

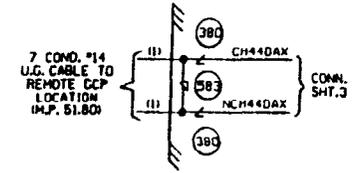
NOTES:

- ⊗ TWISTED WIRES INSULATED 1 TWIST PER FT. ALL TRACK WIRES 2C. #6
- TRANSMITTER AND RECEIVER LEADS TO BE SEPARATED BY AT LEAST 12" IN TRENCH. LENGTHS SHOULD NOT EXCEED MANUFACTURERS RECOMMENDATION.
- TOP OF FOUNDATION TO BE AT SAME ELEVATION AS THE SURFACE OF THE TRAVELED WAY & NO MORE THAN 4" ABOVE THE SURFACE OF THE GROUND.
- ALL BUNGALOW WIRING TO BE #16 AVG FLEX UNLESS OTHERWISE SPECIFIED EXCEPT ALL GROUND WIRE TO BE #6 AVG FLEX OR LARGER.
- ALL WIRING IN GATE MECHANISM TO BE #10 'AVG FLEX'. REFER TO UP STANDARD DWG FOR BUNGALOW GROUNDING.
- DO NOT USE 7 CELLS OF B12 BATTERY UNLESS REQUIRED TO MAINTAIN MINIMUM LAMP VOLTAGE.
- ALL LIGHTS TO BE 12" ROUNDELS.
- ***** 4" (10.16cm) X 60" (15.24m) CONDUIT
- LIGHTS: A & B L.E.O.

GATE A: 26' 17.92m
GATE B: 26' 17.92m

CONSTRUCTION NOTE:

1. INSTALL REMOTE GCP'S RI AND R2 IN A NEW 4'X4' HOUSE AT SIGNAL LOCATION 518-19.



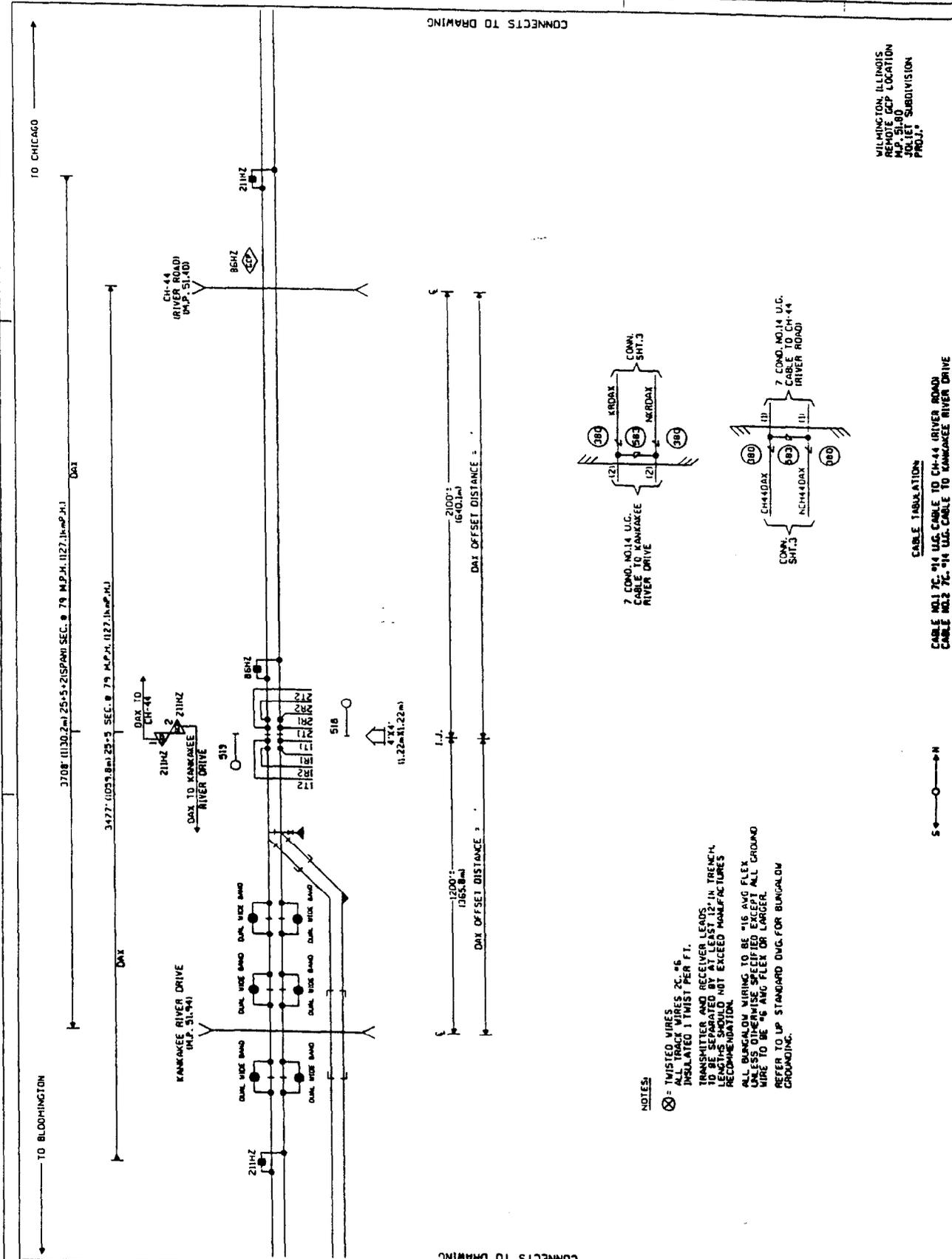
CABLE TABULATION:

