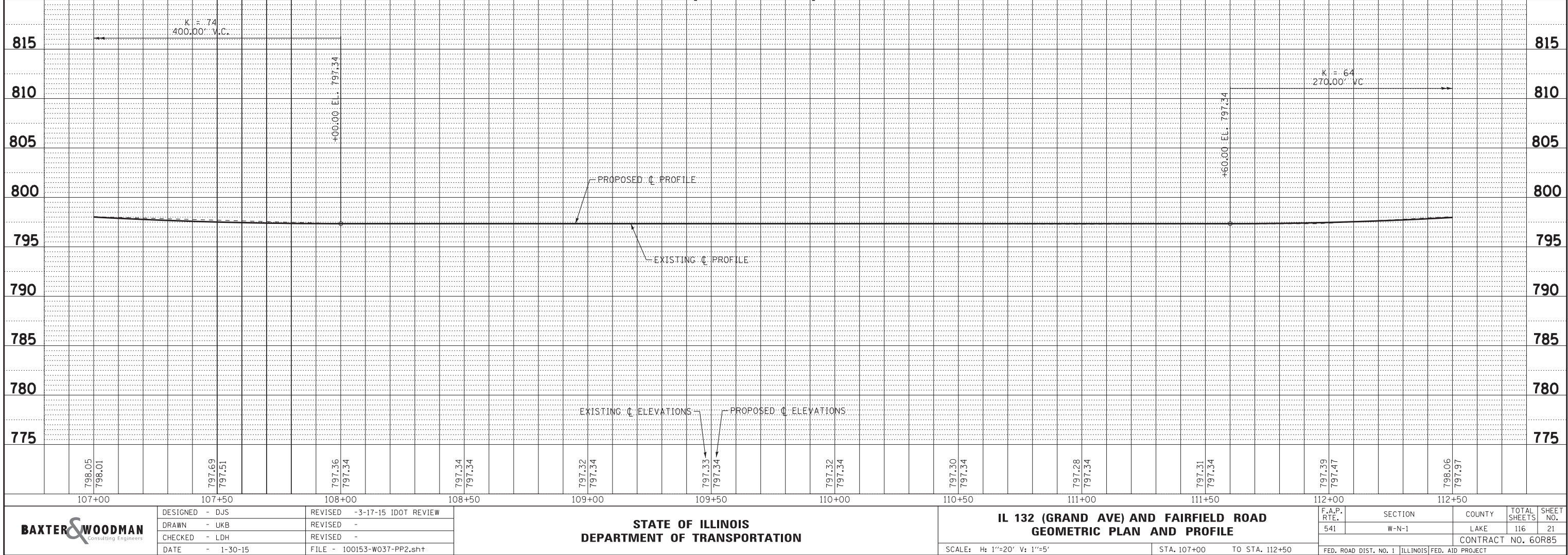
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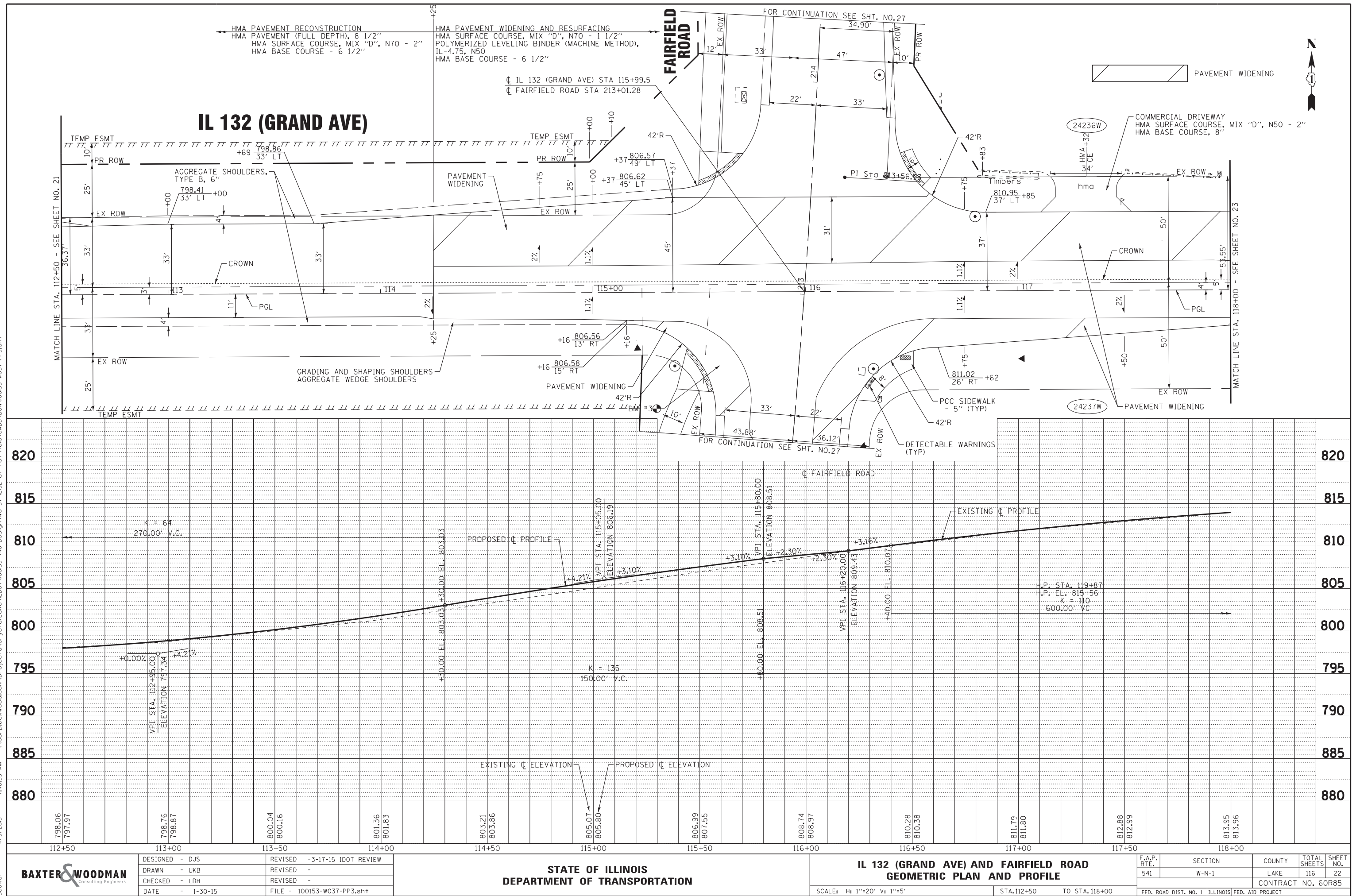
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	20
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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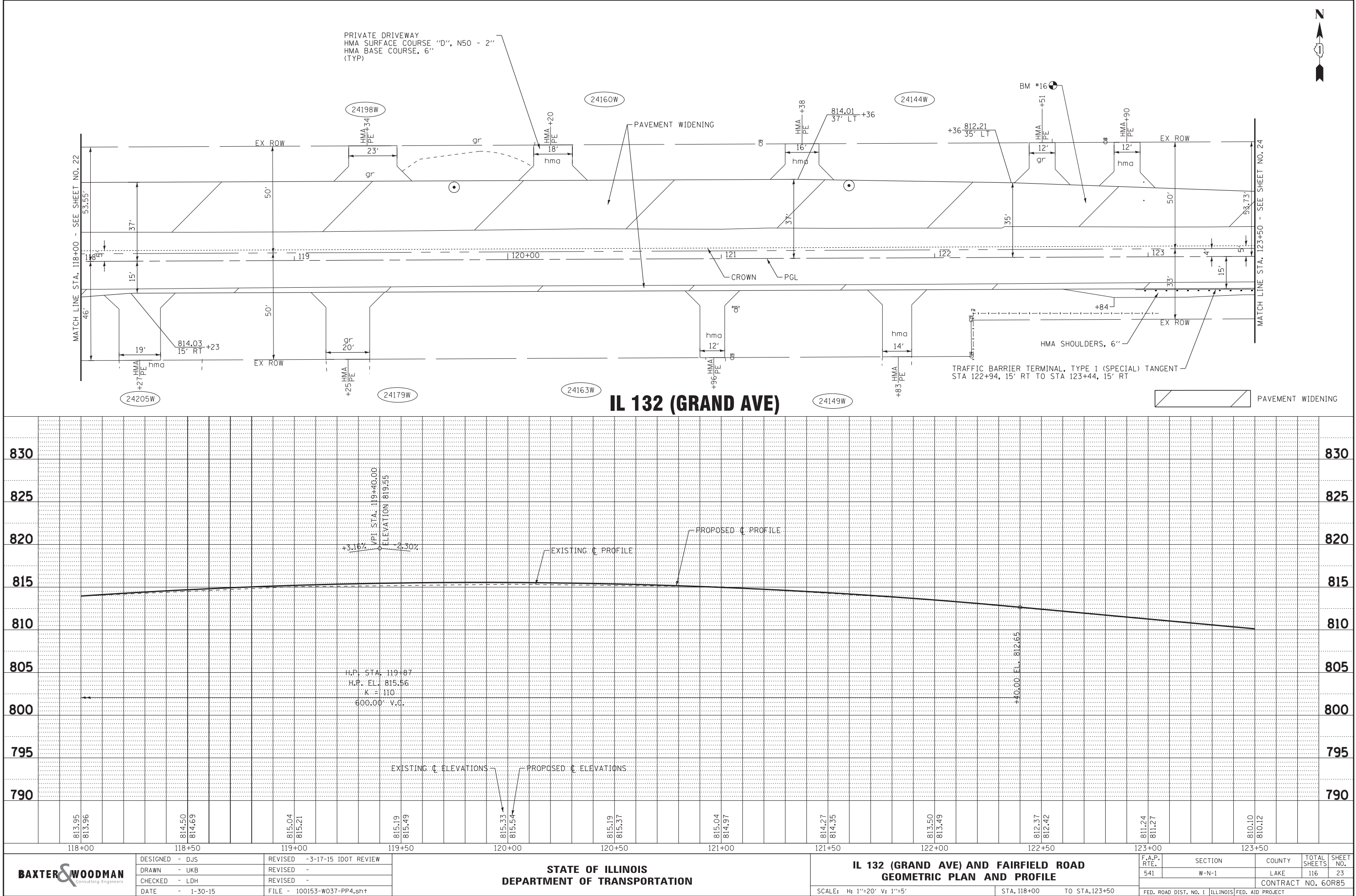


IL 132 (GRAND AVE)

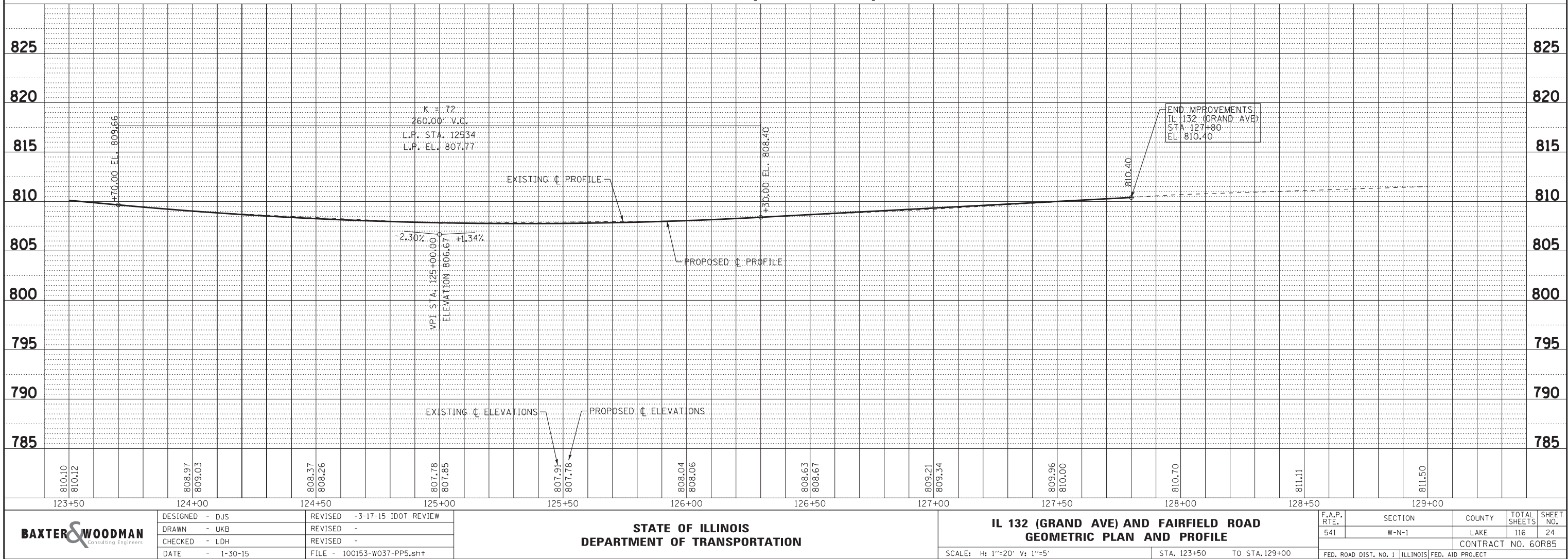
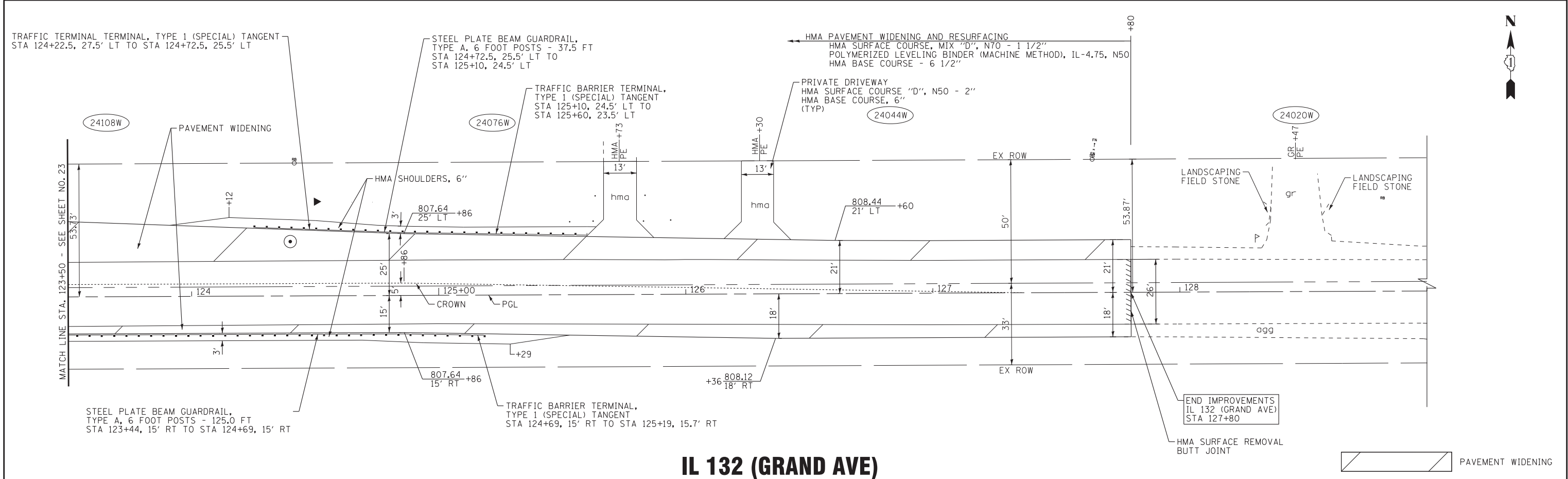




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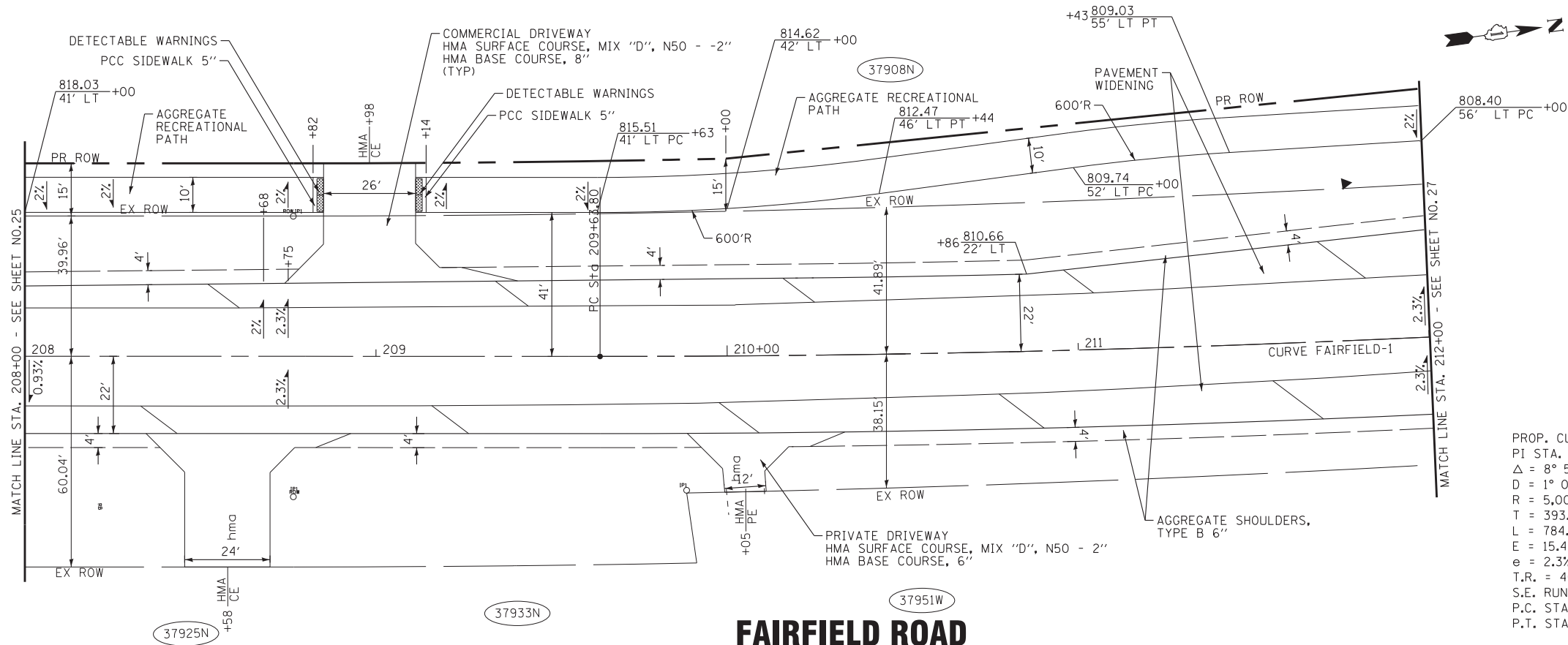
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STA. 202+50 TO STA. 208+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	25
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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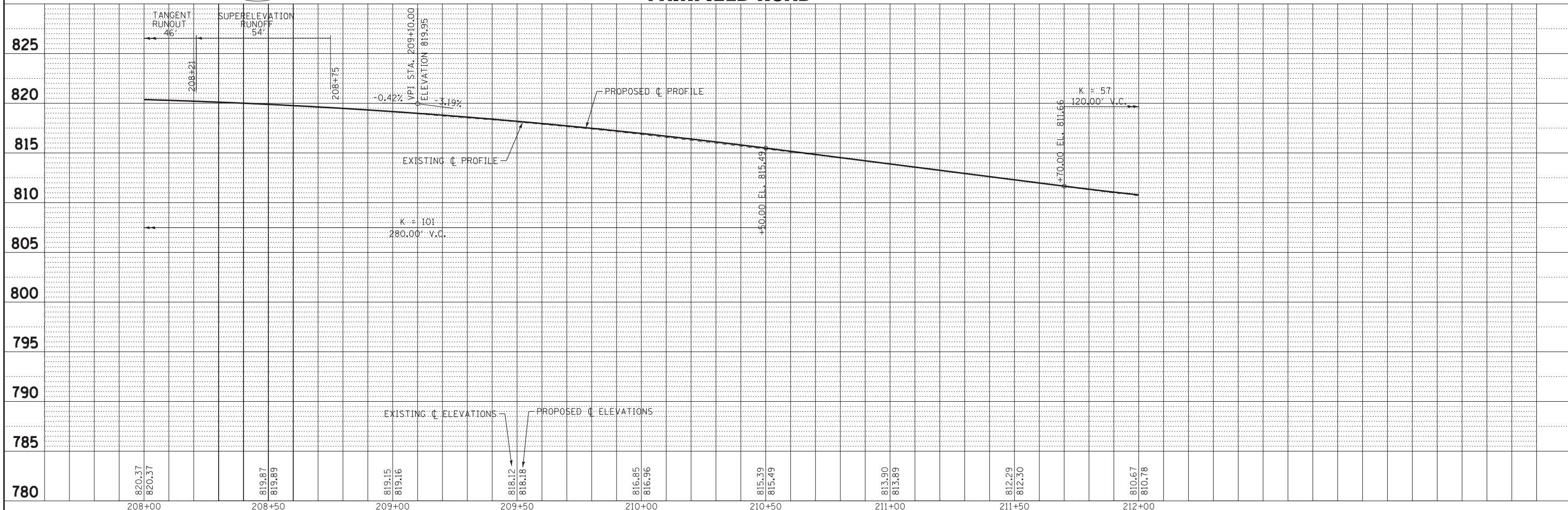
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PROP. CURVE FAIRFIELD-1
PI STA. = 213+56.93
 Δ = 8° 59' 28" (LT)
D = 1° 08' 45"
R = 5,000.00'
T = 393.12'
L = 784.63'
E = 15.43'
e = 2.3%
T.R. = 46'
S.E. RUN = 54'
P.C. STA = 209+63.80
P.T. STA = 217+48.43

PAVEMENT WIDENING

FAIRFIELD ROAD



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Consulting Engineers

DESIGNED - DJS	REVISED -3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-PP7.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

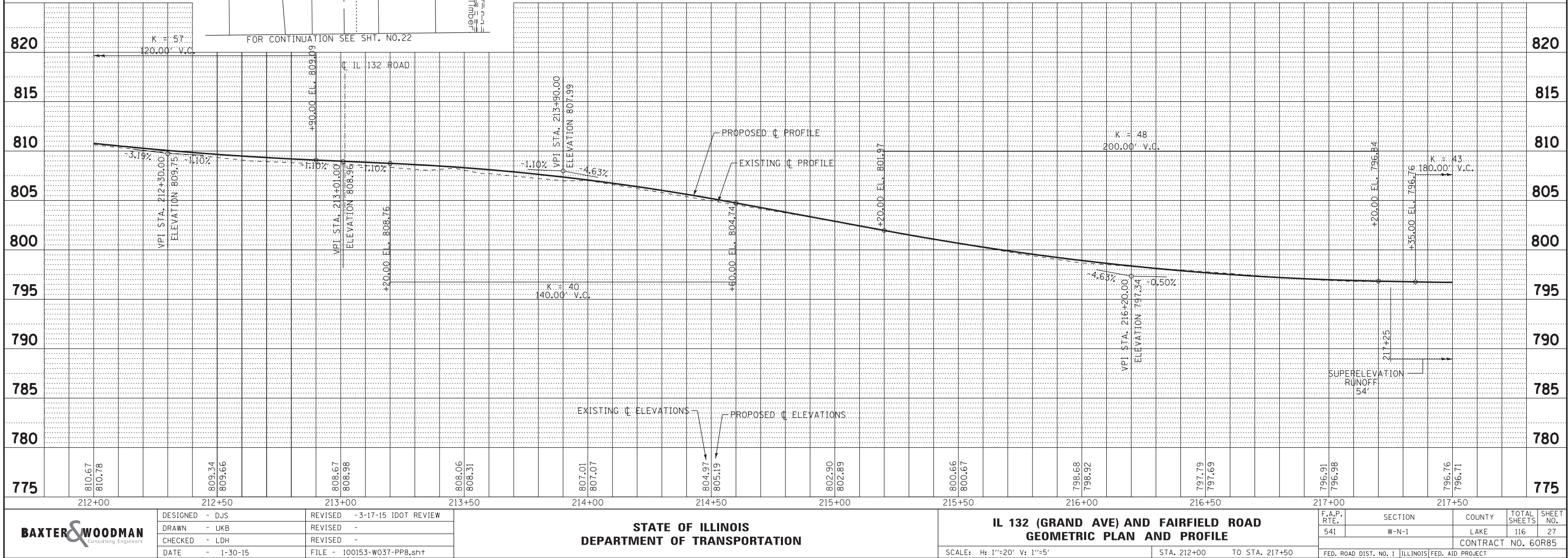
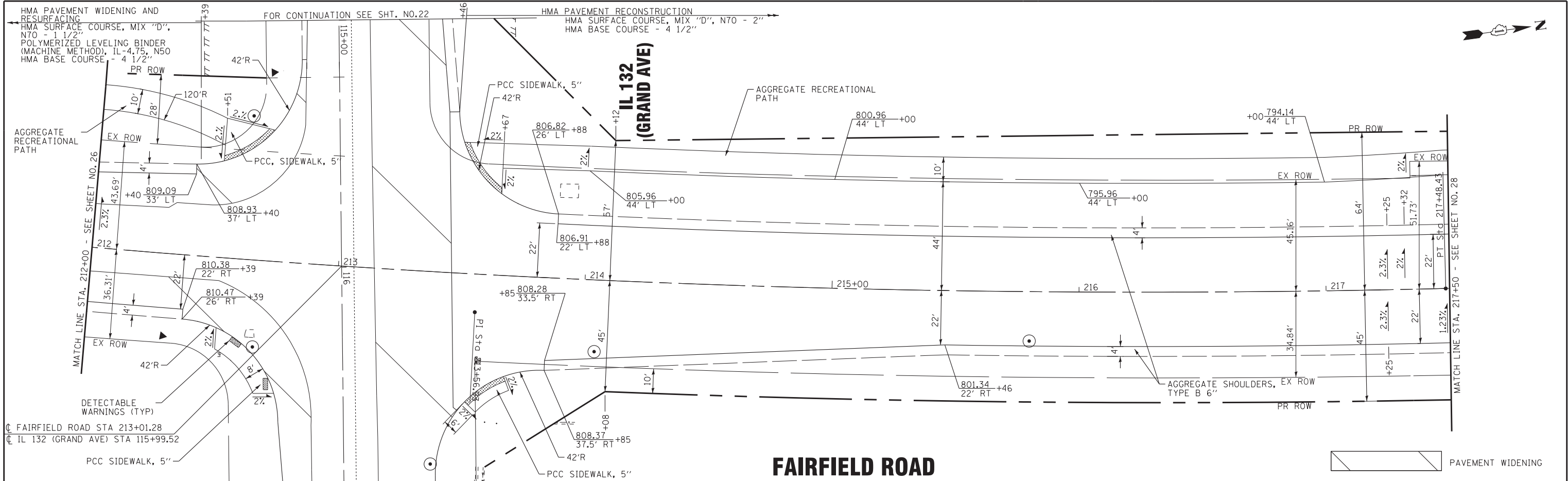
IL 132 (GRAND AVE) AND FAIRFIELD ROAD
GEOMETRIC PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5'

STA. 208+00 TO STA. 212+00

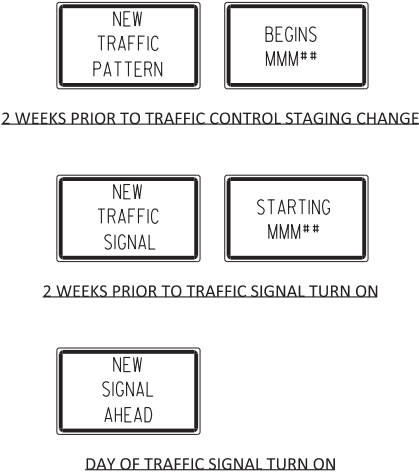
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	26
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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CHANGEABLE MESSAGE SIGN DISPLAYS



MAINTENANCE OF TRAFFIC NOTES

- ALL ROADWAYS SHALL BE OPEN TO TWO-WAY TRAFFIC AT ALL TIMES UNLESS OTHERWISE NOTED IN THE STAGING PLANS.
- ACCESS FOR IL 132 LOCAL TRAFFIC, MAIL SERVICE, GARBAGE SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED FROM IL 59 AT ALL TIMES. ACCESS FOR FAIRFIELD ROAD LOCAL TRAFFIC, MAIL SERVICE, GARBAGE SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED FROM PETITE LAKE ROAD AT ALL TIMES.
- THE ENGINEER SHALL BE NOTIFIED OF ANY CHANGES IN CONSTRUCTION STAGING. ALL CHANGES TO CONSTRUCTION STAGING MUST BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.
- THE CONTRACTOR SHALL SUBMIT A PRE-PLANNED SEQUENCE OF WORK AT THE PRECONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO RESIDENTS AND BUSINESSES AND TO MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK ON ANY AREA IF TRAFFIC CONTROL OPERATIONS BECOME UNACCEPTABLE.
- CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVEWAYS SHALL NOT COMMENCE WITHOUT THE CONTRACTOR NOTIFYING THE DEPARTMENT AT LEAST THREE DAYS PRIOR. THE CONTRACTOR SHALL PROVIDE 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING NOTICES AND/OR POSTING SIGNS.
- THE MAXIMUM BARRICADE/DRUM SPACING ON IL 132 (GRAND AVE) SHALL BE 100' IN TANGENT SECTIONS. THE MAXIMUM BARRICADE/DRUM SPACING ON FAIRFIELD ROAD SHALL BE 50' IN TANGENT SECTIONS.
- ALL UTILITY TRENCHES SUBJECTED TO TRAFFIC SHALL HAVE TEMPORARY PAVEMENT INSTALLED PRIOR TO OPENING TO TRAFFIC.
- ALL TRENCHES SHALL BE BACKFILLED OR COVERED WITH STEEL PLATES AT THE END OF EACH DAY.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK
- "WORKERS" OR "FLAGGERS" SIGNS SHALL BE REMOVED OR COVERED WHEN WORKERS/FLAGGERS ARE NOT PRESENT.
- CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON ALL APPROACHES ADVISING TRAFFIC OF CHANGES IN TRAFFIC PATTERNS AND TRAFFIC SIGNALS.
- IL 132 SHALL BE OPEN TO TRAFFIC PRIOR TO IMPEMENTATION OF THE FAIRFIELD ROAD DETOUR. THE DETOURS SHALL NOT OCCUR AT THE SAME TIME.
- ANY TEMPORARY STORM SEWER PLUGS REQUIRED FOR CONSTRUCTION SHALL BE INCLUDED IN THE COST OF THE STORM SEWER.

MAINTENANCE OF TRAFFIC STAGING

PRIOR TO CONSTRUCTION ESTABLISH EROSION CONTROL MEASURES, AND ADVANCED TRAFFIC CONTROL STANDARDS. MAINTAIN TEMPORARY TRAFFIC SIGNAL FLASHER DURING CONSTRUCTION UNTIL PERMANENT TRAFFIC SIGNALS ARE OPERATIONAL.

ILLINOIS ROUTE 132 (WEST LEG)

CLOSE THE WEST LEG OF ILLINOIS ROUTE 132 IN ACCORDANCE WITH THE DETOUR 1 PLAN. REMOVE DRY LAND BRIDGE AND UNSUITABLE MATERIAL. INSTALL AGGREGATE SUBGRADE, HMA BASE COURSE AND GUARDRAIL. REMOVE DETOUR 1.

FAIRFIELD ROAD (NORTH LEG)

CLOSE THE NORTH LEG OF FAIRFIELD ROAD IN ACCORDANCE WITH THE DETOUR 2 PLAN. INSTALL TEMPORARY PIPE CULVERTS AT STATION 218+06 AND TEMPORARY FILL MATERIAL. AFTER SETTLEMENT WAITING PERIOD, REMOVE TEMPORARY FILL MATERIAL, TEMPORARY PIPE CULVERTS, PAVEMENT, AND AGGREGATE BASE. INSTALL AGGREGATE SUBGRADE, STORM SEWER AND HMA BASE COURSE. REMOVE DETOUR 2.

ILLINOIS ROUTE 132 (EAST LEG)

STAGE 1

SHIFT TRAFFIC NORTH ON THE EAST LEG OF ILLINOIS ROUTE 132 AND INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS ON THE SOUTH SIDE OF ILLINOIS ROUTE 132 AT THE BOX CULVERT EXTENSION. MAINTAIN 10 FOOT LANES IN EACH DIRECTION IN ACCORDANCE WITH HIGHWAY STANDARD 701326. INSTALL BOX CULVERT EXTENSION, PIPE CULVERTS, AGGREGATE SUBGRADE, HMA WIDENING AND GUARDRAIL ON THE SOUTH SIDE OF ILLINOIS ROUTE 132.

STAGE 2

SHIFT TRAFFIC SOUTH ON THE EAST LEG OF ILLINOIS ROUTE 132 AND INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS ON THE NORTH SIDE OF ILLINOIS ROUTE 132 AT THE BOX CULVERT EXTENSION. MAINTAIN 10 FOOT LANES IN EACH DIRECTION IN ACCORDANCE WITH HIGHWAY STANDARD 701326. INSTALL BOX CULVERT EXTENSION, STORM SEWER, AGGREGATE SUBGRADE, HMA WIDENING AND GUARDRAIL ON THE NORTH SIDE OF ILLINOIS ROUTE 132.

FAIRFIELD ROAD (SOUTH LEG)

STAGE 1

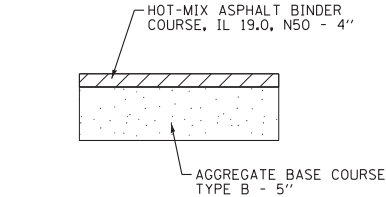
SHIFT TRAFFIC EAST ON FAIRFIELD ROAD. MAINTAIN 10 FOOT LANES IN EACH DIRECTION IN ACCORDANCE WITH HIGHWAY STANDARD 701326. INSTALL CULVERT EXTENSION, PIPE CULVERTS AND STORM SEWER CROSSINGS, AGGREGATE SUBGRADE, AND HMA WIDENING ON THE WEST SIDE OF FAIRFIELD ROAD. PIPE CULVERT AND STORM SEWER CROSSINGS SHALL BE STAGED SUCH THAT ONE LANE OF TRAFFIC IS OPEN AT ALL TIMES. TEMPORARY PAVEMENT SHALL BE PLACED ON ALL TRENCHES PRIOR TO ACCEPTING TRAFFIC.

STAGE 2

SHIFT TRAFFIC WEST ON FAIRFIELD ROAD. MAINTAIN 10 FOOT LANES IN EACH DIRECTION IN ACCORDANCE WITH HIGHWAY STANDARD 701326. INSTALL CULVERT EXTENSION, PIPE CULVERTS AND STORM SEWER, AGGREGATE SUBGRADE, AND HMA WIDENING ON THE EAST SIDE OF FAIRFIELD ROAD.

IL ROUTE 132 AND FAIRFIELD ROAD

UPON COMPLETION OF HMA BASE COURSE ESTABLISH PERMANENT TRAFFIC CONFIGURATION. MILL, PATCH, INSTALL HMA LEVELING BINDER, SURFACE COURSE, TRAFFIC SIGNALS AND PERMANENT PAVEMENT MARKINGS IN ACCORDANCE HIGHWAY STANDARDS 701301, 701306, 701311, AND 701336.



TEMPORARY PAVEMENT



DESIGNED -	DJS	REVISED -	3-17-15 IDOT REVIEW
DRAWN -	UKB	REVISED -	3-27-15 IDOT REVIEW
CHECKED -	LDH	REVISED -	
DATE -	1-30-15	FILE -	100153-W037-MOT-GNTS.shp

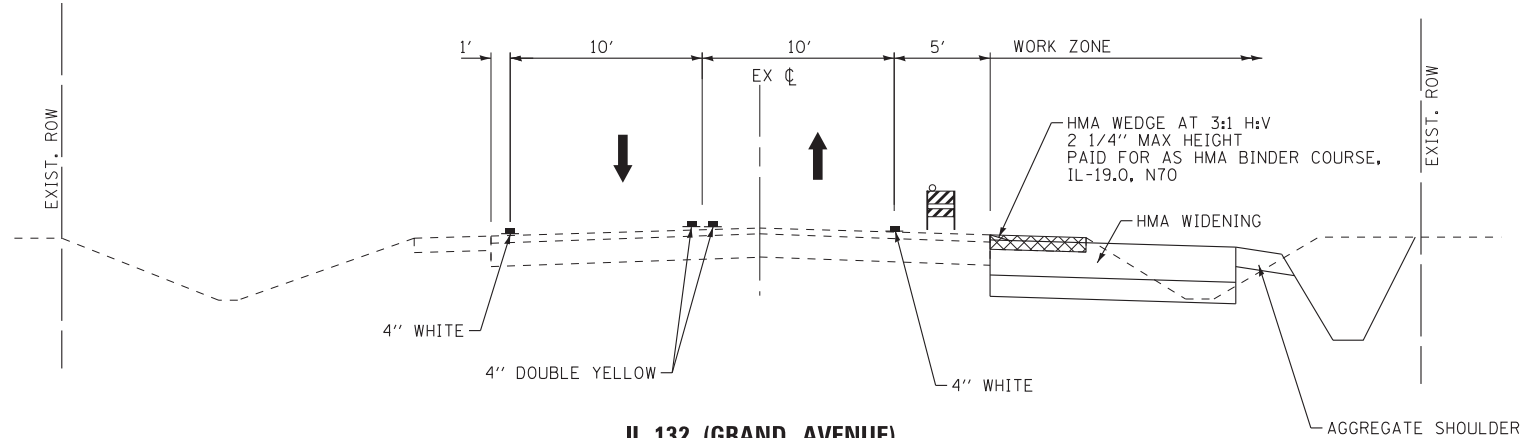
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC NOTES

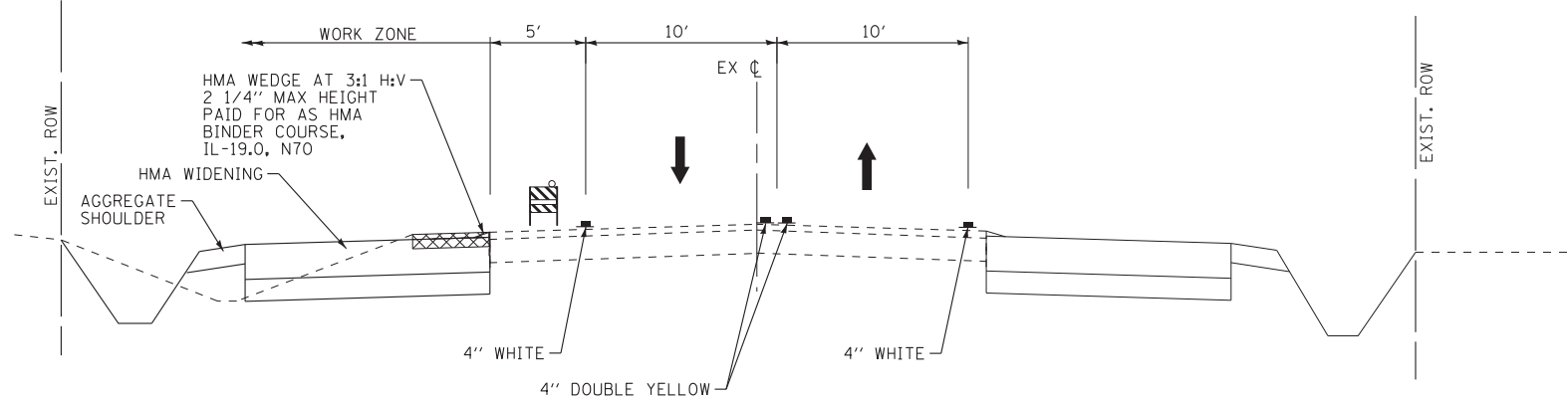
SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	29
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

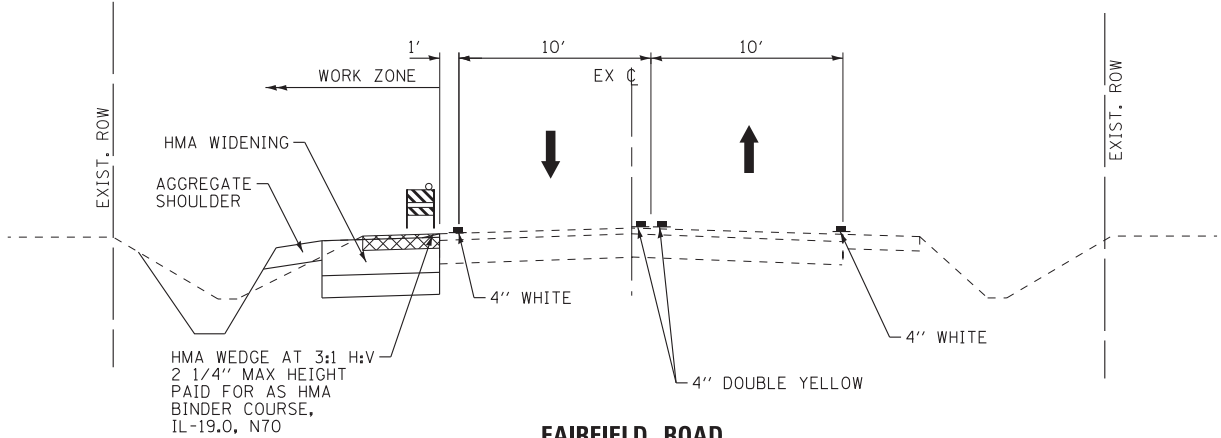
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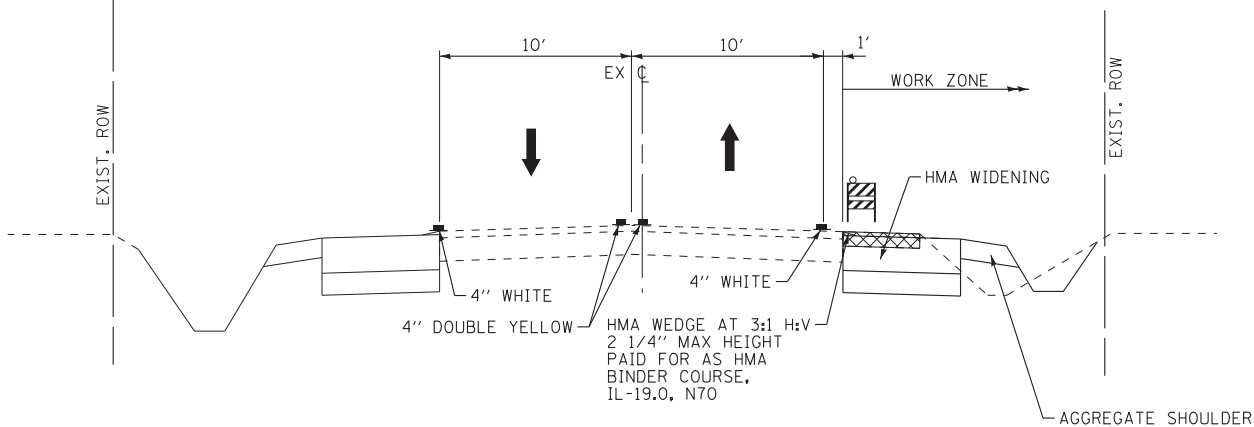
IL 132 (GRAND AVENUE)
STA 116+00 TO STA 127+80
MAINTENANCE OF TRAFFIC
STAGE 1



IL 132 (GRAND AVENUE)
STA 116+00 TO STA 127+80
MAINTENANCE OF TRAFFIC
STAGE 2



FAIRFIELD ROAD
STA 204+05 TO STA 212+39
MAINTENANCE OF TRAFFIC
STAGE 1



FAIRFIELD ROAD
STA 204+05 TO STA 212+39
MAINTENANCE OF TRAFFIC
STAGE 2

LEGEND

- | | | | |
|--|---|--|-----------------------------|
| | DIRECTION OF TRAFFIC | | TEMPORARY PAVEMENT MARKINGS |
| | TYPE II BARRICADES OR DRUMS
WITH STEADY BURN, BI-DIRECTIONAL LIGHT | | REMOVAL |
| | EXISTING ELEMENTS | | |
| | PROPOSED ELEMENTS (PRIOR STAGES) | | |
| | PROPOSED ELEMENTS (CURRENT STAGE) | | |

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DESIGNED	-	DJS	REVISED	-	3-17-15 IDOT REVIEW
DRAWN	-	UKB	REVISED	-	
CHECKED	-	LDH	REVISED	-	
DATE	-	1-30-15	FILE	-	100153-W037-MOT-GNTS.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	30
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ARTERIAL ROAD INFORMATION SIGN
FOR ROADS TO BE FULLY CLOSED
AND DETOURED
SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT.

