

07-31-2015 LETTING ITEM 071

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
GRAND ILLINOIS TRAIL –
BURNHAM GREENWAY
BRAINARD AVENUE TO WILLIAM W POWER CONSERVATION AREA
MULTI-USE PATH
SECTION: GIT - BURNHAM GREENWAY
PROJECT NO. ACTE-000V(005)
COOK COUNTY
IDNR PROJECT NO. 2-15-013
JOB NO. C-30-002-14

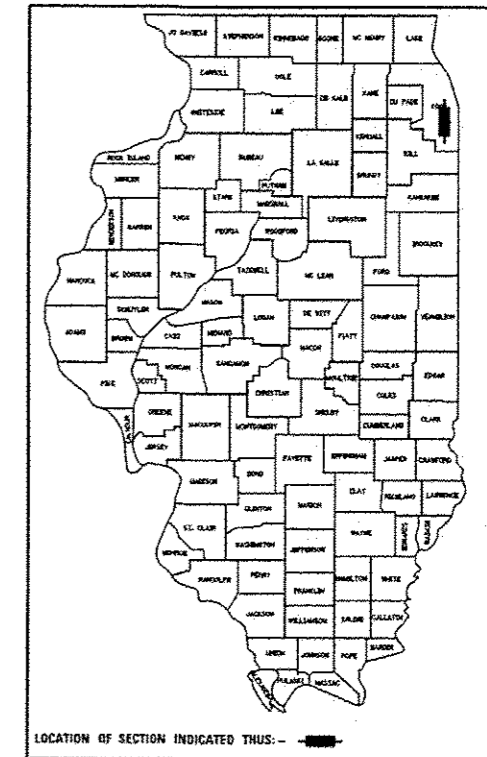
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		COOK	70	1
		ILLINOIS	CONTRACT NO. 46301	

*GIT-BURNHAM GREENWAY

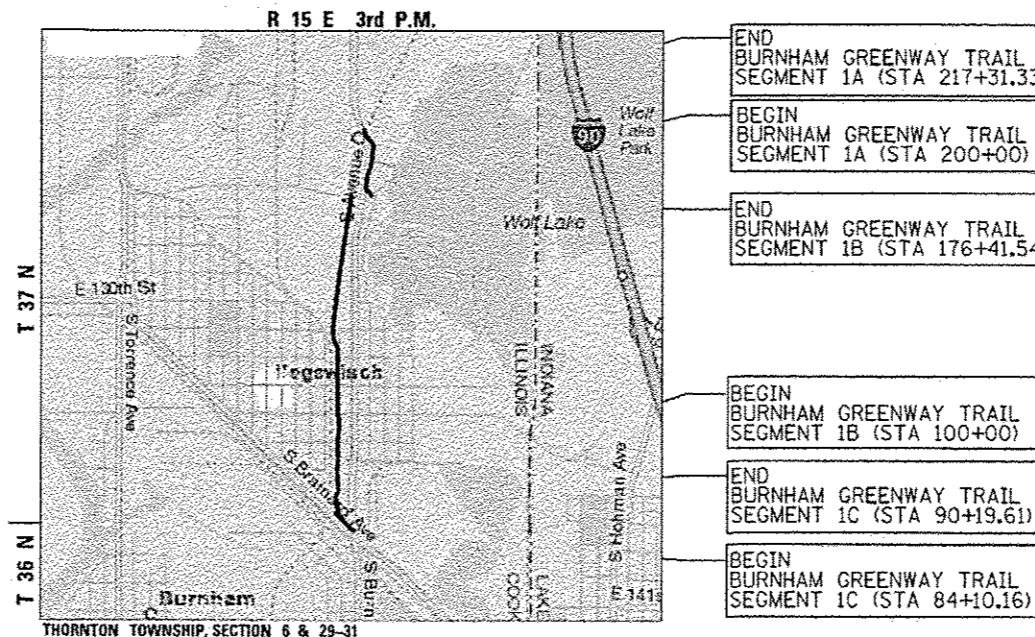
D-1

THIS PROJECT IS
 LOCATED IN THE
 CITY OF CHICAGO

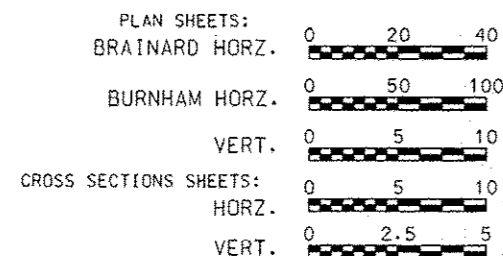
INDEX OF SHEETS	
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LOCATION MAP



SCALES



TOTAL GROSS AND NET LENGTH = 9973 FT. = 1.89 MILE
 LENGTH SEGMENT 1A = 1731 FT. = 0.33 MILE
 LENGTH SEGMENT 1B = 7641 FT. = 1.44 MILE
 LENGTH SEGMENT 1C = 610 FT. = 0.12 MILE

WARNING



OR 811
 CALL BEFORE
 YOU DIG

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 OF THE STATE OF ILLINOIS**

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED MARCH 27 20 15

DEPUTY DIRECTOR OF HIGHWAYS

MAR 20 20 15

ENGINEER OF DESIGN AND ENVIRONMENT

MAR 20 20 15

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



Civil Engineering • Environmental Services • GIS • Landscape Architecture • Surveying
 333 East State Street Rockford, Illinois 61101-0627
 Phone (815) 965-6400 Fax (815) 965-6416

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED
 BY ME OR UNDER MY DIRECT SUPERVISION AND THAT
 I AM A DULY REGISTERED PROFESSIONAL ENGINEER
 UNDER THE LAWS OF THE STATE OF ILLINOIS.

MICHAEL J. KUEHN DATE 3-19-2015
 REG. NO. 062-057541 RENEWAL DATE 11/30/2015
 SHEETS UNDER STAMP: 1-29, 33-70

IDOT PROJECT MANAGER: MIKE BRAND (217)782-7651
CONTRACT NO. 46301

GENERAL NOTES

ALL DIMENSIONS AND RADII ARE TAKEN FROM THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL AND VERTICAL CONTROL PRIOR TO COMMENCING WORK. IF ANY DISCREPANCIES ARE ENCOUNTERED, NOTIFY THE ENGINEER. ADJUSTMENTS OR CORRECTIONS WILL BE MADE BY THE ENGINEER.

ALL ROADWAYS SHALL BE KEPT FREE AND CLEAR OF MUD AND CONSTRUCTION DEBRIS ON A DAILY BASIS.

EXCAVATION IN OLD GRAVEL OR MACADAM ROAD AND RAILROAD BEDS TO BE PAID FOR AS EARTH EXCAVATION.

EXISTING STRUCTURES (INCLUDING FOUNDATIONS, WALLS, CISTERNS, WELL, AND OTHER UNDERGROUND STRUCTURES) WITH IN THE PROJECT LIMITS SHALL BE REMOVED IN ACCORDANCE WITH ARTICLE 501.02 AND 501.03 OF THE STANDARD SPECIFICATIONS, WITHOUT ADDITIONAL COMPENSATION UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS. THE CONCRETE FOUNDATION, TYPE A LOCATED IN THE NW CORNER OF SOUTH AVENUE "O" / SOUTH BRAINARD AVENUE SHALL BE PAID FOR AS REMOVE EXISTING CONCRETE FOUNDATION. ANY ADDITIONAL FOUNDATIONS REQUIRING REMOVAL DURING CONSTRUCTION ACTIVITIES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION.

THE FINAL TOP SIX INCHES OF SOIL IN THE PROJECT LIMITS DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP OF SOIL PROFILES OF LOCAL SOILS).

MULCH ON TEMPORARY SEEDING SHALL BE MULCH METHOD 1.

THE SECTION ALONG SOUTH BRAINARD AVENUE SHALL BE SODDED WITH SODDING, SALT TOLERANT. THE REMAINDER OF THE PROJECT SHALL BE SEEDED WITH SEEDING, CLASS 1B.

ALL UTILITIES UNDER AND WITHIN TWO (2) FEET OF ANY EXISTING OR PROPOSED TRAIL PAVEMENT SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL MATERIAL. TRENCH AND BACKFILL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" (LOOSE MEASUREMENT), COMPACTED TO A MINIMUM 95% MAXIMUM DENSITY IN ACCORDANCE WITH ASTM 1557-91, MODIFIED PROCTOR DENSITY.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED ON THE PLANS OR AUTHORIZED FOR REMOVAL BY THE ENGINEER

SILT FENCE SHALL BE PLACED IN LOCATIONS AS DIRECTED BY THE ENGINEER.

DITCHES SHOULD BE CLEARED OF SOFT SEDIMENT, SOD AND OTHER DEBRIS TO (12 INCHES) BEFORE PLACING EMBANKMENT.

EXISTING PAVEMENT, DRIVEWAY PAVEMENT, AND CURB AND GUTTER TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING. THIS WORK SHALL BE INCLUDED IN THE COST OF THE APPROPRIATE PAY ITEM.

FOR SECTIONS WITH AGGREGATE SHOULDERS, THE PAY LIMITS OF THE SUB BASE GRANULAR MATERIAL, TYPE B SHALL BE CONSIDERED AT THE EDGE OF THE PAVEMENT (10' WIDTH). THE 1' WIDE PORTION OF THE SUB BASE GRANULAR MATERIAL, TYPE B BENEATH THE 2' WIDE 6" AGGREGATE SHOULDER SHALL BE INCLUDED IN THE COST OF THE 6" AGGREGATE SHOULDER.

THE 3" HMA SURFACE COURSE, MIX "C" N30 AND INCIDENTAL HMA SURFACING SHALL BE PLACED IN ONE LIFT. THE CONTRACTOR WILL BE RESPONSIBLE FOR MEETING ALL NECESSARY HMA DENSITY AND SMOOTHNESS REQUIREMENTS.

ALL TEMPORARY WORK PADS OR FILL SHALL BE REMOVED TO THE EXISTING OR PROPOSED GROUND CONTOUR AFTER COMPLETION OF THE PROJECT.

CENTERLINE STRIPING FOR THE SHARED USE PATH SHALL BE SKIP DASHED WITH A 3' STRIPE AND A 9' GAP PER MUTCD GUIDELINES.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.

TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT CONCRETE PAVEMENT. CONCRETE CURB AND GUTTER SHALL UTILIZE STD. 606001 AND USE 24" LONG #6 TIE BARS AT 24" CENTERS. PCC PAVEMENT SHALL UTILIZE STD. 420101 AND USE 24" LONG #6 BARS AT 30" CENTERS. TIES BARS TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTION OF ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUT-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST IF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

VALVE BOXES SHALL BE ADJUSTED TO THE FINAL GRADE SHOWN IN THE PLANS. THE COST OF ADJUSTING VALVE BOXES SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONCRETE FOUNDATION, TYPE A LOCATED IN THE NW CORNER OF SOUTH AVENUE "O" / SOUTH BRAINARD AVENUE SHALL BE PAID FOR AS REMOVE EXISTING CONCRETE FOUNDATION. ANY ADDITIONAL FOUNDATIONS REQUIRING REMOVAL DURING CONSTRUCTION ACTIVITIES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

COMMITMENTS

THE BURGER KING ENTRANCE AT STA 86+76 AND METRA ENTRANCE AT STA 88+85 SHALL BE CONSTRUCTED HALF AT A TIME TO ALLOW ACCESS TO THE ENTRANCES AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH METRA AND BURGER KING ON THE SCHEDULING OF THE ENTRANCE WORK.

WETLANDS IDENTIFIED BEYOND CONSTRUCTION LIMITS STA 143+00 - 145+00 LT, STA 140+00 - 176+ 41 RT, AND STA 215+00 - 217+31 RT. CONTRACTOR TO TAKE GREAT CARE TO REMAIN WITHIN CONSTRUCTION LIMITS TO AVERT WETLAND IMPACTS.

THE CONTRACTOR TO REMAIN WITHIN THE 25' COMED EASEMENT FROM STA. 100+00 TO 141+00.

HIGHWAY STANDARDS

280001-07	Temporary Erosion Control Measures
424001-08	Perpendicular Curb Ramps for Sidewalks
424006-02	Diagonal Curb Ramps for Sidewalks
424016-02	Mid-Block Curb Ramps for Sidewalks
424026-01	Entrance/Alley Pedestrian Crossings
664001-02	Chain Link Fence
606001-06	Concrete Curb Type B and Comb Conc Curb & Gutter
701101-04	Off Road Operations, Multilane 15' to 24" from Pavement Edge
701601-09	Urban Lane Closure, Multilane, 1W or 2W with Nontraversable Median
701606-10	Urban Lane Closure, Multilane, 2W with Mountable Median
701701-09	Urban Lane Closure, Multilane Intersection
701801-05	Sidewalk, Corner, or Crosswalk Closure
701901-04	Traffic Control Devices
729001-01	Applications of Types A & B Metal Posts (For Signs & Markers)
780001-05	Typical Pavement Markings
878001-10	Concrete Foundation Details

DISTRICT 1 STANDARDS

BD-01	Driveway Details Distance Between R.O.W. and Face of Curb & Edge of Shoulder >= 15'
BD-24	Curb or Curb & Gutter Replacement
TC-13	District One Typical Pavement Markings
TS-05	District One Standard Traffic Signal Design Details

FILE NAME = C:\2010\TRANS\BID\020205\BURNHAM_GENERALNOTES.dgn

USER NAME= mlkok	DESIGNED MJK	REVISED -
	DRAWN MJK	REVISED -
PLOT SCALE = 100.0012' / in.	CHECKED FJH	REVISED -
PLOT DATE = 3/12/2015	DATE 3-15-11	REVISED -



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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - GENERAL NOTES

F.A. RATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	2
				CONTRACT NO. 46301
ILLINOIS FED. AID PROJECT				

SHEET NO. 1 OF 1 SHEETS

URBAN
80% FED.
20% STATE

URBAN
80% FED.
20% STATE

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE 0028

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE 0028

Pay Item No.	Pay Item Description	Unit	Total Quantity
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	44
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	16
20100500	TREE REMOVAL, ACRES	ACRE	0.12
20101100	TREE TRUNK PROTECTION	EACH	3
20200100	EARTH EXCAVATION	CU YD	3705
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	12,560
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	7,165
25000115	SEEDING, CLASS 1B	ACRE	3.3
25200110	SODDING, SALT TOLERANT	SQ YD	339
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	310.9
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	310.9
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	310.9
25100105	MULCH, METHOD 1	ACRE	6.5
25100630	EROSION CONTROL BLANKET	SQ YD	3,026
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	760
28000305	TEMPORARY DITCH CHECKS	FOOT	84
28000400	PERIMETER EROSION BARRIER	FOOT	29,404
28000500	INLET AND PIPE PROTECTION	EACH	12
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	6188
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	5378
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	30263
40603305	HOT-MIX ASPHALT SURFACE COURSE MIX "C" N30	TON	1748
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	21
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	133
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7065
42400800	DETECTABLE WARNINGS	SQ FT	296
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	135
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	96.5
44000600	SIDEWALK REMOVAL	SQ FT	3522
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	3342
60255500	MANHOLES TO BE ADJUSTED	EACH	5
60600605	CONCRETE CURB, TYPE B	FOOT	40
60603900	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (ABUTTING EXISTING PAVEMENT FOOT		40

60605100	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24 (ABUTTING EXISTING PAVEMENT FOOT		16.5
66400305	CHAIN LINK FENCE, 6'	FOOT	784
67100100	MOBILIZATION	L SUM	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	258.99
* 78000200	THERMOPLASTIC PAVEMENT MARKING -LINE 4"	FOOT	2353
* 78000400	THERMOPLASTIC PAVEMENT MARKING -LINE 6"	FOOT	208
* 78000600	THERMOPLASTIC PAVEMENT MARKING -LINE 12"	FOOT	533
* 78000650	THERMOPLASTIC PAVEMENT MARKING -LINE 24"	FOOT	55
* 81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	6
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	3
* 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
X0325999	TIMBER DECK REPLACEMENT	L SUM	1
* X0327008	REMOVE AND RELOCATE SIGN (SPECIAL)	EACH	1
X4201400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	29
X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	92
* X7240300	SIGN REMOVAL	EACH	2
Z0003850	BENCHES	EACH	1
Z0003855	BICYCLE RACKS	EACH	1
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0077900	WOOD POST AND RAIL FENCE	FOOT	56
Z0048900	RAILROAD TRACK REMOVAL	FOOT	40

* SPECIALTY ITEMS

24

FILE NAME: G:\2010\TRANS\BURNHAM\BURNHAM_SUMMARY.dgn

USER NAME: mikal	DESIGNED: MJK	REVISED:
DRAWN: MJK	CHECKED: PJP	REVISED:
PLLOT SCALE: 1/8" = 1'-0"	DATE: 3-15-11	REVISED:



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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - SUMMARY OF QUANTITIES
SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CODK	70	3
CONTRACT NO. 46301				

SCHEDULE OF QUANTITIES

20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)					25000600	POTASSIUM FERTILIZER NUTRIENT				40600275	BITUMINOUS MATERIALS (PRIME COAT)				42400800	DETECTABLE WARNINGS			
	STATION	TO STATION	LOCATION	UNIT			STATION	TO STATION	LOCATION	POUND		STATION	TO STATION	LOCATION	POUND		STATION	TO STATION	LOCATION	SQ FT
	170+87		MULTI STEM RT	26			84+10	90+20	LT & RT	13.9		100+00	117+43.0	LT & RT	5752		84+10		S Ave "O" / Brainard	14
	213+20		MULTI STEM RT	18			100+00	176+31	LT & RT	243.0		117+74.4	123+96.5	LT & RT	2053		86+58		BK Ent	14
	TOTAL			44			200+00	217+31	LT & RT	54.0		124+60.4	130+61.3	LT & RT	1983		88+95		BK Ent	14
							TOTAL			310.9		131+24.6	147+00	LT & RT	5199		88+70		Metra Ent	14
20100110	TREE REMOVAL (OVER 15 UNITS DIAMETER)					25100105	MULCH, METHOD 1					147+00	171+16.9	LT & RT	7976		89+03		Metra Ent	14
	STATION	TO STATION	LOCATION	UNIT			(Assumes 1 application for temp seed, 1 for final)					171+82.7	176+41.5	LT & RT	1514		117+46		135th(S Flare)	18
	170+73		LT	16			STATION	TO STATION	LOCATION	ACRE		200+00	208+87.6	LT & RT	2913		117+71		135th(N Flare)	18
	TOTAL			16			100+00	176+31	LT & RT	5.3		209+13.7	209+25.7	LT & RT	40		124+13		134nd (S Flare)	20
20100500	TREE REMOVAL, ACRES						200+00	217+31	LT & RT	1.2		209+52.2	217+31.3	LT & RT	2572		124+43		134rd(N Flare)	20
	STATION	TO STATION	LOCATION	ACRE			TOTAL			6.5		102+00		Ent Lt	119		130+79		133rd (S Flare)	20
	171+82	172+47	Lt	0.03								140+00		Ent Rt	142		137+55		132nd Rt	20
	213+50	216+48	Lt	0.09			25100630	EROSION CONTROL BLANKET				TOTAL			30263		131+07		133rd (N Flare)	20
	TOTAL			0.12			STATION	TO STATION	LOCATION	SQ YD							202+00		126th (Flare)	18
20101100	TREE TRUNK PROTECTION						168+00	175+00	LT & RT	1576		40603305	HOT-MIX ASPHALT SURFACE COURSE MIX "C" N30				208+90		EB Wolf Lake Blvd pad	18
	STATION	TO STATION	LOCATION	EACH			PATH REMOVAL 217+31		LT	1450		STATION	TO STATION	LOCATION	TON		209+11		EB Wolf Lake Blvd pad	18
	208+41		RT	1			TOTAL			3026		100+00	117+43.0	LT & RT	326		209+28		WB Wolf Lake Blvd pad	18
	208+53		RT	1			28000250	TEMPORARY EROSION CONTROL SEEDING				117+74.4	123+96.5	LT & RT	120		209+49		WB Wolf Lake Blvd pad	18
	208+69		RT	1			STATION	TO STATION	LOCATION	POUND		124+60.4	130+61.3	LT & RT	115		TOTAL			296
	TOTAL			3			ENTIRE PROJECT		LT & RT	760		131+24.6	147+00	LT & RT	302		44000200	DRIVEWAY PAVEMENT REMOVAL		
20200100	EARTH EXCAVATION				(SEE SHEET 6)		TOTAL		LT & RT	760		147+00	171+16.9	LT & RT	463		STATION	TO STATION	LOCATION	SQ YD
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION					28000305	TEMPORARY DITCH CHECKS					171+82.7	176+41.5	LT & RT	88		86+77		BK Entrance	64
	STATION	TO STATION	LOCATION	SQ YD			STATION	TO STATION	LOCATION	FOOT		200+05	208+87.6	LT & RT	169		88+84		Metra Entrance	71
	100+00	117+48.0	SEGMENT 1B	2331			168+00		LT	12		209+13.7	209+25.7	LT & RT	3		TOTAL			135
	117+69.6	124+13.9	SEGMENT 1B	873			168+50		LT	12		209+52.2	217+31.3	LT & RT	150		44000500	COMBINATION CURB AND GUTTER REMOVAL		
	124+41.9	130+80.9	SEGMENT 1B	878			170+00		LT	12		132nd Street		Connector	12		STATION	TO STATION	LOCATION	FOOT
	131+05.1	171+26.8	SEGMENT 1B	5376			170+50		LT	12		TOTAL			1748		84+10.16		S Ave "O" / Brainard	16.5
	171+72.7	176+41.5	SEGMENT 1B	625			171+00		LT	12		40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING				86+60		BK Entrance	20
	200+00	208+92.6	SEGMENT 1A	1191			TOTAL		LT	12		STATION	TO STATION	LOCATION	TON		86+91		BK Entrance	20
	209+08.7	209+30.7	SEGMENT 1A	30			28000400	PERIMETER EROSION BARRIER				100+00		Flare Lt & Rt	1		124+15		134th St (South)	20
	209+46.7	217+31.3	SEGMENT 1A	1047			(Calculations account for full replacement of silt fence)					102+00		Ent Lt	7		124+41		134th St (North)	20
	102+00		Ent Lt	48			STATION	TO STATION	LOCATION	FOOT		137+56.8		Flare N & S	1		TOTAL			96.5
	140+00		Ent Rt	57			100+00	146+00	LT & RT	18400		140+00		Ent Rt	9		44000600	SIDEWALK REMOVAL		
	200+25	200+55	Pad RT	68			146+00	168+00	RT	4400		171+16.9		Flare Lt & Rt	1		STATION	TO STATION	LOCATION	SQ FT
	213+14		Pad LT	36			168+00	171+25.5	LT & RT	1302		171+82.7		Flare Lt & Rt	1		84+10	86+59	SEGMENT 1C	1271
	TOTAL			12,560			171+74	175+00	LT & RT	1304		TOTAL			21		86+92	88+72	SEGMENT 1C	1002
21101625	TOPSOIL FURNISH AND PLACE, 6"						175+00	176+41	RT	282		42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH				88+99	90+20	SEGMENT 1C	781
	STATION	TO STATION	LOCATION	SQ YD			200+00	209+00	LT	1800		STATION	TO STATION	LOCATION	SQ YD		123+98	124+02	134th (S SW)	117.0
	84+10	90+20	SEGMENT 1C	339			209+50	217+31	RT	1562		86+77		BK Entrance	63		124+55	124+60	134th (N SW)	116.0
	100+00	176+31	SEGMENT 1B	5775			PATH REMOVAL 217+31		LT	130		88+84		Metra Entrance	70		130+61	130+67	133rd (S SW)	116.0
	200+00	217+31	SEGMENT 1A	1051			132nd ST		Connector	224		TOTAL			133		131+19	131+25	133rd (N SW)	119.0
	TOTAL			7165			TOTAL		Connector	29,404		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH				TOTAL			3522
25000115	SEEDING, CLASS 1B					28000500	INLET AND PIPE PROTECTION					STATION	TO STATION	LOCATION	SQ FT		48101500	AGGREGATE SHOULDERS, TYPE B 6"		
	STATION	TO STATION	LOCATION	ACRE			STATION	TO STATION	LOCATION	EACH		84+10	86+59	SEGMENT 1C	2023		STATION	TO STATION	LOCATION	SQ YD
	100+00	176+31	LT & RT	2.7			84+10		Lt	2		86+92	88+72	SEGMENT 1C	1444		100+00	117+48.0	LT & RT	777
	200+00	217+31	LT & RT	0.6			85+18		Lt	2		88+99	90+20	SEGMENT 1C	1088		117+69.6	123+96.5	LT & RT	279
	TOTAL			3.3			86+16		Lt	2		117+43	117+48	135th(S Flare)	60		124+60.4	130+61.3	LT & RT	268
25200110	SODDING, SALT TOLERANT						87+17		Lt	2		117+69	117+74	135th(N Flare)	60		131+24.6	147+00	LT & RT	701
	STATION	TO STATION	LOCATION	SQ YD			87+23		Lt	2		123+98	124+02	134th (S SW)	120		147+00	171+26.9	LT & RT	1079
	84+10	90+20	LT & RT	339			176+41		RT	2		124+02	124+14	134nd (S Flare)	174		171+72.7	176+41.5	LT & RT	209
	TOTAL			339			TOTAL			12		124+42	124+55	134rd(N Flare)	193		132nd Street		Connector	29
25000400	NITROGEN FERTILIZER NUTRIENT					31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"					124+55	124+60	134th (N SW)	120		TOTAL			3342
	STATION	TO STATION	LOCATION	POUND			STATION	TO STATION	LOCATION	SQ YD		130+61	130+67	133rd (S SW)	120		60255500	MANHOLES TO BE ADJUSTED		
	84+10	90+20	LT & RT	13.9			84+10.1	86+46.7	LT & RT	263		130+67	130+81	133rd (S Flare)	208		STATION	TO STATION	LOCATION	EACH
	100+00	176+31	LT & RT	243.0			86+81.5	88+72.3	LT & RT	201		131+05	131+19	133rd (N Flare)	205		84+69	(STORM)	RT	1
	200+00	217+31	LT & RT	54.0			88+99.0	90+19.6	LT & RT	134		137+50	137+60	132nd (RT)	72		86+60	(AMERITECH)	LT	1
	TOTAL			310.9			147+00	171+26.9	LT & RT	2697		200+00	200+05	126th (Flare)	73		87+02		LT	1
25000500	PHOSPHORUS FERTILIZER NUTRIENT						171+72.7	176+41.5	LT & RT	521		200+25	200+55	RT (Pad)	584		87+14	(STORM)	RT	1
	STATION	TO STATION	LOCATION	POUND			200+00	208+92.6	LT & RT	1191		208+87	208+93	EB Wolf Lake Blvd pad	55		87+23	(STORM)	LT	1
	84+10	90+20	LT & RT	13.9			171+72.7	176+41.5	LT & RT	521		209+07	209+14	EB Wolf Lake Blvd pad	55		TOTAL			5
	100+00	176+31	LT & RT	243.0			200+00	208+92.6	LT & RT	1191		209+25	209+31	WB Wolf Lake Blvd pad	55		60600605	CONCRETE CURB, TYPE B		
	200+00	217+31	LT & RT	54.0			209+08.7	209+30.7	LT & RT	30		209+46	209+52	WB Wolf Lake Blvd pad	55		STATION	TO STATION	LOCATION	FOOT
	TOTAL			310.9			209+46.7	217+31.3	LT & RT	1047		213+14		LT (RR SW)	301		86+60		BK Entrance	20
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"						200+25	200+55	RT	68		TOTAL			7065		86+91		BK Entrance	20
	STATION	TO STATION	LOCATION	SQ YD			213+14		LT	36							TOTAL			40
	100+00	117+48.0	LT & RT	1943			TOTAL			6188		60603900	COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)				STATION	TO STATION	LOCATION	FOOT
	117+69.6	124+13																		

SCHEDULE OF QUANTITIES

STATION	LOCATION	FOOT
100+90	LT	56
100+90	RT	56
105+50	LT	56
105+50	RT	56
112+10	LT	56
112+10	RT	56
118+65	LT	56
118+65	RT	56
125+30	LT	56
125+30	RT	56
131+95	LT	56
131+95	RT	56
138+90	LT	56
138+90	RT	56
TOTAL		784

STATION	LOCATION	SIGN TYPE	SQ FT
89+65	RT	M4-11, D11-1, M7-1	4.08
90+08	LT	"Walk Bike"	3
100+12	LT	R1-1	2.25
100+14	RT	W1-5L, M4-11, D11-1	5.58
101+05	LT	W3-1A, M4-12, D11-1	5.58
106+18	LT	W1-5L	2.25
116+50	RT	W3-1A	2.25
117+38	RT	R1-1	2.25
117+40	LT	R5-3	4
117+40	135TH EB	W11-1 & W16-7p	8.25
117+40	250' LT	W11-1	6.25
117+75	LT	R1-1	2.25
117+75	250' RT	W11-1	6.25
117+76	RT	R5-3	4
117+76	135TH WB	W11-1 & W16-7p	8.25
119+00	LT	W3-1A	2.25
123+15	RT	W3-1A	3.25
124+07	RT	R1-1	2.25
124+08	LT	R5-3	4
124+08	134TH EB	W11-1 & W16-7p	8.25
124+08	250' LT	W11-1	6.25
124+47	LT	R1-1	2.25
124+47	250' RT	W11-1	6.25
124+47	RT	R5-3	4
124+47	134TH WB	W11-1 & W16-7p	8.25
125+62	LT	W3-1A	2.25
129+82	RT	W3-1A	2.25
130+75	RT	R1-1	2.25
130+75	LT	R5-3	4
130+75	133RD EB	W11-1 & W16-7p	8.25
130+75	250' LT	W11-1	6.25
131+14	LT	R1-1	2.25
131+14	RT	R5-3	4
131+14	250' RT	W11-1	6.25
131+14	133RD WB	W11-1 & W16-7p	8.25
132+29	LT	W3-1A	2.25
137+46	60' RT	R1-1	2.25
137+66	15' RT	R1-1	2.25
137+36	132ND ENT	R5-3	4
137+76	132ND ENT	W11-1	8.25
137+76	132ND ENT	M7-5	0.75
137+76	132ND ENT	R5-3	4
137+77	230' RT	W11-1	8.25
141+55	RT	R5-3	4
175+41	RT	W3-1A	3.25
176+35	RT	R1-1, D11-1, M7-1	6
176+35	LT	R5-3	4
126th St	W of S. Ave O	D11-1 & M7-2	3.75
126th St	E of S. Ave O	D11-1 & M7-2	3.75
200+05	RT	R5-3, D11-1, M7-2	7.75
200+20	LT	R1-1	2.25
208+87	RT, LT	R1-1, R5-3	6.25
208+87	WOLF LAKE	W11-1 & W16-7p	8.25
209+52	LT, RT	R1-1, R5-3	6.25
209+52	WOLF LAKE	W11-1 & W16-7p	8.25
216+84	LT	D11-1 & M7-1	3.75
TOTAL			258.99