CABLE NO. 1 7C. #14 U.G. TO REMOTE GCP AT M.P. 51.80

| | | | | | |
|---|--|------------------------------------|---|--|--|
| MODIFICATION LEVEL S.A. LAST LEVEL CHG'D. CI LAST LEVEL, MOD. THIS TYP. CE LAST LEVEL BY DESIGNER. CP CHANGED FROM TYP. Y/N Y | | UNION PACIFIC SIGNAL DESIGN | DES: HARMON DSG: HARMON CWR: A.P.E. 3138 RD: CBL3148.1X | UNION PACIFIC RAILROAD CHICAGO, ILLINOIS TO BLOOMINGTON, ILLINOIS A.B.S. CIRCUITS OFFICE OF CHIEF ENGR | DATE 5-24-99 SHEET 1 DWG 51.40 RTE.-CSL |
|---|--|------------------------------------|---|--|--|

CONNECTS TO DRAWING

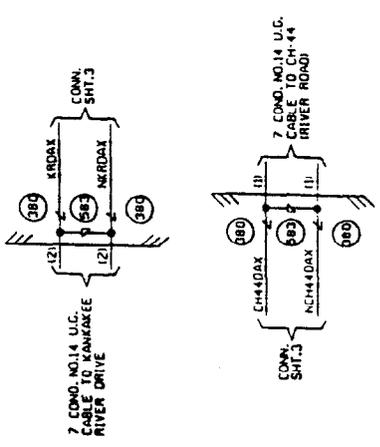
CONNECTS TO DRAWING



CONNECTS TO DRAWING

CONNECTS TO DRAWING

- NOTES:**
- ⊗ = TWISTED WIRES
 - ALL TRACED WIRES TO BE INSULATED 1 TWIST PER FT.
 - TRANSMITTER AND RECEIVER LEADS IN TRENCH LEADS SHOULD NOT EXCEED MANUFACTURER'S RECOMMENDATION.
 - ALL BUNGALOW WIRING TO BE #16 AWG FLEX UNLESS OTHERWISE SPECIFIED EXCEPT ALL GROUND WIRE TO BE #6 AWG FLEX OR LARGER.
 - REFER TO LP STANDARD DWG. FOR BUNGALOW GROUNDING.



