THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

CONTRACT I-12-4087

GENERAL NOTES, CONSTRUCTION SCHEDULE, SUMMARY OF QUANTITIES, SCHEDULE OF QUANTITIES, ALIGNMENT & TIES, TYPICAL SECTIONS, MAINTENANCE OF TRAFFIC, REMOVAL PLANS, ROADWAY PLANS AND PROFILES, GRADING PLANS, DRAINAGE PLANS, TEMPORARY EROSION CONTROL, LANDSCAPING & PAVEMENT MARKING PLANS, SIGNING PLANS, BRIDGE PLANS, RETAINING WALL PLANS & LIGHTING PLANS.

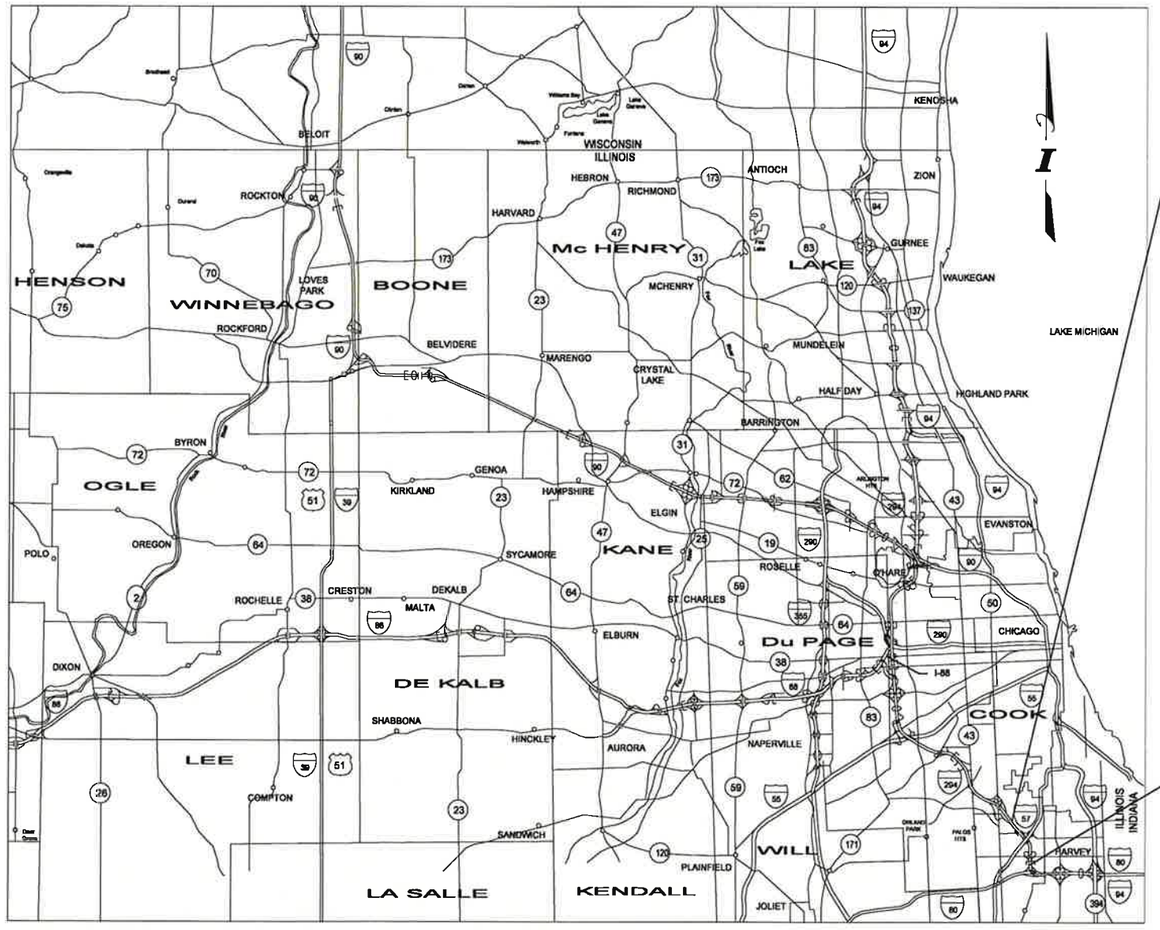
SHEETS 122-127 BY AMERICAN SURVEY & ENGINEERING (SUE SHEETS).

NORTHBOUND I-294 (TRI-STATE TOLLWAY) WIDENING
C-D ROAD B AND RAMP N

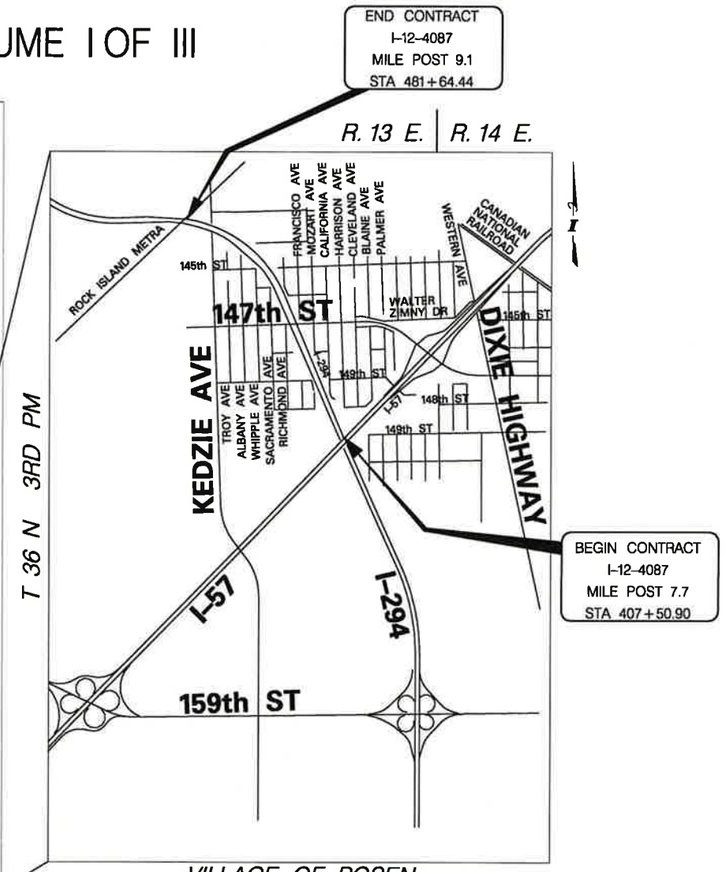
MILE POST 7.7 TO MILE POST 9.1

STATION 407+50.90 TO STATION 481+64.44

VOLUME I OF III



LOCATION MAP



VILLAGE OF POSEN

CONSTRUCTION AREA MAP

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TY LIN INTERNATIONAL

200 S. WACKER DR.
SUITE 1400
CHICAGO, IL 60606
TEL: 312-777-2900

JOE P. MARKUS
062-054958
LICENSED PROFESSIONAL ENGINEER
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EXPIRATION DATE: 11-30-2013
DATE:
DRAWING NO. 1-89, 129-141, 154-167, 377-402

STATE OF ILLINOIS
SPIROS PANTAZIS
081-006448
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EXPIRATION DATE: 11-30-2014
DATE: 2/6/13
DRAWING NO. 237-376

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EXPIRATION DATE: 11-30-2013
DATE: 01/23/2013
DRAWING NO. 220-236

ERIC J. GRANROTH
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REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRATION DATE: 11-30-2013
DATE: 2-6-13
DRAWING NO. 90-121, 142-153

STATE OF ILLINOIS
WILLIAM P. MURPHEY
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LICENSED STRUCTURAL ENGINEER
EXPIRATION DATE: 11-30-2014
DATE: 2-6-13
DRAWING NO. 168-184

DANIEL G. KAVANAUGH
062-045721
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRATION DATE: 11-30-2013
DATE: 2-6-13
DRAWING NO. 185-219

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	TEMPORARY EROSION AND SEDIMENT CONTROLS

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2/5/2013

DRAWN BY . . . BEC . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . DFL . . . . . SCALE . NONE . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
INDEX OF SHEETS,
INDEX OF STANDARDS

SHEET G-002

. . . 2 . OF . 482 . .

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2012; THE "TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE IDOT STANDARD SPECIFICATIONS", ISSUED FEBRUARY 7, 2012; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

2. THE CONTRACTOR SHALL BE MADE AWARE THAT ALL CONSTRUCTION VEHICLES SHALL BE LIMITED TO 15 FEET ABOVE EXISTING GRADE WHILE CROSSING UNDER COMMONWEALTH EDISON'S TRANSMISSION LINES.

3. THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.

4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE TOLLWAY AT LEAST 5 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR TOLLWAY OWNED FACILITIES (ELECTRICAL, COMMUNICATION CABLES, FIBER OPTIC CABLES, TRAFFIC CONTROL, CAMERAS, ETC.) USING THE TOLLWAY WEBISTE (www.illinoisvirtualtollway.com) UTILITY LOCATES. ANY BURIED FACILITY WITHIN 2 FEET OF AN EXCAVATION LOCATION SHALL BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING. ONCE EXPOSED, THE CONTRACTOR SHALL PROTECT THE FACILITY. IF THE CONTRACTOR CUTS OR DAMAGES THE TOLLWAY FACILITY, EITHER TRHOUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE/SHE SHALL BE HELD RESPONSIBLE FOR THE REPAIR OF THE DAMAGE AT HIS/HER OWN EXPENSES, AND TO THE SATISFACTION OF THE ENGINEER.

5. PRIOR TO STARTING ANY EXCAVATION OR ANY OTHER CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT THE APPLICABLE MUNICIPALITY FOR SEWER AND WATER LOCATIONS.

6. ANY ITEM NOT CALLED FOR REMOVAL AND DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

7. NIGHT OPERATIONS: IF CONTRACTOR ELECTS TO UTILIZE ARTIFICIAL LIGHTING IN NIGHT OPERATIONS, HE SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.

8. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR VARIOUS HOT-MIX ASPHALT AND WARM-MIX ASPHALT LIFTS.

9. ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS REFER TO NAD83 (CORS) ILLINOIS EAST ZONE HORIZONTAL DATUM AND NAVD88 VERTICAL DATUM, RESPECTIVELY. BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS.

10. A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.

11. 10 FT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

12. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS.

13. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

14. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND TOLLWAY DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. PRIOR TO CONSTRUCTION AND COORDINATE HIS ACTIVITIES WITH THE ENGINEER.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

16. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

17. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OWNING MUNICIPALITY. UNAUTHORIZED USE IS SUBJECT TO ARREST AND PROSECUTION.

18. ANY ABANDONED UTILITY OR SEWER ENCOUNTERED DURING CONSTRUCTION OR ANY EXISTING UTILITY OR SEWER ABANDONED AS PART OF THE CONSTRUCTION THAT IS NOT BEING FILLED WITH C.L.S.M., AS PER PLAN, SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER AND ABANDONED IN PLACE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

19. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

20. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

21. FENCE: EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATION SHALL BE RECONNECTED AND/OR REPLACED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE TOLLWAY. TEMPORARY FENCE SHOULD BE INSTALLED IF EXISTING FENCE IS REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. ANY RIGHT-OF-WAY MARKERS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

22. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY IDOT, ILLINOIS TOLLWAY AND/OR APPLICABLE MUNICIPALITY AT LEAST 10 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR DEPARTMENT OWNED ELECTRICAL, COMMUNICATIONS, OR TRAFFIC CONTROL CABLES. IDOT AND/OR APPLICABLE MUNICIPALITY ELECTRICIANS WILL LOCATE ANY POSSIBLE INTERFERING CABLES. ANY BURIED CABLE AT OR NEAR A PROPOSED CONSTRUCTION LOCATION SHALL FIRST BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING. ONCE EXPOSED, AND IF THE ENGINEER DETERMINES THERE IS A CONFLICT, THE CONTRACTOR SHALL RELOCATE THE CABLES. IF THE CONTRACTOR CUTS OR DAMAGES ANY CABLES, EITHER THROUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE SHALL THEN BE HELD RESPONSIBLE FOR THE REPAIRING OF ALL DAMAGES AT HIS EXPENSE, TO THE SATISFACTION OF THE AGENCY.

23. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.

24. NO PAYMENT WILL BE MADE FOR RESTORATION BEYOND THE LIMITS SHOWN ON THE PLANS.

25. TRAFFIC SENSORS: A MINIMUM OF 7 DAYS PRIOR TO ANY SHIFTS IN TRAFFIC LANES WITHIN TOLLWAY JURISDICTION, THE CONTRACTOR SHALL CONTACT NOKIA (FORMALLY TRAFFIC.COM) AT (610) 407-7400. THE CONTRACTOR SHALL SUPPLY TRAFFIC.COM WITH THE REVISED TRAFFIC PATTERN AND THE DATE FOR THE SHIFT IN TRAFFIC LANES. TRAFFIC.COM IS RESPONSIBLE FOR CALIBRATING THE TRAFFIC SENSORS ALONG THE CORRIDOR TO ACCURATELY MONITOR TRAFFIC FLOW.

26. THE ENGINEER SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4155 AND THE MUNICIPALITIES A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES WITHIN IDOT JURISDICTION.

27. TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING SIX (6) ANCHORING PINS IN ACCORDANCE WITH IDOT STANDARD 704001. THE COST OF SECURING THE BARRIER AND RESTORING THE PAVEMENT AFTER REMOVAL IS TO BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

28. ANY EXISTING UTILITY ADJUSTMENT AGREEMENTS AND SCHEDULES FOR THE ADJUSTMENT OF UTILITIES, WHICH MAY AFFECT THE WORK, WILL BE MADE AVAILABLE TO THE BIDDERS UPON REQUEST.

29. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ YD.

30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND PRESERVING THE PROJECT'S SURVEY CONTROL POINTS AND BENCHMARKS. RELOCATING AND REPLACING CONTROL POINTS AND BENCHMARKS SHALL BE THE CONTRACTORS RESPONSIBILITY AT HIS OWN EXPENSE.

31. ALL TRENCHES AND OPENINGS MADE IN THE ROADWAY SHALL BE BACKFILLED AND ADEQUATELY COMPACTED IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.

32. EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS TO REMAIN SHALL BE RECONNECTED WITH THE DRAINAGE SYSTEM. THIS WORK SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

33. GENERAL SAFETY PROVISIONS: TO PROVIDE TOLLWAY AND CROSSROAD PATRONS SAFE TRAVEL CONDITIONS DURING THIS CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, BOTH OF THE TOLLWAY AND PRIVATE CONTRACTOR, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT.

    A. ALL VEHICLES INCLUDING PASSENGER CARS, WHETHER OWNED BY THE CONTRACTOR OR ANYONE REPRESENTING HIM, SHALL BE EQUIPPED WITH A YELLOW FLASHING LIGHT MOUNTED EITHER ON TOP OF IN THE REAR WINDOW OF THE VEHICLE AND VISIBLE FOR AT LEAST 500 FEET TO THE REAR OR THE VEHICLE, AND A SIGN MUST BE DISPLAYED ON EACH SIDE OF THE VEHICLE AND WITH LETTERS AT LEAST 3 INCHES IN HEIGHT AND WITH A SUITABLE STROKE, SHOWING THE COMPANY NAME AND ADDRESS. MAGNETIC OR TEMPORARY SIGNS ARE ACCEPTABLE.

34. DISTRIBUTERS: ALL DISTRIBUTERS FOR HOT-MIX OR WARM-MIX ASPHALT PAVING OPERATIONS SHALL BE EQUIPPED WITH SHIELDS TO PREVENT DAMAGE TO MOTORISTS' VEHICLES AND TO ADJACENT HIGHWAY APPURTENANCES.

35. FLOURESCENT VEST AND HARD HATS: ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR ANSI CLASS II FLOURESCENT ORANGE, FLOURESCENT YELLOW/GREEN OR A COMBINATION OF FLOURESCENT ORANGE AND FLOURESCENT YELLOW/GREEN VESTS (OR ANSII CLASS III FLOURESCENT GEAR REQUIRED FOR ANY WORK DONE DURING NON-DAYLIGHT HOURS) AND HARD HATS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.

36. AT THE TIME OF THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, THE PROPOSED CONCRETE TRUCK WASH OUT LOCATIONS. RUNOFF FROM WASH AREAS SHALL BE CONTAINED IN THE DESIGNATED AREAS SO THAT RUNOFF DOES NOT REACH THE STORM SEWER OR DITCH SYSTEMS.

37. POLLUTION CONTROL: THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL FEDERAL AND STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES IN THE SITE.

38. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP AN OFFICE OR YARD ON THE TOLLWAY PROPERTY WITHOUT WRITTEN APPROVAL FROM THE CHIEF ENGINEER OF THE TOLLWAY.

39. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH CONSTRUCTION AND MAINTENANCE OPERATIONS. INCLUDING UTILITY RELOCATIONS AND ADJUSTMENTS, OTHER CONTRACTORS WIRKING WITHIN THE LIMITS OF THE PROJECTS AND ADJACENT TO THE PROJECT.

40. THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO THE APPROVAL BY THE APPROPRIATE AGENCY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS.

41. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS AND WRITTEN AUTHROIZATION FROM ALL GOVERNING AGENCIES FOR CONSTRUCTION ABOVE, ADJACENT TO AND ON ROADWAYS UNDER THEIR JURISDICTION.

42. FULL DEPTH SAW CUTS WILL BE REQUIRED FOR ALL REMOVAL ITEMS. SAW CUTTING WILL BE INCIDENTAL TO THE APPROPRIATE PAY ITEM.

43. THE CONTRACTOR'S PERSONNEL AND EQUIPMENT SHALL ONLY BE PERMITTED TO ENTER AND LEAVE THE TOLL HIGHWAY OR OTHER HIGHWAYS VIA EXISTING RAMPS, AND SHALL BE REQUIRED TO MOVE IN THE DIRECTION OF PUBLIC TRAFFIC. ALL MOVEMENTS ON OR ACROSS THE PUBLICLY TRAVELED RIGHT-OF-WAY SHALL BE CONTROLLED BY THE CONTRACTOR SO AS NOT TO ENDANGER PUBLIC TRAFFIC.

45. AT ANY TIME WHEN, IN THE JUDGEMENT OF THE ENGINEER, THE CONTRACTOR HAS OBSTRUCTED OR CLOSED A ROAD OR IS CARRYING ON OPERATIONS CAUSING GREATER INTERFERENCE OR INCONVENIENCE THAN NECESSARY FOR THE PROPER PROSECUTION OF THE WORK, THE ENGINEER MAY REQUIRE THE CONTRACTOR TO FINISH THE SECTION OF THE WORK WHICH IS IN PROGRESS BEFORE WORK IS STARTED ON ANY ADDITIONAL SECTION AND, IN ADDITION THERETO, MAY REQUIRE THE CONTRACTOR TO TAKE ANY OTHER ACTIONS WHICH WILL MINIMIZE INCONVENIENCE TO VEHICULAR AND PEDESTRIAN TRAFFIC.

46. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR MAINTAINING ITS PERFORMANCE OF THE CONTRACT AND COMPLETING THE WORK BY THE COMPLETION DATE DESPITE THE CONTRACTOR'S INTERFERENCE WITH OR INTERRUPTION OF ANY FACILITIES OF ANY UTILITY.

47. UPON COMPLETION OF THE WORK AND BEFORE ACCEPTANCE AND FINAL PAYMENT WILL BE MADE, THE AGENCY RIGHT-OF-WAY, STREAM CHANNELS AND BANKS WITHIN SAID RIGHT-OF-WAY OR AFFECTED BY THE WORK AT DRAINAGE STRUCTURES, BORROW PITS, OTHER STRUCTURES, AND ALL AREAS OCCUPIED BY THE CONTRACTOR IN CONNECTION WITH THE WORK SHALL BE CLEANED OF ALL RUBBISH, EXCESS MATERIALS, FALSE WORK, TEMPORARY PAVING, TEMPORARY STRUCTURES, AND EQUIPMENT. ALL PARTS OF THE WORK SHALL BE LEFT IN NEAT AND PRESENTABLE CONDITION IN ACCORDANCE WITH THIS SUB-SECTION.

48. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

DEFINITIONS

TOLLWAY: ILLINOIS STATE TOLL HIGHWAY AUTHORITY JURISDICTION OVER INTERSTATE 294

IDOT: ILLINOIS DEPARTMENT OF TRANSPORTATION JURISDICTION OVER INTERSTATE 57 AND IL 83 (147TH STREET)

CCHD: COOK COUNTY HIGHWAY DEPARTMENT JURISDICTION OVER KEDZIE AVENUE

MUNICIPALITY:	CONTACT INFORMATION	
VILLAGE OF POSEN	(708) 331-4905	PUBLIC WORKS SUPERINTENDENT
VILLAGE OF MIDLOTHIAN	(708) 389-9658	PUBLIC WORKS SUPERINTENDENT

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1/29/2013

DRAWN BY . . . . DFL . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . DAJ . . . . . SCALE . NONE . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

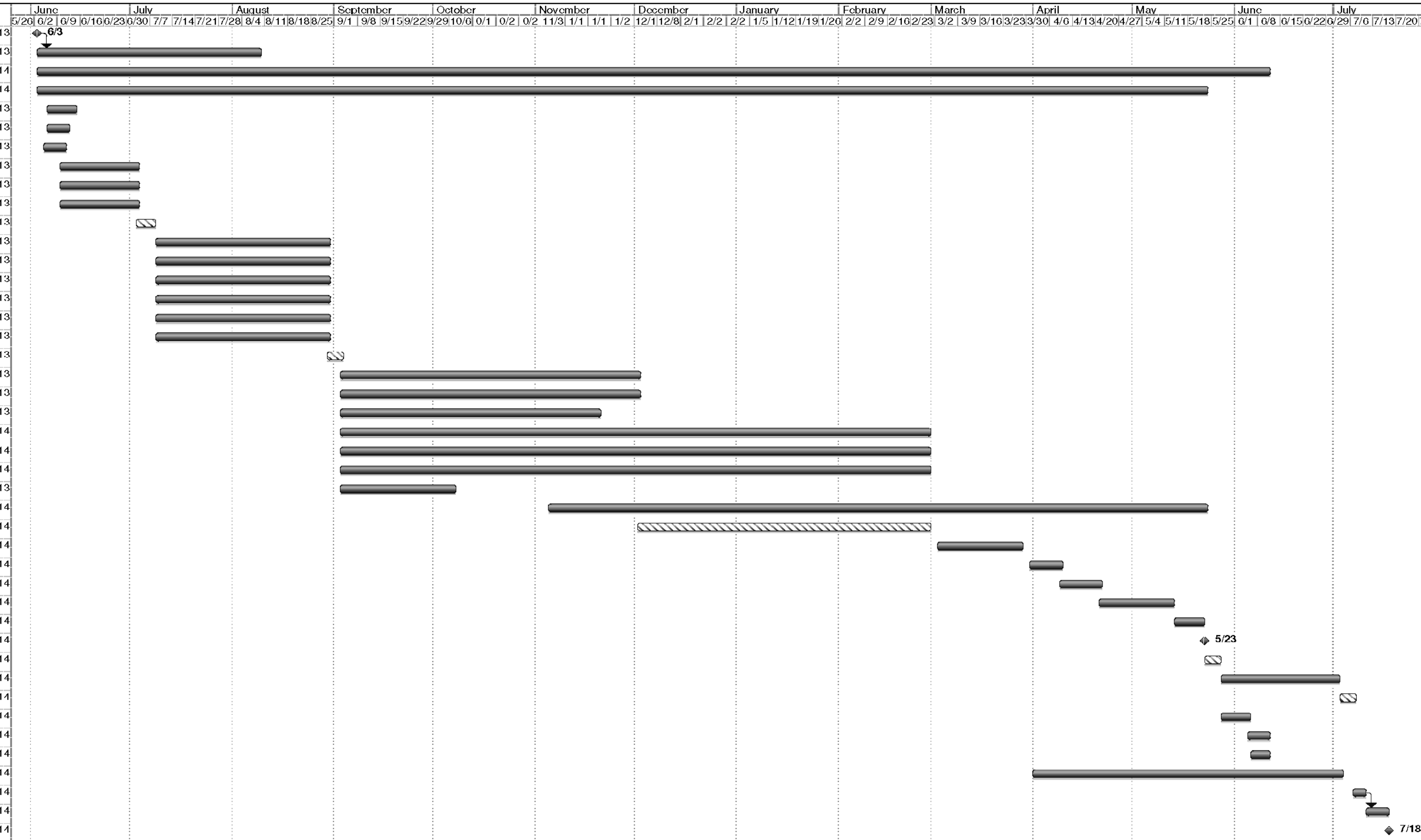
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
GENERAL NOTES

SHEET G-003

. . . 3 . OF . 482 . .

ID		Task Name	Duration	Start	Finish
1		START DATE	0 days	Mon 6/3/13	Mon 6/3/13
2		Structural shop dwgs	50 days	Mon 6/3/13	Fri 8/9/13
3		MOT	268 days	Mon 6/3/13	Wed 6/11/14
4		Erosion Control	255 days	Mon 6/3/13	Fri 5/23/14
5		Shoulder Removal	7 days	Thu 6/6/13	Fri 6/14/13
6		Temp. Conc. Barrier Wall	5 days	Thu 6/6/13	Wed 6/12/13
7		Topsoil Stripping and Stockpile	5 days	Wed 6/5/13	Tue 6/11/13
8		C D Road B Bridge over 147th	18 days	Mon 6/10/13	Wed 7/3/13
9		Earth Excavation	18 days	Mon 6/10/13	Wed 7/3/13
10		I-294 Bridge over Kedzie	18 days	Mon 6/10/13	Wed 7/3/13
11		4th of JULY SHUTDOWN	4 days	Wed 7/3/13	Mon 7/8/13
12		C D Road B Bridge over 147th	39 days	Tue 7/9/13	Fri 8/30/13
13		I 294 Bridge over Kedzie	39 days	Tue 7/9/13	Fri 8/30/13
14		Earth Excavation	39 days	Tue 7/9/13	Fri 8/30/13
15		Retaining Wall #6	39 days	Tue 7/9/13	Fri 8/30/13
16		Retaining Wall #7	39 days	Tue 7/9/13	Fri 8/30/13
17		Retaining Wall #8	39 days	Tue 7/9/13	Fri 8/30/13
18		LABOR DAY SHUTDOWN	3 days	Fri 8/30/13	Tue 9/3/13
19		C D Road B Bridge over 147th	65 days	Tue 9/3/13	Mon 12/2/13
20		I-294 Bridge over Kedzie	65 days	Tue 9/3/13	Mon 12/2/13
21		Earth Excavation	57 days	Tue 9/3/13	Wed 11/20/13
22		Retaining Wall #6	129 days	Tue 9/3/13	Fri 2/28/14
23		Retaining Wall #7	129 days	Tue 9/3/13	Fri 2/28/14
24		Retaining Wall #8	129 days	Tue 9/3/13	Fri 2/28/14
25		Storm Sewer	25 days	Tue 9/3/13	Mon 10/7/13
26		Toll Collection Facilities	144 days	Tue 11/5/13	Fri 5/23/14
27		WINTER PERIOD	65 days	Mon 12/2/13	Fri 2/28/14
28		Earth Excavation	20 days	Mon 3/3/14	Fri 3/28/14
29		Aggregate Subgrade	8 days	Mon 3/31/14	Wed 4/9/14
30		HMA Sub Base	9 days	Wed 4/9/14	Mon 4/21/14
31		PCC Pavement	17 days	Mon 4/21/14	Tue 5/13/14
32		Shoulders	7 days	Wed 5/14/14	Thu 5/22/14
33		SUBSTANTIAL COMPLETE	0 days	Fri 5/23/14	Fri 5/23/14
34		MEMORIAL DAY SHUTDOWN	3 days	Fri 5/23/14	Tue 5/27/14
35		Toll Collection Facilities	26 days	Wed 5/28/14	Wed 7/2/14
36		4th of JULY SHUTDOWN	3 days	Thu 7/3/14	Mon 7/7/14
37		Sign Trusses	7 days	Wed 5/28/14	Thu 6/5/14
38		Signing	5 days	Thu 6/5/14	Wed 6/11/14
39		Pavement Marking	4 days	Fri 6/6/14	Wed 6/11/14
40		Lighting	68 days	Tue 4/1/14	Thu 7/3/14
41		Landscape	4 days	Mon 7/7/14	Thu 7/10/14
42		Final clean up	5 days	Fri 7/11/14	Thu 7/17/14
43		PROJECT COMPLETION	0 days	Fri 7/18/14	Fri 7/18/14



Project: NB I-294, CD Road B and Ramp N
Date: Tue 1/22/13

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

DRAWN BY DAJ | DATE 2-6-2013
CHECKED BY MPG | SCALE NONE

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PROGRESS SCHEDULE

SHEET G-004

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SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
•	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	964	
•	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNITS	957	
D1	20200100	EARTH EXCAVATION	CU YD	16485	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	481	
	20400800	FURNISHED EXCAVATION	CU YD	93190	
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	386	
D1	20800150	TRENCH BACKFILL	CU YD	10351	
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	41477	
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	10392	
	25000210	SEEDING, CLASS 2A	ACRE	0	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	383	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	143	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1103	
	25100630	EROSION CONTROL BLANKET	SQ YD	56602	
	25100900	TURF REINFORCEMENT MAT	SQ YD	2870	
	25200200	SUPPLEMENTAL WATERING	UNIT	1698	
BDE	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	6664	
	28100105	STONE RIPRAP, CLASS A3	SQ YD	36	
	28200200	FILTER FABRIC	SQ YD	181	
	31102100	SUBBASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	711	
D1	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	378	
	40300200	BITUMINOUS MATERIALS (PRIME COAT)	TON	43	
D1	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	43	
	42001300	PROTECTIVE COAT	SQ YD	26898	
D1	42100340	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"	SQ YD	3177	
	42100615	PAVEMENT REINFORCEMENT	SQ YD	3177	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2956	
BDE	44000100	PAVEMENT REMOVAL	SQ YD	3904	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	79	
	44000400	GUTTER REMOVAL	FOOT	5172	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2166	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
	44000600	SIDEWALK REMOVAL	SQ FT	5013	
	44004250	PAVED SHOULDER REMOVAL	SQ YD	7076	
BDE	44201383	CLASS C PATCHES, TYPE IV, 12 INCH	SQ YD	421	
	48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	132	
	50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	
	50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	
	50102400	CONCRETE REMOVAL	CU YD	5	
	50104400	CONCRETE HEADWALL REMOVAL	EACH	1	
	50157300	PROTECTIVE SHIELD	SQ YD	1003	
	50200100	STRUCTURE EXCAVATION	CU YD	982	
	50300225	CONCRETE STRUCTURES	CU YD	404	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	894	
	50300260	BRIDGE DECK GROOVING	SQ YD	1257	
	50300300	PROTECTIVE COAT	SQ YD	4758	
	50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN	FOOT	296	
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	
	50500505	STUD SHEAR CONNECTORS	EACH	3220	
	50800105	REINFORCEMENT BARS	POUND	156	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	179950	
	51201600	FURNISHING STEEL PILES HP12x53	FOOT	1458	
	51201800	FURNISHING STEEL PILES HP14x73	FOOT	1034	
	51202305	DRIVING PILES	FOOT	2492	
	51203600	TEST PILE STEEL HP12x53	EACH	4	
	51203800	TEST PILE STEEL HP14x73	EACH	2	
	51204650	PILE SHOES	EACH	68	
	51500100	NAME PLATES	EACH	2	
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	4	
	52100520	ANCHOR BOLTS, 1"	EACH	36	
	5422A036	PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY)	FOOT	56	
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	625	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	2668	
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	1022	
	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	679	
	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	232	
	550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	393	
	550A0470	STORM SEWERS, CLASS A, TYPE 2 42"	FOOT	168	
	550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	492	
	550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	10	
	550A0660	STORM SEWERS, CLASS A, TYPE 3 15"	FOOT	367	
	550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	322	
	550A0710	STORM SEWERS, CLASS A, TYPE 3 24"	FOOT	177	
	550A0730	STORM SEWERS, CLASS A, TYPE 3 30"	FOOT	329	
	550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	721	
	550A0780	STORM SEWERS, CLASS A, TYPE 3 48"	FOOT	381	
	550A0790	STORM SEWERS, CLASS A, TYPE 3 54"	FOOT	426	
	550A1010	STORM SEWERS, CLASS A, TYPE 4 24"	FOOT	30	
	550A1050	STORM SEWERS, CLASS A, TYPE 4 36"	FOOT	12	
	55100300	STORM SEWER REMOVAL 8"	FOOT	111	
	55100500	STORM SEWER REMOVAL 12"	FOOT	363	
	55100700	STORM SEWER REMOVAL 15"	FOOT	1196	
•	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	2	
	58700300	CONCRETE SEALER	SQ FT	638	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	240	
•	60107700	PIPE UNDERDRAINS 6"	FOOT	13919	
•	60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	909	
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	
	60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	
	60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	10	
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
	60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	
	60224448	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 8 GRATE	EACH	1	
	60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	
•	60255410	CATCH BASINS TO BE CLEANED	EACH	46	
•	60255500	MANHOLES TO BE ADJUSTED	EACH	2	
	60500040	REMOVING MANHOLES	EACH	4	
	60500050	REMOVING CATCH BASINS	EACH	42	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	10	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	188	
	60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	439	
	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	25	
	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	
	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	
	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	
	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	
	63200310	GUARDRAIL REMOVAL	FOOT	7207	
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	8363	
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	
	70300520	PAVEMENT MARKING TAPE TYPE III, 4"	FOOT	22616	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	8938	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	15325	
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	6	
	72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	23	
	72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	636	
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	157	
	73400100	CONCRETE FOUNDATIONS	CU YD	2	
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	40	
BDE	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	30883	
BDE	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	8923	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
BDE	78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	209	
BDE	78008250	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	FOOT	2703	
BDE	78008270	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"	FOOT	16	
	78100300	REPLACEMENT REFLECTOR	EACH	70	
	78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	102	
BDE	78300100	PAVEMENT MARKING REMOVAL	SQ FT	214	
D1	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	29	
D1	81603081	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	443	
D1	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	505	
D1	81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1515	
D1	81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	452	
*	82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	1	
	83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	1	
	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	27	
	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	1	
	84200804	REMOVAL OF POLE FOUNDATION	EACH	4	
	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	3	
	87900200	DRILL EXISTING HANDHOLE	EACH	1	
	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3820	
*	89502380	REMOVE EXISTING HANDHOLE	EACH	1	
*	X0321865	ANTI-GRAFFITI PROTECTION SYSTEM	SQ FT	2731	
*	X0322936	REMOVE EXISTING FLARED END SECTION	EACH	1	
*	X0324732	COMBINED SEWER REMOVAL 15"	FOOT	339	
*	X0326671	CONCRETE SURFACE COLOR TREATMENT	SQ FT	2214	
*	X0327392	WOOD POLE, 60 FT, CLASS 4	EACH	3	
*	X0487700	SANITARY SEWER REMOVAL 10"	FOOT	260	
*	X0487800	SANITARY SEWER REMOVAL 12"	FOOT	201	
*	X0839900	SANITARY SEWER REMOVAL 6"	FOOT	140	
GBSP	X2020502	BRACED EXCAVATION	CU YD	86	
*	X2040805	FURNISHED EXCAVATION, SPECIAL	CU YD	6000	
GBSP	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	320	
*	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
*	X5012502	CONCRETE REMOVAL (SPECIAL)	CU YD	250	
*	X5017307	PROTECTIVE SHIELD, SPECIAL	SQ YD	156	
*	X5610706	WATER MAIN REMOVAL, 6"	FOOT	1128	
*	X6020294	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	
*	X6640050	CHAIN LINK FENCE, 42" ATTACHED TO STRUCTURE (SPECIAL)	FOOR	1251	
D1	X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	70	
*	Z0004552	APPROACH SLAB REMOVAL	SQ YD	99	
*	Z0010600	CLEANING DRAINAGE SYSTEM	FOOT	2429	
***	Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	8	
***	Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	
***	Z0030332	IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	130	
D1	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	1	
GBSP	Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	2781	
GBSP	Z0046306	PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	111	
*	Z0067900	STEEL CASINGS, 24"	FOOT	100	
GBSP	Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1763	
*	Z0073346	SLEEPER SLAB	SQ YD	27	
*	JI312020	STABILIZED SUBBASE - HMA, 3"	SQ YD	22969	
*	JI420010	PORTLAND CEMENT CONCRETE PAVEMENT 12" (JOINTED)	SQ YD	16378	
*	JI481040	AGGREGATE SHOULDERS, TYPE B	TON	324	
*	JI481070	AGGREGATE SHOULDERS SPECIAL, TYPE C	TON	386	
*	JI482004	HOT-MIX ASPHALT SHOULDERS (6 IN)	SQ YD	21211	
*	JI501040	SLOPED HEADWALL REMOVAL	EACH	27	
*	JI602010	CATCH BASIN, TYPE B	EACH	4	
*	JI602115	CATCH BASINS, TYPE G-2, TYPE G-2 FRAME AND GRATE	EACH	2	
*	JI602117	CATCH BASINS, TYPE G-2, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	4	
*	JI602120	CATCH BASINS, TYPE G-3, TYPE G-3 FRAME AND GRATE	EACH	7	
*	JI602122	CATCH BASINS, TYPE G-3, TYPE G-3 MODIFIED FRAME AND GRATE	EACH	5	
*	JI602181	CATCH BASINS, TYPE A, 4'-0" DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	5	
*	JI602182	CATCH BASINS, TYPE A, 4'-0" DIAMETER, TYPE G-2 FRAME AND GRATE	EACH	5	

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TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
SUMMARY OF QUANTITIES

SHEET G-007

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1/29/2013

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
*	JI602184	CATCH BASINS, TYPE A, 4'-0" DIAMETER, TYPE 20A FRAME AND GRATE	EACH	2	
*	JI602192	CATCH BASINS, TYPE A, 5'-0" DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	2	
*	JI602323	MANHOLE, TYPE A, 5 FT DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	6	
*	JI602333	MANHOLE, TYPE A, 6 FT DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	3	
*	JI602342	MANHOLE, TYPE A, 7 FT DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	2	
*	JI602360	MANHOLE, TYPE A, 9 FT DIAMETER, TYPE G-2 MODIFIED FRAME AND GRATE	EACH	1	
*	JI602740	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20A FRAME AND GRATE	EACH	20	
*	JI602745	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22A FRAME AND GRATE	EACH	1	
*	JI606000	CONCRETE CURB TYPE C	FOOT	223	
*	JI606010	GUTTER, TYPE G-2	FOOT	1516	
*	JI606015	GUTTER, TYPE G-2, MODIFIED	FOOT	3909	
*	JI606020	GUTTER, TYPE G-3	FOOT	1208	
*	JI606030	GUTTER, TYPE G-3, MODIFIED	FOOT	811	
*	JI630002	GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1400	
*	JI631110	TRAFFIC BARRIER TERMINAL, TYPE T1 (SPECIAL) TANGENT	EACH	1	
*	JI631125	TRAFFIC BARRIER TERMINAL, TYPE T5	EACH	1	
*	JI631130	TRAFFIC BARRIER TERMINAL, TYPE T6	EACH	2	
*	JI635010	ROADWAY DELINEATORS	EACH	40	
*	JI637001	CONCRETE BARRIER BASE	FOOT	3131	
*	JI637005	CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH	FOOT	3131	
*	JI637011	CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH	FOOT	889	
*	JI637014	CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT	FOOT	49	
*	JI637017	CONCRETE BARRIER BASE (SPECIAL)	FOOT	889	
*	JI664305	RIGHT-OF-WAY FENCE, TYPE 1, 6'	FOOT	5346	
*	JI664310	CORNER POST, RIGHT-OF-WAY FENCE, TYPE 1	EACH	16	
*	JI664315	PULL POST, RIGHT-OF-WAY FENCE, TYPE 1	EACH	12	
*	JI664320	END POST, RIGHT-OF-WAY FENCE, TYPE 1	EACH	5	
*	JI664335	DOUBLE VEHICLE GATE, RIGHT-OF-WAY FENCE, TYPE 1	EACH	4	
*	JI664400	RIGHT OF WAY FENCE REMOVAL	FOOT	6854	
*	JI680011	HEADWALL TYPE II, 48"	EACH	1	
*	JI680012	HEADWALL TYPE II, 54"	EACH	2	
*	JI680103	SLOPED HEADWALL TYPE I, 15", 1:2	EACH	1	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
*	JI680121	SLOPED HEADWALL TYPE III, 12", 1:3	EACH	2	
*	JI680122	SLOPED HEADWALL TYPE III, 15", 1:3	EACH	4	
*	JI680123	SLOPED HEADWALL TYPE III, 18", 1:3	EACH	2	
	JI780245	POLYUREA PAVEMENT MARKING TYPE I - LINE 10"	FOOT	8404	
*	JI781000	RAISED PAVEMENT LANE MARKERS	EACH	101	
*	JI782010	GUARDRAIL DELINEATOR, REFLECTOR MARKER TYPE B	EACH	27	
*	JI782020	CONCRETE BARRIER DELINEATOR REFLECTORS, TYPE C	EACH	1091	
*	JI782110	TERMINAL MARKER - DIRECT APPLIED	EACH	1	
**	JS120100	TRAILER MOUNTED FULL MATRIX CHANGEABLE MESSAGE SIGNS	EACH	3	
**	JS121101	DRILL AND GROUT DOWEL BARS AND ANCHOR RODS	EACH	302	
**	JS250220	SEEDING, CLASS 2E	ACRE	3	
**	JS250314	SEEDING, CLASS 4B	ACRE	4	
**	JS250316	SEEDING, CLASS 4E	ACRE	5	
**	JS280020	MANAGEMENT OF EROSION AND SEDIMENT CONTROL	CAL MO	14	
**	JS280040	EROSION AND SEDIMENT CONTROL-CLEANOUT	CU YD	4886	
**	JS280050	SILT FENCE	FOOT	8673	
**	JS280051	RE-ERECT SILT FENCE	FOOT	1735	
**	JS280070	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1173	
**	JS280100	SUPER SILT FENCE	FOOT	140	
**	JS280140	TEMPORARY RIPRAP	TON	84	
**	JS280150	TEMPORARY STABILIZATION WITH STRAW MULCH	ACRE	14	
**	JS280151	SAME-DAY STABILIZATION	SQ YD	22341	
**	JS280180	RECTANGULAR INLET PROTECTION	EACH	16	
**	JS280200	FILTER FABRIC INLET PROTECTION	EACH	91	
**	JS280220	SEDIMENTATION BASIN DEWATERING DEVICE	FOOT	80	
**	JS280240	TEMPORARY DITCH CHECK, ROLLED EXCELSIOR LOG	EACH	25	
**	JS285050	ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM	SQ YD	125	
**	JS671010	MOBILIZATION, TOLLWAY	L SUM	1	
*	JS701010	MAINTENANCE OF TRAFFIC	L SUM	1	
**	JS733B20	OVERHEAD SIGN STRUCTURE - CANTILEVER TYPE (STEEL (20 FT))	FOOT	20	
**	JS734B10	FOUNDATION FOR OVERHEAD SIGN STRUCTURE, CANTILEVER TYPE	CU YD	9	
**	JS810839	UNDERGROUND CONDUIT, PVC, 4" DIA	FOOT	187	

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
SUMMARY OF QUANTITIES

SHEET G-008
. . . 8 . OF . 482 . .

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SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
••	JS810874	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA	FOOT	2947	
••	JS810879	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	758	
••	JS812023	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	7939	
••	JS813002	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 20" X 12" X 7"	EACH	13	
••	JS814001	HANDHOLE, TOLLWAY	EACH	2	
••	JS816072	UNIT DUCT, WITH 2-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC	FOOT	117	
••	JS816076	UNIT DUCT, WITH 4-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC	FOOT	3257	
••	JS817214	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	7434	
••	JS817215	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	29312	
••	JS821001	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	42	
••	JS828001	LIGHTING CONTROLLER FOUNDATION, TYPE A	EACH	1	
••	JS830003	GROUND MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 15 FT. MAST ARM	EACH	6	
••	JS830006	BRIDGE MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 12 FT. MAST ARM	EACH	2	
••	JS830013	WALL MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 12 FT. MAST ARM	EACH	34	
••	JS836001	LIGHT POLE FOUNDATION (ROADWAY) STEEL HELIX (7 FT) OR CONCRETE	EACH	6	
••	JS836005	LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 1	EACH	5	
••	JS836006	LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 2	EACH	1	
••	JS845013	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1	
••	JS846001	MAINTAIN LIGHTING SYSTEM	L SUM	1	
••	JS871004	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 36F	FOOT	4294	
•	JT131526	PLAZA ELECTRICAL WORK	L SUM	1	
•	JT131641	PREFABRICATED CONTROL BUILDING, LOCATION 1	L SUM	1	
•	JT131642	PREFABRICATED CONTROL BUILDING, LOCATION 2	L SUM	1	
•	JT131651	CONTROL BUILDING FOUNDATION, LOCATION 1	L SUM	1	
•	JT131652	CONTROL BUILDING FOUNDATION, LOCATION 2	L SUM	1	
•	JT154002	DISPOSAL OF UNIDENTIFIED HAZARDOUS WASTE	UNIT	10000	
•	JT154005	EMERGENCY PAVEMENT AND SHOULDER REPAIRS	UNIT	10000	
•	JT154006	TEMPORARY IMPACT ATTENUATORS, REPLACEMENT/REPAIR	UNIT	10000	
•	JT154007	TEMPORARY CONCRETE BARRIER WALL, REPLACEMENT/REALIGNMENT	UNIT	10000	
•	JT154008	UNFORSEEN ADDITIONAL MAINTENANCE OF TRAFFIC	UNIT	20000	
•	JT155001	CONTRACTOR'S QUALITY PROGRAM	L SUM	1	
•	JT210001	POROUS GRANULAR BACKFILL	CU YD	241	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
•	JT211A11	SUBGRADE AGGREGATE 12 IN.	CU YD	13826	
•	JT420000	WHITEWASHING FOR CONCRETE PAVEMENT	SQ YD	22969	
•	JT421380	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT AND SHOULDER (SPECIAL) (12 IN.)	SQ YD	456	
•	JT421960	PAVEMENT REINFORCEMENT (12 IN.)	SQ YD	456	
•	JT525125	BONDED PREFORMED JOINT SEAL, 2 IN	FOOT	77	
•	JT525130	BONDED PREFORMED JOINT SEAL, 3 IN	FOOT	77	
•	JT570P01	RETAINING WALL A (PERFORMANCE)	L SUM	1	
•	JT570P02	RETAINING WALL B (PERFORMANCE)	L SUM	1	
•	JT570P03	RETAINING WALL C (PERFORMANCE)	L SUM	1	
•	JT570P04	RETAINING WALL D (PERFORMANCE)	L SUM	1	
•	JT570P05	RETAINING WALL E (PERFORMANCE)	L SUM	1	
•	JT599044	NOISE ABATEMENT WALL PANEL REMOVAL, STORAGE AND RE-ERECTION	EACH	791	
•	JT599981	WOOD NOISE ABATEMENT WALL NO. 1	L SUM	1	
•	JT599982	WOOD NOISE ABATEMENT WALL NO. 2	L SUM	1	
•	JT599983	WOOD NOISE ABATEMENT WALL NO. 3	L SUM	1	
•	JT701030	SUPPLEMENTAL BARRICADE	EACH/DAY	160	
•	JT701031	SUPPLEMENTAL SIGNING	SQ FT	200	
•	JT701032	SUPPLEMENTAL FLASHING ARROW BOARD (PER DAY)	EACH/DAY	36	
•	JT701033	SUPPLEMENTAL FLASHING ARROW BOARD (PER WEEK)	EACH/WEEK	9	
•	JT701034	SUPPLEMENTAL FLASHING ARROW BOARD (PER MONTH)	EACH/MONTH	2	
•	JT701035	SUPPLEMENTAL MAINTENANCE OF TRAFFIC	DAY	15	
•	JT701200	PORTABLE CHANGEABLE MESSAGE SIGN (PER DAY)	CAL DAY	72	
•	JT701210	PORTABLE CHANGEABLE MESSAGE SIGN (PER WEEK)	WEEK	9	
•	JT701220	PORTABLE CHANGEABLE MESSAGE SIGN (PER MONTH)	CAL MO	2	
•	JT720100	SIGN INSTALLATION, TYPE 1	SQ FT	9	
•	JT720110	SIGN INSTALLATION, TYPE 2	SQ FT	188	
•	JT720120	SIGN INSTALLATION, TYPE 3	SQ FT	224	
•	JT726040	REMOVE AND REINSTALL MILEPOST MARKER	EACH	6	
•	JT733311	PLAZA MONOTUBE FRAME, LOCATION 1	FOOT	49	
•	JT733312	PLAZA MONOTUBE FRAME, LOCATION 2	FOOT	49	
•	JT733321	VES CAMERA FRAME, LOCATION 1	FOOT	49	
•	JT733322	VES CAMERA FRAME, LOCATION 2	FOOT	49	

SP	PAY ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	RECORD QUANTITY
*	JT734025	FOUNDATION FOR PLAZA FRAMES	CU YD	72	
*	JT783005	WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY	SQ FT	5643	
*	JT825100	RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1	
*	JT900022	REMOVE CONCRETE FOUNDATION - BILLBOARD	CU YD	11	
*	JT900024	REMOVE OVERHEAD SIGN STRUCTURE - BILLBOARD	EACH	1	

SP LEGEND:

* INDICATES SPECIAL PROVISION
** INDICATES TOLLWAY SUPPLEMENTAL SPECIFICATION
*** INDICATES IDOT RECURRING/SUPPLEMENTAL SPECIAL PROVISION
D1 INDICATES IDOT D1 SPECIAL PROVISIONS
BDE INDICATES IDOT BDE SPECIAL PROVISIONS
GBSP INDICATES IDOT GUIDE BRIDGE SPECIAL PROVISIONS

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
SUMMARY OF QUANTITIES

SHEET G-009A

. . 10 . OF . 482 . .

TREE REMOVAL (6 TO 15 UNITS DIAMETER) (20100110)

LOCATION				TREE REM 6-15 (UNIT) (20100110) (UNIT)
TREE ID *	ALIGNMENT	STATION	OFFSET	
1086	I-294	411+69.3	686.8 RT	10
1085	I-294	411+71.8	691.9 RT	12
1084	I-294	411+78.3	701.3 RT	10
1117	I-294	412+11.3	656.8 RT	10
1115	I-294	412+08.5	609.1 RT	10
1112	I-294	412+23.6	610.7 RT	14
1114	I-294	412+31.3	610.1 RT	12
1113	I-294	412+31.5	600.0 RT	8
1111	I-294	412+31.9	570.1 RT	15
1197	I-294	413+44.2	216.2 RT	14
1194	I-294	413+50.7	221.1 RT	13
1200	I-294	413+63.5	221.9 RT	7
1196	I-294	413+48.1	216.0 RT	9
1199	I-294	413+60.6	217.7 RT	12
1198	I-294	413+58.6	203.4 RT	12
1202	I-294	413+60.8	190.3 RT	14
718	I-294	415+17.7	122.7 RT	15
748	I-294	415+38.7	124.5 RT	12
A9252	I-294	419+44.3	147.1 RT	9
A9253	I-294	419+56.2	157.1 RT	6
742	I-294	419+58.9	125.7 RT	9
740	I-294	420+00.9	132.1 RT	15
739	I-294	420+12.4	130.5 RT	11
A9251	I-294	420+29.6	151.1 RT	15
A9250	I-294	420+33.7	146.9 RT	9
738	I-294	420+46.5	133.5 RT	12
736	I-294	420+62.3	129.3 RT	10
A9249	I-294	420+69.5	152.1 RT	11
A9248	I-294	420+72.0	154.1 RT	8
749	I-294	422+41.5	127.7 RT	13
A9246	I-294	422+01.7	171.3 RT	8
A9257	I-294	423+49.8	137.2 RT	10
A9258	I-294	423+72.1	129.5 RT	15
728	I-294	427+31.4	128.5 RT	14
727	I-294	427+88.4	132.7 RT	14
724	I-294	428+56.6	136.7 RT	15
723	I-294	428+57.1	131.2 RT	11
720	I-294	428+66.1	139.5 RT	15
722	I-294	428+70.9	124.2 RT	15
A9242	I-294	432+08.5	137.6 RT	12
A9241	I-294	432+28.4	127.9 RT	10
A9240	I-294	432+44.5	125.7 RT	12
A9238	I-294	433+23.2	126.2 RT	15
A9237	I-294	433+68.3	127.6 RT	10
A9238	I-294	433+79.2	128.0 RT	12
A9235	I-294	433+88.7	127.9 RT	13
A9234	I-294	434+08.0	127.4 RT	12
A9233	I-294	434+19.3	127.8 RT	14
A9232	I-294	434+28.9	127.9 RT	12
A9230	I-294	434+69.8	127.3 RT	13
A9212	I-294	437+54.3	149.2 RT	12
A9161	I-294	449+80.0	142.5 RT	15
A9164	I-294	450+43.0	151.2 RT	12
A9119	I-294	450+96.4	143.6 RT	12
A9115	I-294	451+10.7	153.1 RT	11
A9117	I-294	450+98.6	153.3 RT	12
A9111	I-294	451+33.0	153.5 RT	14
A9112	I-294	451+30.5	153.5 RT	15
9059	I-294	453+57.0	152.9 RT	15
ESTIMATED ADDITIONAL QUANTITY				110
			TOTAL	817
			GROWTH (SEE BELOW)	146.4
			TOTAL PLUS GROWTH	963
			TOTAL ROUNDED UP	964

TREE SURVEY TAKEN IN 2009. THE AVERAGE RATE OF GROWTH OF THE MOST COMMON TREE TYPES IN THE AREA IS 0.6 INCHES/YEAR. WITH 61 TREES >15 UNITS IN 2009, THE TOTAL GROWTH BY 2012 IS (61 trees x 0.6 in/yr x4 years) = 146.4 UNITS

QUANTITY MEASURED FROM PLANS USING COMPUTER DRAFTING TOOLS
SEE ATTACHED PLANS FOR LOCATIONS

TREE REMOVAL (OVER 15 UNITS DIAMETER) (20100210)

FROM				TREE REM >15 (UNIT) (20100210) (UNIT)
ALIGNMENT	STATION	ALIGNMENT	STATION	
1087	I-294	411+86.2	677.3 RT	18
1116	I-294	411+98.5	607.0 RT	18
1110	I-294	412+47.2	523.6 RT	26
1195	I-294	413+54.8	220.0 RT	17
1201	I-294	413+69.3	201.1 RT	18
1225	I-294	413+85.5	158.8 RT	16
A9254	I-294	419+90.4	164.3 RT	27
744	I-294	419+75.5	125.7 RT	33
737	I-294	420+49.5	134.3 RT	20
735	I-294	420+85.1	137.3 RT	20
734	I-294	420+85.0	144.0 RT	30
733	I-294	421+16.3	137.1 RT	30
732	I-294	421+35.8	134.5 RT	18
731	I-294	421+44.3	133.0 RT	33
730	I-294	421+85.6	130.7 RT	20
750	I-294	422+96.8	125.7 RT	40
751	I-294	423+28.3	124.8 RT	30
A9256	I-294	423+46.5	126.3 RT	48
729	I-294	426+20.2	135.0 RT	30
726	I-294	428+27.2	134.9 RT	20
725	I-294	428+46.0	129.5 RT	28
721	I-294	428+64.8	133.7 RT	20
719	I-294	429+22.0	126.9 RT	24
9243	I-294	429+43.4	155.3 RT	38
A9239	I-294	432+62.8	126.5 RT	24
A9231	I-294	434+38.7	127.4 RT	18
A9229	I-294	435+09.6	128.0 RT	17
A9228	I-294	435+39.3	127.7 RT	16
A9223	I-294	435+62.0	144.9 RT	18
A9226	I-294	435+54.9	163.4 RT	20
A9170	I-294	449+59.5	130.7 RT	20
A9169	I-294	449+69.6	134.4 RT	21
A9089	I-294	451+87.7	248.2 RT	17
ESTIMATED ADDITIONAL QUANTITY				80
			TOTAL	873
			GROWTH (SEE BELOW)	84.0
			TOTAL PLUS GROWTH	957.0
			TOTAL ROUNDED UP	957

TREE SURVEY TAKEN IN 2009. THE AVERAGE RATE OF GROWTH OF THE MOST COMMON TREE TYPES IN THE AREA IS 0.6 INCHES/YEAR. WITH 35 TREES >15 UNITS IN 2009, THE TOTAL GROWTH BY 2012 IS (35 trees x 0.6 in/yr x4 years) = 84.0 UNITS

QUANTITY MEASURED FROM PLANS USING COMPUTER DRAFTING TOOLS
SEE ATTACHED PLANS FOR LOCATIONS

PAVEMENT REMOVAL (44000100)

LOCATION	ALIGNMENT	FROM STATION	TO STATION	AREA (SF)	AREA (44000100) (SQ YD)
CALIFORNIA CUL-DE-SAC	I-294	416+22.3	419+78.6	14875.6	1652.8
I-294 TEMP PVMT	I-294	427+93.9	435+07.2	2139.7	237.7
S. FRANCISCO - N OF 147TH	I-294	436+72.1	438+73.4	6895.1	766.1
I-294 TEMP PVMT	I-294	437+55.1	444+38.8	2051.1	227.9
RICHMOND - 146th TO 145th	I-294	442+84.9	446+47.0	9169.5	1018.8
				TOTAL	3903.4
				TOTAL (ROUNDED UP	3904

GUTTER REMOVAL (44000400)

ALIGNMENT	FROM		TO		GUTTER REMOVAL (44000400) (FOOT)
	STATION	OFFSET	STATION	OFFSET	
I-294	407+51.1	77.0 RT	427+93.9	74.3 RT	2042.9
I-294	444+38.8	74.3 RT	465+00.0	74.3 RT	2114.3
I-294	471+00.0	74.3 RT	480+94.9	74.3 RT	1014.8
				TOTAL	5172

PAVED SHOULDER REMOVAL (44004250)

ALIGNMENT	STATION		AREA (SF)	AREA (44004250) (SQ YD)
	FROM	TO		
I-294	407+50.9	435+07.2	24292.9	2699.2
I-294	437+55.1	467+24.3	27007.6	3000.8
I-294	468+55.9	481+64.4	12375.8	1375.1
			TOTAL	7075.1
			TOTAL (ROUNDED UP)	7076

COMBINATION CURB AND GUTTER REMOVAL (44000500)

ALIGNMENT	FROM		TO		GUTTER REMOVAL (44000400) (FOOT)
	STATION	OFFSET	STATION	OFFSET	
I-294	419+67.7	211.5 RT	419+79.7	180.2 RT	833.4
I-294	436+84.2	132.4 RT	439+09.7	220.6 RT	242.1
I-294	436+71.8	164.7 RT	438+61.3	238.8 RT	203.5
I-294	442+84.2	187.1 RT	442+96.3	155.9 RT	33.5
I-294	443+16.2	199.6 RT	446+33.5	195.7 RT	370.6
I-294	443+73.5	127.7 RT	446+49.4	165.2 RT	292.3
KEDZIE	5036+01.0	26.9 RT	5036+81.3	26.9 RT	80.3
KEDZIE	5036+24.6	27.0 RT	5037+24.2	27.0 LT	99.6
147TH ST (MOT)					10.0
				TOTAL ROUNDED UP	2166

RIGHT OF WAY FENCE REMOVAL (JI664400)

FROM			TO			RIGHT OF WAY FENCE REM (JI664400) (FOOT)
ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	
I-294	407+69.4	121.1 RT	I-294	408+71.3	120.5 RT	101.9
I-294	408+71.3	120.5 RT	I-294	411+63.7	808.6 RT	751.4
I-294	408+71.3	120.5 RT	I-294	435+69.3	78.3 RT	2731.0
I-294	436+92.9	78.3 RT	I-294	457+10.8	204.3 RT	2691.0
KEDZIE	5036+79.2	35.9 RT	KEDZIE	5035+98.3	34.4 RT	81.5
I-294	468+61.8	77.3 RT	I-294	470+14.2	105.5 RT	214.0
I-294	469+81.3	145.0 RT	I-294	472+44.4	193.5 RT	282.6
					TOTAL	6853.40
					TOTAL ROUNDED UP	6854

GUARDRAIL REMOVAL (63200310)

ALIGNMENT	FROM		TO		GRD REM (63200310) (FOOT)
	STATION	OFFSET	STATION	OFFSET	
I-294	407+51.5	78.1 RT	435+07.2	75.3 RT	2756.0
I-294	437+55.1	75.3 RT	467+14.9	75.3 RT	3019.3
I-294	468+67.6	75.3 RT	481+09.9	75.3 RT	1268.6
KEDZIE	5035+99.0	31.2 RT	5036+79.5	33.0 RT	80.5
KEDZIE	5036+40.8	32.0 RT	5037+23.3	35.2 LT	82.6
				TOTAL	7207

NOISE ABATEMENT WALL PANEL REMOVAL, STORAGE AND RE-ERECTION (JT599044)

WALL NUMBER	ALIGNMENT	STATION		LENGTH OF REMOVAL*	WIDTH OF PANEL	NUMBER OF PANELS (EACH)
		FROM	TO			
1	I-294	437+55.0	465+00.0	2717.6	8	343
3	I-294	409+50.0	435+97.0	2522.9	8	319
5/1	I-294	471+00.0	481+09.9	1031.3	8	129
					TOTAL	791

* - EXCLUDES PORTIONS REMOVED IN CONTRACT I-12-4035

FOUNDATION REMOVAL

ALIGNMENT	STATION		REMOVE CONCRETE FOUNDATION - BILLBOARD (JT900022) (CU YD)	REMOVE OVERHEAD SIGN STRUCTURE - BILLBOARD (JT900024) (EACH)
	FROM	OFFSET		
I-294	434+83.3	134.3 RT	11	1
		TOTAL	11	1

DRIVEWAY PAVEMENT REMOVAL (44000200)

ALIGNMENT	STATION		DRIVEWAY PAVEMENT REM (44000200) (SQ YD)
	FROM	OFFSET	
I-294	416+26	175 RT	14.5
I-294	416+83	237 RT	17.8
I-294	417+10	207 RT	17.1
I-294	418+54	168 RT	11.4
I-294	419+21	194 RT	17.3
		TOTAL	78.1
		ROUNDED TOTAL	79

SIDEWALK REMOVAL (44000600)

ALIGNMENT	STATION		STATION		SIDEWALK REM (44000600) (SQ FT)
	FROM	OFFSET	TO	OFFSET	
I-294	416+48.7	153.1 RT	419+62.3	225.7 RT	2667.2
I-294	436+30.5	164.3 RT	437+22.9	201.5 RT	557.2
I-294	438+75.0	196.6 RT	438+77.4	207.2 RT	63.4
I-294	443+25.7	215.4 RT	445+54.6	173.2 RT	1476.8
147TH ST TEMPORARY SIDEWALK (MOT)					70.0
KEDZIE	5036+02.4	28.5 RT	5036+35.5	28.4 LT	110.6
KEDZIE	5036+37.2	28.8 LT	5036+57.2	28.8 LT	67.6
				TOTAL	5012.8
				ROUNDED TOTAL	5013

CONCRETE REMOVAL (SPECIAL) (X5012502)

FROM			TO		MEASURED LENGTH (FOOT)	CONCRETE REM (SPECIAL) (X5012502) (CU YD)
ALIGNMENT	STATION	OFFSET	STATION	OFFSET		
I-294	415+24.3	166.8 RT	415+82.0	165.6 RT	97	20
I-294	422+11.1	145.0 RT	422+45.0	144.3 RT	71	15
I-294	422+89.3	165.0 RT	423+43.9	163.9 RT	80	16
I-294	423+90.3	152.7 RT	424+21.2	142.1 RT	92	19
I-294	424+42.8	155.3 RT	424+76.5	142.3 RT	102	21
I-294	427+05.2	154.6 RT	427+35.8	141.8 RT	94	19
I-294	429+48.6	147.3 RT	429+77.1	134.0 RT	89	18
I-294	429+84.8	151.1 RT	430+24.6	150.3 RT	58	12
I-294	430+52.9	149.8 RT	430+78.5	149.3 RT	66	14
I-294	430+85.3	149.1 RT	431+22.3	148.4 RT	70	14
I-294	431+39.3	148.0 RT	431+68.6	147.5 RT	40	8
I-294	434+31.1	139.8 RT	434+56.6	137.9 RT	37	8
I-294	438+92.4	171.4 RT	439+35.7	134.9 RT	158	32
I-294	441+15.8	172.5 RT	441+47.1	151.9 RT	103	21
I-294	443+74.9	175.1 RT	443+91.3	174.1 RT	22	5
I-294	444+70.4	168.9 RT	444+77.5	168.5 RT	11	3
I-294	448+32.1	156.0 RT	448+47.8	155.5 RT	23	5
					TOTAL	250

UTILITY REMOVALS

ALIGNMENT	FROM		TO		TRENCH BACKFILL (20800150) (CU YD)	STORM SEWER REM 8 (55100300) (FOOT)	STORM SEWER REM 12 (55100500) (FOOT)	FIRE HYDNTS TO BE REM (56400500) (EACH)	REMOVING MANHOLES (60500040) (EACH)	REMOVING CATCH BASINS (60500050) (EACH)	COMB SEW REM 15 (X0324732) (FOOT)	SAN SEW REMOV 10 (X0487700) (FOOT)	SAN SEW REMOV 12 (X0487800) (FOOT)	SAN SEW REMOV 6 (X0839900) (FOOT)	WATER MAIN REMOV 6 (X5610706) (FOOT)
	STATION	OFFSET	STATION	OFFSET											
I-294	416+29.0	218.8 RT	--	--						1					
I-294	416+29.6	219 RT	417+73.0	126.5 RT	71.6		184.2								
I-294	416+34.4	224.4 RT	419+87.0	179.1 RT	231.3										396.5
I-294	416+60.6	238.0 RT	418+82.0	183.0 RT	181.8							259.7			
I-294	416+87.0	141.3 RT	--	--						1					
I-294	417+35.0	159.8 RT	--	--					1						
I-294	417+73.0	126.9 RT	--	--						1					
I-294	418+15.0	157.6 RT	--	--					1						
I-294	418+56.0	129.7 RT	--	--				1							
I-294	434+18.8	148.0 RT	435+69.5	123.4 RT	152.7										167.2
I-294	436+38.8	151.5 RT	438+24.4	222.1 RT	189.6								200.4		
I-294	436+47.3	124.7 RT	438+90.7	220.9 RT	97.5										261.8
I-294	443+05.0	143.0 RT	--	--						1					
I-294	443+10.6	175.2 RT	446+06.3	164.7 RT	415.9						338.2				
I-294	443+19.8	174.5 RT	445+89.1	164.8 RT	176.0										301.7
I-294	443+26.3	135.5 RT	443+41.2	162.9 RT	12.3	31.5									
I-294	443+26.3	135.5 RT	443+79.6	158.1 RT	22.6	58.0									
I-294	443+26.3	135.4 RT	--	--					1						
I-294	443+83.6	149.4 RT	--	--				1							
I-294	445+27.6	128.5 RT	--	--					1						
I-294	446+22.7	152.5 RT	446+32.5	164.9 RT	7.4		16.2								
I-294	446+22.7	152.5 RT	--	--						1					
I-294	416+06.5	190.0 RT	416+76.6	221.0 RT	38.5									77.0	
I-294	416+90.2	206.7 RT	417+14.7	229.7 RT	16.5									33.0	
I-294	417+51.5	158.9 RT	417+51.8	168.3 RT	5.0									10.0	
I-294	418+76.6	181.1 RT	418+72.7	191.3 RT	5.0									10.0	
I-294	419+14.3	195.9	419+10.3	206.1 RT	5.0									10.0	
I-294	436+38.8	151.5 RT	--	--						1					
I-294	443+06.3	143.5 RT	443+26.1	135.1 RT	8.4	21.5									
				TOTAL	1637	111	201	2	4	6	339	260	201	140	1128

PROPOSED PAVEMENT RECONSTRUCTION WIDENING AND RESURFACING (ISTHA)

LOCATION DESCRIPTION	ALIGNMENT	FROM STATION	TO STATION	SUBBASE GRAN MAT TY C, 4" (31102100) (SQ YD)	HMA BASE CSE, 8" (35501316) (SQ YD)	HMA SURF CSE, MX D N50 (40603335) (TON)	CONT REINF PCC PVMT 12" (42100340) (SQ YD)	PAVEMENT REINFORCEMENT (42100615) (SQ YD)	CRC PAVE & SHLDR (SPECIAL) (12 IN.) (JT421380) (SQ YD)	PAVEMENT REINF, (12 IN) (JT421960) (SQ YD)	PCC SIDEWALK 5" (42400200) (SQ FT)	STAB SUBBASE HMA 3" (JI312020) (SQ YD)	PCC PVMT 12" JOINTED (JI420010) (SQ YD)	HMA SHOULDER 6" (JI482004) (SQ YD)	SUBGRADE AGG 12" (JT211A11) (CU YD)
I-294 - RT SHOULDER	I-294	407+50.9	435+07.2											3666.5	1072.2
I-294 AUXILARY LANE	I-294	468+55.7	480+84.4				1438.9	1438.9				1738.4			304.2
I-294 - RT SHOULDER	I-294	468+64.1	481+64.4											1625.9	595.1
RAMP B - LT SHOULDER	RAMP B	3044+96.5	3072+12.1											1743.1	481.7
RAMP B - RT SHOULDER	RAMP B	3044+96.5	3072+30.9											3029.1	1054.7
RAMP B PAVEMENT	RAMP B	3044+96.5	3071+61.1									8204.6	7106		2732.2
RAMP B - LT SNOW STORAGE	RAMP B	3044+96.5	3045+68.6											45.0	12.3
RAMP B - RT SNOW STORAGE	RAMP B	3045+04.2	3051+00.0											329.2	109.7
RAMP B	RAMP B	3074+52.1	3083+43.2												
RAMP B PAVEMENT	RAMP B	3074+15.3	3074+95.1									223.6			82.8
RAMP B TOLL PLAZA	RAMP B	3074+95.1	3075+52.1						228.0	228.0		237.5			79.2
RAMP B - LT SHOULDER	RAMP B	3074+60.0	3083+53.3											594.9	148.7
RAMP B - RT SHOULDER	RAMP B	3075+52.1	3083+21.0											1017.4	320.2
RAMP B PAVEMENT	RAMP B	3075+52.1	3097+30.6									6471.1	5933.0		2157.0
I-294 - LT SHOULDER	I-294	437+55.1	459+76.7											3367.9	705.9
RAMP B TOLL PLAZA	RAMP B	3074+12.5	3076+05.0	417.0	174.0	20.0					2185.0				
RAMP B ENTRANCE PAVEMENT	RAMP B	3097+30.6	3104+93.7				1737.3	1737.3				2034.0			507.1
RAMP N - RT SHOULDER	RAMP N	4500+82.7	4502+72.0											208.1	78.2
RAMP N/RAMP B - RT SHOULDER	RAMP N/RAMP B	4503+29.0	3105+03.8											3309.7	1187.2
RAMP N PAVEMENT	RAMP N	4500+82.7	4502+72.0									689.0	630.0		229.7
RAMP N TOLL PLAZA	RAMP N	4500+98.20	4501+77.4	294.0	204.0	23.0					701.0				
RAMP N TOLL PLAZA	RAMP N	4502+72.0	4503+29.0						228.0	228.0		237.5			79.2
RAMP N/RAMP B PAVEMENT	RAMP N/RAMP B	4503+29.0	3104+40.6									3133.9	2709.0		1044.6
RAMP N - LT SHOULDER	RAMP N	4501+10.7	4507+81.6											344.9	184.4
RAMP B - RT SHOULDER	RAMP B	3074+11.6	3074+95.1											106.4	44.3
RAMP B - RT SNOW STORAGE	RAMP B	3068+50.2	3069+47.8											28.2	9.4
RAMP B - RT SNOW STORAGE	RAMP B	3069+65.0	3070+47.8											22.6	9.2
RAMP N - RT SNOW STORAGE	RAMP N	4502+00.0	4502+62.0											15.7	5.2
RAMP N/RAMP B - RT SNOW STORAGE	RAMP N/RAMP B	4503+29.0	3104+40.6											1756.4	591.5
147TH ST TEMPORARY SIDEWALK (MOT)	147TH ST										70.0				
			TOTAL	711	378	43	3177	3177	456	456	2956	22969	16378	21211	13826

PROPOSED CURB AND/OR GUTTER

LOCATION DESCRIPTION	ALIGNMENT	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	CONC CURB TYPE C (JI606000) (FOOT)	CONC MEDIAN SURF 6 (60618320) (SQ FT)	CCC&G, TYPE B-6.12 (60603800) (FOOT)	CCC&G, TYPE B-6.24 (60605000) (FOOT)	GUTTER, TYPE G-2 (JI606010) (FOOT)	GUTTER, TYPE G-2 MOD (JI606015) (FOOT)	GUTTER, TYPE G-3 (JI606020) (FOOT)	GUTTER, TYPE G-3 MOD (JI606030) (FOOT)
RAMP B	RAMP B	3044+96.5	22.0 LT	3046+29.0	16.0 LT						132.8		
RAMP B	RAMP B	3046+29.0	16.0 LT	3049+17.7	16.0 RT					293.4			
RAMP B	RAMP B	3044+97.2	24.7 RT	3051+00.0	22.0 RT						594.9		
RAMP B	RAMP B	3069+01.7	35.6 RT	3069+65.0	31.1 RT		168						
RAMP B	RAMP B	3075+31.0	25.8 RT	3080+67.3	24.0 RT						515.3		
RAMP N TOLL PLAZA	RAMP N	4500+83.4	21.0 RT	4501+61.9	20.9 RT	223.0							
RAMP N	RAMP N	4501+61.9	20.9 RT	4502+62.0	20.0 RT						110.1		
RAMP N TOLL PLAZA	RAMP N	4502+60.0	24.9 RT	4503+29.0	23.6 RT		135						
RAMP N TOLL PLAZA	RAMP N	4502+59.1	24.8 RT	4503+29.0	23.6 RT		136						
RAMP N	RAMP N	4503+29.0	22.0 RT	4521+73.8	6.2 RT						2103.4		
RAMP N	RAMP N	4503+29.0	22.0 LT	4507+81.7	22.0 LT						452.7		
RAMP B	RAMP B	3097+00.5	22.0 RT	3105+04.2	22.0 RT								810.7
I-294	I-294	468+88.7	102.5 RT	480+75.0	102.5 RT					1221.7			
I-294	I-294	468+64.5	90.0 RT	480+40.7	80.8 RT							1207.9	
KEDZIE (RT SIDE)	KEDZIE	5036+01.0	26.0 RT	5036+81.3	26.0 RT				80.4				
KEDZIE (LT SIDE)	KEDZIE	5036+24.6	26.0 LT	5037+31.8	26.2 LT				107				
147TH ST (MOT)	147TH							10					
					TOTAL	223	439	10	188	1516	3909	1208	811

GUARDRAIL AND TRAFFIC BARRIER TERMINALS (IDOT)

LOCATION DESCRIPTION	ALIGNMENT	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	SPBGR TY A 6 FT POSTS (63000001) (FOOT)	TRAF BAR TERM TY 2 (63100045) (EACH)	TRAF BAR TERM TY 5 (63100070) (EACH)	TRAF BAR TERM TY 6 (63100085) (EACH)	TRAF BAR TM TY 1 SPL TAN (63100167) (EACH)
KEDZIE	KEDZIE	5036+29.9	31.2 RT	5036+82.1	31.2 RT	25.0	1	1		
KEDZIE	KEDZIE	5036+54.5	32.9 LT	5037+47.6	33.9 LT				1	1
					TOTAL	25.0	1	1	1	1

GUARDRAIL AND TRAFFIC BARRIER TERMINALS (ISTHA)

LOCATION DESCRIPTION	ALIGNMENT	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	GAL STL PLAT BEAM GR TB (JI631002) (FOOT)	TRAF BAR TM T1 (SPL) TAN (JI631110) (EACH)	TRAF BAR TERM T5 (JI631125) (EACH)	TRAF BAR TERM T6 (JI631130) (EACH)
RAMP B	RAMP B	3045+79.0	18.23 LT	3049+17.7	18.83 LT	250.0	1		1
I-294	I-294	468+64.4	88.03 RT	480+40.6	79.80 RT	1150.0		1	1
					TOTAL	1400.0	1	1	2

PROPOSED CONCRETE BARRIER (ISTHA)

LOCATION DESCRIPTION	ALIGNMENT	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	CONC BARR BASE (JI637001) (FOOT)	CONC BARR DF 42" (JI637005) (FOOT)	CONC BARR SF REINF 42" (JI637011) (FOOT)	CONC BARR BASE (SPL) (JI637017) (FOOT)
I-294	I-294	407+50.9	76.6 RT	412+11.1	76.8 RT			460.2	460.2
RAMP B	RAMP B	3068+61.2	36.9 RT	3069+92.3	28.8 RT			131.4	131.4
RAMP B	RAMP B	3074+11.6	23.0 RT	3094+85.1	26.0 RT			83.6	83.6
RAMP N	RAMP N	4502+00.3	28.2 LT	4502+72.0	22.0 LT			72.0	72.0
RAMP N	RAMP N	4502+00.0	26.0 RT	4502+72.0	22.0 RT			72.2	72.2
I-294	I-294	480+40.6	79.8 RT	481+09.9	76.0 RT			69.4	69.4
I-294	I-294	412+11.1	76.8 RT	435+07.2	76.8 RT	2296.0	2296.0		
I-294	I-294	438+47.2	78.3 RT	446+41.8	78.3 RT	800.0	800.0		
I-294	I-294	437+55.1	78.3 RT	437+90.2	78.3 RT	35.0	35.0		
					TOTAL	3131	3131	889	889

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1/29/2013

DRAWN BY . . . . MBR . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . BES . . . . . SCALE . . . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
SCHEDULE OF QUANTITIES

SHEET G-012

. . . 13 . OF . 482 . . .

PROPOSED RIGHT-OF-WAY FENCE

ALIGNMENT	FROM		TO		ROW FENCE TYPE 1, 6' (JI664305) (FOOT)	CORNER POST ROW FEN TY1 (JI664310) (EACH)	PULL POST ROW FEN TY1 (JI664315) (EACH)	END POST ROW FEN TY1 (JI664320) (EACH)	DBL VEH GATE ROW FEN TY1 (JI664335) (EACH)
	STATION	OFFSET	STATION	OFFSET					
I-294	410+91.6	620.5 RT	435+47.8	124.3 RT	2763			2	
I-294	412+55.4	567.2 RT	--	--		1			
I-294	412+73.7	519.3 RT	--	--					1
I-294	412+97.5	346.1 RT	--	--		1			
I-294	413+14.2	415.0 RT	--	--		1			
I-294	413+38.4	240.5 RT	--	--		1			
I-294	413+92.8	212.1 RT	--	--		1			
I-294	415+11.6	198.0 RT	--	--			1		
I-294	416+50.0	191.0 RT	--	--			1		
I-294	418+52.4	184.0 RT	--	--			1		
I-294	420+14.5	34.0 RT	--	--					1
I-294	421+25.8	173.0 RT	--	--			1		
I-294	424+64.2	166.5 RT	--	--			1		
I-294	429+64.2	156.6 RT	--	--			1		
I-294	431+89.0	152.5 RT	--	--		1			
I-294	431+90.3	147.4 RT	--	--		1			
I-294	432+02.1	152.0 RT	--	--		1			
I-294	435+48.0	145.5 RT	--	--		1			1
I-294	436+04.9	233.9 RT	457+10.8	204.3 RT	2262			2	
I-294	437+55.8	293.0 RT	--	--		1			
I-294	437+83.3	222.4 RT	--	--		1			
I-294	439+58.1	219.2 RT	--	--			1		
I-294	442+51.9	194.4 RT	--	--		1			
I-294	442+58.5	177.5 RT	--	--		1			
I-294	446+85.3	165.6 RT	--	--			1		
I-294	449+56.6	162.2 RT	--	--			1		
I-294	450+04.5	160.3 RT	--	--					1
I-294	451+58.8	153.5 RT	--	--			1		
I-294	452+71.8	160.0 RT	--	--			1		
I-294	45450.1	153.0 RT	--	--			1		
I-294	455+34.0	148.9 RT	--	--		1			
I-294	456+96.6	187.6 RT	--	--		1			
I-294	470+00.0	105.0 RT	472+44.4	193.5 RT	321			1	
I-294	470+00.0	164.7 RT	--	--		1			
				TOTAL	5346	16	12	5	4

SHOULDER RUMBLE STRIPS (64200116)

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		SHLD RUMB STRIPS 16" (64200116) (FOOT)
		STATION	OFFSET	STATION	OFFSET	
NB I-294 INSIDE	I-294	419+00.0	14.0 RT	435+63.6	14.0 RT	1663.6
NB I-294 INSIDE	I-294	437+48.5	14.0 RT	454+48.4	14.0 RT	1704.8
NB I-294 OUTSIDE	I-294	407+50.9	64.0 RT	435+44.2	64.0 RT	2793.3
NB I-294 OUTSIDE	I-294	437+29.1	64.0 RT	446+41.8	64.0 RT	916.98
NB I-294 OUTSIDE	I-294	469+06.4	76.0 RT	481+64.4	64.0 RT	1283.8
					TOTAL	8363

PROPOSED AGGREGATE SHOULDERS

LOCATION DESCRIPTION	ALIGNMENT	FROM		TO		AGG SHLD TY B, 10" (48101620) (SQ YD)	AGG SHLD TY B (JI481040) (TON)	AGG SHLD SPL, TY C (JI481070) (TON)
		STATION	OFFSET	STATION	OFFSET			
RAMP B	RAMP B	3051+00.00	22.0 RT	3072+27.1	22.0 RT		324.0	
RAMP B	RAMP B	3045+86.6	18.0 LT	3049+17.7	19.0 LT			35.0
I-294	I-294	468+65.9	90.0 RT	481+09.9	78.6 RT			219.0
KEDZIE	KEDZIE	5036+24.6	28.6 LT	5037+58.6	28.6 LT	100.0		
KEDZIE	KEDZIE	5033+30.9	28.6 RT	5036+87.8	33.7 RT	32.0		
RAMP B TOLL FACILITY	RAMP B	3076+22.1	26.0 RT	3079+75.1	26.0 RT			132.0
					TOTAL	132	324	386

EARTH EXCAVATION SCHEDULE

LOCATION	EARTH EXCAVATION (20200100) (TOTAL) (CU YD)	EARTH EXC. ADJ. FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE - WASTE (+) OR SHORTAGE (-) (CU YD)	REM & DISP UNS MATL (20201200) (CU YD)*
408+00 TO 435+26	9035.0	7679.8	43960.0	-36280.3	126.1
437+07 TO 467+40	5570.0	4734.5	56745.0	-52010.5	27.6
468+34 TO 481+00	1880.0	1598.0	5365.0	-3767.0	6.8
TOTALS =	16485.0	14012.3	106070	-92058	160.4
TOTALS (ROUNDED TO NEAREST 5 CU YDS) =	16485.0	N/A	106070	-92060	165.0

NOTES:

1. STATION LIMITS, EXCAVATION QUANTITIES, UNSUITABLE QUANTITIES, AND EMBANKMENT QUANTITIES WERE TAKEN FROM CROSS SECTIONS.
2. THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL QUANTITY WAS BASED ON A DEPTH OF 14 INCHES SOUTH OF 149TH STREET AND 4 INCHES NORTH OF 149TH STREET.
3. EARTH EXCAVATION ADJUSTED FOR SHRINKAGE = EXCAVATION QUANTITY X (1-SHRINKAGE FACTOR (.15).
4. EARTHWORK BALANCE = EARTHWORK TO BE REMOVED (WASTE (+)) OR EARTHWORK REQUIRED (SHORTAGE (-)): PAID FOR AS FURNISHED EXCAVATION (20400800).
5. ALL EXCAVATION PAY ITEMS HAVE BEEN ROUNDED UP TO THE NEAREST 5 CUBIC YARDS.

* SEE LANDSCAPING PLANS FOR LOCATION AND THICKNESS OF TOPOSOIL EXCAVATION AND PLACEMENT: IT IS ESTIMATED THAT 1.5% OF EXISTING TOPSOIL EXCAVATION WILL BE UNUSABLE DUE TO DEBRIS AND WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. EXISTING TOPSOIL IS DESIGNTED 'UNSUITABLE' ON CROSS SECTION AREAS.

I-57 DATA

PROP. CURVE EXCL57-1
PI STA. = 1209+75.25
N = 1,800,704.01
E = 1,157,539.88
Δ = 0° 59′ 40″ (RT)
D = 0° 06′ 15″
R = 55,000.00′
T = 477.29′
L = 954.55′
E = 2.07′
DESIGN SPEED = 60 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1204+97.96
N = 1,800,360.98
E = 1,157,208.01
P.T. STA. = 1214+52.52
N = 1,801,041.22
E = 1,157,877.66

PROP. CURVE EXCL57-2
PI STA. = 1220+09.03
N = 1,801,434.41
E = 1,158,271.50
Δ = 2° 11′ 15″ (LT)
D = 0° 14′ 05″
R = 24,400.00′
T = 465.82′
L = 931.53′
E = 4.45′
DESIGN SPEED = 60 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1215+43.21
N = 1,801,105.30
E = 1,157,941.84
P.T. STA. = 1224+74.74
N = 1,801,775.86
E = 1,158,588.36

PROP. CURVE EXCL57-3
PI STA. = 1231+16.87
N = 1,802,246.55
E = 1,159,025.14
Δ = 1° 08′ 02″ (RT)
D = 0° 08′ 00″
R = 43,000.00′
T = 425.52′
L = 851.01′
E = 2.11′
DESIGN SPEED = 60 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1226+91.34
N = 1,801,934.64
E = 1,158,735.69
P.T. STA. = 1235+42.36
N = 1,802,552.67
E = 1,159,320.70

PROP. CURVE EXCL57-4
PI STA. = 1321+27.50
N = 1,808,728.92
E = 1,165,283.80
Δ = 4° 56′ 28″ (RT)
D = 0° 19′ 42″
R = 17,450.00′
T = 752.92′
L = 1,504.90′
E = 16.24′
DESIGN SPEED = 60 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1313+74.58
N = 1,808,187.26
E = 1,164,760.84
P.T. STA. = 1328+79.48
N = 1,809,223.52
E = 1,165,851.48

PROP. CURVE EXCL57-5
PI STA. = 1348+01.65
N = 1,810,486.21
E = 1,167,300.74
Δ = 14° 00′ 00″ (LT)
D = 2° 00′ 00″
R = 2,864.79′
T = 351.75′
L = 700.00′
E = 21.51′
DESIGN SPEED = 60 MPH
e = 4.5%
T.R. = 106.6′
S.E. RUN = 239.8′
P.C. STA. = 1344+49.90
N = 1,810,255.14
E = 1,167,035.53
P.T. STA. = 1351+49.90
N = 1,810,774.58
E = 1,167,502.17

CD ROAD A DATA

PROP. CURVE VEC_A-1
PI STA. = 3605+11.46
N = 1,802,336.67
E = 1,159,278.95
Δ = 0° 29′ 43″ (RT)
D = 0° 08′ 04″
R = 42,653.58′
T = 184.40′
L = 368.79′
E = 0.40′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3603+27.06
N = 1,802,202.64
E = 1,159,152.31
P.T. STA. = 3606+95.85
N = 1,802,469.59
E = 1,159,406.75

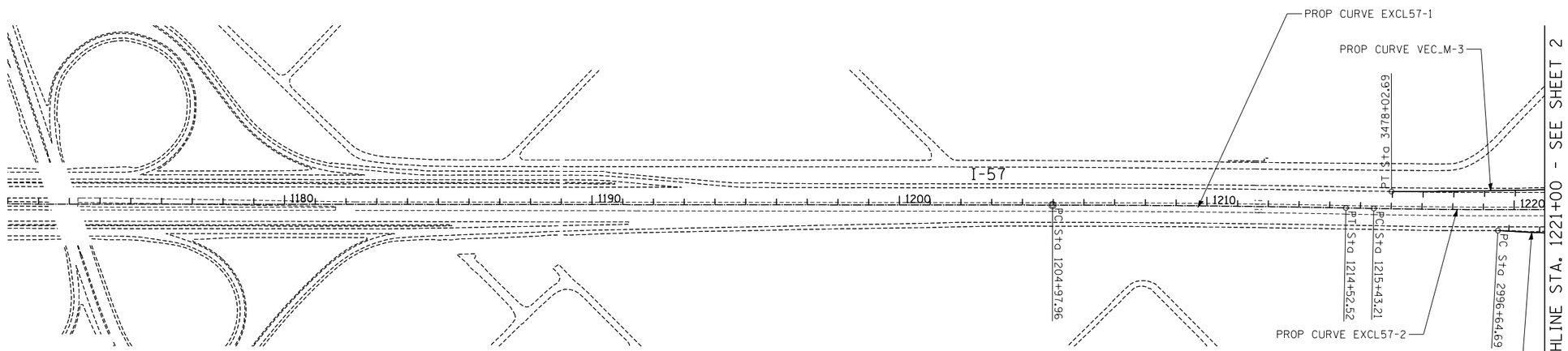
PROP. CURVE VEC_A-2
PI STA. = 3613+65.64
N = 1,802,952.43
E = 1,159,870.96
Δ = 3° 20′ 13″ (LT)
D = 0° 42′ 09″
R = 8,155.00′
T = 237.54′
L = 474.96′
E = 3.46′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3611+28.10
N = 1,802,781.19
E = 1,159,706.33
P.R.C. STA. = 3616+03.05
N = 1,803,132.96
E = 1,160,025.35

PROP. CURVE VEC_A-3
PI STA. = 3618+49.69
N = 1,803,320.40
E = 1,160,185.64
Δ = 3° 27′ 28″ (RT)
D = 0° 42′ 04″
R = 8,171.00′
T = 246.63′
L = 493.11′
E = 3.72′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.R.C. STA. = 3616+03.05
N = 1,803,132.96
E = 1,160,025.35
P.T. STA. = 3620+96.17
N = 1,803,497.83
E = 1,160,356.95

P.O.T. STA 3667+48.40
N = 1,806,844.70
E = 1,163,588.32

P.O.T. STA 3678+08.50
N = 1,807,619.06
E = 1,164,312.33

P.O.T. STA 3680+08.57
N = 1,807,765.74
E = 1,164,448.38



RAMP B DATA

PROP. CURVE VEC_B-1
PI STA. = 2999+27.26
N = 1,801,524.53
E = 1,158,466.52
Δ = 1° 13′ 50″ (LT)
D = 0° 14′ 04″
R = 24,448.70′
T = 262.57′
L = 525.11′
E = 1.41′
DESIGN SPEED = 50 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 2996+64.69
N = 1,801,345.76
E = 1,158,274.21
P.T. STA. = 3001+89.80
N = 1,801,707.39
E = 1,158,654.95 VEC_C-1

PROP. CURVE VEC_B-2
PI STA. = 3008+11.65
N = 1,802,140.45
E = 1,159,101.21
Δ = 1° 08′ 03″ (RT)
D = 0° 08′ 04″
R = 42,651.03′
T = 422.19′
L = 844.35′
E = 2.09′
DESIGN SPEED = 50 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3003+89.46
N = 1,801,846.43
E = 1,158,798.23
P.T. STA. = 3012+33.81
N = 1,802,428.41
E = 1,159,409.95

PROP. CURVE VEC_B-3
PI STA. = 3017+71.35
N = 1,802,795.06
E = 1,159,803.04
Δ = 10° 40′ 17″ (RT)
D = 6° 45′ 52″
R = 847.00′
T = 79.11′
L = 157.75′
E = 3.69′
DESIGN SPEED = 45 MPH
e = 5.9%
ENTERING CURVE:
T.R. = 66.6′
S.E. RUN = 196.5′
EXITING CURVE:
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3016+92.25
N = 1,802,741.10
E = 1,159,745.20
P.T. STA. = 3018+50.00
N = 1,802,837.37
E = 1,159,869.88

PROP. CURVE VEC_B-4
PI STA. = 3020+54.82
N = 1,802,938.64
E = 1,160,043.89
Δ = 26° 57′ 17″ (RT)
D = 6° 49′ 30″
R = 839.50′
T = 201.20′
L = 394.94′
E = 23.77′
DESIGN SPEED = 45 MPH
e = 5.9%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = N/A
S.E. RUN = 196.5′
P.C. STA. = 3018+53.62
N = 1,802,831.03
E = 1,159,873.90
P.T. STA. = 3022+48.57
N = 1,802,957.51
E = 1,160,244.20

PROP. CURVE VEC_B-5
PI STA. = 3042+63.97
N = 1,803,146.46
E = 1,162,250.73
Δ = 127° 16′ 04″ (LT)
D = 6° 45′ 52″
R = 847.00′
T = 1,708.81′
L = 1,881.39′
E = 1,060.21′
DESIGN SPEED = 45 MPH
e = 5.9%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 196.5′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 196.5′
P.C. STA. = 3025+55.16
N = 1,802,986.25
E = 1,160,549.44
P.T. STA. = 3044+36.55
N = 1,804,403.35
E = 1,161,093.03

PROP. CURVE VEC_B-6
PI STA. = 3048+42.12
N = 1,804,701.66
E = 1,160,818.26
Δ = 19° 14′ 28″ (RT)
D = 6° 45′ 52″
R = 847.00′
T = 143.57′
L = 284.44′
E = 12.08′
DESIGN SPEED = 50 MPH
e = 5.9%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 216.0′
EXITING CURVE:
T.R. = 54.0′
S.E. RUN = 216.0′
P.C. STA. = 3046+98.55
N = 1,804,596.06
E = 1,160,915.53
P.T. STA. = 3049+82.99
N = 1,804,833.42
E = 1,160,761.22

PROP. CURVE VEC_B-7
PI STA. = 3082+53.37
N = 1,807,834.68
E = 1,159,462.07
Δ = 3° 52′ 00″ (LT)
D = 1° 55′ 57″
R = 2,964.65′
T = 100.07′
L = 200.07′
E = 1.69′
DESIGN SPEED = 60 MPH
e = 4.5%
ENTERING CURVE:
T.R. = 59.9′
S.E. RUN = 179.8′
EXITING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
P.C. STA. = 3081+53.30
N = 1,807,742.84
E = 1,159,501.82
P.C.C. STA. = 3083+53.37
N = 1,807,923.63
E = 1,159,416.21

PROP. CURVE VEC_B-8
PI STA. = 3090+54.66
N = 1,808,543.11
E = 1,159,087.49
Δ = 26° 41′ 30″ (LT)
D = 1° 56′ 18″
R = 2,956.10′
T = 701.29′
L = 1,377.13′
E = 82.05′
DESIGN SPEED = 60 MPH
e = 4.5%
ENTERING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
EXITING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
P.C.C. STA. = 3083+53.37
N = 1,807,923.63
E = 1,159,416.21
P.C.C. STA. = 3097+30.49
N = 1,808,948.92
E = 1,158,515.54

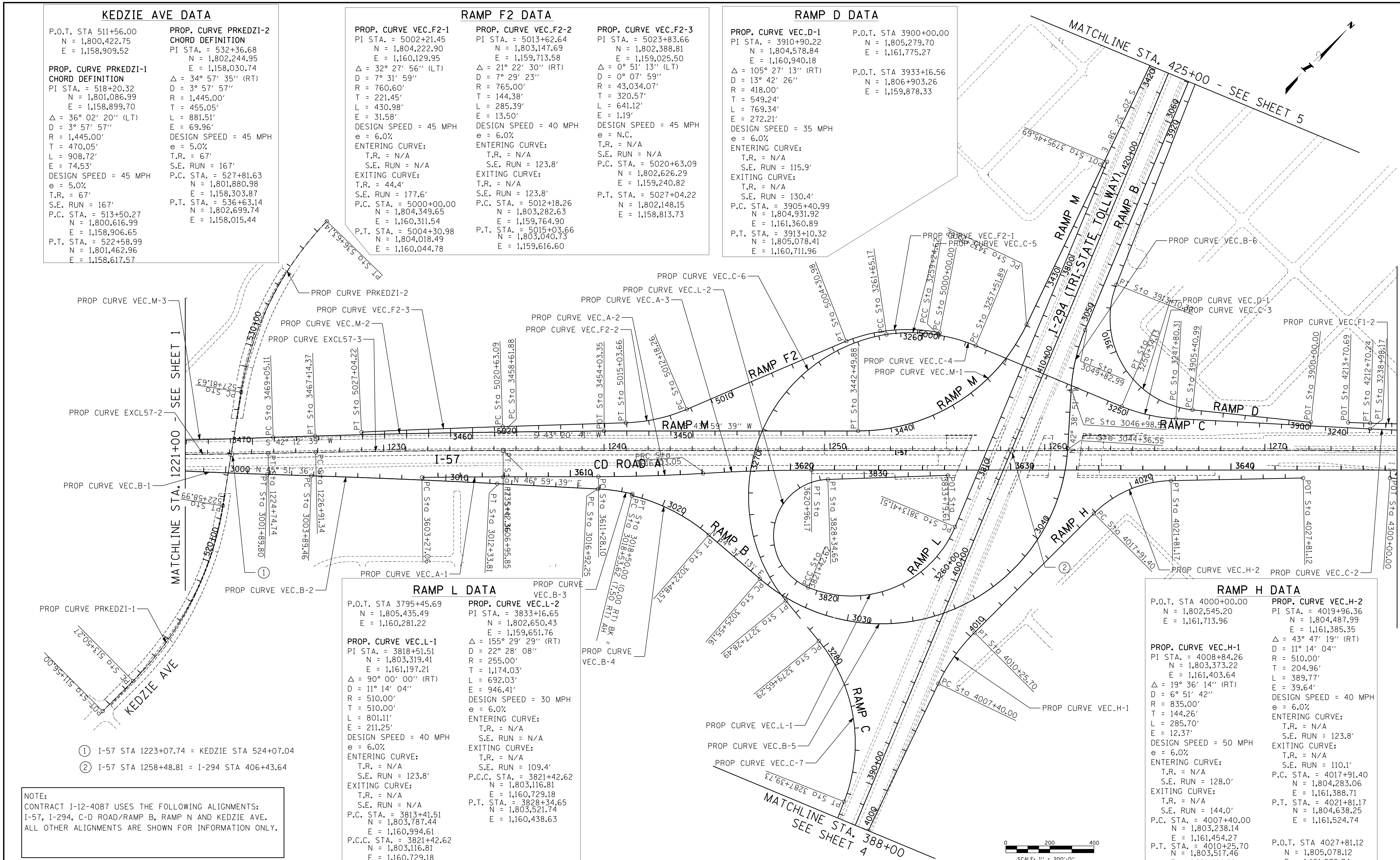
PROP. CURVE VEC_B-9
PI STA. = 3101+85.44
N = 1,809,209.27
E = 1,158,142.45
Δ = 17° 36′ 05″ (RT)
D = 1° 56′ 59″
R = 2,938.57′
T = 454.95′
L = 902.73′
E = 35.01′
DESIGN SPEED = 60 MPH
e = 4.5%
ENTERING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
EXITING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
P.C.C. STA. = 3097+30.49
N = 1,808,948.92
E = 1,158,515.54
P.T. STA. = 3106+33.22
N = 1,809,344.62
E = 1,157,708.10

NOTE:
CONTRACT I-12-4087 USES THE FOLLOWING ALIGNMENTS:
I-57, I-294, C-D ROAD/RAMP B, RAMP N AND KEDZIE AVE.
ALL OTHER ALIGNMENTS ARE SHOWN FOR INFORMATION ONLY.

0 200 400
SCALE: 1" = 200'-0"

p:\60250\57-294\vroad\P3T_RampB-Tollway\P3T_AL_SHT01.dgn
12/29/2013

DRAWN BY . . . . CBS	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET G-014
CHECKED BY . . . MPG	SCALE . 1200				NB I-294, CD ROAD B AND RAMP N ALIGNMENT PLANS SHEET 1 OF 5	. . . 15 . OF . 482 . .



KEDZIE AVE DATA

P.O.T. STA 511+56.00
N = 1,800,422.75
E = 1,158,909.52

PROP. CURVE PRKEDZI-1
CHORD DEFINITION
PI STA. = 518+20.32
N = 1,801,086.99
E = 1,158,899.70
Δ = 36° 02' 20" (LT)
D = 3° 57' 57"
R = 1,445.00'
T = 470.05'
L = 908.72'
E = 74.53'
DESIGN SPEED = 45 MPH
e = 5.0%
T.R. = 67'
S.E. RUN = 167'
P.C. STA. = 513+50.27
N = 1,800,616.99
E = 1,158,906.65
P.T. STA. = 522+58.99
N = 1,801,462.96
E = 1,158,617.57

PROP. CURVE PRKEDZI-2
CHORD DEFINITION
PI STA. = 532+36.68
N = 1,802,244.95
E = 1,158,030.74
Δ = 34° 57' 35" (RT)
D = 3° 57' 57"
R = 1,445.00'
T = 455.05'
L = 881.51'
E = 69.96'
DESIGN SPEED = 45 MPH
e = 5.0%
T.R. = 67'
S.E. RUN = 167'
P.C. STA. = 527+81.63
N = 1,801,880.98
E = 1,158,303.87
P.T. STA. = 536+63.14
N = 1,802,699.74
E = 1,158,015.44

RAMP F2 DATA

PROP. CURVE VEC_F2-1
PI STA. = 5002+21.45
N = 1,804,222.90
E = 1,160,129.95
Δ = 32° 27' 56" (LT)
D = 7° 31' 59"
R = 760.60'
T = 221.45'
L = 430.98'
E = 31.58'
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = 44.4'
S.E. RUN = 177.6'
P.C. STA. = 5000+00.00
N = 1,804,349.65
E = 1,160,311.54
P.T. STA. = 5004+30.98
N = 1,804,018.49
E = 1,160,044.78

PROP. CURVE VEC_F2-2
PI STA. = 5013+62.64
N = 1,803,147.69
E = 1,159,713.58
Δ = 21° 22' 30" (RT)
D = 7° 29' 23"
R = 765.00'
T = 144.38'
L = 285.39'
E = 13.50'
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8'
EXITING CURVE:
T.R. = N/A
S.E. RUN = 123.8'
P.C. STA. = 5012+18.26
N = 1,803,282.63
E = 1,159,764.90
P.T. STA. = 5015+03.66
N = 1,803,040.73
E = 1,159,616.60

PROP. CURVE VEC_F2-3
PI STA. = 5023+83.66
N = 1,802,388.81
E = 1,159,025.50
Δ = 0° 51' 13" (LT)
D = 0° 07' 59"
R = 43,034.07'
T = 320.57'
L = 641.12'
E = 1.19'
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 5020+63.09
N = 1,802,626.29
E = 1,159,240.82
P.T. STA. = 5027+04.22
N = 1,802,148.15
E = 1,158,813.73

RAMP D DATA

PROP. CURVE VEC_D-1
PI STA. = 3910+90.22
N = 1,804,578.84
E = 1,160,940.18
Δ = 105° 27' 13" (RT)
D = 13° 42' 26"
R = 418.00'
T = 549.24'
L = 769.34'
E = 272.21'
DESIGN SPEED = 35 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 115.9'
EXITING CURVE:
T.R. = N/A
S.E. RUN = 130.4'
P.C. STA. = 3905+40.99
N = 1,804,931.92
E = 1,161,360.89
P.T. STA. = 3913+10.32
N = 1,805,078.41
E = 1,160,711.96

P.O.T. STA 3900+00.00
N = 1,805,279.70
E = 1,161,775.27

P.O.T. STA 3933+16.56
N = 1,806,903.26
E = 1,159,878.33

RAMP L DATA

P.O.T. STA 3795+45.69
N = 1,805,435.49
E = 1,160,281.22

PROP. CURVE VEC_L-1
PI STA. = 3818+51.51
N = 1,803,319.41
E = 1,161,197.21
Δ = 90° 00' 00" (RT)
D = 11° 14' 04"
R = 510.00'
T = 510.00'
L = 801.11'
E = 211.25'
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8'
EXITING CURVE:
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3813+41.51
N = 1,803,787.44
E = 1,160,994.61
P.C.C. STA. = 3821+42.62
N = 1,803,116.81
E = 1,160,729.18

PROP. CURVE VEC_L-2
PI STA. = 3833+16.65
N = 1,802,650.43
E = 1,159,651.76
Δ = 155° 29' 29" (RT)
D = 22° 28' 08"
R = 255.00'
T = 1,174.03'
L = 692.03'
E = 946.41'
DESIGN SPEED = 30 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = N/A
S.E. RUN = 109.4'
P.C.C. STA. = 3821+42.62
N = 1,803,116.81
E = 1,160,729.18
P.T. STA. = 3828+34.65
N = 1,803,521.74
E = 1,160,438.63

RAMP H DATA

P.O.T. STA 4000+00.00
N = 1,802,545.20
E = 1,161,713.96

PROP. CURVE VEC_H-1
PI STA. = 4008+84.26
N = 1,803,373.22
E = 1,161,403.64
Δ = 19° 36' 14" (RT)
D = 6° 51' 42"
R = 835.00'
T = 144.26'
L = 285.70'
E = 12.37'
DESIGN SPEED = 50 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 128.0'
EXITING CURVE:
T.R. = N/A
S.E. RUN = 144.0'
P.C. STA. = 4007+40.00
N = 1,803,238.14
E = 1,161,454.27
P.T. STA. = 4010+25.70
N = 1,803,517.46
E = 1,161,401.28

PROP. CURVE VEC_H-2
PI STA. = 4019+96.36
N = 1,804,487.99
E = 1,161,385.35
Δ = 43° 47' 19" (RT)
D = 11° 14' 04"
R = 510.00'
T = 204.96'
L = 389.77'
E = 39.64'
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8'
EXITING CURVE:
T.R. = N/A
S.E. RUN = 110.1'
P.C. STA. = 4017+91.40
N = 1,804,283.06
E = 1,161,388.71
P.T. STA. = 4021+81.17
N = 1,804,638.25
E = 1,161,524.74

P.O.T. STA 4027+81.12
N = 1,805,078.12
E = 1,161,932.74

① I-57 STA 1223+07.74 = KEDZIE STA 524+07.04
② I-57 STA 1258+48.81 = I-294 STA 406+43.64

NOTE:
CONTRACT I-12-4087 USES THE FOLLOWING ALIGNMENTS:
I-57, I-294, C-D ROAD/RAMP B, RAMP N AND KEDZIE AVE.
ALL OTHER ALIGNMENTS ARE SHOWN FOR INFORMATION ONLY.

DRAWN BY CBS	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, 2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515
CHECKED BY MPG	SCALE 1:200		

REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
ALIGNMENT PLANS
SHEET 2 OF 5

SHEET G-015

RAMP E DATA

P.O.T. STA 4100+00.00
N = 1,807,447.53
E = 1,163,906.24

PROP. CURVE PR_RE-1
PI STA. = 4109+21.04
N = 1,806,820.74
E = 1,163,231.38
Δ = 25° 37′ 39″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 116.00′
L = 228.12′
E = 13.03′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8′
P.C. STA. = 4108+05.04
N = 1,806,899.68
E = 1,163,316.38
P.T. STA. = 4110+33.15
N = 1,806,786.33
E = 1,163,120.61

PROP. CURVE PR_RE-2
PI STA. = 4113+18.11
N = 1,806,701.79
E = 1,162,848.48
Δ = 24° 31′ 17″ (LT)
D = 20° 50′ 05″
R = 275.00′
T = 59.76′
L = 117.69′
E = 6.42′
DESIGN SPEED = 30 MPH
e = 2.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7′
EXITING CURVE:
T.R. = 41.0′
S.E. RUN = 54.7′
P.C. STA. = 4112+58.35
N = 1,806,719.52
E = 1,162,905.55
P.T. STA. = 4113+76.04
N = 1,806,661.97
E = 1,162,803.91

P.O.T. STA 4115+99.87
N = 1,806,512.84
E = 1,162,637.00

RAMP EX_F DATA
SEE SHEET 4 OF 10

RAMP K DATA

P.O.T. STA 4400+00.00
N = 1,806,041.76
E = 1,163,219.94

PROP. CURVE PR_RK-1
PI STA. = 4406+57.49
N = 1,806,648.99
E = 1,163,472.07
Δ = 18° 37′ 00″ (RT)
D = 7° 38′ 22″
R = 750.00′
T = 122.93′
L = 243.69′
E = 10.01′
DESIGN SPEED = 40 MPH
e = 5.6%
ENTERING CURVE:
T.R. = 41.3′
S.E. RUN = 154.1′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 112.8′
P.C. STA. = 4405+34.56
N = 1,806,535.46
E = 1,163,424.93
P.T. STA. = 4407+78.25
N = 1,806,741.53
E = 1,163,552.99

P.O.T. STA 4416+38.35
N = 1,807,389.02
E = 1,164,119.15

RAMP J DATA

P.O.T. STA 4300+00.00
N = 1,805,361.56
E = 1,162,206.41

PROP. CURVE PR_RJ-1
PI STA. = 4305+45.91
N = 1,805,726.89
E = 1,162,612.06
Δ = 20° 15′ 10″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 91.09′
L = 180.27′
E = 8.07′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8′
P.C. STA. = 4304+54.82
N = 1,805,665.93
E = 1,162,544.38
P.T. STA. = 4306+35.10
N = 1,805,760.65
E = 1,162,696.66

PROP. CURVE PR_RJ-2
PI STA. = 4309+68.51
N = 1,805,884.21
E = 1,163,006.33
Δ = 17° 54′ 28″ (LT)
D = 17° 37′ 46″
R = 325.00′
T = 51.21′
L = 101.58′
E = 4.01′
DESIGN SPEED = 30 MPH
e = 2.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7′
EXITING CURVE:
T.R. = 41.0′
S.E. RUN = 54.7′
P.C. STA. = 4309+17.30
N = 1,805,865.23
E = 1,162,958.77
P.T. STA. = 4310+18.88
N = 1,805,916.89
E = 1,163,045.75

P.O.T. STA 4312+28.68
N = 1,806,050.80
E = 1,163,207.26

147TH ST DATA

P.O.T. STA 1000+00.00
N = 1,806,888.10
E = 1,157,202.32

P.O.T. STA 1006+61.20
N = 1,806,908.89
E = 1,157,863.09

PROP. CURVE PR_147C-1R
PI STA. = 1047+60.07
N = 1,807,066.19
E = 1,161,959.04
Δ = 41° 25′ 13.99″ (RT)
D = 3° 13′ 40.6″
R = 1,775.00′
T = 671.08′
L = 1,283.19′
E = 122.62′
DESIGN SPEED = 40 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1040+88.99
N = 1,807,040.44
E = 1,161,288.45
P.T. STA. = 1053+72.18
N = 1,806,641.85
E = 1,162,478.93

PROP. CURVE PR_147C-2
PI STA. = 1067+43.69
N = 1,805,774.62
E = 1,163,541.46
Δ = 39° 31′ 20″ (LT)
D = 3° 57′ 08″
R = 1,450.00′
T = 520.92′
L = 1,000.00′
E = 90.73′
DESIGN SPEED = 40 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 1062+22.77
N = 1,806,104.01
E = 1,163,137.89
P.T. STA. = 1072+22.77
N = 1,805,777.36
E = 1,164,062.37

P.O.T. STA 1082+85.32
N = 1,805,782.94
E = 1,165,124.91

RAMP F1 DATA

P.O.T. STA 4200+00.00
N = 1,806,536.89
E = 1,162,607.53

PROP. CURVE VEC_F1-1
PI STA. = 4206+70.75
N = 1,805,905.49
E = 1,162,381.16
Δ = 23° 07′ 29″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 104.34′
L = 205.84′
E = 10.56′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = 41.3′
S.E. RUN = 165.1′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 110.1′
P.C. STA. = 4205+66.41
N = 1,806,003.71
E = 1,162,416.37
P.T. STA. = 4207+72.25
N = 1,805,828.99
E = 1,162,310.21

PROP. CURVE VEC_F1-2
PI STA. = 4210+94.74
N = 1,805,592.56
E = 1,162,090.89
Δ = 3° 00′ 00″ (RT)
D = 0° 51′ 16″
R = 6,705.12′
T = 175.58′
L = 351.07′
E = 2.30′
DESIGN SPEED = 40 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 4209+19.16
N = 1,805,721.29
E = 1,162,210.30
P.T. STA. = 4212+70.24
N = 1,805,470.26
E = 1,161,964.92

P.O.T. STA 4213+70.69
N = 1,805,400.29
E = 1,161,892.84

WESTERN AVE DATA

P.O.T. STA 5996+00.00
N = 1,804,216.24
E = 1,164,686.41

P.O.T. STA 6000+00.00
N = 1,804,607.05
E = 1,164,601.15

P.O.T. STA 6012+00.00
N = 1,805,778.83
E = 1,164,342.45

NOTE:
CONTRACT I-12-4087 USES THE FOLLOWING ALIGNMENTS: I-57, I-294, C-D ROAD/RAMP B, RAMP N AND KEDZIE AVE. ALL OTHER ALIGNMENTS ARE SHOWN FOR INFORMATION ONLY.

MATCHLINE STA. 1040+00 - SEE SHEET 5
MATCHLINE STA. 1276+00 - SEE SHEET 2
MATCHLINE STA. 1332+00 - SEE BELOW
MATCHLINE STA. 6007+00 - SEE ABOVE
MATCHLINE STA. 6007+00 - SEE BELOW
PAVEMENT LIMIT DIXIE HWY STA. 5998+11
PAVEMENT LIMIT 147th STREET STA. 1080+00
PAVEMENT LIMIT WESTERN AVE STA. 6027+50
PROP CURVE PR_147C-1
PROP CURVE PR_RJ-1
PROP CURVE PR_RJ-2
PROP CURVE PR_147C-2
PROP CURVE PR_RK-1
PROP CURVE EXCL57-5
PROP CURVE EXCL57-4
PROP CURVE VEC_F1-1
PROP CURVE VEC_C-2
EX CURVE EX_RE-1
EX CURVE EX_RF-1
PROP CURVE PR_RE-2
PROP CURVE PR_RE-1
PROP CURVE VEC_C-1
RAMP EX_F
RAMP F1
RAMP E
RAMP J
RAMP K
CD ROAD C
CD ROAD A
I-57
147th STREET
WESTERN AVE
JOLIET ST
DIXIE HWY
OAKLEY AVE
CSX RR
CANADIAN NATIONAL RR
SCALE: 1" = 200'-0"

p:\68254057-2941\road\P3T_RampB-Tollway\P3T_AL_SHT03.dgn
1/29/2013

DRAWN BY . . . . CBS	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . . MPG	SCALE . 1:200		

REVISIONS			CONTRACT I-12-4087	SHEET G-016
NO.	DATE	DESCRIPTION	NB I-294, CD ROAD B AND RAMP N ALIGNMENT PLANS SHEET 3 OF 5	17 OF 482

I-294 DATA

PROP. CURVE C9
PI STA. = 364+24.07
N = 1,800,317.04
E = 1,162,608.72
Δ = 22° 42′ 44″ (LT)
D = 1° 00′ 00″
R = 5,730.02′
T = 1,150.80′
L = 2,271.38′
E = 114.42′
DESIGN SPEED = 60 MPH
e = 2.7%
T.R. = 99.9′
S.E. RUN = 179.8′
P.C. STA. = 352+73.27
N = 1,799,166.33
E = 1,162,622.66
P.T. STA. = 375+44.65
N = 1,801,373.14
E = 1,162,151.56

P.O.T. STA 375+44.65 BK =
STA. 375+50.27 AH
N = 1,801,373.14
E = 1,162,151.56

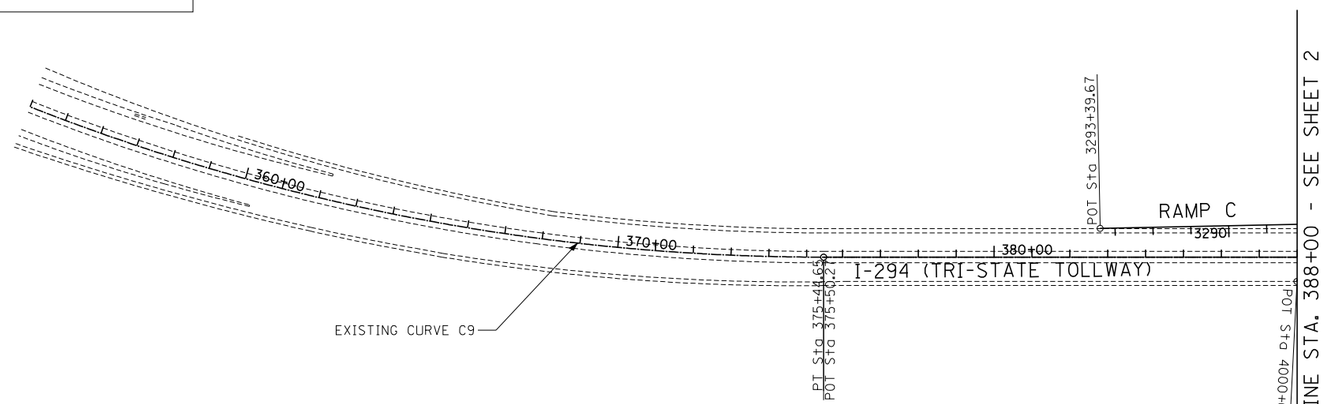
EXIST. CURVE C5
PI STA. = 463+95.11
N = 1,809,490.15
E = 1,158,637.95
Δ = 68° 22′ 19″ (LT)
D = 1° 59′ 57″
R = 2,865.98′
T = 1,946.70′
L = 3,420.02′
E = 598.62′
DESIGN SPEED = 60 MPH
e = 4.5%
T.R. = 99.9′
S.E. RUN = 299.7′
P.C. STA. = 444+48.42
N = 1,807,703.65
E = 1,159,411.27
P.T. STA. = 478+68.44
N = 1,809,429.74
E = 1,156,692.19

RAMP EX_F DATA

EXIST. CURVE EX_RF-1
PI STA. = 5202+28.73
N = 1,806,334.08
E = 1,162,494.32
Δ = 20° 25′ 39″ (LT)
D = 13° 47′ 27″
R = 415.46′
T = 74.86′
L = 148.12′
E = 6.69′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 5201+53.87
N = 1,806,393.01
E = 1,162,540.49
P.T. STA. = 5203+02.00
N = 1,806,262.74
E = 1,162,471.63

P.O.T. STA 5200+00.00
N = 1,806,513.41
E = 1,162,636.30

EXIST. CURVE EX_RF-2
PI STA. = 5208+52.46
N = 1,805,738.75
E = 1,162,302.99
Δ = 26° 24′ 57″ (RT)
D = 6° 06′ 30″
R = 938.00′
T = 220.14′
L = 432.46′
E = 25.49′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 5206+32.32
N = 1,805,948.30
E = 1,162,370.43
P.T. STA. = 5210+64.78
N = 1,805,581.07
E = 1,162,149.36



RAMP C DATA

P.O.T. STA 3198+89.45
N = 1,808,305.21
E = 1,164,797.36

PROP. CURVE VEC_C-1
PI STA. = 3205+26.62
N = 1,807,870.62
E = 1,164,331.41
Δ = 3° 00′ 00″ (LT)
D = 0° 42′ 06″
R = 8,167.00′
T = 213.86′
L = 427.62′
E = 2.80′
DESIGN SPEED = 50 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3203+12.76
N = 1,808,016.48
E = 1,164,487.80
P.T. STA. = 3207+40.38
N = 1,807,716.76
E = 1,164,182.86

PROP. CURVE VEC_C-2
PI STA. = 3237+21.84
N = 1,805,571.87
E = 1,162,111.99
Δ = 3° 00′ 00″ (RT)
D = 0° 51′ 02″
R = 6,737.00′
T = 176.41′
L = 352.75′
E = 2.31′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3235+45.42
N = 1,805,698.79
E = 1,162,234.53
P.T. STA. = 3238+98.17
N = 1,805,451.55
E = 1,161,982.98

PROP. CURVE VEC_C-3
PI STA. = 3249+08.47
N = 1,804,762.45
E = 1,161,244.17
Δ = 19° 35′ 58″ (RT)
D = 7° 43′ 18″
R = 742.00′
T = 128.16′
L = 253.82′
E = 10.99′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = 50.0′
S.E. RUN = 199.8′
EXITING CURVE:
T.R. = 50.0′
S.E. RUN = 199.8′
P.C. STA. = 3247+80.31
N = 1,804,849.86
E = 1,161,337.89
P.T. STA. = 3250+34.13
N = 1,804,711.54
E = 1,161,126.55

PROP. CURVE VEC_C-4
PI STA. = 3258+38.65
N = 1,804,391.94
E = 1,160,388.24
Δ = 13° 20′ 17″ (LT)
D = 7° 43′ 18″
R = 742.00′
T = 86.76′
L = 172.73′
E = 5.05′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 196.5′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 196.5′
P.C. STA. = 3257+51.89
N = 1,804,426.40
E = 1,160,467.85
P.C.C. STA. = 3259+24.62
N = 1,804,340.04
E = 1,160,318.71

PROP. CURVE VEC_C-5
PI STA. = 3260+45.95
N = 1,804,269.04
E = 1,160,220.33
Δ = 18° 29′ 38″ (LT)
D = 7° 41′ 18″
R = 745.23′
T = 121.33′
L = 240.54′
E = 9.81′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = N/A
S.E. RUN = N/A
P.C.C. STA. = 3259+24.62
N = 1,804,340.04
E = 1,160,318.71
P.C.C. STA. = 3261+65.17
N = 1,804,170.50
E = 1,160,149.54

PROP. CURVE VEC_C-6
PI STA. = 3274+59.08
N = 1,803,107.15
E = 1,159,412.32
Δ = 120° 04′ 09″ (LT)
D = 7° 40′ 49″
R = 746.00′
T = 1,293.91′
L = 1,563.32′
E = 747.56′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = N/A
S.E. RUN = 177.6′
P.C.C. STA. = 3261+65.17
N = 1,804,170.50
E = 1,160,149.54
P.T. STA. = 3277+28.49
N = 1,803,001.93
E = 1,160,701.95

PROP. CURVE VEC_C-7
PI STA. = 3283+93.44
N = 1,802,947.86
E = 1,161,364.70
Δ = 60° 47′ 01″ (RT)
D = 7° 50′ 55″
R = 730.00′
T = 428.15′
L = 774.44′
E = 116.29′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 177.6′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 118.4′
P.C. STA. = 3279+65.29
N = 1,802,982.68
E = 1,160,937.97
P.T. STA. = 3287+39.73
N = 1,802,558.43
E = 1,161,542.60

P.O.T. STA 3293+39.67
N = 1,802,012.73
E = 1,161,791.89

NOTE:
CONTRACT I-12-4087 USES THE FOLLOWING ALIGNMENTS:
I-57, I-294, C-D ROAD/RAMP B, RAMP N AND KEDZIE AVE.
ALL OTHER ALIGNMENTS ARE SHOWN FOR INFORMATION ONLY.

0 200 400
SCALE: 1" = 200'-0"

p:\60254857-294\r-road\P3T_RampB-Toll-eng\P3T_AL_SHT04.dgn
1/29/2013

DRAWN BY . . . . CBS . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . MPG . . . . . SCALE . . 1:200 . . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

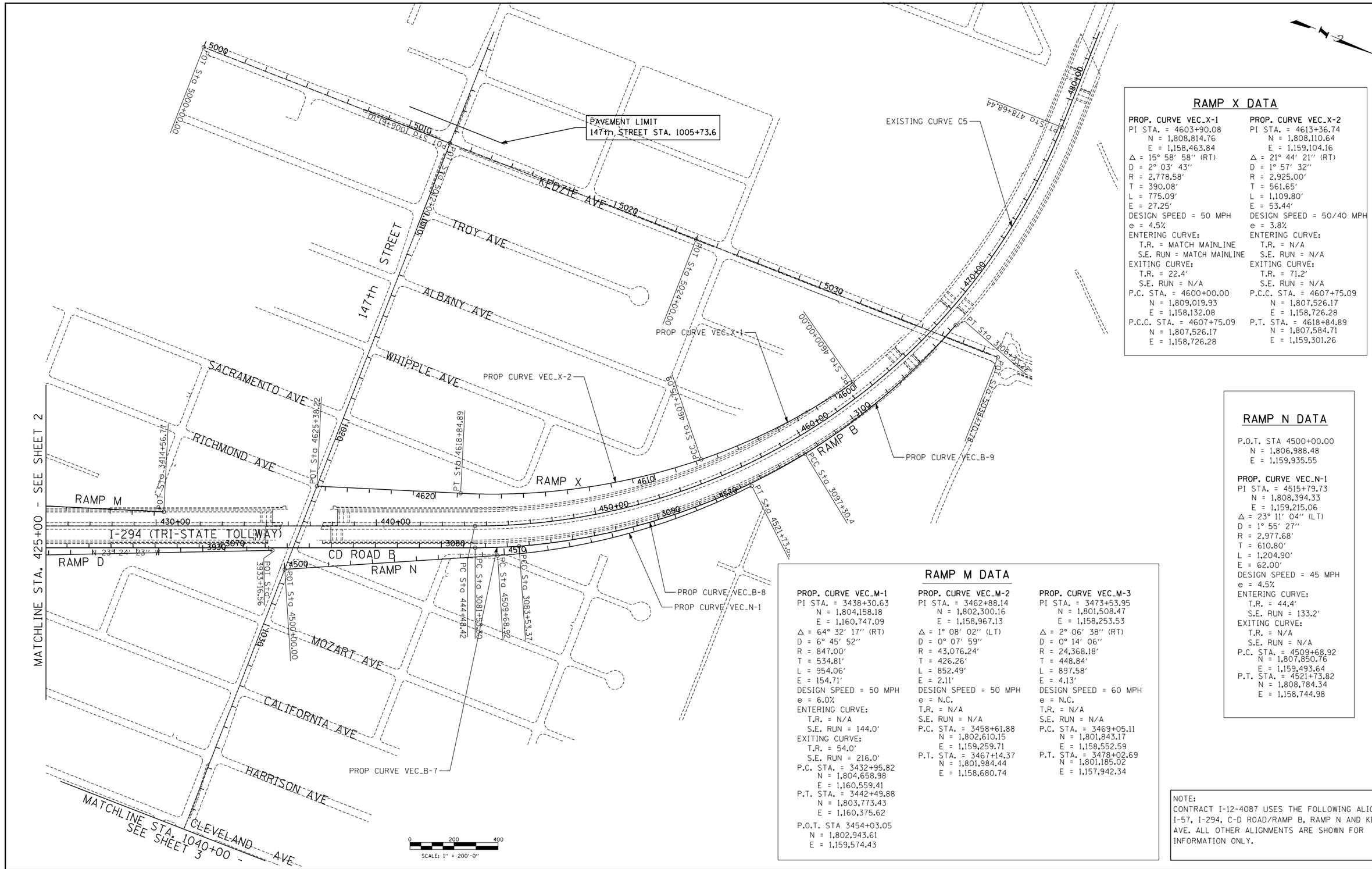
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
ALIGNMENT PLANS
SHEET 4 OF 5

SHEET G-017

. . . 18 . OF . 482 . . .



RAMP X DATA

PROP. CURVE VEC_X-1
PI STA. = 4603+90.08
N = 1,808,814.76
E = 1,158,463.84
Δ = 15° 58′ 58″ (RT)
D = 2° 03′ 43″
R = 2,778.58′
T = 390.08′
L = 775.09′
E = 27.25′
DESIGN SPEED = 50 MPH
e = 4.5%
ENTERING CURVE:
T.R. = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
EXITING CURVE:
T.R. = 22.4′
S.E. RUN = N/A
P.C. STA. = 4600+00.00
N = 1,809,019.93
E = 1,158,132.08
P.C.C. STA. = 4607+75.09
N = 1,807,526.17
E = 1,158,726.28

PROP. CURVE VEC_X-2
PI STA. = 4613+36.74
N = 1,808,110.64
E = 1,159,104.16
Δ = 21° 44′ 21″ (RT)
D = 1° 57′ 32″
R = 2,925.00′
T = 561.65′
L = 1,109.80′
E = 53.44′
DESIGN SPEED = 50/40 MPH
e = 3.8%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = 71.2′
S.E. RUN = N/A
P.C.C. STA. = 4607+75.09
N = 1,807,526.17
E = 1,158,726.28
P.T. STA. = 4618+84.89
N = 1,807,584.71
E = 1,159,301.26

RAMP N DATA

P.O.T. STA 4500+00.00
N = 1,806,988.48
E = 1,159,935.55

PROP. CURVE VEC_N-1
PI STA. = 4515+79.73
N = 1,808,394.33
E = 1,159,215.06
Δ = 23° 11′ 04″ (LT)
D = 1° 55′ 27″
R = 2,977.68′
T = 610.80′
L = 1,204.90′
E = 62.00′
DESIGN SPEED = 45 MPH
e = 4.5%
ENTERING CURVE:
T.R. = 44.4′
S.E. RUN = 133.2′
EXITING CURVE:
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 4509+68.92
N = 1,807,850.76
E = 1,159,493.64
P.T. STA. = 4521+73.82
N = 1,808,784.34
E = 1,158,744.98

RAMP M DATA

PROP. CURVE VEC_M-1
PI STA. = 3438+30.63
N = 1,804,158.18
E = 1,160,747.09
Δ = 64° 32′ 17″ (RT)
D = 6° 45′ 52″
R = 847.00′
T = 534.81′
L = 954.06′
E = 154.71′
DESIGN SPEED = 50 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 144.0′
EXITING CURVE:
T.R. = 54.0′
S.E. RUN = 216.0′
P.C. STA. = 3432+95.82
N = 1,804,658.98
E = 1,160,559.41
P.T. STA. = 3442+49.88
N = 1,803,773.43
E = 1,160,375.62
P.O.T. STA 3454+03.05
N = 1,802,943.61
E = 1,159,574.43

PROP. CURVE VEC_M-2
PI STA. = 3462+88.14
N = 1,802,300.16
E = 1,158,967.13
Δ = 1° 08′ 02″ (LT)
D = 0° 07′ 59″
R = 43,076.24′
T = 426.26′
L = 852.49′
E = 2.11′
DESIGN SPEED = 50 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3458+61.88
N = 1,802,610.15
E = 1,159,259.71
P.T. STA. = 3467+14.37
N = 1,801,984.44
E = 1,158,680.74

PROP. CURVE VEC_M-3
PI STA. = 3473+53.95
N = 1,801,508.47
E = 1,158,253.53
Δ = 2° 06′ 38″ (RT)
D = 0° 14′ 06″
R = 24,368.18′
T = 448.84′
L = 897.58′
E = 4.13′
DESIGN SPEED = 60 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3469+05.11
N = 1,801,843.17
E = 1,158,552.59
P.T. STA. = 3478+02.69
N = 1,801,185.02
E = 1,157,942.34

NOTE:
CONTRACT I-12-4087 USES THE FOLLOWING ALIGNMENTS: I-57, I-294, C-D ROAD/RAMP B, RAMP N AND KEDZIE AVE. ALL OTHER ALIGNMENTS ARE SHOWN FOR INFORMATION ONLY.

p:\60254057-2941\road\P31_RampB-Tollway\P31_AL_SHT05.dgn
1/29/2013

DRAWN BY . . . CBS . . . .
CHECKED BY . . . MPG . . . .
DATE . . 2-6-2013 . . .
SCALE . 1:200 . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
ALIGNMENT PLANS
SHEET 5 OF 5

SHEET G-018

. . . 19 . OF . 482 . .

PROJECT BENCH MARKS

BM 200 ELEVATION = 646.2550 FEET
SET EAST SIDE OF I-57. A SQUARE CUT ON TOP OF A CONCRETE PIER AT NORTHEAST CORNER OF I-57 AND 159TH STREET.

BM 201 ELEVATION = 617.6382 FEET
SET EAST SIDE OF I-57 ON NORTH SIDE OF THE PEDESTRIAN BRIDGE. A SQUARE CUT ON HEAD WALL OF THE CULVERT ALONG LINE 43 (ADJACENT TO 2778).

BM 202 ELEVATION = 608.1299 FEET
SET ON EAST SIDE OF I-57 ON CONCRETE EDGE OF STRUCTURE AT CONTROL POINT 9307. A SQUARE CUT JUST SOUTH OF LINE 37.

BM 203 ELEVATION = 609.8597 FEET
SET EAST SIDE OF I-57 ON CONCRETE EDGE OF STRUCTURE AT CONTROL POINT 9310. A SQUARE CUT ADJACENT TO LINE 34.

BM 204 ELEVATION = 609.8511 FEET
SET EAST SIDE OF I-57 A SQUARE CUT ON WEST SIDE OF CONCRETE BASE OF LIGHT POST. FIRST LIGHT POST SOUTH OF KEDZIE AVE. LOCATED NEAR CONTROL POINT 9300 AND LINE 27

BM 205 ELEVATION = 610.0871 FEET
SET EAST SIDE OF I-57 SOUTHWEST BOLT OF LIGHT POST BASE. THIRD LIGHT POST NORTH OF KEDZIE AVE. ADJACENT TO CONTROL POINT 2103 AND LINE 23.

BM 206 ELEVATION = 610.4211 FEET
SET EAST SIDE OF I-57, A SQUARE CUT ON WEST SIDE OF CONCRETE BASE OF LIGHT POST. THIRD LIGHT POST SOUTH OF SIGNS FOR EXIT 350 (IL RTE 83) ½ MILE. ADJACENT TO CONTROL POINT 2599 AND LINE 17.

BM 207 ELEVATION = 637.9924 FEET
SET EAST SIDE OF I-57. A SQUARE CUT ON BRIDGE PIER LOCATED AT SOUTH EAST CORNER OF I-294 AND I-57.

BM 208 ELEVATION = 628.8701 FEET
SET EAST SIDE OF I-57. SET MAG NAIL AT SOUTH END OF GUARDRAIL APPROXIMATELY 150 FEET SOUTH OF SIGN (SIBLEY BLVD. OR 147TH ST.).

BM 209 ELEVATION = 626.2850 FEET
SET EAST SIDE OF I-57. A SQUARE CUT ON CONCRETE WALL LOCATED AT NORTHEAST CORNER OF I-57 AND SIBLEY BLVD/147TH ST.

BM 210 ELEVATION = 627.4682 FEET
SET EAST SIDE OF I-57. A SQUARE CUT ON CONCRETE WALL LOCATED AT NORTHEAST CORNER OF I-57 AND DIXIE HWY.

BM 211 ELEVATION = 608.2950 FEET
SET WEST SIDE OF KEDZIE. CROSS CUT BUTTON BOLT OF FIRE HYDRANT LOCATED 200 FEET SOUTH OF BRIDGE FOR I-294.

BM 213 ELEVATION = 634.4654 FEET
SET EAST SIDE OF I-57. A SQUARE CUT AT THE NORTHEAST CORNER OF CONCRETE WALL ON BRIDGE (MILE MARKER 351). BRIDGE IS OVER RAILROAD TRACKS AND JUNKYARD.

BM 214 ELEVATION = 615.8439 FEET
SET EAST SIDE OF I-57. A SQUARE CUT IN CONCRETE BASE OF LIGHT POST ON THE EASTERLY SIDE LIGHT POST IS LABELED MILE MARKER 351.11

BM 215 ELEVATION = 605.7081 FEET
SET NORTH SIDE OF 147TH ST. A SQUARE CUT ON SOUTHWEST CORNER OF TRAFFIC SIGNAL CABINET LOCATED AT THE NORTHEAST CORNER OF 147TH ST. AND CLEVELAND AVE.

BM 216 ELEVATION = 605.7528 FEET
SET CROSS CUT LOCATED ON THE SOUTHWEST BUTTON BOLT OF FIRE HYDRANT LOCATED AT NORTHWEST CORNER OF 147TH ST. AND HARRISON ST.

BM 217 ELEVATION = 606.0342 FEET
SET SQUARE CUT ON NORTHEAST CORNER OF LIGHT POST BASE LOCATED AT THE SOUTHWEST CORNER OF 147TH ST. AND CALIFORNIA AVE.

BM 218 ELEVATION = 606.0952 FEET
SET SQUARE CUT ON SOUTHWEST CORNER OF 147TH ST AND RICHMOND LOCATED AT THE FACE OF SIDEWALK WALK 9 FT. EAST OF FENCE CORNER.

BM 219 ELEVATION = 605.7136 FEET
SET SQUARE CUT ON CONCRETE BASE OF TRAFFIC SIGNAL LOCATED AT SOUTHWEST CORNER OF 147TH ST. AND SACRAMENTO ST.

BM 220 ELEVATION = 608.0494 FEET
SET SQUARE CUT ON THE CONCRETE BASE OF MARATHON SIGN LOCATED AT THE SOUTHWEST CORNER OF 147TH ST. AND WHIPPLE ST.

BM 221 ELEVATION = 608.9063 FEET
SET SQUARE CUT ON CONCRETE BASE OF LIGHT POST IN FRONT OF DUNKIN DONUTS AT SOUTHWEST CORNER OF 147TH ST. AND ALBANY AVE.

BM 222 ELEVATION = 610.5156 FEET
SET CROSS CUT ON BUTTON BOLT OF FIRE HYDRANT LOCATED AT NORTHEAST CORNER OF 147TH ST. AND KEDZIE AVE. (CITGO GAS STATION).

BM 223 ELEVATION = 608.5604 FEET
SET SQUARE CUT ON SIDEWALK DIRECTLY IN FRONT OF SILVER FLASH RESTAURANT ON EAST SIDE OF KEDZIE AVE. JUST NORTH OF 146TH ST.

BM 224 ELEVATION = 608.0252 FEET
SET SQUARE CUT ON CONCRETE BASE OF RADAY LODGE SIGN LOCATED AT NORTHWEST CORNER OF 145TH AND KEDZIE AVE.

BM 225 ELEVATION = 609.9093 FEET
SET WEST SIDE OF KEDZIE AVE. JUST NORTH OF 143RD ST. A SCROSS CUT (FOUND) ON BOTTOM STEP OF CONCRETE WALL.

BM 226 ELEVATION = 609.9632 FEET
SET WEST SIDE OF KEDZIE JUST SOUTH OF 149TH ST. A MAG NAIL IN TOP OF WOOD POST 11TH SOUTH. ADJACENT TO MARKHAM, IL SIGN.

BM 227 ELEVATION = 609.9784 FEET
SET AT A FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF KEDZIE AVE. AND 151ST ST. WITH A CROSS CUT ON THE NORTHWESTERLY BOLT.

BM 228 ELEVATION = 610.9903 FEET
SET A CROSS CUT ON MANHOLE RIM LOCATED AT SOUTHEAST CORNER OF KEDZIE AVE. AND 153RD ST. ADJACENT TO FIRE HYDRANT.

BM 229 ELEVATION = 633.8194 FEET
SET AT KEDZIE AVE./I-57 BRIDGE. SOUTHEAST CORNER HEADWALL. A SQUARE CUT. ASSUMING I-57 ACTUALLY RUNNING TRUE NORTH AND SOUTH.

BM 230 ELEVATION = 610.2070 FEET
SET A SQUARE CUT ON NORTHEAST CORNER OF TRAFFIC SIGNAL HANDHOLE LOCATED AT NORTHWEST CORNER OF KEDZIE AVE. AND 155TH ST.

BM 231 ELEVATION = 614.6237 FEET
SET A SQUARE CUT ON SOUTHWEST CORNER CONCRETE BASE FOR WALGREENS SIGN. LOCATED AT THE NORTHEAST CORNER OF KEDZIE AVE. AND 159TH ST.

BM 232 ELEVATION = 616.7152 FEET
EAST-NORTHEAST BOLT OF FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF 159TH ST. AND SPAULDING AVE. (SOUTH EAST CORNER OF PIXEL 3300 159TH ST.)

BM 233 ELEVATION = 617.6476 FEET
SET AT NORTH FACE OF LIGHT POST. A SQUARE CUT ON CONCRETE BASE IN FRONT OF ECONOMY TRANSPORTATION AND REPAIR AT NORTHWEST CORNER OF 159TH ST. AND HOMAN AVE.

BM 234 ELEVATION = 621.0995 FEET
SET AT NORTH FACE OF LIGHT POST. A SQUARE CUT ON CONCRETE BASE IN FRONT OF HARVEY HEALTH CENTER PHARMACY AT NORTHWEST CORNER OF 159TH AND CLIFTON.

BM 235 ELEVATION = 622.0070 FEET
SET A CROSS CUT IN NORTHWEST BOLT OF FIRST LIGHT POST NORTH OF 159TH ST BRIDGE. ASSUMING I-57 IS RUNNING NORTH AND SOUTH (NEXT TO EXIT RAMP).

BM 236 ELEVATION = 638.9617 FEET
SET A SQUARE CUT ON CONCRETE BASE OF SIGN JUST SOUTH OF MILE MARKER 347.63 AND JUST NORTH OF PULASKI AVE./CRAWFORD AVE. BRIDGE.

DRAWN BY . . . CBS	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS			CONTRACT I-12-4087	SHEET G-019
CHECKED BY . . . MPG	SCALE . NONE			NO.	DATE	DESCRIPTION	NB I-294, CD ROAD B AND RAMP N BENCHMARK DESCRIPTIONS SHEET 1 OF 1	20 OF 482

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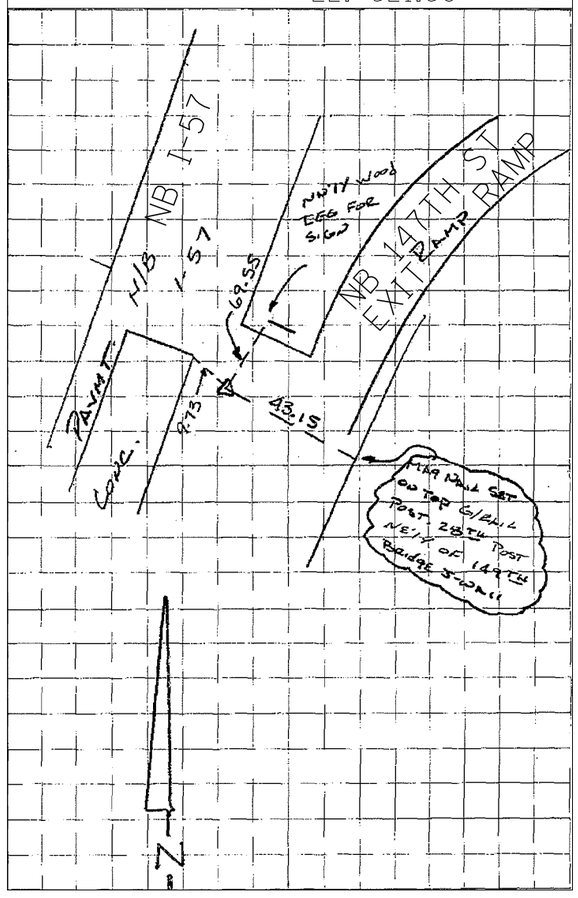
1/29/2013

C.P. 101

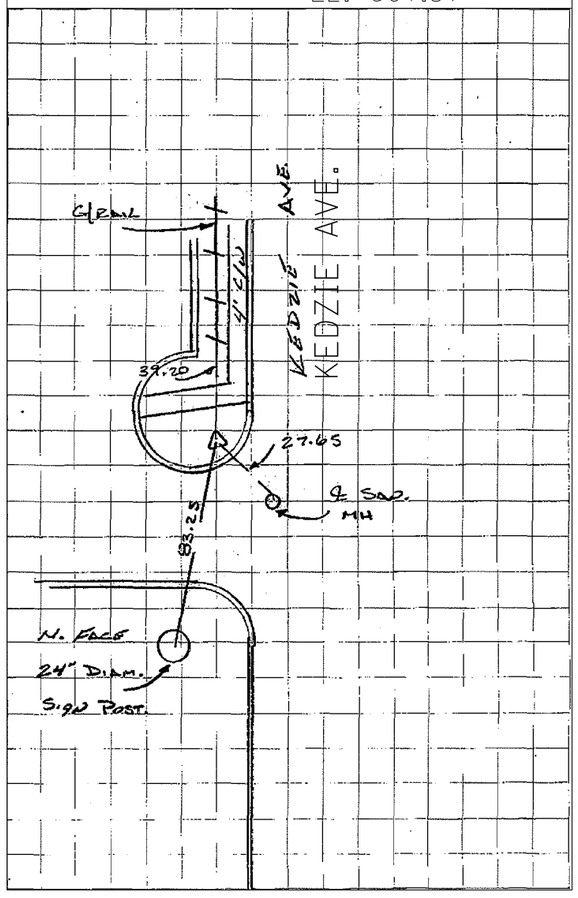
N: 1805571.385
E: 1162333.689
EL: 621.60



NORTHBOUND I-57 147TH STREET EXIT RAMP

C.P. 104

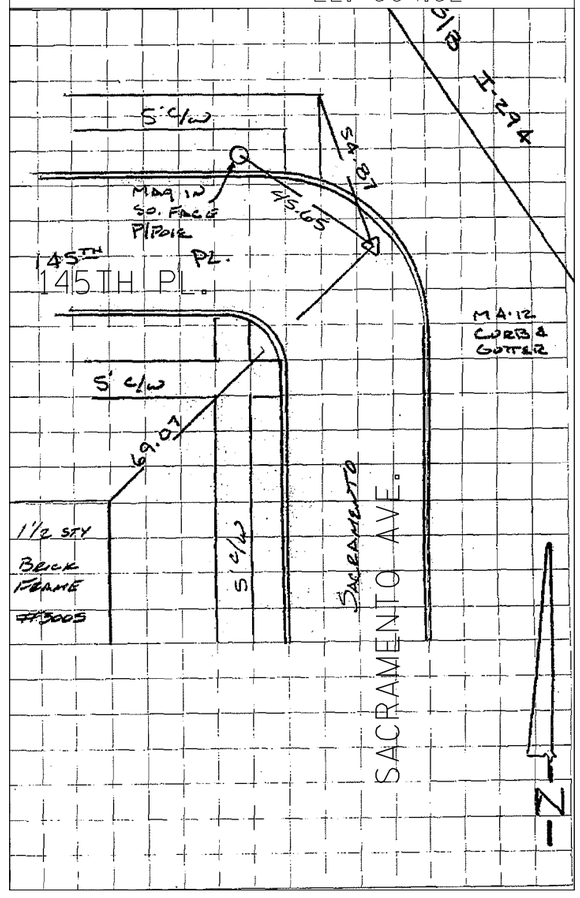
N: 1809617.467
E: 1157726.712
EL: 607.37



SET 5/8 " IRON ROD 3.42 NORTHWEST OF BACK OF CURB AT NORTHWEST CORNER OF KEDZIE AVE. AND 143RD ST.

C.P. 106

N: 1807822.459
E: 1159167.267
EL: 604.62



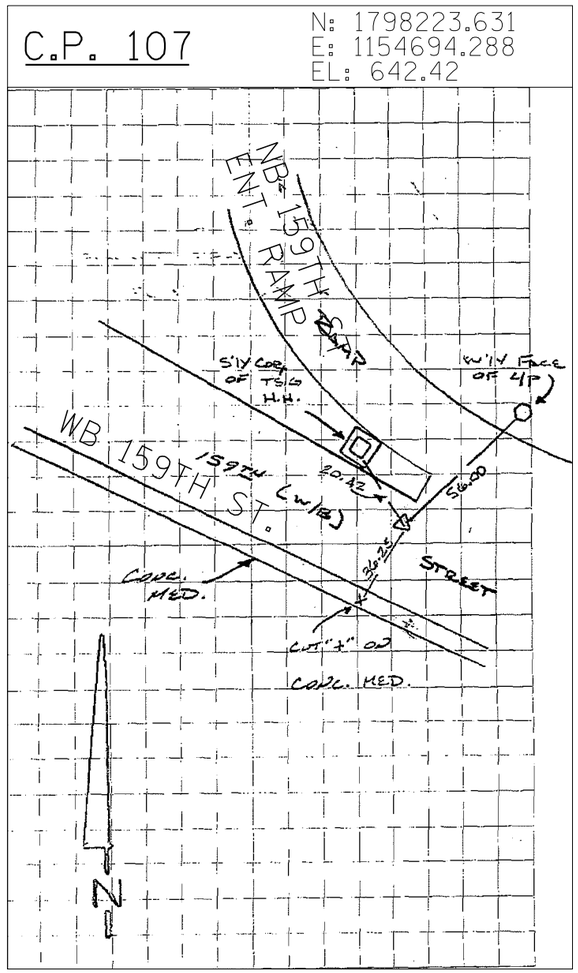
SET MAG NAIL AT 145TH PLACE AND SACRAMENTO AVENUE.

DRAWN BY . . . . MGD	DATE . . 2-6-2013	TY·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET G-020
CHECKED BY . . . MPG	SCALE . NONE				NB I-294, CD ROAD B AND RAMP N SURVEY TIES FOR CONTROL POINTS - SHEET 1 OF 4	. . 21 . OF . 482 .

p:\60250480\57-294\v-road\P3T_RampB-Tollway\P3T_AL_SHT07.dgn
1/29/2013

C.P. 107

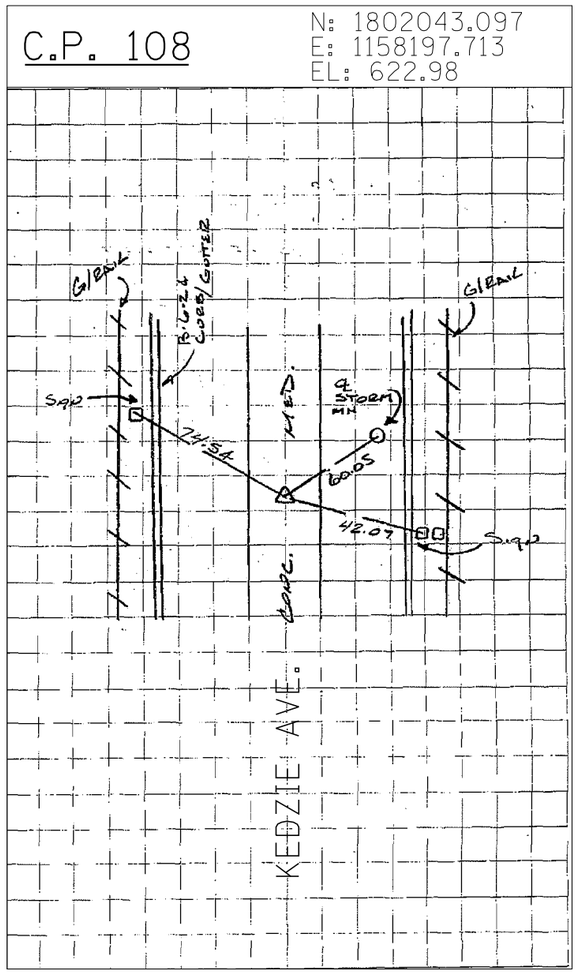
N: 1798223.631
E: 1154694.288
EL: 642.42



SET MAG NAIL IN NORTHERLY SHOULDER OF WESTBOUND 159TH ST. AND SOUTHBOUND I-57 TRIMUS ± 200' WESTERLY OF ℄ I-57

C.P. 108

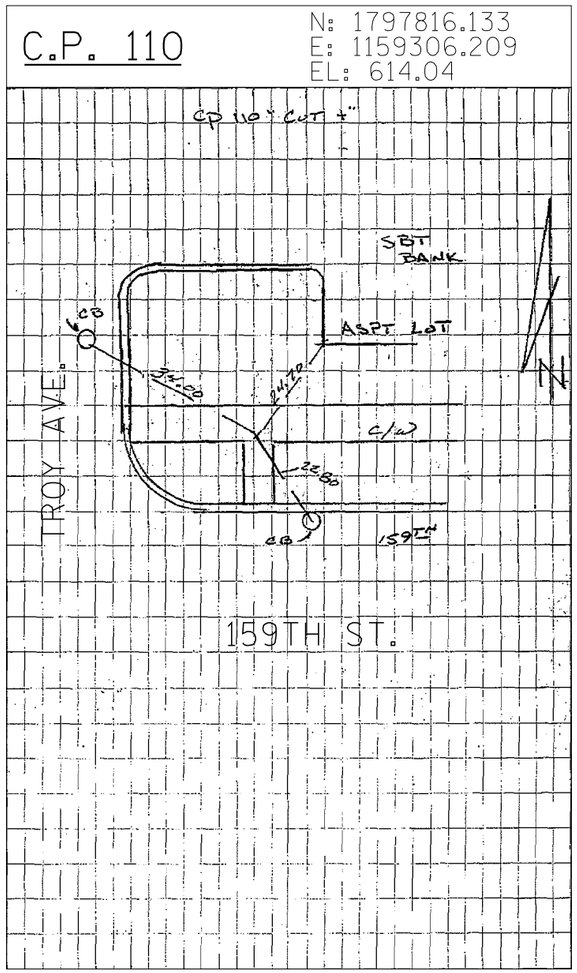
N: 1802043.097
E: 1158197.713
EL: 622.98



SET CROSS CUT IN CONCRETE MEDIAN WITH RUMBLE STRIPS ± ℄ KEDZIE AVE. ± 350' NORTH OF KEDZIE / I-57 BRIDGE ℄

C.P. 110

N: 1797816.133
E: 1159306.209
EL: 614.04



CROSS CUT IN SIDEWALK AT NORTH EAST CORNER OF TROY AVENUE AND 159TH STREET.

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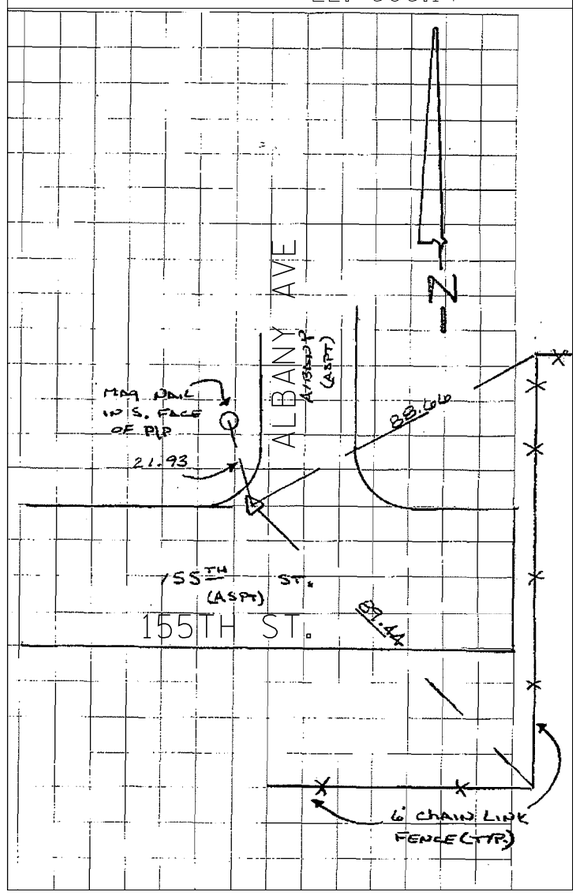
1/29/2013

DRAWN BY . . . . MGD	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET G-021
CHECKED BY . . . MPG	SCALE . NONE				NB I-294, CD ROAD B AND RAMP N SURVEY TIES FOR CONTROL POINTS - SHEET 2 OF 4	. . 22 . OF . 482 . .

C.P. 111

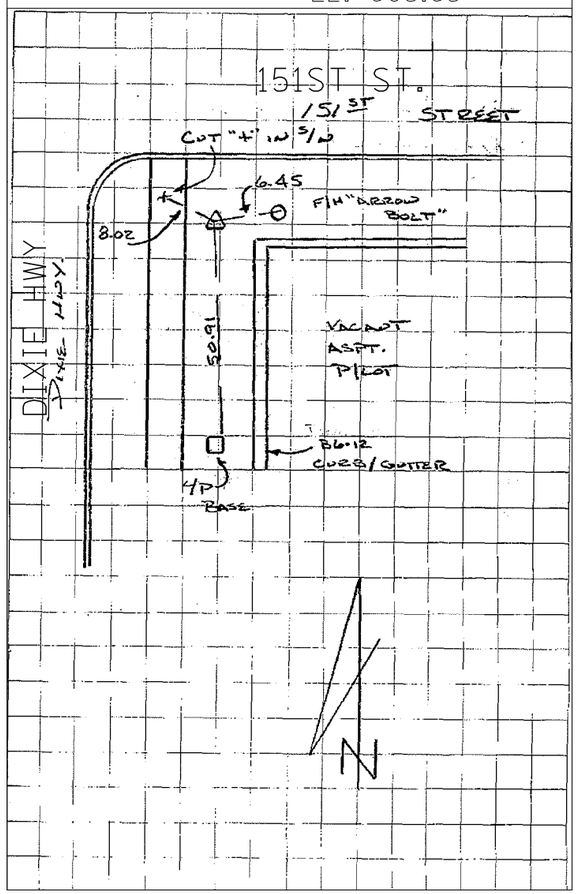
N: 1800451.045
E: 1159589.987
EL: 606.14



FOUND MAG NAIL AT THE INTERSECTION OF 155TH STREET AND ALBANY AVENUE.

C.P. 112

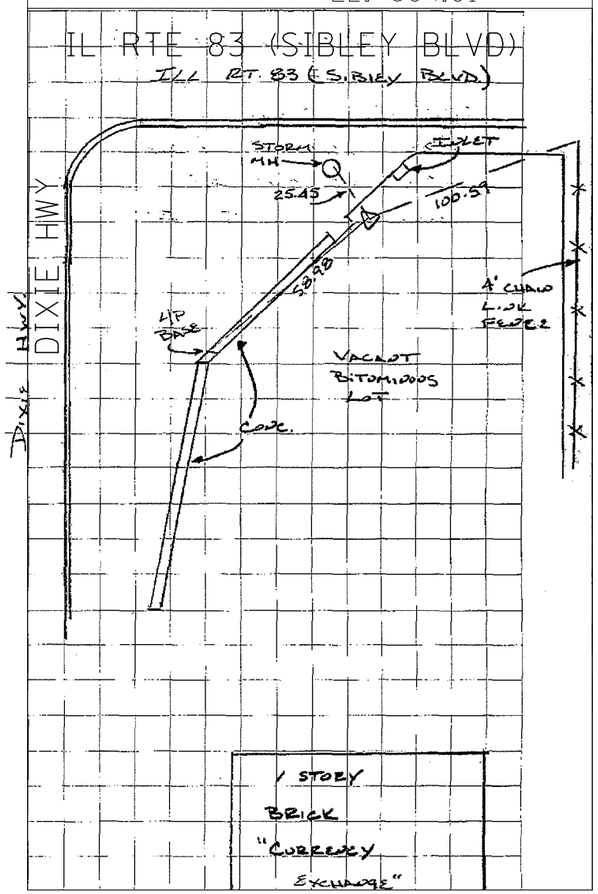
N: 1803083.335
E: 1164994.729
EL: 605.65



SET 5/8 " IRON ROD AT SOUTHWEST CORNER OF DIXIE HWY. AND 151ST ST.

C.P. 113

N: 1805663.454
E: 1164524.505
EL: 604.01



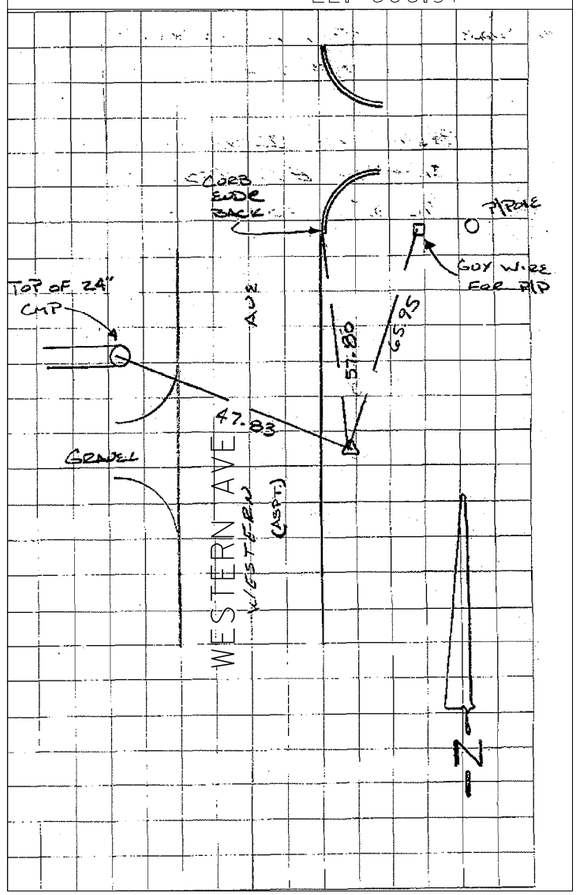
SET MAG NAIL 2.60' SOUTH OF NORTHERLY EDGE OF PAVEMENT OF VACANT LOT AT SOUTHEAST CORNER OF DIXIE BLVD. AND IL ROUTE 83 (SIBLEY BLVD.)

p:\68254857-2941\road\P3T_RampB-Tollway\P3T_AL_SHT09.dgn
1/29/2013

DRAWN BY . . . MGD	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET G-022
CHECKED BY . . . MPG	SCALE . NONE				NB I-294, CD ROAD B AND RAMP N SURVEY TIES FOR CONTROL POINTS - SHEET 3 OF 4	. . 23 . OF . 482 .

C.P. 114

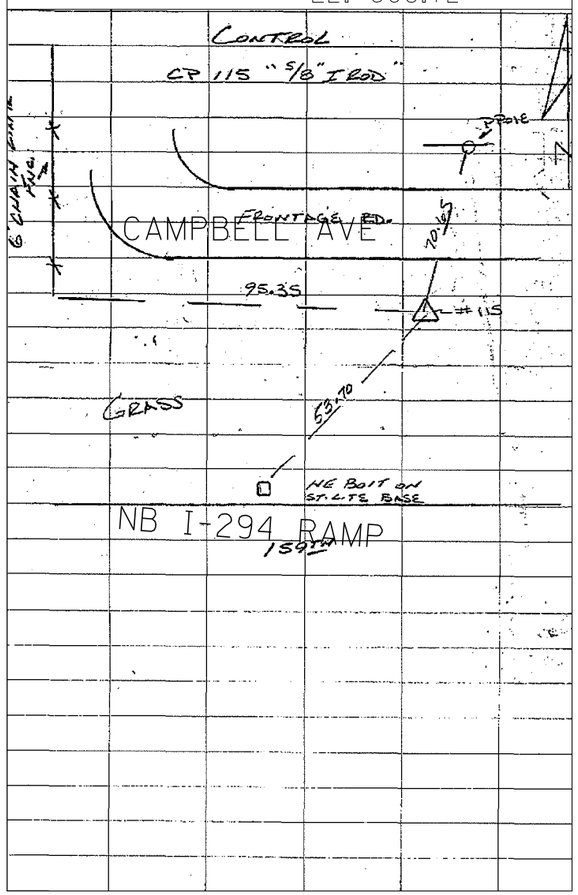
N: 1800521.797
E: 1164221.239
EL: 606.97



SET 5/8" IRON ROD 4.50' EAST OF EASTERLY EDGE OF PAVEMENT
± 160' NORTH OF ℄ 155TH ST.

C.P. 115

N: 1797968.304
E: 1163649.455
EL: 608.72



5/8" IRON ROD ON SOUTH SIDE OF CAMPBELL AVENUE NORTH OF THE
INTERSECTION OF 159TH STREET AND THE NORTHBOUND I-294 RAMP.

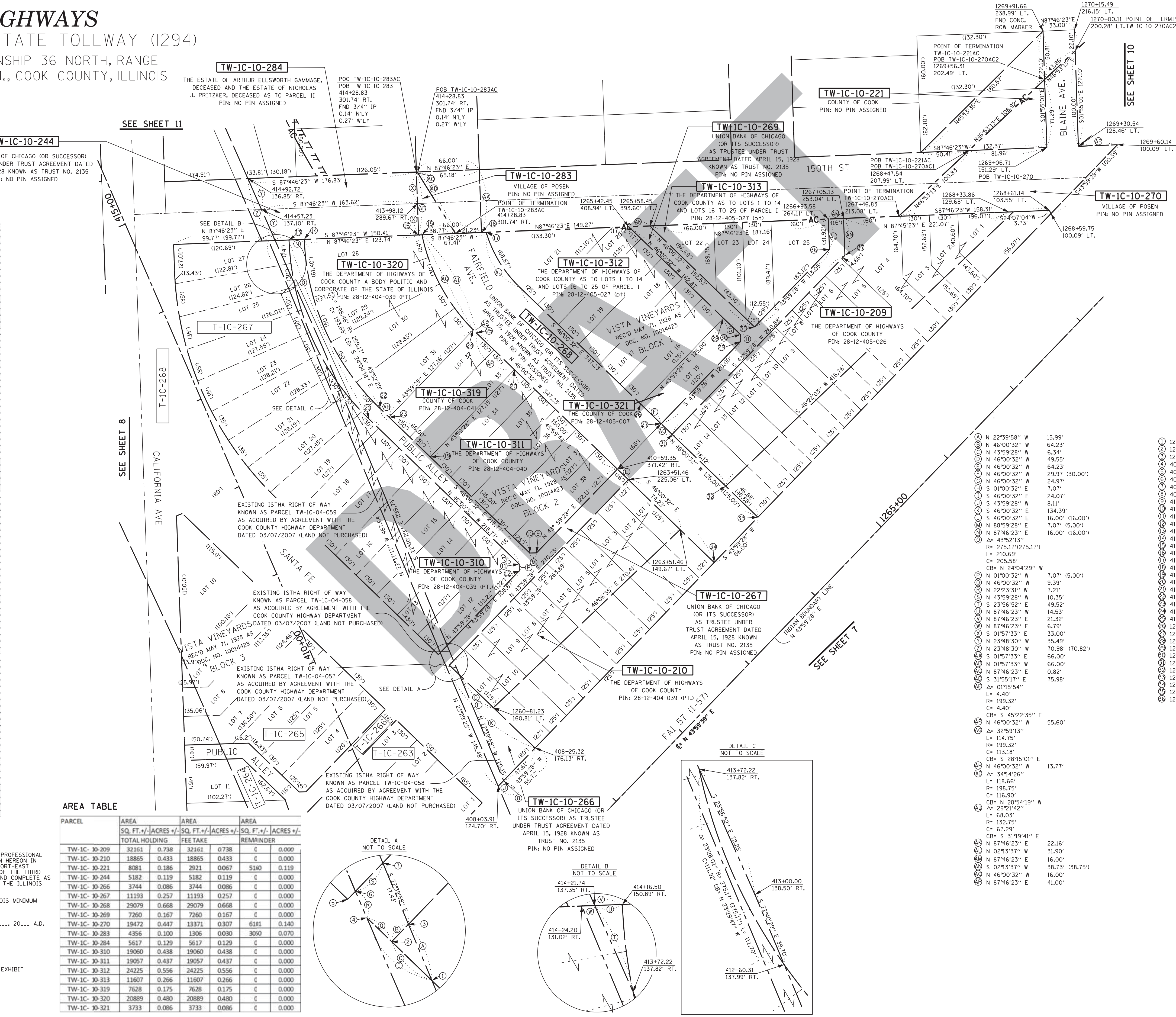
DRAWN BY . . . . MGD	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET G-023
CHECKED BY . . . MPG	SCALE . NONE				NB I-294, CD ROAD B AND RAMP N SURVEY TIES FOR CONTROL POINTS - SHEET 4 OF 4	. . 24 . OF . 482 .

p:\60254057-294\vroot\P3T_RampB-Tollway\P3T_AL_SHT10.dgn
1/29/2013

PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS



TW-1C-10-284
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AND THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED AS TO PARCEL II
PIN: NO PIN ASSIGNED
TW-1C-10-244
UNION BANK OF CHICAGO (OR SUCCESSOR) AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1928 KNOWN AS TRUST NO. 2135
PIN: NO PIN ASSIGNED
SEE SHEET 11
SEE SHEET 8
SEE SHEET 10
SEE SHEET 7
TW-1C-10-283
VILLAGE OF POSEN
PIN: NO PIN ASSIGNED
TW-1C-10-269
UNION BANK OF CHICAGO (OR ITS SUCCESSOR) AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1928 KNOWN AS TRUST NO. 2135
PIN: NO PIN ASSIGNED
TW-1C-10-221
COUNTY OF COOK
PIN: NO PIN ASSIGNED
TW-1C-10-313
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY AS TO LOTS 1 TO 14 AND LOTS 16 TO 25 OF PARCEL I
PIN: 28-12-405-027 (pt)
TW-1C-10-270
VILLAGE OF POSEN
PIN: NO PIN ASSIGNED
TW-1C-10-320
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY A BODY POLITIC AND CORPORATE OF THE STATE OF ILLINOIS
PIN: 28-12-404-039 (PT)
TW-1C-10-312
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY AS TO LOTS 1 TO 14 AND LOTS 16 TO 25 OF PARCEL I
PIN: 28-12-405-027 (pt)
TW-1C-10-268
UNION BANK OF CHICAGO (OR ITS SUCCESSOR) AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1928 KNOWN AS TRUST NO. 2135
PIN: NO PIN ASSIGNED
TW-1C-10-209
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY
PIN: 28-12-405-026
TW-1C-10-319
COUNTY OF COOK
PIN: 28-12-404-040
TW-1C-10-321
THE COUNTY OF COOK
PIN: 28-12-405-007
TW-1C-10-311
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY
PIN: 28-12-404-040
TW-1C-10-310
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY
PIN: 28-12-404-039 (PT.)
TW-1C-10-267
UNION BANK OF CHICAGO (OR ITS SUCCESSOR) AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1928 KNOWN AS TRUST NO. 2135
PIN: NO PIN ASSIGNED
TW-1C-10-210
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY
PIN: 28-12-404-039 (PT.)
TW-1C-10-266
UNION BANK OF CHICAGO (OR ITS SUCCESSOR) AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1928 KNOWN AS TRUST NO. 2135
PIN: NO PIN ASSIGNED
T-1C-267
T-1C-268
T-1C-265
T-1C-266
T-1C-263
T-1C-264
VISTA VINEYARDS REC'D MAY 7I, 1928 AS DOC. NO. 10014423 BLOCK 1
VISTA VINEYARDS REC'D MAY 7I, 1928 AS DOC. NO. 10014423 BLOCK 2
VISTA VINEYARDS REC'D MAY 7I, 1928 AS DOC. NO. 10014423 BLOCK 3
EXISTING ISTHA RIGHT OF WAY KNOWN AS PARCEL TW-1C-04-059 AS ACQUIRED BY AGREEMENT WITH THE COOK COUNTY HIGHWAY DEPARTMENT DATED 03/07/2007 (LAND NOT PURCHASED)
EXISTING ISTHA RIGHT OF WAY KNOWN AS PARCEL TW-1C-04-058 AS ACQUIRED BY AGREEMENT WITH THE COOK COUNTY HIGHWAY DEPARTMENT DATED 03/07/2007 (LAND NOT PURCHASED)
EXISTING ISTHA RIGHT OF WAY KNOWN AS PARCEL TW-1C-04-057 AS ACQUIRED BY AGREEMENT WITH THE COOK COUNTY HIGHWAY DEPARTMENT DATED 03/07/2007 (LAND NOT PURCHASED)
EXISTING ISTHA RIGHT OF WAY KNOWN AS PARCEL TW-1C-04-058 AS ACQUIRED BY AGREEMENT WITH THE COOK COUNTY HIGHWAY DEPARTMENT DATED 03/07/2007 (LAND NOT PURCHASED)
CALIFORNIA AVE
FAIRFIELD AVE.
BLAINE AVE.
150TH ST
PUBLIC ALLEY
SANTA FE
FAI 57 (I-57)
INDIAN BOUNDARY LINE
SEE DETAIL A
SEE DETAIL B
SEE DETAIL C
DETAIL A NOT TO SCALE
DETAIL B NOT TO SCALE
DETAIL C NOT TO SCALE
POINT OF TERMINATION
POB TW-1C-10-283AC
POC TW-1C-10-283AC

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- CENTER OF SECTION
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY EASEMENT LINE
- SECTION LINE
- PROPERTY (DEED) LINE
- ACCESS CONTROL LINE
- EXISTING WATER FEATURE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- SET REBAR WITH RED CAP STAMPED W/"ISTHA ROW" UNLESS OTHERWISE NOTED
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD PERMANENT SURVEY MONUMENT.
- CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPLICE BOX
- LGT EXISTING STREET LIGHT
- MAIL BOX EXISTING MAIL BOX
- WELL EXISTING WELL HEAD
- (9188) TYPICAL COORDINATE POINT NUMBER
- NS-706-033 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
- TW-1C-10-012 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

COORDINATE TABLE

PN	NORTHING	EASTING	STA. I-294	OFFSET	I-57 STA	OFFSET
699	1805045.54	1160711.02	414+92.72	136.85 RT	1263+01.44	731.29 RT
719	1805030.98	1160258.84	416+58.99	281.90 LT	1259+76.89	1046.49 LT
725	1805052.41	1160887.71	414+28.83	301.74 RT	1264+29.11	608.95 RT
17461	1805293.22	1162809.06	408+86.57	2160.65 RT	1279+36.90	606.03 RT
30522	1804585.49	1161536.60	407+42.56	711.75 RT	1265+43.92	182.19 RT
30523	1804827.95	1161772.81	408+71.24	1024.83 RT	1268+82.41	183.71 RT
30526	1805283.98	1162217.08	411+13.26	1611.70 RT	1275+19.07	186.56 RT
30528	1804473.74	1161538.44	406+39.28	666.04 RT	1264+64.80	261.12 RT
30529	1804496.45	1162820.33	401+50.89	1854.47 RT	1273+71.52	1167.56 RT
30530	1804846.42	1162815.38	404+74.03	1988.95 RT	1276+19.86	920.91 RT
30531	1804496.66	1161538.06	406+60.46	677.80 RT	1264+81.03	244.93 RT
30532	1804829.48	1161859.36	408+38.26	1104.87 RT	1269+43.63	244.91 RT
30533	1805201.23	1162218.25	410+36.85	1581.90 RT	1274+60.35	244.88 RT
47020	1805376.76	1160246.57	419+81.19	157.79 LT	1262+17.13	1295.49 LT
47021	1805207.82	1160307.60	418+01.91	168.90 LT	1261+37.98	1134.24 LT
47022	1805123.30	1160322.60	417+18.38	188.71 LT	1260+87.60	1064.74 LT
47023	1805033.48	1160322.79	416+35.88	224.22 LT	1260+23.11	1002.22 LT
47041	1804980.33	1160732.88	414+24.20	131.02 RT	1262+69.72	670.27 LT
47042	1805010.5	1161508.63	411+43.7142	854.92 RT	1268+30.25	133.14 LT
47043	1805012.16	1161551.38	411+28.26	894.81 RT	1268+61.14	103.55 RT
47044	1804987.95	1160928.70	413+53.40	313.75 RT	1264+11.22	534.69 RT
47071	1805052.44	1160888.53	414+28.54	302.50 RT	1264+29.71	608.38 RT
47076	1805008.76	1161552.90	411+24.53	894.85 RT	1268+59.75	100.09 RT
47077	1804690.56	1161245.72	409+54.54	486.54 RT	1264+17.46	100.06 LT
47078	1804723.12	1161211.99	409+97.8235	468.52 RT	1264+17.46	146.94 LT
47079	1804777.38	1161155.79	410+69.94	438.50 RT	1264+17.46	225.06 LT
47080	1804965.07	1161336.98	411+70.21	679.34 RT	1266+78.34	225.08 LT
47081	1805003.77	1161335.47	412+06.32	693.33 RT	1267+05.13	253.04 LT
47082	1805003.15	1161319.49	412+12.10	678.41 RT	1266+93.58	264.11 LT
47083	1804971.27	1161320.73	411+82.36	666.89 RT	1266+71.51	241.08 LT
47084	1804893.53	1161245.68	411+40.83	567.13 RT	1265+63.46	241.07 LT
47086	1804995.87	1161132.47	412+79.72	503.89 RT	1265+58.45	393.60 LT
47087	1804995.01	1161110.32	412+87.73	483.23 RT	1265+42.45	408.94 LT
47088	1804881.89	1161227.50	411+37.37	545.82 RT	1265+42.46	246.07 LT
47089	1804874.82	1161227.62	411+30.83	543.13 RT	1265+37.46	241.07 LT
47090	1804788.49	1161144.27	410+84.71	432.35 RT	1264+17.46	241.06 LT
47091	1804931.29	1160996.36	412+74.52	353.33 RT	1264+17.45	446.66 LT
47093	1804989.21	1160961.16	413+41.66	344.04 RT	1264+34.67	512.21 LT
47094	1804986.59	1160893.81	413+66.01	281.19 RT	1263+86.01	558.85 LT
47095	1804883.81	1160950.52	412+49.16	292.40 RT	1263+51.45	446.66 LT
47096	1804741.01	1161098.43	410+59.35	371.42 RT	1263+51.46	241.06 LT
47097	1804653.15	1161013.62	410+12.42	258.68 RT	1262+29.34	241.05 LT
47098	1804653.03	1161006.55	410+15.11	252.14 RT	1262+24.34	246.05 LT
47099	1804804.15	1160850.01	412+15.98	168.52 RT	1262+24.33	463.64 LT
47101	1804981.80	1160770.48	414+10.60	166.10 RT	1262+96.89	644.24 LT
47102	1804981.17	1160754.49	414+16.38	151.18 RT	1262+85.34	655.31 LT
47103	1804792.64	1160838.90	412+09.83	153.75 RT	1262+08.33	463.64 LT
47104	1804641.52	1160995.44	410+08.96	237.37 RT	1262+08.34	246.05 LT
47105	1804634.45	1160995.56	410+02.42	234.68 RT	1262+03.34	241.05 LT
47106	1804548.56	1160912.65	409+56.54	124.47 RT	1260+83.96	241.05 LT
47107	1804546.59	1160910.75	409+55.49	121.94 RT	1260+81.23	241.05 LT
47110	1804729.89	1161109.95	410+44.58	377.57 RT	1263+51.46	225.06 LT
47111	1804677.33	1161163.99	409+74.87	406.28 RT	1263+51.17	149.67 LT
47112	1804643.08	1161199.88	409+29.18	425.61 RT	1263+51.46	100.06 LT
47113	1804448.66	1161012.19	408+25.32	176.13 RT	1260+81.24	100.05 LT
47114	1804490.83	1160968.43	408+81.40	152.72 RT	1260+81.17	160.82 LT
47115	1804535.48	1160922.26	409+40.72	128.09 RT	1260+81.23	225.05 LT
47148	1804408.57	1160973.49	408+03.91	124.70' RT.	1260+25.52	100.04 LT
47149	1804542.00	1160915.50	409+49.39	124.48' RT.	1260+81.23	234.44 LT
47240	1804986.44	1160889.97	413+67.40	277.60 RT	1263+83.23	561.51 RT
47310	1805019.42	1160888.84	413+98.12	288.67 RT	1264+06.17	585.23 RT
47351	1804414.41	1160979.12	408+07.02	132.18' RT.	1260+33.63	100.04 LT
47352	1804556.12	1160919.94	409+60.58	134.17 RT	1260+94.47	241.05 LT
47353	1804540.04	1160926.66	409+43.15	131.94 RT	1260+87.56	225.05 LT
47354	1804525.28	1160932.82	409+27.17	133.73' RT.	1260+81.23	210.37' LT
47373	1804980.60	1160739.67	414+21.74	137.35 RT	1262+74.63	665.58 LT
47374	1805013.07	1160725.34	414+57.23	137.10 RT	1262+88.03	698.43 RT
47375	1804869.33	1160789.09	413+00.00	138.50 RT.	1262+28.90	552.74 LT
47376	1804935.34	1160759.77	413+72.22	137.82 RT.	1262+56.03	619.68 LT
47377	1804832.70	1160804.39	412+60.31	137.99 RT.	1262+13.18	516.29 LT
47378	1804795.41	1160859.06	412+04.36	173.35 RT	1262+24.33	451.05 LT
47379	1804753.74	1160902.23	411+48.97	196.41 RT	1262+24.33	391.05 LT
47380	1804886.90	1160947.38	412+53.24	290.75 RT	1263+51.49	451.06 LT
47381	1804845.21	1160990.54	411+97.84	313.80 RT.	1263+51.48	391.06 LT
47382	1804809.30	1161122.71	411+12.38	420.83 RT	1264+17.45	271.03 RT
47383	1804899.23	1161209.53	411+60.42	536.23 RT	1265+42.45	271.04 RT
47393	1805072.97	1161416.42	412+37.6701	795.10 RT	1268+11.14	242.87 LT
47394	1805200.14	1161544.60	413+03.46	963.26 RT	1269+91.66	238.99 RT
47395	1805078.11	1161548.69	411+89.85	918.53 RT	1269+06.71	151.29 RT
47396	1805074.92	1161466.79	412+19.46	842.11 RT	1268+47.54	207.99 RT
47397	1805149.36	1161546.30	412+56.18	944.65 RT	1269+56.31	202.49 RT
47398	1805006.01	1161393.19	411+85.46	747.19 RT	1267+46.83	213.08 RT
47399	1805179.34	1161578.32	412+70.97	985.94 RT	1270+00.11	200.28 RT
47400	1805080.98	1161622.63	411+63.11	987.53 RT	1269+60.14	100.09 RT
47401	1805070.57	1161354.72	412+59.98	737.53 RT	1267+66.55	285.59 RT
47402	1805004.60	1161356.94	411+98.56	713.36 RT	1267+20.64	238.18 RT
47403	1805079.39	1161581.66	411+77.92	949.30 RT	1269+30.54	128.46 RT
47410	1805054.97	1160953.66	414+04.99	363.28 RT	1264+76.77	563.28 RT
47411	1804989.01	1160955.92	413+43.56	339.15 RT	1264+30.88	515.84 RT
47418	1805201.42	1161577.58	412+91.54	994.03 RT	1270+15.49	216.15 RT

AREA TABLE

PARCEL	AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER	
TW-1C- 10-209	32161	0.738	32161	0.738	0	0.000
TW-1C- 10-210	18865	0.433	18865	0.433	0	0.000
TW-1C- 10-221	8081	0.186	2921	0.067	5160	0.119
TW-1C- 10-244	5182	0.119	5182	0.119	0	0.000
TW-1C- 10-266	3744	0.086	3744	0.086	0	0.000
TW-1C- 10-267	11193	0.257	11193	0.257	0	0.000
TW-1C- 10-268	29079	0.668	29079	0.668	0	0.000
TW-1C- 10-269	7260	0.167	7260	0.167	0	0.000
TW-1C- 10-270	19472	0.447	13371	0.307	6101	0.140
TW-1C- 10-283	4356	0.100	1306	0.030	3050	0.070
TW-1C- 10-284	5617	0.129	5617	0.129	0	0.000
TW-1C- 10-310	19060	0.438	19060	0.438	0	0.000
TW-1C- 10-311	19057	0.437	19057	0.437	0	0.000
TW-1C- 10-312	24225	0.556	24225	0.556	0	0.000
TW-1C- 10-313	11607	0.266	11607	0.266	0	0.000
TW-1C- 10-319	7628	0.175	7628	0.175	0	0.000
TW-1C- 10-320	20889	0.480	20889	0.480	0	0.000
TW-1C- 10-321	3733	0.086	3733	0.086	0	0.000

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

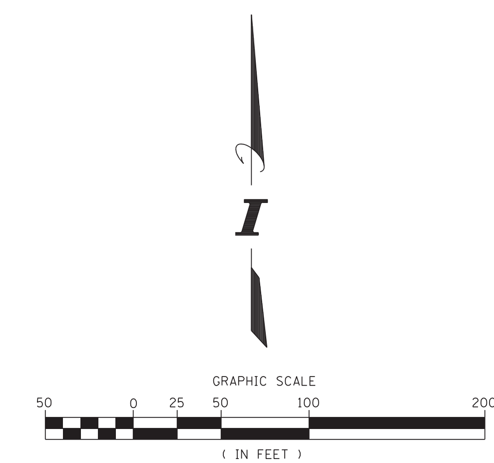
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT EAST PEORIA, ILLINOIS THIS ____ DAY OF ___________, 20___ A.D.