STATION	TO STATION	LOCATION	FOOT
100+00	101+35	CTR SOLID (Y)	135
101+35	116+13	CTR DASH (Y)	165
116+13	117+48	CTR SOLID (Y)	135
117+48	119+05	CENTER SOLID	135
119+05	122+61	CTR DASH (Y)	40
122+61	123+96	CENTER SOLID	135
124+55	125+90	CENTER SOLID	135
125+90	129+26	CTR DASH (Y)	38
129+26	130+61	CENTER SOLID	135
132+25	133+60	CENTER SOLID	135
133+60	175+06	CTR DASH (Y)	461
175+06	176+41	CENTER SOLID	135
200+00	201+35	CENTER SOLID	135
201+35	207+58	CTR DASH (Y)	70
207+58	208+93	CENTER SOLID	135
209+09	209+30	CENTER SOLID	21
209+47	210+82	CENTER SOLID	135
210+82	217+31	CENTER DASH	73
TOTAL			2353

STATION	TO STATION	LOCATION	FOOT
117+48	117+70	CROSSWALK EDGE	44
124+15	124+41	CROSSWALK EDGE	52
130+81	131+05	CROSSWALK EDGE	48
208+93	209+09	CROSSWALK EDGE	32
209+30	209+47	CROSSWALK EDGE	32
TOTAL			208

STATION	TO STATION	LOCATION	FOOT
117+48	117+70	WHITE DIAGONAL	101
124+15	124+41	WHITE DIAGONAL	135
130+81	131+05	WHITE DIAGONAL	127
208+93	209+09	WHITE DIAGONAL	85
209+30	209+47	WHITE DIAGONAL	85
TOTAL			533

STATION	TO STATION	LOCATION	FOOT
100+00		LT	5
117+40		RT	5
117+76		LT	5
124+00		RT	5
124+65		LT	5
130+75		RT	5
131+10		LT	5
176+27		RT	5
200+10		LT	5
208+87		RT	5
209+52		LT	5
TOTAL			55

STATION	LOCATION	FOOT
84+10	RT	6
TOTAL		6

STATION	LOCATION	FOOT
84+10	RT	3
TOTAL		3

STATION	LOCATION	EACH
84+10	RT	1
TOTAL		1

STATION	LOCATION	EACH
84+10	RT	1
TOTAL		1

STATION	LOCATION	EACH
216+50	LT	1
TOTAL		1

STATION	TO STATION	LOCATION	SQ YD
171+16.8	171+26.6	S Approach	14.5
171+72.8	171+82.8	N Approach	14.5
TOTAL			29

STATION	LOCATION	EACH
216+00	S Side Ave "O"	1
216+30	34' LT	1
TOTAL		2

STATION	LOCATION	EACH
200+54	14' RT	1
TOTAL		1

STATION	LOCATION	EACH
213+12	21' LT	1
TOTAL		1

STATION	LOCATION	FOOT
115+60		40
TOTAL		40

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USER NAME = mjkk	DESIGNED - MJK	REVISED -
DRAWN - MJK	CHECKED - PJP	REVISED -
PLOT SCALE = 1/8" = 1' / in.	DATE - 3-15-11	REVISED -
PLOT DATE = 3/12/2015		

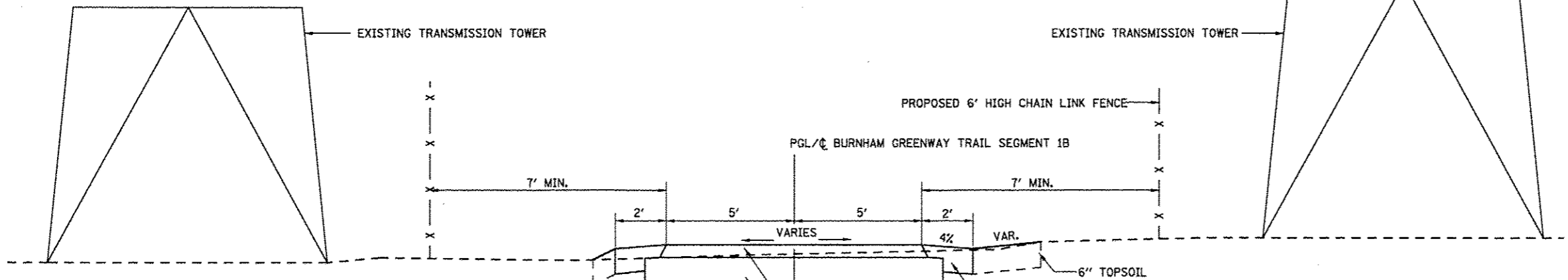


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - SCHEDULE OF QUANTITIES

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	5
			CONTRACT NO. 46301	

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



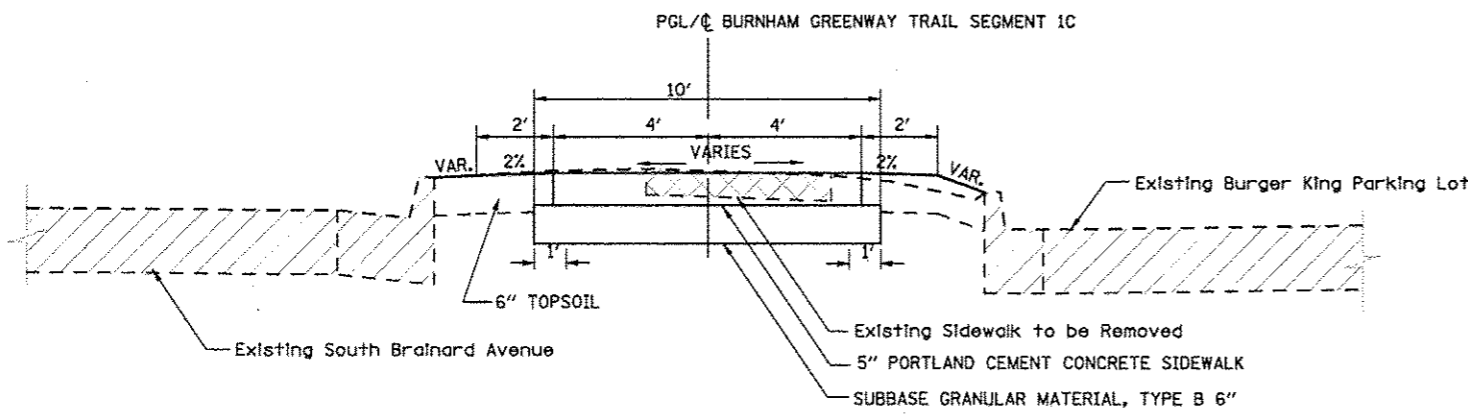
HMA Mixture Requirements

Location(s):	Bike Path / various
Mixture Use(s):	Surface Course / incidental Surfacing
PG:	PG58-28
Design Air Voids:	4.0% @ N30 (Note 1)
Mixture Composition: (Mixture Gradation)	IL-9.5
Friction Aggregate:	Mix C
Mixture Weight:	112 lbs. / sq. yd. / in.
Quality Management Program:	QC/QA

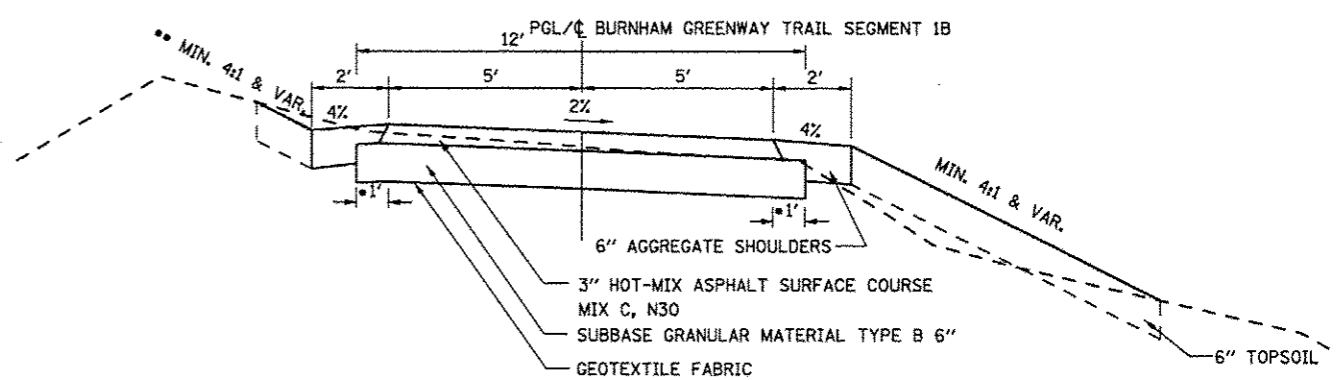
Note 1: See special provisions for information regarding HMA production.

PROPOSED TYPICAL TOWER SECTION
 BURNHAM GREENWAY TRAIL SEGMENT 1B
 STA 100+90±, STA 105+50±, STA 112+10±, STA 118+65±,
 STA 125+30±, STA 131+95±, STA 138+90±

*THE COST OF THIS ADDITIONAL 1' OF SUB BASE GRANULAR MATERIAL, TYPE B SHALL BE INCIDENTAL TO THE COST OF AGGREGATE SHOULDERS, TYPE B 6"

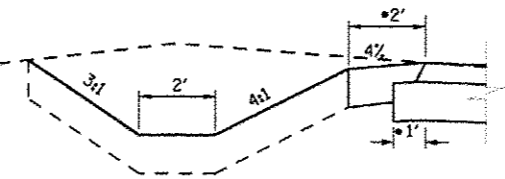


8' CONCRETE SIDEWALK PROPOSED TYPICAL SECTION
 BURNHAM GREENWAY TRAIL SEGMENT 1C
 STA 84+10.16 - STA 90+19.61



*THE COST OF THIS ADDITIONAL 1' OF SUB BASE GRANULAR MATERIAL, TYPE B SHALL BE INCIDENTAL TO THE COST OF AGGREGATE SHOULDERS, TYPE B 6"

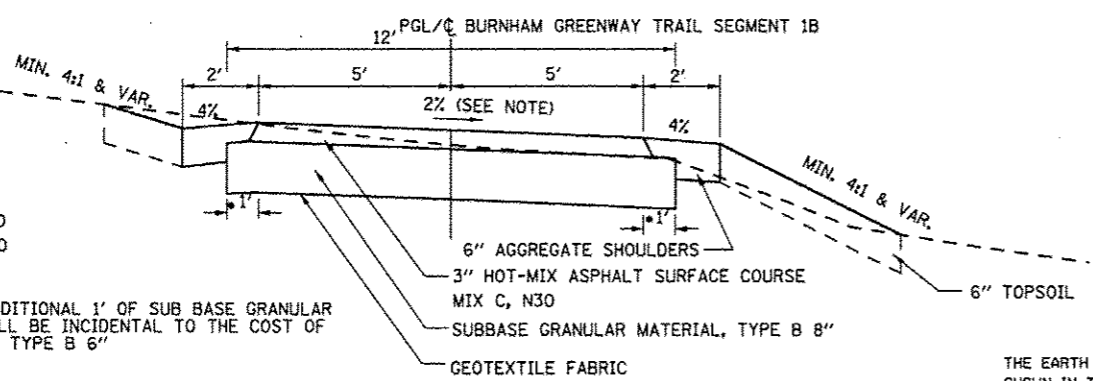
** SPECIAL DITCH
 STA 168+00.00 - STA 170+50.00 LT.



PROPOSED TYPICAL SECTION
 BURNHAM GREENWAY TRAIL SEGMENT 1B
 HMA REGULAR DUTY
 STA 147+00.00 - STA 176+41.54

NOTE:
 CROSS SLOPE REVERSED
 STA. 112+00 - STA. 116+50
 STA. 118+50 - STA. 123+50

*THE COST OF THIS ADDITIONAL 1' OF SUB BASE GRANULAR MATERIAL, TYPE B SHALL BE INCIDENTAL TO THE COST OF AGGREGATE SHOULDERS, TYPE B 6"

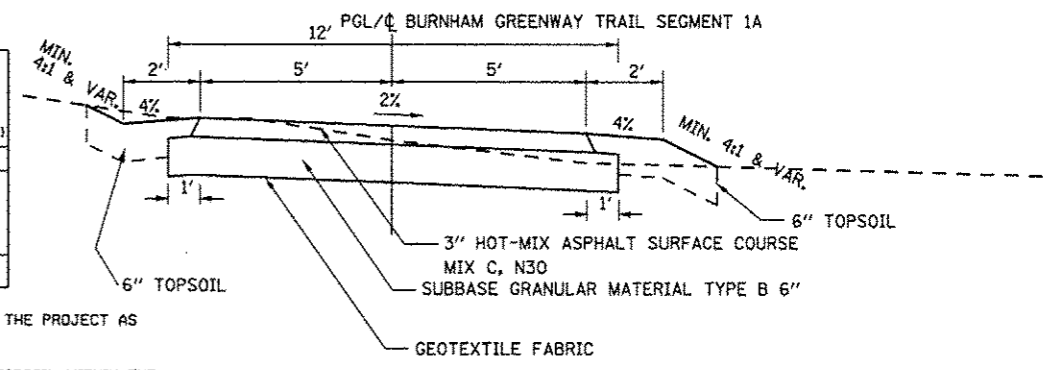


PROPOSED TYPICAL SECTION
 BURNHAM GREENWAY TRAIL SEGMENT 1B
 HMA HEAVY DUTY PAVEMENT
 STA 100+00.00 - STA 147+00.00

EARTH WORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJ. FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
SEGMENT 1C (84+10 - 90+20)	181	136	1	135
SEGMENT 1B (100+00-176+41)	2983	2238	741	1497
SEGMENT 1A (200+00-217+31)	541	406	2	404
TOTAL	3705	2780	744	2036

THE EARTH EXCAVATION QUANTITY ABOVE INCLUDES THE REMOVAL OF TOPSOIL THROUGHOUT THE PROJECT AS SHOWN IN THE CROSS SECTIONS AND DESCRIBED IN THE SPECIAL PROVISIONS.
 TOPSOIL FURNISH AND PLACE FOR THIS PROJECT INCLUDES THE PLACEMENT OF SALVAGED TOPSOIL WITHIN THE CONSTRUCTION LIMITS ONSITE AS WELL AS TOPSOIL WHICH MUST BE IMPORTED FROM OFFSITE.



WILLIAM POWERS CONSERVATION AREA PROPOSED TYPICAL SECTION
 BURNHAM GREENWAY TRAIL SEGMENT 1A
 HMA REGULAR DUTY
 STA 200+00.00 - STA 217+31.33

FILE NAME: G:\2011\TRANS\21722\DRAW\BURNHAM_TYPICAL.dwg

USER NAME = mikak	DESIGNED = MJK	REVISED =
PLOT SCALE = 50.0000' / in.	DRAWN = MJK	REVISED =
PLOT DATE = 3/11/2015	CHECKED = FJH	REVISED =
	DATE = 1-14-11	REVISED =



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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - TYPICAL SECTIONS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	6
			CONTRACT NO. 46301	

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

BRAINARD ALIGNMENT STA 84+10.16 - 90+11.61

P.I. Station 84+28.42 N 1,813,928.9603 E 1,201,035.1486
 Delta = 55° 41' 20.93" (RT)
 Degree = 165° 47' 11.04"
 Tangent = 18.2558
 Length = 33.5909
 Radius = 34,5600
 External = 4.5254
 Long Chord = 32.2842
 Mid. Ord. = 4.0014
 P.C. Station 84+10.16 N 1,813,932.6547 E 1,201,053.0266
 P.T. Station 84+43.75 N 1,813,941.6450 E 1,201,022.0195
 C.C. = N 1,813,966.4997 E 1,201,046.0328
 Back = S 78° 19' 28.19" W
 Ahead = N 45° 59' 10.88" W
 Chord Bear = N 73° 49' 51.35" W

Point 71 N 1,813,941.6450 E 1,201,022.0195 Sta 84+43.75
 Course from 71 to 72 N 50° 39' 31.93" W Dist 16.1482
 Point 72 N 1,813,951.8819 E 1,201,009.5307 Sta 84+59.90
 Course from 72 to 73 N 46° 05' 15.51" W Dist 193.8527
 Point 73 N 1,814,086.3298 E 1,200,869.8789 Sta 86+53.75
 Course from 73 to 74 N 44° 25' 23.18" W Dist 289.4871
 Point 74 N 1,814,293.0788 E 1,200,667.2520 Sta 89+43.24
 Course from 74 to 75 N 44° 16' 43.18" W Dist 76.3664
 Point 75 N 1,814,347.7535 E 1,200,613.9369 Sta 90+19.61

Ending chain BRAINARD ALIGNMENT STA 84+10.16 - 90+19.61

BURNHAM GREENWAY ALIGNMENT STA 100+00 - 176+41.54

Point 3 N 1,814,346.8668 E 1,200,627.0788 Sta 100+00.00

Course from 3 to PC BUR-1 N 47° 46' 06.50" E Dist 28.1711

Curve Data

Curve BUR-1
 P.I. Station 101+14.89 N 1,814,424.0866 E 1,200,712.1468
 Delta = 87° 52' 18.91" (LT)
 Degree = 63° 39' 43.12"
 Tangent = 86.7178
 Length = 138.0289
 Radius = 90.0000
 External = 34.9799
 Long Chord = 124.8937
 Mid. Ord. = 25.1896
 P.C. Station 100+28.17 N 1,814,365.8014 E 1,200,647.9376
 P.T. Station 101+66.20 N 1,814,490.4158 E 1,200,656.2862
 C.C. = N 1,814,432.4409 E 1,200,587.4465
 Back = N 47° 46' 07.55" E
 Ahead = N 40° 06' 11.36" W
 Chord Bear = N 3° 49' 58.10" E

Curve BUR-2
 P.I. Station 101+98.59 N 1,814,515.1895 E 1,200,635.4225
 Delta = 39° 35' 06.15" (RT)
 Degree = 63° 39' 43.12"
 Tangent = 32.3887
 Length = 62.1800
 Radius = 90.0000
 External = 5.6506
 Long Chord = 60.9507
 Mid. Ord. = 5.3168
 P.C. Station 101+66.20 N 1,814,490.4158 E 1,200,656.2862
 P.T. Station 102+28.38 N 1,814,547.5769 E 1,200,635.1296
 C.C. = N 1,814,548.3907 E 1,200,725.1259
 Back = N 40° 06' 11.36" W
 Ahead = N 0° 31' 05.21" W
 Chord Bear = N 20° 18' 38.28" W

Course from PT BUR-2 to PC BUR-3 N 0° 31' 05.21" W Dist 55.7986

Curve Data

Curve BUR-3
 P.I. Station 103+21.09 N 1,814,640.2838 E 1,200,634.2913
 Delta = 16° 47' 52.43" (LT)
 Degree = 22° 55' 05.92"
 Tangent = 36.9121
 Length = 73.2947
 Radius = 250.0000
 External = 2.7103
 Long Chord = 73.0324
 Mid. Ord. = 2.5812
 P.C. Station 102+84.18 N 1,814,603.3732 E 1,200,634.6250
 P.T. Station 103+57.47 N 1,814,675.5230 E 1,200,623.3047
 C.C. = N 1,814,601.1126 E 1,200,384.6353
 Back = N 0° 31' 05.21" W
 Ahead = N 17° 18' 57.64" W
 Chord Bear = N 8° 55' 01.42" W

Course from PT BUR-3 to PC BUR-4 N 17° 18' 57.64" W Dist 16.2002

Curve Data

Curve BUR-4
 P.I. Station 104+30.08 N 1,814,744.8390 E 1,200,601.6939
 Delta = 58° 51' 06.14" (RT)
 Degree = 57° 17' 44.81"
 Tangent = 56.4066
 Length = 102.7156
 Radius = 100.0000
 External = 14.8116
 Long Chord = 98.2594
 Mid. Ord. = 12.9008
 P.C. Station 103+73.67 N 1,814,690.9889 E 1,200,618.4828
 P.T. Station 104+76.39 N 1,814,787.0617 E 1,200,639.0963
 C.C. = N 1,814,720.7531 E 1,200,713.9506
 Back = N 17° 18' 57.64" W
 Ahead = N 41° 32' 08.50" E
 Chord Bear = N 12° 06' 35.43" E

Course from PT BUR-4 to PC BUR-5 N 41° 32' 08.50" E Dist 18.1341

Curve Data

Curve BUR-5
 P.I. Station 105+33.12 N 1,814,829.5266 E 1,200,676.7133
 Delta = 42° 12' 33.01" (LT)
 Degree = 57° 17' 44.81"
 Tangent = 38.5960
 Length = 73.6689
 Radius = 100.0000
 External = 7.1898
 Long Chord = 72.0143
 Mid. Ord. = 6.7075
 P.C. Station 104+94.52 N 1,814,800.6359 E 1,200,651.1208
 P.T. Station 105+68.19 N 1,814,868.1199 E 1,200,676.2596
 C.C. = N 1,814,866.9445 E 1,200,576.2665
 Back = N 41° 32' 08.50" E
 Ahead = N 0° 40' 24.51" W
 Chord Bear = N 20° 25' 52.00" E

Course from PT BUR-5 to PC BUR-5A N 0° 40' 25.45" W Dist 131.8079

Curve Data

Curve BUR-5A
 P.I. Station 107+75.52 N 1,815,078.4344 E 1,200,673.8217
 Delta = 9° 31' 38.22" (LT)
 Degree = 6° 19' 20.25"
 Tangent = 75.5208
 Length = 150.6935
 Radius = 906.2500
 External = 3.1413
 Long Chord = 150.5199
 Mid. Ord. = 3.1304
 P.C. Station 107+00.00 N 1,814,999.9187 E 1,200,674.7097
 P.T. Station 108+50.69 N 1,815,149.7614 E 1,200,660.4468
 C.C. = N 1,814,989.2625 E 1,199,768.5224
 Back = N 0° 40' 25.45" W
 Ahead = N 10° 12' 03.67" W
 Chord Bear = N 5° 26' 14.56" W

Curve Data

Curve BUR-5B
 P.I. Station 109+26.21 N 1,815,224.0890 E 1,200,647.0718
 Delta = 9° 31' 38.49" (RT)
 Degree = 6° 19' 20.25"
 Tangent = 75.5214
 Length = 150.6947
 Radius = 906.2500
 External = 3.1413
 Long Chord = 150.5211
 Mid. Ord. = 3.1305
 P.C. Station 108+50.69 N 1,815,149.7614 E 1,200,660.4468
 P.T. Station 110+01.39 N 1,815,299.6052 E 1,200,646.1838
 C.C. = N 1,815,310.2603 E 1,201,552.3712
 Back = N 10° 12' 03.67" W
 Ahead = N 0° 40' 25.18" W
 Chord Bear = N 5° 26' 14.43" W

Course from PT BUR-5B to PC BUR-5C N 0° 40' 25.45" W Dist 79.9648

Curve Data

Curve BUR-5C
 P.I. Station 111+21.53 N 1,815,419.7400 E 1,200,644.7711
 Delta = 18° 15' 36.81" (RT)
 Degree = 22° 55' 05.92"
 Tangent = 40.1783
 Length = 79.6753
 Radius = 250.0000
 External = 3.2080
 Long Chord = 79.3385
 Mid. Ord. = 3.1674
 P.C. Station 110+81.35 N 1,815,379.5645 E 1,200,645.2436
 P.T. Station 111+61.03 N 1,815,458.0405 E 1,200,656.9108
 C.C. = N 1,815,382.5042 E 1,200,895.2263
 Back = N 0° 40' 25.45" W
 Ahead = N 17° 35' 11.36" E
 Chord Bear = N 8° 27' 22.96" E

Curve Data

Curve BUR-5D
 P.I. Station 112+00.40 N 1,815,495.5758 E 1,200,668.8080
 Delta = 17° 54' 05.13" (LT)
 Degree = 22° 55' 05.92"
 Tangent = 39.3757
 Length = 78.1097
 Radius = 250.0000
 External = 3.0819
 Long Chord = 77.7924
 Mid. Ord. = 3.0444
 P.C. Station 111+61.03 N 1,815,458.0405 E 1,200,656.9108
 P.T. Station 112+39.14 N 1,815,534.9509 E 1,200,668.5915
 C.C. = N 1,815,533.5767 E 1,200,418.5953
 Back = N 17° 35' 11.36" E
 Ahead = N 0° 18' 53.77" W
 Chord Bear = N 8° 38' 08.80" E

Course from PT BUR-5D to PC BUR-5E N 0° 18' 53.77" W Dist 589.9324

Curve Data

Curve BUR-5E
 P.I. Station 118+81.05 N 1,816,176.8549 E 1,200,665.0632
 Delta = 16° 53' 43.50" (RT)
 Degree = 16° 22' 12.80"
 Tangent = 51.9813
 Length = 103.2082
 Radius = 350.0000
 External = 3.8390
 Long Chord = 102.8347
 Mid. Ord. = 3.7974
 P.C. Station 118+29.07 N 1,816,124.8743 E 1,200,665.3489
 P.T. Station 119+32.28 N 1,816,226.6748 E 1,200,679.8967
 C.C. = N 1,816,126.7982 E 1,201,015.3436
 Back = N 0° 18' 53.77" W
 Ahead = N 16° 34' 49.74" E
 Chord Bear = N 8° 07' 57.98" E

FILE NAME = G:\B2101\TRANS\BURNHAM GREENWAY - HORIZONTAL ALIGNMENT.dwg

USER NAME: androwl	DESIGNED: MJK	REVISED: -
DRAWN: MJK	CHECKED: FJH	REVISED: -
PLOT SCALE = 100.0000' / in.	DATE: 1-14-11	REVISED: -
PLOT DATE: 3/12/2015		REVISED: -



333 East State Street, Box 4327
 Rockford, Illinois 61110-0827
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES	
BURNHAM GREENWAY TRAIL - HORIZONTAL ALIGNMENT	
SHEET NO. 1 OF 3 SHEETS	CONTRACT NO. 46301

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	7
ILLINOIS FED. AID PROJECT				

BURNHAM GREENWAY ALIGNMENT STA 100+00 - 176+41.54 CONT...

