

FAP REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	1
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	TE-00D1(479)	

INDEX OF SHEETS

SEE SHEET 2

STANDARDS

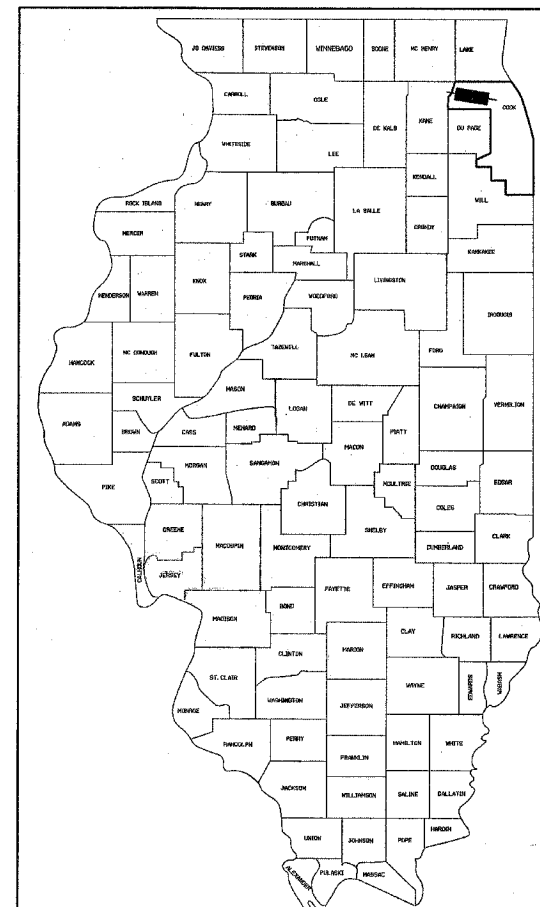
SEE SHEET 2

PROJECT LOCATION

VILLAGE OF HOFFMAN ESTATES
 VILLAGE OF SOUTH BARRINGTON
 BARRINGTON TOWNSHIP
 PALATINE TOWNSHIP
 COOK COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
PAUL DOUGLAS / CRABTREE BICYCLE TRAIL
PALATINE ROAD TO PENNY ROAD AND
FREEMAN RD. TO ROSELLE RD. VIA CENTRAL RD.

SECTION 94-F3000-06-BT
PROJECT NO. TE-00D1(479)
COOK COUNTY
C-91-302-95



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

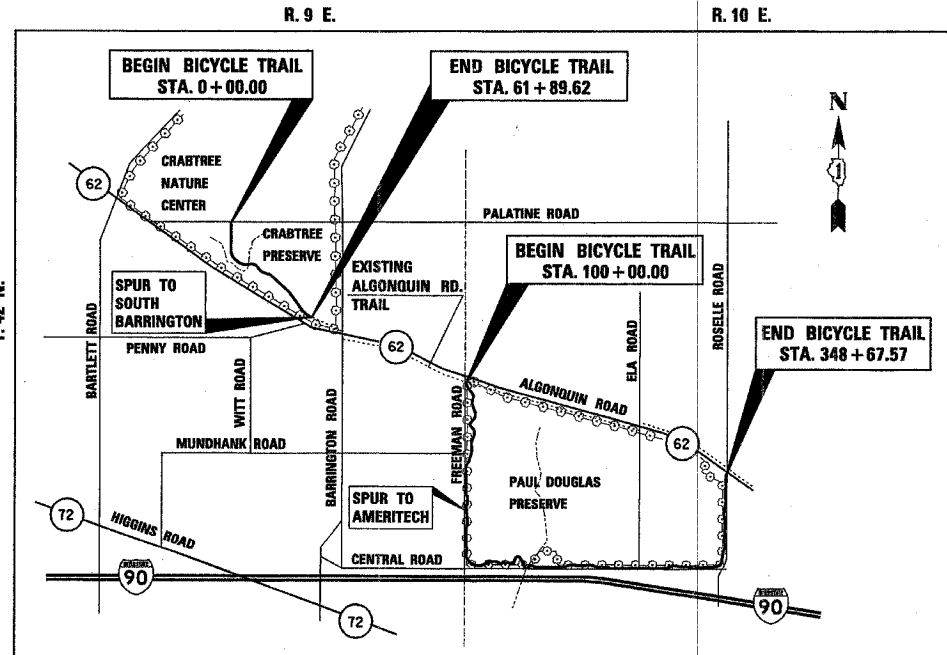
DESCRIPTION OF WORK:
 THIS PROJECT CONSISTS OF CONSTRUCTING A RECREATIONAL TRAIL ON THE PROPERTY OF THE FOREST PRESERVE DISTRICT OF COOK COUNTY.

- 0 50' 100' PLAN 1"=50'
- 0 50' 100' PROFILE HORIZONTAL 1"=50'
- 0 5' 10' PROFILE VERTICAL 1"=5'
- 0 10' 20' CROSS SECTION HORIZONTAL 1"=10'
- 0 5' 10' CROSS SECTION VERTICAL 1"=5'



DESIGN SPEED
 PAUL DOUGLAS = 20MPH
 CRABTREE TRAIL = 20MPH

CONTRACT NO. 83709



LOCATION MAP - NOT TO SCALE

NET LENGTH OF PROJECT = 31,039 FEET = 5.86 MILES
 GROSS LENGTH OF PROJECT = 31,060 FEET = 5.88 MILES

FOREST PRESERVE DISTRICT OF COOK COUNTY

APPROVED 12-6 20 07
Shirley M. DeGroot, Jr.
 General Superintendent

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PASSED JANUARY 10, 2007 20 07
Christopher Holt
 District 1 Engineer of Local Roads & Streets

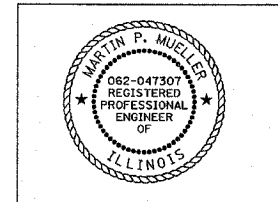
RELEASING FOR BID BASED ON LIMITED REVIEW Jan. 10 20 07
Diane O'Keefe
 Deputy Director of Highways, Region 1 Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PLANS PREPARED BY:
KNIGHT
 Engineers & Architects

221 North LaSalle Street
 Suite 300
 Chicago, IL 60601-1211
 Phone: (312) 577-3380

SIGNED Martin P. Mueller, P.E.
 EXPIRES Nov 30 20 07



FEDERAL AID DESIGN ENGINEER: JESSICA A. FELICIANO (847) 705-4487

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	2
STA.	TO STA.			
FED. ROAD DIST. NO.	STATE	83709	STPE-D001(479)	

INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	TYPICAL SECTIONS AND HOT-MIX ASPHALT REQUIREMENTS
6-8	EARTHWORK SCHEDULE
9-15	ALIGNMENT, BENCHMARKS & TIES
16	LOCATION DRAWING
17-21	PLAN & PROFILE - CRABTREE TRAIL
22-39	PLAN & PROFILE - PAUL DOUGLAS TRAIL
40	PARKING LOT PLAN
41	STRUCTURAL NOTES
42	WETFOOT DAM RETAINING WALL PLANS
43	CONCRETE BLOCK WALL DETAIL
44	WINGWALL EXTENSION DETAILS
45	BICYCLE RAILING DETAILS
46	SHEET PILING DETAILS
47	ILL. RTE. 62 & ROSELLE RD. - TRAFFIC SIGNAL MODIFICATION PLAN
48	ILL. RTE. 62 & ROSELLE RD. - SCHEDULE OF QUANTITIES, CABLE PLAN AND PHASE DESIGNATION DIAGRAM
49-55	EROSION CONTROL PLAN
56-62	PAVEMENT MARKING & SIGNING PLAN
63	FOREST PRESERVE CONSTRUCTION DETAILS
64	DETAIL OF PRIVATE DRIVE AND SUMMARY OF DRIVEWAY PAVEMENT
65	TRAIL HEAD SIGN DETAILS
66	DISTRICT ONE CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
67	BENCHING DETAIL FOR EMBANKMENT WIDENING
68	DROP MANHOLE DETAILS
69	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
70-73	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
74-80	CRABTREE TRAIL - CROSS-SECTIONS
81-105	PAUL DOUGLAS TRAIL - CROSS-SECTIONS

STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
424001-04	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-01	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
604001-02	FRAME AND LIDS TYPE 1
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-01	CHAIN LINK FENCE
701001-01	OFF-RD OPERATIONS, 2L, 2W, 4.5m (15') AWAY FOR SPEEDS \geq 45 MPH
701006-02	OFF-RD OPERATIONS, 2L, 2W, 4.5m (15') TO PAVEMENT EDGE FOR SPEEDS \geq 45 MPH
701101-01	OFF-RD OPERATIONS, MULTILANE, LESS THAN 4.5m (15') AWAY FOR SPEEDS \geq 45 MPH
701106-01	OFF-RD OPERATIONS, MULTILANE, MORE THAN 4.5m (15') AWAY FOR SPEEDS \geq 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TERM OPERATIONS
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-04	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON TRAVERSABLE MEDIUM
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
702001-06	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720011	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001	APPLICATIONS FOR TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

GENERAL NOTES

- ALL EXCESS MATERIAL SHALL BE WASTED OUTSIDE THE LIMITS OF THE COOK COUNTY FOREST PRESERVE DISTRICT UNLESS OTHERWISE SPECIFIED OR AS DIRECTED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES, OBTAIN PERMISSION TO USE SUCH DUMP SITES, AND UPON THE COMPLETION OF THE WORK, SUBMIT RELEASE FROM THE RESPECTIVE OWNERS OF THESE DUMP SITES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE.
- FINISHED GRADE: THE ELEVATION SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED TRAIL AND GROUND SURFACE UNLESS OTHERWISE INDICATED ON THE PLANS. THE PLACEMENT OF PIPE CULVERTS AND BLIND CONNECTIONS SHALL BE DETERMINED BY THE ENGINEER, IN THE FIELD, IN ORDER TO ACHIEVE POSITIVE DRAINAGE.
- THE EFFECTED FOREST PRESERVE DISTRICT SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY TREE REMOVAL AFTER ALL TREES TO BE REMOVED HAVE BEEN MARKED.
- MINIMAL GRADING IS TO BE PERMITTED WITHIN AN APPROXIMATE RADIUS OF SIX FEET OF ALL TREES NOT TO BE REMOVED AND AS DETERMINED BY THE ENGINEER.
- ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE VESTS MEETING ANSI CLASS II REQUIREMENTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES, INCLUDING ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- UNLESS OTHERWISE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL TRAFFIC SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- QUANTITIES SHOWN ON THE PLANS ARE BASED ON THE FIELD INSPECTION AT THE TIME OF PLAN PREPARATION AND ARE TO BE USED FOR PREPARATION PROPOSALS. HOWEVER, AS DETERMINED BY THE ENGINEER, QUANTITIES MAY CHANGE BASED UPON CONDITIONS UNCOVERED AT THE TIME OF CONSTRUCTION.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON FOREST PRESERVE DISTRICT PROPERTY WITHOUT WRITTEN PERMISSION FROM THE FOREST PRESERVE DISTRICT OF COOK COUNTY.
- WETLANDS HAVE BEEN IDENTIFIED ON THIS PROJECT AND IMPACTS TO THEM SHALL BE AVOIDED. THE CONTRACTOR SHALL LIMIT EQUIPMENT AND VEHICLES TO THE AREAS DEFINED BY THE TEMPORARY FENCING AND ALLOWED TURNAROUND AREAS SPECIFIED BY THE ENGINEER. THE LIMITS OF EROSION CONTROL INSTALLATION SHALL BE VERIFIED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND ALL LOCAL AGENCIES.
- TEMPORARY EROSION CONTROL SHALL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ADOPTED JANUARY 1, 2007), SECTION 280.
- ALL EMBANKMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH IDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ADOPTED JANUARY 1, 2007), SECTION 205. BENCHING SHALL BE INCLUDED IN THE UNIT PRICE OF EARTH EXCAVATION.
- ANY EXISTING BITUMINOUS SURFACE TO BE REMOVED ON STOVER ROAD SHALL BE MEASURED AND PAID FOR AS EARTH EXCAVATION.

17. LOCAL AGENCIES

VILLAGE OF HOFFMAN ESTATES
1900 HASSELL ROAD
HOFFMAN ESTATES, IL 60195
(847) 882-9100

COOK COUNTY HIGHWAY DEPARTMENT
69 W. WASHINGTON STREET, ROOM 2300
CHICAGO, IL 60602
(312) 603-1600

VILLAGE OF SOUTH BARRINGTON
30 SOUTH BARRINGTON ROAD
SOUTH BARRINGTON, IL 60010
(847) 381-7510

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

INDEX OF SHEETS, STANDARDS AND GENERAL NOTES

SCALE NONE
DATE 3/27/06
DRAWN BY RTA
CHECKED BY SMH

SUMMARY OF QUANTITIES

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	3
STA.	TO STA.		
FED. ROAD DIST. NO.	DISTRICT	STPE-D001(479)	
	83709		

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	BIKE PATH Y052	SIGNING Y002-1C	SIGNAL Y031-1F
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	2,506	2,506		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	266	266		
20101000	TEMPORARY FENCE	FOOT	27,215	27,215		
20200100	EARTH EXCAVATION	CU YD	7,309	7,309		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	439	439		
20400800	FURNISHED EXCAVATION	CU YD	5,048	5,048		
20700220	POROUS GRANULAR EMBANKMENT	CU YD	107	107		
20800150	TRENCH BACKFILL	CU YD	76	76		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	860	860		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	7,780	7,780		
25000312	SEEDING, CLASS 4A	ACRE	5.50	5.50		
* 25000314	SEEDING, CLASS 4B	ACRE	0.30	0.30		
* 25000400	NITROGEN FERTILIZER NUTRIENT	LB	640	640		
* 25000500	PHOSPHOROUS FERTILIZER NUTRIENT	LB	640	640		
* 25000600	POTASSIUM FERTILIZER NUTRIENT	LB	640	640		
* 25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	1.30	1.30		
* 25002300	TEMPORARY SEEDING	ACRE	4.00	4.00		
* 25100630	EROSION CONTROL BLANKET	SQ YD	1,500	1,500		
28000300	TEMPORARY DITCH CHECKS	EACH	3	3		
28000400	PERIMETER EROSION BARRIER	FOOT	48,800	48,800		
28000500	INLET AND PIPE PROTECTION	EACH	32	32		
* 28000720	MULCH, METHOD 2	ACRE	7.10	7.10		
28100107	STONE RIPRAP, CLASS A4	SQ YD	33	33		
28200200	FILTER FABRIC	SQ YD	33	33		
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	34,150	34,150		
40600100	BITUMINOUS MATERIAL, PRIME COAT	GALLON	3,640	3,640		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	120	120		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	3,956	3,956		
42001300	PROTECTIVE COAT	SQ YD	313	313		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	790	790		
42400800	DETECTABLE WARNINGS	SQ FT	150	150		
44000100	PAVEMENT REMOVAL	SQ YD	366	366		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	111	111		
44000600	SIDEWALK REMOVAL	SQ FT	100	100		
50102400	CONCRETE REMOVAL	CU YD	0.8	0.8		
50105220	PIPE CULVERT REMOVAL	FOOT	36	36		
50200100	STRUCTURE EXCAVATION	CU YD	67	67		
50300225	CONCRETE STRUCTURES	CU YD	4.0	4.0		
50800205	REINFORCEMENT BARS, EPOXY COATED	LB	260	260		
50800515	BAR SPLICERS	EACH	25	25		
50901725	BICYCLE RAILING, SPECIAL	FOOT	170	170		
54001000	BOX CULVERT END SECTIONS	EACH	2	2		
54010804	PRECAST CONCRETE BOX CULVERT 8' X 4'	FOOT	39	39		
54200427	PIPE CULVERTS, TYPE 1 RCCP 12"	FOOT	107	107		
54200430	PIPE CULVERTS, TYPE 1 RCCP 15"	FOOT	101	101		
54200439	PIPE CULVERTS, TYPE 1 RCCP 24"	FOOT	204	204		
54207159	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE-ELLIPTICAL, EQUIVALENT ROUND-SIZE 24"	FOOT	36	36		
54207165	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE-ELLIPTICAL, EQUIVALENT ROUND-SIZE 30"	FOOT	38	38		
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTION 12"	EACH	6	6		
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTION 15"	EACH	6	6		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTION 24"	EACH	14	14		
54214509	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	2	2		
54214515	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30"	EACH	4	4		
60109582	PIPE UNDERDRAINS FOR STRUCTURES, 6"	FOOT	228	228		
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2		

CODE	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	BIKE PATH Y052	SIGNING Y002-1C	SIGNAL Y031-1F
60226400	MANHOLES, DROP TYPE, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
60603800	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	FOOT	28	28		
60605000	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	FOOT	757	757		
66410410	CHAIN LINK FENCE TO BE RELOCATED	FOOT	400	400		
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6	6		
67100100	MOBILIZATION	L SUM	1	1		
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1		
72000100	SIGN PANEL TYPE 1	SQ FT	200		200	
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	6		6	
72900100	METAL POST - TYPE A	FOOT	882		882	
* 78001100	PAINT PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	173	173		
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	31,573	31,573		
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	31	31		
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	841	841		
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1,400	1,400		
* 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	25	25		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	50	50		
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	6			6
* 81900205	TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	FOOT	6			6
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	345			345
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	357			357
* 87500600	TRAFFIC SIGNAL POST, 10 FT.	EACH	1			1
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4			4
* 87900200	DRILL EXISTING HANDHOLE	EACH	1			1
* 88100200	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED	EACH	3			3
* 88100600	PEDESTRIAN SIGNAL HEAD, 3-FACE, BRACKET MOUNTED	EACH	1			1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	5			5
* 89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	2			2
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1			1
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1
* A2002716	TREE, CARYA OVATA (SHAGBARK HICKORY), 2" CALIPER, BALLED AND BURLAPED	EACH	73	73		
* A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPED	EACH	73	73		
* A2006708	TREE, QUERCUS MACROCARPA (BUR OAK), 1" CALIPER, BALLED AND BURLAPED	EACH	73	73		
* A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPED	EACH	73	73		
* D2002996	EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 10' HEIGHT, BALLED AND BURLAPED	EACH	13	13		
X0301059	BLOCK RETAINING WALL	SQ FT	460	460		
X0321322	DROP GATE	EACH	8	8		
X5121800	PERMANENT STEEL SHEET PILING	SQ FT	2,660	2,660		
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	20	20		
* XX000882	WOOD FENCE	FOOT	850	850		
XX003437	REMOVE AND REINSTALL EXISTING PRECAST REINFORCED CONCRETE FLARED END SECTION	EACH	2	2		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0062300	SAWING ASPHALT SURFACE	FOOT	30	30		
* XX006822	TRAIL HEAD MAP	EACH	1	1		
* XX006823	CONCRETE BARRIERS	EACH	15	15		
* X0696100	PARKING BLOCKS	EACH	22	22		

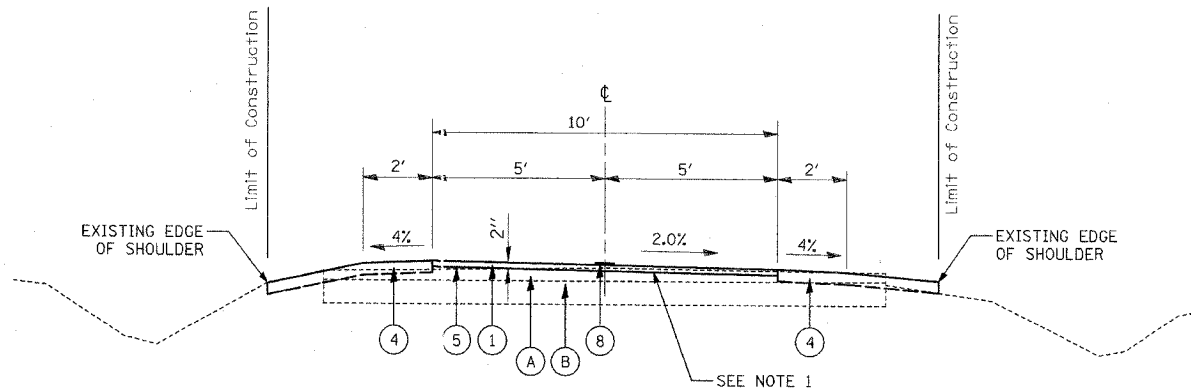
* DENOTES SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

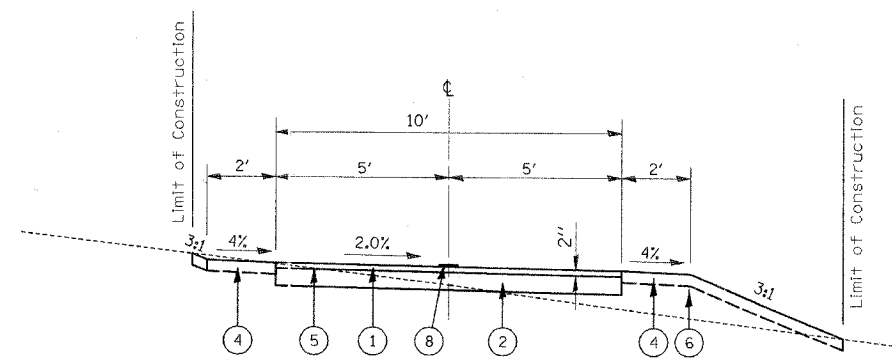
SUMMARY OF QUANTITIES

SCALE NONE DRAWN BY RTA
DATE 3/31/06 CHECKED BY SMH

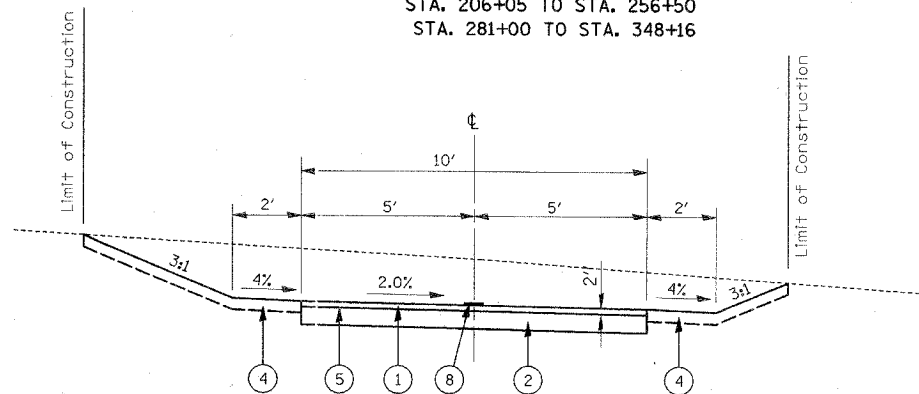
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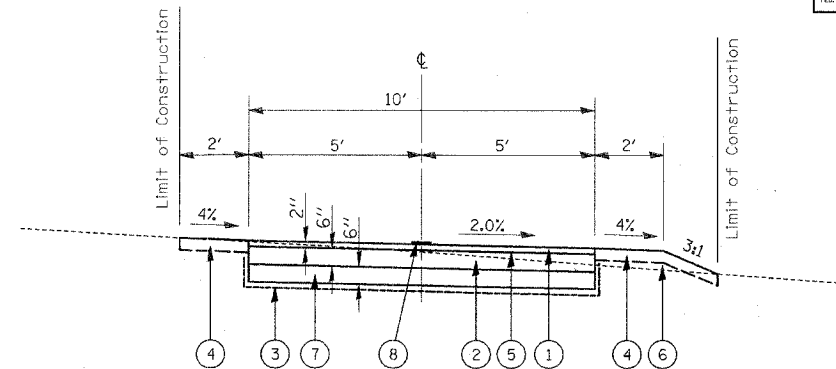
PROPOSED TRAIL SECTION AT STOVER ROAD
N.T.S.
CRABTREE STA. 1+05 TO STA. 12+70



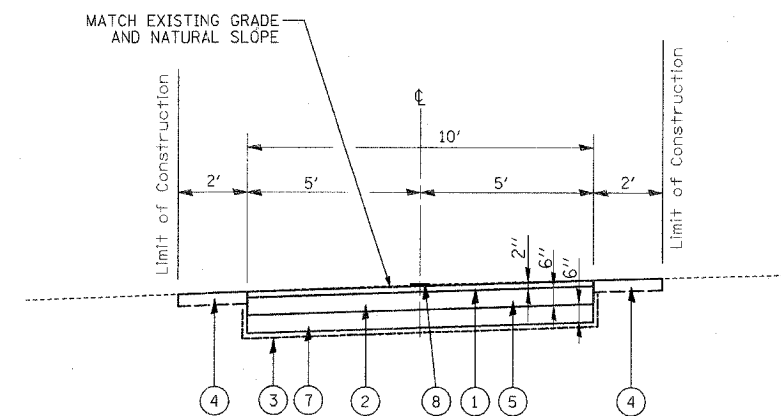
PROPOSED TRAIL FILL SECTION
N.T.S.
CRABTREE STA. 12+70 TO STA. 62+65
PAUL DOUGLAS STA. 100+00 TO STA. 205+80
STA. 206+05 TO STA. 256+50
STA. 281+00 TO STA. 348+16



PROPOSED TRAIL CUT SECTION
N.T.S.
CRABTREE STA. 12+70 TO STA. 62+65
PAUL DOUGLAS STA. 100+00 TO STA. 205+80
STA. 206+05 TO STA. 256+50
STA. 281+00 TO STA. 348+16



PROPOSED TRAIL SECTION IN UNDERCUT AREAS
N.T.S.
CRABTREE STA. 58+00 TO STA. 59+00
PAUL DOUGLAS STA. 196+00 TO STA. 200+00
STA. 201+50 TO STA. 203+50
AND AS DETERMINED BY THE ENGINEER IN FIELD



PROPOSED TRAIL SECTION IN FLOODWAY
N.T.S.
CRABTREE STA. 22+95 TO STA. 24+40

LEGEND

- (A) EXISTING DETERIORATED BITUMINOUS SURFACE
- (B) EXISTING ROADWAY AGGREGATE BASE COURSE
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- (2) AGGREGATE BASE COURSE, TYPE B 6"
- (3) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (4) TOPSOIL, 4" (PAID UNDER TOPSOIL EXCAVATION AND PLACEMENT)
- (5) BITUMINOUS MATERIAL, PRIME COAT
- (6) EMBANKMENT (PAID UNDER EARTH EXCAVATION)
- (7) POROUS GRANULAR EMBANKMENT, 6"
- (8) PAINT PAVEMENT MARKING - LINE 4"
- (9) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
- (10) COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- (11) TRENCH BACKFILL

NOTE:

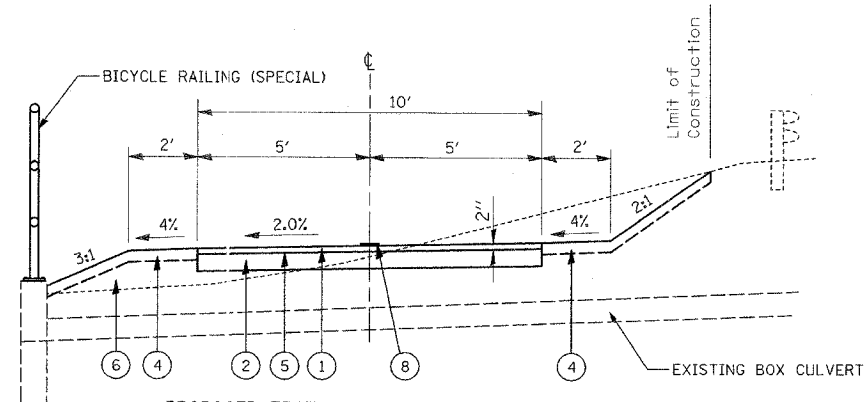
- 1. ANY EXISTING BITUMINOUS SURFACE TO BE REMOVED ON STOVER ROAD SHALL BE MEASURED AND PAID FOR AS EARTH EXCAVATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

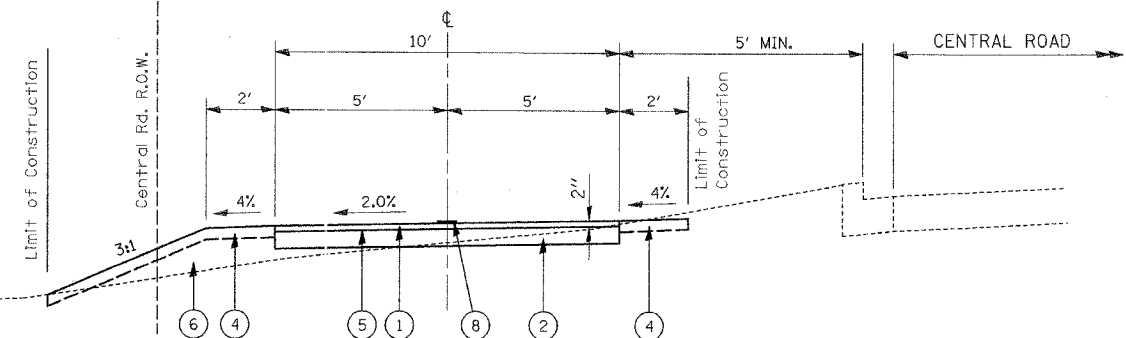
TYPICAL SECTIONS

SCALE N.T.S.
DATE 3/29/06
DRAWN BY SMH
CHECKED BY MPM

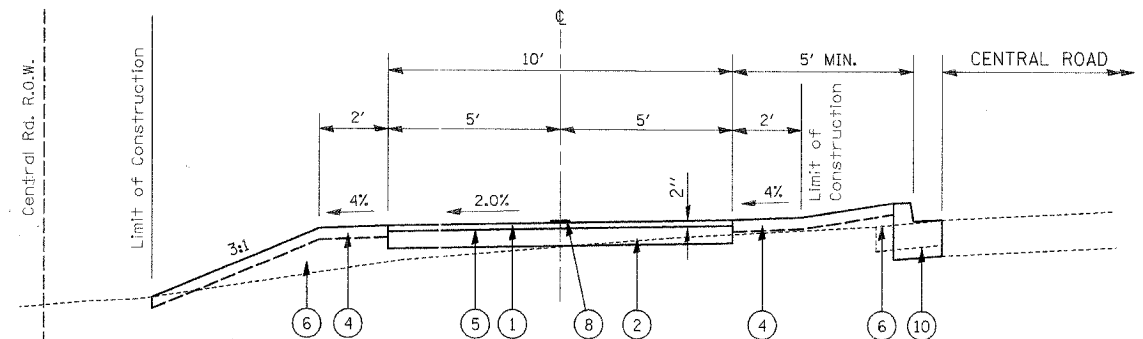
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	5
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(1479)



PROPOSED TRAIL SECTION OVER BOX CULVERT
N.T.S.
PAUL DOUGLAS STA. 216+95 TO STA. 217+20



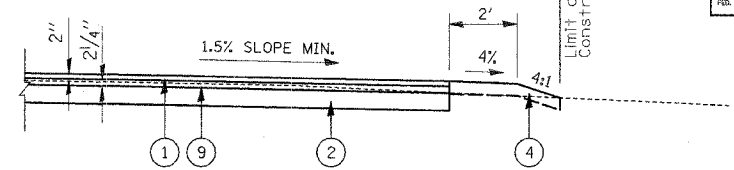
PROPOSED TRAIL SECTION AT CENTRAL ROAD
N.T.S.
PAUL DOUGLAS STA. 268+50 TO STA. 281+00



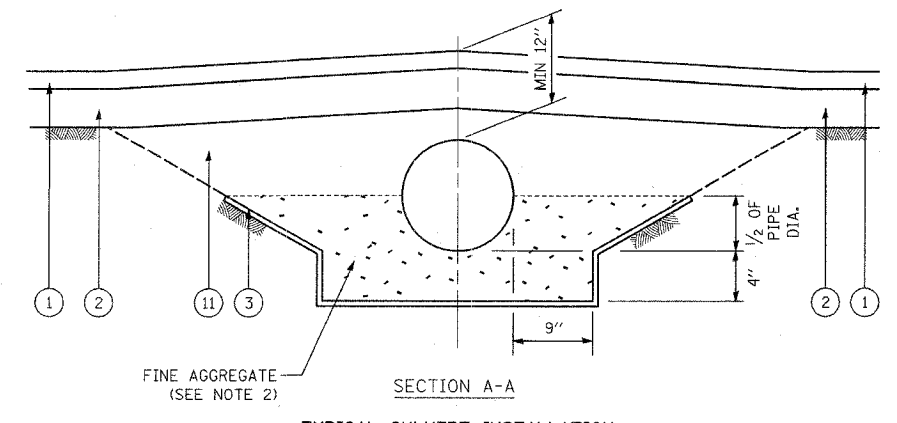
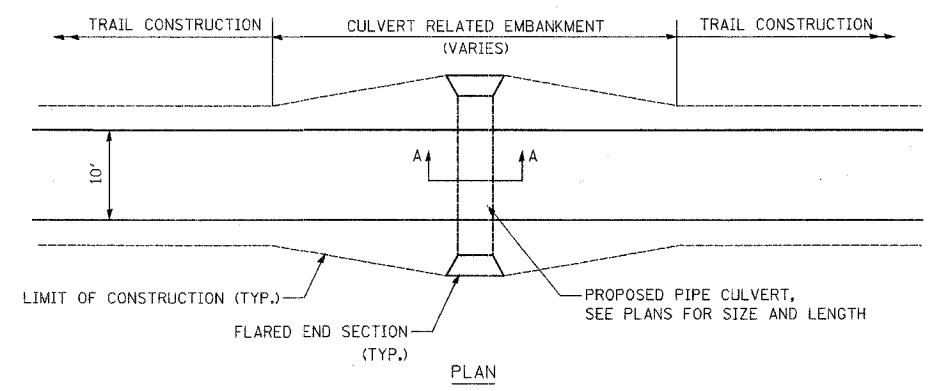
PROPOSED TRAIL SECTION AT CENTRAL ROAD
N.T.S.
PAUL DOUGLAS STA. 261+50 TO STA. 268+50

Hot-Mix Asphalt Mixture Requirements			
CODE NUMBER	MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19, N50	PG 64-22/58-22*	4% @ 50 Gyr.
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG 64-22	4% @ 50 Gyr.

The Unit Weight used to calculate all Hot-Mix Asphalt Surface Mixture quantities is 112 lbs/sq yd/in.
*When RAP exceeds 20%, the new asphalt binder in the mix shall be PG 58-22.



PROPOSED PARKING LOT SECTION
N.T.S.
CRABTREE STA. 0+00 TO STA. 1+05



TYPICAL CULVERT INSTALLATION
N.T.S.

LEGEND

- (A) EXISTING DETERIORATED BITUMINOUS SURFACE
- (B) EXISTING ROADWAY AGGREGATE BASE COURSE
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- (2) AGGREGATE BASE COURSE, TYPE B 6"
- (3) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (4) TOPSOIL, 4" (PAID UNDER TOPSOIL EXCAVATION AND PLACEMENT)
- (5) BITUMINOUS MATERIAL, PRIME COAT
- (6) EMBANKMENT (PAID UNDER EARTH EXCAVATION)
- (7) POROUS GRANULAR EMBANKMENT, 6"
- (8) PAINT PAVEMENT MARKING - LINE 4"
- (9) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
- (10) COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24
- (11) TRENCH BACKFILL

NOTES:

1. ADDITIONAL EMBANKMENT AND GRADING NECESSARY FOR THE CULVERT INSTALLATION SHALL BE INCIDENTAL TO THE PROPOSED DRAINAGE PIPE.
2. WITHIN WETLANDS LIMITS UNDERCUT AND BACKFILL SHALL PRECEDE BEDDING CONSTRUCTION.
3. PAYMENT FOR FINE AGGREGATE AS PIPE BEDDING SHALL BE INCIDENTAL TO THE PAYMENT OF PROPOSED PIPE CULVERTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**TYPICAL SECTIONS
AND
SUPERPAVE MIX SELECTION**

SCALE N.T.S. DRAWN BY MJM
DATE 3/27/06 CHECKED BY SMH

F&E NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(1479)	

EARTHWORK SCHEDULE

FROM STATION	TO STATION	{SUITABLE} EARTH EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR 15% SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	TOPSOIL PLACED (CU YD)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
PAUL DOUGLAS TRAIL (Continued)									
265+00	265+50	0		0	102	-102	19	14	5
265+50	266+00	0		0	112	-112	20	15	5
266+00	266+50	0		0	119	-119	20	15	5
266+50	267+00	0		0	126	-126	20	15	5
267+00	267+50	0		0	149	-149	21	17	4
267+50	268+00	0		0	199	-199	25	21	4
268+00	268+50	0		0	218	-218	24	22	2
268+50	269+00	0		0	152	-152	21	16	5
269+00	270+00	7		6	100	-94	27	17	10
270+00	271+00	8		7	16	-9	22	10	12
271+00	272+00	0		0	91	-91	32	22	10
272+00	272+70	0		0	127	-127	25	15	10
272+70	273+00	1		1	33	-32	8	3	5
273+00	274+00	3		3	13	-10	20	10	10
274+00	275+00	1		1	24	-23	23	13	10
275+00	276+00	0		0	26	-26	23	13	10
276+00	277+00	3		3	16	-13	23	12	12
277+00	278+00	8		7	6	1	20	9	11
278+00	279+00	10		9	2	7	19	7	12
279+00	280+00	8		7	8	-1	22	10	12
280+00	281+00	6		5	22	-17	26	15	11
281+00	282+00	17		14	30	-16	30	20	10
282+00	283+00	195		166	15	151	37	29	8
283+00	284+00	277		235	0	235	39	31	8
284+00	285+00	106		90	0	90	26	16	10
285+00	286+00	12		10	17	-7	21	9	12
286+00	287+00	1		1	20	-19	21	10	11
287+00	288+00	10		9	3	6	20	8	12
288+00	289+00	35		30	0	30	21	9	12
289+00	290+00	36		31	0	31	21	9	12
290+00	291+00	10		9	12	-4	20	9	11
291+00	292+00	33		28	12	16	22	12	11
292+00	293+00	36		31	1	30	20	10	10
293+00	294+00	8		7	2	5	18	7	11
294+00	295+00	5		4	37	-33	23	12	12
295+00	296+00	3		3	38	-35	22	12	11
296+00	297+00	8		7	2	5	19	7	12
297+00	298+00	5		4	39	-35	23	12	12
298+00	299+00	0		0	108	-108	29	20	9
299+00	300+00	57		48	70	-22	31	18	13
300+00	301+00	96		82	0	82	26	14	12
301+00	302+00	39		33	92	-59	30	17	13
302+00	303+00	18		15	92	-77	30	18	12
303+00	304+00	29		25	1	24	22	10	12
304+00	305+00	12		10	8	2	21	10	11
305+00	306+00	19		16	7	9	21	10	11
306+00	307+00	20		17	3	14	20	9	11
307+00	308+00	16		14	4	10	21	10	11
308+00	309+00	17	8	14	3	11	21	10	11
309+00	310+00	3		3	12	-9	21	9	12
310+00	311+00	5		4	13	-9	22	10	12
311+00	312+00	17		14	4	10	22	10	12
312+00	313+00	13		11	8	3	21	10	11
313+00	314+00	10		9	8	1	20	9	11
314+00	315+00	11		9	9	0	21	10	11
315+00	316+00	1		1	31	-30	23	12	12
316+00	317+00	1		1	27	-26	23	12	12
317+00	318+00	1		1	23	-22	22	12	11
318+00	319+00	0		0	138	-138	31	22	9
319+00	320+00	2		2	122	-120	29	20	9
320+00	321+00	2		2	9	-7	20	9	11
321+00	322+00	0		0	54	-54	25	15	10
322+00	323+00	0	18	0	57	-57	24	15	9
323+00	324+00	10		9	9	-1	18	8	10
324+00	325+00	10		9	23	-15	21	10	11
325+00	326+00	0		0	104	-104	29	20	9

FROM STATION	TO STATION	{SUITABLE} EARTH EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR 15% SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	TOPSOIL PLACED (CU YD)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
PAUL DOUGLAS TRAIL (Continued)									
326+00	327+00	14		12	80	-68	26	17	9
327+00	327+68	17		14	0	14	13	6	7
327+68	328+00	8		7	0	7	6	2	4
328+00	329+00	21		18	0	18	19	7	12
329+00	330+00	9		8	2	6	18	7	11
330+00	331+00	11		9	2	7	19	7	12
331+00	332+00	15		13	0	13	18	7	11
332+00	333+00	15		13	0	13	19	7	12
333+00	334+00	22		19	0	19	19	7	12
334+00	335+00	20		17	0	17	18	7	11
335+00	336+00	8		7	21	-14	20	9	11
336+00	337+00	0		0	64	-64	24	13	11
337+00	339+00	1		1	173	-172	57	37	20
339+00	340+00	4		3	65	-62	26	15	11
340+00	341+00	3		3	104	-101	29	17	12
341+00	342+00	0		0	181	-181	34	25	9
342+00	343+00	0		0	118	-118	30	20	10
343+00	344+00	6		5	21	-16	22	12	11
344+00	345+00	13		11	11	0	23	12	12
345+00	346+00	11		9	10	-1	22	12	11
346+00	346+09	1		1	0	1	1	1	0
346+09	347+00	9		8	1	7	17	7	10
347+00	348+00	11		9	0	9	17	7	10
348+00	348+61	4		3	0	3	6	2	4
TOTAL		5711	189	4854	9853	-4999	6049	3347	2702

EARTHWORK SUMMARY

LOCATION	{SUITABLE} EARTH EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR 15% SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	TOPSOIL PLACED (CU YD)	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
PAY ITEM	20200100	20201200				21101505		
CRABTREE	862	100	733	676	57	1143	584	559
PARKING LOT	444	0	377	0	377	296	50	246
STOVER BUFFER RESTORATION	96	0	82	0	82	96	48	48
PAUL DOUGLAS	5711	189	4854	9853	-4999	6049	3347	2702
GRAVEL LOT RESTORATION	196	0	167	0	167	196	98	98
* ANTICIPATED COMPENSATORY STORAGE	-	150	-	-	-	-	-	-
GRAND TOTAL	7309	439	6213	10,529	-4316	7780	4127	3653

* LOCATIONS TO BE DETERMINED IN THE FIELD

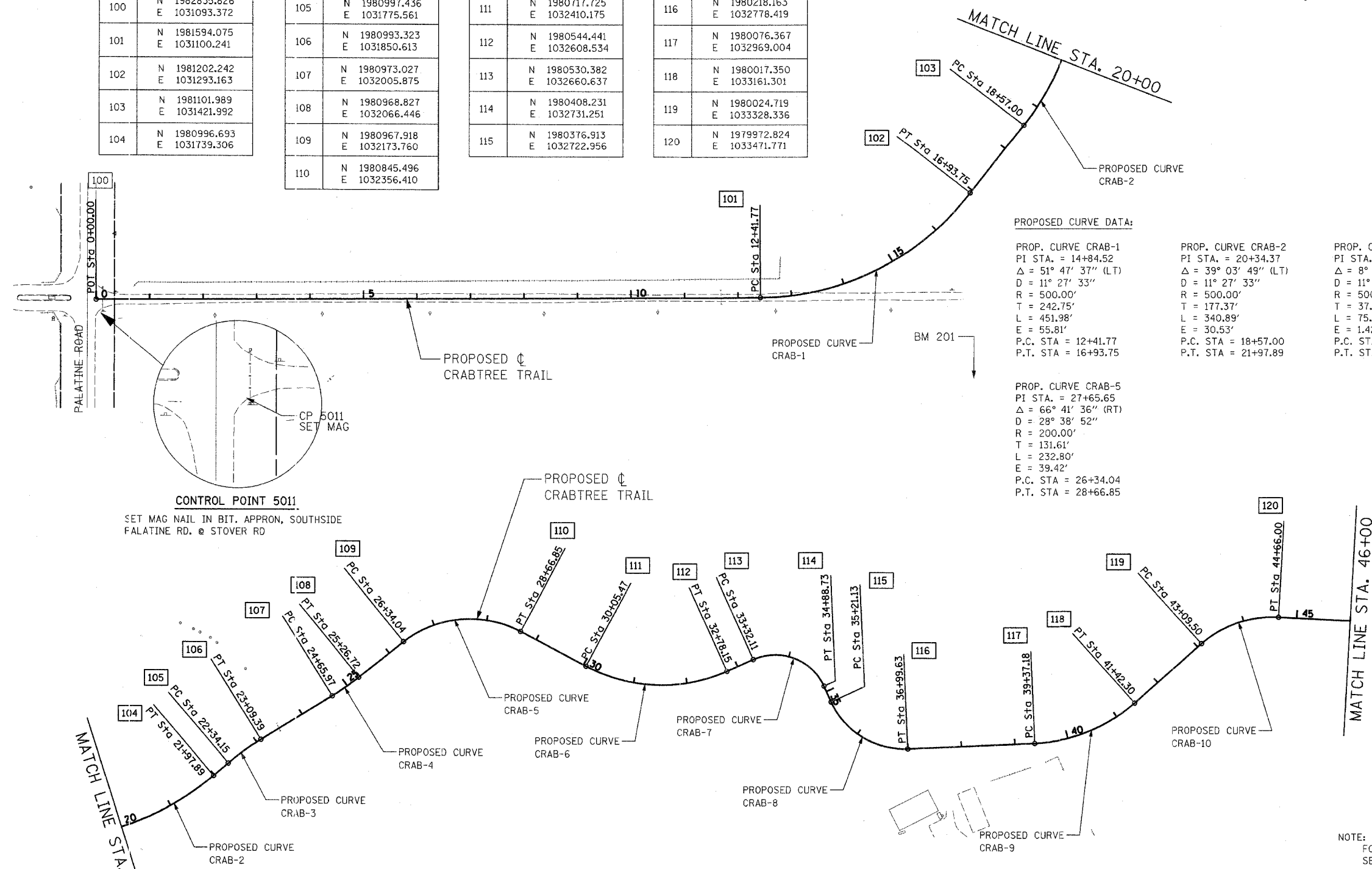
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
EARTHWORK SCHEDULE

SCALE NONE
DATE 3/29/06
DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	9
STA. 0+00	TO STA. 46+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)

COORDINATE DATA:

100	N 1982835.826 E 1031093.372	105	N 1980997.436 E 1031775.561	111	N 1980717.725 E 1032410.175	116	N 1980218.163 E 1032778.419
101	N 1981594.075 E 1031100.241	106	N 1980993.323 E 1031850.613	112	N 1980544.441 E 1032608.534	117	N 1980076.367 E 1032969.004
102	N 1981202.242 E 1031293.163	107	N 1980973.027 E 1032005.875	113	N 1980530.382 E 1032660.637	118	N 1980017.350 E 1033161.301
103	N 1981101.989 E 1031421.992	108	N 1980968.827 E 1032066.446	114	N 1980408.231 E 1032731.251	119	N 1980024.719 E 1033328.336
104	N 1980996.693 E 1031739.306	109	N 1980967.918 E 1032173.760	115	N 1980376.913 E 1032722.956	120	N 1979972.824 E 1033471.771
		110	N 1980845.496 E 1032356.410				



PROPOSED CURVE DATA:

<p>PROP. CURVE CRAB-1 PI STA. = 14+84.52 $\Delta = 51^\circ 47' 37''$ (LT) D = 11° 27' 33" R = 500.00' T = 242.75' L = 451.98' E = 55.81' P.C. STA = 12+41.77 P.T. STA = 16+93.75</p>	<p>PROP. CURVE CRAB-2 PI STA. = 20+34.37 $\Delta = 39^\circ 03' 49''$ (LT) D = 11° 27' 33" R = 500.00' T = 177.37' L = 340.89' E = 30.53' P.C. STA = 18+57.00 P.T. STA = 21+97.89</p>	<p>PROP. CURVE CRAB-3 PI STA. = 22+71.84 $\Delta = 8^\circ 37' 17''$ (RT) D = 11° 27' 33" R = 500.00' T = 37.69' L = 75.24' E = 1.42' P.C. STA = 22+34.15 P.T. STA = 23+09.39</p>	<p>PROP. CURVE CRAB-4 PI STA. = 24+96.38 $\Delta = 6^\circ 57' 43''$ (LT) D = 11° 27' 33" R = 500.00' T = 30.41' L = 60.75' E = 0.92' P.C. STA = 24+65.97 P.T. STA = 25+26.72</p>
<p>PROP. CURVE CRAB-5 PI STA. = 27+65.65 $\Delta = 66^\circ 41' 36''$ (RT) D = 28° 38' 52" R = 200.00' T = 131.61' L = 232.80' E = 39.42' P.C. STA = 26+34.04 P.T. STA = 28+66.85</p>			

CONTROL POINT 5011
SET MAG NAIL IN BIT. APRRON, SOUTHSIDE
FALATINE RD. @ STOVER RD

PROPOSED CURVE DATA:

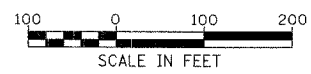
<p>PROP. CURVE CRAB-6 PI STA. = 31+52.04 $\Delta = 52^\circ 04' 40''$ (LT) D = 19° 05' 55" R = 300.00' T = 146.57' L = 272.68' E = 33.89' P.C. STA = 30+05.47 P.T. STA = 32+78.15</p>	<p>PROP. CURVE CRAB-7 PI STA. = 34+31.65 $\Delta = 89^\circ 44' 01''$ (RT) D = 57° 17' 45" R = 100.00' T = 99.54' L = 156.61' E = 41.09' P.C. STA = 33+32.11 P.T. STA = 34+88.73</p>	<p>PROP. CURVE CRAB-8 PI STA. = 36+22.66 $\Delta = 68^\circ 11' 08''$ (LT) D = 38° 11' 50" R = 150.00' T = 101.53' L = 178.51' E = 31.13' P.C. STA = 35+21.13 P.T. STA = 36+99.63</p>	<p>PROP. CURVE CRAB-9 PI STA. = 40+43.93 $\Delta = 39^\circ 10' 31''$ (LT) D = 19° 05' 55" R = 300.00' T = 106.75' L = 205.12' E = 18.43' P.C. STA = 39+37.18 P.T. STA = 41+42.30</p>	<p>PROP. CURVE CRAB-10 PI STA. = 43+92.00 $\Delta = 44^\circ 49' 59''$ (RT) D = 28° 38' 52" R = 200.00' T = 82.50' L = 156.50' E = 16.35' P.C. STA = 43+09.50 P.T. STA = 44+66.00</p>
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NOTE:
FOR CONTROL POINT AND BENCHMARK INFORMATION
SEE SHEET 10.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

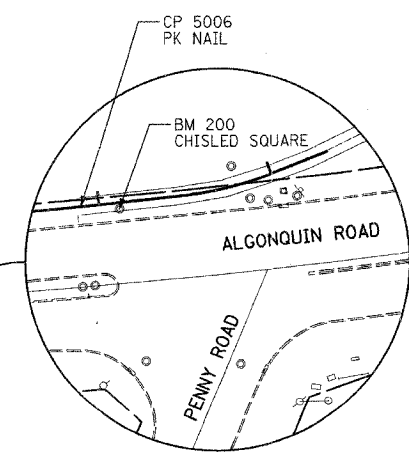
ALIGNMENT, BENCHMARKS,
AND TIES

SCALE AS NOTED
DATE MARCH 28, 2006
DRAWN BY RTA
CHECKED BY SMH

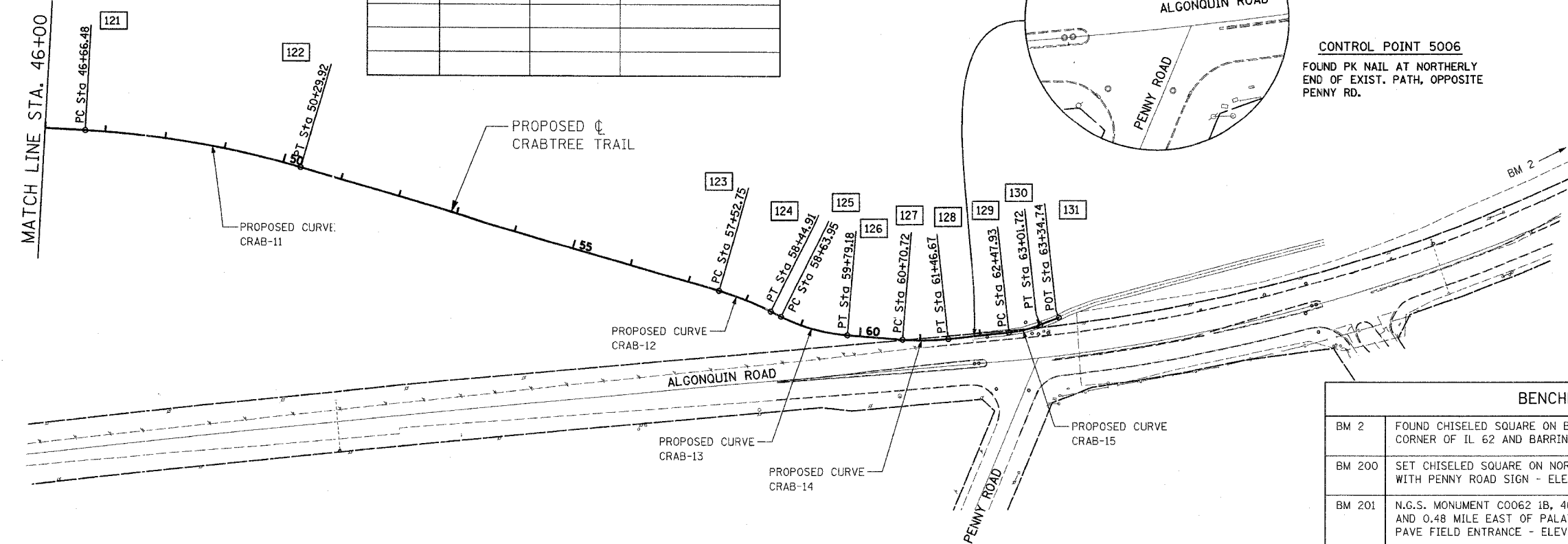
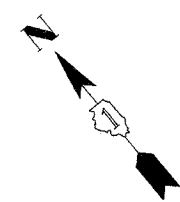


FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	10
STA. 45+00	TO STA. 62+15			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

CONTROL POINTS			
POINT	NORTHING	EASTING	ELEVATION DESCRIPTION
CP 5001	1967224.771	1043825.964	801.821 SET MAG
CP 5003	1969699.422	1041617.710	835.613 FIP W/CAP
CP 5006	1978641.129	1034549.744	869.265 FPK
CP 5011	1982826.167	1031076.936	874.039 SETMAG
CP 5014	1975607.321	1041753.605	848.499 SET MAG



CONTROL POINT 5006
 FOUND PK NAIL AT NORTHERLY
 END OF EXIST. PATH, OPPOSITE
 PENNY RD.



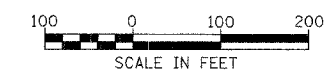
COORDINATE DATA:

121	N 1979837.879 E 1033620.037	124	N 1978890.341 E 1034315.291	127	N 1978715.847 E 1034454.936	130	N 1978590.643 E 1034647.755
122	N 1979564.945 E 1033858.852	125	N 1978872.962 E 1034323.071	128	N 1978668.700 E 1034514.343	131	N 1978580.666 E 1034679.230
123	N 1978970.521 E 1034270.116	126	N 1978779.293 E 1034388.952	129	N 1978613.553 E 1034599.272		

PROPOSED CURVE DATA:

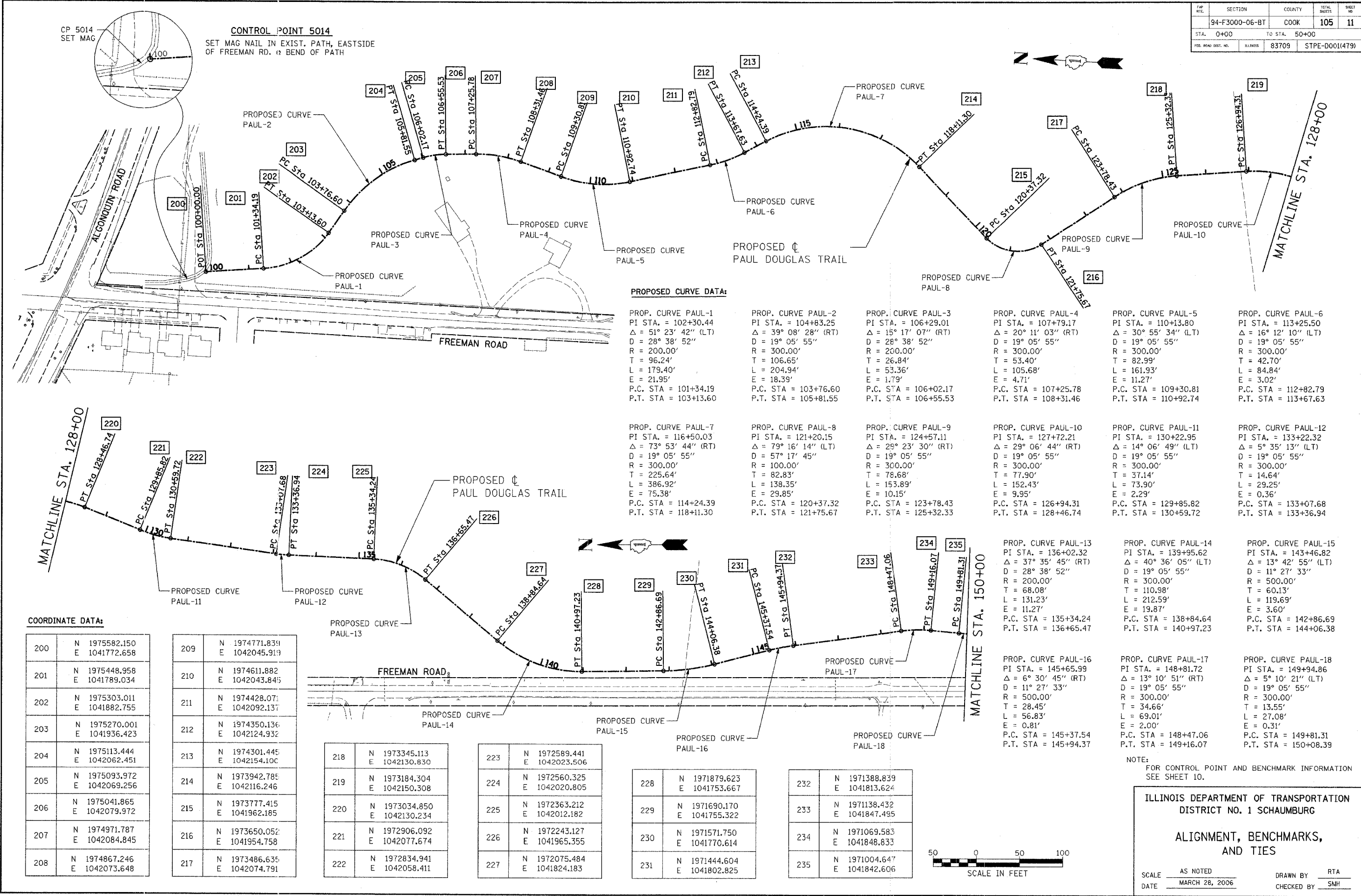
PROP. CURVE CRAB-11 PI STA. = 48+48.99 $\Delta = 13^\circ 00' 54''$ (RT) $D = 3^\circ 34' 52''$ $R = 1,600.00'$ $T = 182.51'$ $L = 363.44'$ $E = 10.38'$ P.C. STA = 46+66.48 P.T. STA = 50+29.92	PROP. CURVE CRAB-12 PI STA. = 57+98.96 $\Delta = 10^\circ 33' 39''$ (RT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 46.21'$ $L = 92.16'$ $E = 2.13'$ P.C. STA = 57+52.75 P.T. STA = 58+44.91	PROP. CURVE CRAB-13 PI STA. = 59+22.28 $\Delta = 22^\circ 00' 22''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 58.33'$ $L = 115.22'$ $E = 5.62'$ P.C. STA = 58+63.95 P.T. STA = 59+79.18	PROP. CURVE CRAB-14 PI STA. = 61+08.81 $\Delta = 10^\circ 52' 48''$ (LT) $D = 14^\circ 19' 26''$ $R = 400.00'$ $T = 38.09'$ $L = 75.96'$ $E = 1.81'$ P.C. STA = 60+70.72 P.T. STA = 61+46.67	PROP. CURVE CRAB-15 PI STA. = 62+74.99 $\Delta = 15^\circ 24' 30''$ (LT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 27.06'$ $L = 53.79'$ $E = 1.82'$ P.C. STA = 62+47.93 P.T. STA = 63+01.72
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BENCHMARKS	
BM 2	FOUND CHISELED SQUARE ON BASE OF TRAFFIC AT NW CORNER OF IL 62 AND BARRINGTON ROAD - ELEV. 864.953
BM 200	SET CHISELED SQUARE ON NORTH SIDE OF TRAFFIC SIGNAL WITH PENNY ROAD SIGN - ELEV. 869.717
BM 201	N.G.S. MONUMENT C0062 1B, 46.4 FEET SOUTH OF CL OF IL. RT. 62 AND 0.48 MILE EAST OF PALATINE ROAD, 55 FEET WEST OF CL OF PAVE FIELD ENTRANCE - ELEV. 870.627
BM 204	CHISELED SQUARE IN SE CORNER OF TSCV IN RIGHT TURN MEDIAN FOR SB TRAFFIC AT ROSELLE AND ALGONQUIN RD. - ELEV. 783.356
BM 210	MAG NAIL SET IN NORTH GUARDRAIL POST ON EAST SIDE OF ROSELLE ROAD NORTH OF CENTRAL RD. - ELEV. 752.865
BM 213	N.G.S. MONUMENT C00 IDOT A, 235 FEET WEST OF CL OF BITUM. ENTRANCE, 22 FEET NORTH OF BACK OF CURB OF CENTRAL RD., 2.0 FEET S. OF ORANGE FIBERGLASS WITNESS POST - ELEV. 771.223
BM 215	NORTHEAST CORNER OF CONCRETE PAD FOR A CONTROL BOX AT SE CORNER OF CENTRAL AND ELA ROAD - ELEV. 772.058
BM 216	MAG NAIL SET IN EAST GUARDRAIL POST ON NORTH SIDE OF CENTRAL 750 FEET +/- WEST OF ELA ROAD - ELEV. 774.271
BM 219	FOUND BRASS DISC IN CL OF CENTRAL RD. 2000 FEET +/- WEST OF ELA ROAD - ELEV. 796.374
BM 222	MAG NAIL SET IN EASTERLY MOST GUARDRAIL POST ON NORTH SIDE OF CENTRAL RD. 150 FEET WEST OF HOUSE #1200 - ELEV. 816.119
BM 228	NORTHEAST BOLT ON 4TH HIGH TENSION POWER POLE WEST OF PRESERVE ENTRANCE ON SOUTH SIDE OF CENTRAL RD. - ELEV. 800.761



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 ALIGNMENT, BENCHMARKS,
 AND TIES
 SCALE AS NOTED
 DATE MARCH 28, 2006
 DRAWN BY RTA
 CHECKED BY SMH

FWP RFL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	11
STA.	0+00	TO STA.	50+00	
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(1479)	



CONTROL POINT 5014
 SET MAG NAIL IN EXIST. PATH, EASTSIDE OF FREEMAN RD. @ BEND OF PATH

PROPOSED CURVE DATA:

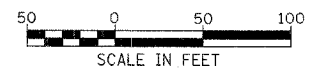
PROP. CURVE PAUL-1 PI STA. = 102+30.44 $\Delta = 51^\circ 23' 42''$ (LT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 96.24'$ $L = 179.40'$ $E = 21.95'$ P.C. STA = 101+34.19 P.T. STA = 103+13.60	PROP. CURVE PAUL-2 PI STA. = 104+83.25 $\Delta = 39^\circ 08' 28''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 106.65'$ $L = 204.94'$ $E = 18.39'$ P.C. STA = 103+76.60 P.T. STA = 105+81.55	PROP. CURVE PAUL-3 PI STA. = 106+29.01 $\Delta = 15^\circ 17' 07''$ (RT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 26.84'$ $L = 53.36'$ $E = 1.79'$ P.C. STA = 106+02.17 P.T. STA = 106+55.53	PROP. CURVE PAUL-4 PI STA. = 107+79.17 $\Delta = 20^\circ 11' 03''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 53.40'$ $L = 105.68'$ $E = 4.71'$ P.C. STA = 107+25.78 P.T. STA = 108+31.46	PROP. CURVE PAUL-5 PI STA. = 110+13.80 $\Delta = 30^\circ 55' 34''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 82.99'$ $L = 161.93'$ $E = 11.27'$ P.C. STA = 109+30.81 P.T. STA = 110+92.74	PROP. CURVE PAUL-6 PI STA. = 113+25.50 $\Delta = 16^\circ 12' 10''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 42.70'$ $L = 84.84'$ $E = 3.02'$ P.C. STA = 112+82.79 P.T. STA = 113+67.63
PROP. CURVE PAUL-7 PI STA. = 116+50.03 $\Delta = 73^\circ 53' 44''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 225.64'$ $L = 386.92'$ $E = 75.38'$ P.C. STA = 114+24.39 P.T. STA = 118+11.30	PROP. CURVE PAUL-8 PI STA. = 121+20.15 $\Delta = 79^\circ 16' 14''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $L = 138.35'$ $E = 29.85'$ P.C. STA = 120+37.32 P.T. STA = 121+75.67	PROP. CURVE PAUL-9 PI STA. = 124+57.11 $\Delta = 29^\circ 23' 30''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $L = 153.89'$ $E = 10.15'$ P.C. STA = 123+78.43 P.T. STA = 125+32.33	PROP. CURVE PAUL-10 PI STA. = 127+72.21 $\Delta = 29^\circ 06' 44''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 77.90'$ $L = 152.43'$ $E = 9.95'$ P.C. STA = 126+94.31 P.T. STA = 128+46.74	PROP. CURVE PAUL-11 PI STA. = 130+22.95 $\Delta = 14^\circ 06' 49''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $L = 73.90'$ $E = 2.29'$ P.C. STA = 129+85.82 P.T. STA = 130+59.72	PROP. CURVE PAUL-12 PI STA. = 133+22.32 $\Delta = 5^\circ 35' 13''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $L = 14.64'$ $E = 0.36'$ P.C. STA = 133+07.68 P.T. STA = 133+36.94
PROP. CURVE PAUL-13 PI STA. = 136+02.32 $\Delta = 37^\circ 35' 45''$ (RT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 68.08'$ $L = 131.23'$ $E = 11.27'$ P.C. STA = 135+34.24 P.T. STA = 136+65.47	PROP. CURVE PAUL-14 PI STA. = 139+95.62 $\Delta = 40^\circ 36' 05''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $L = 212.59'$ $E = 19.87'$ P.C. STA = 138+84.64 P.T. STA = 140+97.23	PROP. CURVE PAUL-15 PI STA. = 143+46.82 $\Delta = 13^\circ 42' 55''$ (LT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 60.13'$ $L = 119.69'$ $E = 3.60'$ P.C. STA = 142+86.69 P.T. STA = 144+06.38	PROP. CURVE PAUL-16 PI STA. = 145+65.99 $\Delta = 6^\circ 30' 45''$ (RT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 28.45'$ $L = 56.83'$ $E = 0.81'$ P.C. STA = 145+37.54 P.T. STA = 145+94.37	PROP. CURVE PAUL-17 PI STA. = 148+81.72 $\Delta = 13^\circ 10' 51''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 34.66'$ $L = 69.01'$ $E = 2.00'$ P.C. STA = 148+47.06 P.T. STA = 149+16.07	PROP. CURVE PAUL-18 PI STA. = 149+94.86 $\Delta = 5^\circ 10' 21''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 13.55'$ $L = 27.08'$ $E = 0.31'$ P.C. STA = 149+81.31 P.T. STA = 150+08.39

COORDINATE DATA:

200	N 1975582.150 E 1041772.658	209	N 1974771.839 E 1042045.919
201	N 1975448.958 E 1041789.034	210	N 1974611.882 E 1042043.845
202	N 1975303.011 E 1041882.755	211	N 1974428.071 E 1042092.137
203	N 1975270.001 E 1041936.423	212	N 1974350.136 E 1042124.932
204	N 1975113.444 E 1042062.451	213	N 1974301.445 E 1042154.10C
205	N 1975093.972 E 1042069.256	214	N 1973942.785 E 1042116.246
206	N 1975041.865 E 1042079.972	215	N 1973777.415 E 1041962.185
207	N 1974971.787 E 1042084.845	216	N 1973650.052 E 1041954.758
208	N 1974867.246 E 1042073.648	217	N 1973486.635 E 1042074.791

218	N 1973345.113 E 1042130.830	223	N 1972589.441 E 1042023.506
219	N 1973184.304 E 1042150.308	224	N 1972560.325 E 1042020.805
220	N 1973034.850 E 1042130.234	225	N 1972363.212 E 1042012.182
221	N 1972906.092 E 1042077.674	226	N 1972243.127 E 1041965.355
222	N 1972834.941 E 1042058.411	227	N 1972075.484 E 1041824.183

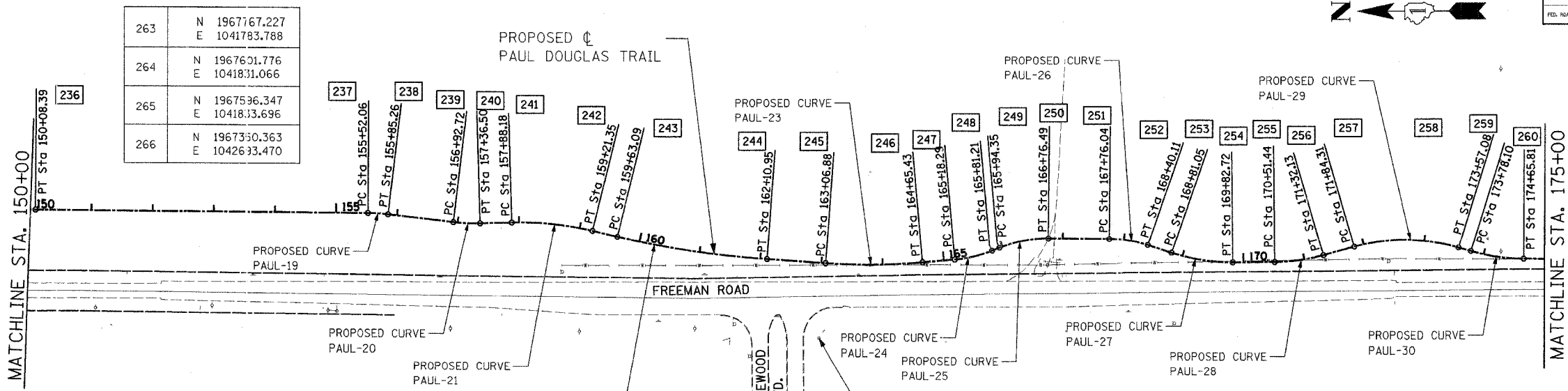
228	N 1971879.623 E 1041753.667	232	N 1971388.839 E 1041813.624
229	N 1971690.170 E 1041755.322	233	N 1971138.432 E 1041847.495
230	N 1971571.750 E 1041770.614	234	N 1971069.583 E 1041848.833
231	N 1971444.604 E 1041802.825	235	N 1971004.647 E 1041842.606



NOTE:
 FOR CONTROL POINT AND BENCHMARK INFORMATION SEE SHEET 10.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 ALIGNMENT, BENCHMARKS,
 AND TIES

SCALE AS NOTED
 DATE MARCH 28, 2006
 DRAWN BY RTA
 CHECKED BY SMH



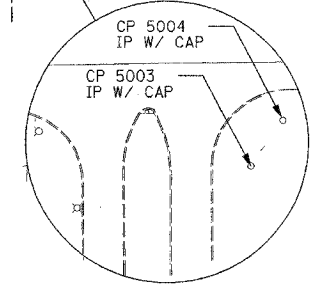
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237	N 1970433.947 E 1041838.349
238	N 1970400.821 E 1041836.337
239	N 1970294.087 E 1041823.900
240	N 1970250.382 E 1041822.018
241	N 1970198.723 E 1041823.566

242	N 1970066.653 E 1041809.884
243	N 1970026.081 E 1041800.111
244	N 1969781.419 E 1041762.190
245	N 1969685.737 E 1041755.370
246	N 1969527.359 E 1041756.657
247	N 1969474.695 E 1041761.272
248	N 1969413.906 E 1041776.450

249	N 1969401.807 E 1041781.594
250	N 1969321.821 E 1041797.528
251	N 1969222.270 E 1041786.662
252	N 1969159.380 E 1041785.940
253	N 1969120.641 E 1041772.712
254	N 1969020.742 E 1041756.631
255	N 1968952.024 E 1041757.308

256	N 1968872.414 E 1041768.879
257	N 1968822.250 E 1041783.240
258	N 1968651.869 E 1041781.685
259	N 1968631.763 E 1041775.530
260	N 1968545.360 E 1041762.394
261	N 1968076.633 E 1041760.190
262	N 1967911.778 E 1041768.497



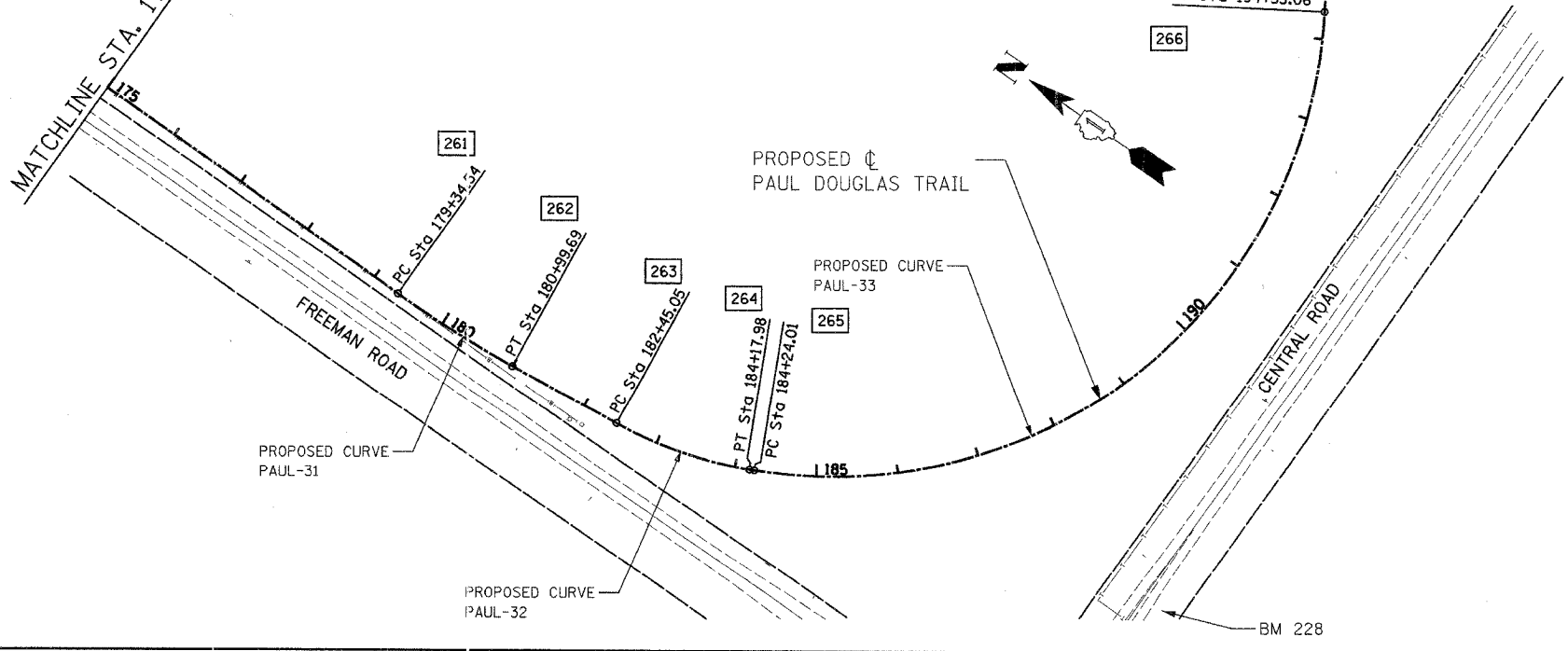
CONTROL POINTS 5003 & 5004
 FOUND IP W/YELLOW CAPS, PC & PT @
 PROPERTY CORNERS, SW QUAD FREEMAN
 RD./HUNTINGTON BLVD AT LAKEWOOD BLVD

PROPOSED CURVE DATA:

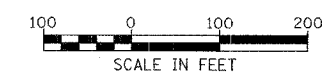
PROP. CURVE PAUL-19 PI STA. = 155+68.68 $\Delta = 6^\circ 20' 29''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 16.62'$ $L = 33.20'$ $E = 0.46'$ P.C. STA = 155+52.06 P.T. STA = 155+85.26	PROP. CURVE PAUL-20 PI STA. = 157+14.65 $\Delta = 8^\circ 21' 44''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 21.93'$ $L = 43.78'$ $E = 0.80'$ P.C. STA = 156+92.72 P.T. STA = 157+36.50	PROP. CURVE PAUL-21 PI STA. = 158+55.17 $\Delta = 15^\circ 15' 37''$ (RT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 66.98'$ $L = 133.17'$ $E = 4.47'$ P.C. STA = 157+88.18 P.T. STA = 159+21.35	PROP. CURVE PAUL-22 PI STA. = 160+87.30 $\Delta = 9^\circ 28' 11''$ (LT) $D = 3^\circ 49' 11''$ $R = 1,500.00'$ $T = 124.22'$ $L = 247.87'$ $E = 5.13'$ P.C. STA = 159+63.09 P.T. STA = 162+10.95
PROP. CURVE PAUL-23 PI STA. = 163+86.32 $\Delta = 9^\circ 05' 03''$ (LT) $D = 5^\circ 43' 46''$ $R = 1,000.00'$ $T = 79.44'$ $L = 158.55'$ $E = 3.15'$ P.C. STA = 163+06.88 P.T. STA = 164+65.43	PROP. CURVE PAUL-24 PI STA. = 165+50.01 $\Delta = 18^\circ 01' 25''$ (LT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 31.72'$ $L = 62.91'$ $E = 2.50'$ P.C. STA = 165+18.29 P.T. STA = 165+81.21	PROP. CURVE PAUL-25 PI STA. = 166+36.01 $\Delta = 23^\circ 31' 46''$ (RT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 41.65'$ $L = 82.13'$ $E = 4.29'$ P.C. STA = 165+94.35 P.T. STA = 166+76.49	PROP. CURVE PAUL-26 PI STA. = 168+08.35 $\Delta = 18^\circ 21' 18''$ (RT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 32.31'$ $L = 64.07'$ $E = 2.59'$ P.C. STA = 167+76.04 P.T. STA = 168+40.11
PROP. CURVE PAUL-27 PI STA. = 169+32.38 $\Delta = 19^\circ 25' 03''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 51.33'$ $L = 101.67'$ $E = 4.36'$ P.C. STA = 168+81.05 P.T. STA = 169+82.72	PROP. CURVE PAUL-28 PI STA. = 170+92.03 $\Delta = 15^\circ 24' 38''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 40.59'$ $L = 80.69'$ $E = 2.73'$ P.C. STA = 170+51.44 P.T. STA = 171+32.13	PROP. CURVE PAUL-29 PI STA. = 172+73.16 $\Delta = 32^\circ 59' 45''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 88.85'$ $L = 172.77'$ $E = 12.88'$ P.C. STA = 171+84.31 P.T. STA = 173+57.07	PROP. CURVE PAUL-30 PI STA. = 174+22.27 $\Delta = 16^\circ 45' 04''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 44.17'$ $L = 87.71'$ $E = 3.23'$ P.C. STA = 173+78.10 P.T. STA = 174+65.81
PROP. CURVE PAUL-31 PI STA. = 180+17.20 $\Delta = 6^\circ 18' 29''$ (LT) $D = 3^\circ 49' 11''$ $R = 1,500.00'$ $T = 82.66'$ $L = 165.15'$ $E = 2.28'$ P.C. STA = 179+34.54 P.T. STA = 180+99.69	PROP. CURVE PAUL-32 PI STA. = 183+32.39 $\Delta = 19^\circ 49' 00''$ (LT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 87.34'$ $L = 172.93'$ $E = 7.57'$ P.C. STA = 182+45.05 P.T. STA = 184+17.98	PROP. CURVE PAUL-33 PI STA. = 190+94.57 $\Delta = 96^\circ 21' 25''$ (LT) $D = 9^\circ 32' 57''$ $R = 600.00'$ $T = 670.56'$ $L = 1,009.05'$ $E = 299.80'$ P.C. STA = 184+24.01 P.T. STA = 194+33.06	

MATCHLINE STA. 175+00

MATCHLINE STA. 195+00



NOTE:
 FOR CONTROL POINT AND BENCHMARK INFORMATION
 SEE SHEET 10.



