

02-28-14 LETTING ITEM 123

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PLANS FOR PROPOSED  
 FEDERAL AID PROJECT  
 CAL-SAG TRAIL**

ILLINOIS ROUTE 83 TO 86TH AVENUE

SECTION NO. 13-F3000-25-BT  
 PROJECT NO. TE00D1(941)

**FOREST PRESERVE DISTRICT  
 OF COOK COUNTY**

COOK COUNTY  
 JOB NO: C-91-032-14

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	13-F3000-25-BT	COOK	171	1
FED. ROAD DIST. NO. -	ILLINOIS	CONTRACT NO. 63866		

171 + 2 = 173



FOR INDEX OF SHEETS, SEE SHEET NO. 2

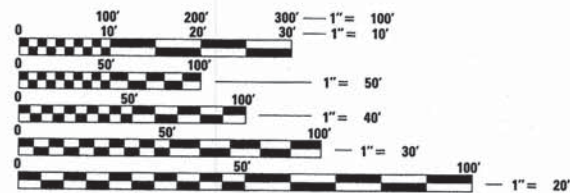
PROJECT LOCATED IN THE  
 FOREST PRESERVE DISTRICT  
 OF COOK COUNTY  
 LEMONT AND PALOS  
 PARK ILLINOIS

DESIGN SPEED  
 20 MPH

CLASSIFICATION  
 BIKE TRAIL

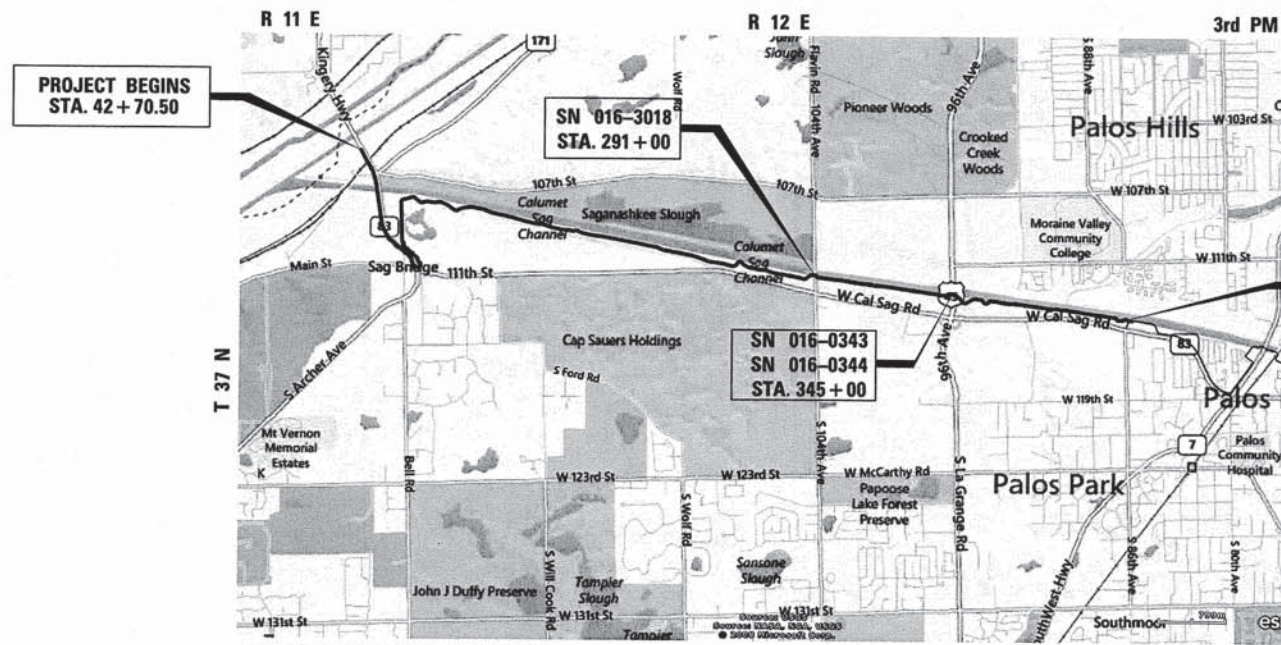
IL ROUTE 83  
 ADT = 28,600  
 SPEED LIMIT 45-55 MPH

PROJECT MANAGER AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406, SCHAUMBURG, IL



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

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



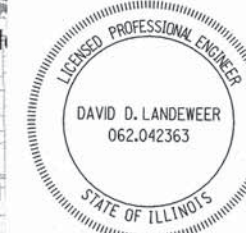
LEMONT AND PALOS TOWNSHIP

LOCATION MAP  
 (NOT TO SCALE)

GROSS LENGTH AND NET LENGTH = 39,255.50 FT = 7.43 MI



PROJECT ENDS  
 STA. 416+00.00



SIGNATURE  
 10/22/13  
 DATE

LICENSE EXPIRES 11/30/2013

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

Approved October 23, 2013  
*Chris Gliboff*  
 Director Planning & Development  
 Forest Preserve District COOK COUNTY

Passed NOVEMBER 18, 2013  
*C. Holt* *C.J. Holt*  
 DISTRICT #1 ENGINEER OF LOCAL ROADS AND STREETS

Releasing for Bid Based on Limited Review November 19, 2013  
*John Fontana*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

PLANS PREPARED BY:  
**URS** 100 South Wacker Drive,  
 Suite 500  
 CHICAGO, IL. 60606  
 TEL. (312)-939-1000

CONTRACT NO. 63866



Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	3,240
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1139
20100500	TREE REMOVAL, ACRES	ACRE	4.5
20101100	TREE TRUNK PROTECTION	EACH	10
20101200	TREE ROOT PRUNING	EACH	15
20200100	EARTH EXCAVATION	CU YD	15,466
20200200	ROCK EXCAVATION	CU YD	212
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	18,414
20400800	FURNISHED EXCAVATION	CU YD	71
20800150	TRENCH BACKFILL	CU YD	77
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	45,059
* 21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	48,288
* 25000115	SEEDING, CLASS 1B	ACRE	3.0
* 25000312	SEEDING, CLASS 4A	ACRE	7.0
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	900
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	900
* 25100115	MULCH, METHOD 2	ACRE	17.1
25100630	EROSION CONTROL BLANKET	SQ YD	16,940
* 25200200	SUPPLEMENTAL WATERING	UNIT	10
28000305	TEMPORARY DITCH CHECKS	FOOT	14
28000400	PERMETER EROSION BARRIER	FOOT	34,327
28000500	INLET AND PIPE PROTECTION	EACH	32

Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
28100103	STONE RIP RAP, CLASS A2	SQ YD	2,069
28100107	STONE RIPRAP, CLASS A4	SQ YD	303
28200200	FILTER FABRIC	SQ YD	303
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	700
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	2,648
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1819
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	39,722
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1016
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	57
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	4,264
42001300	PROTECTIVE COAT	SQ YD	2,165
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	4,275
42400800	DETECTABLE WARNINGS	SQ FT	445
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	1,355
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	328
44000300	CURB REMOVAL	FOOT	225
44004250	PAVED SHOULDER REMOVAL	SQ YD	500
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	63
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	92
50104650	SLOPE WALL REMOVAL	SQ YD	400
50200100	STRUCTURE EXCAVATION	CU YD	769
50300225	CONCRETE STRUCTURES	CU YD	290.6

Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
50300280	CONCRETE ENCASEMENT	CU YD	2.2
50500505	STUD SHEAR CONNECTORS	EACH	1,520
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	39,900
* 50901760	PIPE HANDRAIL	FOOT	1,672
51201600	FURNISHING STEEL PILES HP12X53	FOOT	90
51202305	DRIVING PILES	FOOT	90
51203600	TEST PILE STEEL HP12X53	EACH	1
51204650	PILE SHOES	EACH	6
51500100	NAME PLATES	EACH	1
542A0220	PIPE CULVERTS, CLASS A, TYPE I 15"	FOOT	421
542A0265	PIPE CULVERTS, CLASS A, TYPE I 60"	FOOT	40
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	28
54213705	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 60"	EACH	2
58700300	CONCRETE SEALER	SQ FT	150
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	29
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2
60255500	MANHOLES TO BE ADJUSTED	EACH	3
60602800	CONCRETE GUTTER, TYPE B	FOOT	384
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6
63200310	GUARDRAIL REMOVAL	FOOT	483
* 66400305	CHAIN LINK FENCE, 6'	FOOT	303
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	123

\* = SPECIALTY ITEMS

FILE NAME = D:\Palto\highways\25368779\_Cal\_Sag Trail West\25368779\_CookCounty\Civil\Summary\Summary010.dwg



USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = 10.0000' / IN.	CHECKED - DDL	REVISED -
PLOT DATE = 1/24/2014 5:31:16 PM	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
SUMMARY OF QUANTITIES

SCALE: = ft SHEET NO. OF 11 SHEETS STA. TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	3
			CONTRACT NO. 63866	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME = G:\Projects\Highways\_2013\8771\_Cal-Sag Trail West (P12) Roadway\Cook County\General\Summary of Quantities.dgn

Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	192
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	6
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	705
* 72900100	METAL POST - TYPE A	FOOT	360
* 72900200	METAL POST - TYPE B	FOOT	154
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	637
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,057
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	136
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	37,658
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	80
* 78008230	POLYUREA PAVEMENT MARKING TYPE I, LINE 6"	FOOT	184
* 78008250	POLYUREA PAVEMENT MARKING TYPE I, LINE 12"	FOOT	180
* 78008270	POLYUREA PAVEMENT MARKING TYPE I, LINE 24"	FOOT	72

Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,155
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	66
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1282
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1338
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	101
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12
* 87900200	DRILL EXISTING HANDHOLE	EACH	3
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	6
* 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	1
* 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
* 89502200	MODIFY EXISTING CONTROLLER	EACH	2
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	37
* 89502376	REBUILD EXISTING HANDHOLE	EACH	5
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
* K0012950	HERBICIDE SPRAYING	ACRE	0.2
* K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1
X0321322	DROP GATE	EACH	3
X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	617

Summary of Quantities			
CAL-SAG TRAIL - COOK FPD SEGMENT			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
X0329905	RELOCATE GATE POSTS AND GATE	EACH	1
X4240440	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH, SPECIAL	SQ FT	14,292
X4400220	CURB REMOVAL AND REPLACEMENT	FOOT	73
X5121800	PERMANENT STEEL SHEET PILING	SQ FT	11,479
X5427600	REMOVE AND RELOCATE END SECTIONS	EACH	1
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	44
* X6330705	RUB RAIL	FOOT	2,024
XX007399	MONUMENT TYPE A FOUNDATION	EACH	19
XX008600	DECORATIVE SIGN AND POST (DIRECT POST)	EACH	19
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	274
* Z0007129	HANDRAIL MODIFICATION	L SUM	1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	315
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	417
Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	3,706
Z0022800	FENCE REMOVAL	FOOT	20
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	25.7
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
Z0042300	PORTLAND CEMENT CONCRETE SIDEWALK CURB	FOOT	205
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	69
* Z0055800	RUSTIC RAIL FENCE	FOOT	521
Δ Z0076600	TRAINEES	HOURLY	500
Δ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURLY	500

\* = SPECIALTY ITEMS    Δ = CONSTRUCTION TYPE CODE 0042



USER NAME = David.Landwehr	DESIGNED = KLM	REVISED =
PLOT SCALE = 10,0000' / IN.	DRAWN = KLM	REVISED =
PLOT DATE = 1/24/2014 5:31:31 PM	CHECKED = DDL	REVISED =
	DATE = 10/25/2013	REVISED =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	4
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**EARTHWORK SCHEDULE**

	STATION	TO	STATION	EARTH EXCAVATION CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) CU YD	EMBANKMENT CU YD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) FURNISHED EXCAVATION CU YD	UNSUITABLE EXCAVATION (REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL) CU YD	UNSUITABLE MATERIAL ADJUSTED FOR SHRINKAGE (25%) CU YD	TOPSOIL FURNISH AND PLACE, 6" CU YD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (UNSUITABLE MATERIAL) CU YD
MAINLINE	53+00.00		56+27.67	0	0	26	-26	100	75	8	68
MAINLINE	69+54.92		93+00.00	83	62	1,580	-1,518	1,482	1,111	233	878
MAINLINE	95+90.00		108+57.00	697	523	997	-474	1,282	961	287	675
MAINLINE	124+61.91		287+00.00	7,350	5,512	635	4,877	77	58	2,657	-2,599
MAINLINE	287+00.00		416+00.00	6,107	4,580	7,172	-2,592	13,848	10,386	4,325	6,062
104TH AVE SPUR	0+36.81		14+08.39	1,124	843	617	226	1,226	919	336	584
104TH AVE SIDEWALK	5+08.47		14+35.00	1	1	642	-641	399	300	126	174
SAGAWAU SPUR	1+24.16		5+44.21	105	79	0	79	0	0	78	-78
<b>TOTAL:</b>				<b>15,466</b>	<b>11,599</b>	<b>11,670</b>	<b>-71</b>	<b>18,414</b>	<b>13,811</b>	<b>8,048</b>	<b>5,762</b>
				<b>ROCK EXCAVATION CU YD</b>							
SAGAWAU SPUR	1+24.16		3+00.00	212							

**SIGN INSTALLATION SCHEDULE**

STATION	RT/LT	SIGN	DESIGNATION	SIGN PANEL DIMENSIONS (IN)		TYPE A POST (EACH)	TYPE B POST (EACH)	LENGTH /POST (FT)	TOTAL LENGTH (FT)
52+51.00	RT	COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
79+07.00	RT	COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
79+15.00	RT	STOP	R1-1	18	18	1		10	10
80+12.00	LT	STOP	R1-1	18	18	1		10	10
82+17.00	RT	STOP	R1-1	18	18	1		10	10
82+65.80	LT	STOP	R1-1	18	18	1		10	10
83+59.90	LT	STOP	R1-1	18	18	1		10	10
84+14.30	LT	STOP	R1-1	18	18	1		10	10
85+20.80	RT	STOP	R1-1	18	18	1		10	10
86+00.00	RT	COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
86+26.00	LT	STOP	R1-1	18	18	1		10	10
95+92.00	RT	HILL	W7-5	18	18	1		10	10
5+33.50	RT	STOP NO MOTOR VEHICLES	R1-1	18	18	1		10.5	10.5
			R5-3	24	24				
98+46.00	RT	MULTIPLE CURVE WARNING	W1-5	18	18	1		10	10
108+26.00	LT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30	1		14	14
			W16-7P	24	12				
108+50.00	RT	STOP NO MOTOR VEHICLES	R1-1	18	18	1		10.5	10.5
			R5-3	24	24				
108+73.00	LT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30	1		14	14
			W16-7P	24	12				
119+79.50	LT	STOP NO MOTOR VEHICLES	R1-1	18	18	1		10.5	10.5
			R5-3	24	24				
123+53.90	RT	CURVE WARNING	W1-2	18	18	1		10	10
127+00.00	LT	CURVE WARNING	W1-2	18	18	1		10	10
256+01.00	RT	HILL	W7-5	18	18	1		10	10
259+53.00	LT	CURVE WARNING	W1-2	18	18	1		10	10

**SIGN INSTALLATION SCHEDULE**

STATION	RT/LT	SIGN	DESIGNATION	SIGN PANEL DIMENSIONS (IN)		TYPE A POST (EACH)	TYPE B POST (EACH)	LENGTH /POST (FT)	TOTAL LENGTH (FT)
259+58.00	RT	CURVE WARNING	W1-2	18	18	1		10	10
262+49.00	LT	CURVE WARNING	W1-2	18	18	1		10	10
266+00.00	LT	HILL	W7-5	18	18	1		10	10
283+49.80	RT	HILL	W7-5	18	18	1		10	10
285+50.80	RT	CURVE WARNING	W1-4	18	18	1		10	10
287+19.90	RT	STOP	R1-1	18	18	1		10	10
294+00.00	LT	CURVE WARNING	W1-4	18	18	1		10	10
296+47.00	LT	HILL	W7-5	18	18	1		10	10
104TH AVE NORTH LEG		COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
104TH AVE SOUTH LEG		COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
IL 83 WEST LEG		COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
IL 83 EAST LEG		COMBINATION BIKE AND PED CROSSING AHEAD	W11-15	30	30		1	14	14
			W16-9P	24	12				
06+41.00	RT	STOP	R1-1	18	18	1		10	10
06+60.00	RT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30		1	14	14
			W16-7P	24	12				
07+40.00	RT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30		1	14	14
			W16-7P	24	12				
07+75.00	RT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30		1	14	14
			W16-7P	24	12				
08+50.00	RT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30		1	14	14
			W16-7P	24	12				
8+75.00	LT	STOP	R1-1	18	18	1		10	10
013+45.80	LT	STOP	R1-1	18	18	1		10	10
014+72.00	RT	STOP	R1-1	18	18	1		10	10
337+91.00	RT	HILL	W7-5	18	18	1		10	10
341+29.00	RT	CURVE WARNING	W1-4	18	18	1		10	10
347+98.70	LT	CURVE WARNING	W1-2	18	18	1		10	10
351+00.00	RT	HILL	W7-5	18	18	1		10	10
<b>TOTAL</b>						<b>360</b>	<b>154</b>		

FILE NAME: C:\Users\jldewer\Documents\Cook County\Greenway\Schedule.sgn



USER NAME = David.Landwehr	DESIGNED = KLM	REVISED =
PLOT SCALE = 1/8"=1'-0"	DRAWN = KLM	REVISED =
PLOT DATE = 10/25/2013 11:09:00 AM	CHECKED = DDL	REVISED =
	DATE = 10/25/2013	REVISED =

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
SCHEDULES - EARTHWORK & SIGN INSTALLATION**

SCALE: = ft SHEET NO. OF 1 1 SHEETS STA. TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	5
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

FILE NAME = D:\P\GIS\Highways\_20388779\_Cat-Sag Trail\Map\2\Roadway\CookCounty\General\Schedule.dgn

83+14	0.6		6	
100+60	19.5			21
100+68	8.3			18
105+87	19.3		12	
105+99	11.0		12	
106+28	14.2		12	
106+82	12.6		14	
125+15		4.5	10	
125+20		9.9	12	
125+20	1.9		8	
125+26	7.4		12	
125+66		5.1	14	
125+72		0.7	12	
125+76		4.8	12	
126+39	7.5			18
126+45	14.5			28
126+50		16.5	12	
127+14	-14.0			19
127+57	3.8			18
127+64		0.1	13	
127+70		5.8	12	
128+17	13.7		12	
128+26		14.5	8	
128+34		12.6	9	
128+51		8.6	13	
128+65		6.0		21
128+80	15.8			16
128+88		8.9	8	
129+29	0.2			18
130+14		2.9	10	
130+17		1.0	10	
130+24	14.6		14	
130+33		11.5	15	
130+39		9.4		18
130+43		3.0	12	
130+60		12.4	12	
130+71	11.9			24
130+75		1.4	10	
288+53	16.9		12	
288+93		20.6		20
288+98		16.9	12	
288+99		17.5		24
289+01		15.8	12	
289+03		16.8	14	
289+06		14.7		16
289+17	23.5		8	
289+30	20.8		8	
289+32	13.8		10	
289+38		10.9	12	
345+70	10.9		8	
345+78		1.7	8	
345+79	3.3		12	
345+85	17.6		12	
345+88	1.3		7	
345+89	2.4		8	
345+93		19.4	10	
346+00		11.4	8	
346+00	17.1		10	
346+89	3.5		8	
347+01		6.7	6	
347+05	11.6		12	
347+18	14.7		6	

TREE REMOVAL SCHEDULE				
STATION	OFFSET (FT)		6-15 UNITS	> 15 UNITS
	LT	RT		
347+29		12.4		16
347+30		2.2	6	
348+00		6.1	8	
348+20		14.3	6	
348+20		11.5	8	
348+21	5.8			28
348+24	12.4		12	
348+25	12.4		14	
348+32		8.4	8	
354+56		13.2	6	
356+58	2.1		6	
357+64		15.8	8	
357+78		5.7	8	
357+82		10.9	6	
357+86		13.9	6	
357+98		16.7	6	
358+07		6.1	10	
358+09		12.4	8	
358+14		14.0	8	
358+15		7.1	8	
358+31	0.8		10	
358+58	9.5		8	
358+83		13.5	10	
359+11		16.2	11	
359+16	9.6		14	
359+32		7.3	10	
359+29	10.0		14	
359+43	7.5			18
360+06	13.3			24
360+12		15.1	9	
360+17	12.1			30
360+69	5.9		15	
360+80	3.4		12	
360+94	3.6		14	
361+04		2.1	12	
361+15	4.9		10	
361+33	21.1		7	
361+42	0.4		9	
361+45	18.4		12	
361+54	28.0			18
361+67	13.0		8	
361+71		16.7		16
361+85	11.7		12	
361+88		8.0	8	
361+92	26.2		10	
361+99	21.4		13	
362+06	11.9		12	
362+08		19.2	9	
362+17		5.8	10	
362+26		4.2	11	
362+28		7.4	10	
362+31		6.4	11	
362+36		9.8	12	
362+45		11.3	12	
362+51		9.1	14	
362+60		19.2	8	
362+58	9.5		14	
362+86	2.6		6	
363+11	3.2		8	
363+22		4.5	8	
363+34	9.0		12	



USER NAME = David.Londweber	DESIGNED = KLM	REVISED =
	DRAWN = KLM	REVISED =
PLOT SCALE = 10,0000' / IN.	CHECKED = DDL	REVISED =
PLOT DATE = 10/25/2013 11:09:09 AM	DATE = 10/25/2013	REVISED =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
SCHEDULES - DECORATIVE SIGN AND POST & TREE REMOVAL

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	6
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

FILE NAME = D:\P\Asst\Highways\_25368779\_Cal-Sag Trail\Map\2\_VRoadway\Cook County\General\Schedule.dgn

TREE REMOVAL SCHEDULE				
STATION	OFFSET (FT)		6-15 UNITS	> 15 UNITS
	LT	RT		
347+29		12.4		16
347+30		2.2	6	
348+00		6.1	8	
348+20		14.3	6	
348+20		11.5	8	
348+21	5.8			28
348+24	12.4		12	
348+25	12.4		14	
348+32		8.4	8	
354+56		13.2	6	
356+58	2.1		6	
357+64		15.8	8	
357+78		5.7	8	
357+82		10.9	6	
357+86		13.9	6	
357+98		16.7	6	
358+07		6.1	10	
358+09		12.4	8	
358+14		14.0	8	
358+15		7.1	8	
358+31	0.8		10	
358+58	9.5		8	
358+83		13.5	10	
359+11		16.2	11	
359+16	9.6		14	
359+32		7.3	10	
359+29	10.0		14	
359+43	7.5			18
360+06	13.3			24
360+12		15.1	9	
360+17	12.1			30
360+69	5.9		15	
360+80	3.4		12	
360+94	3.6		14	
361+04		2.1	12	
361+15	4.9		10	
361+33	21.1		7	
361+42	0.4		9	
361+45	18.4		12	
361+54	28.0			18
361+67	13.0		8	
361+71		16.7		16
361+85	11.7		12	
361+88		8.0	8	
361+92	26.2		10	
361+99	21.4		13	
362+06	11.9		12	
362+08		19.2	9	
362+17		5.8	10	
362+26		4.2	11	
362+28		7.4	10	
362+31		6.4	11	
362+36		9.8	12	
362+45		11.3	12	
362+51		9.1	14	
362+60		19.2	8	
362+58	9.5		14	
362+86	2.6		6	
363+11	3.2		8	
363+22		4.5	8	
363+34	9.0		12	

TREE REMOVAL SCHEDULE				
STATION	OFFSET (FT)		6-15 UNITS	> 15 UNITS
	LT	RT		
363+43		20.9	8	
363+60		22.8	10	
363+80	4.8		15	
363+84		19.1	13	
363+85		15.5	9	
363+98		21.2		16
364+18		18.6	14	
364+30	11.4		11	
364+37	11.0			16
364+40		23.2		18
364+46		20.2	12	
364+47	2.1		8	
364+56	9.3		12	
365+14		18.8		18
365+41	9.3		15	
365+47	10.3		13	
365+62	10.1			18
365+70	2.9		15	
365+73		17.5	10	
365+73		18.6	8	
365+78		13.0		21
365+90	6.2		10	
366+08		14.2	15	
366+12		18.9	15	
366+52		14.8		18
366+62		16.5	12	
366+80		11.7	12	
366+83		19.4	14	
367+07	8.6		12	
367+20		20.8		21
367+47	9.8		14	
367+51		13.8	13	
367+87		14.2	9	
368+00	8.7			16
368+07		15.3	15	
368+14		10.6	12	
368+24		14.5	10	
368+28		14.3	8	
368+77		9.1	12	
368+90		12.3	12	
369+01		15.1	12	
369+10		10.9	10	
369+11		16.6	8	
369+23		14.0		21
369+29	12.6		12	
369+51		14.0	8	
369+52	13.0		15	
369+60	9.0		12	
369+67		12.9	15	
369+70		19.9	15	
369+69	10.1		12	
369+76	9.2		10	
369+88		20.8	7	
369+90		21.5	12	
370+32		7.1	8	
370+37		10.6		16
370+55	9.6		10	
370+68		18.4		21
370+74		12.5	12	
370+97		15.8		16
371+07	9.0			16
371+18		4.6		16
371+43	11.5		12	
371+87		8.0		18
371+98		15.5	11	
372+15	10.9		15	
372+39		13.8	12	
372+56		11.4	8	
372+73	10.2			18
372+73	8.2			17
372+85		19.6	8	
372+91		16.1	6	
372+96	10.9		15	

TREE REMOVAL SCHEDULE				
STATION	OFFSET (FT)		6-15 UNITS	> 15 UNITS
	LT	RT		
373+01		18.5	10	
373+38		16.7	12	
373+56		18.6	14	
373+67		14.5	12	
373+69		15.6	14	
374+25	9.0			18
374+28		16.0	8	
374+28		16.0	10	
374+39		10.6	8	
374+41		10.4		18
374+88	10.9		13	
375+09	9.0		14	
375+16		11.4	12	
375+91		2.7	10	
376+33	8.0		7	
376+41		15.0	8	
376+44	10.9		15	
376+47		8.0		21
376+61	9.0			18
376+73		7.9		16
377+02		10.1		16
379+26		15.7	8	
379+43		10.6	10	
379+45		6.9	10	
379+47	9.0		10	
379+83		18.9	14	
381+83	9.0		6	
382+09		9.7	8	
382+78		9.7	8	
382+92		10.0	7	
385+56		11.3	12	
385+81		20.5	11	
385+90		19.0	10	
386+08		15.9	8	
386+34		17.5	10	
386+78		14.2	8	
387+03		20.7	9	
387+19		13.6	8	
387+20		21.5	8	
387+32		12.7	8	
387+35		16.8	8	
387+42		11.2	12	
387+52		16.6		24
387+62		22.3	11	
387+71	9.0		10	
387+74		13.4	10	
387+79		21.5	8	
387+86		14.7	15	
387+92		22.9		18
388+63		14.6		18
388+71		1.8		16
388+73		21.1	10	
388+78		20.7		16
388+85		19.8	14	
388+98		4.2	6	
388+99		0.4	12	
389+00	11.9		6	
389+17	9.0		6	
389+93		14.7	6	
390+55		15.4	6	
390+95		20.0	8	
391+04		19.2	8	
391+16		20.2	6	
392+14	10.0		12	
392+44		16.0	10	
392+56		17.9	8	
393+21	9.1		10	
393+25		17.0	10	
393+84	10.0		12	
393+94	9.8		10	
394+10		13.7	6	
394+21		17.5	8	
394+36		15.8	6	
394+46		16.7	8	
394+63		17.8	12	

TREE REMOVAL SCHEDULE				
STATION	OFFSET (FT)		6-15 UNITS	> 15 UNITS
	LT	RT		
394+77		17.5	10	
395+06		16.1	6	
395+39		11.1	6	
395+47		16.5	8	
395+63		17.3	10	
395+66	6.2		8	
396+63		14.4	6	
396+65	9.0		6	
396+67		17.8	6	
396+78		15.7	8	
397+56		9.4	6	
397+73		12.4	6	
397+97		14.9	6	
402+77		8.9	6	
402+83	9.0		8	
402+95		14.4	8	
403+25		12.7	6	
405+98		13.3	6	
406+06	9.0		6	
407+64	7.3		8	
408+01	8.5		8	
408+36	6.0		8	
408+45		11.2	6	
408+62		11.6	8	
408+79		20.8	6	
409+11	3.8		6	
409+35	8.7		6	
409+95		24.7	6	
412+14		19.7	6	
412+75	7.2		10	
412+76		4.7	8	
412+79		11.4	6	
412+88	10.4		10	
412+88		15.2	12	
413+01		20.6	12	
413+06	15.4		14	
413+08	7.0		8	
413+08		0.7	12	
413+19	2.1		12	
413+21	19.1		10	
413+23	20.0		12	
413+33		3.7	12	
413+33		9.4	6	
413+41	16.6		12	
413+44	7.3		8	
413+50	0.5		6	
413+50		13.3	10	
413+58		3.1	8	
413+60	5.1			
413+61	9.7		8	
9+65		4.2	6	
2+74	10.3		15	
TOTAL:			2700	949
Add 20% for growth			3240	1139

TREE REMOVAL SCHEDULE (ACRES)					
STATION	TO	STATION	LENGTH (FT)	AVG WIDTH (FT)	AREA (SF)
290+00.		345+00.	5500.00	35	192,500
TOTAL ACRE:					4.5



USER NAME = David.Landwehr  
 PLOT SCALE = 1/8" = 100'-0"  
 PLOT DATE = 11/13/2013 11:25:59 AM

DESIGNED - KLM  
 DRAWN - KLM  
 CHECKED - DDL  
 DATE - 10/25/2013

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

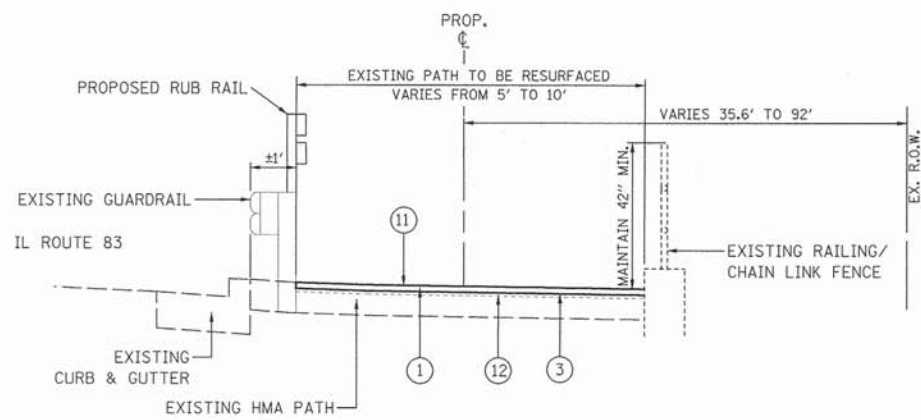
CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 SCHEDULES - TREE REMOVAL

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	7
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

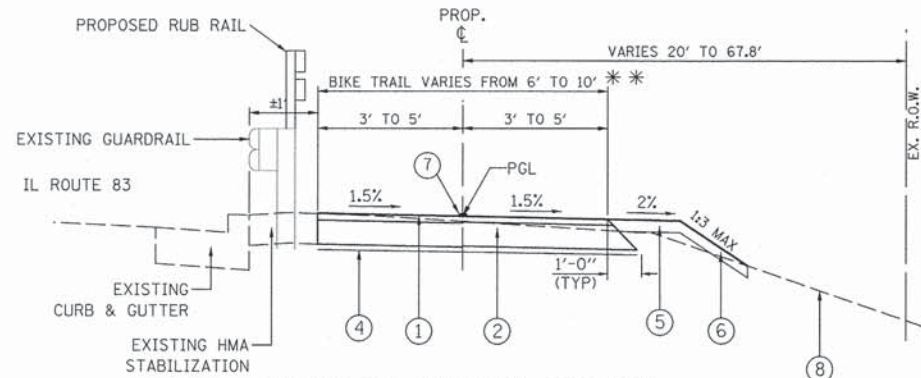






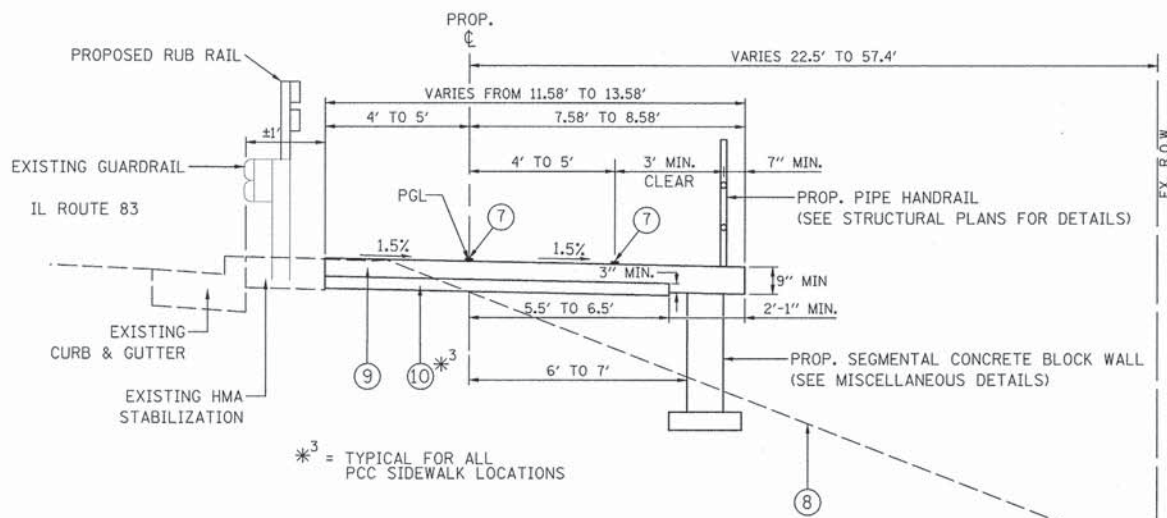
PROPOSED TYPICAL SECTION

STA. 42+73.95 TO STA. 45+15.60  
 STA. 48+50.50 TO STA. 51+72.93  
 STA. 66+35.73 TO STA. 69+54.92  
 STA. 119+76.90 TO STA. 125+09.23



PROPOSED TYPICAL SECTION

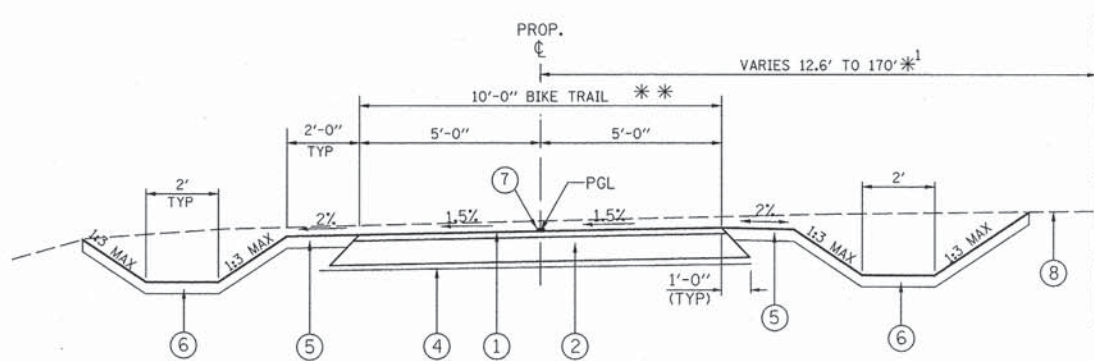
STA. 51+73.70 TO STA. 56+27.67  
 STA. 78+40 TO STA. 79+17.26  
 STA. 79+95.29 TO STA. 88+57  
 STA. 92+17.92 TO STA. 93+00



PROPOSED TYPICAL SECTION

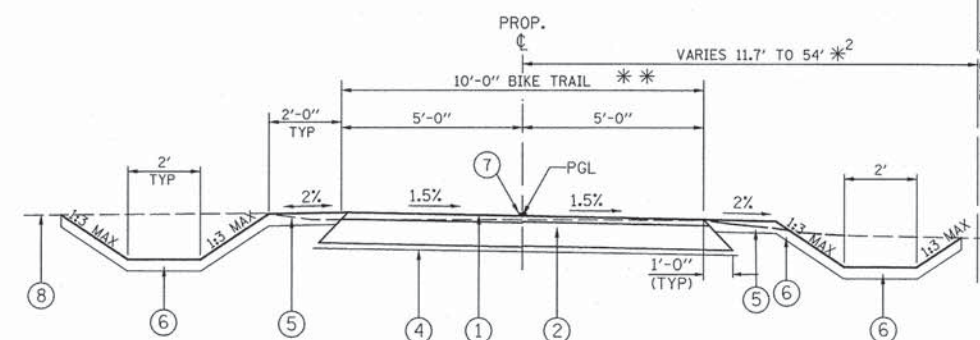
STA. 69+54.92 TO STA. 78+40  
 STA. 88+57 TO STA. 92+17.92

\*3 = TYPICAL FOR ALL PCC SIDEWALK LOCATIONS



PROPOSED TYPICAL SECTION

STA. 95+90 TO STA. 101+50 \*1  
 STA. 124+61.91 TO STA. 128+50  
 STA. 129+50 TO STA. 237+50  
 STA. 240+50 TO STA. 257+50  
 STA. 260+50 TO STA. 290+25  
 STA. 292+00 TO STA. 296+50  
 STA. 298+50 TO STA. 343+60  
 STA. 346+50 TO STA. 347+50  
 STA. 351+50 TO STA. 411+50  
 STA. 414+50 TO STA. 416+00  
 STA. 1+24.16 TO STA. 3+50 (SAGAWAU SPUR) \*1  
 STA. 0+36.81 TO STA. 4+50 (104TH AVE. SPUR) \*1  
 STA. 7+37.28 TO STA. 14+10 (104TH AVE. SPUR) \*1



PROPOSED TYPICAL SECTION

STA. 101+50 TO STA. 108+57 \*2  
 STA. 128+50 TO STA. 129+50  
 STA. 237+50 TO STA. 240+50  
 STA. 257+50 TO STA. 260+50  
 STA. 296+50 TO STA. 298+50  
 STA. 347+50 TO STA. 351+50  
 STA. 411+50 TO STA. 412+98.75  
 STA. 413+51.25 TO STA. 414+50  
 STA. 3+50 TO STA. 5+44.21 (SAGAWAU SPUR) \*2  
 STA. 4+50 TO STA. 6+46.21 (104TH AVE. SPUR) \*2

\* \* LIMIT OF PAYMENT FOR ASPHALT, BITUMINOUS MATERIAL, AND AGGREGATE BASES

BITUMINOUS MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS	USAGE
HOT-MIX ASPHALT SURFACE COURSE, MIX. D, N50 (IL 9.5 mm; 2")	LPG 64-22	4% @ 50 GYRE	BIKE PATH SURFACE
LEVELING BINDER (MACHINE METHOD) N50, (IL 9.5 mm; 3/4")	LPG 64-22	4% @ 50 GYRE	RESURFACING BIKE PATH LEVELING BINDER
HOT-MIX ASPHALT SHOULDER 6" (HMA BINDER IL-19 mm)	LPG 64-22	4% @ 50 GYRE	PATCHING FOR GUARDRAIL REMOVAL

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

LEGEND :

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ② AGGREGATE BASE COURSE, TYPE B, 8"
- ③ BITUMINOUS MATERIAL (PRIME COAT)
- ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑤ TOPSOIL FURNISH AND PLACE, 6", AND SEEDING, CLASS 1B
- ⑥ TOPSOIL FURNISH AND PLACE, 6", AND SEEDING, CLASS 4A
- ⑦ PAINT PAVEMENT MARKING, 4" YELLOW
- ⑧ EXISTING GROUND
- ⑨ PCC SIDEWALK 6", SPECIAL
- ⑩ AGGREGATE BASE COURSE, TYPE B, 4"
- ⑪ HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"
- ⑫ LEVELING BINDER (MACHINE METHOD), N50, 3/4" MIN.

NOTE 1:

WHERE UNSUITABLE MATERIAL UNDERLIES THE BIKE TRAIL, SHOULDERS AND/OR EMBANKMENT, AS DETERMINED BY THE ENGINEER, THE SUBGRADE TREATMENT WILL CONSIST OF EXCAVATION OF SUCH UNSUITABLE MATERIAL TO A DEPTH 12" BELOW AGGREGATE BASE COURSE AND PLACEMENT OF 12" OF AGGREGATE SUBGRADE IMPROVEMENT AND A GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.

NOTE 2:

ADDITIONAL FILL MATERIAL TO BE PLACED ABOVE FABRIC IN CUT SECTIONS SHALL NOT BE MEASURED FOR PAYMENT. MATERIAL SHALL BE SUITABLE EMBANKMENT MATERIAL.

NOTE 3:

AT ALL INTERSECTIONS OF BIKE PATH AND ROADWAYS, DEPRESS THE CURB (IF APPLICABLE) AND MAINTAIN EXISTING PAVEMENT ELEVATIONS.

NOTE 4:

FROM STA. 290+25 TO STA. 292+00  
 FROM STA. 343+60 TO STA. 346+50  
 FROM STA. 412+98.75 TO STA. 413+51.25  
 SEE STRUCTURAL PLANS FOR DETAIL

RIGHT SIDE DITCH INFO

STA.	TO	STA.	GRADE
136+50		137+50	-1.00%
137+50		138+50	1.00%
257+50		261+00	-4.68%
261+00		264+00	4.24%
264+00		266+50	1.86%
285+50		0+75	-4.00%
0+75		2+00	4.00%
287+38.7		290+00	-4.98%
291+75		292+10	-4.70%
292+10		294+00	5.00%
294+00		295+50	2.40%
298+75		302+75	0.30%
302+75		306+00	0.30%
206+00		312+00	1.56%
312+00		315+50	0.30%
315+50		318+00	2.16%
318+00		320+70	0.10%
320+70		323+00	0.30%
323+00		324+00	2.68%
324+00		329+00	0.30%
329+00		332+00	1.87%
332+00		338+50	0.22%
338+50		343+00	-4.66%
353+00		355+00	5.05%
355+00		356+00	2.47%
356+00		359+00	0.30%
361+00		363+00	2.25%
363+00		366+50	0.30%
366+50		369+50	0.30%
369+50		371+50	4.04%
371+50		372+53	1.12%
375+53		380+00	0.10%
385+00		388+00	0.30%
388+00		391+00	1.75%
391+00		394+50	0.29%
394+50		396+00	2.26%
396+00		401+00	0.29%
401+00		403+00	1.50%
403+00		408+50	0.10%
408+50		410+50	0.30%
410+50		412+50	2.90%
414+00		416+00	0.18%

LEFT SIDE DITCH INFO

STA.	TO	STA.	GRADE
96+50		99+50	-5.00%
100+66		102+00	0.37%
257+50		261+00	-4.68%
261+00		265+00	3.76%
285+00		289+00	-4.00%
292+10		294+00	4.93%
294+00		295+50	2.45%
0+75		2+00	4.00%
338+00		339+00	-1.18%
339+00		343+60	-4.55%

◇ = ALONG 104TH AVE SPUR

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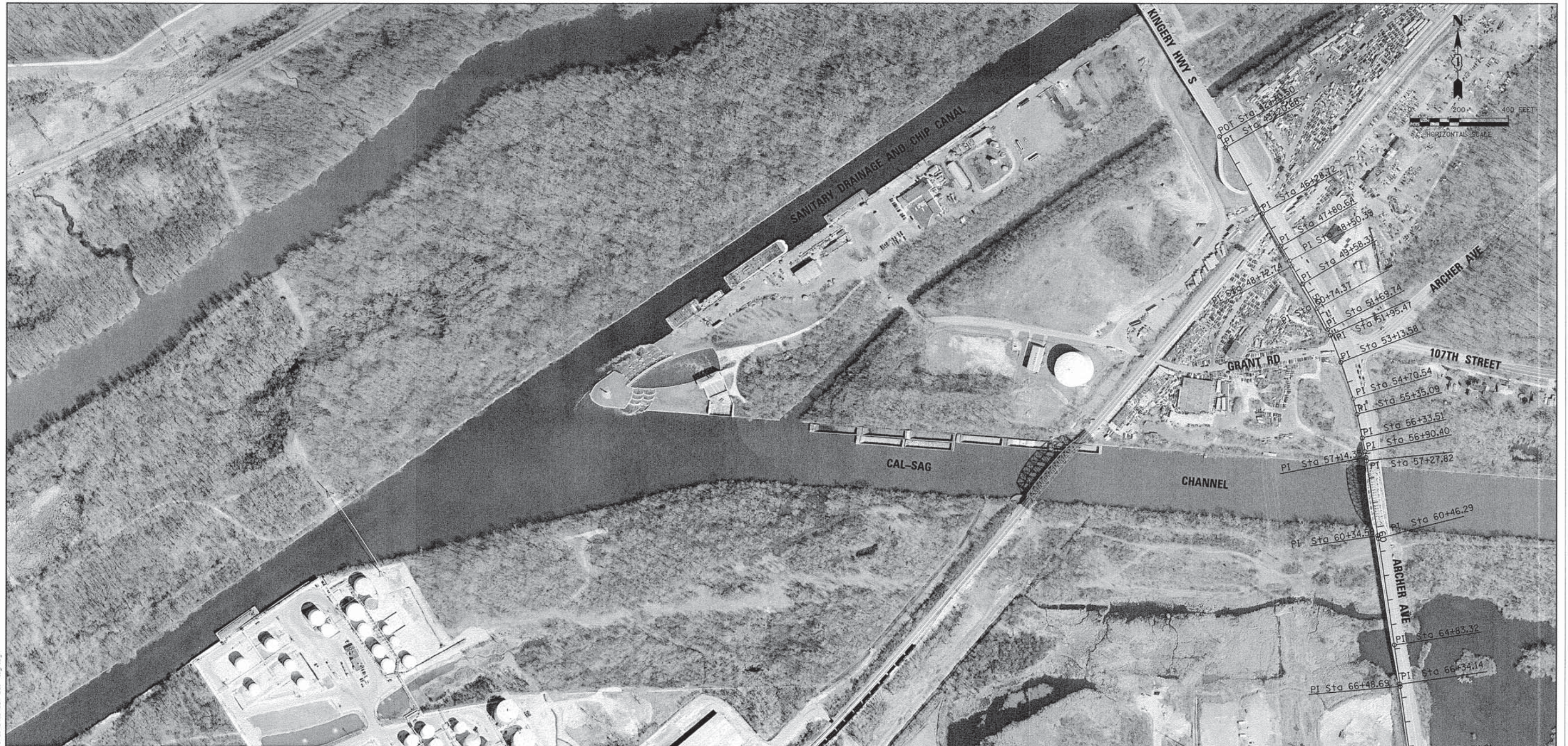
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PLOT DATE = 10/25/2013 11:07:00 AM	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 PROPOSED TYPICAL SECTIONS

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	9
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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



PROP. CURVE CALSAG11091A-1 PI STA. = 48+50.35 $\Delta = 6^\circ 00' 36''$ (RT) D = 57' 17' 45" R = 100.00' T = 5.25' L = 10.49' E = 0.14' P.C. STA. = 48+45.10 P.T. STA. = 48+55.59	PROP. CURVE CALSAG11091A-2 PI STA. = 48+72.74 $\Delta = 5^\circ 54' 36''$ (LT) D = 38' 11' 50" R = 150.00' T = 7.74' L = 15.47' E = 0.20' P.C. STA. = 48+65.00 P.T. STA. = 48+80.47	PROP. CURVE CALSAG11091A-3 PI STA. = 50+74.37 $\Delta = 2^\circ 58' 41''$ (RT) D = 11' 27' 33" R = 500.00' T = 13.00' L = 25.99' E = 0.17' P.C. STA. = 50+61.37 P.T. STA. = 50+87.36	PROP. CURVE CALSAG11091A-4 PI STA. = 54+70.54 $\Delta = 4^\circ 14' 31''$ (RT) D = 11' 27' 33" R = 500.00' T = 18.52' L = 37.02' E = 0.34' P.C. STA. = 54+52.02 P.T. STA. = 54+89.04	
PROP. CURVE CALSAG11091A-5 PI STA. = 66+48.69 $\Delta = 5^\circ 54' 47''$ (LT) D = 57' 17' 45" R = 100.00' T = 5.16' L = 10.32' E = 0.13' P.C. STA. = 66+43.52 P.T. STA. = 66+53.84	PROP. CURVE CALSAG11091A-6 PI STA. = 69+54.91 $\Delta = 5^\circ 17' 49''$ (RT) D = 57' 17' 45" R = 100.00' T = 4.63' L = 9.25' E = 0.11' P.C. STA. = 69+50.28 P.T. STA. = 69+59.53	PROP. CURVE CALSAG11091A-7 PI STA. = 69+72.53 $\Delta = 5^\circ 46' 58''$ (LT) D = 57' 17' 45" R = 100.00' T = 5.05' L = 10.09' E = 0.13' P.C. STA. = 69+67.48 P.T. STA. = 69+77.58	PROP. CURVE CALSAG11091A-8 PI STA. = 74+13.23 $\Delta = 25^\circ 24' 38''$ (LT) D = 4' 14' 39" R = 1,350.00' T = 304.37' L = 598.72' E = 33.89' P.C. STA. = 71+08.86 P.T. STA. = 77+07.59	PROP. CURVE CALSAG11091A-9 PI STA. = 78+47.15 $\Delta = 12^\circ 15' 36''$ (RT) D = 57' 17' 45" R = 100.00' T = 10.74' L = 21.40' E = 0.58' P.C. STA. = 78+36.41 P.T. STA. = 78+57.80

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

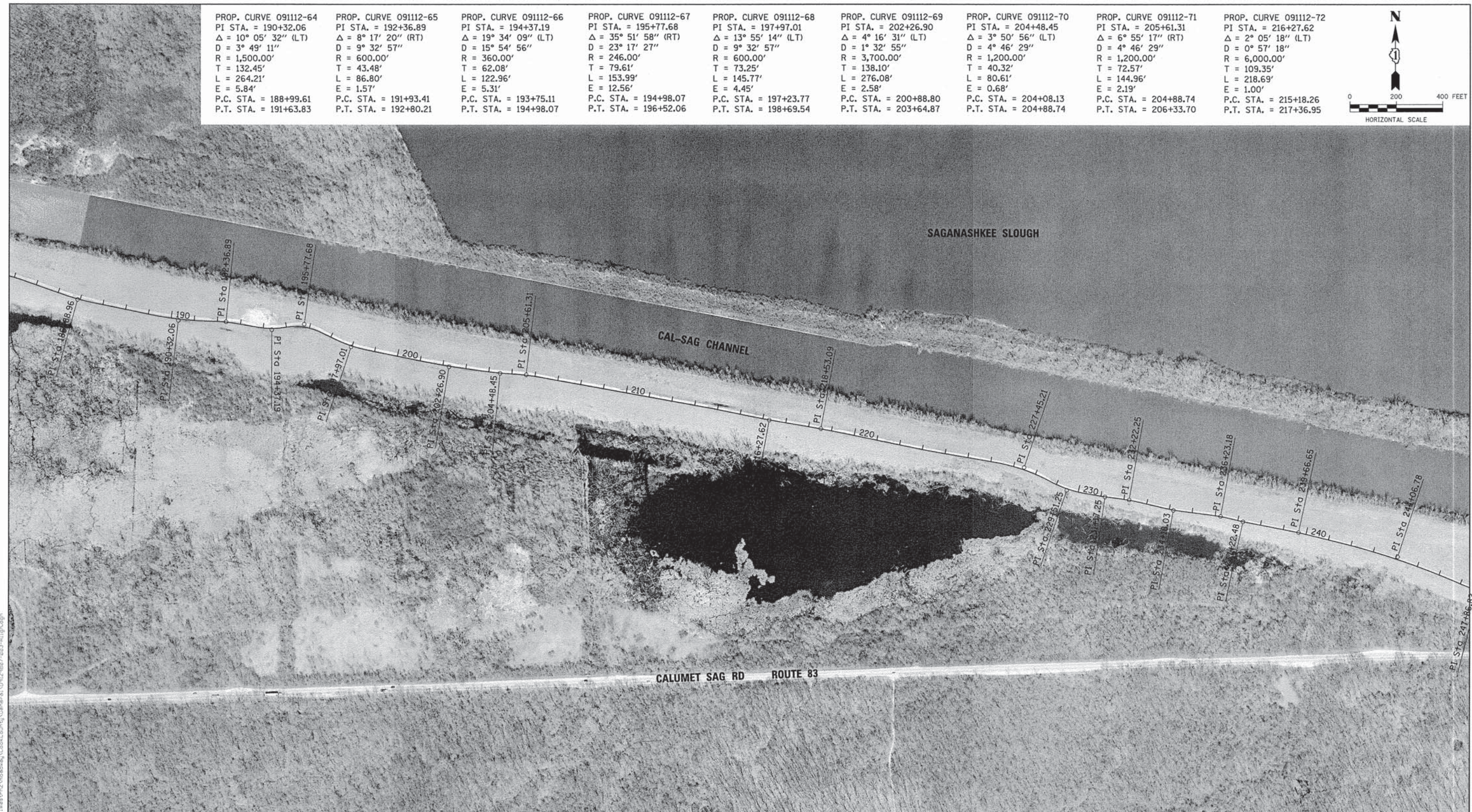
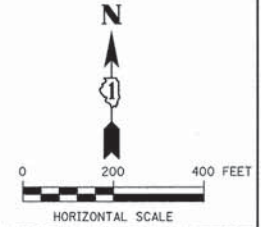
**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
ALIGNMENT, TIES, & BENCHMARKS**

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	10
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PROP. CURVE 091112-64 PI STA. = 190+32.06 Δ = 10° 05' 32" (LT) D = 3° 49' 11" R = 1,500.00' T = 132.45' L = 264.21' E = 5.84' P.C. STA. = 188+99.61 P.T. STA. = 191+63.83	PROP. CURVE 091112-65 PI STA. = 192+36.89 Δ = 8° 17' 20" (RT) D = 9° 32' 57" R = 600.00' T = 43.48' L = 86.80' E = 1.57' P.C. STA. = 191+93.41 P.T. STA. = 192+80.21	PROP. CURVE 091112-66 PI STA. = 194+37.19 Δ = 19° 34' 09" (LT) D = 15° 54' 56" R = 360.00' T = 62.08' L = 122.96' E = 5.31' P.C. STA. = 193+75.11 P.T. STA. = 194+98.07	PROP. CURVE 091112-67 PI STA. = 195+77.68 Δ = 35° 51' 58" (RT) D = 23° 17' 27" R = 246.00' T = 79.61' L = 153.99' E = 12.56' P.C. STA. = 194+98.07 P.T. STA. = 196+52.06	PROP. CURVE 091112-68 PI STA. = 197+97.01 Δ = 13° 55' 14" (LT) D = 9° 32' 57" R = 600.00' T = 73.25' L = 145.77' E = 4.45' P.C. STA. = 197+23.77 P.T. STA. = 198+69.54	PROP. CURVE 091112-69 PI STA. = 202+26.90 Δ = 4° 16' 31" (LT) D = 1° 32' 55" R = 3,700.00' T = 138.10' L = 276.08' E = 2.58' P.C. STA. = 200+88.80 P.T. STA. = 203+64.87	PROP. CURVE 091112-70 PI STA. = 204+48.45 Δ = 3° 50' 56" (LT) D = 4° 46' 29" R = 1,200.00' T = 40.32' L = 80.61' E = 0.68' P.C. STA. = 204+08.13 P.T. STA. = 204+88.74	PROP. CURVE 091112-71 PI STA. = 205+61.31 Δ = 6° 55' 17" (RT) D = 4° 46' 29" R = 1,200.00' T = 72.57' L = 144.96' E = 2.19' P.C. STA. = 204+88.74 P.T. STA. = 206+33.70	PROP. CURVE 091112-72 PI STA. = 216+27.62 Δ = 2° 05' 18" (LT) D = 0° 57' 18" R = 6,000.00' T = 109.35' L = 218.69' E = 1.00' P.C. STA. = 215+18.26 P.T. STA. = 217+36.95
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PROP. CURVE 091112-73 PI STA. = 218+53.09 Δ = 2° 13' 04" (RT) D = 0° 57' 18" R = 6,000.00' T = 116.14' L = 232.25' E = 1.12' P.C. STA. = 217+36.95 P.T. STA. = 219+69.20	PROP. CURVE 091112-74 PI STA. = 227+45.21 Δ = 18° 14' 00" (RT) D = 7° 09' 43" R = 800.00' T = 128.38' L = 254.59' E = 10.24' P.C. STA. = 226+16.83 P.T. STA. = 228+71.41	PROP. CURVE 091112-75 PI STA. = 229+51.25 Δ = 18° 08' 42" (LT) D = 11° 27' 33" R = 500.00' T = 79.84' L = 158.34' E = 6.33' P.C. STA. = 228+71.41 P.T. STA. = 230+29.76	PROP. CURVE 091112-76 PI STA. = 231+17.25 Δ = 2° 59' 06" (LT) D = 3° 00' 56" R = 1,900.00' T = 49.51' L = 98.99' E = 0.64' P.C. STA. = 230+67.74 P.T. STA. = 231+66.73	PROP. CURVE 091112-77 PI STA. = 232+22.25 Δ = 6° 21' 19" (RT) D = 5° 43' 46" R = 1,000.00' T = 55.52' L = 110.92' E = 1.54' P.C. STA. = 231+66.73 P.T. STA. = 232+77.65	PROP. CURVE 091112-78 PI STA. = 234+18.03 Δ = 5° 53' 19" (LT) D = 6° 21' 58" R = 900.00' T = 46.29' L = 92.50' E = 1.19' P.C. STA. = 233+71.74 P.T. STA. = 234+64.24	PROP. CURVE 091112-79 PI STA. = 236+23.18 Δ = 6° 11' 28" (RT) D = 7° 09' 43" R = 800.00' T = 43.26' L = 86.44' E = 1.17' P.C. STA. = 235+79.91 P.T. STA. = 236+66.36	PROP. CURVE 091112-80 PI STA. = 237+22.48 Δ = 2° 34' 19" (LT) D = 2° 17' 31" R = 2,500.00' T = 56.12' L = 112.22' E = 0.63' P.C. STA. = 236+66.36 P.T. STA. = 237+78.58	PROP. CURVE 091112-81 PI STA. = 239+66.65 Δ = 2° 40' 28" (RT) D = 2° 51' 53" R = 2,000.00' T = 46.69' L = 93.36' E = 0.54' P.C. STA. = 239+19.96 P.T. STA. = 240+13.32	PROP. CURVE 091112-82 PI STA. = 244+06.78 Δ = 9° 33' 41" (RT) D = 1° 47' 26" R = 3,200.00' T = 267.63' L = 534.01' E = 11.17' P.C. STA. = 241+39.16 P.T. STA. = 246+73.17
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
ALIGNMENT, TIES, & BENCHMARKS**

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	12
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PROP. CURVE 091112-113 PI STA. = 312+64.20 Δ = 4° 34' 53" (LT) D = 38° 11' 50" R = 150.00' T = 6.00' L = 11.99' E = 0.12' P.C. STA. = 312+58.19 P.T. STA. = 312+70.19	PROP. CURVE 091112-114 PI STA. = 312+97.28 Δ = 10° 28' 59" (RT) D = 38° 11' 50" R = 150.00' T = 13.76' L = 27.44' E = 0.63' P.C. STA. = 312+83.52 P.T. STA. = 313+10.97	PROP. CURVE 091112-115 PI STA. = 313+46.41 Δ = 2° 34' 54" (LT) D = 22° 55' 06" R = 250.00' T = 5.63' L = 11.26' E = 0.06' P.C. STA. = 313+40.78 P.T. STA. = 313+52.05	PROP. CURVE 091112-116 PI STA. = 315+33.17 Δ = 3° 23' 34" (LT) D = 11° 27' 33" R = 500.00' T = 14.81' L = 29.61' E = 0.22' P.C. STA. = 315+18.36 P.T. STA. = 315+47.97	PROP. CURVE 091112-117 PI STA. = 316+08.07 Δ = 2° 44' 30" (LT) D = 11° 27' 33" R = 500.00' T = 11.97' L = 23.93' E = 0.14' P.C. STA. = 315+96.10 P.T. STA. = 316+20.03	PROP. CURVE 091112-118 PI STA. = 319+07.41 Δ = 4° 58' 27" (RT) D = 11° 27' 33" R = 500.00' T = 21.72' L = 43.41' E = 0.47' P.C. STA. = 318+85.69 P.T. STA. = 319+29.10	PROP. CURVE 091112-119 PI STA. = 325+69.21 Δ = 10° 24' 56" (LT) D = 38° 11' 50" R = 150.00' T = 13.67' L = 27.27' E = 0.62' P.C. STA. = 325+55.53 P.T. STA. = 325+82.80	PROP. CURVE 091112-120 PI STA. = 326+04.63 Δ = 10° 19' 33" (RT) D = 38° 11' 50" R = 150.00' T = 13.55' L = 27.03' E = 0.61' P.C. STA. = 325+91.08 P.T. STA. = 326+18.11	PROP. CURVE 091112-121 PI STA. = 329+54.20 Δ = 12° 52' 52" (LT) D = 57° 17' 45" R = 100.00' T = 11.29' L = 22.48' E = 0.64' P.C. STA. = 329+42.91 P.T. STA. = 329+65.39	PROP. CURVE 091112-122 PI STA. = 329+79.49 Δ = 16° 02' 50" (RT) D = 57° 17' 45" R = 100.00' T = 14.10' L = 28.01' E = 0.99' P.C. STA. = 329+65.39 P.T. STA. = 329+93.40	PROP. CURVE 091112-123 PI STA. = 331+20.66 Δ = 8° 05' 44" (LT) D = 28° 38' 52" R = 200.00' T = 14.15' L = 28.26' E = 0.50' P.C. STA. = 331+06.51 P.T. STA. = 331+34.77
PROP. CURVE 091112-124 PI STA. = 331+76.65 Δ = 5° 08' 42" (RT) D = 28° 38' 52" R = 200.00' T = 8.99' L = 17.96' E = 0.20' P.C. STA. = 331+67.66 P.T. STA. = 331+85.62	PROP. CURVE 091112-125 PI STA. = 335+99.50 Δ = 2° 25' 35" (LT) D = 11° 27' 33" R = 500.00' T = 10.59' L = 21.17' E = 0.11' P.C. STA. = 335+88.91 P.T. STA. = 336+10.08	PROP. CURVE 091112-126 PI STA. = 338+50.17 Δ = 7° 06' 35" (RT) D = 11° 27' 33" R = 500.00' T = 31.06' L = 62.04' E = 0.96' P.C. STA. = 338+19.10 P.T. STA. = 338+81.15	PROP. CURVE 091112-127 PI STA. = 340+18.23 Δ = 10° 01' 02" (LT) D = 28° 38' 52" R = 200.00' T = 17.53' L = 34.97' E = 0.77' P.C. STA. = 340+00.70 P.T. STA. = 340+35.67	PROP. CURVE 091112-128 PI STA. = 342+83.97 Δ = 45° 54' 53" (LT) D = 57° 17' 45" R = 100.00' T = 42.36' L = 80.14' E = 8.60' P.C. STA. = 342+41.61 P.T. STA. = 343+21.74	PROP. CURVE 091112-129 PI STA. = 343+92.70 Δ = 48° 55' 05" (RT) D = 36° 43' 41" R = 156.00' T = 70.96' L = 133.19' E = 15.38' P.C. STA. = 343+21.74 P.T. STA. = 344+54.93	PROP. CURVE 091112-130 PI STA. = 345+89.70 Δ = 27° 47' 40" (RT) D = 57° 17' 45" R = 100.00' T = 24.74' L = 48.51' E = 3.02' P.C. STA. = 345+64.95 P.T. STA. = 346+13.46	PROP. CURVE 091112-131 PI STA. = 348+46.62 Δ = 14° 35' 58" (RT) D = 11° 27' 33" R = 500.00' T = 64.05' L = 127.40' E = 4.09' P.C. STA. = 347+82.58 P.T. STA. = 349+09.98	PROP. CURVE 091112-132 PI STA. = 351+34.26 Δ = 76° 22' 15" (LT) D = 57° 17' 45" R = 100.00' T = 24.74' L = 133.29' E = 27.22' P.C. STA. = 350+55.61 P.T. STA. = 351+88.90	PROP. CURVE 091112-133 PI STA. = 355+38.32 Δ = 35° 54' 53" (RT) D = 28° 38' 52" R = 200.00' T = 78.65' L = 125.37' E = 10.24' P.C. STA. = 354+73.50 P.T. STA. = 355+98.86	PROP. CURVE 091112-134 PI STA. = 358+30.24 Δ = 46° 33' 09" (RT) D = 57° 17' 45" R = 100.00' T = 43.02' L = 81.25' E = 8.86' P.C. STA. = 357+87.22 P.T. STA. = 358+68.47



PROP. CURVE 091112-135 PI STA. = 359+69.82 Δ = 47° 43' 57" (LT) D = 57° 17' 45" R = 100.00' T = 44.24' L = 83.31' E = 9.35' P.C. STA. = 359+25.58 P.T. STA. = 360+08.88	PROP. CURVE 091112-136 PI STA. = 361+00.47 Δ = 55° 56' 59" (LT) D = 57° 17' 45" R = 100.00' T = 53.11' L = 97.65' E = 13.23' P.C. STA. = 360+47.35 P.T. STA. = 361+45.00	PROP. CURVE 091112-137 PI STA. = 362+24.08 Δ = 54° 29' 03" (RT) D = 57° 17' 45" R = 100.00' T = 51.49' L = 95.09' E = 12.48' P.C. STA. = 361+72.59 P.T. STA. = 362+67.69	PROP. CURVE 091112-138 PI STA. = 364+47.55 Δ = 5° 37' 56" (RT) D = 11° 27' 33" R = 500.00' T = 24.59' L = 49.15' E = 0.60' P.C. STA. = 364+22.96 P.T. STA. = 364+72.10	PROP. CURVE 091112-139 PI STA. = 367+06.88 Δ = 10° 01' 07" (LT) D = 57° 17' 45" R = 100.00' T = 8.77' L = 17.49' E = 0.38' P.C. STA. = 366+98.12 P.T. STA. = 367+15.60	PROP. CURVE 091112-140 PI STA. = 367+46.78 Δ = 13° 39' 31" (RT) D = 57° 17' 45" R = 100.00' T = 11.98' L = 23.84' E = 0.71' P.C. STA. = 367+34.80 P.T. STA. = 367+58.64	PROP. CURVE 091112-141 PI STA. = 368+00.15 Δ = 8° 15' 45" (LT) D = 57° 17' 45" R = 100.00' T = 7.22' L = 14.42' E = 0.26' P.C. STA. = 367+92.93 P.T. STA. = 368+07.35	PROP. CURVE 091112-142 PI STA. = 369+86.30 Δ = 7° 53' 25" (LT) D = 57° 17' 45" R = 100.00' T = 6.90' L = 13.77' E = 0.24' P.C. STA. = 369+79.40 P.T. STA. = 369+93.18	PROP. CURVE 091112-143 PI STA. = 372+15.10 Δ = 21° 21' 44" (RT) D = 57° 17' 45" R = 100.00' T = 18.86' L = 37.28' E = 1.76' P.C. STA. = 371+96.24 P.T. STA. = 372+33.52	PROP. CURVE 091112-144 PI STA. = 372+73.23 Δ = 15° 11' 41" (LT) D = 57° 17' 45" R = 100.00' T = 13.34' L = 26.52' E = 0.89' P.C. STA. = 372+59.89 P.T. STA. = 372+86.41	PROP. CURVE 091112-145 PI STA. = 374+96.09 Δ = 5° 41' 59" (RT) D = 14° 19' 26" R = 400.00' T = 19.91' L = 39.79' E = 0.50' P.C. STA. = 374+76.18 P.T. STA. = 375+15.97
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USER NAME: David.Landwehr	DESIGNED: KLM	REVISED: -
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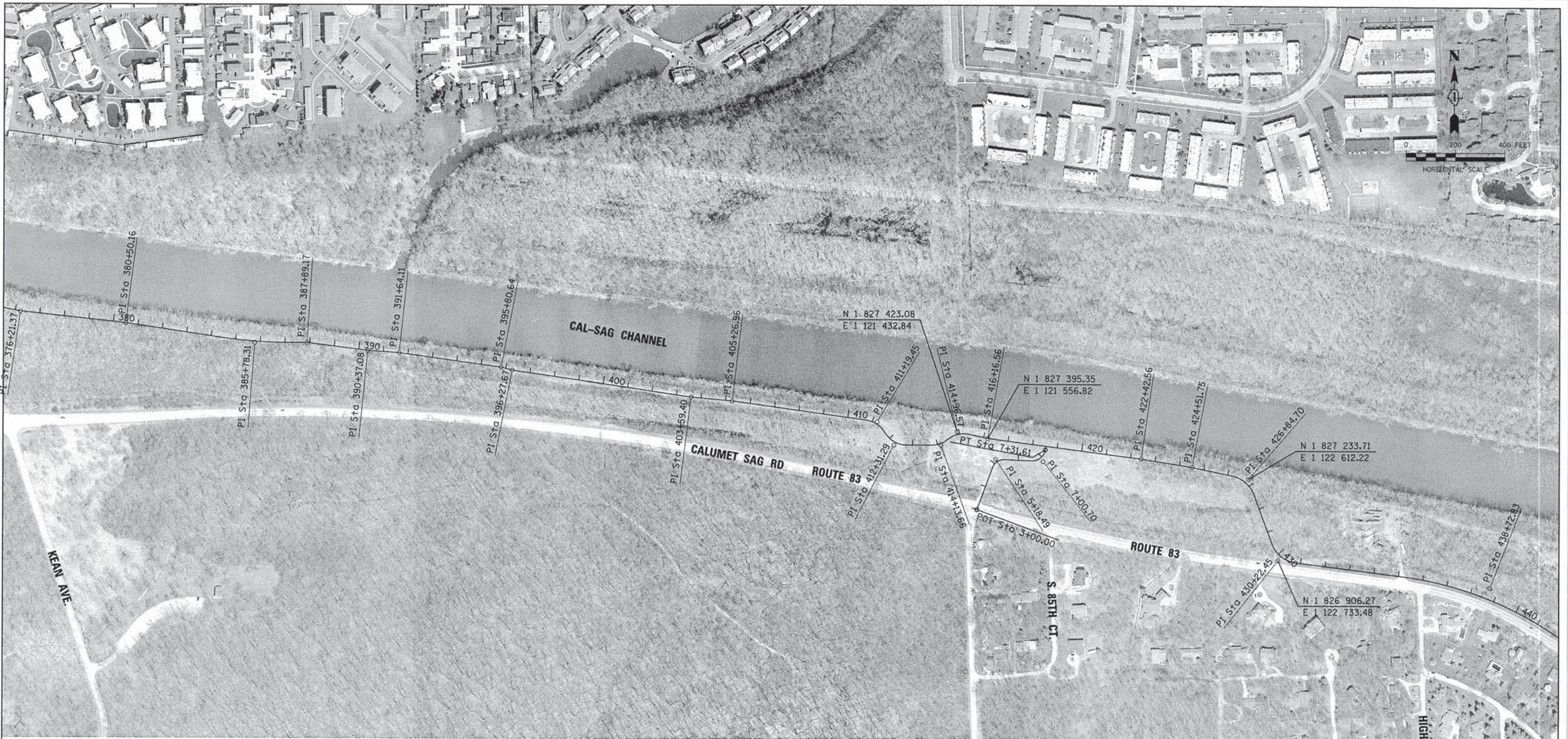
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL WEST**  
**(FOREST PRESERVE DISTRICT OF COOK COUNTY)**  
**ALIGNMENT, TIES, & BENCHMARKS**

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	14
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

FILE NAME: s:\04\Projects\Highways\25368779\_Cal\_Sag\_Traffic\Map\Map2\Roadway\CookCounty\General\101126887\_005\_41.dwg



PROP. CURVE 091112-146 PI STA. = 376+21.37 Δ = 4° 28' 38" (LT) D = 11° 27' 33" R = 500.00' T = 19.55' L = 39.07' E = 0.38' P.C. STA. = 376+01.83 P.T. STA. = 376+40.90	PROP. CURVE 091112-147 PI STA. = 380+50.16 Δ = 2° 21' 35" (RT) D = 5° 43' 46" R = 1,000.00' T = 20.60' L = 41.19' E = 0.21' P.C. STA. = 380+29.56 P.T. STA. = 380+70.75	PROP. CURVE 091112-148 PI STA. = 385+78.31 Δ = 8° 31' 53" (LT) D = 2° 51' 53" R = 2,000.00' T = 149.18' L = 297.81' E = 5.56' P.C. STA. = 384+29.13 P.T. STA. = 387+26.94	PROP. CURVE 091112-149 PI STA. = 387+89.17 Δ = 7° 02' 37" (RT) D = 22° 55' 06" R = 250.00' T = 15.39' L = 30.73' E = 0.47' P.C. STA. = 387+73.78 P.T. STA. = 388+04.51	PROP. CURVE 091112-150 PI STA. = 390+37.08 Δ = 2° 53' 15" (LT) D = 11° 27' 33" R = 500.00' T = 12.60' L = 25.20' E = 0.16' P.C. STA. = 390+24.48 P.T. STA. = 390+49.68	PROP. CURVE 091112-151 PI STA. = 391+64.11 Δ = 3° 45' 54" (RT) D = 11° 27' 33" R = 500.00' T = 16.43' L = 32.86' E = 0.27' P.C. STA. = 391+47.67 P.T. STA. = 391+80.53	PROP. CURVE 091112-152 PI STA. = 395+80.64 Δ = 6° 03' 35" (RT) D = 28° 38' 52" R = 200.00' T = 10.59' L = 21.15' E = 0.28' P.C. STA. = 395+70.06 P.T. STA. = 395+91.21	PROP. CURVE 091112-153 PI STA. = 396+27.67 Δ = 5° 31' 45" (LT) D = 28° 38' 52" R = 200.00' T = 9.66' L = 19.30' E = 0.23' P.C. STA. = 396+18.01 P.T. STA. = 396+37.31	PROP. CURVE 091112-154 PI STA. = 403+59.40 Δ = 3° 08' 03" (LT) D = 11° 27' 33" R = 500.00' T = 13.68' L = 27.35' E = 0.19' P.C. STA. = 403+45.72 P.T. STA. = 403+73.07	PROP. CURVE 091112-155 PI STA. = 405+26.96 Δ = 2° 39' 28" (RT) D = 11° 27' 33" R = 500.00' T = 11.60' L = 23.19' E = 0.13' P.C. STA. = 405+15.36 P.T. STA. = 405+38.55	PROP. CURVE 091112-156 PI STA. = 411+19.45 Δ = 46° 13' 29" (RT) D = 57° 17' 45" R = 100.00' T = 42.68' L = 80.68' E = 8.73' P.C. STA. = 410+76.77 P.T. STA. = 411+57.44	PROP. CURVE 091112-157 PI STA. = 412+31.29 Δ = 54° 11' 59" (LT) D = 57° 17' 45" R = 100.00' T = 51.17' L = 94.60' E = 12.33' P.C. STA. = 411+80.12 P.T. STA. = 412+74.72	PROP. CURVE 091112-158 PI STA. = 414+13.66 Δ = 40° 02' 08" (LT) D = 57° 17' 45" R = 100.00' T = 36.43' L = 69.88' E = 6.43' P.C. STA. = 413+77.23 P.T. STA. = 414+47.10	PROP. CURVE 091112-159 PI STA. = 414+96.57 Δ = 52° 38' 18" (RT) D = 57° 17' 45" R = 100.00' T = 49.46' L = 91.87' E = 11.57' P.C. STA. = 414+47.10 P.T. STA. = 415+38.97	PROP. CURVE 091112-160 PI STA. = 416+16.56 Δ = 5° 11' 17" (LT) D = 4° 46' 29" R = 1,200.00' T = 54.37' L = 108.66' E = 1.23' P.C. STA. = 415+62.19 P.T. STA. = 416+70.85
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PLOT DATE = 10/25/2013 11:05:04 AM	CHECKED = DDL	REVISED =
	DATE = 10/25/2013	REVISED =

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) ALIGNMENT, TIES, &amp; BENCHMARKS</b>			
SCALE: = ff	SHEET NO. OF	SHEETS	STA. TO STA.