CABLE TABULATION
 CABLE NO. 17C #14 U.G. CABLE TO CH-44 RIVER ROAD
 CABLE NO. 17D #14 U.G. CABLE TO KANKAKEE RIVER DRIVE

| | | | |
|--------------------|---------------------------|-----------------------|-----------------------|
| UNION PACIFIC | | DES. WASHINGTON | DATE 5-21-49 |
| CHICAGO | | DWG. WASHINGTON | SHEET 1 |
| DIVISION | | CHICAGO | DWG. 5180 |
| PROJECT | | APR. 22, 1938 | OFFICE OF CHIEF ENGR. |
| REVISION | | REV. 5-1-38 (REMOVED) | DATE |
| MODIFICATION LEVEL | | 1 | DATE |
| 1 | LAST LEVEL, MOD. THIS TP. | 1 | DATE |
| 2 | LAST LEVEL, BY DESIGNER | 1 | DATE |
| 3 | CHANGED FROM TYPE 2 TO 1 | 1 | DATE |

UNION PACIFIC RAILROAD
 CHICAGO, ILLINOIS TO
 BLOOMINGTON, ILLINOIS
 A.B.S. CIRCUITS

WILMINGTON, ILLINOIS
 PROJECT LOCATION
 JOULET SUBDIVISION
 PROJ.



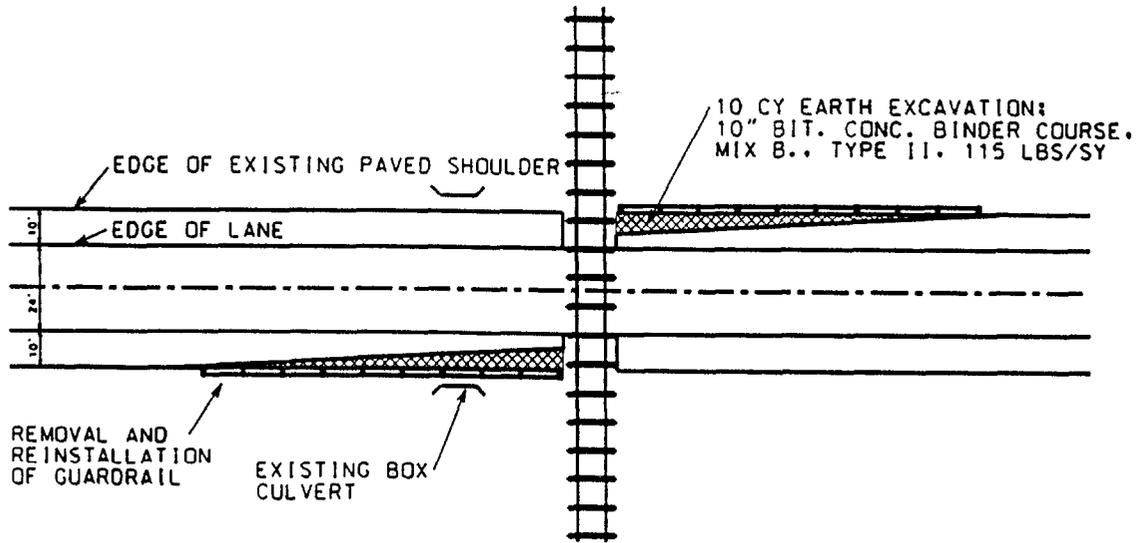
Special Provisions

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", January 1, 1997, the latest edition of the "Manual on Uniform Traffic Control and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included here in and govern the construction of River Road Railroad Crossing, and in case of conflict parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