Curve Data

 Curve BUR-5F
 P.I. Station 119+83.88 N 1,816,276.1636 E 1,200,694.5178
 Delta = 16° 46' 27.60" (LT)
 Degree = 16° 22' 12.80"
 Tangent = 51.6034
 Length = 102.4686
 Radius = 350.0000
 External = 3.7837
 Long Chord = 102.1030
 Mid. Ord. = 3.7432
 P.C. Station 119+32.28 N 1,816,226.6748 E 1,200,679.8967
 P.T. Station 120+34.75 N 1,816,327.7662 E 1,200,694.2341
 C.C. N 1,816,325.8424 E 1,200,344.2394
 Back = N 16° 27' 33.83" E
 Ahead = N 0° 18' 53.77" W
 Chord Bear = N 8° 04' 20.03" E

 Course from PT BUR-5F to PC BUR-5G N 0° 18' 53.77" W Dist 168.2054

Curve Data

 Curve BUR-5G
 P.I. Station 122+54.93 N 1,816,547.9495 E 1,200,693.0238
 Delta = 16° 53' 43.50" (LT)
 Degree = 16° 22' 12.80"
 Tangent = 51.9813
 Length = 103.2082
 Radius = 350.0000
 External = 3.8390
 Long Chord = 102.8347
 Mid. Ord. = 3.7974
 P.C. Station 122+02.95 N 1,816,495.9690 E 1,200,693.3096
 P.T. Station 123+06.16 N 1,816,597.6034 E 1,200,677.6436
 C.C. N 1,816,494.0452 E 1,200,343.3148
 Back = N 0° 18' 53.77" W
 Ahead = N 17° 12' 37.27" W
 Chord Bear = N 8° 45' 45.52" W

Curve Data

 Curve BUR-5H
 P.I. Station 123+57.76 N 1,816,646.9284 E 1,200,662.4793
 Delta = 16° 46' 27.60" (RT)
 Degree = 16° 22' 12.80"
 Tangent = 51.6034
 Length = 102.4686
 Radius = 350.0000
 External = 3.7837
 Long Chord = 102.1030
 Mid. Ord. = 3.7432
 P.C. Station 123+06.16 N 1,816,597.6034 E 1,200,677.6436
 P.T. Station 124+08.63 N 1,816,698.5310 E 1,200,662.1957
 C.C. N 1,816,700.4549 E 1,201,012.1904
 Back = N 17° 05' 21.36" W
 Ahead = N 0° 18' 53.77" W
 Chord Bear = N 8° 42' 07.57" W

 Course from PT BUR-5H to 14 N 0° 18' 53.77" W Dist 133.4904

 Point 14 N 1,816,832.0194 E 1,200,661.4619 Sta 125+42.12

 Course from 14 to PC BUR-6 N 0° 31' 22.57" W Dist 1,375.1670

Curve Data

 Curve BUR-6
 P.I. Station 139+72.58 N 1,818,262.4192 E 1,200,648.4064
 Delta = 24° 56' 33.48" (LT)
 Degree = 22° 55' 05.92"
 Tangent = 55.2924
 Length = 108.8328
 Radius = 250.0000
 External = 6.0415
 Long Chord = 107.9754
 Mid. Ord. = 5.8989
 P.C. Station 139+17.29 N 1,818,207.1291 E 1,200,648.9110
 P.T. Station 140+26.12 N 1,818,312.3396 E 1,200,624.6324
 C.C. N 1,818,204.8474 E 1,200,398.9214
 Back = N 0° 31' 22.57" W
 Ahead = N 25° 27' 56.05" W
 Chord Bear = N 12° 59' 39.31" W

 Course from PT BUR-6 to PC BUR-C2 N 25° 27' 56.05" W Dist 94.4482

Curve Data

 Curve BUR-C2
 P.I. Station 142+02.03 N 1,818,471.1596 E 1,200,548.9962
 Delta = 23° 01' 20.91" (RT)
 Degree = 14° 19' 26.20"
 Tangent = 81.4626
 Length = 160.7272
 Radius = 400.0000
 External = 8.2109
 Long Chord = 159.6481
 Mid. Ord. = 8.0458
 P.C. Station 141+20.57 N 1,818,397.6116 E 1,200,584.0226
 P.T. Station 142+81.29 N 1,818,552.5482 E 1,200,545.5237
 C.C. N 1,818,569.5990 E 1,200,945.1602
 Back = N 25° 27' 56.05" W
 Ahead = N 2° 26' 35.14" W
 Chord Bear = N 13° 57' 15.59" W

 Course from PT BUR-C2 to BURN87 N 2° 26' 35.14" W Dist 17.8752

Equation: Sta 142+99.17 (BK) = Sta 143+00.00 (AH)

 End Region 1

 Begin Region 2

 Point BURN87 N 1,818,570.4071 E 1,200,544.7618 Sta 143+00.00

 Course from BURN87 to PC BUR-8 N 2° 26' 35.14" W Dist 126.2088

Curve Data

 Curve BUR-8
 P.I. Station 144+67.49 N 1,818,737.7494 E 1,200,537.6220
 Delta = 9° 26' 26.12" (RT)
 Degree = 11° 27' 32.96"
 Tangent = 41.2858
 Length = 82.3847
 Radius = 500.0000
 External = 1.7016
 Long Chord = 82.2915
 Mid. Ord. = 1.6958
 P.C. Station 144+26.21 N 1,818,696.5012 E 1,200,539.3818
 P.T. Station 145+08.59 N 1,818,778.7277 E 1,200,542.6516
 C.C. N 1,818,717.8147 E 1,201,038.9274
 Back = N 2° 26' 35.14" W
 Ahead = N 6° 59' 50.99" E
 Chord Bear = N 2° 16' 37.93" E

 Course from PT BUR-8 to PC BUR-9 N 6° 59' 50.99" E Dist 1,201.7122

Curve Data

 Curve BUR-9
 P.I. Station 157+21.76 N 1,819,982.8531 E 1,200,690.4462
 Delta = 1° 18' 43.03" (RT)
 Degree = 5° 43' 46.48"
 Tangent = 11.4494
 Length = 22.8979
 Radius = 1,000.0000
 External = 0.0655
 Long Chord = 22.8974
 Mid. Ord. = 0.0655
 P.C. Station 157+10.31 N 1,819,971.4889 E 1,200,689.0514
 P.T. Station 157+33.20 N 1,819,994.1823 E 1,200,692.1009
 C.C. N 1,819,849.6630 E 1,201,681.6029
 Back = N 6° 59' 50.99" E
 Ahead = N 8° 18' 34.02" E
 Chord Bear = N 7° 39' 12.50" E

 Course from PT BUR-9 to 23 N 8° 18' 34.02" E Dist 1,393.6164

Point 23 N 1,821,373.1685 E 1,200,893.5055 Sta 171+26.82

 Course from 23 to 24 N 8° 21' 07.30" E Dist 45.9885

 Point 24 N 1,821,418.6693 E 1,200,900.1855 Sta 171+72.81

 Course from 24 to PC BUR-10 N 9° 09' 12.52" E Dist 416.2360

Curve Data


 Curve BUR-10
 P.I. Station 176+08.47 N 1,821,848.7978 E 1,200,969.4912
 Delta = 11° 05' 52.63" (LT)
 Degree = 28° 38' 52.40"
 Tangent = 19.4304
 Length = 38.7392
 Radius = 200.0000
 External = 0.9416
 Long Chord = 38.6786
 Mid. Ord. = 0.9372
 P.C. Station 175+89.04 N 1,821,829.6048 E 1,200,966.4002
 P.T. Station 176+27.78 N 1,821,868.2070 E 1,200,968.8319
 C.C. N 1,821,861.4208 E 1,200,768.9471
 Back = N 9° 09' 12.52" E
 Ahead = N 1° 56' 40.11" W
 Chord Bear = N 3° 36' 16.20" E

 Course from PT BUR-10 to 27 N 1° 56' 40.11" W Dist 13.7572

Point 27 N 1,821,881.9563 E 1,200,968.3651 Sta 176+41.54

 Ending chain BURNHAM-A1 description

FILE NAME = G:\2010\TRANSPORTATION\BURNHAM_HORIZONTAL_ALIGNMENT.dwg

USER NAME = andrewl	DESIGNED - MJK	REVISED -	 333 East State Street, Box 4327 Rookford, Illinois 61110-0827 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	ILLINOIS DEPARTMENT OF NATURAL RESOURCES		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1/4" = 100'	DRAWN - MJK	REVISED -		BURNHAM GREENWAY TRAIL - HORIZONTAL ALIGNMENT		COOK	70	8	CONTRACT NO. 46301	
PLOT DATE = 3/12/2015	CHECKED - FJH	REVISED -		SHEET NO. 2 OF 3 SHEETS		ILLINOIS FED. AID PROJECT				
	DATE - 1-14-11	REVISED -								

BURNHAM GREENWAY ALIGNMENT STA 200+00 - 217+31.33

Point 31 N 1,821,873.3467 E 1,201,448.2392 Sta 200+00.00
 Course from 31 to 32 N 10 33/64 21' 02.88" W Dist 2.0281

Point 32 N 1,821,875.3418 E 1,201,447.8748 Sta 200+02.03

Curve BUR-20
 P.I. Station 200+71.84 N 1,821,944.0143 E 1,201,435.3320
 Delta = 49° 54' 49.07" (LT)
 Degree = 38° 11' 49.87"
 Tangent = 69.8086
 Length = 130.6736
 Radius = 150.0000
 External = 15.4486
 Long Chord = 126.5805
 Mid. Ord. = 14.0061
 P.C. Station 200+02.03 N 1,821,875.3418 E 1,201,447.8748
 P.T. Station 201+32.70 N 1,821,978.6392 E 1,201,374.7155
 C.C. N 1,821,848.3906 E 1,201,300.3159
 Back = N 10° 21' 02.88" W
 Ahead = N 60° 15' 51.95" W
 Chord Bear = N 35° 18' 27.41" W

Curve BUR-21
 P.I. Station 202+17.50 N 1,822,020.7011 E 1,201,301.0795
 Delta = 68° 18' 26.99" (RT)
 Degree = 45° 50' 11.84"
 Tangent = 84.8025
 Length = 149.0238
 Radius = 125.0000
 External = 26.0512
 Long Chord = 140.3539
 Mid. Ord. = 21.5582
 P.C. Station 201+32.70 N 1,821,978.6392 E 1,201,374.7155
 P.T. Station 202+81.73 N 1,822,104.6694 E 1,201,312.9449
 C.C. N 1,822,087.1797 E 1,201,436.7153
 Back = N 60° 15' 51.95" W
 Ahead = N 8° 02' 35.04" E
 Chord Bear = N 26° 06' 38.45" W

Point 34 N 1,822,104.6694 E 1,201,312.9449 Sta 202+81.73
 Course from 34 to 35 N 8 33/64 02' 35.04" E Dist 236.2114

Point 35 N 1,822,338.5572 E 1,201,345.9950 Sta 205+17.94

Curve BUR-22
 P.I. Station 205+82.94 N 1,822,402.9169 E 1,201,355.0898
 Delta = 22° 37' 10.48" (RT)
 Degree = 17° 37' 46.09"
 Tangent = 64.9992
 Length = 128.3055
 Radius = 325.0000
 External = 6.4361
 Long Chord = 127.4739
 Mid. Ord. = 6.3111
 P.C. Station 205+17.94 N 1,822,338.5572 E 1,201,345.9950
 P.T. Station 206+46.24 N 1,822,458.8280 E 1,201,388.2385
 C.C. N 1,822,293.0824 E 1,201,667.7978
 Back = N 8° 02' 35.07" E
 Ahead = N 30° 39' 46.55" E
 Chord Bear = N 19° 21' 11.31" E

Curve BUR-23
 P.I. Station 207+11.24 N 1,822,514.7399 E 1,201,421.3876
 Delta = 22° 37' 11.51" (LT)
 Degree = 17° 37' 46.09"
 Tangent = 65.0000
 Length = 128.3071
 Radius = 325.0000
 External = 6.4363
 Long Chord = 127.4755
 Mid. Ord. = 6.3113
 P.C. Station 206+46.24 N 1,822,458.8280 E 1,201,388.2385
 P.T. Station 207+74.55 N 1,822,579.1005 E 1,201,430.4822
 C.C. N 1,822,624.5736 E 1,201,108.6792
 Back = N 30° 39' 46.55" E
 Ahead = N 8° 02' 35.04" E
 Chord Bear = N 19° 21' 10.79" E

Point 37 N 1,822,579.1005 E 1,201,430.4822 Sta 207+74.55
 Course from 37 to 38 N 8° 02' 35.04" E Dist 456.5393

Point 38 N 1,823,031.1489 E 1,201,494.3600 Sta 212+31.09

Curve BUR-24
 P.I. Station 213+15.63 N 1,823,114.8611 E 1,201,506.1882
 Delta = 56° 48' 48.02" (LT)
 Degree = 38° 11' 49.87"
 Tangent = 84.5437
 Length = 153.9730
 Radius = 150.0000
 External = 22.1849
 Long Chord = 147.3015
 Mid. Ord. = 19.3265
 P.C. Station 212+31.09 N 1,823,031.1489 E 1,201,494.3600
 P.T. Station 213+85.06 N 1,823,168.3283 E 1,201,440.6986
 C.C. N 1,823,052.1347 E 1,201,345.8353
 Back = N 8° 02' 32.60" E
 Ahead = N 50° 46' 15.42" W
 Chord Bear = N 21° 21' 51.41" W

Point 39 N 1,823,168.3283 E 1,201,440.6986 Sta 213+85.06
 Course from 39 to 40 N 50° 46' 15.42" W Dist 49.3029

Point 40 N 1,823,199.5086 E 1,201,402.5074 Sta 214+34.36

Curve BUR-25
 P.I. Station 214+82.58 N 1,823,230.0008 E 1,201,365.1590
 Delta = 21 33/64 49' 55.39" (RT)
 Degree = 22° 55' 05.92"
 Tangent = 48.2149
 Length = 95.2603
 Radius = 250.0000
 External = 4.6069
 Long Chord = 94.6850
 Mid. Ord. = 4.5236
 P.C. Station 214+34.36 N 1,823,199.5086 E 1,201,402.5074
 P.T. Station 215+29.62 N 1,823,272.1954 E 1,201,341.8289
 C.C. N 1,823,393.1646 E 1,201,560.6129
 Back = N 50° 46' 15.42" W
 Ahead = N 28° 56' 20.03" W
 Chord Bear = N 39° 51' 17.73" W

Point 41 N 1,823,272.1954 E 1,201,341.8289 Sta 215+29.62
 Course from 41 to 42 N 28° 56' 20.03" W Dist 120.1750

Point 42 N 1,823,377.3649 E 1,201,283.6790 Sta 216+49.80

Curve BUR-26
 P.I. Station 216+92.98 N 1,823,415.1548 E 1,201,262.7844
 Delta = 46° 42' 39.78" (RT)
 Degree = 57° 17' 44.81"
 Tangent = 43.1817
 Length = 81.5282
 Radius = 100.0000
 External = 8.9250
 Long Chord = 79.2871
 Mid. Ord. = 8.1937
 P.C. Station 216+49.80 N 1,823,377.3649 E 1,201,283.6790
 P.T. Station 217+31.33 N 1,823,456.2758 E 1,201,275.9649
 C.C. N 1,823,425.7525 E 1,201,371.1927
 Back = N 28° 56' 20.03" W
 Ahead = N 17° 46' 19.74" E
 Chord Bear = N 5 33/64 35' 00.14" W

Ending chain BURNHAM GREENWAY ALIGNMENT STA 200+00 - 217+31.33

BENCHMARKS		ELEV
TBM 8	"D" ON FOUNDATION OF SIGNAL LIGHT (APPROX STA 101+66, 73' LT)	8.37
TBM 7	N BOLT FH EAST OF COMED TOWER IN REAR OF SENIOR CENTER (APPROX STA 111+60, 140' RT)	10.4
TBM 5	EYE BOLT ON WOOD GATE POST (APPROX STA 147+15, 63' RT)	5.89
TBM 4	FIRST HYDRANT NORTH OF 130TH AVE, EAST BOLT ON FIRE HYDRANT ON THE EAST SIDE OF SOUTH AVE "O" (APPROX STA 164+69, 306' RT)	5.66
BM 0-1	MARK CUT IN CENTER OF HEADWALL OF CULVERT FOR CREEK UNDER AVE "O" (APPROX 171+87, 278' RT)	4.93

BM 0-1 from City of Chicago Department of Transportation Project No. 8-9-368

FILE NAME = C:\2010\TRANSPORTATION\BURNHAM_HORIZONTAL_ALIGNMENT.dwg

USER NAME = andrew
 PLOT SCALE = 1/8"=1'-0"
 PLOT DATE = 3/12/2015

DESIGNED - MJK
 DRAWN - MJK
 CHECKED - FJH
 DATE - 1-14-11

REVISED -
 REVISED -
 REVISED -
 REVISED -



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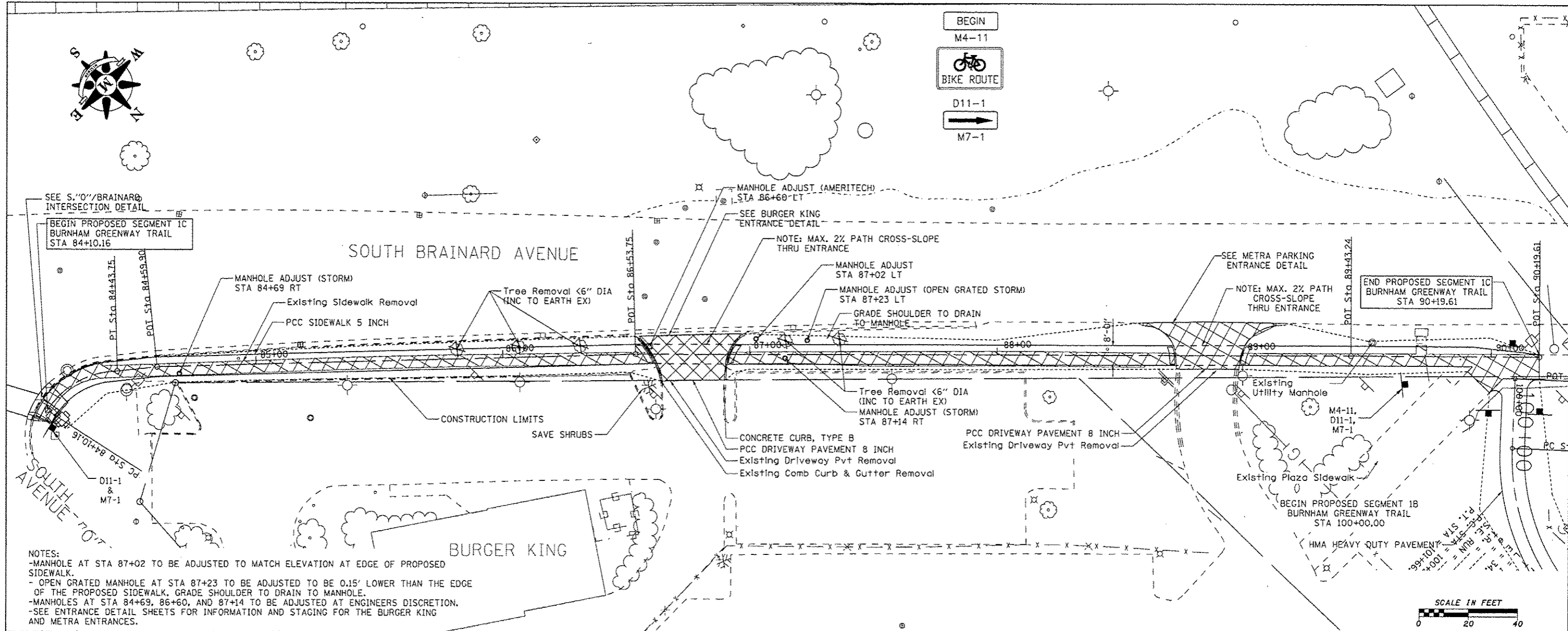
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - HORIZONTAL ALIGNMENT
 SHEET NO. 3 OF 3 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	9
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				

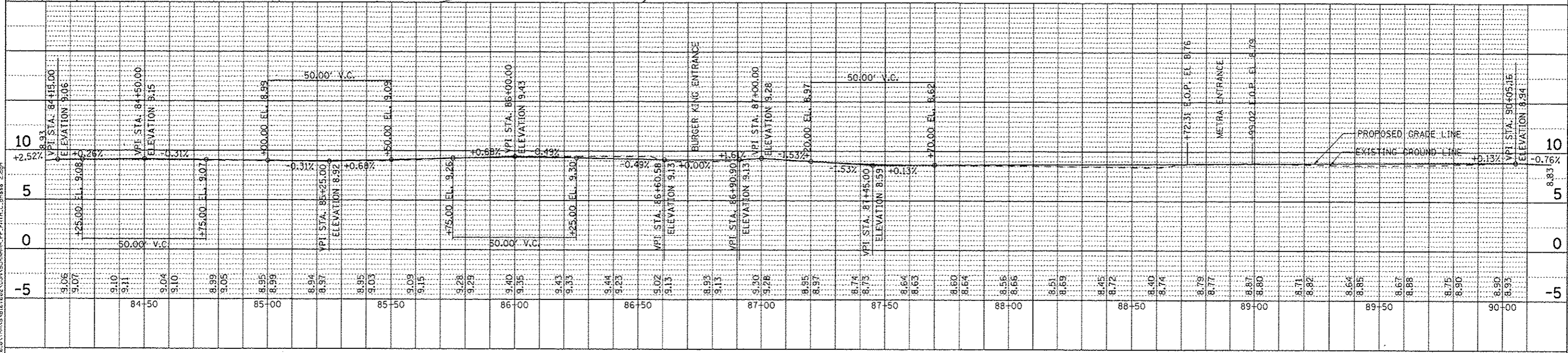


PLAN	DATE
BY	
CHECKED	
NO. OF SHEETS	
NO. OF THIS SHEET	
FILE NAME	

PROFILE	DATE
BY	
CHECKED	
NO. OF SHEETS	
NO. OF THIS SHEET	
FILE NAME	



NOTES:
 -MANHOLE AT STA 87+02 TO BE ADJUSTED TO MATCH ELEVATION AT EDGE OF PROPOSED SIDEWALK.
 - OPEN GRATED MANHOLE AT STA 87+23 TO BE ADJUSTED TO BE 0.15' LOWER THAN THE EDGE OF THE PROPOSED SIDEWALK. GRADE SHOULDER TO DRAIN TO MANHOLE.
 -MANHOLES AT STA 84+69, 86+60, AND 87+14 TO BE ADJUSTED AT ENGINEERS DISCRETION.
 -SEE ENTRANCE DETAIL SHEETS FOR INFORMATION AND STAGING FOR THE BURGER KING AND METRA ENTRANCES.



FILE NAME: G:\2023\TRANS\BURNHAM\CONSTR\BURNHAM_PP_PATH_C.dwg 2.027

USER NAME	andrew
DESIGNED	MJK
DRAWN	MJK
CHECKED	FJH
DATE	2-4-11

REVISED	-
REVISED	-
REVISED	-
REVISED	-



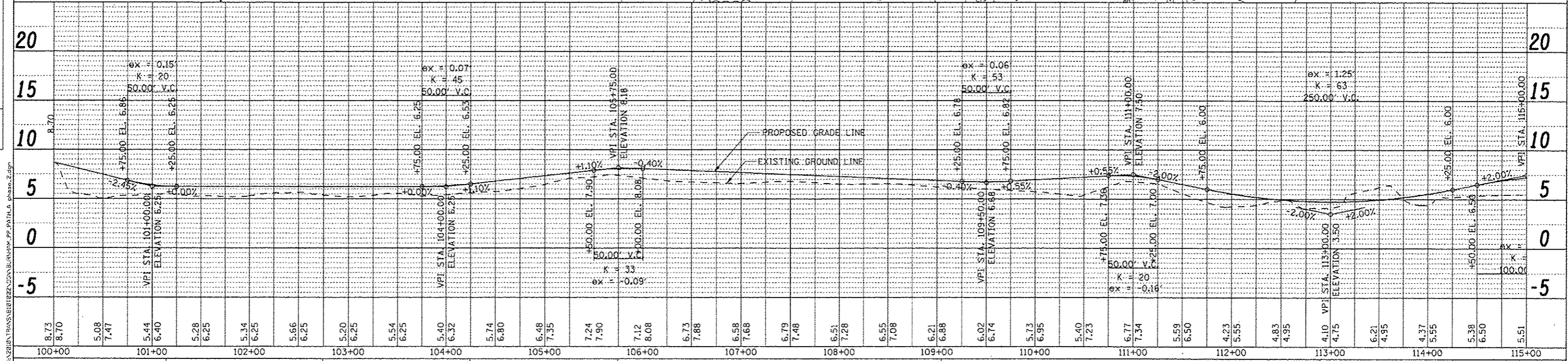
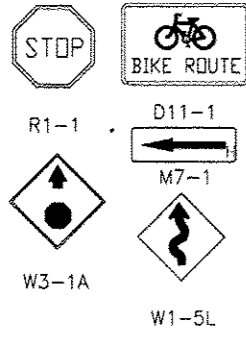
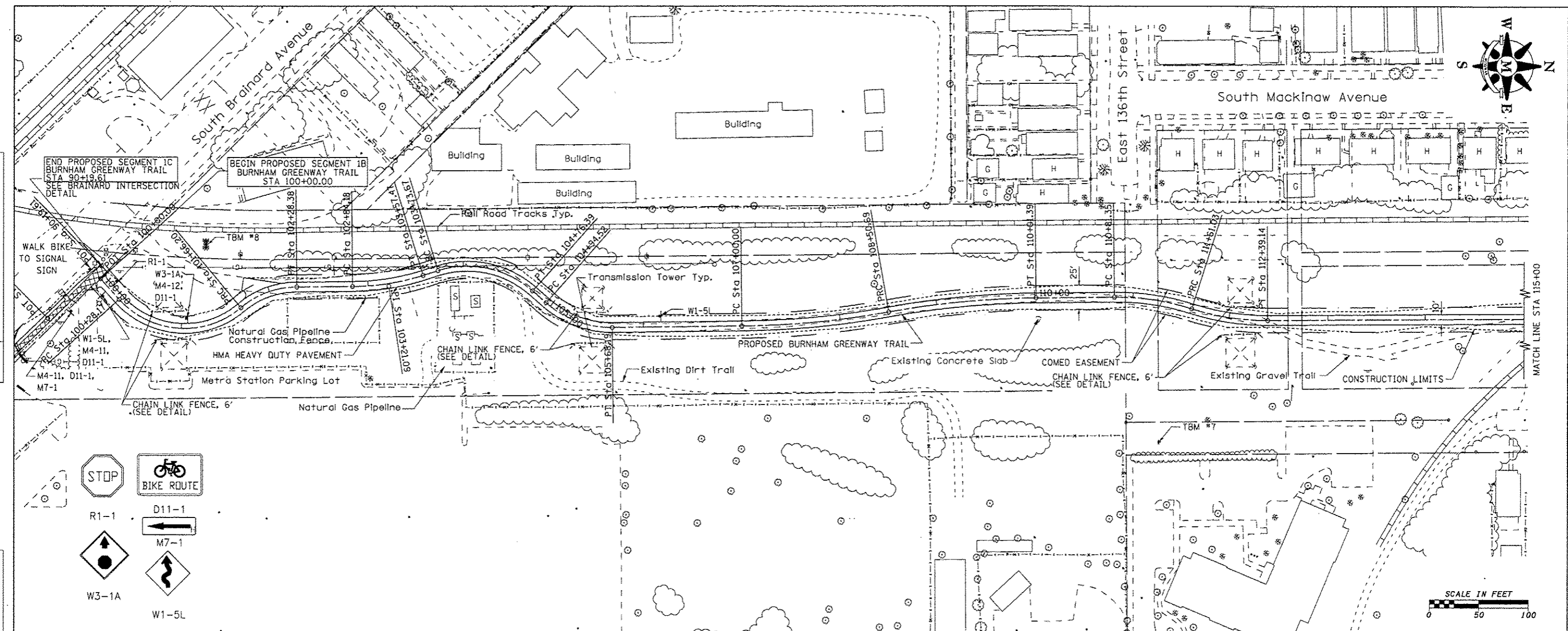
333 East State Street, Box 4327
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET
 SCALE: 1" = 20' SHEET NO. 1 OF 10 SHEETS STA. 84+10 TO STA. 90+11

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	10	10
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

PLAN	DATE
BY	
REVISIONS	
NO.	
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NO.	
DATE	

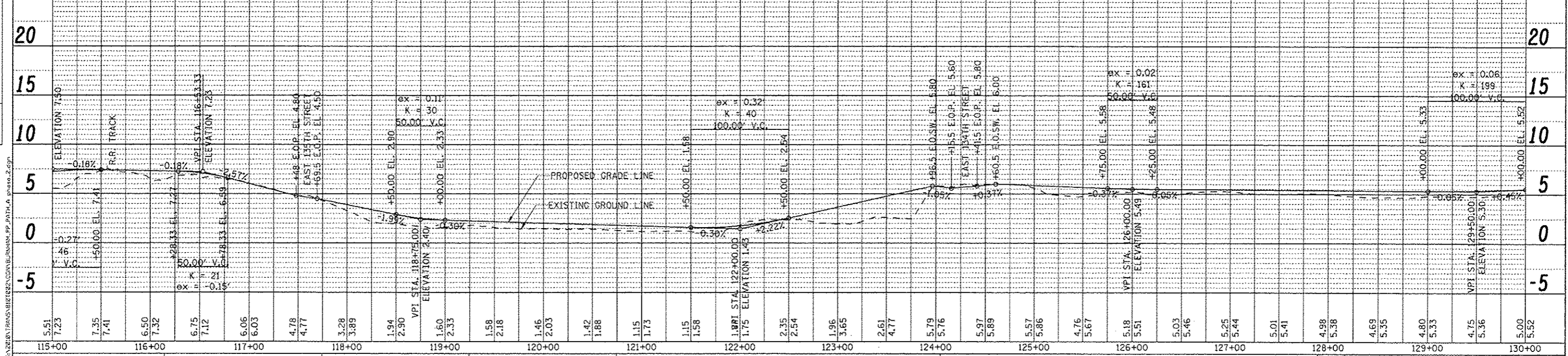
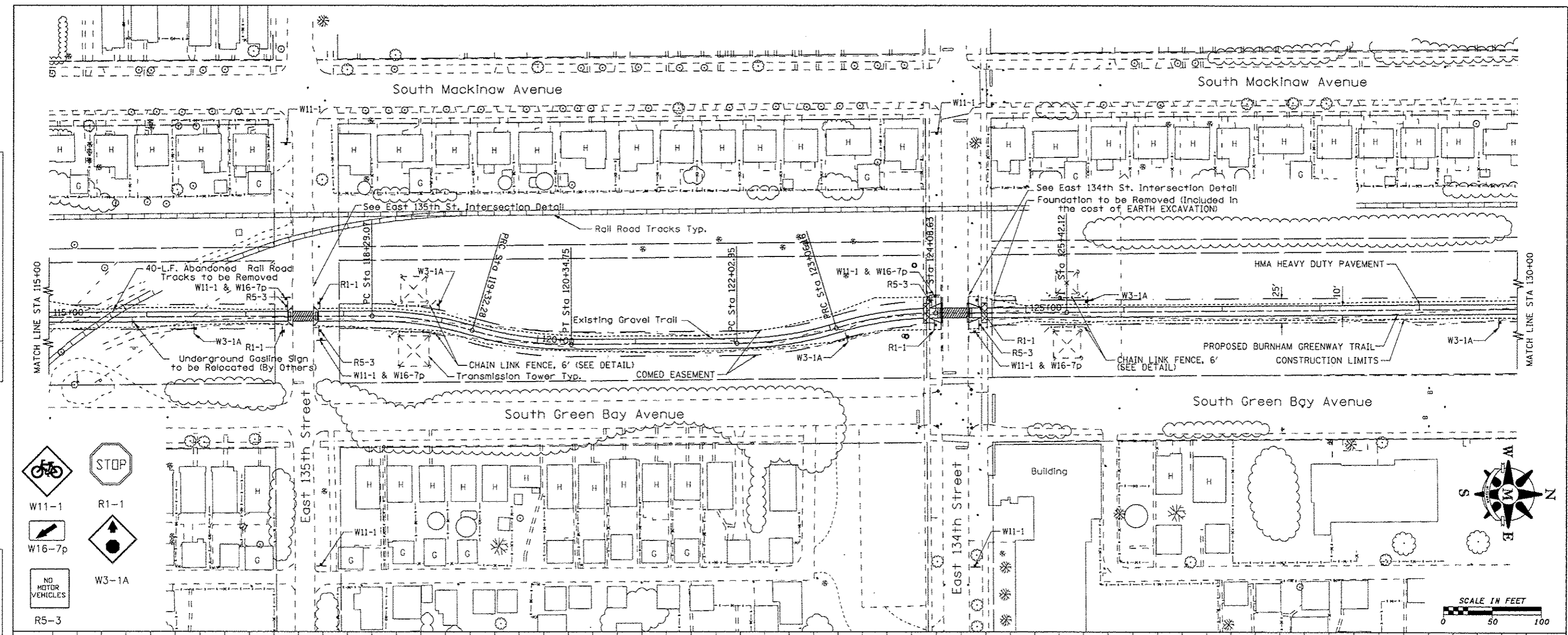
PROFILE	DATE
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REVISIONS	
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REVISIONS	
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DATE	



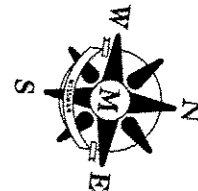
USER NAME - andrew	DESIGNED - MJK	REVISED -		333 East State Street, Box 4327 Rockford, Illinois 61110-0827 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	ILLINOIS DEPARTMENT OF NATURAL RESOURCES BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET	SCALE: 1" = 50' SHEET NO. 2 OF 10 SHEETS STA. 100+00 TO STA. 115+00	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 3/8"=1'-0"	DRAWN - PJP	REVISED -					COOK	70	11	
PLOT DATE = 3/12/2015	CHECKED - FJH	REVISED -					CONTRACT NO. 46301			
DATE = 2-4-11	DATE =	REVISED -					ILLINOIS FED. AID PROJECT			

BY	DATE
DESIGNED	
DRAWN	
CHECKED	
DATE	
PROJECT	
NO.	