**ROAD WILL
BE CLOSED
FROM MMM ## ①
THRU MMM ②**

"HIGHWAY C" FONT

- ① OVERLAY PANEL ① TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (i.e. "FROM APR 2")
- ② OVERLAY PANEL ② TO CONTAIN ENDING MONTH OF FULL CLOSURE & DETOUR (i.e. "THRU JULY") OMIT THE DATE ON PANEL ②; MONTH ONLY.
- ERECT SIGN ASSEMBLY (POST-MOUNTED WITH PANELS ① AND ②) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.
- REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN SPACING

TEMPORARY INFORMATION SIGN DETAIL

LEGEND

➔ DIRECTION OF TRAFFIC

▬ DETOUR ROUTE

⚡ SIGN

⏏ TYPE III BARRICADE

▨ ROAD CLOSURE

▧ ROAD CLOSED TO THRU TRAFFIC

FLASHING WARNING LIGHT (TYP)

ROAD CLOSED AHEAD W20-3-4848

DETOUR AHEAD W20-2-4848

IL 132 Grand Ave MIN. 5" BLACK LETTERS ON ORANGE BACKGROUND

IL 132 Grand Ave MIN. 5" BLACK LETTERS ON ORANGE BACKGROUND

M4-8(0)-2412 DETOUR EAST ILLINOIS 132 M1-50-2430 M6-3(0)-2115 ③

M4-8(0)-2412 DETOUR EAST ILLINOIS 132 M1-50-2430 M5-1L(0)-2115 ④

M4-8(0)-2412 DETOUR EAST ILLINOIS 132 M1-50-2430 M6-1L(0)-2115 ⑤

M4-8(0)-2412 DETOUR EAST ILLINOIS 132 M1-50-2430 M6-1R(0)-2115 ⑥

M4-8(0)-2412 DETOUR EAST ILLINOIS 132 M1-50-2430 M6-1R(0)-2115 ⑦

M4-8(0)-2412 DETOUR WEST ILLINOIS 132 M1-50-2430 M5-1L(0)-2115 ⑧

M4-8(0)-2412 DETOUR WEST ILLINOIS 132 M1-50-2430 M6-1L(0)-2115 ⑨

M4-8(0)-2412 DETOUR WEST ILLINOIS 132 M1-50-2430 M6-1R(0)-2115 ⑩

M4-8(0)-2412 DETOUR WEST ILLINOIS 132 M1-50-2430 M6-1R(0)-2115 ⑪

M4-8(0)-2412 DETOUR WEST ILLINOIS 132 M1-50-2430 M6-1R(0)-2115 ⑫

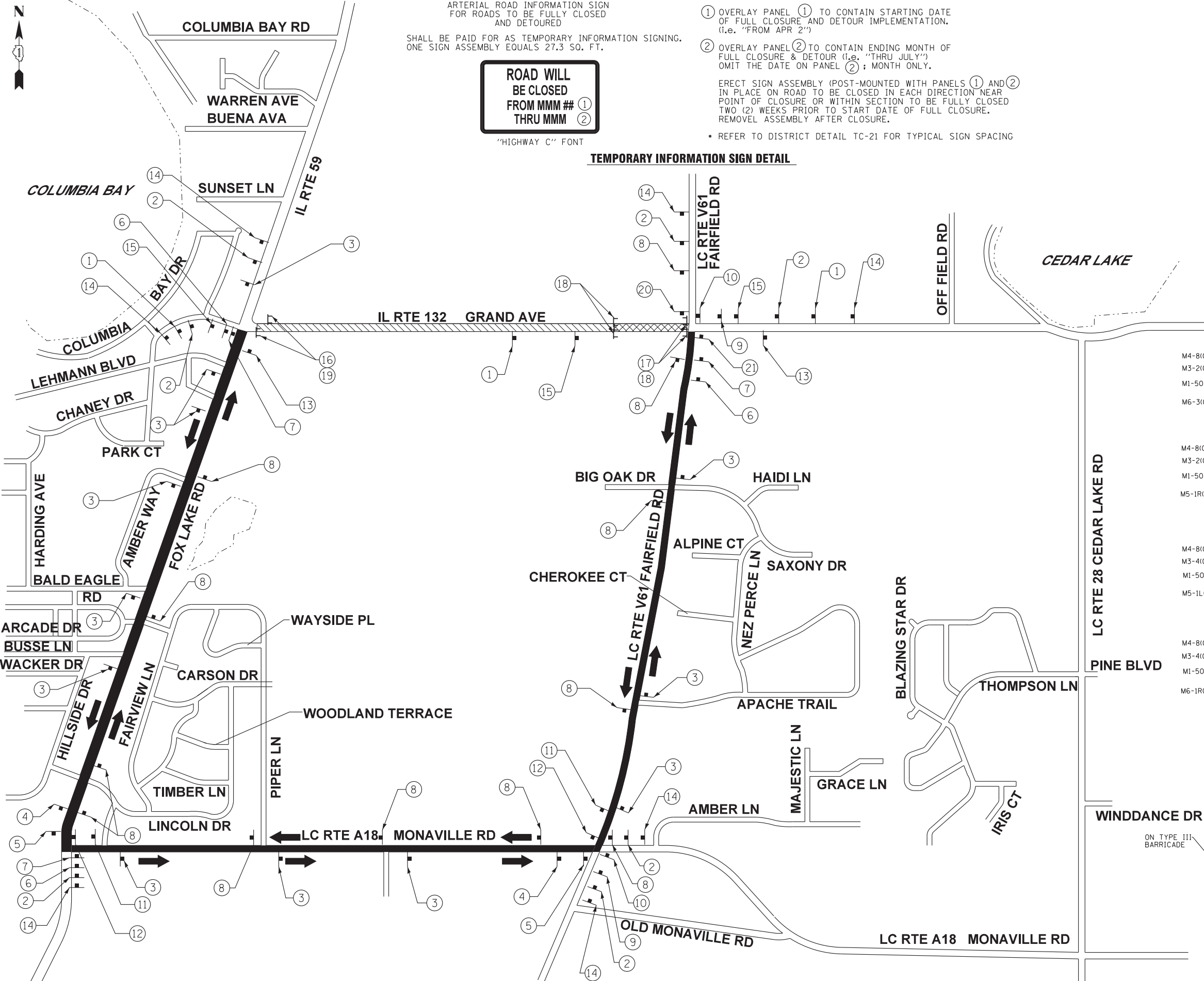
M4-8A M1-50-2430 M4-10R-4818 M4-10L-4818

ROAD CLOSED 500 FT W20-3-4848

ON TYPE III BARRICADE ROAD CLOSED R11-2-4830

ON TYPE III BARRICADE ROAD CLOSED TO THRU TRAFFIC R11-4-6030

R3-1 (24"x24") R3-2 (24"x24")



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DATE - 1-30-15	FILE - 100153-W037-Detour.dgn

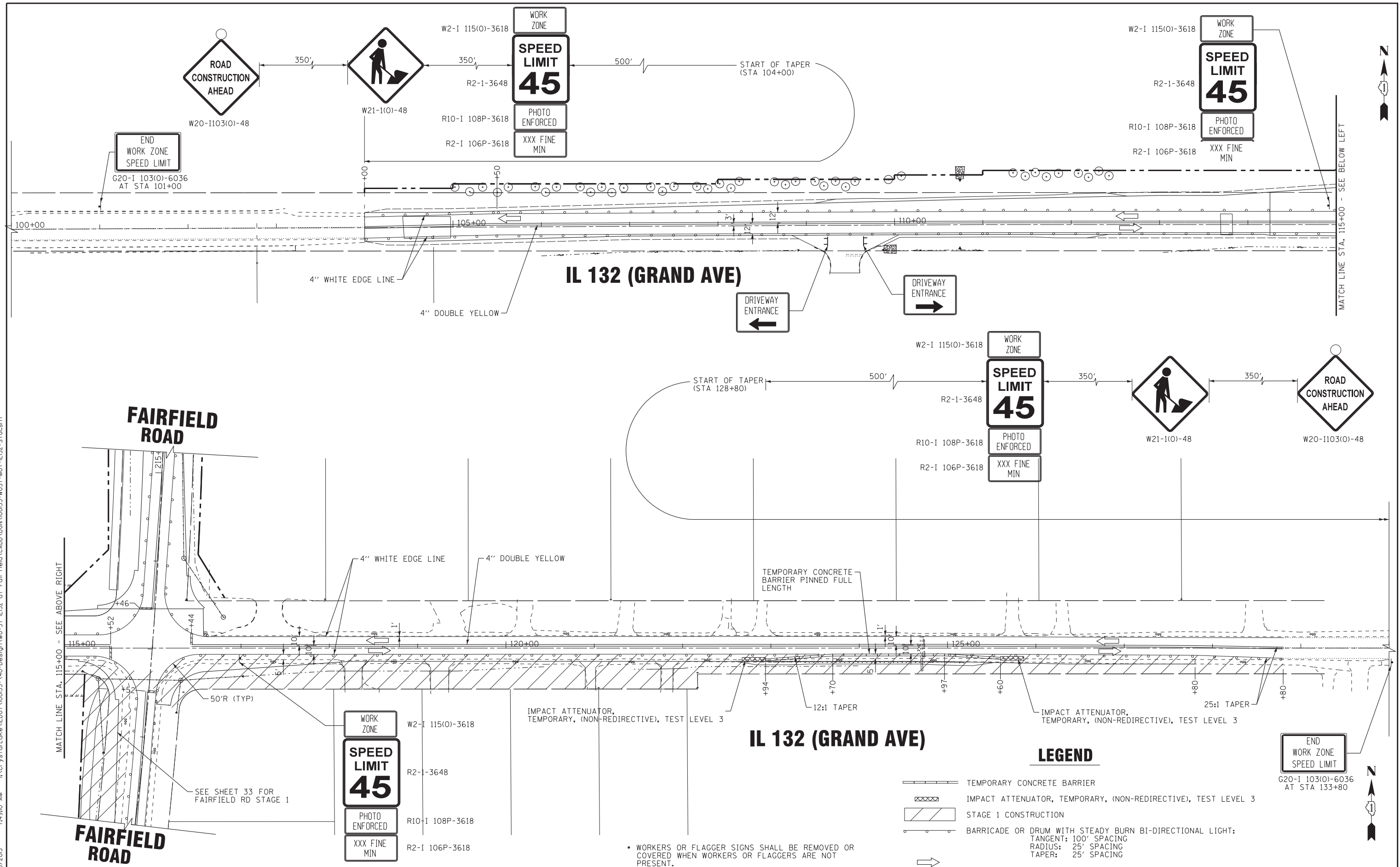
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
DETOUR 1 PLAN

SCALE: 1"=500' STA. TO STA.

F.A.P. RTE. 541	SECTION W-N-1	COUNTY LAKE	TOTAL SHEETS 116	SHEET NO. 31
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





DESIGNED - DJS	REVISED - 3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-MOT-IL132-ST61.shp

**MAINTENANCE OF TRAFFIC
STAGE 1
IL 132 (GRAND AVE)**

STA.	TO STA.
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Consulting Engineers

DESIGNED -	DJS	REVISED -	3-17-15 IDOT REVIEW
DRAWN -	UKB	REVISED -	3-27-15 IDOT REVIEW
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DATE -	1-30-15	FILE -	100153-W037-MOT-IL132-ST02.sht

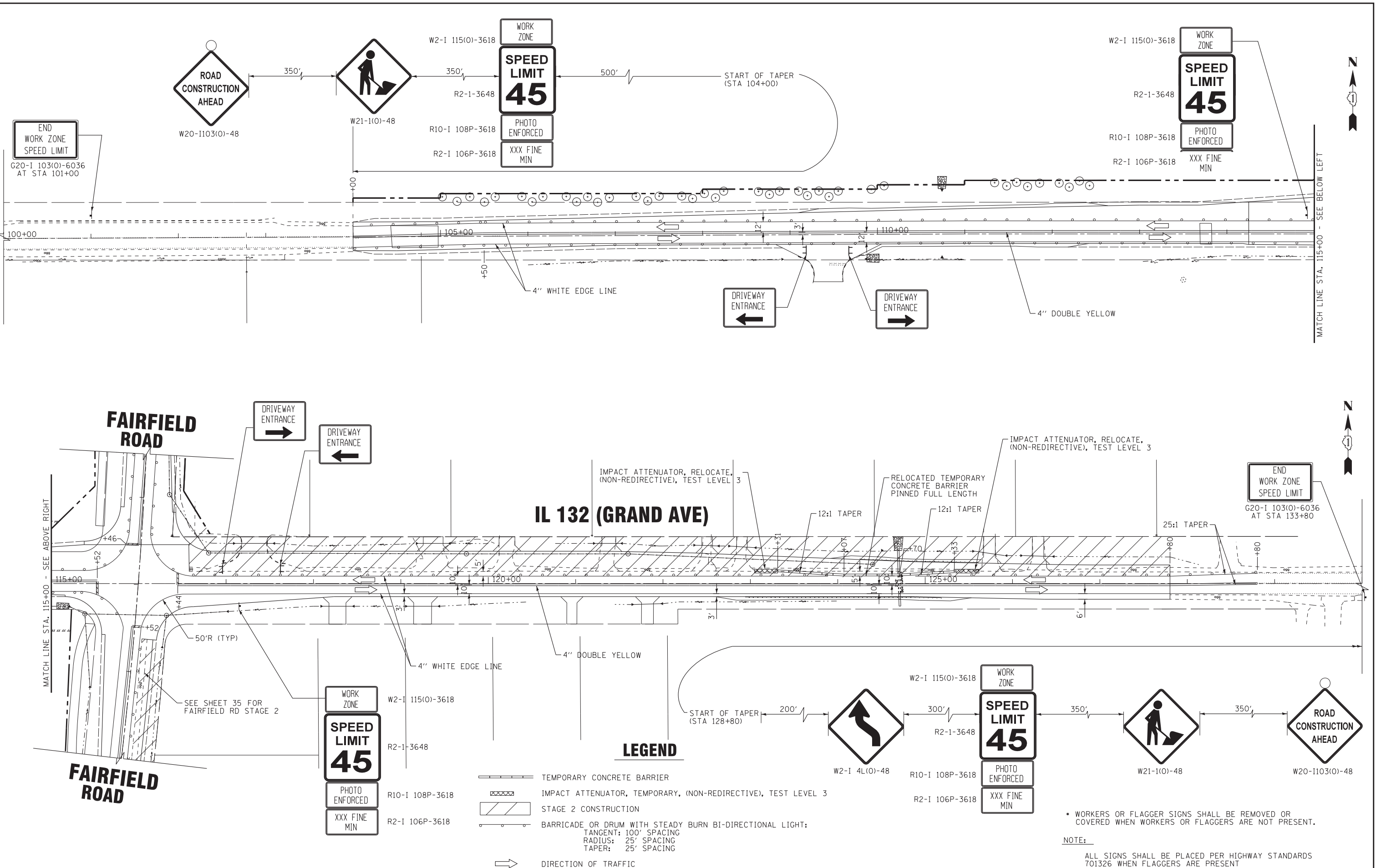
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGE 2
IL 132 (GRAND AVE)

SCALE: 1" = 50'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	35
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

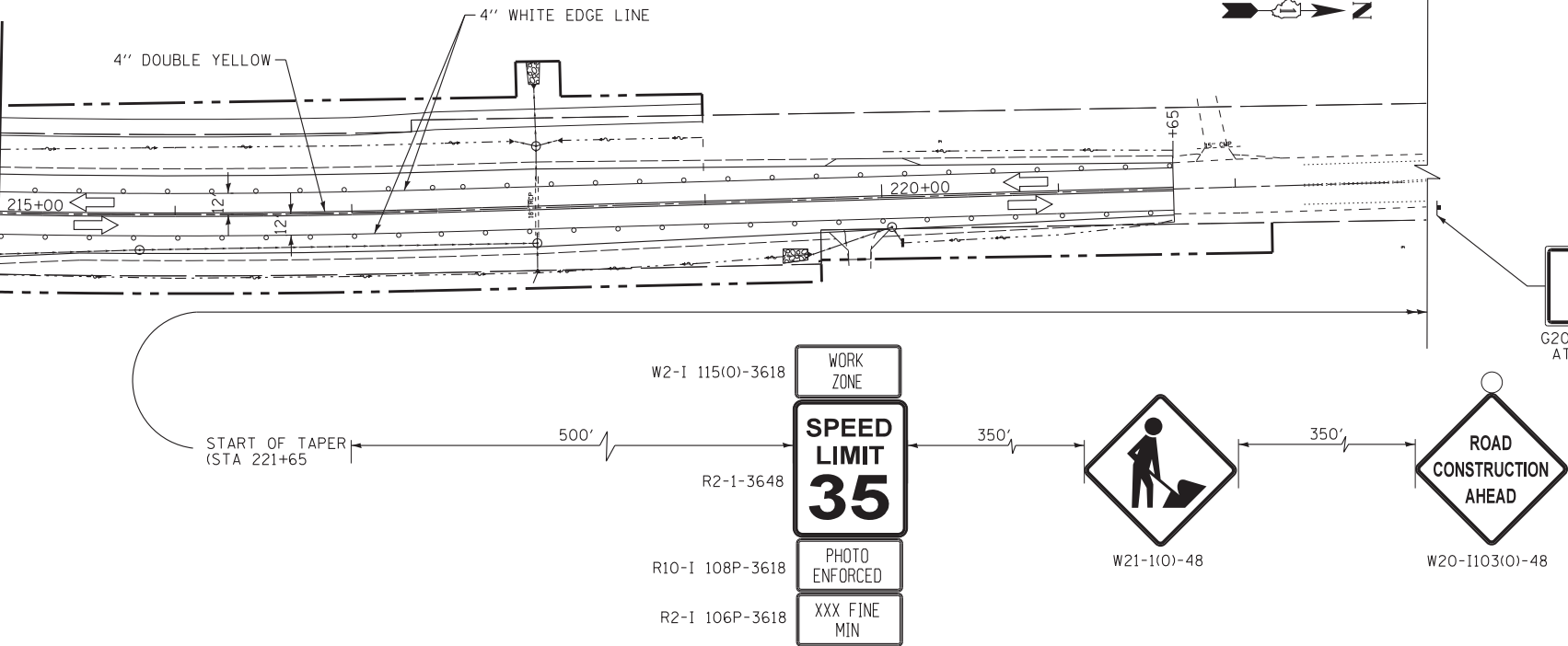
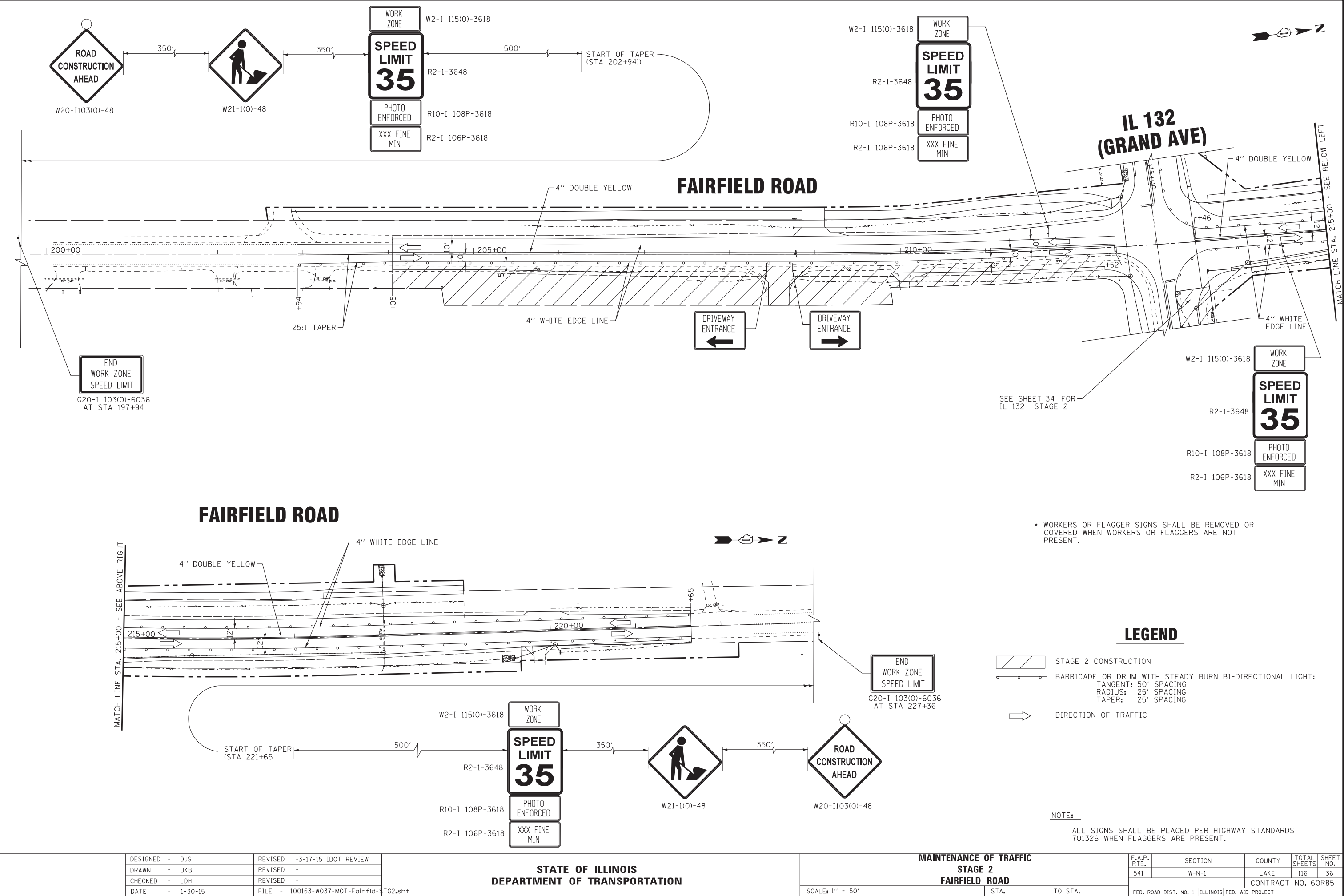


* WORKERS OR FLAGGER SIGNS SHALL BE REMOVED OR COVERED WHEN WORKERS OR FLAGGERS ARE NOT PRESENT.

NOTE:

ALL SIGNS SHALL BE PLACED PER HIGHWAY STANDARDS 701326 WHEN FLAGGERS ARE PRESENT

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* WORKERS OR FLAGGER SIGNS SHALL BE REMOVED OR COVERED WHEN WORKERS OR FLAGGERS ARE NOT PRESENT.

LEGEND

- STAGE 2 CONSTRUCTION
- BARRICADE OR DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT:
 - TANGENT: 50' SPACING
 - RADIUS: 25' SPACING
 - TAPER: 25' SPACING
- DIRECTION OF TRAFFIC

NOTE:
ALL SIGNS SHALL BE PLACED PER HIGHWAY STANDARDS 701326 WHEN FLAGGERS ARE PRESENT.

DESIGNED -	DJS	REVISED -	3-17-15 IDOT REVIEW
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DATE -	1-30-15	FILE -	100153-W037-MOT-Fair-fid-STG2.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

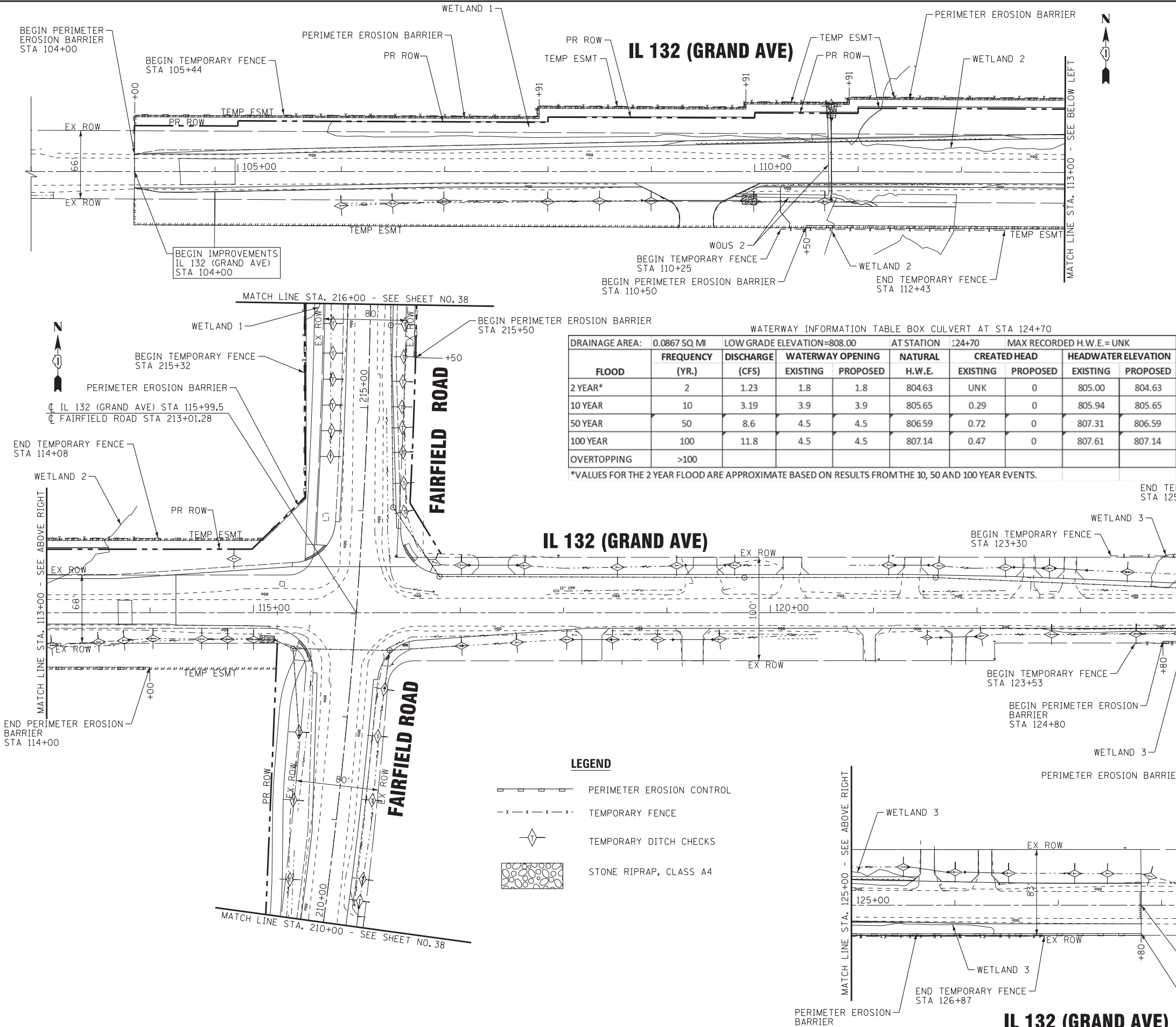
MAINTENANCE OF TRAFFIC
STAGE 2
FAIRFIELD ROAD

SCALE: 1" = 50'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	36
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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WATERWAY INFORMATION TABLE BOX CULVERT AT STA 124+70									
DRAINAGE AREA: 0.0867 SQ MI		LOW GRADE ELEVATION=808.00			AT STATION 124+70		MAX RECORDED H.W.E.= UNK		
FLOOD	FREQUENCY (YR.)	DISCHARGE (CFS)	WATERWAY OPENING		NATURAL H.W.E.	CREATED HEAD		HEADWATER ELEVATION	
			EXISTING	PROPOSED		EXISTING	PROPOSED	EXISTING	PROPOSED
2 YEAR*	2	1.23	1.8	1.8	804.63	UNK	0	805.00	804.63
10 YEAR	10	3.19	3.9	3.9	805.65	0.29	0	805.94	805.65
50 YEAR	50	8.6	4.5	4.5	806.59	0.72	0	807.31	806.59
100 YEAR	100	11.8	4.5	4.5	807.14	0.47	0	807.61	807.14
OVERTOPPING	>100								

*VALUES FOR THE 2 YEAR FLOOD ARE APPROXIMATE BASED ON RESULTS FROM THE 10, 50 AND 100 YEAR EVENTS.

LEGEND	
	PERIMETER EROSION CONTROL
	TEMPORARY FENCE
	TEMPORARY DITCH CHECKS
	STONE RIPRAP, CLASS A4

- NOTES:
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: ([HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-YSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL/](http://www.idot.illinois.gov/TRANSPORTATION-YSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL/)).
 - THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
 - THE CONTRACTOR SHALL CHECK ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHALL BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
 - THE CONTRACTOR SHALL PROVIDE A PLAN TO THE RESIDENT ENGINEER TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION.
 - ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
 - TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
 - EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RESIDENT ENGINEER.
 - THIS PROJECT REQUIRES A U.S. ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR SHALL SUBMIT AN IN-STREAM WORK PLAN (INCLUDING WORK IN WETLANDS) TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES (INCLUDING WORK IN WETLANDS) CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK (WHICH INCLUDES WORK WITHIN WETLANDS). THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN (INCLUDING WORK WITHIN WETLANDS) WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - 'WETLANDS NO INTRUSION' SIGNAGE SHALL BE PROVIDED ON THE TEMPORARY FENCE AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND WATERS OF THE U.S. (WOUS). THE CONTRACTOR MAY BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE. INSTALLING, MAINTAINING AND REMOVING SIGNS SHALL BE INCLUDED IN THE TEMPORARY FENCE.

SCHEDULE OF EROSION CONTROL QUANTITIES

PERIMETER EROSION BARRIER	FOOT	4,220
TEMPORARY DITCH CHECKS	FOOT	1030
STONE RIPRAP, CLASS A4	SQ YD	108
TEMPORARY FENCE	FOOT	2,192

IL 132 (GRAND AVE)

IL 132 (GRAND AVE) AND FAIRFIELD ROAD EROSION CONTROL PLAN

SCALE: 1" = 50'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	37
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - DJS	REVISED -3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-EROS1.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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DRAWN -	UKB	REVISED -	3-27-15 IDOT REVIEW
CHECKED -	LDH	REVISED -	
DATE -	1-30-15	FILE -	100153-W037-EROS2.shx

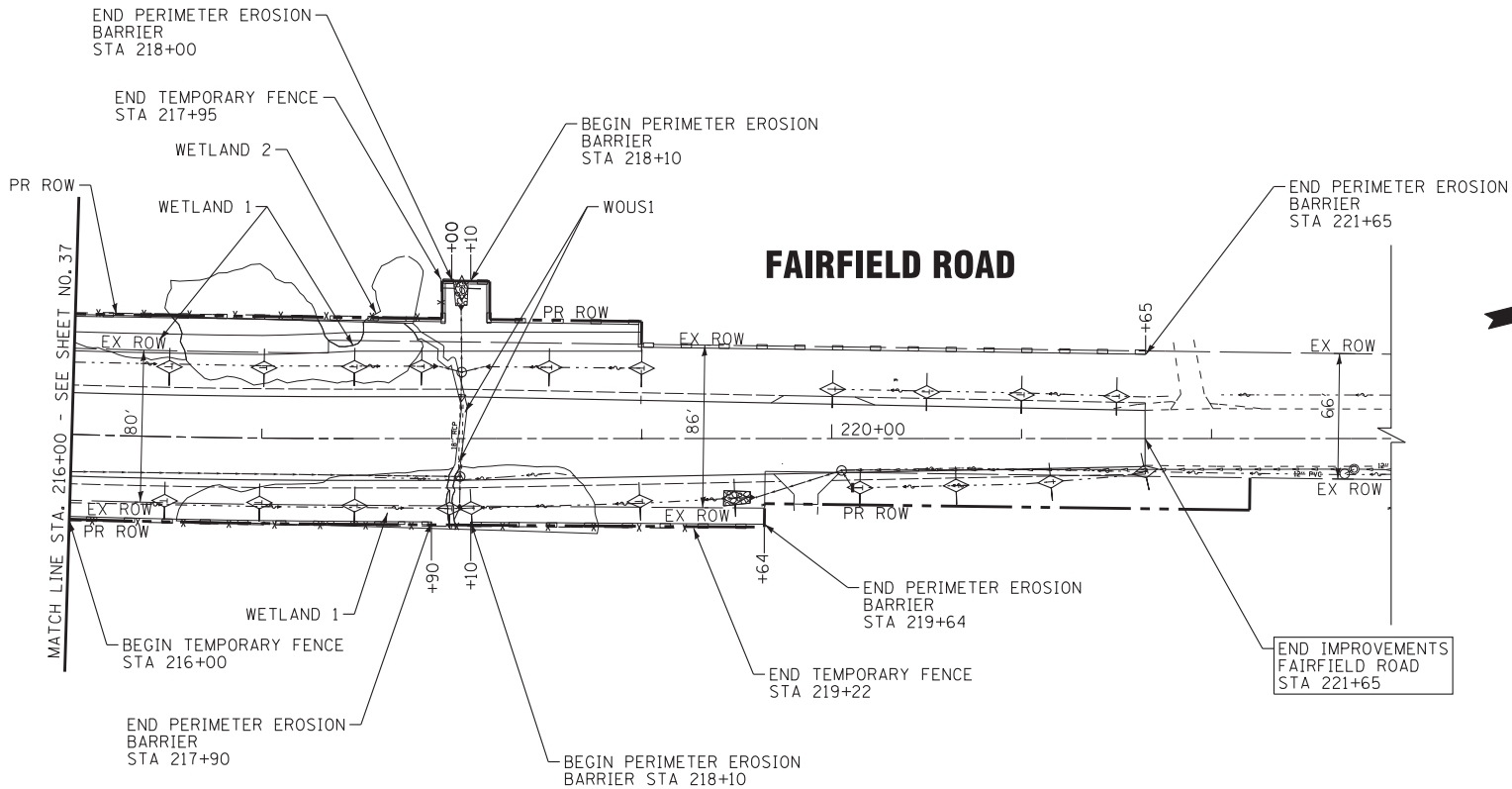
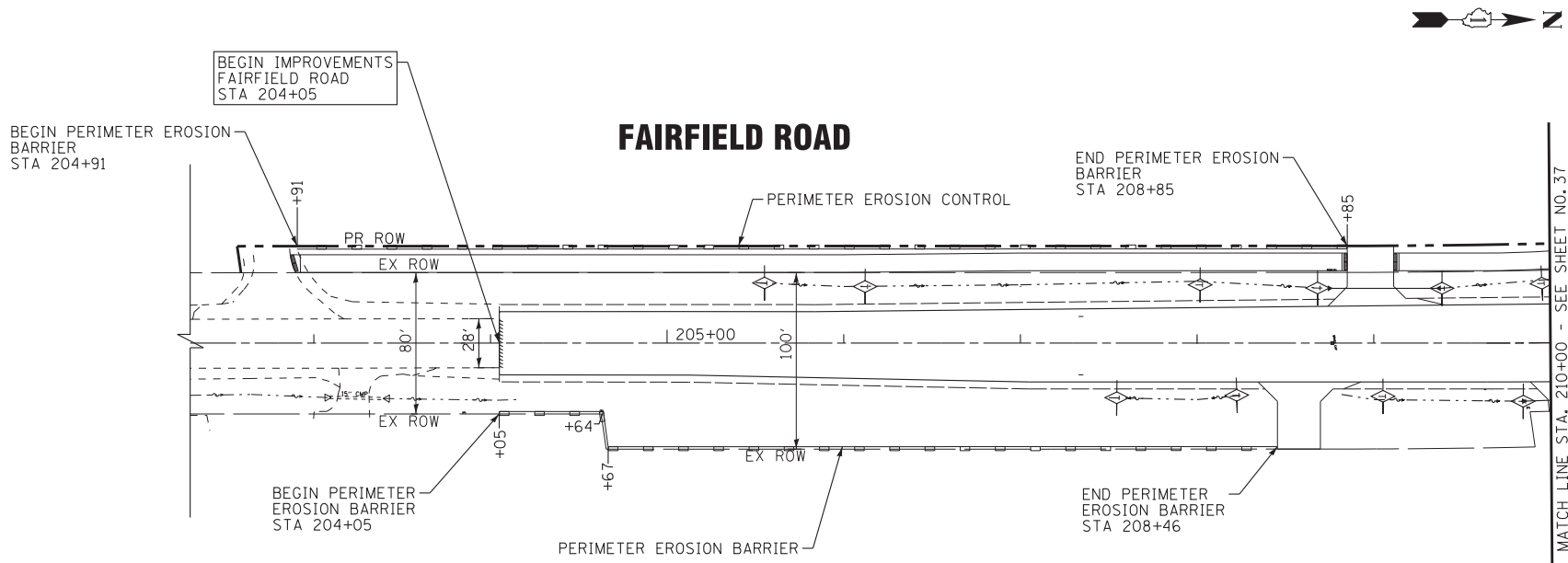
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
EROSION CONTROL PLAN

SCALE: 1" = 50'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1		116	38
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



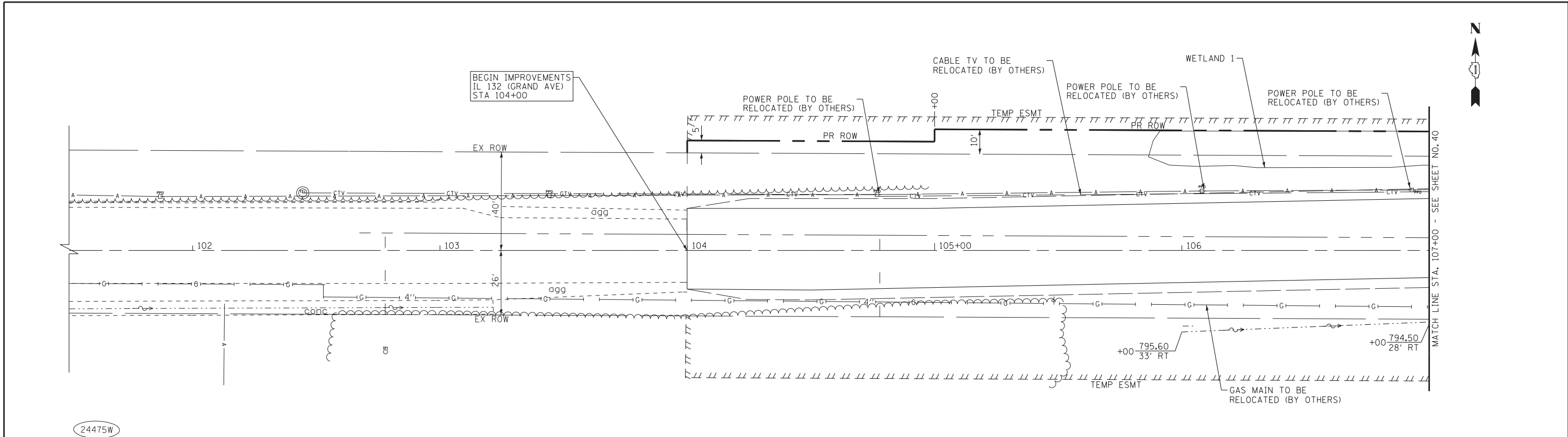
NOTE:

ANY DEWATERING SHALL BE FILTERED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (SEDIMENT TRAP, SEDIMENT BASIN, SEDIMENT FILTER BAG OR OTHER APPROVED MEASURE) AND DISCHARGED IN A WAY THAT PREVENTS EROSION. DEWATERING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

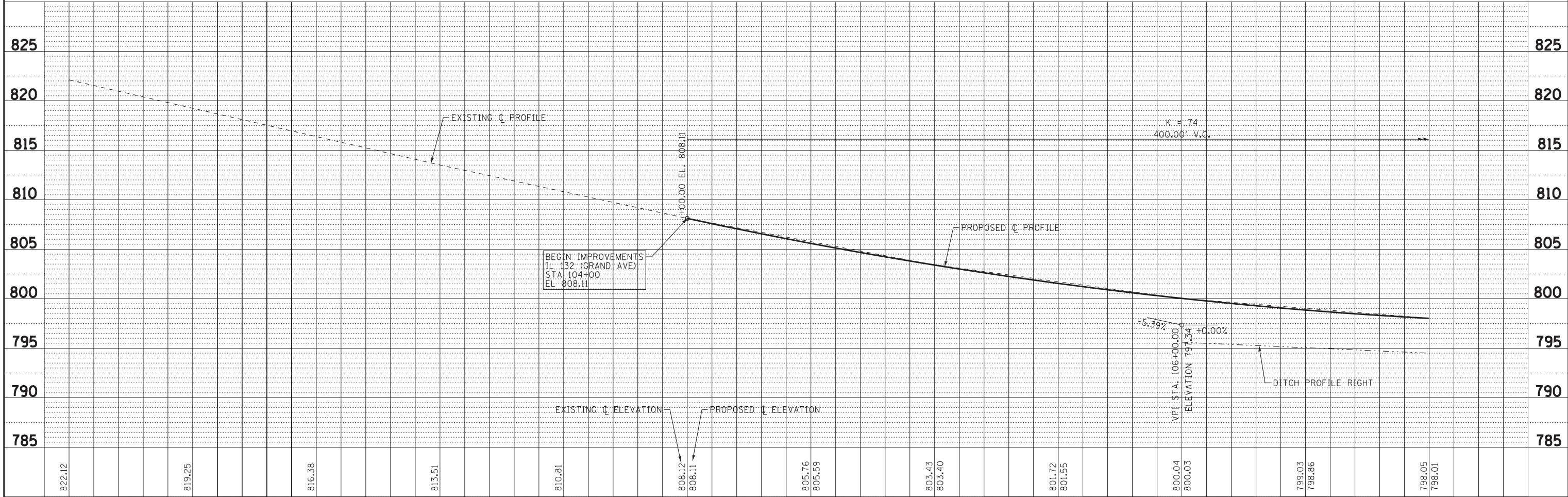
LEGEND

- PERIMETER EROSION CONTROL
- TEMPORARY FENCE
- TEMPORARY DITCH CHECKS
- STONE RIPRAP, CLASS A4

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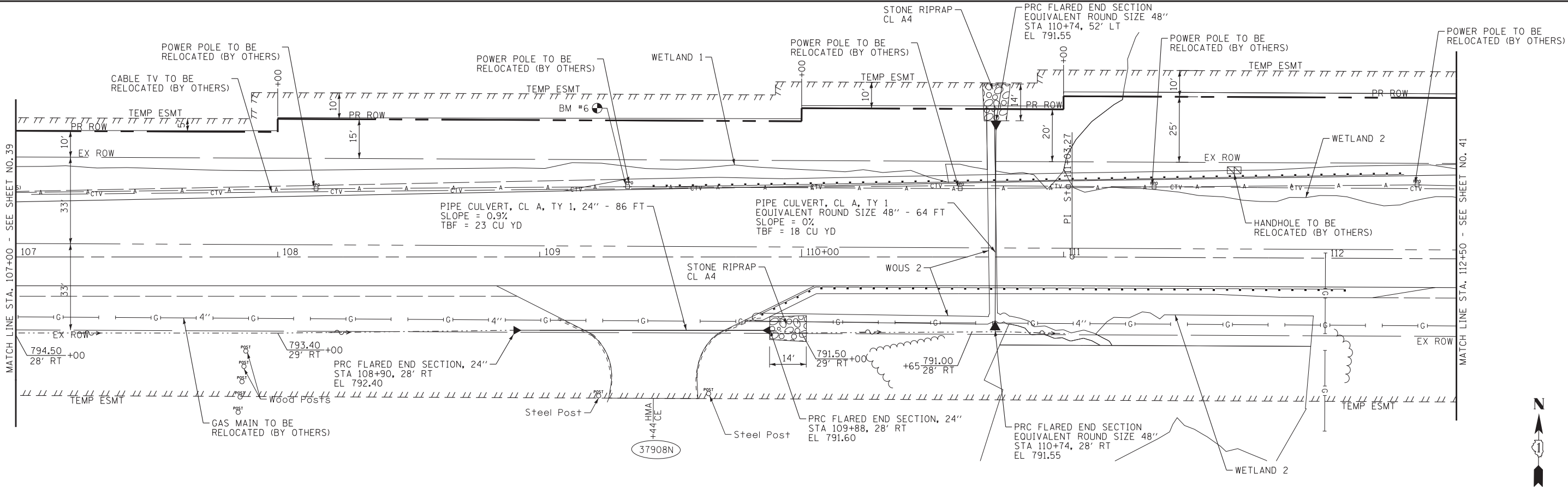


IL 132 (GRAND AVE)

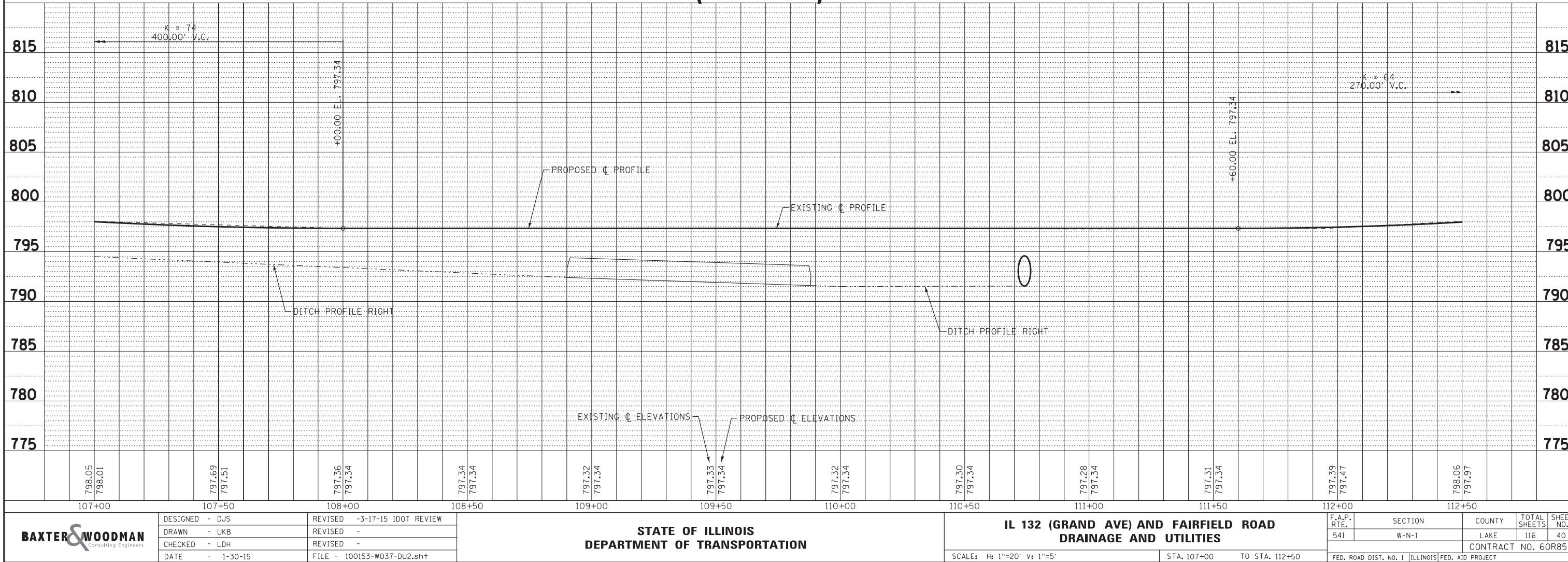


101+50		102+00		102+50		103+00		103+50		104+00		104+50		105+00		105+50		106+00		106+50		107+00					
		DESIGNED - DJS		REVISED - 3-17-15 IDOT REVIEW		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION IL 132 (GRAND AVE) AND FAIRFIELD ROAD DRAINAGE AND UTILITIES SCALE: H: 1"=20' V: 1"=5' STA. 101+50 TO STA. 107+00																F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - UKB		REVISED -																		541	W-N-1		LAKE	116	39
		CHECKED - LDH		REVISED -																		CONTRACT NO. 60R85					
		DATE - 1-30-15		FILE - 100153-W037-DUI.sht																							
																						FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