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

ALIGNMENT, BENCHMARKS,
 AND TIES

SCALE AS NOTED
 DATE MARCH 28, 2006

DRAWN BY RTA
 CHECKED BY SMH

COORDINATE DATA:

267	N 1967440.471 E 1042836.492
268	N 1967486.643 E 1042998.158
269	N 1967485.850 E 1043134.315
270	N 1967457.746 E 1043296.695

271	N 1967410.154 E 1043432.563
272	N 1967382.043 E 1043599.139
273	N 1967382.705 E 1043857.423

274	N 1967437.474 E 1043946.353
275	N 1967549.147 E 1044002.987
276	N 1967553.519 E 1044268.237

CP 5001
MAG NAIL
CONTROL POINT 5001

NOTE:
FOR CONTROL POINT AND
BENCHMARK INFORMATION,
SEE SHEET 10.

277	N 1967402.611 E 1044351.133
278	N 1967329.780 E 1044383.866
279	N 1967220.434 E 1044422.847

280	N 1967154.014 E 1044516.581
281	N 1967153.841 E 1044554.324
282	N 1967206.185 E 1044642.698

283	N 1967237.978 E 1044659.931
284	N 1967260.438 E 1044819.148
285	N 1967200.669 E 1044962.614

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	13
STA. 95+00	TO STA. 151+00		
FED. ROAD DIST. NO.	DISTRICT	83709	STPE-0001(479)

286	N 1967201.900 E 1045248.014
287	N 1967194.170 E 1045337.771
288	N 1967190.645 E 1045357.579
289	N 1967182.916 E 1045447.337

PROPOSED CURVE DATA

PROP. CURVE PAUL-34
PI STA. = 196+89.67
Δ = 32° 32' 47" (RT)
D = 19° 05' 55"
R = 300.00'
T = 87.57'
L = 170.41'
E = 12.52'
P.C. STA = 196+02.10
P.T. STA = 197+72.51

PROP. CURVE PAUL-35
PI STA. = 199+92.21
Δ = 18° 58' 14" (RT)
D = 11° 27' 33"
R = 500.00'
T = 83.54'
L = 165.55'
E = 6.93'
P.C. STA = 199+08.67
P.T. STA = 200+74.22

PROP. CURVE PAUL-36
PI STA. = 203+03.88
Δ = 19° 27' 05" (LT)
D = 11° 27' 33"
R = 500.00'
T = 85.70'
L = 169.74'
E = 7.29'
P.C. STA = 202+18.18
P.T. STA = 203+87.93

PROP. CURVE PAUL-37
PI STA. = 207+07.45
Δ = 62° 57' 41" (LT)
D = 57° 17' 45"
R = 100.00'
T = 61.23'
L = 109.89'
E = 17.26'
P.C. STA = 206+46.21
P.T. STA = 207+56.10

PROP. CURVE PAUL-38
PI STA. = 211+65.38
Δ = 124° 19' 40" (RT)
D = 38° 11' 50"
R = 150.00'
T = 284.07'
L = 325.49'
E = 171.24'
P.C. STA = 208+81.31
P.T. STA = 212+06.80

PROP. CURVE PAUL-39
PI STA. = 214+19.03
Δ = 9° 09' 35" (RT)
D = 11° 27' 33"
R = 100.00'
T = 40.05'
L = 79.93'
E = 1.60'
P.C. STA = 213+78.98
P.T. STA = 214+58.92

PROP. CURVE PAUL-40
PI STA. = 216+45.17
Δ = 70° 06' 58" (LT)
D = 57° 17' 45"
R = 100.00'
T = 70.17'
L = 122.38'
E = 22.16'
P.C. STA = 215+75.00
P.T. STA = 216+97.38

PROP. CURVE PAUL-41
PI STA. = 217+94.97
Δ = 61° 48' 11" (LT)
D = 57° 17' 45"
R = 100.00'
T = 59.85'
L = 107.87'
E = 16.54'
P.C. STA = 217+35.12
P.T. STA = 218+42.99

PROP. CURVE PAUL-42
PI STA. = 220+14.34
Δ = 107° 01' 16" (RT)
D = 57° 17' 45"
R = 100.00'
T = 135.19'
L = 186.79'
E = 68.16'
P.C. STA = 218+79.15
P.T. STA = 220+65.94

PROP. CURVE PAUL-43
PI STA. = 221+50.27
Δ = 45° 43' 41" (LT)
D = 28° 38' 52"
R = 200.00'
T = 84.34'
L = 159.62'
E = 17.05'
P.C. STA = 220+65.94
P.T. STA = 222+25.56

PROP. CURVE PAUL-44
PI STA. = 225+56.19
Δ = 10° 20' 15" (RT)
D = 11° 27' 33"
R = 500.00'
T = 45.23'
L = 90.21'
E = 2.04'
P.C. STA = 225+10.96
P.T. STA = 226+01.17

PROP. CURVE PAUL-45
PI STA. = 226+66.52
Δ = 10° 20' 15" (LT)
D = 11° 27' 33"
R = 500.00'
T = 45.23'
L = 90.21'
E = 2.04'
P.C. STA = 226+21.29
P.T. STA = 227+11.50

PROP. CURVE PAUL-46
PI STA. = 228+64.71
Δ = 13° 13' 30" (LT)
D = 19° 05' 55"
R = 300.00'
T = 34.78'
L = 69.25'
E = 2.01'
P.C. STA = 228+29.93
P.T. STA = 228+99.18

PROP. CURVE PAUL-47
PI STA. = 229+51.13
Δ = 13° 13' 30" (RT)
D = 19° 05' 55"
R = 300.00'
T = 34.78'
L = 69.25'
E = 2.01'
P.C. STA = 229+16.36
P.T. STA = 229+85.60

PROP. CURVE PAUL-48
PI STA. = 235+03.62
Δ = 22° 56' 51" (LT)
D = 19° 05' 55"
R = 300.00'
T = 60.89'
L = 120.15'
E = 6.12'
P.C. STA = 234+42.73
P.T. STA = 235+62.88

PROP. CURVE PAUL-49
PI STA. = 238+01.37
Δ = 48° 18' 34" (RT)
D = 28° 38' 52"
R = 200.00'
T = 89.69'
L = 168.63'
E = 19.19'
P.C. STA = 237+11.68
P.T. STA = 238+80.31

PROP. CURVE PAUL-50
PI STA. = 240+67.42
Δ = 25° 06' 53" (LT)
D = 19° 05' 55"
R = 300.00'
T = 66.82'
L = 131.50'
E = 7.35'
P.C. STA = 240+00.59
P.T. STA = 241+32.09

PROP. CURVE PAUL-51
PI STA. = 242+77.61
Δ = 20° 40' 41" (LT)
D = 19° 05' 55"
R = 300.00'
T = 54.73'
L = 108.27'
E = 4.95'
P.C. STA = 242+22.88
P.T. STA = 243+31.15

PROP. CURVE PAUL-52
PI STA. = 244+37.73
Δ = 10° 15' 27" (RT)
D = 7° 09' 43"
R = 800.00'
T = 71.80'
L = 143.22'
E = 3.22'
P.C. STA = 243+65.93
P.T. STA = 245+09.15

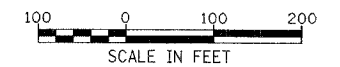
PROP. CURVE PAUL-53
PI STA. = 247+70.37
Δ = 28° 54' 27" (RT)
D = 19° 05' 55"
R = 300.00'
T = 77.33'
L = 151.36'
E = 9.81'
P.C. STA = 246+93.04
P.T. STA = 248+44.40

COORDINATE DATA:

290	N 1967183.427 E 1045565.763
291	N 1967191.679 E 1045634.360
292	N 1967195.681 E 1045651.066
293	N 1967203.933 E 1045719.664

294	N 1967205.904 E 1046176.786
295	N 1967230.149 E 1046293.649
296	N 1967288.753 E 1046430.417
297	N 1967286.010 E 1046594.075
298	N 1967234.957 E 1046702.989
299	N 1967206.595 E 1046830.319

300	N 1967206.595 E 1046921.108
301	N 1967225.921 E 1047027.043
302	N 1967238.201 E 1047059.580
303	N 1967276.543 E 1047197.374
304	N 1967309.805 E 1047378.235
305	N 1967299.272 E 1047527.622



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
ALIGNMENT, BENCHMARKS,
AND TIES

SCALE AS NOTED
DATE MARCH 28, 2006
DRAWN BY RTA
CHECKED BY SMH

FAP. RFL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK		14
STA. 151+00		TO STA. 202+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

COORDINATE DATA:

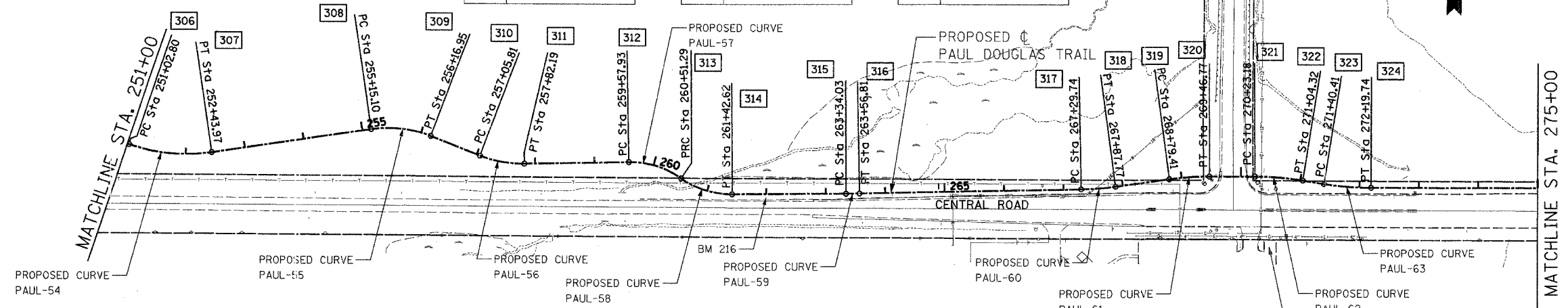
306	N 1967217.337 E 1047772.688
307	N 1967205.132 E 1047912.025
308	N 1967245.088 E 1048180.192

309	N 1967234.356 E 1048280.375
310	N 1967202.941 E 1048363.493
311	N 1967190.067 E 1048438.314
312	N 1967193.680 E 1048614.011

313	N 1967167.358 E 1048702.018
314	N 1967141.007 E 1048788.002
315	N 1967142.362 E 1048979.403
316	N 1967142.696 E 1049002.186

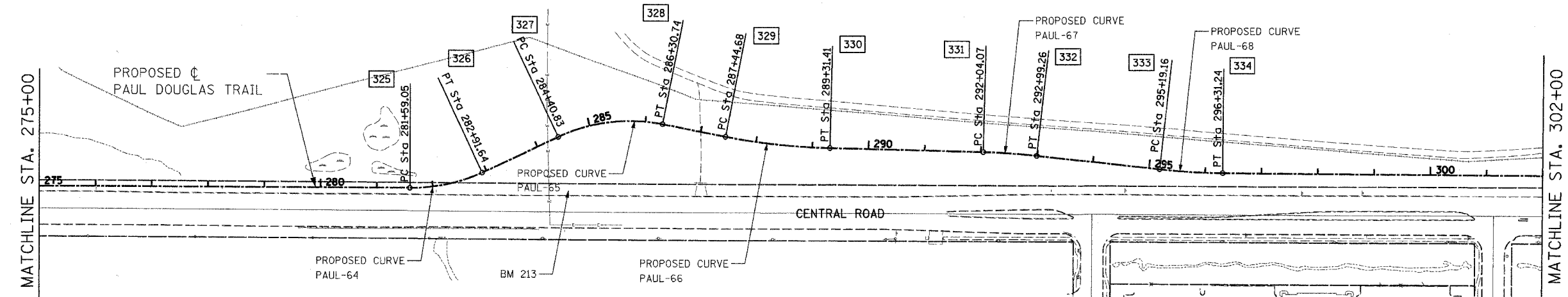
317	N 1967151.000 E 1049375.019
318	N 1967155.652 E 1049432.828
319	N 1967168.289 E 1049523.600
320	N 1967173.061 E 1049590.731

321	N 1967173.338 E 1049667.143
322	N 1967167.062 E 1049747.949
323	N 1967161.358 E 1049783.593
324	N 1967155.079 E 1049862.588



PROPOSED CURVE DATA

PROP. CURVE PAUL-54 PI STA. = 251+74.72 Δ = 26° 57' 41" (LT) D = 19° 05' 55" R = 300.00' T = 71.92' L = 141.17' E = 8.50' P.C. STA = 251+02.80 P.T. STA = 252+43.97	PROP. CURVE PAUL-55 PI STA. = 255+67.16 Δ = 29° 10' 44" (RT) D = 28° 38' 52" R = 200.00' T = 52.06' L = 101.85' E = 6.66' P.C. STA = 255+15.10 P.T. STA = 256+16.95	PROP. CURVE PAUL-56 PI STA. = 257+44.47 Δ = 21° 52' 57" (LT) D = 28° 38' 52" R = 200.00' T = 38.66' L = 76.38' E = 3.70' P.C. STA = 257+05.81 P.T. STA = 257+82.19	PROP. CURVE PAUL-57 PI STA. = 260+06.17 Δ = 35° 39' 37" (RT) D = 38° 11' 50" R = 150.00' T = 48.25' L = 93.36' E = 7.57' P.C. STA = 259+57.93 P.T. STA = 260+51.29	PROP. CURVE PAUL-58 PI STA. = 260+98.42 Δ = 34° 53' 16" (LT) D = 38° 11' 50" R = 150.00' T = 47.13' L = 91.34' E = 7.23' P.C. STA = 260+51.29 P.T. STA = 261+42.62	PROP. CURVE PAUL-59 PI STA. = 263+45.42 Δ = 0° 52' 13" (LT) D = 3° 49' 11" R = 1,500.00' T = 11.39' L = 22.79' E = 0.04' P.C. STA = 263+34.03 P.T. STA = 263+56.81	PROP. CURVE PAUL-60 PI STA. = 267+58.79 Δ = 6° 38' 58" (LT) D = 11° 27' 33" R = 500.00' T = 29.05' L = 58.03' E = 0.84' P.C. STA = 267+29.74 P.T. STA = 267+87.77	PROP. CURVE PAUL-61 PI STA. = 269+13.14 Δ = 7° 43' 05" (RT) D = 11° 27' 33" R = 500.00' T = 33.73' L = 67.35' E = 1.14' P.C. STA = 268+46.77	PROP. CURVE PAUL-62 PI STA. = 270+63.84 Δ = 9° 17' 52" (RT) D = 11° 27' 33" R = 500.00' T = 40.66' L = 81.14' E = 1.65' P.C. STA = 270+23.18 P.T. STA = 271+04.32	PROP. CURVE PAUL-63 PI STA. = 271+80.16 Δ = 9° 05' 25" (LT) D = 11° 27' 33" R = 500.00' T = 39.75' L = 79.33' E = 1.58' P.C. STA = 271+40.41 P.T. STA = 272+19.74
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PROPOSED CURVE DATA

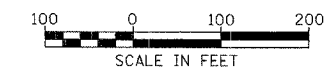
PROP. CURVE PAUL-64 PI STA. = 282+26.44 Δ = 25° 19' 22" (LT) D = 19° 05' 55" R = 300.00' T = 67.40' L = 132.59' E = 7.48' P.C. STA = 281+59.05 P.T. STA = 282+91.64	PROP. CURVE PAUL-65 PI STA. = 285+39.09 Δ = 36° 16' 13" (RT) D = 19° 05' 55" R = 300.00' T = 98.26' L = 189.91' E = 15.68' P.C. STA = 284+40.83 P.T. STA = 286+30.74	PROP. CURVE PAUL-66 PI STA. = 288+38.27 Δ = 9° 43' 34" (LT) D = 5° 12' 31" R = 1,100.00' T = 93.59' L = 186.73' E = 3.97' P.C. STA = 287+44.68 P.T. STA = 289+31.41	PROP. CURVE PAUL-67 PI STA. = 292+51.70 Δ = 4° 57' 29" (RT) D = 5° 12' 31" R = 1,100.00' T = 47.62' L = 95.19' E = 1.03' P.C. STA = 292+04.07 P.T. STA = 292+99.26	PROP. CURVE PAUL-68 PI STA. = 295+75.25 Δ = 5° 50' 15" (LT) D = 5° 12' 31" R = 1,100.00' T = 56.08' L = 112.07' E = 1.43' P.C. STA = 295+19.16 P.T. STA = 296+31.24
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COORDINATE DATA:

325	N 1967155.079 E 1050801.892	330	N 1967229.677 E 1051547.674
326	N 1967183.905 E 1050930.207	331	N 1967223.865 E 1051820.278
327	N 1967247.718 E 1051065.067	332	N 1967217.723 E 1051915.236
328	N 1967271.085 E 1051250.355	333	N 1967194.052 E 1052133.861
329	N 1967249.446 E 1051362.223	334	N 1967187.680 E 1052245.703

NOTE:
FOR CONTROL POINT AND BENCHMARK INFORMATION
SEE SHEET 10.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
**ALIGNMENT, BENCHMARKS,
AND TIES**



SCALE AS NOTED
DATE MARCH 28, 2006
DRAWN BY RTA
CHECKED BY SMH

EXP. DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	15
STA. 202+00	TO STA. 248+62			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

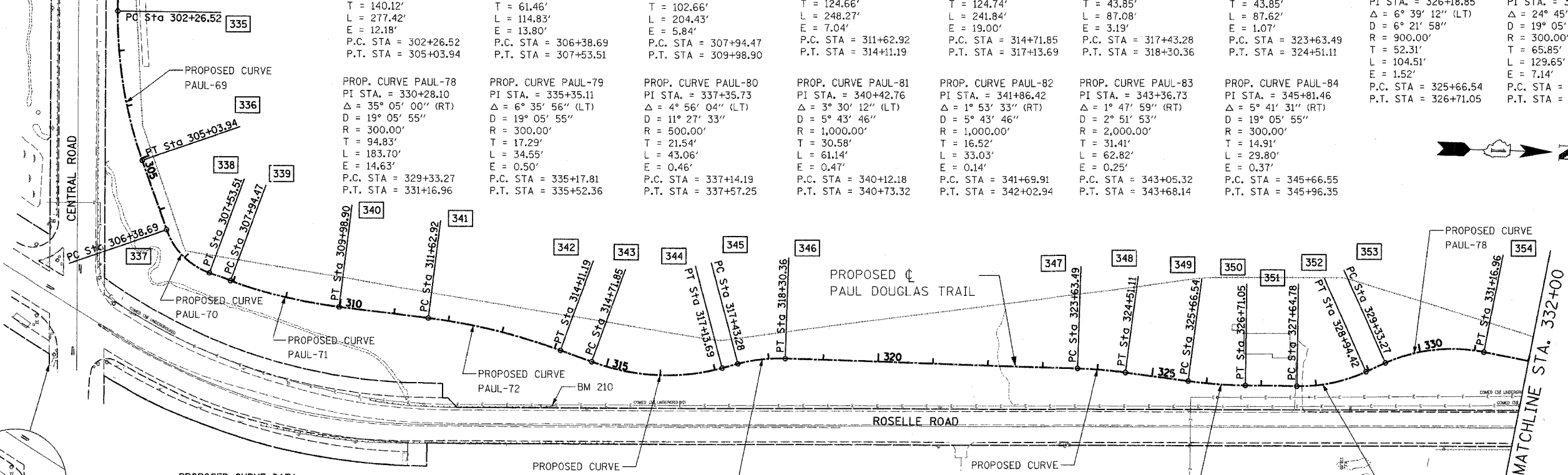
PROPOSED CURVE DATA

PROP. CURVE PAUL-69 PI STA. = 303+66.64 $\Delta = 19^\circ 52' 08''$ (LT) $D = 7^\circ 09' 43''$ $R = 800.00'$ $T = 140.12'$ $L = 277.42'$ $E = 12.18'$ P.C. STA = 302+26.52 P.T. STA = 305+03.94	PROP. CURVE PAUL-70 PI STA. = 307+00.15 $\Delta = 50^\circ 36' 31''$ (LT) $D = 44^\circ 04' 25''$ $R = 130.00'$ $T = 61.46'$ $L = 114.83'$ $E = 13.80'$ P.C. STA = 306+38.69 P.T. STA = 307+53.51	PROP. CURVE PAUL-71 PI STA. = 308+97.13 $\Delta = 13^\circ 00' 52''$ (LT) $D = 6^\circ 21' 58''$ $R = 900.00'$ $T = 102.66'$ $L = 204.43'$ $E = 5.84'$ P.C. STA = 307+94.47 P.T. STA = 309+98.90	PROP. CURVE PAUL-72 PI STA. = 312+87.58 $\Delta = 12^\circ 55' 53''$ (RT) $D = 5^\circ 12' 31''$ $R = 1,100.00'$ $T = 124.66'$ $L = 248.27'$ $E = 7.04'$ P.C. STA = 311+62.92 P.T. STA = 314+11.19	PROP. CURVE PAUL-73 PI STA. = 315+96.59 $\Delta = 34^\circ 38' 28''$ (LT) $D = 14^\circ 19' 26''$ $R = 400.00'$ $T = 124.74'$ $L = 241.84'$ $E = 19.00'$ P.C. STA = 314+71.85 P.T. STA = 317+13.69	PROP. CURVE PAUL-74 PI STA. = 317+87.13 $\Delta = 16^\circ 37' 49''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 43.85'$ $L = 87.08'$ $E = 3.19'$ P.C. STA = 317+43.28 P.T. STA = 318+30.36	PROP. CURVE PAUL-75 PI STA. = 324+07.33 $\Delta = 5^\circ 34' 41''$ (RT) $D = 6^\circ 21' 58''$ $R = 900.00'$ $T = 43.85'$ $L = 87.62'$ $E = 1.07'$ P.C. STA = 323+63.49 P.T. STA = 324+51.11
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PROP. CURVE PAUL-76 PI STA. = 326+18.85 $\Delta = 6^\circ 39' 12''$ (LT) $D = 6^\circ 21' 58''$ $R = 900.00'$ $T = 52.31'$ $L = 104.51'$ $E = 1.52'$ P.C. STA = 325+66.54 P.T. STA = 326+71.05	PROP. CURVE PAUL-77 PI STA. = 328+30.63 $\Delta = 24^\circ 45' 38''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 65.85'$ $L = 129.65'$ $E = 7.14'$ P.C. STA = 327+64.78 P.T. STA = 328+94.42
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PROP. CURVE PAUL-78 PI STA. = 330+28.10 $\Delta = 35^\circ 05' 00''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 94.83'$ $L = 183.70'$ $E = 14.63'$ P.C. STA = 329+33.27 P.T. STA = 331+16.96	PROP. CURVE PAUL-79 PI STA. = 335+35.11 $\Delta = 6^\circ 35' 56''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 17.29'$ $L = 34.55'$ $E = 0.50'$ P.C. STA = 335+17.81 P.T. STA = 335+52.36	PROP. CURVE PAUL-80 PI STA. = 337+35.73 $\Delta = 4^\circ 56' 04''$ (LT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 21.54'$ $L = 43.06'$ $E = 0.46'$ P.C. STA = 337+14.19 P.T. STA = 337+57.25	PROP. CURVE PAUL-81 PI STA. = 340+42.76 $\Delta = 3^\circ 30' 12''$ (LT) $D = 5^\circ 43' 46''$ $R = 1,000.00'$ $T = 30.58'$ $L = 61.14'$ $E = 0.47'$ P.C. STA = 340+12.18 P.T. STA = 340+73.32	PROP. CURVE PAUL-82 PI STA. = 341+86.42 $\Delta = 1^\circ 53' 33''$ (RT) $D = 5^\circ 43' 46''$ $R = 1,000.00'$ $T = 16.52'$ $L = 33.03'$ $E = 0.14'$ P.C. STA = 341+69.91 P.T. STA = 342+02.94	PROP. CURVE PAUL-83 PI STA. = 343+36.73 $\Delta = 1^\circ 47' 59''$ (RT) $D = 2^\circ 51' 53''$ $R = 2,000.00'$ $T = 31.41'$ $L = 62.82'$ $E = 0.25'$ P.C. STA = 343+05.32 P.T. STA = 343+68.14	PROP. CURVE PAUL-84 PI STA. = 345+81.46 $\Delta = 5^\circ 41' 31''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 14.91'$ $L = 29.80'$ $E = 0.37'$ P.C. STA = 345+66.55 P.T. STA = 345+96.35
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MATCHLINE STA. 302+00



CP 5019
NGS MON

CONTROL POINT 5019
MONUMENT, SOUTHSIDE CENTRAL RD.
EAST OF ROSELLE RD.

PROPOSED CURVE DATA

PROP. CURVE PAUL-85 PI STA. = 346+36.51 $\Delta = 5^\circ 19' 26''$ (LT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 13.95'$ $L = 27.88'$ $E = 0.32'$ P.C. STA = 346+22.57 P.T. STA = 346+50.44	PROP. CURVE PAUL-86 PI STA. = 347+77.39 $\Delta = 7^\circ 44' 04''$ (LT) $D = 38^\circ 11' 50''$ $R = 150.00'$ $T = 10.14'$ $L = 20.25'$ $E = 0.34'$ P.C. STA = 347+67.25 P.T. STA = 347+87.50
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PROP. CURVE PAUL-87 PI STA. = 348+20.95 $\Delta = 10^\circ 28' 45''$ (RT) $D = 38^\circ 11' 50''$ $R = 150.00'$ $T = 13.76'$ $L = 27.43'$ $E = 0.63'$ P.C. STA = 348+07.19 P.T. STA = 348+34.63
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NOTE:
FOR CONTROL POINT AND BENCHMARK INFORMATION
SEE SHEET 10.

COORDINATE DATA:

335	N 1967184.127 E 1052840.974	345	N 1968318.075 E 1053479.788
336	N 1967230.125 E 1053113.150	346	N 1968404.280 E 1053469.898
337	N 1967275.164 E 1053240.146	347	N 1968937.153 E 1053486.369
338	N 1967353.514 E 1053318.958	348	N 1969024.463 E 1053493.332
339	N 1967392.032 E 1053332.875	349	N 1969138.945 E 1053508.097
340	N 1967590.506 E 1053380.000	350	N 1969243.137 E 1053515.423
341	N 1967753.355 E 1053399.563	351	N 1969336.860 E 1053516.561
342	N 1967994.435 E 1053456.621	352	N 1969462.835 E 1053490.507
343	N 1968051.518 E 1053477.151	353	N 1969498.304 E 1053474.667
344	N 1968289.472 E 1053487.377	354	N 1969677.973 E 1053454.122

COORDINATE DATA:

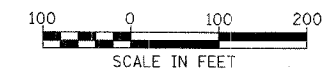
355	N 1970071.431 E 1053530.732
356	N 1970105.651 E 1053535.370
357	N 1970266.992 E 1053547.840

358	N 1970310.015 E 1053549.306
359	N 1970564.935 E 1053547.014
360	N 1970626.021 E 1053544.596
361	N 1970722.370 E 1053537.828

362	N 1970755.099 E 1053536.067
363	N 1970857.665 E 1053532.260
364	N 1970920.467 E 1053530.916
365	N 1971118.873 E 1053529.787

366	N 1971148.635 E 1053531.097
367	N 1971174.733 E 1053533.548
368	N 1971202.568 E 1053534.863
369	N 1971319.380 E 1053534.948

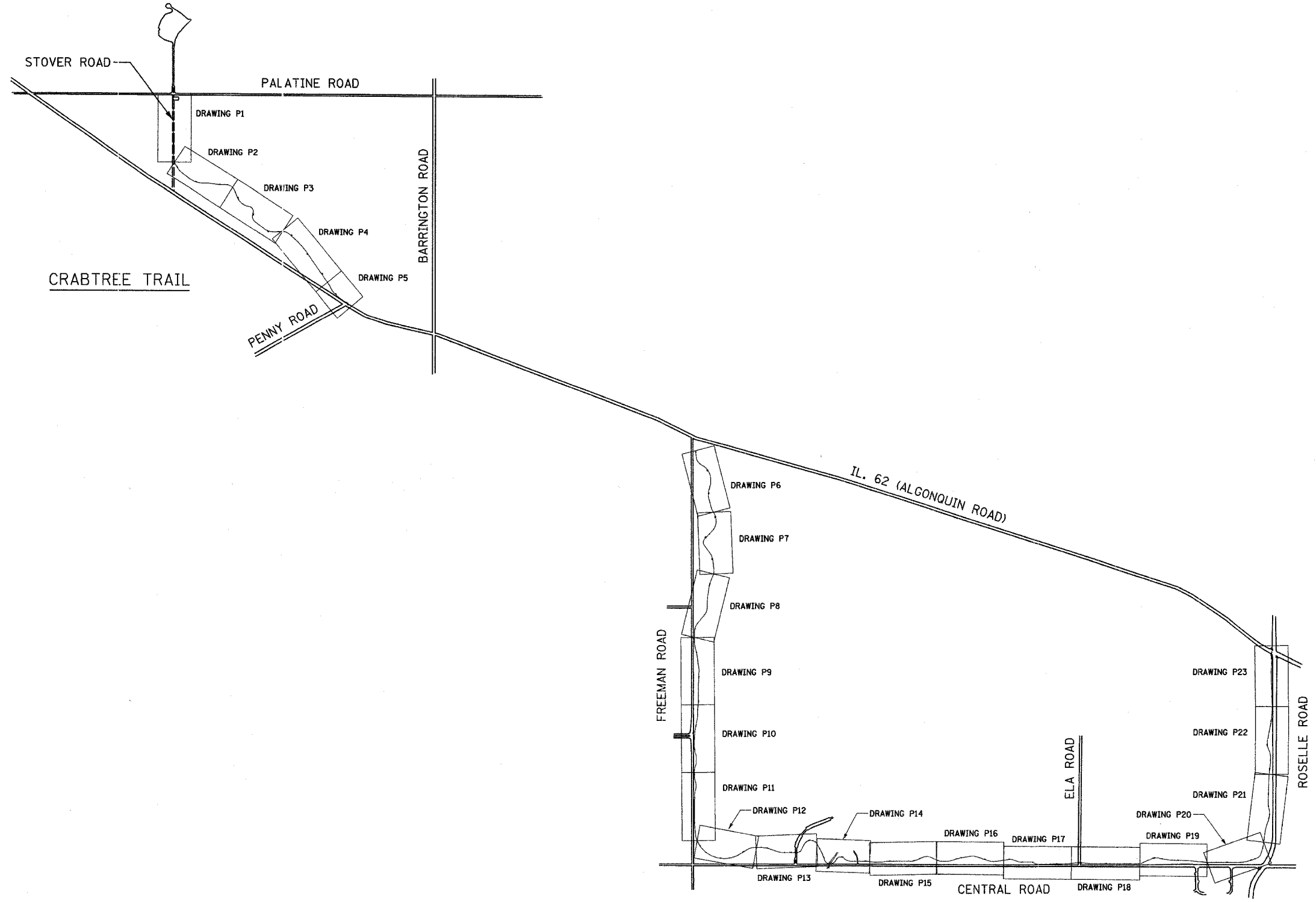
370	N 1971339.568 E 1053533.598
371	N 1971359.081 E 1053530.963
372	N 1971386.452 E 1053529.790
373	N 1971488.641 E 1053534.764



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
**ALIGNMENT, BENCHMARKS,
AND TIES**

SCALE AS NOTED
DATE MARCH 28, 2006
DRAWN BY RTA
CHECKED BY SMH

F&E SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	94-F3000-06-BY	COOK	105	16
STA.		TO STA.		
FED. ROAD DIST. NO.	DISTRICT	83709	STPE-0001(479)	



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

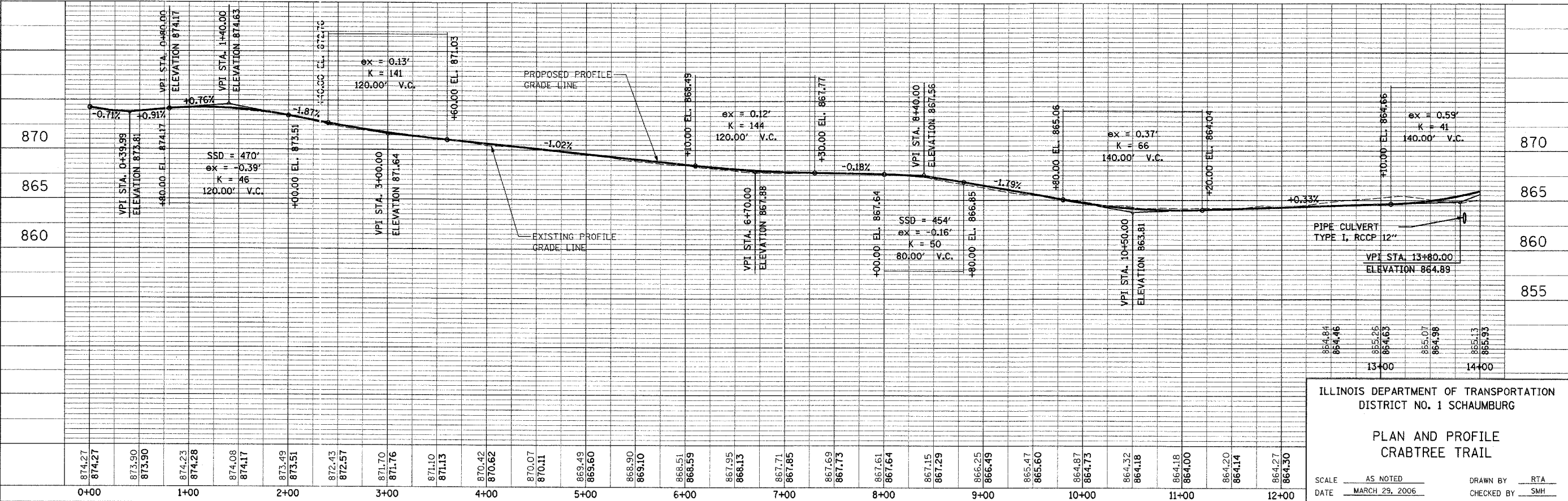
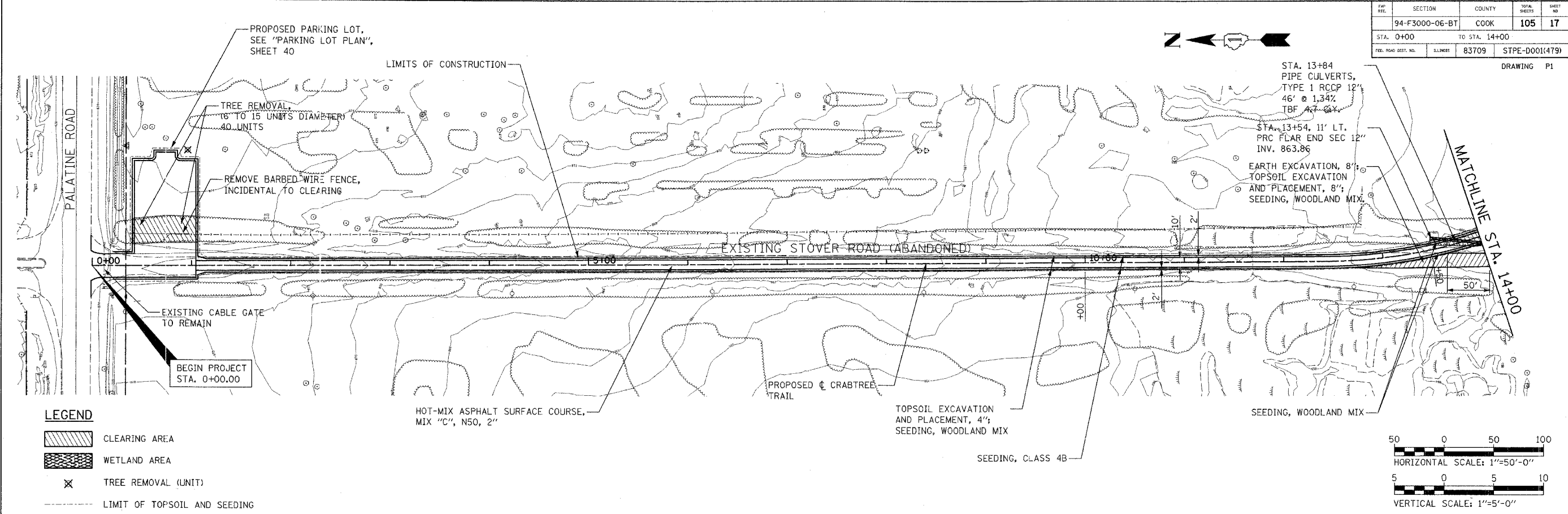
LOCATION DRAWING

SCALE NOT TO SCALE
DATE _____

DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	17
STA. 0+00	TO STA. 14+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)

DRAWING P1



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PLAN AND PROFILE
CRABTREE TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH





PLAN	REVISIONS	DATE
NO. _____	BY _____	DATE _____

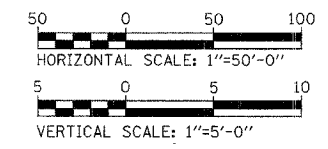
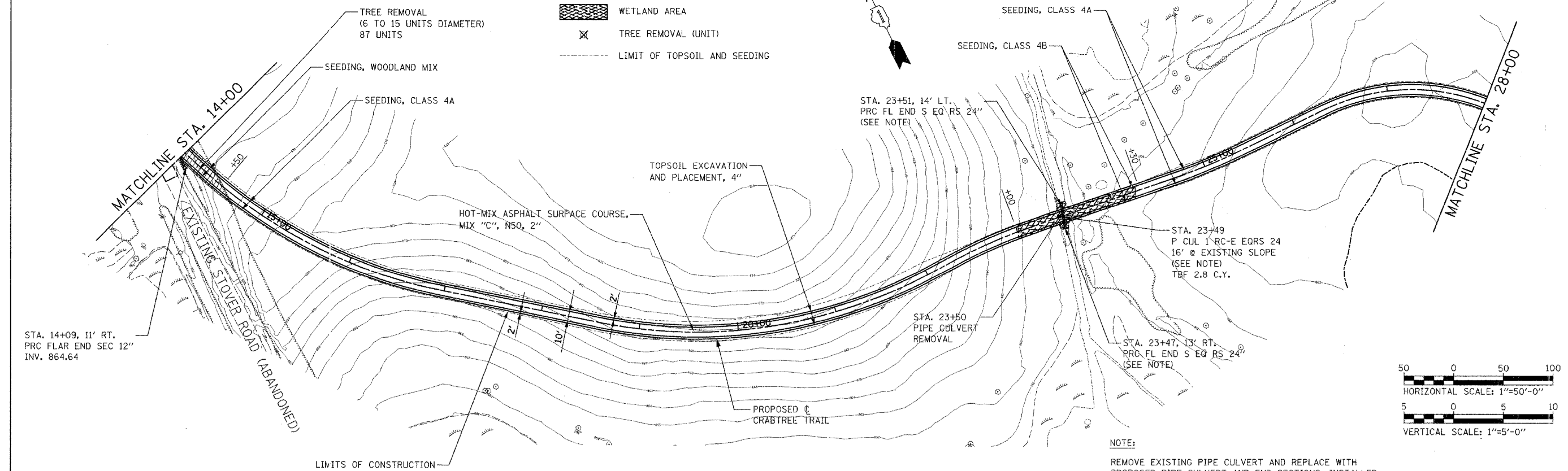
PROFILE	REVISIONS	DATE
NO. _____	BY _____	DATE _____

TAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	18	
STA. 14+00		TO STA. 28+00		
FED. ROAD DIST. NO.	EL. NO.	83709	STPE-0001(479)	

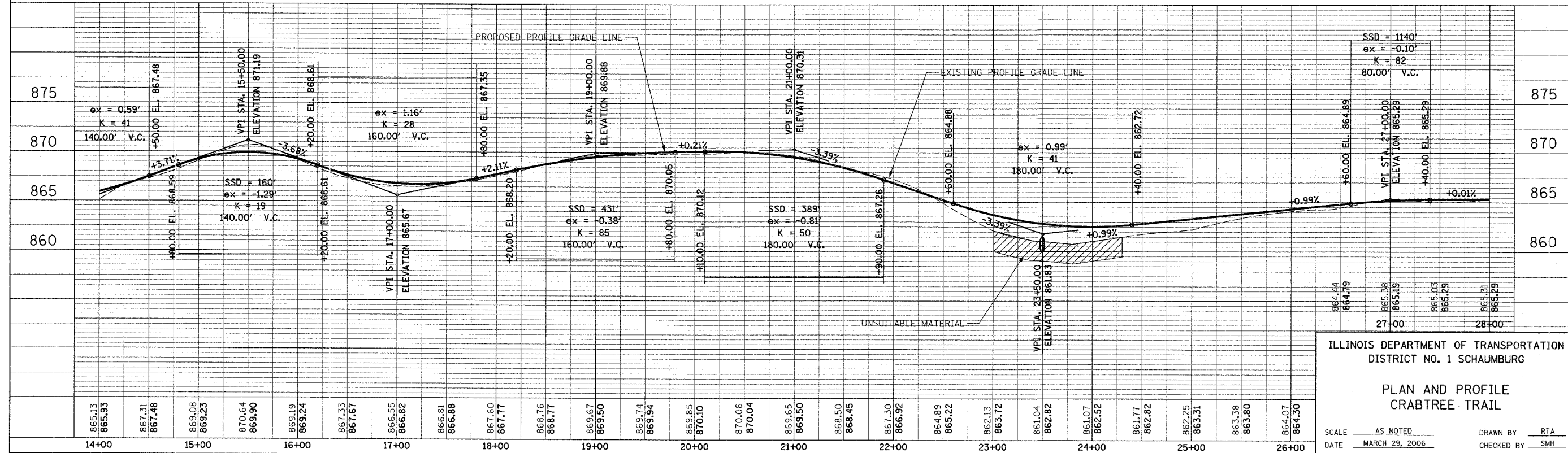
DRAWING P2

LEGEND

-  CLEARING AREA
-  WETLAND AREA
-  TREE REMOVAL (UNIT)
-  LIMIT OF TOPSOIL AND SEEDING



NOTE:
REMOVE EXISTING PIPE CULVERT AND REPLACE WITH PROPOSED PIPE CULVERT AND END SECTIONS, INSTALLED TO MATCH EXISTING INVERT ELEVATIONS.



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

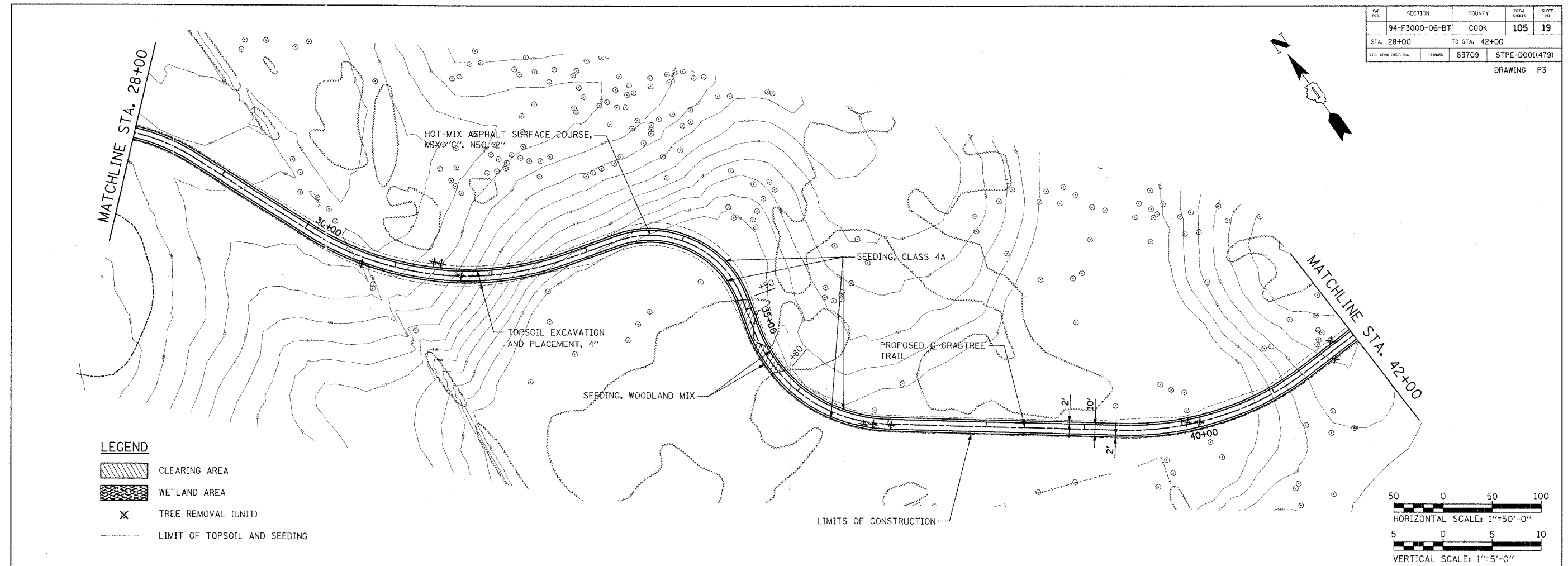
**PLAN AND PROFILE
CRABTREE TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

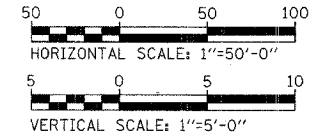
PLAN	BY	DATE
REVISIONS		
NO.	DESCRIPTION	DATE
1	PLOTTED	
2	ALIGNMENT CHECKED	
3	PROFILES CHECKED	
4	STRUCTURE NOTATING OK'D	
5	FILE NAME	

PROFILE	BY	DATE
REVISIONS		
NO.	DESCRIPTION	DATE
1	PLOTTED	
2	GRADES CHECKED	
3	STRUCTURE NOTATING OK'D	

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	19
STA. 28+00	TO STA. 42+00		
REL. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)
DRAWING P3			

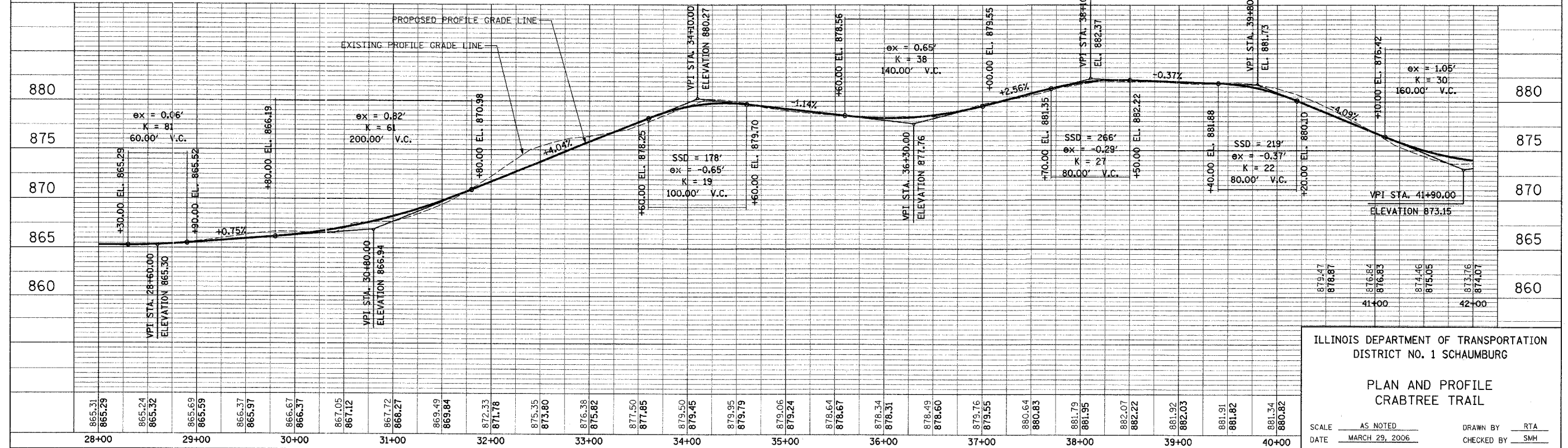


- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING



DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

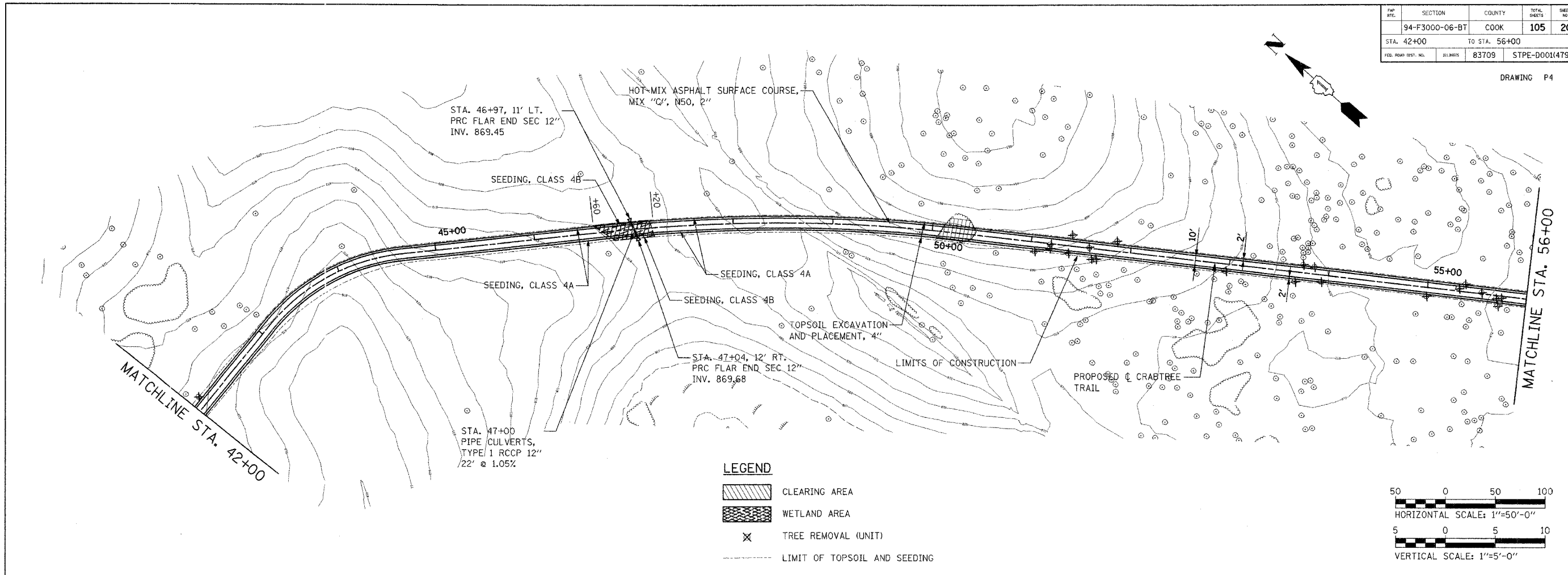
**PLAN AND PROFILE
CRABTREE TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH

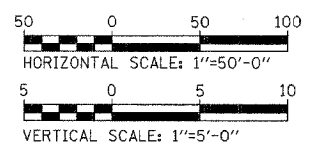
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	20
STA. 42+00 TO STA. 56+00		FED. ROAD DIST. NO. 83709	
		STPE-D001(479)	

DRAWING P4



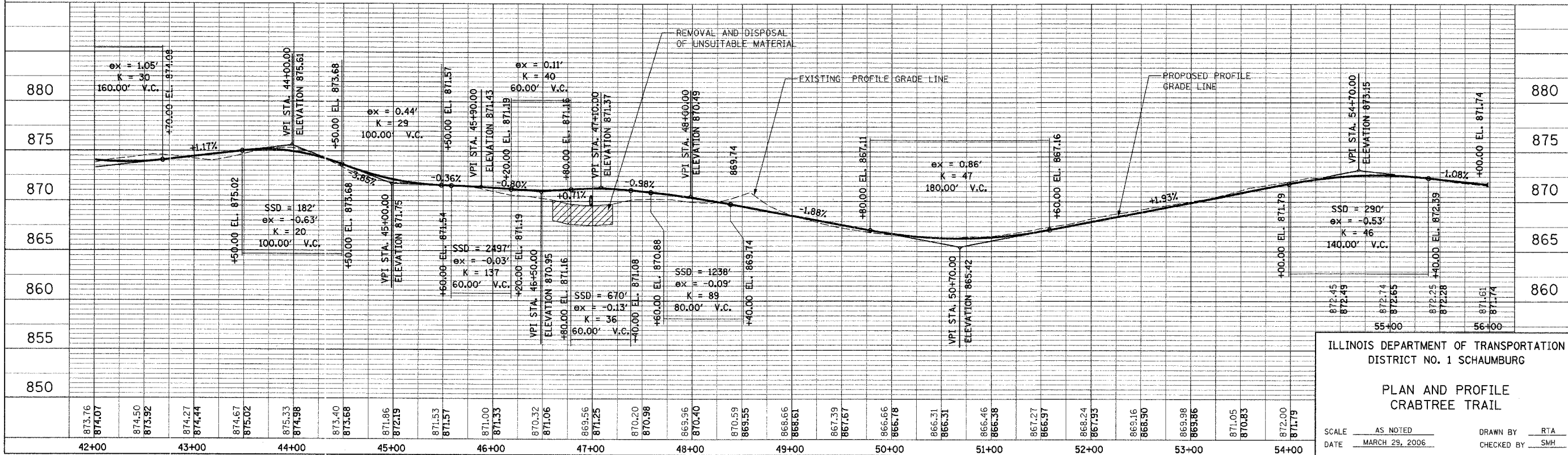
LEGEND

- CLEARING AREA
- WETLAND AREA
- TREE REMOVAL (UNIT)
- LIMIT OF TOPSOIL AND SEEDING



PLAN	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
DESCRIPTION	

PROFILE	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
DESCRIPTION	

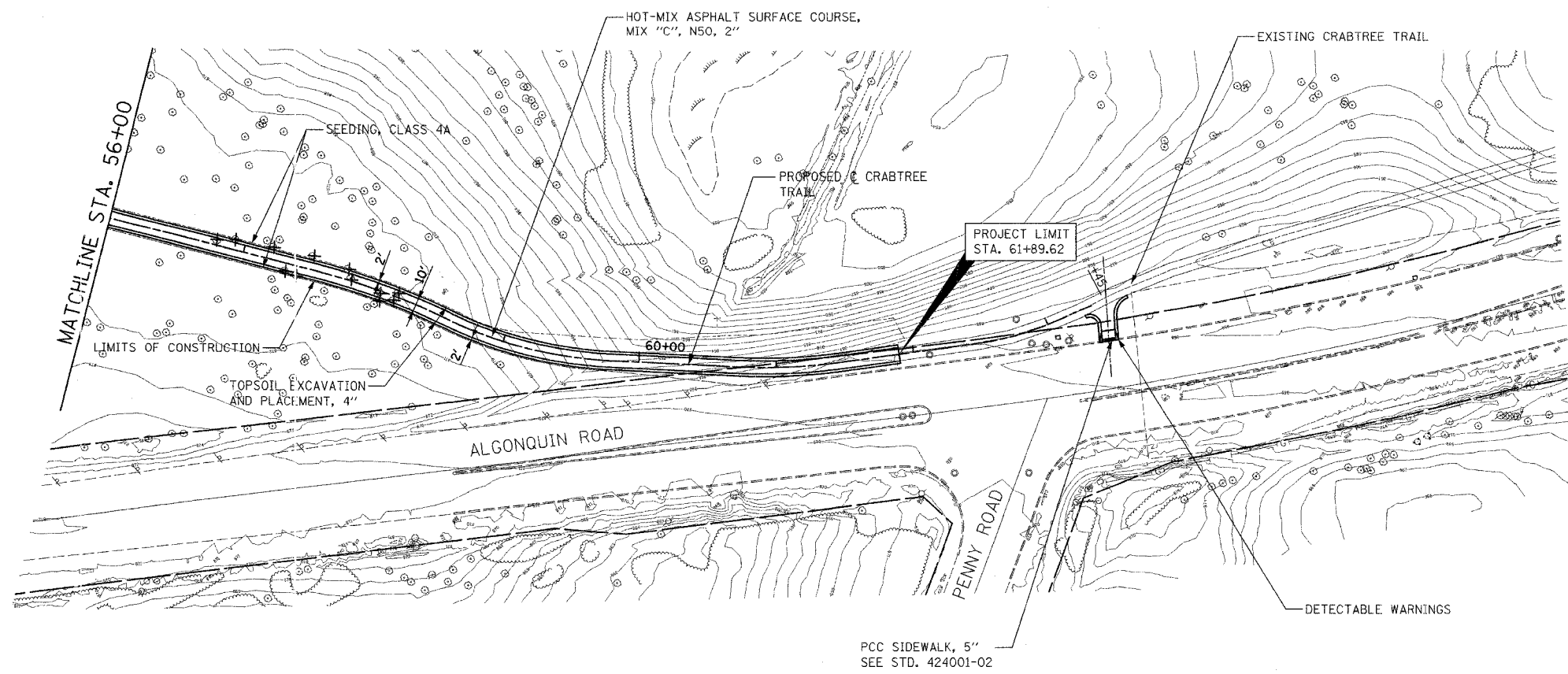


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 PLAN AND PROFILE
 CRABTREE TRAIL

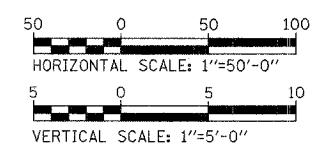
SCALE AS NOTED
 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	21
STA. 56+00	TO STA. 61+90		
FED. ROAD DIST. NO.	SUBDIST.	PROJECT NO.	STPE-DOOI(479)
		83709	

DRAWING P5



- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING

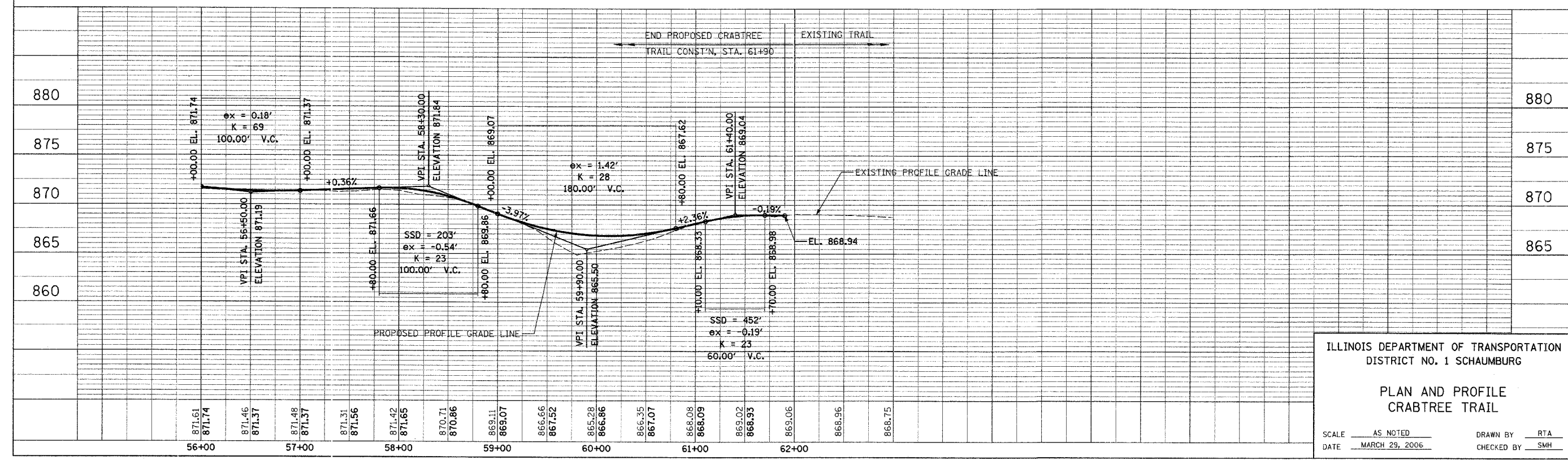


PLAN

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CHECKED BY: [blank]	
NOTE BOOK NO. [blank]	
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PROFILE

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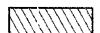



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

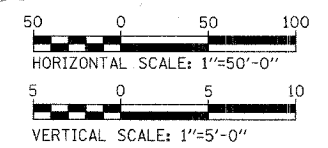
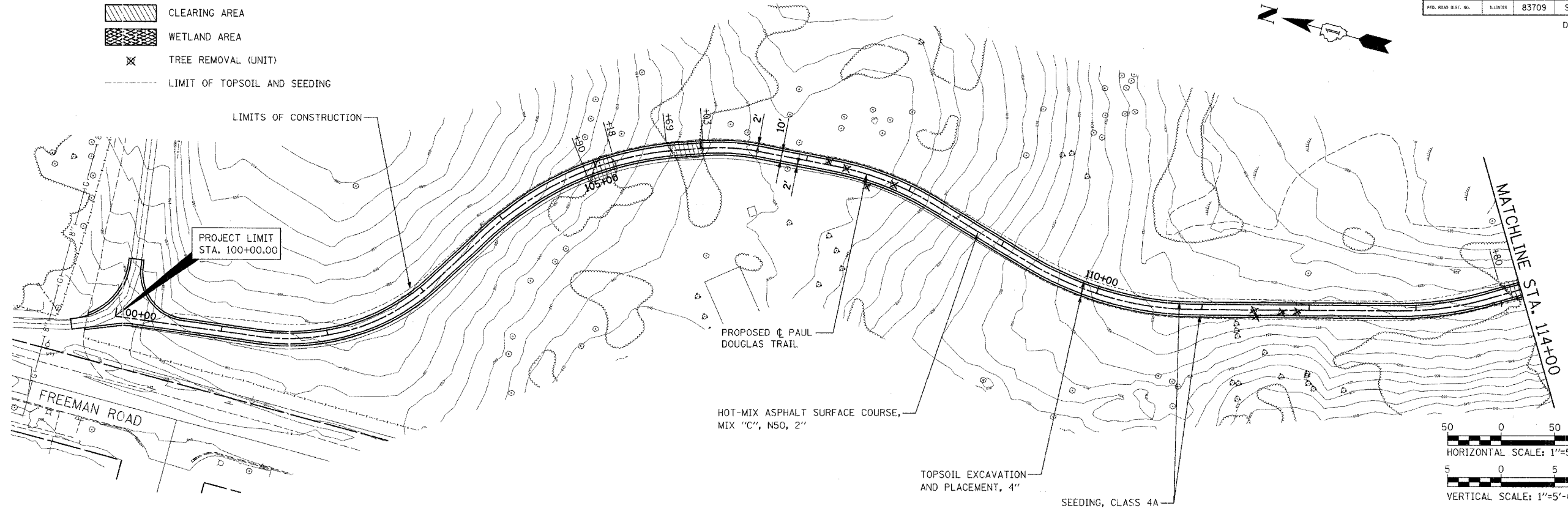
**PLAN AND PROFILE
 CRABTREE TRAIL**

SCALE: AS NOTED
 DATE: MARCH 29, 2006
 DRAWN BY: RTA
 CHECKED BY: SMH

P&P SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	22
STA. 100+00		TO STA. 114+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

DRAWING P6

- LEGEND**
-  CLEARING AREA
 -  WETLAND AREA
 -  TREE REMOVAL (UNIT)
 -  LIMIT OF TOPSOIL AND SEEDING

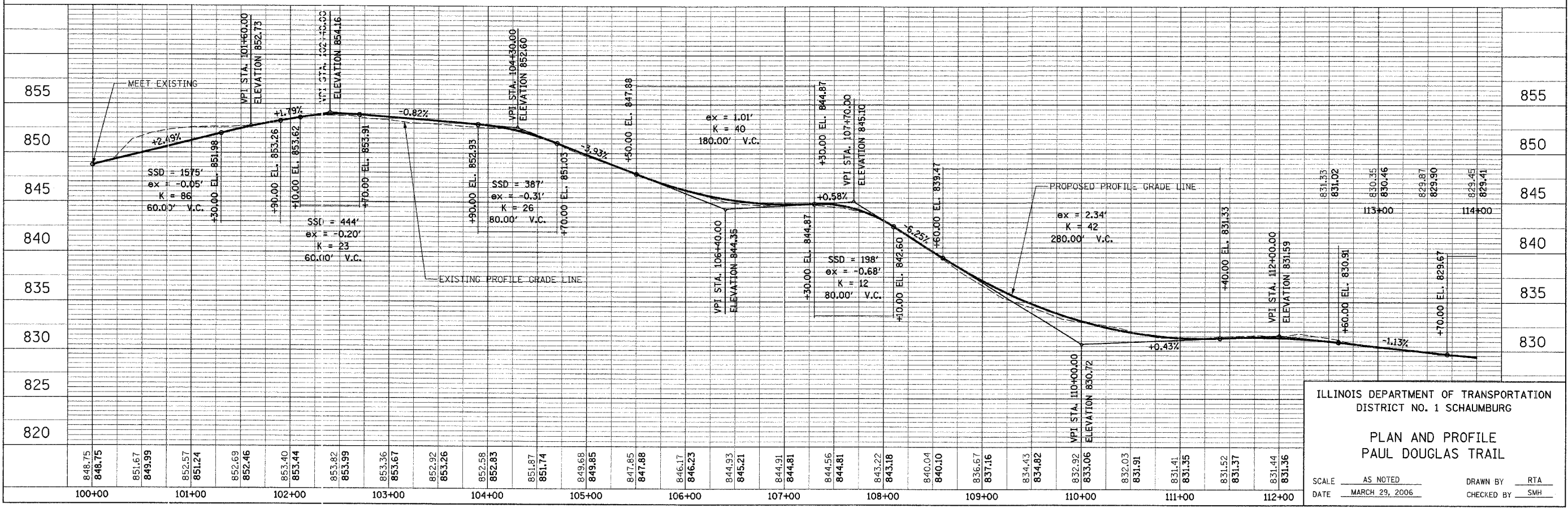


PLAN

DATE	
BY	
SURVEYED	
ALIGNED	
ADJUSTED	
CHECKED	
RT. OF WAY CHECKED	
NO. E. BOOK	
NO.	
NO. FILE NAME	

PROFILE

DATE	
BY	
SURVEYED	
ALIGNED	
ADJUSTED	
CHECKED	
RT. OF WAY CHECKED	
NO. E. BOOK	
NO.	
NO. FILE NAME	



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

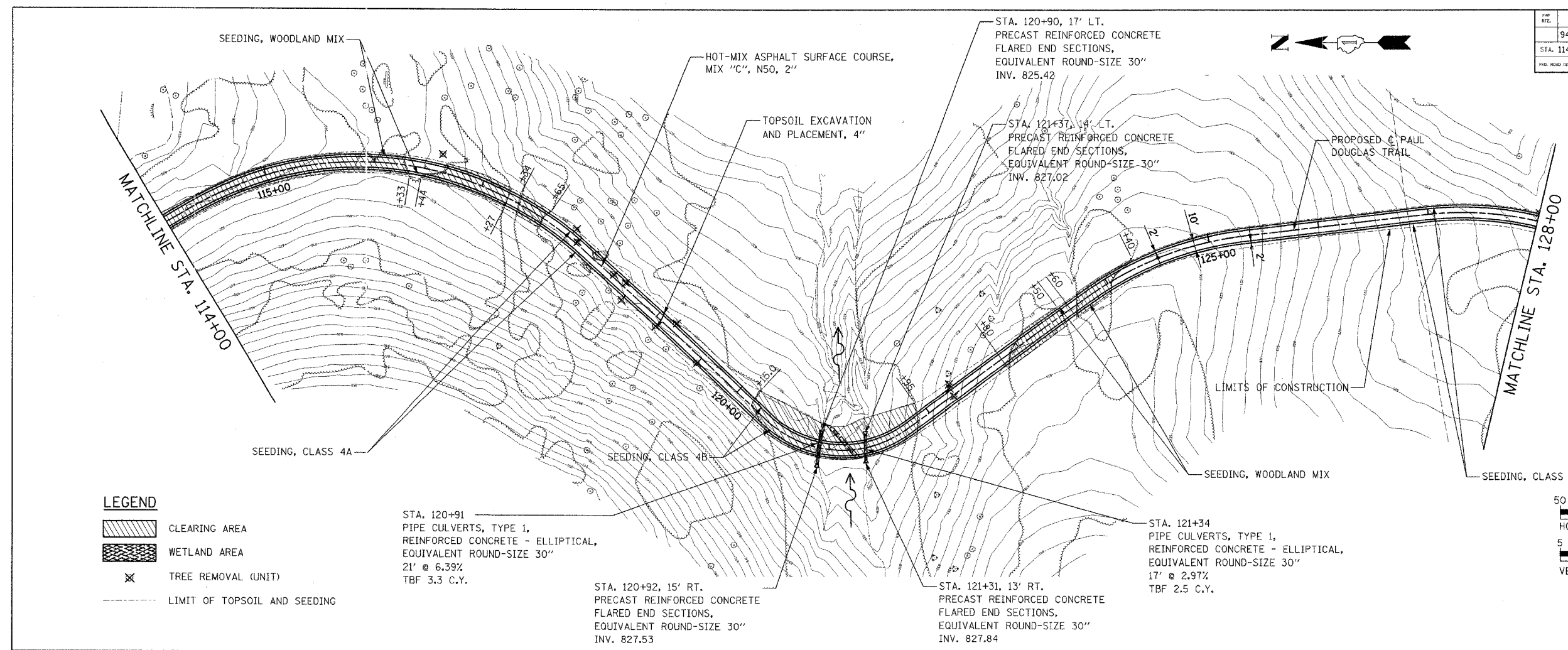
**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH

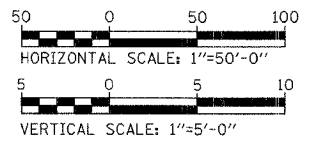
F&P DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	23
STA. 114+00	TO STA. 128+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

DRAWING P7



LEGEND

- CLEARING AREA
- WETLAND AREA
- TREE REMOVAL (UNIT)
- LIMIT OF TOPSOIL AND SEEDING



STA. 120+91
PIPE CULVERTS, TYPE 1,
REINFORCED CONCRETE - ELLIPTICAL,
EQUIVALENT ROUND-SIZE 30"
21' @ 6.39%
TBF 3.3 C.Y.

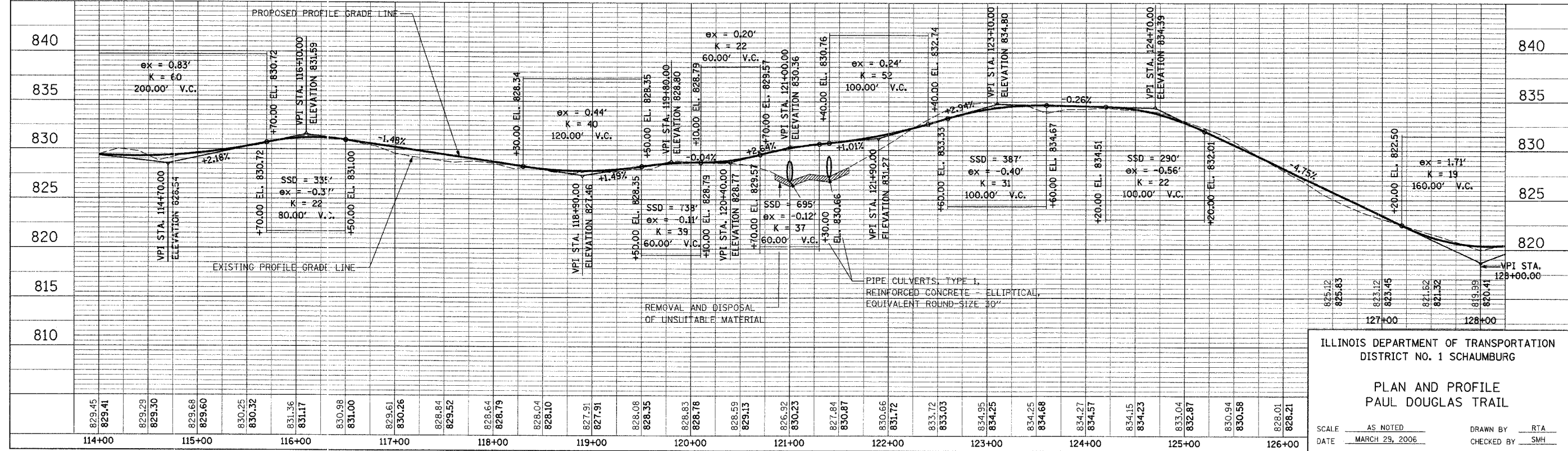
STA. 120+92, 15' RT.
PRECAST REINFORCED CONCRETE
FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 30"
INV. 827.53

STA. 121+31, 13' RT.
PRECAST REINFORCED CONCRETE
FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 30"
INV. 827.84

STA. 121+34
PIPE CULVERTS, TYPE 1,
REINFORCED CONCRETE - ELLIPTICAL,
EQUIVALENT ROUND-SIZE 30"
17' @ 2.97%
TBF 2.5 C.Y.