BY	DATE
DESIGNED	
DRAWN	
CHECKED	
DATE	
PROJECT	
NO.	

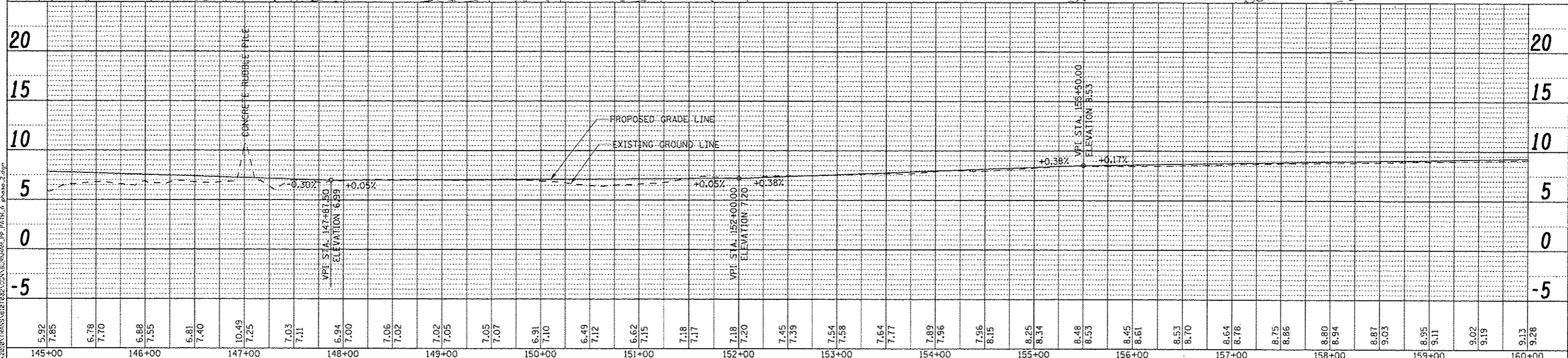
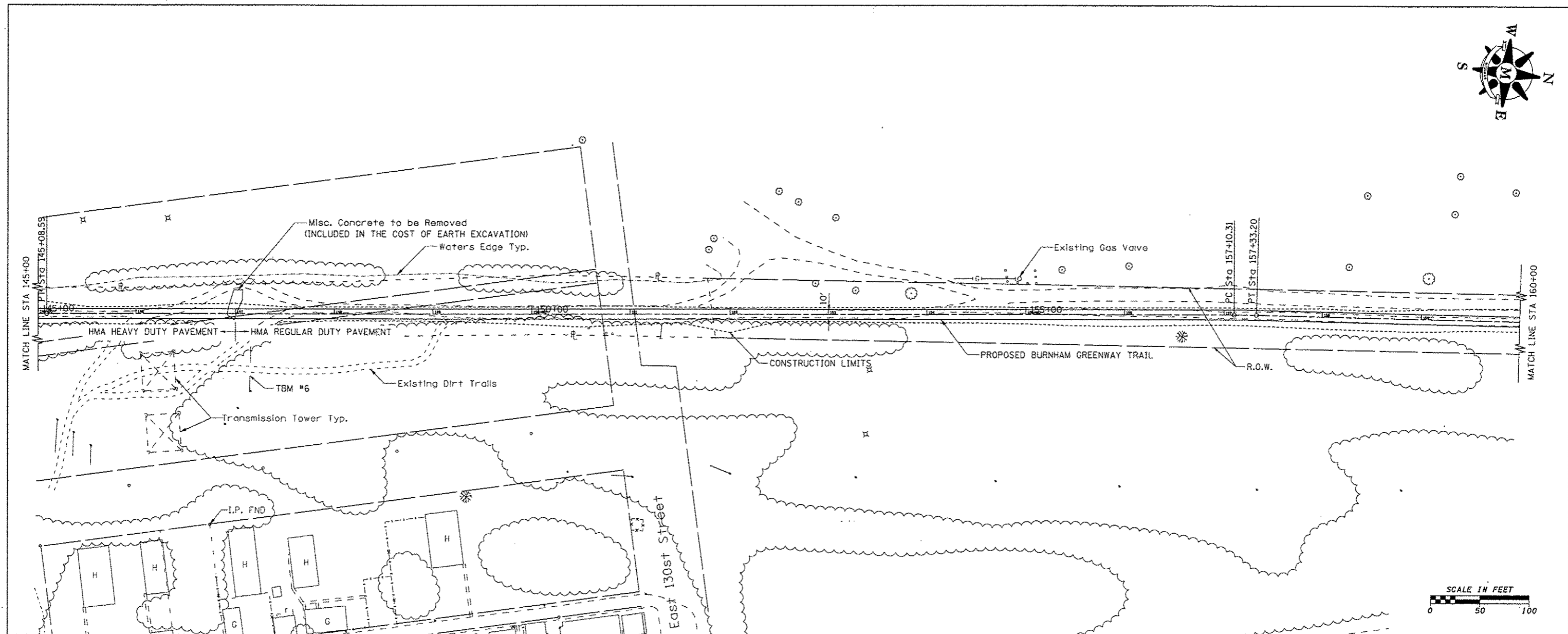


USER NAME = andrew	DESIGNED - MJK	REVISED -		333 East State Street, Box 4327 Rockford, Illinois 61110-0927 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	ILLINOIS DEPARTMENT OF NATURAL RESOURCES BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 30.0000' / 1"	DRAWN - PJP	REVISED -		SCALE: 1" = 50'		SHEET NO. 3 OF 10 SHEETS	STA. 115+00 TO STA. 130+00	COOK	TO	12	CONTRACT NO. 46301
PLOT DATE = 3/12/2015	CHECKED - FJH	REVISED -									
DATE = 2-4-11	DATE = 2-4-11	REVISED -									



PLAN	DATE
SKETCHED	BY
PLOTTED	DATE
NOTED	BY
NO.	DATE
NO.	DATE
NO.	DATE
NO.	DATE

PROFILE	DATE
SKETCHED	BY
PLOTTED	DATE
NOTED	BY
NO.	DATE
NO.	DATE
NO.	DATE
NO.	DATE



5.92	7.85	6.78	7.70	6.88	7.55	6.81	7.40	10.49	7.25	7.03	7.11	6.94	7.00	7.06	7.02	7.02	7.05	7.05	7.07	6.91	7.10	6.49	7.12	6.62	7.15	7.18	7.17	7.18	7.20	7.45	7.39	7.54	7.58	7.64	7.77	7.89	7.96	7.96	8.15	8.25	8.34	8.48	8.53	8.45	8.61	8.53	8.70	8.64	8.78	8.75	8.86	8.80	8.94	8.87	9.03	8.95	9.11	9.02	9.19	9.13	9.28
145+00	146+00	147+00	148+00	149+00	150+00	151+00	152+00	153+00	154+00	155+00	156+00	157+00	158+00	159+00	160+00																																														

USER NAME: andrew	DESIGNED: MJK	REVISIONS:
PLT SCALE: 58.8780 / in.	DRAWN: PJP	REVISIONS:
PLT DATE: 3/12/2015	CHECKED: FJH	REVISIONS:
	DATE: 2-4-11	REVISIONS:

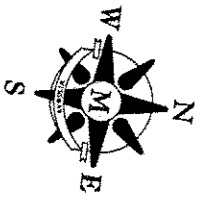


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET

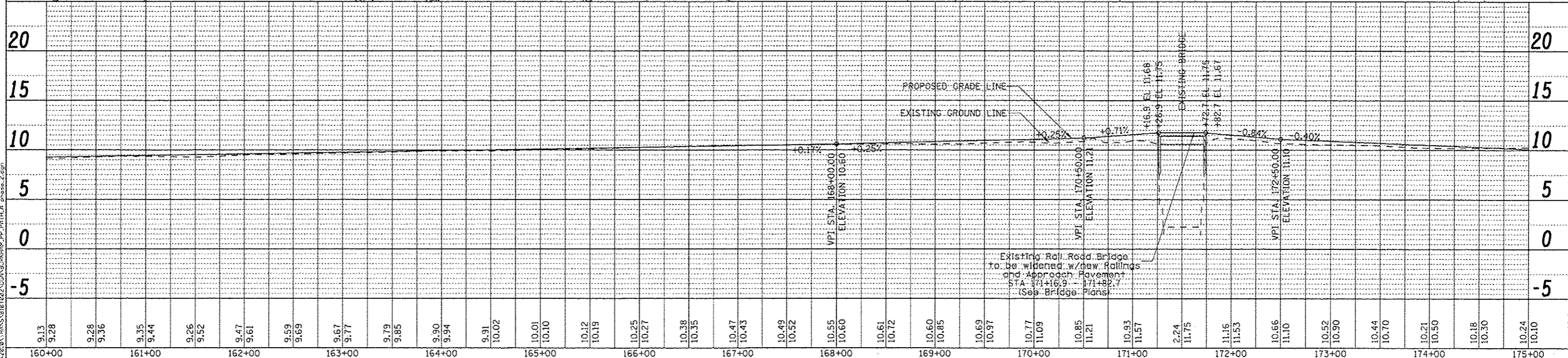
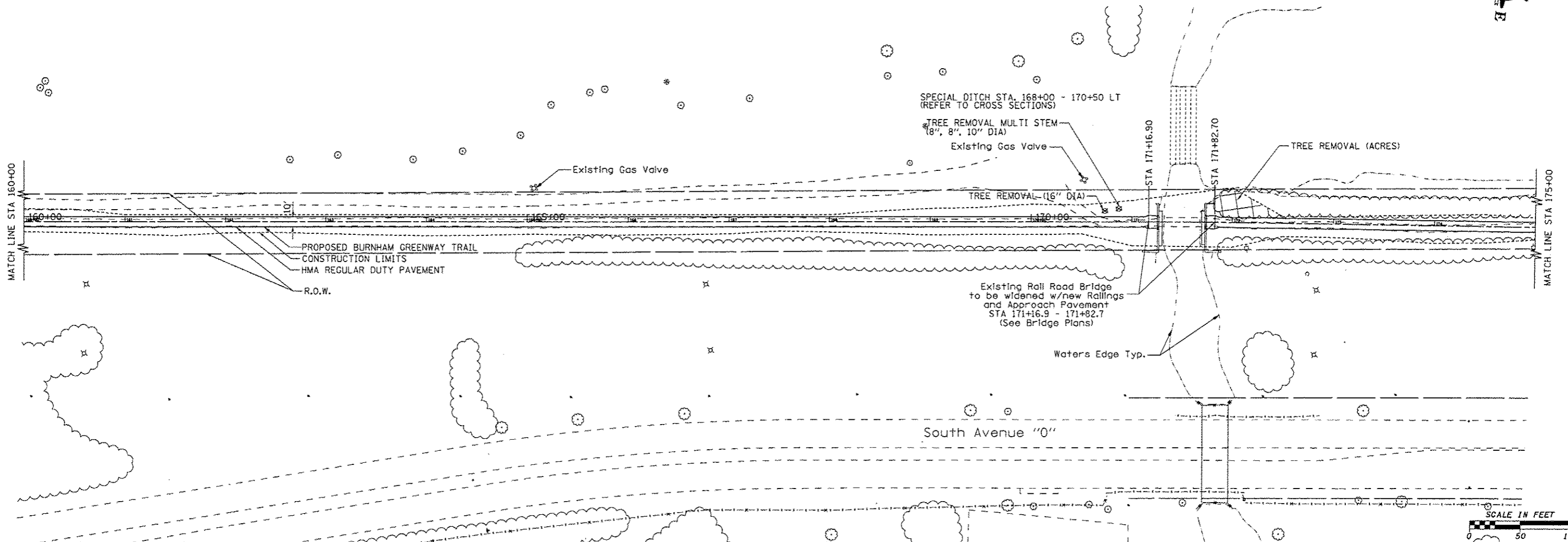
SCALE: 1" = 50' SHEET NO. 5 OF 10 SHEETS STA. 145+00 TO STA. 160+00

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	14
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				



PLAN	BY	DATE
SERIALIZED		
PLOTTED		
NOTE BOOK		
NO. OF SHEETS		
FILE NAME		

PROFILE	BY	DATE
SERIALIZED		
PLOTTED		
NOTE BOOK		
NO. OF SHEETS		
FILE NAME		



160+00	9.13	9.28	9.28	9.36	9.35	9.44	9.26	9.52	9.47	9.61	9.59	9.69	9.67	9.77	9.79	9.85	9.90	9.94	9.91	10.02	10.01	10.10	10.12	10.19	10.25	10.27	10.38	10.35	10.47	10.43	10.49	10.52	10.55	10.60	10.61	10.72	10.60	10.85	10.69	10.97	10.77	11.09	10.85	11.21	10.93	11.57	2.24	11.75	11.16	11.53	10.66	11.10	10.52	10.90	10.44	10.70	10.21	10.50	10.18	10.30	10.24	10.10	175+00
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USER NAME = andrew	DESIGNED = MJK	REVISED =
	DRAWN = PJP	REVISED =
	CHECKED = FJH	REVISED =
	DATE = 2-4-11	REVISED =



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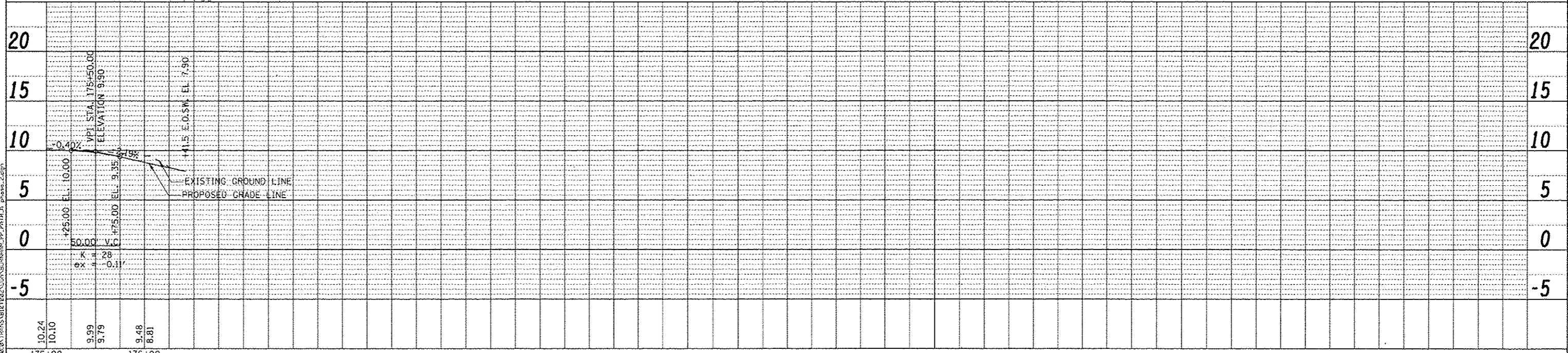
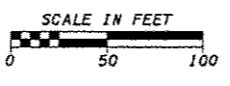
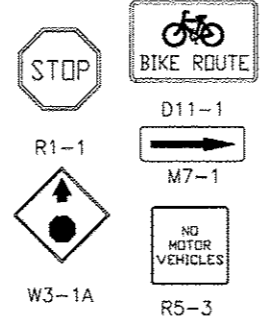
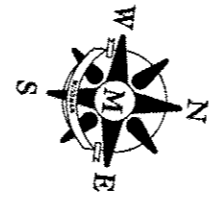
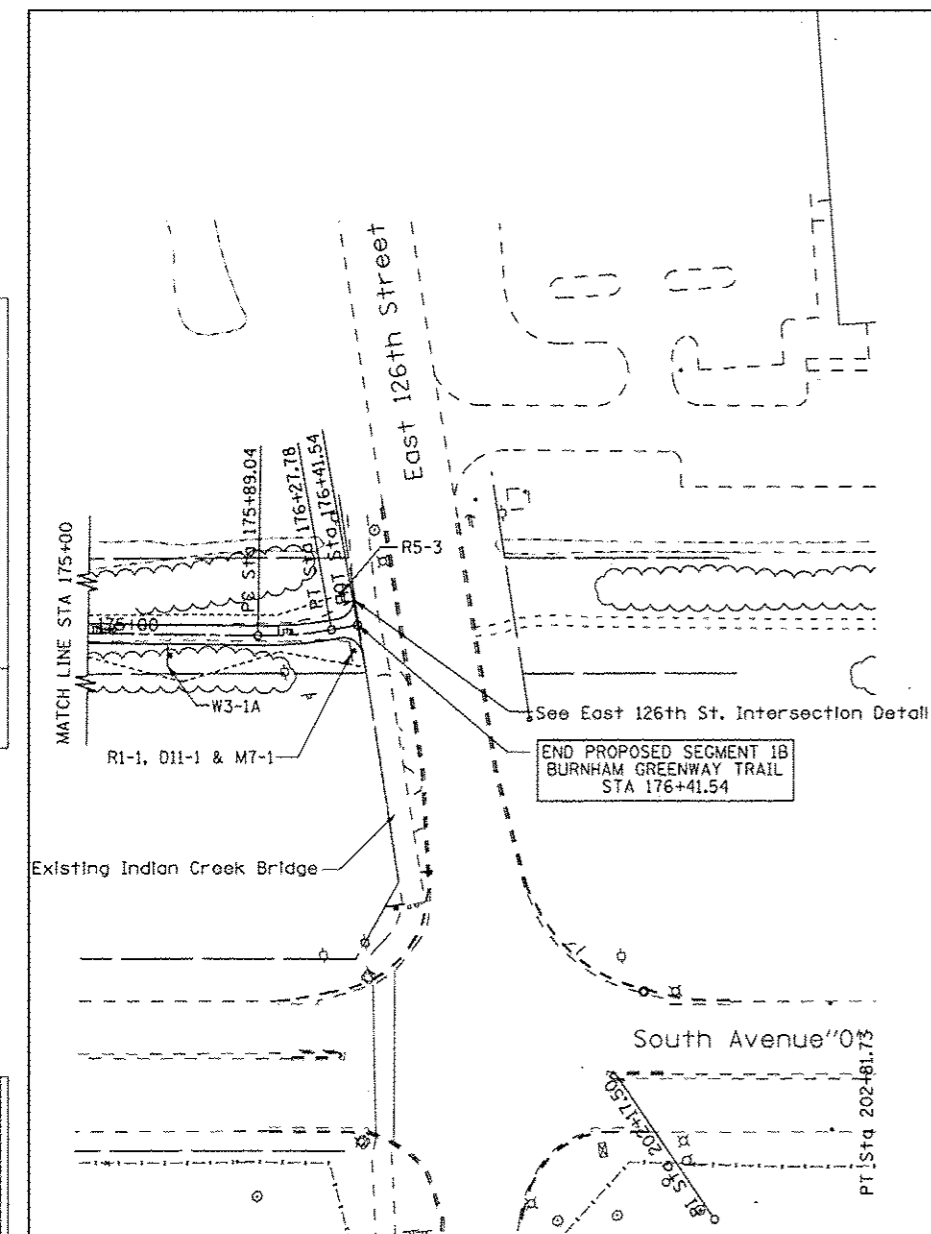
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET

SCALE: 1" = 50' SHEET NO. 6 OF 10 SHEETS STA. 160+00 TO STA. 175+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	15
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLotted	
	Checked	
	By	
	Note Book	
	No.	
	File Name	

PROFILE	SURVEYED	DATE
	Plotted	
	Checked	
	By	
	Note Book	
	No.	
	File Name	



FILE NAME: C:\2008\TRANS\BURNHAM\BURNHAM_PP_P174.dwg

USER NAME	andrew	DESIGNED	MJK	REVISED	-
		DRAWN	PJP	REVISED	-
		CHECKED	FJH	REVISED	-
		DATE	2-4-11	REVISED	-

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Professional Engineers & Land Surveyors

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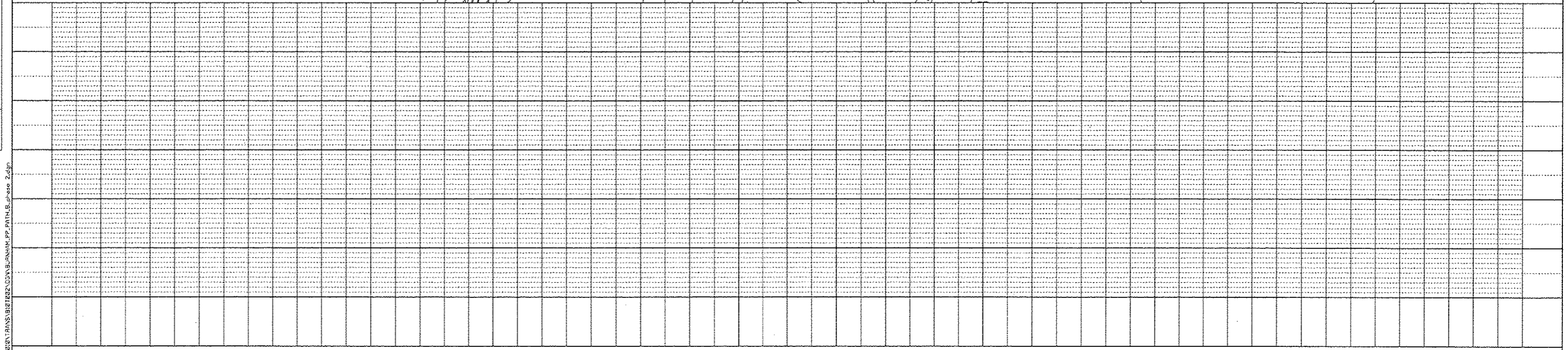
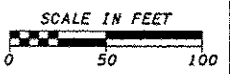
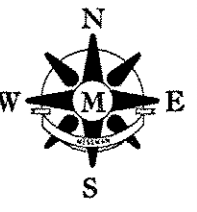
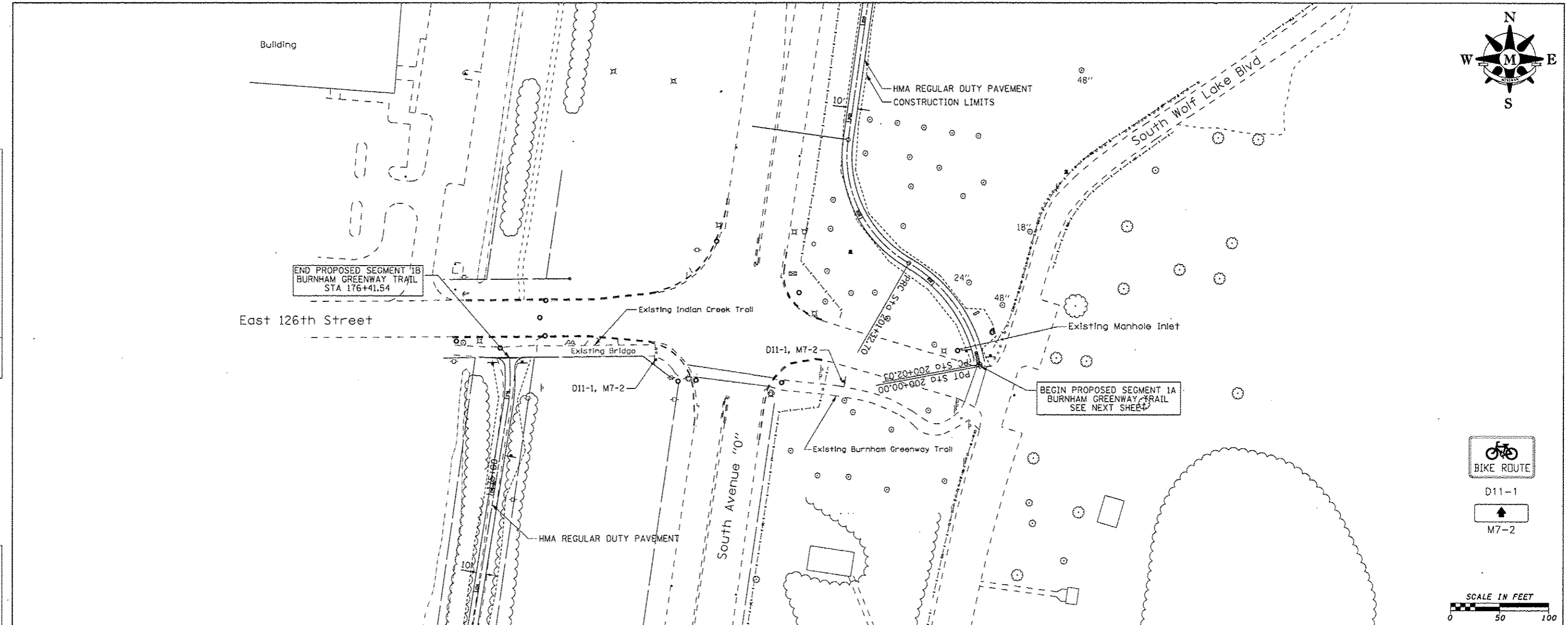
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET

SCALE: 1" = 50' SHEET NO. 7 OF 10 SHEETS STA. 175+00 TO STA. 176+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	16
				CONTRACT NO. 46301
ILLINOIS FED. AID PROJECT				

PLAN	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	

PROFILE	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	



FILE NAME = G:\2281\TRANS\BURNHAM\BURNHAM_PP_PATH.B.plt 2.45p

USER NAME = andrwl
 PLOT SCALE = 3/8" = 1' in.
 PLOT DATE = 3/12/2015

DESIGNED - MJK
 DRAWN - MJK
 CHECKED - FJH
 DATE - 3-14-11

REVISED -
 REVISED -
 REVISED -
 REVISED -

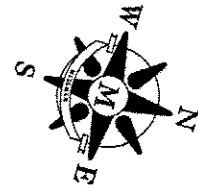


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET
 SCALE: 1" = 50' SHEET NO. 8 OF 10 SHEETS

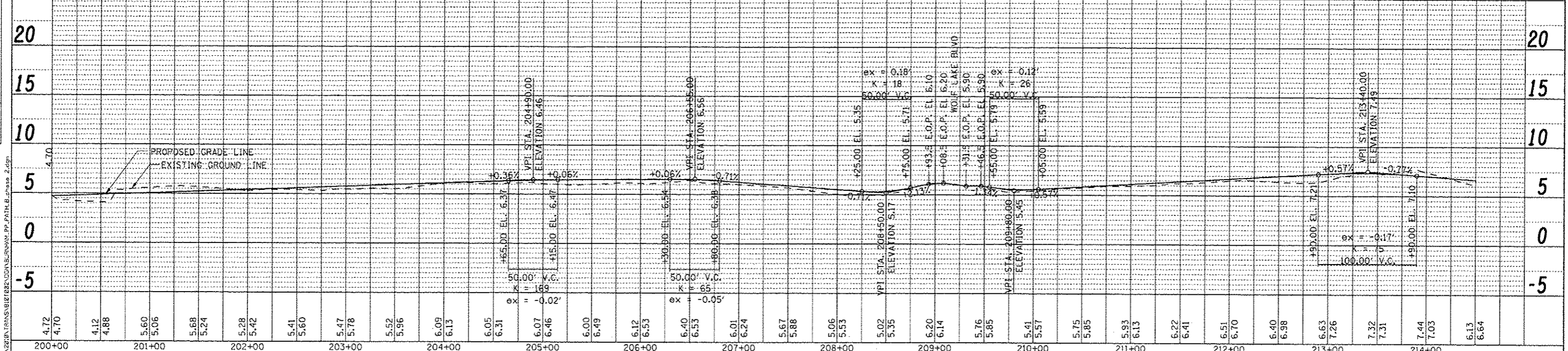
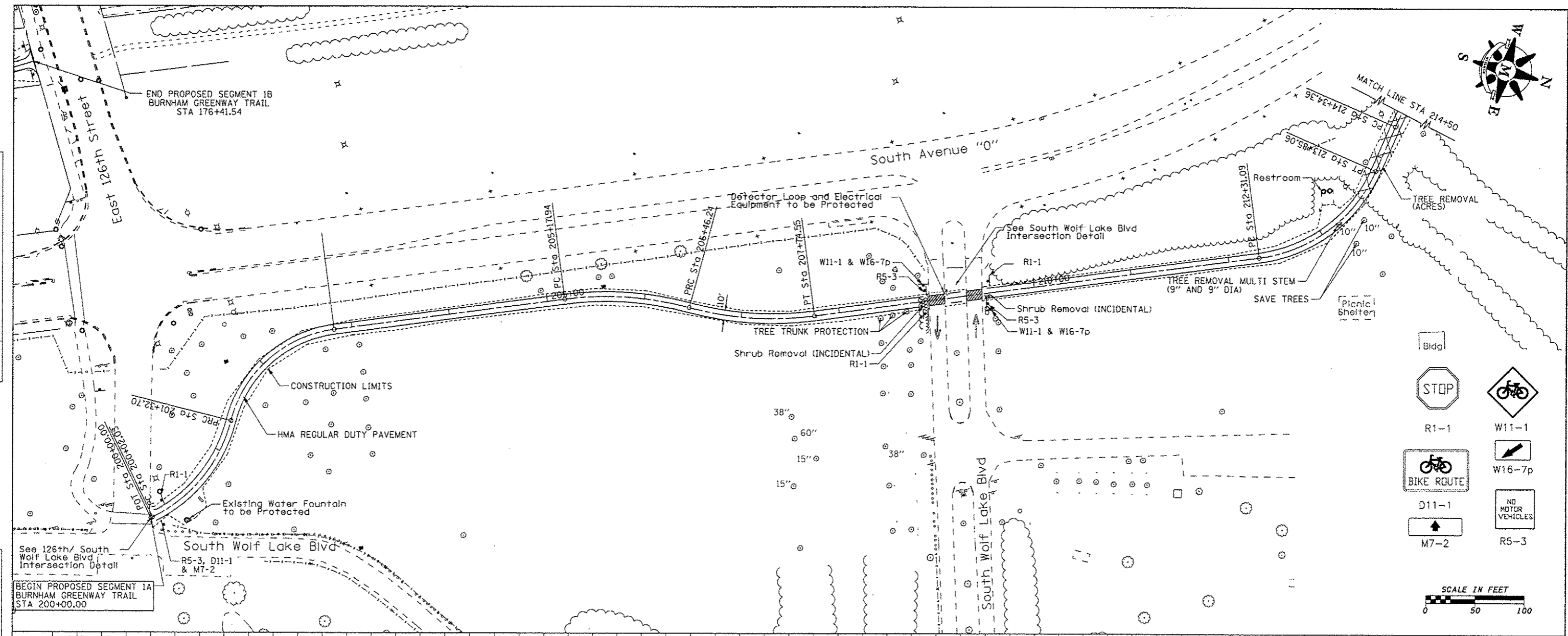
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	17
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				