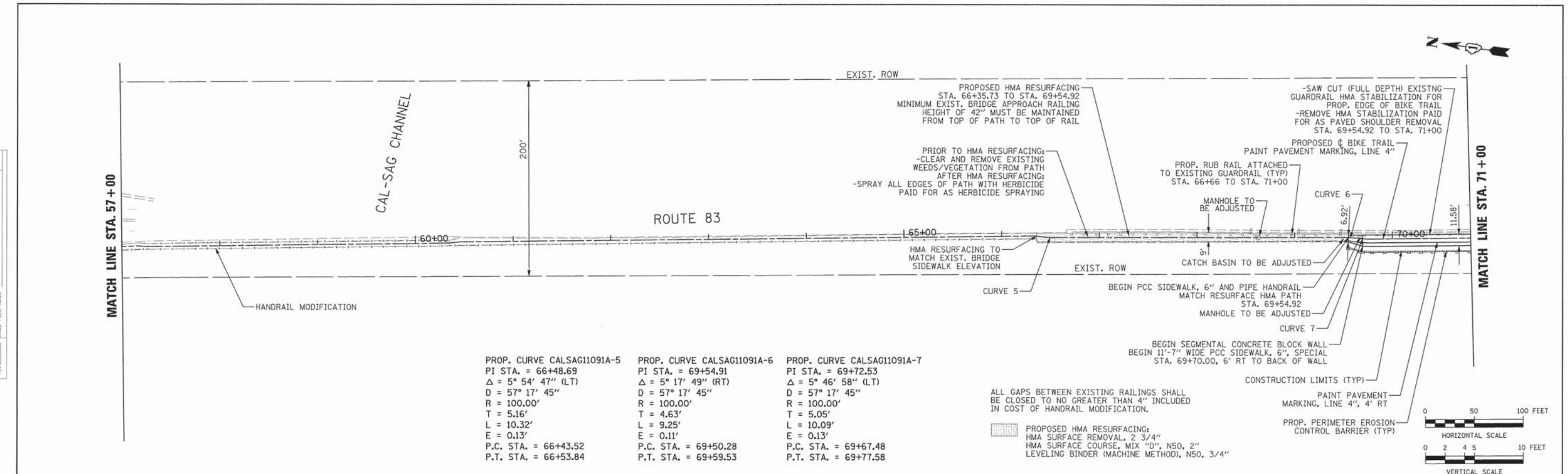
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	15
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





PLAN SURVEYED BY DATE  
 PLOTTED BY DATE  
 NOTE BOOK NO. FILE NAME  
 NO. OF DAYS CHECKED  
 CAD FILE NAME

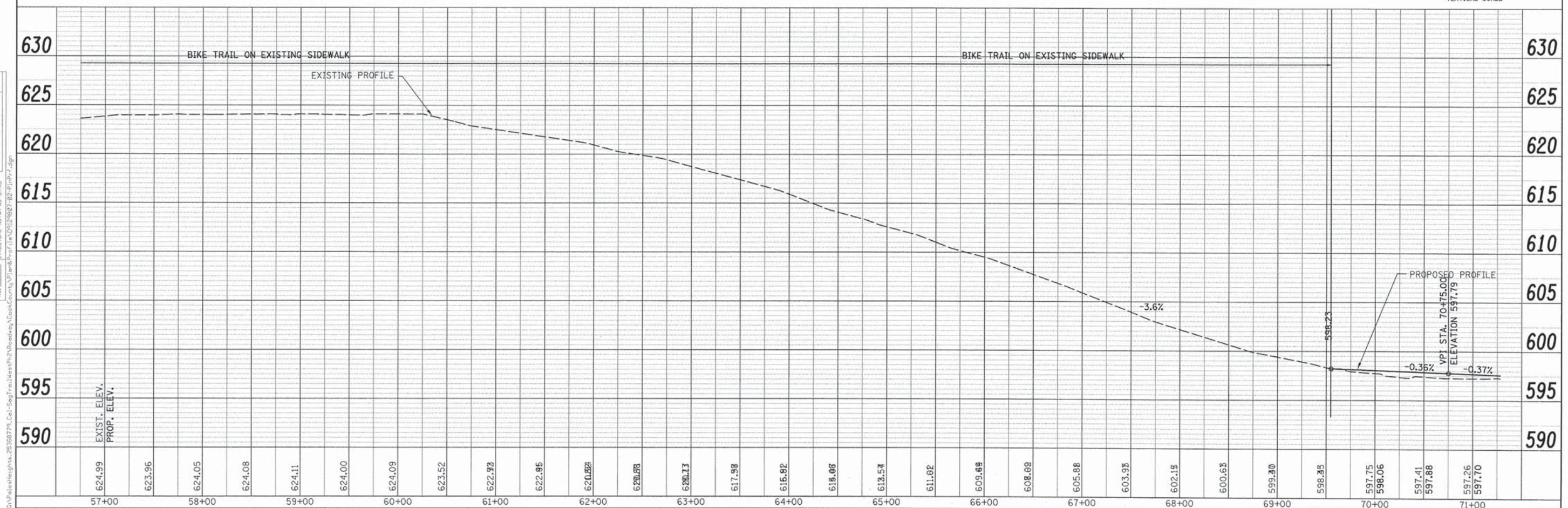
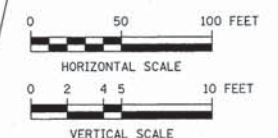
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PROP. CURVE CALSAG11091A-5 PI STA. = 66+48.69 $\Delta = 5^\circ 54' 47''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 5.16'$ $L = 10.32'$ $E = 0.13'$ P.C. STA. = 66+43.52 P.T. STA. = 66+53.84	PROP. CURVE CALSAG11091A-6 PI STA. = 69+54.91 $\Delta = 5^\circ 17' 49''$ (RT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 4.63'$ $L = 9.25'$ $E = 0.11'$ P.C. STA. = 69+50.28 P.T. STA. = 69+59.53	PROP. CURVE CALSAG11091A-7 PI STA. = 69+72.53 $\Delta = 5^\circ 46' 58''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 5.05'$ $L = 10.09'$ $E = 0.13'$ P.C. STA. = 69+67.48 P.T. STA. = 69+77.58
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ALL GAPS BETWEEN EXISTING RAILINGS SHALL BE CLOSED TO NO GREATER THAN 4" INCLUDED IN COST OF HANDRAIL MODIFICATION.

PROPOSED HMA RESURFACING:  
 HMA SURFACE REMOVAL, 2 3/4"  
 HMA SURFACE COURSE, MIX "D", N50, 2"  
 LEVELING BINDER (MACHINE METHOD), N50, 3/4"



	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - KLM	REVISED -			13-F3000-25-BT	COOK	171	17	
	PLOT DATE =	CHECKED - DDL	REVISED -			CONTRACT NO. 63866		ILLINOIS FED. AID PROJECT		
		DATE - 10/25/2013	REVISED -			SCALE: H=5' V=5' SHEET NO. 5 OF 51 SHEETS STA. 57+00 TO STA. 71+00				







PLAN	DATE
BY	
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FILE NAME	

PROFILE	DATE
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NO.	
FILE NAME	

PROP. CURVE 091112-36  
PI STA. = 98+85.62  
Δ = 42° 37' 56" (RT)  
D = 57° 17' 45"  
R = 100.00'  
T = 39.02'  
L = 74.41'  
E = 7.34'  
P.C. STA. = 98+46.60  
P.T. STA. = 99+21.01

PROP. CURVE 091112-37  
PI STA. = 100+25.14  
Δ = 48° 55' 00" (LT)  
D = 38° 11' 50"  
R = 150.00'  
T = 68.23'  
L = 128.06'  
E = 14.79'  
P.C. STA. = 99+56.91  
P.T. STA. = 100+84.98

PROP. CURVE 091112-38  
PI STA. = 102+00.34  
Δ = 28° 41' 52" (RT)  
D = 57° 17' 45"  
R = 100.00'  
T = 25.58'  
L = 50.09'  
E = 3.22'  
P.C. STA. = 101+74.76  
P.T. STA. = 102+24.85

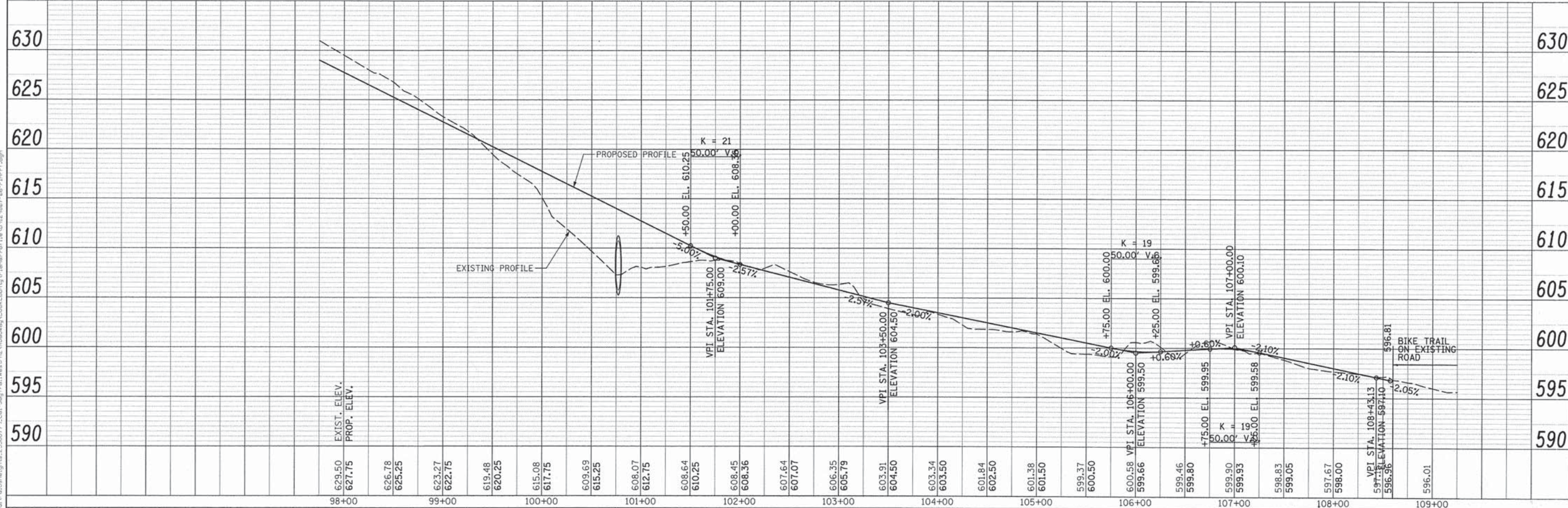
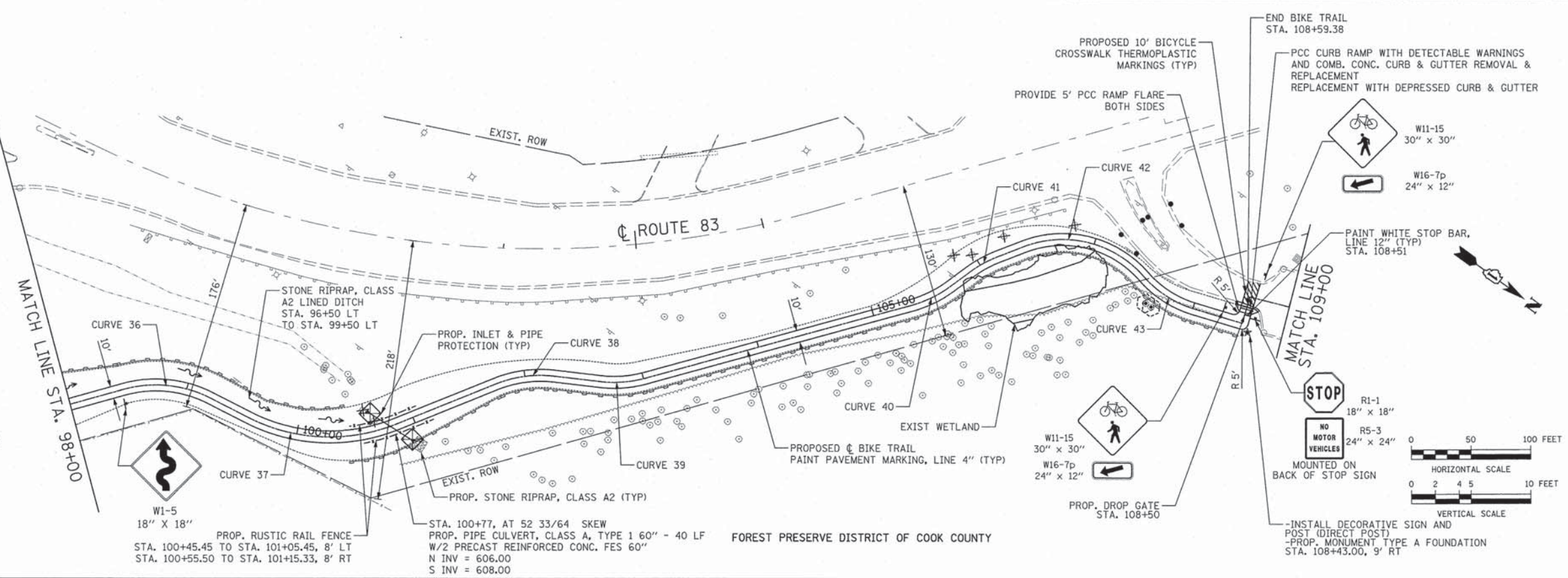
PROP. CURVE 091112-39  
PI STA. = 102+82.93  
Δ = 22° 06' 07" (LT)  
D = 57° 17' 45"  
R = 100.00'  
T = 19.53'  
L = 38.58'  
E = 1.89'  
P.C. STA. = 102+63.40  
P.T. STA. = 103+01.98

PROP. CURVE 091112-40  
PI STA. = 105+51.02  
Δ = 21° 11' 12" (LT)  
D = 57° 17' 45"  
R = 100.00'  
T = 18.70'  
L = 36.98'  
E = 1.73'  
P.C. STA. = 105+32.32  
P.T. STA. = 105+69.30

PROP. CURVE 091112-41  
PI STA. = 106+03.03  
Δ = 15° 09' 00" (RT)  
D = 57° 17' 45"  
R = 100.00'  
T = 13.30'  
L = 26.44'  
E = 0.88'  
P.C. STA. = 105+89.73  
P.T. STA. = 106+16.17

PROP. CURVE 091112-42  
PI STA. = 107+03.19  
Δ = 70° 21' 57" (RT)  
D = 63° 39' 43"  
R = 90.00'  
T = 63.45'  
L = 110.53'  
E = 20.12'  
P.C. STA. = 106+39.75  
P.T. STA. = 107+50.28

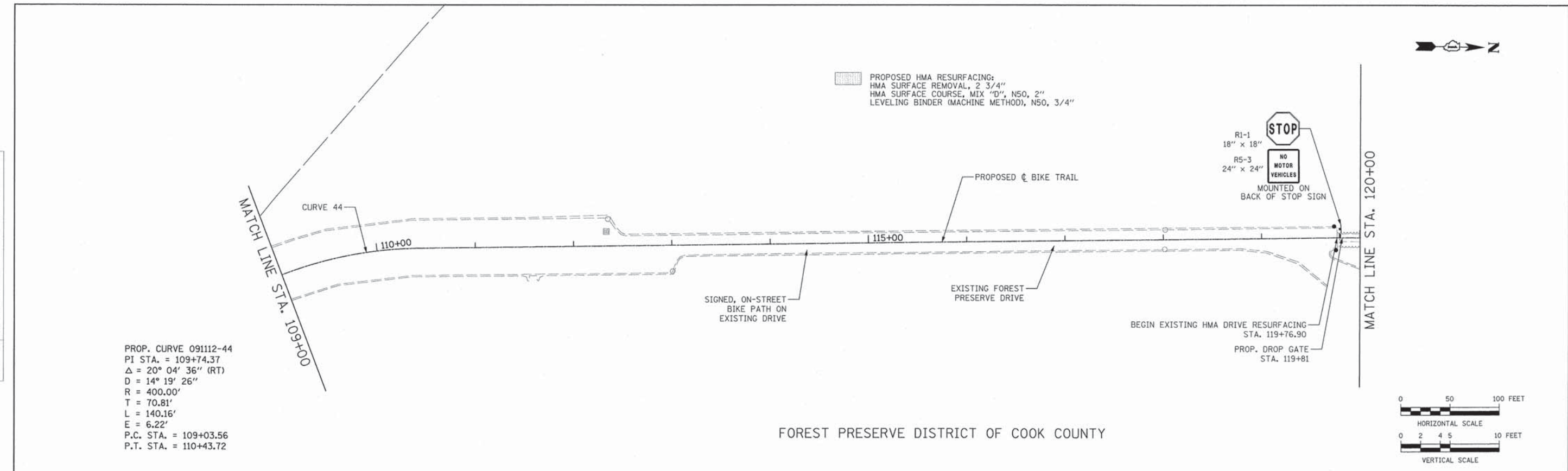
PROP. CURVE 091112-43  
PI STA. = 107+76.34  
Δ = 32° 17' 55" (LT)  
D = 63° 39' 43"  
R = 90.00'  
T = 26.06'  
L = 50.73'  
E = 3.70'  
P.C. STA. = 107+50.28  
P.T. STA. = 108+01.01



	USER NAME *	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE *	CHECKED - DDL	REVISED -		SCALE: H=50' V=5'	SHEET NO. 9 OF 51 SHEETS	STA. 98+00 TO STA. 109+00	13-F3000-25-BT	COOK	171	21
	PLOT DATE *	DATE - 10/25/2013	REVISED -		CONTRACT NO. 63866			ILLINOIS FED. AID PROJECT			

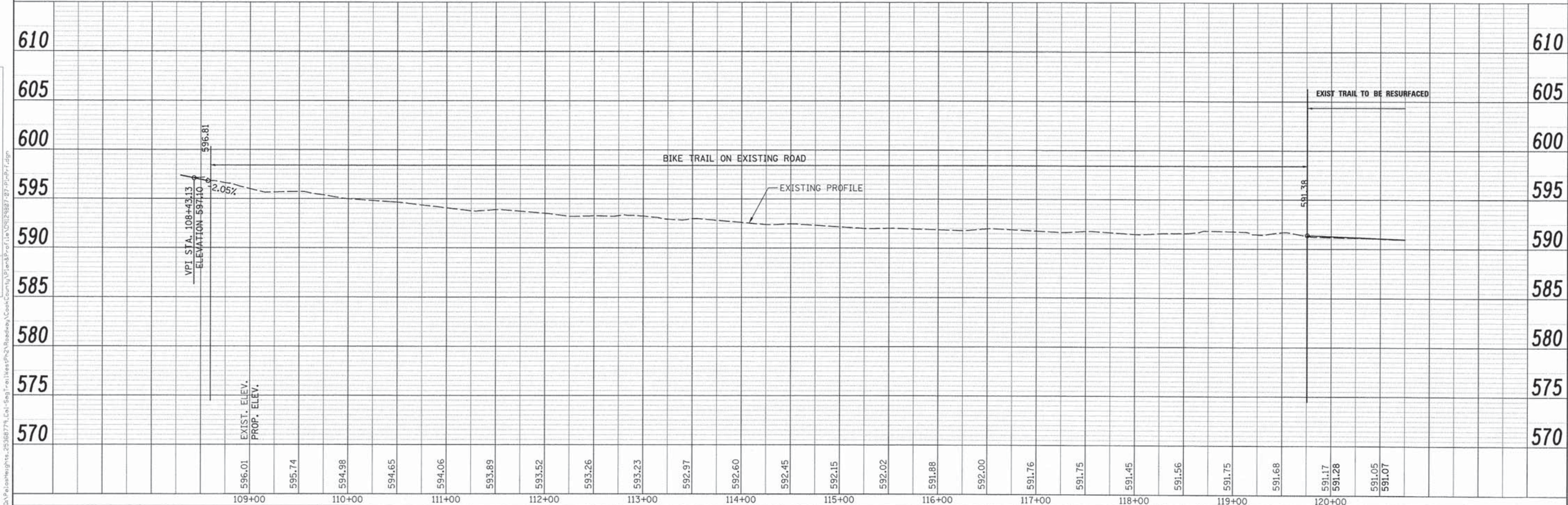
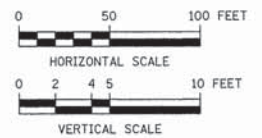
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PROFILE	SURVEYED	BY	DATE
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PROP. CURVE 091112-44  
 PI STA. = 109+74.37  
 $\Delta = 20^\circ 04' 36''$  (RT)  
 $D = 14^\circ 19' 26''$   
 $R = 400.00'$   
 $T = 70.81'$   
 $L = 140.16'$   
 $E = 6.22'$   
 P.C. STA. = 109+03.56  
 P.T. STA. = 110+43.72

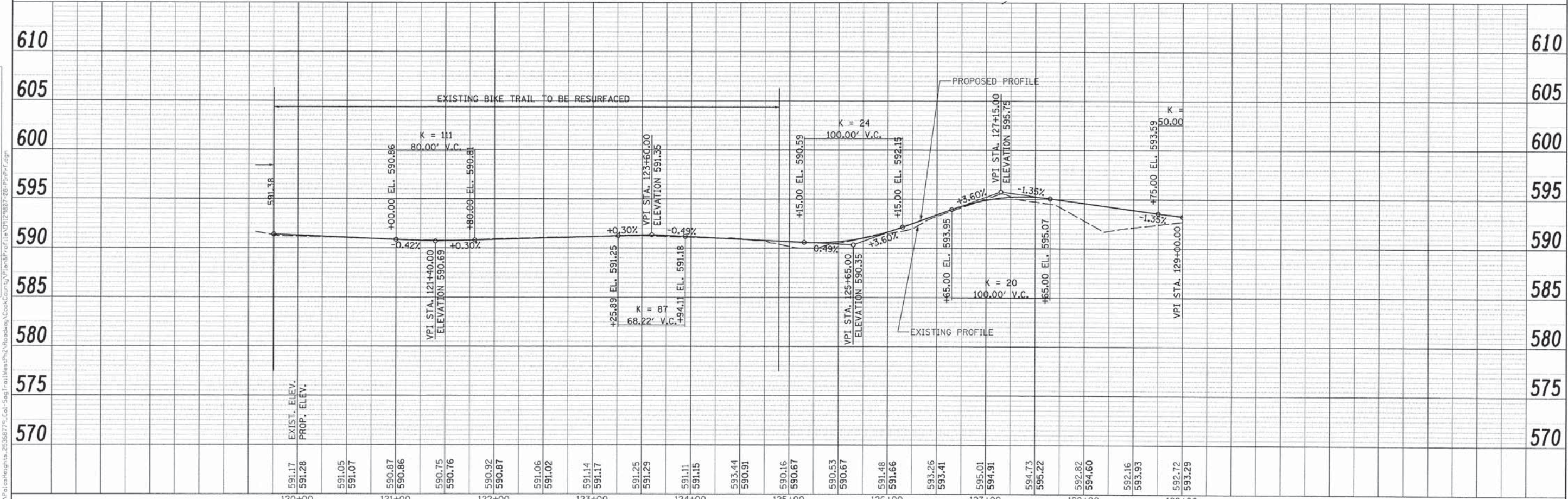
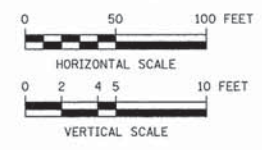
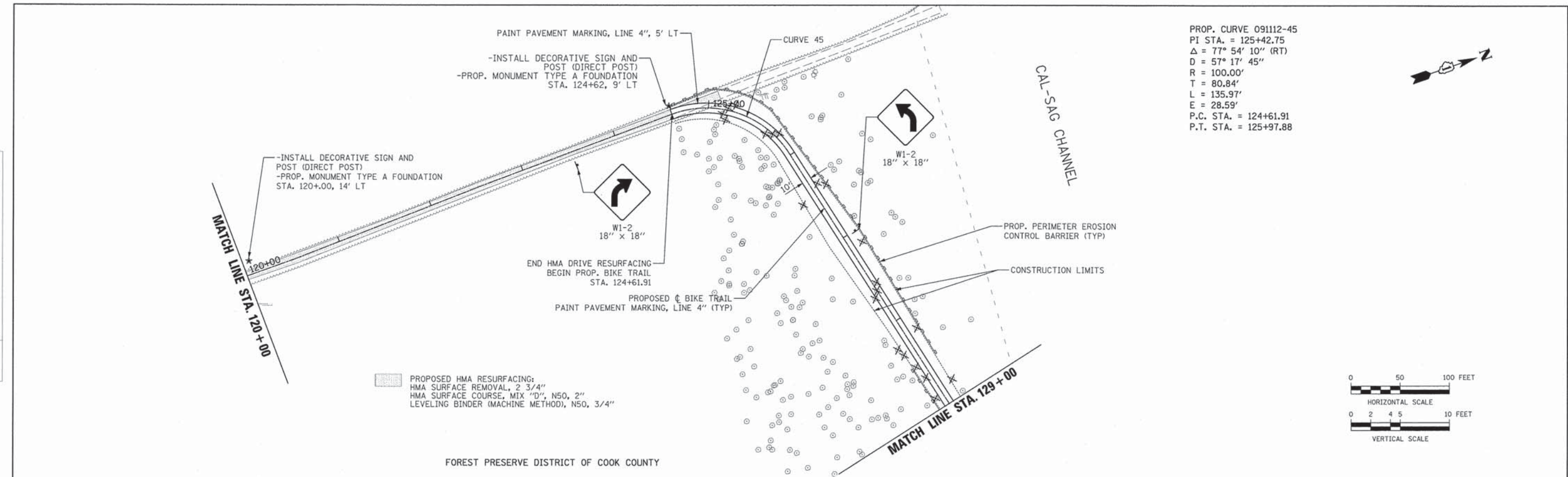
FOREST PRESERVE DISTRICT OF COOK COUNTY



<b>URS</b>	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	SCALE: H=50' V=5'	SHEET NO. 10 OF 51 SHEETS	STA. 109+00 TO STA. 120+00	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - DDL	REVISED -						13-F3000-25-BT	COOK	171	22	
	PLOT DATE =	DATE - 10/25/2013	REVISED -						CONTRACT NO. 63866				
									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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	USER NAME *	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE #	CHECKED - DDL	REVISED -			13-F3000-25-BT	COOK	171	23	
	PLOT DATE =	DATE - 10/25/2013	REVISED -			CONTRACT NO. 63866	ILLINOIS FED. AID PROJECT			
	SCALE: H=50' V=5'		SHEET NO. 11 OF 51 SHEETS			STA. 120+00 TO STA. 129+00				



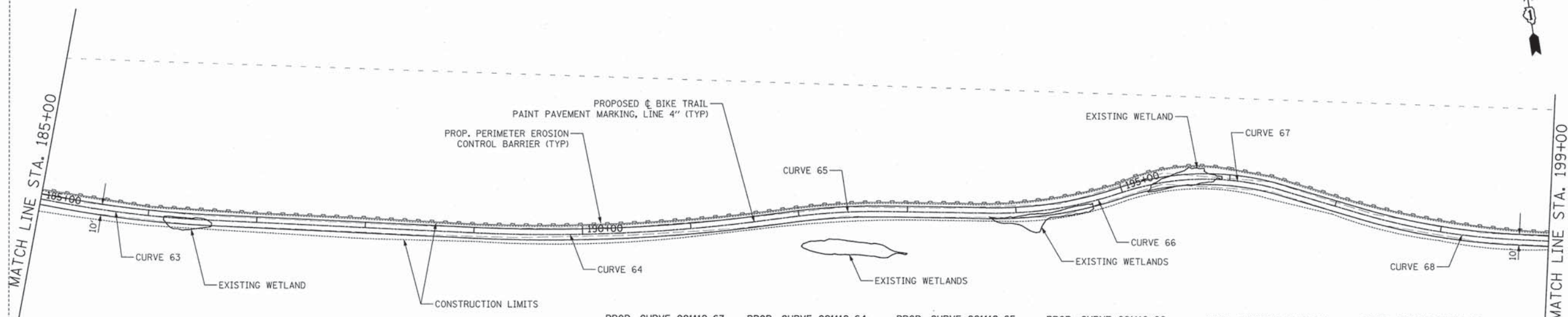






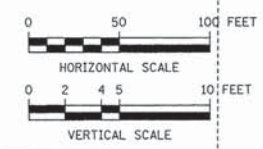


CAL-SAG CHANNEL



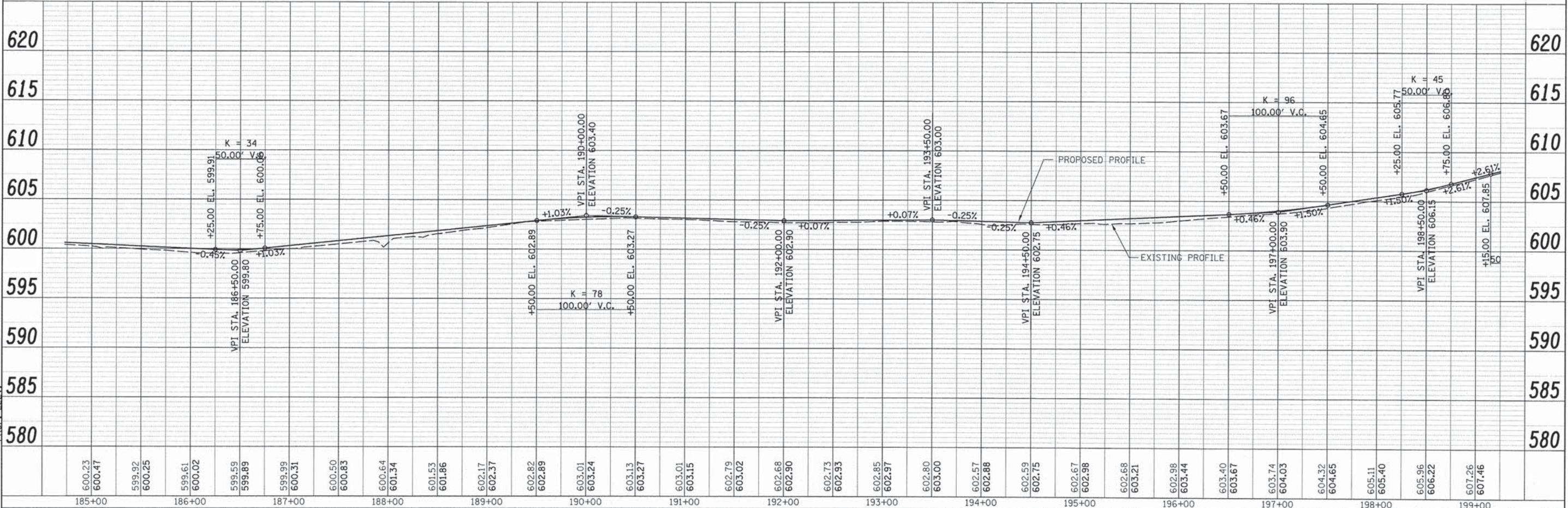
PROP. CURVE 091112-63	PROP. CURVE 091112-64	PROP. CURVE 091112-65	PROP. CURVE 091112-66	PROP. CURVE 091112-67	PROP. CURVE 091112-68
PI STA. = 185+88.96	PI STA. = 190+32.06	PI STA. = 192+36.89	PI STA. = 194+37.19	PI STA. = 195+77.68	PI STA. = 197+97.01
$\Delta = 7^\circ 38' 44''$ (LT)	$\Delta = 10^\circ 05' 32''$ (LT)	$\Delta = 8^\circ 17' 20''$ (RT)	$\Delta = 19^\circ 34' 09''$ (LT)	$\Delta = 35^\circ 51' 58''$ (RT)	$\Delta = 13^\circ 55' 14''$ (LT)
D = 5' 43' 46"	D = 3' 49' 11"	D = 9' 32' 57"	D = 15' 54' 56"	D = 23' 17' 27"	D = 9' 32' 57"
R = 1,000.00'	R = 1,500.00'	R = 600.00'	R = 360.00'	R = 246.00'	R = 600.00'
T = 66.82'	T = 132.45'	T = 43.48'	T = 62.08'	T = 79.61'	T = 73.25'
L = 133.44'	L = 264.21'	L = 86.80'	L = 122.96'	L = 153.99'	L = 145.77'
E = 2.23'	E = 5.84'	E = 1.57'	E = 5.31'	E = 12.56'	E = 4.45'
P.C. STA. = 185+22.14	P.C. STA. = 188+99.61	P.C. STA. = 191+93.41	P.C. STA. = 193+75.11	P.C. STA. = 194+98.07	P.C. STA. = 197+23.77
P.T. STA. = 186+55.58	P.T. STA. = 191+63.83	P.T. STA. = 192+80.21	P.T. STA. = 194+98.07	P.T. STA. = 196+52.06	P.T. STA. = 198+69.54

FOREST PRESERVE DISTRICT OF COOK COUNTY



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PROFILE	
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NOTE BOOK	
GRADES CHECKED	
STRUCTURE	
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USER NAME =	DESIGNED - KLM	REVISED -
PLOT SCALE =	DRAWN - KLM	REVISED -
PLOT DATE =	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

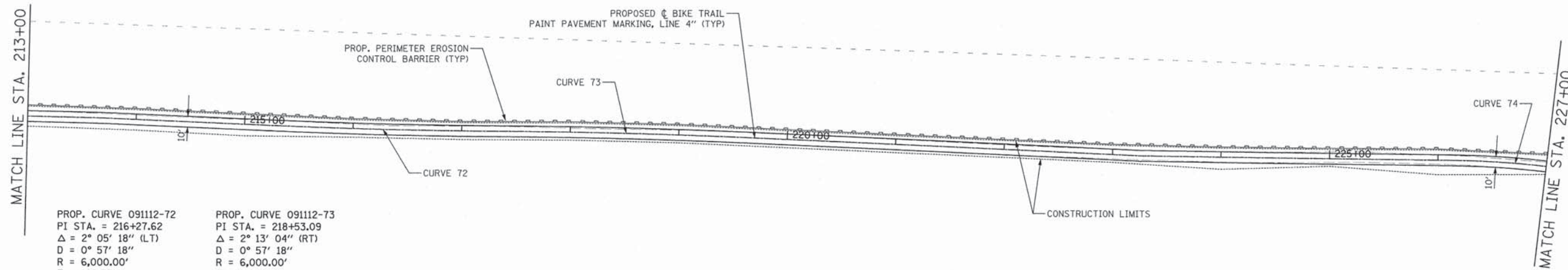
CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
PLAN AND PROFILE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	28
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: H=50' V=5' SHEET NO. 16 OF 51 SHEETS STA. 185+00 TO STA. 199+00

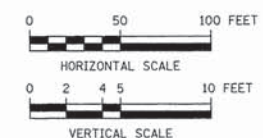


CAL-SAG CHANNEL

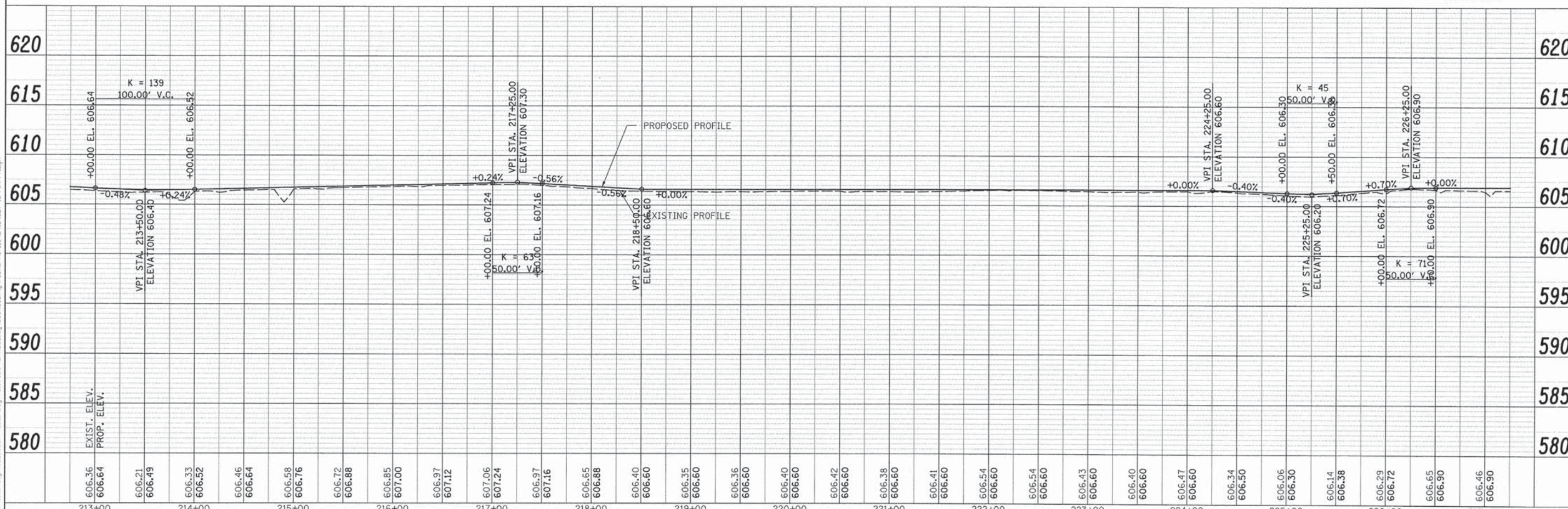


**PROP. CURVE 091112-72**  
 PI STA. = 216+27.62  
 $\Delta = 2^\circ 05' 18''$  (LT)  
 $D = 0^\circ 57' 18''$   
 $R = 6,000.00'$   
 $T = 109.35'$   
 $L = 218.69'$   
 $E = 1.00'$   
 P.C. STA. = 215+18.26  
 P.T. STA. = 217+36.95

**PROP. CURVE 091112-73**  
 PI STA. = 218+53.09  
 $\Delta = 2^\circ 13' 04''$  (RT)  
 $D = 0^\circ 57' 18''$   
 $R = 6,000.00'$   
 $T = 116.14'$   
 $L = 232.25'$   
 $E = 1.12'$   
 P.C. STA. = 217+36.95  
 P.T. STA. = 219+69.20



FOREST PRESERVE DISTRICT OF COOK COUNTY



PLAN

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USER NAME =	DESIGNED - KLM	REVISED -
PLOT SCALE =	DRAWN - KLM	REVISED -
PLOT DATE =	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CAL-SAG GREENWAY TRAIL WEST**  
**(FOREST PRESERVE DISTRICT OF COOK COUNTY)**  
**PLAN AND PROFILE**  
 SCALE: H=50' V=5' SHEET NO. 18 OF 51 SHEETS STA. 213+00 TO STA. 227+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	30
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CAL-SAG CHANNEL

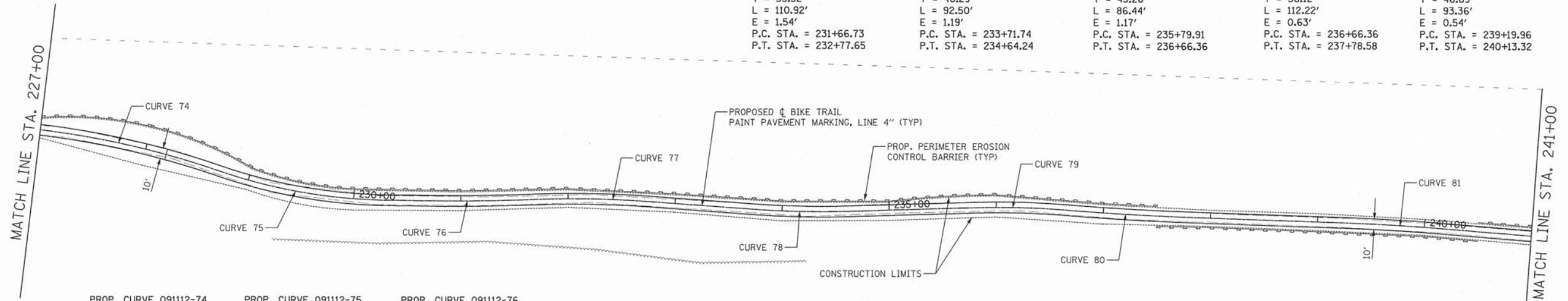
PROP. CURVE 091112-77  
 PI STA. = 232+22.25  
 $\Delta = 6^\circ 21' 19''$  (RT)  
 $D = 5^\circ 43' 46''$   
 $R = 1,000.00'$   
 $T = 55.52'$   
 $L = 110.92'$   
 $E = 1.54'$   
 P.C. STA. = 231+66.73  
 P.T. STA. = 232+77.65

PROP. CURVE 091112-78  
 PI STA. = 234+18.03  
 $\Delta = 5^\circ 53' 19''$  (LT)  
 $D = 6^\circ 21' 58''$   
 $R = 900.00'$   
 $T = 46.29'$   
 $L = 92.50'$   
 $E = 1.19'$   
 P.C. STA. = 233+71.74  
 P.T. STA. = 234+64.24

PROP. CURVE 091112-79  
 PI STA. = 236+23.18  
 $\Delta = 6^\circ 11' 28''$  (RT)  
 $D = 7^\circ 09' 43''$   
 $R = 800.00'$   
 $T = 43.26'$   
 $L = 86.44'$   
 $E = 1.17'$   
 P.C. STA. = 235+79.91  
 P.T. STA. = 236+66.36

PROP. CURVE 091112-80  
 PI STA. = 237+22.48  
 $\Delta = 2^\circ 34' 19''$  (LT)  
 $D = 2^\circ 17' 31''$   
 $R = 2,500.00'$   
 $T = 56.12'$   
 $L = 112.22'$   
 $E = 0.63'$   
 P.C. STA. = 236+66.36  
 P.T. STA. = 237+78.58

PROP. CURVE 091112-81  
 PI STA. = 239+66.65  
 $\Delta = 2^\circ 40' 28''$  (RT)  
 $D = 2^\circ 51' 53''$   
 $R = 2,000.00'$   
 $T = 46.69'$   
 $L = 93.36'$   
 $E = 0.54'$   
 P.C. STA. = 239+19.96  
 P.T. STA. = 240+13.32

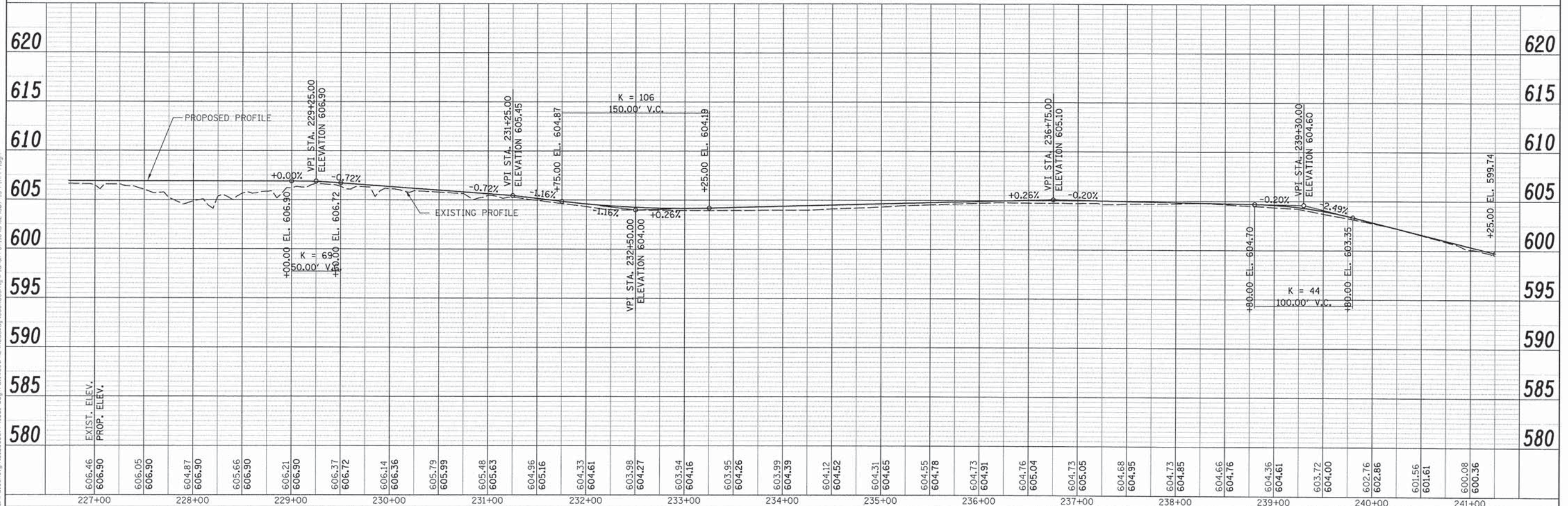
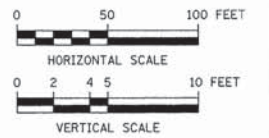


PROP. CURVE 091112-74  
 PI STA. = 227+45.21  
 $\Delta = 18^\circ 14' 00''$  (RT)  
 $D = 7^\circ 09' 43''$   
 $R = 800.00'$   
 $T = 128.38'$   
 $L = 254.59'$   
 $E = 10.24'$   
 P.C. STA. = 226+16.83  
 P.T. STA. = 228+71.41

PROP. CURVE 091112-75  
 PI STA. = 229+51.25  
 $\Delta = 18^\circ 08' 42''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 79.84'$   
 $L = 158.34'$   
 $E = 6.33'$   
 P.C. STA. = 228+71.41  
 P.T. STA. = 230+29.76

PROP. CURVE 091112-76  
 PI STA. = 231+17.25  
 $\Delta = 2^\circ 59' 06''$  (LT)  
 $D = 3^\circ 00' 56''$   
 $R = 1,900.00'$   
 $T = 49.51'$   
 $L = 98.99'$   
 $E = 0.64'$   
 P.C. STA. = 230+67.74  
 P.T. STA. = 231+66.73

FOREST PRESERVE DISTRICT OF COOK COUNTY



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USER NAME =	DESIGNED - KLM	REVISED -
PLOT SCALE =	DRAWN - KLM	REVISED -
PLOT DATE =	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

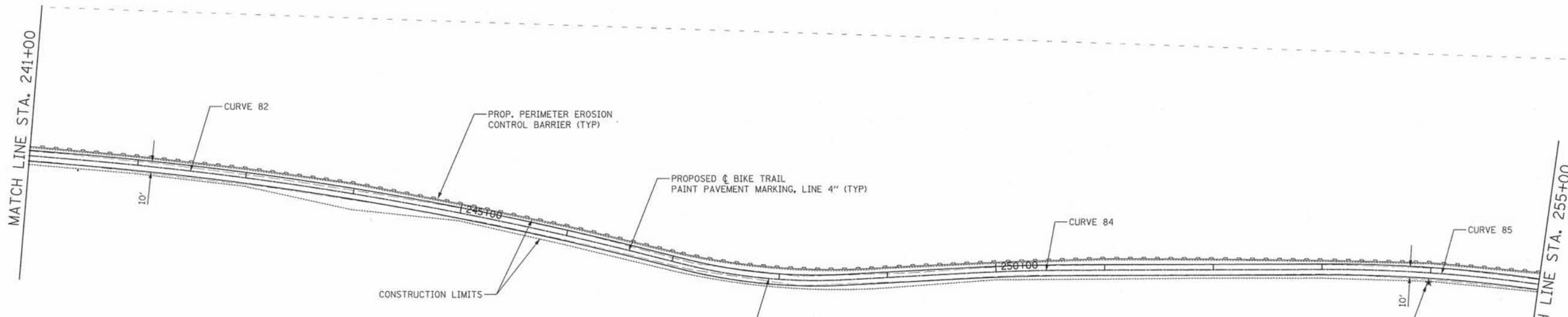
CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) PLAN AND PROFILE	
SCALE: H=50' V=5'	SHEET NO. 19 OF 51 SHEETS
STA. 227+00	TO STA. 241+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	31
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CAL-SAG CHANNEL

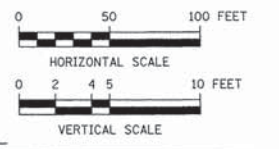


PLAN	SURVEYED	BY	DATE
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	REVISIONS CHECKED		
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	DATE		
	NO.		



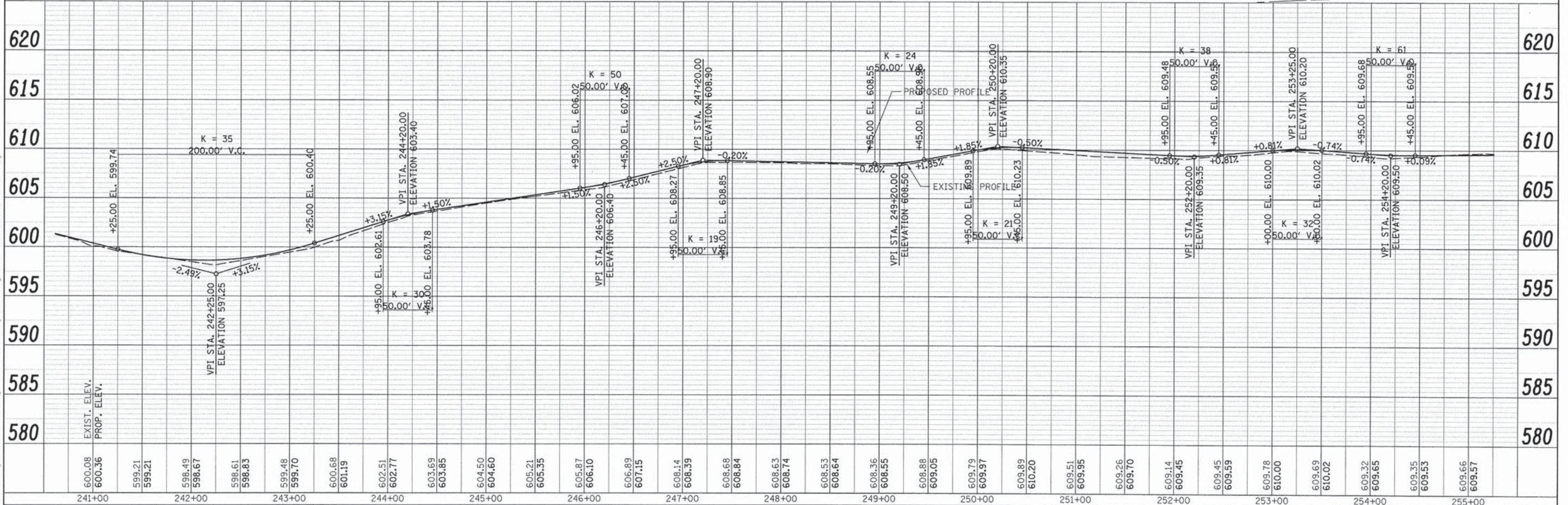
<p>PROP. CURVE 091112-82                  PI STA. = 244+06.78  <math>\Delta = 9^\circ 33' 41''</math> (RT)  <math>D = 1^\circ 47' 26''</math>  <math>R = 3,200.00'</math>  <math>T = 267.63'</math>  <math>L = 534.01'</math>  <math>E = 11.17'</math>                  P.C. STA. = 241+39.16                  P.T. STA. = 246+73.17</p>	<p>PROP. CURVE 091112-83                  PI STA. = 247+86.82  <math>\Delta = 17^\circ 17' 38''</math> (LT)  <math>D = 11^\circ 27' 33''</math>  <math>R = 500.00'</math>  <math>T = 76.04'</math>  <math>L = 150.92'</math>  <math>E = 5.75'</math>                  P.C. STA. = 247+10.78                  P.T. STA. = 248+61.70</p>	<p>PROP. CURVE 091112-84                  PI STA. = 250+23.58  <math>\Delta = 2^\circ 47' 44''</math> (RT)  <math>D = 2^\circ 51' 53''</math>  <math>R = 2,000.00'</math>  <math>T = 48.80'</math>  <math>L = 97.59'</math>  <math>E = 0.60'</math>                  P.C. STA. = 249+74.78                  P.T. STA. = 250+72.37</p>	<p>PROP. CURVE 091112-85                  PI STA. = 254+17.01  <math>\Delta = 9^\circ 46' 44''</math> (RT)  <math>D = 4^\circ 05' 33''</math>  <math>R = 1,400.00'</math>  <math>T = 119.76'</math>  <math>L = 238.95'</math>  <math>E = 5.11'</math>                  P.C. STA. = 252+97.25                  P.T. STA. = 255+36.19</p>
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MILE MARKER 4  
 -INSTALL DECORATIVE SIGN AND POST (DIRECT POST)  
 -PROP. MONUMENT TYPE A FOUNDATION STA. 253+98, 9' RT



FOREST PRESERVE DISTRICT OF COOK COUNTY

PROFILE	SURVEYED	BY	DATE
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	NOTED		
	REVISIONS CHECKED		
	BY		
	DATE		
	NO.		



FILE NAME: D:\Projects\13-F3000-25-BT\CAL-SAG Greenway Trail West\Forest Preserve District of Cook County\Roadway\Cal-Sag Trail West\13-F3000-25-BT\Profile.dwg



USER NAME =	DESIGNED - KLM	REVISED -
PLOT SCALE =	DRAWN - KLM	REVISED -
PLOT DATE =	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 PLAN AND PROFILE

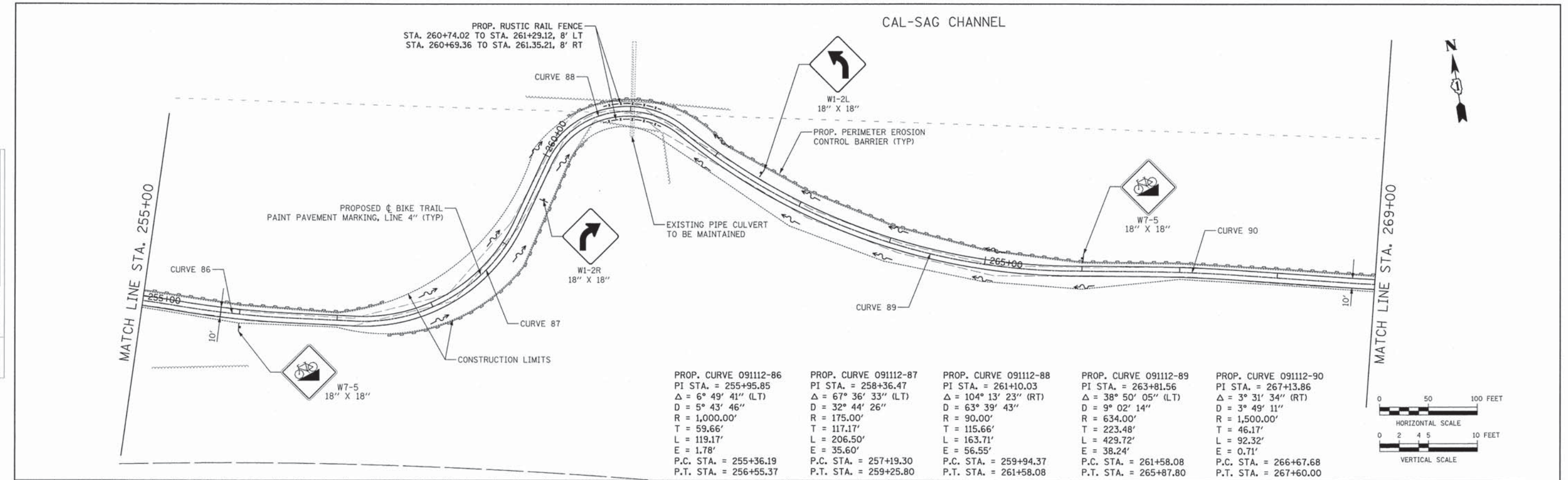
SCALE: H=50' V=5' SHEET NO. 20 OF 51 SHEETS STA. 241+00 TO STA. 255+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	32
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

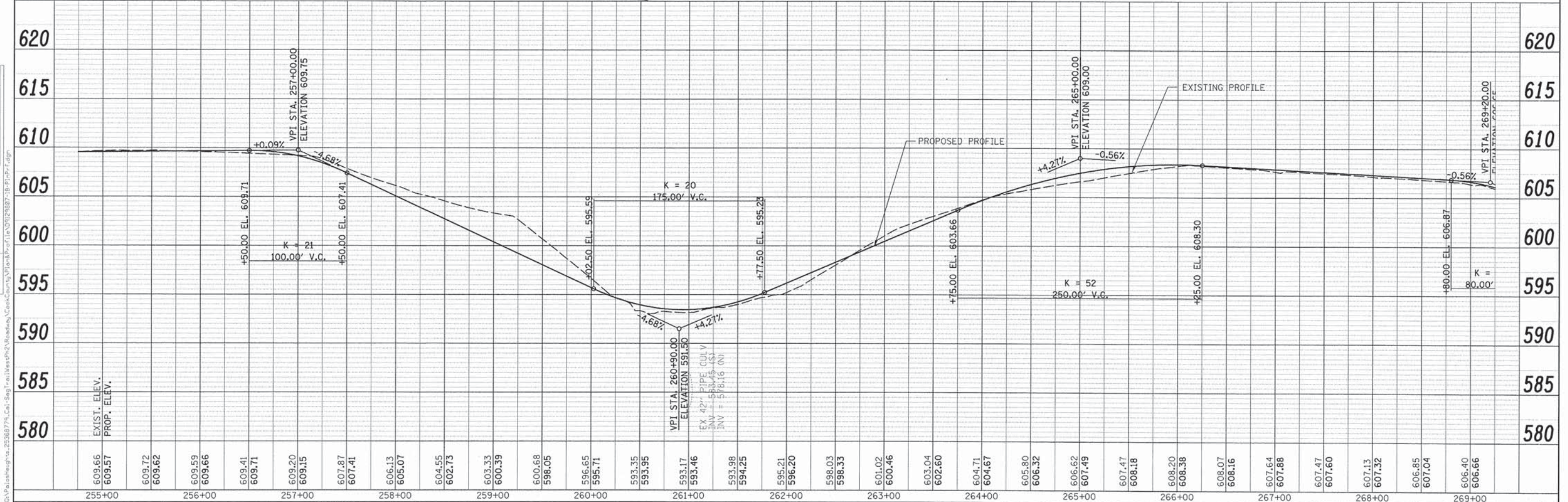
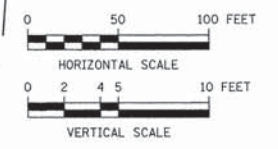


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PROFILE SURVEYED BY DATE  
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 CAD FILE NAME



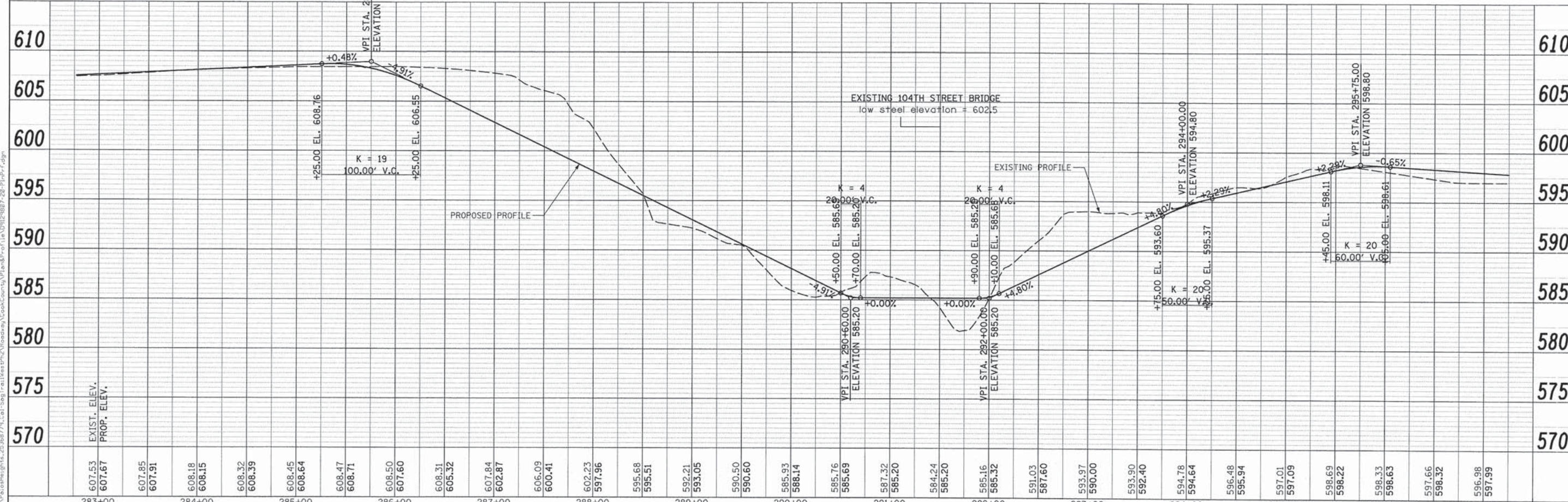
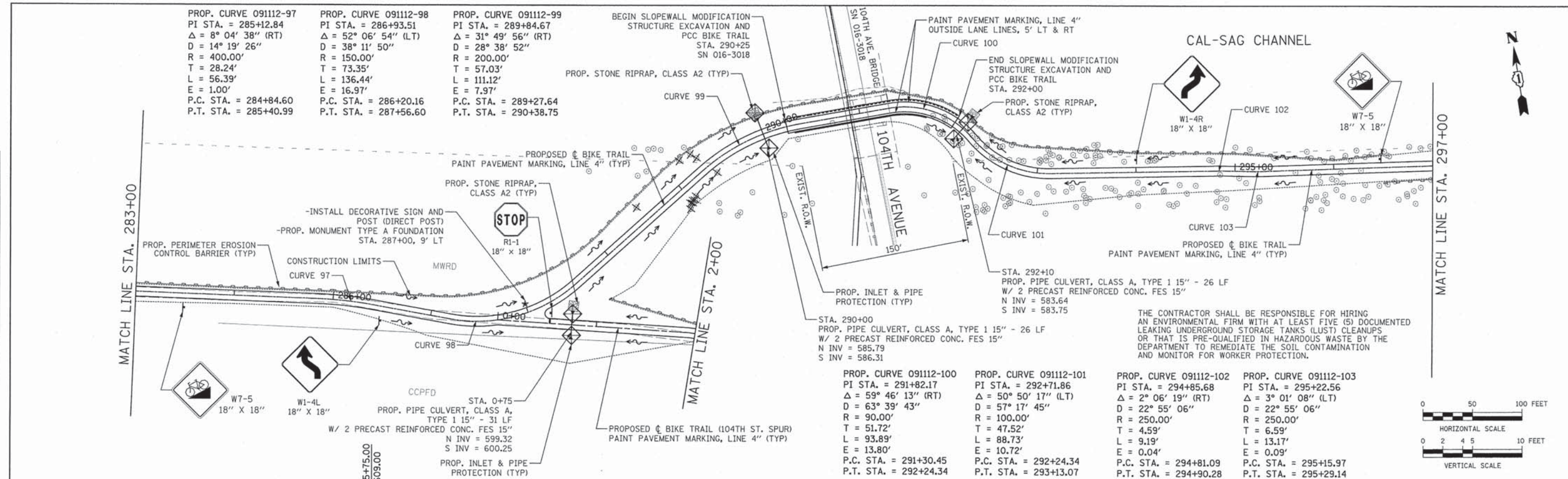
PROP. CURVE 091112-86	PROP. CURVE 091112-87	PROP. CURVE 091112-88	PROP. CURVE 091112-89	PROP. CURVE 091112-90
PI STA. = 255+95.85	PI STA. = 258+36.47	PI STA. = 261+10.03	PI STA. = 263+81.56	PI STA. = 267+13.86
$\Delta = 6^\circ 49' 41''$ (LT)	$\Delta = 67^\circ 36' 33''$ (LT)	$\Delta = 104^\circ 13' 23''$ (RT)	$\Delta = 38^\circ 50' 05''$ (LT)	$\Delta = 3^\circ 31' 34''$ (RT)
D = $5^\circ 43' 46''$	D = $32^\circ 44' 26''$	D = $63^\circ 39' 43''$	D = $9^\circ 02' 14''$	D = $3^\circ 49' 11''$
R = 1,000.00'	R = 175.00'	R = 90.00'	R = 634.00'	R = 1,500.00'
T = 59.66'	T = 117.17'	T = 115.66'	T = 223.48'	T = 46.17'
L = 119.17'	L = 206.50'	L = 163.71'	L = 429.72'	L = 92.32'
E = 1.78'	E = 35.60'	E = 56.55'	E = 38.24'	E = 0.71'
P.C. STA. = 255+36.19	P.C. STA. = 257+19.30	P.C. STA. = 259+94.37	P.C. STA. = 261+58.08	P.C. STA. = 266+67.68
P.T. STA. = 256+55.37	P.T. STA. = 259+25.80	P.T. STA. = 261+58.08	P.T. STA. = 265+87.80	P.T. STA. = 267+60.00





PLAN	REVISIONS	DATE
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	
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	NO. 7	
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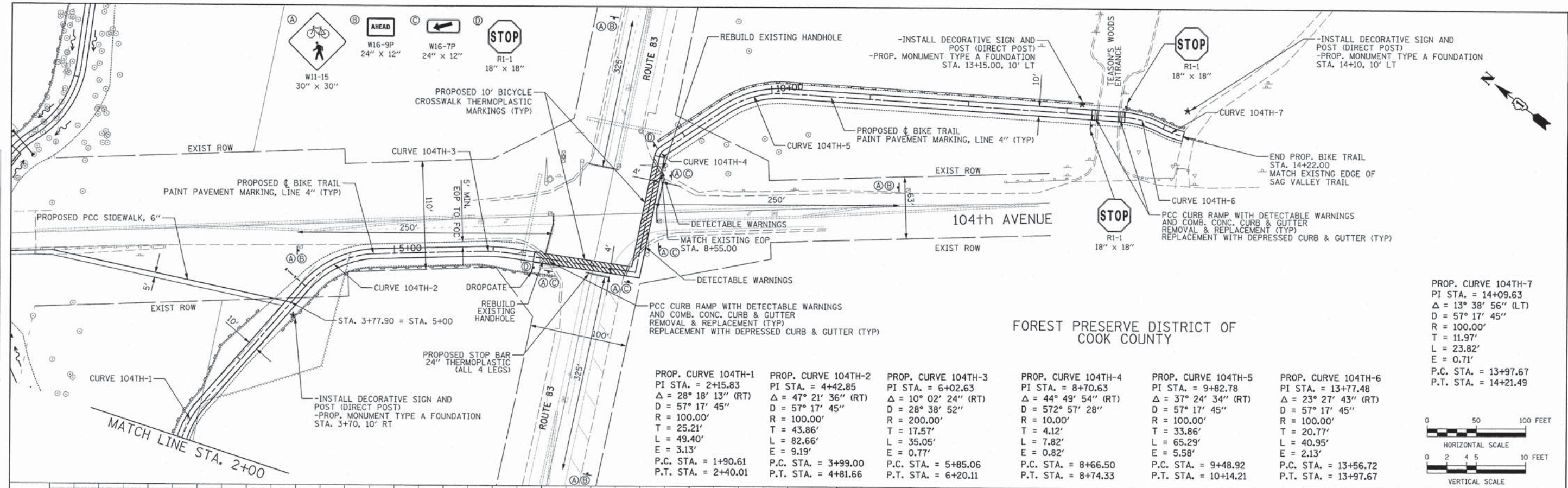
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	NO. 2	
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	NO. 6	
	NO. 7	
	NO. 8	
	NO. 9	
	NO. 10	



	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - DDL	REVISED -			13-F3000-25-BT	COOK	171	35	
	PLOT DATE =	DATE - 10/25/2013	REVISED -	SCALE: H=50' V=5'	SHEET NO. 23 OF 51 SHEETS	STA. 283+00	TO STA. 297+00	CONTRACT NO. 63866		
<small>FILE NAME: G:\P\onHighways\23358778_Cal-Sag Trail West\2\Roadway\Cook County\Plan&amp;Profile\13-F3000-25-BT-Plan&amp;Profile.dgn</small>										