STA. 120+90, 17' LT.
PRECAST REINFORCED CONCRETE
FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 30"
INV. 825.42

STA. 121+37, 14' LT.
PRECAST REINFORCED CONCRETE
FLARED END SECTIONS,
EQUIVALENT ROUND-SIZE 30"
INV. 827.02



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

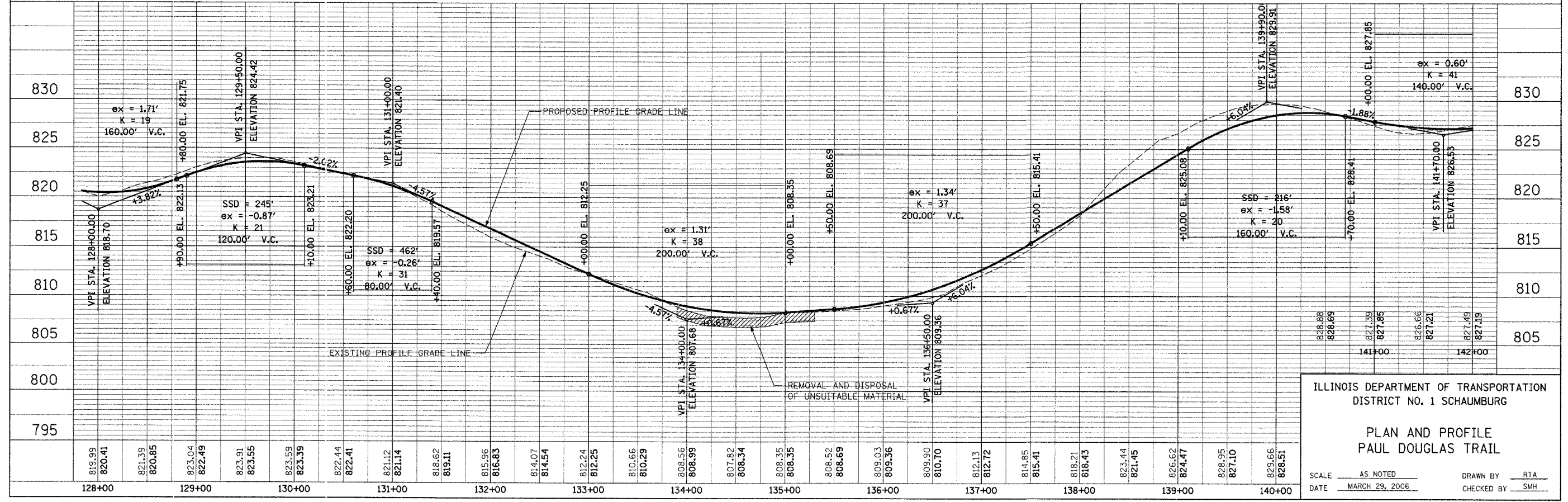
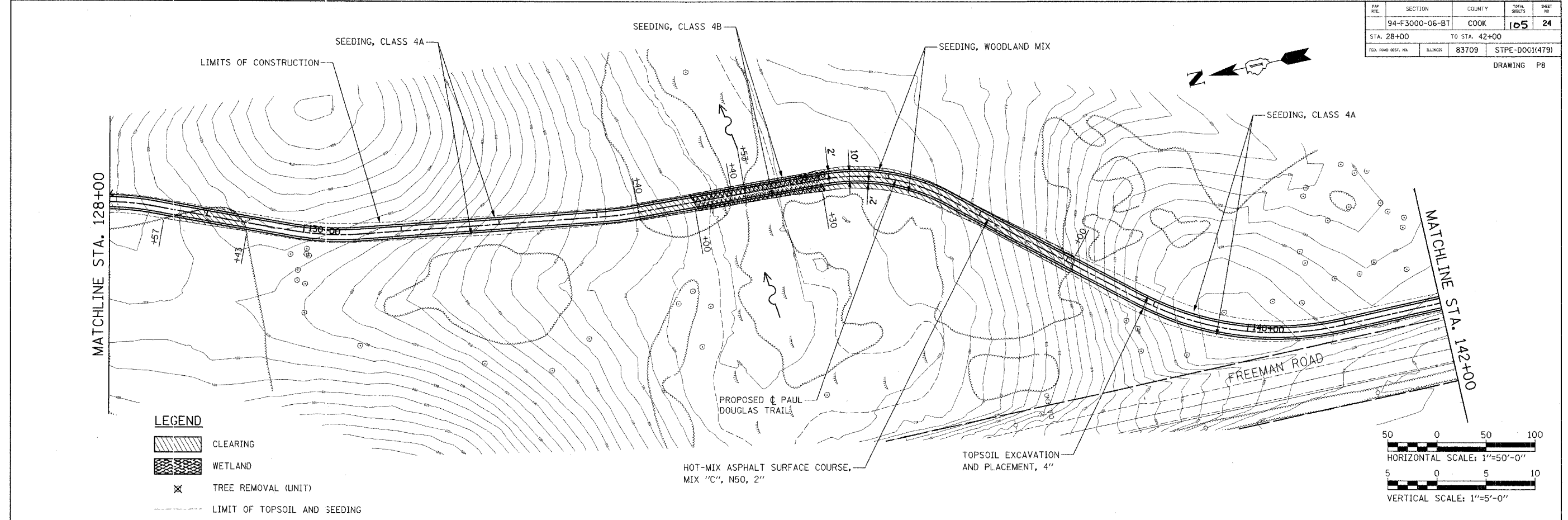
**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

PLAN	DATE
BY	
REVISIONS	
NO.	

PROFILE	DATE
BY	
REVISIONS	
NO.	

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	24
STA. 28+00	TO STA. 42+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOC(479)
DRAWING P8			



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PLAN AND PROFILE
PAUL DOUGLAS TRAIL

SCALE AS NOTED
DATE MARCH 29, 2006

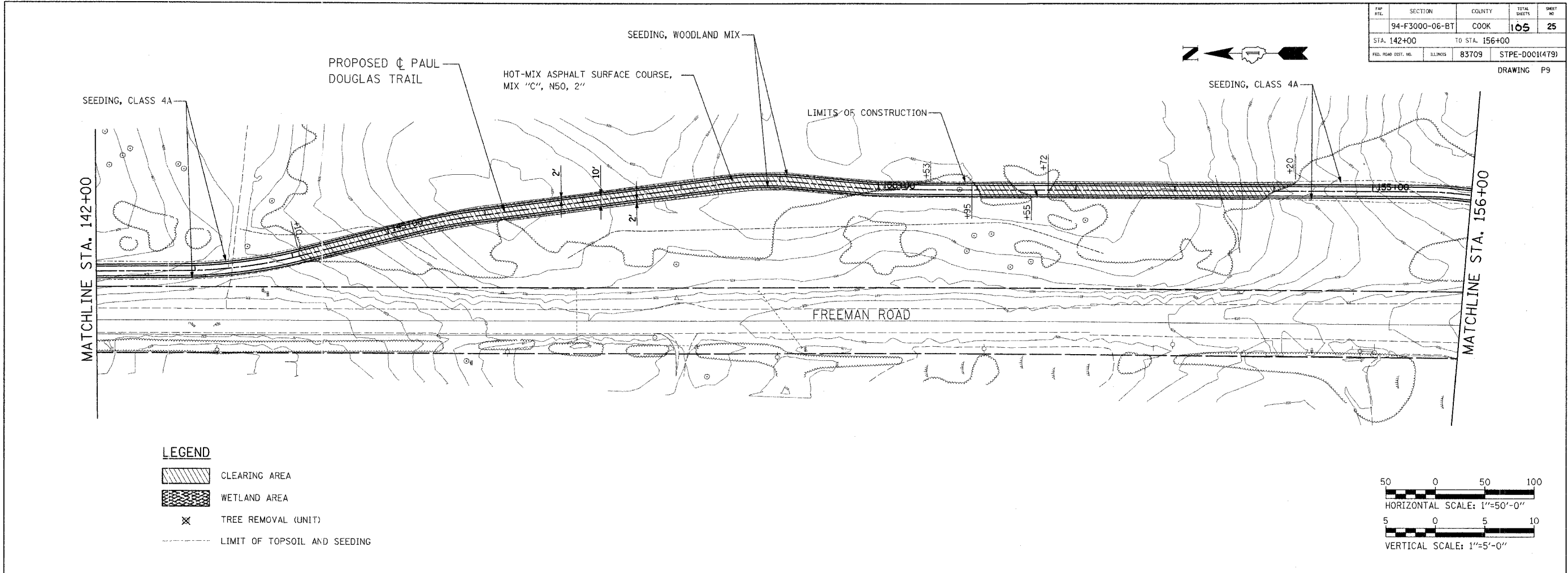
DRAWN BY RTA
CHECKED BY SMH

PLANNED	BY	DATE
DESIGNED		
NOTED		
CHECKED		
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PROFILE	BY	DATE
DESIGNED		
NOTED		
CHECKED		
FILED		

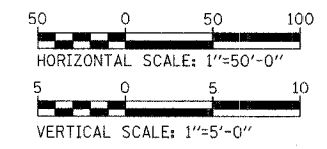
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	25
STA. 142+00	TO STA. 156+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOOI(479)

DRAWING P9



LEGEND

	CLEARING AREA
	WETLAND AREA
	TREE REMOVAL (UNIT)
	LIMIT OF TOPSOIL AND SEEDING

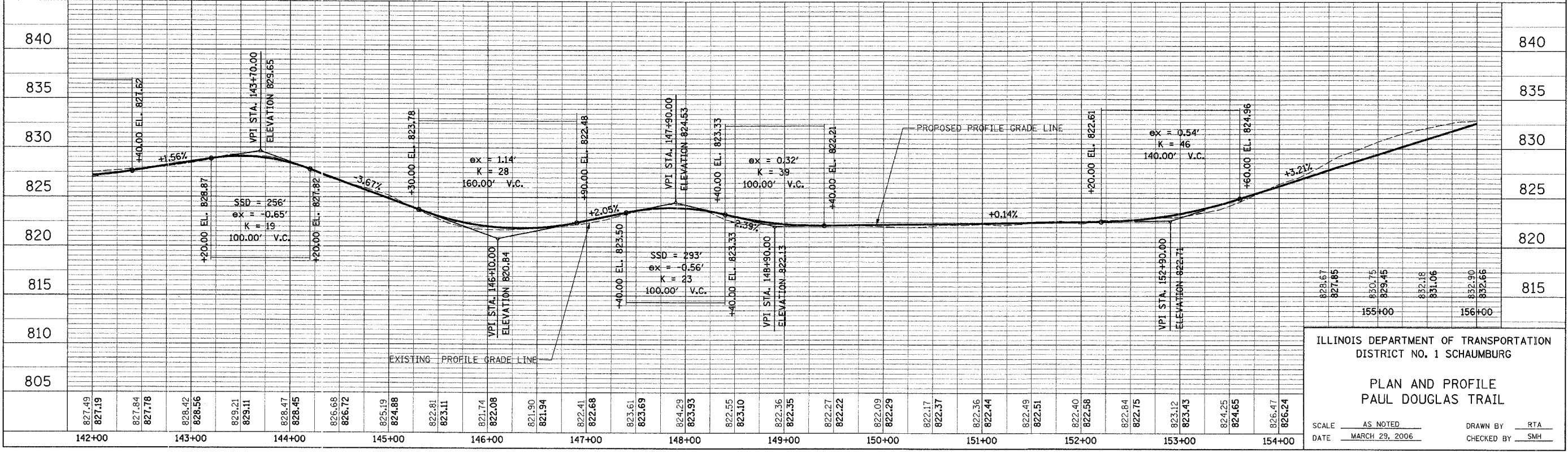


PLAN

SURVEYED	BY	DATE
NOTE BOOK		
ALIGNED CHECKED		
RT. OF WAY CHECKED		
NO.		

PROFILE

SURVEYED	BY	DATE
NOTE BOOK		
REAL NOTED		
STRUCTURE NOTATIONS OK'D		
NO.		



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

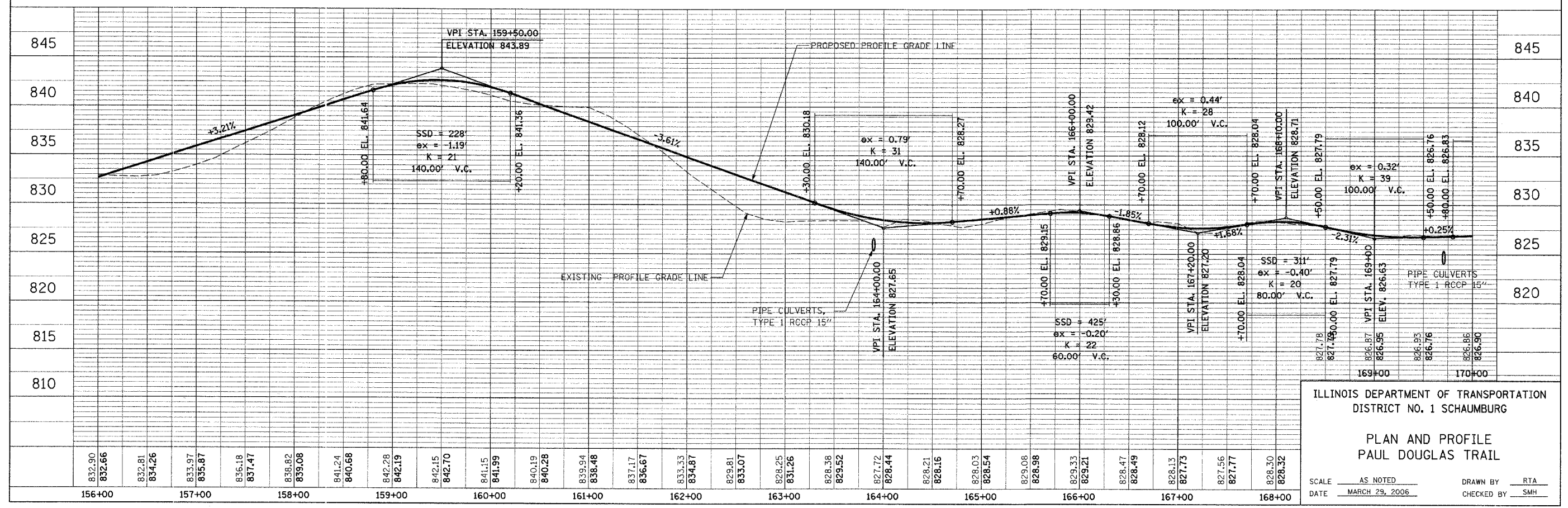
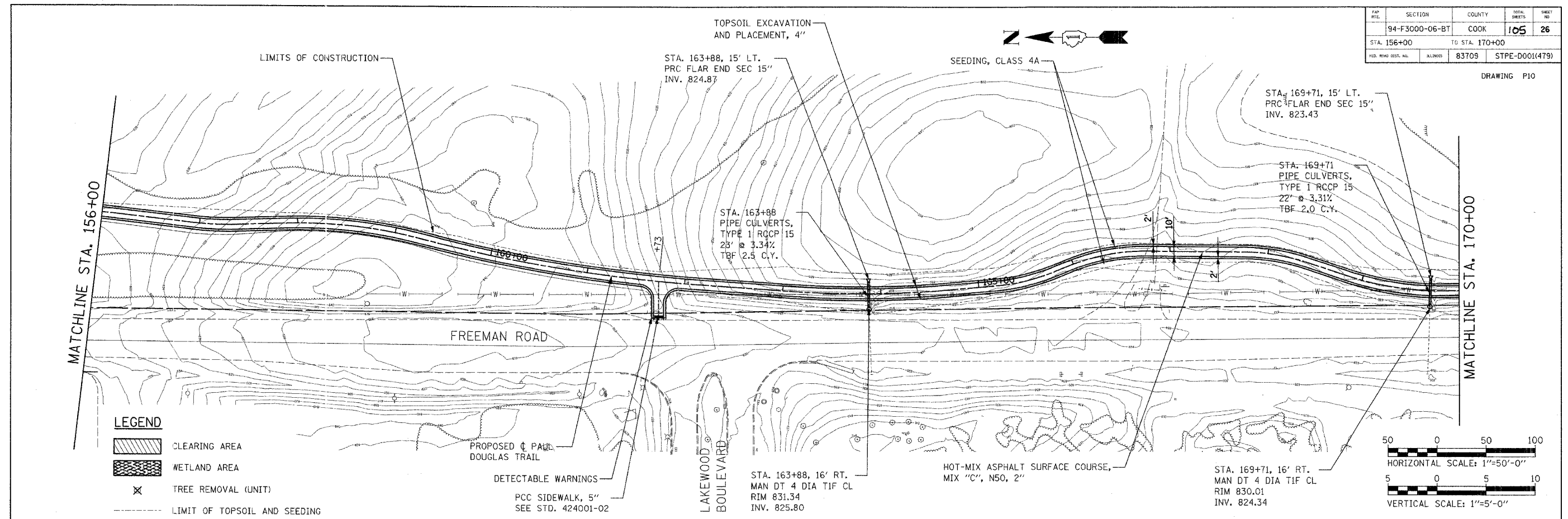
PLAN AND PROFILE
PAUL DOUGLAS TRAIL

SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	26
STA. 156+00	TO STA. 170+00		
FILE NAME	PROJECT	DATE	SCALE
	83709		STPE-000(479)

DRAWING P10



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PLAN AND PROFILE
PAUL DOUGLAS TRAIL

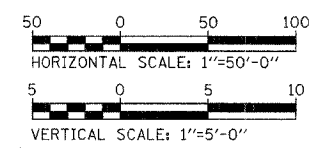
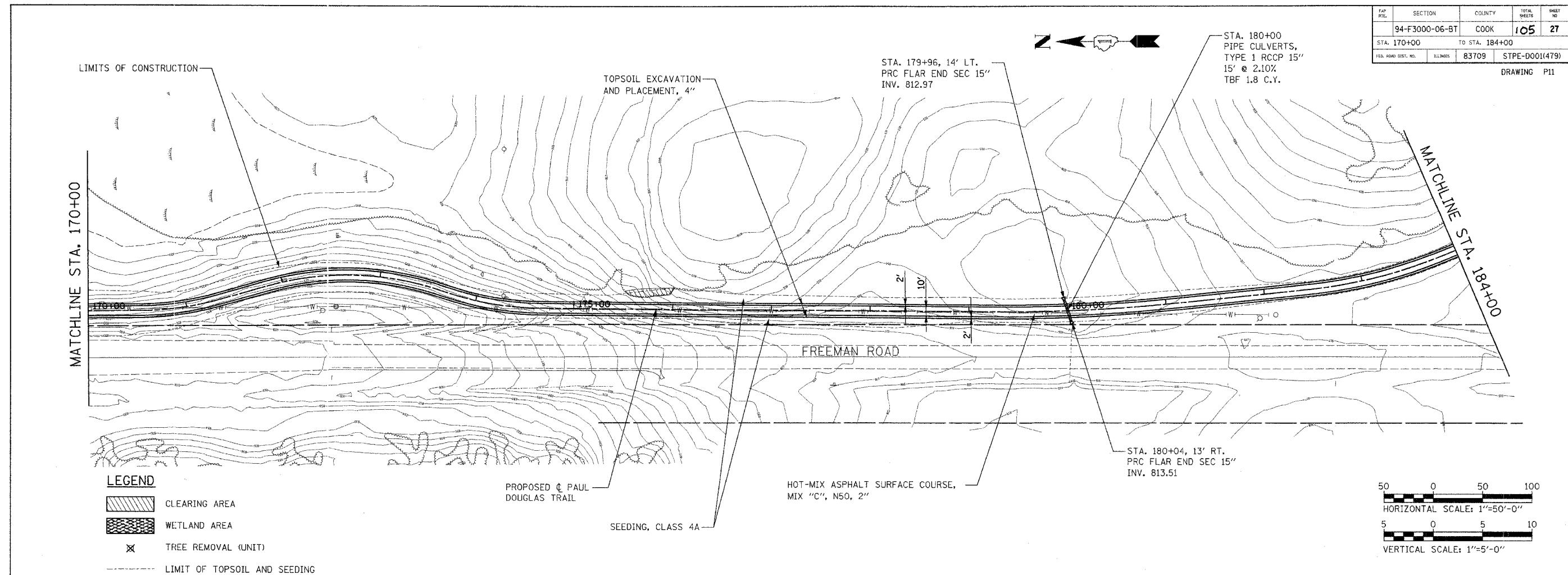
SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH

PLAN	DATE	BY
REVISIONS		
NO.	DESCRIPTION	DATE
1	NOTES CHECKED	
2	ALIGNMENT CHECKED	
3	STRUCTURE CHECKED	
4	PAID FILE NAME	

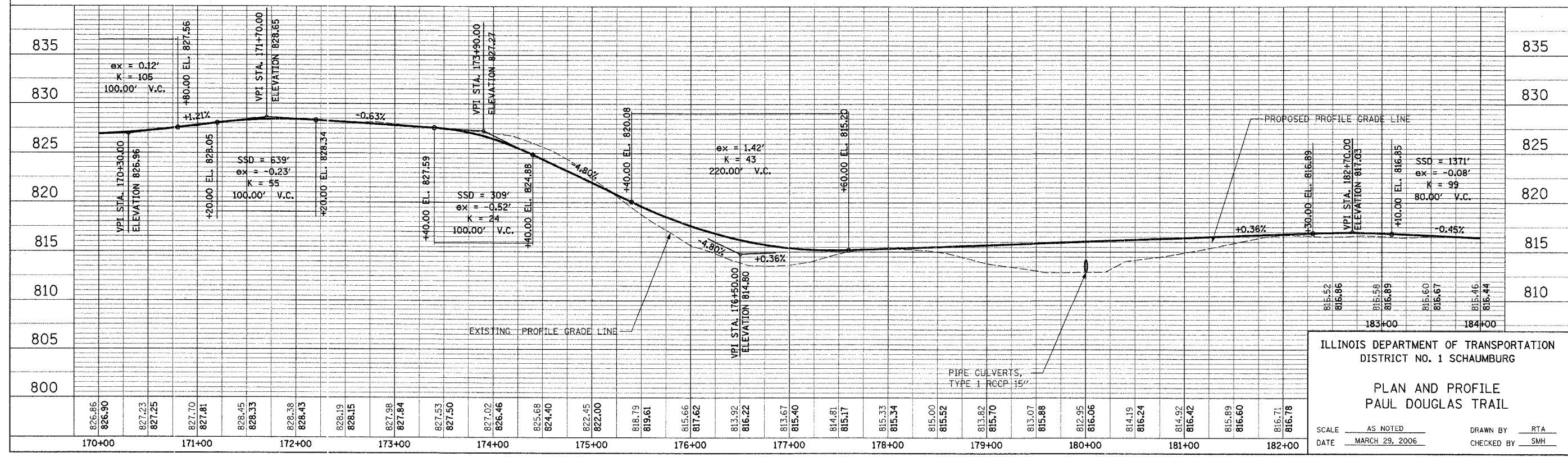
PROFILE	DATE	BY
REVISIONS		
NO.	DESCRIPTION	DATE
1	GRADES CHECKED	
2	STRUCTURE NOTATION CHKO	

F&P FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	94-F3000-06-BT	COOK	105	27
STA. 170+00	TO STA. 184+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)	
DRAWING P11				



PLAN	DATE
BY	
CHECKED	
NO.	

PROFILE	DATE
BY	
CHECKED	
NO.	



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**





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DATE MARCH 29, 2006

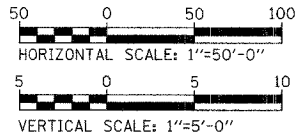
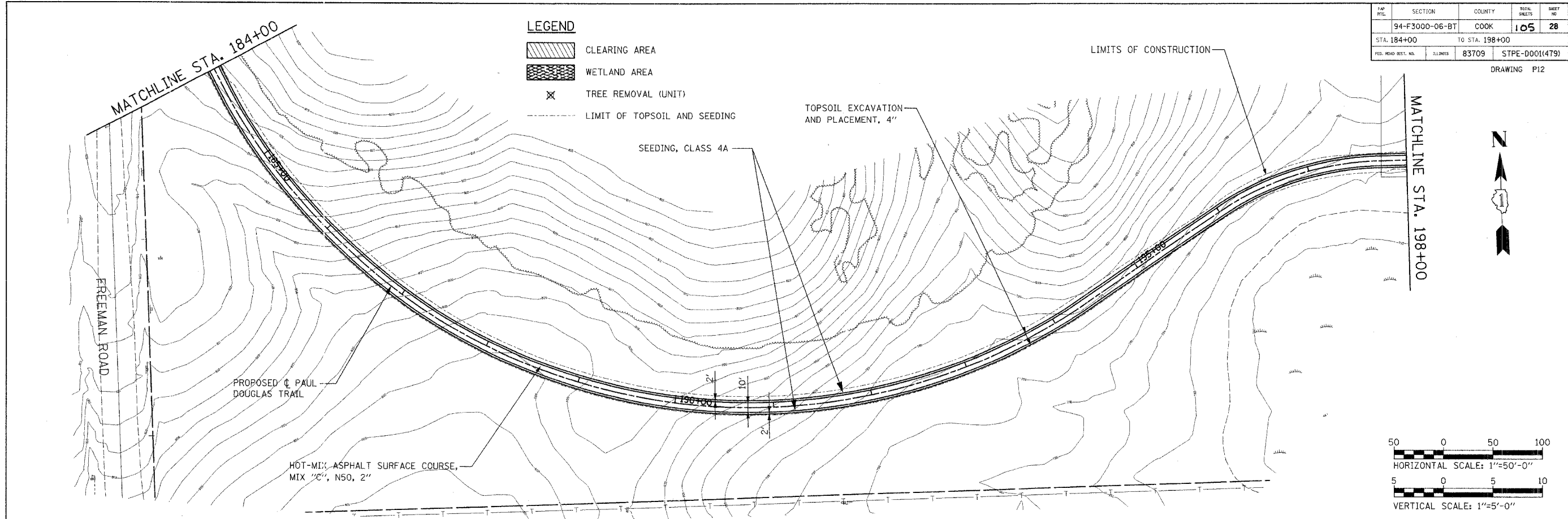
DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	28
STA. 184+00	TO STA. 198+00		
FED. ROAD DIST. NO.	SHEETS	83709	STPE-D001(479)

DRAWING P12

LEGEND

-  CLEARING AREA
-  WETLAND AREA
-  TREE REMOVAL (UNIT)
-  LIMIT OF TOPSOIL AND SEEDING



PLAN

SURVEYED	BY	DATE
DESIGNED		
CHECKED		
IN CHARGE		

NOTE BOOK NO. _____

PT. OF WAY CHECKED _____

ADD FILE NAME _____

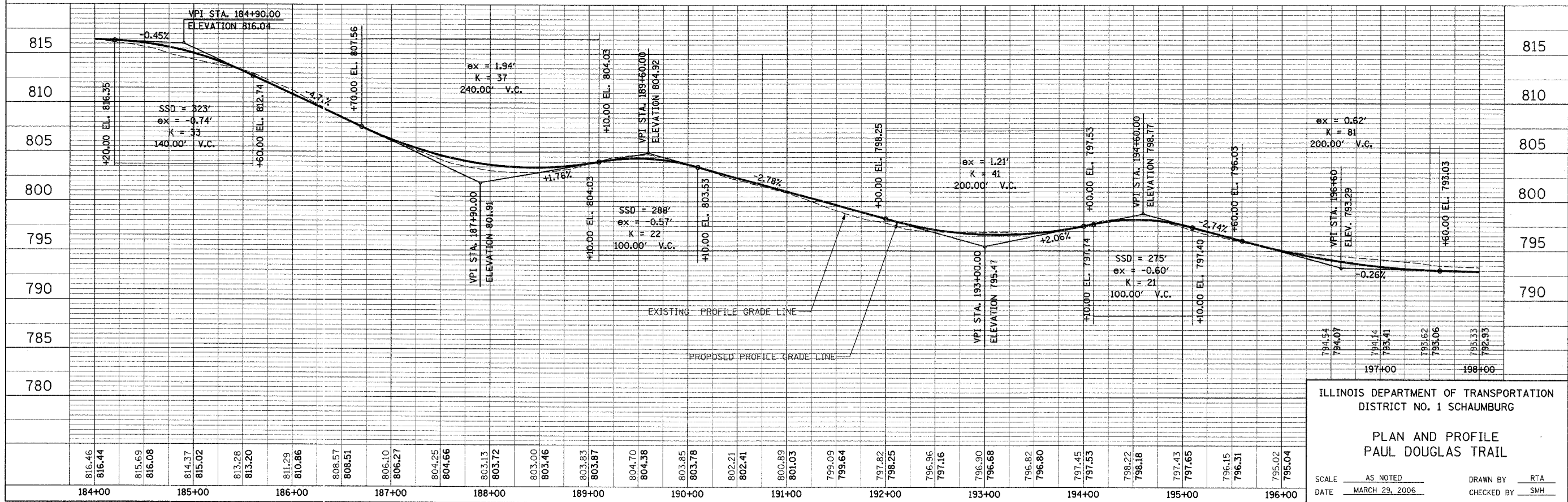
PROFILE

SURVEYED	BY	DATE
DESIGNED		
CHECKED		
IN CHARGE		

NOTE BOOK NO. _____

BLK. NOTED _____

STRUCTURE NOTATIONS OTHER _____



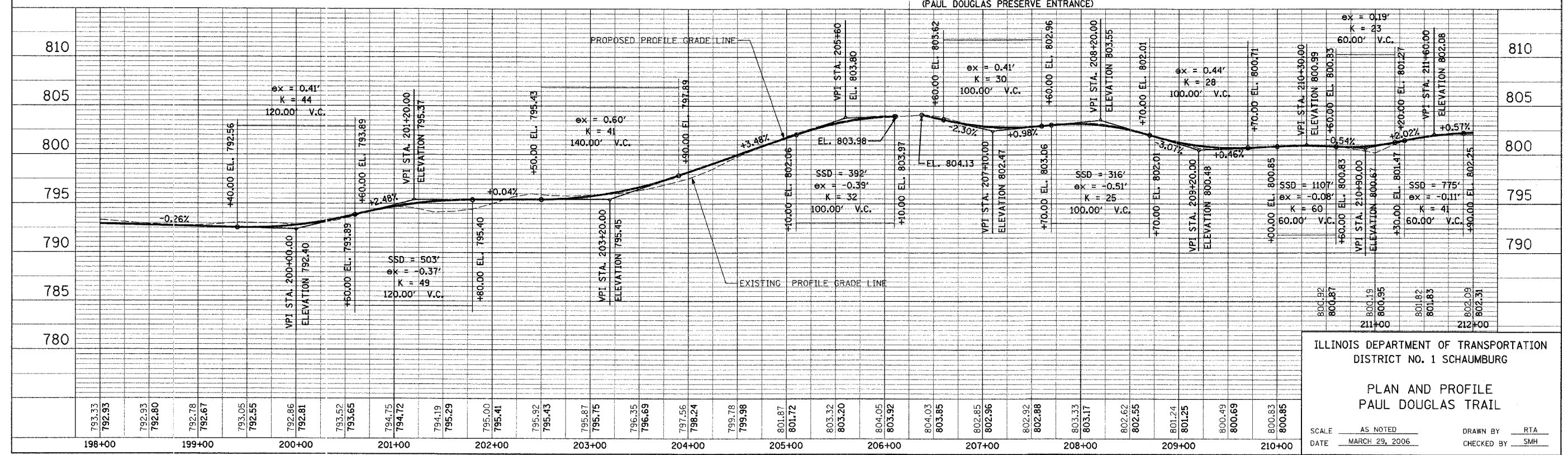
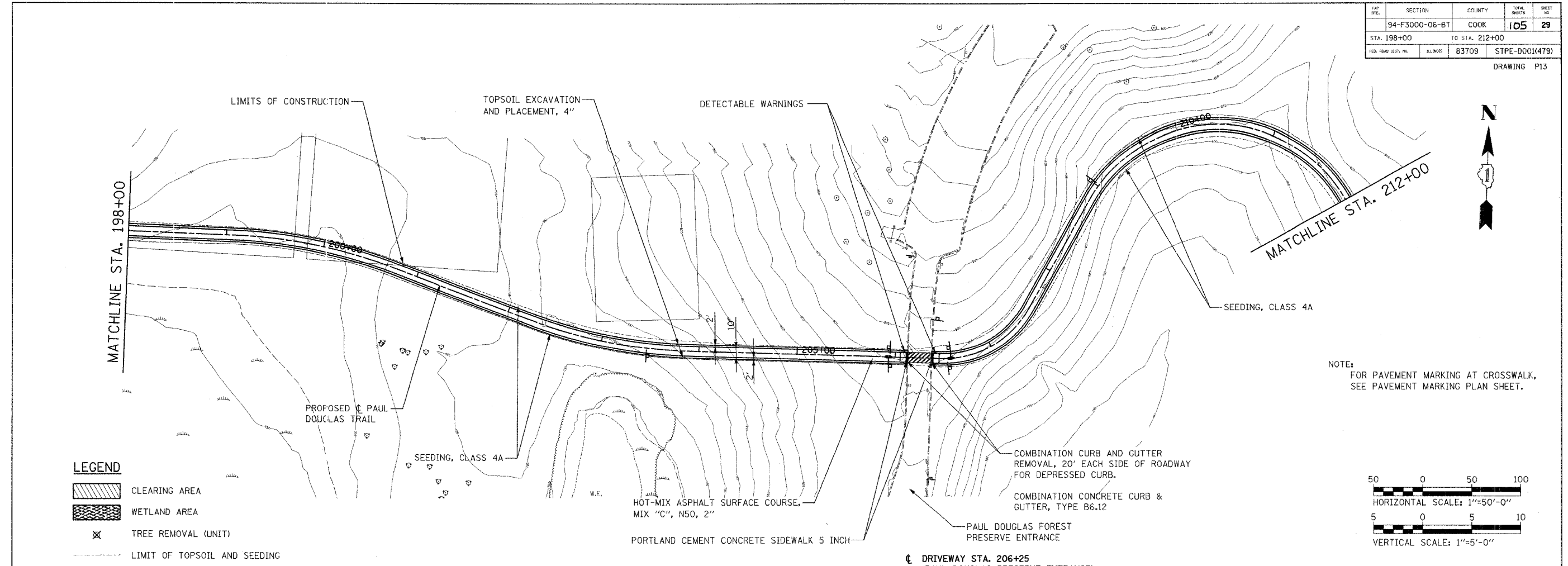
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAMBURG

**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	29
STA. 198+00	TO STA. 212+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)

DRAWING P13



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PLAN AND PROFILE
PAUL DOUGLAS TRAIL




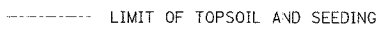
SCALE AS NOTED
DATE MARCH 29, 2006

DRAWN BY RTA
CHECKED BY SMH

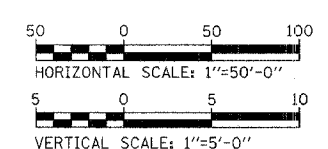
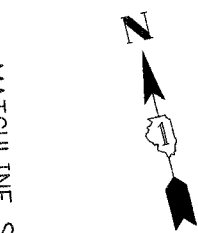
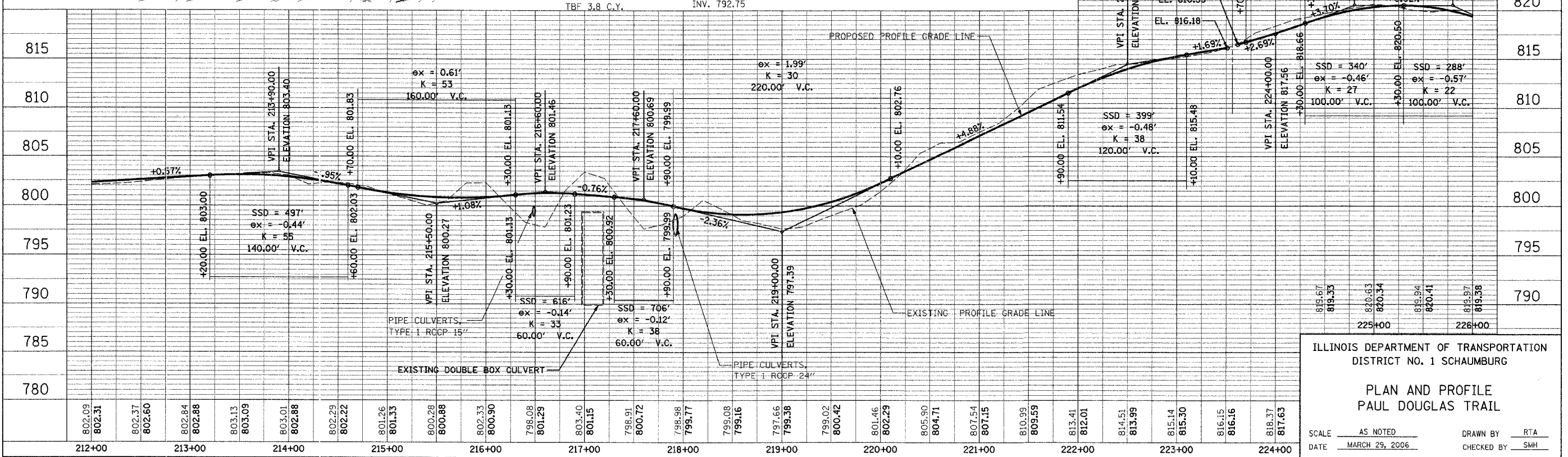
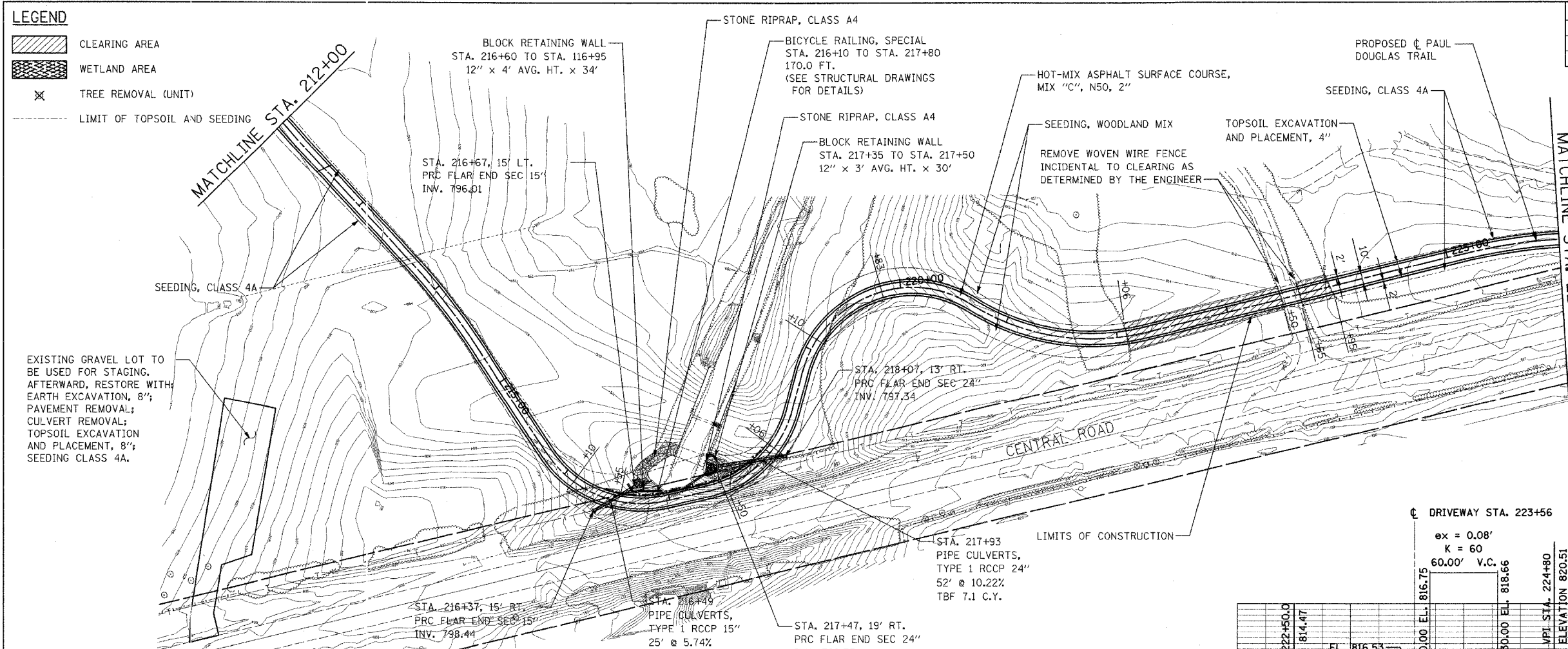
PLAN	DATE
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BY	
CHECKED	
DATE	

PROFILE	DATE
NO.	
BY	
CHECKED	
DATE	

LEGEND

-  CLEARING AREA
-  WETLAND AREA
-  TREE REMOVAL (UNIT)
-  LIMIT OF TOPSOIL AND SEEDING

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	30
STA. 112+00 TO STA. 126+00		DRAWING P14	
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)



DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY





ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

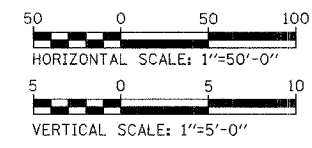
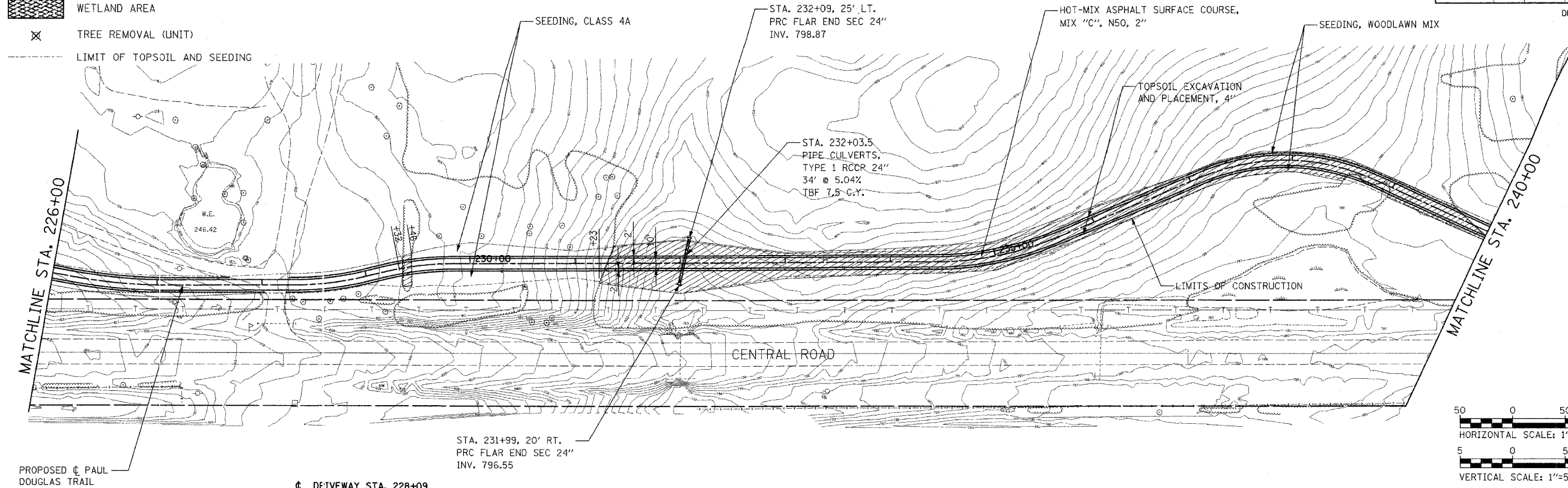
SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	31
STA. 226+00	TO STA. 240+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

DRAWING P15

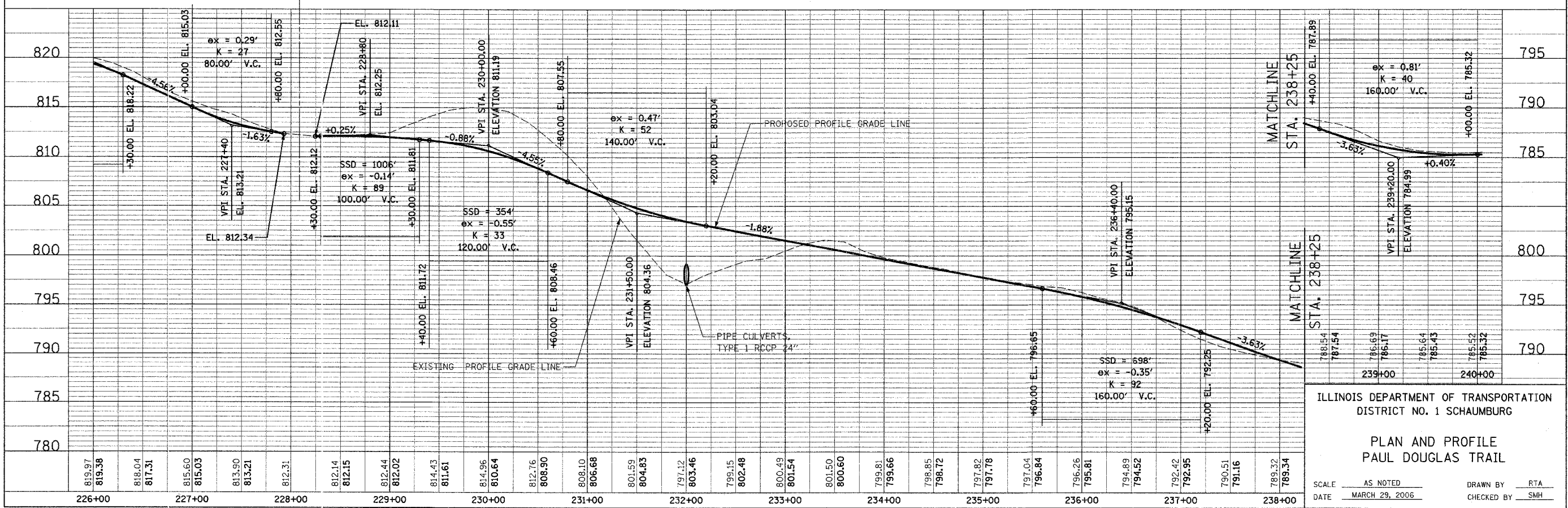
LEGEND

-  CLEARING AREA
-  WETLAND AREA
-  TREE REMOVAL (UNIT)
-  LIMIT OF TOPSOIL AND SEEDING



PLAN	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	BY		
	DATE		

PROFILE	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	BY		
	DATE		







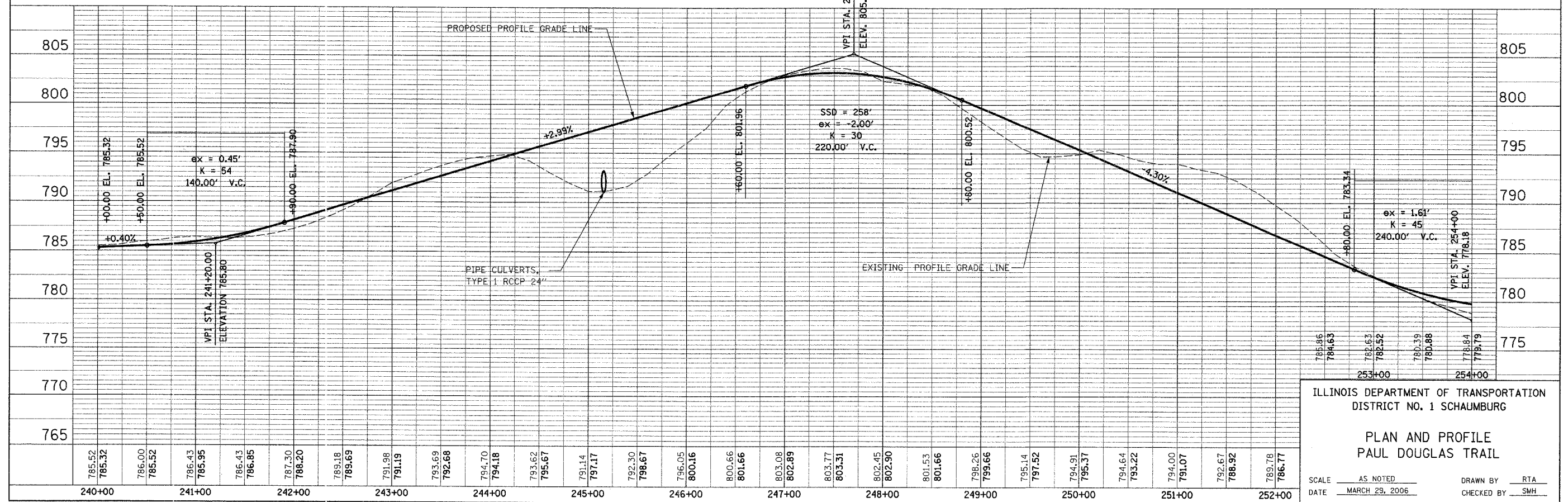
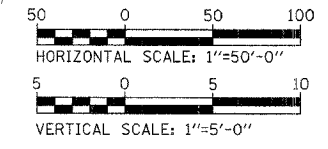
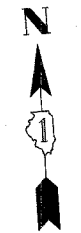
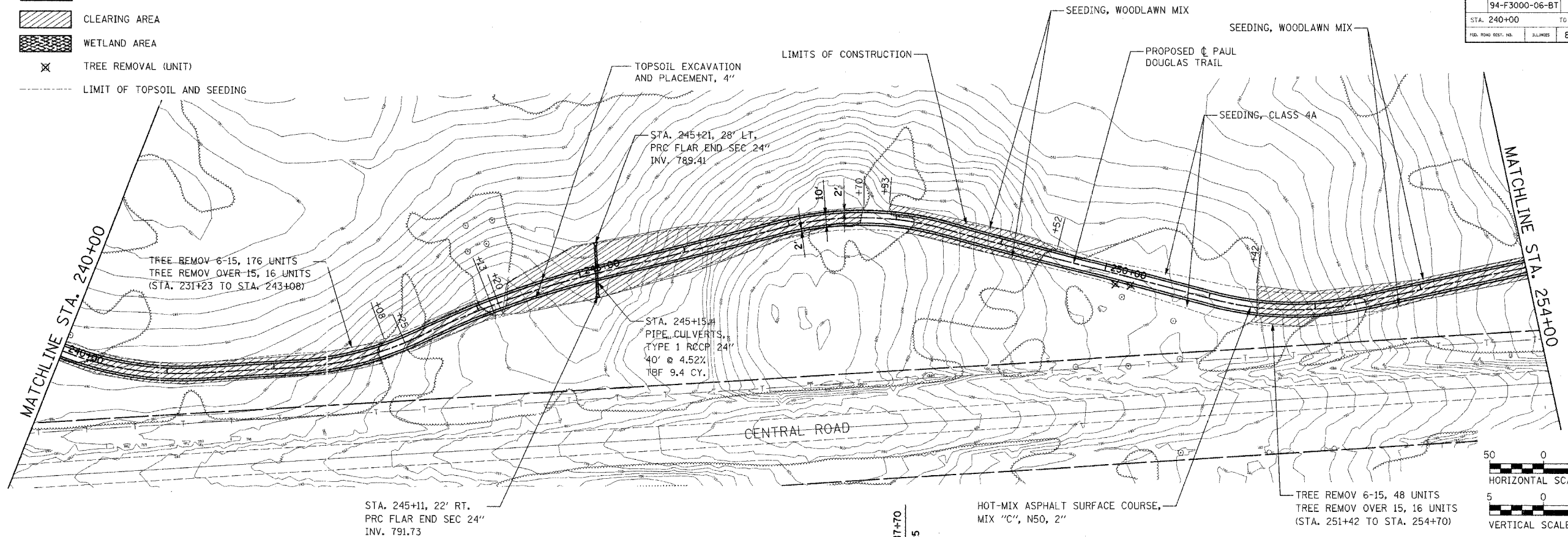
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	32
STA. 240+00	TO STA. 254+00		
FILE NAME	PROJECT NO.	DRAWING	
	83709	STPE-0001(479)	
DRAWING P16			

- LEGEND**
-  CLEARING AREA
 -  WETLAND AREA
 -  TREE REMOVAL (UNIT)
 -  LIMIT OF TOPSOIL AND SEEDING



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

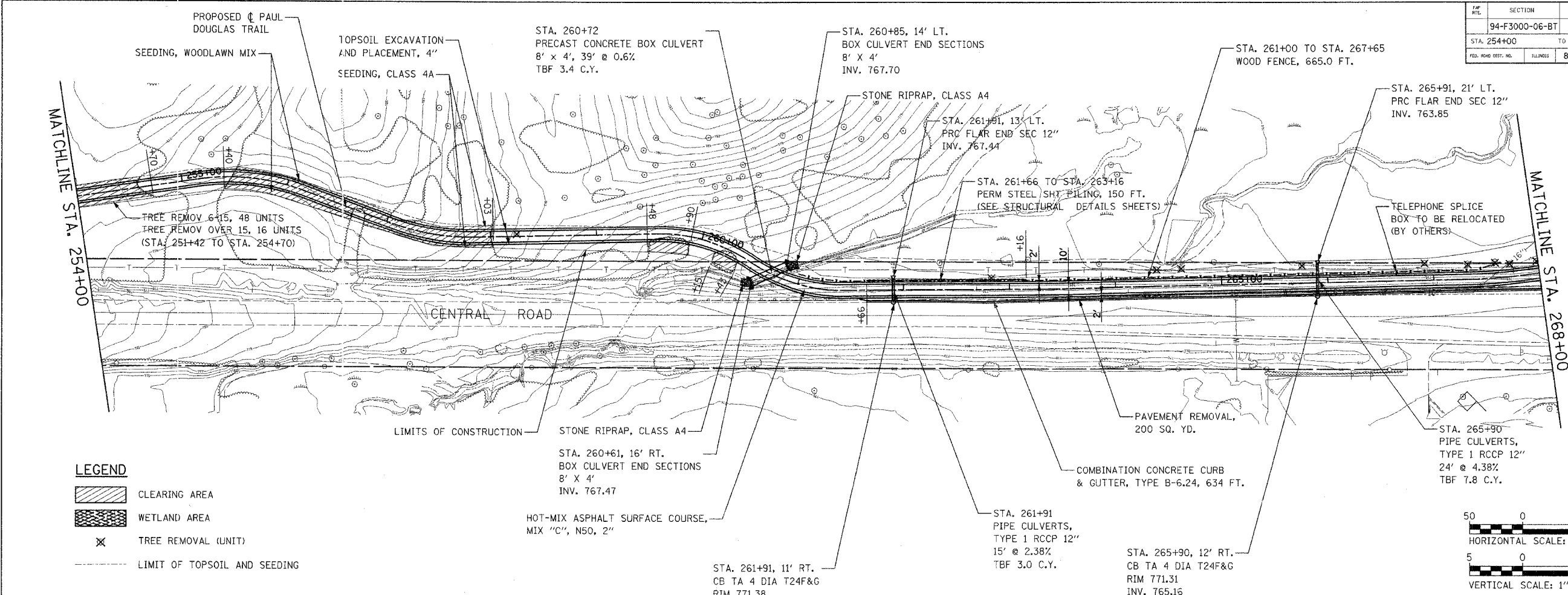
PLAN

DATE	
BY	
CHECKED	
DESIGNED	
NOTED	
NO.	

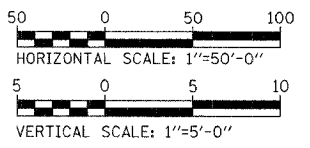
PROFILE

DATE	
BY	
CHECKED	
DESIGNED	
NOTED	
NO.	

F&E NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	33
STA. 254+00		TO STA. 268+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOC(1479)	
DRAWING P17				

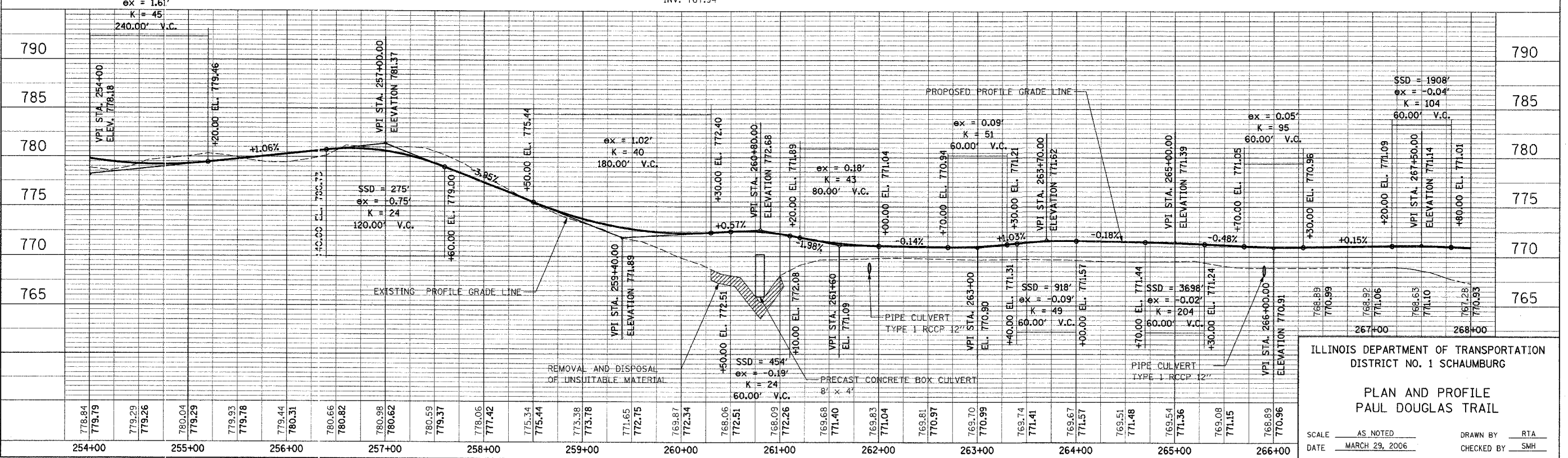


- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING



DATE	
BY	
REVISION	
NO.	
NOTE BOOK	
NO.	
STRUCTURE	
NO.	
STATUS	
CHKD	
DATE	

DATE	
BY	
REVISION	
NO.	
NOTE BOOK	
NO.	
STRUCTURE	
NO.	
STATUS	
CHKD	
DATE	



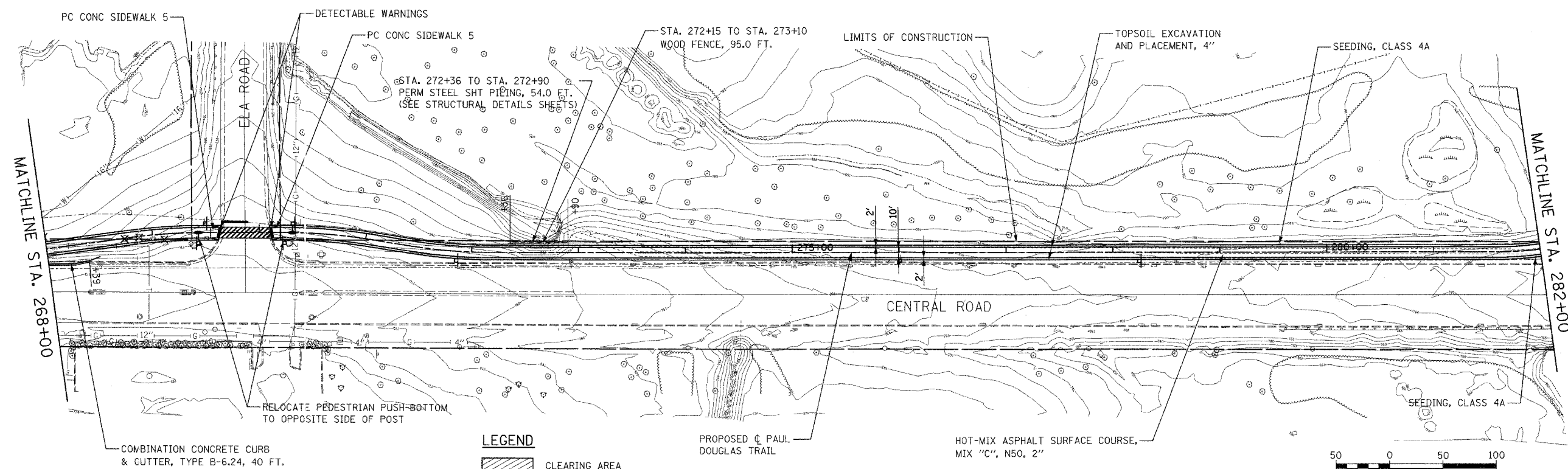
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PLAN AND PROFILE
 PAUL DOUGLAS TRAIL**

SCALE AS NOTED
 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	34
STA. 268+00		TO STA. 282+00	
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)

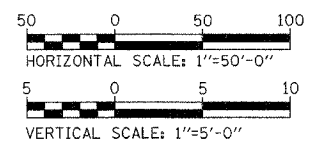
DRAWING P18

NOTE: THE LOCATION OF THE TREE PLANTING, AS PART OF THE TREE REPLACEMENT PLAN, IS SOUTH AND WEST OF THE INTERSECTION OF ALGONQUIN ROAD AND ELA ROAD ON A FOUR ACRE SITE. THE SITE IS WEST OF THE EXISTING SUBDIVISION, ALL ON DISTRICT PROPERTY. THE ACTUAL LOCATION WILL BE DETERMINED BY THE ENGINEER.



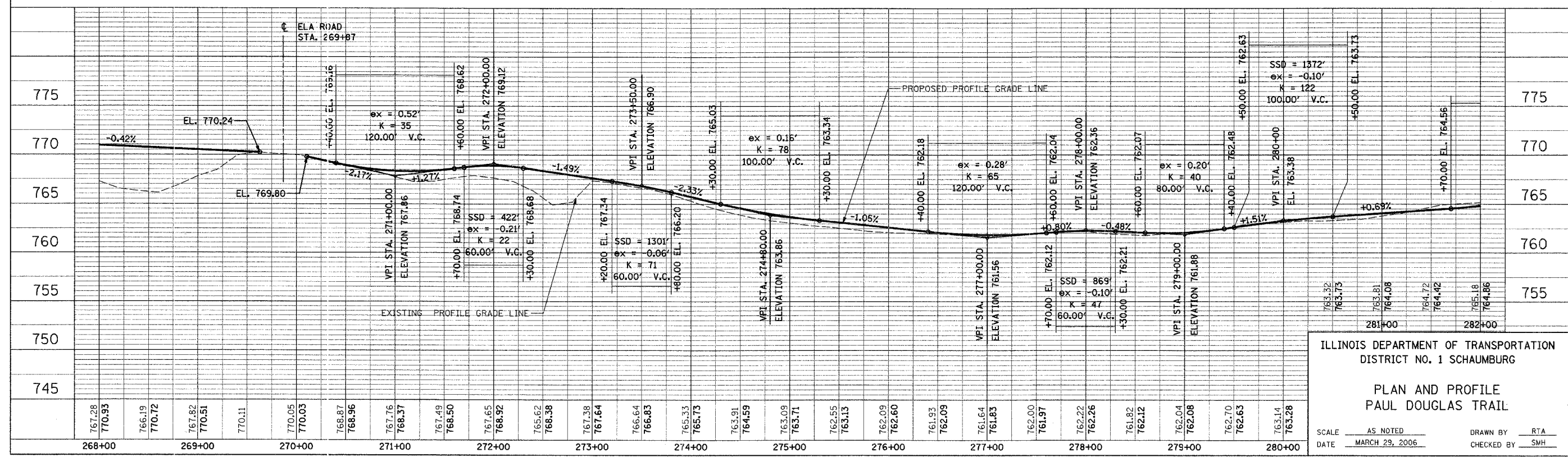
LEGEND

- CLEARING AREA
- WETLAND AREA
- TREE REMOVAL (UNIT)
- LIMIT OF TOPSOIL AND SEEDING



NOTE:
FOR PAVEMENT MARKING AT CROSSWALK,
SEE DETAIL, SHEET 61

PLAN	DATE
REVISION	BY
NOTED	
ALIGNED	
CHECKED	
FILE NAME	

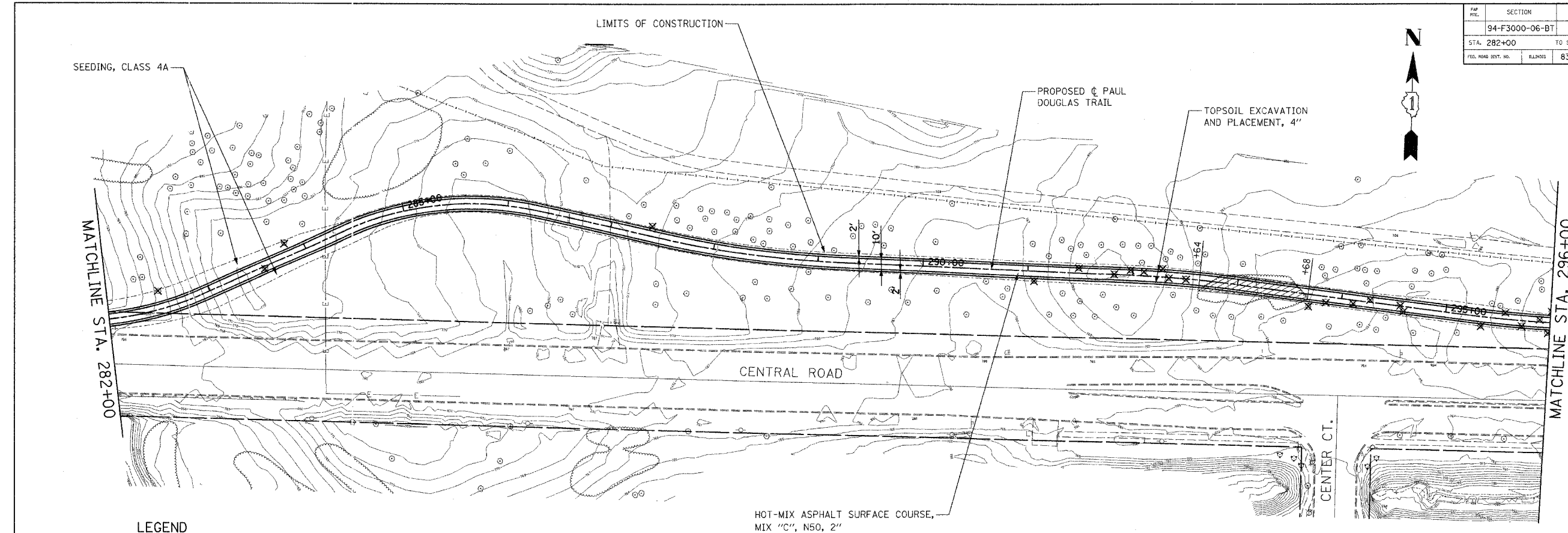


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 PLAN AND PROFILE
 PAUL DOUGLAS TRAIL

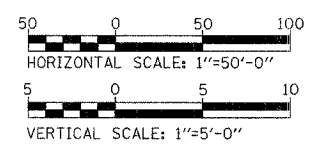
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 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

PROFILE	DATE
REVISION	BY
NOTED	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	35
STA. 282+00	TO STA. 296+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	
DRAWING P19				

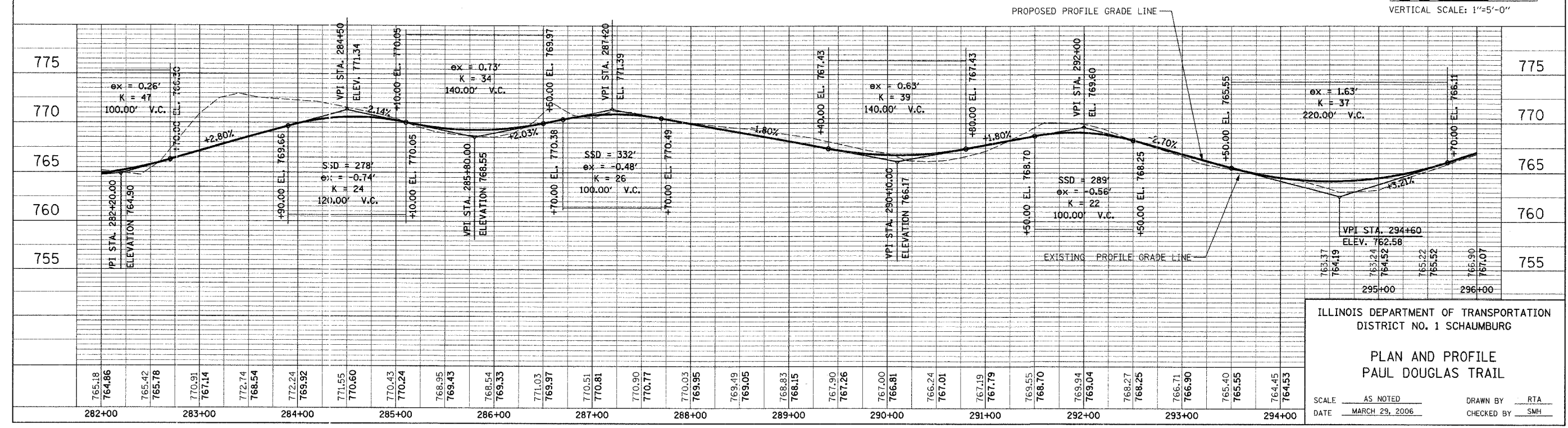


- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING



PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	NO. OF WAY CHECKED		
	DATE FILE NAME		

PROFILE	SURVEYED	BY	DATE
	NOTE BOOK		
	NO. OF WAY CHECKED		
	DATE FILE NAME		



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

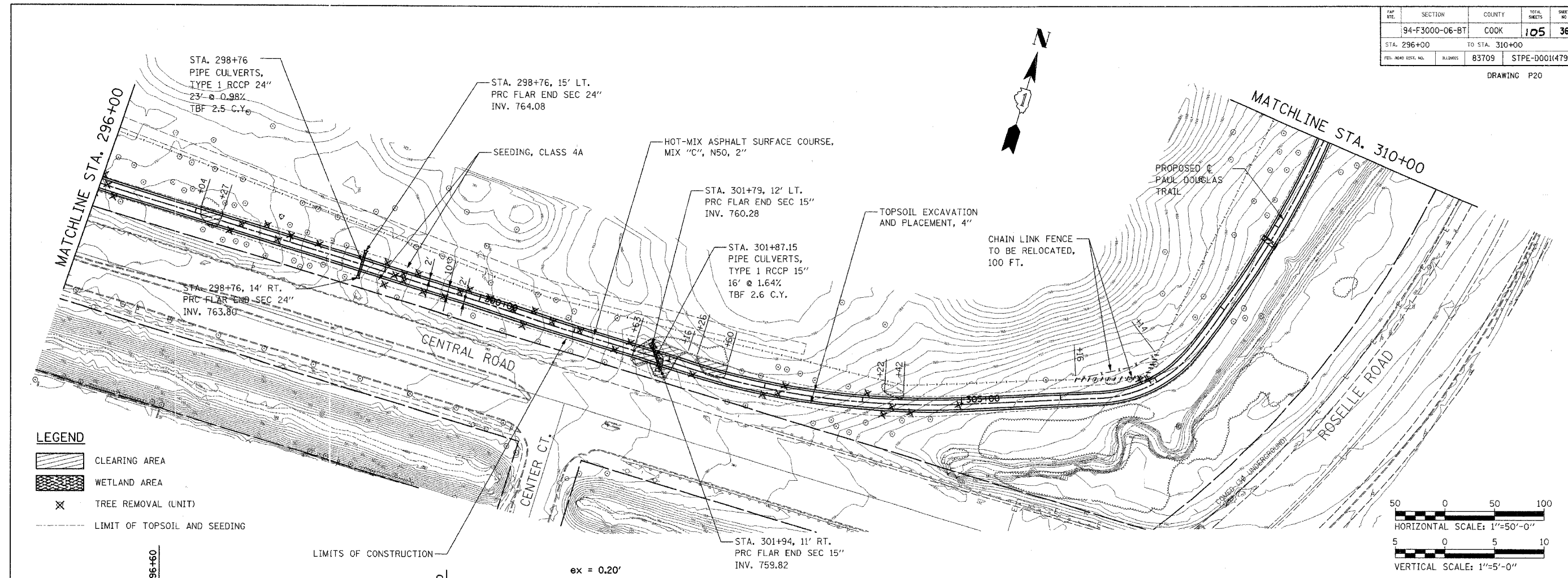
**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006

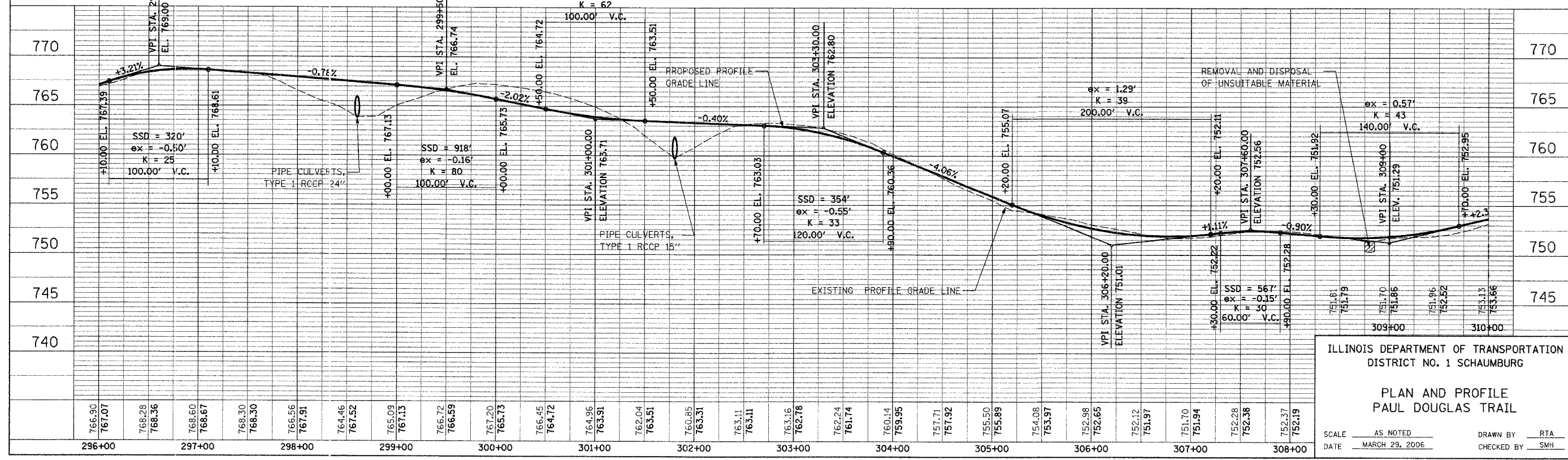
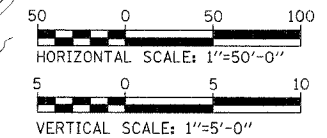
DRAWN BY RTA
CHECKED BY SMH

F&E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	36
STA. 296+00	TO STA. 310+00			
FED. ROAD DIST. NO.	BLDGNO.	BLDNO.	STPE-0001(479)	
		83709		

DRAWING P20



- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING
 - LIMITS OF CONSTRUCTION