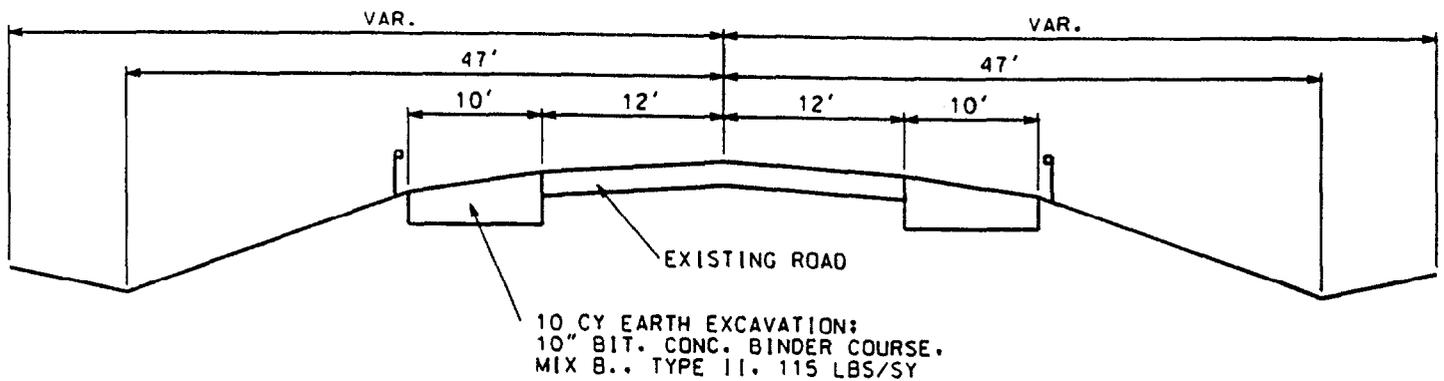
Description of Work: This project consists of extending the paved shoulder to the railroad crossing. This work will include the removal and reinstallation of the guardrail; the paving of a Bituminous shoulder; and other items necessary to complete the project.

Removal, Replacement, and Reinstallation of Guardrail: The one hundred fifty (150) feet of existing Steel Plate Beam Guardrail, Type A shall be removed and reinstalled along the edge of the newly paved shoulder. The two (2) existing Traffic Barrier Terminal, Type 1 end sections shall be removed and disposed of. The cost of disposing the Type 1 end sections is considered incidental to Removal and Reinstallation of Guardrail. The new end sections used shall be the ET-2000 or BEST and shall be attached to the reused Steel Plate Beam Guardrail, Type A. Approximately thirty seven and one-half (37.5) lineal feet of the existing Steel Plate Beam Guardrail, Type A will need to be replaced.

PLAN VIEW



TYPICAL SECTION



ISSUED 11-97

INROAD Department of Transportation

APPROVED: *[Signature]* 1998

REVISIONS: *[Signature]* 1998

REVISIONS: *[Signature]* 1998

PROJECT: *[Signature]*

APPROVED: *[Signature]* 1998

PROJECT: *[Signature]*

APPROVED: *[Signature]* 1998

PROJECT: *[Signature]*

APPROVED: *[Signature]* 1998

PROJECT: *[Signature]*

STANDARD 701006-01

OFF-ROAD OPERATIONS 2L, 2M FOR SPEEDS ≥ 45 MPH

4.5 m (15') TO PAVEMENT EDGE

| DATE | REVISIONS |
|--------|--|
| 1-1-98 | REV. 1ST GEN. NOTE. |
| 1-1-98 | REV. (241 TO 1241) IN 3RD GEN. NOTE. |
| 1-1-97 | REVISED TO CONFORM TO STANDARD 2302-9. |

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

where L is:
 SPEED LIMIT FORMULAS

70 km/h (40 mph) or less: L = WS^2 (English)
 80 km/h (45 mph) or greater: L = $0.65(WIS)^2$ (Metric)