SEGMENT 1A



PLAN	DATE
REVISED	
BY	
NO. OF SHEETS	
NO. OF THIS SHEET	
PROJECT NAME	
DATE	

PROFILE	DATE
REVISED	
BY	
NO. OF SHEETS	
NO. OF THIS SHEET	
PROJECT NAME	
DATE	



Bldg

STOP

R1-1

BIKE ROUTE

D11-1

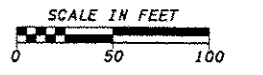
M7-2

W11-1

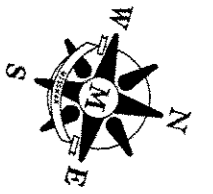
W16-7p

NO MOTOR VEHICLES

R5-3

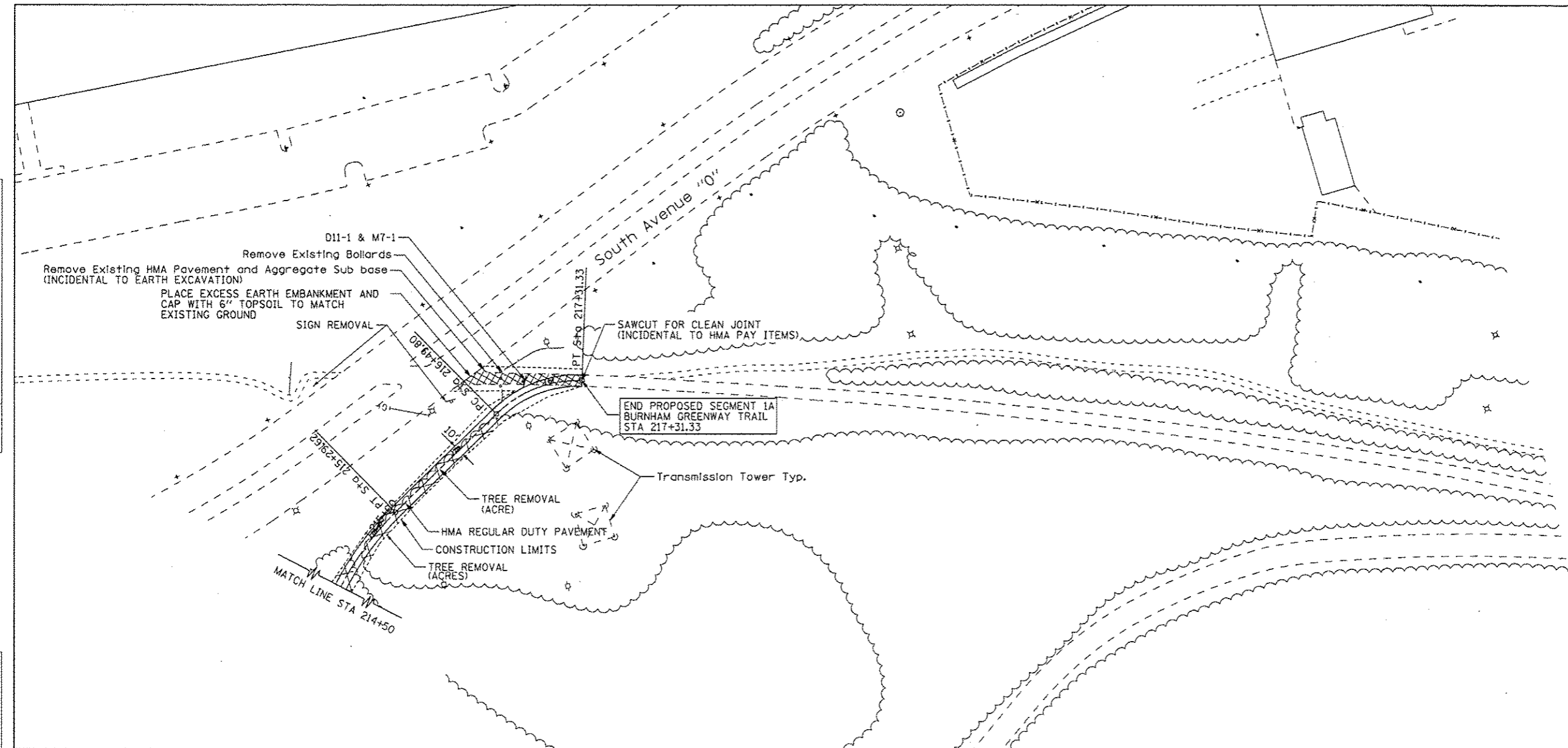


USER NAME - andrew	DESIGNED - MJK	REVISED -		333 East State Street, Box 4327 Rockford, Illinois 61101-0927 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	ILLINOIS DEPARTMENT OF NATURAL RESOURCES BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 5/8"=1'-0"	DRAWN - MJK	REVISED -				COOK	70	18		
PLOT DATE = 3/12/2015	CHECKED - FJH	REVISED -				CONTRACT NO. 46301				
DATE = 3-14-11	DATE = 3-14-11	REVISED -				ILLINOIS FED. AID PROJECT				

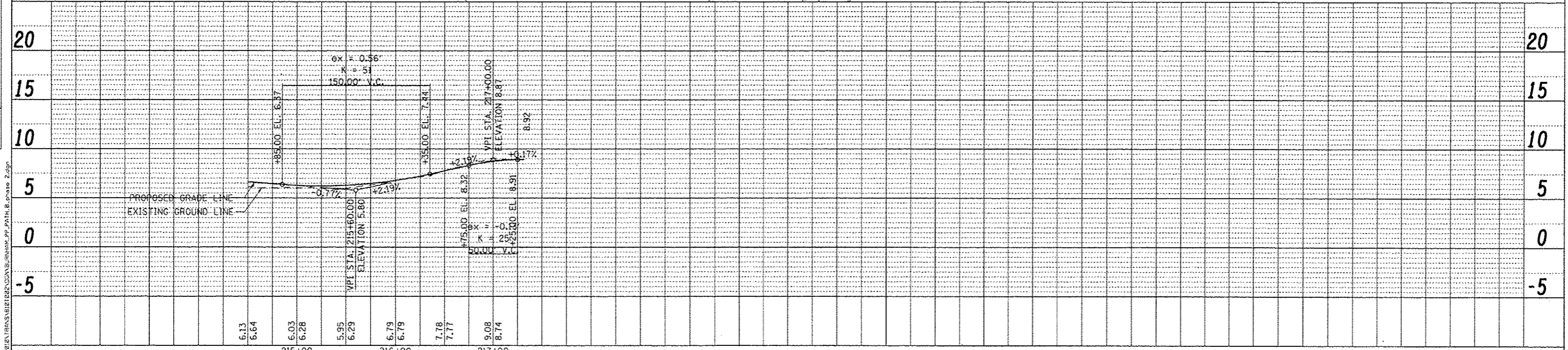
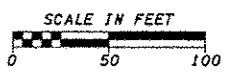


PLAN	DATE
BY	
REVISED	
NOTED	
ALIGNED	
CHECKED	
NO. OF WAYS CHECKED	
NO.	
FILE NAME	

PROFILE	DATE
BY	
REVISED	
NOTED	
GRADES CHECKED	
NO. NOTED	
STRUCTURE NOTATIONS	
NO.	



D11-1
M7-1



FILE NAME = G:\PROJECTS\10122\10122\BURNHAM_PP_PATH_B_Phase 2.dgn

USER NAME = andrwl	DESIGNED - MJK	REVISED -
	DRAWN - MJK	REVISED -
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PLOT DATE = 3/12/2013	DATE - 3-14-11	REVISED -

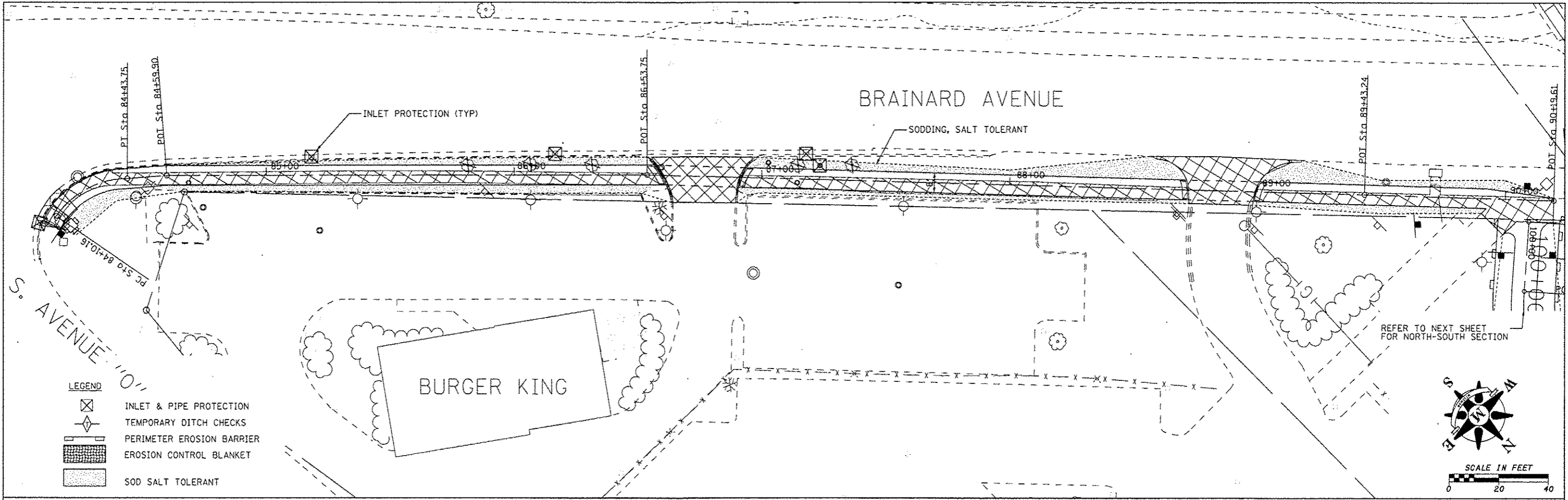


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - PLAN & PROFILE SHEET

SCALE: 1" = 50' SHEET NO. 10 OF 10 SHEETS STA. 214+50 TO STA. 217+31.33

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			70	19
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				



FILE NAME = G:\2010\TRANS\3102028\BURNHAM.EROSION_CONTROL.dgn

USER NAME = andrew	DESIGNED - MJK	REVISED -
	DRAWN - MJK	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - FJH	REVISED -
PLOT DATE = 3/12/2015	DATE - 3-2-11	REVISED -

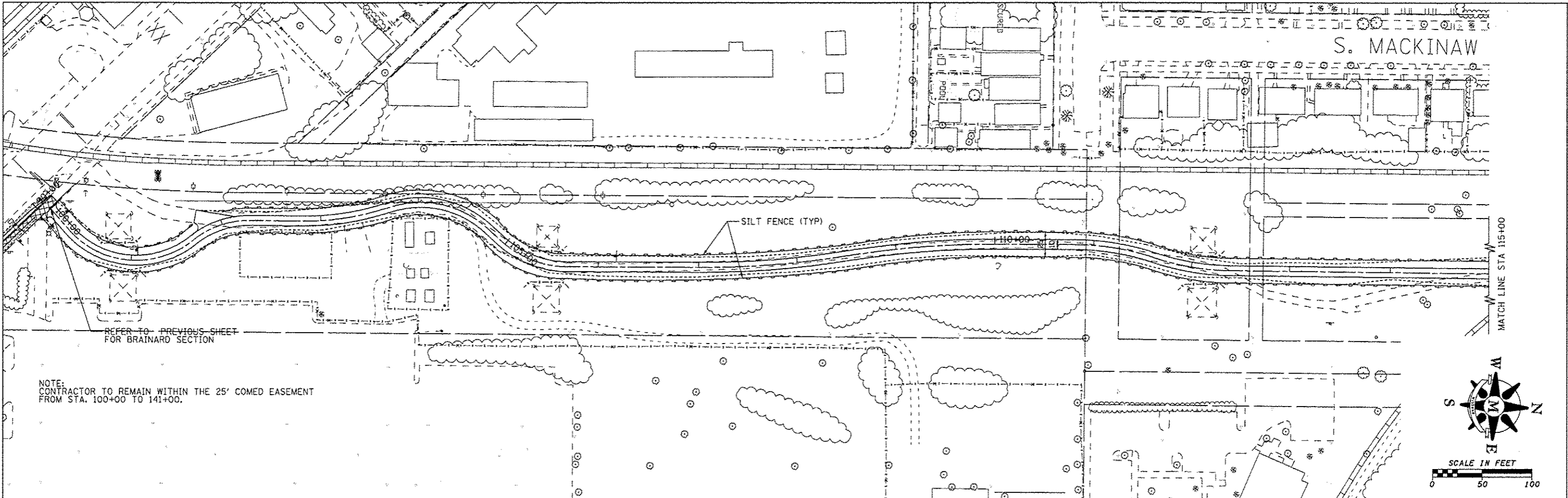


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - EROSION CONTROL PLAN

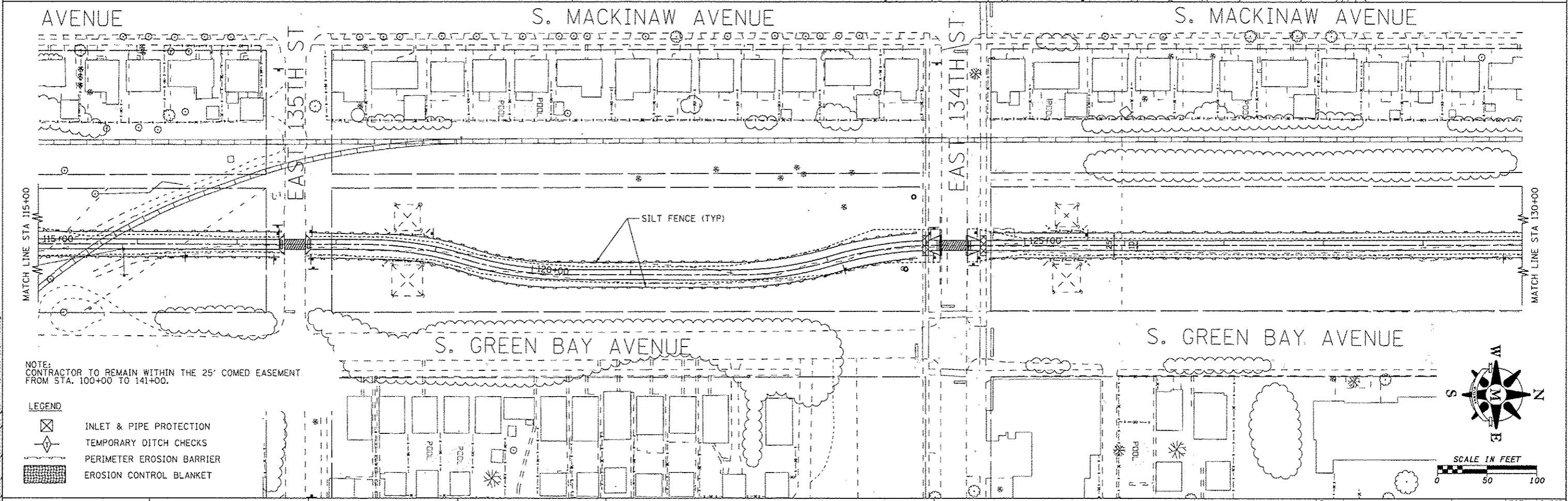
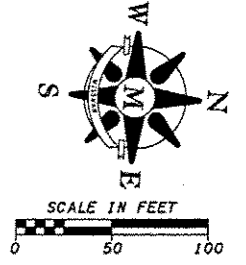
SCALE: 1" = 20' SHEET NO. 1 OF 5 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	20
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				



REFER TO PREVIOUS SHEET FOR BRAINARD SECTION

NOTE:
CONTRACTOR TO REMAIN WITHIN THE 25' COMED EASEMENT FROM STA. 100+00 TO 141+00.

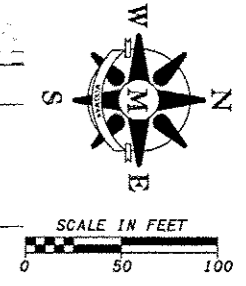


MATCH LINE STA 115+00

MATCH LINE STA 130+00

NOTE:
CONTRACTOR TO REMAIN WITHIN THE 25' COMED EASEMENT FROM STA. 100+00 TO 141+00.

- LEGEND**
- INLET & PIPE PROTECTION
 - TEMPORARY DITCH CHECKS
 - PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET



USER NAME	* andrew		
DESIGNED	MJK	REVISED	-
DRAWN	MJK	REVISED	-
CHECKED	FJH	REVISED	-
DATE	2-2-11	REVISED	-

DESIGNED	MJK	REVISED	-
DRAWN	MJK	REVISED	-
CHECKED	FJH	REVISED	-
DATE	2-2-11	REVISED	-

DESIGNED	MJK	REVISED	-
DRAWN	MJK	REVISED	-
CHECKED	FJH	REVISED	-
DATE	2-2-11	REVISED	-

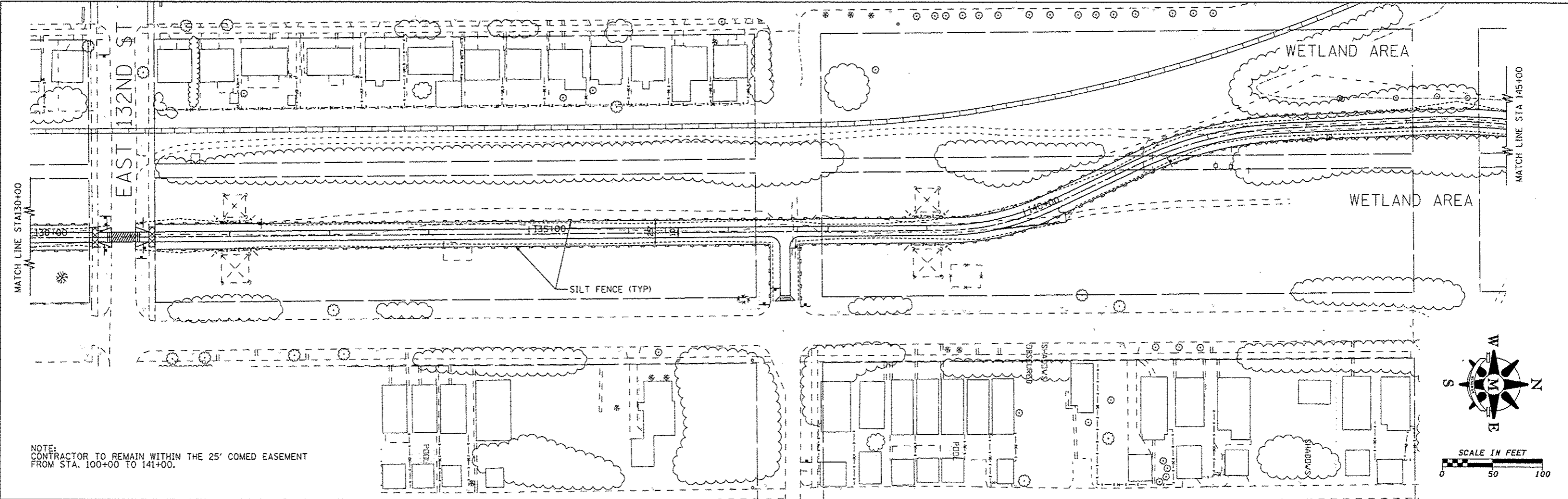


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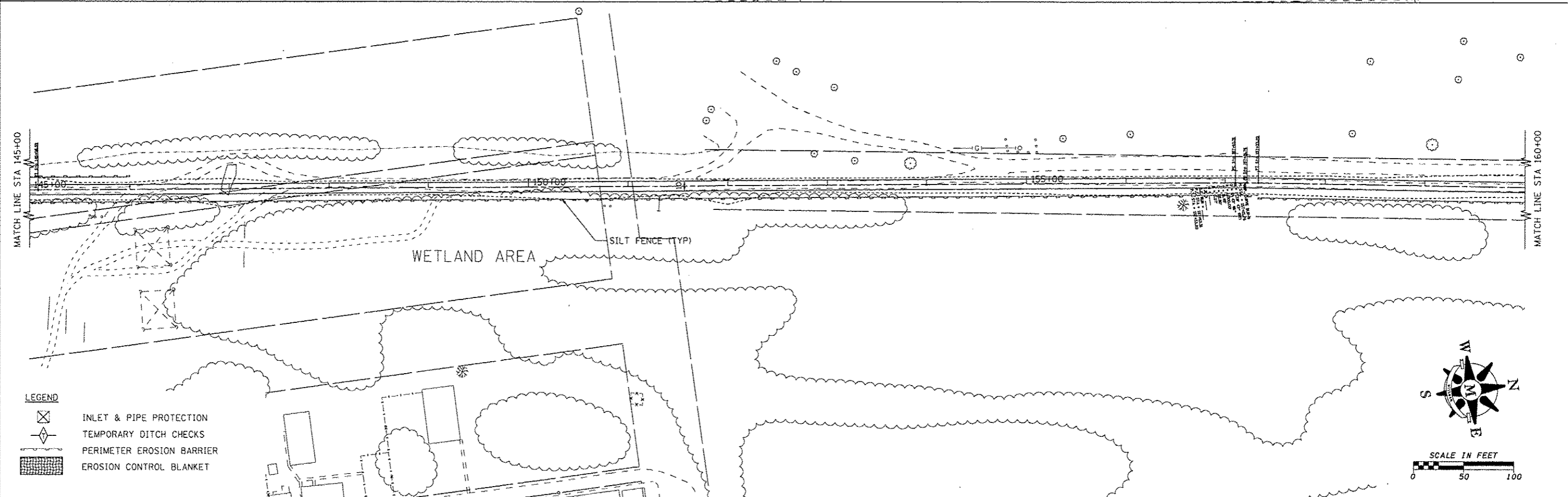
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - EROSION CONTROL PLAN
SCALE: 1" = 50' SHEET NO. 2 OF 5 SHEETS STA. 100+00 TO STA. 130+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	21
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

FILE NAME: C:\2010\TRANSPORT\2010\BURNHAM_GREENWAY_EROSION_CONTROL_PLAN.dwg



NOTE:
CONTRACTOR TO REMAIN WITHIN THE 25' COMED EASEMENT
FROM STA. 100+00 TO 141+00.



- LEGEND**
- INLET & PIPE PROTECTION
 - TEMPORARY DITCH CHECKS
 - PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET

USER NAME = andrewl	DESIGNED - MJK	REVISED -
	DRAWN - MJK	REVISED -
PLOT SCALE = 5/8" = 1' / in.	CHECKED - FJH	REVISED -
PLOT DATE = 3/12/2015	DATE - 2-2-11	REVISED -



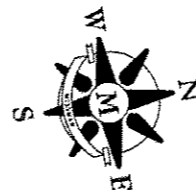
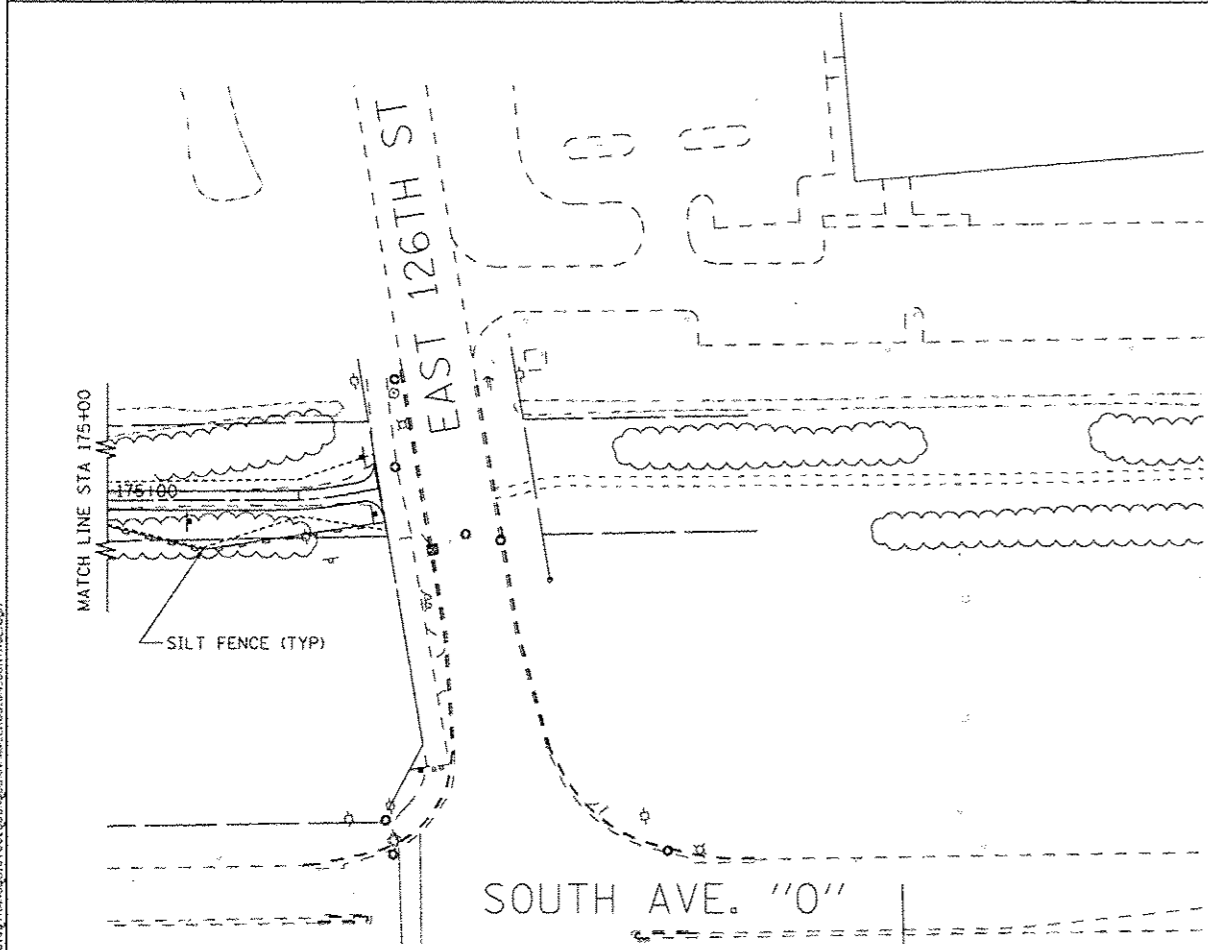
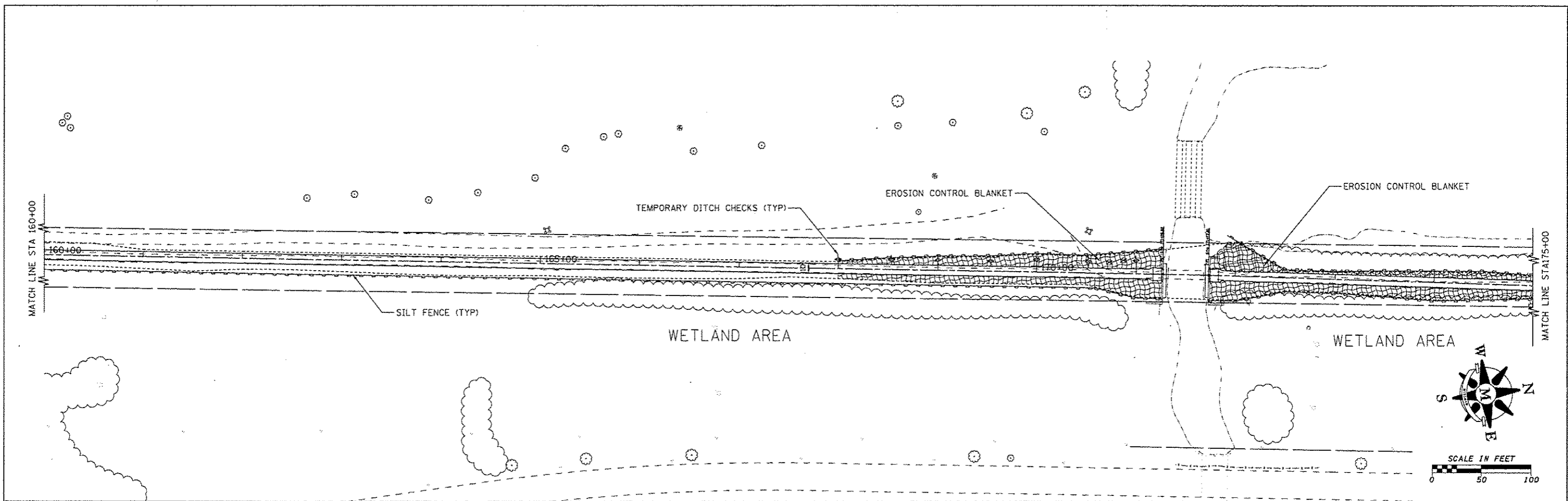
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - EROSION CONTROL PLAN