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAMBURG

PLAN AND PROFILE
 PAUL DOUGLAS TRAIL

SCALE AS NOTED
 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

PLAN

DATE	BY

REVISIONS

NO.	DESCRIPTION

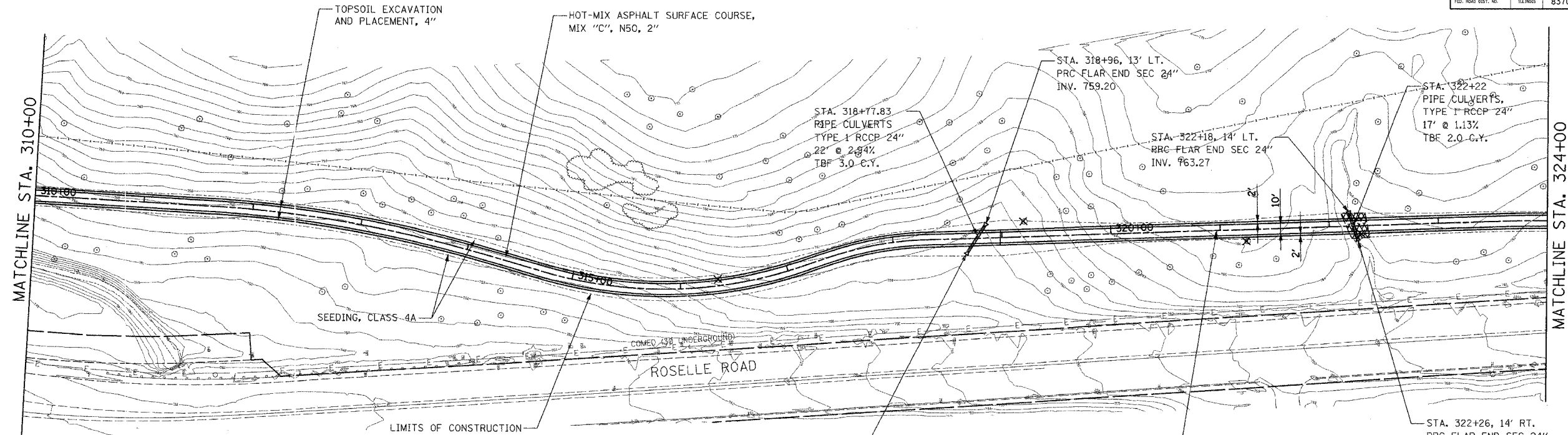
PROFILE

DATE	BY

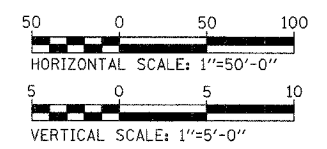
REVISIONS

NO.	DESCRIPTION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	37
STA. 310+00	TO STA. 324+00			
FED. ROAD DIST. NO.	STATE	FED. ROAD DIST. NO.	DRAWING P21	
	83709		STPE-0001(479)	

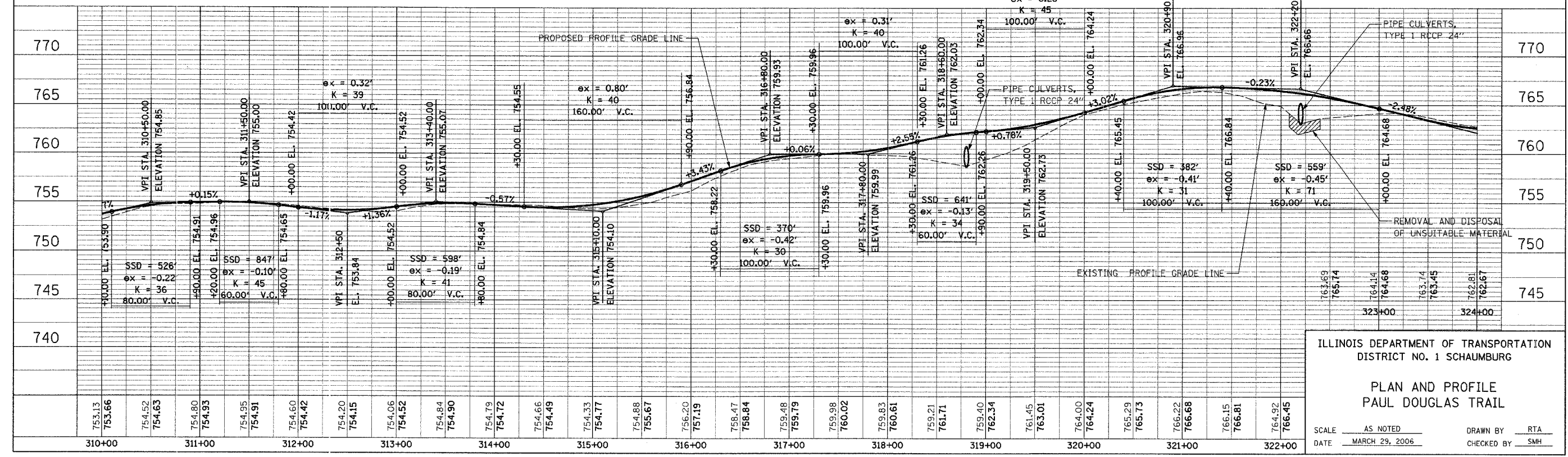


- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING



PLAN	SURVEYED	BY	DATE
	ADJUSTED		
	NOTED		
	RECORDED		
	FILED		

PROFILE	SURVEYED	BY	DATE
	ADJUSTED		
	NOTED		
	RECORDED		
	FILED		

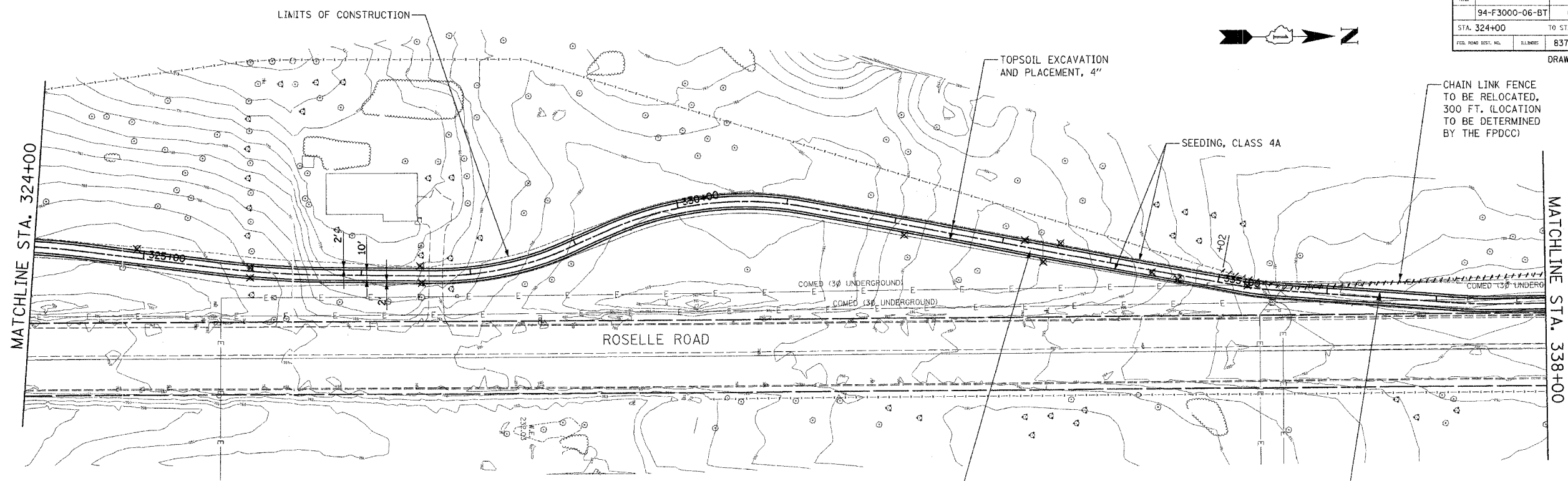


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

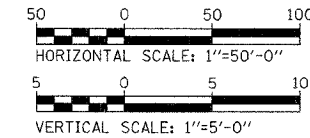
**PLAN AND PROFILE
PAUL DOUGLAS TRAIL**

SCALE AS NOTED
DATE MARCH 29, 2006
DRAWN BY RTA
CHECKED BY SMH

FAP 94-F3000-06-BT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA. 324+00		COOK	105	38
FED. ROAD DIST. NO.	ILLINOIS	STPE-000(1479)	DRAWING P22	



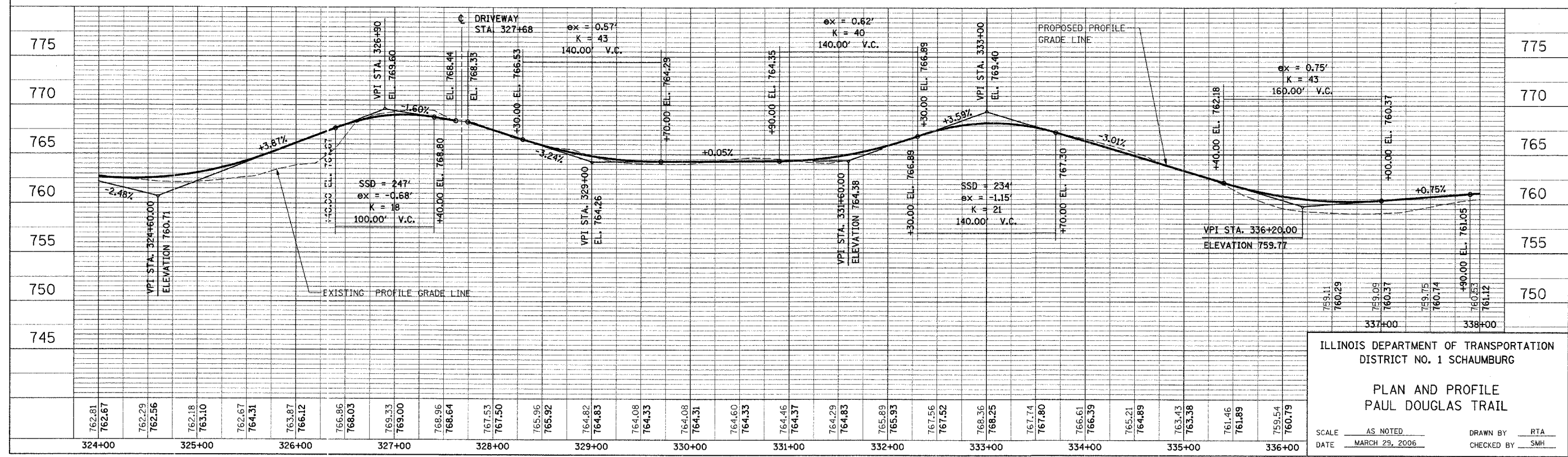
- LEGEND**
- CLEARING AREA
 - WETLAND AREA
 - TREE REMOVAL (UNIT)
 - LIMIT OF TOPSOIL AND SEEDING



PLAN

DATE	BY

REVISIONS
 NO. DATE BY
 1 10/10/06 SMH
 2 11/02/06 SMH
 3 11/02/06 SMH
 4 11/02/06 SMH
 5 11/02/06 SMH
 6 11/02/06 SMH
 7 11/02/06 SMH
 8 11/02/06 SMH
 9 11/02/06 SMH
 10 11/02/06 SMH



PROFILE

DATE	BY

REVISIONS
 NO. DATE BY
 1 10/10/06 SMH
 2 11/02/06 SMH
 3 11/02/06 SMH
 4 11/02/06 SMH
 5 11/02/06 SMH
 6 11/02/06 SMH
 7 11/02/06 SMH
 8 11/02/06 SMH
 9 11/02/06 SMH
 10 11/02/06 SMH





ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

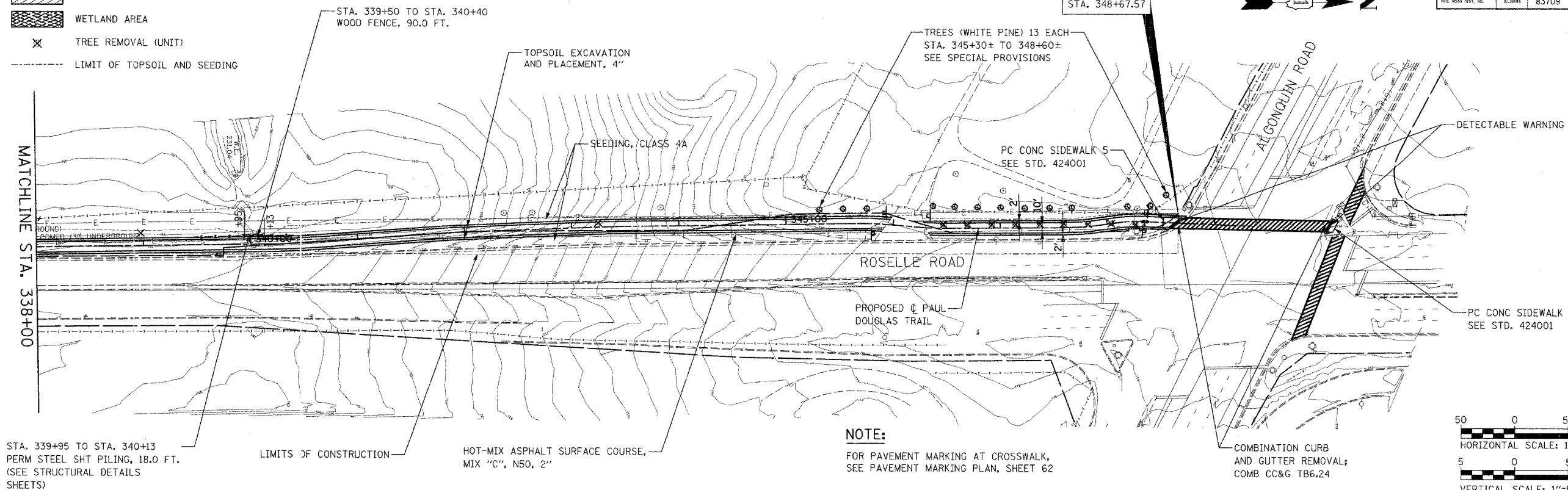
**PLAN AND PROFILE
 PAUL DOUGLAS TRAIL**

SCALE AS NOTED
 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	39
STA. 338+00	TO STA. 348+59		
FED. ROAD DIST. NO.	BLANKET	83709	STPE-0001(479)
DRAWING P23			

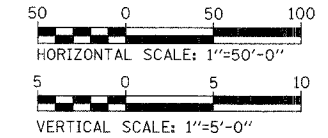
LEGEND

-  CLEARING AREA
-  WETLAND AREA
-  TREE REMOVAL (UNIT)
-  LIMIT OF TOPSOIL AND SEEDING



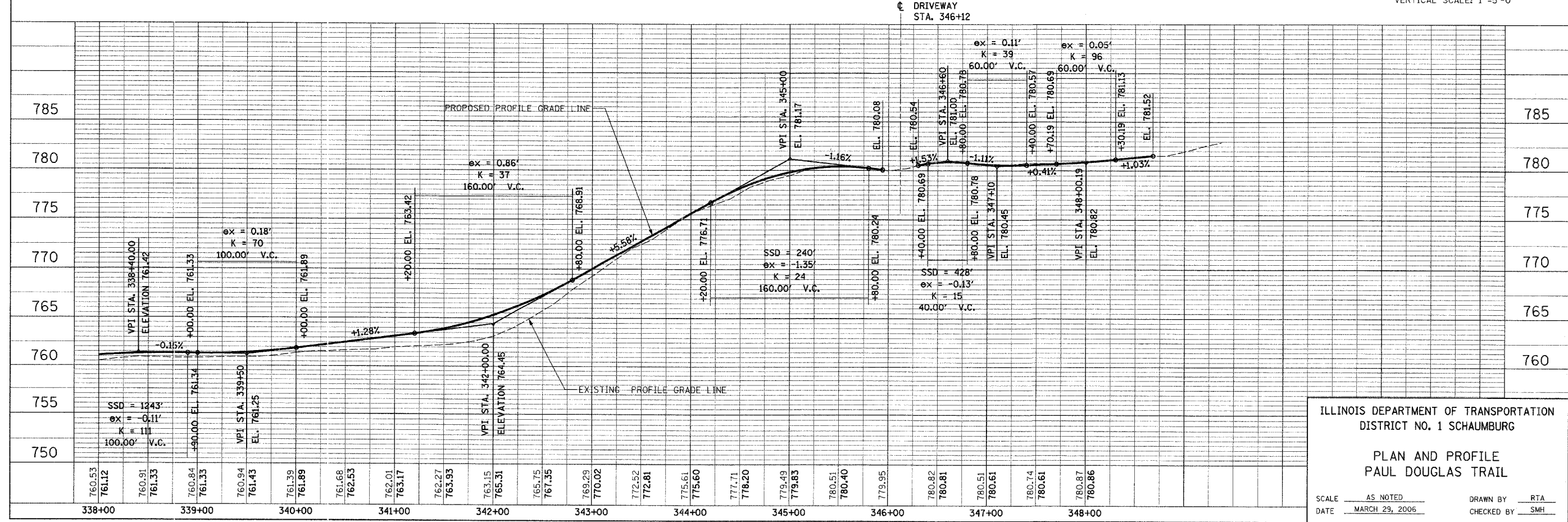
STA. 339+95 TO STA. 340+13
 PERM STEEL SH T PILING, 18.0 FT.
 (SEE STRUCTURAL DETAILS SHEETS)

NOTE:
 FOR PAVEMENT MARKING AT CROSSWALK,
 SEE PAVEMENT MARKING PLAN, SHEET 62



DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

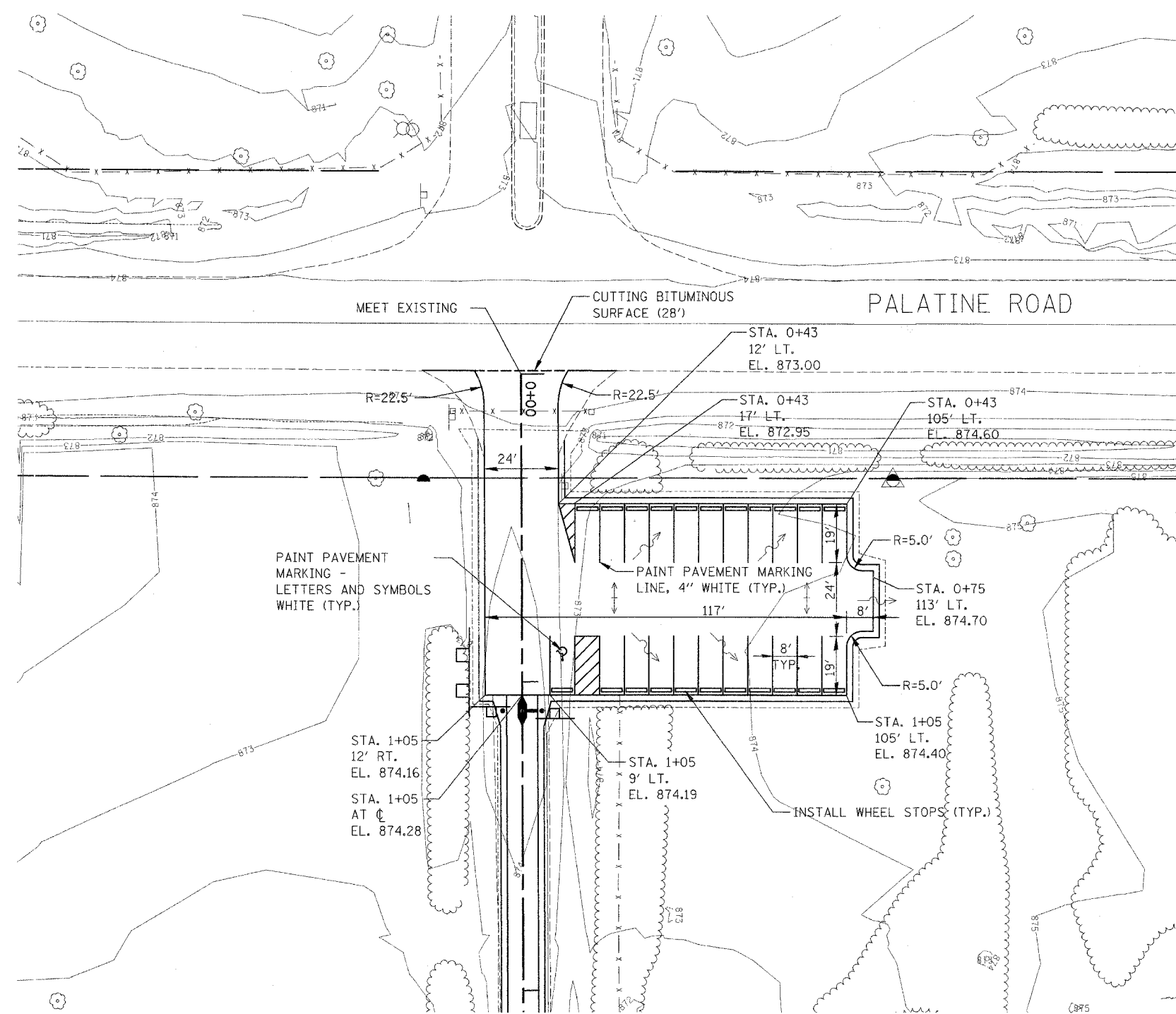


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

**PLAN AND PROFILE
 PAUL DOUGLAS TRAIL**

SCALE AS NOTED
 DATE MARCH 29, 2006
 DRAWN BY RTA
 CHECKED BY SMH

F&P SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	40
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



NOTE:
REFER TO FOREST PRESERVE
CONSTRUCTION DETAIL, SHEET 63.
FOR DRIVEWAY, REFER TO COOK
COUNTY STANDARD, SHEET 64.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PARKING LOT PLAN

SCALE AS NOTED
DATE 04/07/08

DRAWN BY REW
CHECKED BY SMH



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	41
STA. 0+00	TO STA. 46+00		
FED. ROAD DIST. NO.	PLAN NO.	83709	STPE-000(1479)

STRUCTURAL NOTES

GENERAL:

- SEE CIVIL DRAWINGS FOR EXISTING CONDITIONS. THE EXISTING CONDITIONS, INCLUDING ELEVATIONS, SHOWN ON THE CIVIL DRAWINGS ARE APPROXIMATE. ACTUAL FIELD CONDITIONS MAY VARY. ALSO SEE PLAN AND PROFILE SHEETS FOR LOCATIONS OF SHEET PILING.
- PLAN DIMENSION AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.
- DO NOT SCALE DRAWINGS. DETERMINE DIMENSIONS BY FIELD MEASUREMENTS.
- CONTRACTOR SHALL BRACE, SHORE, PROTECT, ETC., STRUCTURES, PILING, ETC., FROM DAMAGE DUE TO WINDS, STORMS, ETC., AS REQUIRED DURING CONSTRUCTION AND SHALL BE LIABLE FOR ANY DAMAGES RESULTING FROM SUCH.

REINFORCED CONCRETE:

- | | |
|----------------------|---------------------|
| CONCRETE | |
| COMPRESSIVE STRENGTH | 4000 PSI AT 28 DAYS |
| AIR CONTENT | 5 TO 8 PERCENT |
| WATER-CEMENT RATIO | 0.45 MAX |
| SLUMP | 2 TO 4 INCHES |
- ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" CHAMFER UNLESS NOTED OTHERWISE ON THE PLANS.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31, M42, OR M53 GRADE 60.
- REINFORCEMENT SHALL HAVE A MINIMUM CONCRETE COVER OF 2", EXCEPT CONCRETE CAST DIRECTLY AGAINST EARTH SHALL HAVE A MINIMUM COVER OF 3", OR AS OTHERWISE NOTED OR SHOWN ON THE DRAWINGS, OR WHEN MATCHING EXISTING BARS.
- ALL CONSTRUCTION JOINTS SHALL BE BONDED.
- ALL BAR SPLICERS ARE TO MEET ACI 318-02 MINIMUM REQUIREMENTS FOR STRENGTH.
- ALL REINFORCEMENT BARS DESIGNATED BY "(E)" SHALL BE EPOXY COATED.

BLOCK RETAINING WALLS:

- BLOCK RETAINING WALLS ARE TO BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.
- ALL MATERIALS FOR BLOCK RETAINING WALLS ARE TO BE PER THE MANUFACTURER'S SPECIFICATIONS.
- IF A CONFLICT ARISES BETWEEN EITHER THE SPECIFICATIONS OR THESE NOTES (AS THEY PERTAIN TO BLOCK RETAINING WALLS), AND THE MANUFACTURER'S SPECIFICATIONS, THE MANUFACTURER'S SPECIFICATIONS SHALL GOVERN.
- WHEN BLOCK RETAINING WALLS ADJUT OTHER STRUCTURES, THE TOPS OF THE WALLS ARE TO MATCH AS CLOSELY AS PRACTICAL.
- THE COST OF CONCRETE PLUGS AT THE INTERFACE BETWEEN THE BLOCK RETAINING WALLS AND THE EXISTING WINGWALLS IS TO BE INCLUDED IN THE COST OF THE BLOCK RETAINING WALLS.

STRUCTURAL STEEL:

- ALL WELDED CONNECTIONS SHALL BE MADE USING CONTINUOUS WELDS AS SHOWN OR NOTED. ALL WELDING SHALL CONFORM TO AWS D1.1 AND SHALL BE MADE BY A CERTIFIED WELDER USING AWS E70XX ELECTRODES.
- ALL SHEARED AND EXPOSED EDGES, CORNERS, AND WELDS SHALL BE GROUND SMOOTH. THE MINIMUM WELD SHALL BE 1/4", UNLESS OTHERWISE NOTED.
- ALL PERMANENT STEEL SHEET PILING SHALL BE ASTM A572 GR50. ALL PLATE STEEL SHALL BE ASTM A36.

FOUNDATIONS & EARTHWORK:

- SHEET PILING LENGTHS GIVEN ON THE PLAN ARE THE MINIMUM REQUIRED LENGTHS AS MEASURED ALONG THE LONGITUDINAL AXIS OF THE PILING.
- FILL BEHIND THE BLOCK RETAINING AND PERMANENT STEEL SHEET PILING WALLS SHALL BE POROUS GRANULAR BACKFILL (CA 7 OR CA18 GRAVEL) WITH NO ORGANICS, COMPLYING WITH SECTION 209 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- PRIOR TO PERFORMING ANY EXCAVATION OR DEMOLITION WORK, THE CONTRACTOR SHALL PROVIDE TEMPORARY SUPPORT FOR THE EXISTING STRUCTURES AS THE ENGINEER DEEMS NECESSARY TO PERFORM THE WORK AND PROTECT EXISTING STRUCTURES THAT ARE TO REMAIN IN PLACE. ANY DAMAGE DONE TO THE EXISTING STRUCTURES MUST BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL LIMIT EXCAVATION TO THE MINIMUM LIMITS NECESSARY FOR PERFORMANCE OF THE WORK, CONSISTENT WITH SAFETY AND SLOPE STABILITY. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXCAVATIONS AT STABLE SLOPES, INCLUDING PROVIDING TEMPORARY SHORING OR BRACING AS REQUIRED.
- ALL PILING WORK INCLUDING MATERIALS, FURNISHING AND DRIVING SHALL CONFORM WITH SECTIONS 512 THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGES CONSTRUCTION ADOPTED JANUARY 1, 2002.

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	QTY.
STRUCTURE EXCAVATION	CU. YD.	67
REINFORCEMENT BARS, EPOXY COATED	POUND	260
CONCRETE STRUCTURES	CU. YD.	4.0
BLOCK RETAINING WALL	SQ. FT.	460
PERMANENT STEEL SHEET PILING	SQ. FT.	2660
CONCRETE REMOVAL	CU. YD.	0.8
BAR SPLICERS	EACH	25
PIPE UNDERDRAINS FOR STRUCTURES, 6"	FOOT	228

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BOX CULVERT DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN IN THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT 'AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES'."



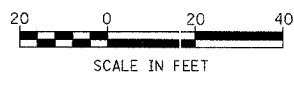
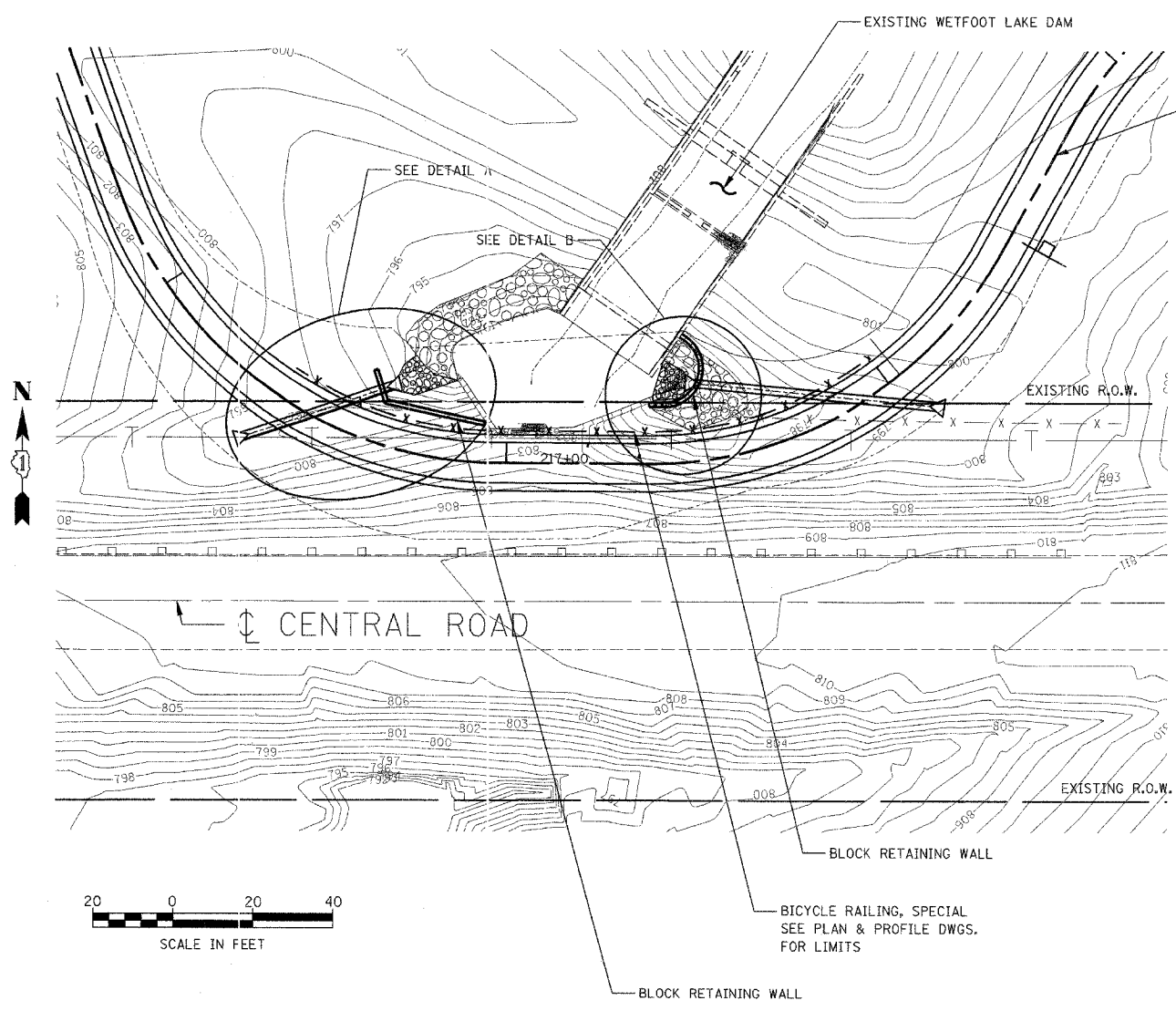
William P. Murphy
 EXP. 11/30/08 SHEET 41 TO 46

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

STRUCTURAL NOTES

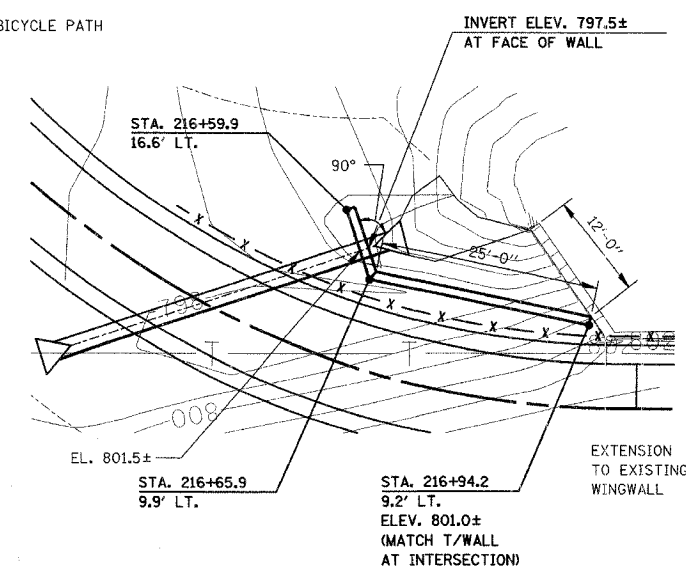
SCALE NONE DRAWN BY ERG
 DATE 3/31/06 CHECKED BY JD

F&E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	42	
STA.	TO STA.			
FED. ROAD DIST. NO.	PROJECT	83709	STPE-DC01(479)	

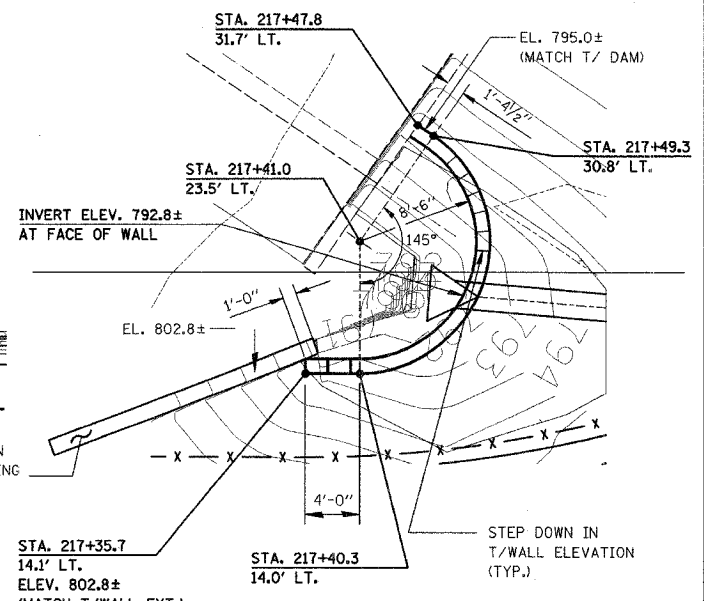


NOTES:

- EXISTING CONDITION CONTOURS SHOWN ARE FOR REFERENCE ONLY.
- ALL ELEVATIONS ARE APPROXIMATE.
- PLAN VIEWS SHOWS BOTTOM OF WALLS.
- SEE SHEET 43 FOR BLOCK RETAINING WALL DETAILS
- SEE SHEET 44 FOR WINGWALL EXTENSION DETAILS
- SEE PLAN & PROFILE DRAWINGS FOR MORE DETAILS
- STATIONS AND OFFSETS ARE TO BACK FACE OF WALL, AND TOP OF LEVELING PAD

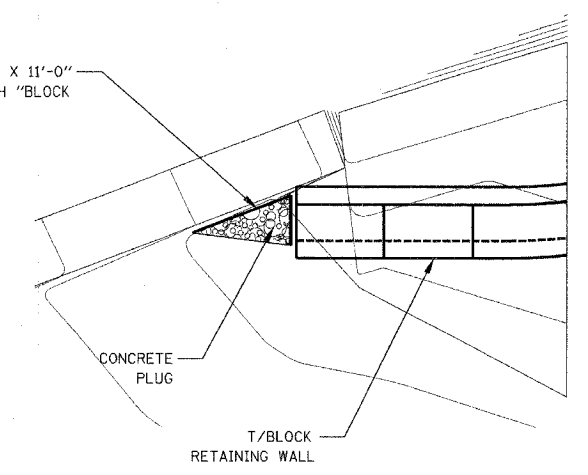


DETAIL A

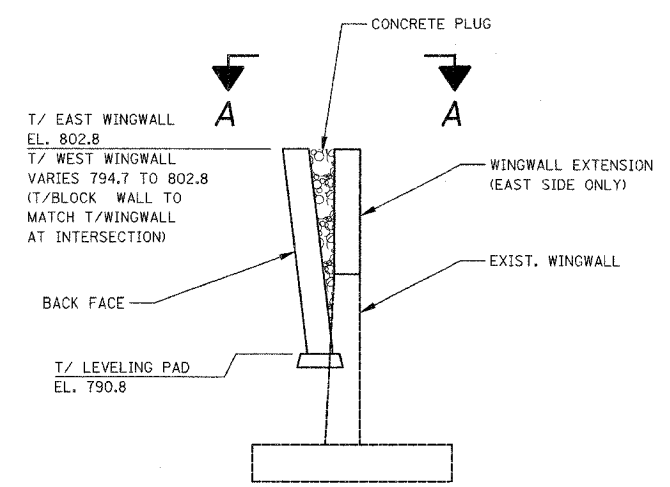


DETAIL B

BENT # 1/16" X 3'-0" X 11'-0"
(COST INCLUDED WITH "BLOCK RETAINING WALL")
(LONG LEG AGAINST WINGWALL)



VIEW A-A



TYPICAL JOINT BETWEEN EXIST. WINGWALLS & BLOCK RETAINING WALL
(EAST SIDE SHOWN WEST SIDE SIMILAR)

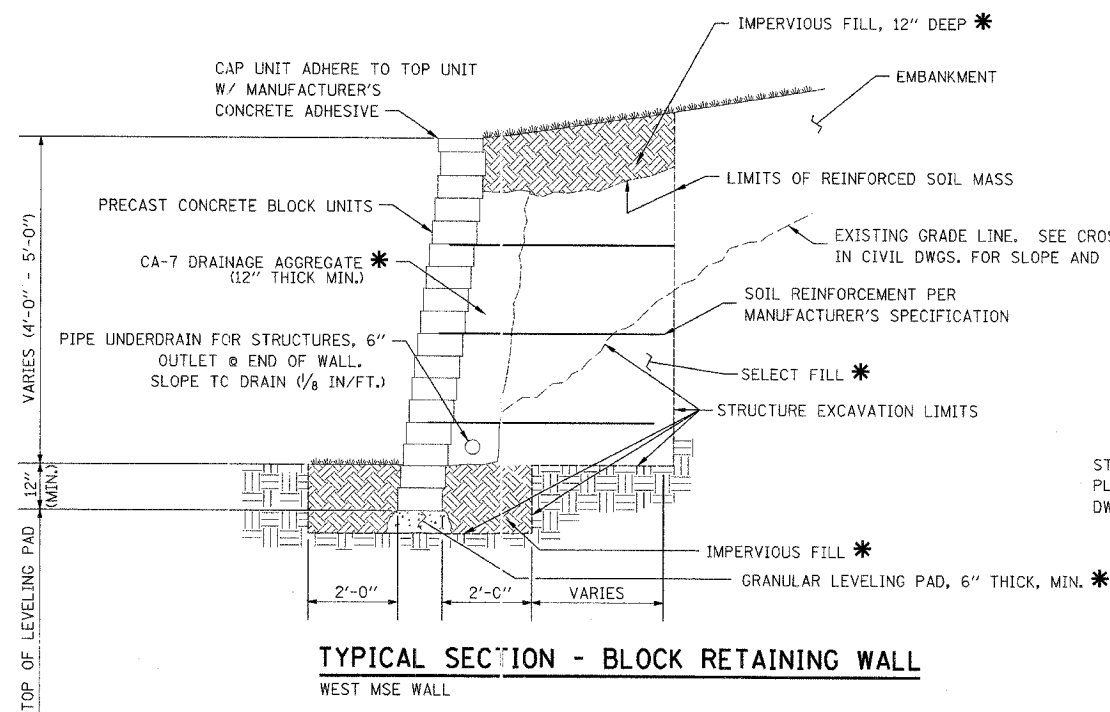
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**WETFOOT DAM
RETAINING WALL PLAN**

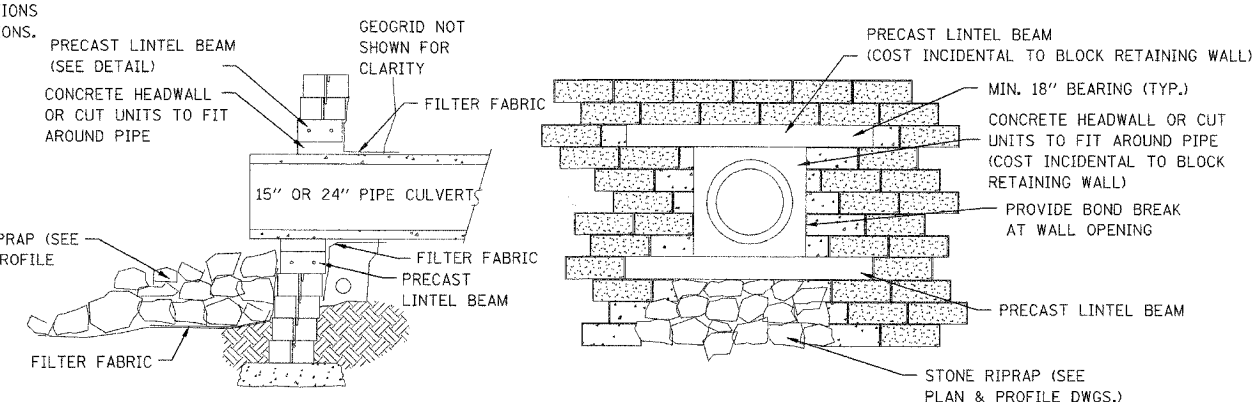
SCALE AS NOTED
DATE 04/06/06

DRAWN BY BSB
CHECKED BY SMH

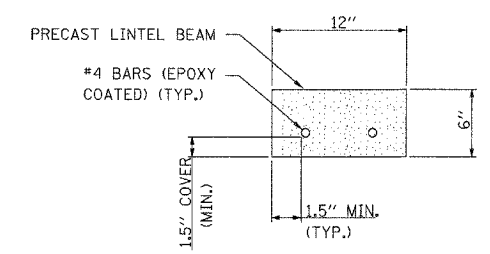
FW RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	43
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



* COST INCLUDED WITH COST OF "BLOCK RETAINING WALL"



WALL W/ PIPE PENETRATION
PROFILE



PRECAST LINTEL BEAM DETAIL

- LINTEL NOTES:
1. FINAL BEAM SIZE, REINFORCEMENT, AND CONFIGURATION TO BE DESIGNED BY CONTRACTOR
 2. LINTEL BEAMS SHALL BE PRECAST WITH MINIMUM 7 DAYS CURE
 3. HEIGHT OF BEAM SHALL CORRESPOND TO HEIGHT OF UNIT(S)
 4. PLACEMENT OF LINTEL BEAMS SHALL BE CONSISTANT WITH THE PLACEMENT OF THE OUTFALL PIPE
 5. INSTALL OUTFALL PIPE PRIOR TO CONSTRUCTION OF WALL ABOVE
 6. OUTFALL PIPE TO EXTEND BEYOND BASE COURSE OF WALL NO LESS THAN 6"
 7. GEOTEXTILE FABRIC SHALL BE INSTALLED AROUND PIPE OPENING
 8. LINTEL TO EXTEND MINIMUM 18" EITHER SIDE OF OPENING
 9. COST OF LINTELS IS TO BE INCLUDED IN COST OF BLOCK WALL.

NOTE:
REFER TO CIVIL DRAWINGS FOR LOCATION AND LIMITS OF SHEET PILING WALLS.

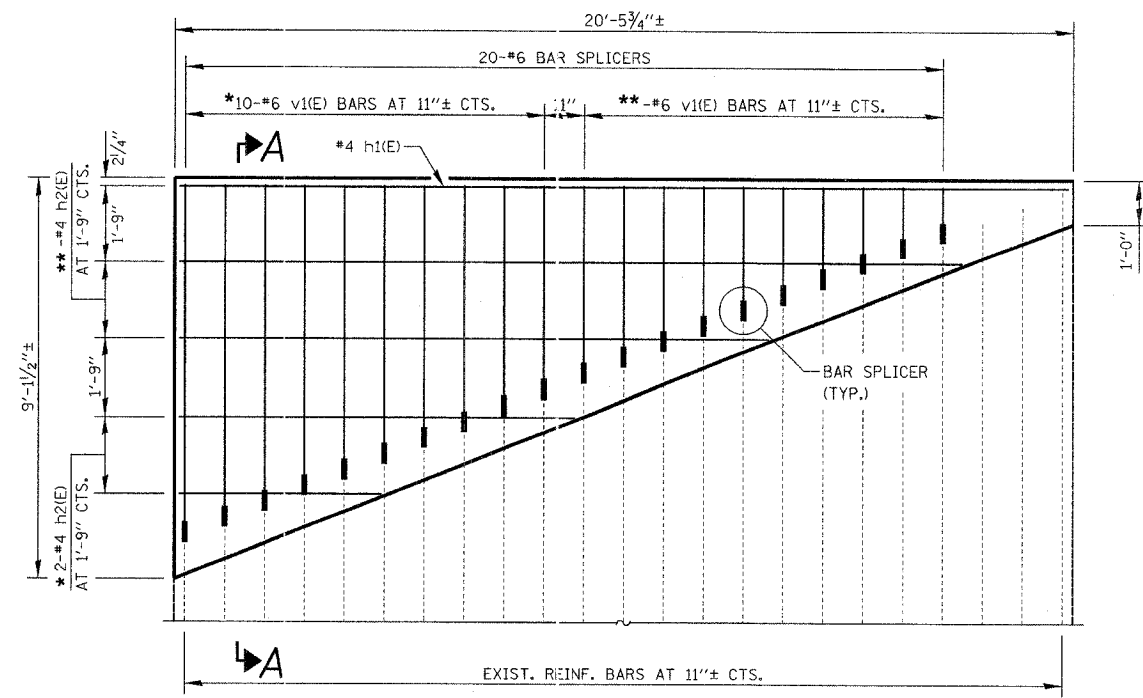
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**BLOCK RETAINING
WALL DETAILS**

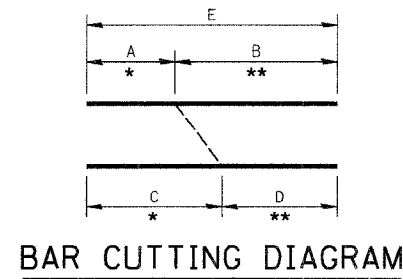
SCALE NONE
DATE 3/31/06

DRAWN BY ERG
CHECKED BY JD

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	44
STA.	TO STA.			
0+00	46+00			
FED. ROAD DIST. NO.	BILLINGS	83709	STPE-0001(479)	

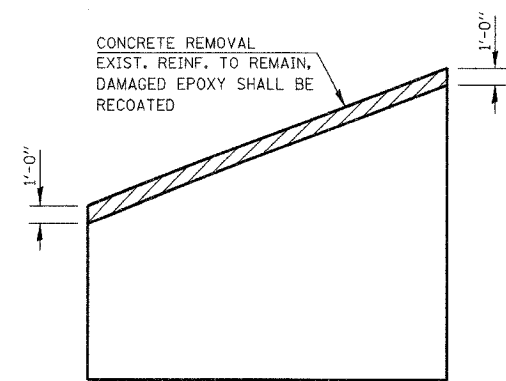


PARTIAL ELEVATION
(SHOWING BARS IN BACK FACE)
(EAST WINGWALL ONLY)

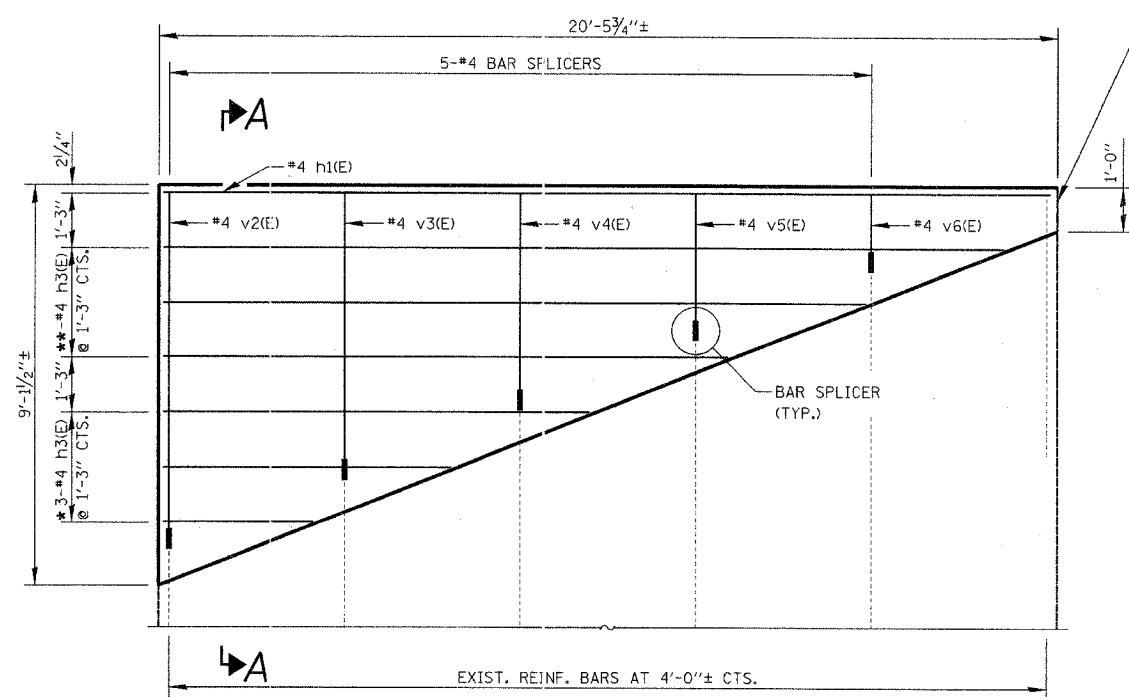


BAR	A	B	C	D	E
h2(E)	4'-5"	17'-9"	8'-11"	13'-4"	22'-3"
h3(E)	3'-3"	19'-0"	9'-7"	12'-8"	22'-3"
v1(E)	1'-0"	7'-10"	4'-3"	4'-7"	8'-10"

*ORDER BARS FULL LENGTH AND CUT TO FIT SLOPE.
**REMAINDER OF BARS TO BE PLACED AS SHOWN.

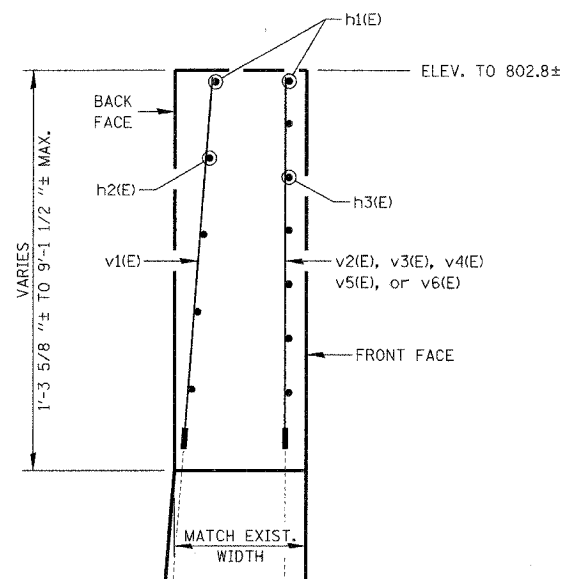


EXISTING WINGWALL ELEVATION
(SHOWING CONCRETE REMOVAL)
(EAST WINGWALL ONLY)



PARTIAL ELEVATION
(SHOWING BARS IN FRONT FACE)
(EAST WINGWALL ONLY)

APPLY PREFORMED JOINT FILLER AT JOINT WITH EXISTING WALL.
COST TO BE INCLUDED WITH CONCRETE STRUCTURES.



SECTION A-A

BILL OF MATERIAL

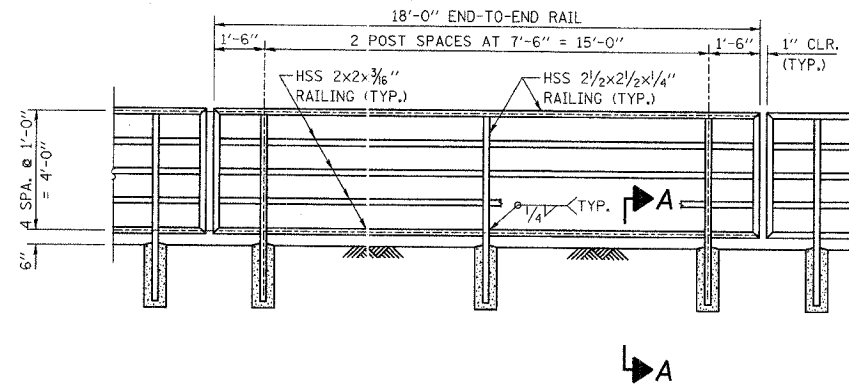
BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	2	#4	20'-1"	—
h2(E)	2	#4	22'-3"	—
h3(E)	3	#4	22'-3"	—
v1(E)	10	#6	8'-10"	—
v2(E)	1	#4	7'-10"	—
v3(E)	1	#4	6'-3"	—
v4(E)	1	#4	4'-8"	—
v5(E)	1	#4	3'-1"	—
v6(E)	1	#4	1'-6"	—
REINFORCEMENT BARS, EPOXY COATED			LB	260
BAR SPLICERS			EACH	25
CONCRETE REMOVAL			CU. YD.	0.8
CONCRETE STRUCTURES			CU. YD.	4.0

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

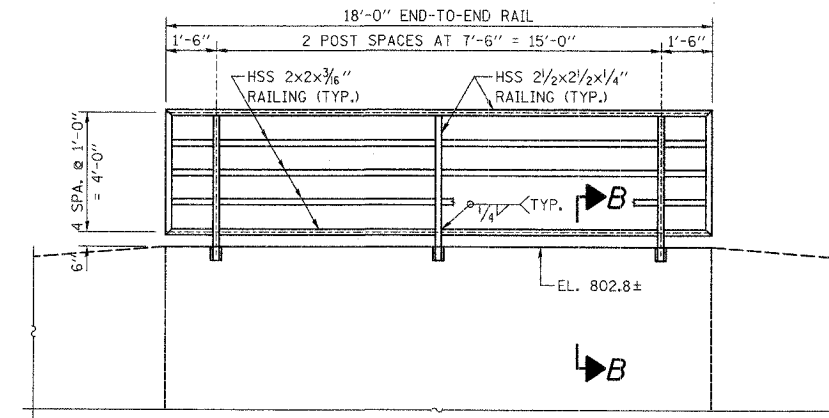
WING WALL EXTENSION DETAILS

SCALE NONE
DATE 3/31/06
DRAWN BY ERG
CHECKED BY JD

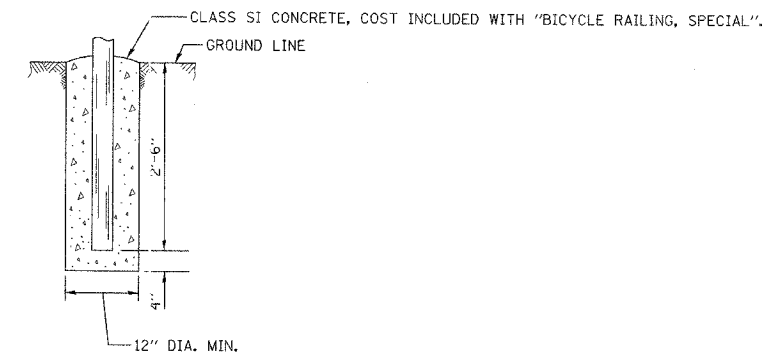
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	45
STA. TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	B3709
		STPE-0001(479)	



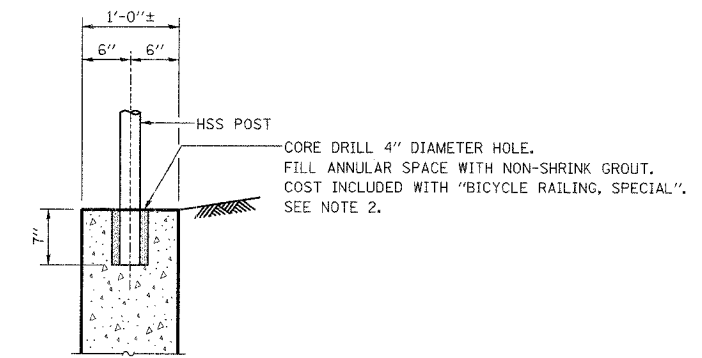
TYPICAL ELEVATION



ELEVATION AT EXIST. HEADWALL



SECTION A-A



SECTION B-B

NOTES:

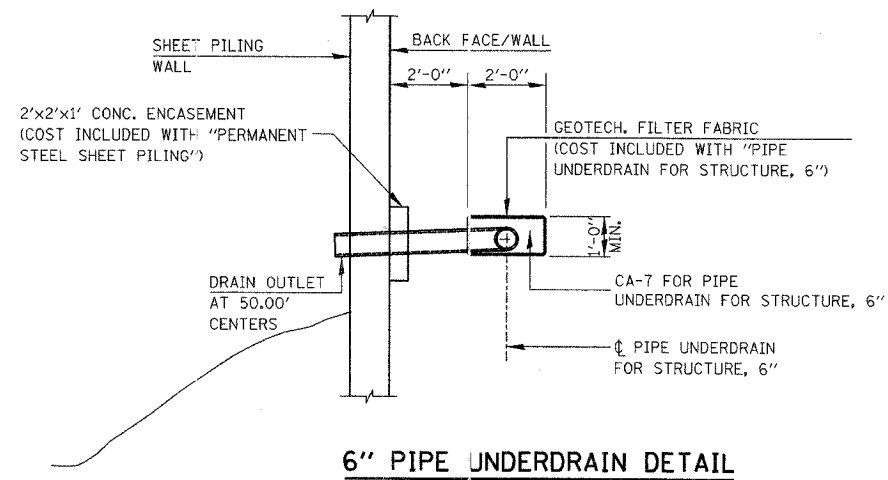
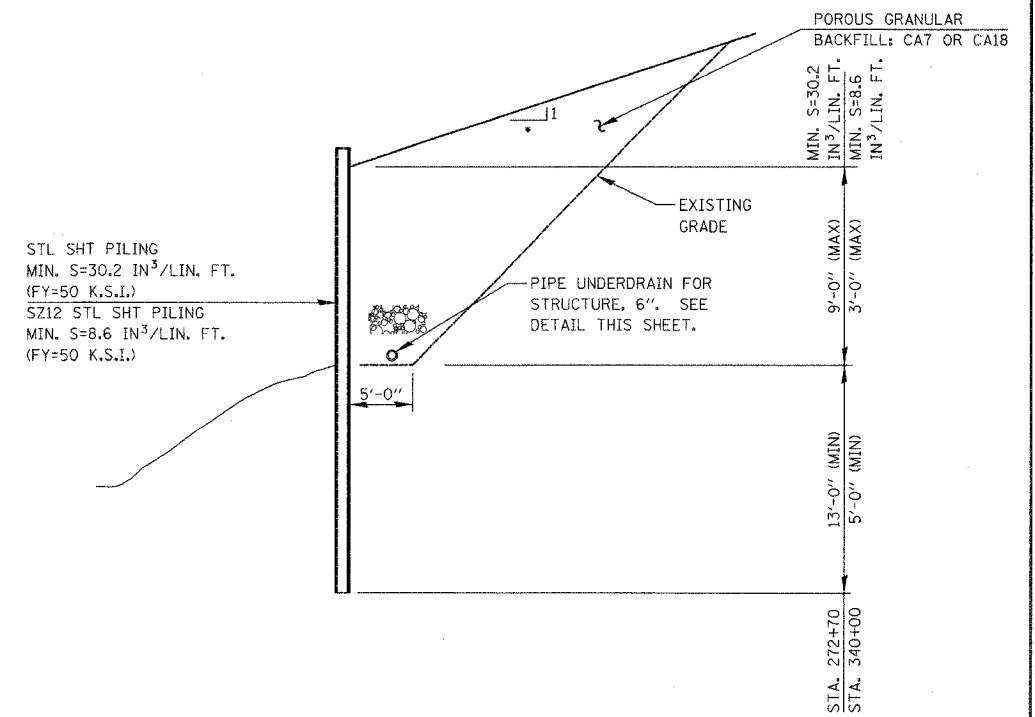
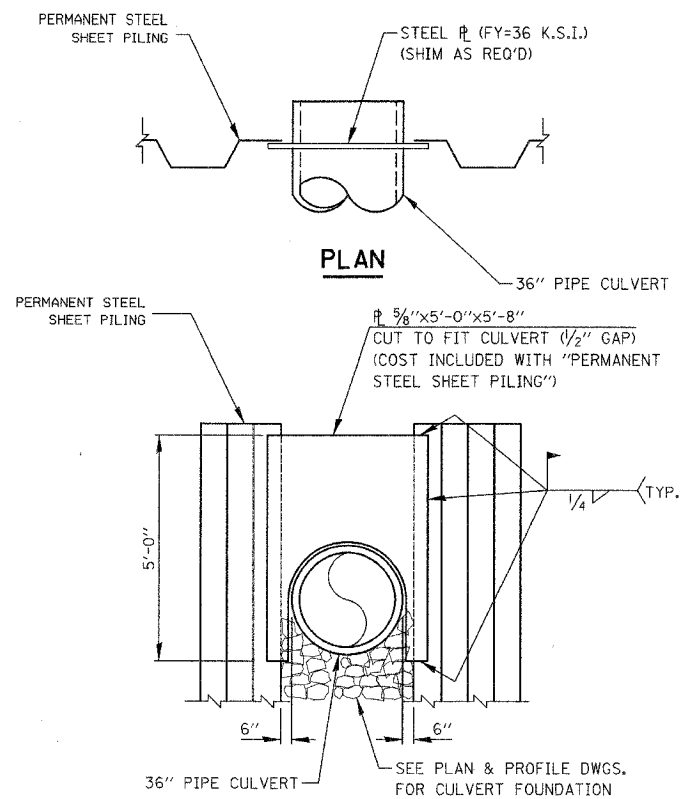
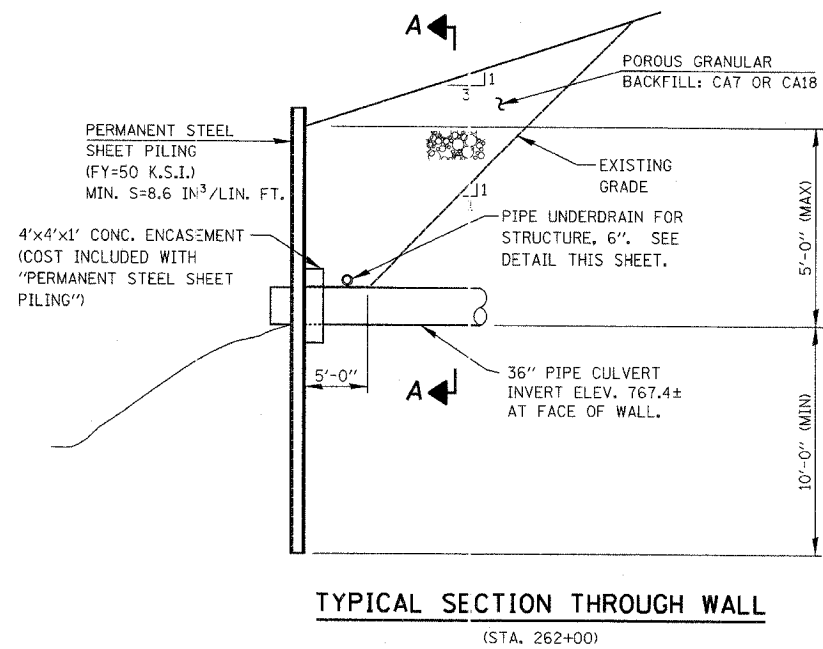
- HOLLOW STRUCTURAL STEEL TUBE SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A 847.
- NON-SHRINK GROUT SHALL BE IN ACCORDANCE WITH SECTION 1024 OF THE STANDARD SPECIFICATIONS.
- SEE PLAN & PROFILE DWGS. FOR LIMITS OF BICYCLE RAILING, SPECIAL.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

BICYCLE RAILING DETAILS

SCALE NONE DRAWN BY ERC
DATE 3/31/06 CHECKED BY JD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	46
STA.	TO STA.		
FED. ROAD DIST. NO.	ILL. ROAD DIST. NO.	83709	STPE-000(479)



TYPICAL SECTION THROUGH WALL
(STA. 272+70 & STA. 340+00)

• SEE CROSS SECTION DWGS. FOR SLOPES

NOTES:

1. REFER TO PLAN AND PROFILE DRAWINGS FOR LOCATIONS AND LIMITS OF SHEET PILING WALLS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE DESIGN OF THE PERMANENT STEEL SHEET PILING. ALL DETAILS AND DESIGNS SHALL BE SIGNED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER, AND SHALL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

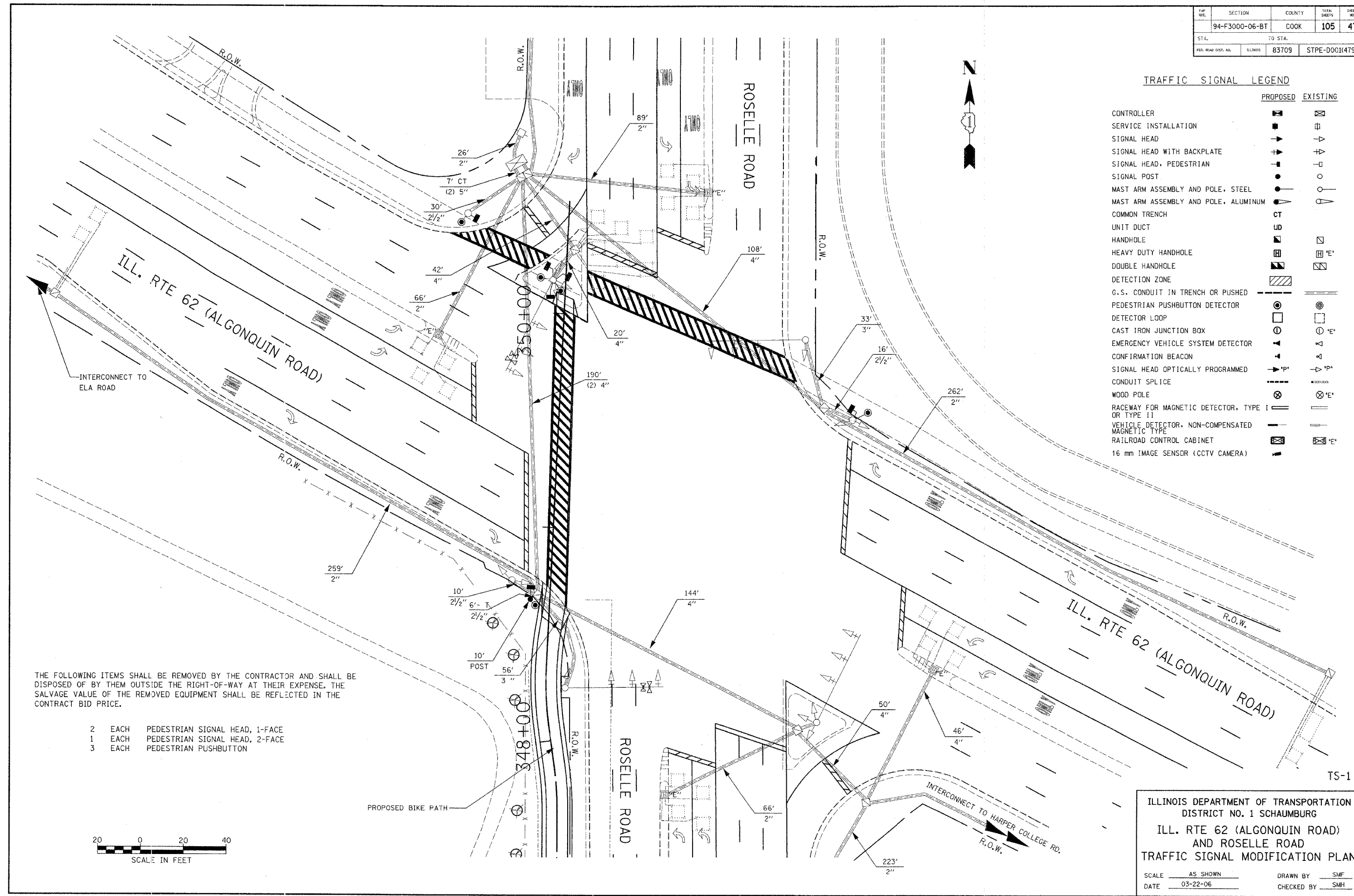
SHEET PILING DETAILS

SCALE NONE
DATE 3/31/06
DRAWN BY ERG
CHECKED BY JD

F&P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	47
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOC1(479)	

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH		
UNIT DUCT		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
DETECTION ZONE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		
16 mm IMAGE SENSOR (CCTV CAMERA)		



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

- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 3 EACH PEDESTRIAN PUSHBUTTON



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**ILL. RTE 62 (ALGONQUIN ROAD)
AND ROSELLE ROAD
TRAFFIC SIGNAL MODIFICATION PLAN**

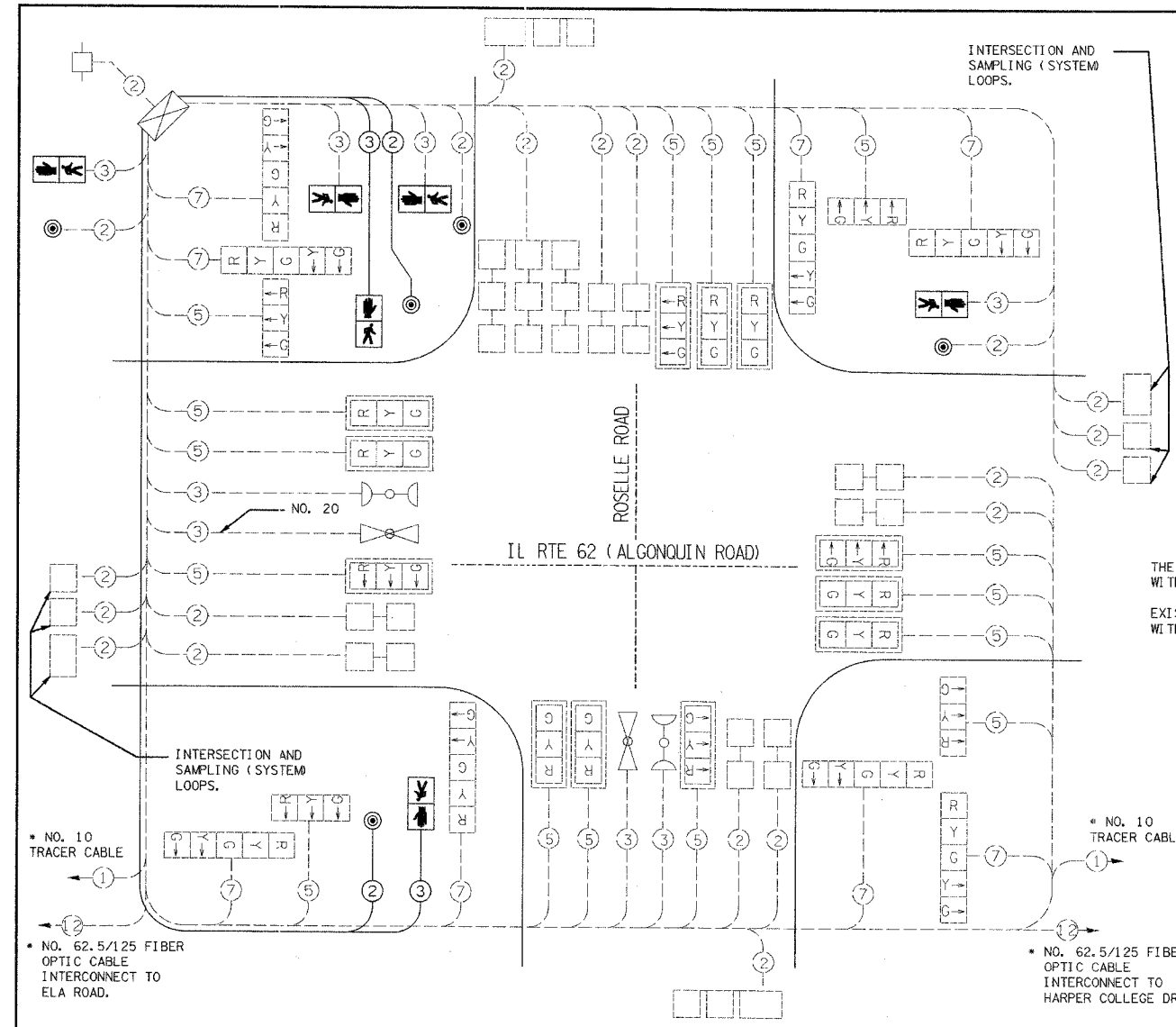
SCALE AS SHOWN DRAWN BY SMF
DATE 03-22-06 CHECKED BY SMH

TS-1

PAR. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	48
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

SCHEDULE OF QUANTITIES

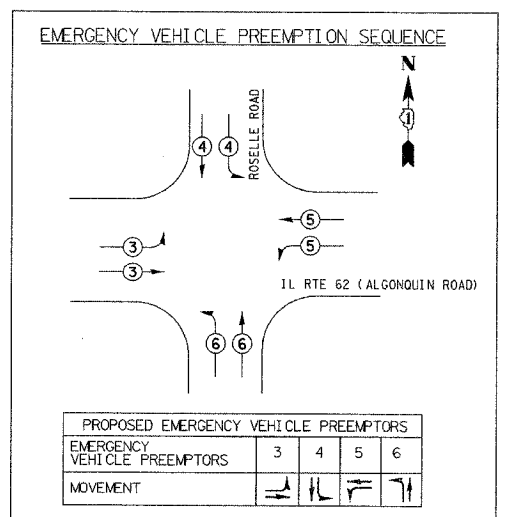
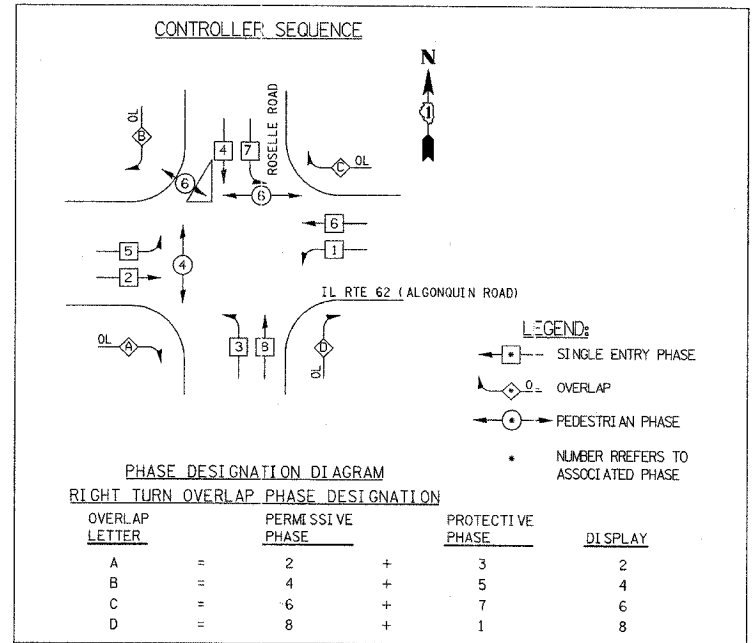
PAY ITEM	UNITS	QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	345
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	357
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	5
TRAFFIC SIGNAL POST, 10 FT.	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
DRILL EXISTING HANDHOLE	EACH	1
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	6
TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	FOOT	6
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	20
CONCRETE FOUNDATION, TYPE A	FOOT	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1



THE EXISTING PUSH-BUTTONS ARE TO BE REPLACED WITH NEW PEDESTRIAN PUSH-BUTTONS.
EXISTING PEDESTRIAN HEADS ARE TO BE REPLACED WITH NEW LED PEDESTRIAN SIGNAL HEADS.