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

TYPICAL APPLICATIONS

- Utility operations
- Driver extensions
- Side slope changes
- Guardrail installation and maintenance
- Detector installation
- Landsliding operations
- Shoulder repair
- Sign installation and maintenance

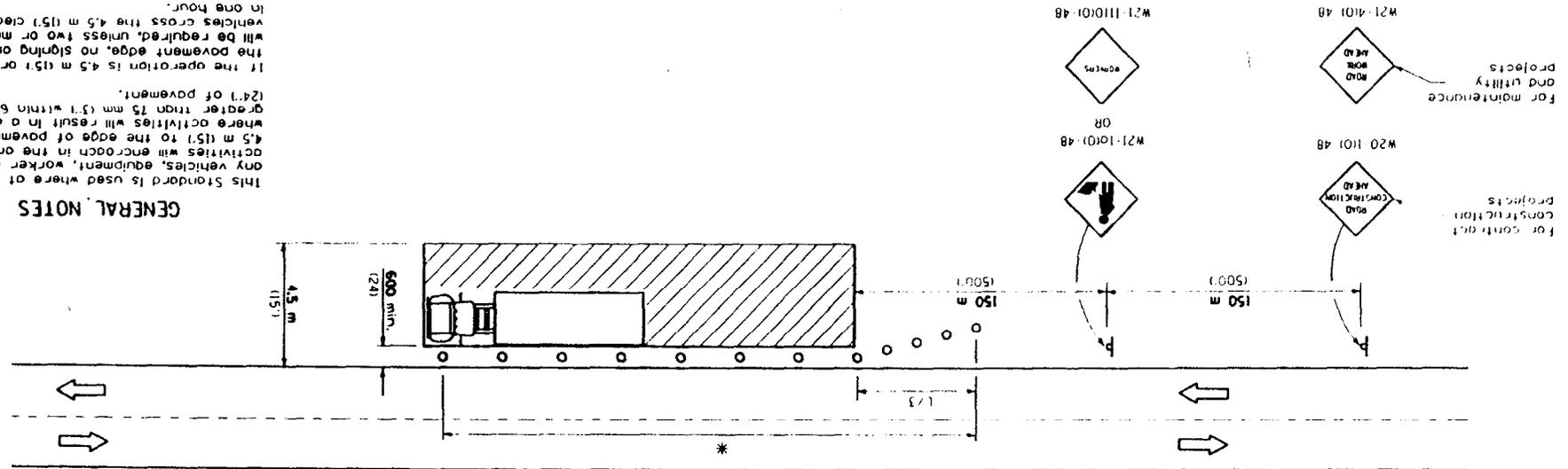
This Standard is used where at all times, any vehicles, equipment, worker or their activities will encroach in the area from 4.5 m (15') to the edge of pavement, except where activities will result in a dropoff greater than 75 mm (3") within 600 mm (24") of pavement.

If the operation is 4.5 m (15') or more off the pavement edge, no signing or cones will be required, unless two or more vehicles cross the 4.5 m (15') clear zone in one hour.

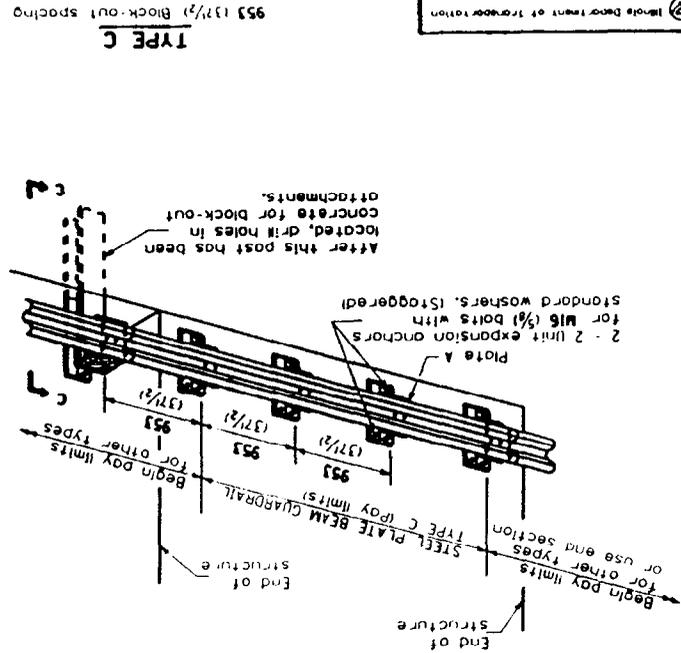
* When working within 600 mm (24") of the pavement edge, cones, drums or barricades shall be placed at 8 m (25') centers for L/3 distance, 15 m (50') centers through remainder of work area.

