02-28-14 LETTING ITEM 122

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	07-00041-00-BT	COOK	73	1
FED. ROAD DIST. NO. -	ILLINOIS	CONTRACT NO. 63782		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT CAL–SAG TRAIL (PALOS HTS. SEG)

FOR INDEX OF SHEETS, SEE SHEET NO. 2

LOCATION OF SECTION INDICATED THUS: –

80TH AVENUE TO RIDGELAND AVENUE

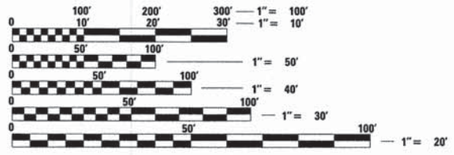
SECTION NO. 07–00041–00–BT
PROJECT NO. TE–00D1(903)
CITY OF PALOS HEIGHTS
COOK COUNTY
JOB NO: C–91–131–13

DESIGN SPEED
20 MPH

CLASSIFICATION
BIKE TRAIL

SPONSORING AGENCIES

CITY OF PALOS HEIGHTS



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

R 12E 3RD P.M.

T 37N

PALOS TOWNSHIP

LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH AND NET LENGTH = 13,468.54 FT = 2.55 MI

LICENSED PROFESSIONAL ENGINEER
DAVID D. LANDEWEER
062.042363
STATE OF ILLINOIS

SIGNATURE

3/21/13
DATE

LICENSE EXPIRES 11/30/2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved 3/22/2013
CITY OF PALOS HEIGHTS

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

Releasing for Bid Based on Limited Review November 18 2013
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. 63782

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

INDEX OF SHEETS

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280001-07	TEMPORARY EROSION CONTROL SYSTEMS
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515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-04	OFF-RD OPERATIONS, 15' TO 24" FROM PAVEMENT EDGE
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TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
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BM-20	PRUNING FOR SAFETY AND EQUIPMENT

BENCHMARKS /CONTROL POINTS

SEE ALIGNMENT, ITES & BENCHMARK PLANS

CONSTRUCTION ACCESS LOCATIONS

THE CONSTRUCTION ACCESS LOCATIONS SHALL AVOID WETLAND, WETLAND BUFFER AND RIPARIAN AREAS.

COMMITMENTS

NONE

SPECIAL WASTE THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

GENERAL CONSTRUCTION NOTES

GENERAL NOTES BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITY FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING ANY WORK WITHIN STATE RIGHT-OF-WAY.

ALL STATION-OFFSET CALL OUTS AND CURVE DATA ON THE PLANS REFER TO THE PROPOSED CENTERLINE UNLESS OTHERWISE SHOWN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS.

SPECIFICATIONS ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", JULY 2009 6TH EDITION, THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", LATEST EDITION, THE DETAILS INCLUDED IN THE PLANS, AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

STANDARDS ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF IDOT AS LISTED ON THIS SHEET.

COORDINATION THE CONTRACTOR SHALL NOTIFY THE CITY OF PALOS HEIGHTS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK, AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. THE CONTRACTOR SHALL ALSO OBTAIN ANY AND ALL NECESSARY PERMITS REQUIRED BEFORE THE START OF ANY CONSTRUCTION.

PUBLIC OR PRIVATE UTILITIES THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE, AND THE DISTRICT DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM, IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE "STANDARD SPECIFICATIONS". THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY OWNERS SO THAT THEIR FACILITIES MAY BE ADJUSTED OR RELOCATED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS UNLESS OTHERWISE NOTED IN THE PLANS. ALL RELOCATION WORK ON EXISTING PRIVATE UTILITIES WILL BE DONE BY THE OWNER OF THAT UTILITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS/HER OWN EXPENSE.

SURVEY AND MONUMENTS ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE MONUMENTS ARE REMOVED.

DISPOSAL OF MATERIALS THE CONTRACTOR SHALL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIALS EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS, PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT.

EXISTING DRAINAGE STRUCTURES DURING CONSTRUCTION OPERATIONS, WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED BY THE CONTRACTOR AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

UNSUITABLE MATERIAL BEFORE REMOVAL OF ANY UNSUITABLE MATERIAL, THE CONTRACTOR SHALL TREAT THE SUBGRADE AS PER ARTICLE 301.03 OF THE "STANDARD SPECIFICATIONS" TO THE SATISFACTION OF THE ENGINEER. UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT OR FILL UNDER THE PROPOSED TRAIL AS SHOWN ON THE TYPICAL CROSS SECTIONS.

STOCKPILES STOCKPILES OF TOPSOIL AND OTHER MATERIALS SHALL NOT BE LOCATED WITHIN A SPECIAL MANAGEMENT AREA. APPROVAL OF THE LOCATION MUST BE OBTAINED FROM THE ENGINEER PRIOR TO PLACEMENT. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES SHALL BE PROVIDED. STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

TREE TRIMMING ALL BRANCHES THAT ARE LESS THAN 12 FEET ABOVE THE SURFACE OF THE TRAIL SHALL BE REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH ANSI STANDARD A300-2001 (PART 1) FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE AND ANSI Z133.1-1994 FOR TREE CARE OPERATIONS PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH. THIS WORK SHALL BE PAID FOR AS LUMP SUM FOR PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE.

ACCESS TO ABUTTING PROPERTY THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTY DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION AS APPROVED BY THE ENGINEER.

SAW CUTTING THE LIMITS OF REMOVAL OF ALL CONCRETE OR BITUMINOUS PAVEMENTS, CURBING OR SIDEWALK ADJACENT TO EXISTING LIKE PAVEMENTS, CURBING OR SIDEWALKS SHALL BE SAWCUT IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS" AND AT THE DIRECTION OF THE ENGINEER. THE SAW CUTTING OF BITUMINOUS PAVEMENT, DRIVEWAYS, CURBING OR SIDEWALK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND WILL NOT BE PAID FOR AS SEPARATE ITEMS.

RESTORATION GRASS AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH SIX INCHES OF TOPSOIL AND SEED OR SOD AS SPECIFIED.

ACCESS THE CONTRACTOR SHALL BE AWARE OF POTENTIAL LIMITED ACCESS TO PORTIONS OF THE PROJECT. TEMPORARY DRAINAGE CROSSINGS APPROVED BY THE ENGINEER MAY BE INSTALLED BY THE CONTRACTOR AT HIS/HER EXPENSE TO GAIN ACCESS FOR CONSTRUCTION. THE CONTRACTOR MAY ALSO APPROACH ADJACENT OWNERS FOR THE PURPOSE OF OBTAINING ADDITIONAL ACCESS. SUCH NEGOTIATIONS, HOWEVER, ARE STRICTLY BETWEEN PROPERTY OWNERS AND THE CONTRACTOR. ANY ADDITIONAL COSTS INCURRED BY THE CONTRACTOR AS A RESULT SHALL BE AT HIS/HER EXPENSE.

RAILROAD IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE METRA RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CNTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE METRA RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

SEDIMENTATION AND EROSION CONTROL NOTES

A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE.

C. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DISTURBED AREAS WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. PERMANENT STABILIZATION SHALL BE DONE WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OF THE SOIL.

D. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT.

E. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.

F. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.

G. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

H. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL PRIOR TO THE START OF ANY EARTHWORK.

I. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES SHALL BE PROVIDED BY THE CONTRACTOR.

J. EROSION CONTROL MEASURES SHALL COMPLY WITH THE MINIMUM REQUIREMENTS OF THE COOK COUNTY STORMWATER AND FLOODPLAIN ORDINANCE SPECIFICATIONS AT ALL TIMES.

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PLOT DATE = 1/8/2014 6d13d53 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
INDEX OF SHEETS, GENERAL CONSTRUCTION NOTES AND HIGHWAY STANDARDS

SCALE: — | SHEET NO. 1 OF 1 SHEETS | STA. — | TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	2
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	935
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	393
	20101100	TREE TRUNK PROTECTION	EACH	202
*	20101200	TREE ROOT PRUNING	EACH	10
*	20101700	SUPPLEMENTAL WATERING	UNIT	5
	20200100	EARTH EXCAVATION	CU YD	2,774
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	7,975
	20400800	FURNISHED EXCAVATION	CU YD	1,372
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	14,681
*	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	10,680
*	25000115	SEEDING, CLASS 1B	ACRE	1.00
*	25000312	SEEDING, CLASS 4A	ACRE	1.25
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	194
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	194
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	194
*	25100115	MULCH, METHOD 2	ACRE	2.00
*	25200110	SODDING, SALT TOLERANT	SQ YD	1,324
	28000400	PERIMETER EROSION BARRIER	FOOT	11,737
	28000500	INLET AND PIPE PROTECTION	EACH	15
	28100107	STONE RIPRAP, CLASS A4	SQ YD	119
	28200200	FILTER FABRIC	SQ YD	166
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,595
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	372
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	13,137
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	677
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	230
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,361
	42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	4,187
	42400800	DETECTABLE WARNINGS	SQ FT	217
	44000100	PAVEMENT REMOVAL	SQ YD	165
	44000300	CURB REMOVAL	FOOT	11
	44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	33
	50104650	SLOPE WALL REMOVAL	SQ YD	174
	50200100	STRUCTURE EXCAVATION	CU YD	587.5
	50300225	CONCRETE STRUCTURES	CU YD	131.4
	50300280	CONCRETE ENCASEMENT	CU YD	2.1
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	18210
*	50901760	PIPE HANDRAIL	FOOT	210
	51201600	FURNISHING STEEL PILES HP12X53	FOOT	106
	51202305	DRIVING PILES	FOOT	106

* = SPECIALTY ITEMS

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
	51203600	TEST PILE STEEL HP12X53	EACH	1
	51204650	PILE SHOES	EACH	6
	51500100	NAME PLATES	EACH	1
	542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	54
	542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	137
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	4
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	6
	58700300	CONCRETE SEALER	SQ FT	131
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	32
	60255500	MANHOLES TO BE ADJUSTED	EACH	7
	60602800	CONCRETE GUTTER, TYPE B	FOOT	109
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	15
*	66400305	CHAIN LINK FENCE, 6'	FOOT	217
*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6
	67100100	MOBILIZATION	L SUM	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	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	162
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	5
	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	4
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	13
	72900100	METAL POST - TYPE A	FOOT	538
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,638
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,109
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,042
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	35
*	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	14
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	11879
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	225
*	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	332
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	773
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	159

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY 0028
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	173
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
*	88600100	DETECTOR LOOP, TYPE 1	FOOT	60
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	2
*	89502200	MODIFY EXISTING CONTROLLER	EACH	1
*	A2002714	TREE, CARYA OVATA (SHAGBARK HICKORY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	6
*	A2006414	TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	9
*	A2007814	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 1-3/4" CALIPER, BALLED AND	EACH	9
*	C2C11024	SHRUB, SYRINGA PATULA MISS KIM (MISS KIM MANCHURIAN LILAC), 2' HEIGHT, CONTAINER	EACH	5
*	C2011600	SHRUB, VIBURNUM DENTATUM BLUE MUSSIN (BLUE MUFFIN ARROWHEAD), 3' HEIGHT, BALLED AND	EACH	8
*	D2C01536	EVERGREEN, JUNIPERUS VIRGINIANA (EASTERN RED CEDAR), 3' HEIGHT, CONTAINER	EACH	11
*	K0026610	TRANSPLANT SALVAGED TREES	EACH	1
*	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1
*	X0321322	DROP GATE	EACH	2
	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	720
*	X0324761	DRAINAGE SYSTEM (SPECIAL)	L SUM	1
*	X0325936	SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY)	EACH	2
	X0327036	BIKE PATH REMOVAL	SQ YD	224
	X0327149	RELOCATE BENCH	EACH	3
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	52
	X5121800	PERMANENT STEEL SHEET PILING	SQ FT	2,706
	X6023840	REMOVE AND RELOCATE INLETS	EACH	1
*	XX005642	GATEWAY MONUMENT SIGN COMPLETE	EACH	5
	XX005963	ANTI-GRAFFITI COATING	SQ FT	807
	XX007023	STAINING CONCRETE STRUCTURES	SQ YD	90
*	XX007399	MONUMENT TYPE A FOUNDATION	EACH	14
*	XX008268	DECORATIVE GATEWAY ELEMENT	EACH	1
*	XX008276	DECORATIVE BOULDER RELOCATION	EACH	20
*	XX008600	DECORATIVE SIGN AND POST (DIRECT POST)	EACH	14
	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	18
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	112
*	Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1181
	Z0022800	FENCE REMOVAL	FOOT	407
	Z0042300	PORTLAND CEMENT CONCRETE SIDEWALK CURB	FOOT	137
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	54
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
*	Z0055800	RUSTIC RAIL FENCE	FOOT	781

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	DRAWN - KLM	REVISED -	
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PLOT DATE = 1/8/2014 4:57:45 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. OF 1 1 SHEETS | STA. | TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	3
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

GATEWAY MONUMENT SIGN COMPLETE SCHEDULE

	OFFSET (FT)		
STATION	LT	RT	EACH
468+65.	10.0		1
512+00.	10.0		1
532+82.		10	1
575+18.		12	1
602+64.	18.7		1
		TOTAL:	5

EARTHWORK TABLE

			UNSUITABLE EXCAVATION (REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)	UNSUITABLE MATERIAL ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL FURNISH AND PLACE, 6"	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (UNSUITABLE MATERIAL)
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD
468+65.		512+43.	3576	2682	817	1865
533+00.		537+00.	4058	3044	-	2169
594+30.		604+00.				
533+00.		604+00.	-	-	875	
1+56.		5+13.	341	256	88	168
		TOTAL:	7975	5981	1780	4201

EARTHWORK TABLE CONT.

			EARTH EXCAVATION (SUITABLE MATERIAL)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	SUITABLE EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (SUITABLE MATERIAL)
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD
468+65.		512+43.	225	169	2718	-2549
533+00.		604+00.	2526	1895	646	1249
1+56.		5+13.	23	17	88	-71
		TOTAL:	2774	2081	3452	-1372

PROPOSED TREE SCHEDULE

TREE, CARYA OVATA (SHAGBARK HICKORY), 1-3/4" CALIPER, BALLED AND BURLAPPED				TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED				TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 1-3/4" CALIPER, BALLED AND BURLAPPED			
	OFFSET (FT)				OFFSET (FT)				OFFSET (FT)		
STATION	LT	RT	EACH	STATION	LT	RT	EACH	STATION	LT	RT	EACH
574+75.00		15	1	534+17.32	82.9		1	533+87.32	82.9		1
575+00.00		15	1	534+77.32	82.9		1	534+47.32	82.9		1
576+75.00		15	1	573+25.13		15	1	573+50.00		15	1
3+64.88		15	1	574+50.00		15	1	574+75.00		15	1
3+91.51	15		1	576+25.00		15	1	576+50.00		15	1
4+74.82		15	1	577+00.00		15	1	577+25.48		15	1
				3+74.10	15		1	3+42.88	15		1
				4+23.55		15	1	4+04.24		15	1
				4+86.70	15		1	4+17.70	15		1

FILE NAME = Q:\PalosHeights_2536877A_Cal-SagTrailWest\Ph2\Roadway\PalosHeights\General\SCD&Schedules.dgn

URS

USER NAME = David.Landeweer	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED - DDL	REVISED -	
PLOT DATE = 10/24/2013 4:29:04 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SUMMARY OF QUANTITIES/SCHEDULES

SCALE: — | SHEET NO. OF 1 1 SHEETS | STA. — | TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	4
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TREE REMOVAL SCHEDULE

	OFFSET (FT)			
STATION	LT	RT	6-15 UNITS	> 15 UNITS
491+02.	3.4			24
491+19.	5.6		10	
491+28.		8.4	12	
491+28.	5.4		12	
491+35.	5.3		10	
491+43.	6		14	
491+50.	6			16
503+32.	11.2		9	
503+39.	11.7		12	
503+46.	5.6		8	
503+56.	5.7		15	
503+57.	2.8		14	
535+79.		4	12	
536+57.		3.3	12	
536+71.		6	6	
536+94.		3.9	10	
548+62.		8.4	12	
549+07.	8			21
549+48.		6.7	6	
549+56.		7.7	10	
549+77.	11.5		8	
550+57.	9			21
550+61.	11.4		12	
550+73.	9.4			
550+97.		7.6	10	
551+18.		11.3	9	
551+41.		7.8	9	
551+49.		7.3	12	
551+49.	7.5		7	
551+50.		9	8	
551+51.		7.7	8	
551+71.	5.3			16
551+90.	10.8			16
553+58.		12.3	8	
554+63.	10.7		12	
554+66.	10		12	
555+07.	5.7		8	
558+38.		10.4	12	
563+15.		7.5	12	
563+93.		16.7	7	
564+48.		16.1		18
567+00.		14.6	10	
573+26.		8.2	12	
576+86.		13.8	10	
576+88.		13.4	12	
576+91.		12	8	
577+18.	10.2			
578+93.	11.5		10	

TREE REMOVAL SCHEDULE

	OFFSET (FT)			
STATION	LT	RT	6-15 UNITS	> 15 UNITS
579+27.	12.2		8	
593+82.		9	6	
595+42.		11	6	
596+47.		4	6	
596+57.		4.3	6	
596+68.	7.6		7	
597+12.		8	8	
597+41.	9			
598+07.	8.1		8	
599+77.	5.4		10	
599+79.	6.5		12	
600+40.		5.4		18
600+53.	8.6		12	
600+59.	26.2		14	
600+61.	9.4		8	
600+80.	10.4		6	
600+87.		9.3	8	
601+00.	19.2		10	
601+03.	19.7		8	
602+59.	26.2		14	
3+37.		3.6	12	
3+59.	0.4			24
3+64.		7.7		24
3+73.		10.4	10	
3+89.		6.2		20
4+31.	6.5			20
4+34.		0.7		24
4+42.	7.5		10	
4+57.		1	12	
4+61.		3.3	10	
4+63.		7.3	12	
SUBTOTAL:			623	262
50% CONTINGENCY:			312	131
TOTAL:			935	393

TREE TRUNK PROTECTION SCHEDULE

	OFFSET (FT)		
STATION	LT	RT	EACH
469+79.	22.9		1
472+07.	8.6		1
502+01.	16.2		1
502+13.	20.5		1
503+04.	27		1
503+06.	27.7		1
503+09.	20.8		1
503+11.	22.5		1
503+12.	20.9		1
503+28.	18.7		1
504+57.		10.8	1
505+40.	17.1		1
505+68.	23.5		1
510+50.		16.6	1
511+24.		18.2	1
548+89.	17.9		1
549+18.		19.1	1
549+23.	15.4		1
549+49.		11.9	1
549+53.		11.8	1
549+74.	18.1		1
549+81.	18.5		1
550+01.		16.8	1
550+12.		13.2	1
550+63.		12.8	1
550+82.	15.6		1
551+00.		16.1	1
551+04.	10.6		1
551+09.		14.3	1
551+19.	10		1
551+22.	11.1		1
551+38.	10.8		1
553+08.		14.7	1
553+67.	12.1		1
554+31.		16.3	1
554+66.		16.5	1
554+70.		19.4	1
554+98.		16.1	1
555+12.		16.2	1
555+40.		13.1	1
555+60.		11	1
555+92.		10.5	1
555+94.		11.9	1
556+22.		10.2	1
556+47.		8.9	1

TREE TRUNK PROTECTION SCHEDULE

	OFFSET (FT)		
556+50.	12.3		1
556+76.	12.4		1
557+66.		15.3	1
558+18.	12.8		1
558+30.		14.5	1
559+92.	15.6		1
560+24.	17.9		1
561+52.	13.9		1
561+63.		15.6	1
561+70.	14.9		1
561+79.	13.9		1
561+83.		17.4	1
562+02.	14.4		1
562+16.	16		1
562+65.	16.7		1
563+14.		18.1	1
563+70.	13.2		1
563+72.		23.8	1
564+20.	11.9		1
564+51.		23.7	1
565+67.	19.8		1
566+67.	12.4		1
566+90.		18.4	1
566+97.		17.8	1
566+99.	12		1
567+35.	10		1
568+36.	14.1		1
568+79.	10.6		1
569+13.	13.9		1
569+45.	12.5		1
569+99.	13.3		1
570+05.	14.6		1
570+11.	14.3		1
570+14.		10.4	1
570+38.	13.8		1
570+48.	12.5		1
570+82.	15		1
571+00.	16.1		1
571+23.	9.8		1
571+96.	11.1		1
572+43.		13.9	1
573+20.	13.2		1
574+21.		13.6	1
575+11.	15.3		1
575+70.		14.7	1
575+71.		14.6	1
575+87.	12.3		1
575+95.		15.7	1
575+98.	17.1		1

TREE TRUNK PROTECTION SCHEDULE

	OFFSET (FT)		
576+37.	12.6		1
576+40.	12.9		1
576+56.	15.1		1
576+60.	13.9		1
577+18.	11.6		1
577+31.	15.0		1
577+33.	15.9		1
577+48.		16.9	1
577+61.		16.7	1
578+03.		16.5	1
578+02.	13.3		1
578+24.	13.7		1
578+74.		13.3	1
579+48.		10.2	1
579+51.		11.4	1
579+79.	14.6		1
581+08.		13.2	1
581+22.	15.3		1
581+84.		16.4	1
582+06.	15.0		1
582+36.		17.7	1
582+52.	9.6		1
582+88.	12.6		1
583+11.	13.1		1
583+58.		16.4	1
583+59.		16.1	1
583+68.		16.5	1
584+98.	15.9		1
586+71.	12.5		1
588+39.	16.8		1
588+95.	14.8		1
589+62.	16.4		1
590+91.	16.9		1
591+07.		13.0	1
591+25.		17.5	1
593+14.	12.5		1
593+42.		14.8	1
593+43.	10.6		1
594+34.		12.5	1
594+34.	12.5		1
594+44.		14.6	1
595+53.		14.7	1
595+66.		18.6	1
596+51.		13.3	1
596+53.		12.5	1
596+55.		12.0	1
596+55.	9.5		1
596+61.	11.9		1
596+76.		15	1

TREE TRUNK PROTECTION SCHEDULE

	OFFSET (FT)		
596+85.	8.4		1
597+22.		15.9	1
597+56.		11.8	1
597+73.	16.3		1
598+00.		10.8	1
598+06.		11.7	1
598+32.		17	1
598+41.		17.2	1
598+71.		15.5	1
598+84.		10.1	1
599+01.		10.5	1
599+05.		10.2	1
599+06.	12.3		1
599+08.		10.5	1
599+66.		15.1	1
599+67.		16.9	1
599+98.	14.4		1
600+16.		9.1	1
600+40.		15	1
600+74.	30.9		1
602+18.		15.3	1
604+09.		12.6	1
3+29.		22.3	1
3+48.		24.9	1
3+57.	15.6		1
3+81.		17.1	1
4+37.	18.5		1
4+40.		11.5	1
4+55.		12.7	1
4+59.	12.4		1
4+68.		10.5	1
4+92.		20.4	1
SUBTOTAL:			175
15% CONTIGENCY:			201.3
TOTAL:			202

FILE NAME = G:\PalosHeights_2536077A_Cal-SagTrailWest\Ph2\Roadway\PalosHeights\General\Tree Schedules.dgn

URS

USER NAME = David.Landewee	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED - DDL	REVISED -	
PLOT DATE = 10/24/2013 4:25:12 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SCHEDULES

SCALE: — | SHEET NO. 1 OF 1 SHEETS | STA. — | TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	5
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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)
469+52.	LT	RELOCATE	M1-5	24	24	2	-	13.75	27.5
		RELOCATE	M6-3	21	15				
469+52.	LT	RELOCATE	M1-5	24	24	2	-	13.75	27.5
		RELOCATE	M6-4	21	15				
473+60.	RT	STOP	R1-1	18	18	1	-	10	10
474+15.	LT	STOP	R1-1	18	18	1	-	10	10
475+86.	RT	STOP	R1-1	18	18	1	-	10	10
476+29.	LT	STOP	R1-1	18	18	1	-	10	10
479+66.	RT	STOP	R1-1	18	18	1	-	10	10
480+35.	LT	STOP	R1-1	18	18	1	-	10	10
487+43.57	LT	BICYCLE WARNING	W11-1	30	30	2	-	14	28
	LT	DIAGONAL ARROW	W16-7P	24	12				
487+30.	RT	BICYCLE WARNING	W11-1	30	30	2	-	14	28
	RT	DIAGONAL ARROW	W16-7P	24	12				
487+30.	LT	STOP	R1-1	18	18	1	-	11	11
	LT	CROSS TRAFFIC DOES NOT STOP	W4-4P	18	12				
489+00.	RT	HILL	W7-5	18	18	1	-	10	10
487+30.	RT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
499+00.	LT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
500+00.	RT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
501+50.	LT	HILL	W7-5	18	18	1	-	10	10
502+00.	RT	HILL	W7-5	18	18	1	-	10	10
506+30.	LT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
512+36.	RT	STOP	R1-1	18	18	1	-	12.5	12.5
	RT	NO MOTOR VEHICLES	R5-3	24	24				
516+40.	RT	COMBINATION BIKE AND PED CROSSING	W11-15	30	30	2	-	14.5	29
	RT	TRAIL CROSSING	W11-15P	24	18				
517+50.	RT	STOP	R1-1	18	18	1	-	11	11
	RT	CROSS TRAFFIC DOES NOT STOP	W4-4P	18	12				
SOUTH END OF LAKE KATHERINE SPUR	LT	STOP	R1-1	18	18	1	-	12.5	12.5
	LT	NO MOTOR VEHICLES	R5-3	24	24				
518+40.	LT	COMBINATION BIKE AND PED CROSSING	W11-15	30	30	2	-	14.5	29
	LT	TRAIL CROSSING	W11-15P	24	18				

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)
531+60.	RT	COMBINATION BIKE AND PED CROSSING	W11-15	30	30	2	-	14.5	29
	RT	TRAIL CROSSING	W11-15P	24	18				
533+00.	LT	STOP	R1-1	18	18	1	-	10	10
537+14.24	RT	STOP	R1-1	18	18	1	-	10	10
546+00.	RT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
554+50.	LT	HILL	W7-5	18	18	1	-	10	10
562+00.	RT	HILL	W7-5	18	18	1	-	10	10
1+61.	LT	STOP	R1-1	18	18	1	-	10	10
2+20.	RT	STOP	R1-1	18	18	1	-	11	11
	RT	CROSS TRAFFIC DOES NOT STOP	W4-4P	18	12				
2+85.	RT	COMBINATION BIKE AND PED CROSSING	W11-1	30	30	2	-	15.5	31
	RT	TRAIL CROSSING	W11-15P	24	18				
	RT	200 FT	W16-2aP	24	12				
2+85.	LT	NO MOTOR VEHICLES	R5-3	24	24	1	-	11	11
	LT	STOP	R1-1	18	18				
	LT	CROSS TRAFFIC DOES NOT STOP	W4-4P	18	12				
4+00.	LT	STOP AHEAD	W3-1	18	18	1	-	10	10
5+07.	RT	STOP	R1-1	18	18	1	-	10	10
593+80.	RT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
600+50.	LT	MULTIPLE CURVE WARNING	W1-5	18	18	1	-	10	10
600+80.	RT	CURVE	W1-2	18	18	1	-	10	10

SCHEDULE – DECORATIVE SIGN POST AND SIGNS

Palos Heights Location	Round directional signs	Round Logo Signs	Rect. Trail Signs	Rect Info Signs	Decorative sign post	Special Structure	Logo 1 sided	Logo 2 sided	Restroom Sign (arrow)	Bus sign (arrow)	Train Sign (arrow)	Restaur Sign (arrow)	Bike Shop (arrow)	Mile Marker	Sign Sup Brack	Directional Sign Callout with single arrows
468+65								1								
468+80	2	2	1	1	1											(1) Palos Park (up), (1) Palos Heights (up)
483+86	2	2			1						1 lt & 1 rt				2	(1) Palos Park (rt), (1) Lake Kathryn (up)
487+70	2	2			1											(1) Palos Park (lt), (1) Lake Kathryn (up)
512+00								1								
517+30	4		1	1	1				1 lt & 1 rt						2	(1) Palos Park (up), (1) Alsip (up), (2) Tinley Creek Trail (lt&rt)
Il 83 & 76th	2	2			1										2	(1) Cal-Sag Trail (up), (1) Tinley Creek Trail (up)
518+97		2			1									2	2	
525+40	2	2			1										2	(1) Palos Park (up), (1) Alsip (up)
532+82								1								
538+00	2	2			1										2	(1) Palos Park (up), (1) Alsip (up)
540+50	2	2	1	1	1											(1) Palos Park (lt), (1) Alsip (up)
541+50						1	2									
547+26	4		1	1	1					1 lt & 1 rt		1 lt & 1 rt	1 lt & 1 rt			(1) Palos Park (up), (1) Alsip (up), Harlem Ave (lt&rt)
571+77		2			1									2		
575+18								1								
575+25	4		1	1	1											(1) Palos Park (up), (1) Alsip (up), Oak Park Ave (lt&rt)
2+05	2	2			1										2	(2) Cal-Sag Trail (lt&rt)
602+64								1								
602+77	4		1	1	1										2	(1) Lake Kathryn (up), (1) Alsip (up), Ridgeland Ave(lt&rt)
Extras		2			1		1	1								
Subtotal	32	22	6	6	15	1	3	6	2	2	2	2	2	4	16	

FILE NAME = G:\PalosHeights_25368779_Cal-SagT-atWestPk2\Roadway\PalosHeights\General\Sign Schedule.dgn

URS

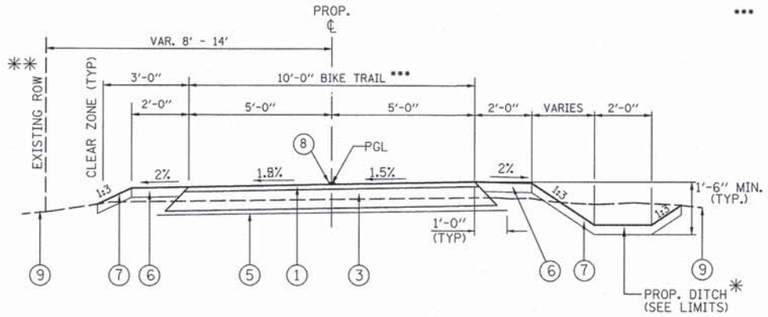
USER NAME = David.Landeweer	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED - DDL	REVISED -	
PLOT DATE = 10/24/2013 4:23:16 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL–SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SIGN INSTALLATION SCHEDULE

SCALE: — | SHEET NO. 1 OF 1 SHEETS | STA. — | TO STA. —

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	6
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



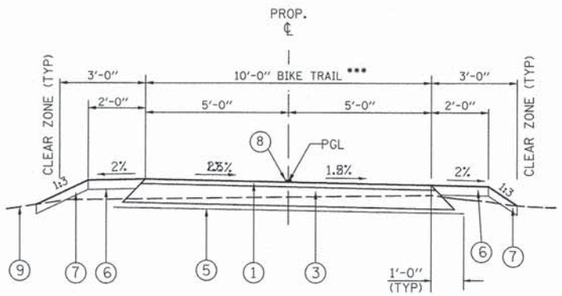
PROPOSED TYPICAL SECTION

STA. 468+65 TO STA. 474+00
STA. 480+00 TO STA. 482+83.18
STA. 496+00 TO STA. 505+00
STA. 510+00 TO STA. 512+43.58
STA. 547+48.15 TO STA. 553+00
STA. 558+00 TO STA. 595+79
OMIT - STA. 595+79 TO STA. 596+42.51 (PEDESTRIAN BRIDGE)
STA. 596+42.51 TO STA. 600+81.44
OMIT - STA. 600+81.44 TO STA. 602+20.38 (PCC BIKE TRAIL)
STA. 602+20.38 TO STA. 602+67.76

*** LIMIT OF PAYMENT FOR ASPHALT, BITUMINOUS MATERIAL, AND AGGREGATE BASE COURSE.

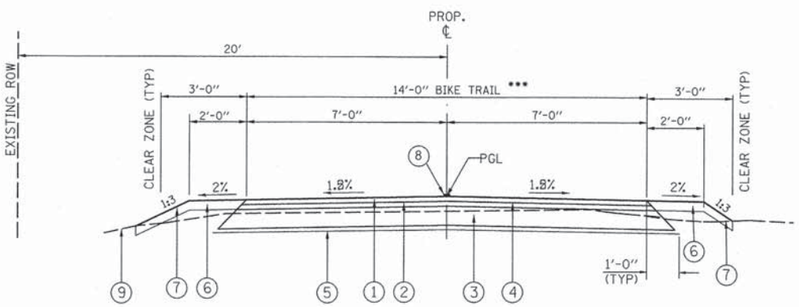
* STA. 496+50 TO STA. 498+70
STA. 563+75 TO STA. 566+50

** EXISTING ROW ALONG SOUTHWEST HWY



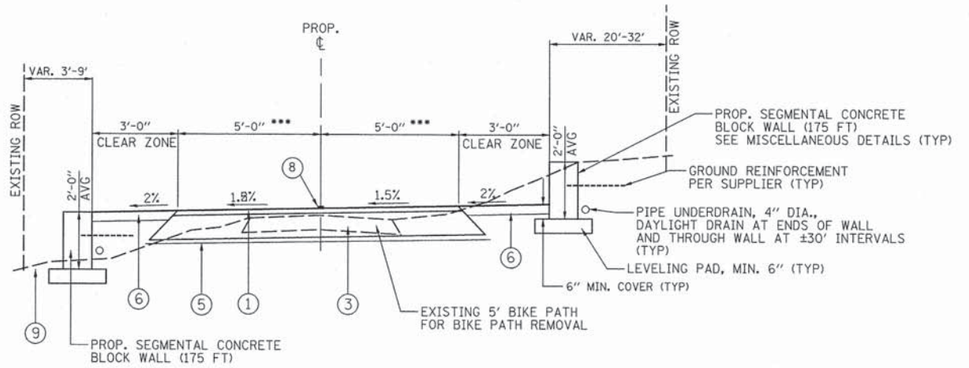
PROPOSED TYPICAL SECTION

STA. 474+00 TO STA. 480+00
STA. 505+00 TO STA. 510+00
STA. 553+00 TO STA. 558+00
STA. 1+55.58 TO STA. 5+13.20 (SPUR)



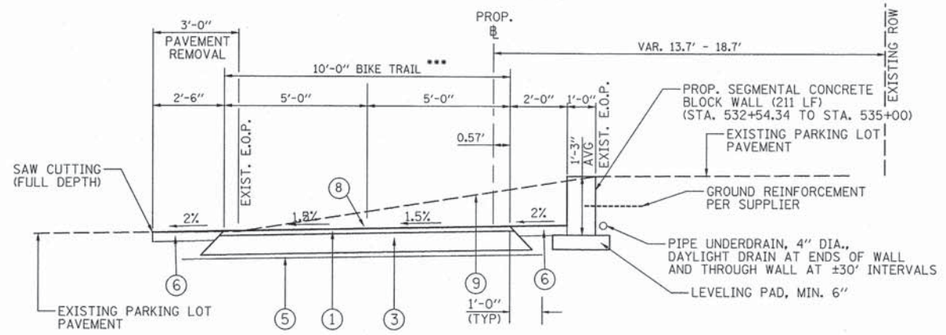
PROPOSED TYPICAL SECTION

STA. 487+55 TO STA. 496+00
ACCESS DRIVE TO UTILITY



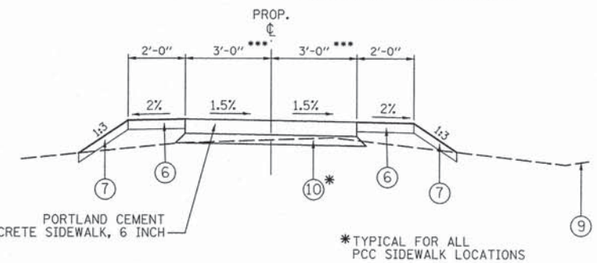
PROPOSED TYPICAL SECTION

LAKE KATHERINE SPUR



PROPOSED TYPICAL SECTION

STA. 532+82.40 TO STA. 537+26.17



PROPOSED TYPICAL SECTION

STA. 602+41.05 TO STA. 604+28.52

LEGEND:

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2¼"
3. AGGREGATE BASE COURSE, TYPE B, 8"
4. BITUMINOUS MATERIAL (PRIME COAT)
5. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
6. TOPSOIL FURNISH AND PLACE, 6", AND SEEDING, CLASS 1B
7. TOPSOIL FURNISH AND PLACE, 6", AND SEEDING, CLASS 4A
8. PAINT PAVEMENT MARKING, 4" YELLOW
9. EXISTING GROUND
10. AGGREGATE BASE COURSE, TYPE B, 4"

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:
WHERE THE TRAIL RUNS ADJACENT TO SOUTHWEST HWY, THE GROUND AREA BETWEEN THE TRAIL AND SOUTHWEST HWY SHALL BE SHAPED TO ELIMINATE ANY SWALES, DITCHES, OR LOW SPOTS.

NOTE 3:
ADDITIONAL FILL MATERIAL TO BE PLACED ABOVE FABRIC IN CUT SECTIONS SHALL NOT BE MEASURED FOR PAYMENT. MATERIAL SHALL BE SUITABLE EMBANKMENT MATERIAL.

NOTE 4:
AT ALL INTERSECTIONS OF BIKE PATH AND ROADWAYS, DEPRESS THE CURB (IF APPLICABLE) AND MAINTAIN EXISTING PAVEMENT ELEVATIONS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	% AIR VOIDS @ Ndes	USAGE
HOT-MIX ASPHALT SURFACE COURSE, MIX. D, N50 (IL 9.5mm; 2")	4% @ 50 GYR	BIKE PATH AND DRIVEWAY SURFACE
HOT-MIX ASPHALT BINDER COURSE, MIX. D, N50, IL-19.0; 2¼"	4% @ 50 GYR	BIKE PATH AND DRIVEWAY BINDER

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

NOTE: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY THE DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIAL SPECAIL PROVISIONS.

FILE NAME = D:\Palos Heights-253837\6_Cal-Sag Trail\Xrefs\Proj\Roadway\Palos Heights\Typical Section\prop_typ_section.dgn

URS

USER NAME = David_Landeweer	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DDL	REVISED -	
PLOT DATE = 10/24/2013 4:16:02 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	7
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PROP. CURVE CALSAG11091-169
PI STA. = 457+83.83
Δ = 3° 22′ 39″ (LT)
D = 1° 32′ 49″
R = 3,704.00′
T = 109.21′
L = 218.35′
E = 1.61′
P.C. STA. = 456+74.62
P.T. STA. = 458+92.98

PROP. CURVE CALSAG11091-170
PI STA. = 460+45.42
Δ = 19° 13′ 38″ (LT)
D = 6° 21′ 58″
R = 900.00′
T = 152.44′
L = 302.02′
E = 12.82′
P.C. STA. = 458+92.98
P.T. STA. = 461+94.99

PROP. CURVE CALSAG11091-171
PI STA. = 466+80.80
Δ = 14° 59′ 20″ (LT)
D = 6° 19′ 59″
R = 904.73′
T = 119.02′
L = 236.68′
E = 7.80′
P.C. STA. = 465+61.78
P.T. STA. = 467+98.46

PROP. CURVE CALSAG11091-172
PI STA. = 468+83.51
Δ = 66° 23′ 07″ (LT)
D = 44° 04′ 25″
R = 130.00′
T = 85.05′
L = 150.62′
E = 25.35′
P.C. STA. = 467+98.46
P.T. STA. = 469+49.09

PROP. CURVE CALSAG11091-173
PI STA. = 481+13.19
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+01.94
P.T. STA. = 481+24.35

PROP. CURVE CALSAG11091-174
PI STA. = 481+35.60
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+24.35
P.T. STA. = 481+46.75

PROP. CURVE CALSAG11091-175
PI STA. = 481+74.59
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+63.34
P.T. STA. = 481+85.75

PROP. CURVE CALSAG11091-176
PI STA. = 481+97.00
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+85.75
P.T. STA. = 482+08.16

PROP. CURVE CALSAG11091-177
PI STA. = 482+45.28
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 482+34.03
P.T. STA. = 482+56.44

PROP. CURVE CALSAG11091-178
PI STA. = 482+67.69
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 482+56.44
P.T. STA. = 482+78.84

PROP. CURVE CALSAG11091-179
PI STA. = 491+06.04
Δ = 22° 05′ 50″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 19.53′
L = 38.57′
E = 1.89′
P.C. STA. = 490+86.52
P.T. STA. = 491+25.08

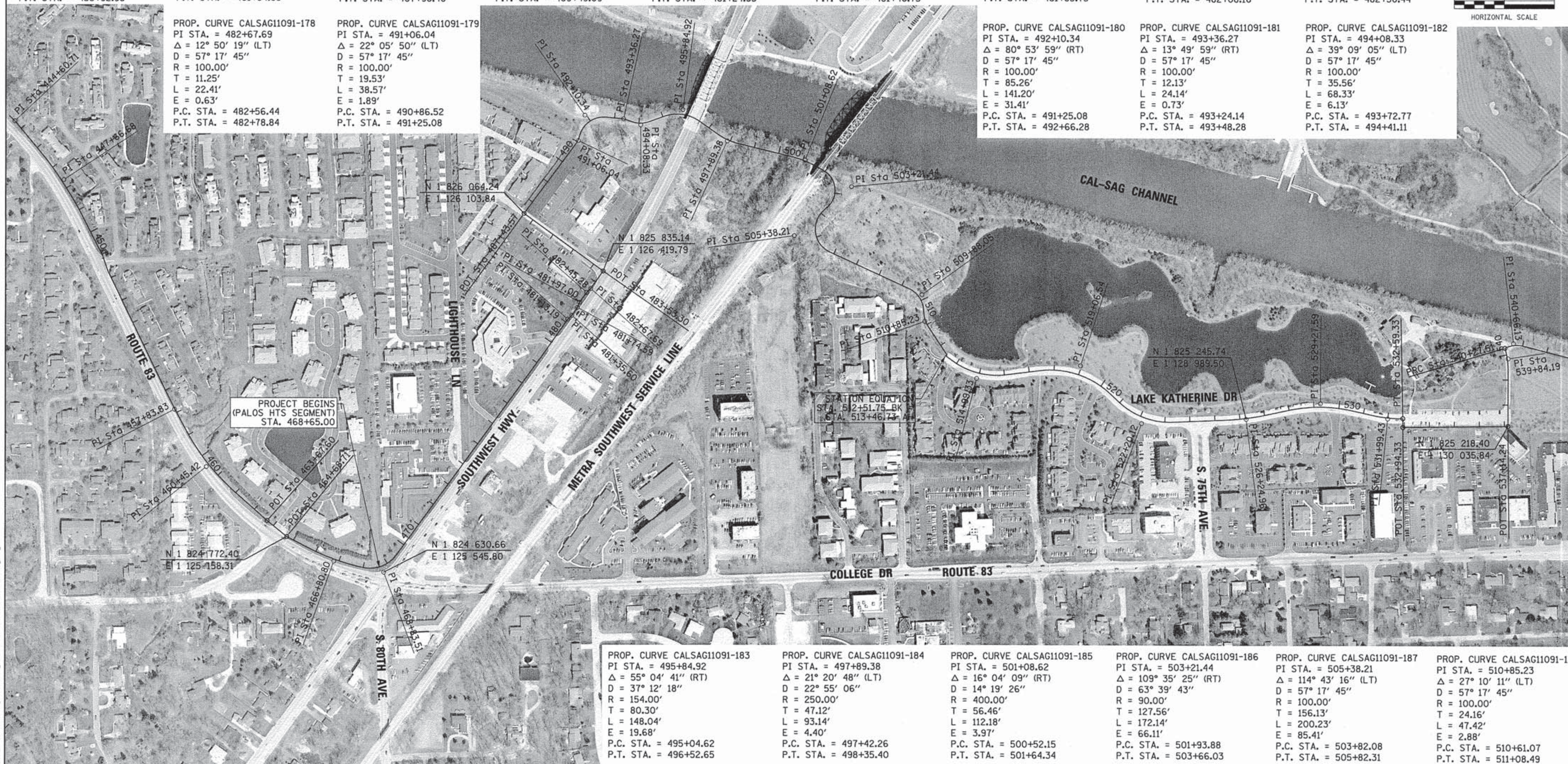
PROP. CURVE CALSAG11091-180
PI STA. = 492+10.34
Δ = 80° 53′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 85.26′
L = 141.20′
E = 31.41′
P.C. STA. = 491+25.08
P.T. STA. = 492+66.28

PROP. CURVE CALSAG11091-181
PI STA. = 493+36.27
Δ = 13° 49′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 12.13′
L = 24.14′
E = 0.73′
P.C. STA. = 493+24.14
P.T. STA. = 493+48.28

PROP. CURVE CALSAG11091-182
PI STA. = 494+08.33
Δ = 39° 09′ 05″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 35.56′
L = 68.33′
E = 6.13′
P.C. STA. = 493+72.77
P.T. STA. = 494+41.11

N

0 200 400 FEET
HORIZONTAL SCALE



PROP. CURVE CALSAG11091-183
PI STA. = 495+84.92
Δ = 55° 04′ 41″ (RT)
D = 37° 12′ 18″
R = 154.00′
T = 80.30′
L = 148.04′
E = 19.68′
P.C. STA. = 495+04.62
P.T. STA. = 496+52.65

PROP. CURVE CALSAG11091-184
PI STA. = 497+89.38
Δ = 21° 20′ 48″ (LT)
D = 22° 55′ 06″
R = 250.00′
T = 47.12′
L = 93.14′
E = 4.40′
P.C. STA. = 497+42.26
P.T. STA. = 498+35.40

PROP. CURVE CALSAG11091-185
PI STA. = 501+08.62
Δ = 16° 04′ 09″ (RT)
D = 14° 19′ 26″
R = 400.00′
T = 56.46′
L = 112.18′
E = 3.97′
P.C. STA. = 500+52.15
P.T. STA. = 501+64.34