SCALE: 1" = 50' SHEET NO. 3 OF 5 SHEETS STA. 130+00 TO STA. 160+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	22
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

FILE NAME = C:\PROJECTS\BURNHAM GREENWAY TRAIL\EROSION CONTROL.dwg



SCALE IN FEET
0 50 100

LEGEND

- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET

FILE NAME = D:\2012\TRANSPORT\02\BURNHAM_EROSION_CONTROL.dwg

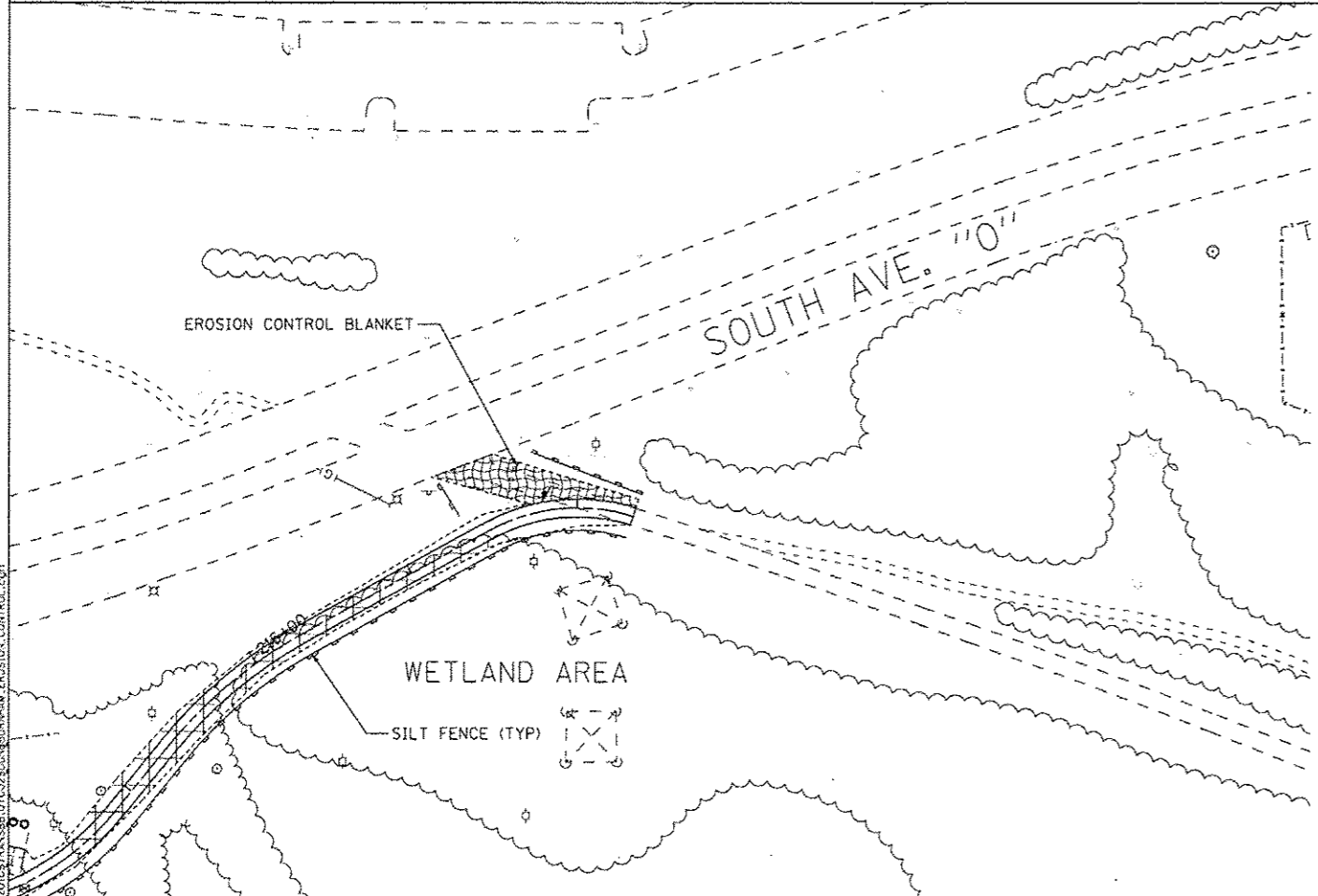
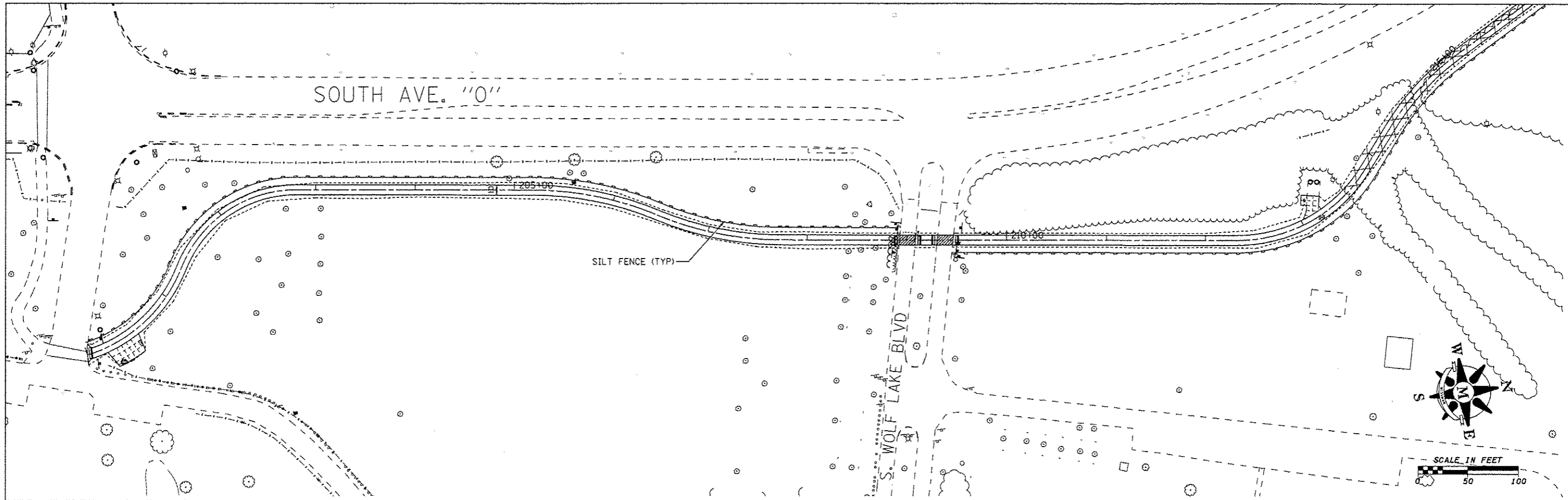
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	DRAWN - MJK	REVISED -
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PLOT DATE = 3/12/2015	DATE - 2-2-11	REVISED -



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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - EROSION CONTROL PLAN
SCALE: 1" = 50' SHEET NO. 4 OF 5 SHEETS STA. 160+00 TO STA. 176+41

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	23
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				



- LEGEND**
- INLET & PIPE PROTECTION
 - TEMPORARY DITCH CHECKS
 - PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET

FILE NAME: C:\2010\TRANSPORT\0222\BURNHAM_EROSION_CTRL_R1.dwg

USER NAME - andrew	DESIGNED - MJK	REVISED -
	DRAWN - MJK	REVISED -
PLT SCALE - 3/4" = 1'	CHECKED - FJH	REVISED -
PLT DATE - 3/12/2015	DATE - 2-2-11	REVISED -

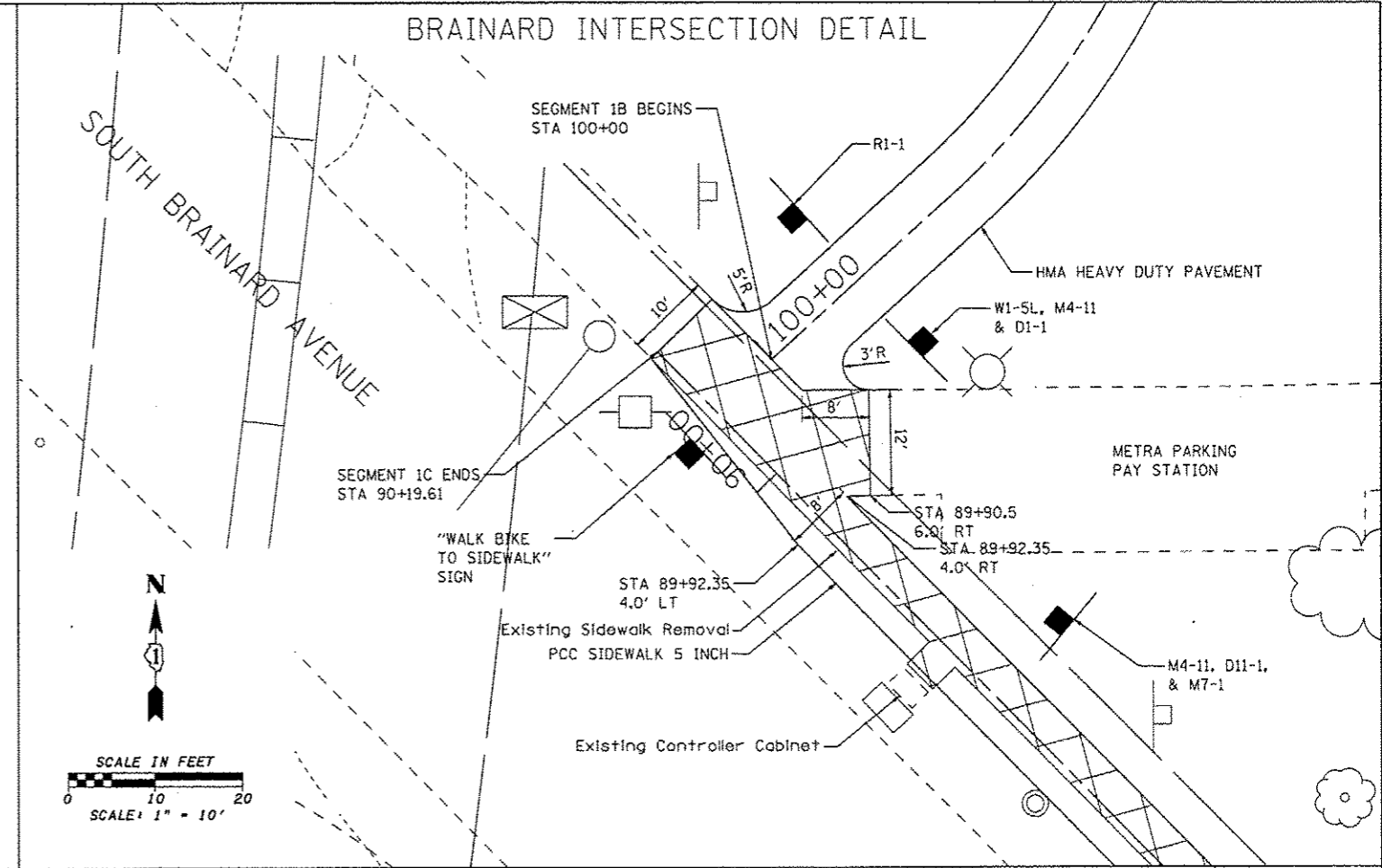
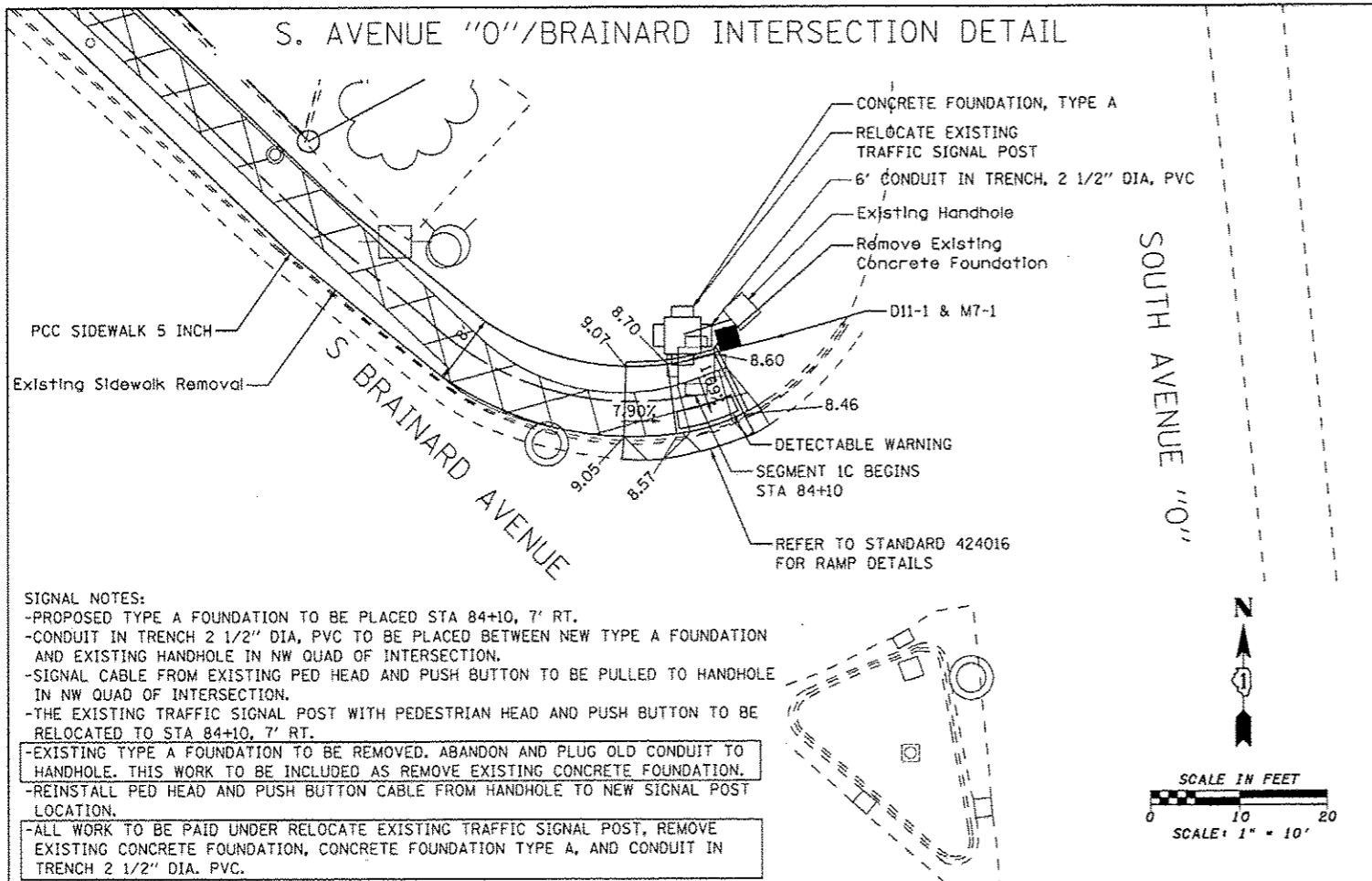


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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - EROSION CONTROL PLAN

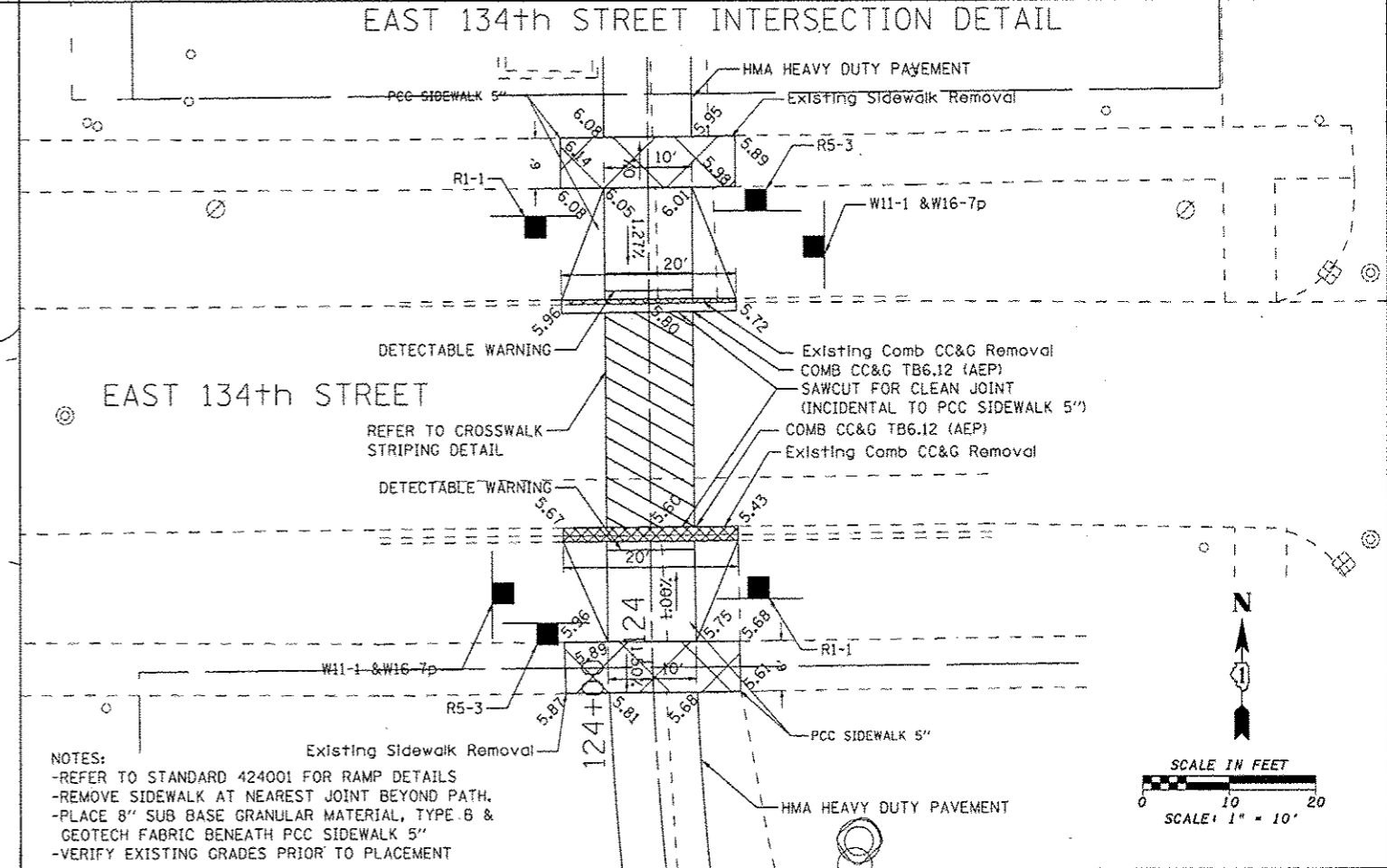
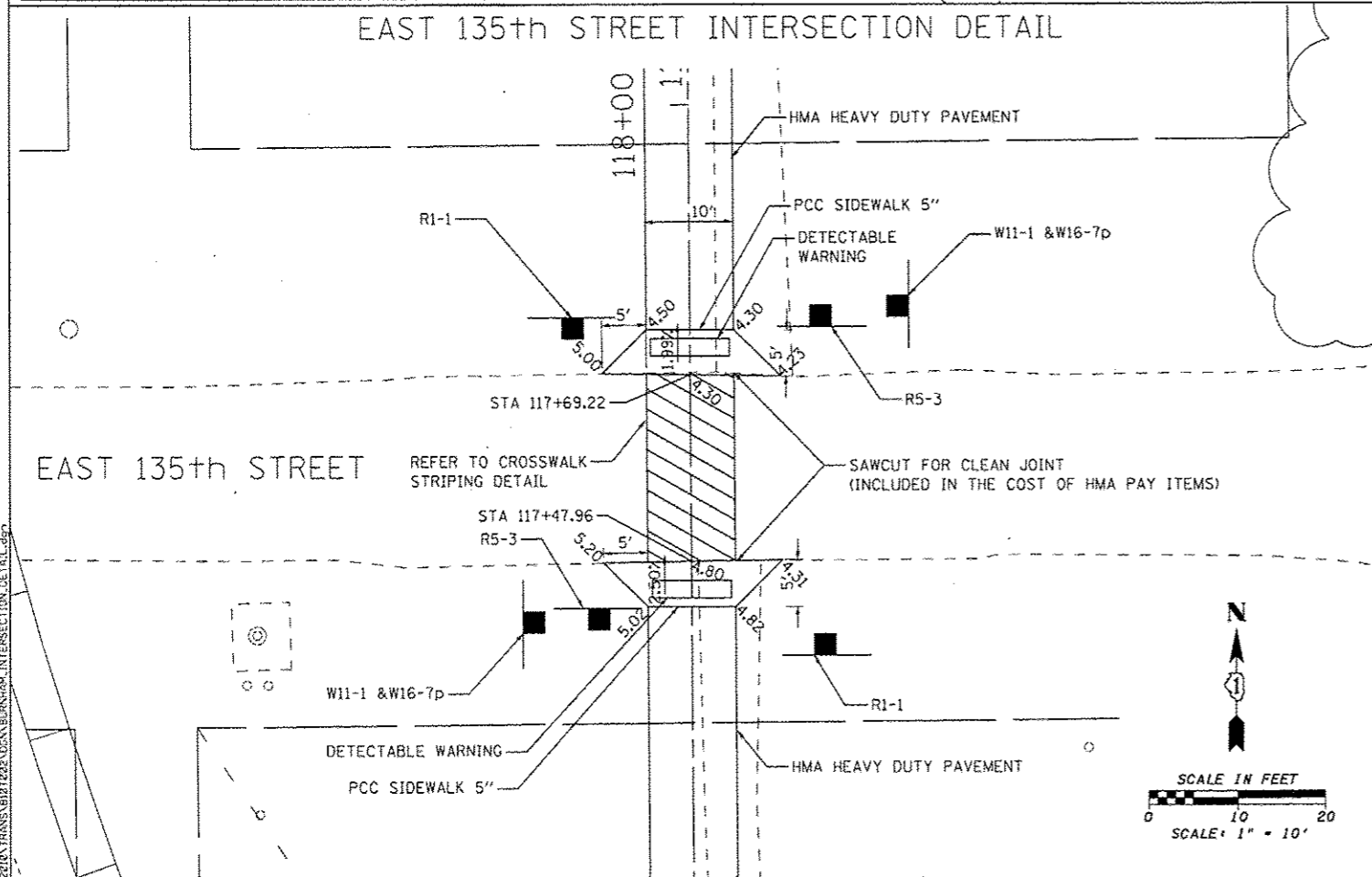
SCALE: 1" = 50' SHEET NO. 5 OF 5 SHEETS STA. 200+00 TO STA. 217+31

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 46301	



SIGNAL NOTES:

- PROPOSED TYPE A FOUNDATION TO BE PLACED STA 84+10, 7' RT.
- CONDUIT IN TRENCH 2 1/2" DIA, PVC TO BE PLACED BETWEEN NEW TYPE A FOUNDATION AND EXISTING HANDHOLE IN NW QUAD OF INTERSECTION.
- SIGNAL CABLE FROM EXISTING PED HEAD AND PUSH BUTTON TO BE PULLED TO HANDHOLE IN NW QUAD OF INTERSECTION.
- THE EXISTING TRAFFIC SIGNAL POST WITH PEDESTRIAN HEAD AND PUSH BUTTON TO BE RELOCATED TO STA 84+10, 7' RT.
- EXISTING TYPE A FOUNDATION TO BE REMOVED. ABANDON AND PLUG OLD CONDUIT TO HANDHOLE. THIS WORK TO BE INCLUDED AS REMOVE EXISTING CONCRETE FOUNDATION.
- REINSTALL PED HEAD AND PUSH BUTTON CABLE FROM HANDHOLE TO NEW SIGNAL POST LOCATION.
- ALL WORK TO BE PAID UNDER RELOCATE EXISTING TRAFFIC SIGNAL POST, REMOVE EXISTING CONCRETE FOUNDATION, CONCRETE FOUNDATION TYPE A, AND CONDUIT IN TRENCH 2 1/2" DIA, PVC.



FILE NAME = G:\2210\TRANS\B11202\DCAN\BURNHAM_INTERSECTION_DETAIL.dwg

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DRAWN = MJK	REVISIONS =	
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PLOT DATE = 3/12/2015	DATE = 3-11-11	REVISIONS =