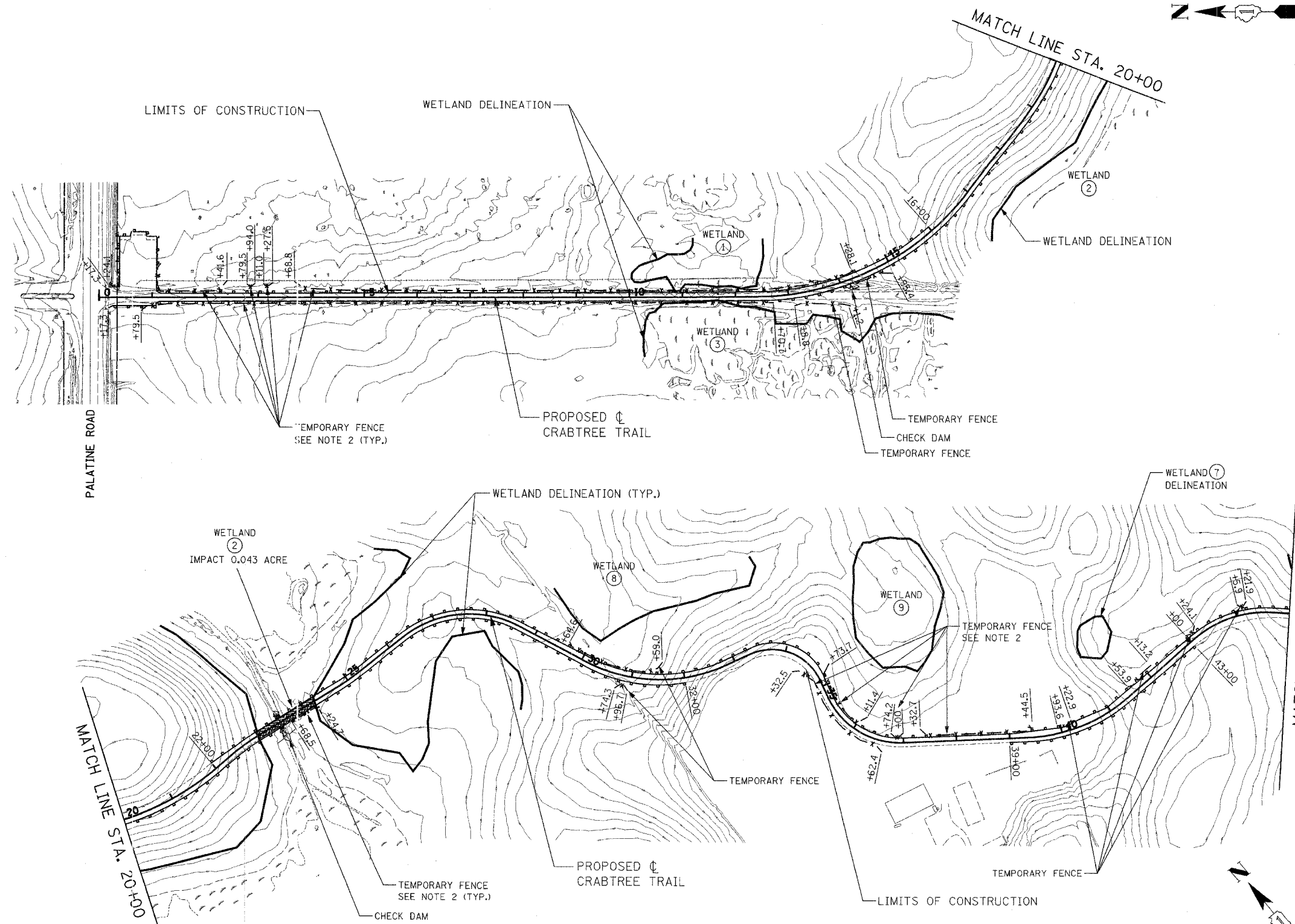
CABLE PLAN LEGEND

- | | | |
|--|--|--|
| | | 12" TRAFFIC SIGNAL SECTION |
| | | 12" PEDESTRIAN SIGNAL HEAD |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | EMERGENCY VEHICLE CONFIRMATION BEACON |
| | | PUSH BUTTON DETECTOR |
| | | DENOTES NUMBER OF CONDUCTORS. ALL CABLE IS NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTORS DETECTOR CABLE TO BE TWISTED AND SHIELDED. |
| | | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | OPTICON CABLE |
| | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD. |
| | | GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C) |
| | | GROUND ROD AT POST (P) OR MAST ARM POLE (MA) |
| | | GROUND ROD AT ELECTRIC SERVICE INSTALLATION |



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
IL. ROUTE 62 (ALGONQUIN ROAD)
AND ROSELLE ROAD MODIFICATION
SCHEDULE OF QUANTITIES, CABLE PLAN
AND PHASE DESIGNATION DIAGRAM
SCALE AS SHOWN DRAWN BY SMF
DATE 03-22-06 CHECKED BY SMH

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	49
STA. 0+00	TO STA. 45+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



LEGEND:

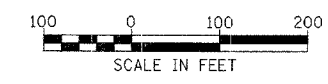
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WETLAND IMPACT AREA
- CHECK DAM

NOTES:

1. ADDITIONAL TEMPORARY FENCE MAY BE USED AS DETERMINED BY ENGINEER IN FIELD TO PROTECT TREES AND WETLAND DURING CONSTRUCTION.
2. TEMPORARY FENCE LOCATIONS ARE DEFINED BY BEGINNING AND END STATIONING AS SHOWN.
3. TEMPORARY EROSION CONTROL SHALL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONTRUCTION (ADOPTED JANUARY 1, 2007), SECTION 280.
4. THE PLACEMENT OF CHECK DAMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE CHECK DAMS SHALL BE EITHER ROLLED COIR LOGS, GEOSYNTHETIC BARRIERS, OR COMPOST SOCKS. THE CHECK DAMS SHALL BE INSTALLED PER THE MANUFACTURES SPECIFICATIONS (MAKING SURE THAT THE MIDDLE OF THE CHECK DAM IS LOWER THAN THE ENDS) AND APPROVED BY THE ENGINEER IN THE FIELD AND THE NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT REPRESENTATIVE.
5. SILT FENCES AT LOW POINTS SHALL BE WIRE-BACKED AND SUPPLEMENTED WITH METAL POSTS.

MATCH LINE STA. 20+00

MATCH LINE STA. 45+00



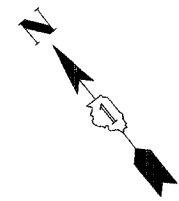
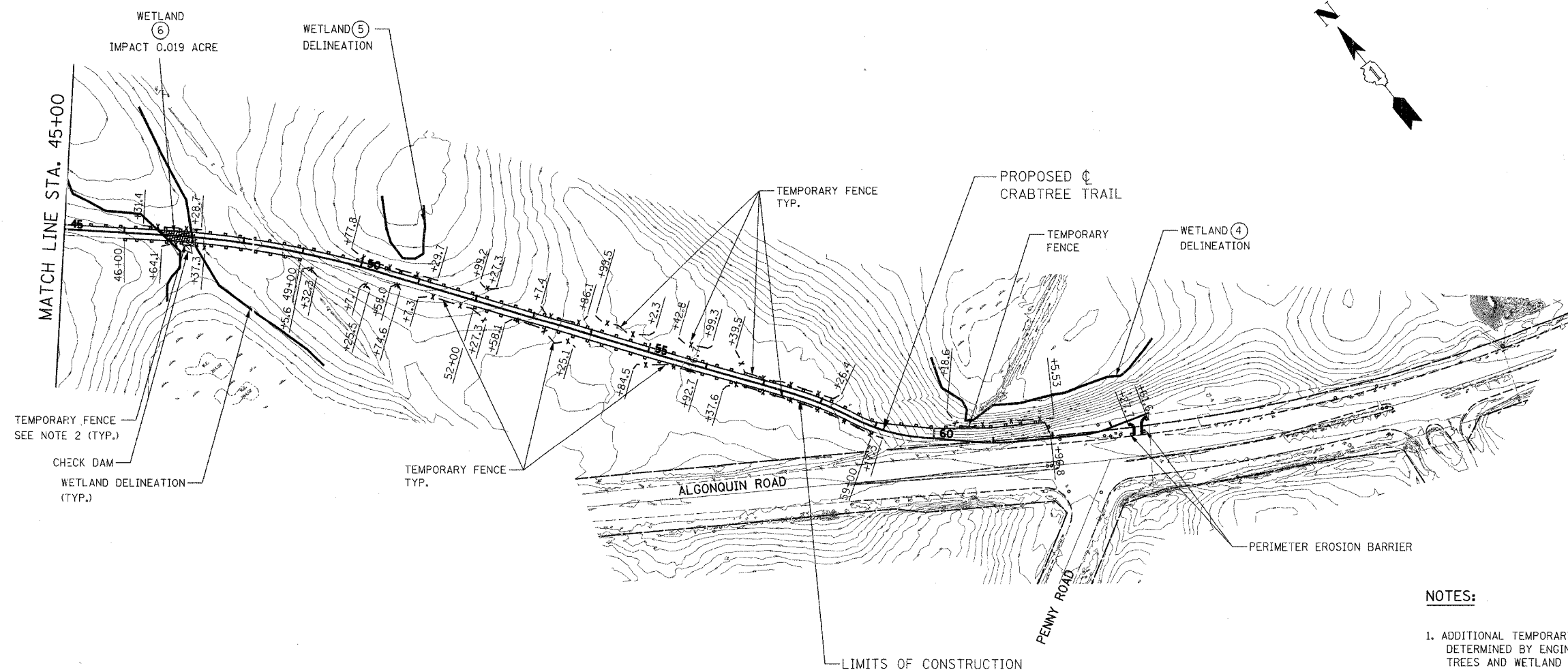
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

EROSION CONTROL PLAN

SCALE AS NOTED
DATE MARCH 24, 2006

DRAWN BY REW
CHECKED BY SMH

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	50
STA. 45+00	TO STA. 63+00			
FED. ROAD DIST. NO.	BL. NO.	83709	STPE-D001(479)	

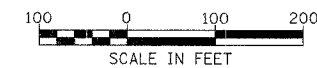


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LEGEND:

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- WETLAND IMPACT AREA
- CHECK DAM

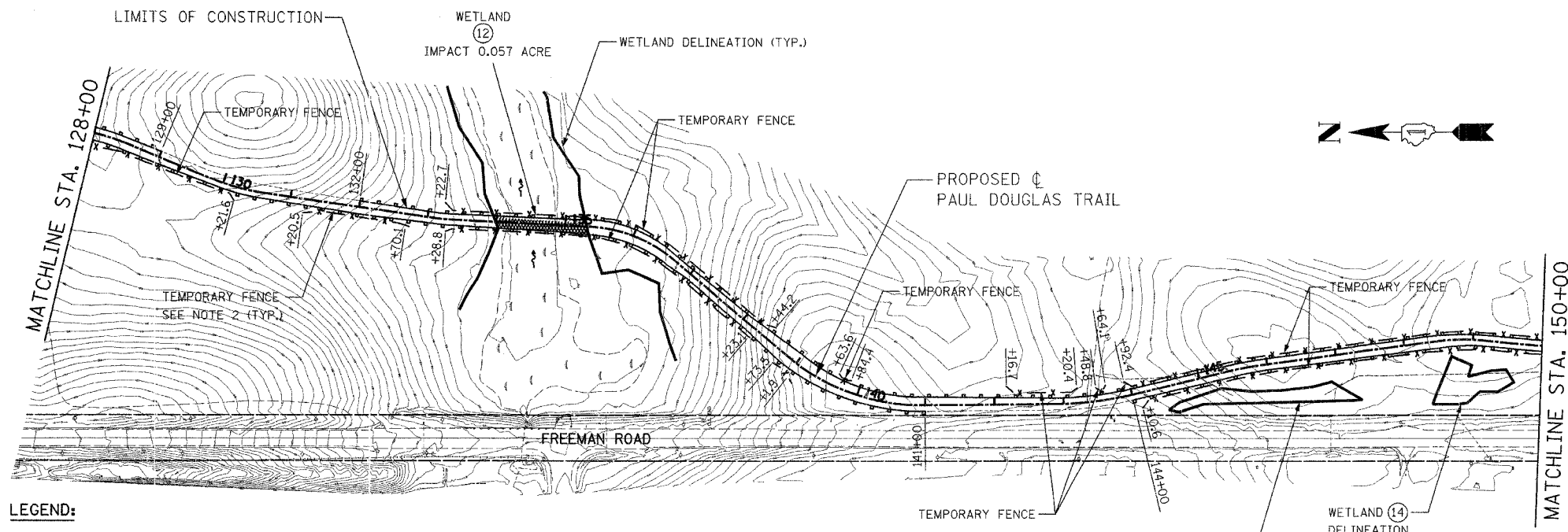
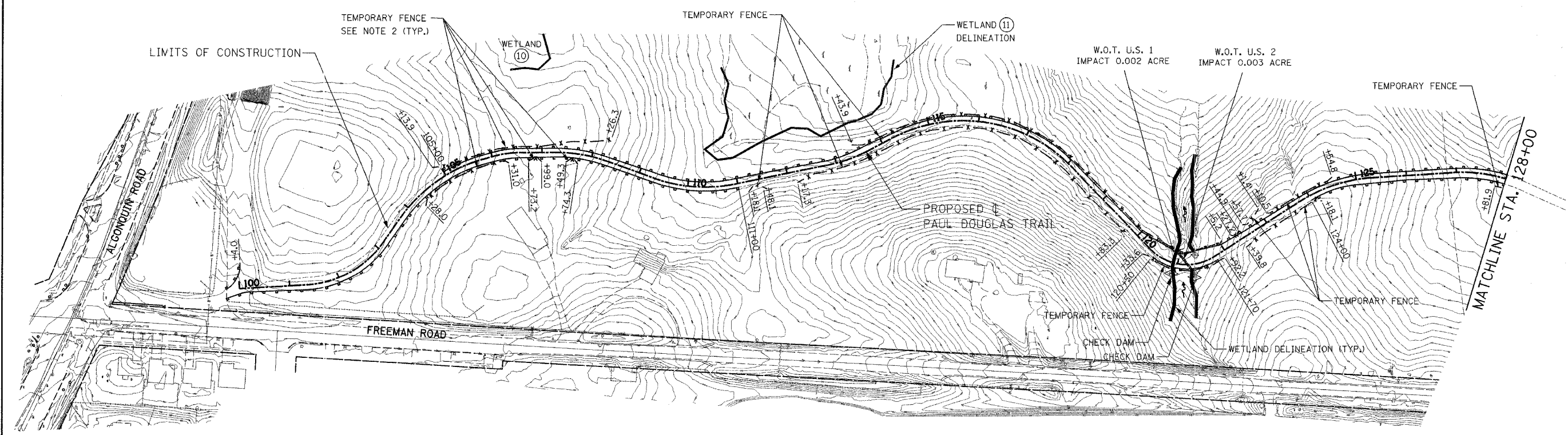


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

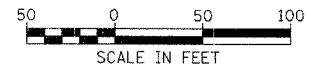
EROSION CONTROL PLAN

SCALE AS NOTED DRAWN BY REW
DATE MARCH 24, 2006 CHECKED BY SMH

FED. ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	51
STA. 100+00	TO STA. 150+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	



- LEGEND:**
- PERIMETER EROSION BARRIER
 - TEMPORARY FENCE
 - WETLAND IMPACT AREA
 - CHECK DAM



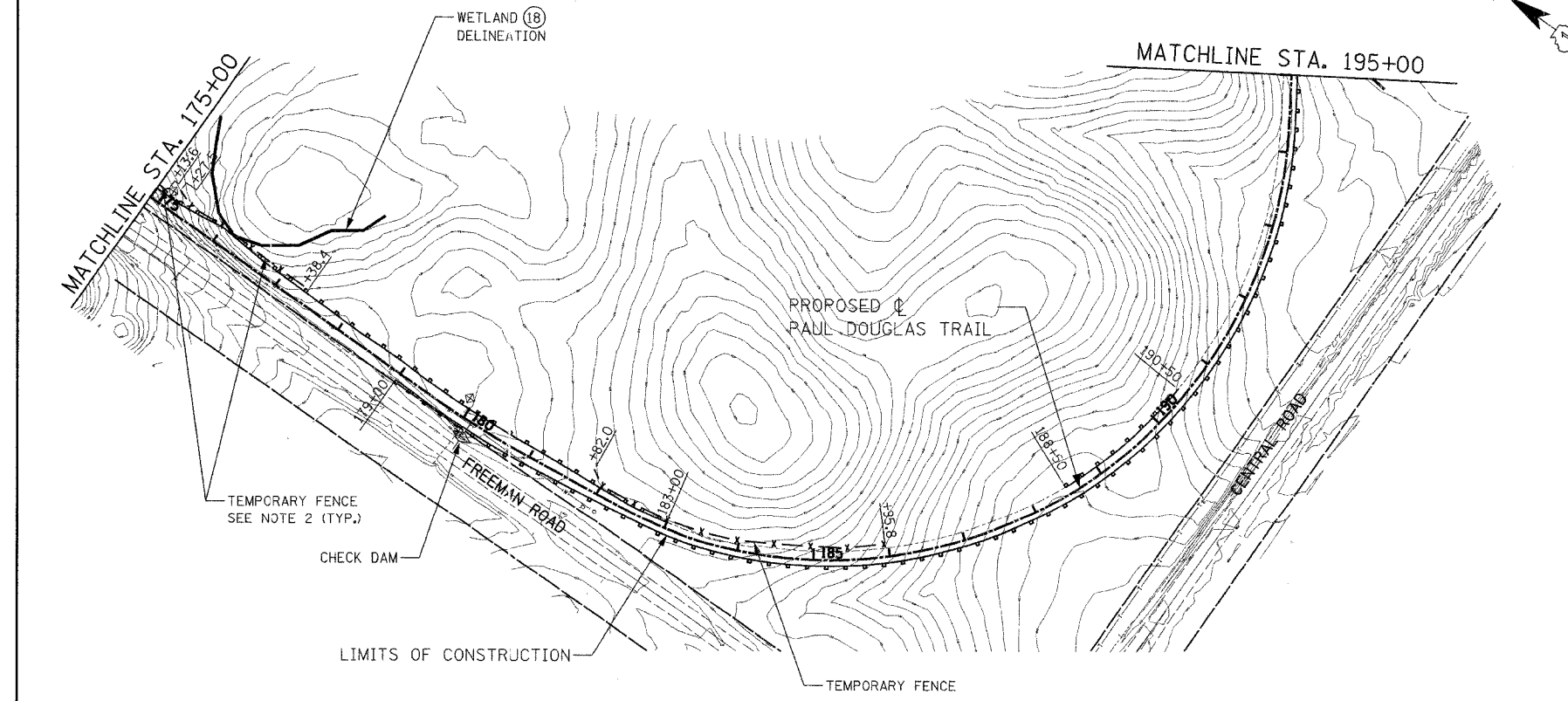
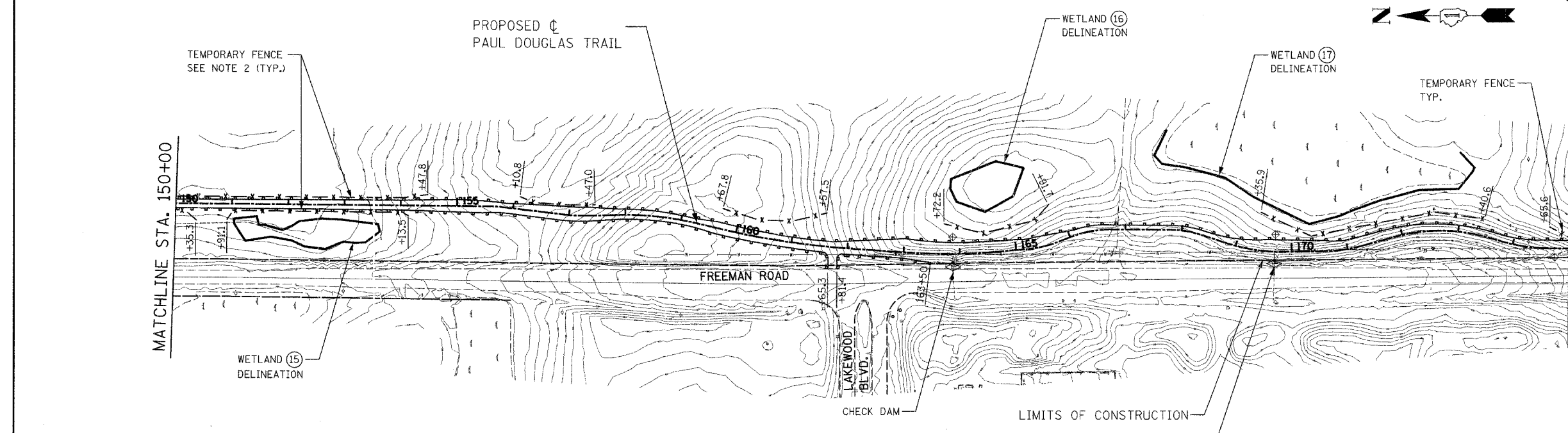
- NOTES:**
1. ADDITIONAL TEMPORARY FENCE MAY BE USED AS DETERMINED BY ENGINEER IN FIELD TO PROTECT TREES AND WETLAND DURING CONSTRUCTION.
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 5. SILT FENCES AT LOW POINTS SHALL BE WIRE-BACKED AND SUPPLEMENTED WITH METAL POSTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

EROSION CONTROL PLAN

SCALE AS NOTED DRAWN BY REW
DATE MARCH 24, 2006 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	52
STA. 150+00	TO STA. 195+00			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOC(1479)	



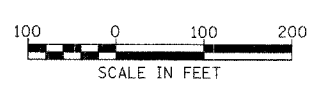
- LEGEND:**
- PERIMETER EROSION BARRIER
 - TEMPORARY FENCE
 - WETLAND IMPACT AREA
 - CHECK DAM

- NOTES:**
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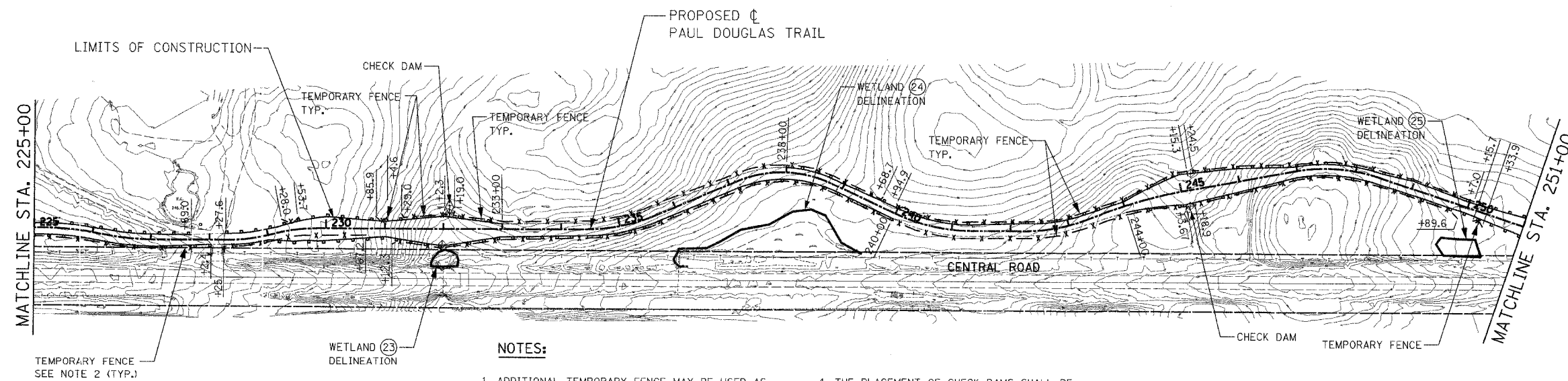
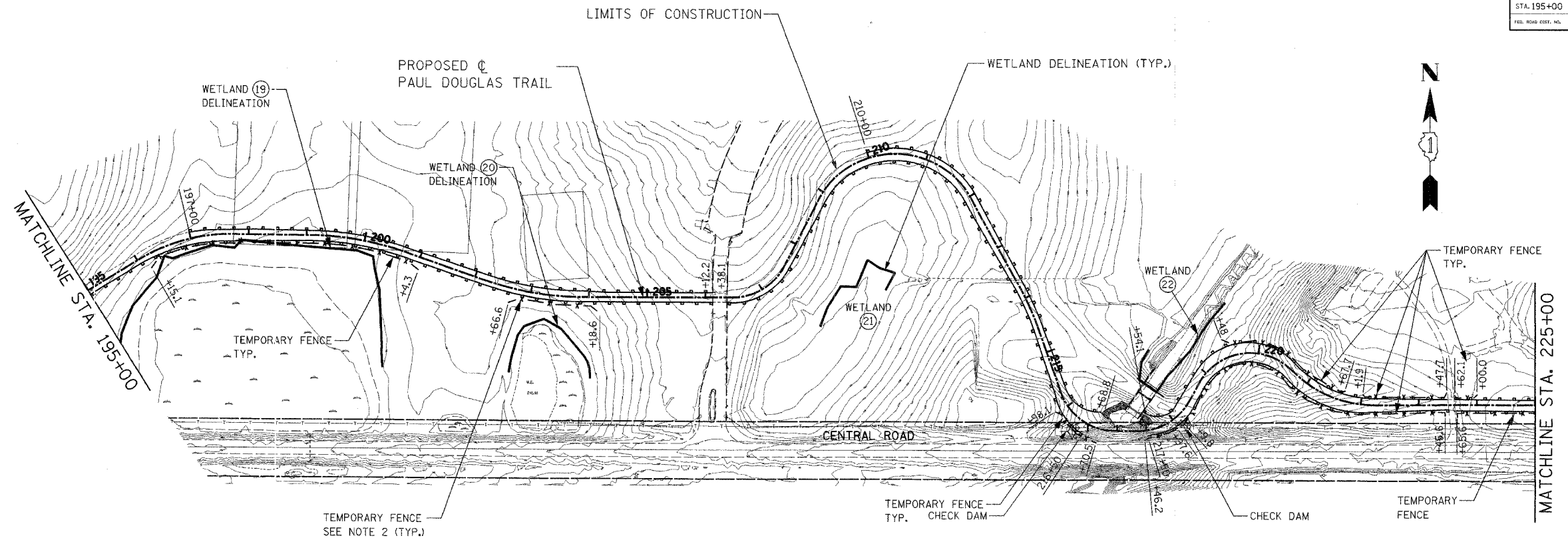
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

EROSION CONTROL PLAN

SCALE AS NOTED DRAWN BY REW
DATE MARCH 28, 2006 CHECKED BY SMH







F&P REL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	53
STA. 195+00		TO STA. 251+00		
FED. ROAD DIST. NO.	DISTRICT	83709	STPE-0001(479)	



NOTES:

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LEGEND:

-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  WETLAND IMPACT AREA
-  CHECK DAM

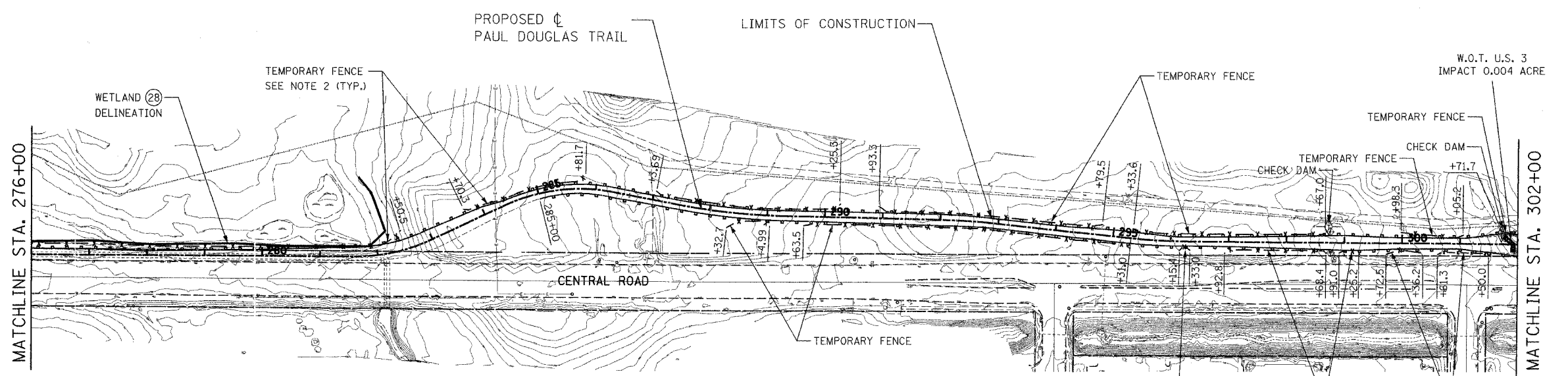
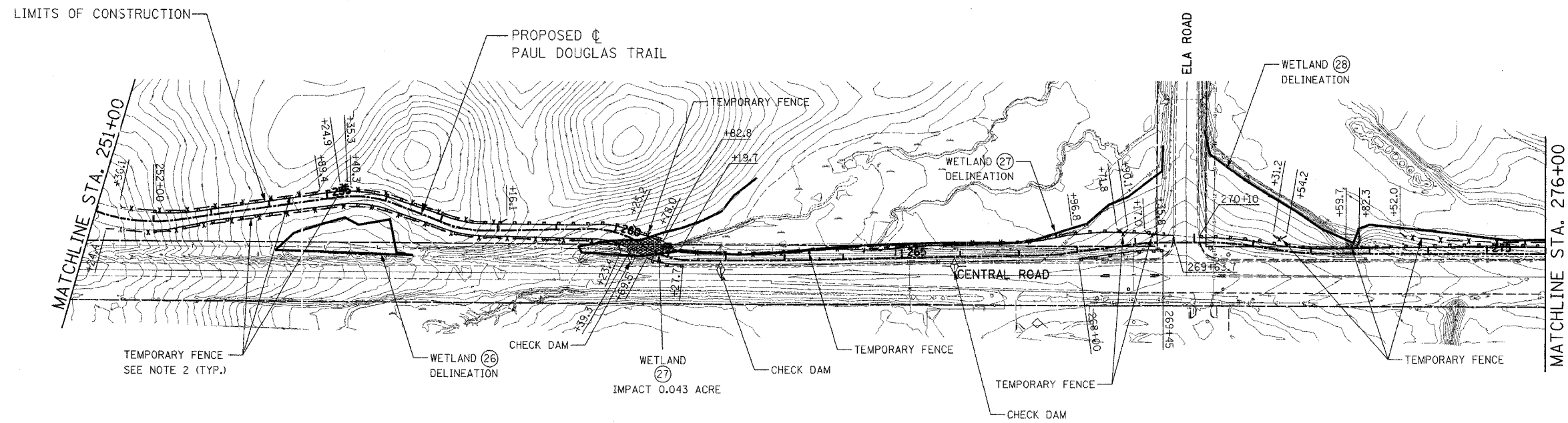


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

EROSION CONTROL PLAN

SCALE AS NOTED
DATE MARCH 24, 2006
DRAWN BY REW
CHECKED BY SMH

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	54
STA. 251+00		TO STA. 302+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

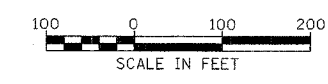


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LEGEND:

- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
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- CHECK DAM



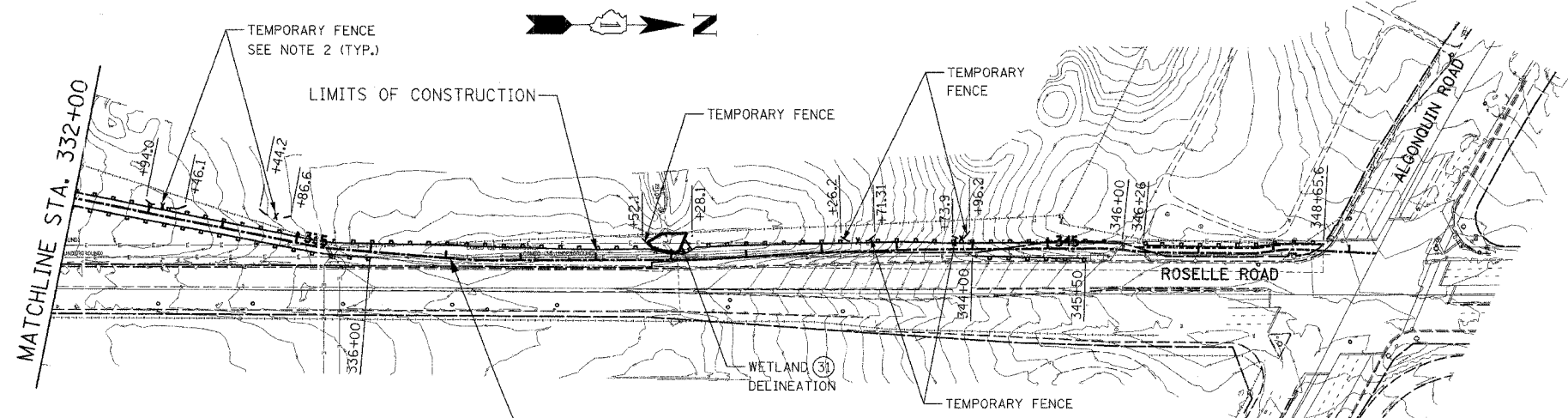
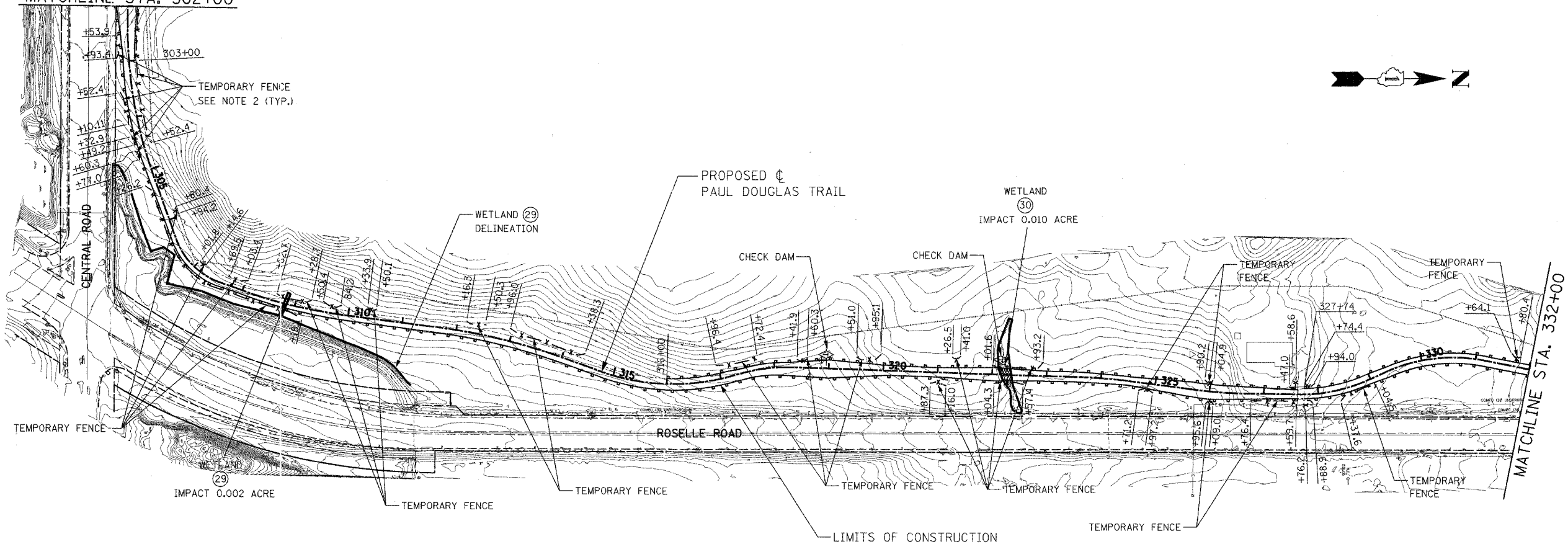
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

EROSION CONTROL PLAN

SCALE AS NOTED DRAWN BY REW
DATE MARCH 24, 2006 CHECKED BY SMH

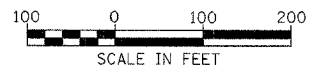
F&P NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	55
STA. 302+00		TO STA. 348+59		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

MATCHLINE STA. 302+00



- LEGEND:**
- PERIMETER EROSION BARRIER
 - TEMPORARY FENCE
 - WETLAND IMPACT AREA
 - CHECK DAM

PROPOSED \square PAUL DOUGLAS TRAIL



NOTES:

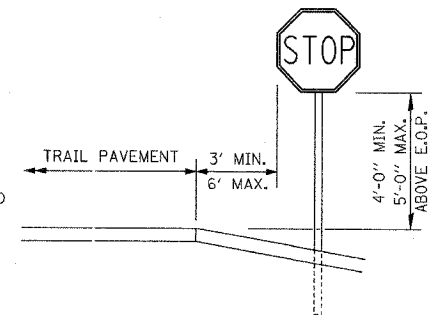
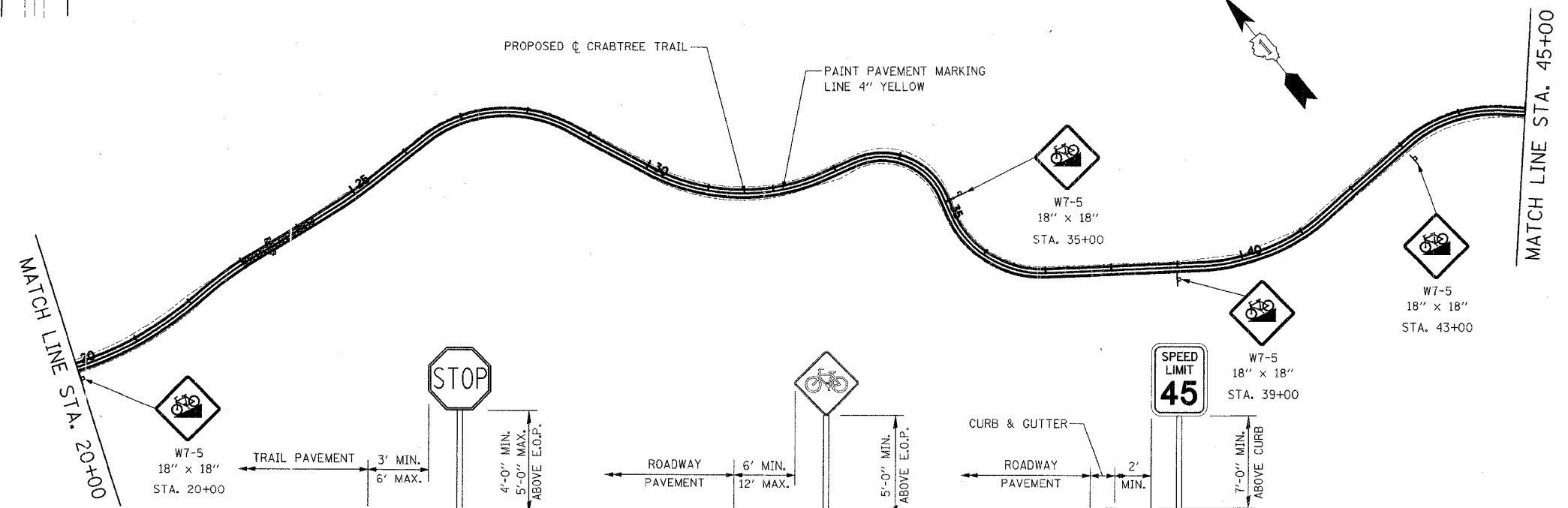
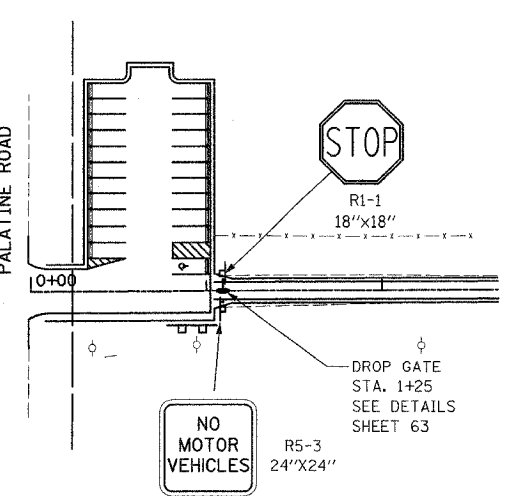
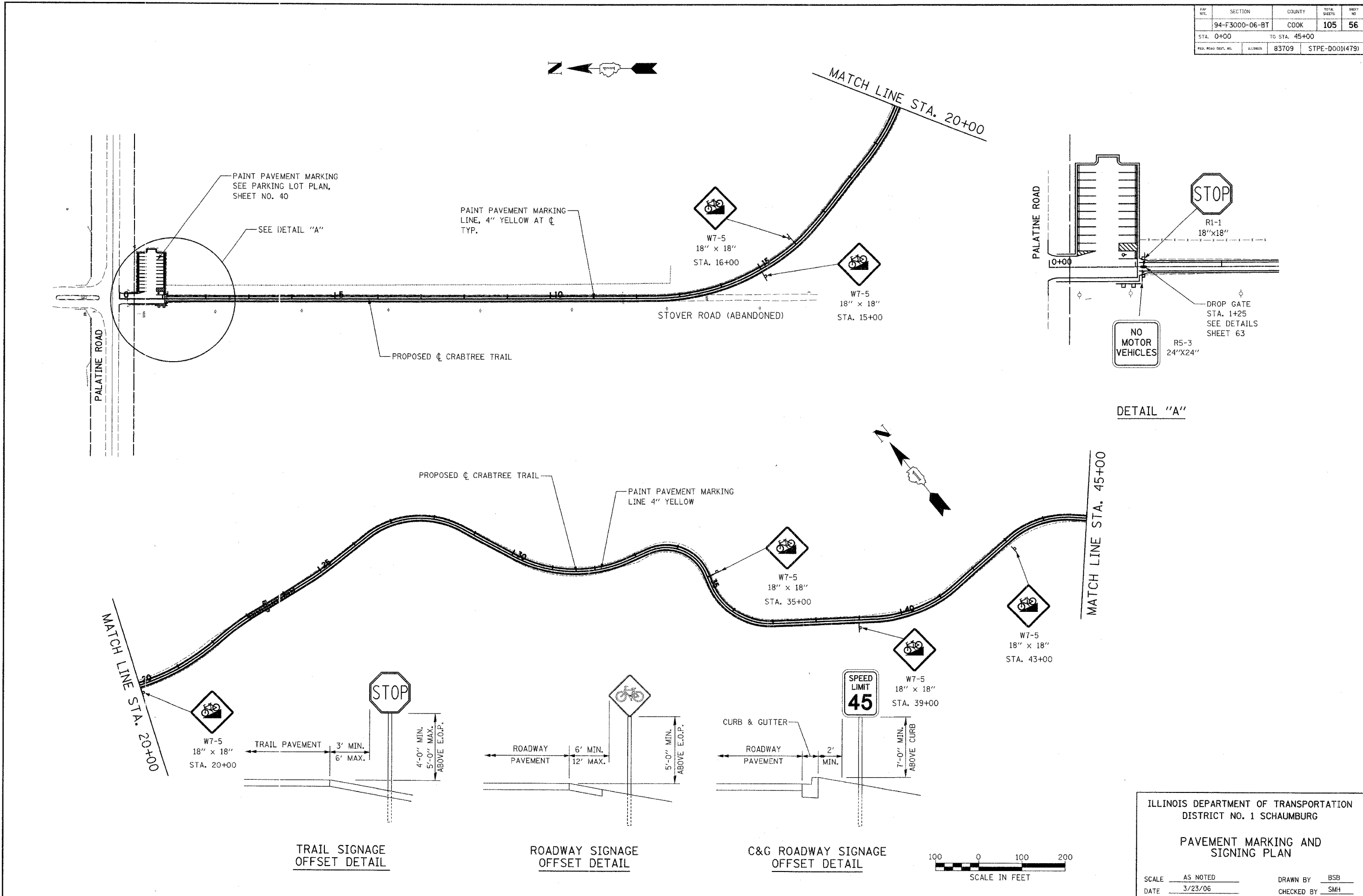
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ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

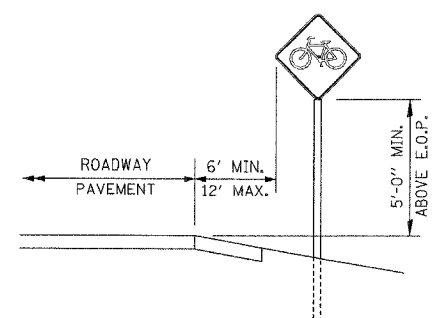
EROSION CONTROL PLAN

SCALE AS NOTED DRAWN BY REW
DATE MARCH 24, 2006 CHECKED BY SMH

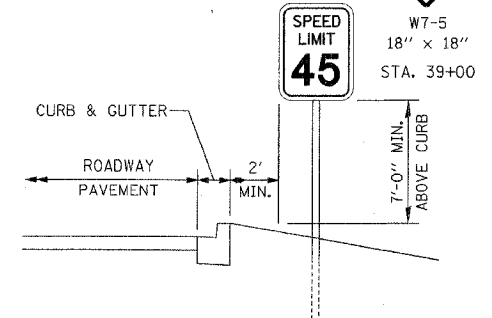
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	56
STA. 0+00	TO STA. 45+00		
FED. ROAD DIST. NO.	ALLEN	83709	STPE-D001(479)



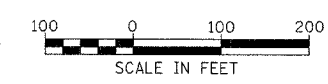
TRAIL SIGNAGE
OFFSET DETAIL



ROADWAY SIGNAGE
OFFSET DETAIL



C&G ROADWAY SIGNAGE
OFFSET DETAIL



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

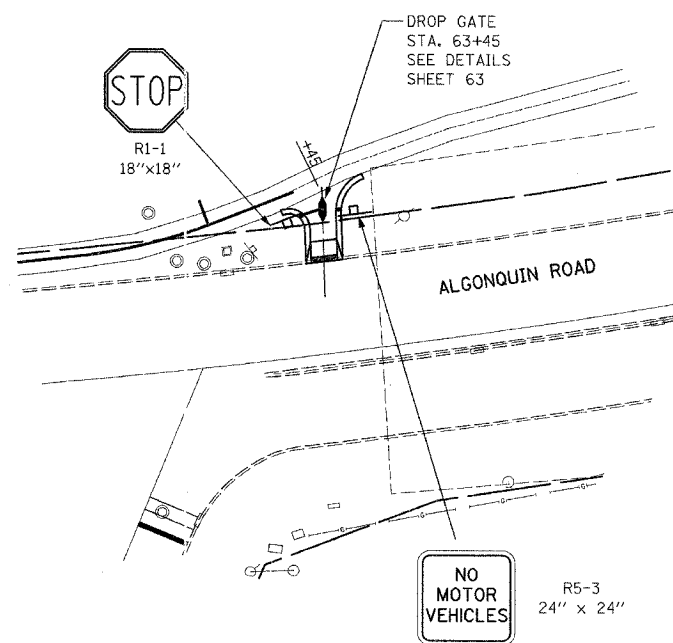
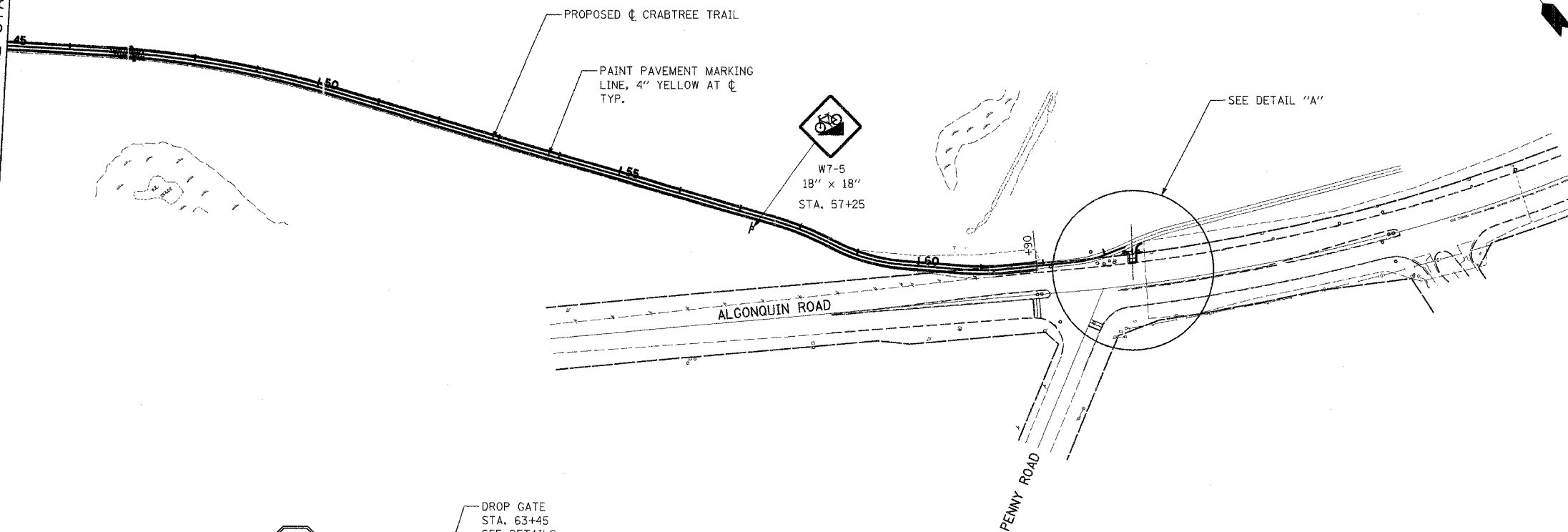
PAVEMENT MARKING AND
SIGNING PLAN

SCALE AS NOTED
DATE 3/23/06

DRAWN BY BSB
CHECKED BY SMH

FAP RFL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	94-F3000-06-BT	COOK	105	57
STA. 45+00		TO STA. 61+90		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

MATCH LINE STA. 45+00



DETAIL "A"



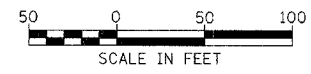
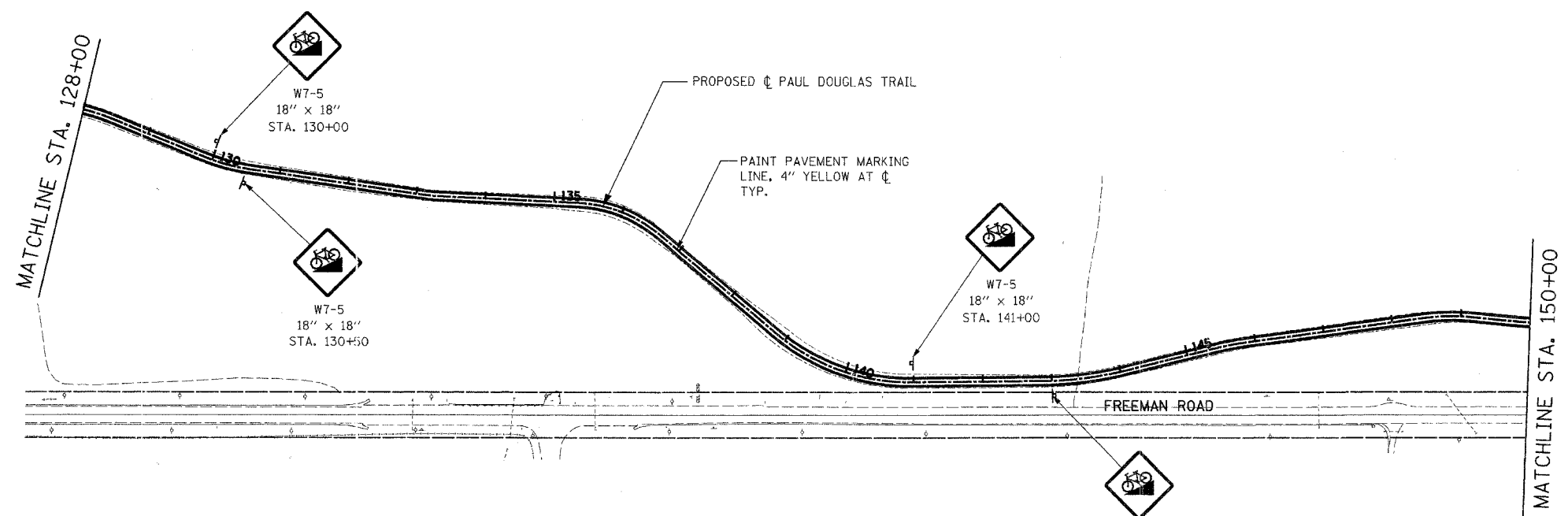
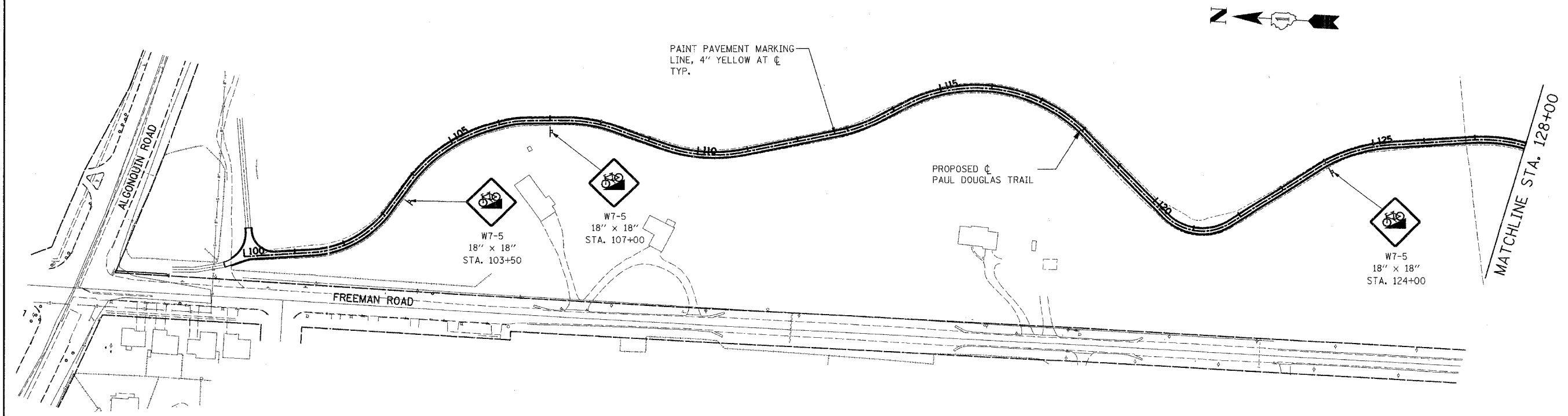
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PAVEMENT MARKING AND
SIGNING PLAN

SCALE AS NOTED
DATE 3/23/06

DRAWN BY BSB
CHECKED BY SMH

FED. AID DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	58
STA. 100+00		TO STA. 150+00		
FED. ROAD DIST. NO.	DRAWING	83709	STPE-D001(479)	

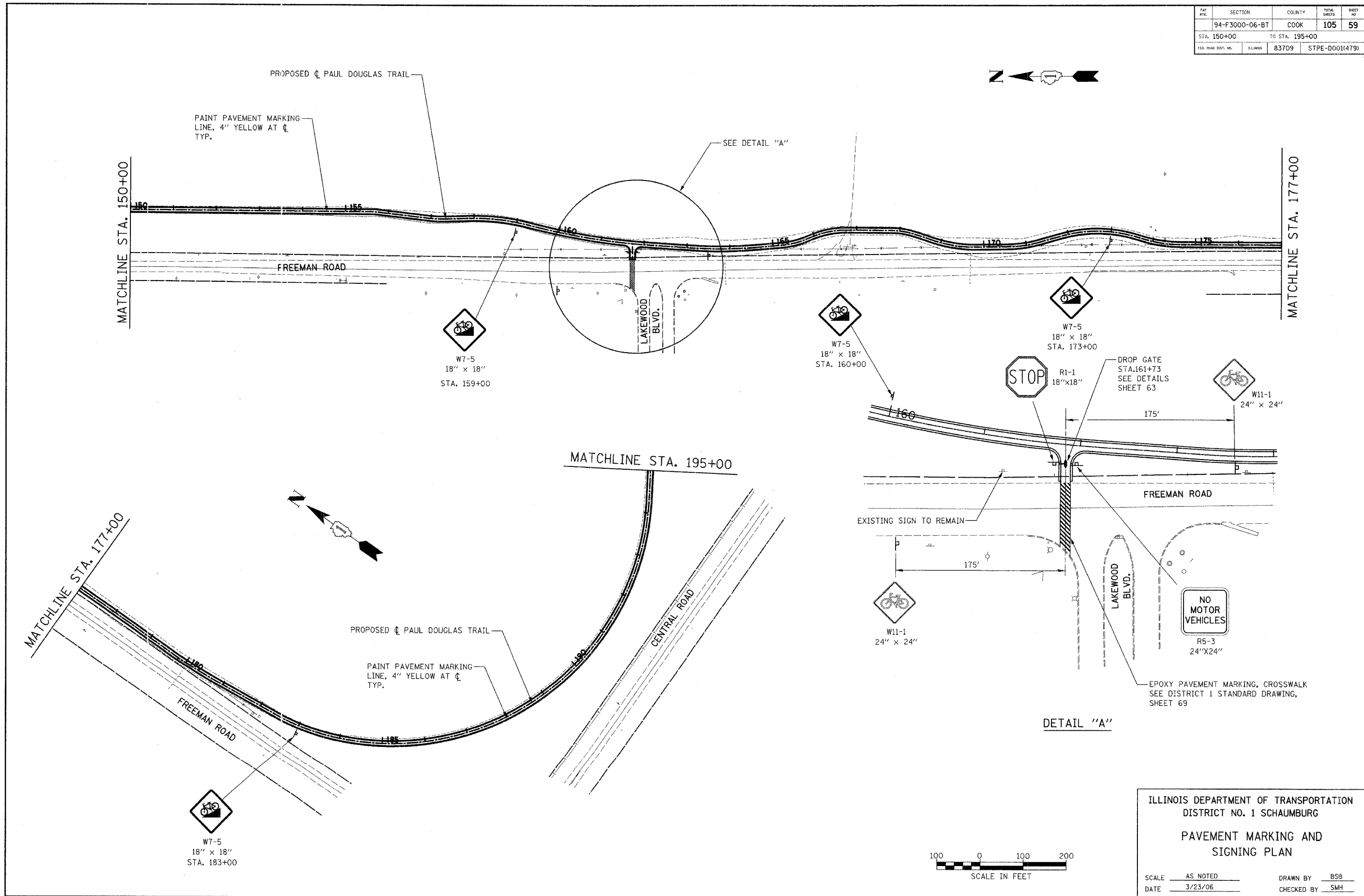


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

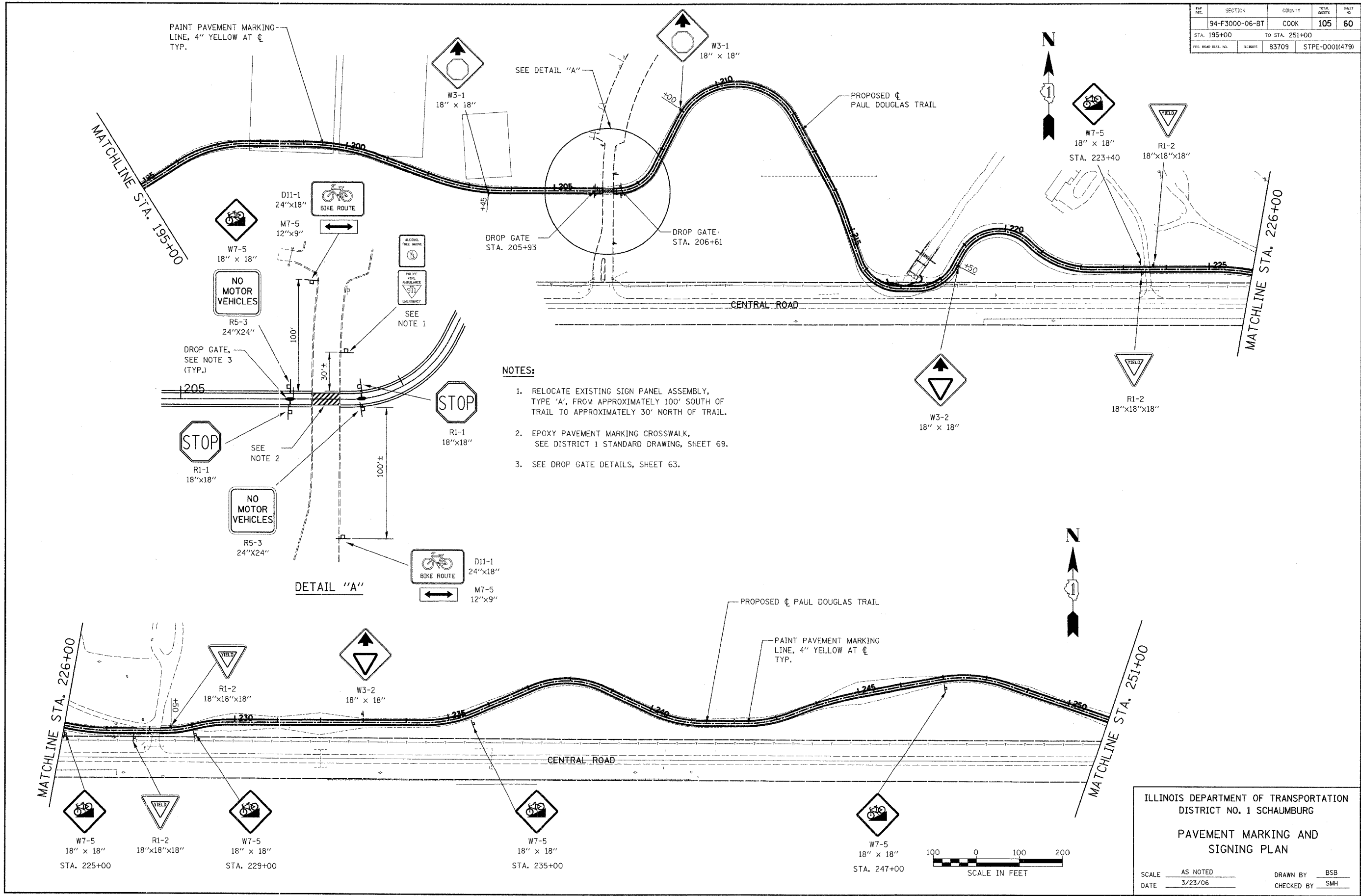
PAVEMENT MARKING AND
SIGNING PLAN

SCALE AS NOTED DRAWN BY RTA
DATE _____ CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	59	
STA. 150+00	TO STA. 195+00			
FED. ROAD DIST. NO.	BLANKS	83709	STPE-D001(479)	

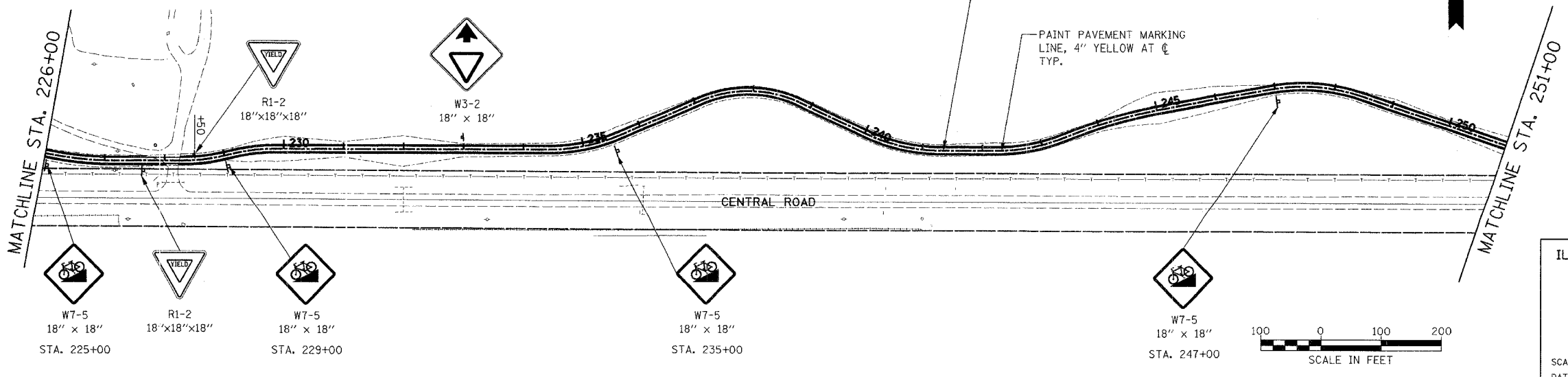


SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	60
STA. 195+00 TO STA. 251+00			
ILLINOIS	83709	STPE-000(1479)	



- NOTES:**
1. RELOCATE EXISTING SIGN PANEL ASSEMBLY, TYPE 'A', FROM APPROXIMATELY 100' SOUTH OF TRAIL TO APPROXIMATELY 30' NORTH OF TRAIL.
 2. EPOXY PAVEMENT MARKING CROSSWALK, SEE DISTRICT 1 STANDARD DRAWING, SHEET 69.
 3. SEE DROP GATE DETAILS, SHEET 63.

DETAIL "A"



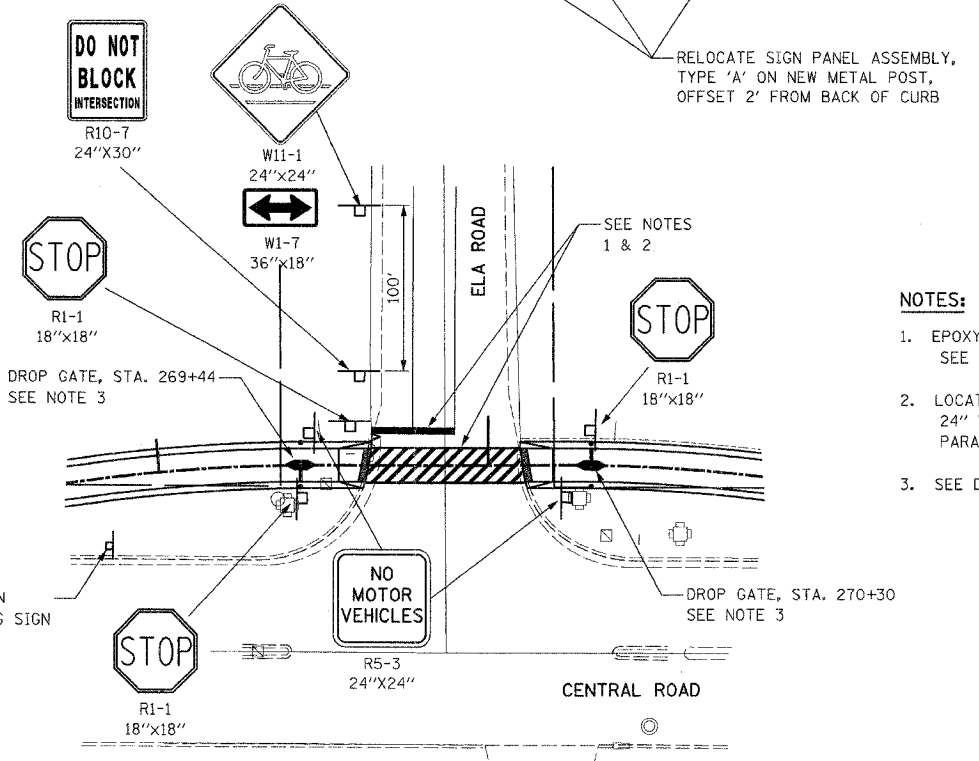
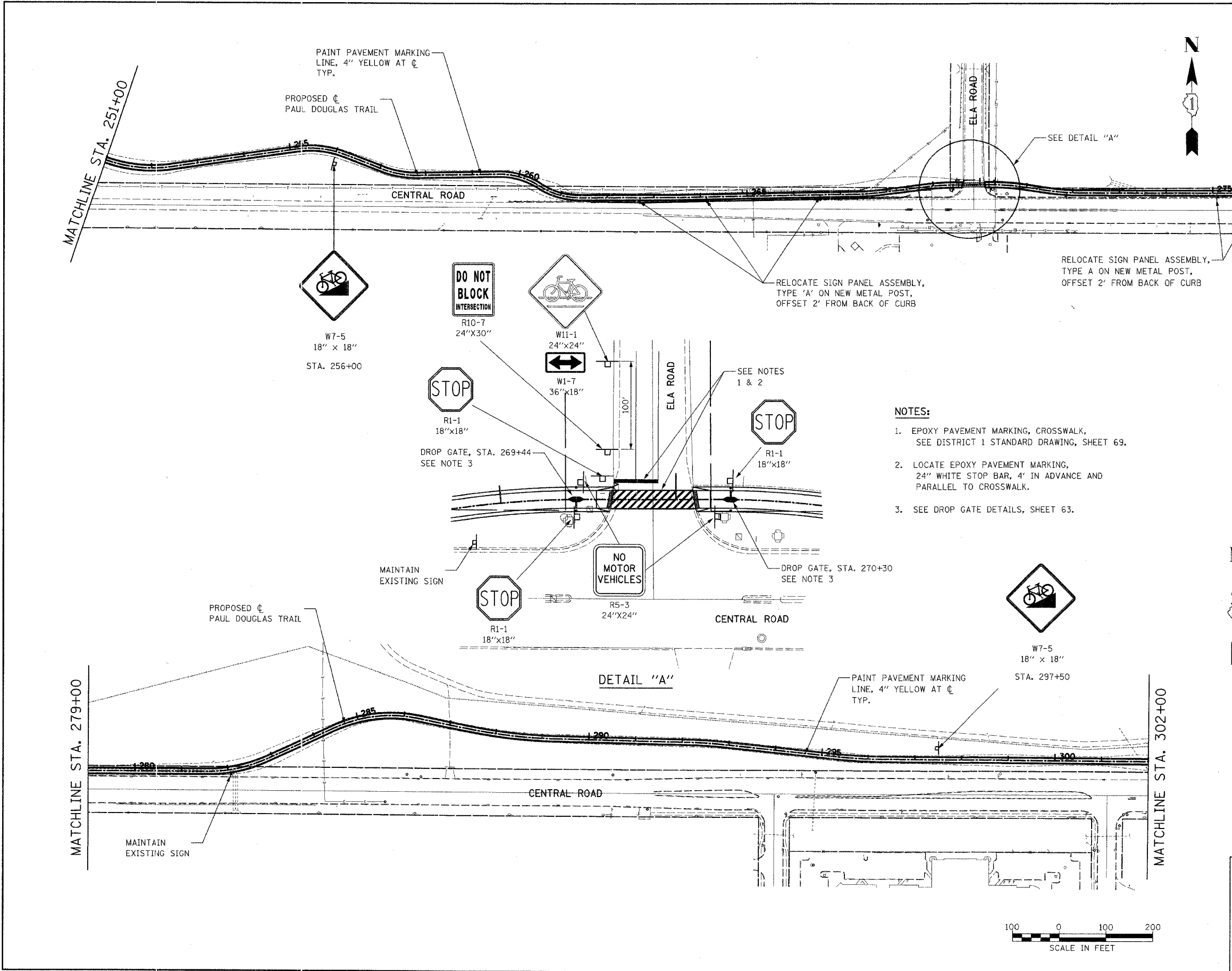
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

PAVEMENT MARKING AND SIGNING PLAN

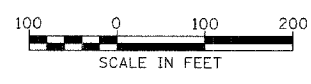
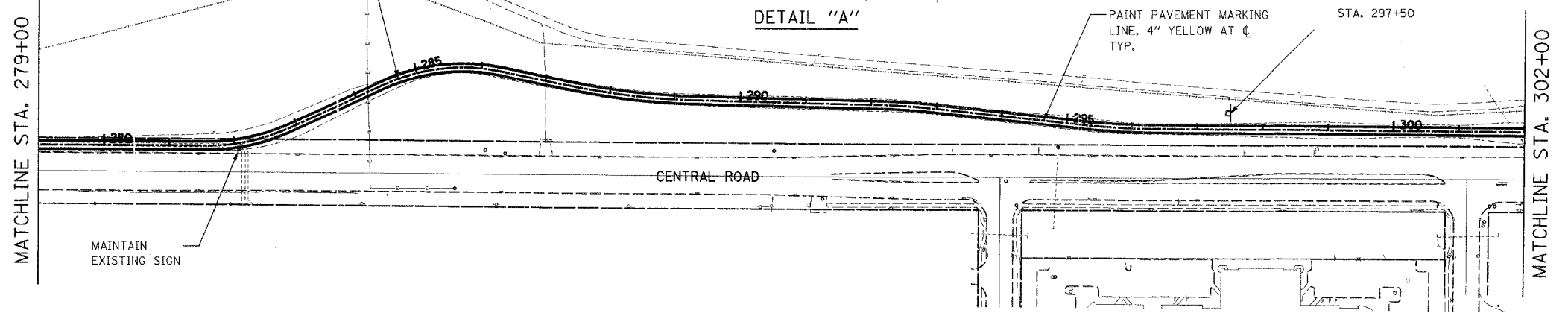
SCALE AS NOTED
 DATE 3/23/06

DRAWN BY BSB
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	61
STA.	TO STA. 302+00		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)



- NOTES:**
1. EPOXY PAVEMENT MARKING, CROSSWALK, SEE DISTRICT 1 STANDARD DRAWING, SHEET 69.
 2. LOCATE EPOXY PAVEMENT MARKING, 24" WHITE STOP BAR, 4' IN ADVANCE AND PARALLEL TO CROSSWALK.
 3. SEE DROP GATE DETAILS, SHEET 63.

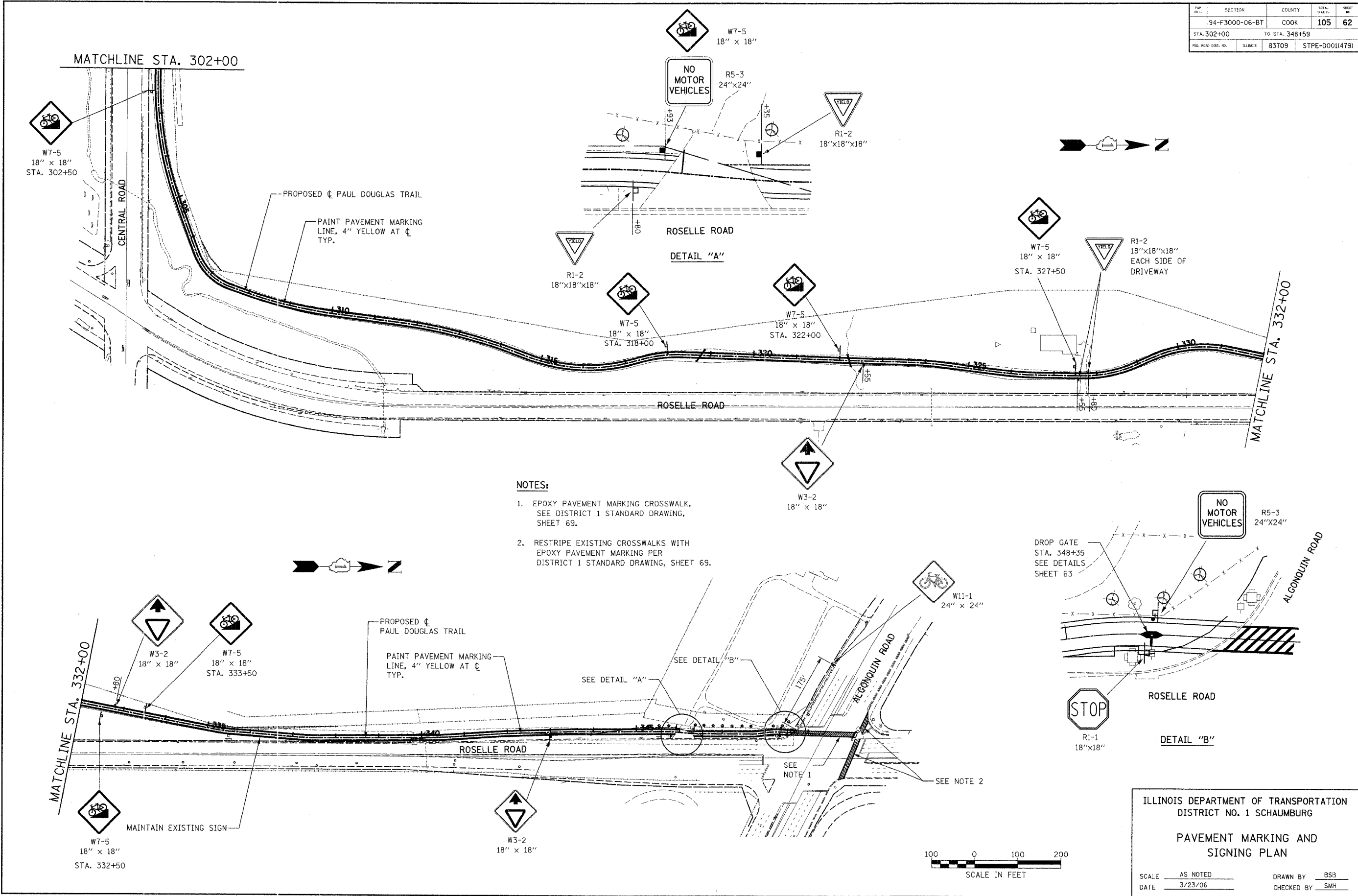


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
PAVEMENT MARKING AND
SIGNING PLAN

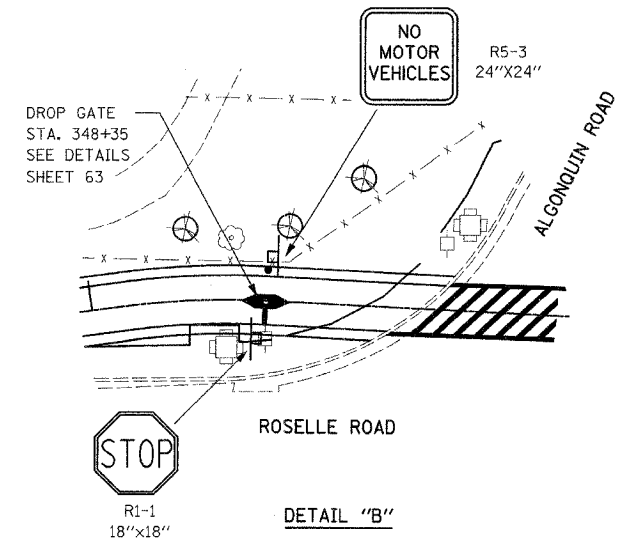
SCALE AS NOTED
DATE 3/23/06

DRAWN BY BSB
CHECKED BY SMH

FAP RTL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	62
STA. 302+00		TO STA. 348+59		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	



- NOTES:**
1. EPOXY PAVEMENT MARKING CROSSWALK, SEE DISTRICT 1 STANDARD DRAWING, SHEET 69.
 2. RESTRIPE EXISTING CROSSWALKS WITH EPOXY PAVEMENT MARKING PER DISTRICT 1 STANDARD DRAWING, SHEET 69.