Shoulder tapers should have a minimum length of L/3.

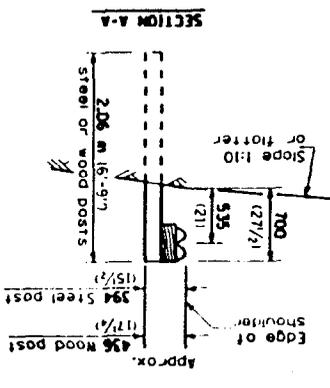
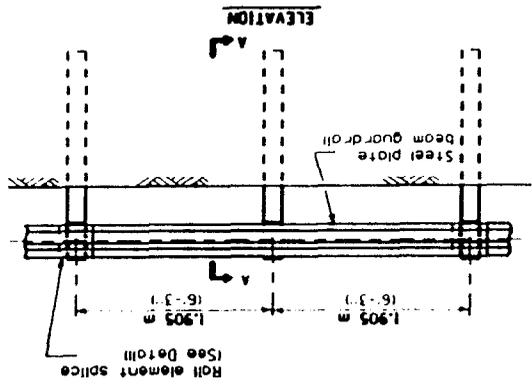
GENERAL NOTES



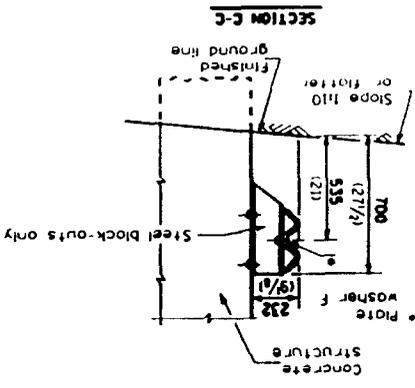
PROJECT: *St. Louis, Missouri*
 DRAWING NO.: *2230-18*
 DATE: *1-1-98*
 DESIGNED BY: *...*
 CHECKED BY: *...*
 IN CHARGE: *...*



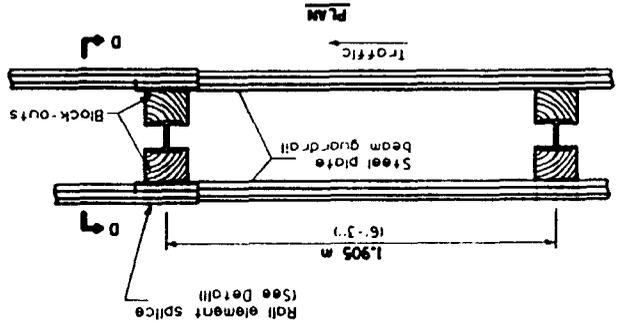
1,905 m (6'-3") typical post spacing
TYPE A