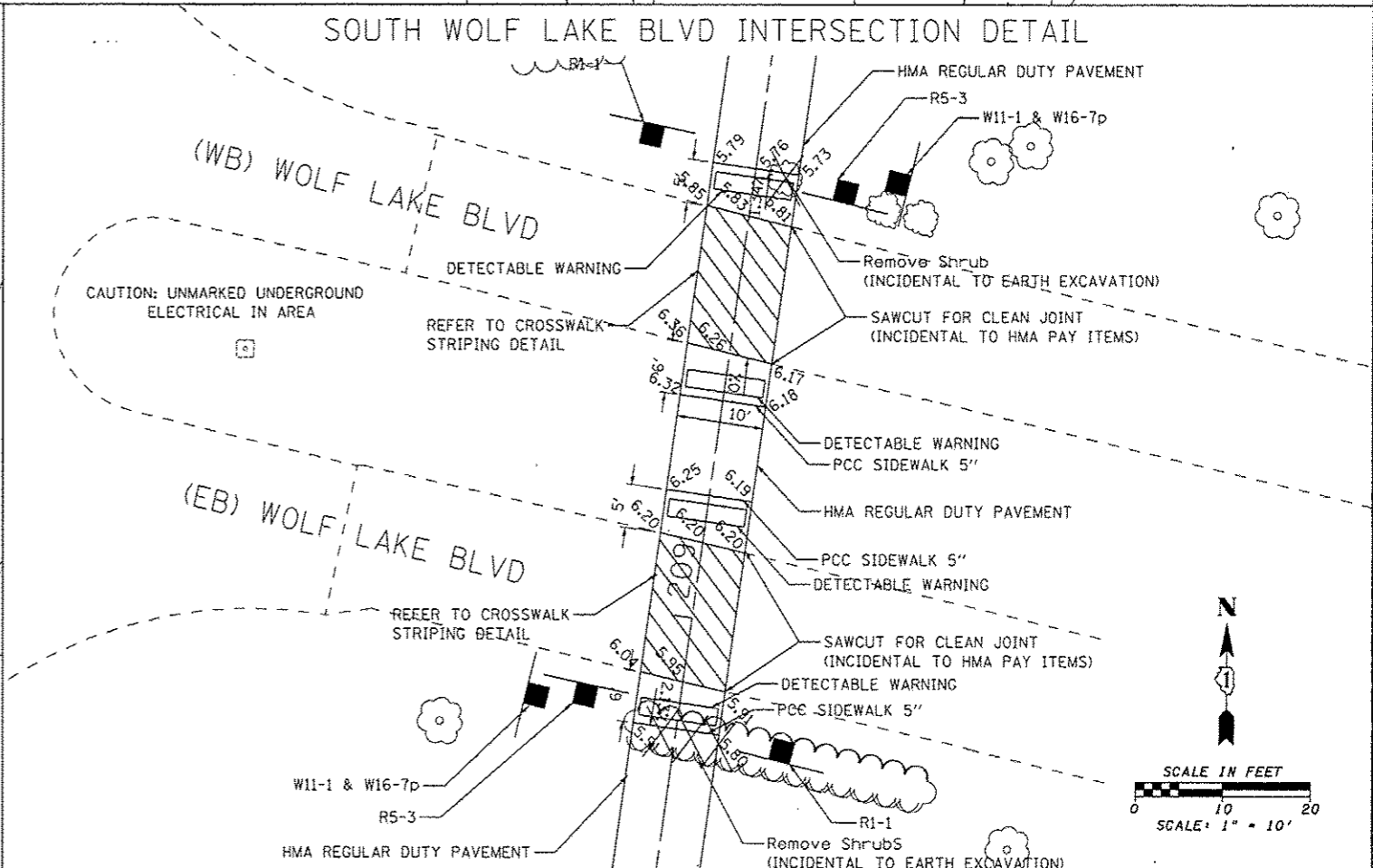
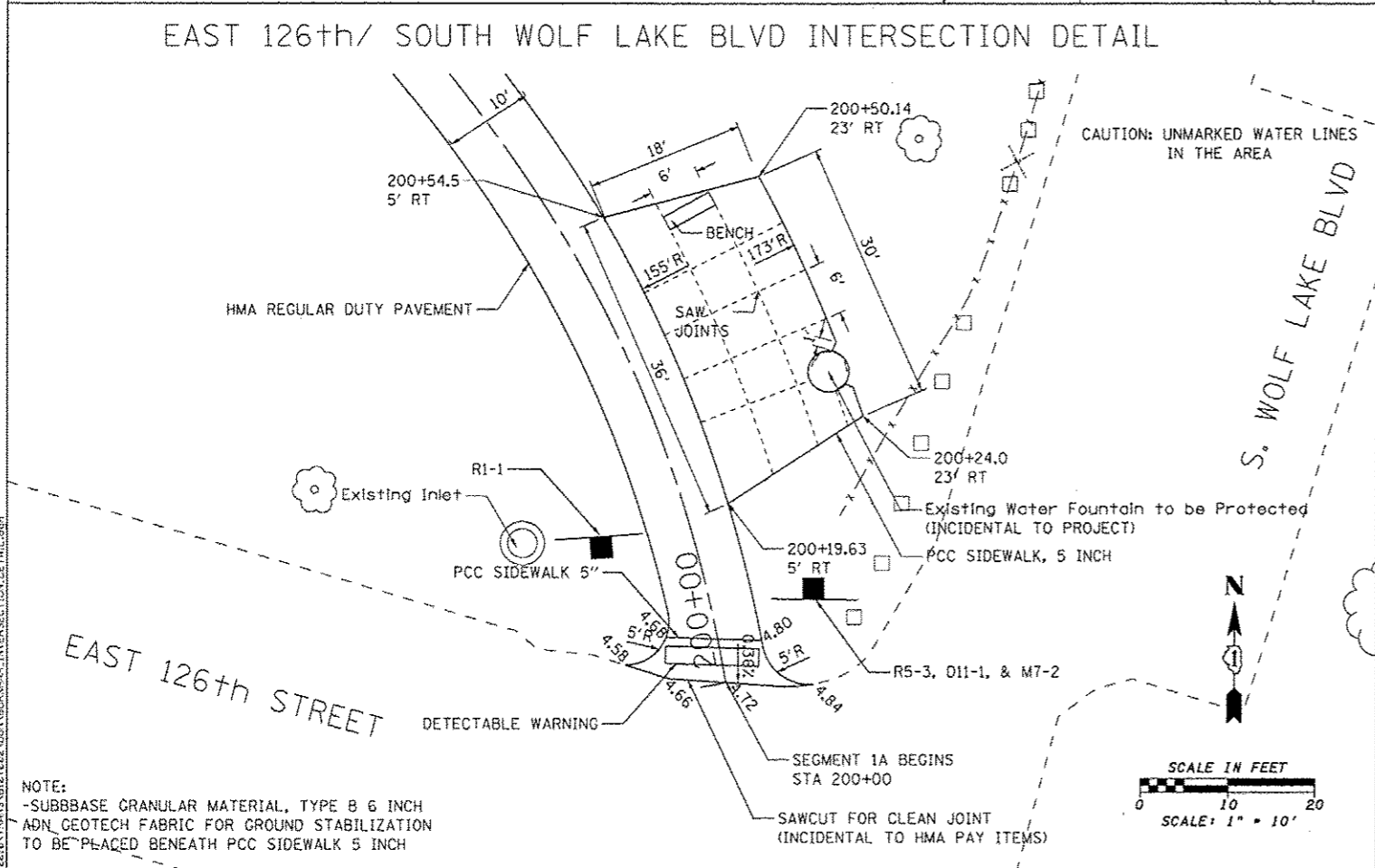
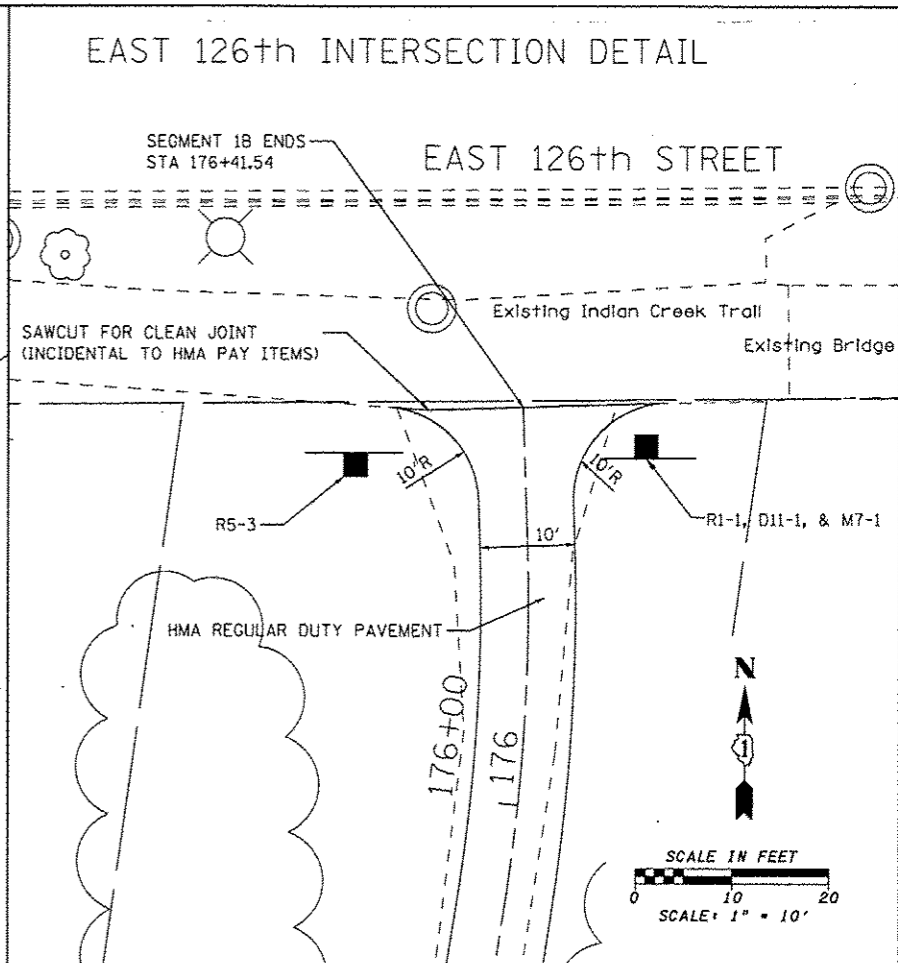
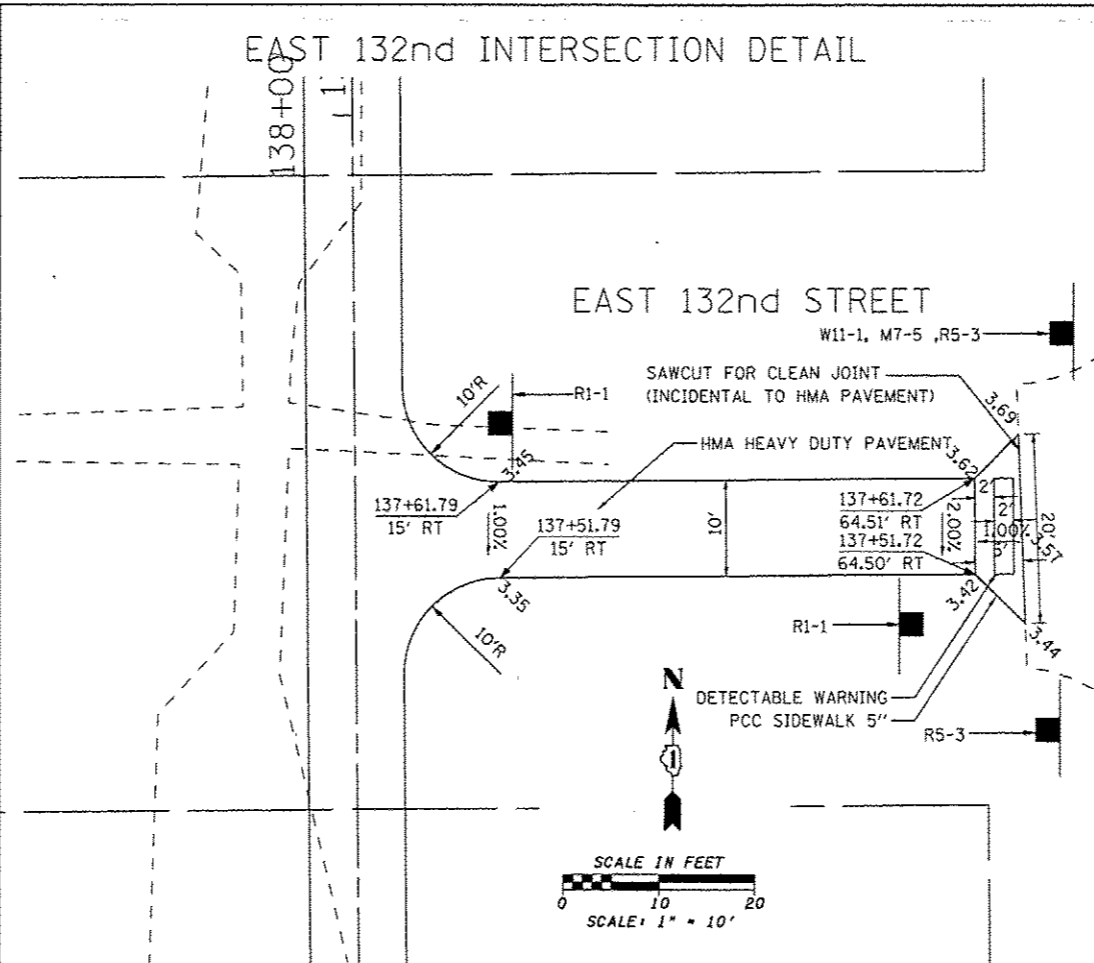
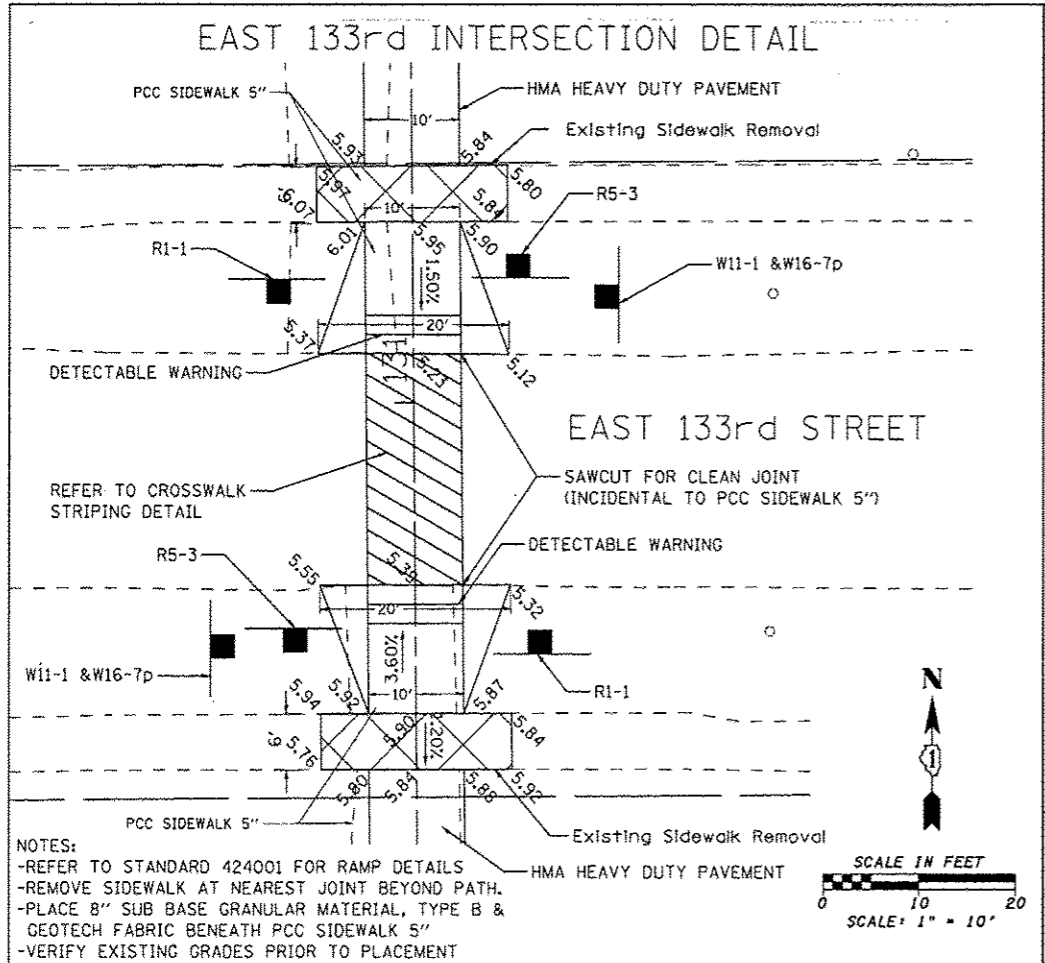
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - INTERSECTION DETAILS

SCALE: 1" = 10' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	25
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				



NOTE:
 -SUBBASE GRANULAR MATERIAL, TYPE B 6 INCH
 ADN GEOTECH FABRIC FOR GROUND STABILIZATION
 TO BE PLACED BENEATH PCC SIDEWALK 5 INCH

USER NAME = androut	DESIGNED = MJK	REVISED =
	DRAWN = MJK	REVISED =
PLOT SCALE = 1/8" = 1'	CHECKED = FJH	REVISED =
PLOT DATE = 3/12/2015	DATE = 3-11-11	REVISED =

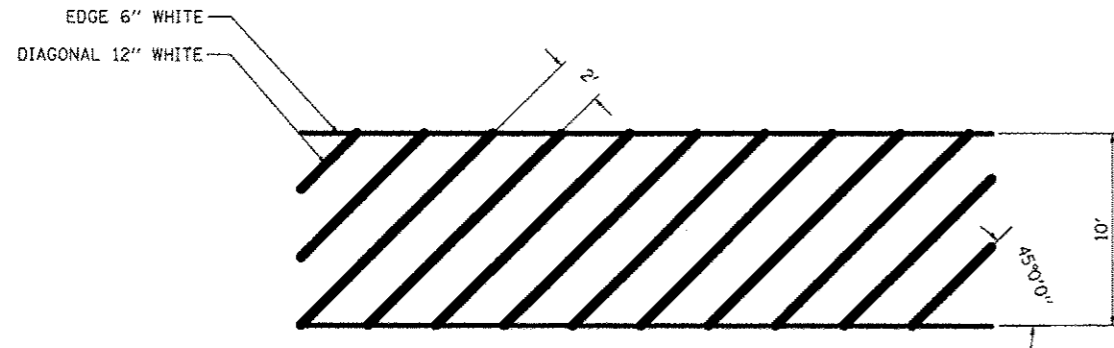
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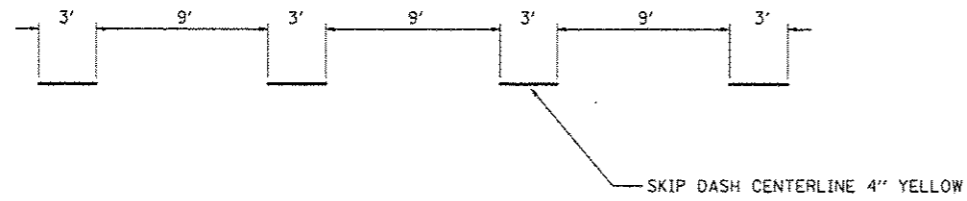
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - INTERSECTION DETAILS
 SCALE: 1" = 10' | SHEET NO. 2 OF 4 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	26
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

CROSSWALK STRIPING DETAIL

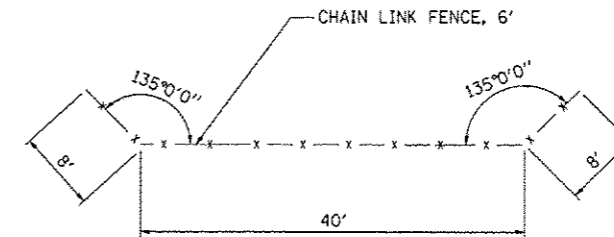


CENTERLINE STRIPING DETAIL



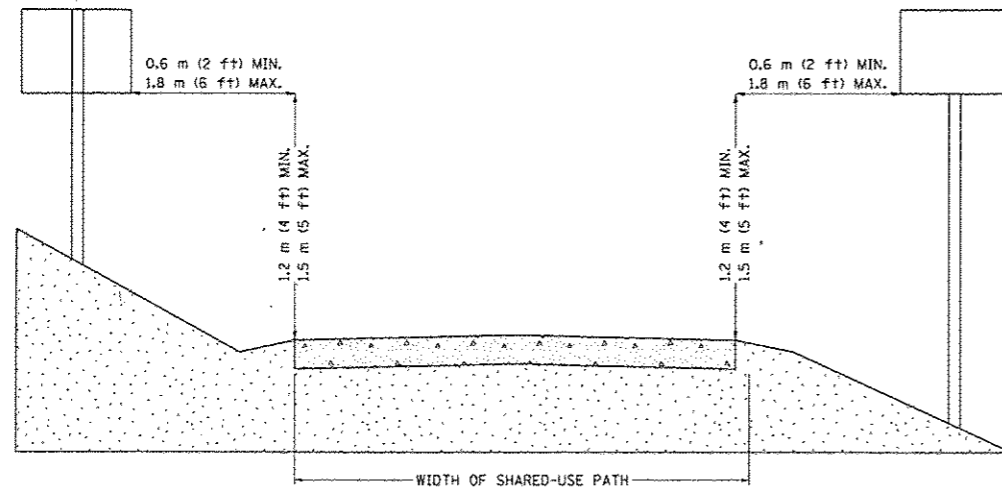
NOTE:
 -STRIPING SHALL COMPLY WITH IDOT, D1 STANDARD TC-13 AND IDOT HIGHWAY STANDARD 780001.
 -CENTERLINE STRIPING TO BE 3' DASH WITH 9' GAP PER SECTION 9 OF MUTCD.

6' FENCE HIGH CHAIN LINK FENCE DETAIL



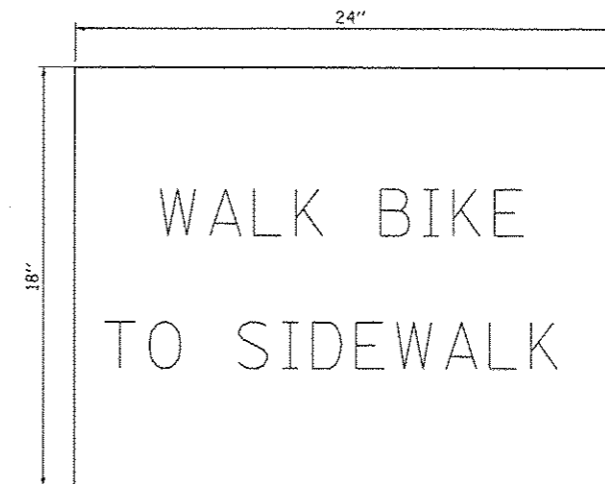
NOTE:
 -CHAIN LINK FENCE TO BE CONSTRUCTED TO HIGHWAY STANDARD 664001.
 -CONTRACTOR TO COORDINATE WITH COMED PRIOR TO PLACEMENT.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 PART 9: BICYCLE FACILITIES



SECTION 9B.01 APPLICATION AND PLACEMENT OF SIGNS
 -BICYCLE SIGNS SHALL BE STANDARD IN SHAPE, LEGEND, AND COLOR.
 -ALL SIGNS SHALL BE RETROREFLECTORIZED FOR USE ON BIKEWAYS, INCLUDING SHARED-USE PATHS AND BICYCLE LANE FACILITIES.
 -WHERE SIGNS SERVE BOTH BICYCLISTS AND OTHER ROAD USERS, VERTICAL MOUNTING HEIGHT AND LATERAL PLACEMENT SHALL BE AS SPECIFIED IN PART 2 OF THE MUTCD.
 -SIGNS FOR THE EXCLUSIVE USE OF BICYCLISTS SHOULD BE LOCATED SO THAT DRIVERS ARE NOT CONFUSED BY THEM.

"WALK BIKE TO SIDEWALK" SIGN DETAIL



NOTE:
 -SIGN SIZE AND LETTERING DIMENSIONS SHALL COMPLY WITH MUTCD GUIDELINES.
 -SIGN MATERIAL AND PLACEMENT SHALL COMPLY "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

FILE NAME: I:\2015\TRANS\91012\2\CON-BURNHAM_INTERSECTION_DETAIL.dwg

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PLOT SCALE: 1/8" = 1'-0"	DRAWN: MJK	REVISED:
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	DATE: 3-11-11	REVISED:

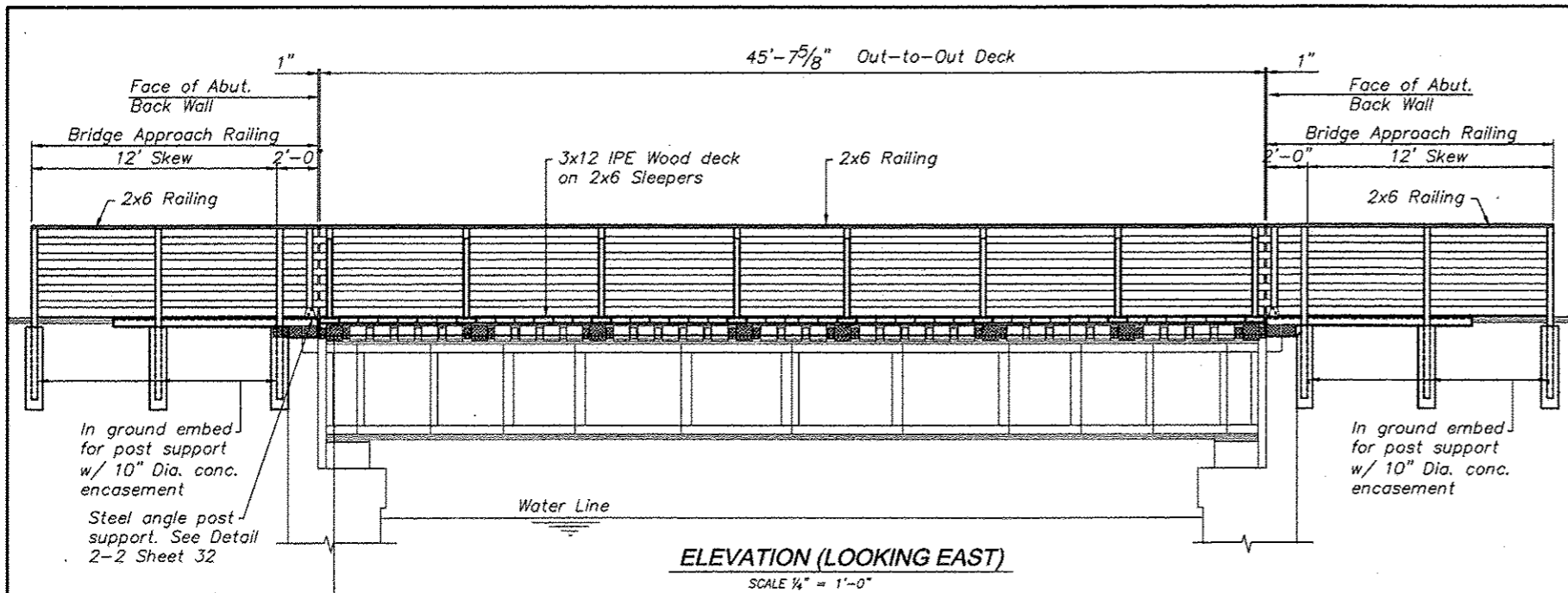


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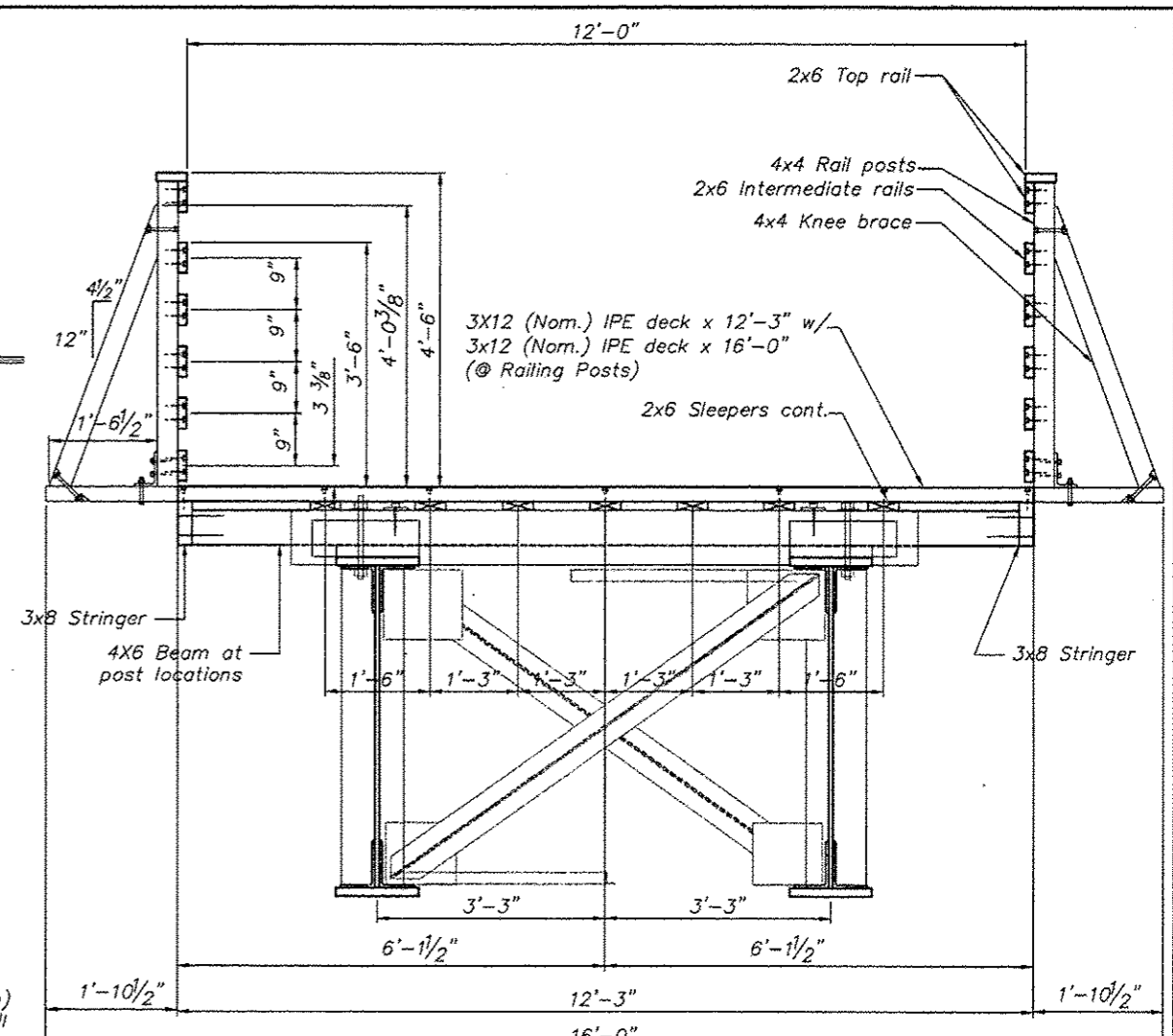
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - DETAILS

SCALE: 1" = 10' SHEET NO. 4 OF 4 SHEETS STA. TO STA.

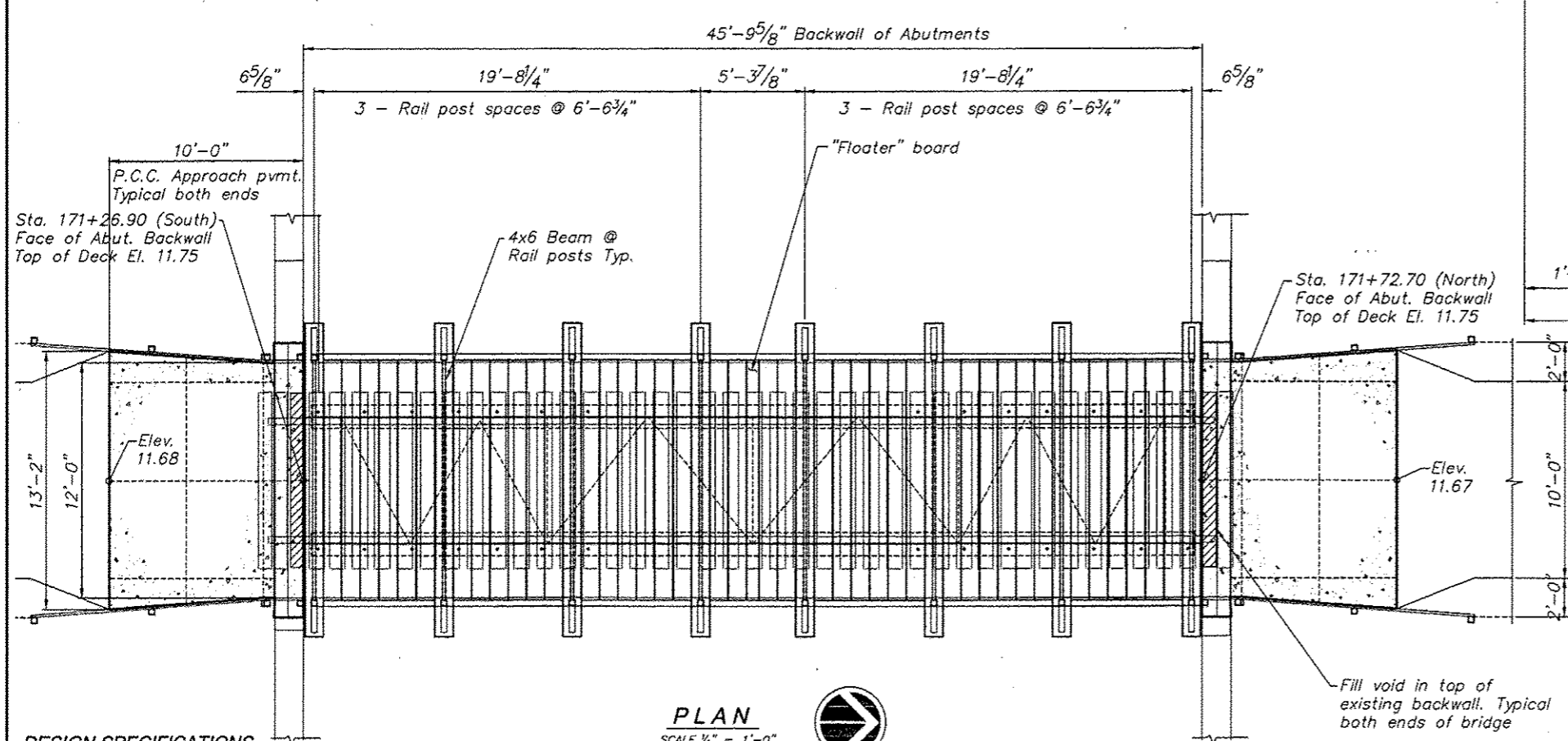
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	28
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				



ELEVATION (LOOKING EAST)
SCALE 1/4" = 1'-0"



TYPICAL PROPOSED BRIDGE SECTION
SCALE 1/4" = 1'-0"



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

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications and 1997 AASHTO Guide Specifications for Design of Pedestrian Bridges.