PROP. CURVE CALSAG11091-186
PI STA. = 503+21.44
Δ = 109° 35′ 25″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 127.56′
L = 172.14′
E = 66.11′
P.C. STA. = 501+93.88
P.T. STA. = 503+66.03

PROP. CURVE CALSAG11091-187
PI STA. = 505+38.21
Δ = 114° 43′ 16″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 156.13′
L = 200.23′
E = 85.41′
P.C. STA. = 503+82.08
P.T. STA. = 505+82.31

PROP. CURVE CALSAG11091-189
PI STA. = 510+85.23
Δ = 27° 10′ 11″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 24.16′
L = 47.42′
E = 2.88′
P.C. STA. = 510+61.07
P.T. STA. = 511+08.49

PROP. CURVE CALSAG11091-188
PI STA. = 509+88.05
Δ = 58° 56′ 29″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 56.51′
L = 102.87′
E = 14.86′
P.C. STA. = 509+31.54
P.T. STA. = 510+34.41

PROP. CURVE 091120EAST-1
PI STA. = 514+99.33
Δ = 43° 01′ 33″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 118.25′
L = 225.28′
E = 22.46′
P.C. STA. = 513+81.08
P.T. STA. = 516+06.36

PROP. CURVE 091120EAST-2
PI STA. = 519+06.54
Δ = 50° 19′ 02″ (RT)
D = 16° 22′ 13″
R = 350.00′
T = 164.39′
L = 307.37′
E = 36.68′
P.C. STA. = 517+42.15
P.T. STA. = 520+49.52

PROP. CURVE 091120EAST-3
PI STA. = 522+20.12
Δ = 45° 38′ 48″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 126.25′
L = 239.01′
E = 25.48′
P.C. STA. = 520+93.86
P.T. STA. = 523+32.87

PROP. CURVE 091120EAST-4
PI STA. = 526+24.96
Δ = 9° 33′ 01″ (LT)
D = 5° 43′ 46″
R = 1,000.00′
T = 83.54′
L = 166.68′
E = 3.48′
P.C. STA. = 525+41.43
P.T. STA. = 527+08.11

PROP. CURVE 091120EAST-5
PI STA. = 529+27.59
Δ = 24° 36′ 11″ (RT)
D = 9° 32′ 57″
R = 600.00′
T = 130.84′
L = 257.64′
E = 14.10′
P.C. STA. = 527+96.75
P.T. STA. = 530+54.40

PROP. CURVE 091120EAST-6
PI STA. = 531+99.43
Δ = 13° 47′ 41″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 60.48′
L = 120.38′
E = 3.64′
P.C. STA. = 531+38.95
P.T. STA. = 532+59.33

PROP. CURVE 091120EAST-7
PI STA. = 539+84.19
Δ = 16° 39′ 57″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 43.94′
L = 87.26′
E = 3.20′
P.C. STA. = 539+40.25
P.T. STA. = 540+27.51

PROP. CURVE 091120EAST-8
PI STA. = 540+66.13
Δ = 42° 13′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 38.62′
L = 73.71′
E = 7.20′
P.C. STA. = 540+27.51
P.T. STA. = 541+01.22

URS

USER NAME = David.Landeweer	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - DDL	REVISED -	
PLOT DATE = 10/24/2013 4:01:00 PM	DATE - 08/19/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
ALIGNMENT, TIES & BENCHMARK

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	8
		CONTRACT NO. 63782		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

PROP. CURVE 091120EAST-9
PI STA. = 546+99.43
Δ = 16° 37′ 36″ (LT)
D = 14° 19′ 26″
R = 400.00′
T = 58.45′
L = 116.08′
E = 4.25′
P.C. STA. = 546+40.98
P.T. STA. = 547+57.06

PROP. CURVE 091120EAST-10
PI STA. = 548+49.35
Δ = 37° 00′ 38″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 33.47′
L = 64.60′
E = 5.45′
P.C. STA. = 548+15.88
P.T. STA. = 548+80.48

PROP. CURVE 091120EAST-11
PI STA. = 550+15.74
Δ = 34° 37′ 04″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 46.75′
L = 90.63′
E = 7.11′
P.C. STA. = 549+69.00
P.T. STA. = 550+59.63

PROP. CURVE 091120EAST-12
PI STA. = 551+21.89
Δ = 14° 41′ 08″ (RT)
D = 38° 11′ 50″
R = 150.00′
T = 19.33′
L = 38.45′
E = 1.24′
P.C. STA. = 551+02.57
P.T. STA. = 551+41.01

PROP. CURVE 091120EAST-13
PI STA. = 553+38.77
Δ = 4° 22′ 20″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 38.17′
L = 76.31′
E = 0.73′
P.C. STA. = 553+00.59
P.T. STA. = 553+76.90

PROP. CURVE 091120EAST-14
PI STA. = 555+13.95
Δ = 3° 18′ 32″ (LT)
D = 2° 17′ 31″
R = 2,500.00′
T = 72.21′
L = 144.38′
E = 1.04′
P.C. STA. = 554+41.74
P.T. STA. = 555+86.12

PROP. CURVE 091120EAST-15
PI STA. = 556+34.97
Δ = 2° 47′ 54″ (RT)
D = 2° 51′ 53″
R = 2,000.00′
T = 48.85′
L = 97.68′
E = 0.60′
P.C. STA. = 555+86.12
P.T. STA. = 556+83.80

PROP. CURVE 091120EAST-16
PI STA. = 557+50.21
Δ = 6° 28′ 54″ (LT)
D = 9° 32′ 57″
R = 600.00′
T = 33.97′
L = 67.87′
E = 0.96′
P.C. STA. = 557+16.23
P.T. STA. = 557+84.11

PROP. CURVE 091120EAST-17
PI STA. = 558+39.41
Δ = 9° 02′ 04″ (RT)
D = 8° 11′ 06″
R = 700.00′
T = 55.30′
L = 110.38′
E = 2.18′
P.C. STA. = 557+84.11
P.T. STA. = 558+94.48

PROP. CURVE 091120EAST-18
PI STA. = 559+68.82
Δ = 13° 02′ 55″ (LT)
D = 8° 48′ 53″
R = 650.00′
T = 74.34′
L = 148.03′
E = 4.24′
P.C. STA. = 558+94.48
P.T. STA. = 560+42.52

PROP. CURVE 091120EAST-19
PI STA. = 561+53.89
Δ = 3° 20′ 32″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 29.17′
L = 58.33′
E = 0.43′
P.C. STA. = 561+24.72
P.T. STA. = 561+83.05

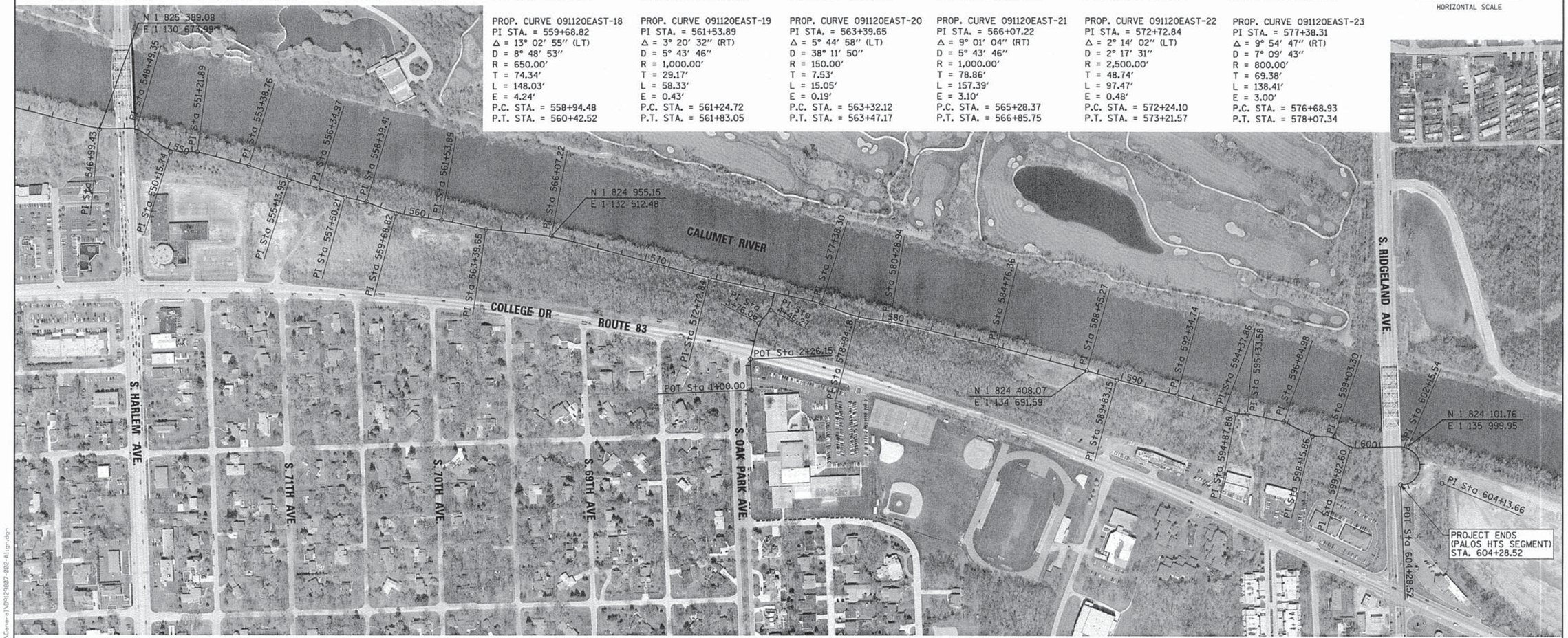
PROP. CURVE 091120EAST-20
PI STA. = 563+39.65
Δ = 5° 44′ 58″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 7.53′
L = 15.05′
E = 0.19′
P.C. STA. = 563+32.12
P.T. STA. = 563+47.17

PROP. CURVE 091120EAST-21
PI STA. = 566+07.22
Δ = 9° 01′ 04″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 78.86′
L = 157.39′
E = 3.10′
P.C. STA. = 565+28.37
P.T. STA. = 566+85.75

PROP. CURVE 091120EAST-22
PI STA. = 572+72.84
Δ = 2° 14′ 02″ (LT)
D = 2° 17′ 31″
R = 2,500.00′
T = 48.74′
L = 97.47′
E = 0.48′
P.C. STA. = 572+24.10
P.T. STA. = 573+21.57

PROP. CURVE 091120EAST-23
PI STA. = 577+38.31
Δ = 9° 54′ 47″ (RT)
D = 7° 09′ 43″
R = 800.00′
T = 69.38′
L = 138.41′
E = 3.00′
P.C. STA. = 576+68.93
P.T. STA. = 578+07.34

N
0 200 400 FEET
HORIZONTAL SCALE



PROP. CURVE 091120EAST-24
PI STA. = 578+94.18
Δ = 16° 28′ 14″ (LT)
D = 9° 32′ 57″
R = 600.00′
T = 86.84′
L = 172.48′
E = 6.25′
P.C. STA. = 578+07.34
P.T. STA. = 579+79.82

PROP. CURVE 091120EAST-25
PI STA. = 580+28.94
Δ = 7° 01′ 37″ (RT)
D = 7° 09′ 43″
R = 800.00′
T = 49.12′
L = 98.11′
E = 1.51′
P.C. STA. = 579+79.82
P.T. STA. = 580+77.93

PROP. CURVE 091120EAST-26
PI STA. = 584+76.36
Δ = 1° 35′ 30″ (RT)
D = 1° 35′ 30″
R = 3,600.00′
T = 52.95′
L = 105.89′
E = 0.39′
P.C. STA. = 584+23.42
P.T. STA. = 585+29.30

PROP. CURVE 091120EAST-27
PI STA. = 588+55.27
Δ = 1° 48′ 56″ (RT)
D = 1° 54′ 35″
R = 3,000.00′
T = 47.54′
L = 95.07′
E = 0.38′
P.C. STA. = 588+07.73
P.T. STA. = 589+02.80

PROP. CURVE 091120EAST-28
PI STA. = 589+83.15
Δ = 2° 33′ 26″ (LT)
D = 1° 35′ 30″
R = 3,600.00′
T = 80.35′
L = 160.67′
E = 0.90′
P.C. STA. = 589+02.80
P.T. STA. = 590+63.47

PROP. CURVE 091120EAST-29
PI STA. = 592+34.74
Δ = 2° 23′ 15″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 20.84′
L = 41.67′
E = 0.22′
P.C. STA. = 592+13.90
P.T. STA. = 592+55.57

PROP. CURVE 091120EAST-30
PI STA. = 594+37.86
Δ = 7° 59′ 49″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 6.99′
L = 13.96′
E = 0.24′
P.C. STA. = 594+30.87
P.T. STA. = 594+44.83

PROP. CURVE 091120EAST-31
PI STA. = 594+87.88
Δ = 27° 11′ 54″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 24.19′
L = 47.47′
E = 2.88′
P.C. STA. = 594+63.69
P.T. STA. = 595+11.16

PROP. CURVE 091120EAST-32
PI STA. = 595+33.59
Δ = 15° 12′ 02″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 13.34′
L = 26.53′
E = 0.89′
P.C. STA. = 595+20.24
P.T. STA. = 595+46.77

PROP. CURVE 091120EAST-33
PI STA. = 596+84.98
Δ = 14° 04′ 08″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 12.34′
L = 24.55′
E = 0.76′
P.C. STA. = 596+72.64
P.T. STA. = 596+97.20

PROP. CURVE 091120EAST-34
PI STA. = 598+15.86
Δ = 24° 35′ 02″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 21.79′
L = 42.91′
E = 2.35′
P.C. STA. = 597+94.07
P.T. STA. = 598+36.97

PROP. CURVE 091120EAST-35
PI STA. = 599+03.30
Δ = 32° 30′ 57″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 29.16′
L = 56.75′
E = 4.17′
P.C. STA. = 598+74.14
P.T. STA. = 599+30.89

PROP. CURVE 091120EAST-36
PI STA. = 599+82.60
Δ = 36° 25′ 20″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 32.90′
L = 63.57′
E = 5.27′
P.C. STA. = 599+49.70
P.T. STA. = 600+13.27

PROP. CURVE 091120EAST-37
PI STA. = 602+15.54
Δ = 49° 18′ 03″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 41.30′
L = 77.44′
E = 9.02′
P.C. STA. = 601+74.24
P.T. STA. = 602+51.68

PROP. CURVE 091120EAST-38
PI STA. = 604+13.66
Δ = 130° 18′ 38″ (RT)
D = 76° 23′ 40″
R = 75.00′
T = 161.98′
L = 170.58′
E = 103.50′
P.C. STA. = 602+51.68
P.T. STA. = 604+22.26

PROP. CURVE PH83SPUR-2
PI STA. = 4+46.27
Δ = 28° 59′ 27″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 25.85′
L = 50.60′
E = 3.29′
P.C. STA. = 4+20.42
P.T. STA. = 4+71.01

PROP. CURVE PH83SPUR-1
PI STA. = 3+76.06
Δ = 28° 22′ 43″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 25.28′
L = 49.53′
E = 3.15′
P.C. STA. = 3+50.78
P.T. STA. = 4+00.31

FILE NAME = D:\PalosHeights_25388779_Cal-SagTrailWestPh2\Headley\PalosHeights\General\DH129887-002-Alignd.gn

URS

USER NAME = David.Landeweer	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = 200.0000 ' / IN.	CHECKED - DDL	REVISED -
PLOT DATE = 10/24/2013 3:58:54 PM	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

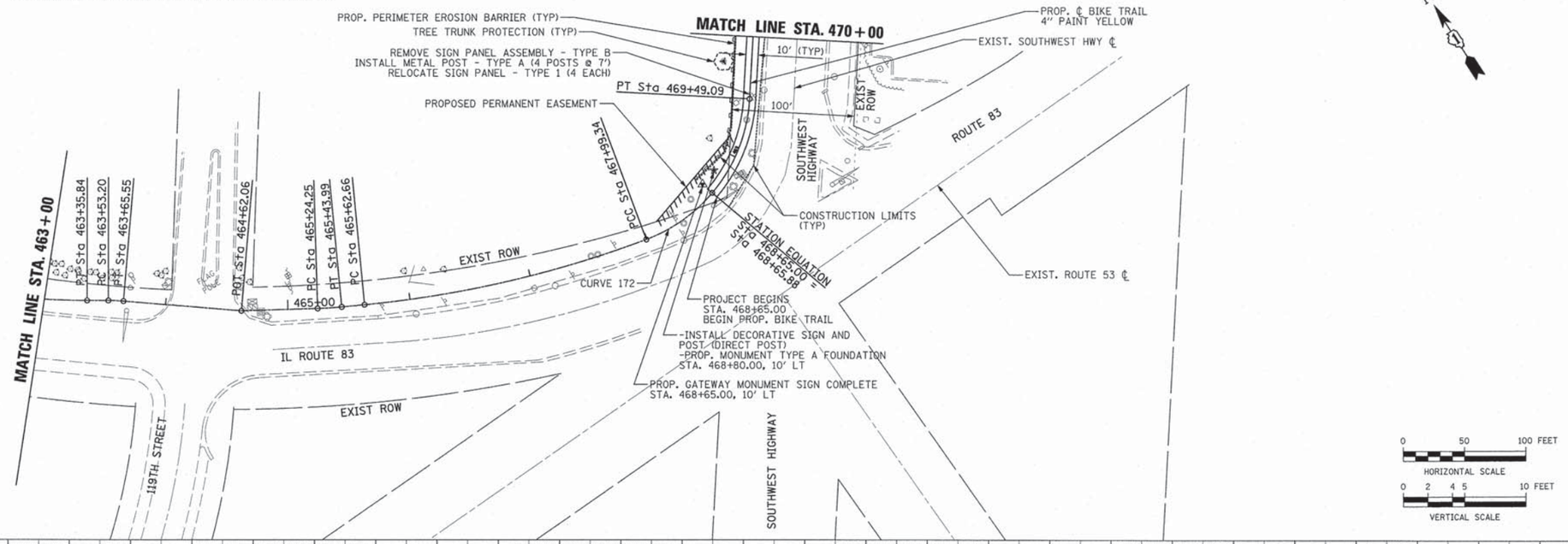
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
ALIGNMENT, TIES & BENCHMARK

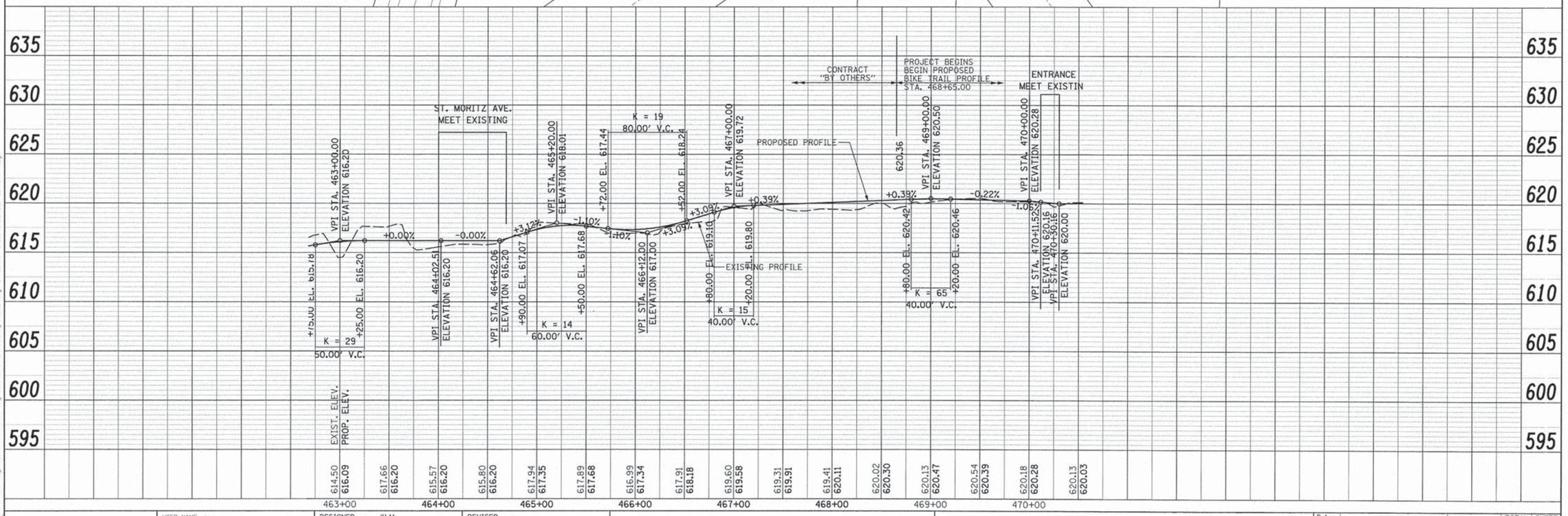
SCALE: 1"=200' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	9
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SPECIAL WASTE THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

PROP. CURVE CALSAG11091-172
PI STA. = 468+83.51
Δ = 66° 23′ 07″ (LT)
D = 44° 04′ 25″
R = 130.00′
T = 85.05′
L = 150.62′
E = 25.35′
P.C. STA. = 467+98.46
P.T. STA. = 469+49.09





USER NAME =	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KLM	REVISED -	
PLOT SCALE =	CHECKED - DDL	REVISED -	
PLOT DATE =	DATE - 08/19/2013	REVISED -	

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 1 OF 12 SHEETS | STA. 465+00 TO STA. 472+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	10
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN / PROFILE — SURVEYED, DRAWN, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

FILE NAME: D:\PalosHeights_25368779_Cal-SagTrailWest5th-2\Roadway\PalosHeights\PlanAP-rofileVOH24807-01-PlnPr-F.dgn

PROP. CURVE CALSAG11091-173
PI STA. = 481+13.19
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+01.94
P.T. STA. = 481+24.35

PROP. CURVE CALSAG11091-174
PI STA. = 481+35.60
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+24.35
P.T. STA. = 481+46.75

PROP. CURVE CALSAG11091-175
PI STA. = 481+74.59
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+63.34
P.T. STA. = 481+85.75

PROP. CURVE CALSAG11091-176
PI STA. = 481+97.00
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 481+85.75
P.T. STA. = 482+08.16

SPECIAL WASTE: THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

MATCH LINE STA. 470+00
ENTRANCE
PROP. PERIMETER EROSION BARRIER (TYP)
RELOCATE SIGN PANEL ASSEMBLEY - TYPE B (2 EACH)
TREE TRUNK PROTECTION (TYP)
PROPOSED 10′ BICYCLE CROSSWALK THERMOPLASTIC MARKINGS (TYP)
ADJ MH
LIGHTHOUSE LN
STOP R1-1 18″ × 18″
ENTRANCE
STOP R1-1 18″ × 18″
CONSTRUCTION LIMITS (TYP)
RELOCATE PIPELINE MARKER "BY OTHERS"
ADJ MH
EXIST ROW
COMB. CONC. CURB & GUTTER, TYPE B-6.12 (3′ OFFSET FROM EDGE OF TRAIL TO FACE OF CURB)
PROPOSED 10′ BICYCLE CROSSWALK THERMOPLASTIC MARKINGS (TYP)
STOP R1-1 18″ × 18″
ENTRANCE
STOP R1-1 18″ × 18″
CURVE 176
CURVE 173
MATCH LINE STA. 482+00
PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW
MATCH PROP. BIKE TRAIL TO EXISTING EOP
RELOCATE PIPELINE MARKER "BY OTHERS"
RELOCATE SIGN PANEL ASSEMBLEY - TYPE B
SOUTHWEST HIGHWAY
HMA DRIVEWAY PAVEMENT, 8″ (18 SY)
COMB. CURB & GUTTER REMOVAL
CURVE 174
ADJ MH
ADJ MH
EXIST ROW
EXIST. SOUTHWEST HWY ℄
STOP R1-1 18″ × 18″
PCC CURB RAMP WITH DETECTABLE WARNINGS AND COMB. CONC. CURB & GUTTER REMOVAL & REPLACEMENT (TYP) REPLACEMENT WITH DEPRESSED CURB & GUTTER (TYP)
RELOCATE SIGN PANEL ASSEMBLEY - TYPE B
PROP. PERIMETER EROSION BARRIER (TYP)
EXISTING PAVEMENT MARKING REMOVAL AS REQUIRED
4″ DOUBLE YELLOW, 11″ C-C, THERMOPLASTIC PAVEMENT MARKING LINE
CURVE 175
6″ WHITE THERMOPLASTIC PAVEMENT MARKING LINE

HORIZONTAL SCALE: 0 50 100 FEET
VERTICAL SCALE: 0 2 4 5 10 FEET

ENTRANCE MEET EXISTING
VPI STA. 470+00.00 ELEVATION 620.28
VPI STA. 470+11.52 ELEVATION 620.16
VPI STA. 470+30.16 ELEVATION 620.00
-1.0%
VPI STA. 471+00.00 ELEVATION 620.10
+0.14%
PROPOSED PROFILE
+0.54%
EXISTING PROFILE
ENTRANCE MEET EXISTING
VPI STA. 473+50.00 ELEVATION 618.75
+35.00 EL. 618.83
K = 8
30.00′ V.C.
+65.00 EL. 618.11
-4.24%
VPI STA. 473+66.50 ELEVATION 618.05
VPI STA. 474+15.03 ELEVATION 617.82
+1.09%
VPI STA. 474+50.00 ELEVATION 618.20
ENTRANCE MEET EXISTING
-1.00%
VPI STA. 475+50.00 ELEVATION 617.20
+38.95 EL. 617.31
K = 21
22.09′ V.C.
+61.05 EL. 616.97
-2.05%
VPI STA. 475+91.06 ELEVATION 616.36
+2.64%
VPI STA. 476+29.18 ELEVATION 616.95
ENTRANCE MEET EXISTING
VPI STA. 476+50.00 ELEVATION 616.50
+30.00 EL. 615.87
K = 11
40.00′ V.C.
+70.00 EL. 616.30
-1.00%
VPI STA. 477+50.00 ELEVATION 615.50
EXISTING PROFILE
-1.62%
PROPOSED PROFILE
+30.00 EL. 612.58
K = 10
40.00′ V.C.
VPI STA. 479+50.00 ELEVATION 612.26
-5.54%
+70.00 EL. 611.15
VPI STA. 479+70.52 ELEVATION 611.12
ENTRANCE MEET EXISTING
VPI STA. 480+35.29 ELEVATION 610.29
-2.53%
VPI STA. 481+00.00 ELEVATION 608.65
-2.07%

	630	625	620	615	610	605	600	595	590
EXIST. ELEV.	620.18	620.13	619.89	619.78	619.48	619.16	618.73	618.64	617.96
PROP. ELEV.	620.28	620.03	620.10	619.83	619.56	619.29	619.02	618.61	617.89

470+00	471+00	472+00	473+00	474+00	475+00	476+00	477+00	478+00	479+00	480+00	481+00	482+00
617.99	617.34	617.05	616.20	616.53	616.28	615.24	614.44	614.17	613.49	612.21	611.34	610.22	608.61	607.95	606.65
618.20	617.70	617.17	616.26	616.32	616.00	615.50	614.69	613.88	613.07	612.06	610.74	609.92	608.65	607.61	606.58

URS

USER NAME =		DESIGNED - KLM	REVISED -
		DRAWN - KLM	REVISED -
PLOT SCALE =		CHECKED - DDL	REVISED -
PLOT DATE =		DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

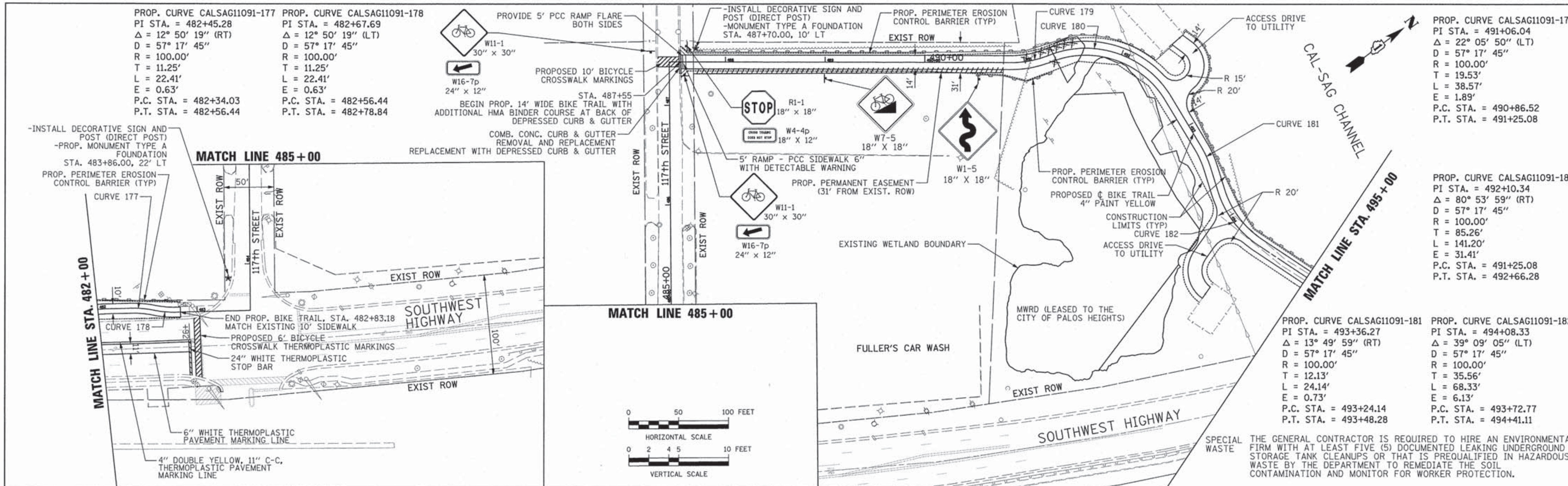
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 2 OF 12 SHEETS | STA. 470+00 | TO STA. 482+00

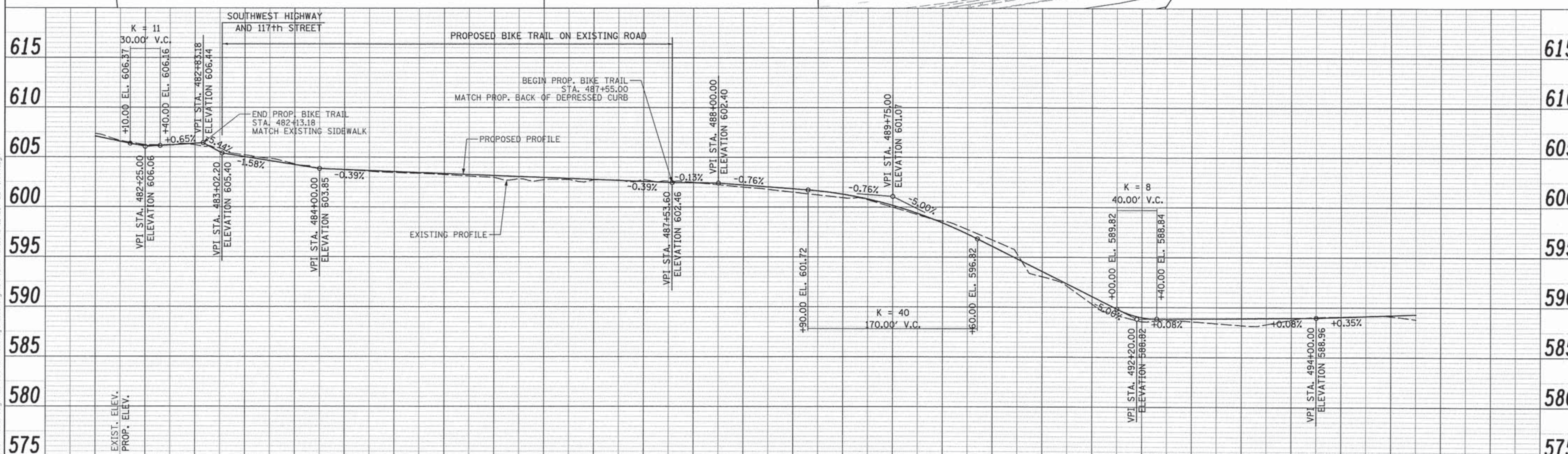
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	11
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, BY, DATE, NOTE BOOK, NO.
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BY, DATE, NOTE BOOK, NO., STRUCTURE NOTATING DWG

FILE NAME = Q:\PalosHeights_25358779_Cal-SagTrailWest\Ph2\Roadway\PalosHeights\Plan&Profile\25358779_22-PlnPrf.dgn


PROP. CURVE CALSAG11091-177
PI STA. = 482+45.28
Δ = 12° 50′ 19″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 482+34.03
P.T. STA. = 482+56.44
PROP. CURVE CALSAG11091-178
PI STA. = 482+67.69
Δ = 12° 50′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.25′
L = 22.41′
E = 0.63′
P.C. STA. = 482+56.44
P.T. STA. = 482+78.84
W11-1 30″ x 30″
W16-7p 24″ x 12″
PROVIDE 5′ PCC RAMP FLARE BOTH SIDES
PROPOSED 10′ BICYCLE CROSSWALK MARKINGS
STA. 487+55
BEGIN PROP. 14′ WIDE BIKE TRAIL WITH ADDITIONAL HMA BINDER COURSE AT BACK OF DEPRESSED CURB & GUTTER
COMB. CONC. CURB & GUTTER REMOVAL AND REPLACEMENT
REPLACEMENT WITH DEPRESSED CURB & GUTTER
-INSTALL DECORATIVE SIGN AND POST (DIRECT POST)
-MONUMENT TYPE A FOUNDATION
STA. 487+70.00, 10′ LT
PROP. PERIMETER EROSION CONTROL BARRIER (TYP)
EXIST ROW
490+00
STOP
R1-1 18″ x 18″
W4-4p 18″ x 12″
W7-5 18″ x 18″
W1-5 18″ x 18″
14′
31′
5′ RAMP - PCC SIDEWALK 6″ WITH DETECTABLE WARNING
PROP. PERMANENT EASEMENT (31′ FROM EXIST. ROW)
W11-1 30″ x 30″
W16-7p 24″ x 12″
EXISTING WETLAND BOUNDARY
CURVE 179
CURVE 180
ACCESS DRIVE TO UTILITY
R 15′
R 20′
CURVE 181
CAL-SAG CHANNEL
PROP. PERIMETER EROSION CONTROL BARRIER (TYP)
PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW
CONSTRUCTION LIMITS (TYP)
CURVE 182
ACCESS DRIVE TO UTILITY
R 20′
MATCH LINE STA. 495+00
PROP. CURVE CALSAG11091-179
PI STA. = 491+06.04
Δ = 22° 05′ 50″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 19.53′
L = 38.57′
E = 1.89′
P.C. STA. = 490+86.52
P.T. STA. = 491+25.08
PROP. CURVE CALSAG11091-180
PI STA. = 492+10.34
Δ = 80° 53′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 85.26′
L = 141.20′
E = 31.41′
P.C. STA. = 491+25.08
P.T. STA. = 492+66.28
PROP. CURVE CALSAG11091-181
PI STA. = 493+36.27
Δ = 13° 49′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 12.13′
L = 24.14′
E = 0.73′
P.C. STA. = 493+24.14
P.T. STA. = 493+48.28
PROP. CURVE CALSAG11091-182
PI STA. = 494+08.33
Δ = 39° 09′ 05″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 35.56′
L = 68.33′
E = 6.13′
P.C. STA. = 493+72.77
P.T. STA. = 494+41.11
-INSTALL DECORATIVE SIGN AND POST (DIRECT POST)
-PROP. MONUMENT TYPE A FOUNDATION
STA. 483+86.00, 22′ LT
PROP. PERIMETER EROSION CONTROL BARRIER (TYP)
CURVE 177
MATCH LINE 485+00
EXIST ROW
50′
117th STREET
MATCH LINE STA. 482+00
10′
CURVE 178
END PROP. BIKE TRAIL, STA. 482+83.18 MATCH EXISTING 10′ SIDEWALK
PROPOSED 6′ BICYCLE CROSSWALK THERMOPLASTIC MARKINGS
24″ WHITE THERMOPLASTIC STOP BAR
SOUTHWEST HIGHWAY
100′
6″ WHITE THERMOPLASTIC PAVEMENT MARKING LINE
4″ DOUBLE YELLOW, 11″ C-C, THERMOPLASTIC PAVEMENT MARKING LINE
MATCH LINE 485+00
485+00
MWRD (LEASED TO THE CITY OF PALOS HEIGHTS)
FULLER'S CAR WASH
SOUTHWEST HIGHWAY
0 50 100 FEET
HORIZONTAL SCALE
0 2 4 5 10 FEET
VERTICAL SCALE

SPECIAL WASTE: THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.


615
610
605
600
595
590
585
580
575
SOUTHWEST HIGHWAY AND 117th STREET
K = 11
30.00′ V.C.
+10.00 EL. 606.37
+40.00 EL. 606.16
VPI STA. 482+83.18 ELEVATION 606.44
PROPOSED BIKE TRAIL ON EXISTING ROAD
BEGIN PROP. BIKE TRAIL STA. 487+55.00 MATCH PROP. BACK OF DEPRESSED CURB
END PROP. BIKE TRAIL STA. 482+13.18 MATCH EXISTING SIDEWALK
+0.65%
-5.44%
-1.58%
-0.39%
PROPOSED PROFILE
EXISTING PROFILE
VPI STA. 482+25.00 ELEVATION 606.06
VPI STA. 483+02.20 ELEVATION 605.40
VPI STA. 484+00.00 ELEVATION 603.85
-0.39%
-0.13%
VPI STA. 487+53.60 ELEVATION 602.46
VPI STA. 488+00.00 ELEVATION 602.40
-0.76%
-0.76%
VPI STA. 489+75.00 ELEVATION 601.07
-5.00%
+90.00 EL. 601.72
+60.00 EL. 596.82
K = 40
170.00′ V.C.
K = 8
40.00′ V.C.
+00.00 EL. 589.82
+40.00 EL. 588.84
-5.00%
+0.08%
+0.08%
+0.35%
VPI STA. 492+20.00 ELEVATION 588.82
VPI STA. 494+00.00 ELEVATION 588.96
EXIST. ELEV.
PROP. ELEV.

Station	EXIST. ELEV.	PROP. ELEV.
482+00	606.65	606.58
	606.26	606.22
483+00	605.92	605.52
	604.87	604.64
484+00	603.85	603.85
	603.59	603.65
485+00	603.38	603.46
	603.11	603.26
486+00	602.83	603.06
	602.76	602.87
487+00	602.71	602.67
	602.60	602.47
488+00	602.23	602.40
	601.77	602.02
489+00	601.22	601.63
	600.73	600.81
490+00	599.24	599.37
	597.75	597.31
491+00	595.30	594.82
	592.09	592.32
492+00	589.27	589.82
	588.69	588.84
493+00	588.39	588.88
	588.30	588.92
494+00	589.02	588.96
	589.13	589.14
495+00	588.81	589.31

URS

USER NAME =	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE =	CHECKED - DDL	REVISED -
PLOT DATE =	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 3 OF 12 SHEETS | STA. 482+00 TO STA. 495+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	12
	CONTRACT NO. 63782			

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R/W OF WAY CHECKED, ADD FILE NAME, NOTE BOOK NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK NO., BY, DATE

FILE NAME: Q:\PalosHeights_25368779_Cal-SagTrailWestPh2\Roadway\PalosHeights\Plan&Profile\P12\4887-23-PlnPrf.dgn

PROP. CURVE CALSAG11091-183
PI STA. = 495+84.92
Δ = 55° 04′ 41″ (RT)
D = 37° 12′ 18″
R = 154.00′
T = 80.30′
L = 148.04′
E = 19.68′
P.C. STA. = 495+04.62
P.T. STA. = 496+52.65

PROP. CURVE CALSAG11091-184
PI STA. = 497+89.38
Δ = 21° 20′ 48″ (LT)
D = 22° 55′ 06″
R = 250.00′
T = 47.12′
L = 93.14′
E = 4.40′
P.C. STA. = 497+42.26
P.T. STA. = 498+35.40

REMOVE EXISTING CHAIN LINK FENCE GATE AND POSTS PAID FOR AS FENCE REMOVAL (21 LF)

CAL-SAG CHANNEL

CURVE 185

CURVE 186

EXIST ROW

60" DIA TUNNEL

TREE TRUNK PROTECTION (TYP)

MWRD (LEASED TO CITY OF PALOS HEIGHTS)

TREE REMOVAL (TYP)

PROP. PERIMETER EROSION BARRIER (TYP)

PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW

CONSTRUCTION LIMITS (TYP)

W1-5 18″ X 18″

W7-5 18″ X 18″

SOUTHWEST HIGHWAY

EXIST ROW

PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW

500+00

EXIST ROW

METRA SOUTHWEST SERVICE LINE

W1-5 18″ X 18″

W7-5 18″ X 18″

W1-5 18″ X 18″

10′

PROP. CHAIN LINK FENCE, 6′ OFFSET 8′ RT FROM ℄ STA. 500+73.30 TO STA. 503+01.86 (217′)

MATCH LINE STA. 509+00

CONSTRUCTION LIMITS

505+00

CURVE 187

PROP. PERIMETER EROSION BARRIER (TYP)

CURVE 183

CURVE 184

PROP. INLET & PIPE PROTECTION (TYP)

STA. 498+70
PROP. PIPE CULVERTS,
CLASS A, TYPE 1 15″ - 28′
W/ 2 PRECAST REINFORCED CONC. FES 15″
N INV = 582.94
S INV = 584.72

TRANSPLANT SALVAGED TREE FROM STA. 504+90, 4.3′ LT TO STA. 504+50, 10′ LT

STA. 504+95.45,
PROP. PIPE CULVERTS,
CLASS A, TYPE 1 30″ - 38′
W/ 2 PRECAST REINFORCED CONC. FES 30″
N INV = 583.30
S INV = 584.00

PROP. INLET & PIPE PROTECTION (TYP)

EXIST. 6″ TREE TO BE SALVAGED & TRANSPLANTED STA. 504+90, 4.3′ LT

MATCH LINE STA. 495+00

STA. 496+00
BEGIN PROP. 10′ WIDE BIKE TRAIL

STA. 495+80
END PROP. 14′ WIDE BIKE TRAIL WITH ADDITIONAL HMA BINDER COURSE.
PROVIDE 20′ TRANSITION TO PROP. 10′ WIDE BIKE TRAIL

PROP. CURVE CALSAG11091-185
PI STA. = 501+08.62
Δ = 16° 04′ 09″ (RT)
D = 14° 19′ 26″
R = 400.00′
T = 56.46′
L = 112.18′
E = 3.97′
P.C. STA. = 500+52.15
P.T. STA. = 501+64.34

PROP. CURVE CALSAG11091-186
PI STA. = 503+21.44
Δ = 109° 35′ 25″ (RT)
D = 63° 39′ 43″
R = 90.00′
T = 127.56′
L = 172.14′
E = 66.11′
P.C. STA. = 501+93.88
P.T. STA. = 503+66.03

PROP. CURVE CALSAG11091-187
PI STA. = 505+38.21
Δ = 114° 43′ 16″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 156.13′
L = 200.23′
E = 85.41′
P.C. STA. = 503+82.08
P.T. STA. = 505+82.31

0 50 100 FEET
HORIZONTAL SCALE
0 2 4 5 10 FEET
VERTICAL SCALE

PLAN
SURVEYED
PLOTTED
DRAWN / CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NO'S/MS CKD
BY
DATE

FILE NAME = G:\PalosHeights_2535837\Cal-SagTrailWest\Ph2\Roadway\PalosHeights\Plan&Prof\e\D\2129827-24-PlnPrf.dgn

SOUTHWEST HIGHWAY
low steel elevation = 607.6

17.8′ VERTICAL CLEARANCE

METRA RAILROAD
low steel elevation = 618.0

18′ VERTICAL CLEARANCE

PROPOSED PROFILE

EXISTING PROFILE

VPI STA. 496+70.00
ELEVATION 589.91

VPI STA. 498+35.00
ELEVATION 585.50

VPI STA. 501+65.00
ELEVATION 602.00

VPI STA. 504+35.00
ELEVATION 588.50

VPI STA. 505+25.00
ELEVATION 587.08

VPI STA. 506+00.00
ELEVATION 587.50

VPI STA. 506+75.00
ELEVATION 591.25

VPI STA. 508+00.00
ELEVATION 590.00

VPI STA. 509+10.00
ELEVATION 592.70

+45.00 EL. 589.82
+95.00 EL. 589.24
+10.00 EL. 586.17
+60.00 EL. 586.75
+85.00 EL. 598.00
+45.00 EL. 598.00
+15.00 EL. 589.50
-55.00 EL. 586.18
+00.00 EL. 587.47
+50.00 EL. 587.22
+85.00 EL. 587.42
+15.00 EL. 588.25
-35.00 EL. 590.65
+80.21 EL. 590.20
+49.79 EL. 590.49
+80.00 EL. 591.96

+0.36%
-2.67%
-2.67%
+5.00%
+5.00%
-5.00%
-5.00%
-1.58%
+0.57%
+5.00%
-1.00%
+2.45%

K = 17
50.00′ V.C.

K = 7
50.00′ V.C.

K = 16
160.00′ V.C.

K = 12
40.00′ V.C.

K = 23
50.00′ V.C.

K = 7
30.00′ V.C.

K = 20
120.00′ V.C.

K = 11
39.58′ V.C.

K = 22
60.00′ V.C.