____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT



BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

ROW-001

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 10-26-2012
DSN BY: –	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:

NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS

FROM STATION: 1246+00
TO STATION: 1253+00

CONTRACT NUMBER: RR-5596D

DRAWING NUMBER: 25 OF 482

PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS

COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET
695	1805639.76	1160443.45	421+44.34	:27.36 RT
696	1805599.98	1160462.75	421+00.16	:29.27 RT
697	1805418.63	1160544.50	419+01.26	:32.25 RT
698	1805193.72	1160645.27	416+54.83	:35.39 RT
699	1805045.54	1160711.02	414+92.72	:36.85 RT
715	1805709.34	1160534.22	421+72.13	:38.30 RT
717	1805643.38	1160536.56	421+10.67	:14.24 RT
719	1805030.98	1160258.84	416+58.99	:83.90 LT
720	1805645.97	1160602.51	420+86.85	:75.79 RT
722	1805047.51	1160761.76	414+74.37	:84.20 RT
725	1805052.41	1160887.71	414+28.83	:01.74 RT
738	1805704.64	1160413.14	422+15.91	:25.32 RT
742	1805639.67	1160440.98	421+45.23	:25.05 RT
743	1805386.13	1160611.69	418+44.74	:81.01 RT
744	1805388.72	1160684.65	418+18.13	:48.98 RT
745	1805287.05	1160688.24	417+23.41	:11.90 RT
747	1805273.08	1160656.36	417+23.25	:77.08 RT
748	1805322.68	1160613.94	417+85.62	:57.86 RT
749	1805391.02	1160749.61	417+94.44	:09.51 RT
750	1805229.6	1160755.32	415+64.04	:50.63 RT
751	1805045.02	1160697.81	414+97.49	:24.53 RT
753	1805188.48	1160649.75	416+48.24	:37.42 RT
754	1805097.48	1160759.99	415+20.93	:02.43 RT
755	1805102.38	1160886.00	414+75.37	:20.02 RT
777	1805037.48	1160425.07	415+98.92	:28.76 LT
778	1805629.25	1160172.87	422+42.17	:25.13 LT
779	1805694.22	1160145.07	423+12.84	:24.83 LT
804	1805463.87	1160243.48	420+62.35	:26.03 LT
861	1805585.83	1160178.73	422+00.00	:37.00 LT
862	1805407.73	1160245.47	420+10.05	:46.50 LT
870	1805565.45	1160173.39	421+83.43	:50.00 LT
871	1805628.34	1160149.43	422+50.65	:47.00 LT
907	1805504.26	1160175.56	421+26.40	:72.32 LT
908	1805499.10	1160042.76	421+74.42	:96.23 LT
909	1805624.02	1160038.32	422+90.83	:50.69 LT
910	1805628.75	1160160.15	422+46.78	:37.00 LT
911	1805601.09	1160172.12	422+16.63	:37.00 LT
927	1805629.18	1160171.12	422+42.81	:26.76 LT
46256	1805147.44	1160758.22	415+67.49	:220.66 RT
46257	1805197.41	1160756.45	416+14.05	:238.89 RT
46258	1805202.32	1160882.58	415+68.44	:356.58 RT
46259	1805152.35	1160884.29	415+21.91	:338.30 RT
46262	1805436.10	1160609.93	418+91.30	:99.23 RT
46263	1805486.07	1160608.16	419+37.86	:217.46 RT
46264	1805490.95	1160746.07	418+87.55	:345.97 RT
46265	1805440.98	1160747.84	418+41.00	:327.74 RT
47018	1805693.71	1160132.03	423+17.56	:137.00 LT
47019	1805546.7	1160174.05	421+65.95	:156.84 LT
47020	1805376.76	1160246.57	419+81.19	:157.79 LT
47021	1805207.82	1160307.60	418+01.91	:168.90 LT
47022	1805123.30	1160322.60	417+18.38	:188.71 LT
47023	1805033.48	1160322.79	416+35.88	:224.22 LT
47025	1804953.33	1159962.22	417+05.56	:586.96 LT
47036	1804972.53	1160453.20	415+28.14	:128.75 LT
47045	1805394.34	1160611.4	418+52.39	:184.00 RT
47046	1805544.03	1160540.07	420+18.10	:78.00 RT
47047	1805641.71	1160493.43	421+26.27	:74.00 RT
47048	1805706.60	1160463.70	421+97.63	:72.50 RT
47071	1805052.44	1160888.53	414+28.54	:202.50 RT
47251	1805048.77	1160794.23	414+62.63	:214.50 RT
47252	1805097.75	1160767.06	415+18.38	:209.02 RT
47253	1805111.38	1160759.5	415+33.88	:207.50 RT
47275	1805642.13	1160504.24	421+22.36	:184.08' RT
47276	1805707.02	1160474.51	421+93.72	:182.58' RT
47307	1805618.47	1159895.53	423+42.46	:383.93' RT
47308	1805684.43	1159893.18	424+03.92	:359.88' RT
47500	1805048.33	1160782.97	414+66.70	:204.00 RT
47501	1805088.08	1160760.32	415+12.17	:99.00 RT

SEE SHEET 12

FOUND BRASS DISK PER MON. REC. NO. 0323432051

TW-1C-10-241TE
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AN THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED
PIN: NO PIN ASSIGNED

TW-1C-10-241
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AN THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED
PIN: NO PIN ASSIGNED

TW-1C-10-242
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AND THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED
PIN: NO PIN ASSIGNED

TW-1C-10-242TE
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AND THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED
PIN: NO PIN ASSIGNED

TW-1C-10-041
LILLIAN M. ALBERT AND SARA A. EMERSON
PIN: 28-12-314-009

TW-1C-10-220
THE COUNTY OF COOK
PIN: NO PIN ASSIGNED

TW-1C-10-220TE
THE COUNTY OF COOK
PIN: NO PIN ASSIGNED

TW-1C-10-040
VENUS NEAL-ROBINSON
PIN: 28-12-402-017

TW-1C-10-243
VILLAGE OF POSEN
PIN: NO PIN ASSIGNED

TW-1C-10-219
THE DEPARTMENT OF HIGHWAYS OF COOK COUNTY
PIN: NO PIN ASSIGNED

TW-1C-10-245
THE ESTATE OF ARTHUR ELLSWORTH GAMMAGE, DECEASED AND THE ESTATE OF NICHOLAS J. PRITZKER, DECEASED
PIN: NO PIN ASSIGNED

TW-1C-10-038
RODNEY B. LANE AND VERNITA A. LANE, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY
PIN: 28-12-402-044

TW-1C-10-043
KATHLEEN E. PEASE
PIN: 28-12-314-012

TW-1C-10-043TE
KATHLEEN E. PEASE
PIN: 28-12-314-012

TW-1C-10-243TE
VILLAGE OF POSEN
PIN: NO PIN ASSIGNED

TW-1C-10-028
ROSADELLA PEREZ
PIN: 28-12-402-015

TW-1C-10-042
JOANNE HILL, AN UNMARRIED PERSON
PIN: 28-12-402-016

TW-1C-10-039
NATHANIEL HUMES AND ARVIS HUMES, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY
PIN: 28-12-402-018

TW-1C-10-033TE
EUSTAQUIO E. ESPARZA AND AMERICA M. ESPARZA, HUSBAND AND WIFE, AS TENANTS BY THE ENTIRETY
PIN: 28-12-402-029

TW-1C-10-037TE
EDGAR ESPARZA AND JUANITA ESPARZA
PIN: 28-12-402-030

TW-1C-10-037
EDGAR ESPARZA AND JUANITA ESPARZA
PIN: 28-12-402-030

TC-1C-277 · TC-1C-276 · TC-1C-274 · TC-1C-273 · TC-1C-268 · TC-1C-270 · TC-1C-269 · TC-1C-272

149TH STREET · 150TH STREET · HARRISON AVENUE · CALIFORNIA AVENUE

HARTWIG'S RESUBDIVISION REC'D SEPTEMBER 27, 1996 AS DOC. NO. 96138214

BANNER ESTATES SUBDIVISION REC'D NOVEMBER 22, 2004 AS DOC. NO. 0432739051

POSEN ACRES REC. 06/13/1913 DOC. 5206697

DETAIL A NOT TO SCALE

DETAIL B NOT TO SCALE

POINT OF COMMENCEMENT TW-1C-10-043 / TW-1C-10-043TE / TW-1C-10-043AC — 422+90.83, 250.69' LT., FND 1/2" IP, 0.41' S'LY ONLINE

POINT OF TERMINATION TW-1C-10-043 — 422+16.63, 137.00' LT, SET 5/8" IR

POINT OF TERMINATION TW-1C-10-042-AC — 418+52.39, 184.00' RT.

POINT OF TERMINATION TW-1C-10-037-AC — 414+28.83, 301.74' RT., FND 3/4" IP, 0.14' N'LY, 0.27' W'LY

EXISTING ISTHA RIGHT OF WAY PER JUDGEMENT CASE NO. 57C7745, 4/25/1958

EXISTING ISTHA RIGHT OF WAY PER JUDGEMENT 57C7745 RECORDED 4/25/1958

EXISTING ISTHA RIGHT OF WAY PER JUDGEMENT CASE NO. 57S868, 4/4/1957

EXISTING ISTHA RIGHT OF WAY PER DOC. NO. 00179493 RECORDED 03/14/2006

EXISTING ISTHA RIGHT OF WAY PER DOC. NO. 0613808136 RECORDED 05/18/2006

EXISTING ISTHA RIGHT OF WAY PER DOCUMENT 16827028 RECORDED 2/15/1957

EXISTING I-294 CENTERLINE

PROPOSED ACCESS CONTROL & RIGHT OF WAY LINE

EXISTING ISTHA RIGHT OF WAY PER JUDGEMENT NO. 57C7745 RECORDED 4/25/1958

SEE DETAIL A · SEE DETAIL B

SEE SHEET 8 · SEE SHEET 9

FOUND STONE PER MON. REC. NO. 0323432056

- Ⓐ Δ= 141°29'26" L= 148.41' (L=148.41') R= 60.00' C= 113.29' CB= N 68°43'10" E
- Ⓑ Δ= 94°46'45" L= 99.25' (L= 99.03') R= 60.00' (R= 60.00') C= 88.32' CB= N 49°24'55" W
- Ⓒ Δ= 33°43'49" L= 35.32' (L=35.32') R= 60.00' (R=60.00') C= 34.81' CB= S 66°19'48" W
- Ⓓ N 02°01'32" W 50.00' (50.00')
- Ⓔ S 01°57'33" E 50.00' (50.00')
- Ⓕ S 40°32'07" E 6.89' (6.59')
- Ⓖ S 87°46'23" W 50.78'
- Ⓗ S 87°46'23" W 33.81'
- Ⓘ S 87°46'23" W 30.18'
- Ⓙ S 40°32'07" E 43.89'
- Ⓚ S 40°32'07" E 37.08' (S 40°31'42" E 37.08')
- Ⓛ S 87°46'23" W 13.21' (13.21')
- Ⓜ S 87°58'20" W 138.00' (138.00')
- Ⓝ N 25°53'06" W 44.22' (N 25°52'36" W 44.22')
- Ⓞ N 87°47'47" E 2.47' (N 87°46'32" E 2.39')
- Ⓟ S 02°01'32" E 27.16' (27.16')
- Ⓠ N 87°46'27" E 93.18' (N 87°46'27" E 93.18')
- Ⓡ N 87°46'27" E 10.99'
- Ⓢ S 02°01'58" E 28.11'
- Ⓣ N 23°24'23" W 30.14'
- Ⓤ N 87°46'27" E 10.72'
- Ⓥ N 02°01'32" W 40.60'
- Ⓦ S 87°46'23" W 21.23'
- Ⓧ S 29°40'52" E 45.75'
- Ⓨ N 02°01'32" W 9.40'
- Ⓩ N 87°46'23" E 7.07'
- Ⓐ A S 29°01'02" E 56.01'
- Ⓐ B S 87°46'23" E 11.26'
- Ⓐ C N 02°01'32" W 13.91'
- Ⓐ D S 29°01'02" E 15.58'
- Ⓐ E N 87°58'20" E 3.57'
- Ⓐ F N 25°31'43" W 8.95'
- Ⓐ G N 87°46'27" W 10.81'
- Ⓐ H N 87°46'27" W 13.05'
- Ⓐ I S 02°01'58" E 125.00' (125.00')
- Ⓐ J N 02°01'58" W 18.76'
- Ⓐ K S 23°25'10" E 16.63'
- Ⓐ L N 87°46'27" E 1.75'
- Ⓐ M N 87°46'27" E 66.45'
- Ⓐ N N 87°46'27" E 64.70' (64.70')
- Ⓐ O N 02°01'58" W 82.53'
- Ⓐ P N 02°01'58" W 63.73'

- ① 420+18.10 178.00' RT. — POB TW-1C-10-041-AC; POB TW-1C-10-243 & POB TW-1C-10-243-AC
- ② 418+91.30 199.23' RT. — SET 5/8" IR W/YELLOW CAP
- ③ 418+44.74 181.01' RT. — FND 3/4" IP 0.85' N'LY 0.15' W'LY
- ④ 417+23.25 177.08' RT. — POC TW-1C-10-040TE
- ⑤ 417+25.60 188.70' RT. — SET CROSS
- ⑥ 416+05.92 193.90' RT. — POINT OF TERMINATION TW-1C-10-040-AC
- ⑦ 416+48.24 137.42' RT. — POINT OF TERMINATION TW-1C-10-038-AC
- ⑧ 415+12.17 199.00' RT. — SET 5/8" IR
- ⑨ 415+33.88 207.50' RT. — POB TW-1C-10-038, POB TW-1C-10-037-AC
- ⑩ 415+20.93 202.43 RT. — POB TW-1C-10-037TE, POB TW-1C-10-033TE
- ⑪ 415+18.38 209.02' RT.
- ⑫ 414+97.49 124.53' RT. — FND 3/4" IP 0.45' N'LY 0.15' E'LY AND FND 5/8" IR W/CAP 0.15 N'LY 0.15 E'LY
- ⑬ 414+92.72 136.85' RT. — SET 5/8" IR
- ⑭ 417+85.62 157.86' RT. — SET 5/8" IR
- ⑮ 421+26.27 174.00' RT. — POINT OF TERMINATION TW-1C-10-041-AC. POB TW-1C-10-241

AREA TABLE

PARCEL	AREA SQ. FT.+/-	AREA ACRES +/-	AREA SQ. FT.+/-	AREA ACRES +/-	AREA SQ. FT.+/-	AREA ACRES +/-	AREA SQ. FT.+/-	AREA ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C- 10-028	6900	0.158	6900	0.158	0	0.000	0	0
TW-1C- 10-033	6307	0.145	0	0.000	6307	0.145	49	0.001
TW-1C- 10-037	6304	0.145	431	0.010	5873	0.135	558	0.013
TW-1C- 10-038	10266	0.236	10266	0.236	0	0.000	0	0
TW-1C- 10-039	7372	0.169	7372	0.169	0	0.000	0	0
TW-1C- 10-040	7058	0.162	7058	0.162	0	0.000	0	0
TW-1C- 10-041	10353	0.237	10353	0.237	0	0.000	0	0
TW-1C- 10-042	6900	0.158	6900	0.158	0	0.000	0	0
TW-1C- 10-043	16612	0.381	154	0.004	16458	0.377	538	0.012
TW-1C- 10-219	20256	0.465	20256	0.465	0	0.000	0	0
TW-1C- 10-220	5785	0.133	2868	0.066	2917	0.067	2294	0.053
TW-1C- 10-241	7155	0.164	3402	0.078	3753	0.086	714	0.016
TW-1C- 10-242	17478	0.401	851	0.019	16627	0.382	16627	0.382
TW-1C- 10-243	33518	0.769	21928	0.503	11590	0.266	11590	0.266
TW-1C- 10-245	11832	0.272	11832	0.272	0	0.000	0	0

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- CENTER OF SECTION
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY EASEMENT LINE
- SECTION LINE
- PROPERTY (DEED) LINE
- ACCESS CONTROL LINE
- EXISTING WATER FEATURE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- SET REBAR WITH RED CAP STAMPED W"/"ISTHA ROW" UNLESS OTHERWISE NOTED
- FOUND IRON PIPE OR IRON ROD
- SET ⅝ INCH IRON ROD PERMANENT SURVEY MONUMENT,
- CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPLICE BOX
- LGT EXISTING STREET LIGHT
- MAIL BOX EXISTING MAIL BOX
- WELL EXISTING WELL HEAD
- (9188) TYPICAL COORDINATE POINT NUMBER
- NS-706-033 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
- TW-1C-10-012 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 Inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS ____ DAY OF ..... 20___ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 10/11/2012
DSN BY: -	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 12
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:			
NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

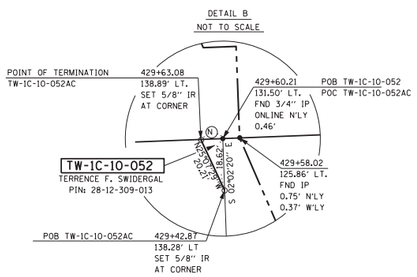
TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS
FROM STATION: 414+00
TO STATION: 423+00
CONTRACT NUMBER: RR-5596D
DRAWING NUMBER: 26 OF 482
ROW-002

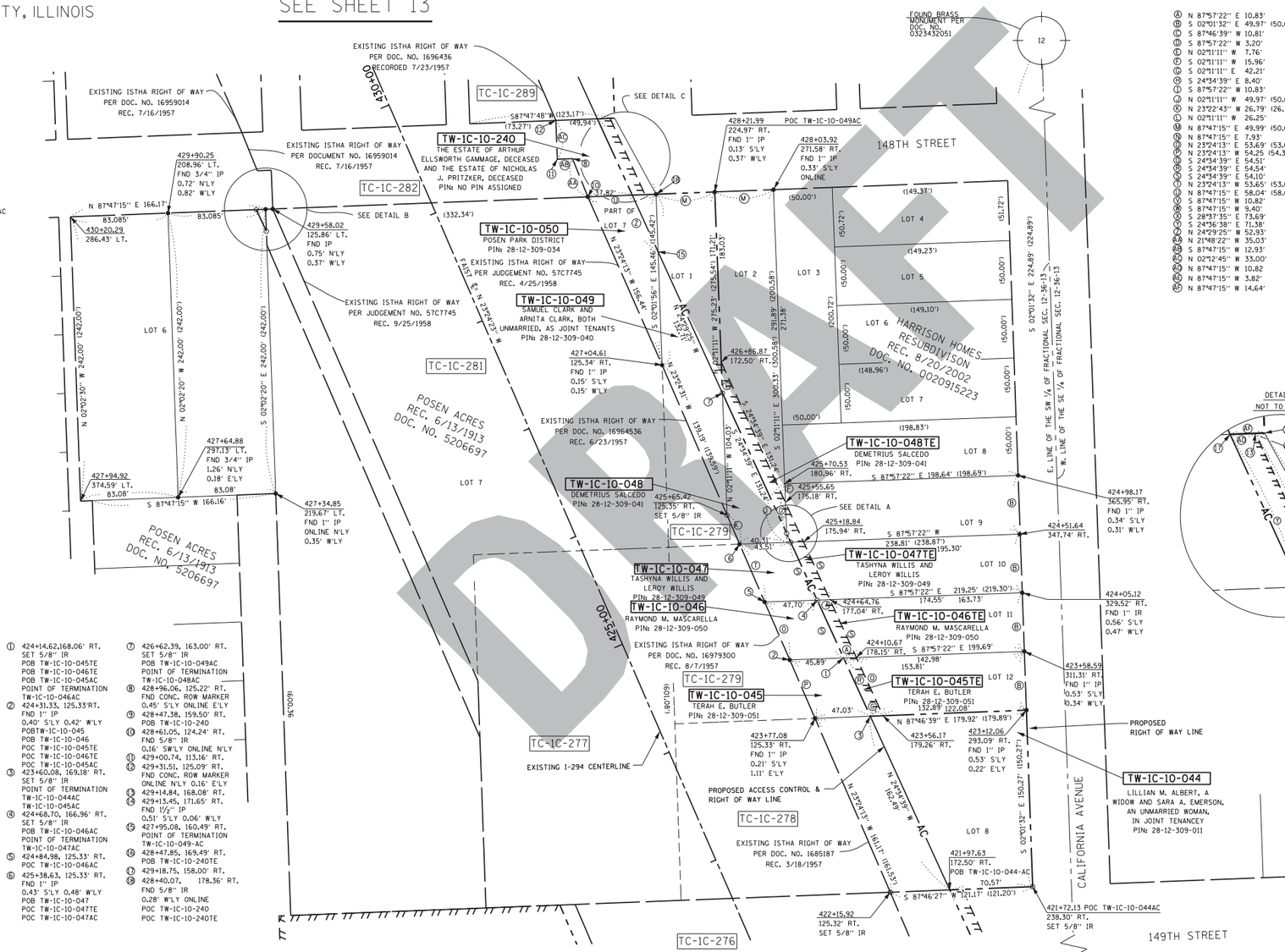
PLAT OF HIGHWAYS

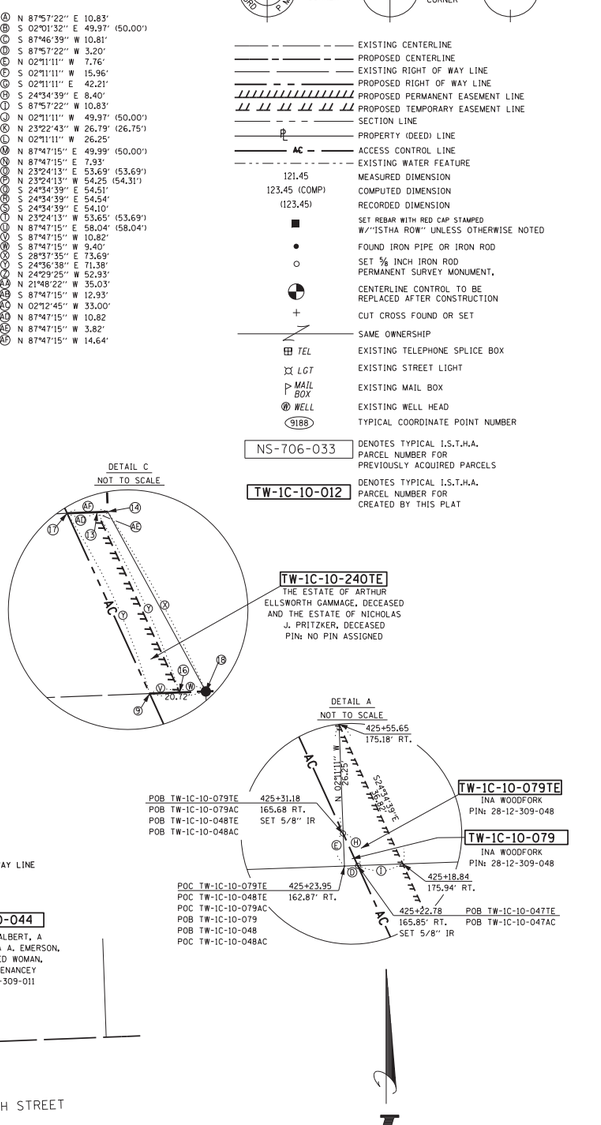
FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS

SEE SHEET 13







COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET
706	1806363.18	1160178.57	429+13.4527	17.65 RT
713	1806298.5	1160213.87	428+40.0655	174.36 RT
715	1805709.34	1160534.22	421+70.1314	234.30 RT
737	1806361.25	1160128.66	429+31.5067	121.09 RT
739	1805852.54	1160349.13	423+77.0771	125.33 RT
740	1805859.52	1160528.91	423+12.0612	291.09 RT
781	1806296.26	1160155.87	428+61.0483	124.24 RT
783	1806328.78	1160142.86	428+96.0630	125.22 RT
803	1806328.28	1160129.94	429+00.7390	113.16 RT
837	1806153.13	1160219.03	427+04.6102	125.34 RT
838	1806300.43	1160263.83	428+21.9917	224.97 RT
840	1806002.24	1160325.24	425+23.9500	162.87 RT
841	1806000.81	1160284.96	425+38.6334	125.33 RT
842	1806025.4	1160274.33	425+65.4212	125.35 RT
843	1805909.45	1160527.15	423+58.5887	311.30 RT
844	1805902.33	1160327.58	424+31.3304	125.33 RT
845	1805951.57	1160306.27	424+84.9819	125.33 RT
846	1805959.39	1160525.38	424+05.1161	329.52 RT
847	1806099.32	1160523.61	424+51.6436	347.74 RT
875	1806297.72	1160195.66	428+47.5771	159.50 RT
884	1806362.62	1160163.93	429+13.7462	154.00 RT
915	1806267.06	1159882.45	429+42.8741	138.28 LT
918	1806285.67	1159881.78	429+60.2125	131.50 LT
921	1806043.82	1159890.39	427+34.8469	219.67 LT
924	1806285.36	1159873.86	429+63.0779	138.89 LT
925	1806282.46	1159798.76	429+90.2493	208.96 LT
926	1806040.61	1159807.38	427+64.8815	297.13 LT
46266	1805147.95	1160771.24	415+62.7815	232.81 RT
46267	1806059.26	1160521.85	424+98.1711	365.95 RT
47048	1805706.6	1160463.7	421+97.6295	172.50 RT
47277	1805854.79	1160406.93	423+55.1749	179.26 RT
47278	1805904.35	1160384.26	424+13.6715	178.15 RT
47279	1805953.55	1160361.76	424+64.7563	177.04 RT
47280	1806002.74	1160339.26	425+18.8412	175.94 RT
47281	1806036.23	1160323.94	425+55.6514	175.18 RT
47283	1806298.13	1160204.47	428+43.4669	169.58 RT
47284	1806363.03	1160174.74	429+14.8360	168.08 RT
47503	1805854.37	1160396.12	423+60.0822	169.18 RT
47504	1805903.97	1160373.44	424+14.6152	164.06 RT
47505	1805953.16	1160350.94	424+68.7000	166.96 RT
47506	1806002.36	1160328.44	425+22.7849	165.85 RT
47507	1806009.99	1160324.94	425+31.1796	165.68 RT

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS .... DAY OF ....., 20... A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

AREA TABLE

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C-10-044	22623	0.519	22623	0.519	0	0.000	0	0.000
TW-1C-10-045	9540	0.219	2346	0.054	7194	0.165	545	0.013
TW-1C-10-046	10467	0.240	2263	0.052	8204	0.188	541	0.012
TW-1C-10-047	11444	0.263	2204	0.051	9240	0.212	541	0.012
TW-1C-10-048	14890	0.342	3297	0.076	11593	0.266	1312	0.030
TW-1C-10-049	10570	0.243	10570	0.243	0	0.000	0	0.000
TW-1C-10-050	4221	0.097	4221	0.097	0	0.000	0	0.000
TW-1C-10-052	20105	0.462	74	0.002	20031	0.460	0	0.000
TW-1C-10-079	9922	0.228	12	0.000	9910	0.228	226	0.005
TW-1C-10-240	3757	0.086	2606	0.060	1151	0.026	714	0.016

LEGEND

SECTION CORNER · QUARTER SECTION CORNER · CENTER OF SECTION

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY EASEMENT LINE
- SECTION LINE
- PROPERTY (DEED) LINE
- ACCESS CONTROL LINE
- EXISTING WATER FEATURE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- (123.45) RECORDED DIMENSION
- SET REBAR WITH RED CAP STAMPED W//"ISTHA ROW" UNLESS OTHERWISE NOTED
- FOUND IRON PIPE OR IRON ROD
- SET ⅝ INCH IRON ROD PERMANENT SURVEY MONUMENT,
- CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPLICE BOX
- LGT EXISTING STREET LIGHT
- MAIL BOX EXISTING MAIL BOX
- WELL EXISTING WELL HEAD
- (9188) TYPICAL COORDINATE POINT NUMBER
- NS-706-033 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
- TW-1C-10-012 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

SEE SHEET 11

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

ROW-003

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 11-02-11
DSN BY: –	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:

NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS

FROM STATION: 422+00 · TO STATION: 430+00

CONTRACT NUMBER: RR-5596D

DRAWING NUMBER: **27 OF 482**

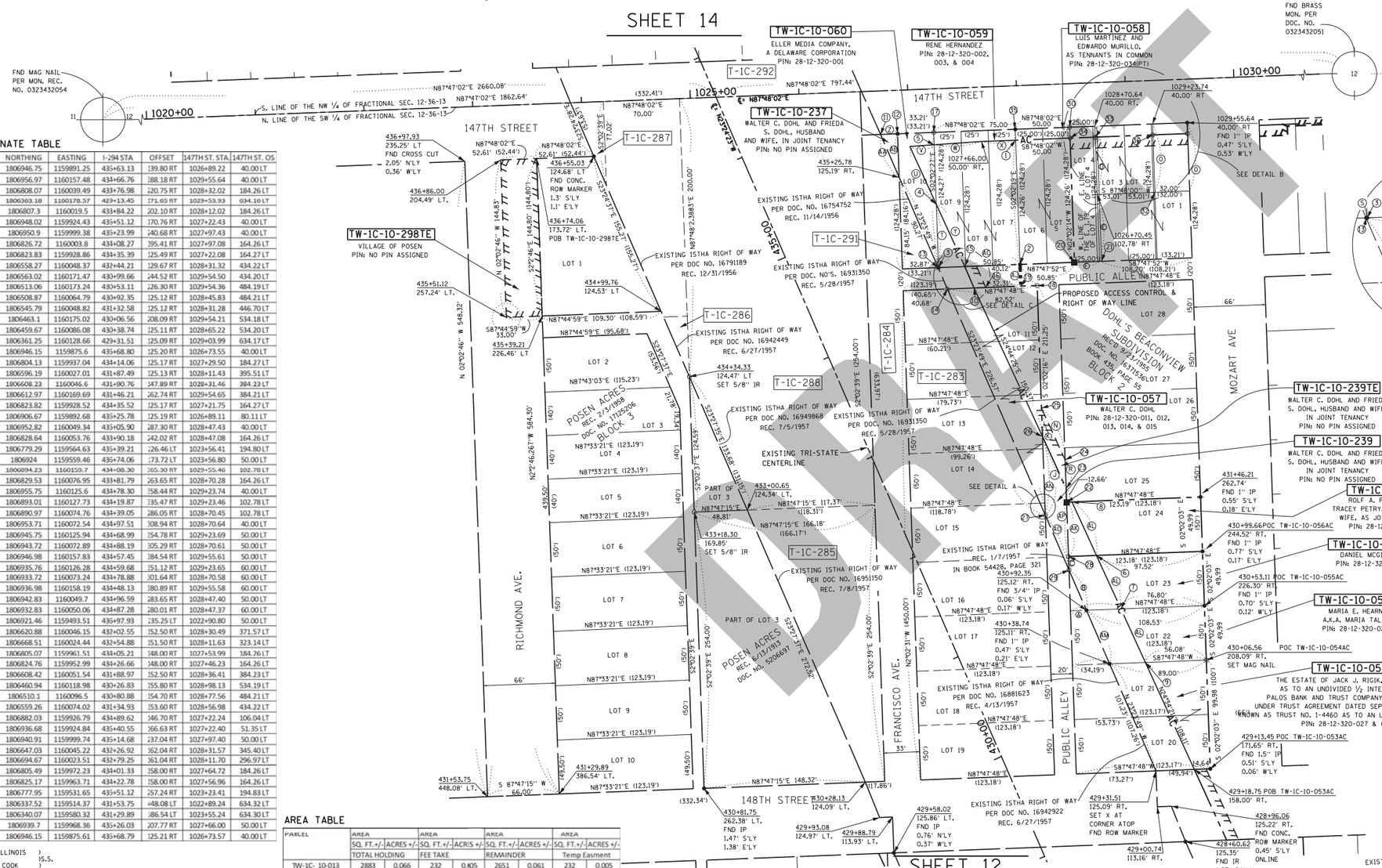
PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS

(A) N 23°34'21" W (14.66')
(B) N 23°23'49" W 40.23' (40.25')
(C) N 02°02'16" W 12.48' (12.49')
(D) S 02°01'31" E 62.78' (62.79')
(E) S 02°02'37" E 61.48' (61.49')
(F) S 87°47'52" W 23.20'
(G) S 02°01'31" E 20.00'
(H) N 02°02'14" W 10.00'
(I) S 02°01'31" E 10.00'
(J) S 24°30'04" E 52.34'
(K) S 02°02'19" W 26.17'
(L) S 01°56'35" E 10.00'
(M) S 01°56'35" E 20.00'
(N) S 24°30'04" E 52.34'
(O) S 01°56'35" E 62.78' (62.79')
(P) S 02°02'03" E 10.00'
(Q) S 02°02'03" E 20.00'
(R) S 02°02'19" W 26.17'
(S) S 87°47'52" W 0.34'
(T) N 02°02'27" W 58.23'
(U) N 24°35'12" W 58.39'
(V) N 86°01'28" W 22.40'
(W) S 86°01'28" W 43.62'
(X) S 87°48'02" W 31.40'
(Y) N 24°35'12" W 62.97'
(Z) N 87°48'02" E 15.67'
(AA) N 23°23'49" W 43.02'
(AB) N 02°02'31" W 40.11'
(AC) N 87°47'52" E 75.00'
(AD) N 87°47'52" W 24.49'
(AE) S 87°47'52" W 10.73'
(AF) N 23°23'49" W 21.45'
(AG) N 87°47'52" E 24.49'
(AH) S 23°24'23" E 21.45'
(AI) N 87°47'52" W 10.73'
(AJ) S 02°02'19" E 20.00'
(AK) N 02°02'16" W 49.99' (50.00')
(AL) N 24°34'21" W 54.06'
(AM) N 23°23'49" W 53.62' (53.63')
(AN) N 02°02'16" W 72.36'
(AO) N 23°23'49" W 54.91'
(AP) S 02°02'16" E 75.13'

SHEET 14



COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET	147TH ST. STA	147TH ST. OS
700	1806946.75	1159891.25	435+63.13	139.80 RT	1026+89.22	40.00 LT
701	1806956.97	1160157.48	434+66.76	388.18 RT	1029+55.64	40.00 LT
704	1806808.07	1160039.49	433+76.98	220.75 RT	1028+32.02	184.26 LT
709	1806393.18	1160178.57	429+13.45	171.65 RT	1029+33.93	634.16 LT
711	1806807.3	1160019.5	433+84.22	202.10 RT	1028+12.02	184.26 LT
726	1806948.02	1159924.43	435+51.12	170.76 RT	1027+22.43	40.00 LT
727	1806950.9	1159999.38	435+23.99	240.68 RT	1027+97.43	40.00 LT
728	1806826.72	1160003.8	434+08.27	195.41 RT	1027+97.08	164.26 LT
729	1806823.83	1159928.86	434+35.39	125.49 RT	1027+22.08	164.27 LT
730	1806558.27	1160048.37	432+44.21	129.67 RT	1028+31.32	434.22 LT
731	1806563.02	1160171.47	430+99.66	244.52 RT	1029+54.50	434.20 LT
732	1806513.06	1160173.24	430+53.11	226.30 RT	1029+54.36	484.19 LT
733	1806508.87	1160064.79	430+92.35	125.12 RT	1028+45.83	484.21 LT
734	1806545.79	1160048.82	431+32.58	125.12 RT	1028+31.28	446.70 LT
735	1806463.1	1160175.02	430+06.56	208.09 RT	1029+54.21	534.18 LT
736	1806459.67	1160086.08	430+38.74	125.11 RT	1028+65.22	534.20 LT
737	1806361.25	1160128.66	429+31.51	125.09 RT	1029+03.99	634.17 LT
788	1806946.15	1159875.6	435+68.80	125.20 RT	1026+73.55	40.00 LT
823	1806804.13	1159937.04	434+14.06	125.17 RT	1027+29.50	184.27 LT
824	1806596.19	1160027.01	431+87.49	125.13 RT	1028+11.43	395.51 LT
825	1806608.23	1160046.6	431+90.76	147.89 RT	1028+31.46	384.23 LT
826	1806612.97	1160169.69	431+46.21	262.74 RT	1029+54.65	384.21 LT
827	1806823.82	1159928.52	434+35.52	125.17 RT	1027+21.75	164.27 LT
828	1806906.67	1159892.68	435+25.78	125.19 RT	1026+89.11	80.11 LT
829	1806952.82	1160049.34	435+05.90	287.30 RT	1028+47.43	40.00 LT
830	1806828.64	1160053.76	433+90.18	242.02 RT	1028+47.08	164.26 LT
834	1806779.29	1159564.63	435+39.21	226.46 LT	1023+56.41	194.80 LT
835	1806924	1159559.46	435+74.06	273.72 LT	1023+56.80	50.00 LT
46015	1806094.23	1160159.7	434+08.30	365.30 RT	1029+55.46	102.78 LT
46016	1806829.53	1160076.95	433+81.79	263.65 RT	1028+70.28	164.26 LT
46017	1806955.75	1160125.6	434+78.30	158.44 RT	1029+23.74	40.00 LT
46270	1806893.01	1160127.73	434+19.87	335.47 RT	1029+23.46	102.78 LT
46271	1806890.97	1160074.76	434+39.05	286.05 RT	1028+70.45	102.78 LT
46272	1806953.71	1160072.54	434+97.51	308.94 RT	1028+70.64	40.00 LT
46273	1806945.75	1160125.94	434+68.99	354.78 RT	1029+23.69	50.00 LT
46274	1806943.72	1160072.89	434+88.19	305.29 RT	1028+70.61	50.00 LT
46275	1806946.98	1160157.83	434+57.45	384.54 RT	1029+55.61	50.00 LT
46276	1806935.76	1160126.28	434+59.68	151.12 RT	1029+23.65	60.00 LT
46277	1806933.72	1160073.24	434+78.88	301.64 RT	1028+70.58	60.00 LT
46278	1806936.98	1160158.19	434+48.13	380.89 RT	1029+55.58	60.00 LT
46386	1806942.83	1160049.7	434+96.59	283.65 RT	1028+47.40	50.00 LT
46387	1806932.83	1160050.06	434+87.28	280.01 RT	1028+47.37	60.00 LT
47015	1806921.46	1159493.51	435+97.93	335.25 LT	1022+90.80	50.00 LT
47049	1806620.88	1160046.15	432+02.55	152.50 RT	1028+30.49	371.57 LT
47050	1806668.51	1160024.44	432+54.88	151.50 RT	1028+11.63	323.14 LT
47051	1806805.07	1159961.51	434+05.21	148.00 RT	1027+53.99	184.26 LT
47052	1806824.76	1159952.99	434+26.66	148.00 RT	1027+46.23	164.26 LT
47221	1806608.42	1160051.54	431+88.97	152.50 RT	1028+36.41	384.23 LT
47222	1806460.94	1160118.98	430+26.83	155.80 RT	1028+98.13	534.19 LT
47223	1806510.1	1160096.5	430+80.88	154.70 RT	1028+77.56	484.21 LT
47224	1806559.26	1160074.02	431+34.93	153.60 RT	1028+56.98	434.22 LT
47225	1806882.03	1159926.79	434+89.62	146.70 RT	1027+22.24	106.04 LT
47226	1806936.68	1159924.84	435+40.55	166.63 RT	1027+22.40	51.35 LT
47227	1806940.91	1159999.74	435+14.68	237.04 RT	1027+97.40	50.00 LT
47285	1806647.03	1160045.22	432+26.92	162.04 RT	1028+31.57	345.40 LT
47286	1806694.67	1160023.51	432+79.25	161.04 RT	1028+11.70	296.97 LT
47287	1806805.49	1159972.23	434+01.33	158.00 RT	1027+64.72	184.26 LT
47288	1806825.17	1159963.71	434+22.78	158.00 RT	1027+56.96	164.26 LT
47301	1806777.95	1159531.65	435+51.12	257.24 RT	1023+23.41	194.83 LT
47416	1806337.52	1159514.37	431+53.75	448.08 LT	1022+89.24	634.32 LT
47417	1806340.07	1159580.32	431+29.89	386.54 LT	1023+55.24	634.30 LT
47527	1806939.7	1159968.36	435+26.03	207.77 RT	1027+66.00	50.00 LT
81018	1806946.15	1159875.61	435+68.79	125.21 RT	1026+73.57	40.00 LT

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS ____ DAY OF _____, 20___ A.D.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

AREA TABLE

PARCEL	AREA		AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-		
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment			
TW-1C- 10-013	2883	0.066	232	0.105	2651	0.061	232	0.005		
TW-1C- 10-053	6945	0.159	6945	0.159	0	0.000	0	0		
TW-1C- 10-054	4937	0.113	4937	0.113	0	0.000	0	0		
TW-1C- 10-055	5883	0.135	5883	0.135	0	0.000	0	0		
TW-1C- 10-056	6158	0.141	6158	0.141	0	0.000	0	0		
TW-1C- 10-057	8716	0.200	8716	0.200	0	0.000	0	0		
TW-1C- 10-058	8848	0.203	6425	0.147	2423	0.056	212	0.005		
TW-1C- 10-059	9320	0.214	9320	0.214	0	0.000	0	0		
TW-1C- 10-060	2744	0.063	2744	0.063	0	0.000	0	0		
TW-1C- 10-141	3331	0.076	531	0.012	2800	0.064	531	0.012		
TW-1C- 10-142	2006	0.046	319	0.007	1687	0.039	319	0.007		
TW-1C- 10-237	314	0.007	314	0.007	0	0.000	0	0		
TW-1C- 10-238	1429	0.033	490	0.011	939	0.022	215	0.005		
TW-1C- 10-239	4737	0.109	1475	0.034	3262	0.075	523	0.012		
TW-1C- 10-298	19282	0.443	0	0	19282	0.443	4779	0.11		

SHEET 12

(1) 1027+97.40, 50.00' RT., POINT OF TERMINATION TW-1C-10-059AC2 TW-1C-10-058AC
(2) 434+08.27, 195.41' RT., FND 3/4" IP, 0.06' W'LY ONLINE N'LY, 0.28' W'LY P.O.C. TW-1C-10-059AC1 P.O.C. TW-1C-10-059AC2
(3) 434+35.39, 125.49' RT. POC TW-1C-10-060AC
(4) 434+89.62, 146.70' RT., POB TW-1C-10-060AC POINT OF TERMINATION TW-1C-10-059AC1
(5) 1027+22.40, 51.35 RT. POINT OF TERMINATION TW-1C-10-060AC TW-1C-10-059AC2
(6) 431+34.93, 153.60' RT. POB TW-1C-10-056AC POINT OF TERMINATION TW-1C-10-055AC
(7) 430+80.88, 154.70' RT. POB TW-1C-10-055AC POINT OF TERMINATION TW-1C-10-054AC
(8) 431+88.97, 152.50' RT. POINT OF TERMINATION TW-1C-10-054AC
(9) 430+26.83, 155.80' RT. POB TW-1C-10-054AC POINT OF TERMINATION TW-1C-10-053AC
(10) 434+05.21, 148.00' RT. POINT OF TERMINATION TW-1C-10-057AC
(11) 435+68.80, 125.20' RT. FND CONC. ROW MARKER 2.34' S'LY, 0.71' E'LY
(12) 1026+89.20, 139.99' RT. FND IP AT CORNER POB TW-1C-10-238 FND IP, AT CORNER POB TW-1C-10-238 POC TW-1C-10-238TE
(13) 434+14.06, 125.17' RT. SET 5/8" IR POB TW-1C-10-057AC
(14) 434+26.66, 148.00' RT. POB TW-1C-10-239TE POB TW-1C-10-238TE
(15) 434+01.33, 158.00' RT.
(16) 1027+22.43, 40.00' RT. SET 5/8" IR
(17) 433+84.22, 202.10' RT. SET 5/8" IR POC TW-1C-10-057AC
(18) 433+89.64, 188.12' RT.
(19) 1028+47.08, 164.26' RT. SET 5/8" IR, W/RED CAP
(20) 1028+70.28, 164.26' RT.
(21) 431+90.43, 147.89' RT. SET 5/8" IR, W/RED CAP POB TW-1C-10-239 POC TW-1C-10-239TE
(22) 434+35.52, 125.17' RT. POB TW-1C-10-238 POC TW-1C-10-238TE
(23) 432+02.55, 152.50' RT. POB TW-1C-10-057AC POB TW-1C-10-239TE
(24) 432+26.92, 162.04' RT.
(25) 432+79.25, 161.04' RT.
(26) 432+54.88, 151.50' RT. POB TW-1C-10-057AC
(27) 431+87.49, 125.13' RT. SET 5/8" IR
(28) 431+84.21, 129.67' RT. SET 5/8" IR
(29) 431+32.58, 125.12' RT. SET 5/8" IR
(30) 1028+47.43, 40.00' RT. SET 5/8" IR, W/YELLOW CAP POB TW-1C-10-013 POC TW-1C-10-013TE
(31) 1028+47.37, 50.00' RT. SET 5/8" IR POB TW-1C-10-013TE POB TW-1C-10-058AC
(32) 1029+23.46, 102.78' RT.
(33) 1028+70.61, 50.00 RT. SET 5/8" IR
(34) 1028+47.40, 50.00' RT. SET 5/8" IR POB TW-1C-10-013TE POC TW-1C-10-058AC
(35) 434+23.99, 240.68' RT. FND IP, 0.08' N'LY 0.25' W'LY
(36) 1029+23.69, 50.00'RT SET 5/8" IR POB TW-1C-10-141TE POB TW-1C-10-141AC POINT OF TERMINATION TW-1C-10-142AC
(37) 1028+70.61, 50.00 RT. SET 5/8" IR POINT OF TERMINATION TW-1C-10-142AC
(38) 434+22.78, 158.00' RT.
(39) 435+48.00, 145.50' RT.

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
CENTER OF SECTION

EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED PERMANENT EASEMENT LINE
PROPOSED TEMPORARY EASEMENT LINE
SECTION LINE
PROPERTY (DEED) LINE
ACCESS CONTROL LINE
EXISTING WATER FEATURE
121.45 MEASURED DIMENSION
123.45 (COMP) COMPUTED DIMENSION
(123.45) RECORDED DIMENSION
SET REBAR WITH RED CAP STAMPED W/"ISTHA ROW" UNLESS OTHERWISE NOTED
FOUND IRON PIPE OR IRON ROD
SET 5/8 INCH IRON ROD PERMANENT SURVEY MONUMENT,
CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
CUT CROSS FOUND OR SET
SAME OWNERSHIP
TEL EXISTING TELEPHONE SPLICE BOX
LGT EXISTING STREET LIGHT
MAIL BOX EXISTING MAIL BOX
WELL EXISTING WELL HEAD
(9188) TYPICAL COORDINATE POINT NUMBER
NS-706-033 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
TW-1C-10-012 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

ROW-004

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 3-12-12
DSN BY: -	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

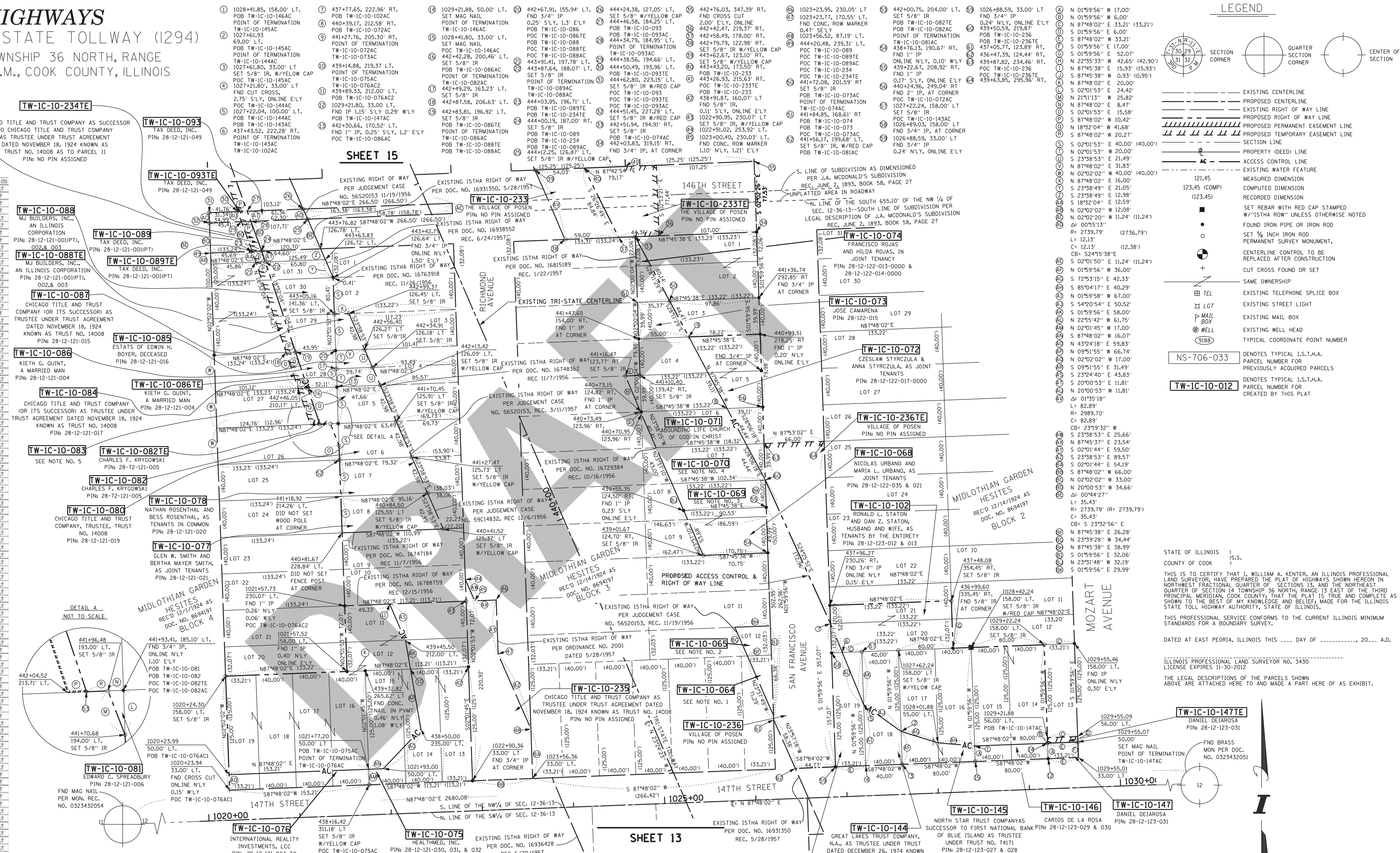
DRAWING REVISIONS:			
NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS
FROM STATION: 1246+00
TO STATION: 1253+00
CONTRACT NUMBER: RR-5596D
DRAWING NUMBER: **28 OF 482**

PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS



COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET	147TH ST. STA	147TH ST. OS
510	1807582.94	1159202.75	444+20.48	239.31 LT	1020+25.64	622.15 LT
513	1807006.92	1159555.84	437+51.60	144.11 LT	1023+56.36	33.00 LT
514	1807004.39	1159489.89	437+75.47	205.64 LT	1022+90.36	33.00 LT
772	1807000.04	1159376.76	438+16.42	311.18 LT	1021+77.15	33.00 LT
773	1807124.96	1159372.33	439+32.82	265.62 LT	1021+77.52	158.00 LT
774	1807129.31	1159485.46	438+91.87	160.07 LT	1022+90.73	158.00 LT
775	1807017.97	1159843.68	436+47.39	124.44 RT	1026+44.42	33.00 LT
792	1807061.07	1159553.92	438+02.05	124.36 LT	1023+56.52	87.19 LT
793	1807225.16	1159482.06	439+81.19	125.11 LT	1022+91.02	253.92 LT
794	1807587.58	1159323.37	443+76.82	126.78 LT	1021+46.35	622.15 LT
795	1807556.40	1159337.02	443+42.79	126.64 LT	1021+58.79	590.48 LT
796	1807516.02	1159338.45	443+05.16	141.36 LT	1021+58.67	550.07 LT
797	1807516.63	1159354.43	442+99.37	126.45 LT	1021+74.67	550.07 LT
805	1807143.12	1159517.99	438+91.62	124.73 LT	1023+23.77	170.55 LT
806	1807202.58	1159515.89	439+47.02	103.05 LT	1023+23.95	230.05 LT
807	1807201.66	1159492.36	439+55.53	125.00 LT	1023+00.40	230.03 LT
808	1807280.43	1159457.86	440+41.52	125.37 LT	1022+68.96	310.07 LT
809	1807071.32	1159819.98	437+05.77	123.89 RT	1026+22.78	87.22 LT
810	1807476.05	1159339.87	442+67.91	155.94 LT	1021+58.56	510.07 LT
811	1807477.27	1159371.67	442+56.40	126.27 LT	1021+90.38	510.07 LT
812	1807456.06	1159340.58	442+49.29	163.23 LT	1021+58.50	490.07 LT
813	1807457.58	1159380.29	442+34.91	126.18 LT	1021+98.24	490.07 LT
814	1807436.07	1159341.29	442+30.66	170.52 LT	1021+58.44	470.07 LT
815	1807437.90	1159388.91	442+13.42	126.09 LT	1022+06.10	470.07 LT
816	1807396.10	1159342.70	441+93.41	185.10 LT	1021+58.32	430.07 LT
817	1807398.53	1159406.15	441+70.45	125.91 LT	1022+21.81	430.07 LT
818	1807356.12	1159344.12	441+56.17	199.68 LT	1021+58.20	390.07 LT
819	1807359.16	1159423.39	441+27.47	125.73 LT	1022+37.53	390.07 LT
820	1807276.17	1159346.96	440+81.67	228.84 LT	1021+57.97	310.07 LT
821	1807316.15	1159345.54	441+18.92	214.26 LT	1021+58.09	350.07 LT
822	1807319.80	1159440.63	440+84.50	125.55 LT	1022+53.24	350.07 LT
831	1807124.20	1159352.35	439+40.06	284.26 LT	1021+57.52	158.00 LT
832	1807196.22	1159349.79	440+07.17	258.00 LT	1021+57.73	230.07 LT
833	1807201.33	1159482.91	439+58.98	133.80 LT	1022+90.95	230.07 LT
878	1807119.08	1159219.23	439+88.25	408.46 LT	1020+24.30	158.00 LT
2031	1807334.12	1159810.81	439+50.59	219.87 RT	1026+23.70	350.18 LT
2032	1807374.09	1159809.41	439+87.82	234.46 RT	1026+23.84	390.17 LT
2033	1807414.05	1159808.02	440+25.05	249.06 RT	1026+23.98	430.16 LT
2035	1807493.99	1159805.23	440+99.51	278.25 RT	1026+24.26	510.14 LT
2036	1807533.95	1159803.84	441+36.74	292.85 RT	1026+24.40	550.13 LT
2044	1807408.85	1159674.90	440+73.15	124.82 RT	1024+90.76	430.06 LT
2123	1807673.86	1159558.30	443+62.67	123.10 RT	1023+84.42	699.35 LT
2128	1807677.81	1159657.42	443+26.93	215.63 RT	1024+83.62	699.50 LT
2134	1807605.97	1159801.32	442+03.83	319.15 RT	1026+24.65	622.19 LT
2136	1807488.78	1159672.11	441+47.65	154.01 RT	1024+91.04	510.04 LT
2137	1807528.75	1159670.71	441+84.85	168.61 RT	1024+91.18	550.03 LT
2138	1807600.76	1159668.19	442+51.94	194.91 RT	1024+91.43	622.09 LT
2139	1807490.93	1159727.07	441+27.76	205.30 RT	1025+46.04	510.08 LT
2140	1807530.13	1159706.05	441+72.08	201.59 RT	1025+26.55	550.06 LT
46000	1807570.87	1159203.18	444+09.23	243.71 LT	1020+25.61	610.07 LT
46001	1807575.68	1159328.58	443+63.84	126.72 LT	1021+51.10	610.07 LT
46002	1807470.93	1159206.73	443+16.11	280.16 LT	1020+25.32	510.07 LT
46003	1807395.16	1159318.37	442+02.22	207.80 LT	1021+33.97	430.07 LT
46005	1807572.63	1159249.01	443+92.64	200.96 LT	1020+71.47	610.07 LT
46006	1807474.04	1159287.55	442+86.85	204.76 LT	1021+06.19	510.07 LT
46007	1807351.01	1159210.99	442+04.36	323.89 LT	1020+24.97	390.07 LT
46008	1807390.98	1159209.57	442+41.61	309.31 LT	1020+25.09	430.07 LT
46009	1807430.96	1159208.15	442+78.86	294.73 LT	1020+25.20	470.07 LT
46010	1807434.60	1159302.96	442+44.54	206.28 LT	1021+20.08	470.07 LT
46011	1807395.77	1159334.24	441+96.48	193.00 LT	1021+49.85	430.07 LT
46012	1807371.69	1159343.57	441+70.68	194.00 LT	1021+58.25	405.65 LT
46134	1807153.55	1160116.50	436+63.43	428.67 RT	1029+22.24	158.00 LT
46135	1807154.82	1160149.69	436+51.42	459.63 RT	1029+55.46	158.00 LT
46136	1807029.89	1160154.05	435+35.04	414.00 RT	1029+55.01	33.00 LT
46137	1807028.62	1160120.86	435+47.05	383.04 RT	1029+21.80	33.00 LT
46138	1807147.41	1159956.62	437+21.31	279.50 RT	1027+62.24	158.00 LT
46139	1807150.48	1160036.56	436+92.37	354.09 RT	1028+42.24	158.00 LT
46140	1807025.55	1160040.92	435+75.99	308.46 RT	1028+41.80	33.00 LT
46141	1807022.48	1159960.98	436+04.93	233.88 RT	1027+61.80	33.00 LT
46142	1807144.60	1159883.46	437+47.79	211.25 RT	1026+89.03	158.00 LT
46143	1807145.87	1159916.65	437+35.78	242.21 RT	1027+22.24	158.00 LT
46144	1807020.94	1159921.01	436+19.40	196.59 RT	1027+21.80	33.00 LT
46145	1807019.67	1159887.82	436+31.42	165.63 RT	1026+88.59	33.00 LT
46146	1807615.92	1159201.58	444+51.45	227.28 LT	1020+25.74	655.15 LT
46147	1807627.16	1159201.18	444+62.80	223.15 LT	1020+25.77	666.39 LT
46183	1807620.06	1159309.21	444+12.25	126.87 LT	1021+33.45	655.15 LT
46185	1807631.12	1159304.23	444+24.38	127.05 LT	1021+28.89	666.39 LT
46213	1807176.65	1159882.35	437+77.65	222.96 RT	1026+89.14	190.07 LT
46214	1807201.75	1160014.77	437+48.08	354.45 RT	1028+22.43	210.07 LT
46215	1807149.71	1160016.58	436+99.60	335.45 RT	1028+22.25	158.00 LT
46229	1807042.54	1160040.33	435+91.82	314.67 RT	1028+41.86	50.00 LT
46230	1807046.88	1160153.46	435+50.87	420.21 RT	1029+55.07	50.00 LT
46231	1807052.88	1160153.25	435+56.45	422.40 RT	1029+55.09	56.00 LT
46232	1807045.61	1160120.27	435+62.88	389.25 RT	1029+21.86	50.00 LT
46233	1807051.61	1160120.06	435+68.47	391.44 RT	1029+21.88	56.00 LT
46254	1807617.67	1159246.96	444+34.79	184.95 LT	1020+71.15	655.15 LT
46267	1806059.26	1160521.85	424+98.17	365.95 RT	1032+85.29	951.03 LT
46268	1806052.17	1160323.33	425+70.53	180.96 RT	1030+86.65	950.50 LT
46360	1807196.64	1159881.65	437+96.27	230.26 RT	1026+89.21	210.07 LT
47053	1807600.05	1159650.08	442+58.49	178.00 RT	1024+73.29	622.08 LT
47054	1807676.01	1159612.29	443+43.20	173.50 RT	1024+38.45	699.43 LT
47066	1807597.75	1159591.12	442+79.79	122.98 RT	1024+14.29	622.04 LT
47269	1807473.96	1159285.54	442+87.58	206.63 LT	1021+04.18	510.07 LT
47271	1807584.70	1159248.41	444+03.95	196.71 LT	1020+71.33	622.15 LT
47272	1807617.27	1159236.55	444+38.56	194.66 LT	1020+60.73	655.15 LT
47289	1807376.53	1159875.37	439+63.85	295.96 RT	1026+89.84	390.07 LT
47290	1807679.17	1159691.40	443+14.68	247.35 RT	1025+17.62	699.55 LT
47291	1807601.79	1159694.40	442+42.47	219.37 RT	1025+17.65	622.11 LT
47372	1807683.45	1159798.56	442+76.03	347.39 RT	1026+24.87	699.71 LT
47529	1807395.32	1159322.45	442+00.75	204.00 LT	1021+38.05	430.07 LT
47531	1807474.36	1159295.95	442+83.81	196.92 LT	1021+14.60	510.07 LT
47532	1807434.84	1159309.20	442+42.28	200.46 LT	1021+26.33	470.07 LT

AREA TABLE

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C- 10-064	872	0.020	872	0.020	0	0	0	0
TW-1C- 10-065	1046	0.024	1046	0.024	0	0	0	0
TW-1C- 10-068	4031	0.093	4031	0.093	0	0	0	0
TW-1C- 10-069	2892	0.066	2892	0.066	0	0	0	0
TW-1C- 10-070	4412	0.101	4412	0.101	0	0	0	0
TW-1C- 10-071	5047	0.116	5047	0.116	0	0	0	0
TW-1C- 10-072	10655	0.245	10655	0.245	0	0	0	0
TW-1C- 10-073	5328	0.122	1807	0.041	3521	0.081	0	0
TW-1C- 10-074	9601	0.220	1275	0.029	8326	0.191	0	0
TW-1C- 10-075	14151	0.320	14151	0.320	0	0	0	0
TW-1C- 10-076	28752	0.660	28752	0.660	0	0	0	0
TW-1C- 10-077	4123	0.090	4123	0.090	0	0	0	0

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C- 10-078	3490	0.080	3490	0.080	0	0	0	0
TW-1C- 10-080	2856	0.070	2856	0.070	0	0	0	0
TW-1C- 10-081	5329	0.122	103	0.002	5226	0.120	0	0
TW-1C- 10-082	5329	0.122	1048	0.02	4281	0.098	417	0.010
TW-1C- 10-083	2223	0.051	2223	0.051	0	0	0	0
TW-1C- 10-084	874	0.020	874	0.02	0	0	0	0
TW-1C- 10-085	716	0.020	716	0.020	0	0	0	0
TW-1C- 10-086	5329	0.122	1521	0.035	3808	0.087	417	0.010
TW-1C- 10-087	956	0.022	956	0.022	0	0	0	0
TW-1C- 10-088	13248	0.304	5799	0.133	7449	0.171	1042	0.024
TW-1C- 10-089	1487	0.034	788	0.018	699	0.016	126	0.003

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C- 10-093	1190	0.027	695	0.016	495	0.011	117	0.003
TW-1C- 10-102	6937	0.159	6937	0.159	0	0.000	0	0.000
TW-1C- 10-143	4151	0.095	4151	0.095	0	0.000	0	0.000
TW-1C- 10-144	5000	0.115	5000	0.115	0	0.000	0	0.000
TW-1C- 10-145	10000	0.230	10000	0.230	0	0.000	0	0.000
TW-1C- 10-146	10000	0.230	10000	0.230	0	0.000	0	0.000
TW-1C- 10-147	4152	0.095	565	0.013	3587	0.082	199	0.005
TW-1C- 10-233	17439	0.400	4357	0.100	13082	0.300	4782	0.110
TW-1C- 10-234	3770	0.087	2095	0.048	1675	0.039	344	0.008
TW-1C- 10-235	9779	0.224	9779	0.224	0	0.000	0	0.000
TW-1C- 10-236	22978	0.528	15059	0.346	7919	0.182	7919	0.182

NOTE NO. 5
CHICAGO TITLE AND TRUST COMPANY AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 18, 1924 KNOWN AS TRUST NO. 14008
PIN: 28-12-122-031

NOTE NO. 1
CHICAGO TITLE AND TRUST COMPANY AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 18, 1924 KNOWN AS TRUST NO. 14008
PIN: 28-12-122-031

NOTE NO. 2
SAMUAL W. YOUNG, JAMES W. YOUNG, MABEL GRACE BLACKENBURG, ETHAL E MILLER RUBY H SYLVESTER AND WILLIAM E. HOY AS JOUINT TENNANTS

NOTE NO. 3
ABOUNDING LIFE CHURCH

NOTE NO. 4
JUNE H. RODGERS

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS ____ DAY OF ___________, 20___ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

ROW-005

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 10/12/2012
DSN BY: -	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:

NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

TOLLWAY NAME:
I-57 & I-294
PLAT OF HIGHWAYS

FROM STATION: 436+00
TO STATION: 444+00

CONTRACT NUMBER: RR-5596D

DRAWING NUMBER:
29 OF 482

PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

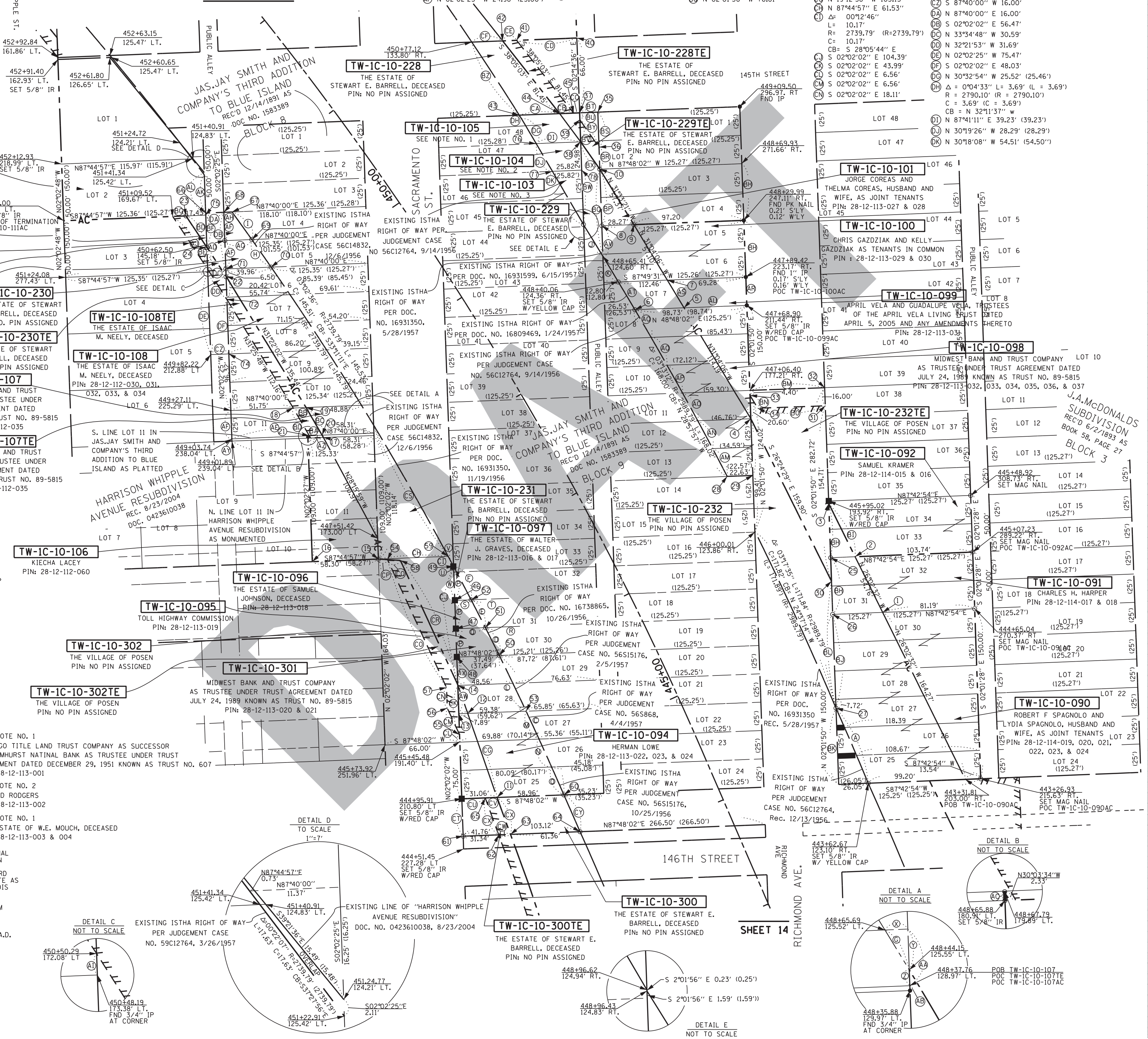
SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS

(1) 444+92.84, 194.95' RT. POINT OF TERMINATION TW-1C-10-090AC POB TW-1C-10-091AC
(2) 445+44.11, 193.49' RT. POINT OF TERMINATION TW-1C-10-091AC POB TW-1C-10-092AC
(3) 445+93.10, 193.00' RT POINT OF TERMINATION TW-1C-10-092AC
(4) 446+85.26, 166.12' RT. POB TW-1C-10-098AC
(5) 447+93.21, 162.44' RT. POINT OF TERMINATION TW-1C-10-098AC POB TW-1C-10-099AC
(6) 448+12.76, 124.31' RT. SET 5/8" IR W/YELLOW CAP
(7) 448+20.23, 162.19' RT. POINT OF TERMINATION TW-1C-10-099AC POB TW-1C-10-100AC
(8) 448+87.63, 137.98' RT. SET 5/8" IR W/YELLOW CAP
(9) 448+74.26, 162.50' RT. SET 5/8" IR POINT OF TERMINATION TW-1C-10-100AC TW-1C-10-101AC
(10) 449+28.54, 163.41' RT. SET MAG NAIL POB TW-1C-10-101 POB TW-1C-10-101AC POB TW-1C-10-229
(11) 444+83.40, 182.00' LT. POINT OF TERMINATION TW-1C-10-094AC
(12) 445+66.62, 174.18 LT. POB TW-1C-10-094C POINT OF TERMINATION TW-1C-10-301AC
(13) 445+69.99, 181.41' LT. SET 5/8" IR W/RED CAP POC TW-1C-10-094AC
(14) 445+94.85, 171.00' LT. POB TW-1C-10-301AC
(15) 447+34.12, 181.36' LT. SET 5/8" IR W/YELLOW CAP POB TW-1C-10-106AC POB TW-1C-10-231 POB TW-1C-10-302 POC TW-1C-10-302TE
(16) 447+62.80, 233.23' LT. SET 5/8" IR W/RED CAP
(17) 448+58.72, 169.00' LT. POINT OF TERMINATION TW-1C-10-106AC
(18) 448+97.20, 177.79' LT.
(19) 448+91.19, 168.00' LT. POINT OF TERMINATION TW-1C-10-107AC TW-1C-10-108AC
(20) 448+61.22, 168.94' LT. POB TW-1C-10-107TE POB TW-1C-10-107AC
(21) 448+67.12, 178.78' LT
(22) 450+34.82, 162.50' LT. SET 5/8" IR POB TW-1C-10-108TE POB TW-1C-10-108AC POB TW-1C-10-230AC
(23) 451+02.52, 160.00' LT. SET 5/8" IR
(24) 450+67.22, 161.50' LT. SET 5/8" IR POB TW-1C-10-111TE POB TW-1C-10-11AC
(25) 445+52.05, 173.68' RT. SET 5/8" IR, W/YELLOW CAP
(26) 445+08.52, 154.13' RT. SET 5/8" IR, W/YELLOW CAP
(27) 444+34.71, 123.32' RT. SET 5/8" IR, W/YELLOW CAP
(28) 446+51.71, 123.97' RT. SET 5/8" IR, W/YELLOW CAP
(29) 446+42.52, 144.45' RT. SET 5/8" IR
(30) 445+34.08, 165.50' RT. POB TW-1C-10-232
(31) 446+65.90, 229.44' RT. POB TW-1C-10-232TE
(32) 446+79.22, 236.42' RT. POC TW-1C-10-232 POC TW-1C-10-232TE
(33) 447+02.69, 175.24' RT.
(34) 446+90.27, 175.87' RT.
(35) 449+68.99, 189.60' RT. POC TW-1C-10-229 POC TW-1C-10-229TE
(36) 449+44.24, 173.45' RT. POB TW-1C-10-229TE
(37) 449+76.89, 175.98 RT. FND NAIL POB TW-1C-10-105
(38) 449+56.35, 162.53' RT. POB TW-1C-10-105AC
(39) 449+72.07, 172.86' RT.
(40) 450+29.15, 211.26' RT. POC TW-1C-10-228 POC TW-1C-10-228TE
(41) 450+56.32, 166.80' RT. POB TW-1C-10-228TE
(42) 450+62.75, 156.50' RT. POB TW-1C-10-228
(43) 450+03.71, 130.83' RT.
(44) 449+85.69, 161.00' RT. POINT OF TERMINATION TW-1C-105AC
(45) 449+79.53, 171.48' RT.
(46) 446+66.18, 139.52' LT. SET 5/8" IR, W/RED CAP
(47) 446+42.41, 150.28' LT. SET 5/8" IR, W/RED CAP
(48) 446+18.46, 160.85' LT. SET 5/8" IR, W/RED CAP
(49) 446+94.39, 126.39' LT. SET 5/8" IR, W/RED CAP
(50) 446+02.12, 126.71' LT. SET 5/8" IR, W/YELLOW CAP
(51) 446+30.83, 126.61' LT. SET 5/8" IR, W/YELLOW CAP
(52) 446+59.68, 126.51' LT. SET 5/8" IR, W/YELLOW CAP
(53) 445+45.08, 126.91' LT.
(54) 447+29.49, 174.58' LT. POB TW-1C-10-302TE
(55) 445+51.92, 188.80' LT.
(56) 445+79.62, 188.36' LT.
(57) 445+97.28, 180.94' LT.
(58) 447+23.00, 165.00' LT.
(59) 447+05.03, 126.33' LT.
(60) 444+60.38, 127.21' LT. SET 5/8" IR, W/YELLLOW CAP
(61) 444+62.80, 223.15' LT.
(62) 444+50.49, 193.96' LT.
(63) 444+46.58, 184.25' LT.
(64) 444+24.38, 127.05' LT.
(65) 444+87.57, 191.67' LT.
(66) 450+93.77, 144.55' LT.
(67) 450+80.18, 125.23' LT. SET 5/8" IR
(68) 450+84.40, 131.26' LT. SET 5/8" IR POB TW-1C-10-230 POC TW-1C-10-230TE
(69) 450+48.92, 125.27' LT. SET 5/8" IR
(70) 450+17.88, 125.31' LT. SET 5/8" IR
(71) 450+40.58, 158.95' LT. SET 5/8" IR POB TW-1C-10-108 POC TW-1C-10-108TE POC TW-1C-10-108AC
(72) 450+16.61, 173.59' LT.
(73) 450+16.61, 173.59' LT.
(74) 449+73.17, 199.26' LT.
(75) 450+92.19, 145.57' LT. POB TW-1C-10-111 POC TW-1C-10-111TE
(76) 449+75.82 129.06' RT.
(77) 449+48.78 127.40' RT.
(78) 449+36.11 149.54' RT. POB TW-1C-10-103

(A) Δ= 01°22'50" L= 72.04' (72.14') R= 2989.79' (2989.79') C= 72.04' CB=N 23°13'45" W
(B) Δ= 01°05'47" L= 57.20' R= 2989.79' (2989.79') C= 57.20' CB=N 31°15'51" W
(C) Δ= 02°49'58" L= 135.46' R= 2739.79 C= 135.54' CB=S 24°51'09" E
(D) Δ= 00°34'26" L= 27.44' (27.31') R= 2739.79' (2739.79') C= 27.44' CB=S 87°48'02" W
(E) Δ= 00°34'36" L= 27.57' (27.81') R= 2739.79' (2739.79') C= 27.57' CB=S 27°07'52" E
(F) Δ= 00°41'38" L= 33.19' (33.24') R= 2739.79' (2739.79') C= 33.19' CB=S 27°45'59" E
(G) Δ= 00°25'50" L= 20.59' (20.60') R= 2739.79' (2739.79') C= 20.59' CB=S 31°26'58" E
(H) Δ= 00°37'15" L= 29.68' (29.70') R= 2739.79' (2739.79') C= 29.68' CB=S 35°01'07" E
(I) Δ= 00°37'31" L= 29.90' R= 2739.79' (2739.79') C= 29.90' CB=S 35°38'30" E
(J) Δ= 00°37'44" L= 32.82' (L=32.13') R= 2789.79' (2789.79') C= 29.90' CB=S 35°38'30" E
(K) (L= 26.27') (R= 2989.79')
(L) (L= 54.62') (R= 2739.79')

SHEET 16

(M) (L= 27.12') (R= 2739.79')
(N) (L= 27.06') (R= 2739.79')
(O) (L= 26.78') (R= 2739.79')
(P) N 02°02'02" W 25.00' (25.00')
(Q) N 87°48'02" E 26.10' (26.21')
(R) N 87°48'02" E 99.10'
(S) N 87°48'02" E 14.41' (14.47')
(T) N 87°48'02" E 110.79' (110.79')
(U) N 02°02'02" W 4.94' (4.95')
(V) N 02°02'02" W 20.12' (20.05')
(W) N 02°02'02" W 29.94' (29.95')
(X) N 87°40'00" E 10.11' (10.11')
(Y) S 02°02'02" E 17.99' (17.99')
(Z) S 02°02'02" E 6.99' (6.99')
(AA) S 02°02'02" E 24.98' (25')
(AB) S 02°02'02" E 2.14'
(AC) N 02°02'27" E 2.06'
(AD) S 02°02'25" E 50.00' (50.00')
(AE) S 87°40'00" W 125.34' (125.27')
(AF) N 02°02'25" W 24.98' (25.00')
(AG) N 87°40'00" E 23.80' (23.74')
(AH) N 87°40'00" E 7.26'
(AI) S 02°02'48" E 1.72'
(AJ) N 33°33'10" W 55.75'
(AK) S 02°02'25" E 33.72' (33.75')
(AL) S 02°02'25" E 37.64' (37.64')
(AM) N 87°48'20" E 1.48'
(AN) S 87°44'57" W 0.73'
(AO) (R= 2739.79') (L= 2.20')
(AP) (R= 2989.79') (L= 28.11')
(AQ) (R= 2739.79') (L= 2.20')
(AR) S 02°01'50" E 25.00' (25.00')
(AS) N 31°04'06" W 28.55'
(AT) Δ= 00°32'45" R= 2989.79' L= 28.49' C= 28.49' CB= N 30°50'56" W
(AU) S 87°48'02" W 55.43'
(AV) N 02°01'56" W 26.81'
(AW) N 02°02'02" W 50.00'
(AX) N 02°02'02" W 24.45'
(AY) N 02°02'28" W 1.96'
(AZ) S 87°44'57" W 11.31'
(BA) S 87°40'00" W 11.30'
(BB) N 87°40'00" E 11.30'
(BC) N 30°03'34" W 28.22'
(BD) N 33°33'10" W 33.36'
(BE) S 02°02'25" E 19.13'
(BF) S 02°02'25" E 28.50'
(BG) N 87°44'57" E 11.70'
(BH) N 02°01'50" W 50.00' (50.00')
(BI) N 26°02'32" W 52.30'
(BJ) N 02°01'50" W 82.72' (82.72')
(BK) N 02°01'50" W 67.28' (67.28')
(BL) S 02°01'50" E 112.01'
(BM) N 87°54'44" E 66.00'
(BN) S 31°04'06" E 13.20'
(BO) N 87°58'10" E 59.60'
(BP) N 02°01'56" W 50.00'
(BQ) N 02°01'56" W 76.81'
(BR) N 02°01'56" W 19.43'
(BS) N 02°01'56" W 30.88'
(BT) N 87°47'33" E 15.93'
(BU) S 01°53'44" E 6.00'
(BV) S 01°53'44" E 19.36'
(BW) S 02°01'56" E 48.14'
(BX) S 34°44'31" E 29.59'
(BY) S 34°44'31" E 29.51'
(BZ) Δ= 01°34'41" L= 76.85' (L= 78.78') R= 2790.10' (R= 2989.89') C= 76.85' B= N 33°01'24" W
(CA) S 87°47'33" W 35.63'
(CB) S 87°47'33" W 12.34'
(CC) S 87°47'33" W 5.37'
(CD) N 87°47'33" E 53.06'
(CE) N 87°47'33" E 12.34'
(CF) N 87°47'33" E 27.26'
(CG) N 19°12'58" W 105.15'
(CH) N 87°44'57" E 61.53'
(CI) Δ= 00°12'46" L= 10.17' R= 2739.79' (R=2739.79') C= 10.17' CB= S 28°05'44" E
(CJ) S 02°02'02" E 104.39'
(CK) S 02°02'02" E 43.99'
(CL) S 02°02'02" E 6.56'
(CM) S 02°02'02" E 6.56'
(CN) S 02°02'02" E 18.11'
(CO) N 24°46'05" W 124.16'
(CP) S 86°26'33" W 8.05'
(CQ) S 86°26'33" W 11.36'
(CR) N 24°46'05" W 120.78'
(CS) Δ= 02°46'54" L= 133.01' R= 2739.79' C= 133.00' CB= S 29°35'33" E
(CT) N 00°02'02" W 33.00'
(CU) N 87°48'02" E 20.64'
(CV) N 87°48'02" E 10.42'
(CW) S 87°48'02" W 10.42'
(CX) N 20°00'53" W 34.66'
(CY) Δ= 00°44'30" L= 35.47' R= 2739.79' (R= 2739.79') C= 35.47' CB= S 23°42'28" E
(CZ) S 87°40'00" W 16.00'
(DA) N 87°40'00" E 16.00'
(DB) S 02°02'02" E 56.47'
(DC) N 33°34'48" W 30.59'
(DD) N 32°21'53" W 31.69'
(DE) N 02°02'25" W 75.47'
(DF) S 02°02'02" E 48.03'
(DG) N 30°32'54" W 25.52' (25.46')
(DH) Δ = 0°04'33" L= 3.69' (L = 3.69') R = 2790.10' (R = 2790.10') C = 3.69' (C = 3.69') CB = N 32°11'37" w
(DI) N 87°41'11" E 39.23' (39.23')
(DJ) N 30°19'26" W 28.29' (28.29')
(DK) N 30°18'08" W 54.51' (54.50")



SEE NOTE NO. 1
CHICAGO TITLE LAND TRUST COMPANY AS SUCCESSOR TO ELMHURST NATINAL BANK AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 29, 1951 KNOWN AS TRUST NO. 607
PIN: 28-12-113-001

SEE NOTE NO. 2
EDWARD RODGERS
PIN: 28-12-113-002

SEE NOTE NO. 1
THE ESTATE OF W.E. MOUCH, DECEASED
PIN: 28-12-113-003 & 004

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS ____ DAY OF ____________, 20___ A.D.

____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET
2051	1808220.07	1159446.83	448+69.93	271.66 RT
2053	1808170.11	1159448.60	448+29.99	247.11 RT
2055	1808120.14	1159450.37	447+89.42	223.17 RT
2056	1808095.15	1159451.26	447+68.90	211.44 RT
2059	1808020.20	1159453.92	447+06.40	177.21 RT
2060	1807995.22	1159454.80	446+85.26	166.12 RT
2062	1807945.25	1159456.57	446+42.52	144.45 RT
2063	1808265.54	1159[illegible]19.87	449+68.99	189.60 RT
2064	1808264.93	1159[illegible]03.95	449+76.89	175.98 RT
2065	1808239.58	1159[illegible]04.79	449+56.35	162.53 RT
2068	1808166.48	1159[illegible]07.21	448+96.62	124.94 RT
2070	1808215.27	1159[illegible]21.65	449+28.54	163.41 RT
2071	1808190.28	1159[illegible]22.54	449+08.17	150.62 RT
2072	1808164.72	1159[illegible]08.3	448+94.88	124.88 RT
2074	1808091.36	1159352.6	448+12.76	124.31 RT
2075	1807944.38	1159433.96	446+51.71	123.97 RT
2080	1808330.88	1159[illegible]01.37	450+29.15	211.26 RT
2093	1808327.31	1159[illegible]08.78	450+77.12	133.80 RT
2120	1808115.82	1159[illegible]37.99	448+40.06	124.36 RT
2122	1808138.50	1159[illegible]24.38	448+65.41	124.60 RT
2123	1807673.86	1159[illegible]58.30	443+62.67	123.10 RT
2125	1807740.06	1159[illegible]29.89	444+34.71	123.32 RT
2126	1807822.73	1159[illegible]26.96	445+08.52	154.13 RT
2127	1807827.72	1159452.12	444+65.04	270.37 RT
2128	1807677.81	1159457.42	443+26.93	215.63 RT
2129	1807872.70	1159[illegible]25.19	445+52.05	173.68 RT
2130	1807922.67	1159523.4	445+95.02	193.92 RT
2131	1807927.66	1159448.59	445+48.92	308.73 RT
2132	1807877.69	1159450.36	445+07.23	289.22 RT
2133	1808166.38	1159[illegible]51.68	448+74.26	162.50 RT
2171	1808165.30	1159[illegible]23.43	448+87.63	137.98 RT
46146	1807615.92	1159[illegible]01.58	444+51.45	227.28 LT
46147	1807627.16	1159[illegible]01.18	444+62.80	223.15 LT
46148	1807660.14	1159[illegible]00.01	444+95.91	210.80 LT
46149	1807785.06	1159195.58	446+18.46	160.85 LT
46150	1807810.05	1159194.69	446+42.41	150.28 LT
46151	1807835.03	1159193.80	446+66.18	139.52 LT
46153	1807871.50	1159126.47	447+34.12	181.36 LT
46157	1808002.44	1158996.40	449+27.11	225.29 LT
46158	1808127.28	1158991.95	450+40.58	158.95 LT
46159	1808152.25	1158991.06	450+62.60	145.18 LT
46160	1808177.22	1158990.17	450+84.40	131.26 LT
46161	1808169.83	1158848.99	451+69.00	248.52 LT
46162	1808174.75	1158974.25	450+92.19	145.57 LT
46163	1808124.79	1158976.03	450+48.19	173.38 LT
46164	1808119.86	1158850.78	451+24.08	277.43 LT
46165	1808219.80	1158847.21	452+12.93	218.99 LT
46166	1808311.97	1158843.91	452+91.40	162.93 LT
46185	1807631.12	1159[illegible]04.23	444+24.38	127.05 LT
46186	1807663.59	1159289.97	444+60.38	127.21 LT
46188	1807786.50	1159233	446+02.12	126.71 LT
46189	1807811.05	1159220.8	446+30.83	126.61 LT
46190	1807835.58	1159208.2	446+59.68	126.51 LT
46191	1807864.95	1159192.74	446+94.39	126.39 LT
46192	1807989.56	1159122.27	448+44.15	125.55 LT
46194	1808128.91	1159031.88	450+17.88	125.31 LT
46195	1808153.22	1159014.9	450+48.92	125.27 LT
46196	1808177.52	1158997.4	450+80.18	125.23 LT
46197	1808210.27	1158973	451+22.91	125.42 LT
46198	1806564.76	1156782.4	444+47.58	2864.98 LT
46199	1808224.33	1158962.4	451+41.34	125.42 LT
46245	1808310.24	1158844	452+89.96	164.00 LT
46246	1808222.23	1158909	451+73.91	169.00 LT
46252	1808007.13	1159111.53	448+65.69	125.52 LT
46253	1807628.76	1159242.92	444+46.58	184.25 LT
46391	1807982.57	1159122.52	448+37.76	128.97 LT
46392	1807982.57	1159122.52	448+37.76	128.97 LT
46394	1808313.69	1158843.9	452+92.84	161.86 LT
46395	1808315.47	1158889.9	452+63.15	125.47 LT
46399	1808313.78	1158891.3	452+60.85	125.47 LT
47010	1807870.30	1159145.84	447+23.00	165.00 LT
47011	1807760.63	1159196.44	445+94.85	171.00 LT
47012	1807661.33	1159231.05	444+83.40	182.00 LT
47055	1807852.00	1159525.92	445+34.08	165.50 RT
47056	1808264.25	1159286.25	449+85.69	161.00 RT
47057	1808328.36	1159236.01	450+62.75	156.50 RT
47061	1808262.88	1159250.66	450+03.71	130.83 RT
47063	1807896.25	1159458.31	446+00.01	123.86 RT
47150	1807735.09	1159197.35	445+69.99	181.41 LT
47243	1808052.38	1158994.62	449+73.17	199.26 LT
47244	1808051.73	1158978.63	449+82.22	212.88 LT
47261	1808173.61	1158945.14	451+09.52	169.67 LT
47262	1808127.15	1158975.95	450+50.29	172.08 LT
47264	1807980.25	1159065.54	448+67.12	178.78 LT
47265	1808004.68	1159051.40	448+97.20	177.79 LT
47266	1808100.39	1158992.91	450+16.61	173.59 LT
47273	1807628.36	1159232.50	444+50.49	193.96 LT
47274	1807660.93	1159220.64	444+87.57	191.67 LT
47292	1808006.61	1159520.44	446+65.90	229.44 RT
47293	1808004.50	1159460.88	446+90.27	175.87 RT
47294	1808015.81	1159454.07	447+02.69	175.24 RT
47295	1808264.72	1159298.59	449+79.53	171.48 RT
47296	1808328.83	1159248.34	450+56.32	166.80 RT
47302	1807871.00	1159134.50	447+29.49	174.58 LT
47303	1807758.26	1159186.52	445+97.28	180.94 LT
47304	1807740.16	1159187.16	445+79.62	188.36 LT
47305	1807716.66	1159198.00	445+51.92	188.80 LT
47312	1808022.60	1159519.87	446+79.22	236.42 RT
47313	1808234.69	1159320.97	449+44.24	173.45 RT
47314	1808258.93	1159304.15	449+72.07	172.86 RT
47337	1807873.92	1159187.95	447+05.03	126.33 LT
47355	1807710.11	1159198.24	445+45.48	191.40 LT
47356	1807707.58	1159132.29	445+73.92	251.96 LT
47514	1808120.79	1158992.18	450+34.82	162.50 LT
47515	1808005.14	1159062.69	448+91.19	168.00 LT
47517	1808174.07	1158956.83	451+02.52	160.00 LT
47518	1808146.27	1158975.27	450+67.22	161.50 LT
47520	1807980.71	1159076.82	448+61.22	168.94 LT
MB3	1808176.57	1158974.19	450+93.77	144.55 LT
OL1000	1808212.38	1158972.91	451+24.72	124.21 LT
OL1001	1808224.35	1158963.09	451+40.90	124.83 LT

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- CENTER OF SECTION
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY EASEMENT LINE
- SECTION LINE
- PROPERTY (DEED) LINE
- ACCESS CONTROL LINE
- EXISTING WATER FEATURE
- 121.45 — MEASURED DIMENSION
- 123.45 (COMP) — COMPUTED DIMENSION
- (123.45) — RECORDED DIMENSION
- SET REBAR WITH RED CAP STAMPED W/"ISTHA ROW" UNLESS OTHERWISE NOTED
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD PERMANENT SURVEY MONUMENT.
- CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL — EXISTING TELEPHONE SPLICE BOX
- LGT — EXISTING STREET LIGHT
- MAIL BOX — EXISTING MAIL BOX
- WELL — EXISTING WELL HEAD
- 9188 — TYPICAL COORDINATE POINT NUMBER
- NS-706-033 — DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
- TW-1C-10-012 — DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

AREA TABLE

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C- 10-090	17902	0.411	17902	0.411	0	0.000	0	0.000
TW-1C- 10-091	6254	0.144	6264	0.144	0	0.000	0	0.000
TW-1C- 10-092	6254	0.144	514	0.012	5750	0.132	0	0.000
TW-1C- 10-094	5619	0.129	5619	0.129	0	0.000	0	0.000
TW-1C- 10-095	756	0.018	796	0.018	0	0.000	0	0.000
TW-1C- 10-096	507	0.012	507	0.012	0	0.000	0	0.000
TW-1C- 10-097	217	0.005	217	0.005	0	0.000	0	0.000
TW-1C- 10-098	8970	0.206	8970	0.206	0	0.000	0	0.000
TW-1C- 10-099	2639	0.061	2639	0.061	0	0.000	0	0.000
TW-1C- 10-100	6114	0.140	6114	0.140	0	0.000	0	0.000
TW-1C- 10-101	6253	0.144	707	0.016	5556	0.128	0	0.000
TW-1C- 10-103	621	0.014	621	0.014	0	0.000	0	0.000
TW-1C- 10-104	812	0.019	812	0.019	0	0.000	0	0.000
TW-1C- 10-105	1134	0.027	1184	0.027	0	0.000	0	0.000
TW-1C- 10-106	6355	0.146	6355	0.146	0	0.000	0	0.000
TW-1C- 10-107	3041	0.070	1218	0.028	1823	0.042	282	0.006
TW-1C- 10-108	9737	0.225	5859	0.134	3928	0.091	1231	0.028
TW-1C- 10-109	797	0.018	797	0.018	0	0.000	0	0.000
TW-1C- 10-110	389	0.009	389	0.009	0	0.000	0	0.000
TW-1C- 10-111	6258	0.144	248	0.006	6020	0.138	446	0.010
TW-1C- 10-112	6210	0.142	6210	0.142	0	0.000	0	0.000
TW-1C- 10-228	4802	0.110	2062	0.047	2740	0.063	815	0.019
TW-1C- 10-229	1807	0.041	1200	0.028	607	0.013	309	0.007
TW-1C- 10-230	1999	0.046	694	0.016	1305	0.030	316	0.007
TW-1C- 10-231	3706	0.085	3706	0.085	0	0.000	0	0.000
TW-1C- 10-232	13281	0.305	6823	0.157	6458	0.148	5442	0.125
TW-1C- 10-300	3138	0.073	1987	0.045	1201	0.028	344	0.008
TW-1C-10-301	2427	0.056	2427	0.056	0.000	0.000	0.000	0.000
TW-1C- 10-302	10807	0.248	2694	0.062	8113	0.186	1536	0.035

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

ROW-006

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 10/12/2012
DSN BY: -	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:

NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS

FROM STATION: 447+00
TO STATION: 452+00

CONTRACT NUMBER: RR-5596D

DRAWING NUMBER:

PLAT OF HIGHWAYS

FAI57 (I-57) & TRI-STATE TOLLWAY (I294)

SECTIONS 13 & 14, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE 3RD P.M., COOK COUNTY, ILLINOIS

COORDINATE TABLE

PN	NORTHING	EASTING	I-294 STA	OFFSET
2094	1808377.63	1159174.27	451+35.3515	136.06 RT
2102	1808532.64	1159102.72	452+92.4871	177.18 RT
2106	1808703.19	1158971.30	454+94.0442	334.76 RT
2107	1808702.64	1158955.31	455+04.1722	182.95 RT
2113	1808630.63	1158973.88	454+42.9313	146.40 RT
2116	1808649.18	1158957.21	454+66.6421	147.08 RT
46165	1808219.80	1158847.21	452+12.9321	218.99 LT
46166	1808311.97	1158843.91	452+91.4043	162.93 LT
46167	1808348.72	1158842.60	453+21.7797	140.03 LT
46168	1808416.95	1158648.75	455+16.3694	235.92 LT
46169	1808421.31	1158773.96	454+26.8384	142.61 LT
46170	1808311.37	1158777.89	453+37.0118	213.36 LT
46171	1808306.52	1158652.70	454+25.3255	309.58 LT
46172	1808641.92	1158647.86	455+36.2476	218.91 LT
46173	1808466.89	1158646.97	455+55.8711	201.77 LT
46174	1808516.83	1158645.18	455+94.3658	167.13 LT
46175	1808541.80	1158644.29	456+13.2433	149.63 LT
46176	1808566.77	1158643.40	456+31.8783	132.02 LT
46177	1808665.09	1158639.03	455+60.6222	208.62 LT
46178	1808460.84	1158505.80	456+63.8421	303.13 LT
46179	1808586.82	1158501.30	457+58.9875	211.52 LT
46180	1808591.18	1158626.51	456+62.1958	125.49 LT
46181	1808636.76	1158499.52	457+94.8961	174.43 LT
46182	1808686.70	1158497.73	458+29.8231	136.93 LT
46200	1808313.73	1158889.78	452+61.7964	126.65 LT
46201	1808349.37	1158861.23	453+09.5426	125.49 LT
46202	1808447.03	1158773.04	454+47.1730	125.68 LT
46204	1808470.50	1158750.60	454+81.1426	125.69 LT
46205	1808518.83	1158702.65	455+52.3495	125.70 LT
46207	1808567.08	1158652.31	456+25.2768	125.71 LT
46208	1808575.66	1158643.08	456+38.4573	125.71 LT
46209	1808591.17	1158626.19	456+62.4413	125.72 LT
46211	1808639.28	1158571.91	457+38.2998	125.73 LT
46212	1808687.29	1158514.73	458+16.3935	125.75 LT
46218	1808446.28	1158773.07	454+46.5880	126.18 LT
46254	1807617.67	1159246.96	444+34.7868	184.95 LT
46307	1808590.86	1158626.53	456+61.9612	125.72 LT
46394	1808313.69	1158843.85	452+92.8374	161.86 LT
46395	1808315.47	1158889.86	452+63.1514	125.47 LT
46396	1808585.76	1158501.34	457+58.2168	212.30 LT
46399	1808313.78	1158891.26	452+60.8543	125.47 LT
47008	1808416.13	1158774.15	454+22.7101	146.00 LT
47009	1808331.17	1158843.23	453+07.3422	151.00 LT
47058	1808407.77	1159173.20	451+58.7658	153.50 RT
47059	1808504.78	1159103.71	452+71.7457	150.00 RT
47060	1808371.52	1158841.78	453+80.3758	125.67 LT
47062	1808472.22	1159104.87	452+47.2135	140.13 RT
47254	1808400.19	1158774.7	454+09.9450	156.40 LT
47255	1808420.72	1158756.95	454+38.6375	155.43 LT
47256	1808444.99	1158735.96	454+72.5248	153.94 LT
47257	1808469.26	1158714.96	455+06.3700	152.06 LT
47258	1808517.73	1158670.98	455+75.3464	148.61 LT
47259	1808541.94	1158648.44	456+10.1681	146.68 LT
47260	1808546.58	1158644.12	456+16.8307	146.27 LT
47297	1808425.84	1159172.56	451+72.6757	154.05 RT
47298	1808522.84	1159103.07	452+85.2213	171.12 RT
47340	1808686.76	1158499.41	458+28.4913	135.82 LT
47341	1808638.57	1158551.37	457+54.1542	139.66 LT
47342	1808590.29	1158601.00	456+81.4209	143.27 LT
47343	1808588.98	1158602.32	456+79.4623	143.36 LT
47344	1808563.94	1158627.49	456+42.1135	144.91 LT
47345	1808623.77	1158567.85	457+30.5283	140.49 LT
47346	1808414.86	1158632.82	455+27.0338	248.69 LT
47348	1808415.37	1158648.81	455+15.1058	236.99 LT
47371	1808534.92	1159168.68	452+54.6088	229.25 RT
47508	1808687.25	1158513.58	458+17.2943	126.50 LT
47509	1808630.49	1158574.78	457+30.0000	130.50 LT
47510	1808578.56	1158626.97	456+52.9304	134.50 LT
47511	1808561.84	1158643.57	456+28.2215	135.50 LT
47512	1808493.32	1158707.36	455+30.0000	140.50 LT
47533	1808421.17	1158769.79	454+29.7225	145.76 LT
47534	1808445.44	1158748.79	454+63.4947	144.36 LT
47535	1808469.71	1158727.79	454+97.2276	142.59 LT
47536	1808518.19	1158684.21	455+65.6901	139.06 LT
47537	1808542.40	1158661.67	456+00.3972	137.24 LT
47538	1808589.42	1158616.06	456+69.0575	133.83 LT
47539	1808590.77	1158614.70	456+71.0685	133.74 LT
47540	1808639.06	1158565.54	457+43.1992	130.06 LT
OL1001	1808224.35	1158963.09	451+40.9051	124.83 LT
OL1002	1808590.01	1158634.56	456+55.1576	120.93 LT
G1000	1808238.32	1158951.6	451+59.7786	125.43 LT

(A) N 88°00'14" E 15.86'
(B) N 2°02'50" W 24.99' (25.00')
(C) N 2°02'50" W 49.97' (50.00')
(D) N 88°00'14" E 14.18'
(E) N 88°00'14" W 6.37'
(F) N 47°09'13" W 12.61'
(G) N 47°09'13" W 22.49'
(H) N 02°02'50" W 1.06'
(I) N 88°00'14" E 113.47'
(J) N 88°00'14" W 13.71'
(K) S 88°00'14" W 11.82'
(L) N 88°00'14" E 0.33' (0.30')
(M) S 02°02'49" E 0.32' (0.31')
(N) S 02°02'49" E 1.43'
(O) S 88°10'30" W 10.51'
(P) S 88°10'30" W 13.74'
(Q) N 88°10'30" E 114.78'
(R) N 45°08'33" W 1.86'
(S) N 45°08'33" W 1.92'
(T) N 88°00'14" E 124.96'
(U) N 42°56'59" W 6.34'
(V) N 88°00'14" E 4.15'
(W) N 88°00'14" E 8.92' (8.95)
(X) Δ= 00° 44' 01"
R= 2739.79
L= 35.08
C= 35.08
CB= S 47°34'37" E
(Y) N 88°00'14" E 13.24'
(Z) N 02°02'49" W 24.99' (25.00')
(AA) S 88°00'14" W 125.29' (125.29')
(AB) Δ= 00° 43' 29"
R= 2739.79
L= 34.65
C= 34.65
CB= S 45°50'53" E
(AC) N 42°56'59" W 33.08'
(AD) S 2°02'49" E 24.99' (25.00')
(AE) N 42°56'59" E 26.56'
(AF) N 2°02'49" W 49.97'
(AG) N 2°02'49" W 4.79'
(AH) N 88°00'14" E 21.60' (21.55')
(AI) N 02°02'48" W 1.72'
(AJ) N 40°52'06" W 27.15'
(AK) S 02°02'49" E 0.75' (0.76')
(AL) Δ= 00°40'45"
R= 2739.79' (2739.79')
L= 32.48' (32.53')
C= 32.48'
CB= S 43°43'20" E
(AM) N 87°48'20" E 1.48'
(AN) S 87°44'57" W 0.73'
(AO) Δ= 00°02'45"
R= 2739.79' (2739.79')
L= 2.20'
C= 2.20'
CB= S 39°41'39" E
(AP) S 39°21'36" E 18.06'
(AQ) Δ= 00°22'07"
R= 2739.79' (2739.79')
L= 17.63'
C= 17.63'
CB= S 37°27'56" E
(AR) Δ= 00°55'40"
L= 44.36'
R= 2739.79' (2739.79')
C= 44.36'
CB= S 40°10'51" E
(AS) N 02°02'48" W 35.05' (35.07')
(AT) S 02°02'48" E 5.19'
(AU) S 02°02'48" E 15.95'
(AV) N 88°00'14" E 4.18'
(AW) N 88°00'14" E 12.84'
(AX) N 40°52'08" W 32.09'
(AZ) N 40°52'06" W 32.09'
(BA) Δ= 01°25'26"
R= 2739.79' (R=2739.79')
L= 68.08 (L=68.28)
C= 68.08
CB= S 44°46'25" E
(BB) N 40°52'06" W 31.22'
(BC) N 42°56'59" W 33.98'
(BD) N 88°00'14" E 13.24'
(BE) N 2°02'49" W 4.93'
(BF) N 2°02'49" W 15.27'
(BG) N 2°02'49" W 8.90'
(BH) Δ= 00°15'49"
R= 2739.79' (2739.79')
L= 12.60' (12.63')
C= 12.60'
CB=S 47°04' 32" E
(BI) N 2°02'49" W 16.09' (16.09')
(BJ) N 88°10'30" W 125.29'
(BK) N 45°08'33" W 56.31'
(BL) N 45°08'33" W 46.76'
(BM) Δ= 1°31'00"
R= 2739.79'
L= 72.53'
C= 72.53'
CB= S 48°26'43" E
(BN) N 88°00'14" W 14.18'
(BO) N 88°00'14" W 1.15'
(BP) N 88°00'14" W 1.68'
(BQ) N 47°09'13" W 70.87'
(BR) N 88°10'30" W 16.00'
(BS) Δ= 1°33'41"
L= 74.67' (L=74.91')
R= 2739.79' (2739.79')
C= 74.67'
CB= S 49°59'04" E
(BT) Δ= 02°24'33"
L= 117.32'
R= 2790.10'
C= 117.32'
CB= N 36°16'13" W
(BU) N 02°02'07" W 32.58'
(BV) N 02°02'07" W 18.08'
(BW) N 02°02'07" W 9.80'
(BX) S 02°02'07" E 18.08'
(BY) S 02°02'07" E 22.75'
(BZ) N 88°01'15" E 16.00'
(CA) N 02°02'02" W 53.50'
(CB) S 02°02'02" E 72.60'
(CC) Δ= 00°30'43" 24.93'
L= 24.93' (L= 24.87')
R= 2790.10' (R= 2989.79')
C= 24.93'
CB= N 41°57'11" W
(CD) S 87°56'20" W 66.00'
(CE) N 38°37'59" W 110.73'
(CF) N 39°06'51" W 109.50'
(CG) Δ= 02°08'08"
L= 102.12'
R= 2739.79'
C= 102.11'
CB= S 42°18'54" E
(CH) S 02°02'48" E 40.38'
(CI) S 02°02'48" E 17.49'
(CJ) N 43°46'44" W 24.04'
(CK) Δ= 00°28'12"
L= 22.47'
R= 2739.79'
C= 22.47'
CB= S 47°26'33" E
(CL) N 44°48'28" W 23.57'
(CM) N 44°16'22" W 35.18'
(CN) N 43°38'58" W 33.47'

(1) 458+29.82, 136.93' LT.
POC TW-1C-10-129
POC TW-1C-10-129TE
POC TW-1C-10-129AC
(2) 458+16.39, 125.75' LT.
(3) 457+38.30, 125.73' LT.
(4) 457+43.20, 130.06' LT.
POB TW-1C-10-128
POB TW-1C-10-128AC
POINT OF TERMINATION
TW-1C-10-128AC
(5) 458+17.24, 126.50' LT.
POB TW-1C-10-129
POB TW-1C-10-129AC
(6) 457+58.22, 212.30' LT.
(7) 457+58.99, 211.52' LT.
(8) 456+81.42, 143.27' LT.
(9) 456+71.07, 133.74' LT.
POINT OF TERMINATION
TW-1C-10-128AC
(10) 456+62.44, 125.72' LT.
(11) 456+62.20, 125.49' LT.
(12) 456+61.96, 125.72' LT.
(13) 456+61.15, 126.51' LT.
POB TW-1C-10-127
POC TW-1C-10-127E
POB TW-1C-10-127AC
(14) 456+52.93, 134.50' LT.
POB TW-1C-10-127E
POB TW-1C-10-127AC
(15) 456+69.06, 133.83' LT.
POINT OF TERMINATION
TW-1C-10-127AC
(16) 456+16.83, 146.27' LT.
POB TW-1C-10-224 TE
(17) 456+31.88, 132.02' LT.
SET 5/8" IR W/YELLOW CAP
POB TW-1C-10-125
POC TW-1C-10-125TE
POC TW-1C-10-125AC
(18) 456+25.26, 125.71' LT.
SET 5/8" IR W/YELLOW CAP
(19) 455+88.59, 125.71' LT.
SET 5/8" IR W/YELLOW CAP
(20) 456+13.24, 149.63' LT.
SET 5/8" IR W/RED CAP
POC TW-1C-10-124
POC TW-1C-10-124TE
POC TW-1C-10-124C
POC TW-1C-10-224
POC TW-1C-10-224AC
(21) 455+94.37, 167.13' LT.
POC TW-1C-10-123
POC TW-1C-10-123TE
POC TW-1C-10-123AC
(22) 455+65.69, 139.06' LT.
SET 5/8" IR
POB TW-1C-10-123
POB TW-1C-10-123AC
POINT OF TERMINATION
TW-1C-10-124AC
(23) 455+52.35, 125.70' LT.
(24) 454+81.14, 125.69' LT.
(25) 455+06.37, 152.03' LT.
(26) 455+55.87, 201.77' LT.
(27) 455+36.25, 218.91' LT.
(28) 454+63.49, 144.36' LT.
SET 5/8" IR
(29) 454+46.59, 126.18' LT.
POB TW-1C-10-122
POB TW-1C-10-122E
POINT OF TERMINATION
TW-1C-10-121AC
(30) 454+46.59, 126.18' LT.
POB TW-1C-10-122
POB TW-1C-10-122E
POB TW-1C-10-122AC
(31) 454+47.17, 125.68' LT.
(32) 454+61.96, 125.72' LT.
(33) 454+38.64, 155.43' LT.
(34) 454+26.84, 142.61' LT.
POB TW-1C-10-120
POC TW-1C-10-120TE
POB TW-1C-10-121
POC TW-1C-10-120AC
POB TW-1C-10-121E
POC TW-1C-10-121AC
(35) 454+09.94, 156.40' LT.
POB TW-1C-10-225TE
(36) 454+29.72, 145.76' LT.
SET 5/8" IR
POB TW-1C-10-121TE
POB TW-1C-10-121AC
POINT OF TERMINATION
TW-1C-10-120AC
(37) 454+22.71, 146.00' LT.
SET 5/8" IR
POB TW-1C-10-120TE
POB TW-1C-10-120AC
POB TW-1C-10-121TE
POB TW-1C-10-225
(38) 454+72.52, 153.94' LT.
(39) 455+30.00, 140.50' LT.
SET 5/8" IR
POINT OF TERMINATION
TW-1C-10-122AC
(40) 455+75.35, 148.61' LT.
POB TW-1C-10-123TE
(41) 456+10.17, 146.68' LT.
POB TW-1C-10-124TE
(42) 456+00.40, 137.24' LT.
SET 5/8" IR W/RED CAP
POB TW-1C-10-124
POB TW-1C-10-124AC
POINT OF TERMINATION
TW-1C-10-124AC
(43) 456+28.22, 135.50' LT.
POB TW-1C-10-125TE
POB TW-1C-10-125AC
POB TW-1C-10-125E
(44) 456+38.46, 125.71' LT.
SET 5/8" IR
(45) 456+79.46, 143.36' LT.
(46) 457+30.53, 140.49' LT.
(47) 457+30.00, 130.50' RT.
(48) 457+54.15, 139.66' LT.
POB TW-1C-10-128TE
(49) 457+54.30, 174.43' LT.
POC TW-1C-10-128
POC TW-1C-10-128TE
POC TW-1C-10-128AC
(50) 458+28.49, 135.82' LT.
POB TW-1C-10-129TE
(51) 452+47.20, 140.13' RT.
(52) 452+71.75, 160.00' RT.
POB TW-1C-10-116AC
(53) 454+02.52 153.65' RT.
POINT OF TERMINATION TW-1C-10-117AC
POB TW-1C-10-118AC
(54) 452+54.67, 229.29' RT.
POC TW-1C-10-227
POC TW-1C-10-227TE
(55) 451+72.68, 164.05' RT.
POB TW-1C-10-227E
(56) 451+58.77, 153.50' RT.
POB TW-1C-10-227
(57) 451+35.35, 136.06' RT.
(58) 452+85.22, 171.12' RT.
(59) 453+21.78, 140.03' LT.
(60) 453+07.34, 151.00' LT.
(61) 453+40.38, 125.67' LT.
(62) 455+27.03, 248.69' LT.
(63) 455+15.11, 236.99' LT.
(64) 453+70.77 154.53' RT.
POINT OF TERMINATION
TW-1C-10-116AC

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
CENTER OF SECTION

EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED PERMANENT EASEMENT LINE
PROPOSED TEMPORARY EASEMENT LINE
SECTION LINE
PROPERTY (DEED) LINE
ACCESS CONTROL LINE
EXISTING WATER FEATURE
1,460+00 MEASURED DIMENSION
123.45 (COMP) COMPUTED DIMENSION
(123.45) RECORDED DIMENSION
SET REBAR WITH RED CAP STAMPED W/"ISTHA ROW" UNLESS OTHERWISE NOTED
FOUND IRON PIPE OR IRON ROD
SET ⅝ INCH IRON ROD PERMANENT SURVEY MONUMENT,
CENTERLINE CONTROL TO BE REPLACED AFTER CONSTRUCTION
CUT CROSS FOUND OR SET
SAME OWNERSHIP
TEL EXISTING TELEPHONE SPLICE BOX
LGT EXISTING STREET LIGHT
MAIL BOX EXISTING MAIL BOX
WELL EXISTING WELL HEAD
(9188) TYPICAL COORDINATE POINT NUMBER
NS-706-033 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR PREVIOUSLY ACQUIRED PARCELS
TW-1C-10-012 DENOTES TYPICAL I.S.T.H.A. PARCEL NUMBER FOR CREATED BY THIS PLAT

TW-1C-10-119 VILLAGE OF POSEN PIN: 28-12-104-001, 002 & 003
TW-1C-10-129 JANET E. LORENZ PIN: 28-12-103-001 & 002
TW-1C-10-129TE JANET E. LORENZ PIN: 28-12-103-001 & 002
TW-1C-10-128 MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 24, 1989 KNOWN AS TRUST NO. 89-5815 PIN: 28-12-103-004 & 003
TW-1C-10-128TE MIDWEST BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 24, 1989 ANNA E. MCCREERY, DECEASED KNOWN AS TRUST NO. 89-5815 PIN: 28-12-103-004 & 003
TW-1C-10-126 ESTATE OF ELLA MAY LOFTUS, DECEASED PIN: 28-12-103-020
TW-1C-10-224 THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-224TE THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-125TE THE ESTATE OF ELLA MAY LOFTUS, DECEASED PIN: 28-12-103-021
TW-1C-10-125 THE ESTATE OF ELLA MAY LOFTUS, DECEASED PIN: 28-12-103-021
TW-1C-10-123TE COPPERFIELDS, INC. PIN: 28-12-103-023 & 024
TW-1C-10-123 COPPERFIELDS, INC. PIN: 28-12-103-023 & 024
TW-1C-10-124TE CHICAGO TITLE LAND AND TRUST COMPANY AS SUCCESSOR TO LASALLE NATIONAL BANK, ITS SUCCESSORS AS TRUSTEE UNDER TRUST AGREEMENT DATED THE 22ND DAY OF SEPTEMBER 1960, KNOWN AS TRUST NUMBER 28483 PIN: 28-12-103-022
TW-1C-10-121 PHILLIP SCHNEIDER PIN: 28-12-103-026
TW-1C-10-122TE THE ESTATE OF JACOB WEITZEL, DECEASED PIN: 28-12-103-025
TW-1C-10-121TE PHILLIP SCHNEIDER PIN: 28-12-103-026
TW-1C-10-120TE D.D.S. REALTY, L.P. AN ILLINOIS LIMITED PARTNERSHIP PIN: 28-12-103-027-0000, 028-0000, 029-0000, & 030-0000
TW-1C-10-120 D.D.S. REALTY, L.P. AN ILLINOIS LIMITED PARTNERSHIP PIN: 28-12-103-027-0000, 028-0000, 029-0000, & 030-0000
TW-1C-10-118 VILLAGE OF POSEN PIN: 28-12-104-016, 017, 018, & 019
TW-1C-10-226 THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-117 JOE PERNELL & JEAN PERNELL PIN: 28-12-10-020
TW-1C-10-116 VILLAGE OF POSEN PIN: 28-12-104-021, 022, 023, 024, & 025
TW-1C-10-227TE THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-115 VILLAGE OF POSEN PIN: 28-12-105-009, 010, 011, 012, 013, 014 & 015
TW-1C-10-227 THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-122 THE ESTATE OF JACOB WEITZEL, DECEASED PIN: 28-12-103-025
TW-1C-10-225 THE ESTATE OF STEWART E. BARRELL, DECEASED PIN: NO PIN ASSIGNED
TW-1C-10-225TE THE ESTATE OF STEWART E. BARRELL, DECEASED
TW-1C-10-114 THE ESTATE OF FRANCIS EMMA TELLER, DECEASED PINs 28-12-104-015
TW-1C-10-113 FIRST MIDWEST BANK UNDER TRUST AGREEMENT DATED DECEMBER 6, 2001 KNOWN AS TRUST NO. 7097 PIN: 28-12-112-050
TW-1C-10-124 SEE NOTE NO. 1
TW-1C-10-127TE ORCHARD COUNTY CONSTRUCTION, INC PIN: 28-12-103-033-0000, 034-0000, & 035-0000
TW-1C-10-127 ORCHARD COUNTY CONSTRUCTION, INC PIN: 28-12-103-033-0000, 034-0000, & 035-0000

NOTE NO. 1
CHICAGO TITLE LAND AND TRUST COMPANY AS SUCCESSOR TO LASALLE NATIONAL BANK, ITS SUCCESSORS AS TRUSTEE UNDER TRUST AGREEMENT DATED THE 22ND DAY OF SEPTEMBER 1960, KNOWN AS TRUST NUMBER 28483 PIN: 28-12-103-022

DETAIL A NOT TO SCALE
DETAIL B NOT TO SCALE
DETAIL C NOT TO SCALE
DETAIL D NOT TO SCALE
DETAIL E NOT TO SCALE
DETAIL F NOT TO SCALE

SHEET 15

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 Inch = 50 ft.

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83-2007).

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

THIS IS TO CERTIFY THAT I, WILLIAM A. KENTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE PLAT OF HIGHWAYS SHOWN HEREON IN NORTHWEST FRACTIONAL QUARTER OF SECTIONS 13, AND THE NORTHEAST QUARTER OF SECTION 14 TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY; THAT THE PLAT IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; MADE FOR THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, STATE OF ILLINOIS.

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

DATED AT EAST PEORIA, ILLINOIS THIS ___ DAY OF ----------, 20--- A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3430
LICENSE EXPIRES 11-30-2012

THE LEGAL DESCRIPTIONS OF THE PARCELS SHOWN ABOVE ARE ATTACHED HERE TO AND MADE A PART HERE OF AS EXHIBIT.

AREA TABLE

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C-10-113	7462	0.171	7462	0.171	0	0.000	0	0.000
TW-1C-10-114	1137	0.026	1137	0.026	0	0.000	0	0.000
TW-1C-10-115	22185	0.509	22185	0.509	0	0.000	0	0.000
TW-1C-10-116	3959	0.091	3959	0.091	0	0.000	0	0.000
TW-1C-10-117	2320	0.053	2320	0.053	0	0.000	0	0.000
TW-1C-10-118	12218	0.280	12218	0.280	0	0.000	0	0.000
TW-1C-10-119	1230	0.028	1230	0.028	0	0.000	0	0.000
TW-1C-10-120	13814	0.317	11	0.000	13803	0.317	169	0.004
TW-1C-10-121	3130	0.072	356	0.008	2774	0.064	321	0.007
TW-1C-10-122	2870	0.066	598	0.014	2272	0.052	321	0.007
TW-1C-10-123	4037	0.093	1021	0.023	3016	0.070	671	0.015

PARCEL	AREA		AREA		AREA		AREA	
	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-	SQ. FT.+/-	ACRES +/-
	TOTAL HOLDING		FEE TAKE		REMAINDER		Temp Easment	
TW-1C-10-124	1138	0.026	433	0.010	705	0.016	331	0.008
TW-1C-10-125	531	0.012	357	0.008	174	0.004	164	0.004
TW-1C-10-126	40	0.001	40	0.001	0	0.000	0	0.000
TW-1C-10-127	15661	0.360	59	0.001	15602	0.359	254	0.006
TW-1C-10-128	4944	0.113	446	0.010	4498	0.103	691	0.016
TW-1C-10-129	2248	0.052	201	0.005	2047	0.047	709	0.016
TW-1C-10-224	2692	0.062	209	0.005	2483	0.057	239	0.005
TW-1C-10-225	6422	0.147	2385	0.055	4037	0.092	1104	0.025
TW-1C-10-226	1008	0.023	1008	0.023	0	0.000	0	0.000
TW-1C-10-227	7140	0.164	2021	0.046	5119	0.118	1193	0.027

DRAWING INFORMATION:	
DWN BY: WAK	DATE: 10/12/2012
DSN BY: -	HORIZ SCALE: 1" = 50'
CHK BY:	FIELD WORK COMPLETED: N/A

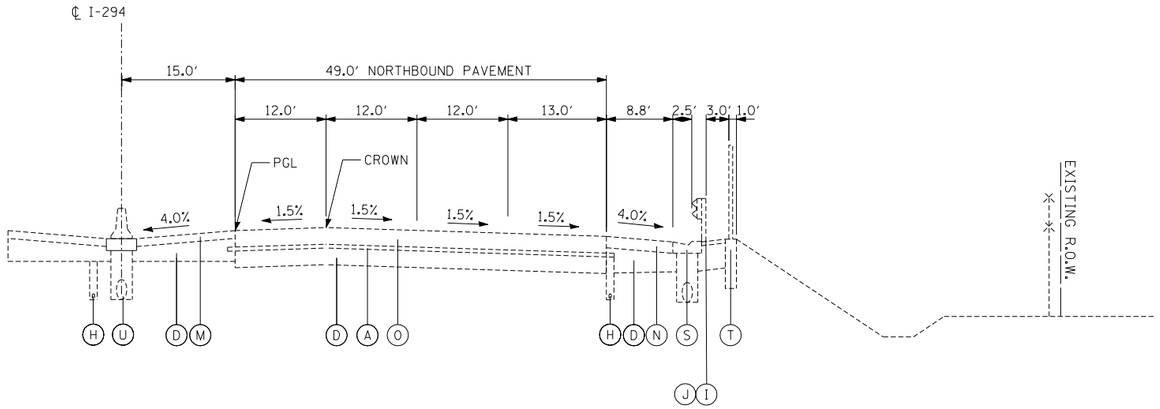
SECTIONS 13
T 36 N, R 13 E, 3RD P.M.
COOK COUNTY
STATE OF ILLINOIS

QUIGG ENGINEERING INC
2000 SOUTH MAIN STREET
JACKSONVILLE ILLINOIS 62650
PH. 217-245-5375 FAX 217-245-5398
PROFESSIONAL DESIGN FIRM 184-004721

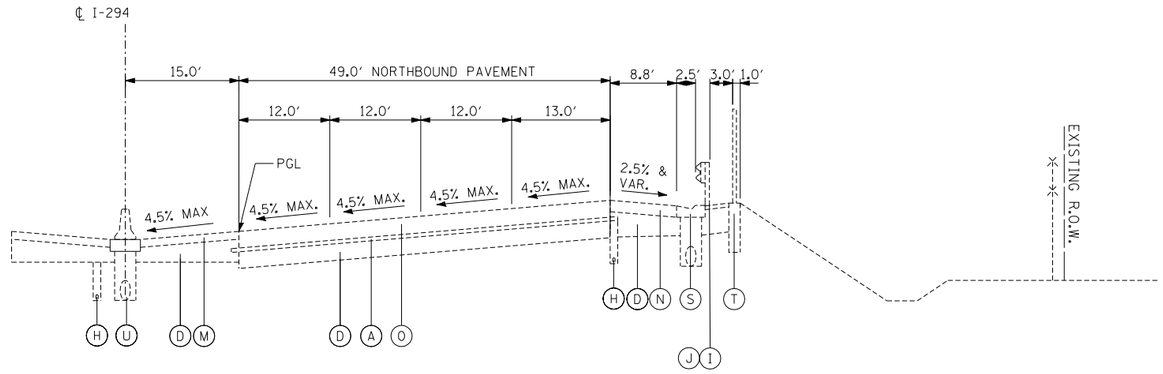
LINCOLN
Illinois Tollway
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

DRAWING REVISIONS:			
NO.	DATE:	MADE BY:	DESCRIPTION:
1.			
2.			
3.			
4.			
5.			

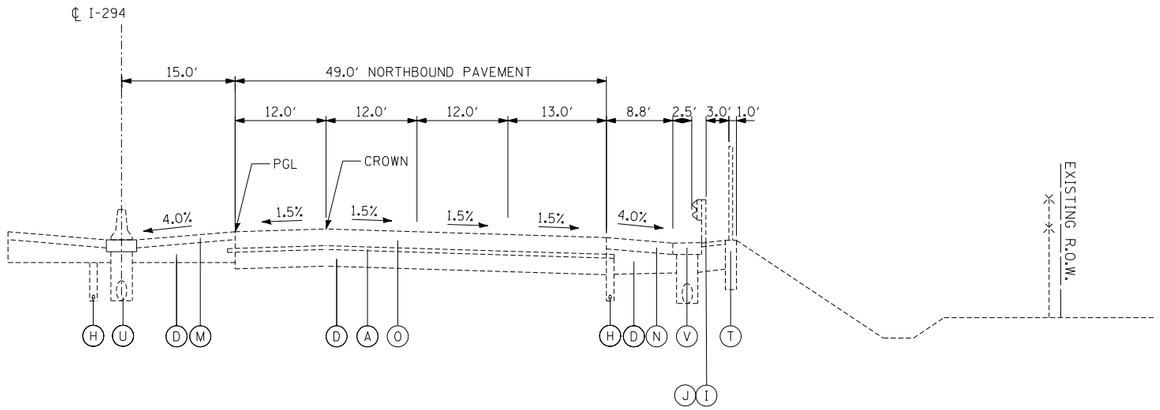
TOLLWAY NAME: I-57 & I-294 PLAT OF HIGHWAYS
FROM STATION: 450+00
TO STATION: 460+00
CONTRACT NUMBER: RR-5596D
DRAWING NUMBER: 31 OF 482
ROW-007



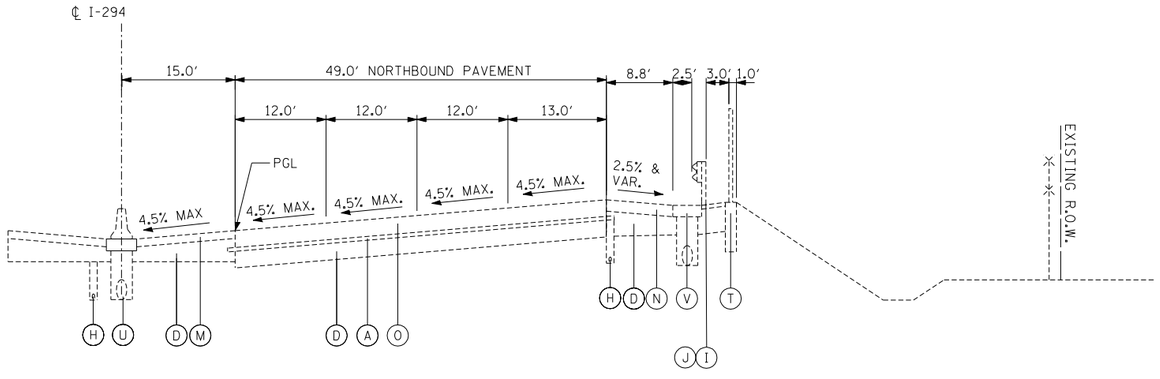
I-294 STA. 412+78.12 - STA. 427+93.94



I-294 STA. 444+38.83 - STA. 467+16.10
I-294 STA. 467+16.10 - STA. 468+67.62 (STRUCTURE OMISSION)
I-294 STA. 468+67.62 - STA. 481+53.30



I-294 STA. 427+93.94 - STA. 435+07.26
I-294 STA. 435+07.26 - STA. 437+55.12 (STRUCTURE OMISSION)
I-294 STA. 437+55.12 - STA. 441+35.08



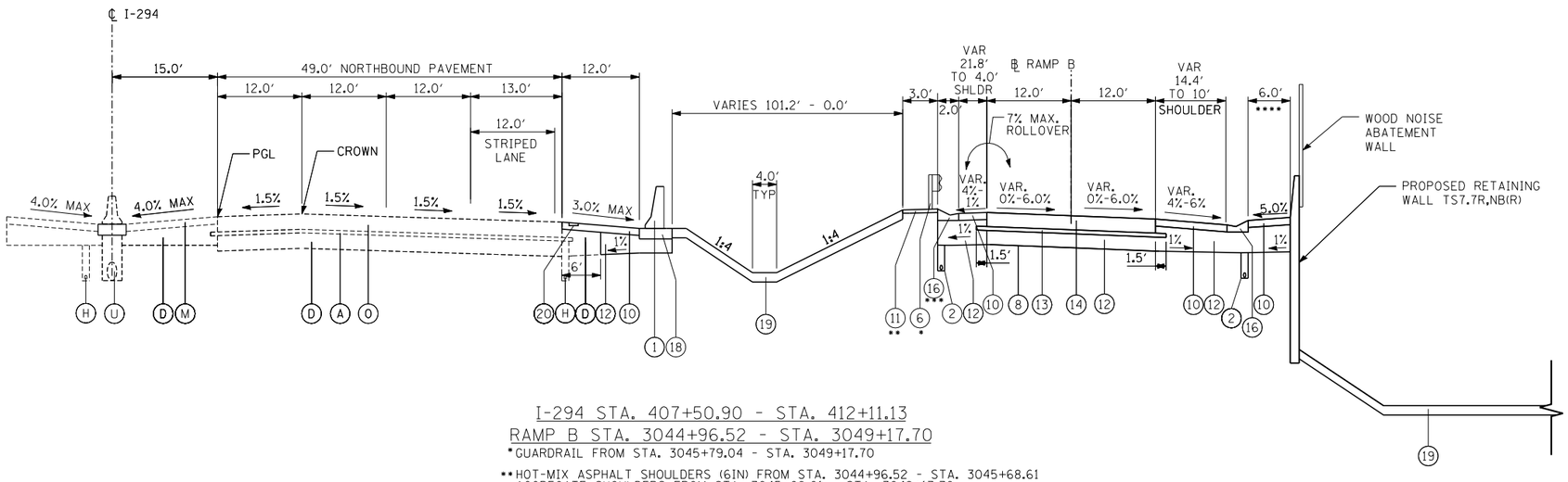
I-294 STA. 441+35.08 - STA. 444+38.83

EXISTING LEGEND

- (A) HOT-MIX ASPHALT, 4″±
- (B) CRC PAVEMENT, 9″
- (C) STABILIZED SUB-BASE, 4″±
- (D) AGGREGATE SUBGRADE, 12″±
- (E) STABILIZED SHOULDER, 13″±
- (F) AGGREGATE SHOULDER, TYPE B
- (G) BARRIER MEDIAN
- (H) PIPE UNDERDRAIN, 6″
- (I) GUARDRAIL
- (J) GUARDRAIL STABILIZATION
- (K) HMA SHOULDER, 13″
- (L) BARRIER BASE
- (M) HMA SHOULDER, 9″
- (N) HMA SHOULDER, 6″
- (O) CRC PAVEMENT, 12″
- (P) AGGREGATE SUBBASE, 4″
- (Q) POROUS GRANULAR EMBANKMENT, 6″
- (R) PCC PAVEMENT, 10″
- (S) CONCRETE GUTTER, 9″
- (T) NOISE ABATEMENT WALL
- (U) DRAINAGE STRUCTURE
- (V) TEMPORARY PCC PAVEMENT, 6″

DRAWN BY . . . . DFL	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET TYPEX-001
CHECKED BY . . . MPG	SCALE				NB I-294, CD ROAD B AND RAMP N EXISTING TYPICAL SECTIONS NB I-294	. . . 32 . OF . 482 .

p:\60250\057-294\road\P3T_RampB-Tollway\P3T_TYPEX_SHT01.dgn
12/29/2013



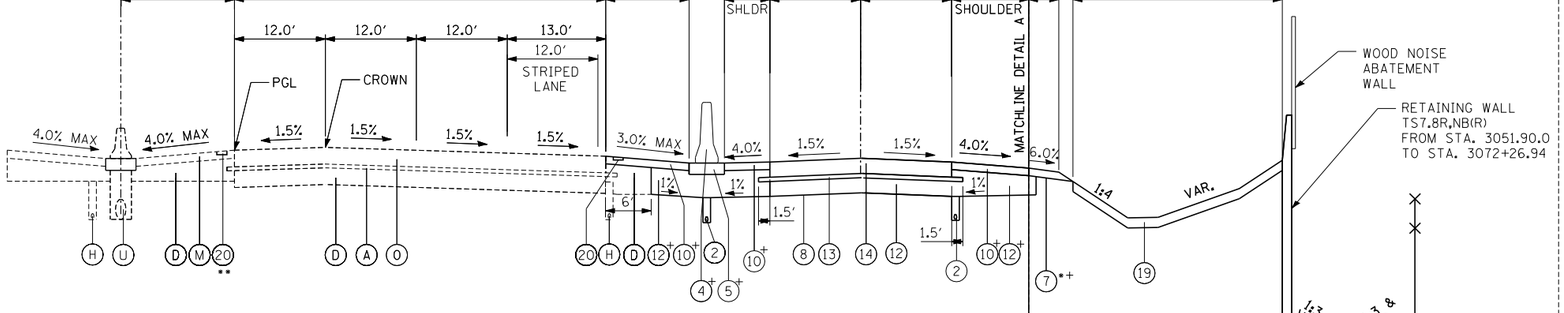
I-294 STA. 407+50.90 - STA. 412+11.13
RAMP B STA. 3044+96.52 - STA. 3049+17.70

*GUARDRAIL FROM STA. 3045+79.04 - STA. 3049+17.70

**HOT-MIX ASPHALT SHOULDERS (6IN) FROM STA. 3044+96.52 - STA. 3045+68.61
AGGREGATE SHOULDERS FROM STA. 3045+68.61 - STA. 3049+17.70

***GUTTER, TYPE G-2, MODIFIED FROM STA. 3044+96.52 - STA. 3046+29.03
GUTTER, TYPE G-2 FROM STA. 3046+29.03 - STA. 3049+17.70

****VARIES FROM 0.0′ - 6.0′ FROM STA. 3045+04.17 - STA. 3045+67.62



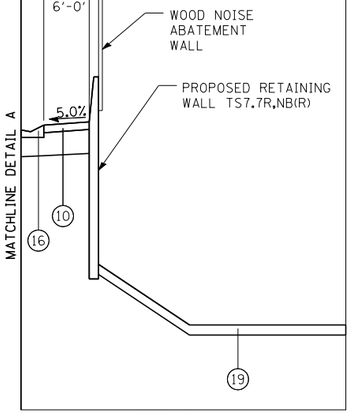
I-294 STA. 412+11.13 - STA. 434+56.18
RAMP B STA. 3049+17.70 - STA. 3071+61.06

NOTE: SEE "DETAIL A" FOR STA. 3049+17.70 - STA. 3051+00.00

+BRIDGE OMISSION BEGINS AT STA. 434+56.18. SOME ITEMS EXTEND BEYOND OMISSION. SEE PROPOSED PLANS FOR EXACT LOCATIONS.

•AGGREGATE SHOULDERS FROM STA. 3051+00.00 - STA. 3072+27.06

••SHOULDER RUMBLE STRIPS START AT ± STA. 419+00 (MATCH EXISTING)



DETAIL A

EXISTING LEGEND

- (A) HOT-MIX ASPHALT, 4″±
- (B) CRC PAVEMENT, 9″
- (C) STABILIZED SUB-BASE, 4″±
- (D) AGGREGATE SUBGRADE, 12″±
- (E) STABILIZED SHOULDER, 13″±
- (F) AGGREGATE SHOULDER, TYPE B
- (G) BARRIER MEDIAN
- (H) PIPE UNDERDRAIN, 6″
- (I) GUARDRAIL
- (J) GUARDRAIL STABILIZATION
- (K) HMA SHOULDER, 13″
- (L) BARRIER BASE
- (M) HMA SHOULDER, 9″
- (N) HMA SHOULDER, 6″
- (O) CRC PAVEMENT, 12″
- (P) AGGREGATE SUBBASE, 4″
- (Q) POROUS GRANULAR EMBANKMENT, 6″
- (R) PCC PAVEMENT, 10″
- (S) CONCRETE GUTTER, 9″
- (T) NOISE ABATEMENT WALL
- (U) DRAINAGE STRUCTURE
- (V) TEMPORARY PCC PAVEMENT, 6″

PROPOSED LEGEND

1. CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42″ (JI637011)
2. PIPE UNDERDRAINS 6″ (60107700)
3. GUTTER, TYPE G-3, MODIFIED (JI606030)
4. CONCRETE BARRIER, DOUBLE FACE, SPECIAL 42 INCH HEIGHT (JI637005)
5. CONCRETE BARRIER BASE, 9″ (JI637001)
6. GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (JI630002)
7. AGGREGATE SHOULDERS, TYPE B 4″ (JI481060)
8. GEOTECHNICAL FABRIC (21001000)
9. GUTTER, TYPE G-3 (JI606020)
10. HOT-MIX ASPHALT SHOULDERS (6IN) (JI482004)
11. AGGREGATE SHOULDERS SPECIAL, TYPE C (JI481070)
12. SUBGRADE AGGREGATE 12″ (JT211A11)
13. STABILIZED SUBBASE - HMA 3″ (JI312020)
14. PCC PAVEMENT 12″ (JOINTED) (JI420010)
15. CRC PAVEMENT 12″ (42100340)
16. GUTTER, TYPE G-2, MODIFIED (JI606015)
17. GUTTER, TYPE G-2 (JI606010)
18. CONCRETE BARRIER BASE (SPECIAL) (JI637017)
19. TOPSOIL AND SEEDING (SEE LANDSCAPING PLANS)
20. SHOULDER RUMBLE STRIPS, 16 INCH (64200116)

HOT-MIX ASPHALT TABLE

LOCATION	JURISDICTION	OPERATIONS	CODE *	ITEM	UNIT	AC TYPE	VOIDS	MAX. RAP %	MAX. RAS %	TYPICAL THICKNESS	MIX TYPE	NOTES
AS SPECIFIED	TOLLWAY	SHOULDER RECONSTRUCTION	JI482004	HMA SHOULDERS (6 IN.)	SQ YD	PG 64-22/ 58-22/ or 58-28	4% @ 70 GYR.	10% RAP, 30% Cat. 2 FRAP, & 35% Cat. 1 FRAP	5	1¾″	HMA SURFACE COURSE, IL-9.5, MIX D, N70	SEE RAP AND RAS SPECIAL PROVISIONS FOR ASPHALT GRADE REQUIREMENTS AND MAXIMUM BINDER REPLACEMENT PERCENTAGES.
						PG 64-22/ 58-22/ or 58-28	4% / 3% @ 50 GYR	30% RAP, 40% Cat. 2 FRAP, & 45% Cat. 1 FRAP	5	4¼″	HMA BINDER COURSE, IL-19.0, N50	SEE RAP AND RAS SPECIAL PROVISIONS FOR ASPHALT GRADE REQUIREMENTS AND MAXIMUM BINDER REPLACEMENT PERCENTAGES.
	TOLLWAY	SUBBASE	JI312020	STABILIZED SUBBASE - HMA, 3″	SQ YD	PG 58-28	2% @ 50 GYR.	50% RAP, Cat. 2 FRAP, & Cat. 1 FRAP	5	3″	STABILIZED SUBBASE, HMA, N50	SEE RAP AND RAS SPECIAL PROVISIONS FOR ASPHALT GRADE REQUIREMENTS AND MAXIMUM BINDER REPLACEMENT PERCENTAGES.

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1/29/2013

DRAWN BY . . . DFL . . . .
CHECKED BY . . . MPG . . . .
DATE . . 2-6-2013 . . .
SCALE . . . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

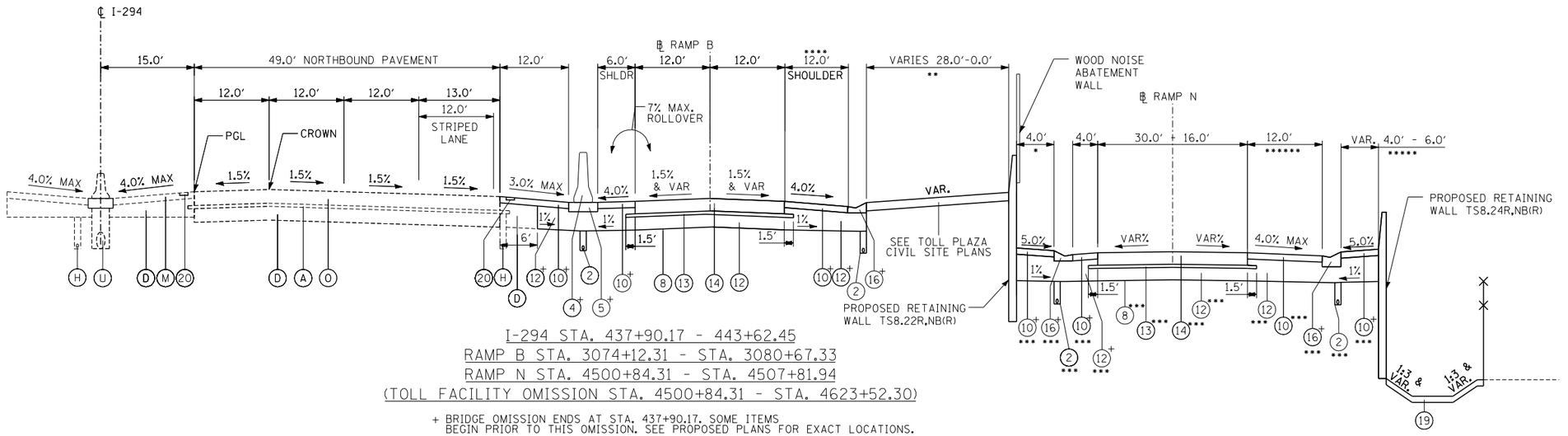
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PROPOSED TYPICAL SECTIONS
NB I-294

SHEET TYPS-001

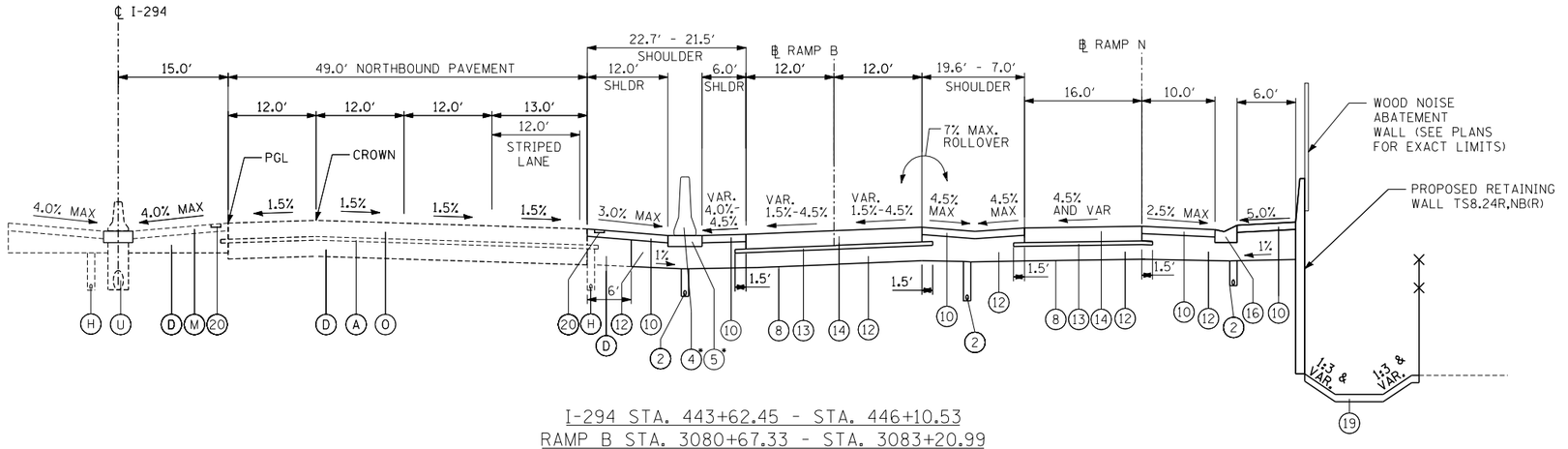
. . . 33 . OF . 482 . . .



I-294 STA. 437+90.17 - 443+62.45
RAMP B STA. 3074+12.31 - STA. 3080+67.33
RAMP N STA. 4500+84.31 - STA. 4507+81.94
(TOLL FACILITY OMISSION STA. 4500+84.31 - STA. 4623+52.30)

+ BRIDGE OMISSION ENDS AT STA. 437+90.17. SOME ITEMS BEGIN PRIOR TO THIS OMISSION. SEE PROPOSED PLANS FOR EXACT LOCATIONS.

* TRANSITIONS FROM 4.0′ TO 0.0′ FROM STA. 4507+20.35 TO STA. 4507+81.71
** FROM STA. 437+81.86 - STA. 442+70.20
*** RAMP N PAVEMENT BEGINS AT STA. 4500+84.31 (I-294 STA. 436+67.67)
**** TRANSITIONS FROM 12.0′-10.0′ FROM STA. 3079+75.01 - STA. 3080+05.70
***** TRANSITIONS FROM 4.0′-6.0′ FROM STA. 4506+52.65 - STA. 4507+32.60
****** TRANSITIONS FROM 12.0′-10.0′ FROM STA. 4506+52.42 - STA. 4507+32.57



I-294 STA. 443+62.45 - STA. 446+10.53
RAMP B STA. 3080+67.33 - STA. 3083+20.99
RAMP N STA. 4507+81.58 - STA. 4510+37.14

* CONCRETE BARRIER AND BASE ENDS AT STA. 446+41.76 (RAMP B STA. 3083+53+51)

EXISTING LEGEND

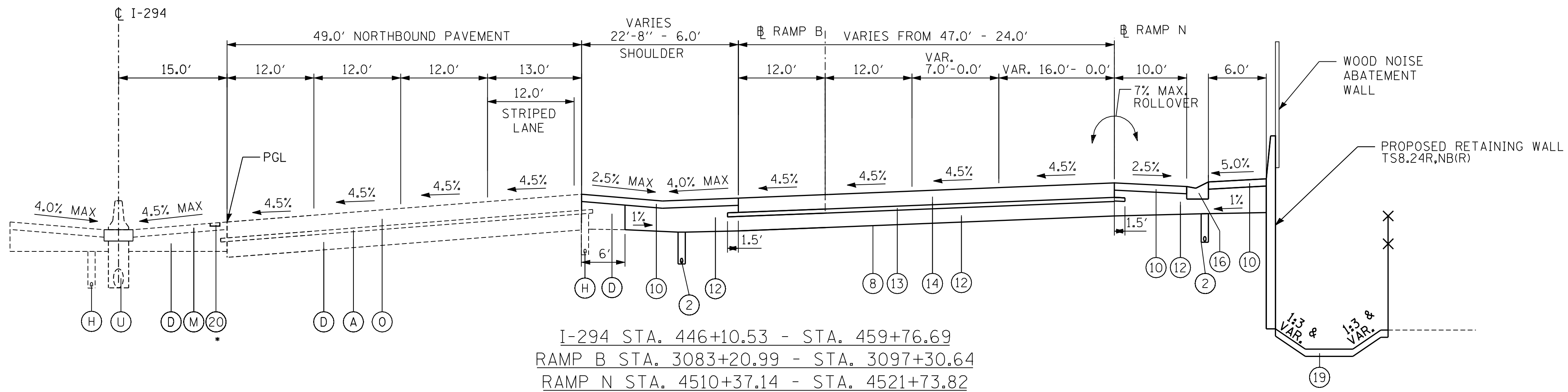
- (A) HOT-MIX ASPHALT, 4′′±
- (B) CRC PAVEMENT, 9′′
- (C) STABILIZED SUB-BASE, 4′′±
- (D) AGGREGATE SUBGRADE, 12′′±
- (E) STABILIZED SHOULDER, 13′′±
- (F) AGGREGATE SHOULDER, TYPE B
- (G) BARRIER MEDIAN
- (H) PIPE UNDERDRAIN, 6′′
- (I) GUARDRAIL
- (J) GUARDRAIL STABILIZATION
- (K) HMA SHOULDER, 13′′
- (L) BARRIER BASE
- (M) HMA SHOULDER, 9′′
- (N) HMA SHOULDER, 6′′
- (O) CRC PAVEMENT, 12′′
- (P) AGGREGATE SUBBASE, 4′′
- (Q) POROUS GRANULAR EMBANKMENT, 6′′
- (R) PCC PAVEMENT, 10′′
- (S) CONCRETE GUTTER, 9′′
- (T) NOISE ABATEMENT WALL
- (U) DRAINAGE STRUCTURE
- (V) TEMPORARY PCC PAVEMENT, 6′′

PROPOSED LEGEND

- (1) CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42′′ (JI637011)
- (2) PIPE UNDERDRAINS 6′′ (60107700)
- (3) GUTTER, TYPE G-3, MODIFIED (JI606030)
- (4) CONCRETE BARRIER, DOUBLE FACE, SPECIAL 42 INCH HEIGHT (JI637005)
- (5) CONCRETE BARRIER BASE, 9′′ (JI637001)
- (6) GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (JI630002)
- (7) AGGREGATE SHOULDERS, TYPE B 4′′ (JI481060)
- (8) GEOTECHNICAL FABRIC (21001000)
- (9) GUTTER, TYPE G-3 (JI606020)
- (10) HOT-MIX ASPHALT SHOULDERS (6IN) (JI482004)
- (11) AGGREGATE SHOULDERS SPECIAL, TYPE C (JI481070)
- (12) SUBGRADE AGGREGATE 12′′ (JT211A11)
- (13) STABILIZED SUBBASE - HMA 3′′ (JI312020)
- (14) PCC PAVEMENT 12′′ (JOINTED) (JI420010)
- (15) CRC PAVEMENT 12′′ (42100340)
- (16) GUTTER, TYPE G-2, MODIFIED (JI606015)
- (17) GUTTER, TYPE G-2 (JI606010)
- (18) CONCRETE BARRIER BASE (SPECIAL) (JI637017)
- (19) TOPSOIL AND SEEDING (SEE LANDSCAPING PLANS)
- (20) SHOULDER RUMBLE STRIPS, 16 INCH (64200116)

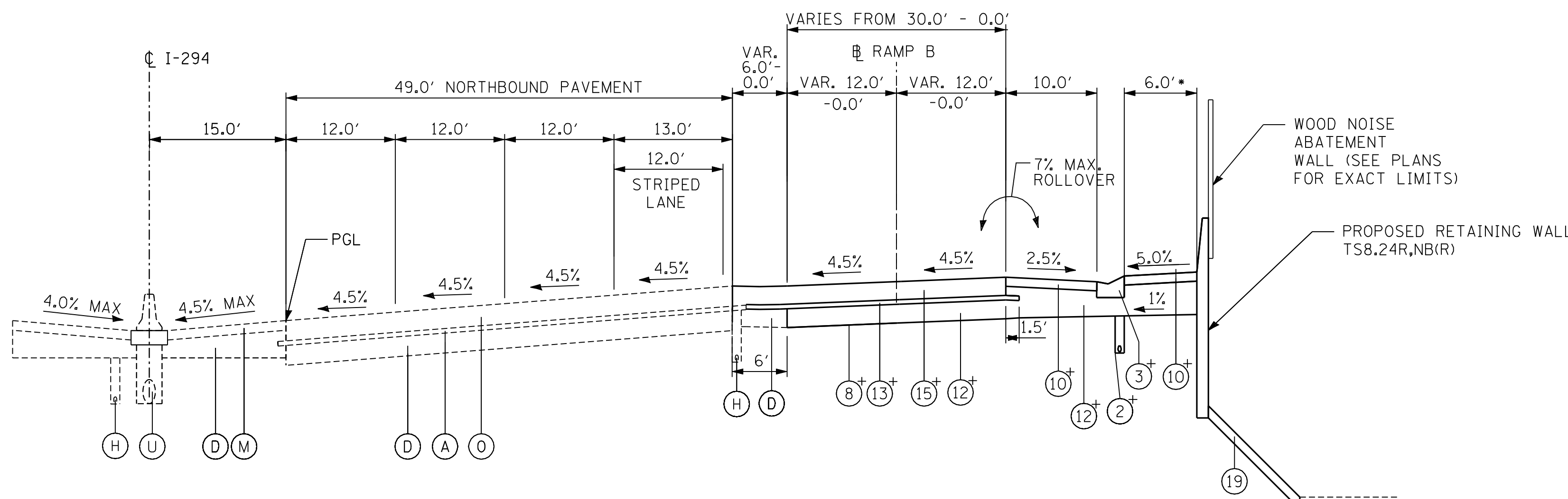
p:\60254057-2941\road\P3T_RampB-Tollway\P3T_TYPPROP_SHT02.dgn
1/29/2013

DRAWN BY . . . DFL . . .	DATE . . 2-6-2013 . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET TYPS-002
CHECKED BY . . . MPG . . .	SCALE . . .				NB I-294, CD ROAD B AND RAMP N PROPOSED TYPICAL SECTIONS NB I-294	. . 34 . OF . 482 .



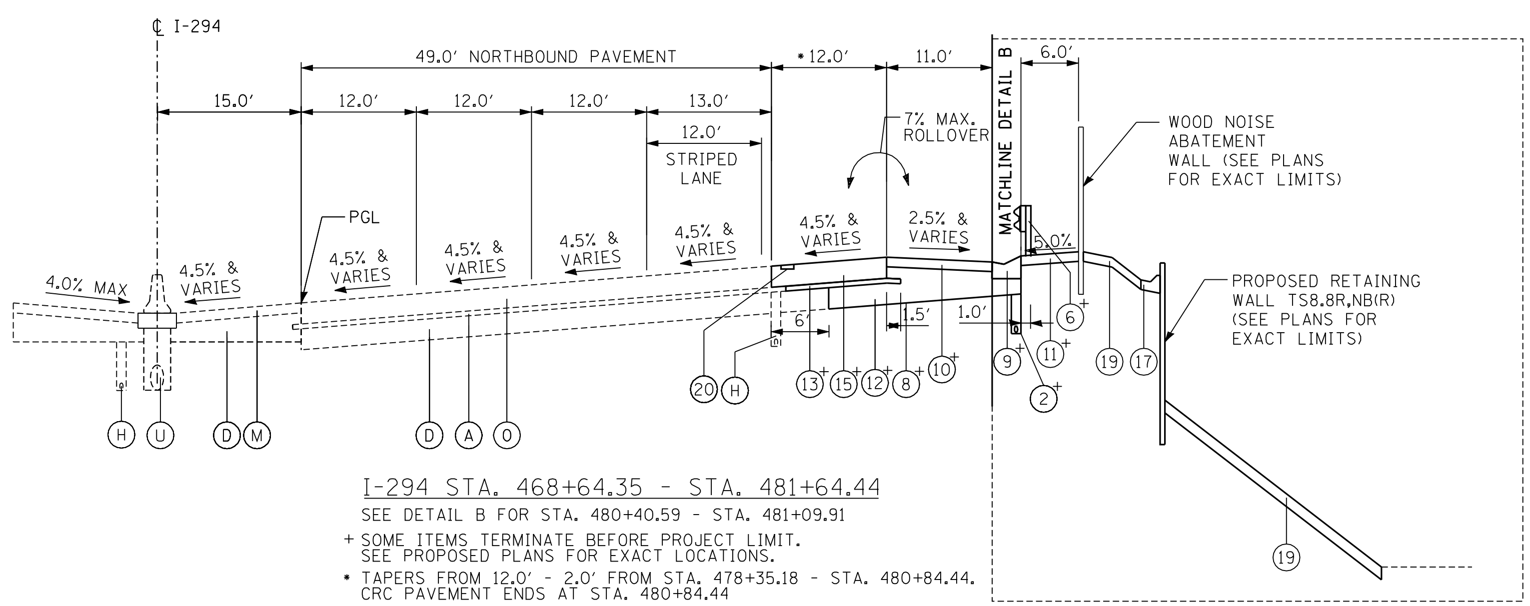
I-294 STA. 446+10.53 - STA. 459+76.69
RAMP B STA. 3083+20.99 - STA. 3097+30.64
RAMP N STA. 4510+37.14 - STA. 4521+73.82

• SHOULDER RUMBLE STRIPS END AT ± STA. 454+48.4 (MATCH EXISTING)



I-294 STA. 459+76.69 - STA. 468+64.35
RAMP B STA. 3097+30.64 - STA. 3106+33.22 (ALIGNMENT TERMINATES)
(BRIDGE OMISSION: STA. 467+19.69 - STA. 468+64.35)

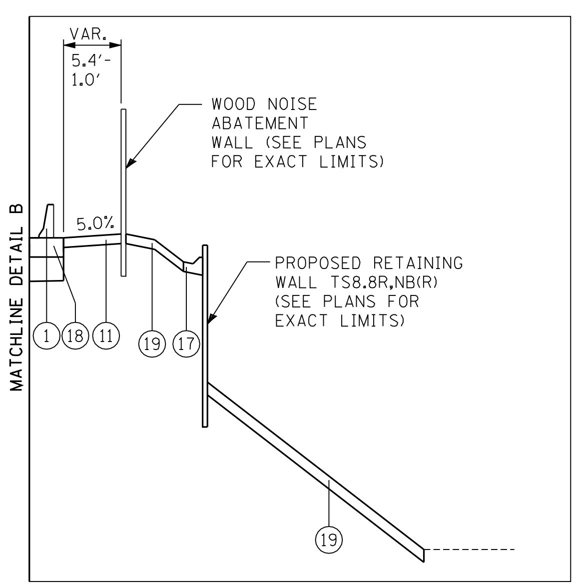
+ SOME ITEMS EXTEND BEYOND OMISSION. SEE PROPOSED PLANS FOR EXACT LOCATIONS.
• SHOULDER TRANSITIONS FROM 6.0'-0.0' FROM STA. 3102+47.97 TO STA. 3104+40.63



I-294 STA. 468+64.35 - STA. 481+64.44

SEE DETAIL B FOR STA. 480+40.59 - STA. 481+09.91

+ SOME ITEMS TERMINATE BEFORE PROJECT LIMIT. SEE PROPOSED PLANS FOR EXACT LOCATIONS.
• TAPERS FROM 12.0' - 2.0' FROM STA. 478+35.18 - STA. 480+84.44. CRC PAVEMENT ENDS AT STA. 480+84.44



DETAIL B

EXISTING LEGEND

- (A) HOT-MIX ASPHALT, 4"±
- (B) CRC PAVEMENT, 9"
- (C) STABILIZED SUB-BASE, 4"±
- (D) AGGREGATE SUBGRADE, 12"±
- (E) STABILIZED SHOULDER, 13"±
- (F) AGGREGATE SHOULDER, TYPE B
- (G) BARRIER MEDIAN
- (H) PIPE UNDERDRAIN, 6"
- (I) GUARDRAIL
- (J) GUARDRAIL STABILIZATION
- (K) HMA SHOULDER, 13"
- (L) BARRIER BASE
- (M) HMA SHOULDER, 9"
- (N) HMA SHOULDER, 6"
- (O) CRC PAVEMENT, 12"
- (P) AGGREGATE SUBBASE, 4"
- (Q) POROUS GRANULAR EMBANKMENT, 6"
- (R) PCC PAVEMENT, 10"
- (S) CONCRETE GUTTER, 9"
- (T) NOISE ABATEMENT WALL
- (U) DRAINAGE STRUCTURE
- (V) TEMPORARY PCC PAVEMENT, 6"

PROPOSED LEGEND

1. CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42" (JI637011)
2. PIPE UNDERDRAINS 6" (60107700)
3. GUTTER, TYPE G-3, MODIFIED (JI606030)
4. CONCRETE BARRIER, DOUBLE FACE, SPECIAL 42 INCH HEIGHT (JI637005)
5. CONCRETE BARRIER BASE, 9" (JI637001)
6. GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (JI630002)
7. AGGREGATE SHOULDERS, TYPE B 4" (JI481060)
8. GEOTECHNICAL FABRIC (21001000)
9. GUTTER, TYPE G-3 (JI606020)
10. HOT-MIX ASPHALT SHOULDERS (6IN) (JI482004)
11. AGGREGATE SHOULDERS SPECIAL, TYPE C (JI481070)
12. SUBGRADE AGGREGATE 12" (JT211A11)
13. STABILIZED SUBBASE - HMA 3" (JI312020)
14. PCC PAVEMENT 12" (JOINTED) (JI420010)
15. CRC PAVEMENT 12" (42100340)
16. GUTTER, TYPE G-2, MODIFIED (JI606015)
17. GUTTER, TYPE G-2 (JI606010)
18. CONCRETE BARRIER BASE (SPECIAL) (JI637017)
19. TOPSOIL AND SEEDING (SEE LANDSCAPING PLANS)
20. SHOULDER RUMBLE STRIPS, 16 INCH (64200116)

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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PROPOSED TYPICAL SECTIONS NB I-294

SHEET TYPS-003

pw:\\G02540\57-294\\-cad\P3T_RampB-Tollway\P3T_TYPPROP_SHT03.dgn 1/29/2013

MAINTENANCE OF TRAFFIC GENERAL NOTES:

1. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN THIRTY (30) MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. FAILURE TO RESPOND WITHIN THE ABOVE TIME LIMIT WILL RESULT IN A PENALTY, PER SECTION 701 OF THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS, WHENEVER THE ENGINEER DETERMINES THE CONTRACTOR OR HIS SUBCONTRACTOR HAS NOT COMPLIED.

2. COORDINATION OF MAINTENANCE OF TRAFFIC OF THIS PROJECT (INCLUDING ANY DETOURS): THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROCESS OF COMPLETION OF THE WORK BEING PERFORMED BY THE OTHER CONTRACTORS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC (INCLUDING DETOURS) REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF THE ENGINEER.

3. THE CONTRACTOR SHALL OBLITERATE OR REMOVE ALL TEMPORARY STRIPING, WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING ON PAVEMENTS. REMOVAL OF TEMPORARY TAPE STRIPING SHALL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL (70301000). REMOVAL OF PERMANENT PAVEMENT MARKINGS ON I-294 SHALL BE PAID FOR AS WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY (JT7830051).

4. REMOVAL AND REPLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC SHALL BE PAID FOR AS REPLACEMENT REFLECTOR (78100300). (IL 83 (147TH STREET) ONLY).

5. ALL TRAFFIC CONTROL DEVICES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.

6. THE CONTRACTOR SHALL COVER AND MAINTAIN IN PLACE OR REMOVE ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION. THE CONTRACTOR SHALL UNCOVER EXISTING SIGNS OR REINSTALL EXISTING SIGNS REMOVED DUE TO CONFLICT, UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE COST IS INCLUDED IN THE MAINTENANCE OF TRAFFIC PAY ITEM (JS701010) UNLESS OTHERWISE NOTED.

7. MILEAGE POST SIGNING WILL ALWAYS BE ERECTED FOR THE DURATION OF THE CONSTRUCTION. ALL EXISTING MILEAGE POST SIGNING SHALL BE MAINTAINED IN PLACE UNTIL RELOCATED.

8. DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES, WHICH ARE OPEN TO TRAFFIC, FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF OF THE ADJACENT TRAVELED LANE SURFACE.

9. TYPE II BARRICADES OR DRUMS SHALL BE USED WITH A MONO-DIRECTIONAL STEADY BURNING LIGHT UNLESS OTHERWISE NOTED. A MINIMUM (ONE) 1-FOOT SHY DISTANCE BETWEEN THE BARRICADE AND THE OUTSIDE EDGE OF THE TEMPORARY PAVEMENT MARKING SHALL BE PROVIDED THROUGHOUT. SPACING SHALL BE AT (FIFTY) 50-FOOT CENTERS WITH THE FOLLOWING EXCEPTIONS:

   A. TAPER AND LANE SHIFT BARRICADES SHALL BE SPACED AT (TWENTY-FIVE) 25-FOOT CENTERS.

   B. BARRICADES ON ALL RAMPS SHALL BE SPACED AT (TWENTY FIVE) 25-FOOT CENTERS.

   C. BARRICADES AT ENTRANCE AND EXIT RAMP GORE ARES AND MERGE TAPERS SHALL BE SPACED AT (TWENTY-FIVE) 25-FOOT CENTERS.

10. FOR DETAILS OF TOLLWAY STANDARD PROTECTIVE DEVICES AND CONSTRUCTION SIGNS, SEE TOLLWAY STANDARD E1.

11. FOR DETAILS OF TOLLWAY STANDARD LANE AND SHOULDER CLOSURES, SEE TOLLWAY STANDARD E2 AND E3.

12. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR TEMPORARY STRIPING ON EXISTING AND FINISHED SURFACES UNTIL PERMANENT STRIPING IS COMPLETE.

MAINTENANCE OF TRAFFIC GENERAL NOTES (CONT.):

13. THE FOLLOWING SHALL APPLY TO CONSTRUCTION SIGNS:

   A. THE CONTRACTOR SHALL FURNISH ALL STANDARD SIGNS.

   B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR BY ANY SUB-CONTRACTOR DURING RELOCATION OR CONSTRUCTION OPERATION.

   C. ALL SIGNS FURNISHED BY THE TOLLWAY SHALL BE OBTAINED BY THE CONTRACTOR FROM THE TOLLWAY'S SIGN SHOP IN NAPERVILLE, ILLINOIS.

   D. THE CONTRACTOR SHALL RETURN ALL SIGNS FURNISHED BY THE TOLLWAY TO THE TOLLWAY'S SIGN SHOP IN NAPERVILLE, ILLINOIS AFTER WORK IS COMPLETE.

   E. ALL SIGNS SHALL BE BOLTED TO SIGN SUPPORTS UNLESS OTHERWISE NOTED.

   F. ALL SIGNS SHALL BE POST-MOUNTED UNLESS THE SIGNS ARE LOCATED ON THE PAVEMENT OR DEFINE A MOVING INTERMITTENT OPERATION. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY ENSURE THE SUPPORT SIGN BASES ARE PROPERLY WEIGHTED FOR EXISTING WIND CONDITIONS. THE TOLLWAY AND THE CONSTRUCTION MANAGER (CM) SHALL BE HELD HARMLESS FOR THE NEGLIGENCE ON THE PART OF THE CONTRACTOR IN ADHERING TO THIS DIRECTIVE.

   G. THE CONTRACTOR WILL BE ALLOWED TO USE TEMPORARY SIGN SUPPORTS THAT MEET THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS, ARTICLE 701.03. THE ENGINEER SHALL APPROVE ALL TEMPORARY SIGN SUPPORTS.

   H. ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3. SIGNS FOR THE STATE ROUTES SHALL FOLLOW THE LATEST IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ITS MOST RECENT SUPPLEMENTAL SPECIFICATIONS.

   I. ALL TEMPORARY SIGNS SHALL BE CONSTRUCTED AND INSTALLED INCIDENTAL TO THE MAINTENANCE OF TRAFFIC PAY ITEM (JS701010) UNLESS OTHERWISE NOTED IN THE PLANS.

14. TEMPORARY, OFF-PEAK, (HOUR) LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOURS OR WEEKEND CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED IN ACCORDANCE WITH THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO PROVIDE ADVANCED PUBLIC NOTIFICATION AS REQUIRED BY THE TOLLWAY. THE WORDING AND LOCATION SHALL BE APPROVED BY THE ENGINEER.

15. ALL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THE TRAFFIC CONTROL DEVICES SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS AND SHALL REMAIN VISIBLE DURING ALL STAGES OF CONSTRUCTION.

16. THE FOLLOWING IS A LIST OF MAINTENANCE OF TRAFFIC ASSORTED ITEMS FOR WHICH NOMINAL QUANTITIES HAVE BEEN PROVIDED:
   JT701030 - SUPPLEMENTAL BARRICADE
   JT701031 - SUPPLEMENTAL SIGNING
   JT701032 - SUPPLEMENTAL FLASHING ARROW BOARD (PER DAY)
   JT701033 - SUPPLEMENTAL FLASHING ARROW BOARD (PER WEEK)
   JT701034 - SUPPLEMENTAL FLASHING ARROW BOARD (PER MONTH)
   JT701035 - SUPPLEMENTAL MAINTENANCE OF TRAFFIC
   JT701200 - PORTABLE CHANGEABLE MESSAGE SIGN (PER DAY)
   JT701210 - PORTABLE CHANGEABLE MESSAGE SIGN (PER WEEK)
   JT701220 - PORTABLE CHANGEABLE MESSAGE SIGN (PER MONTH)

17. TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE LOCATED AS DIRECTED BY THE ENGINEER.

18. CONTRACTOR ACCESS TO WORK AREA, ALONG I-294, WITHIN THE LIMITS OF CONSTRUCTION, IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE APPROVED BY THE TOLLWAY PRIOR TO IMPLEMENTATION.

19. A MINIMUM (ONE) 1-FOOT SHY DISTANCE BETWEEN THE TEMPORARY OR PERMANENT CONCRETE BARRIER AND THE OUTSIDE EDGE OF THE ADJACENT TEMPORARY PAVEMENT MARKING SHALL BE PROVIDED AT ALL LOCATIONS EXCEPT WHERE GEOMETRIC CONSTRAINTS DO NOT ALLOW. LOCATIONS OF WHICH ARE INDICATED ON THE PLANS.

20. CONCRETE BARRIER DELINEATOR, REFLECTOR MARKERS TYPE C SHALL BE PLACED AT 50' CENTERS ON THE SIDE FACING TRAFFIC.

21. TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING SIX (6) ANCHORING PINS. IN ACCORDANCE WITH IDOT STANDARD 704001. THE COST OF SECURING THE BARRIER IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER.

MAINTENANCE OF TRAFFIC GENERAL NOTES (CONT.):

22. INCIDENTAL ITEMS ARE NOTED IN BOXES.

23. TRAFFIC CONTROL DEVICES: TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC AS DETAILED ON THE PLANS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED THROUGHOUT THE DURATION OF THE CONTRACT.

24. PROTECTION AND RESTORATION OF TRAFFIC SIGNS: PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS, THE CONTRACTOR WILL BE PROVIDED A SIGN LOG OF EXISTING SIGNS WITHIN THE LIMITS OF THE CONSTRUCTION ZONE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE SIGN LOG THROUGHOUT THE DURATION OF THIS PROJECT. EXISTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AND STORED BY THE CONTRACTOR AS THE PROJECT'S CONSTRUCTION STAGING PLAN REQUIRES. THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY TRAFFIC SIGN OR POST WHICH HAS BEEN DAMAGED OR LOST BY THE CONTRACTOR, OR A THIRD PARTY AFTER SIGNS HAVE BEEN REMOVED FOR STORAGE OR COVERED AS A PART OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

25. THE CONTRACTOR IS ADVISED THAT IN THE EVENT OF SNOW HE WILL BE RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ANY MAINTENANCE OF TRAFFIC PROTECTIVE DEVICES REQUIRED FOR HIS OPERATIONS THAT WOULD INTERFERE WITH SNOW REMOVAL OPERATIONS PERFORMED BY THE APPROPRIATE AGENCY. PAYMENT SHALL BE INCLUDED IN THE CONTRACT COST FOR MAINTENANCE OF TRAFFIC PAY ITEM (JS701010).

26. PROVIDE THE SERVICES OF COMPETENT AND CERTIFIED FLAGGER(S) AT LOCATIONS AND TIMES FOR SUCH PERIODS AS NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR TRAFFIC. USE FLAGGING METHODS, WHICH COMPLY WITH THE GUIDELINES IN THE MUTCD. FLAGGING OPERATIONS WILL NOT BE ALLOWED FOR THE CONVENIENCE OF THE CONTRACTOR'S OPERATIONS. HOWEVER, IF SAFETY ISSUES EXIST (I.E. SIGHT/STOPPING SITE DISTANCE). THE ENGINEER MAY APPROVE THE USE OF FLAGGING OPERATIONS.

27. THE CONTRACTOR SHALL MONITOR TRAFFIC FLOW THROUGH THE PROJECT AND VERIFY THAT ALL TRAFFIC CONTROL DEVICES ARE IN PLACE AND FUNCTIONING PROPERLY DURING BOTH DAYTIME AND NIGHTTIME CONDITIONS, AS APPLICABLE. IF THE CONTRACTOR DETERMINES THAT A DEFICIENCY IN ANY TRAFFIC CONTROL DEVICE EXISTS. THE CONTRACTOR SHALL TAKE CORRECTIVE ACTION. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE CORRECTIVE ACTION.

28. DEFICIENCIES OF TRAFFIC CONTROL DEVICES REPORTED BY THE ENGINEER SHALL BE CORRECTED IMMEDIATELY. FAILURE TO CORRECT DEFICIENCIES IN THE TIME ALLOCATED BY THE ENGINEER WILL RESULT IN APPROPRIATE FINES.

29. THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE ENGINEER OF ANY PEDESTRIAN OR VEHICULAR ACCIDENT WHEN PHYSICAL EVIDENCE OR OTHER INFORMATION SUGGESTS AN ACCIDENT HAS OCCURRED IN THE WORK ZONE. THE CONTRACTOR SHALL OBTAIN AND PROVIDE TO THE ENGINEER COPIES OF LAW ENFORCEMENT ACCIDENT REPORTS FOR ANY ACCIDENTS IN THE WORK ZONE.

30. EACH FLAGGER AND PILOT VEHICLE OPERATOR SHALL MAINTAIN A VALID FLAGGER CERTIFICATION CARD THAT CERTIFIES THE INDIVIDUAL HAS BEEN TRAINED IN THE PRINCIPLES OF FLAGGING IN ACCORDANCE WITH THE MUTCD. CERTIFICATIONS WILL NOT BE REQUIRED IN EMERGENCY SITUATIONS THAT ARISE DUE TO ACTIONS BEYOND THE CONTRACTOR'S CONTROL WHEN FLAGGING IS NECESSARY TO MAINTAIN SAFE TRAFFIC CONTROL ON A TEMPORARY BASIS.

31. A 3'-9" CLEAR ZONE SHALL BE MAINTAINED FROM THE BACK OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF. IF THE 3'-9" CLEAR ZONE CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED THRU THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE WALL USING THE CONNECTING PINS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM TEMPORARY CONCRETE BARRIER.

32. THE CONTRACTOR SHALL CONTACT THE DISTRICT 1 TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 72 HOURS IN ADVANCE OF BEGINNING WORK ON IL-83.

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TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

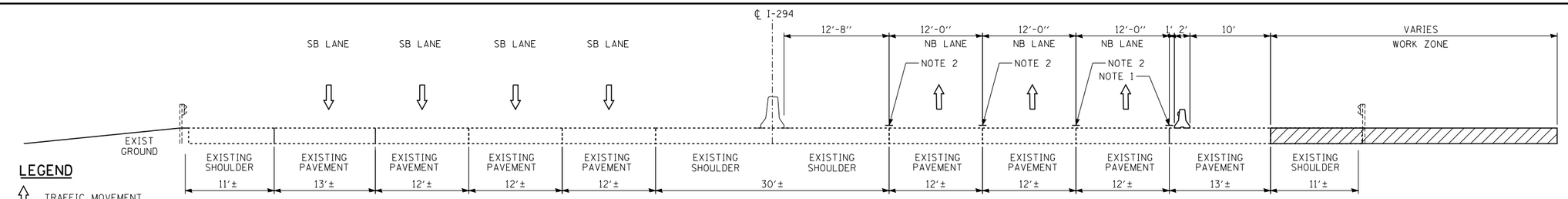
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
MAINTENANCE OF TRAFFIC
GENERAL NOTES

SHEET MOT-01

. . . 36 . OF . 482 . .



LEGEND

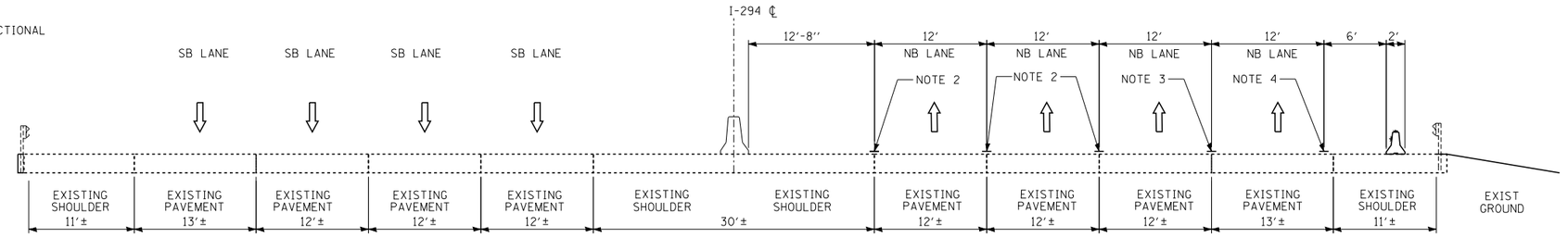
TRAFFIC MOVEMENT

TEMPORARY CONCRETE BARRIER (70400100)
(WITH CONCRETE BARRIER DELINEATOR, REFLECTOR MARKER
TYPE C (JI782020) ON SIDE FACING TRAFFIC)

WORK ZONE

DRUM WITH MONO-DIRECTIONAL
STEADY BURNING LIGHT

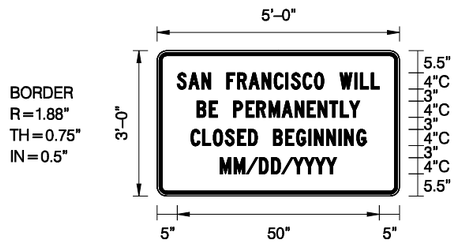
TYPICAL SECTION
I-294



TYPICAL SECTION
I-294: WINTER SHUTDOWN

NOTES:

1. PAVEMENT MARKING TAPE TYPE III, 4" LINE (WHITE)
2. EXISTING PAVEMENT MARKING TO REMAIN
3. POLYUREA PAVEMENT MARKING, TYPE I - 4" SKIP-DASH (WHITE) 25' LINE WITH 25' SPACE
4. POLYUREA PAVEMENT MARKING, TYPE I - 4" LINE (WHITE)

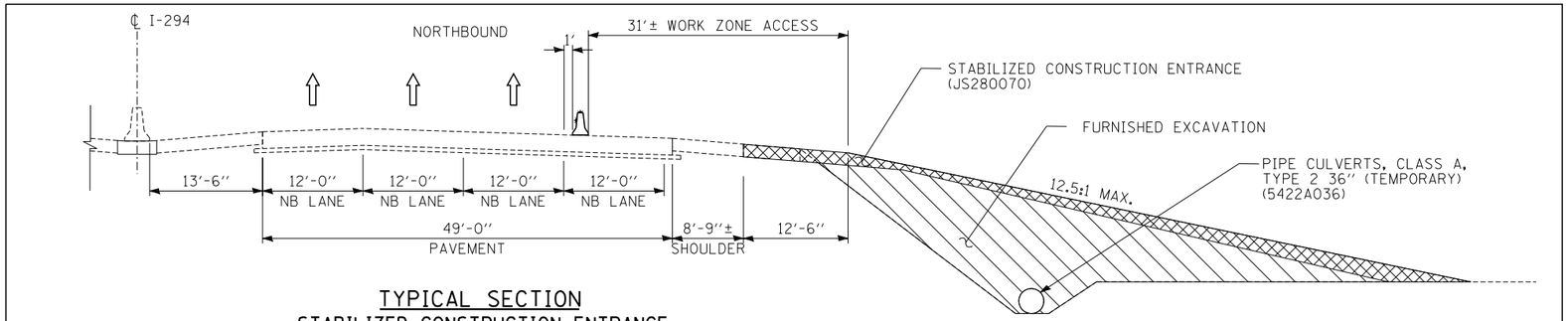


MAINTENANCE OF TRAFFIC STAGING AND CONSTRUCTION SEQUENCES:

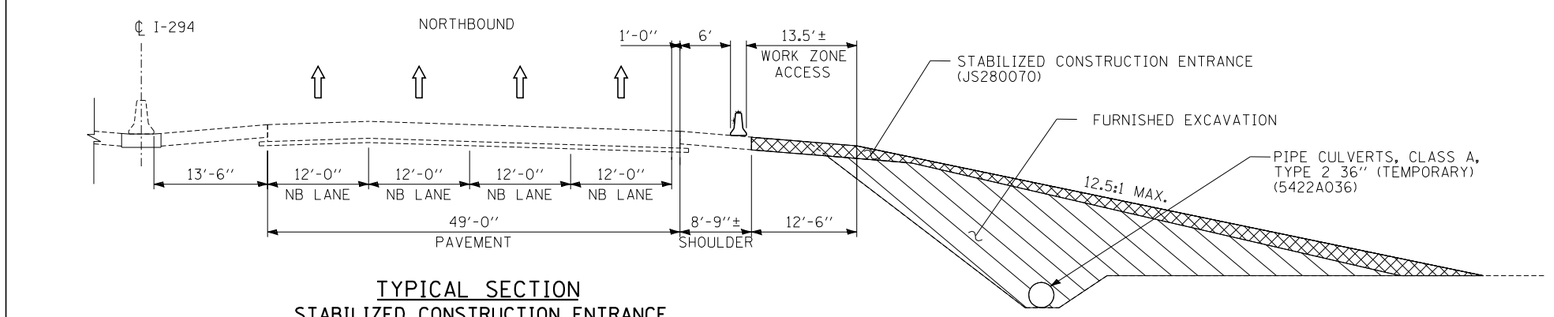
STAGE 1 - I-294:
- PLACE TEMPORARY PAVEMENT MARKING, SIGNING AND BARRIER WALL
- SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS
- PERFORM TREE REMOVAL AND GRUBBING WITH DEBRIS REMOVAL AS NEEDED.
- TOPSOIL STRIPPING AND ON SITE STORAGE IN DESIGNATED AREAS.

WINTER SHUTDOWN I-294:
-ALL TRAFFIC ALONG I-294 MUST BE RETURNED TO NORMAL TRAFFIC CONFIGURATION PRIOR TO WINTER SHUTDOWN (SEE WINTER SHUTDOWN - NB I-294 SHEETS).

STAGE 1 (SEASON 2) - I-294:
- PLACE TEMPORARY PAVEMENT MARKING, SIGNING AND BARRIER WALL
- SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS
- REMOVE TEMPORARY BARRIER WALL.
- RESTORE PERMANENT PAVEMENT MARKINGS.
- COORDINATE RAMP OPENINGS WITH ADJACENT CONTRACTORS.
- COMPLETE RESTORATION ITEMS.



TYPICAL SECTION
STABILIZED CONSTRUCTION ENTRANCE
NB I-294 STAGE 1



TYPICAL SECTION
STABILIZED CONSTRUCTION ENTRANCE
WINTER SHUTDOWN - NB I-294

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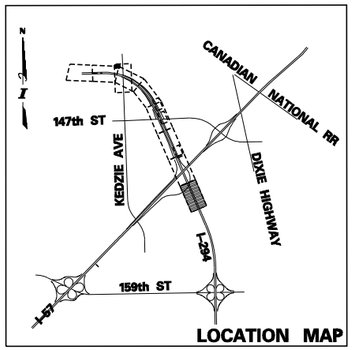

FUTURE RAMP C ℄

PROP ROW

EXISTING ROW

PROPOSED I-294 ℄

EXISTING SKIP DASH TO REMAIN

EXISTING ROW

EXISTING SOLID EDGE LINE TO REMAIN

PROPOSED RAMP B ℄

FUTURE RAMP L ℄

3280+00

3285+00

3290+00

9010+00

8010+00

3030+00

SOUTHBOUND I-294

385+00

390+00

395+00

12'-0"
12'-0"
12'-0"
12'-0"

12'-0"
12'-0"
12'-0"
12'-0"

NORTHBOUND I-294

SOLID WHITE LINE, 4"

3035+00

4000+00

4005+00

EXISTING ROW

EXISTING ROW

ADVANCE SIGNING PER STANDARD E2-03

STA. 395+04.0

4010+00

FUTURE RAMP H ℄

MATCH EXISTING PAVEMENT MARKINGS

936' LANE SHIFT (83:1 SHIFT RATE)

AC

AC

MATCHLINE I-294 STA. 400+00 - SHEET MOT-04

50 0 50 100

SCALE: 1" = 50'-0"

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

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1/29/2013

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CHECKED BY . . . DFL . . . . . SCALE . . 1" = 50' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294

SHEET MOT-03

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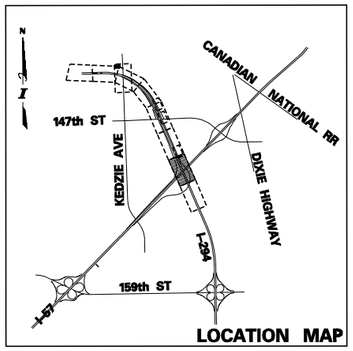

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

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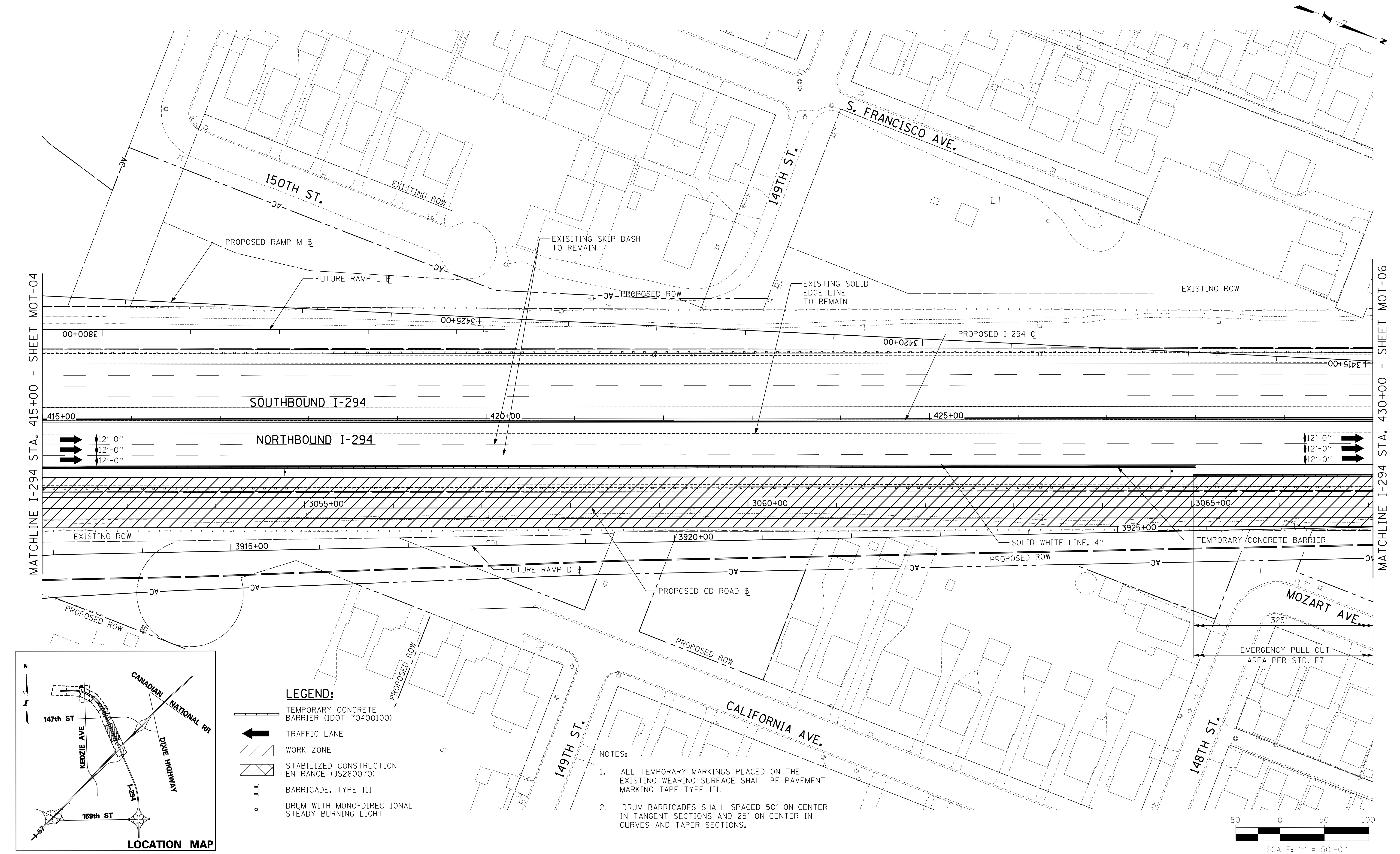
DRAWN BY . . . . JG	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . . . DFL	SCALE . . 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294

SHEET MOT-04

. . . 39 . OF . 482 . . .



LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

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TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
MAINTENANCE OF TRAFFIC
NORTHBOUND I-294

SHEET MOT-05

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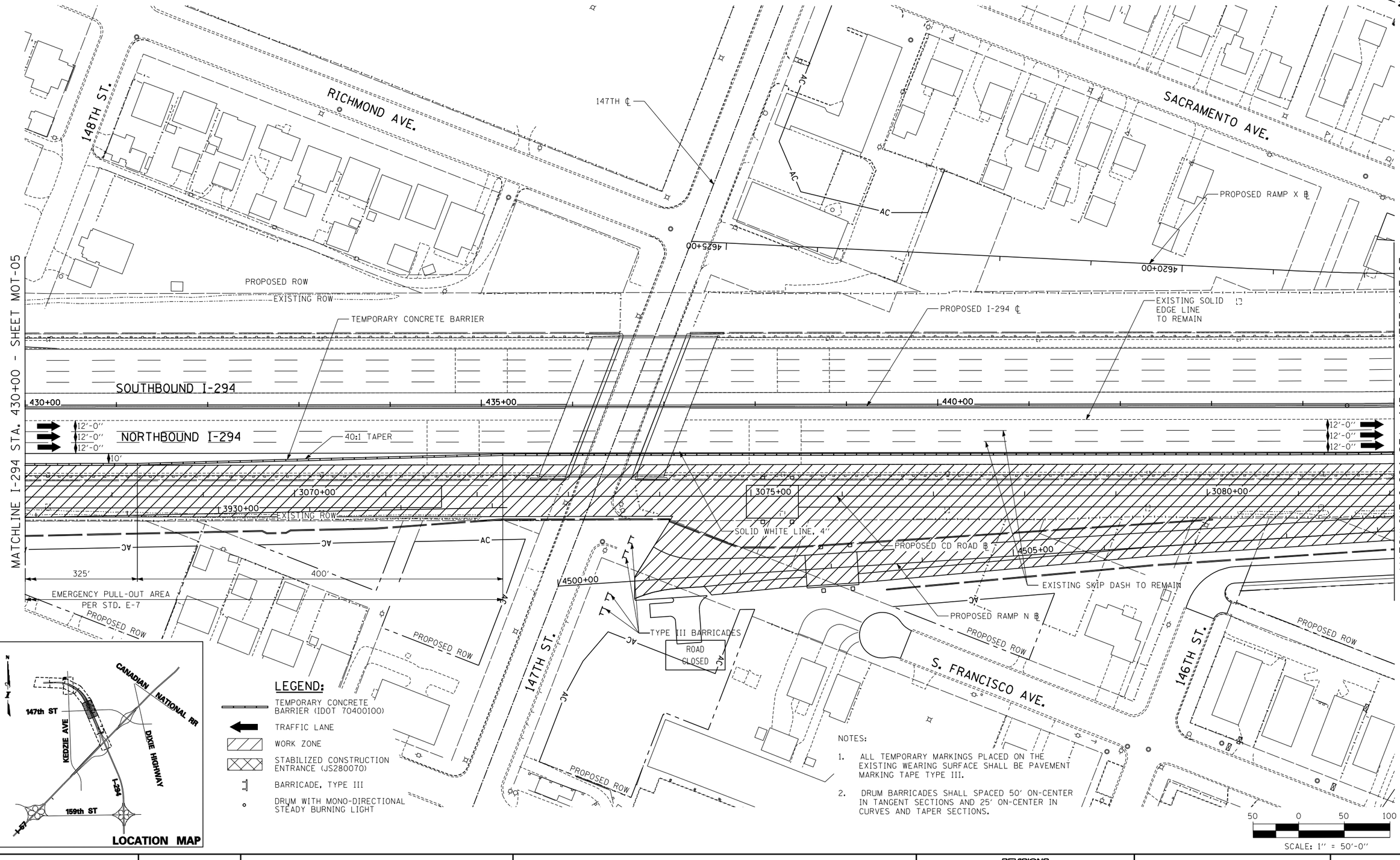

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY . . . JG . . .	DATE . . 2-6-2013 . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-06
CHECKED BY . . . DFL . . .	SCALE . 1" = 50' . .				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294	. . 41 . OF . 482 . .

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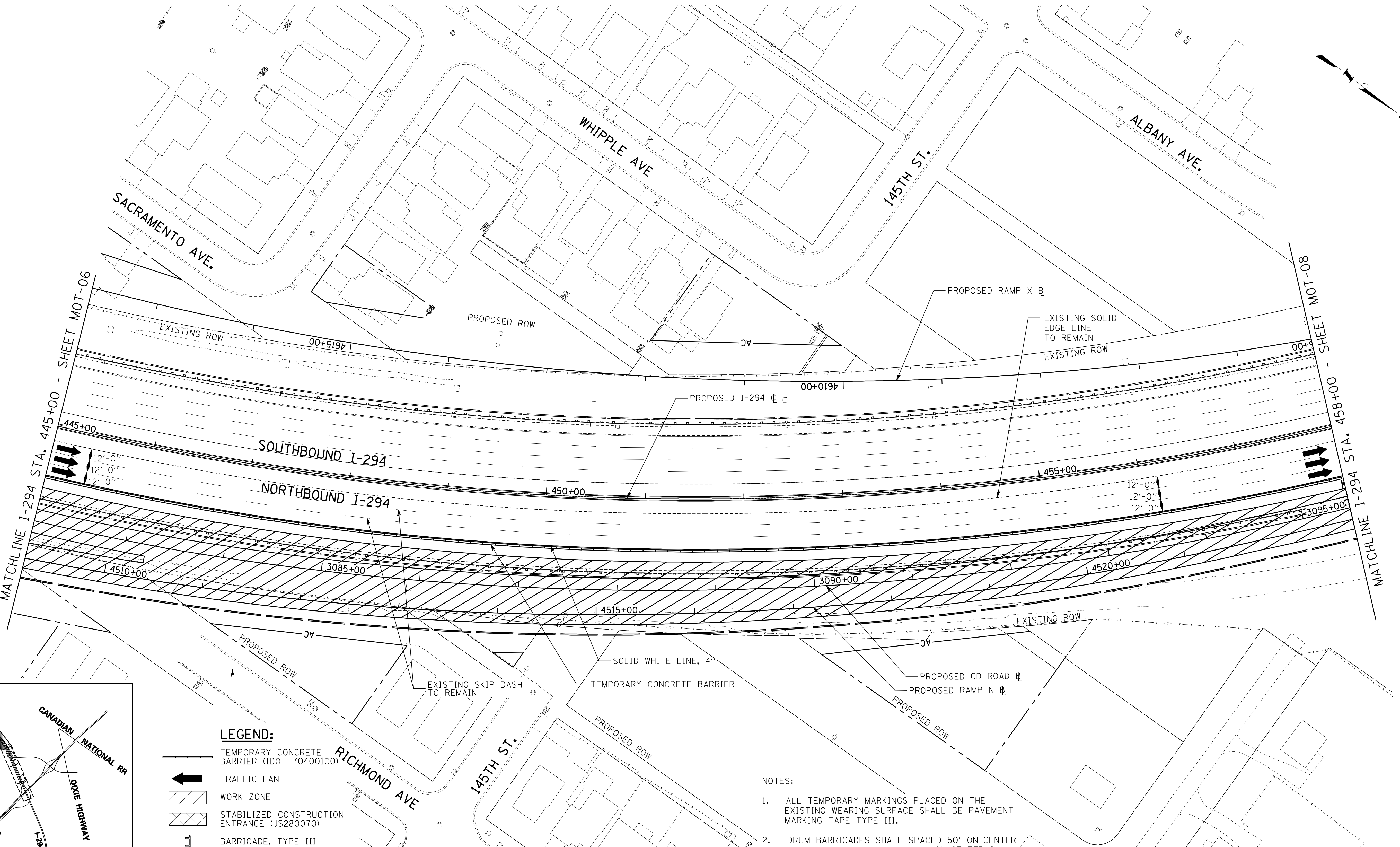
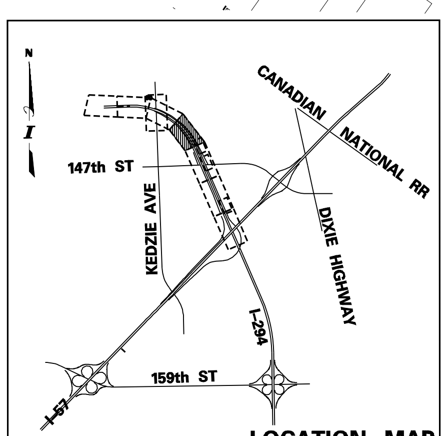
1/29/2013





LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

SCALE: 1" = 50'-0"

DRAWN BY JG	DATE 2-6-2013
CHECKED BY DFL	SCALE 1" = 50'

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

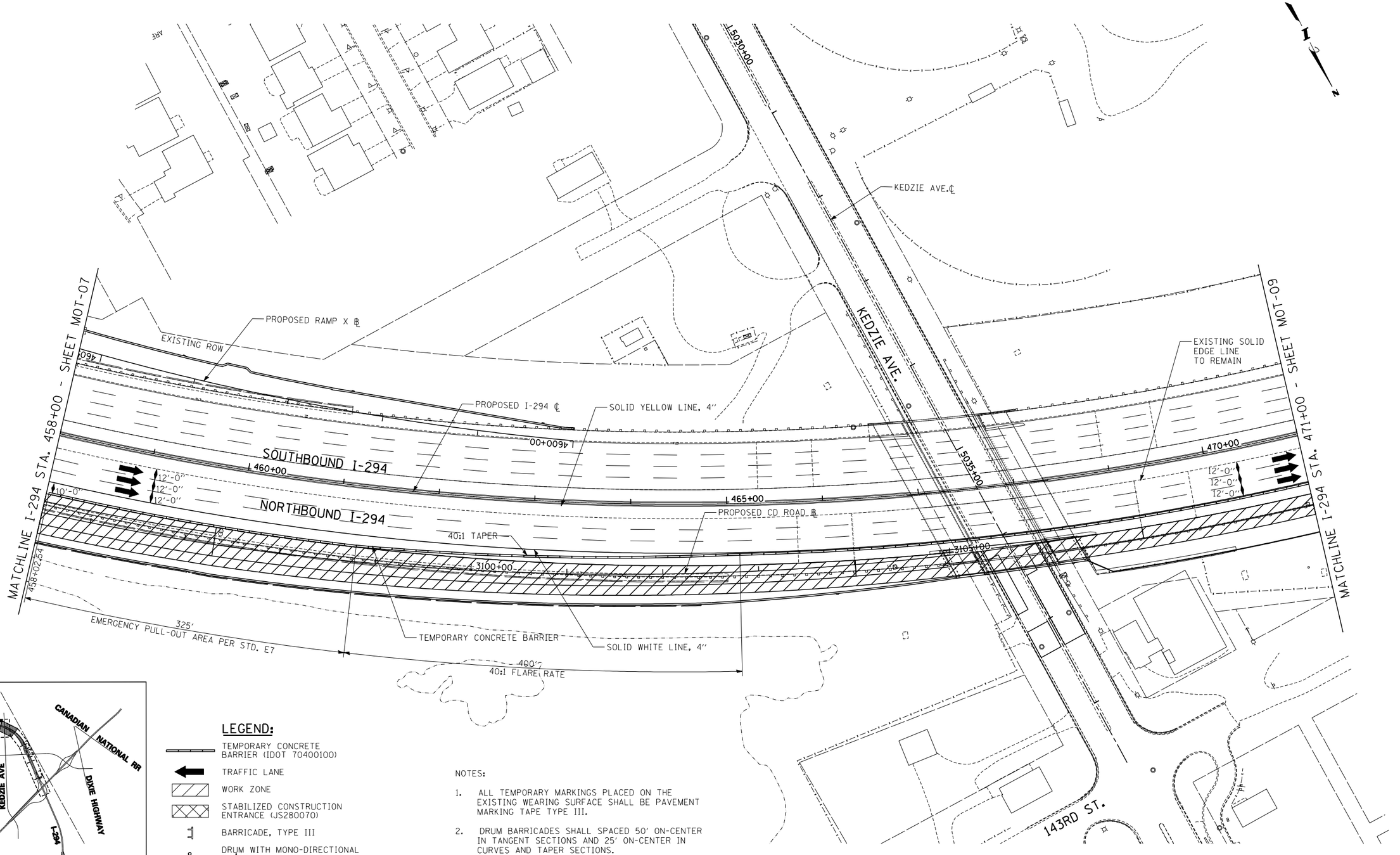
REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294

SHEET MOT-07



LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . . JG	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-08
CHECKED BY . . . DFL	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294	. . . 43 . OF . 482 .

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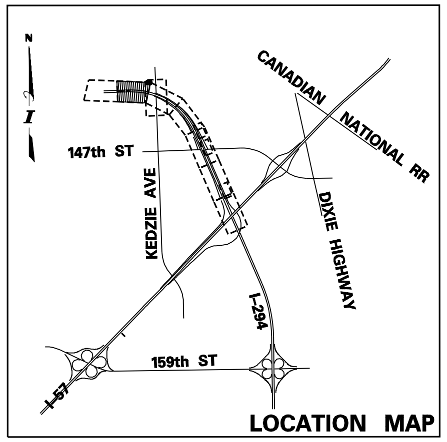
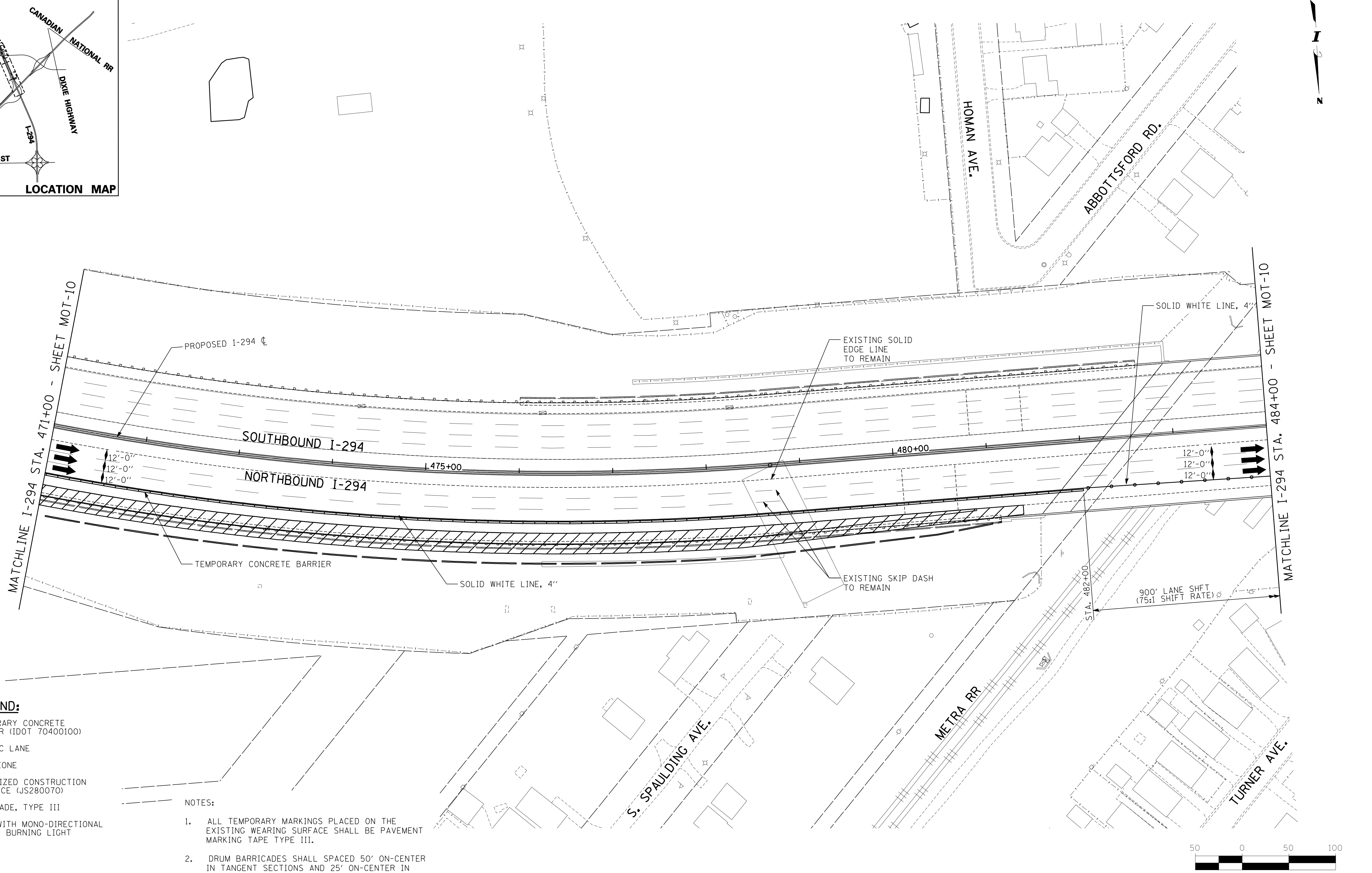
1/29/2013





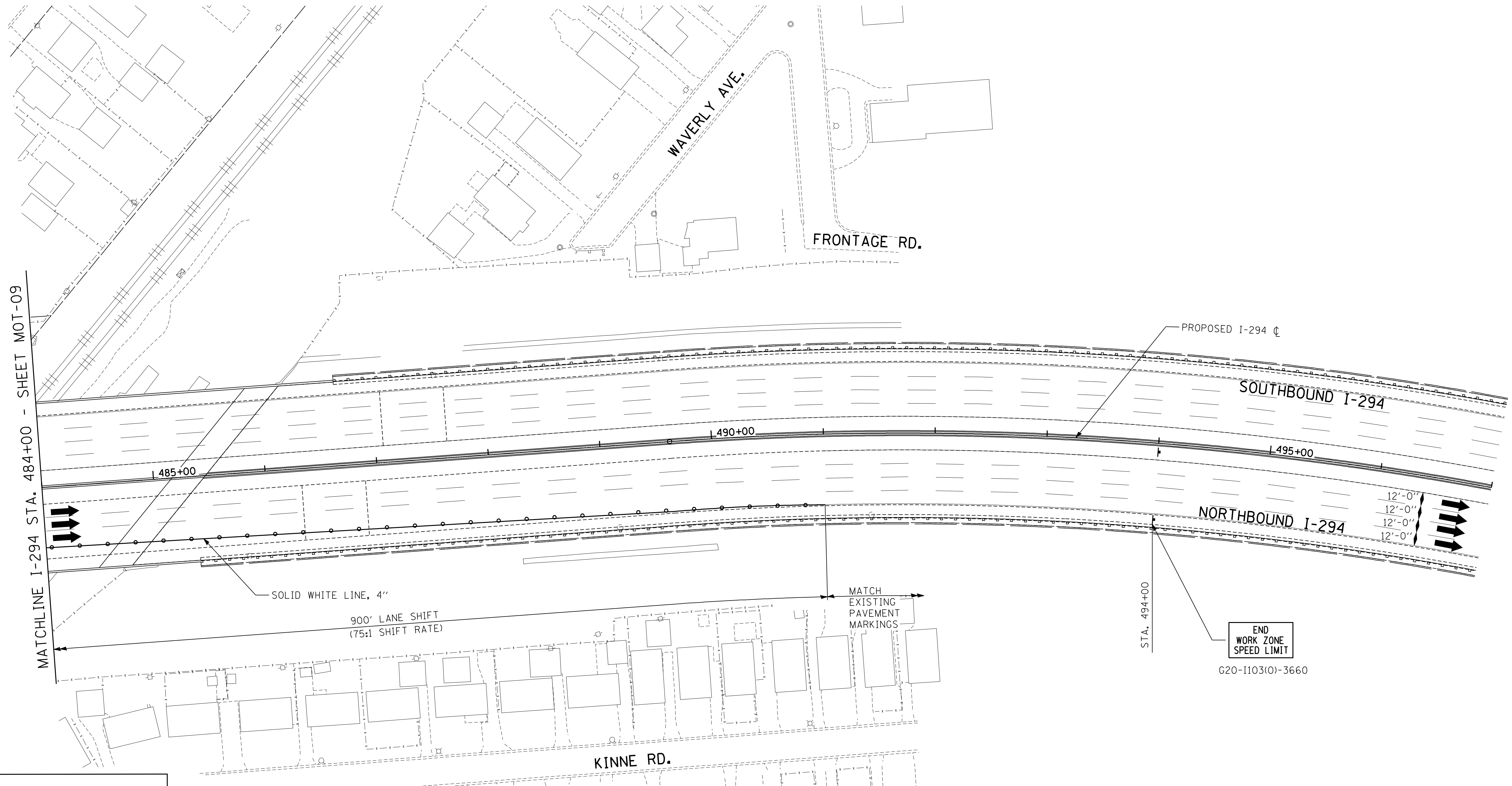
LEGEND:

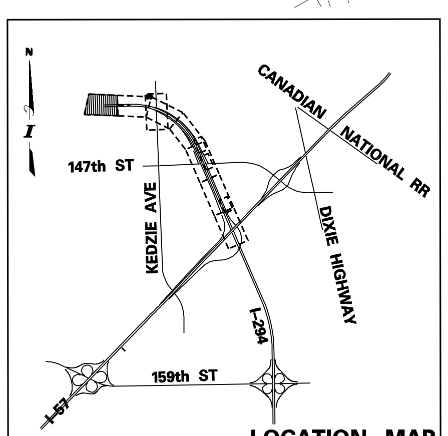
- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY JG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-09
CHECKED BY DFL	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294	44 OF 482





LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE SHALL BE PAVEMENT MARKING TAPE TYPE III.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY JG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS: NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-10
CHECKED BY DFL	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC NORTHBOUND I-294	45 OF 482

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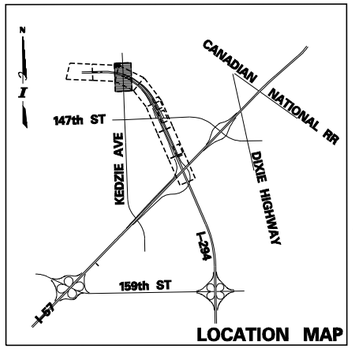

LOCATION MAP

NOTES:

1. DRUMS,TYPE I OR TYPE II BARRICADES AT 20' CENTERS IN TAPER. PAVEMENT MARKING SOLID WHITE LINE, 4".
2. LANE CLOSURE TO BE IMPLEMENTED AS DETAILED IN IDOT STANDARD 701606.
3. CONTRACTOR SHALL REFER TO PROJECT SPECIAL PROVISION FOR ROAD CLOSURE DURING BEAM REPLACEMENT.
4. THE CONTRACTOR SHALL PERFORM PAVEMENT PATCHES AS SHOWN ON THE PROPOSED PLANS PER IDOT STANDARD 701606. THIS WORK SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, STANDARD 701606".

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . . MBR	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-11
CHECKED BY . . . DFL	SCALE . 1" = 50'				NB I-294 WIDENING AND RAMP B MAINTENANCE OF TRAFFIC KEDZIE AVENUE	46 OF 482

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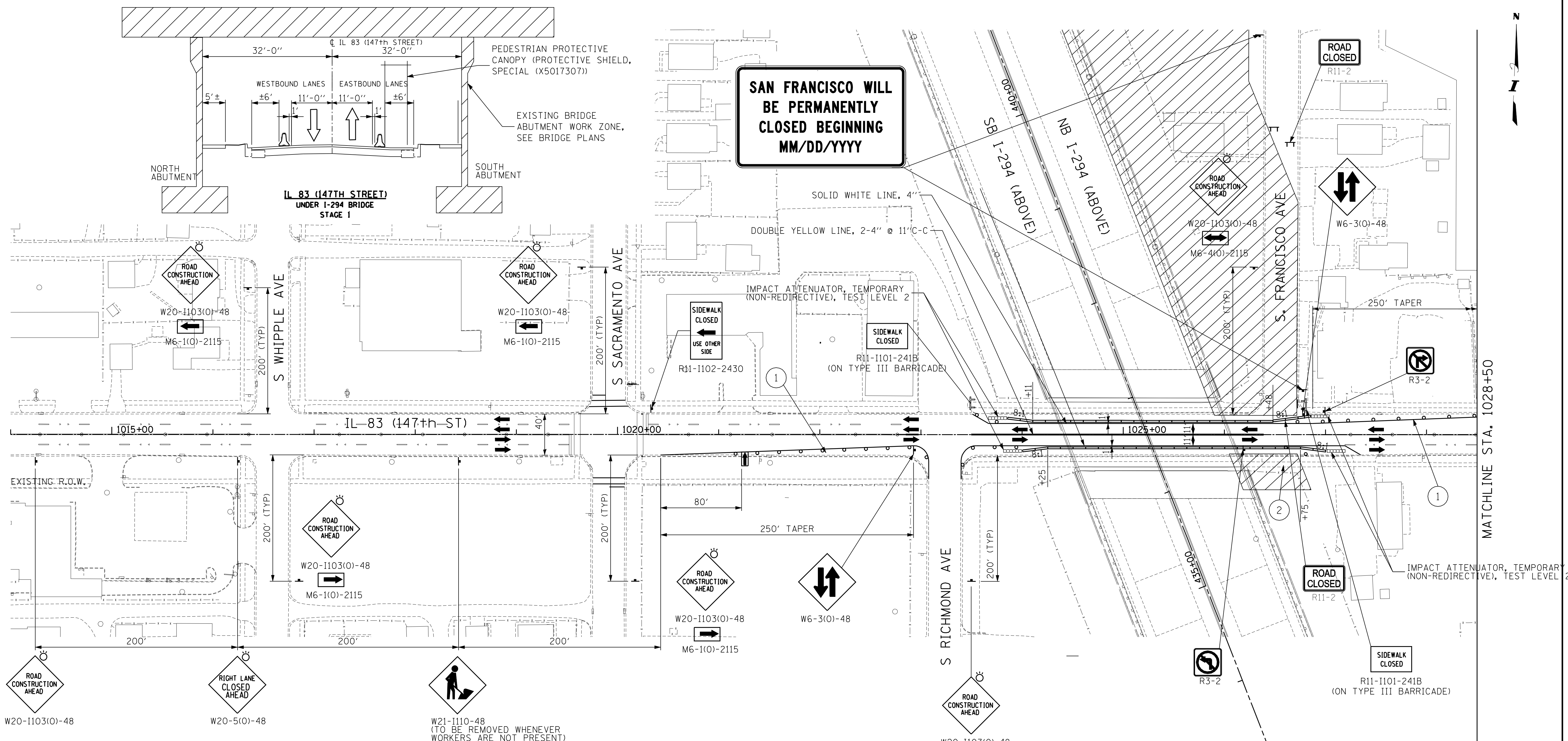
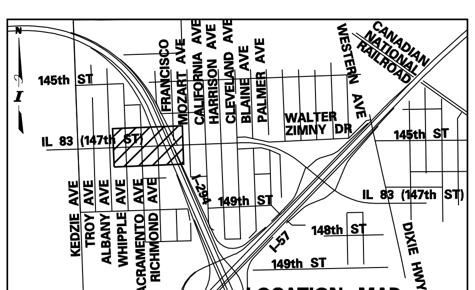


LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

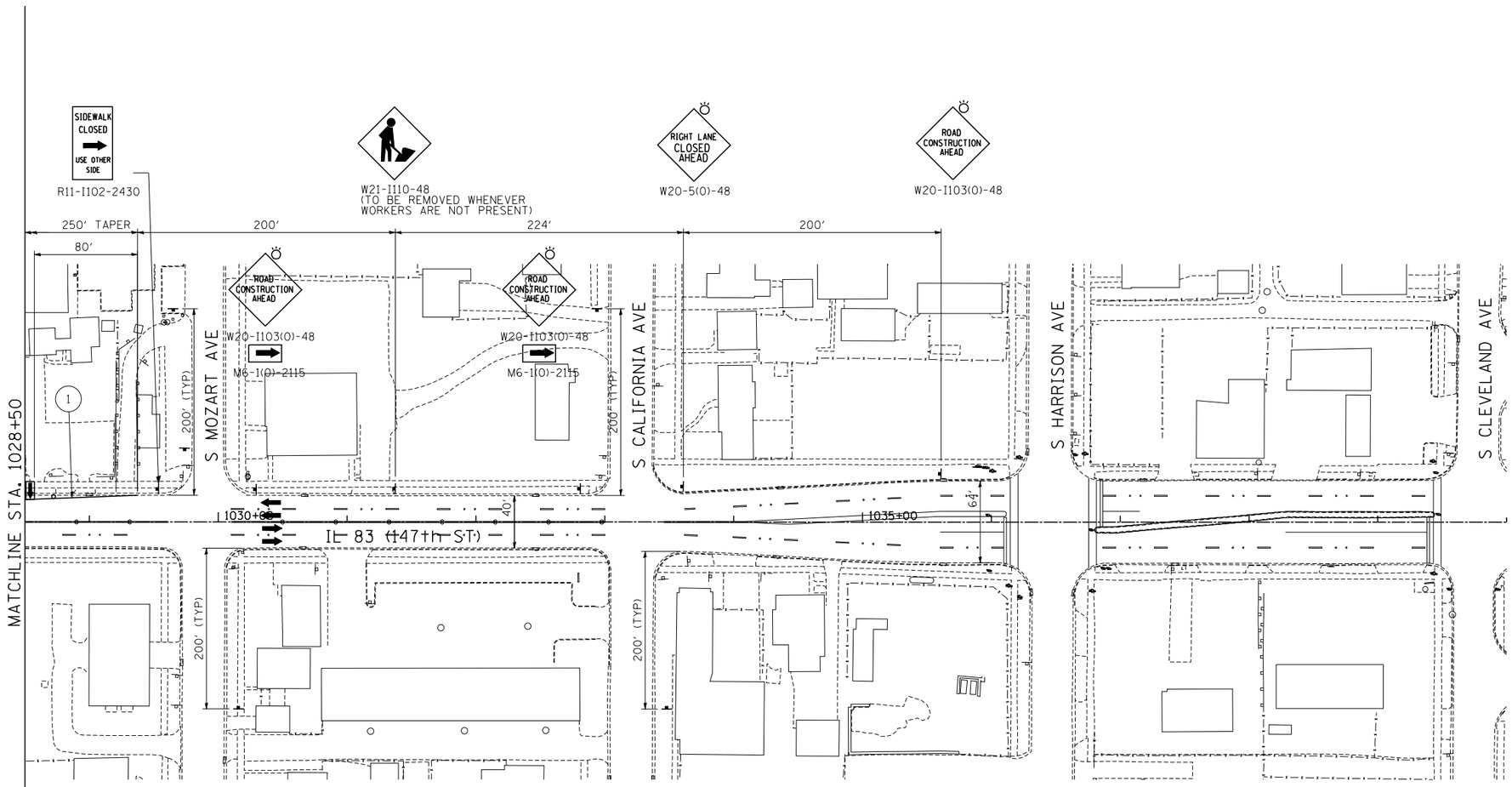


NOTES:

1. DRUMS,TYPE I OR TYPE II BARRICADES AT 20' CENTERS IN TAPER. PAVEMENT MARKING SOLID WHITE LINE, 4".
2. CONTRACTOR TO MAINTAIN PEDESTRIAN ACCESS DURING THE PROJECT. INSTALL PEDESTRIAN SHIELDING ADJACENT TO THE EXISTING SOUTH CURB UNDER THE PROPOSED STRUCTURE. PAID FOR AS "PROTECTIVE SHIELD, SPECIAL" (X5017307).
3. LANE CLOSURE TO BE IMPLEMENTED AS DETAILED IN IDOT STANDARD 701606. SIDEWALK CLOSURE PER IDOT STANDARD 701801 (TYP).
4. CONTRACTOR SHALL REFER TO PROJECT SPECIAL PROVISION FOR ROAD CLOSURE DURING BEAM REPLACEMENT.
5. FOR PEDESTRIAN ACCESS TO THE TEMPORARY SIDEWALK, A QUANTITY OF 10 FT HAS BEEN PROVIDED FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL (44000500), 10 FT FOR PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800), 70 SQ FT FOR PCC SIDEWALK, 5 INCH (42400200) AND 70 SQ FT FOR SIDEWALK REMOVAL (44000600). SEE SPECIAL PROVISION "PROTECTIVE SHIELD, SPECIAL" FOR FURTHER INFORMATION.

SCALE: 1" = 50'-0"

DRAWN BY MPG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, 2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087 — SHEET MOT-12
CHECKED BY DFL	SCALE 1" = 50'		REVISIONS: NO. / DATE / DESCRIPTION	NB I-294, CD ROAD B AND RAMP N IL 83 (147TH STREET) MAINTENANCE OF TRAFFIC — 47 OF 482



LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

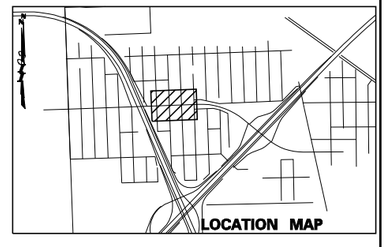
NOTES:

(1) DRUMS, TYPE I OR TYPE II BARRICADES AT 20' CENTERS IN TAPER. PAVEMENT MARKING SOLID WHITE LINE, 4".

(2) CONTRACTOR TO MAINTAIN PEDESTRIAN ACCESS DURING THE PROJECT. INSTALL PEDESTRIAN SHIELDING ADJACENT TO THE EXISTING NORTH CURB UNDER THE PROPOSED STRUCTURE. PAID FOR AS "PROTECTIVE SHIELD, SPECIAL" (X5017307).

3. LANE CLOSURE TO BE IMPLEMENTED AS DETAILED IN IDOT STANDARD 701606. SIDEWALK CLOSURE PER IDOT STANDARD 701801 (TYP).

4. CONTRACTOR SHALL REFER TO PROJECT SPECIAL PROVISION FOR ROAD CLOSURE DURING BEAM REPLACEMENT.



50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . . MPG . . . .
CHECKED BY . . . DFL . . . .

DATE . . 2-6-2013 . . .
SCALE . 1" = 50' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
IL 83 (147TH STREET)
MAINTENANCE OF TRAFFIC

SHEET MOT-13

. . . 48 . OF . 482 . . .

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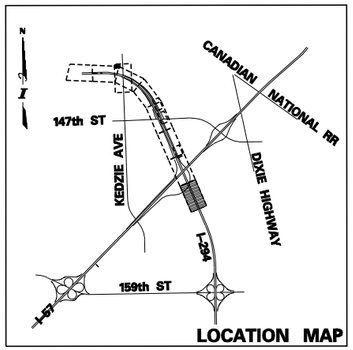

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY . . . MBR	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-14
CHECKED BY . . . DFL	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294	49 OF 482

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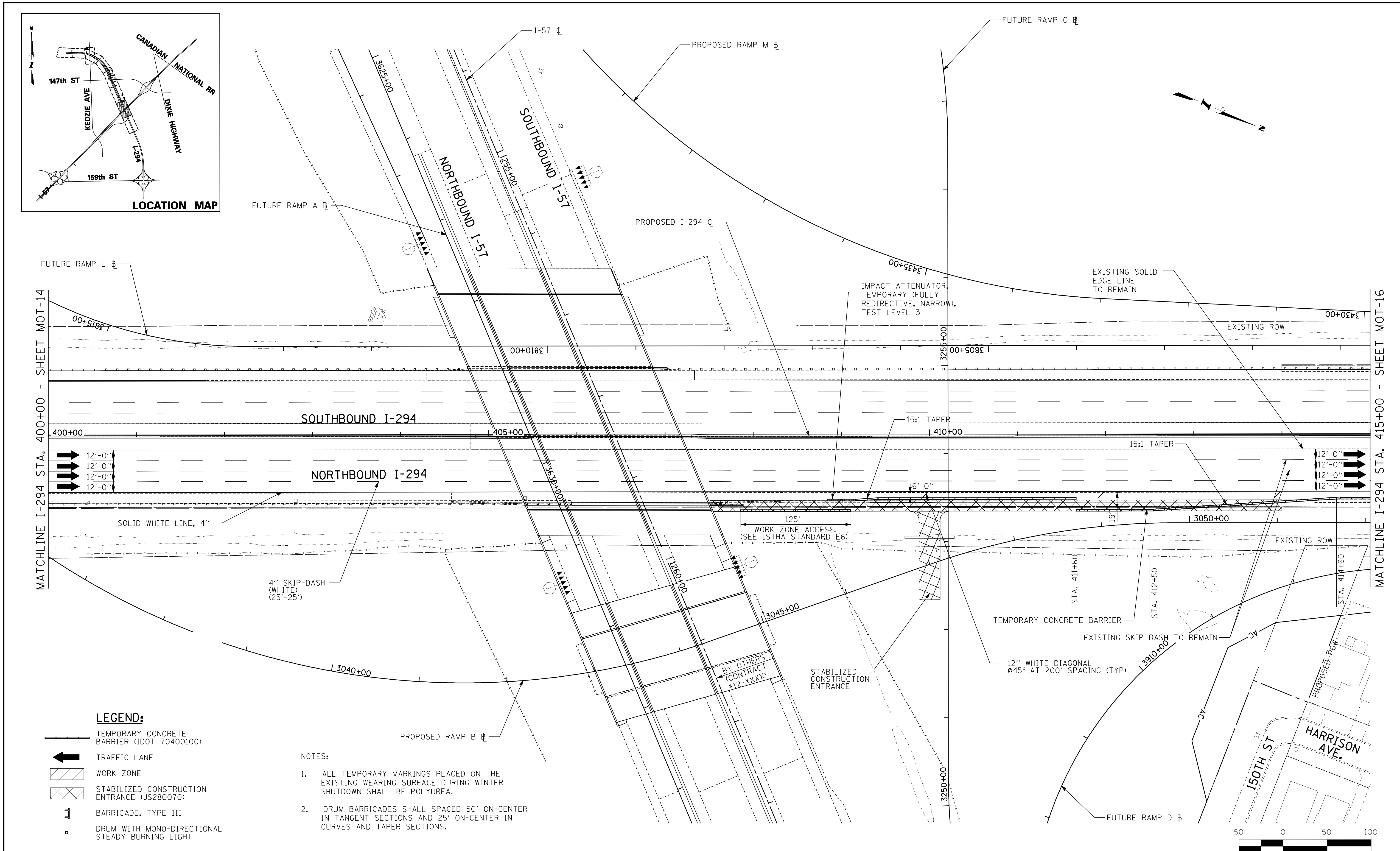

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY JG — DATE 2-6-2013
CHECKED BY DFL — SCALE 1" = 50'

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294

SHEET MOT-15

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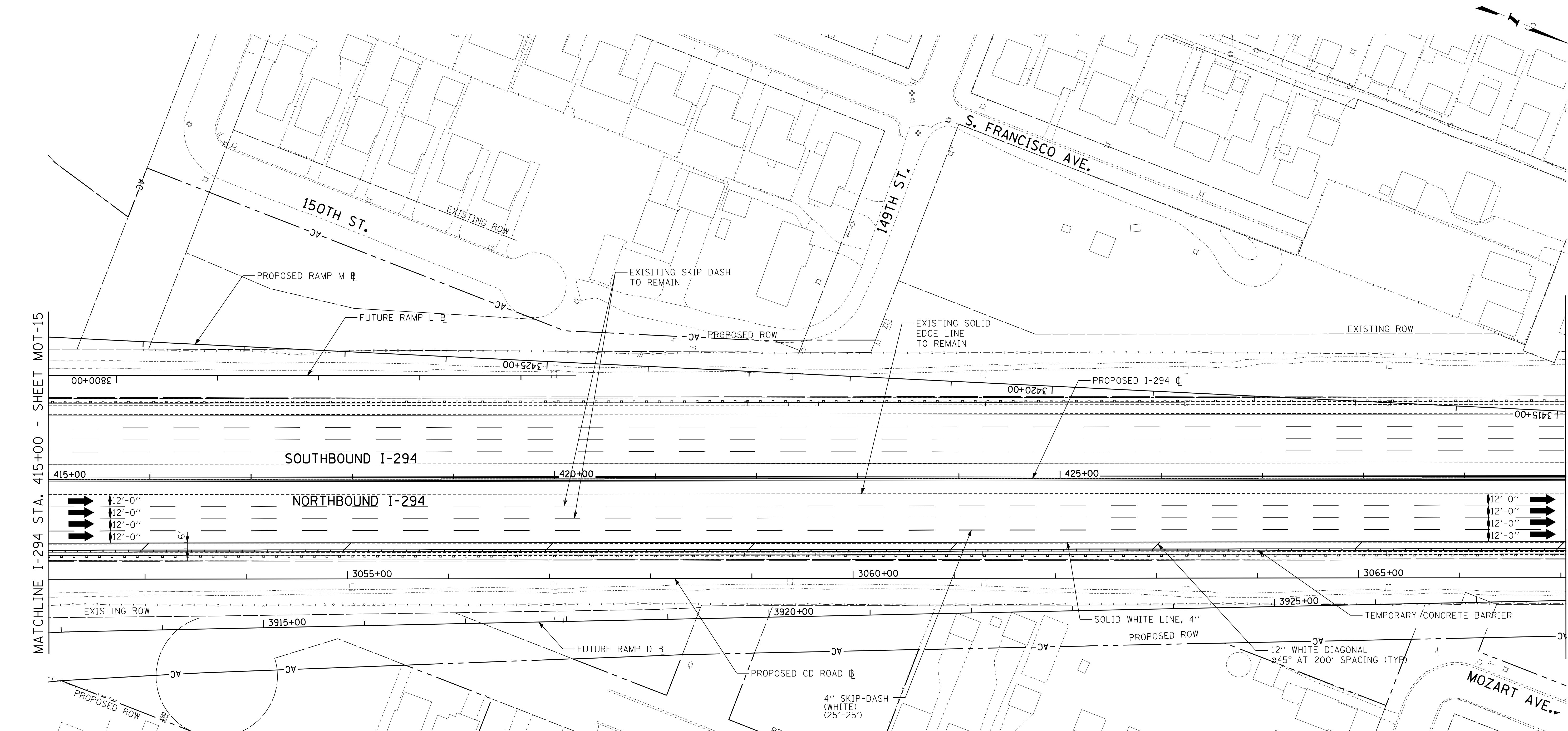

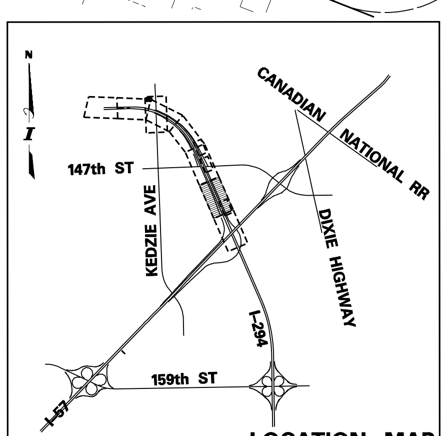

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY JG	DATE 2-6-2013	TYLININTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087
CHECKED BY DFL	SCALE 1" = 50'			NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294

REVISIONS		
NO.	DATE	DESCRIPTION

SHEET MOT-16

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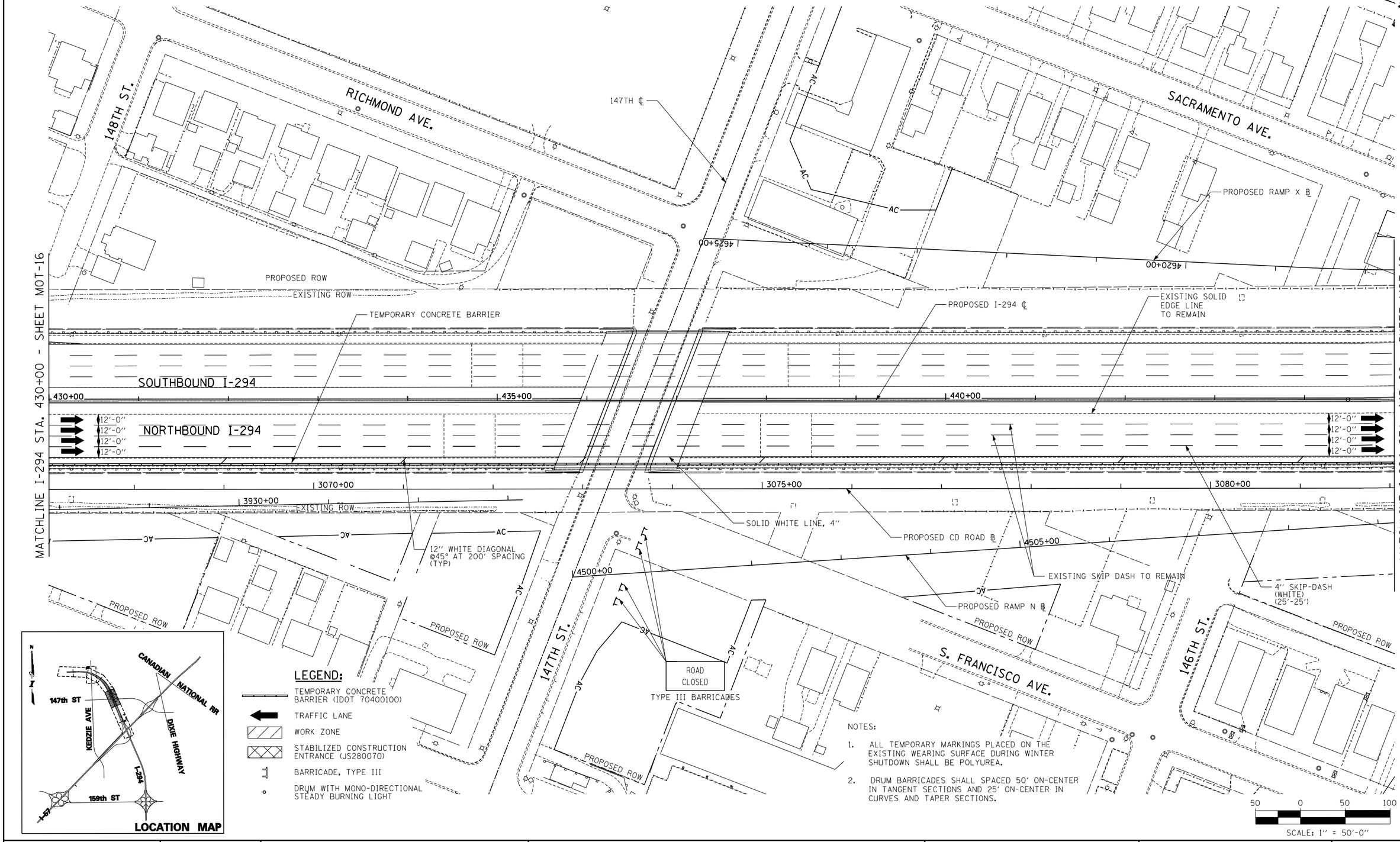

DRAWN BY . . . . JG	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. | DATE | DESCRIPTION	CONTRACT I-12-4087	SHEET MOT-17
CHECKED BY . . . DFL	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294	. . 52 . OF . 482 . .

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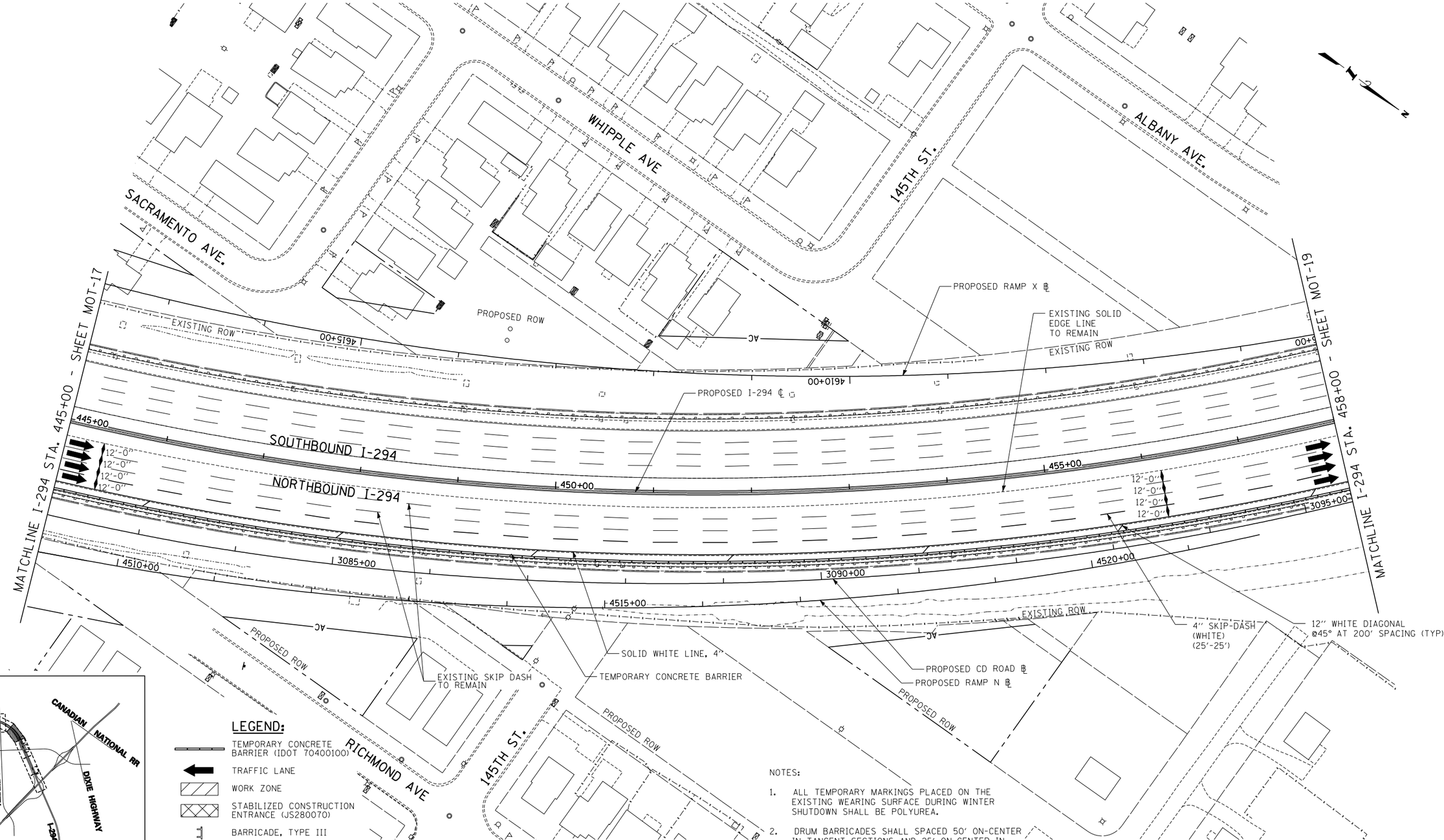
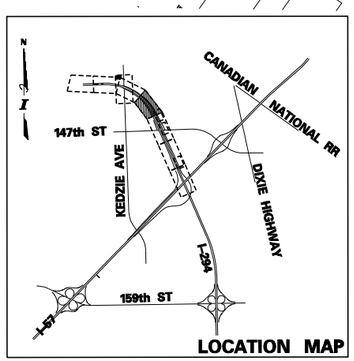
1/29/2013





LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 704001OO)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS28007O)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

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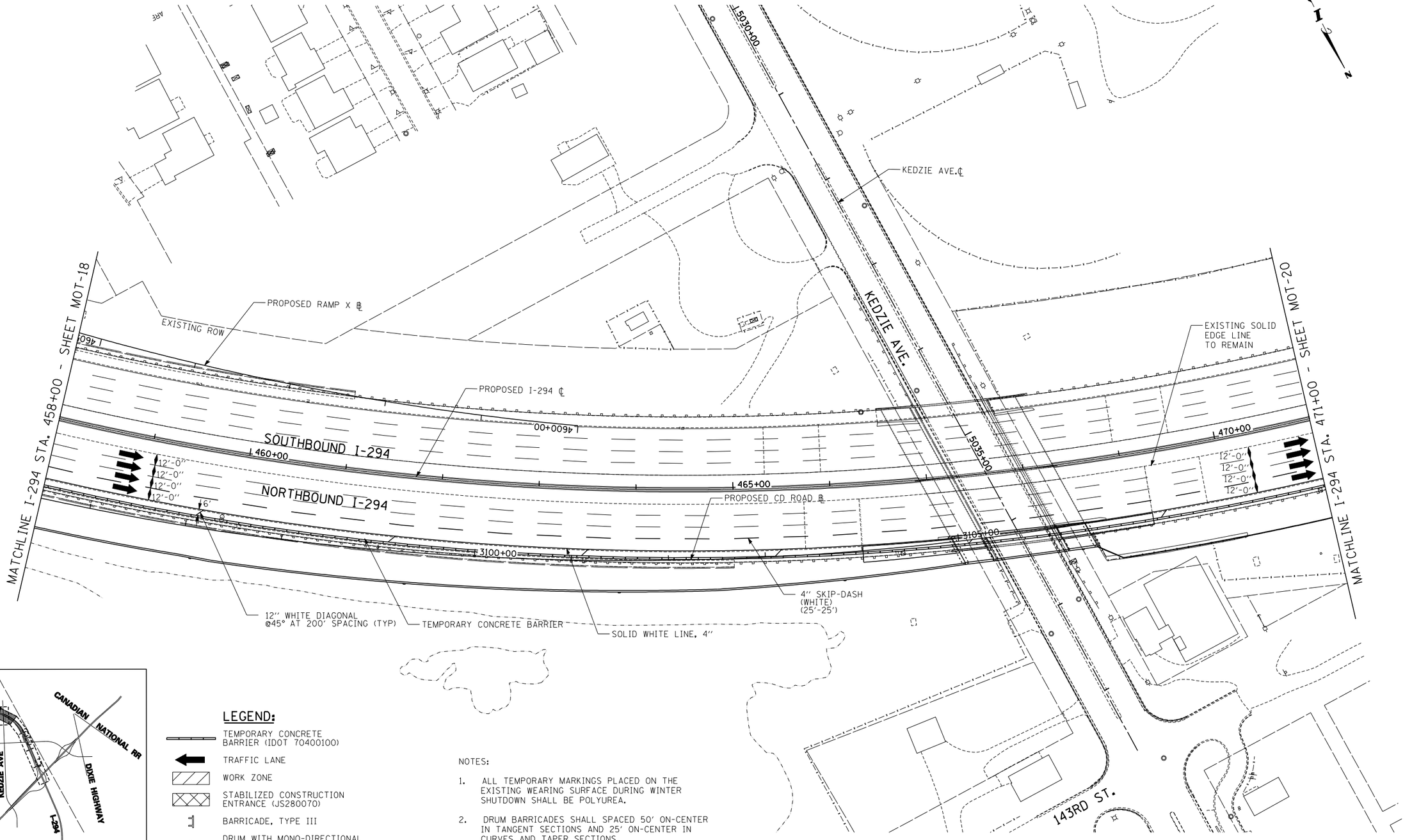
DRAWN BY . . . . JG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087 / SHEET MOT-18
CHECKED BY . . . DFL	SCALE . 1" = 50'						NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294 / . . . 53 . OF . 482 . .



LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

DRAWN BY . . . JG	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . . . DFL	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294

SHEET MOT-19

. . . 54 . OF . 482 . .

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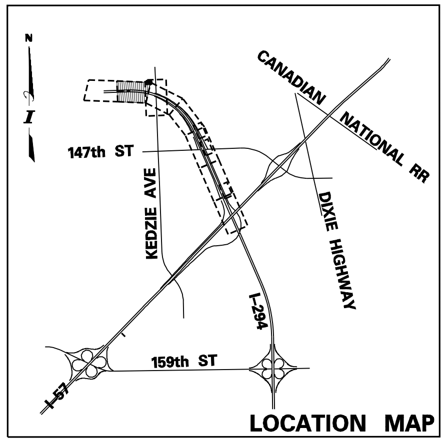
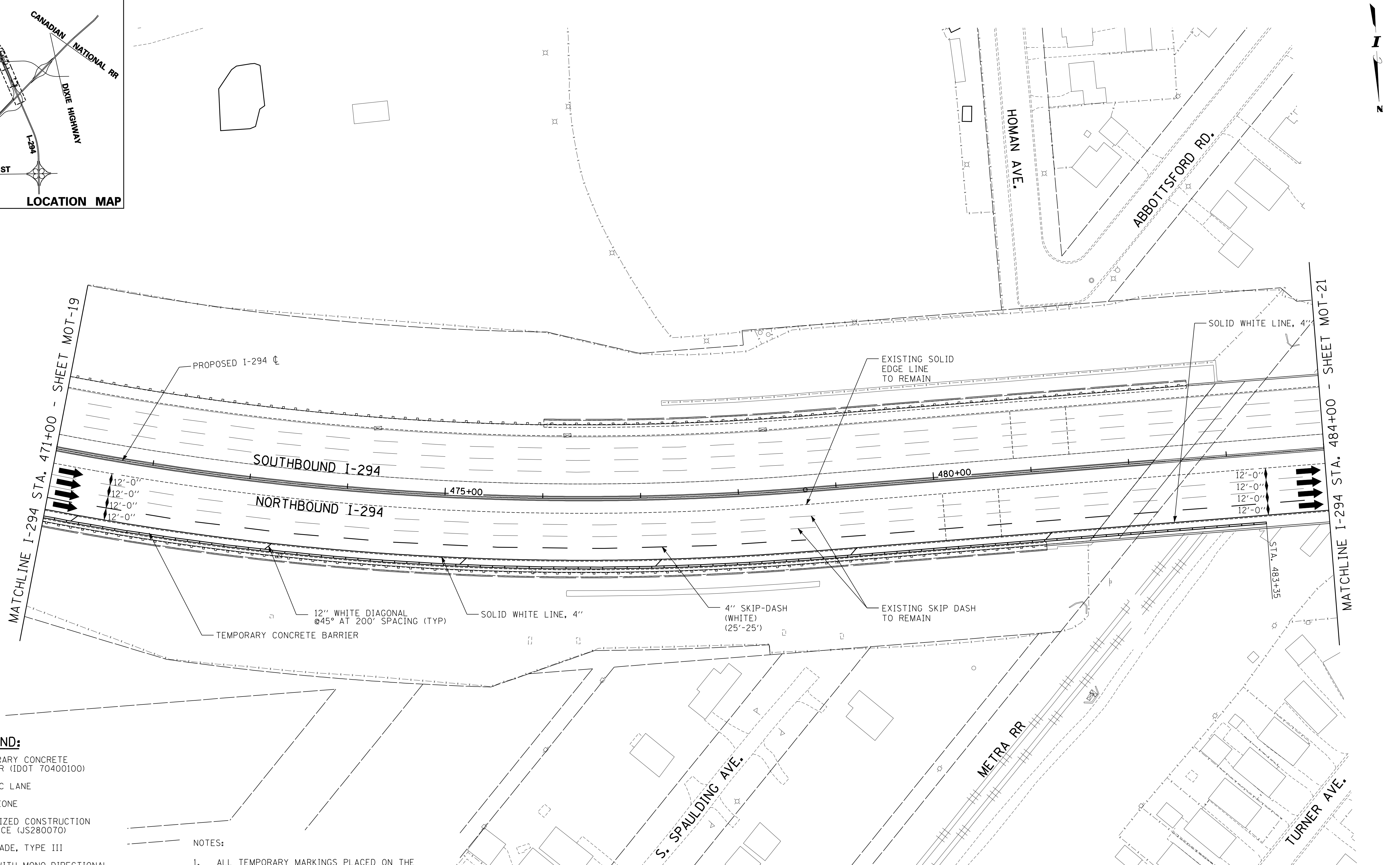




50 0 50 100

SCALE: 1" = 50'-0"

LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

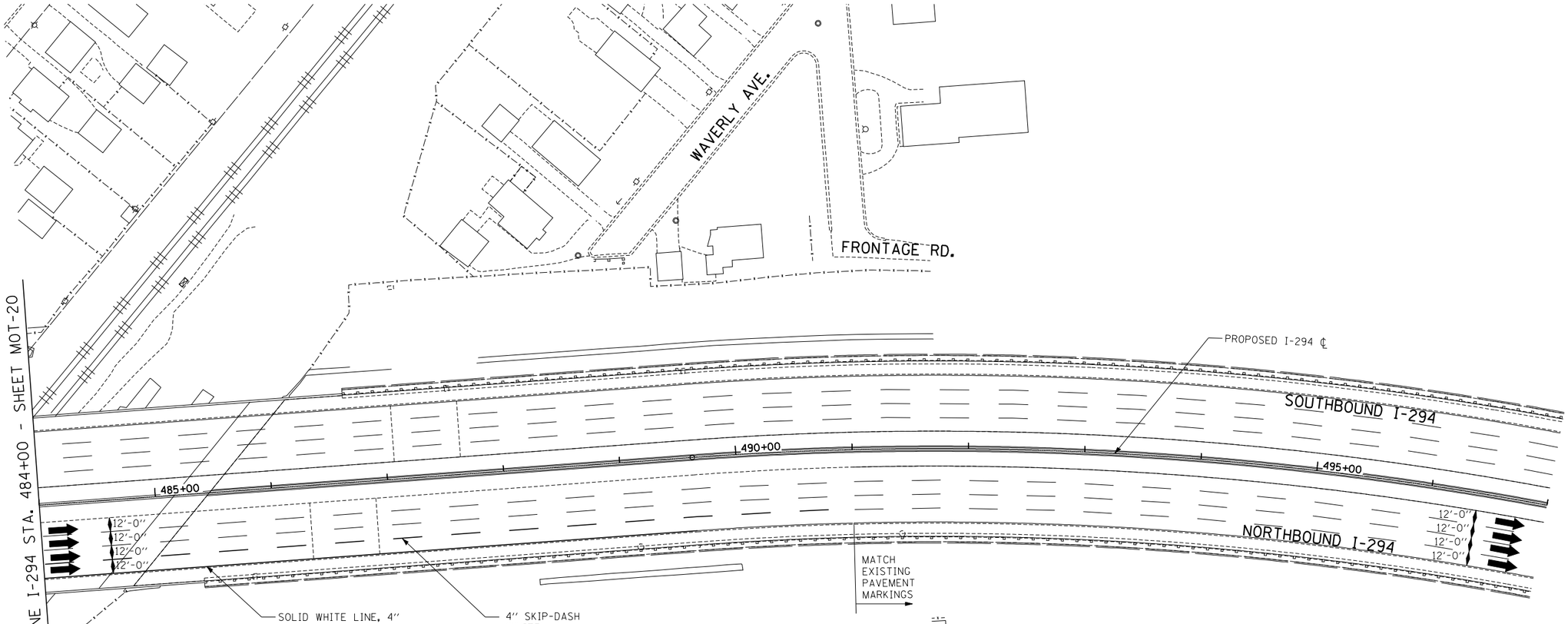
1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

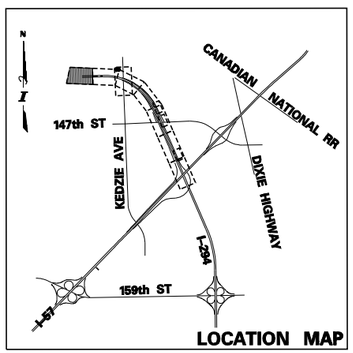
DRAWN BY JG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087	SHEET MOT-20
CHECKED BY DFL	SCALE 1" = 50'			NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294	55 OF 482

REVISIONS

NO.	DATE	DESCRIPTION

pw:\\625405\\57-294\\road\\P3T_RampB-Tollway\\P3T_MOT294W_SHT07.dgn
1/29/2013





LEGEND:

- TEMPORARY CONCRETE BARRIER (IDOT 70400100)
- TRAFFIC LANE
- WORK ZONE
- STABILIZED CONSTRUCTION ENTRANCE (JS280070)
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

NOTES:

1. ALL TEMPORARY MARKINGS PLACED ON THE EXISTING WEARING SURFACE DURING WINTER SHUTDOWN SHALL BE POLYUREA.
2. DRUM BARRICADES SHALL SPACED 50' ON-CENTER IN TANGENT SECTIONS AND 25' ON-CENTER IN CURVES AND TAPER SECTIONS.

50 0 50 100

SCALE: 1" = 50'-0"

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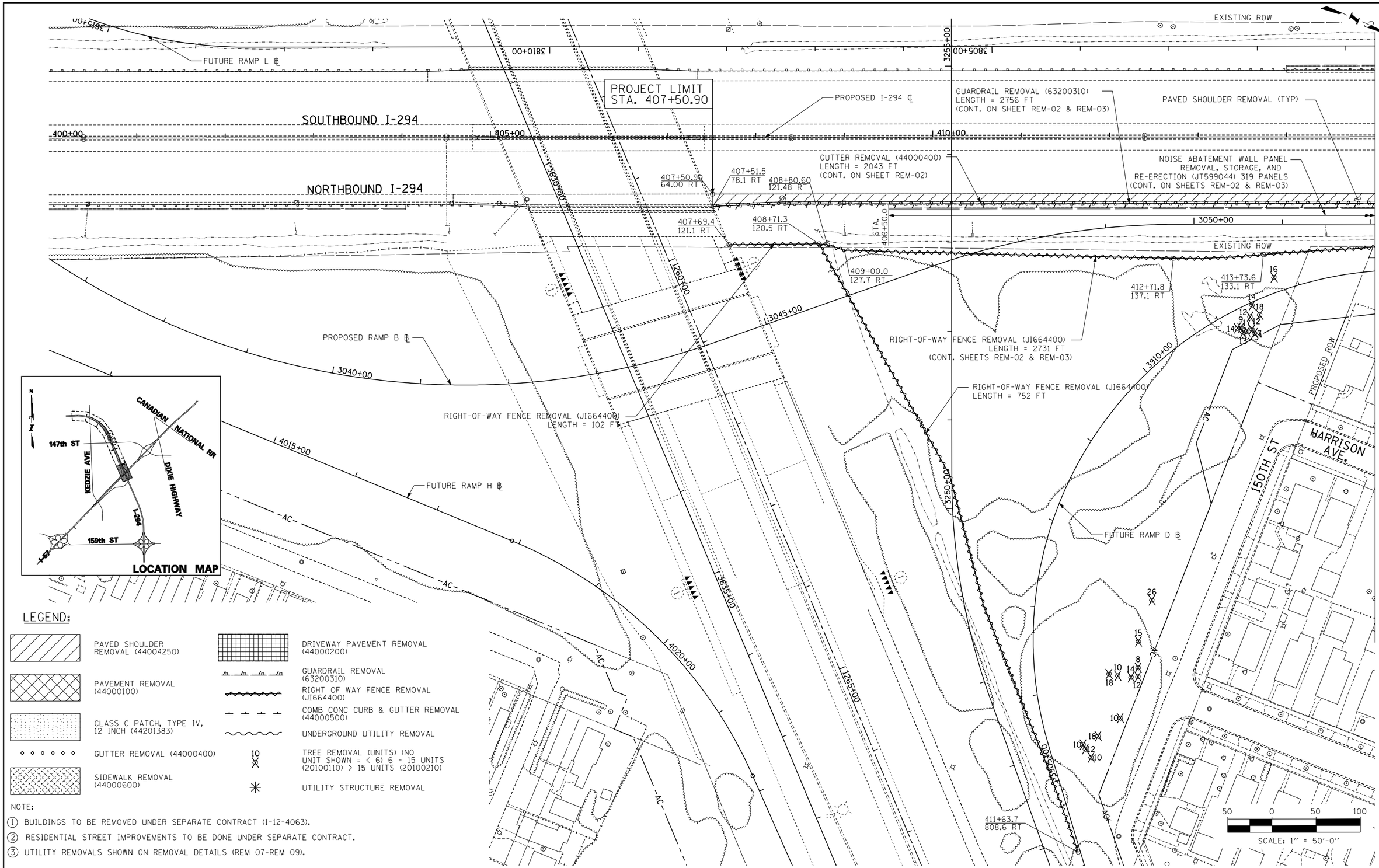
1/29/2013

DRAWN BY . . . JG . . .	DATE . . 2-6-2013 . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087 / SHEET MOT-21
CHECKED BY . . . DFL . . .	SCALE . . 1" = 50' . .						NB I-294, CD ROAD B AND RAMP N MAINTENANCE OF TRAFFIC WINTER SHUTDOWN - NB I-294 / 56 OF 482



LEGEND:

- PAVED SHOULDER REMOVAL (44004250)
- PAVEMENT REMOVAL (44000100)
- CLASS C PATCH, TYPE IV, 12 INCH (44201383)
- GUTTER REMOVAL (44000400)
- SIDEWALK REMOVAL (44000600)
- DRIVEWAY PAVEMENT REMOVAL (44000200)
- GUARDRAIL REMOVAL (63200310)
- RIGHT OF WAY FENCE REMOVAL (JI664400)
- COMB CONC CURB & GUTTER REMOVAL (44000500)
- UNDERGROUND UTILITY REMOVAL
- 10 — TREE REMOVAL (UNITS) (NO UNIT SHOWN = < 6) 6 - 15 UNITS (20100110) > 15 UNITS (20100210)
- UTILITY STRUCTURE REMOVAL

NOTE:

1. BUILDINGS TO BE REMOVED UNDER SEPARATE CONTRACT (I-12-4063).
2. RESIDENTIAL STREET IMPROVEMENTS TO BE DONE UNDER SEPARATE CONTRACT.
3. UTILITY REMOVALS SHOWN ON REMOVAL DETAILS (REM 07-REM 09).

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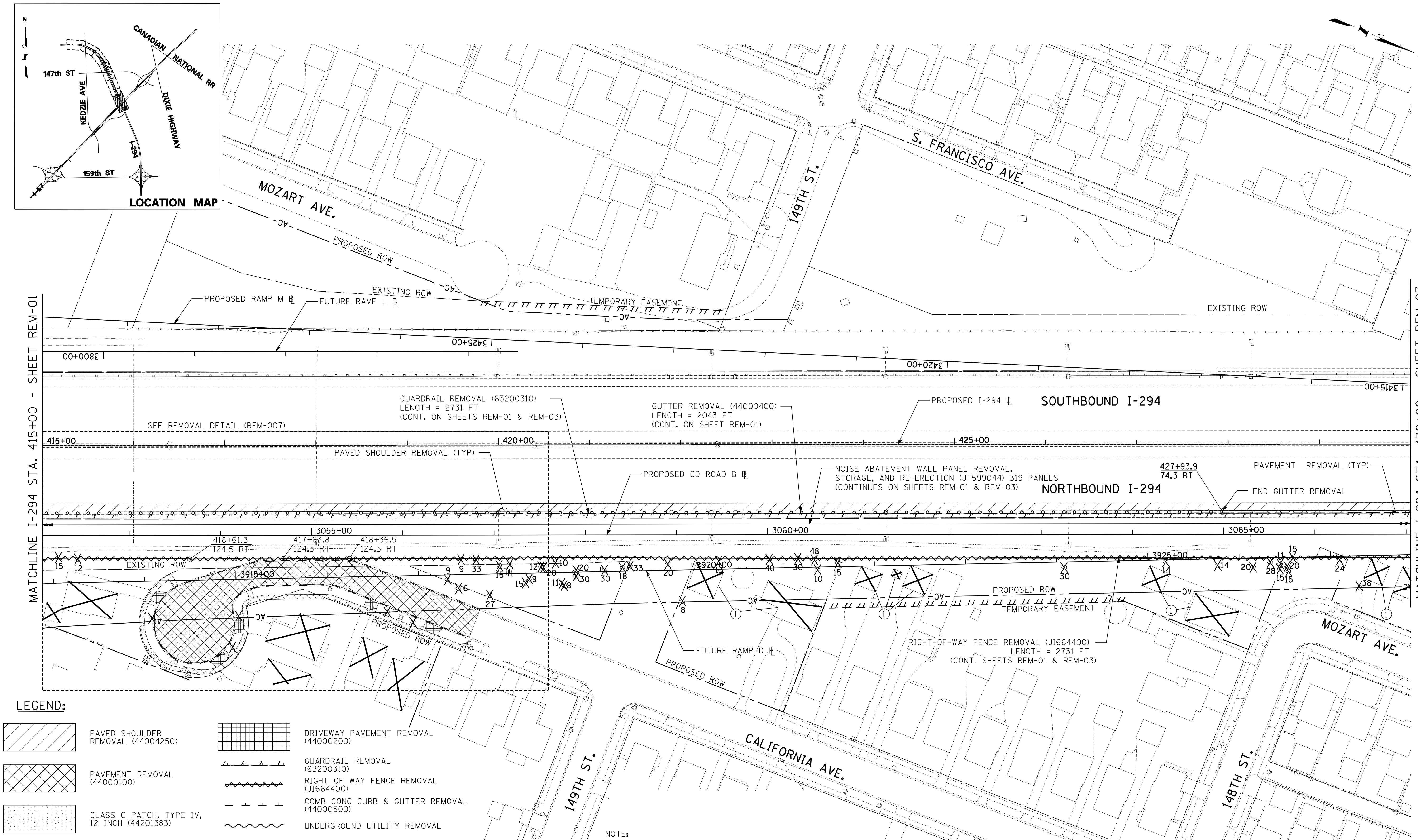
1/29/2013

DRAWN BY . . . . . JG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . . JDU	SCALE . 1" = 50'		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087	SHEET REM-01
NB I-294, CD ROAD B AND RAMP N REMOVAL PLANS	. . . 57 . OF . 482 . . .



LEGEND:

PAVED SHOULDER REMOVAL (44004250)	DRIVEWAY PAVEMENT REMOVAL (44000200)
PAVEMENT REMOVAL (44000100)	GUARDRAIL REMOVAL (63200310)
CLASS C PATCH, TYPE IV, 12 INCH (44201383)	RIGHT OF WAY FENCE REMOVAL (JI664400)
GUTTER REMOVAL (44000400)	COMB CONC CURB & GUTTER REMOVAL (44000500)
SIDEWALK REMOVAL (44000600)	UNDERGROUND UTILITY REMOVAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = < 6) 6 - 15 UNITS (20100110) > 15 UNITS (20100210)
	UTILITY STRUCTURE REMOVAL

NOTE:

1. BUILDINGS TO BE REMOVED UNDER SEPARATE CONTRACT (I-12-4063).
2. RESIDENTIAL STREET IMPROVEMENTS TO BE DONE UNDER SEPARATE CONTRACT.
3. COORDINATE REMOVAL OF CUL-DE-SAC WITH BUILDING REMOVAL CONTRACT (I-12-4063). ROADWAY TO BE REMOVED ONLY AFTER ALL BUILDINGS ARE DEMOLISHED.
4. MUNICIPAL UTILITY REMOVALS SHOWN ON REMOVAL DETAILS (REM 07-REM 09).

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

DRAWN BY JG
CHECKED BY JDU
DATE 2-6-2013
SCALE 1" = 50'

TYLIN INTERNATIONAL

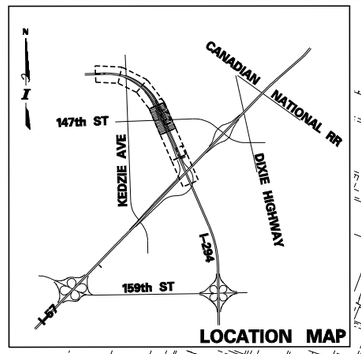
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
REMOVAL PLANS

SHEET REM-02



RICHMOND AVE.

SACRAMENTO AVE.

148TH ST.

PROPOSED 147TH ℄

PROPOSED RAMP X B℄

4625+00

RIGHT-OF-WAY FENCE REMOVAL (JI664400)
LENGTH = 2731 FT
(CONT. SHEETS REM-01 & REM-02)

EXISTING ROW

GUARDRAIL REMOVAL (63200310)
LENGTH = 2756 FT
(CONT. ON SHEETS REM-01 & REM-02)

PAVEMENT REMOVAL (TYP)

NOISE ABATEMENT WALL PANEL REMOVAL, STORAGE, AND RE-ERECTION (JT599044) 343 PANELS
(CONT. SHEETS REM-04 & REM-05)

NOISE ABATEMENT WALL PANEL REMOVAL, STORAGE, AND RE-ERECTION (JT599044)
319 PANELS
(CONT. SHEET REM-02)

PROPOSED I-294 ℄

SEE REMOVAL DETAIL (REM-08)

GUARDRAIL REMOVAL (63200310) LENGTH = 3019 FT
(CONT. ON SHEETS REM-04 & REM-05)

SOUTHBOUND I-294

GUTTER REMOVAL (44000400)
LENGTH = 2115 FT
(CONT. ON SHEETS REM-04 & REM-05)

SEE REMOVAL DETAIL (REM-09)

430+00 | 435+00 | 440+00 | 445+00

MATCHLINE I-294 STA. 430+00 - SHEET REM-02

MATCHLINE I-294 STA. 445+00 - SHEET REM-04

PAVEMENT REMOVAL (TYP)

PAVED SHOULDER REMOVAL (TYP)

435+07.2
64.0 RT

435+07.2
75.3 RT

435+69.3
78.3 RT

PROPOSED CD ROAD B B℄

437+56.1
64.0 RT

437+65.1
75.3 RT

436+92.9
78.3 RT

TREE REMOVAL
0.01 ACRES

BEGIN GUTTER REMOVAL

NORTHBOUND I-294

438+94.2
128.8 RT

439+01.3
124.1 RT

439+53.2
123.9 RT

440+73.5
124.0 RT

442+01.9
121.7 RT

442+93.0
122.3 RT

443+55.8
121.8 RT

444+38.8
74.3 RT

FUTURE RAMP D B℄

431+46.0
125.2 RT

431+60.2
123.7 RT

STA. 434+97

STA. 434+55

3070+00 | 3075+00 | 3080+00

3930+00

EXISTING ROW

433+07.8
133.5 RT

432+58.8
154.4 RT

431+92.4
147.1 RT

432+41.0
162.3 RT

435+51.6
124.0 RT

436+75.2
124.0 RT

PROPOSED RAMP N B℄

4505+00

4500+00

440+37.4
216.7 RT

439+21.5
207.3 RT

443+06.8
129.8 RT

442+71.4
177.3 RT

441+70.2
201.8 RT

440+73.0
231.0 RT

437+01.5
230.4 RT

438+75.4
191.2 RT

437+30.8
252.4 RT

TREE REMOVAL 0.04 ACRES

TREE REMOVAL 0.11 ACRES

TREE REMOVAL 0.01 ACRES

PROPOSED ROW

147TH ST.

146TH ST.

S. FRANCISCO AVE.

RIGHT-OF-WAY FENCE REMOVAL (JI664400)
LENGTH = 2691 FT
(CONT. SHEET REM-04)

REMOVE CONCRETE FOUNDATION - BILLBOARD (JT900022) (11 CU YDS) REMOVE OVERHEAD SIGN STRUCTURE - BILLBOARD (JT900024) (1 EA)
STA. 434+83.3, 134' RT

LEGEND:

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- PAVEMENT REMOVAL (44000100)
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- GUTTER REMOVAL (44000400)
- SIDEWALK REMOVAL (44000600)
- DRIVEWAY PAVEMENT REMOVAL (44000200)
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- UNDERGROUND UTILITY REMOVAL
- TREE REMOVAL (UNITS) (NO UNIT SHOWN = < 6) 6 - 15 UNITS (20100110) > 15 UNITS (20100210)
- UTILITY STRUCTURE REMOVAL

NOTE:

(1) BUILDINGS TO BE REMOVED UNDER SEPARATE CONTRACT (I-12-4063).

(2) RESIDENTIAL STREET IMPROVEMENTS TO BE DONE UNDER SEPARATE CONTRACT.

(3) COORDINATE REMOVAL OF LOCAL STREET WITH BUILDINGS REMOVAL CONTRACT (I-12-4063). ROADWAY TO BE REMOVED ONLY AFTER ALL BUILDINGS ARE DEMOLISHED.

(4) MUNICIPAL UTILITY REMOVALS SHOWN ON REMOVAL DETAILS (REM 07-REM 09).

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

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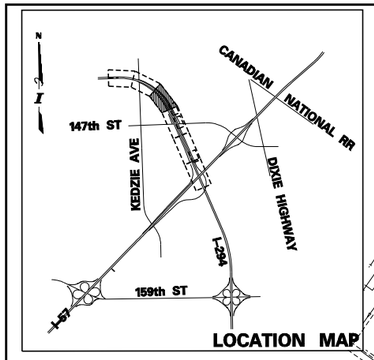
1/29/2013

DRAWN BY . . JG	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . . JDU	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N REMOVAL PLANS

SHEET REM-03

59 OF 482



LEGEND:

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- PAVEMENT REMOVAL (44000100)
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DRAWN BY . . JG	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET REM-04
CHECKED BY . JDU	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N REMOVAL PLANS	. . 60 . OF . 482 .

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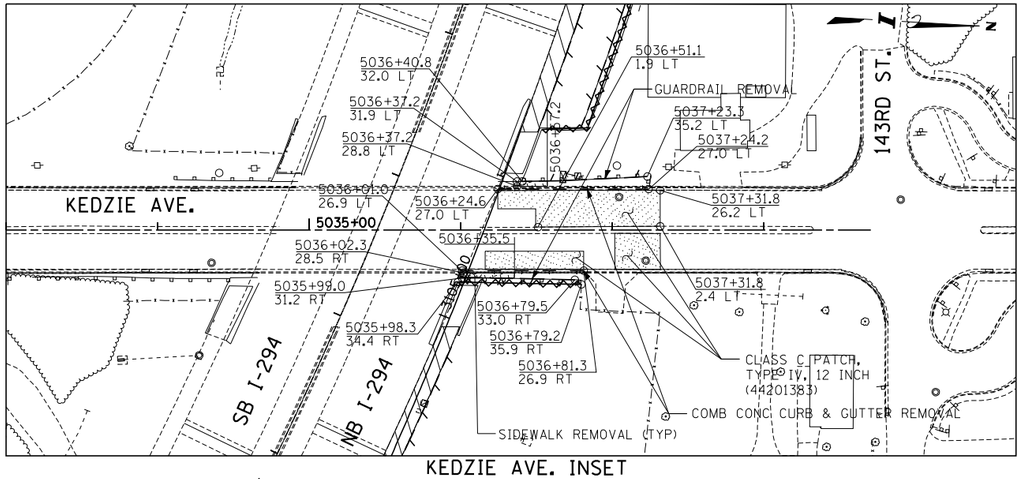
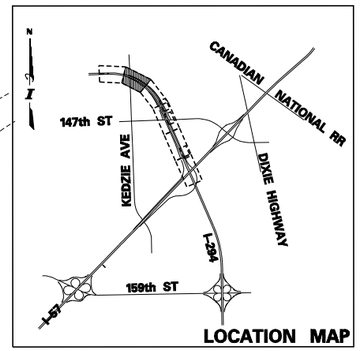
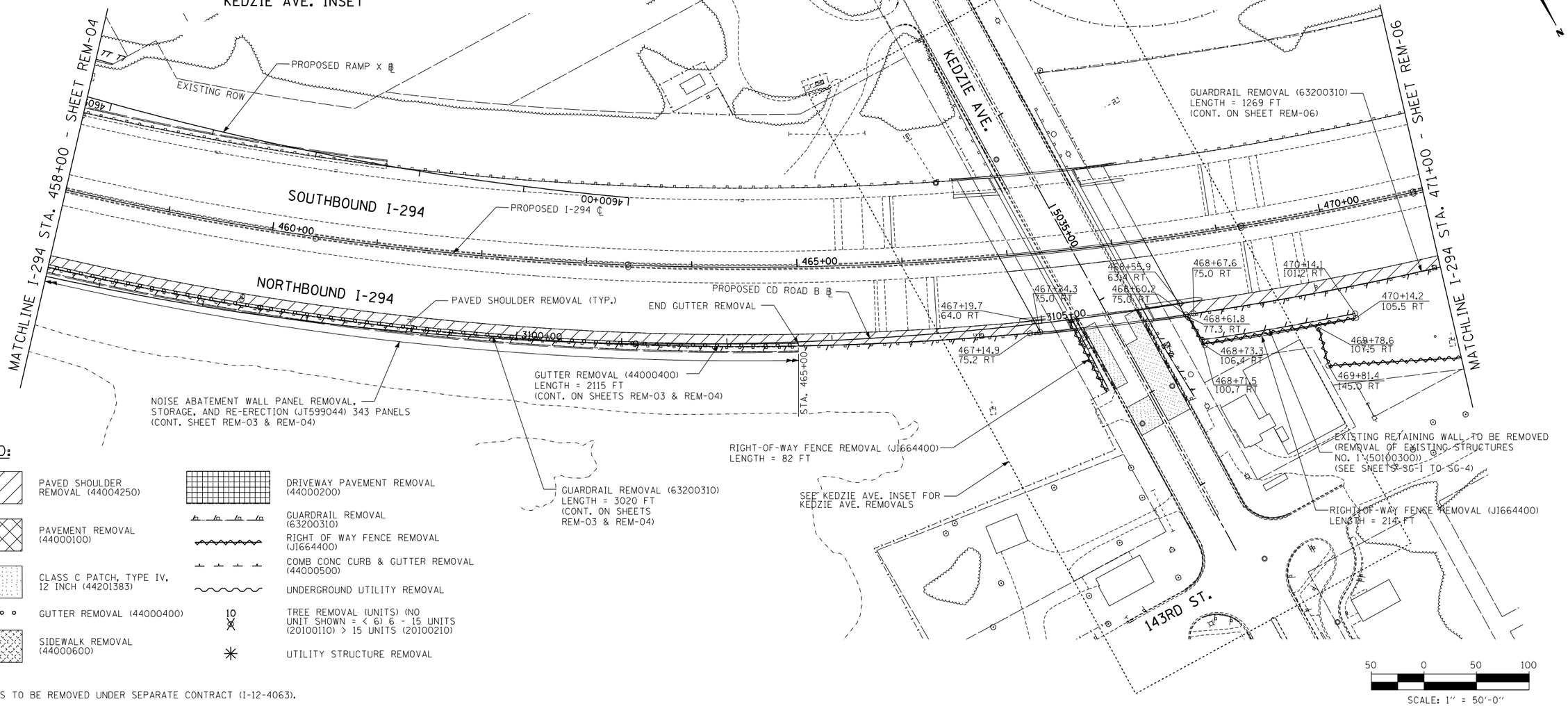


KEDZIE AVE. INSET





LEGEND:

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- PAVEMENT REMOVAL (44000100)
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- COMB CONC CURB & GUTTER REMOVAL (44000500)
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- TREE REMOVAL (UNITS) (NO UNIT SHOWN = < 6) 6 - 15 UNITS (20100110) > 15 UNITS (20100210)
- UTILITY STRUCTURE REMOVAL

NOTE:

(1) BUILDINGS TO BE REMOVED UNDER SEPARATE CONTRACT (I-12-4063).

50 0 50 100

SCALE: 1" = 50'-0"

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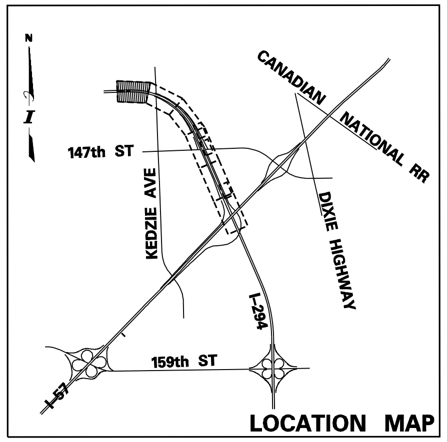
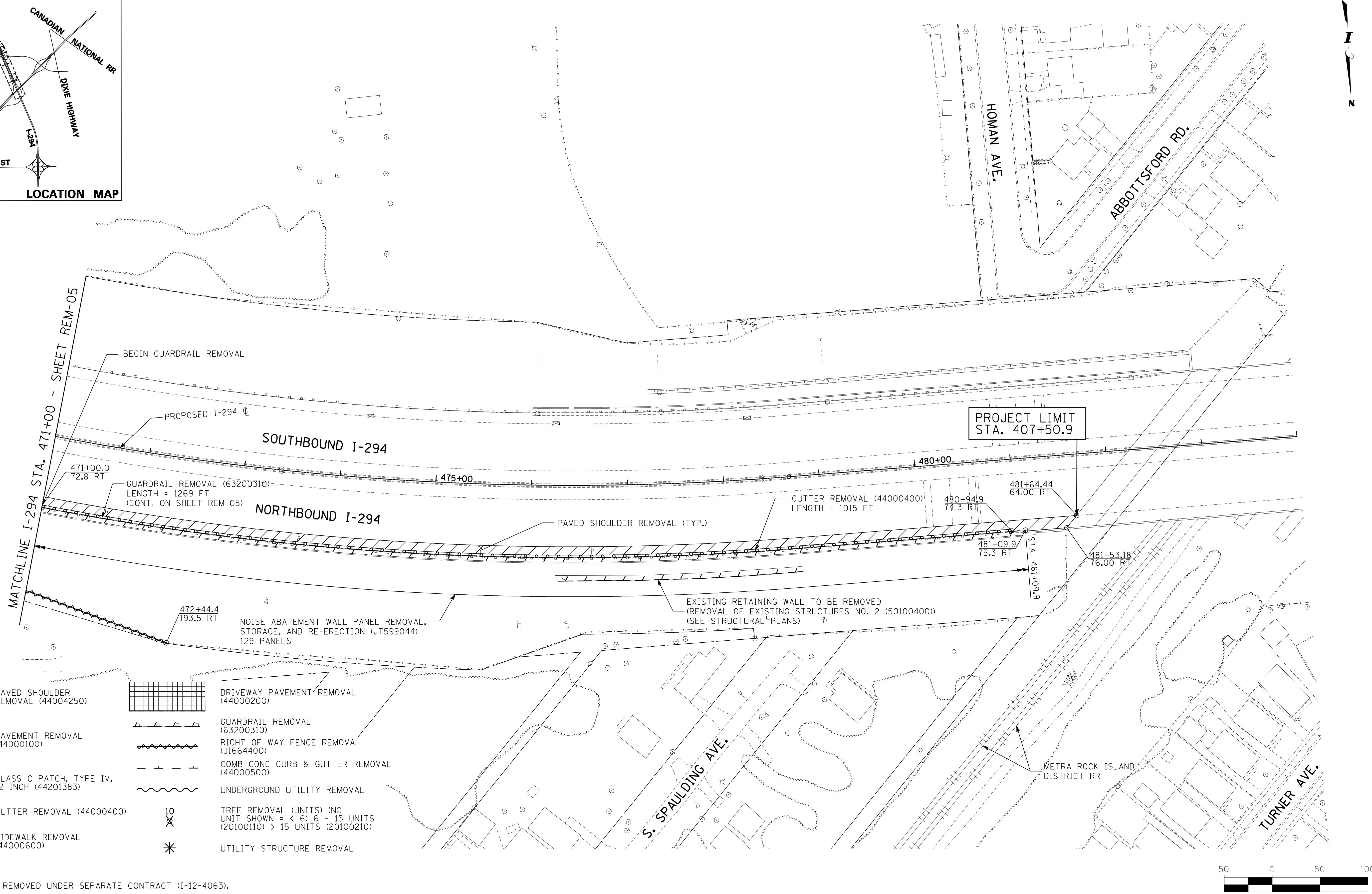
1/29/2013

DRAWN BY . . JG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N REMOVAL PLANS
CHECKED BY . JDU	SCALE . 1" = 50'				SHEET REM-05 . . . 61 . OF . 482 .





LEGEND:

Symbol	Description	Symbol	Description
(hatch)	PAVED SHOULDER REMOVAL (44004250)	(grid)	DRIVEWAY PAVEMENT REMOVAL (44000200)
(cross-hatch)	PAVEMENT REMOVAL (44000100)	(line)	GUARDRAIL REMOVAL (63200310)
		(line)	RIGHT OF WAY FENCE REMOVAL (JI664400)
(stipple)	CLASS C PATCH, TYPE IV, 12 INCH (44201383)	(line)	COMB CONC CURB & GUTTER REMOVAL (44000500)
		(line)	UNDERGROUND UTILITY REMOVAL
○ ○ ○ ○ ○ ○	GUTTER REMOVAL (44000400)	10 (symbol)	TREE REMOVAL (UNITS) (NO UNIT SHOWN = < 6) 6 - 15 UNITS (20100110) > 15 UNITS (20100210)
(pattern)	SIDEWALK REMOVAL (44000600)	✳	UTILITY STRUCTURE REMOVAL

NOTE:

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2. RESIDENTIAL STREET IMPROVEMENTS TO BE DONE UNDER SEPARATE CONTRACT.

DRAWN BY JG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY JDU	SCALE 1" = 50'		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N REMOVAL PLANS

SHEET REM-06

LEGEND:

- PAVED SHOULDER REMOVAL (44004250)
- PAVEMENT REMOVAL (44000100)
- CLASS C PATCH, TYPE IV, 12 INCH (44201383)
- GUTTER REMOVAL (44000400)
- SIDEWALK REMOVAL (44000600)
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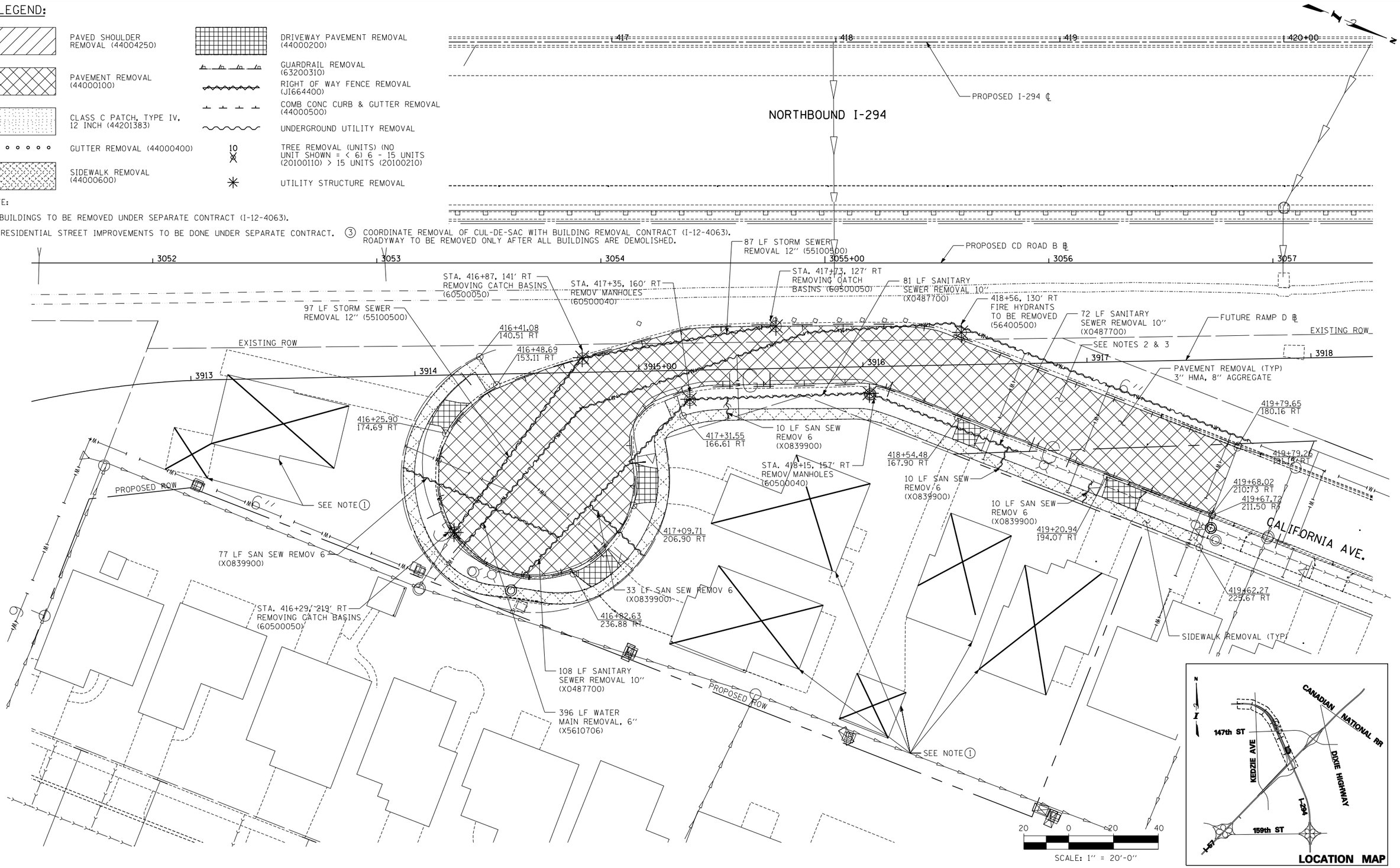

DRAWN BY . . . JDU	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET REM-07
CHECKED BY . . MPG	SCALE . 1" = 20'				NB I-294, CD ROAD B AND RAMP N REMOVAL DETAIL	. . . 63 . OF . 482 .

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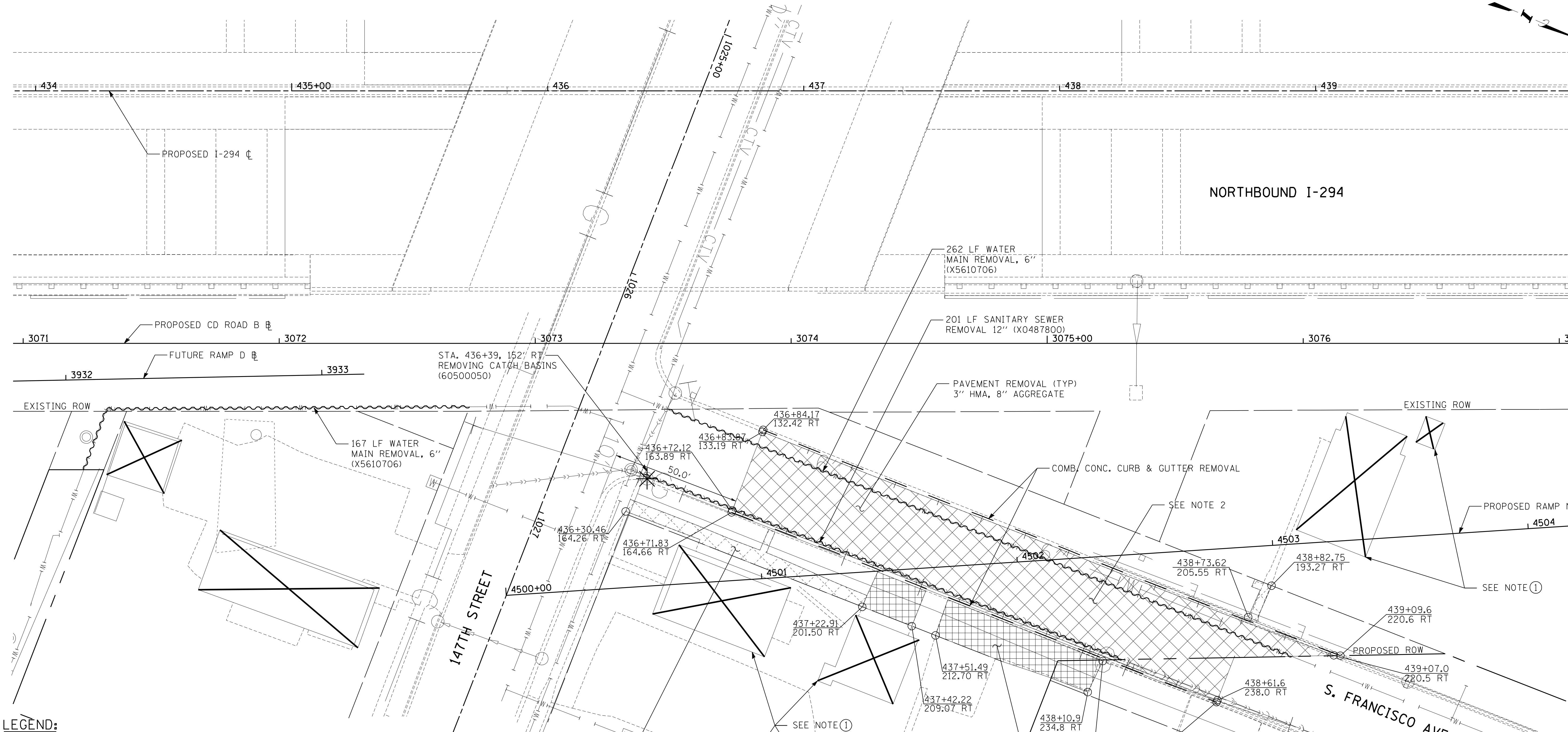
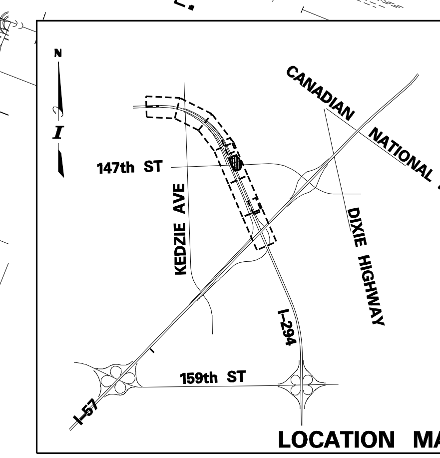
1/29/2013





LEGEND:

PAVED SHOULDER REMOVAL (44004250)	DRIVEWAY PAVEMENT REMOVAL (44000200)
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DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS: NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY MPG	SCALE 1" = 20'				NB I-294, CD ROAD B AND RAMP N REMOVAL DETAIL

SHEET REM-08

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NORTHBOUND I-294

PROPOSED I-294 ℄

PROPOSED CD ROAD B ℄

PROPOSED RAMP N ℄

58 LF STORM SEWER REMOVAL 8" (55100300)

32 LF STORM SEWER REMOVAL 8" (55100300)

22 LF STORM SEWER REMOVAL 8" (55100300)

295 LF COMBINED SEWER REMOVAL 15" (X0324732)

STA. 443+26, 135' RT REMOVING MANHOLES (60500040)

STA. 443+05, 143' RT REMOVING CATCH BASINS (60500050)

STA. 445+28, 129' RT REMOVING MANHOLES (60500040)

STA. 446+23, 153' RT REMOVING CATCH BASINS (60500050)

16 LF STORM SEWER REMOVAL 12" (55100500)

COMB CONC CURB & GUTTER REMOVAL

PAVEMENT REMOVAL (TYP) 3" HMA, 8" AGGREGATE

SIDEWALK REMOVAL (TYP)

302 LF WATER MAIN REMOVAL, 6" (X5610706)

443+84, 150' RT FIRE HYDRANTS TO BE REMOVED (56400500)

SEE NOTE 3

SEE NOTE (1)

EXISTING ROW

PROPOSED ROW

RICHMOND AVENUE

146TH STREET

442+96.3 155.9 RT

442+84.15 187.07 RT

442+84.92 187.37 RT

443+56.38 199.30 RT

443+16.16 199.60 RT

443+25.7 215.4 RT

443+46.7 160.9 RT

443+32.41 160.77 RT

443+73.5 127.7 RT

444+17.70 160.58 RT

444+20.68 160.69 RT

445+54.56 173.16 RT

446+33.54 195.68 RT

446+33.85 194.98 RT

446+47.10 165.07 RT

446+49.37 165.21 RT

442 443 444 445+00 3079 3080+00 3081 3082 3083 3084 4506 4507 4508 4509 4510+00 4511

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

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- PAVEMENT REMOVAL (44000100)
- CLASS C PATCH, TYPE IV, 12 INCH (44201383)
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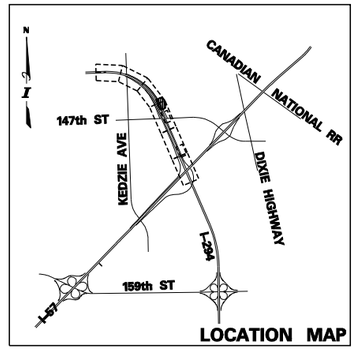
(1) BUILDINGS TO BE REMOVED UNDER SEPARATE CONTRACT (I-12-4063).

(2) RESIDENTIAL STREET IMPROVEMENTS TO BE DONE UNDER SEPARATE CONTRACT.

(3) COORDINATE REMOVAL OF CUL-DE-SAC WITH BUILDING REMOVAL CONTRACT (I-12-4063). ROADWAY TO BE REMOVED ONLY AFTER ALL BUILDINGS ARE DEMOLISHED.



p:\68254057-2941\road\P3T_RampB-Tollway\P3T_REM_SH09.dgn
1/29/2013

DRAWN BY . . . JDJ . . . . . DATE . . 2-6-2013 . . .

CHECKED BY . . MPG . . . . . SCALE . 1" = 20' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

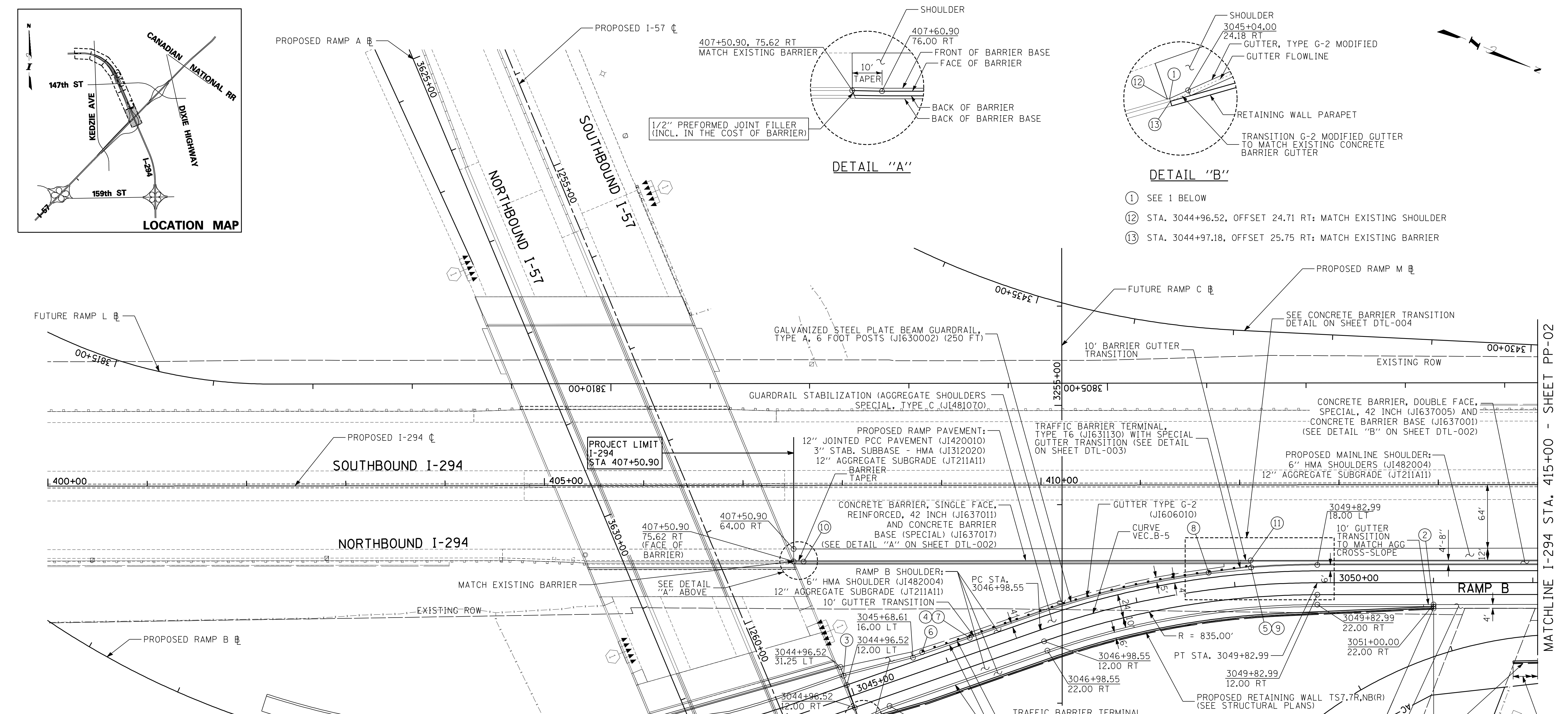
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N REMOVAL DETAIL

SHEET REM-09

. . 65 . OF . 482 . .


LOCATION MAP
147th ST
KEDZIE AVE
CANADIAN NATIONAL RR
DIXIE HIGHWAY
I-294
159th ST
I-57
PROPOSED RAMP A ℄
PROPOSED I-57 ℄
NORTHBOUND I-57
SOUTHBOUND I-57
DETAIL "A"
407+50.90, 75.62 RT
MATCH EXISTING BARRIER
SHOULDER
407+60.90
76.00 RT
FRONT OF BARRIER BASE
FACE OF BARRIER
10' TAPER
BACK OF BARRIER
BACK OF BARRIER BASE
1/2" PREFORMED JOINT FILLER (INCL. IN THE COST OF BARRIER)
DETAIL "B"
SHOULDER
3045+04.00
24.18 RT
GUTTER, TYPE G-2 MODIFIED
GUTTER FLOWLINE
RETAINING WALL PARAPET
TRANSITION G-2 MODIFIED GUTTER TO MATCH EXISTING CONCRETE BARRIER GUTTER
(1) SEE 1 BELOW
(12) STA. 3044+96.52, OFFSET 24.71 RT: MATCH EXISTING SHOULDER
(13) STA. 3044+97.18, OFFSET 25.75 RT: MATCH EXISTING BARRIER
PROPOSED RAMP M ℄
FUTURE RAMP C ℄
FUTURE RAMP L ℄
GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (JI630002) (250 FT)
10' BARRIER GUTTER TRANSITION
SEE CONCRETE BARRIER TRANSITION DETAIL ON SHEET DTL-004
EXISTING ROW
GUARDRAIL STABILIZATION (AGGREGATE SHOULDERS SPECIAL, TYPE C (JI481070)
CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH (JI637005) AND CONCRETE BARRIER BASE (JI637001) (SEE DETAIL "B" ON SHEET DTL-002)
PROPOSED I-294 ℄
PROJECT LIMIT I-294 STA 407+50.90
PROPOSED RAMP PAVEMENT: 12" JOINTED PCC PAVEMENT (JI420010) 3" STAB. SUBBASE - HMA (JI312020) 12" AGGREGATE SUBGRADE (JT211A11)
TRAFFIC BARRIER TERMINAL, TYPE T6 (JI631130) WITH SPECIAL GUTTER TRANSITION (SEE DETAIL ON SHEET DTL-003)
PROPOSED MAINLINE SHOULDER: 6" HMA SHOULDERS (JI482004) 12" AGGREGATE SUBGRADE (JT211A11)
SOUTHBOUND I-294
BARRIER TAPER
NORTHBOUND I-294
CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH (JI637011) AND CONCRETE BARRIER BASE (SPECIAL) (JI637017) (SEE DETAIL "A" ON SHEET DTL-002)
GUTTER TYPE G-2 (JI606010)
CURVE VEC_B-5
407+50.90 75.62 RT (FACE OF BARRIER)
407+50.90 64.00 RT
3049+82.99 18.00 LT
10' GUTTER TRANSITION TO MATCH AGG CROSS-SLOPE
3050+00
RAMP B
MATCH EXISTING BARRIER
SEE DETAIL "A" ABOVE
RAMP B SHOULDER: 6" HMA SHOULDER (JI482004) 12" AGGREGATE SUBGRADE (JT211A11)
PC STA. 3046+98.55
10' GUTTER TRANSITION
EXISTING ROW
PROPOSED RAMP B ℄
3045+68.61 16.00 LT
3044+96.52 12.00 LT
3044+96.52 31.25 LT
R = 835.00'
3049+82.99 22.00 RT
3051+00.00 22.00 RT
3046+98.55 12.00 RT
3046+98.55 22.00 RT
PT STA. 3049+82.99
3049+82.99 12.00 RT
PROPOSED RETAINING WALL TS7.7R,NB(R) (SEE STRUCTURAL PLANS)
3044+96.52 12.00 RT
3045+20.11 22.00 RT
TRAFFIC BARRIER TERMINAL, TYPE T1 (SPECIAL) TANGENT (JI631110)
GUTTER TYPE G-2, MODIFIED (JI606015)
3051+00.00 26.00 RT
AGGREGATE SHOULDERS, TYPE B (JI481040)
PROPOSED RETAINING WALL TS7.8R,NB(R) (SEE STRUCTURAL PLANS)
WOOD NOISE ABATEMENT WALL (RELOCATED) (SEE N.A.W. PLAN AND PROFILE)
SEE DETAIL "B" ABOVE
RAMP B SHOULDER: 6" HMA SHOULDER (JI482004) 12" AGGREGATE SUBGRADE (JT211A11)
PROJECT LIMIT RAMP B STA 3044+96.52 MATCH CONTRACT I-12-4066
WOOD NOISE ABATEMENT WALL (RELOCATED) SEE NOISE ABATEMENT WALL PLAN & PROFILE
FUTURE RAMP D ℄
150TH ST
HARRISON AVE.
PROPOSED ROW
MATCHLINE I-294 STA. 415+00 - SHEET PP-02
SCALE: 1" = 50'-0"

1. STA. 3044+97.24, OFFSET 24.74 RT: BEGIN GUTTER, TYPE G-2, MODIFIED.
2. STA. 3051+00.00, OFFSET 22.00 RT: END GUTTER, TYPE G-2, MODIFIED.
3. STA. 3044+96.52, OFFSET 22.00 LT: BEGIN GUTTER, TYPE G-2, MODIFIED.
4. STA. 3046+29.03, OFFSET 16.00 LT: END GUTTER, TYPE G-2 MODIFIED, BEGIN GUTTER, TYPE G-2.
5. STA. 3049+17.70, OFFSET 18.00 LT: END GUTTER, TYPE G-2.
6. STA. 3045+79.04, OFFSET 18.23 LT: BEGIN TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL) TANGENT.
7. STA. 3046+29.03, OFFSET 17.23 LT: END TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL) TANGENT; BEGIN GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS.
8. STA. 3048+75.43, OFFSET 17.23 LT: END GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A. 6 FOOT POSTS; BEGIN TRAFFIC BARRIER TERMINAL, TYPE T6.
9. STA. 3049+17.70, OFFSET 18.83 LT: END TRAFFIC BARRIER TERMINAL, TYPE T6.
10. STA. 407+60.90, OFFSET 76.83 RT (MEASURED TO FACE OF BARRIER)
11. STA. 412+11.13, OFFSET 76.00 RT: END CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH; BEGIN CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH AND CONCRETE BARRIER BASE.

NOTE:
INSTALL SHOULDER RUMBLE STRIPS, 16 INCH (62400116) ON NORTHBOUND I-294 MAINLINE PER TOLLWAY STANDARD D6.

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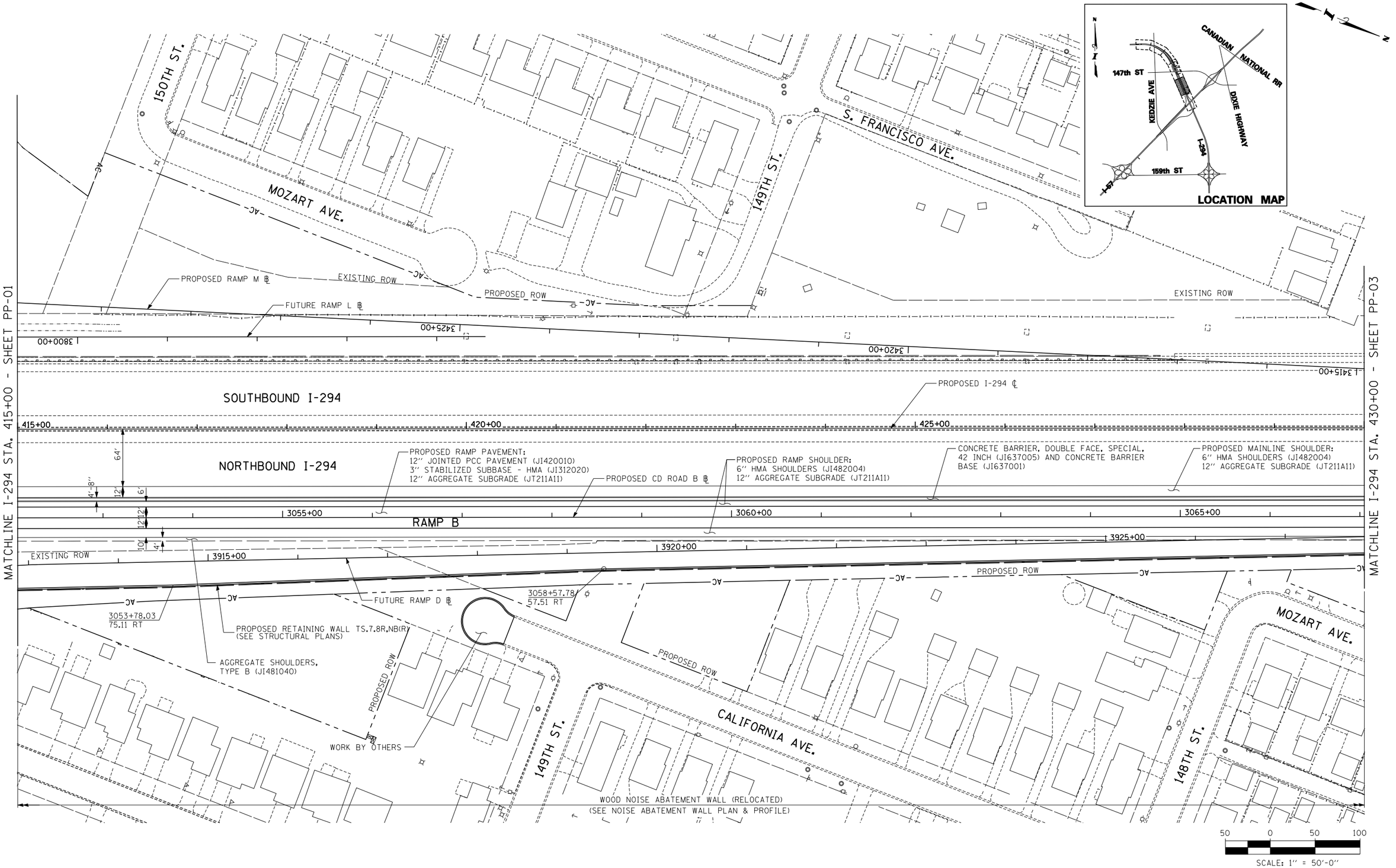
CHECKED BY MPG	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N PROPOSED PLANS	66 OF 482



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1/29/2013

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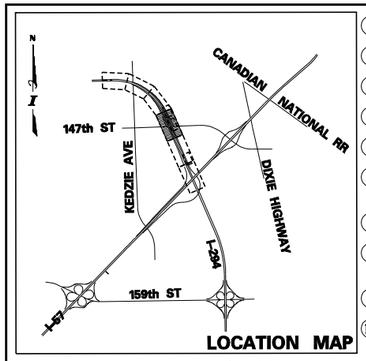
CHECKED BY . MPG	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N PROPOSED PLAN	. . 67 . OF . 482 .



1. STA. 3075+52.05, OFFSET 24.00 RT; BEGIN GUTTER, TYPE G-2, MODIFIED.
2. STA. 3080+67.33, OFFSET 22.00 RT; END GUTTER, TYPE G-2, MODIFIED.
3. STA. 4503+29.00, OFFSET 22.00 LT; BEGIN GUTTER, TYPE G-2, MODIFIED.
4. STA. 4507+81.71, OFFSET 20.00 LT; END GUTTER, TYPE G-2, MODIFIED.
5. STA. 4503+29.00, OFFSET 22.00 RT; BEGIN GUTTER, TYPE G-2, MODIFIED.
6. STA. 3074+11.98, OFFSET 22.03 RT; BEGIN CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH (JI637011) AND CONCRETE BARRIER BASE (SPECIAL) (JI637017).
7. STA. 3074+95.05, OFFSET 24.00 RT; END CONCRETE BARRIER AND BASE.
8. STA. 4502+00.29, OFFSET 28.24 LT; BEGIN CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH (JI637011) AND CONCRETE BARRIER BASE (SPECIAL) (JI637017).
9. STA. 4502+72.00, OFFSET 20.00 LT; END CONCRETE BARRIER AND BASE.
10. STA. 4502+00.00, OFFSET 26.00 RT; BEGIN CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH (JI637011) AND CONCRETE BARRIER BASE (SPECIAL) (JI637017).
11. STA. 4502+72.00, OFFSET 20.00 RT; END CONCRETE BARRIER AND BASE.
12. STA. 437+55.12; 80.67 RT; BEGIN CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH AND CONCRETE BARRIER BASE.

DRAWN BY . . BEC	DATE . . 2-6-2013	T·Y LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PP-03
CHECKED BY MPG	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N PROPOSED PLAN	68 OF 482

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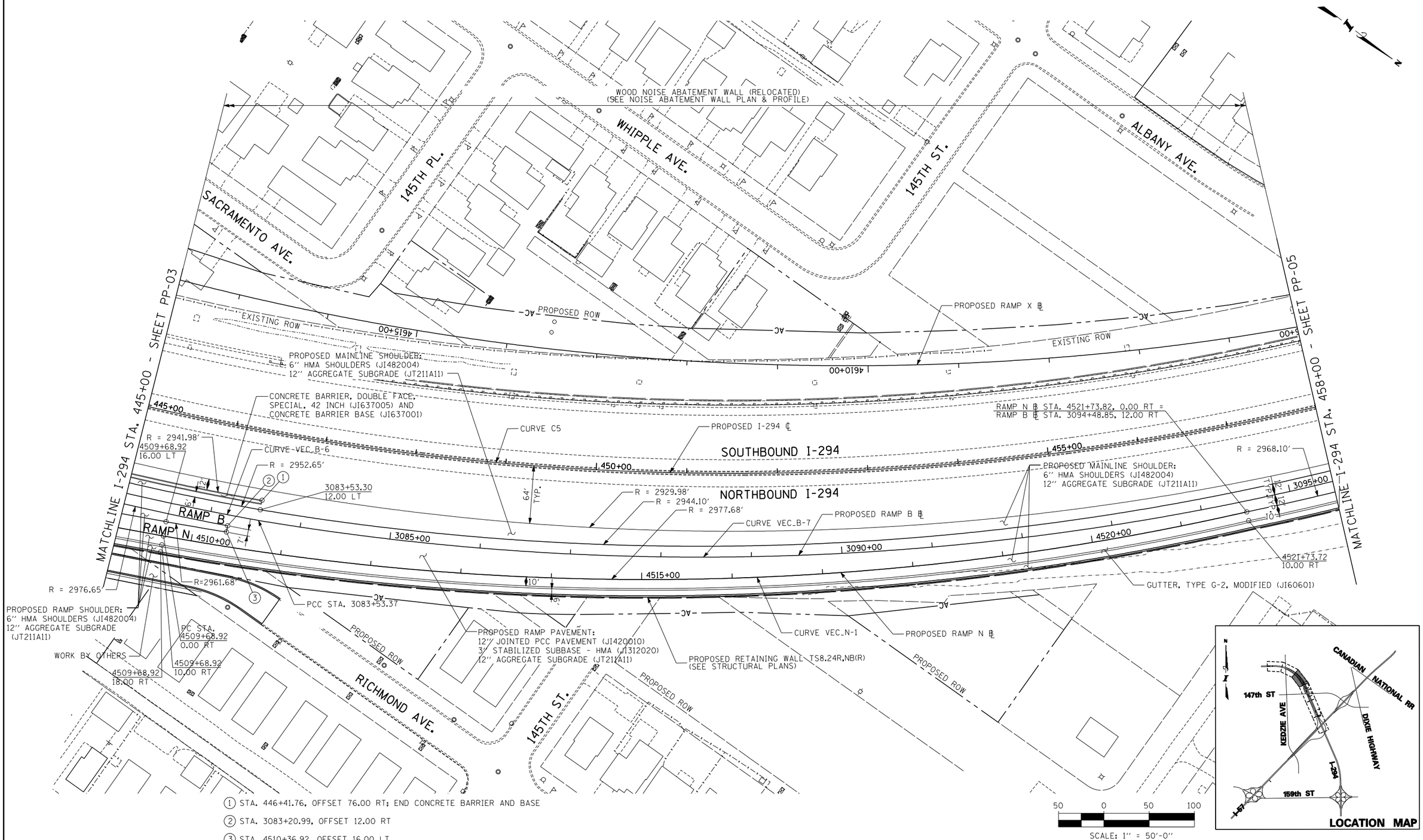
1/29/2013



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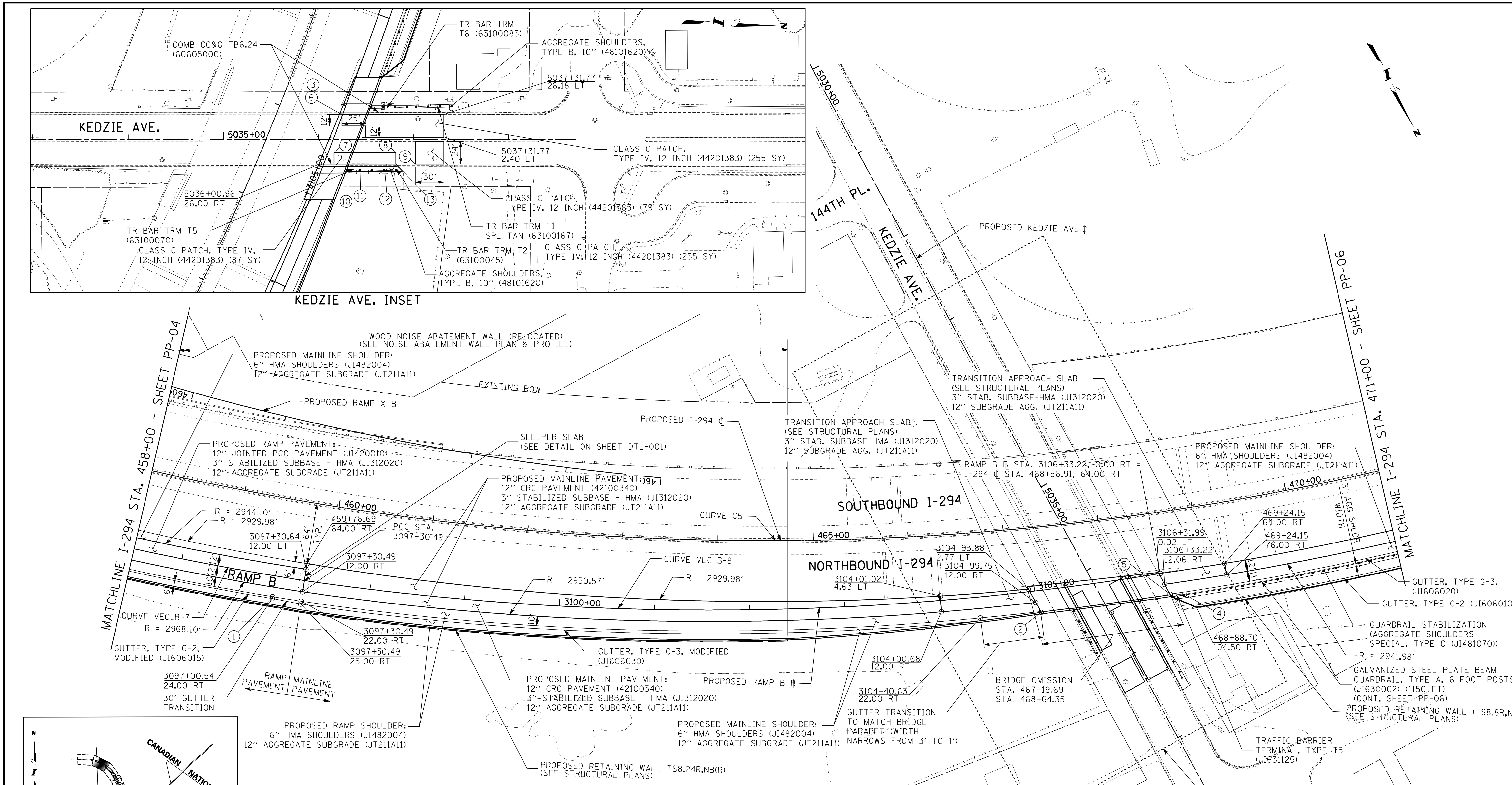
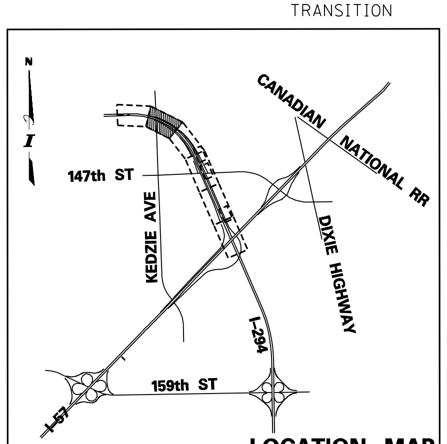
1/29/2013

DRAWN BY . . BEC	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087 / SHEET PP-04
CHECKED BY MPG	SCALE . . 1" = 50'						NB I-294, CD ROAD B AND RAMP N PROPOSED PLAN / . . 69 . OF . 482 .





1. STA. 459+47.92, OFFSET 104.36 RT; END GUTTER, TYPE G-2, MODIFIED; BEGIN GUTTER, TYPE G-3, MODIFIED.
2. STA. 467+31.21, OFFSET 89.56 RT; END GUTTER, TYPE G-3.
3. STA. 468+64.35, OFFSET 88.03 RT; BEGIN TRAFFIC BARRIER TERMINAL TYPE T5.
4. STA. 468+78.53, OFFSET 89.23 RT; END TRAFFIC BARRIER TERMINAL TYPE T5; BEGIN GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS.
5. STA. 468+64.47, OFFSET 90.00 RT; BEGIN GUTTER, TYPE G-3.
6. STA. 5036+24.58, OFFSET 26.00 LT; BEGIN COMB CC&G, TB6.24
7. STA. 5036+16.30, OFFSET 14.00 RT
8. STA. 5036+81.30, OFFSET 14.00 RT
9. STA. 5037+01.86, OFFSET 26.00 RT
10. STA. 5036+29.90, OFFSET 31.21 RT; BEGIN TRAF BAR TERM T5
11. STA. 5036+44.57, OFFSET 31.21 RT; END TRAF BAR TERM T5, BEGIN SPBGR TY A 6 FT POSTS
12. STA. 5036+69.57, OFFSET 31.21 RT; END SPBGR TY A 6 FT POSTS, BEGIN TRAF BAR TERM T2
13. STA. 5036+81.30, OFFSET 26.00 RT; END COMB CC&G, TB6.24

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

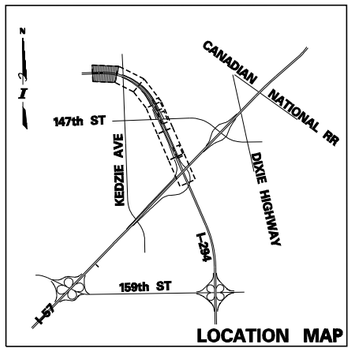
DRAWN BY BEC	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY MPG	SCALE 1'' = 50'		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PROPOSED PLAN

SHEET PP-05



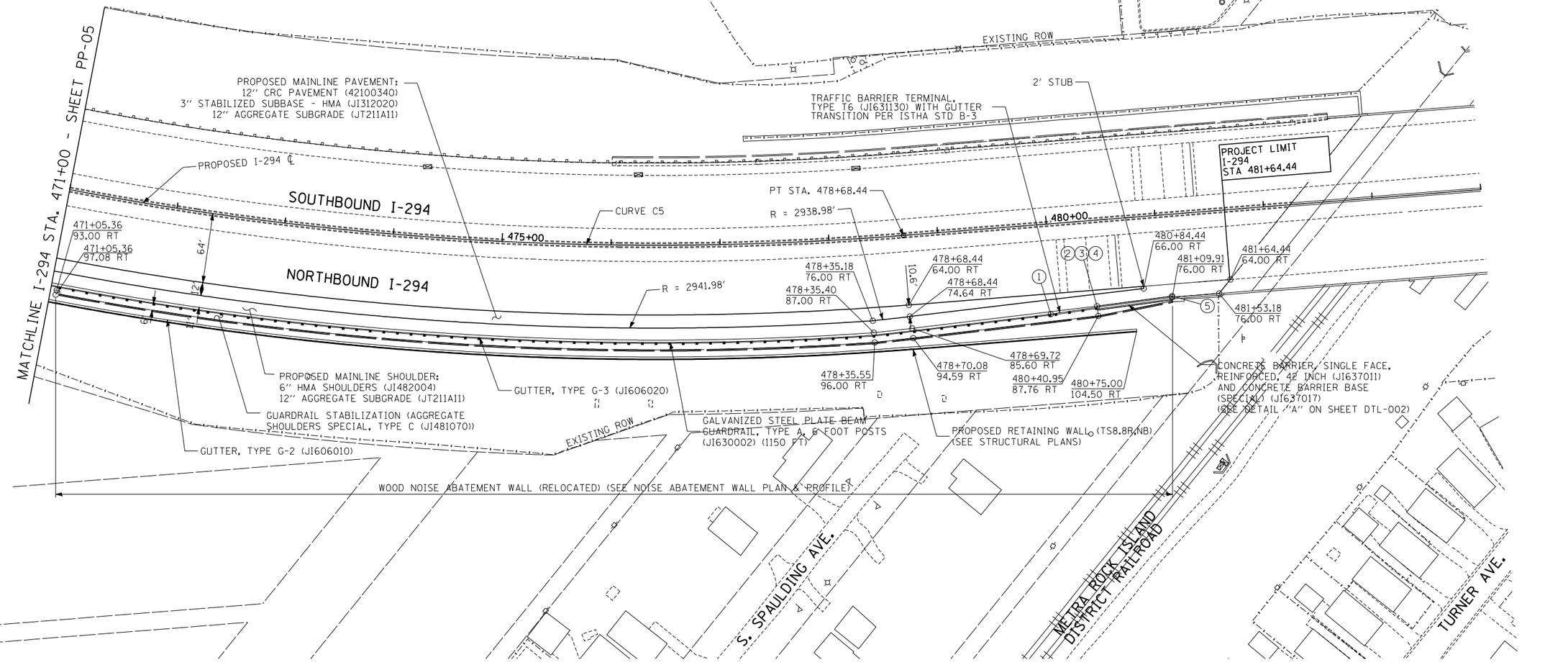
(1) STA. 479+97.59, OFFSET 82.71 RT; END GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS; BEGIN TRAFFIC BARRIER TERMINAL TYPE T6.

(2) STA. 480+40.63. OFFSET 79.76 RT; END TRAFFIC BARRIER TERMINAL TYPE T6.

(3) STA. 480+40.59, OFFSET 78.76 RT; END GUTTER, TYPE G-3.

(4) STA. 480+40.59, OFFSET 78.76 RT; BEGIN CONCRETE BARRIER AND BASE.

(5) STA. 481+09.91, OFFSET 76.00 RT; END CONCRETE BARRIER AND BASE.



DRAWN BY . . BEC	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PP-06
CHECKED BY MPG	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N PROPOSED PLAN	. . 71 . OF . 482 .

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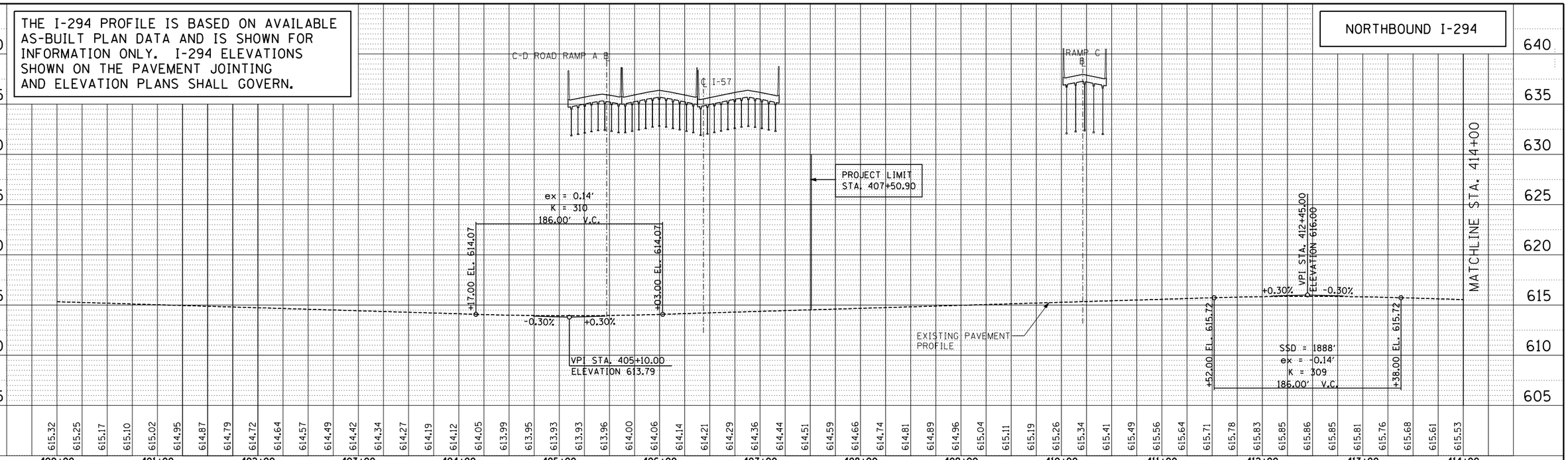
1/29/2013

THE I-294 PROFILE IS BASED ON AVAILABLE AS-BUILT PLAN DATA AND IS SHOWN FOR INFORMATION ONLY. I-294 ELEVATIONS SHOWN ON THE PAVEMENT JOINTING AND ELEVATION PLANS SHALL GOVERN.

NORTHBOUND I-294

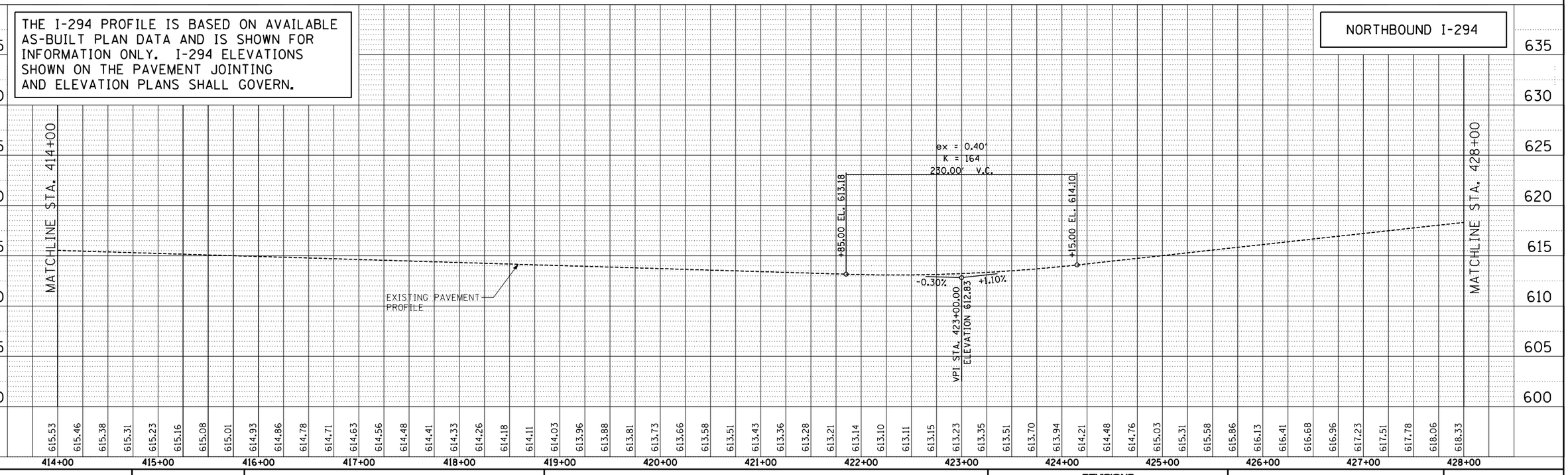


0 50 100 SCALE: 1" = 50'-0"

0 5 10 SCALE: 1" = 5'-0"

THE I-294 PROFILE IS BASED ON AVAILABLE AS-BUILT PLAN DATA AND IS SHOWN FOR INFORMATION ONLY. I-294 ELEVATIONS SHOWN ON THE PAVEMENT JOINTING AND ELEVATION PLANS SHALL GOVERN.

NORTHBOUND I-294



DRAWN BY . . . JDU	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N ROADWAY PROFILES - PROPOSED NB I-294

SHEET PRF-001

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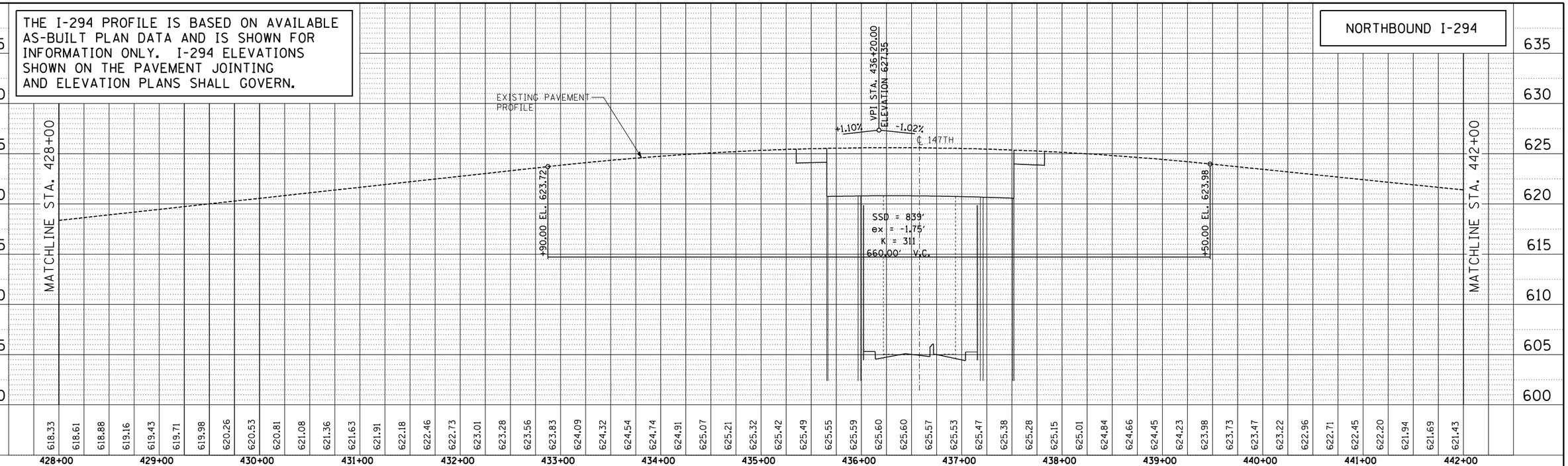
1/29/2013

THE I-294 PROFILE IS BASED ON AVAILABLE AS-BUILT PLAN DATA AND IS SHOWN FOR INFORMATION ONLY. I-294 ELEVATIONS SHOWN ON THE PAVEMENT JOINTING AND ELEVATION PLANS SHALL GOVERN.

NORTHBOUND I-294

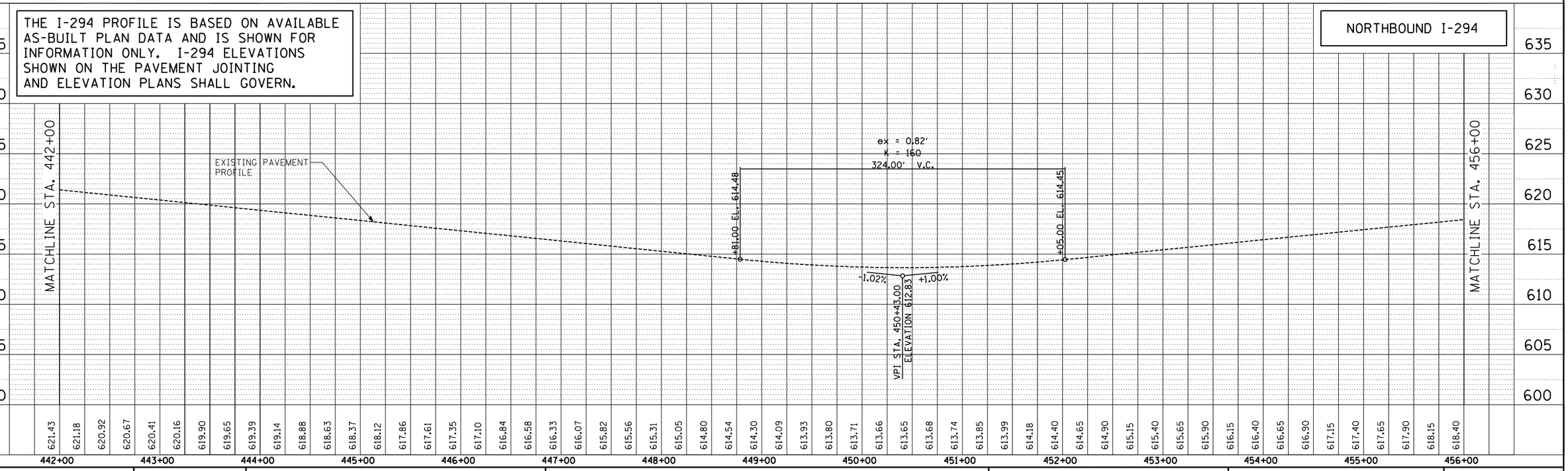


0 50 100 SCALE: 1" = 50'-0"

0 5 10 SCALE: 1" = 5'-0"

THE I-294 PROFILE IS BASED ON AVAILABLE AS-BUILT PLAN DATA AND IS SHOWN FOR INFORMATION ONLY. I-294 ELEVATIONS SHOWN ON THE PAVEMENT JOINTING AND ELEVATION PLANS SHALL GOVERN.

NORTHBOUND I-294



DRAWN BY . . . JDU	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . MPG	SCALE . . 150V, 15H		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N ROADWAY PROFILES - PROPOSED NB I-294

SHEET PRF-002

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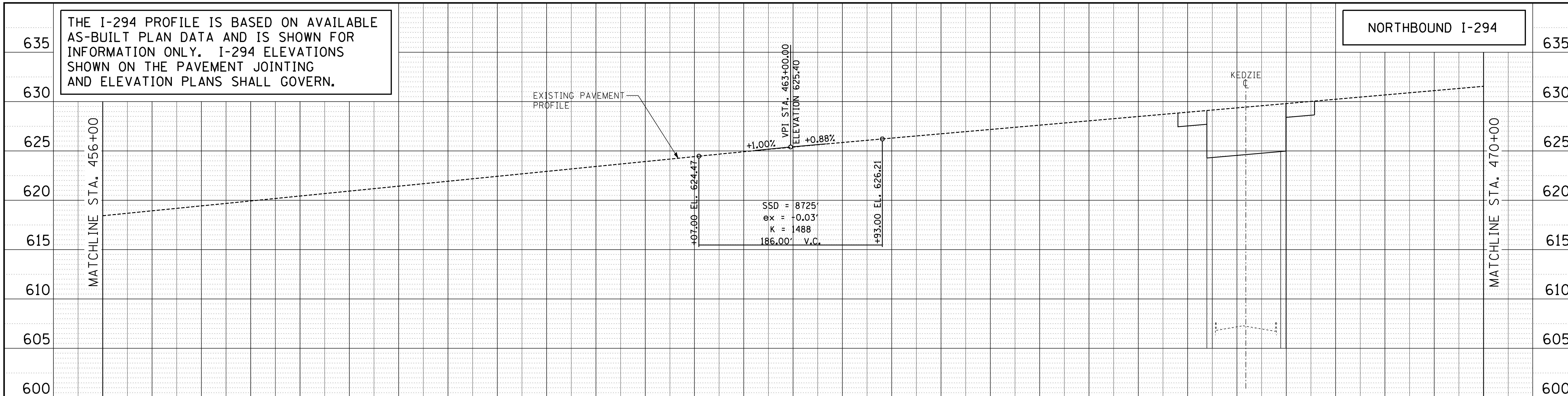
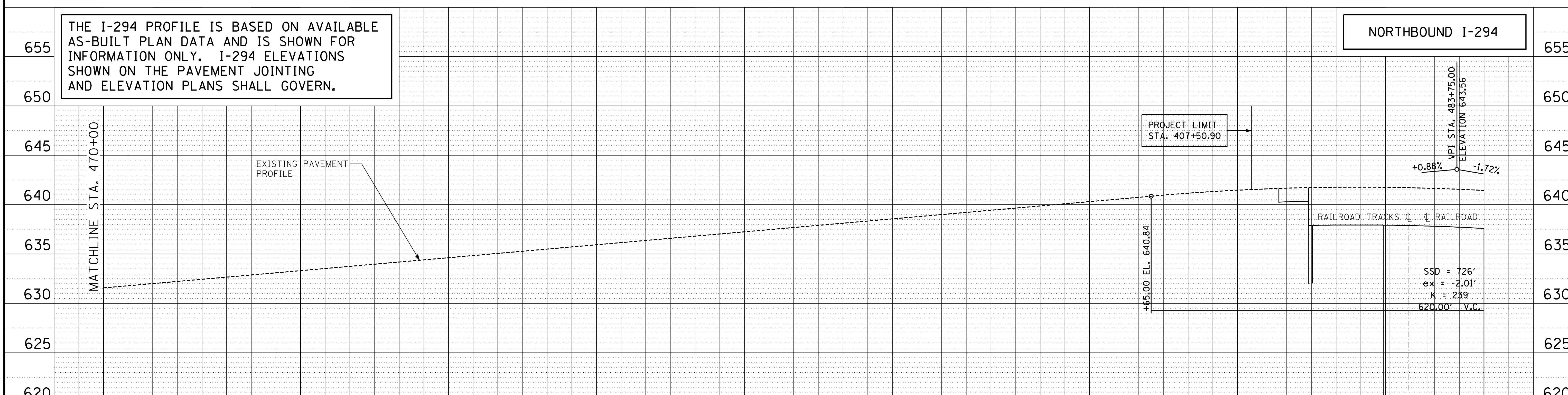
1/29/2013



Station	Elevation
456+00	618.40
	618.65
	618.90
	619.15
457+00	619.40
	619.65
	619.90
	620.15
458+00	620.40
	620.65
	620.90
	621.15
459+00	621.40
	621.65
	621.90
	622.15
460+00	622.40
	622.65
	622.90
	623.15
461+00	623.40
	623.65
	623.90
	624.15
462+00	624.40
	624.65
	624.89
	625.13
463+00	625.37
	625.60
	625.83
	626.06
464+00	626.28
	626.49
	626.71
	626.93
465+00	627.15
	627.37
	627.59
	627.81
466+00	628.03
	628.24
	628.46
	628.68
467+00	628.90
	629.12
	629.34
	629.56
468+00	629.78
	629.99
	630.21
	630.43
469+00	630.65
	630.87
	631.09
	631.31
470+00	631.53

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

0 5 10
SCALE: 1" = 5'-0"



Station	Elevation
470+00	631.53
	631.74
	631.96
	632.18
471+00	632.40
	632.62
	632.84
	633.06
472+00	633.28
	633.49
	633.71
	633.93
473+00	634.15
	634.37
	634.59
	634.81
474+00	635.03
	635.24
	635.46
	635.68
475+00	635.90
	636.12
	636.34
	636.56
476+00	636.78
	636.99
	637.21
	637.43
477+00	637.65
	637.87
	638.09
	638.31
478+00	638.53
	638.74
	638.96
	639.18
479+00	639.40
	639.62
	639.84
	640.06
480+00	640.28
	640.49
	640.71
	640.93
481+00	641.12
	641.29
	641.44
	641.55
482+00	641.64
	641.71
	641.75
	641.76
483+00	641.75
	641.71
	641.64
	641.55
484+00	641.43

DRAWN BY JDU
CHECKED BY MPG
DATE 2-6-2013
SCALE 1:50V, 1:5H

TYLININTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N ROADWAY PROFILES - PROPOSED NB I-294

SHEET PRF-003

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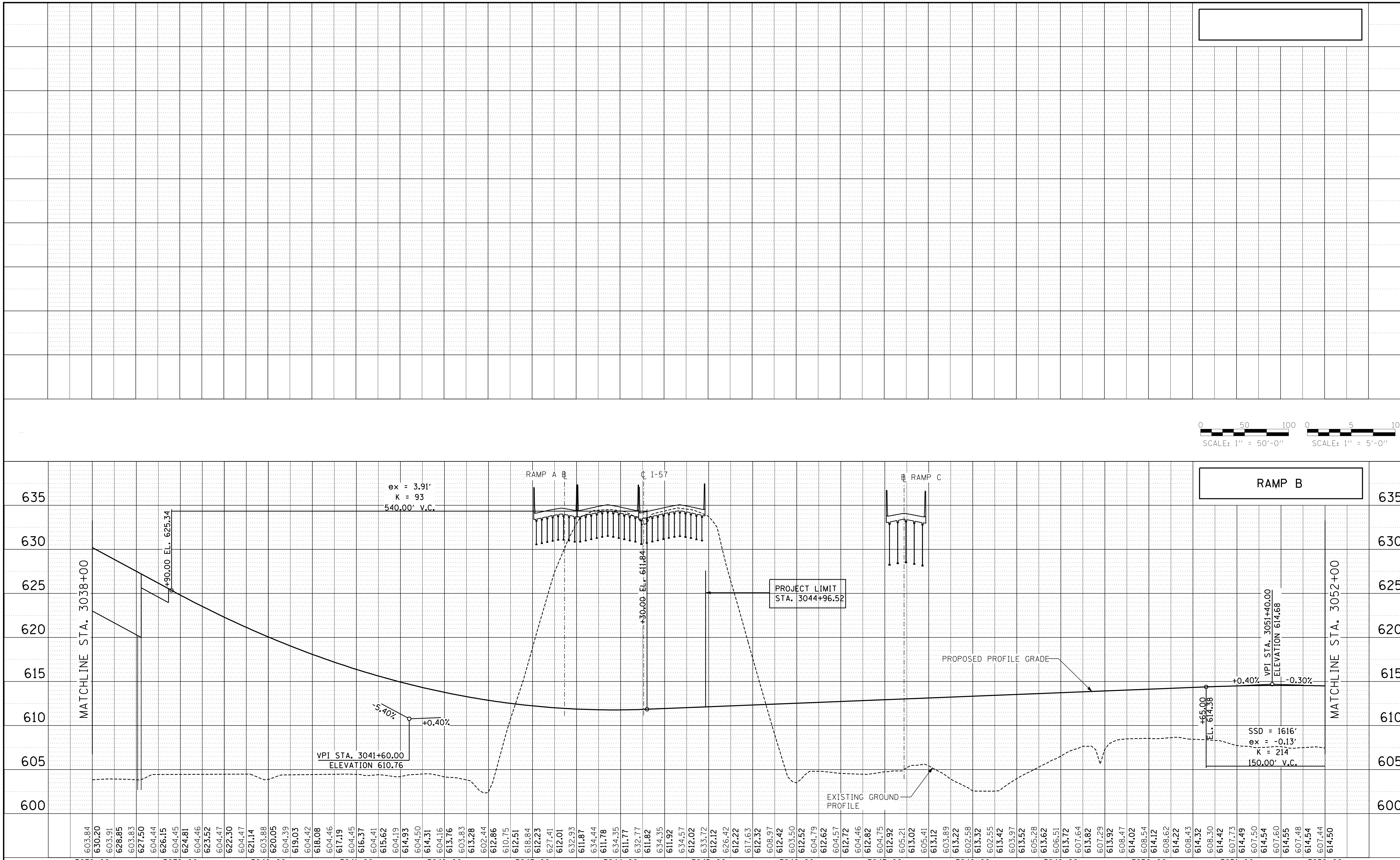


DRAWN BY JDU	DATE 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY MPG	SCALE 1:50V, 1:5H		

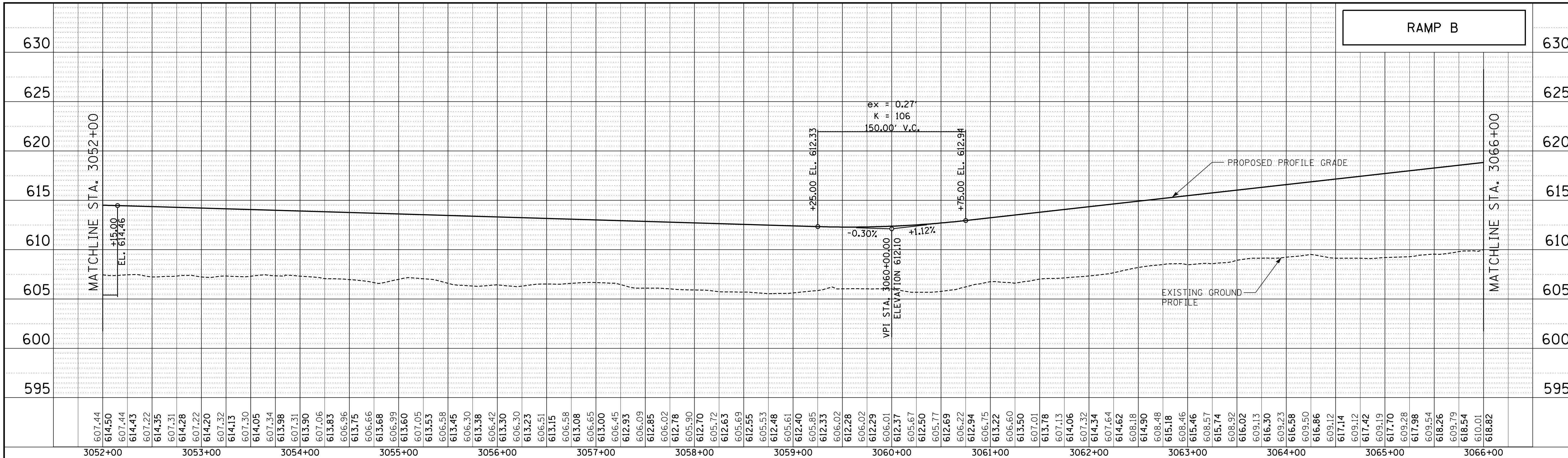
REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

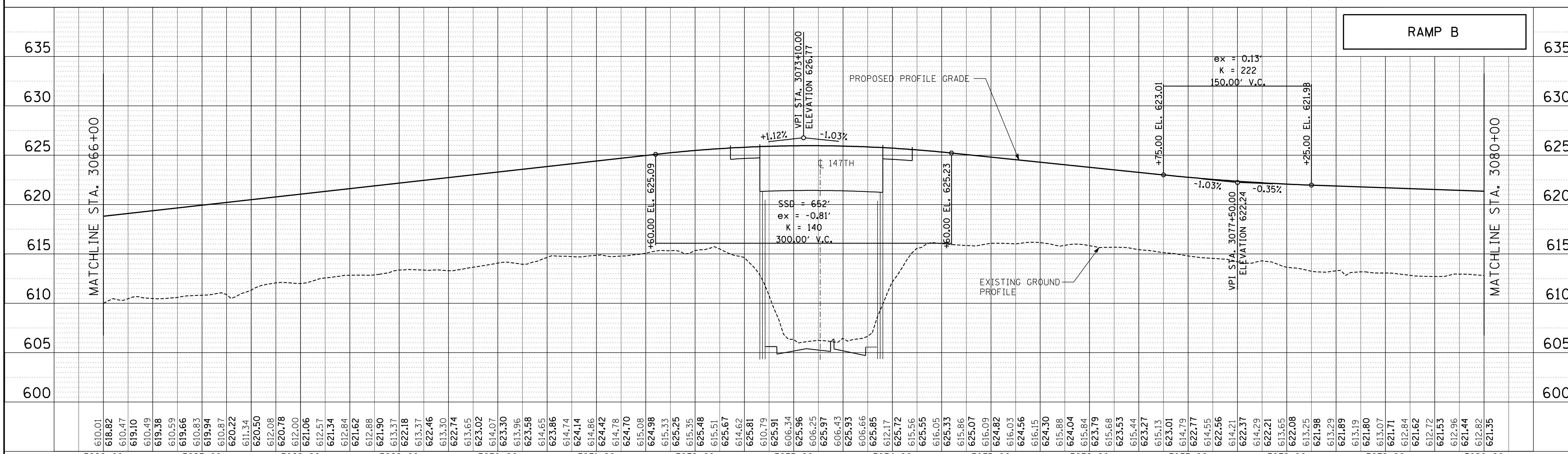
SHEET PRF-004

NB I-294, CD ROAD B AND RAMP N
ROADWAY PROFILES -
PROPOSED RAMP B



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

0 5 10 SCALE: 1" = 5'-0"

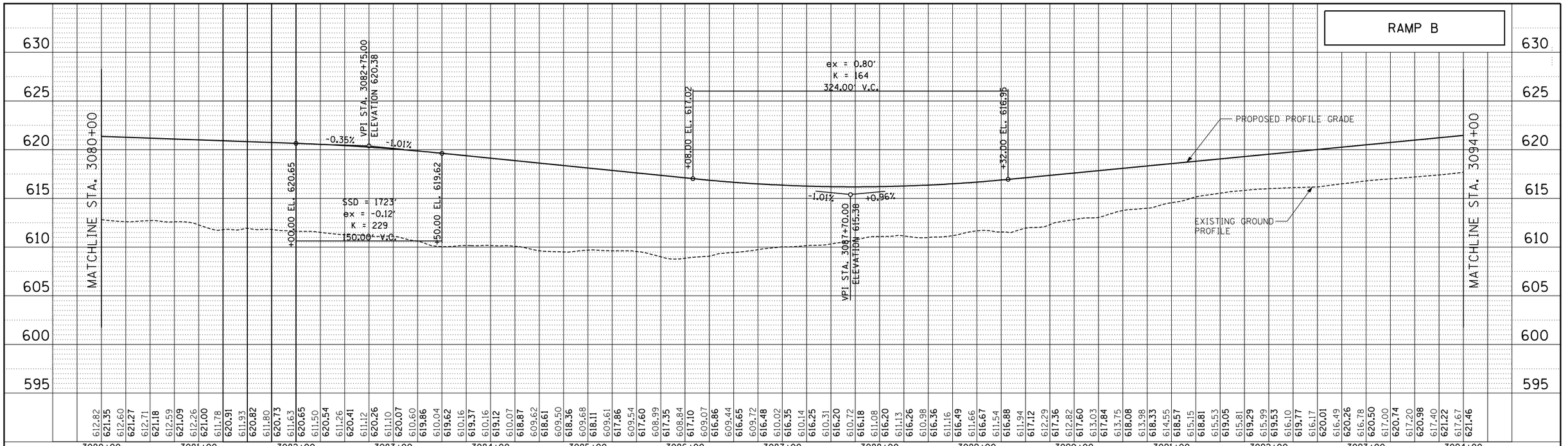


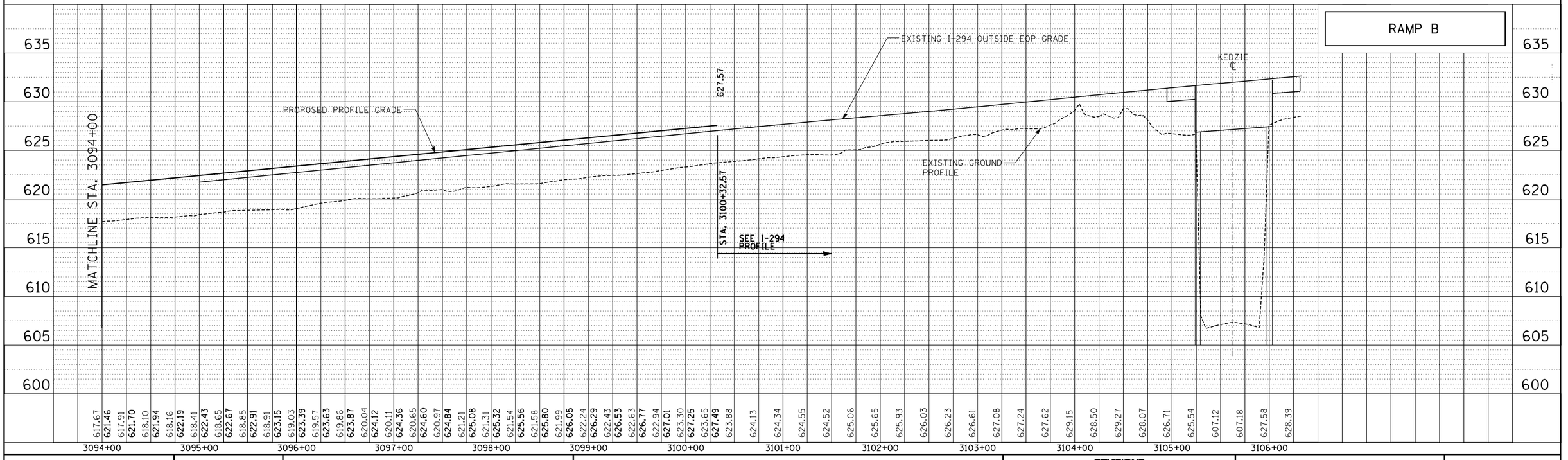
DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087
CHECKED BY MPG	SCALE 1:50V, 1:5H			NB I-294, CD ROAD B AND RAMP N ROADWAY PROFILES - PROPOSED RAMP B

REVISIONS		
NO.	DATE	DESCRIPTION

SHEET PRF-005

pw:\602540\57-294\road\p3t_rampb-tollway\P3T_PROF_RAMP B.prfsh02.dgn 1/29/2013



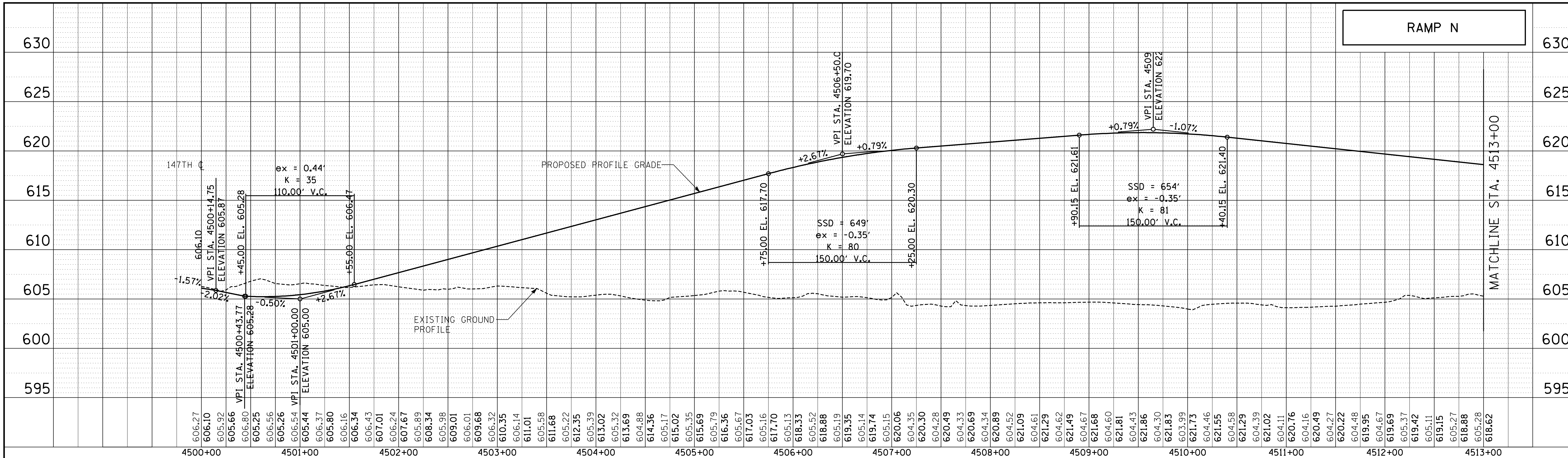


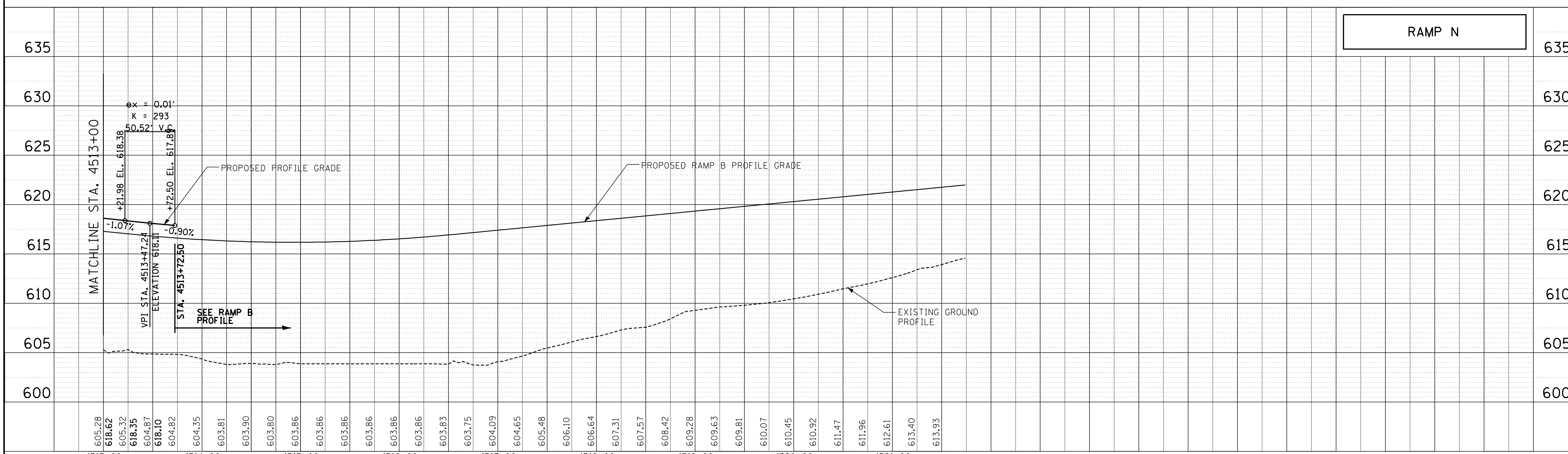
DRAWN BY . . . JDU	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087	SHEET PRF-006
CHECKED BY . . MPG	SCALE . . 1"=50', 1"=5'			NB I-294, CD ROAD B AND RAMP N ROADWAY PROFILES - PROPOSED RAMP B	. . 77 . OF . 482 .