PLAN	DATE
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PROFILE	DATE
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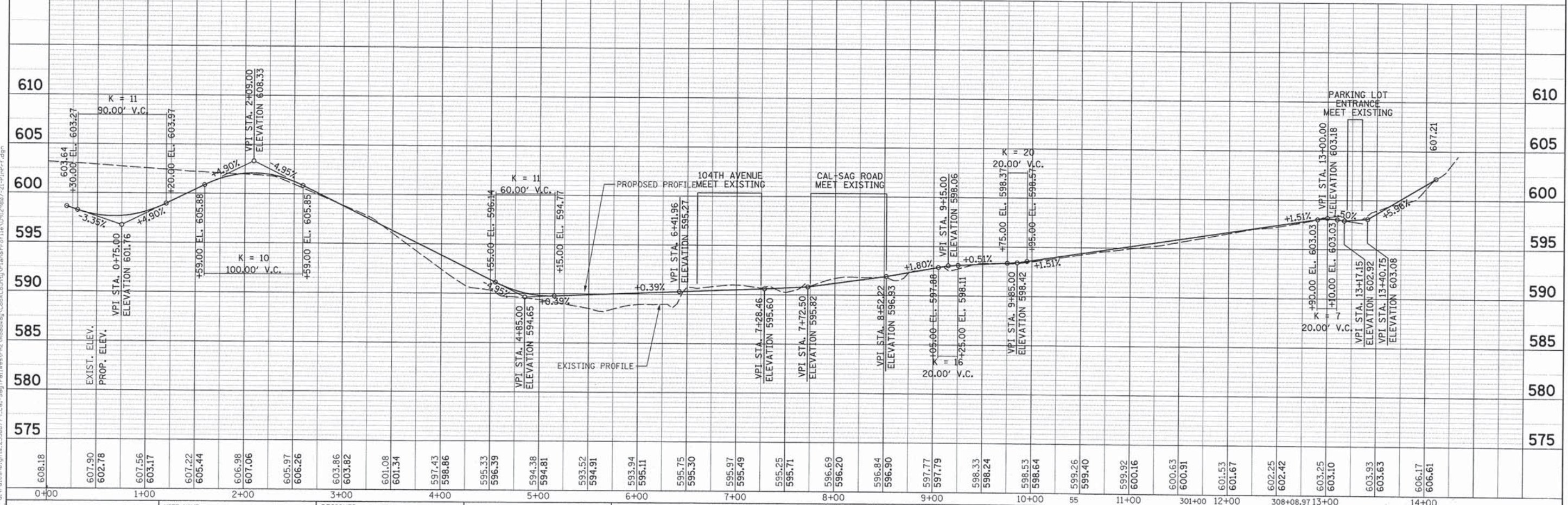


PROP. CURVE 104TH-1	PROP. CURVE 104TH-2	PROP. CURVE 104TH-3	PROP. CURVE 104TH-4	PROP. CURVE 104TH-5	PROP. CURVE 104TH-6
PI STA. = 2+15.83	PI STA. = 4+42.85	PI STA. = 6+02.63	PI STA. = 8+70.63	PI STA. = 9+82.78	PI STA. = 13+77.48
$\Delta = 28^\circ 18' 13''$ (RT)	$\Delta = 47^\circ 21' 36''$ (RT)	$\Delta = 10^\circ 02' 24''$ (RT)	$\Delta = 44^\circ 49' 54''$ (RT)	$\Delta = 37^\circ 24' 34''$ (RT)	$\Delta = 23^\circ 27' 43''$ (RT)
D = 57' 17' 45"	D = 57' 17' 45"	D = 28' 38' 52"	D = 572' 57' 28"	D = 57' 17' 45"	D = 57' 17' 45"
R = 100.00'	R = 100.00'	R = 200.00'	R = 10.00'	R = 100.00'	R = 100.00'
T = 25.21'	R = 43.86'	T = 17.57'	T = 4.12'	T = 33.86'	T = 20.77'
L = 49.40'	L = 82.66'	L = 35.05'	L = 7.82'	L = 65.29'	L = 40.95'
E = 3.13'	E = 9.19'	E = 0.77'	E = 0.82'	E = 5.58'	E = 2.13'
P.C. STA. = 1+90.61	P.C. STA. = 3+99.00	P.C. STA. = 5+85.06	P.C. STA. = 8+66.50	P.C. STA. = 9+48.92	P.C. STA. = 13+56.72
P.T. STA. = 2+40.01	P.T. STA. = 4+81.66	P.T. STA. = 6+20.11	P.T. STA. = 8+74.33	P.T. STA. = 10+14.21	P.T. STA. = 13+97.67

PROP. CURVE 104TH-7  
 PI STA. = 14+09.63  
 $\Delta = 13^\circ 38' 56''$  (LT)  
 D = 57' 17' 45"  
 R = 100.00'  
 T = 11.97'  
 L = 23.82'  
 E = 0.71'  
 P.C. STA. = 13+97.67  
 P.T. STA. = 14+21.49

HORIZONTAL SCALE  
 0 50 100 FEET

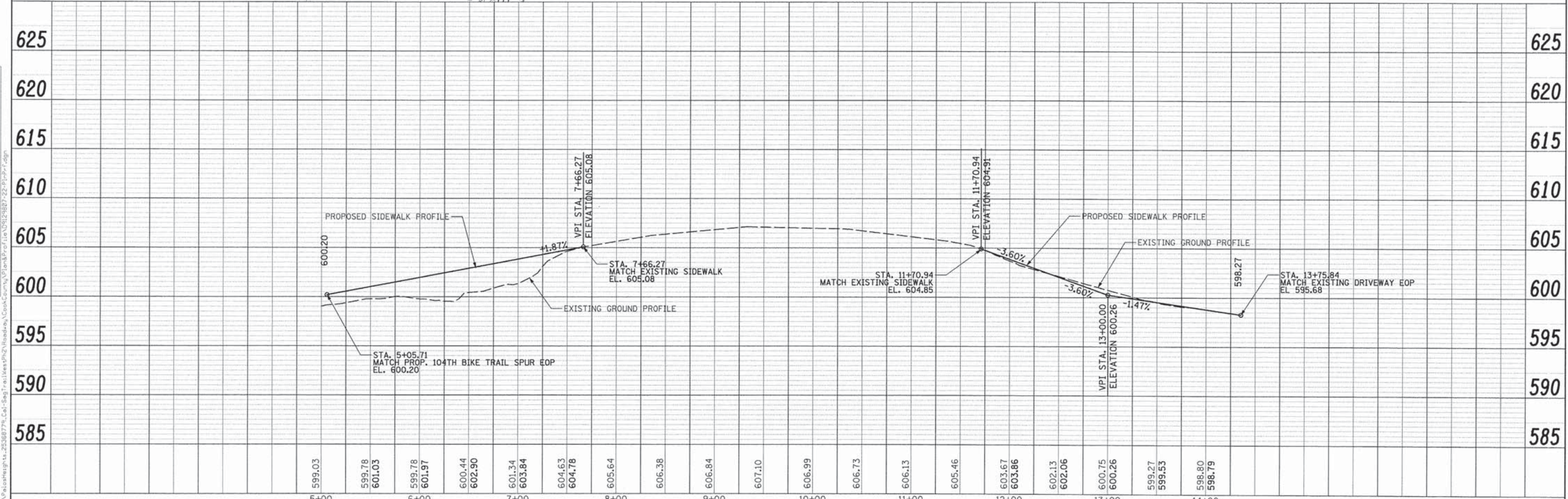
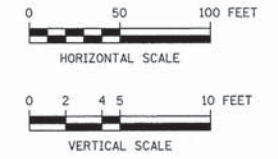
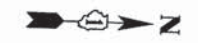
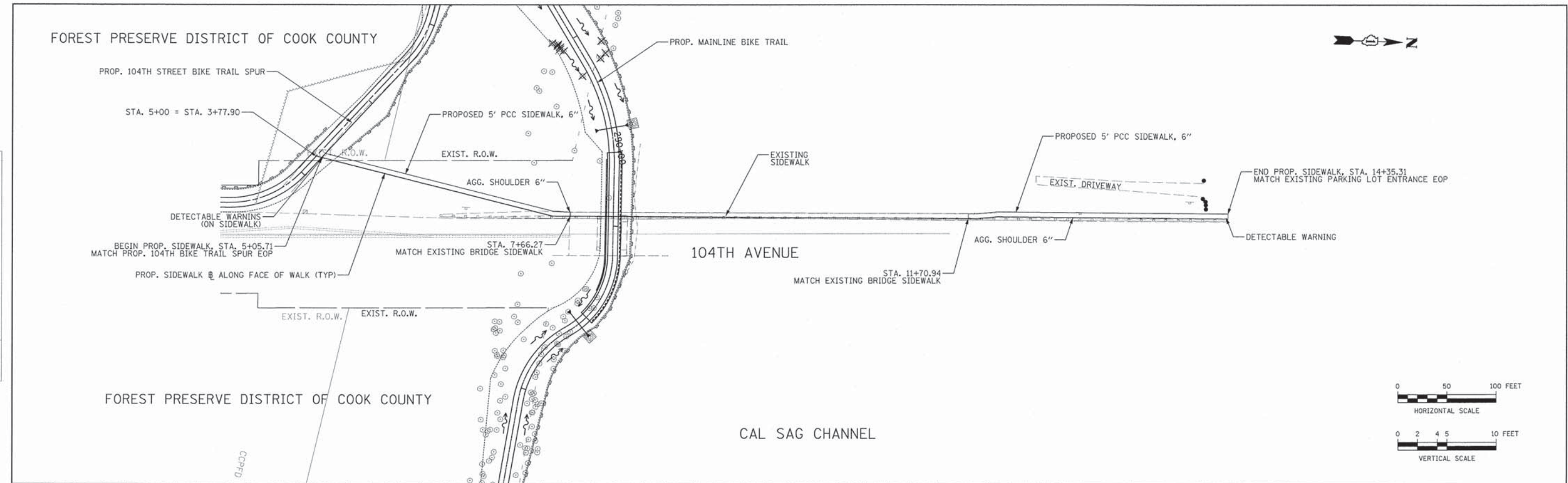
VERTICAL SCALE  
 0 2 4 5 10 FEET



	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED - DDL	REVISED -		SCALE: H=50' V=5'	SHEET NO.	OF 51 SHEETS	STA.	TO STA.	13-F3000-25-BT	COOK	171	36
	PLOT DATE =	DATE - 10/25/2013	REVISED -							CONTRACT NO. 63866			
										FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_

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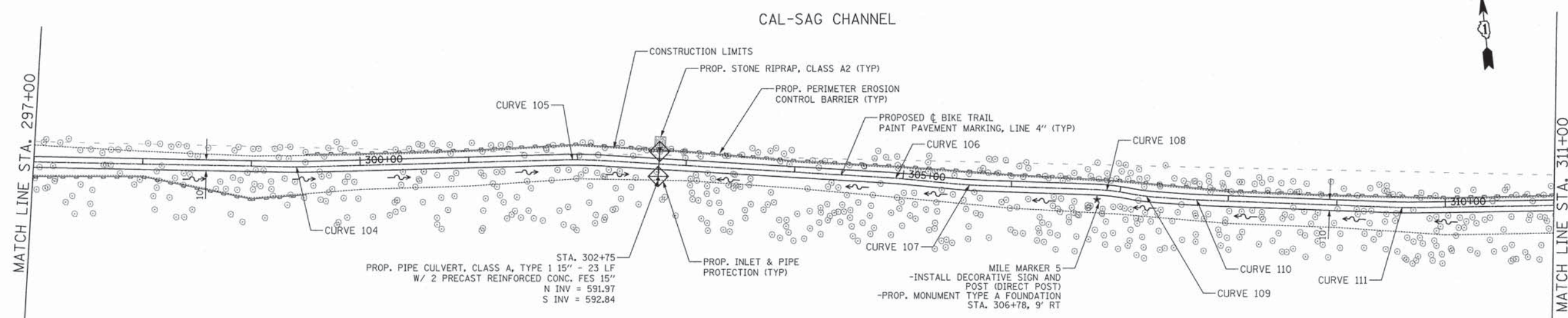


<b>URS</b>	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) PLAN AND PROFILE</b>			F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - KLM	REVISED -		SCALE: H=50' V=5'			13-F3000-25-BT	COOK	171	37	
	PLOT DATE =	CHECKED - DDL	REVISED -		SHEET NO. 56 OF 51 SHEETS			CONTRACT NO. 63866				
		DATE - 10/25/2013	REVISED -		STA. 287+00 TO STA. 301+00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

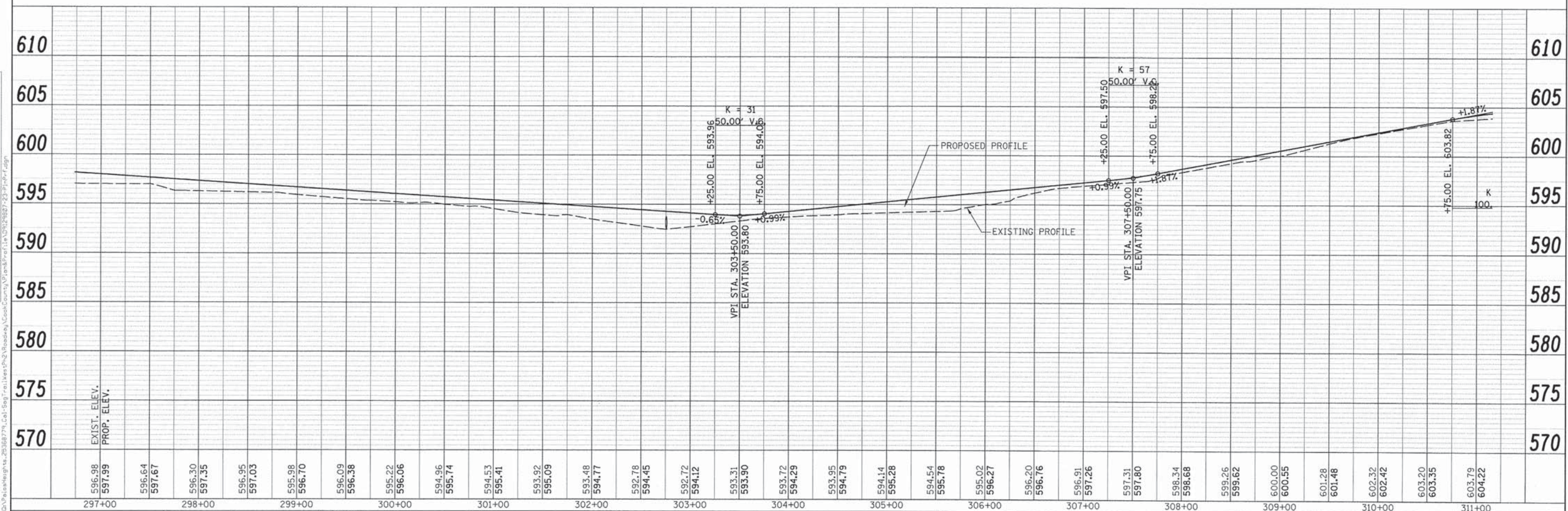
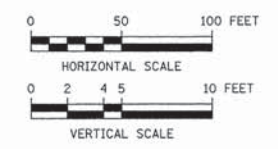
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 CHECKED: \_\_\_\_\_  
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Curve	PI STA.	Delta	D	R	T	L	E	P.C. STA.	P.T. STA.
PROP. CURVE 091112-104	299+42.14	2° 37' 43" (LT)	11° 27' 33"	500.00'	11.47'	22.94'	0.13'	299+30.67	299+53.61
PROP. CURVE 091112-105	302+04.41	5° 02' 20" (RT)	11° 27' 33"	500.00'	22.00'	43.97'	0.48'	301+82.41	302+26.39
PROP. CURVE 091112-106	304+95.01	1° 56' 59" (RT)	11° 27' 33"	500.00'	8.51'	17.01'	0.07'	304+86.51	305+03.52
PROP. CURVE 091112-107	305+60.48	3° 31' 43" (LT)	11° 27' 33"	500.00'	15.40'	30.79'	0.24'	305+45.08	305+75.88
PROP. CURVE 091112-108	306+91.31	8° 23' 22" (RT)	28° 38' 52"	200.00'	14.67'	29.28'	0.54'	306+76.64	307+05.93
PROP. CURVE 091112-109	307+22.41	6° 20' 08" (LT)	28° 38' 52"	200.00'	11.07'	22.12'	0.31'	307+11.34	307+33.45
PROP. CURVE 091112-110	307+68.67	1° 49' 34" (LT)	11° 27' 33"	500.00'	7.97'	15.94'	0.06'	307+60.71	307+76.64
PROP. CURVE 091112-111	309+62.60	3° 03' 19" (LT)	11° 27' 33"	500.00'	13.33'	26.66'	0.18'	309+49.27	309+75.93



DESIGNED - KLM	REVISED -
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CHECKED - DDL	REVISED -
DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

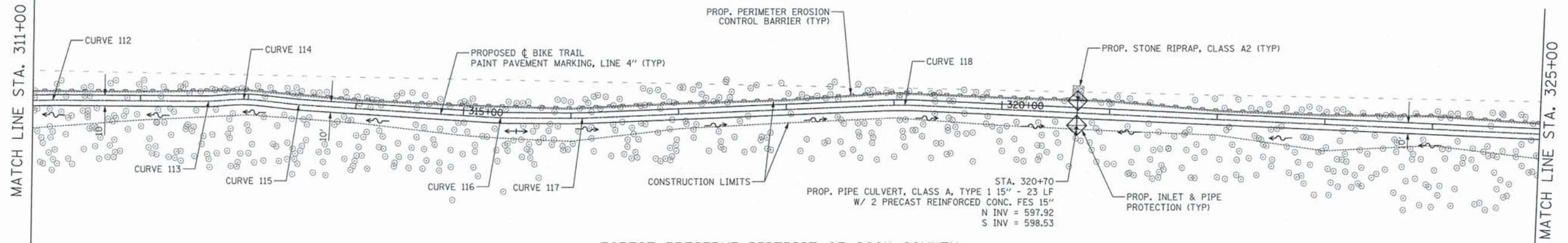
CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 PLAN AND PROFILE  
 SCALE: H=50' V=5' SHEET NO. 24 OF 51 SHEETS STA. 297+00 TO STA. 311+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	38
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN  
 SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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 SHEET NO.: \_\_\_\_\_

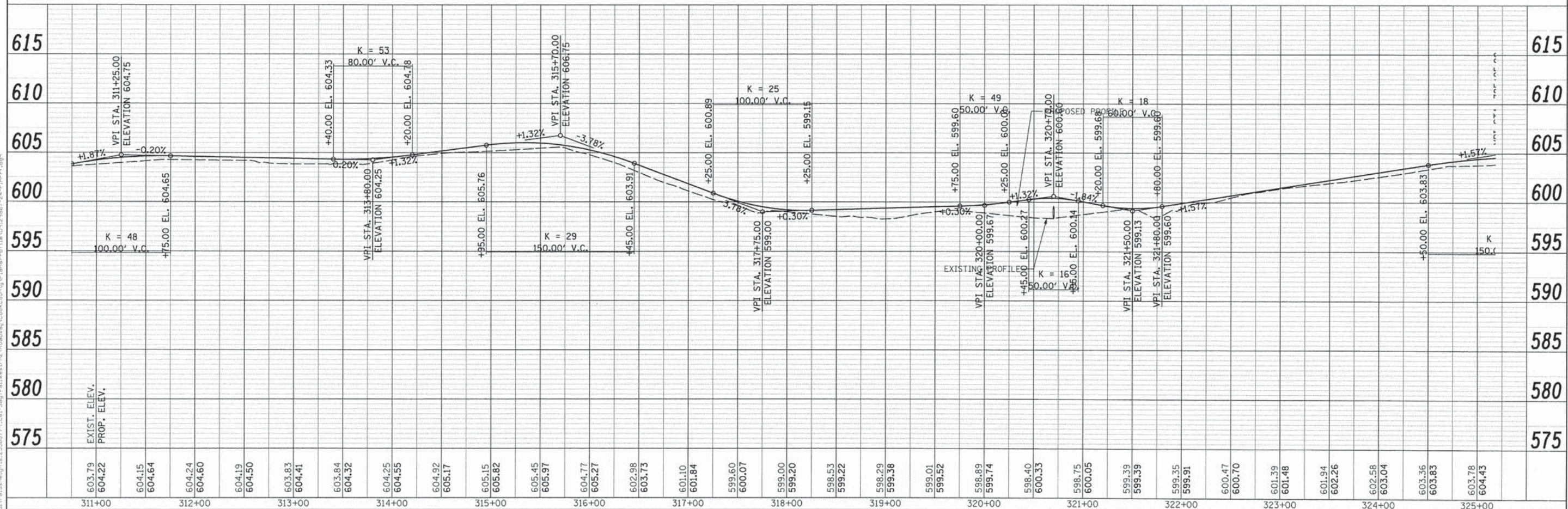
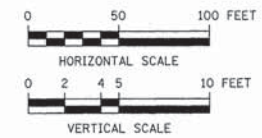
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FOREST PRESERVE DISTRICT OF COOK COUNTY

PROP. CURVE 091112-112 PI STA. = 311+21.19 Δ = 1° 24' 43" (RT) D = 11° 27' 33" R = 500.00' T = 6.16' L = 12.32' E = 0.04' P.C. STA. = 311+15.03 P.T. STA. = 311+27.35	PROP. CURVE 091112-113 PI STA. = 312+64.20 Δ = 4° 34' 53" (LT) D = 38° 11' 50" R = 150.00' T = 6.00' L = 11.99' E = 0.12' P.C. STA. = 312+58.19 P.T. STA. = 312+70.19	PROP. CURVE 091112-114 PI STA. = 312+97.28 Δ = 10° 28' 59" (RT) D = 38° 11' 50" R = 150.00' T = 13.76' L = 27.44' E = 0.63' P.C. STA. = 312+83.52 P.T. STA. = 313+10.97	PROP. CURVE 091112-115 PI STA. = 313+46.41 Δ = 2° 34' 54" (LT) D = 22° 55' 06" R = 250.00' T = 5.63' L = 11.26' E = 0.06' P.C. STA. = 313+40.78 P.T. STA. = 313+52.05	PROP. CURVE 091112-116 PI STA. = 315+33.17 Δ = 3° 23' 34" (LT) D = 11° 27' 33" R = 500.00' T = 14.81' L = 29.61' E = 0.22' P.C. STA. = 315+18.36 P.T. STA. = 315+47.97	PROP. CURVE 091112-117 PI STA. = 316+08.07 Δ = 2° 44' 30" (LT) D = 11° 27' 33" R = 500.00' T = 11.97' L = 23.93' E = 0.14' P.C. STA. = 315+96.10 P.T. STA. = 316+20.03	PROP. CURVE 091112-118 PI STA. = 319+07.41 Δ = 4° 58' 27" (RT) D = 11° 27' 33" R = 500.00' T = 21.72' L = 43.41' E = 0.47' P.C. STA. = 318+85.69 P.T. STA. = 319+29.10
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 CHECKED - DDL  
 DATE - 10/25/2013

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 PLAN AND PROFILE

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 13-F3000-25-BT COOK 171 39  
 CONTRACT NO. 63866  
 ILLINOIS FED. AID PROJECT

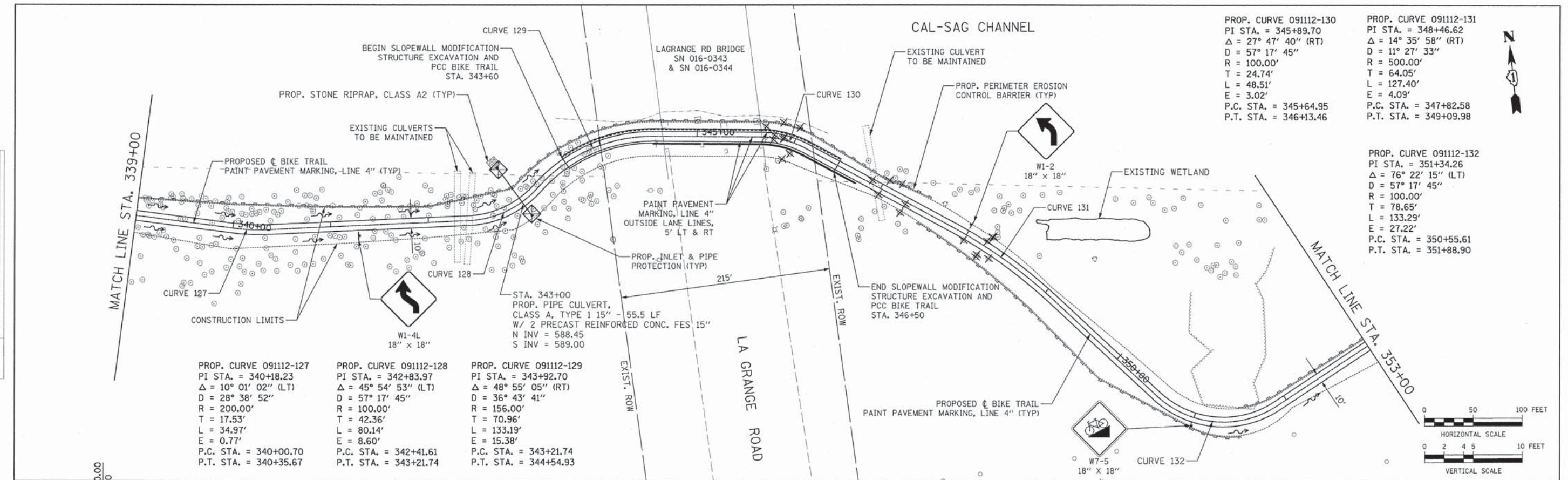
SCALE: H=50' V=5' SHEET NO. 25 OF 51 SHEETS STA. 311+00 TO STA. 325+00





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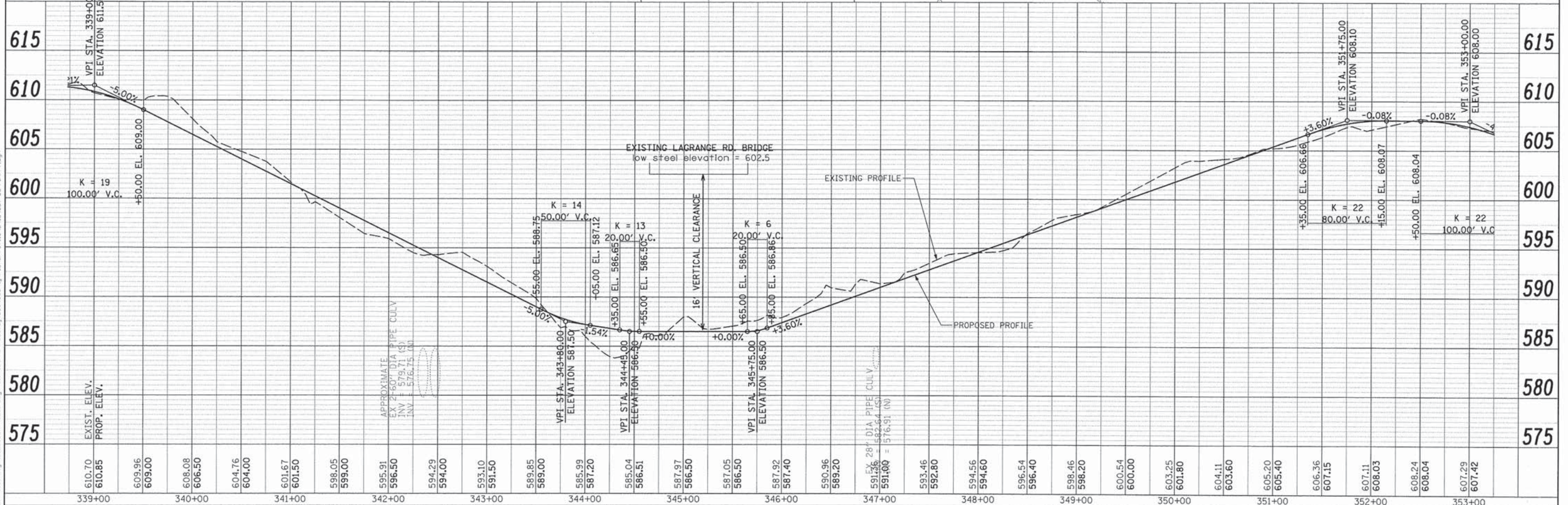
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PROP. CURVE 091112-130	PROP. CURVE 091112-131
PI STA. = 345+89.70	PI STA. = 348+46.62
$\Delta = 27^\circ 47' 40''$ (RT)	$\Delta = 14^\circ 35' 58''$ (RT)
D = 57' 17' 45"	D = 11' 27' 33"
R = 100.00'	R = 500.00'
T = 24.74'	T = 64.05'
L = 48.51'	L = 127.40'
E = 3.02'	E = 4.09'
P.C. STA. = 345+64.95	P.C. STA. = 347+82.58
P.T. STA. = 346+13.46	P.T. STA. = 349+09.98

PROP. CURVE 091112-132
PI STA. = 351+34.26
$\Delta = 76^\circ 22' 15''$ (LT)
D = 57' 17' 45"
R = 100.00'
T = 78.65'
L = 133.29'
E = 27.22'
P.C. STA. = 350+55.61
P.T. STA. = 351+88.90

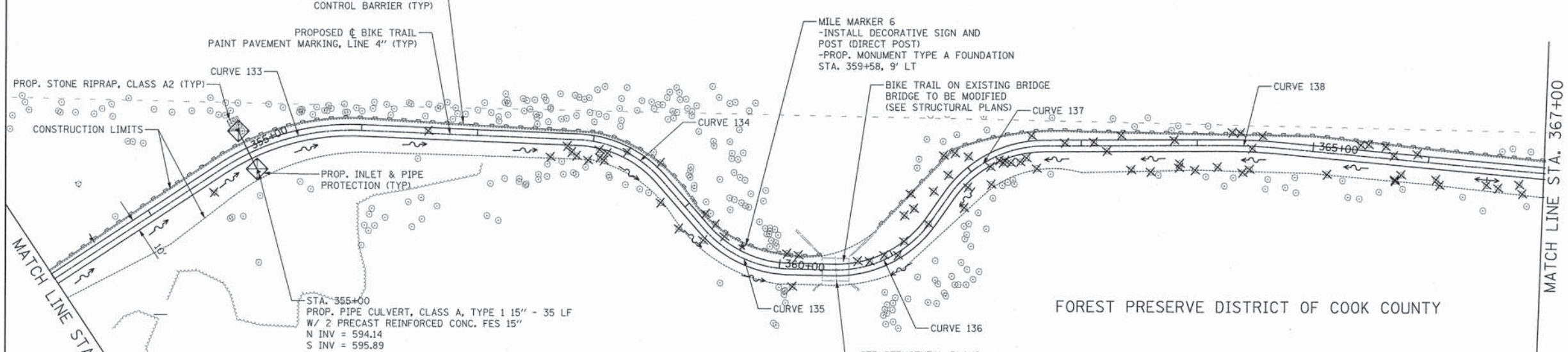
PROP. CURVE 091112-127	PROP. CURVE 091112-128	PROP. CURVE 091112-129
PI STA. = 340+18.23	PI STA. = 342+83.97	PI STA. = 343+92.70
$\Delta = 10^\circ 01' 02''$ (LT)	$\Delta = 45^\circ 54' 53''$ (LT)	$\Delta = 48^\circ 55' 05''$ (RT)
D = 28' 38' 52"	D = 57' 17' 45"	D = 36' 43' 41"
R = 200.00'	R = 100.00'	R = 156.00'
T = 17.53'	T = 42.36'	T = 70.96'
L = 34.97'	L = 80.14'	L = 133.19'
E = 0.77'	E = 8.60'	E = 15.38'
P.C. STA. = 340+00.70	P.C. STA. = 342+41.61	P.C. STA. = 343+21.74
P.T. STA. = 340+35.67	P.T. STA. = 343+21.74	P.T. STA. = 344+54.93



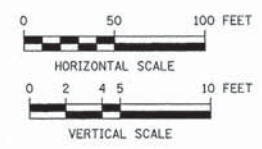
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	PLOT SCALE =	CHECKED - DDL	REVISED -				
	PLOT DATE =	DATE - 10/25/2013	REVISED -				
	CONTRACT NO. 63866 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



CAL-SAG CHANNEL

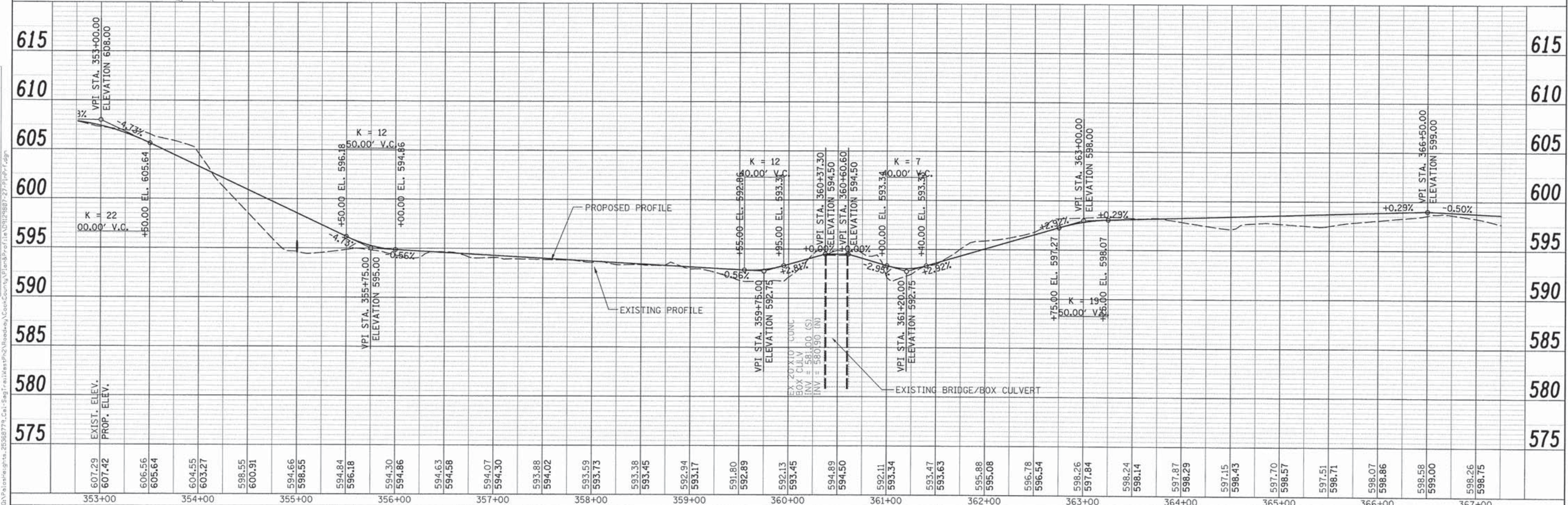


<p>PROP. CURVE 091112-133          PI STA. = 355+38.32  <math>\Delta = 35^\circ 54' 53''</math> (RT)  <math>D = 28^\circ 38' 52''</math>  <math>R = 200.00'</math>  <math>T = 64.82'</math>  <math>L = 125.37'</math>  <math>E = 10.24'</math>          P.C. STA. = 354+73.50          P.T. STA. = 355+98.86</p>	<p>PROP. CURVE 091112-134          PI STA. = 358+30.24  <math>\Delta = 46^\circ 33' 09''</math> (RT)  <math>D = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 43.02'</math>  <math>L = 81.25'</math>  <math>E = 8.86'</math>          P.C. STA. = 357+87.22          P.T. STA. = 358+68.47</p>	<p>PROP. CURVE 091112-135          PI STA. = 359+69.82  <math>\Delta = 47^\circ 43' 57''</math> (LT)  <math>D = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 44.24'</math>  <math>L = 83.31'</math>  <math>E = 9.35'</math>          P.C. STA. = 359+25.58          P.T. STA. = 360+08.88</p>	<p>PROP. CURVE 091112-136          PI STA. = 361+00.47  <math>\Delta = 55^\circ 56' 59''</math> (LT)  <math>D = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 53.11'</math>  <math>L = 97.65'</math>  <math>E = 13.23'</math>          P.C. STA. = 360+47.35          P.T. STA. = 361+45.00</p>	<p>PROP. CURVE 091112-137          PI STA. = 362+24.08  <math>\Delta = 54^\circ 29' 03''</math> (RT)  <math>D = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 51.49'</math>  <math>L = 95.09'</math>  <math>E = 12.48'</math>          P.C. STA. = 361+72.59          P.T. STA. = 362+67.69</p>	<p>PROP. CURVE 091112-138          PI STA. = 364+47.55  <math>\Delta = 5^\circ 37' 56''</math> (RT)  <math>D = 11^\circ 27' 33''</math>  <math>R = 500.00'</math>  <math>T = 24.59'</math>  <math>L = 49.15'</math>  <math>E = 0.60'</math>          P.C. STA. = 364+22.96          P.T. STA. = 364+72.10</p>
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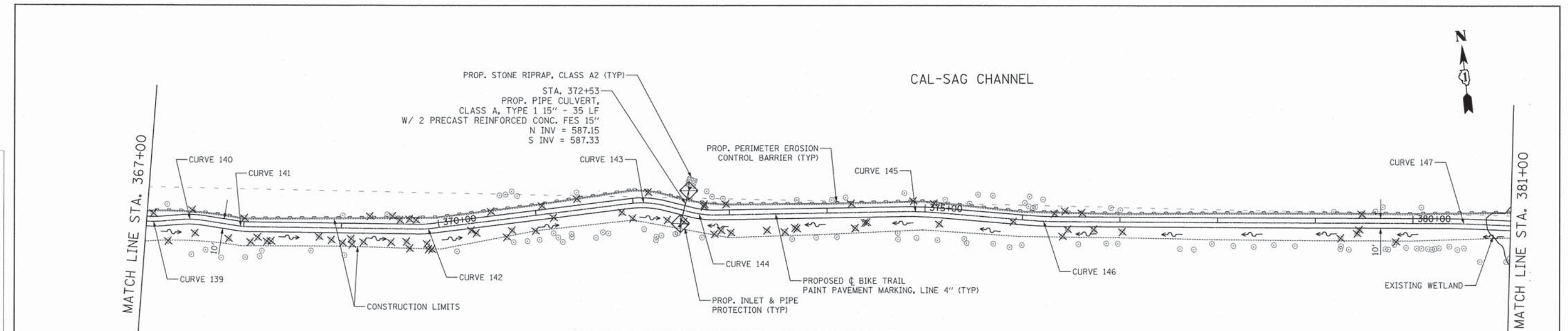


	USER NAME =	DESIGNED - KLM	REVISED -	<p align="center"><b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) PLAN AND PROFILE</b></p>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - DDL	REVISED -		SCALE: H=50' V=5'	SHEET NO. 28 OF 51 SHEETS	STA. 353+00 TO STA. 367+00	13-F3000-25-BT	COOK	171	42
PLOT DATE =	DATE - 10/25/2013	REVISED -		CONTRACT NO. 63866			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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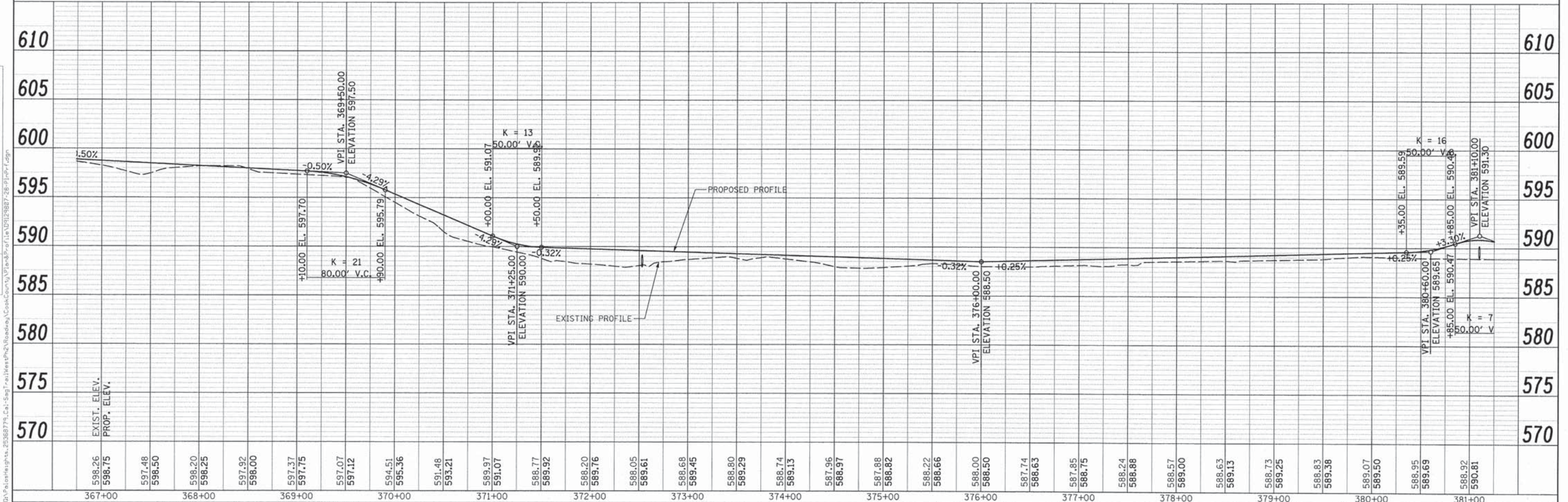
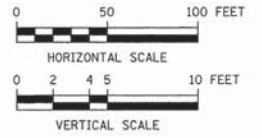
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**FOREST PRESERVE DISTRICT OF COOK COUNTY**

PROP. CURVE 091112-139 PI STA. = 367+06.88 Δ = 10° 01' 07" (LT) D = 57° 17' 45" R = 100.00' T = 8.77' L = 17.49' E = 0.38' P.C. STA. = 366+98.12 P.T. STA. = 367+15.60	PROP. CURVE 091112-141 PI STA. = 368+00.15 Δ = 8° 15' 45" (LT) D = 57° 17' 45" R = 100.00' T = 7.22' L = 14.42' E = 0.26' P.C. STA. = 367+92.93 P.T. STA. = 368+07.35	PROP. CURVE 091112-142 PI STA. = 369+86.30 Δ = 7° 53' 25" (LT) D = 57° 17' 45" R = 100.00' T = 6.90' L = 13.77' E = 0.24' P.C. STA. = 369+79.40 P.T. STA. = 369+93.18	PROP. CURVE 091112-143 PI STA. = 372+15.10 Δ = 21° 21' 44" (RT) D = 57° 17' 45" R = 100.00' T = 18.86' L = 37.28' E = 1.76' P.C. STA. = 371+96.24 P.T. STA. = 372+33.52	PROP. CURVE 091112-144 PI STA. = 372+73.23 Δ = 15° 11' 41" (LT) D = 57° 17' 45" R = 100.00' T = 13.34' L = 26.52' E = 0.89' P.C. STA. = 372+59.89 P.T. STA. = 372+86.41	PROP. CURVE 091112-145 PI STA. = 374+96.09 Δ = 5° 41' 59" (RT) D = 14° 19' 26" R = 400.00' T = 19.91' L = 39.79' E = 0.50' P.C. STA. = 374+76.18 P.T. STA. = 375+15.97	PROP. CURVE 091112-146 PI STA. = 376+21.37 Δ = 4° 28' 38" (LT) D = 11° 27' 33" R = 500.00' T = 19.55' L = 39.07' E = 0.38' P.C. STA. = 376+01.83 P.T. STA. = 376+40.90	PROP. CURVE 091112-147 PI STA. = 380+50.16 Δ = 2° 21' 35" (RT) D = 5° 43' 46" R = 1,000.00' T = 20.60' L = 41.19' E = 0.21' P.C. STA. = 380+29.56 P.T. STA. = 380+70.75
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598.26	598.75	597.48	598.50	598.20	598.25	597.92	598.00	597.37	597.75	597.07	597.12	594.51	595.36	591.48	593.21	589.97	591.07	588.77	589.92	588.20	589.76	588.05	589.61	588.68	589.45	588.80	589.29	588.74	589.13	587.96	588.97	587.88	588.82	588.22	588.66	588.00	588.50	587.74	588.63	587.85	588.75	588.24	588.88	588.57	589.00	588.63	589.13	588.73	589.25	588.83	589.38	589.07	589.50	588.95	589.69	588.92	590.81
367+00	368+00	369+00	370+00	371+00	372+00	373+00	374+00	375+00	376+00	377+00	378+00	379+00	380+00	381+00																																											



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

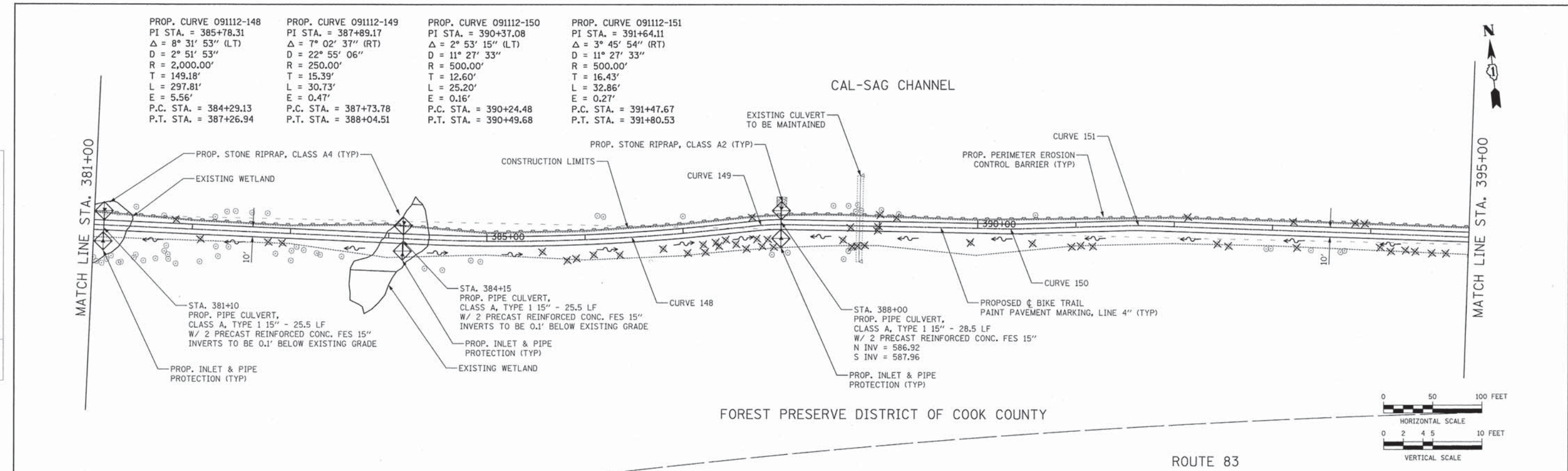
**CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 PLAN AND PROFILE**

SCALE: H=50' V=5' SHEET NO. 29 OF 51 SHEETS STA. 367+00 TO STA. 381+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	43
CONTRACT NO. 63866				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

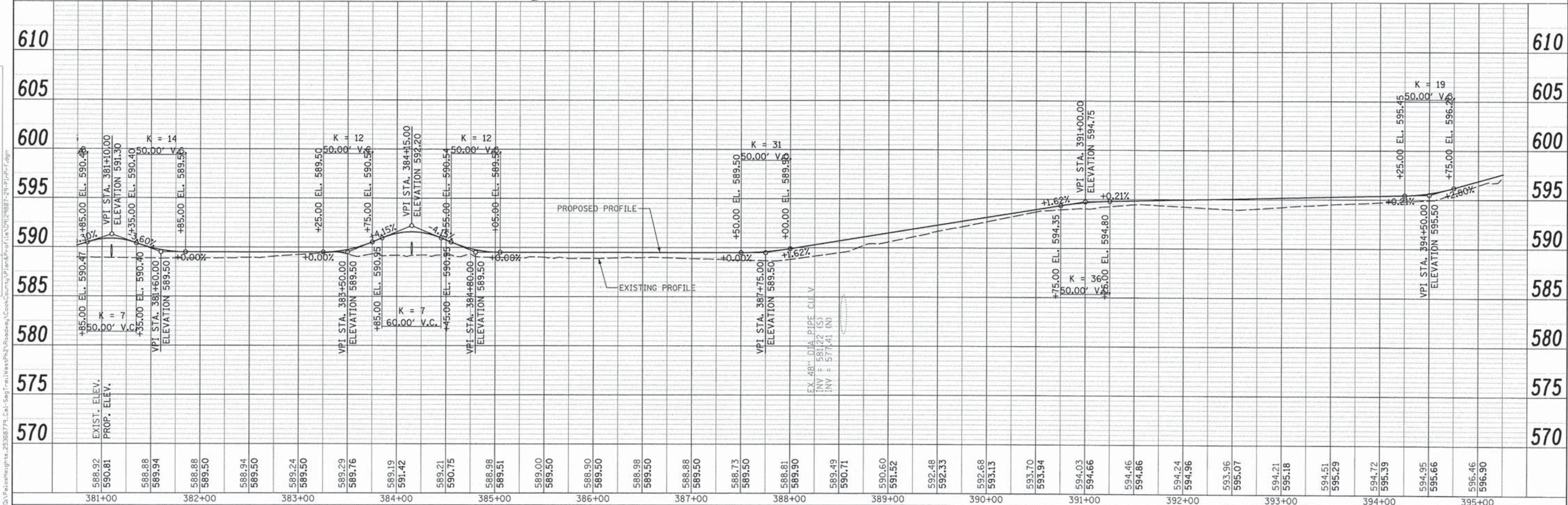
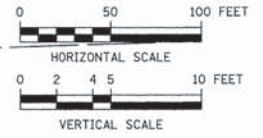
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FOREST PRESERVE DISTRICT OF COOK COUNTY

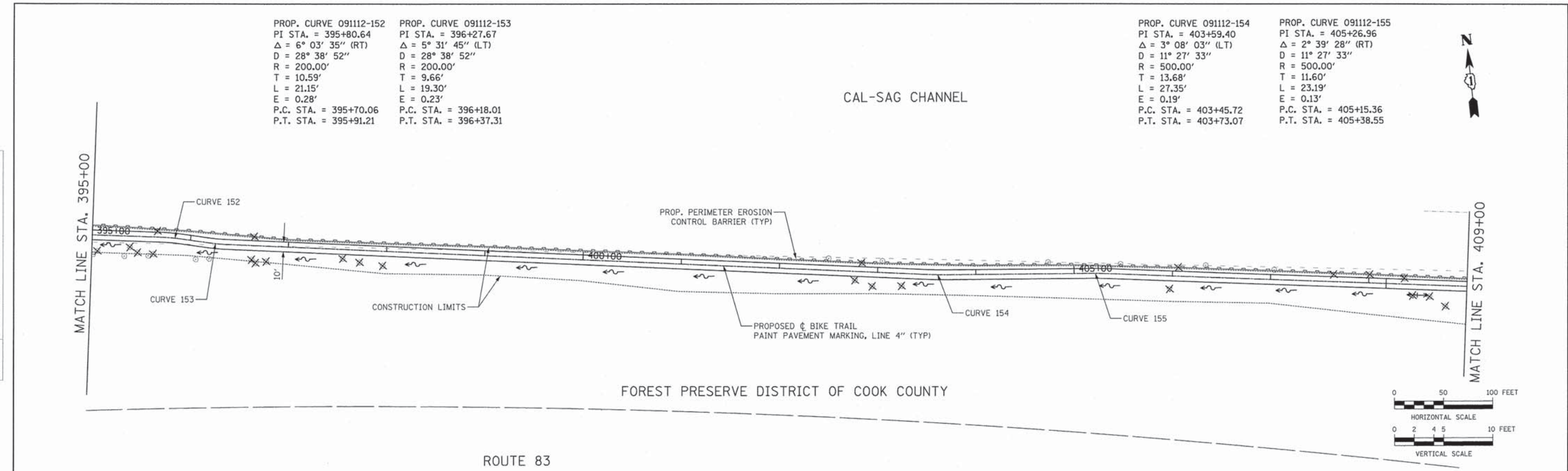
ROUTE 83



	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - DDL	REVISED -			13-F3000-25-BT	COOK	171	44	
	PLOT DATE =	DATE - 10/25/2013	REVISED -	SCALE: H=50' V=5'	SHEET NO. 30 OF 51 SHEETS	STA. 381+00	TO STA. 395+00	CONTRACT NO. 63866		
<small>FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT</small>										

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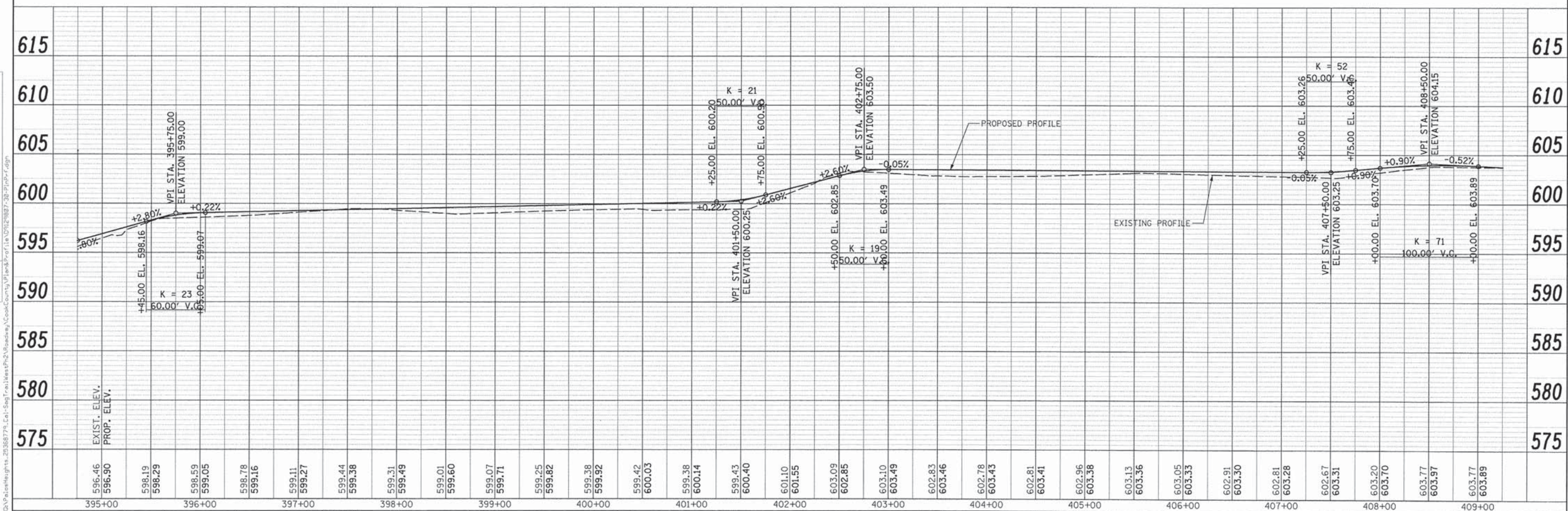
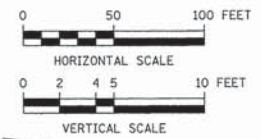


PROP. CURVE 091112-152  
 PI STA. = 395+80.64  
 $\Delta = 6^\circ 03' 35''$  (RT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 10.59'$   
 $L = 21.15'$   
 $E = 0.28'$   
 P.C. STA. = 395+70.06  
 P.T. STA. = 395+91.21

PROP. CURVE 091112-153  
 PI STA. = 396+27.67  
 $\Delta = 5^\circ 31' 45''$  (LT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 9.66'$   
 $L = 19.30'$   
 $E = 0.23'$   
 P.C. STA. = 396+18.01  
 P.T. STA. = 396+37.31

PROP. CURVE 091112-154  
 PI STA. = 403+59.40  
 $\Delta = 3^\circ 08' 03''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 13.68'$   
 $L = 27.35'$   
 $E = 0.19'$   
 P.C. STA. = 403+45.72  
 P.T. STA. = 403+73.07

PROP. CURVE 091112-155  
 PI STA. = 405+26.96  
 $\Delta = 2^\circ 39' 28''$  (RT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 11.60'$   
 $L = 23.19'$   
 $E = 0.13'$   
 P.C. STA. = 405+15.36  
 P.T. STA. = 405+38.55

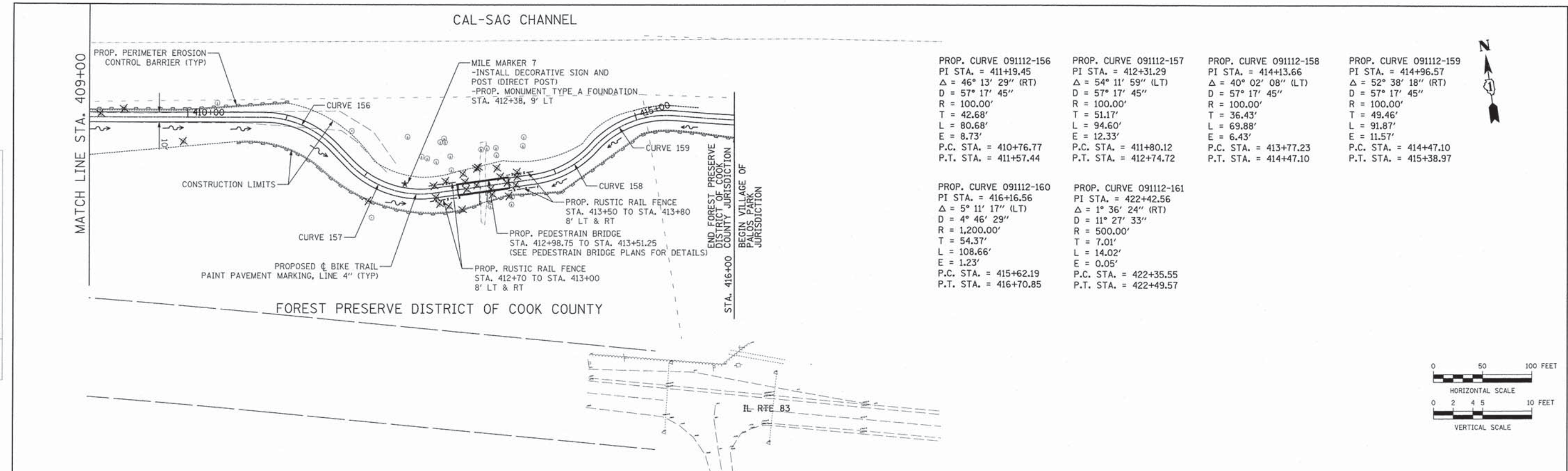


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	PLOT SCALE =	CHECKED - DDL	REVISED -			13-F3000-25-BT	COOK	171	45	
	PLOT DATE =	DATE - 10/25/2013	REVISED -			CONTRACT NO. 63866				
						SCALE: H=50' V=5' SHEET NO. 31 OF 51 SHEETS STA. 395+00 TO STA. 409+00				

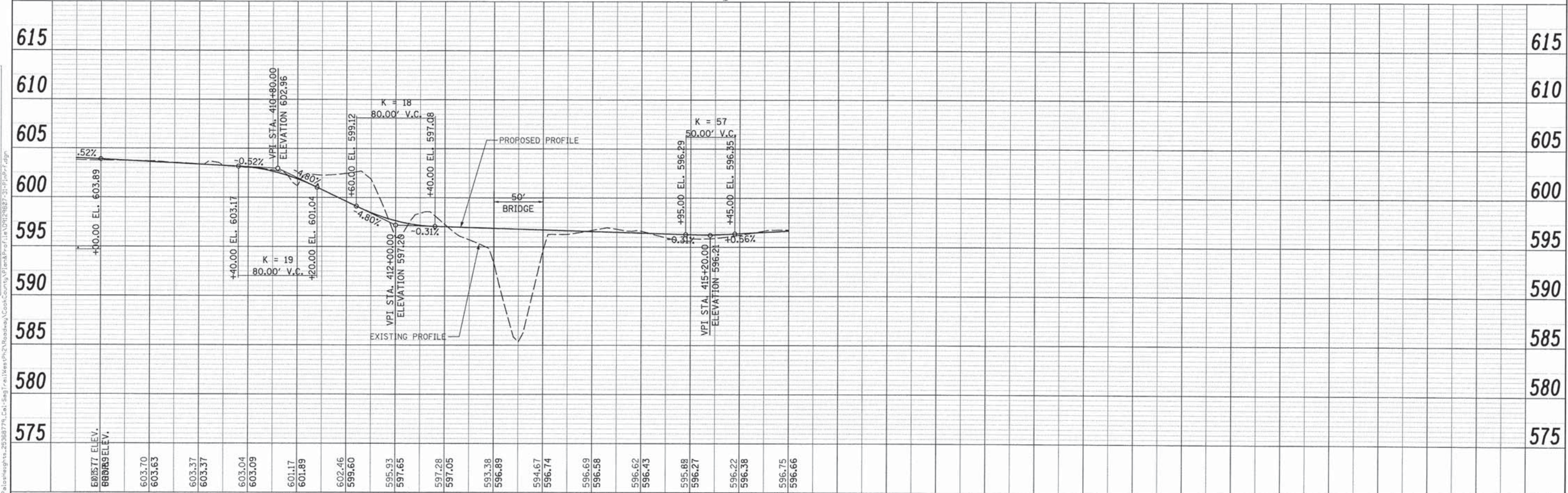
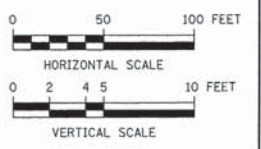
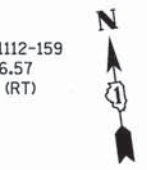
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 DATE: [ ]



<b>PROP. CURVE 091112-156</b> PI STA. = 411+19.45 $\Delta = 46^\circ 13' 29''$ (RT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 42.68'$ $L = 80.68'$ $E = 8.73'$ P.C. STA. = 410+76.77 P.T. STA. = 411+57.44	<b>PROP. CURVE 091112-157</b> PI STA. = 412+31.29 $\Delta = 54^\circ 11' 59''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 51.17'$ $L = 94.60'$ $E = 12.33'$ P.C. STA. = 411+80.12 P.T. STA. = 412+74.72	<b>PROP. CURVE 091112-158</b> PI STA. = 414+13.66 $\Delta = 40^\circ 02' 08''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 36.43'$ $L = 69.88'$ $E = 6.43'$ P.C. STA. = 413+77.23 P.T. STA. = 414+47.10	<b>PROP. CURVE 091112-159</b> PI STA. = 414+96.57 $\Delta = 52^\circ 38' 18''$ (RT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 49.46'$ $L = 91.87'$ $E = 11.57'$ P.C. STA. = 414+47.10 P.T. STA. = 415+38.97
<b>PROP. CURVE 091112-160</b> PI STA. = 416+16.56 $\Delta = 5^\circ 11' 17''$ (LT) $D = 4^\circ 46' 29''$ $R = 1,200.00'$ $T = 54.37'$ $L = 108.66'$ $E = 1.23'$ P.C. STA. = 415+62.19 P.T. STA. = 416+70.85	<b>PROP. CURVE 091112-161</b> PI STA. = 422+42.56 $\Delta = 1^\circ 36' 24''$ (RT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 7.01'$ $L = 14.02'$ $E = 0.05'$ P.C. STA. = 422+35.55 P.T. STA. = 422+49.57		



	USER NAME =	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>PLAN AND PROFILE</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - KLM	REVISED -			13-F3000-25-BT	COOK	171	46	
	PLOT DATE =	CHECKED - DDL	REVISED -			CONTRACT NO. 63866				
		DATE - 10/25/2013	REVISED -			SCALE: H=50' V=5'		SHEET NO. OF 51 SHEETS		STA. TO STA.

FILE NAME: D:\Projects\13-F3000-25-BT\Cad\Trail\West\Profile\Profile.dwg

**DESIGN SPECIFICATIONS**  
2012 AASHTO LRFD Bridge Design Specifications,  
6th Edition

**DESIGN STRESSES**

FIELD UNITS  
f'c = 3,500 P.S.I.  
Fy = 60,000 P.S.I. (Reinf.)  
Fy = 50,000 P.S.I. (Permanent Sheet Piling)

**ALTERNATIVE SHEET PILING INSTALLATION:**

In locations where the headroom is found to be limited in preventing proper threading of the adjacent sheet piling section interlocks, the contractor is permitted to submit an alternative installation method prior to construction for approval by the engineer and the owner of the bridge. Examples of acceptable methods of installation include welding the piling, installing multiple sheets bolted together, or special driving equipment. The cost of the work required to implement and conduct the approved method is included with "Permanent Steel Sheet Piling".