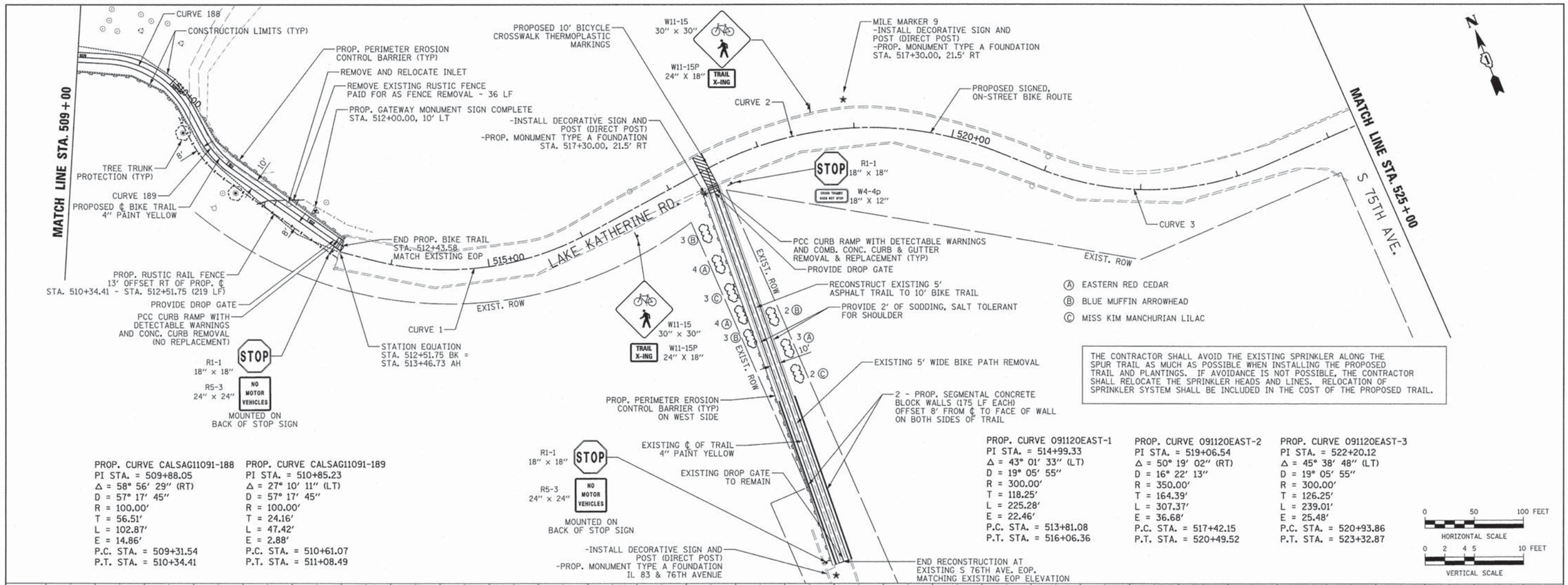
	495+00	496+00	497+00	498+00	499+00	500+00	501+00	502+00	503+00	504+00	505+00	506+00	507+00	508+00	509+00
EXIST. ELEV.	588.81	588.86	588.33	589.42	588.93	587.55	586.59	585.68	586.03	587.30	590.33	594.55	598.59	601.36	599.64	599.57	592.77	588.45	588.22	588.45	583.36	587.02	587.34	591.46	590.52	589.52	589.94	592.71	592.37
PROP. ELEV.	589.31	589.49	589.66	589.83	589.11	587.77	586.43	586.33	588.75	591.25	593.75	596.25	598.68	599.93	599.62	597.75	595.25	592.75	590.25	588.27	587.47	587.22	587.67	589.69	590.69	590.50	590.17	591.23	592.36

URS	USER NAME =	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KLM	REVISED -	
	PLOT SCALE =	CHECKED - DDL	REVISED -	
	PLOT DATE =	DATE - 08/19/2013	REVISED -	

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 4 OF 12 SHEETS | STA. 497+00 TO STA. 509+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	13
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



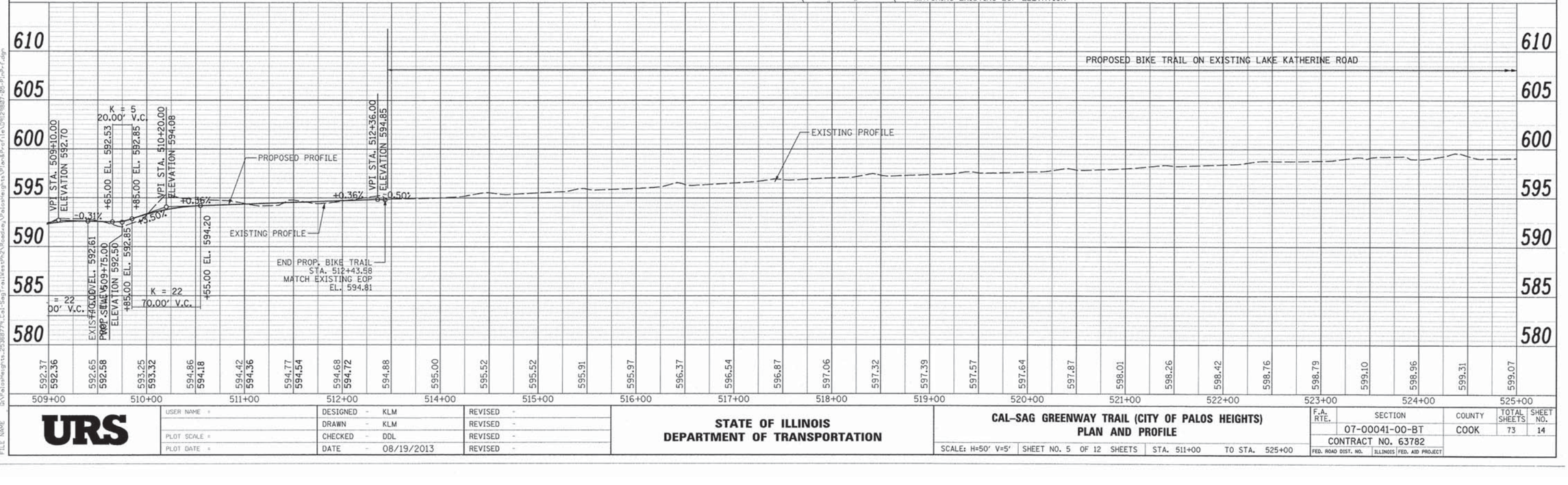
PROP. CURVE CALSAG11091-188
PI STA. = 509+88.05
Δ = 58° 56′ 29″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 56.51′
L = 102.87′
E = 14.86′
P.C. STA. = 509+31.54
P.T. STA. = 510+34.41

PROP. CURVE CALSAG11091-189
PI STA. = 510+85.23
Δ = 27° 10′ 11″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 24.16′
L = 47.42′
E = 2.88′
P.C. STA. = 510+61.07
P.T. STA. = 511+08.49

PROP. CURVE 091120EAST-1
PI STA. = 514+99.33
Δ = 43° 01′ 33″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 118.25′
L = 225.28′
E = 22.46′
P.C. STA. = 513+81.08
P.T. STA. = 516+06.36

PROP. CURVE 091120EAST-2
PI STA. = 519+06.54
Δ = 50° 19′ 02″ (RT)
D = 16° 22′ 13″
R = 350.00′
T = 164.39′
L = 307.37′
E = 36.68′
P.C. STA. = 517+42.15
P.T. STA. = 520+49.52

PROP. CURVE 091120EAST-3
PI STA. = 522+20.12
Δ = 45° 38′ 48″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 126.25′
L = 239.01′
E = 25.48′
P.C. STA. = 520+93.86
P.T. STA. = 523+32.87



USER NAME =	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE =	CHECKED - DDL	REVISED -
PLOT DATE =	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 5 OF 12 SHEETS | STA. 511+00 TO STA. 525+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	14
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

FILE NAME = G:\PaloHeights_25368779_Cal-SagTrailWestPh2\Roadway\PaloHeights\Plan&Profile\U3128837-205-PlnPrf.dgn

CONSTRUCTION STAGING AT PARKING LOT:

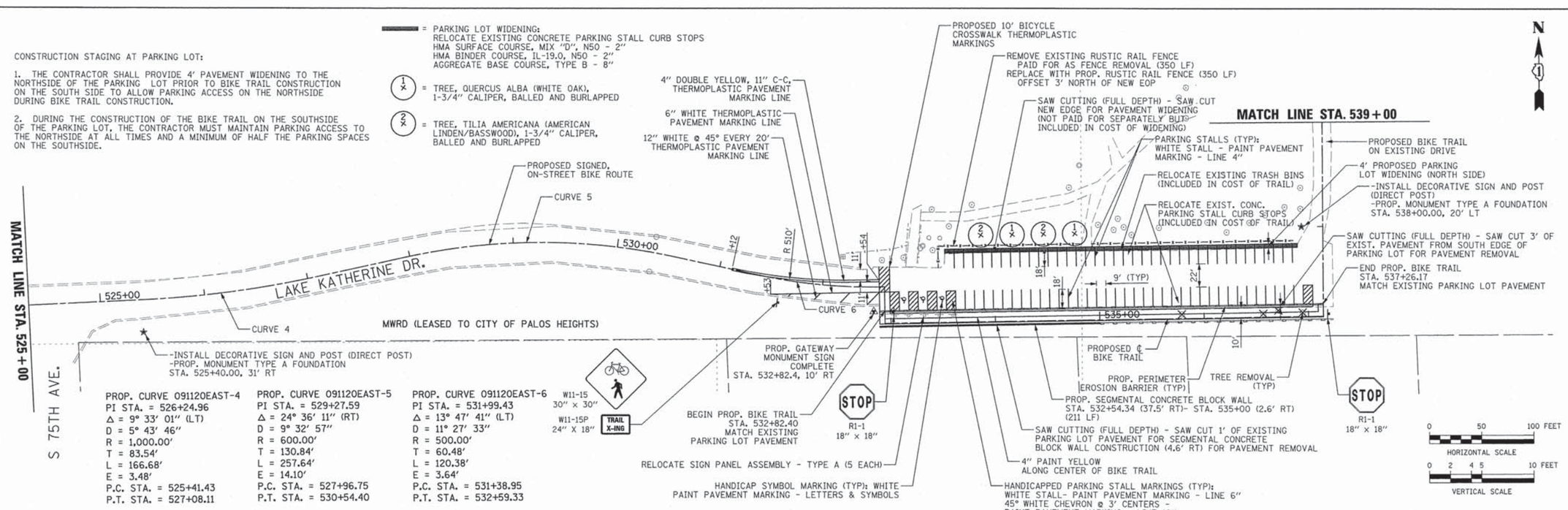
1. THE CONTRACTOR SHALL PROVIDE 4' PAVEMENT WIDENING TO THE NORTHSIDE OF THE PARKING LOT PRIOR TO BIKE TRAIL CONSTRUCTION ON THE SOUTH SIDE TO ALLOW PARKING ACCESS ON THE NORTHSIDE DURING BIKE TRAIL CONSTRUCTION.

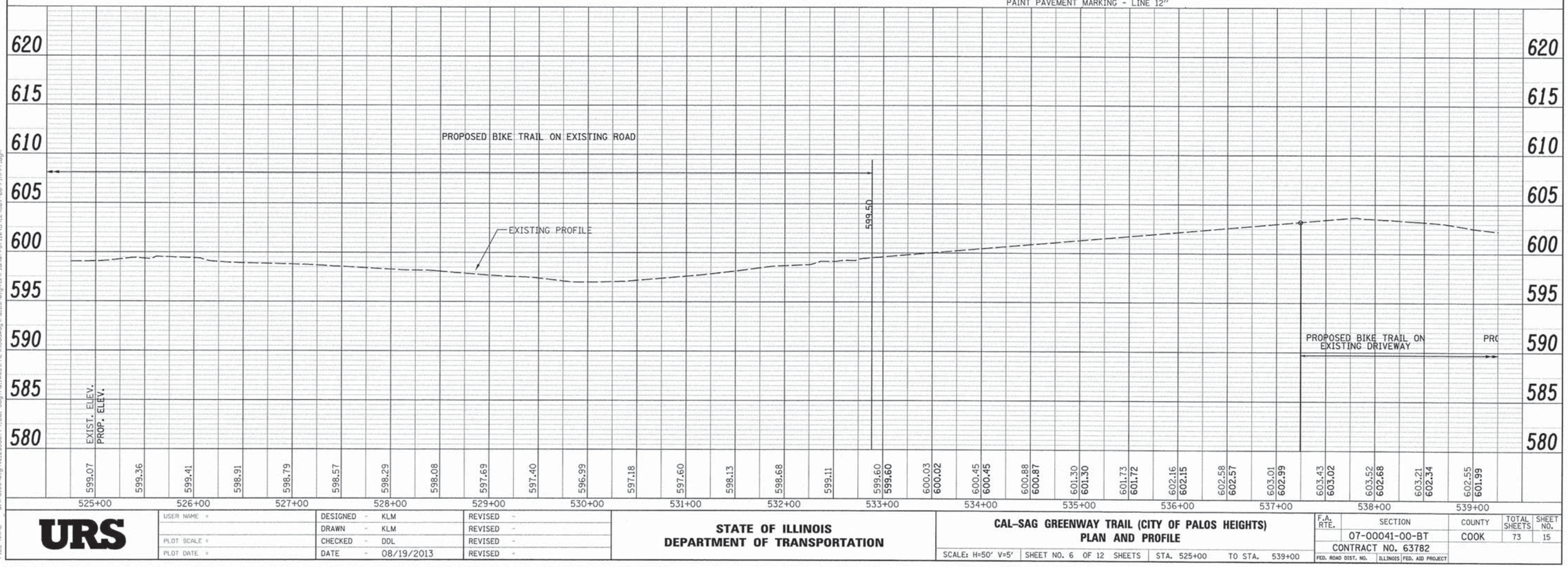
2. DURING THE CONSTRUCTION OF THE BIKE TRAIL ON THE SOUTHSIDE OF THE PARKING LOT, THE CONTRACTOR MUST MAINTAIN PARKING ACCESS TO THE NORTHSIDE AT ALL TIMES AND A MINIMUM OF HALF THE PARKING SPACES ON THE SOUTHSIDE.

= PARKING LOT WIDENING:
RELOCATE EXISTING CONCRETE PARKING STALL CURB STOPS
HMA SURFACE COURSE, MIX "D", N50 - 2"
HMA BINDER COURSE, IL-19.0, N50 - 2"
AGGREGATE BASE COURSE, TYPE B - 8"

1X = TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED

2X = TREE, TILIA AMERICANA (AMERICAN LINDEN/BASSWOOD), 1-3/4" CALIPER, BALLED AND BURLAPPED





URS	USER NAME =	DESIGNED - KLM	REVISED -
		DRAWN - KLM	REVISED -
	PLOT SCALE =	CHECKED - DDL	REVISED -
	PLOT DATE =	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50' V=5' | SHEET NO. 6 OF 12 SHEETS | STA. 525+00 TO STA. 539+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	15
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN: SUBMITTED, PLOTTED, ALIGNMENT CHECKED, BY, DATE, NOTE BOOK, NO., CADD FILE NAME

PROFILE: SUBMITTED, PLOTTED, GRADES CHECKED, BY, DATE, NOTE BOOK, NO., STRUCTURE NO(S) CHKD

FILE NAME: G:\PaloHeights\25368779_Cal-SagTrailWestPh2\Roadway\PaloHeights\Plans&Profile\DPN129827-06-PlnPrf.dgn

PROP. CURVE 091120EAST-7
PI STA. = 539+84.19
Δ = 16° 39′ 57″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 43.94′
L = 87.26′
E = 3.20′
P.C. STA. = 539+40.25
P.T. STA. = 540+27.51

PROP. CURVE 091120EAST-8
PI STA. = 540+66.13
Δ = 42° 13′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 38.62′
L = 73.71′
E = 7.20′
P.C. STA. = 540+27.51
P.T. STA. = 541+01.22

PROP. CURVE 091120EAST-9
PI STA. = 546+99.43
Δ = 16° 37′ 36″ (LT)
D = 14° 19′ 26″
R = 400.00′
T = 58.45′
L = 116.08′
E = 4.25′
P.C. STA. = 546+40.98
P.T. STA. = 547+57.06

PROP. CURVE 091120EAST-10
PI STA. = 548+49.35
Δ = 37° 00′ 38″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 33.47′
L = 64.60′
E = 5.45′
P.C. STA. = 548+15.88
P.T. STA. = 548+80.48

STAIN EXISTING CONCRETE BRIDGE PIER SURFACES (PAID FOR AS STAINING CONCRETE STRUCTURES) APPLY ANTI-GRAFFITI COATING AFTER STAINING

PROP. PIPE HANDRAIL (25 LF)
STA. 547+47.28 - STA. 547+72.51, 9.5′ LT
SET IN 12″x28″ CONCRETE (CLASS SI)
POST FOUNDATIONS (INCLUDED IN THE COST OF PIPE HANDRAIL)
-END AT EXISTING BRIDGE PIER

CAL-SAG CHANNEL

CURVE 8
-INSTALL. DECORATIVE SIGN AND POST (DIRECT POST)
-PROP. MONUMENT TYPE A FOUNDATION
STA. 540+50.00, 10′ LT
PROPOSED 10′ BICYCLE CROSSWALK MARKINGS
PROP. DECORATIVE GATEWAY ELEMENT STA. 541+50
EXISTING BIKE TRAIL
CURVE 7
MATCH LINE STA. 539+00

STA. 547+48.15
-BEGIN PROP. BIKE TRAIL 16′ WIDE - PCC SIDEWALK, 6″ & AGGREGATE BASE COURSE, 4″
-MATCH EXISTING BIKE TRAIL
-END REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL

CURVE 9
ACCESS MH W/ DROP PIPE
-INSTALL DECORATIVE SIGN AND POST (DIRECT POST)
-PROP. MONUMENT TYPE A FOUNDATION
STA. 547+26.00, 10′ RT
DECORATIVE BOULDER RELOCATION FROM SLOPE WALL FOR BIKE TRAIL CONSTRUCTION

SPECIAL WASTE
THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

MWRD (LEASED TO CITY OF PALOS HEIGHTS)

PROP. SEGMENTAL CONCRETE BLOCK WALL (2′ TALL)
STA. 547+48.15 TO STA. 548+35 (MATCH TOP OF SHEET PILE WALL)
8′ RT TO FACE OF WALL
PROP. SHEET PILE RETAINING WALL (SEE SHEET 25)
STA. 548+35 TO STA. 548+86
CURVE 10
PROP. PIPE HANDRAIL - (53 LF)
STA. 548+35.45 - STA. 548+80.59, 9.5′ LT
SET IN 12″x28″ CONCRETE (CLASS SI)
POST FOUNDATIONS (INCLUDED IN THE COST OF PIPE HANDRAIL)
-BEGIN AT EXISTING BRIDGE PIER
STA. 548+80.48
-END PROP. 16′ WIDE PCC SIDEWALK, 6″ & AGGREGATE BASE COURSE, 4″
-BEGIN HMA BIKE TRAIL TAPER TO 10′ WIDE HMA BIKE TRAIL (STA. 549+00)
PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW
PROP. PERIMETER EROSION BARRIER (TYP)
CURVE 12
102″ DIA TUNNEL
CURVE 11
TREE TRUNK PROTECTION (TYP)
CONSTRUCTION LIMITS
EXIST ROW
HARLEM AVENUE
EXIST ROW
W1-5 18″ X 18″
TREE REMOVAL (TYP)
PROP. RUSTIC RAIL FENCE STA. 552+00 - STA. 553+30, 3′ LT (130 LF)
EXISTING CULVERT TO BE MAINTAINED
PROP. RUSTIC RAIL FENCE STA. 552+45 - STA. 552+75, 3′ RT (30 LF)
PROP. INLET & PIPE PROTECTION (TYP)
MATCH LINE STA. 553+00

PROP. CURVE 091120EAST-11
PI STA. = 550+15.74
Δ = 34° 37′ 04″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 46.75′
L = 90.63′
E = 7.11′
P.C. STA. = 549+69.00
P.T. STA. = 550+59.63

PROP. CURVE 091120EAST-12
PI STA. = 551+21.89
Δ = 14° 41′ 08″ (RT)
D = 38° 11′ 50″
R = 150.00′
T = 19.33′
L = 38.45′
E = 1.24′
P.C. STA. = 551+02.57
P.T. STA. = 551+41.01

0 50 100 FEET
HORIZONTAL SCALE
0 2 4 5 10 FEET
VERTICAL SCALE

615 610 605 600 595 590 585 580 575

EXIST. ELEV.
PROP. ELEV.

539+00	540+00	541+00	542+00	543+00	544+00	545+00	546+00	547+00	548+00	549+00	550+00	551+00	552+00	553+00
602.55 / 601.99	601.75 / 601.65	600.83 / 601.30	599.90 / 600.96	599.72 / 600.62	599.55 / 600.27	599.37 / 599.93	599.20 / 599.58	599.03 / 599.24	598.85 / 598.90	598.68 / 598.55	598.50 / 598.21	598.33 / 597.87	598.16 / 597.52	597.98 / 597.18	597.81 / 596.83	597.66 / 596.49	596.06 / 596.11	594.29 / 594.74	593.74 / 593.37	592.06 / 592.29	593.05 / 593.50	594.58 / 595.00	596.07 / 596.36	596.32 / 596.89	596.90 / 597.70	599.89 / 600.20	602.79 / 602.70	605.17 / 605.17

PROPOSED BIKE TRAIL ON EXISTING DRIVEWAY
EXISTING BIKE TRAIL
STA. 547+48.15
BEGIN PROP. BIKE TRAIL
VPI STA. 547+48.15
ELEVATION 596.15
-2.74%
HARLEM AVE BRIDGE
low steel = 604.6
9.3′ VERT. CLEARANCE
PROPOSED PROFILE
K = 7
40.00′ V.C.
+80.00 EL. 592.55
VPI STA. 549+00.00
ELEVATION 592.00
+20.00 EL. 592.60
+3.00%
EX CULV OF UNKNOWN SIZE AND INVERT
EXISTING PROFILE
K = 23
50.00′ V.C.
+25.00 EL. 595.75
+75.00 EL. 596.69
+3.00%
VPI STA. 550+50.00
ELEVATION 596.50
+0.78%
K = 5
20.00′ V.C.
+30.00 EL. 597.12
VPI STA. 551+40.00
ELEVATION 597.20
+5.00%
+50.00 EL. 597.70
+90.00 EL. 604.70
EX DBL 36″ DIA RCP CULV
(INV = 595.20 (S))
(INV = 592.12 (N))

USER NAME =	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS) PLAN AND PROFILE
PLOT SCALE =	DRAWN - KLM	REVISED -		SCALE: H=50′ V=5′ | SHEET NO. 7 OF 12 SHEETS | STA. 539+00 TO STA. 553+00
PLOT DATE =	CHECKED - DDL	REVISED -		
	DATE - 08/19/2013	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	16
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN / PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
NO.
BY DATE

FILE NAME: D:\PalosHeights_20583779_Cal-SagTrailWestPh2\Roadway\PalosHeights\Plan&Profile\CP012%827-07-P1-Pr-F.dgn

PROP. CURVE 091120EAST-13
PI STA. = 553+38.77
Δ = 4° 22′ 20″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 38.17′
L = 76.31′
E = 0.73′
P.C. STA. = 553+00.59
P.T. STA. = 553+76.90

PROP. CURVE 091120EAST-14
PI STA. = 555+13.95
Δ = 3° 18′ 32″ (LT)
D = 2° 17′ 31″
R = 2,500.00′
T = 72.21′
L = 144.38′
E = 1.04′
P.C. STA. = 554+41.74
P.T. STA. = 555+86.12

PROP. CURVE 091120EAST-15
PI STA. = 556+34.97
Δ = 2° 47′ 54″ (RT)
D = 2° 51′ 53″
R = 2,000.00′
T = 48.85′
L = 97.68′
E = 0.60′
P.C. STA. = 555+86.12
P.T. STA. = 556+83.80

PROP. CURVE 091120EAST-16
PI STA. = 557+50.21
Δ = 6° 28′ 54″ (LT)
D = 9° 32′ 57″
R = 600.00′
T = 33.97′
L = 67.87′
E = 0.96′
P.C. STA. = 557+16.23
P.T. STA. = 557+84.11

PROP. CURVE 091120EAST-17
PI STA. = 558+39.41
Δ = 9° 02′ 04″ (RT)
D = 8° 11′ 06″
R = 700.00′
T = 55.30′
L = 110.38′
E = 2.18′
P.C. STA. = 557+84.11
P.T. STA. = 558+94.48

CAL-SAG CHANNEL

MATCH LINE STA. 553+00

PROP. RUSTIC RAIL FENCE
STA. 552+00 - STA. 553+30, 3′ LT
(130 LF)

W7-5
18″ X 18″

PROP. PERIMETER
EROSION CONTROL (TYP)

CURVE 15

CURVE 17

TREE REMOVAL (TYP)

CURVE 13

CURVE 14

CURVE 16

TREE TRUNK PROTECTION (TYP)

CURVE 18

CONSTRUCTION LIMITS (TYP)

CURVE 19

W7-5
18″ X 18″

CURVE 20

PROP. PERIMETER
EROSION CONTROL (TYP)

STA. 565+75,
PROP. PIPE CULVERTS,
CLASS A, TYPE 1 15″ - 26′
W/ 2 PRECAST REINFORCED CONC. FES 15″
N INV = 590.00
S INV = 590.10

PROPOSED ℄ BIKE TRAIL
4″ PAINT YELLOW

CURVE 21

TREE REMOVAL (TYP)

PROP. INLET & PIPE
PROTECTION (TYP)

RELOCATE BENCH

MATCH LINE STA. 567+00

MWRD (LEASED TO CITY OF PALOS HEIGHTS)

PROP. CURVE 091120EAST-18
PI STA. = 559+68.82
Δ = 13° 02′ 55″ (LT)
D = 8° 48′ 53″
R = 650.00′
T = 74.34′
L = 148.03′
E = 4.24′
P.C. STA. = 558+94.48
P.T. STA. = 560+42.52

PROP. CURVE 091120EAST-19
PI STA. = 561+53.89
Δ = 3° 20′ 32″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 29.17′
L = 58.33′
E = 0.43′
P.C. STA. = 561+24.72
P.T. STA. = 561+83.05

PROP. CURVE 091120EAST-20
PI STA. = 563+39.65
Δ = 5° 44′ 58″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 7.53′
L = 15.05′
E = 0.19′
P.C. STA. = 563+32.12
P.T. STA. = 563+47.17

PROP. CURVE 091120EAST-21
PI STA. = 566+07.22
Δ = 9° 01′ 04″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 78.86′
L = 157.39′
E = 3.10′
P.C. STA. = 565+28.37
P.T. STA. = 566+85.75

HORIZONTAL SCALE 0 50 100 FEET
VERTICAL SCALE 0 2 4 5 10 FEET

PROFILE

K = 26
50.00′ V.C.

VPI STA. 553+40.00
ELEVATION 607.20

VPI STA. 554+50.00
ELEVATION 606.80

VPI STA. 557+50.00
ELEVATION 607.70

VPI STA. 558+40.00
ELEVATION 609.70

VPI STA. 560+60.00
ELEVATION 608.50

VPI STA. 562+80.00
ELEVATION 607.92

VPI STA. 566+30.00
ELEVATION 590.42

+90.00 EL. 604.70
+90.00 EL. 607.02
+25.00 EL. 607.63
+75.00 EL. 608.26
+15.00 EL. 609.14
+65.00 EL. 609.56
+30.00 EL. 608.05
+30.00 EL. 605.42
+10.00 EL. 591.42
+50.00 EL. 590.45

K = 19
100.00′ V.C.

K = 18
50.00′ V.C.

K = 21
100.00′ V.C.

K = 8
40.00′ V.C.

+5.00%
-0.36%
-0.36%
+0.30%
+0.30%
+2.22%
+2.22%
-0.57%
-0.57%
-0.25%
-0.25%
-5.00%
-5.00%
-0.13%

PROPOSED PROFILE

EXISTING PROFILE

PROP. PIPE CULVERTS,
CLASS A, TYPE 1 15″
N INV = 590.00
S INV = 590.10

	615	610	605	600	595	590	585	580	575
EXIST. ELEV.	605.17	607.03	606.87	606.73	606.87	607.03	607.43	607.73	607.42
PROP. ELEV.	605.17	606.73	606.98	606.80	606.95	607.10	607.25	607.40	607.55
	607.44	608.34	609.38	608.99	608.65	608.46	608.23	608.20	608.07
	607.82	608.81	609.58	609.36	609.07	608.79	608.50	608.37	608.25
	607.91	607.76	606.96	605.38	601.72	598.04	594.47	591.44	590.54	590.40	590.54
	608.12	607.90	606.71	604.42	601.92	599.42	596.92	594.42	591.92	590.45	590.51

553+00	554+00	555+00	556+00	557+00	558+00	559+00	560+00	561+00	562+00	563+00	564+00	565+00	566+00	567+00

URS

USER NAME =		DESIGNED - KLM	REVISED -
		DRAWN - KLM	REVISED -
PLOT SCALE =		CHECKED - DDL	REVISED -
PLOT DATE =		DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 8 OF 12 SHEETS | STA. 553+00 | TO STA. 567+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	17
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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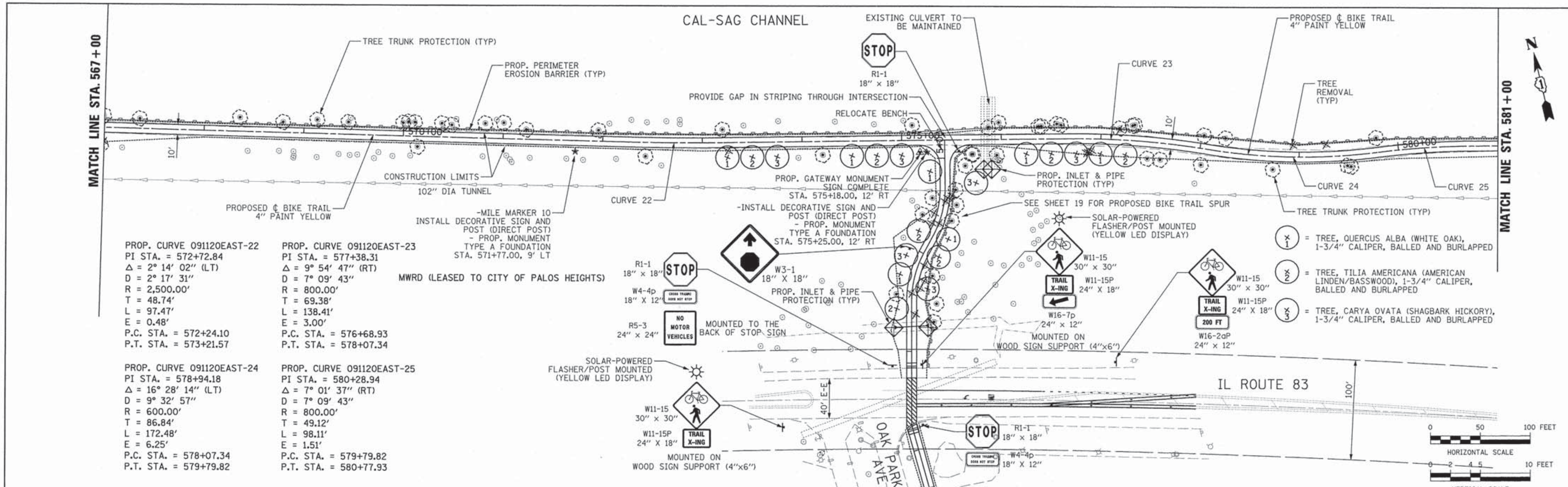


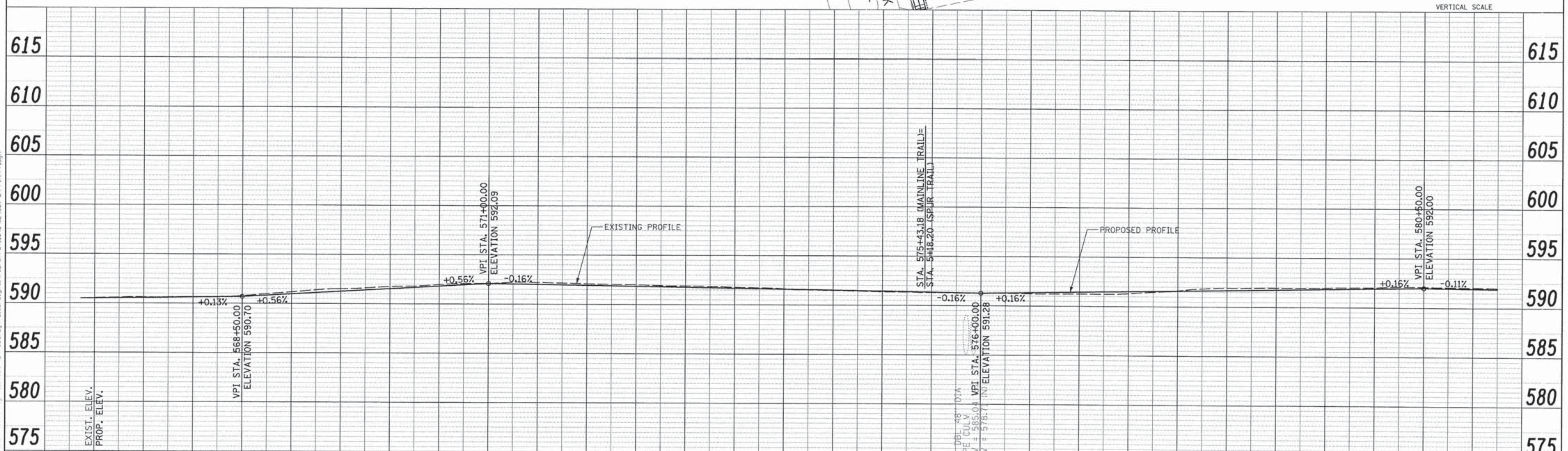
CAL-SAG CHANNEL
MATCH LINE STA. 567+00
MATCH LINE STA. 581+00
TREE TRUNK PROTECTION (TYP)
PROP. PERIMETER EROSION BARRIER (TYP)
EXISTING CULVERT TO BE MAINTAINED
PROPOSED ℄ BIKE TRAIL 4" PAINT YELLOW
STOP
R1-1 18" x 18"
PROVIDE GAP IN STRIPING THROUGH INTERSECTION
RELOCATE BENCH
CURVE 23
TREE REMOVAL (TYP)
CONSTRUCTION LIMITS
102" DIA TUNNEL
PROPOSED ℄ BIKE TRAIL 4" PAINT YELLOW
CURVE 22
PROP. GATEWAY MONUMENT SIGN COMPLETE STA. 575+18.00, 12' RT
-INSTALL DECORATIVE SIGN AND POST (DIRECT POST) - PROP. MONUMENT TYPE A FOUNDATION STA. 575+25.00, 12' RT
-MILE MARKER 10 INSTALL DECORATIVE SIGN AND POST (DIRECT POST) - PROP. MONUMENT TYPE A FOUNDATION STA. 571+77.00, 9' LT
PROP. INLET & PIPE PROTECTION (TYP)
SEE SHEET 19 FOR PROPOSED BIKE TRAIL SPUR
SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY)
CURVE 24
CURVE 25
TREE TRUNK PROTECTION (TYP)
= TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED
= TREE, TILIA AMERICANA (AMERICAN LINDEN/BASSWOOD), 1-3/4" CALIPER, BALLED AND BURLAPPED
= TREE, CARYA OVATA (SHAGBARK HICKORY), 1-3/4" CALIPER, BALLED AND BURLAPPED
MWRD (LEASED TO CITY OF PALOS HEIGHTS)
R1-1 18" x 18"
W4-4p 18" X 12"
R5-3 24" x 24"
NO MOTOR VEHICLES
MOUNTED TO THE BACK OF STOP SIGN
W3-1 18" X 18"
W11-15 30" x 30"
TRAIL X-ING
W11-15P 24" X 18"
W16-7p 24" x 12"
MOUNTED ON WOOD SIGN SUPPORT (4"x6")
W16-2aP 24" x 12"
200 FT
IL ROUTE 83
SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY)
OAK PARK AVE
MOUNTED ON WOOD SIGN SUPPORT (4"x6")
R1-1 18" x 18"
W4-4p 18" X 12"
HORIZONTAL SCALE
0 50 100 FEET
VERTICAL SCALE
0 2 4 5 10 FEET

PROP. CURVE 091120EAST-22
PI STA. = 572+72.84
Δ = 2° 14' 02" (LT)
D = 2° 17' 31"
R = 2,500.00'
T = 48.74'
L = 97.47'
E = 0.48'
P.C. STA. = 572+24.10
P.T. STA. = 573+21.57

PROP. CURVE 091120EAST-23
PI STA. = 577+38.31
Δ = 9° 54' 47" (RT)
D = 7° 09' 43"
R = 800.00'
T = 69.38'
L = 138.41'
E = 3.00'
P.C. STA. = 576+68.93
P.T. STA. = 578+07.34

PROP. CURVE 091120EAST-24
PI STA. = 578+94.18
Δ = 16° 28' 14" (LT)
D = 9° 32' 57"
R = 600.00'
T = 86.84'
L = 172.48'
E = 6.25'
P.C. STA. = 578+07.34
P.T. STA. = 579+79.82

PROP. CURVE 091120EAST-25
PI STA. = 580+28.94
Δ = 7° 01' 37" (RT)
D = 7° 09' 43"
R = 800.00'
T = 49.12'
L = 98.11'
E = 1.51'
P.C. STA. = 579+79.82
P.T. STA. = 580+77.93



615
610
605
600
595
590
585
580
575
EXISTING PROFILE
PROPOSED PROFILE
VPI STA. 568+50.00 ELEVATION 590.70
VPI STA. 571+00.00 ELEVATION 592.09
STA. 575+43.18 (MAINLINE TRAIL)= STA. 5+18.20 (SPUR TRAIL)
VPI STA. 576+00.00 ELEVATION 591.28
VPI STA. 580+50.00 ELEVATION 592.00
+0.13%
+0.56%
+0.56%
-0.16%
-0.16%
+0.16%
+0.16%
-0.11%
EXIST. ELEV.
PROP. ELEV.

STA.	EXIST. ELEV.	PROP. ELEV.
567+00	590.54	590.51
	590.62	590.58
568+00	590.66	590.64
	590.78	590.70
569+00	591.18	590.98
	591.52	591.26
570+00	591.76	591.53
	591.96	591.81
571+00	592.09	592.09
	592.20	592.01
572+00	592.08	591.93
	591.99	591.85
573+00	591.89	591.77
	591.76	591.68
574+00	591.63	591.60
	591.49	591.52
575+00	591.37	591.44
	591.32	591.36
576+00	591.28	591.28
	591.25	591.36
577+00	591.24	591.44
	591.31	591.52
578+00	591.62	591.60
	591.91	591.68
579+00	591.96	591.76
	591.97	591.84
580+00	592.03	591.92
	592.10	592.00
581+00	592.05	591.94

URS

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PLOT DATE =	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50' V=5' | SHEET NO. 9 OF 12 SHEETS | STA. 567+00 TO STA. 581+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	18
	CONTRACT NO. 63782			

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

PROP. CURVE SPUR-1
PI STA. = 3+76.06
Δ = 28° 22′ 43″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 25.28′
L = 49.53′
E = 3.15′
P.C. STA. = 3+50.78
P.T. STA. = 4+00.31

PROP. CURVE SPUR-2
PI STA. = 4+46.27
Δ = 28° 59′ 27″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 25.85′
L = 50.60′
E = 3.29′
P.C. STA. = 4+20.42
P.T. STA. = 4+71.01

PCC CURB RAMP WITH DETECTABLE WARNINGS AND COMB. CONC. CURB & GUTTER REMOVAL & REPLACEMENT (TYP)

STOP
R1-1
18″ x 18″

BEGIN PROP. BIKE TRAIL SPUR STA. 1+55.58

POT Sta 1+00.00

OAK PARK AVENUE

SCHOOL ENTRANCE

INSTALL DECORATIVE SIGN POST AND SIGNING ASSEMBLY STA. 2+05.00, 10′ RT

EXIST ROW

EXISTING PAVEMENT MARKING REMOVALAND RAISED REFLECTIVE PAVEMENT MARKER REMOVAL AS REQUIRED

100′

40′ E-E

POT Sta 2+26.15

10′

PC Sta 3+50.78

PT Sta 4+00.31

PC Sta 4+20.42

PT Sta 4+71.01

10′ LONG PCC SIDEWALK, 6″ SHOULDER AND 5′ LONG PCC SIDEWALK, 6″ WITH DETECTABLE WARNINGS

PROPOSED ℄ BIKE TRAIL 4″ PAINT YELLOW

STA. 3+25, PROP. PIPE CULVERTS, CLASS A, TYPE 1 30″ - 27′ W/ 2 PRECAST REINFORCED CONCRETE FES 30″ E INV = 588.00 W INV = 587.80

CONSTRUCTION LIMITS (TYP)

CURVE SPUR-1

TREE REMOVAL (TYP)

CAL-SAG CHANNEL

END PROP. BIKE TRAIL SPUR STA. 5+13.20 MATCH PROP. MAINLINE BIKE TRAIL

R 20′ (TYP)

NOTE: FOR PROPOSED TREES SEE SHEET 18

CURVE SPUR-2 RELOCATE BENCH

PROP. PERIMETER EROSION BARRIER (TYP)

TREE TRUNK PROTECTION (TYP)

PROPOSED 10′ BICYCLE CROSSWALK MARKINGS (TYP)

WHITE THERMOPLASTIC LETTERS & SYMBOLS

6″ WHITE THERMOPLASTIC PAVEMENT MARKING LINE

6″ WHITE, 2′ LINE WITH 6′ SKIP THERMOPLASTIC PAVEMENT MARKING LINE

4″ DOUBLE YELLOW, 11″ C-C, THERMOPLASTIC PAVEMENT MARKING LINE WITH RAISED REFLECTIVE PAVEMENT MARKERS 40′ O.C.

125′

155′

15′ 12′

ROUTE 83

EXIST ROW

N

0 50 100 FEET
HORIZONTAL SCALE

0 2 4 5 10 FEET
VERTICAL SCALE

PROPOSED PROFILE

EXISTING PROFILE

BEGIN PROP. BIKE TRAIL SPUR STA. 1+55.58
594.54

-0.89%

+0.68%

ROUTE 83

VPI STA. 2+73.00
ELEVATION 594.26

VPI STA. 2+24.49
ELEVATION 593.93

+15.00 EL. 592.74

K = 13
70.00′ V.C.

-3.60%

+1.90%

+85.00 EL. 592.15

VPI STA. 3+50.00
ELEVATION 591.48

K = 19
60.00′ V.C.