REVISIONS

NO.	DATE	DESCRIPTION

p:\60254057-294\road\p31_ramp-tollway\P31_PROF_RAMP B_prf-sh03.dgn
1/29/2013





DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY MPG	SCALE 1:50V, 1:5H		

REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
ROADWAY PROFILES - PROPOSED RAMP N

SHEET PRF-007

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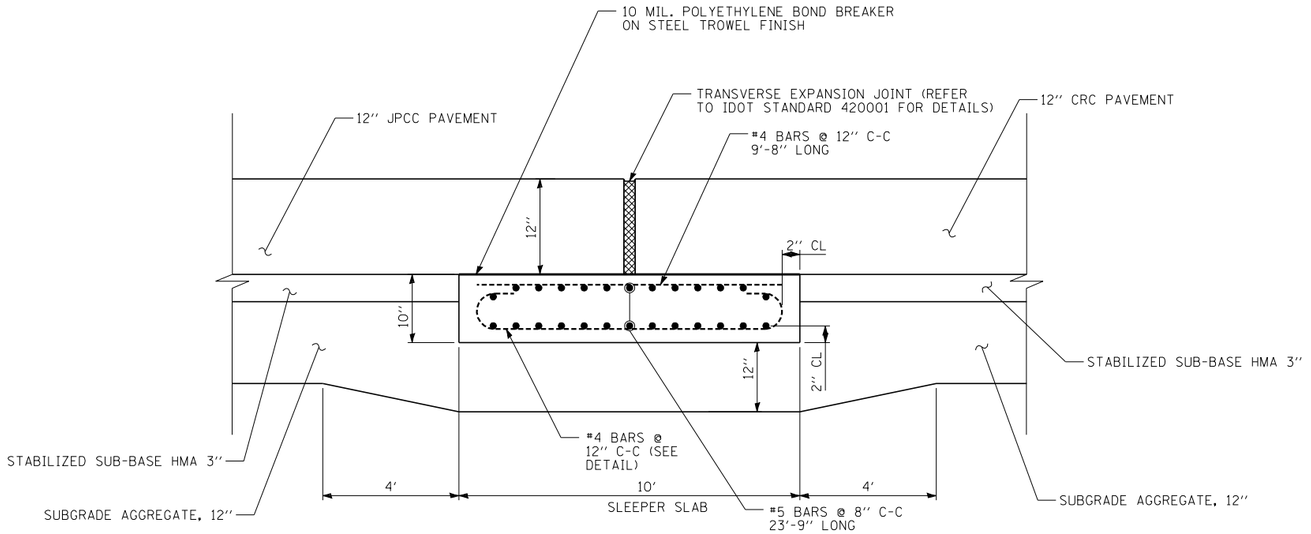
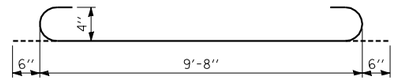


SLEEPER SLAB DETAIL AT PROPOSED RAMP TERMINALS

RAMP B: STA. 3097+30.54

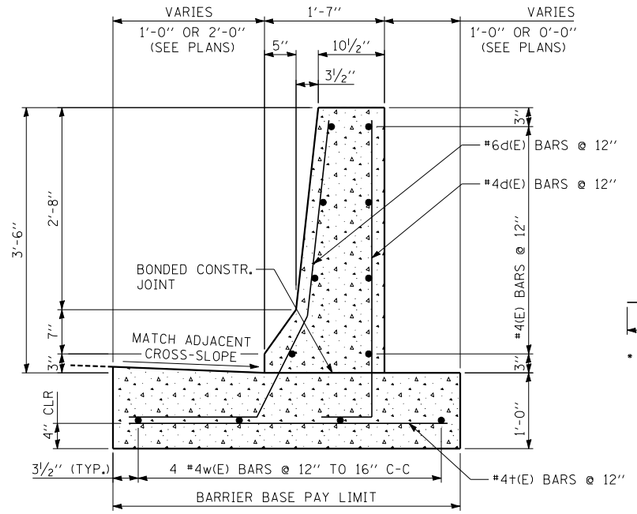
RAMP SLEEPER SLAB NOTES:

1. THE SLEEPER SLABS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "SLEEPER SLAB" WHICH PRICE SHALL INCLUDE FURNISHING AND PLACING PC CONCRETE, REINFORCEMENT, BOND BREAKER, DOWEL BARS, AND EXPANSION MATERIAL AS SHOWN.
2. ADDITIONAL THICKNESS OF SUBGRADE AGGREGATE, 12" SHALL BE INCLUDED IN THE UNIT COST OF SUBGRADE AGGREGATE, 12".
3. ALL REINFORCEMENT AND DOWEL BARS SHALL BE EPOXY COATED AND SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS.
4. SLEEPER SLAB EXTENDS FROM INSIDE TO OUTSIDE RAMP EDGE OF PAVEMENT.



BAR DETAIL

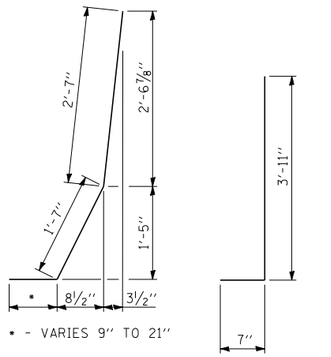
DRAWN BY . . . . MPG	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET DTL-001
CHECKED BY . . . JU	SCALE . NTS				NB I-294, CD ROAD B AND RAMP N MISCELLANEOUS DETAILS: SLEEPER SLAB DETAILS	. . . 79 . OF . 482 .



DETAIL A

CONCRETE BARRIER BASE (SPECIAL) (JI637017)

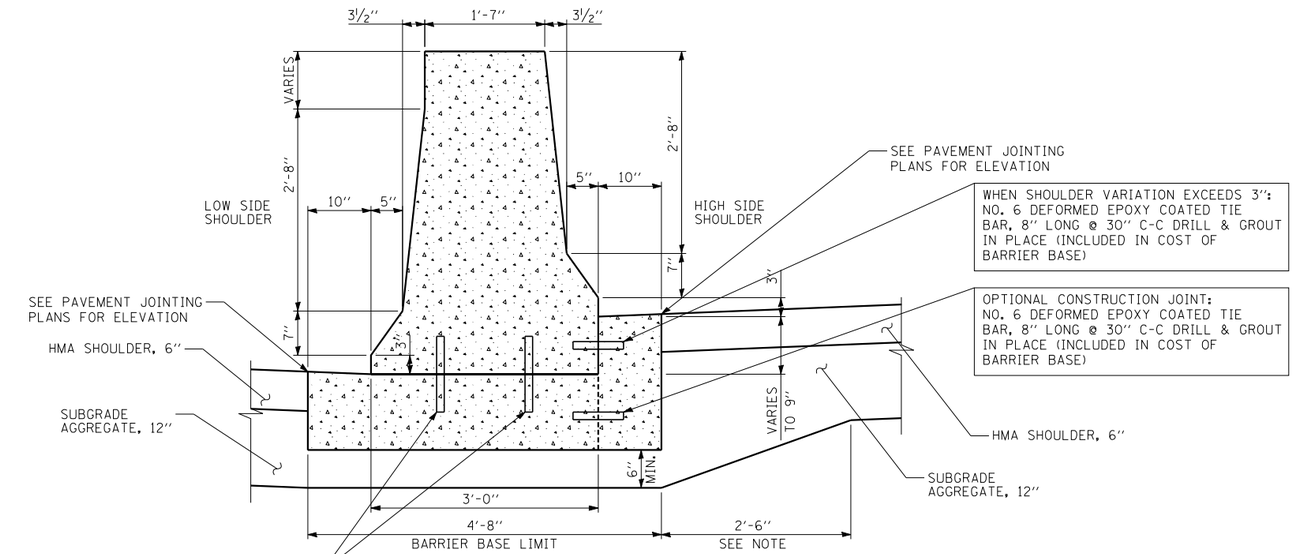
WITH CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH (JI637011)



BENDING DIAGRAMS

NOTES:

1. TOP SHOULDER EDGE OF BARRIER BASE GUTTER SHALL MATCH THE TOP OF SHOULDER ELEVATION.
2. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN BOTH THE REINFORCED CONCRETE BARRIER WALL AND BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 30 FEET.
3. THE FORMING OF CONTRACTION JOINTS SHALL BE DONE WITH AN APPROVED FINISHING TOOL AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CRACKING. THE SAWING OF CONTRACTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
4. REINFORCING BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
5. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES ", ACI 315, LATEST EDITION.
6. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
7. BARRIER SHALL BE USED WITH ALL NEW CONSTRUCTION, OR RECONSTRUCTION OF EXISTING BARRIERS.



NOTE: ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT SHALL BE INCLUDED IN THE COST OF SUBGRADE AGGREGATE, 12"

DETAIL B

CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH (JI637005)

CONCRETE BARRIER BASE (JI637001)

p:\60254057-294\roadway\P3T_RampB-Tollway\P3T_DTL_SHT02_BARR.dgn
1/29/2013

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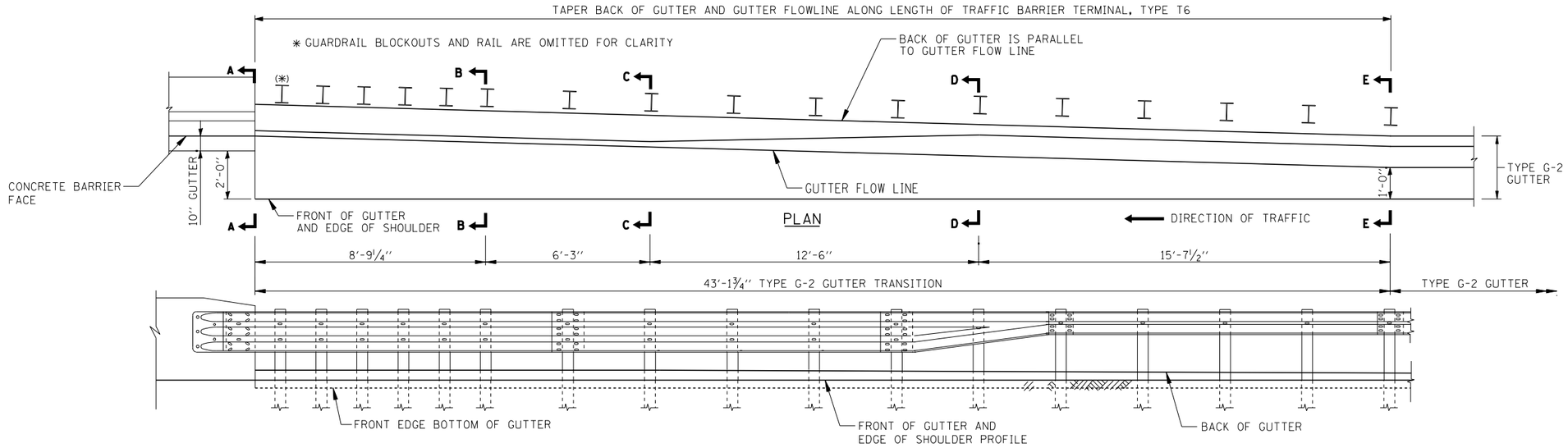
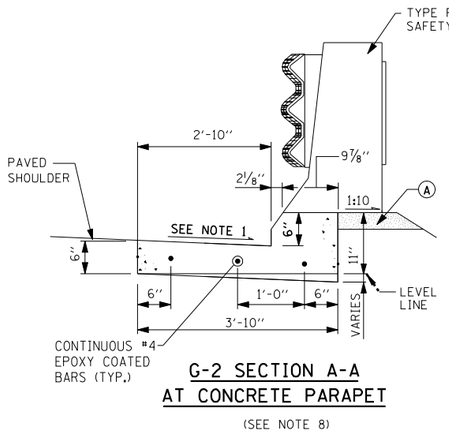
CHECKED BY . . . JU	SCALE . NTS				NB I-294, CD ROAD B AND RAMP N MISCELLANEOUS DETAILS: CONCRETE BARRIER AND BASE	. . . 80 . OF . 482 . .

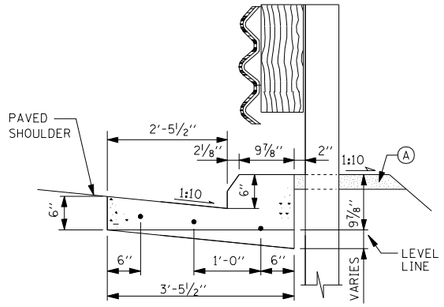


ELEVATION

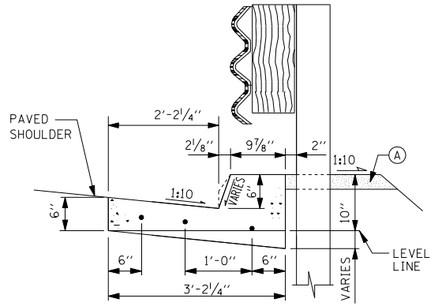


G-2 SECTION A-A
AT CONCRETE PARAPET

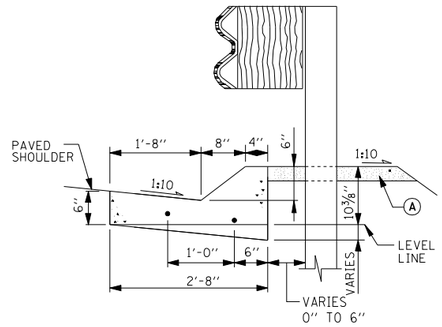
(SEE NOTE 8)



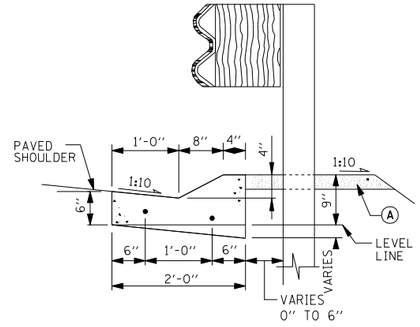
G-2 SECTION B-B
8'-9 1/4" FROM PARAPET



G-2 SECTION C-C
15'-0 1/4" FROM PARAPET



G-2 SECTION D-D
27'-6 1/4" FROM PARAPET



G-2 SECTION E-E
43'-1 3/4" FROM PARAPET

LEGEND

(A) AGGREGATE SHOULDERS SPECIAL, TYPE C

TYPE G-2 GUTTER TRANSITION (SPECIAL) AT TRAFFIC BARRIER TERMINAL, TYPE T6

GUTTER TRANSITION NOTES:

1. SLOPE TO MATCH ADJACENT SHOULDER SLOPE (TYPICALLY 4%).
2. THE TYPE G-2 GUTTER TRANSITION SHALL BE PAID PER FOOT FOR CONCRETE GUTTER TYPE G-2.
3. PROVIDE 1" EXPANSION JOINT WITH PREFORMED JOINT FILLER BETWEEN TRANSITION SECTION AND WINGWALL OR BARRIER WALL.
4. INSTALLATION ON CURVED WINGWALLS SIMILAR.
5. FOR DETAILS OF ANCHOR INSTALLATION TYPE T6 SEE TOLLWAY STANDARD C9 (TRAFFIC BARRIER TERMINAL, TYPE T6).
6. GUTTER TRANSITIONS SHALL BE CONSTRUCTED TO FIT THE STANDARD LOCATION OF THE ANCHOR INSTALLATION TYPE T6.
7. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
8. GUTTER SECTION SHOWN AT BARRIER WALL TO MATCH VERTICAL PROFILE OF TYPE F SAFETY SHAPE. MODIFY GUTTER FACE TO MATCH OTHER PARAPET PROFILES.
9. CONTINUOUS #4 BARS SHALL BE LAPPED A MINIMUM OF 2'-0" IN ACCORDANCE WITH THE LATEST IDOT BRIDGE MANUAL.

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1/29/2013

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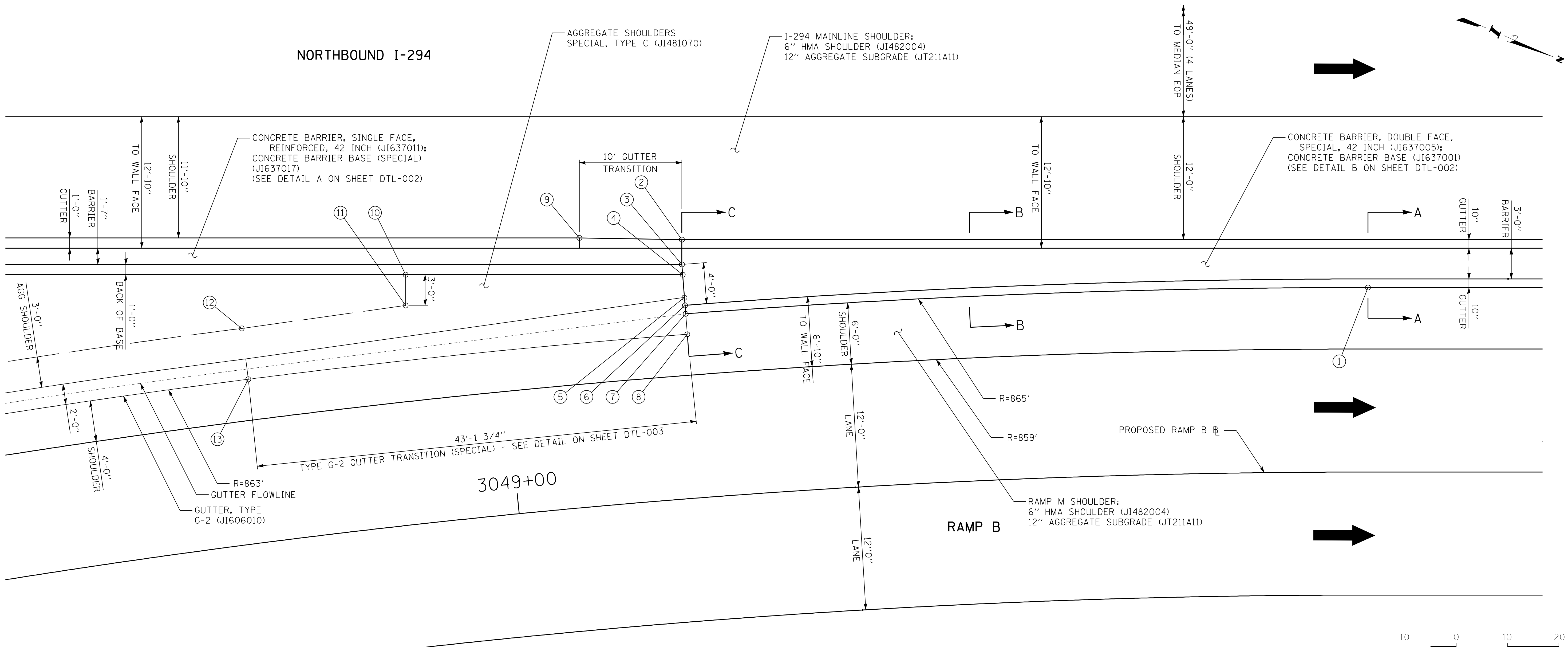
CHECKED BY . . . JU . . .	SCALE . NTS . .				NB I-294, CD ROAD B AND RAMP N MISC. DETAILS: TYPE G-2 GUTTER TRANSITION (SPECIAL) AT TBT TYPE 6	. . . 81 . OF . 482 .

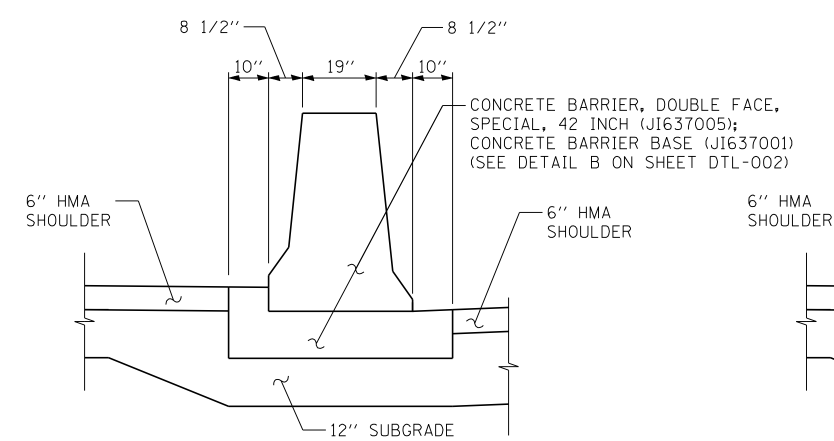


STATION/OFFSET

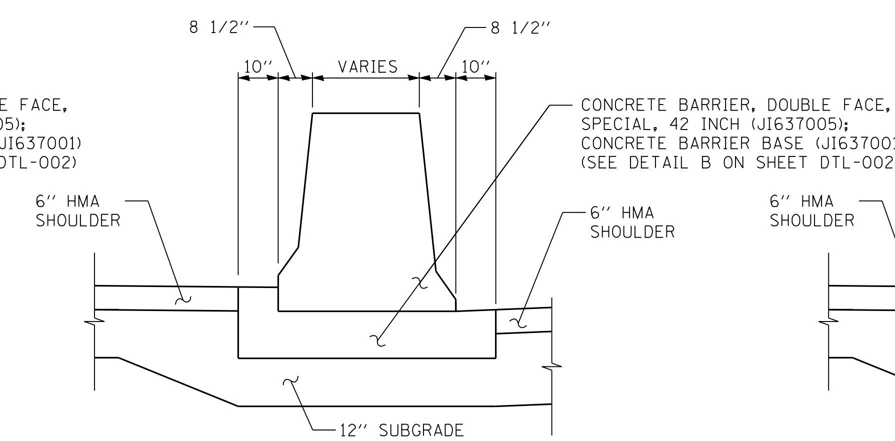
(1) STA. 3049+82.99, 18.00 LT	(8) STA. 3049+17.70, 16.00 LT
(2) STA. 412+11.13, 76.00 RT	(9) STA. 412+01.13, 75.83 RT
(3) STA. 412+11.13, 78.42 RT	(10) STA. 411+84.17, 79.42 RT
(4) STA. 3049+17.70, 21.83 LT	(11) STA. 3048+91.18, 21.35 LT
(5) STA. 3049+17.70, 19.61 LT	(12) STA. 3048+75.42, 21.00 LT
(6) STA. 3049+17.70, 18.83 LT	(13) STA. 3048+75.42, 16.00 LT
(7) STA. 3049+17.70, 18.00 LT	

NOTES

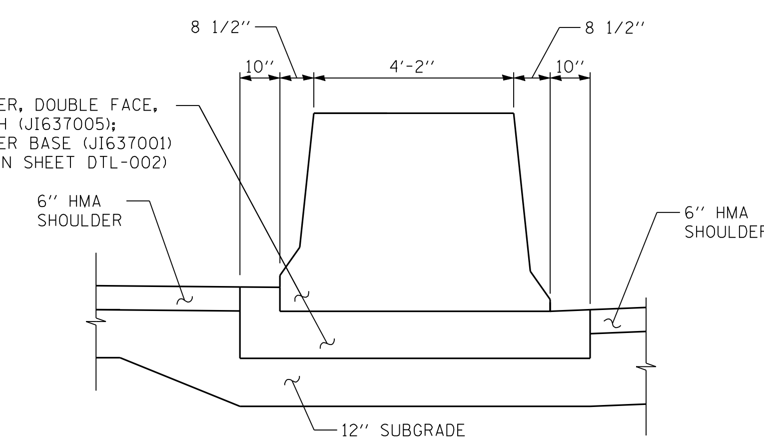
1. ADDITIONAL CONCRETE IN WIDENED PORTION OF DOUBLE FACE BARRIER SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF "CONCRETE BARRIER, DOUBLE FACE, SPECIAL, 42 INCH".
2. GUARDRAIL ALONG RAMP B APPROACHING CONCRETE BARRIER NOT SHOWN FOR CLARITY.



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE

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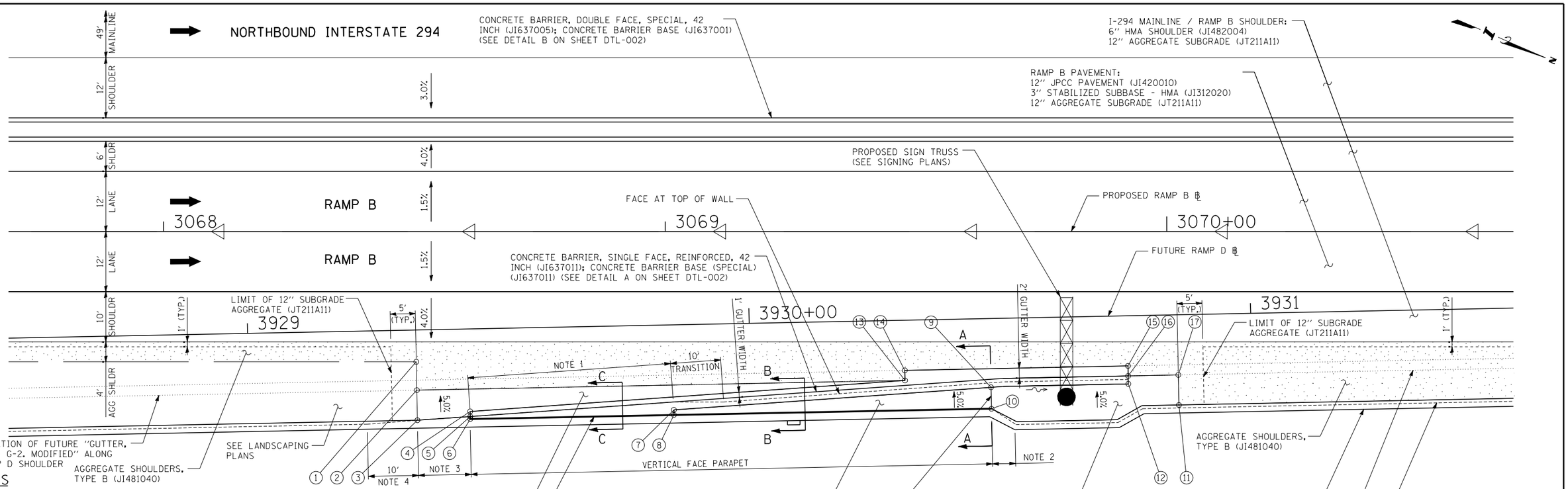
CHECKED BY JU	SCALE 1" = 10'				NB I-294, CD ROAD B AND RAMP N MISCELLANEOUS DETAILS: CONCRETE BARRIER TRANSITION - RAMP B AT I-294 / 82 OF 482

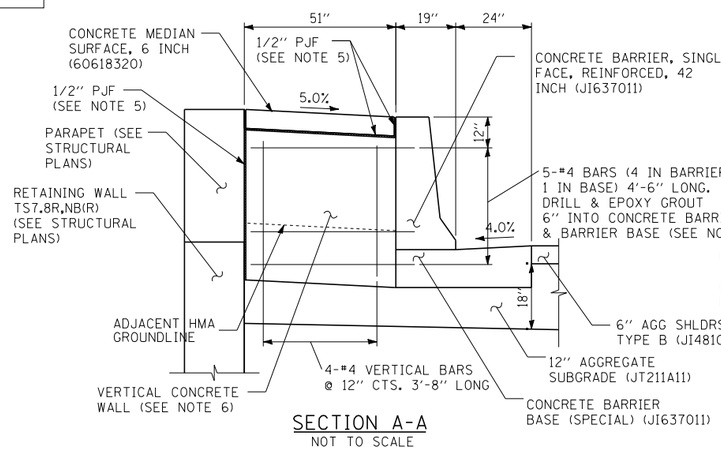


NOTES

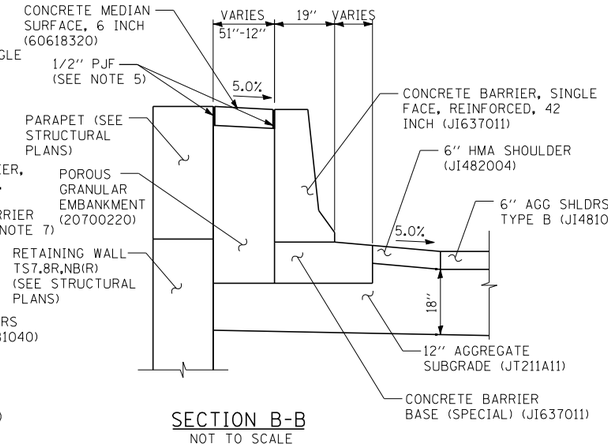
1. TRANSITION CONCRETE BARRIER FROM SAFETY SHAPE TO VERTICAL FACE. ADDITIONAL CONCRETE SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER
2. TRANSITION PARAPET FACE FROM SINGLE SLOPE FACE TO VERTICAL FACE ALONG WALL TAPER.
3. PARAPET BUMPOUT TRANSITION TO TIE INTO SINGLE FACE CONCRETE BARRIER (SEE STRUCTURAL PLANS).
4. TRANSITION FROM VERTICAL FACE TO SINGLE SLOPE FACE.
5. PREFORMED JOINT FILLER (PJF) INCLUDED IN THE COST OF CONCRETE BARRIER).
6. VERTICAL CONC. WALL: PAID FOR AS "CONCRETE STRUCTURES" (50300225) (1.0 CY); AND "REINFORCEMENT BARS, EPOXY COATED" (50800205) (30 LBS)
7. DRILLING AND GROUTING INTO CONCRETE BARRIER & BASE INCLUDED IN THE COST OF THE CONCRETE BARRIER & BASE PAY ITEMS.

STATION/OFFSET

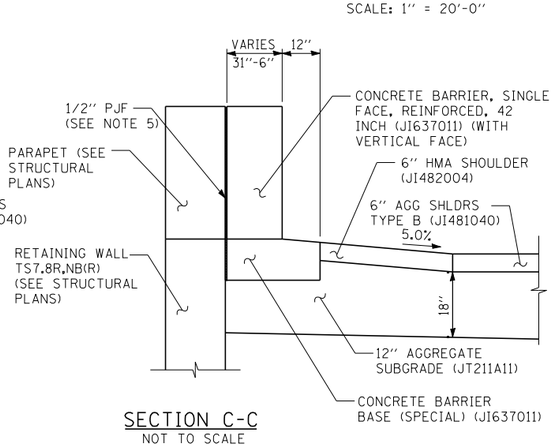
(1) STA. 3068+50.38, 26.00 RT, ELEV. 620.81
(2) STA. 3068+50.49, 31.66 RT, ELEV. 620.93
(3) STA. 3068+50.61, 37.66 RT, ELEV. 621.23
(4) STA. 3068+61.13, 35.90 RT, ELEV. 621.27
(5) STA. 3068+61.15, 36.90 RT, ELEV. 621.32
(6) STA. 3068+61.16, 37.40 RT, ELEV. = TOP OF PARAPET
(7) STA. 3069+01.74, 35.59 RT, ELEV. = TOP OF BARRIER
(8) STA. 3069+01.76, 36.59 RT, ELEV. = TOP OF PARAPET
(9) STA. 3069+64.96, 31.08 RT, ELEV. = 622.64 (GROUND ELEVATION)
(10) STA. 3069+65.04, 35.37 RT, ELEV. = 622.86 (GROUND ELEVATION)
(11) STA. 3070+02.41, 34.62 RT, ELEV. 622.98
(12) STA. 3069+92.33, 30.40 RT, ELEV. 622.56
(13) STA. 3069+47.81, 29.71 RT, ELEV. 621.97
(14) STA. 3069+47.77, 27.71 RT, ELEV. 622.05
(15) STA. 3069+92.26, 26.82 RT, ELEV. 622.56
(16) STA. 3069+92.30, 28.82 RT, ELEV. 622.48
(17) STA. 3070+02.29, 28.62 RT, ELEV. 622.68



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE

20 0 20 40
SCALE: 1" = 20'-0"

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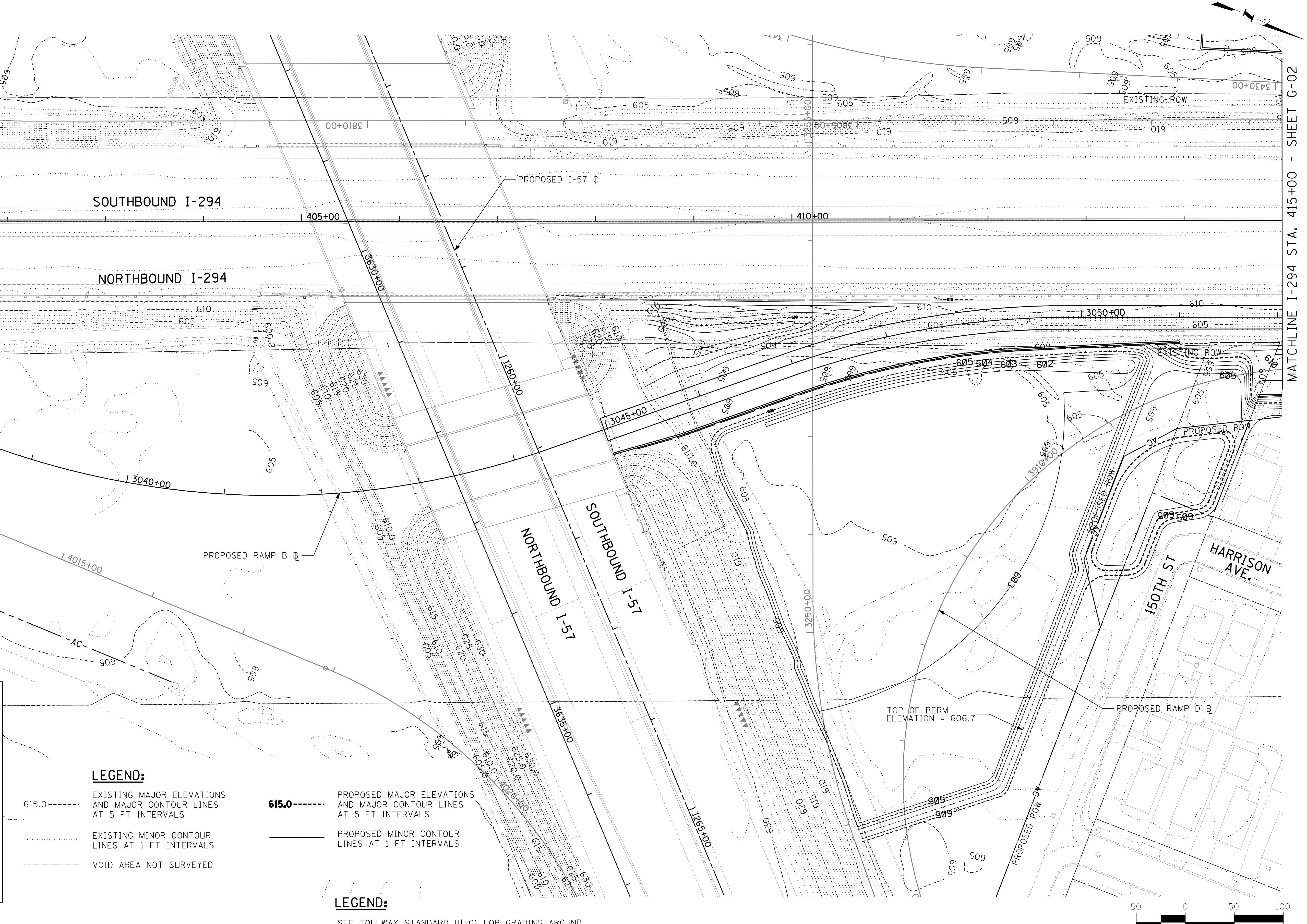
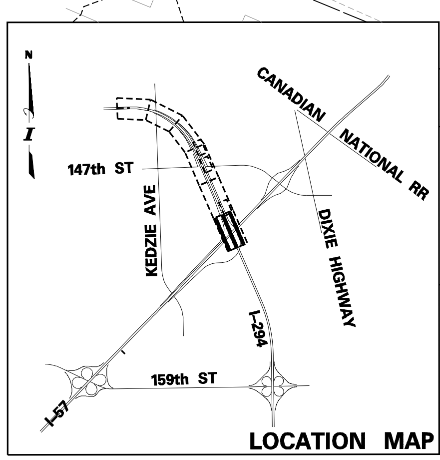
1/29/2013

DRAWN BY . . . MPG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N MISCELLANEOUS DETAILS: SIGN TRUSS BARRIER PROTECTION - RAMP M
CHECKED BY . . . JU	SCALE . . 1" = 20'				SHEET DTL-005 . . . 83 . OF . 482 .





LEGEND:

615.0-------	EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS	**615.0-------**	PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS
....	EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS	————	PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS
-·-·-·-·-·-	VOID AREA NOT SURVEYED		

LEGEND:

SEE TOLLWAY STANDARD H1-01 FOR GRADING AROUND TOLLWAY GROUND MOUNTED LIGHT POLE FOUNDATIONS

P:\602540(57-294)\Road\P3T_RampB-Tollway\P3T_GRADING294_SHT01.dgn 1/29/2013

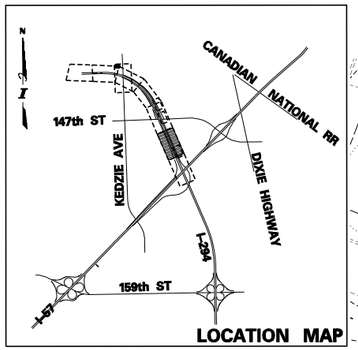
DRAWN BY JG	DATE 2-6-2013	TYLININTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY JPM	SCALE 1" = 50'		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N GRADING PLAN

SHEET GP-001



MATCHLINE I-294 STA. 415+00 - SHEET G-01

MATCHLINE I-294 STA. 430+00 - SHEET G-03

150TH ST.

149TH ST.

SAN FRANCISCO AVE.

PROPOSED RAMP M B

PROPOSED RAMP L B

EXISTING ROW

PROPOSED ROW

PROPOSED I-294 ℄

SOUTHBOUND I-294

NORTHBOUND I-294

415+00

420+00

425+00

3055+00

3060+00

3065+00

3915+00

3925+00

PROPOSED RAMP D B

PROPOSED RAMP B B

PROPOSED ROW

PROPOSED ROW

PROPOSED ROW

MOZART AVE.

CALIFORNIA AVE.

149TH ST.

148TH ST.

LEGEND:

615.0 ------- EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS

EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS

VOID AREA NOT SURVEYED

615.0 ------- PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS

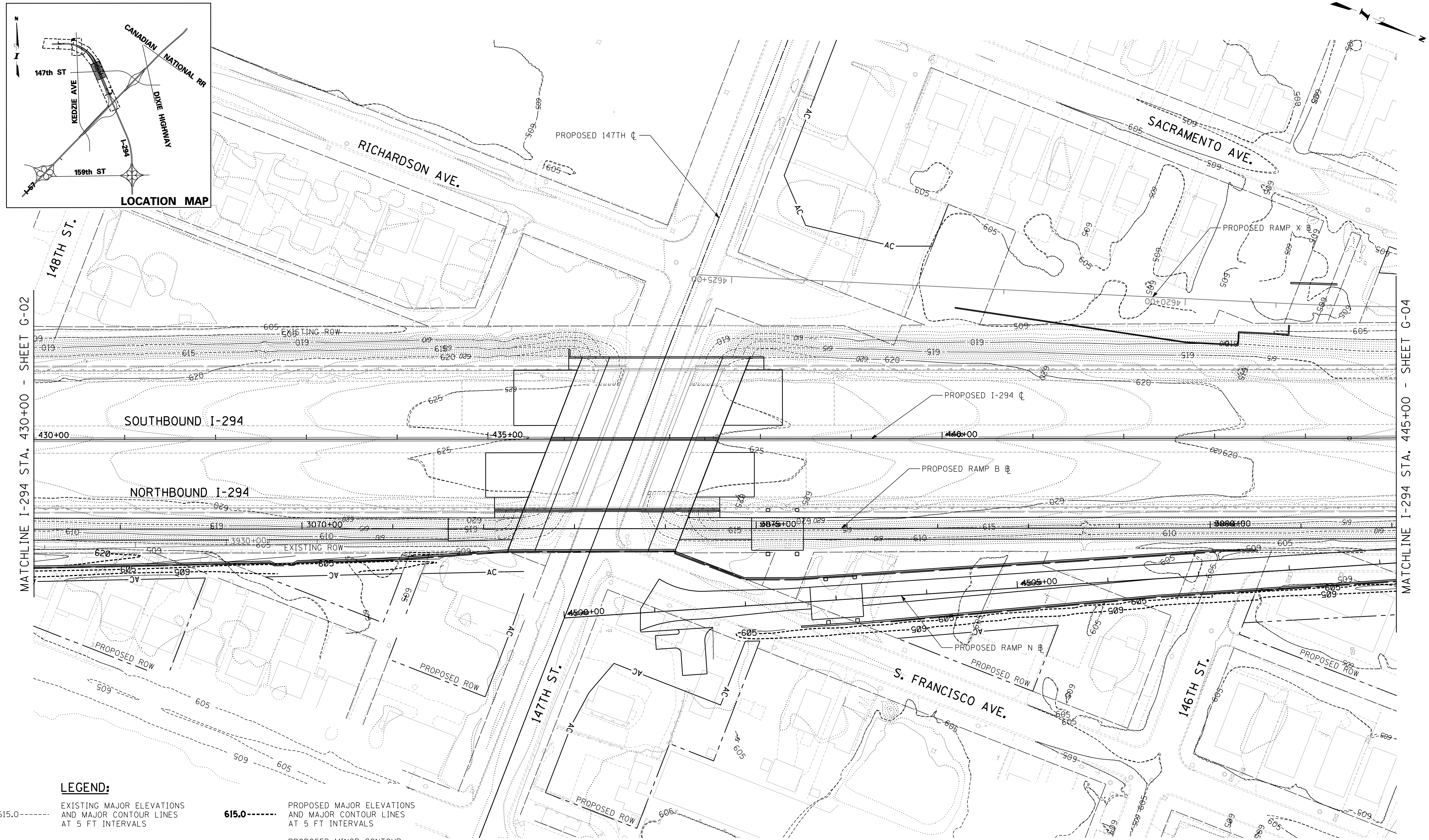
PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS

50 0 50 100

SCALE: 1" = 50'-0"

p:\60250457-294\r-road\p3t_ramp6-tollway\P3T_GRADING294_Sht02.dgn
1/29/2013

DRAWN BY . . JG	DATE . . 2-6-2013	TY·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET GP-002
CHECKED BY JPM	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N GRADING PLAN	85 OF 482



LEGEND:

615.0 ------ EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS	**615.0** ------ PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS
EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS	PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS
VOID AREA NOT SURVEYED	

DRAWN BY JG	DATE 2-6-2013
CHECKED BY JPM	SCALE 1" = 50'

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS

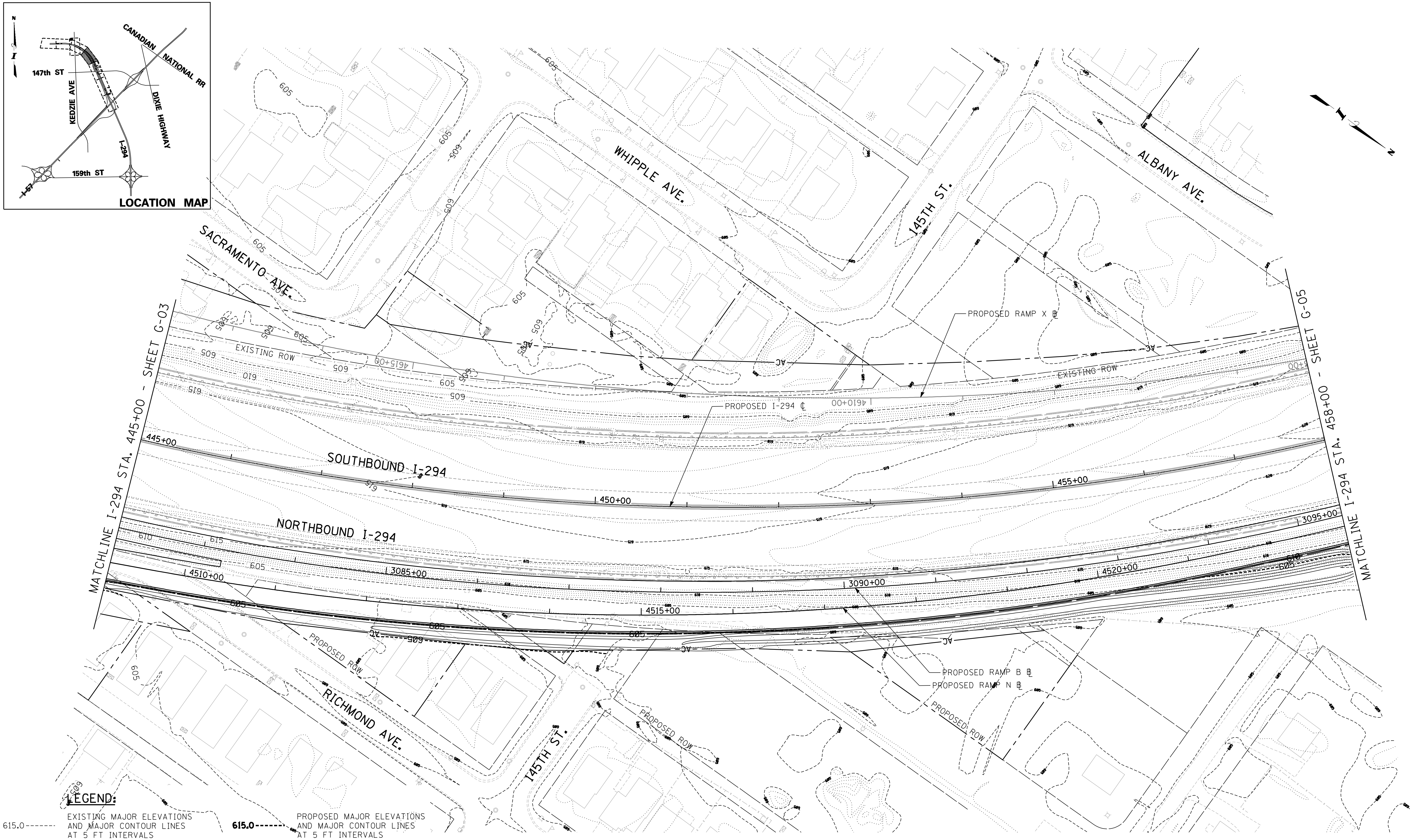
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N GRADING PLAN

SHEET GP-003

86 OF 482



LEGEND:

615.0 - - - - -	EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS	**615.0** - - - - -	PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS
··············	EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS	————	PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS
-·-·-·-·-	VOID AREA NOT SURVEYED		

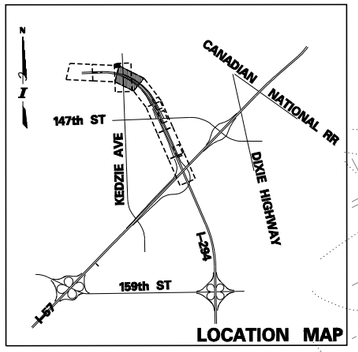
DRAWN BY JG	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087
CHECKED BY JPM	SCALE 1" = 50'			NB I-294, CD ROAD B AND RAMP N GRADING PLAN

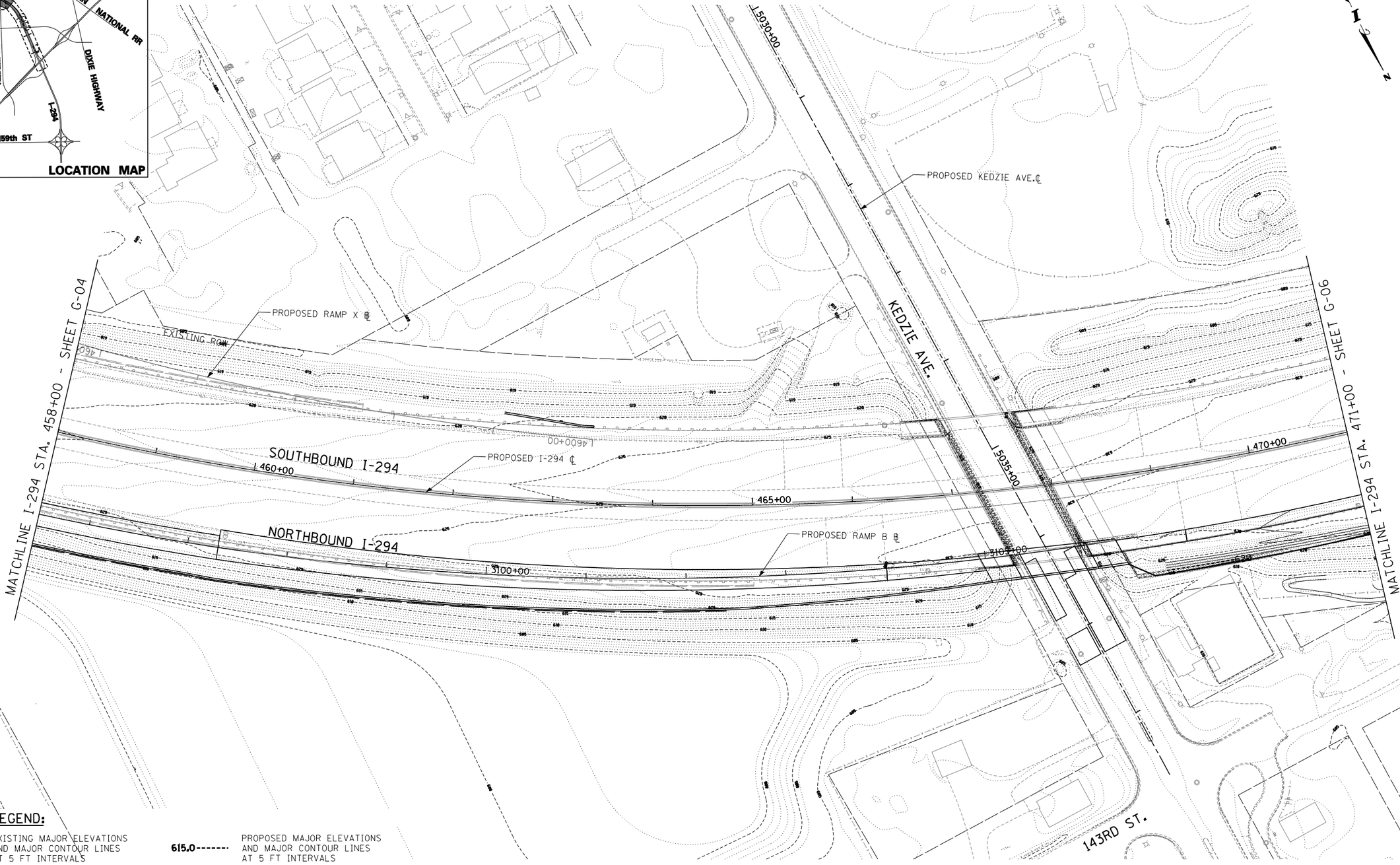
REVISIONS		
NO.	DATE	DESCRIPTION

SHEET GP-004

87 OF 482

pw:\6025040\57-294\road\p3t_rampb-tollway\P3T_GRADING294_SHT04.dgn
1/29/2013





LEGEND:

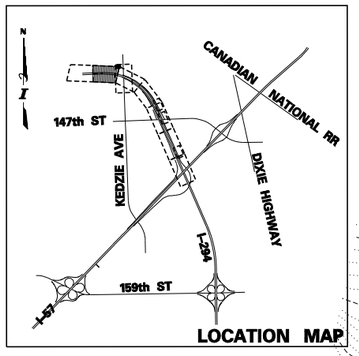
615.0 -------	EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS	**615.0** -------	PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS
.....	EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS	———	PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS
-·-·-·-	VOID AREA NOT SURVEYED		

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . JG	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET GP-005
CHECKED BY . JPM	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N GRADING PLAN	. . 88 . OF . 482 .

p:\60254057-294\v-cad\v31_ramp-tollway\P3T_GRADING294_SHT05.dgn
1/29/2013



N

HOMAN AVE.

ABBOTTSFORD RD.

MATCHLINE I-294 STA. 471+00 - SHEET G-05

PROPOSED I-294 ℄

SOUTHBOUND I-294

NORTHBOUND I-294

475+00

480+00

640

609

909

TOP OF BERM
ELEV = 609

S. SPAULDING AVE.

TURNER AVE.

LEGEND:

615.0 ------- EXISTING MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS

615.0 ------- PROPOSED MAJOR ELEVATIONS AND MAJOR CONTOUR LINES AT 5 FT INTERVALS

EXISTING MINOR CONTOUR LINES AT 1 FT INTERVALS

PROPOSED MINOR CONTOUR LINES AT 1 FT INTERVALS

VOID AREA NOT SURVEYED

50 0 50 100

SCALE: 1" = 50'-0"

p:\60254057-294\roadway3_ramp-tollway\P3T_GRADING294_Sht06.dgn
1/29/2013

DRAWN BY . . JG	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . JPM	SCALE . . 1" = 50'						NB I-294, CD ROAD B AND RAMP N GRADING PLAN

SHEET GP-006

. . 89 . . OF . . 482 . .

EXISTING DRAINAGE REMOVALS AND ADJUSTMENTS

LOCATION				STORM SEWER REMOVALS (* NOTE - SEE BELOW)		TRENCH BACKFILL	CONCRETE HEADWALL REMOVAL	SLOPED HEADWALL REMOVAL	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASINS	REMOVE EXISTING FLARED END SECTION
UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)		12" (FOOT)	15" (FOOT)	(CU YD)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
				55100500	55100700	20800150	50104400	JI501040	60255500	60500050	X0322936
INTERSTATE 294											
408+30		68	RT						1		
408+64	408+64	100.5	RT								1
409+00		74	RT							1	
409+00		107.2	RT					1			
409+00	409+00		RT		33	5.2					
410+45		74	RT							1	
410+45	410+45		RT		28	5.3					
410+45		108.6	RT					1			
412+40	412+40		RT		34	7.1					
414+45		74	RT							1	
414+45	414+45		RT		28	2.6					
414+45		108.5	RT					1			
416+00		74	RT							1	
416+00	416+00		RT		35	4.4					
416+00		107.2	RT					1			
418+00		74	RT							1	
418+00	418+00		RT		28	3.6					
418+00		105.7	RT					1			
420+00		74	RT							1	
420+00	420+00		RT		28	4.5					
420+00		105.3	RT					1			
421+90		74	RT							1	
421+90	422+33		RT	24		2.3					
422+33		74	RT							1	
422+60	422+33		RT	23		2.5					
422+60		74	RT							1	
422+33	422+33.2		RT		23	2.1					
422+33.2		100.8	RT					1			
4246+25		74	RT							1	
424+25	426+25		RT		28	2.2					
424+25		102	RT					1			
426+25		73.5	RT							1	
426+25	426+25		RT		36	3.5					
426+25		107	RT					1			
428+24		74.5	RT							1	
428+25	428+25		RT		33	2.8					
428+25		107	RT					1			
430+25		74	RT							1	
430+25	430+25		RT		34	3.0					
430+25		107	RT					1			
433+25		75	RT							1	
433+25	433+25		RT		40	5.4					
433+25		114	RT					1			
438+30		75	RT							1	
438+30	438+30		RT		42	5.1					
438+30		116	RT					1			
440+10		74	RT							1	
440+10	440+10		RT		42	7.7					
440+10		112	RT					1			
442+30		74	RT							1	
442+30	442+30		RT		37	1.9					
442+30		111	RT					1			
444+20		75	RT							1	
444+20	444+20		RT		36	9.2					
444+20		111	RT					1			
446+40		74	RT							1	
446+40	446+40		RT		35	10.3					
446+40		109	RT					1			
448+70		74	RT							1	
448+70	448+70		RT		29	3.3					
448+70		103	RT					1			
450+15		74	RT							1	
450+15	450+45		RT	31		3.9					
450+45		74	RT							1	
450+71		74	RT							1	
450+71	450+45		RT	27		3.6					
450+45	450+45		RT		35	9.3					
450+45		109	RT					1			
452+15		113.5	RT				1				
452+45		75	RT							1	
452+47	452+15		RT		43	13.3					
452+15		113.5	RT					1			
454+00		74	RT							1	
454+00	454+00		RT		43	10.4					
454+00		121	RT					1			

LOCATION				STORM SEWER REMOVALS (* NOTE - SEE BELOW)		TRENCH BACKFILL	CONCRETE HEADWALL REMOVAL	SLOPED HEADWALL REMOVAL	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASINS	REMOVE EXISTING FLARED END SECTION
UPSTREAM STATION	DOWNSTREAM STATION	OFFSET (FOOT)		12" (FOOT)	15" (FOOT)	(CU YD)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
				55100500	55100700	20800150	50104400	JI501040	60255500	60500050	X0322936
457+45		74	RT							1	
457+45	457+45		RT		61	17.9					
457+45		135	RT					1			
460+00		75	RT							1	
460+00	460+00		RT		65	19.1					
460+00		139	RT					1			
458+50		106.6	RT						1		
463+50		74	RT							1	
463+50	463+50		RT		79	22.6					
463+50		152	RT					1			
466+70		74	RT							1	
466+70	466+70		RT		70	21.7					
466+70		144	RT					1			
470+13	470+13		RT		17						
470+14		103	RT							1	
470+14	470+14		RT		27	4.7					
470+95		74	RT							1	
470+95	470+95		RT		31	3.2					
473+39		75	RT							1	
473+39	473+39		RT		30						
475+89.5		145	RT					1			
475+92		75	RT							1	
475+92	475+92		RT		30						
475+96		70	RT							1	
475+96	475+92		RT	7							
475+96		144			6						
476+34		95	RT							1	
476+34	476+34		RT	50							
476+34		144	RT					1			
478+95		75								1	
478+95	478+95		RT		30						
SUBTOTAL INTERSTATE 294				162	1196	224	1	27	2	36	1
TOTAL				162	1196	224	1	27	2	36	1

* NOTES:

1. PIPE DIAMETERS ARE DETERMINED BASED UPON TOLLWAY PROVIDED AS-BUILT PLANS FOR CONTRACTS I-06-8967 AND I-06-8969 AS PREPARED BY THE URS CORPORATION AND ADDITIONAL CONTRACTS I-06-8970 AND I-06-8972 AS PREPARED BY GRAEF AND ASSOCIATES.
2. EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN.
3. THE QUANTITY AND LOCATION OF DRAINAGE REMOVAL ITEMS SCHEDULED ABOVE DO NOT INCLUDE ADJACENT LOCAL STREET AREAS THAT ARE AFFECTED BY PROJECT CONSTRUCTION. THE CONTRACTOR SHALL REFER TO SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES FOR ADDITIONAL INFORMATION OF REMOVAL ITEMS.

PROPOSED STORM SEWERS

(SHEET 1 OF 2)

LOCATION					STORM SEWERS CLASS A, TYPE 2									STORM SEWERS CLASS A, TYPE 3							STORM SEWERS CLASS A, TYPE 4		TRENCH BACKFILL
ID NUMBER	UPSTREAM STATION	UPSTREAM STRUCTURE ID NUMBER	DOWNSTREAM STATION	DOWNSTREAM STRUCTURE ID NUMBER	12" (FOOT) 550A0340	15" (FOOT) 550A0360	18" (FOOT) 550A0380	24" (FOOT) 550A0410	30" (FOOT) 550A0430	36" (FOOT) 550A0450	42" (FOOT) 550A0470	48" (FOOT) 550A0480	54" (FOOT) 550A0490	15" (FOOT) 550A0660	18" (FOOT) 550A0680	24" (FOOT) 550A0710	30" (FOOT) 550A0730	36" (FOOT) 550A0750	48" (FOOT) 550A0780	54" (FOOT) 550A0790	24" (FOOT) 550A1010	36" (FOOT) 550A1050	(CU YD) 20800150
INTERSTATE 57																							
31	409+22.96	30	3046+10	32	17																		2.5
41	408+67	40	408+67	42		13																	1.5
46	410+66	45	410+66	47		3																	0.9
48	410+66	47	410+50	59		58																	
SUBTOTAL INTERSTATE 57					17	74	0	0	0	0		0	0	0					0	0			4.9
RAMP B																							
21	408+66	EXIST 48"	408+85	22								25											
23	3046+55	24	408+00	22															117				116.0
51	3047+96	50	3047+96	52	17																		3.2
56	3049+46	55	3049+46	57			38																6.7
58	3049+46	57	3049+46	59			16																1.7
101	3051+50	102	3050+57	100																91			46.7
103	3051+50	104	3051+50	102		44																	11.3
105	3053+04.9	106	3051+50	102																148			271.3
107	3053+05	108	3053+04.9	106			39																39.4
109	3055+06	110	3053+04.9	106																187			313.6
111	3055+05	112	3055+06	110			38																8.9
113	3057+05	114	3055+06	110								193											191.8
115	3057+05	116	3057+05	114			37																7.0
117	3059+08	118	3057+05	114								197											138.7
119	3059+55	120	3059+08	118								41											21.7
125	3059+08	126	3059+39	125		24																	15.4
123	3059+56.25	122	3059+39	124				11															7.3
121	3059+56.25	122	3059+55	120								36											17.0
127	3059+54.4	128	3059+55	120		10																	2.6
131	3061+30	132	3059+56.25	122							168												101.6
133	3063+30	134	3061+30	132						197													170.6
135	3065+29	136	3063+30	134						196													208.3
137	3065+29	138	3065+29	136					198														166.5
139	3068+80	140	3065+29	138				147															106.3
141	3070+30	142	3068+80	140			147																129.9
143	3072+05	144	3070+30	142		172																	145.9
201	3054+34	202	3051+80	200			51																26.9
203	3054+34	204	3054+34	202		122																	
205	3058+37	206	3054+34	204		206																	
207	3061+13	208	3058+37	206		274																	
209	3063+10	210	3061+13	208		185																	
216	3067+15	215	3068+25	217	106																		
218	3068+25	217	3070+30	219		201																	
220	3070+30	219	3072+48.9	221				215															
222	3072+48.9	221	EX MH	223				46															9.4
301	3075+75	300	3075+75	302		42																	15.8
303	3075+75	302	3077+15	306			137																198.4
305	3077+15	304	3077+15	306			42																52.1
307	3077+15	306	3079+35	310				217															302.9
309	3079+35	308	3079+35	310		42																	41.4
311	3079+35	310	4506+50	312					5														4.8
318	3081+25	317	3081+24.88	319			36																11.4
320	3081+24.88	319	4508+37.35	316			30																29.3
324	3083+43	323	3083+53	325	7																		1.7
326	3083+53	325	4510+68.5	322											60								42.7
332	3085+00	331	3085+89.5	333		85																	63.3
334	3085+89.5	333	3086+72.5	335		78																	60.8
336	3086+72.5	335	4513+92	330			60																66.0
339	3087+70	EX PIPE	4514+94.33	338										58									81.0
354	3094+92	EX PIPE	3094+95	355										38									59.6
356	3094+95	355	3095+99	357											100								200.0
358	3097+55	359	3095+99	357													151						327.7
360	3097+55	EX PIPE	3097+55	359										38									53.7
361	3099+36	362	3097+55	359													178						374.3
363	3101+16	364	3099+36	362												177							344.4
365	3101+16	EX PIPE	3101+16	634										29									40.5
366	3102+80	367	3101+16	364											162								284.8
368	3104+42	369	3102+80	367										162									259.5
370	3104+42	EX PIPE	3104+42	369										42									53.6
SUBTOTAL RAMP B					130	1485	671	636	203	393	168	492	0	367	322	177	329	0	117	426	0	0	5255.4

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .

DATE . . 2-6-2013 . . .
SCALE . . N.T.S. . . . .

HRGreen

HRGreen.com
Illinois Professional Design Firm
184-001322

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N DRAINAGE SCHEDULES

SHEET SCH-02

PROPOSED STORM SEWERS

(SHEET 2 OF 2)

LOCATION					STORM SEWERS CLASS A, TYPE 2									STORM SEWERS CLASS A, TYPE 3							STORM SEWERS CLASS A, TYPE 4		TRENCH BACKFILL
ID NUMBER	UPSTREAM STATION	UPSTREAM STRUCTURE ID NUMBER	DOWNSTREAM STATION	DOWNSTREAM STRUCTURE ID NUMBER	12" (FOOT) 550A0340	15" (FOOT) 550A0360	18" (FOOT) 550A0380	24" (FOOT) 550A0410	30" (FOOT) 550A0430	36" (FOOT) 550A0450	42" (FOOT) 550A0470	48" (FOOT) 550A0480	54" (FOOT) 550A0490	15" (FOOT) 550A0660	18" (FOOT) 550A0680	24" (FOOT) 550A0710	30" (FOOT) 550A0730	36" (FOOT) 550A0750	48" (FOOT) 550A0780	54" (FOOT) 550A0790	24" (FOOT) 550A1010	36" (FOOT) 550A1050	(CU YD) 20800150
RAMP N																							
413	4500+51	410	EX MH	223				43															8.8
411	4501+25	412	4500+51	410		86																	10.4
409	4500+52.4	408	4500+51	410			44																4.6
407	4502+03	406	4500+52.4	408			132																15.6
405	4502+03	404	4502+03	406	48																		8.8
403	4504+00	402	4502+03	406		208																	46.8
401	4504+00	400	4504+00	402	38																		8.2
381	4506+00	380	4504+00	382	198																		
383	4504+00	382	4501+88	384		210																	
385	4501+88	384	4501+88	406		9																	
313	4506+50	312	4506+50.5	314					29														21.8
315	4506+50.5	314	4508+37.35	316														182					202.6
321	4508+37.35	316	4510+68.5	322														226					296.6
327	4510+68.5	322	4512+17.7	328														144					288.0
329	4512+17.7	328	4513+92	330														169					330.1
337	4513+92	330	4514+94.33	338															98				199.8
340	4514+94.33	338	4516+67	341															166				377.4
342	4516+67.4	EX PIPE	4516+67	341																		12	33.6
343	4516+67	341	452+15	344									10										14.6
345	4517+03	347	4516+67	341																	30		69.0
346	4517+00	EX PIPE	4517+03	347		53																	87.6
350	4518+60.6	EX PIPE	4518+59	349		49																	256.1
348	4518+59	349	4517+03	347			152																55.0
351	4520+40.5	352	4518+59	349	179																		170.6
SUBTOTAL RAMP N					463	615	328	43	29	0	0	0	10	0	0	0	0	721	264	0	30	12	2506.0
INTERSTATE 294																							
387	468+90	386	468+90	388		13																	
389	468+90	388	470+12	390		123																	156.9
391	470+12	390	470+16	392		12																	
377	470+95	376	470+95	378	15																		
393	473+39	EX PIPE	473+39	394		23																	50.0
395	473+39	394	473+39	396		12																	4.0
397	475+94	EX PIPE	475+94	398		23																	50.0
399	475+94	398	475+92	414		12																	4.0
421	475+70	420	475+90	422			15																
423	475+90	422	476+00	424			8																
416	478+95	415	478+95	417		15																	5.0
419	479+90	418	478+95	415		92																	117.4
372	480+70	371	480+70	373		49																	
STORM PIPE EXTENSIONS																							
B	410+45	EX 15" RCP	410+45	WALL		10																	28.0
D	414+45	EX 15" RCP	414+45	104		10																	28.0
A	416+00	EX 15" RCP	416+00	108		10																	28.0
B	418+00	EX 15" RCP	414+45	112		10																	28.0
C	420+00	EX 15" RCP	414+46	116		10																	28.0
D	422+34	EX 15" RCP	414+47	124		10																	28.0
E	424+25	EX 15" RCP	414+48	132		10																	28.0
F	428+24	EX 15" RCP	414+49	136		10																	28.0
A	430+25	EX 15" RCP	430+25	138		10																	28.0
B	440+10	EX 15" RCP	440+10	304		10																	28.0
C	444+20	EX 15" RCP	444+20	317		10																	28.0
A	3083+51	EX 15" RCP	3083+53	325		10																	28.0
SUBTOTAL INTERSTATE 294					15	494	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	723.3
TOTAL					625	2668	1022	679	232	393	168	492	10	367	322	177	329	721	381	426	30	12	8490

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
DRAINAGE SCHEDULES

SHEET SCH-03

. . . 92 . OF . 482 . .

PROPOSED DRAINAGE STRUCTURES

LOCATION				CATCH BASINS TYPE A							CATCH BASINS TYPE C	CATCH BASINS TYPE G-2		CATCH BASINS TYPE G-3		MANHOLES TYPE A									
				4' DIAMETER				5' DIAMETER								4' DIAMETER	5' DIAMETER	6' DIAMETER		7' DIAMETER				8' DIAMETER	9' DIAMETER
ID NUMBER	STATION	OFFSET (FOOT)		TYPE G-2 MOD F & G (EACH) JI602181	TYPE G-2 F & G (EACH) JI602182	TYPE 20A F & G (EACH) JI602184	TYPE 8 GRATE (EACH) 60200805	TYPE G-2 MOD F & G (EACH) JI602192	TYPE 1 F & O LID (EACH) 60203805	TYPE 8 GRATE (EACH) 60204505	TYPE 8 GRATE (EACH) 60207605	TYPE G-2 F & G (EACH) JI602115	TYPE G-2 MOD F & G (EACH) JI602117	TYPE G-3 F & G (EACH) JI602120	TYPE G-3 MOD F & G (EACH) JI602122	TYPE 1 F & CL LID (EACH) 60218400	TYPE G-2 MOD F & G (EACH) JI602323	TYPE G-2 MOD F & G (EACH) JI602333	TYPE 1 F & CL LID (EACH) 60223800	TYPE 1 F & CL LID (EACH) 60224446	TYPE 8 GRATE (EACH) 60224448	TYPE G-2 MOD F & G (EACH) JI602342	2-T1F CL SPECIAL (EACH) X6020294	TYPE 1 F & CL LID (EACH) 60224459	TYPE G-2 MOD F & G (EACH) JI602360
RAMP B																									
30	3046+10	23	RT	1																					
50	3047+96	23	RT	1																					
57	3049+46	23	RT	1																					
102	3051+50	29.1	RT																					1	
106	3053+04.9	25.43	RT																	1					
202	3055+05	80	RT								1														
110	3055+06	23.85	RT																	1					
204	3056+29	77.5	RT								1														
114	3057+05	22.75	RT																1						
118	3059+08	21.5	RT																1						
120	3059+55	21.3	RT																1						
128	3059+54.5	35	RT								1														
206	3058+37	70	RT								1														
208	3061+13	64	RT								1														
215	3067+15	52	RT								1														
217	3068+25	50	RT								1														
219	3070+30	46	RT				1																		
221	3072+48.88	39.8	RT				1																		
302	3075+75	25	RT														1								
306	3077+15	25	RT														1								
310	3079+35	25	RT														1								
355	3094+95	23	RT										1												
359	3097+55	23.5	RT												1										
362	3099+36	23.5	RT												1										
364	3101+16	23.5	RT												1										
367	3102+80	23.5	RT												1										
369	3104+42	22	RT												1										
SUBTOTAL RAMP B				3	0	0	2	0	0	0	7	0	1	0	5	0	3	0	3	2	0	0	0	1	0
RAMP N																									
380	4506+00	32	RT								1						1								
382	4504+00	35	RT								1														
384	4501+88	35	RT								1														
312	4506+50	21	LT														1								
314	4506+50.5	13	RT														1								
316	4508+37.35	11	RT															1							
400	4504+00	21	LT										1												
402	4504+00	19.3	RT	1																					
404	4502+03	27.25	LT										1												
406	4501+88	21	RT	1																					
412	4501+25	52.5	LT							1															
408	4500+52.4	33.6	RT						1																
410	4500+51	15	LT						1																
322	4510+68.5	11	RT															1							
328	4512+17.7	11	RT															1							
330	4513+92	11	RT																			1			
338	4514+94.33	10.9	RT																			1			
341	4516+67	11	RT																						1
347	4517+03	11	RT					1																	
349	4518+59	11	RT					1																	
352	4520+40.5	11	RT										1												
SUBTOTAL RAMP N				2	0	0	0	2	2	1	3	0	3	0	0	0	3	3	0	0	0	2	0	0	1
INTERSTATE 294																									
22	408+85	119	RT																		1				
40	408+67	74.83	RT			1																			
45	410+66	74.83	RT			1																			
47	410+66	85	RT													1									
388	468+90	88.5	RT											1											
386	468+90	103.5	RT									1													
390	470+12	88.5	RT											1											
392	470+16	103.5	RT		1																				
376	470+95	88.5	RT											1											
378	470+95	103.5	RT		1																				
394	473+39	88.5	RT											1											
396	473+39	103.5	RT		1																				
422	475+90	133	RT																				1		
398	475+94	88.5	RT											1											
414	475+92	103.5	RT		1																				
415	478+95	86	RT											1											
417	478+95	103.5	RT		1																				
418	479+90	2.3	RT											1											
371	480+70	103.5	RT									1													
SUBTOTAL INTERSTATE 294				0	5	2	0	0	0	0	0	2	0	7	0	1	0	0	0	0	1	0	1	0	0
TOTAL				5	5	2	2	2	2	1	10	2	4	7	5	1	6	3	3	2	1	2	1	1	1

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2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N DRAINAGE SCHEDULES

SHEET SCH-04

PROPOSED DRAINAGE STRUCTURES CONTINUED

LOCATION				CATCH BASINS TYPE B	DRAINAGE STRUCTURES TYPE 4	DRAINAGE STRUCTURES TYPE 5	HEADWALLS TYPE II	HEADWALLS TYPE II	SLOPED HEADWALLS TYPE I 1:2	SLOPED HEADWALLS TYPE III 1:3		
ID NUMBER	STATION	OFFSET (FOOT)		TYPE R-3455C F & G (EACH) JI602010	W/ 2 TYPE 20A F & G (EACH) JI602740	W/ 2 TYPE 22A F & G (EACH) JI602745	48" (EACH) JI680011	54" (EACH) JI680012	15" (EACH) JI680103	12" (EACH) JI680121	15" (EACH) JI680122	18" (EACH) JI680123
RAMP B												
32	3046+10	41	RT							1		
24	3046+55	44	RT				1					
52	3047+96	41	RT							1		
59	3049+46	40	RT								1	
55	3049+46	20.5	RT		1							
100	3050+57	48	RT					1				
104	3051+50	20.5	LT		1							
108	3053+05	20.5	LT		1							
112	3055+05	20.5	LT		1							
116	3057+05	20.5	LT		1							
122	3059+56.25	20.5	LT			1						
126	3059+08	20.5	LT		1							
124	3059+39	20.5	LT		1							
132	3061+30	20.5	LT		1							
134	3063+30	20.5	LT		1							
136	3065+29	20.5	LT		1							
210	3063+10	60	RT								1	
138	3067+30	20.5	LT		1							
140	3068+80	20.5	LT		1							
142	3070+30	20.5	LT		1							
144	3072+05	20.5	LT		1							
300	3075+75	20.5	LT		1							
304	3077+15	20.5	LT		1							
308	3079+35	20.5	LT		1							
317	3081+25	20.5	LT		1							
319	3081+24.88	19.66	RT	1								
323	3083+43	20.5	LT		1							
325	3083+53	20.5	LT		1							
331	3085+00	22.5	LT	1								
333	3085+89.5	21.5	LT	1								
335	3086+72.5	21	LT	1								
SUBTOTAL RAMP B				4	20	1	1	1	0	2	2	0
INTERSTATE 294												
42	408+67	97.5	RT								1	
49	410+00.0	102.5	RT								1	
344	452+15	140	RT					1				
420	475+70	147.5	RT									1
424	476+00	147.5	RT									1
373	480+70	153	RT						1			
SUBTOTAL INTERSTATE 294				0	0	0	0	1	1	0	2	2
TOTAL				4	20	1	1	2	1	2	4	2

* NOTE: GRATING SHALL BE PROVIDED FOR HEADWALL TYPE III STRUCTURES. GRATING WILL BE MEASURED FOR PAYMENT SEPARATELY AT THE CONTRACT UNIT PRICE PER POUND. SEE TOLLWAY STANDARD B6-03.

SUB-SURFACE PAVEMENT NOTE: ALL DRAINAGE STRUCTURES SHALL HAVE A 6" SUB-SURFACE PAVEMENT DRAIN OPENING PRECAST AS SHOWN IN THE ISTHA STANDARDS AND IN THESE PLAN DETAILS.

STORM SEWERS TO BE CLEANED

LOCATION				CATCH BASINS TO BE CLEANED	CLEANING DRAINAGE SYSTEM
STATION	STATION	OFFSET (FOOT)		(EACH) 60255410	(FOOT) Z0010600
INTERSTATE 294					
404+67	404+94		RT		26
404+94	405+41		RT		74
405+41	408+30		RT		289
408+40		1	RT	1	
408+40		1	LT	1	
408+30	408+40		RT		72
408+30	408+64		RT		55
410+45		1	RT	1	
410+45		1	LT	1	
410+45	410+45		RT		75
412+40		1	RT	1	
412+40		1	LT	1	
412+40	412+40		RT		76
414+45		1	RT	1	
414+45		1	LT	1	
414+45	414+45		RT		75
414+00	416+40		RT		83
416+40		1	RT	1	
416+40		1	LT	1	
418+00		1	RT	1	
418+00		1	LT	1	
418+00	418+00		RT		80
420+00	420+40		RT		83
420+40		1	RT	1	
420+40		1	LT	1	
422+40		1	RT	1	
422+40		1	LT	1	
422+40	422+40		RT		74
424+25		1	RT	1	
424+25		1	LT	1	
424+25	424+25		RT		72
428+25		1	RT	1	
428+25		1	LT	1	
428+25	428+25		RT		72
430+25	430+40		RT		75
430+40		1	RT	1	
430+40		1	LT	1	
440+12		1	RT	1	
440+12		1	LT	1	
440+12	440+12		RT		72
444+20	444+30		RT		73
444+30		1	RT	1	
444+30		1	LT	1	
446+35		1	RT	1	
446+35		1	LT	1	
446+35	446+35		RT		72
450+40		1	RT	1	
450+40		1	LT	1	
450+40	450+45		RT		72
452+15	452+15		RT		206
452+40		1	RT	1	
452+40		1	LT	1	
452+40	452+45		RT		72
454+00		1	RT	1	
454+00		1	LT	1	
454+00	454+00				72
457+45		1	RT	1	
457+45		1	LT	1	
457+45	457+45		RT		72
460+00		1	RT	1	
460+00		1	LT	1	
460+00	460+00		RT		72
463+40		1	RT	1	
463+40		1	LT	1	
463+40	463+50		RT		73
466+70		1	RT	1	
466+70		1	LT	1	
466+70	466+70		RT		72
473+39		1	RT	1	
473+39		1	LT	1	
473+39	473+39		RT		75
478+40		1	RT	1	
478+40		1	LT	1	
478+40	478+40		RT		145
SUBTOTAL INTERSTATE 294				46	2429
TOTAL				46	2429

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NB I-294, CD ROAD B AND RAMP N DRAINAGE SCHEDULES

SHEET SCH-05

94 OF 482

PROPOSED PIPE UNDERDRAIN SCHEDULE

LOCATION				PIPE UNDERDRAINS	PIPE UNDERDRAINS (SPECIAL)
BEGIN STATION	END STATION	OFFSET (FOOT)		6" (FOOT)	6" (FOOT)
				60107700	60108200
INTERSTATE 294					
408+67.00		77.6	RT		13
410+66.00		78.0	RT		13
412+40.20		79.0	RT		14
414+45.10		78.2	RT		13
416+00.10		78.2	RT		13
418+00.10		78.2	RT		13
420+00.10		78.2	RT		13
422+34.12		78.2	RT		13
424+25.12		78.2	RT		13
426+25.12		78.2	RT		13
428+24.12		78.2	RT		13
430+25.10		78.2	RT		13
431+75.10		78.2	RT		13
433+25.10		78.2	RT		13
435+00.20		78.2	RT		13
440+10.12		78.2	RT		13
442+30.12		78.2	RT		13
444+20.12		78.2	RT		13
446+41.48		78.2	RT		13
468+64.00	468+90.80	88.0	RT	27	
468+90.80		99.0	RT		22
468+90.80	470+96.40	88.0	RT	206	
470+96.40	473+40.00	88.0	RT	244	
473+40.00	475+94.00	88.0	RT	254	
475+94.00	478+97.00	86.0	RT	303	
478+97.00	481+10.00	77.0	RT	213	
SUBTOTAL INTERSTATE 294				1246	270
RAMP B					
3044+96.50	3045+70.00	23.0	LT	74	
3045+70.00	3049+45.00	17.0	LT	375	
3049+17.85	3049+46.00	20.5	LT	28	
3049+46.00	3051+50.00	20.5	LT	204	
3051+50.00	3053+05.00	20.5	LT	155	
3053+05.00	3055+05.00	20.5	LT	200	
3055+05.00	3057+05.00	20.5	LT	200	
3057+05.00	3059+56.25	20.5	LT	251	
3059+56.25	3061+30.00	20.5	LT	174	
3061+30.00	3063+30.00	20.5	LT	200	
3063+30.00	3065+29.00	20.5	LT	199	
3065+29.00	3067+30.00	20.5	LT	201	
3067+30.00	3068+80.00	20.5	LT	150	
3068+80.00	3070+30.00	20.5	LT	150	
3070+30.00	3072+12.06	20.5	LT	182	
3074+25.18	3075+35.00	20.5	LT	110	
3075+35.00	3077+15.00	20.5	LT	180	
3077+15.00	3079+35.00	20.5	LT	220	
3079+35.00	3081+23.00	20.5	LT	188	
3081+23.00	3083+53.00	20.5	LT	230	
3083+53.00	3085+00.00	22.5	LT	147	
3085+00.00	3086+72.50	21.5	LT	173	
3086+72.50	3087+74.00	21.0	LT	102	
3087+74.00		36.5	RT		58
3087+74.00	3089+45.30	20.0	LT	171	
3089+45.30		33.1	RT		54
3089+45.30	3091+35.90	19.0	LT	191	
3091+35.90		29.3	RT		49
3091+35.90	3093+16.40	17.5	LT	181	
3093+16.40		25.6	RT		44
3093+16.40	3094+95.00	16.5	LT	179	
3094+95.00		23.0	RT		40
3094+95.00	3097+30.65	15.0	LT	236	
3044+96.52	3046+10.00	23.0	RT	113	
3046+10.00	3047+96.00	23.0	RT	186	
3047+96.00	3049+46.00	23.0	RT	150	
3049+46.00	3051+00.00	23.0	RT	154	
3051+00.00		13.5	RT		10

LOCATION				PIPE UNDERDRAINS	PIPE UNDERDRAINS (SPECIAL)
BEGIN STATION	END STATION	OFFSET (FOOT)		6" (FOOT)	6" (FOOT)
				60107700	60108200
3051+00.00	3051+50.00	13.5	RT	50	
3051+50.00		29.1	RT		16
3051+50.00	3053+04.90	13.5	RT	155	
3053+04.90		25.4	RT		12
3053+04.90	3055+06.00	13.5	RT	201	
3055+06.00		23.9	RT		11
3055+06.00	3057+05.00	13.5	RT	199	
3057+05.00		22.8	RT		10
3057+05.00	3059+55.00	13.5	RT	250	
3059+55.00		21.3	RT		8
3059+55.00	3061+30.00	13.5	RT	175	
3059+55.00		20.5	LT		34
3061+30.00	3063+30.00	13.5	RT	200	
3061+30.00		20.5	LT		34
3063+30.00	3065+29.00	13.5	RT	199	
3063+30.00		20.5	LT		34
3065+29.00	3067+30.00	13.5	RT	201	
3065+29.00		20.5	LT		34
3067+30.00	3068+80.00	13.5	RT	150	
3067+30.00		20.5	LT		34
3068+80.00	3070+30.00	13.5	RT	150	
3068+80.00		20.5	LT		34
3070+30.00	3071+62.42	13.5	RT	132	
3070+30.00		20.5	LT		34
3074+32.36	3075+35.00	24.0	RT	103	
3075+35.00	3077+15.00	24.0	RT	180	
3077+15.00	3079+35.00	24.0	RT	220	
3079+35.00	3080+67.33	24.0	RT	132	
3080+67.33		13.5	RT		11
3080+67.33	3081+24.88	13.5	RT	58	
3081+24.88		19.7	RT		7
3081+24.88	3083+53.00	13.5	RT	228	
3083+53.00		44.0	RT		31
3083+53.00	3084+52.89	13.5	RT	100	
3084+52.89	3085+00.00	42.1	RT	47	
3085+00.00	3086+72.60	38.6	RT	173	
3086+72.60	3087+74.00	16.5	RT	101	
3087+74.00	3089+45.30	33.1	RT	171	
3089+45.30	3091+35.90	29.3	RT	191	
3091+35.90	3093+16.40	25.6	RT	181	
3093+16.40	3094+95.00	23.0	RT	179	
3094+95.00	3098+80.00	23.5	RT	385	
3098+80.00	3101+16.00	23.5	RT	236	
3101+16.00	3103+30.00	22.0	RT	214	
3103+30.00	3104+42.00	22.0	RT	112	
SUBTOTAL RAMP B				10724	599
RAMP N					
4502+03.00	4504+00.00	21.0	LT	197	
4504+00.00	4506+50.00	21.0	LT	250	
4506+50.00	4507+81.58	21.0	LT	132	
4507+81.58		17.5	LT		4
4507+81.58	4508+39.50	17.5	LT	58	
4508+39.50		24.2	LT		7
4508+39.50	4510+68.50	17.5	LT	229	
4510+68.50		11.0	RT		29
4510+68.50	4511+70.57	17.5	LT	102	
4501+88.40	4502+03.00	21.0	RT	15	
4502+03.00	4504+00.00	19.3	RT	197	
4504+00.00	4506+50.50	13.0	RT	251	
4506+50.50	4508+37.35	11.0	RT	187	
4508+37.35	4510+68.50	11.0	RT	231	
4510+68.50	4511+70.57	11.0	RT	102	
SUBTOTAL RAMP N				1950	40
TOTAL				13919	909

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184-001322
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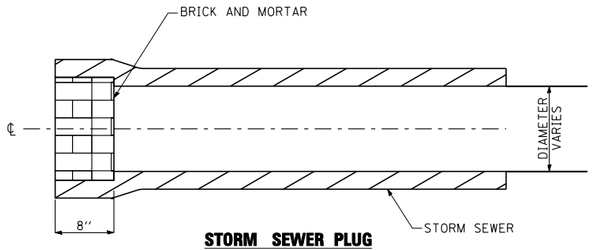
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

EXISTING DRAINAGE GENERAL NOTES

1. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE REQUIRED ADJUSTMENT. FRAMES ON ALL STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES AND STORM SEWERS, OR ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS, IS APPROXIMATE AND THEIR EXACT LOCATION AND SIZE SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



STORM SEWER PLUG

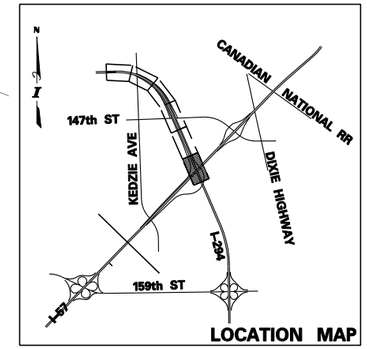
NOTES:

1. THIS WORK SHALL CONSIST OF FURNISHING BRICKS AND MORTAR AS SHOWN AND AS DIRECTED BY THE ENGINEER AT LOCATIONS SHOWN IN THE PLANS TO PLUG EXISTING AND/OR PROPOSED STORM SEWER LATERAL STUBS.

2. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER REMOVALS AS PER ARTICLE 550.05 OF THE STANDARD SPECIFICATIONS.

REMOVAL NOTE

1. REFER TO ROADWAY REMOVAL SHEETS, SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES FOR ADDITIONAL REMOVAL ITEMS LOCATED ALONG LOCAL STREETS THAT ARE AFFECTED BY PROJECT CONSTRUCTION.



LOCATION MAP

LEGEND

- ADJ — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE REMOVED
- ////// — PIPE TO BE REMOVED

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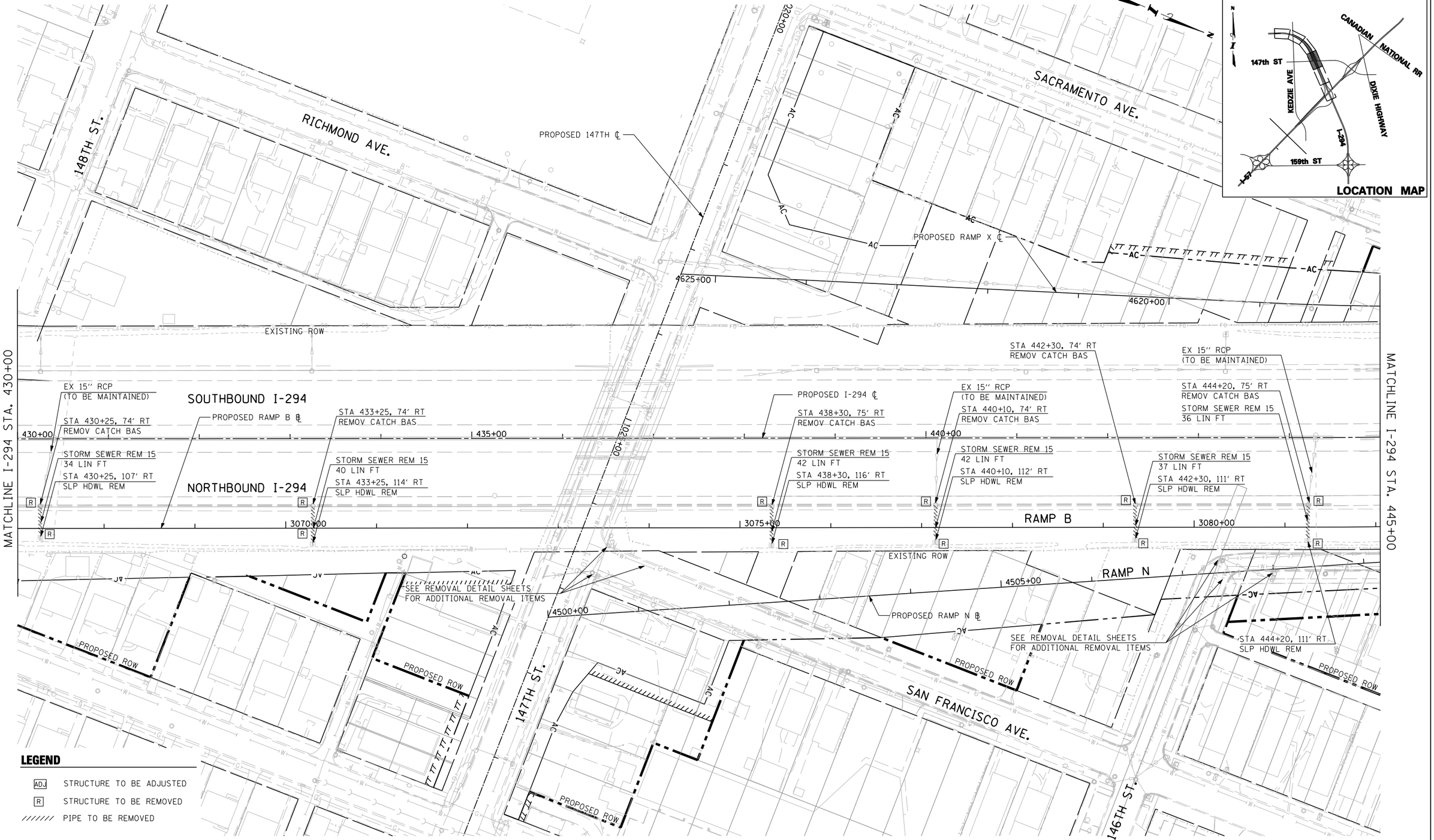
CHECKED BY . . EJG . . .	SCALE . . 1" = 50' . . .	HRGreen			NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	. . . 96 . OF . 482 .

DRAWN BY JMR	DATE 2-6-2013	HRGreen.com Illinois Professional Design Firm # 184-001322	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET DR-02
CHECKED BY EJG	SCALE 1" = 50'	HRGreen			NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	97 OF 482



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CHECKED BY . . EJG	SCALE . 1" = 50'	HRGreen			NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	98 OF 482

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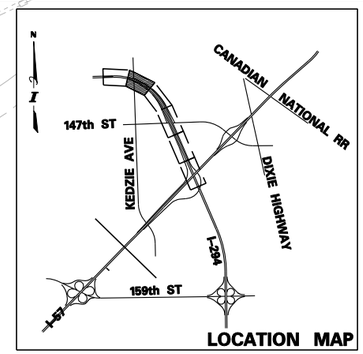
CHECKED BY . . EJG . . .	SCALE . 1"=50' . . .				NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	99 OF 482



LEGEND

- ADJ — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE REMOVED
- ////// — PIPE TO BE REMOVED

50 0 50 100

SCALE: 1" = 50'-0"

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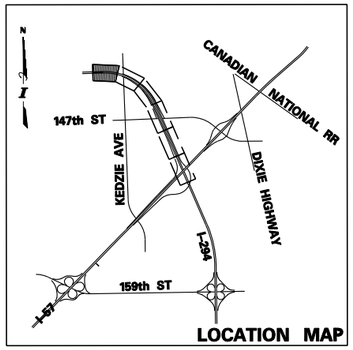
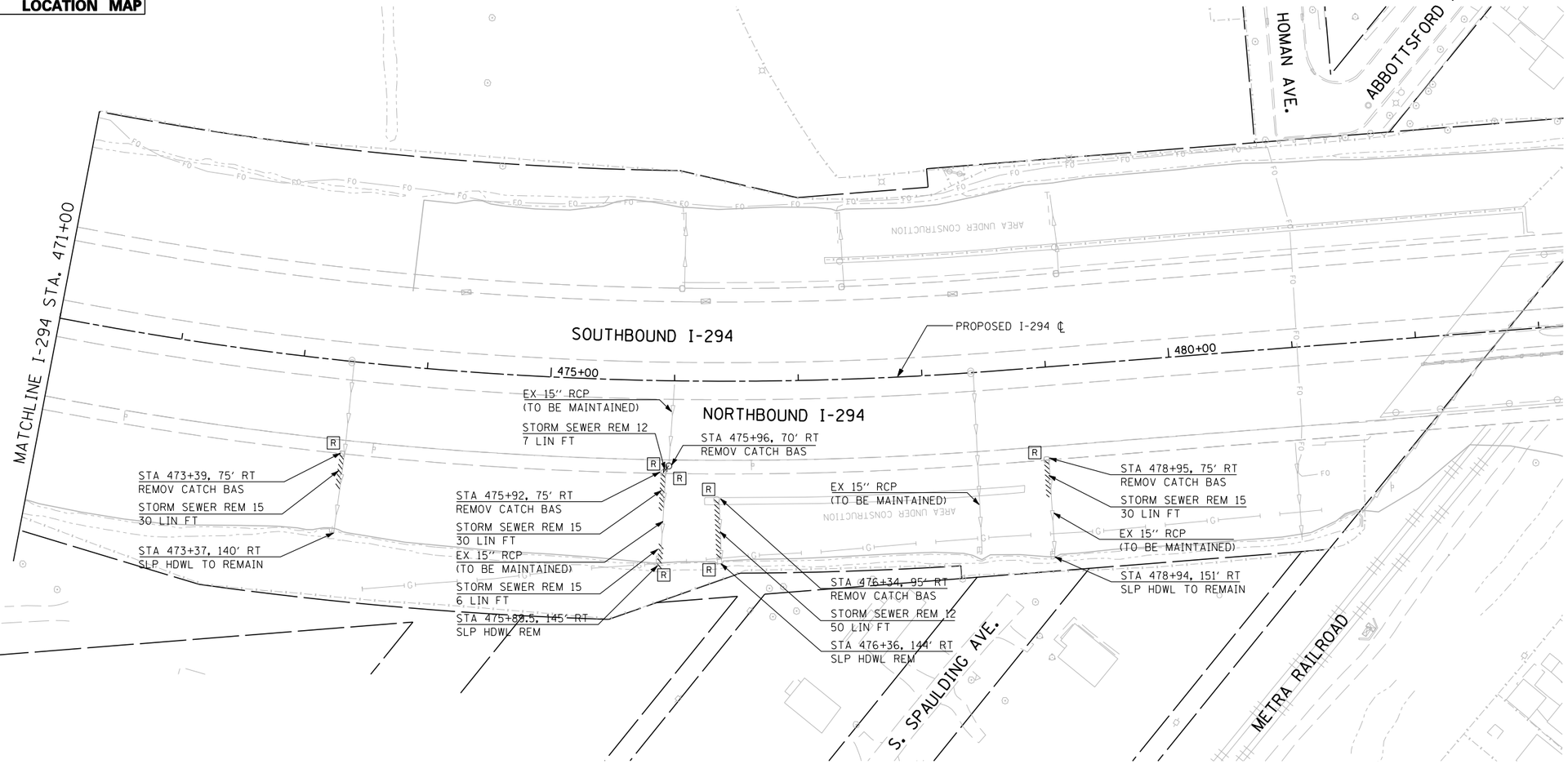
CHECKED BY . . . EJG . . .	SCALE . . 1" = 50' . . .	HRGreen			NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	100 OF 482





LEGEND

- ADJ — STRUCTURE TO BE ADJUSTED
- R — STRUCTURE TO BE REMOVED
- //////// — PIPE TO BE REMOVED

50 0 50 100

SCALE: 1" = 50'-0"

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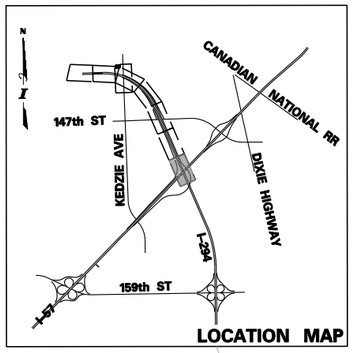
CHECKED BY . . EJG . . .	SCALE . 1" = 50' . . .	HRGreen					NB I-294, CD ROAD B AND RAMP N DRAINAGE REMOVAL PLAN	101 OF 482



LOCATION MAP

DETENTION BASIN NOTES

1. NORTH BASIN
   DETENTION REQD. (100 YR) = 8.94 AC-FT.
   DETENTION PROVIDED (601.65 - 605.82) = 8.94 AC-FT.
   (INCLUDES DETENTION FOR UNDETAINED 4.39 AC. IMPERVIOUS AREA)
   10-100YR COMP. STORAGE PROVIDED (605.82 - 606.44) = 1.92 AC-FT.

SHEET NOTES

1. BEGINNING PORTION OF PROPOSED PIPE UNDERDRAIN SHOULD CONNECT TO EXISTING UNDER DRAIN.
2. SEE DETAIL FOR STORM SEWER CONNECTION TO EXISTING SEWER.
3. CATCH BASINS TYPE B SHALL CONSIST OF F&G TYPE NENNAH R-3455C OR APPROVED EQUAL.

[30] STA 3046+10, 23.0' RT
CB TA 4 DIA, TG-2 MOD F&G
RIM = 611.92
INV = 603.80

(31) 17 LIN FT SS-CL-A2
12" @ 4.7%

[32] STA 3046+10, 41' RT
SLP HDWL TIII, 12", 1:3
INV = 603.00

[40] STA 408+67, 74.83' RT
CB TA 4 DIA, T2OA F&G
RIM LT = 613.96
INV = 610.10

(41) 12 LIN FT SS-CL-A2
15" @ 0.8%

[42] STA 408+67, 97.5' RT
SLP HDWL TIII, 15", 1:3
INV = 610.00

[45] STA 410+66, 74.83' RT
CB TA 4 DIA, T2OA F&G
RIM LT = 614.55
INV = 609.70

(46) 8 LIN FT SS-CL-A2
15" @ 2.5%

[47] STA 410+66, 85' RT
MAN TA 4 DIA T1F CL
RIM = 614.00
INV = 609.50 15" (W,SE)

(48) 58 LIN FT SS-CL-A2
15" @ 0.9%

[49] STA 410+00, 102.5' RT
SLP HDWL TIII, 15", 1:3
INV = 609.00

[50] STA 3047+96, 23.0' RT
CB TA 4 DIA, TG-2 MOD F&G
RIM = 611.89
INV = 603.25

(51) 17 LIN FT SS-CL-A2
12" @ 4.4%

[52] STA 3047+96, 41' RT
SLP HDWL TIII, 12", 1:3
INV = 602.50

[55] STA 3049+46, 20.5' LT
STA 412+40.2, 79' RT
DR STR T4 W/2 T2OA F&G
RIM LT = 614.95
RIM RT = 614.53
INV = 607.95 18" (E)

(56) 38 LIN FT SS-CL-A2
18" @ 2.50%

[57] 3049+46, 23' RT
CB TA 4 DIA, TG-2 MOD F&G
RIM = 612.52
INV = 607.00 18" (W)
INV = 602.90 18" (E)

(58) 16 LIN FT SS-CL-A2
18" @ 2.5%

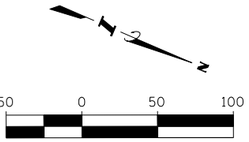
[59] STA 3049+46, 40' RT
SLP HDWL TIII, 15", 1:3
INV=602.50

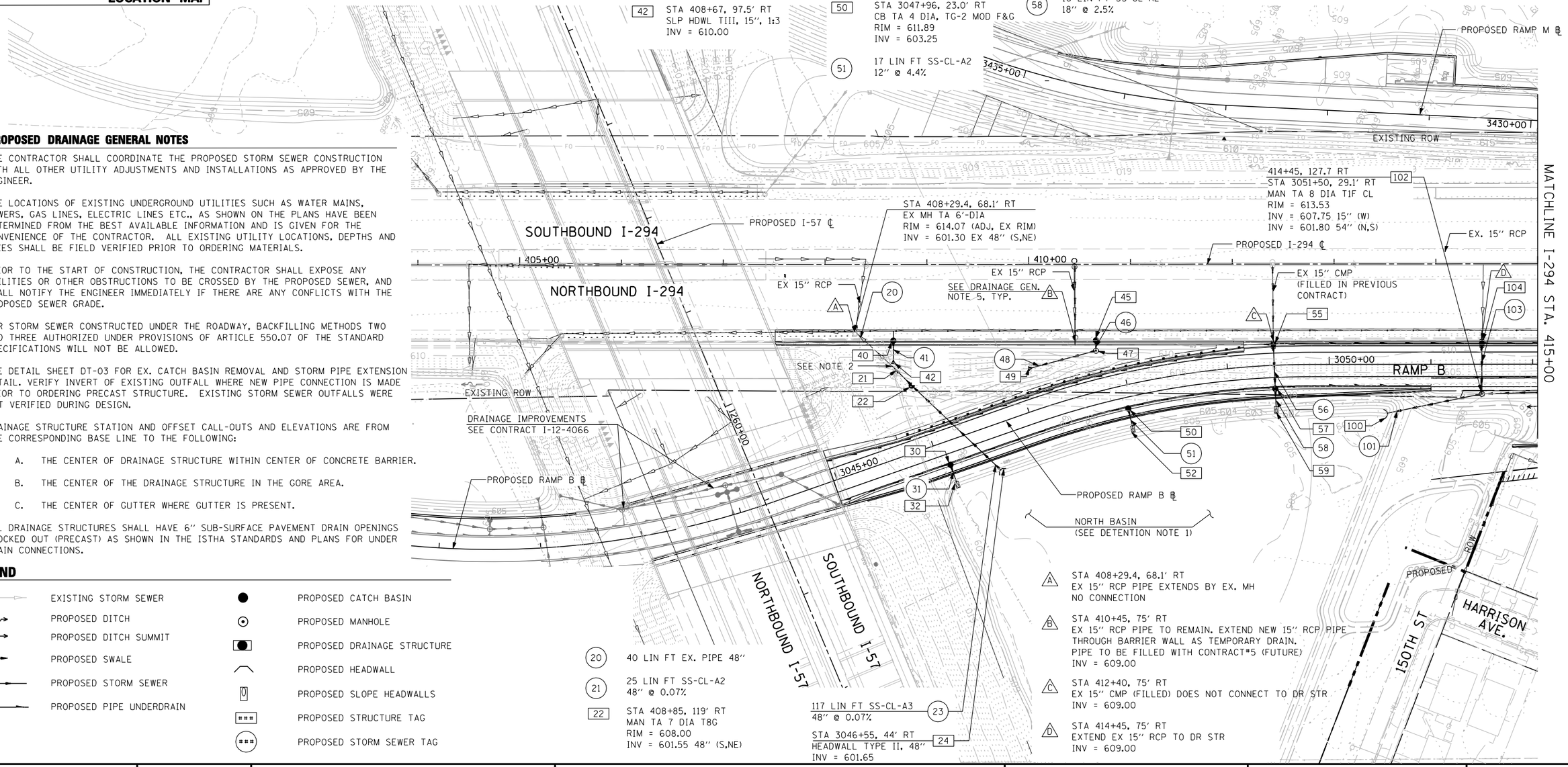
[100] STA 3050+57, 48' RT
HDWL T2, 54", 1:3
INV = 601.70

(101) 91 LIN FT SS-CL-A3
54" @ 0.10%

(103) 44 LIN FT SS-CL-A2
15" @ 2.8%

[104] STA 3051+50, 20.5' LT
STA 414+45.1, 78.2' RT
DR STR T4 W/2 T2OA F&G
RIM LT = 614.49
RIM RT = 614.33
INV = 609.00 15" (E,W)





PROPOSED DRAINAGE GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE THE PROPOSED STORM SEWER CONSTRUCTION WITH ALL OTHER UTILITY ADJUSTMENTS AND INSTALLATIONS AS APPROVED BY THE ENGINEER.
2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES ETC., AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. ALL EXISTING UTILITY LOCATIONS, DEPTHS AND SIZES SHALL BE FIELD VERIFIED PRIOR TO ORDERING MATERIALS.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.
4. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
5. SEE DETAIL SHEET DT-03 FOR EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL. VERIFY INVERT OF EXISTING OUTFALL WHERE NEW PIPE CONNECTION IS MADE PRIOR TO ORDERING PRECAST STRUCTURE. EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN.
6. DRAINAGE STRUCTURE STATION AND OFFSET CALL-OUTS AND ELEVATIONS ARE FROM THE CORRESPONDING BASE LINE TO THE FOLLOWING:
   A. THE CENTER OF DRAINAGE STRUCTURE WITHIN CENTER OF CONCRETE BARRIER.
   B. THE CENTER OF THE DRAINAGE STRUCTURE IN THE GORE AREA.
   C. THE CENTER OF GUTTER WHERE GUTTER IS PRESENT.
7. ALL DRAINAGE STRUCTURES SHALL HAVE 6" SUB-SURFACE PAVEMENT DRAIN OPENINGS BLOCKED OUT (PRECAST) AS SHOWN IN THE ISTHA STANDARDS AND PLANS FOR UNDER DRAIN CONNECTIONS.

LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

(20) 40 LIN FT EX. PIPE 48"

(21) 25 LIN FT SS-CL-A2
48" @ 0.07%

[22] STA 408+85, 119' RT
MAN TA 7 DIA T8G
RIM = 608.00
INV = 601.55 48" (S,NE)

117 LIN FT SS-CL-A3 (23)
48" @ 0.07%

STA 3046+55, 44' RT
HEADWALL TYPE II, 48" [24]
INV = 601.65

Ⓐ STA 408+29.4, 68.1' RT
EX 15" RCP PIPE EXTENDS BY EX. MH
NO CONNECTION

Ⓑ STA 410+45, 75' RT
EX 15" RCP PIPE TO REMAIN. EXTEND NEW 15" RCP PIPE THROUGH BARRIER WALL AS TEMPORARY DRAIN.
PIPE TO BE FILLED WITH CONTRACT#5 (FUTURE)
INV = 609.00

Ⓒ STA 412+40, 75' RT
EX 15" CMP (FILLED) DOES NOT CONNECT TO DR STR
INV = 609.00

Ⓓ STA 414+45, 75' RT
EXTEND EX 15" RCP TO DR STR
INV = 609.00

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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PROPOSED DRAINAGE PLANS

SHEET DD-01

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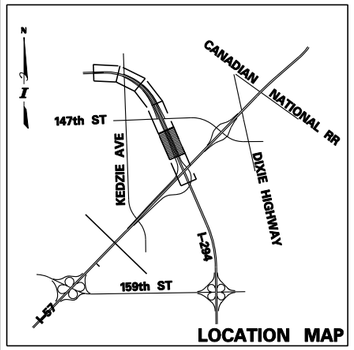


106 3053+04.9, 25.43' RT
MH TA 7 DIA T1F CL
RIM = 613.35
INV = 605.90 18" (W)
INV = 601.95 54" (S,N)

109 187 LIN FT SS-CL-A3
54" @ 0.10%

110 STA 3055+06, 23.85' RT
MH TA 7 DIA T1F CL
RIM = 612.90
INV = 607.40 18" (W)
INV = 602.15 18" (E)
INV = 603.70 48" (N)
INV = 602.15 54" (S)

113 193 LIN FT SS-CL-A2
48" @ 0.20%

114 STA 3057+05, 22.75' RT (RAMP-B)
MH TA 6 DIA T1F CL
RIM = 612.40
INV = 605.00 18" (W)
INV = 604.10 48" (N,S)

117 197 LIN FT SS-CL-A2
48" @ 0.20%

118 3059+08, 21.5' RT
MH TA 6 DIA T1F CL
RIM = 611.80
INV = 604.50 48" (N,S)

119 41 LIN FT SS-CL-A2
48" @ 0.24%

120 3059+55, 21.33' RT
MH TA 6 DIA T1F CL
RIM = 611.70
INV = 604.75 15" (E)
INV = 604.60 48" (W,S)

121 36 LIN FT SS-CL-A2
42" @ 0.5%

122 STA 3059+56.25, 20.5' LT
DR STR T5 W/2 T22A F&G
RIM LT = 612.23
RIM RT = 611.86
INV = 604.85 24" (S)
INV = 604.85 42" (N)
INV = 604.85 48" (E)

123 11 LIN FT SS-CL-A2
24" @ 0.90%

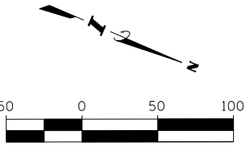
125 24 LIN FT SS-CL-A2
15" @ 0.50%

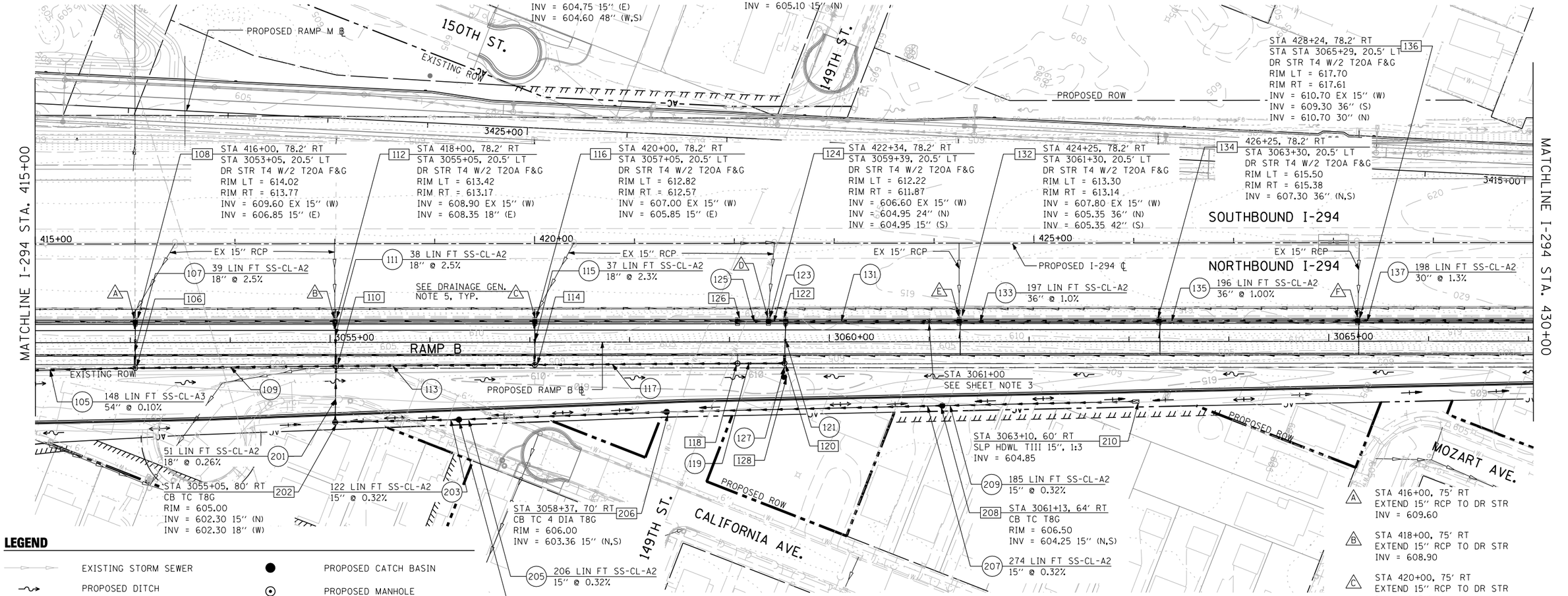
126 STA 3059+08, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 612.23
RIM RT = 611.96
INV = 605.10 15" (N)

127 10 LIN FT SS-CL-A2
15" @ 2.50%

128 STA 422+49.6, 133.67' RT
STA 3059+54.5, 35' RT
CB TC T8G
RIM = 609.00
INV = 605.00 15" (W)

131 168 LIN FT SS-CL-A2
42" @ 0.30%
(SEE SHEET NOTE #3)





LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

SHEET NOTES

1. SEE DETAIL SHEET DT-03 FOR EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL.
2. CATCH BASINS TYPE B SHALL CONSIST OF F&G TYPE NENNAH R-3455C OR APPROVED EQUAL.
3. INSTALLATION OF STORM PIPE #131 SHALL BE OFFSET EAST OF BARRIER WALL CENTERLINE TO PROVIDE LIGHT POLE FOUNDATION CLEARANCE PURSUANT TO TOLLWAY STD. DETAIL H8-01 FOR 1'-0" SEPERATION FROM OUTSIDE OF PIPE TO OUTSIDE OF LIGHT POLE CAISSON.

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .
DATE . . 2-6-2013 . . .
SCALE . 1" = 50' . . . .

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NB I-294, CD ROAD B AND RAMP N
PROPOSED DRAINAGE PLANS

SHEET DD-02

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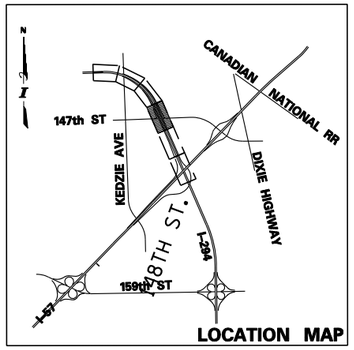


138 STA 430+25, 78.2' RT
STA 3067+30, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 619.90
RIM RT = 619.86
INV = 613.00 EX 15" (W)
INV = 613.25 24" (N)
INV = 613.25 30" (S)

139 147 LIN FT SS-CL-A2
24" @ 0.5%

140 STA 431+75, 78.2' RT
STA 3068+80.00, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 621.55
RIM RT = 621.54
INV = 614.00 18" (N)
INV = 614.00 24" (S)

141 147 LIN FT SS-CL-A2
18" @ 0.5%

142 STA 433+25, 78.2' RT
STA 3070+30, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 623.18
RIM RT = 623.22
INV = 614.75 15" (N)
INV = 614.75 18" (S)

143 172 LIN FT SS-CL-A2
15" @ 1.7%

144 STA 435+00, 78.2' RT
STA 3072+05, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 624.32
RIM RT = 625.11
INV = 617.75 15" (S)

215 STA 3067+15, 52' RT
CB TC T8G
RIM = 604.50
INV = 602.47

216 106 LIN FT SS-CL-A2
12" @ 0.44%

217 STA 3068+25, 50' RT
CB TC T8G
RIM = 605.00
INV = 602.00

218 201 LIN FT SS-CL-A2
15" @ 0.32%

219 STA 3070+30, 46' RT
CB TA 4 DIA (FLAT TOP) T8G
RIM = 604.00
INV =601.36

220 215 LIN FT SS-CL-A2
24" @ 0.17%

221 STA 3072+48.88, 39.8' RT (RAMP B)
STA 1026+95, 58.5' RT (147TH)
CB TA 4 DIA T8G
RIM = 606.30
INV =601.00

222 46 LIN FT SS-CL-A1
24" @ 0.17%

223 EX MH, TA 5' DIA.
CONTRACT #11 (60M57)
STA 1027+00, 8' RT (147TH)
RIM = 606.04
INV = 600.92 24" (S)
INV = 600.00 24" (N)
INV = 595.32 36" (E,W)

300 STA 438+30, 78.2' RT
STA 3075+35, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 624.04
RIM RT = 624.04
INV = 618.50

301 42 LIN FT SS-CL-A2
15" @ 3.6%

302 STA 3075+75, 25' RT
MH TA 5 DIA, TG-2 MOD F&G
RIM = 623.28
INV = 617.00 15" (W)
INV = 617.00 18" (N)

303 137 LIN FT SS-CL-A2
18" @ 1.75%

304 STA 440+10, 78.2' RT
STA 3077+15, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 622.42
RIM RT = 622.22
INV - 617.60 EX 15" (W)
INV = 615.60 15" (E)

305 42 LIN FT SS-CL-A2
18" @ 2.4%

306 STA 3077+15, 25' RT
MH TA 5 DIA, TG-2 MOD F&G
RIM = 621.88
INV = 614.60 18" (SW)
INV = 614.60 18" (SE)
INV = 614.60 24" (NW)

307 217 LIN FT SS-CL-A2
24" @ 1.3%

308 STA 442+30, 78.2' RT
STA 3079+35, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 620.86
RIM RT = 621.17
INV = 612.40

309 42 LIN FT SS-CL-A2
15" @ 1.5%

310 STA 3079+35, 25' RT
MH TA 5 DIA, TG-2 MOD F&G
RIM = 620.83
INV = 611.75 24" (SE)
INV = 611.75 15" (SW)
INV = 611.75 30" (NE)

311 5 LIN FT SS-CL-A2
30" @ 2.0%

312 STA 4506+50, 21' LT
CB TA 5 DIA, TG-2 MOD F&G
RIM = 619.32
INV = 611.65 30" (E,W)

313 29 LIN FT SS-CL-A2
30" @ 0.5%

314 STA 4506+50.5, 13' RT
MH TA 5 DIA, TG-2 MOD F&G
RIM = 618.78
INV = 611.50 30" (W)
INV = 611.50 36" (N)

315 182 LIN FT SS-CL-A3
36" @ 0.8%

316 STA 4508+37.35, 11' RT
MH TA 6 DIA, TG-2 MOD F&G
RIM = 620.69
INV = 610.00 18" (W)
INV = 610.00 36" (N,S)

317 STA 444+20, 78.2' RT
STA 3081+25, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 620.33
RIM RT = 620.31
INV = 612.00 EX 15" (W)
INV = 611.00 15" (E)

318 36 LIN FT SS-CL-A2
18" @ 1.4%

319 STA 3081+24.88, 19.66' RT
CB TYP B
RIM = 620.96
INV = 610.50 15" (W)
INV = 610.50 18" (E)

320 30 LIN FT SS-CL-A2
18" @ 1.7%

380 STA 4506+00, 32' RT
CB TYP C T8G
RIM = 604.13
INV = 602.37

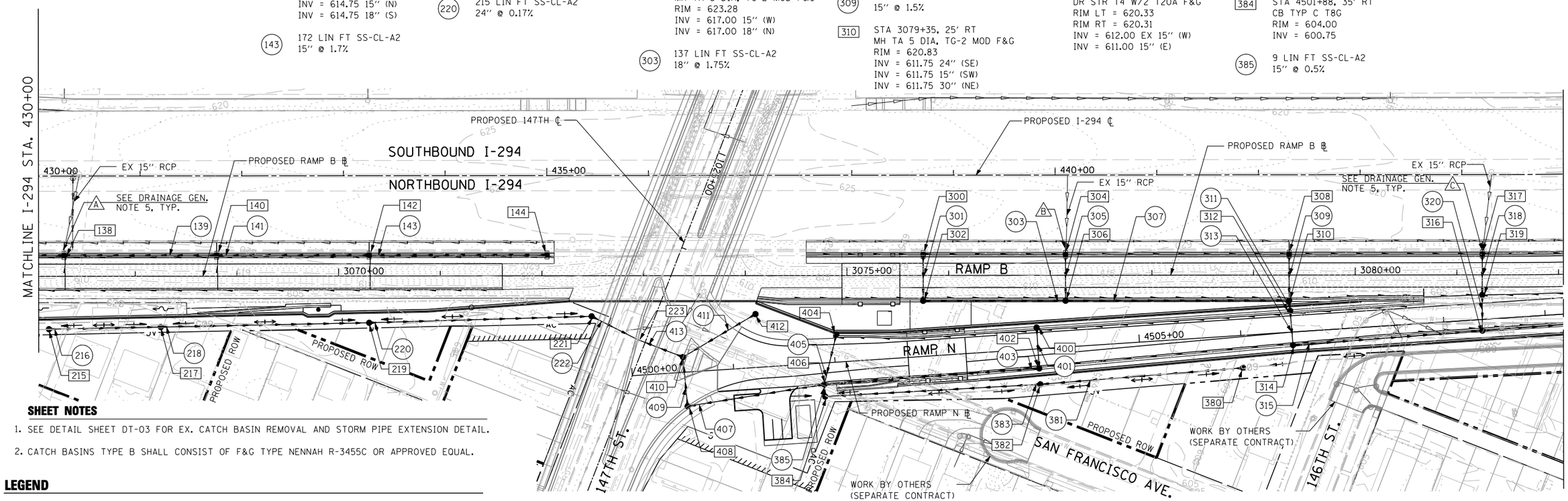
381 198 LIN FT SS-CL-A2
12" @ 0.5%

382 STA 4504+00, 35' RT
CB TYP C T8G
RIM = 604.13
INV = 601.37

383 210 LIN FT SS-CL-A2
15" @ 0.3%

384 STA 4501+88, 35' RT
CB TYP C T8G
RIM = 604.00
INV = 600.75

385 9 LIN FT SS-CL-A2
15" @ 0.5%



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

SHEET NOTES

1. SEE DETAIL SHEET DT-03 FOR EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL.
2. CATCH BASINS TYPE B SHALL CONSIST OF F&G TYPE NENNAH R-3455C OR APPROVED EQUAL.

LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

400 STA 4504+00, 21' LT
CB TG-2, TG-2 MOD F&G
RIM = 612.64
INV = 607.85

401 38 LIN FT SS-CL-A2
12" @ 2.2%

402 STA 4504+00, 19.3' RT
CB TA 4 DIA, TG-2 MOD F&G
RIM = 612.35
INV = 607.00 (S,W)

403 208 LIN FT SS-CL-A2
15" @ 2.4%

404 STA 4502+03, 27.25' LT
CB TG-2, TG-2 MOD F&G
RIM = 607.17
INV = 602.65

405 48 LIN FT SS-CL-A2
12" @ 1.4%

406 STA 4501+88, 21' RT
CB TA 4 DIA, TG-2 MOD F&G
RIM = 606.70
INV = 602.00 (N,W)
INV = 600.70 (S,E)

407 132 LIN FT SS-CL-A2
18" @ 0.3%

408 STA 4500+52.4, 33.6' RT
CB TA 5 DIA T1F OL
RIM = 604.75
INV = 600.30 (N,W)

409 44 LIN FT SS-CL-A2
18" @ 0.3%

410 STA 4500+51, 15' LT
CB TA 5 DIA T1F OL
RIM = 605.30
INV = 600.60 (NW)
INV = 600.17 (E,S)

411 86 LIN FT SS-CL-A2
15" @ 0.6%

412 STA 4501+25, 52.5 LT
CB TA 5 DIA T8G
RIM = 603.50
INV = 601.15

413 43 LIN FT SS-CL-A2
24" @ 0.4%

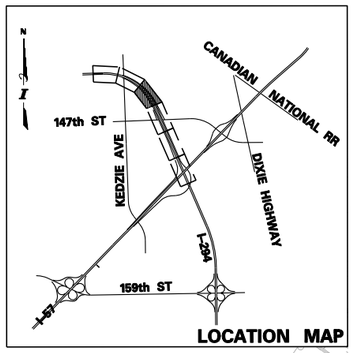
A STA 430+25, 75' RT
EXTEND 15" RCP TO DR STR
INV= 613.00

B STA 440+10, 75' RT
EXTEND 15" RCP TO DR STR
INV= 617.60

C STA 444+20, 75' RT
EXTEND 15" RCP TO DR STR
INV= 612.00

DRAWN BY	DATE	HRGreen	REVISIONS	CONTRACT I-12-4087	SHEET DD-03
JMR	2-6-2013	HRGreen.com Illinois Professional Design Firm # 184-001322	NO. / DATE / DESCRIPTION	NB I-294, CD ROAD B AND RAMP N PROPOSED DRAINAGE PLANS	104 OF 482
CHECKED BY EJG	SCALE 1" = 50'				

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515



(321) 226 LIN FT SS-CL-A3
36" @ 0.8%

[322] STA 4510+68.5, 11' RT
MH TA 6 DIA, TG-2 MOD F&G
RIM = 620.74
INV = 608.20 18" (W)
INV = 608.20 36" (N,S)

[323] STA 3083+43, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 618.70
RIM RT = 618.88
INV = 613.50

(324) 7 LIN FT SS-CL-A2
12" @ 2.1%

[325] STA 3083+53, 20.5' LT
DR STR T4 W/2 T20A F&G
RIM LT = 618.62
RIM RT = 618.78
INV = 613.35 15" (S)
INV = 609.90 EX 15" (W)
INV = 609.00 18" (E)

(326) 60 LIN FT SS-CL-A3
18" @ 1.33%

(327) 144 LIN FT SS-CL-A3
36" @ 0.83%

[328] STA 4512+17.7, 11' RT
MH TA 6 DIA, TG-2 MOD F&G
RIM = 619.15
INV = 607.00 36" (N,S)

(329) 169 LIN FT SS-CL-A3
36" @ 0.83%

[330] STA 4513+92, 11' RT
MH TA 7 DIA, TG-2 MOD F&G
RIM = 617.39
INV = 607.00 18" (W)
INV = 605.60 36" (S)
INV = 605.60 48" (N)

[331] STA 3085+00, 22.5' LT
CB TYP B
RIM = 617.23
INV = 609.65 15" (NW)

[332] 85 LIN FT SS-CL-A2
15" @ 0.8%

[333] STA 3085+89.5, 21.5' LT
CB TYP B
RIM = 616.35
INV = 609.00 15" (SE,NW)

(334) 78 LIN FT SS-CL-A2
15" @ 1.3%

[335] STA 3086+72.5, 21' LT
CB TYP B
RIM = 615.70
INV = 608.00 15" (SE)
INV = 608.00 18" (NE)

(336) 60 LIN FT SS-CL-A2
18" @ 1.7%

(337) 98 LIN FT SS-CL-A3
48" @ 0.62%

[338] STA 4514+94.33, 10.9' RT
MH TA 7 DIA, TG-2 MOD F&G
RIM = 616.98
INV = 605.00 15" (W)
INV = 605.00 48" (N,S)

(339) 58 LIN FT SS-CL-A3
15" @ 1.7%
EXTEND EX. 15"

(340) 166 LIN FT SS-CL-A3
48" @ 0.62%

[341] STA 4516+67, 11' RT
MH TA 9 DIA, TG-2 MOD F&G
RIM = 617.72
INV = 601.75 36" (SW)
INV = 604.00 48" (SE)
INV = 601.75 54" (NE)
INV = 603.50 24" (NW)

(342) 12 LIN FT SS-CL-A4
36" @ 0.8%
EXTEND EX. 36"

(343) 10 LIN FT SS-CL-A2
54" @ 0.10%

[344] STA 452+15, 140' RT
HEADWALL TYPE II, 54"
INV = 601.65

(345) 30 LIN FT SS-CL-A4
24" @ 1.67%

(346) 53 LIN FT SS-CL-A2
15" @ 2.7 %
EXTEND EX. 15"

[347] STA, 4517+03, 11' RT
CB TA 5 DIA, TG-2 MOD F&G
RIM = 618.03
INV = 604.60 15" (SW)
INV = 606.50 18" (NW)
INV = 604.00 24" (SE)

(348) 152 LIN FT SS-CL-A2
18" @ 1.0%

[349] STA 4518+59, 11' RT
CB TA 5 DIA, TG-2 MOD F&G
RIM = 619.39
INV = 609.00 15" (SW)
INV = 610.50 12" (NW)
INV = 608.00 18" (SE)

(350) 49 LIN FT SS-CL-A2
15" @ 2.7%
EXTEND EX. 15"

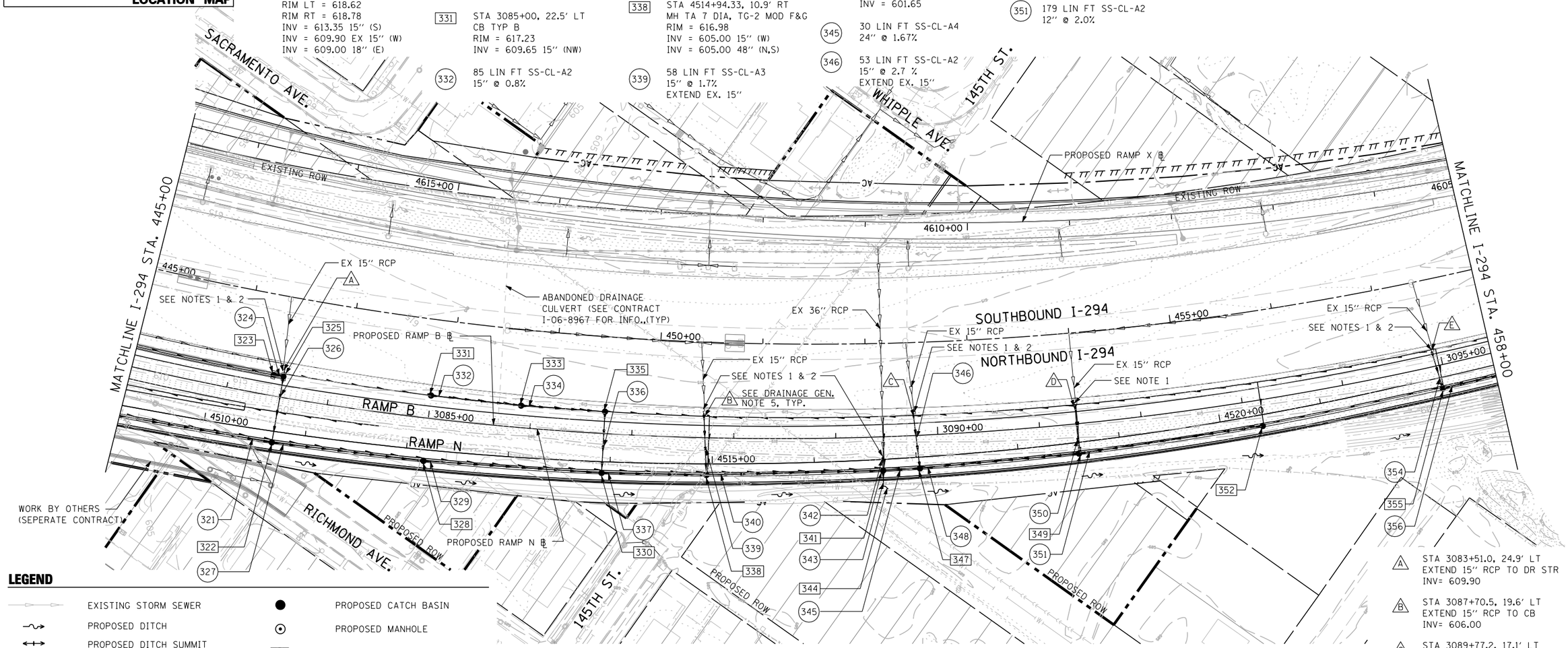
(351) 179 LIN FT SS-CL-A2
12" @ 2.0%

[352] STA 4520+40.5, 11' RT
CB TG-2, TG-2 MOD F&G
RIM = 620.97
INV = 614.00

(354) 38 LIN FT SS-CL-A3
15" @ 2.7%
EXTEND EX. 15"

[355] STA 3094+95, 23' RT
CB TG-2, TG-2 MOD F&G
RIM = 622.58
INV = 611.60 15" (SW)
INV = 610.00 18" (NW)

(356) 100 LIN FT SS-CL-A3
18" @ 1.0%



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

LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

SHEET NOTES

1. SEE DETAIL SHEET DT-03 FOR EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL.
2. VERIFY INVERT OF EXISTING OUTFALL WHERE NEW PIPE CONNECTION IS MADE BEFORE ORDERING PRECAST STRUCTURE. EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN.
3. CATCH BASINS TYPE B SHALL CONSIST OF F&G TYPE NENNAH R-3455C OR APPROVED EQUAL.

(A) STA 3083+51.0, 24.9' LT
EXTEND 15" RCP TO DR STR
INV= 609.90

(B) STA 3087+70.5, 19.6' LT
EXTEND 15" RCP TO CB
INV= 606.00

(C) STA 3089+77.2, 17.1' LT
EXTEND 15" RCP TO CB
INV= 606.00

(D) STA 3091+36.2, 15.2' LT
EXTEND 15" RCP TO CB
INV= 610.40

(E) STA 3094+92.7, 10.7' LT
EXTEND 15" RCP TO CB
INV= 612.60

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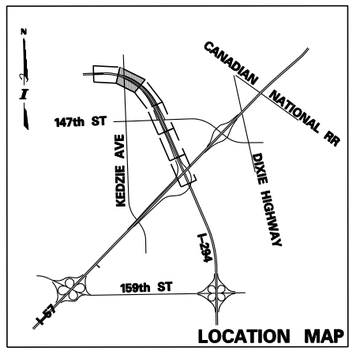
CHECKED BY EJG	SCALE 1" = 50'	HRGreen			NB I-294, CD ROAD B AND RAMP N PROPOSED DRAINAGE PLANS	105 OF 482



LOCATION MAP

357 STA 3095+99.92, 23' RT
EX. MH TA 7 DIA, TG-2 MOD F&G
RIM = 623.58
INV = 610.50 30" (NW)
INV = 609.00 18" (SE)
INV = 600.40 EX 36" (NE,SW)
(SEE CONTRACT I-12-4067)

358 151 LIN FT SS-CL-A3
30" @ 1.0%

359 3097+55, 23.5' RT
CB TG-3, TG-3 MOD F&G
RIM = 625.04
INV = 614.25 15" (SW)
INV = 612.00 30" (SE,NW)

360 38 LIN FT SS-CL-A3
15" @ 2.7%
EXTEND EX 15"

361 178 LIN FT SS-CL-A3
30" @ 1.0%

362 STA 3099+36, 23.5' RT
CB TG-3, TG-3 MOD F&G
RIM = 626.79
INV = 613.80 30" (SE)
INV = 613.80 24" (NW)

363 177 LIN FT SS-CL-A3
24" @ 1.0%

364 STA 3101+16, 23.5' RT
CB TG-3, TG-3 MOD F&G
RIM = 628.42
INV = 617.60 15" (SW)
INV = 615.60 24" (SE)
INV = 615.60 18" (NW)

365 29 LIN FT SS-CL-A3
15" @ 2.7%
EXTEND EX 15"

366 162 LIN FT SS-CL-A3
18" @ 1.0%

367 STA 3102+80, 23.5' RT
CB TG-3, TG-3 MOD F&G
RIM = 629.70
INV = 617.25 (E,W)

368 162 LIN FT SS-CL-A3
15" @ 1.1%

369 STA 3104+42, 22' RT
CB TG-3, TG-3 MOD F&G
RIM = 631.12
INV = 620.75 EX 15" (S)
INV = 619.00 15" (E)

370 42 LIN FT SS-CL-A3
15" @ 2.5%
EXTEND EX 15"

376 STA 470+95, 88.5' RT
CB TG-3, TG-3 F&G
RIM = 634.47
INV = 629.75 (S)
INV = 626.50 (N)

377 12 LIN FT SS-CL-A2
15" @ 2.0%

378 STA 470+95, 103.5' RT
CB TA 4 DIA, TG-2 F&G
RIM = 630.95
INV = 626.50 15" (S)
INV = 622.70 EX. 15" (N) •CSP

386 STA 468+90, 103.5' RT
CB TG-2, TG-2 F&G
RIM = 629.36
INV = 626.30

387 13 LIN FT SS-CL-A2
15" @ 2.3%

388 STA 468+90, 88.5' RT
CB TG-3, TG-3 F&G
RIM = 632.90
INV = 626.00

389 123 LIN FT SS-CL-A2
15" @ 1.5%

390 STA 470+12, 88.5' RT
CB TG-3, TG-3 F&G
RIM = 633.74
INV = 624.15

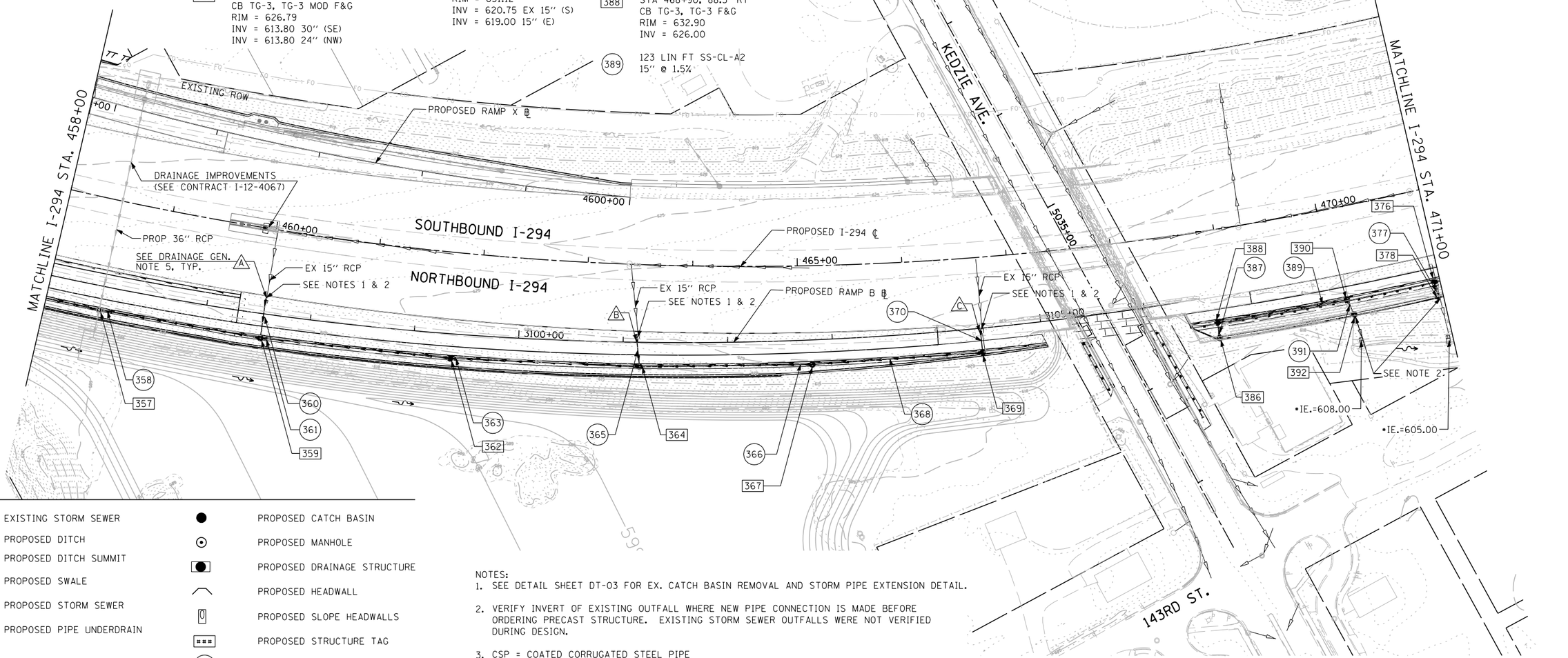
391 12 LIN FT SS-CL-A2
15" @ 1.25%

392 STA 470+16, 103.5' RT
CB TA 4 DIA, TG-2 F&G
RIM = 630.24
INV = 624.00 15" (S)
INV = 618.40 EX. 15" (N) •CSP

A STA 460+00, 73' RT
EXTEND 15" CMP
INV = 615.25

B STA 466+70, 73' RT
EXTEND 15" CMP
INV= 618.40

C STA 463+47, 73' RT
EXTEND 15" CMP
INV= 621.80



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

LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

NOTES:
1. SEE DETAIL SHEET DT-03 FOR EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL.
2. VERIFY INVERT OF EXISTING OUTFALL WHERE NEW PIPE CONNECTION IS MADE BEFORE ORDERING PRECAST STRUCTURE. EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN.
3. CSP = COATED CORRUGATED STEEL PIPE
4. •IE = INVERT ELEVATION FOR TYPE I HDWL TAKEN FROM CONTRACT *I-06-8970.

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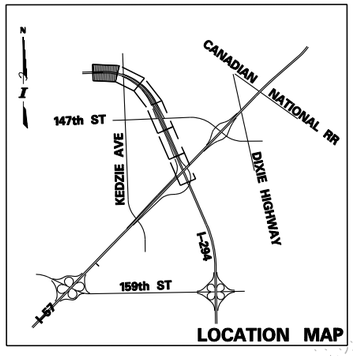
CHECKED BY . . EJG	SCALE . . 1" = 50'				NB I-294, CD ROAD B AND RAMP N PROPOSED DRAINAGE PLANS	106 OF 482



371 STA 480+70, 103.5' RT
CB TG-2, TG-2 F&G
RIM = 635.40
INV = 631.00 (N)

372 49 LIN FT SS-CL-A2
15" @ 54.1%

373 STA 480+70, 153' RT
SLP HDWL TI, 2:1
INV = 604.50

393 23 LIN FT SS-CL-A2
15" @ 1.0%

394 STA 473+39, 88.5' RT
CB TG-3, TG-3 F&G
RIM = 636.39
INV = 625.35 (N)
INV = 627.85 (S)

395 12 LIN FT SS-CL-A2
15" @ 3.0%

396 STA 473+39, 103.5' RT
CB TA 4 DIA, TG-2 F&G
RIM = 635.75
INV = 625.00 (S)
INV = 623.30 (N)

397 23 LIN FT SS-CL-A2
15" @ 1.0%

398 STA 475+94, 88.5' RT
CB TG-3, TG-3 F&G
RIM = 638.58
INV = 630.10 (S)
INV = 627.00 (N)

399 12 LIN FT SS-CL-A2
15" @ 3.0%

414 STA 475+92, 103.5' RT
CB TA 4 DIA, TG-2 F&G
RIM = 637.94
INV = 626.65 (S)
INV = 625.50 (N)

415 STA 478+95, 86' RT
CB TG-3, TG-3 F&G
RIM = 640.59
INV = 632.00 (W)
INV = 628.70 (N)

416 15 LIN FT SS-CL-A2
15" @ 2.3%

417 STA 478+95, 103.5' RT
CB TA 4 DIA, TG-2 F&G
RIM = 638.80
INV = 628.35
INV = 626.60

418 STA 479+90, 2.3' RT
CB TG-3, TG-3 F&G
RIM = 640.28
INV = 634.00

419 92 LIN FT SS-CL-A2
15" @ 2.2%

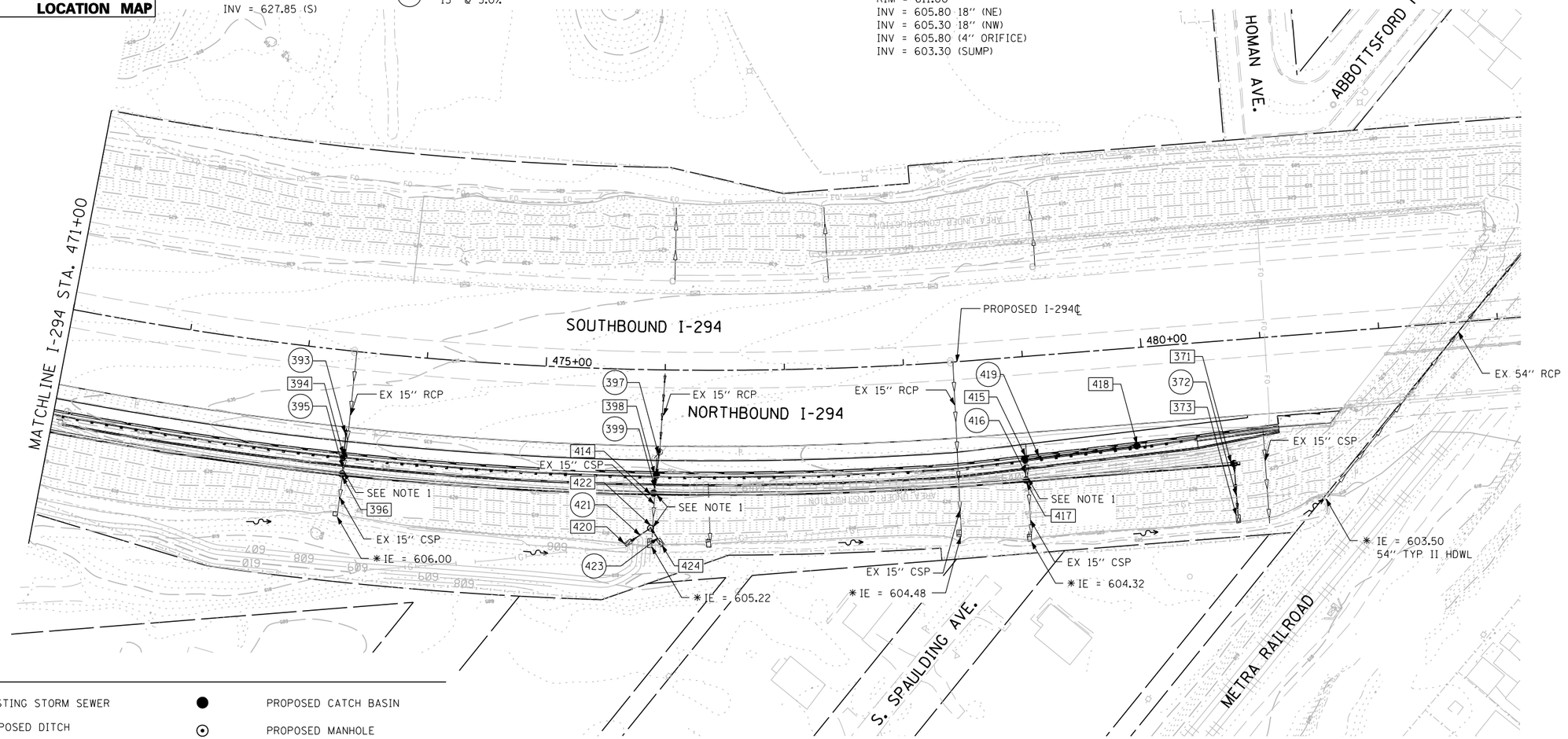
420 STA 475+70, 147.5' RT
SLP HDWL TIII 18", 1:3
INV = 605.85

421 15 LIN FT SS-CL-A2
18" @ 0.33%

422 STA 475+90, 133.0' RT
MH TA 7'-DIA, 2-TIF CL SPL
CONTROL STRUCTURE
SEE DETAIL
RIM = 611.00
INV = 605.80 18" (NE)
INV = 605.30 18" (NW)
INV = 605.80 (4" ORIFICE)
INV = 603.30 (SUMP)

423 8 LIN FT SS-CL-A2
18" @ 1.25%

424 STA 476+00, 147.5' RT
SLP HDWL TIII 18", 1:3
INV = 605.20



LEGEND

- EXISTING STORM SEWER
- PROPOSED DITCH
- PROPOSED DITCH SUMMIT
- PROPOSED SWALE
- PROPOSED STORM SEWER
- PROPOSED PIPE UNDERDRAIN
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED HEADWALL
- PROPOSED SLOPE HEADWALLS
- PROPOSED STRUCTURE TAG
- PROPOSED STORM SEWER TAG

NOTES:
1. CATCH BASIN TO BE CONSTRUCTED ONLINE EXISTING CMP PIPE.
2. CSP = COATED CORRUGATED STEEL PIPE.
3. * IE = INVERT ELEVATION FOR TYPE I HEADWALL TAKEN FROM CONTRACT # I-06-8970.

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

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .
DATE . . 2-6-2013 . . .
SCALE . 1" = 50' . . . .

HRGreen.com
Illinois Professional Design Firm
184-001322
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

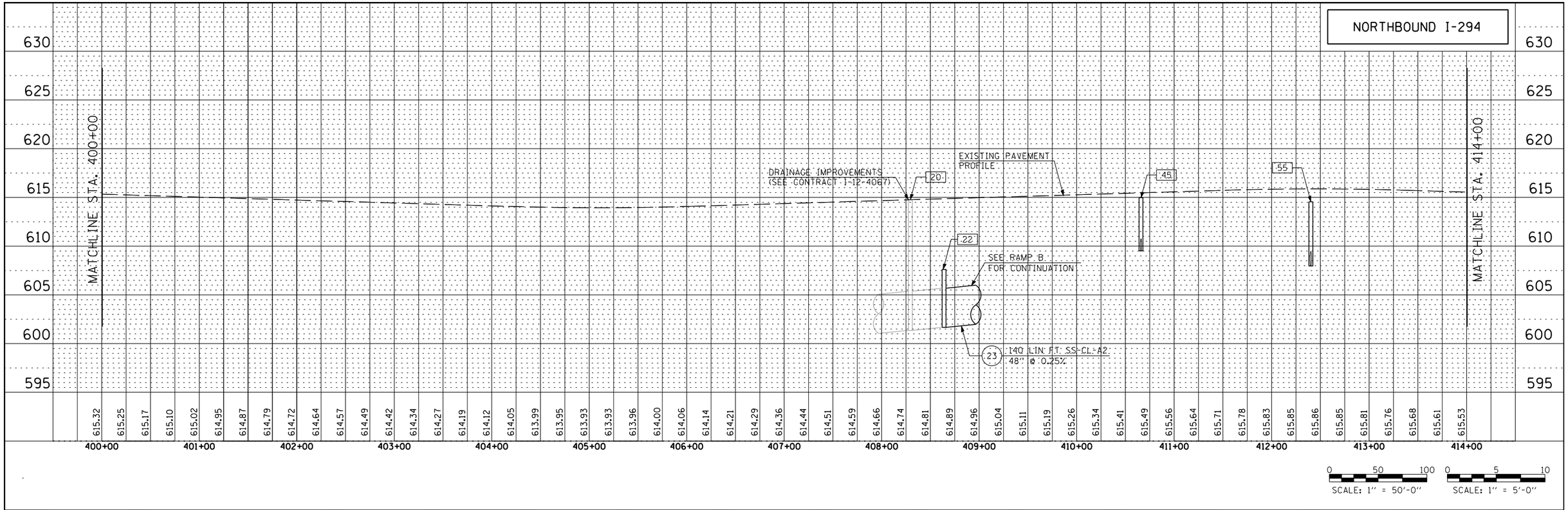
REVISIONS		
NO.	DATE	DESCRIPTION

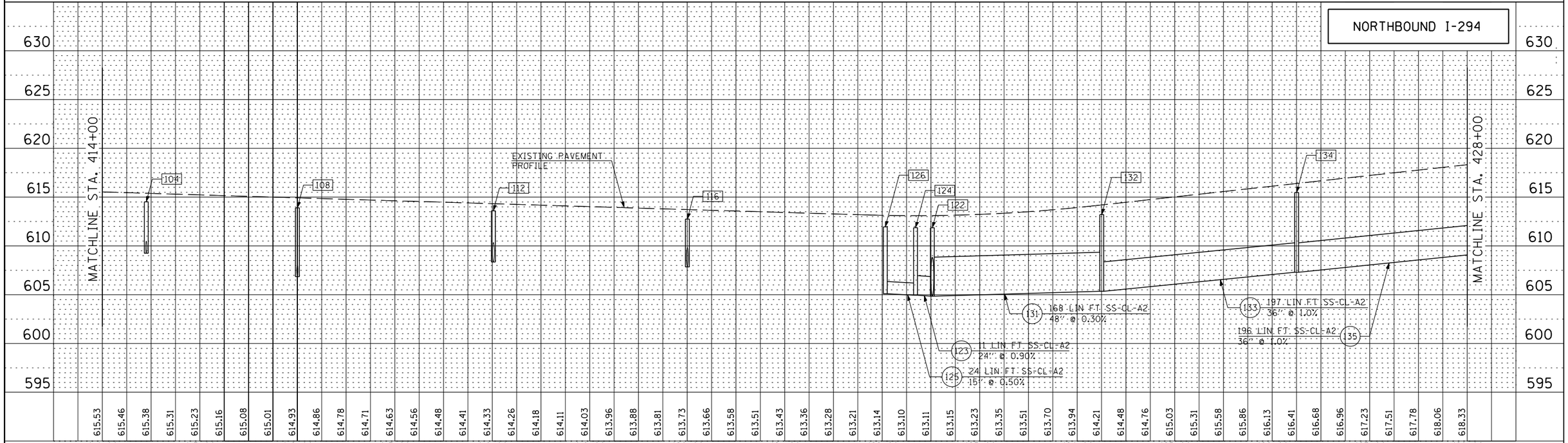
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PROPOSED DRAINAGE PLANS

SHEET DD-06

107 OF 482





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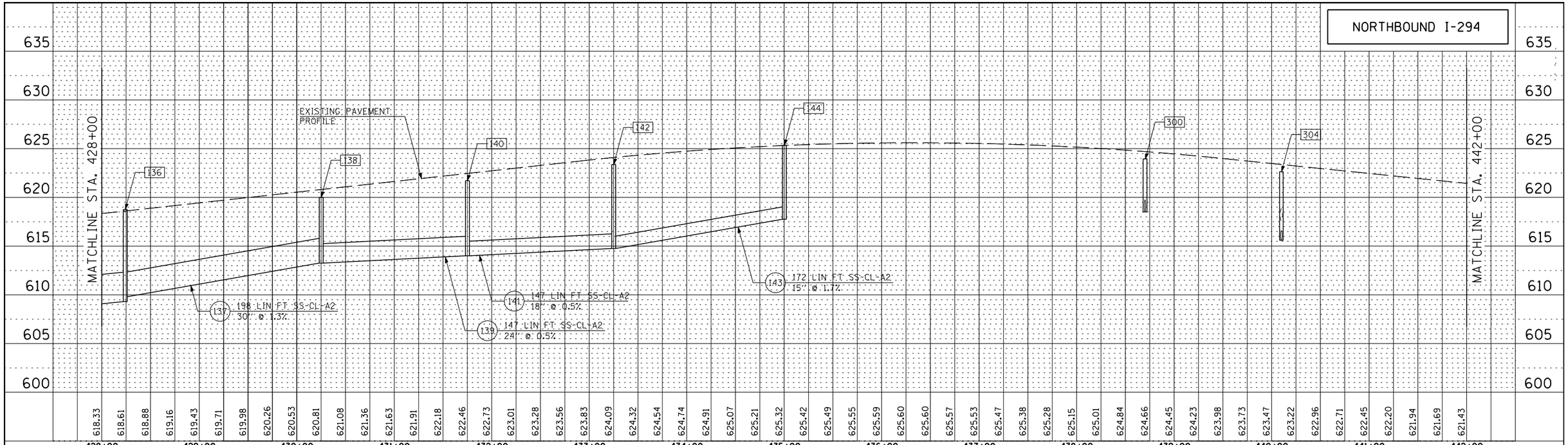
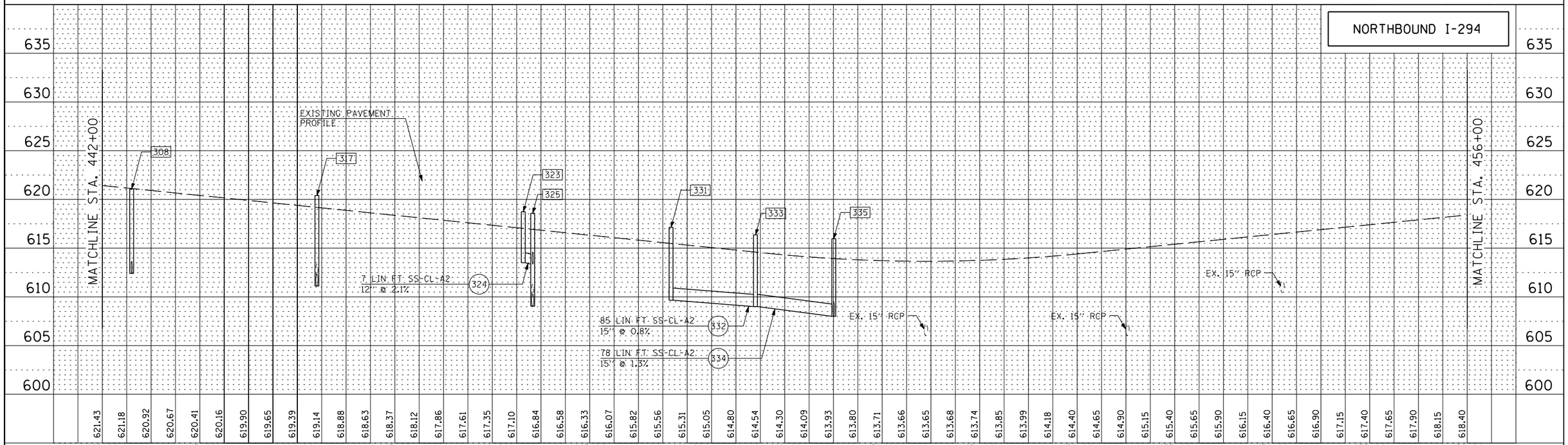
CHECKED BY . . EJG	SCALE . . H: 1" = 50' V: 1" = 5' . . .	HRGreen			NB I-294, CD ROAD B AND RAMP N PROPOSED DRAINAGE PROFILE	108 OF 482



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

0 5 10 SCALE: 1" = 5'-0"



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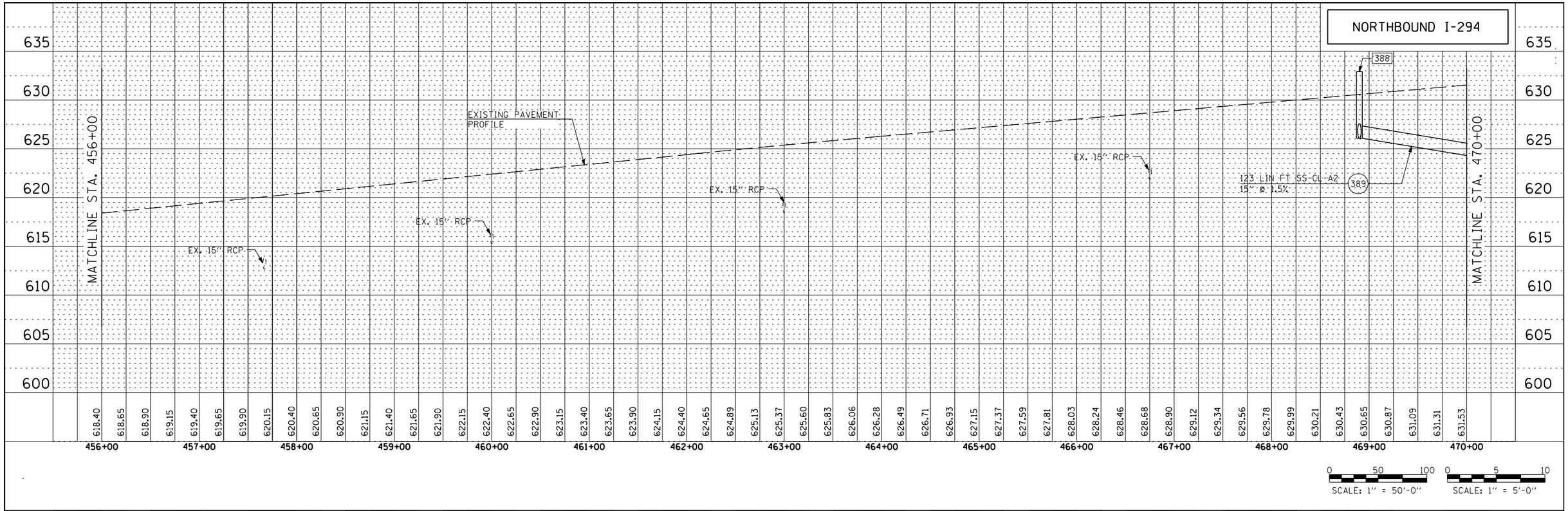

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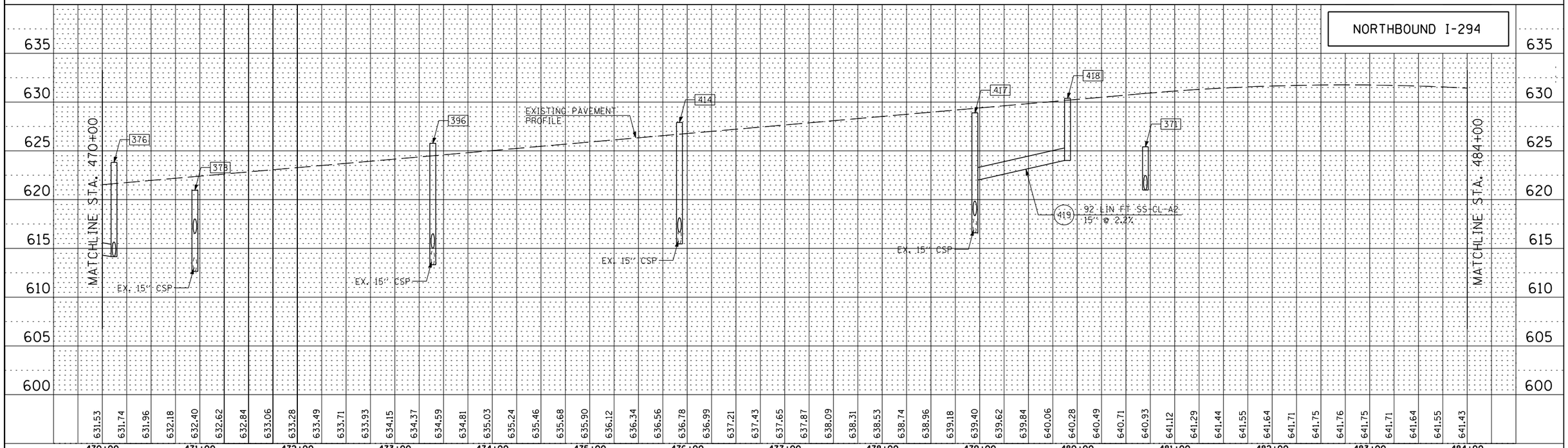

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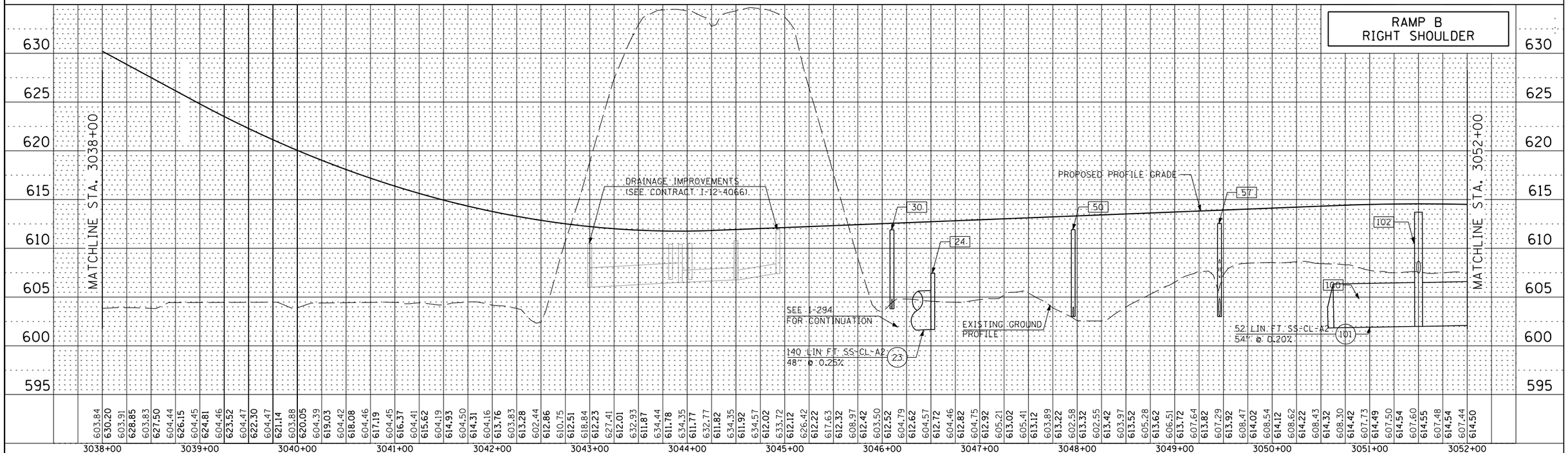
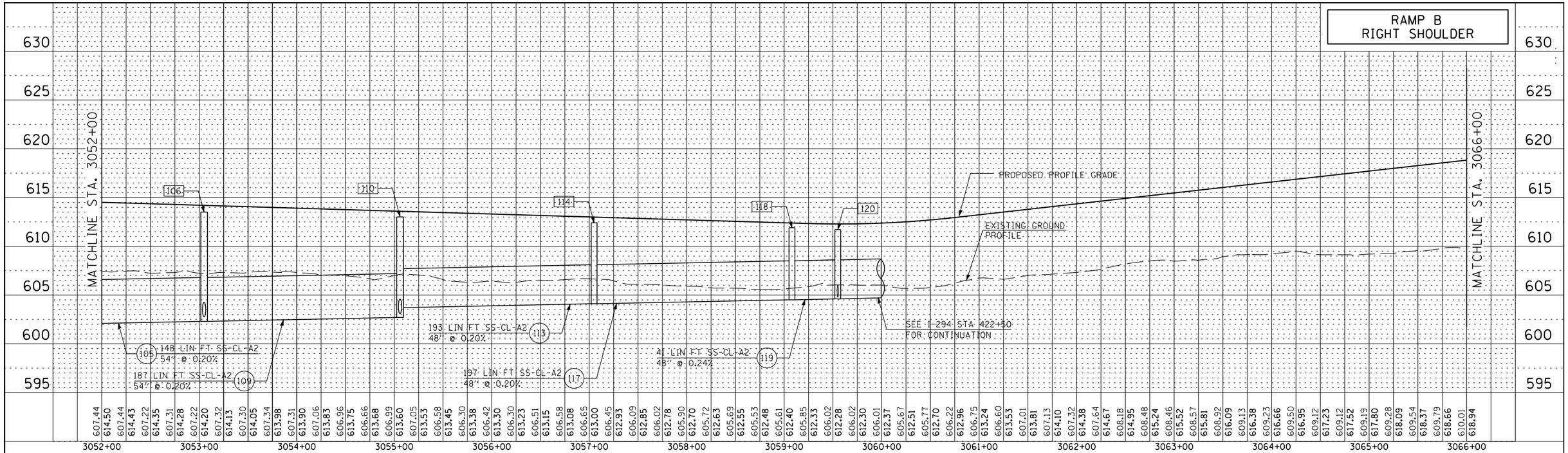
SCALE: 1'' = 50'-0'' SCALE: 1'' = 5'-0''

RAMP B
RIGHT SHOULDER



DRAWN BY JMR CHECKED BY EJG	DATE 2-6-2013 SCALE H: 1" = 50' V: 1" = 5'	HRGreen.com Illinois Professional Design Firm # 184-001322 HRGreen	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N PROPOSED DRAINAGE PROFILE	SHEET DP-04 111 OF 482



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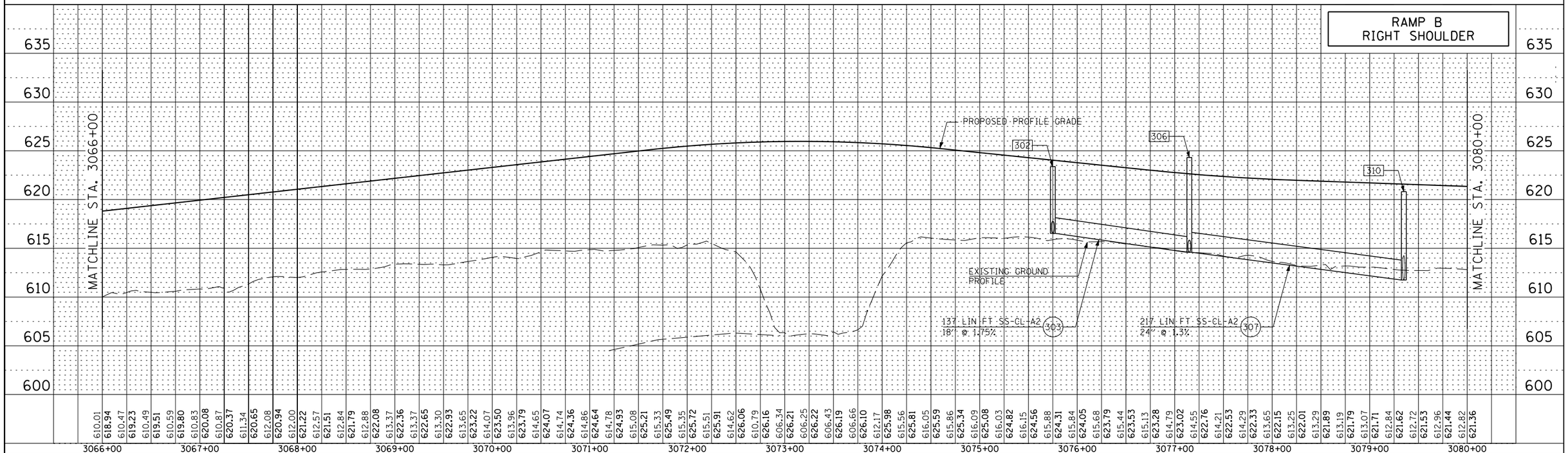

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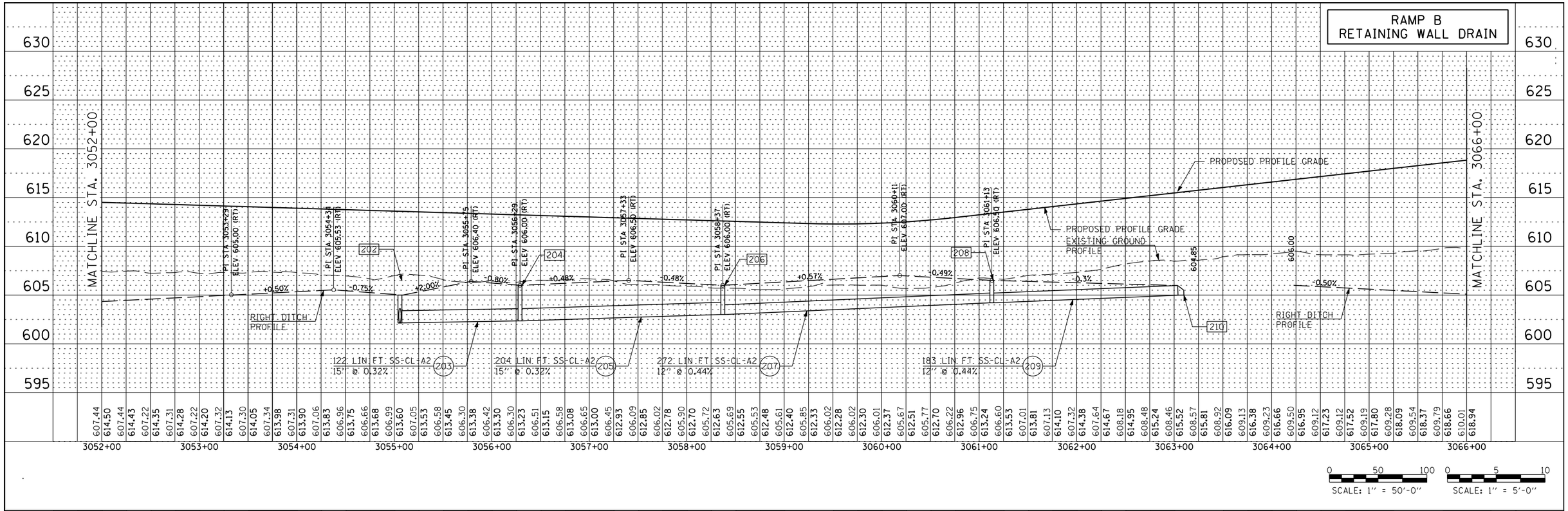

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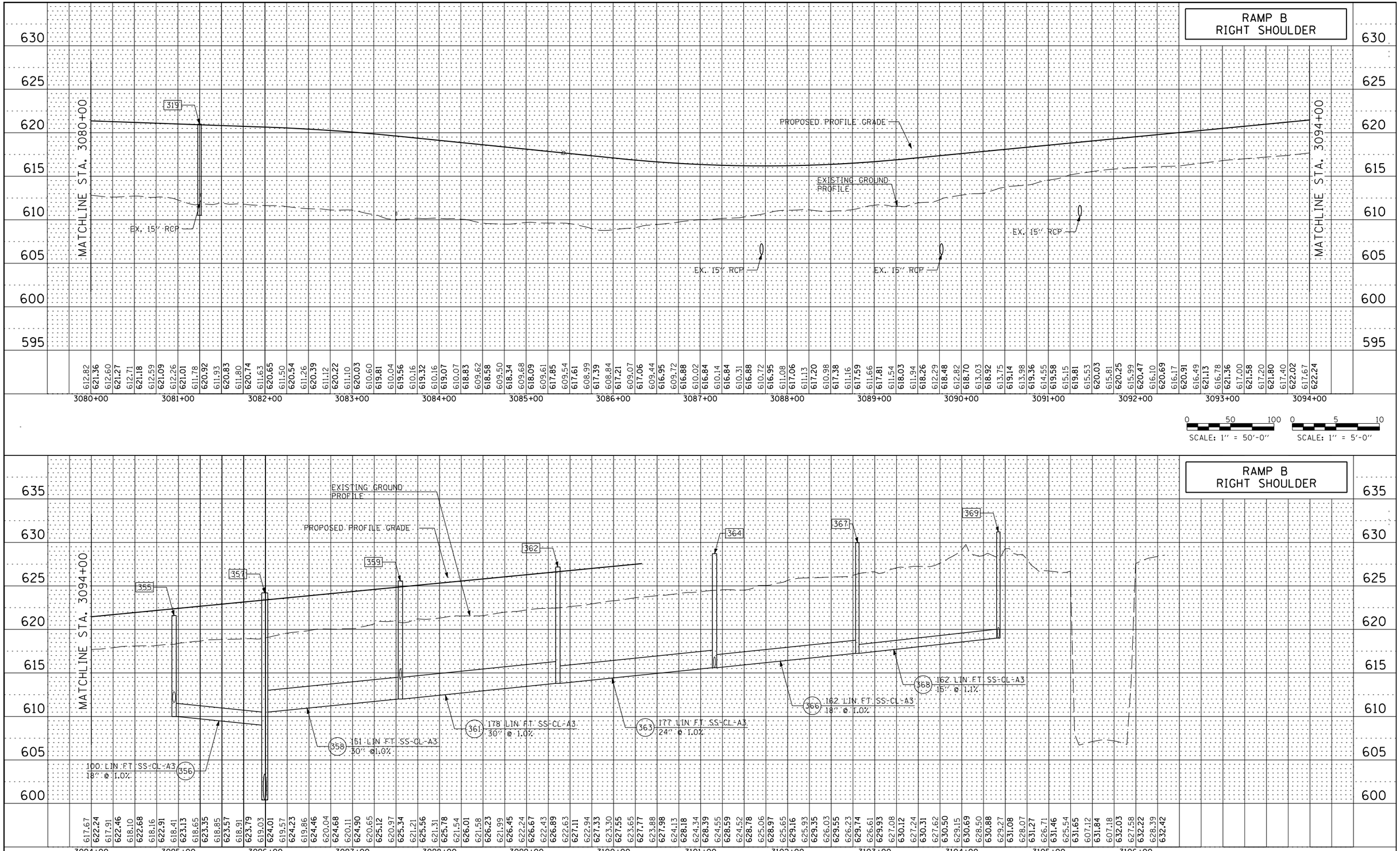

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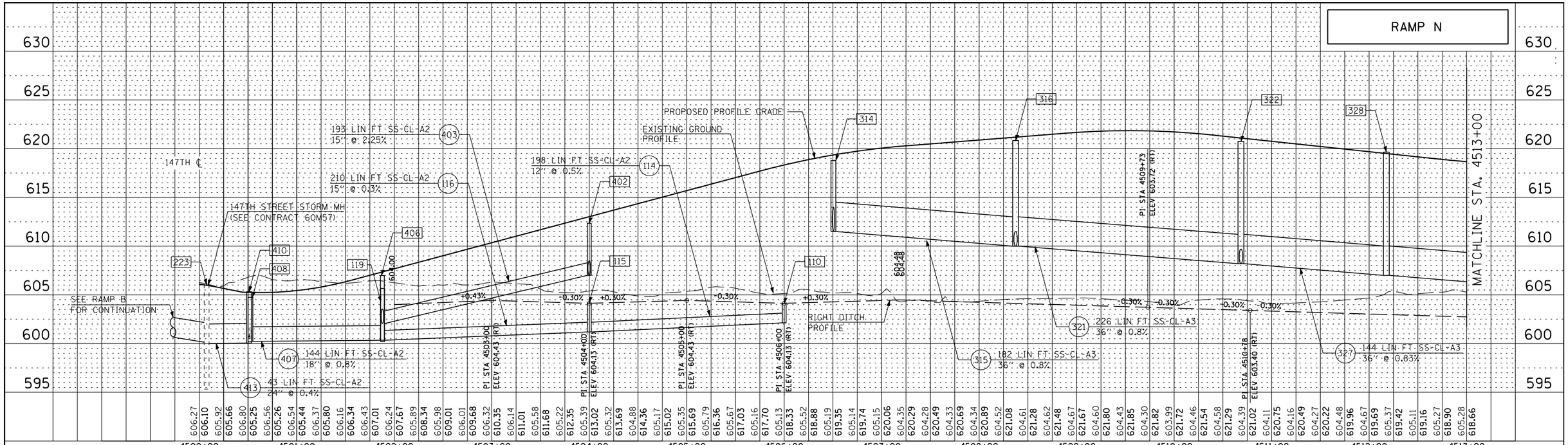
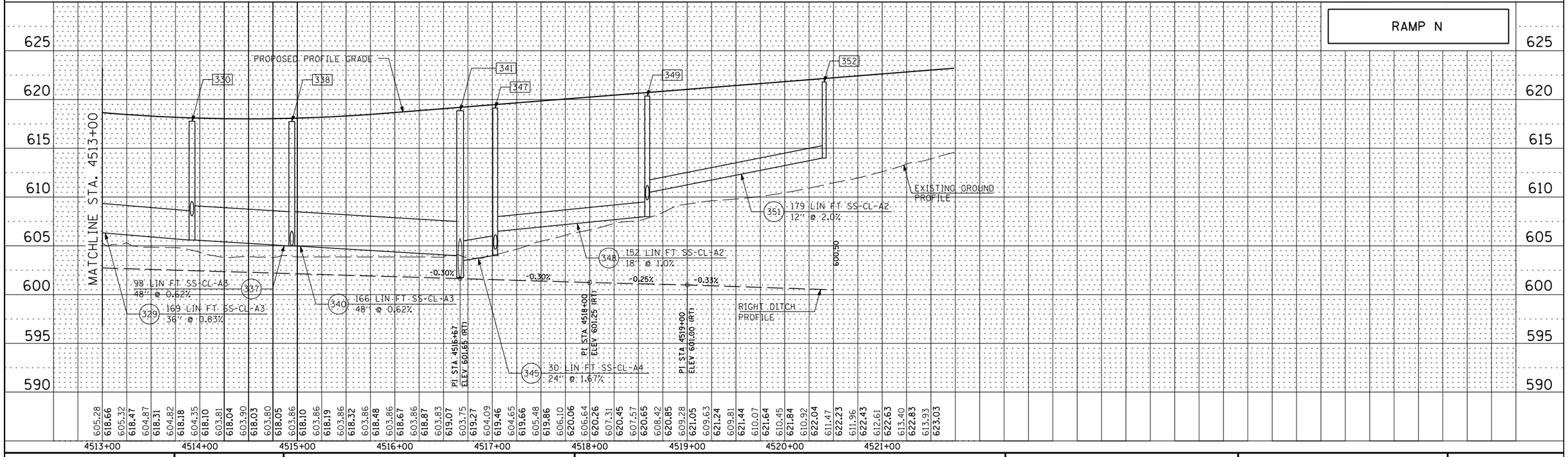
RAMP N



SCALE: 1" = 50'-0" SCALE: 1" = 5'-0"

RAMP N



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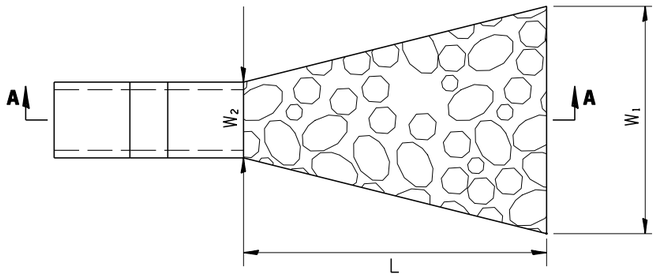
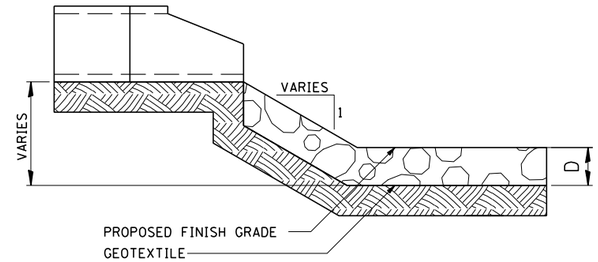
RIPRAP OUTLET



PLAN



SECTION A–A

NOTES:
1. THE FILTER FABRIC SHALL MEET THE REQUIREMENTS IN MATERIAL SPECIFICATIONS 592 GEOTEXTILE TABLE 1 OR 2, CLASS I, II OR III.