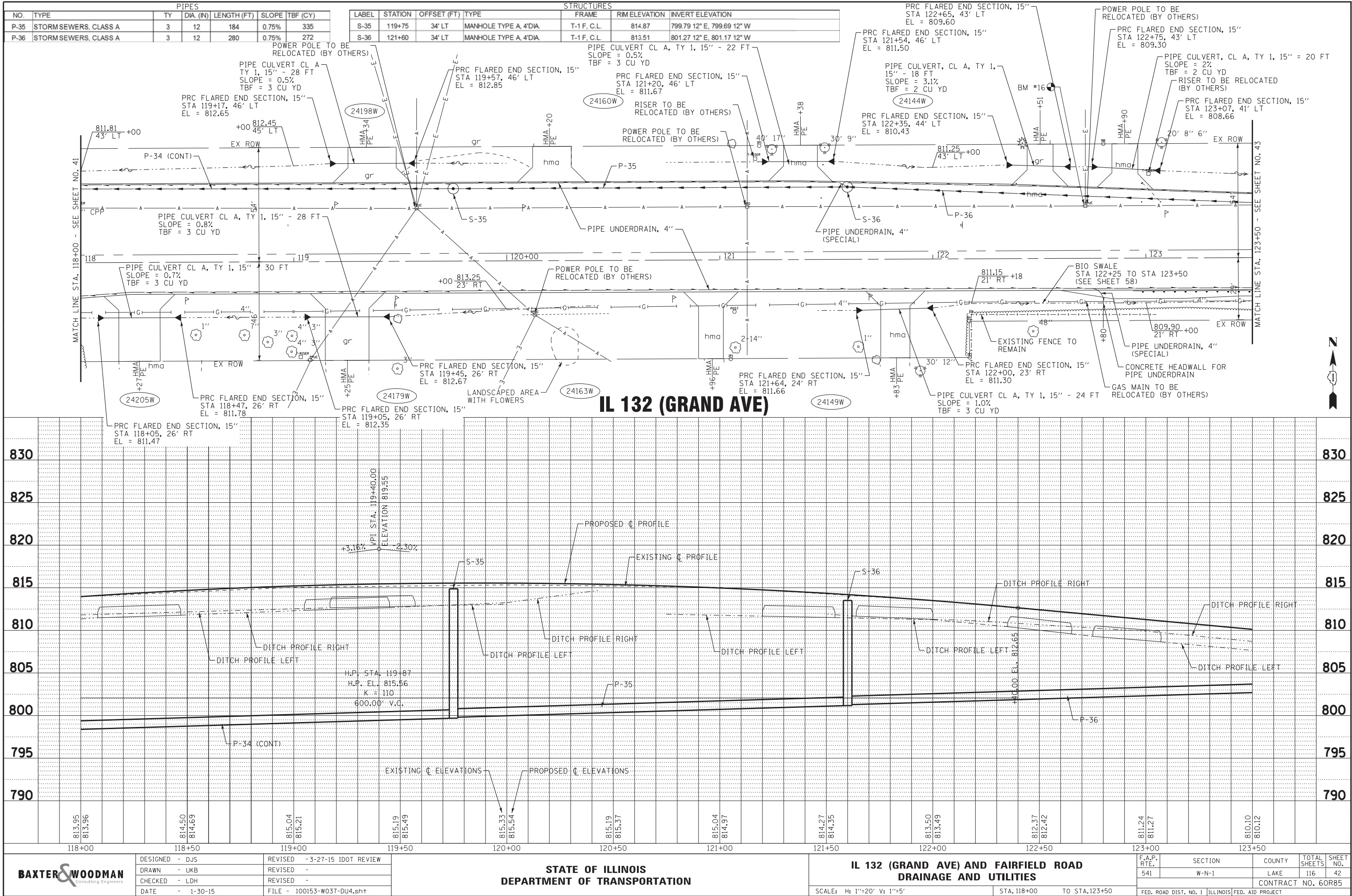
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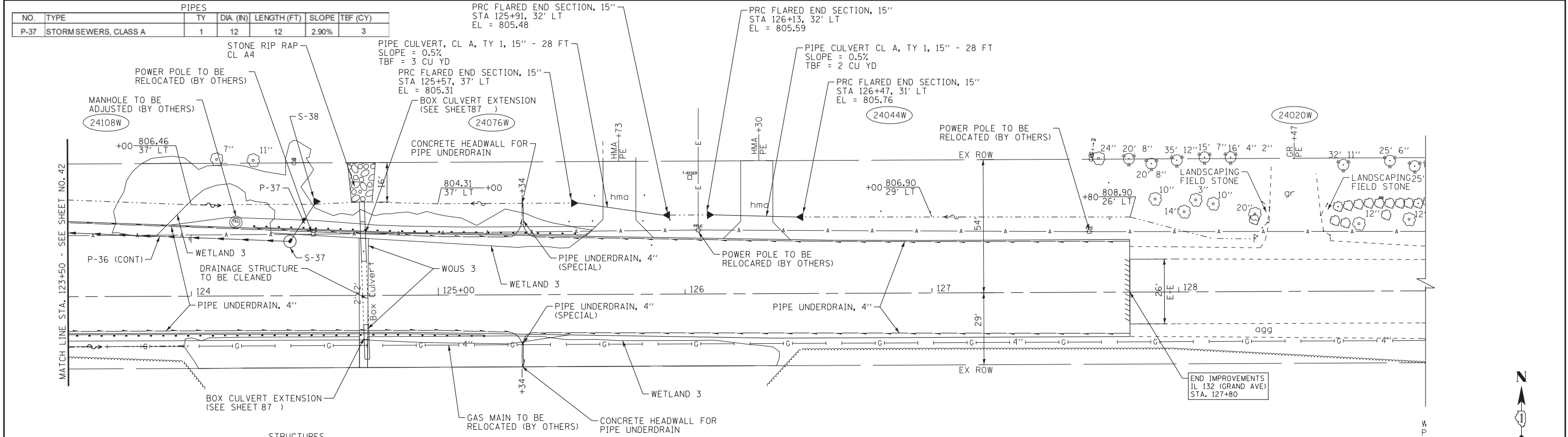
IL 132 (GRAND AVE)



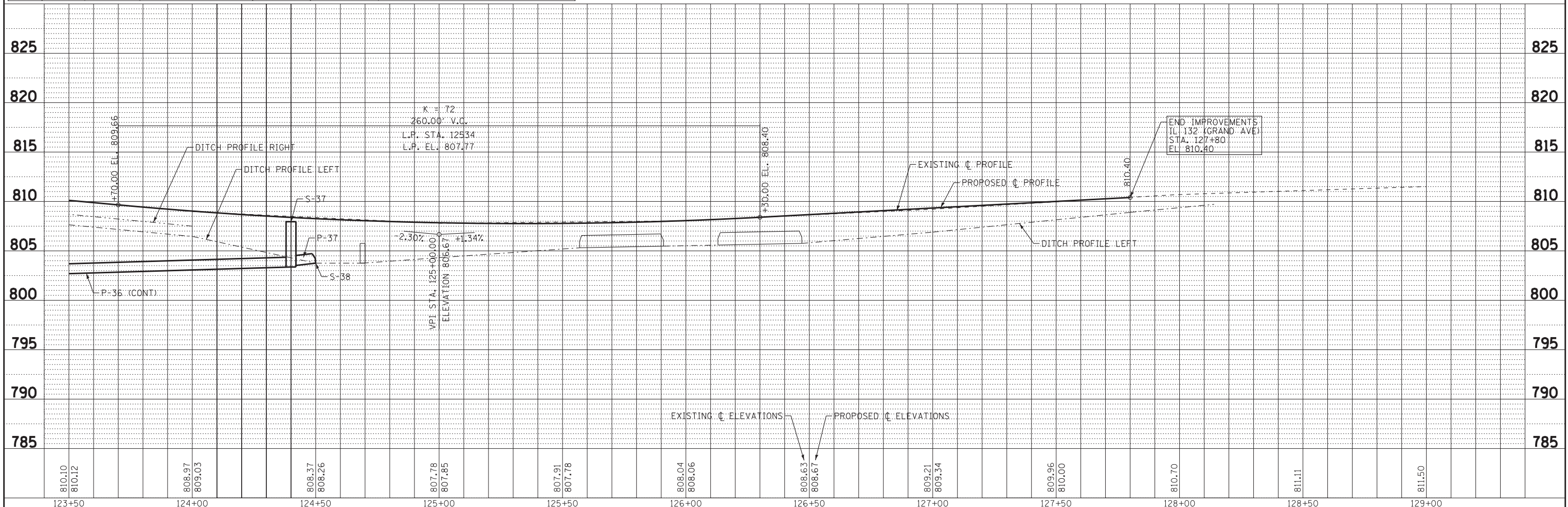
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STRUCTURES					
LABEL	STATION	OFFSET (FT)	TYPE	FRAME	RIM ELEVATION
S-37	124+40	22' LT	MANHOLE TYPE A, 4'DIA.	T-1 F, C.L.	807.95
S-38	124+50	37' LT	FLARED END SECTION 12"		803.47 12° NE, 803.37 12° W



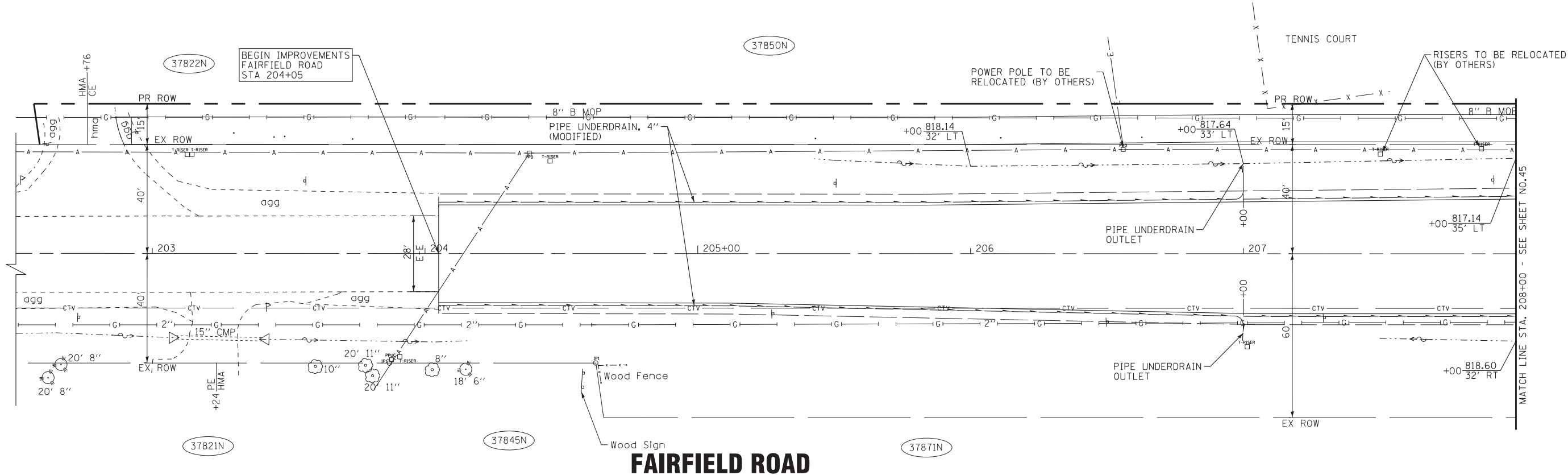
BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED -3-17-15 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 132 (GRAND AVE) AND FAIRFIELD ROAD DRAINAGE AND UTILITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - UKB	REVISED -3-27-15 IDOT REVIEW				541	W-N-1	LAKE	116	43
	CHECKED - LDH	REVISED -		CONTRACT NO. 60R85						
	DATE - 1-30-15	FILE - 100153-W037-DU5.sh+		SCALE: H: 1"=20' V: 1"=5'		STA. 123+50 TO STA.129+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

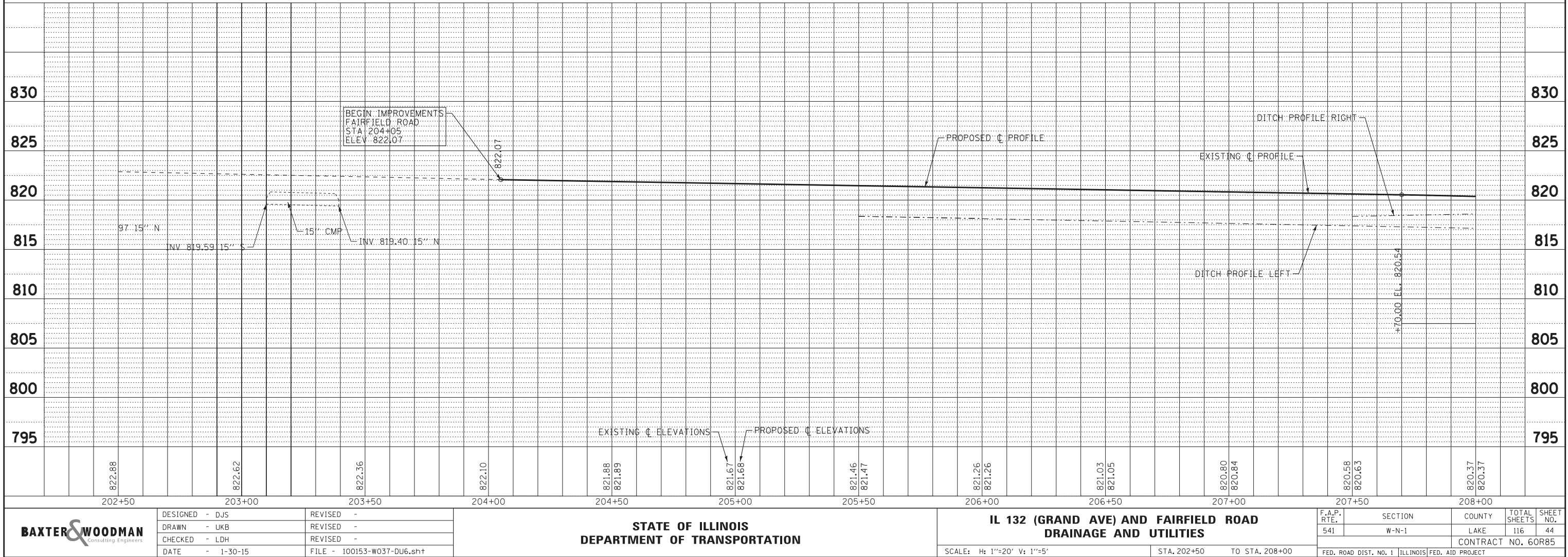
IL 132 (GRAND AVE) AND FAIRFIELD ROAD
DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5' STA. 123+50 TO STA. 129+00

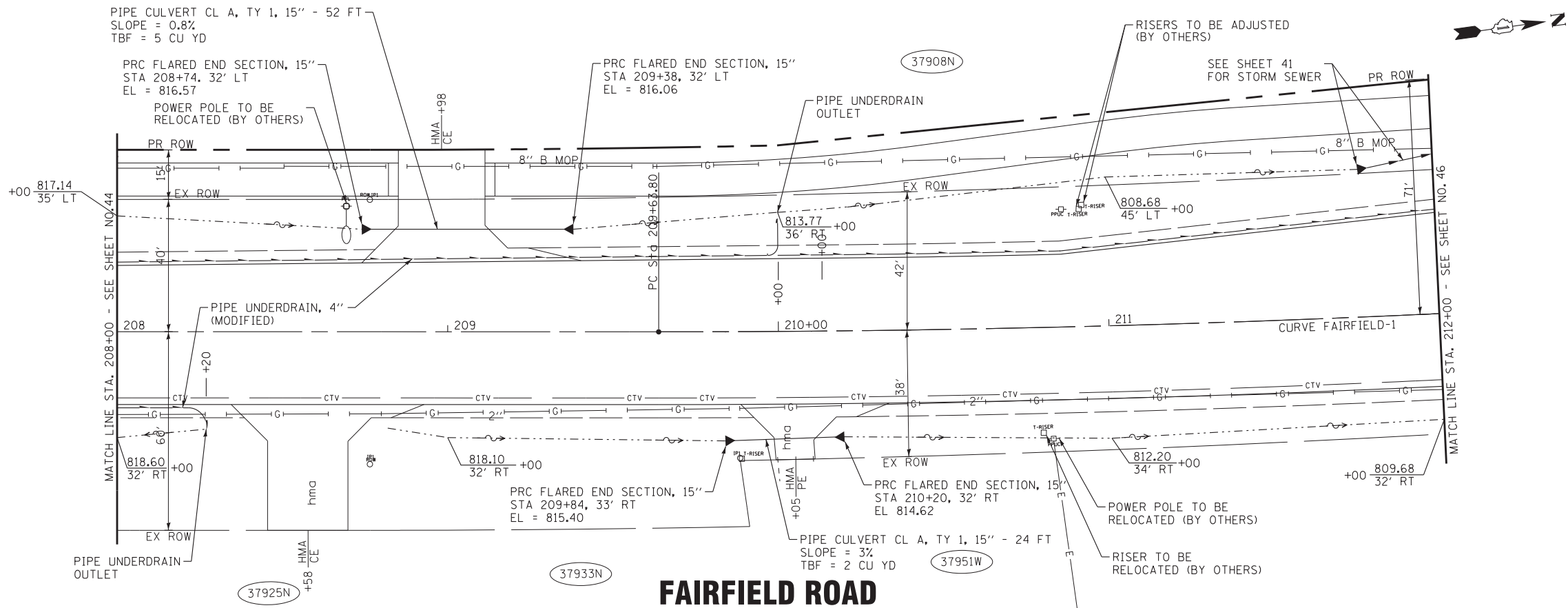
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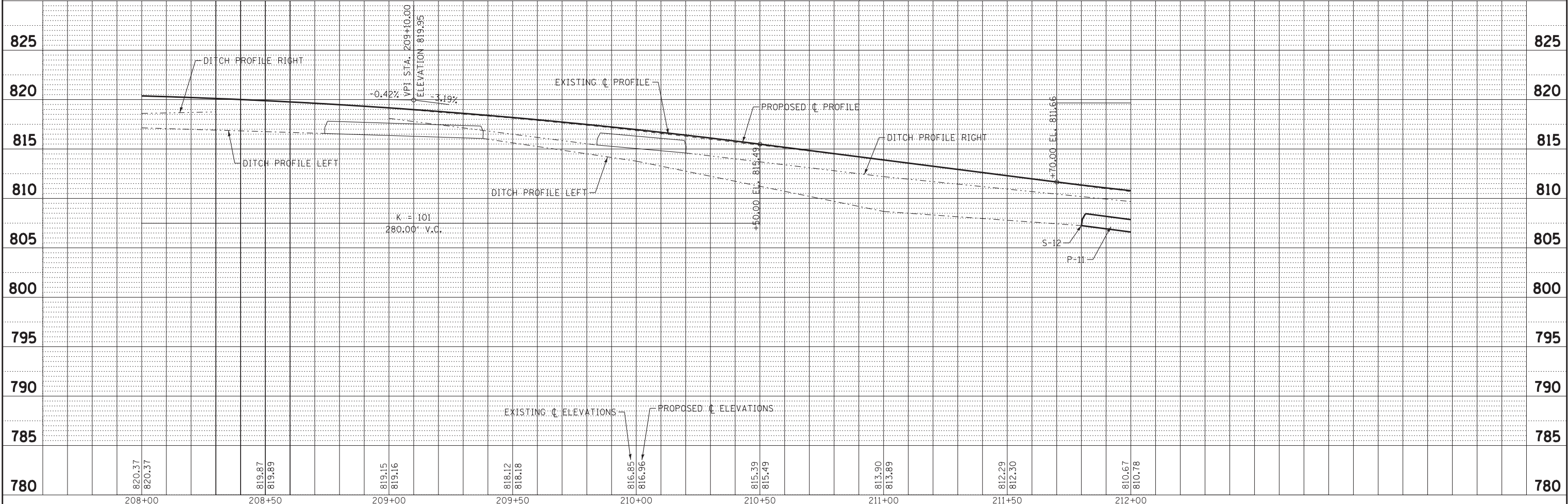
FAIRFIELD ROAD



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FAIRFIELD ROAD



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Consulting Engineers

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DATE -	1-30-15	FILE -	100153-W037-DU7.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

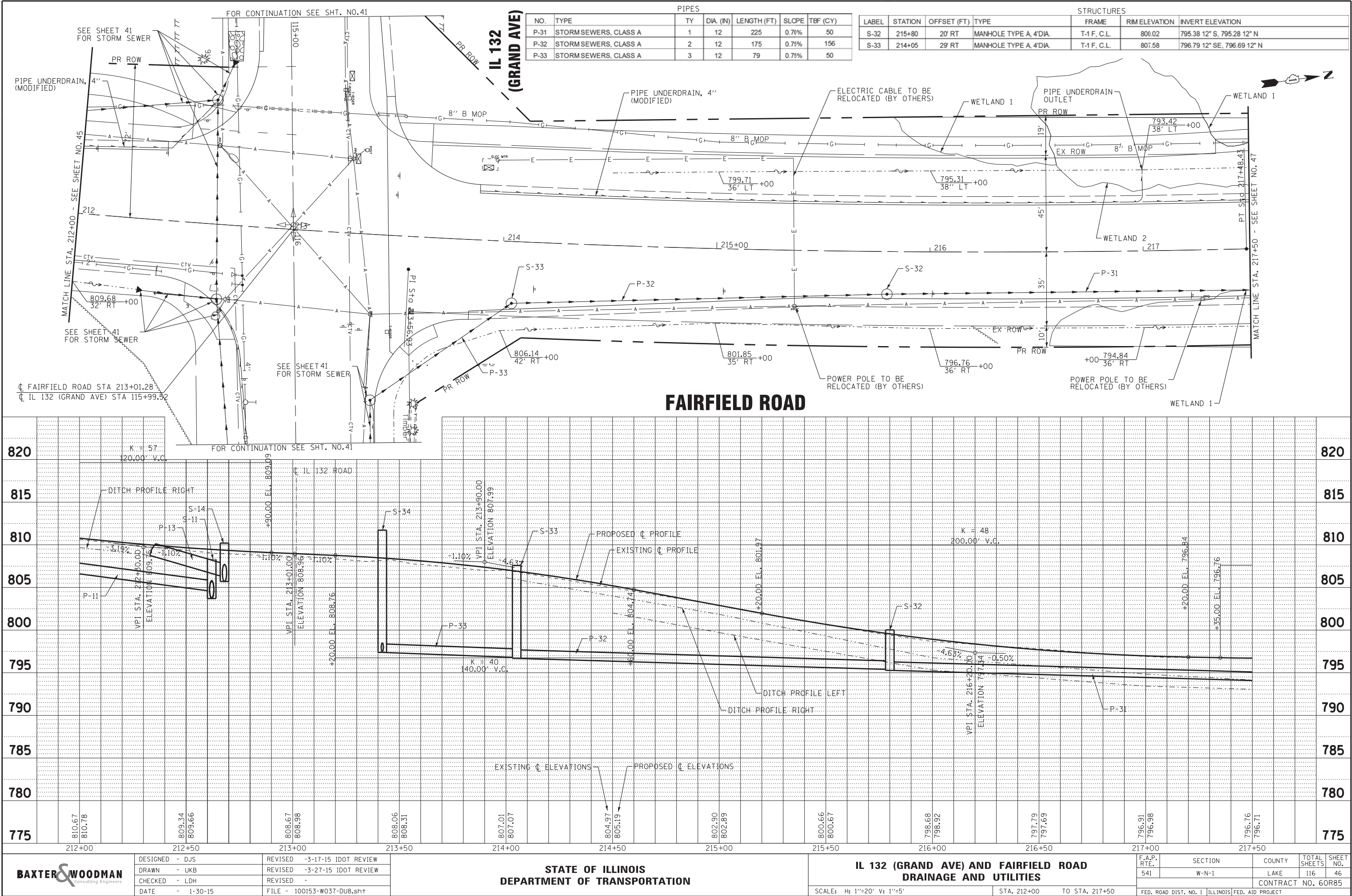
IL 132 (GRAND AVE) AND FAIRFIELD ROAD
DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5'

STA. 208+00 TO STA. 212+00

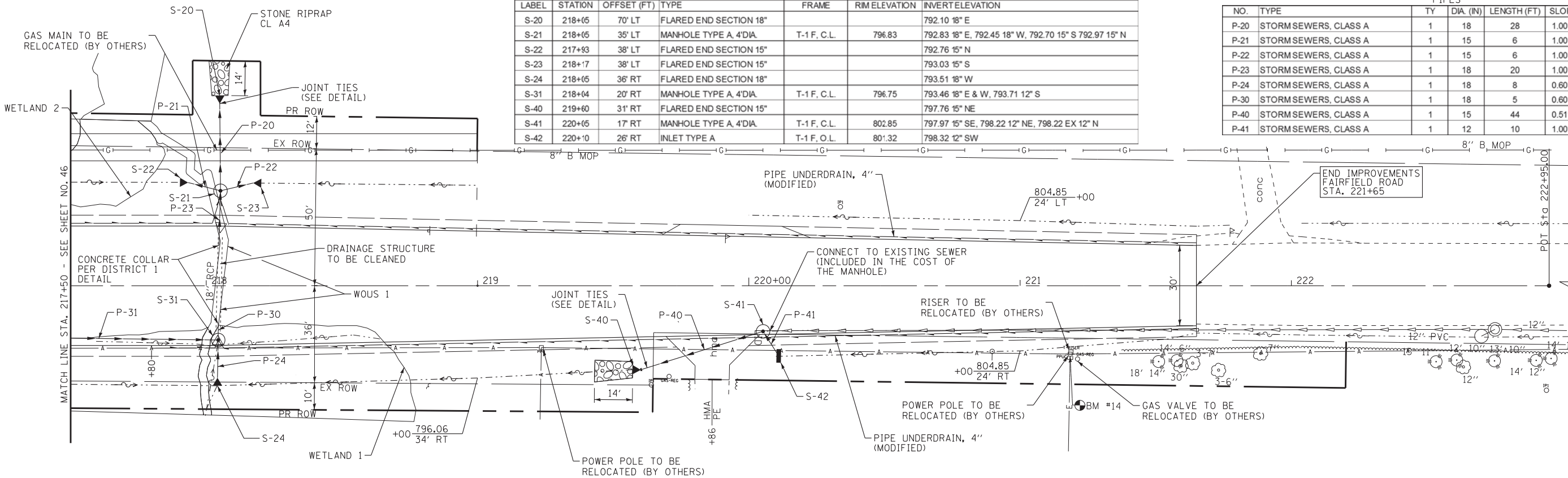
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	45
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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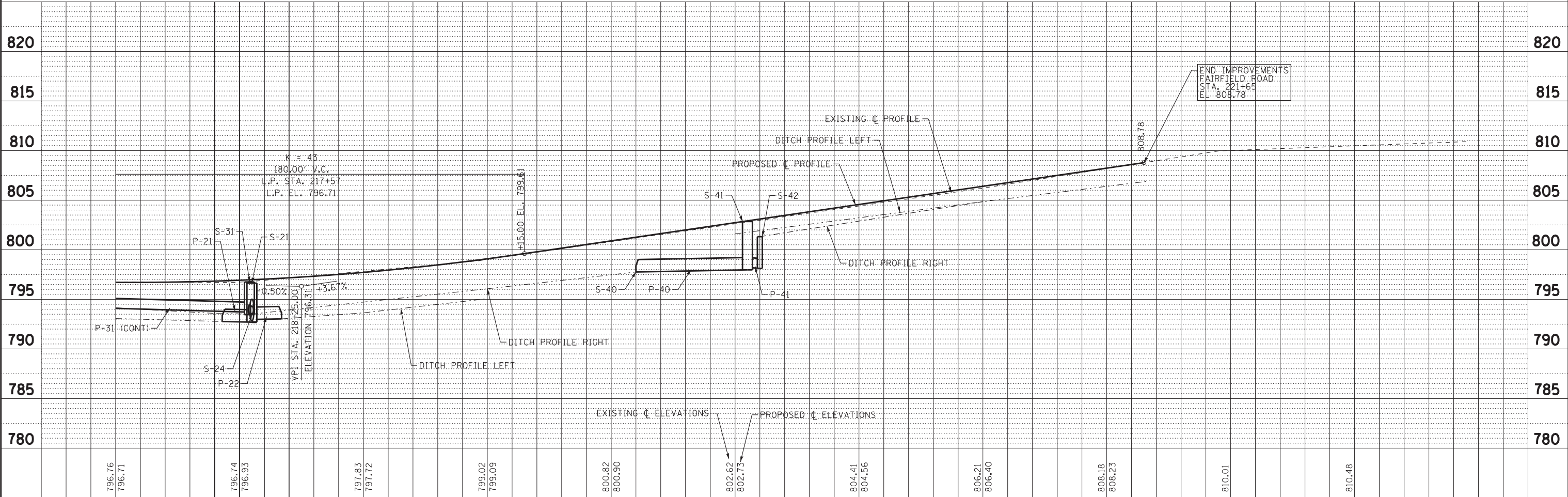


STRUCTURES					
LABEL	STATION	OFFSET (FT)	TYPE	FRAME	RIM ELEVATION
S-20	218+05	70' LT	FLARED END SECTION 18"		792.10 18" E
S-21	218+05	35' LT	MANHOLE TYPE A, 4'DIA	T-1 F, C.L.	796.83
S-22	217+93	38' LT	FLARED END SECTION 15"		792.76 15" N
S-23	218+17	38' LT	FLARED END SECTION 15"		793.03 15" S
S-24	218+05	36' RT	FLARED END SECTION 18"		793.51 18" W
S-31	218+04	20' RT	MANHOLE TYPE A, 4'DIA	T-1 F, C.L.	796.75
S-40	219+60	31' RT	FLARED END SECTION 15"		797.76 15" NE
S-41	220+05	17' RT	MANHOLE TYPE A, 4'DIA	T-1 F, C.L.	802.85
S-42	220+10	26' RT	INLET TYPE A	T-1 F, O.L.	801.32
INVERT ELEVATION					
792.83 18" E, 792.45 18" W, 792.70 15" S 792.97 15" N					
793.46 18" E & W, 793.71 12" S					
797.97 15" SE, 798.22 12" NE, 798.22 EX 12" N					
798.32 12" SW					

PIPES						
NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-20	STORM SEWERS, CLASS A	1	18	28	1.00%	5
P-21	STORM SEWERS, CLASS A	1	15	6	1.00%	0
P-22	STORM SEWERS, CLASS A	1	15	6	1.00%	0
P-23	STORM SEWERS, CLASS A	1	18	20	1.00%	6
P-24	STORM SEWERS, CLASS A	1	18	8	0.60%	5
P-30	STORM SEWERS, CLASS A	1	18	5	0.60%	2
P-40	STORM SEWERS, CLASS A	1	15	44	0.51%	9
P-41	STORM SEWERS, CLASS A	1	12	10	1.00%	1



FAIRFIELD ROAD



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BAXTER & WOODMAN
Consulting Engineers

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DATE	1-30-15	FILE	100153-W037-DU9.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 (GRAND AVE) AND FAIRFIELD ROAD
DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5'

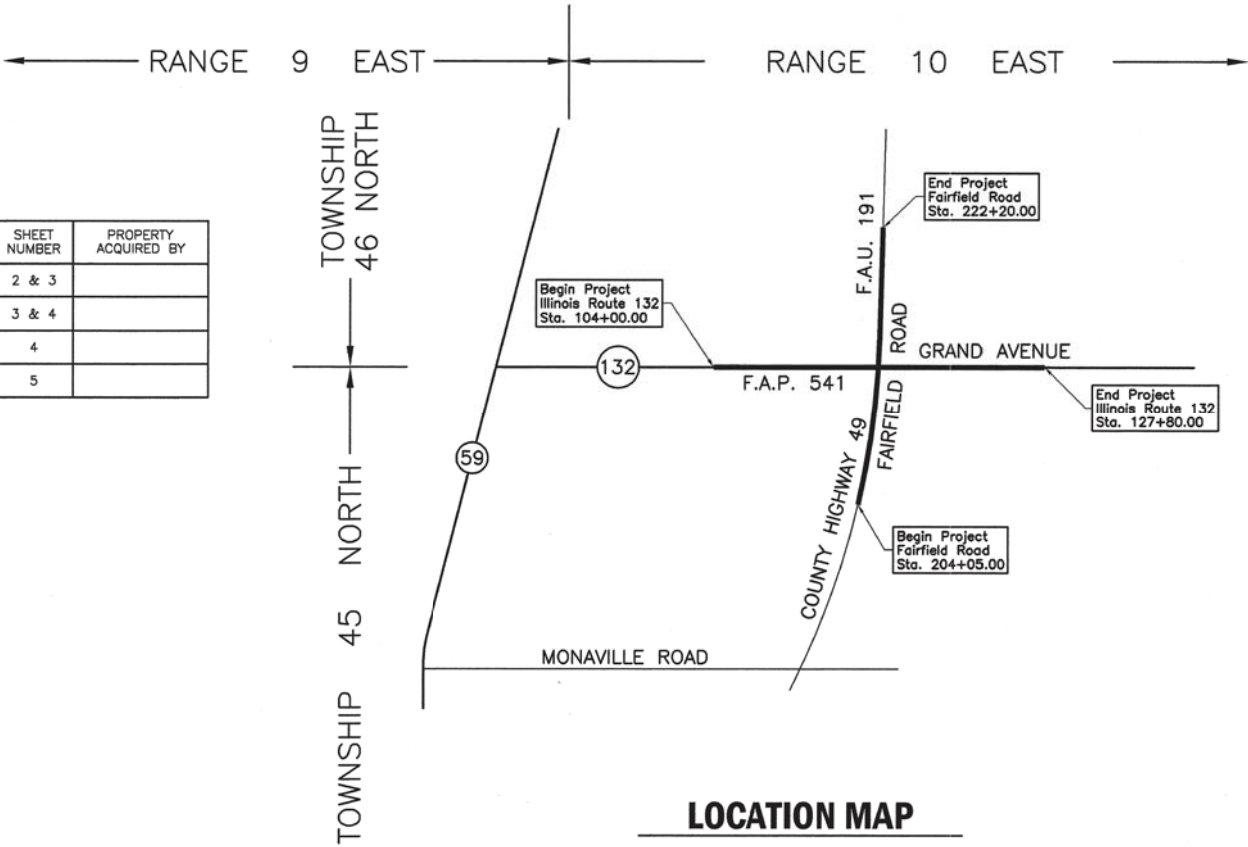
STA. 217+50 TO STA. 223+15

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	47
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLAT OF HIGHWAYS

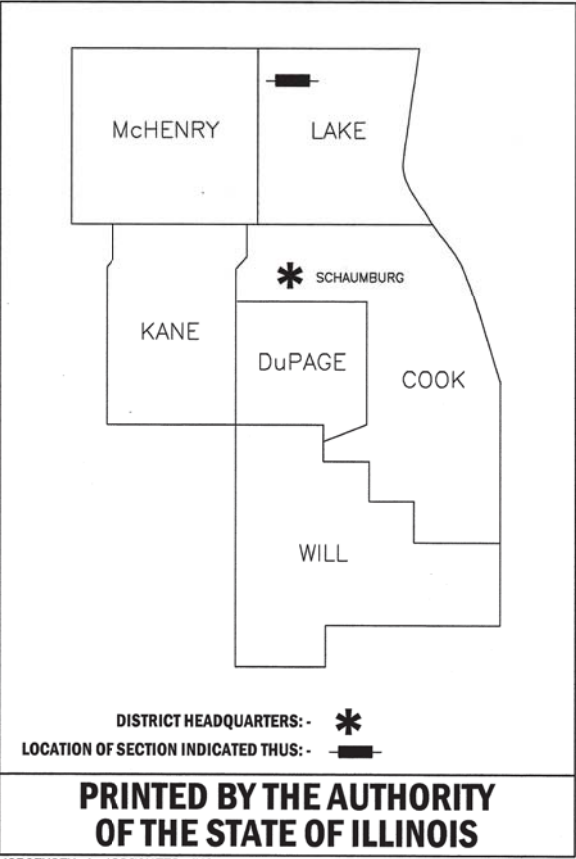
ROUTE: F.A.P. 541 (ILLINOIS ROUTE 132)
SECTION:
COUNTY: LAKE
LIMITS: AT FAIRFIELD ROAD
JOB NO.: R-91-010-05

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
1KL0001 1KL0001T.E.	Lake Villa Township	2 & 3	
1KL0002 1KL0002T.E.	Lake Villa Community Consolidated School District #41	3 & 4	
1KL0003	William J. Decker and Katherine Decker, husband and wife, as Joint Tenants	4	
1KL0004	Irene M. Rudnick, as Trustee of the Irene M. Rudnick Trust dated January 30, 2009	5	



LOCATION MAP

PROJECT LENGTH = 2,380.00 LIN. FT. = 0.451 MILE, ILLINOIS ROUTE 132
= 1,815.00 LIN. FT. = 0.344 MILE, FAIRFIELD ROAD
TOTAL LENGTH = 4,195.00 LIN. FT. = 0.795 MILE



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

RECEIVED

NOV 25 2013
PLATS & LEGALS

"FOR INFORMATION ONLY"

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DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

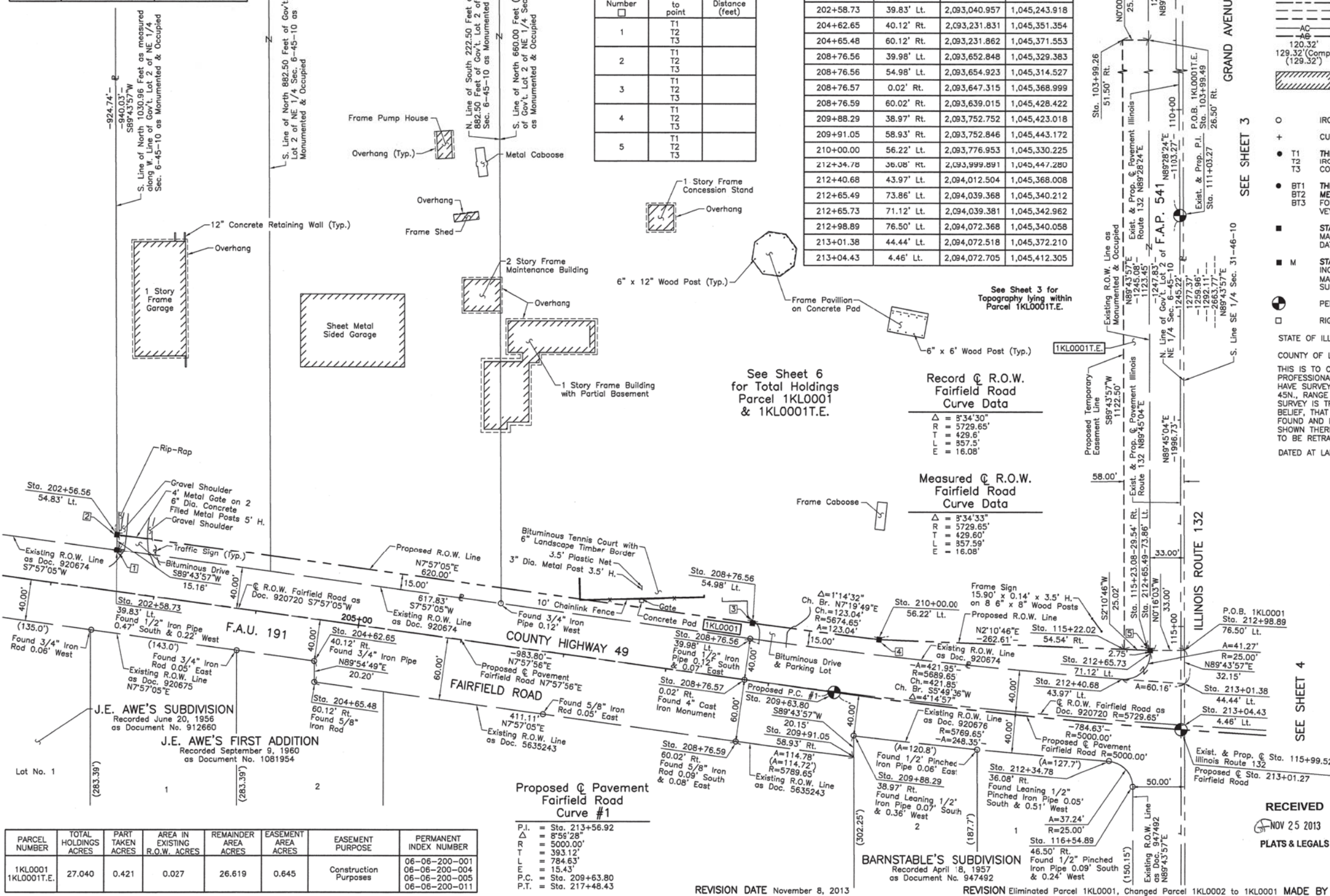
SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	48
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PART OF THE NE 1/4 OF SEC. 6, TWP. 45 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1KL0001	920674	August 24, 1956
-----	920674	August 24, 1956
-----	920675	August 24, 1956
-----	920676	August 24, 1956
-----	920720	August 24, 1956
-----	947492	April 18, 1957
-----	5635243	August 31, 2004



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET

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

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

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

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

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

RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 6, TOWNSHIP 45N., RANGE 10E., OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF ____ 20__ A.D.

PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are Shown

STATION	OFFSET	NORTH	EAST
102+77.86	25.95' Rt.	2,094,033.555	1,044,095.144
103+99.26	51.50' Rt.	2,094,009.122	1,044,216.773
103+99.49	26.50' Rt.	2,094,034.123	1,044,216.773
115+22.02	54.54' Rt.	2,094,014.364	1,045,339.260
115+23.08	29.54' Rt.	2,094,039.368	1,045,340.212
116+54.89	46.50' Rt.	2,094,022.984	1,045,472.091
202+56.56	54.83' Lt.	2,093,040.886	1,045,228.762

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)

LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: JOB NO.: R-91-010-05
STATION 102+00 TO STATION 117+00
STATION 202+00 TO STATION 214+00
SCALE: 1"=50' SHEET 2 OF 8

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

RECEIVED
NOV 25 2013
PLATS & LEGALS

REVISION DATE November 8, 2013

REVISION Eliminated Parcel 1KL0001, Changed Parcel 1KL0002 to 1KL0001 MADE BY

REVISION DATE November 8, 2013

REVISION Eliminated Parcel 1KL0001, Changed Parcel 1KL0002 to 1KL0001 MADE BY

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00102 - EXPIRES 4/30/2015
4/3/2015 7:56:09 AM
\\baxter\plots\100153-W037-HWY-PLATS.dgn
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BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

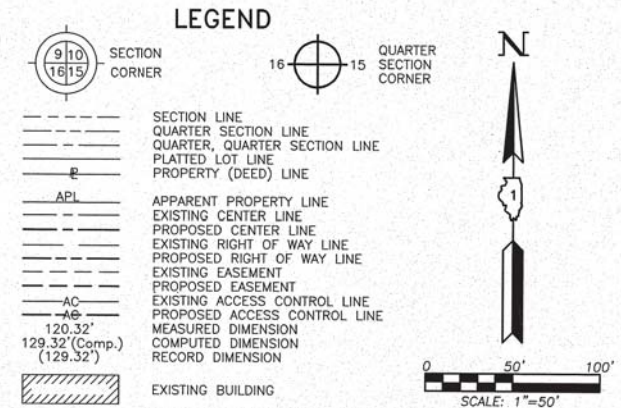
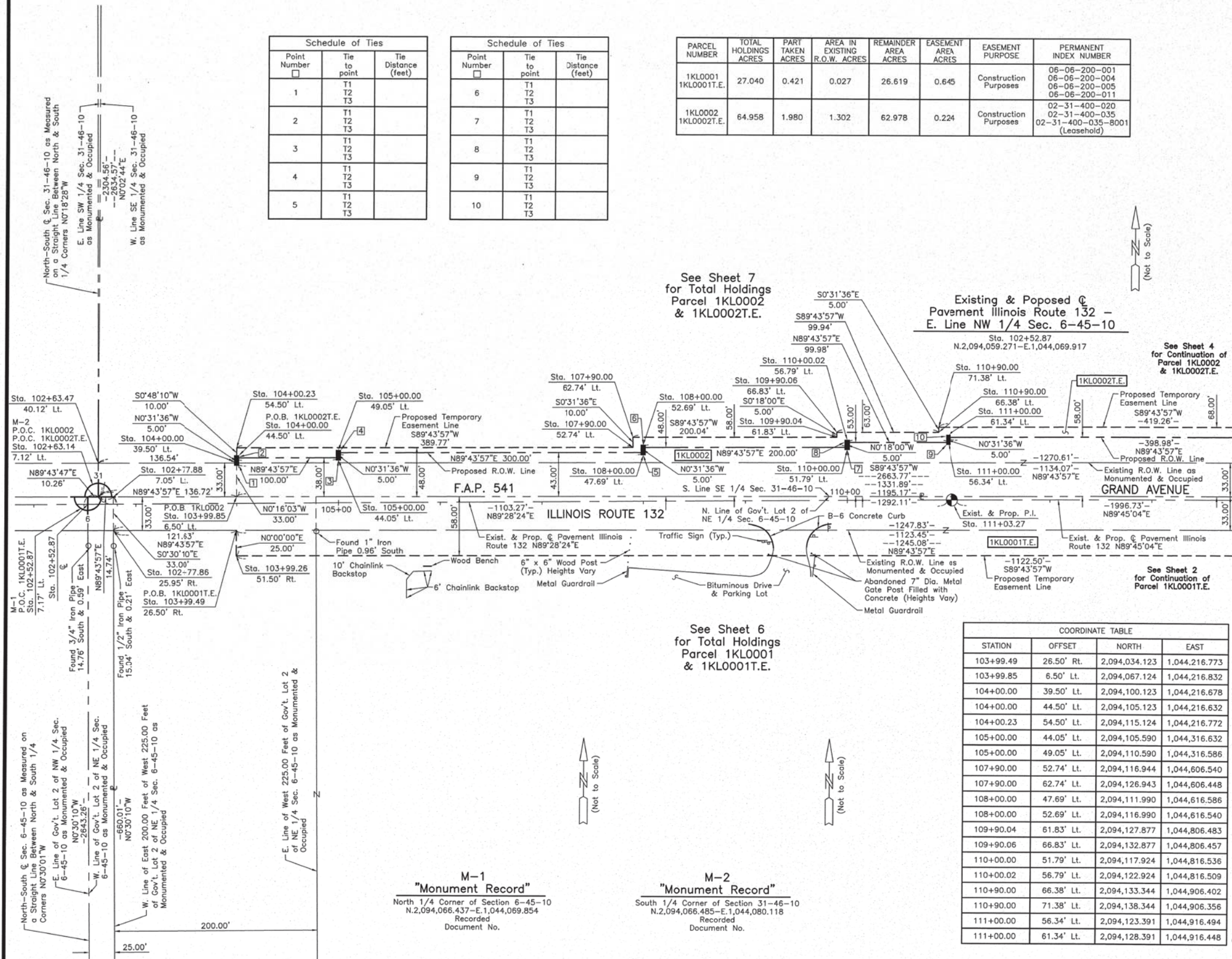
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	49
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

"FOR INFORMATION ONLY"

PART OF THE NE 1/4 OF SEC. 6, TWP. 45 N., R. 10 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP. 46 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.



Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

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

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

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

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

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

RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE }
THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 45N., RANGE 10E. AND SECTION 31, TOWNSHIP 46N., RANGE 10E., OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF ____ 20__ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Note: Surface Coordinates are Shown

STATION	OFFSET	NORTH	EAST
102+52.87	7.17' Lt.	2,094,066.437	1,044,069.854
102+52.87	℄	2,094,059.271	1,044,069.917
102+63.14	7.12' Lt.	2,094,066.485	1,044,080.118
102+63.47	40.12' Lt.	2,094,099.486	1,044,080.144
102+77.86	25.95' Rt.	2,094,033.555	1,044,095.144
102+77.88	7.05' Lt.	2,094,066.554	1,044,094.854
103+99.26	51.50' Rt.	2,094,009.122	1,044,216.773

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)
LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: JOB NO.: R-91-010-05
STATION 102+00 TO STATION 114+00
SCALE: 1"=50' SHEET 3 OF 8

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

"FOR INFORMATION ONLY"

RECEIVED
DEC 06 2013
PLATS & LEGALS
MADE BY

REVISION DATE November 8, 2013
Changed Parcel 1KL0003 to 1KL0002,
REVISION Added Parcel 1KL002T.E. & 1KL0001T.E.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: NONE STA. TO STA.