VPI STA. 4+15.00
ELEVATION 592.72

+45.00 EL. 592.34

1.27%

-2.00%

VPI STA. 5+13.20
ELEVATION 591.47

591.37

℄ PROP. MAINLINE BIKE TRAIL STA. 5+18.20

PROP. PIPE CULVERTS, CLASS A, TYPE 1 30″
E INV = 588.00
W INV = 587.80

600 595 590 585 580 575

595.47 | 594.62 | 593.72 / 594.14 | 594.30 / 594.10 | 590.51 / 593.28 | 589.75 / 591.97 | 592.06 / 592.38 | 592.21 / 592.27 | 591.64 / 591.64

1+00 2+00 3+00 4+00 5+00

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URS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 10 OF 12 SHEETS | STA. 1+55.58 TO STA. 5+13.20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	19
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, NOTE BOOK, NO., CHECKED BY, ALIGNMENT CHECKED BY, CADD FILE NAME, BY, DATE

PROFILE: SURVEYED, PLOTTED, CHECKED BY, NOTE BOOK, NO., ALIGNMENT CHECKED BY, STRUCTURE NO(S)/NS CHKD

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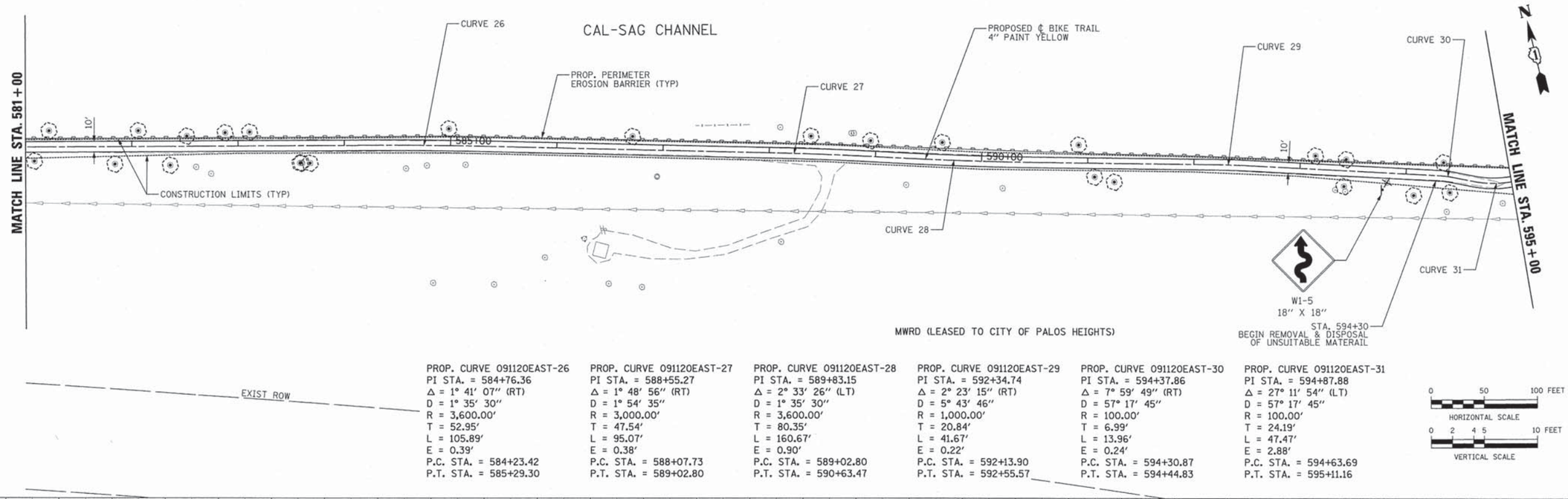


PROP. CURVE 091120EAST-26
PI STA. = 584+76.36
Δ = 1° 41′ 07″ (RT)
D = 1° 35′ 30″
R = 3,600.00′
T = 52.95′
L = 105.89′
E = 0.39′
P.C. STA. = 584+23.42
P.T. STA. = 585+29.30

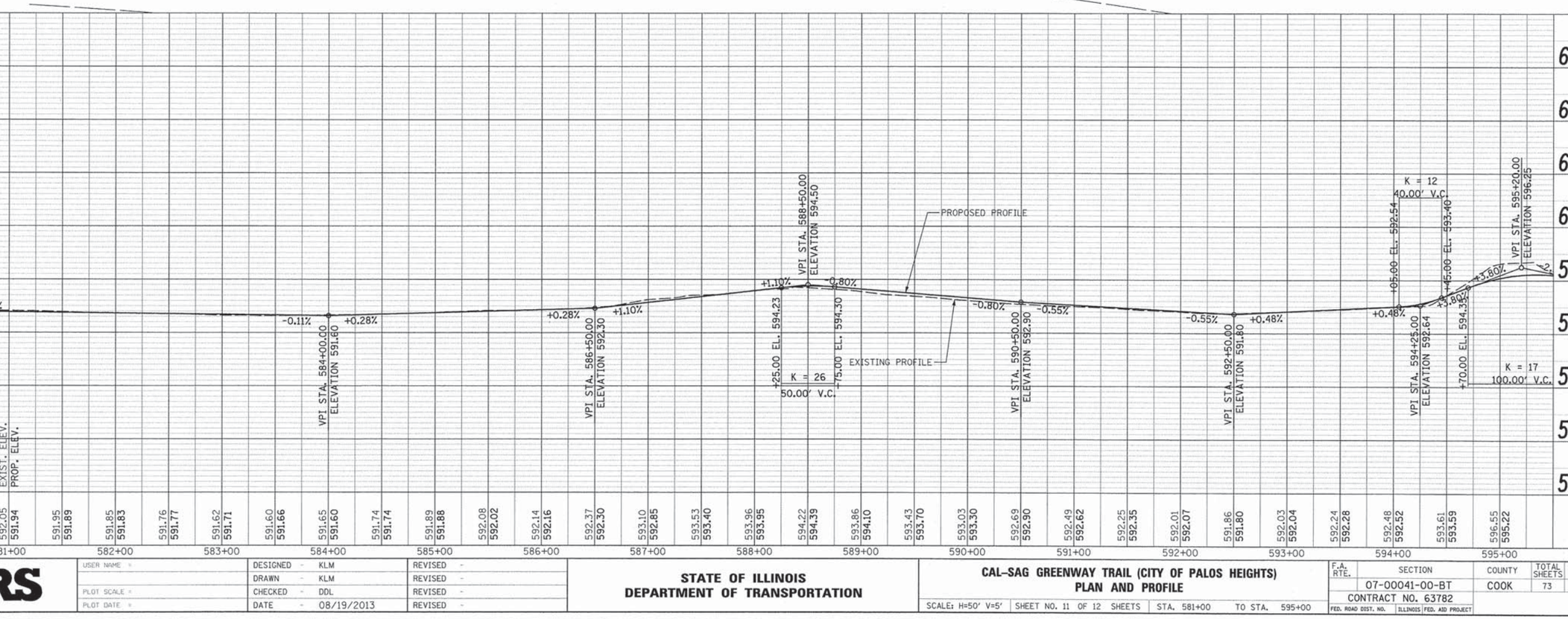
PROP. CURVE 091120EAST-27
PI STA. = 588+55.27
Δ = 1° 48′ 56″ (RT)
D = 1° 54′ 35″
R = 3,000.00′
T = 47.54′
L = 95.07′
E = 0.38′
P.C. STA. = 588+07.73
P.T. STA. = 589+02.80

PROP. CURVE 091120EAST-28
PI STA. = 589+83.15
Δ = 2° 33′ 26″ (LT)
D = 1° 35′ 30″
R = 3,600.00′
T = 80.35′
L = 160.67′
E = 0.90′
P.C. STA. = 589+02.80
P.T. STA. = 590+63.47

PROP. CURVE 091120EAST-29
PI STA. = 592+34.74
Δ = 2° 23′ 15″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 20.84′
L = 41.67′
E = 0.22′
P.C. STA. = 592+13.90
P.T. STA. = 592+55.57

PROP. CURVE 091120EAST-30
PI STA. = 594+37.86
Δ = 7° 59′ 49″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 6.99′
L = 13.96′
E = 0.24′
P.C. STA. = 594+30.87
P.T. STA. = 594+44.83

PROP. CURVE 091120EAST-31
PI STA. = 594+87.88
Δ = 27° 11′ 54″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 24.19′
L = 47.47′
E = 2.88′
P.C. STA. = 594+63.69
P.T. STA. = 595+11.16



EXIST. ELEV.	PROP. ELEV.
592.05	591.94
591.95	591.89
591.85	591.83
591.76	591.77
591.62	591.71
591.60	591.66
591.65	591.60
591.74	591.74
591.89	591.88
592.08	592.02
592.14	592.16
592.37	592.30
593.10	592.85
593.53	593.40
593.96	593.95
594.22	594.39
593.86	594.10
593.43	593.70
593.03	593.30
592.69	592.90
592.49	592.62
592.25	592.35
592.01	592.07
591.86	591.80
592.03	592.04
592.24	592.28
592.48	592.52
593.61	593.59
596.55	595.22

PLAN / PROFILE — SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / STAKING NOTES CHKD / NOTE BOOK / NO. / BY / DATE

FILE NAME: G:\Palosheights_25356779\Cal-SagT-alWest\2\Roadway\PalosHeights\Plan&Profile\25827-11-P1-P-T.dgn

URS

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	DRAWN - KLM	REVISED -
PLOT SCALE =	CHECKED - DDL	REVISED -
PLOT DATE =	DATE - 08/19/2013	REVISED -

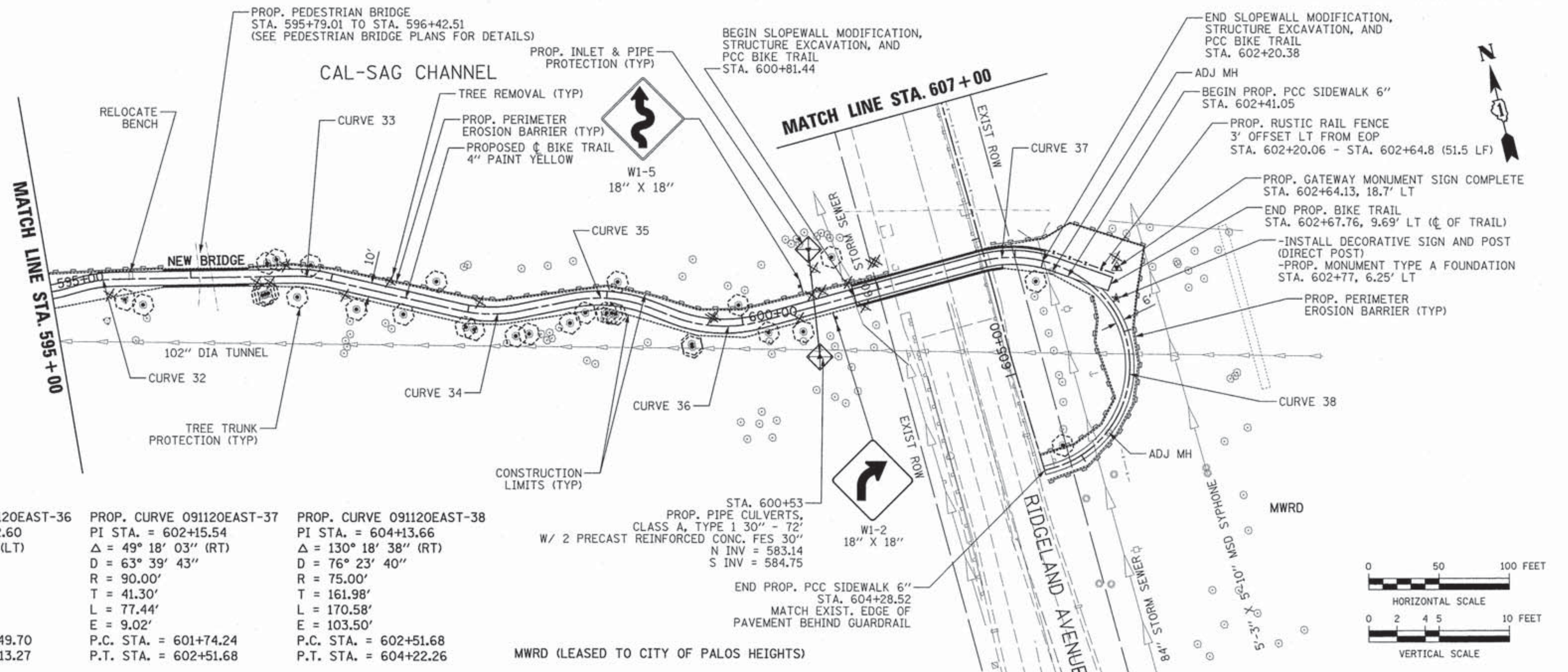
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
PLAN AND PROFILE

SCALE: H=50′ V=5′ | SHEET NO. 11 OF 12 SHEETS | STA. 581+00 TO STA. 595+00

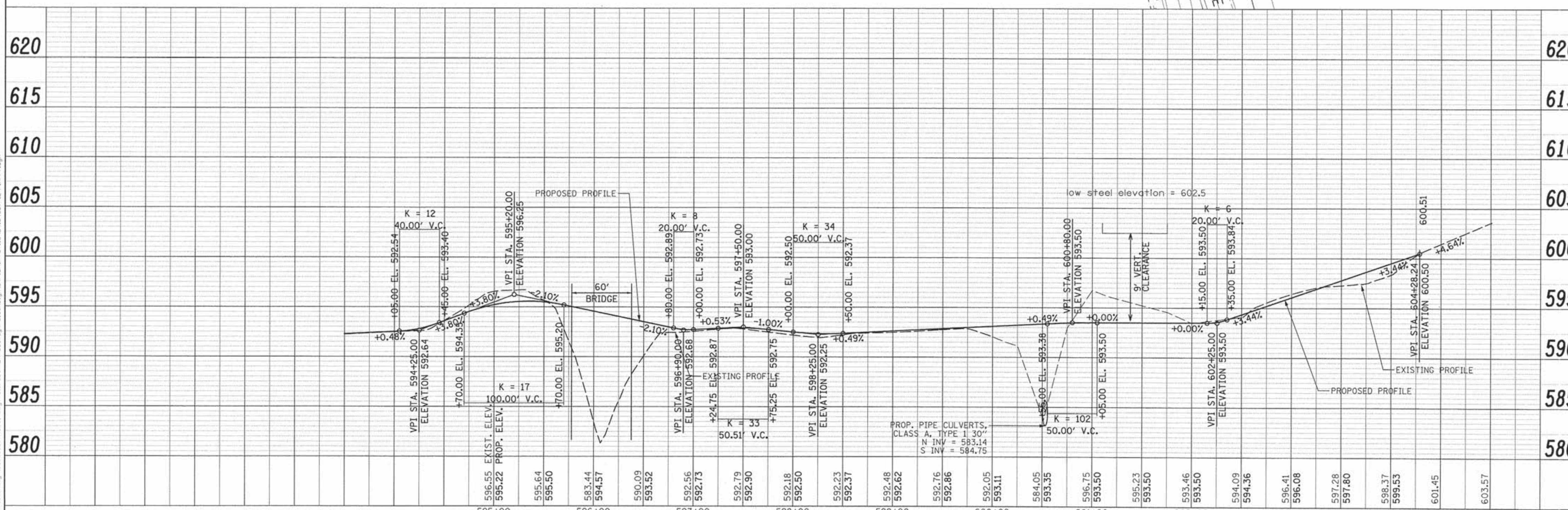
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	20
	CONTRACT NO. 63782			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PROP. CURVE 091120EAST-32	PROP. CURVE 091120EAST-33
PI STA. = 595+33.59	PI STA. = 596+84.98
Δ = 15° 12′ 02″ (RT)	Δ = 14° 04′ 08″ (RT)
D = 57° 17′ 45″	D = 57° 17′ 45″
R = 100.00′	R = 100.00′
T = 13.34′	T = 12.34′
L = 26.53′	L = 24.55′
E = 0.89′	E = 0.76′
P.C. STA. = 595+20.24	P.C. STA. = 596+72.64
P.T. STA. = 595+46.77	P.T. STA. = 596+97.20



PROP. CURVE 091120EAST-34	PROP. CURVE 091120EAST-35	PROP. CURVE 091120EAST-36	PROP. CURVE 091120EAST-37	PROP. CURVE 091120EAST-38
PI STA. = 598+15.86	PI STA. = 599+03.30	PI STA. = 599+82.60	PI STA. = 602+15.54	PI STA. = 604+13.66
Δ = 24° 35′ 02″ (LT)	Δ = 32° 30′ 57″ (RT)	Δ = 36° 25′ 20″ (LT)	Δ = 49° 18′ 03″ (RT)	Δ = 130° 18′ 38″ (RT)
D = 57° 17′ 45″	D = 57° 17′ 45″	D = 57° 17′ 45″	D = 63° 39′ 43″	D = 76° 23′ 40″
R = 100.00′	R = 100.00′	R = 100.00′	R = 90.00′	R = 75.00′
T = 21.79′	T = 29.16′	T = 32.90′	T = 41.30′	T = 161.98′
L = 42.91′	L = 56.75′	L = 63.57′	L = 77.44′	L = 170.58′
E = 2.35′	E = 4.17′	E = 5.27′	E = 9.02′	E = 103.50′
P.C. STA. = 597+94.07	P.C. STA. = 598+74.14	P.C. STA. = 599+49.70	P.C. STA. = 601+74.24	P.C. STA. = 602+51.68
P.T. STA. = 598+36.97	P.T. STA. = 599+30.89	P.T. STA. = 600+13.27	P.T. STA. = 602+51.68	P.T. STA. = 604+22.26

MWRD (LEASED TO CITY OF PALOS HEIGHTS)



URS	USER NAME =	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS) PLAN AND PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KLM	REVISED -				07-00041-00-BT	COOK	73	21
	PLOT SCALE =	CHECKED - DDL	REVISED -				CONTRACT NO. 63782			
	PLOT DATE =	DATE - 08/19/2013	REVISED -		SCALE: H=50′ V=5′ | SHEET NO. 12 OF 12 SHEETS | STA. 595+00 TO STA. 607+00	FED. ROAD DIST. NO.	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

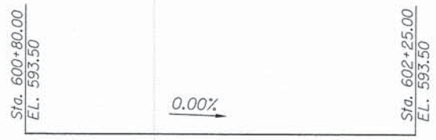
DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications 2012

Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Adopted January 1, 2012

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
Permanent steel sheet piling fy 38.5 ksi



PROFILE GRADE - BIKE PATH

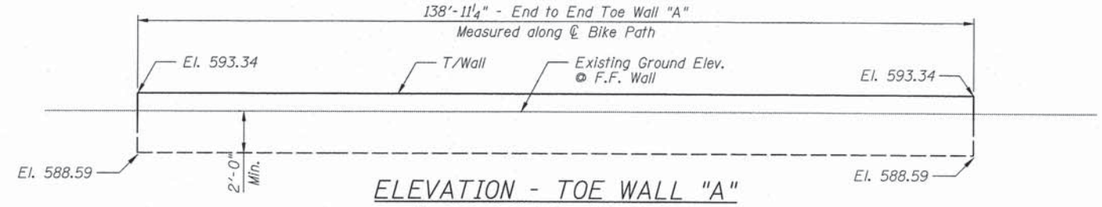
Along ℄ Bike Path

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 for approval an alternative installation method prior to construction. Examples of acceptable method of installation 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".

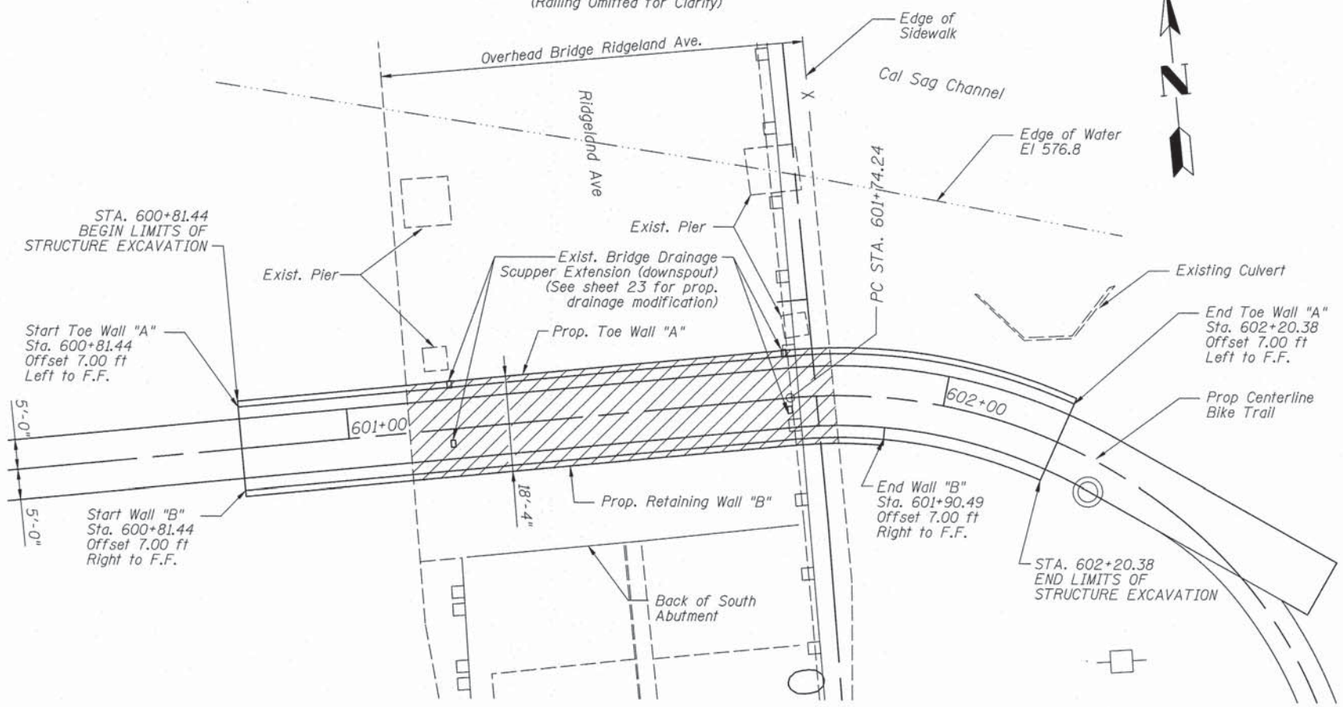
NOTE:

The Contractor should take extra care while working under the bridge not to damage any appurtenances of the bridge structure. Any damage done to the bridge elements will be the sole responsibility of the Contractor to fix it.



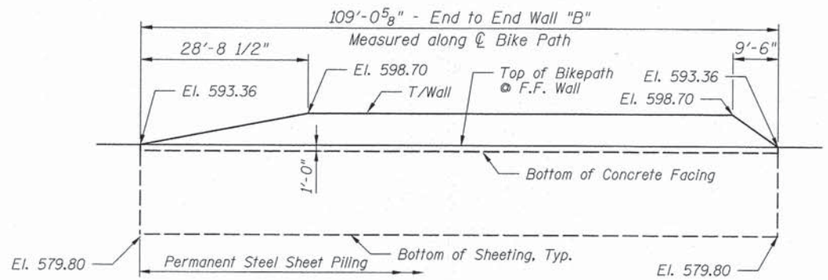
ELEVATION - TOE WALL "A"

(Sta. 600+81.44 to Sta. 602+20.38)
(Railing Omitted for Clarity)



PLAN - WALLS "A" & "B"

(Reinforcement Omitted for Clarity)



ELEVATION - WALL "B"

(Sta. 600+81.44 to Sta. 601+90.49)

INDEX OF SHEETS

LEGEND

Slopewall Removal

NARENDRA P. PATEL
081-004780
REGISTERED
STRUCTURAL
ENGINEER
STATE OF ILLINOIS

Narendra P. Patel

Signature: .....

Current Date: October 19, 2012

Licence Expires: November 30, 2014

"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 Standard Specifications for Highway Bridges,'"

FILE NAME = Q:\PalosHeights_25368779_Cal-Sag7rail\West\Ph2\Roadway\PalosHeights\Bridge\Structural\Plans\Control Copy\Slopewall\81_GP&ESta. 601+90.dgn

URS

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	DRAWN - SOI	REVISED -
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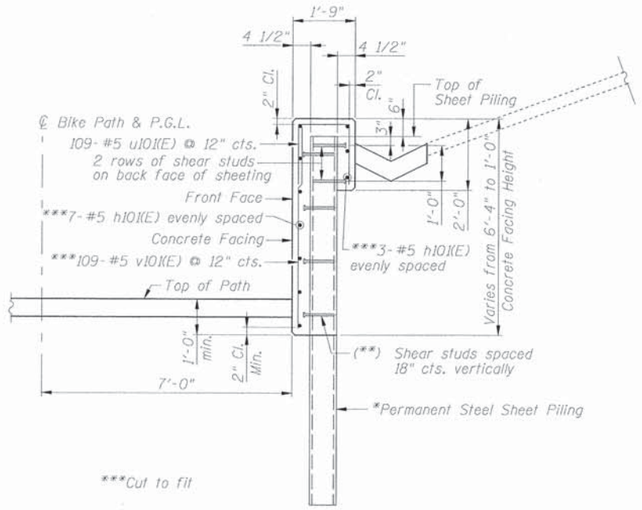
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
GENERAL PLAN & ELEV. - SLOPEWALL MODIFICATION
STRUCTURE NO. 016-0323 - STA. 601+45 (RIDGELAND AVE.)

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	22
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



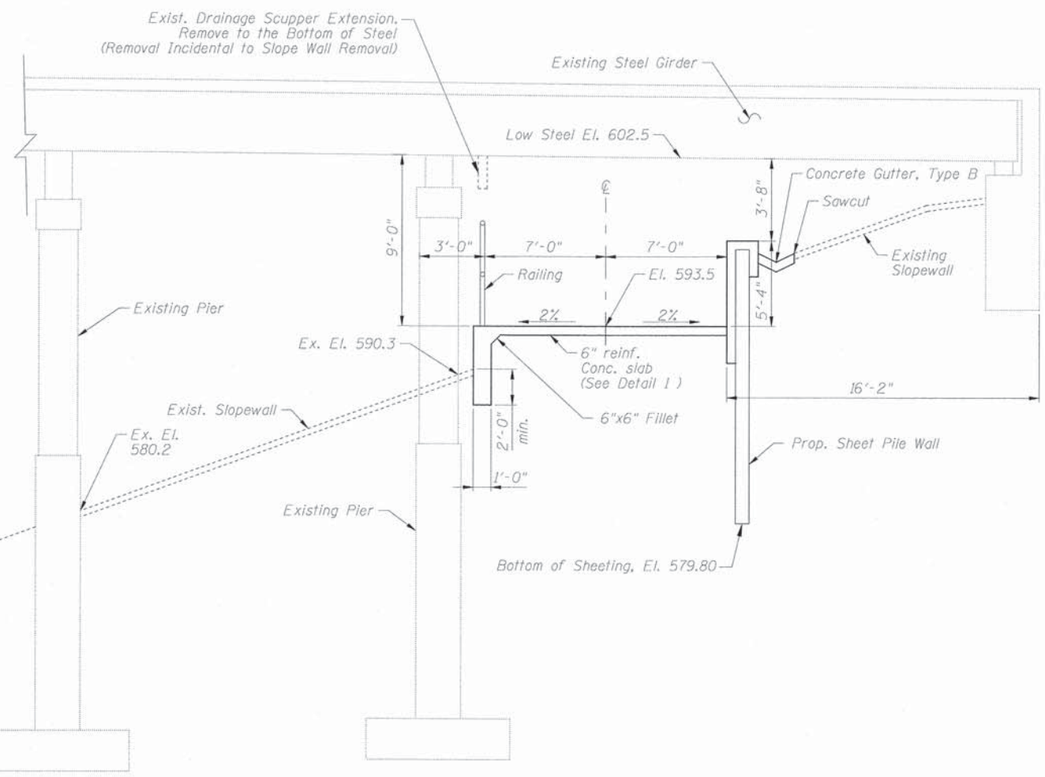
SECTION THRU WALL "B"

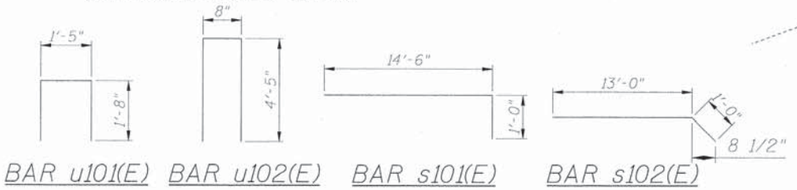
(Sta. 600+81.44 to Sta. 601+90.49 at Ridgland Ave.
Sta. 548+35 to Sta. 548+86 at Harlem Ave.)

*Permanent Steel Sheet Piling shall have a minimum section modulus of 30.2 in³ per foot.

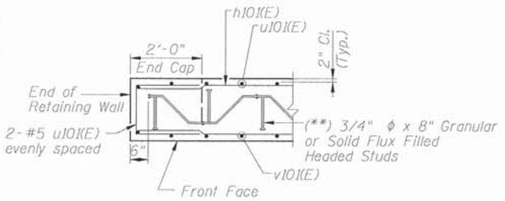
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h101(E)	230	#5	30'-0"	——
s101(E)	139	#5	15'-6"	⌐—
s102(E)	139	#5	14'-0"	⌐—
u101(E)	109	#5	4'-9"	⊓
u102(E)	139	#5	9'-6"	⊔
v101(E)	109	#5	6'-0"	——
Concrete Structures			Cu. Yd.	84
Reinforcement Bars. Epoxy Coated			Pound	14,080
Structure Excavation			Cu. Yd.	528
Permanent Steel Sheet Piling			Sq. Ft.	1,893
Pipe Handrail			Foot	139
Slope Wall Removal			Sq. Yd.	174
Concrete Gutter, Type B			Foot	109

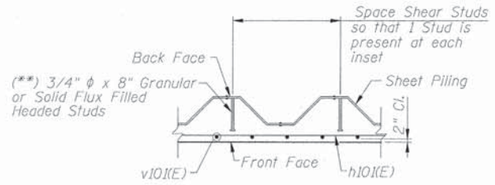




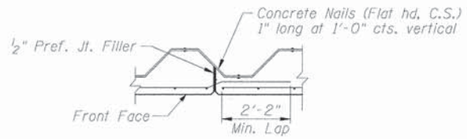
BAR u101(E) BAR u102(E) BAR s101(E) BAR s102(E)



SECTION THRU CAP



TYPICAL SECTION THRU WALL



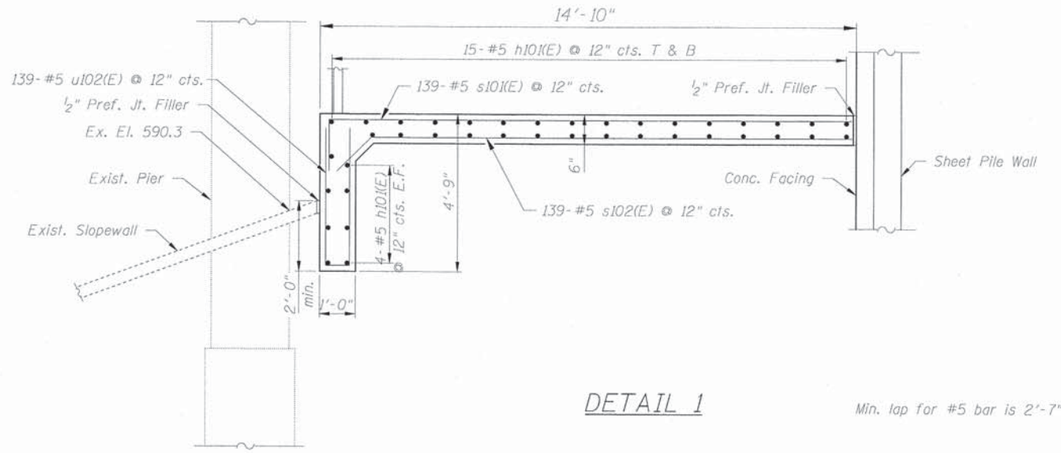
CONSTRUCTION JOINT DETAILS

(Spacing 25'-0" max.)

(**) NOTE:

Shear Studs shall be 3/4" dia. x 8" Granular or Solid Flux Filled Headed Studs conforming to 505.08 of the Standard Specifications automatically end welded in the field to Sheet Piling. The cost of the studs is included in the cost of PERMANENT STEEL SHEET PILING.

CROSS SECTION @ CENTER OF RIDGELAND AVENUE STA. 601+45



DETAIL 1

Min. lap for #5 bar is 2'-7"

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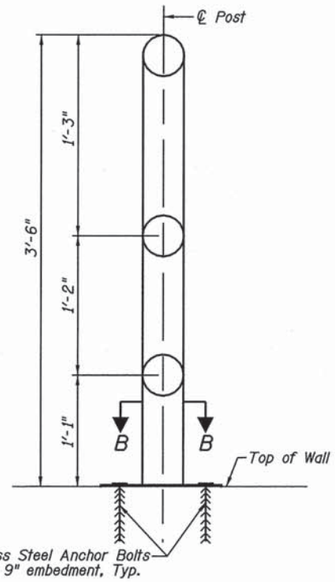
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

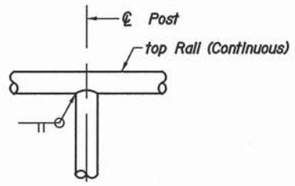
CAL-SAG GRENWAY TRAIL (CITY OF PALOS HEIGHTS)
SLOPEWALL MODIFICATION – CROSS SECTION AND DETAILS
STA. 601+45 (RIDGELAND AVE.)

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

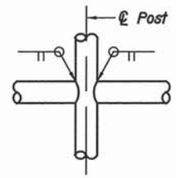
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	23
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



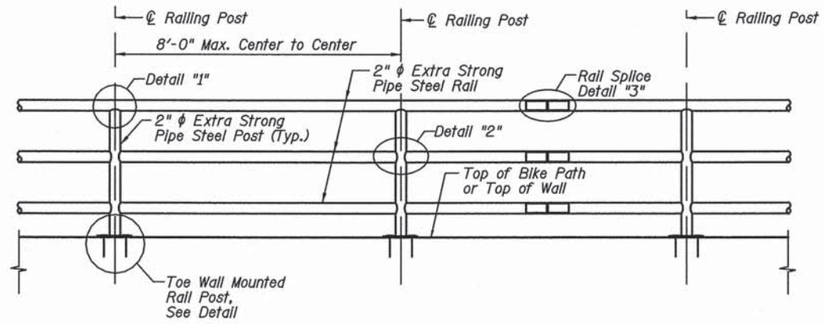
DETAIL - WALL MOUNTED RAIL POST



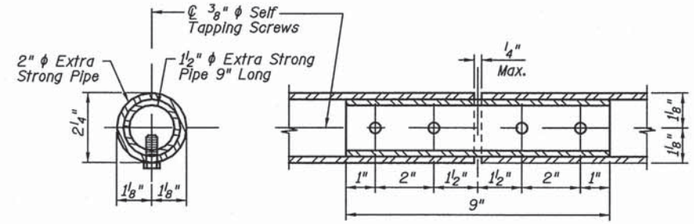
DETAIL 1



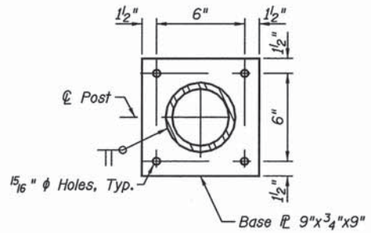
DETAIL 2



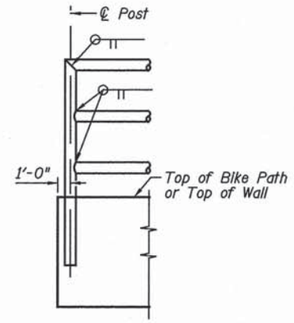
TYPICAL PIPE HANDRAIL ELEVATION



DETAIL 3 - RAIL SPLICE



SECTION B-B



ELEVATION SHOWING END POST

NOTES:

1. 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.
2. Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing.
3. All other steel shapes and plates shall conform to the requirements of AASHTO M-270M, Grade 345.
4. 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.
5. 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.
6. Rail to match horizontal profile of bikepath.

FILE NAME = q:\palosheights_2058779_cal-sagtrailwestph2\roadway\palosheights\Bridge\Structural\Plans\Control Copy\Stopemail\VE2_Typ Pipe Handrail.dgn

URS

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	DRAWN - SOI	REVISED -	
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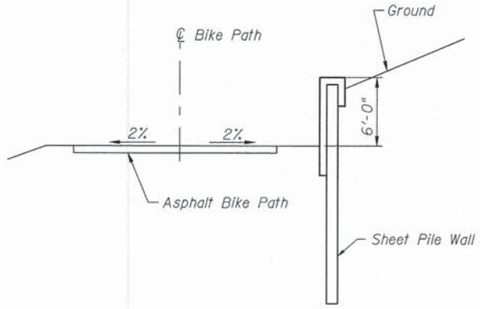
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

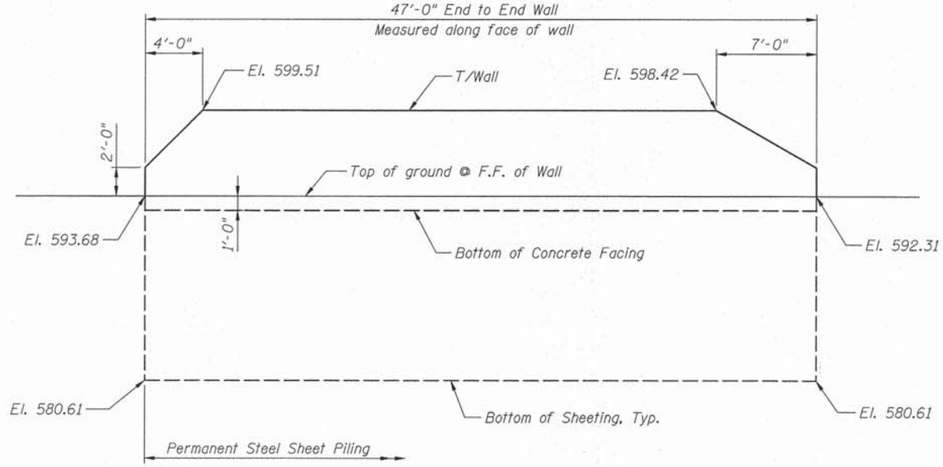
CAL-SAG GREENWAY TRAIL (WEST END)
RAILING DETAILS

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	24
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

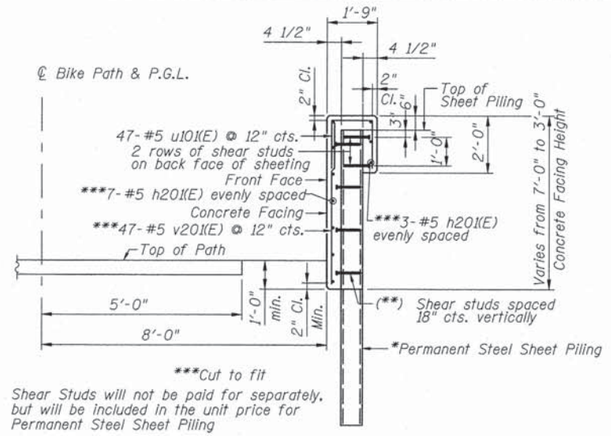


RETAINING WALL CROSS SECTION



ELEVATION

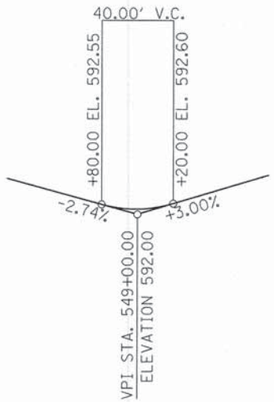
(Sta. 548+35.00 to Sta. 548+86.00 at Harlem Ave.)



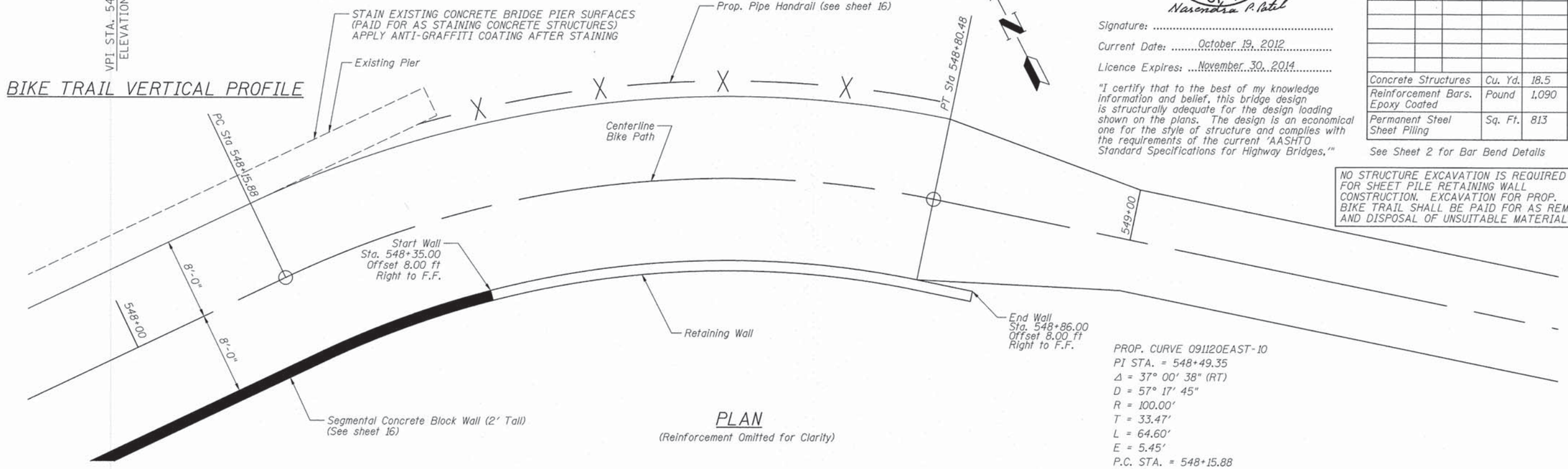
SECTION THRU WALL

(Sta. 548+35.00 to Sta. 548+86.00 at Harlem Ave.)

*Permanent Steel Sheet Piling shall have minimum section modulus of 30.2 in³ per foot



BIKE TRAIL VERTICAL PROFILE



PLAN

(Reinforcement Omitted for Clarity)

NARENDRA P. PATEL
081-004780
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS

Signature: .....

Current Date: October 19, 2012

Licence Expires: November 30, 2014

"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 Standard Specifications for Highway Bridges.'"

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h201(E)	20	#5	25'-3"	——
u101(E)	47	#5	4'-9"	⊓
v201(E)	47	#5	6'-8"	——
Concrete Structures			Cu. Yd.	18.5
Reinforcement Bars. Epoxy Coated			Pound	1,090
Permanent Steel Sheet Piling			Sq. Ft.	813

See Sheet 2 for Bar Bend Details

NO STRUCTURE EXCAVATION IS REQUIRED FOR SHEET PILE RETAINING WALL CONSTRUCTION. EXCAVATION FOR PROP. BIKE TRAIL SHALL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

PROP. CURVE 091120EAST-10
PI STA. = 548+49.35
Δ = 37° 00' 38" (RT)
D = 57° 17' 45"
R = 100.00'
T = 33.47'
L = 64.60'
E = 5.45'
P.C. STA. = 548+15.88
P.T. STA. = 548+80.48

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URS

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	DRAWN - PMV	REVISED -
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PLOT DATE = 11/12/2013 4:29:58 PM	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GRENWAY TRAIL (CITY OF PALOS HEIGHTS)
RETAINING WALL AT STA. 584+80 HARLEM AVE.

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	25
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

BENCH MARK

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

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications 2012.

Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Adopted January 1, 2012.

AASHTO Guide Specifications for the Design of Pedestrian Bridges 2009.

CLASSIFICATION

Pedestrian/Bicycle Bridge

LIVE LOADING

90 psf Live Load

10,000 lb. Vehicle Load (H-5 Truck)

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)

PREFABRICATED BRIDGE UNIT

fy = 50 ksi (ASHTO M270 Grade 50W)
See GBSP "Pedestrian truss Superstructure"

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

INDEX OF SHEETS

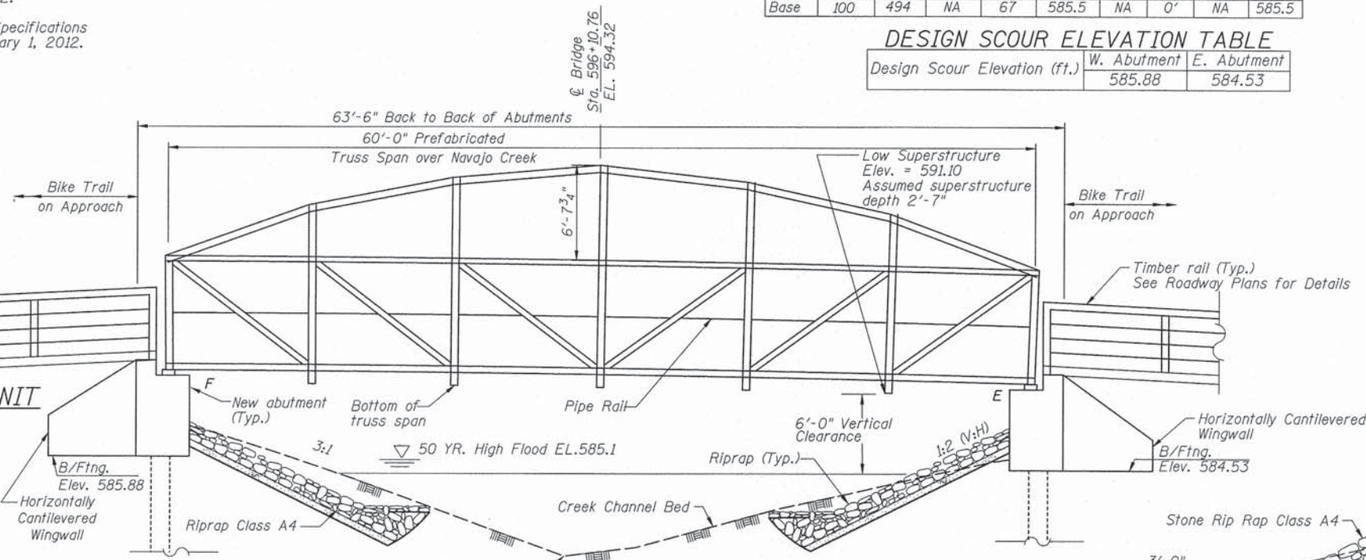
WATERWAY INFORMATION

Drainage Area = Undetermined Low Chord Elev. 589.0 @ Sta. 11+89.4

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	436	NA	58	585.1	NA	0'	NA	585.1
Base	100	494	NA	67	585.5	NA	0'	NA	585.5

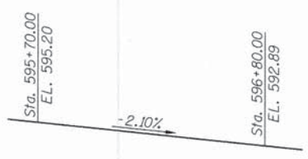
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abutment	E. Abutment
	585.88	584.53



ELEVATION

Looking North



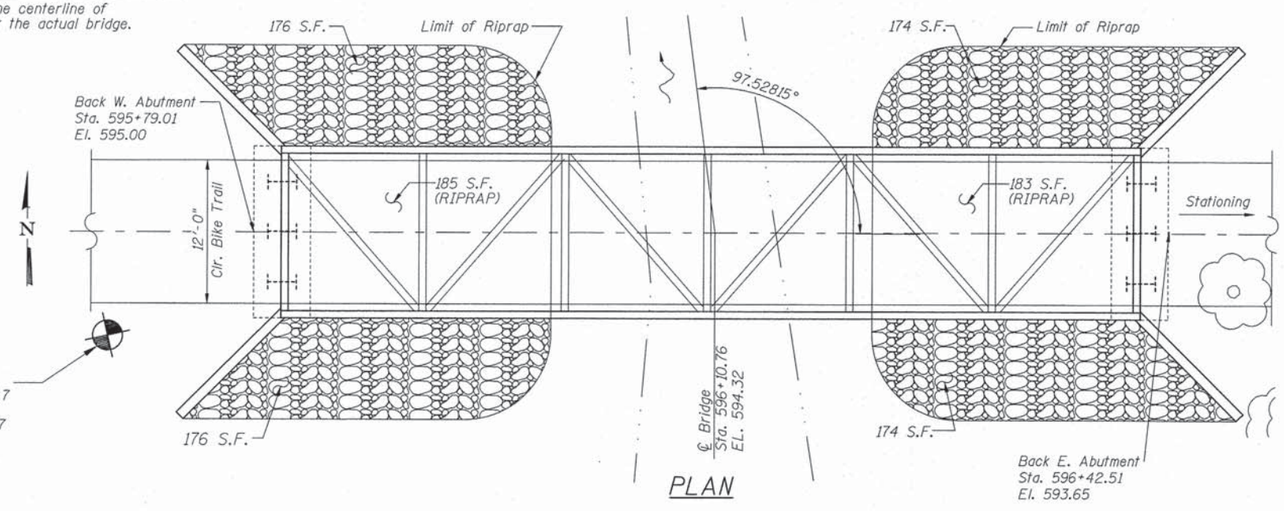
PROFILE GRADE - BIKE TRAIL

Note: Profile grade is along the centerline of the Bike trail except for the actual bridge.