**CURVE DATA**

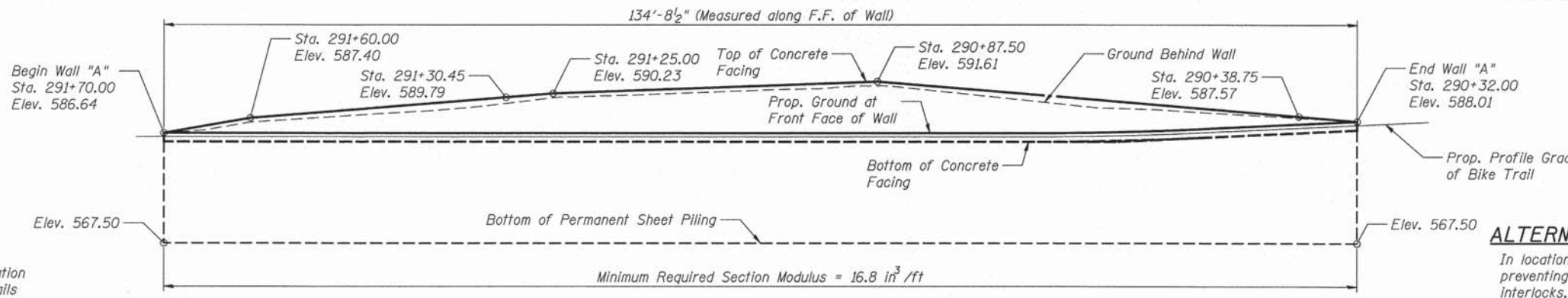
PI STA. = 289+84.67  
Δ = 31° 49' 56" (RT)  
D = 28° 38' 52"  
R = 200.00'  
T = 57.03'  
L = 111.12'  
E = 7.97'  
P.C. STA. = 289+27.64  
P.T. STA. = 290+38.75



"I certify that to the best of my knowledge information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Specifications for Highway Bridges"

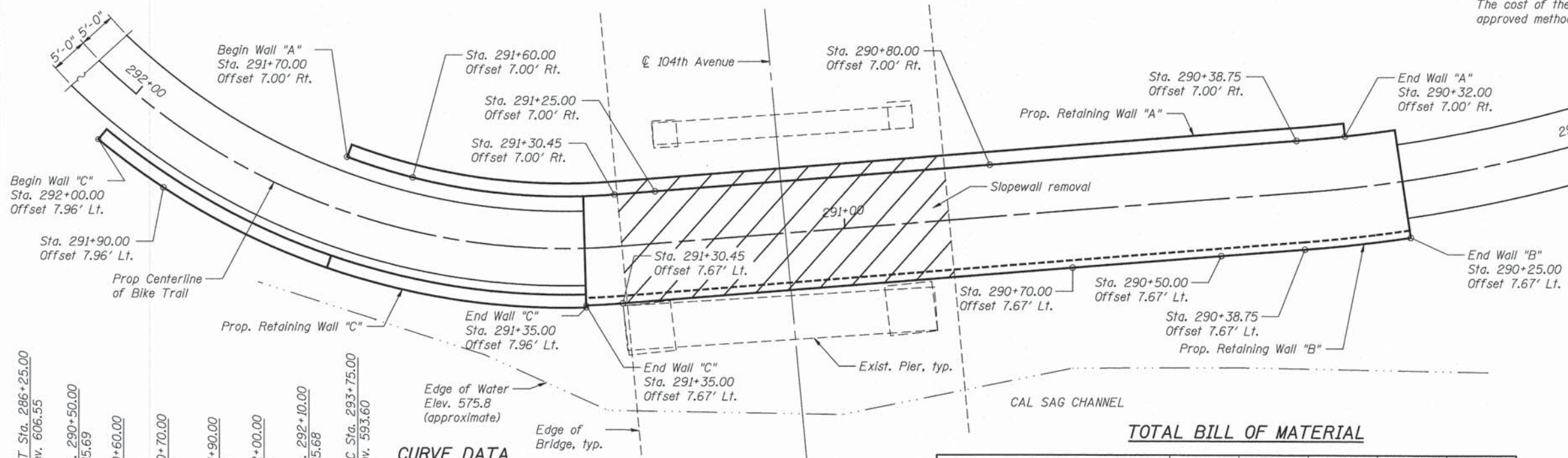
*Arsalan Khan* 10-25-2013  
ARSALAN M. KHAN DATE  
LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS No. 081-006258  
EXPIRES: NOVEMBER 30, 2014

**GENERAL PLAN AND ELEVATION  
CAL-SAG GREENWAY TRAIL  
SLOPEWALL MODIFICATION  
SEC. 13-F3000-25-BT  
COOK COUNTY  
STATION 291+07.00  
STRUCTURE NO. 016-3018**



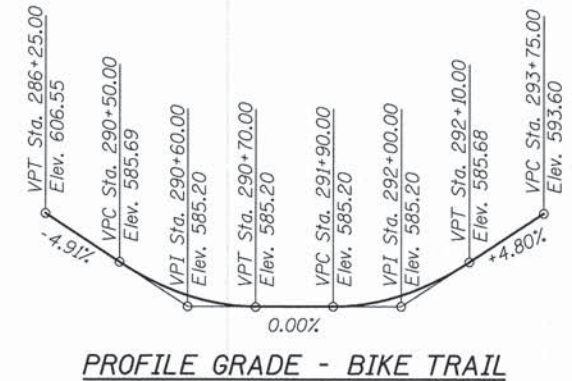
**ELEVATION - WALL "A"**  
(Looking South)

**INDEX OF SHEETS**  
S-1 General Plan and Elevation  
S-2 Retaining Wall "A" Details  
S-3 Retaining Wall "B" Details  
S-4 Retaining Wall "C" Details  
S-5 Pipe Handrail Details



**PLAN**

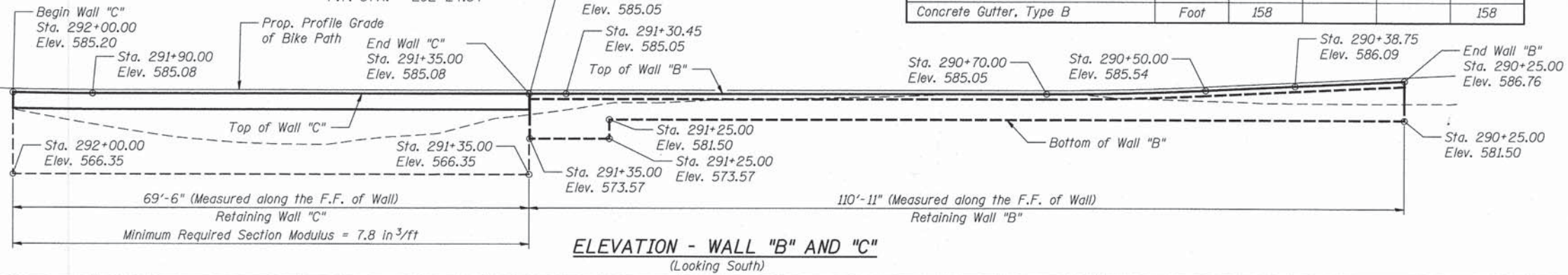
**CURVE DATA**  
PI STA. = 291+82.17  
Δ = 59° 46' 13" (RT)  
D = 63° 39' 43"  
R = 90.00'  
T = 51.72'  
L = 93.89'  
E = 13.80'  
P.C. STA. = 291+30.45  
P.T. STA. = 292+24.34



**PROFILE GRADE - BIKE TRAIL**

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	Wall "A"	Wall "B"	Wall "C"	TOTAL
Permanent Steel Sheet Piling	Sq. Ft.	2,890		1,294	4,184
Pipe Handrail	Foot		111	70	181
Structure Excavation	Cu. Yd.	189.1	65.7		254.8
Concrete Structures	Cu. Yd.	30.9	55.6	9.1	95.6
Stud Shear Connectors	Each	388		189	577
Reinforcement Bars, Epoxy Coated	Pound	3200	9,470	830	13,490
Slope Wall Removal	Sq. Yd.		110		110
Concrete Gutter, Type B	Foot	158			158



**ELEVATION - WALL "B" AND "C"**  
(Looking South)

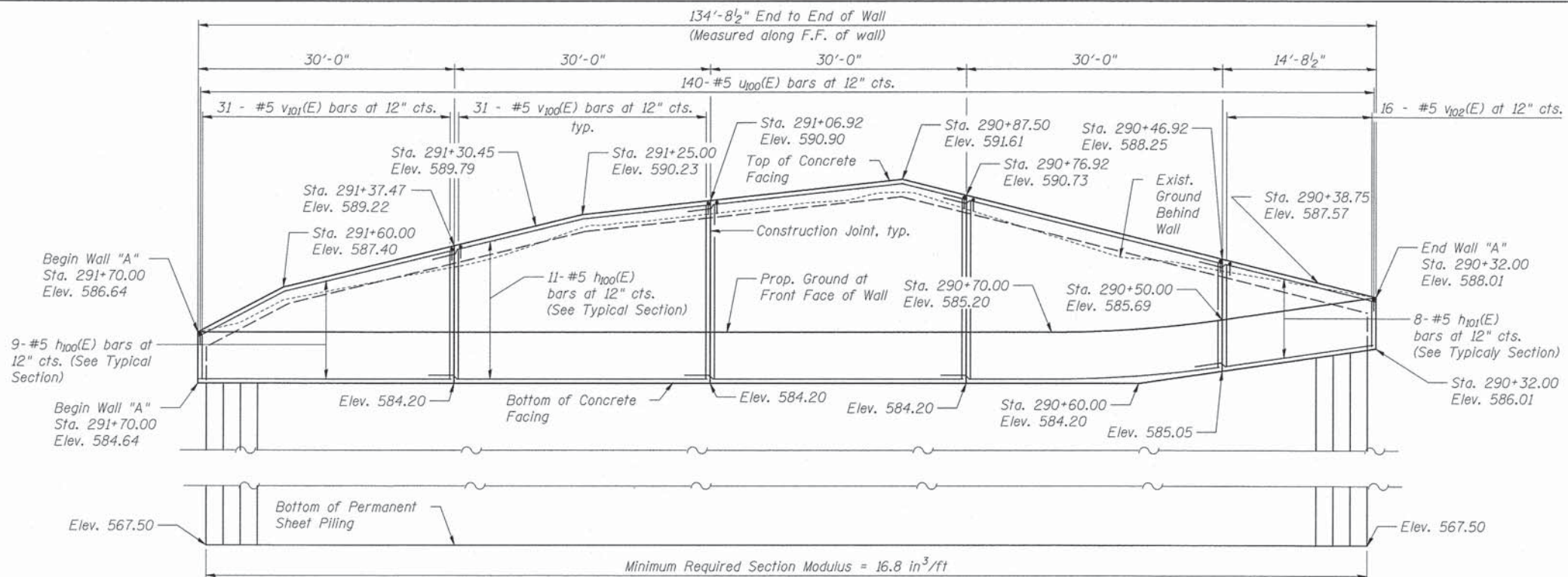


USER NAME =	DESIGNED - BAR/KO	REVISED
PLOT SCALE =	CHECKED - MAD	REVISED
PLOT DATE =	DRAWN - BAR/MS	REVISED
	CHECKED -	REVISED

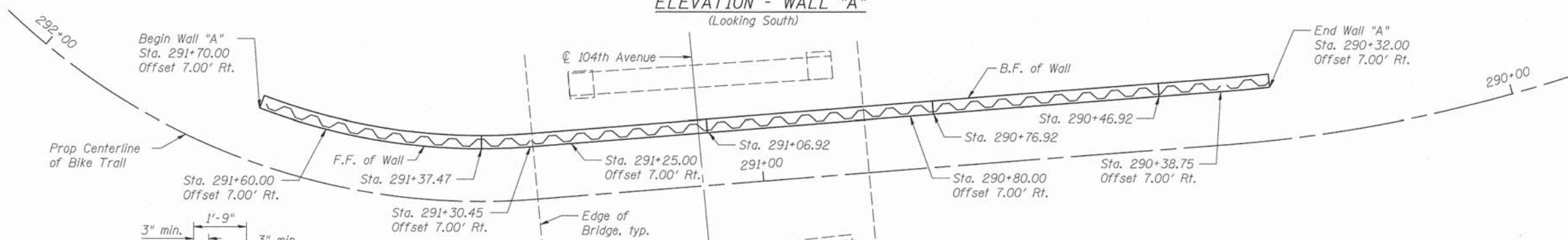
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	171	47
			CONTRACT NO. 63866	
ILLINOIS FED. AID PROJECT				

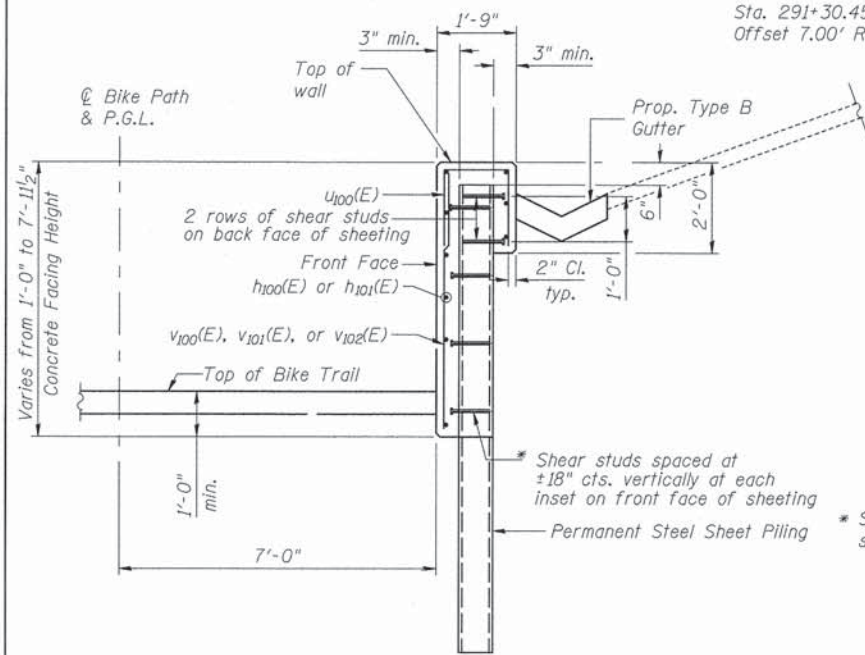
SHEET NO. S-1 OF S-5 SHEETS



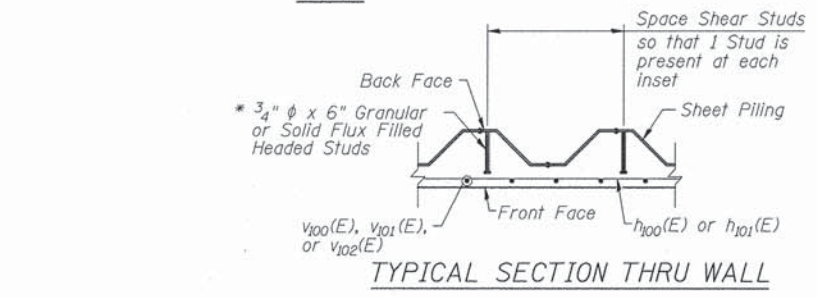
**ELEVATION - WALL "A"**  
(Looking South)



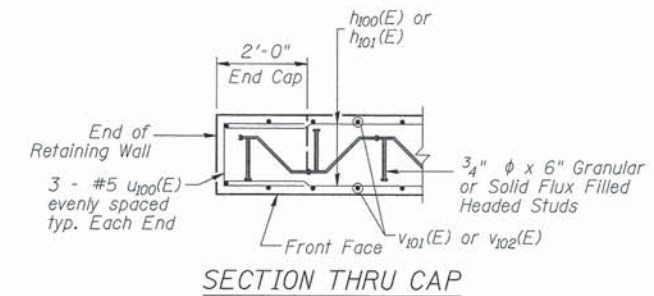
**PLAN**



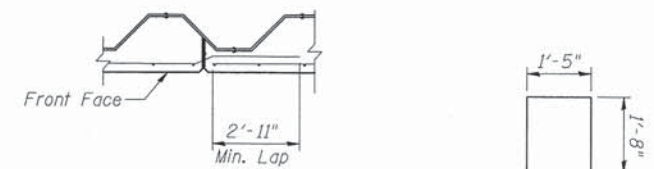
**SECTION THRU WALL "A"**



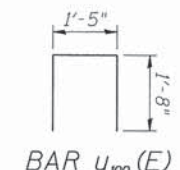
**TYPICAL SECTION THRU WALL**



**SECTION THRU CAP**



**CONSTRUCTION JOINT DETAILS**  
(Spacing 30'-0" max.)



**BAR u<sub>100</sub>(E)**

Notes:  
Bend h<sub>101</sub>(E) and h<sub>100</sub>(E) bar in field as necessary to fit wall slope changes.  
Cut u<sub>100</sub>(E) bars to fit at the ends of the wall.  
Cut v<sub>100</sub>(E), v<sub>101</sub>(E), and v<sub>102</sub>(E) bars as necessary to fit Concrete Facing Height.

**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h <sub>100</sub> (E)	42	#5	32'-11"	—
h <sub>101</sub> (E)	7	#5	17'-8"	—
u <sub>100</sub> (E)	146	#5	4'-9"	□
v <sub>100</sub> (E)	93	#5	7'-1"	—
v <sub>101</sub> (E)	31	#5	5'-0"	—
v <sub>102</sub> (E)	16	#5	2'-11"	—
Permanent Steel Sheet Piling		Sq. Ft.	2,890	
Structure Excavation		Cu. Yd.	189.1	
Concrete Structures		Cu. Yd.	30.9	
Stud Shear Connectors		Each	388	
Reinforcement Bars, Epoxy Coated		Pound	3200	
Concrete Gutter, Type B		Foot	158	

Bars indicated 11 x 3 - #5 etc. indicates 11 lines of bars with 3 lengths per line.

**MINIMUM BAR LAP**  
#5 Bar = 2'-11"



USER NAME =	DESIGNED - BAR/KO	REVISED
PLOT SCALE =	CHECKED - MAD	REVISED
PLOT DATE =	DRAWN - BAR/MS	REVISED
	CHECKED -	REVISED

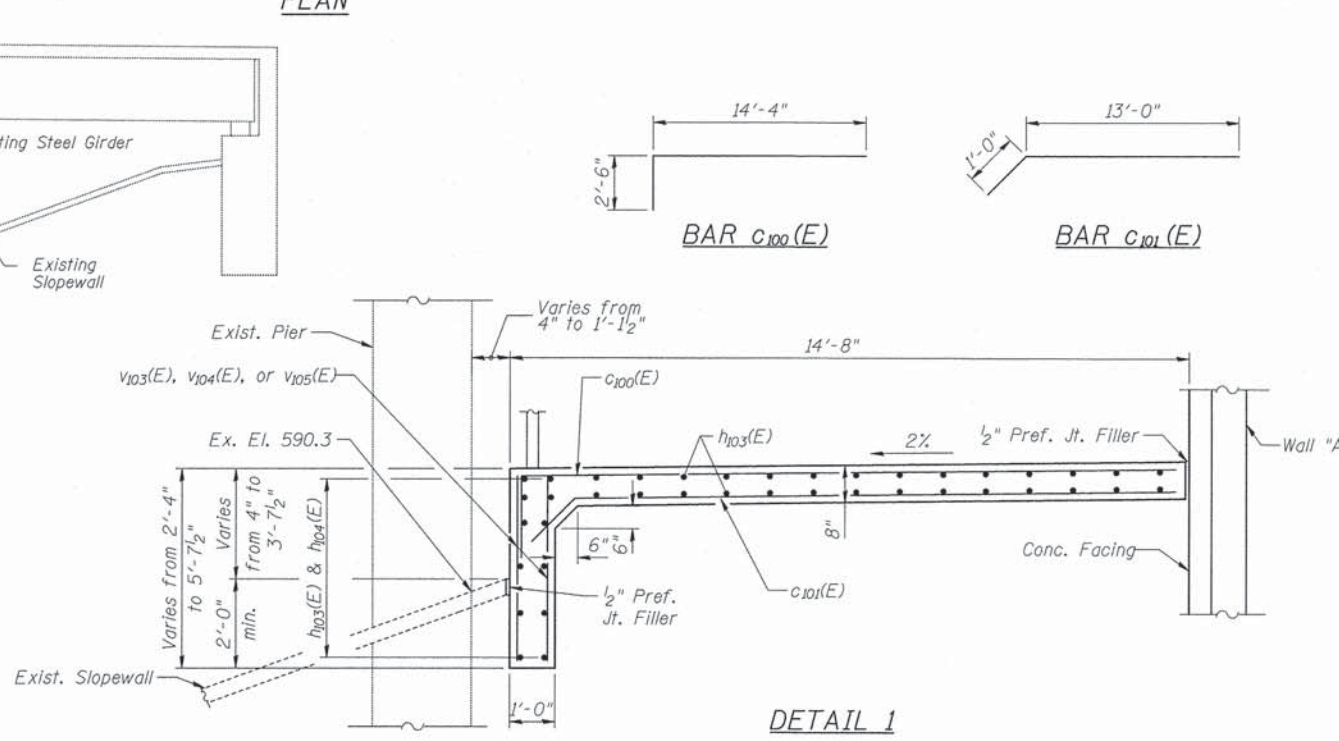
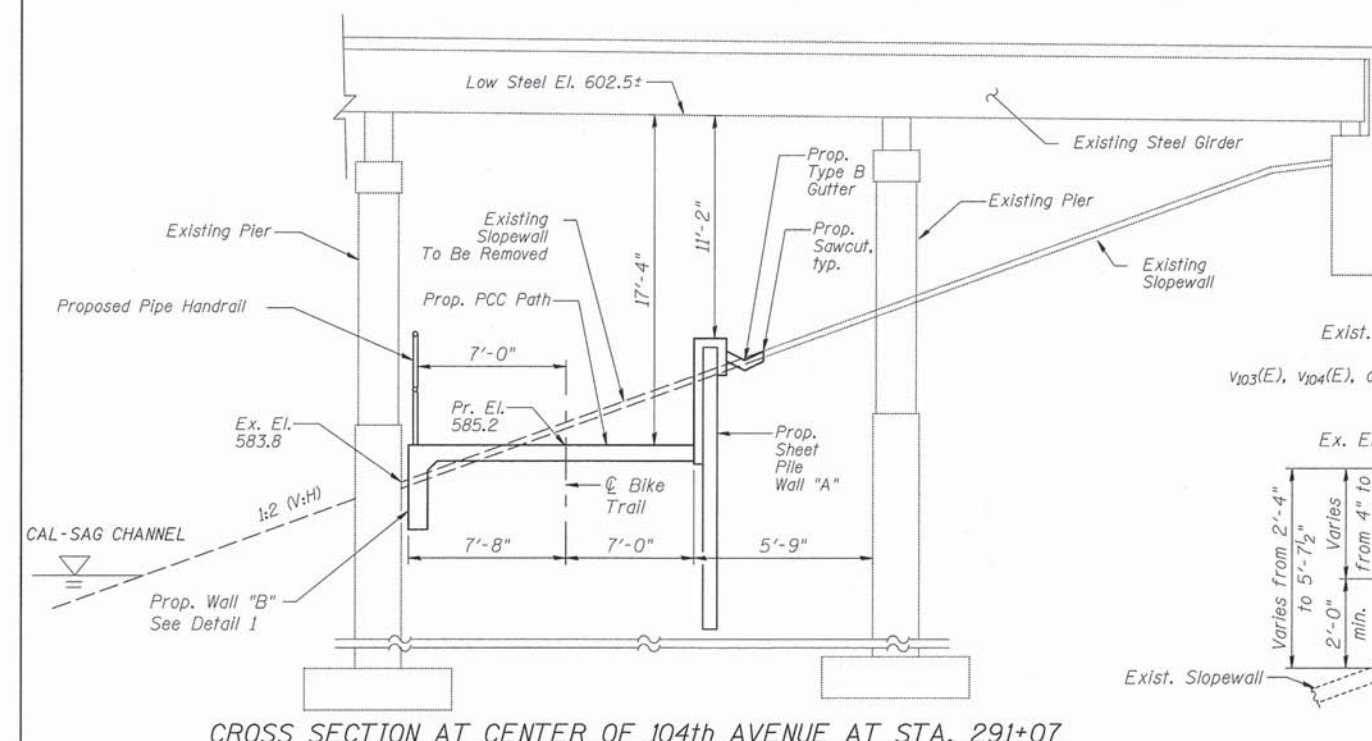
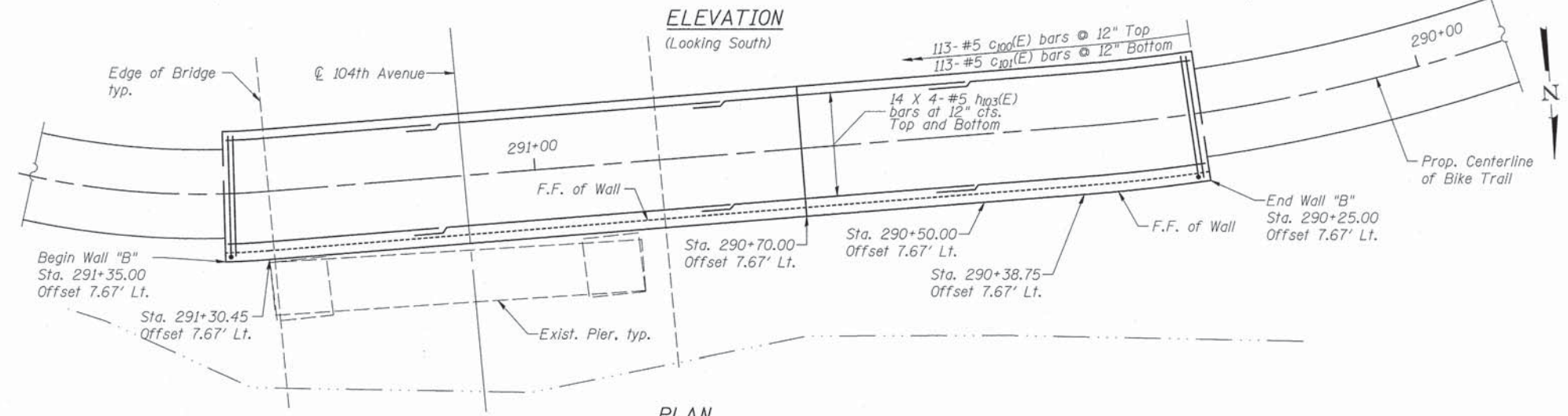
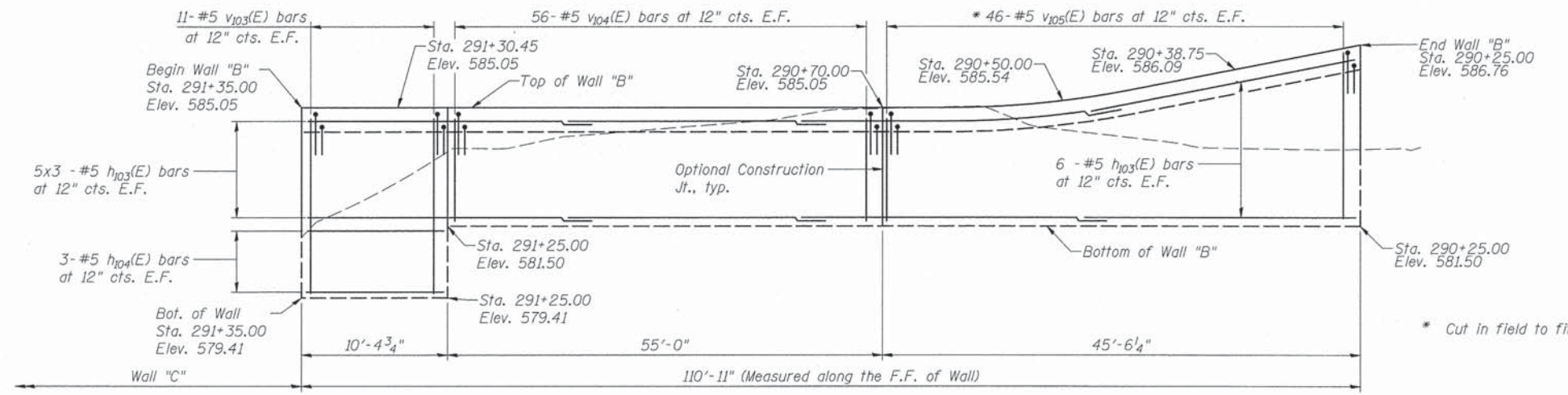
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL (COOK COUNTY)**  
**RETAINING WALL "A" DETAILS**

SHEET NO. S-2 OF S-5 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	48
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				



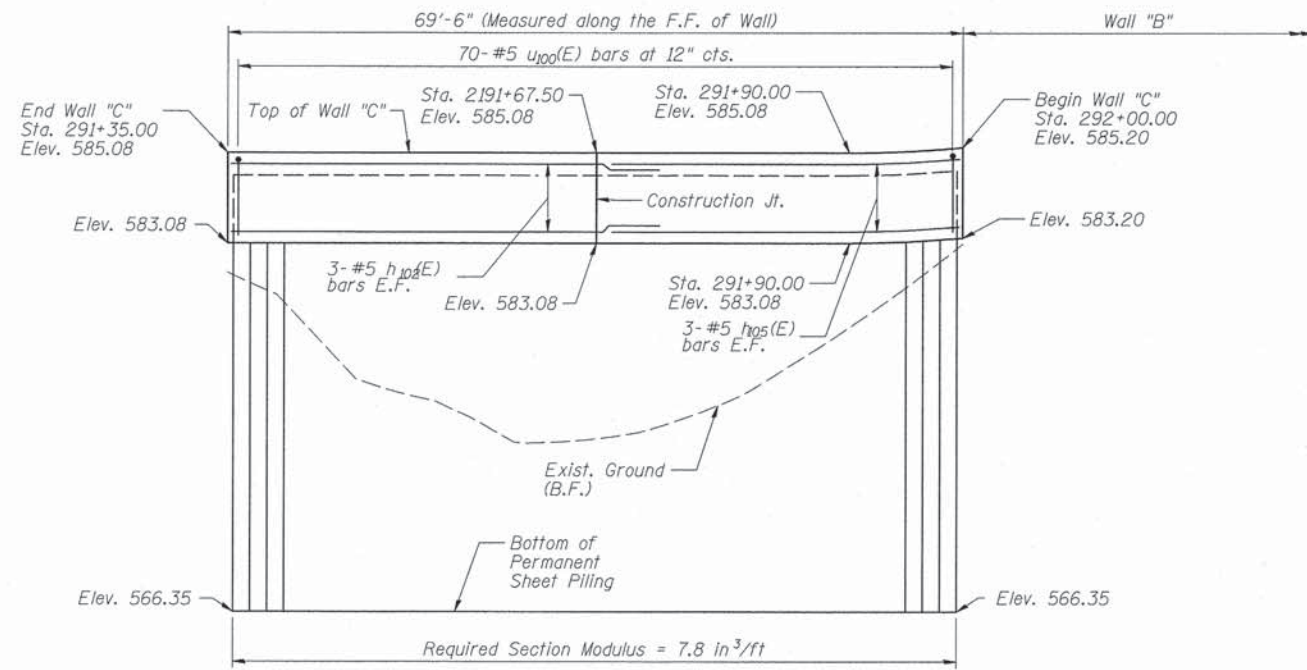


**BILL OF MATERIAL**

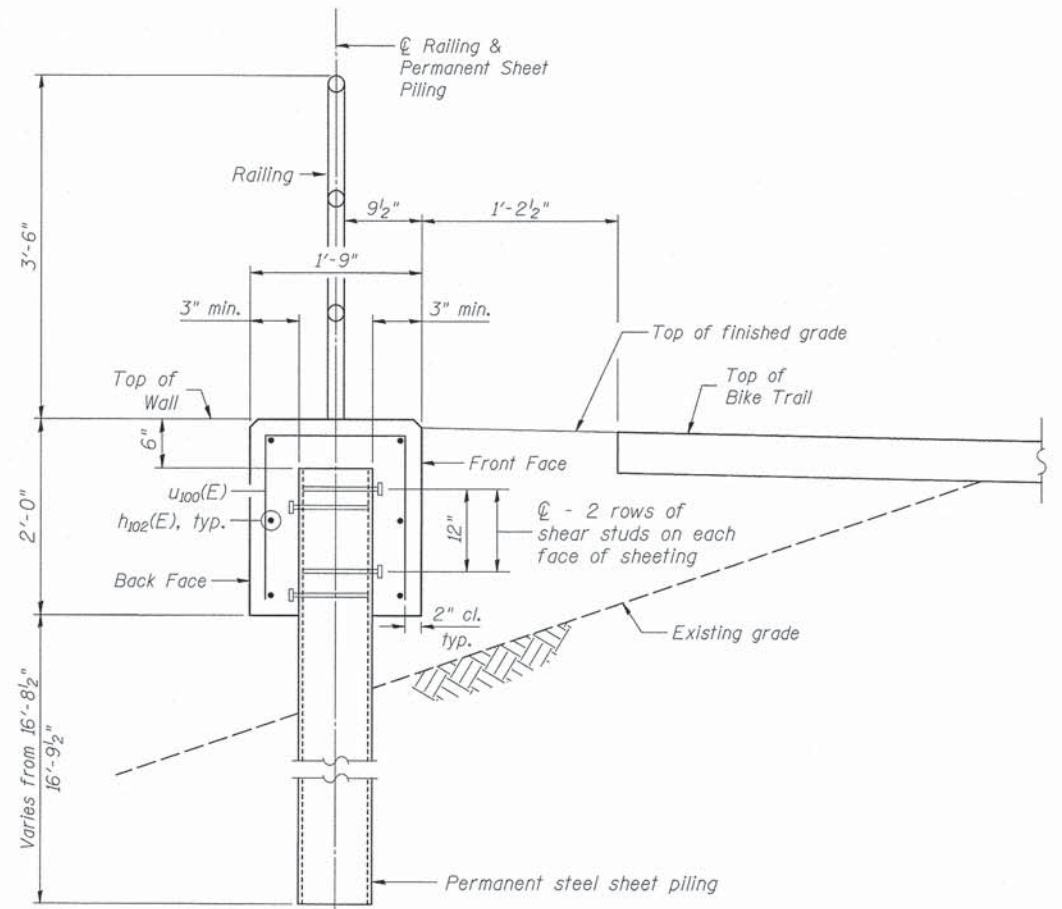
Bar	No	Size	Length	Shape
c100(E)	113	#5	16'-10"	┌───┐
c101(E)	113	#5	14'-0"	┌───┐
h103(E)	154	#5	29'-10"	┌───┐
h104(E)	6	#5	10'-0"	┌───┐
v103(E)	22	#5	5'-4"	┌───┐
v104(E)	112	#5	3'-3"	┌───┐
v105(E)	92	#5	4'-11"	┌───┐
Pipe Handrail		Foot	111	
Structure Excavation		Cu. Yd.	65.7	
Concrete Structures		Cu. Yd.	55.6	
Reinforcement Bars, Epoxy Coated		Pound	9,470	
Slope Wall Removal		Sq. Yd.	110	

Bars indicated 5 x 3 - #5 etc. Indicates 5 lines of bars with 3 lengths per line.

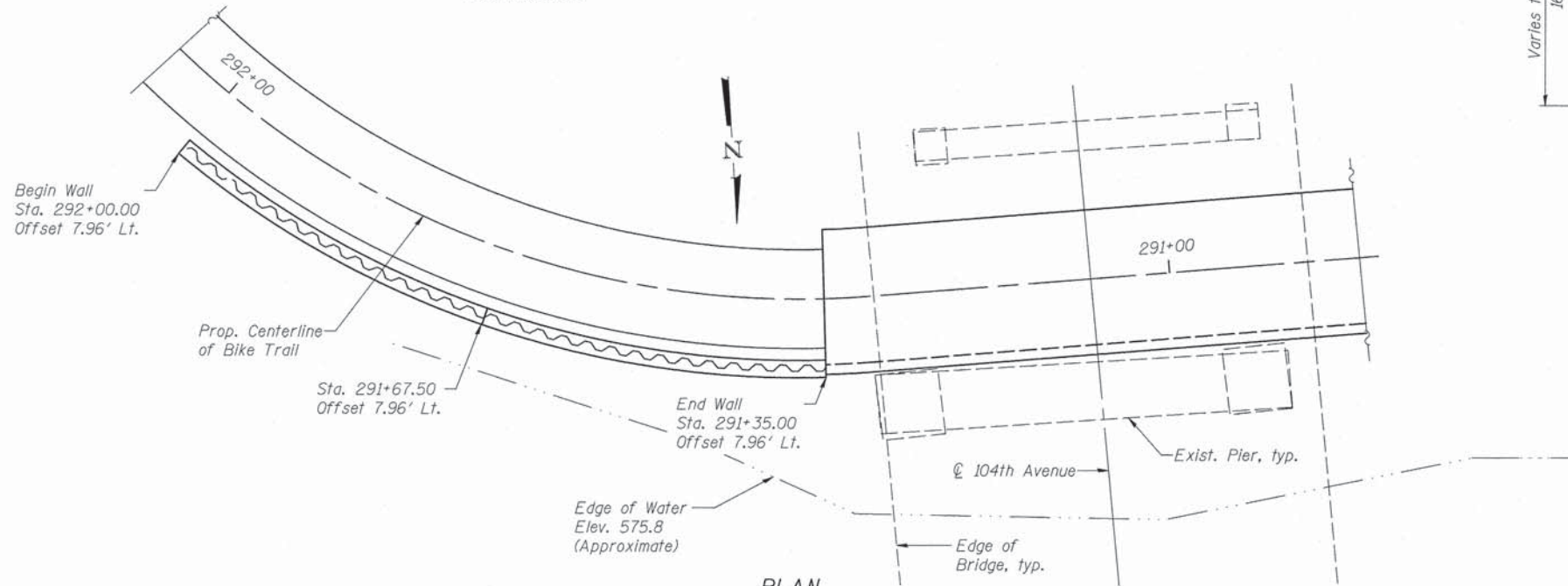
**MINIMUM BAR LAP**  
#5 Bar = 2'-11"



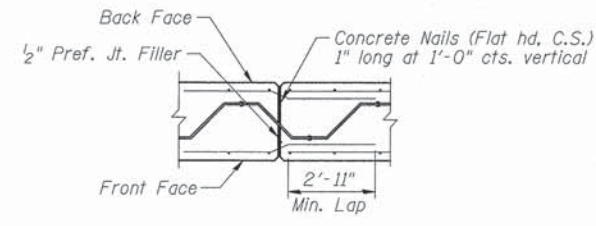
**ELEVATION**  
(Looking South)



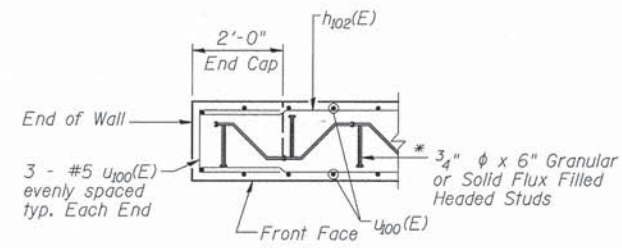
**TYPICAL SECTION THROUGH WALL**



**PLAN**

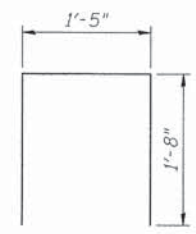


**CONSTRUCTION JOINT DETAILS**



**SECTION THRU CAP**

\* Shear studs shall be 3/4"  $\phi$  x 6" long granular or solid flux filled headed studs automatically end welded in field to sheet piling.



**BAR U100(E)**

**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h102(E)	6	#5	37'-8"	—
h105(E)	6	#5	34'-5"	—
U100(E)	76	#5	4'-9"	□
Permanent Steel Sheet Piling			Sq. Ft.	1,294
Pipe Handrail			Foot	70
Concrete Structures			Cu. Yd.	9.1
Stud Shear Connectors			Each	189
Reinforcement Bars, Epoxy Coated			Pound	830

**MINIMUM BAR LAP**  
#5 Bar = 2'-11"



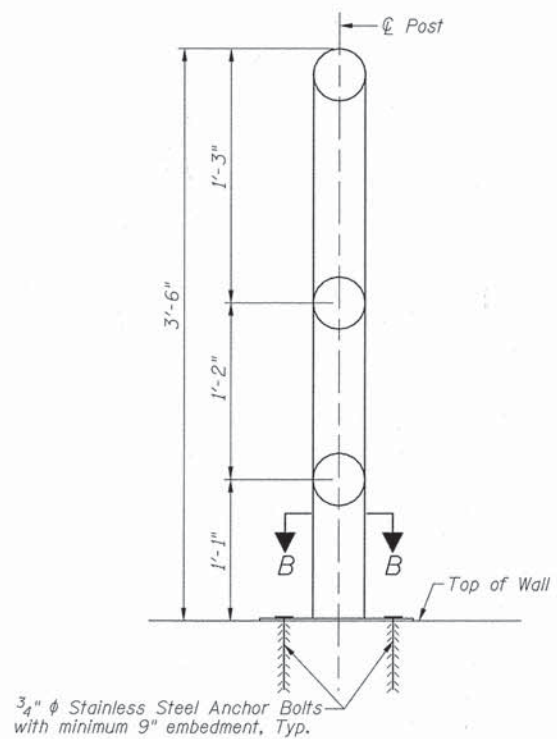
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PLOT SCALE =	CHECKED - MAD	REVISED
PLOT DATE =	DRAWN - BAR/MS	REVISED
	CHECKED -	REVISED

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

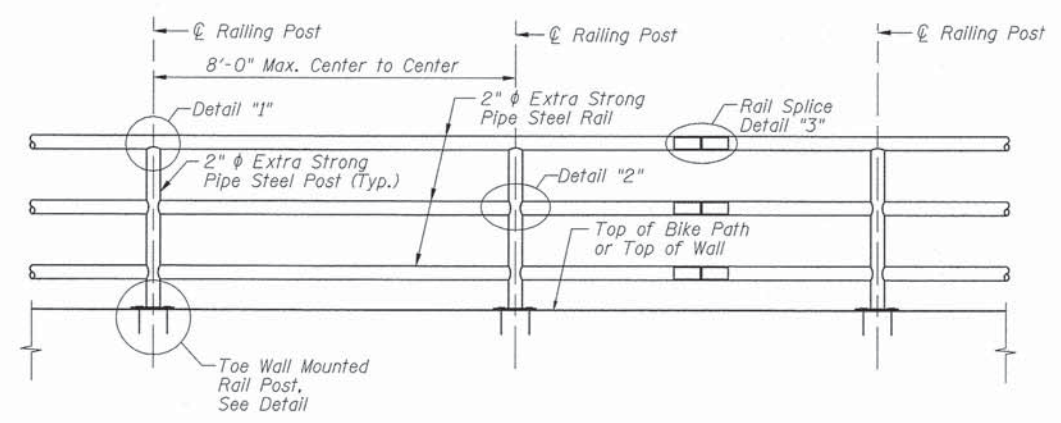
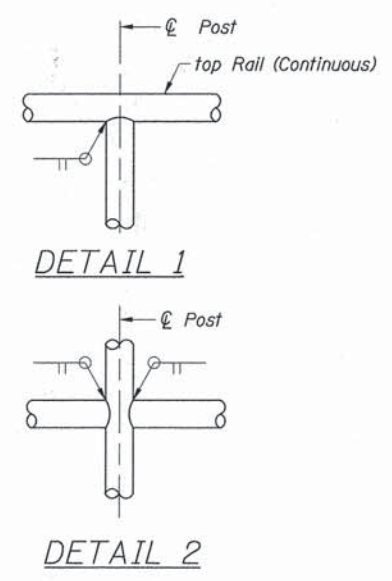
**CAL-SAG GREENWAY TRAIL (COOK COUNTY)**  
**RETAINING WALL "C" DETAILS**

SHEET NO. S-4 OF S-5 SHEETS

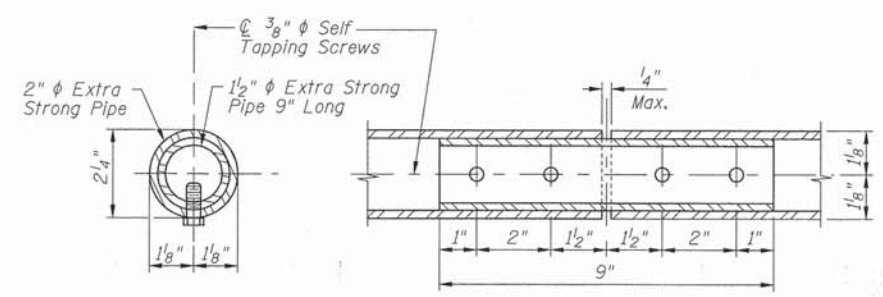
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	50
			CONTRACT NO. 63866	
ILLINOIS FED. AID PROJECT				



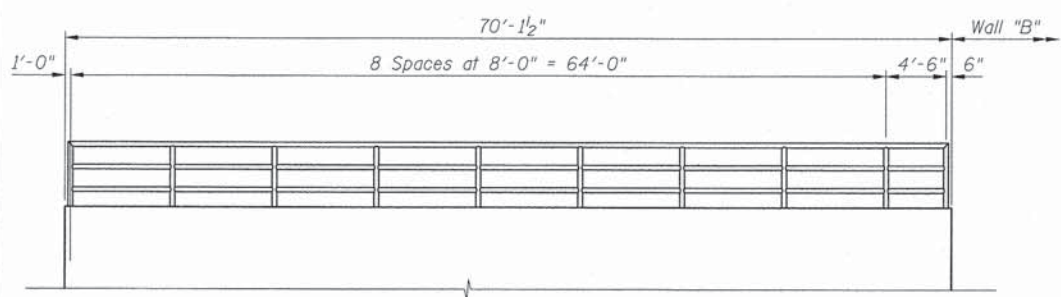
DETAIL - WALL MOUNTED RAIL POST



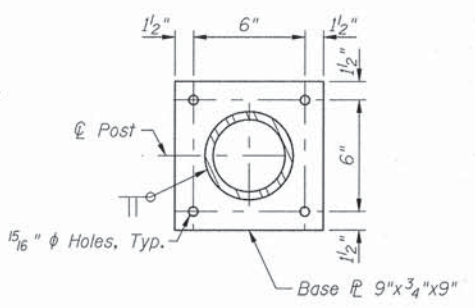
TYPICAL PIPE HANDRAIL ELEVATION



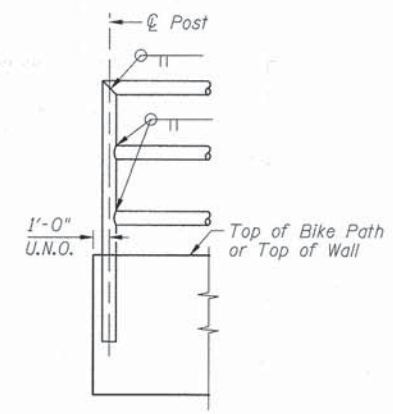
DETAIL 3 - RAIL SPLICE



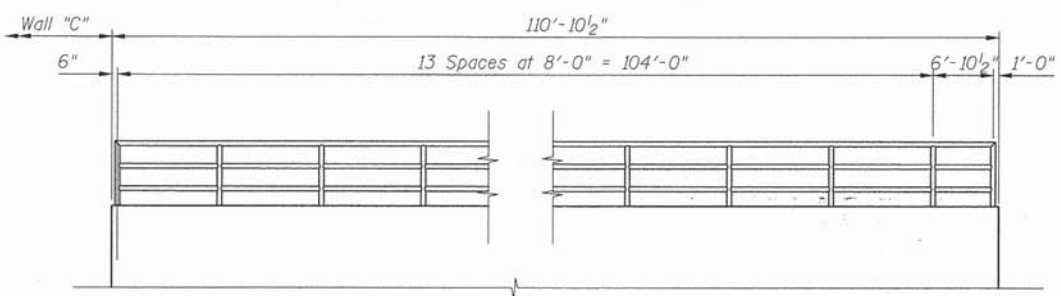
WALL "C"



SECTION B-B



ELEVATION SHOWING END POST



WALL "B"

NOTES:

- Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot.
- Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M-270M, Grade 345.
- All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M-111 and ASTM A-385. All bolts, nuts and washers shall be galvanized according to AASHTO M-232 except stainless steel bolts as noted.
- Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.
- Rail to match horizontal profile of bikepath.



USER NAME =	DESIGNED - PMV	REVISED
PLOT SCALE =	CHECKED - SOI	REVISED
PLOT DATE =	DRAWN - NPP/KO	REVISED
	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
PIPE HANDRAIL DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	51
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

SHEET NO. S-5 OF S-5 SHEETS

**ALTERNATIVE SHEET PILING INSTALLATION:**

In locations where the headroom is found to be limited in preventing proper threading of the adjacent sheet piling section interlocks, the contractor is permitted to submit an alternative installation method prior to construction for approval by the engineer and the owner of the bridge. Examples of acceptable methods of installation include welding the piling, installing multiple sheets bolted together, or special driving equipment. The cost of the work required to implement and conduct the approved method is included with "Permanent Steel Sheet Piling".

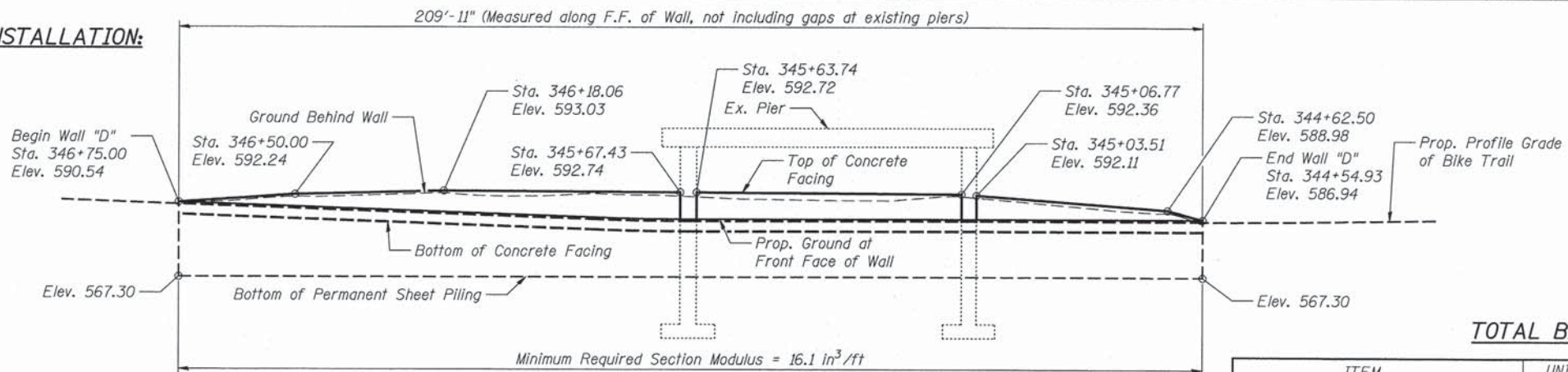
**INDEX OF SHEETS**

- S-1 General Plan and Elevation
- S-2 Retaining Wall "D" Details
- S-3 Retaining Wall "E" Details
- S-4 Retaining Wall "F" Details
- S-5 Pipe Handrail Details



"I certify that to the best of my knowledge and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Specifications for Highway Bridges"

*Arsalan Khan* 10-25-2013  
 ARSALAN M. KHAN DATE  
 LICENSED STRUCTURAL ENGINEER  
 STATE OF ILLINOIS No. 081-006258  
 EXPIRES: NOVEMBER 30, 2014



**DESIGN STRESSES**

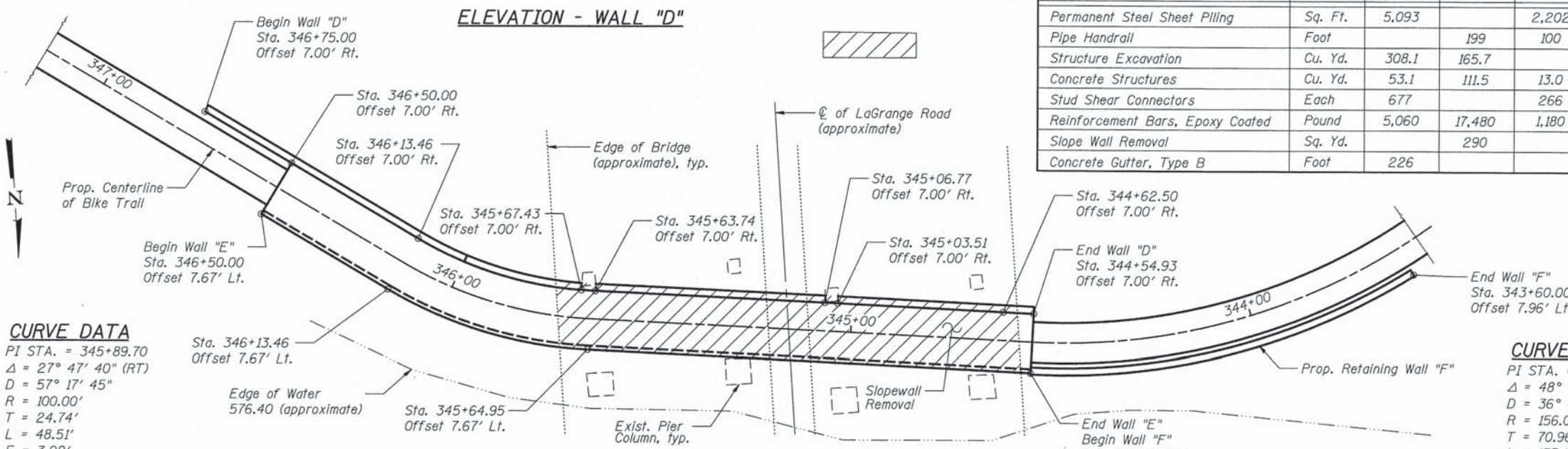
FIELD UNITS  
 f'c = 3,500 P.S.I.  
 Fy = 60,000 P.S.I. (Reinf.)  
 Fy = 50,000 P.S.I. (Permanent Sheet Piling)

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	Wall "D"	Wall "E"	Wall "F"	TOTAL
Permanent Steel Sheet Piling	Sq. Ft.	5,093		2,202	7,295
Pipe Handrail	Foot		199	100	299
Structure Excavation	Cu. Yd.	308.1	165.7		473.8
Concrete Structures	Cu. Yd.	53.1	111.5	13.0	177.6
Stud Shear Connectors	Each	677		266	943
Reinforcement Bars, Epoxy Coated	Pound	5,060	17,480	1,180	23,710
Slope Wall Removal	Sq. Yd.		290		290
Concrete Gutter, Type B	Foot	226			226

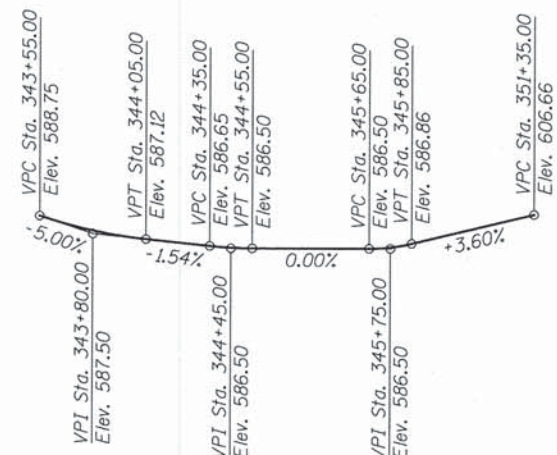


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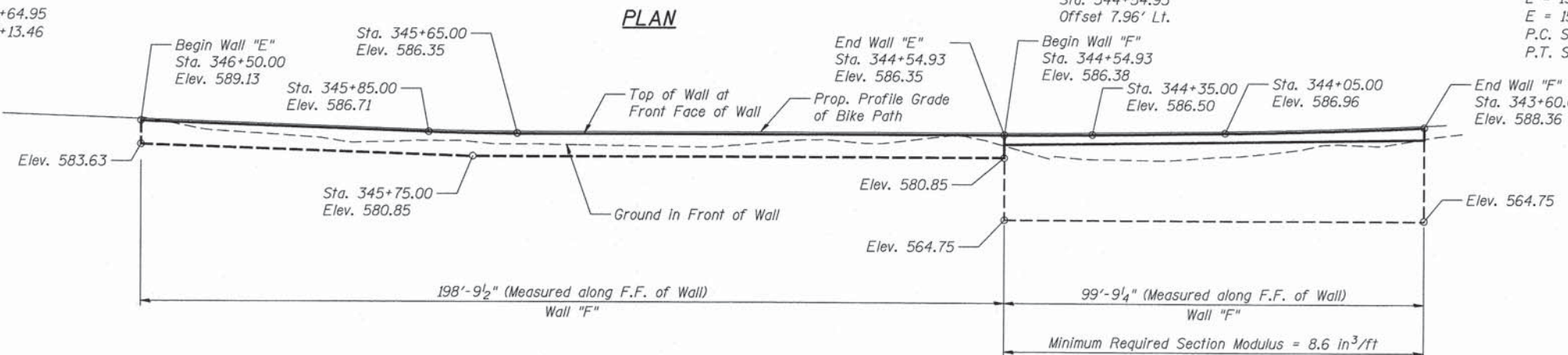
PI STA. = 345+89.70  
 Δ = 27° 47' 40" (RT)  
 D = 57° 17' 45"  
 R = 100.00'  
 T = 24.74'  
 L = 48.51'  
 E = 3.02'  
 P.C. STA. = 345+64.95  
 P.T. STA. = 346+13.46

**CURVE DATA**

PI STA. = 343+92.70  
 Δ = 48° 55' 05" (RT)  
 D = 36° 43' 41"  
 R = 156.00'  
 T = 70.96'  
 L = 133.19'  
 E = 15.38'  
 P.C. STA. = 343+21.74  
 P.T. STA. = 344+54.93



**PROFILE GRADE - BIKE TRAIL**

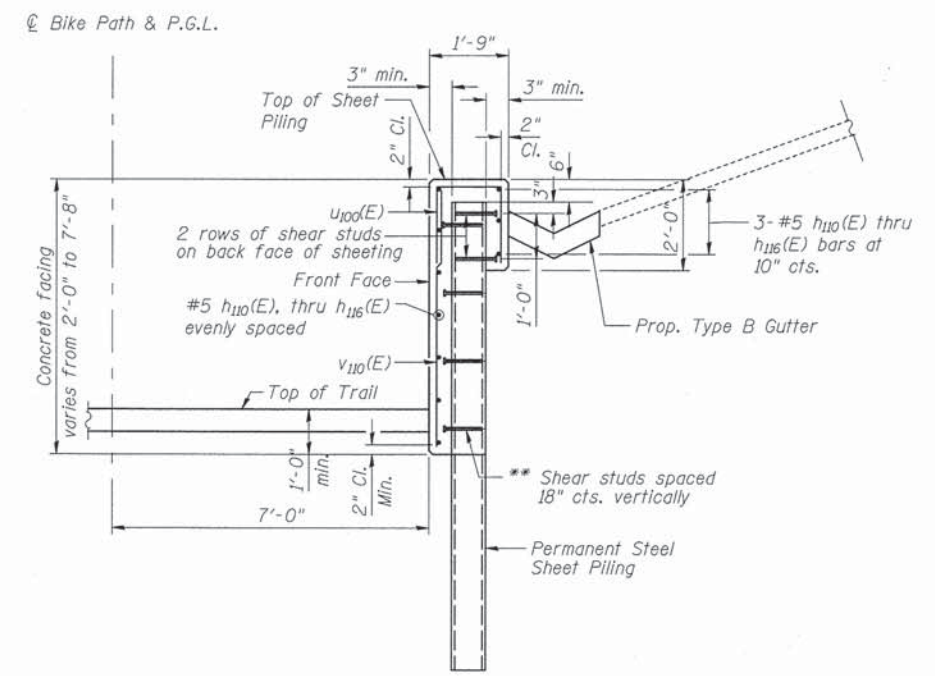
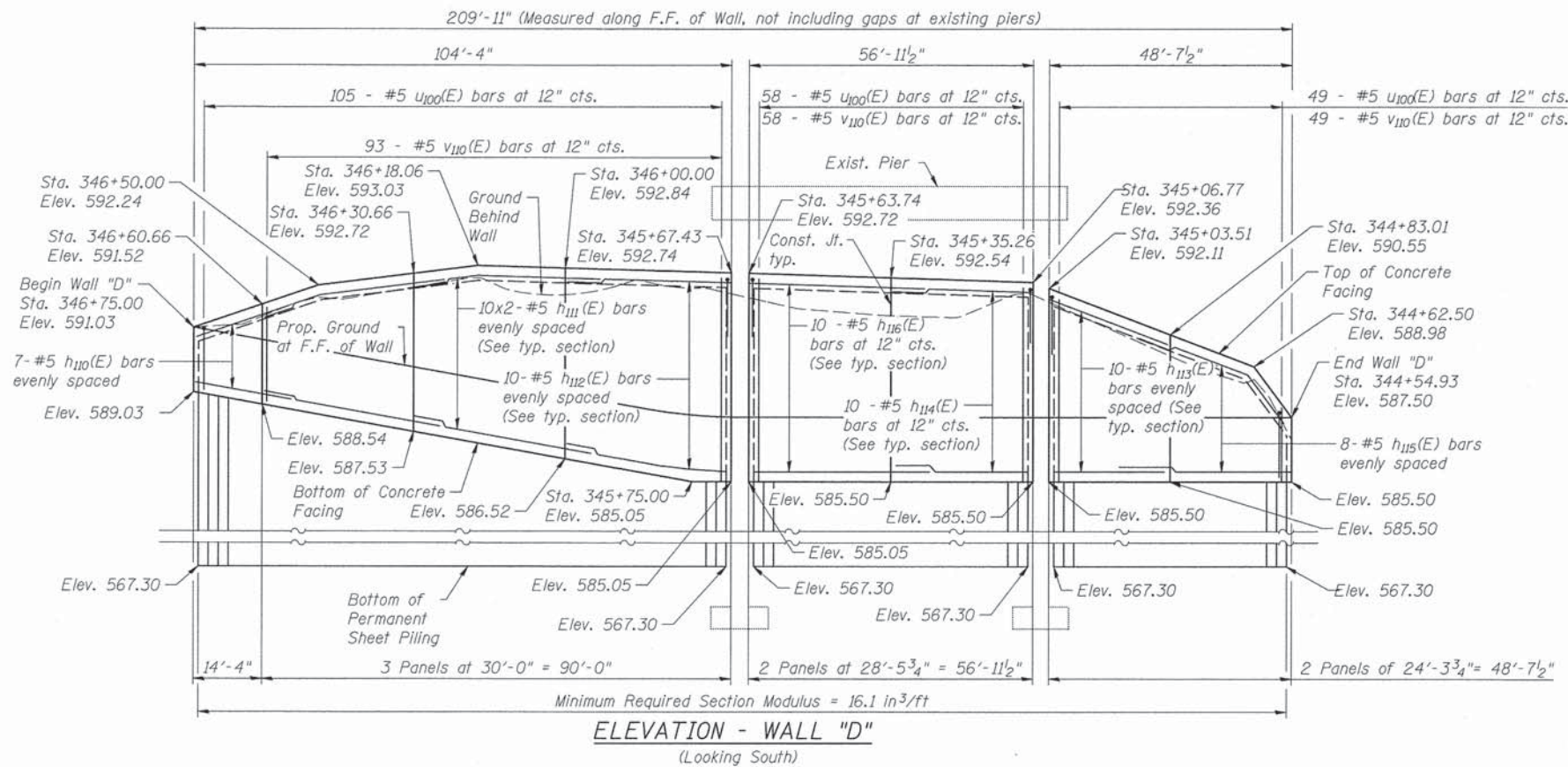


**ELEVATION - WALL "B" AND "C"**

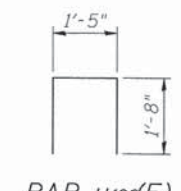
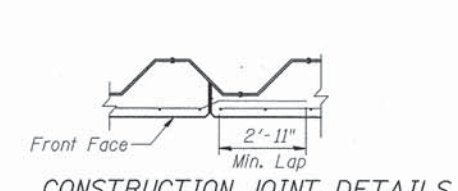
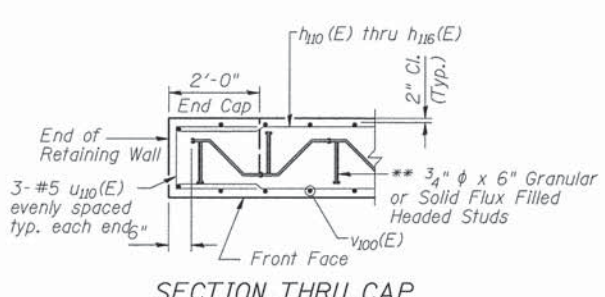
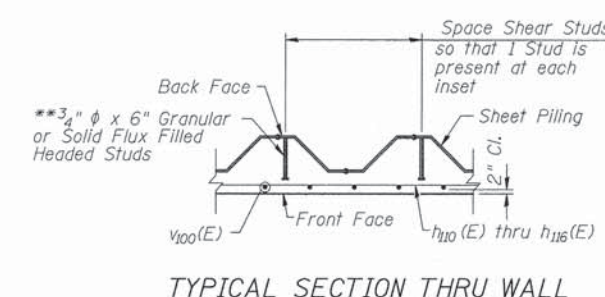
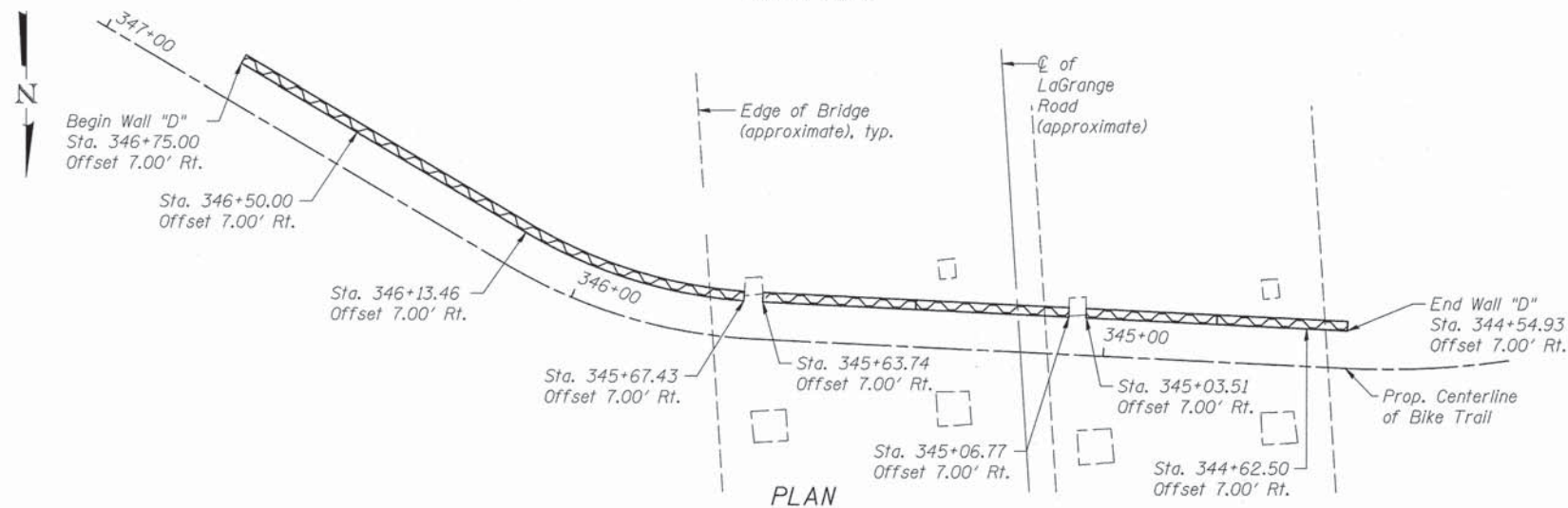
**GENERAL PLAN AND ELEVATION  
 CAL-SAG GREENWAY TRAIL  
 SLOPEWALL MODIFICATION  
 SEC. 13-F3000-25-BT  
 COOK COUNTY  
 STATION 344+85.00  
 STRUCTURE NO. 016-0343**

<b>URS</b>	USER NAME =	DESIGNED - BAR/KO	REVISED	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - MAD	REVISED			13-F3000-25-BT	COOK	171	52
	PLOT DATE =	DRAWN - BAR/MS	REVISED			CONTRACT NO. 63866			
		CHECKED - AMK	REVISED			ILLINOIS FED. AID PROJECT			

SHEET NO. S-1 OF S-5 SHEETS



\* Cut in field to fit.  
 \*\* Shear Studs shall be 3/4" dia. x 6" granular or solid flux filled headed Studs automatically end welded in the field to Sheet Piling.