2. THE ROCK RIPRAP SHALL MEET THE IDOT REQUIREMENTS FOR THE GRADATION SPECIFIED ON THE EROSION CONTROL PLANS.

3. THE RIPRAP SHALL BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 61 LOOSE ROCK RIPRAP. THE ROCK MAY BE EQUIPMENT PLACED. DIMENSIONS SHOWN IN PLAN VIEW SHALL BE AS SPECIFIED ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

4. FOR RIPRAP CLASS A4 AND LARGER, BEDDING MATERIAL IS REQUIRED. THE CONTRACTOR SHALL REFER ARTICLE 281. RIPRAP OF THE IDOT STANDARD SPECIFICATIONS FOR RIPRAP BEDDING THICKNESS AND MATERIAL REQUIREMENTS.

5. THE ROCK CLASS AND PIPE SIZE SPECIFIED ON THIS DETAIL ARE SPECIFIED IN THE ILLINOIS URBAN MANUAL.

APPROXIMATE STONE SIZE BASED ON IDOT STD.		
CLASS	d50 (IN)	dMAX (IN)
A3	5''	10''
A4	9''	14''
A5	12''	19''
A6	15''	22''

RIPRAP THICKNESS TABLE		
ROCK CLASS	D (MIN. THICKNESS)	PIPE SIZE (IN)
A2	6''	10''
A3	15''	12''
A3	15''	15''
A4	16''	18''
A4	16''	24''
A4	16''	30''
A5	22''	36''
A5	26''	42''
A6	26''	48''

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SCALE . N.T.S. . . . .

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RIPRAP OUTLET DETAIL

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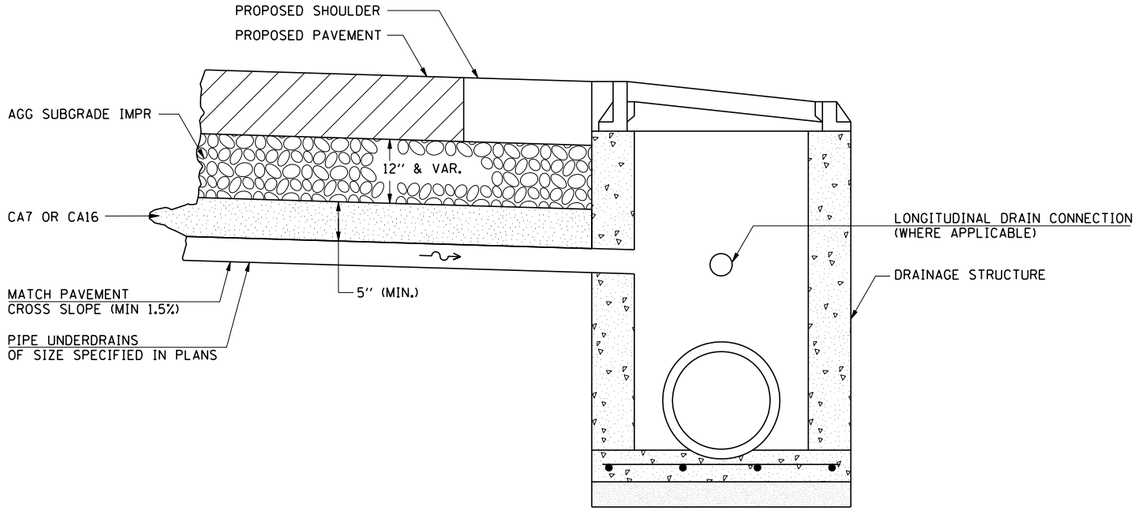
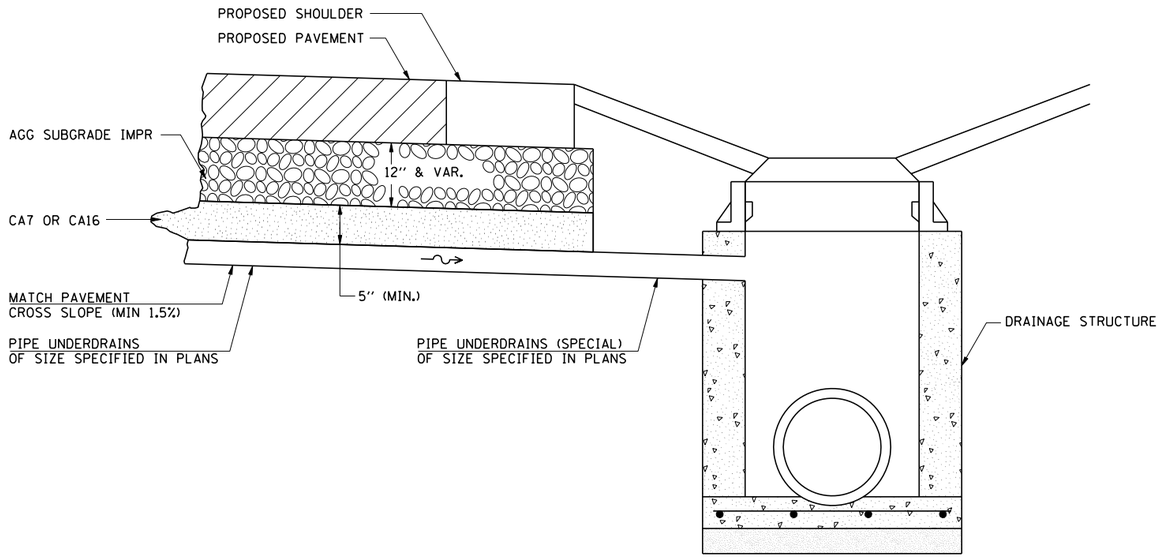
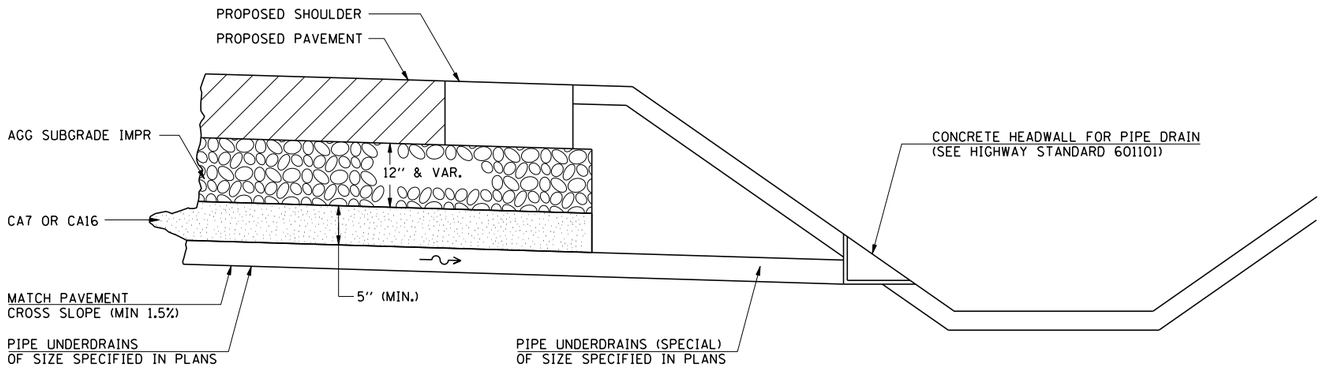


PIPE UNDERDRAINS (CASE I OUTLET – DRAINAGE STRUCTURE IN SHOULDER)



PIPE UNDERDRAINS (CASE II OUTLET – DRAINAGE STRUCTURE OUTSIDE SHOULDER)



PIPE UNDERDRAINS (CASE III OUTLET – DITCH SECTION)

NOTES:
1. PIPE UNDERDRAIN INSTALLATION SHALL OCCUR AFTER PLACEMENT OF THE AGGREGATE SUBGRADE IMPROVEMENT.
2. SEE DRAINAGE PLANS AND PROPOSED PIPE UNDERDRAIN SCHEDULE FOR SIZES AND LOCATIONS OF PIPE UNDERDRAINS AND CONCRETE HEADWALLS FOR PIPE DRAINS.
3. THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.
4. PIPE UNDERDRAIN INSTALLATION BENEATH PAVED SHOULDERS SHALL BE IN ACCORDANCE WITH STANDARD 601001.
5. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS OF THE DIAMETER SPECIFIED WHICH PRICE SHALL INCLUDE THE CA7 OR CA16 AND THE CONNECTION TO THE DRAINAGE STRUCTURE. CONCRETE HEADWALLS WILL BE PAID FOR SEPARATELY.

TOLLWAY NOTES:
1. AS SPECIFIED BY RESIDENT ENGINEER OR CONSTRUCTION MANAGER, CONTRACTOR SHALL FOLLOW AND INCORPORATE TOLLWAY REQUIREMENTS FOR PIPE UNDERDRAINS PURSUANT TO TOLLWAY STANDARDS B24.01.

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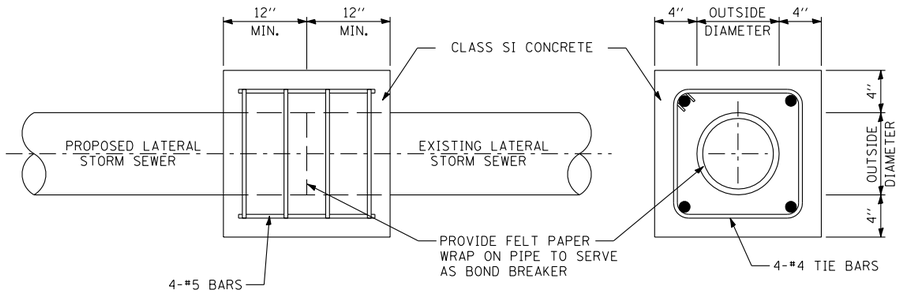
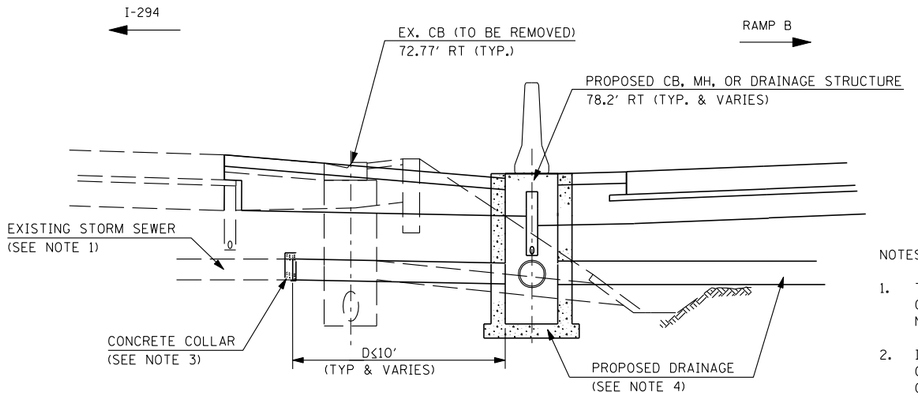


THE PROPOSED CONCRETE COLLAR SHALL OVERLAP EACH STORM SEWER PIPE A MINIMUM OF 1 FOOT AND BE CONSTRUCTED OF CLASS SI CONCRETE.

NOTES:

1. IN ORDER TO MAINTAIN CONTINUOUS DRAINAGE THROUGHOUT THE CONSTRUCTION AREA, CONCRETE PIPE COLLAR CONNECTIONS SHALL BE PROVIDED TO CONNECT PROPOSED STORM SEWER LATERALS TO THE EXISTING STORM SEWER LATERALS. THE CONTRACTOR SHALL CONSTRUCT THESE TEMPORARY CONNECTIONS IN ACCORDANCE WITH ONE OF THE TWO OPTIONS DETAILED ABOVE.
2. PIPE COLLAR IS FOR JOINING METAL TO METAL, CONCRETE TO CONCRETE, METAL TO CONCRETE, OR EXISTING TO PROPOSED PIPE.
3. WHEN THE CONNECTION LOCATION SHOWN ON THE PLANS IS WITHIN 2' OF AN EXISTING JOINT, GO TO THE EXISTING JOINT.
4. THE FELT PAPER WRAP ON PIPE, EXCAVATION FOR COLLAR, AND ANY EARTH SUPPORT SYSTEM REQUIRED TO CONSTRUCT CONCRETE PIPE COLLARS WILL BE INCIDENTAL TO THE STORM PIPE INSTALLATION AND SHALL NOT BE PAID FOR SEPARATELY.

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER



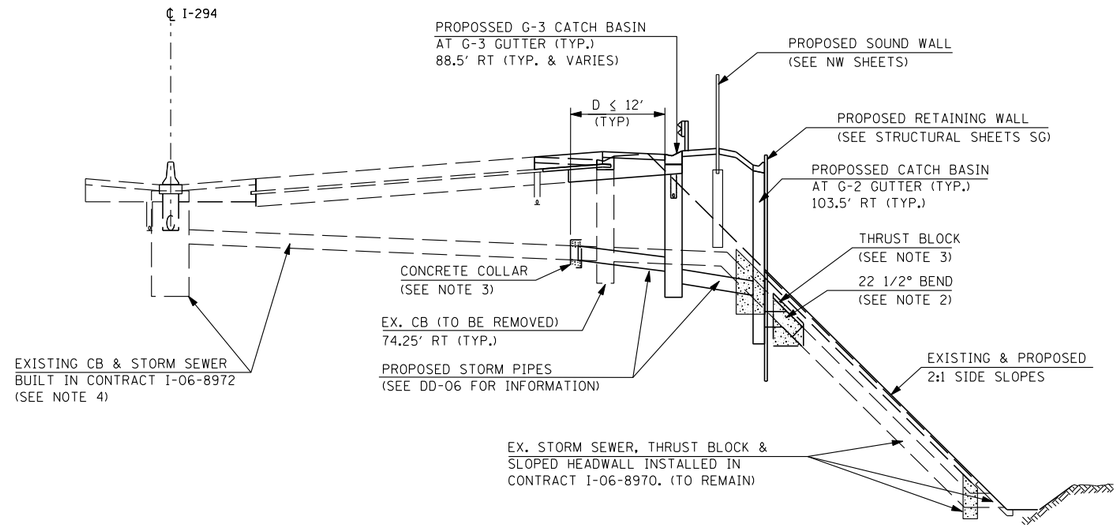
EX. CATCH BASIN REMOVAL AND STORM PIPE EXTENSION DETAIL

NOTES:

1. THE EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN. CONTRACTOR IS RESPONSIBLE FOR VERIFYING INVERT OF EXISTING OUTFALL WHERE NEW PIPE CONNECTION IS MADE BEFORE ORDERING PRECAST STRUCTURES.
2. IF EXISTING PIPE JOINT IS WITHIN 2 FEET OF EXISTING CATCH BASIN TO BE REMOVED, CONTRACTOR SHALL REMOVE STORM SEWER TO NEXT PIPE JOINT AND INSTALL CONCRETE COLLAR AT THAT CONNECTION LOCATION.
3. SEE CONCRETE COLLAR DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER. THE PROPOSED CONCRETE COLLAR INSTALLED AT THE CONNECTION LOCATION IS NOT PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE SEWER PAY ITEM.
4. SEE "DRAINAGE SCHEDULES" FOR STORM SEWER PIPE AND STRUCTURE INFORMATION.

NOTES:

1. THE CONTRACTOR SHALL LOCATE THE EXISTING PIPE VERTICAL BEND THAT IS NEAR THE OUTSIDE SHOULDER BEFORE ORDERING DRAINAGE STRUCTURE(S) AND BEFORE STARTING CATCH BASIN INSTALLATION ONTO EXISTING SLOPE DROP PIPE.
2. THE CATCH BASIN OR INLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH WHICH PRICE SHALL INCLUDE THE ADDITIONAL EARTH WORK, AND OTHER INCIDENTALS AS SPECIFIED IN THE SPECIAL PROVISION. THE COATED CORRUGATED STEEL BENDS (ELBOWS) WILL BE MEASURED AS STORM SEWER AND INCLUDED IN THE STORM SEWER PAYMENT AND WILL NOT BE PAID FOR SEPARATELY.
3. THE CONCRETE THRUST BLOCK AND COLLAR IS INCIDENTAL TO THE PROPOSED CATCH BASIN AND STORM PIPE INSTALLATION AND WILL NOT BE PAID FOR SEPARATELY. REFER TO ISTHA STANDARD B7-01 FOR INFORMATION RELATED TO SLOPE DRAINS, FITTINGS AND CONCRETE THRUST BLOCK INFORMATION.
4. MEDIAN DRAINAGE STRUCTURE DEPTHS ESTIMATED TO BE 5 FOOT DEEP BASED UPON PREVIOUS CONTRACTS. THE EXISTING STORM SEWER OUTFALLS WERE NOT VERIFIED DURING DESIGN. CONTRACTOR IS RESPONSIBLE FOR VERIFYING INVERT OF EXISTING OUTFALL WHERE NEW PIPE CONNECTION IS MADE BEFORE ORDERING PRECAST STRUCTURES.
5. SEE CONCRETE COLLAR DETAIL FOR STORM SEWER CONNECTION TO EXISTING SEWER.THE PROPOSED CONCRETE COLLAR INSTALLED AT THE CONNECTION LOCATION IS NOT PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE SEWER PAY ITEM.



EX. CATCH BASIN REMOVAL AND CONNECTION TO EXISTING STORM SLOPE DROP PIPE DETAIL

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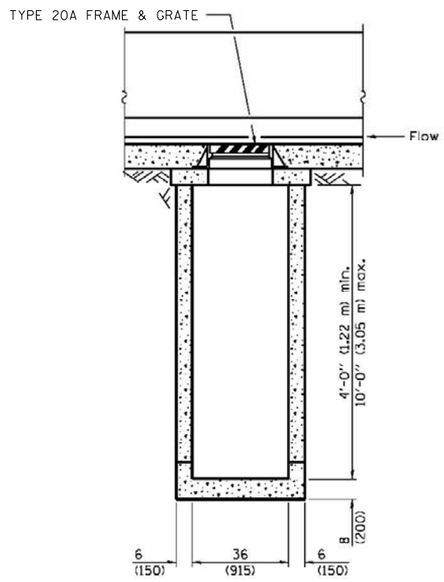
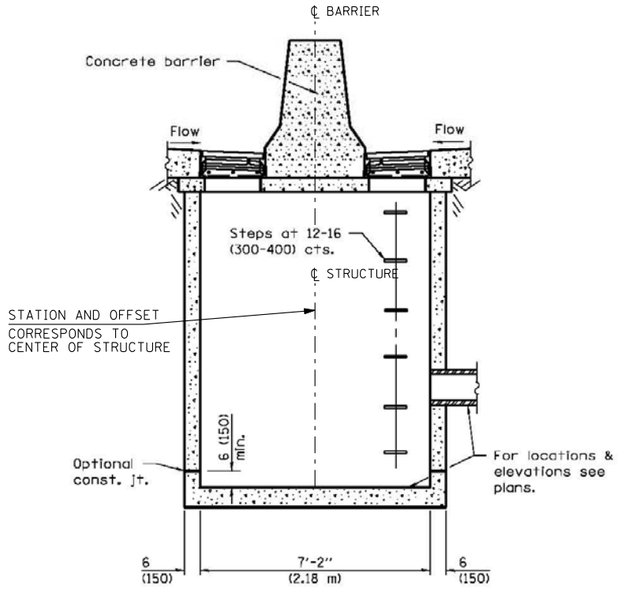
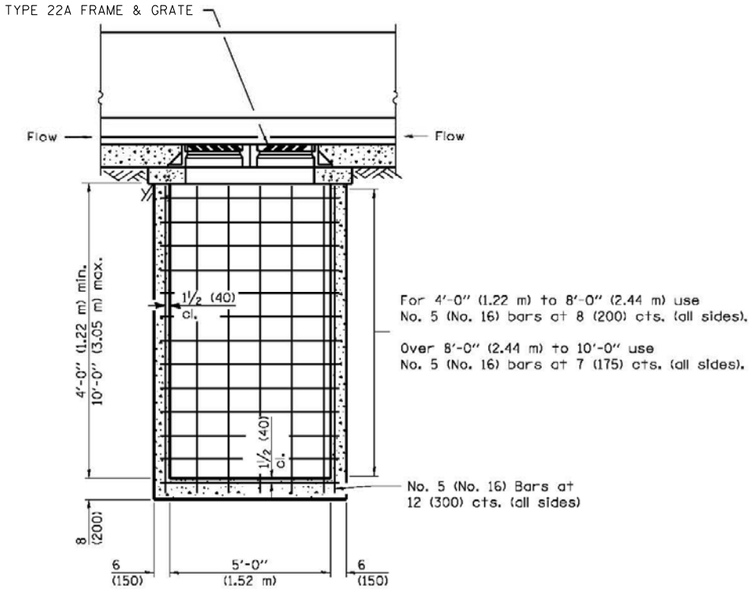


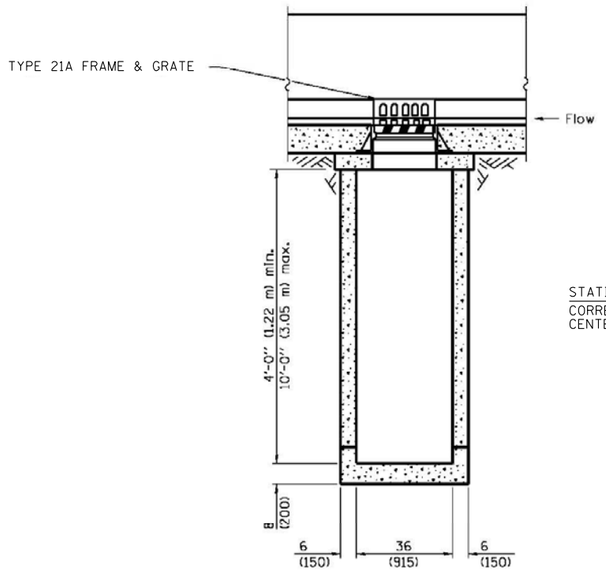
FRONT ELEVATION – TYPE 4



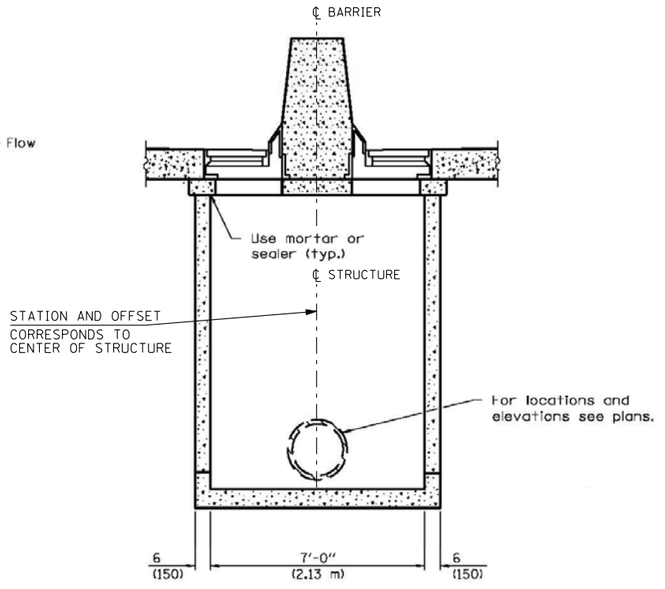
SIDE ELEVATION – TYPE 4 & 5



FRONT ELEVATION – TYPE 5



FRONT ELEVATION – TYPE 6



SIDE ELEVATION – TYPE 6

GENERAL NOTES

These structures are for use with concrete barrier, double face, 42 (1065) height (Standard 637006).

The reinforcement shown in the front elevation of the Type 5 is typical for both elevations of all types.

See Standard 602701 for details of steps.

Exposed edges shall be beveled ¾ (19).

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

DRAINAGE STRUCTURES
TYPES 4, 5, & 6

SHEET 1 OF 2

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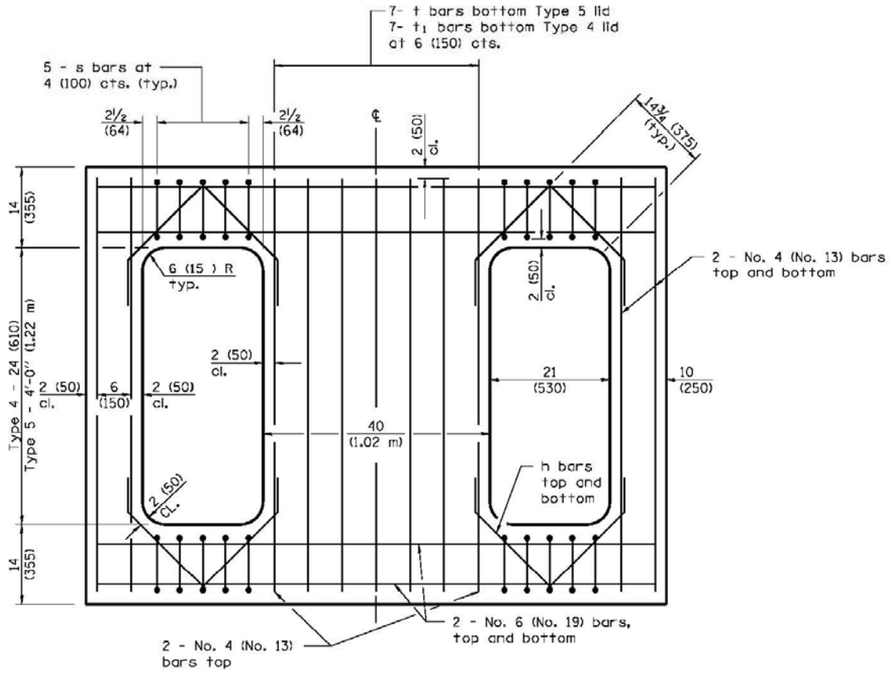
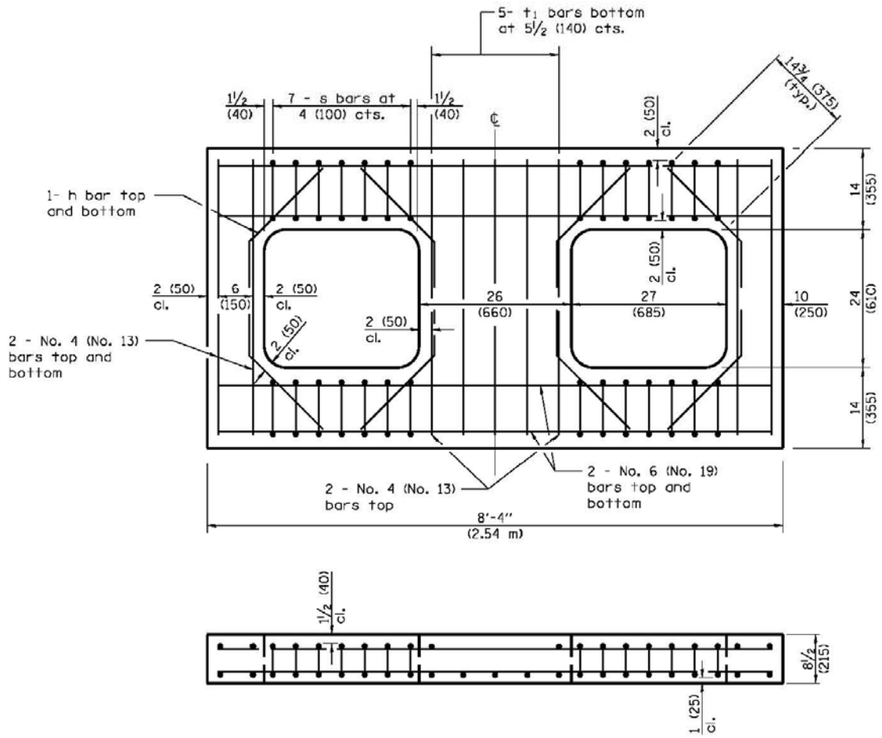
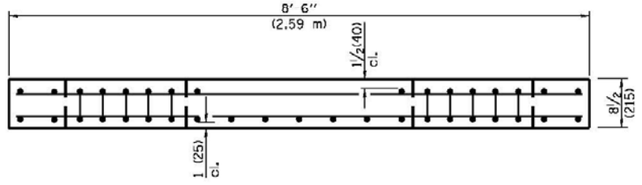
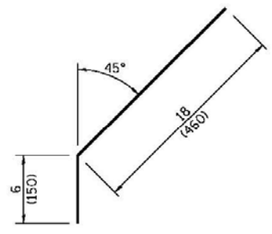




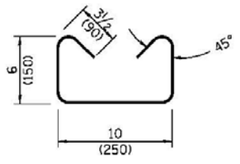


REINFORCED LID – TYPE 4 & 5

REINFORCED LID – TYPE 6



No. 4 (No. 13) Bar h



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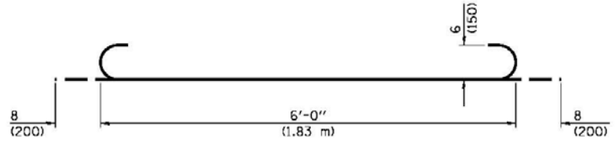

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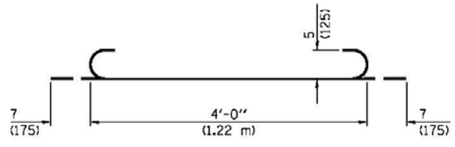
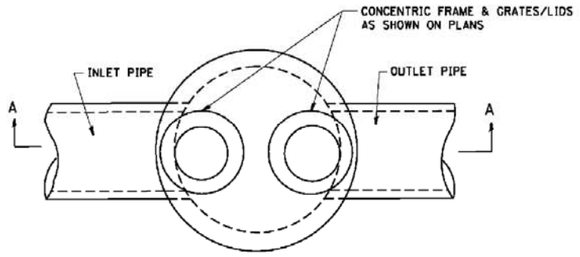


No. 5 (No. 16) Bar t1

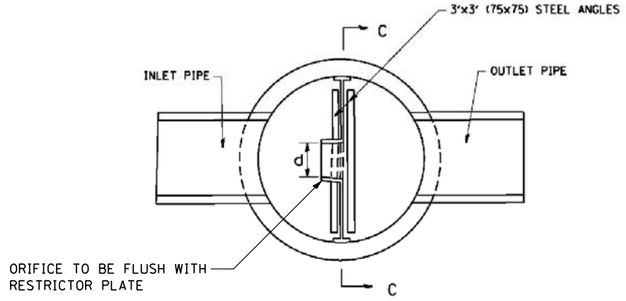
DRAINAGE STRUCTURES
TYPES 4, 5, & 6

SHEET 2 OF 2

DRAWN BY . . . JMR	DATE . . 2-6-2013	HRGreen.com Illinois Professional Design Firm # 184-001322	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. | DATE | DESCRIPTION	CONTRACT I-12-4087	SHEET DT-05
CHECKED BY . . EJG	SCALE . N.T.S.	HRGreen			NB I-294, CD ROAD B AND RAMP N MISCELLANEOUS DRAINAGE DETAILS	120 OF 482



PLAN



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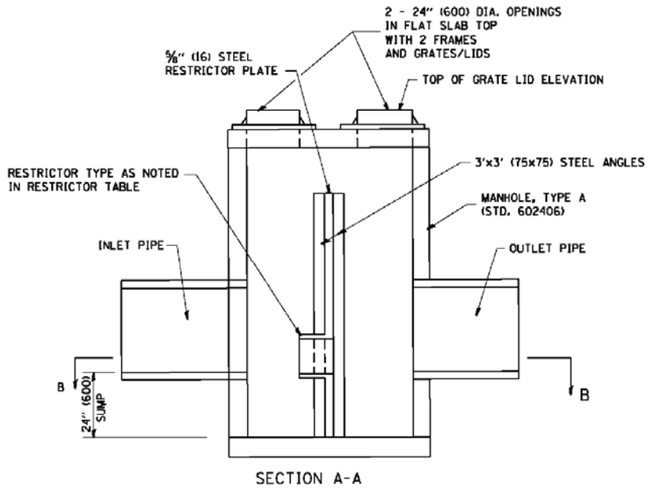

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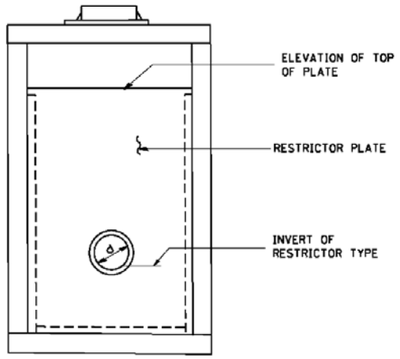

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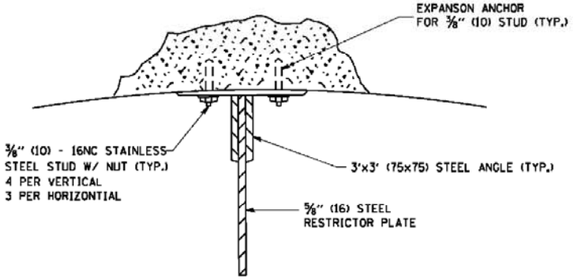
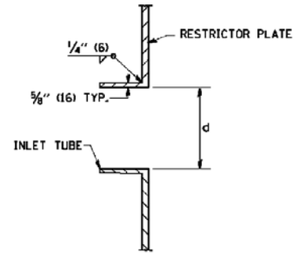


ANGLE FASTENER DETAIL

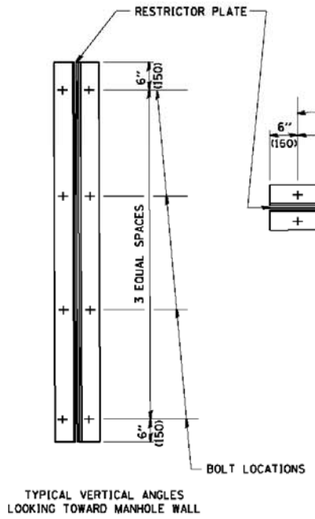
NOTES:

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

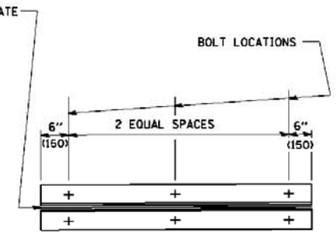


INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
475+90, 133'RT	7	T1F CL	3	4	605.80	608.15



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x3/8 (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

NOTE:

1. ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO INSTALL THE RESTRICTOR AND RESTRICTOR PLATE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR MANHOLES, TYPE A, 7'-DIAMETER, 2-TYPE 1 FRAMES, CLOSED LIDS (SPECIAL).

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

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .

DATE . . 2-6-2013 . . .
SCALE . . . N.T.S. . . .

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N

CONTROL STRUCTURE DETAIL

SHEET DT-06

. . . 121 . . . OF . . . 482 . . .

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

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

FIELD WORK WAS PERFORMED BETWEEN THE 29TH OF JANUARY AND 6TH DAY OF APRIL, A.D., 2009.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 9TH DAY OF APRIL A.D., 2009. CHICAGO, IL.

STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619
MY LICENSE EXPIRES 11/30/2009

STEVEN M. RIENKS 062-044619 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

MATCHLINE STA. 1014+00 - SEE SHEET 13

S WHIPPLE AVE

S SACRAMENTO AVE

S FRANCISCO AVE

S RICHMOND AVE

147th STREET

EXISTING ROW

PROPOSED ROW

SB EXIT RAMP

I-294

I-57

1015+00

1020+00

1025+00

1435+00

1440+00

NICOR UNDERGROUND GAS LINE SUE QUALITY LEVEL B

UNDERGROUND WATER LINE SUE QUALITY LEVEL B

UNDERGROUND WATER LINE SUE QUALITY LEVEL D (SEE NOTE 3)

COMCAST UNDERGROUND CABLE LINE SUE QUALITY LEVEL B

ADESTA UNDERGROUND FIBER OPTIC LINE SUE QUALITY LEVEL B

COMED UNDERGROUND ELECTRIC LINE SUE QUALITY LEVEL B

PARK

MATCHLINE STA. 1028+50 - SEE SHEET 15

LOCATION MAP

UTILITY LINE LEGEND

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

NOTES:

1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, AND TOPOGRAPHIC FEATURES WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
2. AS OF APRIL 6, 2009, ASE HAS NOT RECEIVED AT&T UTILITY MAPS. THEREFORE, AT&T UTILITY LINES SHOWN ARE BASED ON FIELD EVIDENCE.
3. LEVEL D INFORMATION OBTAINED FROM VILLAGE OF POSEN'S WATER ATLAS.

SCALE: 1" = 50'-0"

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Chicago 773-444-0800 / Fax 773-444-0808
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Aurora 603-897-4105 / Fax 630-897-4121
Illinois Professional Design Firm No. 184-003192

APPROVED ..... CHIEF ENGINEER DATE .....

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

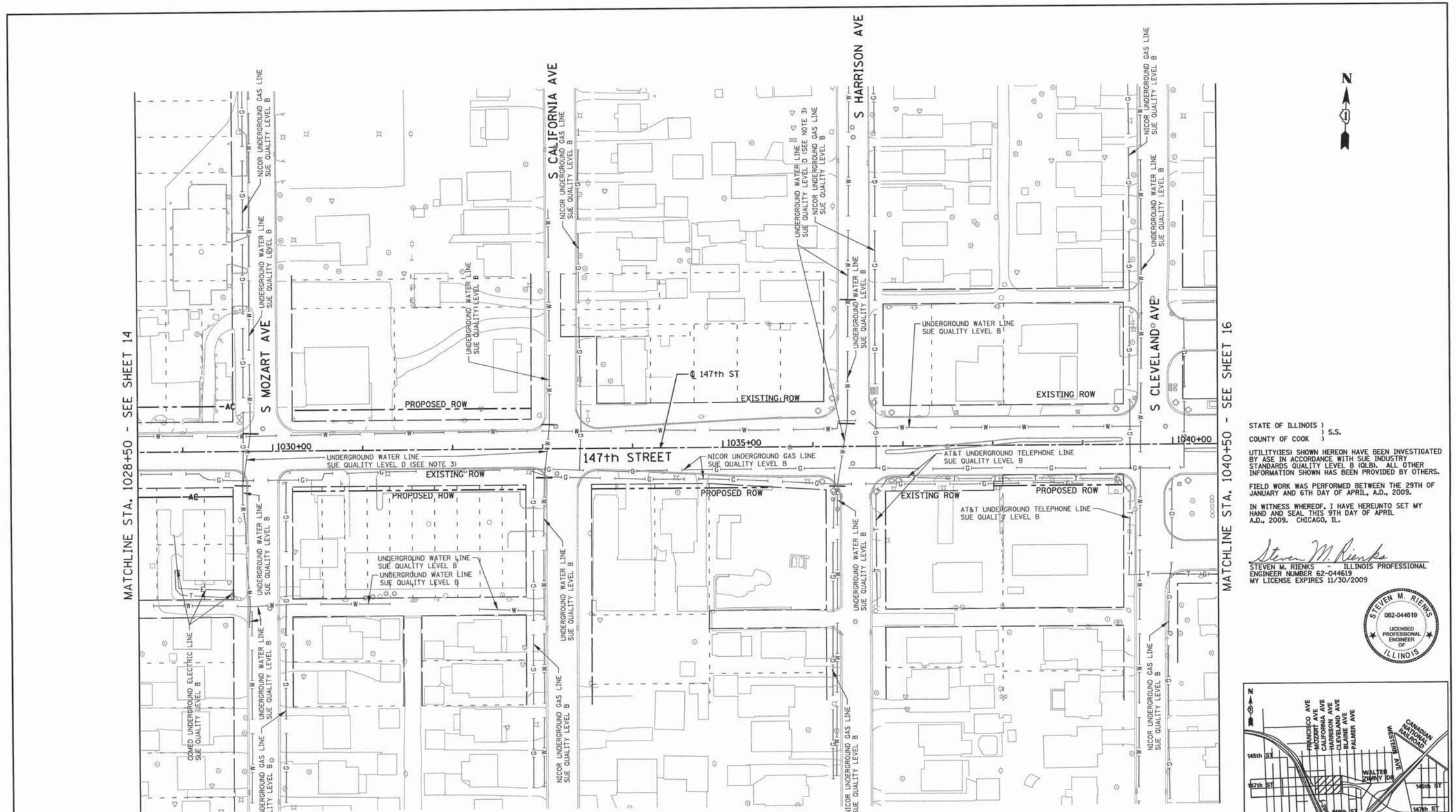
REVISIONS		
NO.	DATE	DESCRIPTION

STA. 1014+00 TO STA. 1028+50

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

SUE-001
DRAWING NO.

#FILE# 4/9/2009



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

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FIELD WORK WAS PERFORMED BETWEEN THE 29TH OF JANUARY AND 6TH DAY OF APRIL, A.D., 2009.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 9TH DAY OF APRIL A.D., 2009. CHICAGO, IL.

Steven M. Rienks

STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619
MY LICENSE EXPIRES 11/30/2009

STEVEN M. RIENKS 062-044619 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

UTILITY LINE LEGEND

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

NOTES:

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

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Illinois Professional Design Firm No. 184-003192

APPROVED. . . . . DATE . . . . .
CHIEF ENGINEER

TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

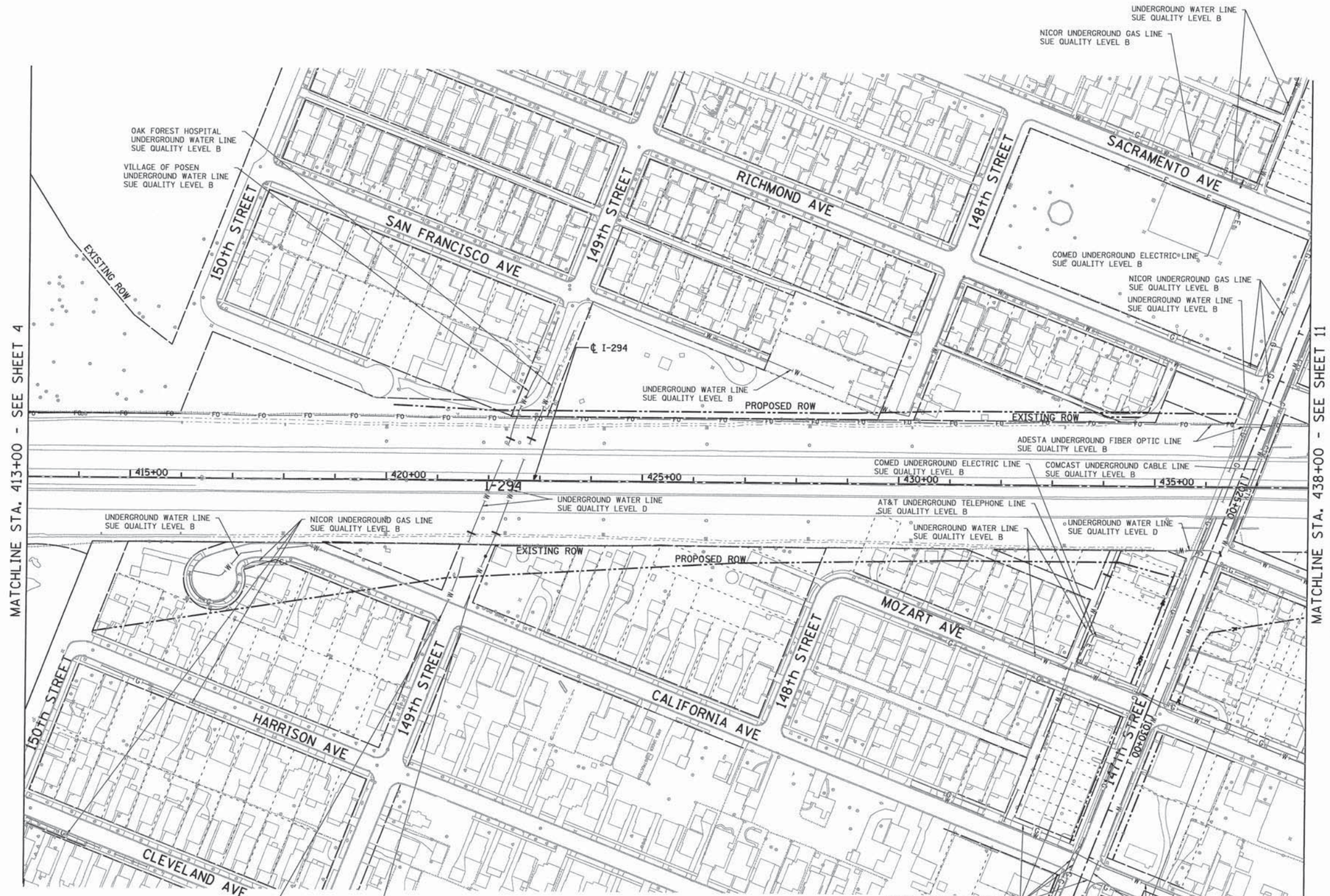
STA. 1028+50 TO STA. 1040+50

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

SUE-002
DRAWING NO.

123 OF 482

#FILE# 4-9-2009



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

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

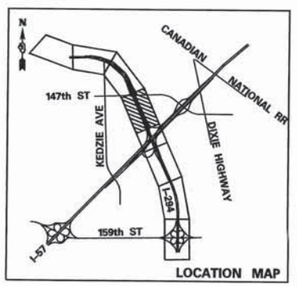
FIELD WORK WAS PERFORMED BETWEEN THE 8TH OF APRIL AND 4TH DAY OF JUNE, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 7TH DAY OF JUNE A.D., 2010. CHICAGO, IL.

Steven M. Rienks

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

STEVEN M. RIENKS 062-044619 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS



LOCATION MAP

UTILITY LINE LEGEND

CONFLICT * (SUE QUALITY LEVEL A)

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

NOTES:

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Dixon: 815-288-6231 / Fax 815-288-6277
Aurora: 603-897-4105 / Fax 630-897-4121
Illinois Professional Design Firm No. 184-003192

APPROVED ..... DATE .....
CHIEF ENGINEER

TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

STA. 413+00 TO STA. 438+00

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

DRAWING NO. SUE-003

#FILE#
6/7/2010

VERIFIED UTILITY INFORMATION - SUE QUALITY LEVEL A

CONFLICT NO.	SIZE / TYPE	NORTHING	EASTING	STATION	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEV.	COMMENTS
1	DID NOT FIND	1804043.219	1160875.752	1256+94.79	83.41 RT.	NA	12.00	628.81	ISTHA FIBER OPTIC
2	DID NOT FIND	1804199.759	1160802.456	1257+56.50	78.04 LT.	NA	12.00	631.45	ISTHA FIBER OPTIC

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

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FIELD WORK WAS PERFORMED BETWEEN THE 8TH OF APRIL AND 22ND DAY OF APRIL, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 23RD DAY OF APRIL A.D., 2010. CHICAGO, IL.

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

STEVEN M. RIENKS 062-044619 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

MATCHLINE STA. 1246+00 - SEE SHEET 3

MATCHLINE STA. 1276+00 - SEE SHEET 5

℄ I-294

℄ I-57

I-57

I-294

PROPOSED ROW

EXISTING ROW

CONFLICT # 2
DID NOT FIND ISTHA FIBER OPTIC LINE
SUE QUALITY LEVEL "A"

CONFLICT # 1
DID NOT FIND ISTHA FIBER OPTIC LINE
SUE QUALITY LEVEL "A"

COMED UNDERGROUND
CUSTOMER SERVICE LINE
SUE QUALITY LEVEL B

ADESTA UNDERGROUND FIBER OPTIC LINE
SUE QUALITY LEVEL B

NICOR UNDERGROUND GAS LINE
SUE QUALITY LEVEL B

AT&T UNDERGROUND TELEPHONE LINE
SUE QUALITY LEVEL B

UNDERGROUND WATER LINE
SUE QUALITY LEVEL B

HARRISON AVE

CLEVELAND AVE

BLAINE AVENUE

150th STREET

149th STREET

CALIFORNIA AVE

FAIRFIELD AVE

I-410+00

I-415+00

I-405+00

I-400+00

I-250+00

I-255+00

I-260+00

I-265+00

I-270+00

I-275+00

UTILITY LINE LEGEND

◑ CONFLICT # (SUE QUALITY LEVEL A)

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

NOTES:

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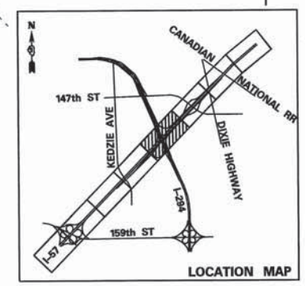
SCALE: 1" = 100'-0"



LOCATION MAP

AMERICAN
SURVEYING & ENGINEERING, P.C.
SURVEYORS - ENGINEERS
GEODESISTS MAPPING SCIENTISTS
Chicago: 312-277-2000 / Fax 312-277-2002
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Illinois Professional Design Firm No. 184-003192

APPROVED ..... DATE .....
CHIEF ENGINEER

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

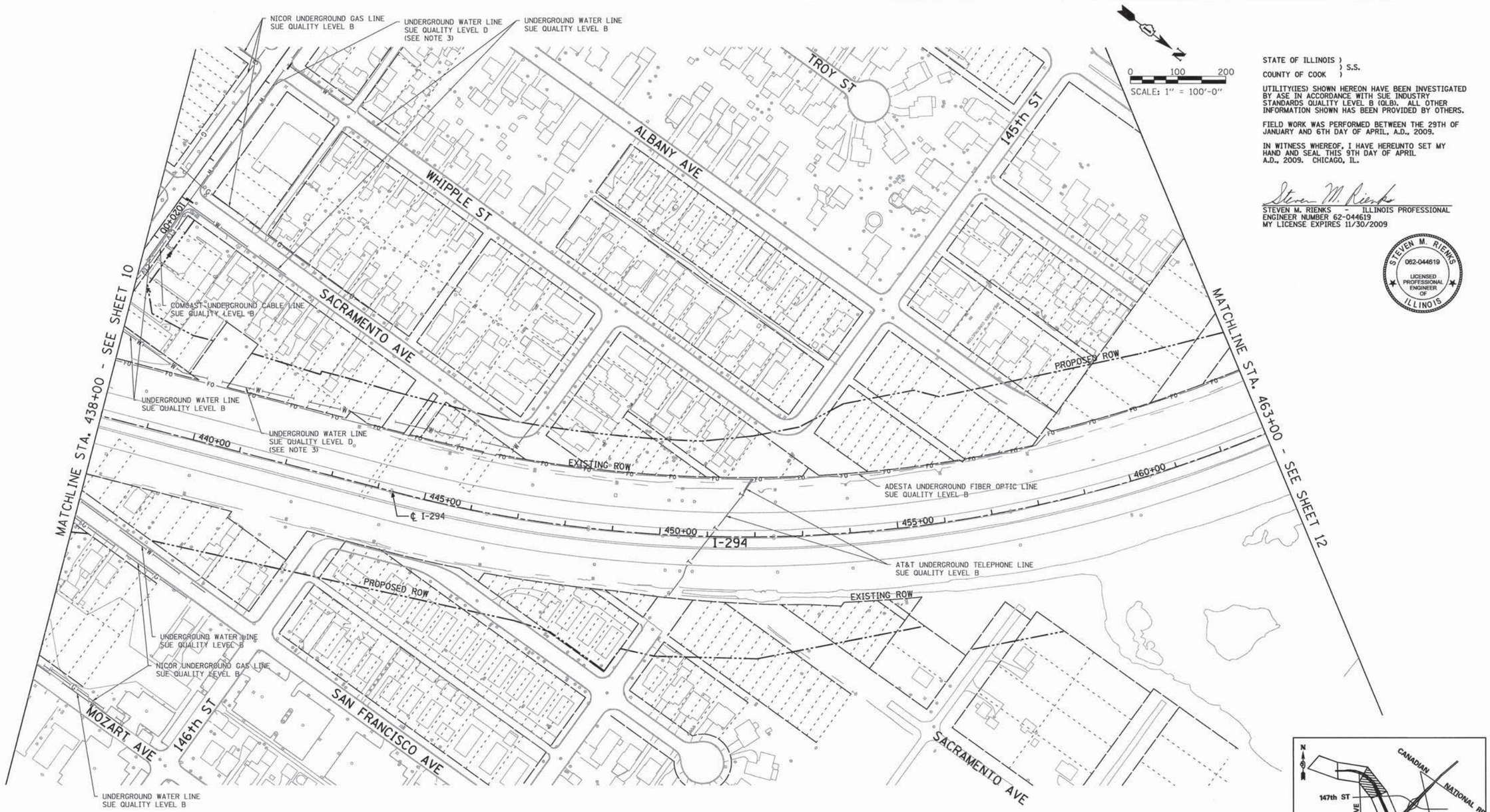
REVISIONS		
NO.	DATE	DESCRIPTION

STA. 1246+00 TO STA. 1276+00

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

SUE-004
DRAWING NO.

FILE # 4722-2818



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

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IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 9TH DAY OF APRIL A.D., 2009. CHICAGO, IL.

Steven M. Rienks

STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619
MY LICENSE EXPIRES 11/30/2009

STEVEN M. RIENKS
062-044619
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

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UTILITY LINE LEGEND

T	EXISTING UNDERGROUND TELEPHONE	G	EXISTING UNDERGROUND GAS
W	EXISTING UNDERGROUND WATER	CTV	EXISTING UNDERGROUND CABLE TV
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NOTES:

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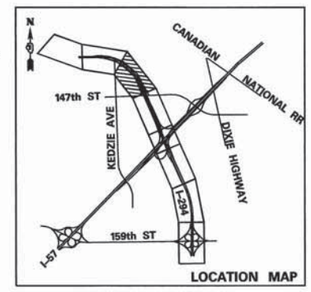
3. LEVEL D INFORMATION OBTAINED FROM VILLAGE OF POSEN'S WATER ATLAS.



LOCATION MAP

APPROVED..... DATE.....
CHIEF ENGINEER

TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

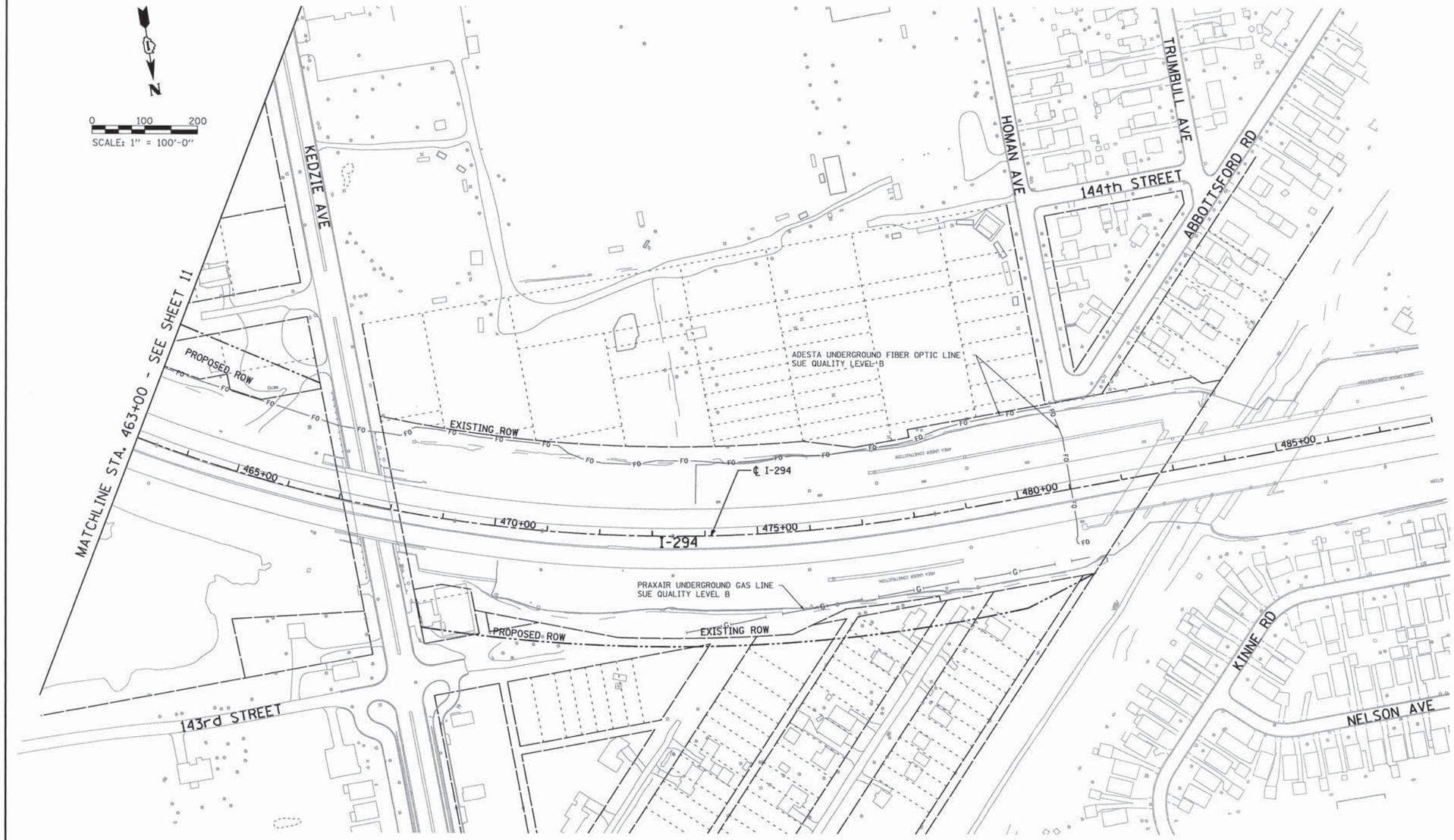
STA. 438+00 TO STA. 463+00

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

SUE-005
DRAWING NO.

126 OF 482

#FILE#
4/9/2009



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

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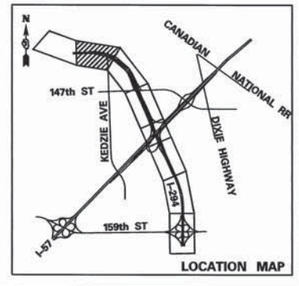
STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619
MY LICENSE EXPIRES 11/30/2009

STEVEN M. RIENKS 062-044619 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS



LOCATION MAP

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Illinois Professional Design Firm No. 184-003192

UTILITY LINE LEGEND

T	EXISTING UNDERGROUND TELEPHONE	G	EXISTING UNDERGROUND GAS
W	EXISTING UNDERGROUND WATER	CTV	EXISTING UNDERGROUND CABLE TV
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APPROVED. . . . . DATE . . . . .
CHIEF ENGINEER

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

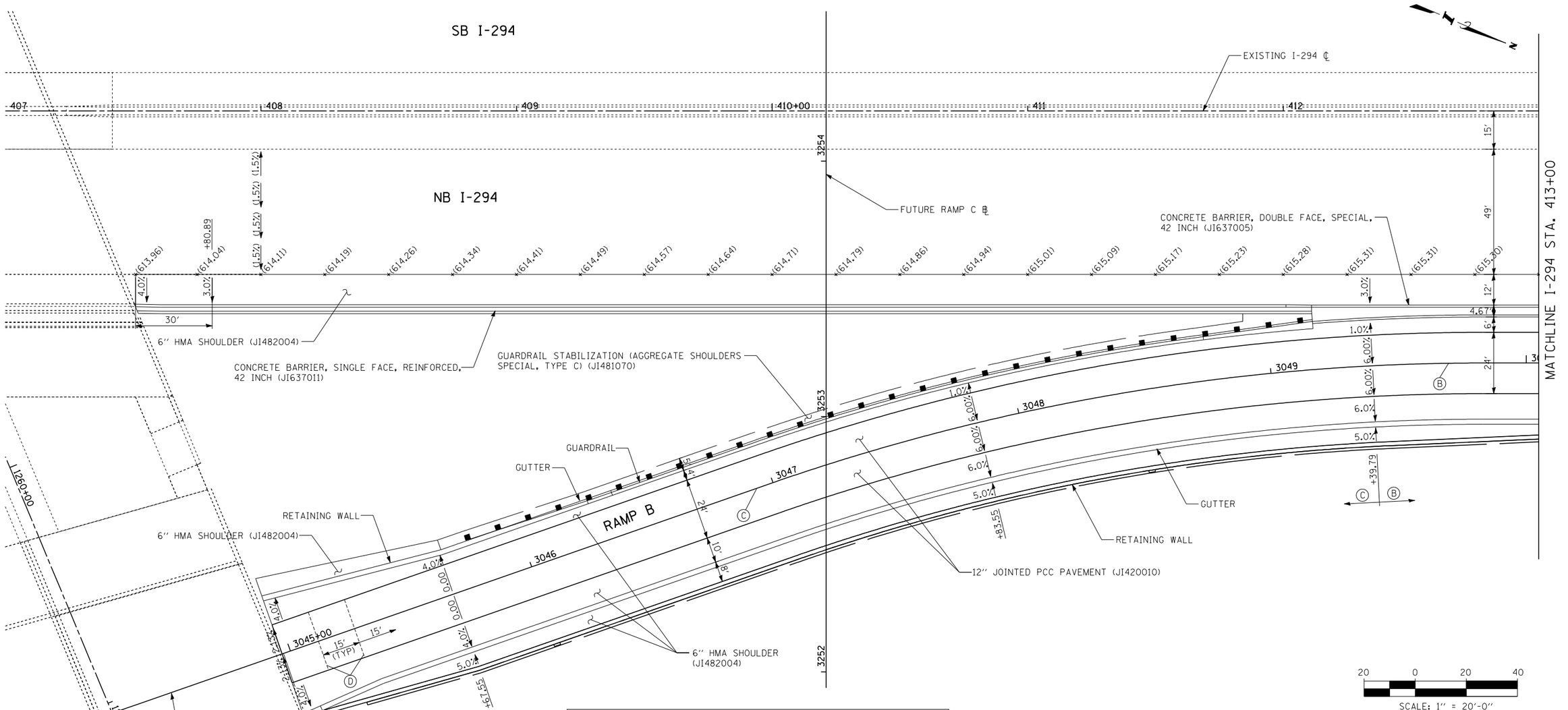
STA. 463+00 TO STA. 488+00

I-294 AT I-57 INTERCHANGE
SUBSURFACE UTILITY LOCATIONS

SUE-006
DRAWING NO.

127 OF 482

4FILES
4/9/2009



20 0 20 40

SCALE: 1" = 20'-0"

NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

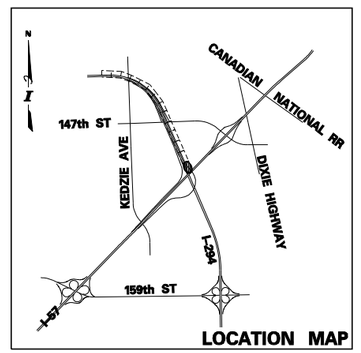
+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

(B) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).



DRAWN BY . . . JDU	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PJE-001
CHECKED BY . . MPG	SCALE . 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN	128 OF 482

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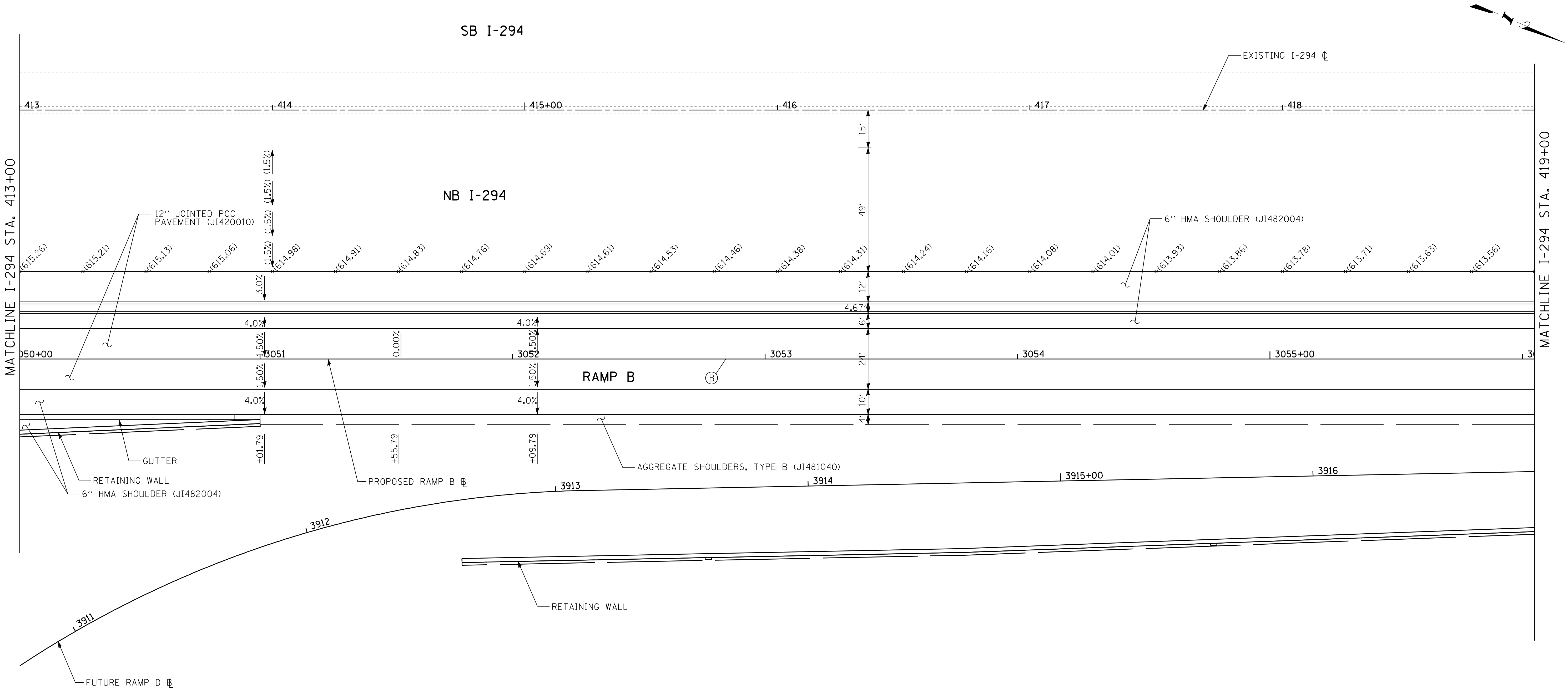
1/29/2013



NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

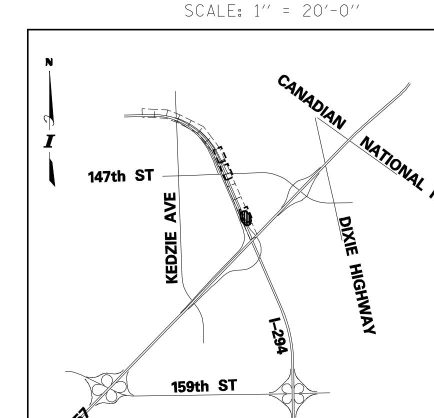
PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE
(A)	LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24'' C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).
(B)	LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24'' C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).
(C)	SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30'' C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).
(D)	TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12'' C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40

SCALE: 1'' = 20'-0''



LOCATION MAP

DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS: NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY MPG	SCALE 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-002

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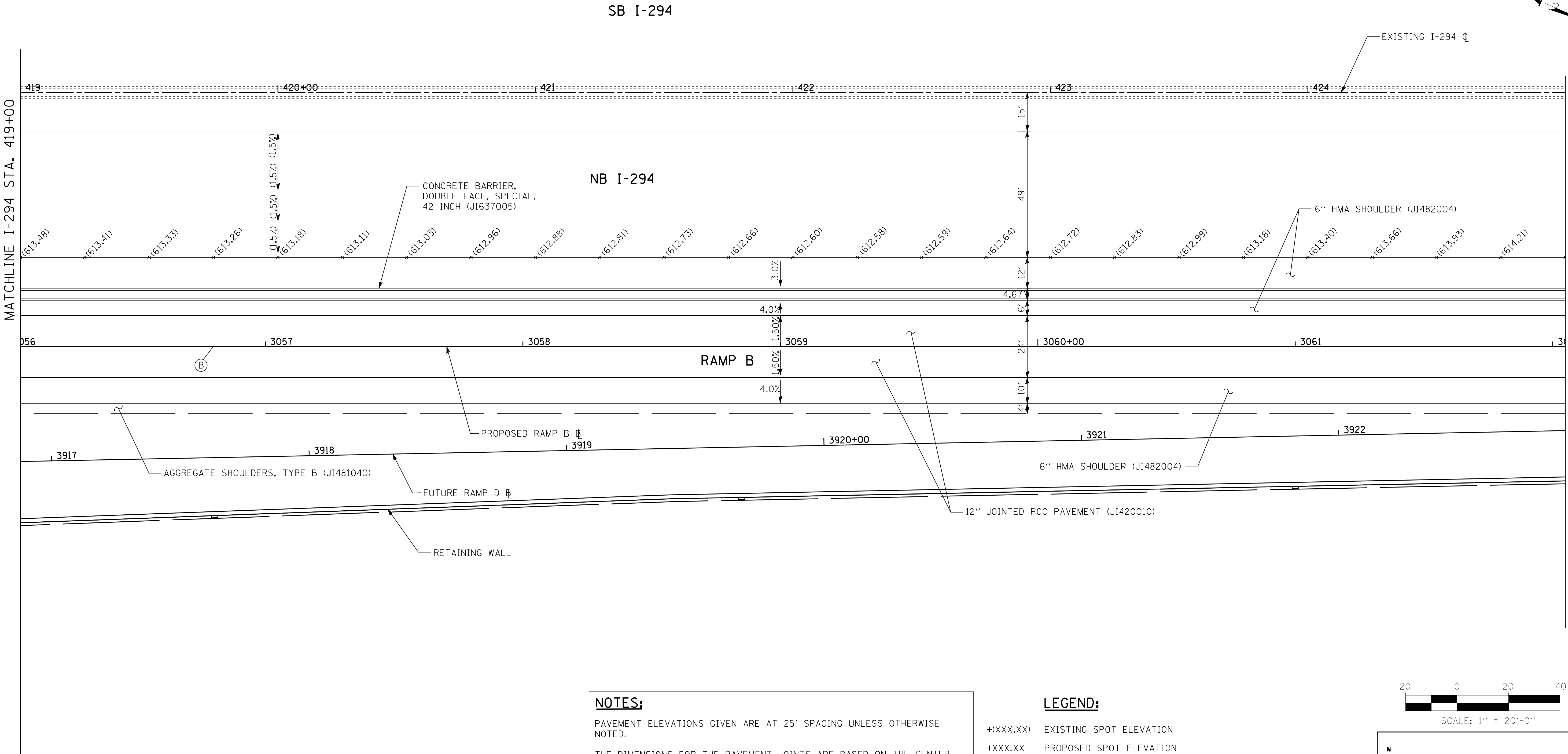


NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

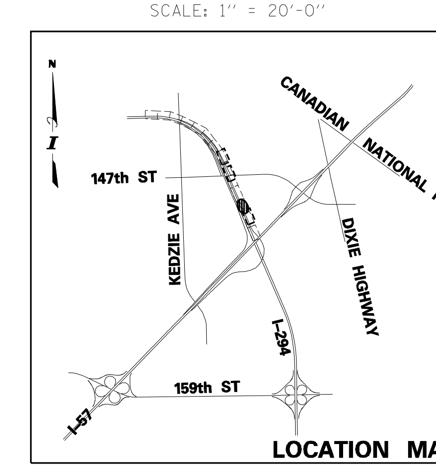
PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE
(A)	LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24'' C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).
(B)	LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24'' C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).
(C)	SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30'' C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).
(D)	TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12'' C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40

SCALE: 1'' = 20'-0''



DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY MPG	SCALE 1" = 20'		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-003

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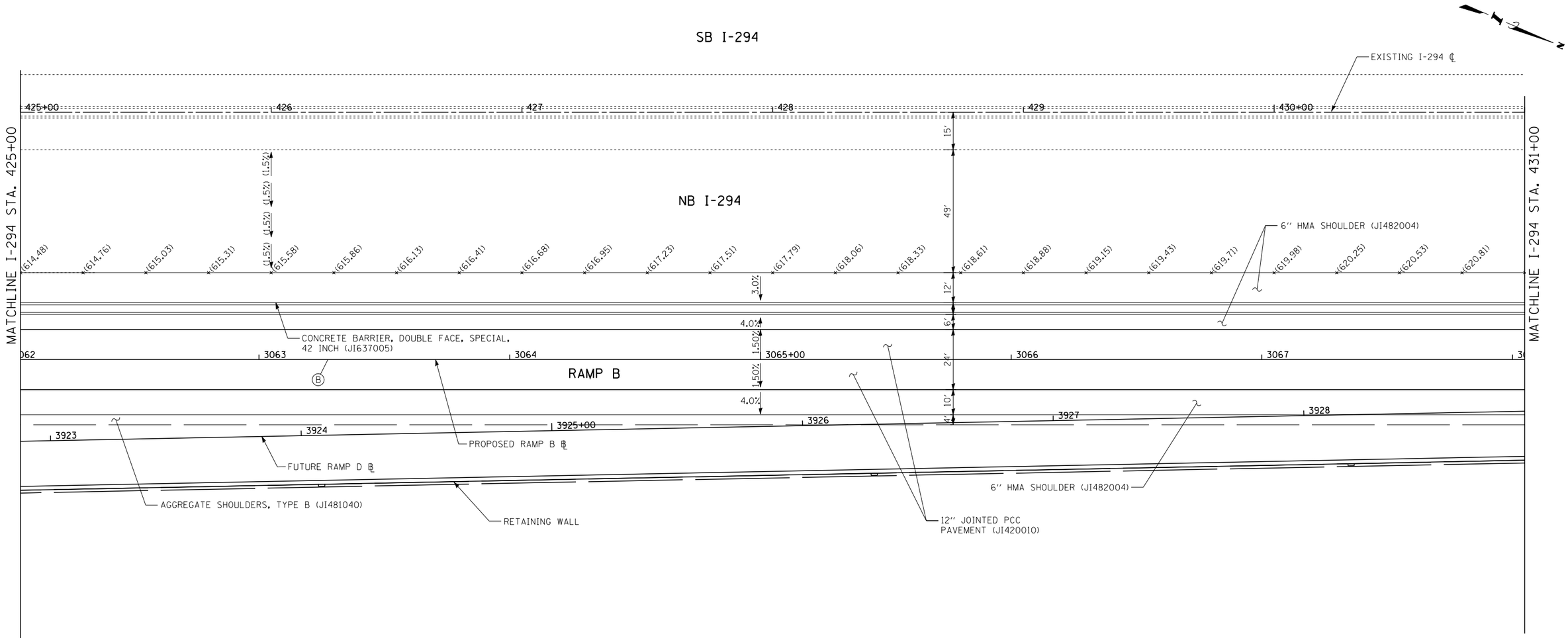


NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NB & SB I-57 PROFILES IS LOCATED 56' RT OR LT, RESPECTIVELY, FROM I-57 ℄. PGL FOR SB I-294 PROFILE IS LOCATED 15' LT FROM I-294 CL.

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

Ⓐ LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

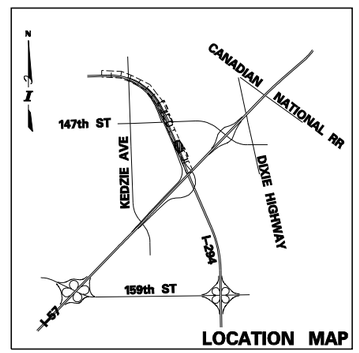
Ⓑ LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

Ⓒ SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

Ⓓ TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . JDU . . . . . DATE . . 2-6-2013 . . .

CHECKED BY . . MPG . . . . . SCALE . 1" = 20' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-004

. . 131 . . OF . . 482 . .

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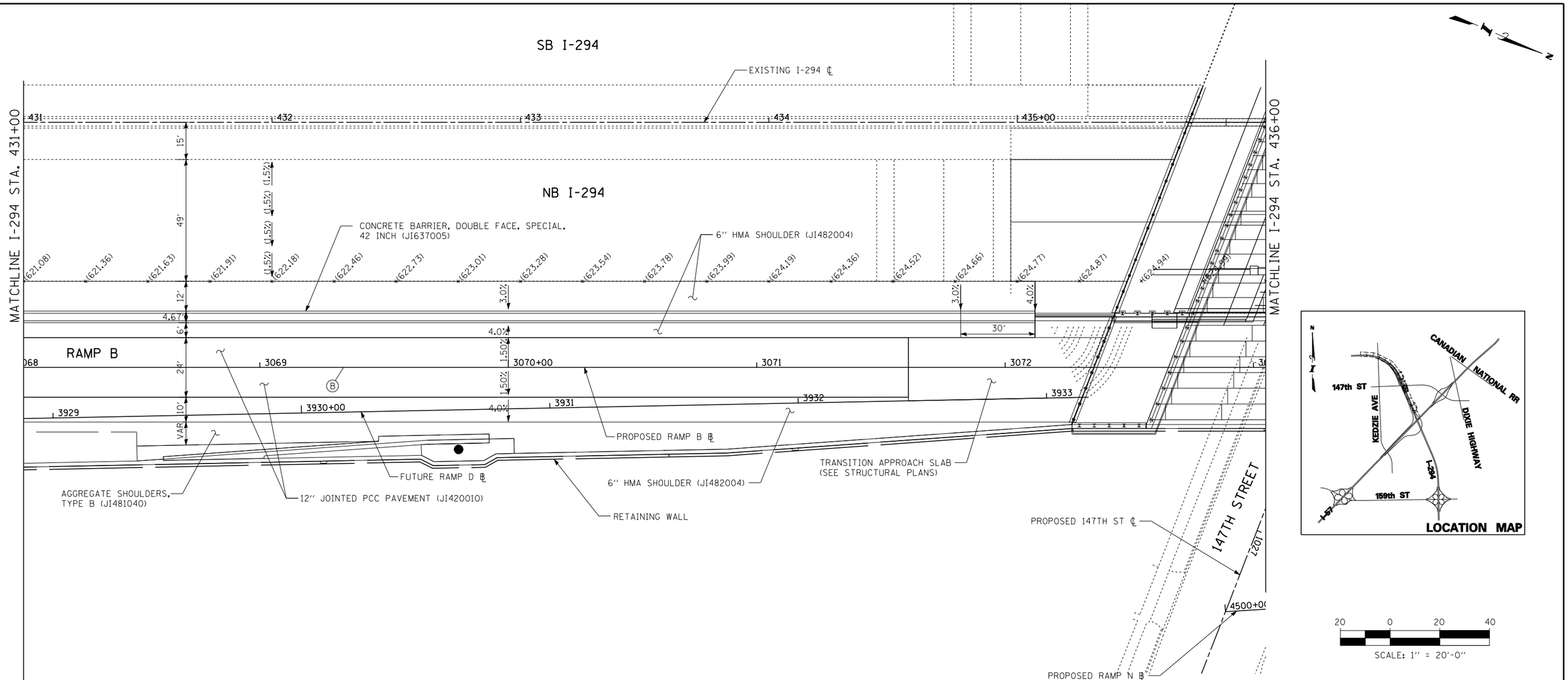
1/29/2013



NOTES:

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ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

(B) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

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DRAWN BY . . . JDU . . . .
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DATE . . 2-6-2013 . . .
SCALE . 1" = 20' . . . .

TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-005

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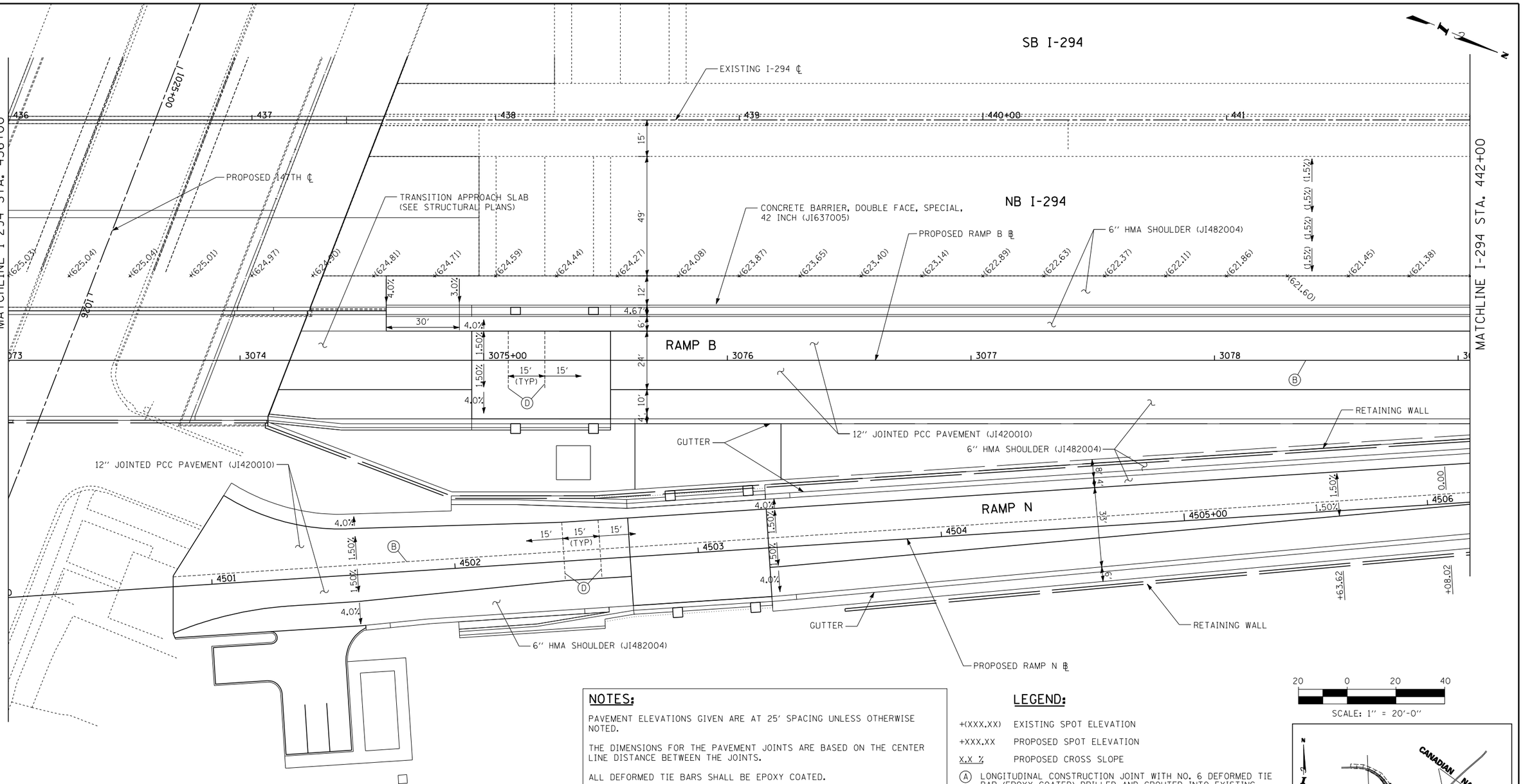

NOTES:

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PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

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CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

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LEGEND:

+(XXX.XX) EXISTING SPOT ELEVATION

+XXX.XX PROPOSED SPOT ELEVATION

X.X % PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

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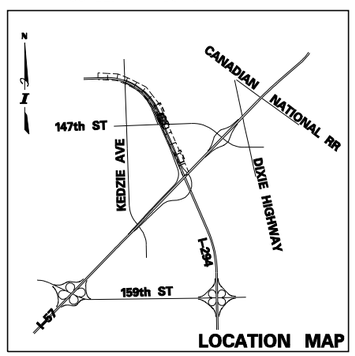
SCALE: 1" = 20'-0"



DRAWN BY . . . JDU . . .	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PJE-006
CHECKED BY . . . MPG . . .	SCALE . 1" = 20' . . .				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN	. . 133 . OF . 482 . .

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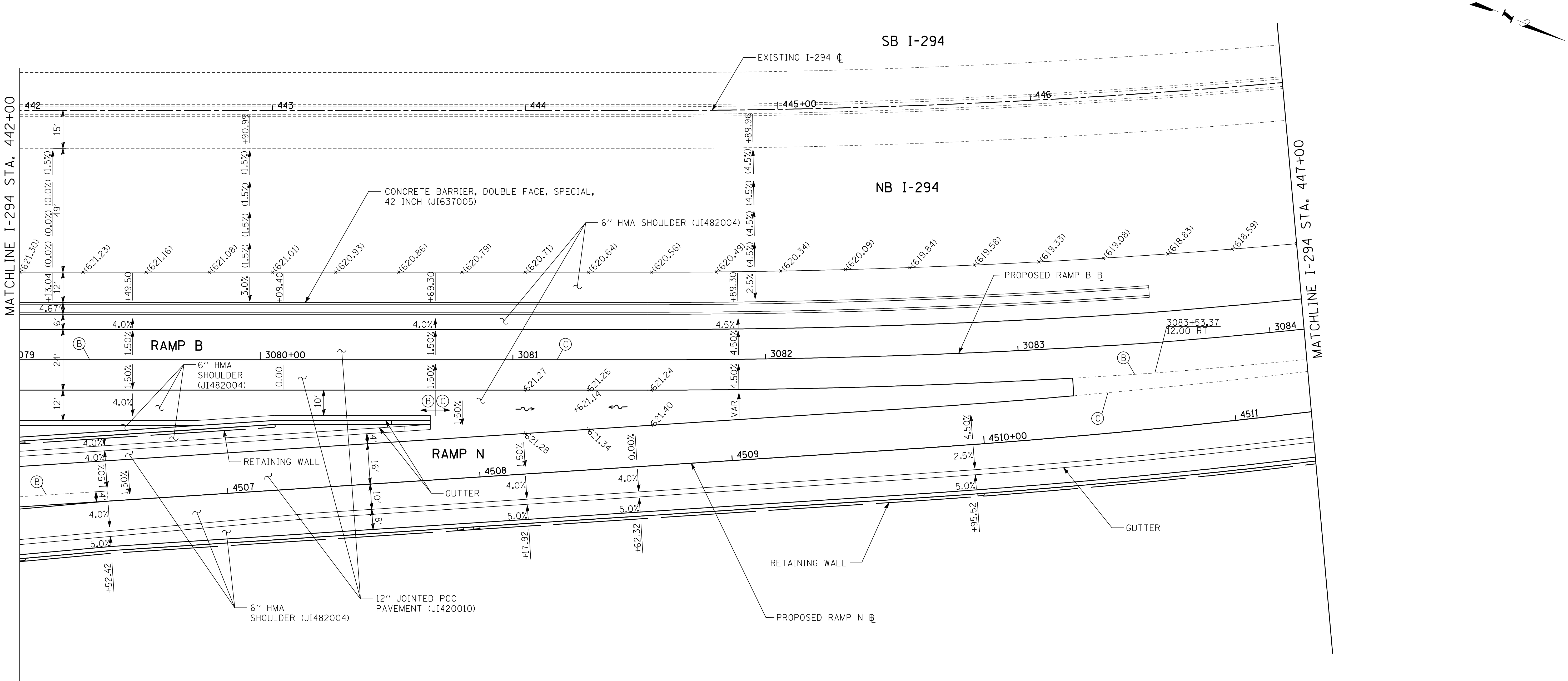

NOTES:

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FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

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CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX) EXISTING SPOT ELEVATION

+XXX.XX PROPOSED SPOT ELEVATION

X.X % PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24'' C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

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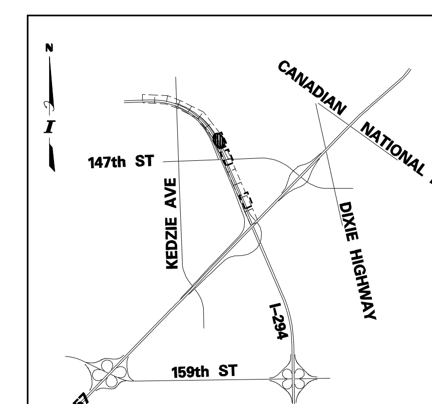
(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30'' C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12'' C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40
SCALE: 1'' = 20'-0''



LOCATION MAP

DRAWN BY JDU	DATE 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, 2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515	REVISIONS: NO. / DATE / DESCRIPTION	CONTRACT I-12-4087 — SHEET PJE-007
CHECKED BY MPG	SCALE 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN — 134 OF 482

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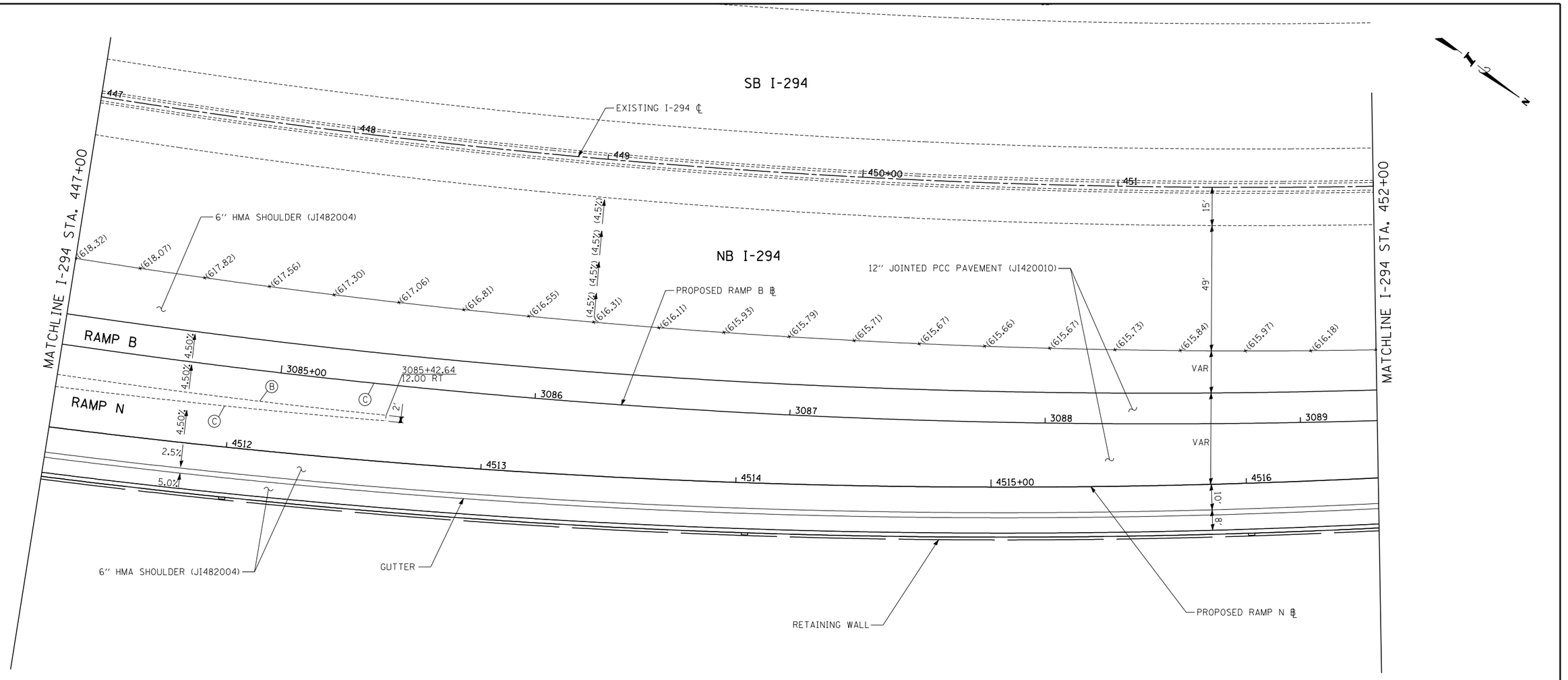

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LEGEND:

+(XXX.XX) EXISTING SPOT ELEVATION

+XXX.XX PROPOSED SPOT ELEVATION

X.X % PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

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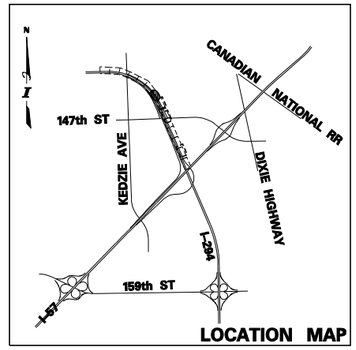
20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . JDU	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PJE-008
CHECKED BY . . . MPG	SCALE . 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN	135 OF 482

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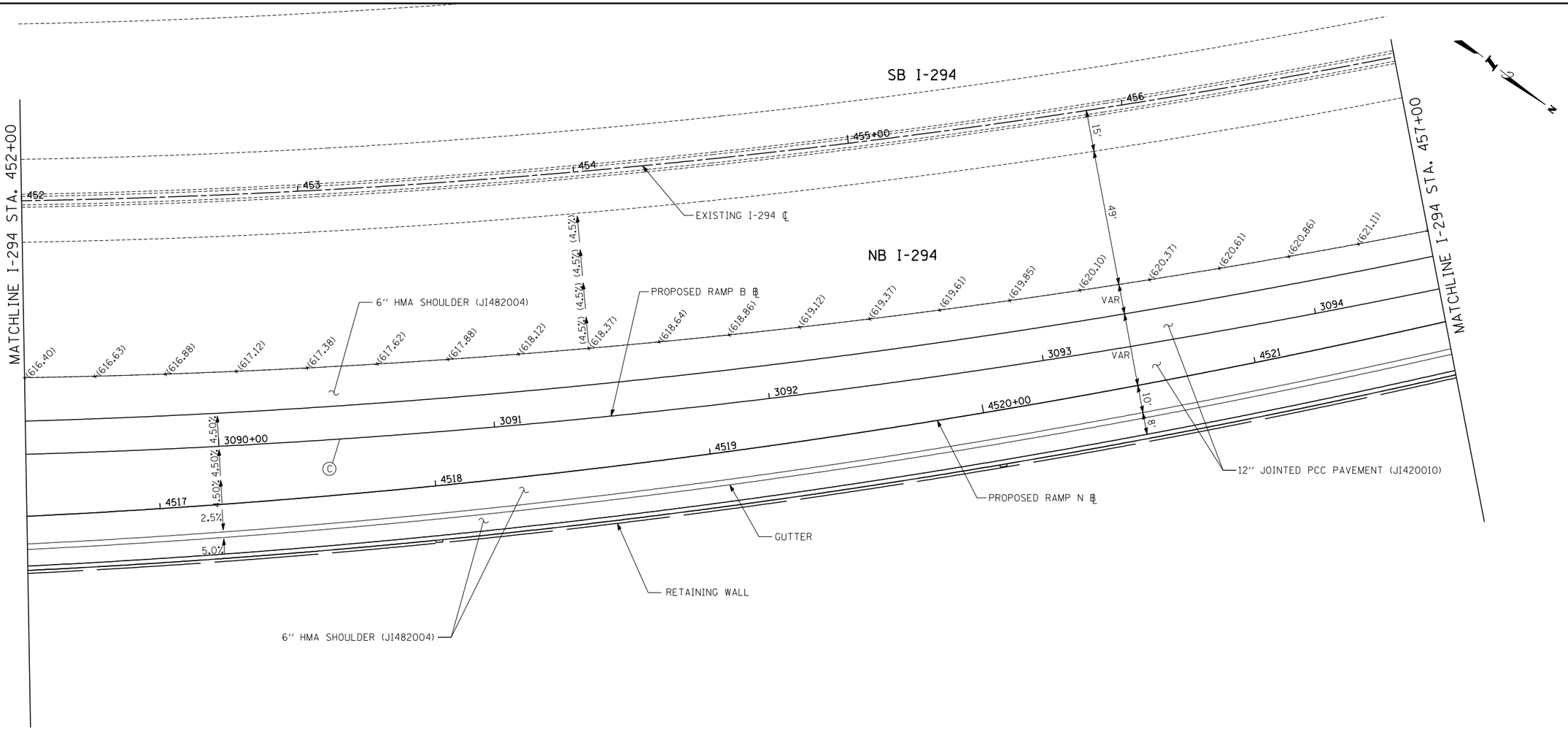
1/29/2013



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PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

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LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

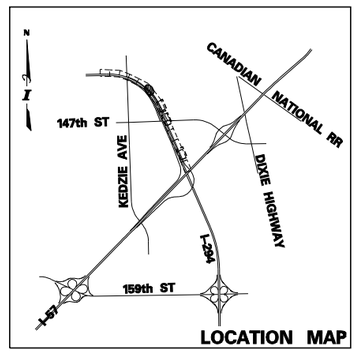
(B) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . . JDU	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PJE-009
CHECKED BY . . . MPG	SCALE . . 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN	136 OF 482

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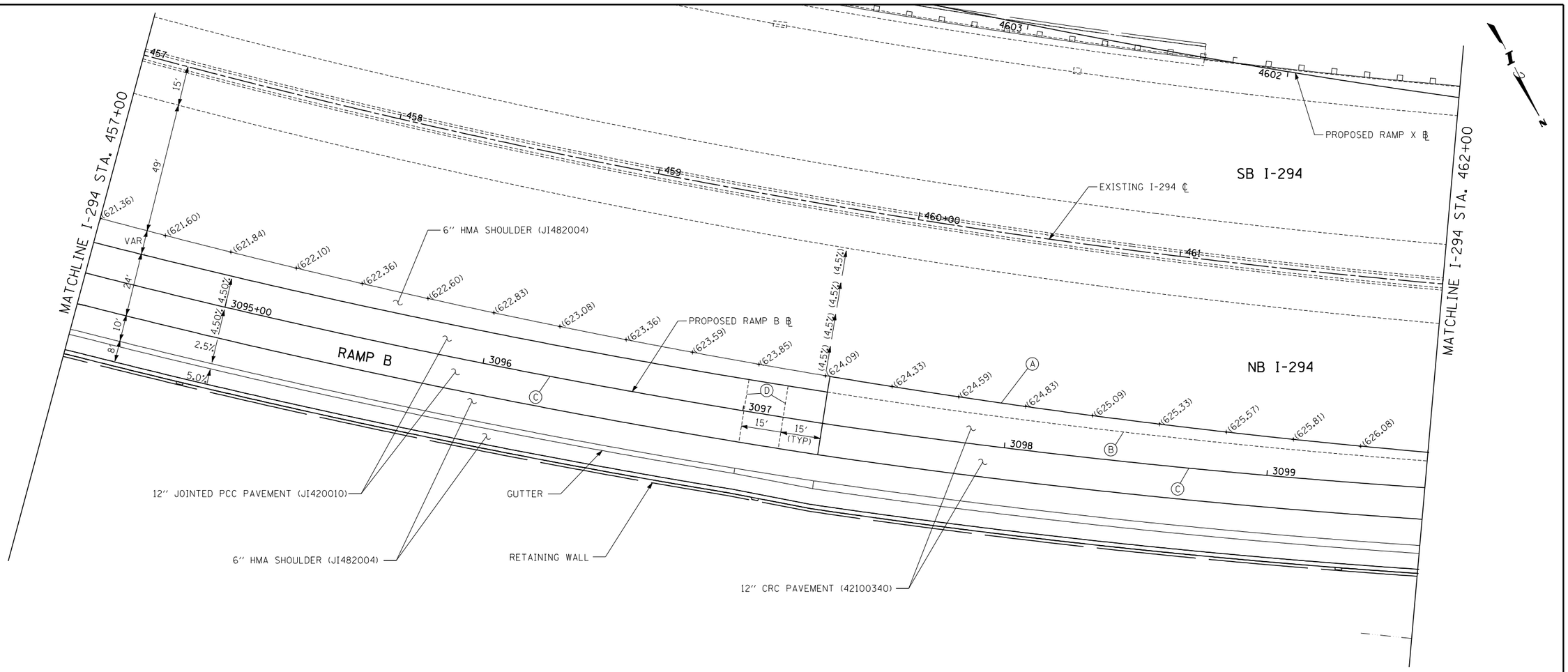
1/29/2013



20 0 20 40

SCALE: 1" = 20'-0"

NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

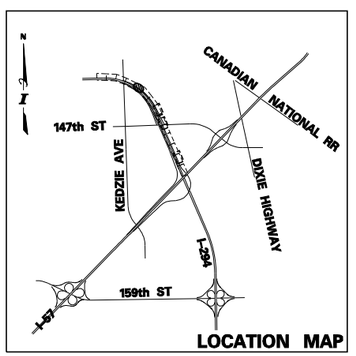
+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

(B) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 24" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).



DRAWN BY . . . . JDU . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . MPG . . . . . SCALE . 1" = 20' . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-010

137 OF 482

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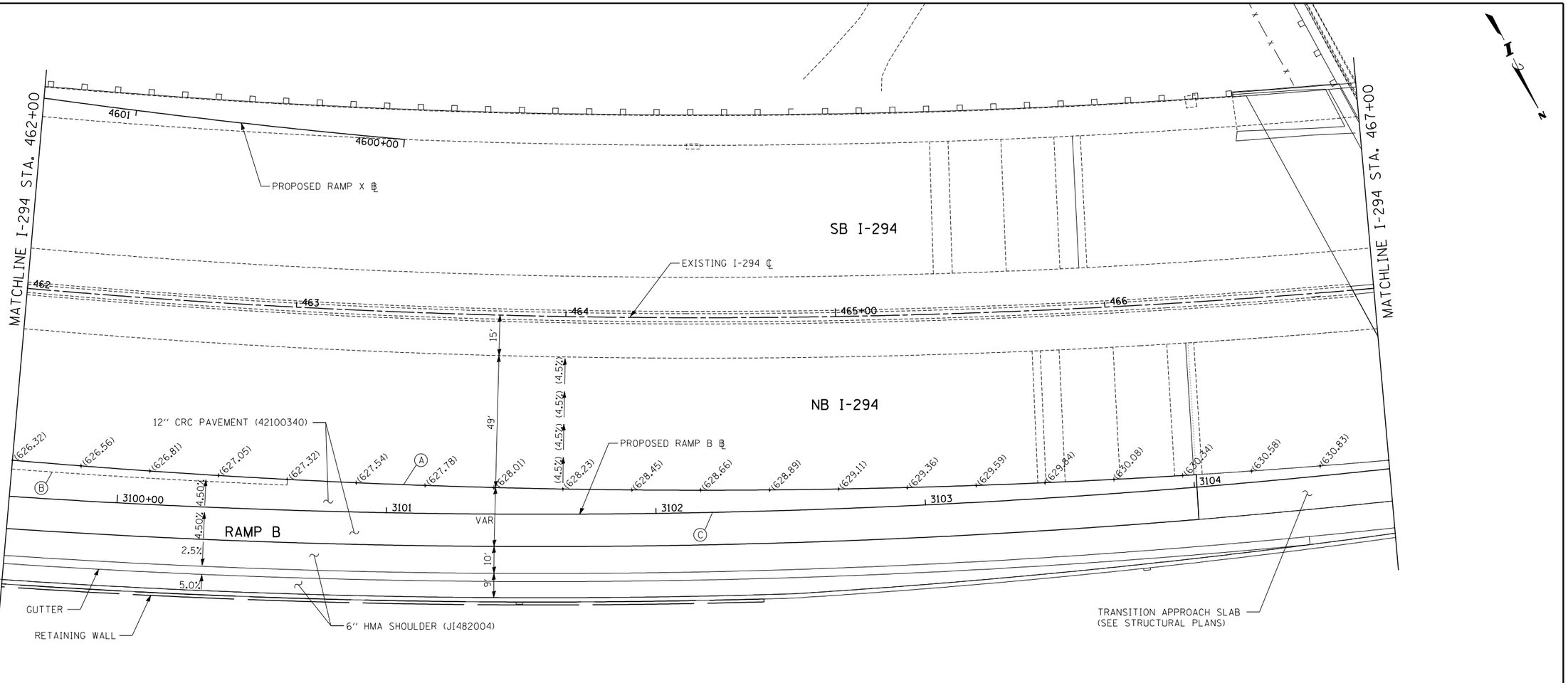
1/29/2013



NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX) EXISTING SPOT ELEVATION

+XXX.XX PROPOSED SPOT ELEVATION

X.X % PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

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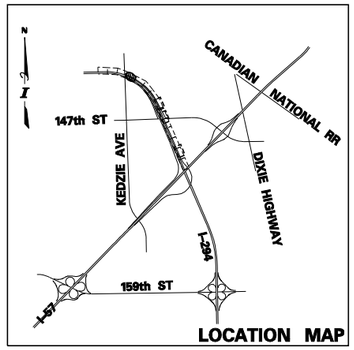
(C) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), @ 30" C-C SPACING (INCLUDED IN THE COST OF CRC OR JOINTED PAVEMENT).

(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).

20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . . JDU . . . . . DATE . . 2-6-2013 . . .

CHECKED BY . . MPG . . . . . SCALE . . 1" = 20' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-011

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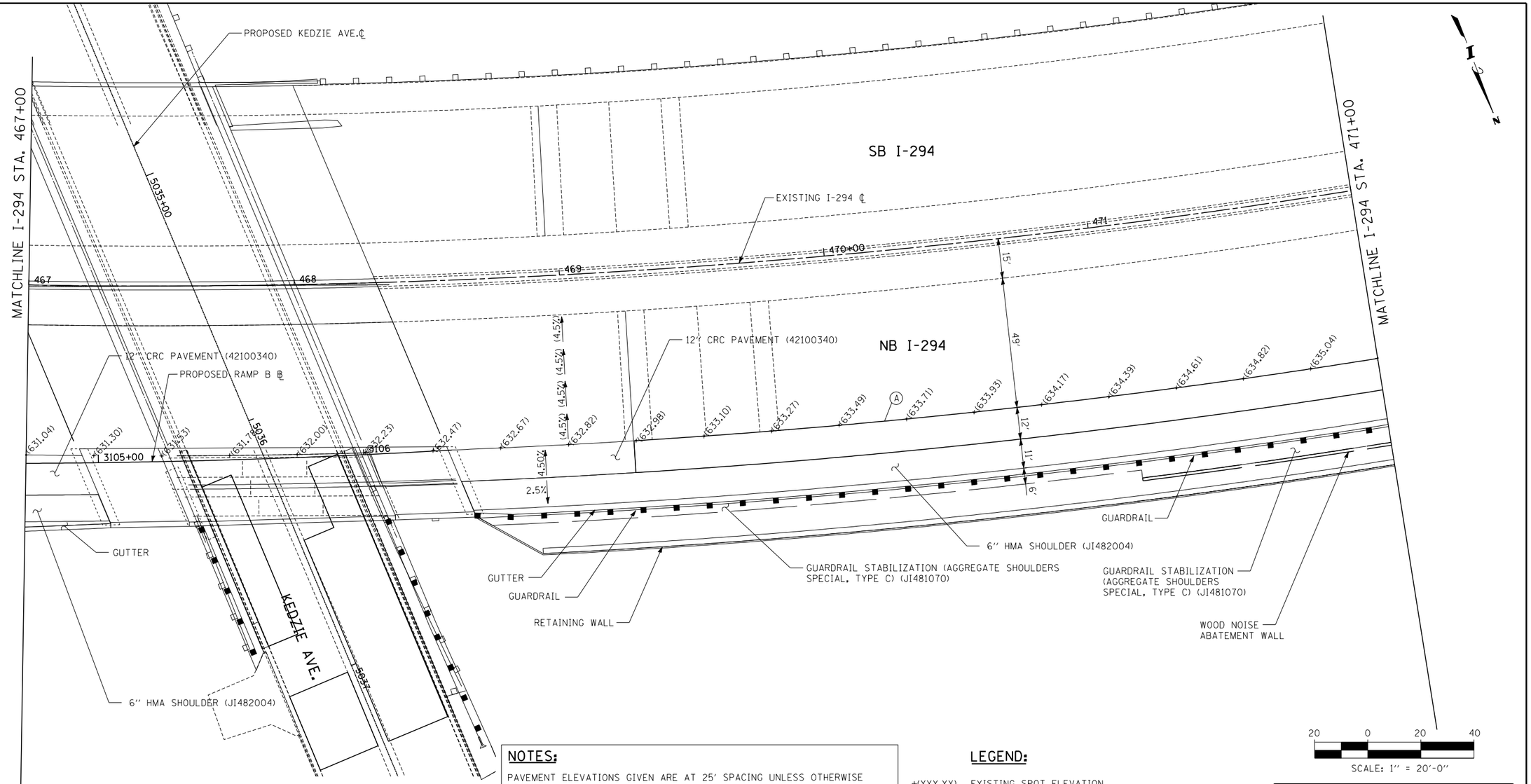
1/29/2013



NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

(A) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) DRILLED AND GROUTED INTO EXISTING, @ 24" C-C SPACING (INCLUDED IN THE COST OF THE ADJACENT CRC OR SHOULDER PAVEMENT).

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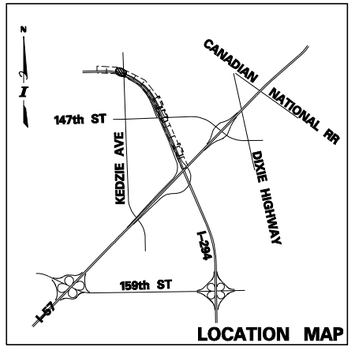
(D) TRANSVERSE JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), @ 12" C-C SPACING (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS).



DRAWN BY . . . . JDU . . . . . .
CHECKED BY . . . MPG . . . . . .
DATE . . 2-6-2013 . . .
SCALE . 1" = 20' . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-012

. . . 139 . OF . 482 . . .

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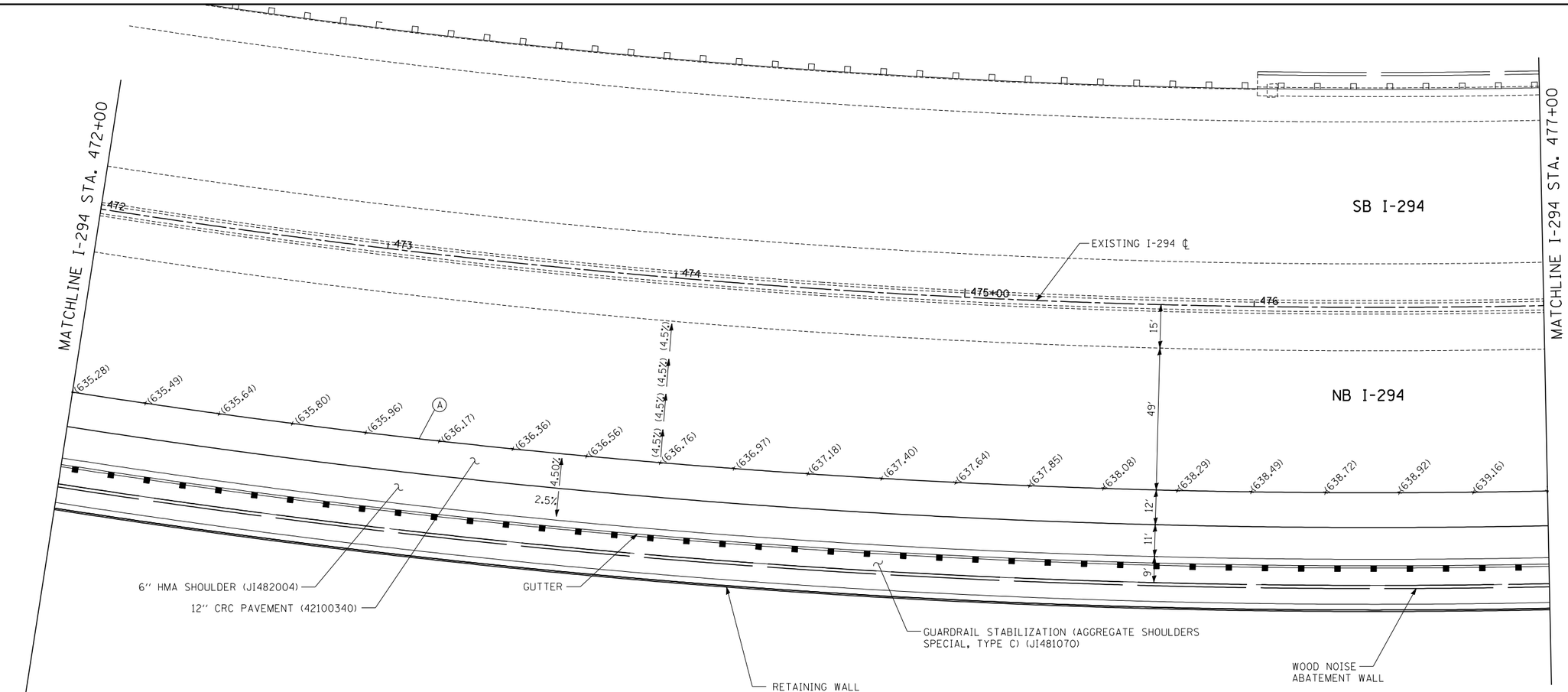
1/29/2013



NOTES:

PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED.

THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTER LINE DISTANCE BETWEEN THE JOINTS.

ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.

FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX) EXISTING SPOT ELEVATION

+XXX.XX PROPOSED SPOT ELEVATION

X.X % PROPOSED CROSS SLOPE

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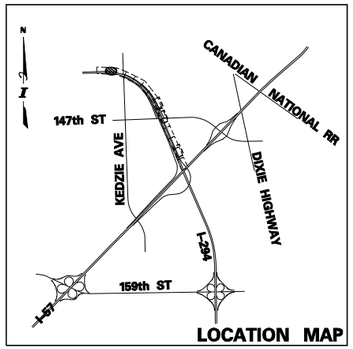
20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . JDJ	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . . MPG	SCALE . 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN

SHEET PJE-013

. . 140 . OF . 482 .

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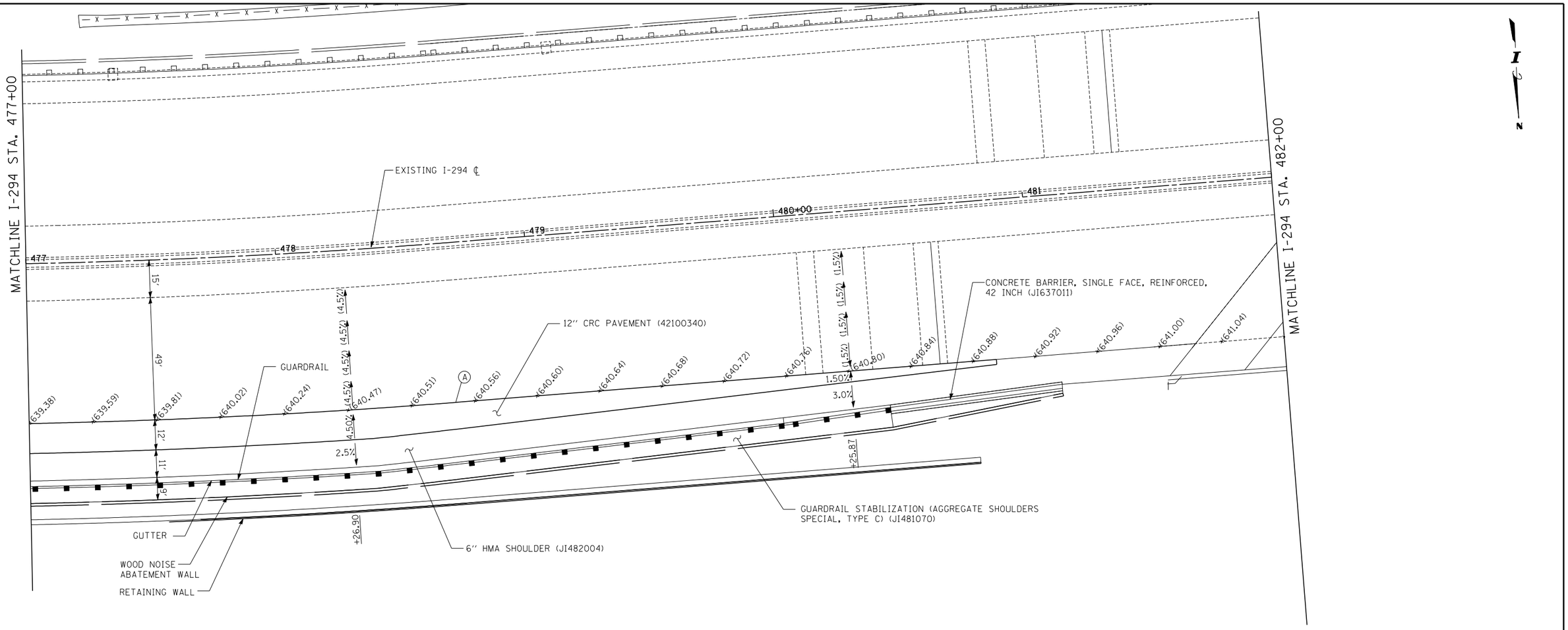
1/29/2013



NOTES:

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FOR JOINT DETAILS SEE IDOT STD 420001, TOLLWAY STDS A5 & A7.

PGL FOR NORTHBOUND PROFILES IS LOCATED 15' RT FROM I-294 ℄

ALL SPOT ELEVATIONS ARE PAVEMENT GRADES UNLESS OTHERWISE NOTED.

CONTRACTOR TO SMOOTHLY TRANSITION BETWEEN PROPOSED SPOT GRADES AND CROSS SLOPES.

PAVEMENT TYPES AND DRAINAGE STRUCTURES SHOWN FOR REFERENCE ONLY. SEE PROPOSED AND DRAINAGE PLANS RESPECTIVELY FOR MORE INFORMATION.

LEGEND:

+(XXX.XX)	EXISTING SPOT ELEVATION
+XXX.XX	PROPOSED SPOT ELEVATION
X.X %	PROPOSED CROSS SLOPE

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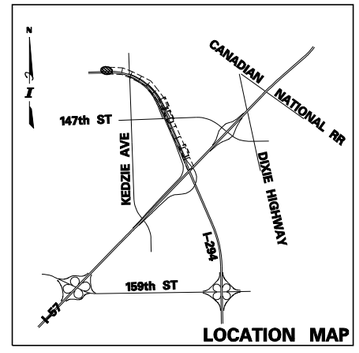
20 0 20 40

SCALE: 1" = 20'-0"



DRAWN BY . . . JDJ	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N PAVEMENT JOINTING AND ELEVATION PLAN
CHECKED BY . . . MPG	SCALE . 1" = 20'				SHEET PJE-014 141 OF 482

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1/29/2013

EROSION AND SEDIMENT CONTROL MEASURES

LOCATION			TEMPORARY RIP RAP	RECTANGULAR INLET PROTECTION	FILTER FABRIC INLET PROTECTION	TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG	SUPER SILT FENCE	ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM	STONE RIPRAP CLASS A3	FILTER FABRIC
STATION	OFFSET (FOOT)		(TON) JS280140	(EACH) JS280180	(EACH) JS280200	(EACH) JS280240	(FOOT) JS280100	(SQ YD) JT285050	(SQ YD) 28100105	(SQ YD) 28200200
RAMP B										
3046+10	23	RT			1					
3046+10	47	RT							11	11
3046+55	44	RT					60			
3046+55	44	RT	26							30
3047+10	23	RT			1					
3047+96	23	RT			1					
3047+96	47	RT							11	11
3048+25	60	RT				1				
3049+46	17	LT			1					
3049+46	23	RT			1					
3049+46	47	RT							14	14
3049+75	60	RT				1				
3050+57	48	RT						91		
3051+50	17	LT			1					
3052+00	35	RT				1				
3053+05	19	LT			1					
3054+50	35	RT				1				
3054+00	35	RT				1				
3055+05	19	LT			1					
3055+05	80	RT		1						
3056+29	77.5	RT		1						
3057+00	35	RT				1				
3057+05	19	LT			1					
3058+37	70	RT		1						
3059+08	19	LT			1					
3059+35	35	RT				1				
3059+51.4	35	RT		1						
3059+75	35	RT				1				
3059+39	19	LT			1					
3059+56.3	19	LT			1					
3061+13	64	RT		1						
3061+30	19	LT			1					
3062+00	32	RT				1				
3063+10	60	RT					40			
3063+30	19	LT			1					
3065+00	30	RT				1				
3065+29	19	LT			1					
3067+15	52	RT		1						
3067+30	19	LT			1					
3067+50	28	RT				1				
3068+25	50	RT		1						
3068+80	19	LT			1					
3070+00	27	RT				1				
3070+30	46	RT		1						
3070+30	19	LT			1					
3072+05	19	LT			1					
3072+48.9	39.8	RT		1						
3075+75	19	LT			1					
3075+75	25	RT			1					
3077+15	19	LT			1					
3077+15	25	RT			1					
3079+35	19	LT			1					
3079+35	25	RT			1					
3081+25	19	LT			1					
3081+24.9	19.7	RT			1					
3083+43	19	LT			1					
3083+53	19	LT			1					
3085+00	22.5	LT			1					
3085+89.5	21.5	LT			1					
3086+72.5	21.5	LT			1					
3090+50	52	RT	15							20
3094+95	23	RT			1					
3095+99.9	23	RT			1					
3097+55	23.5	RT			1					
3099+36	23.5	RT			1					
3101+16	23.5	RT			1					
3102+80	12	RT			1					
3104+42	23.5	RT			1					
SUBTOTAL RAMP B			41	9	39	12	100	91	36	86
RAMP N										
4500+51	15	LT		1						
4500+52.4	33.6	RT		1						
4501+25	52.5	LT		1						
4501+88	21	RT			1					
4501+88	35	RT		1						
4502+03	27.3	LT			1					
4504+00	21	LT			1					
4504+00	19.3	RT			1					
4504+00	35	RT		1						
4506+00	32	RT		1						
4506+50	21	LT			1					
4506+50.5	13	RT			1					
4508+37.4	11	RT			1					
4510+68.5	11	RT			1					
4512+17.7	11	RT			1					

LOCATION			TEMPORARY RIP RAP	RECTANGULAR INLET PROTECTION	FILTER FABRIC INLET PROTECTION	TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG	SUPER SILT FENCE	ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM	STONE RIPRAP CLASS A3	FILTER FABRIC
STATION	OFFSET (FOOT)		(TON) JS280140	(EACH) JS280180	(EACH) JS280200	(EACH) JS280240	(FOOT) JS280100	(SQ YD) JT285050	(SQ YD) 28100105	(SQ YD) 28200200
4513+92	11	RT			1					
4514+94.3	11	RT			1					
4516+67	11	RT			1					
4517+03	11	RT			1					
4518+59	11	RT			1					
4520+40.5	11	RT			1					
SUBTOTAL RAMP N			0	6	15	0	0	0	0	0
INTERSTATE 294										
408+85	119	RT		1						
408+67	75	RT			1					
408+67	97.5	RT	5							14
408+38.5	126.5	RT	4							11
409+25	239	RT	4							11
410+00	102.5	RT	5							14
410+66	75	RT			1					
412+40	75	RT			1					
414+45	75	RT			1					
416+00	75	RT			1					
418+00	75	RT			1					
420+00	75	RT			1					
422+03	75	RT			1					
422+34	75	RT			1					
422+51	75	RT			1					
424+25	75	RT			1					
426+25	75	RT			1					
428+24	75	RT			1					
430+25	75	RT			1					
431+75	75	RT			1					
433+25	75	RT			1					
435+00	75	RT			1					
438+30	75	RT			1					
440+10	75	RT			1					
442+30	75	RT			1					
444+20	75	RT			1					
446+31.8	75	RT			1					
446+41.5	75	RT			1					
448+00	155	RT				1				
450+00	155	RT				1				
452+00	146	RT				1				
452+15	140	RT						34		
453+50	140	RT				1				
455+50	137	RT				1				
457+50	145	RT				1				
461+00	147	RT				1				
463+00	147	RT				1				
465+00	145	RT				1				
466+50	147	RT				1				
468+90	88.5	RT			1					
468+90	103.5	RT			1					
470+12	88.5	RT			1					
470+13	103.5	RT			1					
470+95	88.5	RT			1					
470+95	103.5	RT			1					
472+00	158	RT				1				
473+39	88.5	RT			1					
473+39	103.5	RT			1					
473+50	158	RT				1				
475+00	158	RT				1				
475+70	147.5	RT	15				40			20
475+94	88.5	RT			1					
475+92	103.5	RT			1					
476+00	147.5	RT	5							14
478+95	86	RT			1					
478+95	103.5	RT			1					
479+90	2.3	RT			1					
480+70	103.5	RT			1					
480+70	153	RT	5							11
SUBTOTAL INTERSTATE 294			43	1	37	13	40	34	0	95
TOTAL			84	16	91	25	140	125	36	181

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CHECKED BY . . . EJG . . . .

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CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
EROSION SCHEDULES

SHEET SCH-07

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EROSION AND SEDIMENT CONTROL MEASURES CONTINUED

LOCATION			TEMPORARY STABILIZATION WITH STRAW MULCH (ACRE) JS280150	SAME-DAY STABILIZATION (SQ YD) JS280151	SILT FENCE (FOOT) JS280050	RE-ERECT SILT FENCE (FOOT) JS280051	TURF REINFORCEMENT MAT (SQ YD) 25100900	TEMPORARY EROSION CONTROL SEEDING (POUND) 28000250
BEGIN STATION	END STATION	OFFSET						
RAMP B								
3044+96	3072+74	LT	0.5	1902			324	237
3044+96	3072+74	RT	7.4	6105	3712	742		3698
3072+74	3105+34	RT	3.6	7839	3595	719	1295	1780
SUBTOTAL RAMP B			11.4	15846	7307	1461	1619	5714
INTERSTATE 294								
468+71	482+13	RT	1.9	6495	1366	273	1251	950
SUBTOTAL INTERSTATE 294			1.9	6495	1366	273	1251	950
TOTAL			13.5	22341	8673	1735	2870	6664

SCHEDULES FOR SEDIMENT BASINS AND TRAPS AND BASE SHEETS M12, M16, AND M17.

SEDIMENT TRAP SCHEDULE

		STATION	OFFSET	AREA SERVED (ACRES)	REQUIRED STORAGE DESIGN BASED UPON 1,800 CF /AC	WIDTH (FT.)	LENGTH (FT.)	DEPTH (FT.)	STORAGE DESIGN (CU-FT.)	OUTLET ELEVATION (FT.)	BOTTOM ELEVATION (FT.)	SPILLWAY ELEVATION (FT.)
TRAP 3T-3	RAMP B	3090+50	52' RT	4.50	8100.0	16.0	100.0	4.0	6400.0	603.5	599.5	605.00
TRAP 3T-4	I-294 (West of Kedzie)	475+70	147.5' RT	2.17	3906.0	20.0	50.0	4.0	4000.0	608.0	604.0	610.00

STANDARD BASE SHEET M.12 -STONE OUTLET STRUCTURE SEDIMENT TRAP

DESIGN ELEMENTS		TRAP 3T-3	TRAP 3T-4
DRAINAGE AREA	X (ACRES)	4.5	2.2
SEDIMENT BASIN: STORAGE CAPACITY	V (CU. YD.)	240.0	150.0
WET DETENTION STORAGE	1/2V (CU. YD.)	120.0	75.0
DRY DETENTION STORAGE	1/2V (CU. YD.)	120.0	75.0
SEDIMENT TRAP LENGTH	A (FEET)	100.0	50.0
SEDIMENT TRAP WIDTH	B (FEET)	16.0	20.0
STONE OUTLET STRUCTURE HEIGHT	C (FEET)	3.0	3.0
STONE OUTLET BASE WIDTH	D (FEET)	5.0	5.0
WEIR LENGTH	E (FEET)	5.0	5.0
WEIR TOP WIDTH	F (FEET)	5.0	5.0
WEIR SIDE SLOPE THICKNESS	G (FEET)	0.83	0.83
WEIR SIDE SLOPE HEIGHT	H (FEET)	1.0	1.0
WEIR DEPTH	I (FEET)	0.83	0.83
WEIR BASE WIDTH	J (FEET)	3.0	3.0
RIPRAP	GRADATION	CLASS A3	CLASS A3
COURSE AGGREGATE	GRADATION	CA-2	CA-2
STONE OUTLET AGGREGATE THICKNESS	K (FEET)	0.67	0.67

DETENTION BASIN SCHEDULE

		AREA SERVED (ACRES)	REQUIRED STORAGE DESIGN VOLUME (C.F.)	REQUIRED WET STORAGE DESIGN VOLUME (AC-FT.)	EXCAVATION BELOW PROPOSED PROPOSED OUTLET ELEVATION	WIDTH (FT.)	LENGTH (FT.)	DEPTH (FT.)	PROVIDED WET STORAGE (AC-FT.)	BOTTOM ELEVATION (FT.)	SPILLWAY ELEVATION (FT.)	OUTLET PIPE ELEVATION (FT.)	OUTLET PIPE TAG DESIGNATION & CONTRACT
BASIN 3T-1	NORTH DETENTION BASIN	11.60	41760.0	0.48	75 x 100' x 3.0'	75.0	100.0	3.0	0.48	599	604.65	601.65	#558 - 3I
BASIN 3T-2	EXISTING DETENTION BASIN (EAST SIDE OF I-294, SOUTH OF KEDZIE)	9.00	16200.0	0.19	75 x 100' x 5.0'	75.0	100.0	3.0	0.48	597	603.00	600.25	N/A - DITCH

STANDARD BASE SHEET M.16 - SEDIMENT BASIN DEWATERING DEVICE

DESIGN ELEMENTS		BASIN 3T-1	BASIN 3T-2
STORAGE VOLUME	V (CU. YD.)	1560.0	1560.0
CLAY TOP DAM WIDTH	H (FEET)	4.0	4.0
CLAY DAM HEIGHT	I (FEET)	3.0	0.5
INLET CAPACITY OF RISER PIPE	Q (CU. FT./SEC.)	16.0	16.0
VERTICAL RISER PIPE DIAMETER	A (FEET)	0.7	0.7
VERTICAL RISER PIPE HEIGHT	B (FEET)	2.5	2.5
RISER CONCRETE BASE DEPTH	C (FEET)	1.0	1.0
RISER CONCRETE WIDTH/LENGTH	D (FEET)	2.5	2.5
SLOTTED INLETS	X (NUMBER)	7.0	7.0
SLOTTED INLET WIDTH	E (INCHES)	1.0	1.0
SLOTTED INLET LENGTH	F (FEET)	4.0	4.0
HORIZONTAL OULET PIPE DIAMETER	J (FEET)	0.5	0.5
ANTI SEEP COLAR PIPE DIAMETER	R (FEET)	0.5	0.5
FREEBOARD HEIGHT	G (FEET)	1.0	1.0
CRUSHED STONE	GRADATION	CA-6	CA-6
WEIR LENGTH	M (FEET)	10.0	10.0
WEIR TOP WIDTH	L (FEET)	10.0	10.0
WEIR SIDE SLOPE THICKNESS	K (FEET)	1.8	1.8
WEIR SIDE SLOPE HEIGHT	N (FEET)	1.5	1.5
WEIR DEPTH	O (FEET)	1.0	1.0
WEIR BASE WIDTH	P (FEET)	3.0	3.0
RIPRAP	GRADATION	A3	A3

STANDARD BASE SHEET M.17 -SEDIMENT BASIN AGGREGATE BERM

DESIGN ELEMENTS		BASIN 3T-1	
DRAINAGE AREA	X (ACRES)	11.6	
SEDIMENT BASIN: STORAGE CAPACITY	V (CU. YD.)	1560	
WET DETENTION STORAGE	1/2V (CU. YD.)	780	
DRY DETENTION STORAGE	1/2V (CU. YD.)	780	
AGGREGATE BERM HEIGHT	A (FEET)	3.0	
AGGREGATE BERM TOP WIDTH	B (FEET)	5.0	
OUTLER WEIR LENGTH	C (FEET)	8.0	
OUTLET PIPE DIAMETER	D (FEET)	1.0	
RIPRAP	GRADATION	CLASS A3	
COURSE AGGREGATE GRADATION	GRADATION	CA-2	

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NB I-294, CD ROAD B AND RAMP N
EROSION SCHEDULES

SHEET SCH-08

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EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. FOR EROSION AND SEDIMENT CONTROL GENERAL NOTES SEE STANDARD DRAWING K1, SHEET 1.

2. UNLESS DENOTED AS TEMPORARY, ALL RIPRAP SHOWN ON EROSION CONTROL PLANS IS PERMANENT.

3. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

4. PRIOR TO CONSTRUCTION IN ANY AREA, UPSTREAM AND DOWNSTREAM EROSION & SEDIMENT CONTROLS MUST BE IN PLACE AND OPERATIONAL.

5. DIVERSIONAL SWALES AND CHANNELS AND/OR DEWATERING OPERATIONS SHALL NOT BE DISCHARGED TO SEDIMENT BASINS UNTIL BASINS AND STONE OUTLETS ARE CONSTRUCTED AND OPERATIONAL.

6. ALL PERMANENT AND/OR TEMPORARY CHANNEL RELOCATIONS OR MODIFICATIONS SHALL BE CONSTRUCTED UNDER DRY CONDITIONS AND STABILIZED PRIOR TO DIVERSION OF FLOW THROUGH THE NEW CHANNEL.

7. THE CONTRACTOR SHALL INSTALL ALL TEMPORARY PERIMETER CONTROLS PRIOR TO ANY GRADING OPERATION. THIS INCLUDES, BUT IS NOT LIMITED TO DIVERSION DIKES, TEMPORARY SWALES, SILT FENCES, AND SUPER SILT FENCES. LOCATIONS AND TREATMENTS OF EROSION CONTROL MEASURES AS SHOWN ON THE PLANS.

8. THE PERMANENT VEGETATIVE PLAN SHALL BE USED ON ALL DISTURBED AREAS WHENEVER POSSIBLE. A QUANTITY FOR TEMPORARY STABILIZATION WITH STRAW MULCH (ITEM JS280150) HAS BEEN PROVIDED FOR ANTICIPATED DISTURBED AREAS.

9. THE CONTRACTOR SHALL CONFINE ACTIVITIES TO FALL WITHIN THE LIMITS OF SILT FENCE AS SHOWN ON THE PLANS. A QUANTITY FOR RE-ERCT SILT FENCE (ITEM JS280051) ONE-FIFTH THE TOTAL QUANTITY OF SILT FENCE (ITEM JS280050) HAS BEEN PROVIDED.

10. THE CONTRACTOR SHALL ESTABLISH POINTS OF INGRESS AND EGRESS FROM THE EXISTING ROADWAYS. THE WORK SHALL BE IN ACCORDANCE WITH THE DETAIL ENTITLED STABILIZED CONSTRUCTION ENTRANCE, STANDARD DRAWING K1, SHEET 4.

11. THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE MAINTAINED DURING THE LENGTH OF THE PROJECT. STABILIZED CONSTRUCTION ENTRANCES ARE SHOWN AT SUGGESTED LOCATIONS ON THE MAINTENANCE OF TRAFFIC PLANS.

12. SAME DAY STABILIZATION HAS BEEN SPECIFIED FOR THOSE AREAS WHERE LIMITED SPACE IS AVAILABLE FOR CONSTRUCTION OF SEDIMENT TRAPS OR OTHER SEDIMENT MEASURES BETWEEN THE ROADWAY SIDESLOPE AND THE ROW LINE. THE INTENT OF SAME DAY STABILIZATION IS TO PREVENT THE MOVEMENT OF SOILS ONCE THEY ARE EXPOSED BY THE CONTRACTOR'S OPERATIONS. SAME DAY STABILIZATION IS TO BE IMPLEMENTED AFTER THE INITIAL PERIMETER CONTROLS ARE IN PLACE AND CONCURRENTLY WITH THE CONTRACTORS OPERATIONS EACH DAY.

13. THE PRIMARY METHOD OF SAME DAY STABILIZATION DURING GRADING OPERATIONS SHALL BE ITEM TEMPORARY STABILIZATION WITH STRAW MULCH. OTHER TEMPORARY METHODS SHALL BE AS DIRECTED BY THE ENGINEER.

14. AT THE TIME OF THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, THE PROPOSED CONCRETE TRUCK WASH OUT LOCATIONS. RUNOFF FROM WASH AREAS SHALL BE CONTAINED IN THE DESIGNATED AREAS SO THAT RUNOFF DOES NOT REACH THE STORM SEWER OR DITCH SYSTEMS. CLEANOUT OF THE WASH AREAS SHALL BE INCLUDED IN THE COST OF THE CONCRETE ITEMS BEING CONSTRUCTION.

15. DURING DEWATERING OPERATIONS (IF REQUIRED) WATER MAY BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES OR WATERWAYS IS PROHIBITED. AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO DEWATER UTILIZING A TEMPORARY SEDIMENT BASIN OR A TEMPORARY SEDIMENT FILTER BAG PURSUANT TO THE TOLLWAY STANDARD BASE SHEET DRAWINGS M13 OR M18, RESPECTIVELY.

16. TEMPORARY SEDIMENT BASINS AND TRAPS FOR THIS PROJECT HAVE BEEN SIZED FOR 3,600 CU FT / ACRE FOR TRIBUTARY WATERSHED AREAS. THE MINIMUM DEWATERING BASIN SHALL BE 10' X 10' X 3' IN DEPTH. DEWATERING BASIN SIZE AND LOCATION SHALL BE APPROVED BY THE ENGINEER BEFORE CONSTRUCTION. DRAINAGE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.

17. QUANTITY CALCULATIONS FOR TEMPORARY RIPRAP ARE BASED ON THE TOLLWAY STANDARD BASE SHEETS. SEE EROSION SCHEDULE FOR QUANTITIES.

18. SEDIMENT REMOVAL FROM SEDIMENT TRAPS AND SEDIMENT BASINS SHALL OCCUR IN CONJUNCTION WITH ITEM JS280040 "EROSION AND SEDIMENT CONTROL - CLEANOUT" OR AS DIRECTED BY THE ENGINEER. THE FREQUENCY OF SEDIMENT CLEANOUT SHALL BE BASED UPON TOLLWAY AND URBAN MANUAL DESIGN STANDARDS AND AS DIRECTED BY THE RESIDENT ENGINEER. THE VOLUME OF SEDIMENT CLEANOUT IS BASED UPON THE WET STORAGE VOLUME FOR THE SEDIMENT TRAPS AND SEDIMENT BASINS BEING CLEANED OUT ONCE DURING THE PROJECT DURATION.

19. EROSION AND SEDIMENT CONTROL EXCAVATION FOR SEDIMENT TRAP AND SEDIMENT BASIN CONSTRUCTION SHALL NOT BE PAID FOR SEPARATLEY BUT INCLUDED AS PART OF MASS GRADING AND DITCH EXCAVATION WORK.

20. REMOVING AND REINSTALLING INLET PROTECTION DEVICES TO ACCOMMODATE DRAINAGE STRUCTURE ADJUSTMENT SHALL BE INCLUDED IN THE COST OF THE INLET PROTECTION DEVICE.

23. REMOVING AND REINSTALLING INLET PROTECTION DEVICES TO ACCOMMODATE DRAINAGE STRUCTURE ADJUSTMENT SHALL BE INCLUDED IN THE COST OF THE INLET PROTECTION DEVICE.

24. EROSION CONTROL MEASURES SHALL BE INSPECTED ONCE A WEEK AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2" OF PRECIPITATION.

25. POLLUTION CONTROL: THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL FEDERAL AND STATE REGULATIONS RREGARDING AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES IN THE SITE.

EROSION CONTROL STAGE CONSTRUCTION SEQUENCE

PRESTAGE

I-294 SHOULDER CLOSURES.

INSTALL PERIMETER SILT FENCE AS SHOWN IN THE PLANS. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND INSTALL INLET PROTECTION.

A. STAGE 1 - MAINLINE CONSTRUCTION STAGING I-294

SHOULDER REMOVAL AND REPLACEMENT WITH EMBANKMENT WIDENING, TEMPORARY PAVEMENT, RETAINING WALL, AND ASSOCIATED DRAINAGE CONSTRUCTION.

PRIOR TO CLEARING AND GRUBBING FOR EMBANKMENT CONSTRUCTION, COVER / ADJUST EXITING INLETS AS INDICATED IN THE DRAINAGE REMOVAL PLANS AND INSTALL INLET PROTECTION ON STRUCTURES THAT WILL REMAIN OPEN. CONSTRUCT STORM SEWERS AS INDICATED ON THE PROPOSED DRAINAGE PLANS AND INSTALL CULVERT INLET PROTECTION AND INLET PROTECTION AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS.

PERFORM TREE REMOVAL AND GRUBBING WITH DEBRIS REMOVAL AS NEEDED. STRIP TOPSOIL AND STORE IN THE DESIGNATED STOCKPILE LOCATION. APPLY TEMPORARY STABILIZATION WITH STRAW MULCH TO DISTURBED AREAS INCLUDING THE STOCKPILE.

RAMP B AND RAMP D CONSTRUCTION

CONSTRUCT THE SEDIMENT BASINS WITH SEDIMENT BASIN AGGREGATE BERM AND DEWATERING DEVICES AT DETENTION BASIN OUTLETS AS SHOWN ON PLANS. INSTALL PERMANENT STORM SEWERS TO CONNECT THE INLET AND OUTLETS OF CROSS ROAD CULVERTS. CONSTRUCT AND STABILIZE RAMP B EMBANKMENTS USING THE EMBANKMENT PHASING PLAN ON STANDARD K1, SHEET 3. INSTALL TEMPORARY DITCH CHECKS AND TEMPORARY SEDIMENT TRAPS IN RELOCATED CHANNELS AS SHOWN ON THE PLANS.

APPLY TEMPORARY STABILIZATION WITH STRAW MULCH TO PROPOSED EMBANKMENT (FILL) AND CUT SECTIONS DURING CONSTRUCTION. USE TEMPORARY STABILIZATION WITH STRAW MULCH WHERE CUT SLOPES FOR TEMPORARY WIDENING DO NOT COINCIDE WITH FINAL SLOPE LIMITS. EXTEND STORM SEWERS (CULVERTS) AS SHOWN ON PLANS AND INSTALL SLOPED HEADWALLS WITH TEMPORARY AND/OR PERMANENT OUTLET PROTECTION AS SHOWN ON THE PLANS. MINIMIZE DISTURBANCE OF ROADSIDE SLOPES DURING SHOULDER REMOVAL AND REPLACEMENT. STABILIZE FINAL SLOPES WITH PERMANENT STABILIZATION.

TEMPORARY PIPE DRAIN NOTE:

DEPENDING UPON SELECTION OF THE PERFORMANCE RETAINING WALL SYSTEM AND SEQUENCE OF EMBANKMENT GRADING OPERATIONS, THE FIELD ENGINEER AND/OR TOLLWAY CONSTRUCTION MANAGER MAY REQUIRE UTILIZATION OF TEMPORARY PIPE SLOPE DRAINS TO CONVEY RUNOFF FROM THE TOP OF EMBANKMENTS TO THE TOE OF EMBANKMENT SLOPES DURING EMBANKMENT AND RETAINING WALL CONSTRUCTION. THE LOCATION AND CONFIGURATION OF TEMPORARY PIPE SLOPE DRAINS SHALL BE INSTALLED PURSUANT TO TOLLWAY STANDARD BASE SHEET M11.

THE TEMPORARY PIPE SLOPE DRAINS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PERFORMANCE BASED RETAINING WALLS.

PROJECT CONCLUSION:

UPON COMPLETION OF BARRIER WALLS, RETAINING WALLS, GUTTERS AND PERMANENT PAVING INSTALLATION, CONTRACTOR SHALL CLEAN EXISTING STORM CATCH BASINS AND SEWERS AS INDICATED IN THE CLEANING SCHEDULES. NEWLY INSTALLED STORM DRAINAGE INFRASTRUCTURE SHALL BE ADDITIONALLY CLEANED AT NO ADDITIONAL COSTS TO THE PROJECT.

CONTRACTOR SHALL REMOVE FILTER FABRIC INLET PROECTION MEASURES AS DIRECTED BY TOLLWAY REPRESENTATIVE AT COMPLETION OF PROJECT.

FOLLOWING VEGETATIVE ESTABLISHMENT OF INFIELD AREAS, DITCHES AND SWALES, THE CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND ASSOCIATED DEVICES AS DIRECTED BY THE FIELD ENGINEER / TOLLWAY REPRESENTATIVE.

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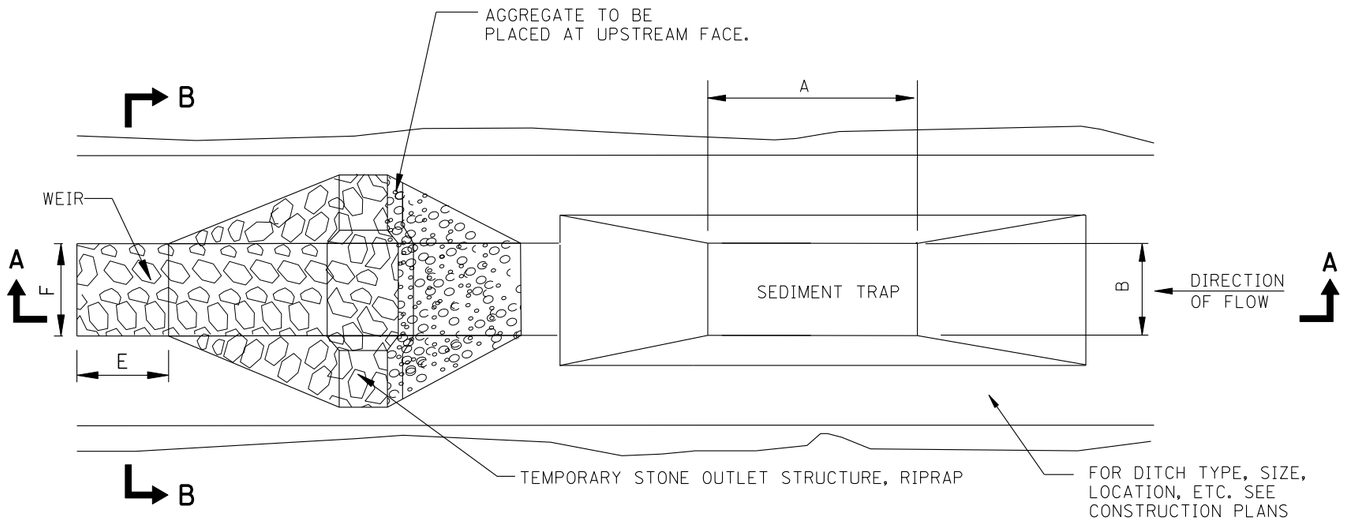
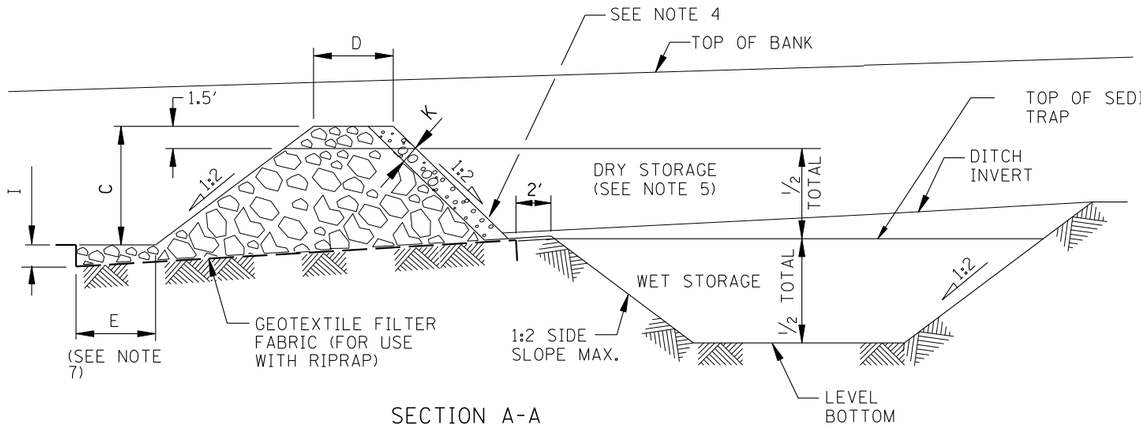
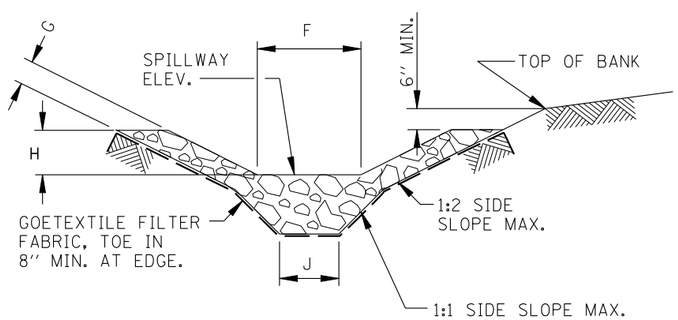


PLAN



SECTION A-A



SECTION B-B

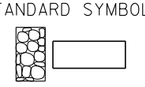
NOTES:

1. STONE OUTLET STRUCTURES TO BE USED IN EXISTING, PROPOSED AND TEMPORARY DITCHES OF ALL TYPES.
2. THE STONE OUTLET STRUCTURES SHALL BE REPLACED DUE TO WASHOUT, CONSTRUCTION TRAFFIC DAMAGE OR SILT ACCUMULATION. THE SILT SHALL BE CLEANED OUT WHEN WET STORAGE PORTION OF TRAP IS 50% FULL.
3. A LAYER OF AGGREGATE SHALL BE PLACED AGAINST THE UPSTREAM FACE OF THE TEMPORARY STONE OUTLET STRUCTURE.
4. THE DETENTION STORAGE SHALL BE COMPOSED OF EQUAL VOLUMES OF "WET" AND "DRY" STORAGE AREAS. HALF THE DETENTION STORAGE SHALL BE BELOW THE PERMEABLE FILL.
5. THE MINIMUM LENGTH TO WIDTH RATIO OF SEDIMENT TRAP SHALL BE 2:1.
6. THE SPILLWAY WEIR SHALL BE DETERMINED BY THE DRAINAGE RUNOFF FROM THE CONTRIBUTING AREA.
7. REFERENCE DESIGN CRITERIA:
   ILLINOIS URBAN MANUAL AND IDOT BUREAU OF DESIGN AND ENVIROMENTAL MANUAL

DESIGN ELEMENTS		VALUES
DRAINAGE AREA	X (ACRES)	*
SEDIMENT TRAP: STORAGE CAPACITY	V (CU. YD.)	
WET DETENTION STORAGE	1/2V (CU. YD.)	
DRY DETENTION STORAGE	1/2V (CU. YD.)	
SEDIMENT TRAP LENGTH	A (FEET)	
SEDIMENT TRAP WIDTH	B (FEET)	
STONE OUTLET STRUCTURE HEIGHT	C (FEET)	
STONE OUTLET STRUCTURE TOP WIDTH	D (FEET)	
WEIR LENGTH	E (FEET)	
WEIR TOP WIDTH	F (FEET)	
WEIR SIDE SLOPE THICKNESS	G (FEET)	
WEIR SIDE SLOPE HEIGHT	H (FEET)	
WEIR DEPTH	I (FEET)	
WEIR BASE WIDTH	J (FEET)	
RIPRAP	GRADATION	
AGGREGATE	GRADATION	
STONE OUTLET AGGREGATE THICKNESS	K (FEET)	

* - SEE SCHEDULE

STANDARD SYMBOL



BASE SHEET M12

STONE OUTLET STRUCTURE
SEDIMENT TRAP

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NB I-294, CD ROAD B AND RAMP N
EROSION CONTROL DETAILS

SHEET EC-02

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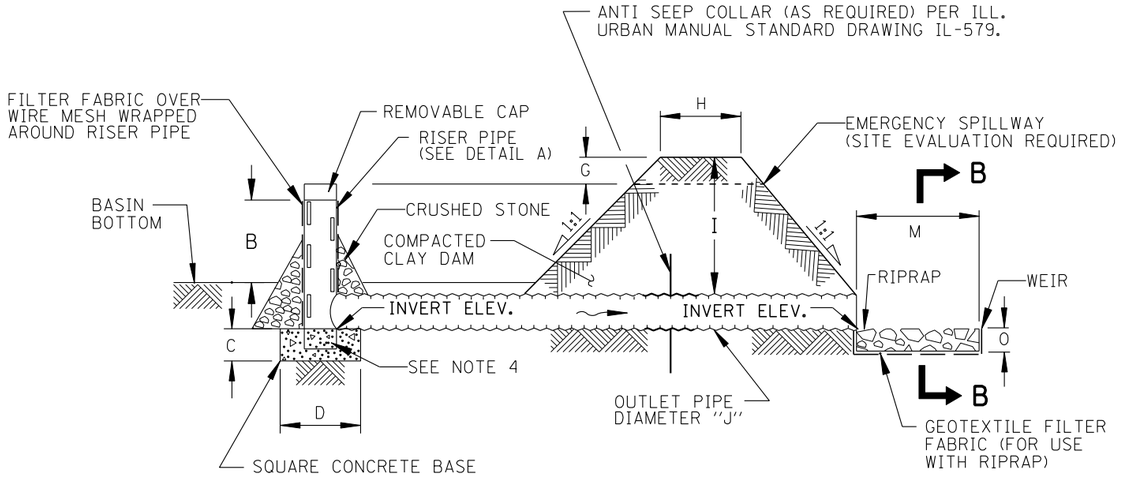

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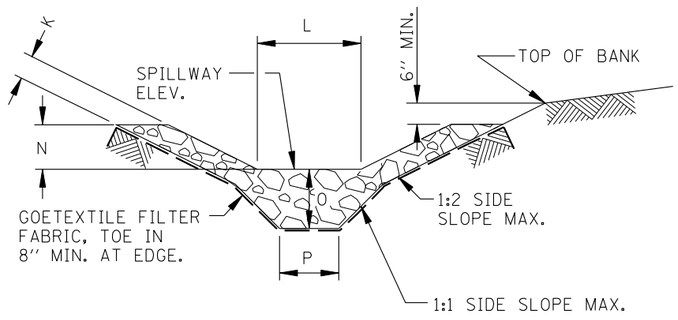
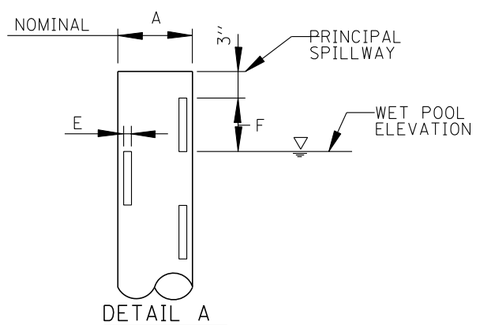


SECTION B-B



DETAIL A

RISER PIPE-SLOTTED INLET

NOTES:

1. OUTLET PIPE AND SLOTTED RISER SHALL BE FABRICATED FROM CORRUGATED METAL, SMOOTH STEEL OR PVC.
2. SLOTS SHALL BE CUT CLEANLY AND DEBURRED. ENDS OF SLOTS MAY BE ROUND OR SQUARE.
3. ROWS OF VERTICAL SLOTS TO BE CENTERED AND PLACED BASED ON RISER DIAMETER.
4. FABRICATED OR STANDARD ELBOW; FABRICATED OR STANDARD TEE WITH THE PIPE OR PLUG IN UPSTREAM END; OR STANDARD TEE WITH ONE END EMBEDDED IN CONCRETE.
5. THE RISER PIPE AND DRAIN PIPE TO BE SIZED TO CARRY THE PEAK IN FLOW PER DESIGN STORM CRITERIA.
6. HOLES MAY BE SUBSTITUTED FOR SLOTS IN RISER PIPE. PROVIDE THE REQUIRED NUMBER OF HOLES PER FOOT OF RISER ARE FOR SPECIFIED DIAMETER OF RISER PIPE.
7. AN ALTERNATE TO THE PERFORATED RISER PIPE IS THE "FAIRCLOTH" TYPE SKIMMER DEVICE.
8. SEDIMENT TO BE REMOVED WHEN BASIN IS 50% FULL.
9. FILTER FABRIC OVER WIRE MESH SHALL BE WRAPPED AROUND THE RISER STAND PIPE.
10. REFERENCE DESIGN CRITERIA: ILLINOIS URBAN MANUAL AND IDOT BUREAU OF DESIGN AND ENVIRONMENTAL MANUAL.

DESIGN ELEMENTS		VALUES
STORAGE VOLUME	V (CU. YD.)	1550
CLAY DAM TOP WIDTH	H (FEET)	4
CLAY DAM HEIGHT	I (FEET)	4
INLET CAPACITY OF RISER PIPE	Q (CU. FT./SEC.)	25.0
VERTICAL RISER PIPE DIAMETER	A (FEET)	1
VERTICAL RISER PIPE HEIGHT	B (FEET)	2.5
RISER CONCRETE BASE DEPTH	C (FEET)	1
RISER CONCRETE WIDTH/LENGTH	D (FEET)	2.5
SLOTTED INLETS	X (NUMBER)	14.0
SLOTTED INLET WIDTH	E (INCHES)	1
SLOTTED INLET LENGTH	F (FEET)	4
HORIZONTAL OUTLET PIPE DIAMETER	J (FEET)	1
ANTI SEEP COLLAR PIPE DIAMETER	R (FEET)	2
FREEBOARD HEIGHT	G (FEET)	1
CRUSHED STONE	GRADATION	CA-6
WEIR LENGTH	M (FEET)	5.0
WEIR TOP WIDTH	L (FEET)	10.0
WEIR SIDE SLOPE THICKNESS	K (FEET)	2
WEIR SIDE SLOPE HEIGHT	N (FEET)	1.5
WEIR DEPTH	O (FEET)	1.5
WEIR BASE WIDTH	P (FEET)	7.0
RIPRAP	GRADATION	A3

BASE SHEET M16

SEDIMENT BASIN DEWATERING DEVICE

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .
DATE . . 2-6-2013 . . .
SCALE . N.T.S. . . . .

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Illinois Professional Design Firm # 184-001322
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

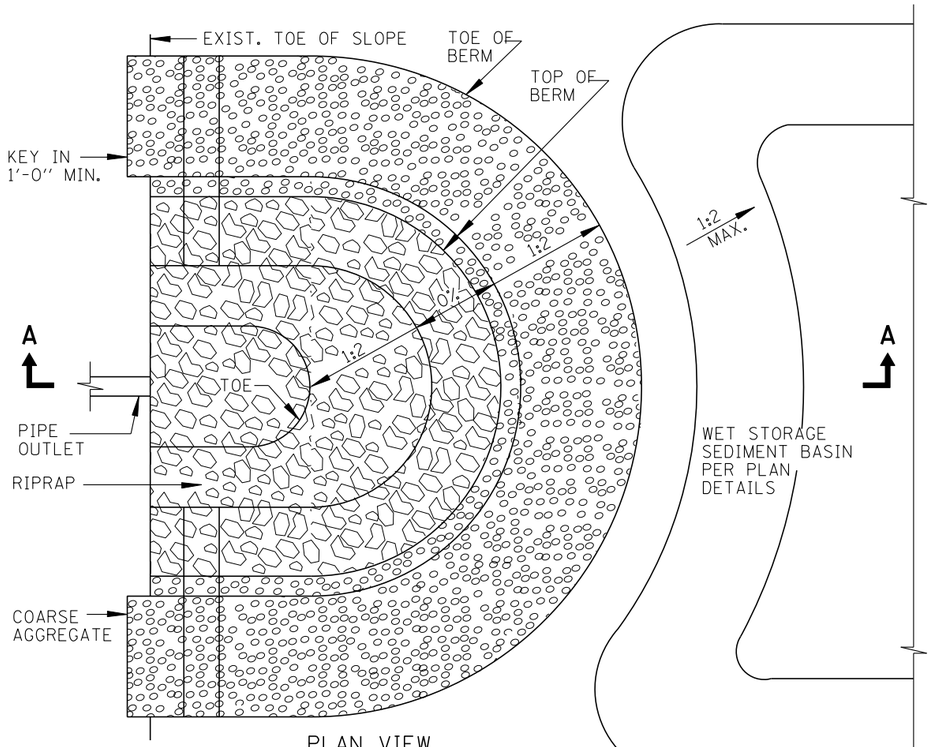
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

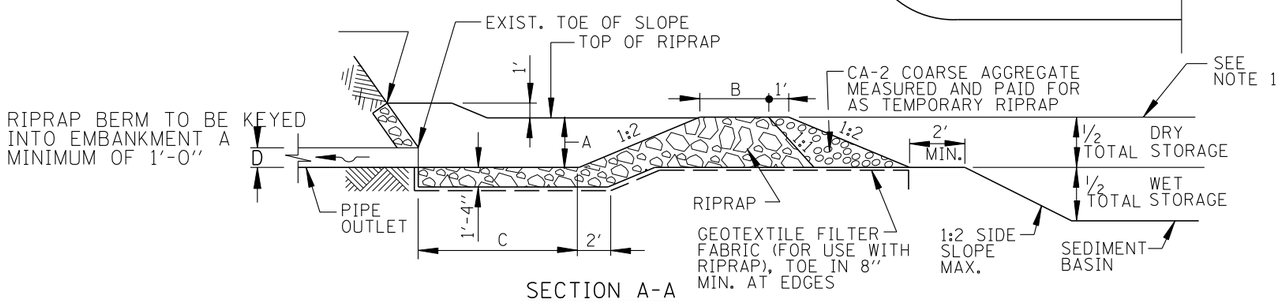
NB I-294, CD ROAD B AND RAMP N EROSION CONTROL DETAILS

SHEET EC-03

146 OF 482



PLAN VIEW



SECTION A-A

NOTES:

1. WHEN SEDIMENT BASIN AGGREGATE BERM IS USED FOR OUTLET CONTROL, THE DETENTION STORAGE SHALL BE COMPOSED OF EQUAL VOLUMES OF "WET" AND "DRY" STORAGE AREAS. HALF THE DETENTION STORAGE SHALL BE BELOW THE PERMEABLE FILL. DRAINAGE AREA INCLUDES BOTH ON-SITE AND OFF SITE TRIBUTARY AREAS.
2. TO MINIMIZE EXCAVATION, THE BOTTOM OF THE WET STORAGE BASIN MAY BE DESIGNED AT THE PIPE OUTLET INVERT ELEVATION. PROVIDE COMPACTED CLAY DAM BELOW AGGREGATE BERM.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED. THE AGGREGATE BERM SHALL BE REPLACED IF WASHED OUT, DAMAGED BY CONSTRUCTION OR SILT ACCUMULATION. THE SILT SHALL BE CLEANED OUT WHEN THE WET STORAGE POOL PORTION OF BASIN IS 50% FULL.

* * RESERVED

DESIGN ELEMENTS		VALUES
DRAINAGE AREA	X (ACRES)	*
SEDIMENT BASIN: STORAGE CAPACITY	V (CU. YD.)	
WET DETENTION STORAGE	½V (CU. YD.)	
DRY DETENTION STORAGE	½V (CU. YD.)	
AGGREGATE BERM HEIGHT	A (FEET)	
AGGREGATE BERM TOP WIDTH	B (FEET)	
OUTLET WEIR LENGTH	C (FEET)	
OUTLET PIPE DIAMETER	D (FEET)	
RIPRAP	GRADATION	
COURSE AGGREGATE	GRADATION	

STANDARD SYMBOL

BASE SHEET M17

SEDIMENT BASIN
AGGREGATE BERM

DRAWN BY . . . JMR . . . .
CHECKED BY . . EJG . . . .
DATE . . . 2-6-2013 . . .
SCALE . . . N.T.S. . . . .

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

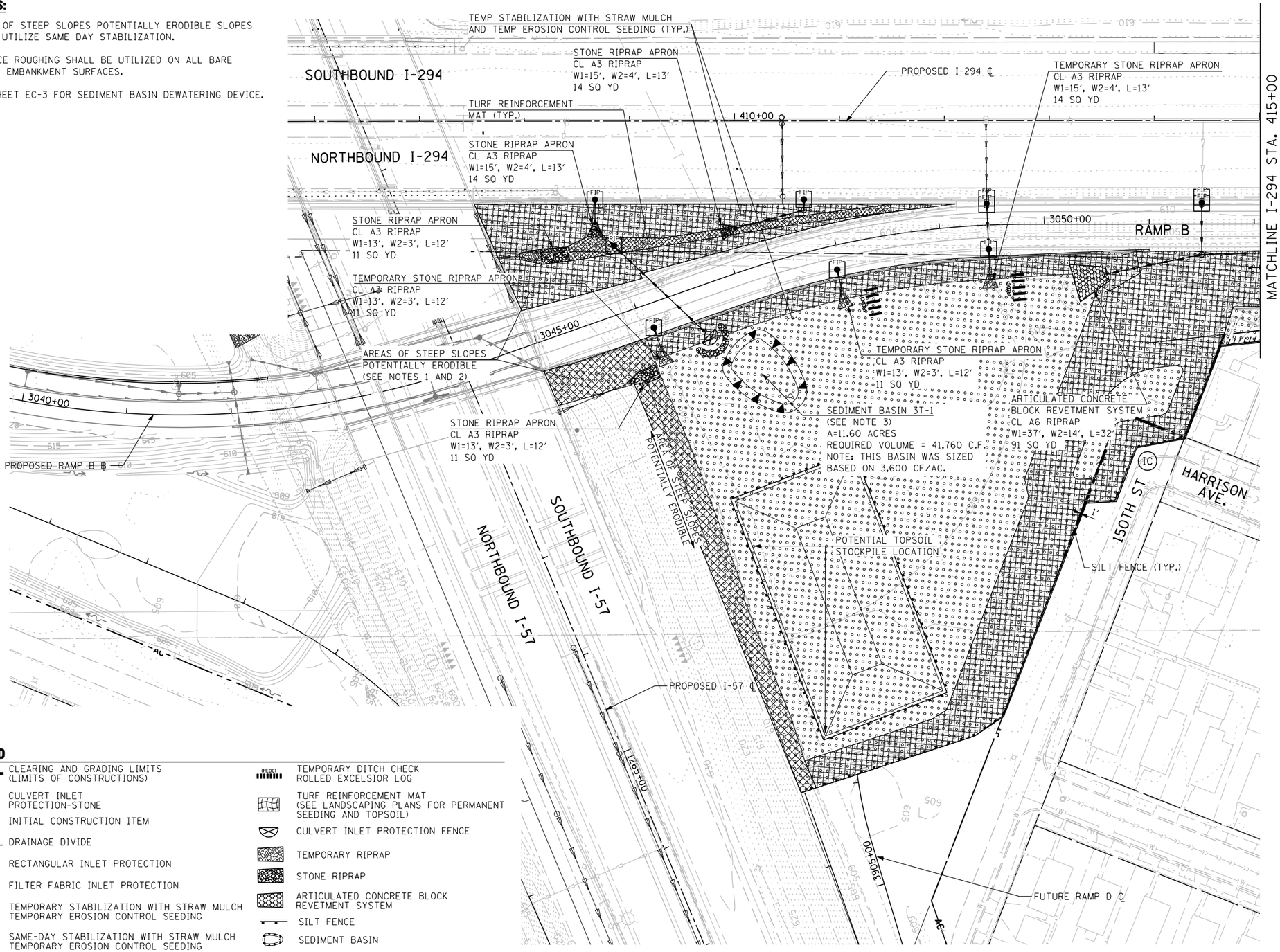
NB I-294, CD ROAD B AND RAMP N
EROSION CONTROL DETAILS

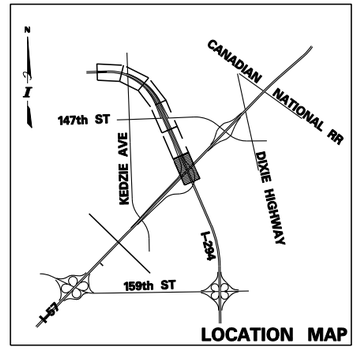
SHEET EC-04

147 OF 482

NOTES:

1. AREAS OF STEEP SLOPES POTENTIALLY ERODIBLE SLOPES SHALL UTILIZE SAME DAY STABILIZATION.
2. SURFACE ROUGHING SHALL BE UTILIZED ON ALL BARE BRIDGE EMBANKMENT SURFACES.
3. SEE SHEET EC-3 FOR SEDIMENT BASIN DEWATERING DEVICE.