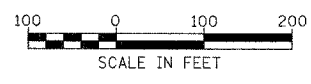


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PAVEMENT MARKING AND
SIGNING PLAN**

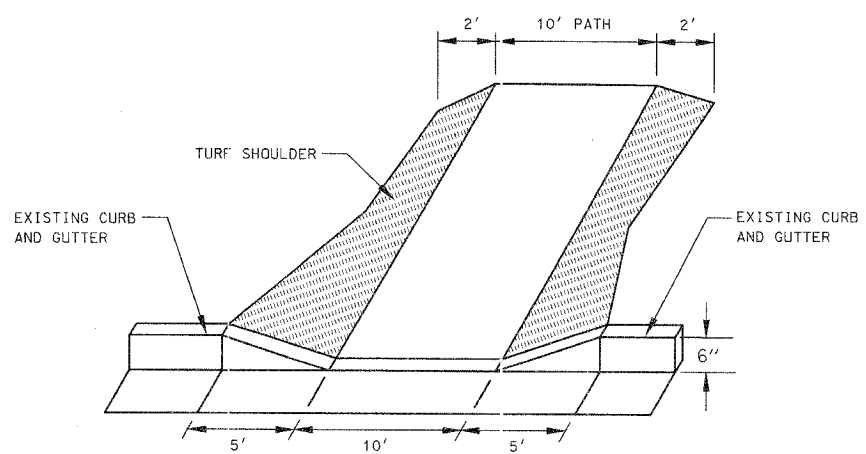
SCALE AS NOTED
DATE 3/23/06

DRAWN BY BSB
CHECKED BY SMH

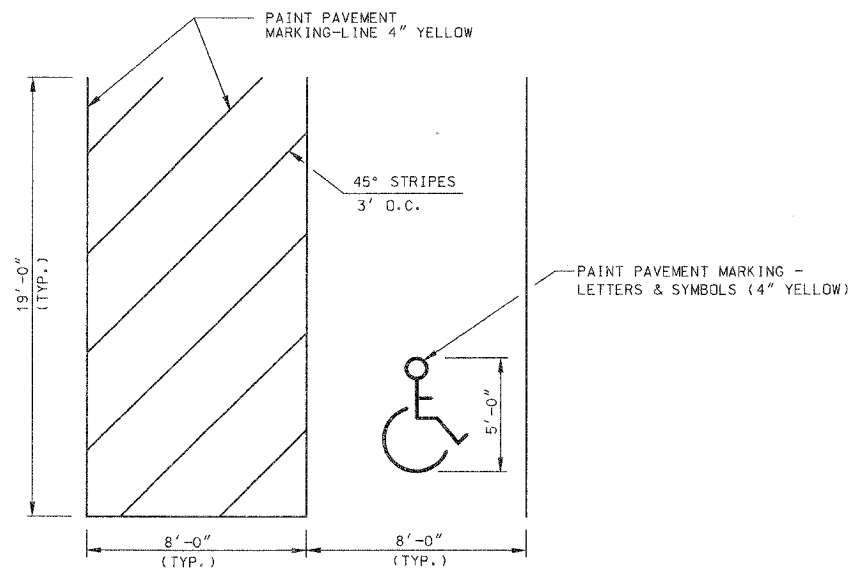


F.P. RTL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

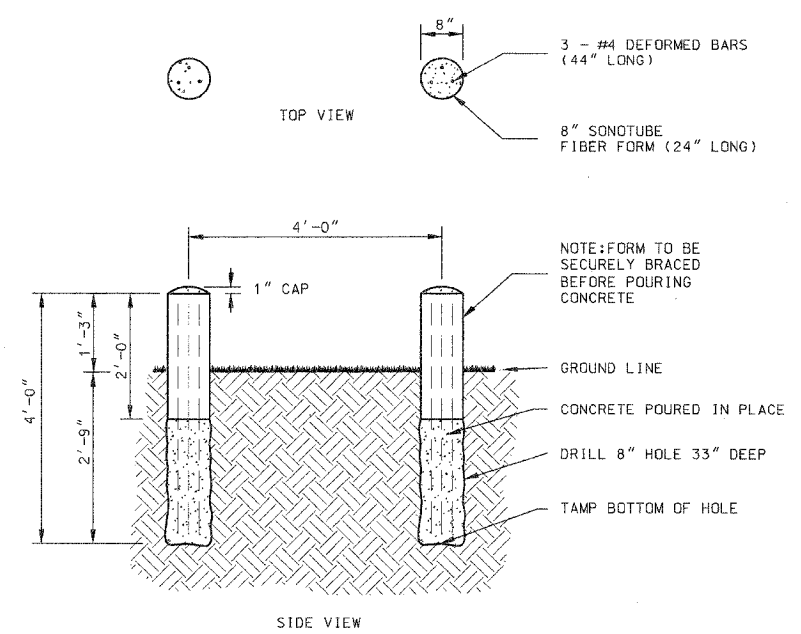
CONSTRUCTION DETAILS



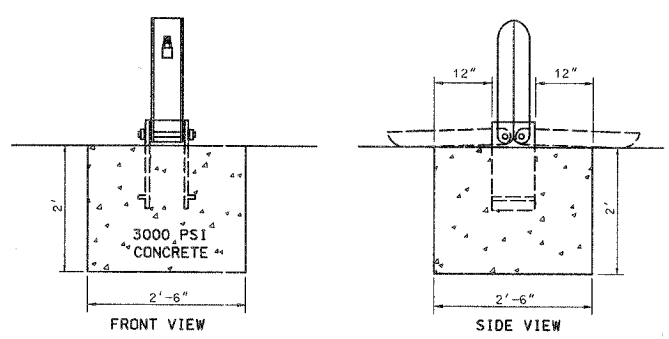
PATHWAY ENTRANCE AT PARKING LOT
N.T.S.



HANDICAP PARKING AND STRIPING DETAIL
N.T.S.

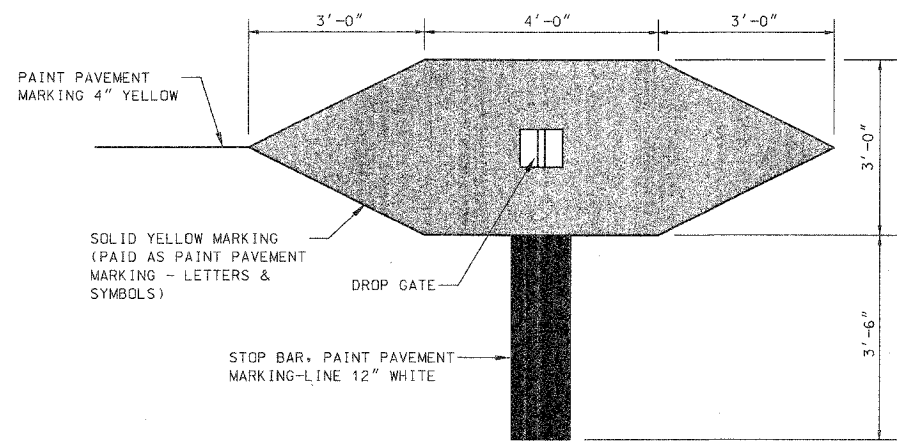


CONCRETE BARRIER (POURED IN PLACE)
N.T.S.



NOTE:
GATE ASSEMBLIES ARE FURNISHED BY THE F.P.D. CONTRACTOR SHALL PRIME AND PAINT GATE AS REQ. IN SPECIFICATIONS.

DROP GATE INSTALLATION
N.T.S.



PAVEMENT MARKING ABOUT DROP GATE DETAIL
N.T.S.

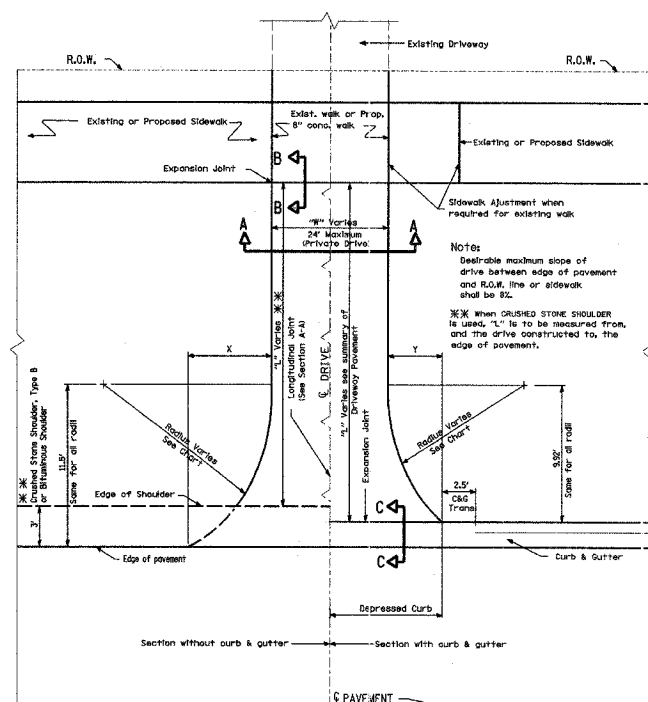
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

FOREST PRESERVE
CONSTRUCTION DETAILS

SCALE _____ DRAWN BY _____
DATE _____ CHECKED BY _____

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		<i>GA</i> 105	

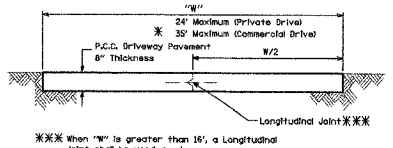
SECTION 94-F9000-01-151



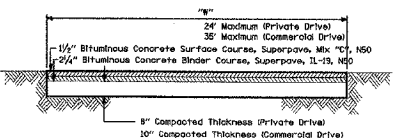
DETAIL OF PRIVATE DRIVE

CHART

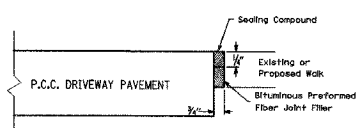
FOR DRIVEWAY WIDTH - "W"	USE RADIUS	X	Y
Less than 14'	14'	6.0'	4.2'
14'-16'	16'	4.9'	3.4'
17'-18'	18.5'	4.0'	2.9'
Over 18'	22.5'	3.2'	2.3'



SECTION A-A P.C.C. DRIVEWAY



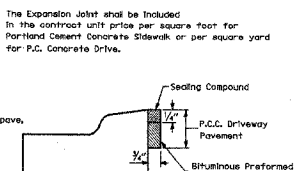
SECTION A-A BITUMINOUS DRIVEWAY



SECTION B-B

NOTE:

For bituminous driveways: as an alternate to the 1 1/2 inch Bituminous Concrete Surface Course, Superpave, Mix "C", NSO, and the 2 1/4 inch Bituminous Concrete Binder Course, Superpave, IL-15, NSO 3 1/2 inch Bituminous Concrete Surface Course, Superpave, Mix "C" may be used. In the event the Contractor elects to use this alternate, the additional 1/2 inch of Bituminous Concrete Surface Course, Superpave, Mix "C", NSO shall be paid for at the contract unit price for Bituminous Concrete Binder Course, Superpave, IL-15, NSO.



SECTION C-C

SUMMARY OF DRIVEWAY PAVEMENT

STATION	"L"	"W"	SQ. YDS. P.C.C. DRIVEWAY PAVEMENT	SQ. YDS. BITUMINOUS DRIVEWAY PAVEMENT	STATION	"L"	"W"	SQ. YDS. P.C.C. DRIVEWAY PAVEMENT	SQ. YDS. BITUMINOUS DRIVEWAY PAVEMENT

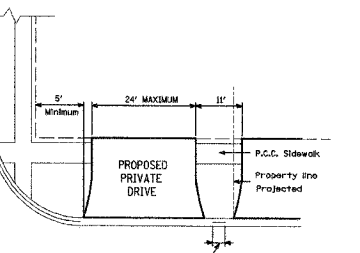
GUIDE FOR DRIVEWAY LENGTH

- Meet existing walk case joint for P.C.C. pavement sec. B-B.
- If there is no existing or proposed walk extend to R.O.W. line.
- If there is no existing or proposed walk a proposed walk is required, construct 8" walk for full driveway width (Sec. B-B).
- If there is a walk adjustment, construct 8" walk for full driveway width and 5" walk beyond.

Quantities shall be computed on the basis of the drives extending to sidewalk or R.O.W. line as shown on the plans. However, it shall be the responsibility of the field engineer to determine the actual facts in each instance.

* COMMERCIAL DRIVE-FOR GEOMETRICS, SEE PLANS.

Revised: 10/29/90 V.M.
Redrawn 8/25/89 V.M. (CADD)



LIMITATIONS UPON PRIVATE DRIVES AT STREET INTERSECTIONS

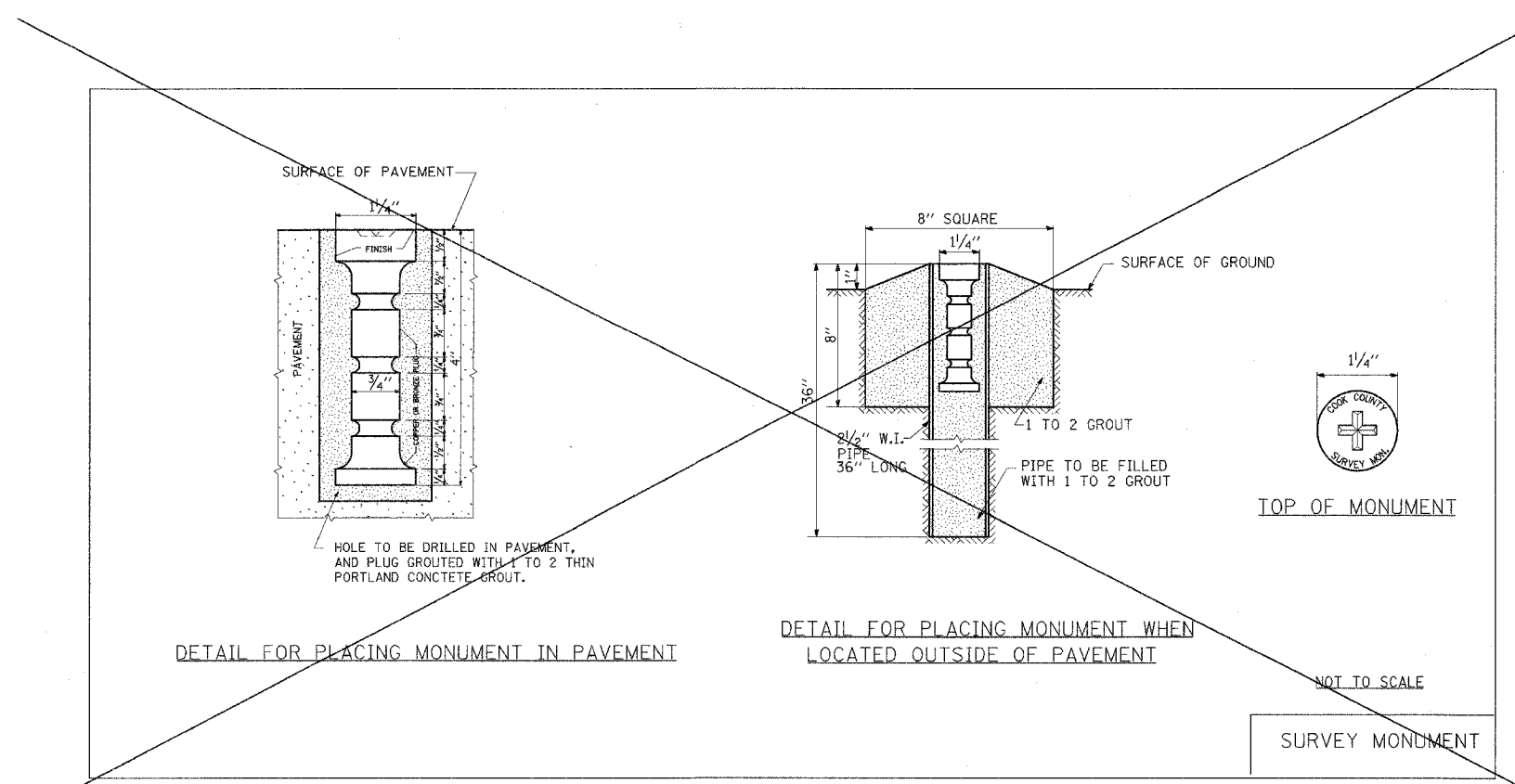
MAXIMUM WIDTH & MINIMUM DISTANCE BETWEEN DRIVES

NOT TO SCALE

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

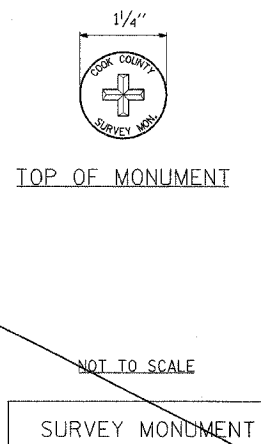
DETAIL OF PRIVATE DRIVE AND SUMMARY OF DRIVEWAY PAVEMENT

COMPUTED: _____
DRAWN: V.M.
CHECKED: _____



DETAIL FOR PLACING MONUMENT IN PAVEMENT

DETAIL FOR PLACING MONUMENT WHEN LOCATED OUTSIDE OF PAVEMENT



NOT TO SCALE

SURVEY MONUMENT

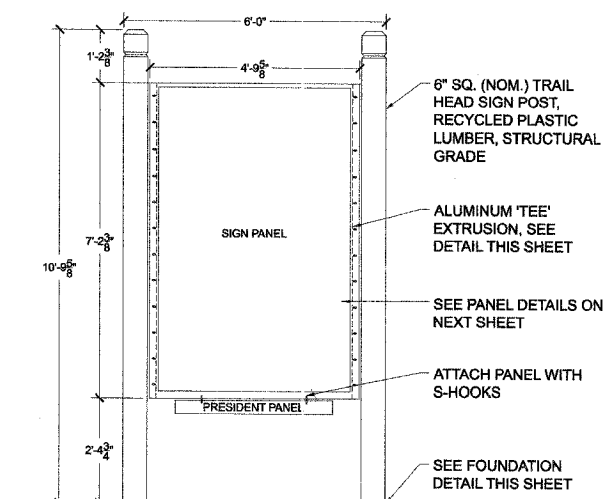
COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

DETAIL FOR SURVEY MONUMENT AND PRIVATE DRIVE, AND SUMMARY OF PAVEMENT

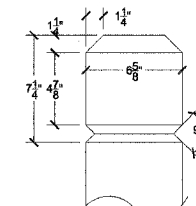
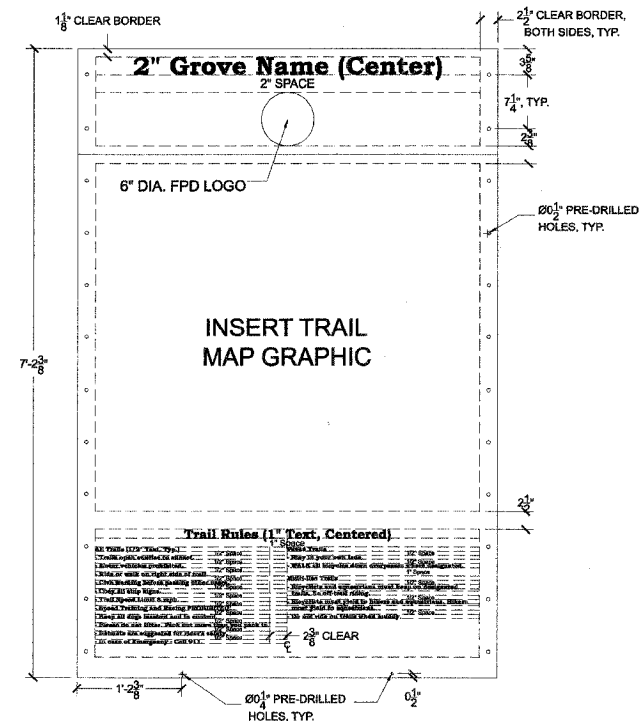
COMPUTED: _____
DRAWN: _____
CHECKED: _____

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	65
STA. TO STA.			
FED. ROAD DIST. NO.	ELLIPSOID	83709	SIPE-0001(479)

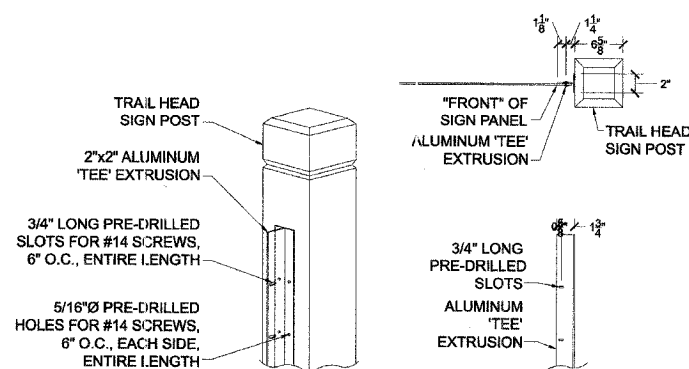
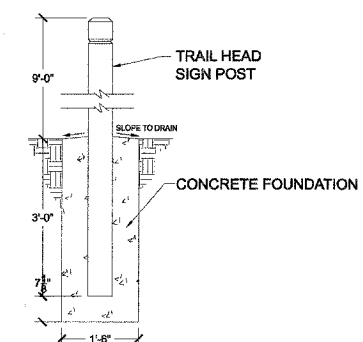
TRAIL HEAD SIGN DETAILS



NOTES:
1. SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL.



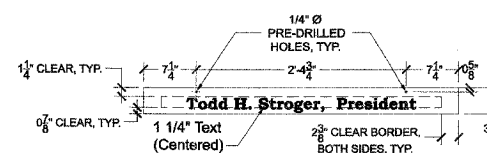
POST TOP DETAIL



NOTES:

- FASTEN TEE TO POST WITH #14 x 1.5" SIX-LOBE SECURITY SCREWS, BUTTON HEAD, TYPE SMS, STAINLESS STEEL AND WASHER.
- FASTEN SIGN PANEL TO TEE WITH #14 x 1" SIX-LOBE SECURITY SCREWS, BUTTON HEAD, TYPE M/S, STAINLESS STEEL, ONE #14 WASHER AND ONE #14 TAMPER-PROOF NUT AS MANUFACTURED BY GUARD-NUT INC., SERIES 75, PLATED STEEL.

ALUMINUM EXTRUSION



PRESIDENT PANEL NOTES:

- PANEL SHALL BE .080" ALUMINUM PANEL, ENGINEER GRADE WITH DOUBLE-SIDED GRAPHIC.
- BACKGROUND COLOR: CREAM
TEXT COLOR: MAROON
- FONT: BOOKMAN OLD STYLE, BOLD, UPPER AND LOWER CASE LETTERS.
- COLOR SAMPLES ON FINISHED MATERIALS TO BE PROVIDED FOR APPROVAL.
- SHOP DRAWINGS SHALL BE PROVIDED FOR APPROVAL.

NOTES:

- PANEL SHALL BE .125" ALUMINUM, ENGINEER GRADE, WITH DOUBLE-SIDED GRAPHIC WITH ANTI-GRAFFITI COATING, BOTH SIDES OF PANEL
- HEADER SECTION - BACKGROUND COLOR: MAROON
TEXT AND LOGO COLOR: CREAM.
- MAP SECTION - BACKGROUND COLOR: CREAM
- RULES SECTION - BACKGROUND COLOR: CREAM
TEXT: MAROON.
LEFT JUSTIFY TEXT EXCEPT TITLE.
- FONT: BOOKMAN OLD STYLE, BOLD.
- MAP GRAPHIC, GROVE NAMES AND RULES TEXT TO BE PROVIDED BY FOREST PRESERVE DISTRICT IN DIGITAL FORMAT.
- COLOR SAMPLES ON FINISHED MATERIALS TO BE PROVIDED FOR APPROVAL.
- SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

TRAIL HEAD
SIGN DETAILS

SCALE _____ DRAWN BY _____
DATE _____ CHECKED BY _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-Freedom St Cook		105	66
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4 (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4 (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4 (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24 (600) LONG AT 24 (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

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

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ. 1"=20'
PLOT DATE: 10/31/2006

DRAWN BY

CHECKED BY

BD600-06 (BD-24)

REVISION DATE: 01/01/07

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SEE STATE STANDARD 606001

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4 (5) ***

18 (450) MAX.

T/2 *

3 (75) MIN.

* 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.

SALT TOLERANT SOD AND TOP SOIL, 4 (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

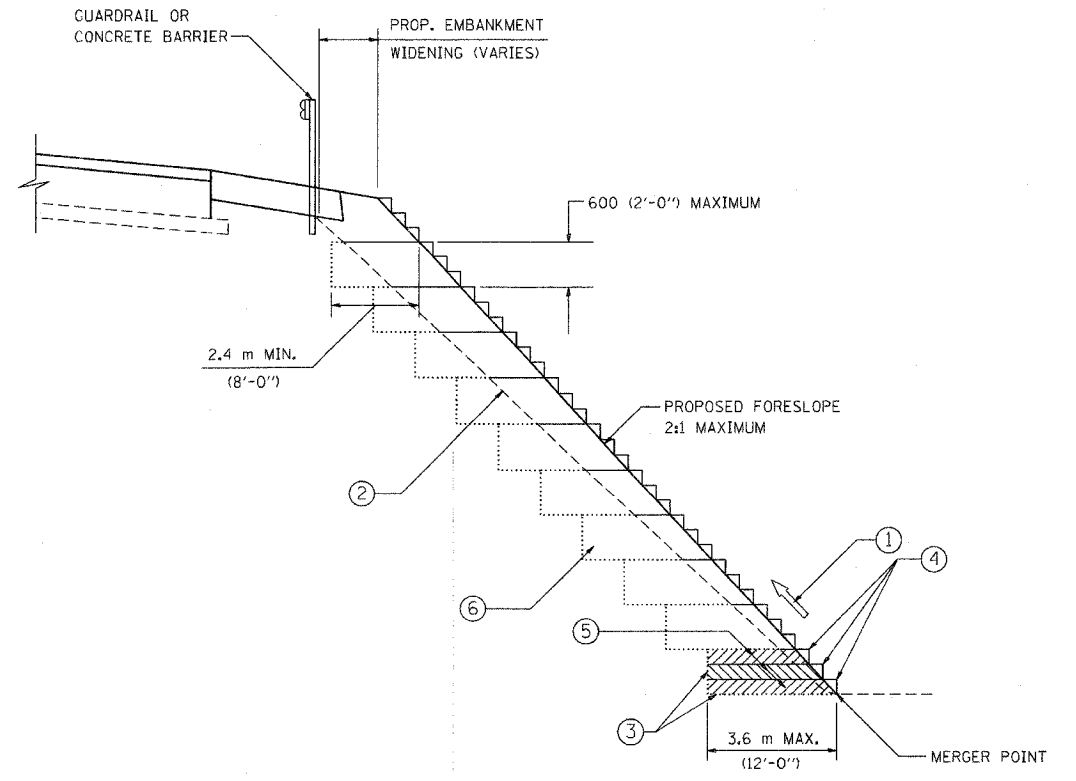
④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ 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.

⑥ 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.

⑦ 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.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-1100-06-8T	Cook		105	67
STA.	TO STA.			
FED. ROAD DIST. NO.	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 200 (8-INCH) 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 "EARTH EXCAVATION". 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)

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BENCHING DETAIL
FOR EMBANKMENT
WIDENING**

SCALE: VERT.
HORIZ.
DATE: 2/15/2006

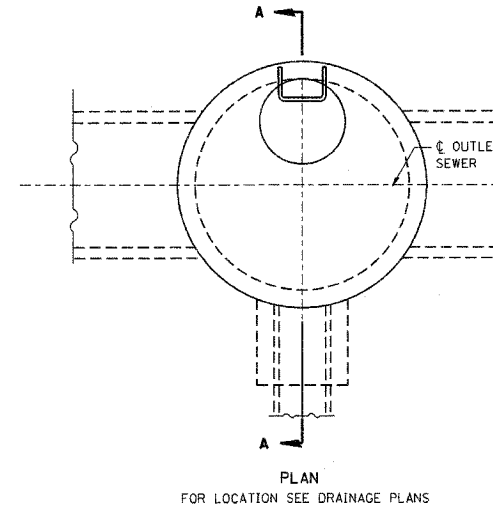
DRAWN BY: CADD

CHECKED BY: S.E.B.

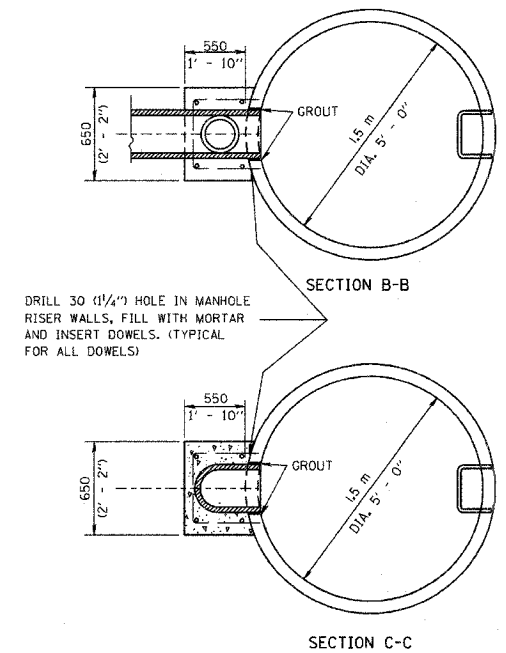
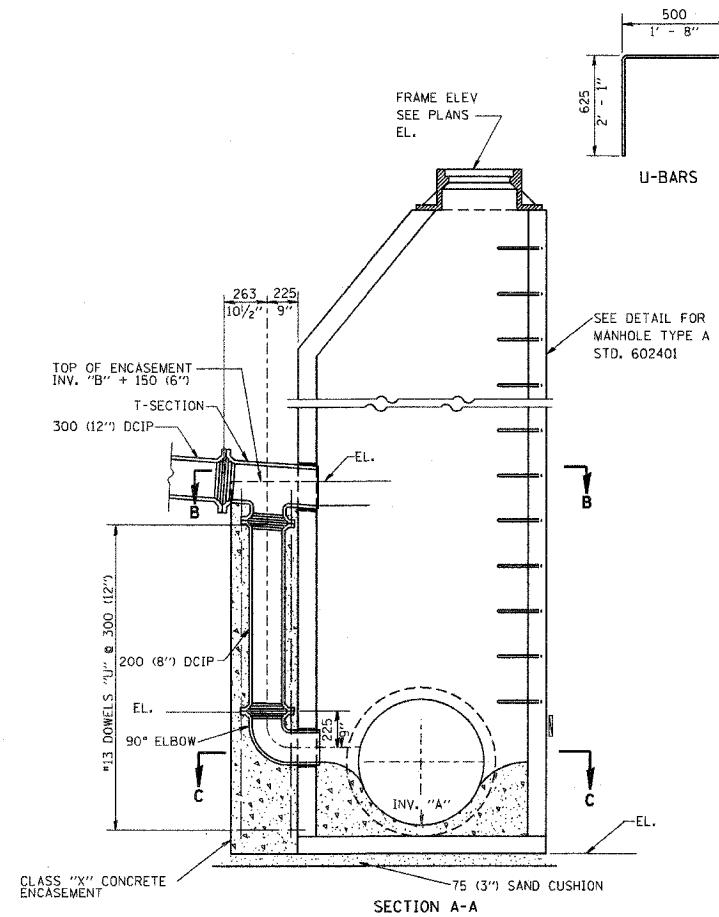
BD-51

REVISION DATE: 6-16-2004

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	68
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ENCASEMENT DETAILS	
DROP M.H. LOCATION STA., OFFSET	
INV. "A"	
INLET PIPE	
INV. "B"	
INV. "C"	
A	
B	
"V" BAR LENGTH	
NO. OF "U" BARS	
REINF. BARS	
CLASS "SI" CONC. CUBIC METER (CU. YD.)	



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

- TYPE A1-1 MANHOLE WITH 1 DROP AND DEPTH UP TO 3 m (10')
- TYPE A1-2 " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A1-3 " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A1-4 " " " " " OVER 6 m (20')
- TYPE A2-1 MANHOLE WITH 2 DROPS AND DEPTH UP TO 3 m (10')
- TYPE A2-2 " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A2-3 " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A2-4 " " " " " OVER 6 m (20')

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

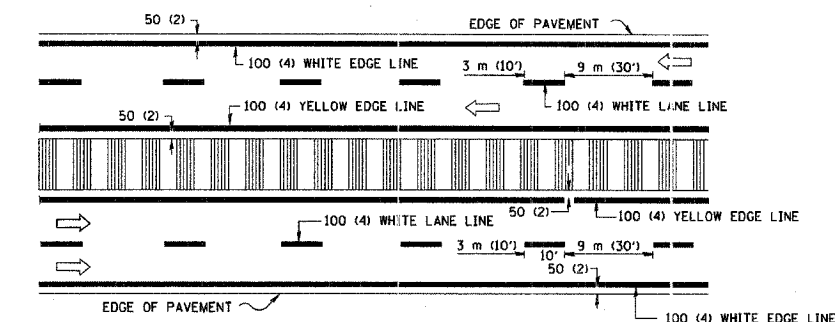
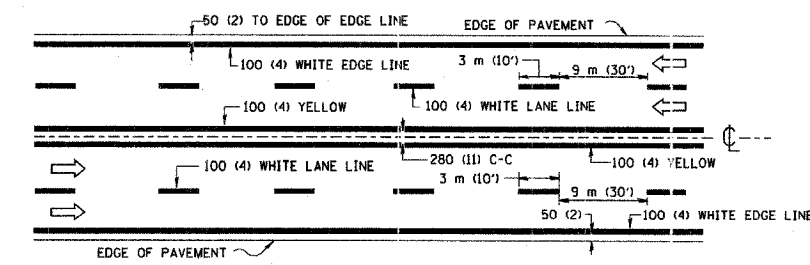
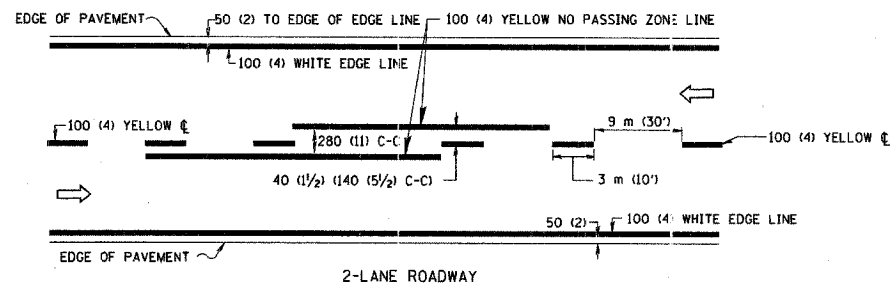
DROP MANHOLE DETAILS

SCALE: VERT. HORIZ. DATE: 2/15/2006

DRAWN BY CHECKED BY

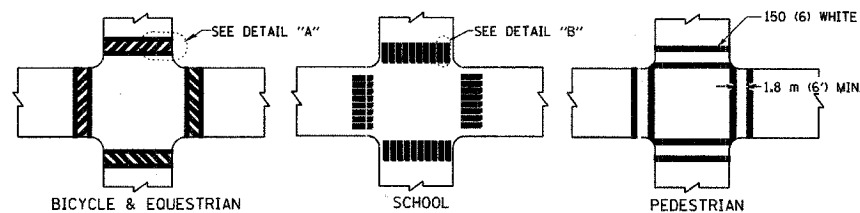
BD600-05 (BD-16) REVISION DATE:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	69
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

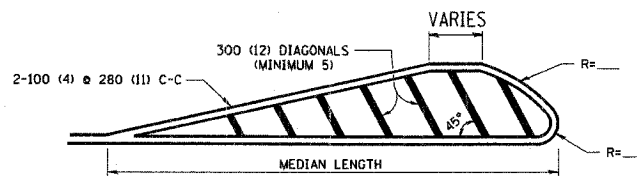
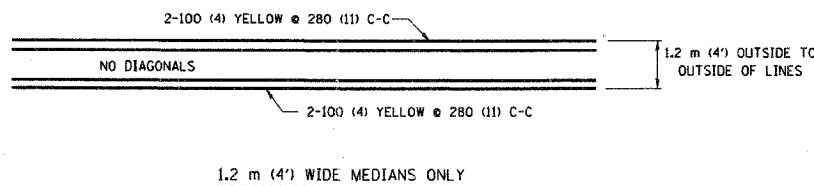


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

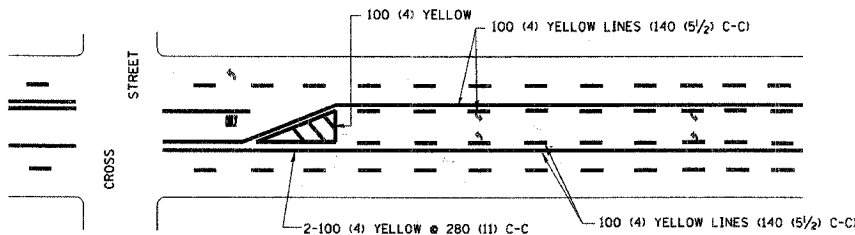


TYPICAL CROSSWALK MARKING

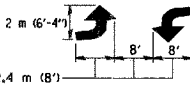


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH))
 45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

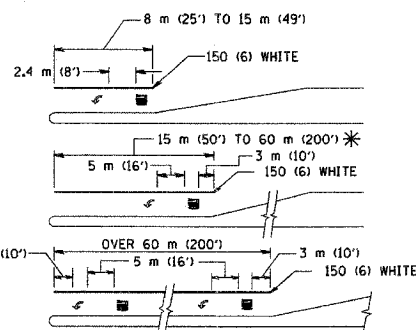


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

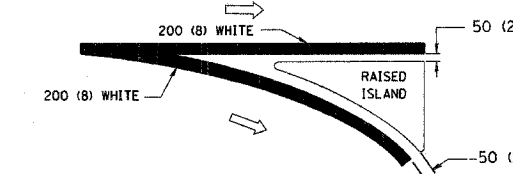
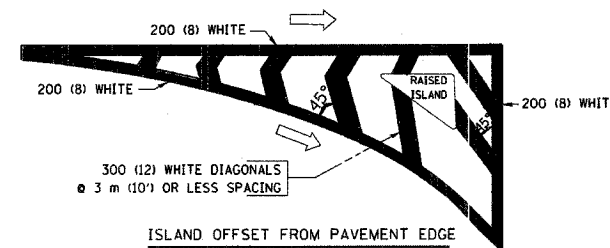


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') 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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	100 (4)	SOLID	YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	2.4 m (8') LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 150 (6)	SOLID	WHITE	NOT LESS THAN 1.8 m (6') APART
A. DIAGONALS (BIKE & EQUESTRIAN)	300 (12) @ 45°	SOLID	WHITE	600 (2') APART
B. LONGITUDINAL BARS (SCHOOL)	300 (12) @ 90°	SOLID	WHITE	600 (2') APART
				SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS			
DORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

REVISIONS	NAME	DATE
	EVERS	03-19-90
	T. RAMMACHER	10-27-94
	ALEX HOUSEH	10-09-96
	ALEX HOUSEH	10-17-96
	T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

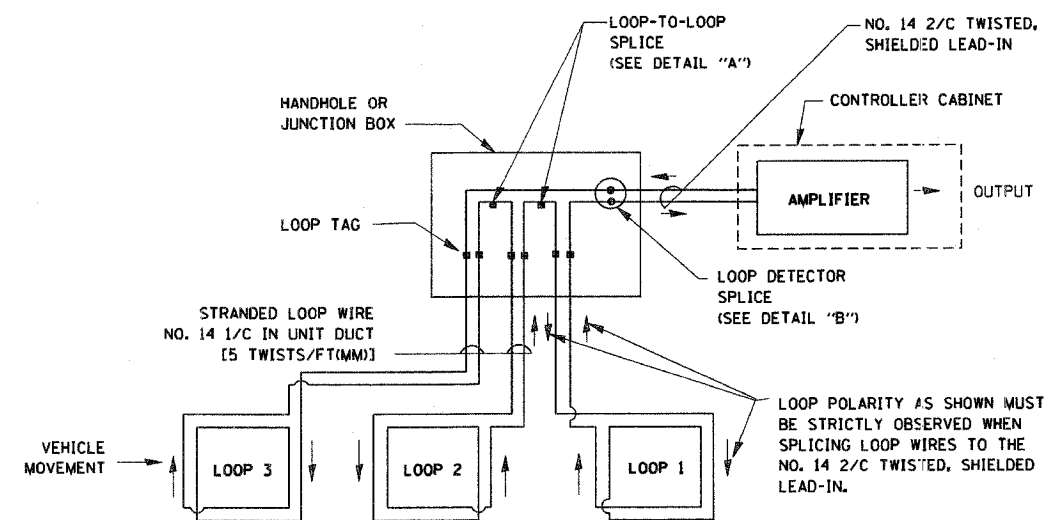
SCALE: NONE
DATE: 2/15/2006

DRAWN BY CADD
CHECKED BY
TC-13
REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	70
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

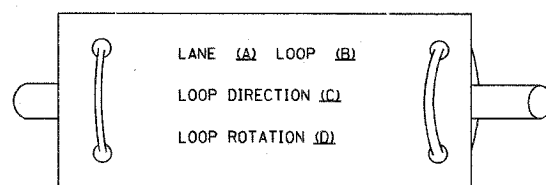
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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 DIVESHOLES 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.



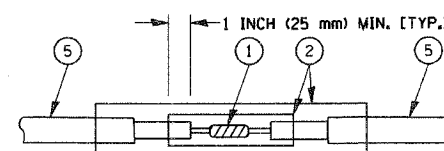
DETECTOR LOOP WIRING SCHEMATIC

- 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.

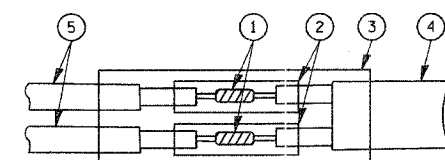
LOOP LEAD-IN CABLE TAG



- 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.



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NONE
DATE: 2/15/2006

DRAWN BY: RWP
DESIGNED BY: DAZ
CHECKED BY: DAZ
SHEET 1 OF 4

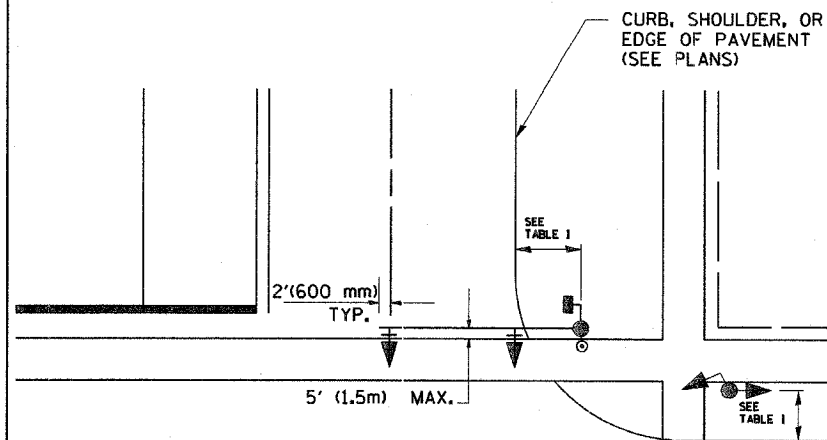
TS05
REVISION DATE: 01/01/02

PLT DATE * 2/15/2006
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JOB NO * 020000 / IN
USER NAME * gplumcock

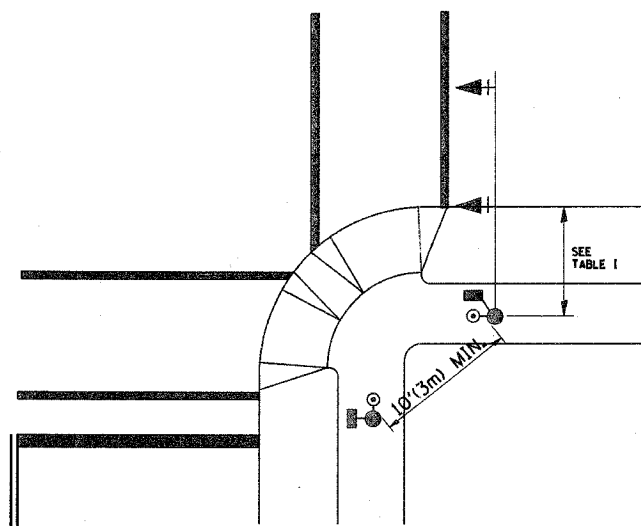
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	71
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA, INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006, (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

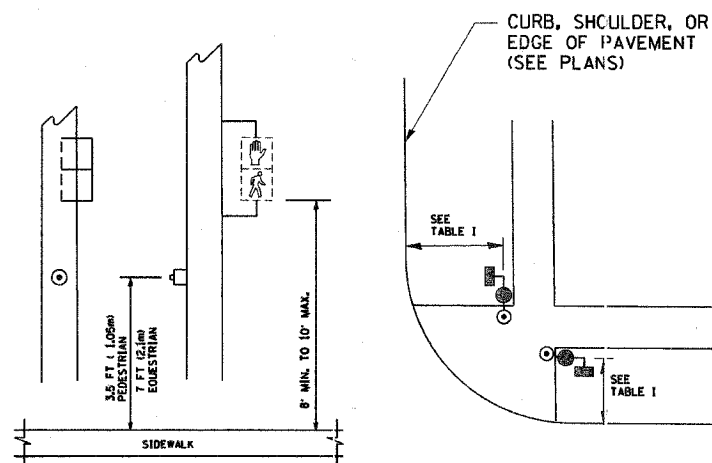


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: NONE
 DATE: 2/15/2006

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 2 OF 4

TS05
 REVISION DATE: 01/01/02

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	72
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

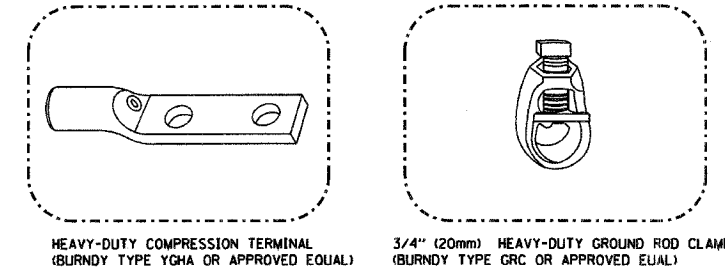
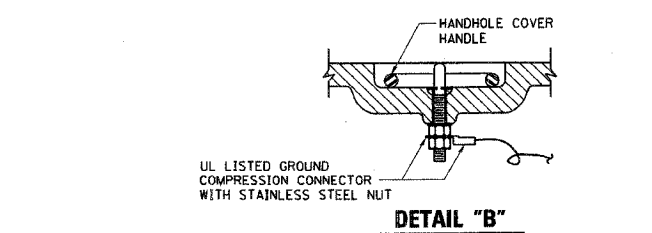
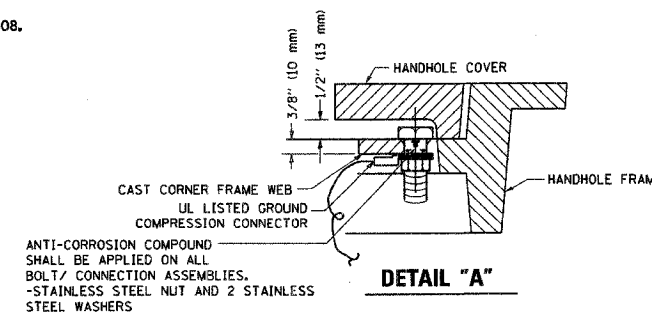
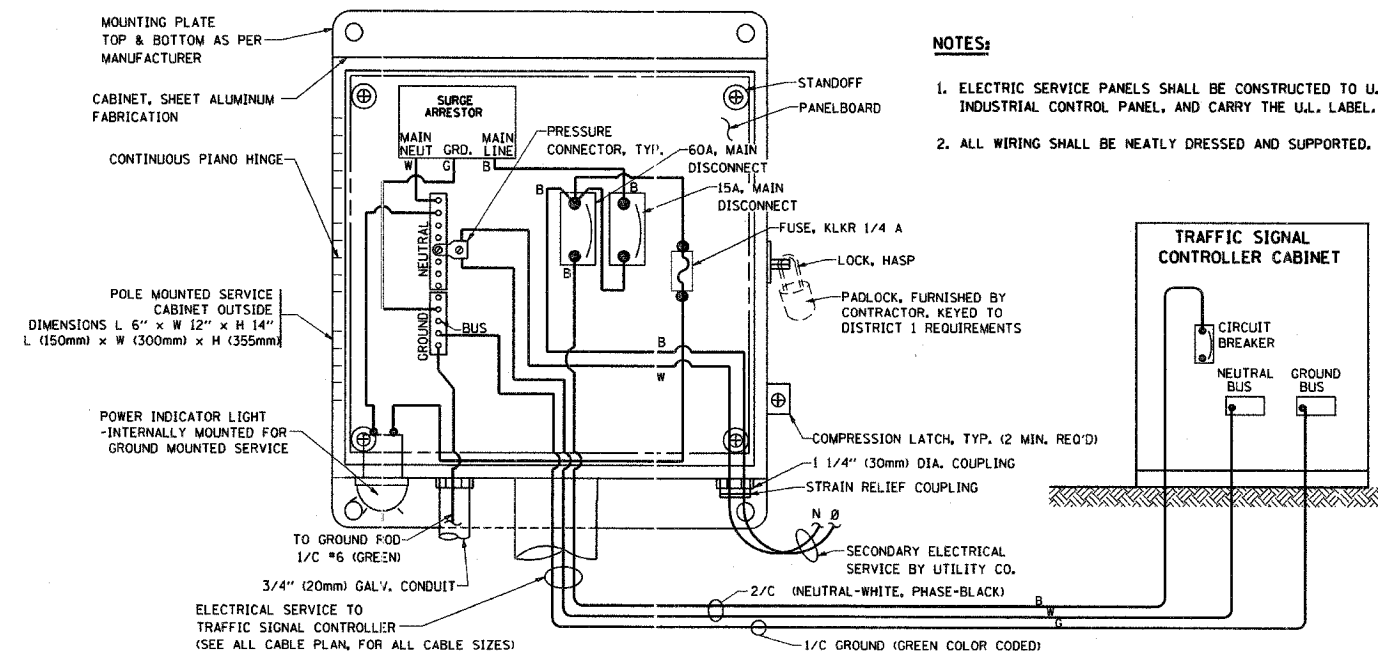
NOTES:

GROUNDING SYSTEM

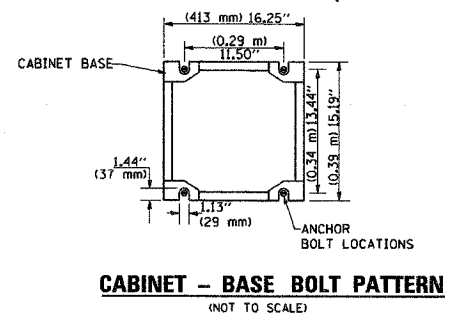
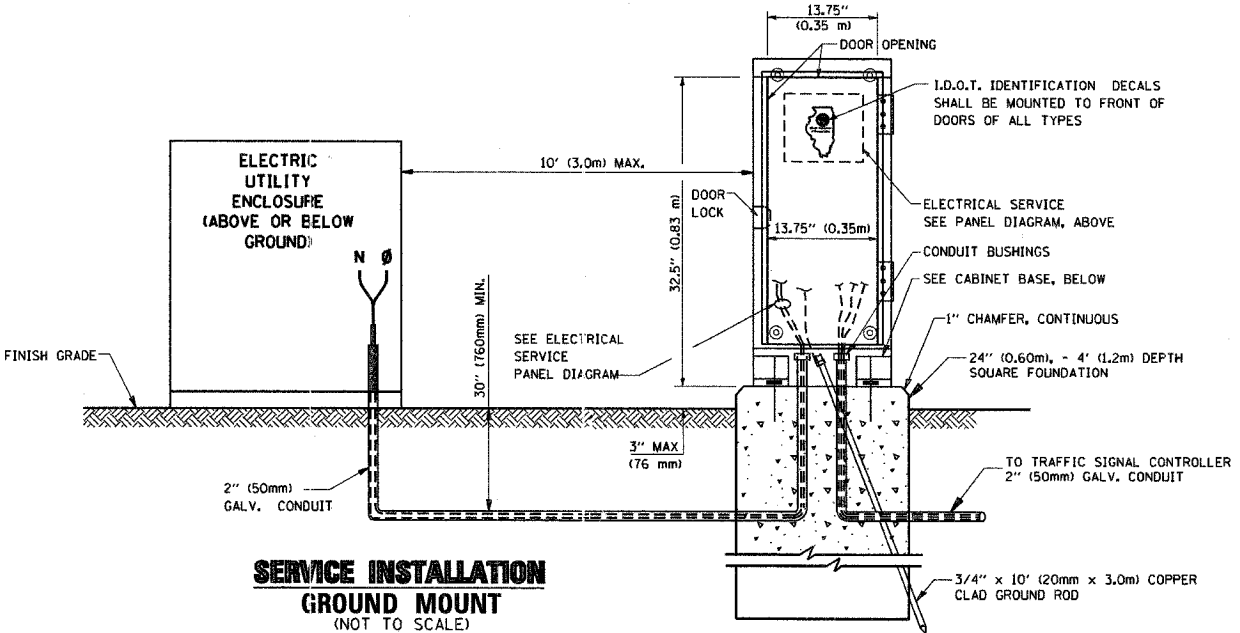
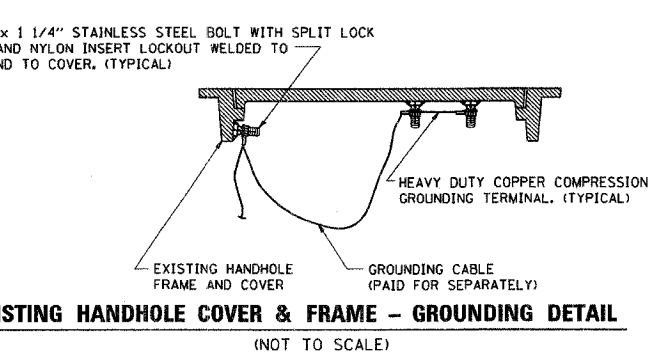
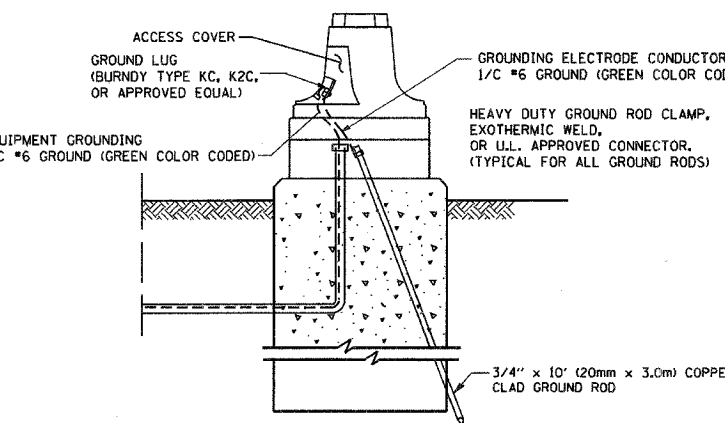
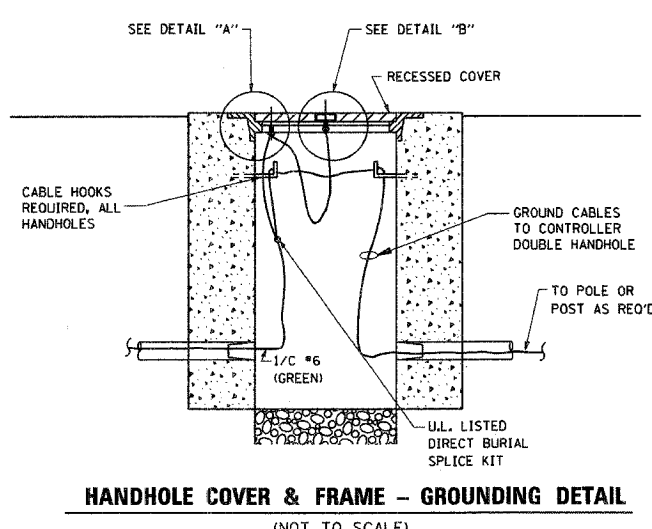
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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

NOTES:

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



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



REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

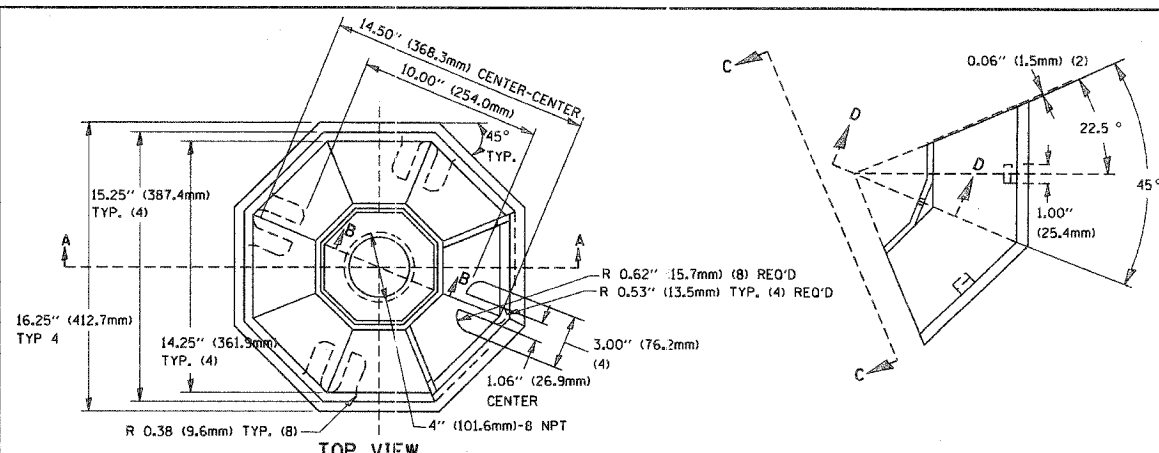
SCALE: NONE
DATE: 2/15/2006

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

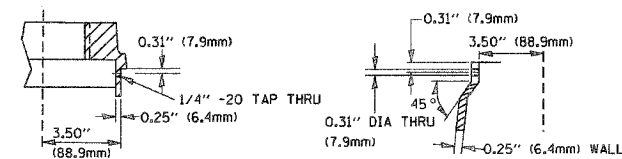
TS05
REVISION DATE: 01/01/02

PLOT DATE = 2/15/2006
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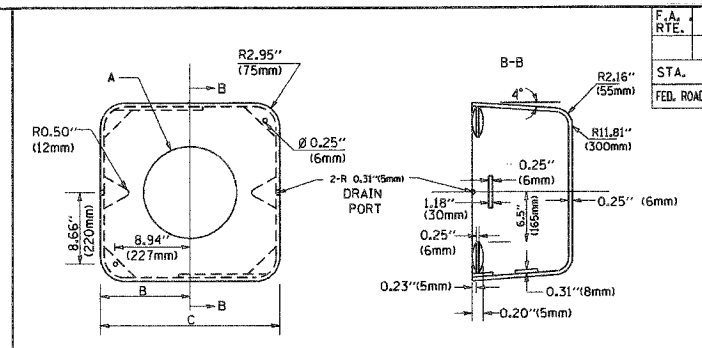
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook	105	73
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



SECTION B-B



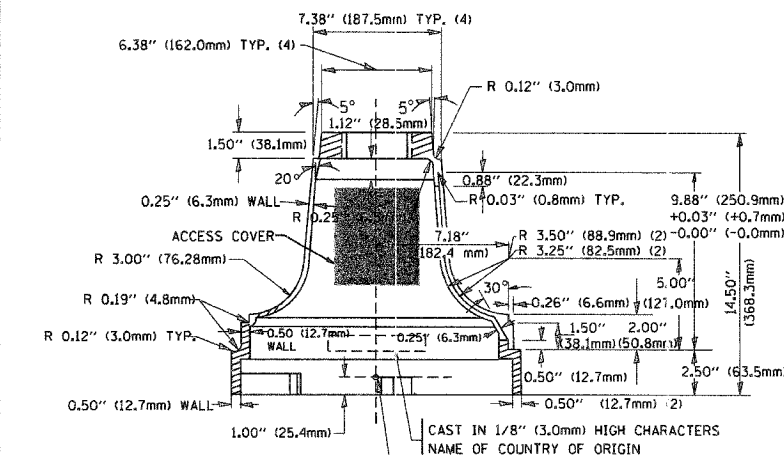
SECTION D-D



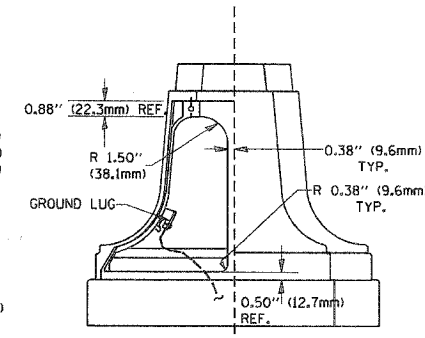
TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\" (257mm)	9.5\" (241mm)	19\" (483mm)	12\" (300mm)	24kg
II	Ø 11.125\" (283mm)	10.75\" (273mm)	21.5\" (546mm)	12\" (300mm)	26kg

SHROUD DETAIL

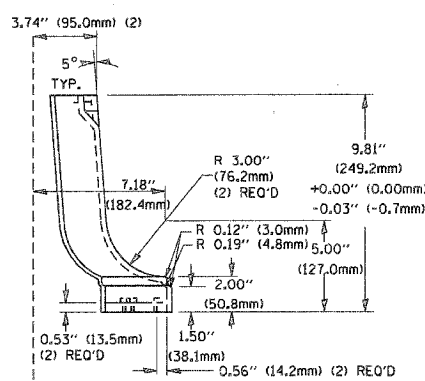
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



SECTION A-A

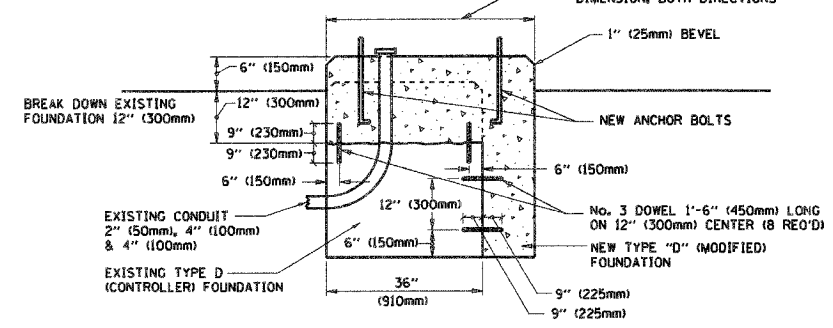


VIEW C-C



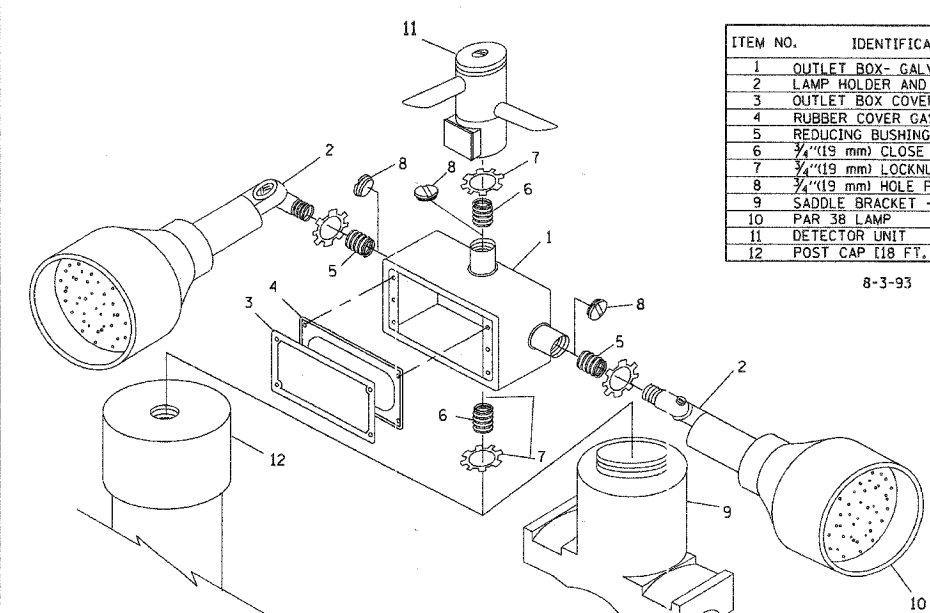
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



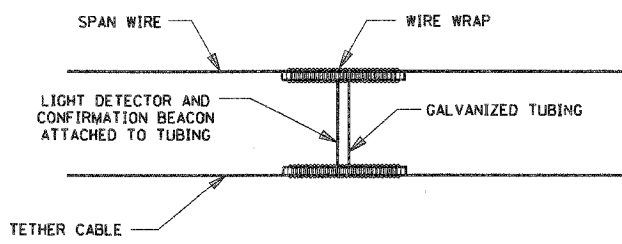
POST CAP MOUNT
 MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

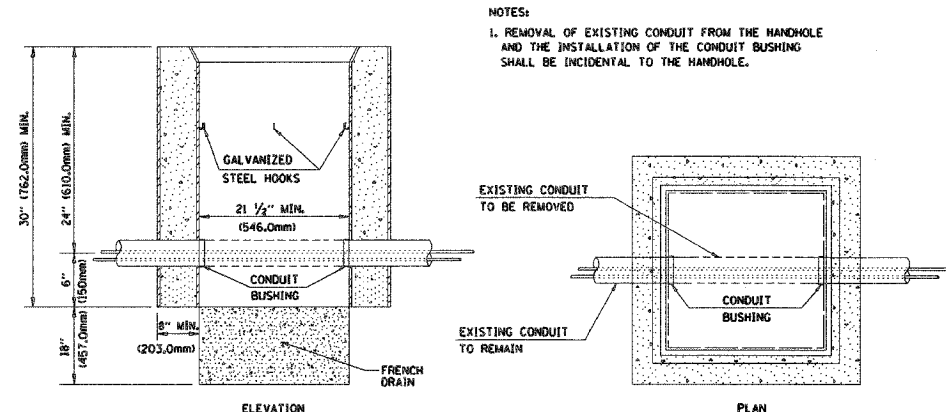
8-3-93

NOTES:

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



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS
 (NOT TO SCALE)



DETAIL
 HANDHOLE TO INTERCEPT EXISTING CONDUIT
 N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: NONE
 DATE: 2/15/2006

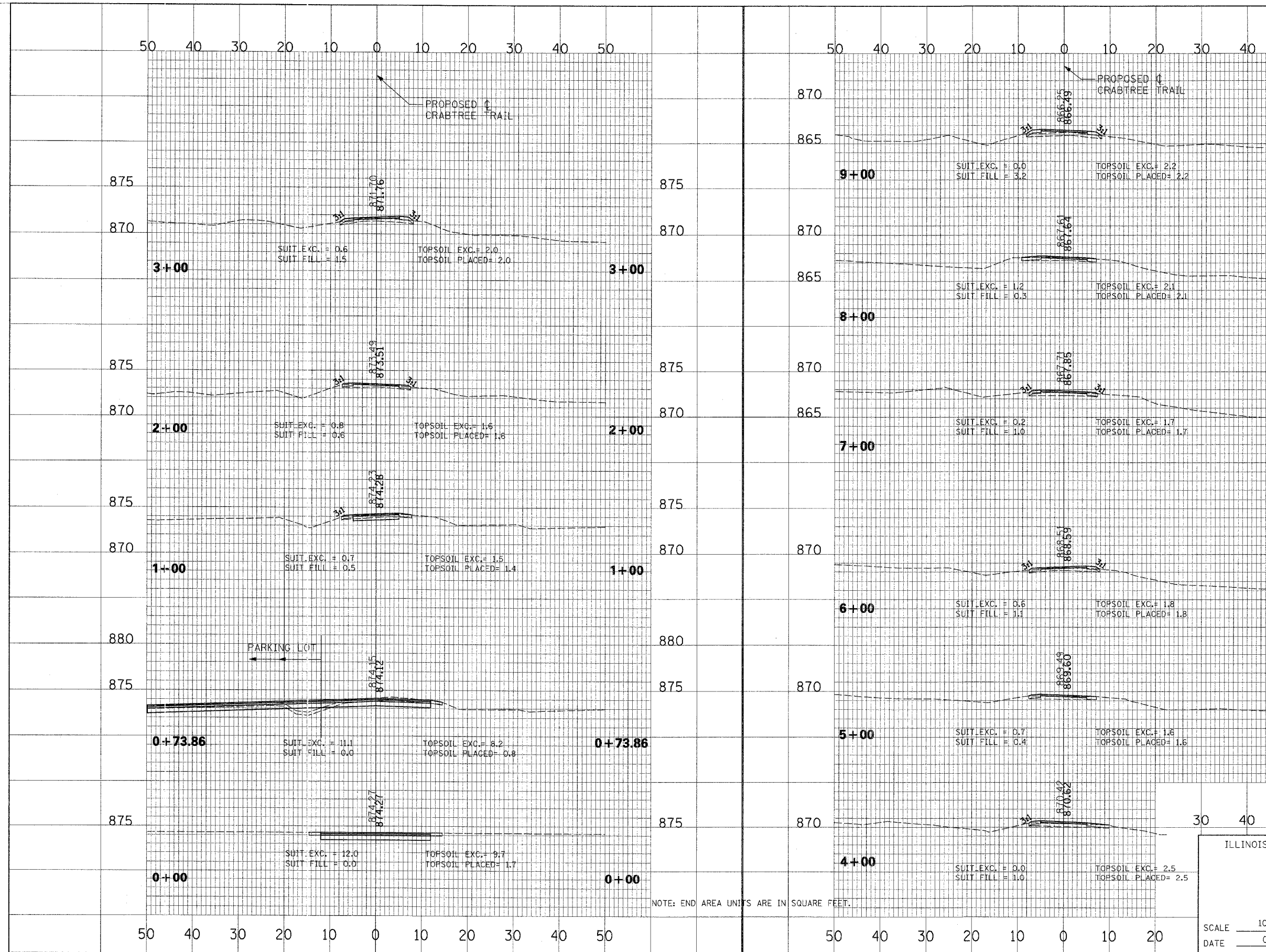
DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

TS05

REVISION DATE: 01/01/02

PLOT DATE = 2/15/2006
 FILE NAME = i:\data\std\std07.dgn
 PLOT SCALE = 50:10000 7 IN
 USER NAME = gregjones

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	74	
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIGNMENT	83709	STPE-0001(479)	



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION BY DATE

NO. _____

NOTE BOOK _____

NO. _____

PAID FILE NAME _____

CROSS SECTION BY DATE

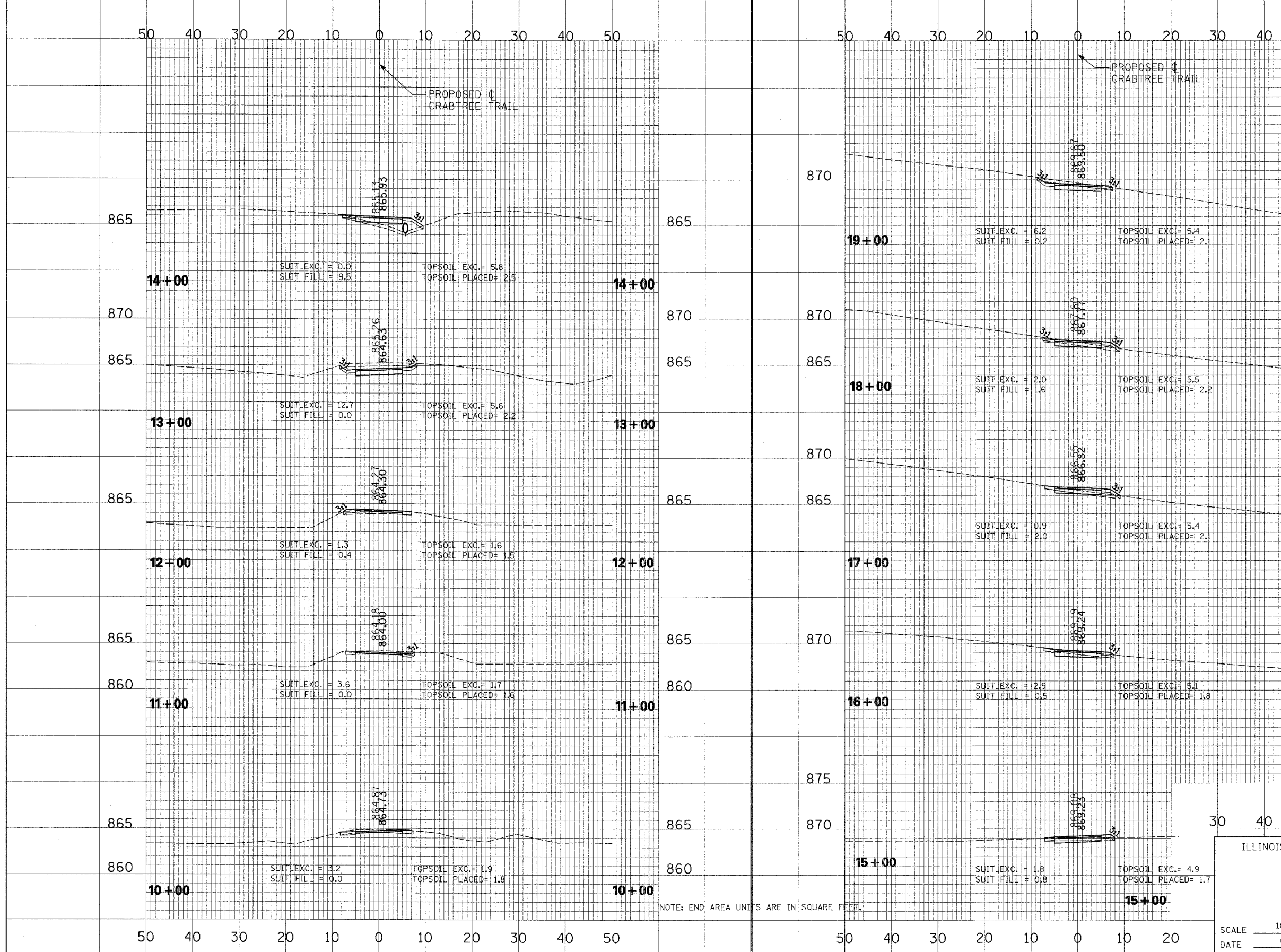
NO. _____

NOTE BOOK _____

NO. _____

NOTARY'S OFFICE _____

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	75
STA.	TO STA.		
FILE NO. DIST. NO.	ILLINOIS	83709	STPE-D001(479)



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION NO. _____

DATE _____

BY _____

NO. _____

STRUCTURE NOTATION CHRG

DATE _____

BY _____

NO. _____

STRUCTURE NOTATION CHRG

CROSS SECTION NO. _____

DATE _____

BY _____

NO. _____

STRUCTURE NOTATION CHRG

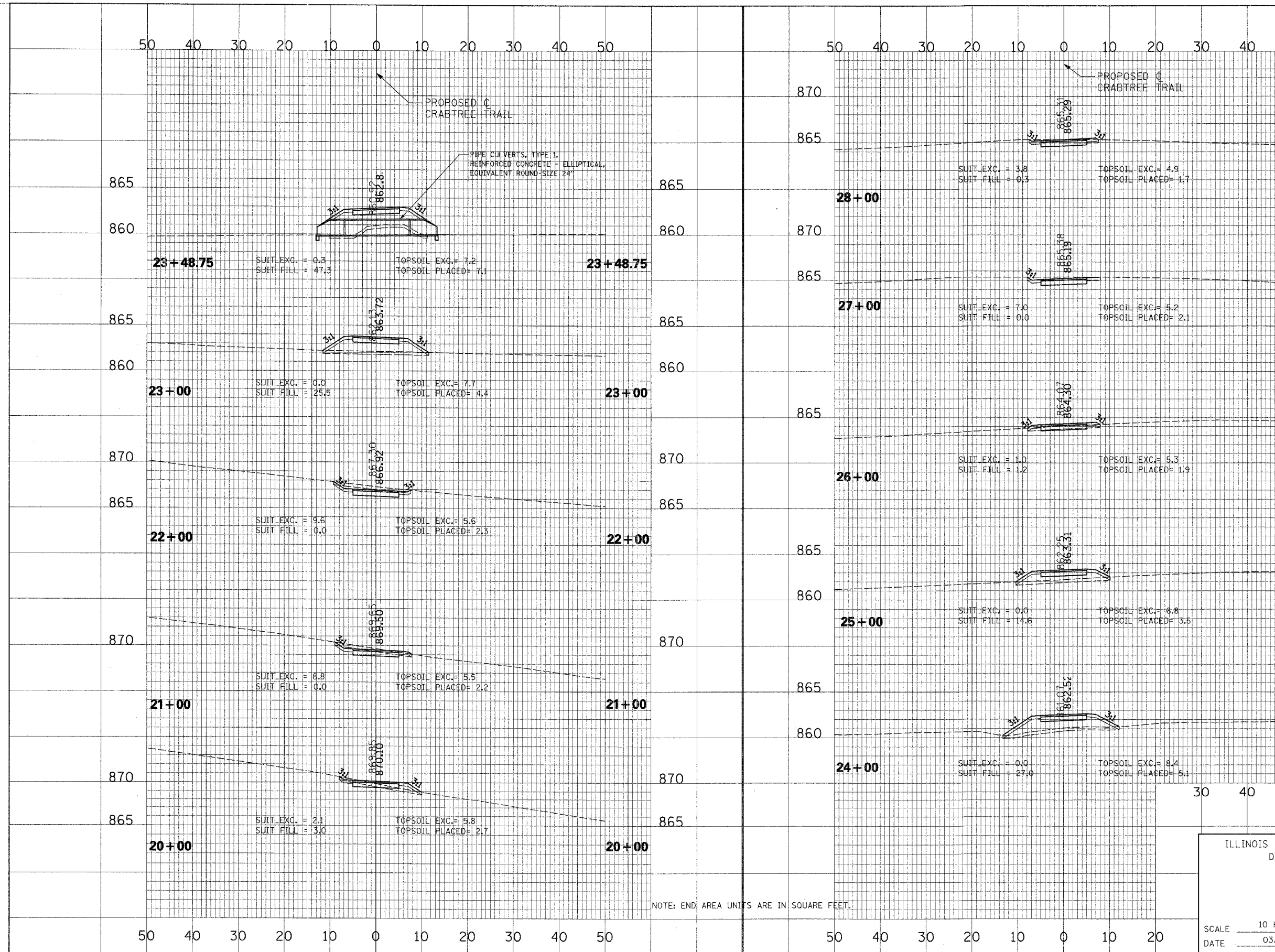
DATE _____

BY _____

NO. _____

STRUCTURE NOTATION CHRG

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	94-F3000-06-BT	COOK	105	76
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



CROSS SECTION	DATE
NO.	
BY	
DESIGNED	
CHECKED	
ALIGNED	
CHECKED	
NOTE BOOK	
NO.	
FIELD FILE NAME	

CROSS SECTION	DATE
NO.	
BY	
DESIGNED	
CHECKED	
ALIGNED	
CHECKED	
NOTE BOOK	
NO.	
FIELD FILE NAME	

NOTE: END AREA UNITS ARE IN SQUARE FEET.