**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h110(E)	7	#5	17'-3"	—
h111(E)	20	#5	32'-11"	—
h112(E)	20	#5	29'-8"	—
h113(E)	10	#5	24'-0"	—
h114(E)	10	#5	28'-1"	—
h115(E)	8	#5	27'-3"	—
h116(E)	10	#5	31'-5"	—
U100(E)	218	#5	4'-9"	□
V100(E)	200	#5	6'-11"	—
Permanent Steel Sheet Piling	Sq. Ft.		5,093	
Structure Excavation	Cu. Yd.		308.1	
Concrete Structures	Cu. Yd.		53.1	
Stud Shear Connectors	Each		677	
Reinforcement Bars, Epoxy Coated	Pound		5,060	
Concrete Gutter, Type B	Foot		226	

**MINIMUM BAR LAP**  
#5 Bar = 2'-11"

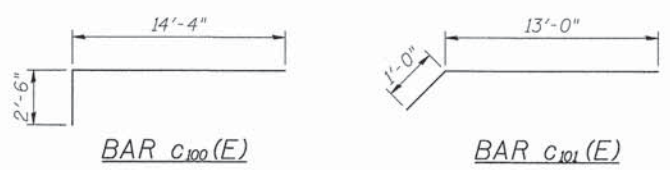
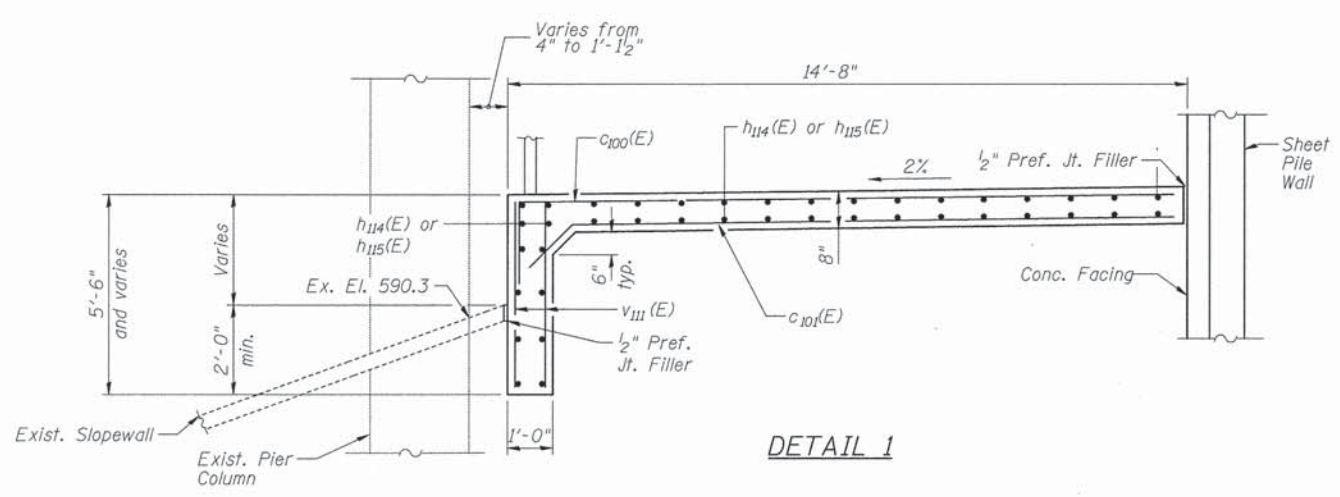
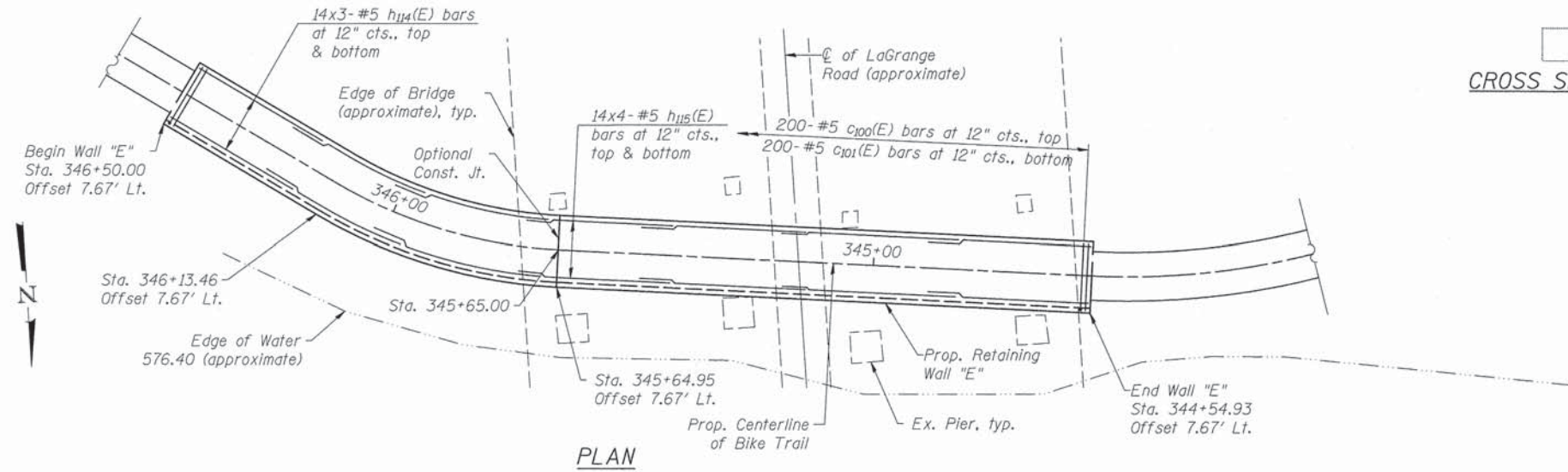
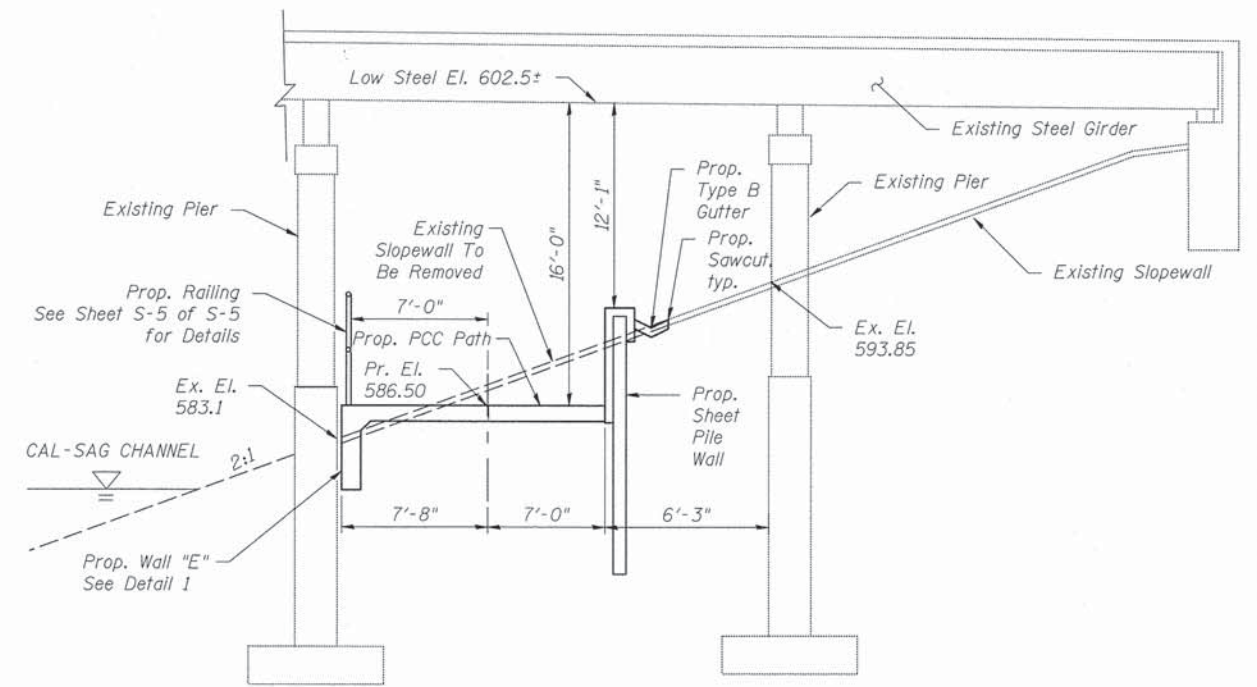
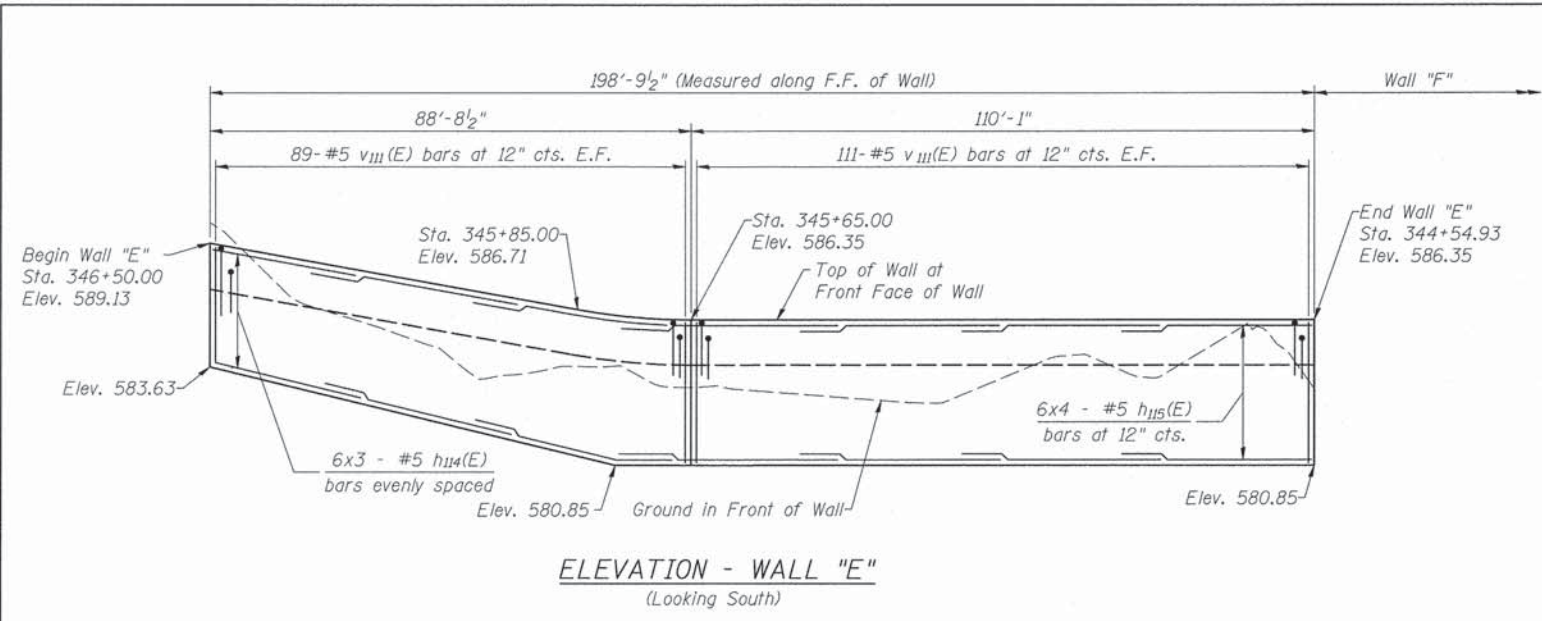


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PLOT SCALE =	CHECKED - MAD	REVISED
PLOT DATE =	DRAWN - BAR/MS	REVISED
	CHECKED - AMK	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
WALL "D" DETAIL**

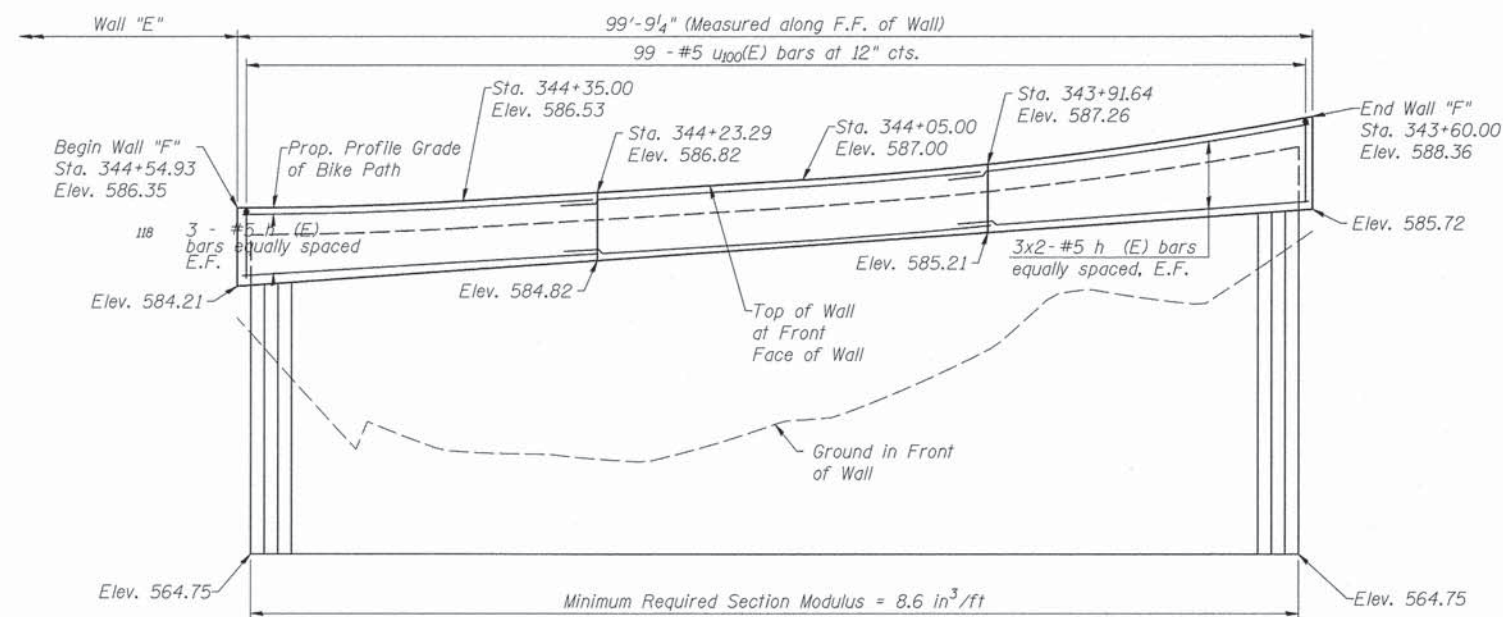
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	13-F3000-25-BT	COOK	171	53
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				



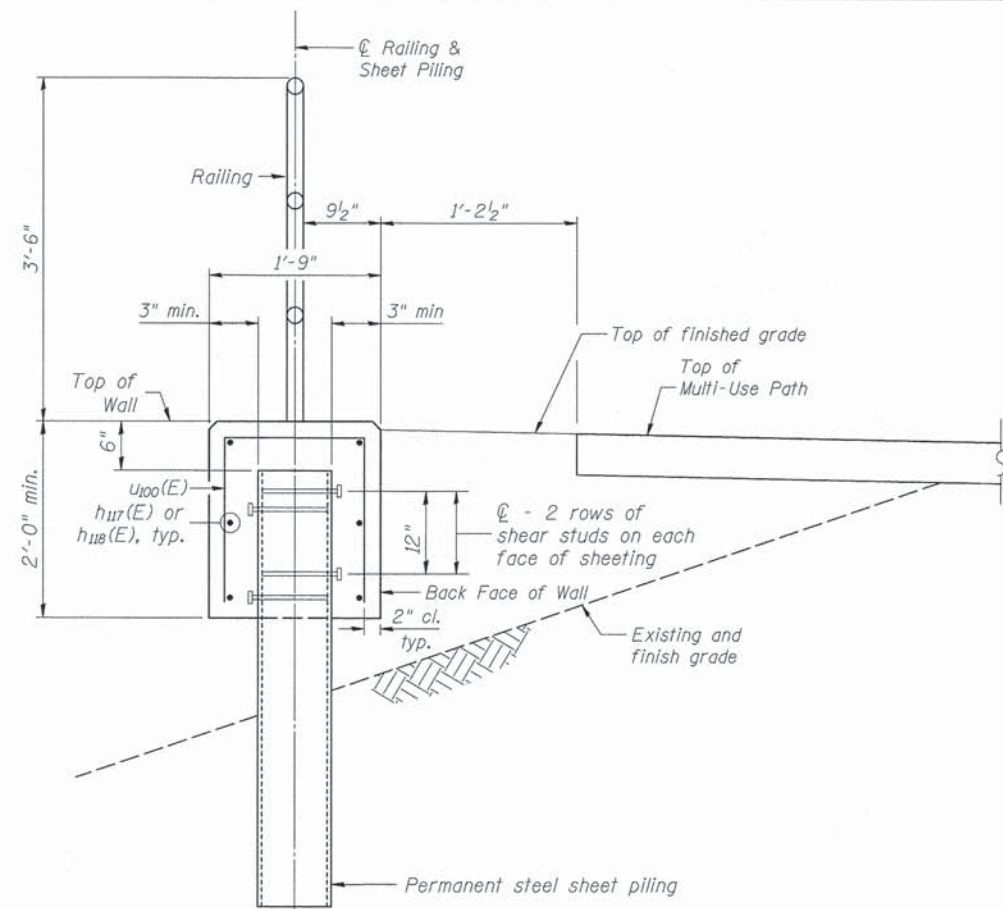
**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
c100(E)	200	#5	16'-10"	┌
c101(E)	200	#5	14'-0"	└
h114(E)	120	#5	31'-5"	—
h115(E)	160	#5	29'-8"	—
v111(E)	400	#5	5'-2"	—
Pipe Handrail		Foot	199	
Concrete Structures		Cu. Yd.	111.5	
Reinforcement Bars, Epoxy Coated		Pound	17,480	
Structure Excavation		Cu. Yd.	165.7	
Slope Wall Removal		Sq. Yd.	290	

**MINIMUM BAR LAP**  
#5 Bar = 2'-11"

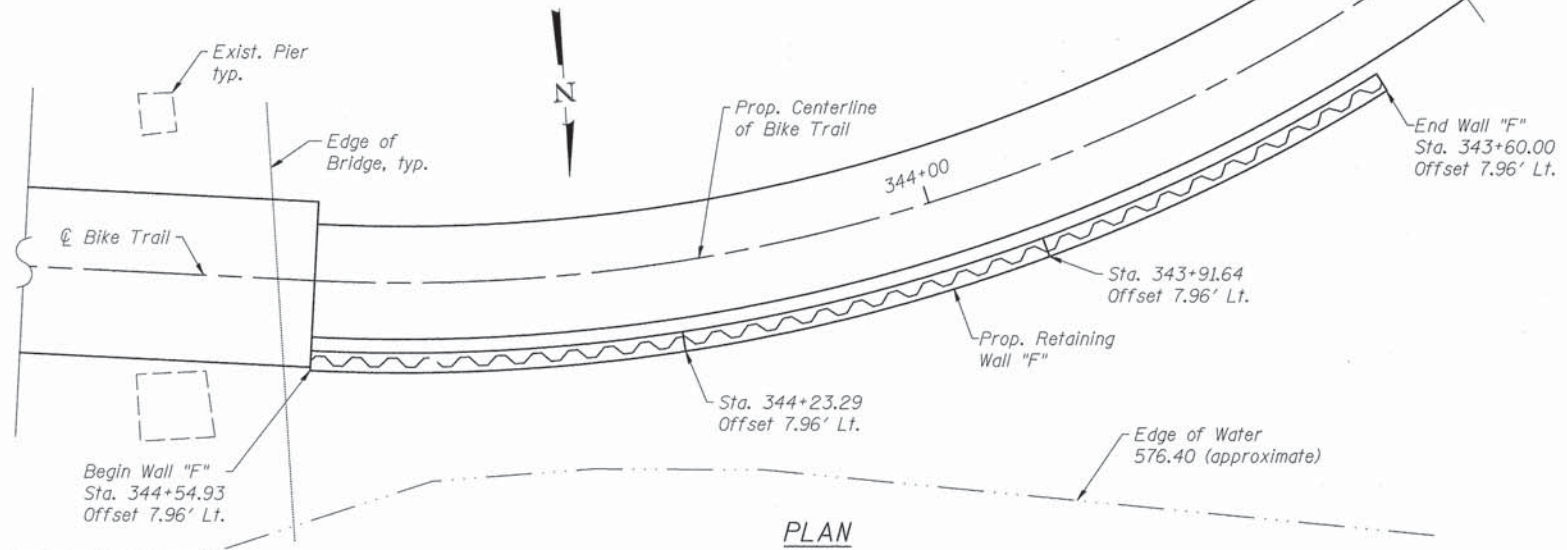


**ELEVATION**  
(Looking South)

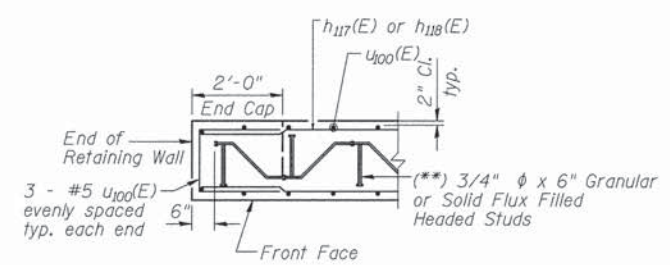


**TYPICAL SECTION THROUGH WALL**

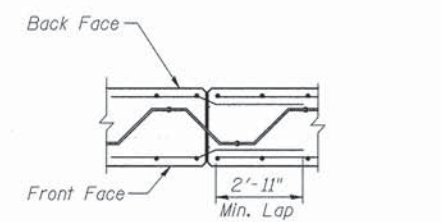
\* Shear Studs shall be 3/4" dia. x 6" granular or solid flux filled headed studs automatically end welded in the field to Sheet Piling.



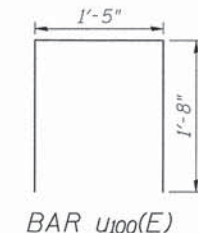
**PLAN**



**SECTION THRU CAP**



**CONSTRUCTION JOINT DETAILS**



**BAR U100(E)**

**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h117(E)	12	#5	36'-2"	—
h118(E)	6	#5	31'-3"	—
U100(E)	105	#5	4'-9"	□
Permanent Steel Sheet Piling		Sq. Ft.	2,202	
Pipe Handrail		Foot	100	
Concrete Structures		Cu. Yd.	13.0	
Stud Shear Connectors		Each	266	
Reinforcement Bars, Epoxy Coated		Pound	1,180	

Bars Indicated 3 x 2 - #5 etc. Indicates 3 lines of bars with 2 lengths per line.

**MINIMUM BAR LAP**  
#5 Bar = 2'-11"



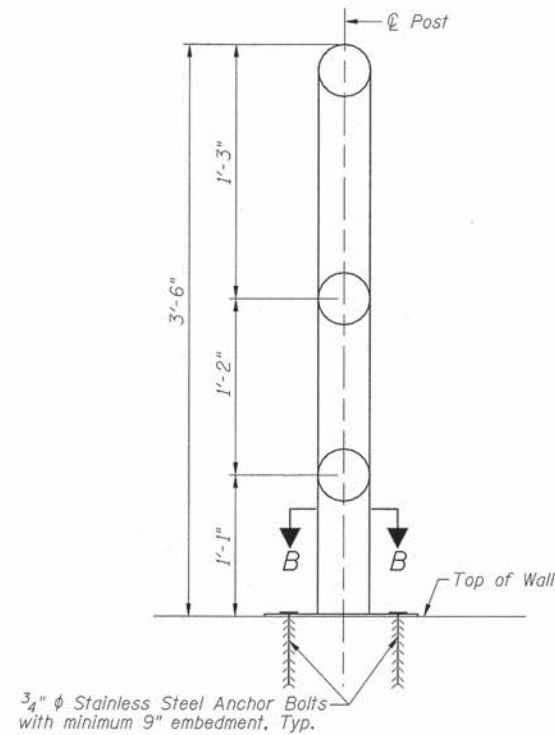
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PLOT SCALE =	CHECKED - MAD	REVISED
PLOT DATE =	DRAWN - BAR/MS	REVISED
	CHECKED -	REVISED

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

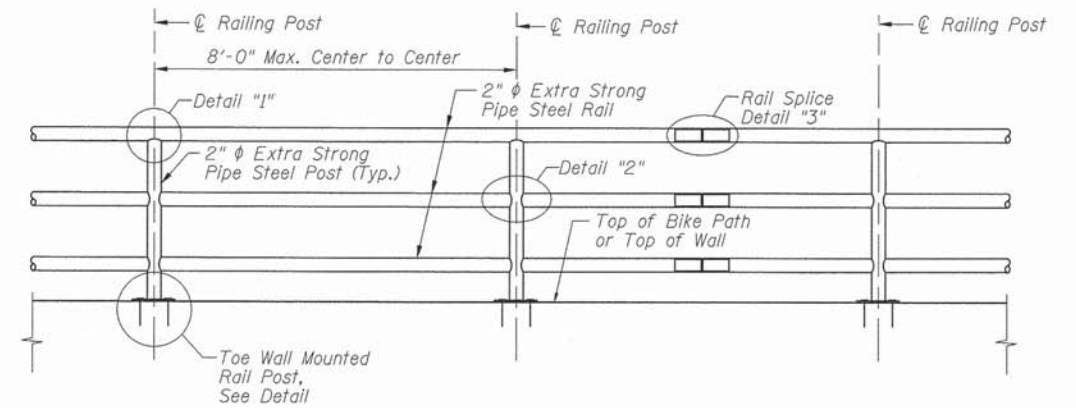
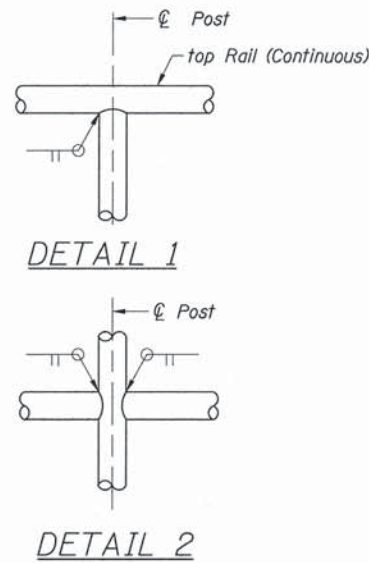
**CAL-SAG GREENWAY TRAIL (COOK COUNTY)**  
**WALL "F" DETAILS AT STA. 344+85**

SHEET NO. S-4 OF S-5 SHEETS

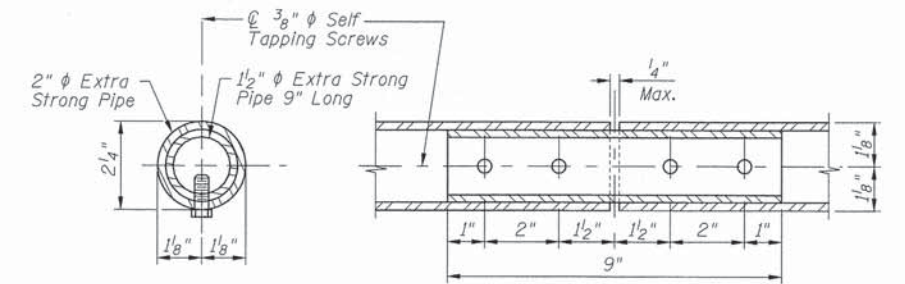
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	55
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				



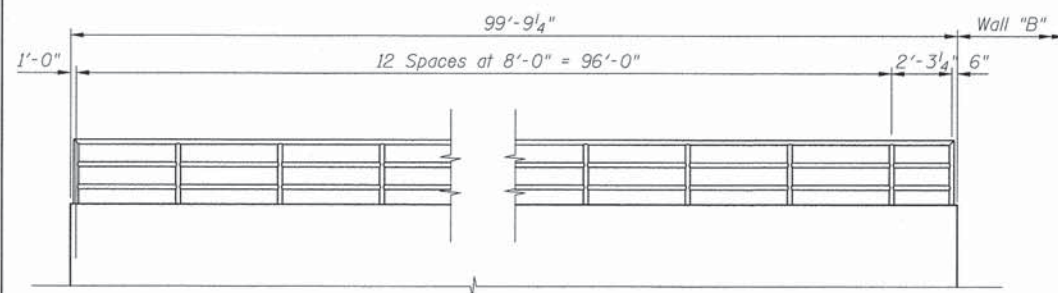
DETAIL - WALL MOUNTED RAIL POST



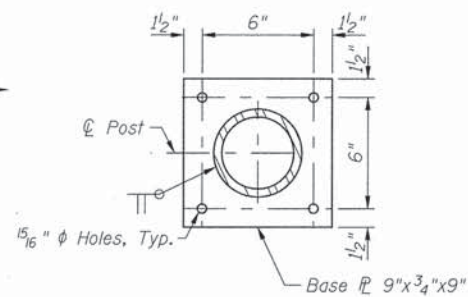
TYPICAL PIPE HANDRAIL ELEVATION



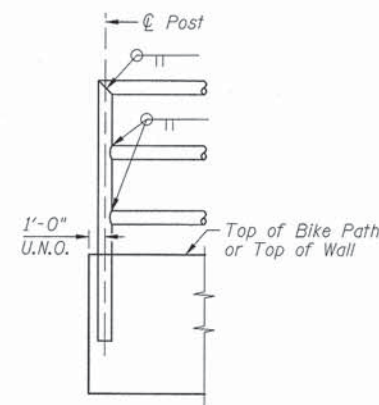
DETAIL 3 - RAIL SPLICE



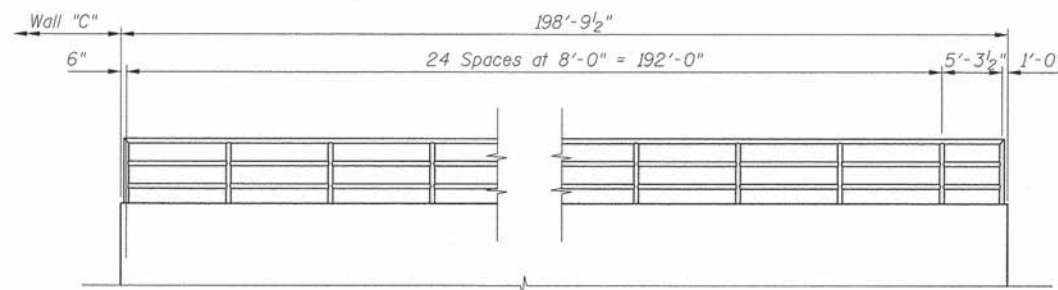
WALL "F"  
Looking North



SECTION B-B



ELEVATION SHOWING END POST



WALL "E"  
Looking North

NOTES:

- Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot.
- Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M-270M, Grade 345.
- All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M-111 and ASTM A-385. All bolts, nuts and washers shall be galvanized according to AASHTO M-232 except stainless steel bolts as noted.
- Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.
- Rail to match horizontal profile of bikepath.



USER NAME =	DESIGNED - PMV/KO	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - MS	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

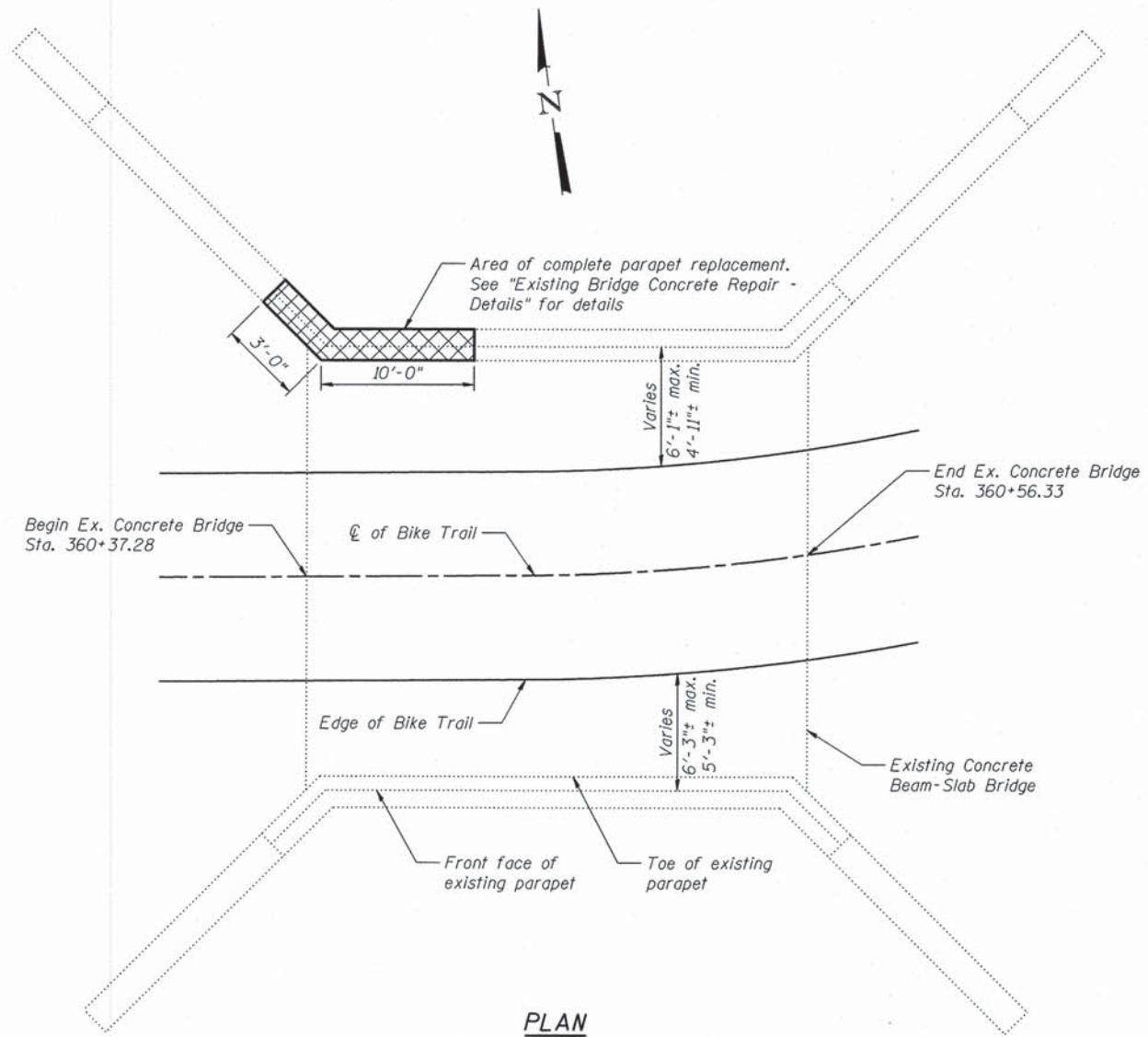
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
PIPE HANDRAIL DETAILS

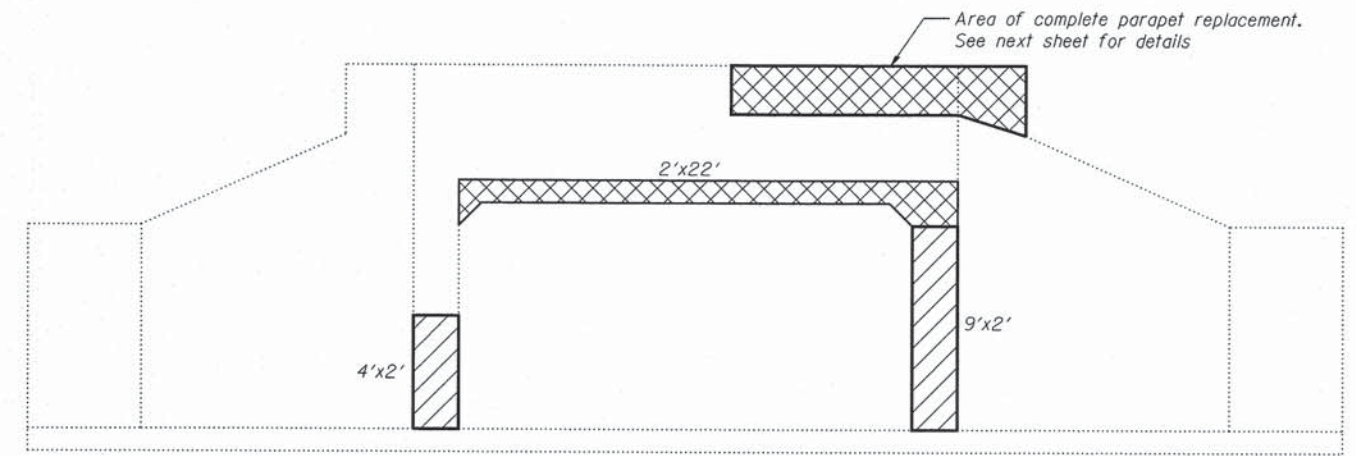
SHEET NO. S-5 OF S-5 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	56
				CONTRACT NO. 63866
ILLINOIS FED. AID PROJECT				

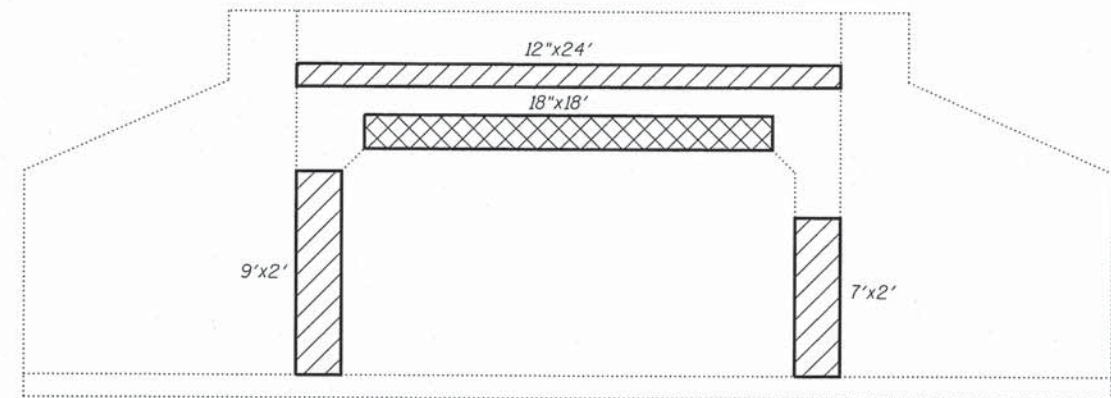




**PLAN**



**NORTH ELEVATION**  
(Looking South)



**SOUTH ELEVATION**  
(Looking North)

**INDEX OF SHEETS**

- Existing Bridge Concrete Repair - Plan and Elevation
- Existing Bridge Concrete Repair - Details

**BILL OF MATERIAL**

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	131
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	171

**NOTES**

- Repair areas shown are approximate. Verify in field prior to construction.
- Existing reinforcement shall be cleaned, straightened and reincorporated into the new construction. New reinforcement bars shall be epoxy coated.

**LEGEND**

- Structural Repair of Concrete (Depth Greater than 5 Inches)
- Structural Repair of Concrete (Depth Less than 5 Inches)



"I certify that to the best of my knowledge information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Specifications for Highway Bridges"

*Michael A. Delemont* 10/29/2013  
 MICHAEL A. DELEMONT DATE  
 LICENSED STRUCTURAL ENGINEER  
 STATE OF ILLINOIS No. 081-006701  
 EXPIRES: NOVEMBER 30, 2014



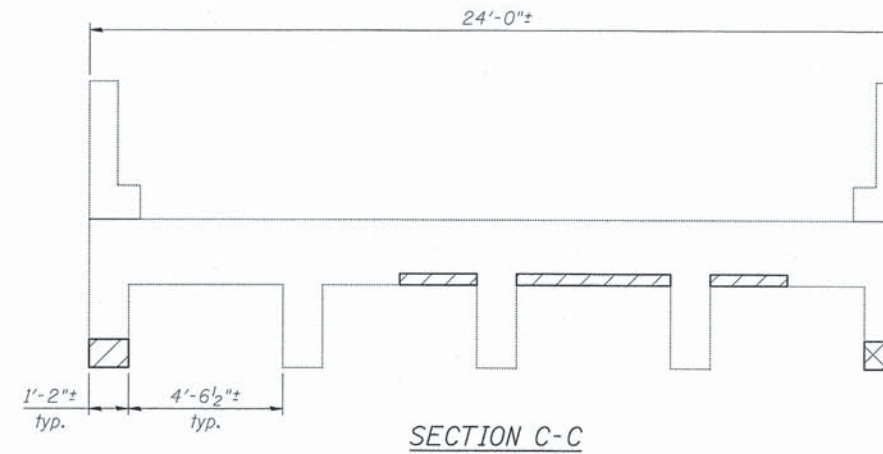
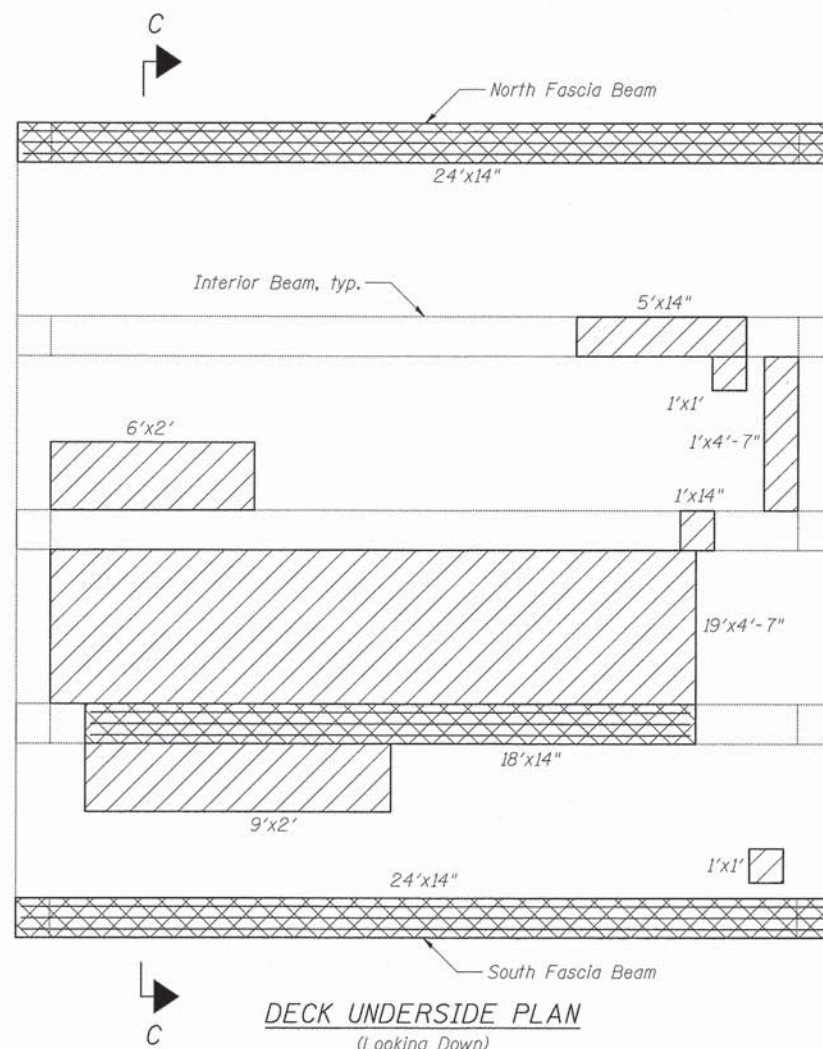
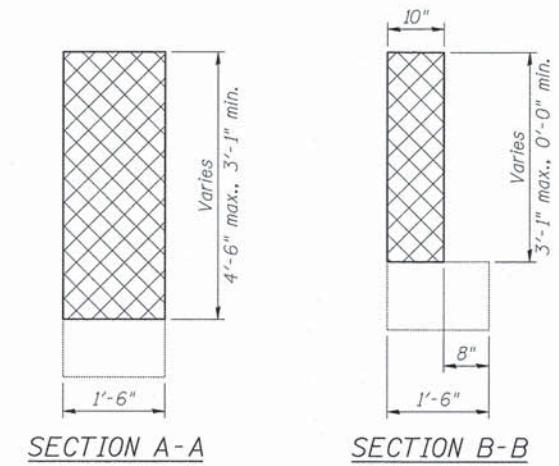
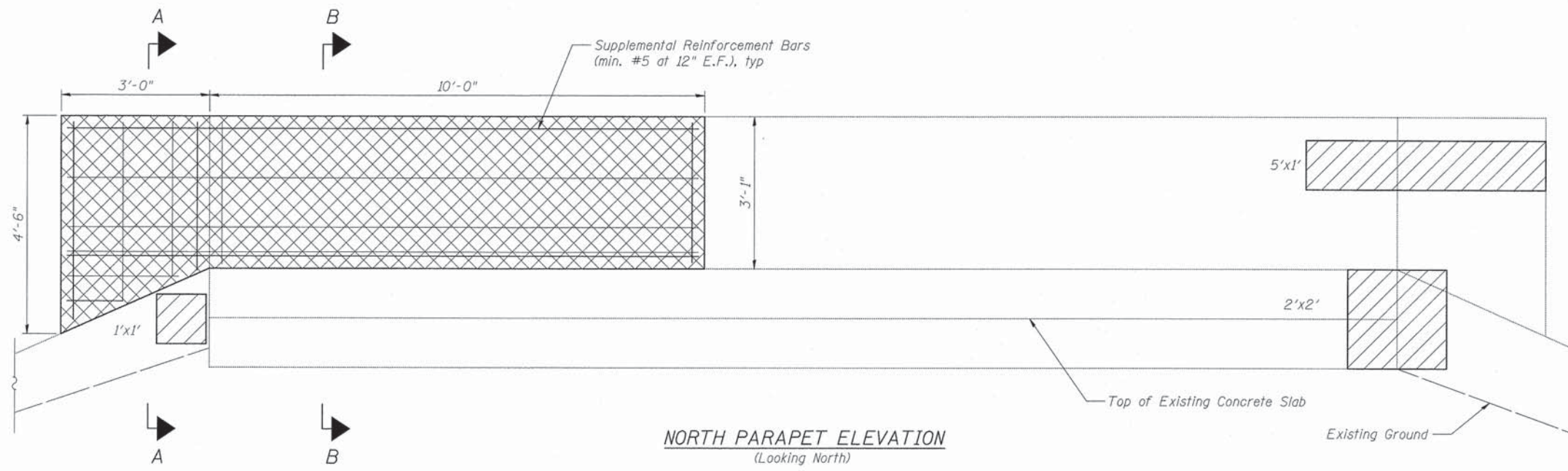
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PLOT DATE =		CHECKED - MAD	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
EXISTING BRIDGE CONCRETE REPAIR - PLAN AND ELEVATION

SHEET NO. 1 OF 2 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	171	57
CONTRACT NO. 63782			ILLINOIS FED. AID PROJECT	



**BILL OF MATERIAL**

Item	Unit	Total
Reinforcement Bars, Epoxy Coated	Pound	630
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	184
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	246

**NOTES**

1. Repair areas shown are approximate. Verify in field prior to construction.
2. Existing reinforcement shall be cleaned, straightened and reincorporated into the new construction. New reinforcement bars shall be epoxy coated.

**LEGEND**

- Structural Repair of Concrete (Depth Greater than 5 Inches)
- Structural Repair of Concrete (Depth Less than 5 Inches)



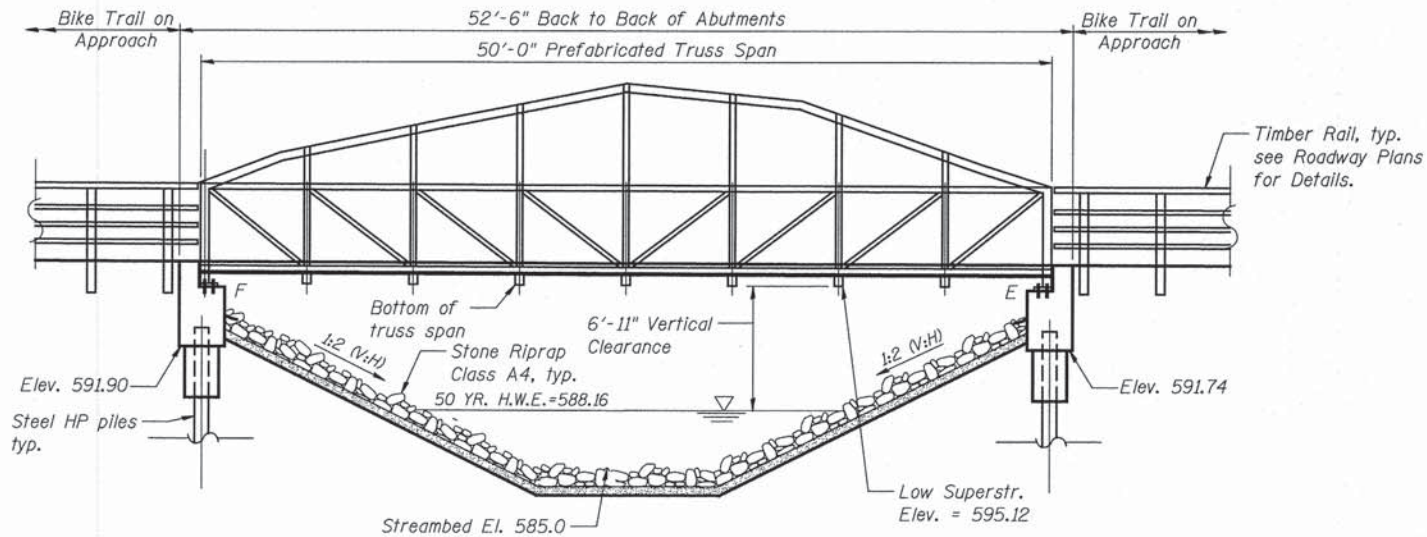
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PLOT DATE =		CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

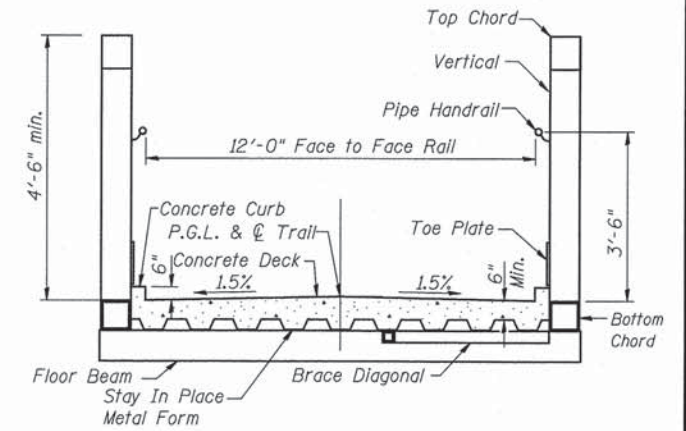
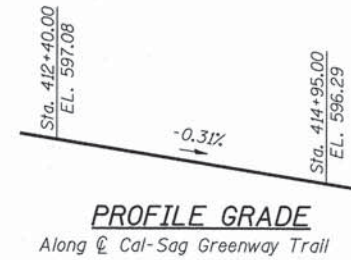
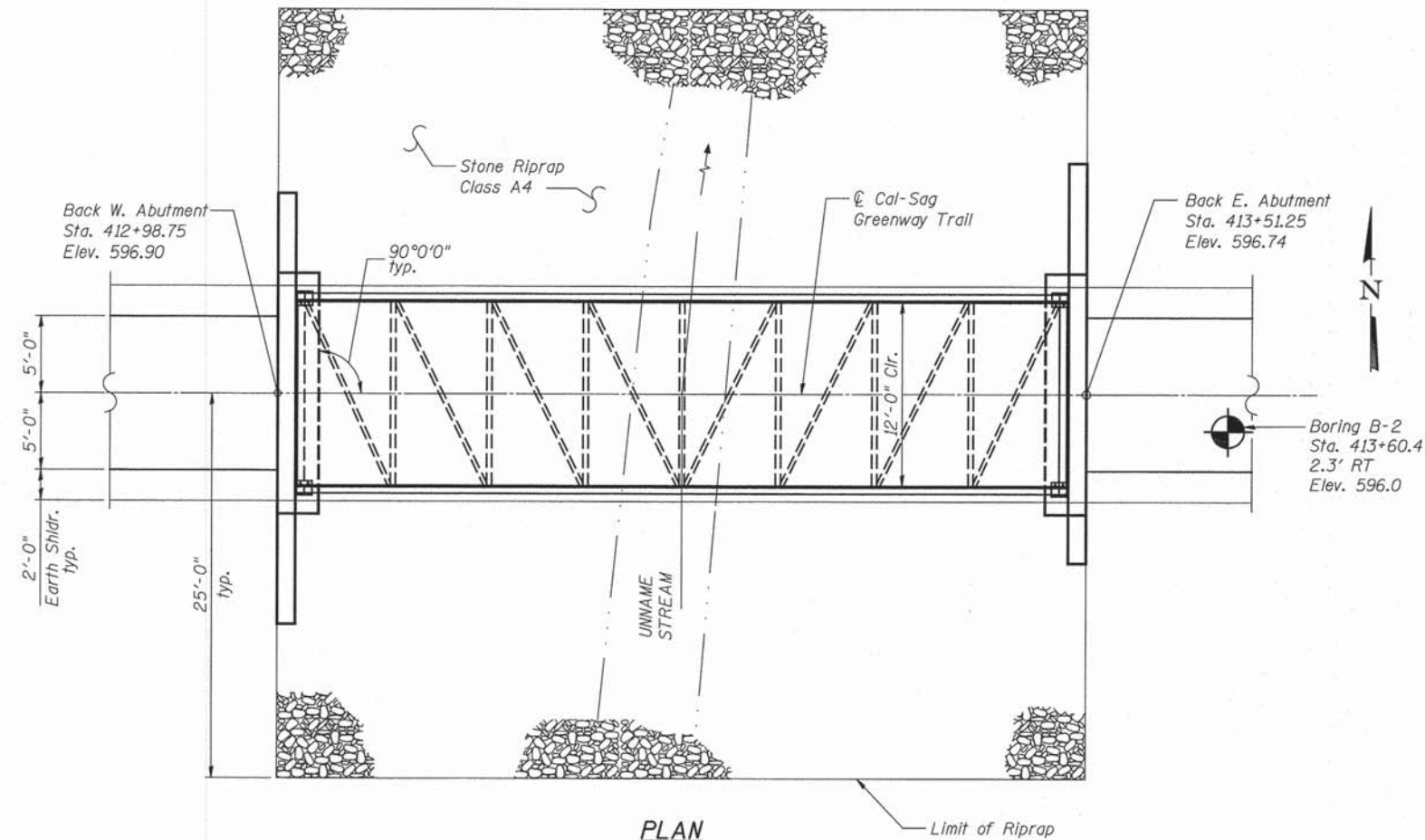
CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
EXISTING BRIDGE CONCRETE REPAIR - DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	58
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

BM: Disc on center of headwall of 3' x 3' box culvert, south side of Route 83, 111' east of Woodview Lane. El. 619.68



**ELEVATION**  
Looking North



**SECTION THRU TRUSS**

If the top of the chord is greater than 4.5' above the top of deck, a second rub rail shall be placed at 4.5' above top of deck.

**WATERWAY INFORMATION**

Drainage Area = 0.067 Sq. Mi., Low Chord Elev. 595.12 @ Sta. 413+37.75

Flood Yr.	Freq.	Q C.F.S.	Opening Exist.	Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Ft. Headwater Prop.	Headwater El.
Design	50	79.7	NA	34	588.16	NA	0'	NA
Base	100	92.7	NA	37	588.39	NA	0'	NA

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	W. Abutment	E. Abutment
	591.90	591.74

**CLASSIFICATION**

Pedestrian/Bicycle Bridge

**LIVE LOADING**

90 psf Pedestrian Live Load  
20,000 lb. Vehicle Load (H-10 Truck)

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition  
AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges

**DESIGN STRESSES**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)  
 $f_y = 50,000$  psi (Str. Steel)

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.09g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.16g  
Soil Site Class = D  
Range 12 E - 3rd PM



**LOCATION SKETCH**

**GENERAL PLAN AND ELEVATION**

**CAL-SAG GREENWAY TRAIL**

**OVER UNNAMED CREEK**

**SEC. 13-F3000-25-BT**

**COOK COUNTY**

**STATION 413+25.00**

STATION 413+25.00  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
LOADING H-10

**NAME PLATE**  
See Std. 515001



"I certify that to the best of my knowledge and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Specifications for Highway Bridges"

*Arsalan M. Khan* 10-25-2013  
ARSALAN M. KHAN DATE  
LICENSED STRUCTURAL ENGINEER  
STATE OF ILLINOIS No. 081-006258  
EXPIRES: NOVEMBER 30, 2014



USER NAME =	DESIGNED - KO	REVISED
PLOT SCALE =	CHECKED - AMK	REVISED
PLOT DATE =	DRAWN - KO	REVISED
	CHECKED - AMK	REVISED

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

SHEET NO. S-1 OF S-6 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
	13-F3000-25-BT	COOK	171 59
			CONTRACT NO. 63866

ILLINOIS FED. AID PROJECT

**GENERAL NOTES**

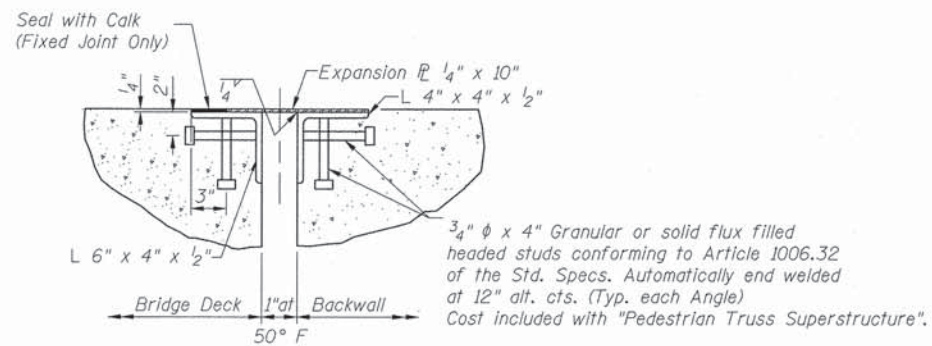
- All structural steel shall be AASHTO M270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Concrete Sealer shall be applied to the designated areas of the abutments.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Contractor shall verify backwall height with bridge fabricator prior to pile cut-off and abutment casting. The Contractor shall make all necessary adjustments to the backwall height and abutment elevations to satisfy backwall height required by the bridge fabricator.
- The Contractor shall drive one (1) test pile in the permanent location at the West Abutment (center pile of group) as directed by the Engineer before ordering the remainder of the piles.
- The Contractor shall verify the final location of anchor bolts with the Bridge Manufacturer prior to construction and placement.

**INDEX OF SHEETS**

- S-1 General Plan and Elevation
- S-2 General Data
- S-3 West Abutment
- S-4 East Abutment
- S-5 HP Pile Details
- S-6 Boring Log

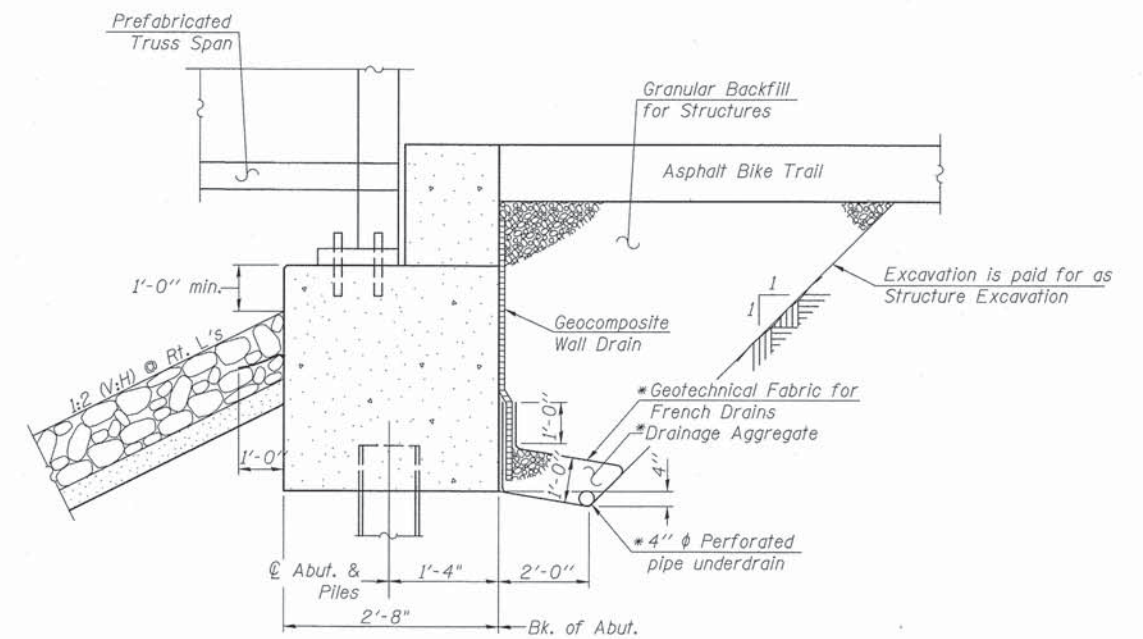
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Filter Fabric	Sq. Yd.		303	303
Stone Riprap, Class A4	Sq. Yd.		303	303
Structure Excavation	Cu. Yd.		40	40
Concrete Structures	Cu. Yd.		17.4	17.4
Reinforcement Bars, Epoxy Coated	Pound		2,070	2,070
Furnishing Steel Piles HP12X53	Foot		90	90
Driving Piles	Foot		90	90
Test Pile Steel HP12X53	Each		1	1
Pile Shoes	Each		6	6
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		29	29
Pedestrian Truss Superstructure	Sq. Ft.	617		617
Concrete Encasement	Cu. Yd.		2.2	2.2
Granular Backfill for Structures	Cu. Yd.		44	44
Pipe Underdrains for Structures 4"	Foot		69	69



**EXPANSION JOINT DETAIL**

(Fixed Joint similar, except as shown)  
(Cost included with "Pedestrian Truss Superstructure".)



**SECTION THRU ABUTMENT**

(Horiz. dim. at Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



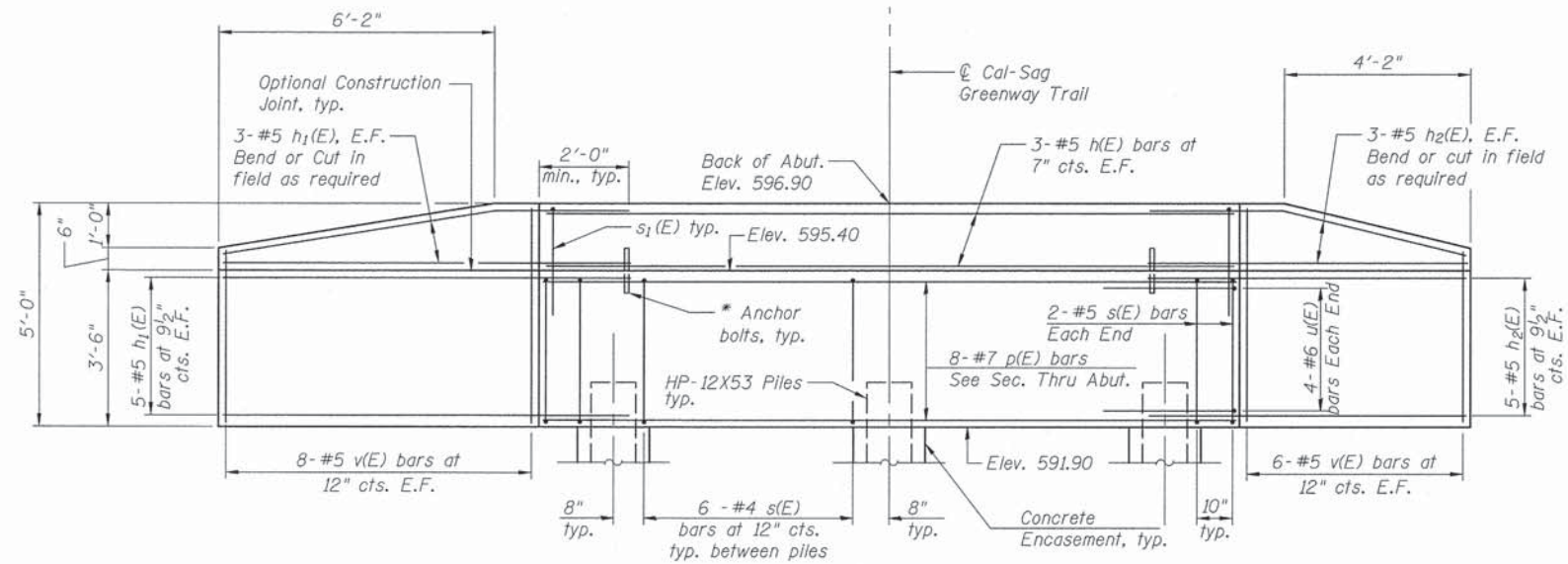
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PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
GENERAL DATA

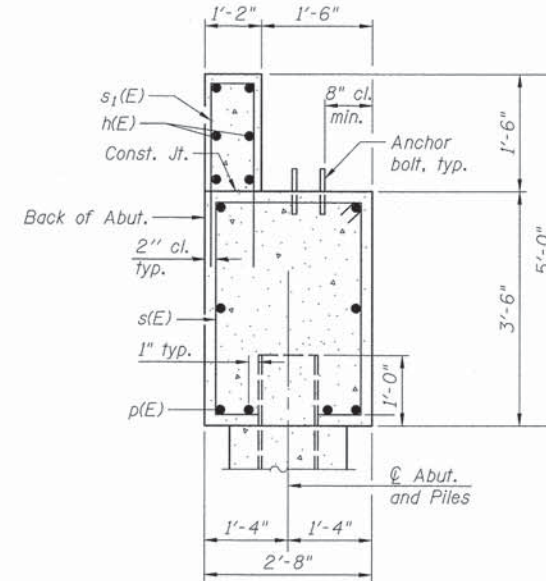
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			CONTRACT NO. 63866	
ILLINOIS FED. AID PROJECT				

SHEET NO. S-2 OF S-6 SHEETS



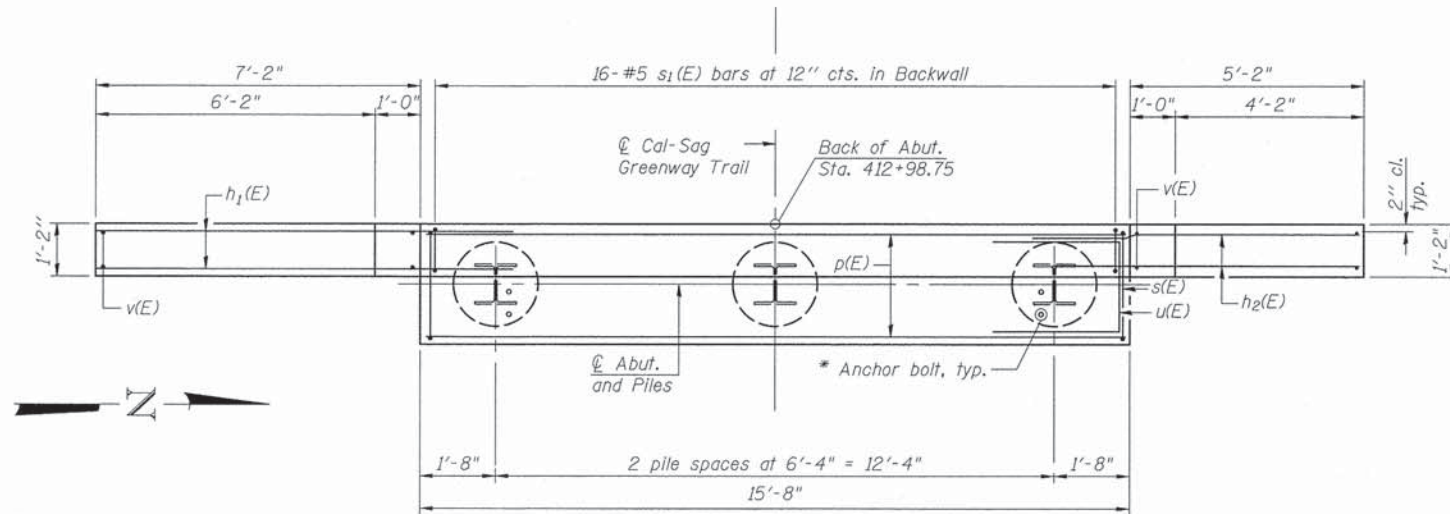
**ELEVATION**

\* Contractor to coordinate Anchor bolt layout, size, and type with the Bridge Manufacturer's drawings. Cost included with "Pedestrian Truss Superstructure".



**SEC. THRU ABUT.**

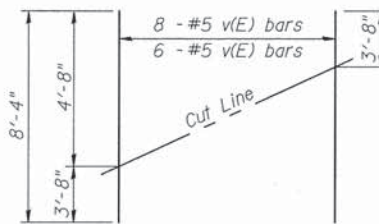
- Notes:
- Place reinforcements to miss anchor bolts.
  - Concrete Sealer shall be applied to the front face of the backwalls, abutment seat, and the exposed portion of the front face of abutment.



**PLAN**

**PILE DATA**

Type: Steel-HP12X53 with Pile Shoes  
 Nominal Required Bearing: 419 kips Set in Rock  
 Factored Resistance Available: 188 kips  
 Est. Length: 18'-0"  
 No. Production Piles: 2  
 No. Test Piles: 1  
 Estimated Top of Elevation: 575.0



**FIELD CUTTING DIAGRAM**

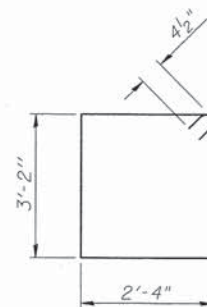
Order v(E) full length. Cut as shown and use remainder of bars in opposite face.

**REACTION TABLE**

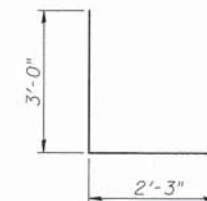
"Design loads utilized, provided by Truss Fabricator: This information has been provided for reference only. If actual design loads exceed those stated by more than 5%, the Fabricator must inform the Design Engineer to re-evaluate the substructure design."

Load Type	P (Lbs.)	H (Lbs.)	L (Lbs.)
Dead Load	22,000	--	--
Uniform Live Load	16,200	--	--
Vehicle Load	9,530	--	--
Wind Uplift (20 psf)	-11,500	--	--
Wind	+3,070	12,550	--
Thermal	--	--	5,385

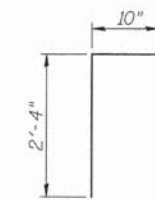
"P" - Vertical Load at Each Base late (4 per Bridge)  
 "H" - Horizontal Load at Each Footing (2 per Bridge)  
 "L" - Longitudinal Load at Each Bearing (4 per Bridge)



**BAR s(E)**



**BAR u(E)**



**BAR s1(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	6	#5	15'-4"	—
h1(E)	16	#5	9'-0"	—
h2(E)	16	#5	7'-0"	—
p(E)	8	#7	15'-4"	—
s(E)	16	#4	11'-9"	□
s1(E)	16	#5	5'-6"	□
u(E)	8	#6	8'-3"	□
v(E)	14	#5	8'-4"	—
Structure Excavation		Cu. Yd.	19.8	
Concrete Structures		Cu. Yd.	8.9	
Reinforcement Bars, Epoxy Coated		Pound	1,060	
Furnishing, Steel Piles HP12x53		Foot	36	
Driving Piles		Foot	36	
Test Pile, Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	1.1	
Pile Shoes		Each	3	



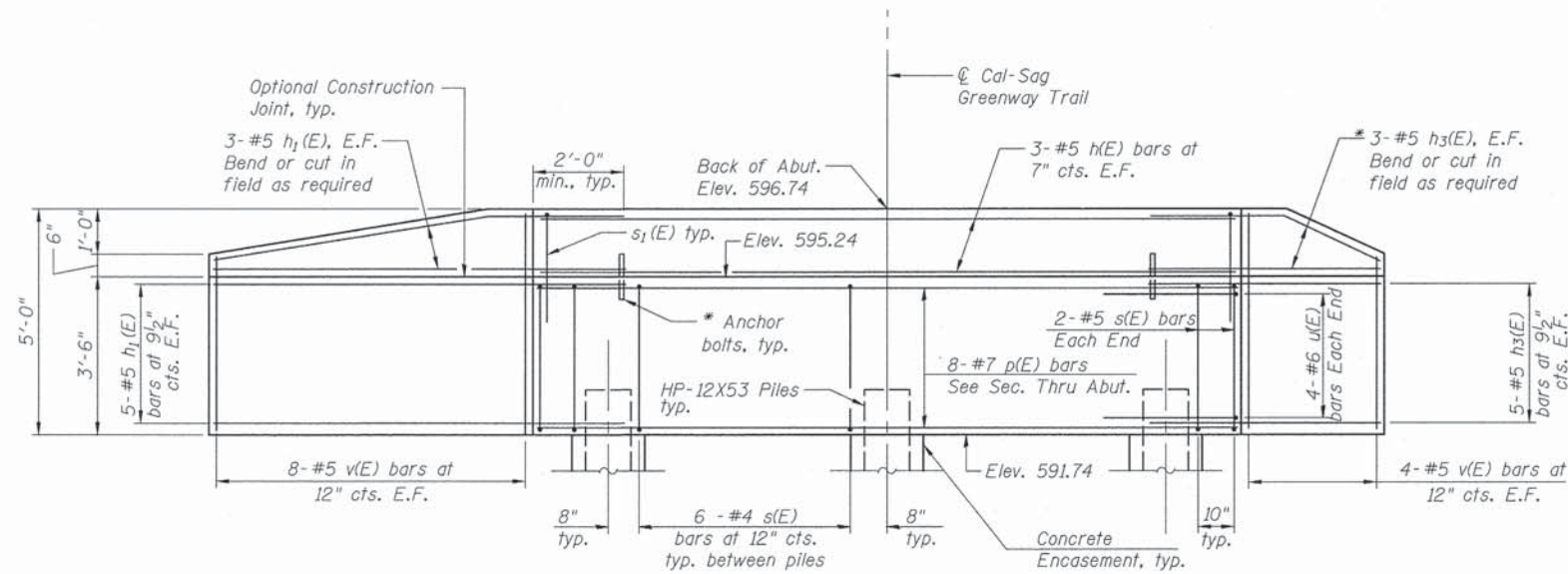
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PLOT SCALE =	CHECKED - AMK	REVISED
PLOT DATE =	DRAWN - KO/MS	REVISED
	CHECKED - AMK	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
 WEST ABUTMENT**

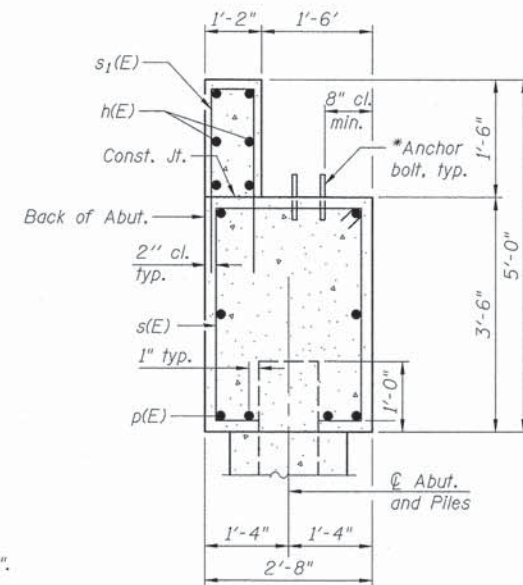
SHEET NO. S-3 OF S-6 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	61
			CONTRACT NO. 63866	
ILLINOIS FED. AID PROJECT				

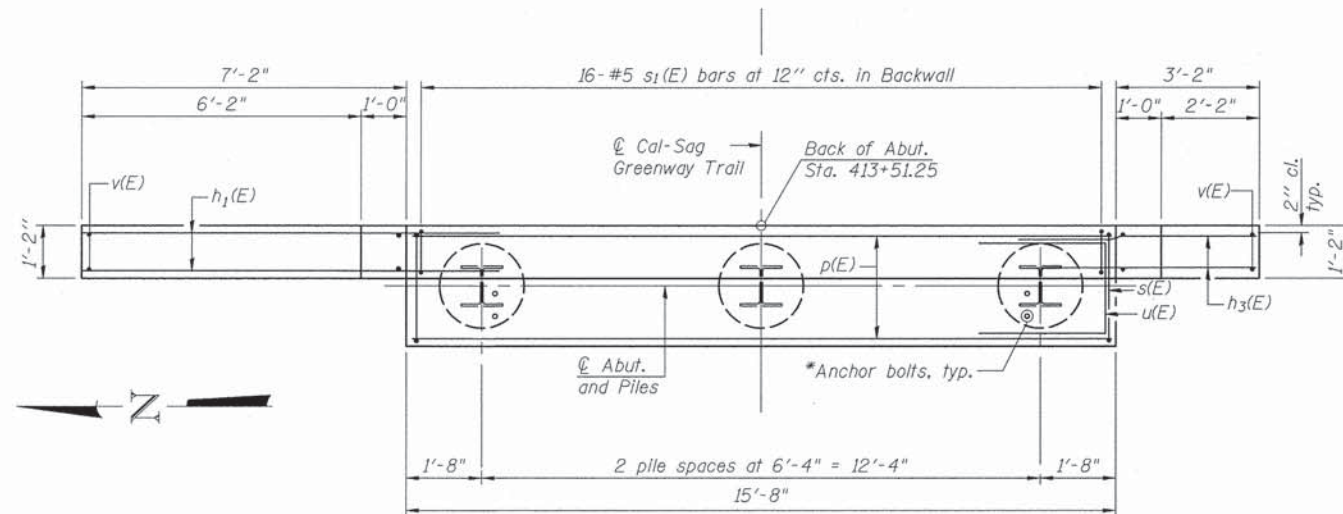


ELEVATION

\* Contractor to coordinate Anchor bolt layout, size, and type with the Bridge Manufacturer's drawings. Cost included with "Pedestrian Truss Superstructure".



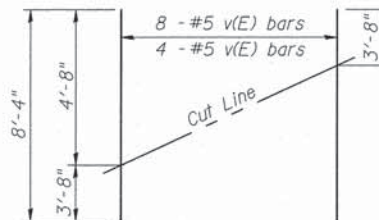
SEC. THRU ABUT.



PLAN

PILE DATA

Type: Steel-HP12X53 with Pile Shoes  
 Nominal Required Bearing: 419 kips Set in Rock  
 Factored Resistance Available: 188 kips  
 Est. Length: 18'-0"  
 No. Production Piles: 3  
 Estimated Top of Elevation: 575.0



FIELD CUTTING DIAGRAM

Order  $v(E)$  full length. Cut as shown and use remainder of bars in opposite face.