FILTER FABRIC INLET PROTECTION

STA 408+67, 75' RT
STA 410+66, 75' RT
STA 412+40, 75' RT
STA 414+45, 75' RT
STA 3046+10, 23' RT
STA 3047+96, 23' RT
STA 3049+46, 17' LT
STA 3049+46, 23' RT
STA 3051+50, 17' LT

RECTANGULAR INLET PROTECTION

STA 408+64, 100.5' RT

CULVERT INLET PROTECTION, FENCE

STA 3046+55, 44' RT

TEMPORARY DITCH CHECKS

STA 3048+25, 60.0' RT
STA 3049+75, 60.0' RT

50 0 50 100

SCALE: 1" = 50'-0"

LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE (CIP)
- INITIAL CONSTRUCTION ITEM (IC)
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION (RIP)
- FILTER FABRIC INLET PROTECTION (FIP)
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG (RED DC)
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

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CHECKED BY EJG	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS

SHEET EC-05

148 OF 482

LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE (CIP)
- INITIAL CONSTRUCTION ITEM (IC)
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION (RIP)
- FILTER FABRIC INLET PROTECTION (FIP)
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG (REDC)
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

FILTER FABRIC INLET PROTECTION

STA 416+00, 75' RT
STA 418+00, 75' RT
STA 420+00, 75' RT
STA 422+03, 75' RT
STA 422+34, 75' RT
STA 422+51, 75' RT
STA 424+25, 75' RT
STA 426+25, 75' RT
STA 428+24, 75' RT
STA 3053+05, 19' LT
STA 3055+05, 19' LT
STA 3057+05, 19' LT
STA 3059+08, 19' LT
STA 3059+39, 19' LT
STA 3059+56.3, 19' LT
STA 3061+30, 19' LT
STA 3063+30, 19' LT
STA 3065+29, 19' LT

CULVERT INLET PROTECTION, FENCE

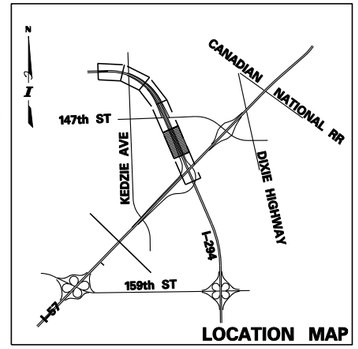
STA 3063+10, 60' RT

TEMPORARY DITCH CHECKS

STA 3054+50, 35' RT
STA 3054+00, 35' RT
STA 3057+00, 35' RT
STA 3059+35, 35' RT
STA 3059+75, 35' RT
STA 3062+00, 32' RT
STA 3065+00, 30' RT

RECTANGULAR INLET PROTECTION

STA 3055+05, 80' RT
STA 3056+29, 77.5' RT
STA 3058+37, 70' RT
STA 3059+51.4, 35' RT
STA 3061+13, 64' RT



LOCATION MAP

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

SAN FRANCISCO AVE.
150TH ST.
149TH ST.
EXISTING ROW
PROPOSED ROW
FUTURE RAMP L
SOUTHBOUND I-294
NORTHBOUND I-294
PROPOSED I-294 ℄
PROPOSED RAMP B ℄
RAMP B
3425+00
3420+00
3415+00
415+00
420+00
425+00
3055+00
3060+00
3065+00
MATCHLINE I-294 STA. 415+00
MATCHLINE I-294 STA. 430+00
SILT FENCE (TYP.)
TEMP STABILIZATION WITH STRAW MULCH AND TEMP EROSION CONTROL SEEDING (TYP.)
CALIFORNIA AVE.
MOZART AVE.
148TH ST.
149TH ST.

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CHECKED BY EJG	SCALE 1" = 50'	HRGreen			NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS	149 OF 482

LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE (CIP)
- INITIAL CONSTRUCTION ITEM (IC)
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION (RIP)
- FILTER FABRIC INLET PROTECTION (FIP)
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG (REDC)
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

TEMPORARY DITCH CHECKS

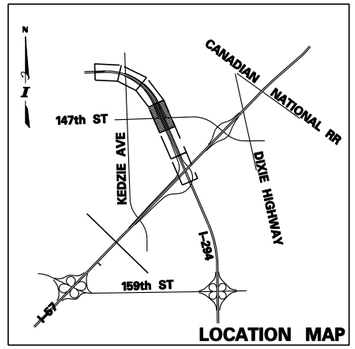
STA 3067+50, 28' RT
STA 3070+00, 27' RT

RECTANGULAR INLET PROTECTION

STA 3067+15, 52' RT
STA 3068+25, 50' RT
STA 3070+30, 46' RT
STA 3072+48.9, 39.8' RT
STA 4500+51, 15' LT
STA 4500+52.4, 33.6' RT
STA 4501+25, 52.5' LT
STA 4501+88, 35' RT
STA 4504+00, 35' RT
STA 4506+00, 32' RT

FILTER FABRIC INLET PROTECTION

STA 430+25, 75' RT
STA 431+75, 75' RT
STA 433+25, 75' RT
STA 435+00, 75' RT
STA 438+30, 75' RT
STA 440+10, 75' RT
STA 442+30, 75' RT
STA 444+20, 75' RT
STA 3067+30, 19' LT
STA 3068+80, 19' LT
STA 3070+30, 19' LT
STA 3072+05, 19' LT
STA 3075+75, 19' LT
STA 3075+75, 25' RT
STA 3077+15, 19' LT
STA 3077+15, 25' RT
STA 3079+35, 19' LT
STA 3079+35, 25' RT
STA 3081+25, 19' LT
STA 3081+24.8, 19.6' RT
STA 4501+88, 21' RT
STA 4502+03, 27.3' LT
STA 4504+00, 21' LT
STA 4504+00, 19.3' RT
STA 4506+50, 21' LT
STA 4506+50.5, 13' RT
STA 4508+37.4', 11' RT



LOCATION MAP

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

RICHMOND AVE.
148TH ST.
SACRAMENTO AVE.
EXISTING ROW
SOUTHBOUND I-294
NORTHBOUND I-294
MATCHLINE I-294 STA. 430+00
MATCHLINE I-294 STA. 445+00
PROPOSED I-294 ℄
PROPOSED RAMP B ℄
PROPOSED RAMP N ℄
RAMP B
RAMP N
PROPOSED 147TH ℄
147TH ST.
SAN FRANCISCO AVE.
146TH ST.
PROPOSED ROW
TEMP STABILIZATION WITH STRAW MULCH AND TEMP EROSION CONTROL SEEDING (TYP.)
SILT FENCE (TYP.)
430+00
435+00
440+00
3070+00
3075+00
3080+00
4500+00
4505+00
4620+00
4625+00
220+00
110+00

DRAWN BY . . . JMR	DATE . . 2-6-2013	HRGreen.com Illinois Professional Design Firm # 184-001322	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . EJG	SCALE . 1" = 50'	HRGreen	

REVISIONS NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS

SHEET EC-07
150 OF 482

LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE (CIP)
- INITIAL CONSTRUCTION ITEM (IC)
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION (RIP)
- FILTER FABRIC INLET PROTECTION (FIP)
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG (REDC)
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

NOTES:

1. AREAS OF STEEP SLOPES POTENTIALLY ERODIBLE SLOPES SHALL UTILIZE SAME DAY STABILIZATION.
2. SURFACE ROUGHING SHALL BE UTILIZED ON ALL BARE BRIDGE EMBANKMENT SURFACES.
3. SEE SHEET EC-3 FOR SEDIMENT BASIN DEWATERING DEVICE.

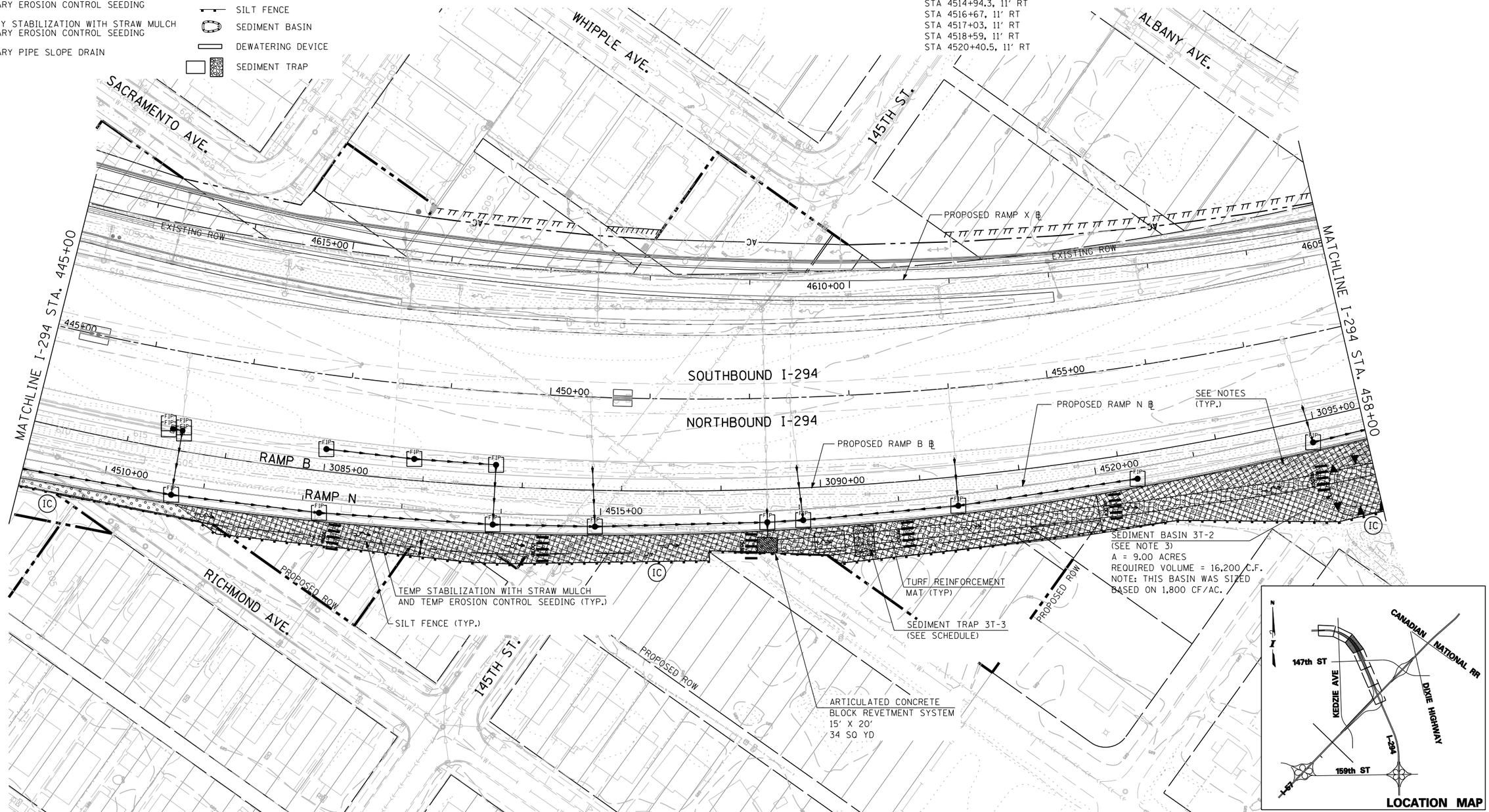
FILTER FABRIC INLET PROTECTION

STA 446+31.8, 75' RT
STA 446+41.5, 75' RT
STA 3083+43, 19' LT
STA 3083+53, 19' LT
STA 3085+00, 22.5' LT
STA 3085+89.5, 21.5' LT
STA 3086+72.5, 21' LT
STA 3094+95, 23' RT
STA 4510+68.5, 11' RT
STA 4512+17.7, 11' RT
STA 4513+92, 11' RT
STA 4514+94.3, 11' RT
STA 4516+67, 11' RT
STA 4517+03, 11' RT
STA 4518+59, 11' RT
STA 4520+40.5, 11' RT

TEMPORARY DITCH CHECKS

STA 448+00, 155' RT
STA 450+00, 155' RT
STA 452+00, 146' RT
STA 453+50, 140' RT
STA 455+50, 137' RT
STA 457+50, 145' RT

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



DRAWN BY JMR	DATE 2-6-2013	HRGreen.com Illinois Professional Design Firm # 184-001322 HRGreen	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET EC-08
CHECKED BY EJG	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS	151 OF 482

LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE (CIP)
- INITIAL CONSTRUCTION ITEM (IC)
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION (RIP)
- FILTER FABRIC INLET PROTECTION (FIP)
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG (REDC)
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

NOTES:

1. AREAS OF STEEP SLOPES POTENTIALLY ERODIBLE SLOPES SHALL UTILIZE SAME DAY STABILIZATION.
2. SURFACE ROUGHING SHALL BE UTILIZED ON ALL BARE BRIDGE EMBANKMENT SURFACES.
3. SILT FENCE MAINTANANCE TO BE PAID FOR AS PART OF MANAGEMENT OF EROSION AND SEDIMENT CONTROL.

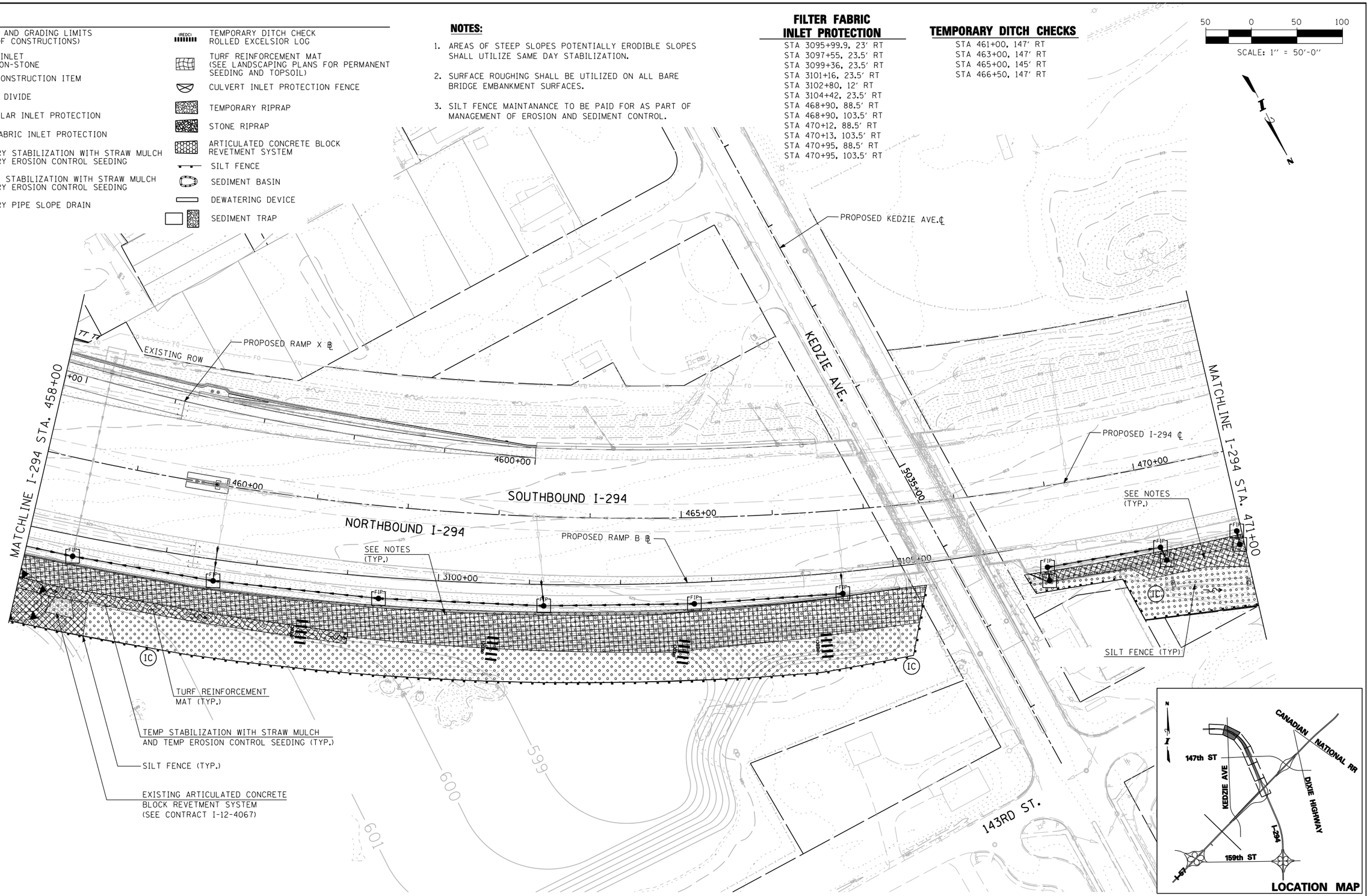
FILTER FABRIC INLET PROTECTION

STA 3095+99.9, 23' RT
STA 3097+55, 23.5' RT
STA 3099+36, 23.5' RT
STA 3101+16, 23.5' RT
STA 3102+80, 12' RT
STA 3104+42, 23.5' RT
STA 468+90, 88.5' RT
STA 468+90, 103.5' RT
STA 470+12, 88.5' RT
STA 470+13, 103.5' RT
STA 470+95, 88.5' RT
STA 470+95, 103.5' RT

TEMPORARY DITCH CHECKS

STA 461+00, 147' RT
STA 463+00, 147' RT
STA 465+00, 145' RT
STA 466+50, 147' RT

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



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CHECKED BY EJG	SCALE 1" = 50'	HRGreen			NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS	152 OF 482

NOTES:

1. AREAS OF STEEP SLOPES POTENTIALLY ERODIBLE SLOPES SHALL UTILIZE SAME DAY STABILIZATION.
2. SURFACE ROUGHING SHALL BE UTILIZED ON ALL BARE BRIDGE EMBANKMENT SURFACES.
3. SILT FENCE MAINTANANCE TO BE PAID FOR AS PART OF MANAGEMENT OF EROSION AND SEDIMENT CONTROL.

FILTER FABRIC INLET PROTECTION

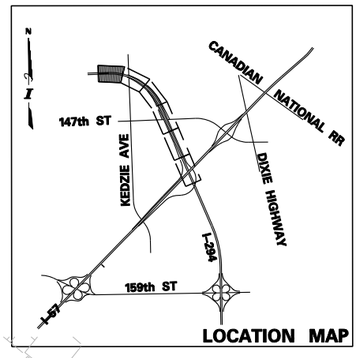
STA 473+39, 88.5' RT
STA 473+39, 103.5' RT
STA 475+94, 88.5' RT
STA 475+92, 103.5' RT
STA 478+95, 86' RT
STA 478+95, 103.5' RT
STA 479+90, 2.3' RT
STA 480+70, 103.5' RT

TEMPORARY DITCH CHECKS

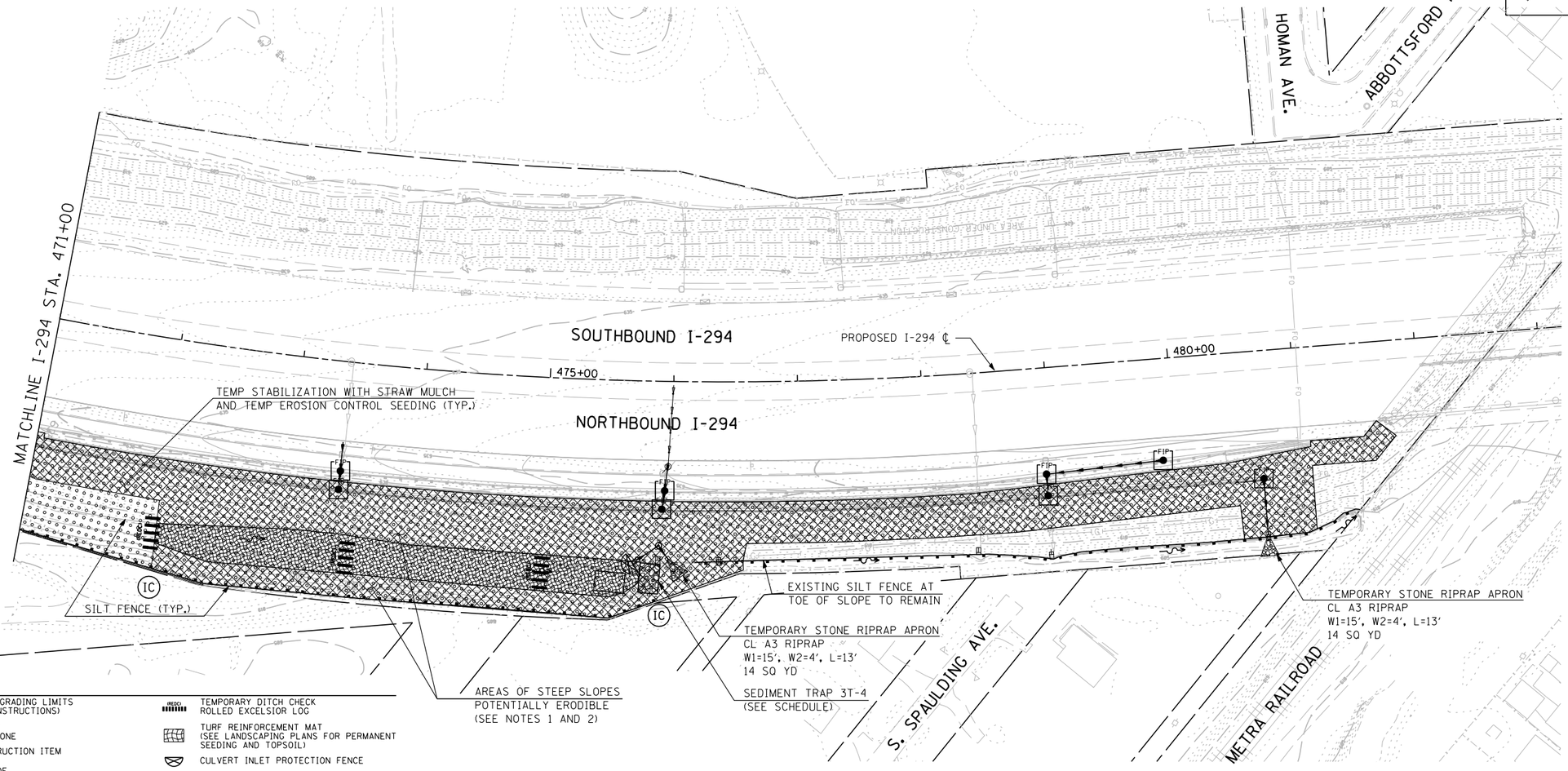
STA 472+00, 158' RT
STA 473+50, 158' RT
STA 475+00, 158' RT

CULVERT INLET PROTECTION FENCE

STA 475+70, 147.5' RT



LOCATION MAP



LEGEND

- CLEARING AND GRADING LIMITS (LIMITS OF CONSTRUCTIONS)
- CULVERT INLET PROTECTION-STONE
- INITIAL CONSTRUCTION ITEM
- DRAINAGE DIVIDE
- RECTANGULAR INLET PROTECTION
- FILTER FABRIC INLET PROTECTION
- TEMPORARY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- SAME-DAY STABILIZATION WITH STRAW MULCH TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY DITCH CHECK ROLLED EXCELSIOR LOG
- TURF REINFORCEMENT MAT (SEE LANDSCAPING PLANS FOR PERMANENT SEEDING AND TOPSOIL)
- CULVERT INLET PROTECTION FENCE
- TEMPORARY RIPRAP
- STONE RIPRAP
- ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM
- SILT FENCE
- SEDIMENT BASIN
- DEWATERING DEVICE
- SEDIMENT TRAP

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . . JMR . . .	DATE . . 2-6-2013 . . .	HRGreen.com Illinois Professional Design Firm # 184-001322	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087
CHECKED BY . . EJG . . .	SCALE . . 1" = 50' . . .	HRGreen					NB I-294, CD ROAD B AND RAMP N EROSION CONTROL PLANS

SHEET EC-10

. . . 153 . . OF . . 482 . . .

EXISTING SIGN SCHEDULE

SIGN NO.	ALIGNMENT	EXISTING STATION	EXISTING OFFSET (FT)	PROPOSED STATION	PROPOSED OFFSET (FT)	SUPPORT	POST QUANTITY	SIGN DESCRIPTION	ADDITIONAL SIGN INFORMATION	SIGN LENGTH (FT)	SIGN HEIGHT (FT)	AREA (SQ FT)	SIGN PANEL ASSEMBLY REMOVAL TYPE	RELOCATE SIGN PANEL TYPE 1 (72400710)	RELOCATE SIGN PANEL TYPE 2 (72400720)	TELES STL SIN SUPPORT (72800100)	REMOVE & REINSTALL MILEPOST MRK (JT726040)
M-IT-01	I-294	412+00.0	75.0 RT	412+00.0	77.5 RT	BARRIER WALL MOUNTED		D10-4	MILEPOST - MILE 7 3/4	4.0	1.25	5.0					1
M-IT-02	I-294	425+23.2	75.0 RT	425+23.2	77.5 RT	BARRIER WALL MOUNTED		D10-4	MILEPOST - MILE 8	3.0	1.25	3.8					1
G-IT-03	I-294	435+43.0	75.0 RT	43505	78.1 RT	TELESCOPING STEEL	2		147TH STREET	3.0	4.00	12.0	B		12	15	
M-IT-04	I-294	435+60.0	75.0 RT	435+30.0	77.3 RT	TELESCOPING STEEL	1	OM3-R	OBJECT MARKER	1.0	3.00	3.0	A	3		15	
M-IT-05	I-294	438+68.2	80.9 RT	438+68.2	77.5 RT	BARRIER WALL MOUNTED		D10-4	MILEPOST - MILE 8 1/4	4.0	1.25	5.0					1
M-IT-06	I-294	451+90.0	78.7 RT	451+90.0	129.0 RT	BARRIER WALL MOUNTED		D10-4	MILEPOST - MILE 8 1/2	4.0	1.25	5.0					1
M-IT-07	I-294	465+11.7	74.6 RT	465+11.7	97.1 RT	BARRIER WALL MOUNTED		D10-4	MILEPOST - MILE 8 3/4	4.0	1.25	5.0					1
G-IT-08	I-294	467+00.0	80.0 RT	466+95.0	90.6 RT	TELESCOPING STEEL	2		KEDZIE AVE	1.3	8.00	10.4	B		11	13.3	
M-IT-09	I-294	467+08.0	80.0 RT	467+26.0	87.3 RT	TELESCOPING STEEL	2	OM3-R	OBJECT MARKER	1.0	3.00	3.0	A	3		15	
M-IT-16	I-294	478+50.0	70.0 RT	478.50.0	97.1 RT	TELESCOPING STEEL	1	D10-4	MILEPOST - MILE 9	3.0	1.25	3.8					1

PROPOSED SIGN SCHEDULE

SIGN NO.	ALIGNMENT	PROPOSED STATION	OFFSET (FT)	SUPPORT	POST QUANTITY	SIGN DESCRIPTION	ADDITIONAL SIGN INFORMATION	SIGN LENGTH (FT)	SIGN HEIGHT (FT)	AREA (SQ FT)	SIGN INSTALLATION TYPE 1 (JT720100)	SIGN INSTALLATION TYPE 2 (JT720110)	SIGN INSTALLATION TYPE 3 (JT720120)	FND FOR OVHD SIGN STRUCT CANT TYPE (CU YD) (JS734B10)	OVHD SIGN STRUCTURE, CANT TYPE (STEEL) (20FT) (JS733B20)	TELES STL SIN SUPP (FT) (72800100)	CONC FDN (CU YD) (73400100)	REINFORCEMENT BARS (POUND) (50800105)	STRUCT STL SIGN SUPP - BREAKAWAY (POUND) (72700100)
I-IT-01	RAMP B	3069+80.0		CANTILEVER SIGN STRUCTURE			I-PASS TOLL RATES	14.0	8.0	112.0			112	9.1	20				
R-IT-02	RAMP N	4500+85.0	26.3 RT	TELESCOPING STEEL	1	R-IT55	MOTOR VEHICLES ONLY	3.0	4.0	12.0		12				16.0			
I-IT-03	RAMP N	4502+50.0	26.0 RT	STR STL SIN SUPP BA	2		I-PASS TOLL RATES	14.0	8.0	112.0			112				2.0	156	636
I-IT-04	RAMP N	4502+90.0		MONOTUBE MOUNTED		I-IT22B	I-PASS (SYMBOL)	4.0	5.0	20.0		20							
I-IT-05	RAMP N	4502+90.0		MONOTUBE MOUNTED		I-IT-22E	PLAZA NUMBER	9.0	2.0	18.0		18							
I-IT-06	RAMP B	3075+13.0		MONOTUBE MOUNTED		I-IT-22E	PLAZA NUMBER	9.0	2.0	18.0		18							
I-IT-07	RAMP B	3075+13.0		MONOTUBE MOUNTED		I-IT22B	I-PASS (SYMBOL)	4.0	5.0	20.0		20							
W-IT-08	RAMP B	3080+60.0	24.9 RT	TELESCOPING STEEL	1	W4-1	MERGE	4.0	4.0	16.0		16				7.2			
W-IT-09	I-294	446+33.0	77.0 RT	TELESCOPING STEEL	1	W4-1	MERGE	4.0	4.0	16.0		16				7.2			
G-IT-10	I-294	471+00.0	95.0 RT	TELESCOPING STEEL	1	M4-15	TOLL PLAQUE	3.0	1.5	4.5	4.5					18.0			
G-IT-10	SAME AS ABOVE					M3-2	CARDINAL DIRECTION (NORTH)	3.0	1.5	4.5	4.5								
G-IT-10	SAME AS ABOVE					M1-1	INTERSTATE SHIELD (I-294)	3.8	3.0	11.3		11.3							
R-IT-11	I-294	475+00.0	95.0 RT	TELESCOPING STEEL	1	R2-1	SPEED LIMIT 55	4.0	5.0	20.0		20				17.0			
R-IT-12	I-294	485+50.0	80.0 RT	TELESCOPING STEEL	1	R4-3	SLOWER TRAFFIC KEEP RIGHT	4.0	5.0	20.0		20				17.0			
R-IT-13	I-294	490+00.0	80.0 RT	TELESCOPING STEEL	1	R-IT-54	EMERGENCY STOPPING ONLY - 2 HOUR LIMIT	4.0	4.0	16.0		16				16.0			

pw:\6254\057-294\~oad\P3T_RampB-Tollway\P3T_SIGN_SCHED_SHT1.dgn
1/29/2013

DRAWN BY MBR
CHECKED BY DFL
DATE 2-6-2013
SCALE 1" = 50'

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N SIGNING SCHEDULES

SHEET SIGN-01

PROPOSED I-294 ℄

SOUTHBOUND I-294

NORTHBOUND I-294

L 400+00

L 405+00

L 410+00

L 3630+00

L 1260+00

L 3045+00

L 3040+00

L 4015+00

L 3635+00

L 1265+00

L 4020+00

L 3050+00

L 3910+00

L 3325+00

L 3905+00

L 3345+00

12'-0"

4" EDGE LINE, WHITE

EXISTING EDGE LINE

4" EDGE LINE, YELLOW

4" EDGE LINE, WHITE

RAISED PAVEMENT LANE MARKERS (JI781000)

6" SKIP DASH LANE LINE, WHITE (25' DASH, 25' SKIP)

EXISTING SKIP DASH

MATCHLINE I-294 STA. 415+00 SHEET PMK-02

STA. 402+00 MATCHLINE

MATCH EXISTING PAVEMENT MARKINGS TO STA. 395+00

TOPSOIL EXC & PLAC (4") = 268.9 CU YD
AREA = 2420.4 SQ YD

PROPOSED RAMP B ℄

TOPSOIL EXC & PLAC (4") = 116.0 CU YD
AREA = 1044.0 SQ YD

PROPOSED I-57 ℄

TOPSOIL EXC & PLAC (12") = 5333.7 CU YD
AREA = 16001.1 SQ YD

FUTURE RAMP H ℄

FUTURE RAMP D ℄

FUTURE RAMP C ℄

PROPOSED CD ROAD A ℄

408+04.29
201.2 RT

408+12.20
223.9 RT

408+17.79
238.2 RT

408+31.91
271.2 RT

409+04.22
250.8 RT

STA. 3044+96.52 MATCHLINE (CONTRACT I-12-4087)

TO REMAIN

EXCEPT AUTHORITY VEHICLES

EXISTING SIGN TO REMAIN

M-IT-01
REMOVE AND REINSTALL MILEPOST MARKER (JT776040) (BARRIER WALL MOUNTED)
FROM STA. 412+00.0, 75.0 RT
TO STA. 412+00.0, 77.5 RT

413+92.77
212.1 RT

413+38.43
240.5 RT

414+66.99
177.9 RT

412+97.49
346.1 RT

413+62.49
361.8 RT

413+14.17
415.0 RT

PROPOSED ROW

HARRISON AVE.

TOPSOIL EXC & PLAC (4") = 692.1 CU YD
AREA = 6228.5 SQ YD
(CONT. SHEET PMK-02)

TOPSOIL EXC & PLAC (12") = 523.3 CU YD
AREA = 1569.8 SQ YD

FOLLOW 605' GRADING CONTOUR LINE

RIGHT-OF-WAY FENCE, TYPE 1, 6' (JI664305)

412+85.36
567.2 RT

DOUBLE VEHICLE GATE, RIGHT-OF-WAY FENCE, TYPE 1 (JI664335)

410+91.55
620.5 RT

410+73.31
626.5 RT

410+59.01
631.1 RT

412+13.32
580.8 RT

150TH ST

CLEVELAND AVE.

TOPSOIL EXC & PLAC (4") = 600.0 CU YD
AREA = 5404.0 SQ YD
(CONT. SHEET PMK-02)

SOUTHBOUND I-57

NORTHBOUND I-57

SIGNING PLAN LEGEND

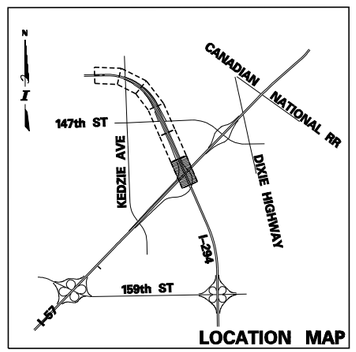
- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL

SIGN SEQUENCE NUMBERING CODE

EXAMPLE

G - IT - 12

- SIGN CLASSIFICATION
  - R - REGULATORY
  - W - WARNING
  - G - GUIDE
  - I - INFORMATION
  - M - MARKER
- JURISDICTION
  - IT - ILLINOIS TOLLWAY
  - ID - IDOT
- NUMBER OF SIGN



LOCATION MAP

LEGEND

- SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.
2. ROW FENCE TYPE 1, 6' (JI664305) TO BE INSTALLED PER TOLLWAY STD D1.

50 0 50 100

SCALE: 1" = 50'-0"

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1/29/2013

DRAWN BY . . JG . . . . . .
CHECKED BY . BEC . . . . . .

DATE . . 2-6-2013 . . .
SCALE . 1" = 50' . . . .

TYLIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

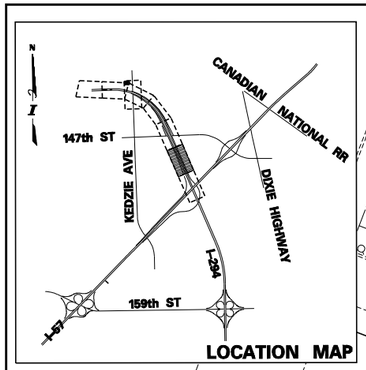
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS

SHEET PMK-01

155 OF 482



SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL

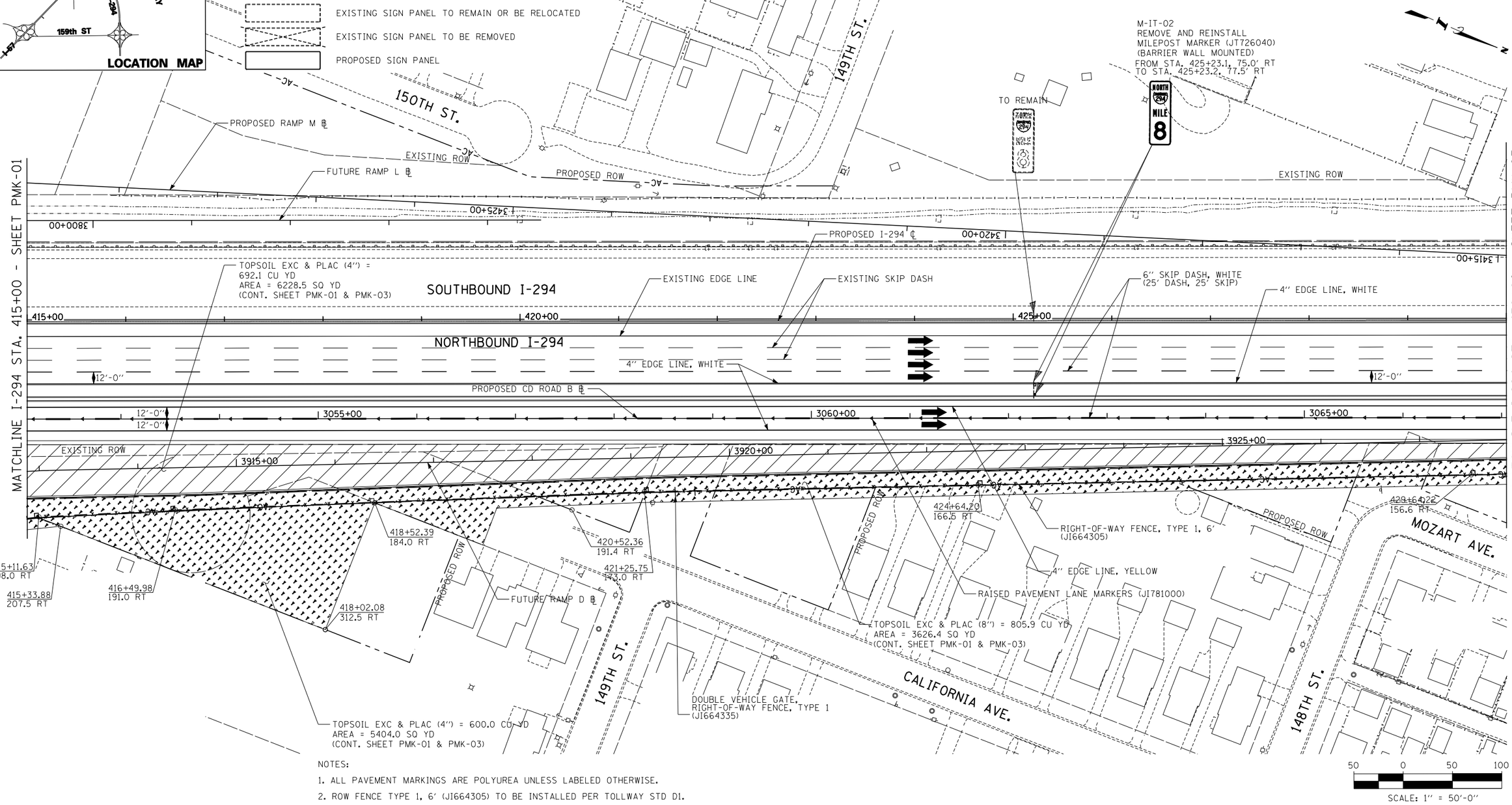
SIGN SEQUENCE NUMBERING CODE

EXAMPLE: G - IT - 12

- SIGN CLASSIFICATION: R - REGULATORY; W - WARNING; G - GUIDE; I - INFORMATION; M - MARKER
- JURISDICTION: IT - ILLINOIS TOLLWAY; ID - IDOT
- NUMBER OF SIGN

LEGEND

- SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.



NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.
2. ROW FENCE TYPE 1, 6' (JI664305) TO BE INSTALLED PER TOLLWAY STD D1.

DRAWN BY JG	DATE 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY BEC	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS

SHEET PMK-02

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1/29/2013

LEGEND

SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SIGN SEQUENCE NUMBERING CODE

EXAMPLE: G - IT - 12

- SIGN CLASSIFICATION: R - REGULATORY, W - WARNING, G - GUIDE, I - INFORMATION, M - MARKER
- JURISDICTION: IT - ILLINOIS TOLLWAY, ID - IDOT
- NUMBER OF SIGN

SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL

I-IT-01
STA. 3069+80
SIGN INSTALLATION T3 (JT720120)
FOUNDATION FOR OVERHEAD SIGN STRUCTURE, CANTILEVER TYPE (JS734B10)
OVERHEAD SIGN STRUCTURE, CANTILEVER TYPE (STEEL) (20FT) (JS733B20)

I-PASS TOLL RATES
CARS $.XX

VEHICLES & TRAILERS	DAYTIME	OVERNIGHT
2 AXLES 6 TIRES	$0.XX	$0.XX
3-4 AXLES	$X.XX	$X.XX
5 + AXLES	$X.XX	$X.XX

STA. 435+05.0
78.1 RT
G-IT-03
RELOC SIGN PANEL T2
(72400720)
TELES STL SIN SUPPORT
(72800100)

STA. 435+30.0
77.3 RT
M-IT-04
RELOC SIGN PANEL T1
(72400710)
TELES STL SIN SUPPORT
(72800100)

147th Street

I-IT-03
STA. 4502+50.0, 26.0 RT
SIGN INSTALLATION T3 (JT720120)
STR STL SIN SUPP BA (72700100)
CONCRETE FOUNDATIONS (73400100)

147TH ST ℄

PROPOSED RAMP X B

M-IT-05
REMOVE AND REINSTALL
MILEPOST MARKER (JT726040)
(BARRIER WALL MOUNTED)
FROM STA. 438+68.20, 80.9
TO STA. 438+68.20, 77.5 RT

SACRAMENTO AVE.

PLAZA NUMBER
I-IT-06
RAMP B STA. 3075+13.0
MONOTUBE MOUNTED

I-IT-07
RAMP B STA. 3075+13.0
MONOTUBE MOUNTED

I-PASS

TO REMAIN

NORTH 294 MILE 8 1/4

RAISED PAVEMENT LANE MARKERS (JT781000)

6" SKIP DASH LANE LINE, WHITE (25' DASH, 25' SKIP)

SOUTHBOUND I-294

PROPOSED I-294 ℄

EXISTING ROW

6" LANE LINE, SOLID WHITE AT TOLL PLAZA (3070+95.05 TO 3076+95.05)

4" EDGE LINE, WHITE

8" EDGE LINE, WHITE

12" CHEVRON, WHITE

4" EDGE LINE, YELLOW

TOPSOIL EXC & PLAC (4") = 692.1 CU YD
AREA = 6228.5 SQ YD
(CONT. SHEET PMK-02)

EXISTING SKIP DASH

NORTHBOUND I-294

12'-0" 12'-0" 12'-0" 12'-0"

FUTURE RAMP D B

PROPOSED RAMP B B

4" YELLOW

4" WHITE

10" WHITE

16'-0"

20'

RAISED PAVEMENT LANE MARKERS (JT781000)

6" SKIP DASH LANE LINE, WHITE (25' DASH, 25' SKIP)

PROPOSED ROW

TOPSOIL EXC & PLAC (4") = 600.0 CU YD
AREA = 5404.0 SQ YD
(CONT. SHEET PMK-02)

TOPSOIL EXC & PLAC (8") = 805.9 CU YD
AREA = 3626.4 SQ YD
(CONT. SHEET PMK-02)

TOPSOIL EXC & PLAC (4") = 53.2 CU YD
AREA = 478.4 SQ YD

REM SIN PAN ASSY TB (72400200)

STA. 435+43.0
75.0 RT
G-IT-03

STA. 435+60.0
75.0 RT
M-IT-04
REM SIN PAN ASSY TA (72400100)

DOUBLE VEHICLE GATE, RIGHT-OF-WAY FENCE, TYPE 1 (JI664335)

147TH ST.

R-IT-02
STA. 4500+85
26.3 RT
SIGN INSTALLATION T2 (JT720110)
TELES STL SIN SUPPORT (72800100)

I-IT-04
RAMP N STA. 4502+90.0
MONOTUBE MOUNTED

PROPOSED RAMP N B

PROPOSED ROW

RIGHT-OF-WAY FENCE, TYPE 1, 6' (JI664305)

PLAZA NUMBER
I-IT-05
RAMP N STA. 4502+90.0
MONOTUBE MOUNTED

TOPSOIL EXC & PLAC (8") = 452.0 CU YD
AREA = 2034.0 SQ YD

TOPSOIL EXC & PLAC (8") = 155.4 CU YD
AREA = 699.5 SQ YD

S. FRANCISCO AVE.

146TH ST.

W-IT-08
STA. 3080+60
24.9 RT
SIGN INSTALLATION T2 (JT720110)
TELES STL SIN SUPPORT (72800100)
(BARRIER WALL MOUNTED)

10" LINE, WHITE

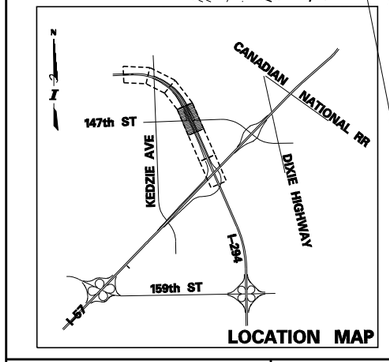
6" SOLID LANE LINE, WHITE

3070+95.05 0.00 RT
431+45.50 124.7 RT
432+02.05 152.0 RT
431+90.26 147.4 RT
431+88.97 152.50 RT
435+48.00 145.5 RT
435+64.89 158.0 RT
436+04.93 233.9 RT
4501+34.46 4.0 LT
4501+65.39 107.0 RT
4501+97.38 38.2 RT
4503+32.42 4.0 RT
4503+71.98 46.5 RT
3076+95.05 0.00 RT
4507+82.59 35.6 LT
442+58.49 177.5 RT
442+91.94 194.4 RT
4507+81.32 16.0 LT
4507+80.28 0.0 LT

MATCHLINE I-294 STA. 430+00 - SHEET PMK-02

MATCHLINE I-294 STA. 445+00 - SHEET PMK-04

LOCATION MAP



NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.
2. ROW FENCE TYPE 1, 6' (JI664305) TO BE INSTALLED PER TOLLWAY STD D1.

SCALE: 1" = 50'-0"

DRAWN BY . . JG	DATE . . 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO.	DATE	DESCRIPTION	CONTRACT I-12-4087 / NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS	SHEET PMK-03 / 157 OF 482
CHECKED BY BEC	SCALE . 1" = 50'							

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1/29/2013

LEGEND

SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SIGN SEQUENCE NUMBERING CODE

EXAMPLE: G - IT - 12

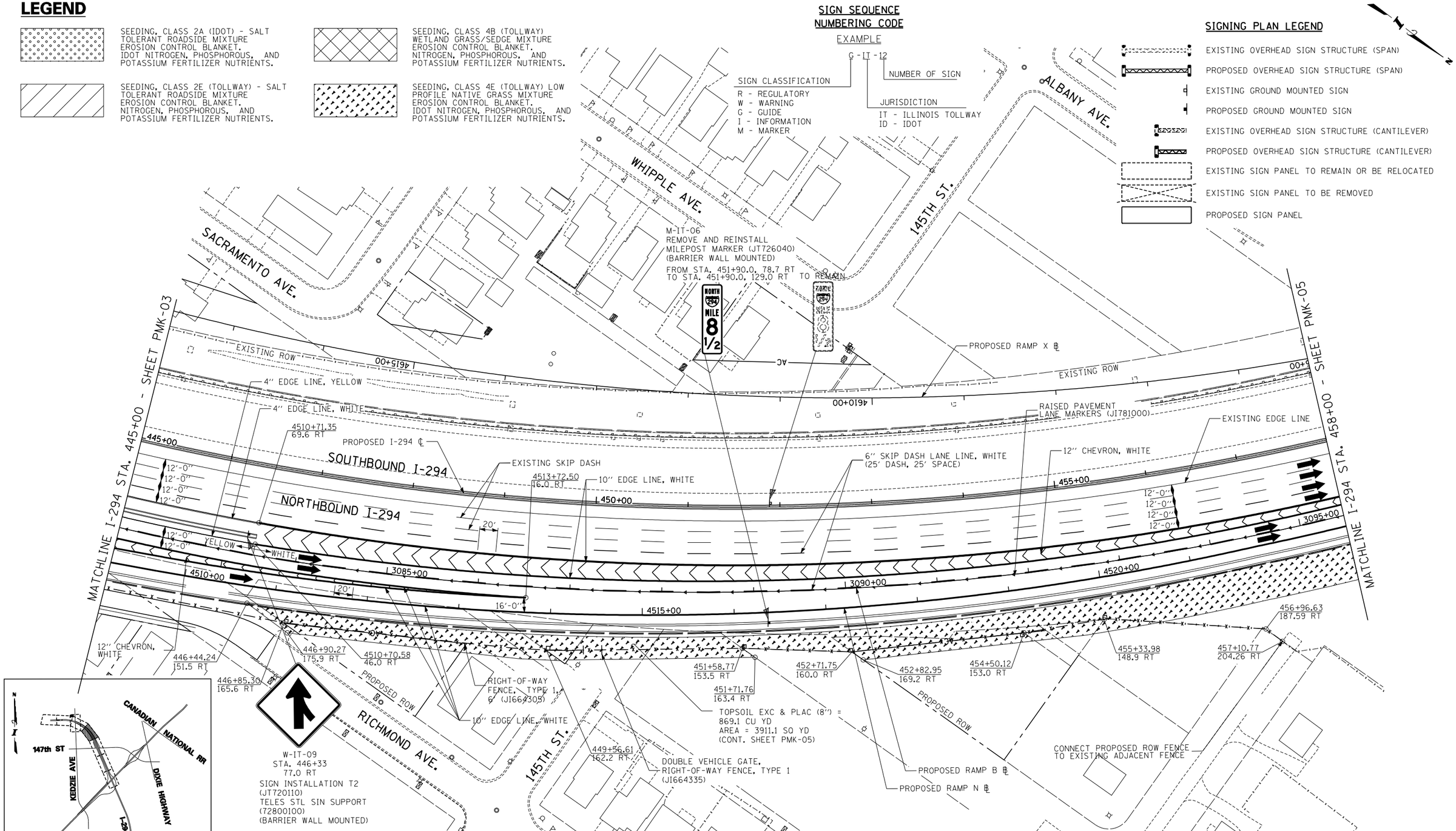
- G - SIGN CLASSIFICATION
- IT - JURISDICTION
- 12 - NUMBER OF SIGN

SIGN CLASSIFICATION
R - REGULATORY
W - WARNING
G - GUIDE
I - INFORMATION
M - MARKER

JURISDICTION
IT - ILLINOIS TOLLWAY
ID - IDOT

SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL



NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.
2. ROW FENCE TYPE 1, 6' (JI664305) TO BE INSTALLED PER TOLLWAY STD D1.

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

DRAWN BY . . JG	DATE . . 2-6-2013 . . .	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087	SHEET PMK-04
CHECKED BY BEC	SCALE . . 1" = 50'			NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS	158 OF 482

REVISIONS

NO.	DATE	DESCRIPTION

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1/29/2013

LEGEND

SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

SIGN SEQUENCE NUMBERING CODE

EXAMPLE

G - LT - 12

- G - SIGN CLASSIFICATION
  - R - REGULATORY
  - W - WARNING
  - G - GUIDE
  - I - INFORMATION
  - M - MARKER
- LT - JURISDICTION
  - IT - ILLINOIS TOLLWAY
  - ID - IDOT
- 12 - NUMBER OF SIGN

SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL

MATCHLINE I-294 STA. 458+00 - SHEET PMK-04

MATCHLINE I-294 STA. 471+00 - SHEET PMK-06

SOUTHBOUND I-294

NORTHBOUND I-294

EXISTING STRIPING

KEDZIE AVE. ℄

NB LIMIT OF PROPOSED STRIPING

SB LIMIT OF PROPOSED STRIPING

PROPOSED RAMP X ℄

EXISTING ROW

Kedzie Ave

REM SIN PAN ASSY TB (72400200)

STA. 467+00 80.0 RT G-IT-08

REM SIN PAN ASSY TA (72400100)

STA. 467+08 80.0 RT M-IT-09

5034+09.4 14.9 LT

KEDZIE AVE.

6" SKIP DASH LANE LINE, WHITE (25' DASH, 25' SKIP)

12" CHEVRON, WHITE

POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4" (78008210) 10' DASH, 30' SKIP, WHITE (TYP)

REPLACEMENT REFLECTOR (78100300)

TOPSOIL EXC & PLAC (4") 159.5 CU YD AREA = 1435.4 SQ YD (CONT. SHEET PMK-06)

PROPOSED I-294 ℄ 463+19.2 63.0 RT

EXISTING EDGE LINE

EXISTING SKIP DASH

PROPOSED CD ROAD B ℄

10" EDGE LINE, WHITE

RAISED PAVEMENT LANE MARKERS (JI781000)

463+85.6 146.2 RT

SEEDING, CLASS 4E AREA = 24489 SF

SEEDING, CLASS 2E AREA = 14439 SF

TO REMAIN

M-IT-07
REMOVE AND REINSTALL MILEPOST MARKER (JT726040) (BARRIER WALL MOUNTED) FROM STA. 465+11.7, 74.6 RT TO STA. 465+11.7; 97.1 RT

Kedzie Ave

STA. 466+95 90.6 RT G-IT-08

RELOC SIGN PANEL T2 (72400720)
TELES STL SIN SUPPORT (72800100)

STA. 467+26 87.3 RT M-IT-09

RELOC SIGN PANEL T1 (72400710)
TELES STL SIN SUPPORT (72800100)

467+31.3 131.2 RT

5038+51.4 12.7 RT

143RD ST.

PROPOSED SB PAVEMENT MARKING LIMIT TO MATCH EXISTING START OF TAPER NOT TO SCALE

EXISTING STRIPING

RIGHT-OF-WAY FENCE, TYPE 1, 6' (JI664305)

470+00.0 105.0 RT

469+66.5 115.0 RT

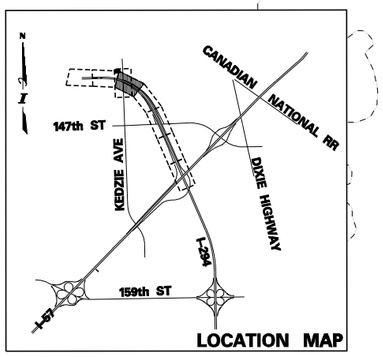
468+74.0 115.0 RT

469+82.0 164.0 RT

470+00.0 164.7 RT

NORTH TOLL INTERSTATE 294

STA. 471+00 95.0 RT G-IT-10
SIGN INSTALLATION T1 (JT720100)
SIGN INSTALLATION T2 (JT720110)
TELES STL SIN SUPPORT (72800100)



LOCATION MAP

NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY JG	DATE 2-6-2013	T·Y·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY BEC	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS

SHEET PMK-05

159 OF 482

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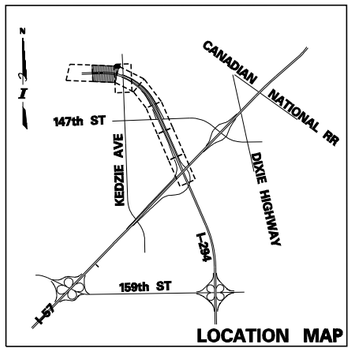
1/29/2013



SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
- PROPOSED OVERHEAD SIGN STRUCTURE (CANTILEVER)
- EXISTING SIGN PANEL TO REMAIN OR BE RELOCATED
- EXISTING SIGN PANEL TO BE REMOVED
- PROPOSED SIGN PANEL

SIGN SEQUENCE NUMBERING CODE

EXAMPLE

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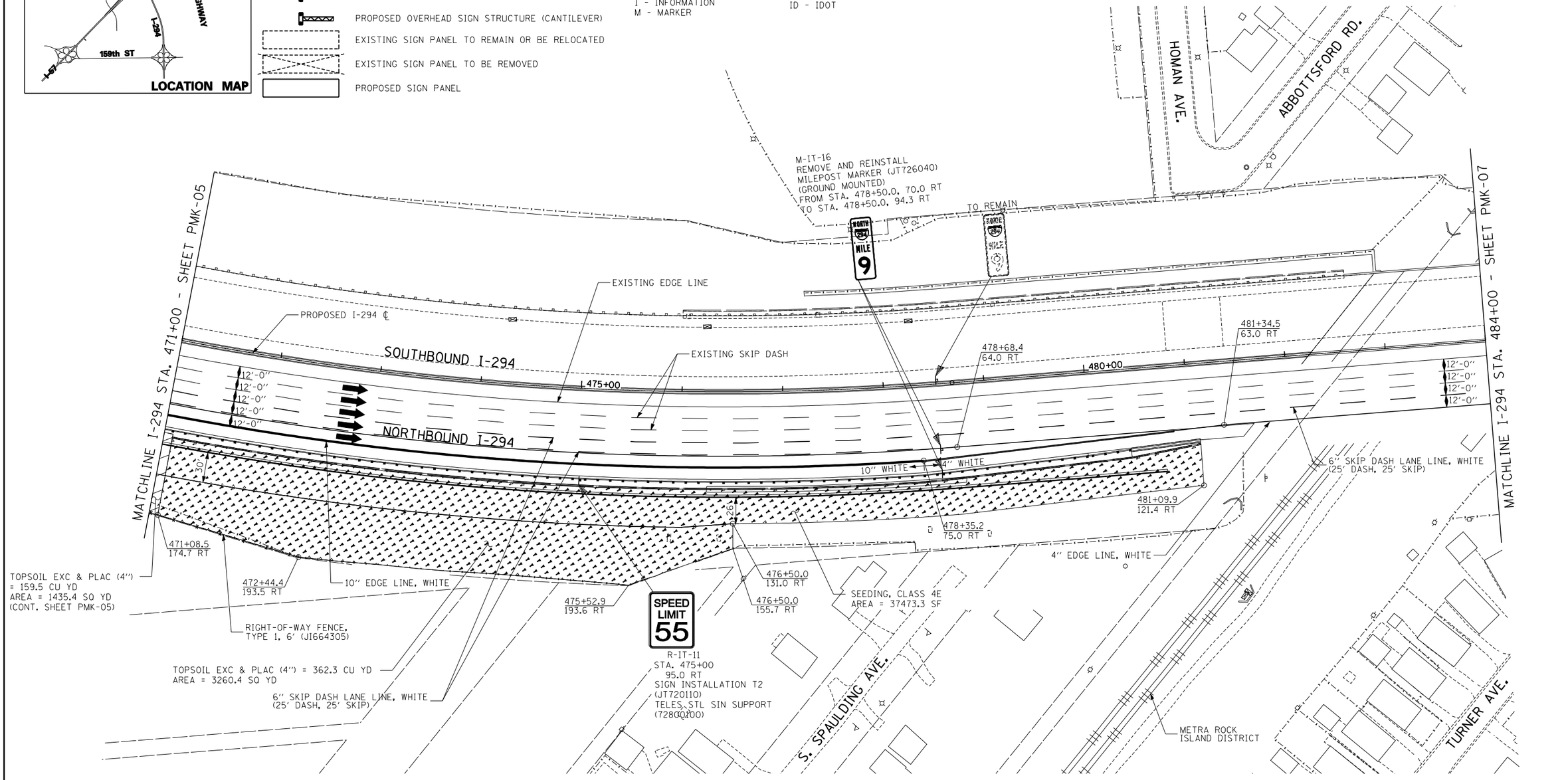
  - I - INFORMATION
  - M - MARKER
- IT - JURISDICTION
  - IT - ILLINOIS TOLLWAY
  - ID - IDOT
- 12 - NUMBER OF SIGN

LEGEND

- SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

N



NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY . . JG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PMK-06
CHECKED BY . BEC	SCALE . 1" = 50'				NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS	. . 160 . OF . 482 .

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1/29/2013

SIGNING PLAN LEGEND

- EXISTING OVERHEAD SIGN STRUCTURE (SPAN)
- PROPOSED OVERHEAD SIGN STRUCTURE (SPAN)
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE (CANTILEVER)
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SIGN SEQUENCE NUMBERING CODE

EXAMPLE

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  - R - REGULATORY
  - W - WARNING
  - G - GUIDE
  - I - INFORMATION
  - M - MARKER
- IT - JURISDICTION
  - IT - ILLINOIS TOLLWAY
  - ID - IDOT
- 12 - NUMBER OF SIGN

N

WAVERLY AVE.

FRONTAGE RD.

METRA ROCK ISLAND DISTRICT

MATCHLINE I-294 STA. 484+00 - SHEET PMK-06

SOUTHBOUND I-294

NORTHBOUND I-294

EXISTING EDGE LINE

EXISTING SKIP DASH

PROPOSED I-294 ℄

485+00

490+00

495+00

12'-0"
12'-0"
12'-0"
12'-0"

490+99.4
51.0 RT

491+00
63.0 RT

4" EDGE LINE, WHITE

6" SKIP DASH LANE LINE, WHITE
(25' DASH, 25' SKIP)

SLOWER TRAFFIC KEEP RIGHT

STA. 485+50
80.0 RT
R-IT-12

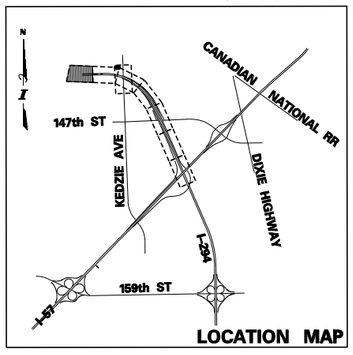
SIGN INSTALLATION T2
(JT720110)
TELES STL SIN SUPPORT
(72800100)

EMERGENCY STOPPING ONLY
2 HOUR LIMIT

STA. 490+00
80.0 RT
R-IT-13

SIGN INSTALLATION T2
(JT720110)
TELES STL SIN SUPPORT
(72800100)

KINNE RD.



LEGEND

- SEEDING, CLASS 2A (IDOT) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4B (TOLLWAY) WETLAND GRASS/SEDGE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 2E (TOLLWAY) - SALT TOLERANT ROADSIDE MIXTURE EROSION CONTROL BLANKET. NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.
- SEEDING, CLASS 4E (TOLLWAY) LOW PROFILE NATIVE GRASS MIXTURE EROSION CONTROL BLANKET. IDOT NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS.

NOTES:

1. ALL PAVEMENT MARKINGS ARE POLYUREA UNLESS LABELED OTHERWISE.

50 0 50 100

SCALE: 1" = 50'-0"

DRAWN BY JG	DATE 2-6-2013	TY·LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PMK-07
CHECKED BY BEC	SCALE 1" = 50'				NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING, SIGNING AND LANDSCAPING PLANS	161 OF 482

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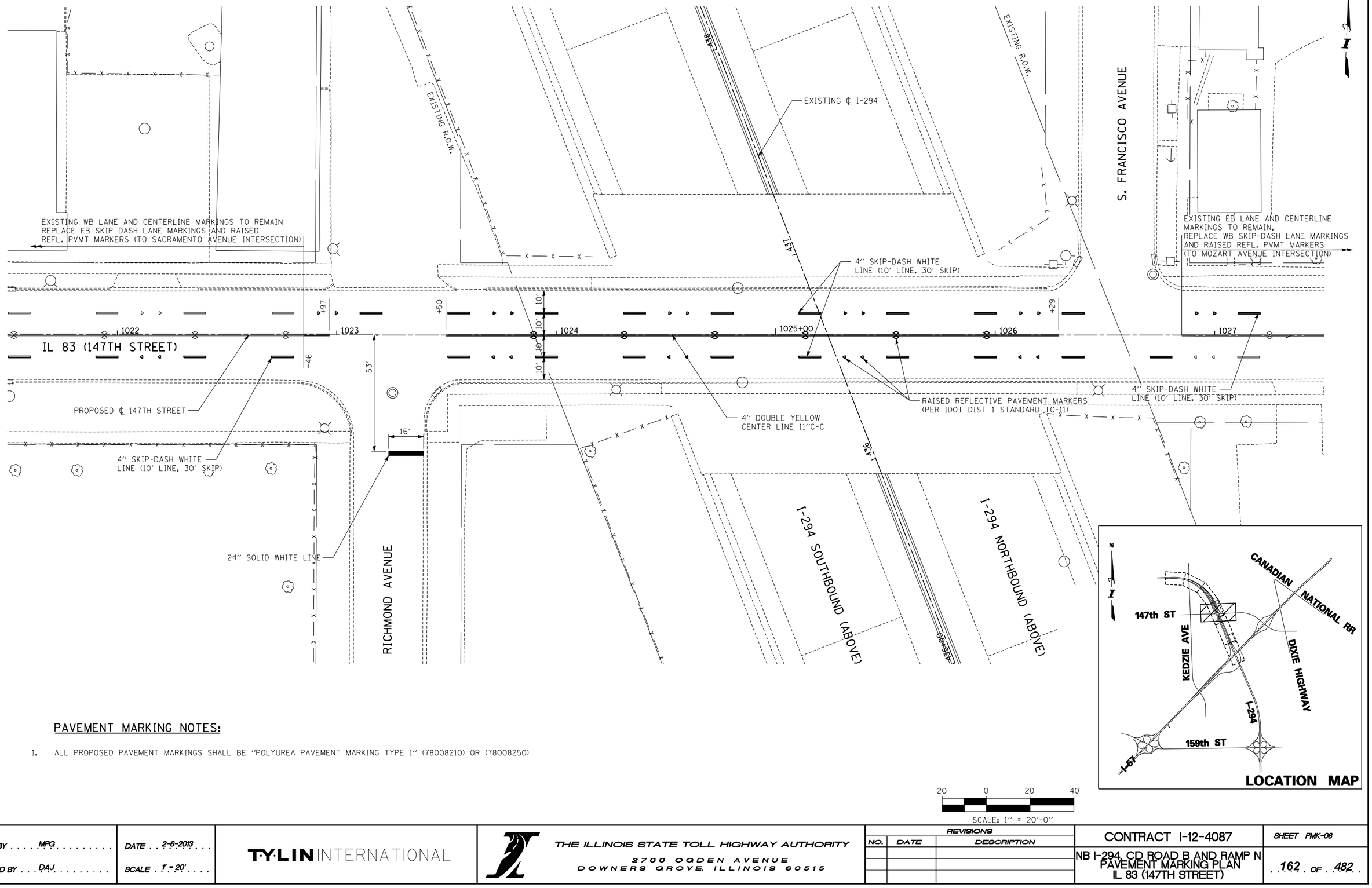
1/29/2013



PAVEMENT MARKING NOTES:

1. ALL PROPOSED PAVEMENT MARKINGS SHALL BE "POLYUREA PAVEMENT MARKING TYPE I" (78008210) OR (78008250)

DRAWN BY . . . . MPG	DATE . . 2-6-2013 . . .	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET PMK-08
CHECKED BY . . . DAJ	SCALE . 1" = 20'				NB I-294, CD ROAD B AND RAMP N PAVEMENT MARKING PLAN IL 83 (147TH STREET)	. . . 162 . OF . 482 . . .

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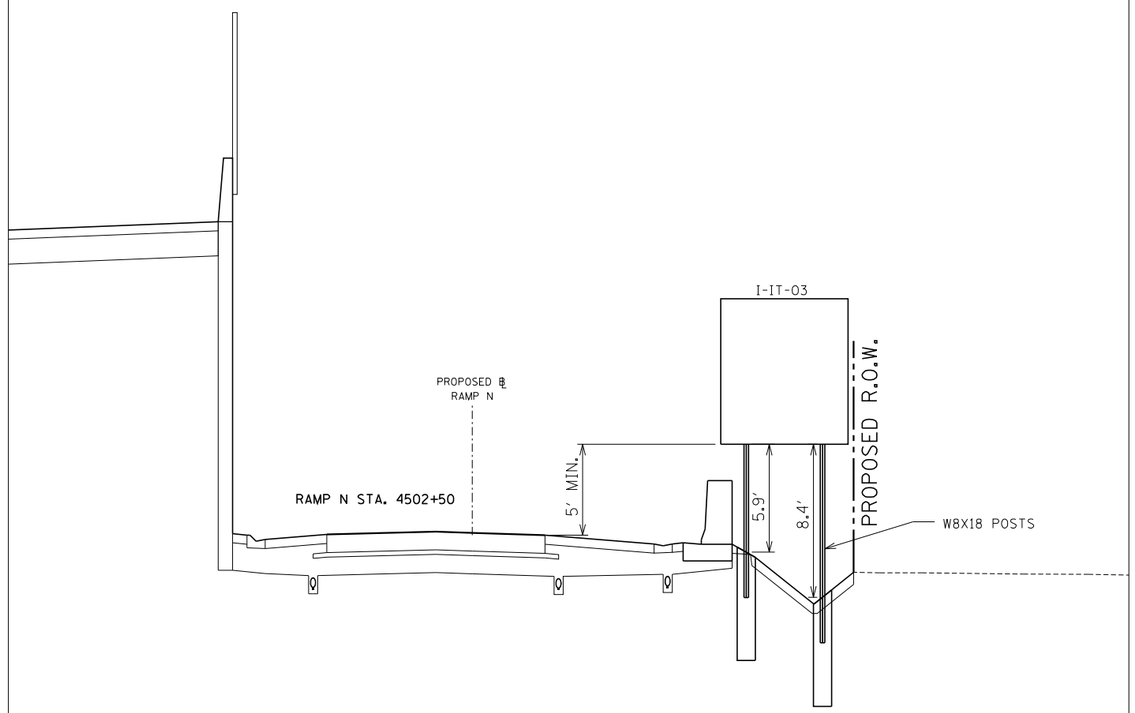
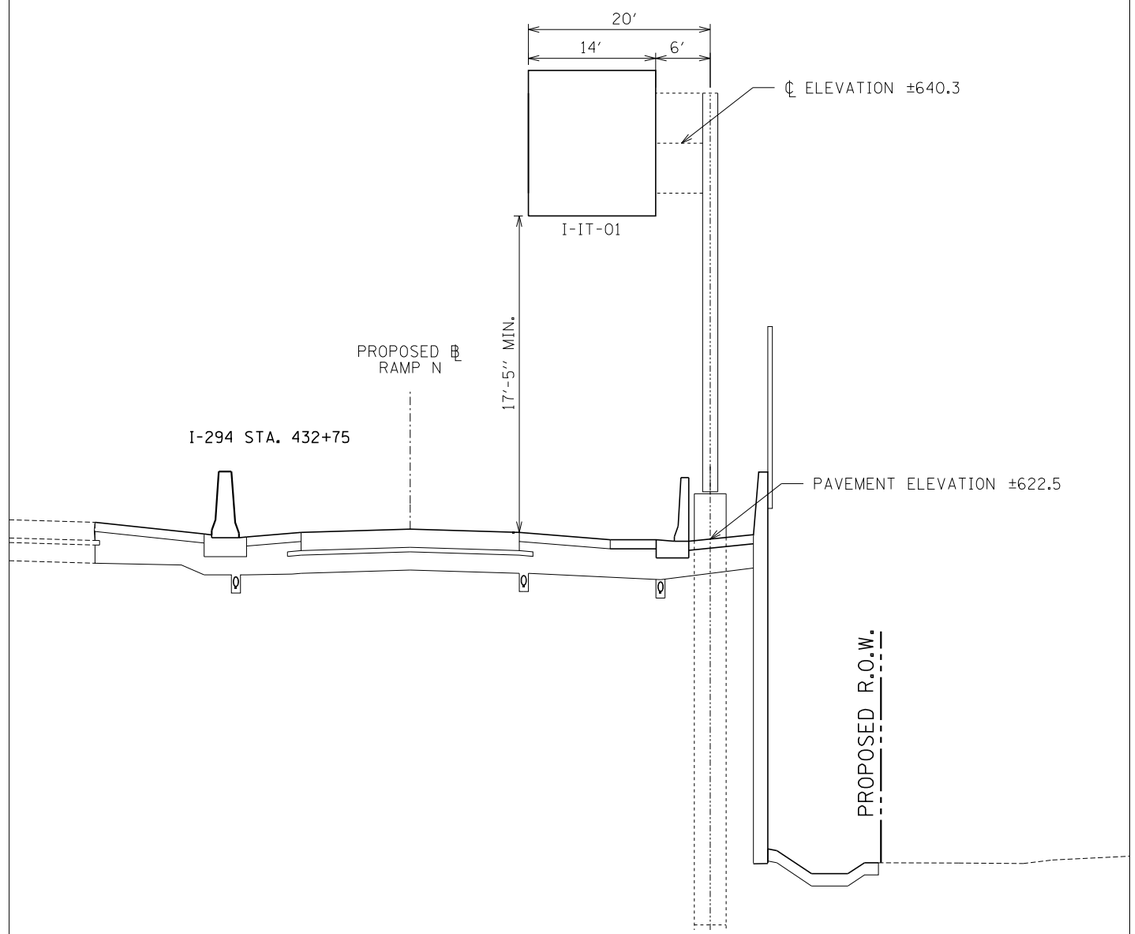
1/29/2013



RAMP N STA. 4502+50.0



CD ROAD B STA. 3069+80

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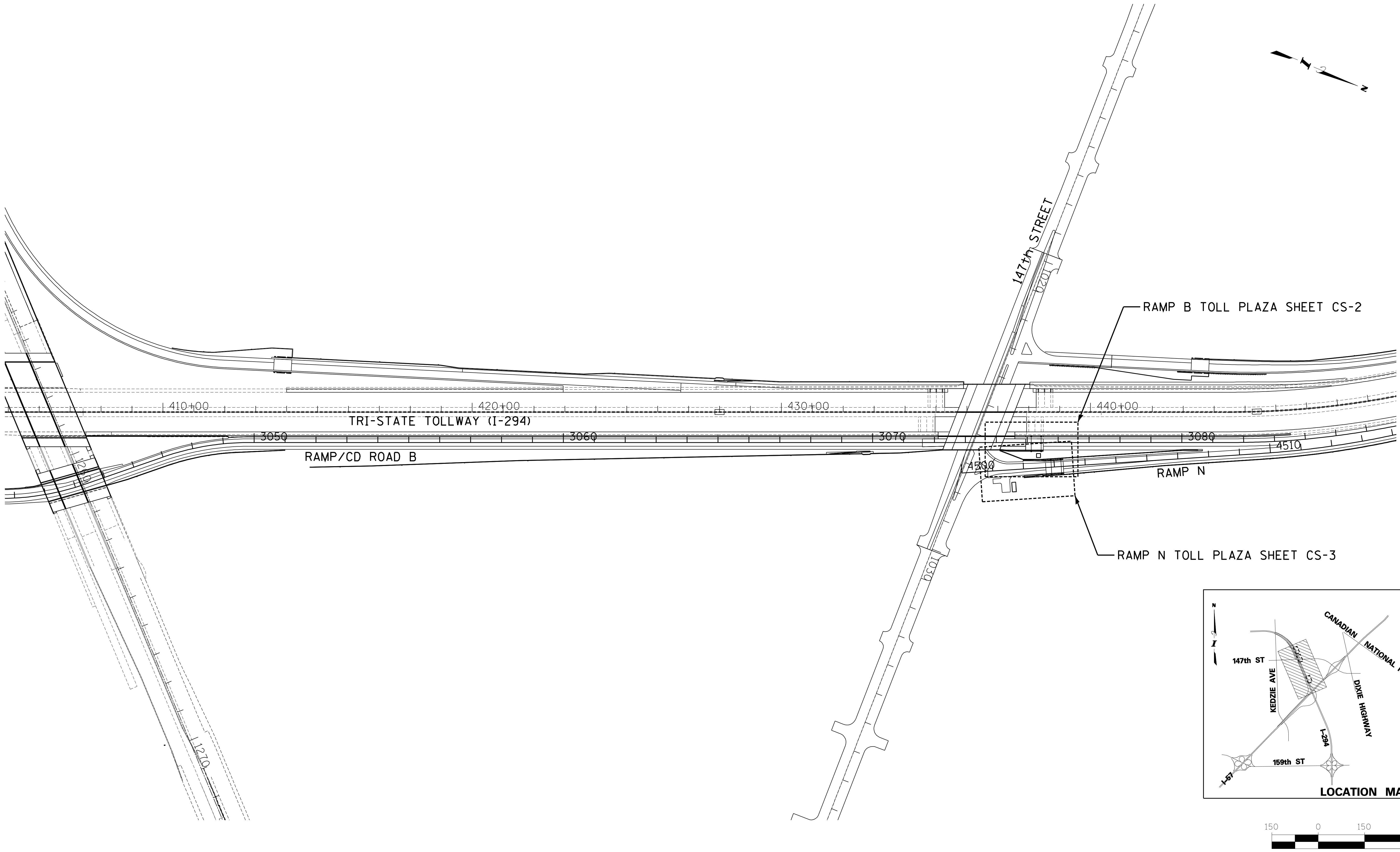
1/29/2013

DRAWN BY . . MBR	DATE . . 2-6-2013	TYLIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N SIGN DETAILS	SHEET SIGN-02 163 OF 482
CHECKED BY . DFL	SCALE . 1" = 50'					



DRAWN BY MGD	DATE 2-6-2013	TYLININTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	CONTRACT I-12-4087	SHEET CS-01
CHECKED BY DFL	SCALE 1"150'			NB I-294, CD ROAD B AND RAMP N TOLL PLAZA CIVIL SITE PLAN KEY MAP	164 OF 482

REVISIONS

NO.	DATE	DESCRIPTION

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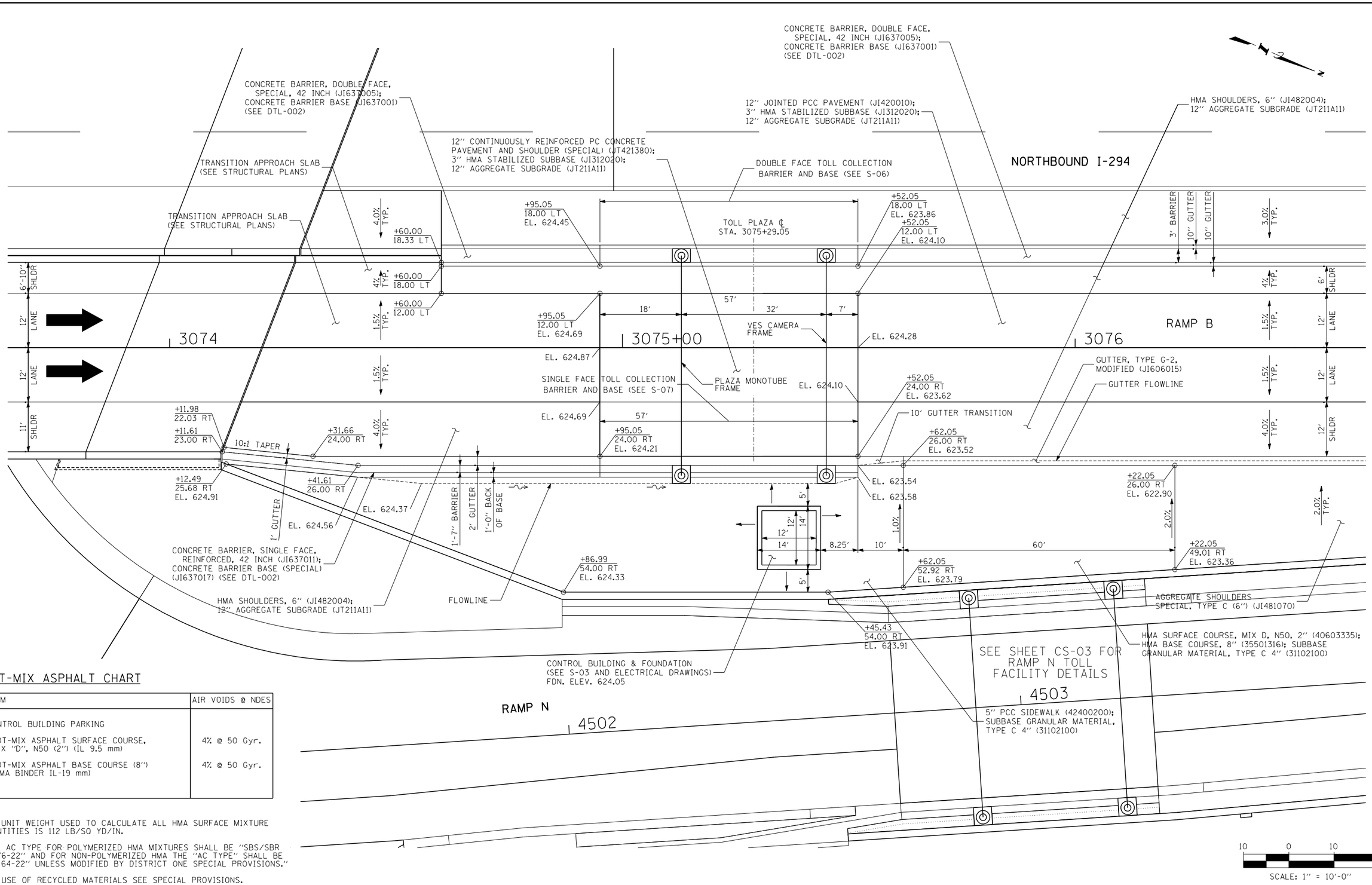
1/29/2013



HOT-MIX ASPHALT CHART

ITEM	AIR VOIDS @ NDES
CONTROL BUILDING PARKING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2") (IL 9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (8") (HMA BINDER IL-19 mm)	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.

"THE AC TYPE FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS."

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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1/29/2013

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CHECKED BY . . . DAJ . . . . . SCALE . 1:10 . . . . .

TY·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

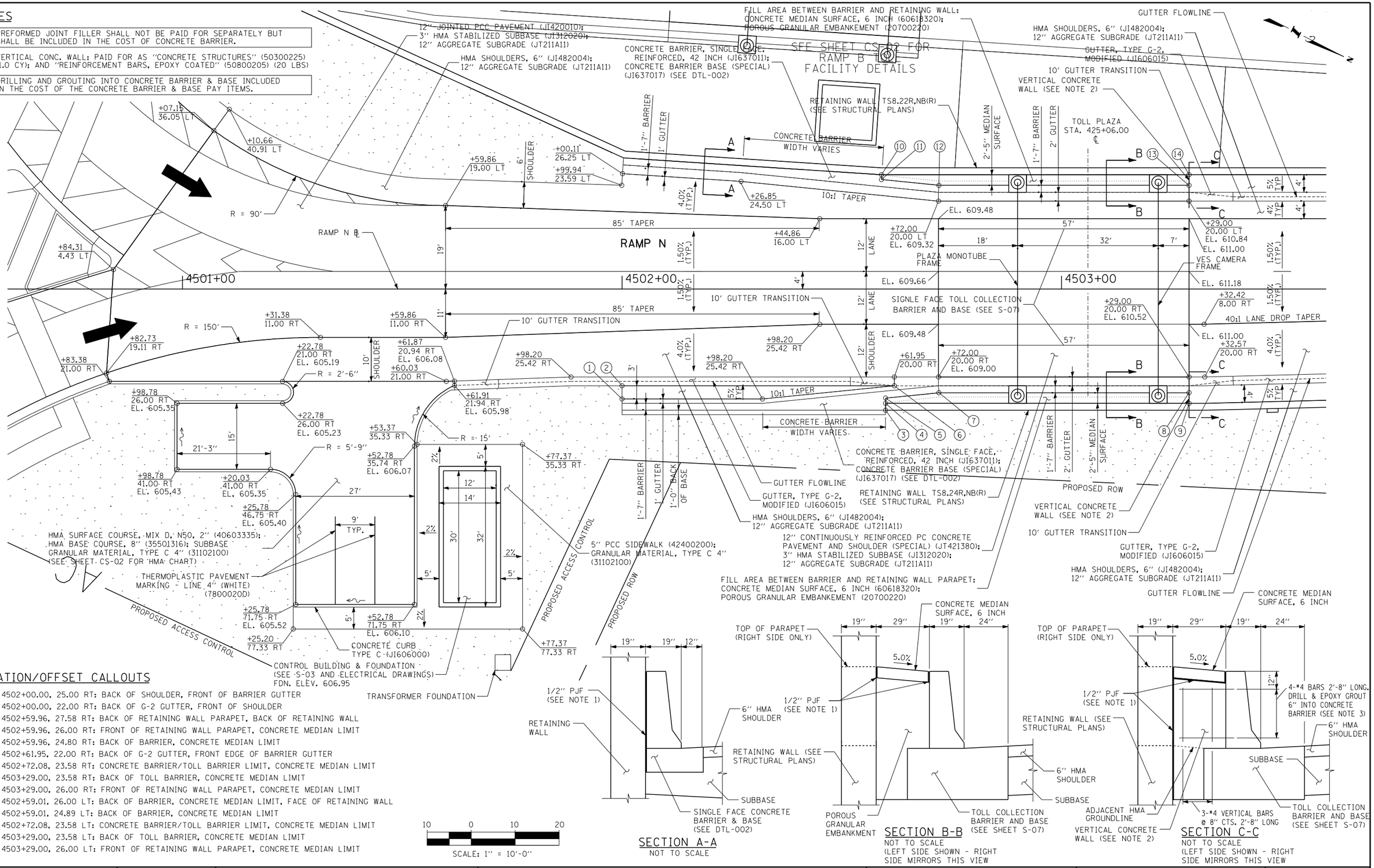
NB I-294, CD ROAD B AND RAMP N TOLL PLAZA CIVIL SITE PLAN
RAMP B TOLL PLAZA

SHEET CS-02

. . . 165 . OF . 482 . .

NOTES

1. PREFORMED JOINT FILLER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF CONCRETE BARRIER.
2. VERTICAL CONC. WALL: PAID FOR AS "CONCRETE STRUCTURES" (50300225) (1.0 CY); AND "REINFORCEMENT BARS, EPOXY COATED" (50800205) (20 LBS)
3. DRILLING AND GROUTING INTO CONCRETE BARRIER & BASE INCLUDED IN THE COST OF THE CONCRETE BARRIER & BASE PAY ITEMS.



STATION/OFFSET CALLOUTS

(1) 4502+00.00, 25.00 RT: BACK OF SHOULDER, FRONT OF BARRIER GUTTER
(2) 4502+00.00, 22.00 RT: BACK OF G-2 GUTTER, FRONT OF SHOULDER
(3) 4502+59.96, 27.58 RT: BACK OF RETAINING WALL PARAPET, BACK OF RETAINING WALL
(4) 4502+59.96, 26.00 RT: FRONT OF RETAINING WALL PARAPET, CONCRETE MEDIAN LIMIT
(5) 4502+59.96, 24.80 RT: BACK OF BARRIER, CONCRETE MEDIAN LIMIT
(6) 4502+61.95, 22.00 RT: BACK OF G-2 GUTTER, FRONT EDGE OF BARRIER GUTTER
(7) 4502+72.08, 23.58 RT: CONCRETE BARRIER/TOLL BARRIER LIMIT, CONCRETE MEDIAN LIMIT
(8) 4503+29.00, 23.58 RT: BACK OF TOLL BARRIER, CONCRETE MEDIAN LIMIT
(9) 4503+29.00, 26.00 RT: FRONT OF RETAINING WALL PARAPET, CONCRETE MEDIAN LIMIT
(10) 4502+59.01, 26.00 LT: BACK OF BARRIER, CONCRETE MEDIAN LIMIT, FACE OF RETAINING WALL
(11) 4502+59.01, 24.89 LT: BACK OF BARRIER, CONCRETE MEDIAN LIMIT
(12) 4502+72.08, 23.58 LT: CONCRETE BARRIER/TOLL BARRIER LIMIT, CONCRETE MEDIAN LIMIT
(13) 4503+29.00, 23.58 LT: BACK OF TOLL BARRIER, CONCRETE MEDIAN LIMIT
(14) 4503+29.00, 26.00 LT: FRONT OF RETAINING WALL PARAPET, CONCRETE MEDIAN LIMIT

10 0 10 20
SCALE: 1" = 10'-0"

SECTION A-A
NOT TO SCALE

SECTION B-B
NOT TO SCALE
(LEFT SIDE SHOWN - RIGHT SIDE MIRRORS THIS VIEW

SECTION C-C
NOT TO SCALE
(LEFT SIDE SHOWN - RIGHT SIDE MIRRORS THIS VIEW

DRAWN BY . . . . MPG	DATE . . 2-6-2013	T·Y LIN INTERNATIONAL	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . . DAJ	SCALE . 1:10		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N TOLL PLAZA CIVIL SITE PLAN
RAMP M TOLL PLAZA

SHEET CS-03

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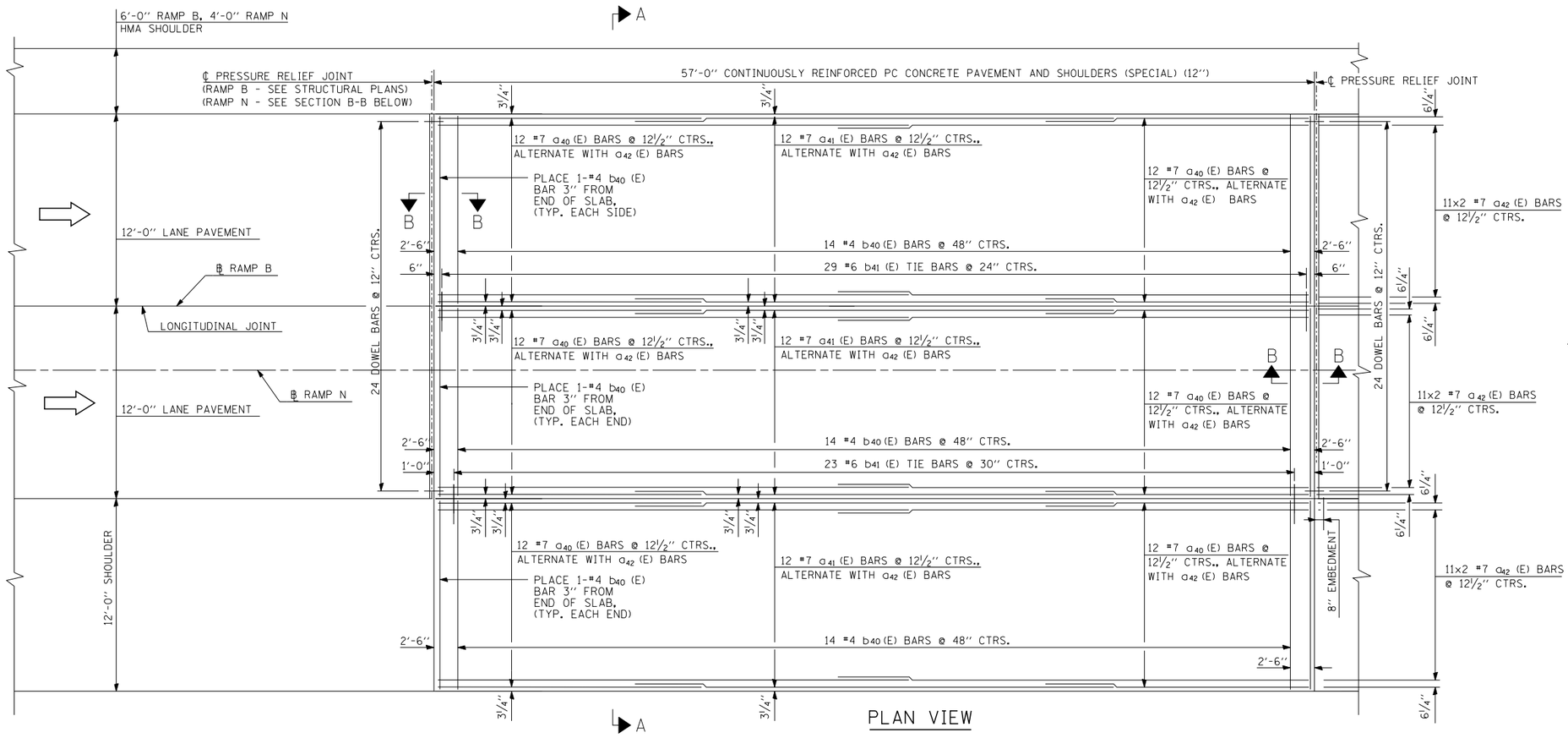
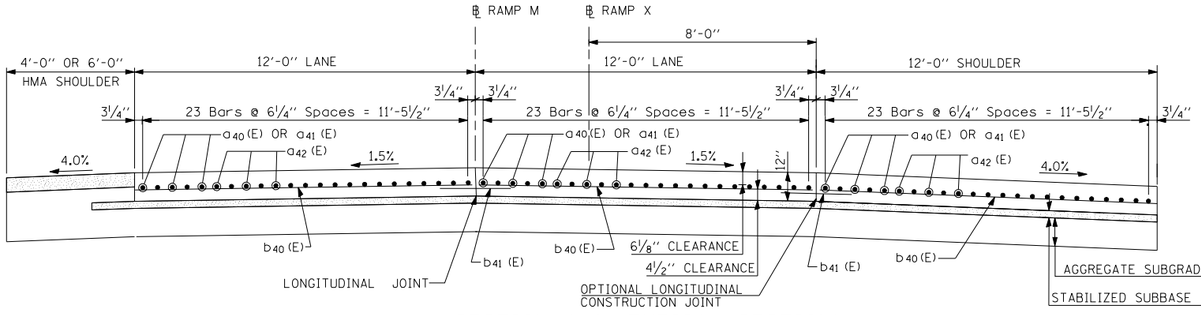
1/29/2013

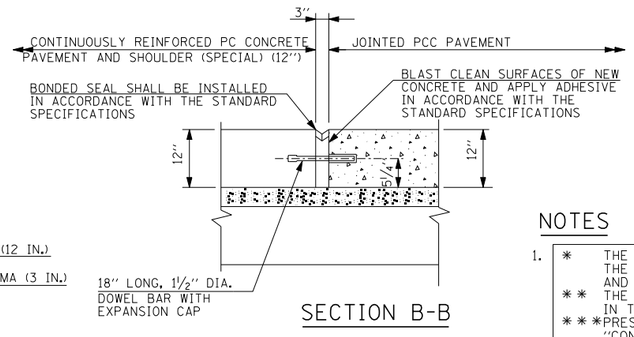


BILL OF MATERIAL

	BAR	NO.	SIZE	LENGTH	SHAPE
	a40 (E)	144	#7	16'-6"	——
	a 41 (E)	72	#7	30'-0"	——
	a42 (E)	132	#7	29'-6"	——
	b40 (E)	90	#4	11'-6"	——
	b41 (E)	104	#6	2'-6"	——
	CONTINUOUSLY REINFORCED PC CONCRETE PAVEMENT AND SHOULDER (SPECIAL) (12")		SQ. YD.	456	
	PAVEMENT REINFORCEMENT (12")		SQ. YD.	456	
	PROTECTIVE COAT		SQ. YD.	456	
*	DOWEL BARS		EACH	96	
*	CONCRETE, CLASS PV		CU. YD.	152	
**	REINFORCEMENT BARS, EPOXY COATED		LBS	18,320	
***	PRESSURE RELIEF JOINT		LIN. FT.	72	



SECTION A-A (TYPICAL SECTION)



SECTION B-B

*** SEE STRUCTURAL PLANS FOR JOINT DETAIL AT RAMP B BRIDGE TRANSITION.

NOTES

1. * THE QUANTITIES FOR CONCRETE AND DOWEL BARS ARE INCLUDED IN THE PAY ITEM "CONTINUOUSLY REINFORCED PC CONCRETE PAVEMENT AND SHOULDER (SPECIAL) (12")".
   ** THE QUANTITY FOR REINFORCEMENT BARS, EPOXY COATED IS INCLUDED IN THE PAY ITEM "PAVEMENT REINFORCEMENT (12 IN.)".
   *** PRESSURE RELIEF JOINTS QUANTITY SHOWN IS INCLUDED IN THE PAY ITEM "CONTINUOUSLY REINFORCED PC CONCRETE PAVEMENT AND SHOULDER (SPECIAL) (12")". THE JOINT AT THE RAMP B BRIDGE TRANSITION SLAB IS NOT SHOWN AND IS PAID FOR SEPARATELY - SEE STRUCTURAL PLANS.
2. TOOL EDGES OF PRESSURE RELIEF JOINTS TO ¼" RADIUS.
3. HMA DENOTES HOT-MIX ASPHALT.
4. QUANTITIES FOR "SUBGRADE AGGREGATE 12 IN." AND "STABILIZED SUBBASE - HMA, 3"" ARE INCLUDED IN ROADWAY QUANTITIES.

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1/29/2013

DRAWN BY . . . MPG . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . JU . . . . . SCALE . NONE . . . .

T·Y·LIN INTERNATIONAL

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

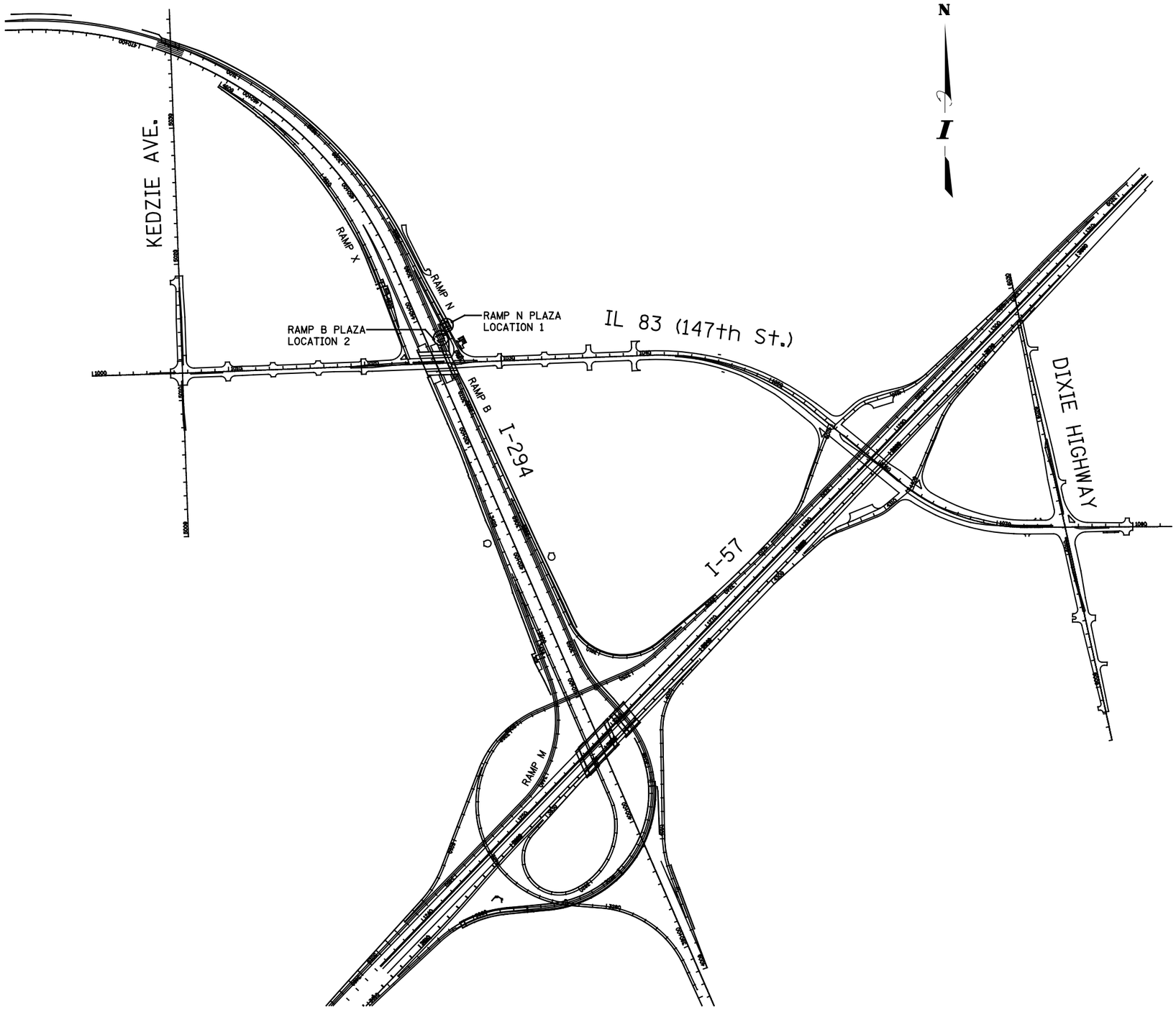
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N TOLL PLAZA PAVEMENT DETAIL RAMP PLAZAS B AND N

SHEET CS-04

167 OF 482



INDEX OF DRAWINGS

DESIGN NOTES:

DESIGN LOADING:

WIND LOAD CRITERIA
SIGN PANEL 35 P.S.F.
COLUMN/BEAM 35 P.S.F.

DESIGN STRESSES

REINFORCED CONCRETE

f'c = COMPRESSIVE STRENGTH OF CONCRETE AT 14 DAYS (CLASS SI) = 3,500 P.S.I.
fy = YIELD STRENGTH OF REINFORCEMENT BARS (GRADE 60) = 60,000 P.S.I.
MATERIAL USED FOR THIS PROJECT SHALL CONFORM TO IDOT MATERIAL SPECIFICATIONS AS DIRECTED ON THE PLANS AND/OR SPECIAL PROVISIONS. SEE SPECIAL PROVISIONS FOR MORE DETAILS.

STRUCTURAL STEEL

fy = YIELD STRENGTH (AASHTO M270 GRADE 50) = 50,000 P.S.I.
fy = YIELD STRENGTH (AASHTO M270 GRADE 36) = 36,000 P.S.I.

FOUNDATION

MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS OF COHESIVE SOILS (CLAYS) SHALL BE 1.25 T.S.F.

MINIMUM STANDARD PENETRATION TEST VALUE, N, FOR GRANULAR SOILS (SANDS) SHALL BE 10 BLOWS PER FOOT.

DESIGN SPECIFICATIONS

ILLINOIS STATE TOLL HIGHWAY AUTHORITY DESIGN MANUAL, MARCH, 2012.

AASHTO STANDARD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, 5TH EDITION WITH 2010 AND 2011 INTERIMS.

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION DATED FEBRUARY 2012.

IDOT BRIDGE MANUAL, JANUARY 2012

CONSTRUCTION SPECIFICATIONS

IDOT GUIDE BRIDGE SPECIAL PROVISIONS (GBSP'S)

TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE IDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012.

IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2013.

IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012.

SPECIAL PROVISIONS

SEISMIC DATA:

SEISMIC PERFORMANCE CATEGORY (SPC) = A
BED ROCK ACCELERATION COEFFICIENT (A) = 0.04
SITE COEFFICIENT (S) = 1.0

400 0 400 800
SCALE IN FEET

SHEET S-01

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE 400' = 1"

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CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
STRUCTURAL SITE PLAN

DRAWING NO.
168 OF 482

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS SI (f'c = 3,500 PSI AT 14 DAYS) IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

ALL EXPOSED CONCRETE EDGES SHALL HAVE A ¾" x 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A615), GRADE 60, DEFORMED BARS. EPOXY-COATED REINFORCING STEEL SHALL COMPLY WITH ASTM A 775.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315, LATEST EDITION.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

BARS NOTED THUS, 3x2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

REINFORCEMENT BAR SPLICES SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLES UNLESS SHOWN OTHERWISE ON THE DRAWING.

CLASS "C" SPLICE-BASIC (GRADE 60 BARS)		
SIZE	f'c = 3.500 PSI	f'c = 4.000 PSI
#4	2'-1"	2'-1"
#5	2'-7"	2'-7"
#6	3'-1"	3'-1"
#7	4'-2"	3'-10"
#8	5'-5"	5'-1"
#9	6'-10"	6'-5"
#10	8'-8"	8'-2"
#11	10'-8"	10'-0"

CLASS "C" SPLICE-TOP BARS (GRADE 60 BARS)		
SIZE	f'c = 3.500 PSI	f'c = 4.000 PSI
#4	2'-4"	2'-4"
#5	2'-11"	2'-11"
#6	3'-6"	3'-6"
#7	4'-8"	4'-6"
#8	6'-2"	5'-11"
#9	7'-9"	7'-6"
#10	9'-10"	9'-7"
#11	12'-1"	11'-9"

NOTE:
TOP BARS ARE HORIZONTAL BARS WITH MORE THAN 12" OF CONCRETE CAST BELOW THE BAR.

DOWEL HOLES SHALL BE DRILLED ¼" LARGER THAN THE DIAMETER OF THE DOWELS. DEPTH OF EMBEDMENT SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE, UNLESS OTHERWISE SHOWN ON THE DRAWINGS.

DOWEL SIZE	MIN. EMBEDMENT
#5	18"
#6	22"
#7	29"
#8	39"
#9	49"
#10	62"

STRUCTURAL STEEL

MATERIAL FOR THE MAIN TUBES OF THE MONOTUBE FRAME SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 (AASHTO M270), GRADE 50. OTHER STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 (AASHTO M183).

OTHER TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B (fy = 46 KSI).

ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A572 (AASHTO M223) GRADE 50. THE TENSILE STRENGTH SHALL BE A MINIMUM OF 65,000 PSI AND ELONGATION SHALL BE A MINIMUM OF 18% IN A 2-INCH SECTION.

U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

ALUMINUM PIPE SHALL MEET THE REQUIREMENTS OF ASTM B221, ALLOW 6061-76.

BOLTS, NUTS AND WASHERS (EXCLUDING ANCHOR BOLTS AND U-BOLTS) SHALL BE HIGH STRENGTH AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325 (AASHTO M164). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232).

MAIN TUBES FOR MONOTUBE FRAME, OTHER TUBING AND STRUCTURAL STEEL SHAPES AND PLATES SHALL BE GALVANIZED AFTER FABRICATION.

THE MONOTUBE FRAME BEAM, COLUMNS, BASE PLATE MATERIAL, AND SPLICES ARE CONSIDERED TENSION MEMBERS AND SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.

WELDING SHALL BE PERFORMED BY CERTIFIED WELDERS USING E70-XX ELECTRODES, AND SHALL CONFORM TO AWS D1.1-08 "STRUCTURAL WELDING CODE - STEEL". ALL WELDS ON ARCHITECTURAL EXPOSED STEEL (AES) MEMBERS ARE TO BE GROUND SMOOTH AND FILLED.

CONSTRUCTION

CONTRACTOR SHALL COORDINATE WORK WITH THE CIVIL AND ELECTRICAL DRAWINGS AND VERIFY THE LOCATION OF ANCHOR BOLTS, PLATES, CAST-IN-PLACE ANGLES, SIZE AND LOCATION OF OPENINGS, EMBEDMENTS AND OTHER MISCELLANEOUS ITEMS BEFORE PLACEMENT OF CONCRETE. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING AND PROPOSED UTILITIES AND ELECTRICAL CONDUIT AND CABLE PRIOR TO DRILLING CAISSONS.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTORS EXPENSE.

NO CONCRETE CUTTING WILL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FIVE (5) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

THE CONTRACTOR SHALL USE CARE WHEN EXCAVATING AROUND EXISTING FOUNDATIONS. ANY DAMAGE TO THE EXISTING STRUCTURE AND/OR SUPPORTING FOUNDATION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

UPON COMPLETION OF EACH STRUCTURE, THE CONTRACTOR SHALL MEASURE THE RESULTING HORIZONTAL AND VERTICAL CLEARANCES AND SUBMIT THEM TO THE CM FOR REVIEW AND INCLUSION IN THE AS BUILT PLANS (RECORD DRAWINGS).

THE SOIL BORING LOGS REPRESENT POINT INFORMATION. PRESENTATION OF THIS INFORMATION IN NO WAY IMPLIES THAT SUBSURFACE CONDITIONS ARE THE SAME AT LOCATIONS OTHER THAN THE EXACT LOCATION OF THE BORING.

TOTAL BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
	50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	84.5	
	50300300	PROTECTIVE COAT	SQ. YD.	129.0	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9140	
*	JI637014	CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT	FOOT	49.0	
*	JT131651	CONTROL BUILDING FOUNDATION, LOCATION 1	L SUM	1	
*	JT131652	CONTROL BUILDING FOUNDATION, LOCATION 2	L SUM	1	
*	JT733311	PLAZA MONOTUBE FRAME, LOCATION 1	FOOT	49.0	
*	JT733312	PLAZA MONOTUBE FRAME, LOCATION 2	FOOT	49.0	
*	JT733321	VES CAMERA FRAME, LOCATION 1	FOOT	49.0	
*	JT733322	VES CAMERA FRAME, LOCATION 2	FOOT	49.0	
*	JT734025	FOUNDATION FOR PLAZA FRAMES	CU. YD.	72.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

ABBREVIATIONS

ALT.	ALTERNATE	IN.	INCH	R	RADIUS
AVE.	AVENUE	I.D.	INSIDE DIAMETER	REV.	REVISION
		I.F.	INSIDE FACE	RD.	ROAD
B.F.	BACK FACE				
BK/	BACK OF	JT.	JOINT	SEC.	SECTION
℄	BASELINE			SHT.	SHEET
Ⓧ	BEAM DESIGNATION	K	KIP	SHLDR.	SHOULDER
BTWN.	BETWEEN	KSF	KIPS PER SQUARE FOOT	SIM.	SIMILAR
BOT.	BOTTOM	KSI	KIPS PER SQUARE INCH	S.	SOUTH
B/	BOTTOM OF			S.B.L.	SOUTH BOUND LANE
		L.F.	LINEAR FOOT	SPA.	SPACES, SPACING
C.I.P.	CAST IN PLACE	L.L.	LIVE LOAD	SPEC.	SPECIFICATION
CTR.	CENTER	L.P.	LOW POINT	SQ.	SQUARE
CTS.	CENTERS	L.S.	LUMP SUM	STD.	STANDARD
℄	CENTERLINE			STA.	STATION
CL.	CLEAR	MFR.	MANUFACTURER	SQ FT	SQUARE FEET
COL.	COLUMN	MAX.	MAXIMUM	SQ IN	SQUARE INCH
CONC.	CONCRETE	MIN.	MINIMUM	SQ YD	SQUARE YARD
CONST.	CONSTRUCTION			SYM.	SYMMETRICAL
C.J.	CONSTRUCTION JOINT	N.S.	NEAR SIDE		
CU FT	CUBIC FEET	N.	NORTH	TEMP.	TEMPORARY
CU YD	CUBIC YARD	N.B.L.	NORTH BOUND LANE	THK.	THICK, THICKNESS
		NO.	NUMBER	T&B	TOP AND BOTTOM
DIAG.	DIAGONAL			T/	TOP OF
DIA. OR Ø	DIAMETER	O.C.	ON CENTER	T/CONC.	TOP OF CONCRETE
DIM.	DIMENSION	OPP.	OPPOSITE	T/FDN.	TOP OF FOUNDATION
DWL.	DOWEL	O.D.	OUTSIDE DIAMETER	T/FTG.	TOP OF FOOTING
DWG.	DRAWING	O.F.	OUTSIDE FACE	T/STL.	TOP OF STEEL
				TYP.	TYPICAL
EA.	EACH	℄ OR PL.	PLATE		
E.F.	EACH FACE	PT.	POINT	U.N.O.	UNLESS NOTED OTHERWISE
E.W.	EACH WAY	LB.	POUND		
E.	EAST	PSF	POUNDS PER SQUARE FOOT	V.I.F.	VERIFY IN FIELD
ELEV. OR EL.	ELEVATION	PSI	POUNDS PER SQUARE INCH	VERT.	VERTICAL
EQ.	EQUAL	PCF	POUNDS PER CUBIC FOOT		
EXIST.	EXISTING	PCI	POUNDS PER CUBIC INCH	W.	WEST
		PLF	POUNDS PER LINEAR FOOT	W/	WITH
F.S.	FAR SIDE	P.P.C.	PRECAST PRESTRESSED CONCRETE	W.P.	WORK POINT
FT.	FEET, FOOT	P.J.F.	PREFORMED JOINT FILLER		
FTG.	FOOTING	P.J.S.	PREFORMED JOINT SEALER		
FDN.	FOUNDATION	P.G.L.	PROFILE GRADE LINE		
F.F.	FRONT FACE	PROP.	PROPOSED		
HT.	HEIGHT	QTY.	QUANTITY		
H.P.	HIGH POINT				
HORIZ.	HORIZONTAL				

SHEET S-02

DRAWN BY TB DATE 2/6/13
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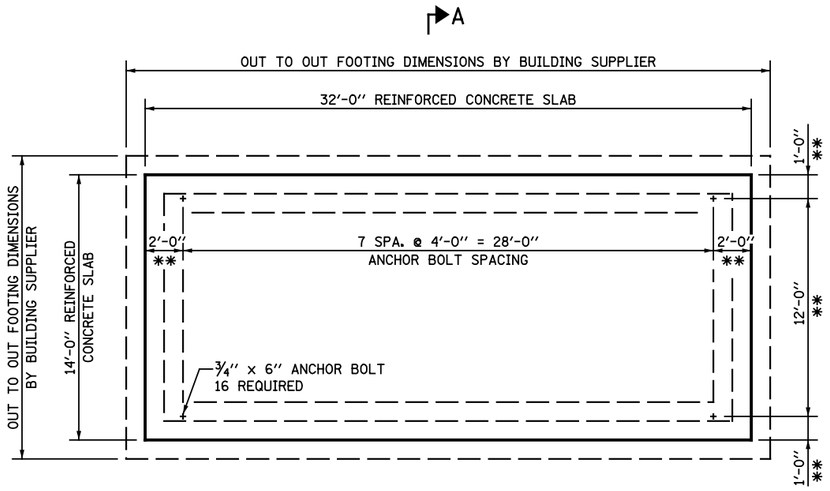
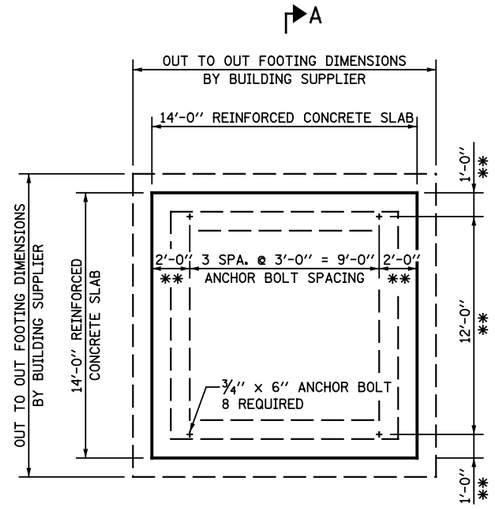
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
GENERAL NOTES AND BILL OF MATERIAL

DRAWING NO.
169 OF 482

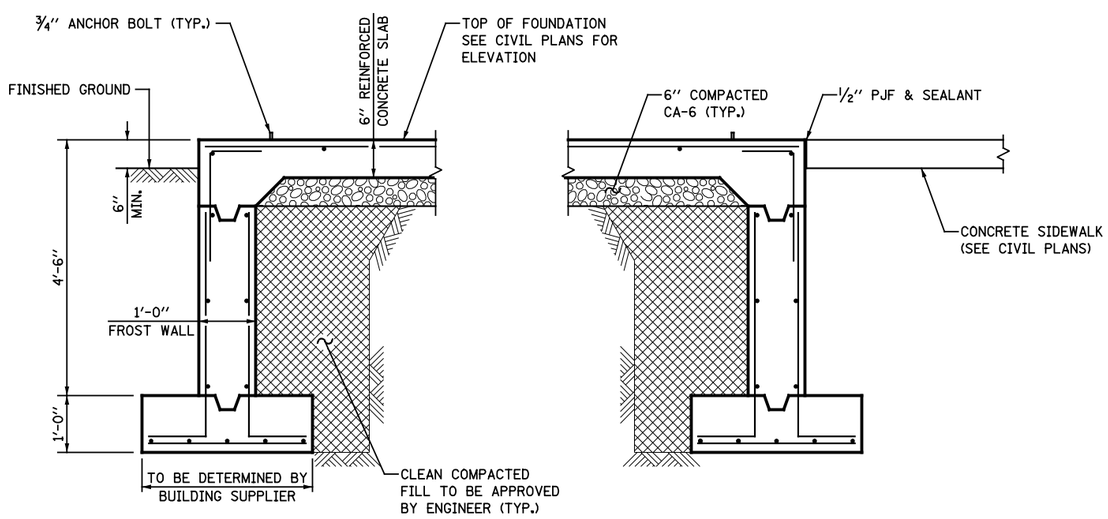


CONCRETE SLAB AND FOUNDATION PLAN
LOCATION 1
RAMP N



CONCRETE SLAB AND FOUNDATION PLAN
LOCATION 2
RAMP B

** VERIFY WITH BUILDING SUPPLIER



SECTION A-A

ALL REINFORCEMENT BARS IN SLAB AND WALLS ARE #5
FOOTING BARS TO BE DETERMINED BY BUILDING SUPPLIER

GENERAL NOTES

CONCRETE SLAB, ANCHOR BOLTS, REINFORCEMENT AND FOUNDATION SHALL BE PAID FOR AT THE CONTRACT UNIT FOR CONTROL BUILDING FOUNDATION. SEE SPECIAL PROVISIONS.

BUILDING SUPPLIER SHALL DESIGN AND DETAIL FOUNDATION AND CONCRETE SLAB REINFORCEMENT.

FOUNDATION AND CONCRETE SLAB REINFORCEMENT SHALL BE DETAILED ON SHOP DRAWINGS.

FOUNDATION CONSTRUCTION SHALL NOT BEGIN UNTIL SHOP DRAWING APPROVAL.

REINFORCED CONCRETE

MATERIALS:
- A. SPECIFICATIONS: IN GENERAL, COMPLY WITH ACI 301 "SPECIFICATIONS FOR STRUCTURAL CONCRETE".
- B. STRUCTURAL CONCRETE:
  1. COMPRESSIVE STRENGTH FOR ALL CAST-IN-PLACE CONCRETE SHALL BE 4000 PSI. AT 28 DAYS.
  2. COMPRESSIVE STRENGTH FOR CONCRETE BACKFILL BELOW FOOTINGS SHALL BE 2000 PSI.
- C. ALL REINFORCEMENT BARS SHALL HAVE EPOXY COATING. ALL DEFORMED REINFORCEMENT BARS SHALL COMPLY WITH ASTM A615. GRADE 60, EPOXY-COATED REINFORCEMENT STEEL SHALL COMPLY WITH ASTM A775. REINFORCEMENT BARS MAY NOT BE WELDED WITHOUT APPROVAL OF THE STRUCTURAL ENGINEER.
- D. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A615-85. (SHEET FORM, NOT ROLLED).
- E. GROUT SHALL BE "EMBECO 636" AS MANUFACTURED BY MASTERBUILDERS OR APPROVED EQUIVALENT.

CONTINGENCIES:
- A. PROVIDE SUPPORTS AS REQUIRED TO MAINTAIN ALIGNMENT OF SCHEDULED REINFORCING. SUCH SUPPORTS ARE TO BE REFLECTED IN THE BID.

FOOTING:
- A. DOWELS IN FOOTING TO MATCH SIZE AND SPACING OF VERTICAL WALL REINFORCEMENT.

SPLICES: UNLESS NOTED OTHERWISE. MINIMUM LAP SPLICE LENGTH TO BE AS FOLLOWS:
- A. VERTICAL BARS IN WALLS, PIERS, OR COLUMNS (INCLUDING DOWELS) — 40 DIAMETERS
- B. HORIZONTAL BARS IN SLABS AND FLOORING — 50 DIAMETERS
- C. HORIZONTAL AND CORNER BARS IN WALLS — 50 DIAMETERS

CONSTRUCTION JOINTS:
- A. PROVIDE CONSTRUCTION JOINTS AT ALL POUR STOP LOCATIONS. ALL CONSTRUCTION JOINTS ARE TO BE KEYED. KEYWAYS SHALL BE 2" X 4".

CONCRETE COVER UNLESS NOTED OTHERWISE:
- A. CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH = 3"
- B. CONCRETE EXPOSED TO EARTH OR WEATHER = 2"
- C. CONCRETE NOT EXPOSED TO EARTH OR WEATHER = 1 1/2"

FOUNDATION NOTES

PREFABRICATED BUILDING TO BE SUPPORTED ON SHALLOW SPREAD FOOTINGS. ALLOWABLE SOIL BEARING PRESSURE OF 3000 PSF.

ALL FOOTING EXCAVATIONS SHALL BE INSPECTED AND APPROVED BY A QUALIFIED REPRESENTATIVE OF THE OWNER PRIOR TO PLACING CONCRETE. EXCAVATIONS SHALL BE FREE OF WATER AT ALL TIMES. REPLACE SOFT OR WEAKENED SOIL WITH COMPACTED CA-6.

NO ENGINEERED FILL SHALL BE PLACED UNTIL EXCAVATION BOTTOMS HAVE BEEN INSPECTED AND APPROVED BY THE FIELD REPRESENTATIVE.

BACKFILLING:
- A. NO FILL OR BACKFILL SHALL BE SETTLED BY THE USE OF WATER.
- B. BOTH SIDES OF THE FOUNDATION WALL SHALL BE BACKFILLED SIMULTANEOUSLY SO AS TO PREVENT OVERTURNING OR LATERAL MOVEMENT OF THE WALLS.

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
*	JT131651	CONTROL BUILDING FOUNDATION, LOCATION 1	L SUM	1	
*	JT131652	CONTROL BUILDING FOUNDATION, LOCATION 2	L SUM	1	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

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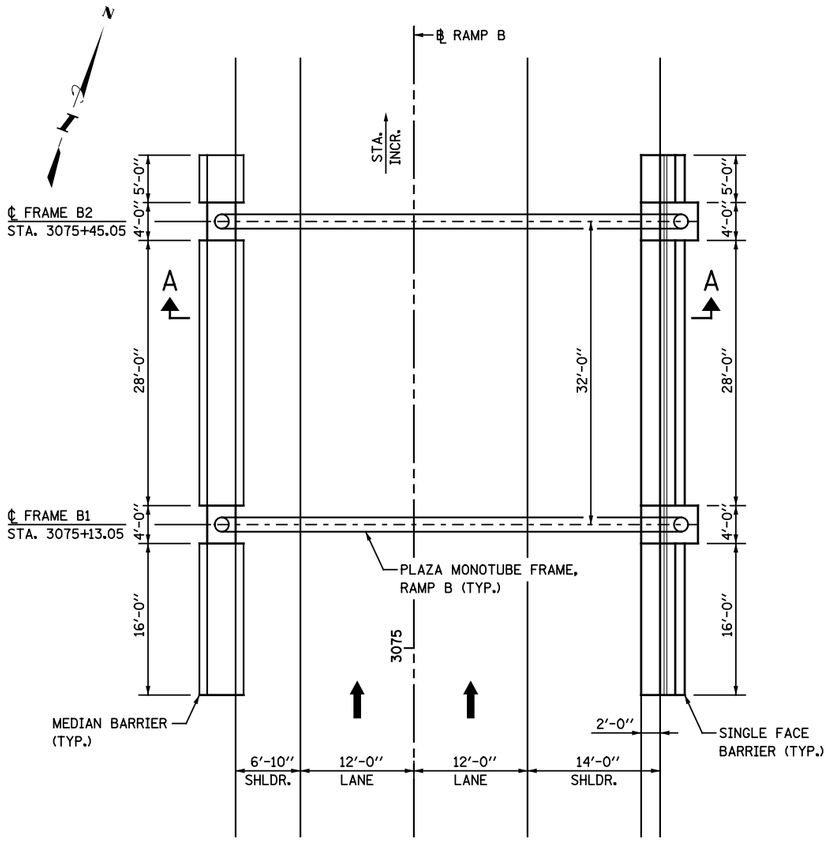
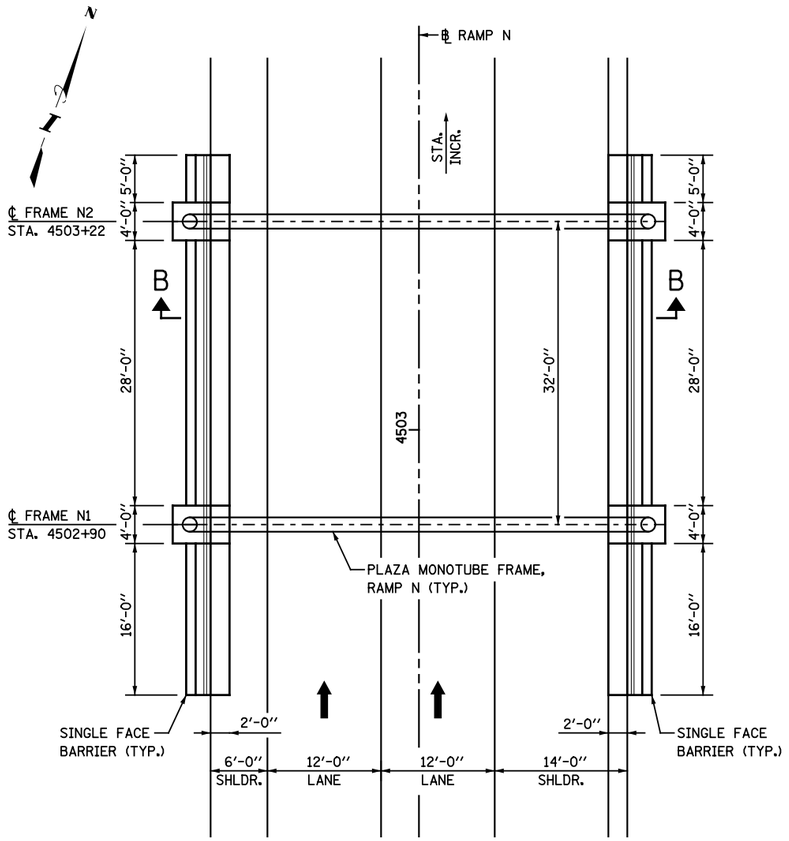
NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
CONTROL BUILDING FOUNDATION DETAILS

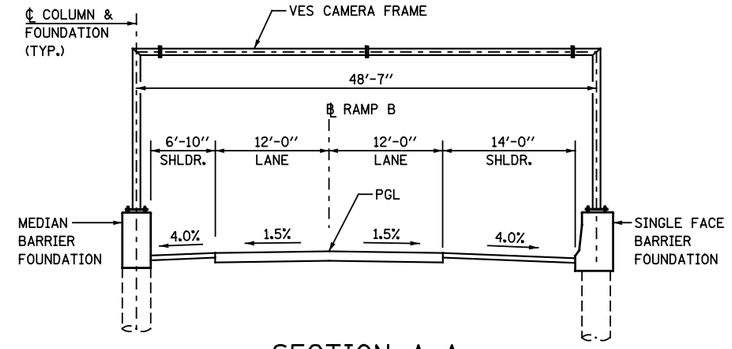
DRAWING NO.
170 OF 482



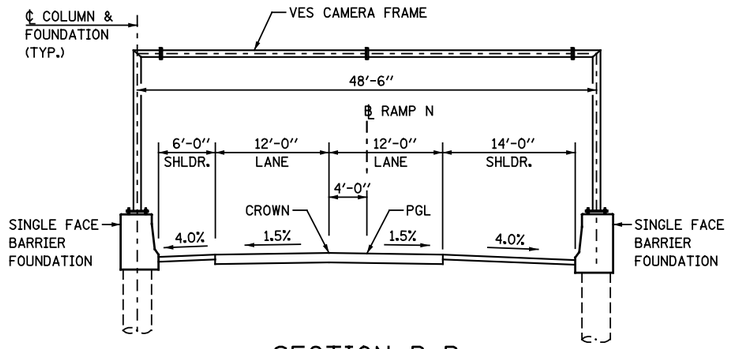
RAMP B PLAZA PLAN
LOCATION 2



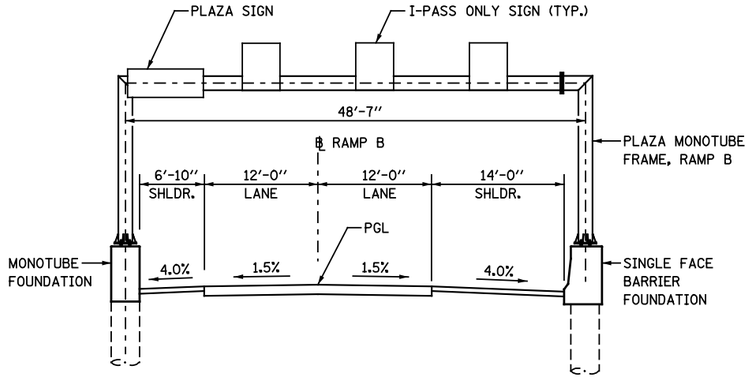
RAMP N PLAZA PLAN
LOCATION 1



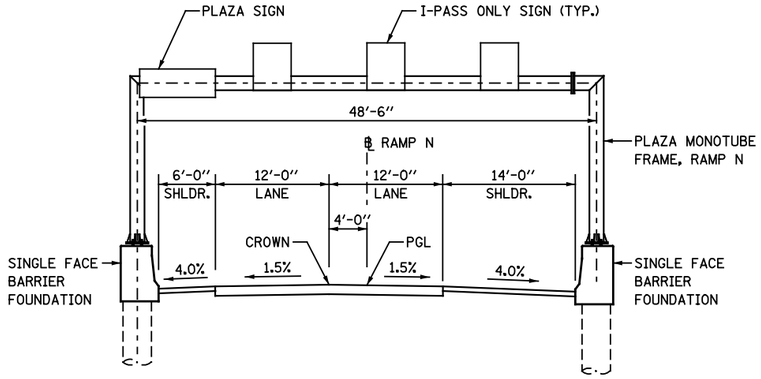
SECTION A-A



SECTION B-B



RAMP B PLAZA ELEVATION
LOCATION 2



RAMP N PLAZA ELEVATION
LOCATION 1

NOTES

FOR SIGN DETAILS, SEE SIGNING SHEETS.

FOR SINGLE FACE BARRIER FOUNDATION, SEE SHEET S-05.

FOR CONCRETE MEDIAN BARRIER, SEE SHEET S-06.

FOR PLAZA MONOTUBE FRAME, LOCATION 2, SEE SHEET S-08.

FOR VES CAMERA FRAME, LOCATION 2, SEE SHEET S-09.

FOR PLAZA MONOTUBE FRAME, LOCATION 1, SEE SHEET S-10.

FOR VES CAMERA FRAME, LOCATION 1, SEE SHEET S-11.

FOR PROFILE GRADES, SEE CIVIL SHEETS.

SHEET S-04

DRAWN BY TB DATE 2/6/13
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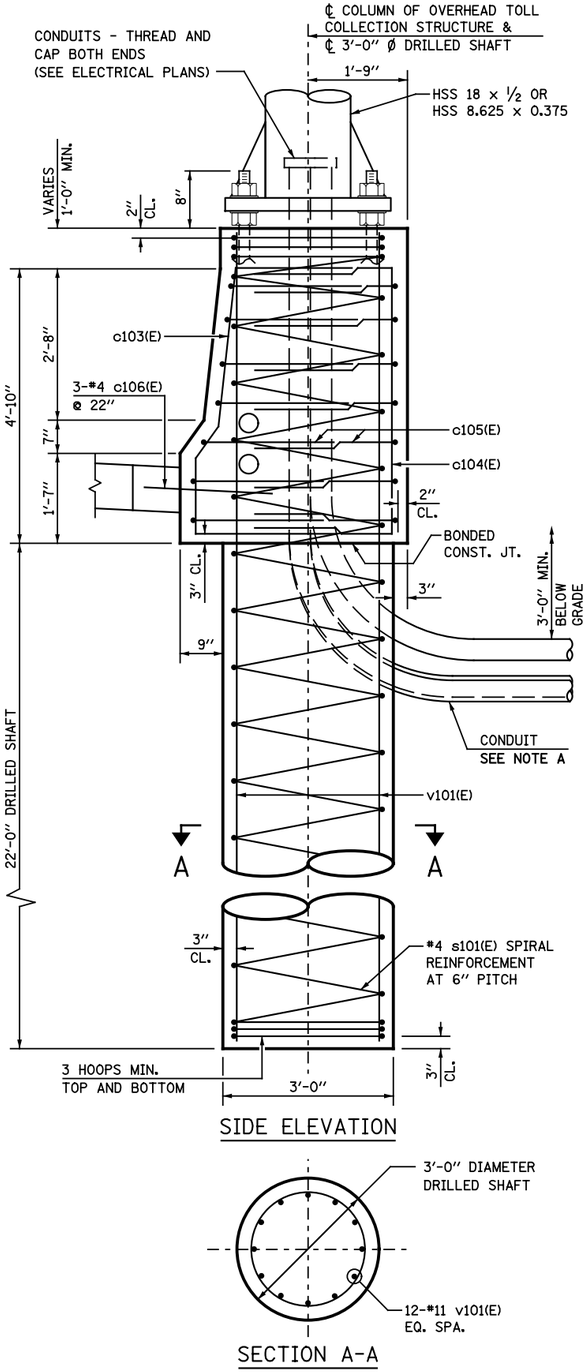
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

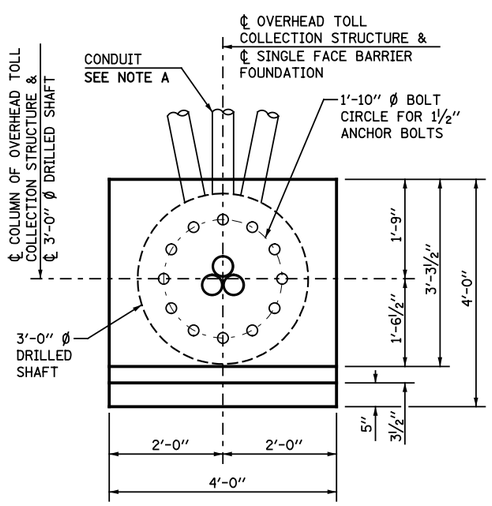
NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
PLAN AND ELEVATION RAMP B & N

DRAWING NO.
171 OF 482



SIDE ELEVATION

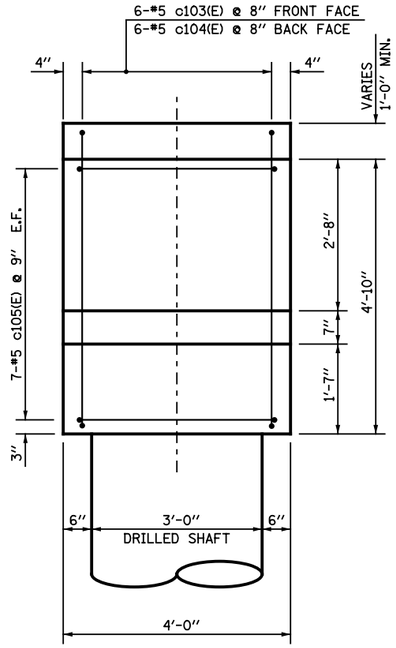
SECTION A-A



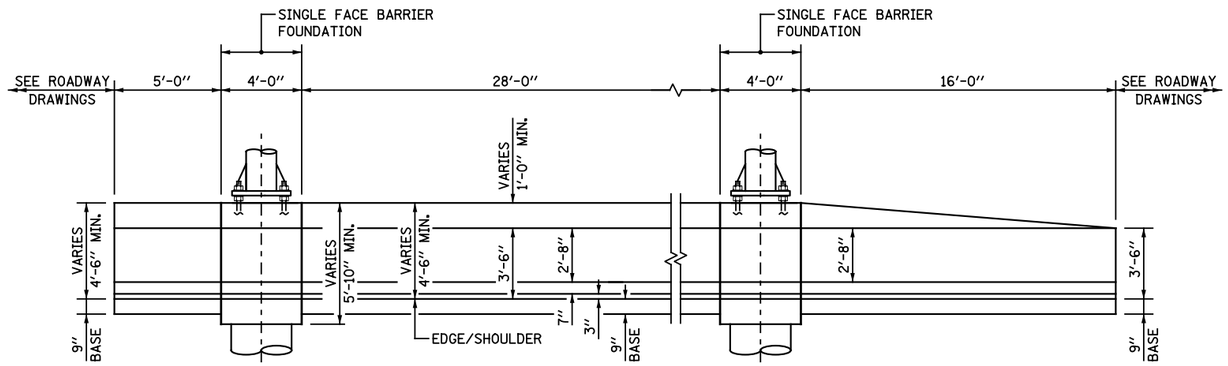
PLAN

NOTE A:

COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.



FRONT ELEVATION



ELEVATION - SINGLE FACE BARRIER

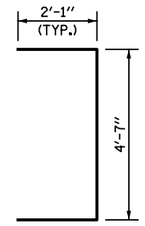
RIGHT BARRIER SHOWN, LEFT BARRIER SIMILAR
FOR BARRIER FOUNDATION DETAILS, SEE SHEET S-07

REINFORCEMENT BAR SCHEDULE

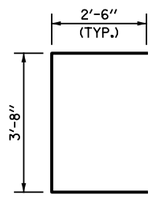
BAR	NO.	SIZE	LENGTH	SHAPE
v101(E)	12	#11	27'-6"	—
s101(E)	1	#4	SEE ELEV.	SPIRAL
c103(E)	6	#5	9'-8"	
c104(E)	6	#5	8'-9"	
c105(E)	14	#4	8'-8"	
c106(E)	3	#4	2'-0"	—

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

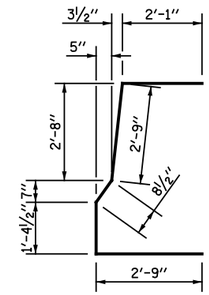
REINFORCEMENT SHOWN IS FOR ONE FOUNDATION.



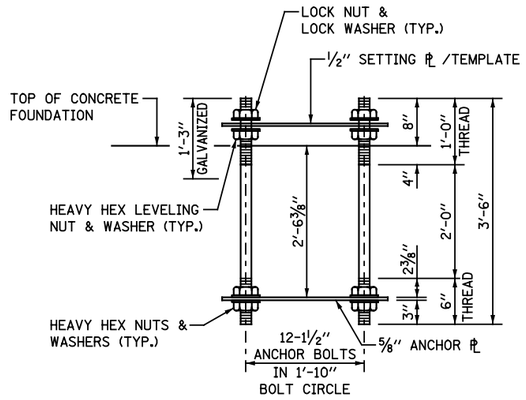
BAR c104(E)



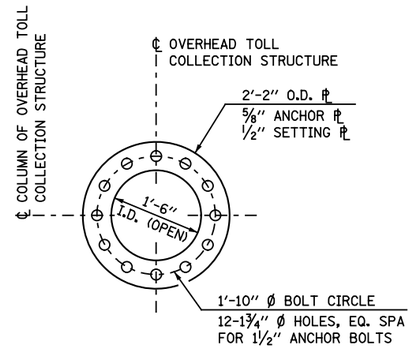
BAR c105(E)



BAR c103(E)



ANCHOR BOLT ASSEMBLY



ANCHOR PL / SETTING PL

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
	**	PROTECTIVE COAT	SQ. YD.	21.4	
	**	REINFORCEMENT BARS, EPOXY COATED	POUND	13320	
*	JT734025	FOUNDATION FOR PLAZA FRAMES	CU. YD.	54.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

NOTES:

1. **PAYMENT FOR CONCRETE, REINFORCEMENT BARS, EPOXY COATED AND PROTECTIVE COAT IS INCLUDED WITH PAYMENT FOR FOUNDATION FOR PLAZA FRAMES.
2. SEE SHEET S-07 FOR ADDITIONAL NOTES

OVERHEAD TOLL COLLECTION STRUCTURE & FOUNDATION
SINGLE FACE BARRIER

SHEET S-05

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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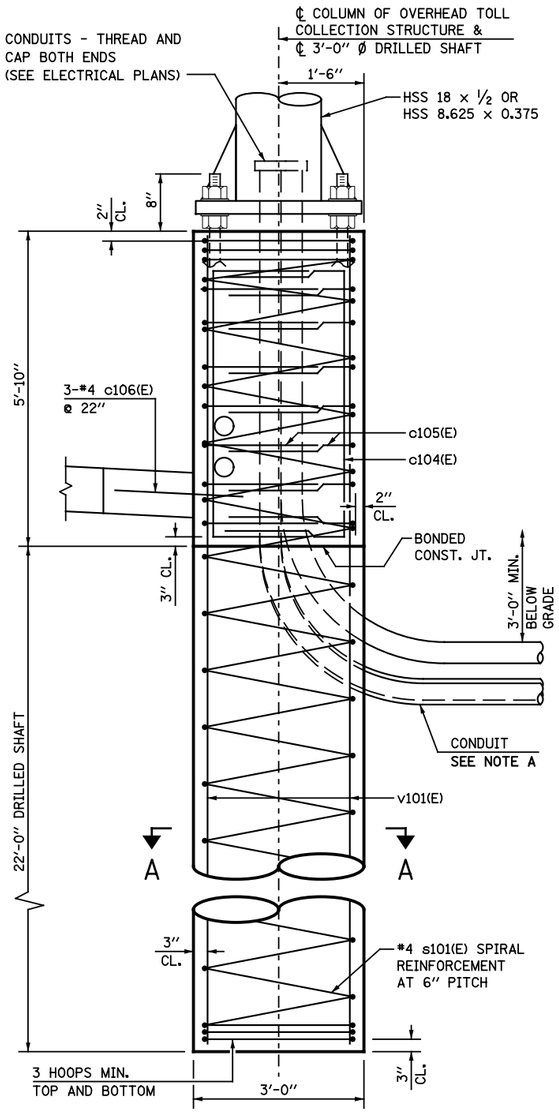
REVISIONS		
NO.	DATE	DESCRIPTION

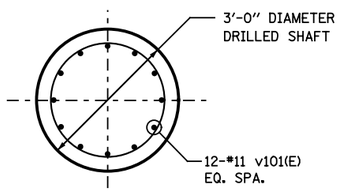
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SINGLE FACE BARRIER FOUNDATION

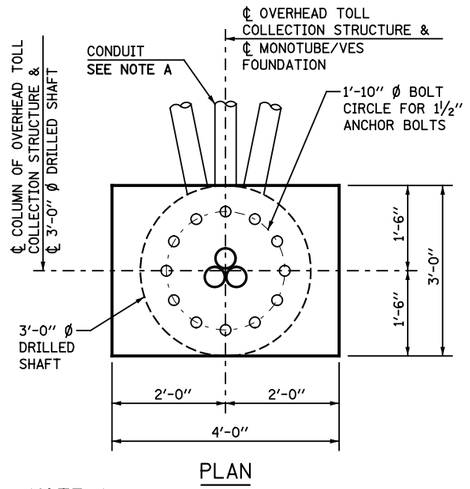
DRAWING NO.
172 OF 482



SIDE ELEVATION



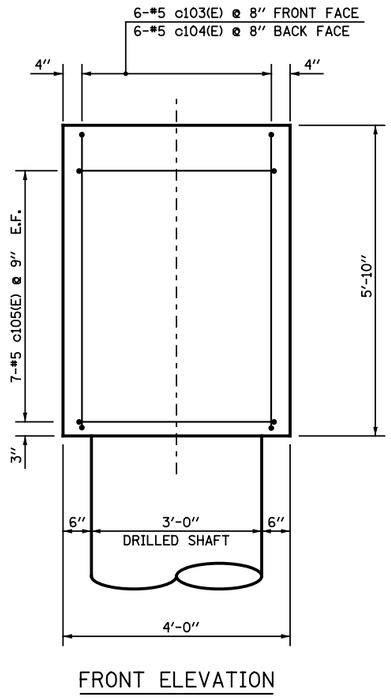
SECTION A-A



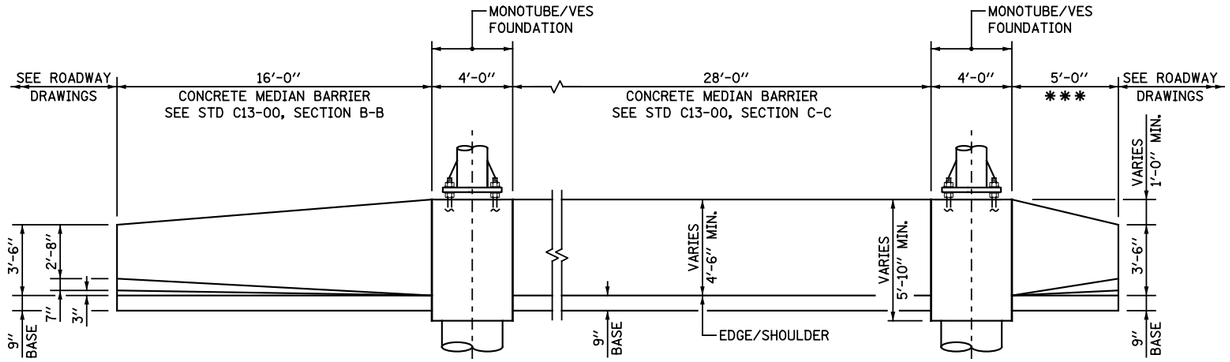
PLAN

NOTE A:

COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.



FRONT ELEVATION



ELEVATION - MONOTUBE/VES FOUNDATION

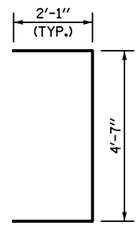
*** CONCRETE MEDIAN BARRIER
SEE STD C13-00, SECTION B-B

REINFORCEMENT BAR SCHEDULE

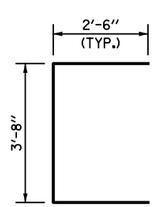
BAR	NO.	SIZE	LENGTH	SHAPE
v101(E)	12	#11	27′-6″	—
s101(E)	1	#4	SEE ELEV.	SPIRAL
c104(E)	6	#5	8′-9″	U
c105(E)	14	#4	8′-8″	U
c106(E)	3	#4	2′-0″	—

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REINFORCEMENT SHOWN IS FOR ONE FOUNDATION.



BAR c104(E)



BAR c105(E)

NOTES:

1. **PAYMENT FOR CONCRETE, REINFORCEMENT BARS, EPOXY COATED AND PROTECTIVE COAT IS INCLUDED WITH PAYMENT FOR FOUNDATION FOR PLAZA FRAMES.
2. SEE SHEET S-05 FOR ANCHOR BOLT ASSEMBLY AND ANCHOR/SETTING PLATE DETAILS
3. SEE SHEET S-07 FOR ADDITIONAL NOTES

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
	**	PROTECTIVE COAT	SQ. YD.	6.7	
	**	REINFORCEMENT BARS, EPOXY COATED	POUND	4440	
*	JI637014	CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT	FOOT	49.0	
*	JT734025	FOUNDATION FOR PLAZA FRAMES	CU. YD.	18.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

OVERHEAD TOLL COLLECTION STRUCTURE AND BARRIER FOUNDATION

SHEET S-06

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

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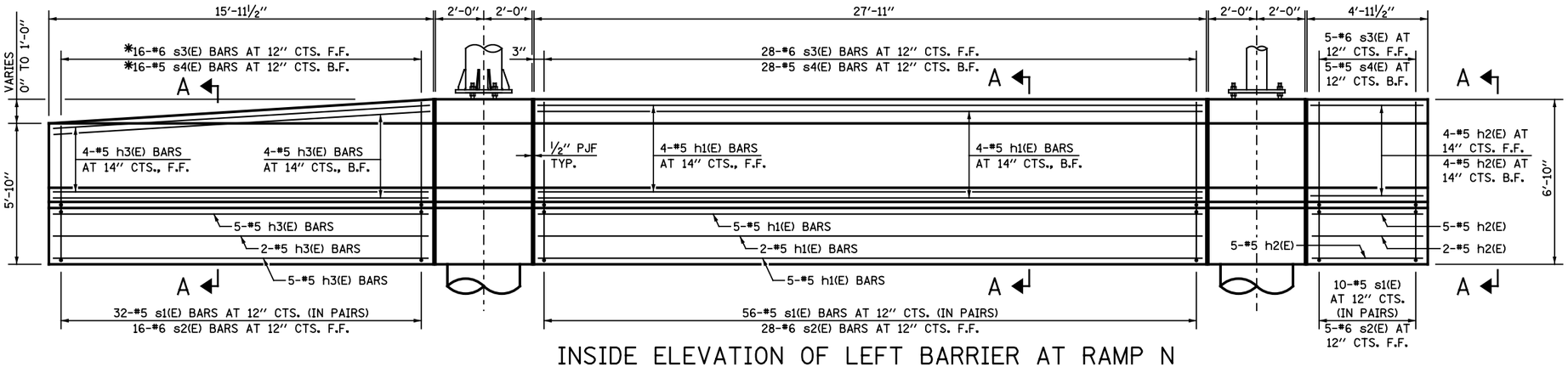
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

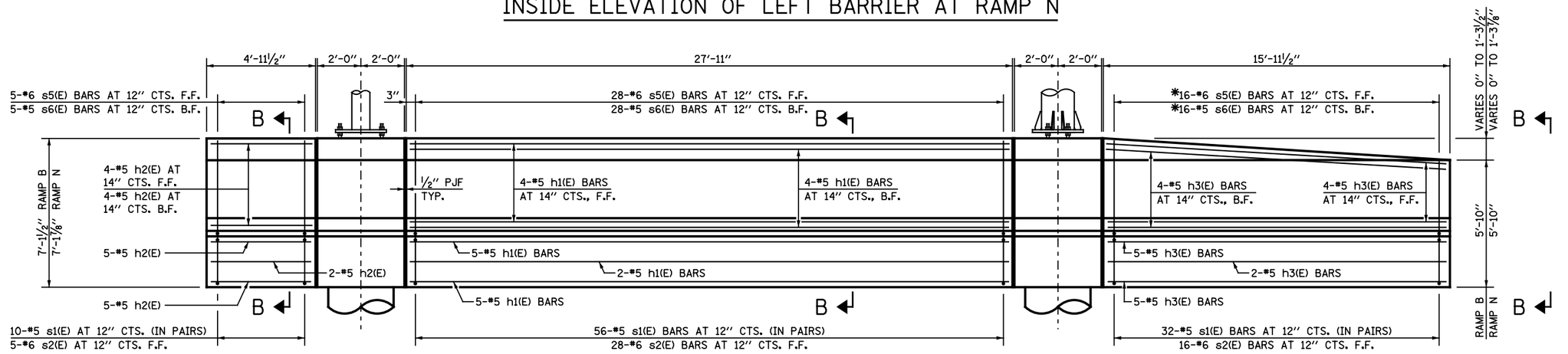
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N TOLL PLAZA STRUCTURAL DRAWINGS BARRIER FOUNDATION

DRAWING NO. 173 OF 482



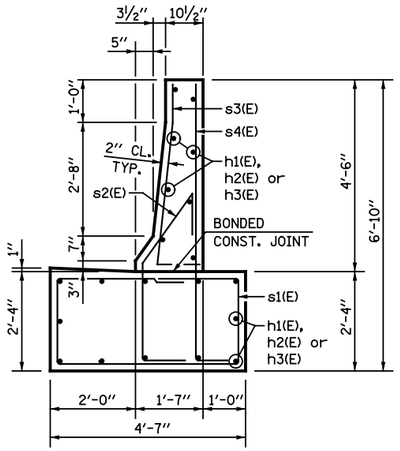
INSIDE ELEVATION OF LEFT BARRIER AT RAMP N



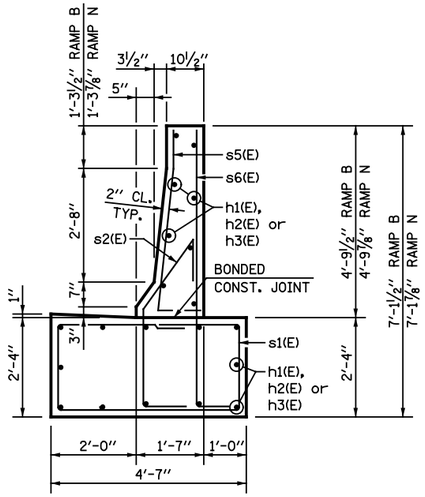
INSIDE ELEVATION OF RIGHT BARRIER AT RAMPS B AND N

NOTES

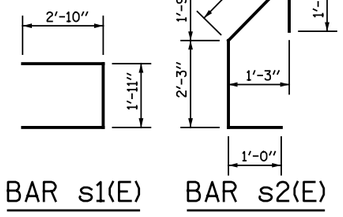
1. FOR BARRIER FACE, PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC SIDE FACE, TOP FACE AND GUTTER AND TO THE ENTRANCE SIDE FACE (AT THE BEGINNING OF THE RAMP PLAZA PAVEMENT) FOR THE FULL HEIGHT OF THE BARRIER.
2. FOR LOCATION OF ELECTRICAL JUNCTION BOXES EMBEDDED IN THE WALL SEE SHEET E-12 AND E-13.
3. FOR DETAILS OF ELECTRICAL JUNCTION BOXES EMBEDDED IN THE WALL SEE SHEET E-22.
4. *CUT IN FIELD, AS REQUIRED, TO FIT TAPER



SECTION A-A

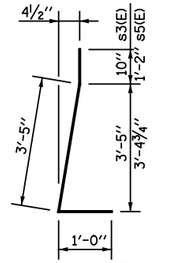


SECTION B-B

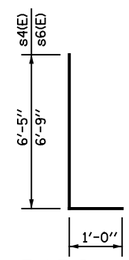


BAR s1(E)

BAR s2(E)



BARS s3(E) & s5(E)



BARS s4(E) & s6(E)

REINFORCEMENT BAR SCHEDULE

BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	60	#5	27'-7"	—
h2(E)	60	#5	4'-8"	—
h3(E)	60	#5	15'-8"	—
s1(E)	294	#5	7'-7"	⊏
s2(E)	147	#6	6'-5"	⊏
s3(E)	49	#6	5'-3"	L
s4(E)	49	#5	7'-5"	L
s5(E)	98	#6	5'-7"	L
s6(E)	98	#5	7'-9"	L

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	84.5	
50300300	PROTECTIVE COAT	SQ. YD.	129.0	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9140	

SHEET S-07

DRAWN BY TB DATE 2/6/13
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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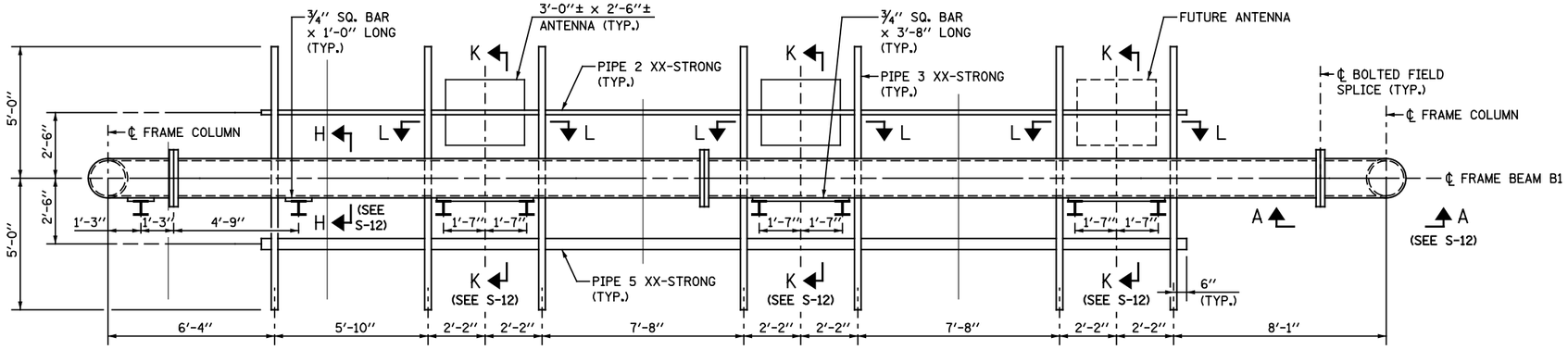
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

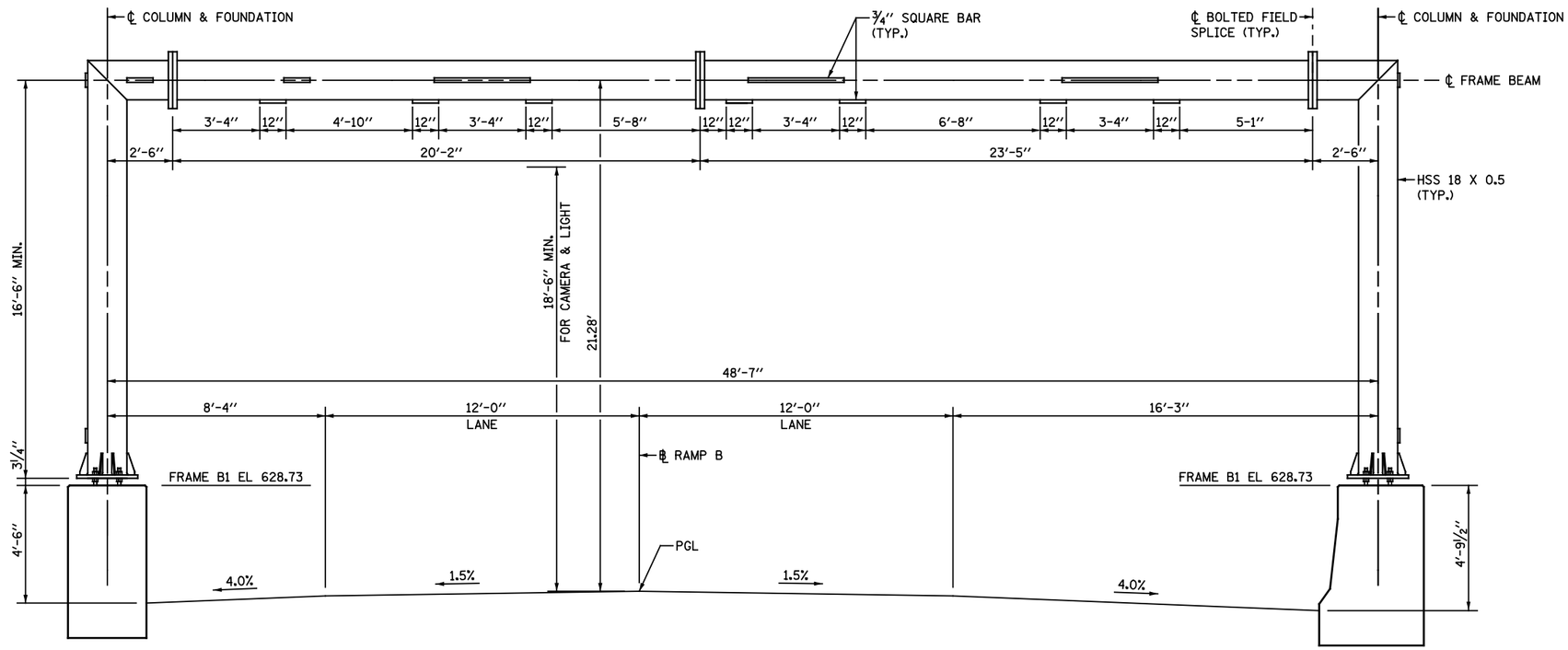
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
BARRIER FOUNDATION DETAILS

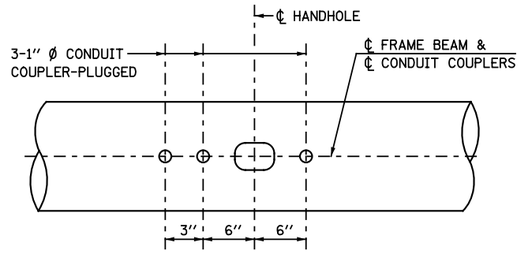
DRAWING NO. 174 OF 482



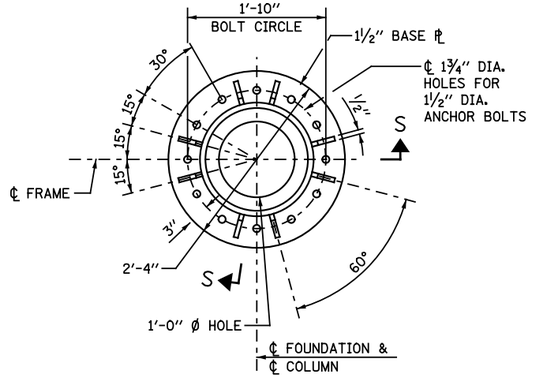
PLAN



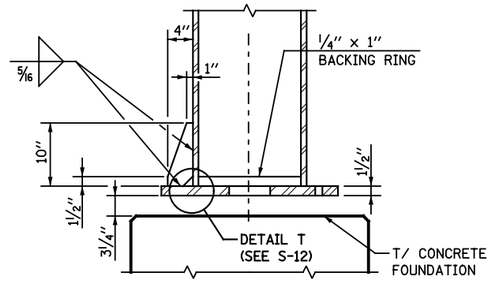
ELEVATION



VIEW L-L



BASE PLATE PLAN
MONOTUBE FRAMES



SECTION S-S

NOTES

FOR SINGLE FACE BARRIER FOUNDATION, SEE SHEET S-05.

FOR BARRIER FOUNDATION, SEE SHEET S-06.

FOR BASE PLATE SKIRT DETAILS, SEE SHEET S-12.

FOR HANDHOLE DETAILS, SEE SHEET S-12.

FOR PROFILE GRADES, SEE CIVIL SHEETS.

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
*	JT733312	PLAZA MONOTUBE FRAME, LOCATION 2	FOOT	49.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

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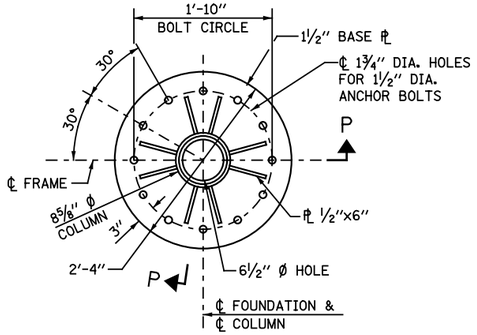
REVISIONS		
NO.	DATE	DESCRIPTION

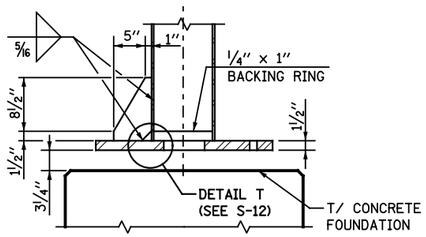
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
MONOTUBE FRAMING PLAN - RAMP B

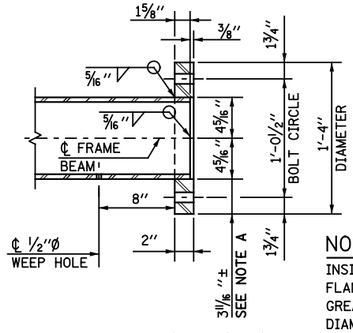
DRAWING NO. 175 OF 482



BASE PLATE PLAN
VES CAMERA FRAMES



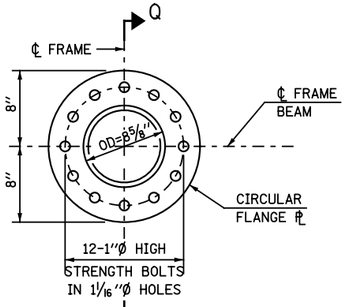
SECTION P-P



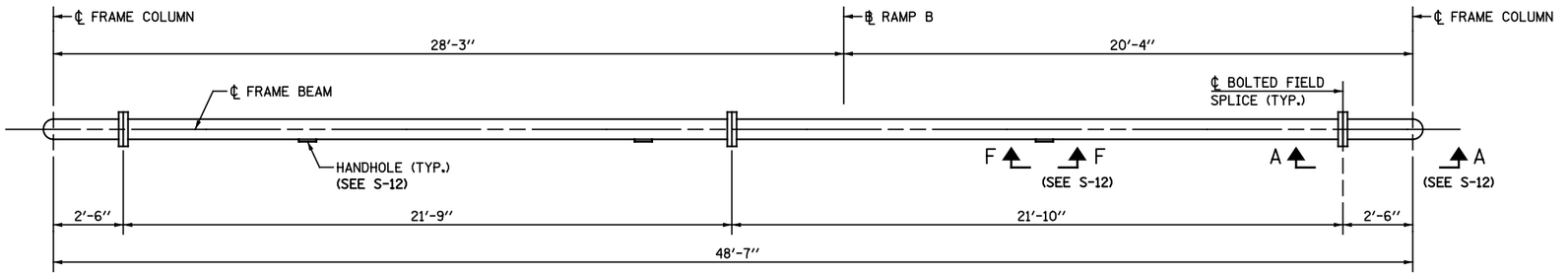
SECTION Q-Q

NOTE A

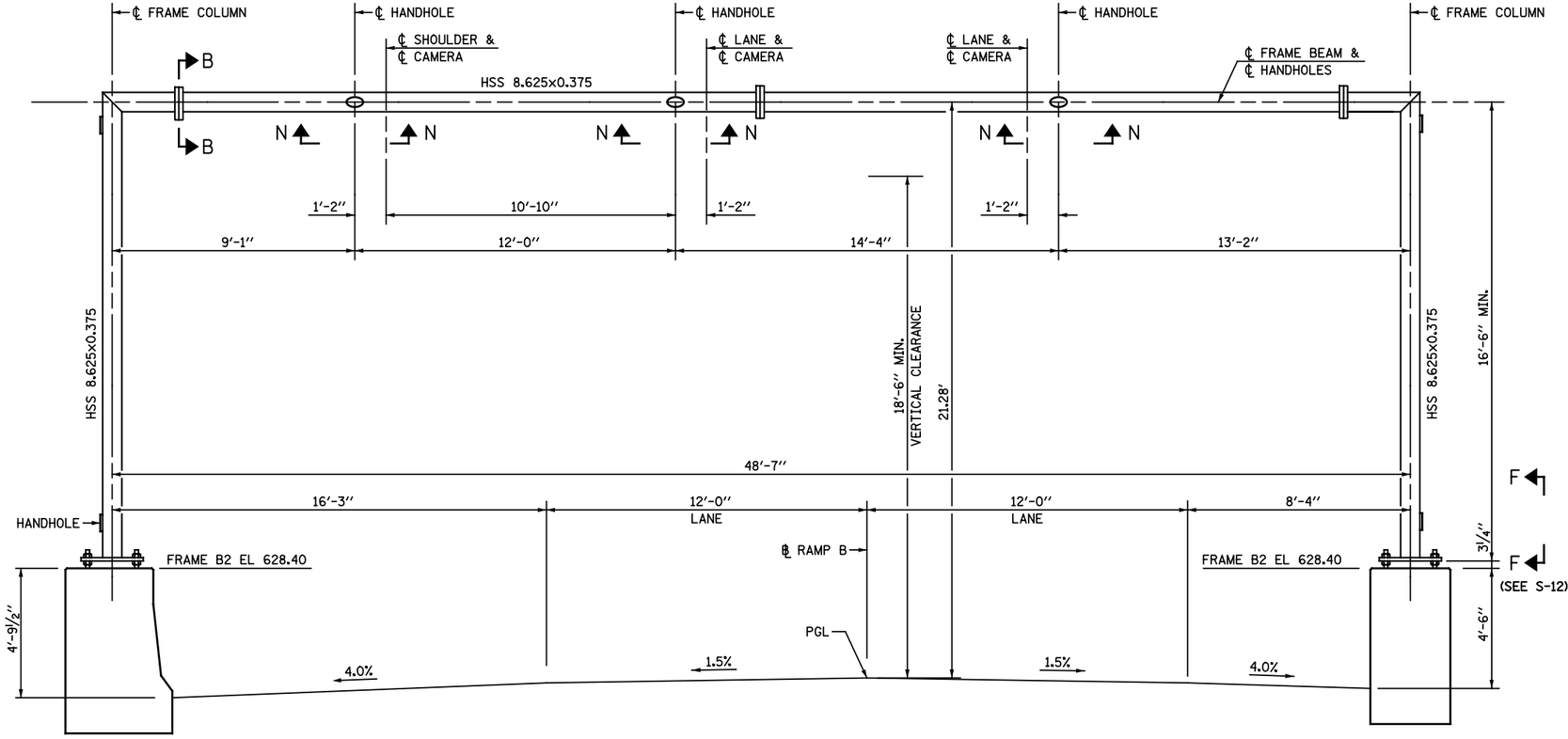
INSIDE DIAMETER OF CIRCULAR FLANGE PLATE SHALL BE 1/16" GREATER THAN OUTSIDE DIAMETER OF FRAME BEAM.



SECTION B-B FOR 8⅝" DIAMETER BEAM

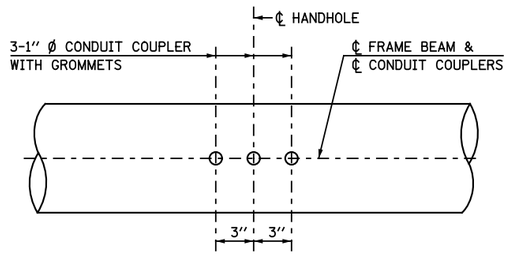


PLAN



ELEVATION - VES CAMERA FRAME

LOOKING DOWNSTATION (DECREASING)



VIEW N-N - (CONDUIT COUPLER DETAIL)

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
*	JT733322	VES CAMERA FRAME, LOCATION 2	FOOT	49.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

SHEET S-09

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

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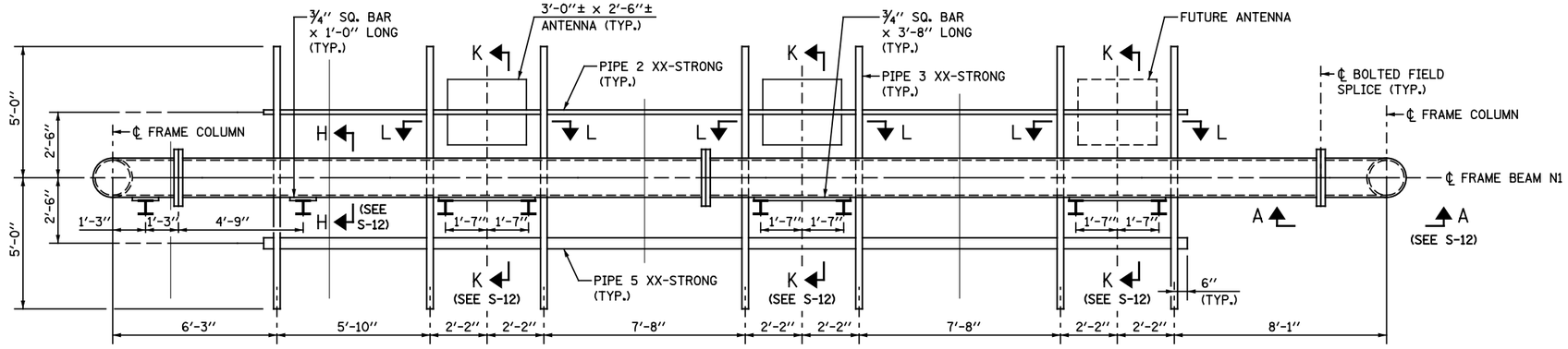
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

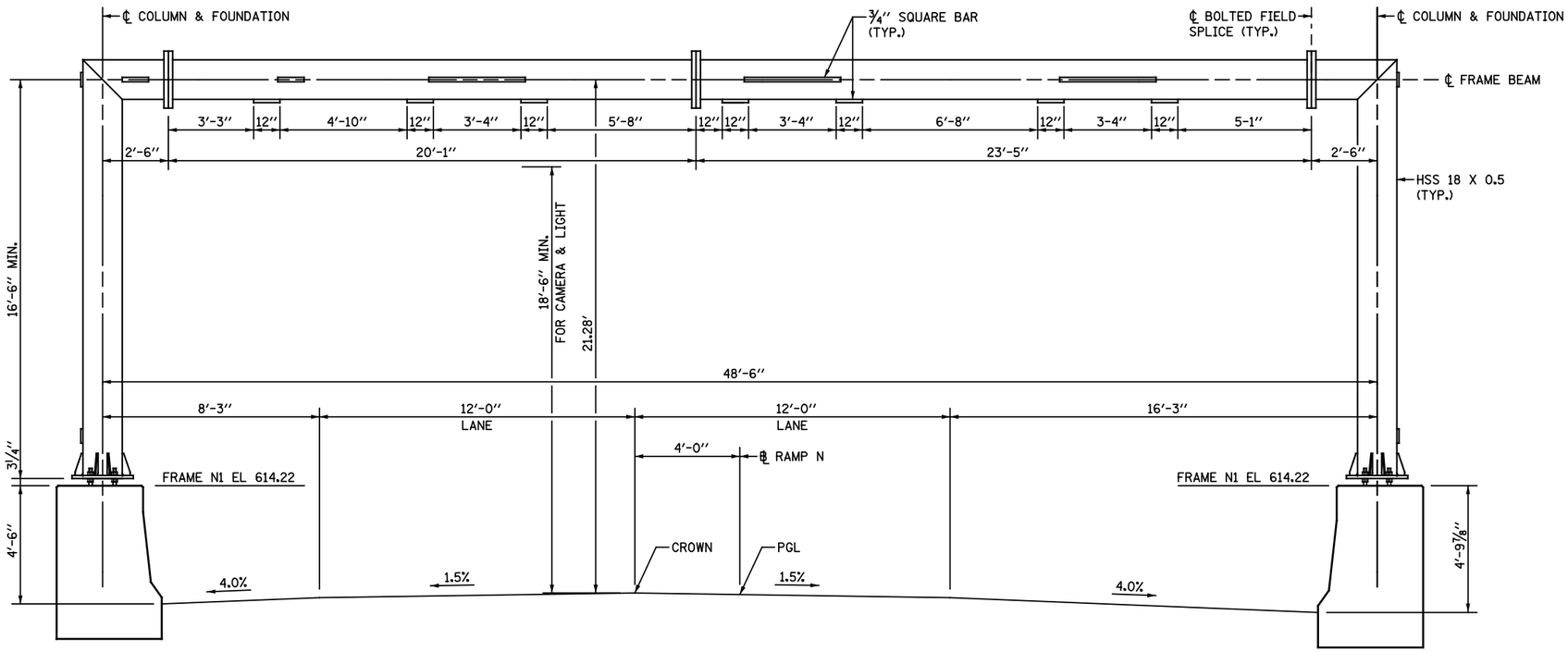
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
VES CAMERA FRAMING PLAN - RAMP B

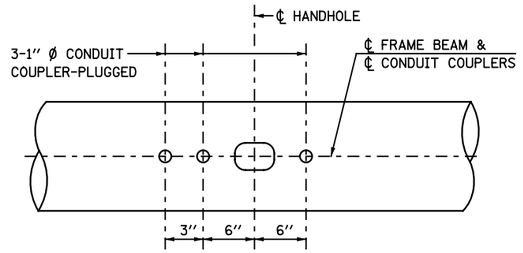
DRAWING NO. 176 OF 482



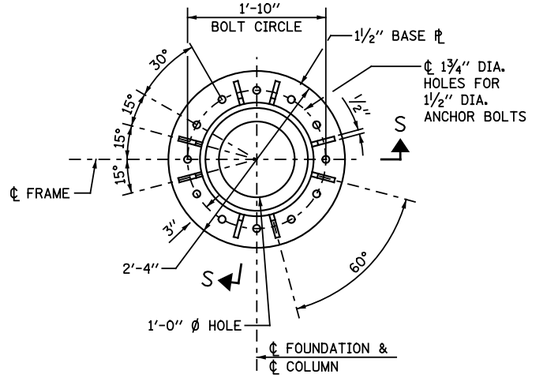
PLAN



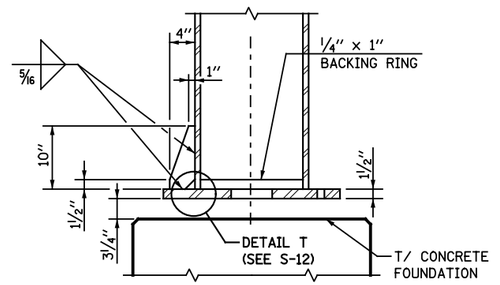
ELEVATION



VIEW L-L



BASE PLATE PLAN
MONOTUBE FRAMES



SECTION S-S

NOTES

FOR SINGLE FACE BARRIER FOUNDATION, SEE SHEET S-05.

FOR BASE PLATE SKIRT DETAILS, SEE SHEET S-12.

FOR HANDHOLE DETAILS, SEE SHEET S-12.

FOR PROFILE GRADES, SEE CIVIL SHEETS.