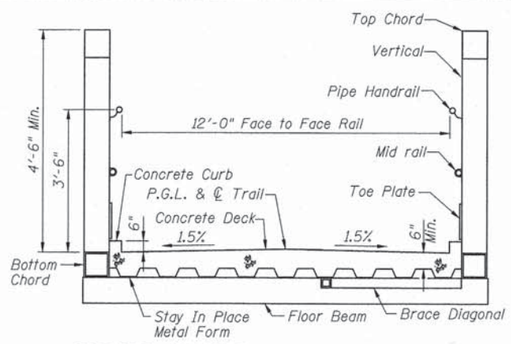
STATION 596+10.76
BUILT 2013 BY
STATE OF ILLINOIS
LOADING H-5

NAME PLATE

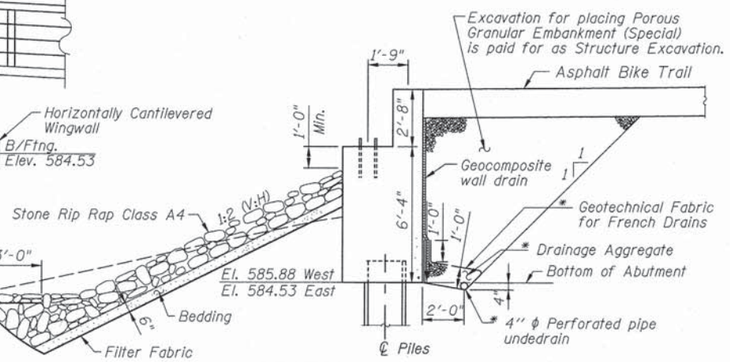
See Std. 515001



PLAN



CROSS SECTION OF TRUSS SPAN



SECTION THRU ABUTMENT

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

* Included in the Cost of Pipe Underdrain for structures.

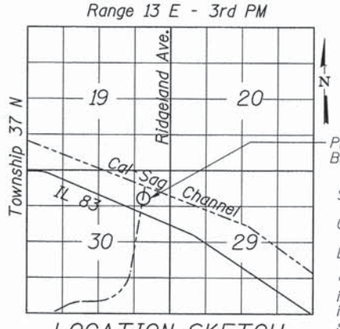
Notes:

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.

concrete curb shall have a minimum width of 3"

Pipe handrail shall act as rubrail defined in the Specifications.

See sheet 2 for additional notes.



LOCATION SKETCH

NARENDRA P. PATEL
081-004780
REGISTERED
STRUCTURAL
ENGINEER
STATE OF ILLINOIS

Signature: Narendra P. Patel

Current Date: October 19, 2012

Licence Expires: November 30, 2014

"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 Standard Specifications for Highway Bridges.'"

URS

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	DRAWN - SOI	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
GENERAL PLAN, ELEV. & SECTION
STA. 596+10.76

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	26
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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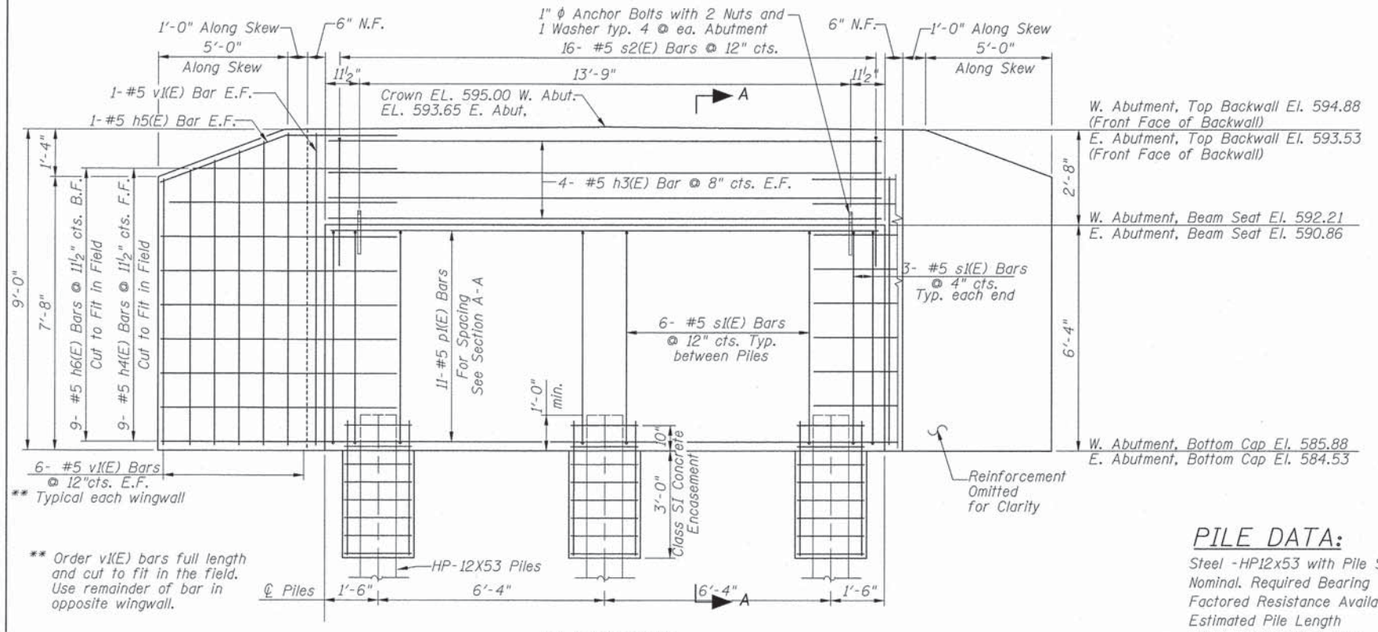

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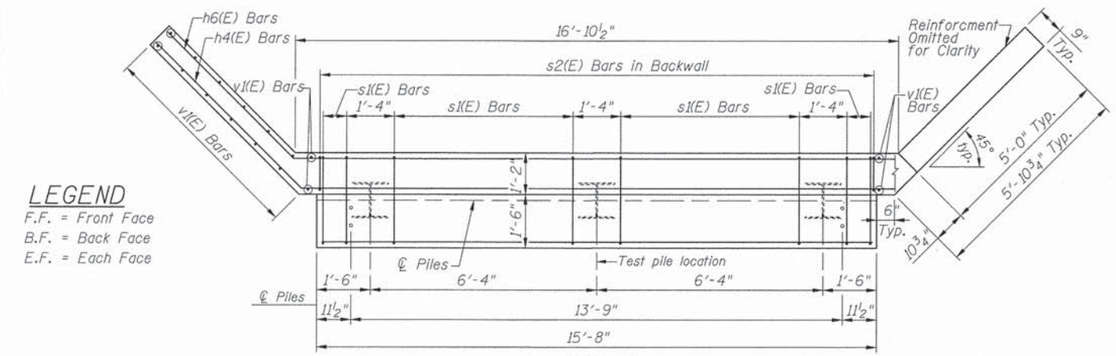
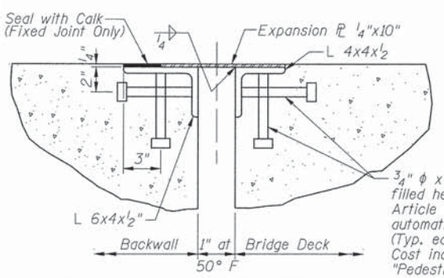


PLAN

LEGEND

F.F. = Front Face
B.F. = Back Face
E.F. = Each Face



EXPANSION JOINT DETAIL

(Fixed Joint similar, except as shown)
(Paid for as "Pedestrian Truss Superstructure".)

Note:
Expansion Joint shall continue onto inside face of curb.

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

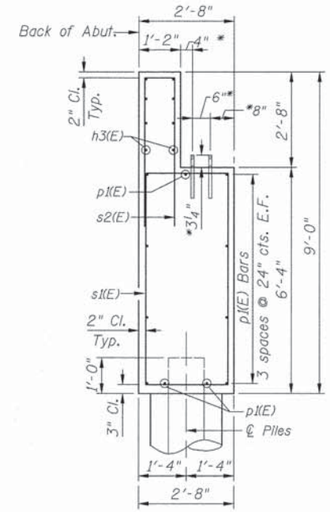
"P" - Vertical Load at Each Base Plate (4 per Bridge)
"H" - Horizontal Load at Each Footing (2 per Bridge)
"L" - Longitudinal Load at Each Bearing (4 per Bridge)

PILE DATA:

Steel - HP12x53 with Pile Shoes
Nominal Required Bearing — Set in Rock
Factored Resistance Available — 140 kips
Estimated Pile Length — 22'
Piles = 5 + 1 Test Piles
Test pile shall be a permanent pile driven at the West Abutment.

GENERAL NOTES

1. Bars designated (E) shall be epoxy coated
2. All edges shall have standard ¾" chamfers except as noted.
3. Space reinforcement to miss anchor bolts.
4. There shall be no splicing of longitudinal bars, bars shall be ordered full length.
5. 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 the bridge fabricators backwall height.
6. Apply concrete sealer to beam seats and backwalls.
7. The Steel H-Piles shall be according to ASASHTO M270 Grade 50.
8. The superstructure, including all truss members, railings, toe plates bearings, deck, and all attachments on superstructure, shall be designed and detailed by the Contractor.
9. Reinforcement bars shall conform to the requirements of AASHTO M 31, M 42M OR M 53M Grade 400.
10. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ⅛" adjusting shims, of the dimensions of the bottom bearing plate shall be provided for each bearing in addition to all other plates or shims.
11. 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.
12. The profile of the structure shall be as shown, and as specified in the Special Provisions for camber.
13. The Contractor shall verify the final location of anchor bolts with the Bridge Manufacturer Prior to Consturction and placement.
14. See sheet HP Pile Details for pile encasement and pile shoe details.



SECTION A-A

* Anchor bolt size and locations shall be checked against the bridge fabricator's requirements prior to setting them. Anchor bolts will not be paid for separately, but will be included in the unit price for Concrete Structures.

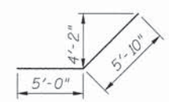
FOR BOTH ABUTMENTS

BAR SCHEDULE

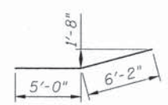
BAR	NO.	SIZE	LENGTH	SHAPE
h3(E)	16	#5	16'-2"	——
h4(E)	36	#5	10'-10"	⟋
h5(E)	8	#5	11'-2"	⟋
h6(E)	36	#5	10'-0"	⟋
p1(E)	22	#5	15'-4"	——
s1(E)	36	#5	17'-7"	□
s2(E)	32	#5	11'-2"	⊓
v1(E)	28	#5	17'-4"	——

BILL OF MATERIAL

ITEM	UNIT	QTY.
Reinforcement Bars, Epoxy Coated	Pound	3,040
Concrete Structures	Cu. Yd.	28.9
Structure Excavation	Cu. Yd.	59.5
Pedestrian Truss Superstructure	Sq. Ft.	720
Furnishing Steel Piles HP12X53	Foot	110
Driving Piles	Foot	110
Test Pile Steel HP12X53	Each	1
Concrete Sealer	Sq. Ft.	131
Concrete Encasememnt	Cu. Yd.	2.1
Pile Shoes	Each	6
Stone Riprap, Class A4	Sq. Yd.	119
Filter Fabric	Sq. Yd.	166
Geocomposite Wall Drain	Sq. Yd.	32
Name Plates	Each	1
Pipe Underdrains 4"	Foot	54



BARS h4(E)



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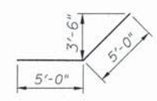

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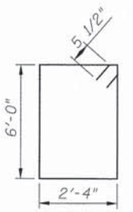
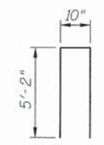


BAR s1E)



BARS s2(E)

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URS

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	DRAWN - SOI	REVISED -
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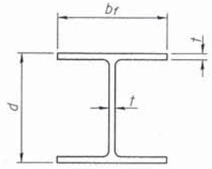
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
ABUTMENT DETAILS
STA. 596+10.76

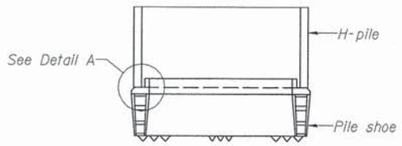
SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	27
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30''
x102	14''	$14\frac{3}{4}''$	$\frac{11}{16}''$	30''
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30''
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30''
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24''
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24''
x63	12''	$12\frac{1}{8}''$	$\frac{1}{2}''$	24''
x53	$11\frac{3}{4}''$	12''	$\frac{7}{16}''$	24''
HP 10x57	10''	$10\frac{1}{4}''$	$\frac{9}{16}''$	24''
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24''
HP 8x36	8''	$8\frac{1}{8}''$	$\frac{7}{16}''$	18''



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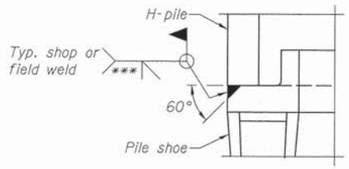
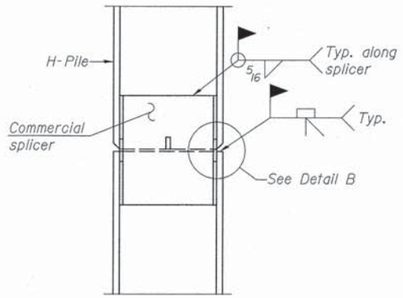


DETAIL A

H-PILE SHOE ATTACHMENT



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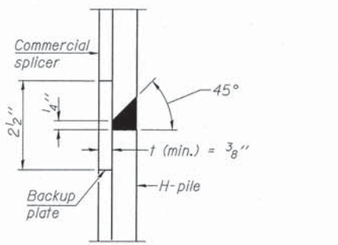
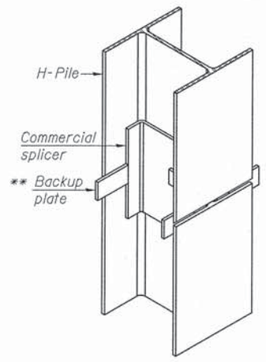
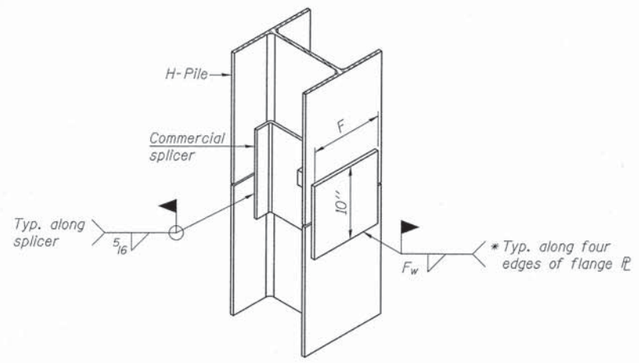


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



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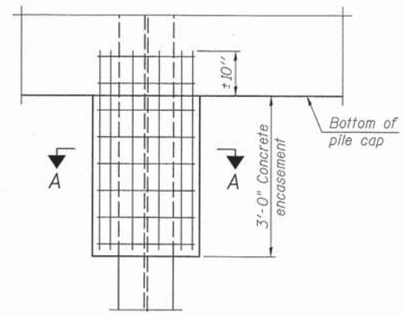

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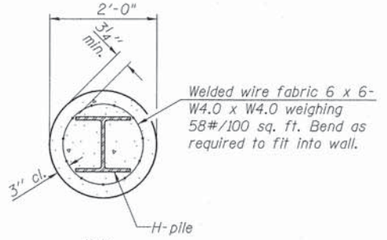
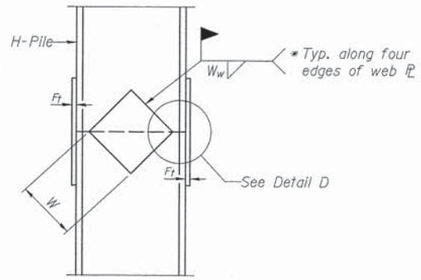


SECTION A-A

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

PILE ENCASEMENT



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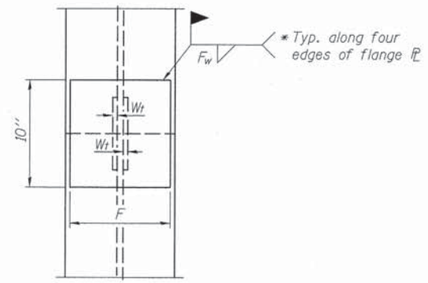
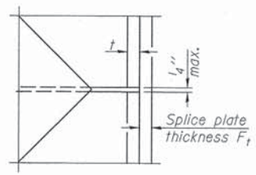


END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_f	W_w
HP 14x117	$12\frac{1}{2}''$	1''	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8''	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8''	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7''	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds $\frac{1}{4}''$ from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer ($\frac{5}{16}''$ min.).

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

F-HP 1-27-12

URS

USER NAME = David.Landeweer	DESIGNED - PMV	REVISED -
	DRAWN - PMV	REVISED -
PLOT SCALE = 24.0000 ' / IN.	CHECKED - NPP	REVISED -
PLOT DATE = 10/24/2013 2:35:09 PM	DATE - 8/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
STA. 596+10.76
HP PILE DETAILS

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	28
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME = D:\PaloHeights_2536877R_Cal-SagTrail\WestPh2\Roadway\PaloHeights\Bridges\Structural\Plans\Central Copy\HP Pile Details.dgn

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

SOIL BORING LOG

Date 3/5/10

ROUTE _____ DESCRIPTION See Boring Location Diagram LOGGED BY MG

SECTION 07-00041-00-BT LOCATION , SEC. , TWP. , RNG.

COUNTY Cook DRILLING METHOD _____ HAMMER TYPE _____

STRUCT. NO. _____
Station _____

BORING NO. B-3
Station _____
Offset _____
Ground Surface Elev. _____ ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ ft
After ____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Topsoil, silty clay with sand, trace gravel, dark brown, trace black		3		
		4		23.0
		5		
FILL- Clay loam, trace gravel, brown, trace black, medium dense		4		
		6		17.3
	-5	5		
CLAY LOAM, trace organic, black-gray, stiff		4		
		3	1.2	19.1
		4		
ORGANIC CLAY LOAM, trace wood, black, soft		2		
		2		35.7
	-10	2		
		2		
SANDY LOAM, green-gray, wet, loose		1		22.0
		3		
SILTY LOAM, gray, medium dense		5		
		5		21.0
	-15	5		
CLAY LOAM, with limestone pieces, gray, very stiff		10		
		18	2.3	10.1
		31		
SANDY LOAM, with gravel, gray, very dense		18		
		20		11.1
	-20	47		
SANDY LOAM, with gravel, gray, very dense		9		
SAND & LIMESTONE, with gravel, gray, wet, very dense Hard drilling		25		17.4
	-25	50		
DOLOMITIC LIMESTONE, solid, very hard, fresh, horizontal bedded, gray, excellent rock Recovery = 100% RQD = 94%	-30			
	-35			
End of Boring	-40			

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)

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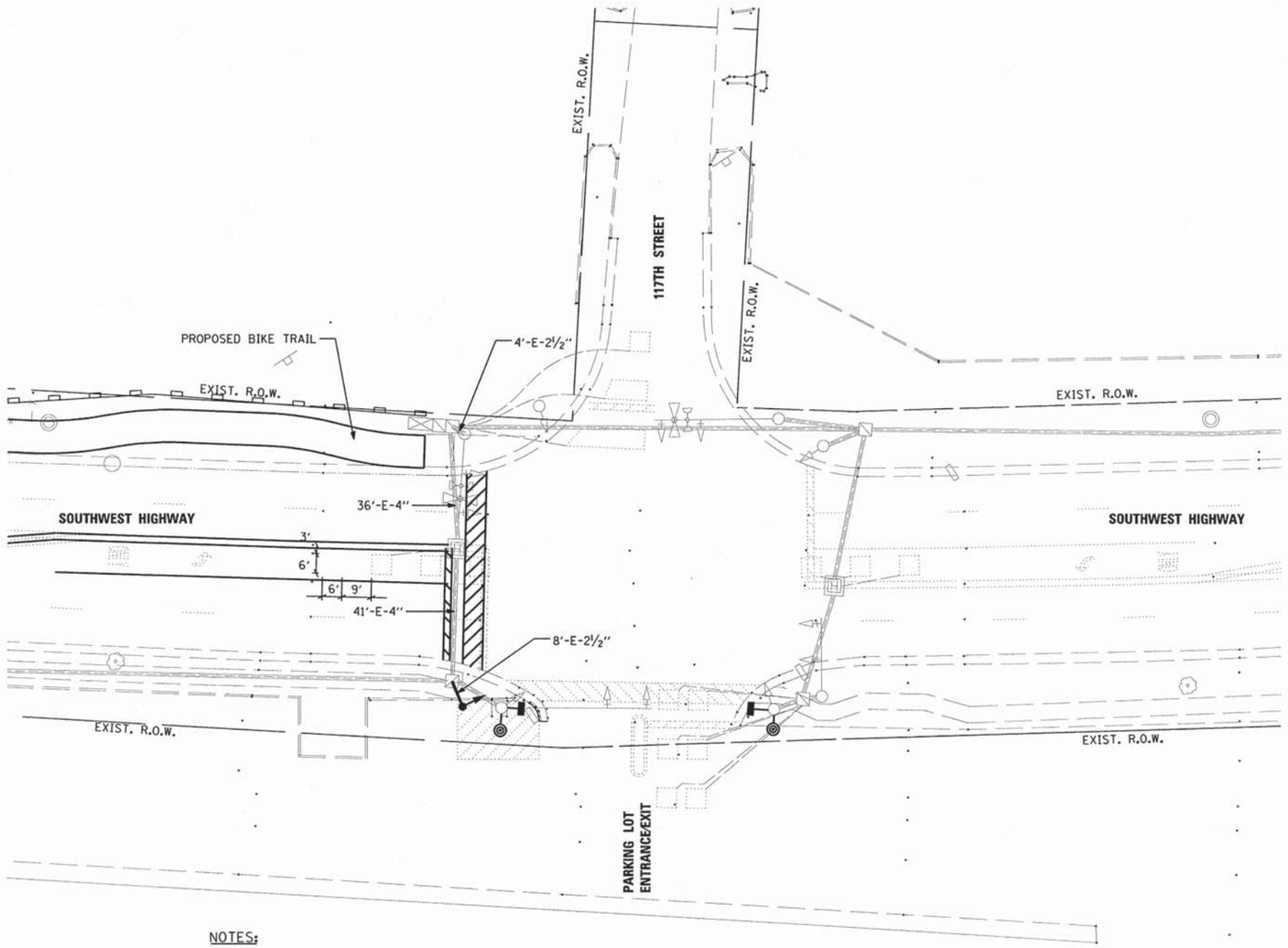
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
STA. 596+10.76
SOIL BORINGS

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
XX	07-00041-00-BT	PALOS HEIGHTS	73	29
		CONTRACT NO. 63782		
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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



NOTES:

1. COORDINATE PEDESTRAIN SIGNAL CROSSING WORK WITH IDOT CONTRACT 63732, WHICH IS RESPONSIBLE FOR THE PEDESTRAIN SIGNAL CROSSING ON THE SOUTH SIDE OF THE INTERSECTION.
2. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).
3. ANY DAMAGE TO THE PROPOSED SIDEWALKS SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT NO ADDITIONAL COST.
4. FOR DETAILS SEE DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS.

0 20' 40'
SCALE IN FEET

FILE NAME = $FILE$

URS

USER NAME = $USER$	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -	
PLOT DATE = $DATE$ $TIME$	DATE - 03/25/2013	REVISED -	

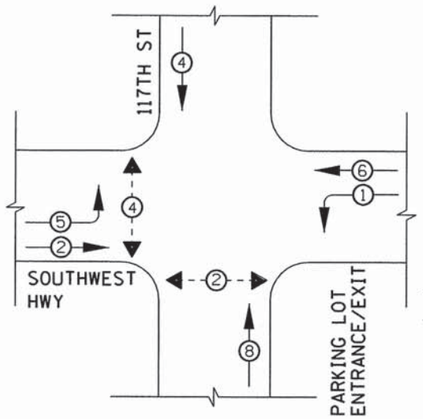
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
TRAFFIC SIGNAL PLAN
SOUTHWEST HIGHWAY AND 117TH STREET

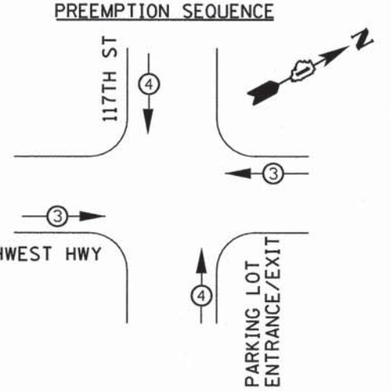
SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	30
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

PHASE DESIGNATION DIAGRAM

PROTECTED/PERMITTED LEFT TURN PHASING WITH RIGHT TURN OVERLAP

LEGEND

- DUAL ENTRY PHASE
- PEDESTRIAN MOVEMENT
- * NUMBER REFERS TO ASSOCIATED PHASE

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.

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	4	90	25	1.00	100
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	-	84	-	0.50	-
FLASHER LED	-			0.50	
ENERGY COSTS TO:				TOTAL =	431.6

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

ENERGY SUPPLY CONTACT: RON RITTER
PHONE: (630) 420-4183
COMPANY: NAPERVILLE DPU-E

SCHEDULE OF QUANTITIES

PAY ITEM	UNITS	QNTY.
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	159
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	173
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN PUSH-BUTTON	EACH	2
DETECTOR LOOP, TYPE I	FOOT	60
MODIFY EXISTING CONTROLLER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1

NOTES:

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

FILE NAME = $FILE$

URS

USER NAME = $USER$	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -
PLOT DATE = $DATE$ $TIME$	DATE - 03/25/2013	REVISED -

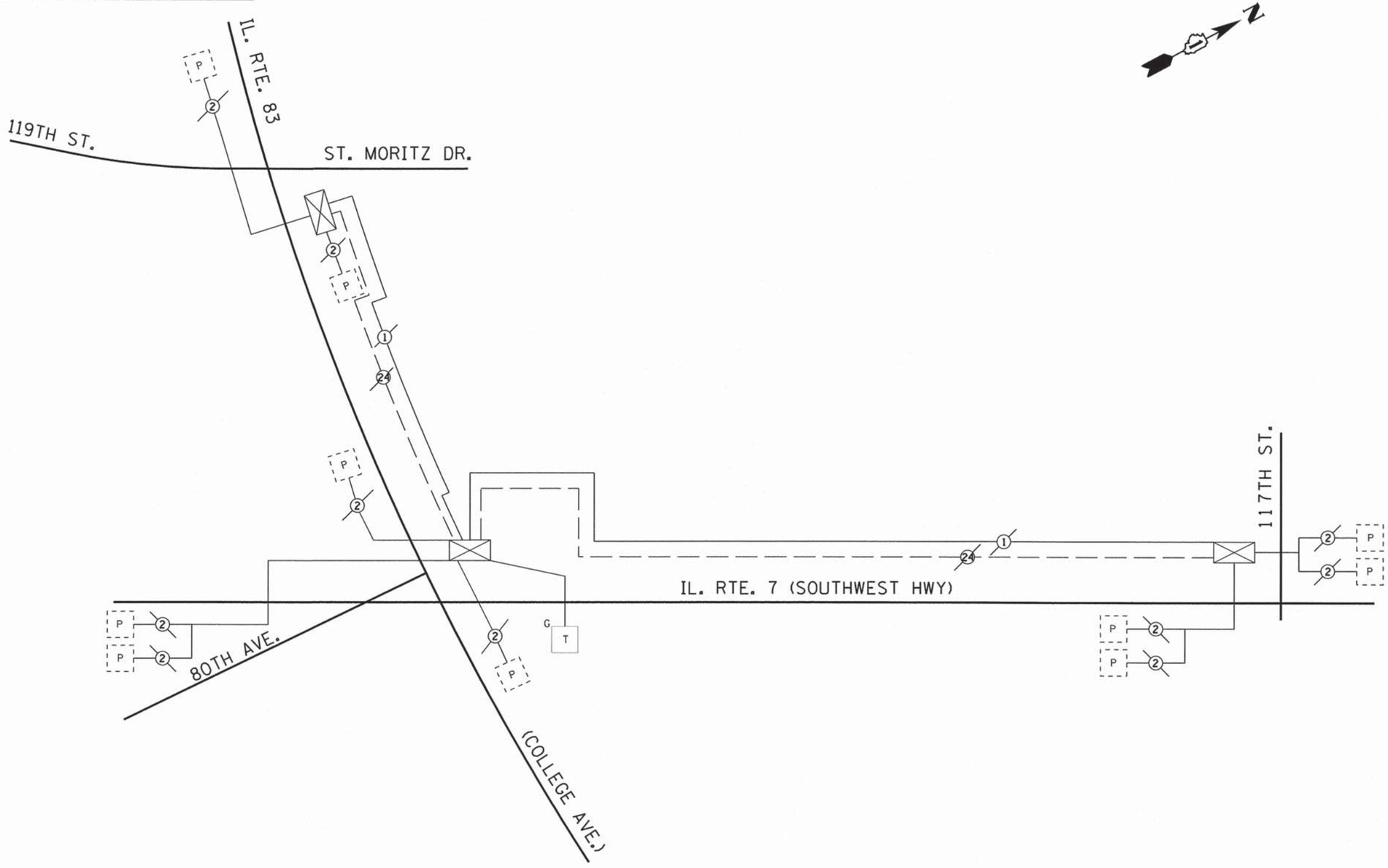
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SCHEDULE OF QUANTITIES AND CABLE PLAN
SOUTHWEST HIGHWAY AND 117TH STREET

SCALE: NTS | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	31
		CONTRACT NO. 63782		
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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



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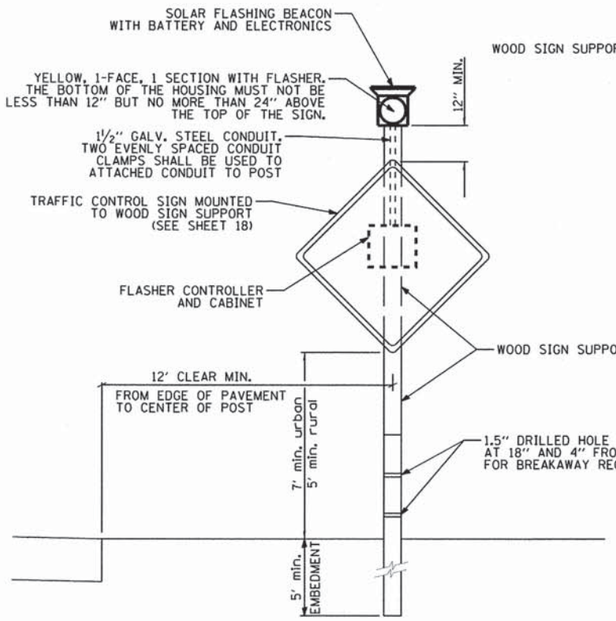
		DRAWN - KLM	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -	
	PLOT DATE = $DATE$ $TIME$	DATE - 03/25/2013	REVISED -	

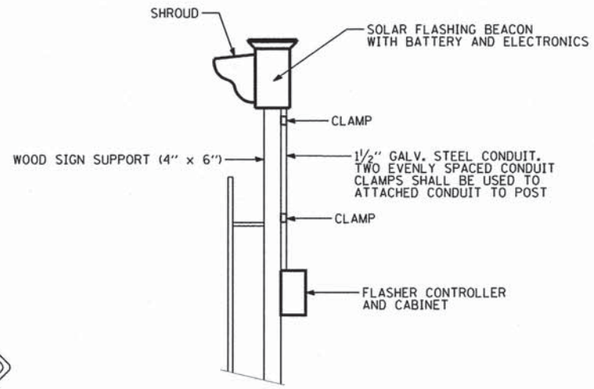
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
INTERCONNECT SCHEMATIC
SOUTHWEST HIGHWAY AND 117TH STREET

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	32
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME = $FILE$





MOUNTING DETAIL

SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY) (24 HR)

NOTE FOR FLASHER(S):

1) THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING ANY WORK WITHIN STATE RIGHT-OF-WAY.

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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

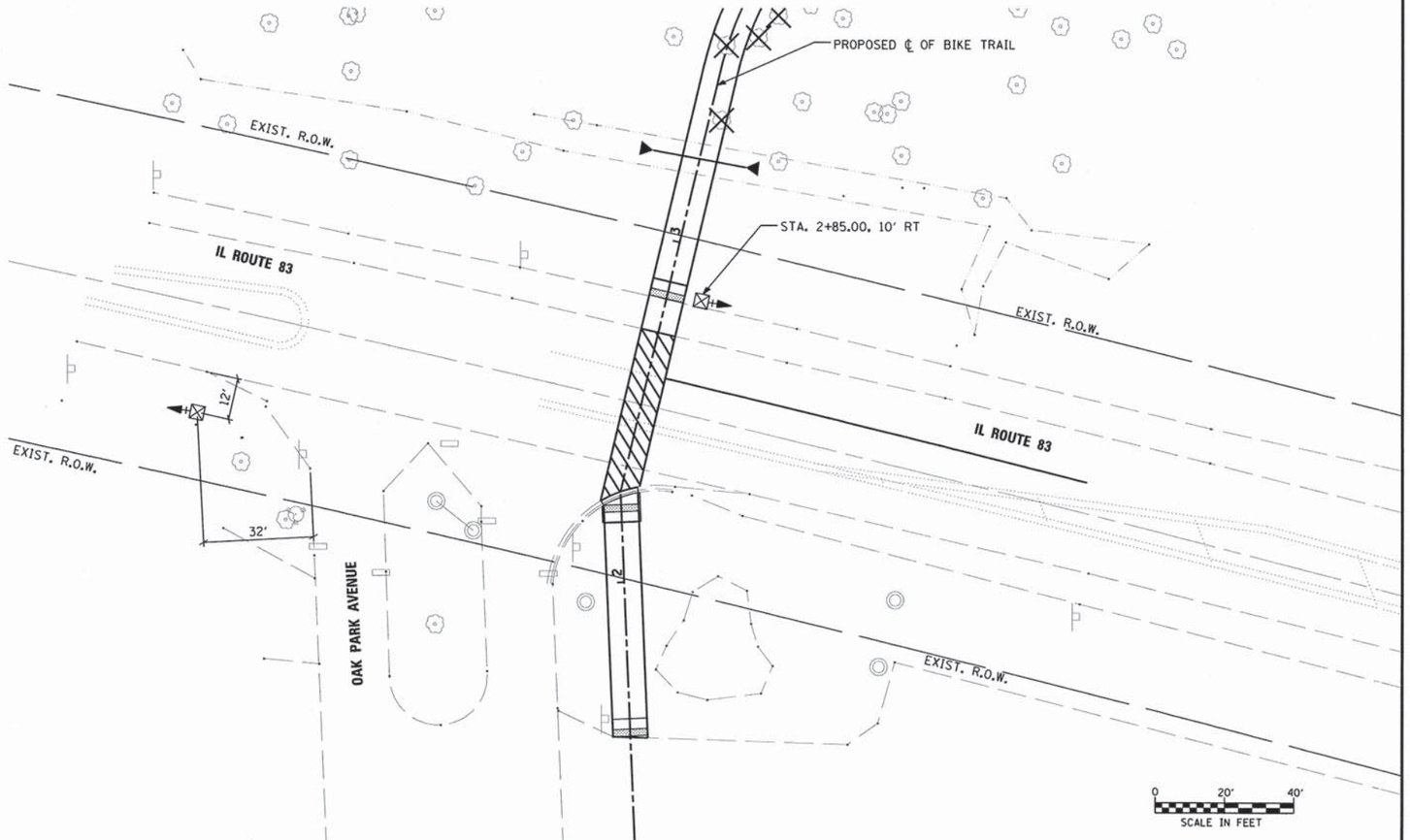
SCHEDULE OF QUANTITIES

PAY ITEM	UNITS	QNTY.
SOLAR-POWERED FLASHER/POST MOUNTED (YELLOW LED DISPLAY)	EACH	2

FLASHER SIGNAL LEGEND

⊠ WOOD SIGN SUPPORT, 4" x 6"

+► 12" SIGNAL HEAD (LED)



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URS	USER NAME = $USER$	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KLM	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -	
	PLOT DATE = $DATE$ $TIME$	DATE - 03/25/2013	REVISED -	

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
FLASHER INSTALLATION PLAN
ILLINOIS ROUTE 83 AND OAK PARK AVENUE

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	33
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME = $FILE$

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

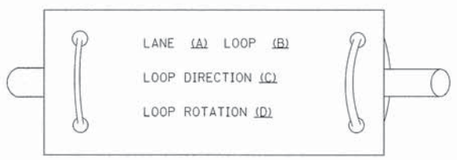
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

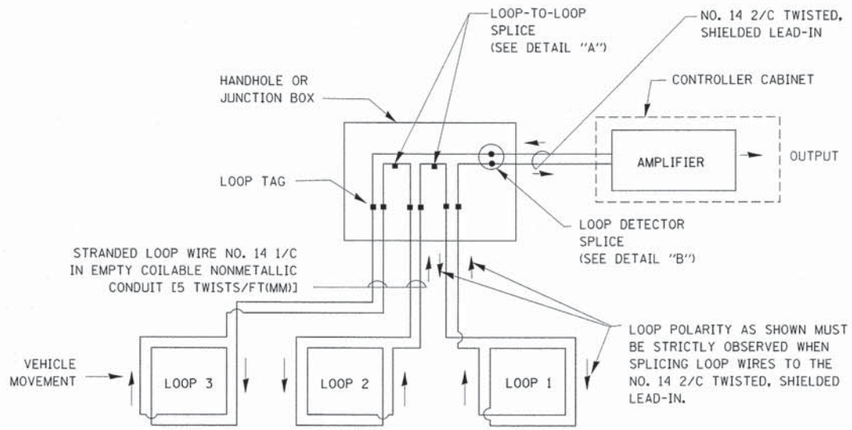


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

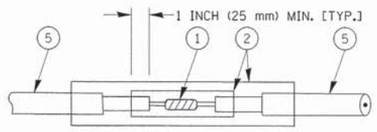
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

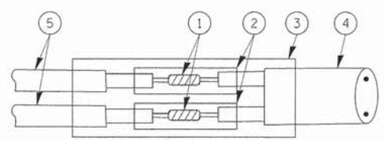


DETECTOR LOOP WIRING SCHEMATIC

- 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.

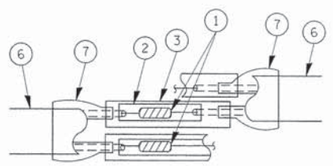


DETAIL "A"
LOOP-TO-LOOP SPLICE



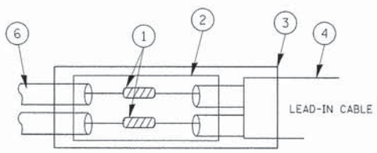
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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	PLOT SCALE = 50.0000 ' / IN.	DRAWN - BCK	REVISED -
	PLOT DATE = 11/4/2009	CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

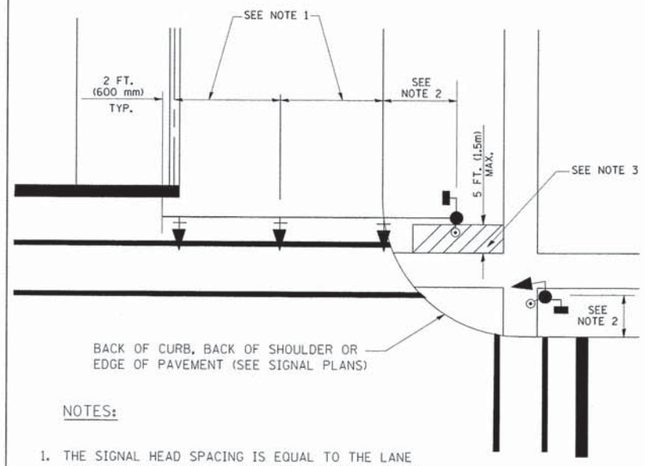
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	71	34
	TS-05	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

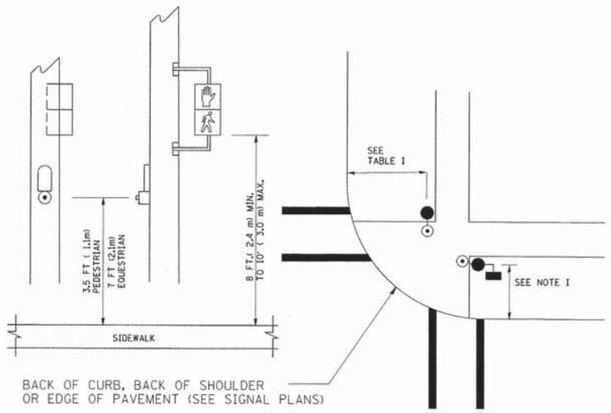
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

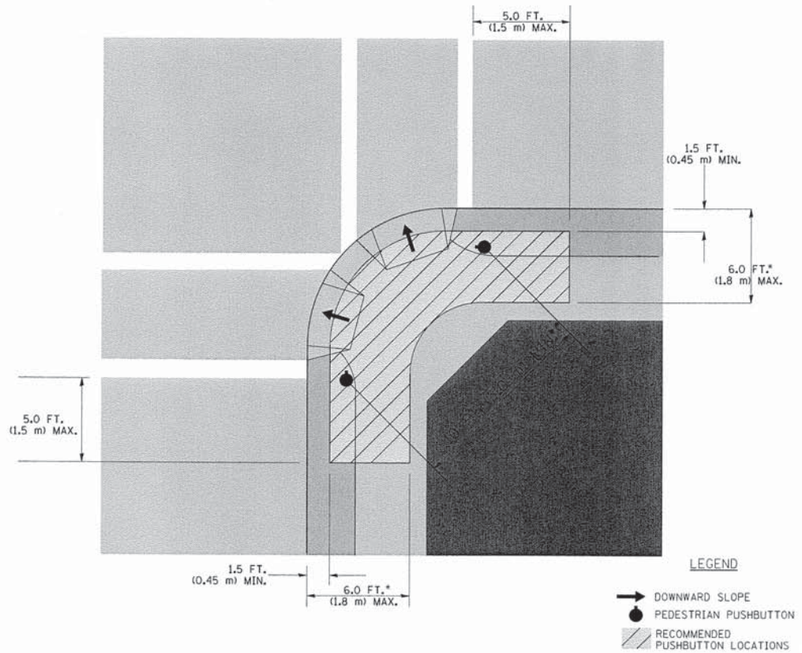
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



* 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.