- Notes:
- Place reinforcements to miss anchor bolts.
  - Concrete Sealer shall be applied to the front face of the backwalls, abutment seat, and the exposed portion of the front face of abutment.
  - See Sheet S-3 for Reaction Table and Bar Bending Diagram.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	6	#5	15'-4"	—
$h_1(E)$	16	#5	9'-0"	—
$h_3(E)$	16	#5	5'-0"	—
$p(E)$	8	#7	15'-4"	—
$s(E)$	16	#4	11'-9"	□
$s_1(E)$	16	#5	5'-6"	—
$u(E)$	8	#6	8'-3"	—
$v(E)$	12	#5	8'-4"	—
Structure Excavation		Cu. Yd.	19.8	
Concrete Structures		Cu. Yd.	8.5	
Reinforcement Bars, Epoxy Coated		Pound	1,010	
Furnishing, Steel Piles HP12x53		Foot	54	
Driving Piles		Foot	54	
Concrete Encasement		Cu. Yd.	1.1	
Pile Shoes		Each	3	



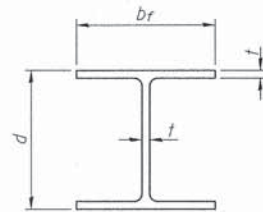
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PLOT SCALE =	CHECKED - AMK	REVISED
PLOT DATE =	DRAWN - KO/MS	REVISED
	CHECKED - AMK	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
 EAST ABUTMENTS

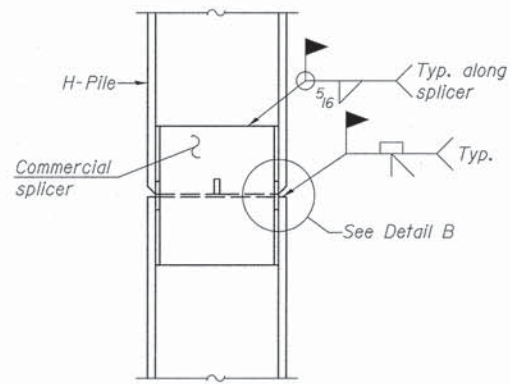
SHEET NO. S-4 OF S-6 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	62
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

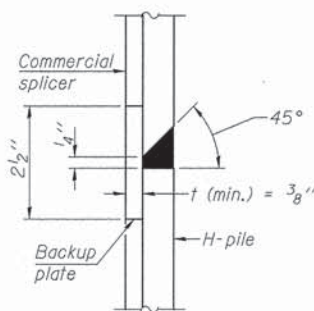


STEEL PILE TABLE

Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

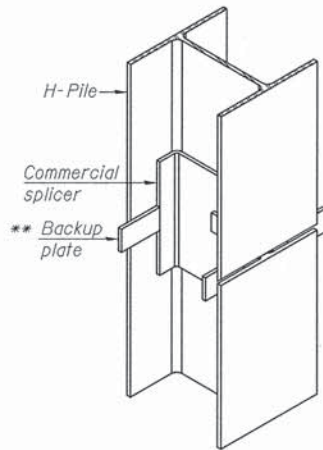


ELEVATION

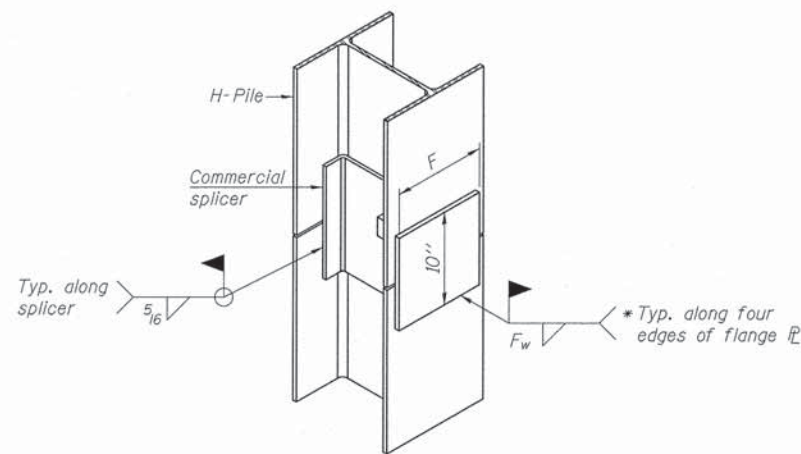


DETAIL "B"

WELDED COMMERCIAL SPLICE



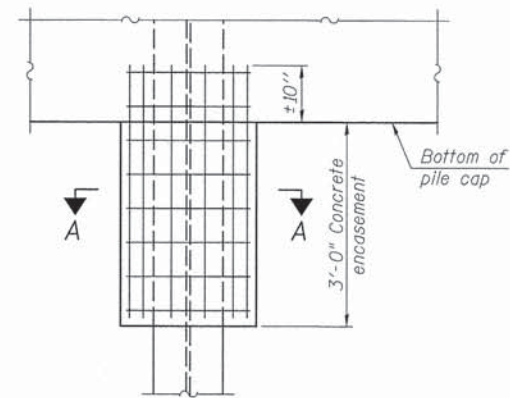
ISOMETRIC VIEW



ISOMETRIC VIEW

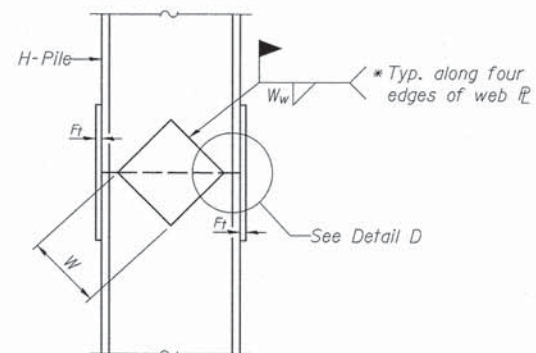
WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

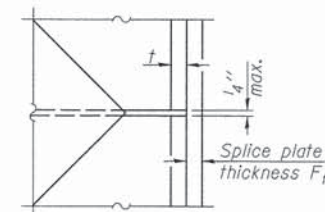


ELEVATION

PILE ENCASEMENT

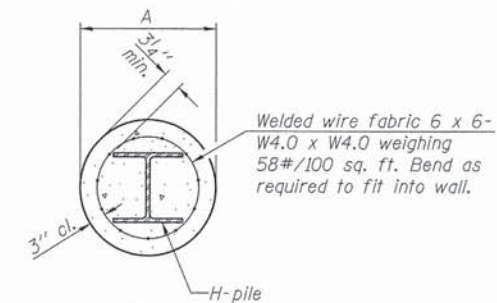


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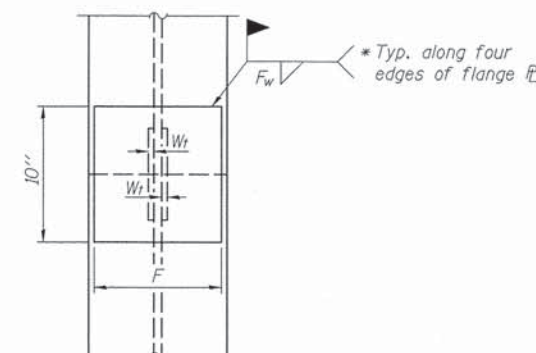
DETAIL D

WELDED PLATE FIELD SPLICE

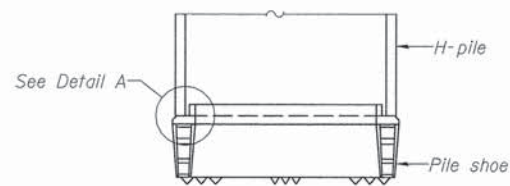


SECTION A-A

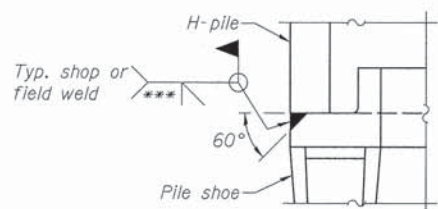
Note:  
Forms for encasement may be omitted when soil conditions permit.



END VIEW



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.



USER NAME =	DESIGNED - KO	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - MS	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (COOK COUNTY)  
HP PILE DETAILS

SHEET NO. S-5 OF S-6 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	63
			CONTRACT NO. 63866	
ILLINOIS FED. AID PROJECT				



**Illinois Department of Transportation**  
 Division of Highways  
 Applied GeoScience, Inc.

# SOIL BORING LOG

Page 1 of 1

Date 3/4/10

ROUTE \_\_\_\_\_ DESCRIPTION See Boring Location Diagram LOGGED BY MG

SECTION 13-F3000-25-BT LOCATION , SEC. , TWP. , RNG.

COUNTY Cook DRILLING METHOD \_\_\_\_\_ HAMMER TYPE \_\_\_\_\_

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M	
Station	E	L	C	O	Stream Bed Elev.	E	L	C	O	
BORING NO.	P	O	S	I	Groundwater Elev.:	P	O	S	I	
Station	T	W	Qu	T	First Encounter	H	S	Qu	T	
Offset	H	S			Upon Completion					
Ground Surface Elev. _____ ft	(ft)	(/6")	(tsf)	(%)	After _____ Hrs.	ft	(ft)	(/6")	(tsf)	(%)
Topsoil, fine sand with roots & gravel, brown					DOLOMITIC LIMESTONE, weathered with clayey shales, solid last 2', horizontal bedded, gray. poor rock Recovery = 62% RQD = 46%					
FILL- Weathered limestone pieces, brown-gray, medium dense		50								
		65								
		81								
		8								
		5								
		13								
FILL- Sandy loam with gravel & limestone pieces, brown, dense Very hard drilling										
		50								
		59		9.5						
		87								
FILL- Silty clay with sand, gravel & limestone pieces, gray-green-black, stiff		6								
		5	1.3	17.9						
		2			End of Boring					
ORGANIC CLAY, trace wood, black & dark gray, wet, very soft										
		1								
		0		67.2						
		2								
CLAYEY LOAM, with gravel & limestone pieces, gray, hard										
		17								
		19	4.8	10.0						
		25								
SILTY LOAM, with limestone pieces, gray, moist, very dense										
		12								
		34		9.9						
		34								
SILT, with gravel, gray, extremely dense Very hard drilling										
		43								
		50		9.1						
		100								

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

BBS, from 137 (Rev. 8-99)



USER NAME =	DESIGNED - BAR	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - BAR	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

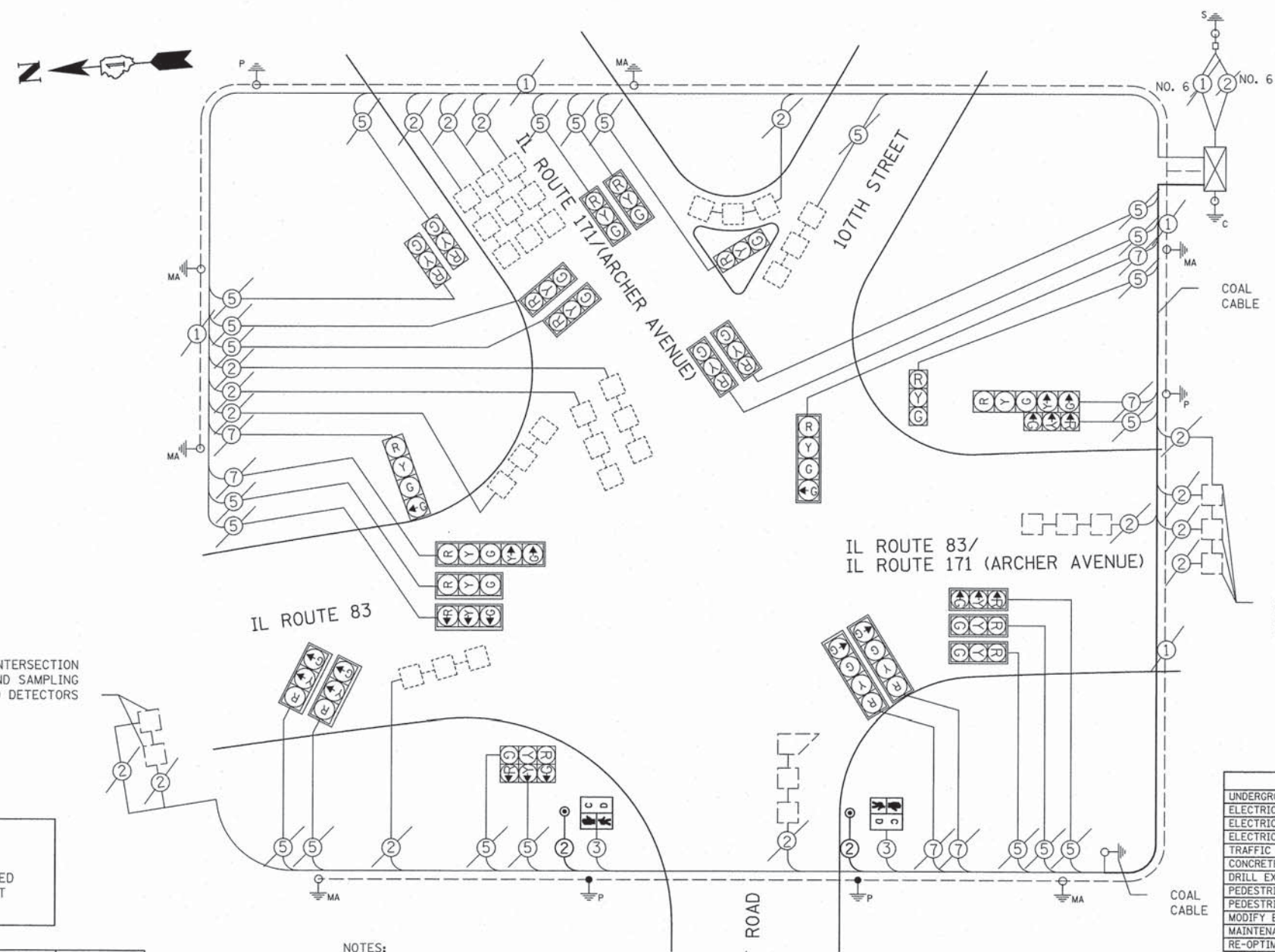
SOIL BORING

SHEET NO. S-6 OF S-6 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	64
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				







EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

EXISTING INTERSECTION AND PROPOSED SAMPLING (SYSTEM) DETECTORS

SCHEDULE OF QUANTITIES

PAY ITEM	UNITS	QNTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	61
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 2C	FOOT	624
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 3C	FOOT	638
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	80
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN PUSH-BUTTON	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

NOTE:  
EQUIPMENT GROUND CONDUCTOR (GREEN COLOR CODED) SPLICE TO FRAME AND COVER IS REQUIRED FOR ALL HANDHOLES OR DOUBLE HANDHOLES THAT CARRY SIGNAL CABLES AND SERVICE CABLES.

NOTES:  
1. ALL PEDESTRIAN SIGNAL LENSES SHALL BE L.E.D. TYPE

CABLE PLAN

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	26	135	17	0.50	221
(YELLOW)	26	135	25	0.25	162.5
(GREEN)	26	135	15	0.25	97.5
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	2	90	25	1.00	50.0
CONTROLLER	1	100	100	1.00	100

ENERGY COSTS TO: TOTAL = 640.6  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAY/DISTRICT 1  
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096  
ENERGY SUPPLY CONTACT: DOLORES KREMNITZER  
PHONE: (815) 724-5716  
COMPANY: COM ED

FILE NAME: D:\P\Highways\25368779\_Cal-Sag Trail West\Forest Preserve District of Cook County\Signal\22\_CablePlan.dwg



USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -
PLT SCALE = 28.0000 "/ IN.	DRAWN - KLM	REVISED -
PLT DATE = 1/24/2014 5:47:00 PM	CHECKED - DDL	REVISED -
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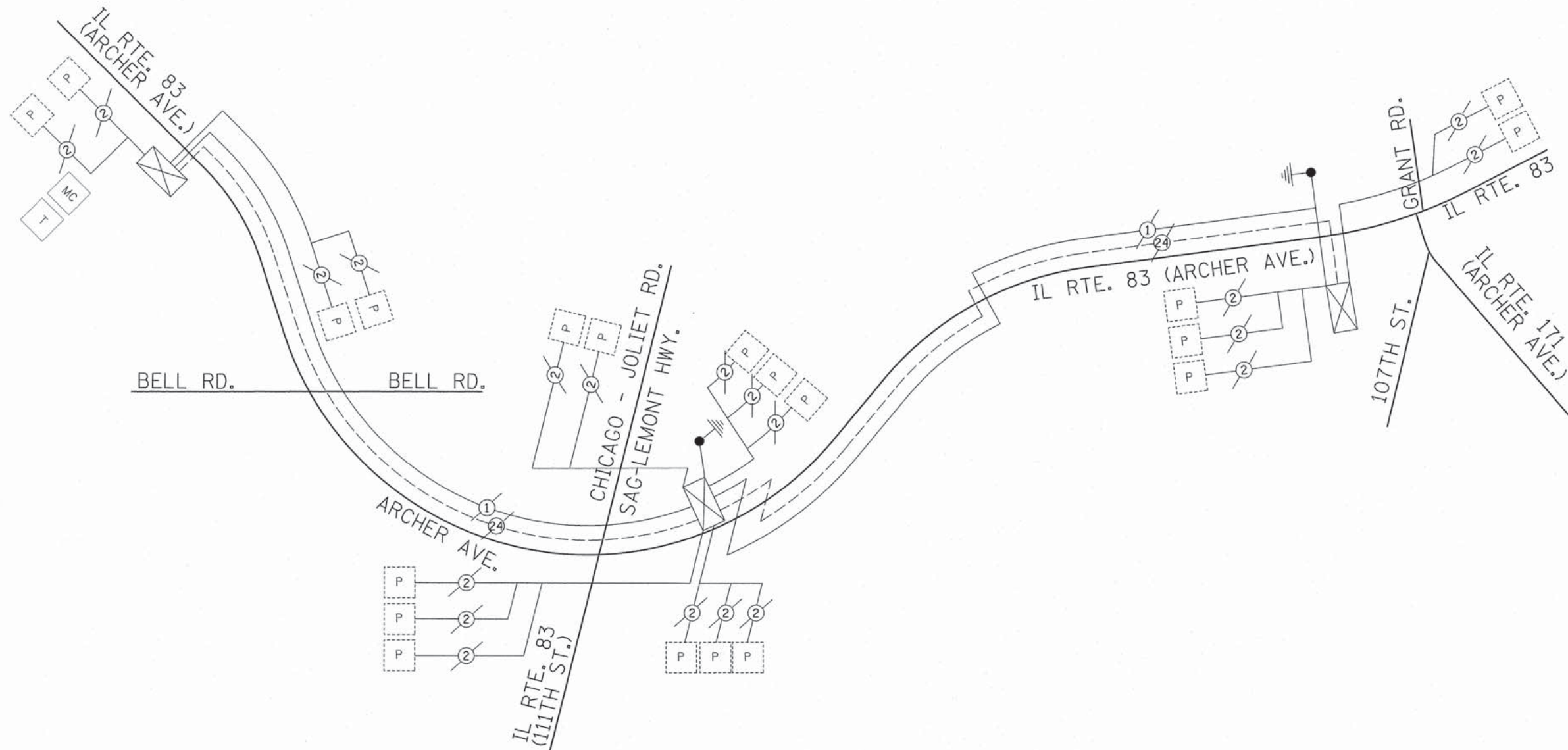
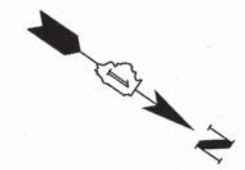
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
TRAFFIC SIGNAL MODIFICATION PLAN  
SCALE: NTS = ++ SHEET NO. 2 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	66
CONTRACT NO. 63866			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT	



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



NOTE:  
1. FIBER INTERCONNECT BETWEEN 11TH AND 107TH STREET WAS REPLACED WITH RADIO INTERCONNECT (WI-FI)

FILE NAME = D:\P\eloh\heights\_25388779\_Cal-Sag Trail\11thSt2\Roadway\CookCounty\Sig\015\Signal-83-GrantRd&IL83-interconnect.sch.dgn



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	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
INTERCONNECT SCHEMATIC (GRANT RD & IL 83)

SCALE: N.T.S. ft TO STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	68
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

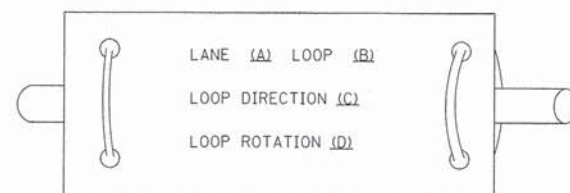




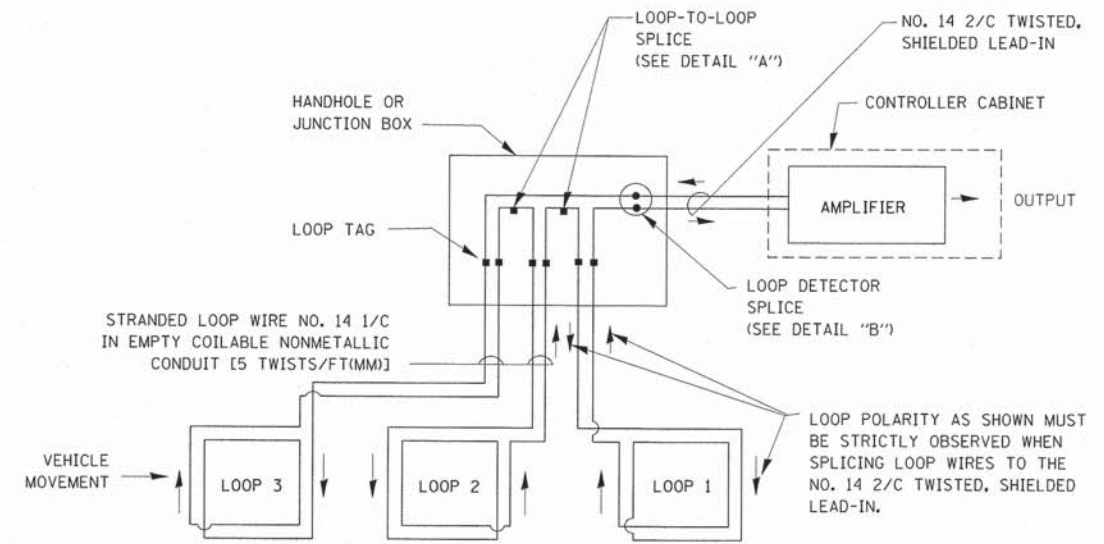
## LOOP DETECTOR NOTES

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

### LOOP LEAD-IN CABLE TAG

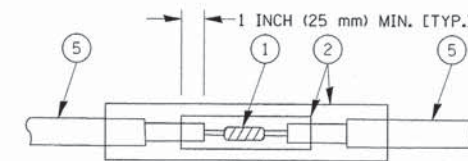


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

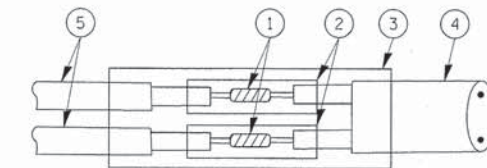


### DETECTOR LOOP WIRING SCHEMATIC

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

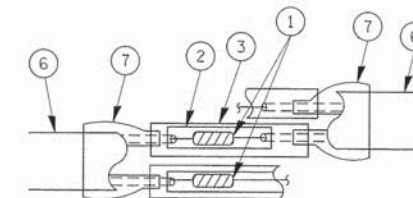


DETAIL "A"  
LOOP-TO-LOOP SPLICE

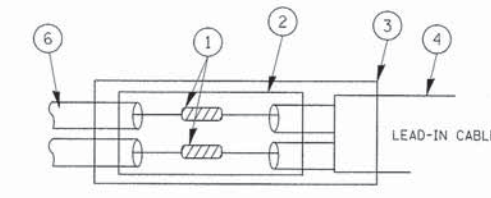


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

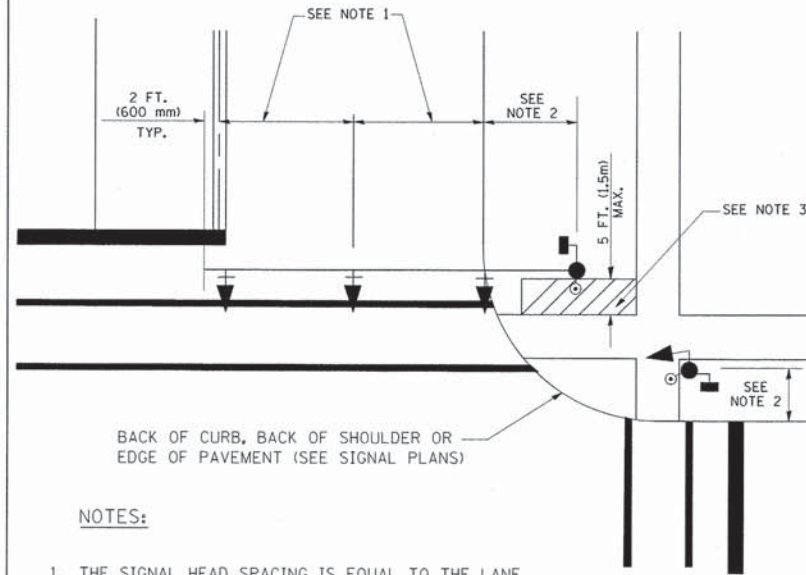
### LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = bauerdl	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
01\pk_work\PIWIDOT\BAUERDL\0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	13-F3000-25-BT	COOK	171	71	
		CHECKED - DAD	REVISED -						TS-05				
		DATE - 10-28-09	REVISED -						FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				CONTRACT NO. 63866

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

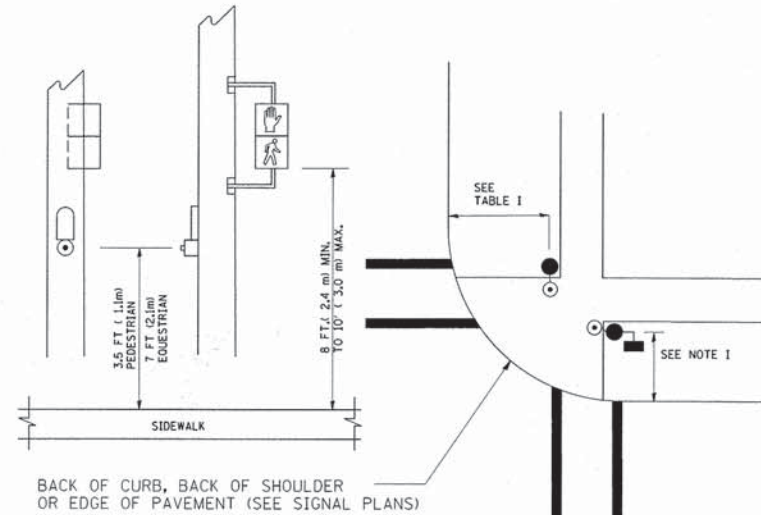
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

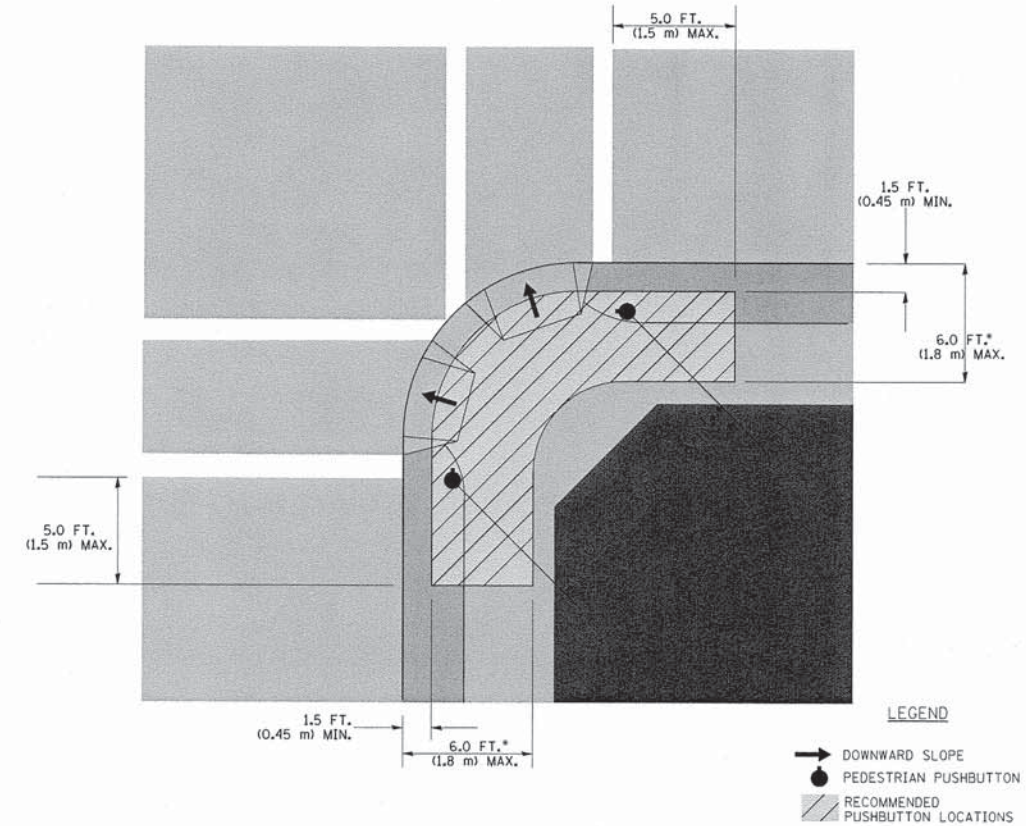
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

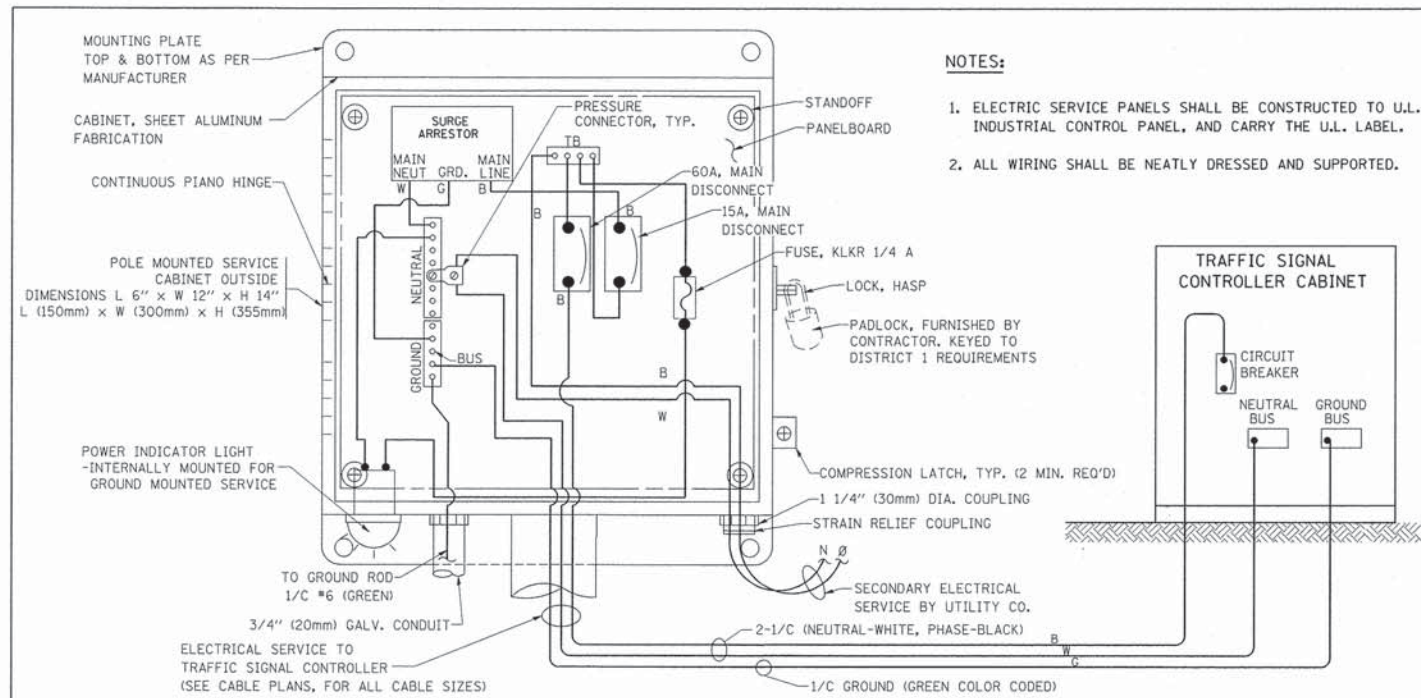
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

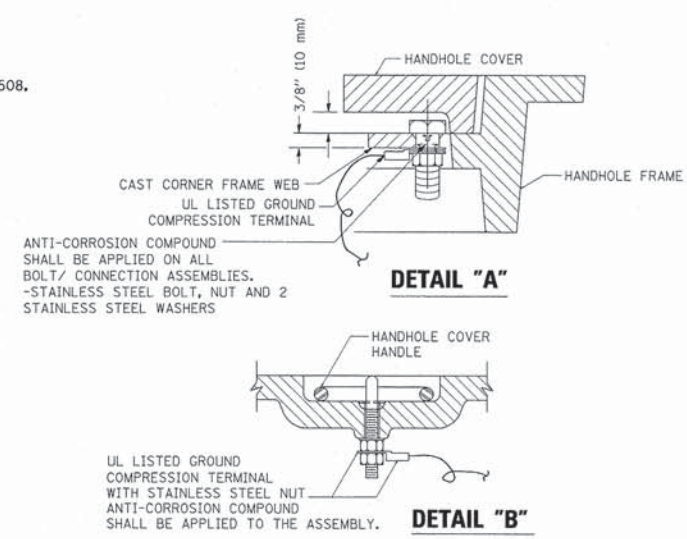
**NOTES:**

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



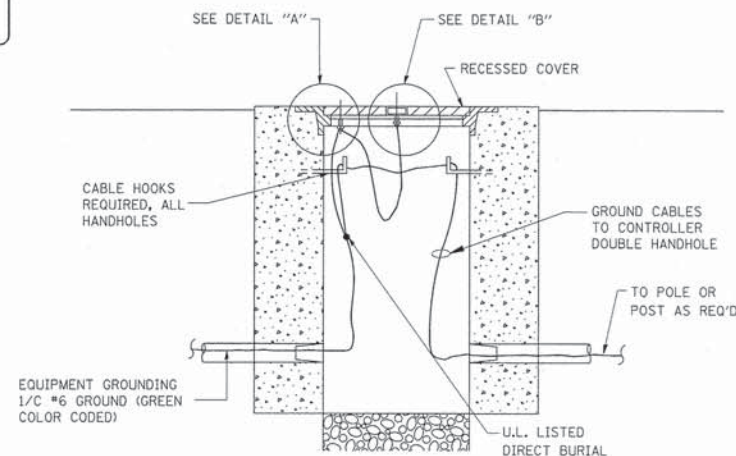


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
  2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

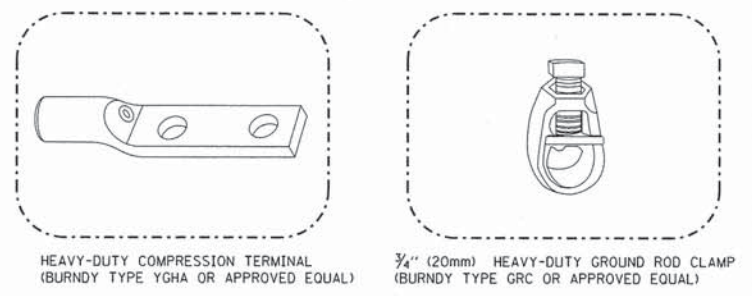


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
  2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
  3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
  4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

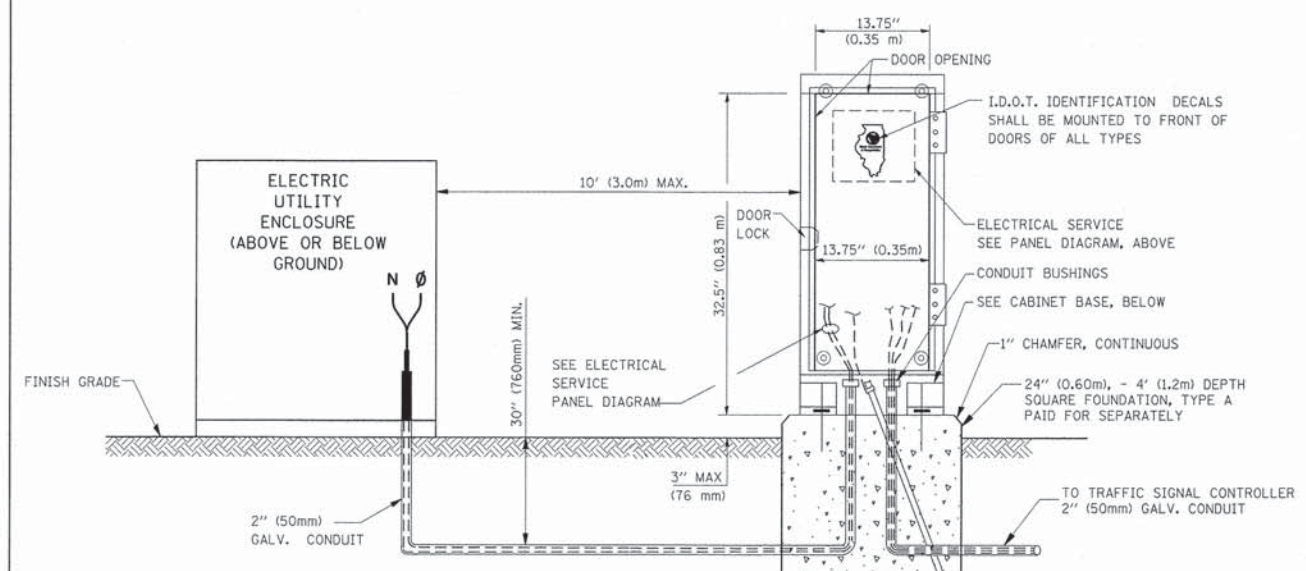
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)**



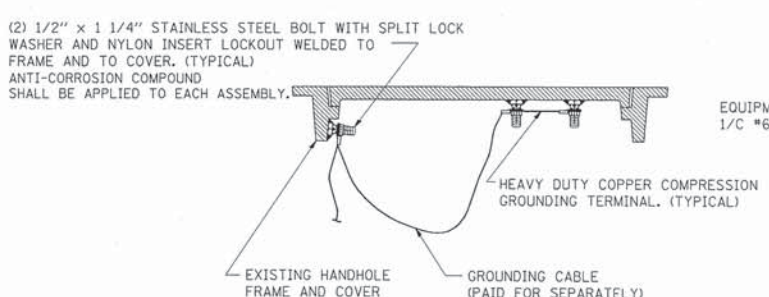
**HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)**



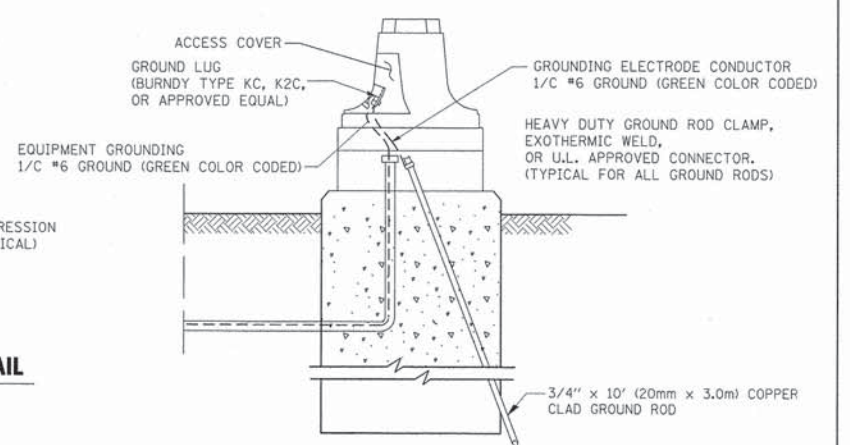
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



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

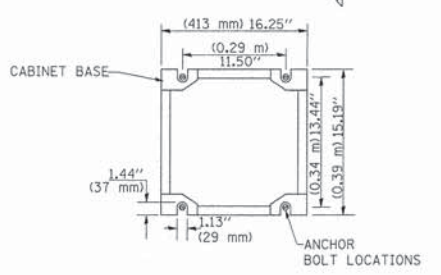


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)**



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

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



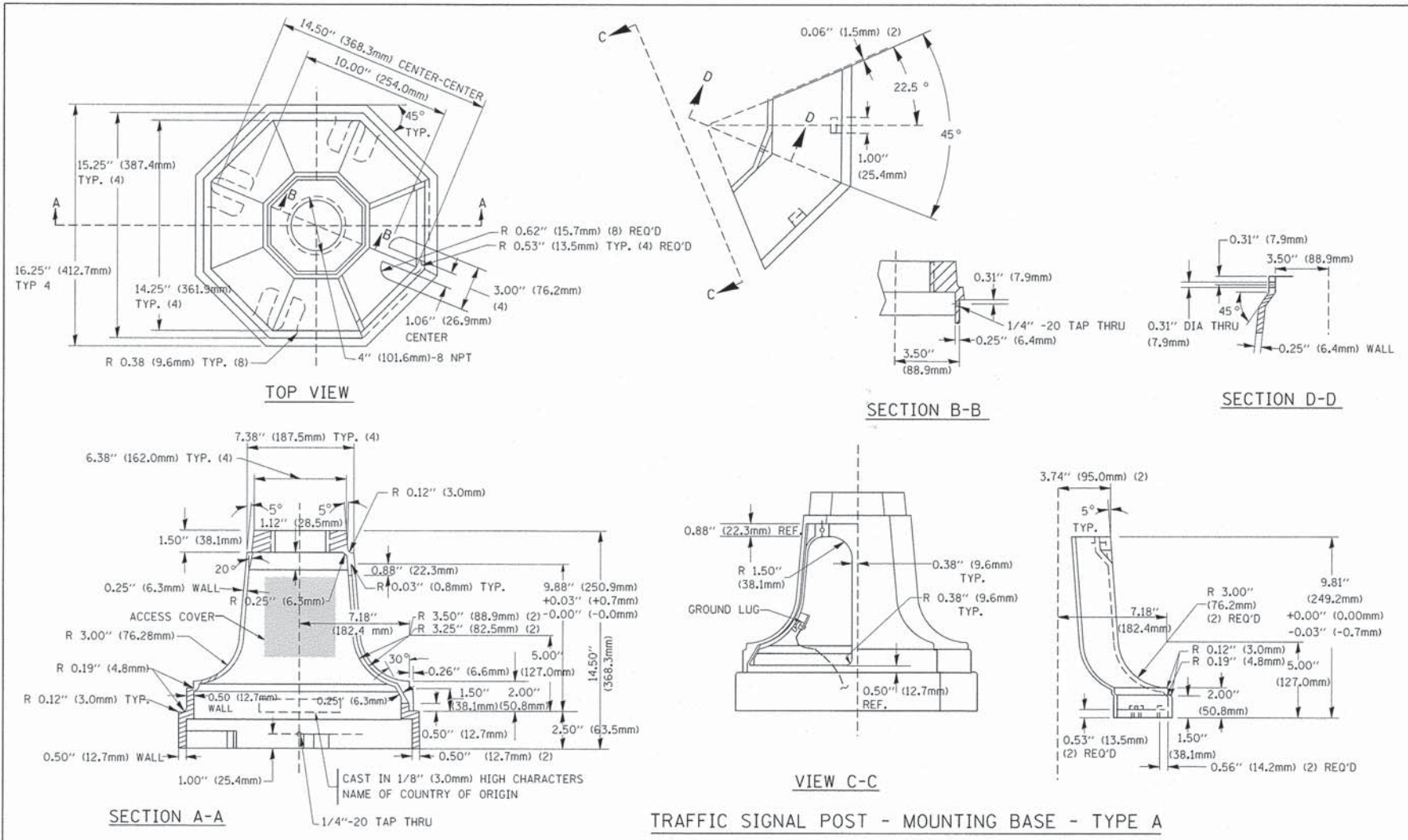
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		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

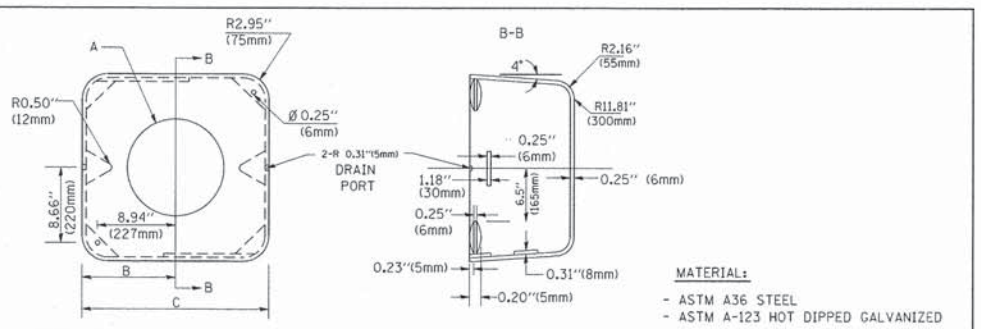
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 3 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	73
	TS-05	CONTRACT NO. 63866		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



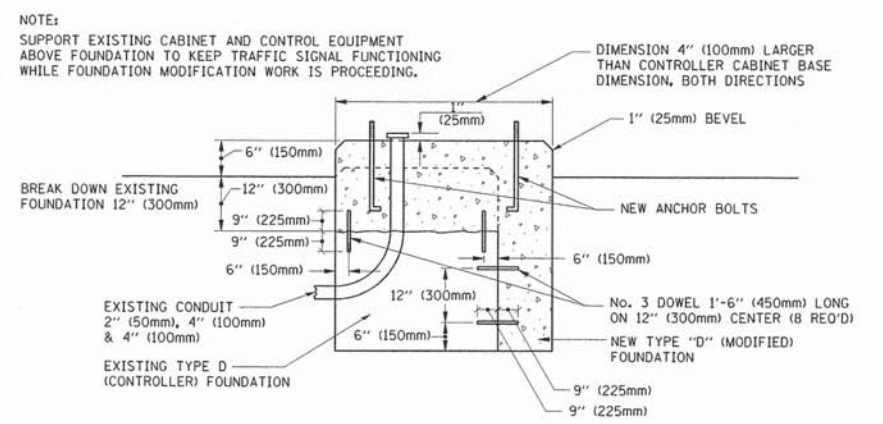
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



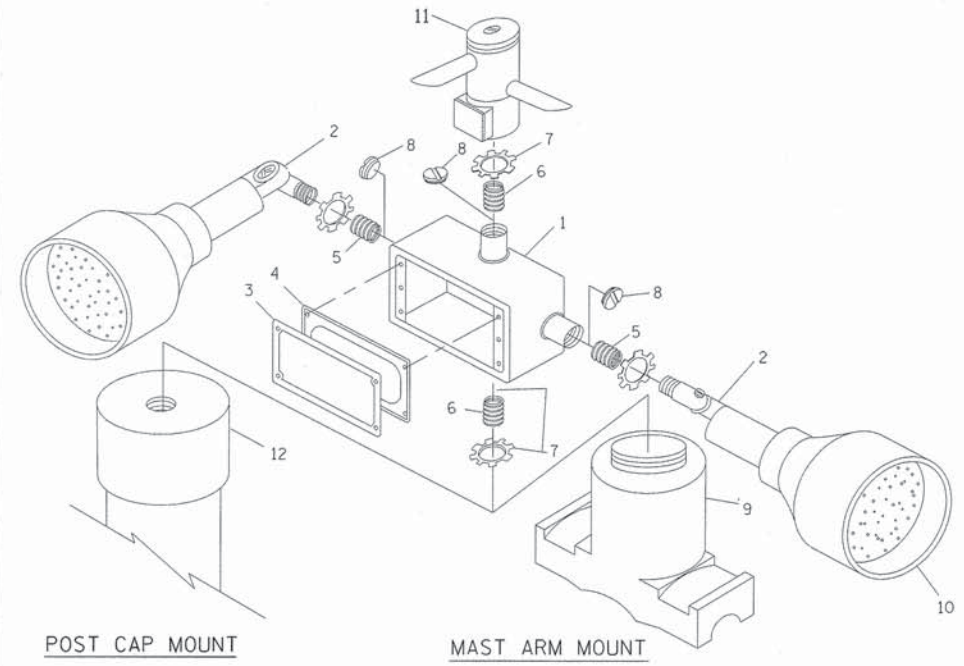
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126 lbs (57 kg)

SHROUD

- NOTES:
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



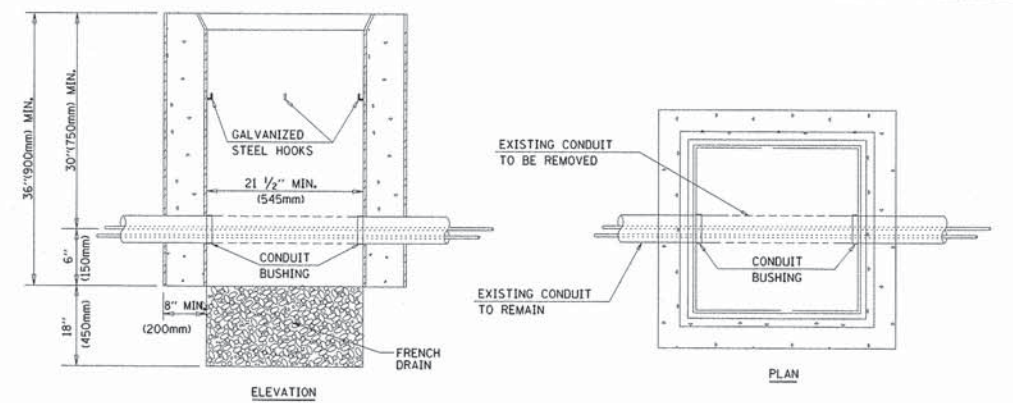
MODIFY EXISTING TYPE "D" FOUNDATION



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

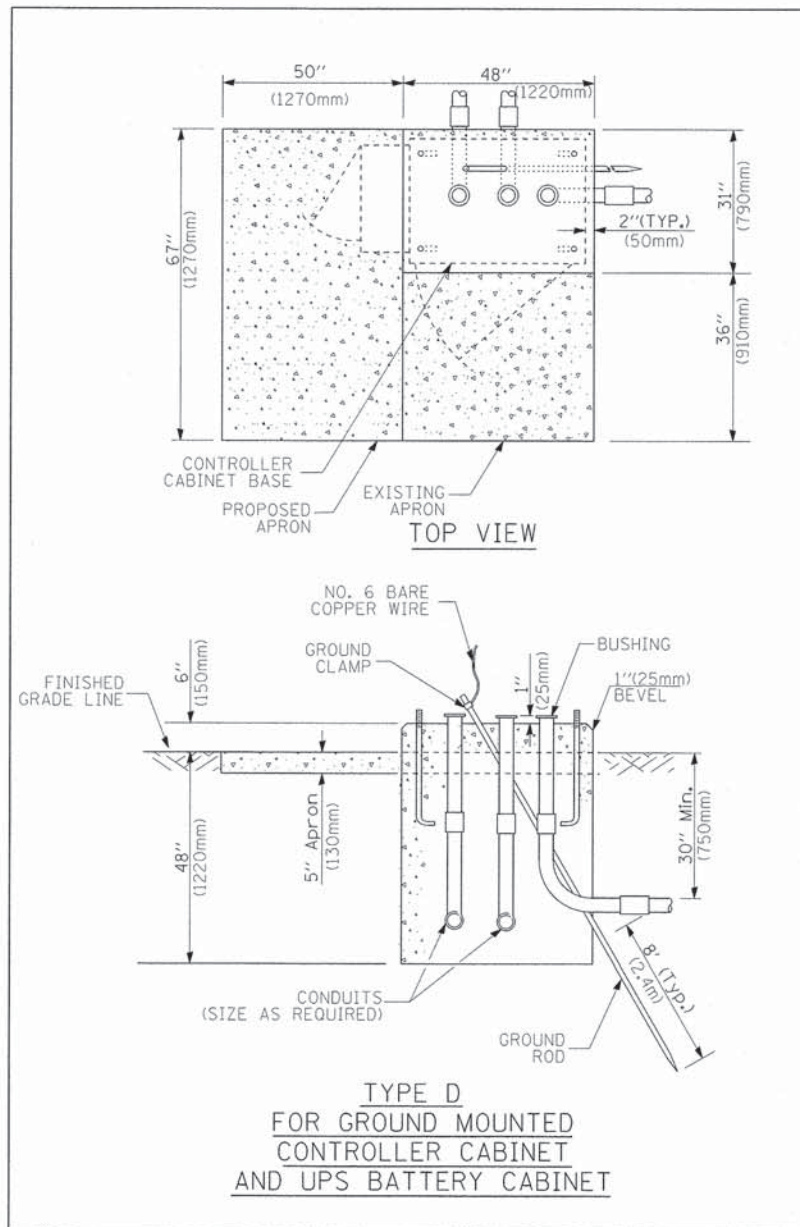
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	1/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

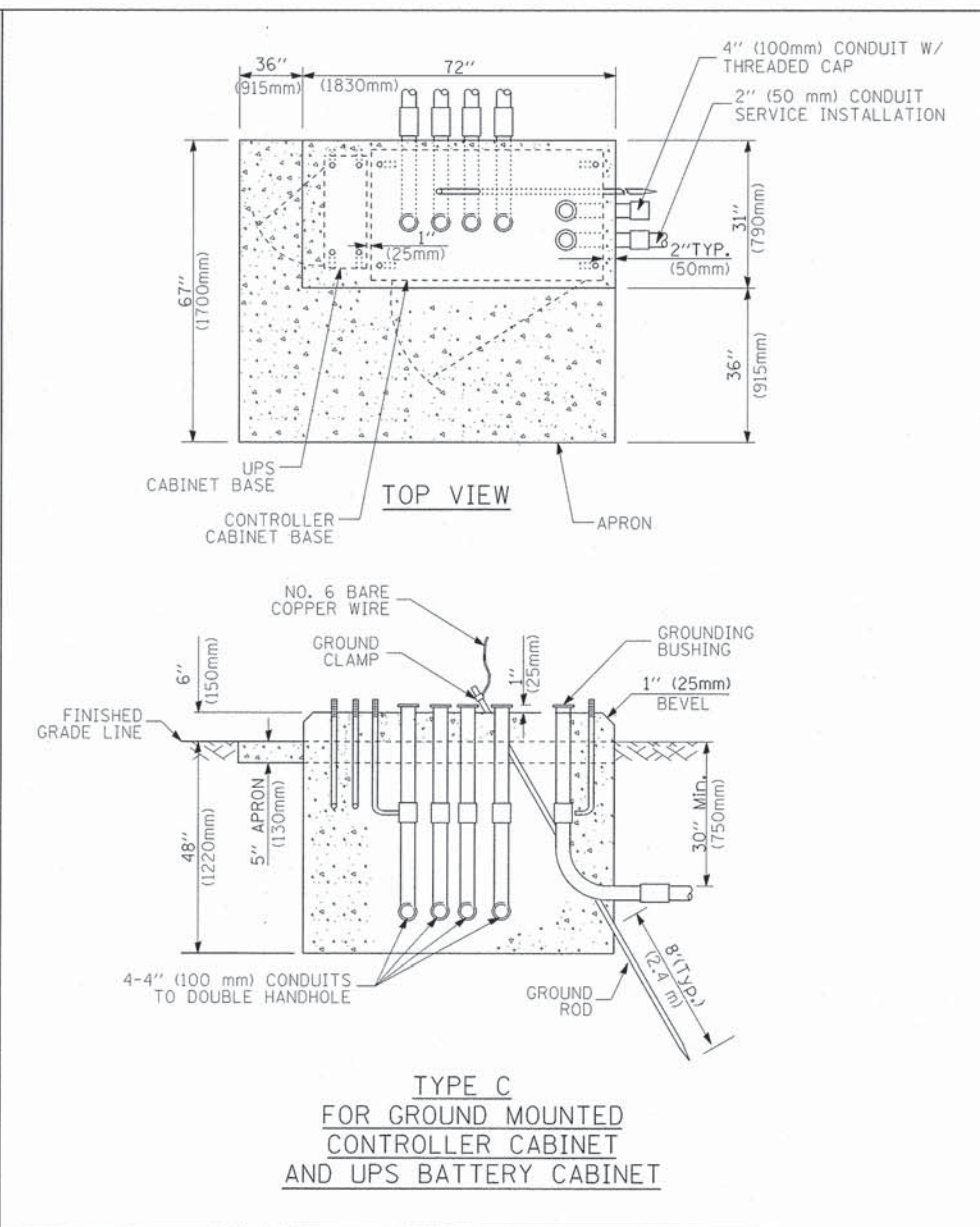


- NOTES:
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

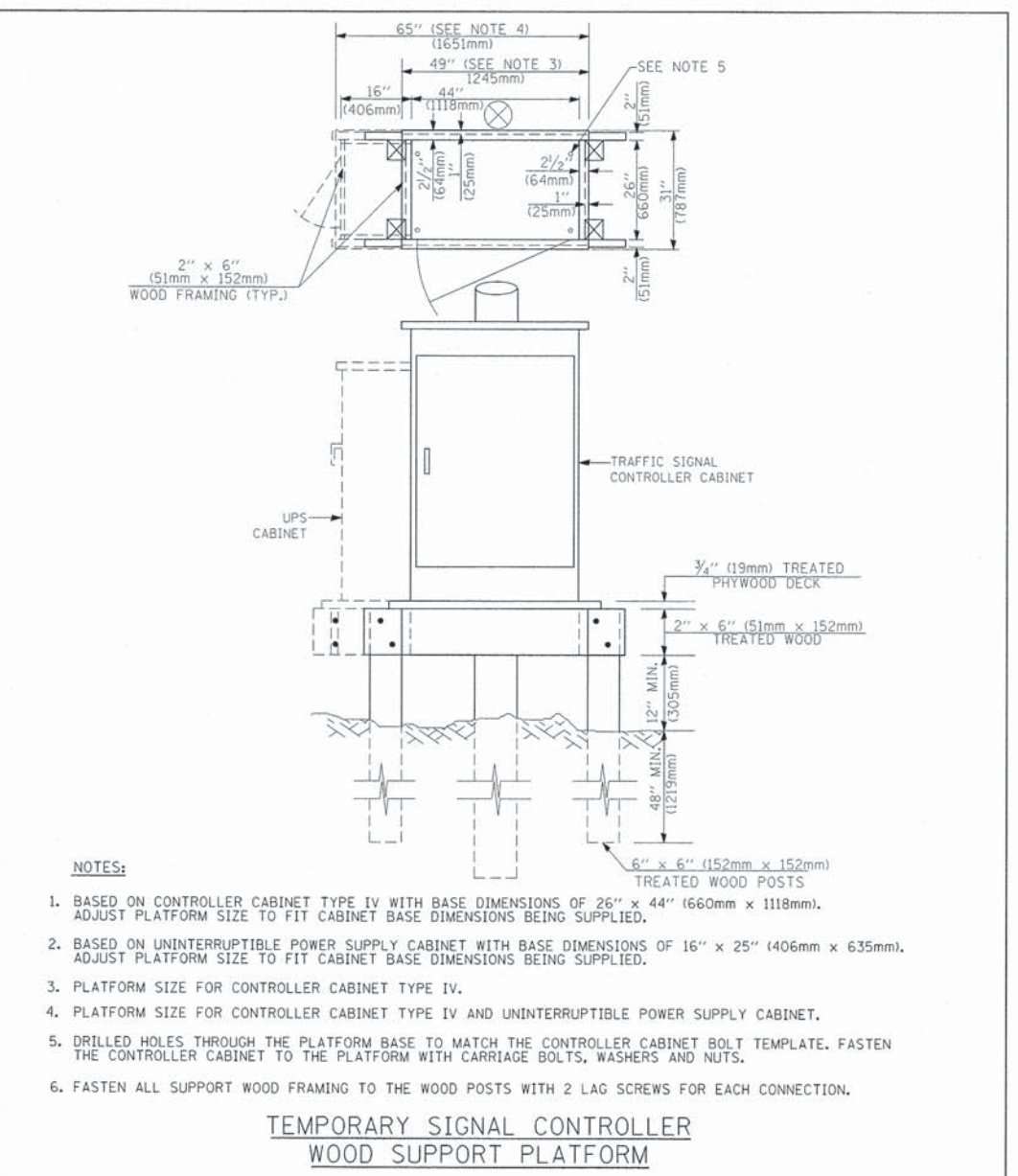
HANDHOLE TO INTERCEPT EXISTING CONDUIT



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



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



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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

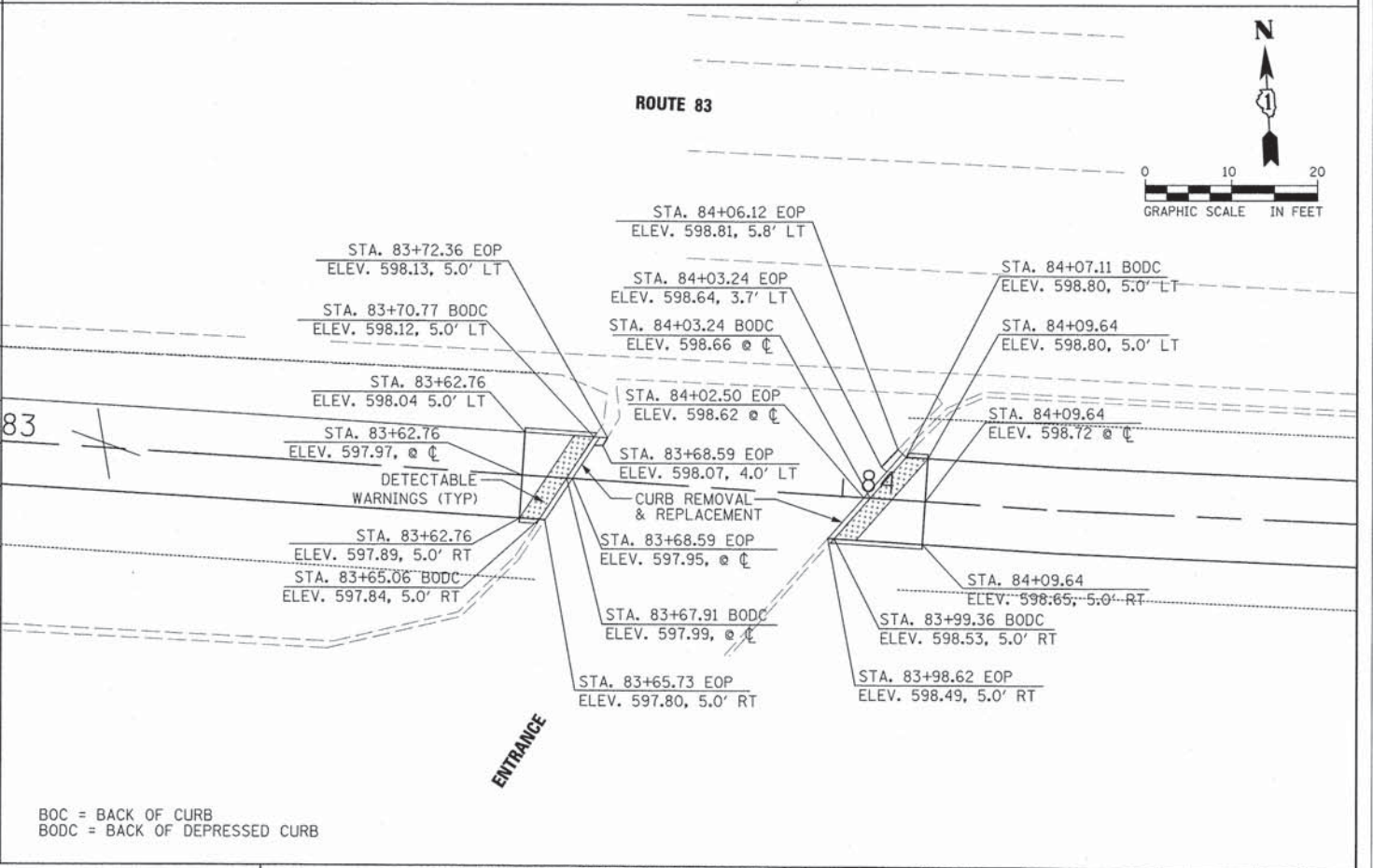
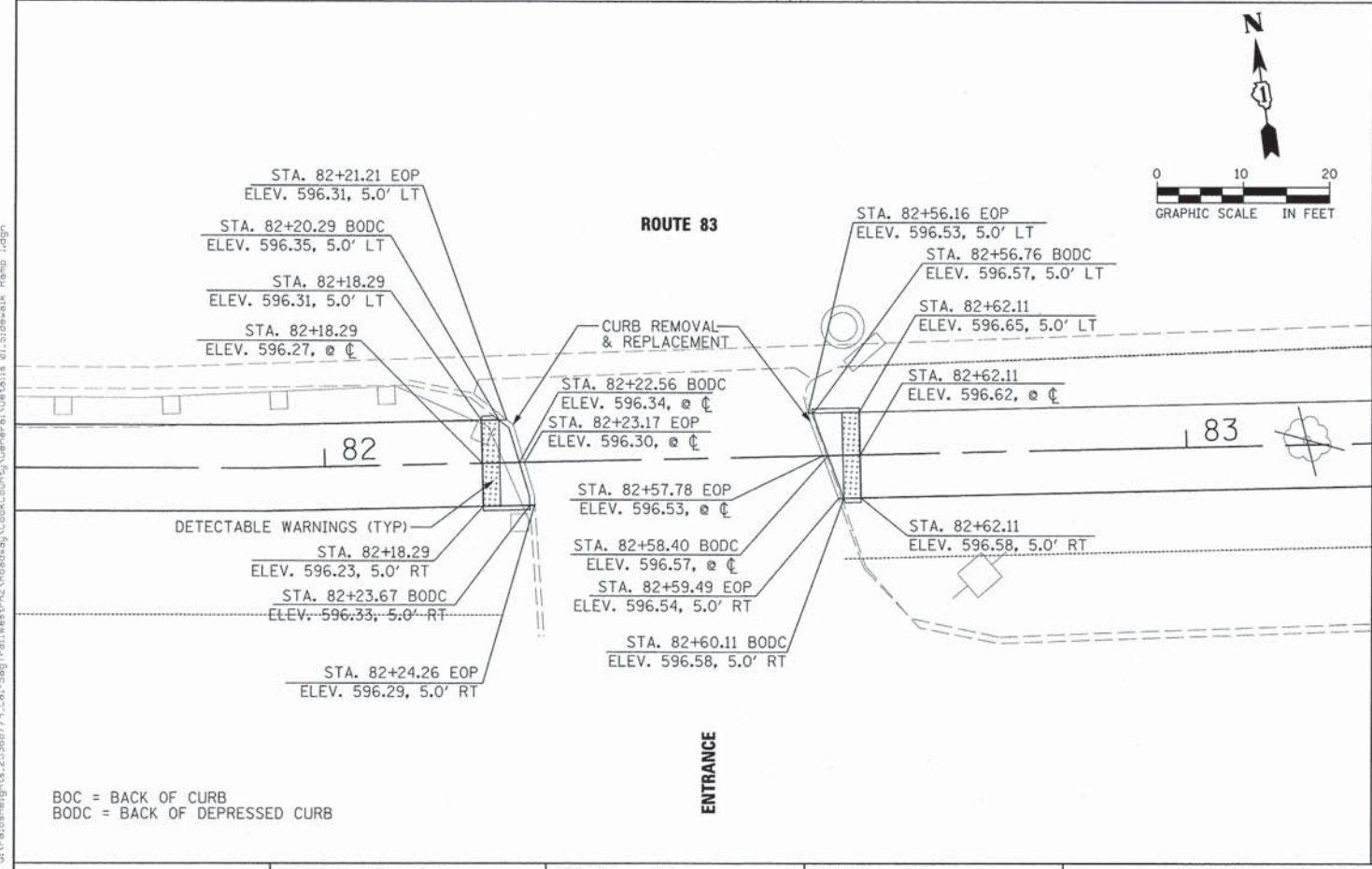
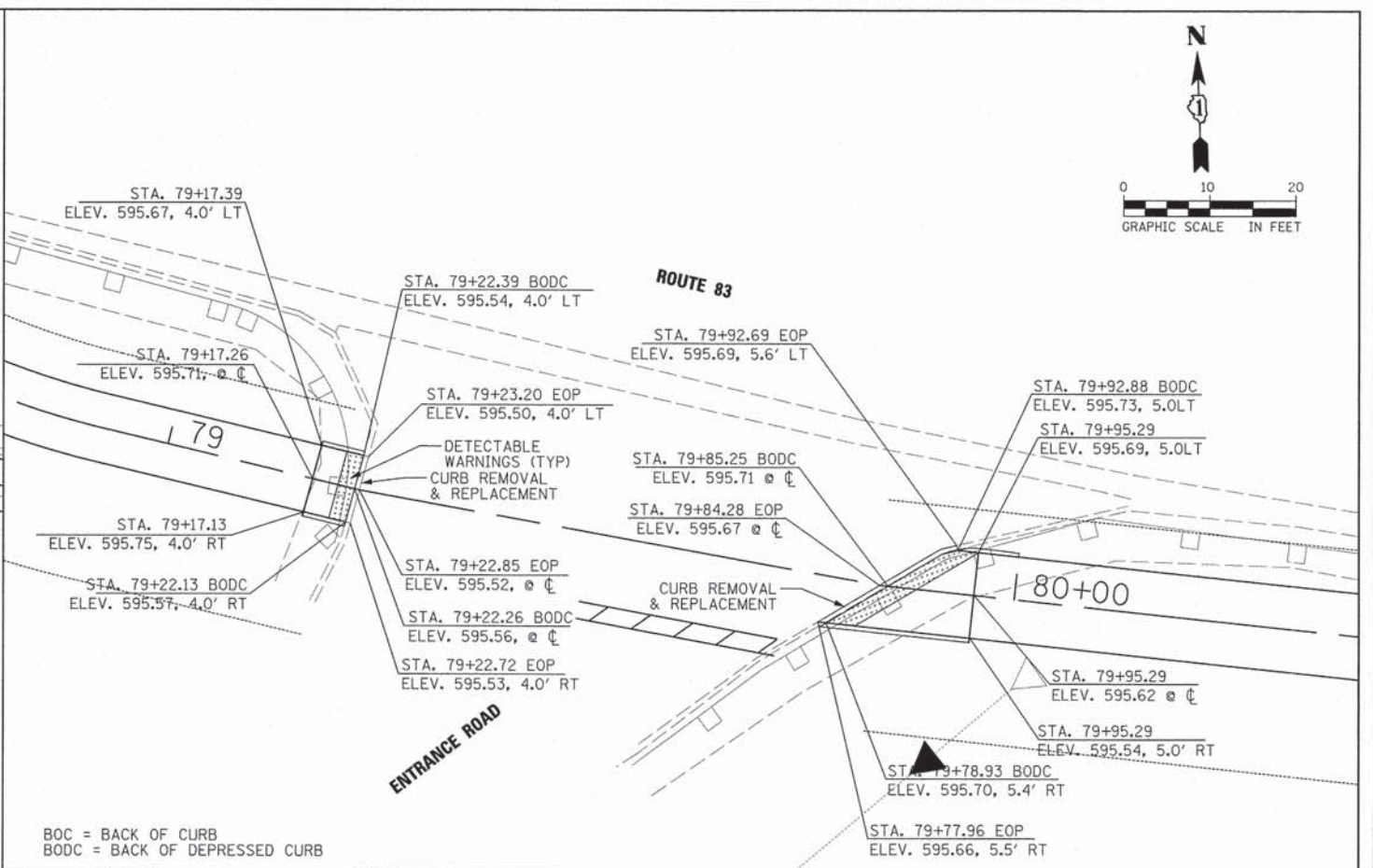
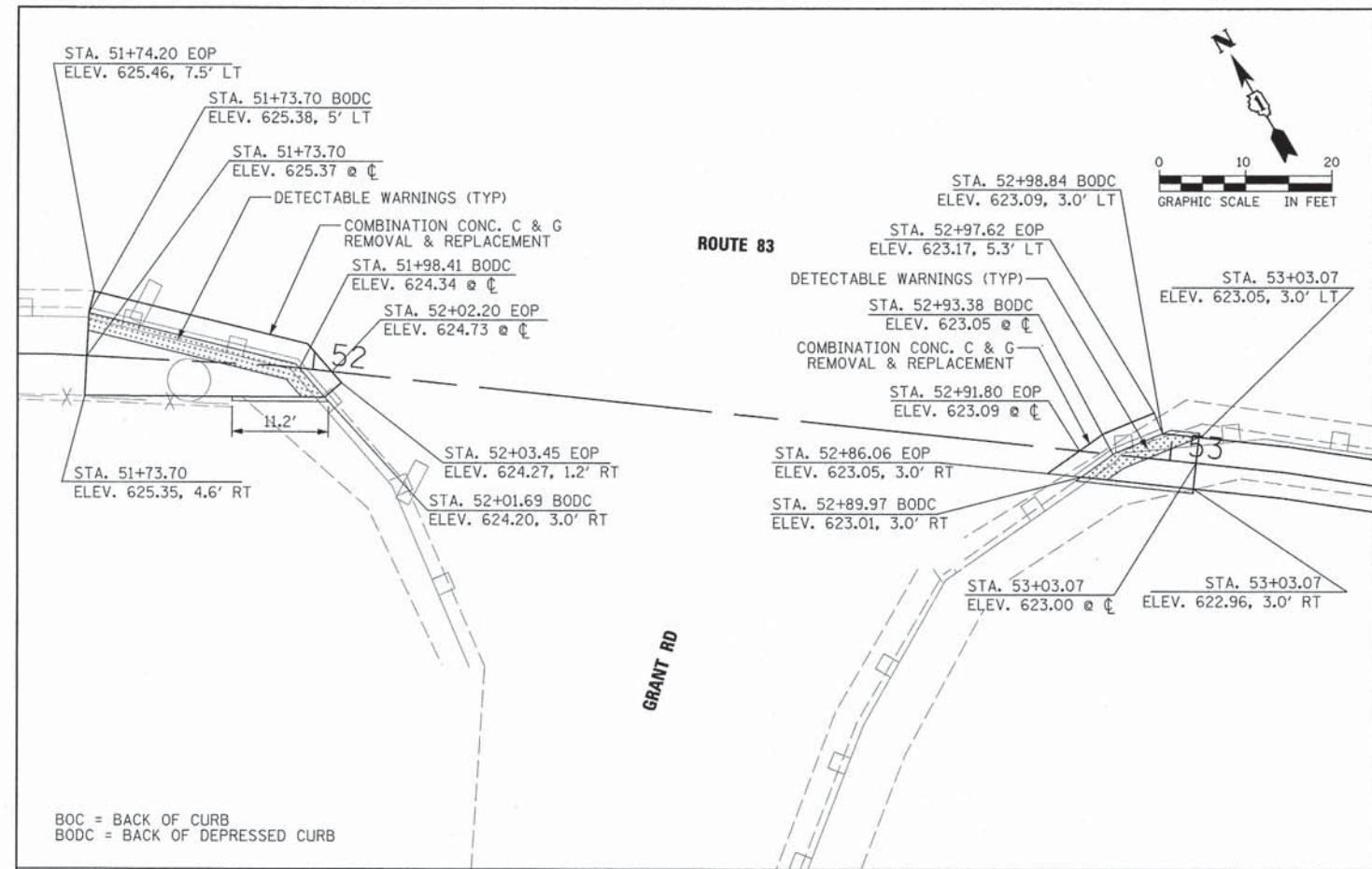
**DEPTH OF FOUNDATION**