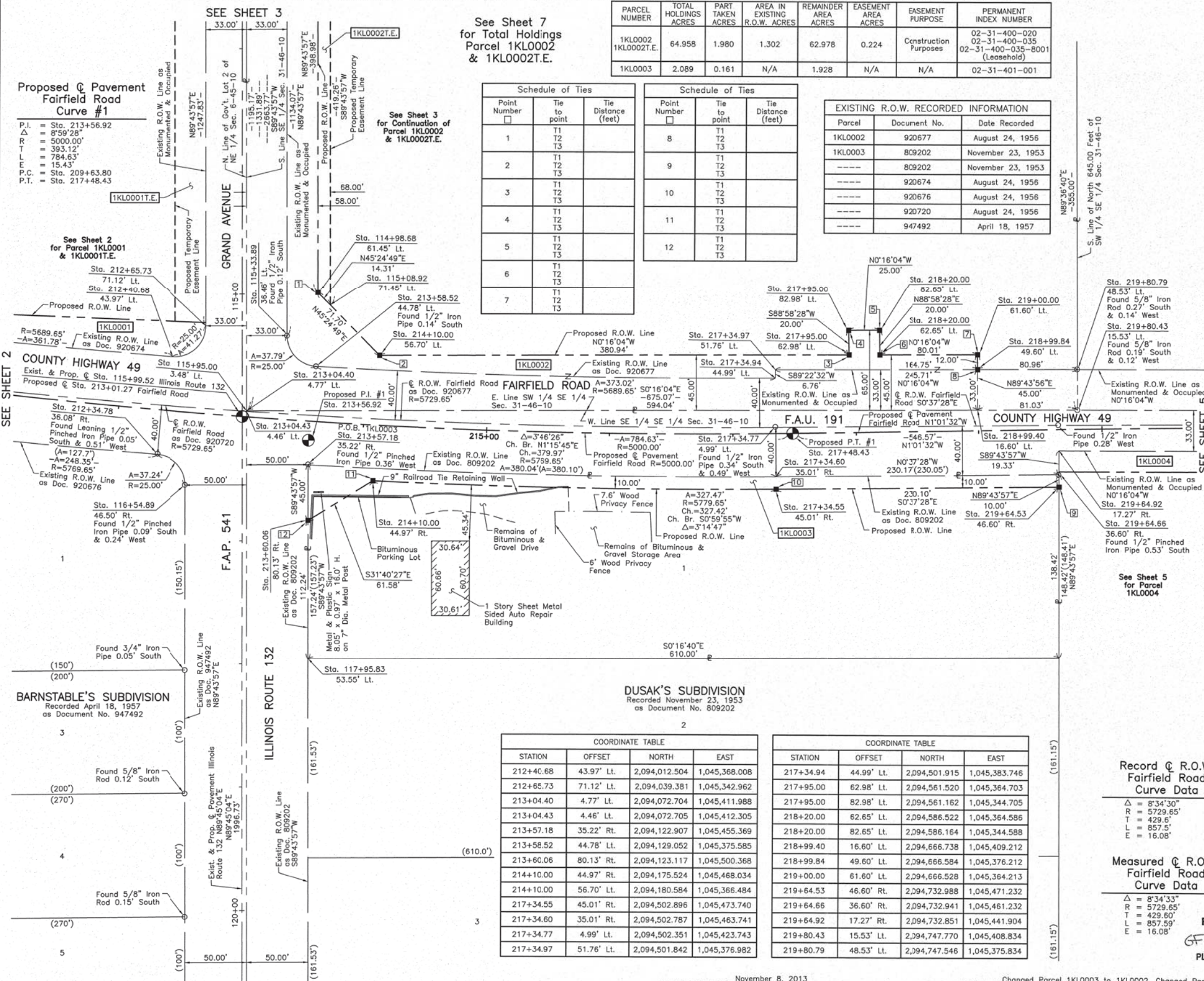
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R85	

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

BAXTER & WOODMAN
Consulting Engineers

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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I:\CrystallLake\LDOT\00153-V40-Design\W0-37 IL132 at Fairfield CADD\DN\00153-W037-HWY-PLATS.dgn

PART OF THE NE 1/4 OF SEC. 6, TWP. 45 N., R. 10 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP. 46 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
5/8" REBAR SET

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

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

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

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

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

RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 45N., RANGE 10E., AND SECTION 31, TOWNSHIP 46N., RANGE 10E., OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF ____ 20__ A.D.

PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Note: Surface Coordinates are Shown

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
114+98.68	61.45' Lt.	2,094,130.254	1,045,315.421
115+08.92	71.45' Lt.	2,094,140.301	1,045,325.615
115+33.89	36.46' Lt.	2,094,105.418	1,045,350.740
115+95.00	3.48' Lt.	2,094,072.704	1,045,411.988
116+54.89	46.50' Rt.	2,094,022.984	1,045,472.091
117+95.83	53.55' Lt.	2,094,123.641	1,045,612.604
212+34.78	36.08' Rt.	2,093,999.891	1,045,447.280

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)
LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: JOB NO.: R-91-010-05
STATION 113+00 TO STATION 121+00
STATION 211+00 TO STATION 220+00
SCALE: 1"=40' SHEET 4 OF 8

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

See Sheet 7 for Total Holdings Parcel 1KL0002 & 1KL0002T.E.

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
1	T1 T2 T3	
2	T1 T2 T3	
3	T1 T2 T3	
4	T1 T2 T3	
5	T1 T2 T3	
6	T1 T2 T3	
7	T1 T2 T3	

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
8	T1 T2 T3	
9	T1 T2 T3	
10	T1 T2 T3	
11	T1 T2 T3	
12	T1 T2 T3	

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1KL0002	920677	August 24, 1956
1KL0003	809202	November 23, 1953
-----	809202	November 23, 1953
-----	920674	August 24, 1956
-----	920676	August 24, 1956
-----	920720	August 24, 1956
-----	947492	April 18, 1957

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
212+40.68	43.97' Lt.	2,094,012.504	1,045,368.008
212+65.73	71.12' Lt.	2,094,039.381	1,045,342.962
213+04.40	4.77' Lt.	2,094,072.704	1,045,411.988
213+04.43	4.46' Lt.	2,094,072.705	1,045,412.305
213+57.18	35.22' Rt.	2,094,122.907	1,045,455.369
213+58.52	44.78' Lt.	2,094,129.052	1,045,375.585
213+60.06	80.13' Rt.	2,094,123.117	1,045,500.368
214+10.00	44.97' Rt.	2,094,175.524	1,045,468.034
214+10.00	56.70' Lt.	2,094,180.584	1,045,366.484
217+34.55	45.01' Rt.	2,094,502.896	1,045,473.740
217+34.60	35.01' Rt.	2,094,502.787	1,045,463.741
217+34.77	4.99' Lt.	2,094,502.351	1,045,423.743
217+34.97	51.76' Lt.	2,094,501.842	1,045,376.982

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
217+34.94	44.99' Lt.	2,094,501.915	1,045,383.746
217+95.00	62.98' Lt.	2,094,561.520	1,045,364.703
217+95.00	82.98' Lt.	2,094,561.162	1,045,344.705
218+20.00	62.65' Lt.	2,094,586.522	1,045,364.586
218+20.00	82.65' Lt.	2,094,586.164	1,045,344.588
218+99.40	16.60' Lt.	2,094,666.738	1,045,409.212
218+99.84	49.60' Lt.	2,094,666.584	1,045,376.212
219+00.00	61.60' Lt.	2,094,666.528	1,045,364.213
219+64.53	46.60' Rt.	2,094,732.988	1,045,471.232
219+64.66	36.60' Rt.	2,094,732.941	1,045,461.232
219+64.92	17.27' Rt.	2,094,732.851	1,045,441.904
219+80.43	15.53' Lt.	2,094,747.770	1,045,408.834
219+80.79	48.53' Lt.	2,094,747.546	1,045,375.834

Record @ R.O.W.
Fairfield Road
Curve Data

Δ = 8°34'30"
R = 5729.65'
T = 429.6'
E = 857.5'
L = 16.08'

Measured @ R.O.W.
Fairfield Road
Curve Data

Δ = 8°34'33"
R = 5729.65'
T = 429.6'
E = 857.5'
L = 16.08'

RECEIVED
DEC 06 2013
PLATS & LEGALS

REVISION DATE November 8, 2013

REVISION 1KL0004 to 1KL0003, Added Parcel 1KL0002T.E. MADE BY

"FOR INFORMATION ONLY"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

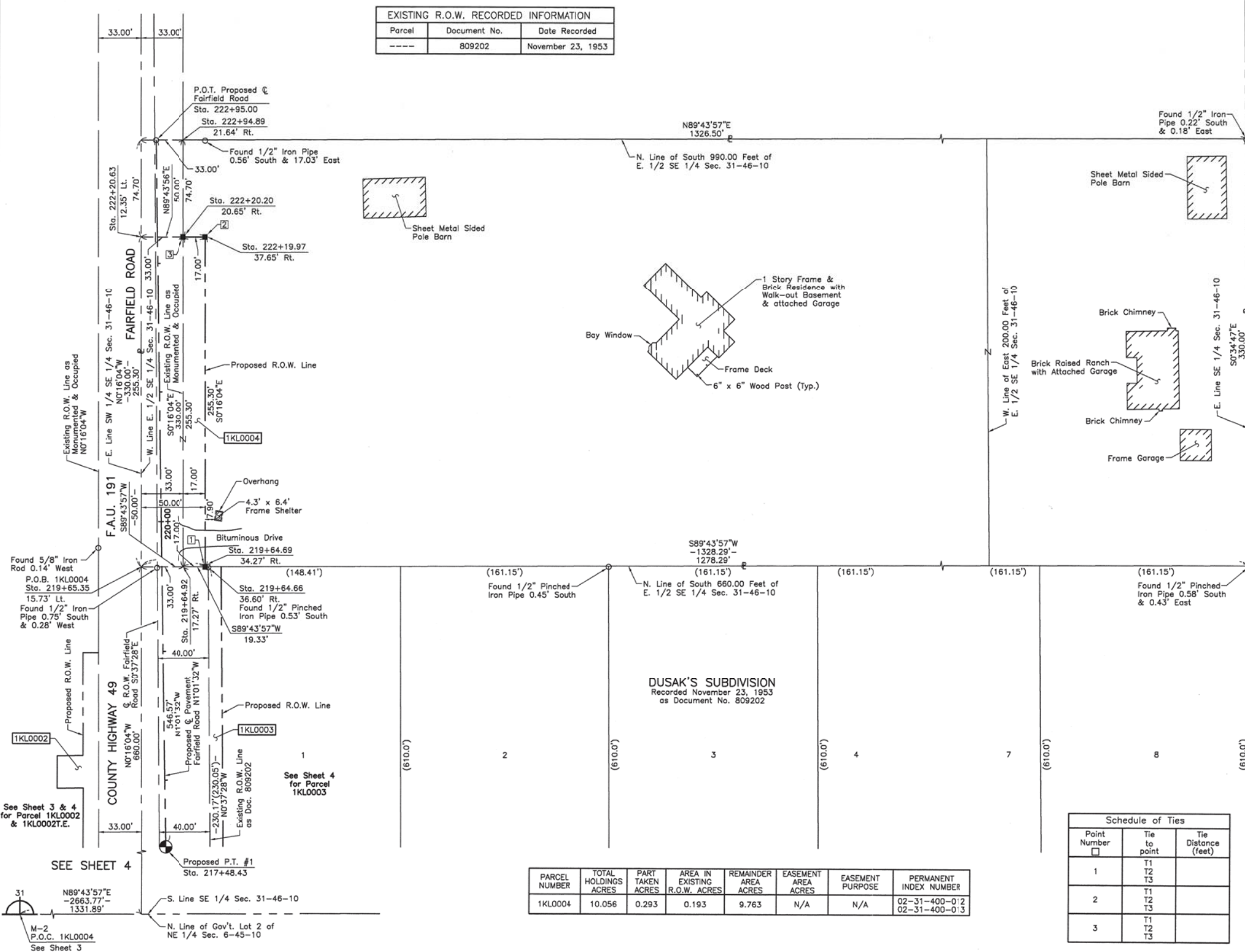
BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	51
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-00121 - EXPIRES 4/30/2015
4/3/2015
...\\baxter\plots\100153-W037-HWY-PLATS.dgn
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PART OF THE SE 1/4 OF SEC. 31, TWP. 46 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

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

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
T1
T2
T3
BT1
BT2
BT3
M
PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 31, TOWNSHIP 46N., RANGE 10E., OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF ____ 20____ A.D.

PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Note: Surface Coordinates are Shown

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

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

"FOR INFORMATION ONLY"

REVISION DATE

REVISION

RECEIVED

NOV 25 2013

PLATS & LEGALS

MADE BY

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)
LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: 31 JOB NO.: R-91-010-05
STATION 217+48.43 TO STATION 222+95.00
SCALE: 1"=40' SHEET 5 OF 8

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

BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

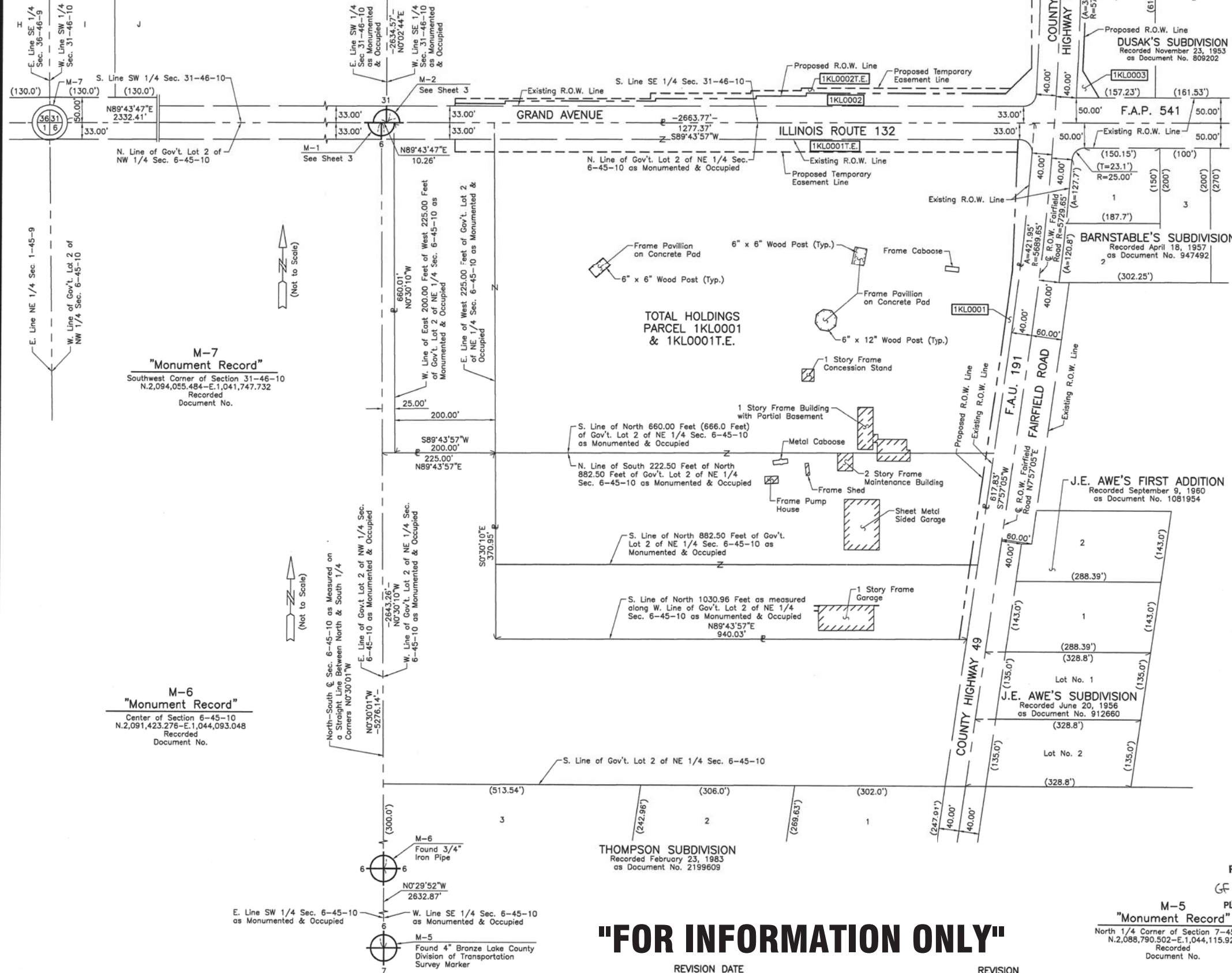
SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	52
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

PART OF THE NORTH 1/2 OF SEC. 6, TWP. 45 N., R. 10 E. AND PART OF THE SOUTH 1/2 OF SEC. 31, TWP. 46 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.

SCHAMBERGER'S SUBDIVISION
Recorded March 18, 1955
as Document No. 858095



LEGEND

- SECTION CORNER
QUARTER SECTION CORNER
- SECTION LINE
QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
- APL
APPROPRIATE PROPERTY LINE
EXISTING CENTER LINE
PROPOSED CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
T1
T2
T3
BT1
BT2
BT3
M
PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET.
- STATE OF ILLINOIS }
COUNTY OF LAKE }
- THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 45N., RANGE 10E., AND SECTION 31, TOWNSHIP 46N., RANGE 10E., OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.
- DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF _____, 20__ A.D.
- PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Note: Surface Coordinates are Shown

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)

LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: TO STATION
SCALE: 1"=100'
SHEET 6 OF 8

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

"FOR INFORMATION ONLY"

REVISION DATE

REVISION

MADE BY

BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: NONE

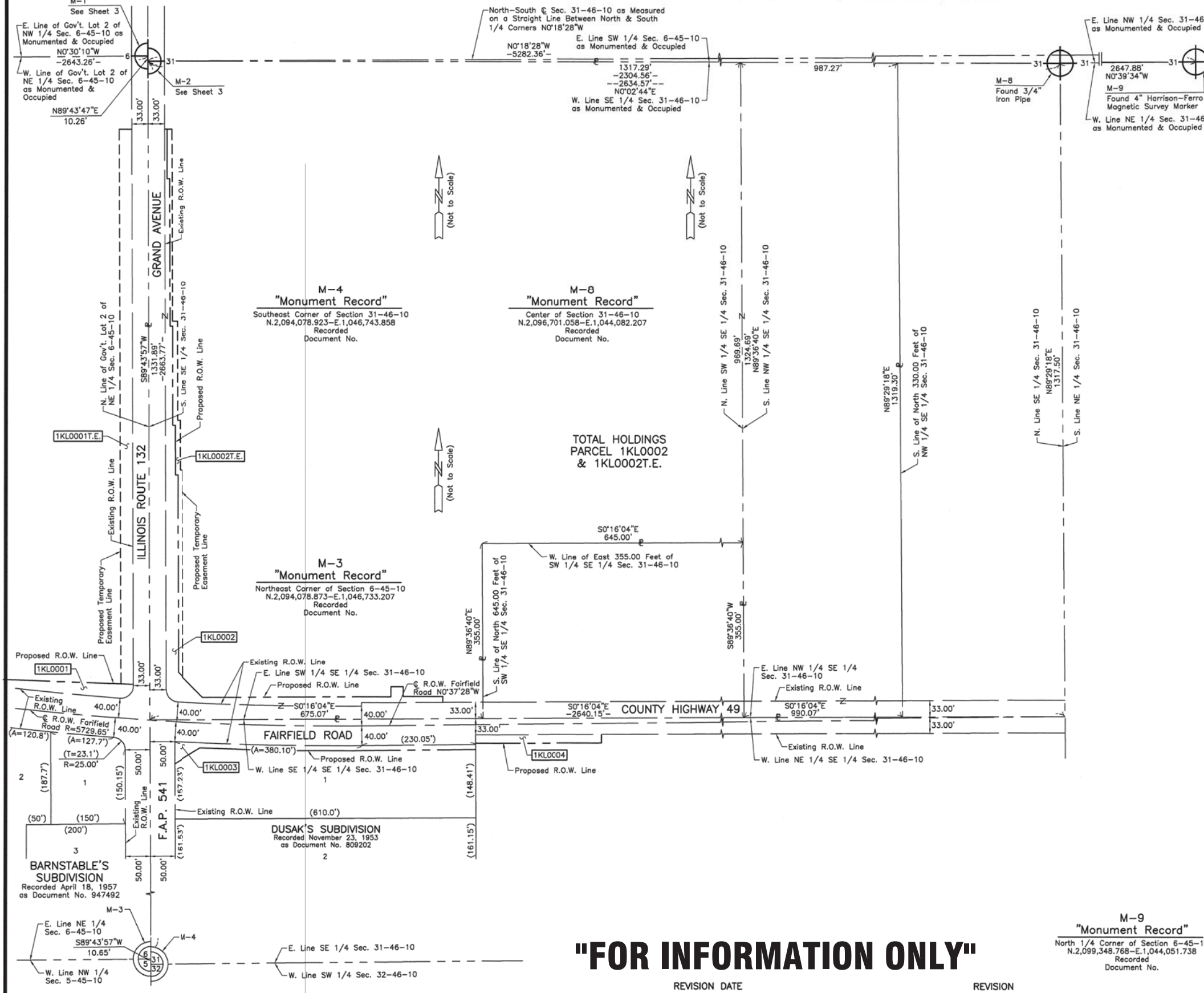
STA.

TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	53
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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4/3/2015 7:52:43 AM
I:\Crs\stallake\LDOT\00153-W037-Hwy-Plats.dgn
F:\CADD\PLOTS\00153-W037-PLN.tbl
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PART OF THE NE 1/4 OF SEC. 6, TWP. 45 N., R. 10 E. AND PART OF THE SE 1/4 OF SEC. 31, TWP. 46 N., R. 10 E. OF THE 3RD. P.M., IN LAKE COUNTY, ILLINOIS.



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

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

SCALE: 1"=100'

EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois
Coordinate System NAD 83(2011) East Zone.

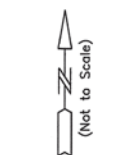
○ IRON PIPE OR ROD FOUND
+ CUT CROSS FOUND OR SET
● THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8" INCH
IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY
COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
● BT1
● BT2
● BT3
● THESE STAKES, IN CULTIVATED AREAS, REFERENCE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

STATE OF ILLINOIS }
COUNTY OF LAKE }SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS
PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771,
HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6,
TOWNSHIP 45N., RANGE 10E. AND SECTION 31, TOWNSHIP 46N., RANGE 10E., OF
THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND
COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT
CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED
ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT
THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE
FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS ____ DAY OF ____ 20__ A.D.

PRESIDENT
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT
ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
Note: Surface Coordinates are Shown



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NOV 25 2013
PLATS & LEGALS

MADE BY

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)
LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: JOB NO.: R-91-010-05
STATION NONE TO STATION
SCALE: 1"=100' SHEET 7 OF 8

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

"FOR INFORMATION ONLY"

REVISION DATE

REVISION

M-9
"Monument Record"
North 1/4 Corner of Section 6-45-10
N.2,099,348.768-E.1,044,051.738
Recorded
Document No.

BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-Hwy-Plats.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

SCALE: NONE

STA.

TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	54
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

P.O.T. Proposed Q
Fairfield Road
Sta. 222+95.00

End Project
Fairfield Road
Sta. 222+20.00

SECTION
CORNER

16  15 QUARTER SECTION CORNER

N

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

APPARENT PROPERTY LINE
EXISTING CENTER LINE
PROPOSED CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DIMENSION

 EXISTING BUILDING

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

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

- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH
T2 IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY
T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONU-
BT2 MENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE
BT3 FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SUR-
VEYORS REGISTRATION NUMBER.

■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

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

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

☐ RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 6, TOWNSHIP 45N, RANGE 10E, AND SECTION 32, TOWNSHIP 46N, RANGE 10E, OF THE PREVIOUSLY RECORDED LAKE COUNTY PLAT OF HIGHWAYS, PLAT COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON, AND THAT THE MONUMENTS ARE OF SUCH QUALITY AS TO BE ABLE TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS _____ DAY OF _____ 20__ A.D.

PRESIDENT

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2014
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT
 ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 Note: Surface Coordinates are Shown

Note: Surface Coordinates are Shown

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 541 (ILLINOIS ROUTE 132)

LIMITS: AT FAIRFIELD ROAD COUNTY: LAKE
SECTION: JOB NO.: R-91-010-05
STATION 100+00.00 TO STATION 131+00.00
STATION 199+80.00 TO STATION 222+95.00
SCALE: 1"=100' SHEET 8 OF 8

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

RECEIVED

NOV 25 2013

PLATS & LEGALS

MADE BY

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAT OF HIGHWAYS

SCALE: NONE

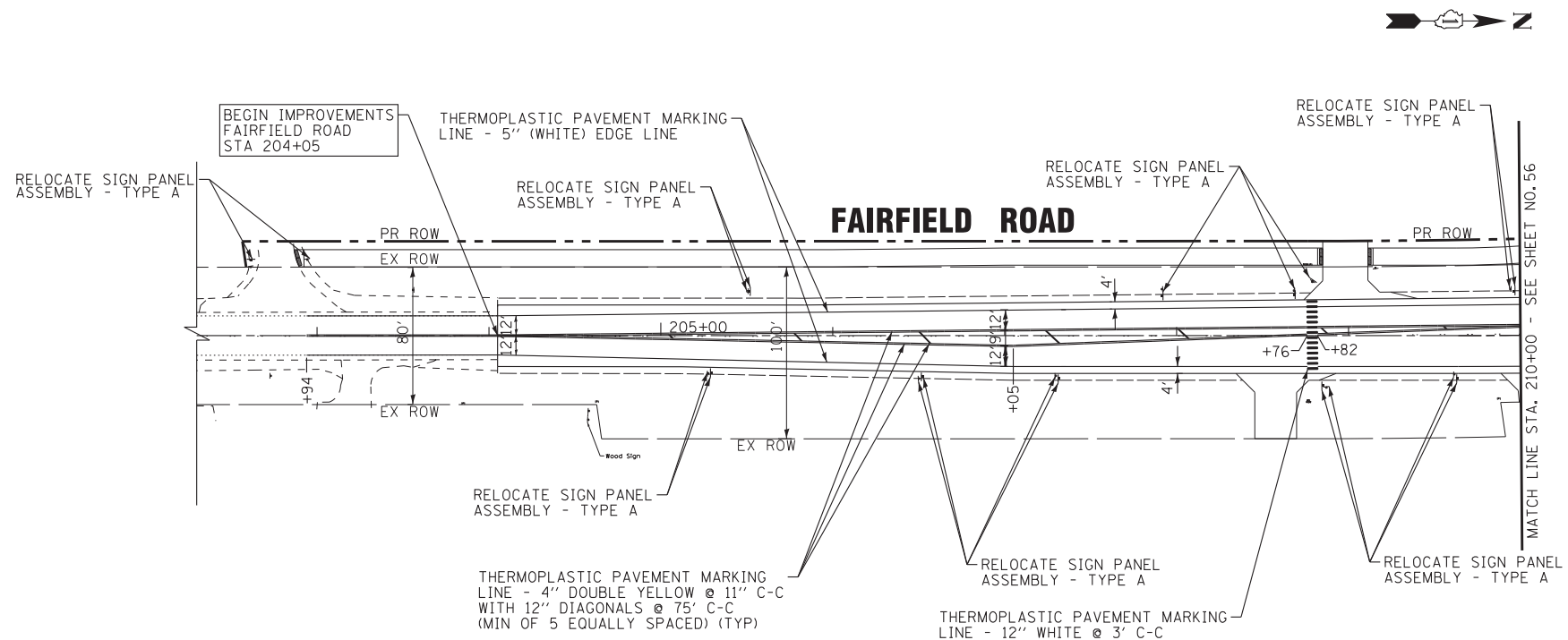
STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	55
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

COPYRIGHT © 2014, BY BAXTER & WOODMAN, INC.
 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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BAXTER & WOODMAN
Consulting Engineers

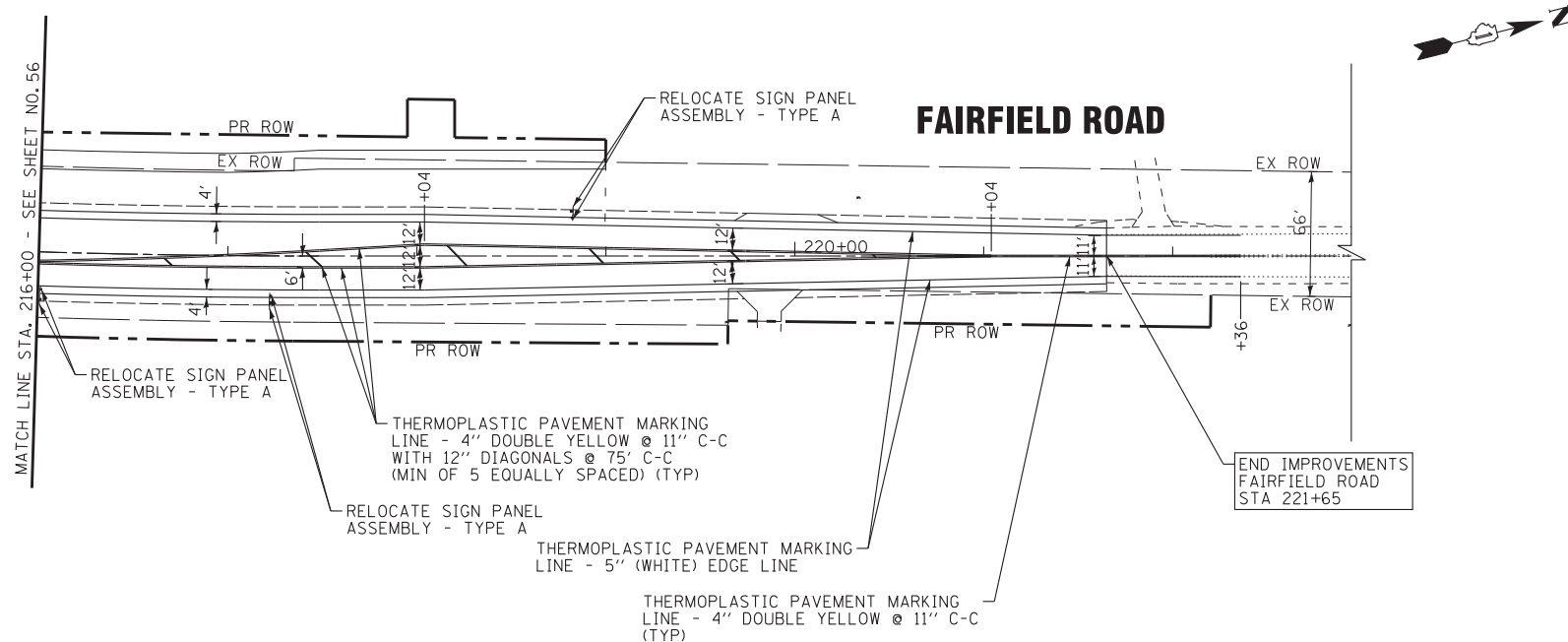
DESIGNED -	REVISED -
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CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-HWY-PLATS.dgn



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- NOTES:

1. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION ON ILLINOIS ROUTE 132.
2. REFER TO LAKE COUNTY TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS (LC 7800) FOR ADDITIONAL INFORMATION ON FAIRFIELD RD.
3. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKINGS (TC-11) FOR ADDITIONAL INFORMATION.
4. NO REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED ON FAIRFIELD RD.



DESIGNED - DJS	REVISED -3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-PM2.shp

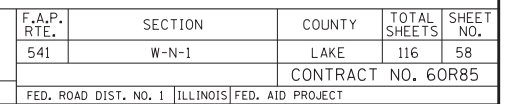
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

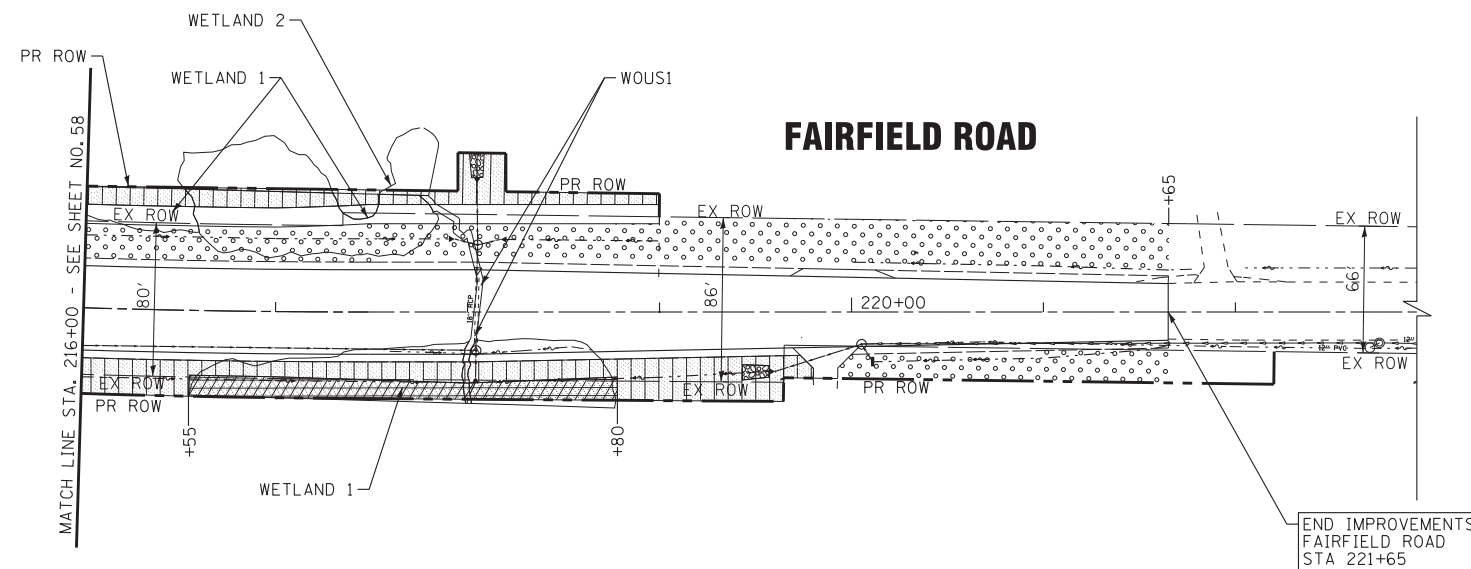
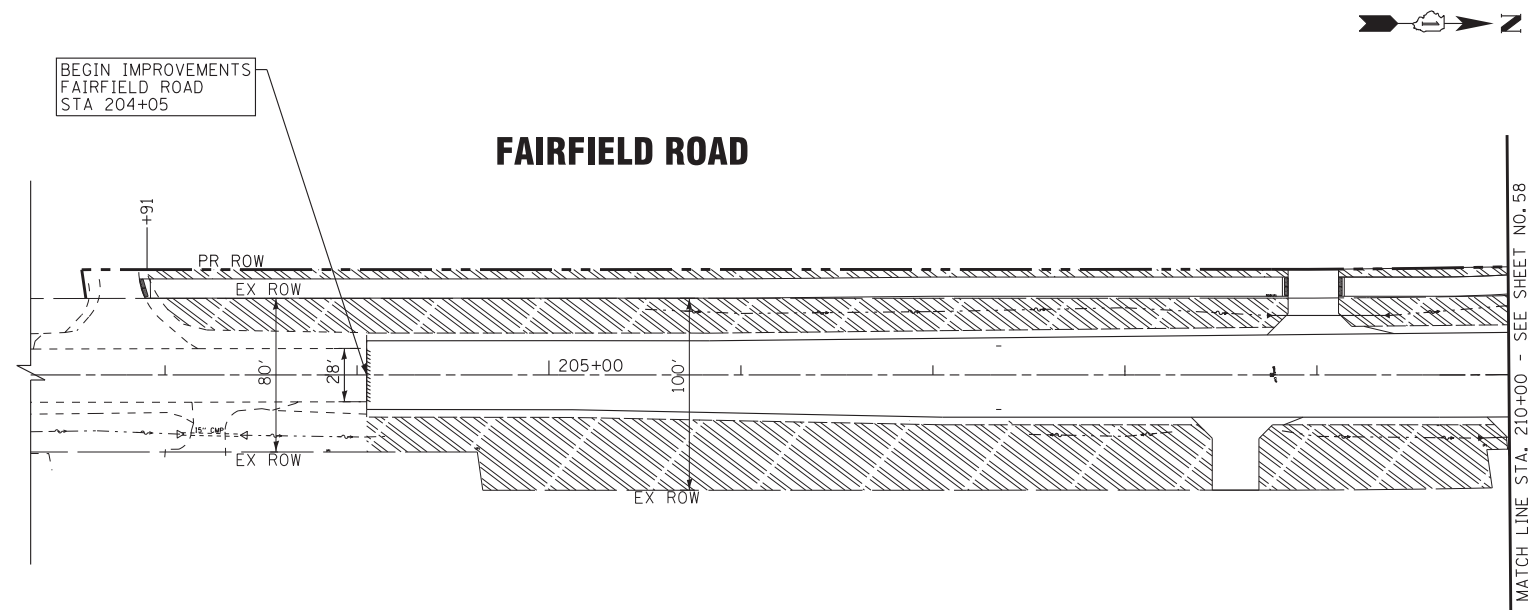
IL 132 (GRAND AVE) AND FAIRFIELD ROAD PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1" = 50'

STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	57
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



SEEDING CLASS 4B
EROSION CONTROL BLANKET

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	59
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				QUEUE DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PREFORMED QUEUE DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE							
PEDESTRIAN SIGNAL HEAD											
PEDESTRIAN PUSHBUTTON DETECTOR											
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR											
ILLUMINATED SIGN "NO LEFT TURN"											
ILLUMINATED SIGN "NO RIGHT TURN"											
DETECTOR LOOP, TYPE I											
PREFORMED DETECTOR LOOP											
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

RAILROAD SYMBOLS

FILE NAME =	USER NAME = footemj	DESIGNED - DAG/BCK	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwwork\pwwdot\footemj\00108315\ts05.dgn		DRAWN - BCK	REVISED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS		541	W-N-1	LAKE	116	60
		CHECKED - DAD	REVISED -				TS-05		CONTRACT NO. 60R85		
		DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 1 OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

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



- 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.

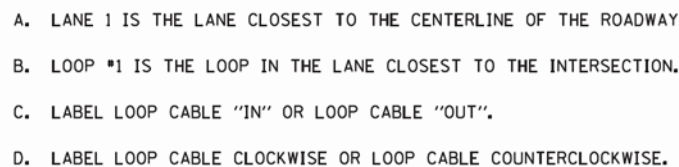


TYPE I LOOP



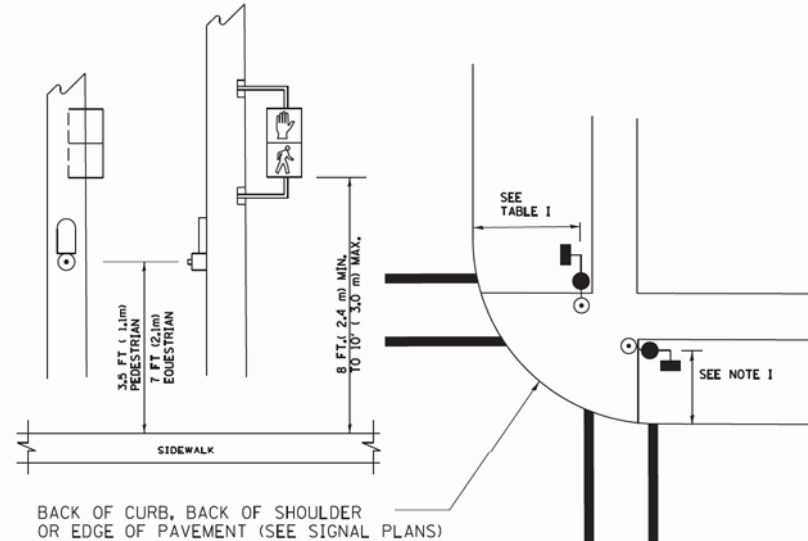
PRE-FORMED LOOP

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



FILE NAME = c:\pw\work\p\widot\footemj\d0100315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS					F.A.P. / R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCK	REVISED -							541	W-N-1	LAKE	116	61
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -		TS-05 CONTRACT NO. 60R85					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -											
				SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.							

PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



The diagram illustrates the recommended locations for pedestrian pushbuttons at a building corner. Key dimensions and features include:

- Corner Radius:** A minimum radius of 10 FT (3.0 m) is specified for the corner.
- Pushbutton Placement:** Pushbuttons (indicated by black dots) are located on the sidewalk, with a minimum distance of 1.5 FT (0.45 m) from the building face and a maximum distance of 6.0 FT (1.8 m) from the corner.
- Downward Slope:** Arrows indicate a downward slope towards the pushbutton locations.
- Recommended Locations:** Hatched areas indicate the recommended locations for the pushbuttons, which are positioned within a 5.0 FT (1.5 m) maximum distance from the building face and a 6.0 FT (1.8 m) maximum distance from the corner.
- Dimensions:**
 - 5.0 FT. (1.5 m) MAX. (Distance from building face to recommended location)
 - 1.5 FT. (0.45 m) MIN. (Minimum distance from building face to pushbutton)
 - 6.0 FT. (1.8 m) MAX. (Maximum distance from corner to pushbutton)
 - 10 FT (3.0 m) MIN. (Minimum corner radius)

LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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."

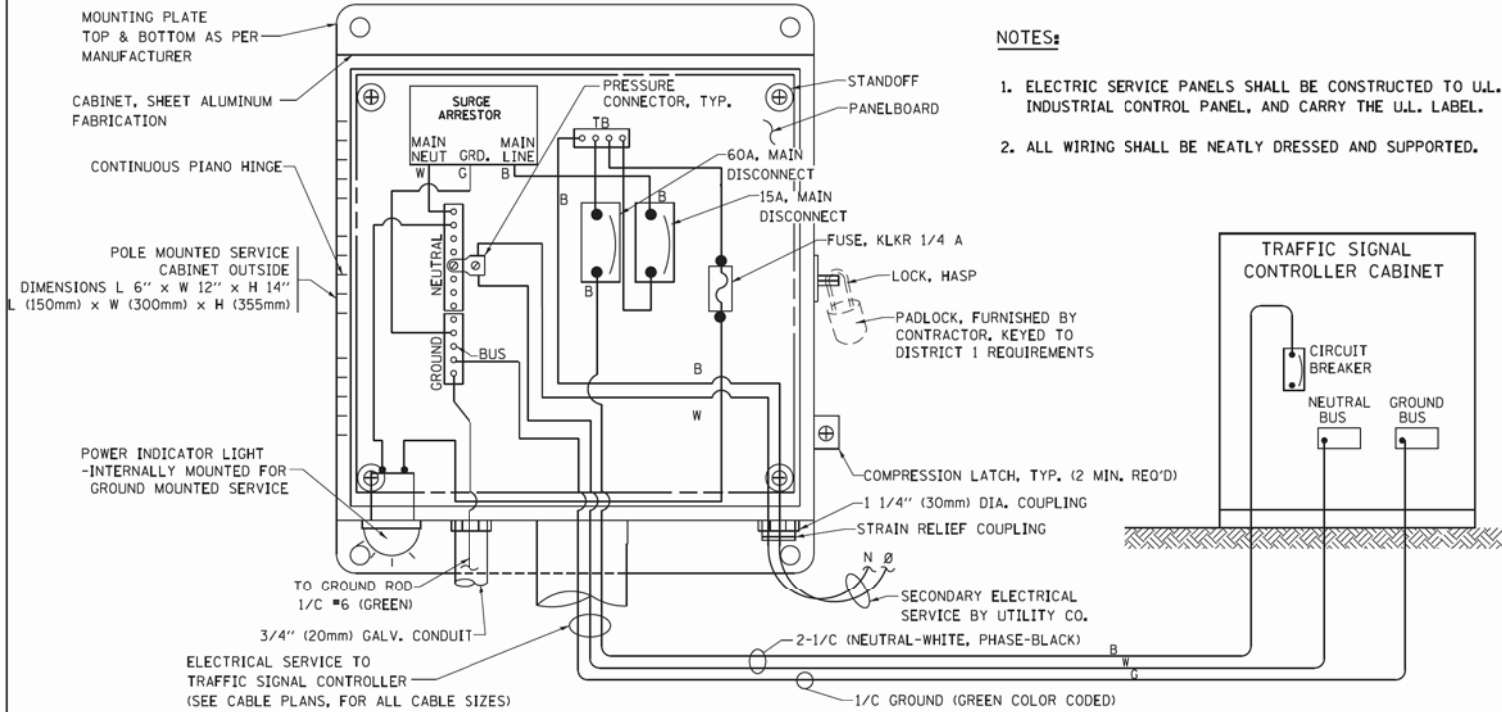
- NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE TOP 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.