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	71	35
	TS-05	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		R	
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET	R	
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

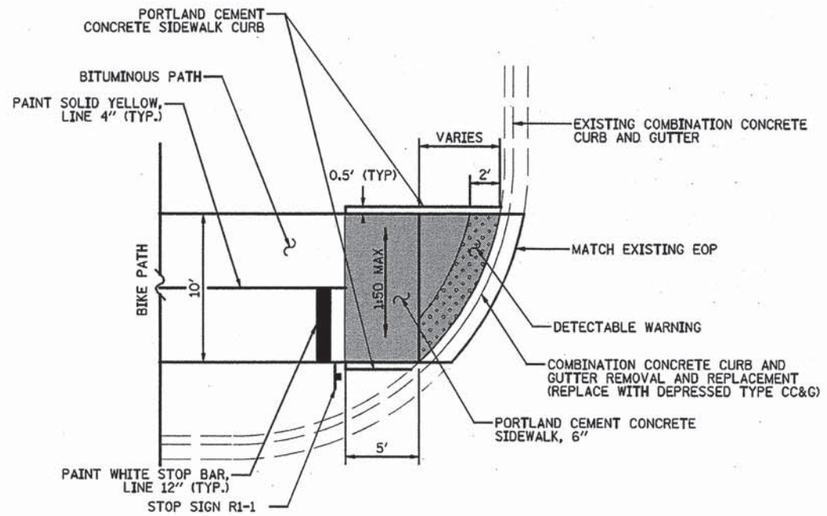
FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0108315\ts05.dgn	USER NAME = bauerdl	DESIGNED - DAG/BCK	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

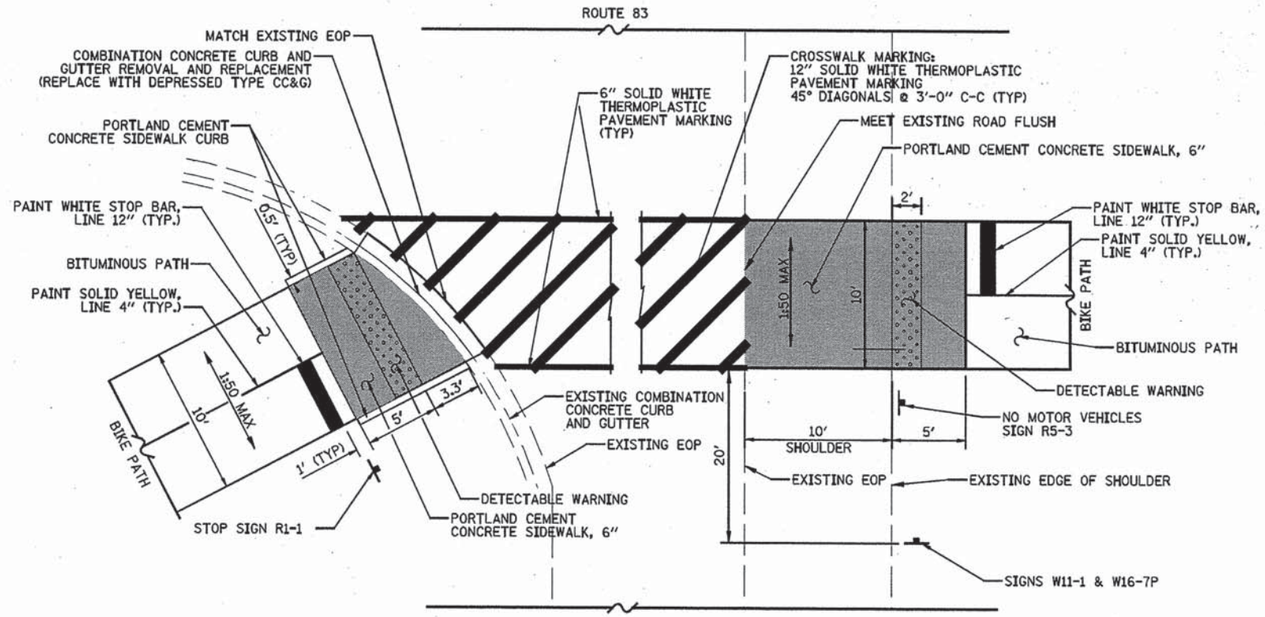
SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	71	36
	TS-05	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



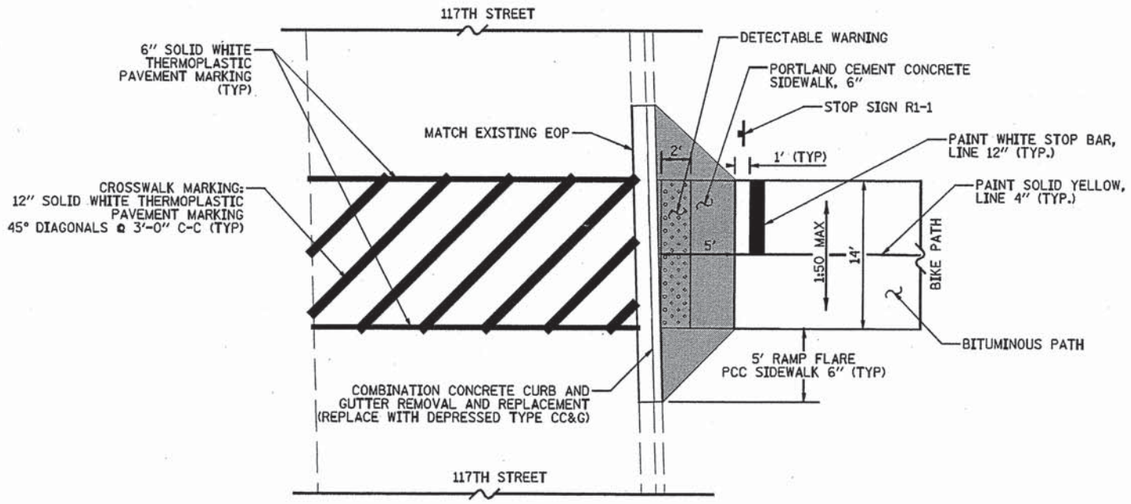
PORTLAND CEMENT CONCRETE CURB RAMP WITH DETECTABLE WARNING DETAIL

N.T.S.



ROUTE 83 INTERSECTION DETAIL

N.T.S.



117TH STREET INTERSECTION DETAIL

N.T.S.

FILE NAME = $FILE$

URS

USER NAME = $USER$	DESIGNED - KLM	REVISED -	
	DRAWN - KLM	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -	
PLOT DATE = $DATE$ $TIME$	DATE - 08/19/2013	REVISED -	

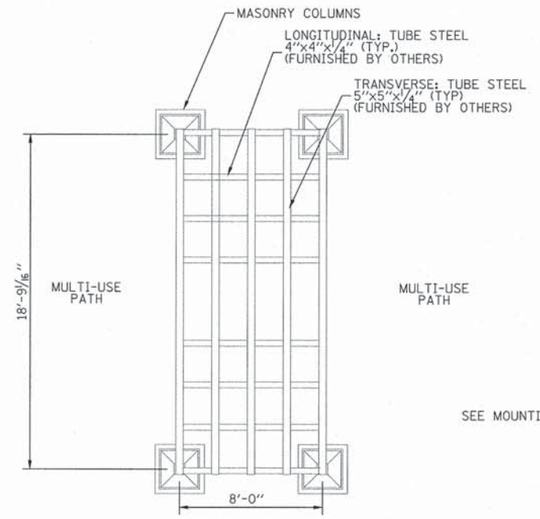
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
MISCELLANEOUS DETAILS

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	37
		CONTRACT NO. 63782		

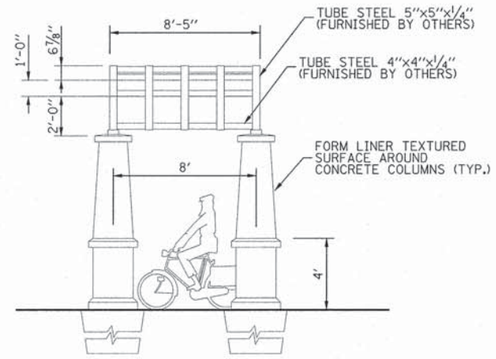
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



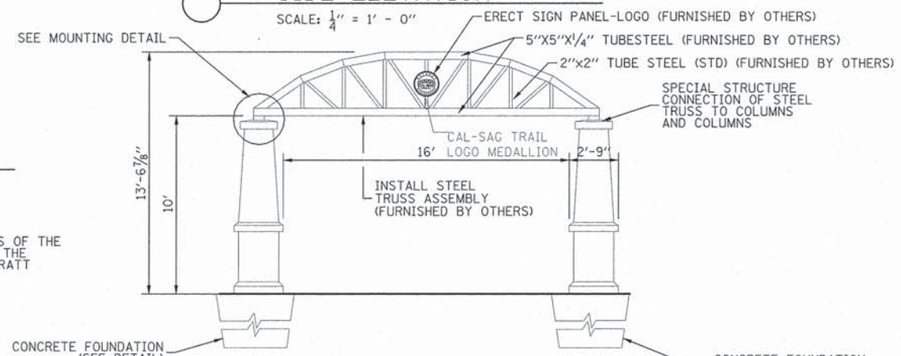
PLAN VIEW
SCALE: 1/4" = 1' - 0"

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.

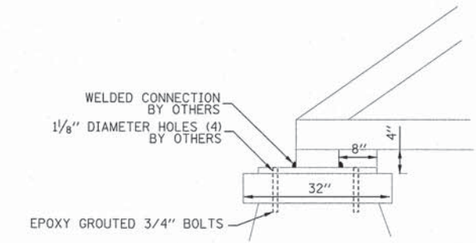
STEEL TRUSS TO BE ASSEMBLE BY OTHERS PRIOR TO INSTALLATION. ALL CONNECTIONS TO BE WELDED, EXCEPT WHERE SHOWN.



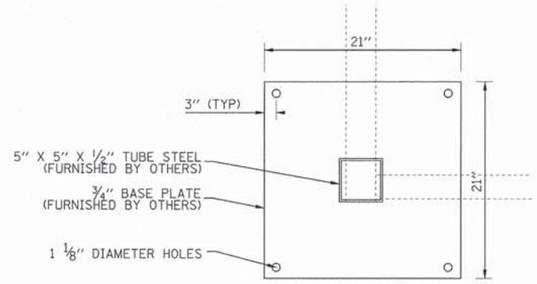
SIDE ELEVATION
SCALE: 1/4" = 1' - 0"



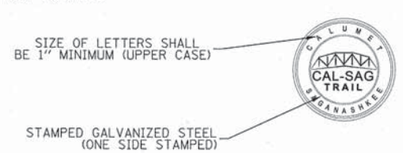
FRONT / REAR ELEVATION
SCALE: 1/4" = 1' - 0"



MOUNTING DETAIL
NOT TO SCALE

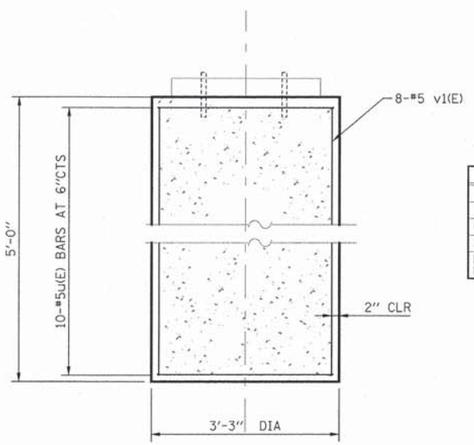


BASE PLATE PLAN VIEW
NOT TO SCALE



DECORATIVE GATEWAY ELEMENT LOGO DETAIL
NOT TO SCALE FURNISHED BY OTHERS

DECORATIVE GATEWAY ELEMENT

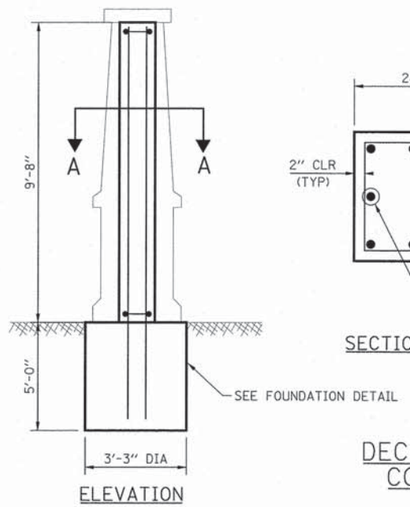


BILL OF MATERIAL

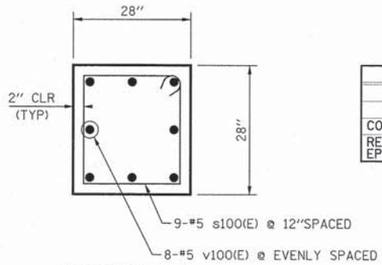
BAR	NO.	SIZE	LENGTH	SHAPE
v1(E)	8	#5	4'-8"	——
u1(E)	10	#5	12'-0"	○
CONCRETE STRUCTURE			CU. YD.	1.5
STRUCTURE EXCAVATION			CU. YD.	4.0
REINFORCEMENT BARS, EPOXY COATED			POUND	170

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 = D:\PaloHeights_25368779_Cal-Sag Trail\West Ph 2\Roadway\PaloHeights\General\02_Gateway_rev.dgn

URS

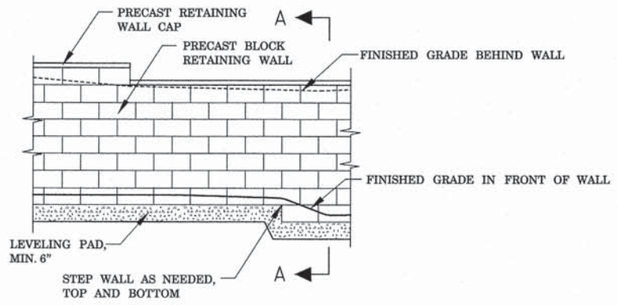
USER NAME = David.Landewee	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = 4.00000 ' / IN.	CHECKED - DDL	REVISED -
PLOT DATE = 10/24/2013 10:02:28 PM	DATE - 08/19/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

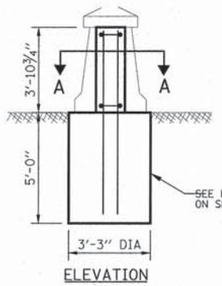
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
DECORATIVE GATEWAY ELEMENT & MONUMENT DETAILS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

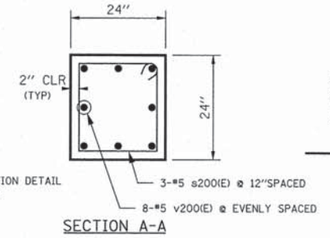
F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	38
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



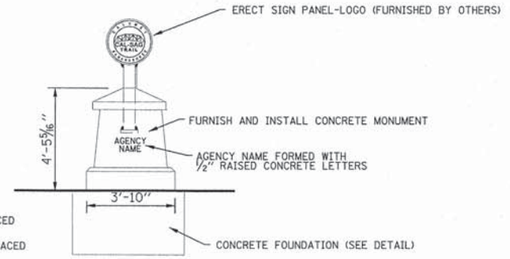
SECTION B-B
ELEVATION



ELEVATION



SECTION A-A



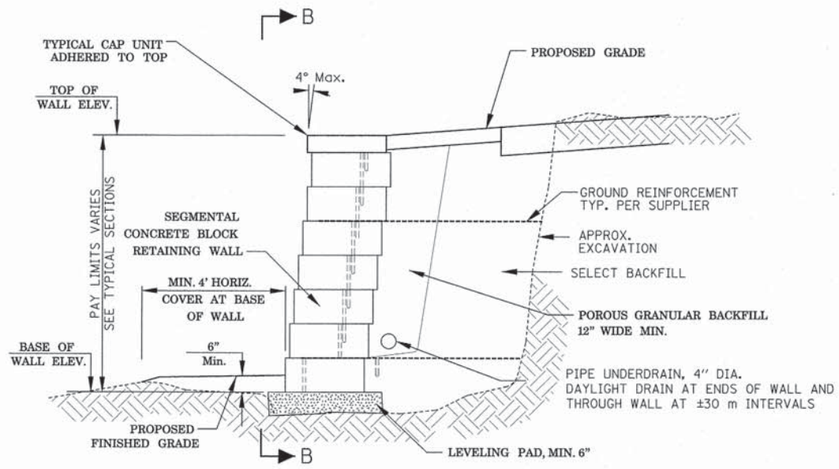
FRONT / REAR ELEVATION
N.T.S.

GATEWAY MONUMENT SIGN COMPLETE

BILL OF MATERIAL

BAR	NO.	SIZE	LENGHT	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

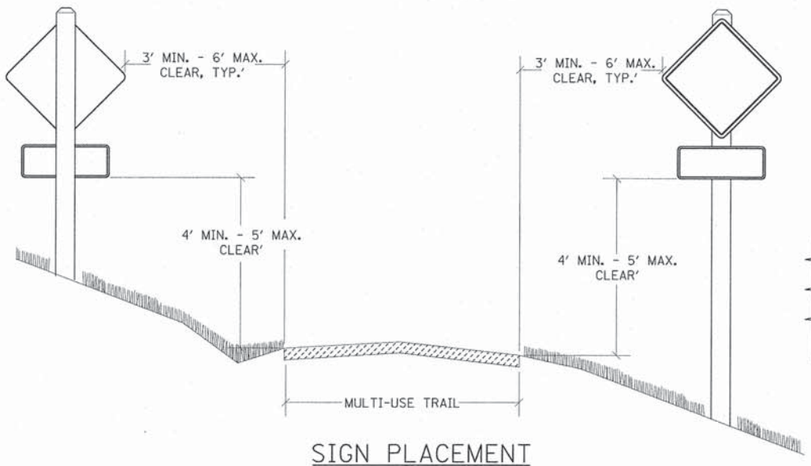


SECTION A-A

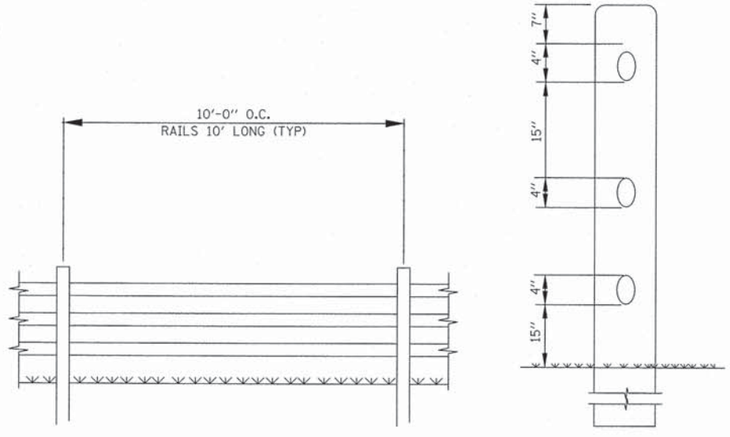
SEGMENTAL CONCRETE BLOCK
RETAINING WALL DETAIL
N.T.S.

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.



SIGN PLACEMENT
N.T.S.



RUSTIC RAIL FENCE DETAIL

FILE NAME = Q:\Palos Heights 25368779.Cal-Sag Trail West Ph 2\Roadway\Palos Heights\General\03-Miscellaneous Details.dgn

URS

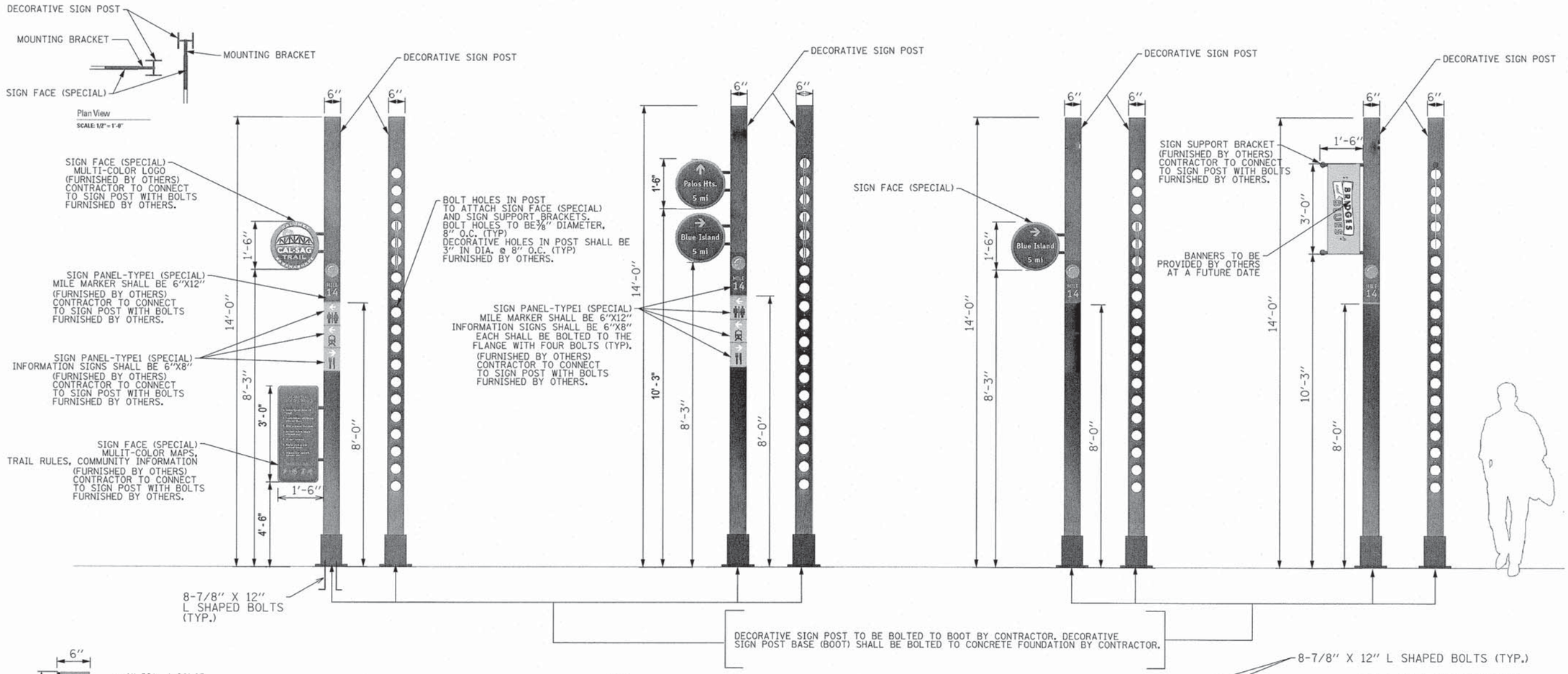
USER NAME = David.Landeweer	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED - DDL	REVISED -
PLOT DATE = 10/24/2013 1:03:29 PM	DATE - 08/19/2013	REVISED -

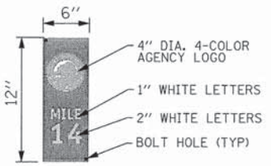
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
MISCELLANEOUS DETAILS

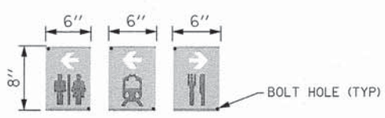
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	39
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

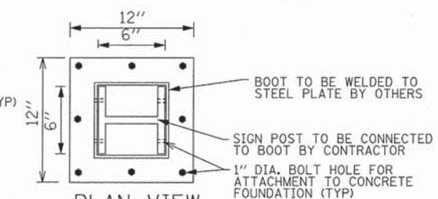




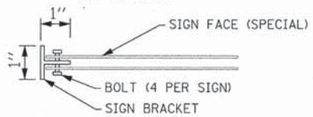
MILE MARKER
SIGN PANEL- TYPE 1
NOT TO SCALE



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

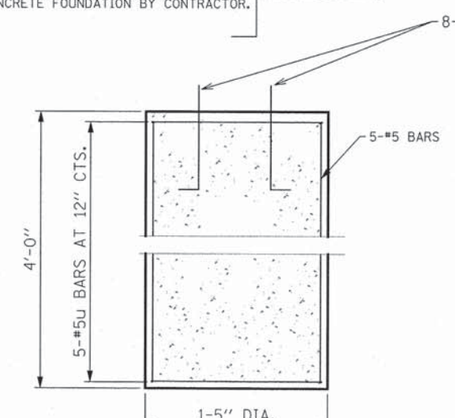


PLAN VIEW
BASE PLATE DETAIL
NOT TO SCALE



PLAN VIEW
MOUNTING BRACKET DETAIL
NOT TO SCALE

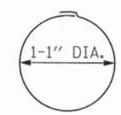
NOTE:
DECORATIVE SIGN POSTS AND ALL ASSOCIATED AND APPLICABLE SIGN PANEL-LOGOS, SIGN PANELS, SIGN SUPPORT BRACKETS, MOUNTING BRACKETS, AND BASE PLATES ARE FURNISHED BY OTHERS FOR THIS CONTRACT.



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



u1 (E) BAR

URS

USER NAME = David.Landewee	DESIGNED - KLM	REVISED -
	DRAWN - KLM	REVISED -
PLOT SCALE = 2.0000 ' / IN.	CHECKED - DDL	REVISED -
PLOT DATE = 10/24/2013 12:59:43 PM	DATE - 08/19/2013	REVISED -

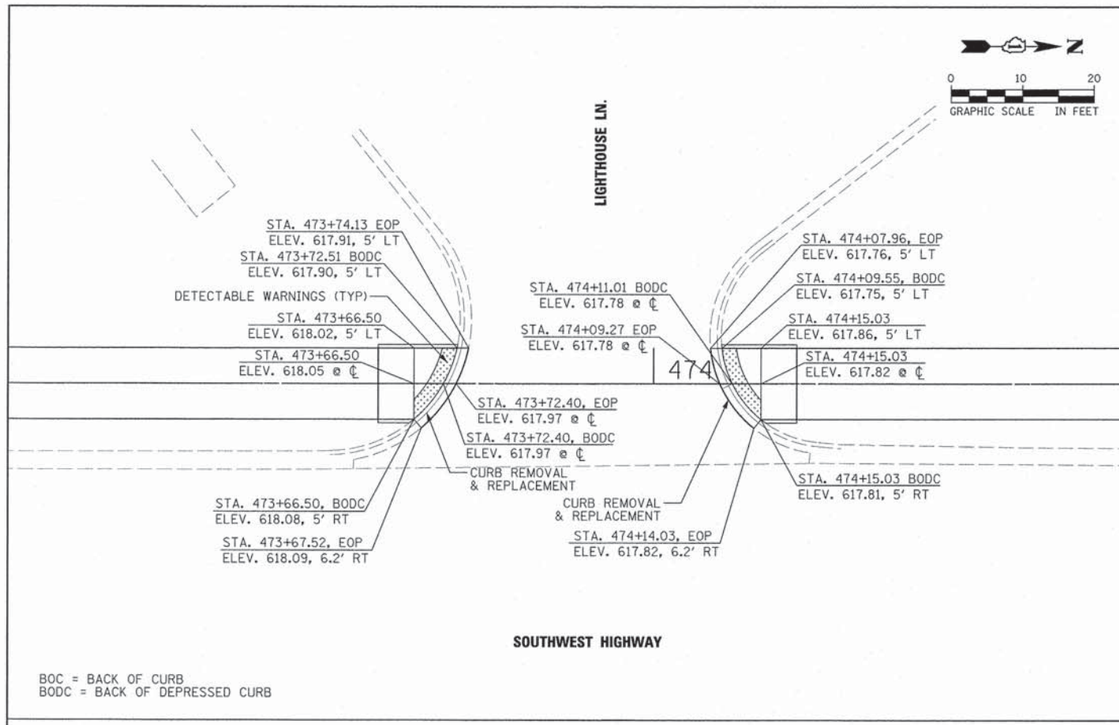
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

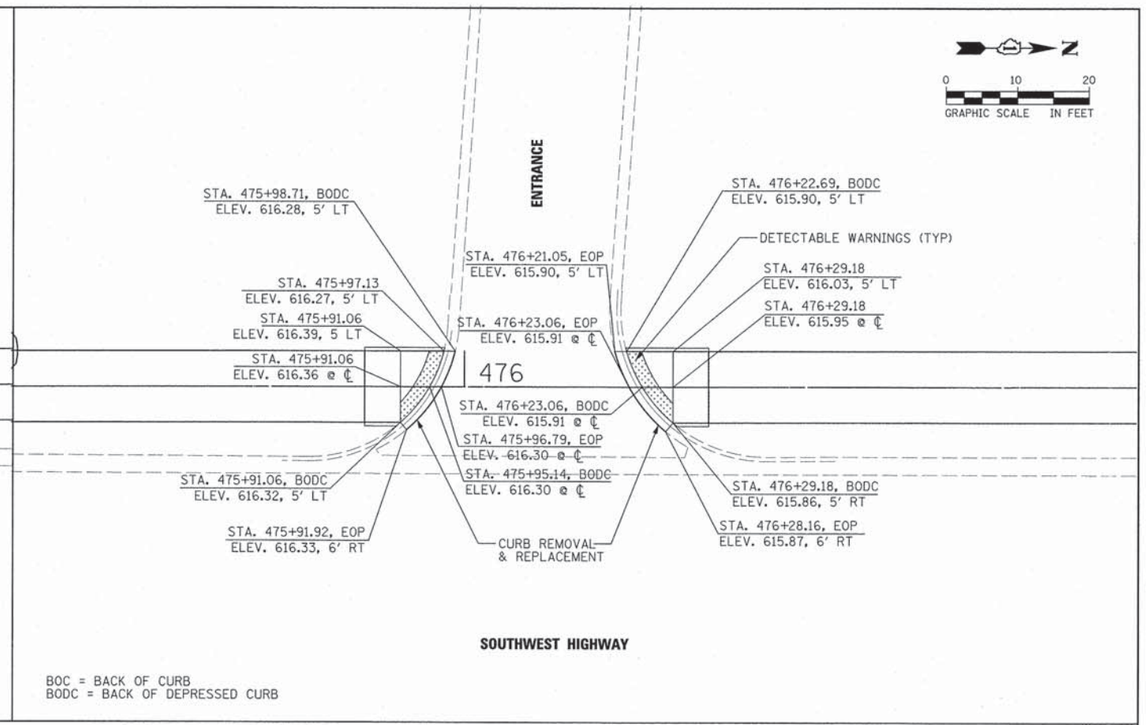
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
DECORATIVE SIGN AND POST ASSEMBLY DETAILS

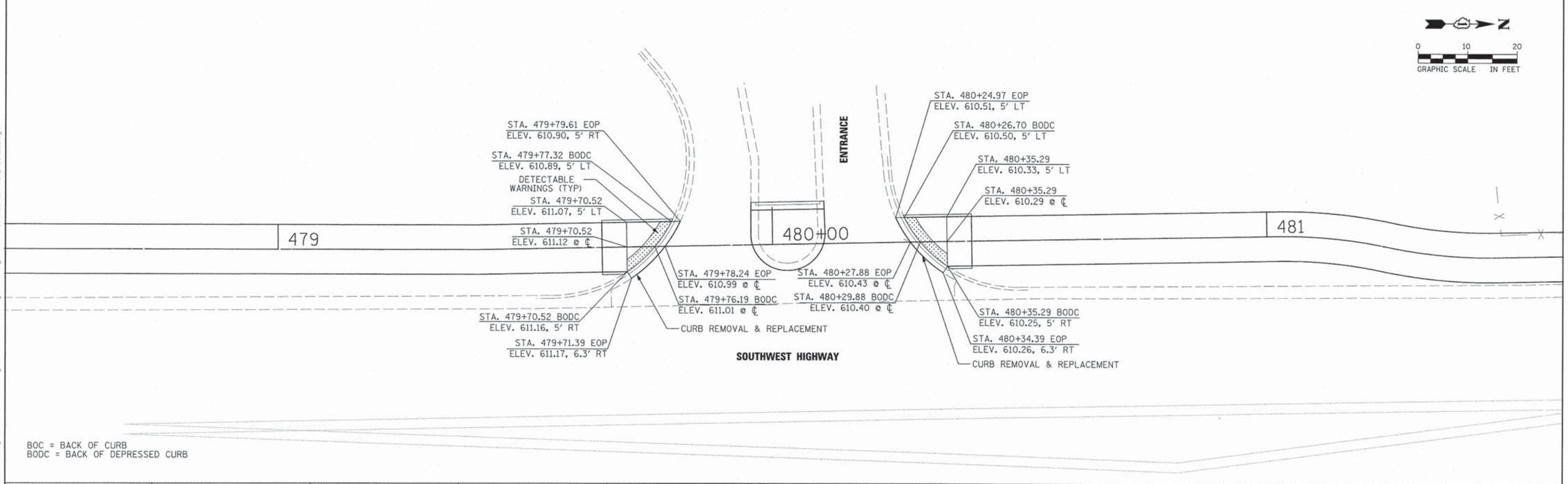
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	40
		CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME = I:\PalosHeights_25358779_Cal-SagT-allWest\Ph2\Roadway\PalosHeights\General\B4_SignPosts.dgn







FILE NAME = I:\Projects\Palos Heights\Cal-Sag Trail West Ph 2\Roadway\Palos Heights\General\Sidewalk Ramp details.dgn

URS

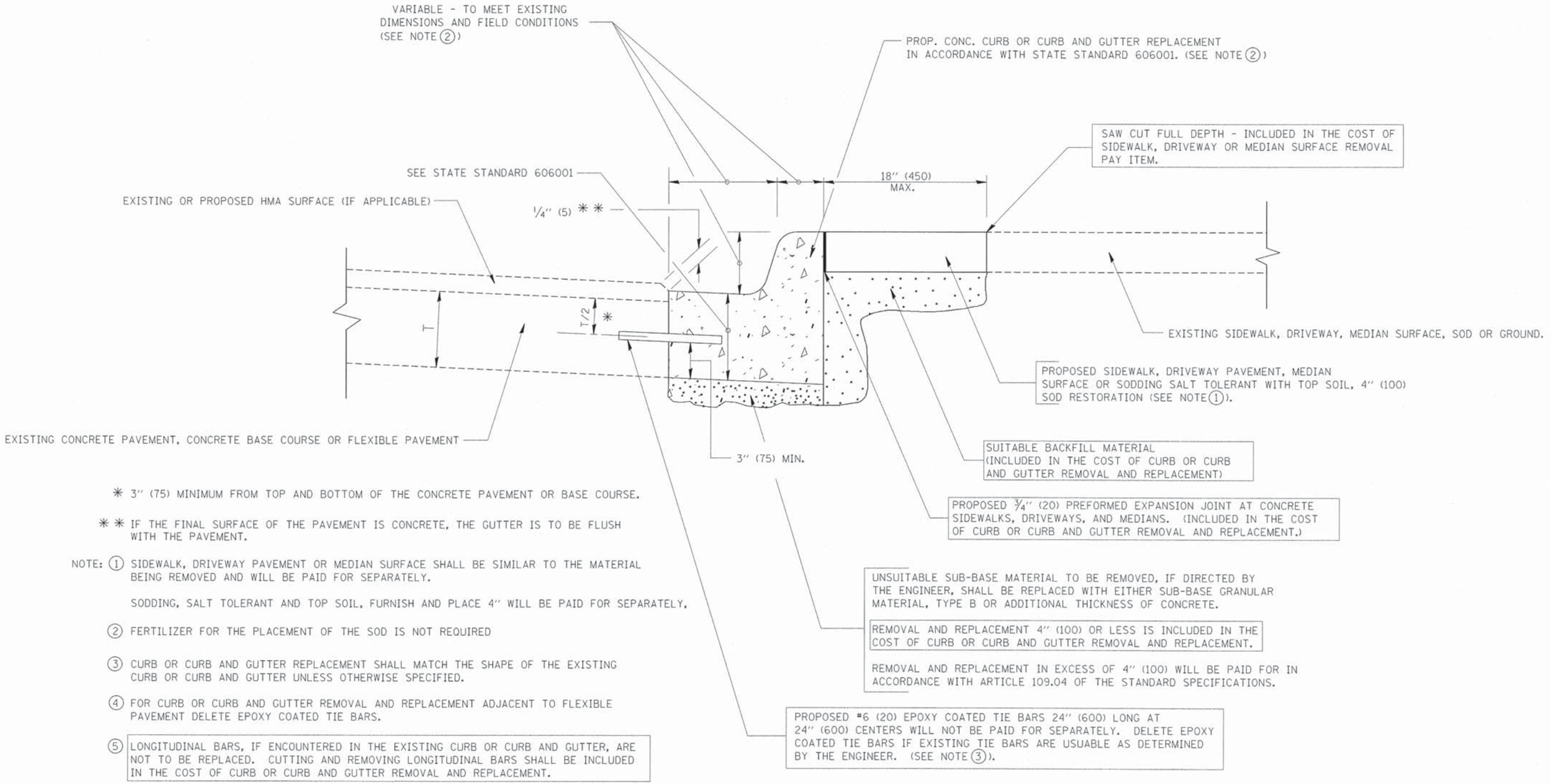
USER NAME = David.Landewar		DESIGNED - KLM		REVISED -
		DRAWN - KLM		REVISED -
PLOT SCALE = 10.0000 ' / IN.		CHECKED - DDL		REVISED -
PLOT DATE = 10/24/2013	12:56:44 PM	DATE - 08/19/2013		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
SIDEWALK /ADA RAMP GRADING DETAILS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	CITY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	41
		CONTRACT NO. 63782		
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.

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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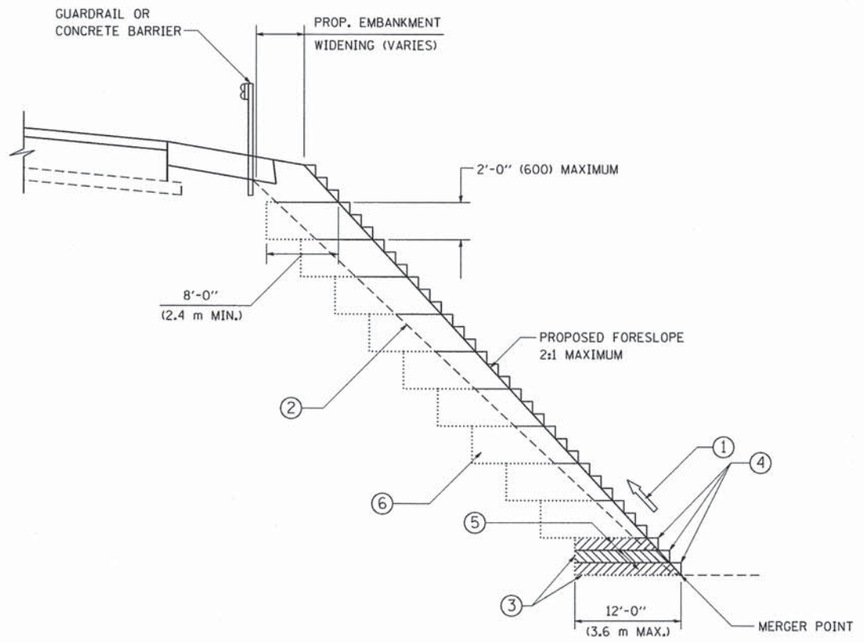
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	42
	BD600-06 (BD-24)	CONTRACT NO. 63782		
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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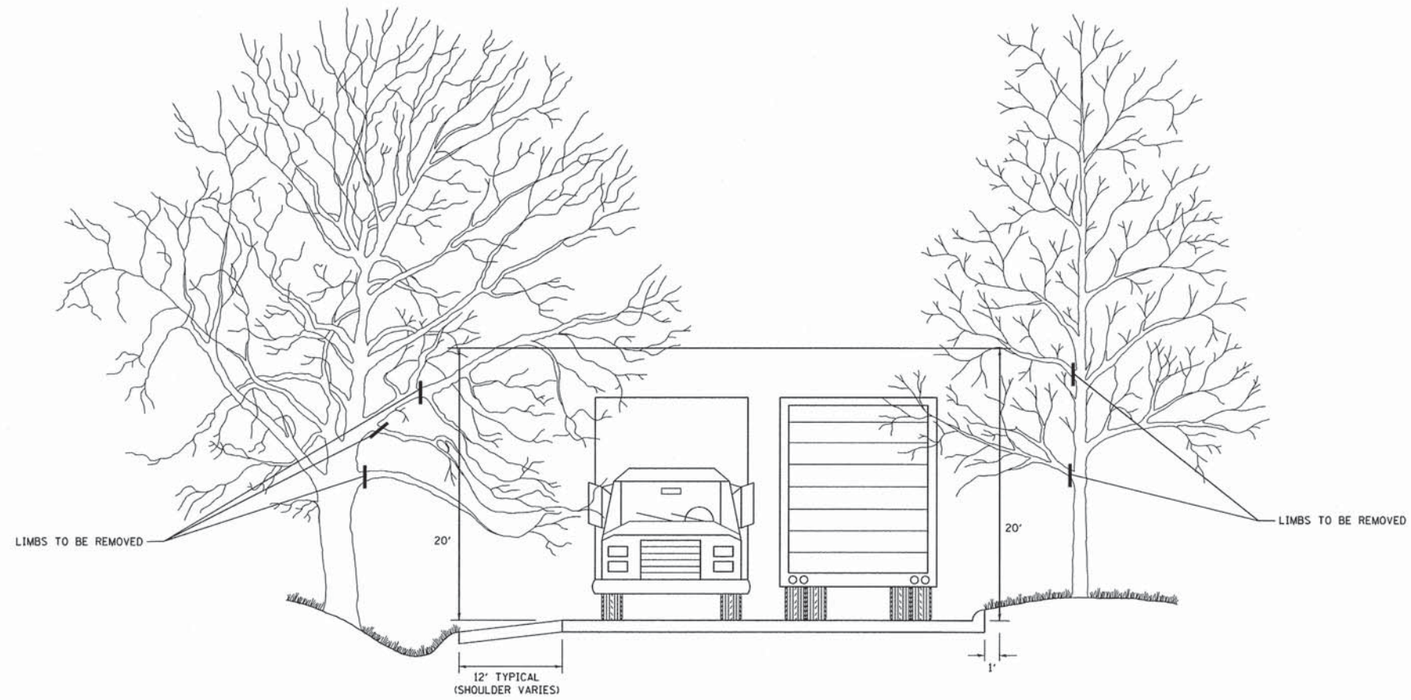
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	43
	BD-51	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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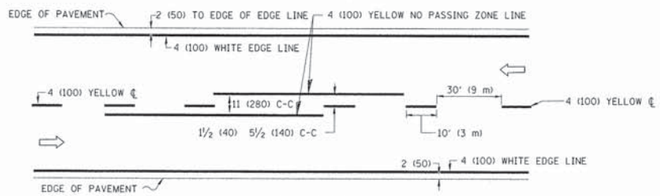
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

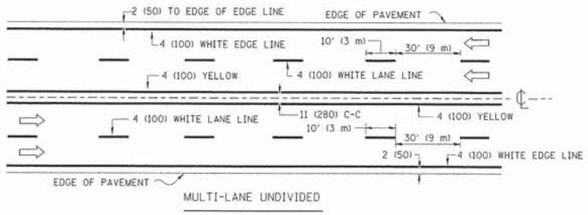
PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE

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

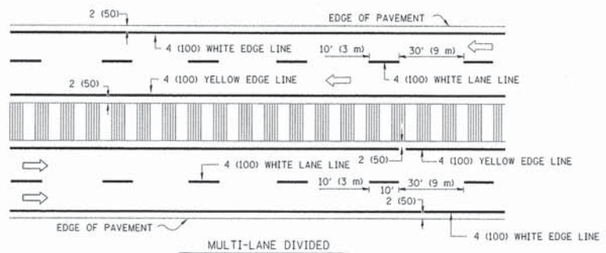
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	44
	BM-20	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



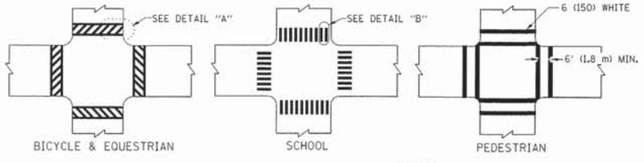
MULTI-LANE UNDIVIDED

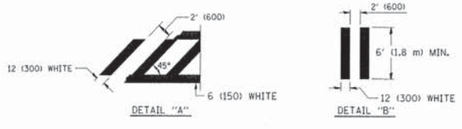


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

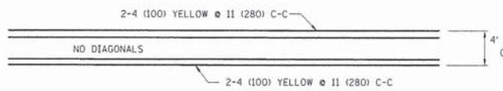
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

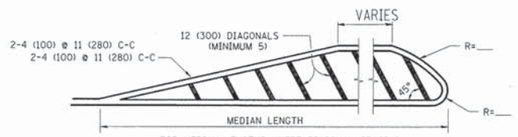




TYPICAL CROSSWALK MARKING



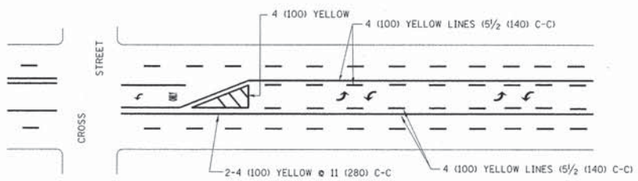
4' (1.2 m) WIDE MEDIANS ONLY



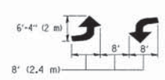
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

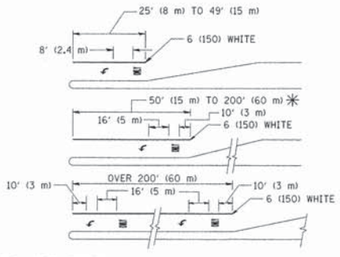


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED. WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

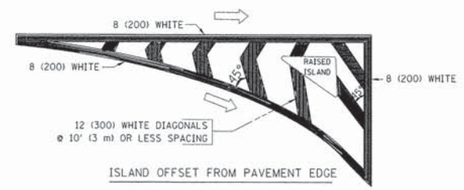


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

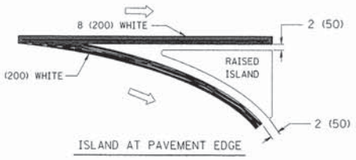
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	5½ (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; 5½ (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 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	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.