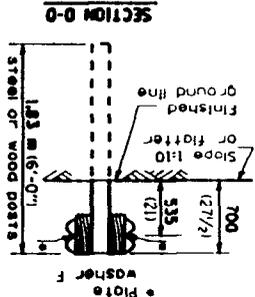
STEEL BLOCK-OUT DETAIL



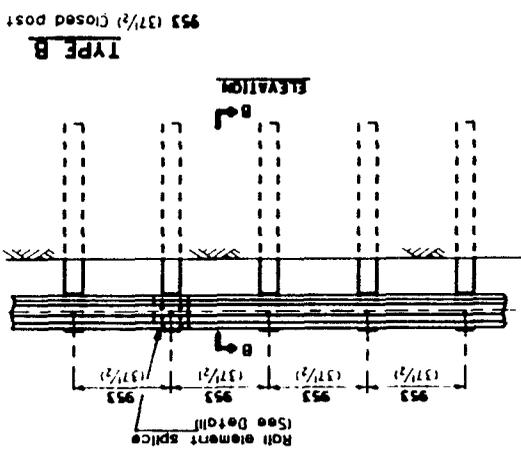
SECTION C-C



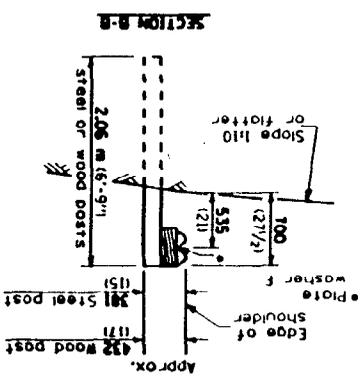
TYPE D



SECTION D-D



TYPE B

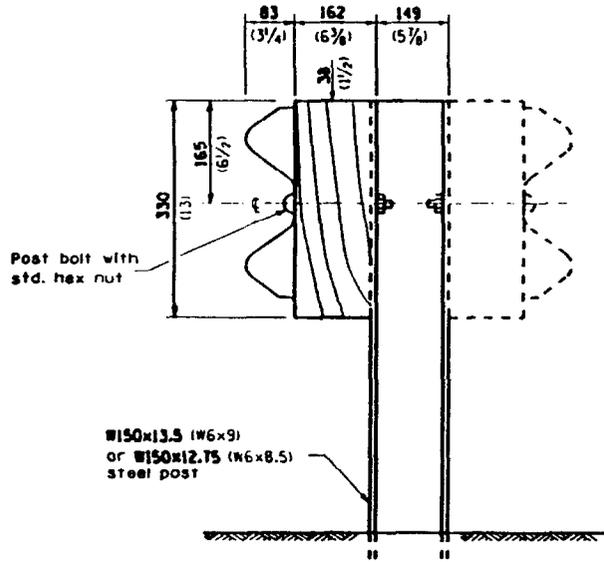


SECTION B-B

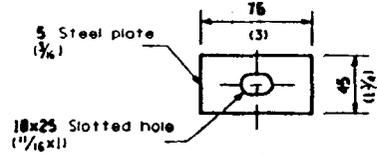
| DATE | REVISIONS |
|---------|--|
| 10-1-98 | Revised block-outs to wood. |
| 1-1-97 | Revised Standard 2230-18. |
| | Added opt. wood block-out details & notes. |

GENERAL NOTE
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 All dimensions are in millimeters (inches) unless otherwise shown.

STEEL PLATE BEAM GUARDRAIL
 STANDARD 630001-01
 (Sheet 1 of 4)