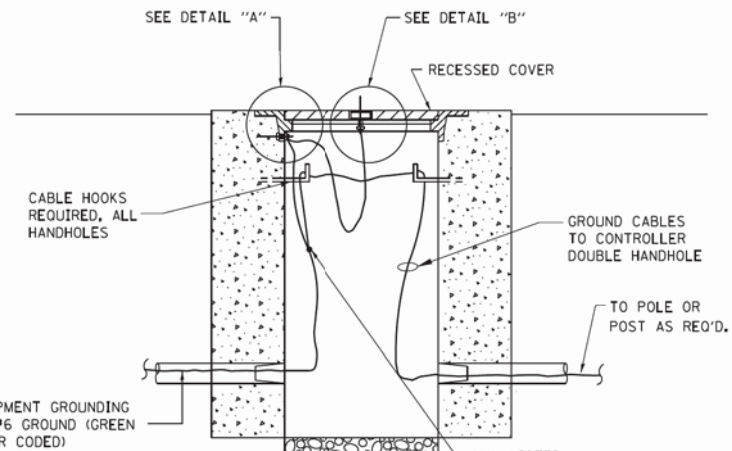
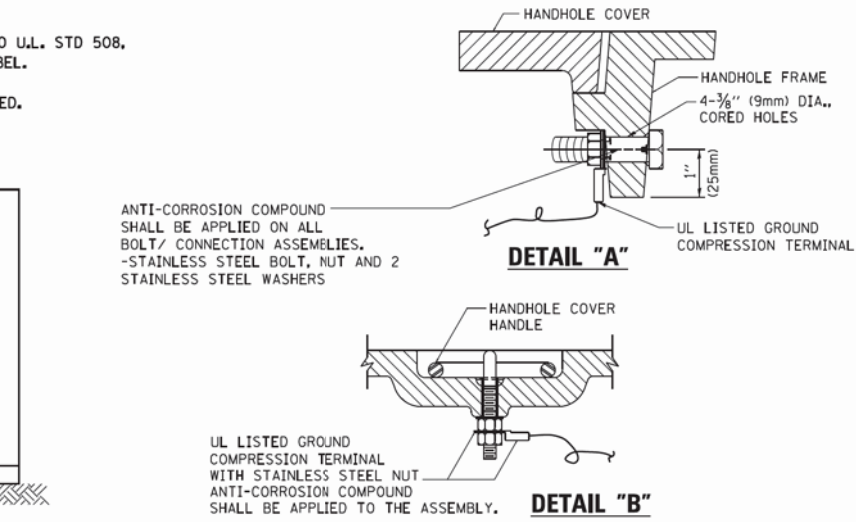
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

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

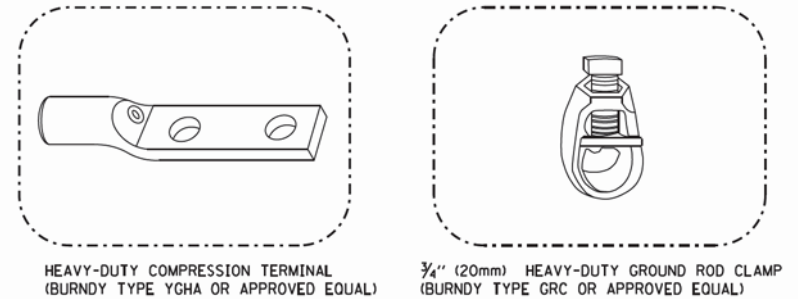
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		DRAWN - BCK	REVISED -							541	W-N-1	LAKE	116	62
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -		TS-05 CONTRACT NO. 60R85					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -											
				SCALE: NONE	SHEET NO. 3 OF 7 SHEETS	STA.	TO STA.							



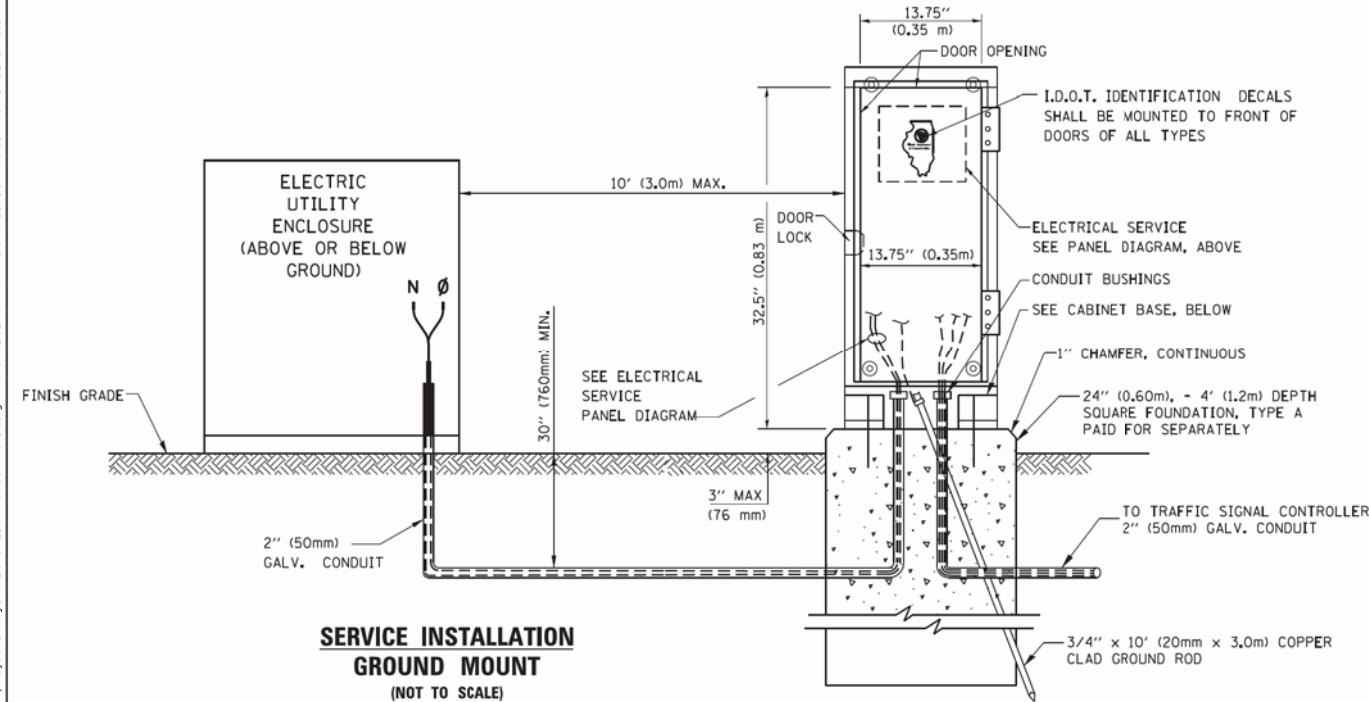
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



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

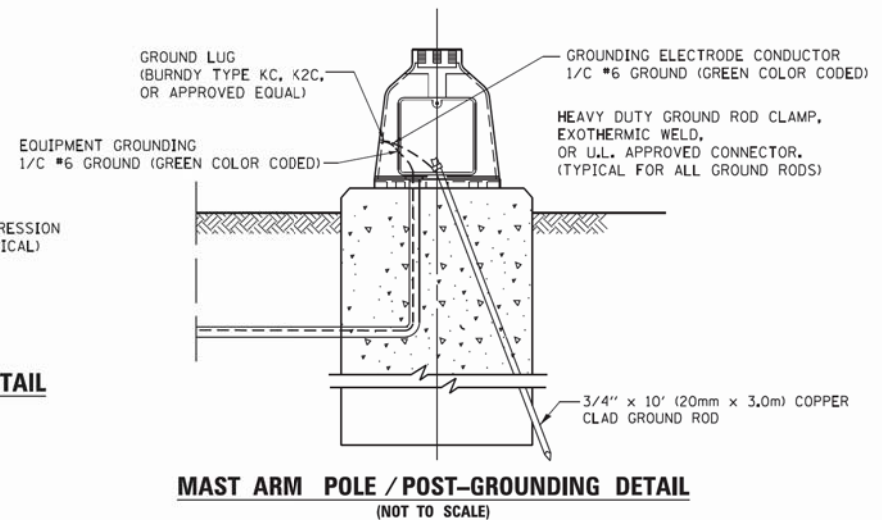
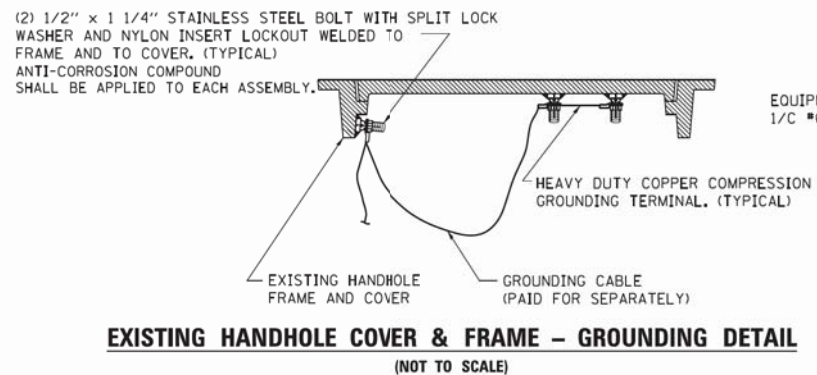
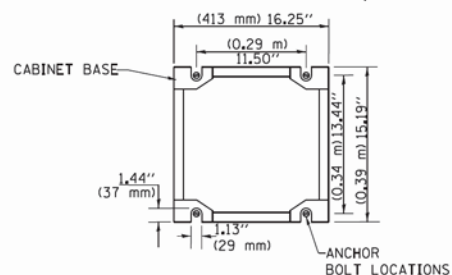


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN
(NOT TO SCALE)

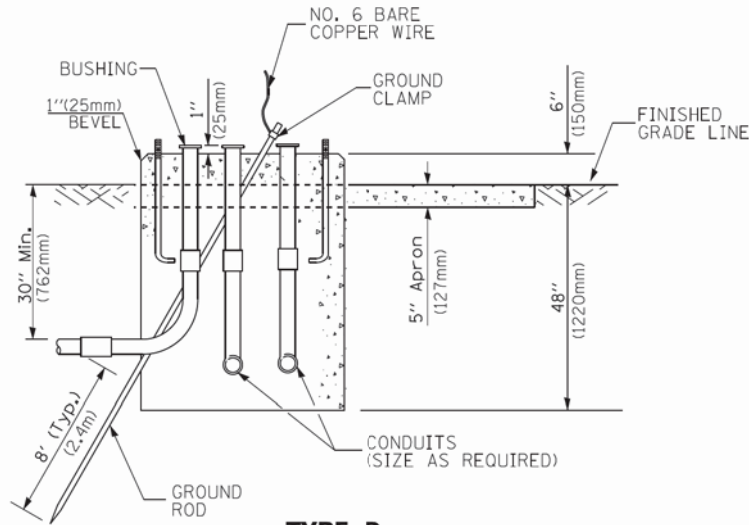
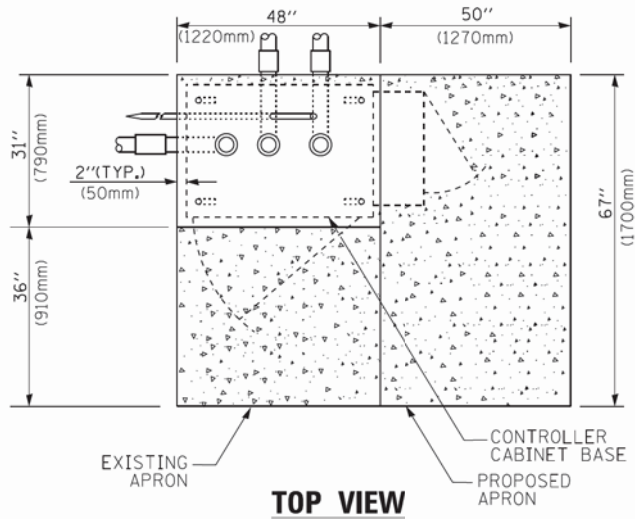


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

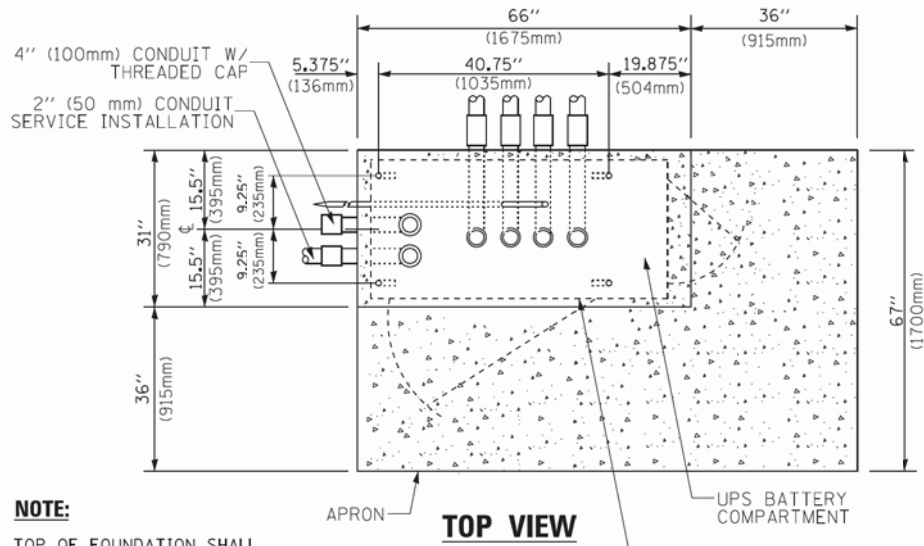
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 4 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	63
TS-05		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

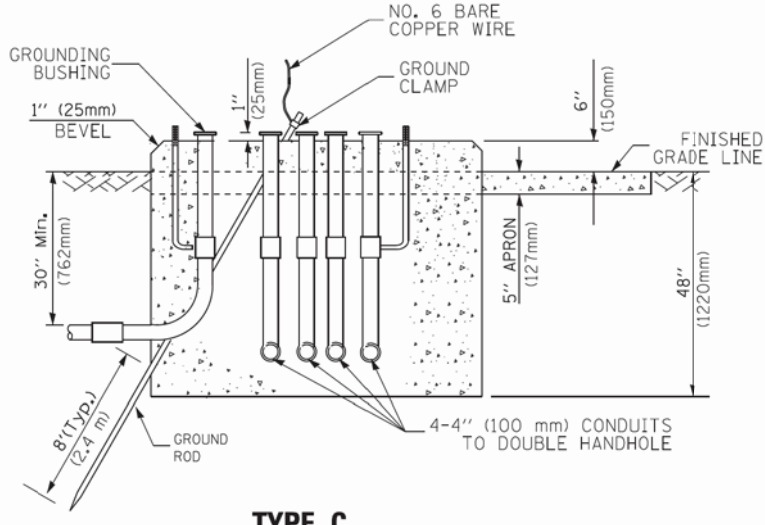


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET

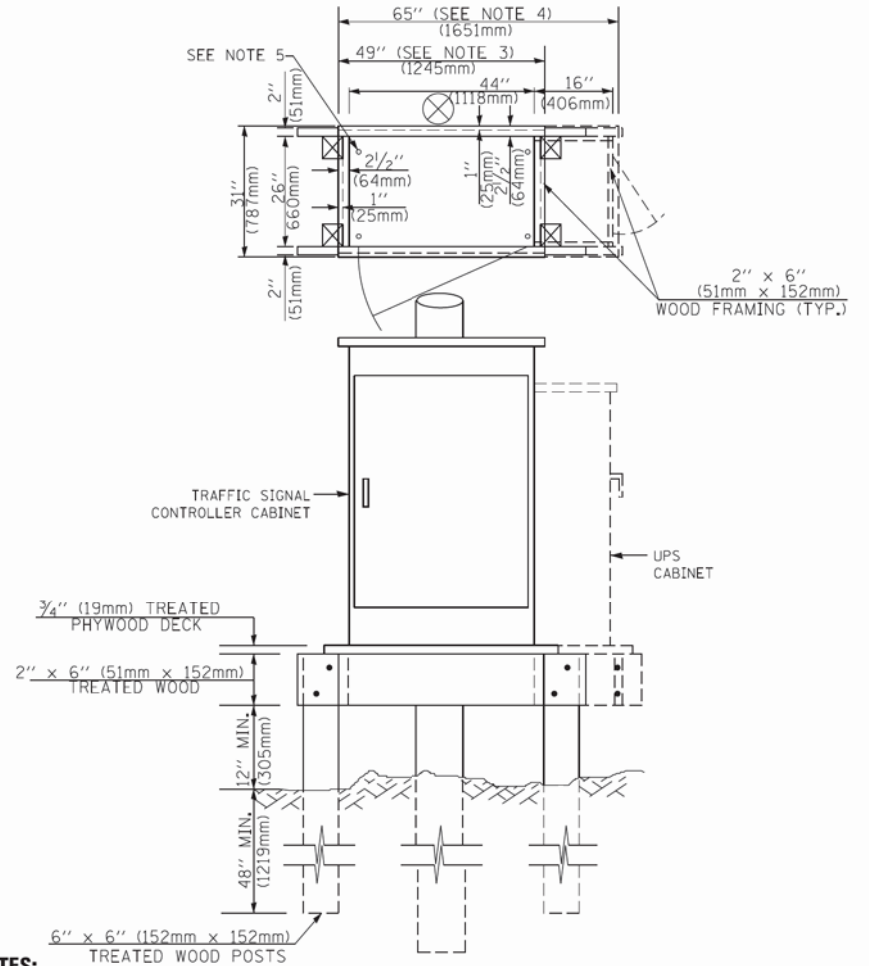


NOTE:

TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 56' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

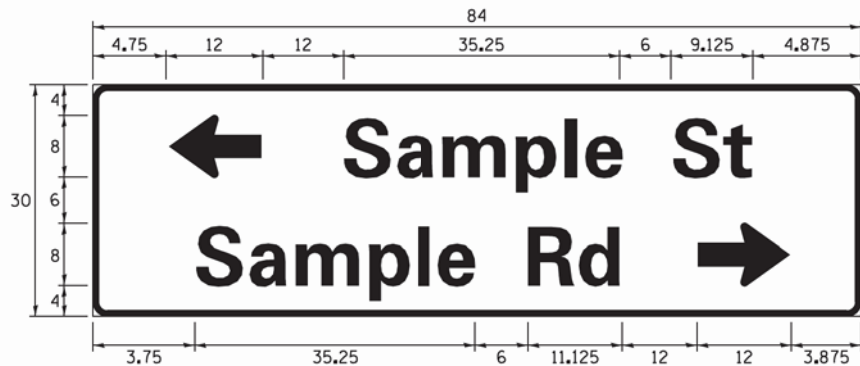
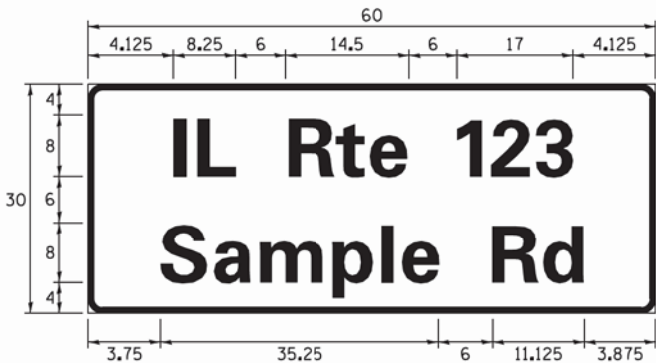
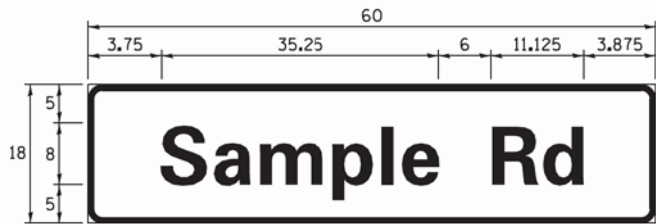
NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\pw\dot\footemj\ad0108315\ts05.pgn		DRAWN - BCK	REVISED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS			541	W-N-1	LAKE	116	64
		CHECKED - DAD	REVISED -					TS-05		CONTRACT NO. 60R85		
		DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 5	OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT

SIGN PANEL – TYPE 1 OR TYPE 2



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

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

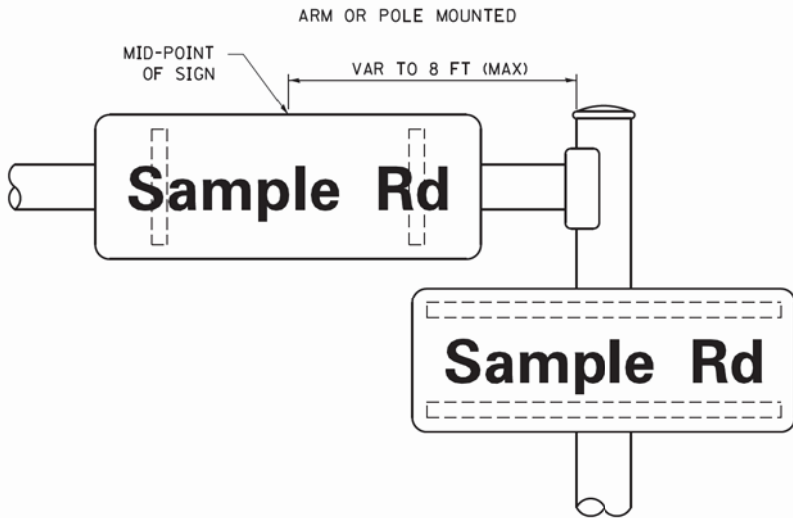
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

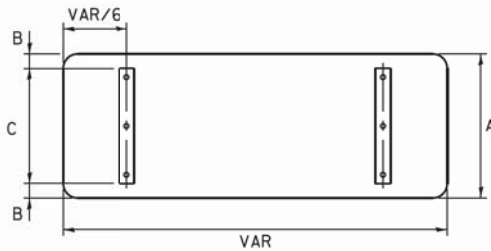
- SIGN CHANNEL
SIGN SCREWS
PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
- BRACKETS
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

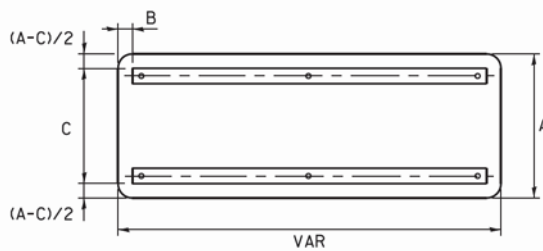
MOUNTING LOCATION



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"



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

STANDARD ALPHABETS SPACING CHART

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

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

FILE NAME =	USER NAME = pociechal	DESIGNED - LP/IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE				F.A.P	SECTION	COUNTY	TOTAL	SHEET
S:\WP\Design\Manuals and Reference Materials\	ts02\CADD\Details\ts02.dgn	DRAWN - LP	REVISED -		MAST ARM MOUNTED STREET NAME SIGNS				RTE.			SHEETS	NO.
									541	W-N-1	LAKE	116	67
Default	PLOT SCALE = 50.0000 ' / 1 in.	CHECKED - IP	REVISED -						TS-02				
	PLOT DATE = 9/22/2014	DATE - 10/01/2014	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.			
									ILLINOIS FED. AID PROJECT				
									CONTRACT NO. 60R85				

1. THE OVERHEAD FLASHERS AND 4-WAY STOP SIGNS SHALL BE MAINTAINED UNTIL THE PROPOSED TRAFFIC SIGNAL INSTALLATION IS ACCEPTED. THE OLD FLASHERS SHALL NOT BE REUSED.
2. LED FLASHERS SHALL BE INSTALLED WITH EXTRA CABLES FOR MOVING OR RELOCATING ON SPAN WIRE.



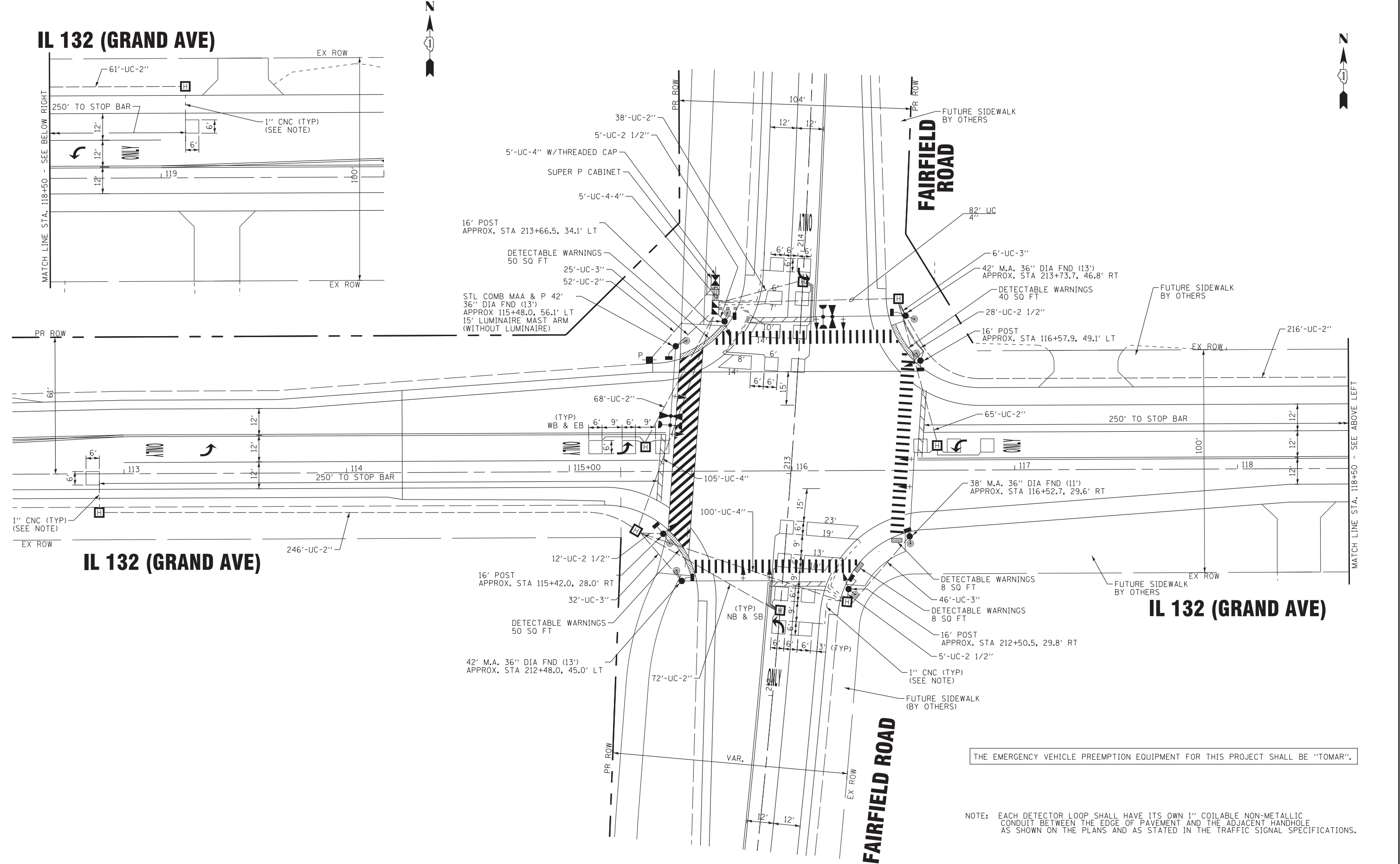
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE

ALL TETHER, SPAN, AND ELECTRICAL CABLE.
ALL CONDUIT.
ALL WOOD POLES AND GUY WIRES AS REQUIRED.

**EXISTING FLASHING BEACON REMOVAL PLAN AND
TEMPORARY FLASHING BEACON INSTALLATION PLAN
IL 132 (GRAND AVE) AND FAIRFIELD ROAD**

SCALE: 1" = 20'	SHEET	OF	SHEETS	STA.	TO STA.
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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - RWL	REVISED -3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-TS-PLAN.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

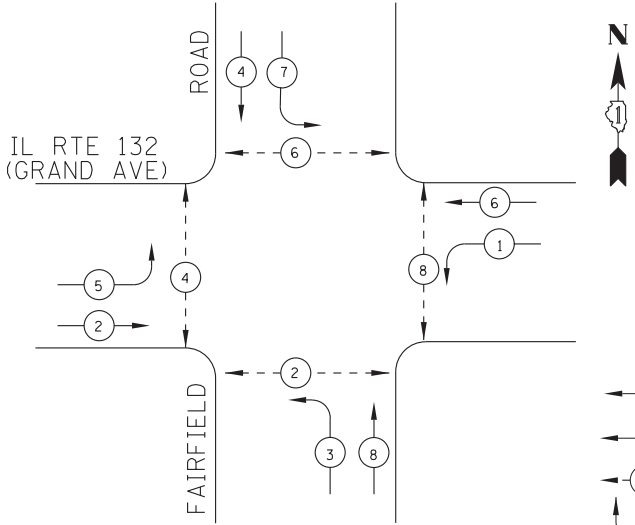
TRAFFIC SIGNAL MODERNIZATION PLAN
IL 132 (GRAND AVE) AND FAIRFIELD ROAD

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

F.A.P. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541		W-N-1	LAKE	116	69
CONTRACT NO. 60R85					
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

TS 7078

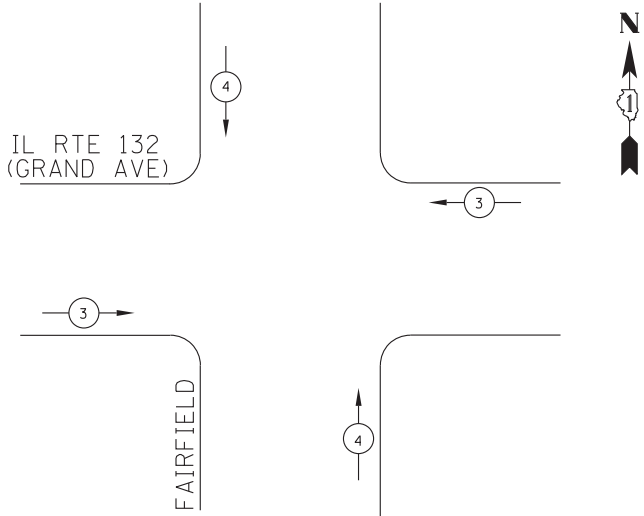
PROPOSED CONTROLLER SEQUENCE



LEGEND

- SINGLE ENTRY PHASE
- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- OVERLAP
- NUMBER REFERS TO ASSOCIATED PHASE

PROPOSED EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

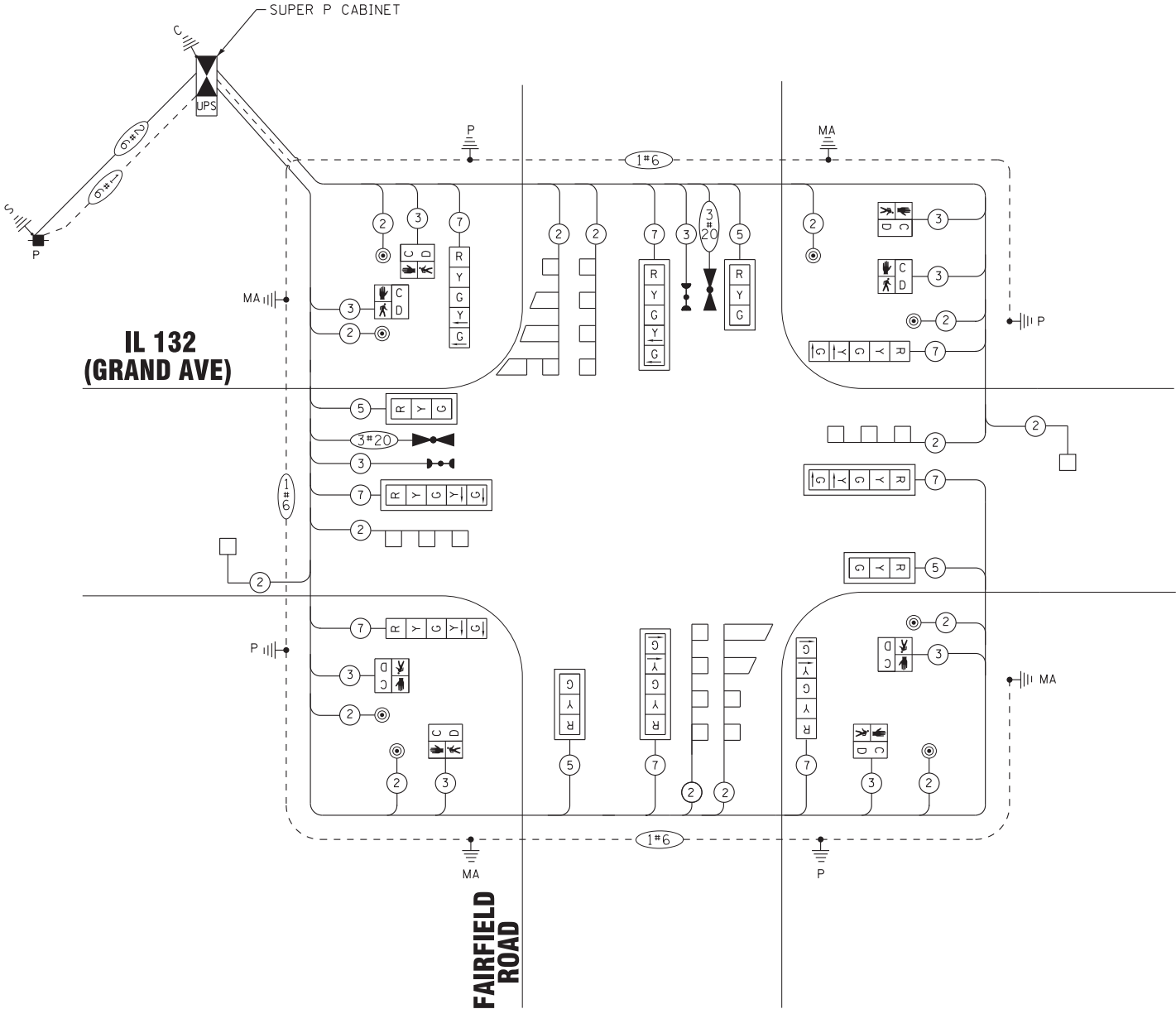
TYPE	NO. OF LAMPS	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	0.50	66.0
(YELLOW)	12	20	0.25	60.0
(GREEN)	12	12	0.25	36.0
PERMISSIVE ARROW	16	10	0.10	16.0
PED. SIGNAL	8	20	1.00	160.0
CONTROLLER	1	100	1.00	100.0
UPS	1	25	1.00	25.0
VIDEO SYSTEM	-	150	1.00	-
ILLUM. SIGN	-	25	0.05	-
FLASHER	4	11	0.50	22.0
-	-	-	-	-
TOTAL =				485.0

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTRACT: KIM KANGUS
PHONE: (847) 816-5497
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

CABLE PLAN
(NOT TO SCALE)



THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT
FOR THIS PROJECT SHALL BE "TOMAR"

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - RWL	REVISED - 3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-TS-CABLE.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 132 (GRAND AVE) AND FAIRFIELD ROAD

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	70
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TS 7078

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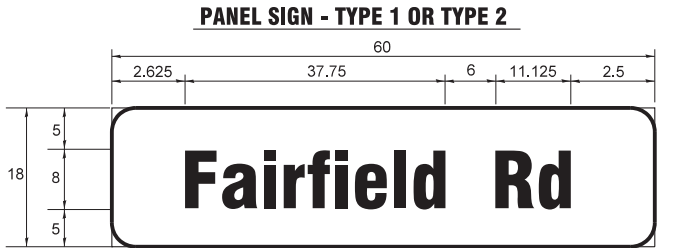


DESIGNED	-	RWL	REVISED	-	3-17-15 IDOT REVIEW
DRAWN	-	UKB	REVISED	-	
CHECKED	-	LDH	REVISED	-	
DATE	-	1-30-15	FILE	-	100153-W037-TS-CABLE.shx

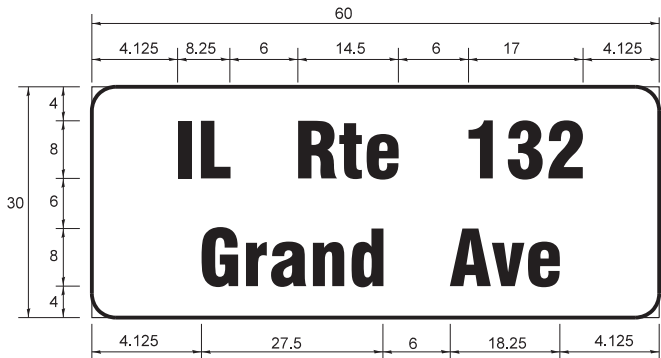
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAMES AND SCHEDULE OF QUANTITIES IL RTE 132 (GRAND AVE) AND FAIRFIELD ROAD		SCALE: NONE	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	71
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	7.5	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12.5	2	ZZ	2

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

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	15
SIGN PANEL - TYPE 2	SQ FT	25
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	828
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	50
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	109
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	312
HEAVY DUTY HANDHOLE	EACH	9
DOUBLE HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1263
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1606
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	833
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1511
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1612
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	69
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1457
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	50
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	921
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH BUTTON	EACH	8
REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	287
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
TEMPORARY FLASHING BEACON-SPAN WIRE MOUNTED INSTALLATION	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1
* 100% COST TO THE FIRE PROTECTION DISTRICT		

THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT
FOR THIS PROJECT SHALL BE "TOMAR"

TS 7078

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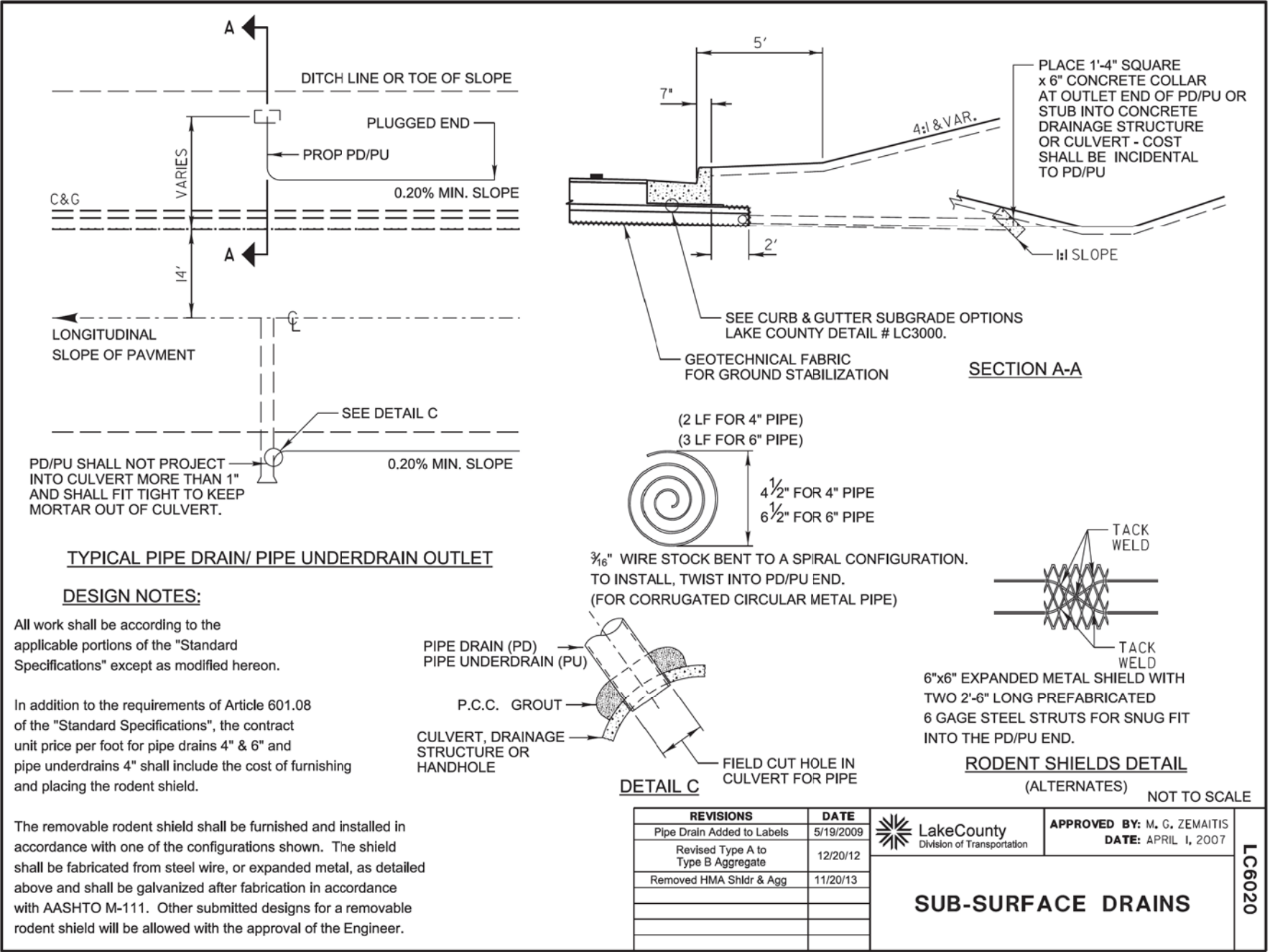
DESIGNED	-	DJS	REVISED	-	3-17-15	IDOT REVIEW
DRAWN	-	UKB	REVISED	-		
CHECKED	-	LDH	REVISED	-		
DATE	-	1-30-15	FILE	-	100153-W037-LakeCty-Det	ails.dgn

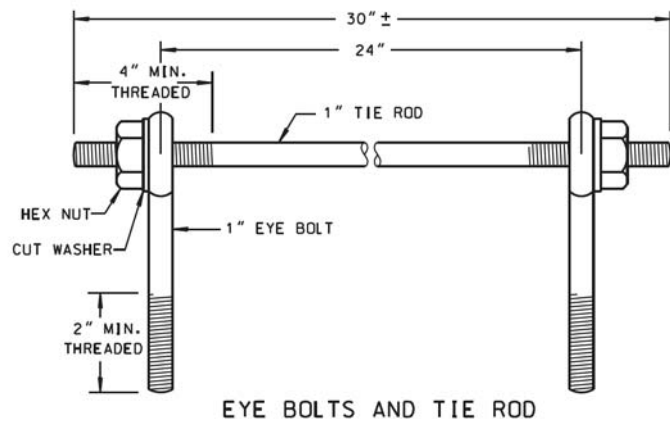
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE COUNTY DETAILS

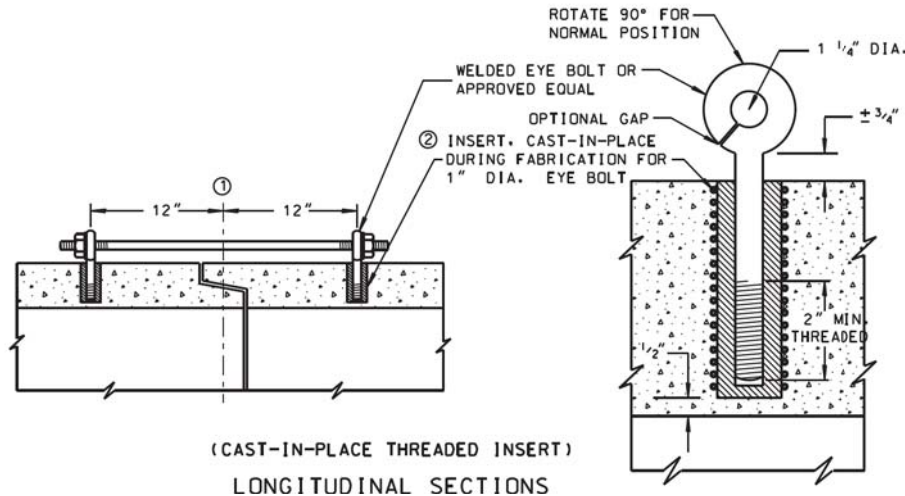
SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	72
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS. JOINT TIES AND HARDWARE SHALL BE GALVANIZED STEEL.

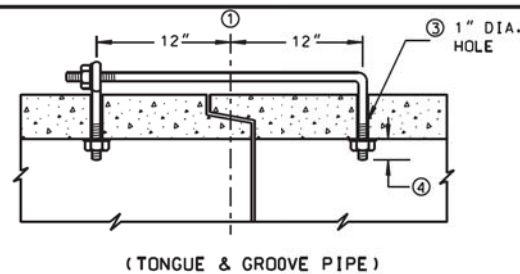
CONCRETE CULVERT PIPE AND SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT THE LAST THREE JOINTS BEFORE A FLARED END SECTION

THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR CONCRETE PIPE.

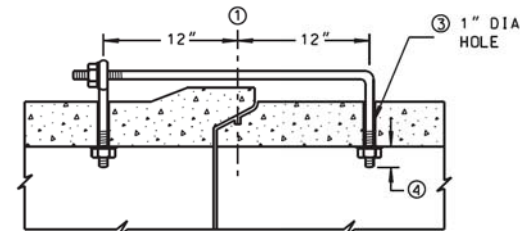
UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICATED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCLUDED IN THE COST OF PIPE CULVERTS OR STORM SEWERS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR GALVANIZED STEEL JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

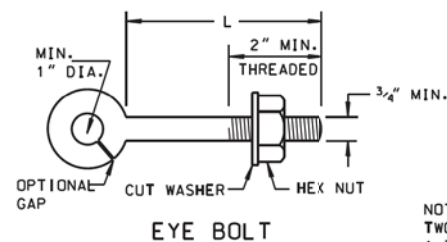
1. 1/2" OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
2. THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
3. HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM 1/2" OF TONGUE AND GROOVE.
4. BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".
5. OPENING TO BE ROD DIAMETER + 1 INCH.
6. LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

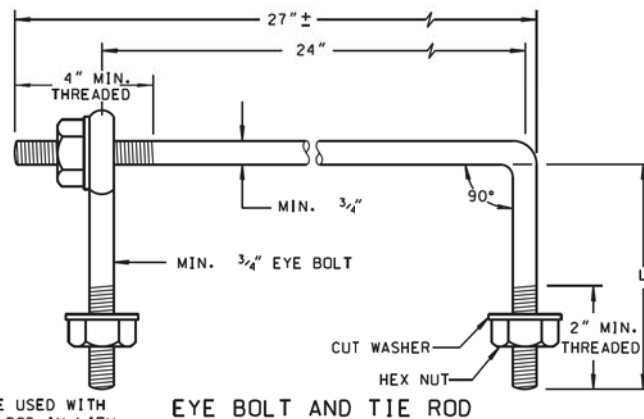


(MODIFIED BELL PIPE)
LONGITUDINAL SECTION



EYE BOLT

NOTE:
TWO EYE BOLTS MAY BE USED WITH
A 30" LONG THREADED ROD IN LIEU
OF THE 90° BENT TIE ROD.