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
*	JT733311	PLAZA MONOTUBE FRAME, LOCATION 1	FOOT	49.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

KNIGHT
Engineers & Architects
221 North LaSalle Street
Suite 300
Chicago IL. 60601
Phone: (312) 577-3300

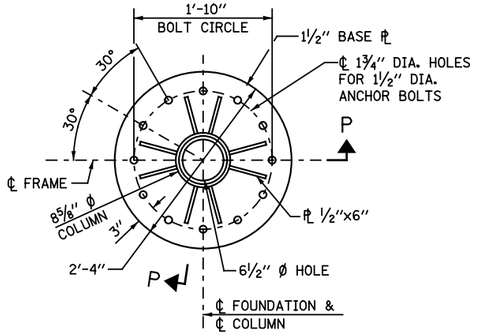
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

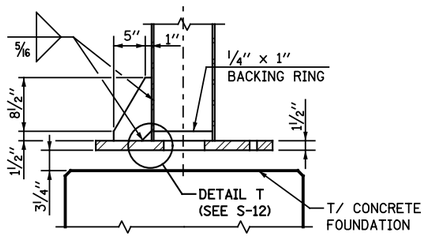
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
MONOTUBE FRAMING PLAN - RAMP N

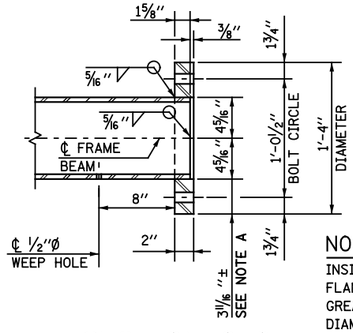
DRAWING NO.
177 OF 482



BASE PLATE PLAN
VES CAMERA FRAMES

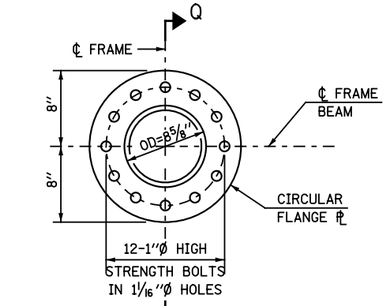


SECTION P-P

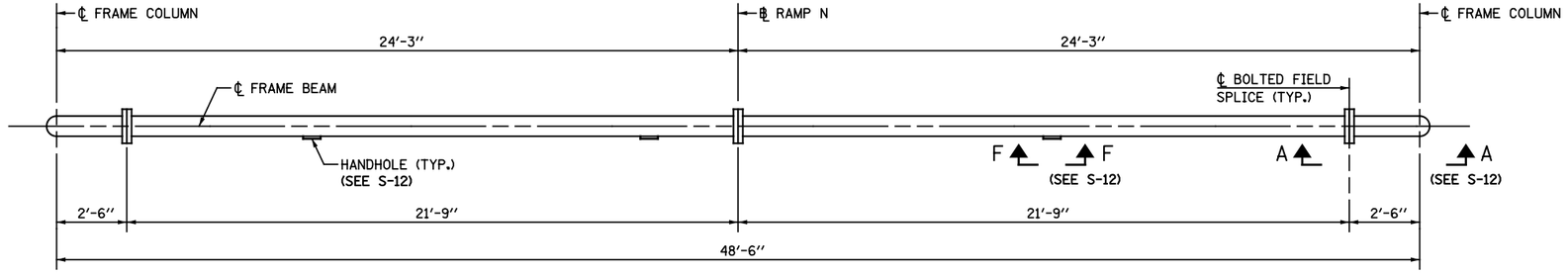


NOTE A
INSIDE DIAMETER OF CIRCULAR FLANGE PLATE SHALL BE 1/16" GREATER THAN OUTSIDE DIAMETER OF FRAME BEAM.

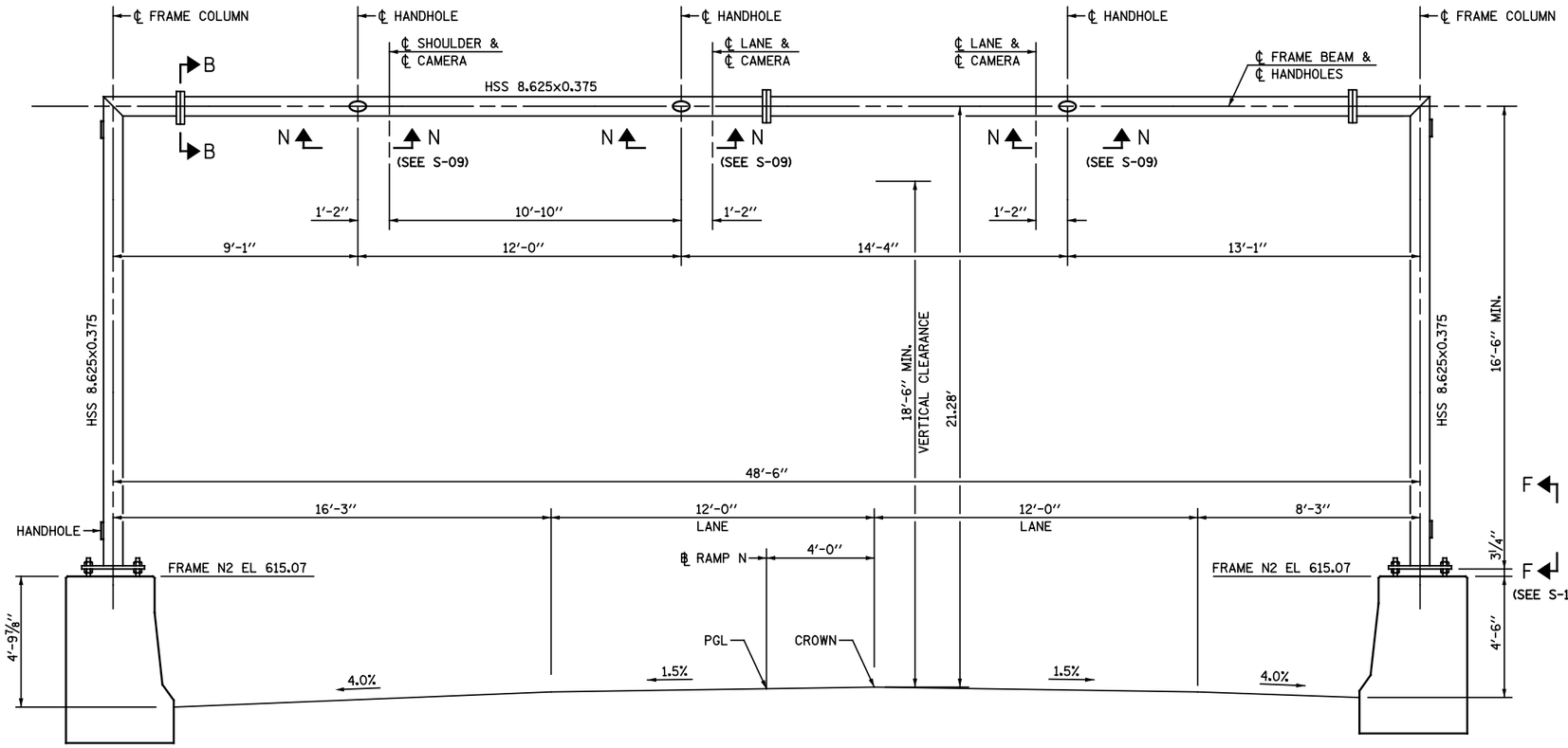
SECTION Q-Q



SECTION B-B FOR 8⅝" DIAMETER BEAM



PLAN



ELEVATION - VES CAMERA FRAME
LOOKING DOWNSTATION (DECREASING)

BILL OF MATERIAL

	PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
*	JT733321	VES CAMERA FRAME, LOCATION 1	FOOT	49.0	

*INDICATES PAY ITEM GOVERNED BY A SPECIAL PROVISION

SHEET S-11

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

KNIGHT
Engineers & Architects
221 North LaSalle Street
Suite 300
Chicago IL. 60601
Phone: (312) 577-3300

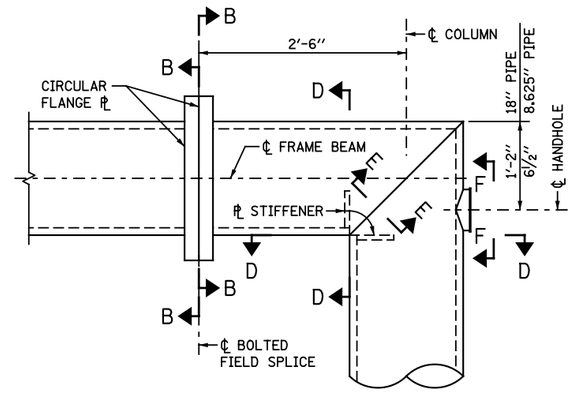
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

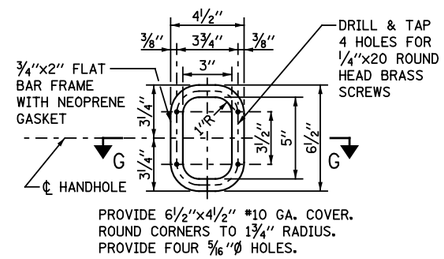
NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
VES CAMERA FRAMING PLAN - RAMP N

DRAWING NO.
178 OF 482

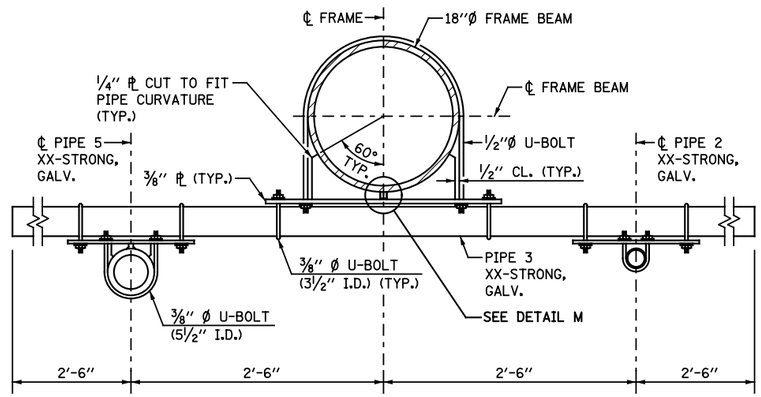


SECTION A-A

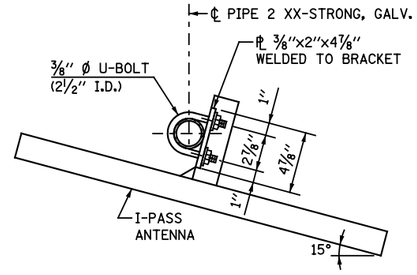
(FROM SHT. S-07, S-08, S-09 & S-10)



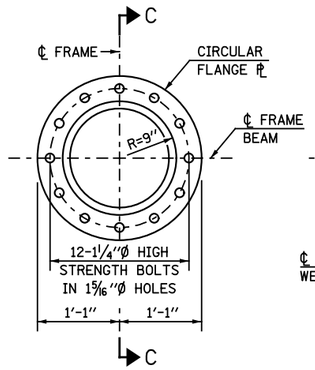
SECTION F-F



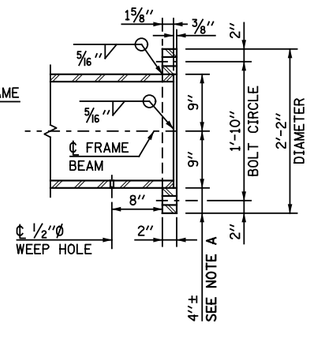
SECTION K-K



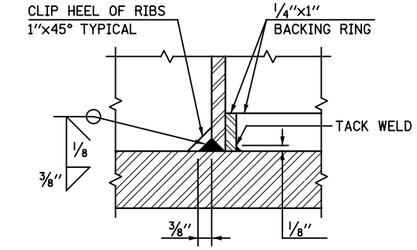
ANTENNA HANGER



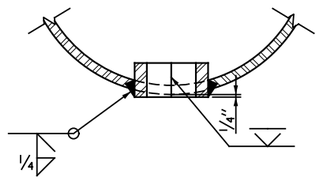
SECTION B-B



SECTION C-C



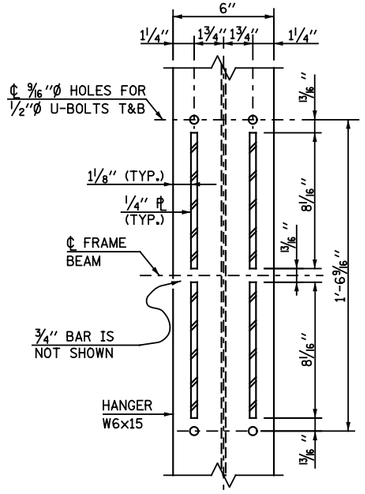
DETAIL T



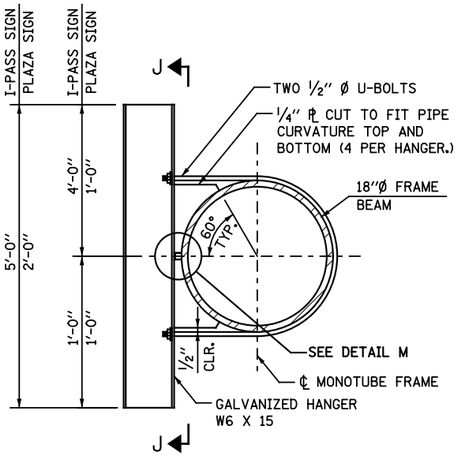
SECTION G-G

NOTE A

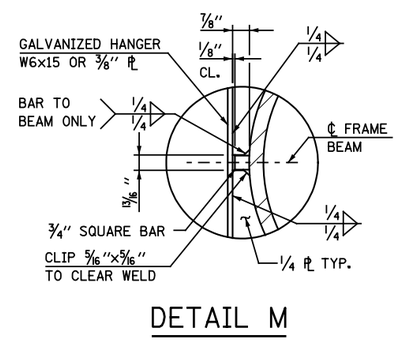
INSIDE DIAMETER OF CIRCULAR FLANGE PLATE SHALL BE 1/16" GREATER THAN OUTSIDE DIAMETER OF FRAME BEAM.



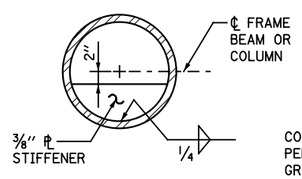
SECTION J-J



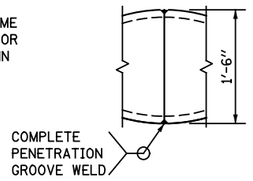
SECTION H-H (SIGN HANGER)



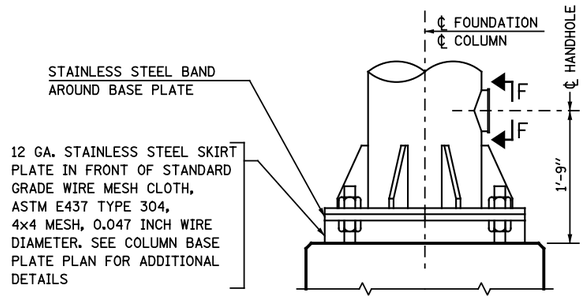
DETAIL M



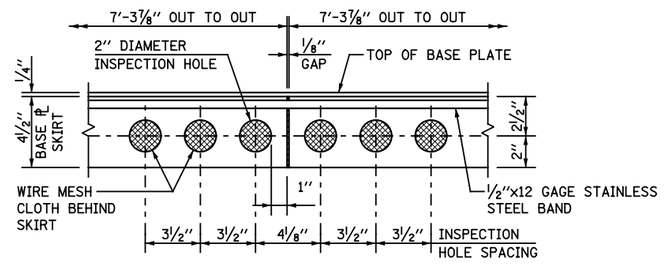
SECTION D-D



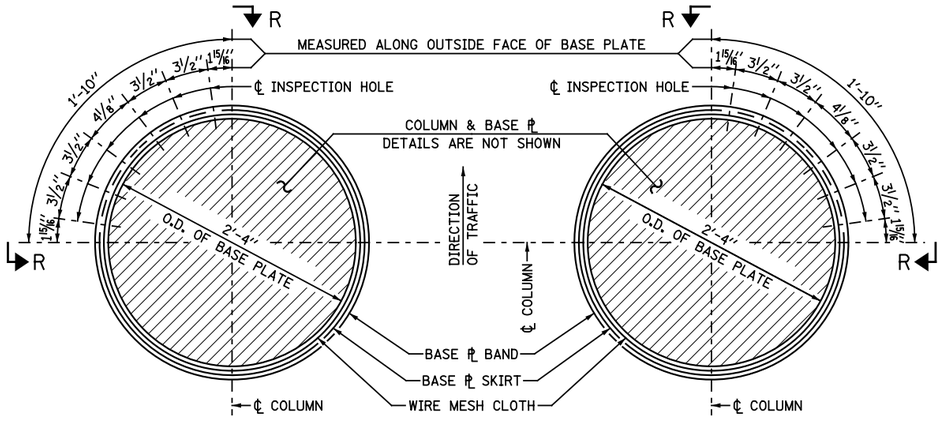
SECTION E-E



COLUMN BASE



VIEW R-R (BASE PLATE SKIRT)



LEFT BASE PLATE

RIGHT BASE PLATE

COLUMN BASE PLATE PLAN

SHEET S-12

DRAWN BY TB	DATE 2/6/13	KNIGHT Engineers & Architects	221 North LaSalle Street, Suite 300, Chicago IL. 60601, Phone: (312) 577-3300
CHECKED BY WPM	SCALE NONE		

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
MONOTUBE FRAMING DETAILS

DRAWING NO. 179 OF 482

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Aurora Ave., Suite 204
Naperville, Illinois 60565
(630) 355-2688

SOIL BORING LOG

DATE 7/15/2008

LOGGED BY MR

JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION – LOCATION I-294 Ramp B Retaining Wall #7

COUNTY Cook DRILLING METHOD Straight Flight/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. –

Station –

BORING NO. RW07-02

Station: 3074+78 Ramp B

Offset: 33.0' Right

Ground Surface Elev. 606.1

Surface Water Elev. n/a

Stream Bed Elev. n/a

Groundwater Elevation:

First Encounter n/a

Upon Completion n/a

After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
605.1				TOPSOIL–black
	AS	–	9	
	3			
	4			
	5	4.5+P	15	SILTY CLAY–dark brown & gray–stiff to hard (A–6)
	2			
	2			
–5	4	1.25P	27	
600.6				
	4			
	8			
	15	NP	13	SILTY LOAM–gray–medium dense to very dense (A–4)
	12			
	17			
–10	20	NP	14	
	22			
	30			
	36	NP	14	
	24			
	32			
–15	40	NP	14	
	29			
	50/5"			
		NP	14	
	23			
	25			
–20	25	NP	14	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SILTY LOAM–gray (A–4) 585.6
	11			
	17			SAND & GRAVEL–gray–dense (A–1)
	19	NP	10	
583.1				
	15			
	36			
–25	50/5"	NP	17	SILTY LOAM–gray–very dense (A–4)
	37			
	35			
	50/3"	NP	10	
	19			
	43			
–30	50/3"	NP	12	
574.1				
	50/4"			
–35		NP	9	SANDY LOAM with Fractured Rock–gray–very dense (A–4)
	50/5"			
		NP	11	
–40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Aurora Ave., Suite 204
Naperville, Illinois 60565
(630) 355-2688

SOIL BORING LOG

DATE 7/15/2008

LOGGED BY MR

JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION – LOCATION I-294 Ramp B Retaining Wall #7

COUNTY Cook DRILLING METHOD Straight Flight/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. –

Station –

BORING NO. RW07-02

Station: 3074+78 Ramp B

Offset: 33.0' Right

Ground Surface Elev. 606.1

Surface Water Elev. n/a

Stream Bed Elev. n/a

Groundwater Elevation:

First Encounter n/a

Upon Completion n/a

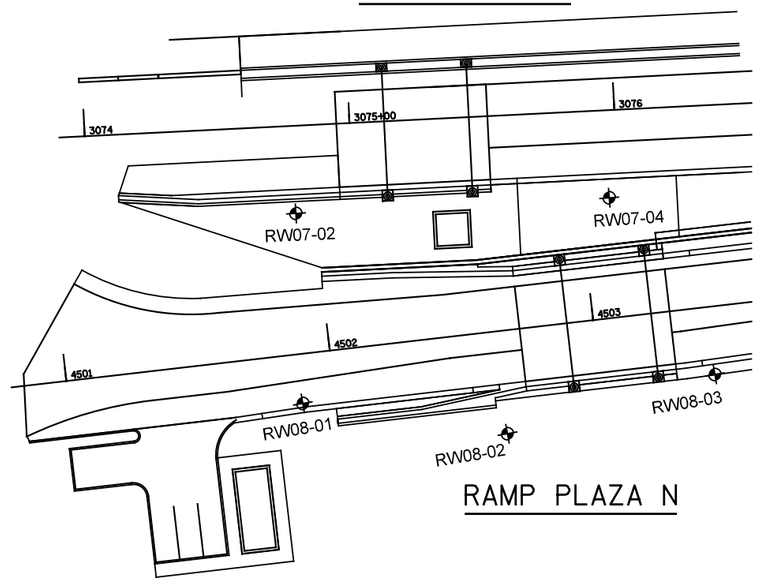
After ____ Hrs. ____

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SANDY LOAM with Fractured Rock–gray–very dense (A–4)
564.1				
				Drillers Observation: Apparent Bedrock
561.1 –45				
				End Of Boring @ –45.0'
				Straight Flight Augers To –10.0'
				Rotary Drilling To Completion
				CME Automatic Hammer
				10.0' of 4.0"ø Casing Used
–50				
–55				
–60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–65			
–70			
–75			
–80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

RAMP PLAZA B



RAMP PLAZA N

LEGEND:

⌖ SOIL BORINGS

SHEET S-13

DRAWN BY TB DATE 2/6/13

CHECKED BY WPM SCALE NONE

KNIGHT Engineers & Architects

221 North LaSalle Street
Suite 300
Chicago IL. 60601
Phone: (312) 577-3300

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SOIL BORING LOGS AND KEY PLAN

DRAWING NO. 180 OF 482

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Arboretum Court Unit 204
Naperville, Illinois 60565
(630) 357-2688

SOIL BORING LOG

DATE 7/23/2008

LOGGED BY DR

JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION – LOCATION I-294 Ramp B Retaining Wall #7

COUNTY Cook DRILLING METHOD Straight Flight/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. –

Station –

BORING NO. RW07-04

Station: 3075+96 Ramp B

Offset: 33.0' Right

Ground Surface Elev. ***605.8***

Surface Water Elev. *n/a*

Stream Bed Elev. *n/a*

Groundwater Elevation:

First Encounter *n/a*

Upon Completion *n/a*

After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	AS 4	–	19	TOPSOIL–black
	4 4	–	15	
602.8				
	2		***94***	CLAY LOAM–dark brown, gray & black–stiff (A–6)
–5	2 3	1.3B	23	
600.3				
	10			SANDY LOAM–brown & gray–medium dense (A–2/A–4)
	13 16	NP	13	
597.8				
	18			SILT–gray–dense (A–4)
	21			
–10	21	NP	14	
595.3				
	5			SAND–gray–loose (A–3)
	5 4	NP	19	
592.8				
	6		***119***	CLAY–gray–hard (A–6)
	6			
–15	15	4.2B	12	
	13			
	14			
	20	4.5+P	18	
587.8				
	20			SILTY LOAM–gray–dense to very dense (A–4)
	35			
–20	50/6"	NP	19	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	19			SILTY LOAM–gray–dense to very dense (A–4)
	22			
	25	NP	17	
	25			
	28			
–25	33	NP	14	
	20			
	27			
	33	NP	18	
	15			
	10			
–30	22	NP	16	
573.8				
	10			SANDY LOAM–gray–medium dense (A–2)
	13			
–35	15	NP	21	
568.8				
				SANDY LOAM with Fractured Rock–gray–very dense (A–2)
	50/6"			
–40		NP	11	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Arboretum Court Unit 204
Naperville, Illinois 60565
(630) 357-2688

SOIL BORING LOG

DATE 7/23/2008

LOGGED BY DR

JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION – LOCATION I-294 Ramp B Retaining Wall #7

COUNTY Cook DRILLING METHOD Straight Flight/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. –

Station –

BORING NO. RW07-04

Station: 3075+96 Ramp B

Offset: 33.0' Right

Ground Surface Elev. ***605.8***

Surface Water Elev. *n/a*

Stream Bed Elev. *n/a*

Groundwater Elevation:

First Encounter *n/a*

Upon Completion *n/a*

After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SANDY LOAM with Fractured Rock–gray–very dense (A–2)
563.3				
				Drillers Observation: Apparent Bedrock.
	50/0"			
560.8 –45			NR	
				End Of Boring @ –45.0'
				Hollow Stem Augers To –10.0'
				Rotary Drilling To Completion
				CME Automatic Hammer
				10.0' of 4.0"ø Casing Used
–50				
–55				
–60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–65			
–70			
–75			
–80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

DRAWN BY TB DATE 2/6/13

CHECKED BY WPM SCALE NONE

KNIGHT
Engineers & Architects

221 North LaSalle Street
Suite 300
Chicago IL. 60601
Phone: (312) 577-3300

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SOIL BORING LOGS

DRAWING NO.

181 OF 482

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Arbor Ct. Court Lisle 204
Naperville, Illinois 60565
(630) 355-2688

SOIL BORING LOG

PAGE 1 of 2
DATE 7/22/2008
LOGGED BY DR

JOB NUMBER P-91-186-08 GSI JOB No. 08015
ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION – LOCATION I-294 Ramp B Retaining Wall #08
COUNTY Cook DRILLING METHOD Straight Flight Auger/Rotary HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. RW08-01
Station: 4501+87 Ramp B
Offset: 18.5' Right
Ground Surface Elev. 606.0

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter n/a
Upon Completion n/a
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
0				5.5" ASPHALT, 5.0" CRUSHED STONE 605.1
	3			
	3			SILTY CLAY–dark brown & gray spotted black–very stiff (A–6)
	3	2.5P	17	
	2		99	
–5	3	2.3B	23	
				600.5
	2			SILTY CLAY LOAM–brown & gray–loose (A–4)
	3			
	6	NP	22	
				598.0
	11			
	15			
–10	21	NP	14	SILTY LOAM–gray–dense to very dense (A–4)
	16			
	26			
	27	NP	15	
	17			
	28			
–15	27	NP	15	
	19			
	28			
	31	NP	15	
	19			
	23			
–20	35	NP	18	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	21			SILTY LOAM–gray–dense to very dense (A–4)
	27			
	34	NP	18	
				583.0
	50/6"			
–25		NP	9	SILTY LOAM with Fractured Rock–gray–very dense (A–2)
	30			
	50/2"			
		NP	11	
				578.0
	50/5"			
–30		NP	4	FRACTURED ROCK–gray–very dense (A–1)
				Boulders from –30.5' to –32.5'.
	50/1"			
–35		NP	2	
				569.0
				SILTY LOAM–gray–very dense (A–4)
	29			
	50/5"			
–40		NP	17	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Arbor Ct. Court Lisle 204
Naperville, Illinois 60565
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SOIL BORING LOG

PAGE 2 of 2
DATE 7/22/2008
LOGGED BY DR

JOB NUMBER P-91-186-08 GSI JOB No. 08015
ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION – LOCATION I-294 Ramp B Retaining Wall #08
COUNTY Cook DRILLING METHOD Straight Flight Auger/Rotary HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. RW08-01
Station: 4501+87 Ramp B
Offset: 18.5' Right
Ground Surface Elev. 606.0

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter n/a
Upon Completion n/a
After _____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SILTY LOAM–gray–very dense (A–4)
				562.5
				RUN 1 (–43.5' to –50.0') Silurian System Niagaran Series Dolomite Light gray mottled gray with horizontal bedding. Fine grained with some varving. Highly fractured from –43.5' to –44.5'. Horizontal fractures @ –45.75 & –46.75'. Recovery=96.2% R.Q.D.=83.9% Core Time=3.75 minutes/foot 0.0% Water Loss
–45				RUN 1
–50				556.0
				End Of Boring @ –50.0' Straight Flight Augers To –10.0' Rotary Drilling To Completion CME Automatic Hammer 10.0' of 4.0"ø Casing Used
–55				
–60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
–65			
–70			
–75			
–80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

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ROCK CORE LOG

PAGE 1 of 1
DATE XX
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JOB NUMBER P-91-186-08 GSI JOB No. 08015
ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION – LOCATION I-294 Ramp B Retaining Wall #08
COUNTY Cook CORING METHOD Rotary Wash
STRUCT. NO. – CORING BARREL TYPE & SIZE NX Double Swivel–10 ft
Station – Core Diameter 2.0 in
BORING NO. RW08-01 Top of Rock Elev. 562.5
Station: 4501+87 Ramp B Begin Core Elev. 562.5
Offset: 18.5' Right
Ground Surface Elev. 606.0

DEPTH (ft)	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	
						562.5
	1	96.2	83.9	3.75	10950@ –46.0'	RUN 1 (–43.5' to –50.0') Silurian System Niagaran Series Dolomite Light gray mottled gray with horizontal bedding. Fine grained with some varving. Highly fractured from –43.5' to –44.5'. Horizontal fractures @ –45.75 & –46.75'. 0.0% Water Loss
–48.5						
–53.5						

Color pictures of the cores Yes Cores will be stored for examination for XX
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D–2938)

SHEET S-15

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

KNIGHT
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221 North LaSalle Street
Suite 300
Chicago IL. 60601
Phone: (312) 577-3300

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SOIL BORING LOGS

DRAWING NO.
182 OF 482

Geo Services Inc.
Geotechnical, Environmental & Civil Engineering
805 Arboretum Court Unit 204
Naperville, Illinois 60565
(630) 355-7868

SOIL BORING LOG

DATE 7/16/2008

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JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION - LOCATION I-294 Ramp B Retaining Wall #08

COUNTY Cook DRILLING METHOD Straight Flight Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. RW08-02
Station: 4502+63 Ramp B
Offset: 39.0' Right
Ground Surface Elev. 606.2

Surface Water Elev. n/a
Stream Bed Elev. n/a

Groundwater Elevation:
First Encounter n/a
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				6.0" ASPHALT. 6.0" CRUSHED STONE 605.2
	3			
	3			SILTY CLAY-brown & gray-
	3	3.25P	16	stiff to very stiff (A-6)
	2		100	
	2			
-5	3	1.2B	25	600.7
	10			
	12			
	16	NP	12	SILT to SILTY LOAM-gray-
				medium dense to very dense (A-4)
	12			
	16			
-10	18	NP	14	
	21			
	27			
	38	NP	14	
	22			
	30			SILTY LOAM with Fractured Rock-
-15	45	NP	14	gray-very dense (A-4)
	20			
	24			569.2
	30	NP	20	
	15			SANDY LOAM with Fractured Rock-
	20			gray-very dense (A-2/A-4)
-20	22	NP	17	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SILT to SILTY LOAM-gray (A-4) 585.7
	11		112	
	14			CLAY-gray-very stiff (A-6)
	18	2.9B	18	
				583.2
	13			SILT-gray-very dense (A-4)
	19			
-25	26	NP	20	580.7
	11			
	37			
	50/1"	NP	9	BOULDERS & FRACTURED ROCK-gray-
	18			very dense (A-1)
	43			
-30	37	NP	7	
				574.2
	25			
	50/3"			SILTY LOAM with Fractured Rock-
-35		NP	12	gray-very dense (A-4)
				569.2
				SANDY LOAM with Fractured Rock-
	50/4"			gray-very dense (A-2/A-4)
-40		NP	11	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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SOIL BORING LOG

DATE 7/16/2008

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JOB NUMBER P-91-186-08 GSI JOB No. 08015

ROUTE I-294 & I-57 DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)

SECTION - LOCATION I-294 Ramp B Retaining Wall #08

COUNTY Cook DRILLING METHOD Straight Flight Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. -
Station -

BORING NO. RW08-02
Station: 4502+63 Ramp B
Offset: 39.0' Right
Ground Surface Elev. 606.2

Surface Water Elev. n/a
Stream Bed Elev. n/a

Groundwater Elevation:
First Encounter n/a
Upon Completion n/a
After ____ Hrs.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				SANDY LOAM with Fractured Rock-
				gray-very dense (A-2/A-4) 565.2
				Drillers Observation: Apparent Bedrock
				563.7
				End Of Boring @ -42.5'
				Hollow Stem Augers To -10.0'
				Rotary Drilling To Completion
				CME Automatic Hammer
				10.0' of 4.0"ø Casing Used
-45				
-50				
-55				
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

DRAWN BY TB DATE 2/6/13
CHECKED BY WPM SCALE NONE

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SOIL BORING LOGS

DRAWING NO.
183 OF 482

SOIL BORING LOG

Geo Services, Inc.
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PAGE 1 of 2
DATE 7/15/2008
LOGGED BY MR
JOB NUMBER P-91-186-08
GSI JOB No. 08015
ROUTE I-294 & I-57
DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION –
LOCATION I-294 Ramp B Retaining Wall #08
COUNTY Cook
DRILLING METHOD Straight Flight Auger/Rotary
HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. RW08-03
Station: 4503+43 Ramp B
Offset: 25.5' Right
Ground Surface Elev. 606.0

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter n/a ▼
Upon Completion n/a ▽
After ____ Hrs. ____

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black	605.0		AS	–	18
SILTY CLAY-brown & gray- very stiff (A-6)			5		
			4		
			5	3.5P	15
	603.0				
SILTY CLAY LOAM-brown & gray- loose (A-4/A-6)			2		
			2		
		-5	3	0.75P	23
	600.5				
SILTY LOAM-gray- medium dense to dense (A-4)			10		
			15		
			22	NP	15
			9		
			10		
	596.0	-10	10	NP	22
CLAY-gray-hard (A-6)			9		*120*
			9		
			12	4.1B	14
	593.0				
SILTY LOAM-gray-dense (A-4)			10		
			16		
		-15	18	NP	17
			9		
			19		
			26	NP	15
			12		
			15		
		-20	25	NP	17

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY LOAM-gray-dense (A-4)	585.5				
CLAY LOAM-gray-hard (A-6)			13		*125*
			14		
			17	5.0B	11
			11		
			41		
	581.0	-25	25	4.5+P	11
SILTY LOAM-gray-dense (A-4)			12		
			16		
			17	NP	17
			18		
			24		
		-30	21	NP	23
			20		
			18		
		-35	15	NP	19
	569.0				
FRACTURED ROCK-gray- very dense (A-1)	567.0		50/4"	NP	8
Drillers Observation: Cobbles, Boulders & Fractured Rock.		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

SOIL BORING LOG

Geo Services, Inc.
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805 Amherst Court, Suite 204
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PAGE 2 of 2
DATE 7/15/2008
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JOB NUMBER P-91-186-08
GSI JOB No. 08015
ROUTE I-294 & I-57
DESCRIPTION I-57 & I-294 Interchange Improvements (PTB 146, Item 1)
SECTION –
LOCATION I-294 Ramp B Retaining Wall #08
COUNTY Cook
DRILLING METHOD Straight Flight Auger/Rotary
HAMMER TYPE CME Automatic
STRUCT. NO. –
Station –
BORING NO. RW08-03
Station: 4503+43 Ramp B
Offset: 25.5' Right
Ground Surface Elev. 606.0

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter n/a ▼
Upon Completion n/a ▽
After ____ Hrs. ____

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Drillers Observation: Cobbles, Boulders & Fractured Rock.		-45			
	560.0				
Drillers Observation: Apparent Bedrock.	558.0				
End Of Boring @ -48.0' Straight Flight Augers To -10.0' Rotary Drilling To Completion CME Automatic Hammer 10.0' of 4.0"ø Casing Used		-50			
		-55			
		-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

SHEET S-17

DRAWN BY TB	DATE 2/6/13	CHECKED BY WPM	SCALE NONE

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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TOLL PLAZA STRUCTURAL DRAWINGS
SOIL BORING LOGS

DRAWING NO. 184 OF 482

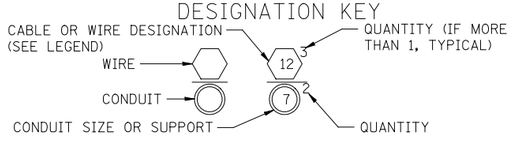
TOLL EQUIPMENT WIRING CABLE/CONDUIT SCHEDULE

SYMBOL	CABLE DESCRIPTION	REMARKS
1	1-6PR #22 SHLD	NOTE 8
2	1-3/C #12 SHLD	NOTE 4
3	1-3PR #22 SHLD	NOTE 8
4	1-4/C #12 SHLD	NOTE 1 & 4
5	2-1/C #12, 1-1/C #12(GRD)	NOTE 1
6	1-1PR #14 SHLD (LOOP LEAD IN)	
7	1-1/C #14 (LOOP WIRE)	NOTE 3
8	1-1/C #6 BARE TINNED (GRD)	NOTE 7
9	1-7/C #12 SHLD	NOTE 4
10	1-3/C #16 SHLD	NOTE 5
11	2-1PR #22 SHLD	NOTE 1
12	1-3/C #12 SHLD (24 VAC) 1-3/C #12 SHLD 1-COAXIAL VIDEO CABLE	NOTES 4, 5, 9 & 10
13	1-4 PR #24 (RS 422)	
14	1-COAXIAL VIDEO CABLE	NOTES 9, 10
15	1-COAXIAL ANTENNA CABLE	
16	1- 9/C #22 IND SHLD	
17	1-1/C #4/0 (GRD BUS)	
18	1-1/C #8 (GRD)	
19	1-1/C #2 (GRD)	
20	1-4PR #24 (CATEGORY 5)	
21	1-6 STRAND, SINGLE MODE FIBER OPTIC CABLE	ARMORED CABLE
22	1-24 STRAND, SINGLE MODE FIBER OPTIC CABLE	ARMORED CABLE
23	1-36 STRAND, SINGLE MODE FIBER OPTIC CABLE	ARMORED CABLE
24	1-48 STRAND, SINGLE MODE FIBER OPTIC CABLE	ARMORED CABLE
25	1-12PR #22 SHLD	
26	1-9/C #18 SHLD	NOTE 4
27	2-2/C #18 SHLD	NOTES 4
28	1-6PR #22 SHLD	
29	1-3PR #24 SHLD	NOTE 6
30	1-3/C #10 SHLD	
31	1-2PR #22 SHLD	
32	OEM CABLE (POWER AND VIDEO)	NOTE 7
33	1 - 1PR #22 SHLD (SENSE WIRE VES CAM)	
34 THRU 49	RESERVED FOR STANDARD DRAWINGS	
50	CAT6 CABLE	OUTDOOR RATED

TOLL EQUIPMENT WIRING CABLE/CONDUIT SCHEDULE

SYMBOL	CABLE DESCRIPTION	CONDUIT SIZE		REMARKS
		EXPOSED	EMBEDED OR UNDERGROUND	
101	(4) 1/C #1/0 (1) 1/C #4 (GRD)		3"	
102	(4) 1/C #3/0 (1) 1/C #4 (GRD)		3"	
103	(4) 1/C #2 (1) 1/C #8 (GRD)		2"	
104	(3) 1/C #10 (1) 1/C #10 (GRD)	"	1"	
105	(4) 1/C #10 (1) 1/C #10 (GRD)	"		
106	(2) 1/C #12 (1) 1/C #12 (GRD)	"	1"	
107	(3) 1/C #12 (1) 1/C #12 (GRD)	"	1"	
108	(4) 1/C #12 (1) 1/C #12 (GRD)	"	1"	
109	(5) 1/C #12 (1) 1/C #12 (GRD)	"	1"	
110	(5) 1/C #12 (1) 1/C #12 (GRD)	1"	2"	
111	(6) 1/C #12 (1) 1/C #12 (GRD)		1"	
112	(7) 1/C #12 (1) 1/C #12 (GRD)		1"	
113	1" CABLE DUCT WITH (2) 1/C #12 (1) 1/C #12 (GRD)			
114	1" CABLE DUCT WITH (3) 4/C #12 (SHLD)			
115	(3) 1/C #2/0 & 1 #8 (GND)		4"	
116	(2) 1/C #8 (1) 1/C #8 (GRD) 600V			
117	(3) 1/C #250MCM 600V (1) 1/C #1/0 (GRD) 600V		3"	
118	(2) 1/C #8 (1) 1/C #8 (GRD) 600V		2"	
119	(1) 16 AWG 6C FPLR (6) 1PR #22 SHLD	"		SECURITY-CARD ACCESSS
120	(2) 1/C #16 SHIELDED PAIR	"		FIRE ALARM
121	(2) 1/C #10 (1) 1/C #10 (GRD)	"		
122	(3) 1/C #3/0 (1) 1/C #1/0 (GRD)		3"	
123	(3) 1/C #1/0 (1) 1/C #4 (GRD)		3"	
124	(1) 1/C #6 SHLD			NOTE 11
125	36 STRANDS MMF			ARMORED CABLE
126	6 STRANDS MMF			ARMORED CABLE

DESIGNATION KEY



CONDUIT SIZES

1	RIGID METALLIC CONDUIT 3/4"
2	RIGID METALLIC CONDUIT 1"
3	RIGID METALLIC CONDUIT 1"
4	RIGID METALLIC CONDUIT 1½"
5	RIGID METALLIC CONDUIT 2"
6	RIGID METALLIC CONDUIT 2½"
7	RIGID METALLIC CONDUIT 3"
9	RIGID METALLIC CONDUIT 4"
12	RIGID NON-METALLIC CONDUIT 1" SCHEDULE 40
15	RIGID NON-METALLIC CONDUIT 2" SCHEDULE 40
17	RIGID NON-METALLIC CONDUIT 3" SCHEDULE 40
18	RIGID NON-METALLIC CONDUIT 3"
19	RIGID NON-METALLIC CONDUIT 4" SCHEDULE 40
22	RIGID NON-METALLIC CONDUIT 1" SCHEDULE 80
24	RIGID NON-METALLIC CONDUIT 1½" SCHEDULE 80
25	RIGID NON-METALLIC CONDUIT 2" SCHEDULE 80
27	RIGID NON-METALLIC CONDUIT 3" SCHEDULE 80
29	RIGID NON-METALLIC CONDUIT 4" SCHEDULE 80
32	RIGID METALLIC CONDUIT PVC COATED 1"
33	RIGID METALLIC CONDUIT PVC COATED 1"
34	RIGID METALLIC CONDUIT PVC COATED 1½"
35	RIGID METALLIC CONDUIT PVC COATED 2"
37	RIGID METALLIC CONDUIT PVC COATED 3"
39	RIGID METALLIC CONDUIT PVC COATED 4"
40	1½" COILABLE PVC CABLE DUCT
41	RIGID NON-METALLIC CONDUIT 4" SCHEDULE 80 WITH 1" INNER DUCTS
42	1" COILABLE PVC CABLE DUCT
43	2" COILABLE PVC CABLE DUCT
44	4" SDR 13.5 HDPE CONDUIT
45	3" COILABLE PVC CABLE DUCT

NOTES:

1. MINIMUM SIZE OF EXPOSED CONDUIT IS 3/4". MINIMUM SIZE OF EMBEDDED CONDUIT IS 1". EMBEDDED CONDUIT SHALL BE PVC SCHEDULE 40.
2. ALL EMPTY CONDUITS SHALL BE PROVIDED WITH A PULL ROPE.
3. SINGLE CONDUCTOR #14 AWG THHN/THWN CABLE ENCASING IN POLYETHYLENE SHEATH (TUBE) FOR LOOP DETECTOR.
4. MULTI-CONDUCTOR SHIELDED CABLE #12 AWG FOR NORMAL POWER, UPS POWER, SHALL BE COLOR CODED AS SPECIFIED IN THE SPECIAL PROVISIONS OF THE CONTRACT.
5. MULTI-CONDUCTOR SHIELDED CABLE #14 AWG THROUGH #18 AWG FOR CONTROL USE SHALL BE COLOR CODED PER ICEA-NEC (K-2) STANDARD.
6. I-PASS READER SYNC CABLE
7. OEM CABLE CONTAINS POWER AND VIDEO FOR VES CAMERAS RESIDING IN AET ZONES. SEE SPECIAL PROVISIONS FOR DETAILS.
8. PLENUM RATED CABLE INSTALLED IN EMBEDDED CONDUIT.
9. LANE VIOLATION CAMERA IS MOUNTED ON MONOTUBE. SEE SHEET E-14.
10. PROVIDE TVSS PROTECTION ADAPTER FOR ALL COAXIAL VIDEO CABLES. AN IN-LINE ADAPTER MUST BE INSTALLED AT THE CONNECTION TO THE FIBER OPTIC DEVICE. THE TVSS PROTECTION ADAPTER MUST BE AS MANUFACTURED BY PHOENIX CONTACT "COAXTRAX SERIES" CATALOG NUMBER "C-UFB-5DC/E".
11. ORANGE TRACE WIRE FOR FIBER OPTIC CABLE.

SHEET INDEX

SHEET E-01

DRAWN BY MLB DATE 02/06/13
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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
CABLE CONDUIT SCHEDULE AND NOTES FOR TOLL EQUIP. WIRING DIAGRAMS

DRAWING NO. 185 OF 482

LEGEND

GENERAL

- EXPOSED CONDUIT
- CONDUIT IN SLAB
- UNDERGROUND CONDUIT OR CABLE DUCT
- CONDUIT OR CABLE DUCT IN CASING
- HOME RUN TO PANEL AS NOTED
- INDICATES CIRCUIT TURNING DOWN
- INDICATES CIRCUIT TURNING UP
- GROUND ROD
- G — GROUNDING TRIAD
- G — EXPOSED GROUND CONDUCTOR
- UNDERGROUND GROUND CONDUCTOR
- SLASHES INDICATE NUMBER OF #12 CONDUCTORS IN 3/4" CONDUIT (U.O.N.)
- PHASE CONDUCTOR NEUTRAL
- CONDUCTOR TELEPHONE SYSTEM
- FLEXIBLE CONNECTION TO EQUIPMENT
- LD — LIGHT DUTY JUNCTION BOX

GENERAL

- ▲ WALL TYPE 2'-0" AFF (U.O.N.) RECESSED TELEPHONE OUTLET
- △ DATA OUTLET RECESSED MOUNTED 2'-0" AFF (U.O.N.)

FIRE ALARM

- F — MANUAL PULL STATION
- SD — SMOKE DETECTOR
- FIRE ALARM CONTROL PANEL

KEY CARD ACCESS

- CR — DOOR - CARD READER
- DOOR RELEASE

POLE IDENTIFIER

A15-50-C1
M-III-S-15

- LENGTH OF MAST
- NOMINAL MOUNTING HEIGHT
- CIRCUIT NUMBER
- SET BACK, EDGE OF ROADWAY, TO FOUNDATION EDGE
- CONTROL CATEGORY (S=SEMI-CUT-OFF, C=CUTOFF)
- LIGHTING DISTRIBUTION TYPE
- SPACING RANGE (M=MEDIUM, S=SHORT)

ELECTRICAL SYMBOL LIST

SYMBOL	DESCRIPTION
45 KVA 480-208Y/120V 3P, 4W	TRANSFORMER. 45 KVA DENOTES TRANSFORMER RATING. 480-208Y/120V DENOTES VOLTAGE. 3P DENOTES 3 PHASE. 4W DENOTES 4 WIRE.
1	LEGEND NUMBER FOR CABLE & CONDUIT. (SEE CABLE AND CONDUIT SCHEDULES).
EF 1	MECHANICAL REFERENCE TAG EF - DENOTES EXHAUST FAN
HP	MOTOR WITH FLEXIBLE CONNECTION HP - DENOTES HORSEPOWER
N E L ATS 260A 3P,4W	AUTOMATIC TRANSFER SWITCH (ATS). N DENOTES NORMAL SOURCE. E DENOTES EMERGENCY SOURCE. L DENOTES LOAD. 260A DENOTES 260 AMPERE ATS RATING 3P DENOTES 3 POLE. 4W DENOTES 4 WIRE.
JB OR J	JUNCTION BOX.
HH AND DHH	CONCRETE HANDHOLE AND DOUBLE CONCRETE HANDHOLE.
T	THERMAL DISCONNECT SWITCH
60A	DISCONNECT SWITCH. 60A DENOTES 60 AMPERES.
50A	CIRCUIT BREAKER. 50A DENOTES 50 AMPERES.
200A 3PDT. SW.	MANUAL TRANSFER SWITCH. 200A DENOTES 200 AMPERES. 3PDT DENOTES 3 POLE DOUBLE-THROW.
WH	SELF CONTAINED UTILITY METERING.
	SAFETY SWITCH
G	STANDBY GENERATOR.
30A 2P	PANEL CIRCUIT BREAKER. 30A DENOTES 30 AMPERES. 2P DENOTES 2 POLES.
C	MECHANICALLY HELD LIGHTING COIL.
CR	CONTROL RELAY COIL.
LA	LIGHTNING ARRESTER.
	IDENTIFIES GROUNDING.
X	MAGNETIC CONTACTS. X - AMPERE RATING.
	ELECTRICAL PANEL, 120/208V, 3Ø 4W AS INDICATED ON PANEL SCHEDULE.
	WATCHDOG VIDEO CAMERA.

ABBREVIATIONS

ACM	AUTOMATIC COIN MACHINE	LCC	LANE CONTROLLER CABINET
AFF	ABOVE FINISH FLOOR	LDJB	LIGHT DUTY JUNCTION BOX
ATS	AUTOMATIC TRANSFER SWITCH	MCB	MAIN CIRCUIT BREAKER
AWG	AMERICAN WIRE GAGE	MDP	MAIN DISTRIBUTION PANEL
BF	BARRIER WARNING LIGHT	MLO	MAIN LUG ONLY
CCTV	CLOSED- CIRCUIT TELEVISION	MMF	MULTI-MODE FIBER
C/B	CIRCUIT BREAKER	MSD	MAIN SERVICE DISCONNECT
CKT	CIRCUIT	MTS	MANUAL TRANSFER SWITCH
DHH	DOUBLE HANDHOLE	NTS	NOT TO SCALE
FACP	FIRE ALARM CONTROL PANEL	OCR	OPTICAL CHARACTER RECOGNITION
GCS	GENERATOR CONTROL SWITCH	SMF	SINGLE MODE FIBER
GFI	GROUND FAULT INTERRUPTER	SW	SWITCH
GRD	GROUND	TSIC	TERMINAL STRIP INTERCONNECT CENTER
HH	HANDHOLE	TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSION
IPO	I-PASS ONLY	UPS	UNINTERRUPTIBLE POWER SUPPLY
JB	JUNCTION BOX	U.O.N.	UNLESS OTHERWISE NOTED
LA	LIGHTNING ARRESTER	VES	VIOLATION ENFORCEMENT SYSTEM
LC	LINE CONDITIONER	WP	WEATHERPROOF

WIRING DEVICE SCHEDULE

SYMBOL	DESCRIPTION	RATING	MFR. AND CAT. NO.	MOUNTING HEIGHT
^{a}	SINGLE-POLE SWITCH a-SWITCH LEG (LOWER CASE LETTER)	20A, 120V	HUBBELL #HBL1221	4'-0"
X	DUPLEX RECEPTACLE X - CIRCUIT NUMBER	20A, 120V	HUBBELL #HBL5362	18" AS NOTED
X	QUAD RECEPTACLE X - CIRCUIT NUMBER	20A, 120V	-	18" AS NOTED
C	4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR, BACK BOX, & ANGLE ADAPTER	200A, 600V	CROUSE-HINDS "ARKTITE" SERIES #AREA20417	3'-0" ABOVE GRADE
B	4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR & BACK BOX	30A, 600V	CROUSE-HINDS "ARKTITE" SERIES #ARE3413	3'-0" ABOVE GRADE
WP GFI	DUPLEX RECEPTACLE WITH GROUND FAULT PROTECTION WP - IDENTIFIES WEATHERPROOF	20A, 120V	HUBBELL #GF5362	3'-0" ABOVE GRADE

LIGHTING FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	VOLTAGE	LAMPS	MFR. AND CAT. NO.	REMARKS
A	4' LED LOW PROFILE SUSPENDED DIRECT LUMINAIRE	120 V	LED	DAY-BRITE CLPLL840-4-UNV-48	MOUNT 8' ABOVE FINISHED FLOOR
B	LED LARGE GLASS LOW PROFILE WALL PACK	120 V	LED	DAY-BRITE WLR90W-L-U	MOUNT 10'-0" ABOVE FINISHED GRADE NOTE 1
C	EMERGENCY LIGHT UNIT WITH 2-6 VOLT, 12 WATT SEALED BEAM HALOGEN LAMPS WITH WALL MOUNTING BRACKET	120 V	2-12 WATT SEALED BEAM	DUAL-LITE CAT. NO. AS-80I WB-6	MOUNT 8' ABOVE FINISHED FLOOR
	PLAZA ROADWAY LUMINAIRE	480 V	400W HPS	-	POLE MOUNTED

NOTES:

1. ALL TYPE 'B' FIXTURES SHALL BE MOUNTED AT THE SAME ELEVATION WITH A MINIMUM MOUNTING HEIGHT AS INDICATED.

SHEET E-02

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NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
LEGEND, SYMBOLS, ABBREVIATIONS, AND EQUIPMENT SCHEDULES

DRAWING NO. 186 OF 482

SUMMARY OF QUANTITIES – PLAZAS N & B

PAY ITEM	DESCRIPTION	UNIT	TOLLWAY QUANTITY
JS810839	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	187
JS810874	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA.	FOOT	2947
JT131526	PLAZA ELECTRICAL WORK	L SUM	1
JT131641	PREFABRICATED CONTROL BUILDING, LOCATION 1	L SUM	1
JT131642	PREFABRICATED CONTROL BUILDING, LOCATION 2	L SUM	1
JS871004	FIBER OPTIC CABLE IN CONDUIT, NO.62.5/125, 36F	FOOT	4294
JS814001	HANDHOLE, TOLLWAY	EACH	2
87900200	DRILL EXISTING HANDHOLE	EACH	1

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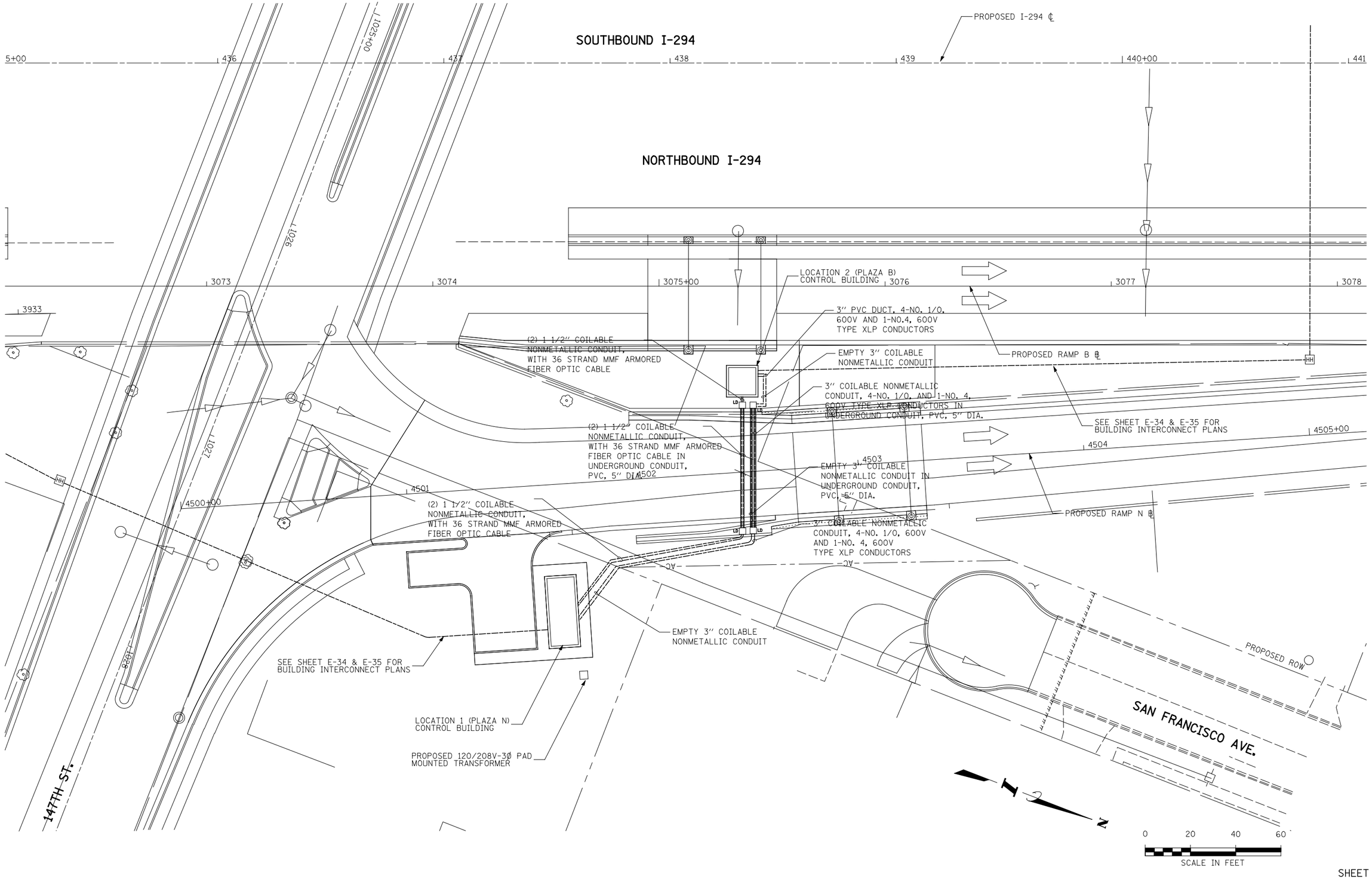
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
SUMMARY OF QUANTITIES

DRAWING NO.

187 OF 482



SHEET E-04

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CHECKED BY MCP SCALE 1"=25'

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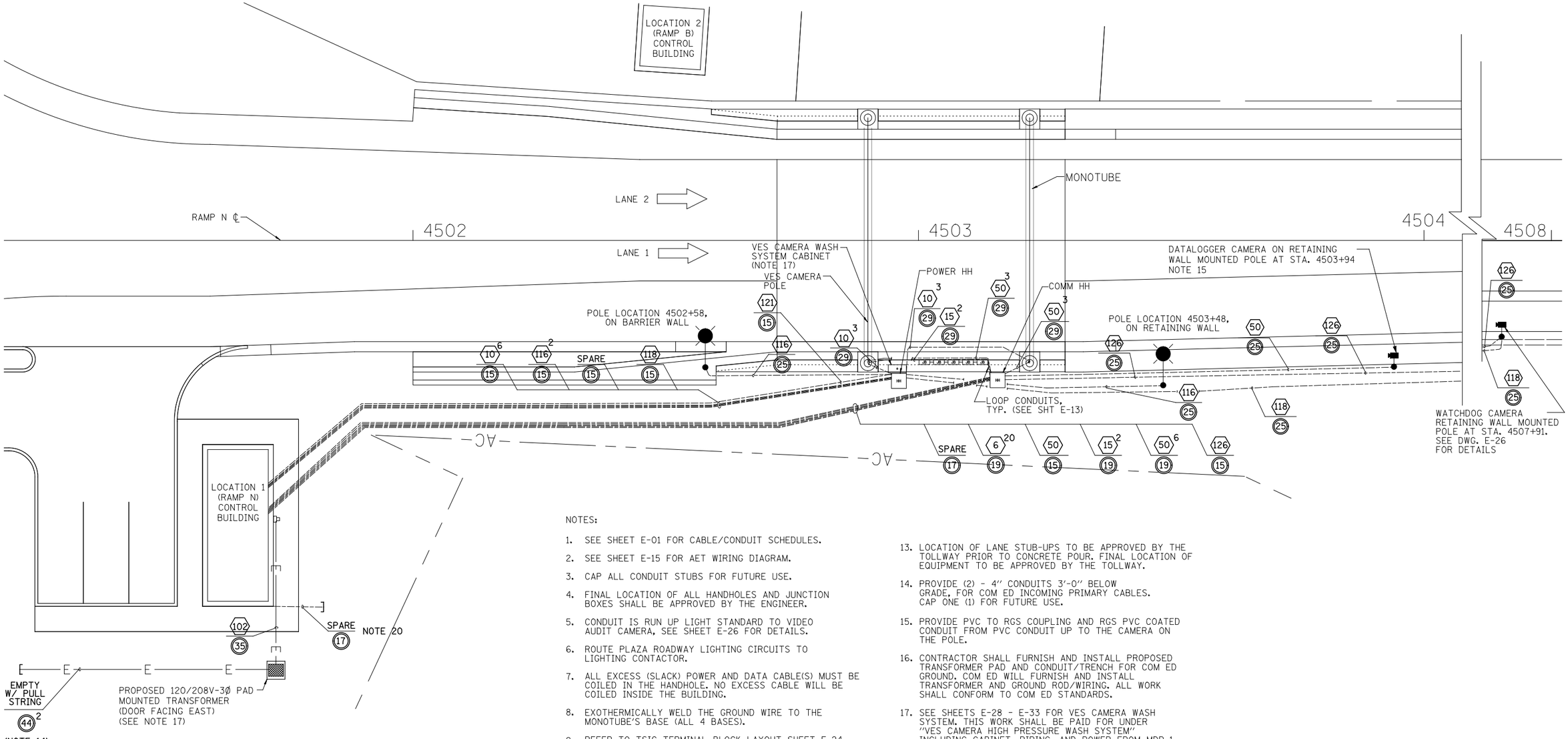
CONTRACT I-12-4087

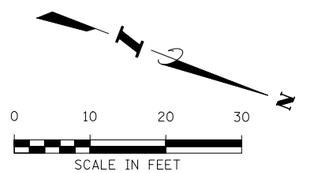
NB I-294, CD ROAD B AND RAMP N
ELECTRICAL SITE PLAN LOCATIONS 1 AND 2 (RAMPS N AND B)

DRAWING NO.
188 OF 482



NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. SEE SHEET E-15 FOR AET WIRING DIAGRAM.
3. CAP ALL CONDUIT STUBS FOR FUTURE USE.
4. FINAL LOCATION OF ALL HANDHOLES AND JUNCTION BOXES SHALL BE APPROVED BY THE ENGINEER.
5. CONDUIT IS RUN UP LIGHT STANDARD TO VIDEO AUDIT CAMERA, SEE SHEET E-26 FOR DETAILS.
6. ROUTE PLAZA ROADWAY LIGHTING CIRCUITS TO LIGHTING CONTACTOR.
7. ALL EXCESS (SLACK) POWER AND DATA CABLE(S) MUST BE COILED IN THE HANDHOLE. NO EXCESS CABLE WILL BE COILED INSIDE THE BUILDING.
8. EXOTHERMICALLY WELD THE GROUND WIRE TO THE MONOTUBE'S BASE (ALL 4 BASES).
9. REFER TO TSIC TERMINAL BLOCK LAYOUT SHEET E-24. ALL COAX AND COPPER LOW VOLTAGE WIRE FROM VES AND WATCHDOG CAMERAS LAND ON SURGE PROTECTION DEVICES.
10. NOT USED
11. ROUTE 3 1/C #12 GROUND FROM LIGHTING CONTACTOR LOCATED IN THE POWER CABINET TO THE LIGHT POLE FOR PLAZA LIGHTING CONTROL CIRCUIT. PROVIDE PHOTOCELL ON SAME POLE.
12. PVC CONDUIT SHALL BE USED WHEN THE CONDUIT IS EITHER COVERED OR ENCASED IN CONCRETE. TRANSITIONS WILL BE ALLOWED. ANY EXPOSED CONDUIT SHALL BE PVC COATED RGS. CONTACT THE ENGINEER AND THE TOLLWAY FOR MORE DETAIL. SLEEVES SHALL BE USED WHEN DEEMED NECESSARY.
13. LOCATION OF LANE STUB-UPS TO BE APPROVED BY THE TOLLWAY PRIOR TO CONCRETE POUR. FINAL LOCATION OF EQUIPMENT TO BE APPROVED BY THE TOLLWAY.
14. PROVIDE (2) - 4" CONDUITS 3'-0" BELOW GRADE, FOR COM ED INCOMING PRIMARY CABLES. CAP ONE (1) FOR FUTURE USE.
15. PROVIDE PVC TO RGS COUPLING AND RGS PVC COATED CONDUIT FROM PVC CONDUIT UP TO THE CAMERA ON THE POLE.
16. CONTRACTOR SHALL FURNISH AND INSTALL PROPOSED TRANSFORMER PAD AND CONDUIT/TRENCH FOR COM ED GROUND. COM ED WILL FURNISH AND INSTALL TRANSFORMER AND GROUND ROD/WIRING. ALL WORK SHALL CONFORM TO COM ED STANDARDS.
17. SEE SHEETS E-28 - E-33 FOR VES CAMERA WASH SYSTEM. THIS WORK SHALL BE PAID FOR UNDER "VES CAMERA HIGH PRESSURE WASH SYSTEM" INCLUDING CABINET, PIPING, AND POWER FROM MDP-1.
18. NOT USED
19. FOR LIGHT POLE AND FOUNDATION DETAILS, SEE TOLLWAY STANDARD DWGS. H1 AND H2.
20. CONTRACTOR SHALL PROVIDE A 4" SCH 40 HDPE SLEEVE FROM BUILDING NORTHEAST CORNER NORTH 5' PAST SIDEWALK FOR NICOR TO INSTALL GAS PIPING TO BUILDING.



SHEET E-05

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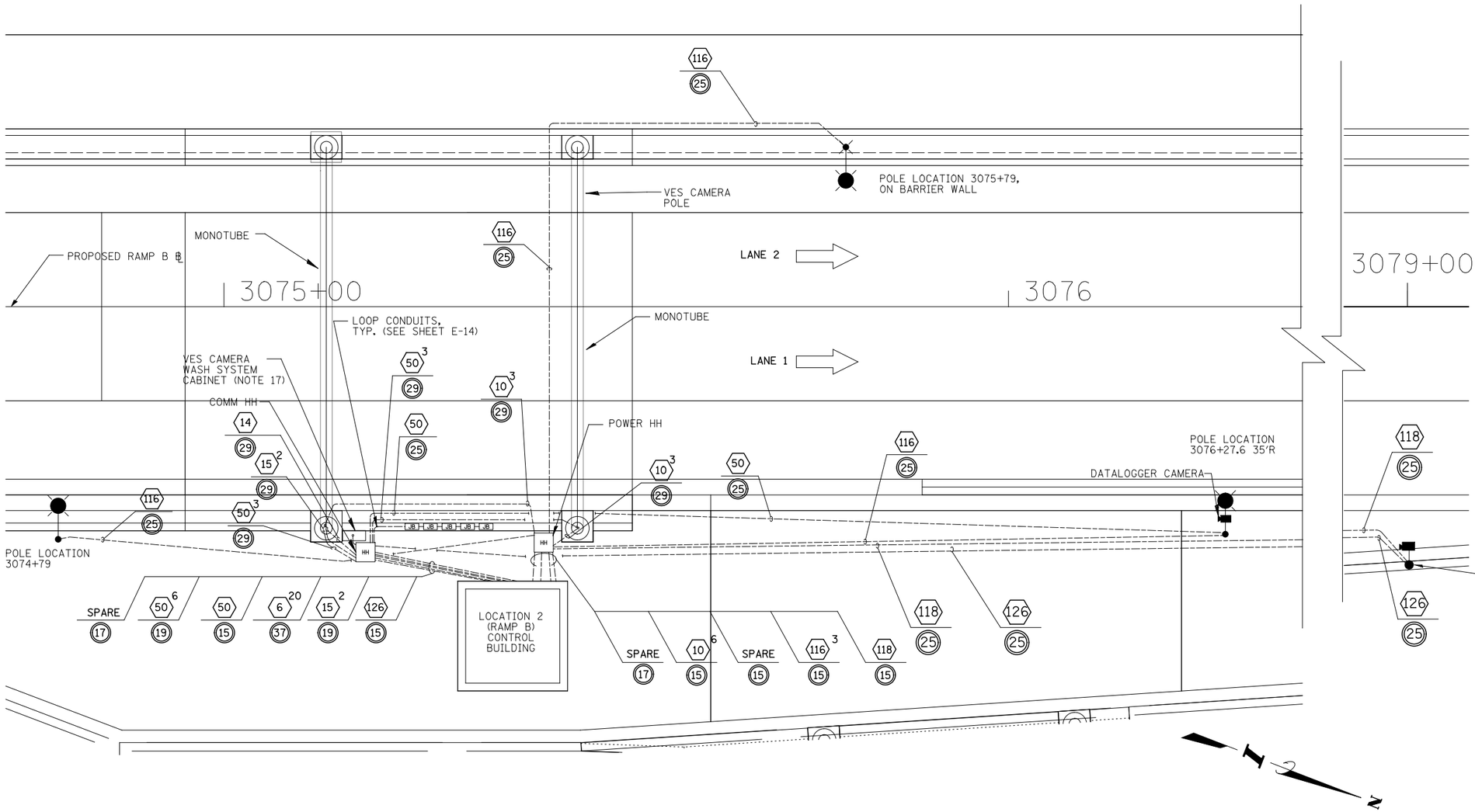
CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
ELECTRICAL UNDERGROUND LOCATION
1 (RAMP N) WITH CONTROL BUILDING

DRAWING NO.
189 OF 482



NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. SEE SHEET E-15 FOR AET WIRING DIAGRAM.
3. CAP ALL CONDUIT STUBS FOR FUTURE USE.
4. FINAL LOCATION OF ALL HANDHOLES AND JUNCTION BOXES SHALL BE APPROVED BY THE ENGINEER.
5. CONDUIT IS RUN UP LIGHT STANDARD TO VIDEO AUDIT CAMERA, SEE SHEET E-26 FOR DETAILS.
6. ROUTE PLAZA ROADWAY LIGHTING CIRCUITS TO LIGHTING CONTACTOR.
7. 4" CONDUIT WITH FOUR 1" INNER DUCTS. G4S WILL INSTALL THE 48 STRAND SMF CABLE IN A ONE INNER DUCT. THE REMAINING INNER DUCTS ARE SPARES.
8. ALL EXCESS (SLACK) POWER AND DATA CABLE(S) MUST BE COILED IN THE HANDHOLE. NO EXCESS CABLE WILL BE COILED INSIDE THE BUILDING.
9. EXOTHERMICALLY WELD THE GROUND WIRE TO THE MONOTUBE'S BASE (ALL 4 BASES).
10. REFER TO TSIC TERMINAL BLOCK LAYOUT SHEET E-32. ALL COAX AND LOW VOLTAGE WIRE FROM VES AND WATCHDOG CAMERAS LAND ON SURGE PROTECTION DEVICES.
11. NOT USED
12. ROUTE 3 1/C #12 GROUND FROM LIGHTING CONTACTOR LOCATED IN THE POWER CABINET TO THE LIGHT POLE FOR PLAZA LIGHTING CONTROL CIRCUIT. PROVIDE PHOTOCELL ON SAME POLE.
13. PVC CONDUIT SHALL BE USED WHEN THE CONDUIT IS EITHER COVERED OR ENCASED IN CONCRETE. TRANSITIONS WILL BE ALLOWED. ANY EXPOSED CONDUIT SHALL BE PVC COATED RGS. CONTACT THE ENGINEER AND THE TOLLWAY FOR MORE DETAIL. SLEEVES SHALL BE USED WHEN DEEMED NECESSARY.
14. LOCATION OF LANE STUB-UPS TO BE APPROVED BY THE TOLLWAY PRIOR TO CONCRETE POUR. FINAL LOCATION OF EQUIPMENT TO BE APPROVED BY THE TOLLWAY.
15. NOT USED.
16. CONTRACTOR SHALL PROVIDE A 4" SCH 40 HDPE SLEEVE FROM BUILDING SOUTHWEST CORNER SOUTH 5' PAST RETAINING WALL FOR NICOR TO INSTALL GAS PIPING TO BUILDING.
17. SEE SHEETS E-28 TO E-33 FOR VES CAMERA WASH SYSTEM. THIS WORK SHALL BE PAID FOR UNDER "VES CAMERA HIGH PRESSURE WASH SYSTEM" INCLUDING CABINET, PIPING, AND POWER FROM TP-2.
18. CONTRACTOR SHALL INSTALL AN EXPANSION/DEFLECTION COUPLING BETWEEN INDEPENDENT CONCRETE STRUCTURES, USE CROUSE-HINDS "XD" TYPE OR APPROVED EQUAL.

0 10 20 30
SCALE IN FEET

SHEET E-06

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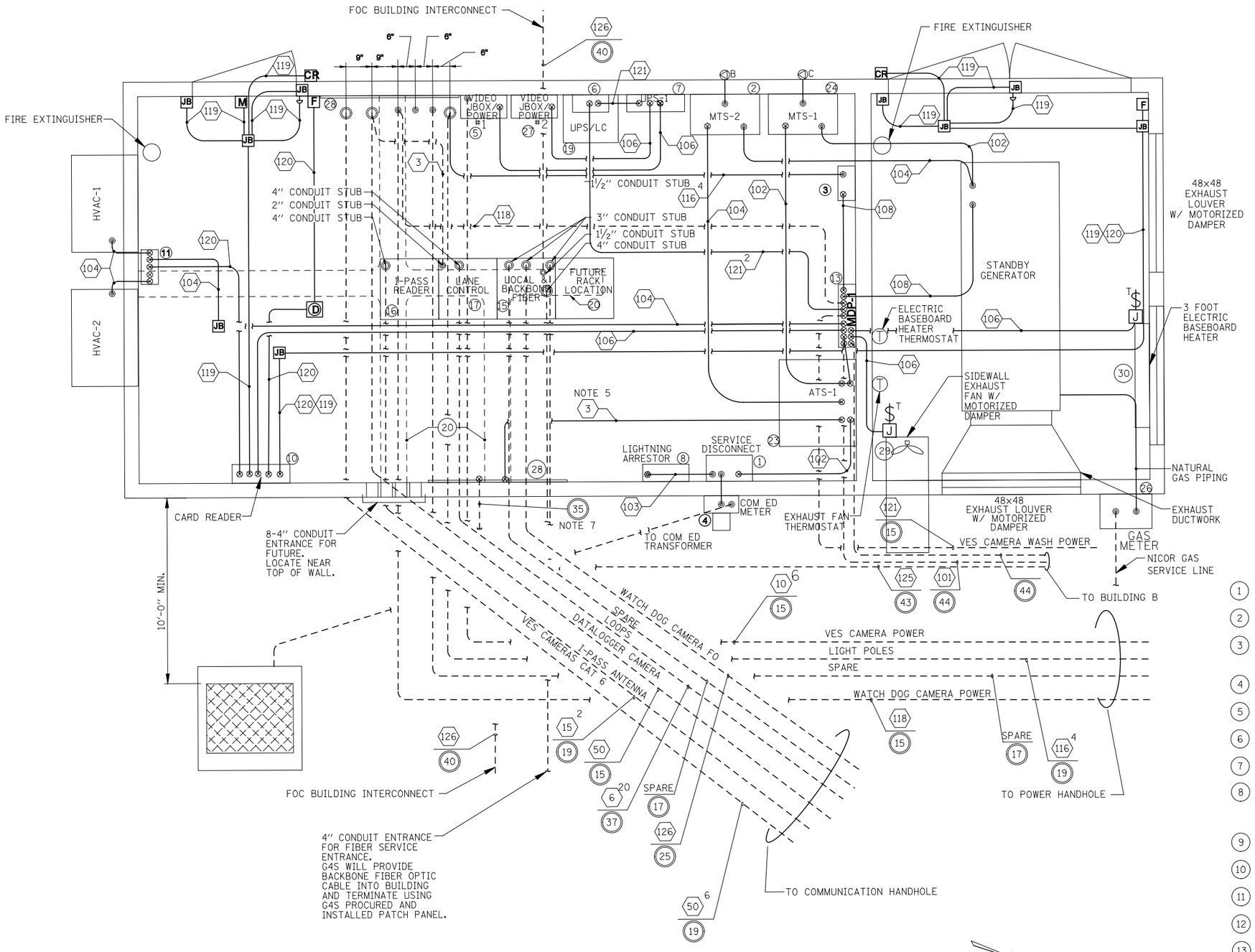
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
ELECTRICAL UNDERGROUND LOCATION 2 (RAMP B) WITH CONTROL BUILDING

DRAWING NO.
190 OF 482



CONTROL BUILDING LOCATION 1 (PLAZA N) POWER PLAN

NOT TO SCALE

1 / E-07

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. SEE SHEET E-16 FOR SYSTEM POWER SINGLE LINE DIAGRAM.
3. SEE SHEET E-17 FOR WALL ELEVATION.
4. DOOR ALARM SWITCH, SEE DETAIL ON SHEET E-19.
5. PROVIDE A 3 PAIR #22 SHIELDED CABLE FOR ATS ALARMS AND ROUTE TO TSIC BOARD. ALL CONTACT CLOSURES SHALL BE ROUTED TO TSIC.
6. THE LIGHTNING PROTECTION SYSTEM DEVICE SHALL BE CONNECTED TO THE LOAD SIDE OF THE UTILITY METER.
7. THE CONDUIT SHALL BE STUBBED OUT 5 FEET PAST THE RETAINING WALL.
8. FOR ROADWAY LIGHTING. ROUTE TO 30A. CIRCUIT BREAKER
9. NOT USED.
10. REFER TO TSIC TERMINAL BLOCK LAYOUT SHEET ALL COAX FROM WATCHDOG CAMERA LAND ON SURGE PROTECTION DEVICES. SEE SHEET E-01 NOTE 13. ALL VES CAT 6 IS SURGE PROTECTED. CONTRACTOR TO PROVIDE ASSEMBLY DRAWING OF TSIC DURINNG SUBMITTAL PHASE.
11. NOT USED.
12. THE CABLE LENGTH FROM THE ANTENNA TO THE I-PASS READER SHALL NOT EXCEED 150 FEET.
13. 48 SMF CABLE BY G4S.
14. PROVIDE A 3 PAIR #22 SHIELDED CABLE FOR SMOKE DETECTOR ALARM CONTACT AND ROUTE TO CARD READER EQUIPMENT.
15. PROVIDE AN ETHERNET CONNECTION FROM UPS TO CISCO SWITCH AND FROM CARD READER PANEL TO CISCO SWITCH.
16. TERMINATE ALARM CABLES ON TERMINAL BLOCK ON TSIC BOARD.
17. CONTRACTOR SHALL COORDINATE ALL WORK FOR UTILITY SERVICES WITH COMED AND NICOR.
18. POWER FRONT AND REAR VES CAMERAS FROM 24V DC VIDEO JUNCTION BOX #1 AND AUDIT CAMERA FROM 24V AC VIDEO JUNCTION BOX #2 (SEE SHEET E-19). ALL POWER TO BE SURGE PROTECTED.

LEGEND

1. MAIN SERVICE DISCONNECT
2. MTS-2 FOR GENERATOR CONTROL
3. LIGHTING CONTRACTOR, TRANSFORMER, AND CIRCUIT BREAKER
4. ELECTRIC UTILITY METER
5. VIDEO JBOX/POWER #1
6. BYPASS SWITCH
7. UPS-1
8. LIGHTNING PROTECTION SYSTEM PHOENIX CONTACT "FLASHTRAB + CNTL SERIES" CATALOG NUMBER 5603414
9. TEMPERATURE ALARM
10. CARD READER PANEL
11. HVAC CONTROL PANEL
12. GENERATOR CONTROL PANEL
13. MAIN DISTRIBUTION PANEL MDP-1
14. NOT USED
15. 19" RACK LOCAL BACKBONE FIBER (4 POST RACK)
16. 19" RACK I-PASS READER (4 POST RACK)
17. 19" RACK LANE CONTROL RACK (4 POST RACK)
18. CARD READER
19. UPS / LINE CONDITIONER
20. CABLE TRAY
21. JACKET WATER HEATER
22. BATTERY CHARGER
23. ATS
24. MTS-1 FOR GENERATOR POWER
25. SMF DISTRIBUTION PANEL
26. GAS METER
27. VIDEO JBOX/POWER #2
28. TSIC BOARD
29. EXHAUST FAN
30. ELECTRIC BASEBOARD HEATER

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REVISIONS		
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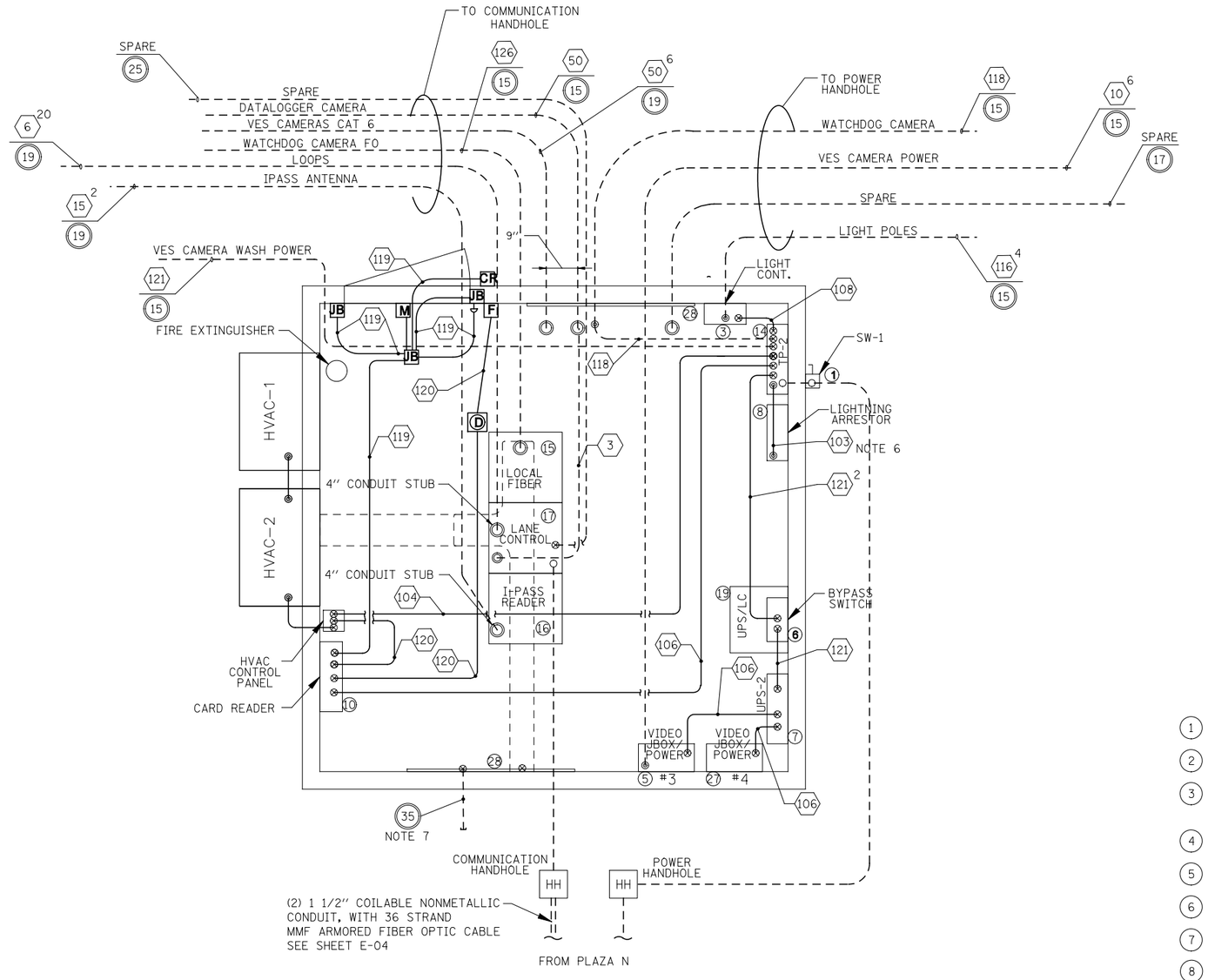
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
CONTROL BUILDING EQUIPMENT
LAYOUT LOCATION 1 (PLAZA N)



CONTROL BUILDING LOCATION 2 (PLAZA B) EQUIPMENT LAYOUT

NOT TO SCALE

1 / E-08

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. SEE SHEET E-16 FOR SYSTEM POWER SINGLE LINE DIAGRAM.
3. NOT USED.
4. DOOR ALARM SWITCH, SEE DETAIL ON SHEET E-19.
5. PROVIDE A 3 PAIR #22 SHIELDED CABLE FOR ATS ALARMS AND ROUTE TO TSIC BOARD. ALL CONTACT CLOSURES SHALL BE ROUTED TO TSIC.
6. THE LIGHTNING PROTECTION SYSTEM DEVICE SHALL BE CONNECTED TO THE LOAD SIDE OF THE UTILITY METER.
7. THE CONDUIT SHALL BE STUBBED OUT 5 FEET PAST THE RETAINING WALL.
8. FOR ROADWAY LIGHTING. ROUTE TO 30A. CIRCUIT BREAKER
9. NOT USED.
10. REFER TO TSIC TERMINAL BLOCK LAYOUT SHEET ALL COAX FROM WATCHDOG CAMERAS LAND ON SURGE PROTECTION DEVICES. SEE SHEET E-01 NOTE 13. ALL VES CAT 6 IS SURGE PROTECTED.
11. NOT USED.
12. THE CABLE LENGTH FROM THE ANTENNA TO THE I-PASS READER SHALL NOT EXCEED 150 FEET.
13. PROVIDE A 3 PAIR #22 SHIELDED CABLE FOR SMOKE DETECTOR ALARM CONTACT AND ROUTE TO CARD READER EQUIPMENT.
14. PROVIDE AN ETHERNET CONNECTION FROM UPS TO CISCO SWITCH AND FROM CARD READER PANEL TO CIACO SWITCH.
15. TERMINATE ALARM CABLES ON TERMINAL BLOCK ON TSIC BOARD.
16. CONTRACTOR SHALL COORDINATE ALL WORK FOR UTILITY SERVICES WITH COMED AND NICOR.
17. POWER FRONT AND REAR VES CAMERAS FROM 24V DC VIDEO JUNCTION BOX #3 AND AUDIT CAMERA FROM 24V AC VIDEO JUNCTION BOX #4 (SEE SHEET E-19) ALL POWER TO BE SURGE PROTECTED.
18. ALL COPPER COMMUNICATIONS AND CONTROL CABLES SHALL ENTER BUILDING ALONG OUTSIDE WALL AND BE CONNECTED TO A SURGE PROTECTION THAT IS GROUNDED TO GROUND BUS IN BUILDING.

LEGEND

1. BUILDING DISCONNECT
2. NOT USED
3. LIGHTING CONTACTOR, TRANSFORMER, AND CIRCUIT BREAKER
4. NOT USED
5. VIDEO J/BOX/POWER #3
6. BYPASS SWITCH
7. UPS-2
8. LIGHTNING PROTECTION SYSTEM PHOENIX CONTACT "FLASHTRAB + CNTL SERIES" CATALOG NUMBER 5603414
9. NOT USED
10. CARD READER PANEL
11. HVAC CONTROL PANEL
12. NOT USED
13. NOT USED
14. ELECTRICAL PANEL TP-2
15. 19" RACK LOCAL FIBER (4 POST RACK)
16. 19" RACK I-PASS READER (4 POST RACK)
17. 19" RACK LANE CONTROL RACK (4 POST RACK)
18. CARD READER
19. UPS / LINE CONDITIONER
20. CABLE TRAY
21. NOT USED
22. NOT USED
23. NOT USED
24. NOT USED
25. SMF DISTRIBUTION PANEL
26. NOT USED
27. VIDEO J/BOX/POWER #4
28. TSIC BOARD

SHEET E-08

DRAWN BY MLB DATE 02/06/13
CHECKED BY MCP SCALE NONE

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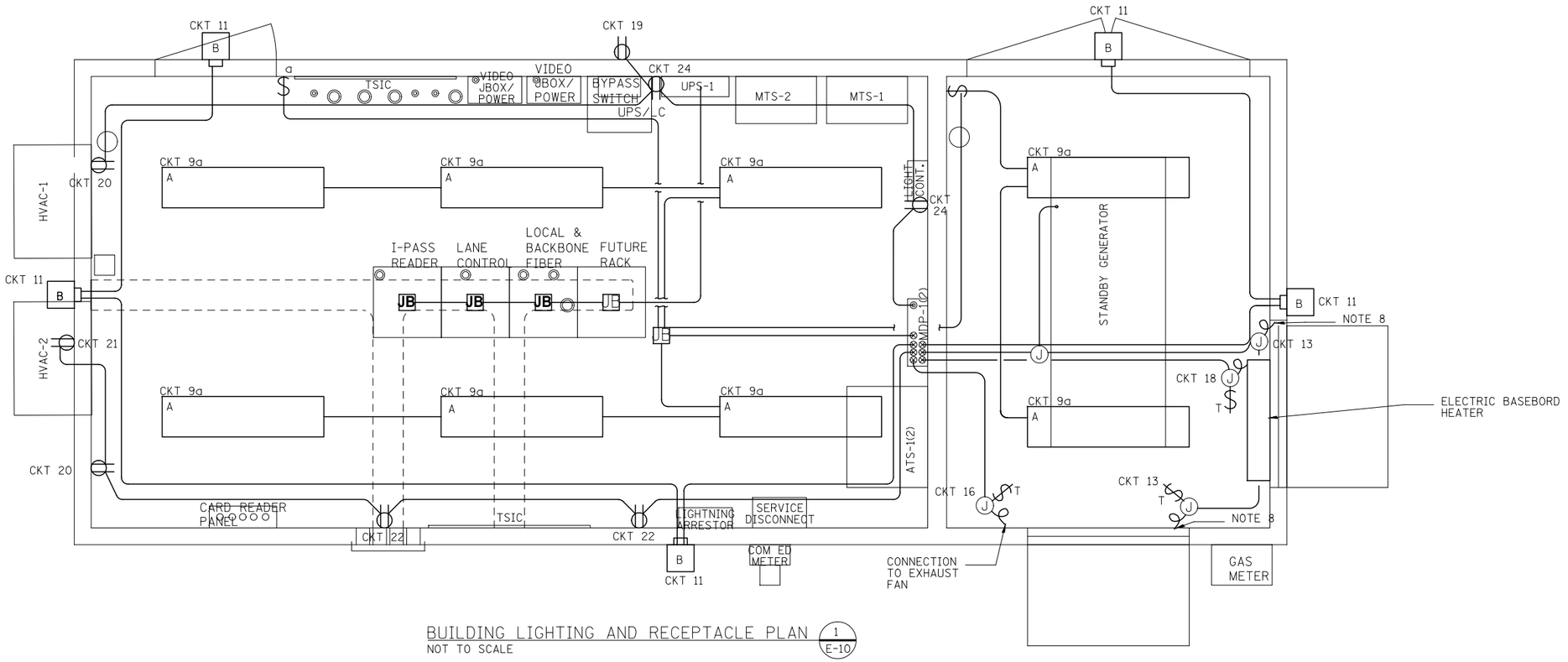
REVISIONS		
NO.	DATE	DESCRIPTION

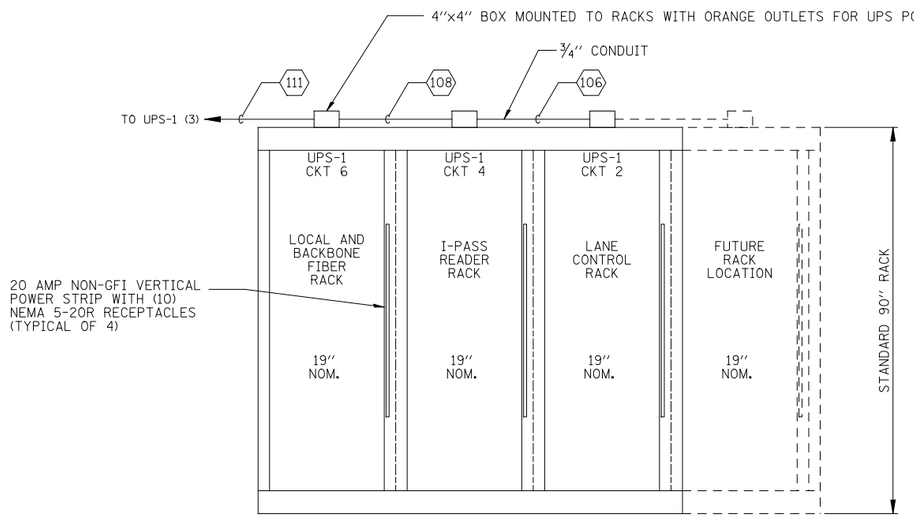
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
CONTROL BUILDING EQUIPMENT LAYOUT LOCATION 2 (PLAZA B)

DRAWING NO. 192 OF 482



BUILDING LIGHTING AND RECEPTACLE PLAN (1 / E-10)
NOT TO SCALE



COMMUNICATIONS AND EQUIPMENT RACK ELEVATION C (2 / E-10)
NOT TO SCALE

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. RECEPTACLE AND LIGHTING CONDUIT SHALL BE 3/4" WITH 2-1/C #12 AND 1/C #12 GRD, UNLESS OTHERWISE NOTED.
3. FOR PANEL SCHEDULES, SEE SHEET E-20.
4. PROVIDE CONNECTION TO RECEPTACLES FOR THE EQUIPMENT RACKS AS SPECIFIED. THE PLUG STRIP SHALL BE MOUNTED TO THE SIDE OF THE CABINET AS DIRECTED BY THE TOLLWAY.
5. FOR LIGHTING FIXTURE SCHEDULE, ELECTRICAL SYMBOLS, LEGEND, AND ABBREVIATIONS, SEE SHEET E-02.
6. LIGHTING AND RECEPTACLES SHALL BE FED FROM PANEL MDP.
7. DETAILS ON THIS SHEET APPLY TO LOCATION 1 (PLAZA N) CONTROL BUILDING.
8. PROVIDE CONNECTIONS TO THE MOTORIZED DAMPER AND GEN. CONTROL PANEL DAMPERS TO BE CONTROLLED FROM GEN. CONTROLLER.

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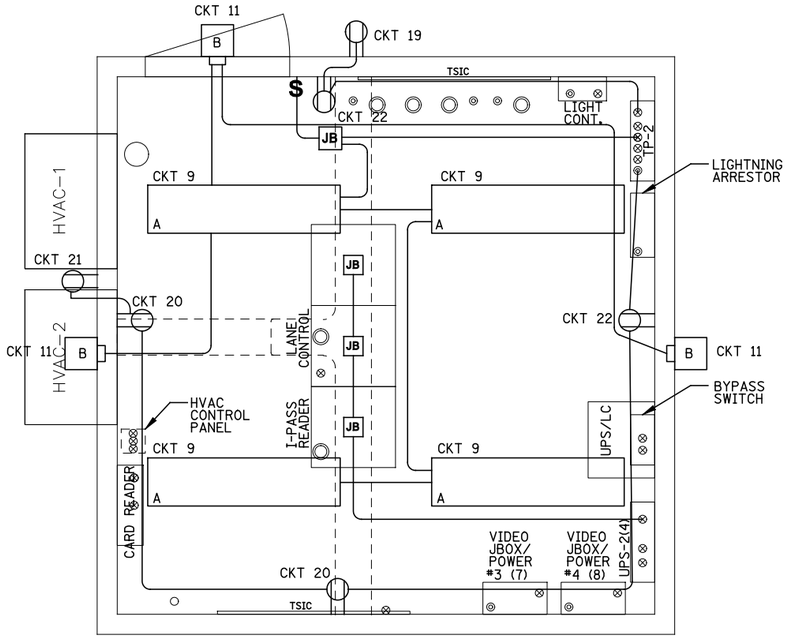
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
CONTROL BLDG. LOCATION 1 (PLAZA N)
LIGHTING AND RECEPTACLE PLAN

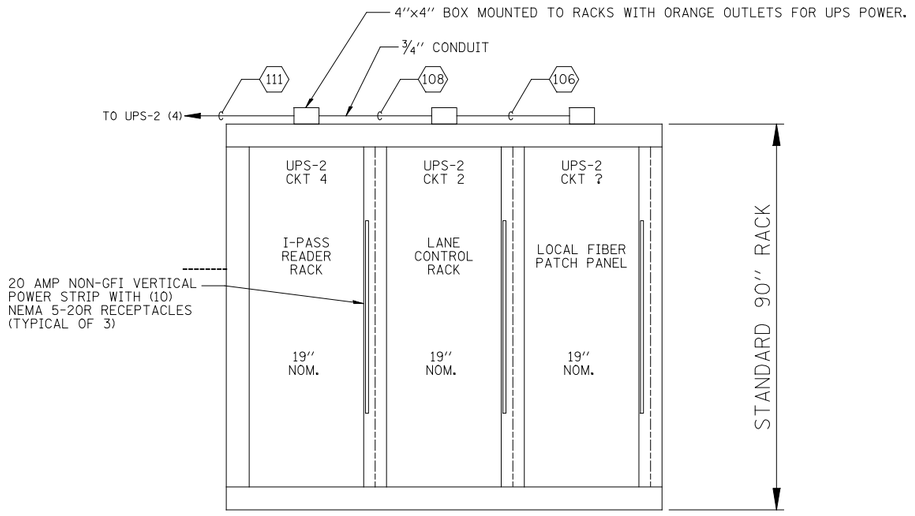
DRAWING NO. 193 OF 482



BUILDING LIGHTING AND RECEPTACLE PLAN (1 / E-10)
NOT TO SCALE

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULES.
2. RECEPTACLE AND LIGHTING CONDUIT SHALL BE ¾" WITH 2-1/C #12 AND 1/C #12 GRD, UNLESS OTHERWISE NOTED.
3. FOR PANEL SCHEDULES, SEE SHEET E-21.
4. PROVIDE CONNECTION TO RECEPTACLES FOR THE EQUIPMENT RACKS AS SPECIFIED. THE PLUG STRIP SHALL BE MOUNTED TO THE SIDE OF THE CABINET AS DIRECTED BY THE TOLLWAY.
5. FOR LIGHTING FIXTURE SCHEDULE, ELECTRICAL SYMBOLS, LEGEND, AND ABBREVIATIONS, SEE SHEET E-02.
6. LIGHTING AND RECEPTACLES SHALL BE FED FROM PANEL TP.
7. DETAILS ON THIS SHEET APPLY TO LOCATION 2 (PLAZA B) CONTROL BUILDING.



COMMUNICATIONS AND EQUIPMENT RACK ELEVATION C (3 / E-10)
NOT TO SCALE

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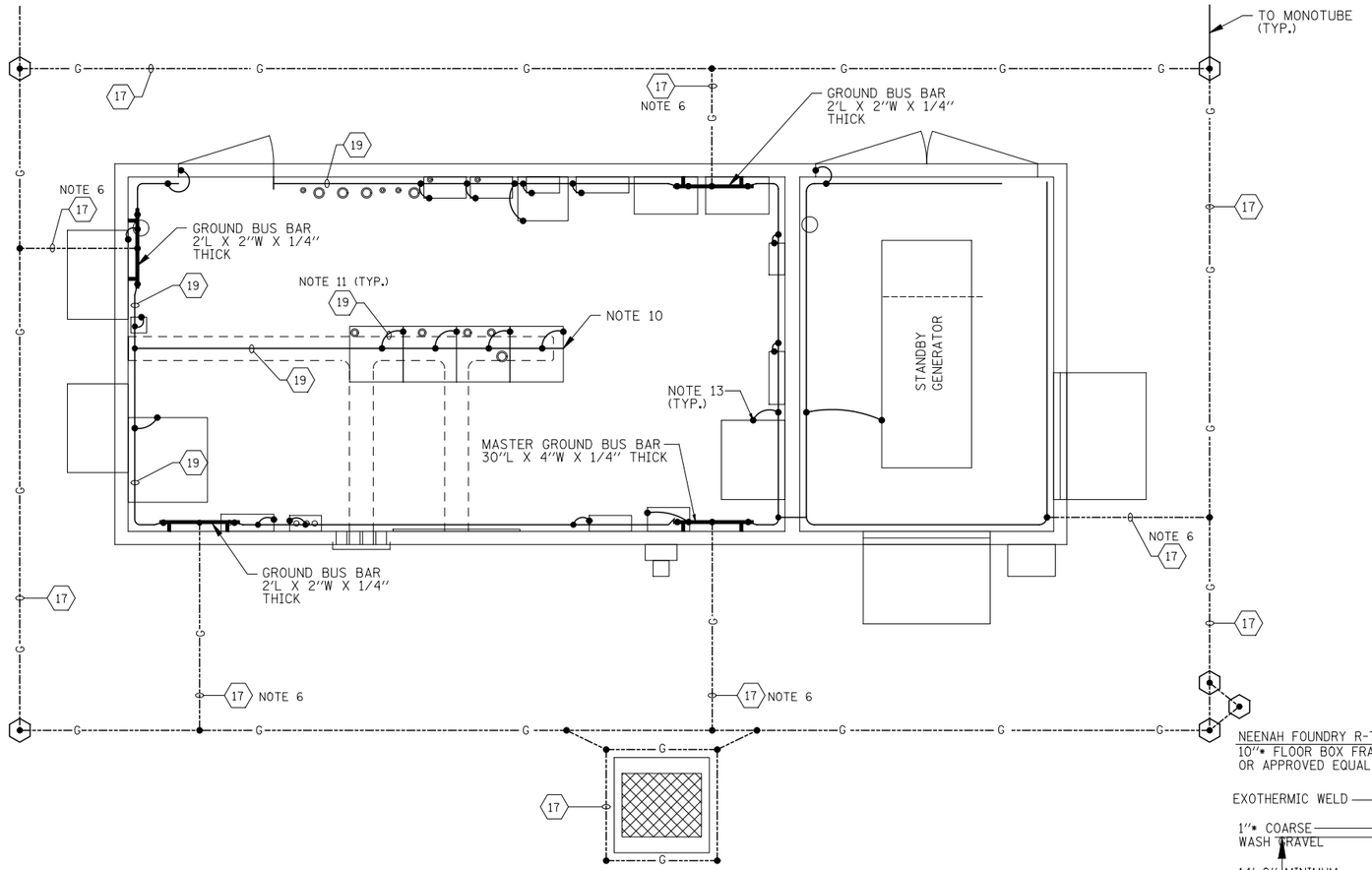
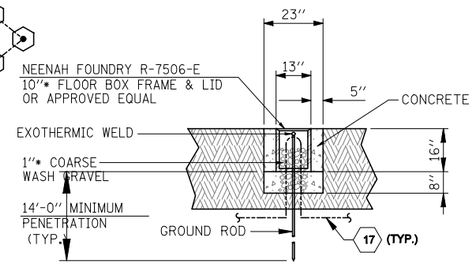
CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
CONTROL BLDG. LOCATION 2 (PLAZA B)
LIGHTING AND RECEPTACLE PLAN

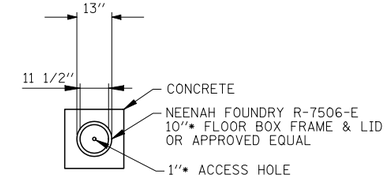
DRAWING NO. 194 OF 482



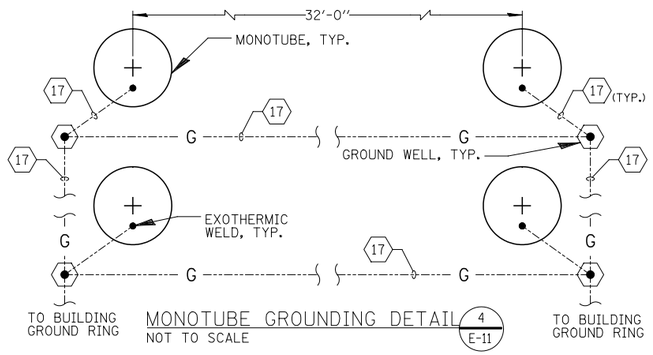
BUILDING ELECTRICAL GROUNDING LAYOUT (1 / E-11)
NOT TO SCALE



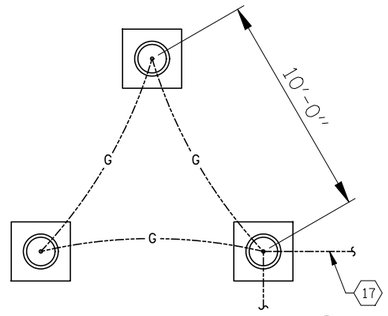
GROUND WELL ELEVATION DETAIL (2 / E-11)
NOT TO SCALE (NOTE 3)



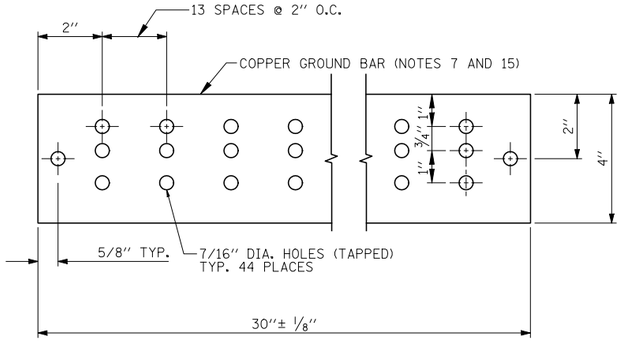
GROUND WELL PLAN DETAIL (3 / E-11)
NOT TO SCALE (NOTE 3)



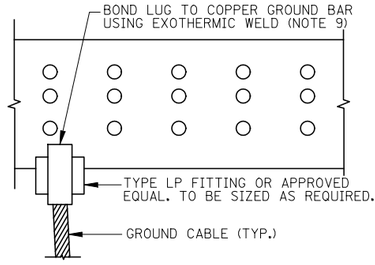
MONOTUBE GROUNDING DETAIL (4 / E-11)
NOT TO SCALE



GROUND TRIAD DETAIL (5 / E-11)
NOT TO SCALE



MASTER GROUND BUS BAR SUPPORT SPACING DETAIL (6 / E-11)
NOT TO SCALE



MASTER GROUND BUS BAR CONNECTION DETAIL (7 / E-11)
NOT TO SCALE

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULE.
2. SEE SHEET E-01 FOR POWER CABLE INFORMATION.
3. DETAIL SHOWS INSTALLATION IN UNPAVED AREA. WHEN INSTALLING IN A PAVED AREA, INCORPORATE GROUND WELL IN THE POUR.
4. GROUND WELLS ARE REQUIRED AT EVERY GROUND ROD.
5. NOT USED.
6. PROVIDE 1" SCHEDULE 40 PVC CONDUIT FOR GROUND CABLES UNDER BUILDING.
7. ALL COPPER GROUND BARS SHALL BE OF HARD DRAWN, COMMERCIALLY PURE, ELECTROLYTIC COPPER, FOR USE AS AN ELECTRICAL CONDUCTOR AND SHALL COMPLY WITH ASTM SPEC. B-187 OF LATEST DATE.
8. BOLTS, NUTS, & WASHERS USED FOR CONNECTION TO GROUND BUS BARS SHALL BE SOLID COPPER.
9. WELD PER MANUFACTURER SPECIFICATION (ERICO PRODUCTS OR BURNDY CORP.).
10. THE COPPER GROUND BUS BAR SHALL BE MOUNTED TO THE CABLE TRAY ABOVE EQUIPMENT RACKS.
11. PROVIDE A #2 AWG GROUND CABLE FROM THE FRAME OF EACH EQUIPMENT RACK TO THE GROUND BUS AS SHOWN. THE CABLE SHALL BE BOLTED TO THE RACK USING A SEAMLESS HEAVY DUTY COMPRESSION TERMINAL.
12. A FOUR INCH GAP SHALL BE PROVIDED BETWEEN THE ENDS OF THE TWO CONDUCTORS THAT MAKE UP THE INTERNAL PERIMETER GROUND BUS CONDUCTOR.
13. ALL EQUIPMENT LOCATED INSIDE THE BUILDING SHALL BE BONDED TO THE MAIN GROUND BUS OR THE INTERNAL PERIMETER GROUND CONDUCTOR WITH A #2 AWG GROUND CABLE. ALL CONNECTIONS MUST BE EXOTHERMICALLY WELDED.
14. THE INTERNAL PERIMETER GROUND BUS CONDUCTOR MUST BE INSTALLED HORIZONTALLY ALONG THE WALL APPROXIMATELY 8 FEET ABOVE FINISHED FLOOR. THE CONDUCTOR SHALL BE SUPPORTED 2 INCHES FROM THE WALL SURFACE ON INSULATED STANDOFFS. THE STANDOFFS SHALL BE INSTALLED AT INTERVALS AS NECESSARY TO KEEP THE CONDUCTOR SECURELY IN PLACE WITHOUT NOTICEABLE SAGS AND BENDS.
15. THE GROUND BUS BARS MUST BE MOUNTED APPROXIMATELY 8 FEET ABOVE FINISHED FLOOR AND MOUNTED TO WALL USING A MOUNTING BRACKET WITH INSULATOR.
16. DETAILS ON THIS SHEET APPLY TO PLAZA N.

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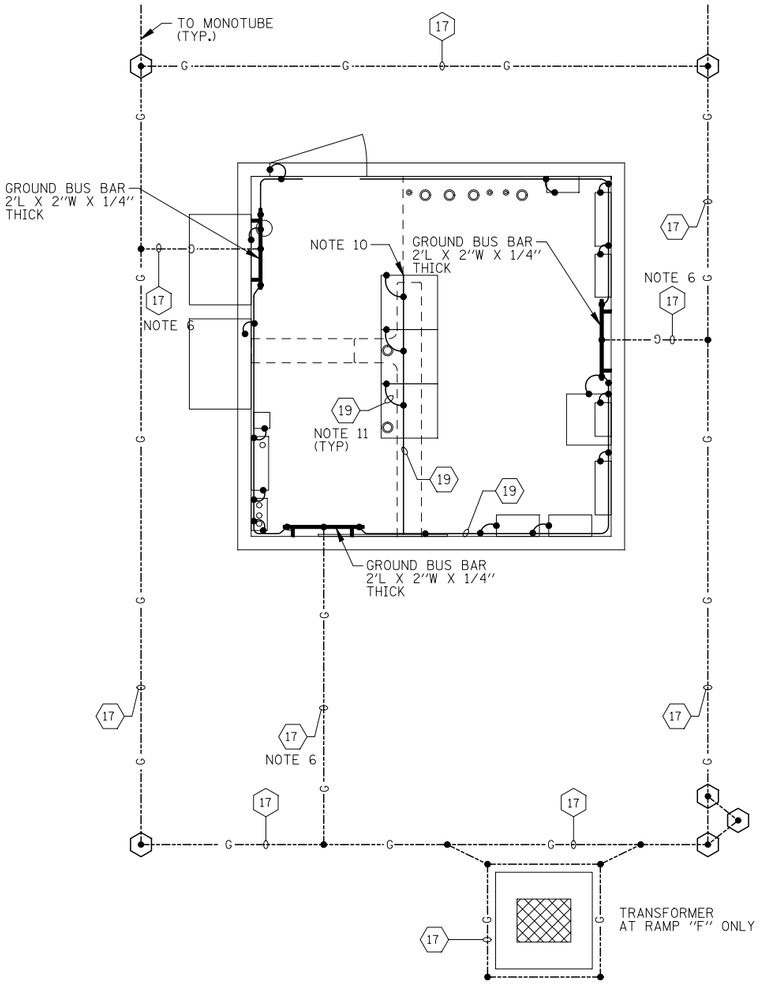
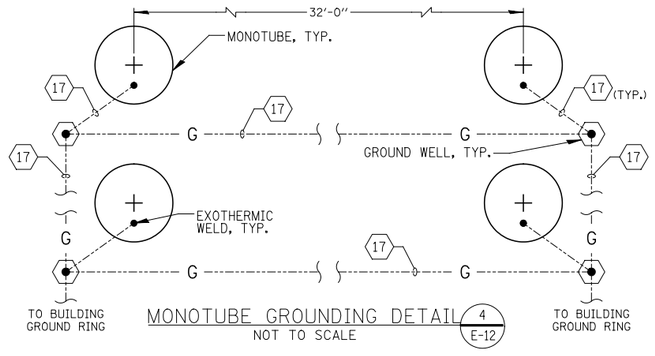
CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
CONTROL BLDG. LOCATION 1 (PLAZA N)
GROUNDING PLAN AND DETAILS

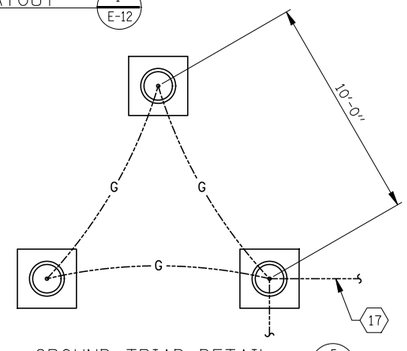
DRAWING NO. 195 OF 482



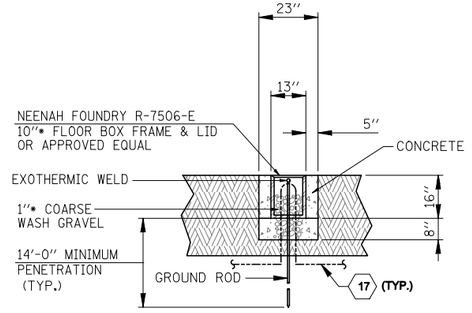
BUILDING ELECTRICAL GROUNDING LAYOUT (1 / E-12)
NOT TO SCALE



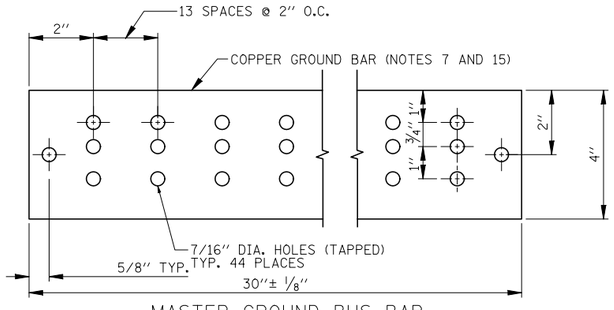
MONOTUBE GROUNDING DETAIL (4 / E-12)
NOT TO SCALE



GROUND TRIAD DETAIL (5 / E-12)
NOT TO SCALE



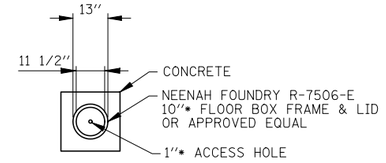
GROUND WELL ELEVATION DETAIL (2 / E-12)
NOT TO SCALE (NOTE 3)



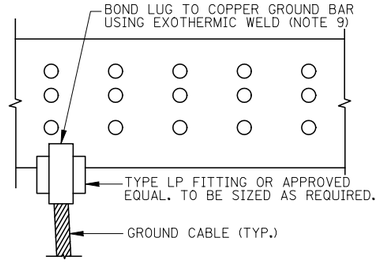
MASTER GROUND BUS BAR SUPPORT SPACING DETAIL (6 / E-12)
NOT TO SCALE

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULE.
2. SEE SHEET E-01 FOR POWER CABLE INFORMATION.
3. DETAIL SHOWS INSTALLATION IN UNPAVED AREA. WHEN INSTALLING IN A PAVED AREA, INCORPORATE GROUND WELL IN THE POUR.
4. GROUND WELLS ARE REQUIRED AT EVERY GROUND ROD.
5. NOT USED.
6. PROVIDE 1" SCHEDULE 40 PVC CONDUIT FOR GROUND CABLES UNDER BUILDING.
7. ALL COPPER GROUND BARS SHALL BE OF HARD DRAWN, COMMERCIALLY PURE, ELECTROLYTIC COPPER, FOR USE AS AN ELECTRICAL CONDUCTOR AND SHALL COMPLY WITH ASTM SPEC. B-187 OF LATEST DATE.
8. BOLTS, NUTS, & WASHERS USED FOR CONNECTION TO GROUND BUS BARS SHALL BE SOLID COPPER.
9. WELD PER MANUFACTURER SPECIFICATION (ERICO PRODUCTS OR BURNDY CORP.).
10. THE COPPER GROUND BUS BAR SHALL BE MOUNTED TO THE CABLE TRAY ABOVE EQUIPMENT RACKS.
11. PROVIDE A #2 AWG GROUND CABLE FROM THE FRAME OF EACH EQUIPMENT RACK TO THE GROUND BUS AS SHOWN. THE CABLE SHALL BE BOLTED TO THE RACK USING A SEAMLESS HEAVY DUTY COMPRESSION TERMINAL.
12. A FOUR INCH GAP SHALL BE PROVIDED BETWEEN THE ENDS OF THE TWO CONDUCTORS THAT MAKE UP THE INTERNAL PERIMETER GROUND BUS CONDUCTOR.
13. ALL EQUIPMENT LOCATED INSIDE THE BUILDING SHALL BE BONDED TO THE MAIN GROUND BUS OR THE INTERNAL PERIMETER GROUND CONDUCTOR WITH A #2 AWG GROUND CABLE. ALL CONNECTIONS MUST BE EXOTHERMICALLY WELDED.
14. THE INTERNAL PERIMETER GROUND BUS CONDUCTOR MUST BE INSTALLED HORIZONTALLY ALONG THE WALL APPROXIMATELY 8 FEET ABOVE FINISHED FLOOR. THE CONDUCTOR SHALL BE SUPPORTED 2 INCHES FROM THE WALL SURFACE ON INSULATED STANDOFFS. THE STANDOFFS SHALL BE INSTALLED AT INTERVALS AS NECESSARY TO KEEP THE CONDUCTOR SECURELY IN PLACE WITHOUT NOTICEABLE SAGS AND BENDS.
15. THE GROUND BUS BARS MUST BE MOUNTED APPROXIMATELY 8 FEET ABOVE FINISHED FLOOR AND MOUNTED TO WALL USING A MOUNTING BRACKET WITH INSULATOR.
16. DETAILS ON THIS SHEET APPLY TO LOCATION 2 (PLAZA B).



GROUND WELL PLAN DETAIL (3 / E-12)
NOT TO SCALE (NOTE 3)



MASTER GROUND BUS BAR CONNECTION DETAIL (7 / E-12)
NOT TO SCALE

SHEET E-12

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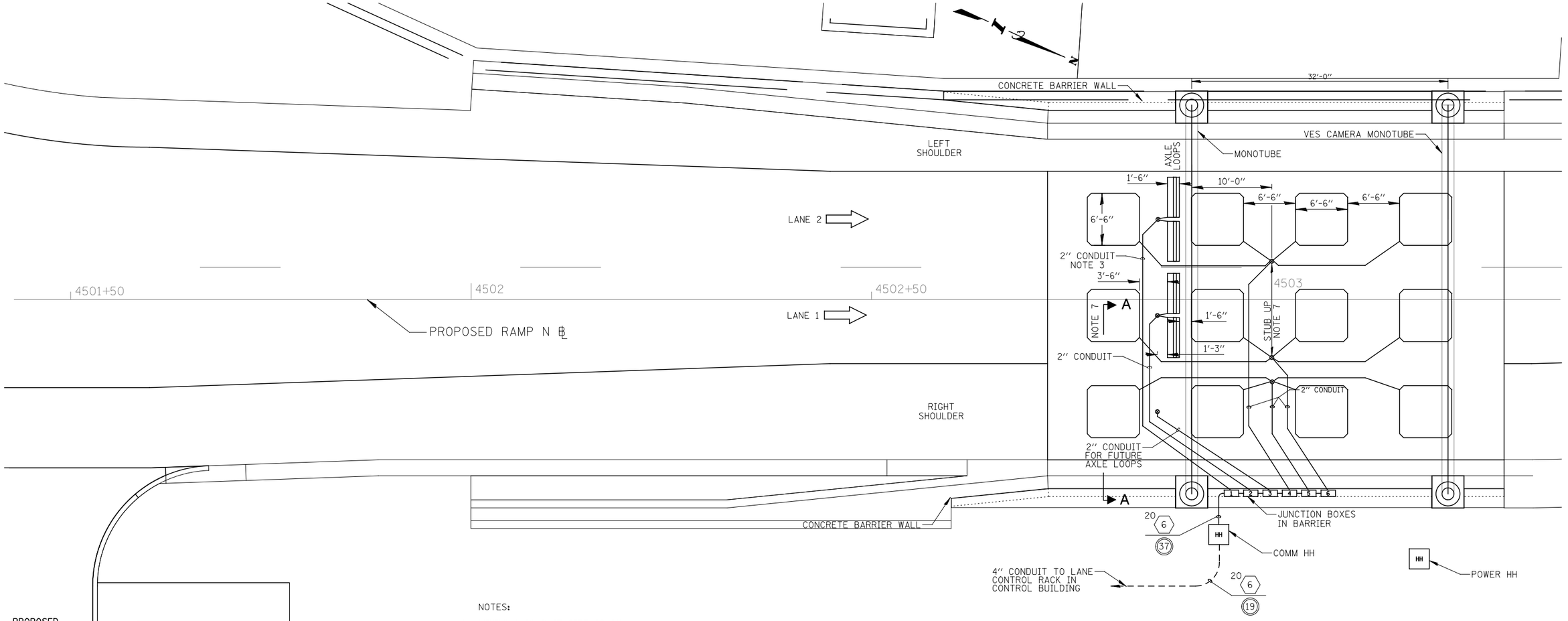
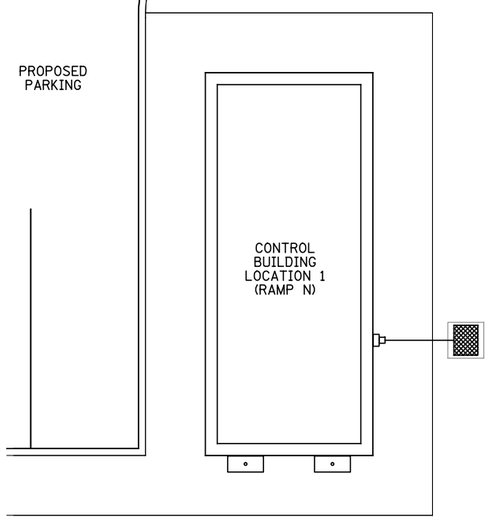
CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
CONTROL BLDG. LOCATION 2 (PLAZA B)
GROUNDING PLAN AND DETAILS

DRAWING NO. 196 OF 482



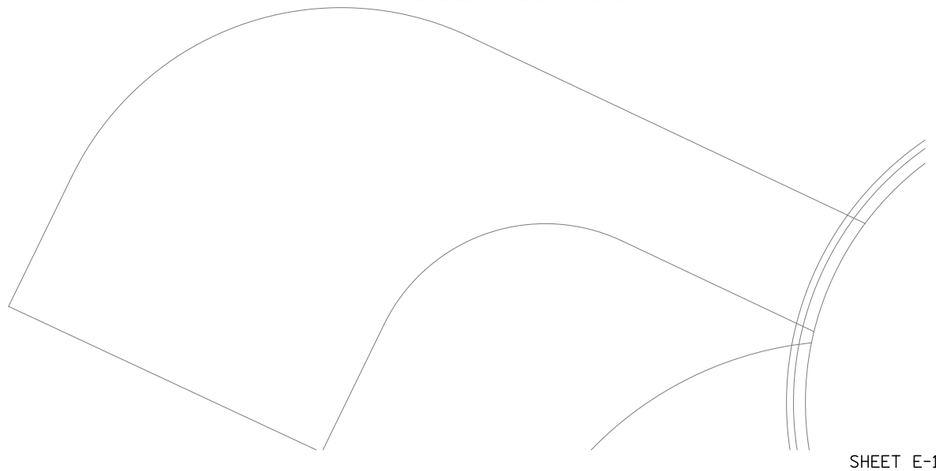
2 - LANE AET EQUIPMENT AND LOOP LAYOUT

(AET LANES - TWO LANE CONFIGURATION)



NOTES:

1. MINIMUM CONDUIT SIZE IS 2".
2. LOOP WIRE SPLICES MADE IN JUNCTION BOX.
3. CONDUITS FOR LOOPS ARE TO BE 2" RIGID METALLIC PVC COATED.
4. LOOPS PROVIDED AND INSTALLED BY THE TOLLWAY. LOOPS PULLED BACK TO JUNCTION BOXES IN BARRIER WALL.
5. VERIFY THE CONDUIT, MONOTUBE AND VES CAMERA POLE LOCATIONS WITH THE TOLLWAY PRIOR TO BARRIER CONSTRUCTION.
6. EQUIPMENT LOCATIONS MUST BE VERIFIED BY THE TOLLWAY PRIOR TO ANY CONSTRUCTION STARTING.
7. SEE SHEET E-22 FOR CONDUIT ROUTING, AND STUB UP DETAILS FOR LOOPS. STUB UP TO BE 6" FROM EDGE OF LANE.
8. CONTRACTOR IS TO PROVIDE ALL CONDUIT AND LOOP LEAD IN CABLE FROM BUILDING TO JUNCTION BOX IN THE BARRIER WALL. 3 FEET OF LEAD IN CABLE COILED IN JUNCTION BOX AT BARRIER WALL.



SHEET E-13

DRAWN BY ...SMF... DATE ...02/06/13...
CHECKED BY ...MCP... SCALE ...NONE...

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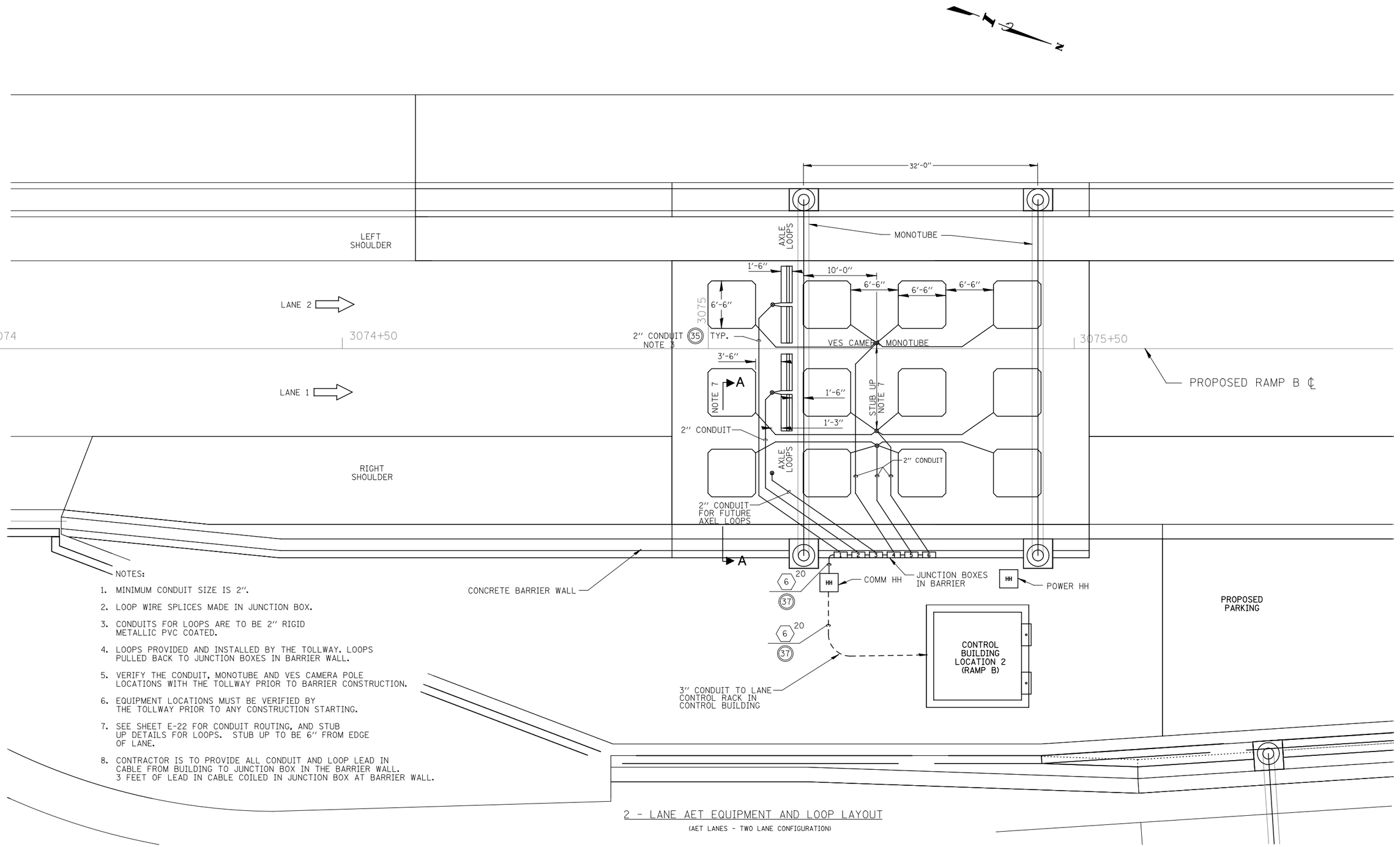
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
AET LANE LOOP LOCATION 1
(RAMP N)

DRAWING NO.

197 OF 482



NOTES:

1. MINIMUM CONDUIT SIZE IS 2".
2. LOOP WIRE SPLICES MADE IN JUNCTION BOX.
3. CONDUITS FOR LOOPS ARE TO BE 2" RIGID METALLIC PVC COATED.
4. LOOPS PROVIDED AND INSTALLED BY THE TOLLWAY. LOOPS PULLED BACK TO JUNCTION BOXES IN BARRIER WALL.
5. VERIFY THE CONDUIT, MONOTUBE AND VES CAMERA POLE LOCATIONS WITH THE TOLLWAY PRIOR TO BARRIER CONSTRUCTION.
6. EQUIPMENT LOCATIONS MUST BE VERIFIED BY THE TOLLWAY PRIOR TO ANY CONSTRUCTION STARTING.
7. SEE SHEET E-22 FOR CONDUIT ROUTING, AND STUB UP DETAILS FOR LOOPS. STUB UP TO BE 6" FROM EDGE OF LANE.
8. CONTRACTOR IS TO PROVIDE ALL CONDUIT AND LOOP LEAD IN CABLE FROM BUILDING TO JUNCTION BOX IN THE BARRIER WALL. 3 FEET OF LEAD IN CABLE COILED IN JUNCTION BOX AT BARRIER WALL.

2 - LANE AET EQUIPMENT AND LOOP LAYOUT

(AET LANES - TWO LANE CONFIGURATION)

SHEET E-14

DRAWN BY ...SMF... DATE ...02/06/13...
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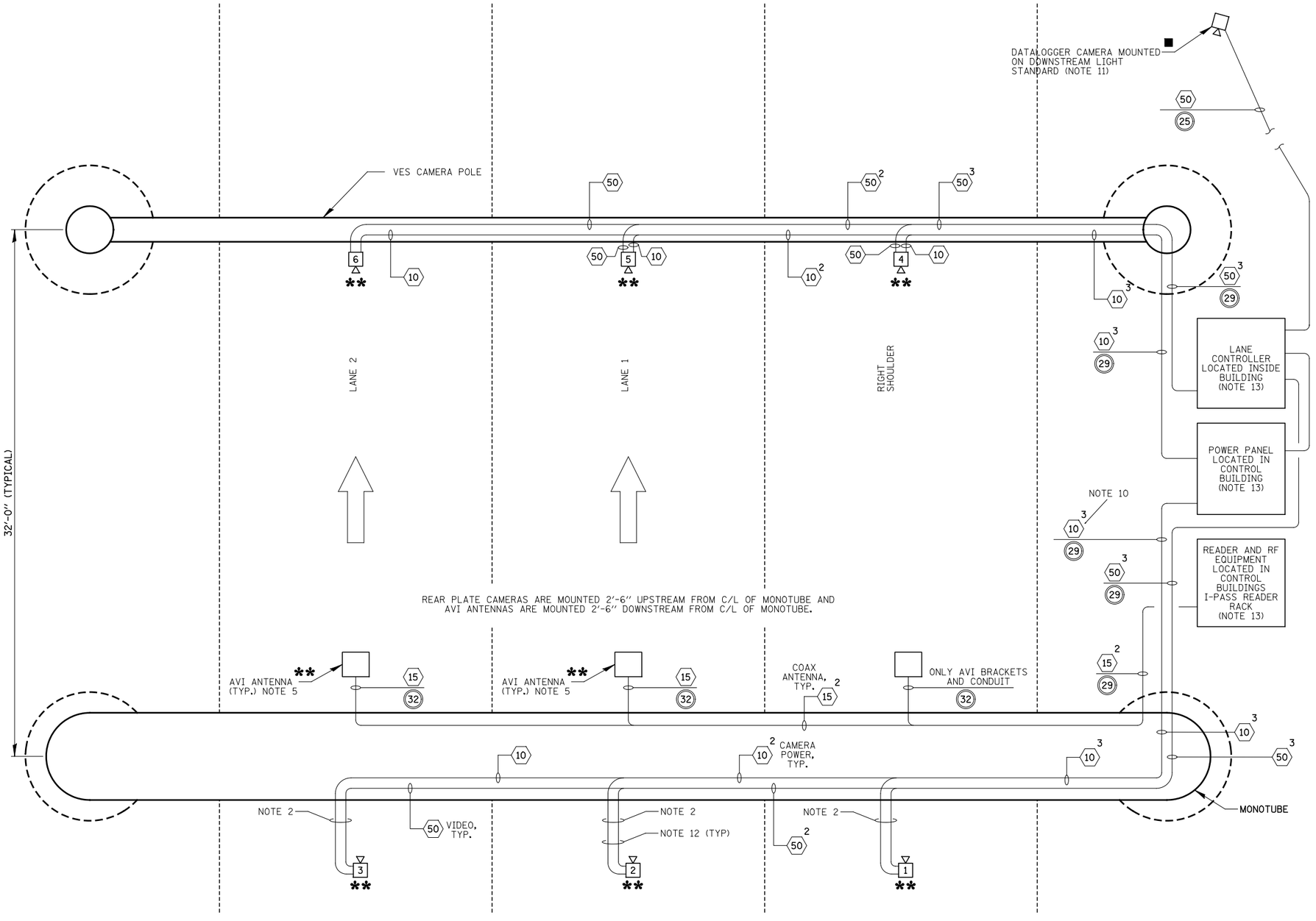
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
AET LANE LOOP LOCATION 2
(RAMP B)

DRAWING NO.
198 OF 482



FRONT / REAR PLATE VES BLOCK WIRING DIAGRAM

(AET LANES - TWO LANE CONFIGURATION)

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SCHEDULE AND NOTES.
2. FRONT AND REAR VES CABLES ARE PULLED BY THE CONTRACTOR INTO MONOTUBE AND POLE ARM. THE CONTRACTOR WHIPS UP ABOUT 10 FEET OF CABLE, LEAVING THE MAJORITY INSIDE THE MONOTUBE/POLE ARM. THE TOLLWAY WILL PULL FROM THE JB/POLE ARM TO THE CAMERAS AND THEN TERMINATE.
3. VES CAMERA NUMBERING SCHEME BEGIN AT RIGHT SHOULDER AND ARE ORDERED SEQUENTIALLY (1, 2, 3, ... ETC) TO LEFT SHOULDER.
4. NOT USED
5. COAX FOR AVI ANTENNAS ROUTE THROUGH 2" TO 1" COUPLER, THEN RUN IN 1" CONDUIT TO ANTENNA.
6. NOT USED.
7. NOT USED
8. EQUIPMENT LOCATIONS MUST BE VERIFIED BY THE TOLLWAY PRIOR TO CONSTRUCTION STARTING.
9. SEE SHEET E-13 TO E-14 FOR DETAILS OF FRONT AND REAR VES CAMERA TRIGGER POINT LOCATIONS. IF VES CAMERAS ARE MOUNTED 18' ABOVE THE ROADWAY, THEN THE CAMERAS SHALL BE PLACED 33' HORIZONTAL FROM THE TRIGGER.
10. THIS CABLING IS USED TO POWER THE VES CAMERAS. THESE CABLES WILL RUN FROM A 24V DC POWER SUPPLY LOCATED IN THE VPSB.
11. AUDIT CAMERA SHALL BE PLACED DOWNSTREAM OF THE EXITING MONOTUBE ON A LIGHT STANDARD. THE 2-1" C EXTENDS FROM BUILDING LANE CONTROLLER LCE TO LIGHT STANDARD, THE 2-1" CONDUIT RUNS STUBS-UP AT THE LIGHT STANDARD ALLOWING FOR THE CONDUITS TO BE PLACED ON THE OUTSIDE OF THE LIGHT STANDARD. CONTRACTOR FURNISHES AND INSTALLS 2-1" CONDUITS TO THE LIGHT STANDARD AND FURNISHES AND INSTALLS CONDUIT RUNS UP THE LIGHT STANDARD AND THE AUDIT CAMERA.
12. 1.5" SEALTITE AND FITTINGS ARE FURNISHED BY THE CONTRACTOR AND INSTALLED BY THE TOLLWAY.
13. ALL WIRING FROM CAMERAS/I-PASS ANTENNAS SHALL BE SURGE PROTECTED AS IT ENTERS PLAZA BUILDING.
14. DETAILS ON THIS SHEET APPLY TO LOCATIONS 1 AND 2 (PLAZA N & B).

LEGEND

- * INDICATES EQUIPMENT FURNISHED BY THE TOLLWAY AND INSTALLED BY THE CONTRACTOR.
- ** INDICATES EQUIPMENT FURNISHED AND INSTALLED BY THE TOLLWAY.
- ■ INDICATES EQUIPMENT FURNISHED AND INSTALLED BY THE CONTRACTOR.

DRAWN BY SMF DATE 02/06/13
CHECKED BY MCP SCALE NONE

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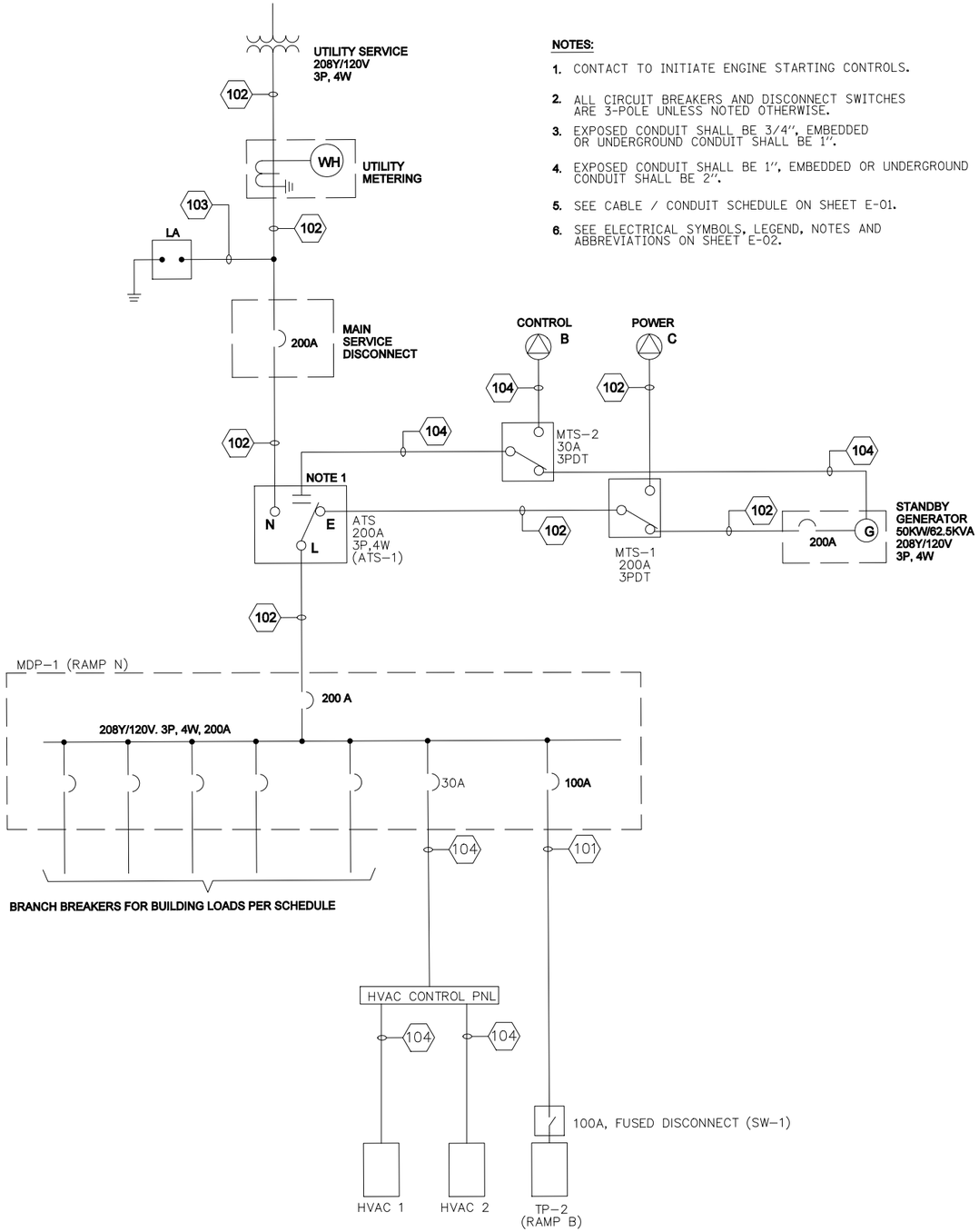
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
2-LANE AET WIRING DIAGRAM
LOCATIONS 1 & 2 (RAMPS N & B)

DRAWING NO. 199 OF 482



SINGLE LINE DIAGRAM RAMP N AND B

NOTES:

1. CONTACT TO INITIATE ENGINE STARTING CONTROLS.
2. ALL CIRCUIT BREAKERS AND DISCONNECT SWITCHES ARE 3-POLE UNLESS NOTED OTHERWISE.
3. EXPOSED CONDUIT SHALL BE 3/4", EMBEDDED OR UNDERGROUND CONDUIT SHALL BE 1".
4. EXPOSED CONDUIT SHALL BE 1", EMBEDDED OR UNDERGROUND CONDUIT SHALL BE 2".
5. SEE CABLE / CONDUIT SCHEDULE ON SHEET E-01.
6. SEE ELECTRICAL SYMBOLS, LEGEND, NOTES AND ABBREVIATIONS ON SHEET E-02.

SHEET E-16

DRAWN BY MLB DATE 02/06/13
CHECKED BY MCP SCALE NONE

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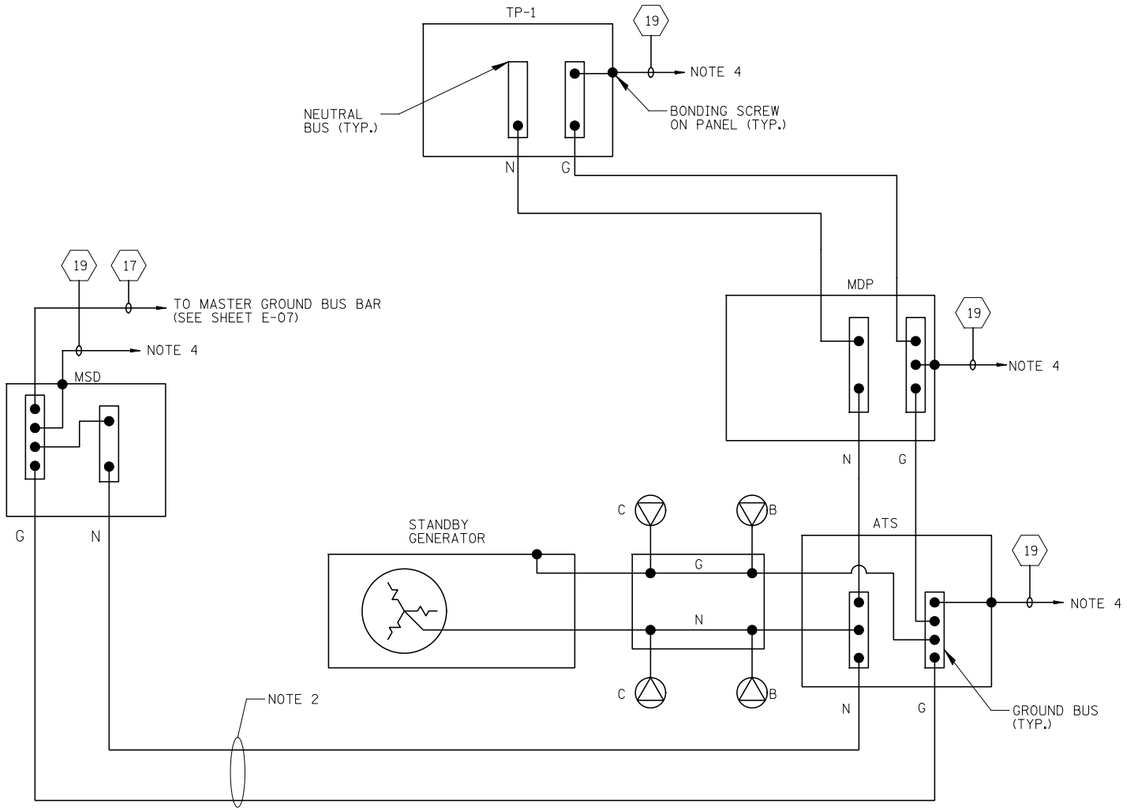
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
SINGLE LINE POWER DIAGRAM
LOCATIONS 1 & 2 (RAMPS N & B)

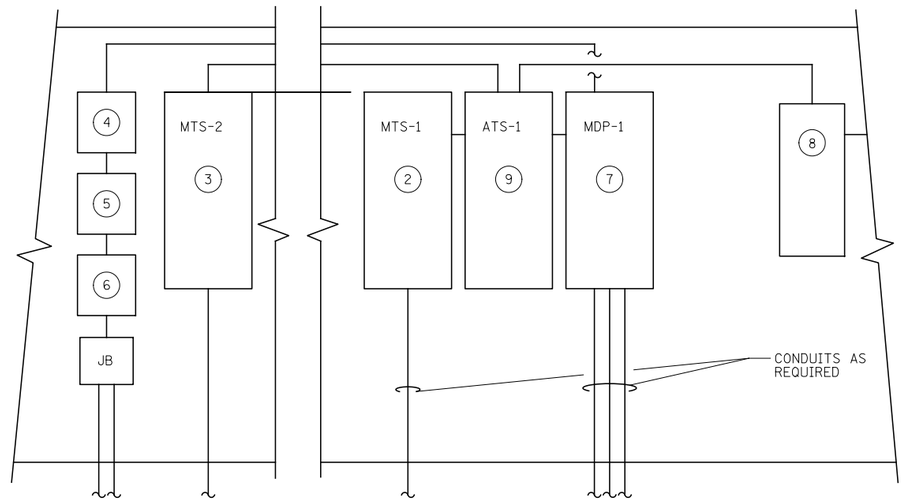
DRAWING NO. 200 OF 482



CONTROL BUILDING EQUIPMENT

NOTES:

1. SEE SHEET E-01 FOR CABLE/CONDUIT SHEDULE.
2. SEE SHEET E-01 FOR POWER CABLE INFORMATION.
3. PROVIDE ¾" SCHEDULE 40 PVC CONDUITS FOR GROUND CABLES CONNECTING UPS-1 AND LC-1 TO MASTER GROUND BUS BAR.
4. PROVIDE EXOTHERMIC CONNECTION TO INTERNAL PERIMETER BUS CONDUCTOR. SEE SHEET. E-07.
5. GROUNDING SHALL BE PER MOTOROLA R56 STANDARD.



WALL ELEVATIONS
NOT TO SCALE

EQUIPMENT LEGEND

ITEM	DESCRIPTION
1	NOT USED
2	MANUAL TRANSFER SWITCH (MTS-1) FOR POWER, 200A, 3 POLE, 208V
3	MANUAL TRANSFER SWITCH (MTS-2) FOR CONTROL, 30A, 3 POLE, 208V
4	LIGHTING CONTACTOR 120V, 30A, 1 PHASE, 4-POLE IN A NEMA 1 ENCLOSURE WITH A THREE POSITION SELECTOR SWITCH HAND-OFF-AUTO MOUNTED ON THE COVER
5	TRANSFORMER DRY TYPE, 2KVA, 120V PRIMARY×480V SECONDARY FOR PLAZA ROADWAY LIGHTING
6	CIRCUIT BREAKER, 30A, 2-POLE, 480 VOLT IN A NEMA 1 ENCLOSURE
7	MAIN DISTRIBUTION PANEL (MDP), 208Y/120V, 3 PHASE, 4W 200 AMP, MAIN CIRCUIT BREAKER
8	SERVICE DISCONNECT, 200A, 3 POLE CIRCUIT BREAKER, 208V
9	AUTOMATIC TRANSFER SWITCH (ATS), 200A, 3 POLE, 208V

NOTES:

1. CONTRACTOR SHALL ROUTE ALL CONDUIT AS REQUIRED TO ALL PANELS, EQUIPMENT AND CONTROL DEVICES.
2. DETAILS ON THIS SHEET APPLY TO LOCATION 1 (PLAZA N).

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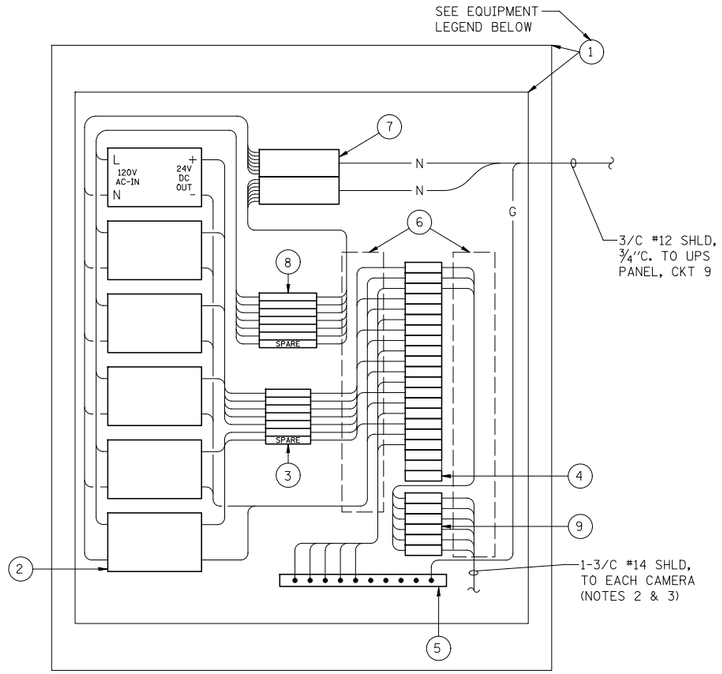
REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
MISCELLANEOUS DETAILS
LOCATION 1 (BUILDING N)

DRAWING NO.
201 OF 482



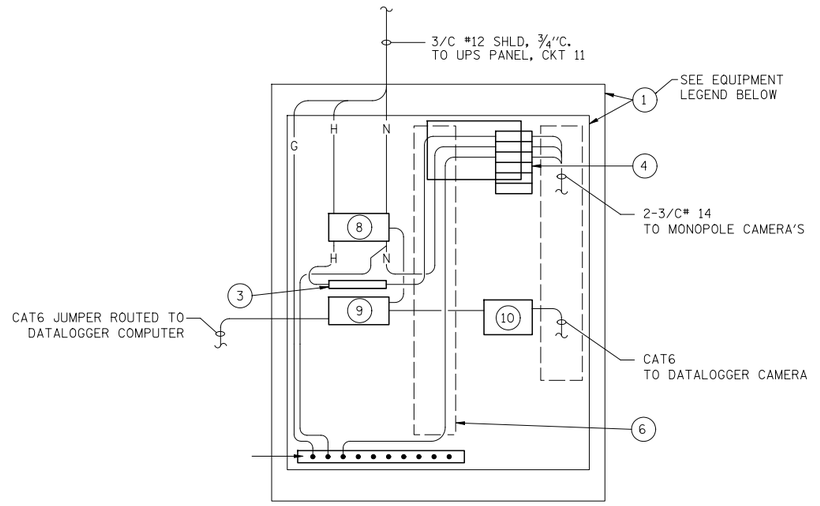
FRONT & REAR VES CAMERA
VIDEO POWER JUNCTION BOX
NOT TO SCALE

EQUIPMENT LEGEND - VIDEO POWER JUNCTION BOX #1

ITEM	QUANTITY	DESCRIPTION
(1)	1	30"H X 24"W X 8"D NEMA 1 ENCLOSURE WITH 26"H X 22.5"W BACK PANEL, HOFFMAN CATALOG NO. A-30N24BLP, WITH A-30N24MP PANEL.
(2)	6	CONTROL POWER SUPPLY 120VAC-24VDC 106W LAMBDA NO. HWS100-24/A.
(3)	7	TERMINAL BLOCKS, FUSE SWITCH TYPE WITH BLOWN FUSE INDICATOR COMPLETE WITH 5 AMP FUSE, MOUNTING RAIL, ANCHORS, BARRIERS, MARKING STRIPS AND JUMPERS, ALLEN BRADLEY CATALOG NO. 1492-FB1M30-D1.
(4)	21	TERMINAL BLOCKS, 6 POLE PANEL MOUNT BLOCK SCREW TERMINAL WITH WIRE CLAMP, ALLEN BRADLEY CATALOG NO. 1492-C06.
(5)	1	GROUND BAR SYSTEM WITH INSULATED MOUNTING BRACKET, HOFFMAN CATALOG NO. PGS2K.
(6)	LOT	PANDUIT PLASTIC WIRING DUCT SNAP-IN SLOT DESIGN AND NON-SLIP COVER, 1"W X 1"H, CATALOG NO. F1X1LG6 WITH COVER C1LG6.
(7)	1	POWER DISTRIBUTION BLOCK MARATHON NO. 1322580
(8)	7	SQUARE D, Q0U 115 1P/15A BREAKER
(9)	6	SURGE SUPPRESOR ATLANTIC SCIENTIFIC MODEL ZB24580

NOTES:

1. LABEL JUNCTION BOX, TERMINAL STRIPS, AND ALL WIRE AND CABLES.
2. ROUTE 1-3/C #14 POWER CABLE TO EACH CAMERA.
3. ALL ELECTRICAL CABLES TO CAMERA SHALL HAVE SURGE PROTECTION.
4. CAT6 CABLE SHALL BE SURGE PROTECTED ON THE TSIC. SEE E-23.



DATALOGGER CAMERA
VIDEO POWER JUNCTION BOX
NOT TO SCALE

EQUIPMENT LEGEND - VIDEO POWER JUNCTION BOX #2

ITEM	QUANTITY	DESCRIPTION
(1)	1	30"H X 24"W X 8"D NEMA 1 ENCLOSURE WITH 26"H X 22.5"W BACK PANEL, HOFFMAN CATALOG NO. A-20N16BLP, WITH A-20N16MP PANEL.
(2)		NOT USED.
(3)	1	TERMINAL BLOCKS, FUSE SWITCH TYPE WITH BLOWN FUSE INDICATOR COMPLETE WITH 5 AMP FUSE, MOUNTING RAIL, ANCHORS, BARRIERS, MARKING STRIPS AND JUMPERS, ALLEN BRADLEY CATALOG NO. 1492-WFB1024.
(4)	1	TERMINAL BLOCKS, 6 POLE PANEL MOUNT BLOCK SCREW TERMINAL WITH WIRE CLAMP, ALLEN BRADLEY CATALOG NO. 1492-HJ86.
(5)	1	GROUND BAR SYSTEM WITH INSULATED MOUNTING BRACKET, HOFFMAN CATALOG NO. X-GS2K.
(6)	LOT	PANDUIT PLASTIC WIRING DUCT SNAP-IN SLOT DESIGN AND NON-SLIP COVER, 1"W X 1"H, CATALOG NO. F1X1LG6 WITH COVER C1LG6.
(7)		NOT USED)
(8)	1	QUAD BOX WITH 2 - DUAL AC OUTLETS. POWER SOURCE CKT11 OF UPS PANEL.
(9)	1	POE INJECTOR DOR DATALOGGER CAMERA. AXIS T8124. POWER PLUGS INTO QUAD BOX OUTLET.
(10)	3	CAT 6 HIGH POE SURGE PROTECTOR, ATLANTIC SCIENTIFIC 24590

NOTES:

1. VIDEO JUNCTION BOX SHALL BE WIRED TO ACCOMODATE 1 DATALOGGER CAMERA.
2. LABEL JUNCTION BOX, TERMINAL STRIPS, AND ALL WIRE AND CABLES.
3. ROUTE 1-3PR #22 SHLD POWER CABLE FOR DATALOGGER CAMERA TO POWER CABINET OR HANDHOLE AS SHOWN ON SHEET E-05 AND E-06.
4. ALL ELECTRICAL CABLES TO CAMERAS SHALL HAVE SURGE PROTECTION.

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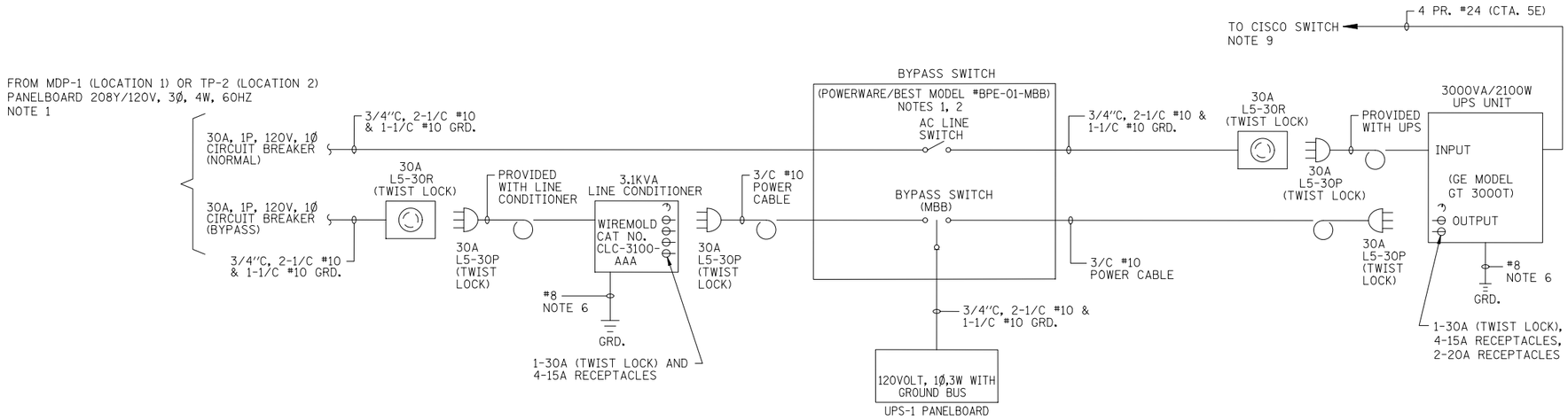
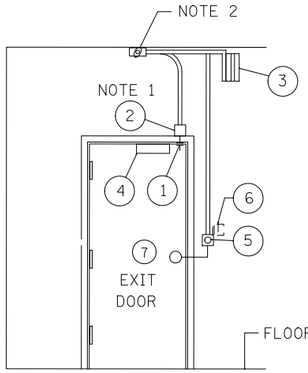
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
VIDEO POWER JUNCTION BOX DETAILS

DRAWING NO.
202 OF 482



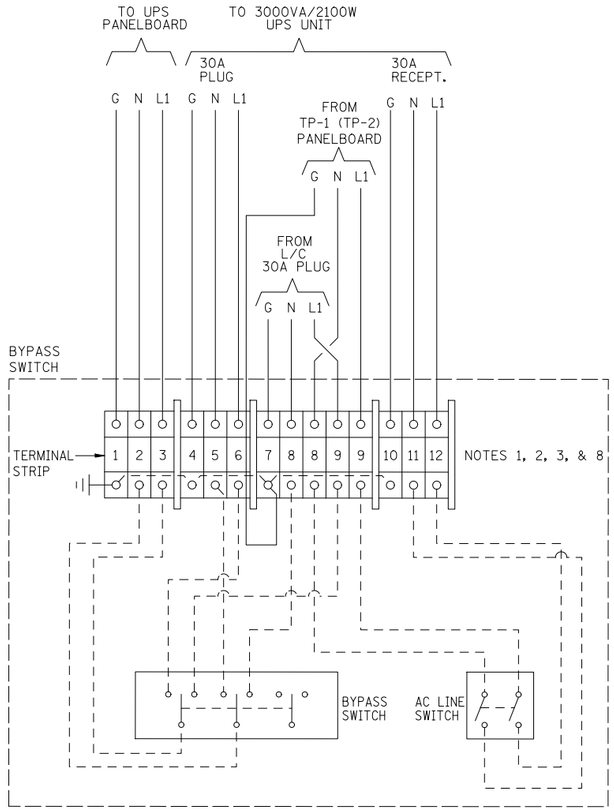
SINGLE LINE DIAGRAM



DOOR ALARM JUNCTION BOX DETAIL
SINGLE DOOR
NOT TO SCALE

EQUIPMENT LEGEND - DOOR ALARM

ITEM	DESCRIPTION
1	NORMALLY CLOSED (N.C. WHEN THE DOOR IS CLOSED) MAG REED CONTACT BUILT INTO DOOR FRAME, SENTROL 1078C OR 1078 SERIES. COIL CONTACT LEADS AND COMMUNICATION CABLE IN JUNCTION BOX.
2	JUNCTION BOX, 4" X 4" WITH BLANK COVER PLATE, AND 3/4" CONDUIT TO CABLE TRAY.
3	MOTION DETECTOR
4	MAGNETIC DOOR LOCK
5	DOOR RELEASE BUTTON
6	CARD READER (EXTERIOR)
7	ELECTRIC STRIKE



BYPASS SWITCH WIRING DIAGRAM

NOTES:

1. PHASING MUST BE THE SAME ALL THROUGH SYSTEM.
2. REMOVE FLAT PLATE JUMPER BETWEEN DUAL PINS 8 - 8 AND 9 - 9 AS DIRECTED BY THE MANUFACTURER TO PROVIDE FOR TWO POWER SOURCES.
3. BOTH SWITCHES SHOWN IN "OFF" POSITION.
4. INPUT AND OUTPUT VOLTAGE IS 120 VOLT, 1 PHASE, 60 HERTZ, 3 WIRE.
5. CONDUIT SIZE SHOWN IS BASED ON TYPE THHN/THWN WIRE.
6. CONNECT GROUND ELECTRODE CONDUCTOR TO EQUIPMENT ENCLOSURE.
7. THE BYPASS SWITCH SHALL BE AS MANUFACTURED BY POWERWARE, INC. THE LINE CONDITIONER SHALL BE AS MANUFACTURED BY WIREMOLD ELECTRONICS. THE UPS IS MANUFACTURED BY GE (GT 3000T). THE UPS SYSTEM IS AVAILABLE FROM SEPS, INC. AT 1-800-369-7377.
8. DASHED LINES INDICATE INTERNAL WIRING. SOLID LINES INDICATE EXTERNAL WIRING.
9. PROVIDE AN ETHERNET CONNECTION FROM UPS TO CISCO SWITCH. THE GE INSIGHT POWER UPS SNMP CARD (MODEL UPS 16324) SHALL BE PROCURED AND INSTALLED BY THE CONTRACTOR.
10. THIS DRAWING APPLIES TO BOTH LOCATIONS 1 & 2 (PLAZAS N & B).

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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
UPS SINGLE LINE AND WIRING DIAGRAM
LOCATIONS 1 & 2 (RAMPS N & B)

DRAWING NO.
203 OF 482

PANELBOARD MDP-1
VOLTAGE 120/208V
PHASE/WIRE 3/4

MAINS 200A. MCB
BUS RATING 200A.
MOUNTING SURFACE

DESCRIPTION	CKT NO.	LOAD (WATTS) A	B	C	AMPS/ POLES	CKT BKR		CKT BKR	AMPS/ POLES	LOAD (WATTS) A	B	C	CKT NO.	DESCRIPTION
PANEL TP-2	1	5300			100/3				20/1	2400			2	UPS-1 (3000VA)
	3		5500						20/1		200		4	LIGHTING CONTACTOR (CONTROL)
	5			7120					30/3			2000	6	HVAC UNITS
EMERGENCY LIGHT	7	200			20/1					2000			8	
INTERIOR LIGHTS	9		400		20/1						2000		10	
EXTERIOR BUILDING LIGHTS	11			400	20/1				20/2			--	12	SPARE
MOTORIZED DAMPERS	13	180			20/1					--			14	
GEN. BATTERY CHARGER	15		160		20/1				20/1		400		16	EXHAUST FAN
GEN. JACKET WATER HTR.	17			1500	20/1				20/1			750	18	ELECTRIC BASEBOARD HEATER
EXTERIOR RECEPTACLE	19	400			20/1				20/1	400			20	INTERIOR RECEPTACLES
EXTERIOR RECEPTACLE	21		400		20/1				20/1		400		22	INTERIOR RECEPTACLES
LINE CONDITIONER (LC-1)	23			2480	30/1				20/1			400	24	INTERIOR RECEPTACLES
WATCH DOG CAMERA	25	500			20/2				20/1	--			26	SPARE
	27		500						20/1		--		28	SPARE
SPARE	29			--	30/1				20/1			--	30	SPARE
CCTV WASH CABINET	31	2100			20/1								32	SPACE
ROADWAY LTG TRANSFORMER	33		2000		20/1								34	SPACE
SPACE	35												36	SPACE
SUBTOTAL "A"		8680								4800				
SUBTOTAL "B"			7960								3000			
SUBTOTAL "C"				11500								3150		
TOTAL WATTS "A,B,C"		= 39.1KW												

PANELBOARD UPS-1
VOLTAGE 120V.
PHASE/WIRE 1/2

MAINS 30A. 1P. MCB
BUS RATING 30A.
MOUNTING SURFACE

DESCRIPTION	CKT NO.	LOAD (WATTS)	AMPS/ POLES	CKT BKR		CKT BKR	AMPS/ POLES	LOAD (WATTS)	CKT NO.	DESCRIPTION
SPARE	1	--	20/1				20/1	400	2	RACK RECEPTACLE (LCC)
SPARE	3	--	20/1				20/1	400	4	RACK RECEPTACLE (I-PASS)
SPARE	5	--	20/1				20/1	400	6	RACK RECEPTACLE (FIBER)
SPARE	7	--	20/1				20/1	200	8	CARD READER PANEL
VIDEO POWER JUNCTION BOX 1	9	500	20/1				20/1	--	10	SPARE
VIDEO POWER JUNCTION BOX 2	11	500	20/1				20/1	--	12	SPARE
SUBTOTAL "A"		1000						1400		
TOTAL WATTS "A,B,C"		= 2.4KW								

SHEET E-20

DRAWN BY MLB DATE 02/06/13
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REVISIONS

NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PANELBOARD SCHEDULES
LOCATION 1 (BUILDING N)

DRAWING NO.
204 OF 482

PANELBOARD TP-2
VOLTAGE 120/208V
PHASE/WIRE 3/4

MAINS 100A. MCB
BUS RATING 100A.
MOUNTING SURFACE

DESCRIPTION	CKT NO.	LOAD (WATTS) A	B	C	AMPS/ POLES	CKT BKR	CKT BKR	AMPS/ POLES	LOAD (WATTS) A	B	C	CKT NO.	DESCRIPTION
SPARE	1	--			20/1			20/1	--			2	SPARE
SPARE	3		--		20/1			20/1		200		4	LIGHTING CONTACTOR (CONTROL)
SPARE	5			--	20/1						2000	6	
EMERGENCY LIGHT	7	100			20/1			30/3	2000			8	HVAC UNITS
INTERIOR LIGHTS	9		200		20/1					2000		10	
EXTERIOR BUILDING LIGHTS	11			240	20/1			20/1			2400	12	UPS-2 (3000VA)
SPARE	13	--			20/1			20/1	--			14	SPARE
SPARE	15		--		20/1			20/1		--		16	SPARE
SPARE	17			--	20/1			20/1			--	18	SPARE
EXTERIOR RECEPTACLE	19	200			20/1			20/1	400			20	INTERIOR RECEPTACLES
EXTERIOR RECEPTACLE	21		200		20/1			20/1		400		22	INTERIOR RECEPTACLES
LINE CONDITIONER (LC-1)	23			2480	30/1			20/1			--	24	SPARE
WATCH DOG CAMERA	25	500			20/2			20/1	--			26	SPARE
	27		500					20/1		--		28	SPARE
SPARE	29			--	30/1			20/1			--	30	SPARE
CCTV WASH CABINET	31	2100			20/1							32	SPACE
ROADWAY LTG TRANSFORMER	33		2000		20/1							34	SPACE
SPACE	35											36	SPACE
SUBTOTAL "A"		2900							2400				
SUBTOTAL "B"			2900							2600			
SUBTOTAL "C"				2720							4400		
TOTAL WATTS "A,B,C"		= 17.1 KW											

PANELBOARD UPS-2
VOLTAGE 120V.
PHASE/WIRE 1/2

MAINS 30A. 1P. MCB
BUS RATING 30A.
MOUNTING SURFACE

DESCRIPTION	CKT NO.	LOAD (WATTS)	AMPS/ POLES	CKT BKR	CKT BKR	AMPS/ POLES	LOAD (WATTS)	CKT NO.	DESCRIPTION
SPARE	1	--	20/1			20/1	400	2	RACK RECEPTACLE (LCC)
SPARE	3	--	20/1			20/1	400	4	RACK RECEPTACLE (I-PASS)
SPARE	5	--	20/1			20/1	400	6	RACK RECEPTACLE (FIBER)
SPARE	7	--	20/1			20/1	200	8	CARD READER PANEL
VIDEO POWER JUNCTION BOX 1	9	500	20/1			20/1	--	10	SPARE
VIDEO POWER JUNCTION BOX 2	11	500	20/1			20/1	--	12	SPARE
SUBTOTAL "A"		1000					1400		
TOTAL WATTS "A,B,C"		= 2.4KW							

SHEET E-21

DRAWN BY MLB DATE 02/06/13
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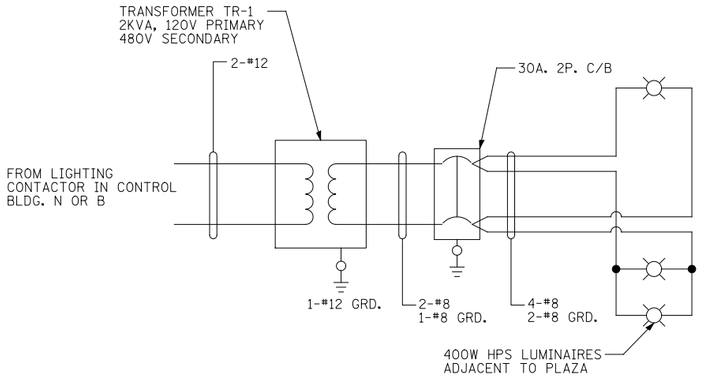
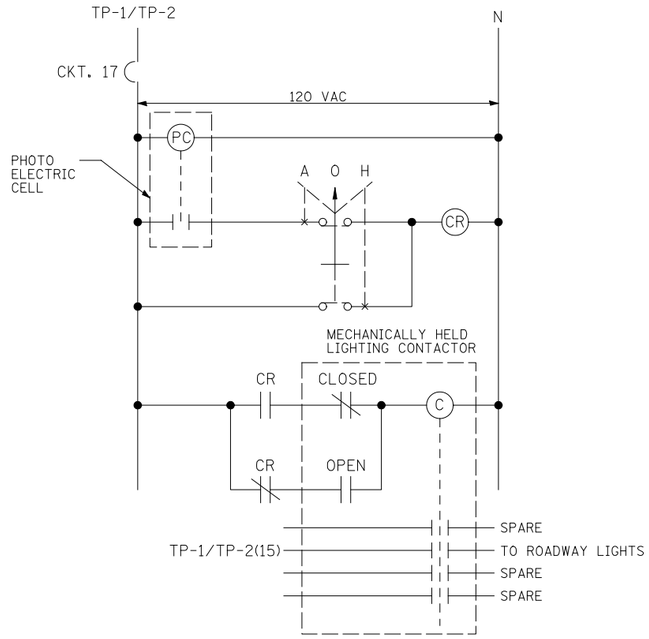
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
PANELBOARD SCHEDULES
LOCATION 2 (BUILDING B)

DRAWING NO. 205 OF 482



SCHEMATIC WIRING DIAGRAM
EMERGENCY ROADWAY PLAZA LIGHTING



LIGHTING CONTACTOR

NOTES.

1. SEE SHEET E-02 FOR SYMBOLS AND ABBREVIATIONS.
2. SEE SHEETS E-05 TO E-08 FOR CABLE AND CONDUIT ROUTING.
3. DETAILS ON THIS SHEET APPLY TO LOCATIONS 1 & 2 (PLAZA N & B).

SHEET E-22

DRAWN BY MLB DATE 02/06/13
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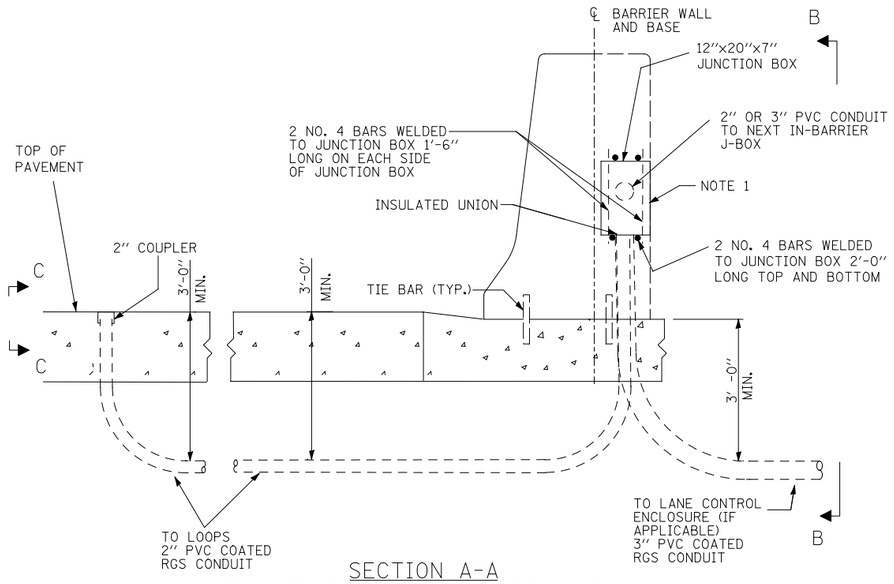
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
MISCELLANEOUS SCHEMATIC DIAGRAMS

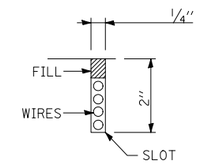
DRAWING NO.
206 OF 482



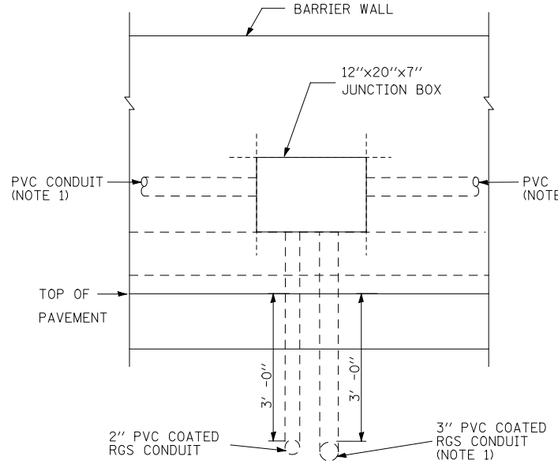
SECTION A-A
(AET LANE LOOP LAYOUT, SHEETS E-12 & E-13)

NOTES:

1. SEE SHEET E-13 AND E-14 FOR AET LOOP LAYOUT.
2. NOT USED.
3. NOT USED.
4. CONDUITS THAT STUB UP IN THE PAVEMENT ARE 2″, UNLESS NOTED OTHERWISE. CONDUITS THAT STUB UP IN THE ISLAND CAN BE 1″, 2″, 3″ OR 4″.

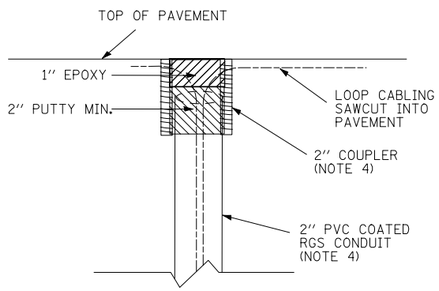


DETAIL OF
DETECTOR LOOP SLOT



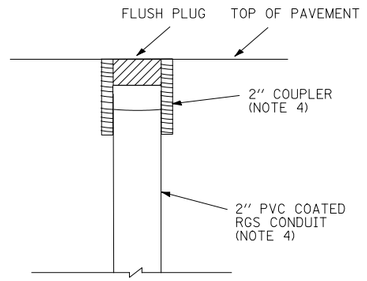
ELEVATION B-B

EMBEDDED JUNCTION BOX IN BARRIER WALL-ELEVATION



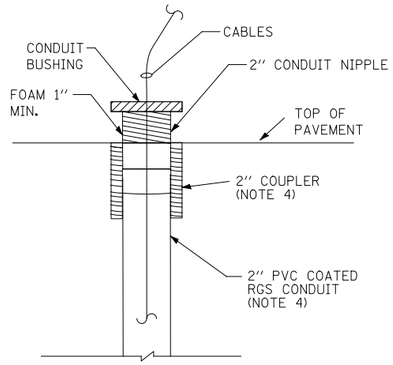
SECTION C-C

LOOP INSTALLATION DETAILS



SECTION C-C

PRIOR TO ROAD OR
ISLAND CONSTRUCTION



SECTION C-C

EQUIPMENT ENDS AFTER
CABLE INSTALLATION

DRAWN BY SMF DATE 02/06/13
CHECKED BY MCP SCALE NONE

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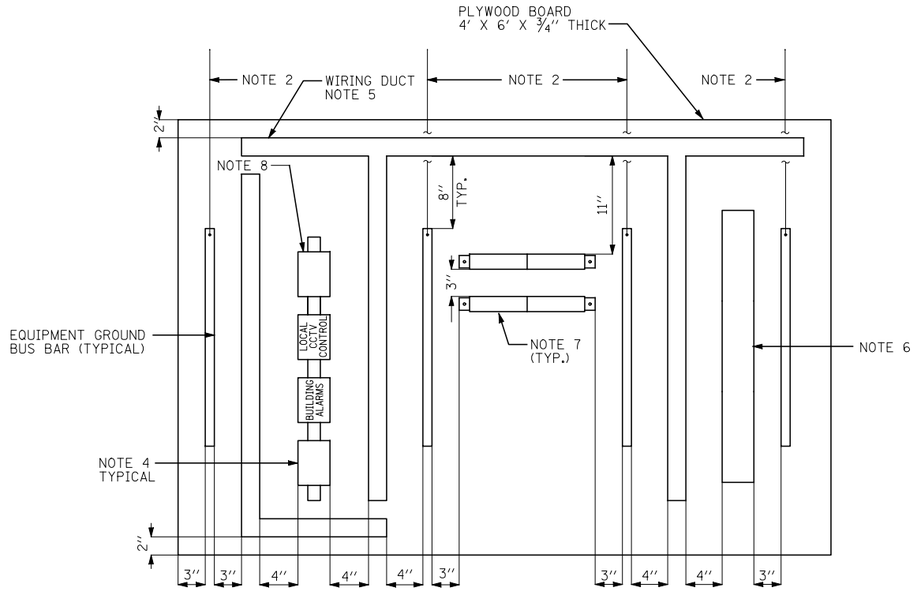
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
LOOP JUNCTION BOX
DETAILS

DRAWING NO.
207 OF 482



TERMINAL STRIP INTERCONNECT CENTER (TSIC)

NOT TO SCALE (SEE NOTE 1)

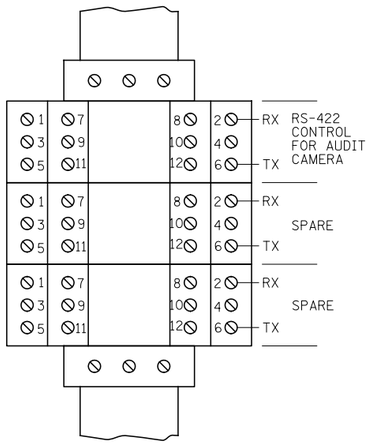
NOTES:

1. TERMINAL STRIP INTERCONNECT CENTER (TSIC) IS LOCATED IN THE CONTROL BUILDING. SEE BUILDING EQUIPMENT LAYOUT SHEET E-08 AND E-09 FOR LOCATION.
2. ROUTE #6 COPPER GROUND CABLE FROM GROUND BUS BAR TO INTERNAL PERIMETER GROUND BUS CONDUCTOR.
3. ALL EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS NOTED OTHERWISE.
4. DIN RAIL MOUNTED TERMINAL BLOCKS. SEE SHEET E-24 FOR TERMINAL BLOCK DETAILS.
5. PROVIDE WIRE DUCT AS SHOWN ON THE DRAWING. WIRE DUCT SHALL BE PANDUIT PART NUMBER E2X3LG6 WITH COVER PART NUMBER C2LG6 AND CORNER STRIP PART NUMBER CSP3LG-Q.
6. LOCAL VES CAMERAS (6) LIGHTNING PROTECTION. SURGE PROTECTION SHALL BE PROVIDED INSIDE THE VPJB USING ATLANTIC SCIENTIFIC MODEL # 90548. VES CAMERA CAT 6 SURGE SUPPRESSION SHALL BE PLACED ON THE TSIC. ATLANTIC SCIENTIFIC MODEL # ZB24563.
7. TERMINAL BLOCKS MOUNTED ON DIN RAIL. SEE SHEET E-24 FOR DETAILS.
8. AUDIT CAMERA SURGE PROTECTION FOR THE RS422 CABLE IS ATLANTIC SCIENTIFIC MODEL # 24528. FOR THE COAX CABLE SURGE PROTEECTION IS BY ATLANTIC SCIENTIFIC MODEL # 24584.
9. IF 24VAC IS SENT FROM VPJB THEN ATLANTIC SCIENTIFIC MODEL # 24580 IS USED.