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

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

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





BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB

BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB

BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB

BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB

FILE NAME = G:\Pajosa\Highways\25368779\_Cal-Sag\Tran\West\Roadway\CookCounty\General\Details\81\_Sidewalk\_Ramp\_Ldgn



USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -
PLOT SCALE = 9.8135' / 1" IN.	DRAWN - KLM	REVISED -
PLOT DATE = 10/24/2013 8:34:25 PM	CHECKED - DDL	REVISED -
	DATE - 10/25/2013	REVISED -

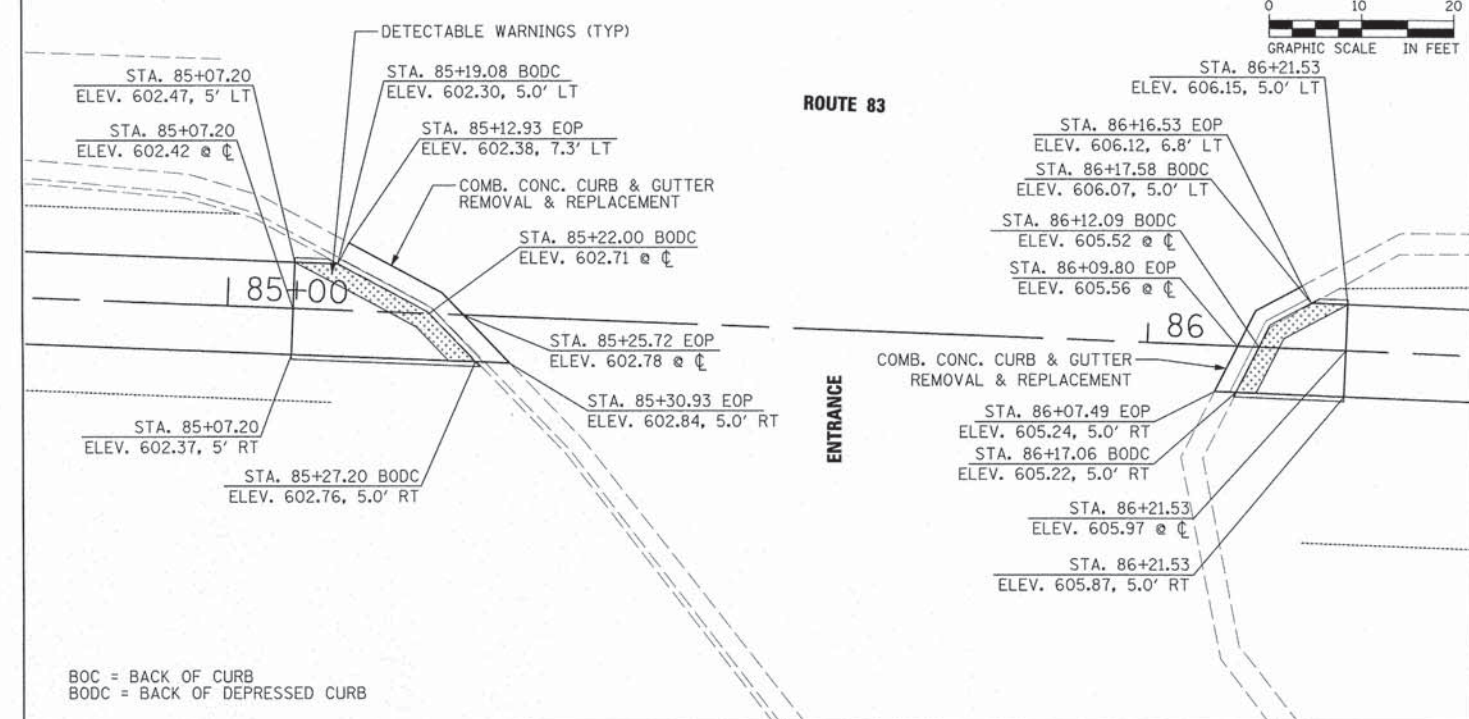
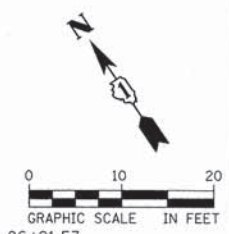
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
SIDEWALK / ADA RAMP GRADING DETAILS**

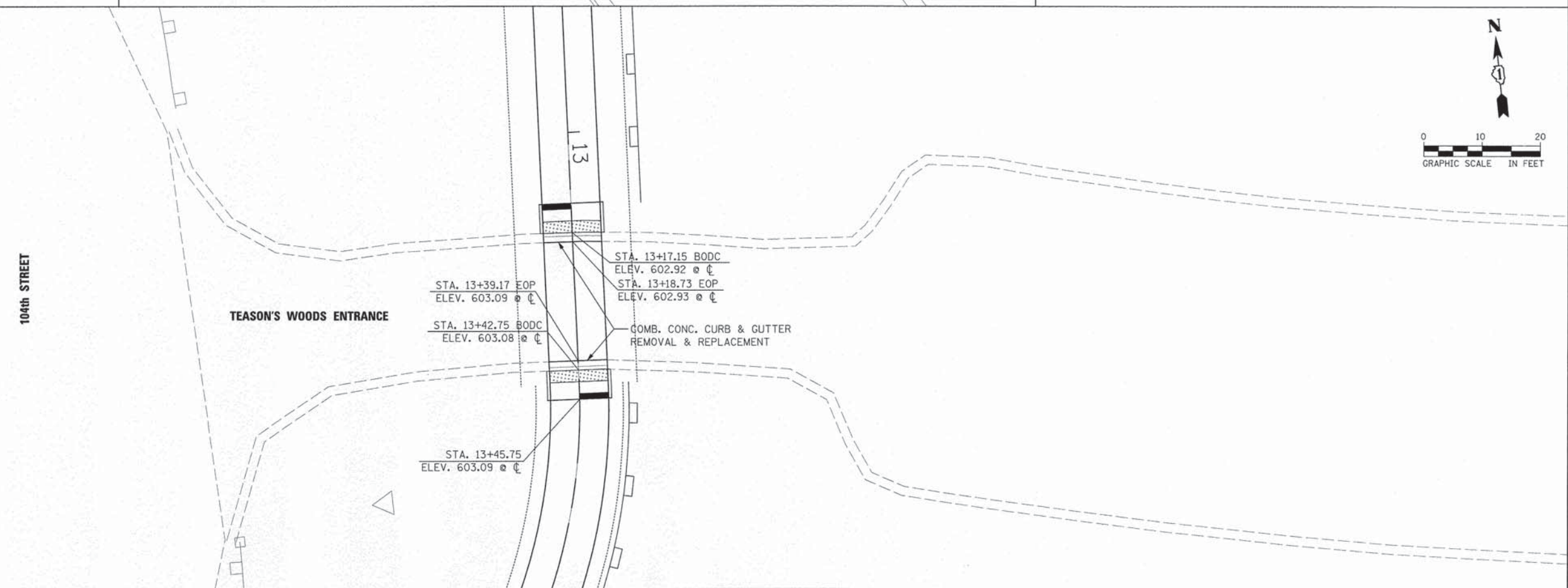
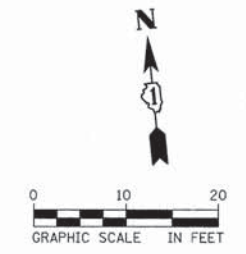
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	77
CONTRACT NO. 63866				

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.P.D. ROAD DIST. NO. 1 ILLINOIS F.P.D. AID PROJECT



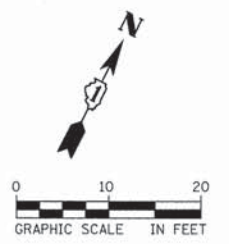
BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB



BOC = BACK OF CURB  
BODC = BACK OF DEPRESSED CURB

FILE NAME = D:\Projects\Highways\25368774\_Cal-Sag\Drawings\Roadway\CookCounty\General\Details 02\_Sidewalk Ramp 2.dgn

<b>URS</b>	USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) SIDEWALK /ADA RAMP GRADING DETAILS</b>	F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 9/8135' / IN.	CHECKED - DDL	REVISED -			13-F3000-25-BT	COOK	171	78	
	PLOT DATE = 10/24/2013 8:33:50 PM	DATE - 10/25/2013	REVISED -			CONTRACT NO. 63866				
SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



STA. 6+41.96  
 ELEV. 595.27 @ C  
 STA. 6+46.36  
 ELEV. 595.17, 5' RT  
 STA. 6+53.05 BODC  
 ELEV. 595.45 @ C  
 STA. 6+57.31 BODC  
 ELEV. 595.46, 5.0' RT  
 STA. 6+41.96  
 ELEV. 595.37, 5' LT  
 STA. 6+46.21 BODC  
 ELEV. 595.37, 5' LT  
 STA. 6+47.53 EOP  
 ELEV. 595.45, 5' LT  
 STA. 6+57.31 EOP  
 ELEV. 595.52 @ C  
 COMBINATION CURB & GUTTER  
 REMOVAL & REPLACEMENT  
 STA. 6+57.31 EOP  
 ELEV. 595.54, 5.0' RT

STA. 7+36.24 EOP  
 (MEET EXISTING) @ C  
 STA. 7+35.08 EOP  
 (MEET EXISTING) 5' RT  
 STA. 7+37.40 EOP  
 (MEET EXISTING) 5' LT  
 STA. 7+61.90 EOP  
 (MEET EXISTING) 5' LT  
 STA. 7+69.24 EOP  
 (MEET EXISTING) @ C  
 STA. 7+46.27 EOP  
 (MEET EXISTING) 6.9' RT  
 STA. 7+76.60 EOP  
 (MEET EXISTING) 5' RT

DETECTABLE WARNINGS (TYP)  
 STA. 8+55.36 EOP  
 ELEV. 596.76 @ C  
 STA. 8+60.57 EOP  
 ELEV. 596.60, 5' LT  
 STA. 8+66.50 EOP  
 ELEV. 596.69, 5' LT  
 STA. 8+66.50  
 ELEV. 596.93 @ C  
 STA. 8+50.15 EOP  
 ELEV. 596.93, 5' RT  
 STA. 8+66.50  
 ELEV. 597.18, 5' RT

104TH STREET

ROUTE 83

ONLY

BOC = BACK OF CURB  
 BODC = BACK OF DEPRESSED CURB

FILE NAME = G:\PalosHeights\25368779.dwg - Sag Trail West Ph2 Roadway, Cook County, Viterbi at Details 83, Sidewalk Ramp, 3.dgn



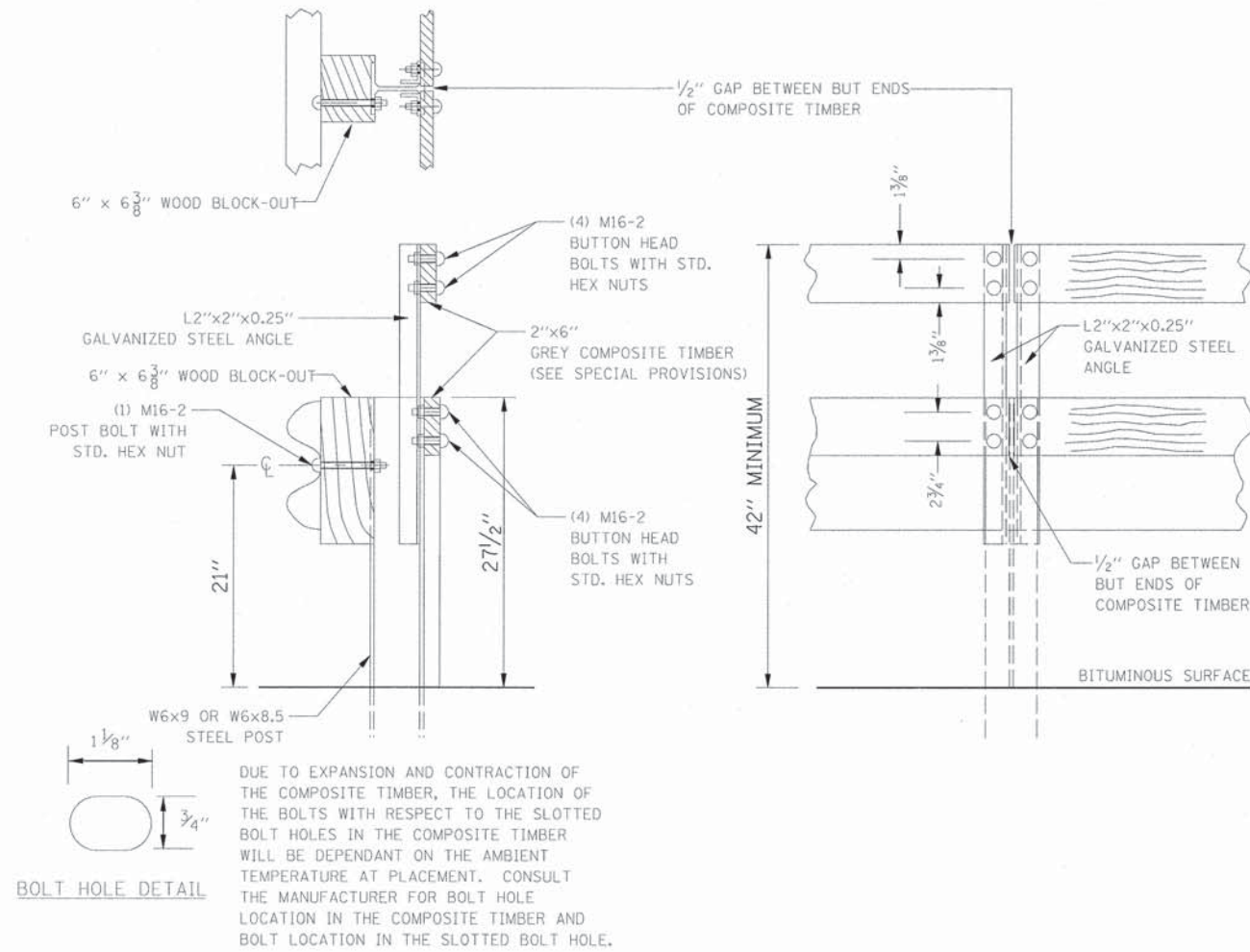
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

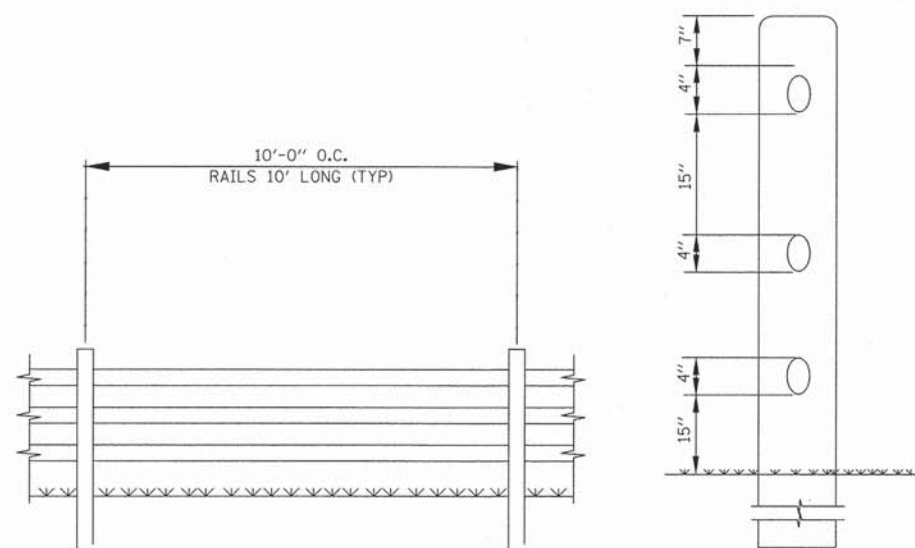
CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 SIDEWALK /ADA RAMP GRADING DETAILS

SCALE: = ++ SHEET NO. OF SHEETS STA. TO STA.

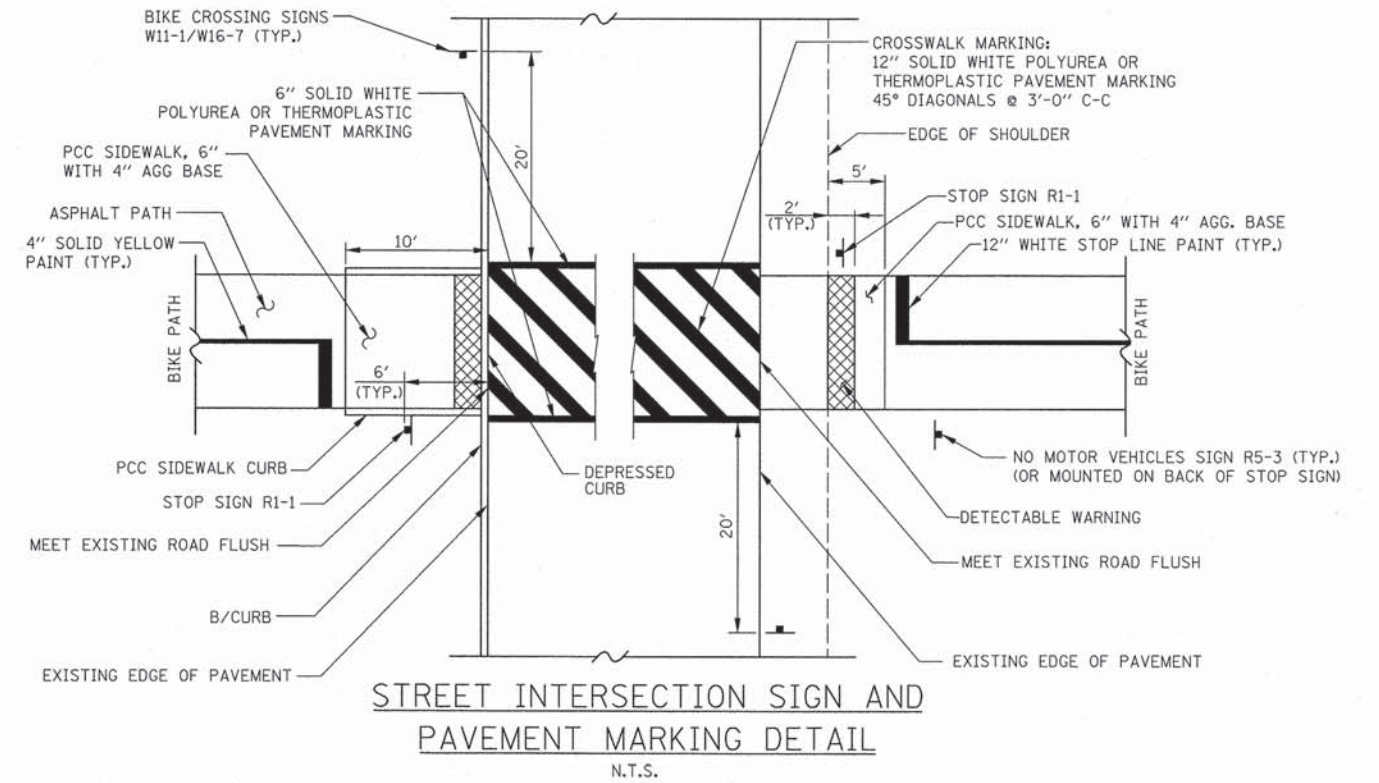
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



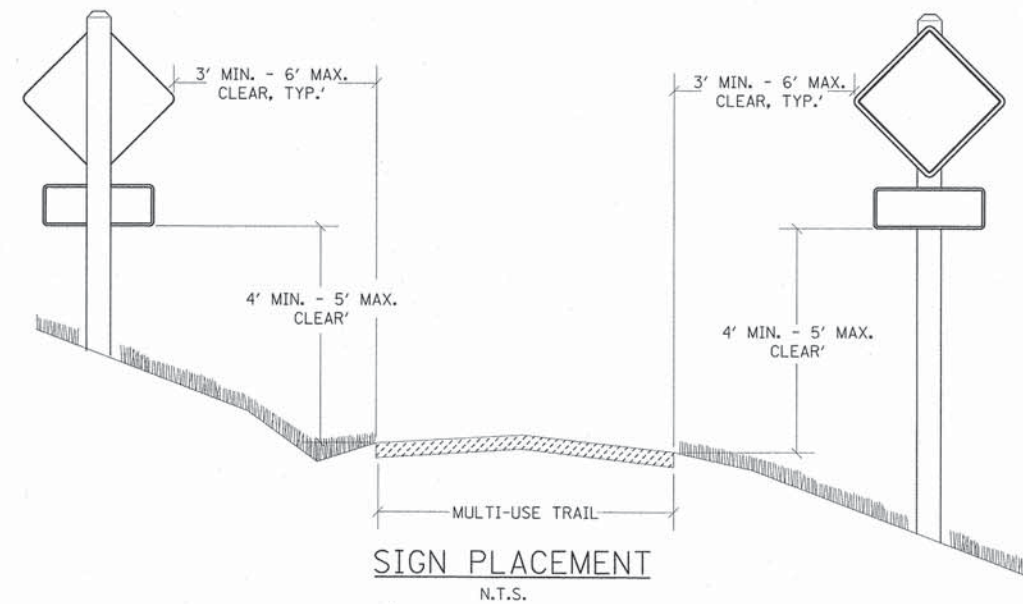
**RUB RAIL DETAIL  
BIKE PATH GUARDRAIL ADJUSTMENT**  
N.T.S.



**RUSTIC RAIL FENCE DETAIL**



**STREET INTERSECTION SIGN AND  
PAVEMENT MARKING DETAIL**  
N.T.S.



**SIGN PLACEMENT**  
N.T.S.

FILE NAME = D:\Pavement\Highways\2013\8779\_Cal\_Sag\Trail\West\2\Roadway\CookCounty\General\Details\04\_Miscellaneous\_Details\ldgn



USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -
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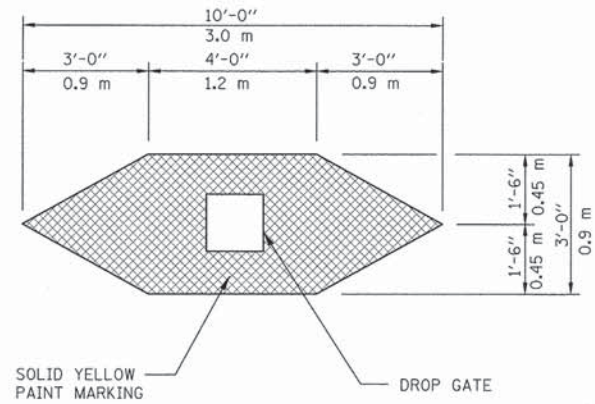
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
MISCELLANEOUS DETAILS**

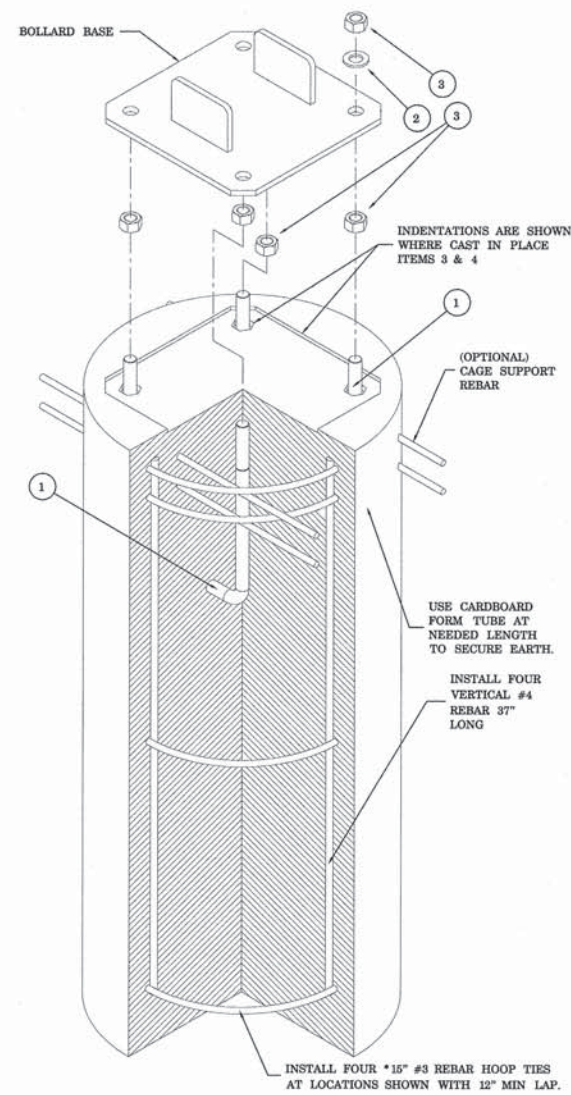
SCALE: = FT SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

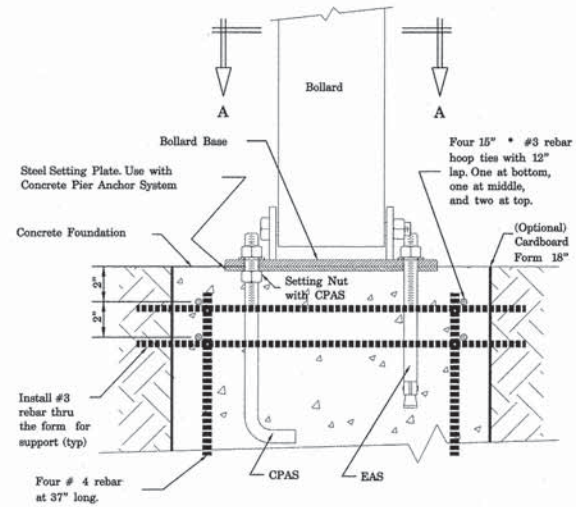




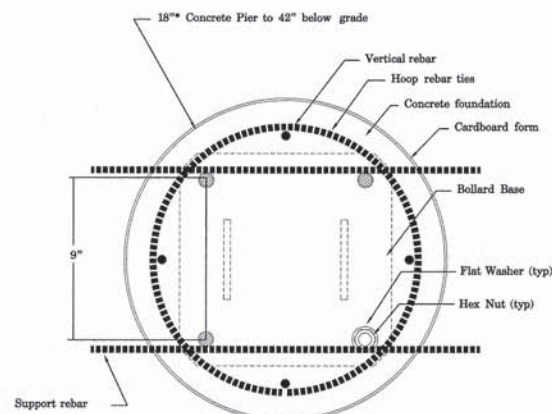
**DROP GATE MARKING DETAIL**  
N.T.S.



**CONCRETE PIER ANCHOR SYSTEM (CPAS)**

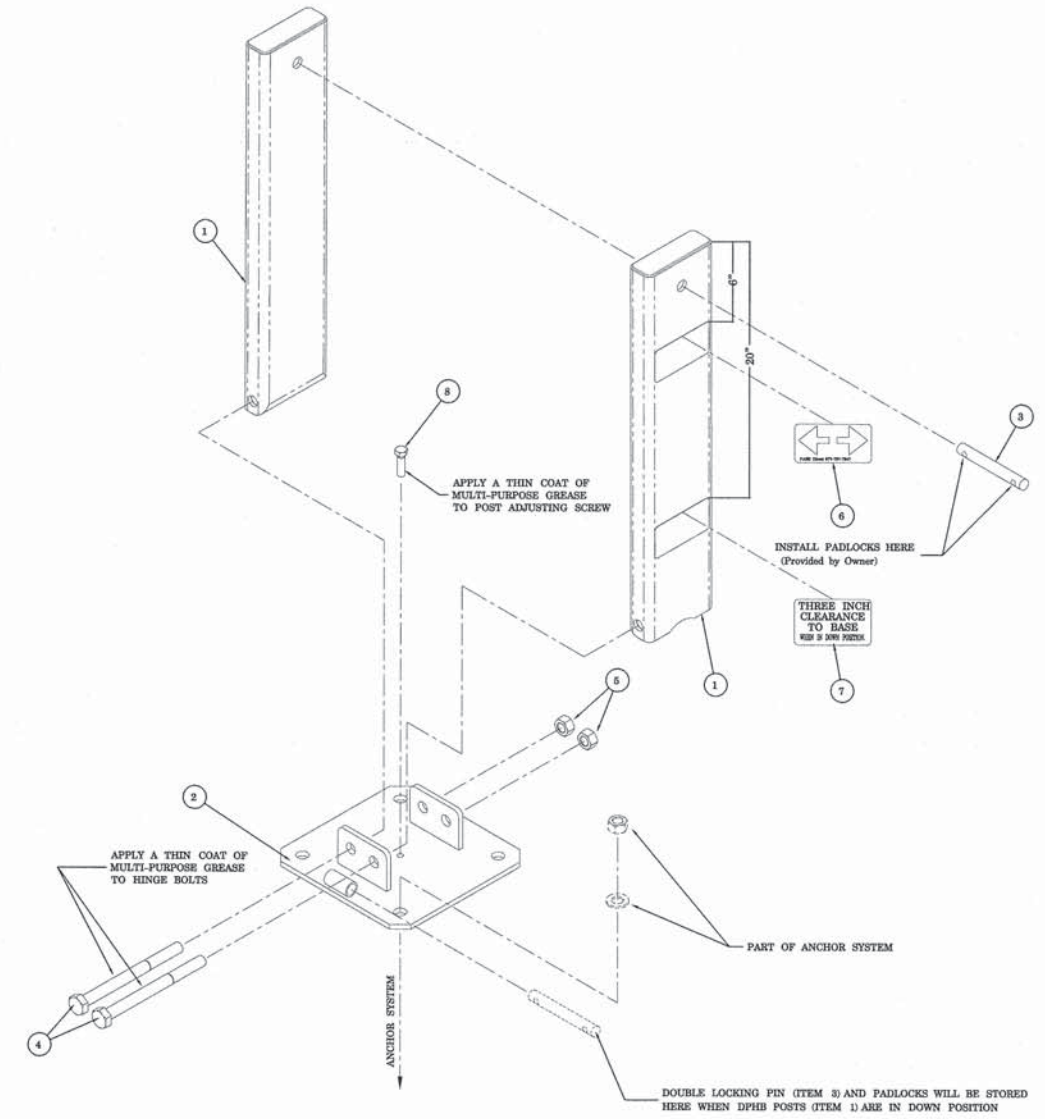


**FRONT ELEVATION SECTION**



**PLAN SECTION "A-A"**

**DROP GATE, INSTALLATION DETAIL**  
N.T.S.



**DROP GATE DETAIL**

FILE NAME = D:\Projects\Highways\25568779\_Cal-Sag Trail West\25568779\Roadway\Civil\Drawings\General\Drawings\85-Miscellaneous\Drawings\85-Miscellaneous.dwg



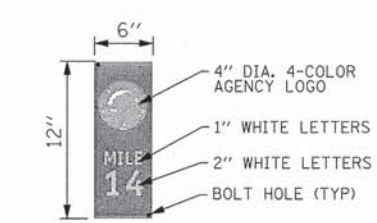
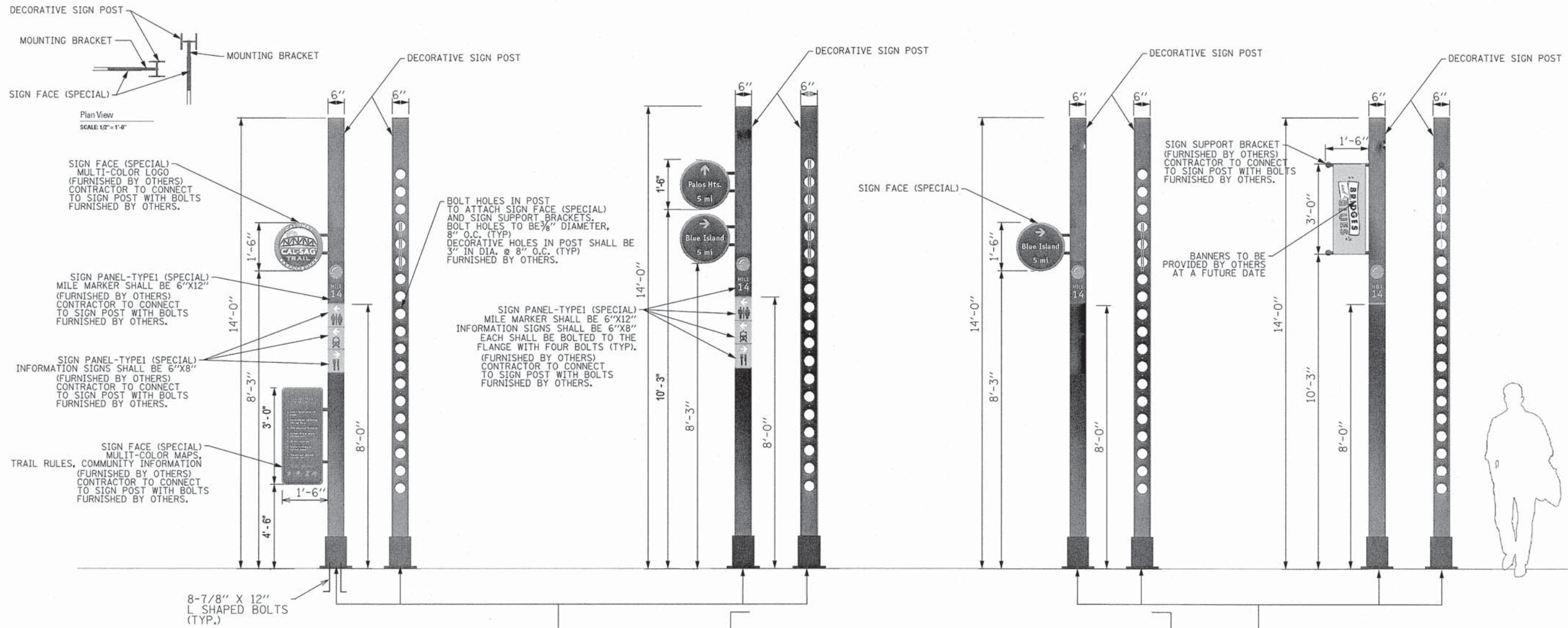
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PLOT SCALE = 10.0000' / IN.	DRAWN - KLM	REVISED -
PLOT DATE = 10/24/2013 8:16:34 PM	CHECKED - DDL	REVISED -
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

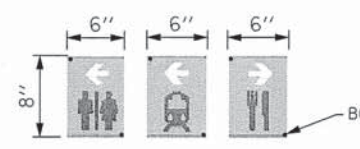
**CAL-SAG GREENWAY TRAIL WEST**  
**(FOREST PRESERVE DISTRICT OF COOK COUNTY)**  
**MISCELLANEOUS DETAILS**

SCALE: = ++ SHEET NO. OF SHEETS STA. TO STA.

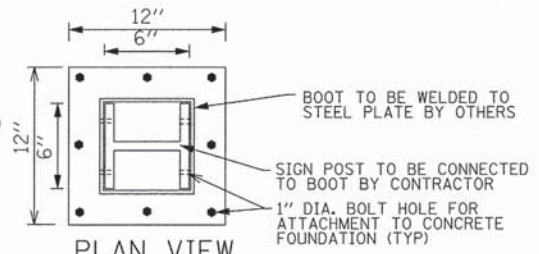
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				



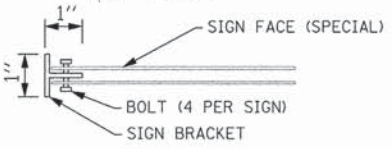
MILE MARKER SIGN PANEL - TYPE 1  
NOT TO SCALE



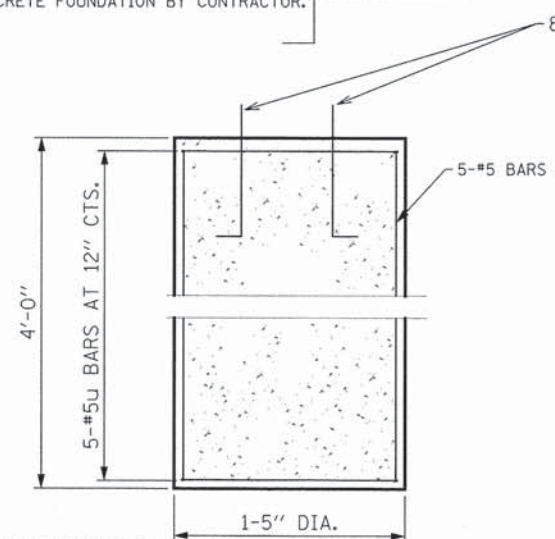
4-COLOR INFORMATION SIGN PANEL - TYPE 1  
NOT TO SCALE



PLAN VIEW BASE PLATE DETAIL  
NOT TO SCALE



PLAN VIEW MOUNTING BRACKET DETAIL  
NOT TO SCALE



MONUMENT TYPE A FOUNDATION DETAIL FOR DECORATIVE SIGN AND POST (DIRECT POST)  
NOT TO SCALE

**BILL OF MATERIAL**

BAR	NO.	SIZE	LENGHT	SHAPE
v2(E)	6	#5	3'-8"	—
u2(E)	8	#5	5'-2"	○
CONCRETE STRUCTURE			Cu. Yd.	0.2
STRUCTURE EXCAVATION			Cu. Yd.	1.4
REINFORCEMENT BARS, EPOXY COATED			POUND	70



NOTE:  
DECORATIVE SIGN POSTS AND ALL ASSOCIATED AND APPLICABLE SIGN PANEL-LOGOS, SIGN PANELS, SIGN SUPPORT BRACKETS, MOUNTING BRACKETS, AND BASE PLATES ARE FURNISHED BY OTHERS FOR THIS CONTRACT.

FILE NAME: D:\Project\Highway\33388771\Cal-Sag\Trail\SignPost\Drawings\CookCounty\General\Detail\_85\_SignPost.dgn



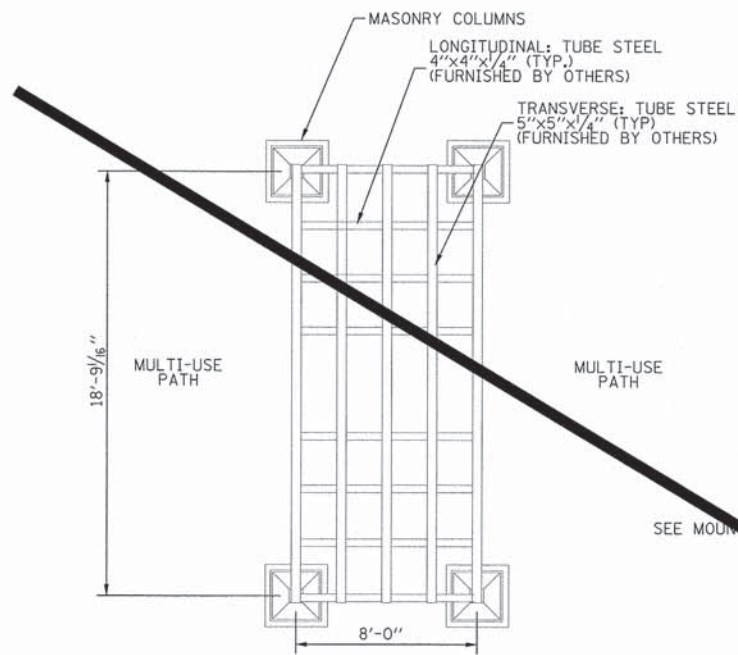
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	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: = ++ SHEET NO. OF SHEETS STA. TO STA.

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
DECORATIVE SIGN AND POST ASSEMBLY DETAILS**

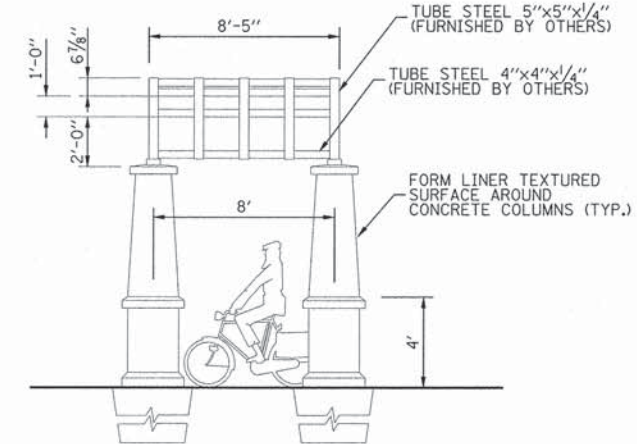
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	82
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



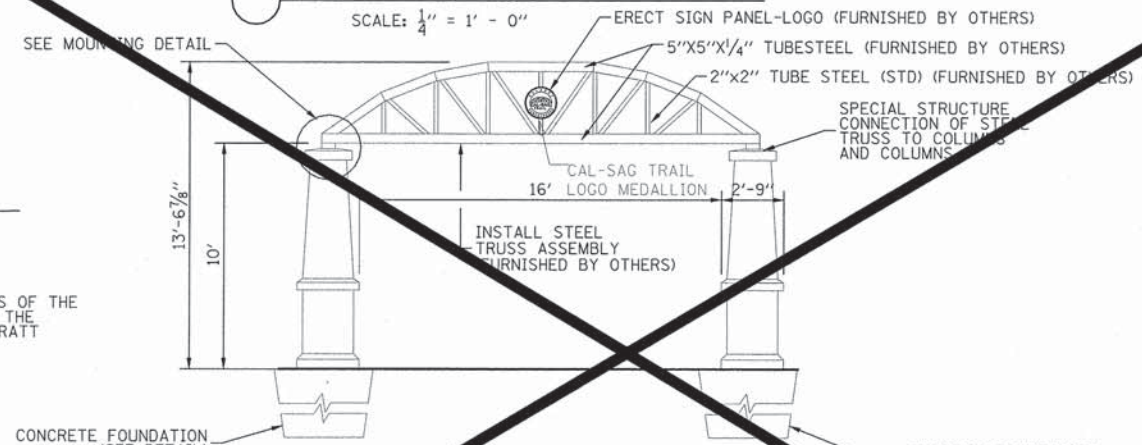
PLAN VIEW  
SCALE: 1/4" = 1' - 0"

NOTES:  
THIS SCHEME CELEBRATES THE ICONIC STEEL TRUSS BRIDGES OF THE CALUMET-SAG CHANNEL. THE COLUMNAR ELEMENTS SYMBOLIZE THE ABUTMENTS AND THE LATTICE STRUCTURES MIMIC THE LOW PRATT TRUSS - FULL SLOPE BRIDGE DESIGN.

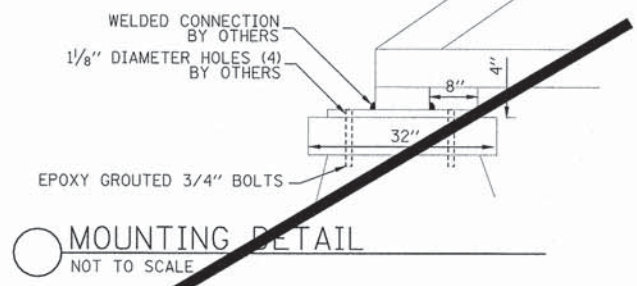
STEEL TRUSS TO BE ASSEMBLED BY OTHERS PRIOR TO INSTALLATION. ALL CONNECTIONS TO BE WELDED, EXCEPT WHERE SHOWN.



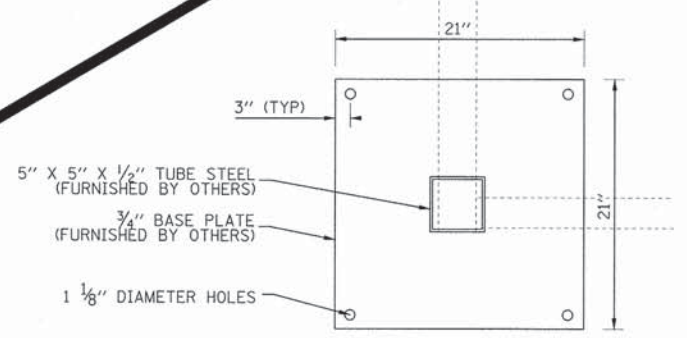
SIDE ELEVATION  
SCALE: 1/4" = 1' - 0"



FRONT / REAR ELEVATION  
SCALE: 1/4" = 1' - 0"



MOUNTING DETAIL  
NOT TO SCALE



BASE PLATE PLAN VIEW  
NOT TO SCALE

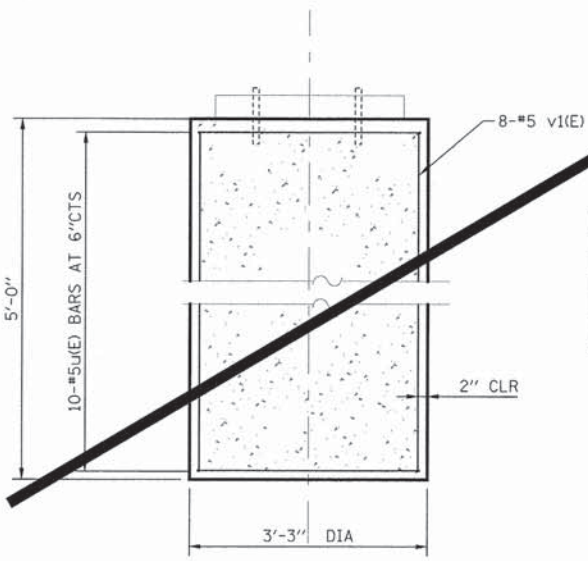
SIZE OF LETTERS SHALL BE 1" MINIMUM (UPPER CASE)



STAMPED GALVANIZED STEEL (ONE SIDE STAMPED)

DECORATIVE GATEWAY ELEMENT LOGO DETAIL  
NOT TO SCALE FURNISHED BY OTHERS

DECORATIVE GATEWAY ELEMENT



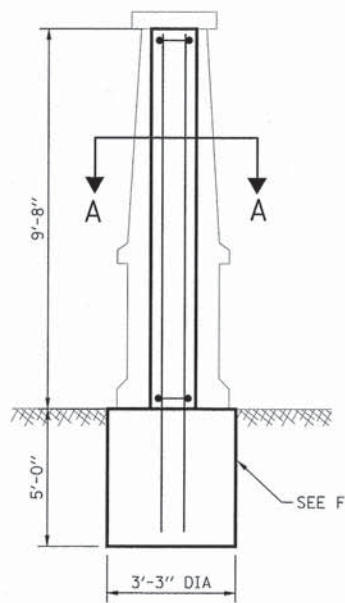
**BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
v1(E)	8	#5	4'-8"	—
u1(E)	10	#5	12'-0"	○
CONCRETE STRUCTURE			CU. YD.	1.5
STRUCTURE EXCAVATION			CU. YD.	4.0
REINFORCEMENT BARS, EPOXY COATED			POUND	170

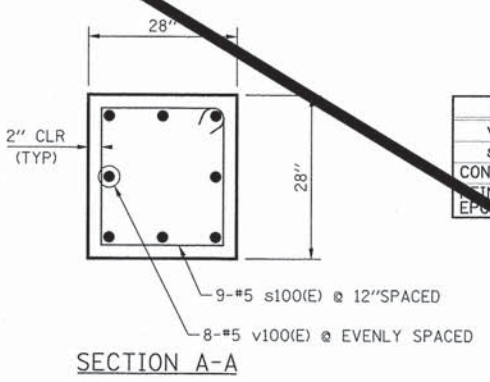


U1 (E) BAR

DECORATIVE GATEWAY ELEMENT & GATEWAY MONUMENT SIGN COMPLETE FOUNDATION DETAILS  
NOT TO SCALE



ELEVATION



SECTION A-A

**BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
v100(E)	8	#5	14'-4"	—
s100(E)	9	#5	8'-6"	□
CONCRETE STRUCTURE			CU. YD.	2.0
REINFORCEMENT BARS, EPOXY COATED			POUND	200

DECORATIVE GATEWAY ELEMENT CONCRETE COLUMN DETAILS  
NOT TO SCALE

FILE NAME: s:\03\p03\highlights\_20368779\_Cal-Sag Trail West\p03\Revised\Cook County\General\Details\03.dwg; 07/08/2013 10:00 AM

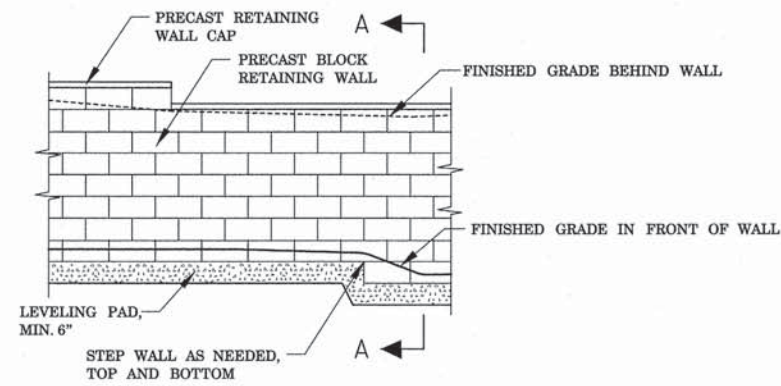


USER NAME: David.Landwehr	DESIGNED: KLM	REVISED:
PLOT SCALE: 4,0000' / 1"	DRAWN: KLM	REVISED:
PLOT DATE: 10/24/2013 8:06:05 PM	CHECKED: DDL	REVISED:
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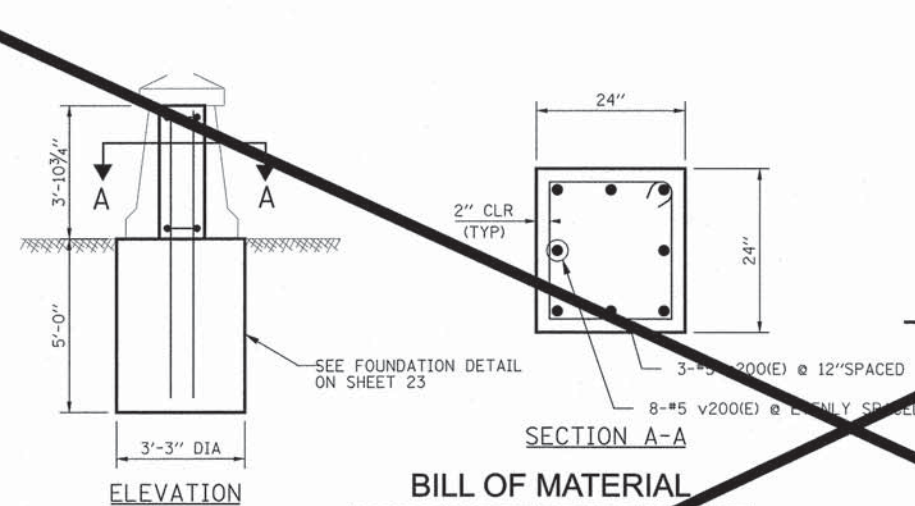
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
DECORATIVE GATEWAY ELEMENT & MONUMENT DETAILS  
SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	83
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



SECTION B-B  
ELEVATION

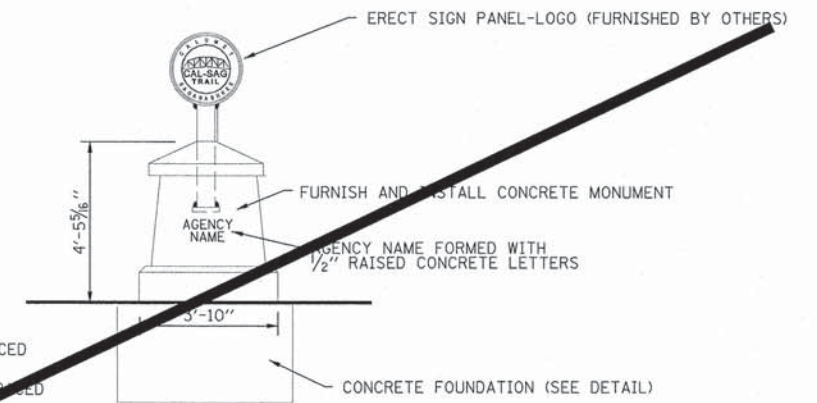


SECTION A-A  
ELEVATION

**BILL OF MATERIAL**

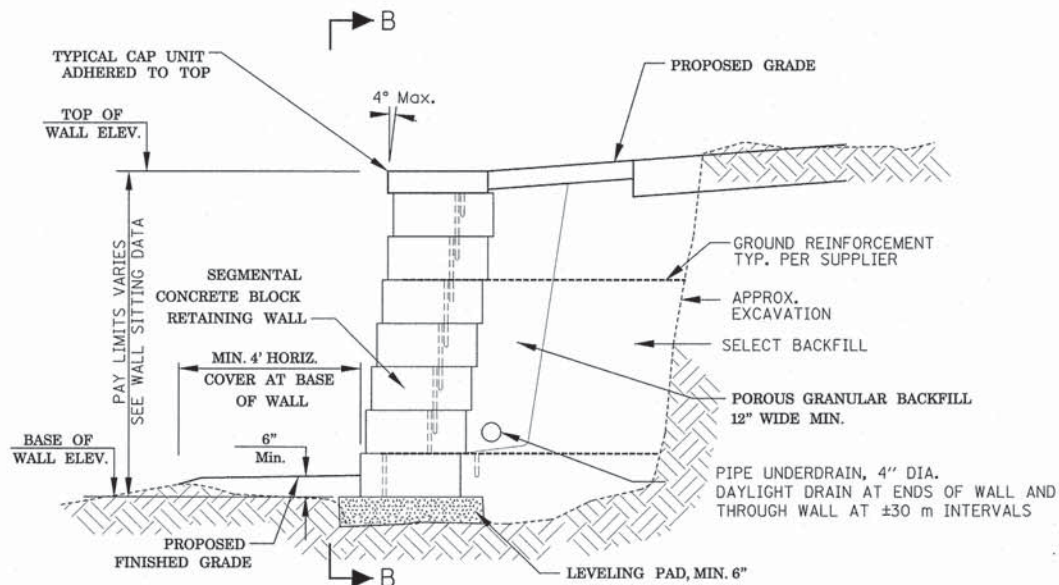
BAR	NO.	SIZE	LENGTH	SHAPE
v200(E)	8	#5	8'-7"	
s200(E)	3	#5	7'-2"	
CONCRETE STRUCTURE			CU. YD.	0.6
REINFORCEMENT BARS, EPOXY COATED			POUND	100

GATEWAY MONUMENT SIGN COMPLETE  
CONCRETE COLUMN DETAILS  
NOT TO SCALE



FRONT / REAR  
ELEVATION  
N.T.S.

GATEWAY MONUMENT SIGN COMPLETE



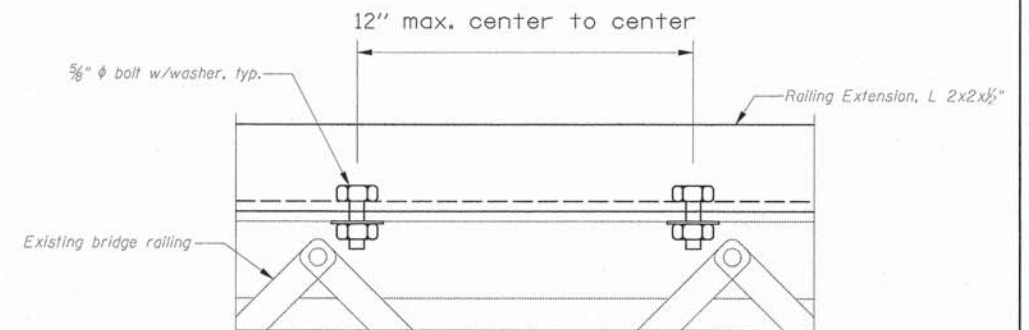
SECTION A-A  
SEGMENTAL CONCRETE BLOCK  
RETAINING WALL DETAIL  
N.T.S.

**SEGMENTAL CONCRETE BLOCK  
RETAINING WALL #3 SITTING DATA**

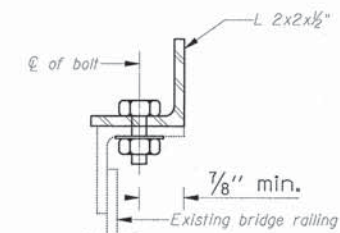
STATION	LENGTH (FT)	Top of Wall (FT)	Top of Leveling Pad (FT)	WALL HEIGHT (FT)
53+40		622.7	621.95	0.75
53+60	20	622.6	620.5	2.1
53+90	30	622.5	620.5	2.0
54+10	20	622.4	621.5	0.9

**SEGMENTAL CONCRETE BLOCK  
RETAINING WALL #4 SITTING DATA**

STATION	LENGTH (FT)	Top of Wall (FT)	Top of Leveling Pad (FT)	WALL HEIGHT (FT)
54+90		622.2	621	1.2
55+15	25	622.3	619.5	2.8
55+45	30	622.4	620	2.4
55+70	25	622.5	622	0.5



HANDRAIL MODIFICATION - ELEVATION  
(Looking West)



HANDRAIL MODIFICATION - SECTION  
(Looking North)

Notes:  
1. All drilled holes shall be standard sized holes

**NOTES**

1. THE CONTRACTOR SHALL SUBMIT DESIGN, CONSTRUCTION PLANS WITH MATERIAL INFORMATION & SHOP DRAWINGS FOR CONNECTION DETAILS SIGNED BY A STRUCTURAL ENGINEER LICENSED IN THE STATE OF ILLINOIS TO THE ENGINEER FOR APPROVAL BEFORE ORDERING MATERIALS.
2. RETAINING WALL EQUIVALENT FLUID PRESSURE = 50(PCF)
3. REINFORCING BARS SHALL BE GRADE 60
4. GROUT MORTAR, f'm = 2500 psi (MIN.)
5. THE DESIGN OF THE RETAINING WALL SHALL BE IN COMPLIANCE WITH THE GUIDELINES FOR THE DESIGN OF MECHANICALLY STABILIZED EARTH WALLS AS DEVELOPED BY AASHTO-AGC-ARTA JOINT COMMITTEE TASK FORCE 27 GROUND MODIFICATION SYSTEMS.
6. EXCAVATION, LEVELING PAD, BACKFILL, PIPE UNDERDRAIN, GROUND REINFORCEMENT, GROUND RESTORATION, AND SEEDING OF RESTORED GROUND ARE INCLUDED IN COST OF CONCRETE BLOCK RETAINING WALL.

**SEGMENTAL CONCRETE BLOCK  
RETAINING WALL #1 SITTING DATA**

STATION	LENGTH (FT)	Top of Wall (FT)	Top of Leveling Pad (FT)	WALL HEIGHT (FT)
69+70		597.3	594.2	3.1
70+00	30	597.1	594	3.1
71+00	100	596.8	593.7	3.1
72+00	100	596.5	593	3.5
73+00	100	596.1	592.8	3.3
74+00	100	595.7	592.7	3.0
75+00	100	595.4	592.2	3.2
76+00	100	595.2	592.2	3.0
77+00	100	595	592.9	2.1
78+00	100	594.8	592.7	2.1
78+22.25	100	595	594.5	0.5

**SEGMENTAL CONCRETE BLOCK  
RETAINING WALL #2 SITTING DATA**

STATION	LENGTH (FT)	Top of Wall (FT)	Top of Leveling Pad (FT)	WALL HEIGHT (FT)
88+90		615.1	613.5	1.6
89+00	10	612.9	610.5	2.4
90+00	100	616.2	613	3.2
91+00	100	621.1	617	4.1
91+50	50	623.6	621.6	2



USER NAME = David.Landwehr  
DESIGNED - KLM  
DRAWN - KLM  
CHECKED - DDL  
DATE - 10/25/2013

REVISIONS:  
REVISED -  
REVISED -  
REVISED -  
REVISED -

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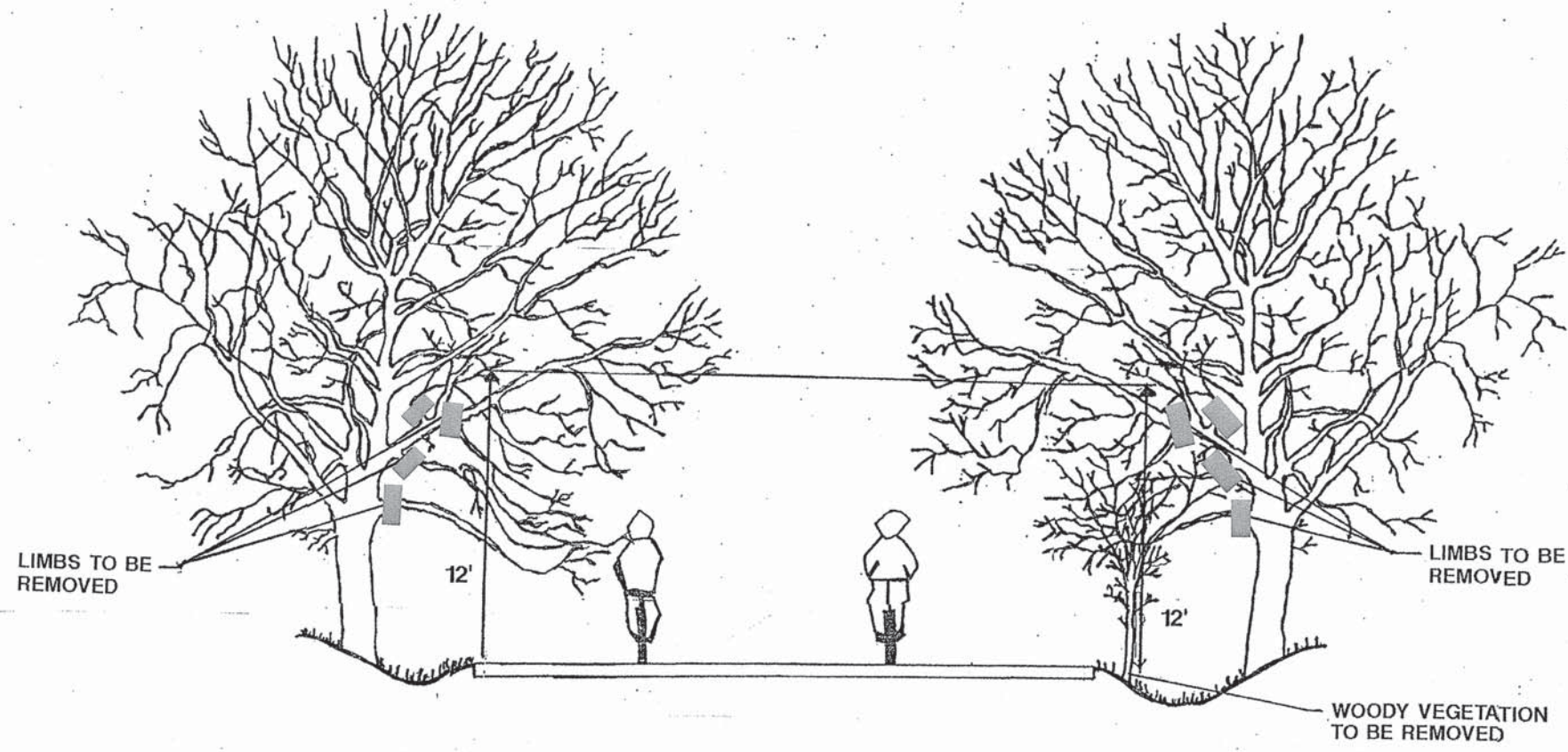
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
GATEWAY MONUMENT & MISCELLANEOUS DETAILS

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	84
CONTRACT NO. 63866				

SCALE: = ft SHEET NO. OF SHEETS STA. TO STA.  
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

FILE NAME = Q:\P\A\010\Highways\20130807\1\_Cal-Sag\_Traillines\02\_Roadway\CookCounty\General\010\13a\_BB\_Miscellaneous\_Details.rvt



**GENERAL NOTES**  
 1. THE NATIONAL ARBORIST ASSOCIATION'S PRUNING STANDARDS FOR SHADE TREES CLASS II - STANDARD PRUNING SPECIFICATIONS SHALL BE FOLLOWED.