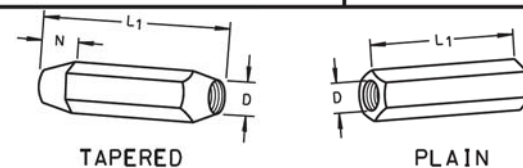
EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

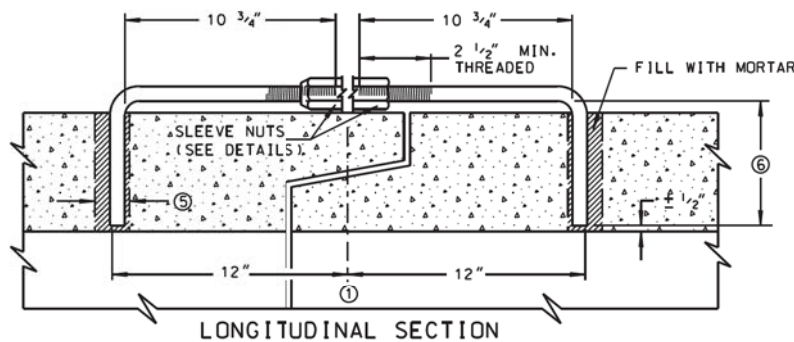
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



RIGHT AND LEFT THREADS

SLEEVE NUTS



(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

NOT TO SCALE

REVISIONS	DATE
ADDED JOINT TIE MAT'L	7/8/11



APPROVED BY: M. ZEMAITIS
DATE: 04/01/11

JOINT TIES FOR CONCRETE PIPE

LC5402

NO.	REVISIONS / REMARKS	DATE	BY	SURVEYOR	/

FILE NAME: Y:\dgn\00-00180-01-RS Fairfield Rd\Plans - 2012\LCDOT Stds.dgn



FAIRFIELD ROAD - FDR
LCDOT STANDARD DETAILS

ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
CH49	180	00-00180-01-RS	151	188



DESIGNED -	REVISED - 3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-LakeCty-Detalls.dgn

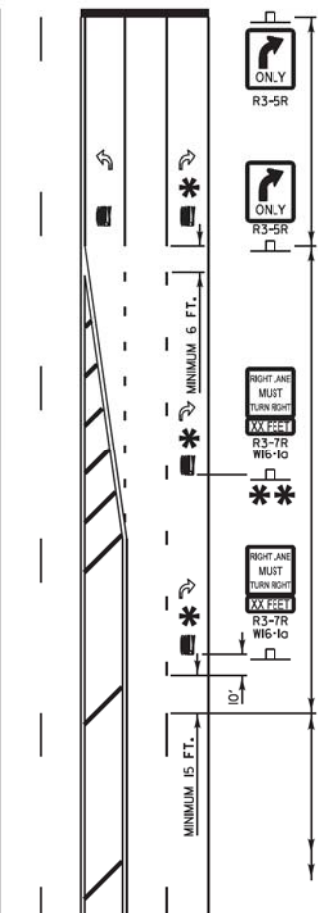
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LAKE COUNTY DETAILS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	73
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

THRU LANE TO
TURN LANE CONVERSION



TURN LANE
6" WHITE LINE
(ADDITIONAL PAVEMENT MARKINGS AS SHOWN
ON SHEET ONE OF THE L.C.D.O.T TYPICAL
PAVEMENT MARKINGS DETAIL SHEETS)

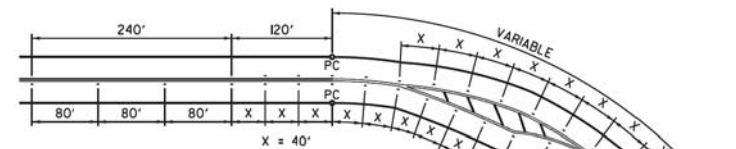
TRANSITION ZONE
6" WHITE 3'/12' SKIP DASH
LANE LINE

POSTED SPEED	LENGTH
25 M.P.H.	255 FT
30 M.P.H.	330 FT
35 M.P.H.	405 FT
40 M.P.H.	480 FT
45 M.P.H.	555 FT
50 M.P.H.	630 FT
55 M.P.H.	705 FT

POSTED SPEED	LOCATION OF PAV'T MARKINGS
25 M.P.H.	10 FT, 260 FT
30 M.P.H.	10 FT, 170 FT, 340 FT
35 M.P.H.	10 FT, 210 FT, 410 FT
40 M.P.H.	10 FT, 170FT, 330 FT, 490 FT
45 M.P.H.	10 FT, 190 FT, 370 FT, 560 FT
50 M.P.H.	10 FT, 170 FT, 330 FT, 490 FT, 640 FT
55 M.P.H.	10 FT, 180 FT, 350 FT, 520 FT, 710 FT

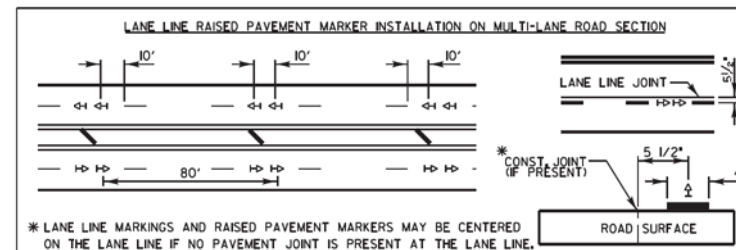
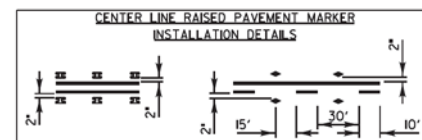
THRU LANE
4 * WHITE 10'/30' SKIP DASH
LANE LINE

**** FOR POSTED SPEEDS 40 M.P.H. OR GREATER
A SECOND R3-7/W16-1a SIGN INSTALLATION
SHALL BE LOCATED HALFWAY BETWEEN THE
BEGINNING OF THE TRANSITION ZONE AND THE
BEGINNING OF THE TURN LANE**

[illegible]

RAISED PAVEMENT MARKER LEGEND

 OR 	RAISED PAVEMENT MARKER, DOUBLE YELLOW
	RAISED PAVEMENT MARKER, WHITE AND RED



RAISED PAVEMENT MARKER NOTES:

1. CENTERLINE RAISED PAVEMENT MARKERS (RPM'S) SHALL BE PLACED ON ALL TWO AND THREE LANE HIGHWAYS WITH CURVES OVER 3 1/2 DEGREES, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. SPACING $\geq 40'$ FOR CENTERLINE MARKERS.
3. ALL RPM'S ON CENTERLINE ARE 2-WAY YELLOW, LANE LINE MARKERS ARE WHITE/RED.
4. MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH F.H.W.A. MEMORANDUM HO-2L.
5. MARKERS SHALL BE FIELD ADJUSTED TO BE LOCATED IN CENTER OF THE 30' GAP OF A 30'/10' SKIP-DASH CENTERLINE.
6. RPM'S WHICH ARE TO BE LOCATED WITHIN THE INTERSECTION OF A CROSS STREET, SHALL NOT BE INSTALLED.
7. A MINIMUM OF 4 WHITE/RED MARKERS SHALL BE INSTALLED ALONG THE TURN LANE LINE.
8. RPM'S INSTALLED ON MULTI-LANE ROAD SECTIONS SHALL BE INSTALLED ON THE WHITE SKIP-DASH LANE LINE ONLY. THESE RPM'S SHALL BE INSTALLED IN PAIRS AND SHALL BE 80" CENTER TO CENTER, SPACING WITHIN EACH PAIR SHALL BE 10", CENTERED WITHIN THE 30' SKIP.

The diagram illustrates the cross-section of a street with a stop bar. Key features and dimensions include:

- SIDEWALK**: Located on both sides of the street.
- CURB**: The edge of the street.
- EDGE LINE**: The line separating the curb from the travel lane.
- STOP BAR (WHEN USED)**: A rectangular bar across the street.
- Dimensions**:
 - 2' width for the stop bar area.
 - 4' MIN. distance from the curb to the stop bar.
 - 1' distance from the curb to the edge line.

CROSSWALK NOTES:

1. WIDTH OF THE CROSSWALK IS GENERALLY 6' EXCEPT AT SCHOOL CROSSINGS AND BICYCLE CROSSINGS, WHICH CAN BE 8'.
2. THE STOP BAR SHOULD BE INSTALLED A MINIMUM OF 4' IN ADVANCE OF THE CROSSWALK.

CURB MARKING NOTES:

1. PAINT CURB AND NOSE SOLID FOR 10' OR OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES, AT NORMAL IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPES.
4. STRIPING RECOMMENDED ONLY WHERE OPEN PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

NORMAL SPACING

16' 8' 16' 8' 16'

REDUCED SPACING

8' 4' 8' 4' 8' 4' 8'

CURB MARKING NOTES:

1. PAINT CURB AND NOSE SOLID FOR 10' OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES, AT NORMAL SPACING, IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPE MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACED.

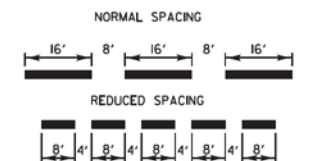
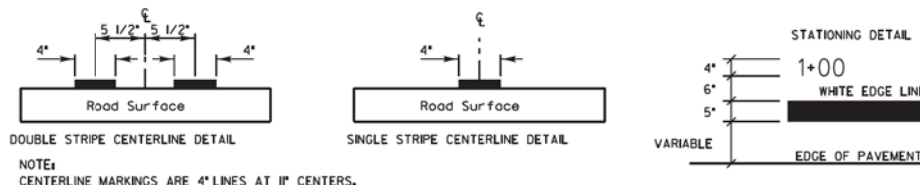


Diagram showing the layout of a 12' lane width road surface with a 14' total width. The diagram includes dimensions for the road surface (12'), shoulder (2'), and total width (14'). It also shows the location of the 'SEE DETAIL' marker and the 'INLAYED PREFORMED PLASTIC STATION NUMBER'.



NOTE:
CENTERLINE MARKINGS ARE 4" LINES AT 12" CENTERS.

REVISIONS		DATE		 LakeCounty Division of Transportation	APPROVED BY: A. KHAWAJA DATE: APRIL 1, 2007		LC7800
SEPARATED RAILROAD SHEET		06/02/08					
REVISED RPM DETAILS		07/1/12					
				TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS SHEET 2 OF 2			

REVISIONS / REMARKS					
NO.	DESCRIPTION	DATE	BY	SURVEYOR:	/
		/ /		DSGNR/LIAISON:	
		/ /		PLOTTED BY:	hdrmc 3/7/2013

FILE NAME: Y:\dgn\00-00180-01-RS Fairfield Rd\Plans - 2012\LCDOT Stds.dgn



LAKE COUNTY STANDARDS & DETAILS

CH49	180
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00-00180-01-RS	156	188
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LAKE COUNTY DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	75
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

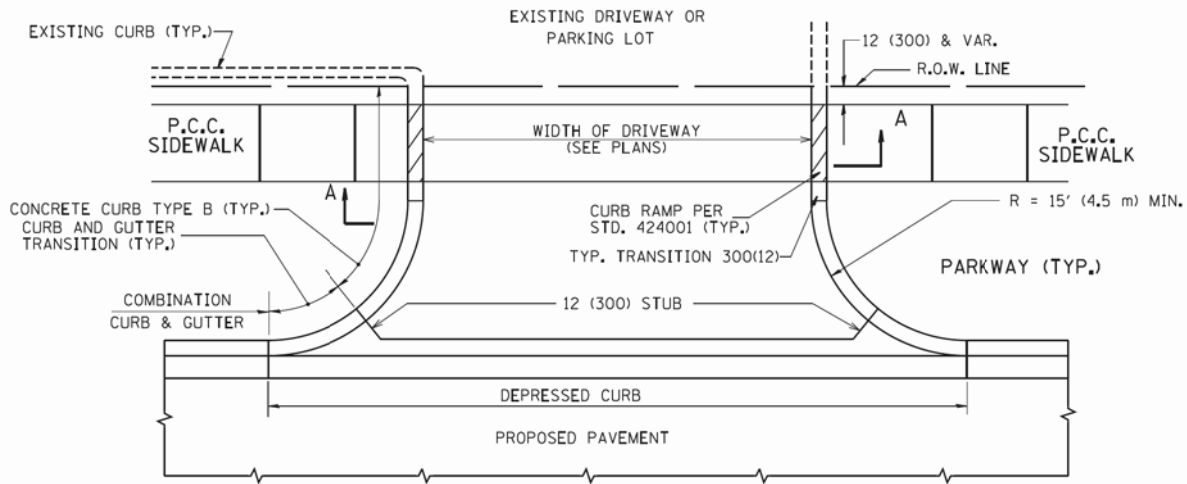
SCALE:	STA.	TO STA.
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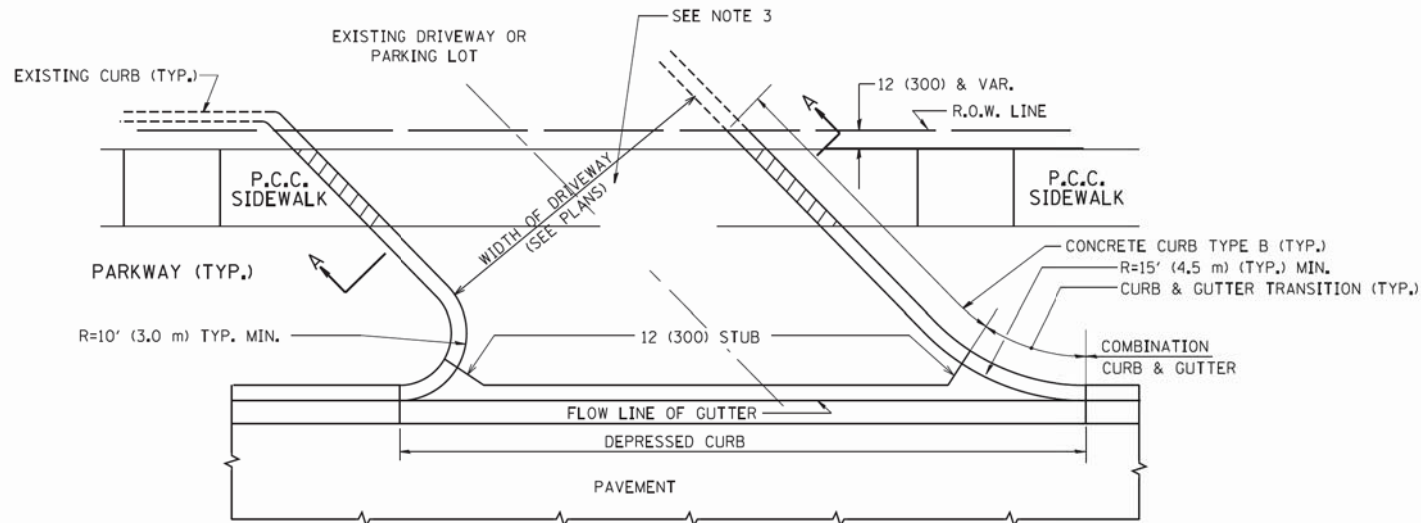
BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED - 3-17-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-LakeCty-Details.dgn

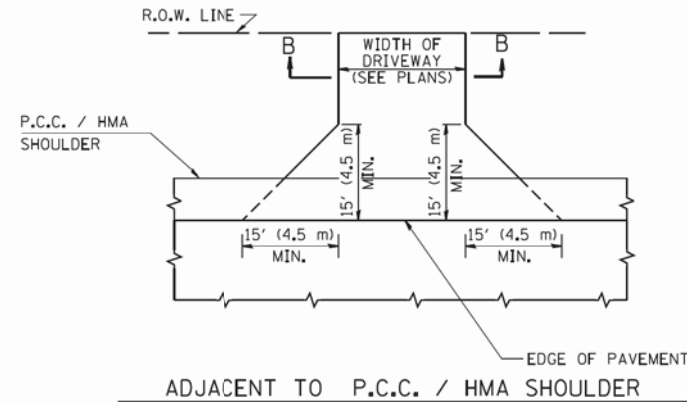
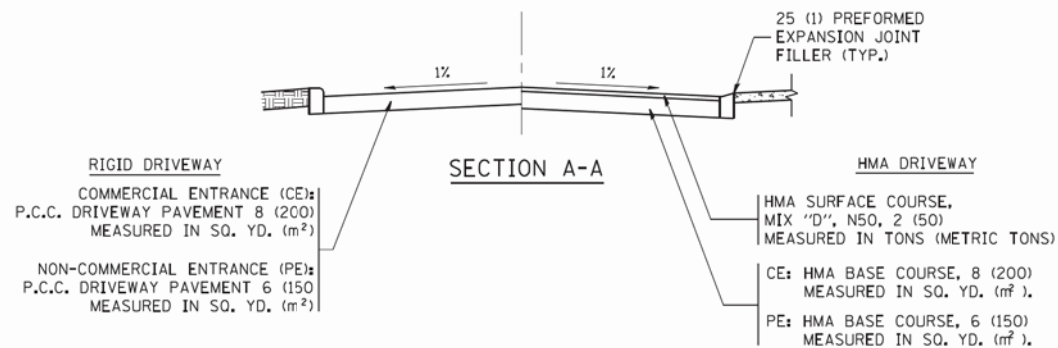
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4/1/2015
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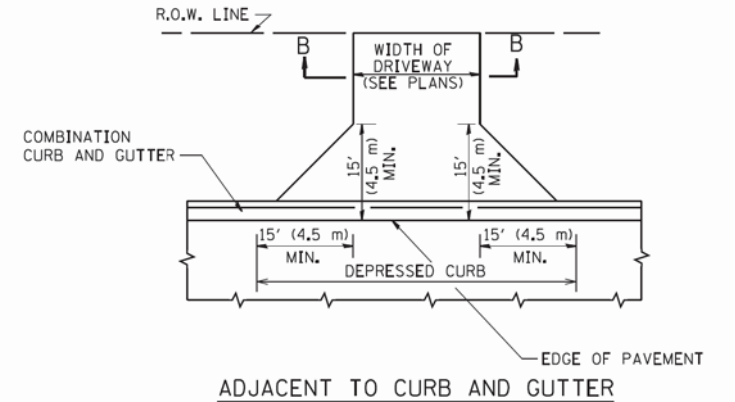
WITH CONCRETE CURB, TYPE B



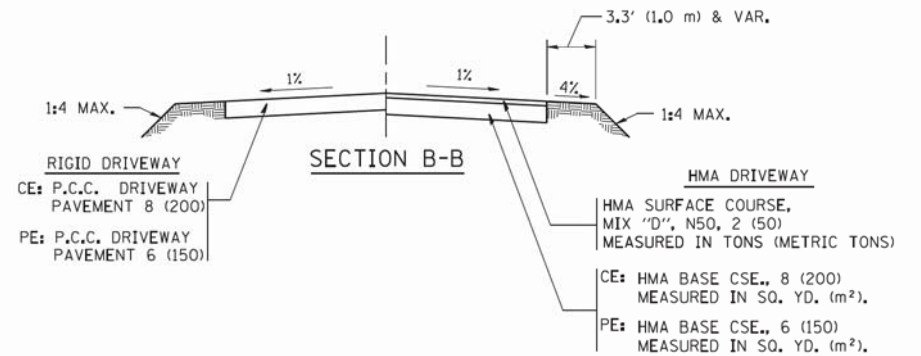
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

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

CE: HMA BASE COURSE, 8 (200)
MEASURED IN SQ. YD. (m²),
PE: HMA BASE COURSE, 6 (150)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

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

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

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

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

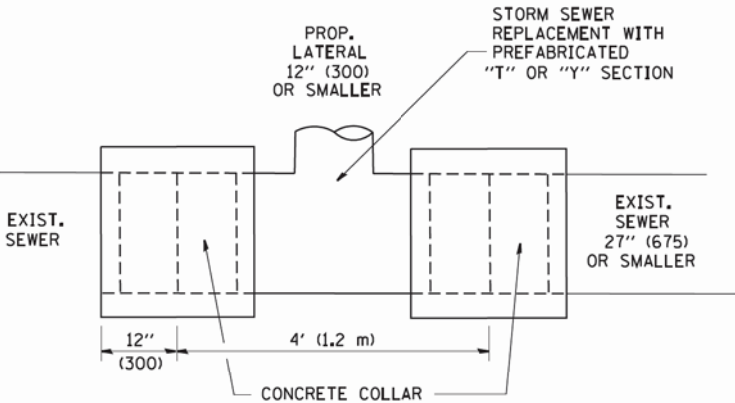
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

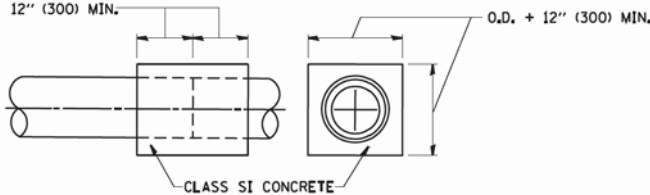
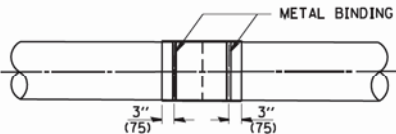
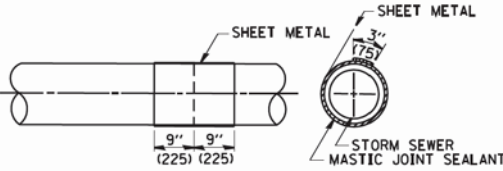
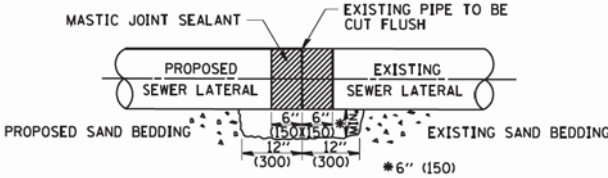
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	76
BD0156-07 (BD-01)		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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DETAIL "A"

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

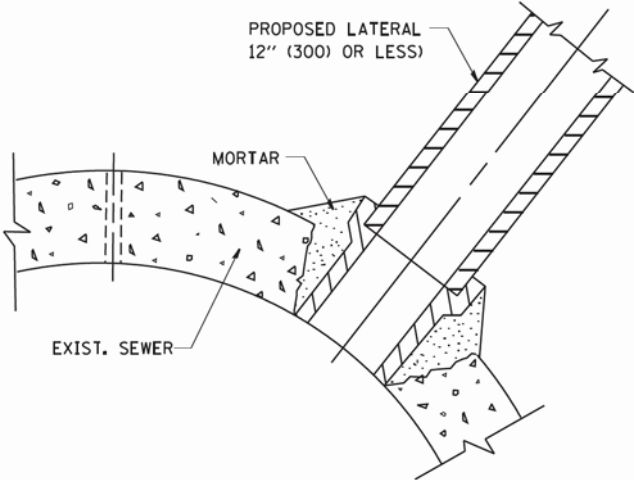


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

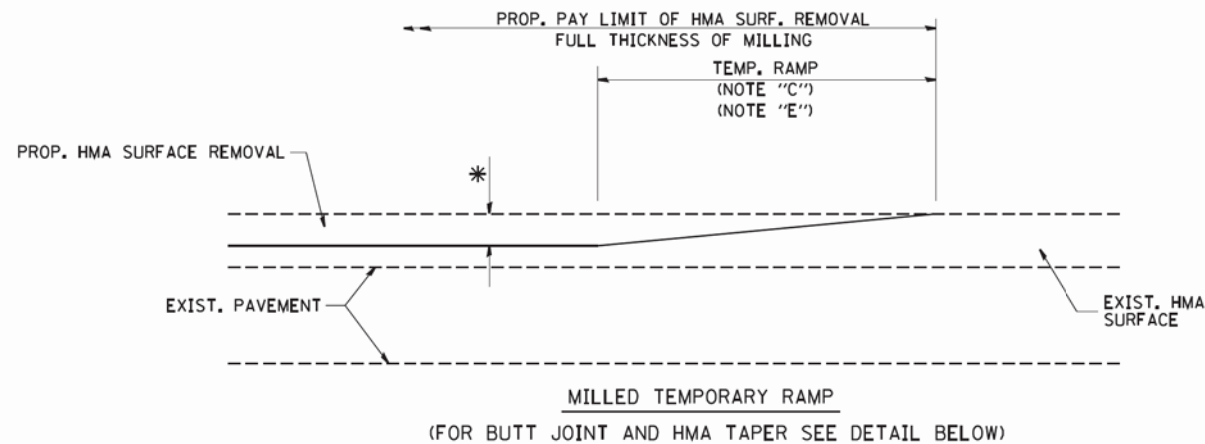
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

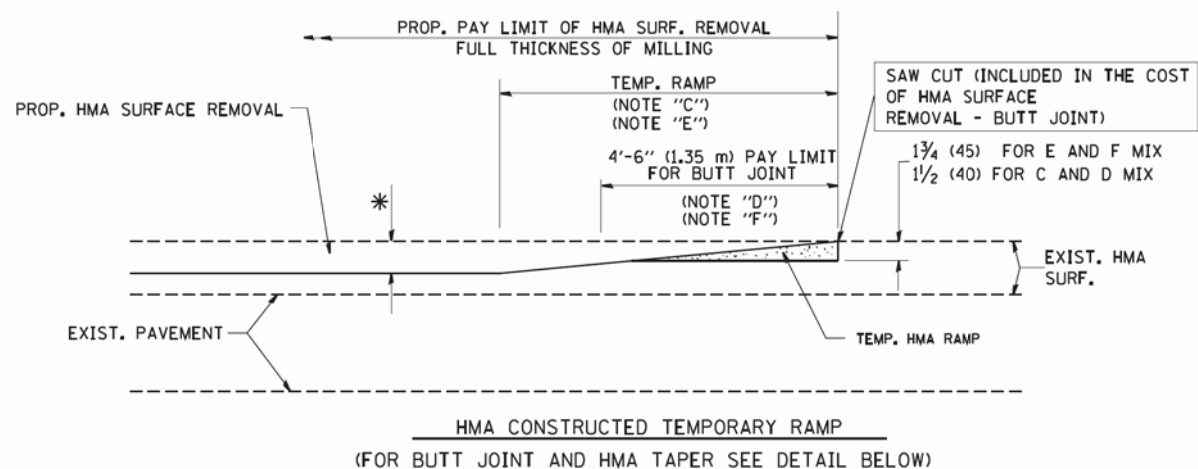
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = geglanoht	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					541	W-N-1	LAKE	116	77
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94		BD500-01 (BD-7)			CONTRACT NO. 60R85				
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

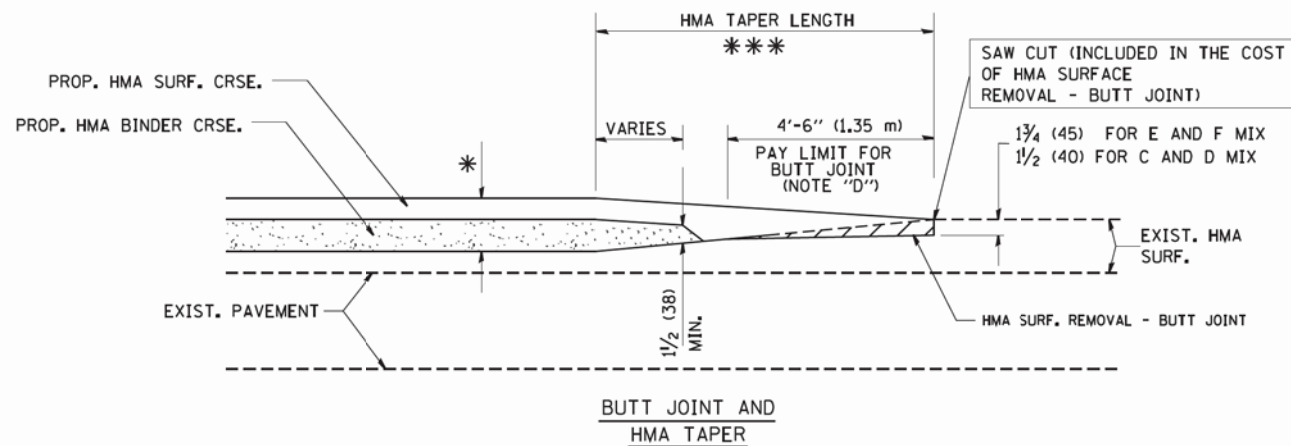


OPTION 1



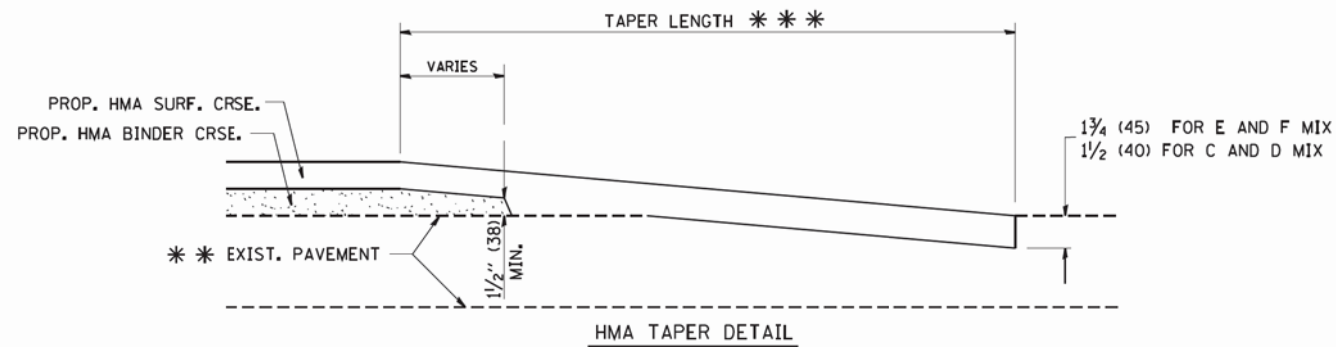
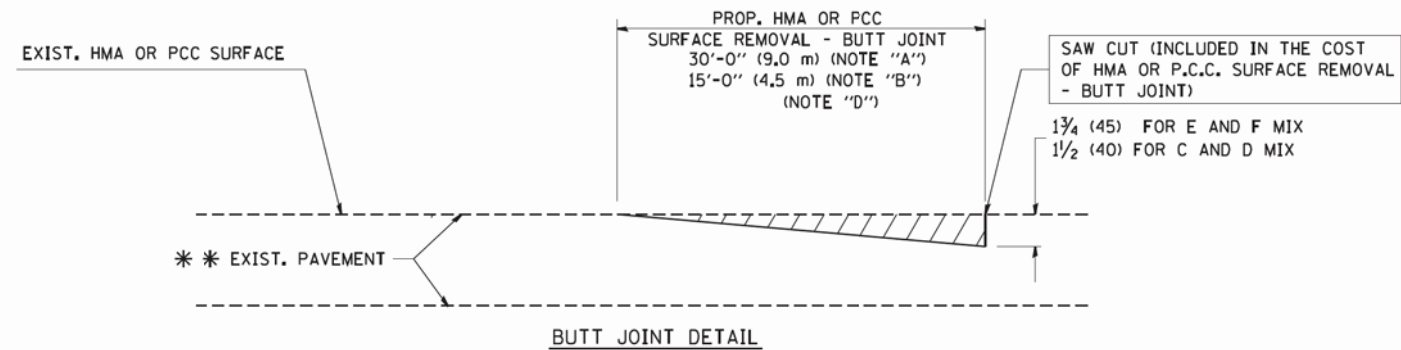
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER

FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER

FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

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PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

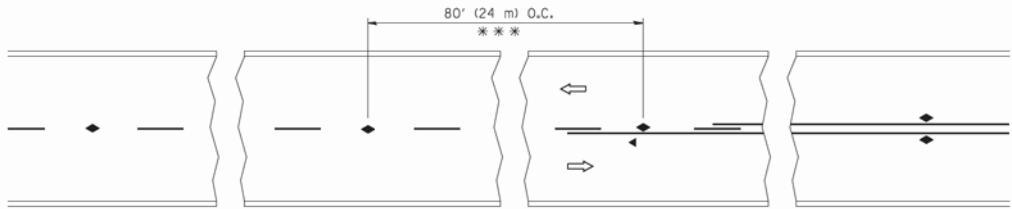
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

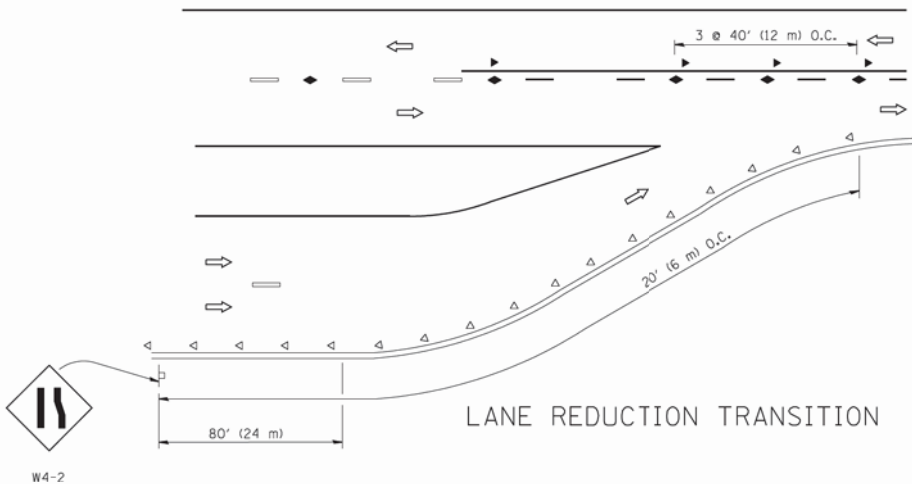
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD400-05 BD32		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

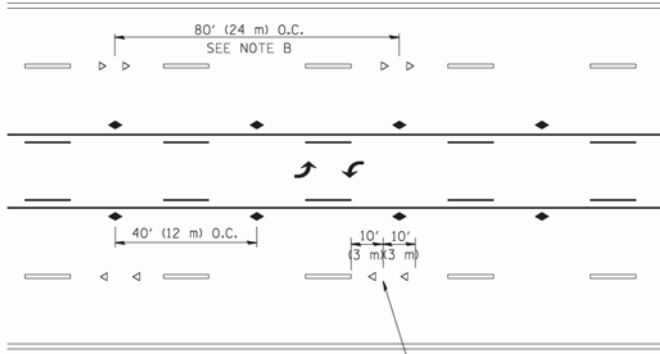


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

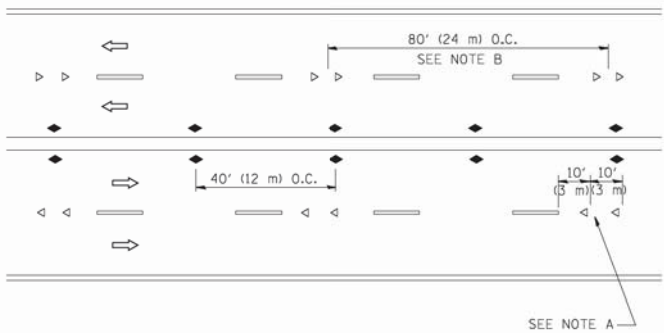


LANE REDUCTION TRANSITION



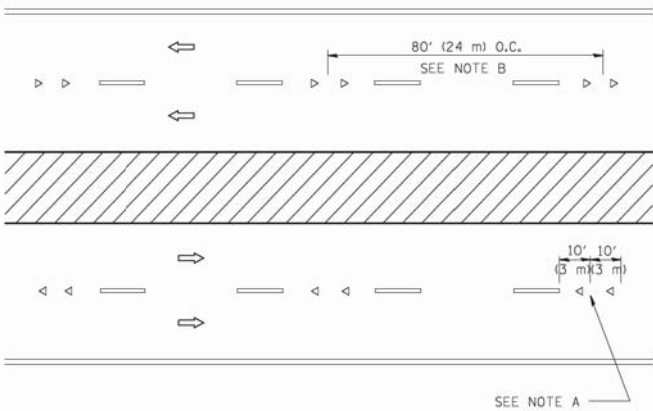
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

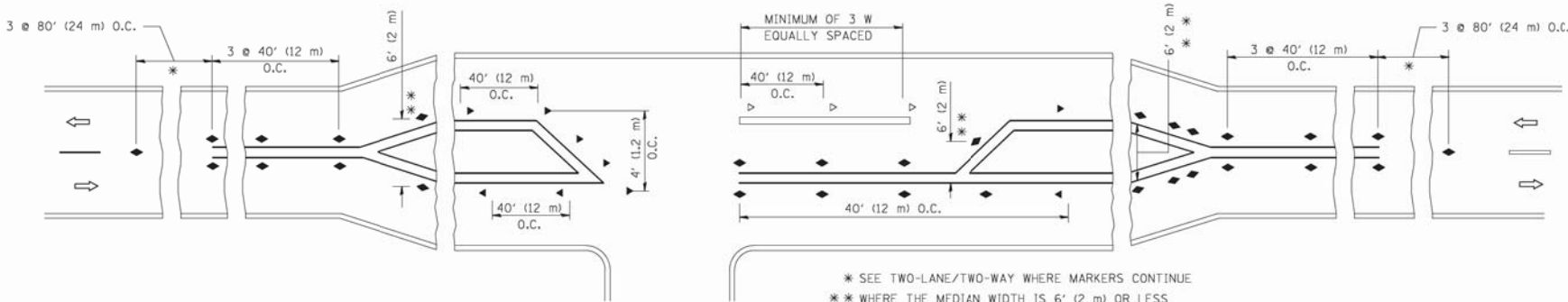
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



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

LEFT TURN

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

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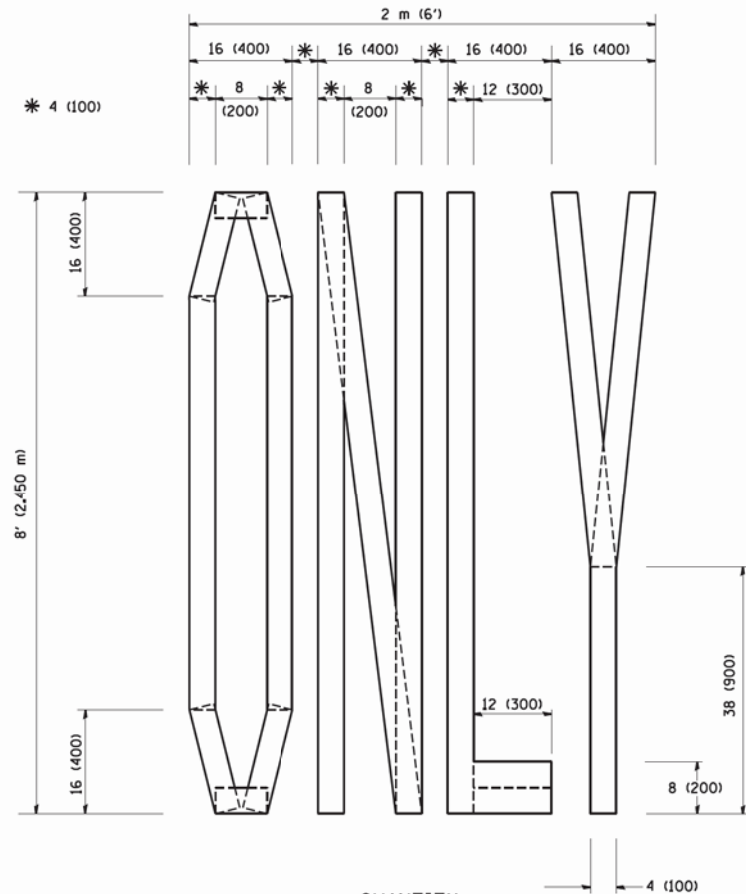
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

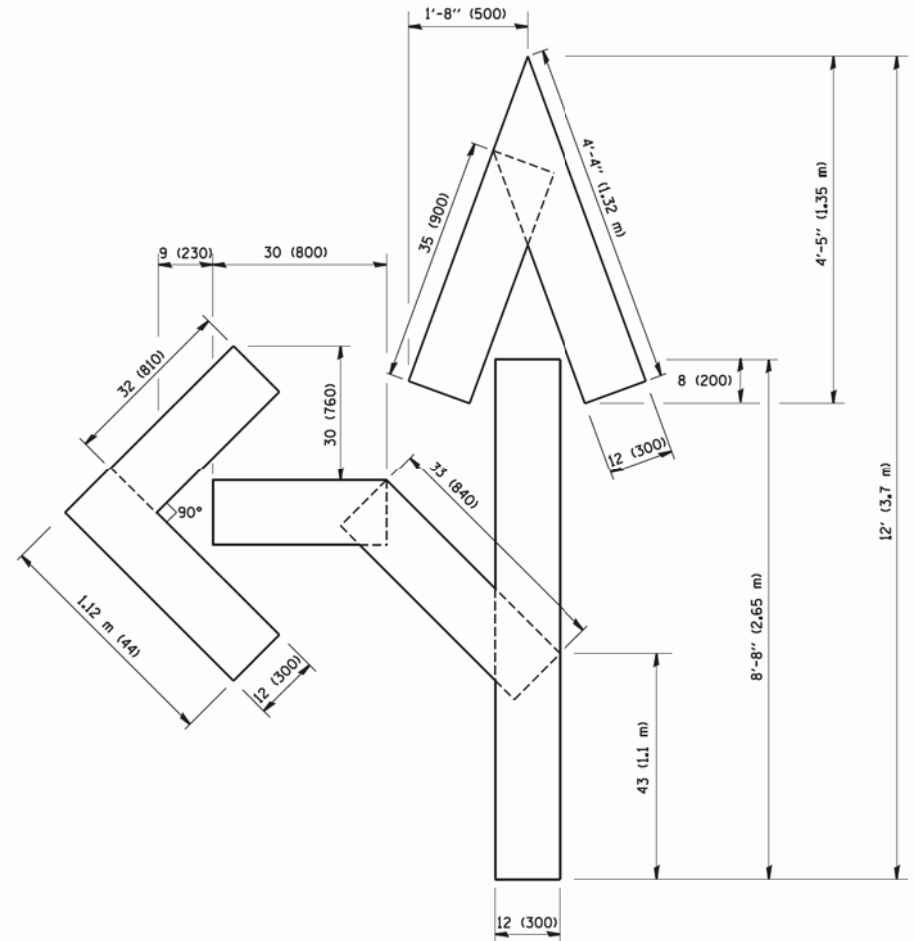
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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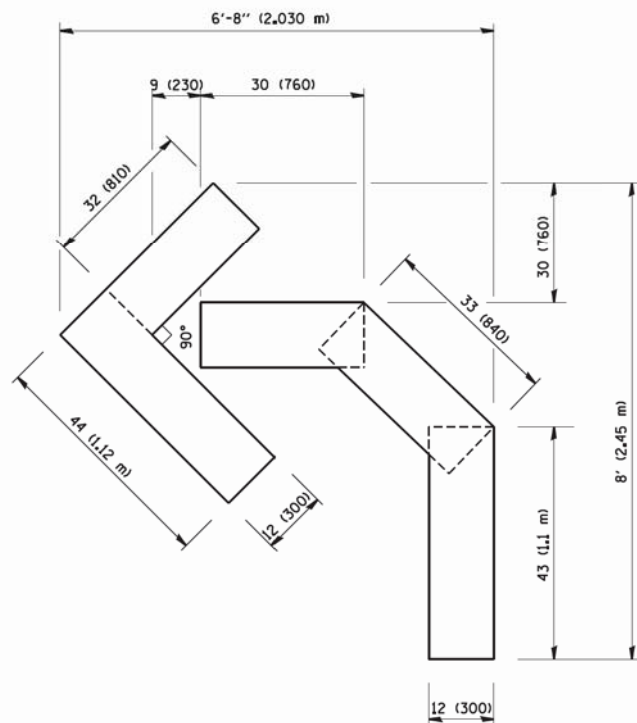
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541	W-N-1	LAKE	116	81
TC-11		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



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



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



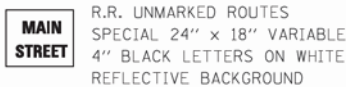
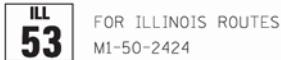
QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

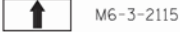
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	PLOT DATE = 1/4/2008		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

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ROUTE MARKERS



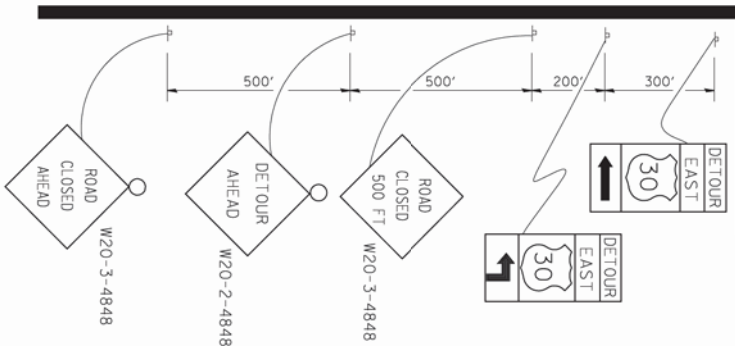
ARROWS SIGNS



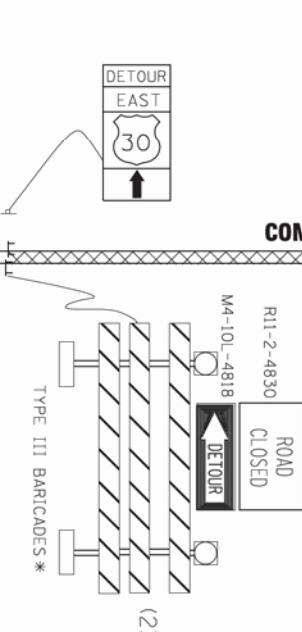
CARDINAL DIRECTION & DETOUR SIGNS



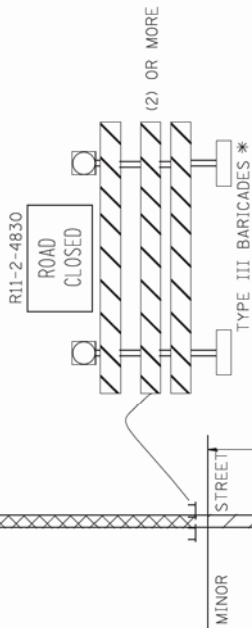
STATE ROUTE



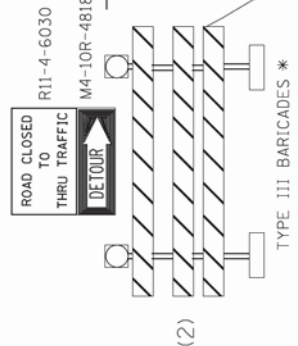
DETOUR



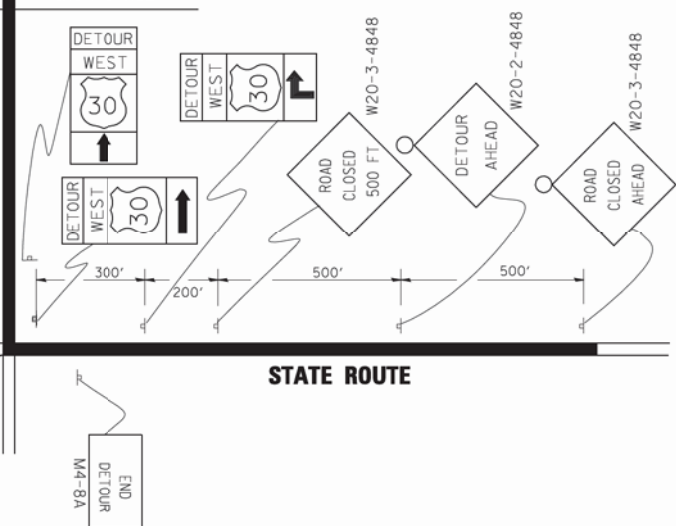
COMPLETELY CLOSED PORTION



PARTIALLY CLOSED PORTION



STATE ROUTE



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

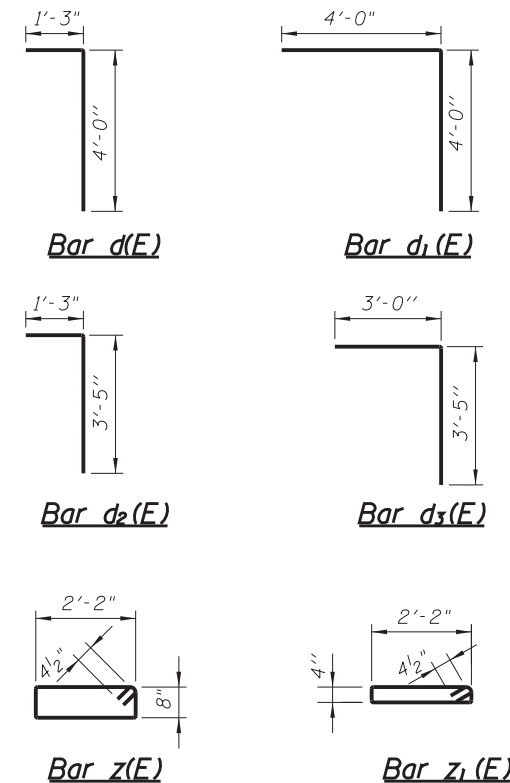
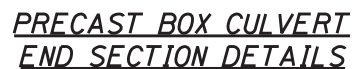
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PLOT SCALE = 49.9999' / 1 IN.		CHECKED -	REVISED -
PLOT DATE = 9/14/2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	84
TC-21		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁ (E)	8	#8	4'-4"	_____
d(E)	20	#8	5'-3"	_____
d ₁ (E)	20	#8	7'-3"	_____
d ₂ (E)	20	#8	4'-8"	_____
d ₃ (E)	20	#8	6''-8''	_____
z(E)	22	#4	6'-5"	
z ₁ (E)	6	#4	5'-9"	
Concrete Removal			Cu Yd	4.0
Concrete Collar			Cu Yd	2.6
Reinforcement Bars, Epoxy Coated			Pounds	760
Precast Concrete Box Culverts 2' x 2' (Special)			Foot	22
Box Culvert End Sections, Culvert No. 1			Each	2

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specification, 6th Edition with 2014 Interims

DESIGN STRESSES

$f_y = 60,000 \text{ psi (Reinforcement)}$
 $f'_c = 3,500 \text{ psi}$
 Allowable Net Soil Bearing Pressure = 2,000 psf minimum

GENERAL NOTES

Reinforcement bars shall conform to requirements of ASTM A706, Gr 60.
See Special Provisions.