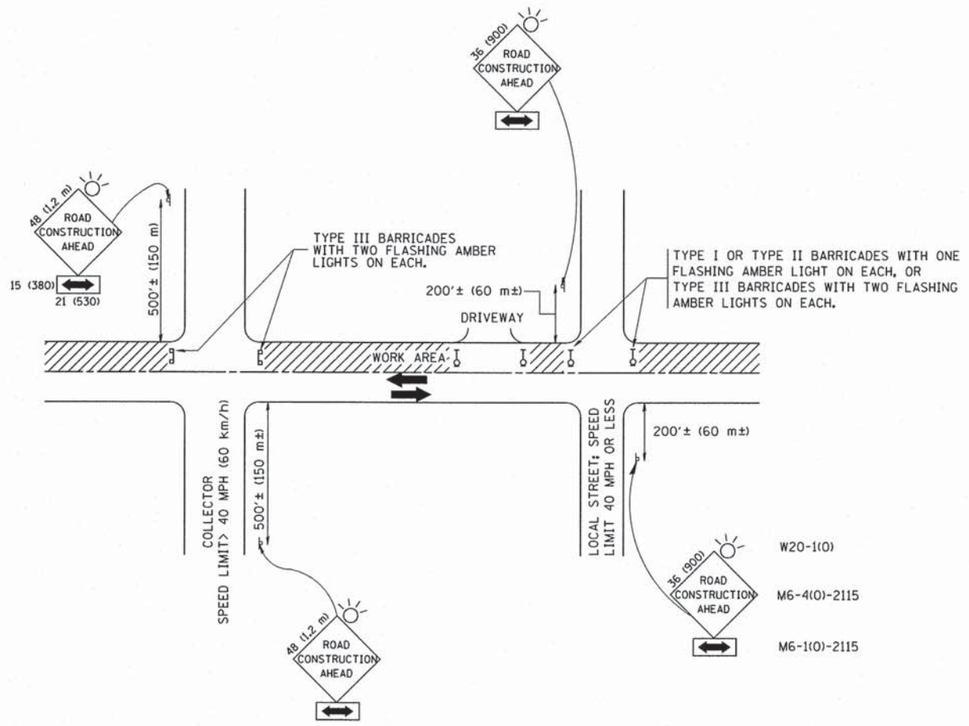
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	45
	TC-13	CONTRACT NO. 63782		
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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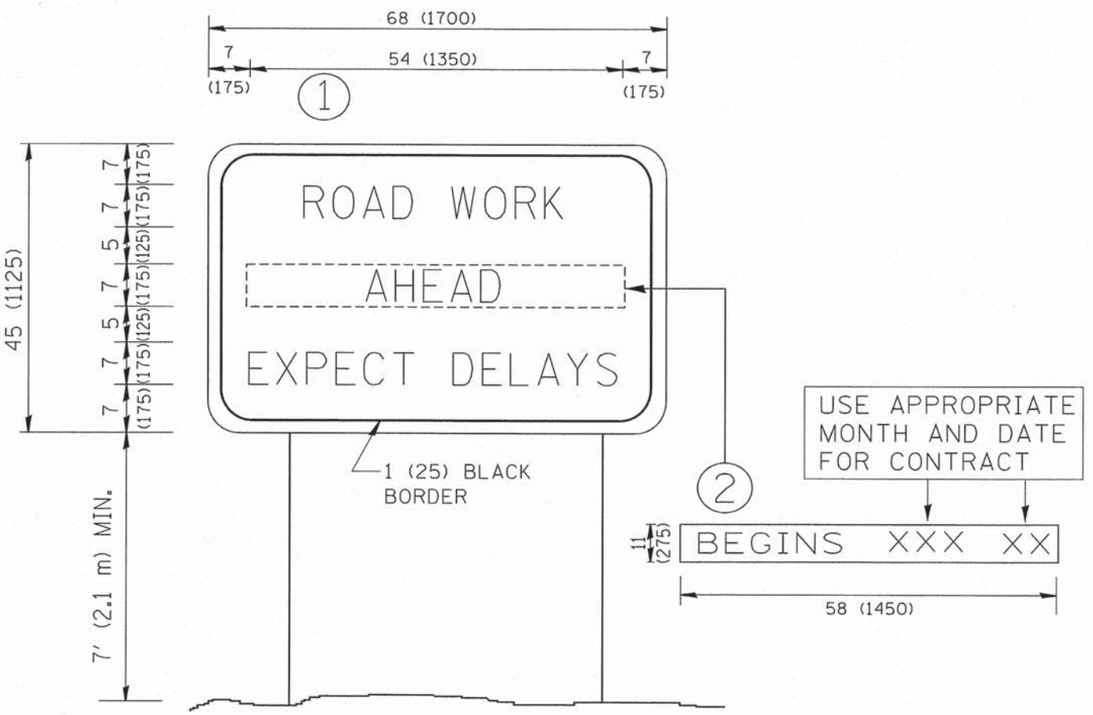
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

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.
	07-00041-00-BT	COOK	73	46
	TC-10	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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 = gaglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

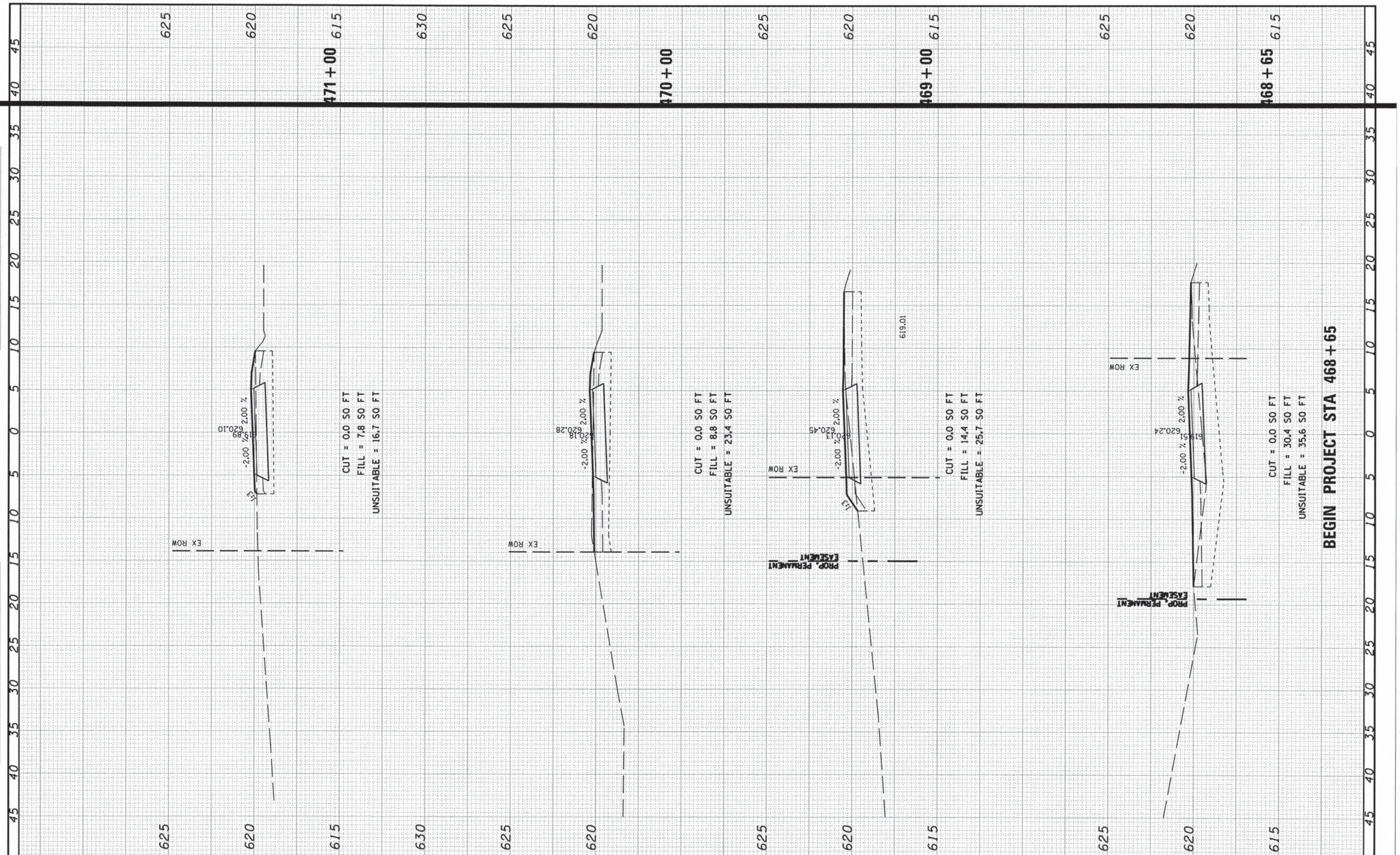
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	47
	TC-22	CONTRACT NO. 63782		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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



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

FILE NAME =	USER NAME = $USER$	DESIGNED - KLM	REVISED -
$FILEL$		DRAWN - KLM/KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

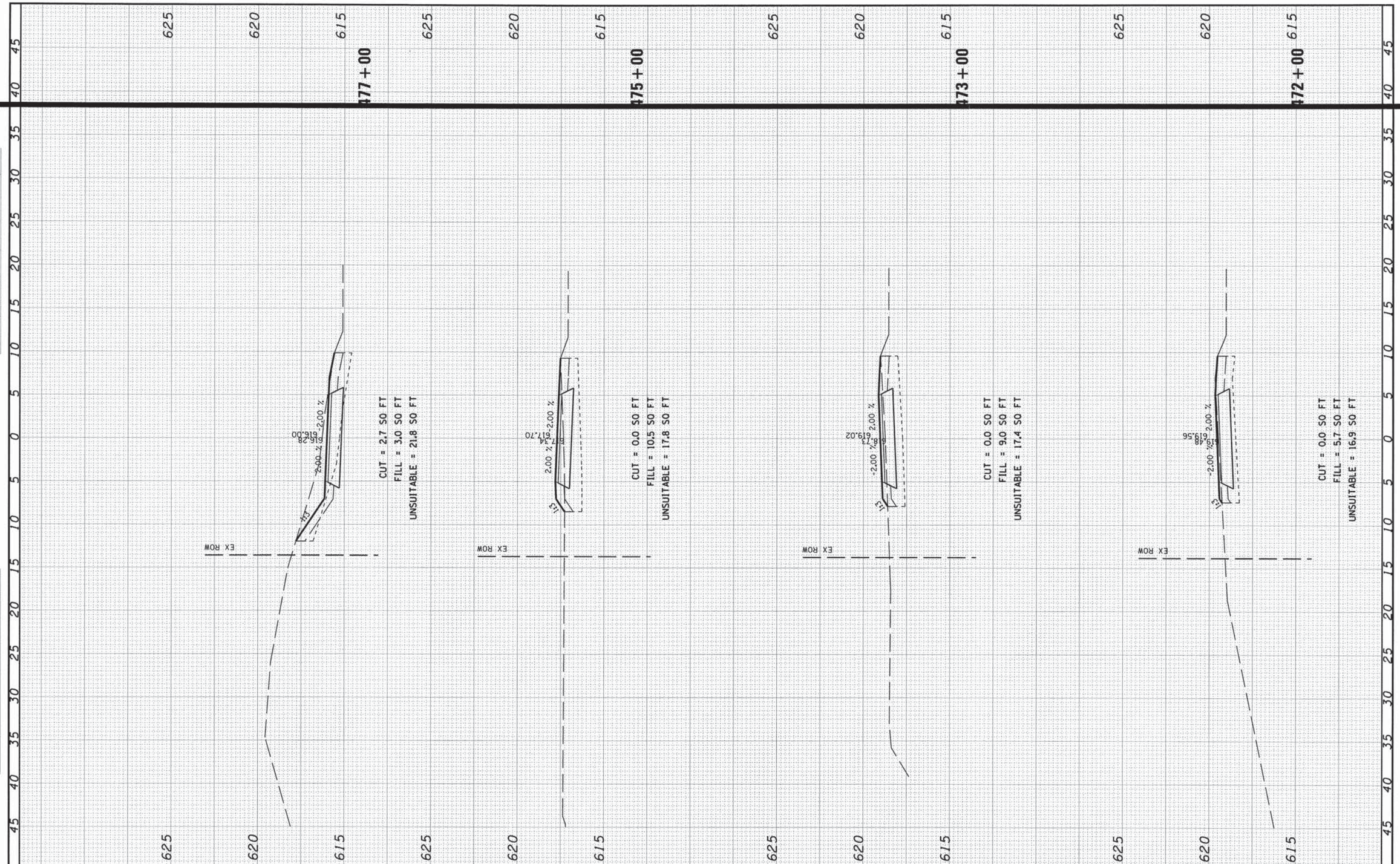
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 1 OF 26 SHEETS | STA. 468+65 TO STA. 471+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	48
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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



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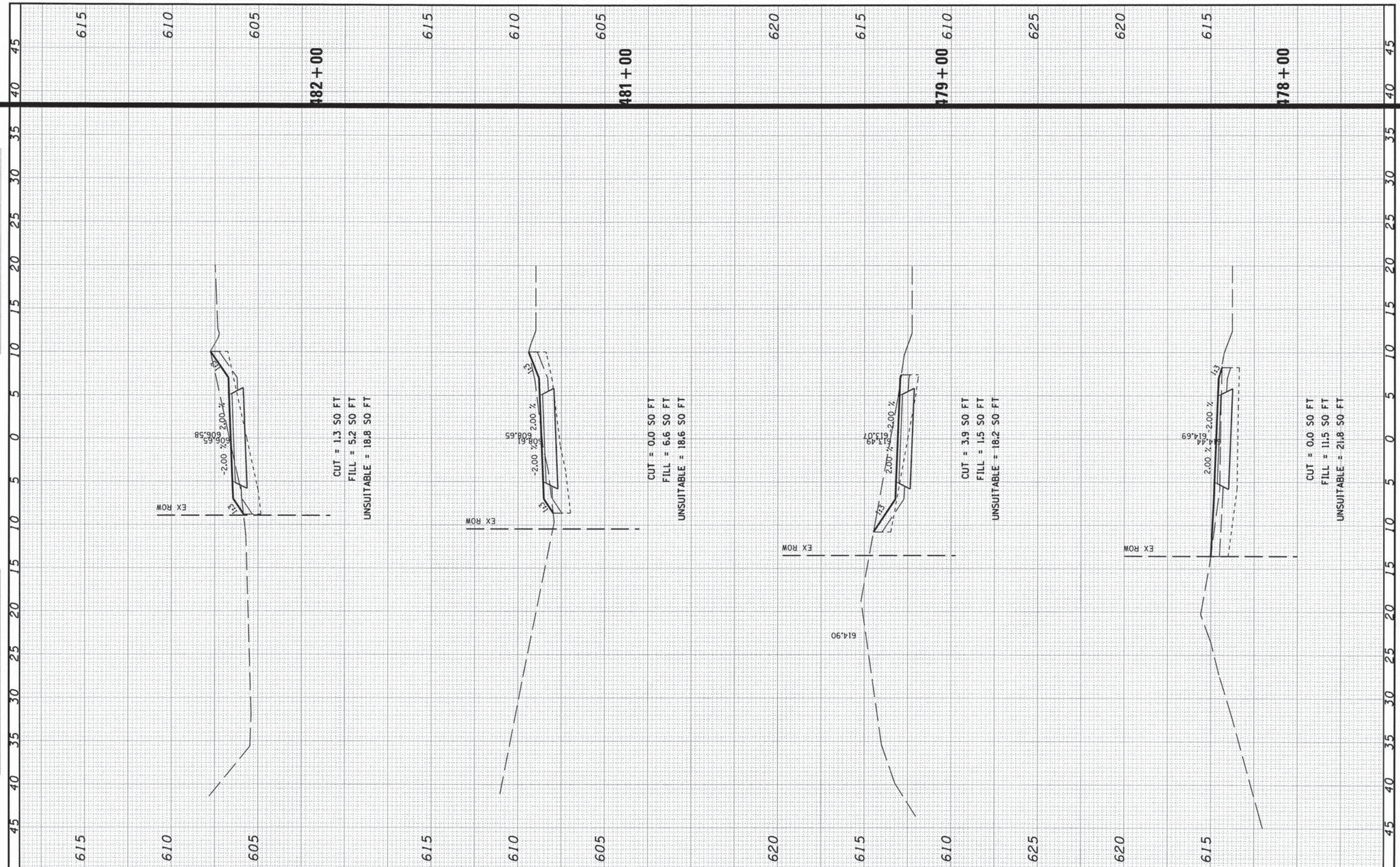
		DRAWN - KLM/KJB	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -
	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 2 OF 26 SHEETS | STA. 472+00 TO STA. 477+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	49
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY

NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED - KLM	REVISED -
		DRAWN - KLM/KJB	REVISED -
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED - DDL	REVISED -
	PLOT DATE = #DATE#	DATE - 10/19/2012	REVISED -

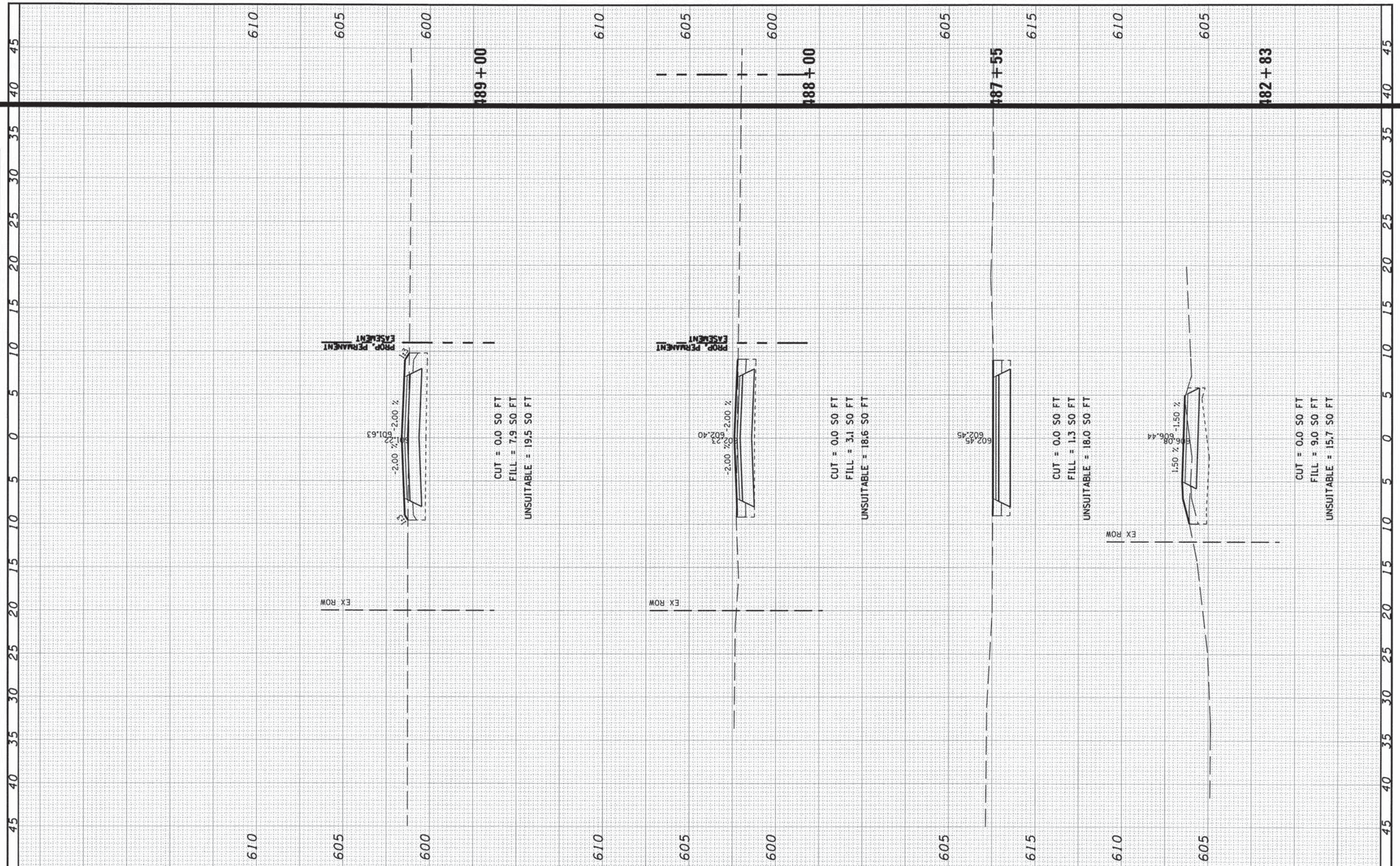
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 3 OF 26 SHEETS | STA. 478+00 TO STA. 482+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	50
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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



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

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	PLOT DATE = #DATE#	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

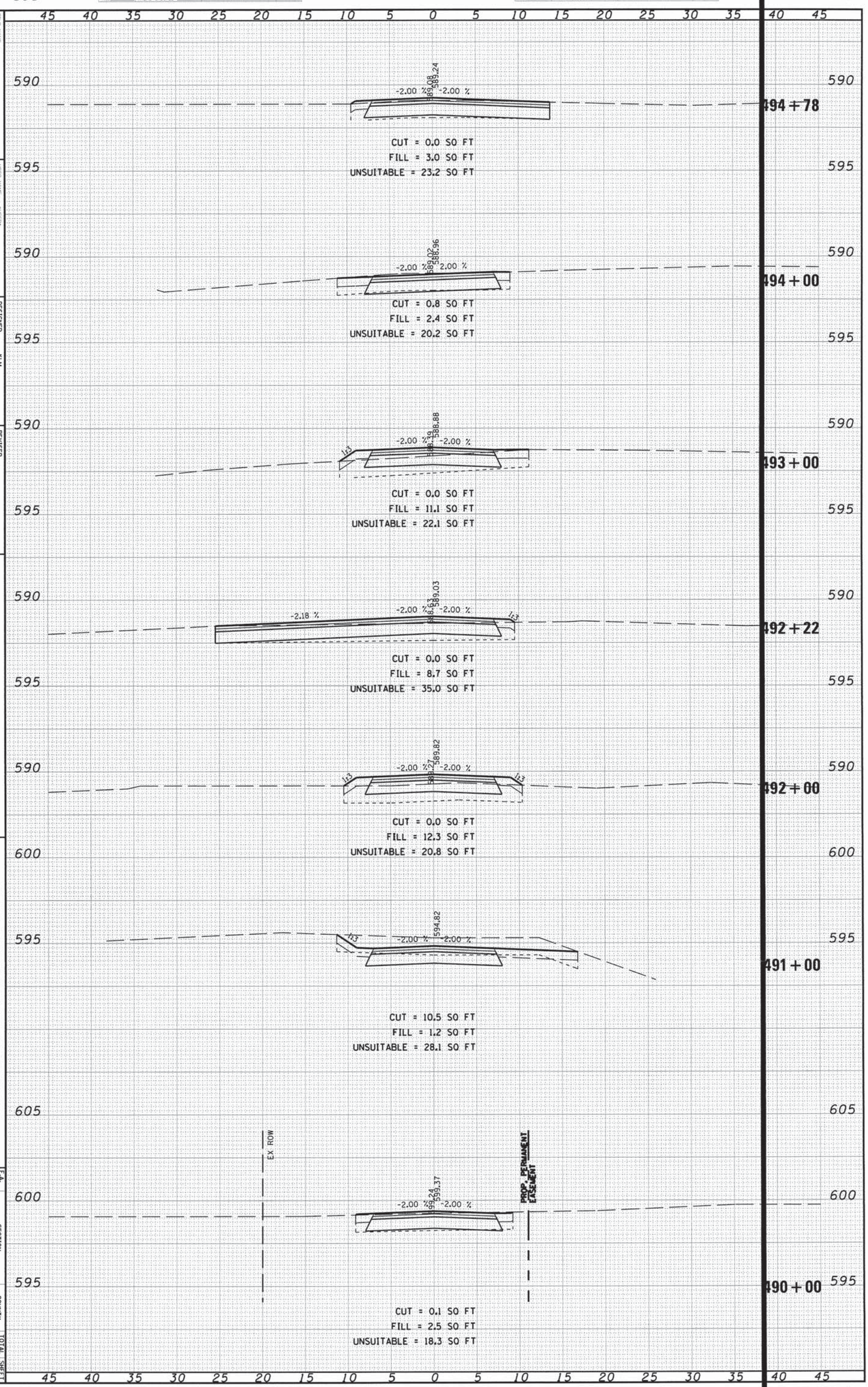
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 4 OF 26 SHEETS | STA. 482+83 TO STA. 489+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	51
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=25' | SHEET 5 OF 26 SHEETS | STA. 490+00 TO STA. 494+78

DESIGNED	-	KLM
DRAWN	-	KLM/KJB
CHECKED	-	DDL
DATE	-	10/19/2012

REVISED	-
REVISED	-
REVISED	-
REVISED	-

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	52
ILLINOIS FED. AID PROJECT		CONTRACT NO. 63762		

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PLOT DATE = $DATE$

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

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

FILE NAME = #FILE#
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USER NAME = #USER#
PLOT SCALE = #SCALE#
PLOT DATE = #DATE#

DESIGNED	-	KLM
DRAWN	-	KLM/KJB
CHECKED	-	DDL
DATE	-	10/19/2012

REVISED	-	
REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 6 OF 26 SHEETS | STA. 495+00 TO STA. 499+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	51
	ILLINOIS FED. AID PROJECT	CONTRACT NO. 63782		

595 590 585

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

499+00

588.75
-2.00 % -2.00 %
1:3 1:3
586.03
585.76
583.44

CUT = 0.0 SQ FT
FILL = 91.8 SQ FT
UNSUITABLE = 38.1 SQ FT

498+70

587.25
-2.00 % -2.00 %
1:3 1:3
585.29

CUT = 3.6 SQ FT
FILL = 37.5 SQ FT
UNSUITABLE = 27.3 SQ FT

498+00

586.59
586.43
-2.00 % 2.00 %
1:3 1:3
585.03

CUT = 9.5 SQ FT
FILL = 3.1 SQ FT
UNSUITABLE = 30.8 SQ FT

497+00

589.43
589.11
-2.00 % 2.00 %
1:3 1:3
587.71

CUT = 25.3 SQ FT
FILL = 5.7 SQ FT
UNSUITABLE = 31.6 SQ FT

496+00

589.66
-2.00 % -2.00 %
1:6.7 1:3
587.17

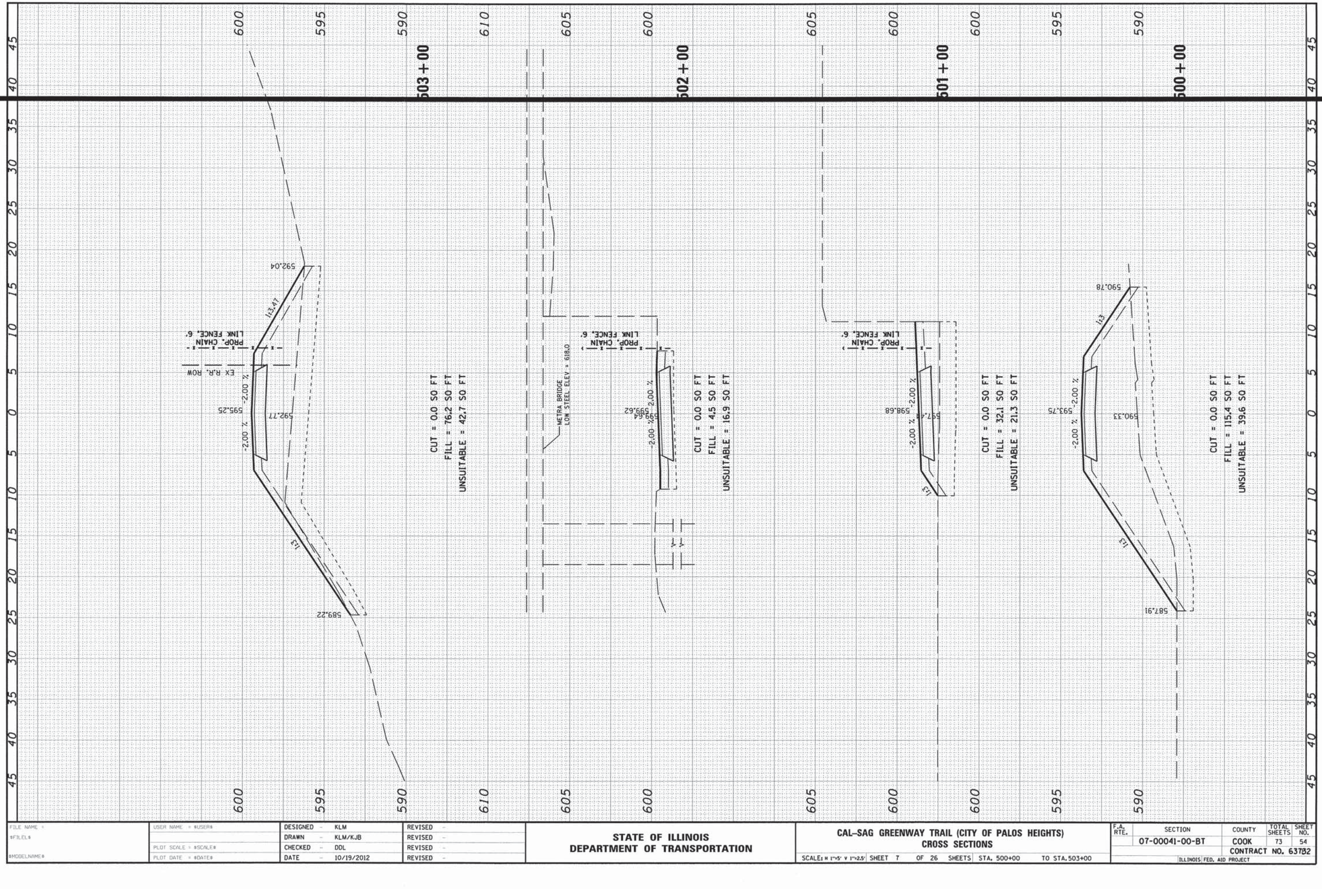
CUT = 0.0 SQ FT
FILL = 24.0 SQ FT
UNSUITABLE = 25.8 SQ FT

495+00

589.31
589.81
-2.00 % -2.00 %
1:3 1:3

CUT = 0.0 SQ FT
FILL = 10.9 SQ FT
UNSUITABLE = 20.4 SQ FT

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



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - KLM	REVISED -	**STATE OF ILLINOIS**
		DRAWN - KLM/KJB	REVISED -	**DEPARTMENT OF TRANSPORTATION**
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$MODELNAME$	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -	

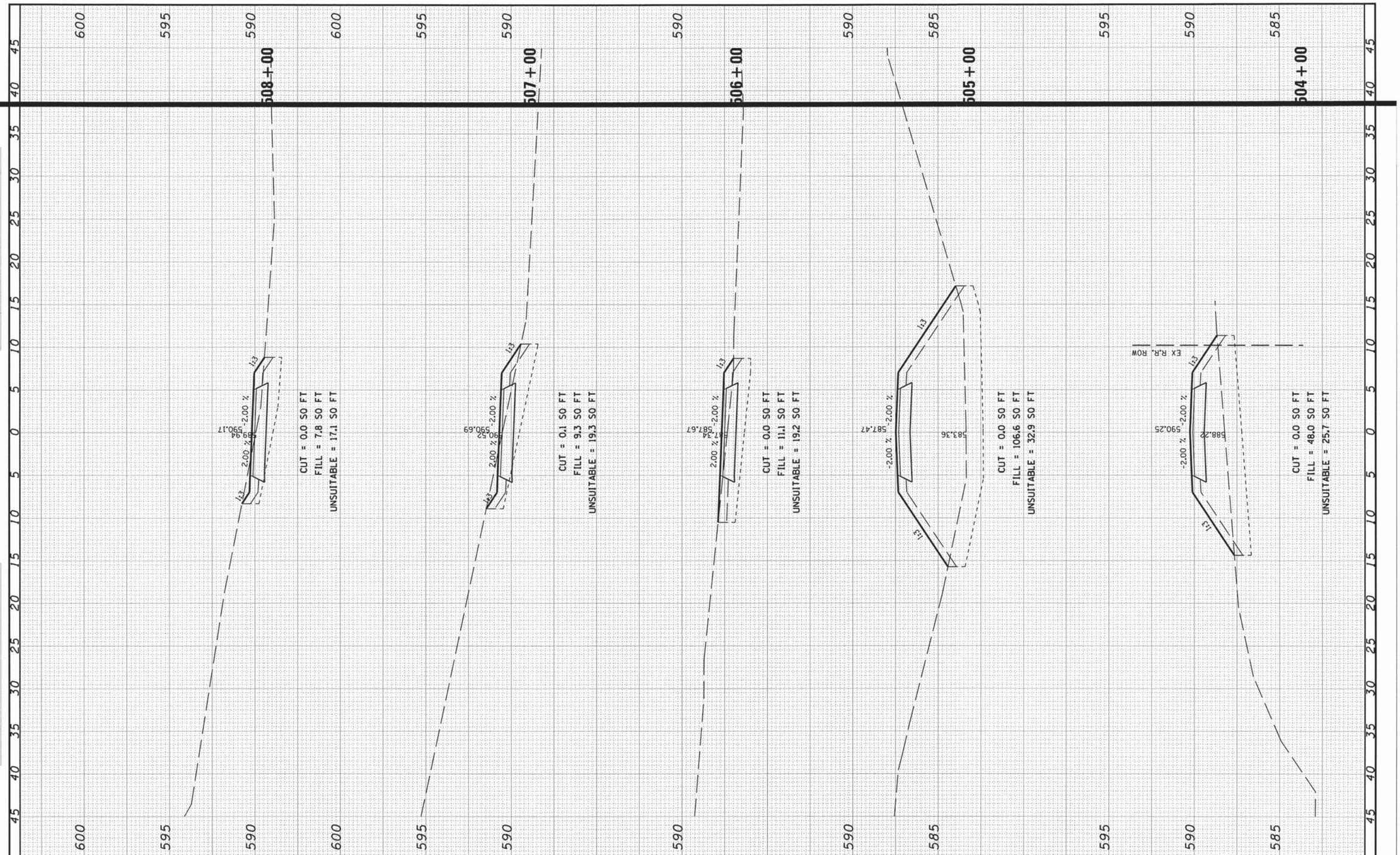
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 7 OF 26 SHEETS | STA. 500+00 TO STA. 503+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	54
		CONTRACT NO. 63732		
	ILLINOIS FED. AID PROJECT			

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

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

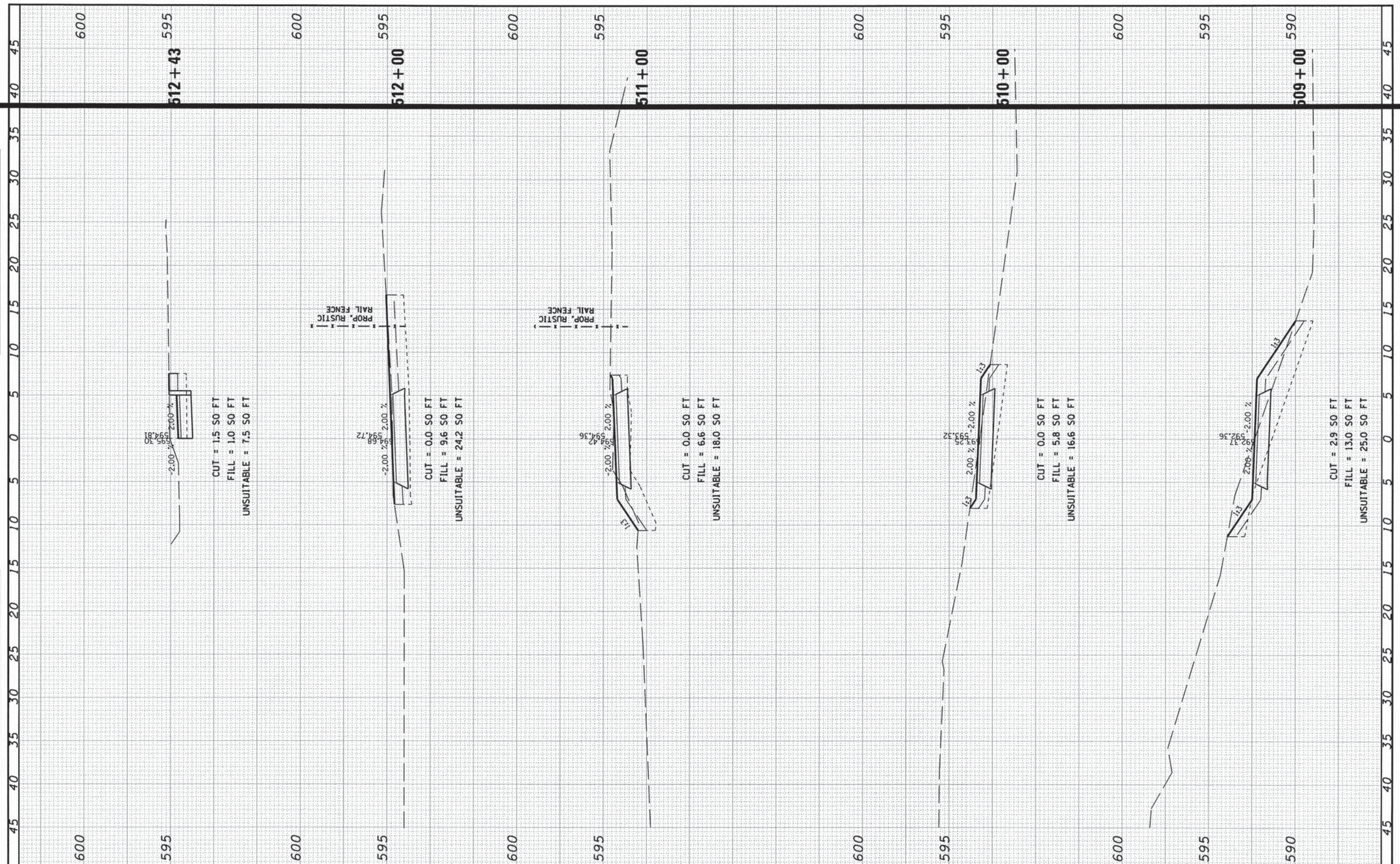


FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS) CROSS SECTIONS
$MODELNAME$		DRAWN - KLM/KJB	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -		
	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -		SCALE: H 1"=5' V 1"=2.5' SHEET 8 OF 26 SHEETS STA. 504+00 TO STA. 508+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	55
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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



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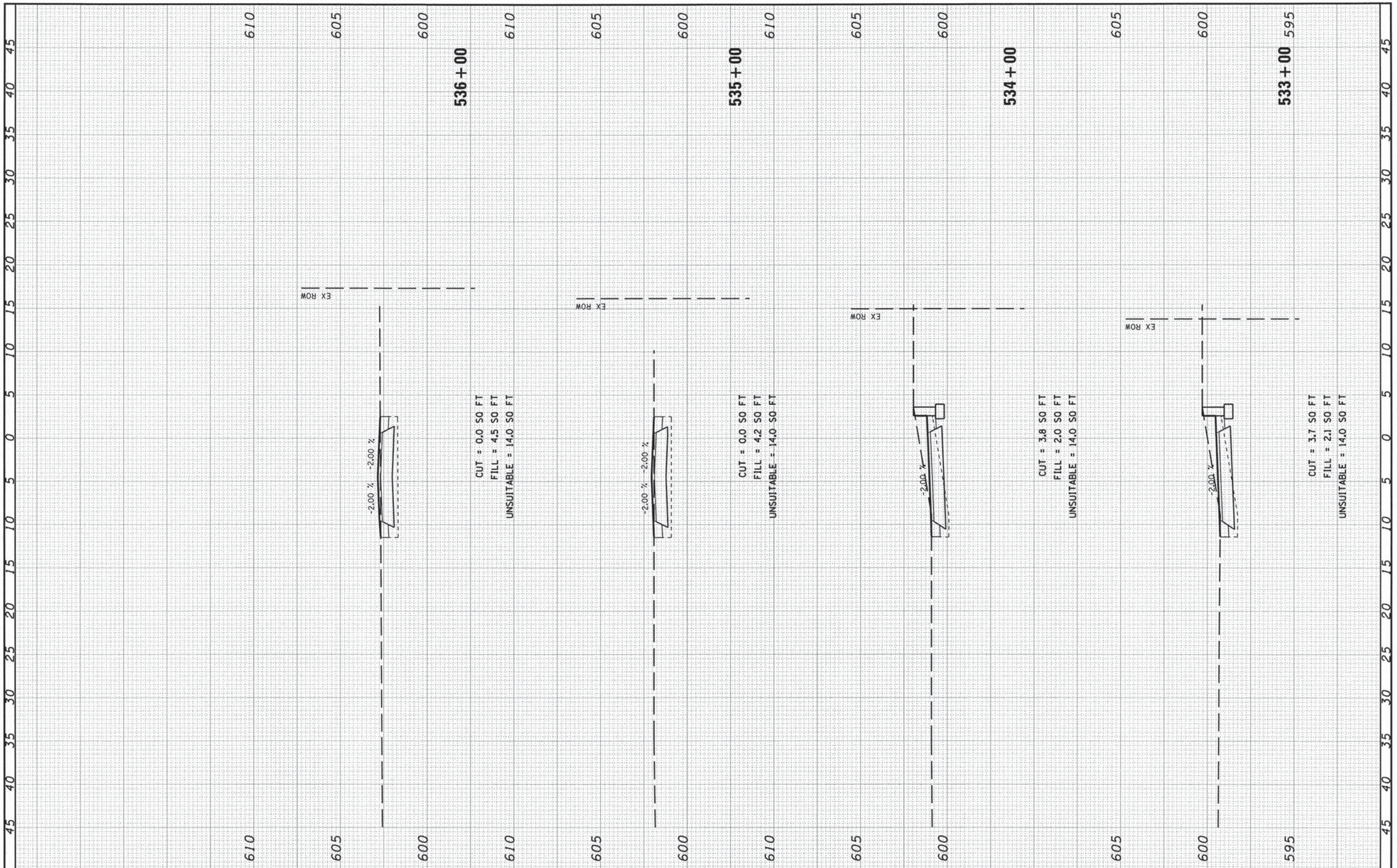
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 9 OF 26 SHEETS | STA. 509+00 TO STA. 512+43

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	56
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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



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

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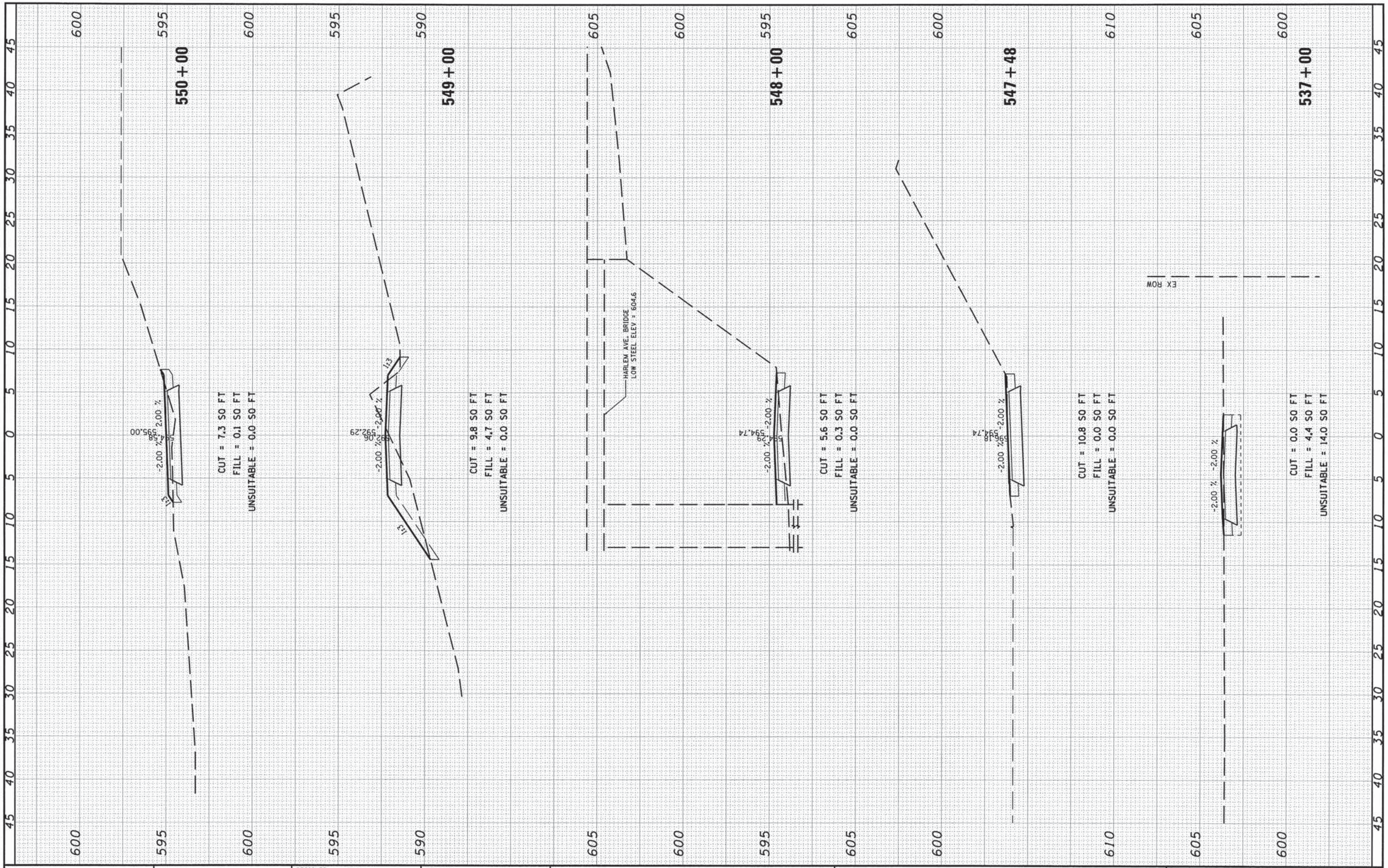
¢MODELNAME¢	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 10 OF 26 SHEETS | STA. 533+00 TO STA. 536+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	57
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

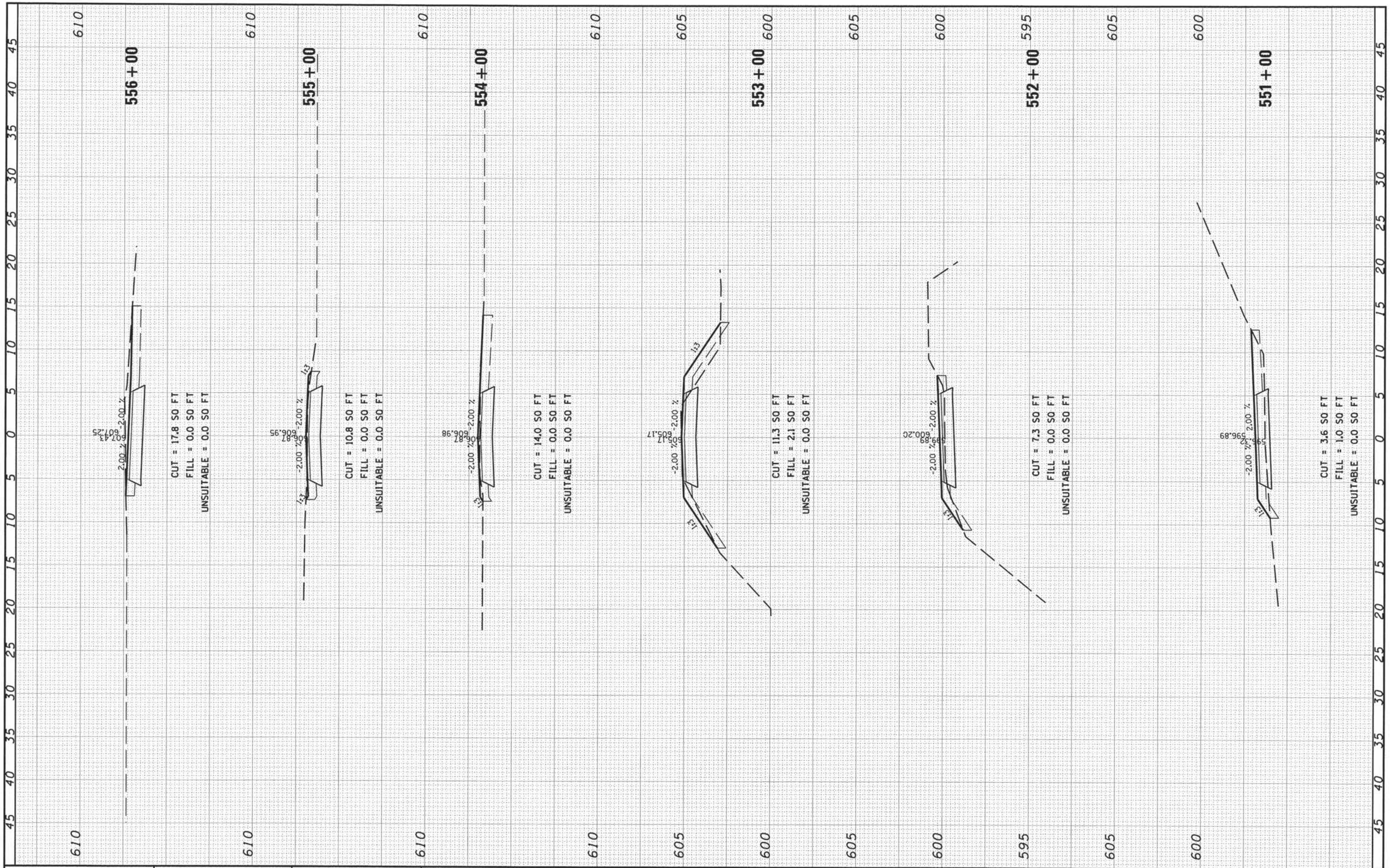
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' SHEET 11 OF 26 SHEETS STA. 537+00 TO STA. 550+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	58