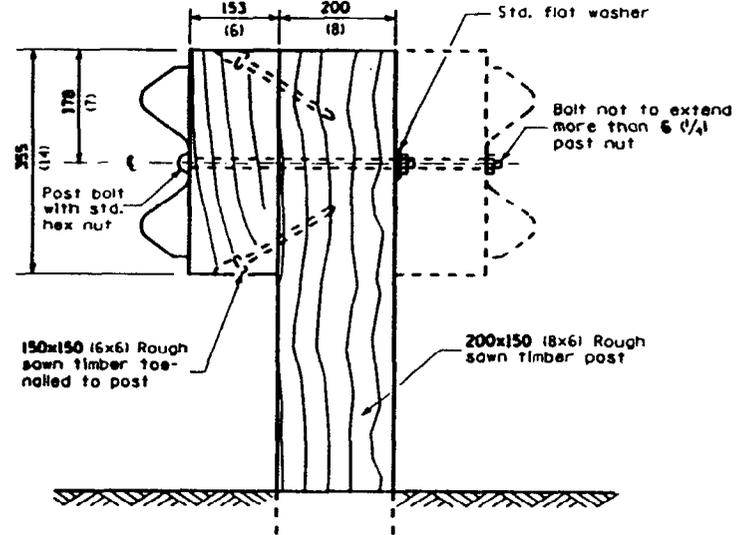


STEEL POST CONSTRUCTION

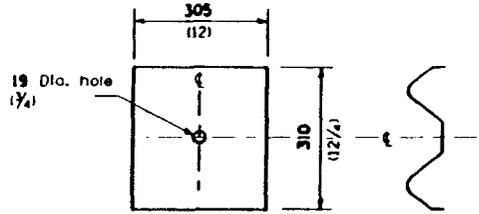


NOTE
 Plate washer F shall be used on type A guardrail only where specified. Plate washer F shall be used at all other locations where rail element is bolted to a block-out unless otherwise noted.

PLATE WASHER F

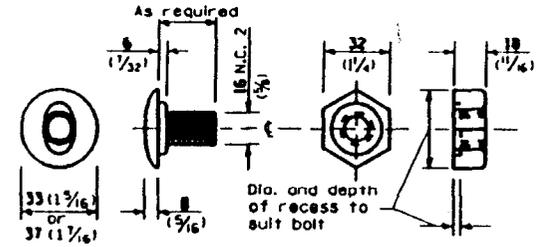


WOOD POST CONSTRUCTION



NOTE
 Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



POST OR SPLICE BOLT & NUT

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

STEEL PLATE BEAM GUARDRAIL
 (Sheet 2 of 4)
STANDARD 630001-01

State Department of Transportation
 October 1, 1990
 PROJECT: *...*
 DESIGNER: *...*
 CHECKED: *...*
 APPROVED: *...*
 14-111 ETR/SL

Exhibit D

ILLINOIS COMMERCE COMMISSION
STIPULATED AGREEMENT

Date _____

Agreement # 859

The Will County Board
(Board or Council of Township, Village, City, County, etc.)

meeting on Mar. 16, 2000, Resolved to authorize Charles R. Adelman,
(Name, Office) County Executive

to act as its designated agent in the processing of this Stipulated Agreement and
that the County of Will is financially willing and able to
(Township, Village, City, County)

bear the cost for the proposed improvements as may be assigned to it according
to Section 5 of this Agreement.

RESOLUTION

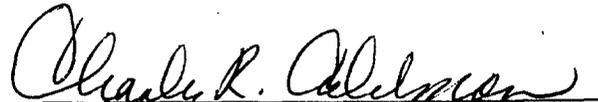
WHEREAS, the County, in order to facilitate the free flow of traffic and insure safety to the motoring public, is desirous of making improvements to the crossing at River Road (C. H. 44), County Section 00-00034-05-FL; and

WHEREAS, the County is desirous of said improvement in that same will be immediate benefit to the county residents and permanent in nature;

NOW THEREFORE BE IT RESOLVED, that the Will County Board, request the Illinois Commerce Commission to hear the petition for the Union Pacific Railroad at River Road at grade crossing for the modernization of railroad signals, a copy of which is attached hereto and made part hereof; and

BE IT FURTHER RESOLVED, that the County Engineer and the County Clerk of Will county are hereby authorized to execute said petition.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said County, at my office in Joliet, in said County, this 16th day of March _____, 2000.



Will County Executive

(SEAL)



Will County Clerk

VOTE:

| | |
|------|-----------|
| Yes | <u>24</u> |
| No | <u>0</u> |
| Pass | <u>0</u> |