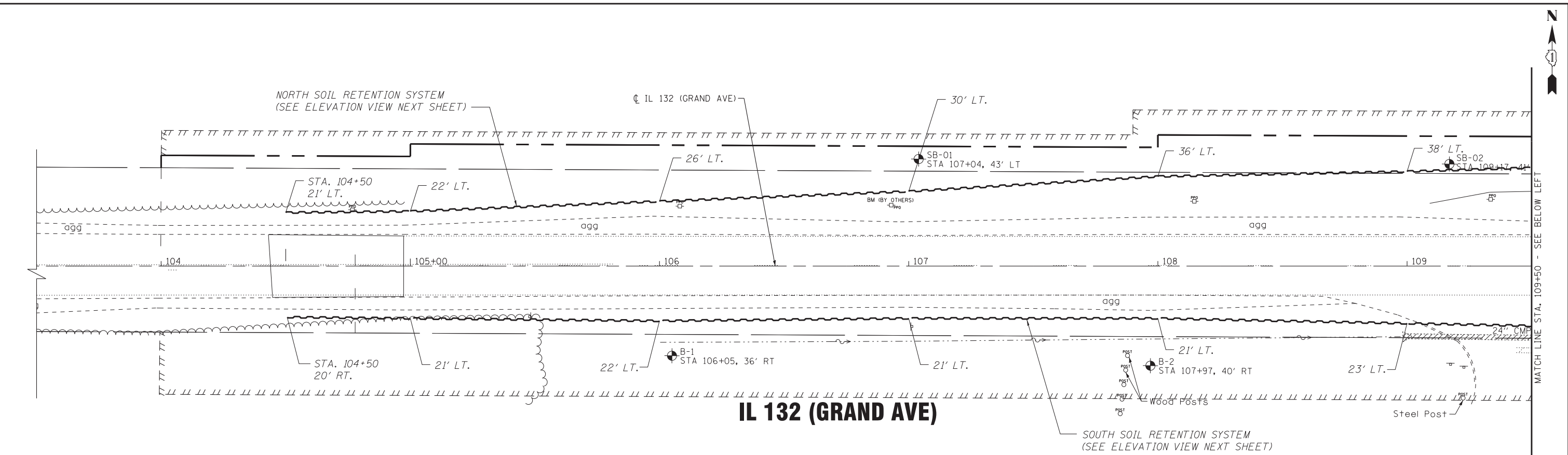
Place reinforcing bars to provide 2 inches clear concrete cover except where shown on drawings.

All construction joints shall be bonded.

Reinforcement bars designated (E) shall be epoxy coated.

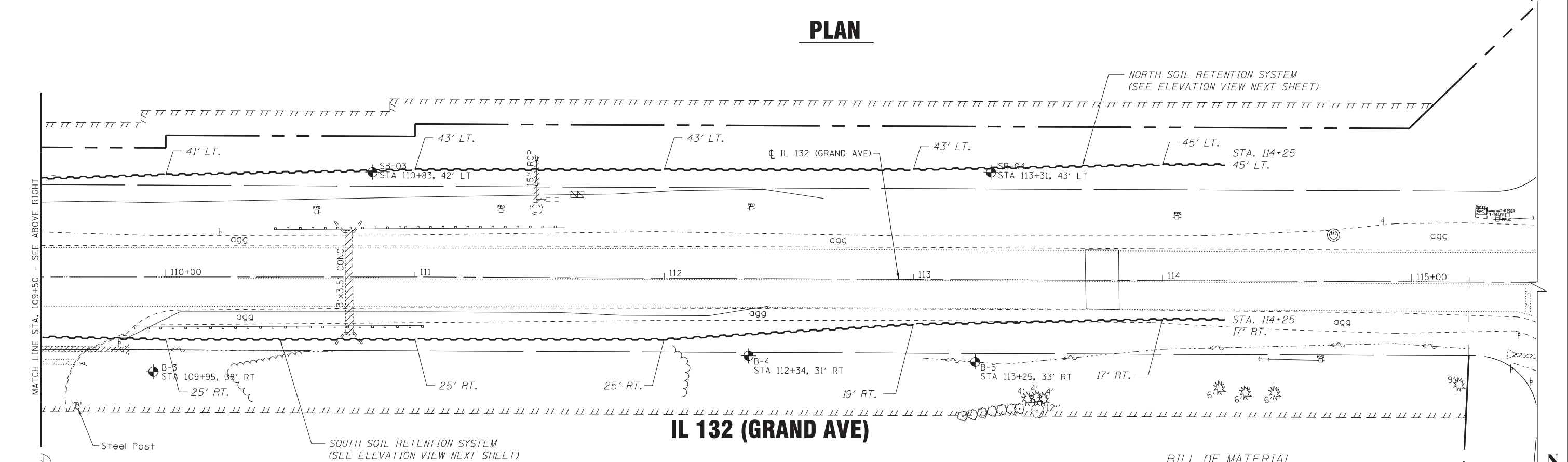
FILE NAME =	USER NAME =	DESIGNED -	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE BOX CULVERT EXTENSION STA. 124 + 70	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED -	REVISED			541	W-N-1	LAKE	116	87	
	PLOT SCALE =	DRAWN -	REVISED			CONTRACT NO. 60R85					
	PLOT DATE =	CHECKED -	REVISED			SHEET NO. 1 OF 1 SHEETS					
						FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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IL 132 (GRAND AVE)

PLAN

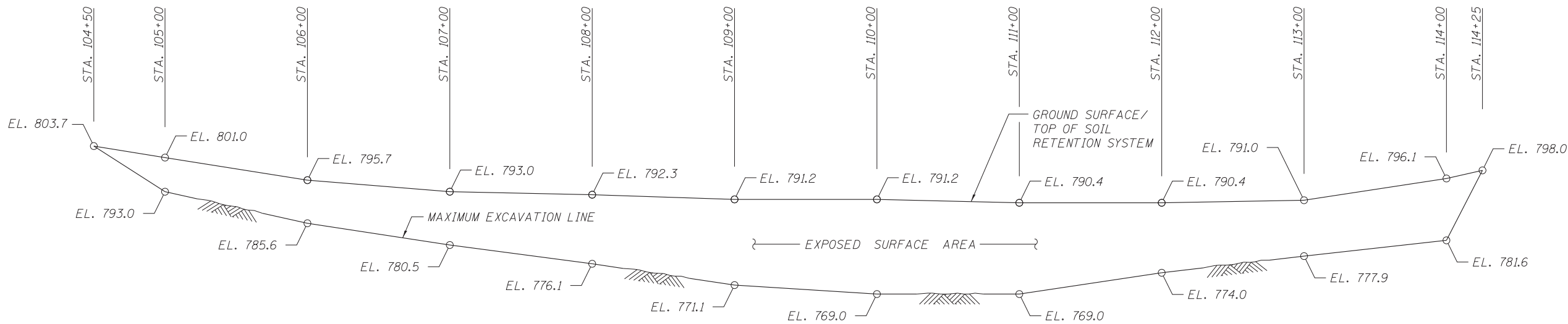


IL 132 (GRAND AVE)

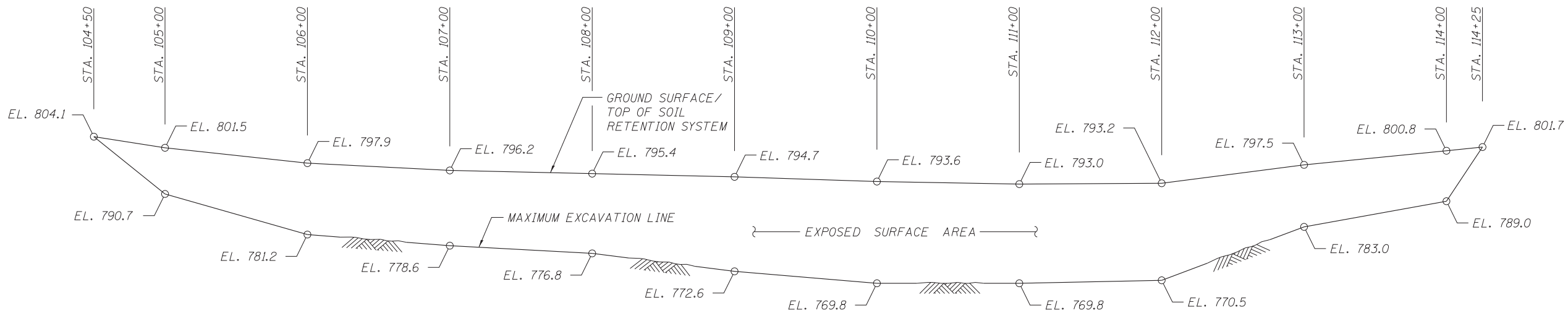
PLAN

BILL OF MATERIAL

ITEM	UNIT	TOTAL
SOIL RETENTION SYSTEM	SQ FT	32,174



ELEVATION VIEW
NORTH SOIL RETENTION SYSTEM



ELEVATION VIEW (REFLECTED)
SOUTH SOIL RETENTION SYSTEM

NOTE:
A CANTILEVERED SHEET PILING DESIGN DOES NOT APPEAR FEASIBLE AND ADDITIONAL MEMBERS OR OTHER RETENTION SYSTEM MAY BE NECESSARY. THE CONTRACTOR SHALL SUBMIT A SOIL RETENTION SYSTEM DESIGN INCLUDING PLAN DETAILS AND CALCULATIONS FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.

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DESIGNED -	BLB	REVISED -	3-27-15 IDOT REVIEW
DRAWN -	UKB	REVISED -	
CHECKED -	LDH	REVISED -	
DATE -	1-30-15	FILE -	100153-W037-Temp-Soil-Retention.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 132 GRAND AVE AND FAIRFIELD ROAD
SOIL RETENTION SYSTEM

SCALE: 1" = 20'
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	89
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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i:\crys\alake\ldot\100153-140-Design\W0-37 IL132 at Fair-Field\CADD\DDN\100153-W037-Soil-Bor-Ing-Logs.dgn

 wangeng@wangeng.com 1145 N Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax 630 953-9938	BORING LOG SB-03 WEI Job No.: 555-15-01 Client IDOT Project Illinois Route 132 (FAP 541) Location Lake County, Illinois	Datum: NAVD Elevation: 790.69 ft North: 2094108.99 ft East: 1044899.20 ft Station: 110+82.58 Offset: 42.09 LT
--	---	--

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	789.4	16-inch thick, black SILTY LOAM --TOPSOIL--															
		Spongy, fibrous, brown PEAT, with shells			1	1 1 1	NP	69						9	4 6 9	NP	22
			5		2	0 0 0	-	360				30		10	4 6 6	NP	24
					1	P U S H	-	667		759.0	Stiff, gray SILTY CLAY, trace gravel						
			10		2	P U S H	-	593				35		11	4 3 4	1.48 B	21
					3	0 0 0	-	762		753.9	Hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel						
			15		4	0 0 0	-	654				40		12	7 7 11	4.59 B	14
					5	0 0 0	-	128		748.9	Very stiff to hard, gray SILTY CLAY, trace gravel						
	771.7	Very soft, brown and gray ORGANIC SILTY CLAY, some shells, interbedded peat	20		6	0 0 0	0.25 P	247				45		13	6 9 13	4.10 B	20
	770.2	Very loose, gray SILTY LOAM			7	0 0 0	NP	29									
	768.2	Loose to medium dense, gray SANDY LOAM to fine SAND	25		8	0 2 5	NP	24				50		14	5 6 9	2.79 B	19
GENERAL NOTES									WATER LEVEL DATA								
Begin Drilling 09-21-2012 Complete Drilling 09-24-2012									While Drilling 20.50 ft								
Drilling Contractor Wang Testing Services Drill Rig D-50 ATV									At Completion of Drilling Rotary Mud at 19.5'								
Driller K&K Logger F. Bozga Checked by C. Marin									Time After Drilling NA								
Drilling Method 3.25" IDA HSA to 25 feet, Mud Rotary thereafter;									Depth to Water NA								
boring backfilled upon completion									The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.								

 wangeng@wangeng.com 1145 N Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax 630 953-9938	BORING LOG SB-03 WEI Job No.: 555-15-01 Client IDOT Project Illinois Route 132 (FAP 541) Location Lake County, Illinois	Datum: NAVD Elevation: 790.69 ft North: 2094108.99 ft East: 1044899.20 ft Station: 110+82.58 Offset: 42.09 LT
--	---	--

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	738.9	Dense, gray fine SAND															
			55		15	13 15 17	NP B	17									
	731.4	Stiff to very stiff, gray SILTY CLAY to SILTY CLAY LOAM, trace gravel	60		16	5 5 8	2.13 B	19									
			65		17	5 7 10	1.80 B	13									
			70		18	6 8 9	1.48 B	17									
			75		19	7 10 13	3.36 B	20									
	715.7	Boring terminated at 75.00 ft															
GENERAL NOTES									WATER LEVEL DATA								
Begin Drilling 09-21-2012 Complete Drilling 09-24-2012									While Drilling 20.50 ft								
Drilling Contractor Wang Testing Services Drill Rig D-50 ATV									At Completion of Drilling Rotary Mud at 19.5'								
Driller K&K Logger F. Bozga Checked by C. Marin									Time After Drilling NA								
Drilling Method 3.25" IDA HSA to 25 feet, Mud Rotary thereafter;									Depth to Water NA								
boring backfilled upon completion									The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.								

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - BLB	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-Soil-Bor-Ing-Logs.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	92
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax 630 953-9938

BORING LOG SB-04

WEI Job No.: 555-15-01

Datum: NAVD
Elevation: 790.71 ft
North: 2094111.40 ft
East: 1045148.08 ft
Station: 113+31.27
Offset: 43.20 LT

Client: IDOT
Project: Illinois Route 132 (FAP 541)
Location: Lake County, Illinois

Page 1 of 2

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	789.4	16-inch thick, black SILTY LOAM --TOPSOIL--															
		Spongy, fibrous, brown PEAT, some shells			1	1 1 2	NP	114						9	4 6 8	2.05 B	18
			5		2	0 0 0	-	228				30		10	4 7 10	3.44 B	19
					3	P U S H	-	113									
	781.7	Soft, gray SILTY CLAY, trace organics	10		1	P U S H	-	200 41				35		11	6 7 9	2.38 B	19
	780.2	Medium dense, gray SANDY LOAM, trace gravel			2	2 6 6	NP	29									
	777.7	Very stiff to hard, gray SILTY CLAY, trace gravel	15		4	4 5 8	2.13 B	19				40		12	6 8 10	2.71 B	17
					5	5 9 10	4.35 B	16									
			20		6	5 7 9	2.95 B	18				45		13	7 10 11	5.17 B	19
					7	5 7 7	2.30 B	19									
			25		8	4 7 8	2.05 B	19				50		14	6 8 10	2.95 B	20
GENERAL NOTES									WATER LEVEL DATA								
Begin Drilling 09-24-2012 Complete Drilling 09-24-2012									While Drilling  DRY								
Drilling Contractor Wang Testing Services Drill Rig D-50 ATV									At Completion of Drilling  Rotary Mud at 8'								
Driller K&K Logger F. Bozga Checked by C. Marin									Time After Drilling NA								
Drilling Method 3.25" IDA HSA to 25 feet, Mud Rotary thereafter;									Depth to Water  NA								
boring backfilled upon completion									The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.								



wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax 630 953-9938

BORING LOG SB-04

WEI Job No.: 555-15-01

Datum: NAVD
Elevation: 790.71 ft
North: 2094111.40 ft
East: 1045148.08 ft
Station: 113+31.27
Offset: 43.20 LT

Client: IDOT
Project: Illinois Route 132 (FAP 541)
Location: Lake County, Illinois

Page 2 of 2

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			55		15	6 9 11	2.95 B	19									
			60		16	6 10 13	3.12 B	19									
			65		17	7 10 12	2.87 B	18									
			70		18	6 8 13	3.28 B	19									
			75		19	6 10 13	2.95 B	17									
	715.7																
Boring terminated at 75.00 ft																	
GENERAL NOTES									WATER LEVEL DATA								
Begin Drilling 09-24-2012 Complete Drilling 09-24-2012									While Drilling  DRY								
Drilling Contractor Wang Testing Services Drill Rig D-50 ATV									At Completion of Drilling  Rotary Mud at 8'								
Driller K&K Logger F. Bozga Checked by C. Marin									Time After Drilling NA								
Drilling Method 3.25" IDA HSA to 25 feet, Mud Rotary thereafter;									Depth to Water  NA								
boring backfilled upon completion									The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.								



WEI Job No.: 555-15-01

Client IDOT

Project Illinois Route 132 (FAP 541)

Location Lake County, Illinois

Datum: NGVD
Elevation: 797.33 ft
North: 2094059.94 ft
East: 1045049.01 ft
Station: 112+31.97
Offset: 7.73 RT

Page 1 of 1

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type <i>recovery</i>	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type <i>recovery</i>	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		15-inch thick ASPHALT --PAVEMENT--															
	796.1	17-inch VOID															
	794.6	Brown SAND															
	794.5	Very soft to medium stiff, brown SILTY CLAY LOAM			1	PUSH	< 0.25 P	25									
		--FILL--	5														
	791.4	ASPHALT			2	PUSH	0.50 P	27									
	791.1	--AUGER REFUSAL-- Boring terminated at 7.00 ft															
			10														
			15														
			20														
			25														
GENERAL NOTES										WATER LEVEL DATA							
Begin Drilling 10-24-2012 Complete Drilling 10-24-2012										While Drilling ▽ DRY							
Drilling Contractor Wang Engineering Inc. Drill Rig LBG HA										At Completion of Drilling ▼ DRY							
Driller F&C Logger F. Bozga Checked by C. Marin										Time After Drilling NA							
Drilling Method 1" IDA Geoprobe										Depth to Water ▼ NA							
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.																	



Illinois Department
of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 9/12/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

STRUCT. NO.
Station

BORING NO. B-2
Station 107+97
Offset 40.00ft RT. CL.
Ground Surface Elev. 794.23 ft

DEPTH (ft) (ft) (6") (tsf) (%)
BLOW S Qu T
U C S M O I S T

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 777.2 ft
Upon Completion 786.9 ft
After 24 Hrs. 793.2 ft

Brown Silty Clay	791.23	1	1.0	20	Loose to Medium Dense Gray Fine Sand (continued)	5	20	772.23
Very Soft Black Peat	777.23	1	1.0	20	Medium Stiff to Very Stiff Gray Silty Clay Drillers Note: Stopped Drilling w/ Water @ 22'	0	22	772.23
Loose to Medium Dense Gray Fine Sand Drillers Note: Began Drilling w/ Water @ 17'	777.23	1	1.0	20	Medium Stiff to Very Stiff Gray Silty Clay Drillers Note: Stopped Drilling w/ Water @ 22'	0	22	772.23

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department
of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 9/12/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

STRUCT. NO.
Station

BORING NO. B-2
Station 107+97
Offset 40.00ft RT. CL.
Ground Surface Elev. 794.23 ft

DEPTH (ft) (ft) (6") (tsf) (%)
BLOW S Qu T
U C S M O I S T

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 777.2 ft
Upon Completion 786.9 ft
After 24 Hrs. 793.2 ft

Medium Stiff to Very Stiff Gray Silty Clay (continued)	752.73	2	2.3	16	End of Boring	3	16	752.73
End of Boring	752.73	2	2.3	16	End of Boring	3	16	752.73

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - BLB	REVISED -
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-Soil-Boring-Logs.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	96
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

Page 1 of 2

Date 9/17/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

STRUCT. NO. _____ Station _____	D E P T H	B L O W S	U C S	M O I S T Q	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft	D E P T H	B L O W S	U C S	M O I S T Q
BORING NO. _____ B-4 Station _____ 112+34 Offset _____ 31.00 ft RT. CL. Ground Surface Elev. 792.64 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter _____ DRY ft Upon Completion _____ DRY ft After 24 Hrs. 787.3 ft	(ft)	(/6")	(tsf)	(%)

ISSIGTECHGEOTECH PROGRAMS\GINT\PROJECTS\LAKE\ILLINOIS ROUTE 132 @ FAIRFIELD.GPJ 9/18/13

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



Page 2 of 2

Date 9/17/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

STRUCT. NO. _____ Station _____	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
BORING NO. _____ B-4 Station _____ 112+34 Offset _____ 31.00ft RT. CL. Ground Surface Elev. _____ 792.64 ft	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.: First Encounter _____ DRY ft Upon Completion _____ DRY ft After 24 Hrs. _____ 787.3 ft

SISS/CE/TE/UNCE/TE/CH/PROG/14/01/2014

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



Page 1 of 2

Date 9/17/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

D E P T H	B L O W S	U C S Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

Groundwater Elev.:		
First Encounter	DRY	ft
Upon Completion	DRY	ft
After 24 Hrs.	790.0	ft

	2		

7	B	
---	---	--

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	2	
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4	2.7	18
---	-----	----

	6	B	
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25			
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The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Page 2 of 2

Date 9/17/13

ROUTE FAP 541 DESCRIPTION Illinois Route 132 @ Fairfield LOGGED BY M. Esposito

SECTION W-N-1 LOCATION NE & NW 1/4, SEC. 6, TWP. 45, RNG. 10, 3rd PM

COUNTY Lake DRILLING METHOD CME 750, 3.25" HSA HAMMER TYPE AUTOMATIC

Groundwater Elev.:		
First Encounter	_____ DRY	ft
Upon Completion	_____ DRY	ft
After 24 Hrs.	_____ 790.0	ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS

SCALE:	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	99
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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Consulting Engineers

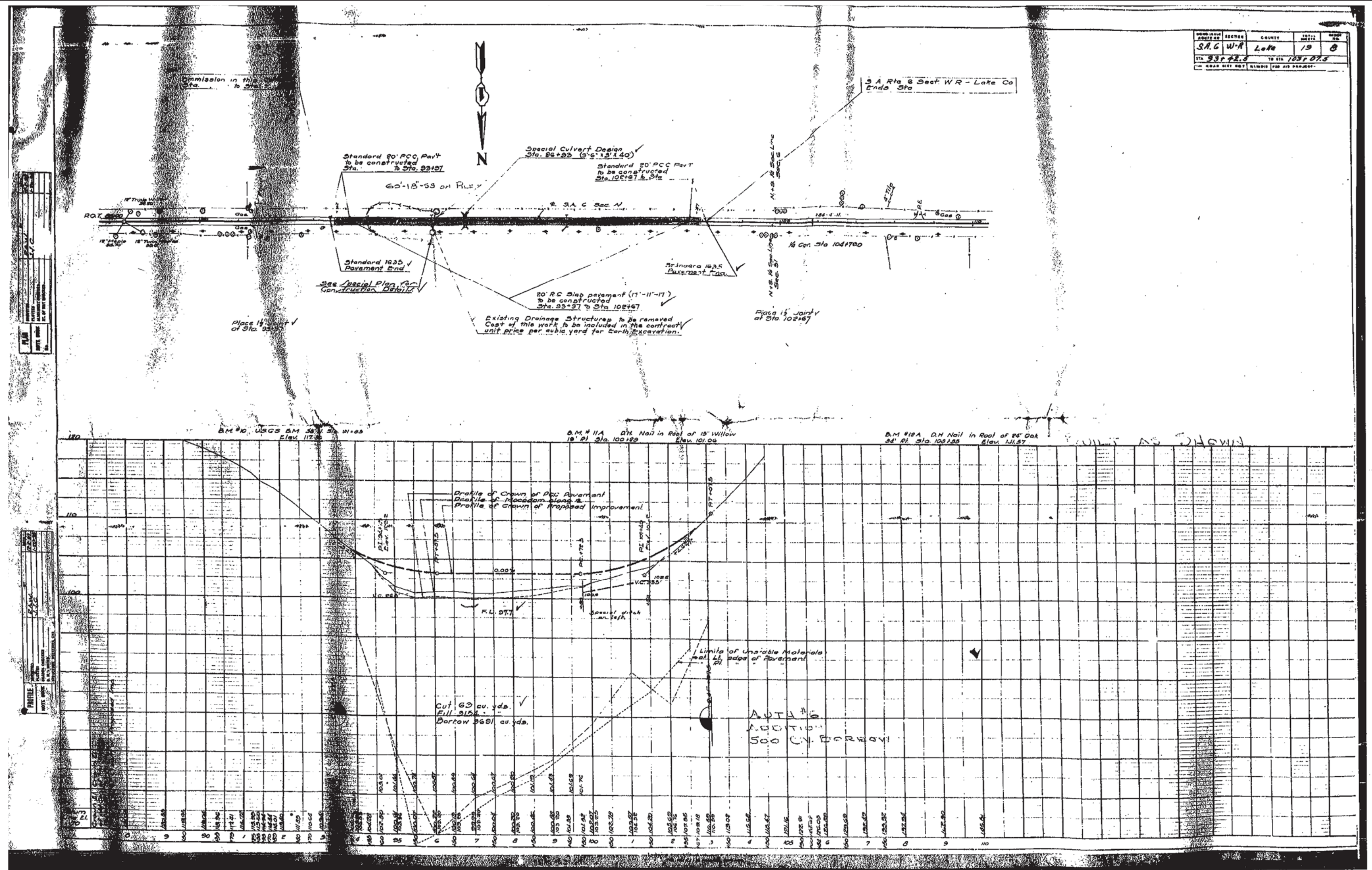
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SCALE: STA. TO STA.

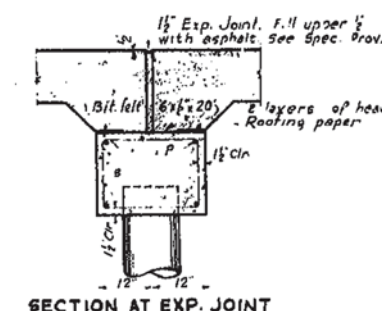
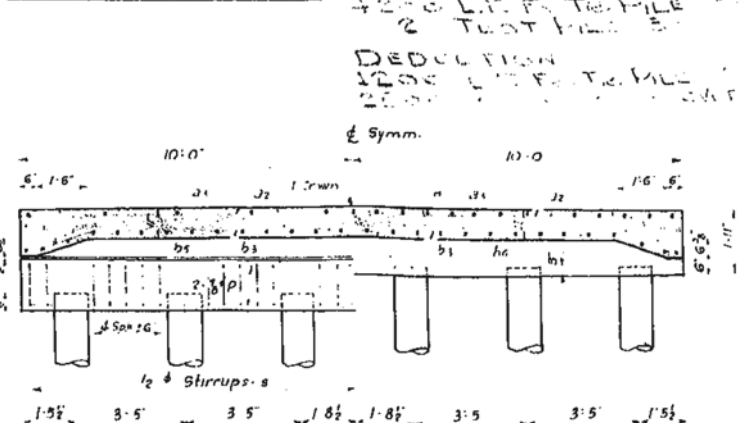
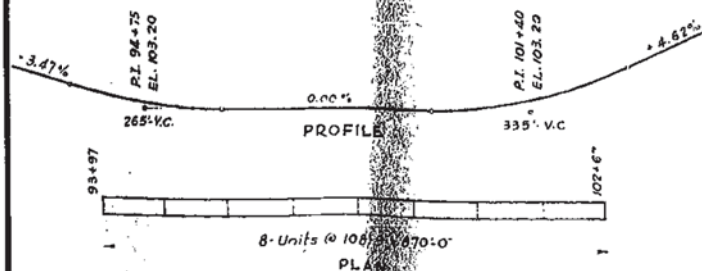
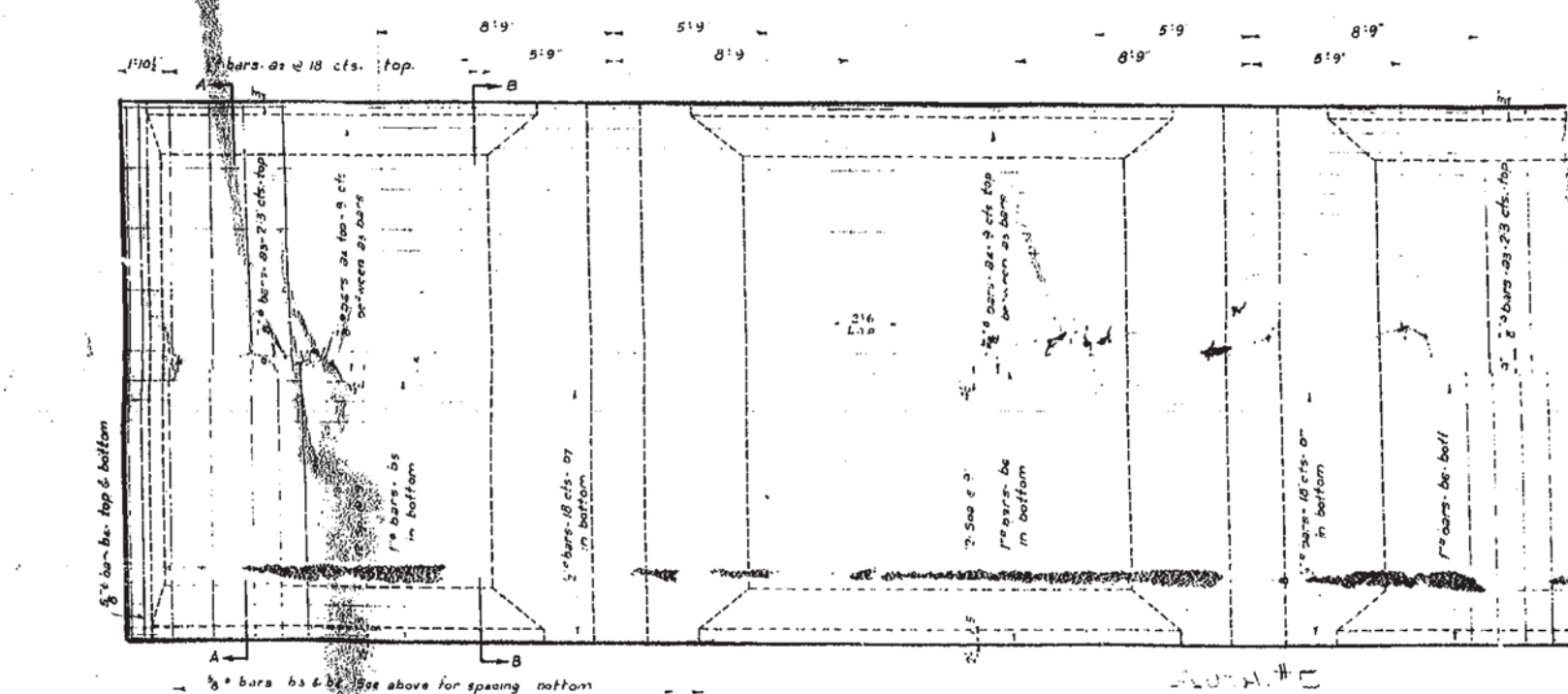
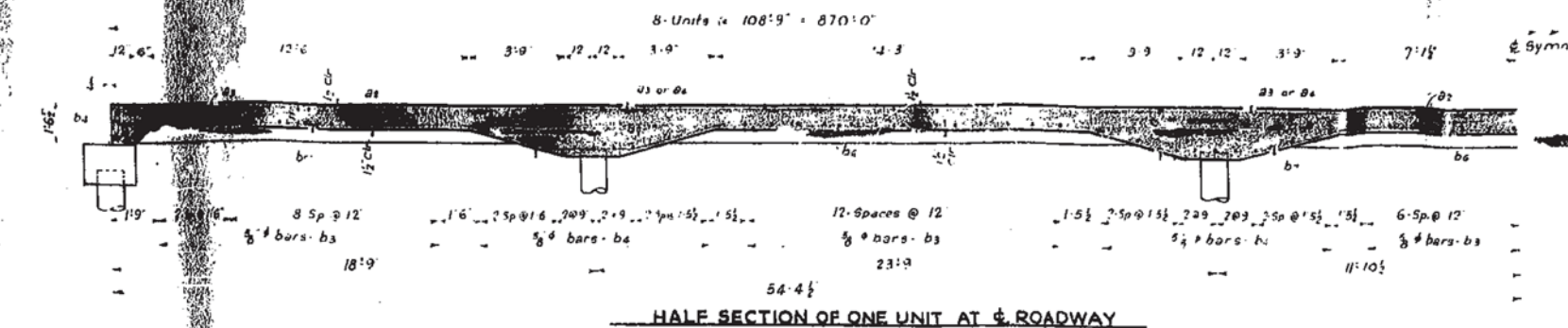
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	100
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



10 - U.S.G.S. B.M. 1001 - ELEV. 117.36
11 - A Q H NAIL IN ROOT OF WILLOW
19 FT. RT. STA. 1001 - ELEV. 101.06

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

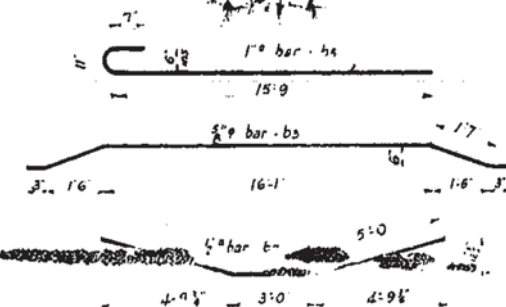
ORDER NUMBER 05.06	DATE 11-18	CUSTOMER Lake	TOTAL AMOUNT 19	AMOUNT PAID 15	DATE 11-18
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FILE BENT DATA

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	93 + 87.00	103.88	102.88	103.88	20
	94 + 15.75	103.88		103.88	27
	94 + 39.50	103.88		103.41	24
	94 + 63.25	103.88		102.82	24
	94 + 87.00	103.88		102.40	24
	95 + 85.75	103.88	102.36	101.94	34
	95 + 24.50	103.88		101.90	35
	95 + 48.25	103.88		101.68	46
	95 + 72.00	103.88		101.53	46
	95 + 95.75	103.88		101.46	46
	96 + 14.50	103.20	101.66	100.66	46
	96 + 33.25	"	"	101.45	"
	96 + 57.00	"	"	101.45	"
	96 + 80.75	"	"	101.45	54
	97 + 04.50	"	"	101.45	36
	97 + 21.25	"	101.66	101.66	43
	97 + 42.00	"	"	101.45	40
	97 + 65.75	"	"	101.45	31
	97 + 89.50	"	"	101.45	"
	98 + 13.25	"	"	101.45	"
	98 + 32.00	"	101.66	100.66	"
	98 + 50.75	"	"	101.45	"
	98 + 74.50	"	"	101.45	36
	98 + 98.25	"	"	101.45	82
	99 + 22.00	"	"	101.45	"
	99 + 40.75	"	101.66	100.66	36
	99 + 59.50	103.20	"	101.45	"
	99 + 83.25	103.20	"	101.45	37
	100 + 07.00	102.78	"	101.22	"
	100 + 30.75	102.78	"	101.68	24
	100 + 49.50	102.78	102.37	101.07	"
	100 + 68.25	102.78	"	101.07	"
	100 + 92.00	102.78	"	102.42	30
	101 + 15.75	102.78	"	102.87	"
	101 + 39.50	102.78	"	102.87	26
	101 + 58.25	102.78	102.06	102.06	"
	101 + 77.00	102.78	"	102.33	20
	102 + 00.75	102.78	"	102.06	28
	102 + 24.50	102.78	"	102.03	"
	102 + 48.25	102.78	"	102.70	26
	102 + 72.00	102.78	107.64	102.72	23

• Expansion Joints



BAR DETAILS

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a ₁	578	$\frac{1}{2}$ "	19'-6"
a ₂	320	$\frac{3}{8}$ "	29-0
a ₄	534	$\frac{7}{8}$ "	14-6
b ₃	488	$\frac{5}{8}$ "	19-9
b ₄	352	$\frac{5}{8}$ "	19-6
b ₅	448	1"-0	17-3
b ₆	672	1"-0	19-3
b ₇	448	$\frac{1}{2}$ "	13-0
p	36	$\frac{3}{8}$ "	19-6
s	261	$\frac{1}{2}$ "	6-6

Class X Concrete	Cu-Yds 793.1
Reinforcement Bars	Lbs 139,490
Treated Piles	Lin. ft

for total bill of material see sheet 4 of 4

S.A. ROUTE-6 SECT. W-R
LAKE COUNTY

See Sheet #.3 for General Notes

**EXISTING PLANS
FOR INFORMATION ONLY**

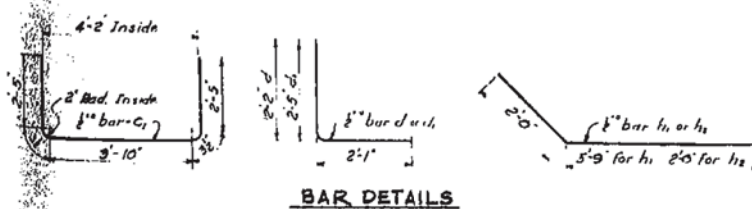
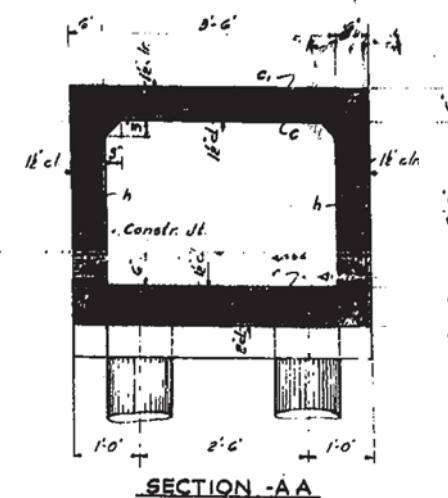
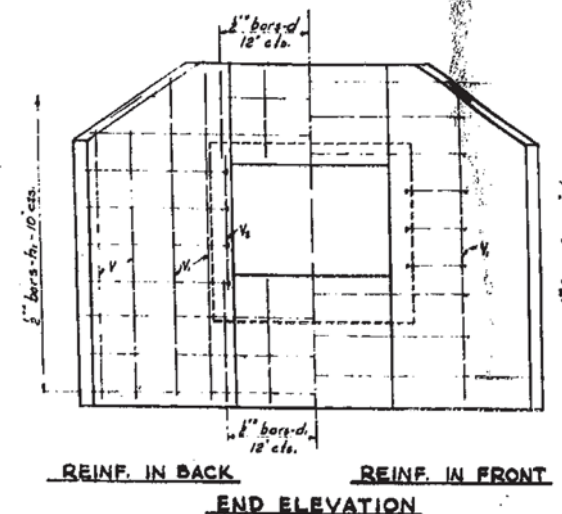
SCALE:	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	101
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGNED -	REVISED -	
DRAWN - UKB	REVISED -	
CHECKED - LDH	REVISED -	
DATE - 1-30-15	FILE - 100153-W037-Ex-Culvert+Shots-1-3.dgn	

BAXTER & WOODMAN
Consulting Engineers



BILL OF MATERIAL			
BAR	NO.	SIZE	LENGTH
C	109	$\frac{1}{2}$ "	4'-3"
C ₁	109	$\frac{1}{2}$ "	9'-3"
d	10	$\frac{1}{2}$ "	4'-3"
d ₁	10	$\frac{1}{2}$ "	4'-6"
h	36	$\frac{1}{2}$ "	21'-3"
h ₁	40	$\frac{1}{2}$ "	7'-9"
h ₂	40	$\frac{1}{2}$ "	4'-0"
V	8	$\frac{1}{2}$ "	6'-6"
V ₁	12	$\frac{1}{2}$ "	8'-0"
V ₂	4	$\frac{1}{2}$ "	3'-6"

Class X Concrete	Cu. Yds.	17.
Reinforcement Bars	Lbs.	2510.
Treated Piles	Lin. Ft.	

GENERAL NOTES

Class X Concrete shall be used thruout.
Expansion joints shall be filled with pre-moulded joint filler.
See Special Provisions.
For preparation of subgrade, see Special Provisions.
Contractor shall pour subgrade between construction joints in one continuous operation.
Finish top of pile cap smooth with steel trowel and cover with 2 layers of roll roofing paper before pouring slab.
All piles shall be creosoted. Piles in pavement bents shall be driven to a minimum capacity 15 Tons. Piles in culvert shall be driven to a minimum capacity of 10 Tons.
See preceding sheets for Boring Data. Boring Data are shown only as a guide to bidders in estimating soil conditions which may be encountered in the work.
Contractor shall drive test piles as directed by the Engineer before or during remainder of piling.

S.A. ROUTE 6 SECTION W-R
LAKE COUNTY
STA. 96 + 93 ✓

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS
FOR INFORMATION ONLY**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	102
		CONTRACT NO. 60R85		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

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Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

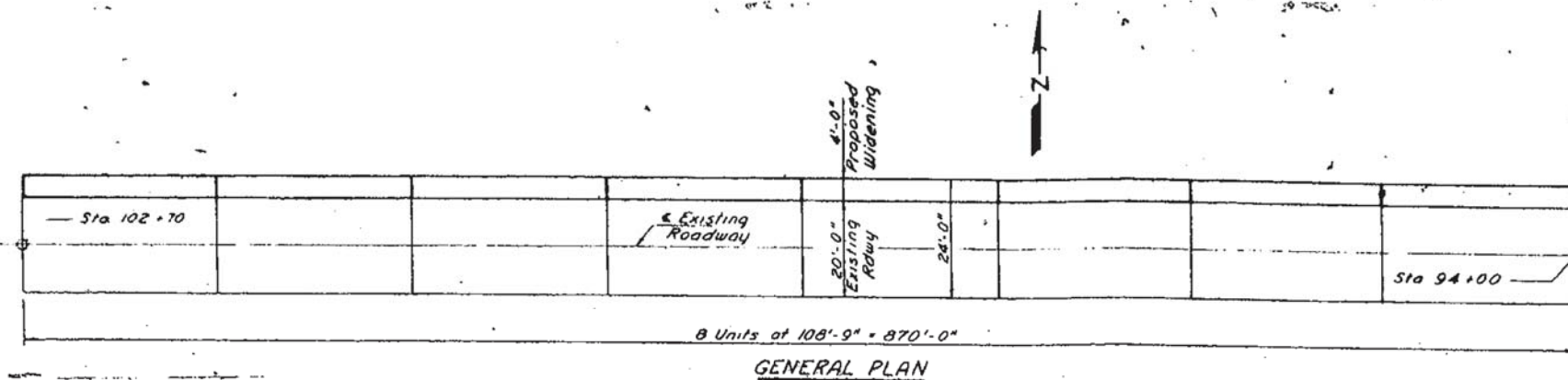
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FOR INFORMATION ONLY

SCALE: STA. TO STA.

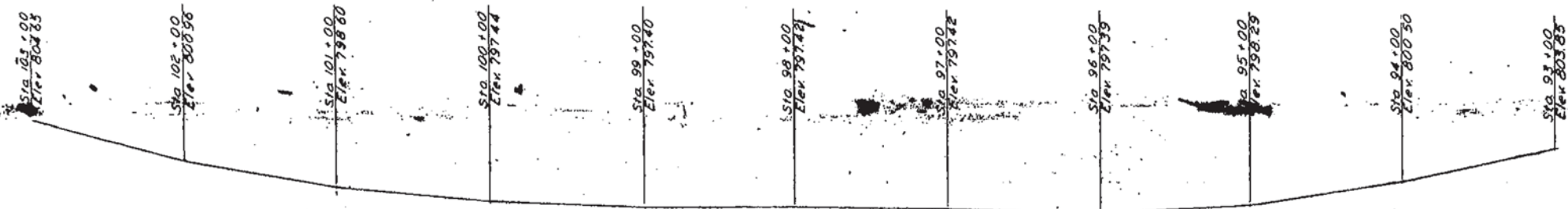
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541	W-N-1	LAKE	116	103
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
100153	W-N-1	LAKE	116	103
DATE	DATE	DATE	DATE	DATE
1-30-15	1-30-15	1-30-15	1-30-15	1-30-15



GENERAL NOTES
All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
Expansion bolts shall consist of self drilling expansion anchors and 3/4" x 12" hooked bolts.
It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

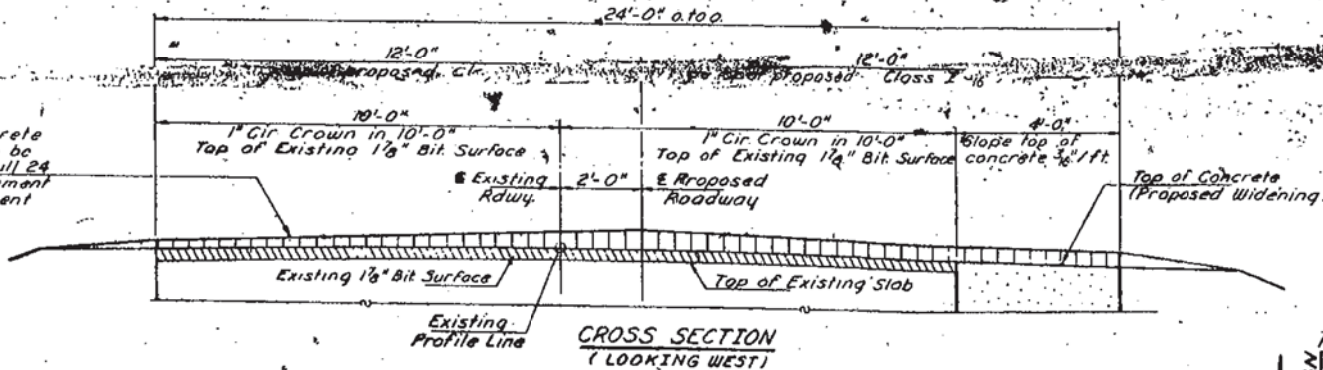


EXISTING PROFILE
(ALONG EXISTING ROW)

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Expansion Bolts 3/4"	Each	464	36	500
Reinforcement Bars	Pound	40560	1080	41640
Crested Piles 20'-38'	Lin Ft.	875	875	1750
Crested Piles 38' up	Lin Ft.	555	555	1110

3" (Avg.) Bituminous Concrete Surface Course Class I to be placed on the top of the full 24 ft. width of widened pavement with crown slope adjustment as shown.