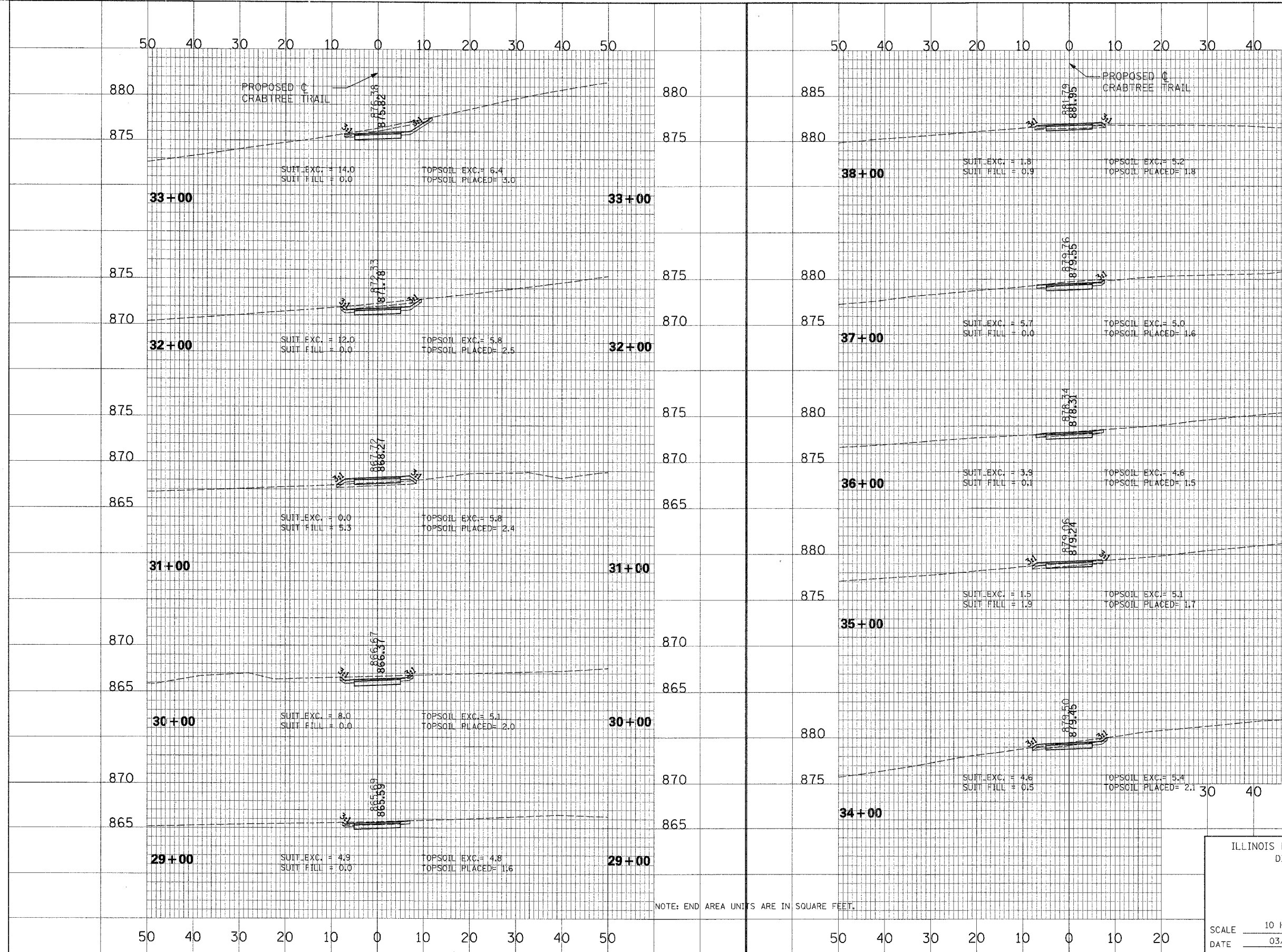
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

FAP REL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	77
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION
NO. _____

DATE _____

BY _____

DESIGNED BY _____

CHECKED BY _____

NOTE BOOK NO. _____

FILE NAME _____

CROSS SECTION
NO. _____

DATE _____

BY _____

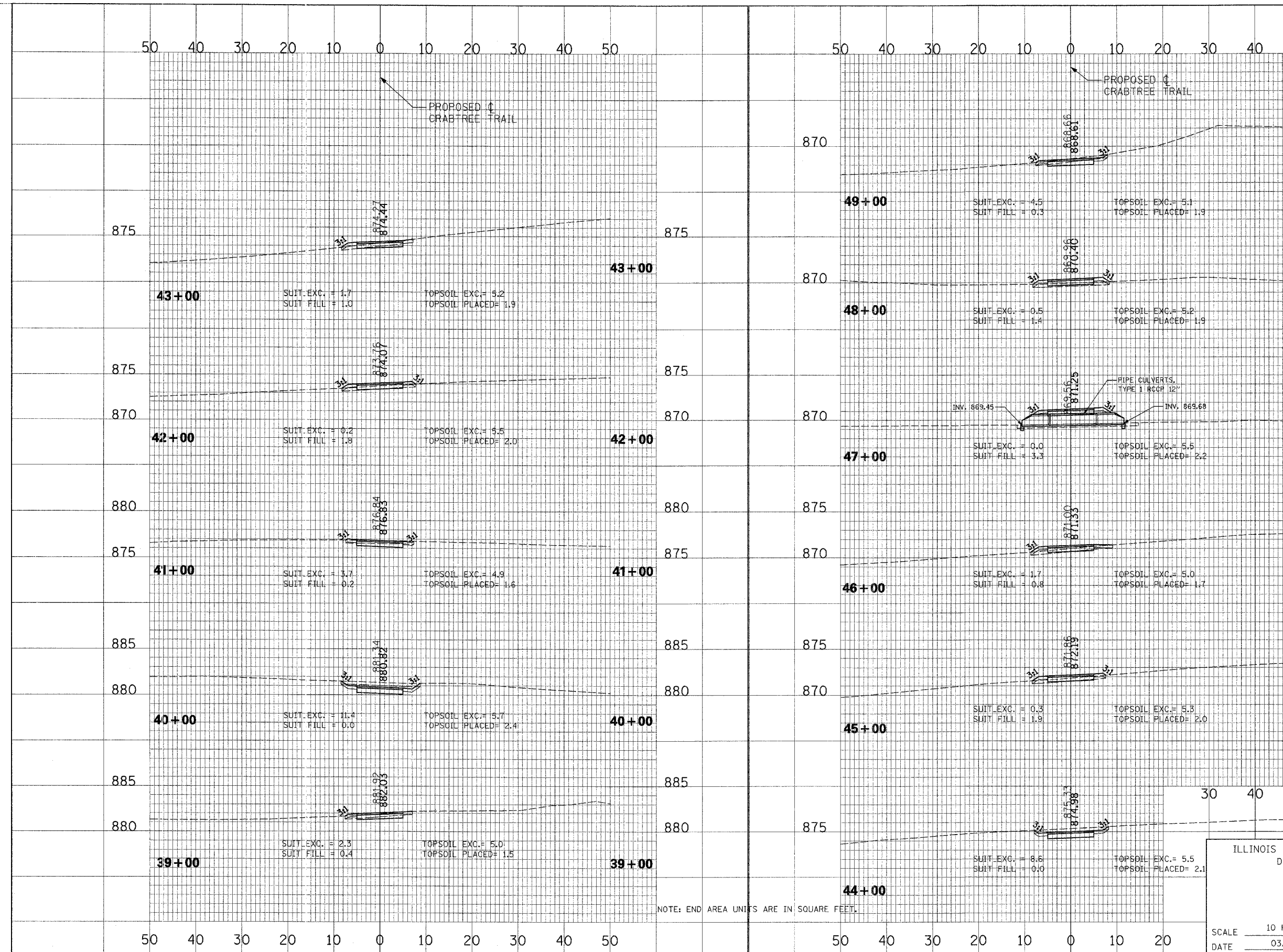
DESIGNED BY _____

CHECKED BY _____

NOTE BOOK NO. _____

FILE NAME _____

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT		COOK	105	78
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

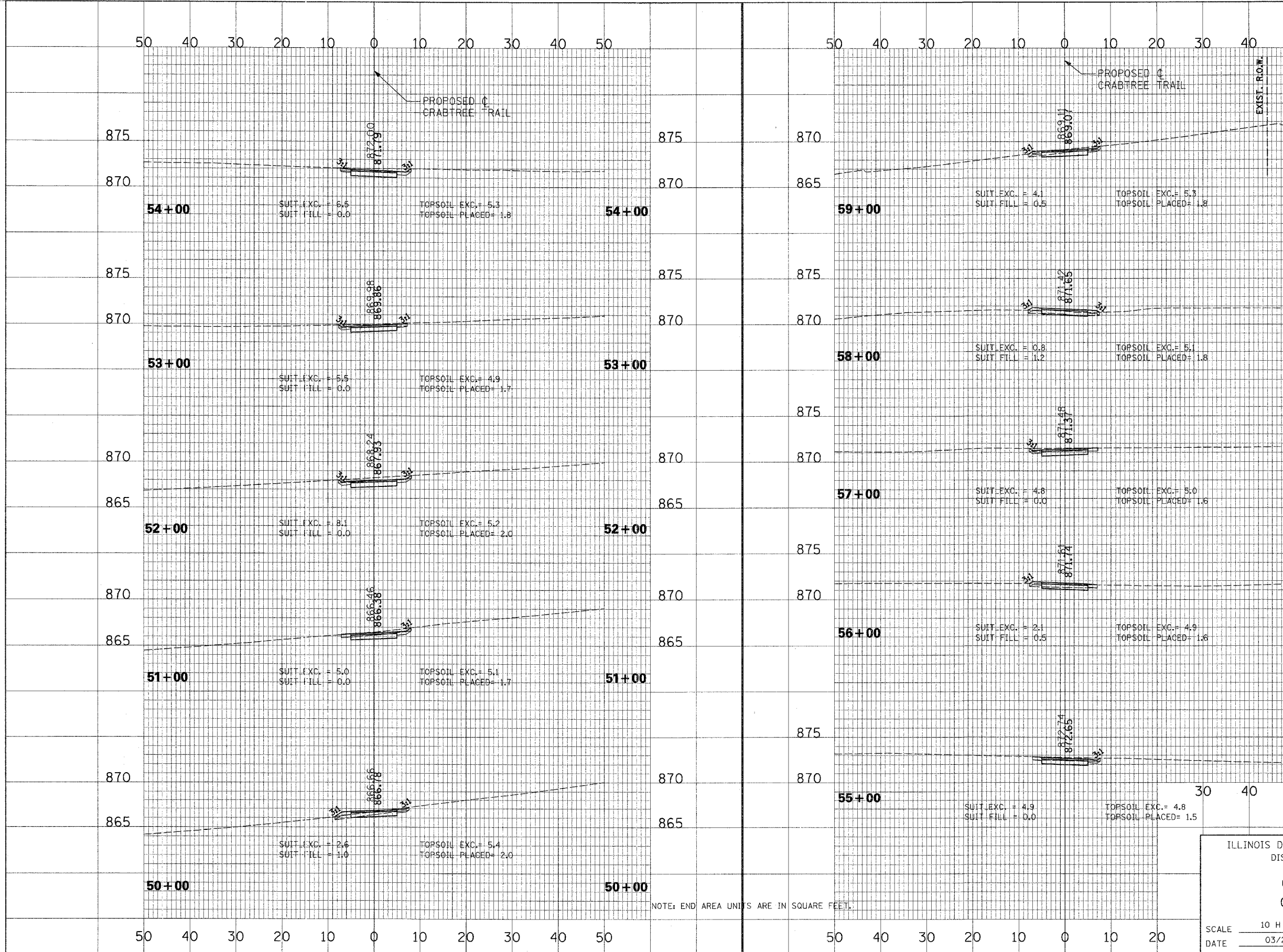
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DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION SURVEYED BY DATE
SECTION GRADES CHECKED ALIGNMENT CHECKED
NOTE BOOK NO. OF PAGES CHECKED
NO. OF SHEETS FILE NAME

CROSS SECTION SURVEYED BY DATE
SECTION GRADES CHECKED ALIGNMENT CHECKED
NOTE BOOK NO. OF PAGES CHECKED
NO. OF SHEETS FILE NAME

FIP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	79
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIGNED	85709	STPE-D001(479)	



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION NO. _____

DATE _____

BY _____

STRUCTURE NOTATION: _____

NO. _____

CROSS SECTION NO. _____

DATE _____

BY _____

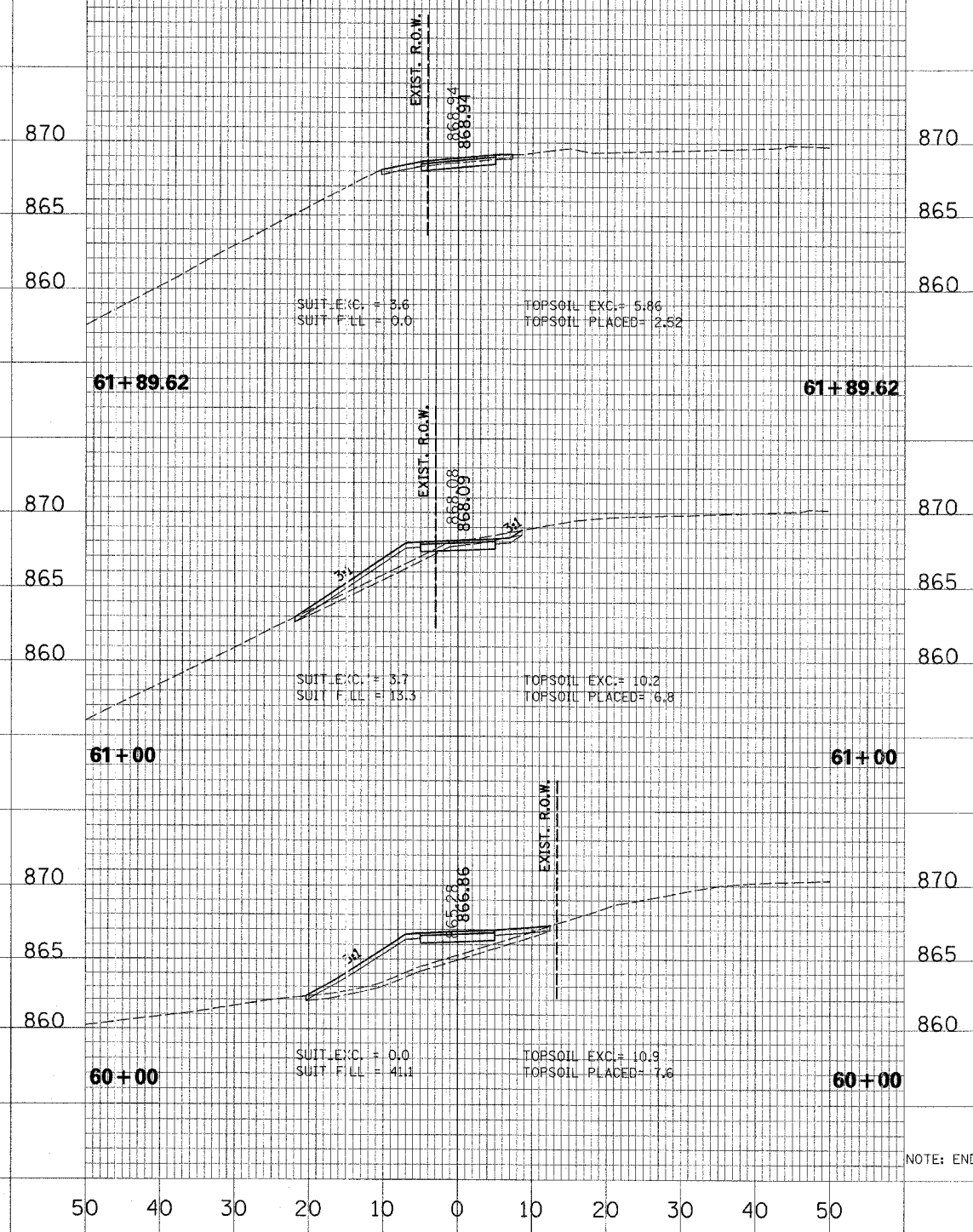
STRUCTURE NOTATION: _____

NO. _____

FAP ATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	80
STA.	TO STA.		FED. ROAD DIST. NO.	ILLINOIS
			83709	STPE-D001(479)

50 40 30 20 10 0 10 20 30 40 50

PROPOSED
CRABTREE TRAIL



NOTE: END AREA UNITS ARE IN SQUARE FEET.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**CRABTREE TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION NO. _____

DATE _____

BY _____

DESIGNED _____

CHECKED _____

ALIGNED _____

ADJUSTED _____

FILE NAME _____

CROSS SECTION NO. _____

DATE _____

BY _____

DESIGNED _____

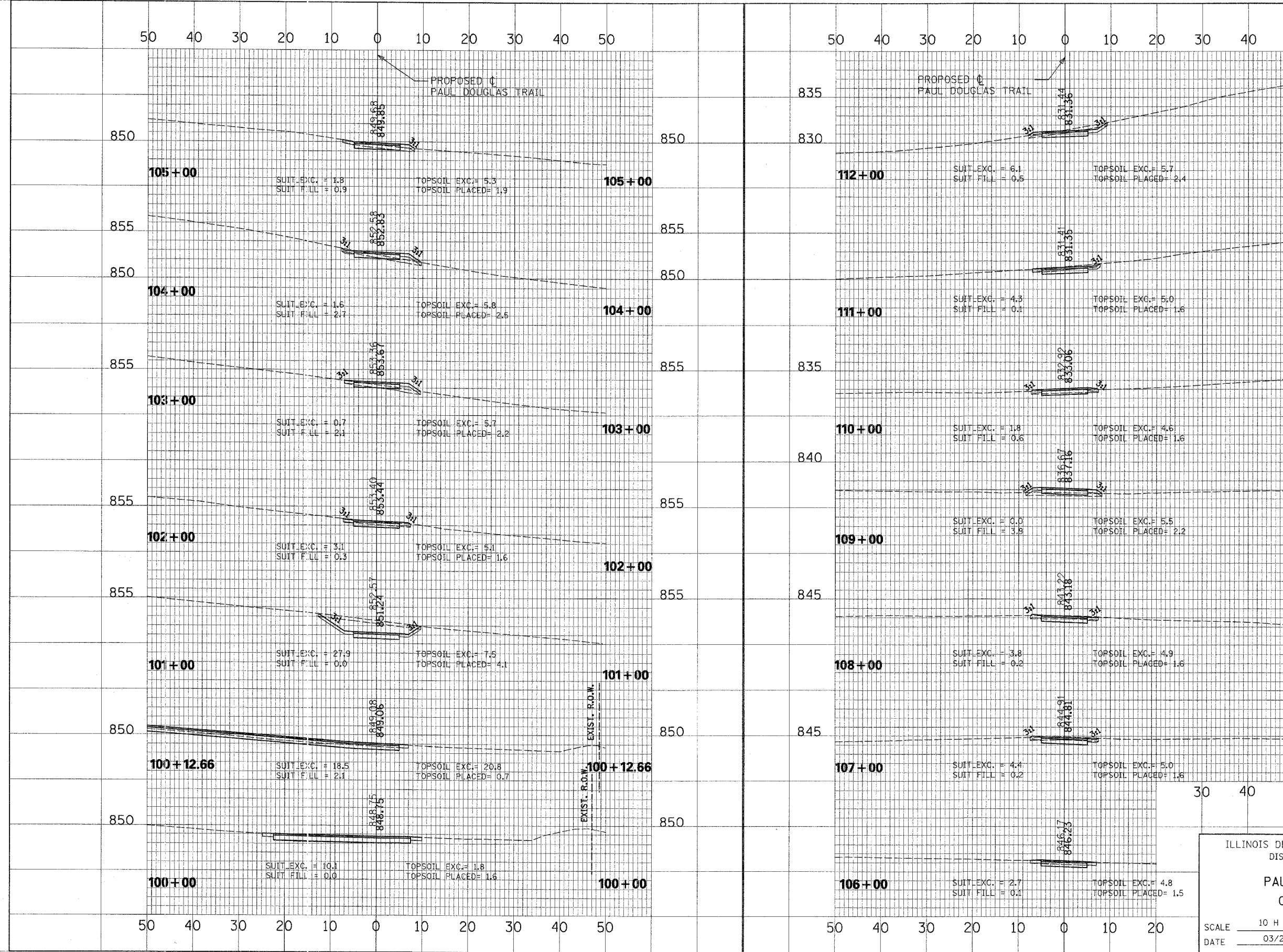
CHECKED _____

ALIGNED _____

ADJUSTED _____

FILE NAME _____

FAY RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	81
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



CROSS SECTION
SECTION NO. _____
DATE _____
BY _____
SURVEYED _____
GRADES CHECKED _____
ALIGNMENT CHECKED _____
NOTE BOOK NO. _____
FILE NAME _____

CROSS SECTION
SECTION NO. _____
DATE _____
BY _____
SURVEYED _____
GRADES CHECKED _____
ALIGNMENT CHECKED _____
NOTE BOOK NO. _____
FILE NAME _____

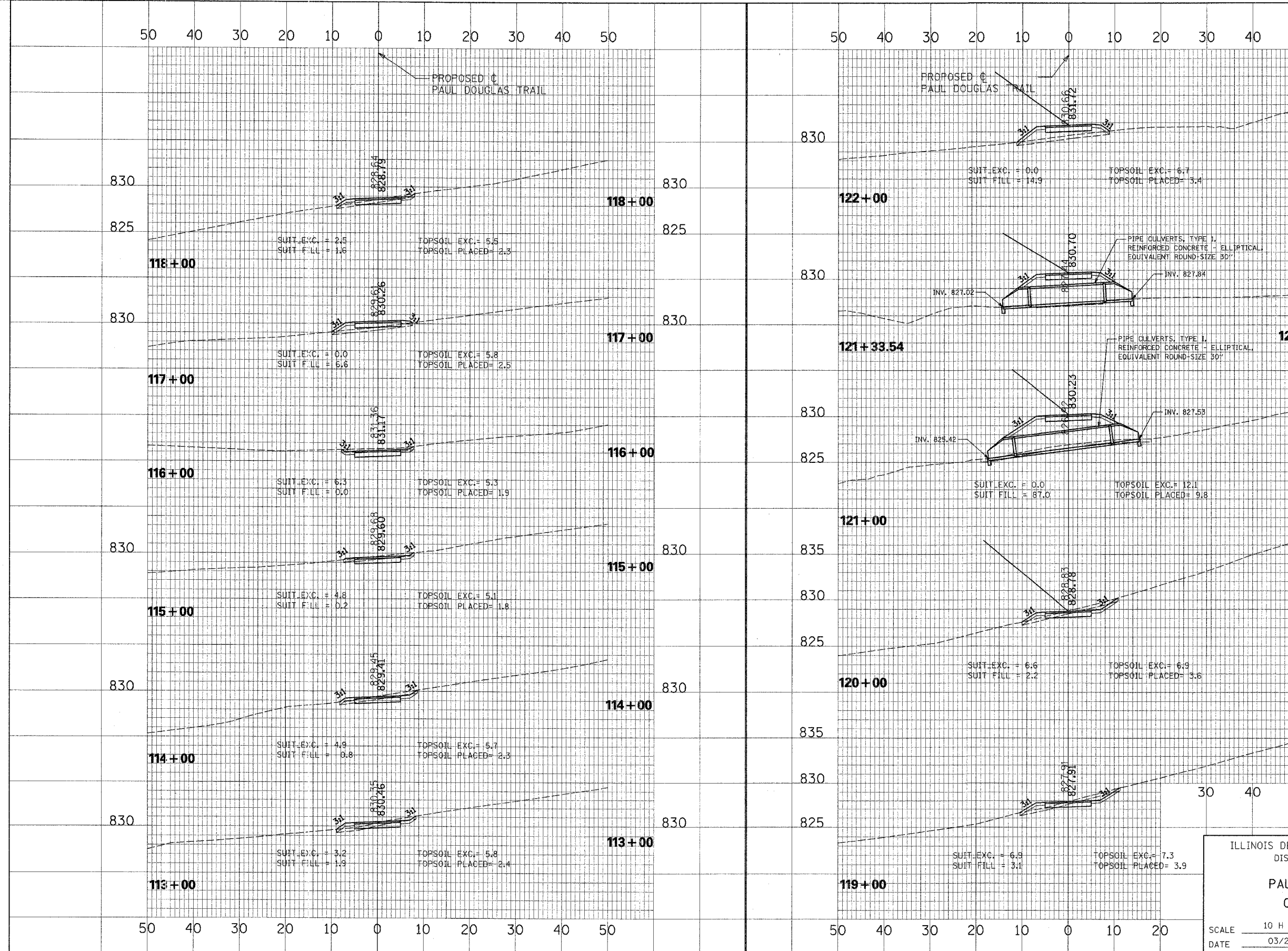
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	82
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

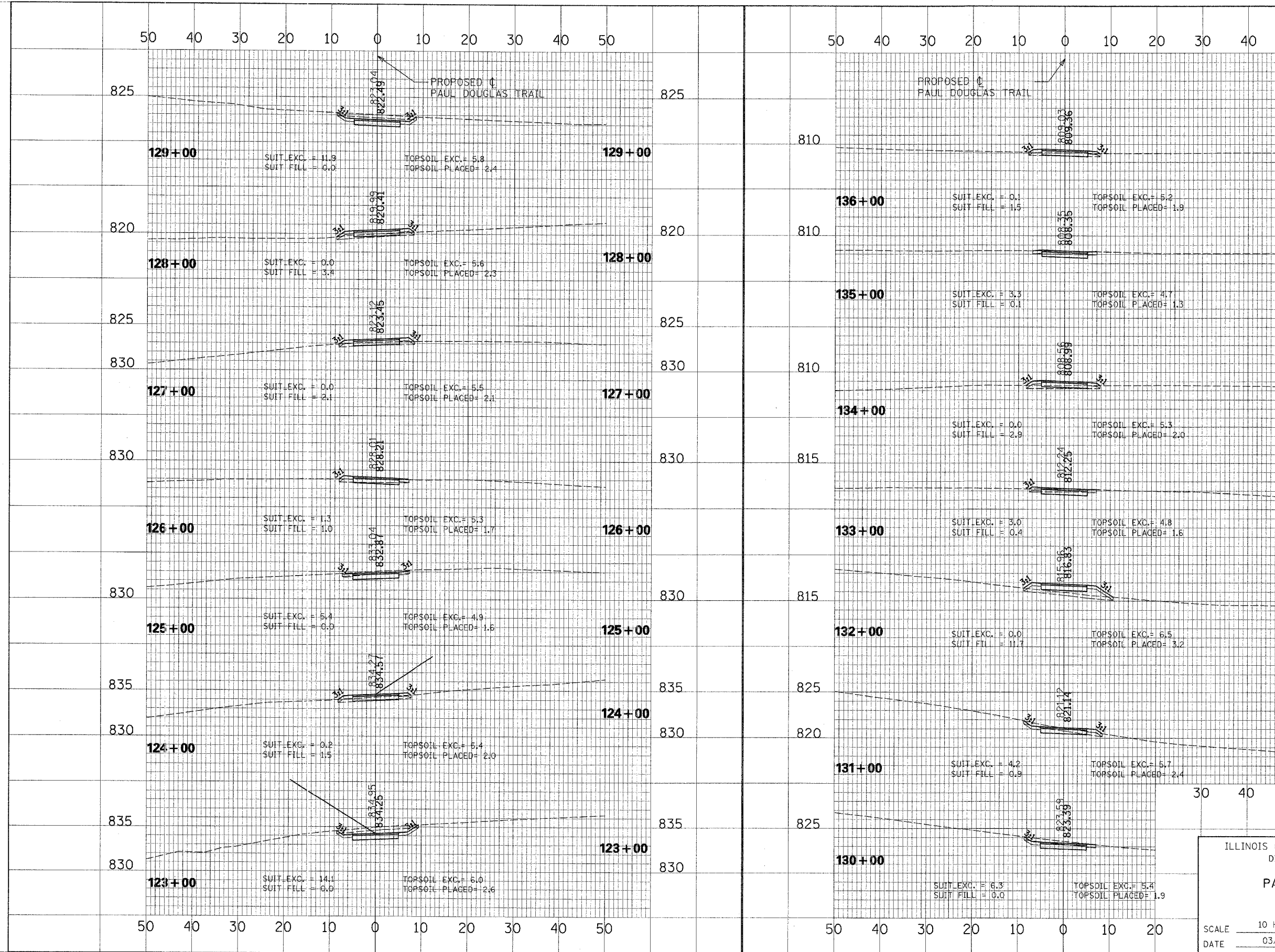


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 GRADES CHECKED _____
 ALIGNMENT CHECKED _____
 NOTE BOOK NO. _____
 DUD. FILE NAME _____

CROSS SECTION NO. _____
 SURVEYED BY _____ DATE _____
 GRADES CHECKED _____
 ALIGNMENT CHECKED _____
 NOTE BOOK NO. _____
 DUD. FILE NAME _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-E-T	COOK	105	83
STA.	TO STA.	FED. ROAD DIST. NO.	PLANES
		83709	STPE-001(479)



CROSS SECTION
 DRAWN BY
 CHECKED BY
 DATE

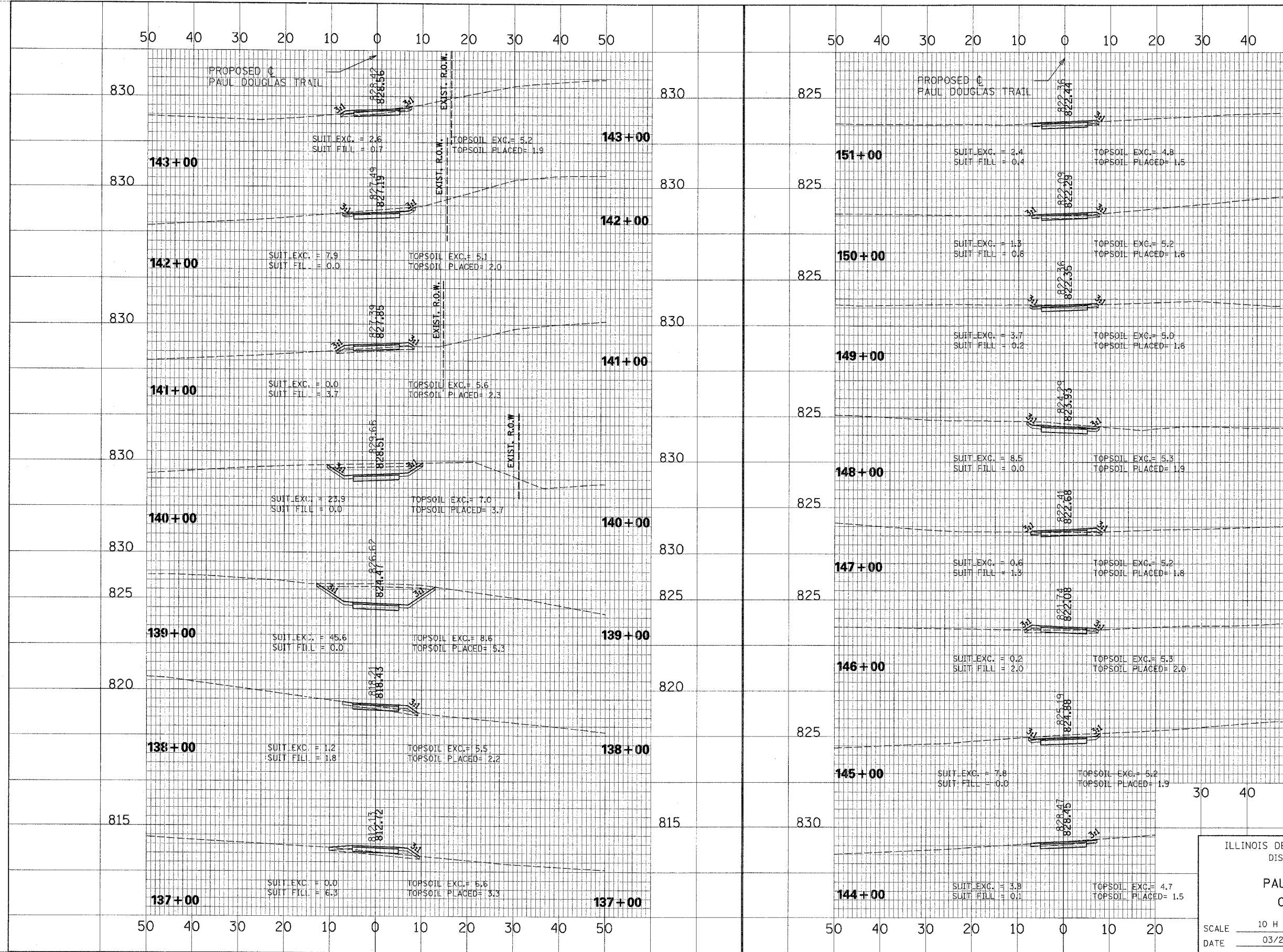
CROSS SECTION
 DRAWN BY
 CHECKED BY
 DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**

SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	84
STA.	TO STA.		
FED. ROAD DIST. NO.	DISTRICT	STPE-0001(479)	



CROSS SECTION
SECTION
NO.

DATE
BY

REVISIONS
CHECKED
STRUCTURE NOTATION OK

CROSS SECTION
SECTION
NO.

DATE
BY

REVISIONS
CHECKED
STRUCTURE NOTATION OK

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
CROSS SECTIONS**

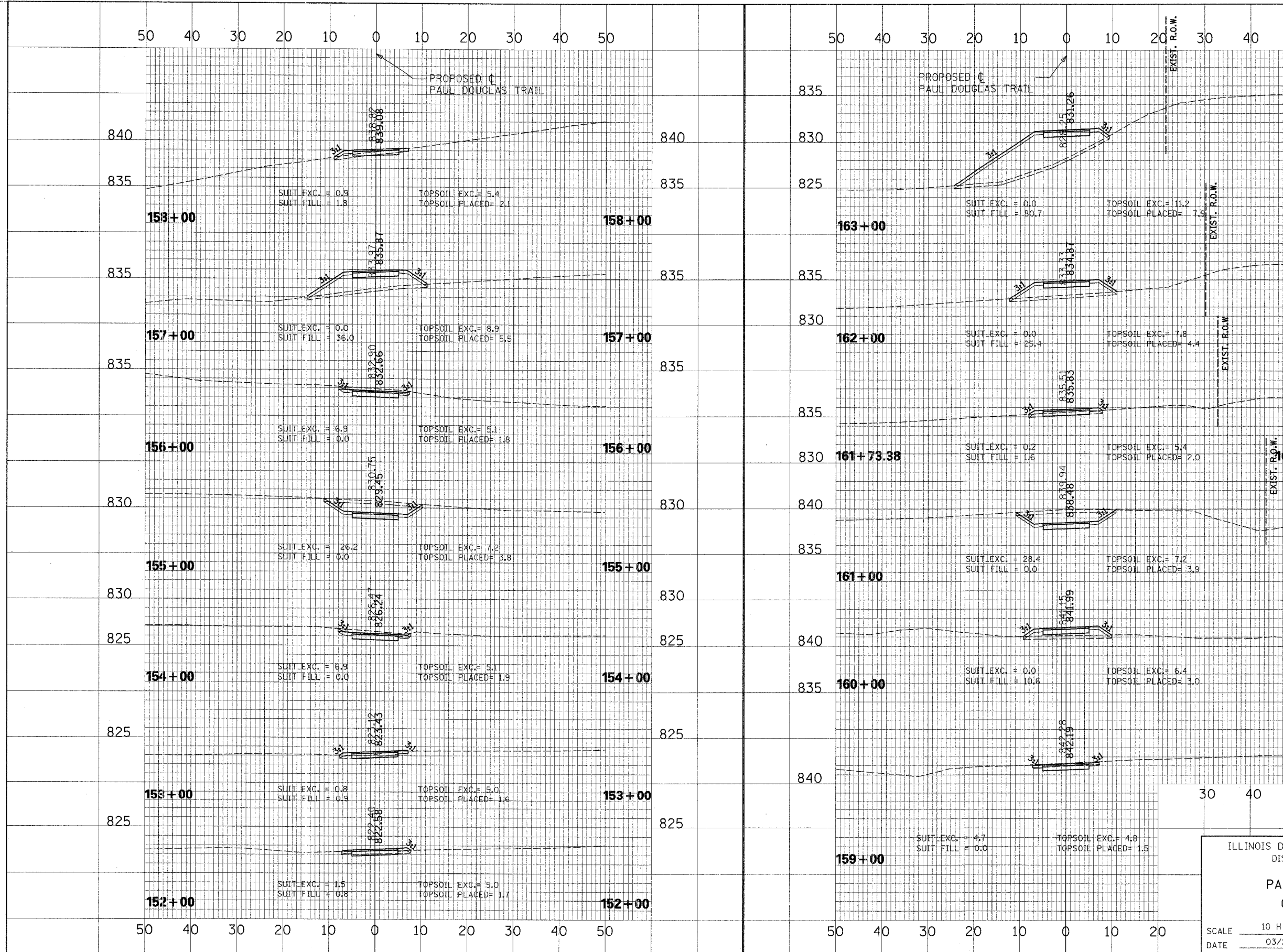
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DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION
 SECTION NO. _____
 DATE _____
 BY _____
 SUBMITTED _____
 PLOTTED _____
 CHECKED _____
 STRUCTURE NOTATION: DKRD

CROSS SECTION
 SECTION NO. _____
 DATE _____
 BY _____
 SUBMITTED _____
 PLOTTED _____
 CHECKED _____
 STRUCTURE NOTATION: DKRD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	85
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)

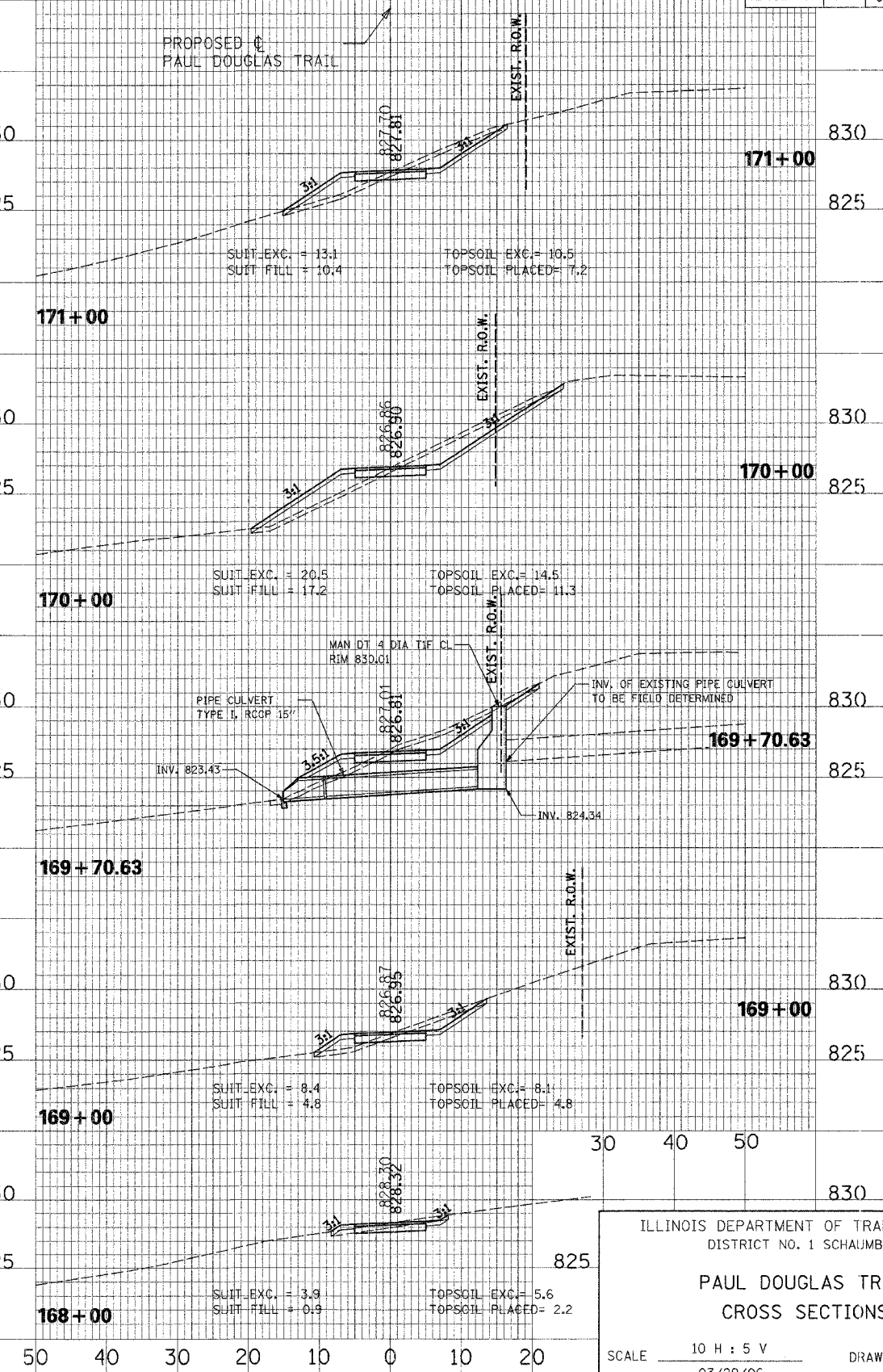
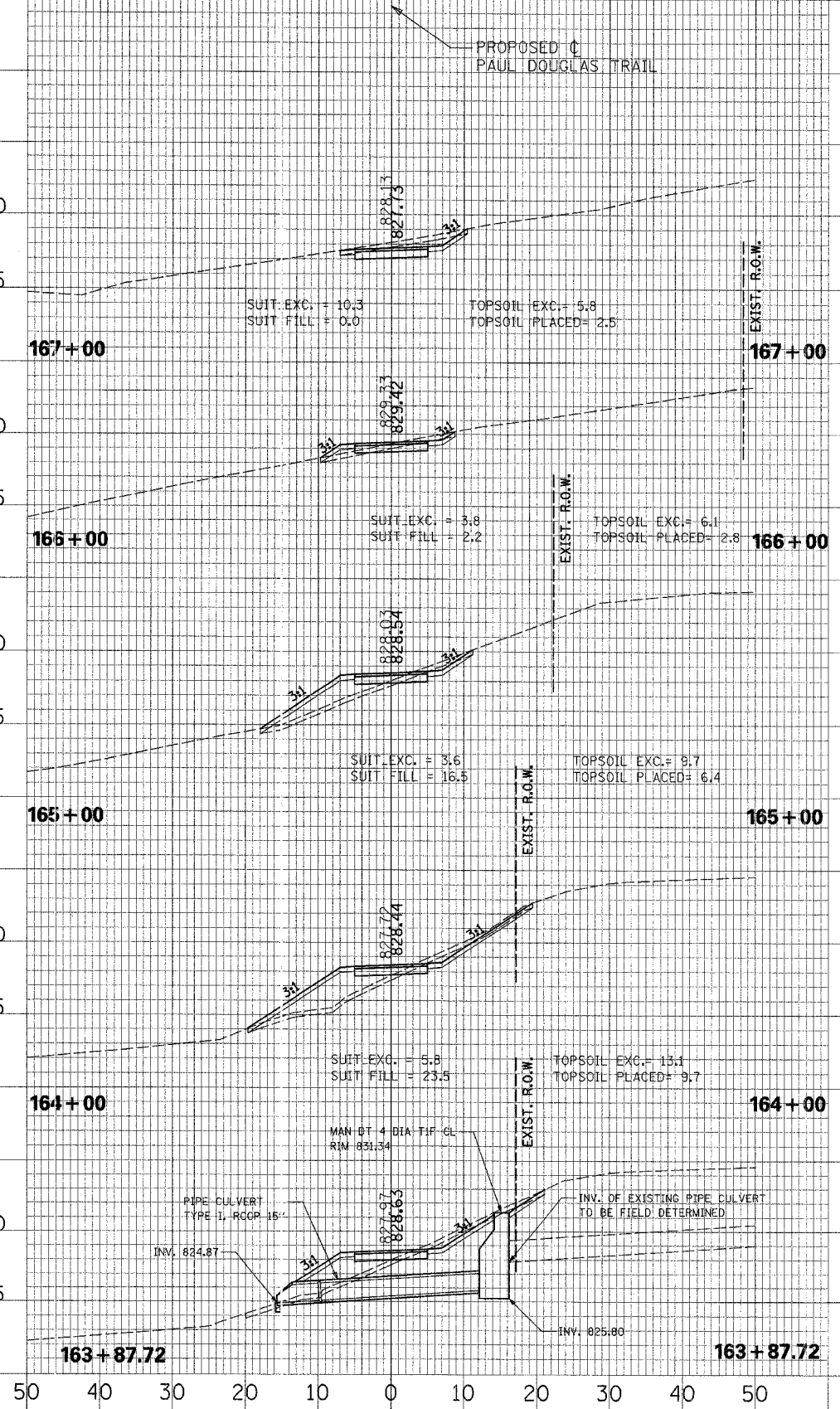


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP REV.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	86
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

50 40 30 20 10 0 10 20 30 40 50

50 40 30 20 10 0 10 20 30 40



CROSS SECTION NO. _____ DATE _____
 SUBMITTED BY _____
 CHECKED BY _____
 PLOTTED BY _____
 NOTE BOOK NO. _____
 STRUCTURE NO. _____
 FILE NAME _____

CROSS SECTION NO. _____ DATE _____
 SUBMITTED BY _____
 CHECKED BY _____
 PLOTTED BY _____
 NOTE BOOK NO. _____
 STRUCTURE NO. _____

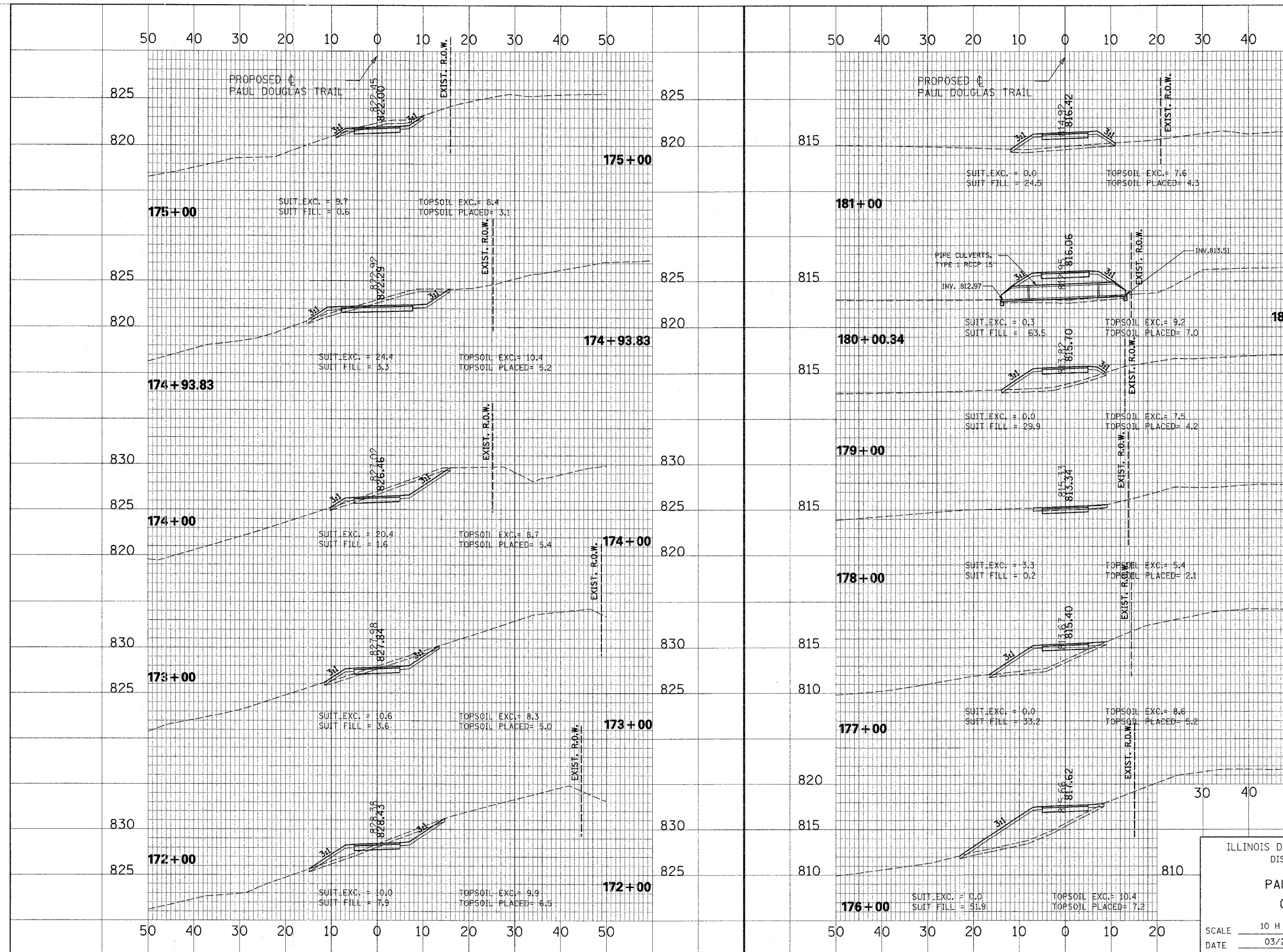
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**

SCALE 10 H : 5 V
 DATE 03/29/06

DRAWN BY RTA
 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	87	
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIGNED	83709	STPE-DO01(479)	

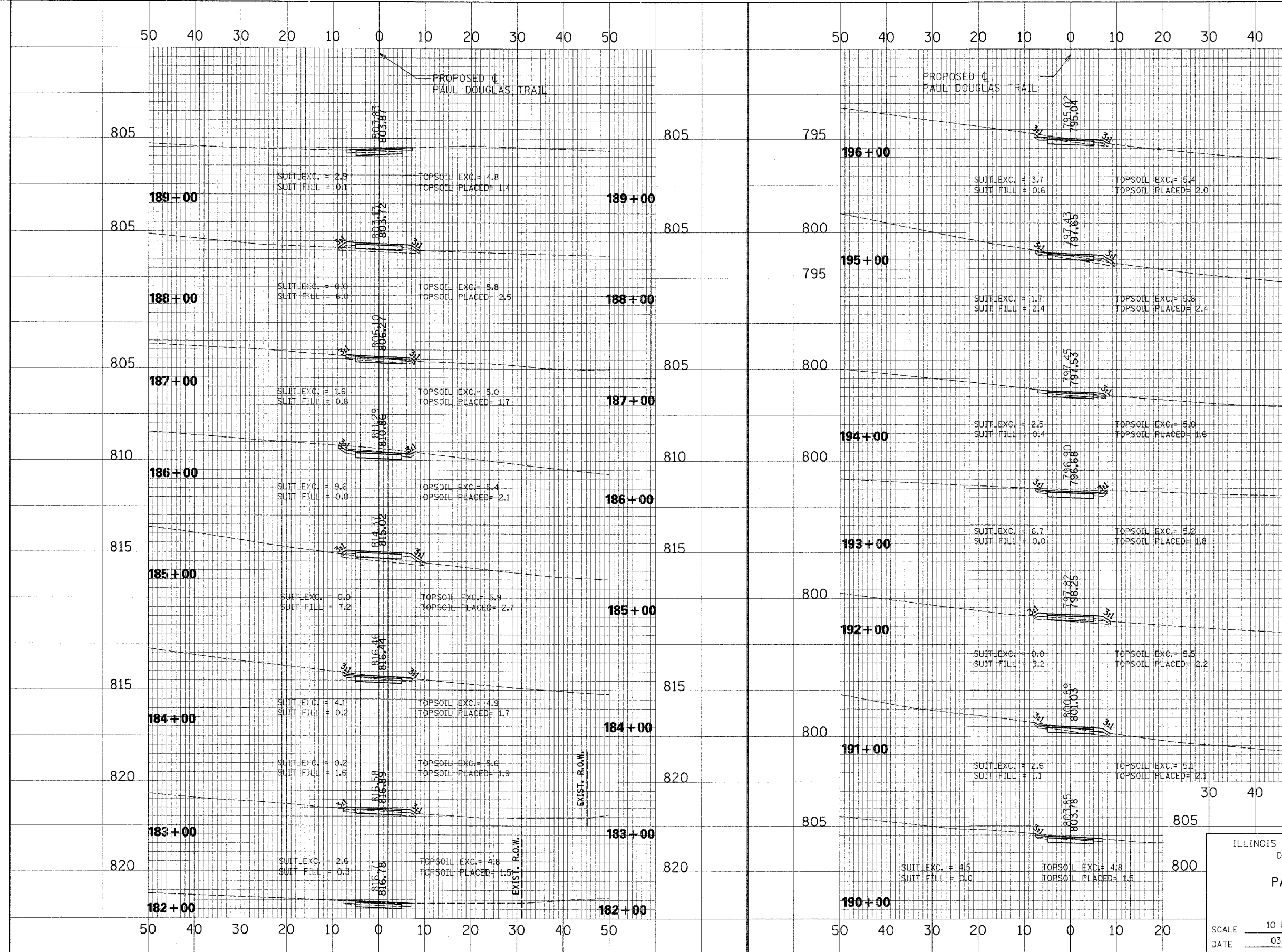


CROSS SECTION
 SURVEYED
 SECTION
 NOTE BOOK
 NO. _____
 DATE _____
 BY _____
 CHECKED
 NAME _____
 DATE _____

CROSS SECTION
 SURVEYED
 GRADES CHECKED
 SECTION
 NOTE BOOK
 NO. _____
 DATE _____
 BY _____
 CHECKED
 NAME _____
 DATE _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	88
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

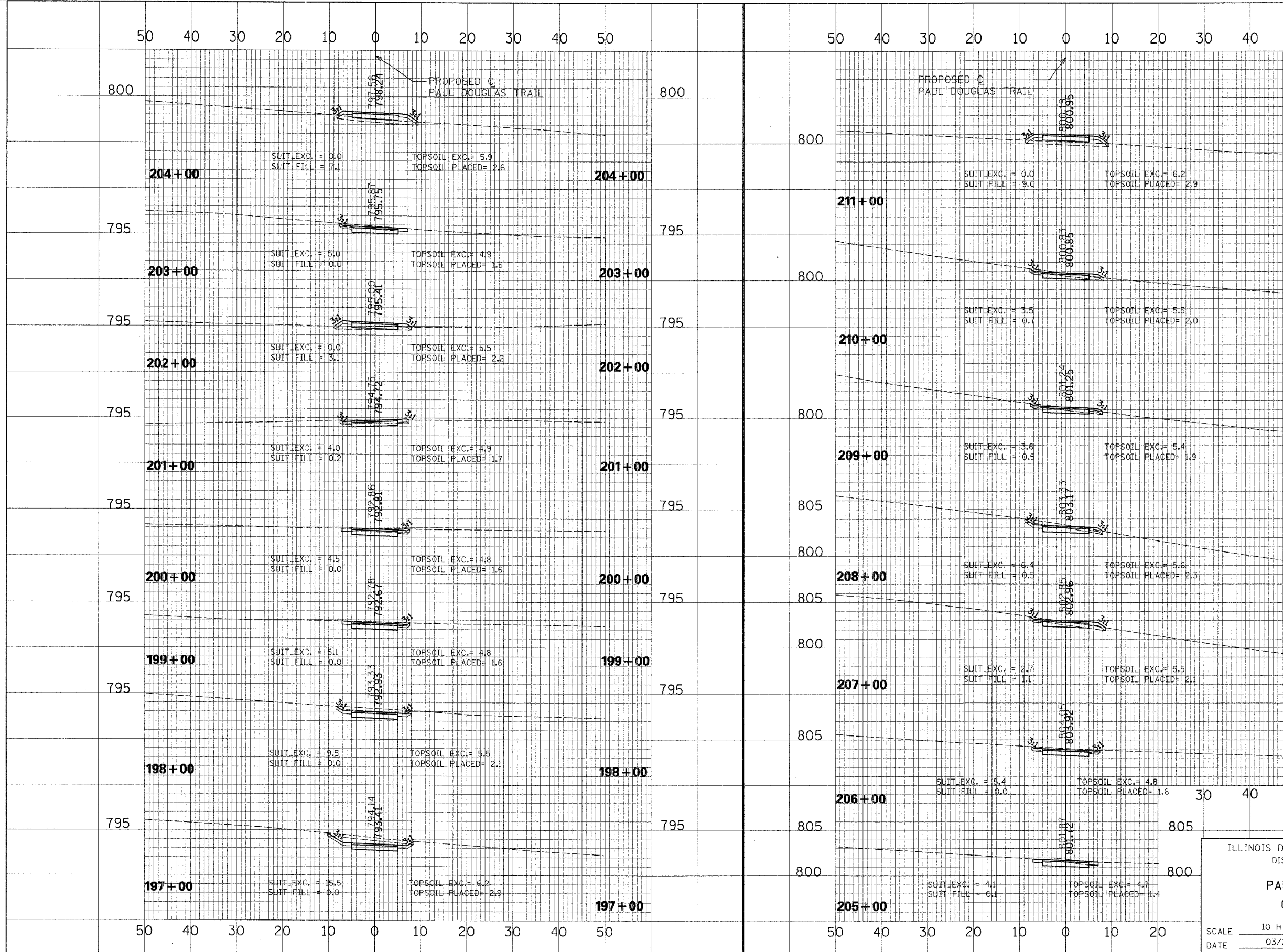


CROSS SECTION SURVEYED BY DATE
 GRADES CHECKED ALIGNMENT CHECKED
 STRUCTURE NOTATIONS C/P/D
 NOTE BOOK NO. CADY F.L. NAME

CROSS SECTION SURVEYED BY DATE
 GRADES CHECKED ALIGNMENT CHECKED
 STRUCTURE NOTATIONS C/P/D
 NOTE BOOK NO. CADY F.L. NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	89
STA.	TO STA.		
FED. ROAD DIST. NO.	SLURRY	83709	STPE-D001(479)

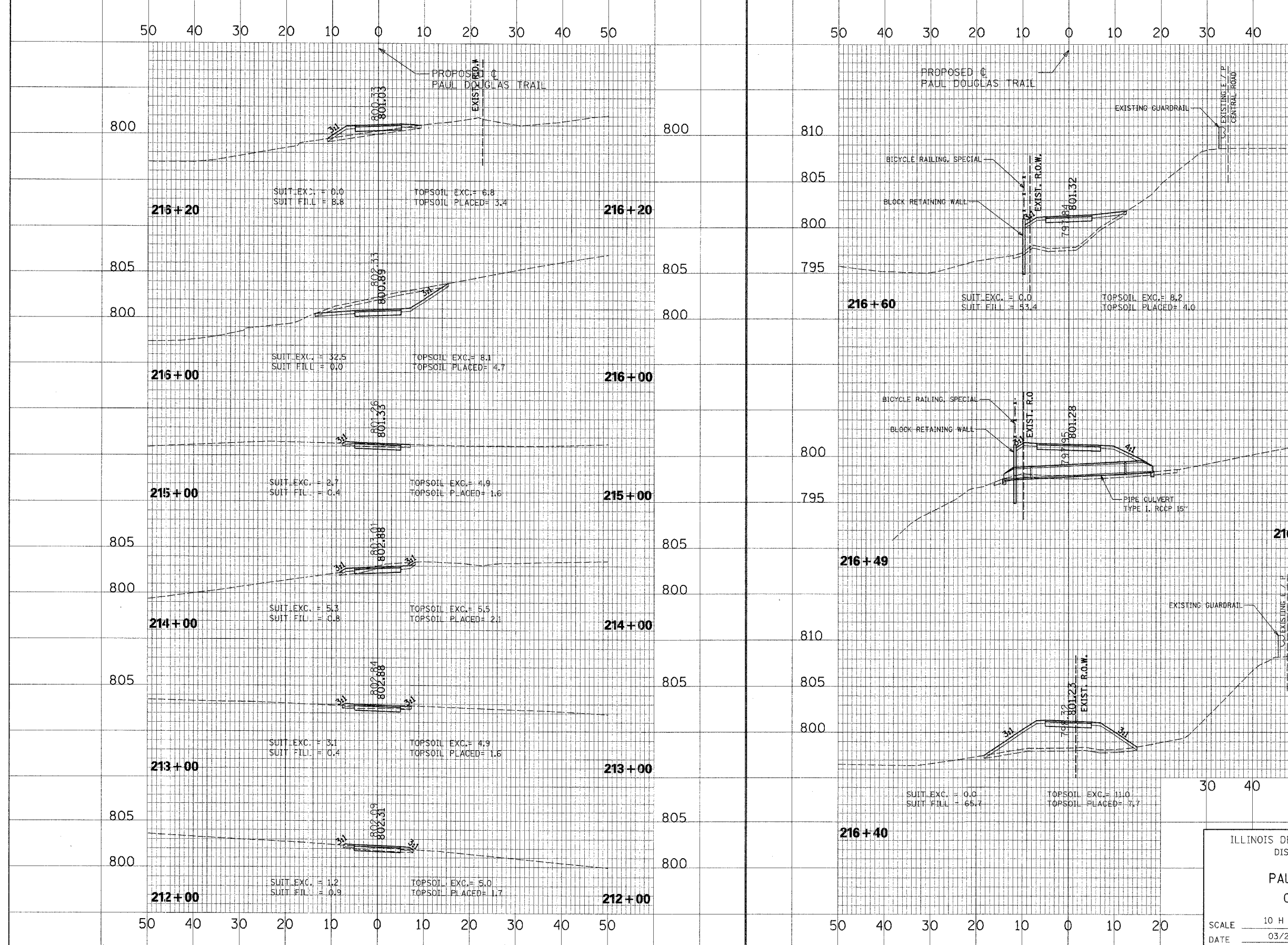


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 SURVEYED BY _____
 PLOTTED BY _____
 NOTE BOOK NO. _____
 R.O.P. MAY CHECKED _____
 CAD FILE NAME _____

CROSS SECTION NO. _____ DATE _____
 SURVEYED BY _____
 PLOTTED BY _____
 NOTE BOOK NO. _____
 R.O.P. MAY CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO
94-F3000-06-ET	COOK	105	90
STA.	TO STA.	FED. ROAD DIST. NO.	
		ILLINOIS	STPE-0001(479)



CROSS SECTION NO. _____
 SURVEYED BY _____ DATE _____
 GRADES CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____

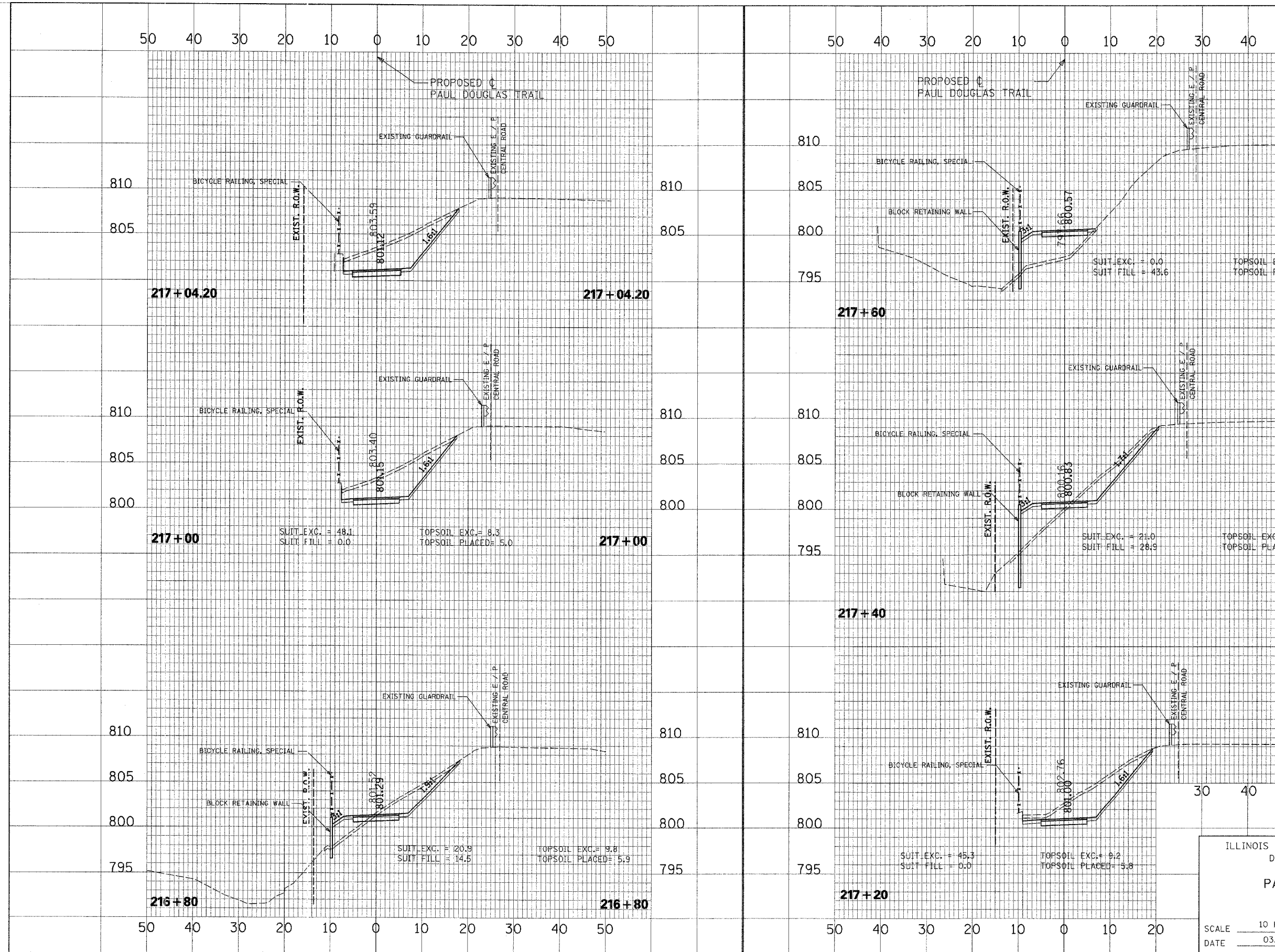
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 SURVEYED BY _____ DATE _____
 GRADES CHECKED _____
 STRUCTURE NOTATIONS CHECKED _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**

SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	91	
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	

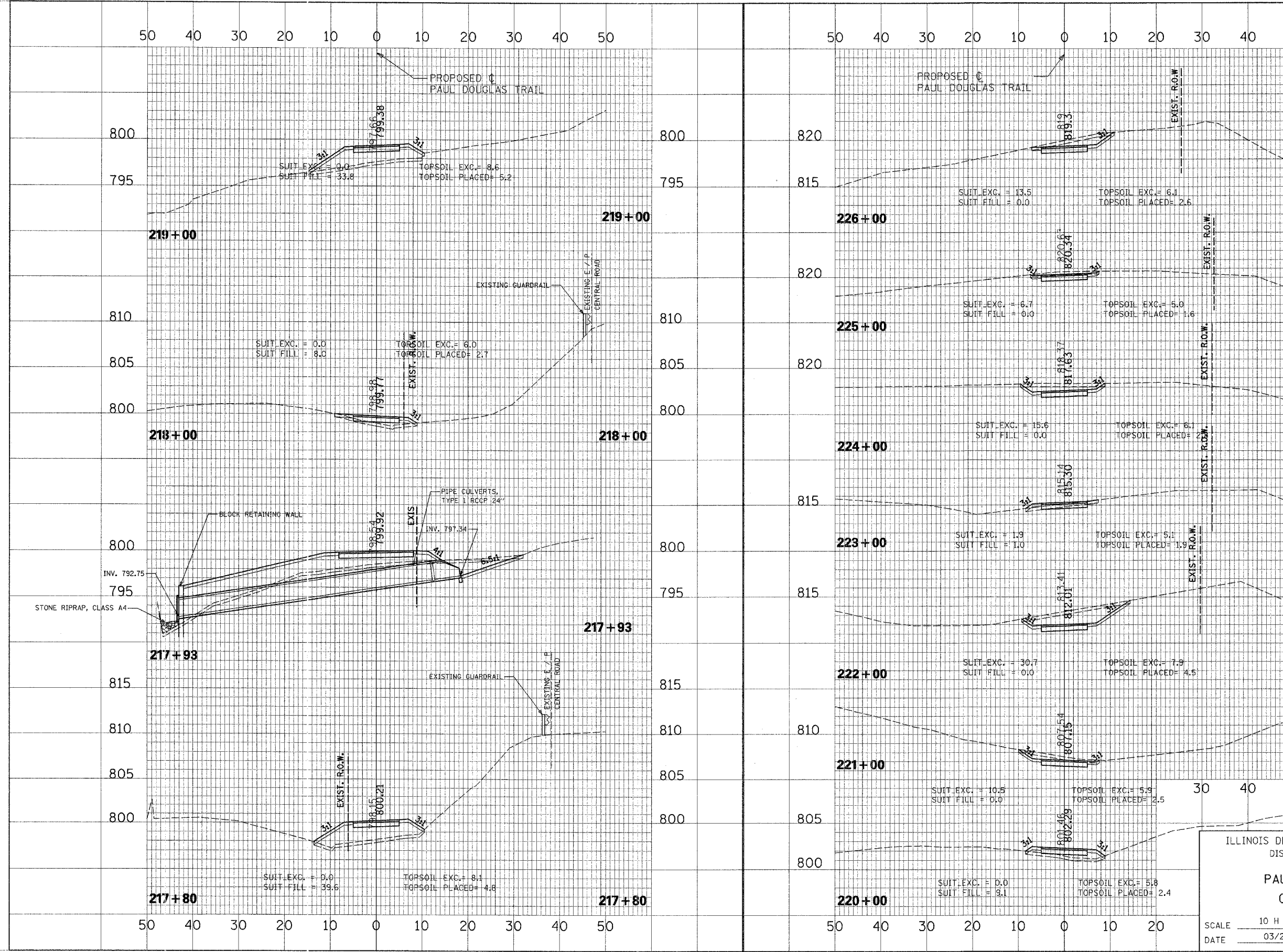


CROSS SECTION SURVEYED BY DATE
 GRADES CHECKED
 ALIGNMENT CHECKED
 NOTE BOOK NO.
 STRUCTURE NOTATIONS CHFD
 CAD FILE NAME

CROSS SECTION SURVEYED BY DATE
 GRADES CHECKED
 ALIGNMENT CHECKED
 NOTE BOOK NO.
 STRUCTURE NOTATIONS CHFD

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP ATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	92
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

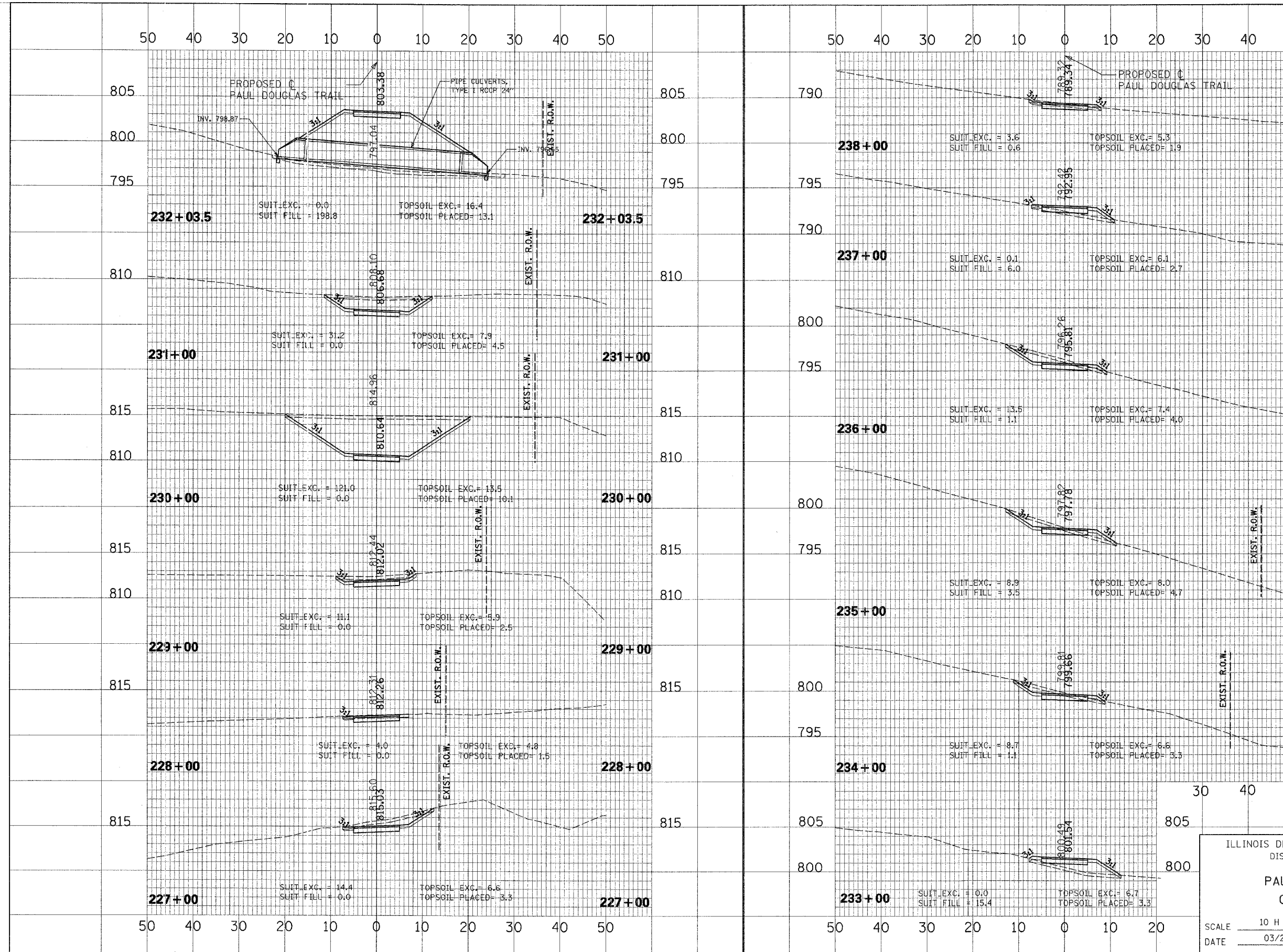


CROSS SECTION
 SURVEYED _____ DATE _____
 GRADES CHECKED _____
 NOTE BOOK _____
 NO. _____
 FILE NAME _____

CROSS SECTION
 SURVEYED _____ DATE _____
 GRADES CHECKED _____
 NOTE BOOK _____
 NO. _____
 FILE NAME _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	93
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIGNED	83709	STPE-DO01(479)	