CONTRACT NO. 63782

ILLINOIS FED. AID PROJECT



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$MODELNAME$	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' SHEET 12 OF 26 SHEETS STA. 551+00 TO STA. 556+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	59
		CONTRACT NO. 63782		

ILLINOIS FED. AID PROJECT

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

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

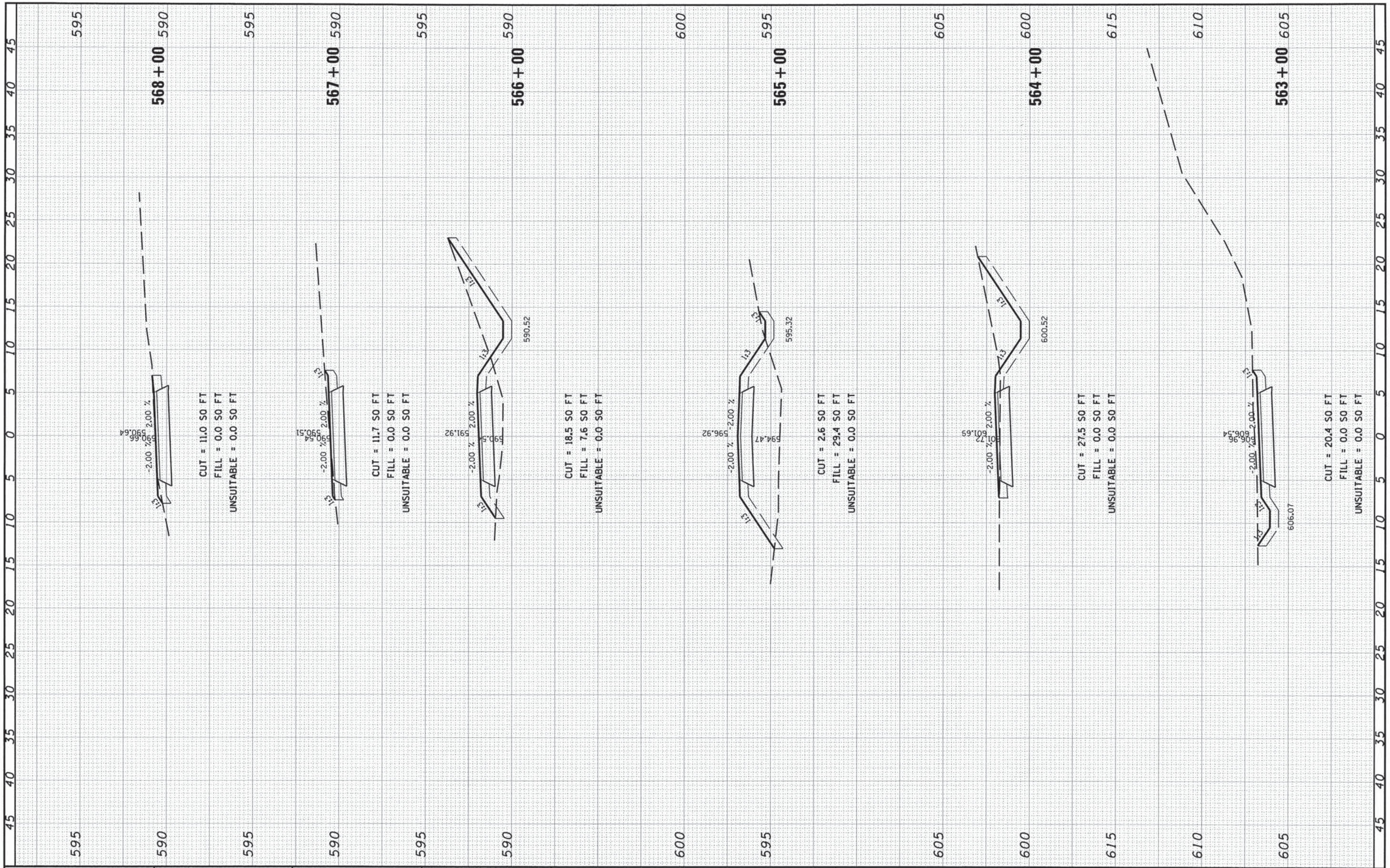
FILE NAME = ¢FILEL¢	USER NAME = ken_moy	DESIGNED - KLM	REVISED -
		DRAWN - KLM/KJB	REVISED -
¢MODELNAME¢	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 13 OF 26 SHEETS | STA. 557+00 | TO STA. 562+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	60
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			



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	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
$MODELNAME$	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

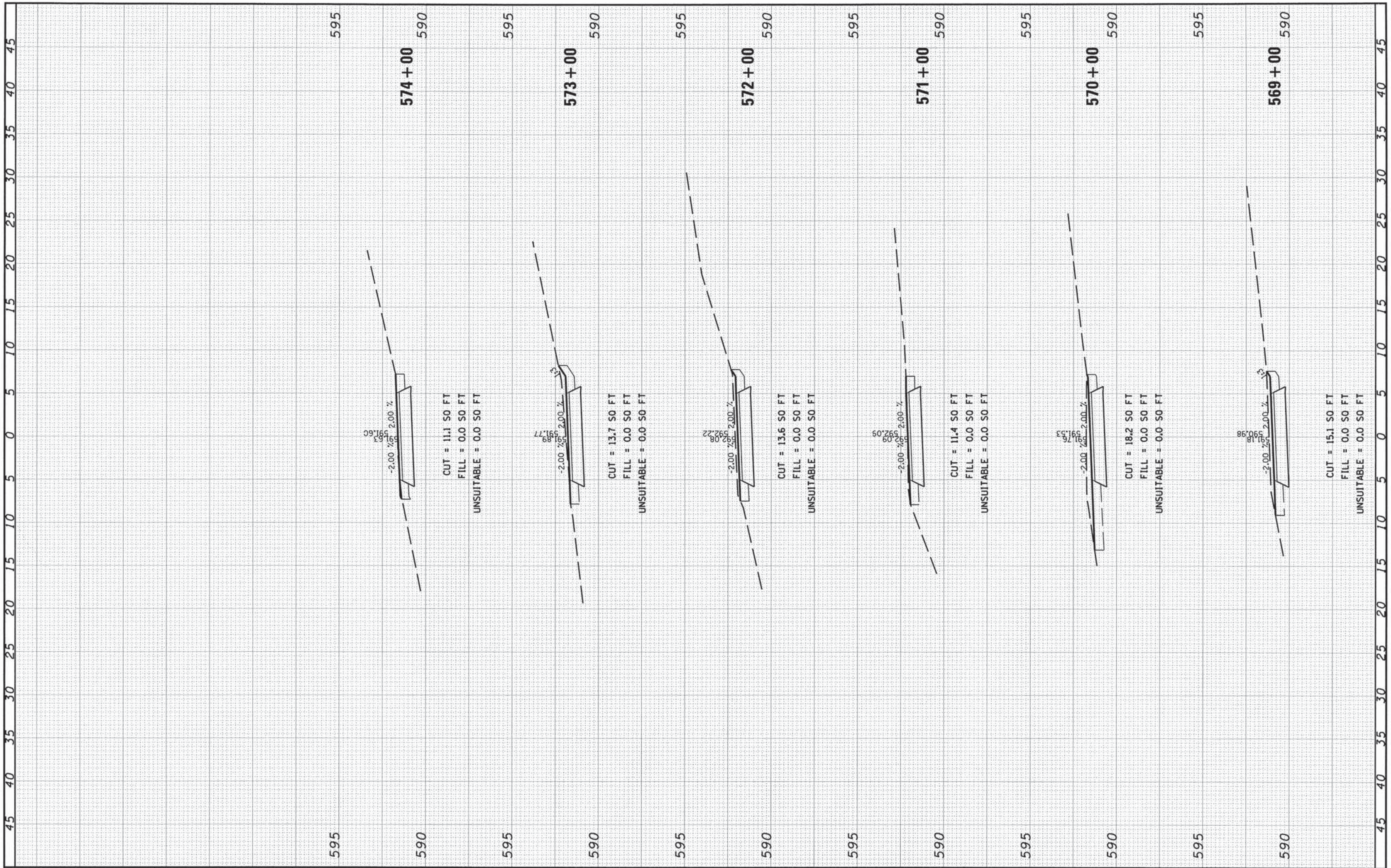
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' SHEET 14 OF 26 SHEETS STA. 563+00 TO STA. 568+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	61
		CONTRACT NO. 63782		

ILLINOIS FED. AID PROJECT



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	PLOT DATE = 3/22/2013	CHECKED - DDL	REVISED -
		DATE - 10/19/2012	REVISED -

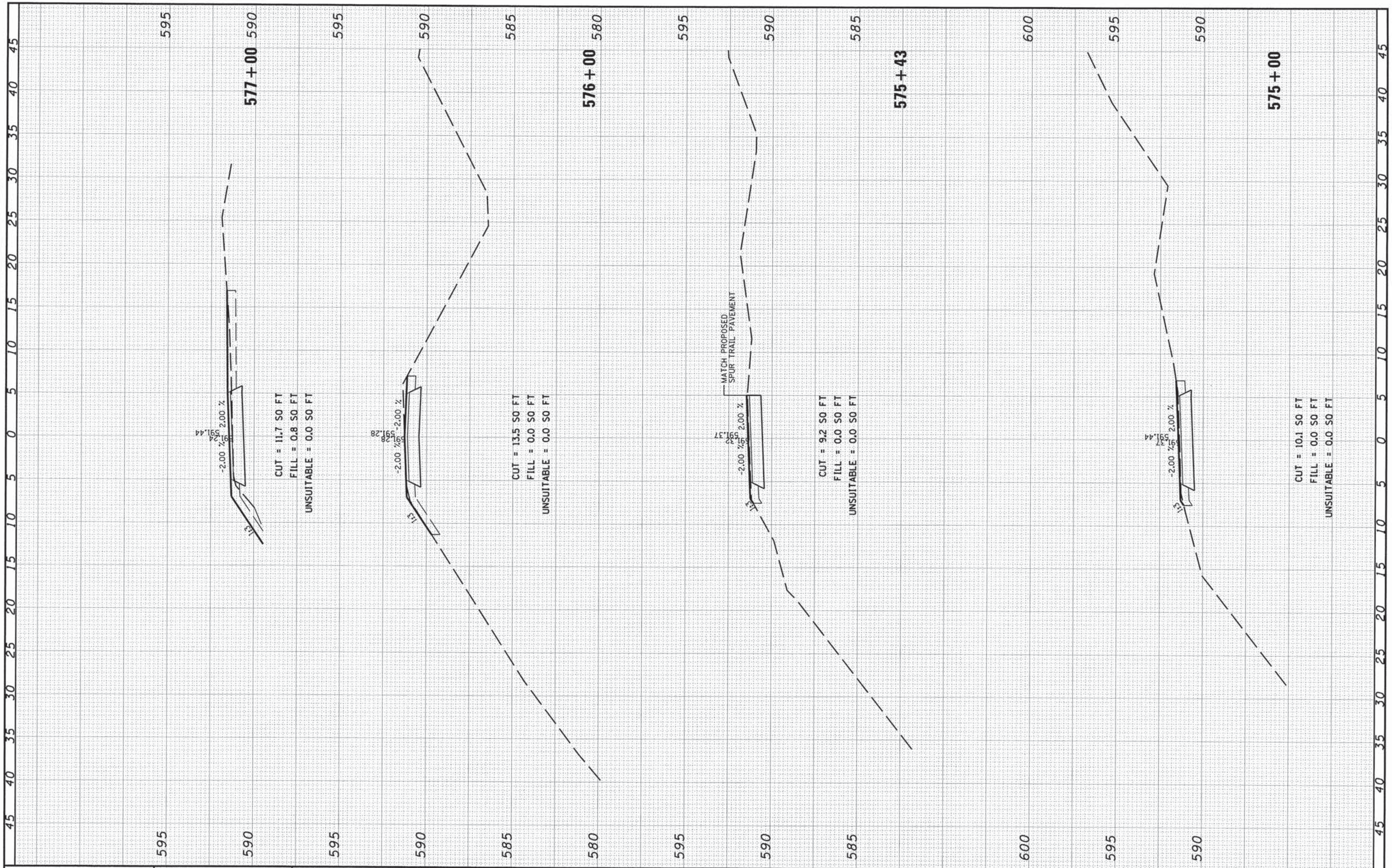
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 15 OF 26 SHEETS | STA. 569+00 TO STA. 574+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	71	62
		CONTRACT NO. 63782		

ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME = ken.moy	DESIGNED - KLM	REVISED -
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$MODELNAME$	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

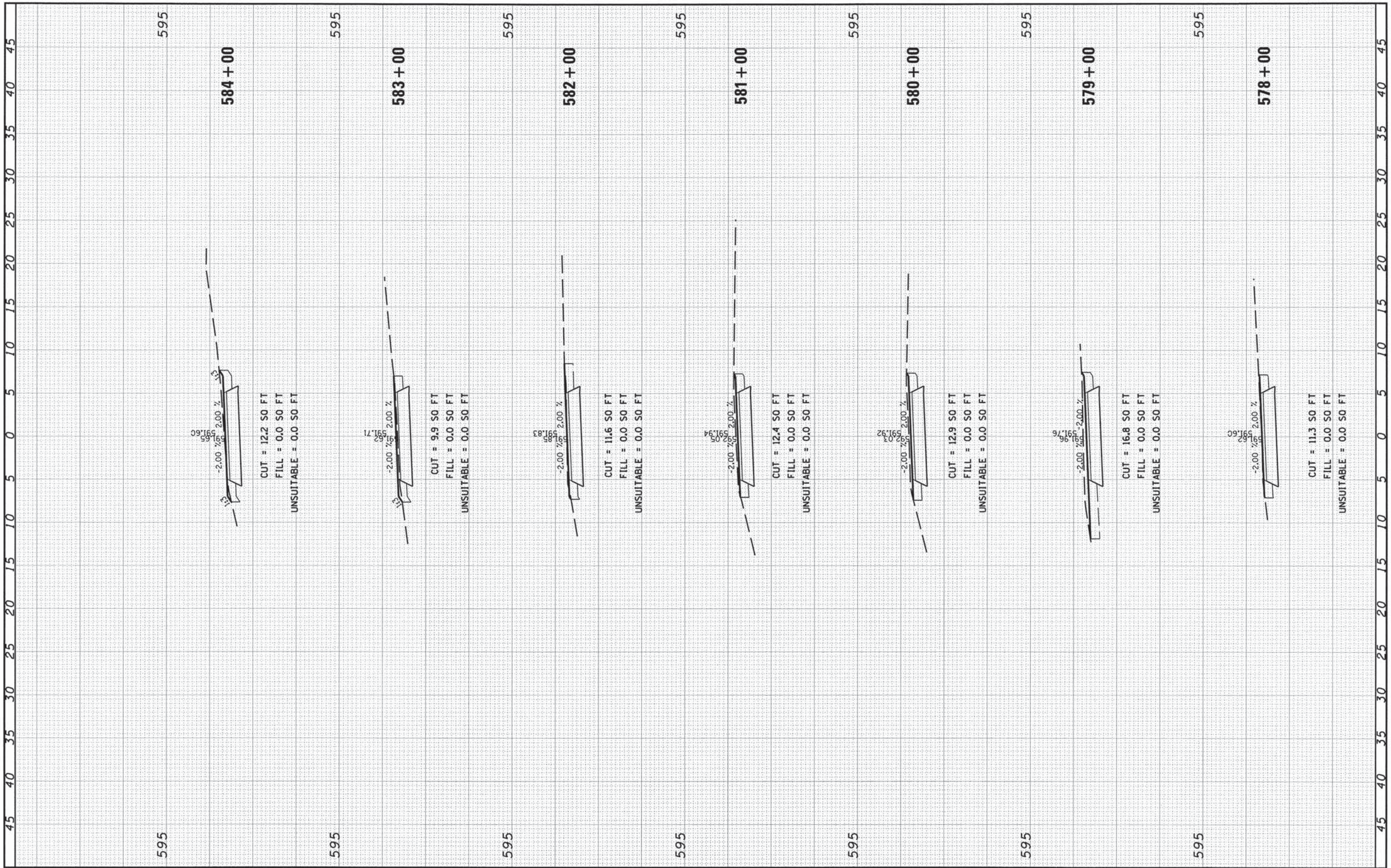
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' SHEET 16 OF 26 SHEETS STA. 575+00 TO STA. 577+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	63
		CONTRACT NO. 63732		

ILLINOIS FED. AID PROJECT



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		DRAWN - KLM/KJB	REVISED -
	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' SHEET 17 OF 26 SHEETS STA. 578+00 TO STA. 584+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	64
		CONTRACT NO. 63782		
		ILLINOIS FED. AID PROJECT		

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

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

FILE NAME = s:\files\s

MODEL NAME = s

USER NAME = kum.may

PLOT SCALE = 1.0 '/ IN.

PLOT DATE = 3/22/2013

DESIGNED	-	KLM
DRAWN	-	KLM/KJB
CHECKED	-	DDL
DATE	-	10/19/2012

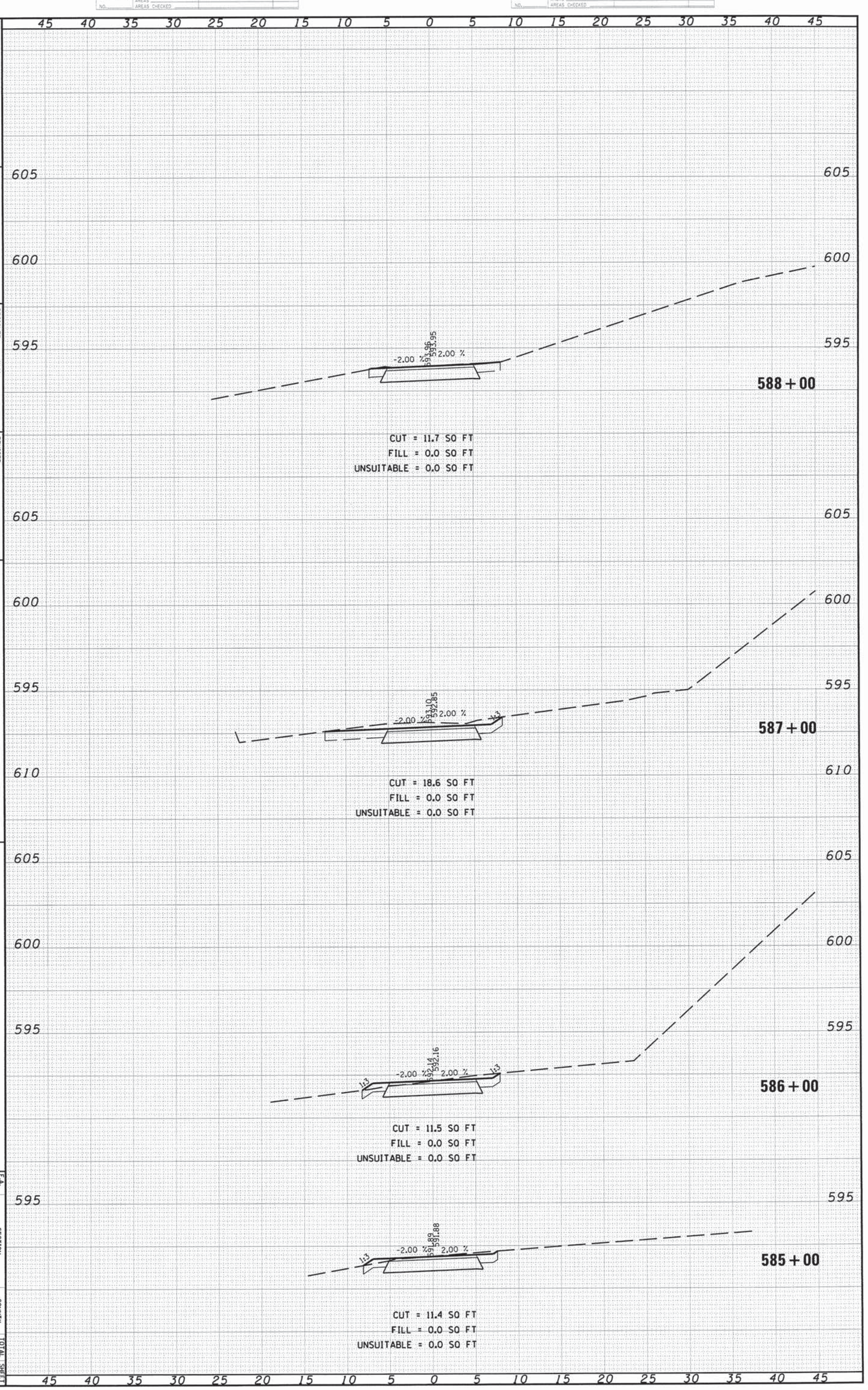
REVISED	-	
REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

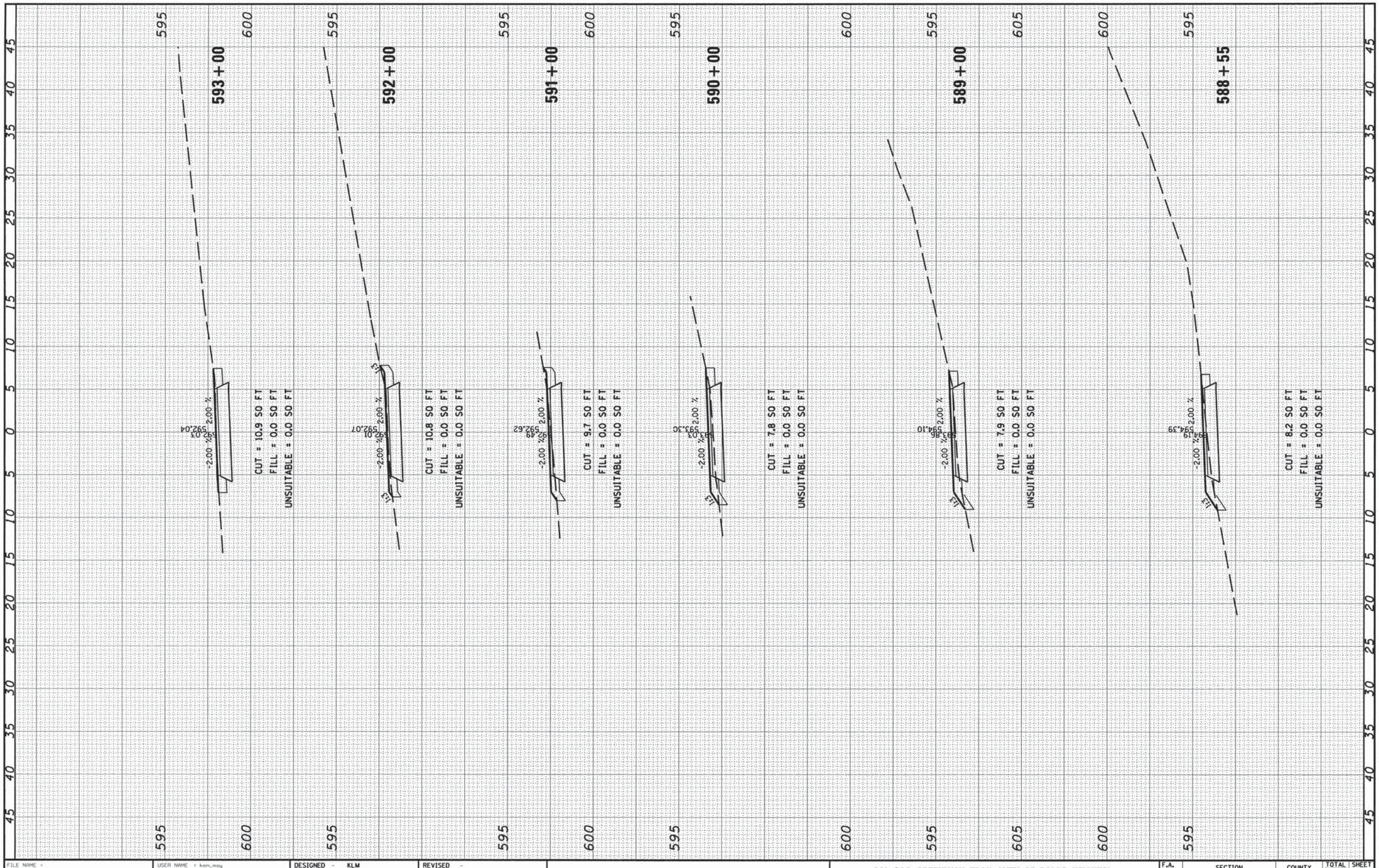
SCALE: H 1"=5' V 1"=25' | SHEET 18 OF 26 SHEETS | STA. 585+00 TO STA. 588+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	65
ILLINOIS FED. AID PROJECT		CONTRACT NO. 63732		



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

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



FILE NAME = #FILEL#	USER NAME = ken_may	DESIGNED - KLM	REVISED -
		DRAWN - KLM/KJB	REVISED -
#MODELNAME#	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 19 OF 26 SHEETS | STA. 588+55 TO STA. 593+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	66
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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

FILE NAME =
MFILE =
SHEETLNAME =

PLOT SCALE = 1'=2.00000 ' / FT.
PLOT DATE = 3/22/2013

USER NAME = kwhaley

DESIGNED	-	KLM
DRAWN	-	KLM/KJB
CHECKED	-	DDL
DATE	-	10/19/2012
REVISED	-	
REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 20 OF 26 SHEETS | STA. 594+00 TO STA. 598+00

F.A. RTE.

SECTION: 07-00041-00-BT
(ILLINOIS) FED. AID PROJECT

COUNTY: COOK
CONTRACT NO. 63782

TOTAL SHEETS: 73
SHEET NO.: 67

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

595 590 585 600

598 + 00

-2.00 % 2.00 % 592.50 592.58

CUT = 0.0 SQ FT
FILL = 13.6 SQ FT
UNSUITABLE = 23.9 SQ FT

597 + 00

-2.00 % -2.00 % 592.56 592.73 1:3

CUT = 0.0 SQ FT
FILL = 6.8 SQ FT
UNSUITABLE = 16.0 SQ FT

-2.00 % -2.00 % 594.37

596 + 00

583.44

CUT = 15.8 SQ FT
FILL = 1.5 SQ FT
UNSUITABLE = 24.8 SQ FT

595 + 00

-2.00 % 2.00 % 596.55 595.22 1:3

CUT = 0.0 SQ FT
FILL = 5.0 SQ FT
UNSUITABLE = 16.5 SQ FT

594 + 00

-2.00 % 2.00 % 592.48 592.52

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

SEE RIDGELAND AVE. SLOPEWALL MODIFICATIONS PLANS FOR DETAILS

596.75
593.50
593.20
2.00 %

CUT = 49.9 SQ FT
FILL = 0.4 SQ FT
UNSUITABLE = 14.5 SQ FT

601+00

593.11
2.00 %
2.00 %
1:3
1:3

CUT = 0.0 SQ FT
FILL = 22.8 SQ FT
UNSUITABLE = 19.8 SQ FT

600+00

592.62
2.00 %
2.00 %
1:3
1:3

599+00

CUT = 0.0 SQ FT
FILL = 7.6 SQ FT
UNSUITABLE = 16.0 SQ FT

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

FILE NAME =	USER NAME = ken_moy	DESIGNED - KLM	REVISED -	**STATE OF ILLINOIS**
$FILEL$		DRAWN - KLM/KJB	REVISED -	**DEPARTMENT OF TRANSPORTATION**
$MODELNAME$	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -	
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -	

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 21 OF 26 SHEETS | STA. 599+00 TO STA. 601+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	68
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

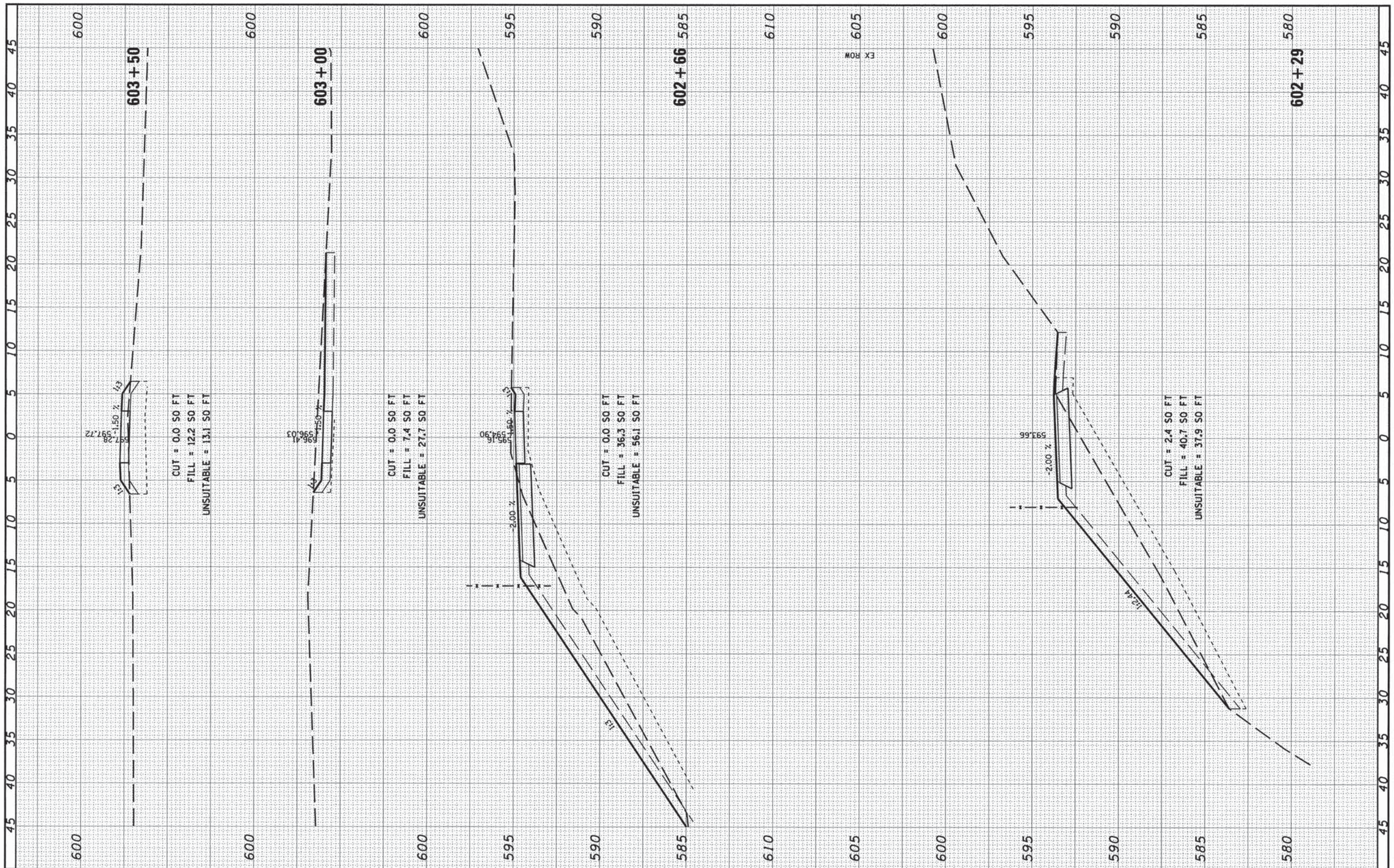
ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME = #FILEL#	USER NAME = ken_moy	DESIGNED - KLM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS) CROSS SECTIONS
		DRAWN - KLM/KJB	REVISED -		
#MODELNAME#	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -		
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -		SCALE: H 1"=5' V 1"=2.5' SHEET 22 OF 26 SHEETS STA. 601+50 TO STA. 602+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	69
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME =	USER NAME = ken.may	DESIGNED - KLM	REVISED -
$FILEL$		DRAWN - KLM/KJB	REVISED -
$MODELNAME$	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

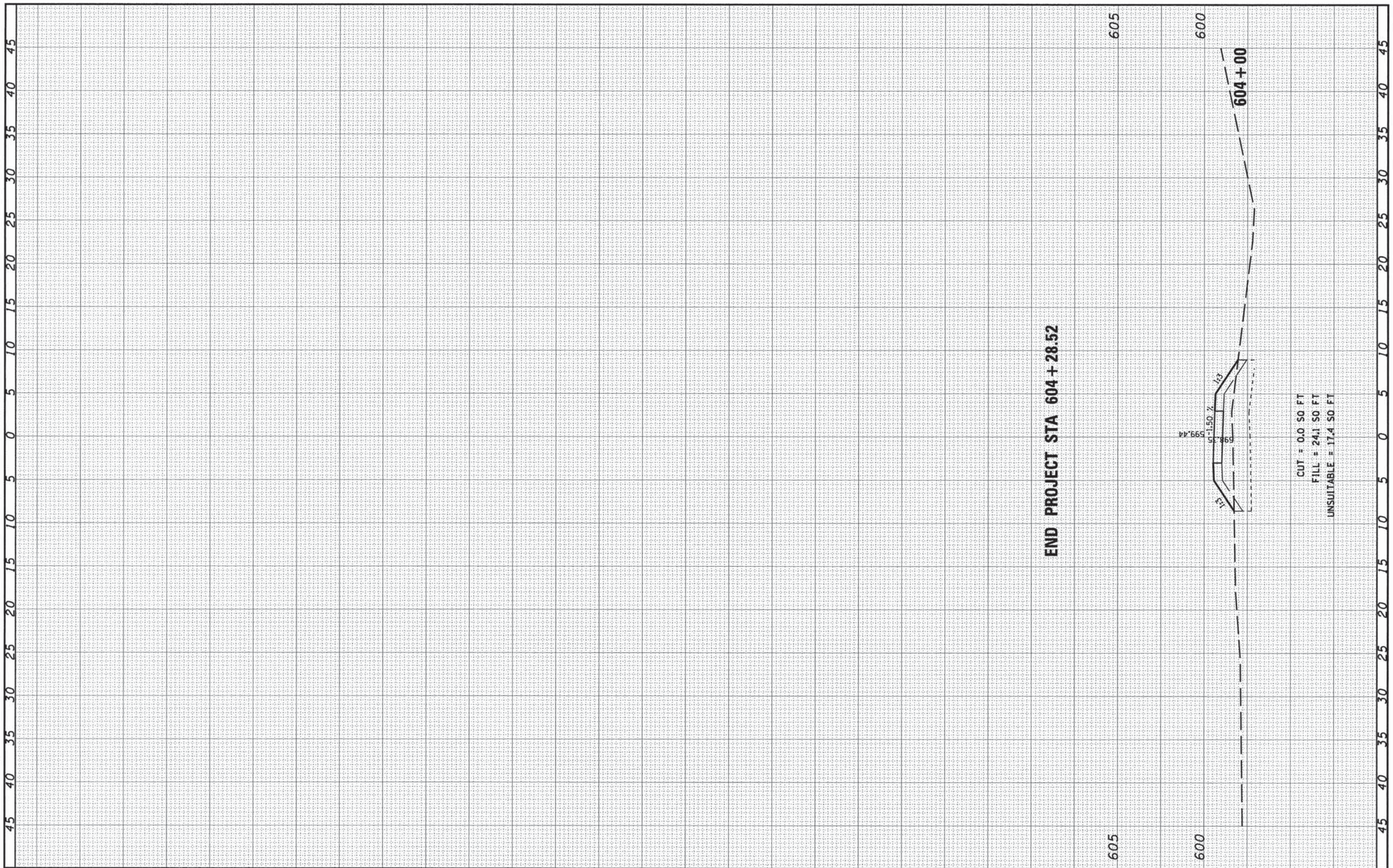
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 23 OF 26 SHEETS | STA. 602+29 TO STA. 603+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	70
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = $FILEL$	USER NAME = ken_moy	DESIGNED - KLM	REVISED -	
		DRAWN - KLM/KJB	REVISED -	
$MODELNAME$	PLOT SCALE = 120.0000 ' / FT.	CHECKED - DDL	REVISED -	
	PLOT DATE = 3/22/2013	DATE - 10/19/2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

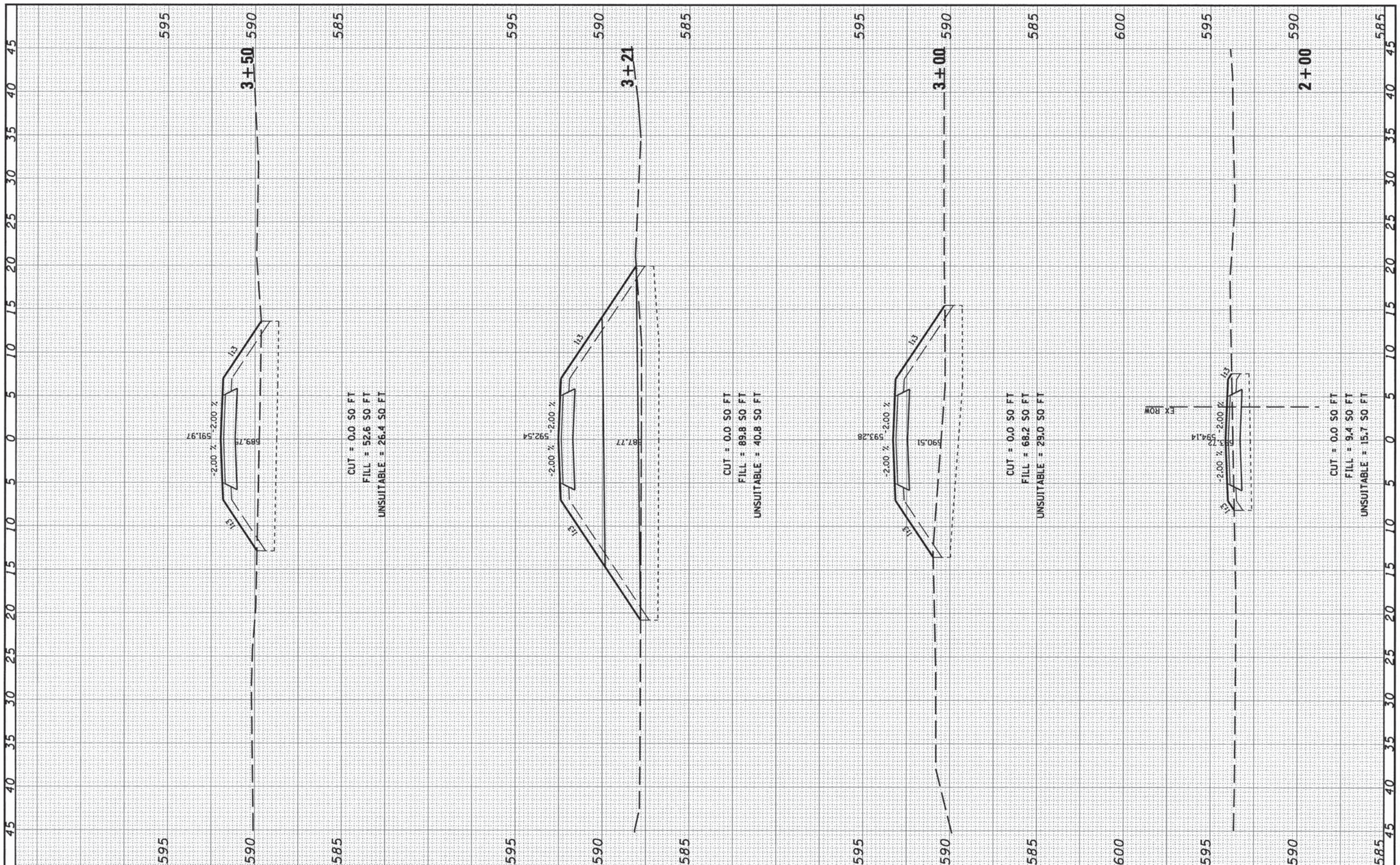
CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 24 OF 26 SHEETS | STA. 604+00 TO STA. 604+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	71
		CONTRACT NO. 63732		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - KLM	REVISED -
		DRAWN - KLM/KJB	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -
	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -

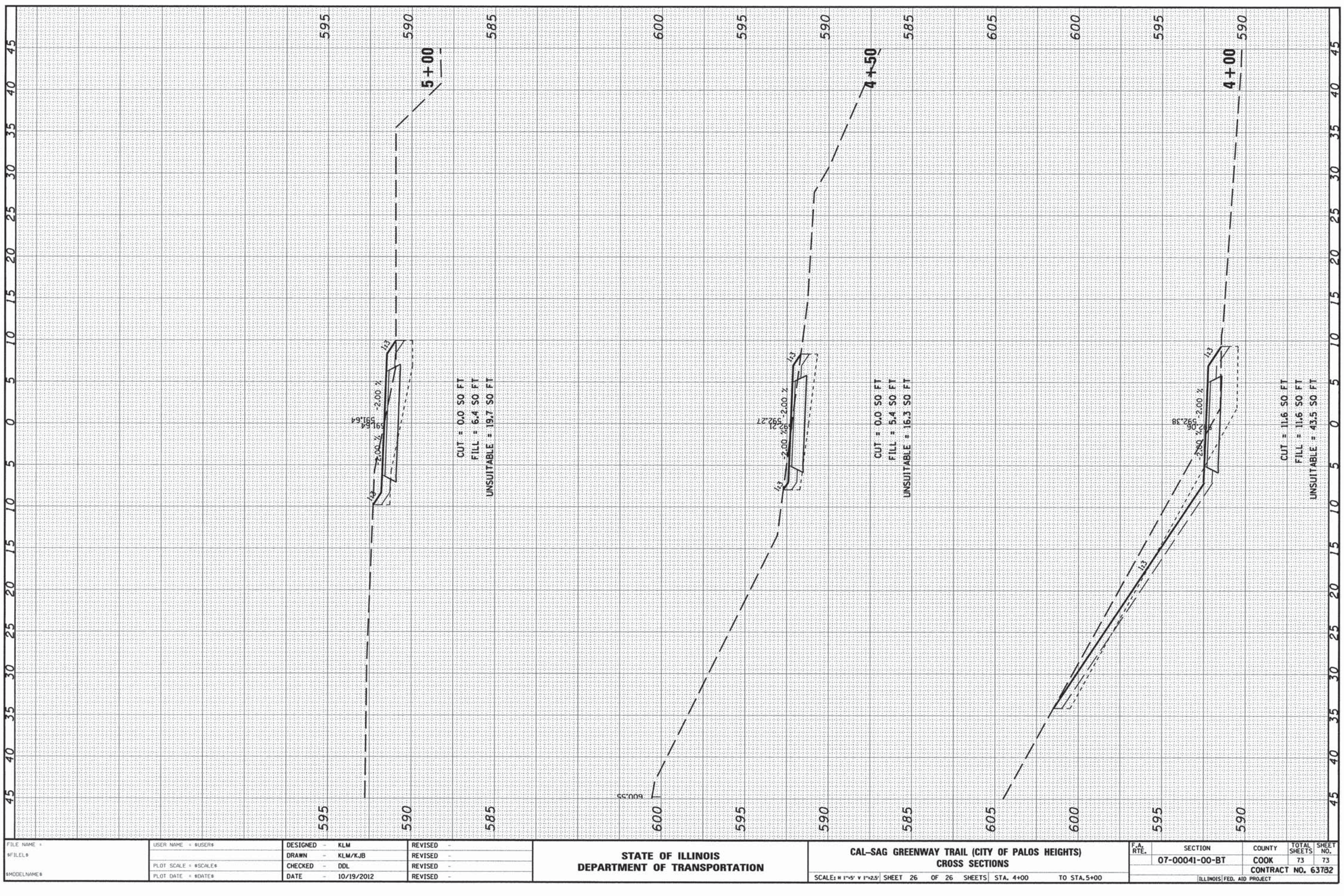
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 25 OF 26 SHEETS | STA. 2+00 TO STA. 3+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	72
		CONTRACT NO. 63782		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - KLM	REVISED -
		DRAWN - KLM/KJB	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - DDL	REVISED -
	PLOT DATE = $DATE$	DATE - 10/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CAL-SAG GREENWAY TRAIL (CITY OF PALOS HEIGHTS)
CROSS SECTIONS

SCALE: H 1"=5' V 1"=2.5' | SHEET 26 OF 26 SHEETS | STA. 4+00 | TO STA. 5+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00041-00-BT	COOK	73	73
		CONTRACT NO. 63732		
		ILLINOIS FED. AID PROJECT		