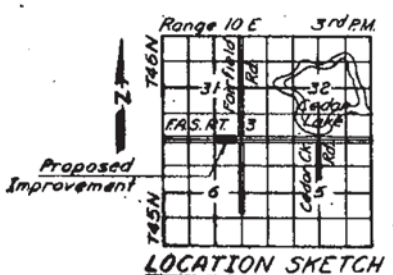
CROSS SECTION
(LOOKING WEST)

DESIGN STRESSES

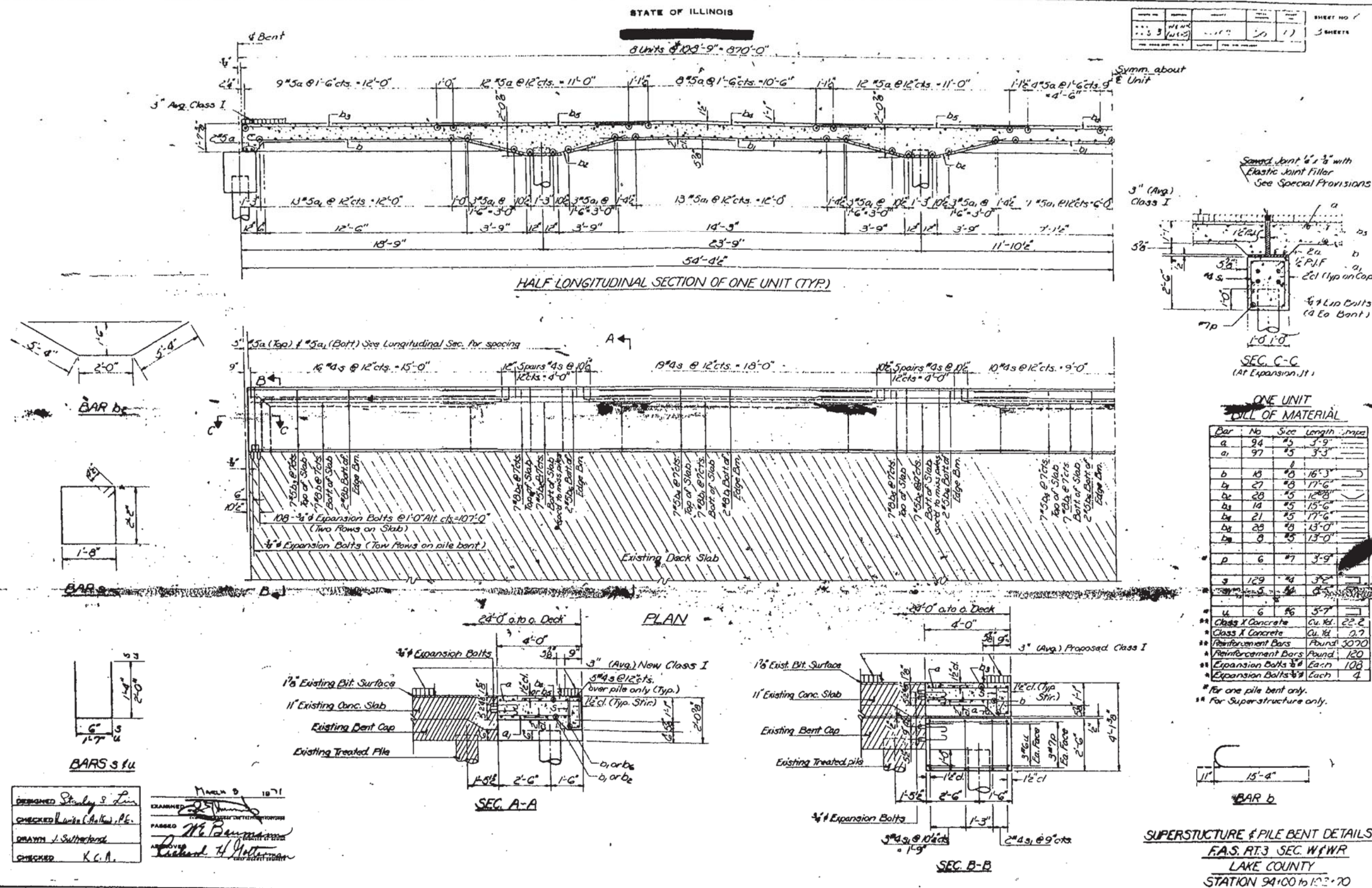
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 $f_s = 60000$ p.s.i. Reinforcement
 $f_c = 90$ p.s.i.
 $n = 10$

ALLOWABLE $\Delta = L/1000$

LOADING - HS20-44



GENERAL PLAN AND
CROSS SECTION
F.A.S. RT. 3 - SEC. 16 W. 1/4
LAKE COUNTY
STA. 94+00 to 102+70



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CHECKED - LDH	REVISED -
DATE - 1-30-15	FILE - 100153-W037-Ex-Culvert-Shts-4-6.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
FOR INFORMATION ONLY

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	105
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
100153	W-N-1	LAKE	50	105
SHEET 105				

PILE DATA

Type: Crossed
Capacity: 20 tons

ESTIMATED LENGTH
& NO. REQUIRED

Station	Est. Length	No. Piles
99+00.00	27'0"	1
99+18.75	31'0"	1
99+42.50	34'0"	1
99+66.25	35'0"	1
99+90.00	37'0"	1
99+08.75	34'0"	1
99+27.50	29'0"	1
99+46.25	43'0"	1
99+65.00	46'0"	1
99+83.75	46'0"	1
99+102.50	42'0"	1
99+121.25	41'0"	1
99+140.00	41'0"	1
99+158.75	41'0"	1
99+177.50	30'0"	1
99+196.25	44'0"	1
99+215.00	43'0"	1
99+233.75	48'0"	1
99+252.50	34'0"	1
99+271.25	40'0"	1
99+290.00	36'0"	1
99+308.75	40'0"	1
99+327.50	39'0"	1
99+346.25	31'0"	1
99+365.00	34'0"	1
99+383.75	36'0"	1
99+402.50	35'0"	1
100+00.00	34'0"	1
100+18.75	30'0"	1
100+37.50	30'0"	1
100+56.25	30'0"	1
100+75.00	32'0"	1
100+93.75	30'0"	1
101+12.50	32'0"	1
101+31.25	31'0"	1
101+50.00	30'0"	1
101+68.75	30'0"	1
101+87.50	29'0"	1
101+106.25	25'0"	1
101+125.00	24'0"	1
101+143.75	24'0"	1

Note:
Estimated pile lengths are
based on pile driving record from
the existing construction.

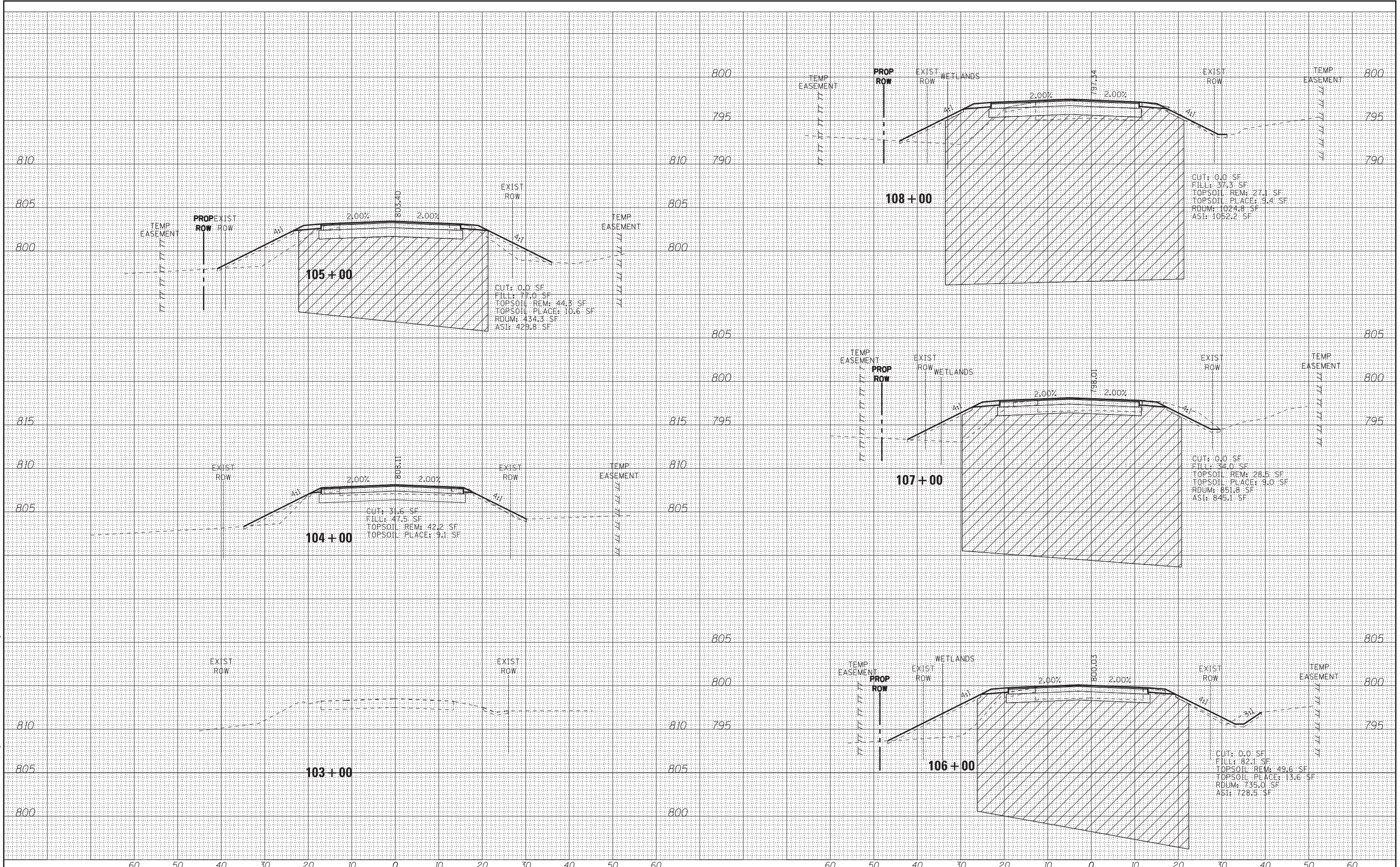
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CHECKED	Karen L. Nishimoto
DRAWN	R. Doty
CHECKED	K. L. A.

EXAMINED	Michael S. 10/1
PASSED	W. B. Berman
APPROVED	Richard H. Hatterman

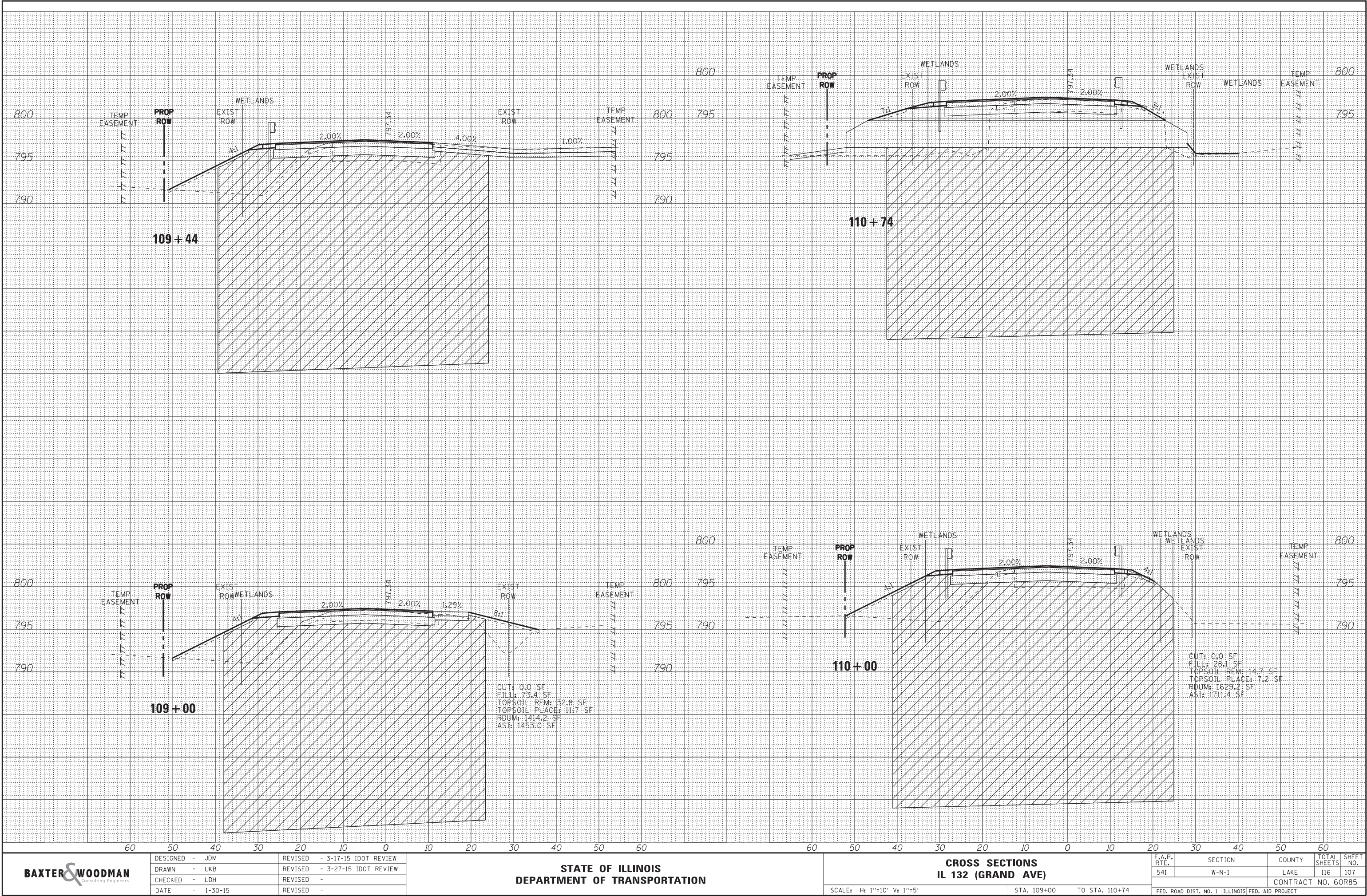
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LAKE COUNTY
STATION 99+00 to 102+70

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DRAWN - UKB	REVISED - 3-27-15 IDOT REVIEW
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DATE - 1-30-15	REVISED -

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DEPARTMENT OF TRANSPORTATION

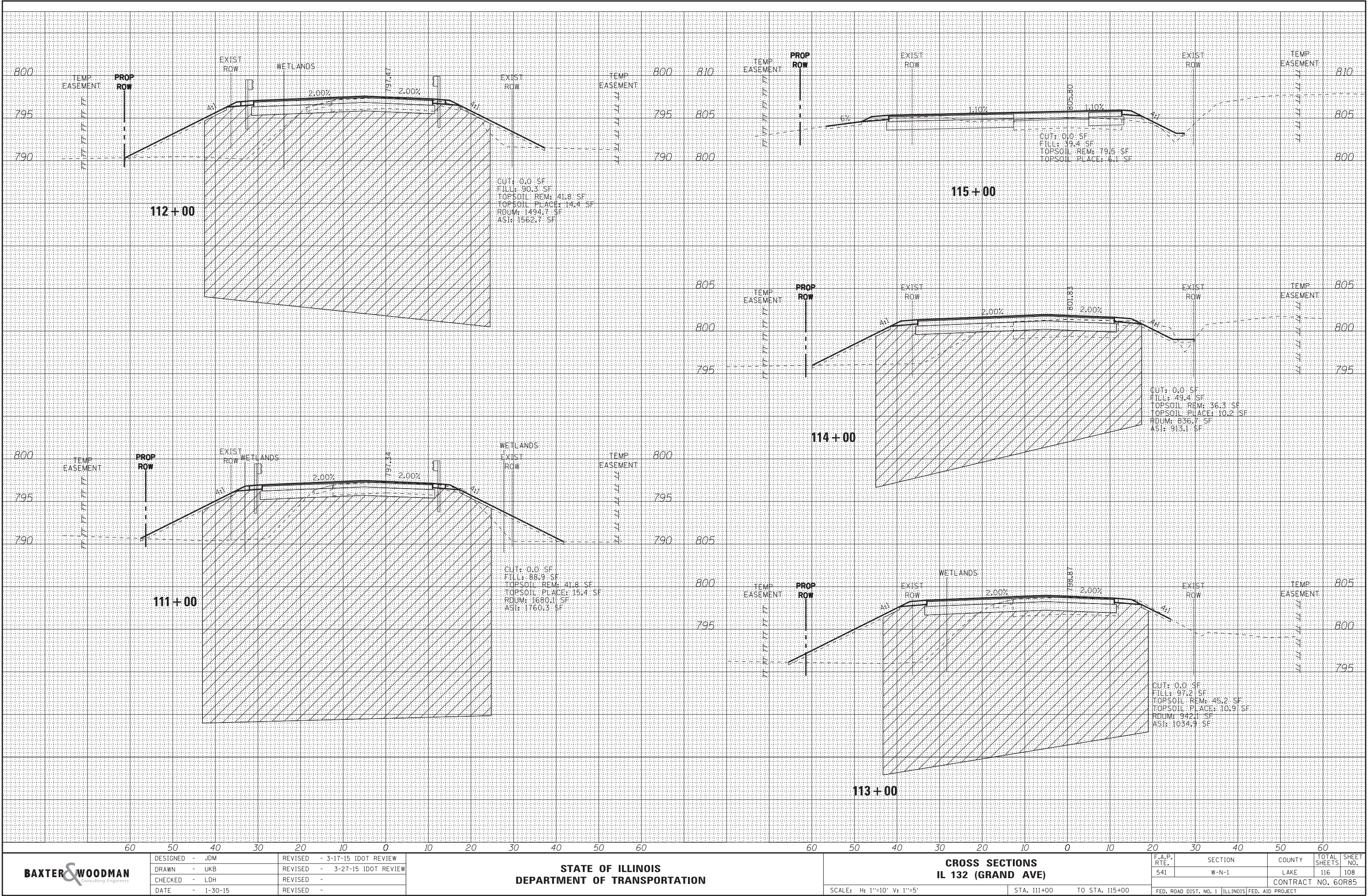
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	107

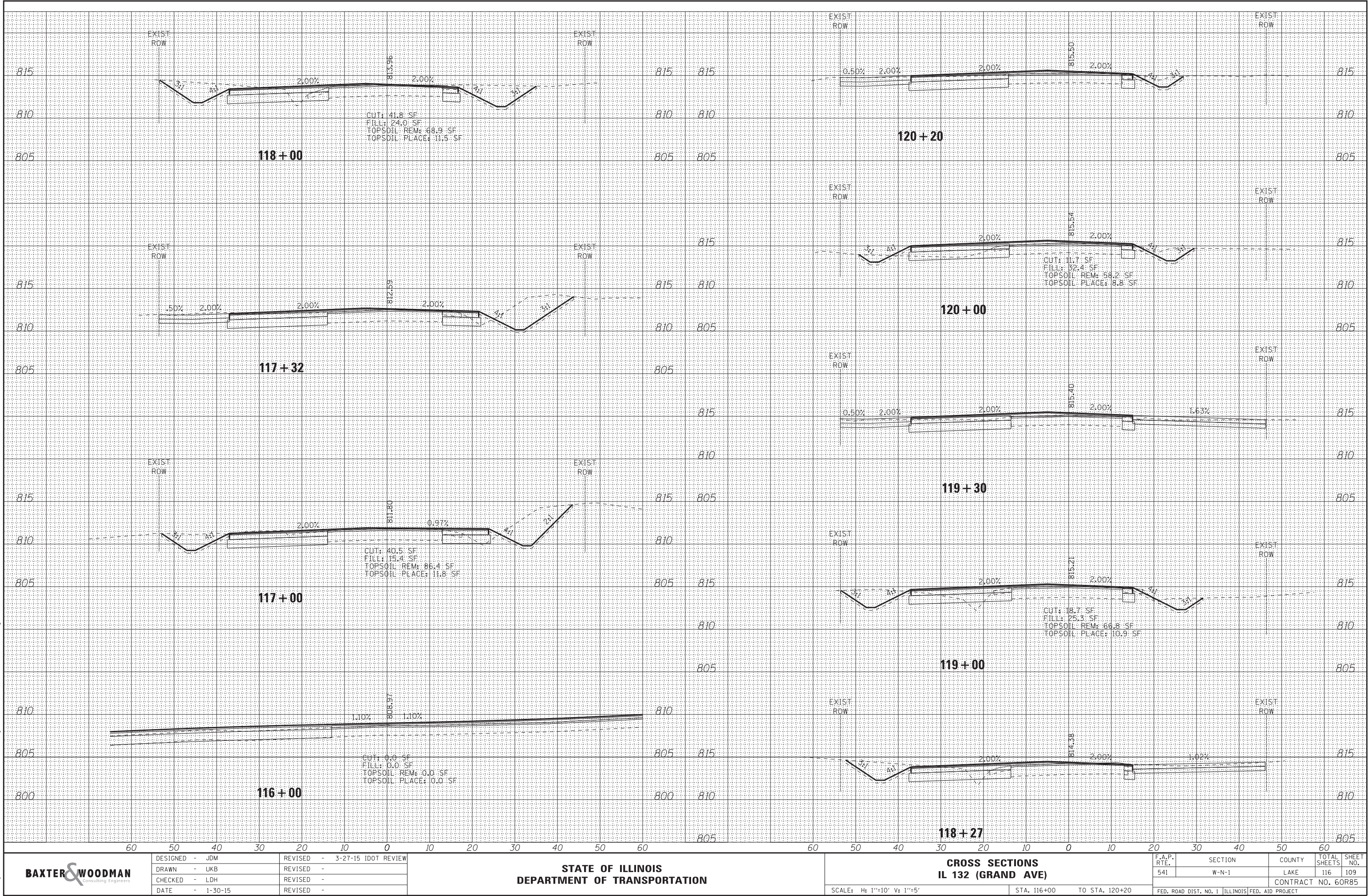
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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDM	REVISED - 3-27-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 132 (GRAND AVE)

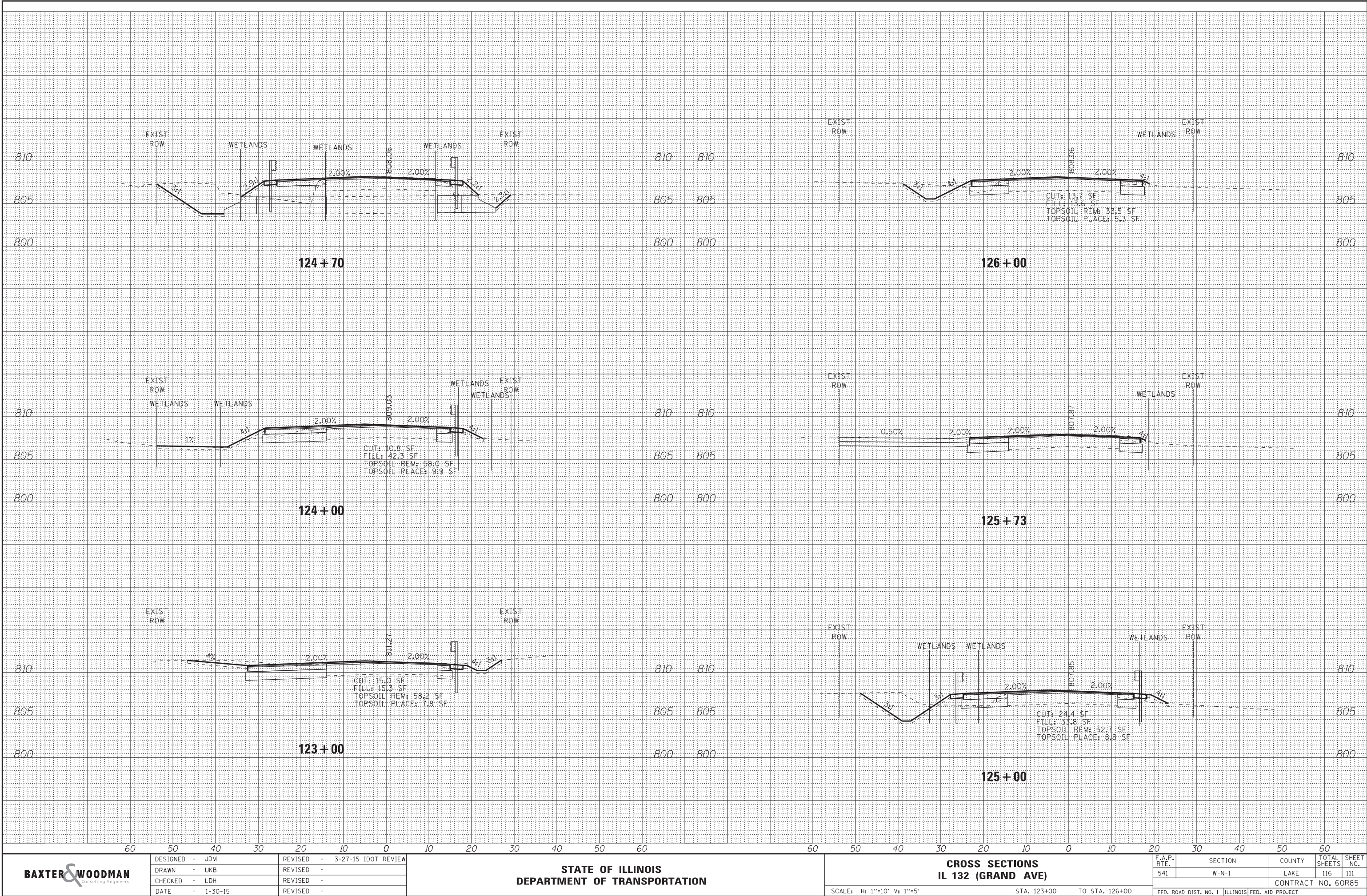
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STA. 116+00 TO STA. 120+20

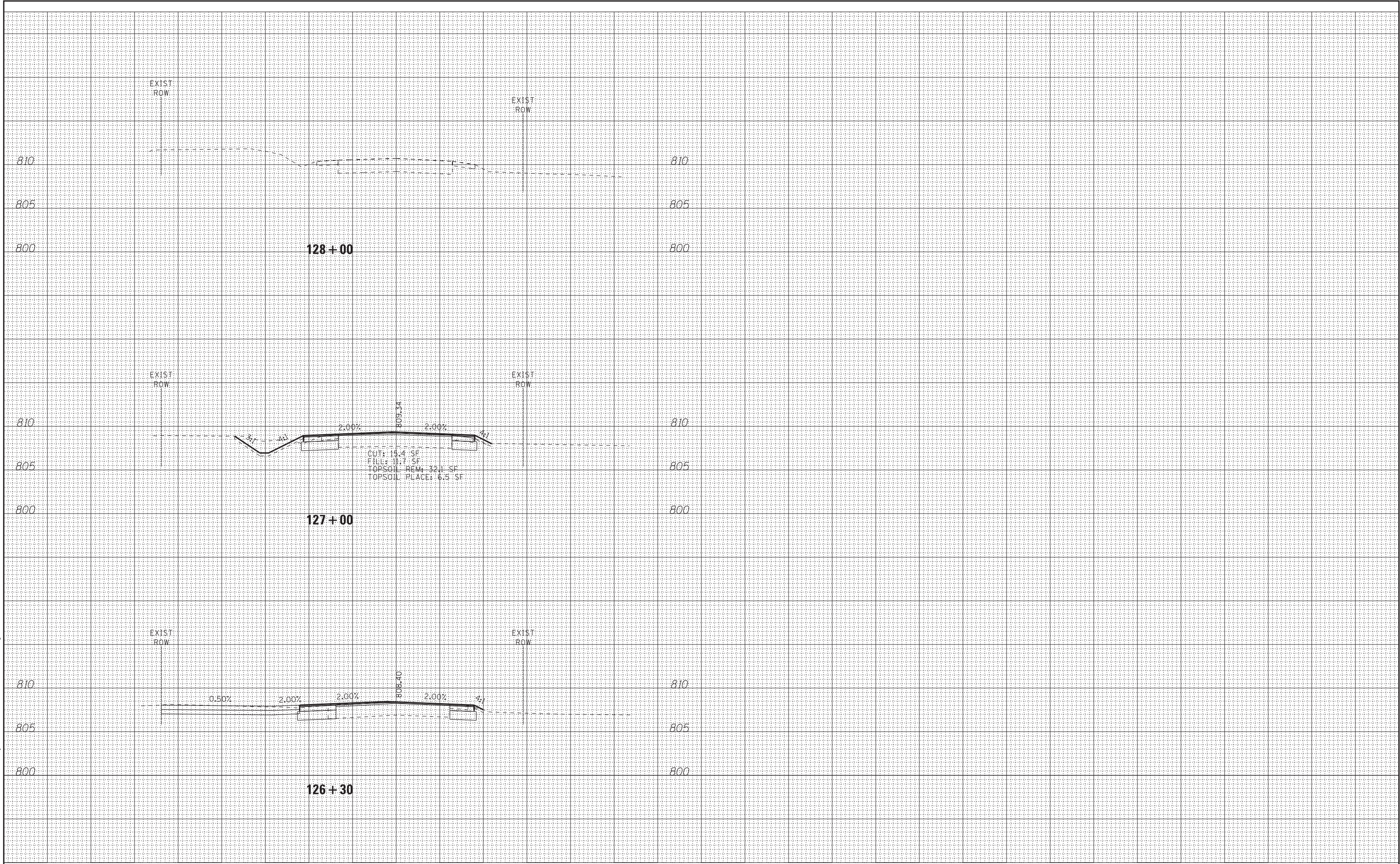
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	109
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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DESIGNED - JDM	REVISED - 3-27-15 IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

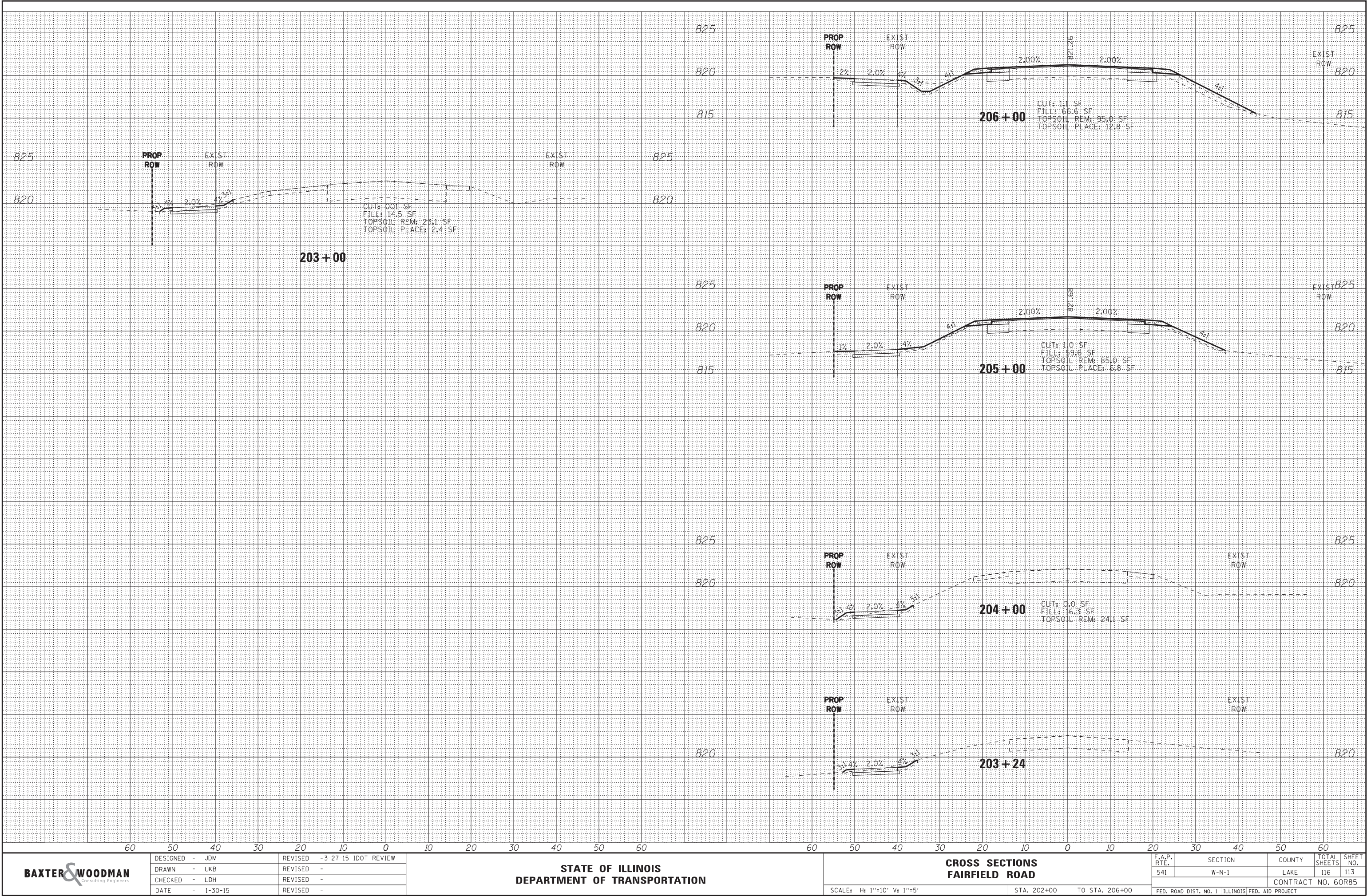
CROSS SECTIONS
IL 132 (GRAND AVE)

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

STA. 126+30 TO STA. 128+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	112
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

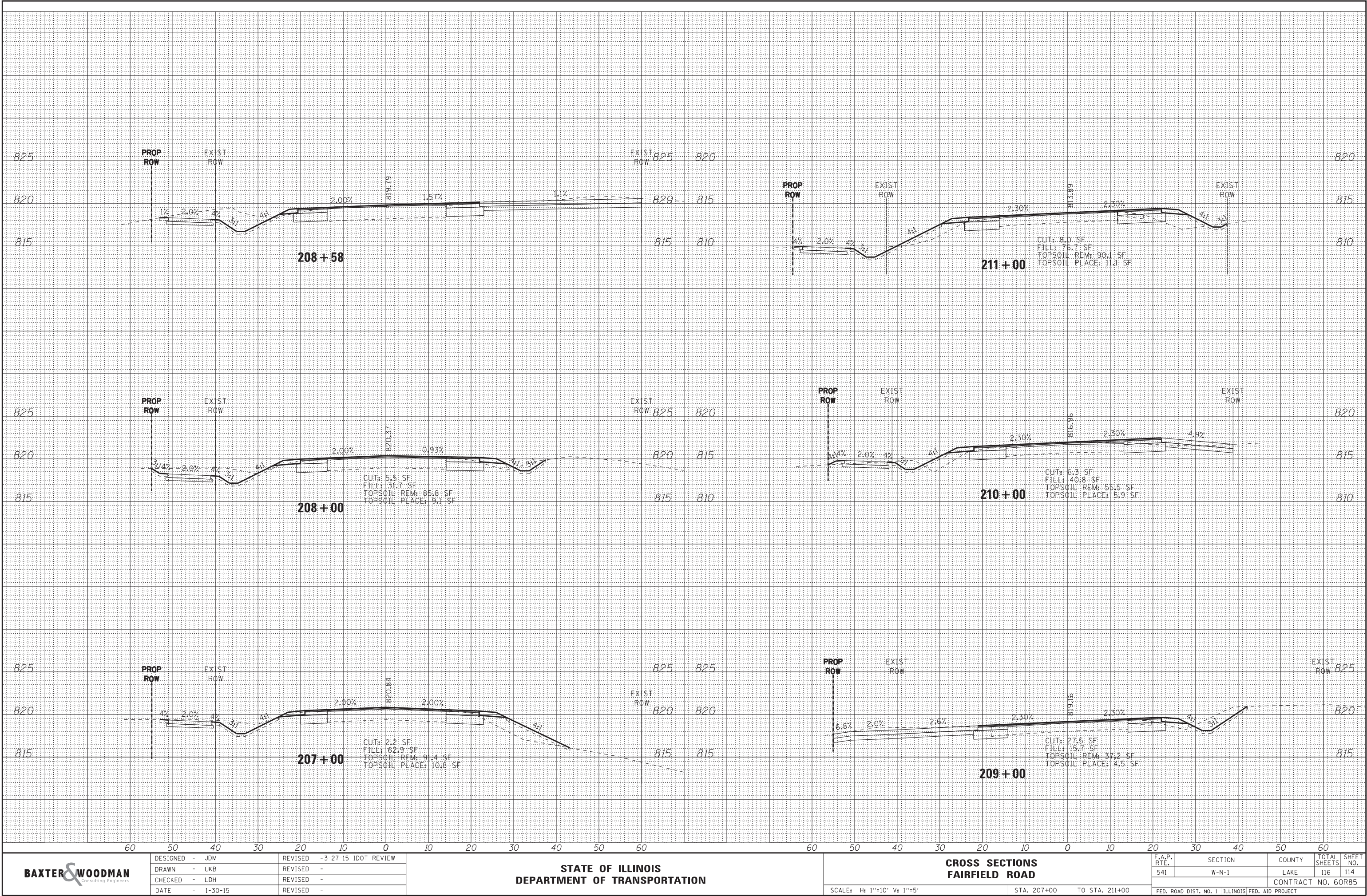
CROSS SECTIONS
FAIRFIELD ROAD

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

STA. 202+00 TO STA. 206+00

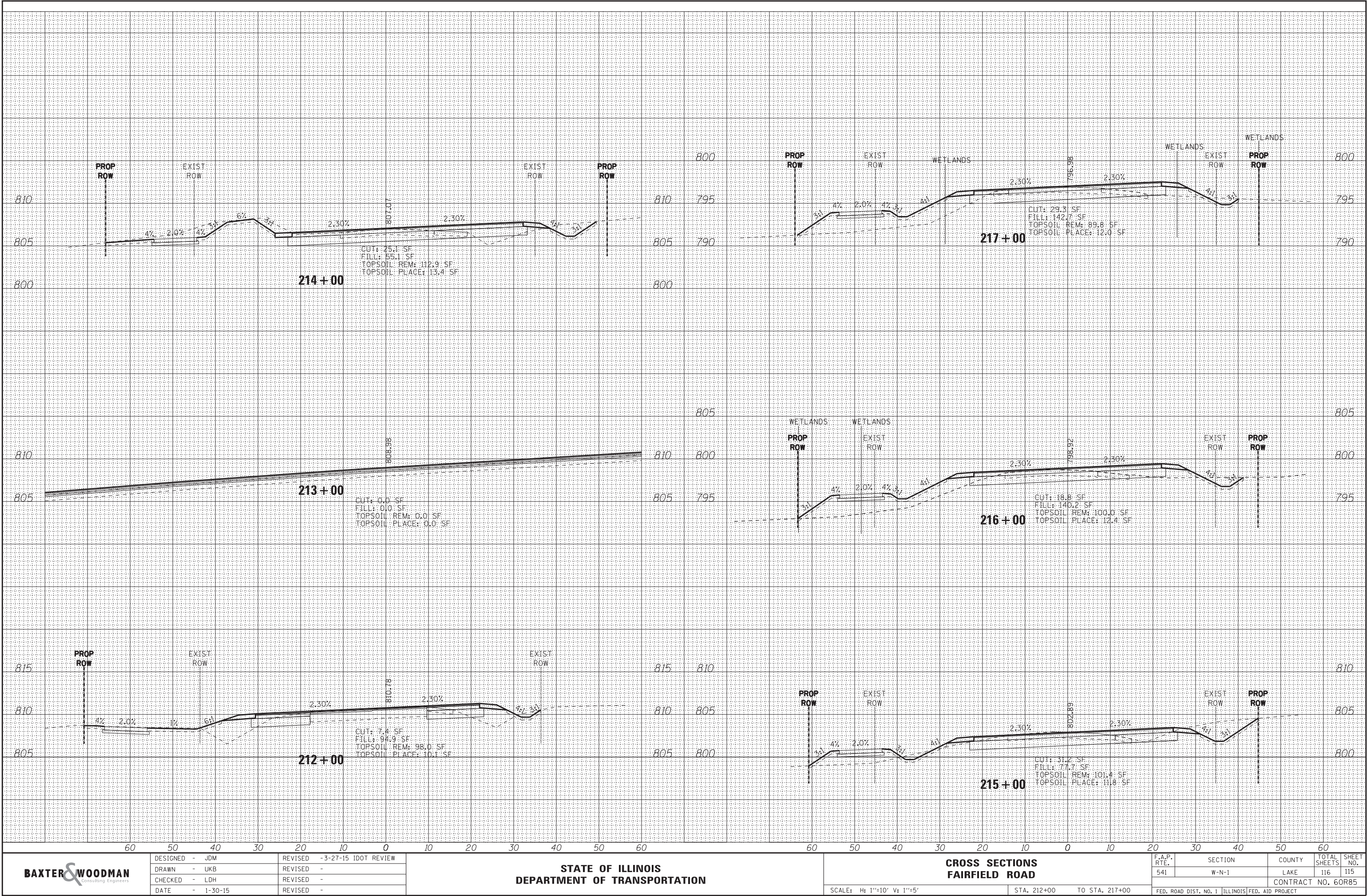
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	113
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R85	

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CADD PLT\10053-W037-Fairfield.sht
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DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

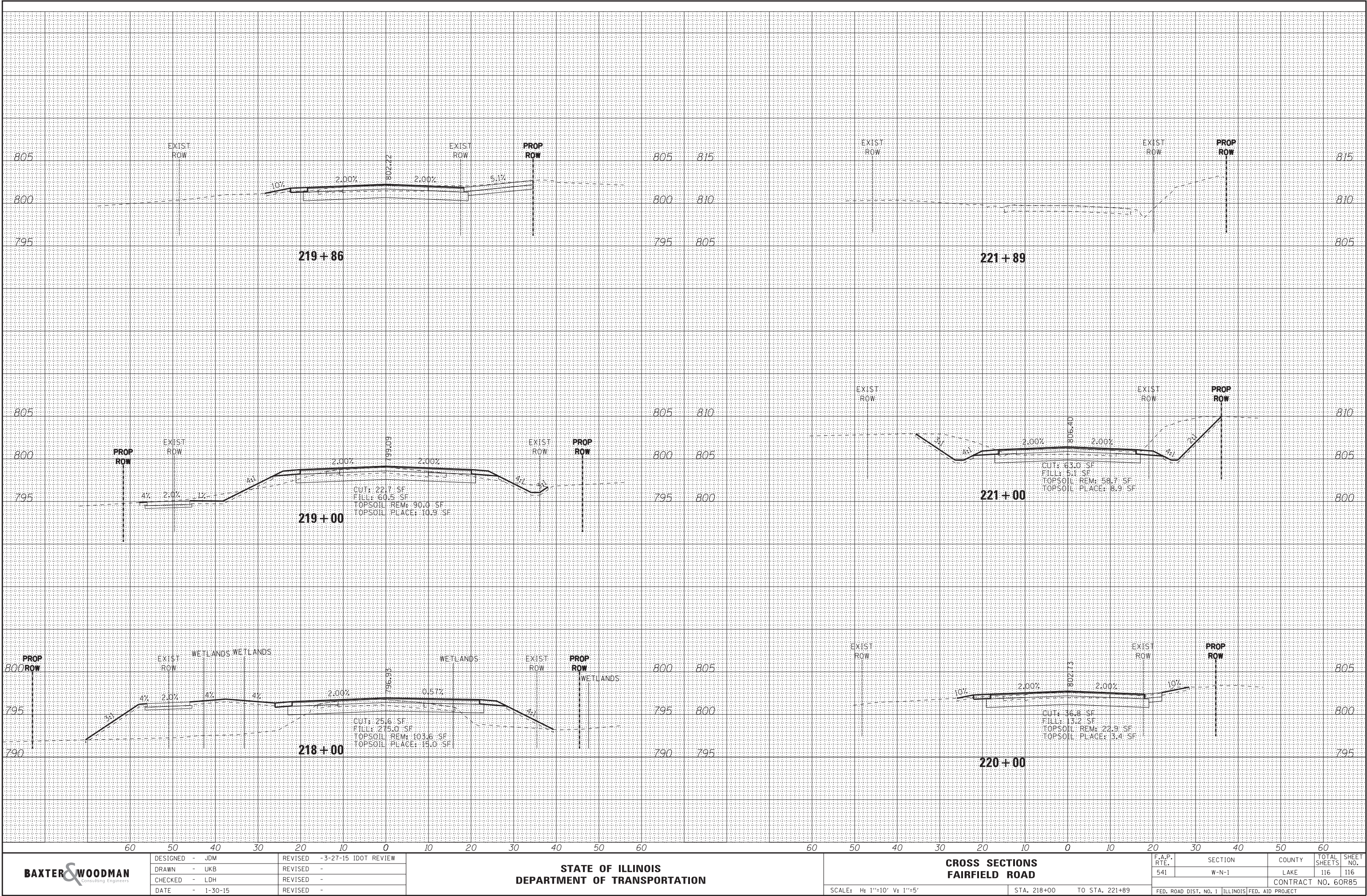
CROSS SECTIONS
FAIRFIELD ROAD

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

STA. 212+00 TO STA. 217+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	115
CONTRACT NO. 60R85				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 1-30-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
FAIRFIELD ROAD

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

STA. 218+00 TO STA. 221+89

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
541	W-N-1	LAKE	116	116
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 60R85