3 PAIR DATA/COMMUNICATIONS CABLE COLOR CODE CHART	
PAIR NO.	MFGR'S COLOR CODE CHART COLOR COMBINATION
CABLE-1	
1	BLACK PAIRED WITH RED
2	BLACK PAIRED WITH WHITE
3	BLACK PAIRED WITH GREEN
3 PR. #22 CABLE WITH INDIVIDUALLY SHIELDED PAIRS SHALL BE BELDEN #88777 OR MANHATTAN #M43103.	

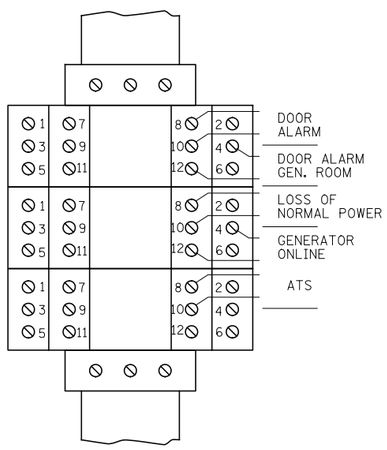
6 PAIR DATA/COMMUNICATIONS CABLE COLOR CODE CHART	
PAIR NO.	MFGR'S COLOR CODE CHART COLOR COMBINATION
CABLE-2	
1	BLACK PAIRED WITH RED
2	BLACK PAIRED WITH WHITE
3	BLACK PAIRED WITH GREEN
4	BLACK PAIRED WITH BLUE
5	BLACK PAIRED WITH YELLOW
6	BLACK PAIRED WITH BROWN
6 PR. #22 CABLE WITH INDIVIDUALLY SHIELDED PAIRS SHALL BE BELDEN #88778 OR MANHATTAN #M43106	

9 CONDUCTOR ALARM CABLE COLOR CODE CHART	
CONDUCTOR NO.	MFGR'S COLOR CODE CHART COLOR COMBINATION
CABLE-3	
1	BLACK
2	WHITE
3	RED
4	GREEN
5	ORANGE
6	BLUE
7	WHITE/BLACK
8	RED/BLACK
9	GREEN/BLACK
9 CONDUCTOR #22 SHIELDED CABLE SHALL BE BELDEN #83559.	



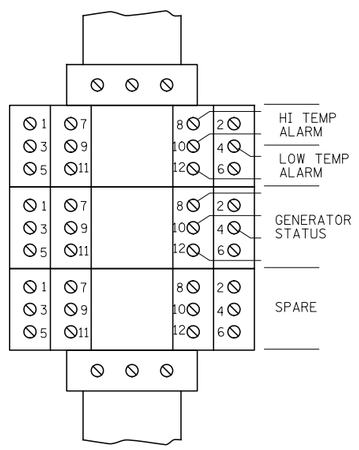
LOCAL RAMP CCTV CONTROL TERMINAL STRIP

NOT TO SCALE



BUILDING ALARMS TERMINAL STRIP

NOT TO SCALE



BUILDING ALARMS TERMINAL STRIP

NOT TO SCALE

NOTE:
PLAZA BULDING "B" WILL NOT HAVE GENERATOR RELATED ALARMS.

SHEET E-24

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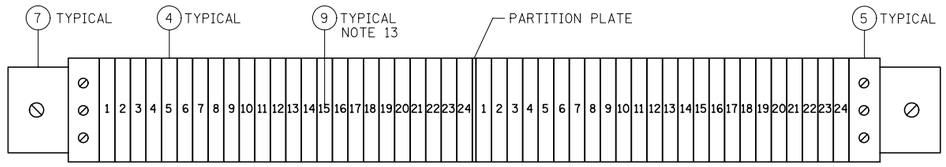
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
TSIC TERMINAL BLOCK LAYOUT

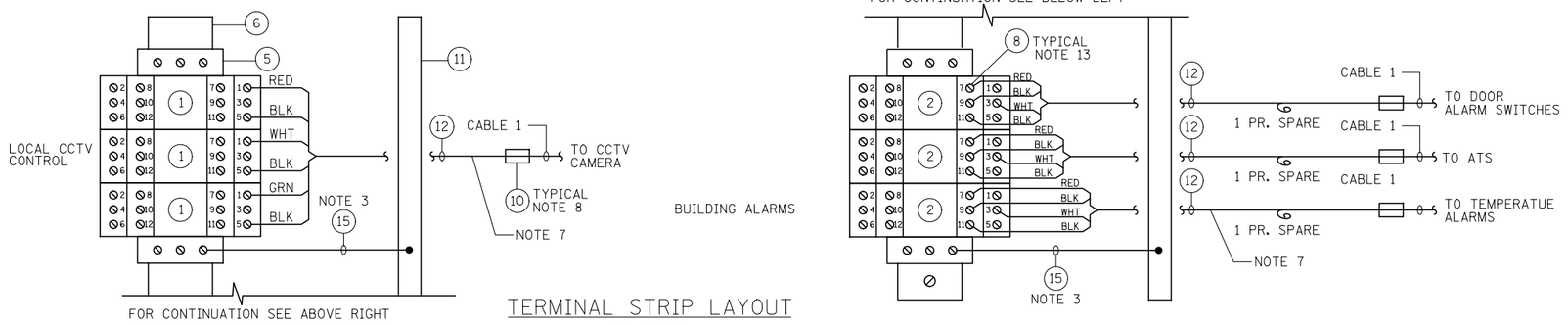
DRAWING NO.

208 OF 482



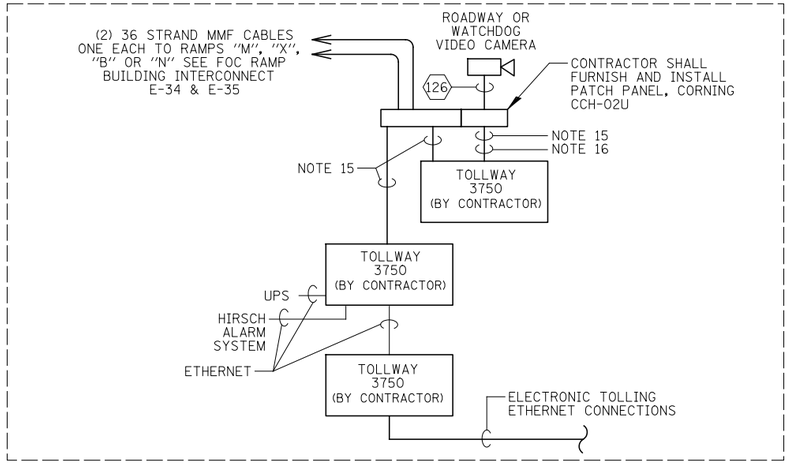
TERMINAL STRIP LAYOUT

SEE NOTE 1

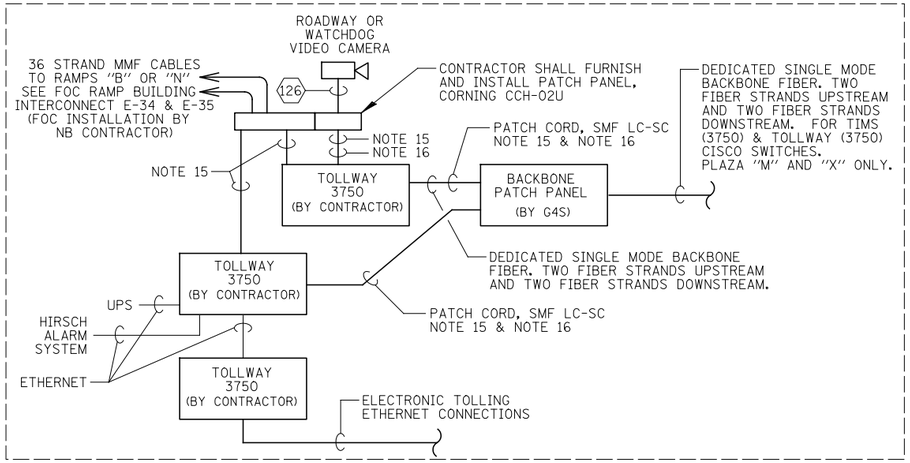


TERMINAL STRIP LAYOUT

SEE NOTE 1

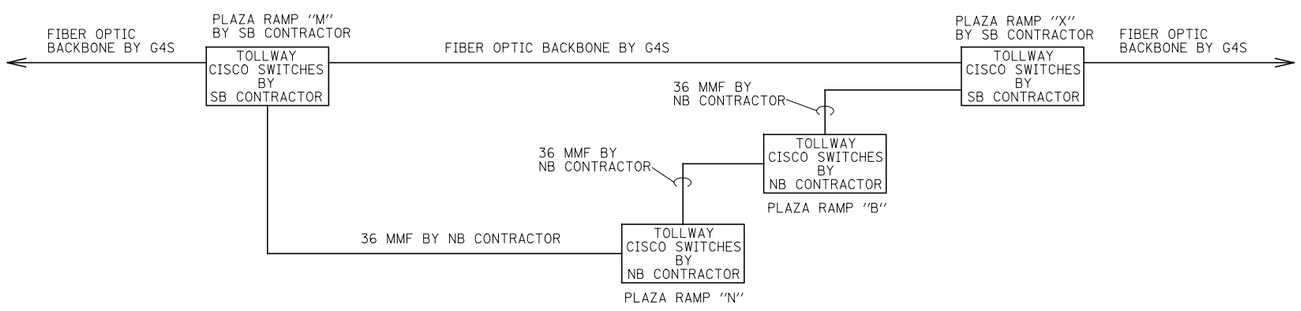


RAMP PLAZA "N" AND "B"



RAMP PLAZA "M" AND "X"

FOR INFORMATION ONLY



RAMP INTERCONNECT BLOCK DIAGRAM

NOTES:

1. TERMINAL BLOCKS ARE LOCATED ON THE TERMINAL STRIP INTERCONNECT CENTER (TSIC) LOCATED IN PLAZA BUILDING. FOR A COMPLETE LAYOUT OF THE TERMINAL BLOCKS MOUNTED ON THE TSIC, SEE SHEET E-24.
2. TERMINAL BLOCKS, TERMINAL BLOCK MARKER STRIPS, AND GROUND BUS BARS ARE SHOWN DIAGRAMMATICALLY. WIRING DUCT IS NOT SHOWN ON THIS DRAWING.
3. ROUTE #6 COPPER GROUND CABLE FROM GROUND TERMINAL BLOCK TO GROUND BUS BAR.
4. DETAILED LANE CABLE WIRING DIAGRAM WILL BE PROVIDED BY THE AUTHORITY.
5. THE CONTRACTOR SHALL IDENTIFY EACH LANE CABLE ON AS-BUILT DRAWINGS.
6. ROUTE #6 COPPER GROUND CABLE FROM GROUND BUS BAR TO THE BUILDING'S MASTER GROUND BAR. SEE SHEET E-11 & E-12 FOR LOCATION OF MASTER GROUND BAR.
7. SHIELD GROUND WIRE TIED BACK IN 3" PIGTAIL AND TERMINATED TO TSIC GROUND BUS BAR WITH A BURNDY TYPE YAEV LUG. THE COMPONENT END OF THE SHIELD GROUND WIRE IS NOT TO BE TERMINATED.
8. EACH CABLE SHALL BE IDENTIFIED WITH A CABLE MARKER.
9. ROUTE #6 COPPER GROUND CABLE FROM GROUND BUS BAR TO ADJACENT GROUND BAR ON BOARD AS SHOWN.
10. FOR DATA/COMMUNICATIONS CABLE COLOR CODE CHART, SEE SHEET E-01.
11. SEE SHEET E-24, FOR THE LOCAL RAMP CONTROL TERMINAL STRIP CONNECTION DESIGNATIONS.
12. EACH TERMINAL BLOCK WIRING TERMINAL SHALL BE IDENTIFIED WITH A TERMINAL MARKER. THE MARKERS SHALL BE NUMBERED AS DIRECTED BY THE AUTHORITY.
13. SEE SHEET E-24, FOR THE BUILDING ALARMS TERMINAL STRIP CONNECTION DESIGNATIONS.
14. ALL ELECTRICAL CABLES FROM CAMERAS (POWER WIRING, CONTROL WIRING, COAX, CAT6, ETC.) SHALL BE SURGE PROTECTED AS THEY ENTER BUILDING. EACH WILL BE OUTDOOR TEMPERATURE RATED CABLE.
15. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL F.O. PATCH CORDS.
16. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL CISCO 3750 SWITCHES, INCLUDING MULTIMODE FIBER SFP's SINGLE MODE FIBER SFP'S & ATTENUATOR PADS. EACH 3750 REQUIRES 3-SMF SFP'S PART # GLC-LH-SM. ALL ETHERNET CABLES SHALL BE FURNISHED BY CONTRACTOR.

EQUIPMENT LEGEND

ITEM	DESCRIPTION
1	TERMINAL BLOCK WITH DATA SIGNAL PROTECTION. PHOENIX CONTACT "PLUGTRAB PT" SERIES CATALOG NUMBER FOR PLUG PT5-HF-12DC-ST WITH BASE ELEMENT PT2x2-BE.
2	TERMINAL BLOCK WITH DISCRETE SIGNAL PROTECTION. PHOENIX CONTACT "PLUGTRAB PT" SERIES CATALOG NUMBER FOR PLUG PT2x1-5DC-ST WITH BASE ELEMENT PT2x1-BE.
3	NOT USED.
4	UNIVERSAL TERMINAL BLOCK. PHOENIX CONTACT CATALOG NUMBER UK5N.
5	GROUND TERMINAL BLOCK. PHOENIX CONTACT CATALOG NUMBER USLKG10N.
6	MOUNTING RAIL; COPPER UNPERFORATED, 35mm X 7.5m X 900mm, PHOENIX CONTACT CATALOG NUMBER 0801762.
7	MOUNTING RAIL; COPPER UNPERFORATED, 35mm X 7.5m X 375mm, PHOENIX CONTACT CATALOG NUMBER 0801762.
8	TERMINAL BLOCK MARKERS. PHOENIX CONTACT CATALOG NUMBER ZB 5.
9	TERMINAL BLOCK MARKERS. PHOENIX CONTACT CATALOG NUMBER ZB 6.
10	CABLE MARKERS. BRADY TYPE PWC-PK-3.
11	EQUIPMENT GROUND BUS BAR. HOFFMAN CATALOG NUMBER X-GS6K.
12	3 PAIR #22 CABLE WITH INDIVIDUALLY SHIELDED PAIRS.
13	NOT USED.
14	NOT USED.
15	1-1/C #6 GROUND CABLE. (NOTES 3, 6, AND 9)

DRAWN BY MLB DATE 02/06/13
CHECKED BY MCP SCALE NONE

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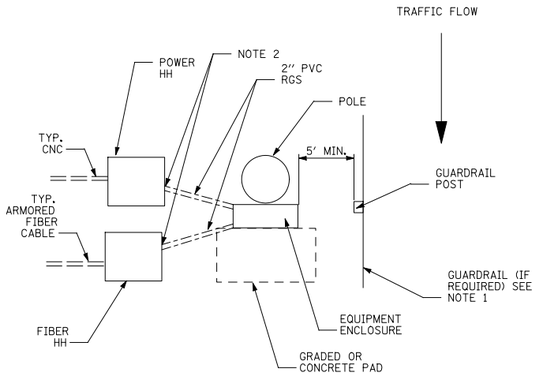
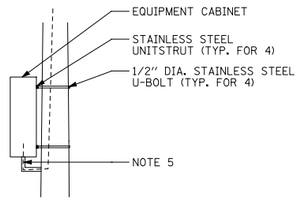
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
TSIC IN CONTROL BUILDING

DRAWING NO.
209 OF 482



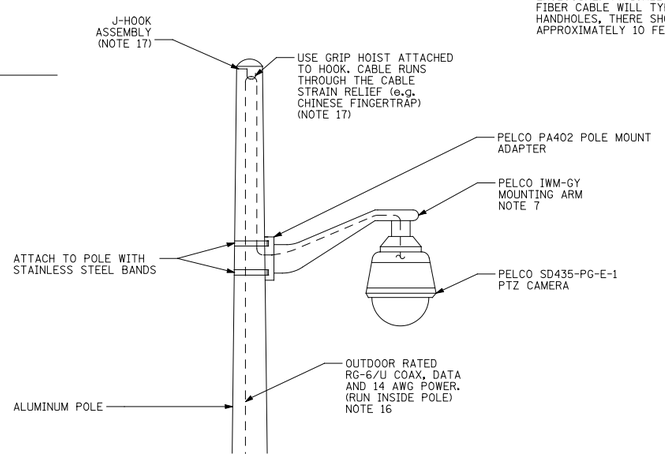
TOP VIEW



SIDE VIEW

POLE MOUNTED CAMERA ASSEMBLY

NOT TO SCALE



POLE TOP DETAIL

NOT TO SCALE

NOTES:

1. CAMERA POLES PROTECTED BY GUARDRAIL SHALL BE LOCATED A MINIMUM OF 5' TO A MAXIMUM OF 20' BEHIND THE GUARDRAIL POST. SEE TOLLWAY GUARD RAIL STANDARD (SECTION C OF STANDARDS) FOR MORE INFORMATION. ALL OTHER POLES SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, 47' FROM THE EDGE OF TRAVEL LANE, OR AS DIRECTED BY THE CONSTRUCTION MANAGER. FINAL LOCATION TO BE DETERMINED BY THE CONSTRUCTION MANAGER AND TOLLWAY ENGINEER.
2. GROUT THE AREA AROUND THE CONDUIT'S PENETRATION TO REDUCE RODENT ENTRY.
3. ALL EQUIPMENT MUST BE CONNECTED TO A COMMON GROUND. CONNECT A #2 AWG GROUND CABLE FROM THE EXTERNALLY POLE MOUNTED GROUND BUSS BAR TO THE GROUND BAR IN THE COMMUNICATIONS ENCLOSURE. ANY GROUND CABLES ROUTED INSIDE THE ENCLOSURE SHALL BE GREEN INSULATED TYPE RHW CONDUCTORS. ANY GROUND CONDUCTORS THAT ARE BURIED SHALL BE BARE COPPER TINNED. ANY GROUND CONNECTED TO THE EXTERNALGROUND BUS BAR SHALL BE CAD WELDED TO THE BUS BAR. SEALTITE CONDUIT SHOULD BE GROMMETTED ON END GOING TO BUSS BARTO PREVENT RODENTS AND INSECTS FROM ENTERING.
4. NOT USED.
5. PROVIDE A 1-1/2" ALUMINUM CONDUIT NIPPLE WITH LB FITTING FOR ROUTING CAMERA CABLES INSIDE THE POLE TO THE COMMUNICATIONS ENCLOSURE. DRILL AND TAP POLE FOR THE CONDUIT NIPPLE. COMMUNICATION CABLE SLACK SHALL BE PULLED AND FASTENED WITHIN THE TOP OF THE POLE. PROPER CABLE STRAIN RELIEF SHALL BE INSTALLED AND APPROVED BY THE CONSTRUCTION MANAGER. ALL CABLE RUN INSIDE THE POLE SHALL NOT HANG BELOW THE TOP OF THE HANDHOLE COVER ON THE POLE.
6. FIBER OPTIC CABLE, GROUND AND POWER CABLES RUN OUTSIDE THE POLE. ALL CONDUITS ENTERING THE ENCLOSURE SHALL BE SEALED WITH DUCT SEAL PUTTY (RAINBOW TECHNOLOGY OR EQUIVALENT) TO PREVENT RODENTS OR INSECTS FROM ENTERING THE ENCLOSURE. THE LB FITTING FROM THE POLE TO THE ENCLOSURE SHALL BE SEALED ON THE POLE SIDE ALONG WITH THE ENCLOSURE SIDE.
7. CONTRACTOR TO PROVIDE ALL POWER, COMMUNICATIONS AND GROUND WIRING REQUIRED FOR SYSTEM OPERATION. WORK IS INCIDENTAL TO ENCLOSURE INSTALLATION.
8. CONTRACTOR TO SEAL THE CAMERA HOUSING PER THE MANUFACTURERS RECOMMENDATION USING RECTORSEAL DUCT SEAL. SEE SPECIFIC MANUFACTURER INSTRUCTIONS FOR MORE DETAILS. CONTRACTOR TO SECURE, WITH A TIE-WRAP, A ULINE S-3902 DESICCANT PACK INSIDE THE CAMERA HOUSING TO ABSORB ANY MOISTURE.
9. ATTACH SEALTITE CONDUIT TO POLE FOR SUPPORT. USE METAL BUSHING WHEN CONNECTING SEALTITE TO CABINET. USE GROMMETS AT BOTH ENDS OF CONDUIT TO SEAL CONDUIT BUT ALLOW GROUND CABLE TO RUN THROUGH BOTH ENDS.
10. GROUND ROD SHALL BE PLACED A MINIMUM OF ELEVEN FEET FROM THE FOUNDATION. A GROUND WELL SHALL BE INCLUDED TO PERMIT ACCESS TO THE GROUND ROD CONNECTION. CONNECTION TO THE GROUND BUSS BAR AND THE GROUND ROD SHALL BE CADWELD.
11. UPON COMPLETION OF INSTALLATION, ALL OPEN CONDUITS SHALL BE FILLED WITH 4 INCHES OF STEEL WOOL AND 4 INCHES OF SPRAY FOAM SEALANT TO SEAL GAPS AND CRACKS, FOR RODENT PROTECTION. WORK IS INCIDENTAL TO CABINET INSTALLATION.
12. A FLAT STEEL MESH PANEL ALONG WITH A COMMERCIALLY AVAILABLE HYDROPHOBIC LOW DENSITY COMPOSITE BACKFILL MATERIAL (KNOWN AS Q-SET 250) SHALL BE INSTALLED BETWEEN THE ANCHOR BASE AND THE POLE TO PREVENT THE ENTRY OF RODENTS INTO THE POLE. SEE SPECIAL PROVISIONS FOR MORE DETAILS.
13. IN LOCATIONS WHERE CROSS SLOPES ARE GREATER THAN 4H:1V, AND AS NOTED IN THE PLANS, CONSTRUCT A PCC SIDWALK, 5 INCH (USE IDOT PAY ITEM 42400200, 4 FT x 4 FT) PAD. PAD TO BE PLACED AT THE SAME LEVEL AS THE TOP OF POLE BASE OR APPROVED EQUIVALENT.
14. THIS CAMERA ENCLOSURE DETAIL WILL BE UTILIZED FOR POLE MOUNTED APPLICATIONS ONLY, IT CANNOT BE UTILIZED FOR TOWER MOUNTED APPLICATION.
15. BACKFILL PER TOLLWAY STANDARD H1. BACKFILL SHALL BE TO THE TOP OF THE POLE BASE ON ALL SIDES.
16. ALL CABLING (INCLUDING CABLE INSIDE ENCLOSURE) IS OUTDOOR RATED CABLE. PART NUMBERS OF THE CABLES ARE, #14 AWG 3/C CCTV POWER CABLE (BELDEN CATALOG No. 9367), RS-422 CCTV CONTROL CABLE (BELDEN CATALOG No. 9829) AND RG-6/U CCTV COAX CABLE (BELDEN CATALOG No. 5339X5). THE GROUND WIRE (WHITE) IN THE 3/C #14 CCTV POWER CABLE SHALL BE TAPED GREEN.
17. THE J-HOOK SHALL BE WELDED IN PLACE TO THE SIDE OF THE POLE, NEAR THE TOP OF THE POLE. THE CONTRACTOR SHALL PROVIDE A CUSTOM FLAT TOP POLE CAP THAT WILL FIT THE POLE TOP WITH THE J-HOOK WELDED TO THE SIDE. THE POLE CAP SHALL BE SECURED TO THE POLE TOP BY DRILLING AND INSERTING SET SCREWS.
18. FIBER AND POWER HANDHOLES REQUIRED. PVC RGS ILLUSTRATED FROM HANDHOLES TO CAMERA ENCLOSURE. TYPICALLY CNC WILL ENTER HANDHOLES FROM POWER SOURCE WHILE ARMORED FIBER CABLE WILL TYPICALLY ENTER FROM FIBER SOURCE. ONCE POWER AND FIBER ENTER THEIR HANDHOLES, THERE SHOULD BE APPROXIMATELY 10 FEET OF CABLE SPOOLED IN THE HANDHOLES. APPROXIMATELY 10 FEET OF SPOOLED UP CABLE.

SHEET E-26

DRAWN BY MLB DATE 02/06/13
CHECKED BY MCP SCALE NONE

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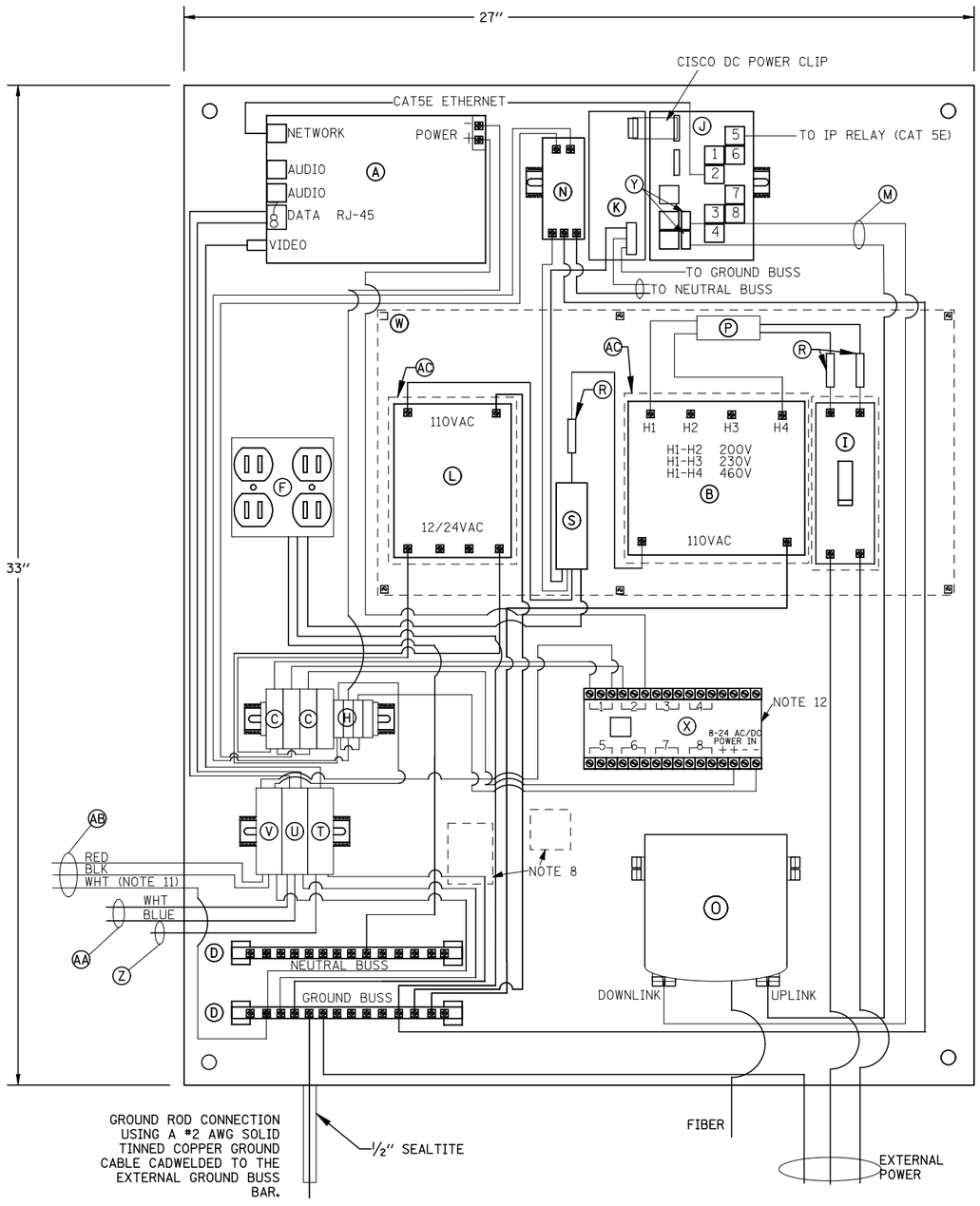
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
POLE MOUNTED CCTV ASSEMBLY

DRAWING NO. 210 OF 482



POLE MOUNTED CCTV CABINET - IP RLEAY WIRING TABLE							
FROM CONNECTION				WIRE OR CABLE	TO CONNECTION		
DEVICE	TB	CONNECTION	DESCRIPTION		DEVICE	TB	CONNECTION
C	TB1	+ 24 VAC	CIRCUIT BREAKER FOR CCTV		IP_RELAY	TB1	1 NC
					IP_RELAY	TB1	1 NO
V	TB 1	POWER +	24VAC SURGE PROTECTOR FOR CCTV	16 AWG	IP_RELAY	TB1	1 COM
C	TB 1	+ 12VAC	CIRCUIT BREAKER FOR ENCODER		IP_RELAY	TB1	2 NC
					IP_RELAY	TB1	2 NO
A	TB 1	POWER +	OPTELECOM ENCODER C-60-E-MC/SA		IP_RELAY	TB1	2 COM
			RESERVED FOR WIRELESS RADIO/SENSYS AP		IP_RELAY	TB1	3 NC
					IP_RELAY	TB1	3 NO
					IP_RELAY	TB1	3 COM
			RESERVED FOR DMS OR WIM		IP_RELAY	TB1	4 NC
					IP_RELAY	TB1	4 NO
					IP_RELAY	TB1	4 COM
			RESERVED FOR FLASHING BEACONS		IP_RELAY	TB1	5 NC
					IP_RELAY	TB1	5 NO
					IP_RELAY	TB1	5 COM
			UNUSED		IP_RELAY	TB1	(6/ 7 / 8) NC
					IP_RELAY	TB1	(6/ 7 / 8) NO
					IP_RELAY	TB1	(6/ 7 / 8) COM

ITEM DESCRIPTION

A VIDEO ENCODER, SIQURA MODEL C-60-E-MC/SA WITH PSR-12DC/US POWER ADAPTER

B CONTROL POWER TRANSFORMER, 1000VA, 208/240/480-120VAC, 1PH, SQUARE D CLASS 9070, TYPE T1000D95 (OR EQUIVALENT)

C FOUR (4) SINGLE CIRCUIT FUSIBLE TERMINAL BLOCKS, WITH LED BLOWN FUSE INDICATOR. COMPLETE WITH 5 AMP FUSE, MOUNTING RAIL, ANCHORS, BARRIERS, MARKING STRIPS AND JUMPERS. ALLEN BRADLEY CAT No. 1492-FB1M30-D1. FOUR TERMINAL BLOCKS ALLEN BRADLEY CAT No. 1492-CD8. (OR EQUIVALENT)

D TWO (2) GROUNDING BAR SYSTEM, HOFFMAN CAT NO, PGS2K (OR EQUIVALENT)

E NEMA 4X STAINLESS STEEL, 36″H X 30″W X 12″D ENCLOSURE HOFFMAN CAT No. (A36H3012SS6LP) WITH 33″X27″ PANEL (A36P30) (OR EQUIVALENT)

F TWO DUPLEX 120V RECEPTACLES, ONE GFCI (HUBBELL GFR5362TR) AND ONE STANDARD (HUBBELL BR20WR). SEE NOTE 9

G NOT USED

H FIVE (5) MERSEN ATM5, 5 AMP FUSE (OR EQUIVALENT)

I 240V, 2P, 30A CKT BRKR, CUTLER HAMMER TYPE HFD2030L (OR EQUIVALENT)

J CISCO MODEL IE-3000-8TC-E SWITCH.

K CISCO MODEL PWR-IE3000-AC= POWER SUPPLY

L CONTROL POWER TRANSFORMER, 250VA, 120-24VAC, 1PH SQUARE D CLASS 9070, TYPE T250D13 (OR EQUIVALENT)

M 9′ 6-SMFO LC-SC JUMPERS, CORNING CATALOG No. 047206RW425009F OR 6′ 6-MMFO LC-SC JUMPERS, CORNING CATALOG No. 055702K5116002M.

N SIQURA C-60-E-MC/SA POWER SUPPLY (PSR 12-DC/US)

O CORNING WMO-85 WITH (6) WMO-CP02-59-85 (FOR SMFO) OR CORNING WMO-85 WITH (6) WMO-CP02-91-85 (FOR MMFO).

P COOPER CROUSE HINDS 240VAC SURGE SUPPRESSOR, PIN MA15/D/2/5I, MOUNTED ON DIN RAIL

Q PANDUIT WIRING DUCT (OR EQUIVALENT) CATALOG No. F1X1LG6 WITH COVER C1LG6

R THREE (3) MERSEN 10 AMP FUSE (ATM10) (OR EQUIVALENT)

S ALTECH 38041 SPLICE BLOCK (OR EQUIVALENT)

T ATLANTIC SCIENTIFIC COAX SURGE SUPPRESSOR, P/N 24584, MOUNTED ON COMMON DIN RAIL

U ATLANTIC SCIENTIFIC RS-422 SURGE SUPPRESSOR, P/N 24528, MOUNTED ON COMMON DIN RAIL

V ATLANTIC SCIENTIFIC 24VAC SURGE SUPPRESSOR, P/N 24580, MOUNTED ON COMMON DIN RAIL

W CLEAR PLEXIGLASS SAFETY COVER ENCOMPASSING ITEMS L, R, S, B, P & I, WITH OPENING FOR OPERABLE SWITCH I. (THE INSTALLER SHALL PERMANENTLY AFFIX A LABEL STATING ″DANGER 480 VAC″ OR ″DANGER 240 VAC″ OR NO LABEL FOR 120 VAC AS FIELD CONDITIONS WARRANT.)

X POWER CONTROLLER, DATA LOGGERS, INC 8-CHANNEL DIN ETHERNET RELAY

Y (2) GLC-LX-SM-RGD = 1 GBPS SM SFP MODULES OR (2) GLC-FE-100FX-RGD = 100 MBPS MM SFP MODULES.

Z RG-6/U COAX CABLE, BELDEN CATALOG No. 5339X5

AA RS-422 CONTROL CABLE, BELDEN CATALOG No. 9829

AB #14 3/C CCTV POWER CABLE, BELDEN CATALOG No. 9367.

AC TRANSFORMER COVERS, SQUARE D CATALOG No. 9070FSC2

NOTES:

1. ALL POWER WIRING SHALL BE RHH/RHW
2. CONTRACTOR TO VERIFY CORRECT TRANSFORMER TAPS ARE USED BASED ON INCOMING POWER SOURCE
3. ALL CABLES AND EQUIPMENT SHALL BE PROPERLY DRESSED AND LABELED. ALL CONDUITS SHALL BE PROPERLY PLUGGED WITH DUCT SEAL PUTTY (RAINBOW TECHNOLOGIES OR EQUIVALENT).
4. NOT USED
5. EACH 120VAC OUTLET, PS OR TRANSFORMER (ITEM F, K, L & N) SHALL BE FED FROM A SEPARATE FUSED INPUT LINE.
6. MOUNT ITEMS J, K & N ON A 15 INCH CONTINUOUS SECTION OF DIN RAIL. THE DIN RAIL SHALL BE INSTALLED WITH THE CENTER LINE NO LESS THAN 5 INCHES FROM ANY OBSTACLE ABOVE AND NO LESS THAN 4 INCHES FROM ANY OBSTACLE BELOW.
7. ALL CABLES INSTALLED WITHIN THE CCTV CABINET AND POLE SHALL BE OUTDOOR RATED.
8. THESE ELEMENTS ARE ILLUSTRATED FOR FUTURE USAGE. THEY ARE THE SURGE SUPPRESSOR AND POWER OVER ETHERNET DEVICES FOR AN ACCESS POINT ELEMENT UTILIZED FOR RAMP QUEUE DETECTION.
9. THE GFI OUTLETS LOAD SHALL NOT BE CONNECTED TO ANY OTHER LOAD IN THE ENCLOSURE. THE GFI IS INTENDED TO BE UTILIZED FOR EXTERNAL EQUIPMENT ONLY.
10. ALL BREAKERS SHALL BE LABELED (e.g. CAMERA, ENCODER, IP RELAY).
11. THE GROUND WIRE IN THE 3/C #14 CCTV POWER CABLE SHALL BE TAPED GREEN.
12. USE THE MOUNTING TABS ON THE IP RELAY UNIT TO MOUNT THE UNIT DIRECTLY TO THE BACK PLATE. REFER TO THE IP RELAY WIRING TABLE FOR WIRING DETAILS.

SHEET E-27

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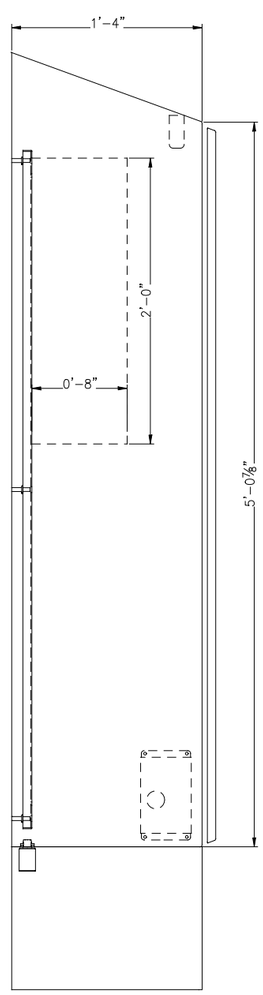
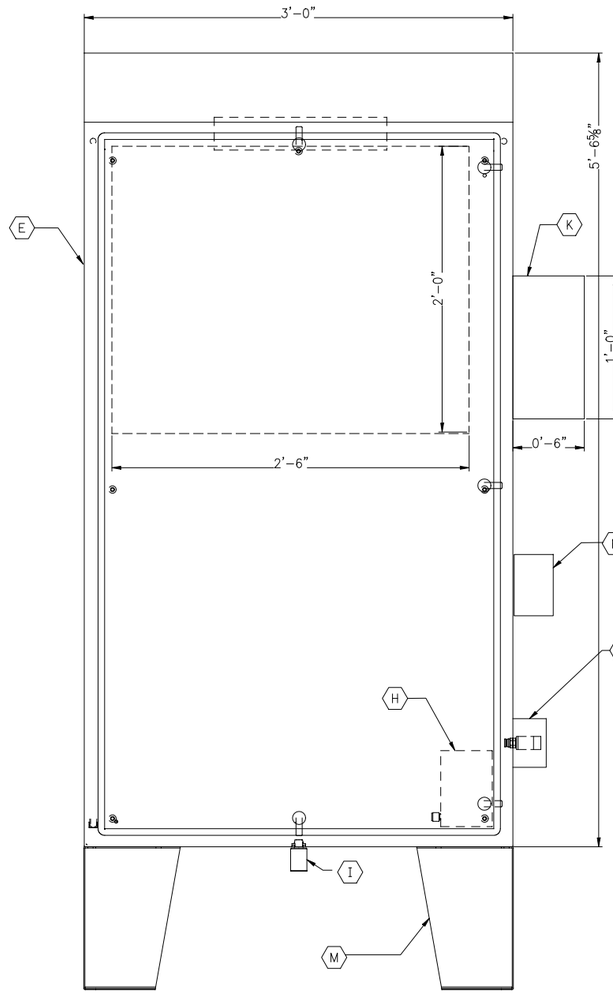
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
POLE MOUNTED CCTV
CABINET DETAIL

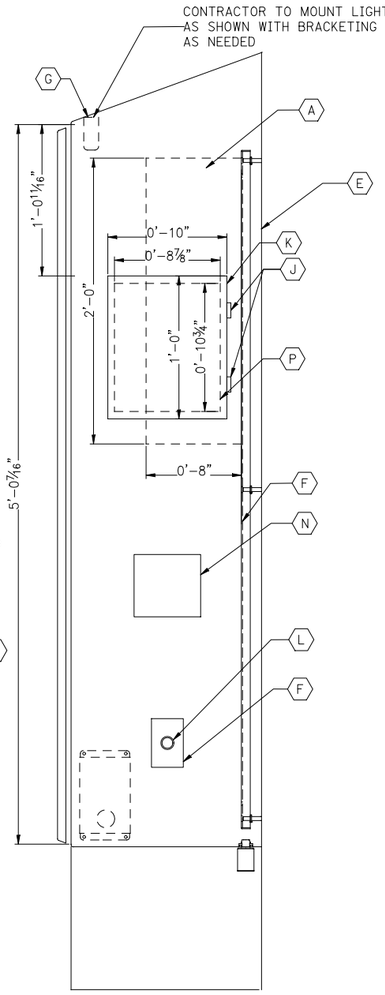
DRAWING NO.
211 OF 482



MAIN ENCLOSURE
LEFT SIDE VIEW

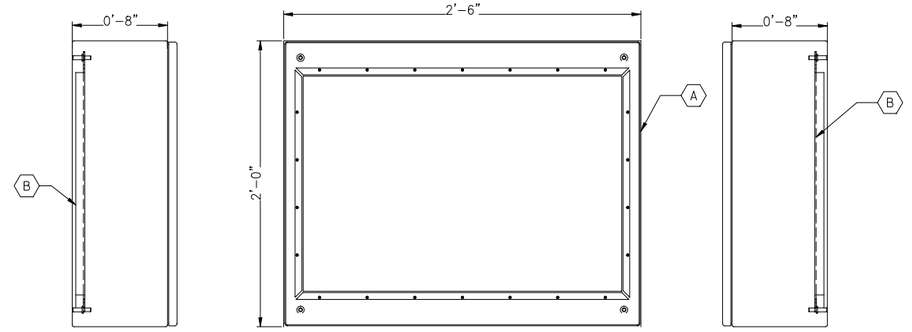


MAIN ENCLOSURE
FRONT VIEW



MAIN ENCLOSURE
RIGHT SIDE VIEW

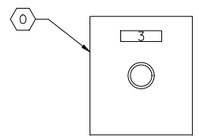
BOM (ALL COMPONENTS ''OR APPROVED EQUAL'')		
MARK NO.	QTY.	DESCRIPTION
A	1	NEMA 4X S.S. ENCLOSURE - 30''H X 24''W X 8''D HOFFMAN CATALOG No. CSD30248WSS
B	1	SUBPANEL FOR NEMA 4X S.S. ENCLOSURE HOFFMAN CATALOG No. CP3024
D	1	GROUNDING BAR HOFFMAN CATALOG No. PGS2K (NOT ILLUSTRATED ON DRAWING)
E	1	NEMA 4X S.S. ENCLOSURE - 60''H X 36''W X 16''D HOFFMAN CATALOG No. WS603616SS WITH MOUNTING BRACKETS (HOFFMAN CAT. No. CMFKSS) & PAD LOCKING HANDLE KIT (HOFFMAN CAT. No. WSHPL)
F	1	SUBPANEL FOR NEMA 4X S.S. ENCLOSURE HOFFMAN CATALOG No. A60P36
G	1	INCANDESCENT LIGHT FIXTURE FOR ENCLOSURE WITH 120VAC OUTLET HOFFMAN CATALOG No. LF120V15 WITH DOOR SWITCH HOFFMAN CATALOG No. ALFSWD
H	1	ELECTRIC HEATER WITH THERMOSTAT
I	1	SS VENT DRAIN HOFFMAN CATALOG No. AVDR4SS4
J	2	FAST OPERATING STAINLESS STEEL CLAMP HOFFMAN CATALOG No. AL23SS
K	1	NEMA 4X S.S. ENCLOSURE - 12''H X 10''W X 6''D HOFFMAN CATALOG No. A12106CHNFSS
L	1	3/8'' S.S. QUICK DISCONNECT ALPHA TECHNOLOGIES CATALOG No. 8013106
M	1	FLOOR STAND KIT FOR S.S ENCLOSURE HOFFMAN CATALOG No. AFK1216SS
N	1	OUTDOOR WEATHERPROOF ELECTRICAL DUAL OUTLET GFCI 20A WITH COVER THOMAS & BETTS CATALOG No. CKMUV
O	1	OUTDOOR WEATHERPROOF COVER, TAYMAC CATALOG No. MX6200S
P	1	SUBPANEL FOR NEMA 4X SS JUNCTION BOX A12106CHNFSS HOFFMAN CATALOG No. A12P10
Q	1	JUNCTION BOX SWING OUT PANEL KIT HOFFMAN CATALOG No. AJCDFK



ELECTRICAL ENCLOSURE

NOTES:

1. MAX SYSTEM PRESSURE IS 80 PSI
2. EXACT OPERATING PRESSURE TO BE DETERMINED
3. FOR PRODUCT SUBSTITUTIONS SEE THE SPECIFICATIONS.
4. ALL CONDUITS, FITTINGS AND ENTRY POINTS INTO EACH OF THE ENCLOSURES SHALL BE PROPERLY SEALED WITH DUCT SEAL TO PREVENT MOISTURE ENTRY.



NAMEPLATE LEGEND			
NUMBER	QTY.	TEXT HEIGHT	INSCRIPTION
3	1	1/8''	AIR CONNECTION

ENLARGED CONNECTION DETAIL
NOT TO SCALE

SHEET E-28

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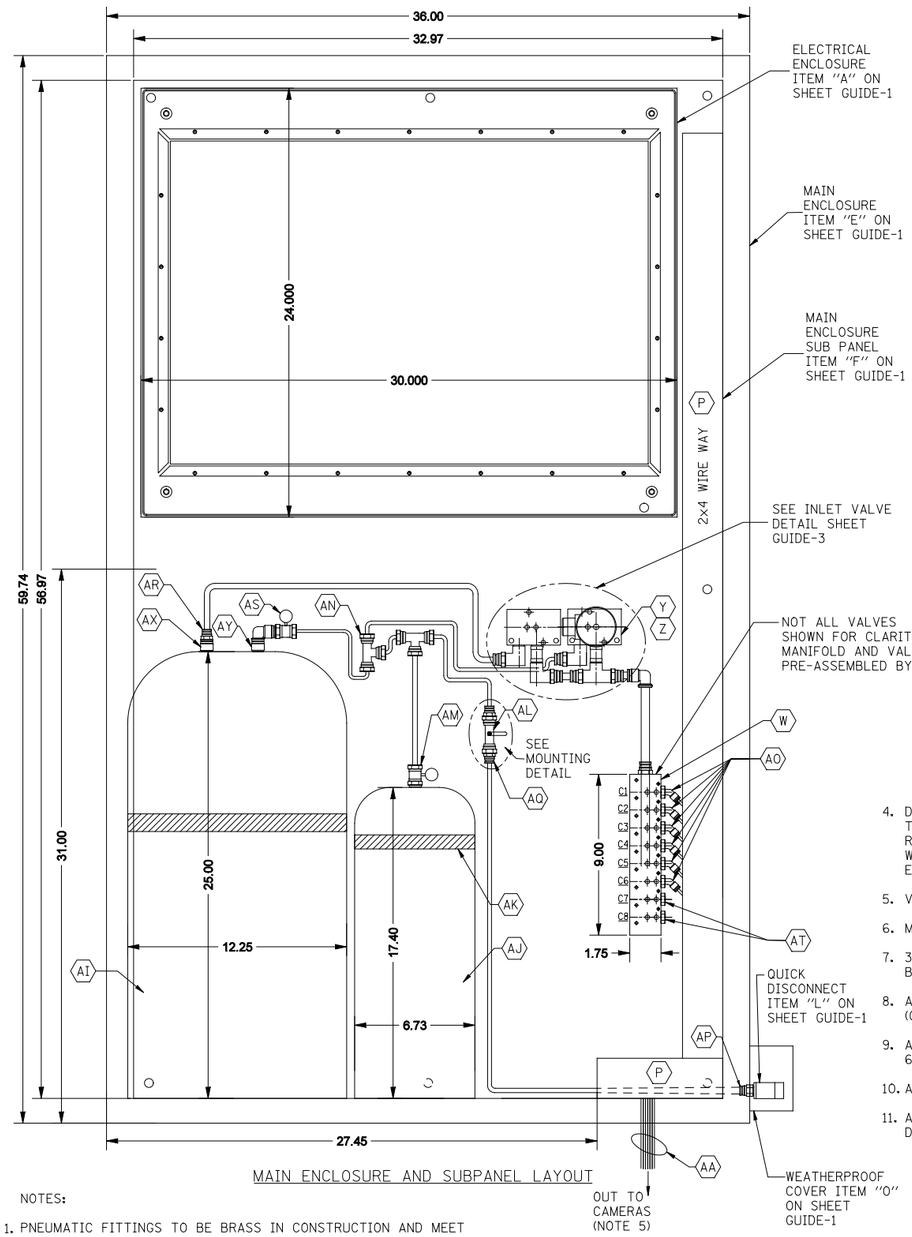
NO.	DATE	DESCRIPTION

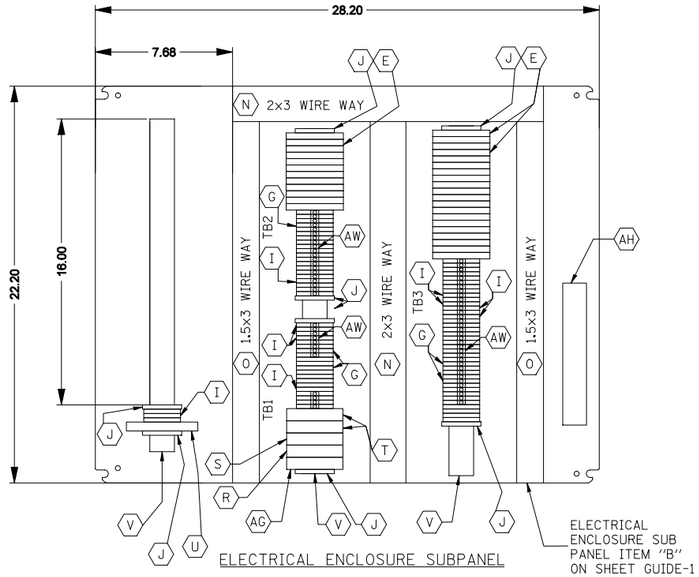
CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM
ENCLOSURE DETAILS

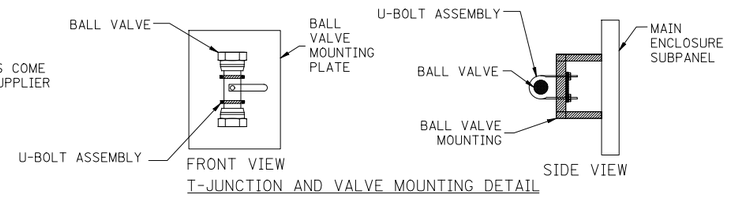
DRAWING NO.
212 OF 482



MAIN ENCLOSURE AND SUBPANEL LAYOUT



ELECTRICAL ENCLOSURE SUBPANEL



T-JUNCTION AND VALVE MOUNTING DETAIL

NOT TO SCALE

NOTES:

1. PNEUMATIC FITTINGS TO BE BRASS IN CONSTRUCTION AND MEET SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) SPECIFICATIONS.
2. QUANTITIES ILLUSTRATED ARE FOR A 2-LANE RAMP PLAZA THAT HAS SIX (6) VES CAMERAS INSTALLED (3 REAR AND 3 FRONT VES).
3. A ONE (1) ONE RAMP PLAZA HAS FOUR (4) VES CAMERAS INSTALLED (2 REAR AND 2 FRONT VES). THE VES WASH SYSTEM FOR A 1-RAMP PLAZA WILL USE A SINGLE MANIFOLD PART NUMBER EZM-2140-6-0-HC-A120 WHICH HAS SIX (6) PORTS (ONE EACH FOR THE 4 VES CAMERAS INSTALLED AND TWO (2) SPARE PORTS FOR FUTURE USE. THE SPARE PORTS WILL BE PLUGGED USING VERSA PNEUMATIC PIPE PLUGS (CATALOG No. P-1022-02A)
4. DEPENDING ON ENCLOSURE LOCATION, THE NYLON TUBING MAY HAVE TO BE LONGER THAN 100FT. ALPHA TECHNOLOGIES HAS THESE TUBES IN 100/250/500/1000FT ROLLS. THE PART NUMBER ILLUSTRATED IS FOR 100FT ROLLS. TUBING MUST RUN CONTINOUS FROM THE MANIFOLD VALVES IN THE VES CABINT TO THE CAMERA NOZZLE, WITHOUT ANY INTERMEDIATE SPLICES. CONTRACTOR TO DETERMINE THE ACTUAL LENGTH OF TUBING REQUIRED FOR EACH OF THE VES CAMERAS AT SITE.
5. VINYL TUBES RUN TO VES CAMERAS AND EXIT THE BOTTOM OF THE ENCLOSURE.
6. MAIN BREAKER IS 25A
7. 30 A BREAKER TO BE SUPPLIED BY CONTRACTOR IN THE ORT POWER ENCLOSURE CONNECTED TO NORMAL POWER BREAKER PANEL.
8. ALL VALVES TO BE SECURELY MOUNTED TO THE BACKPLATE AS SHOWN USING U-BOLT ASSEMBLY, GRAINGER (CATALOG No. 5YY10).
9. ALL TUBING AND HOSES TO BE SECURED TO THE BACKPLATE USING T-CLIP FASTENER, GRAINGER CATALOG No. 6ZF06) AT SUITABLE SPACING.
10. ALL HOSES AND TUBING SHOULD BE FREE FROM KINKS OR SHARP BENDS.
11. ALL CONDUITS, FITTINGS AND ENTRY POINTS INTO EACH OF THE ENCLOSURES SHALL BE PROPERLY SEALED WITH DUCT SEAL TO PREVENT MOISTURE ENTRY.

AT	2	PNEUMATIC PIPE PLUGS VERSA CATALOG No. P-1022-02A
AU	AS REQ'D	U-BOLT ASSEMBLY GRAINGER CATALOG No. 5YY10
AV	AS REQ'D	T-CLIP CONNECTORS (NOT SHOWN) GRAINGER CATALOG No. 6ZF06
AW	10	CENTER JUMPERS ALLEN BRADLEY CATALOG No. 1492-CJJ6-10 & 1492-CJJ6-4
AX	1	1/4" FNPT SS LIQUID CONNECTOR FITTING HANSEN BEVERAGE CATALOG No. 2-HL16
AY	1	1/4" MNPT SS AIR CONNECTOR FITTING HANSEN BEVERAGE CATALOG No. 2-HL15

BOM (ALL COMPONENTS "OR APPROVED EQUAL")

MARK NO.	QTY.	DESCRIPTION
E	25	FUSED TERMINAL BLOCK (USES COOPER BUSSMAN AGC-2 2A FUSES) ALLEN BRADLEY CATALOG No. 1492-H4
F	25	FUSED TERMINAL BLOCK END BARRIER ALLEN BRADLEY CATALOG No. 1492-N37
G	35	STANDARD FEED-THRU TERMINAL BLOCK ALLEN BRADLEY CATALOG No. 1492-J4
H	35	STANDARD FEED-THRU TERMINAL BLOCK END BARRIER ALLEN BRADLEY CATALOG No. 1492-EBJ3
I	35	STANDARD FEED-THRU TERMINAL BLOCK - GREEN (GND) ALLEN BRADLEY CATALOG No. 1492-J4-G
J	12	DIN RAIL END ANCHORS ALLEN BRADLEY CATALOG No. 1492-EAJ35
N	AS REQ'D	2" X 3" WIREWAY WITH COVER PANDUIT CATALOG No. F2X3LG6 & C2LG6
O	AS REQ'D	1.5" X 3" WIREWAY WITH COVER PANDUIT CATALOG No. F1.5X3LG6 & C1.5LG6
P	AS REQ'D	2" X 4" WIREWAY WITH COVER PANDUIT CATALOG No. F2X4LG6 & C2LG6
R	1	3 AMP CIRCUIT BREAKER ALLEN BRADLEY CATALOG No. 1492-SP1B030
S	1	5 AMP CIRCUIT BREAKER ALLEN BRADLEY CATALOG No. 1492-SP1B050
T	2	10 AMP CIRCUIT BREAKER ALLEN BRADLEY CATALOG No. 1492-SP1B100
U	1	25 AMP CIRCUIT BREAKER ALLEN BRADLEY CATALOG No. 1492-MCAA125
V	AS REQ'D	AB DIN RAIL CATALOG NO. 199-DR1 OR APPROVED EQUAL
W	1	8 STATION MANIFOLD INCLUDING VALVES VERSA CATALOG No. EZM-2140-8-0-HC-A120
Y	2	SUBPLATE - SINGLE STATION VERSA CATALOG No. EM-21-120-1
Z	2	2-WAY N.C. VALVE ASSEMBLY VERSA CATALOG No. E7SM-2011-140-A120
AA	1	1/4" BLACK NYLON TUBING (NOTE 4) ALPHA N11-041-100
AB	1	100ft 3/8" NATURAL NYLON TUBING ALPHA N11-062-100
AG	1	20 AMP CIRCUIT BREAKER ALLEN BRADLEY CATALOG No. 1492-SP1B200
AH	1	GROUNDING BAR HOFFMAN CATALOG No. PGS2K
AI	1	10 GAL WASHER FLUID CANISTER SIMGO CATALOG No. 22-29764
AJ	2	NITROGEN TANK AIRGAS CATALOG No. NI-40
AK	2	WALL MOUNT CYLINDER BRACKET GLOBAL INDUSTRIAL CATALOG No. G100
AL	1	1/4" BALL VALVE WESTERN ENTERPRISES CATALOG No. WMV-5-11
AM	1	NITROGEN TANK REGULATOR WESTERN ENTERPRISES CATALOG No. REB-7-5AC
AN	1	T-JUNCTION FITTING (10 PACK) SMC FITTINGS CATALOG No. KQ2T11-00
AO	1	45 DEG MALE ELBOW FITTING (10 PACK) SMC FITTINGS CATALOG No. KQ2K07-34S
AP	1	EXTERNAL QUICK DICSONNECT BULKHEAD FITTING (10 PACK) SMC FITTINGS CATALOG No. KQ2E11-36
AQ	1	MALE CONNECTOR FITTING (10 PACK) SMC FITTINGS CATALOG No. KQ2H11-35S
AR	1	FEMALE CONNECTOR FITTING (10 PACK) SMC FITTINGS CATALOG No. KQ2F11-35
AS	1	REGULATOR FOR FLUID CANISTER INLET CA TECHNOLOGIES CATALOG No. 52-7

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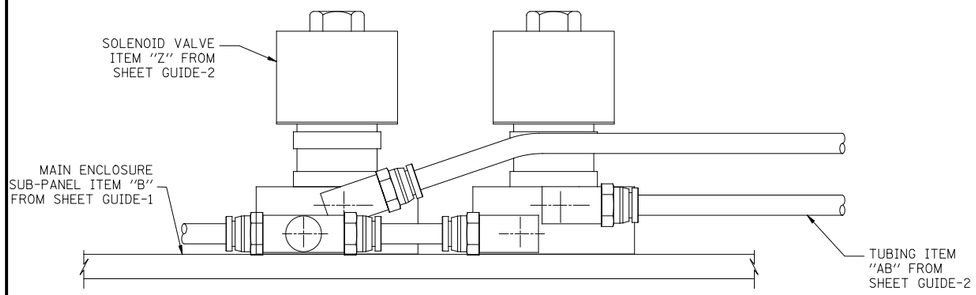
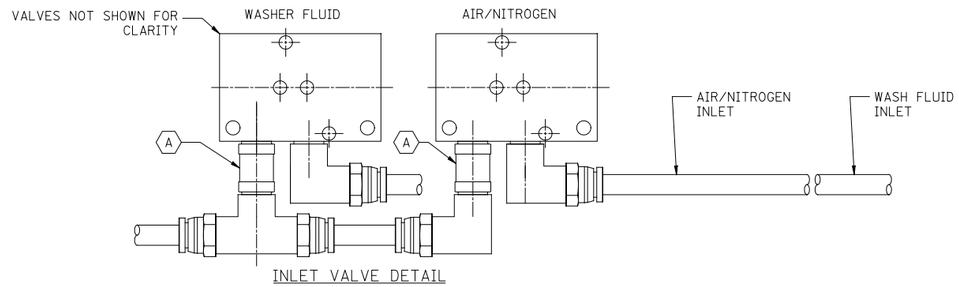
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM
PANEL DETAILS AND HM1

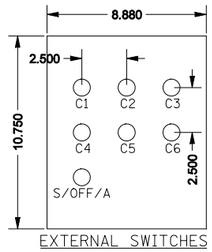
DRAWING NO. 213 OF 482





INLET VALVE DETAIL

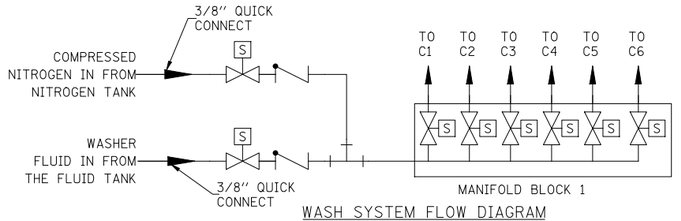
NOT TO SCALE



EXTERNAL SWITCHES

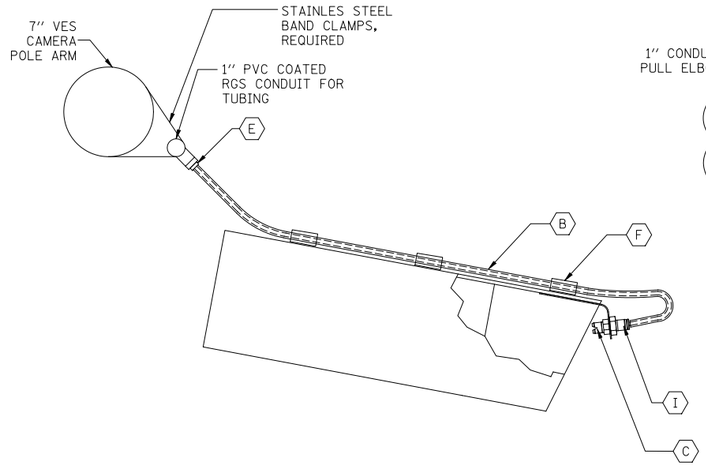
SWITCH NAMEPLATE LEGEND			
NUMBER	QTY.	TEXT HEIGHT	INSCRIPTION
1	1	1/8"	S / OFF / A
2-6	6	1/8"	C1, C2, ..., C6 (NOTE 5)

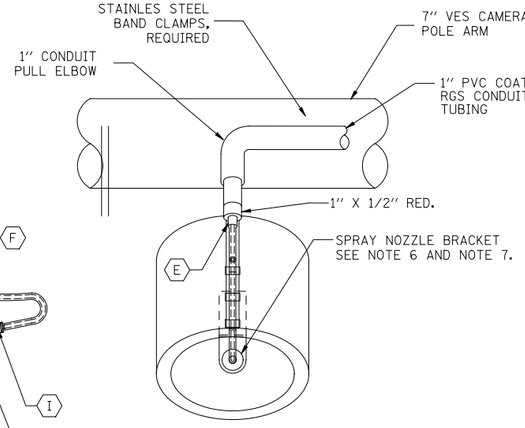
BILL OF MATERIAL		
MARK NO.	QTY.	DESCRIPTION
A	2	1/4" NPT CHECK VALVE McMASTER-CARR CATALOG No. 7775K62
B	AS REQ'D	SILICONE HOSE SLEEVE (50' SPOOL) McMASTER-CARR CATALOG No. 7453K49
C	6	SPRAY NOZZLE GRAINGER CATALOG No. 1MDH2
E	6	MINIATURE CORROSION RESISTANT STRAIN RELIEF HUBBELL CATALOG No. SHC1021CR
F	2	ADJUSTABLE MOUNTING STRAP McMASTER-CARR CATALOG No. 7572K12 (50 PER PACK)
G	5	30.5 MM, ON / OFF SWITCH (NOTE 4) SQUARE D PART NUMBER SKS11BH13
H	1	30.5 MM, ON / OFF / ON SWITCH (NOTE 5) SQUARE D PART NUMBER SKS43BH13
I	1	NOZZLE BULKHEAD FITTING (10 PACK) SMC FITTING CATALOG No. KQ2E07-35



WASH SYSTEM FLOW DIAGRAM

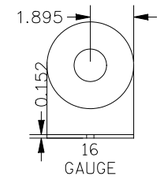
NOTE 2

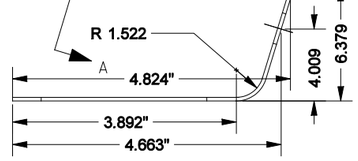


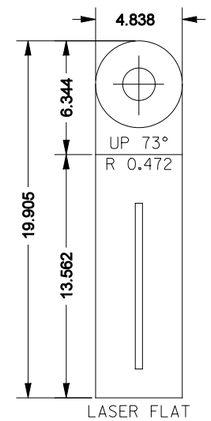


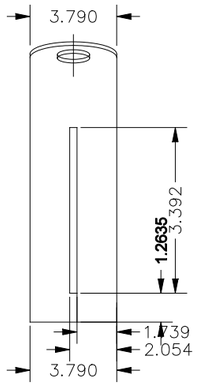
NOZZLE DETAIL - VES CAMERA MONOTUBE

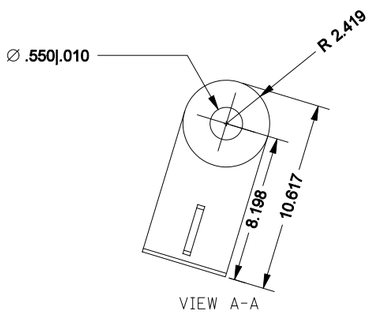
NOT TO SCALE

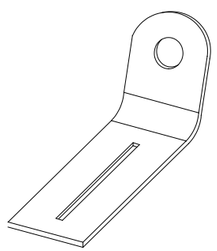












VES CAMERA BRACKET DETAIL

NOT TO SCALE

NOTE:

1. QUANTITIES ILLUSTRATED ARE FOR A 2-LANE RAMP PLAZA THAT HAS SIX (6) VES CAMERAS (3 REAR AND 3 FRONT VES).

2. A 2-LANE RAMP PLAZA CONFIGURATION IS ILLUSTRATED. THE MANIFOLD-VALVE SYSTEM SHOWN ILLUSTRATES EIGHT (8) PORTS, ONE EACH FOR THE SIX (6) VES CAMERAS INSTALLED (3 REAR VES AND 3 FRONT VES) AND TWO (2) SPARE PORTS PLUGGED FOR FUTURE USE.

3. A 1-LANE RAMP PLAZA WILL HAVE FOUR (4) CAMERAS (2 REAR AND 2 FRONT VES). THE MANIFOLD-VALVE SYSTEM FOR A 1-LANE RAMP PLAZA WILL HAVE SIX (6) PORTS, ONE EACH FOR THE THREE (3) VES CAMERAS INSTALLED AND TWO (2) SPARE PORTS PLUGGED FOR FUTURE USE.

4. THE SWITCHES ARE NOT SHOWN ON THIS DRAWING. THE QUANTITY ILLUSTRATED ARE FOR A 2-LANE RAMP PLAZA. THESE SWITCHES ARE MOUNTED ON THE BACKPLATE OF THE HOFFMAN SWITCH ENCLOSURE ILLUSTRATED ON GUIDE-1.

5. THIS SWITCH IS NOT SHOWN ON THIS DRAWING. THIS SINGLE SWITCH WILL CONTROL THE LIQUID AND AIR INLET VALVES. THIS SWITCH IS MOUNTED ON THE BACKPLATE OF THE HOFFMAN SWITCH ENCLOSURE ILLUSTRATED ON GUIDE-1.

6. CAMERA NOZZLE BRACKET SHALL BE FABRICATED USING 12 GA. STAINLESS STEEL. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL.

7. CAMERA NOZZLE BRACKET SHALL BE ADJUSTABLE. STAINLESS STEEL NUT-BOLT COMBINATION SHALL BE USED FOR MOUNTING THE CAMERA NOZZLE BRACKET TO THE CAMERA LENS HOUSING. CONTRACTOR TO VERIFY THAT THE MOUNTING HARDWARE SECURELY HOLDS THE BRACKET BUT ALSO ALLOWS EASY ADJUSTMENT. CONTRACTOR SHALL SUBMIT INSTALLATION DRAWINGS CLEARLY IDENTIFYING PART NUMBERS USED FOR MOUNTING HARDWARE. INSTALLATION DRAWINGS SHALL ALSO INDICATE THE POSITON OF THE MOUNTING HARDWARE ON THE CAMERA NOZZLE BRACKET. THE INSTALLATION DRAWINGS SHALL BE APPROVED BY THE TOLLWAY BEFORE INSTALLATION IN THE FIELD.

SHEET E-30

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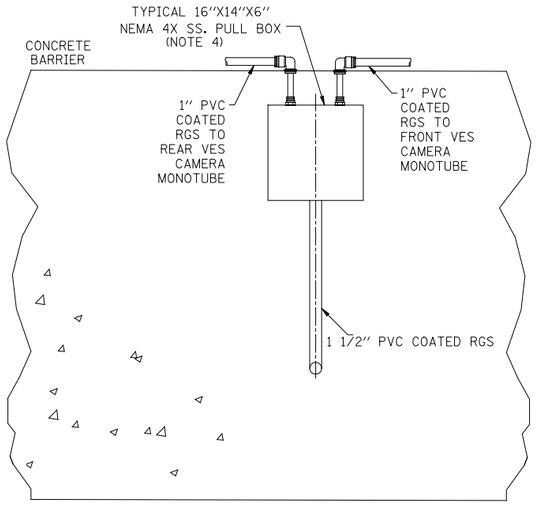
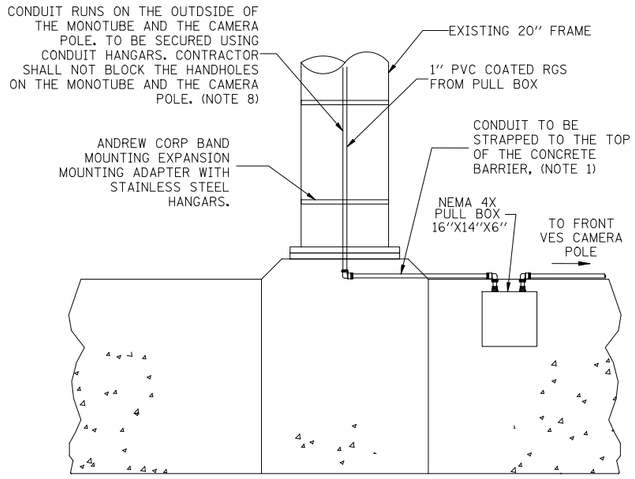
NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM MECHANICAL DETAILS AND FLOW DIAGRAM

DRAWING NO.

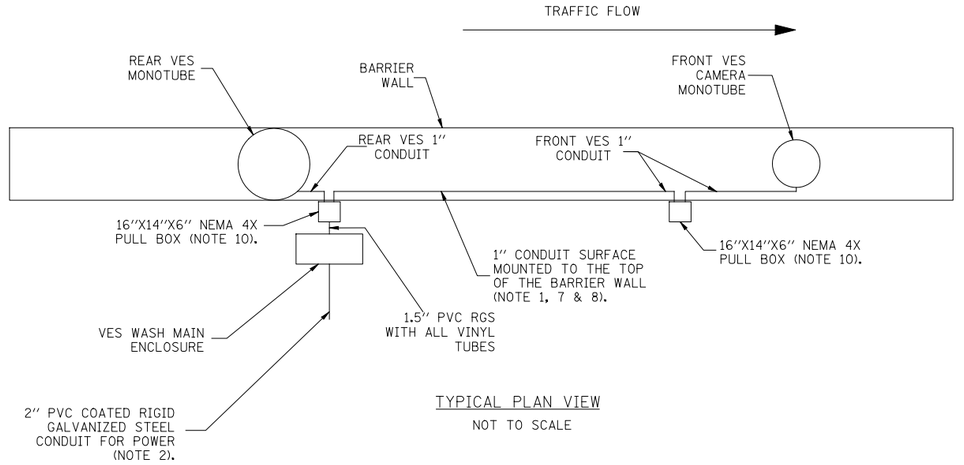
214 OF 482



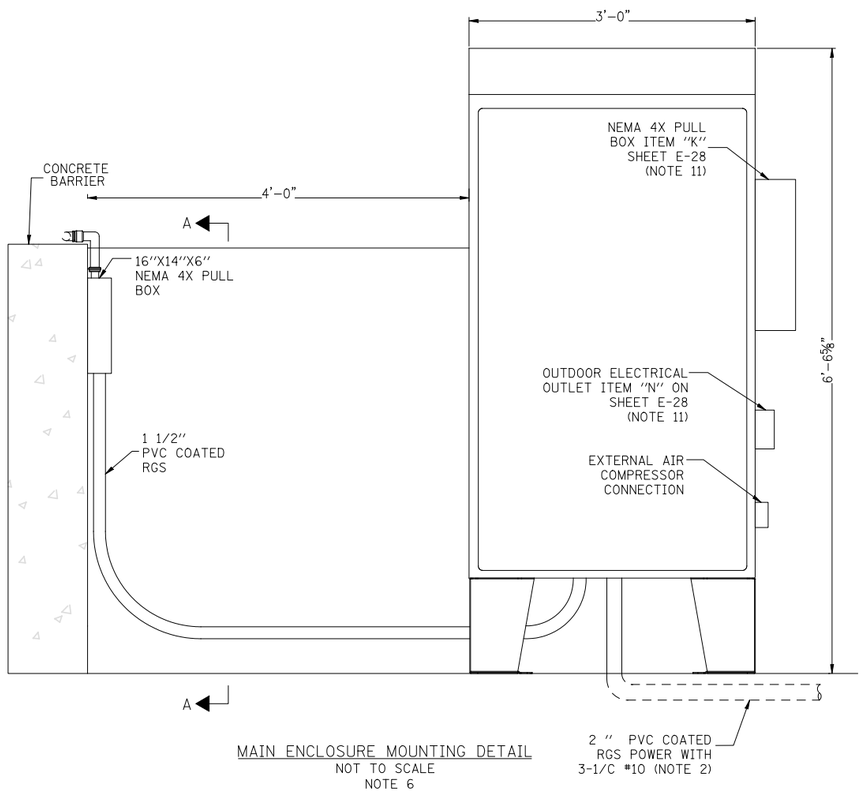
PARTIAL SECTION A-A
NOT TO SCALE



COLLECTION STRUCTURE CONDUIT DETAIL
NOT TO SCALE



TYPICAL PLAN VIEW
NOT TO SCALE



MAIN ENCLOSURE MOUNTING DETAIL
NOT TO SCALE
NOTE 6

NOTES:

1. ALL CONDUIT ROUTING AND EQUIPMENT PLACEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR. THE ROUTING AND PLACEMENT DEPICTED IS SUGGESTED ONLY. ACTUAL ENCLOSURE LOCATION WILL VARY BASED ON SITE CONDITIONS. THE CONTRACTOR SHALL COORDINATE EQUIPMENT LOCATION AND CONDUIT ROUTING WITH CONSTRUCTION ENGINEER AND TOLLWAY ENGINEER.

2. THE POWER CONDUIT WILL RUN TO THE POWER PANEL INSIDE THE RAMP PLAZA BUILDING. THE NORMAL BREAKER PANEL WILL BE UTILIZED FOR THE VES WASH POWER SOURCE.

3. UNLESS OTHERWISE DENOTED ALL CONDUIT IS PVC COATED RGS. ALL CONDUIT HANGERS, CONNECTORS AND ELECTRICAL CABLE ARE INCIDENTAL TO THE CONTRACT.

4. ONE (1) NEMA 4X 12"X12"X6" ENCLOSURE WILL BE PLACED ON THE REAR AND FRONT VES CAMERA MONOTUBE AND ONE (1) NEMA 4X 16"X14"X8" WILL BE PLACED ON THE BARRIER WALL AT EACH AET ZONE.

5. MONOTUBE MOUNTED NEMA 4X PULLBOXES LOCATION TO BE DETERMINED IN FIELD. PULLBOX TO BE SECURELY FASTENED TO THE MONOPOLE. FASTENING IS INCIDENTAL TO CONTRACT. AT LEAST 1' OF SPOOLED UP VINYL TUBING FOR EACH CAMERA WILL BE PLACED IN THE MONOTUBE PULLBOXES.

6. FINAL POSITION OF VES ENCLOSURE WILL BE DETERMINED IN FIELD.

7. CONDUITS FOR SPRAY TUBING SHALL BE SEALED ON BOTH ENDS TO PREVENT WATER FROM PENETRATING.

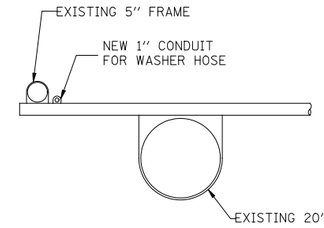
8. CONTRACTOR SHALL PROVIDE STRAIN RELIEF FOR WASHER TUBING IN POLES/MONOTUBES.

9. FINAL POSITON AND NUMBER OF VES CAMERAS INSTALLED TO BE DETERMINED IN THE FIELD. NUMBER OF REAR VES CAMERAS SHOWN IS FOR ILLUSTRATION PURPOSES ONLY.

10. 16"x14"x6" NEMA 4X PULL BOXES FOR THE REAR AND FRONT VES CAMERA MONOTUBE SHALL BE SURFACE MOUNTED ON THE RIGHT SHOULDER BARRIER WALL, AWAY FROM TRAFFIC.

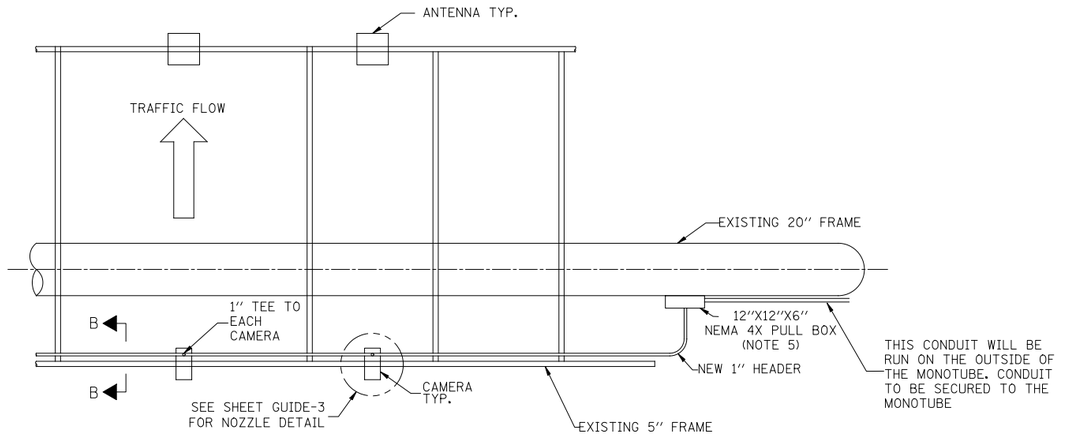
11. NEMA 4X ENCLOSURE (ITEM "K" ON SHEET E-28), EXTERNAL AIR COMPRESSOR CONNNECTION AND OUTDOOR WEATHERPROOF ELECTRICAL DUAL OUTLET (ITEM "N" ON SHEET E-28) SHALL BE MOUNTED ON THE SIDE OF THE MAIN ENCLOSURE, AWAY FROM THE BARRIER.

12. ALL CONDUITS, FITTINGS AND PENETRATIONS INTO EACH OF THE ENCLOSURES IN THE SYSTEM SHALL BE PROPERLY SEALED WITH DUCT SEAL OR OTHER APPROVED SEALING METHODS TO PREVENT MOISTURE AND RODENT ENTRY.



SELECTION B-B
NOT TO SCALE

2 LANE AET RAMP PLAZA	
CONDUIT SIZE	QTY (FT)
1.5"	50
1"	300
2"	50



OVERHEAD TOLL LAYOUT
TYP REAR VES ILLUSTRATED

SHEET E-31

DRAWN BY ..... MLB DATE 02/06/13
CHECKED BY ..... MCP SCALE ..... NONE

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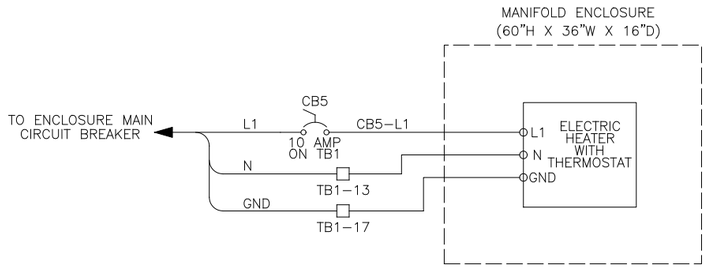
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

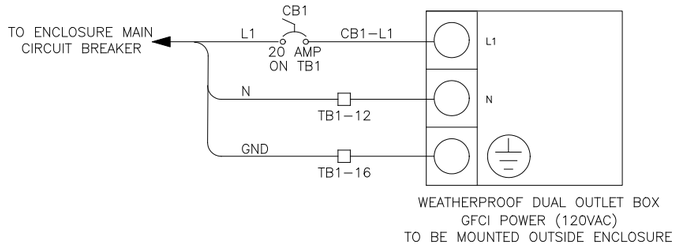
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM
SUGGESTED CONDUIT ROUTING

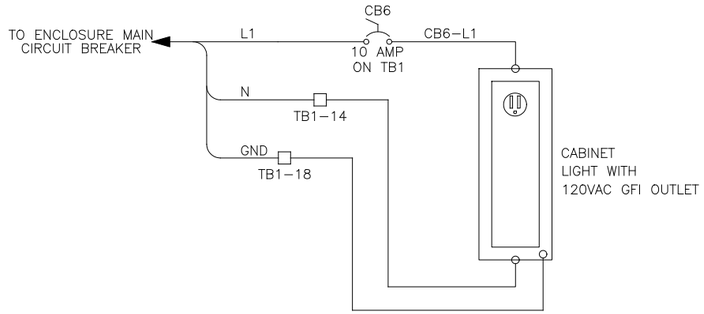
DRAWING NO.
215 OF 482



ELECTRIC HEATER WITH THERMOSTAT



OUTDOOR ELECTRICAL DUAL OUTLET GFCI 20A



CABINET LIGHTING AND GFI OUTLET

NOTES

1. ALL CABLING ON THIS DRAWING IS #12 AWG

2. MAIN BREAKER IS 25A. ILLUSTRATED ON E–27 BOM. LOCATED ON TOP DIN RAIL

3. THREE 1–C #10 CABLES WILL BE ROUTED FROM THE AET POWER ENCLOSURE TO THE VES POWER WASH ENCLOSURE. THE POWER FEED WILL BE INITIATED FROM THE NORMAL BREAKER PANEL. THE CONTRACTOR TO SUPPLY AND INSTALL A 30A BREAKER IN THE AET BREAKER PANEL. POWER IS 120VAC WITH A HOT, NEUTRAL AND GROUND. THIS POWER FEED WILL THEN TERMINATE ON THE MAIN 25A BREAKER IN THE VES POWER WASH ENCLOSURE.

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CHECKED BY MCP SCALE NONE

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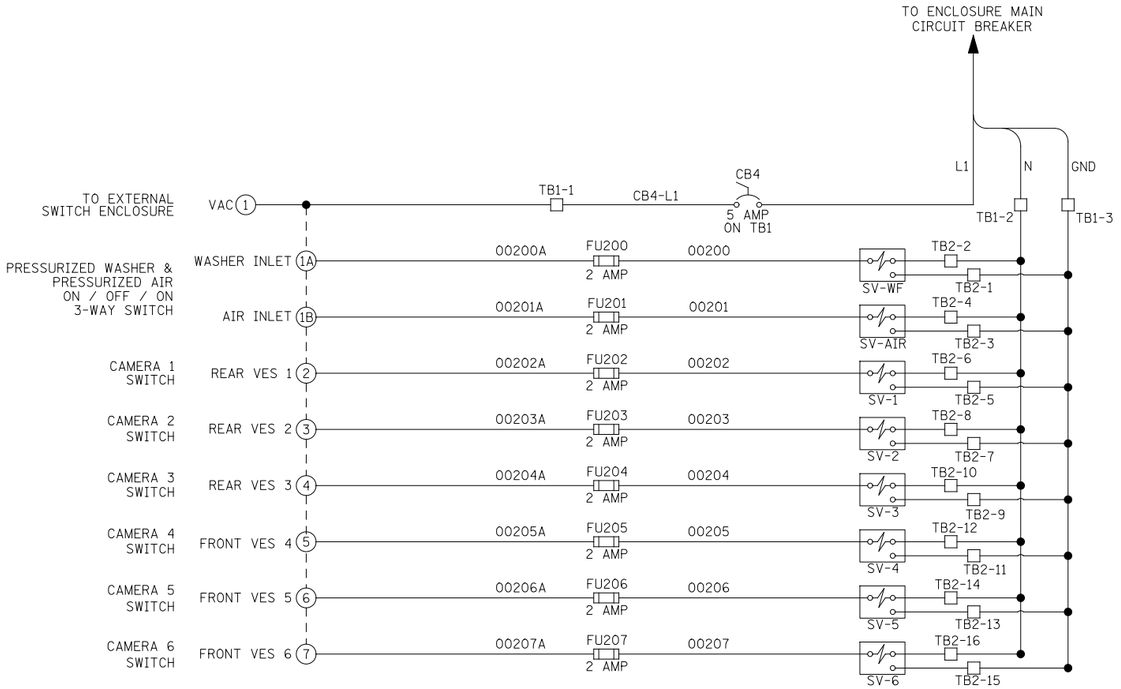
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM
MISC. POWER WIRING

DRAWING NO.
216 OF 482



SWITCH CONFIGURATION

NOTES

1. SCHEMATIC ILLUSTRATES TWO (2) LANE RAMP PLAZA WITH SIX (6) VES CAMERAS INSTALLED (3 REAR AND 3 FRONT VES).

2. A ONE (1) LANE RAMP PLAZA WILL HAVE FOUR (4) VES CAMERAS INSTALLED (2 REAR AND 2 FRONT VES).

3. WIDE ANGLE VES CAMERAS ARE INSTALLED.

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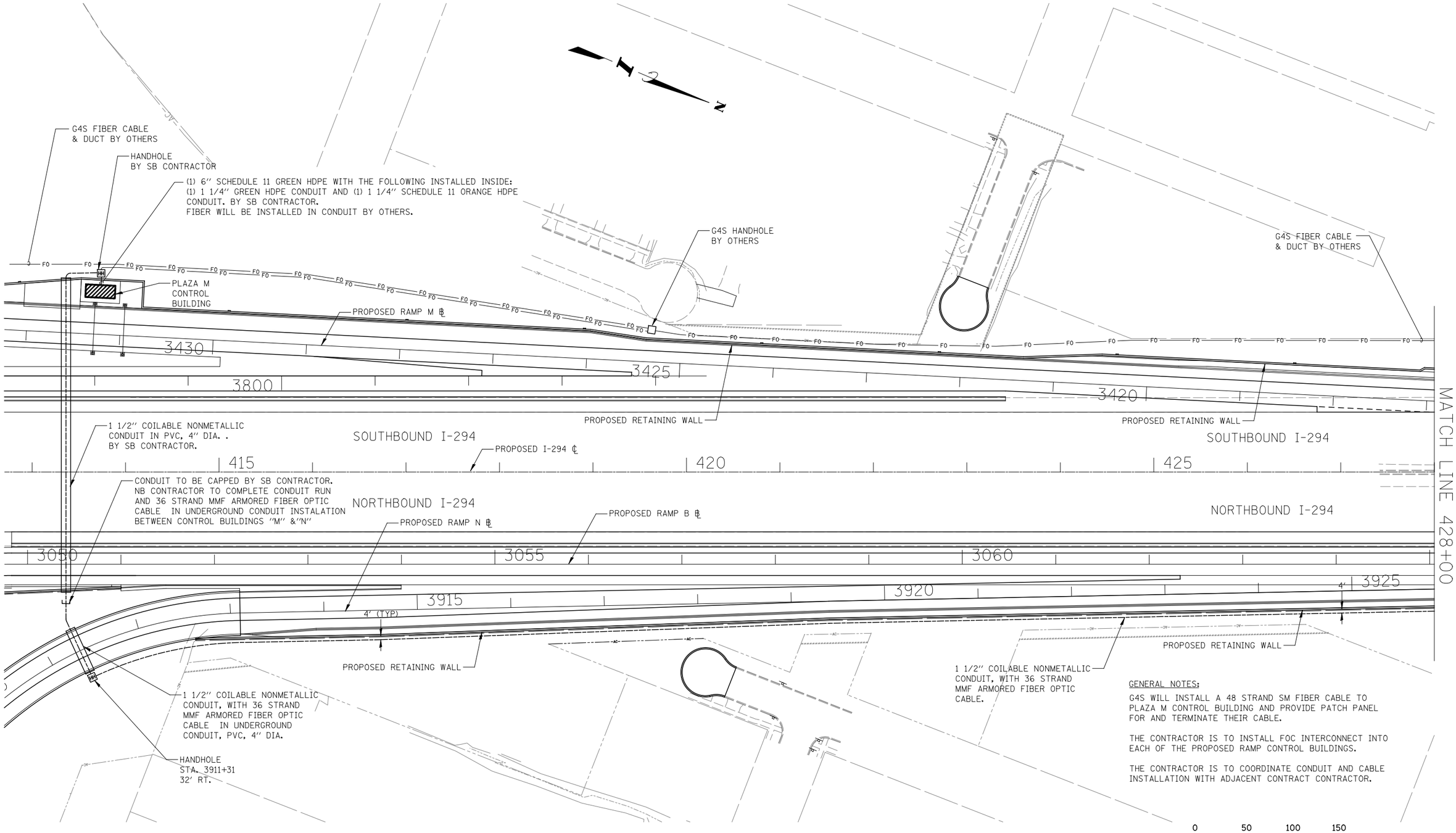
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
VES WASH SYSTEM
CONTROL AND SWITCH SCHEMATIC

DRAWING NO. 217 OF 482



GENERAL NOTES:

G4S WILL INSTALL A 48 STRAND SM FIBER CABLE TO PLAZA M CONTROL BUILDING AND PROVIDE PATCH PANEL FOR AND TERMINATE THEIR CABLE.

THE CONTRACTOR IS TO INSTALL FOC INTERCONNECT INTO EACH OF THE PROPOSED RAMP CONTROL BUILDINGS.

THE CONTRACTOR IS TO COORDINATE CONDUIT AND CABLE INSTALLATION WITH ADJACENT CONTRACT CONTRACTOR.

SHEET E-34

DRAWN BY SMF DATE 02/06/13
CHECKED BY MCP SCALE 1"=50'-0"

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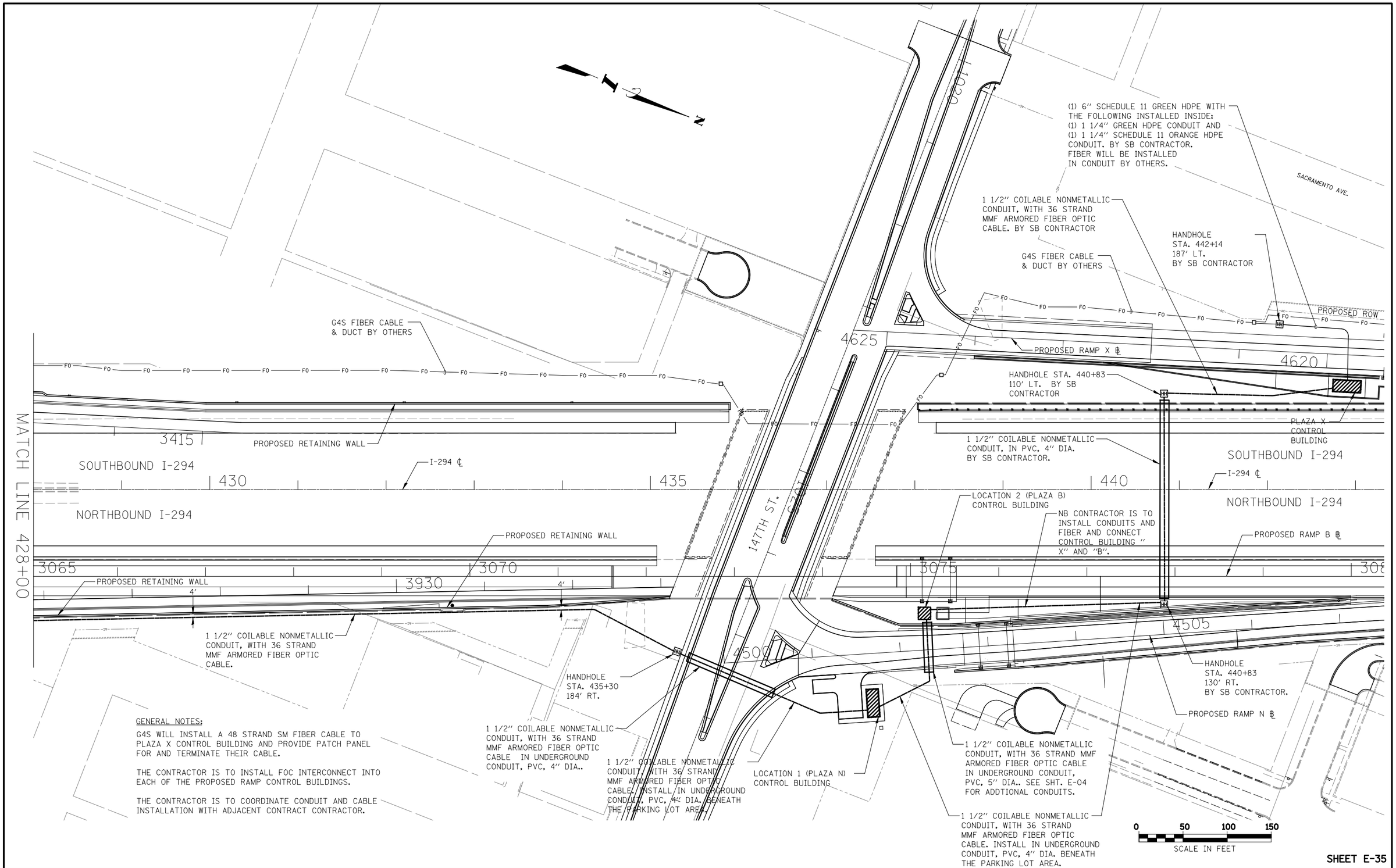
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087
NB I-294, CD ROAD B AND RAMP N
FOC RAMP BUILDING INTERCONNECT

DRAWING NO.
218 OF 482



GENERAL NOTES:

G4S WILL INSTALL A 48 STRAND SM FIBER CABLE TO PLAZA X CONTROL BUILDING AND PROVIDE PATCH PANEL FOR AND TERMINATE THEIR CABLE.

THE CONTRACTOR IS TO INSTALL FOC INTERCONNECT INTO EACH OF THE PROPOSED RAMP CONTROL BUILDINGS.

THE CONTRACTOR IS TO COORDINATE CONDUIT AND CABLE INSTALLATION WITH ADJACENT CONTRACT CONTRACTOR.

SHEET E-35

DRAWN BY ...SMF... DATE ...02/06/13...

CHECKED BY ...MCP... SCALE ...1"=50'-0"...

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2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N
FOC RAMP BUILDING
INTERCONNECT

DRAWING NO.

219 OF 482

TOLLWAY LIGHTING LEGEND

- NEW 400W HPS LUMINAIRE, POLE AND FOUNDATION, SINGLE ARM, GROUND MOUNTED, 50' M.H., 15' M.A.
- NEW 400W HPS LUMINAIRE, POLE AND FOUNDATION, SINGLE ARM, PARAPET OR WALL MOUNTED, 50' M.H., 12' M.A.
- EXISTING SINGLE ARM LIGHT POLE TO REMAIN
- EXISTING TWIN ARM LIGHT POLE TO REMAIN
- ∅T — TEMPORARY WOOD POLE, 60 FT., CLASS 4
- T — TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM, WITH 400 WATT HPS LUMINAIRE, TYPE M-C-II, 480 V, 50' M.H.
- RL — EXISTING LIGHT POLE TO BE RELOCATED
- R — EXISTING LIGHT POLE AND FOUNDATION TO BE REMOVED
- EXISTING OUTDOOR ROADWAY LIGHTING CONSOLE
- H — EXISTING HANDHOLE
- RLD — RELOCATED TWIN ARM LIGHT POLE ON NEW FOUNDATION
- (A) — UNIT DUCT OR CONDUIT TAG, SEE UNIT DUCT SCHEDULE FOR DESCRIPTION
- NEW UNIT DUCT OR CONDUIT IN CASING
- NEW UNIT DUCT OR CONDUIT
- EXISTING UNIT DUCT OR CONDUIT
- A/C — AERIAL CABLE, AS SPECIFIED IN PLANS
- EXISTING UNDERPASS LUMINAIRE
- NEW UNDERPASS LUMINAIRE, 150W HPS
- R — REMOVE UNDERPASS LUMINAIRE
- J — PROPOSED JUNCTION BOX SIZE AND TYPE PER PLANS
- J E — EXISTING JUNCTION BOX

CALL-OUT LEGEND

S15-50-C1 / M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
- MAST ARM, 15 FT. LONG
- NOMINAL HEIGHT, 50 FT.
- CIRCUIT NUMBER
- STA. 1+25 - STATION OF LIGHT STANDARD
- LIGHT DISTRIBUTION TYPE
- CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
- SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DIA.	DIAMETER
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
FT	FEET OR FOOT
FND MET	FOUNDATION METAL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
HMLT	HIGH MAST LIGHT TOWER
HPS	HIGH PRESSURE SODIUM
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
M.A.	MAST ARM
M.H.	MOUNTING HEIGHT
NO. #	NUMBER
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
UD	UNIT DUCT
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO PERFORMING ANY EXCAVATION.
2. ALL NEW CONDUITS, UNIT DUCTS, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE PLANS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH THE APPROVAL OF THE ENGINEER.
3. NO UNDERGROUND SPLICES WILL BE PERMITTED.
4. THE CONTRACTOR SHALL PROVIDE EXPANSION/DEFLECTION COUPLINGS AT ALL EXPANSION JOINTS. REFER TO STRUCTURAL DRAWINGS FOR EXPANSION JOINT LOCATIONS AND DETAILS. THE COST OF ALL EXPANSION/DEFLECTION COUPLINGS IS INCLUDED IN THE COST OF THE CONDUIT EMBEDDED IN STRUCTURE.
5. WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS (LATEST EDITION), IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, AND THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO SAID STANDARD SPECIFICATIONS.
6. PROPOSED TOLLWAY LIGHTING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TOLLWAY GUIDELINES FOR ROADWAY ILLUMINATION.
7. ANCHOR BOLTS AND REINFORCEMENT FOR WALL MOUNTED POLES ARE INCLUDED IN THE COST OF THE RELEVANT STRUCTURE.
8. TEMPORARY AERIAL CABLES MUST MAINTAIN A MINIMUM CLEARANCE OF 20 FEET ABOVE GRADE.

TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
(A)	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
(B)	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
(C)	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
(D)	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

TOLLWAY STANDARDS

H1	LIGHT STANDARD FOUNDATION
H2	LIGHT STANDARD POLE WIRING
H4	HANDHOLES AND BURIED WIRING DETAILS
H6	OUTDOOR ELECTRICAL CONSOLE DETAILS (PROVIDED FOR INFORMATION ONLY)
H7	OUTDOOR CONTROL CONSOLE FOUNDATION DETAILS
H8	MEDIAN BARRIER LIGHT POLE FOUNDATION DETAILS

TOLLWAY LIGHTING SCHEDULE OF QUANTITIES

CODE NO.	ITEM	UNIT	QUANTITY
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1800
89502380	REMOVE EXISTING HANDHOLE	EACH	1
JS810879	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	758
JS812023	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	7939
JS813002	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 20" X 12" X 7"	EACH	13
JS816072	UNIT DUCT, WITH 2-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC	FOOT	117
JS816076	UNIT DUCT, WITH 4-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC	FOOT	3257
JS817214	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	7434
JS817215	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	29312
JS821001	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	42
JS828001	LIGHTING CONTROLLER FOUNDATION, TYPE A	EACH	1
JS830003	GROUND MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 15 FT. MAST ARM	EACH	6
JS830006	BRIDGE MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 12 FT. MAST ARM	EACH	2
JS830013	WALL MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 12 FT. MAST ARM	EACH	34
JS836001	LIGHT POLE FOUNDATION (ROADWAY) STEEL HELIX (7 FT) OR CONCRETE	EACH	6
JS836005	LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 1	EACH	5
JS836006	LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 2	EACH	1
JS845013	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
JS846001	MAINTAIN LIGHTING SYSTEM	L SUM	1
JT825100	RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1

DRAWN BY . . . . . RAS . . . . . | DATE . . 2-6-2013 . . .
CHECKED BY . . . MKR . . . . . | SCALE . . . NONE . . .

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N TOLLWAY LIGHTING LEGEND AND SCHEDULE OF QUANTITIES

SHEET EL-01 OF 17

. . 220 . OF . 482 . .

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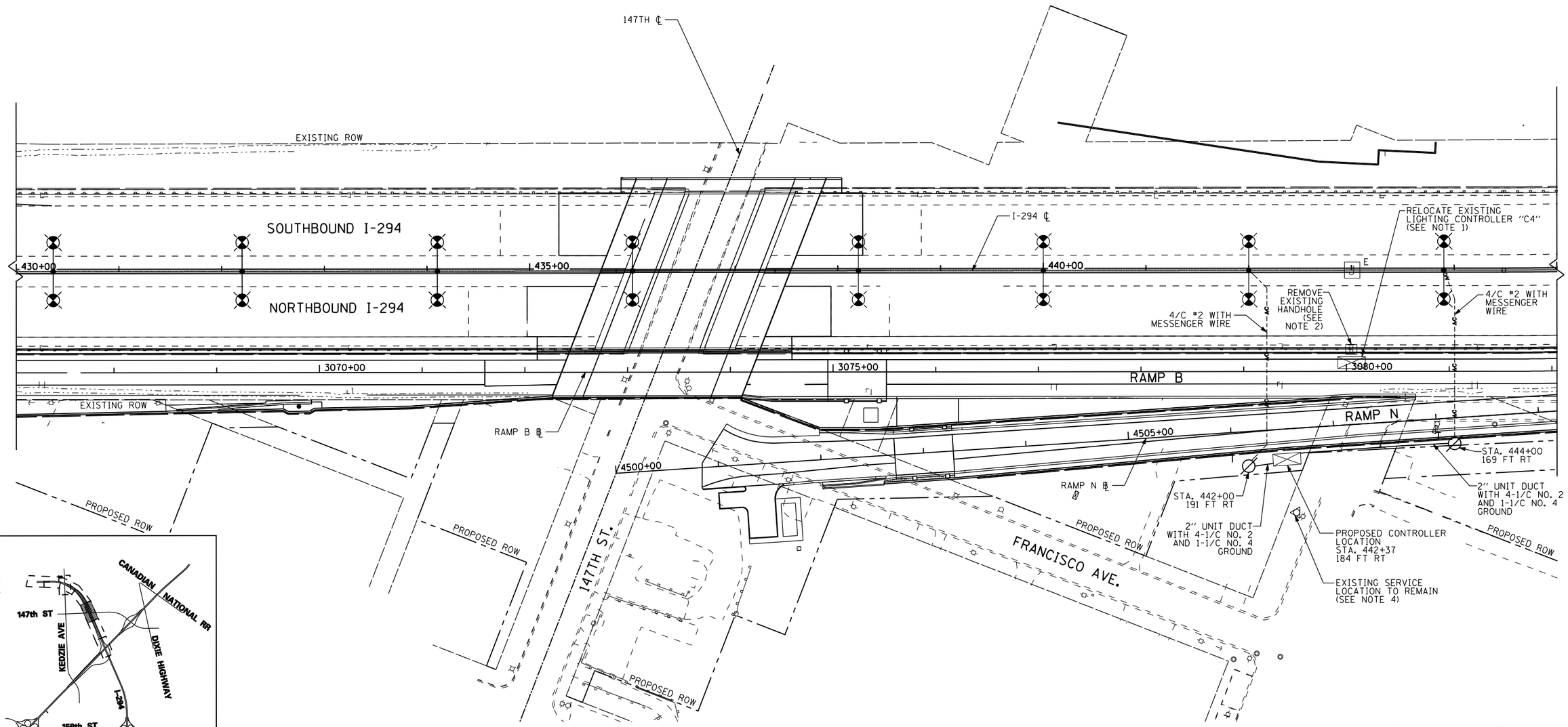
1/25/2013

NOTES:

1. RELOCATE EXISTING CONTROLLER TO NEW FOUNDATION AND MAINTAIN EXISTING LIGHTING VIA AERIAL CABLING AS SHOWN ON PLAN DURING CONSTRUCTION. REMOVE EXISTING CONTROLLER FOUNDATION AND HANDHOLE.
2. PROTECT AND CAP ENDS OF EXISTING CONDUITS UNDER NORTHBOUND I-294 FOR USE WITH PROPOSED LIGHTING SYSTEM.
3. ALL TEMPORARY CONDUIT AND CABLE, WOOD POLES, AND AERIAL CABLE REQUIRED TO MAINTAIN OPERATION OF THE EXISTING LIGHTING SYSTEM (AND REMOVAL OF SAME) IS INCLUDED IN THE COST OF THE ITEM "MAINTAIN LIGHTING SYSTEM."
4. SEE PROPOSED LIGHTING PLANS FOR NEW SERVICE CABLE AND CONDUIT TO CONTROLLER.



DRAWN BY BKG	DATE 2-6-2013	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET EL-02 OF 17
CHECKED BY MKR	SCALE 1"=50'				NB I-294, CD ROAD B AND RAMP N TOLLWAY TEMPORARY LIGHTING AND REMOVAL PLAN	221 OF 482

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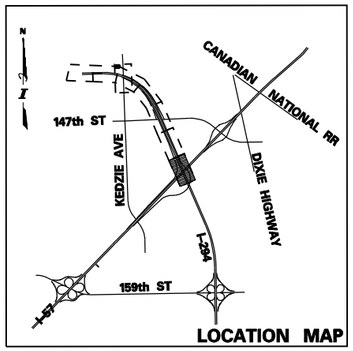
1/25/2013



LOCATION MAP

TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

CALL-OUT LEGEND

S15-50-C1 / M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
- MAST ARM, 15 FT. LONG
- NOMINAL HEIGHT, 50 FT.
- CIRCUIT NUMBER
- STA. 1+25 - STATION OF LIGHT STANDARD
- LIGHT DISTRIBUTION TYPE
- CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
- SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT

NOTES:

1. CONTROLLER FOR PROPOSED TOLLWAY LIGHTING WILL BE INSTALLED UNDER A SEPARATE CONTRACT.
2. INSTALL NEW CABLE IN 2" PVC CONDUIT EMBEDDED IN RETAINING WALL.
3. EXTEND CIRCUITS 3 AND 4 TO EXISTING POLE (INSTALLED BY CONTRACT I-12-4066) AND SPLICE TO CABLING INSTALLED BY CONTRACT I-12-4066.
4. LIGHTING UNITS MOUNTED ON CONCRETE BARRIER WALL SHALL HAVE TYPE 1 FOUNDATIONS UNLESS NOTED OTHERWISE.

50 0 50 100

SCALE: 1" = 50'-0"

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1/25/2013

DRAWN BY . . . . . BKG	DATE . . . . . 2-6-2013 . . .	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET EL-03 OF 17
CHECKED BY . . . . MKR	SCALE . . . . . 1"=50' . . .				NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN	. . . . . 222 . . . OF . . . 482 . . . . .

CALL-OUT LEGEND

S15-50-C1
M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
- MAST ARM, 15 FT. LONG
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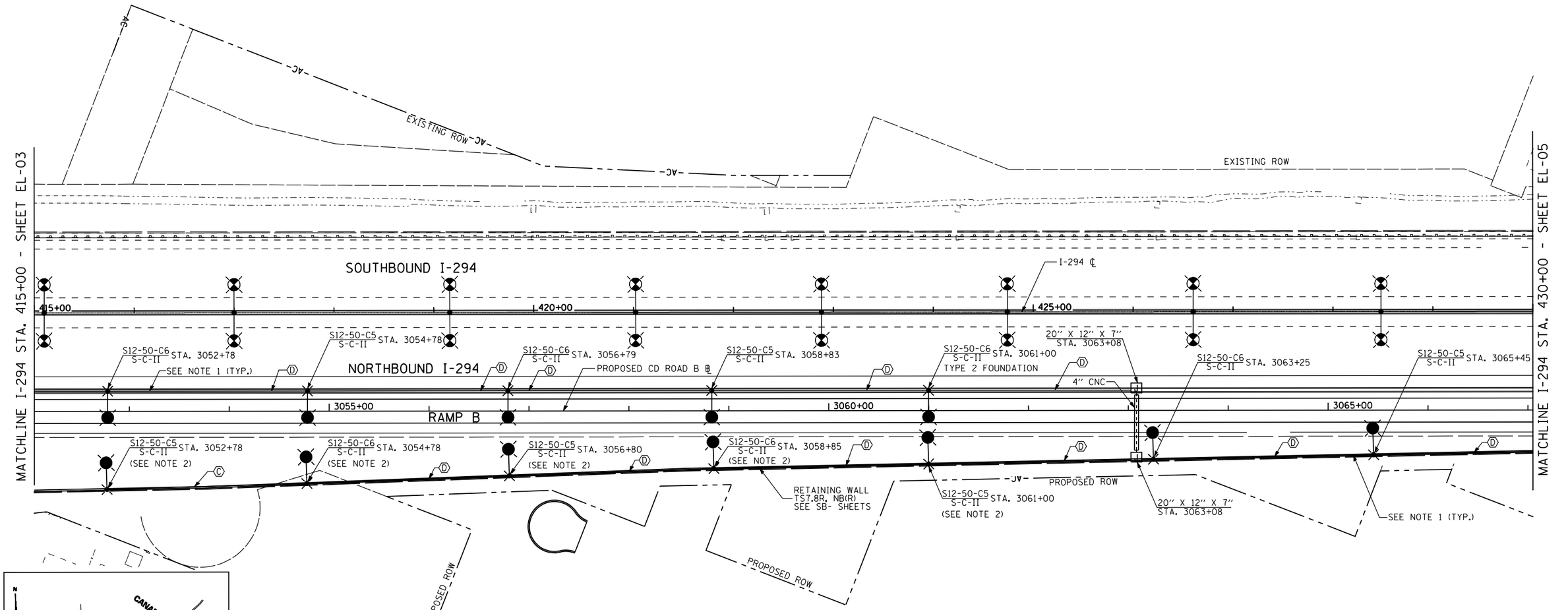
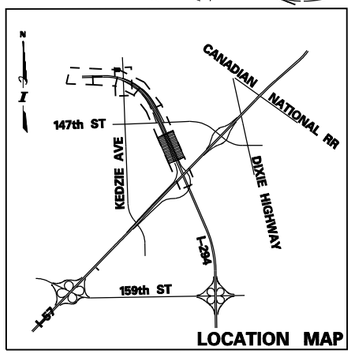
TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

NOTES:

1. INSTALL NEW CABLE IN 2" PVC CONDUIT EMBEDDED IN RETAINING WALL.
2. LIGHTING UNIT SHALL BE INSTALLED AND TESTED AS PART OF THIS CONTRACT BUT LEFT UNCONNECTED. THE LIGHTING UNIT WILL BE ACTIVATED IN A FUTURE CONTRACT.
3. LIGHTING UNITS MOUNTED ON CONCRETE BARRIER WALL SHALL HAVE TYPE 1 FOUNDATIONS UNLESS NOTED OTHERWISE.





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

DRAWN BY BKG	DATE 2-6-2013	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087
CHECKED BY MKR	SCALE 1"=50'				NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN
					SHEET EL-04 OF 17
					223 OF 482

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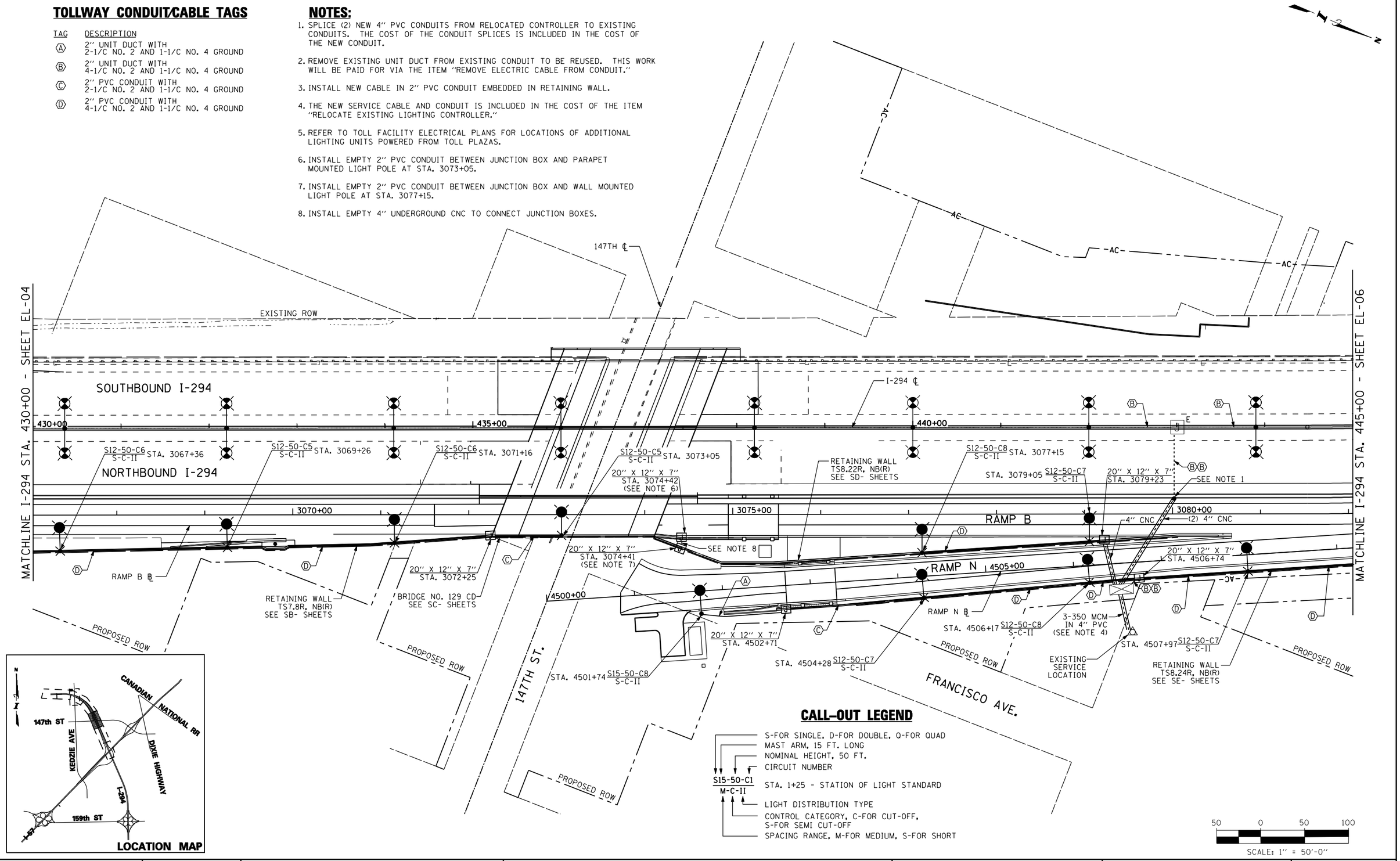
1/25/2013

TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

NOTES:

1. SPLICE (2) NEW 4" PVC CONDUITS FROM RELOCATED CONTROLLER TO EXISTING CONDUITS. THE COST OF THE CONDUIT SPLICES IS INCLUDED IN THE COST OF THE NEW CONDUIT.
2. REMOVE EXISTING UNIT DUCT FROM EXISTING CONDUIT TO BE REUSED. THIS WORK WILL BE PAID FOR VIA THE ITEM "REMOVE ELECTRIC CABLE FROM CONDUIT."
3. INSTALL NEW CABLE IN 2" PVC CONDUIT EMBEDDED IN RETAINING WALL.
4. THE NEW SERVICE CABLE AND CONDUIT IS INCLUDED IN THE COST OF THE ITEM "RELOCATE EXISTING LIGHTING CONTROLLER."
5. REFER TO TOLL FACILITY ELECTRICAL PLANS FOR LOCATIONS OF ADDITIONAL LIGHTING UNITS POWERED FROM TOLL PLAZAS.
6. INSTALL EMPTY 2" PVC CONDUIT BETWEEN JUNCTION BOX AND PARAPET MOUNTED LIGHT POLE AT STA. 3073+05.
7. INSTALL EMPTY 2" PVC CONDUIT BETWEEN JUNCTION BOX AND WALL MOUNTED LIGHT POLE AT STA. 3077+15.
8. INSTALL EMPTY 4" UNDERGROUND CNC TO CONNECT JUNCTION BOXES.



CALL-OUT LEGEND

S15-50-C1 / M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
- MAST ARM, 15 FT. LONG
- NOMINAL HEIGHT, 50 FT.
- CIRCUIT NUMBER
- STA. 1+25 - STATION OF LIGHT STANDARD
- LIGHT DISTRIBUTION TYPE
- CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
- SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT

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

DRAWN BY . . . . . BKG	DATE . . . 2-6-2013 . . .	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515
CHECKED BY . . . . . MKR	SCALE . . . 1"=50' . . .		

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN

SHEET EL-05 OF 17

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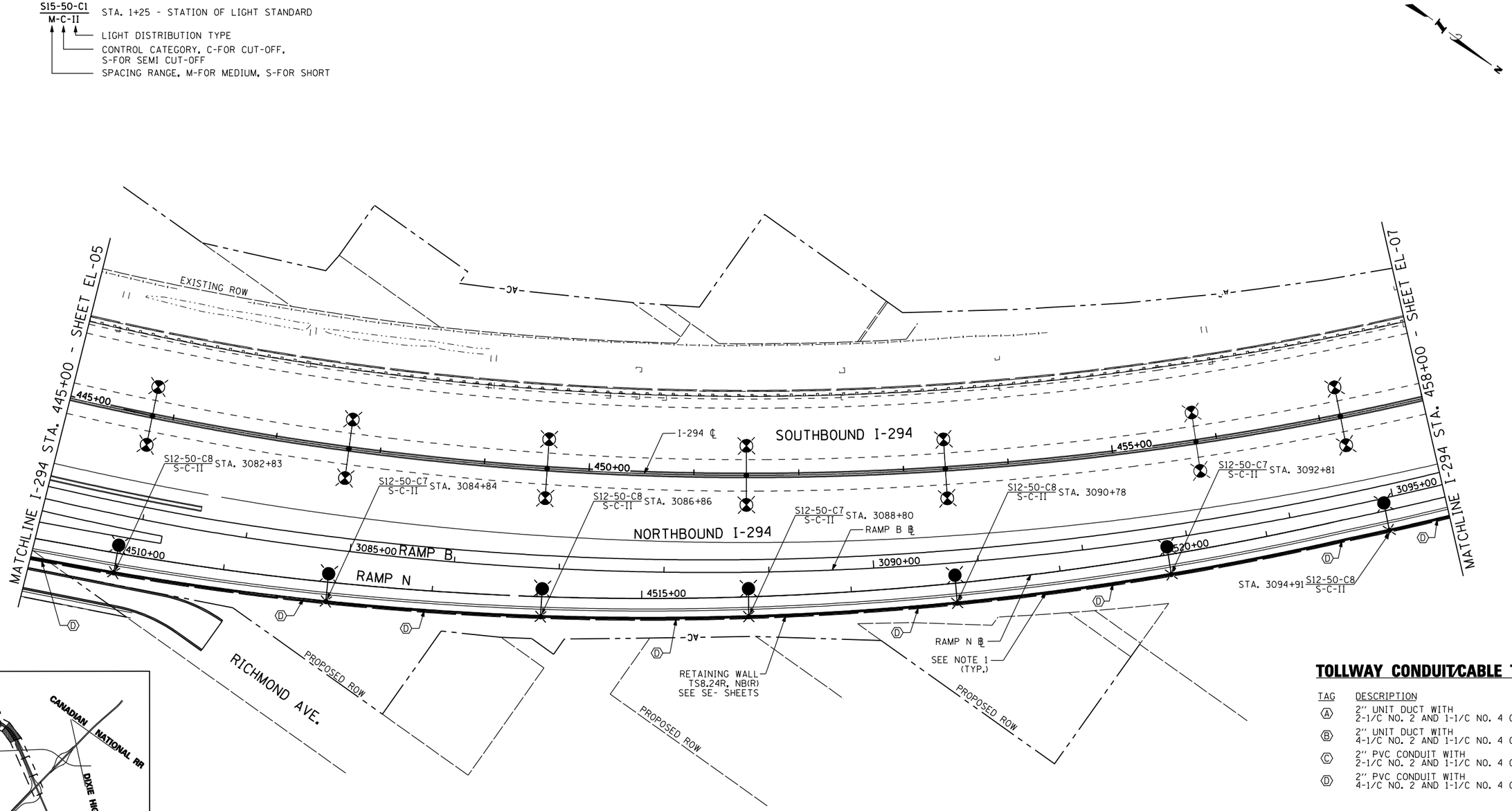
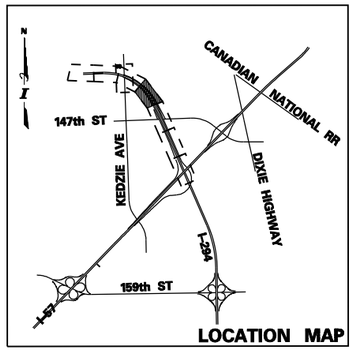
1/25/2013

CALL-OUT LEGEND

S15-50-C1
M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
- MAST ARM, 15 FT. LONG
- NOMINAL HEIGHT, 50 FT.
- CIRCUIT NUMBER
- STA. 1+25 - STATION OF LIGHT STANDARD
- LIGHT DISTRIBUTION TYPE
- CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
- SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT





TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

NOTES:

1. INSTALL NEW CABLE IN 2" PVC CONDUIT EMBEDDED IN RETAINING WALL.

50 0 50 100

SCALE: 1" = 50'-0"

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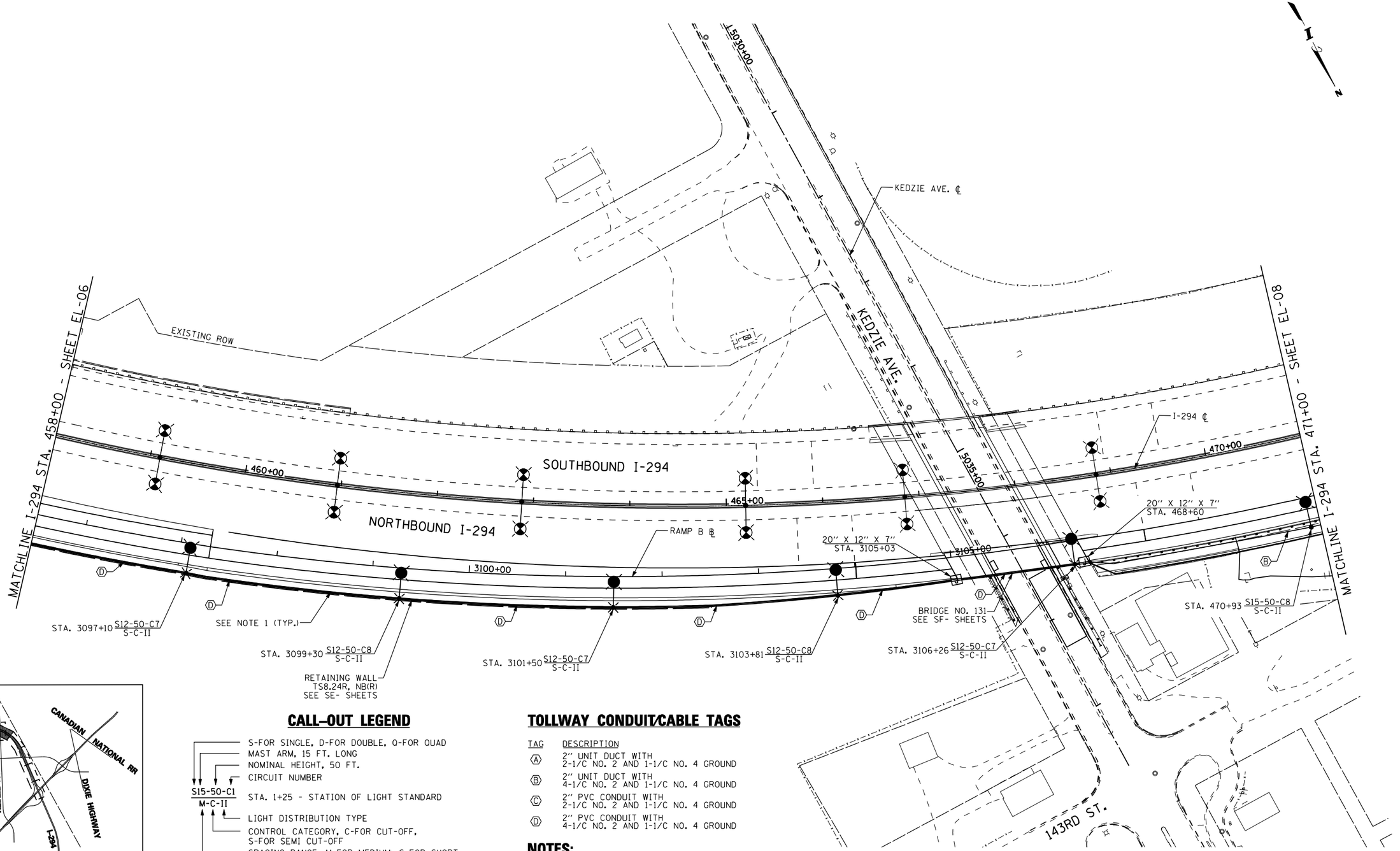
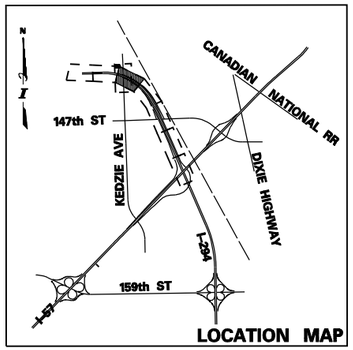
CHECKED BY . . . RAS	SCALE . . . 1"=50'				NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN	225 OF 482





CALL-OUT LEGEND

S15-50-C1 / M-C-II

- S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD MAST ARM, 15 FT. LONG
- NOMINAL HEIGHT, 50 FT.
- CIRCUIT NUMBER
- STA. 1+25 - STATION OF LIGHT STANDARD
- LIGHT DISTRIBUTION TYPE
- CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
- SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT

TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND

NOTES:

1. INSTALL NEW CABLE IN 2" PVC CONDUIT EMBEDDED IN RETAINING WALL.
2. PROPOSED FOUNDATIONS LOCATED BETWEEN GUARDAIL AND NOISE ABATEMENT WALL SHALL BE STEEL HELIX.

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CHECKED BY . . . MKR . . . .

DATE . . 2-6-2013 . . .
SCALE . . . 1"=50' . . . .

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN

SHEET EL-07 OF 17

. . . 226 . . . OF . . . 482 . . .

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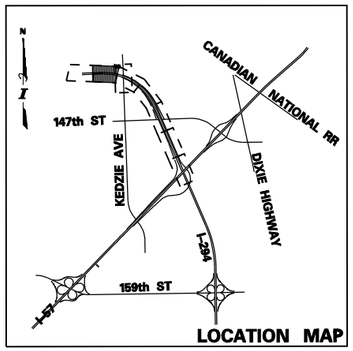
1/25/2013



CALL-OUT LEGEND

S-FOR SINGLE, D-FOR DOUBLE, Q-FOR QUAD
MAST ARM, 15 FT. LONG
NOMINAL HEIGHT, 50 FT.
CIRCUIT NUMBER

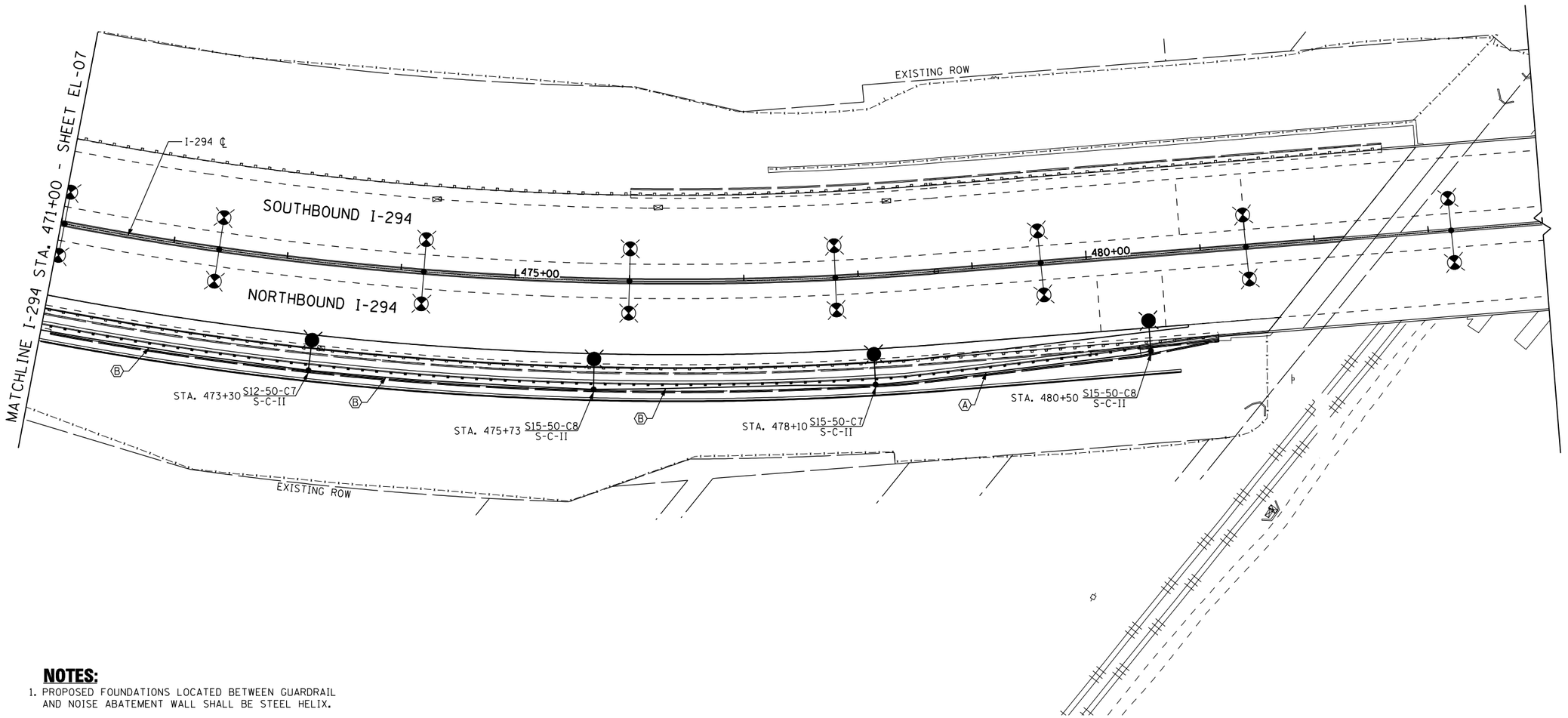
S15-50-C1 / M-C-II

STA. 1+25 - STATION OF LIGHT STANDARD

LIGHT DISTRIBUTION TYPE
CONTROL CATEGORY, C-FOR CUT-OFF, S-FOR SEMI CUT-OFF
SPACING RANGE, M-FOR MEDIUM, S-FOR SHORT

TOLLWAY CONDUIT/CABLE TAGS

TAG	DESCRIPTION
Ⓐ	2" UNIT DUCT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓑ	2" UNIT DUCT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓒ	2" PVC CONDUIT WITH 2-1/C NO. 2 AND 1-1/C NO. 4 GROUND
Ⓓ	2" PVC CONDUIT WITH 4-1/C NO. 2 AND 1-1/C NO. 4 GROUND



NOTES:

1. PROPOSED FOUNDATIONS LOCATED BETWEEN GUARDRAIL AND NOISE ABATEMENT WALL SHALL BE STEEL HELIX.

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1/25/2013

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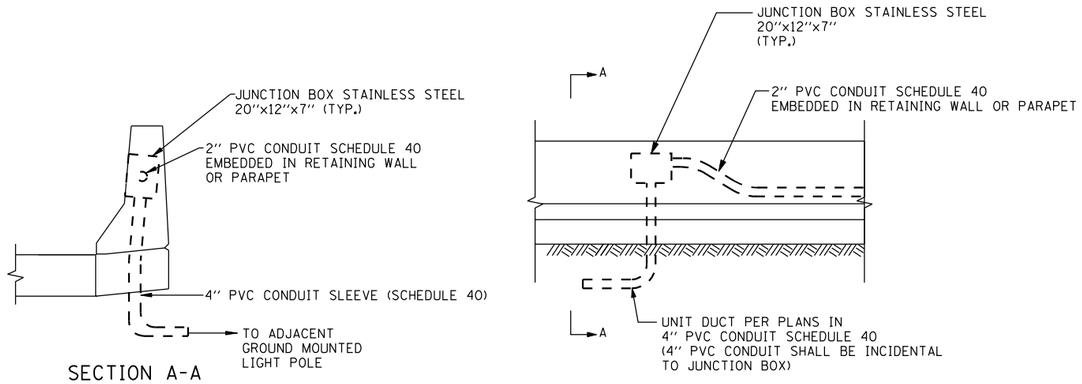
CHECKED BY . . . . . MKR	SCALE . . . 1"=50' . . .				NB I-294, CD ROAD B AND RAMP N PROPOSED TOLLWAY LIGHTING PLAN
					SHEET EL-08 OF 17 . . 227 . OF . 482 . .

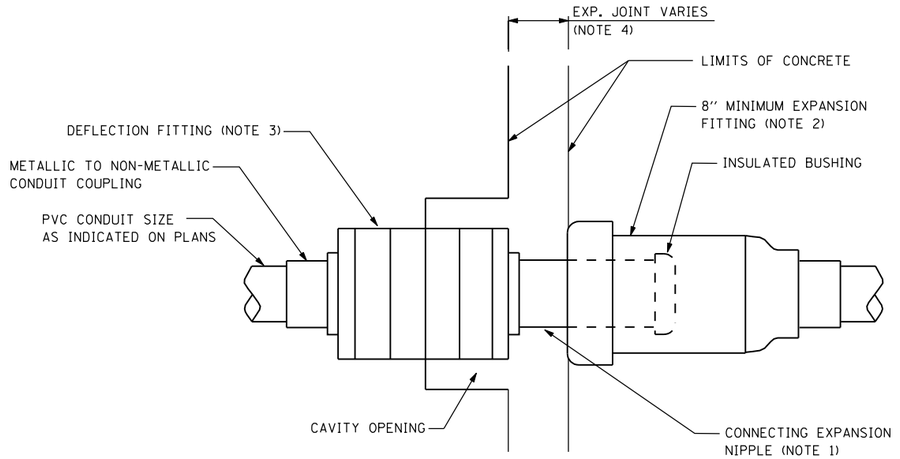


SECTION A-A

NOT TO SCALE

UNDERGROUND TO EMBEDDED CONDUIT TRANSITION

NOT TO SCALE



CONDUIT EXPANSION/DEFLECTING COUPLING

NOT TO SCALE

NOTES:

1. PROVIDE REQUIRED LENGTH OF CONNECTING EXPANSION NIPPLE. REFER TO STRUCTURAL DRAWINGS FOR THE EXPANSION JOINT CHARACTERISTICS.
2. THE BARREL OF THE FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT.
3. A CAVITY OPENING, IF REQUIRED, SHALL BE 3" LARGER DIA. AND A MAX. DEPTH OF HALF OF THE DEFLECTION FITTING SHALL BE CENTERED IN THE OPENING AND EMBEDDED IN THE CONCRETE ONLY UP TO THE DEFLECTION FITTING CENTER.
4. REFER TO STRUCTURAL PLANS FOR EACH EXPANSION JOINT WIDTH, AND OTHER STRUCTURAL DETAILS.

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1/25/2013

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DATE . . 2-6-2013 . . .
SCALE . . . NONE . . .

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

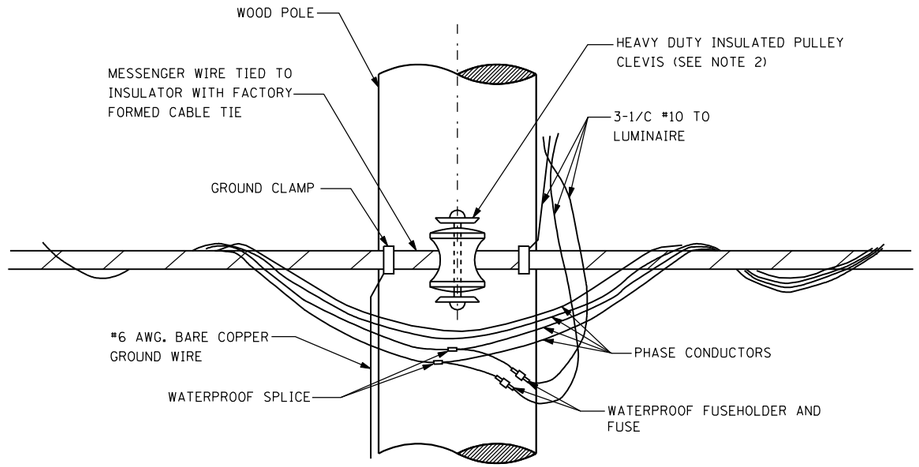
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

TOLLWAY LIGHTING DETAILS

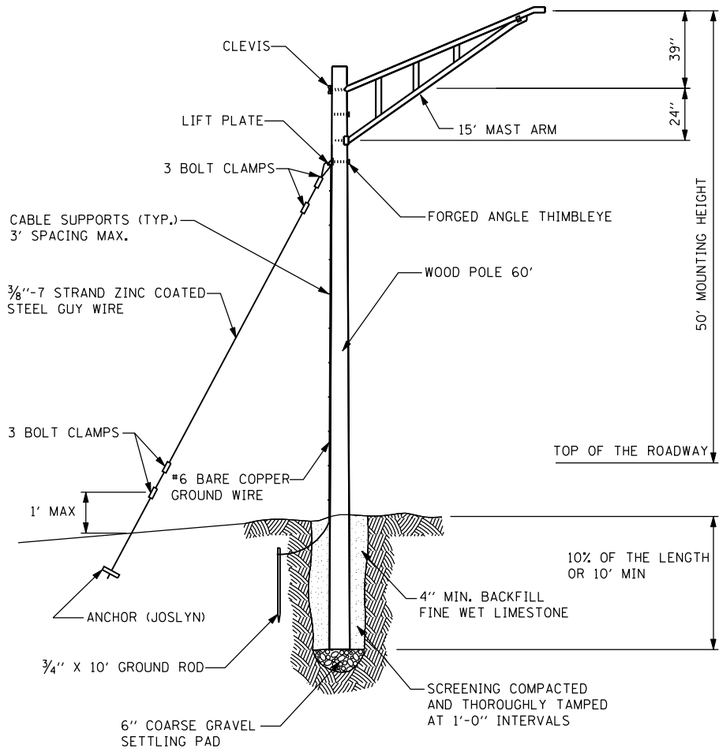
SHEET EL-09 OF 17

228 OF 482



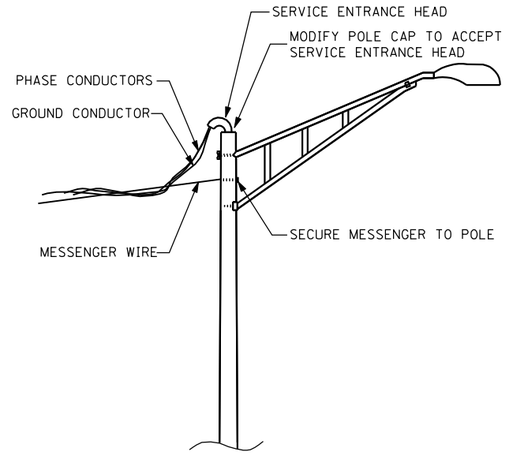
TEMPORARY LIGHT POLE CABLE ATTACHMENT DETAIL

NOT TO SCALE



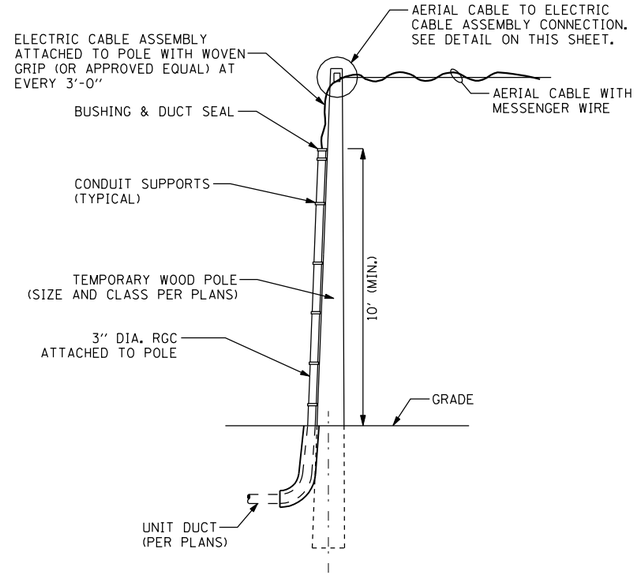
TEMPORARY WOOD/LIGHT POLE DETAIL

NOT TO SCALE



TEMPORARY POWER FEED TO EXISTING ALUMINUM POLE

NOT TO SCALE

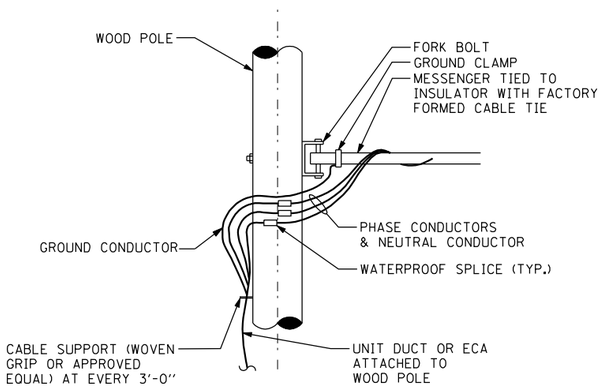


AERIAL CABLE TO UNDERGROUND DUCT TRANSITION DETAIL

NOT TO SCALE

NOTES:

1. THE COST OF ALL CONDUITS ATTACHED TO WOOD POLES IS INCLUDED IN THE PRICE OF THE ITEM "MAINTAIN LIGHTING SYSTEM."



AERIAL CABLE TO ELECTRIC CABLE ASSEMBLY CONNECTION DETAIL

NOT TO SCALE

NOTES:

1. COST OF SERVICE ENTRANCE HEAD, MODIFICATION OF POLE CAP AND CONNECTION ARE INCIDENTAL TO THE PAY ITEM "MAINTAIN LIGHTING SYSTEM."
2. WITH THE APPROVAL OF THE ENGINEER, A SECONDARY CABLE SPREADER SECURED TO THE POLE MAY BE USED IN CONJUNCTION WITH THE QUADRUPLEX IN LIEU OF THE HEAVY DUTY INSULATED PULLEY CLEVIS.
3. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 20 FEET OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.

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1/25/2013

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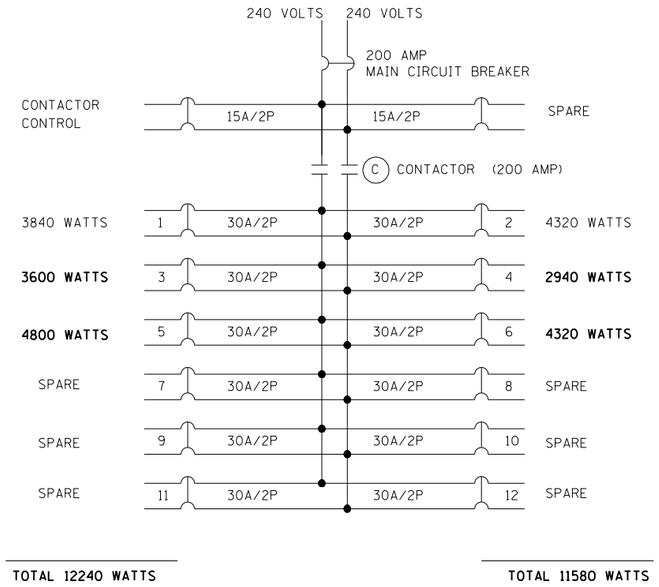
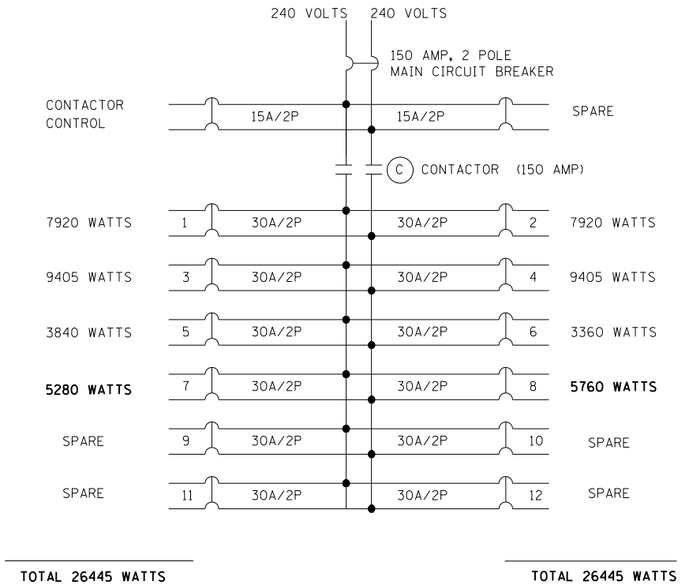
CHECKED BY . . . . MKR	SCALE . . . NONE . . .				TOLLWAY TEMPORARY LIGHTING DETAILS	. . 229 . OF . 482 .



EXISTING CONTROLLER C3A
STATION 402+94



EXISTING CONTROLLER C4
STATION 443+00

DRAWN BY . . . . . RAS	DATE . . . 2-6-2013 . . .	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. | DATE | DESCRIPTION	CONTRACT I-12-4087 NB I-294, CD ROAD B AND RAMP N TOLLWAY LIGHTING CONTROL CONSOLE PANEL SCHEDULES
CHECKED BY . . . . MKR	SCALE . . . NONE . . .				SHEET EL-11 OF 17 . . . 230 . OF . 482 .

IDOT AND MUNICIPAL LIGHTING LEGEND

- PROPOSED SINGLE ARM LIGHTING UNIT 47.5' M.H., 15' M.A., WITH 400W, 240V HPS M-C-III LUMINAIRE WITH TRANSFORMER BASE BREAKAWAY DEVICE
- PROPOSED TWIN ARM LIGHTING UNIT 47.5' M.H., DUAL 6' M.A., WITH DUAL 400W, 240V HPS M-C-III LUMINAIRES
- TEMPORARY LIGHTING UNIT 15' M.A., 400W, 240V HPS M-C-III LUMINAIRE 60' CLASS 4 WOOD POLE, 50' MOUNTING HEIGHT
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING LIGHTING UNIT TO BE RELOCATED
- EXISTING LIGHTING UNIT IN RELOCATED POSITION
- EXISTING SINGLE ARM LIGHTING UNIT TO REMAIN IN PLACE
- EXISTING TWIN ARM LIGHTING UNIT TO REMAIN IN PLACE
- EXISTING UNDERPASS LUMINAIRE TO REMAIN IN PLACE
- PROPOSED JUNCTION BOX SIZE AND TYPE PER PLANS
- EXISTING JUNCTION BOX
- UNDERGROUND RIGID GALVANIZED STEEL CONDUIT (RGC) SIZE AS INDICATED
- UNIT DUCT, AS SPECIFIED IN PLANS
- EXISTING CABLE AND CONDUIT TO REMAIN IN PLACE
- A/C AERIAL CABLE, AS SPECIFIED IN PLANS
- EXISTING SINGLE DOOR LIGHTING CONTROLLER CABINET
- PROPOSED ELECTRIC SERVICE TRANSFORMER BY COMED ON EXISTING OR PROPOSED UTILITY WOOD POLE
- GROUND ROD, 5/8" X 10 FT
- WOOD POLE, 60 FT, CLASS 4 (UNLESS NOTED OTHERWISE)

CALL-OUT SAMPLES

DEFINITION	EXAMPLE
CKT. NO. / LOCATION / SET BACK AS INDICATED IN GENERAL NOTES	MZA1 / STA. 591+85 / SET BACK 7 FT
HC A 1 — POLE NUMBER / CIRCUIT NUMBER / LIGHTING CONTROL CABINET	
CONDUIT SIZE / TYPE, LENGTH	3" DIA. / RGC, 50 FT
CIRCUITS / CONDUCTORS RACEWAY	CKT. MZAB / 3-1/C#8, 1/C#10 GND. / 1" DIA. UNIT DUCT
CONTROLLER DESIGNATION / LOCATION / DESCRIPTION	PROPOSED LIGHTING CONTROLLER "MZ" / STA. 590+95, 51 FT LT / 1-PHASE, 240/480V, 3 WIRE

GENERAL NOTES:

1. LIGHT POLE SET BACKS ARE MEASURED FROM EDGE OF TRAVELED PAVEMENT TO CENTER OF POLE.
2. OFFSETS FOR TEMPORARY LIGHT POLES ARE MEASURED FROM ROADWAY CENTERLINE TO CENTER OF POLE.
3. NO LIGHT POLE SHALL BE ERECTED UNTIL THE FOUNDATION HAS CURED PER ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT FOUNDATIONS SHALL BE EXOTHERMIC, AS APPLICABLE.
5. WHEREVER TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 20 FEET OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.
6. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
7. FOUNDATIONS FOR RELOCATED VILLAGE OF POSEN LIGHT POLES SHALL BE 24" DIAMETER. THE CONTRACTOR SHALL VERIFY THE ANCHOR BOLT DIAMETER, BOLT CIRCLE, AND BOLT PROJECTION OF THE EXISTING FOUNDATIONS BEFORE CONSTRUCTION OF THE NEW FOUNDATIONS. ELEMENTS OF THE FOUNDATION NOT LISTED ABOVE SHALL BE PER DISTRICT ONE DETAIL BE-300.

VILLAGE OF POSEN LIGHTING SCHEDULE OF QUANTITIES

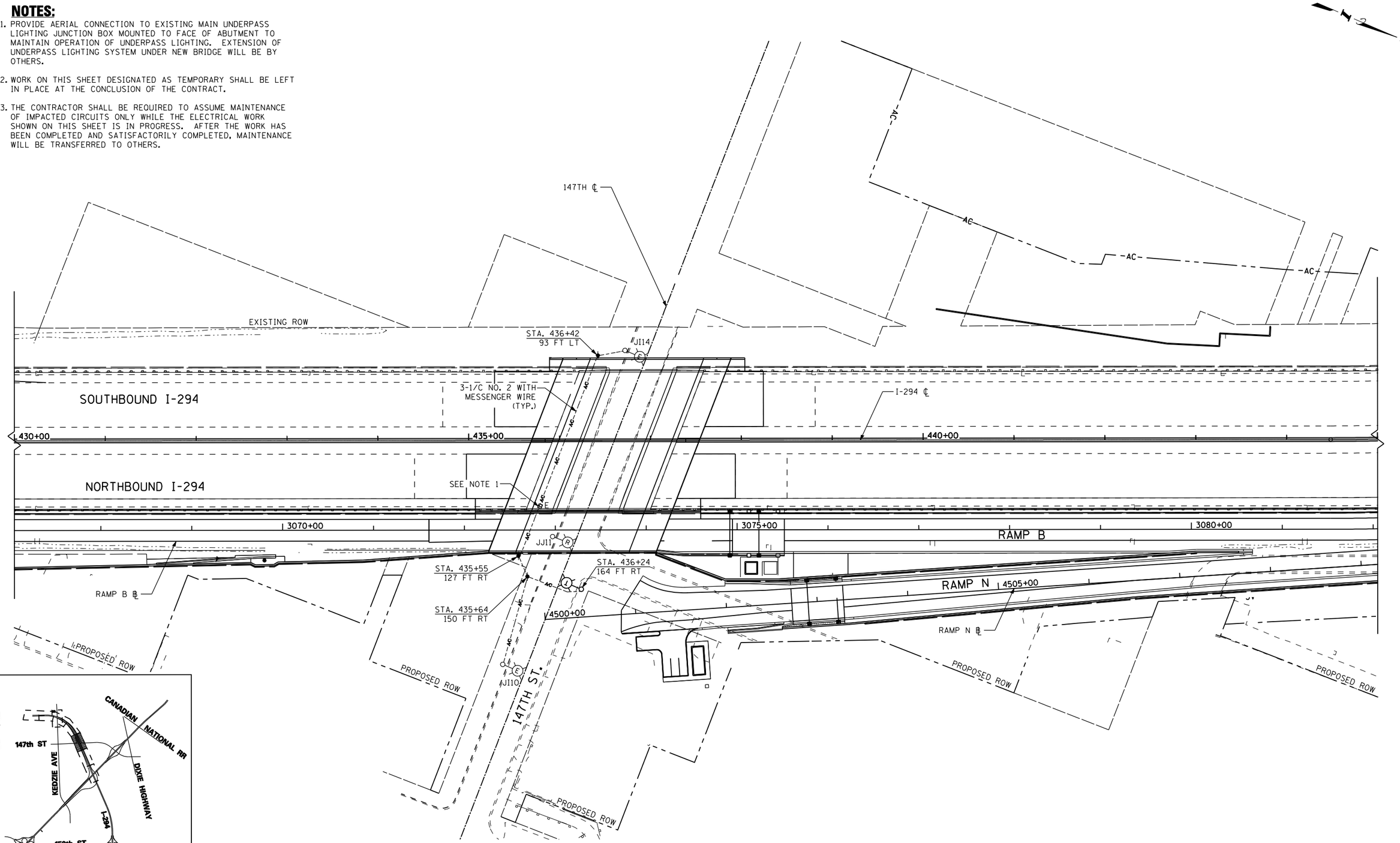
ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	29
UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	443
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	505
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1515
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	27
REMOVAL OF POLE FOUNDATION	EACH	3
RELOCATE EXISTING LIGHTING UNIT	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2020

IDOT LIGHTING SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	452
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	1
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	1
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	1
REMOVAL OF POLE FOUNDATION	EACH	1
WOOD POLE, 60 FT, CLASS 4	EACH	3
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	1

NOTES:

1. PROVIDE AERIAL CONNECTION TO EXISTING MAIN UNDERPASS LIGHTING JUNCTION BOX MOUNTED TO FACE OF ABUTMENT TO MAINTAIN OPERATION OF UNDERPASS LIGHTING. EXTENSION OF UNDERPASS LIGHTING SYSTEM UNDER NEW BRIDGE WILL BE BY OTHERS.
2. WORK ON THIS SHEET DESIGNATED AS TEMPORARY SHALL BE LEFT IN PLACE AT THE CONCLUSION OF THE CONTRACT.
3. THE CONTRACTOR SHALL BE REQUIRED TO ASSUME MAINTENANCE OF IMPACTED CIRCUITS ONLY WHILE THE ELECTRICAL WORK SHOWN ON THIS SHEET IS IN PROGRESS. AFTER THE WORK HAS BEEN COMPLETED AND SATISFACTORILY COMPLETED, MAINTENANCE WILL BE TRANSFERRED TO OTHERS.



DRAWN BY . . . . . BKG	DATE . . 2-6-2013 . . .	EJM ENGINEERING, INC. 411 South Wells Street Suite 1000 Chicago, Illinois 60607	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT I-12-4087	SHEET EL-13 OF 17
CHECKED BY . . . . . MKR	SCALE . . . 1"=50' . . .				NB I-294, CD ROAD B AND RAMP N IDOT TEMPORARY LIGHTING AND REMOVAL PLAN	. . 232 . OF . 482 . .

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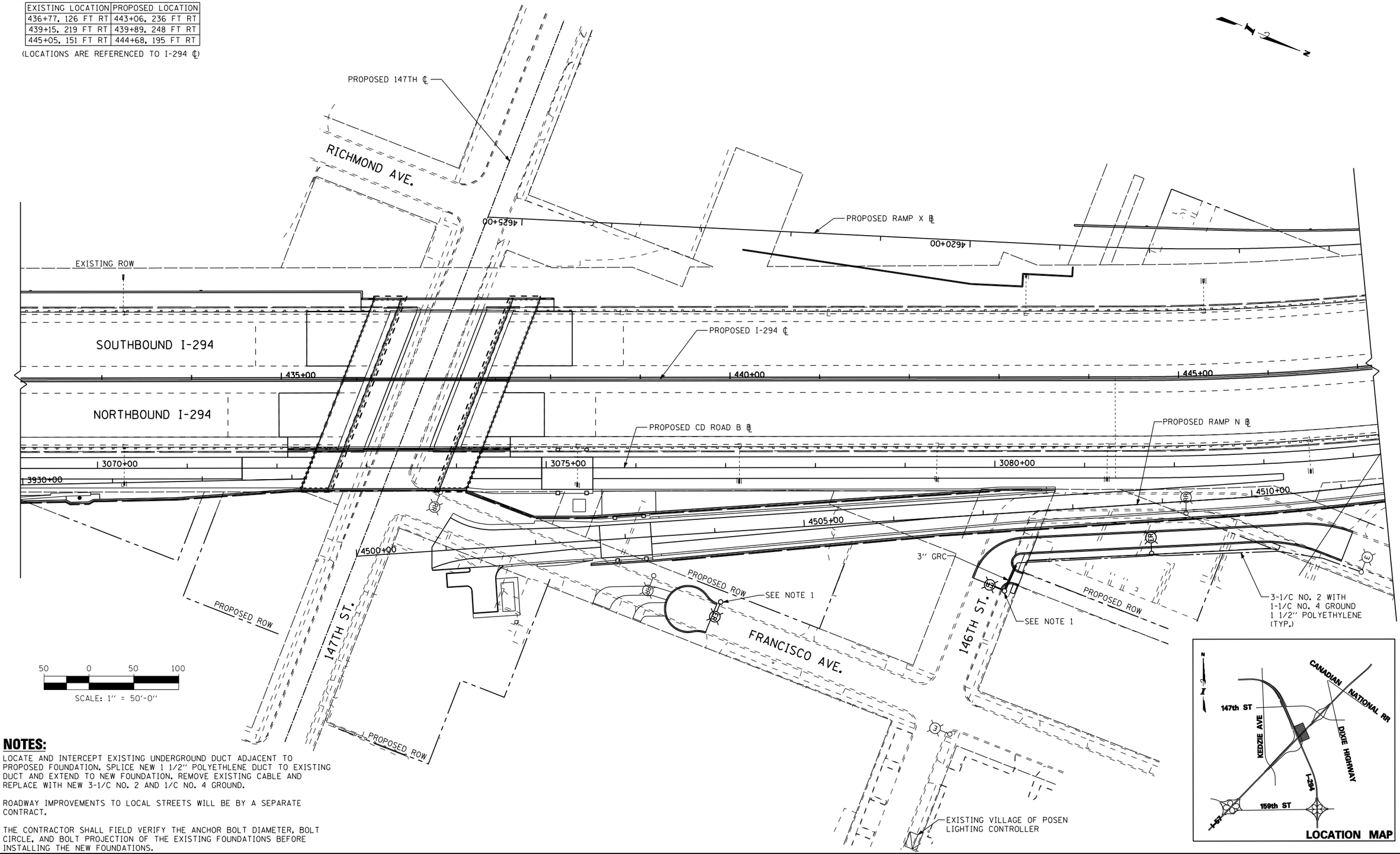
12/25/2013

LIGHT POLE RELOCATION TABLE

EXISTING LOCATION	PROPOSED LOCATION
436+77, 126 FT RT	443+06, 236 FT RT
439+15, 219 FT RT	439+89, 248 FT RT
445+05, 151 FT RT	444+68, 195 FT RT

(LOCATIONS ARE REFERENCED TO I-294 ℄)



NOTES:

1. LOCATE AND INTERCEPT EXISTING UNDERGROUND DUCT ADJACENT TO PROPOSED FOUNDATION. SPLICE NEW 1 1/2" POLYETHLENE DUCT TO EXISTING DUCT AND EXTEND TO NEW FOUNDATION. REMOVE EXISTING CABLE AND REPLACE WITH NEW 3-1/C NO. 2 AND 1/C NO. 4 GROUND.
2. ROADWAY IMPROVEMENTS TO LOCAL STREETS WILL BE BY A SEPARATE CONTRACT.
3. THE CONTRACTOR SHALL FIELD VERIFY THE ANCHOR BOLT DIAMETER, BOLT CIRCLE, AND BOLT PROJECTION OF THE EXISTING FOUNDATIONS BEFORE INSTALLING THE NEW FOUNDATIONS.

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1/25/2013

DRAWN BY . . . . . RAS . . . . . DATE . . 2-6-2013 . . .
CHECKED BY . . . . . MKR . . . . . SCALE . . . 1"=50' . . .

EJM ENGINEERING, INC.
411 South Wells Street Suite 1000
Chicago, Illinois 60607

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT I-12-4087

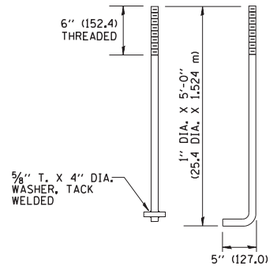
NB I-294, CD ROAD B AND RAMP N
VILLAGE OF POSEN
LIGHTING RELOCATION PLAN

SHEET EL-14 OF 17

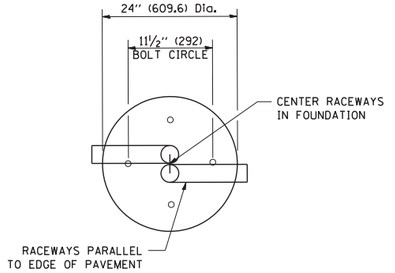
. . . 233 . . . OF . . . 482 . . .

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

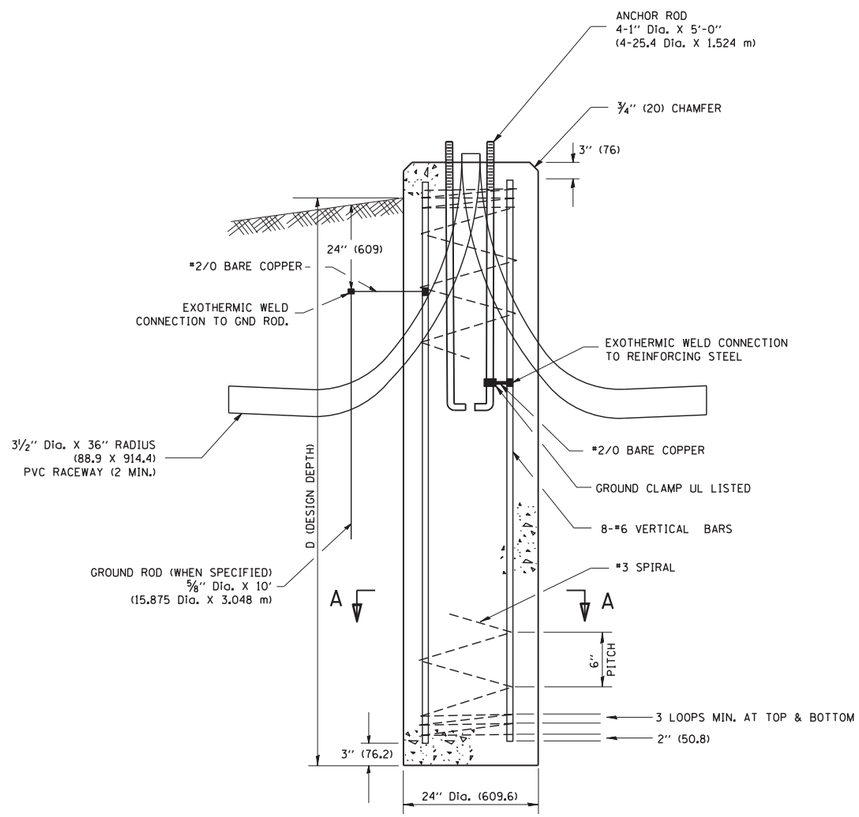
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND Ø = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND Ø = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND Ø = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



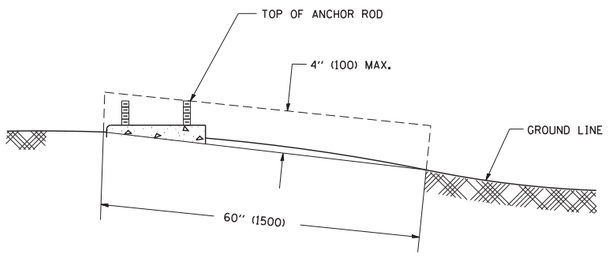
ANCHOR BOLT DETAIL



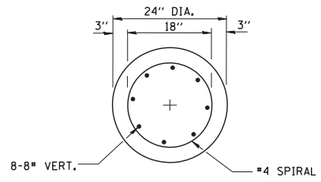
TOP VIEW



FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED. IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED ¾-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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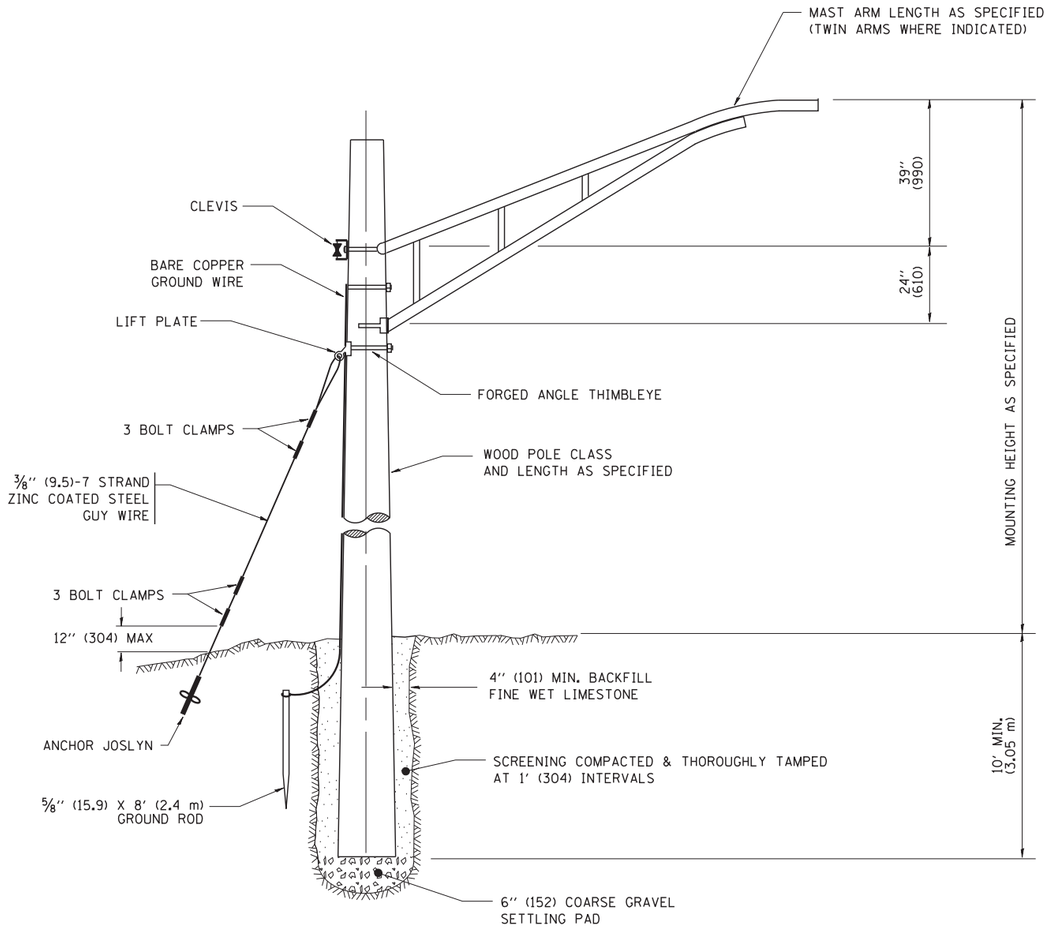
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

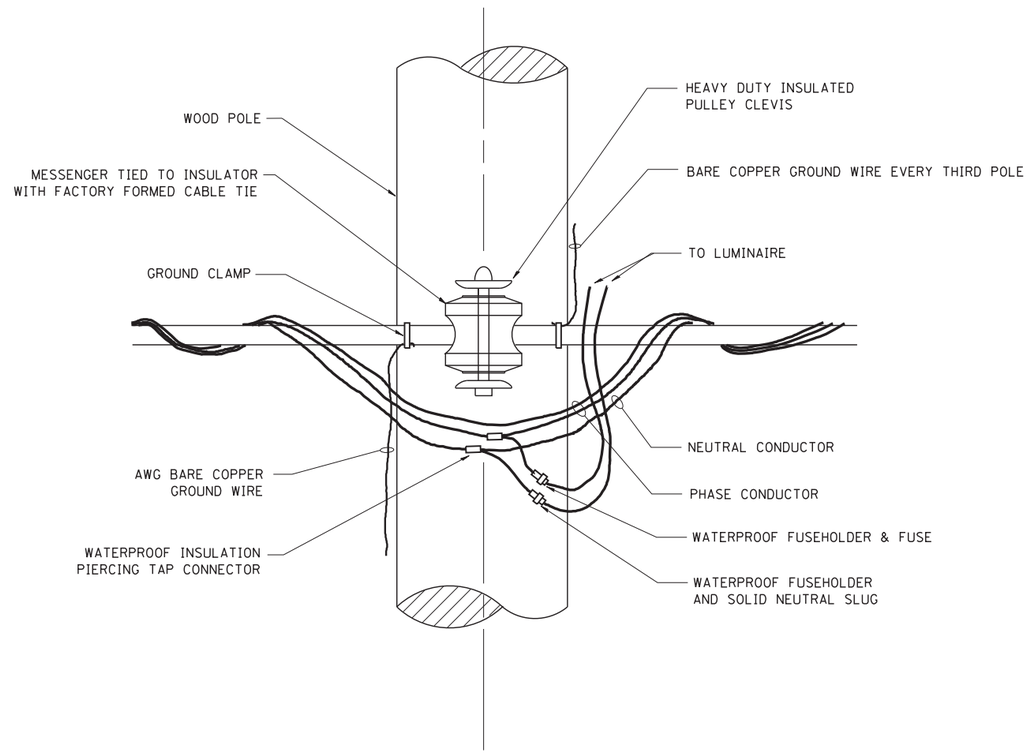
LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			482	234
	BE-300		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



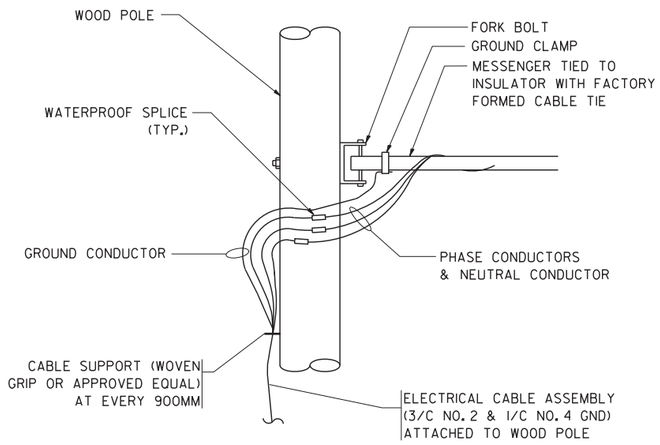
TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

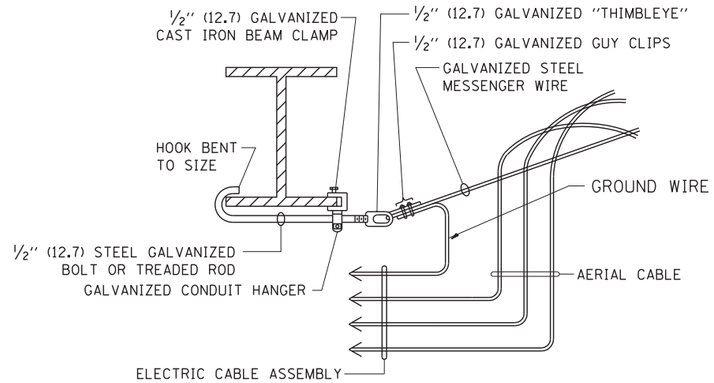
FILE NAME = W:\diststd\22x34\be800.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS
		DRAWN -	REVISED -		
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			482	235
	BE-800		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



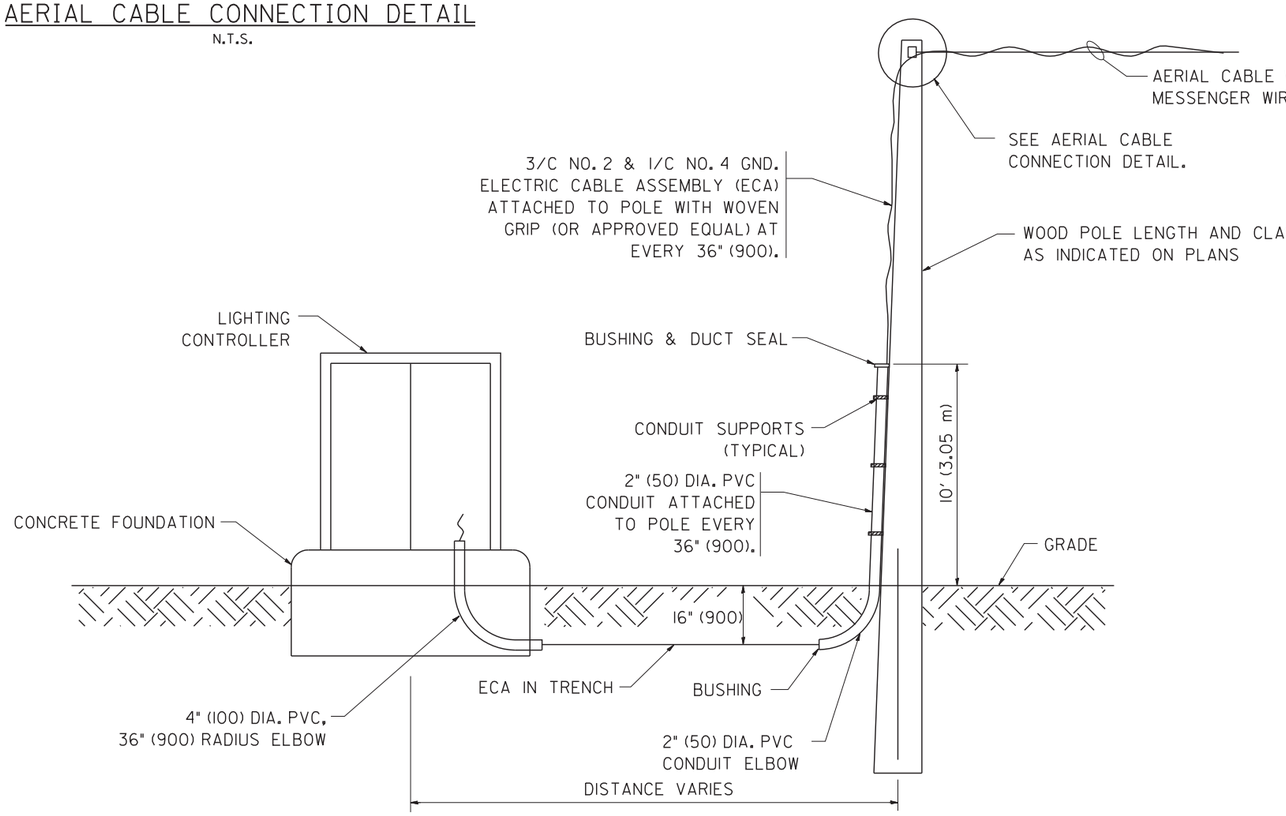
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

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

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		DRAWN -	REVISED -						482	236
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	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		