CROSS SECTION SURVEYED BY DATE
 SECTION GRADES CHECKED ALIGNMENT CHECKED
 NOTE BOOK NO. DATE FILE NAME
 NO. DATE

CROSS SECTION SURVEYED BY DATE
 SECTION GRADES CHECKED STRUCTURE NOTATIONS CHECKED
 NOTE BOOK NO. DATE

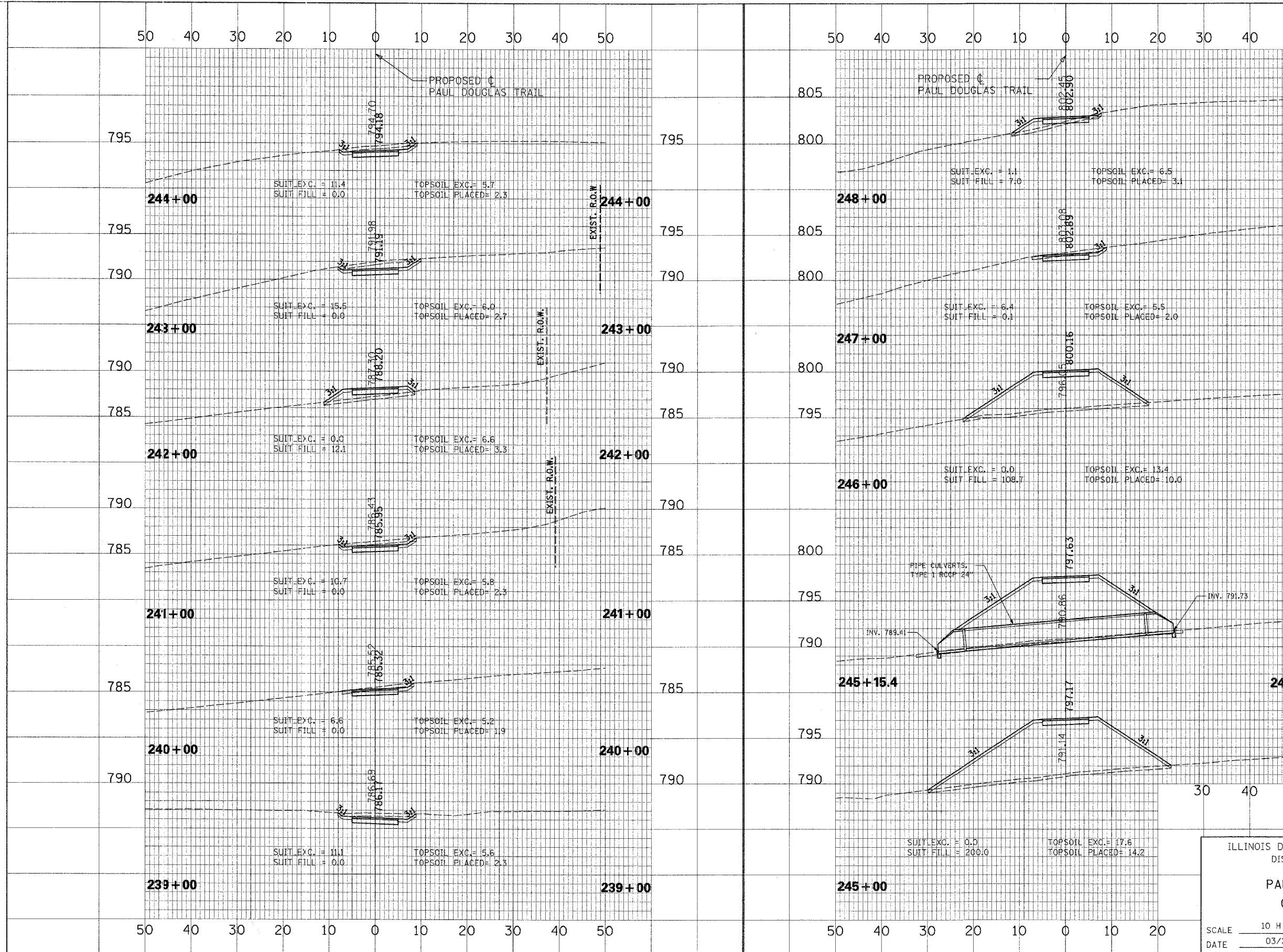
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**

SCALE 10 H : 5 V
 DATE 03/29/06

DRAWN BY RTA
 CHECKED BY SMH

F&P FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	94-F3000-06-ET	COOK	105	94
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-D001(479)	

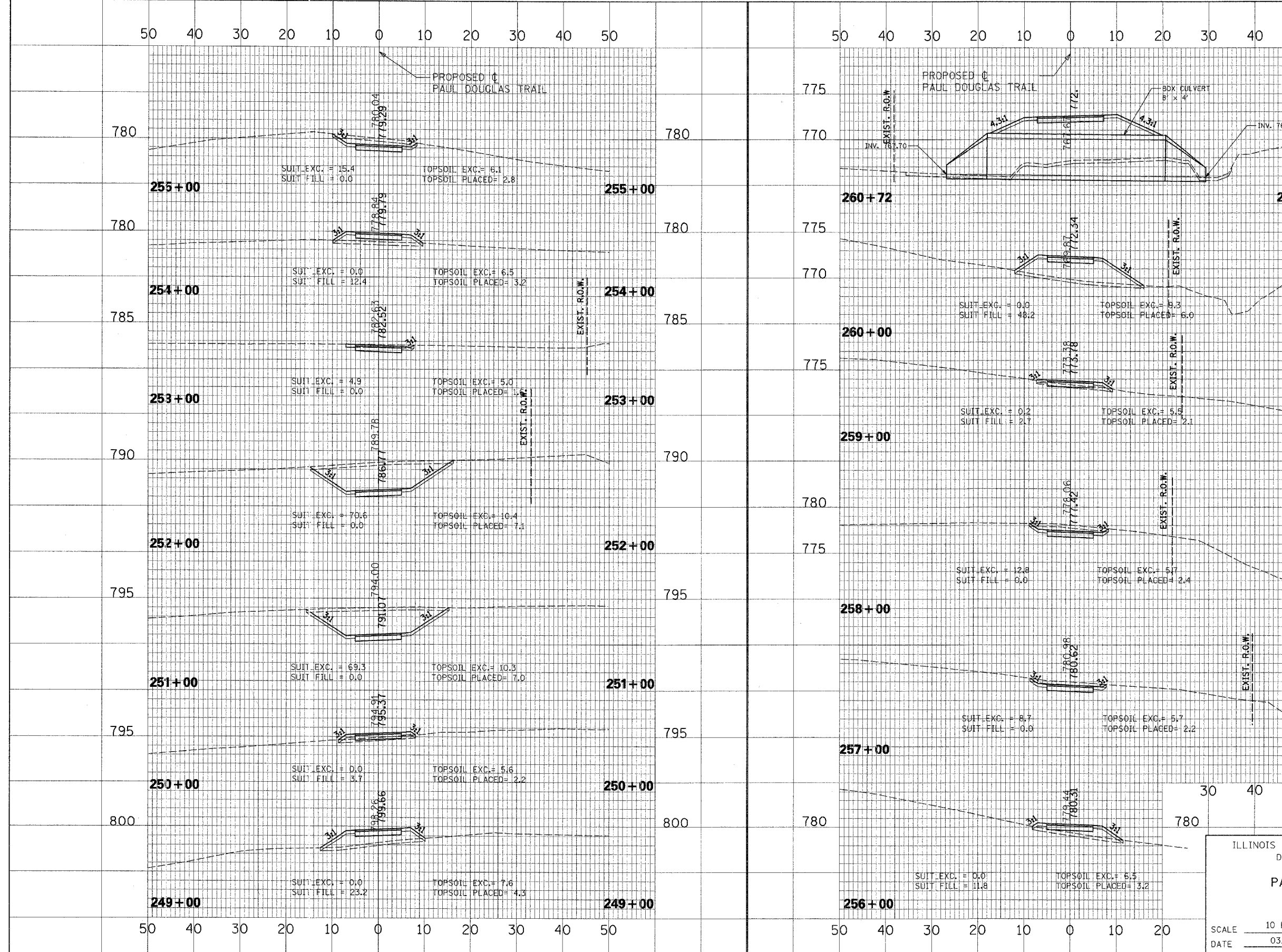


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 DATE _____
 BY _____
 DRAWN BY _____
 CHECKED BY _____
 ALL DIMENSIONS IN FEET AND INCHES
 UNLESS OTHERWISE SPECIFIED

CROSS SECTION NO. _____
 DATE _____
 BY _____
 DRAWN BY _____
 CHECKED BY _____
 ALL DIMENSIONS IN FEET AND INCHES
 UNLESS OTHERWISE SPECIFIED

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	95
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)	



DATE: _____
 BY: _____
 SURVEYED: _____
 SECTION: _____
 GRADES CHECKED: _____
 ALIGNMENT CHECKED: _____
 NOTE BOOK NO.: _____
 CAD FILE NAME: _____

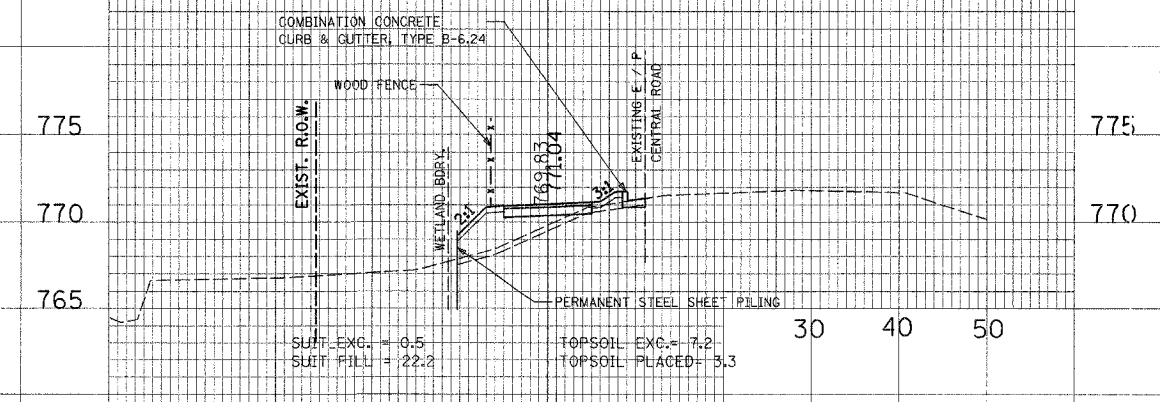
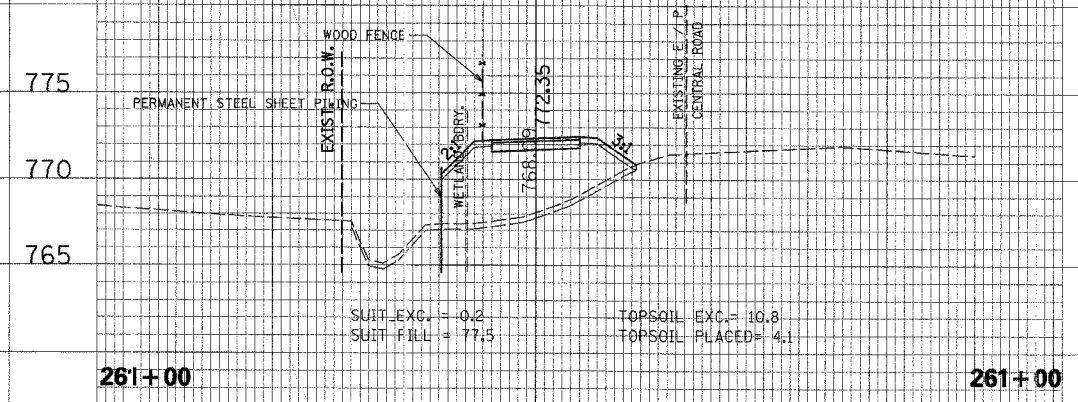
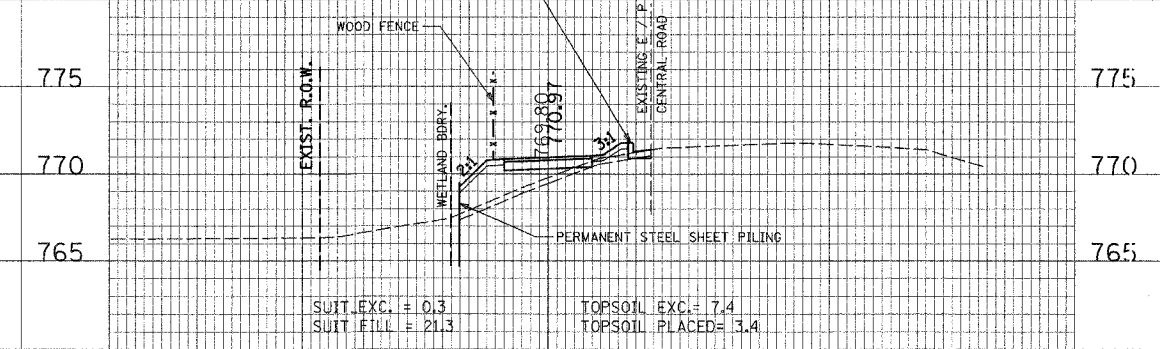
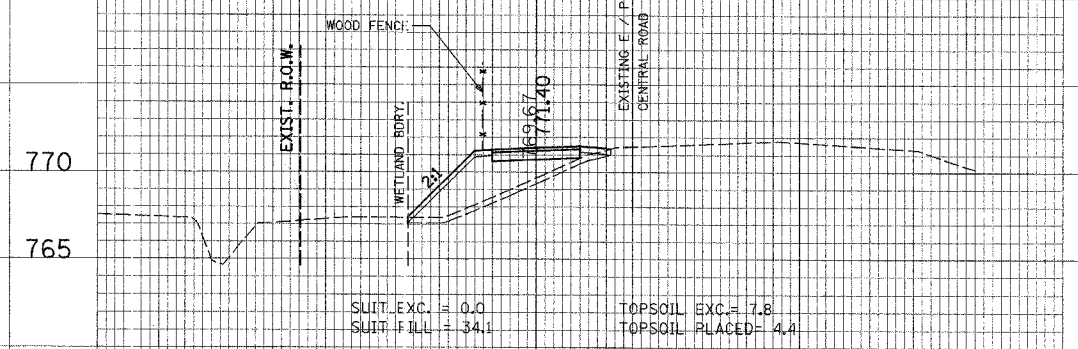
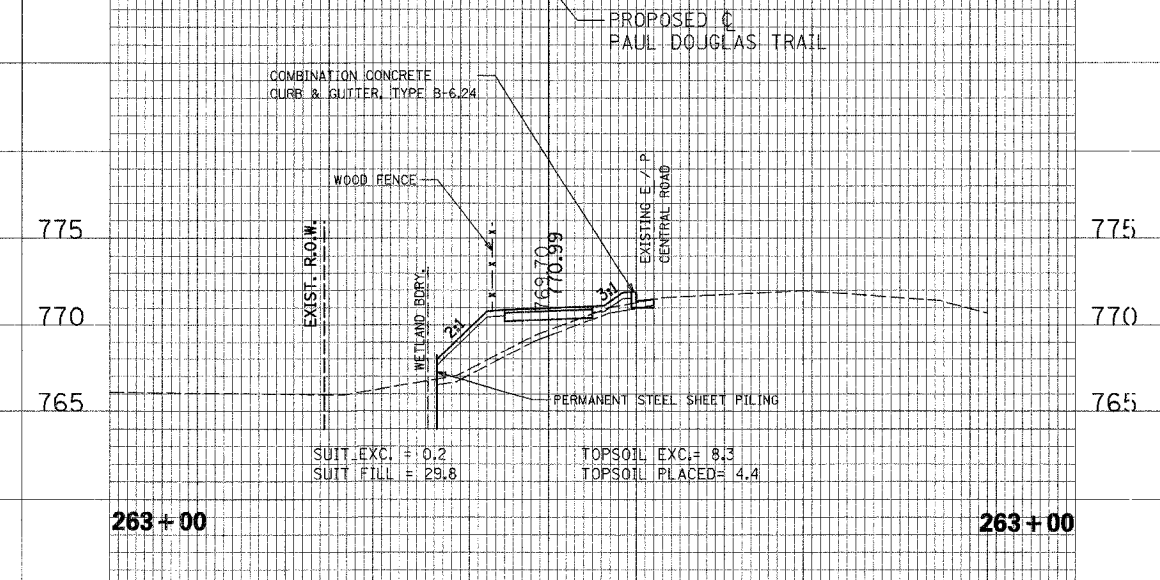
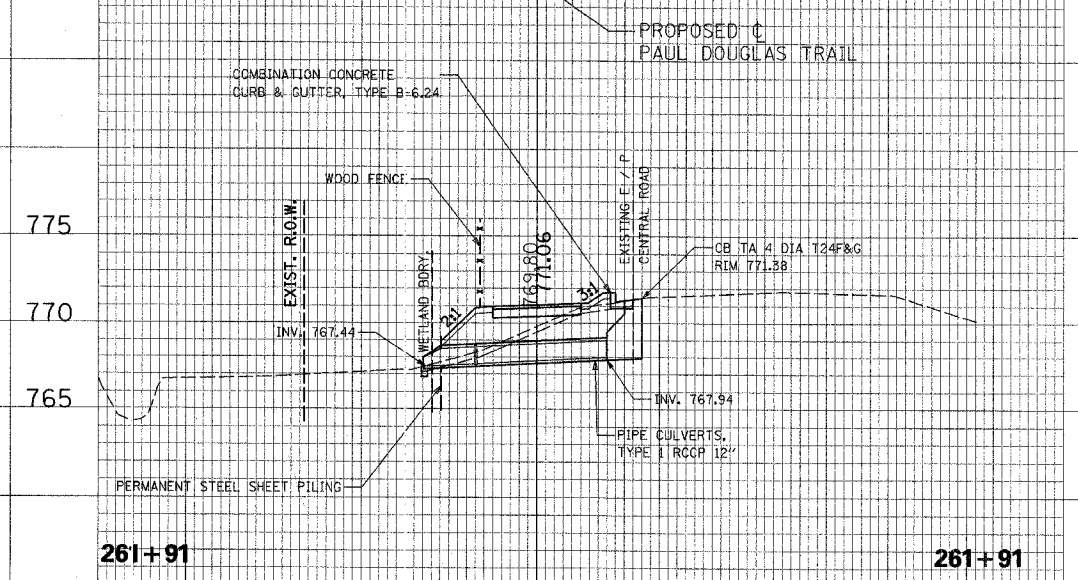
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 BY: _____
 SURVEYED: _____
 SECTION: _____
 GRADES CHECKED: _____
 ALIGNMENT CHECKED: _____
 NOTE BOOK NO.: _____
 CAD FILE NAME: _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
PAUL DOUGLAS TRAIL
CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	96	
STA.	TO STA.			
83709	STPE-0001(479)			

50 40 30 20 10 0 10 20 30 40 50

50 40 30 20 10 0 10 20 30 40



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
CROSS SECTIONS**

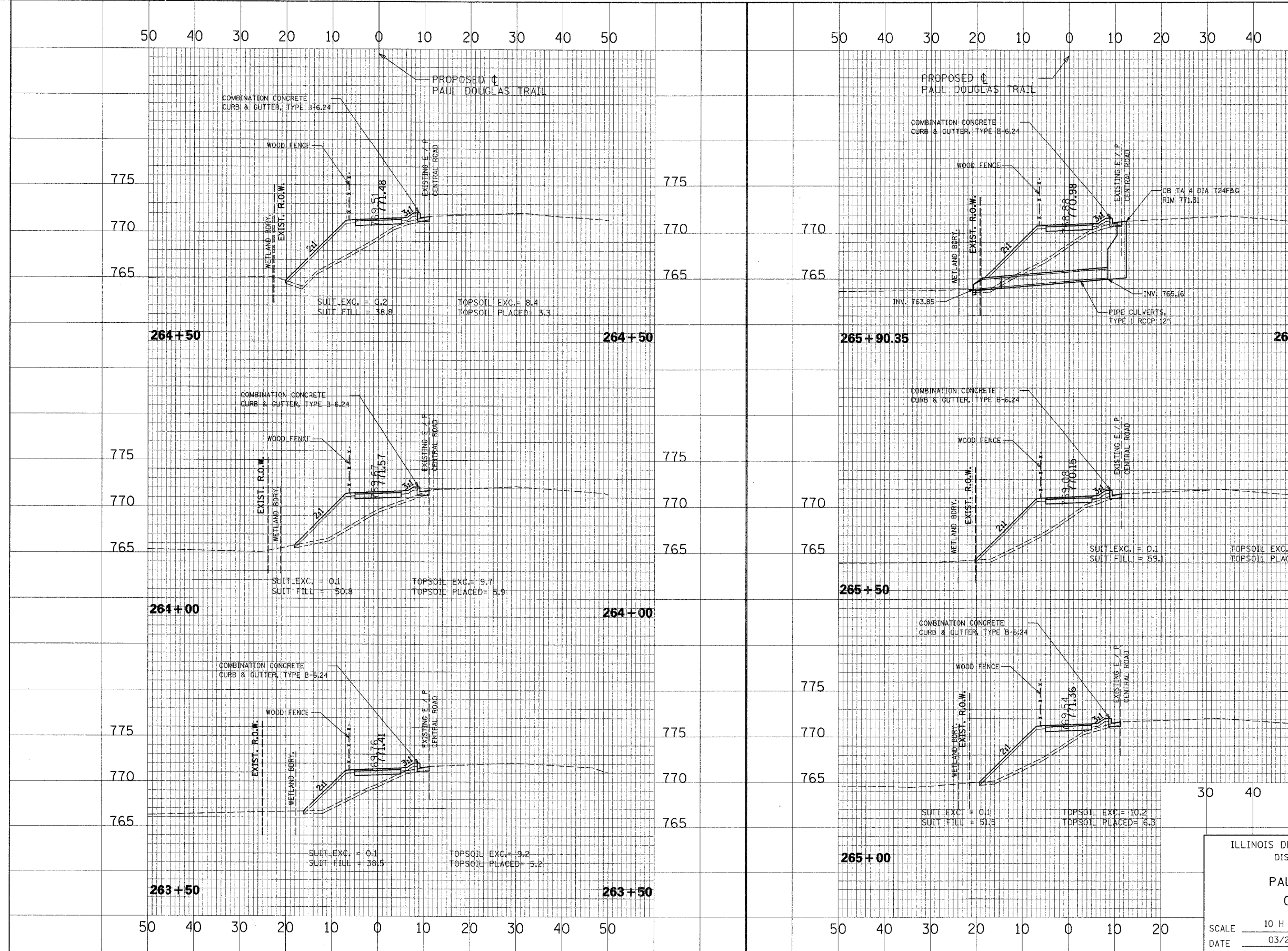
SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION NO. _____ DATE _____ BY _____
 REVIEWED _____ CHECKED _____
 PLOTTED _____
 STRUCTURE NOTATION CHRD

CROSS SECTION NO. _____ DATE _____ BY _____
 REVIEWED _____ CHECKED _____
 PLOTTED _____
 STRUCTURE NOTATION CHRD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	97
STA.	TO STA.	ALLOYS	STPE-0001(479)
FED. ROAD DIST. NO.	83709		

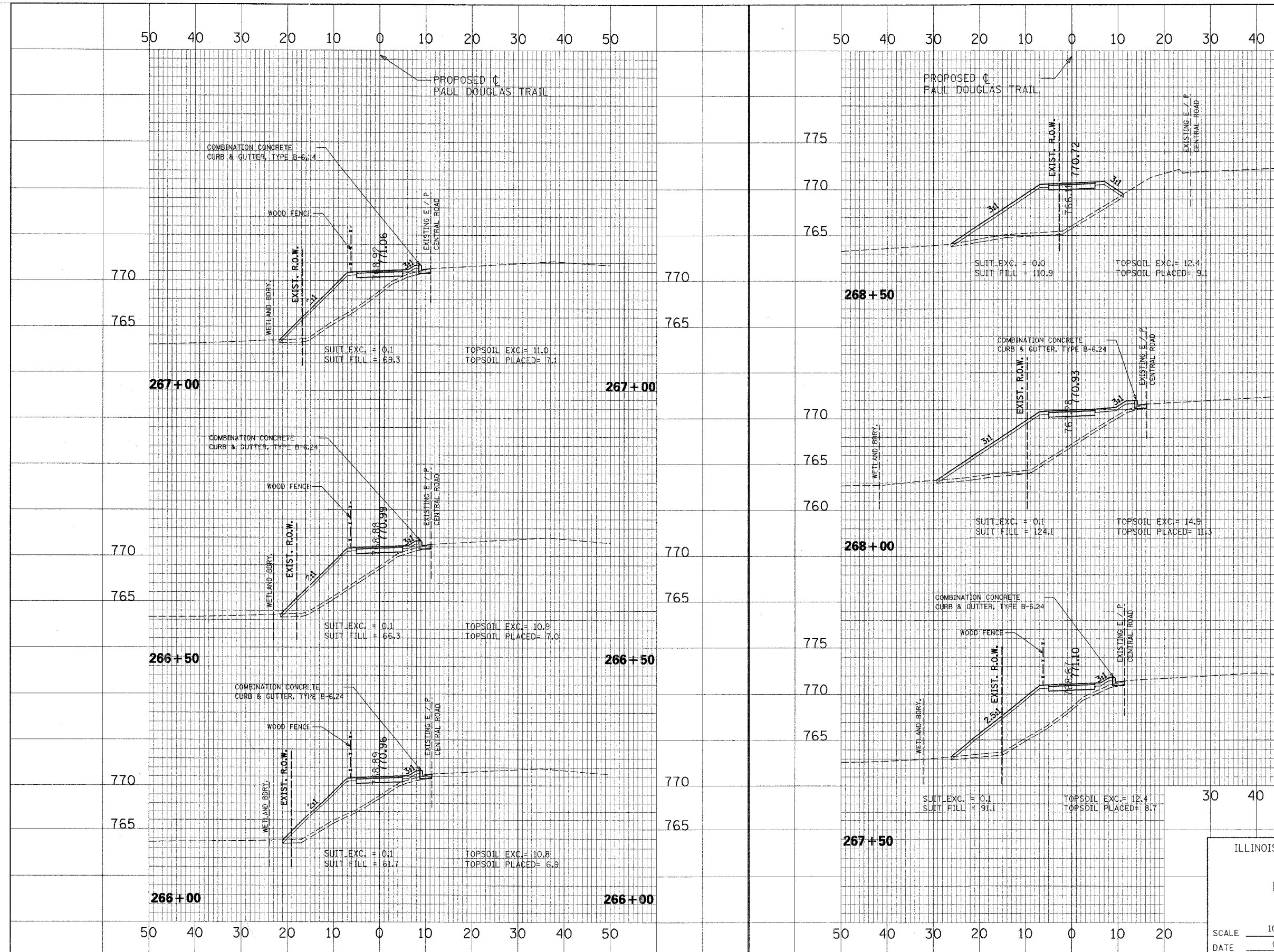


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 SECTION GRADES CHECKED ALIGNMENT CHECKED
 NOTE BOOK NO. STRUCTURE NOTATION CHKD
 NO. EDDY FILE NAME

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 SECTION GRADES CHECKED ALIGNMENT CHECKED
 NOTE BOOK NO. STRUCTURE NOTATION CHKD
 NO. EDDY FILE NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 PAUL DOUGLAS TRAIL
 CROSS SECTIONS
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-ET	COOK	105	98
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-DOOL(479)	

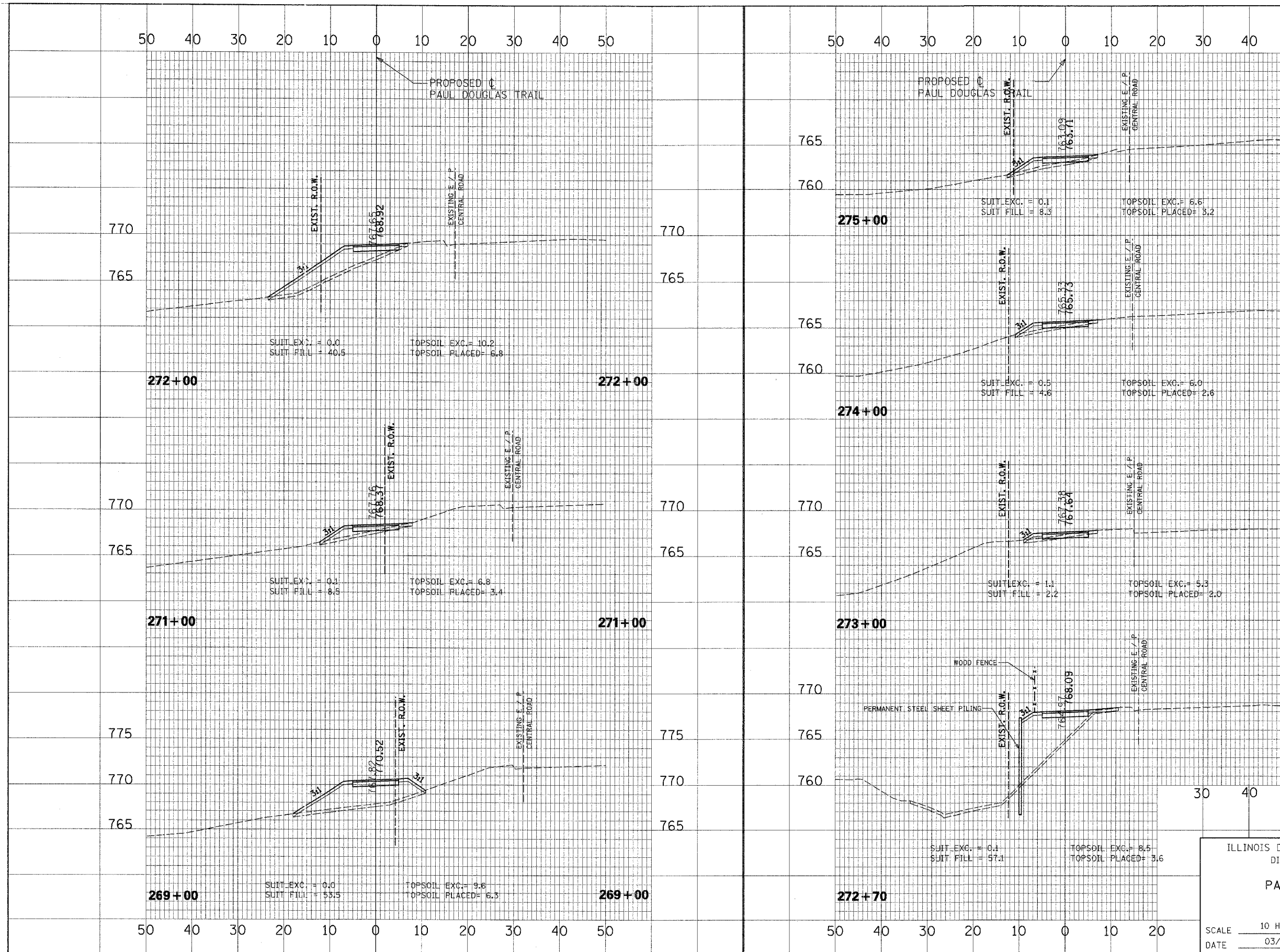


DATE: _____
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 SECTION: _____
 NOTE BOOK: _____
 NO.: _____

DATE: _____
 BY: _____
 SURVEYED: _____
 SECTION: _____
 NOTE BOOK: _____
 NO.: _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**
 SCALE: 10 H : 5 V
 DATE: 03/29/06
 DRAWN BY: RTA
 C-CHECKED BY: SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-13T	COOK	105	99
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)



CROSS SECTION
SECTION NO. _____
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DESIGNED _____
CHECKED _____
PLOTTED _____
NOTE BOOK _____
LADD FILE NAME _____
NO. _____

CROSS SECTION
SECTION NO. _____
DATE _____
BY _____
DESIGNED _____
CHECKED _____
PLOTTED _____
NOTE BOOK _____
LADD FILE NAME _____
NO. _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PAUL DOUGLAS TRAIL
CROSS SECTIONS

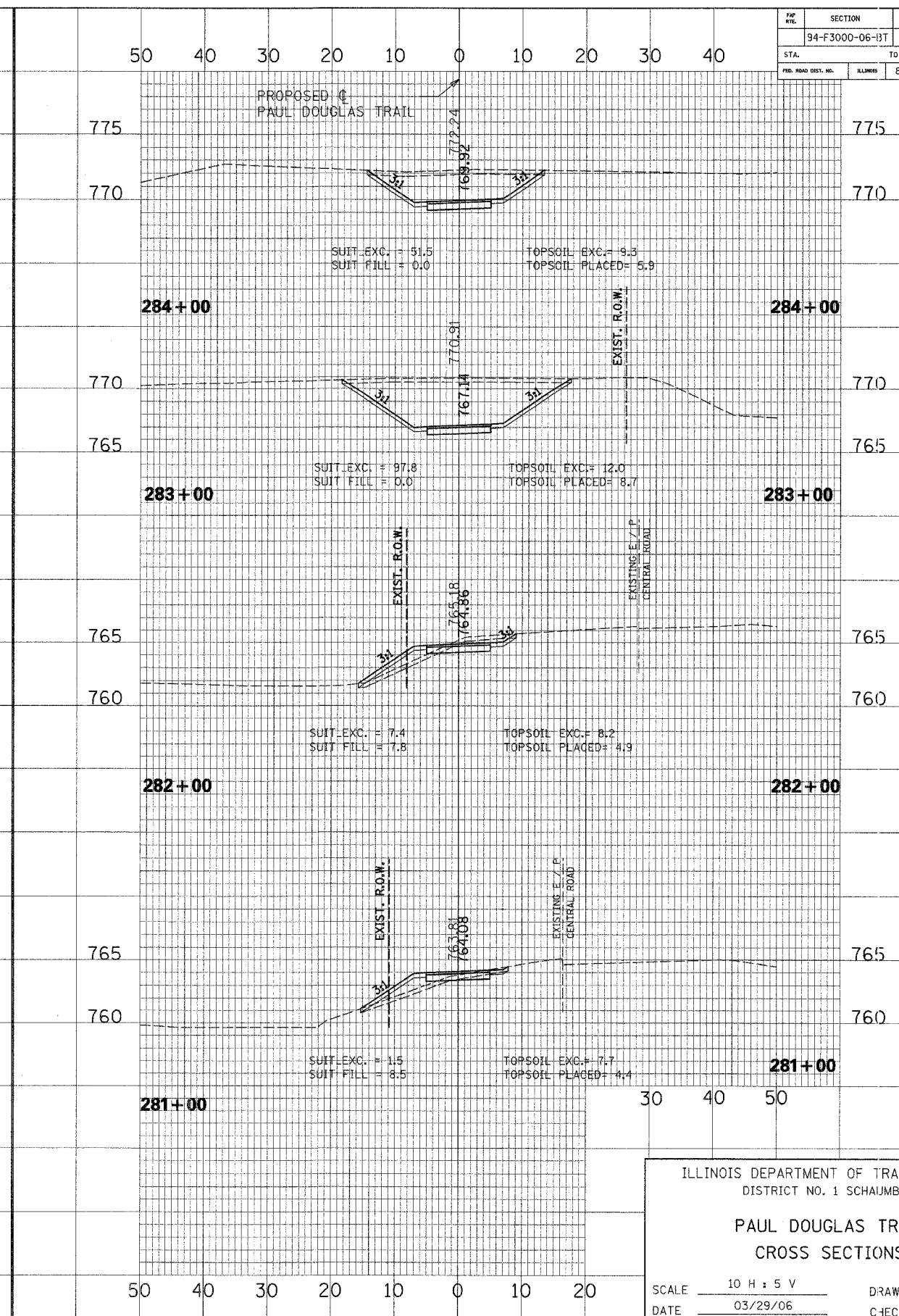
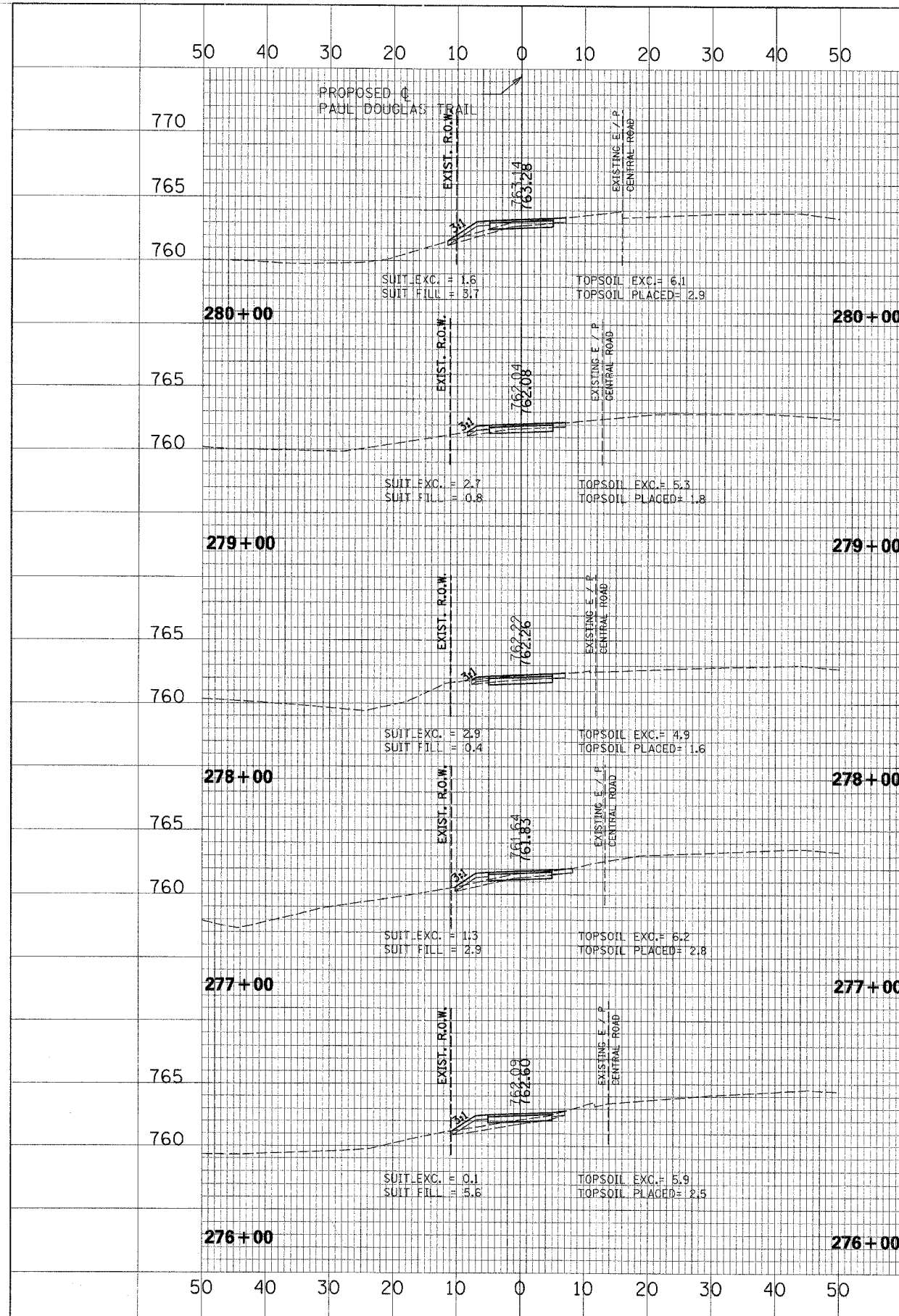
SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-13T	COOK	105	100
STA.	TO STA.	ALIGNED	STPE-000(479)
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 STRUCTURE NOTATION: SHRO



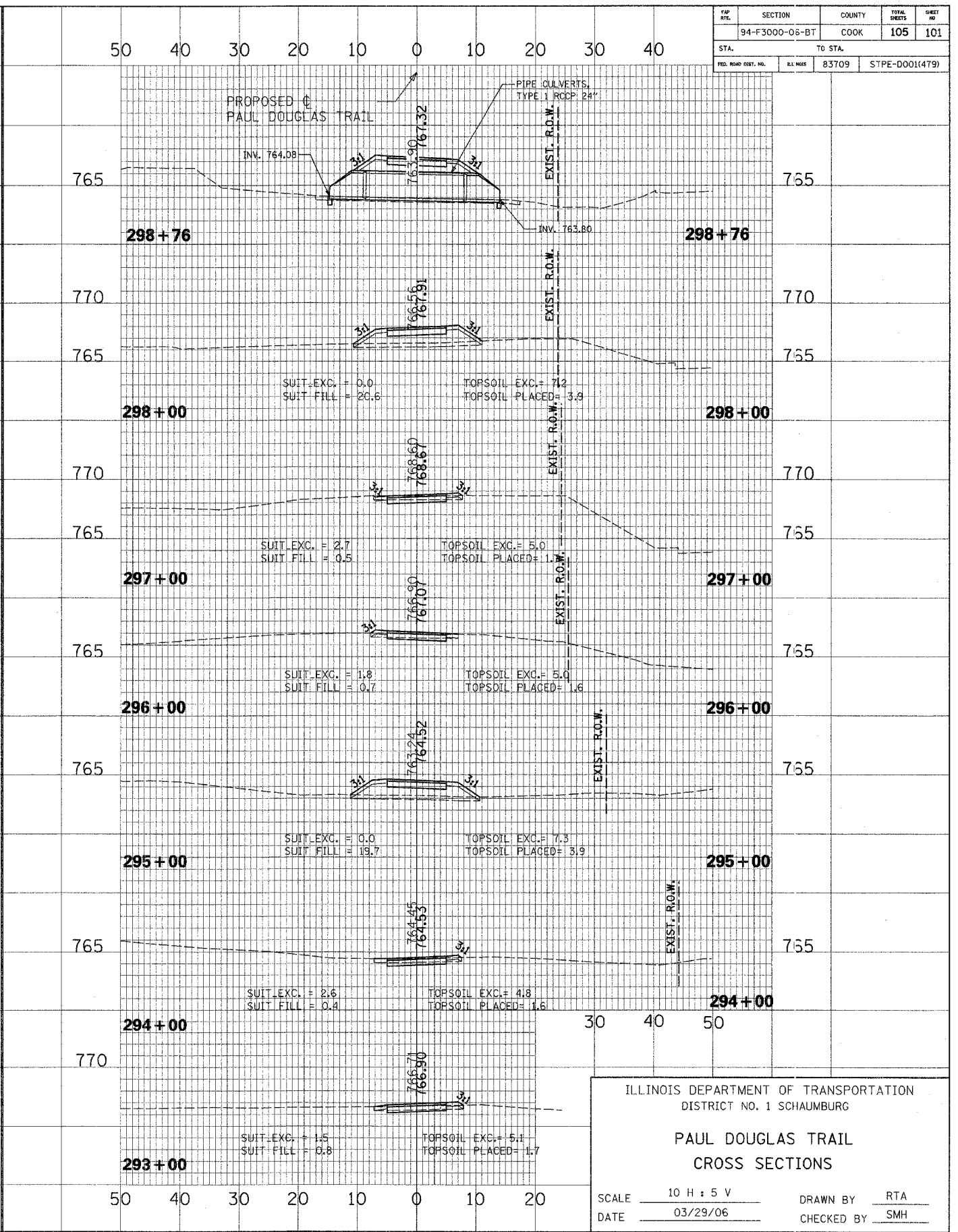
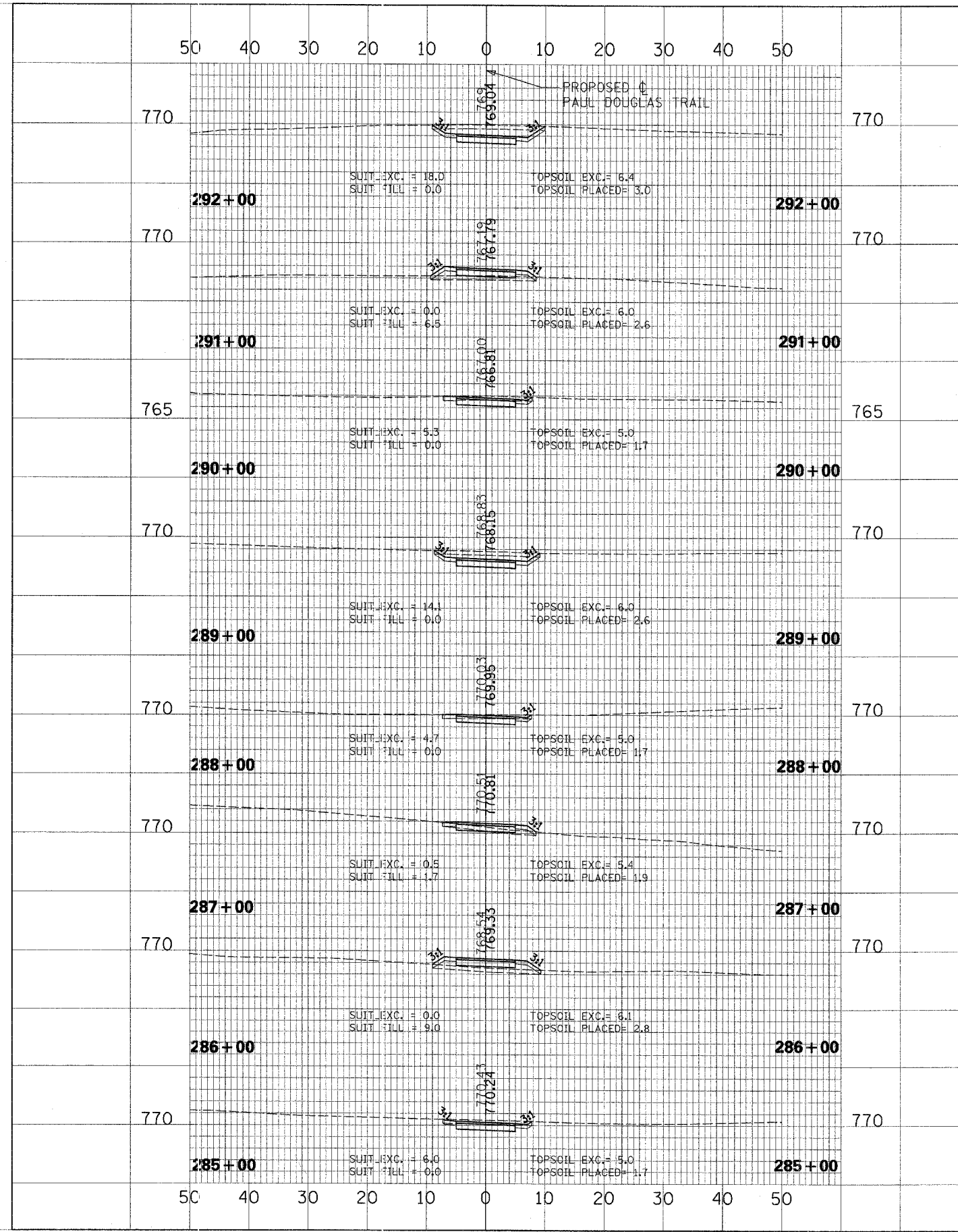
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG

PAUL DOUGLAS TRAIL
 CROSS SECTIONS

SCALE 10 H : 5 V
 DATE 03/29/06

DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	101
STA.	TO STA.	FED. ROAD DIST. NO.	STATE
		83709	STPE-000(479)

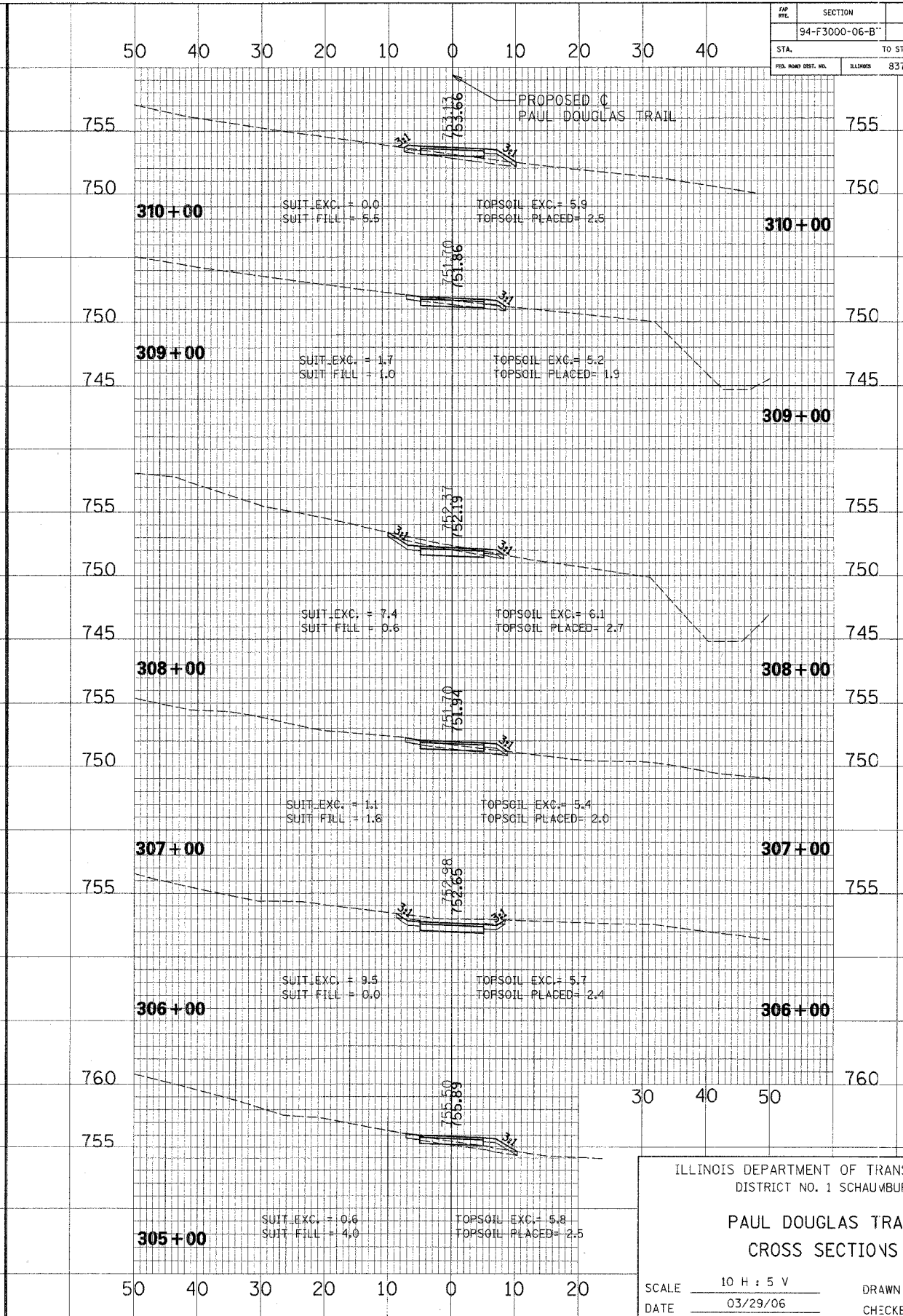
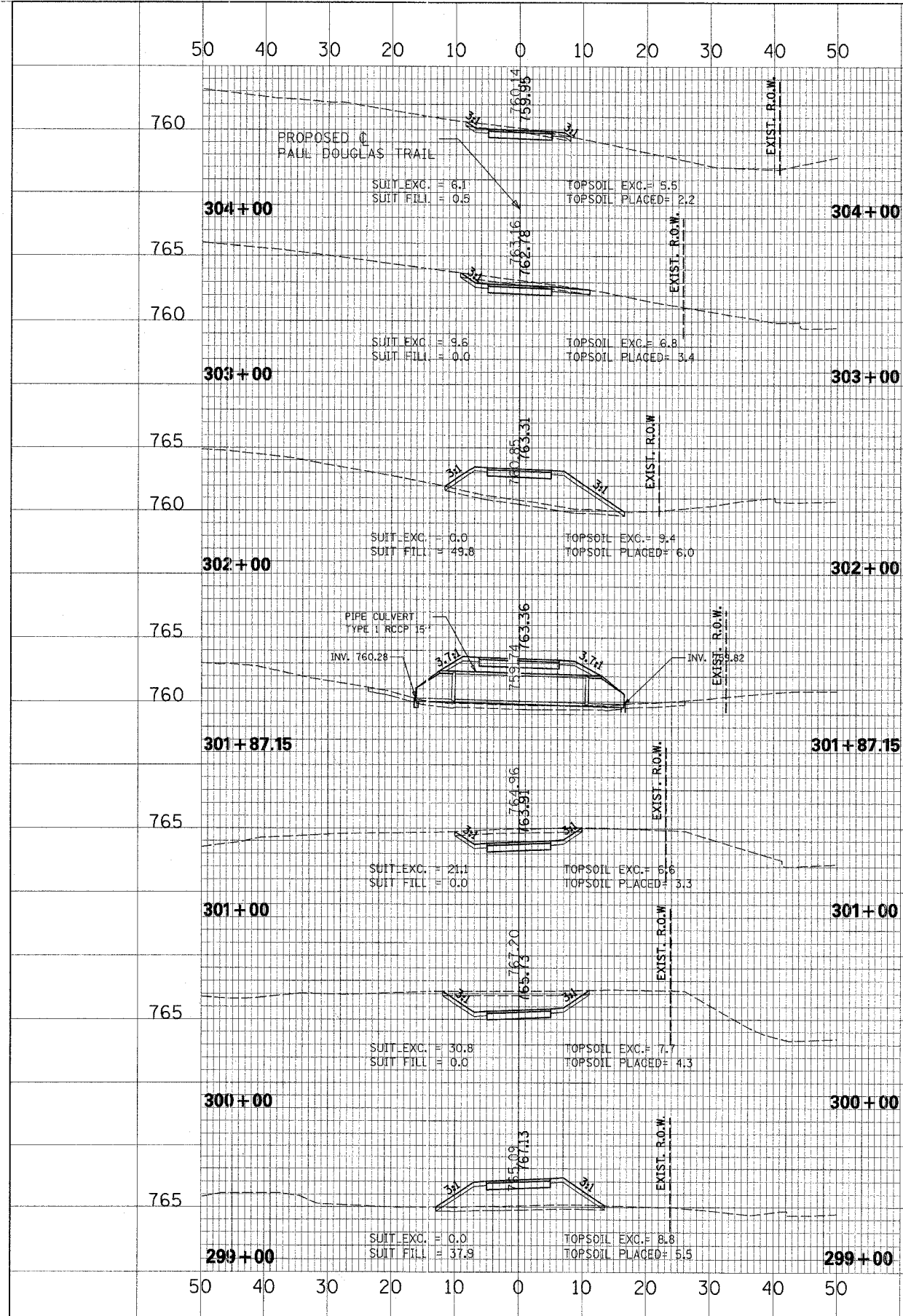


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 GRADES CHECKED _____
 ALIGNMENT CHECKED _____
 EARTH FILE NAME _____
 DATE _____

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
 CROSS SECTIONS**
 SCALE 10 H : 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-B	COOK	105	102
STA.	TO STA.		
FILE NAME	DATE		
83709	STPE-0001(479)		



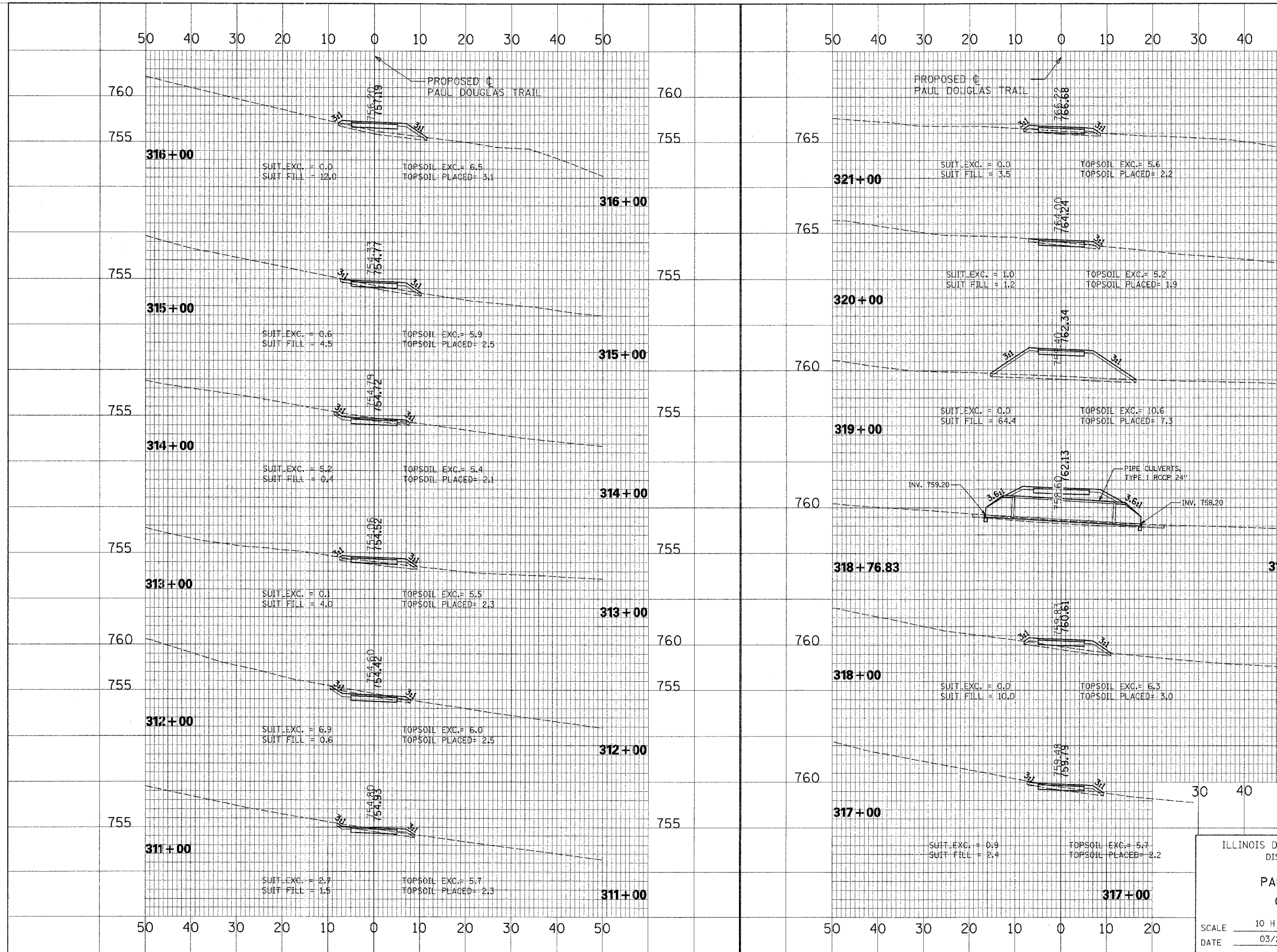
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
CROSS SECTIONS**

SCALE 10 H : 5 V
DATE 03/29/06
DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION
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3. REVISED
4. STRUCTURE NOTATIONS CHECKED

CROSS SECTION
SECTION NO.
DATE
BY
REVISIONS
1. CHECKED
2. PLOTTED
3. REVISED
4. STRUCTURE NOTATIONS CHECKED

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-ET	COOK	105	103
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-0001(479)



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**PAUL DOUGLAS TRAIL
CROSS SECTIONS**

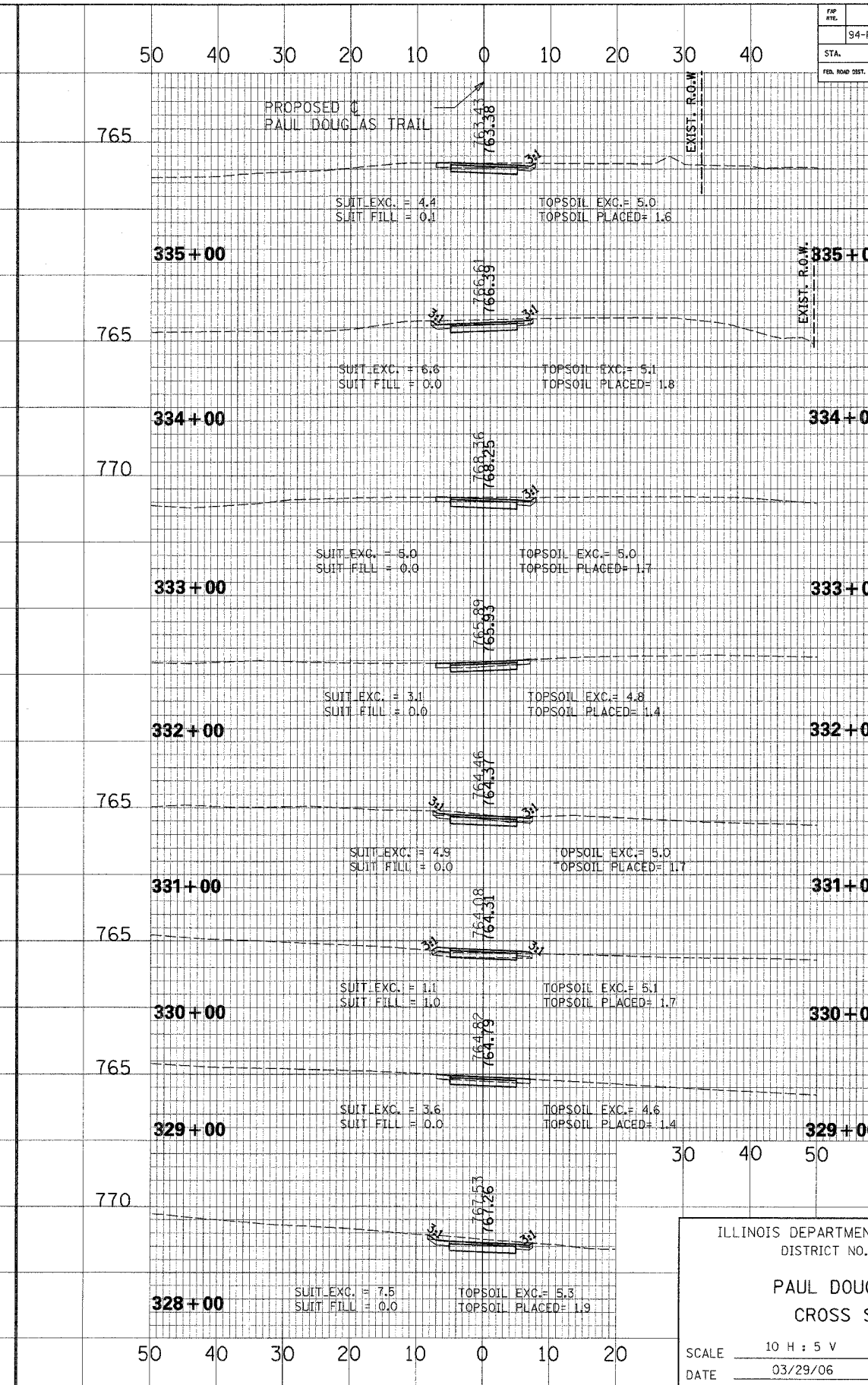
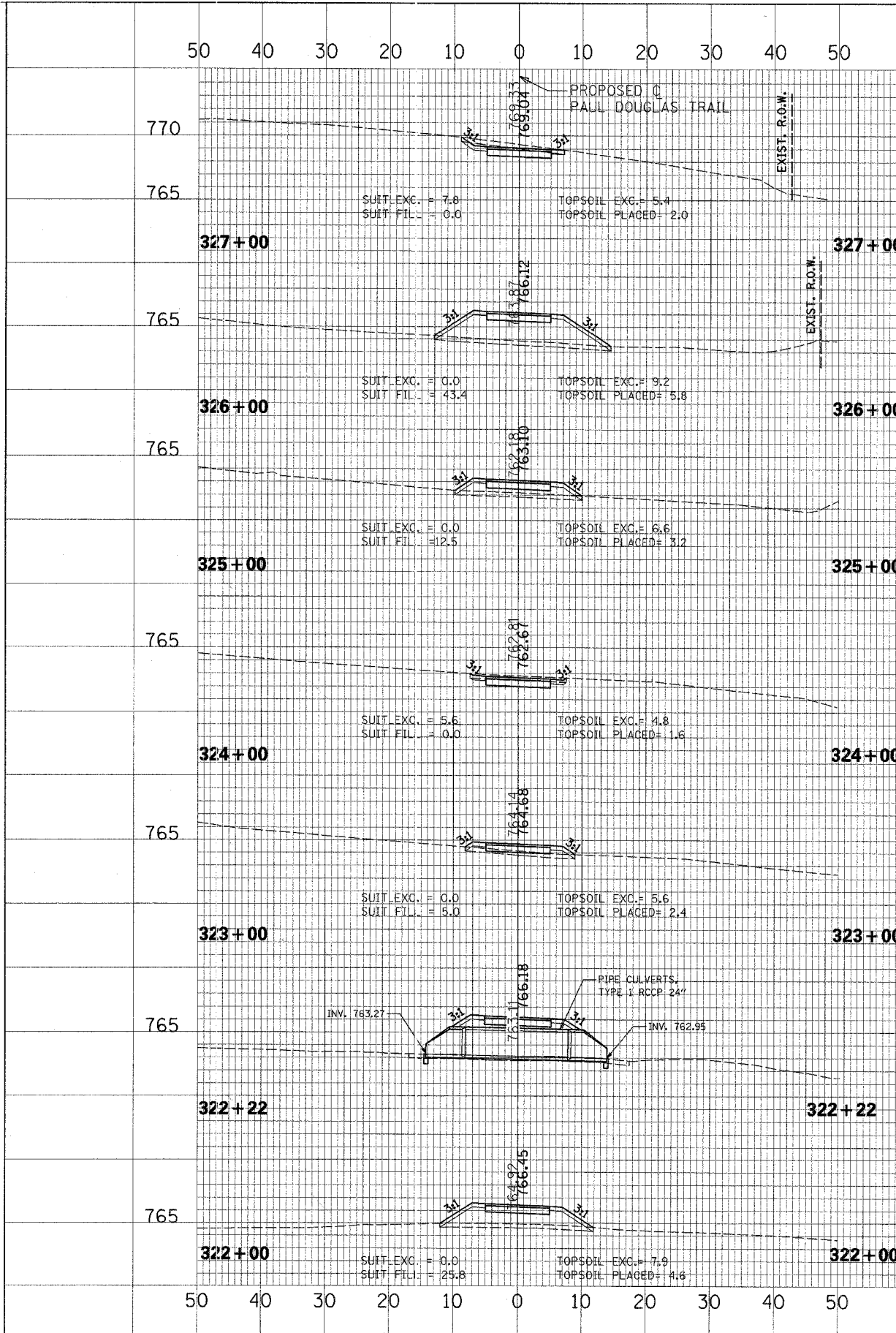
SCALE 10 H : 5 V
DATE 03/29/06

DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION
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SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94-F3000-06-BT	COOK	105	104
STA.	TO STA.		
FED. ROAD DIST. NO.	BLK/MI.	83709	STPE-0001(479)

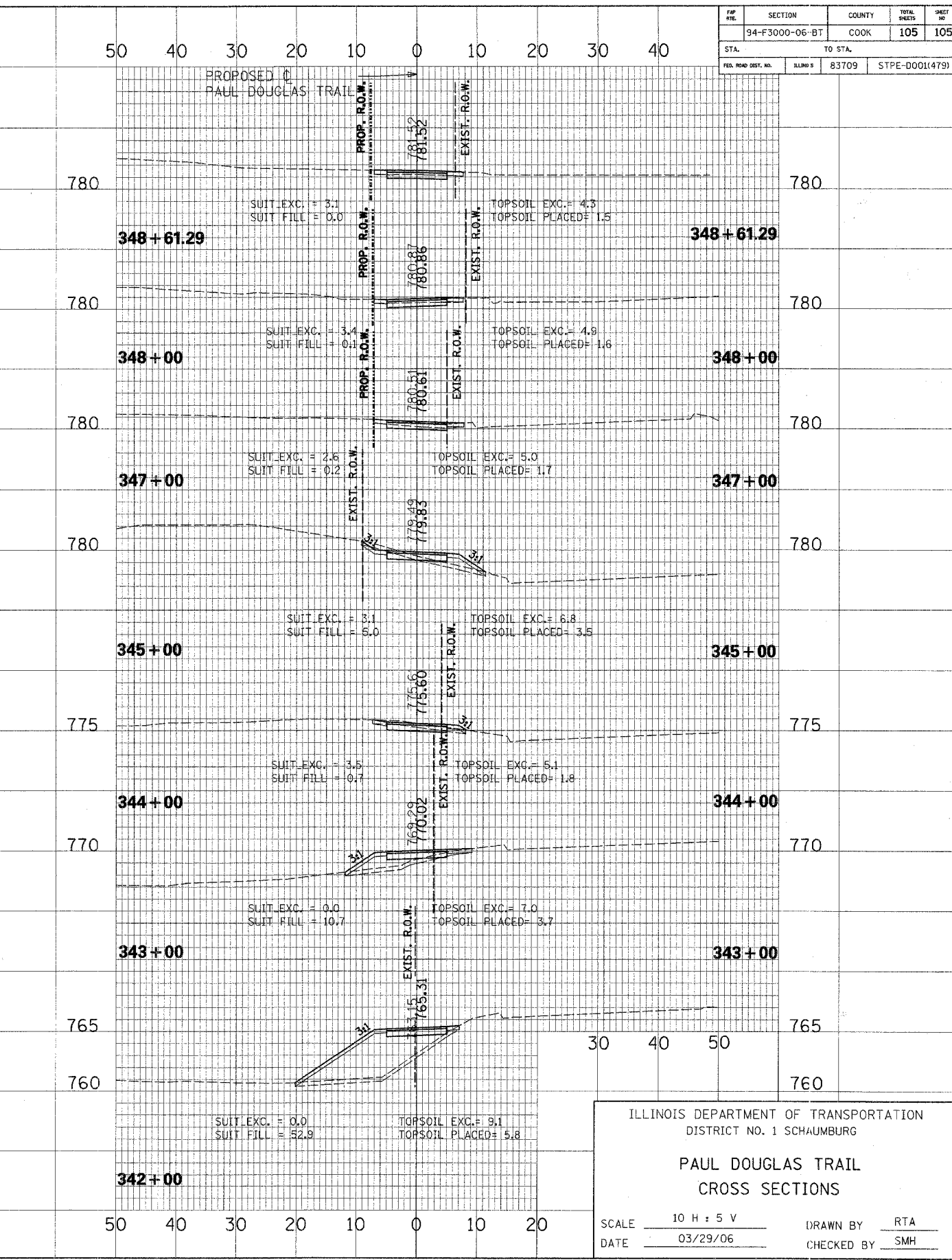
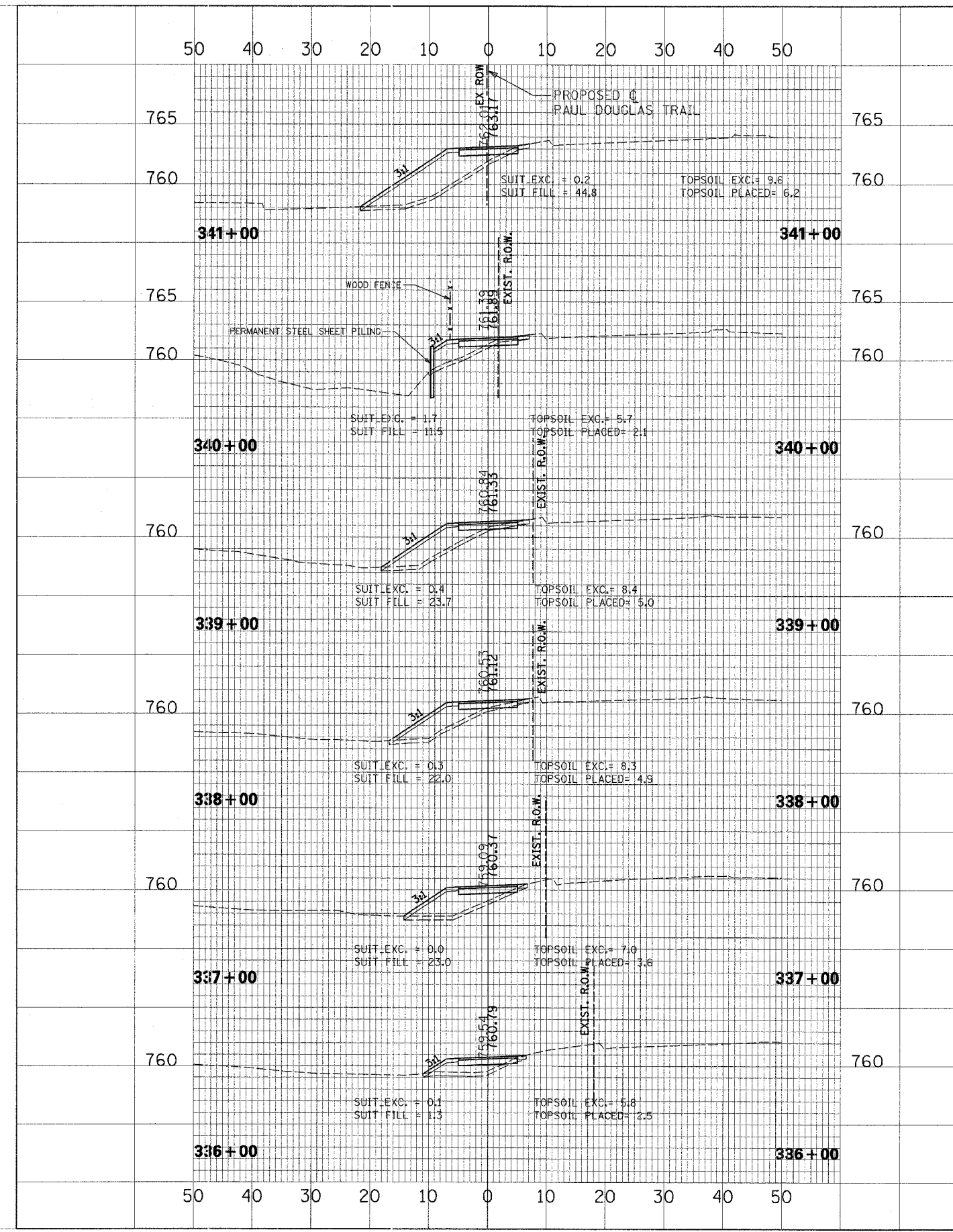


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
**PAUL DOUGLAS TRAIL
CROSS SECTIONS**
SCALE 10 H : 5 V
DATE 03/29/06
DRAWN BY RTA
CHECKED BY SMH

CROSS SECTION
NO. _____
DATE _____
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GRADES CHECKED _____
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CROSS SECTION
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GRADES CHECKED _____
ADJUSTMENT CHECKED _____
FILE NO. _____

FIP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	105
STA.	TO STA.			
FED. ROAD DIST. NO.	ALIND 5	83709	STPE-0001(479)	



CROSS SECTION SURVEYED BY DATE
 SECTION GRADES BY DATE
 NOTE BOOK NO. OF MAY CHECKED
 NO. CAD FILE NAME

CROSS SECTION SURVEYED BY DATE
 SECTION GRADES BY DATE
 NOTE BOOK NO. OF MAY CHECKED
 NO. STRUCTURE NOTATION CRD

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 PAUL DOUGLAS TRAIL
 CROSS SECTIONS
 SCALE 10 H x 5 V
 DATE 03/29/06
 DRAWN BY RTA
 CHECKED BY SMH