FILE NAME: D:\Projects\Highways\_25368779\_Cat-Sag Trail\New\25368779\Roadway\Cook County\General\Tree Trimming.dwg



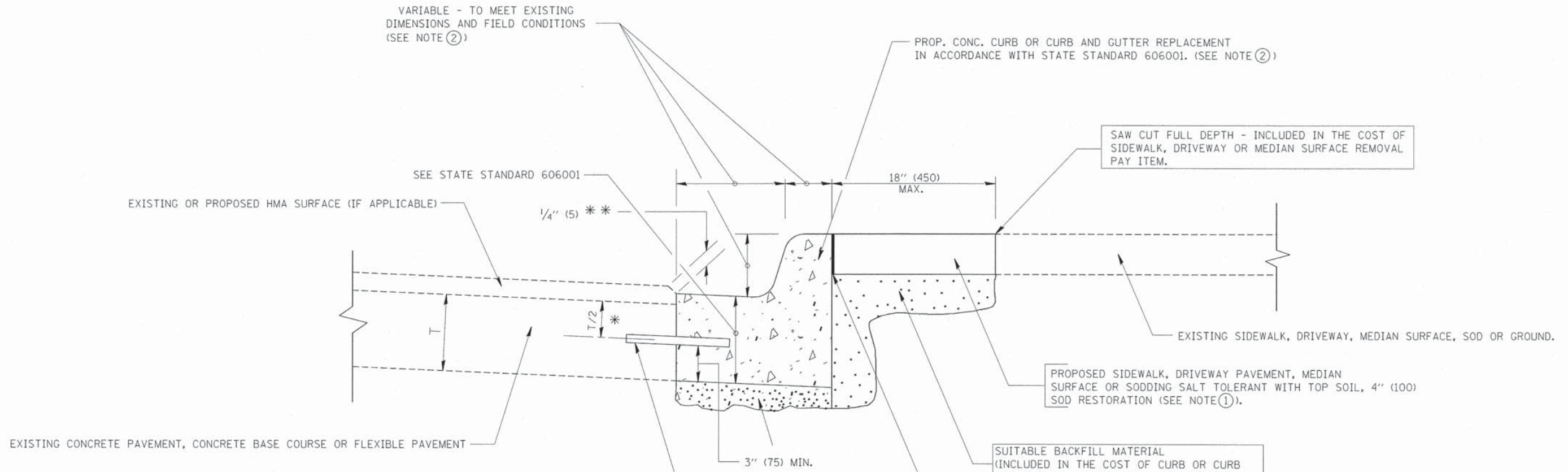
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PLOT DATE	11/13/2013 4:01:45 PM	DATE	- 10/25/2013	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PRUNING FOR SAFETY AND  
 EQUIPMENT CLEARANCE**

SCALE: NTS= ft SHEET NO. 2 OF 2 SHEETS STA. — TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	85
CONTRACT NO. 63866				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
  - \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.  
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

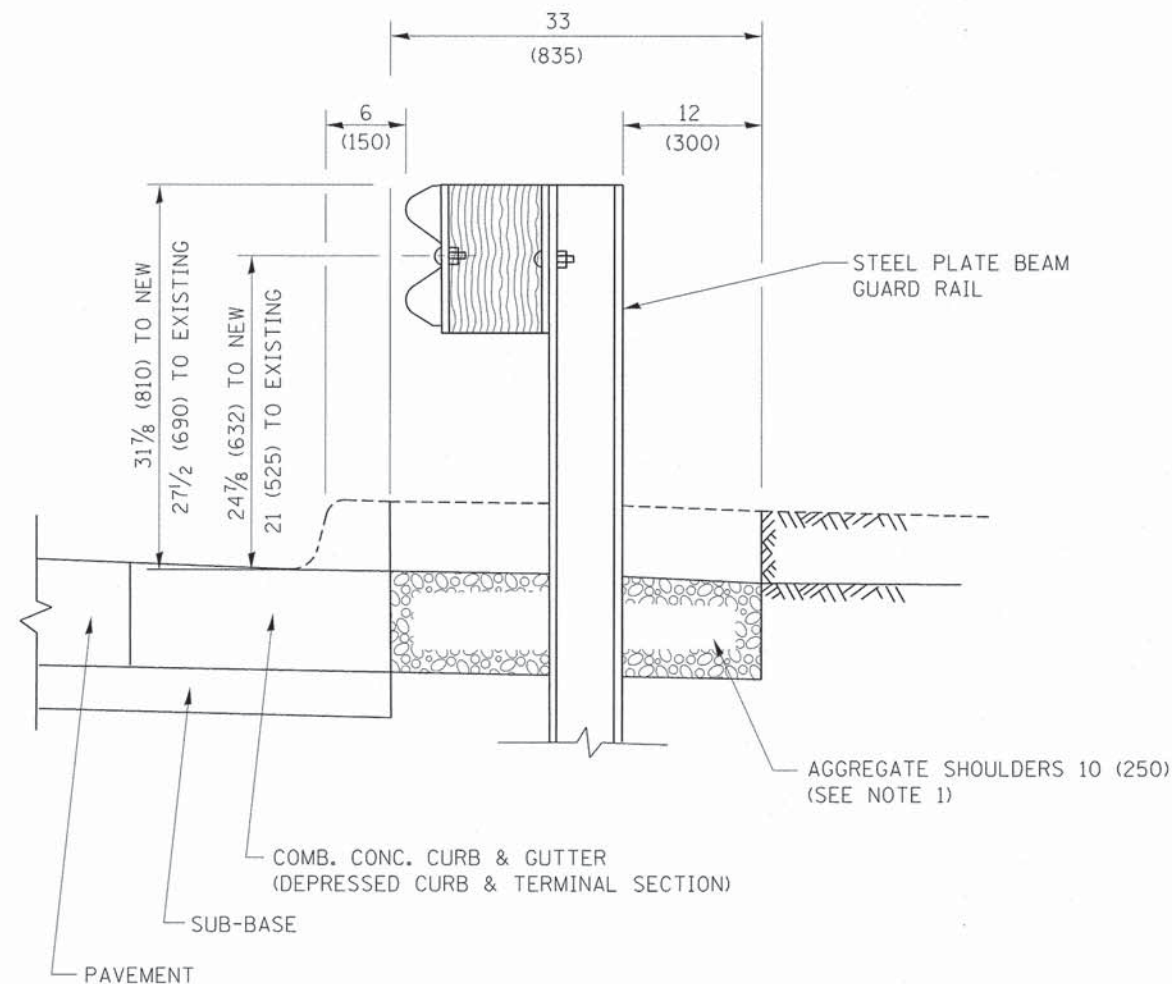
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

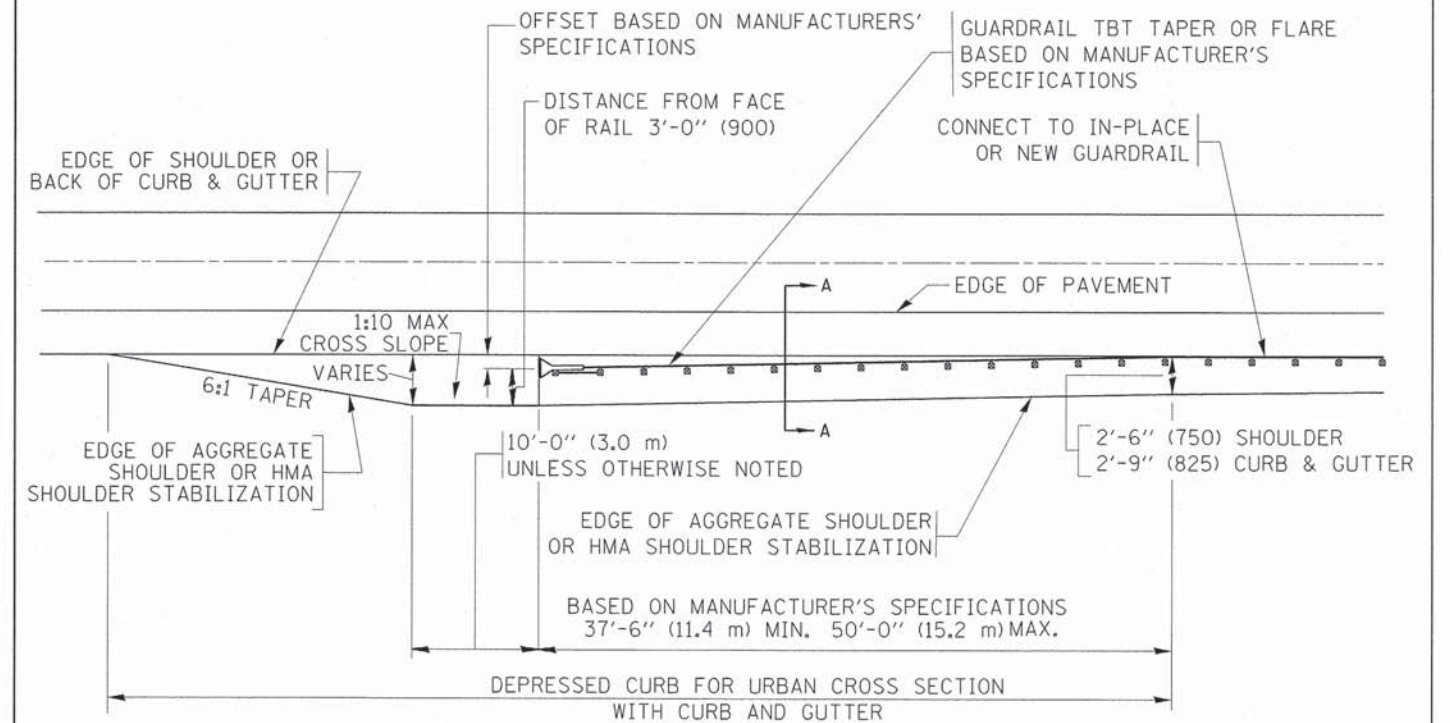
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		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	13-F3000-25-BT	COOK	171	86	
		CHECKED -	REVISED - M. GOMEZ 01-22-01					BD600-06 (BD-24)				
		DATE - 03-11-94	REVISED - R. BORO 12-15-09					CONTRACT NO. 63866		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT		



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
  2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
  3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM  
GUARD RAIL ADJACENT TO CURB AND GUTTER  
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND  
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

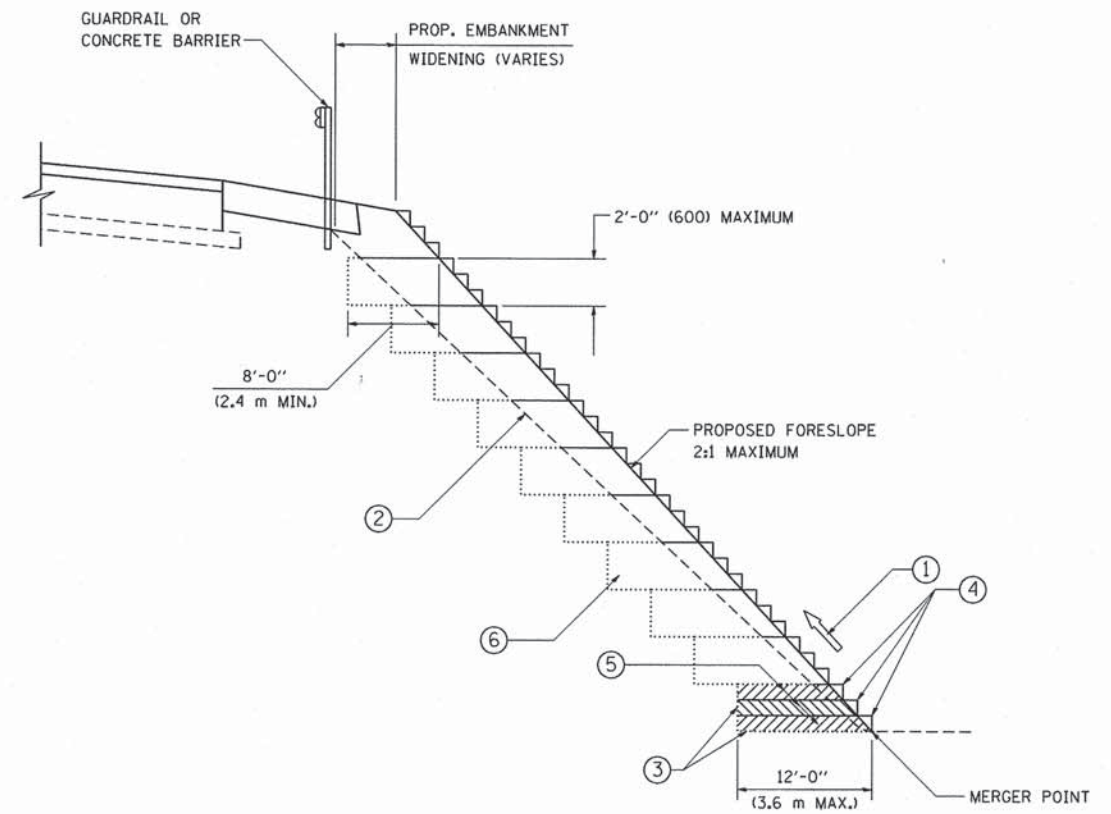
TBT = TRAFFIC BARRIER TERMINAL  
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 9/4/2012	DATE - 09-22-90	REVISED - R. BORO 08-06-2012

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR DEPRESSED CURB &amp; GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	87
BD600-10 (BD 34)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



**TYPICAL BENCHING DETAIL  
FOR EMBANKMENT**

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "UNSUITABLE MATERIAL". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

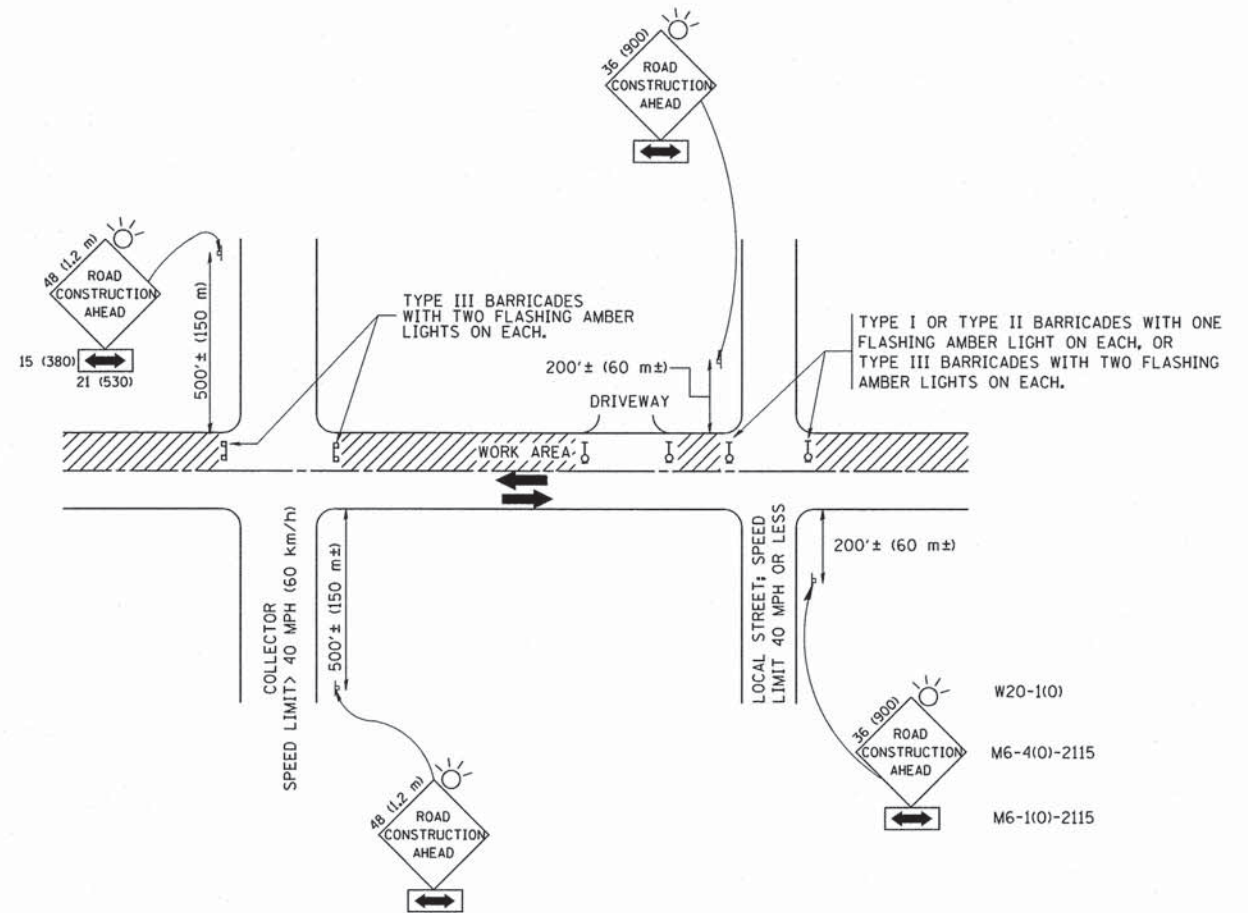
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		DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BENCHING DETAIL FOR EMBANKMENT WIDENING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	88
BD-51		CONTRACT NO.		
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				





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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

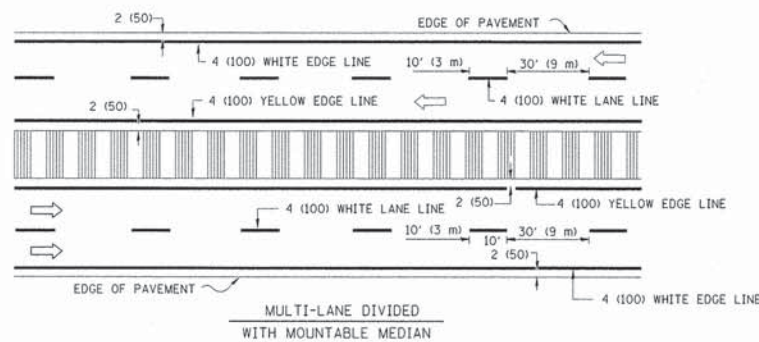
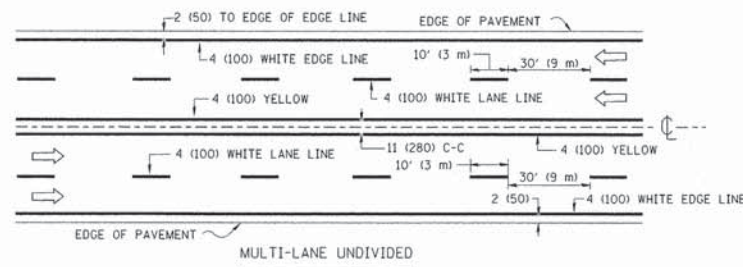
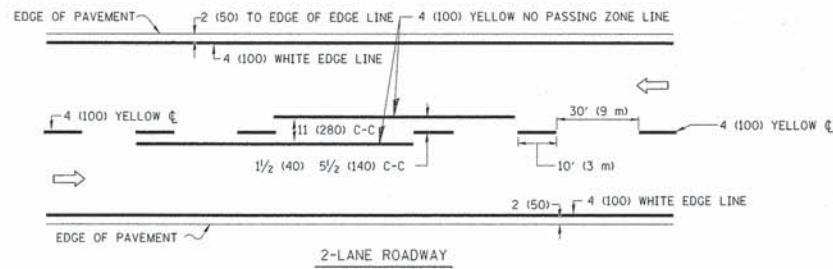
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

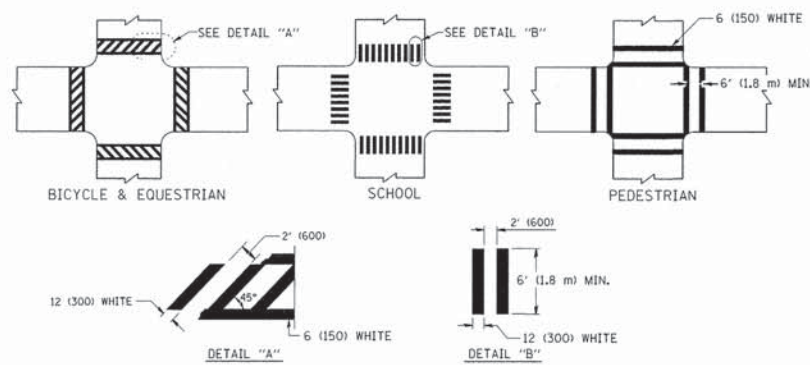
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63866	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

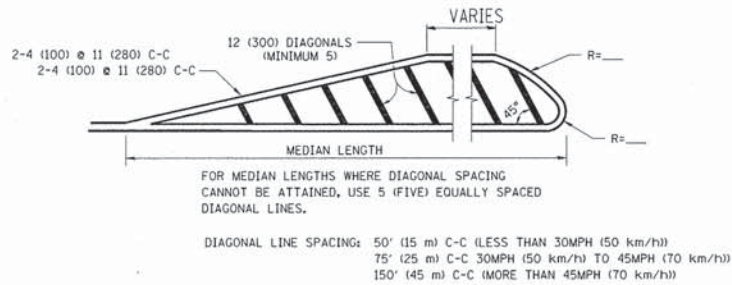
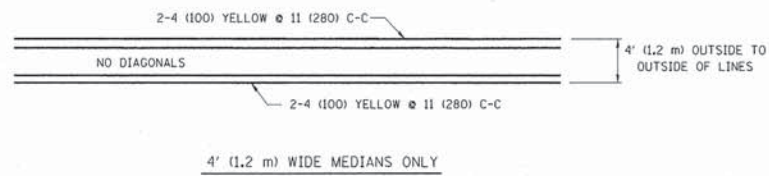


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

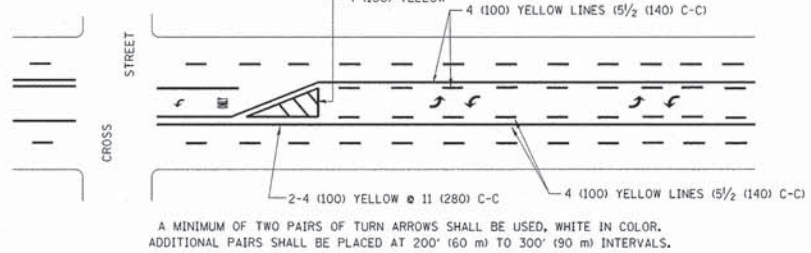
TYPICAL LANE AND EDGE LINE MARKING



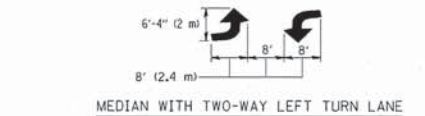
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

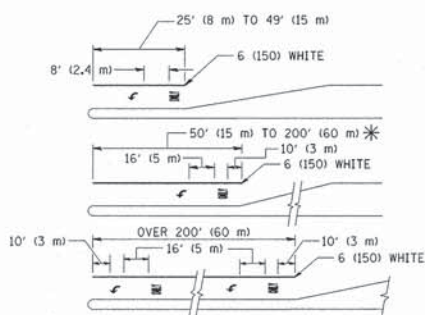


TYPICAL PAINTED MEDIAN MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE

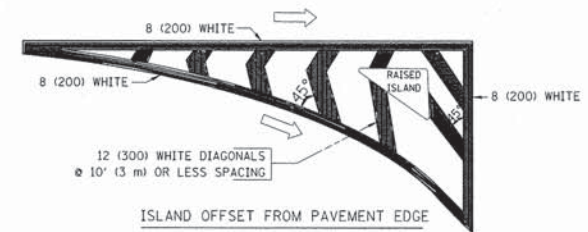
TYPICAL PAINTED MEDIAN MARKING



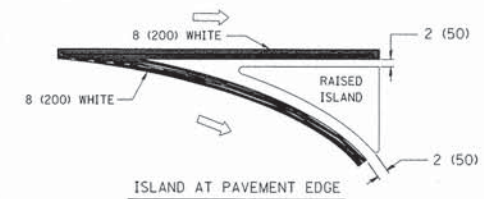
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

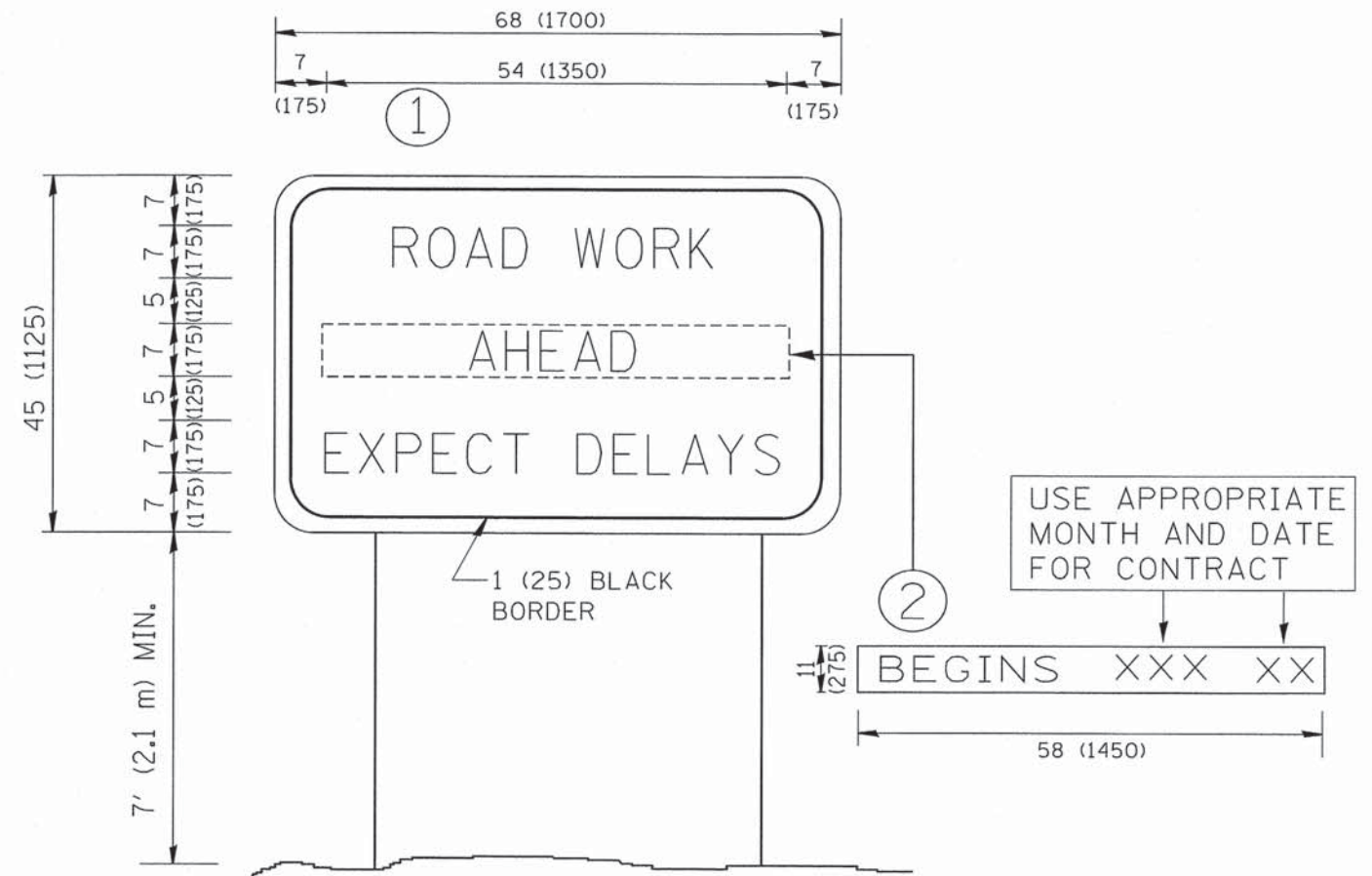
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - C. JUCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS			13-F3000-25-BT	COOK	171	90
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63866	

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS			13-F3000-25-BT	COOK	171	90
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63866	



**NOTES:**

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = goglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97
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	PLOT SCALE = 50,000 % IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

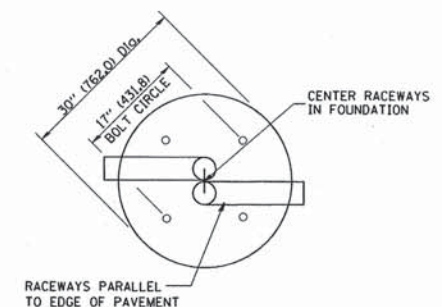
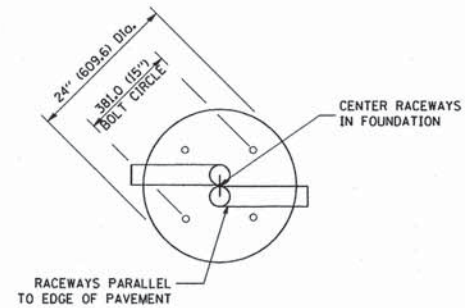
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ARTERIAL ROAD INFORMATION SIGN</b>			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	91
TC-22			CONTRACT NO. 63866	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

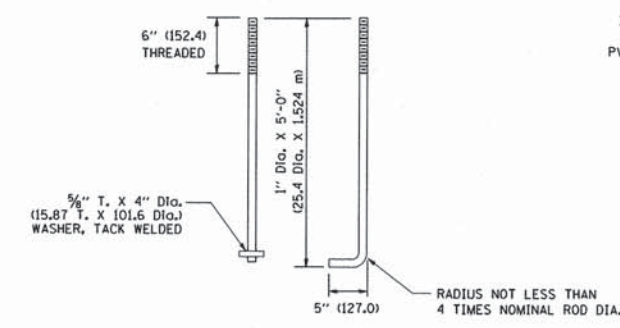
**LIGHT POLE FOUNDATION DEPTH TABLE**  
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Ou = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Ou = 0.75 TON/SQ.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY Ou = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)

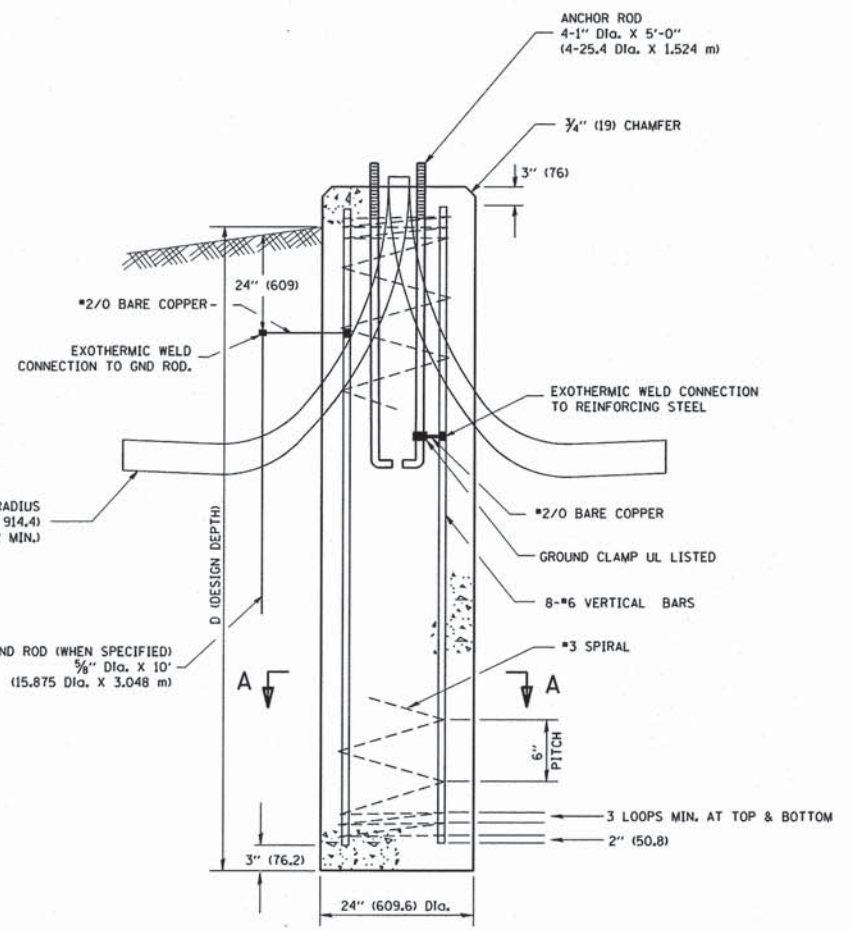


**TOP VIEW**

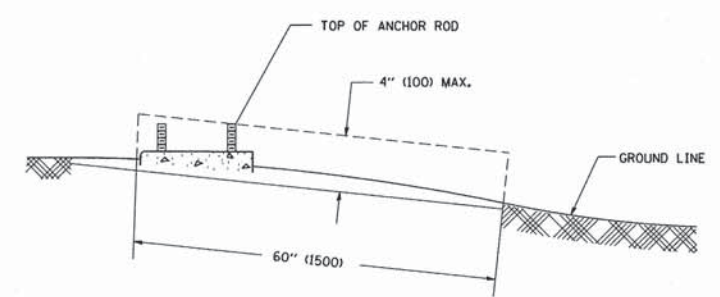
**TOP VIEW**



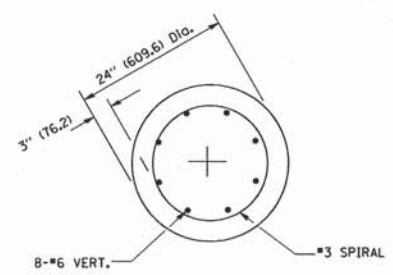
**ANCHOR ROD DETAIL**



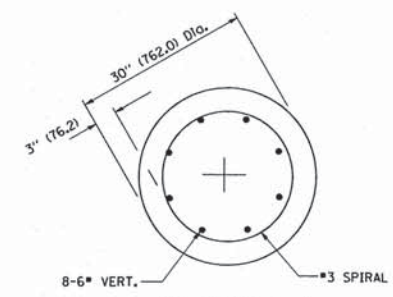
**FOUNDATION DETAIL**



**FOUNDATION EXTENSION DETAIL**



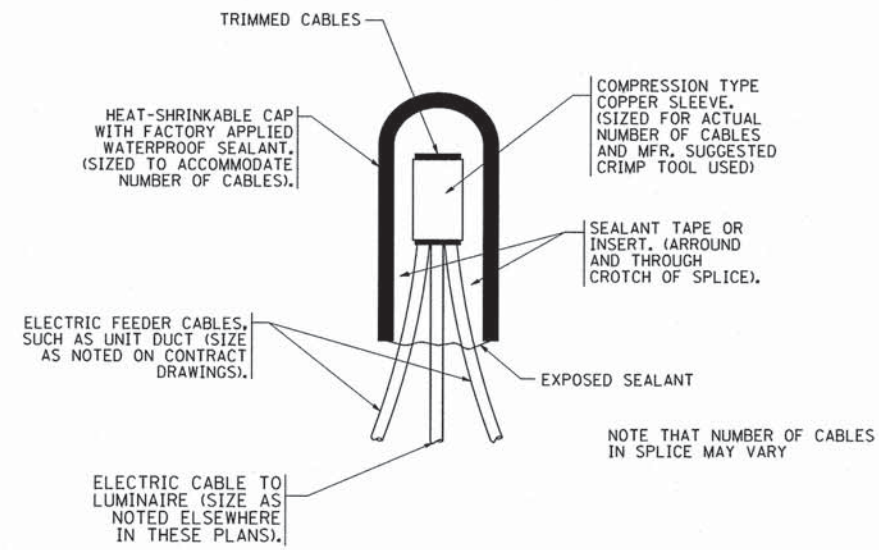
**SECTION A-A**



**SECTION A-A**

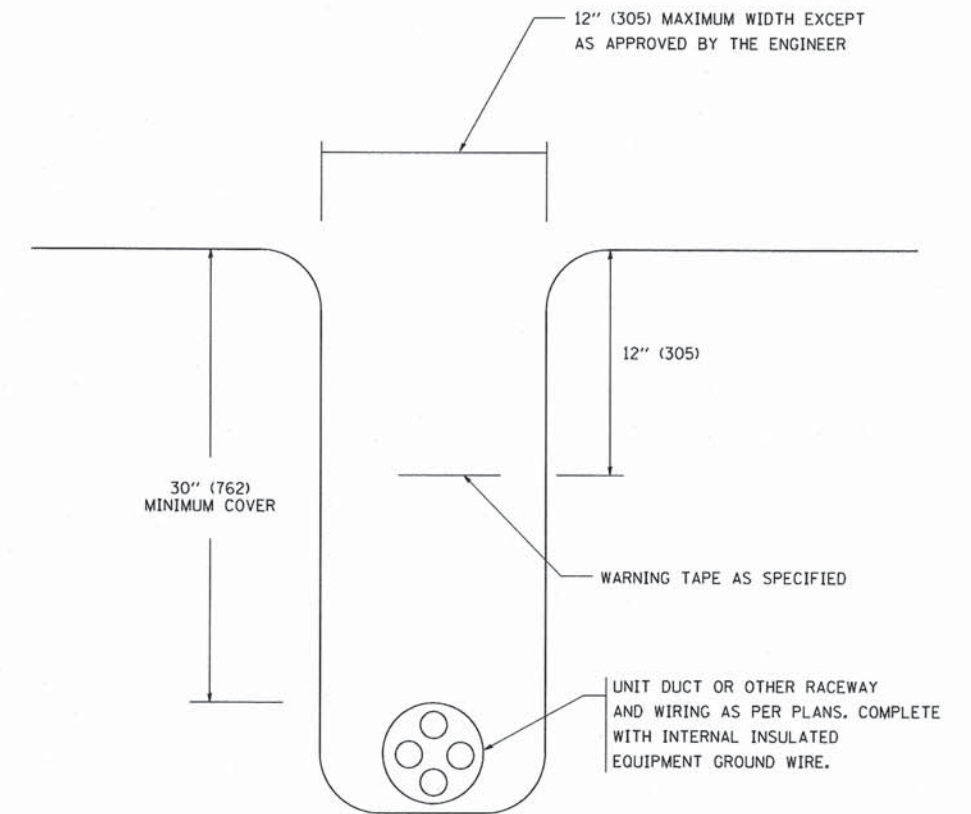
**NOTES**

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) 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.
- 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.
- 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 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- 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.
- 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.
- 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 UMI6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- 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.
- ANCHOR RODS SHALL PROJECT 2 3/4" (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.
- 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.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



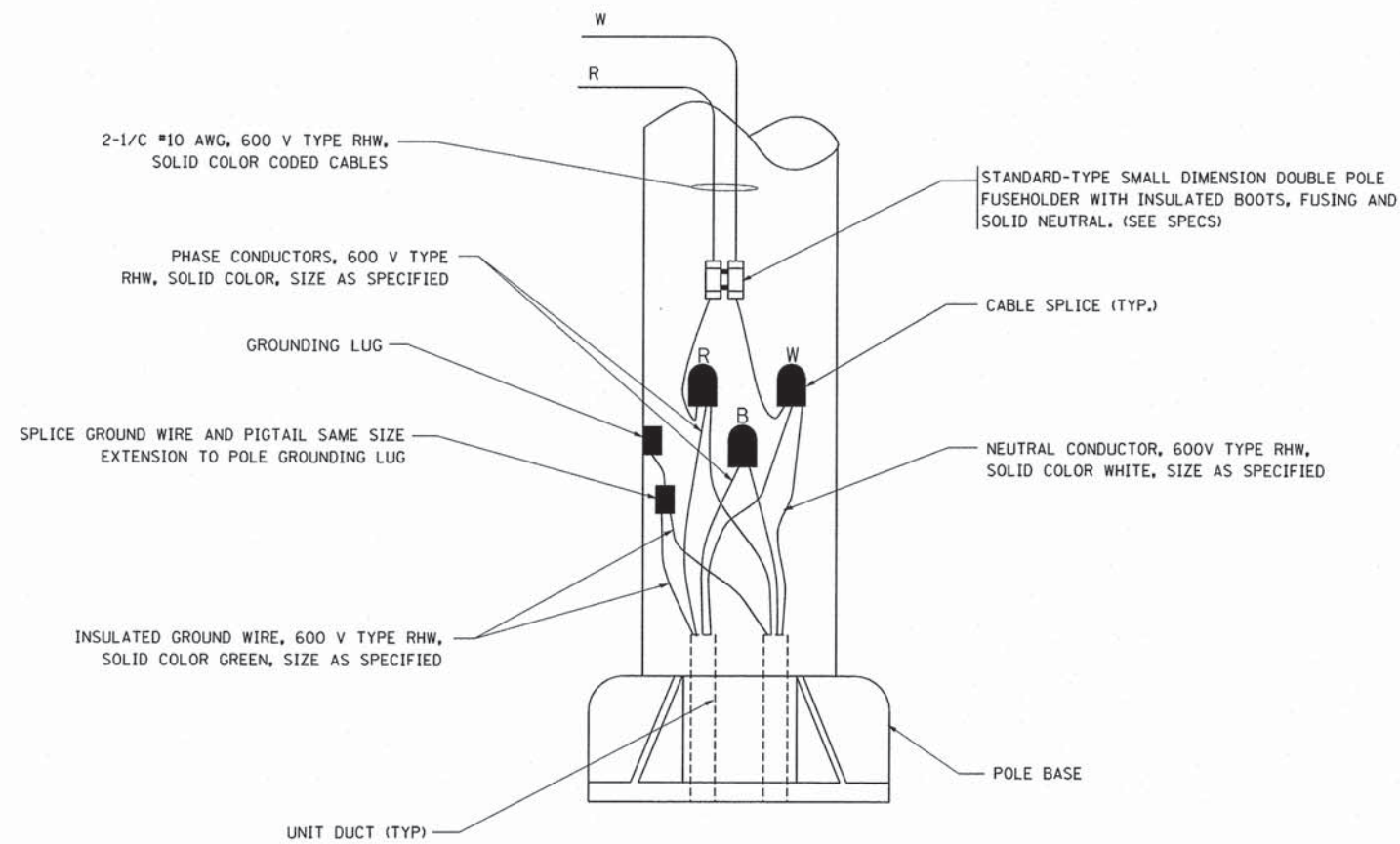
**TYPICAL SPLICE DETAIL**

N.T.S.



**TYPICAL WIRING IN TRENCH DETAIL**

N.T.S.



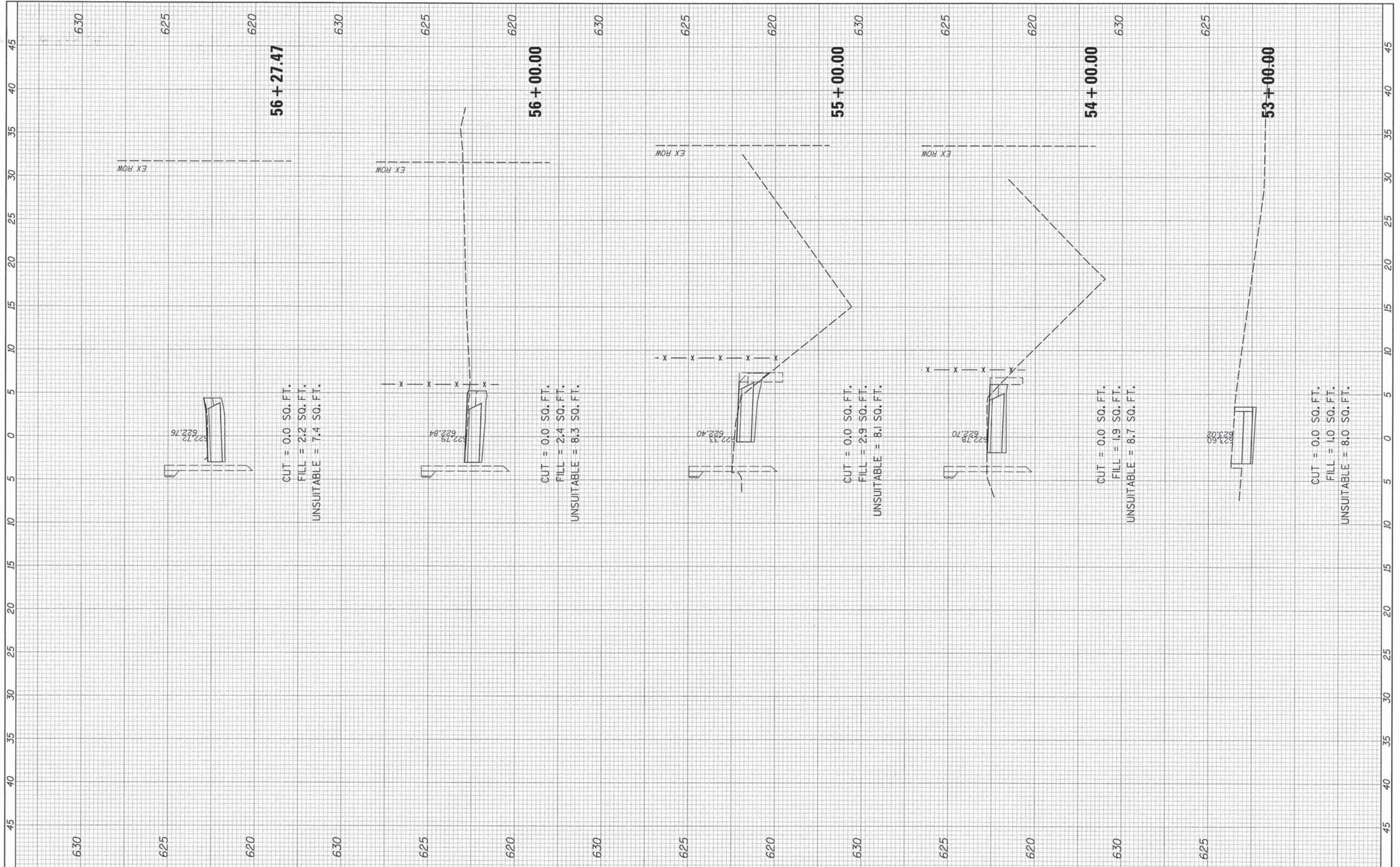
**POLE WIRING DETAIL**

N.T.S.

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	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -				13-F3000-25-BT	COOK	171	91B	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -				<b>BE-702</b>		<b>CONTRACT NO. 63866</b>		
		DATE -	REVISED -				FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			

FINAL SURVEY NO.	SURVEYED BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED	

ORIGINAL SURVEY NO.	DESIGNED BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED	



FILE NAME	USER NAME = David.Landwehr	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST (FOREST PRESERVE DISTRICT OF COOK COUNTY) CROSS SECTIONS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE - 8/19/2013	REVISED -					ILLINOIS FED. AID PROJECT			

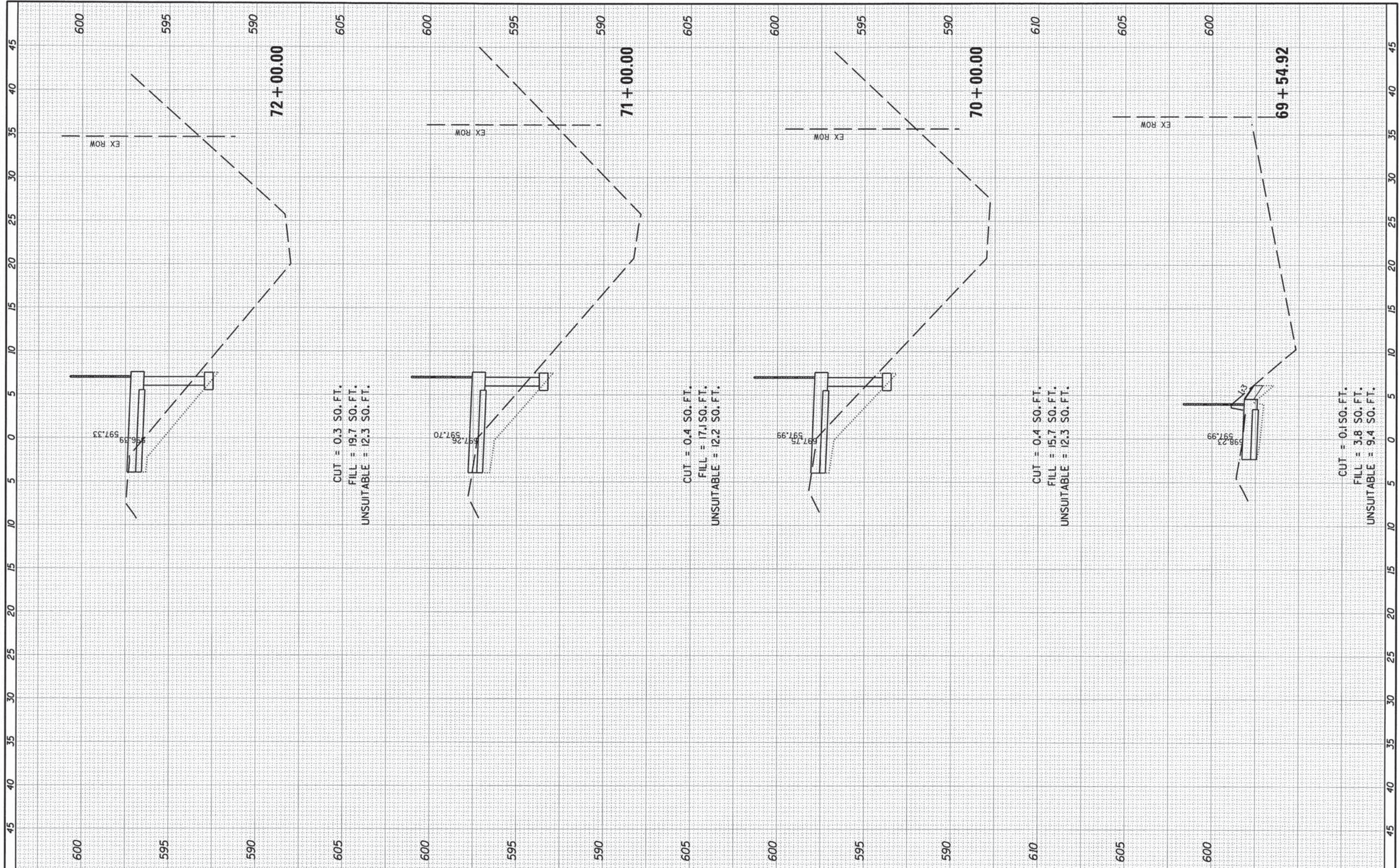


FINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
NO.		

605

605



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REVISED -  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

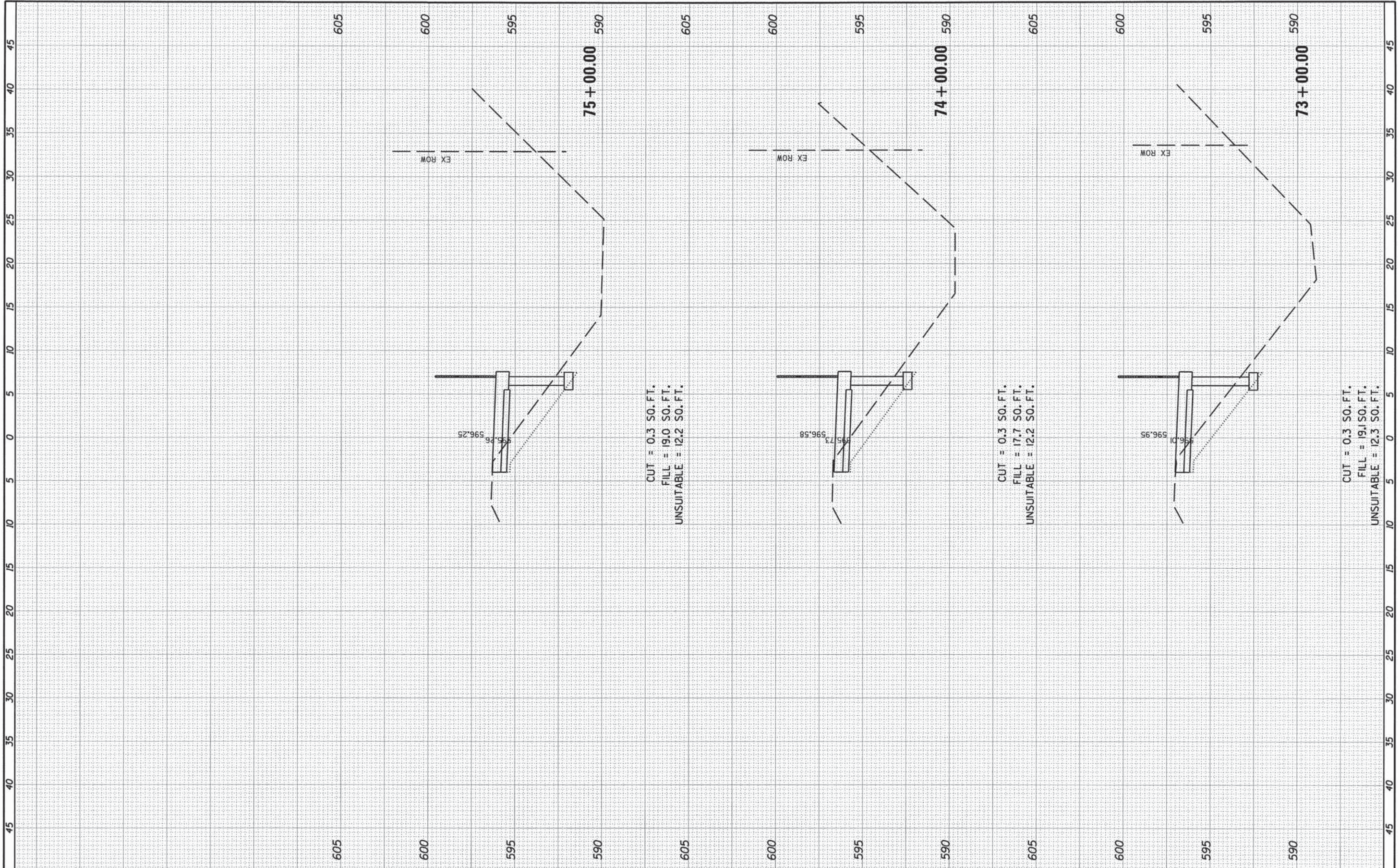
CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 69+54.92 TO STA. 72+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	93
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	CONVERTED TO PLOT TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED TO PLOT TEMPLATE AREAS CHECKED	BY	DATE

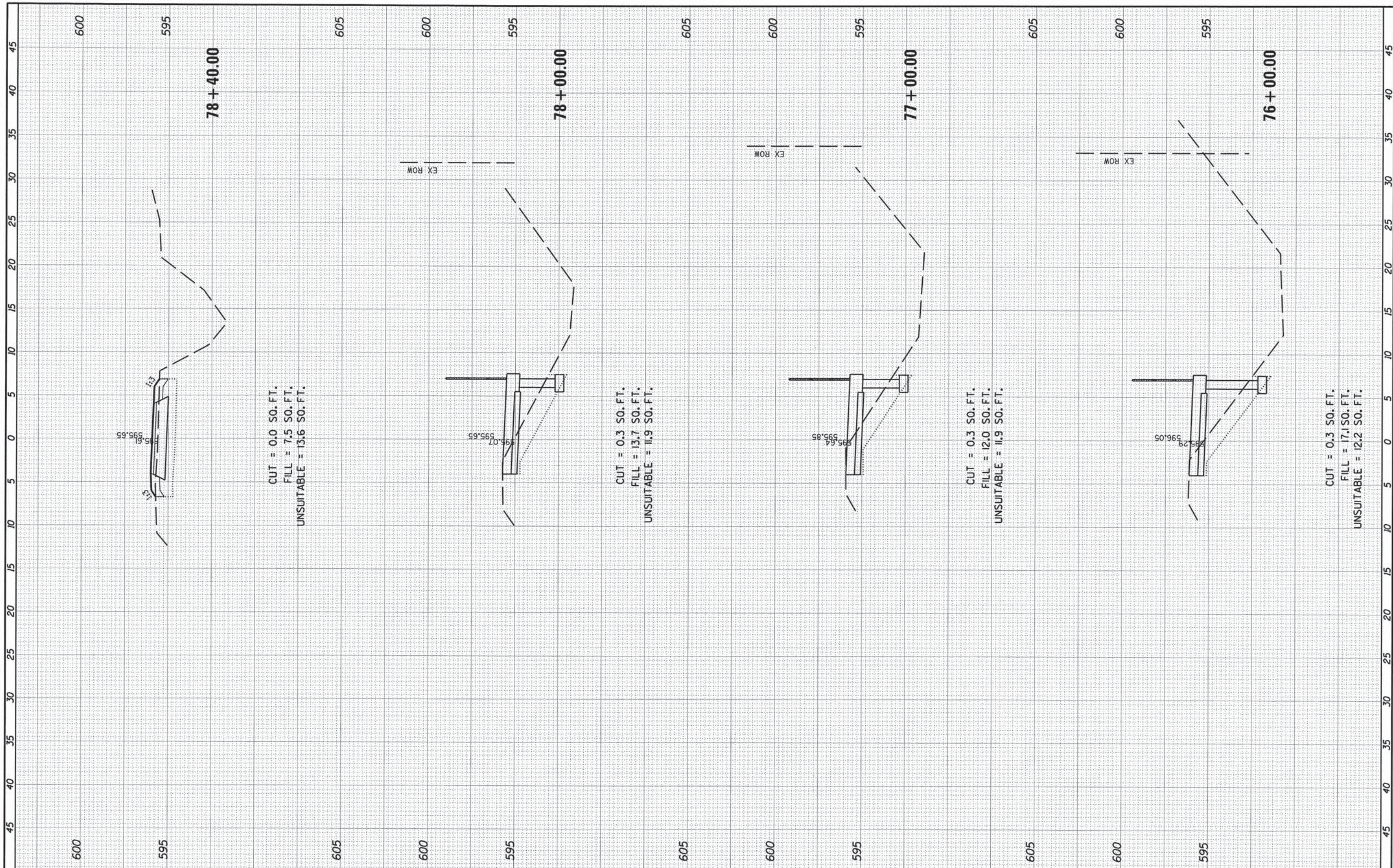


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	PLOT DATE: #DATE#	CHECKED: DDL	REVISED: -								CONTRACT NO. 63866		
		DATE: 8/19/2013	REVISED: -								ILLINOIS FED. AID PROJECT		



FINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
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AREAS CHECKED		

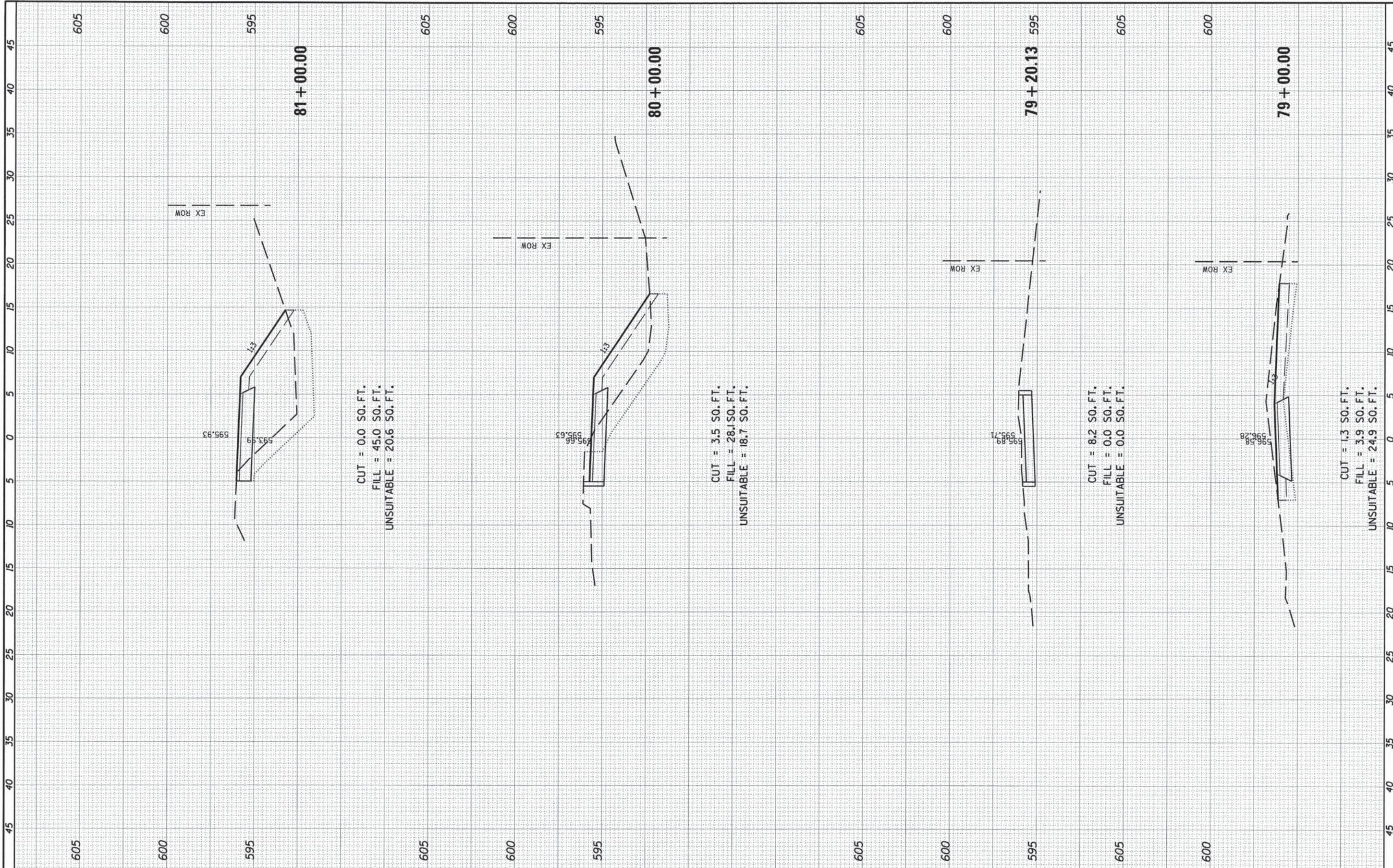
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SURVEYED		
NOTE BOOK		
NO.		
AREAS CHECKED		



FILE NAME	USER NAME = #USER#	DESIGNED - KLM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CAL-SAG GREENWAY TRAIL WEST</b> <b>(FOREST PRESERVE DISTRICT OF COOK COUNTY)</b> <b>CROSS SECTIONS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE - 8/19/2013	REVISED -			SCALE:	SHEET OF SHEETS	STA. 76+00.00 TO STA. 78+40.00		

FINAL SURVEY	CHECKED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	CHECKED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



CUT = 0.0 SO. FT.  
 FILL = 45.0 SO. FT.  
 UNSUITABLE = 20.6 SO. FT.

CUT = 3.5 SO. FT.  
 FILL = 28.1 SO. FT.  
 UNSUITABLE = 18.7 SO. FT.

CUT = 8.2 SO. FT.  
 FILL = 0.0 SO. FT.  
 UNSUITABLE = 0.0 SO. FT.

CUT = 1.3 SO. FT.  
 FILL = 3.9 SO. FT.  
 UNSUITABLE = 24.9 SO. FT.

FILE NAME: **URS**

USER NAME: \*USER\*  
 PLOT SCALE: \*SCALE\*  
 PLOT DATE: \*DATE\*

DESIGNED	-	KLM	REVISED	-
DRAWN	-	KLM	REVISED	-
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DATE	-	8/19/2013	REVISED	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

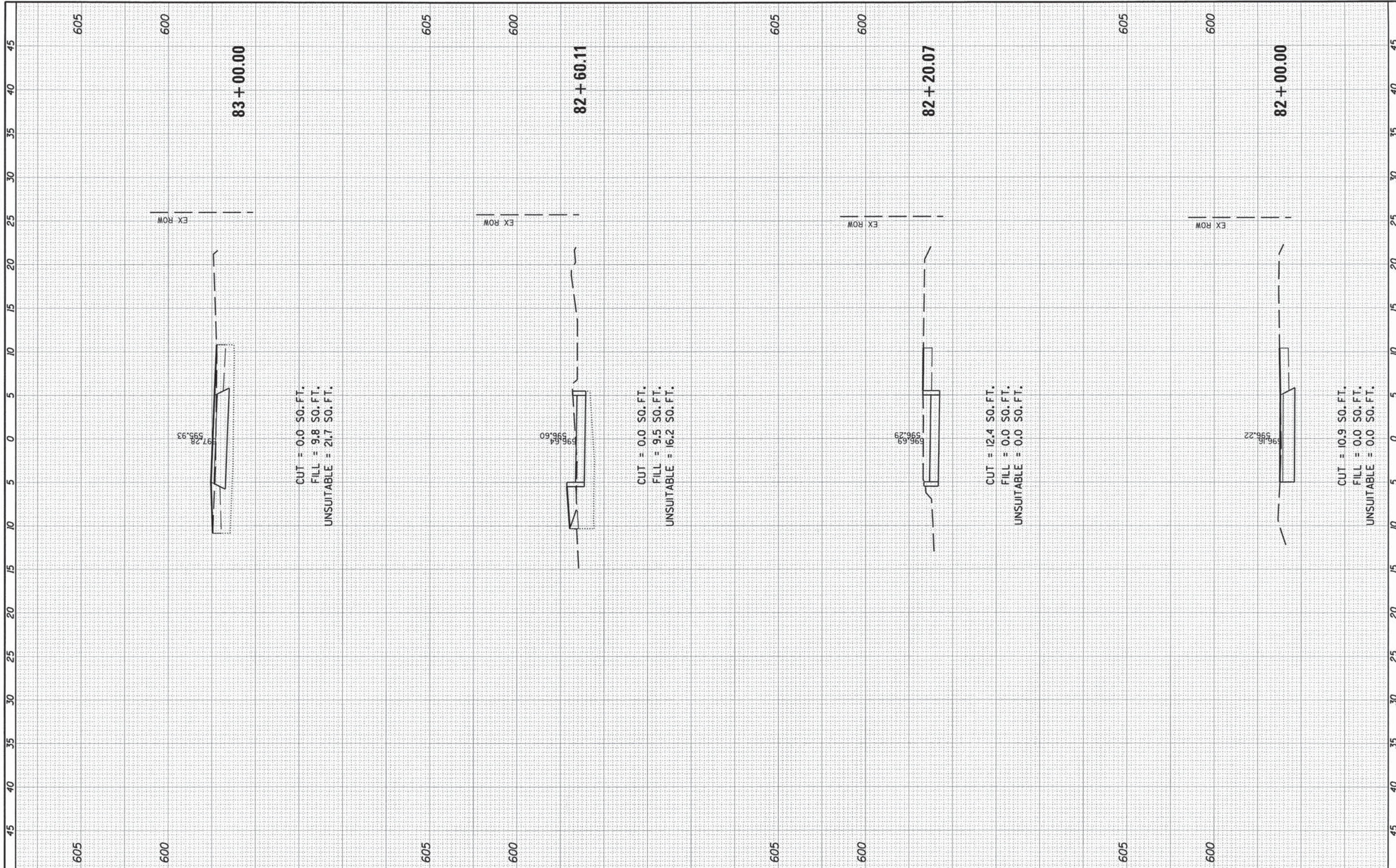
CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 79+00.00 TO STA. 81+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	96
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DESIGNED	BY	DATE
NO. _____	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

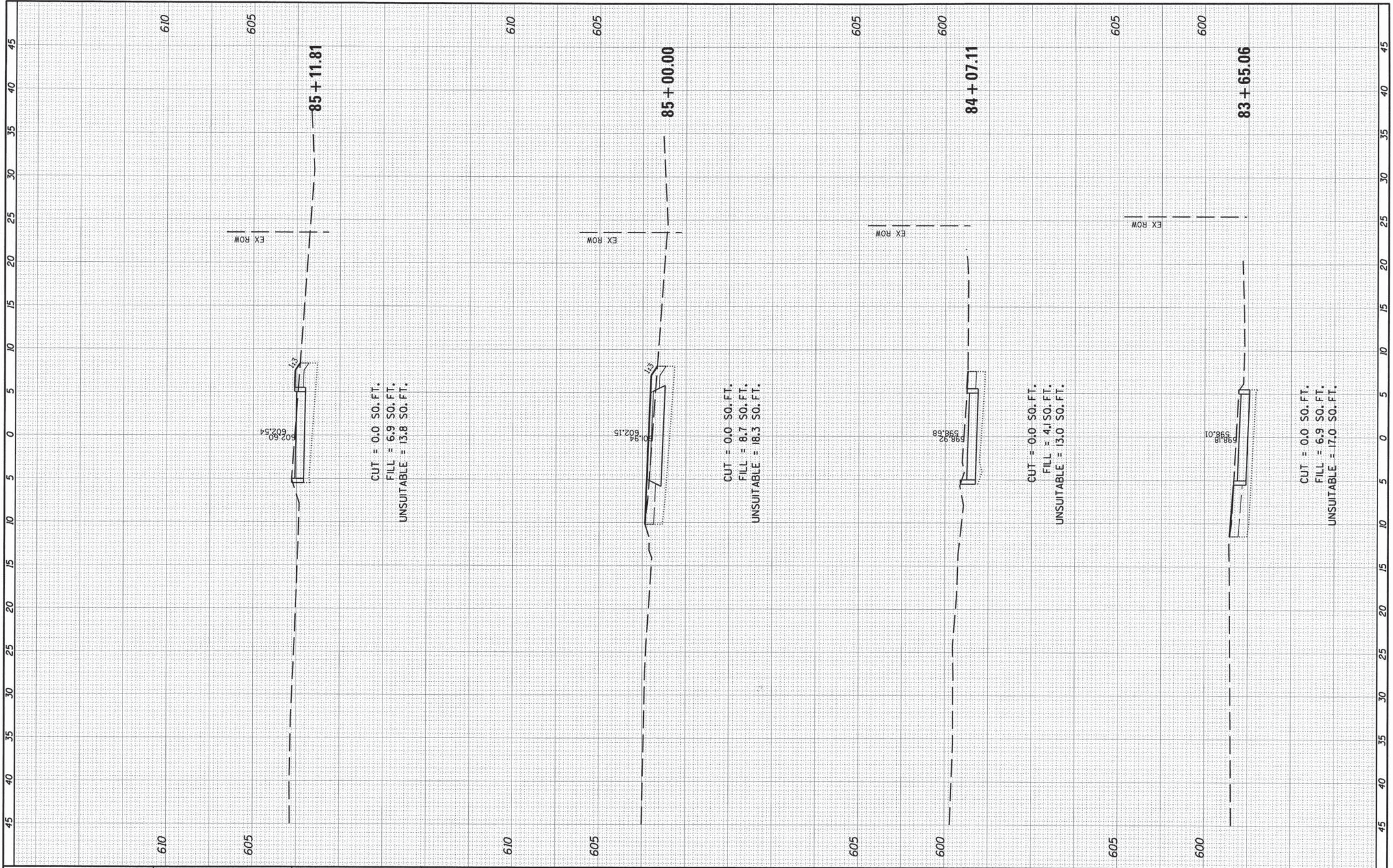
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NO. _____	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



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	PLLOT DATE = #DATE#	CHECKED - DDL	REVISED -		CONTRACT NO. 63866 ILLINOIS FED. AID PROJECT								
		DATE - 8/19/2013	REVISED -										

FINAL SURVEY	DATE
NO. _____	_____
NOTE BOOK	BY
NO. _____	_____
AREAS CHECKED	DATE
_____	_____

ORIGINAL SURVEY	DATE
NO. _____	_____
NOTE BOOK	BY
NO. _____	_____
AREAS CHECKED	DATE
_____	_____



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 CHECKED - DDL  
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REVISED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

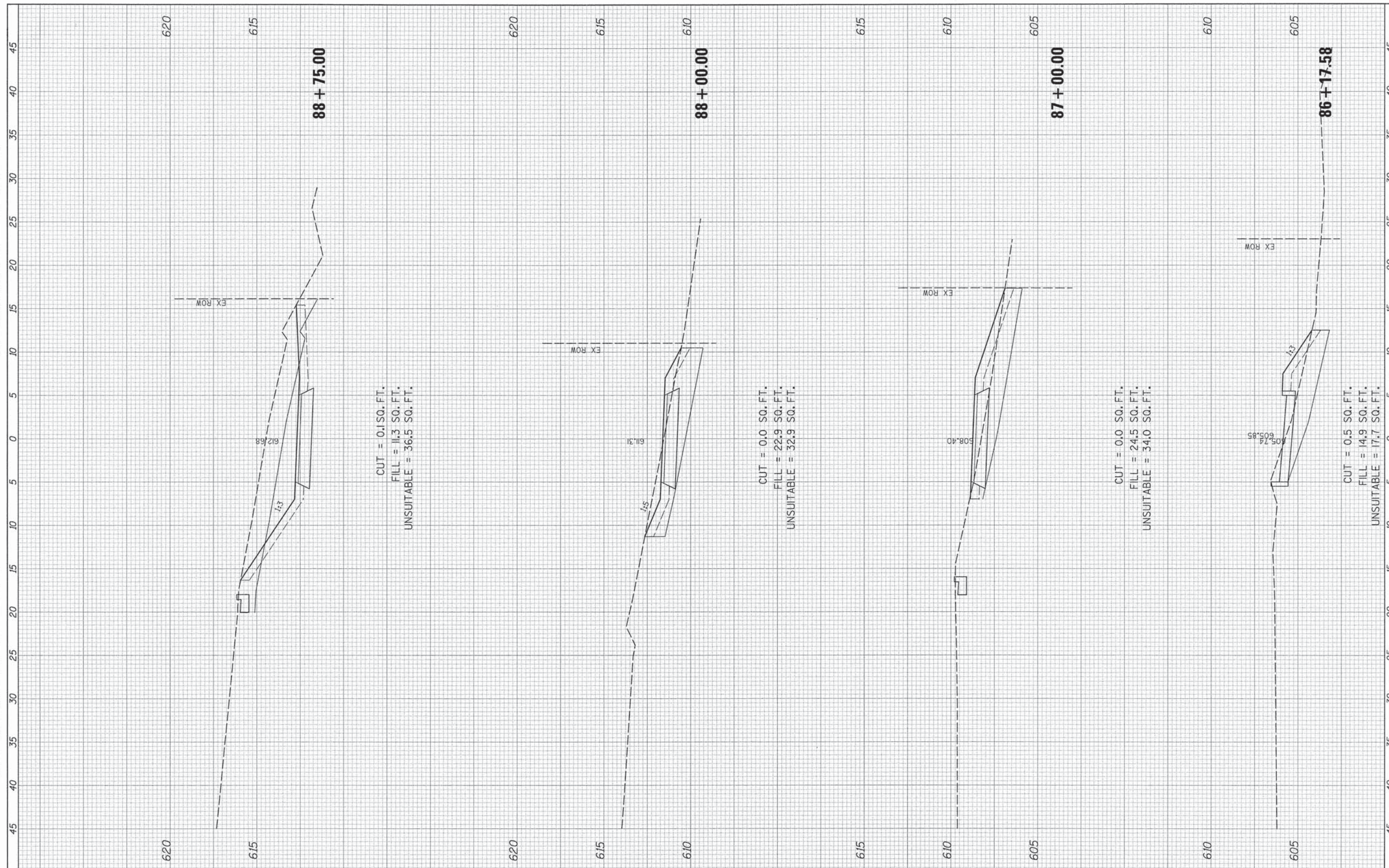
**CAL-SAG GREENWAY TRAIL WEST  
 (FOREST PRESERVE DISTRICT OF COOK COUNTY)  
 CROSS SECTIONS**

SCALE: SHEET OF SHEETS STA. 83+65.06 TO STA. 85+11.81

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	98
CONTRACT NO. 63866			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
SURVEYED	BY
FIELD	
NOTE BOOK	
NO.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	BY
FIELD	
NOTE BOOK	
NO.	
AREAS CHECKED	



FILE NAME	USER NAME = David.Londeweer	DESIGNED = KLM	REVISED =
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

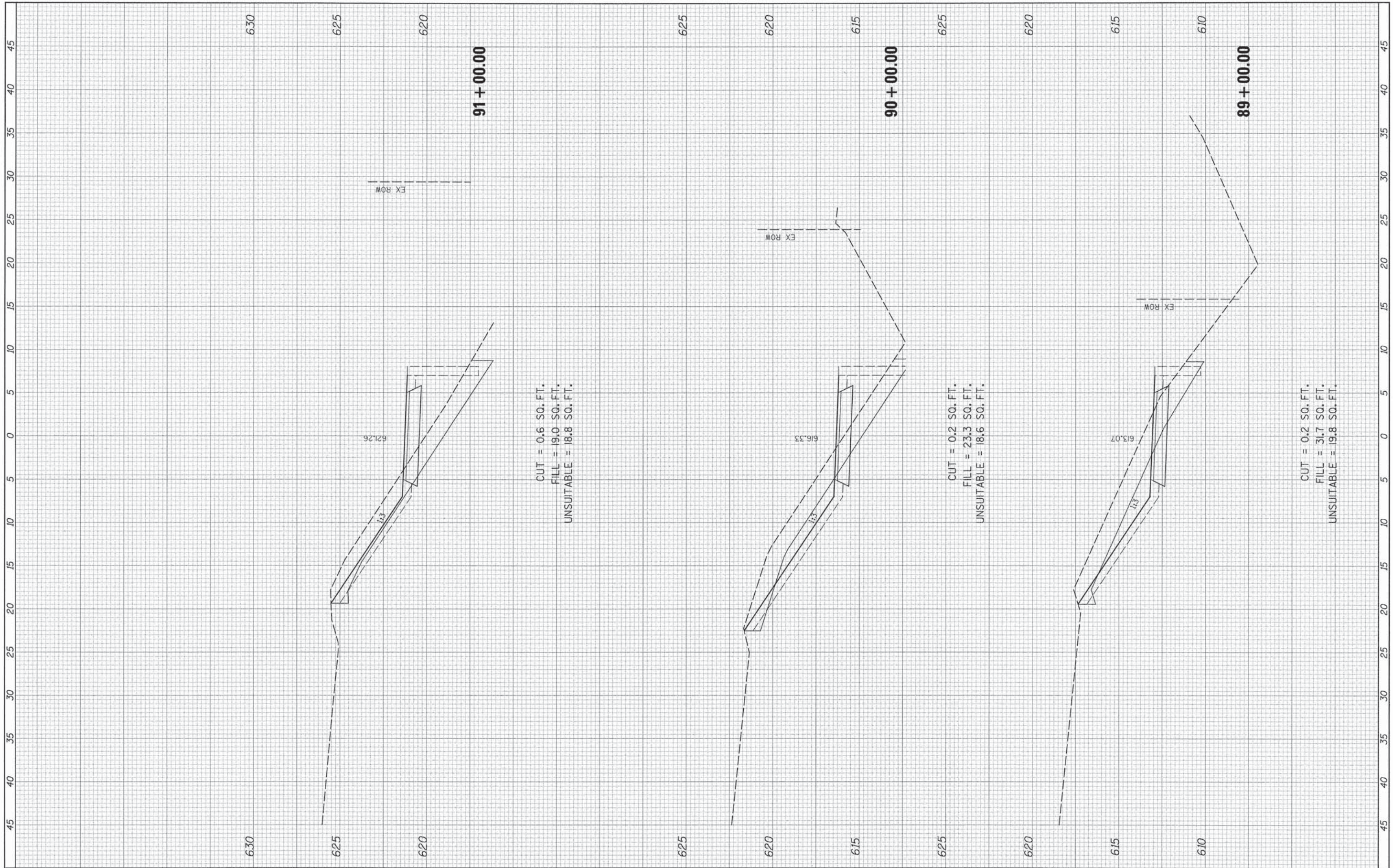
**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
CROSS SECTIONS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	99
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 86+17.58 TO STA. 88+75.00

FINAL SURVEY NO.	DESIGNED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	DESIGNED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



FILE NAME: **URS**

USER NAME = David.Lendoveer	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
	CHECKED - DDL	REVISED -
	DATE - 8/19/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CAL-SAG GREENWAY TRAIL WEST  
(FOREST PRESERVE DISTRICT OF COOK COUNTY)  
CROSS SECTIONS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	13-F3000-25-BT	COOK	171	100
CONTRACT NO. 63866				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 89+00.00 TO STA. 91+00.00