LOADING
85 psf Uniform Live Load
35 psf Wind Loading
H-Truck Loading (12,500 lbs)

DESIGN STRESSES
f'c = 3,500 psi (Concrete)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Other Structural Steel Shapes, Plate and Bars).
AASHTO M270, Grade 36

WOOD DESIGN STRESSES
f'b = 22,560 psi (IPE)
f'b = Range 1250 - 1500 psi (S. Pine)

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

John B. Fellman
John B. Fellman, SE
License expires 11-30-2016
3-12-2015
Date



BILL OF MATERIAL-BRIDGE

ITEM	UNIT	TOTAL
WOOD POST AND RAIL FENCE	FOOT	56
BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ. YD.	29.0
BRIDGE FENCE RAILING (SPECIAL)	FOOT	92
TIMBER DECK REPLACEMENT	L.SUM	1.0

GENERAL NOTES

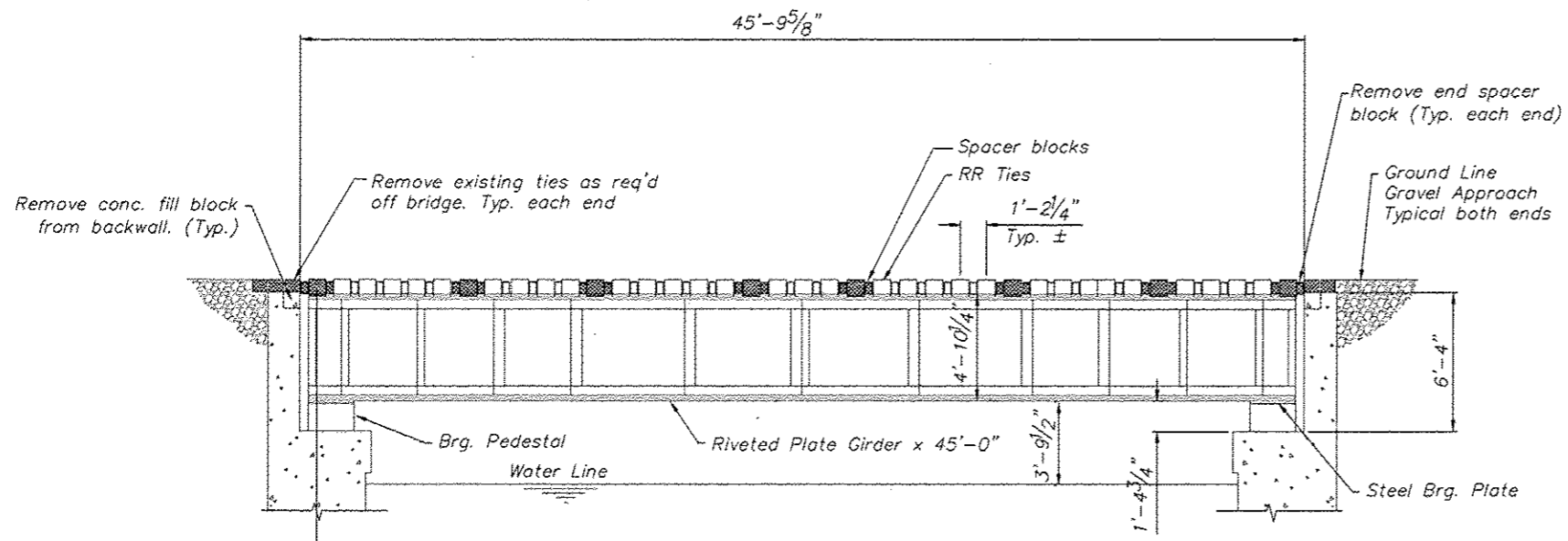
- All wood is to be treated, except for the IPE deck boards.
- All hardware is to be hot-dipped galvanized, except for the fasteners used to attach the IPE deck boards which shall be stainless steel.
- All wood sizes are annotated with nominal dimensions.
- All existing bolts shall be cutoff flush with nut head used to attach existing RR ties and metal tie strap.
- IPE deck boards to be installed with tight joints. Full width boards to be set across entire span with a ripped "floater" board to be placed in the center of the span to account for leftover width.
- Deck boards shall be installed with cup down.
- All fabricated steel shall be hot-dipped galvanized per AASHTO M232.
- For excavation and embankment quantities, see roadway plans.

FILE NAME	USER NAME	DESIGNED	REVISIONS
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	RAP	RAP	
	JBF	JBF	

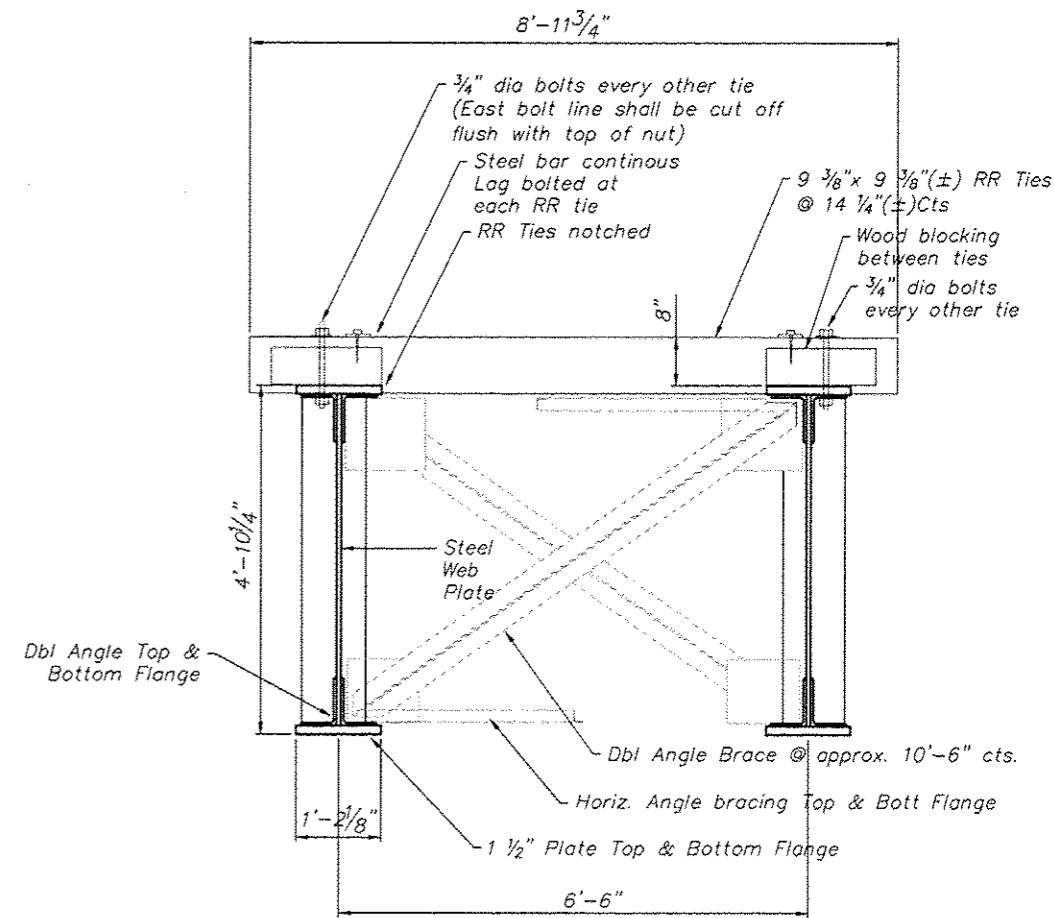
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL-GENERAL PLAN & ELEVATION
SHEET NO. 1 OF 3 SHEETS

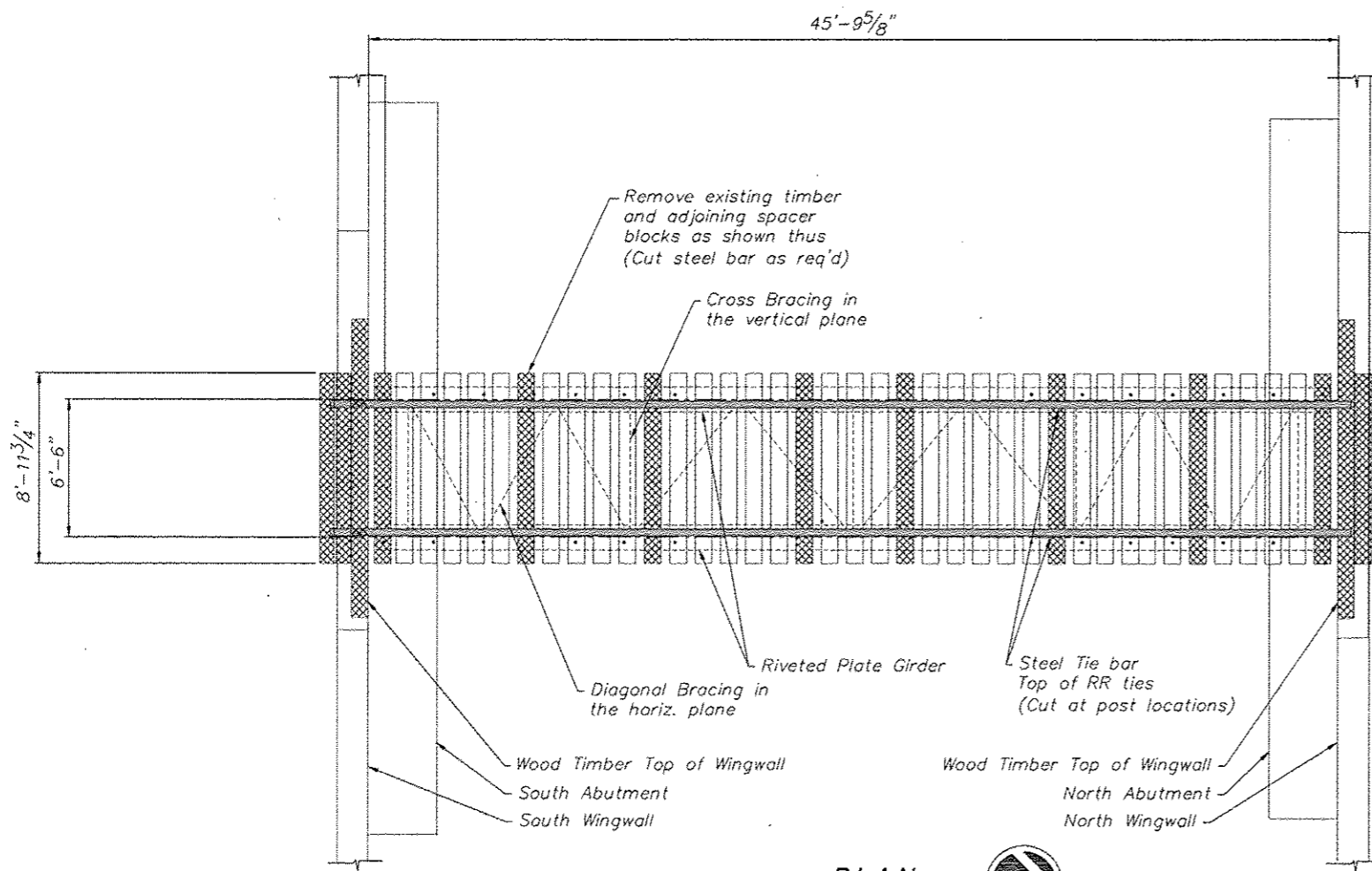
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	GiT-Burnham Greenway	COOK	62	29
CONTRACT NO. 146301			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



ELEVATION (LOOKING EAST)
SCALE 1/4" = 1'-0"



TYPICAL EXISTING BRIDGE SECTION
SCALE 3/4" = 1'-0"



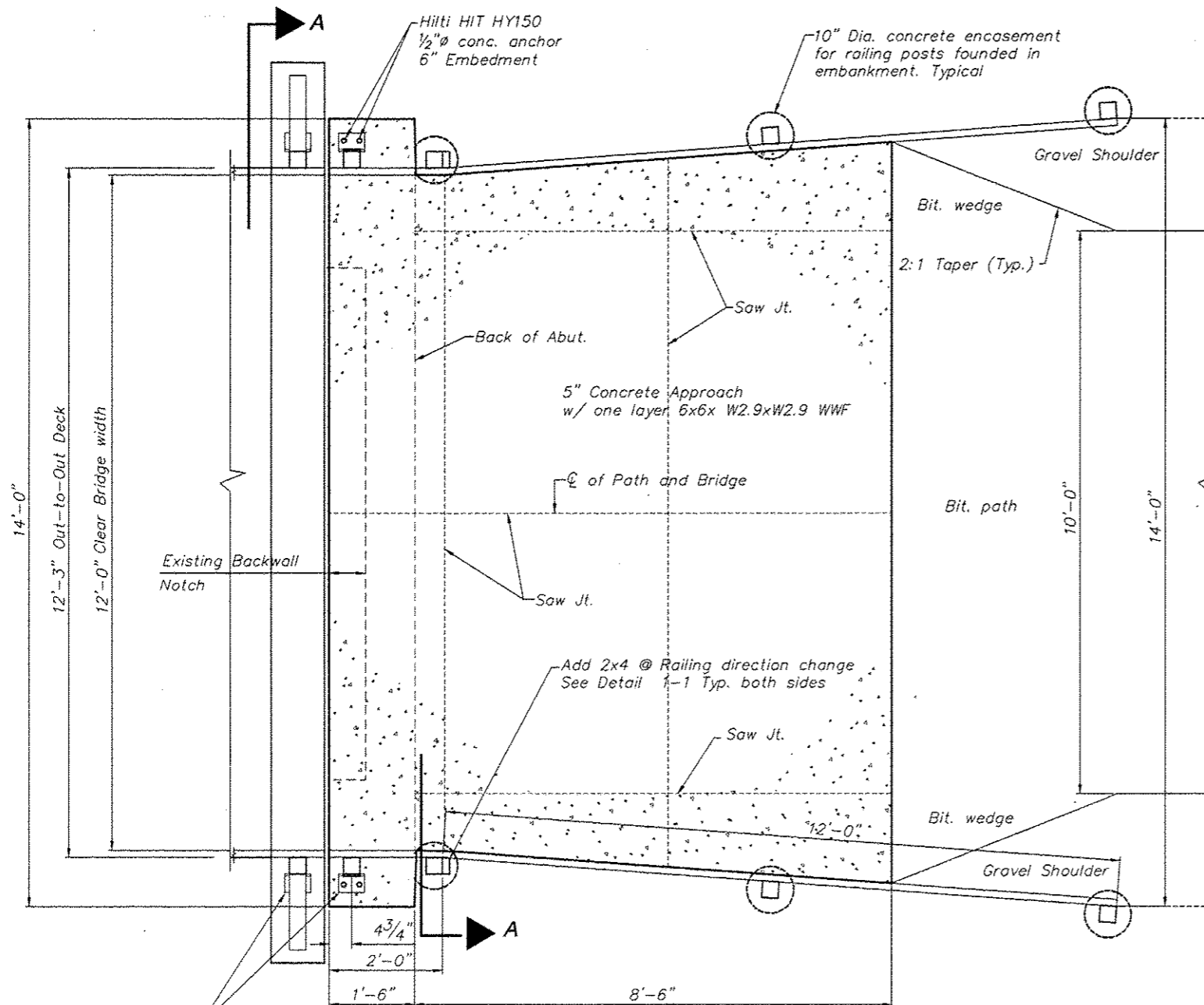
PLAN
SCALE 1/4" = 1'-0"

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		DRAWN -- RAP	REVISED --
		CHECKED -- JBF	REVISED --
PLOT SCALE *			



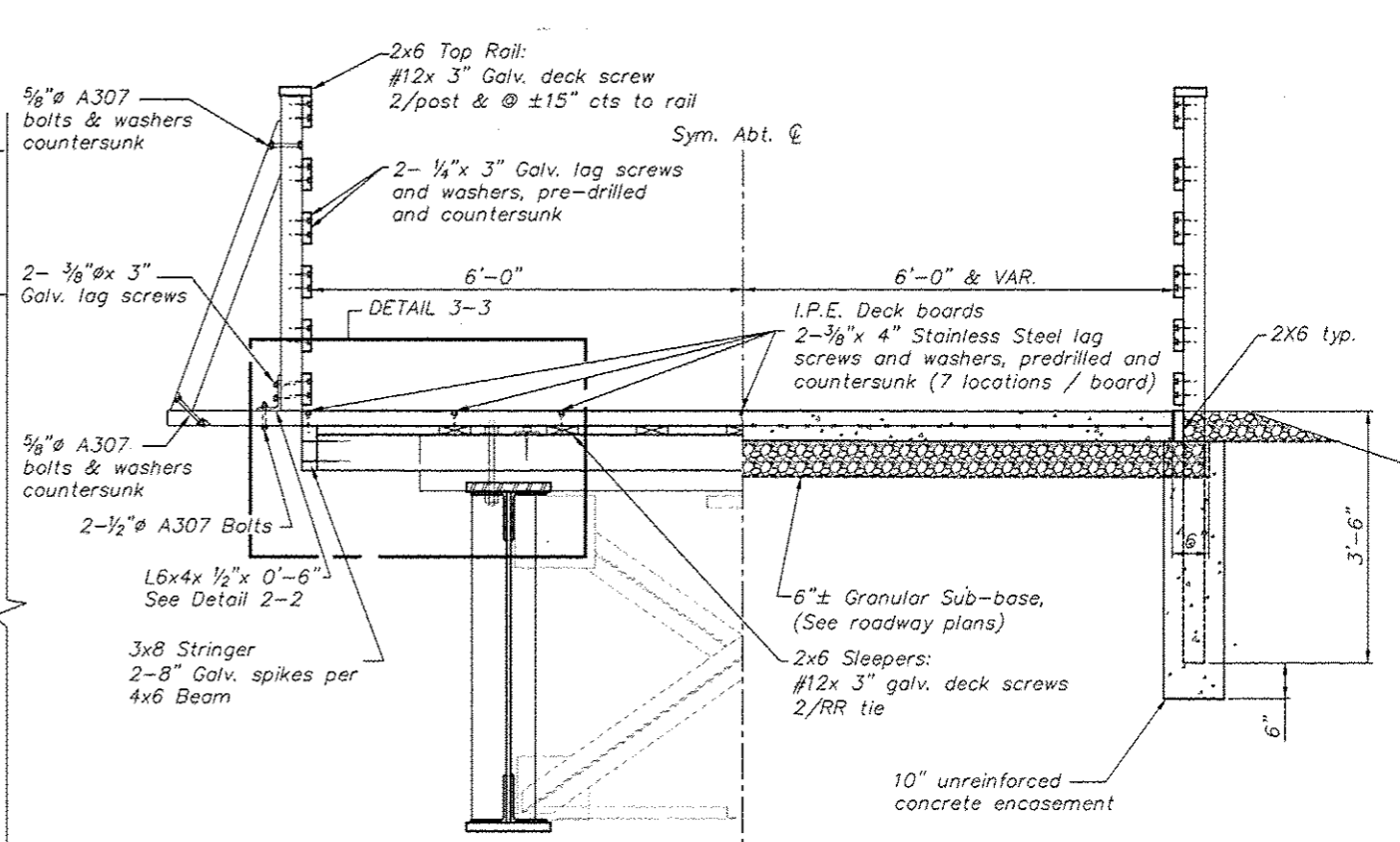
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL-EXISTING BRIDGE & REMOVAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	GIF-Burnham Greenway	COOK	70	30
CONTRACT NO. 46301				



TYPICAL BRIDGE APPROACH PLAN

SCALE 3/4" = 1'-0"



TYPICAL HALF SECTION @ BRIDGE

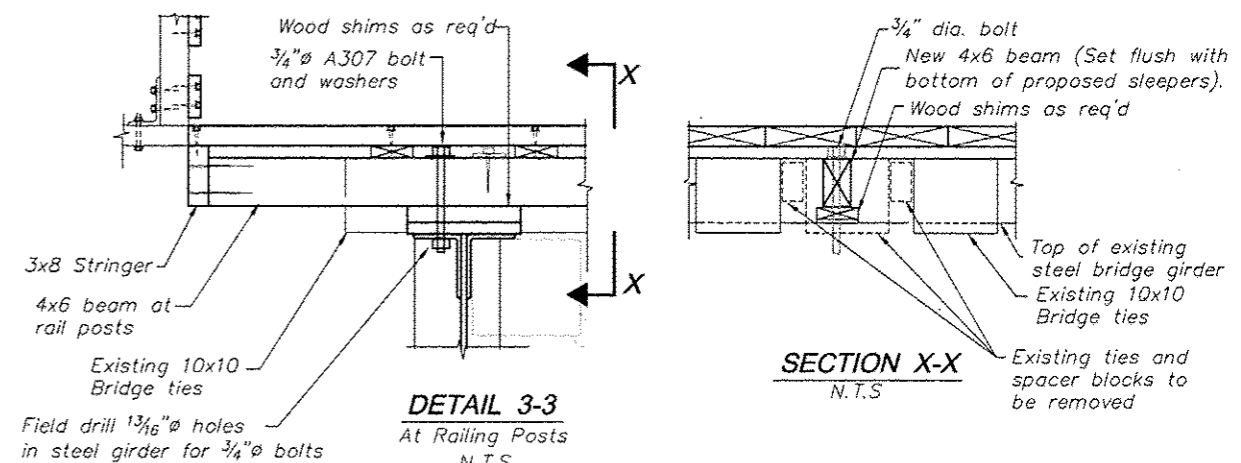
SCALE 3/4" = 1'-0"

TYPICAL HALF SECTION @ APPROACH

SCALE 3/4" = 1'-0"

SECTION

AA

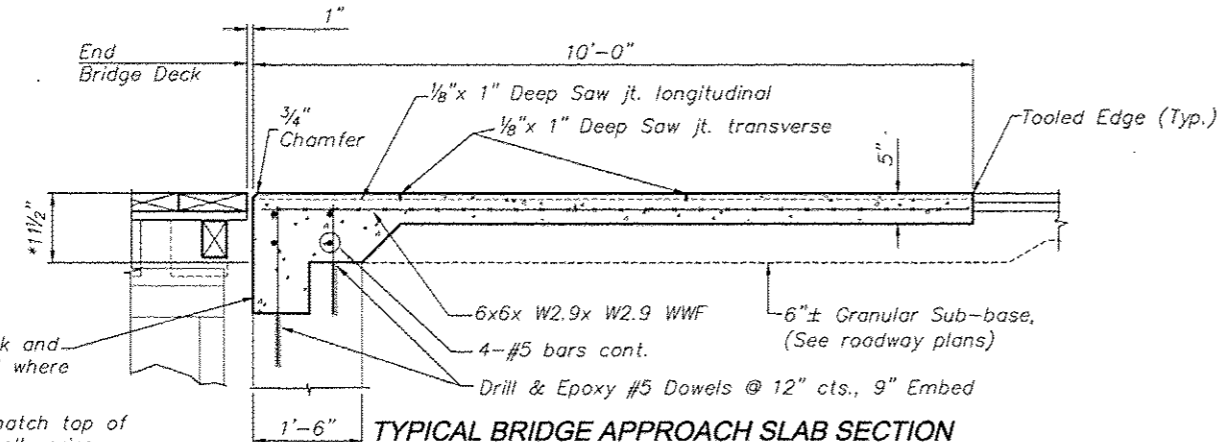


DETAIL 3-3

At Railing Posts
N.T.S.

SECTION X-X

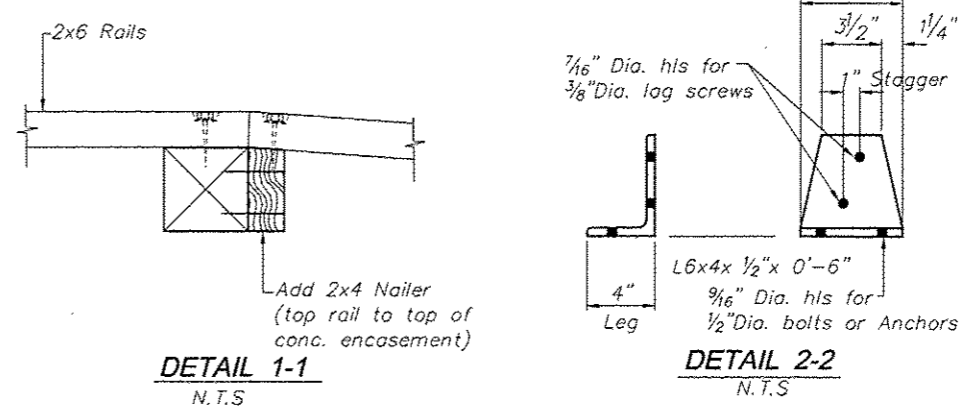
N.T.S.



TYPICAL BRIDGE APPROACH SLAB SECTION

SCALE 3/4" = 1'-0"

Remove conc. block and fill voided backwall where required
*Approach slab to match top of deck. Top of backwall varies, dimension shown is approx. and for reference only



DETAIL 1-1

N.T.S.

DETAIL 2-2

N.T.S.

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		DRAWN - RAP	REVISED -
		CHECKED - JBF	REVISED -



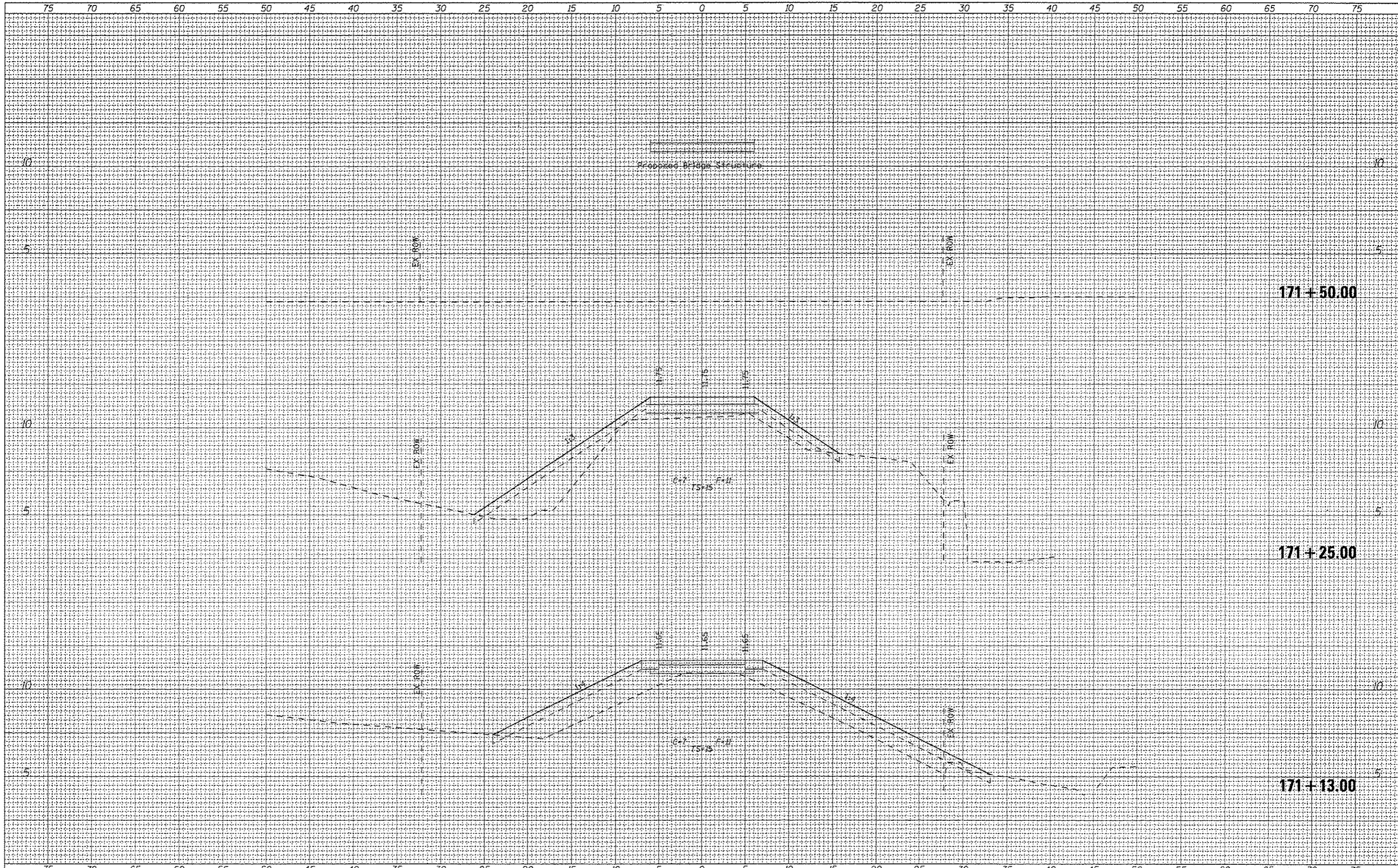
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL-DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	GIT-Burnham Greenway	COOK	70	31

CONTRACT NO. 46031

DATE	
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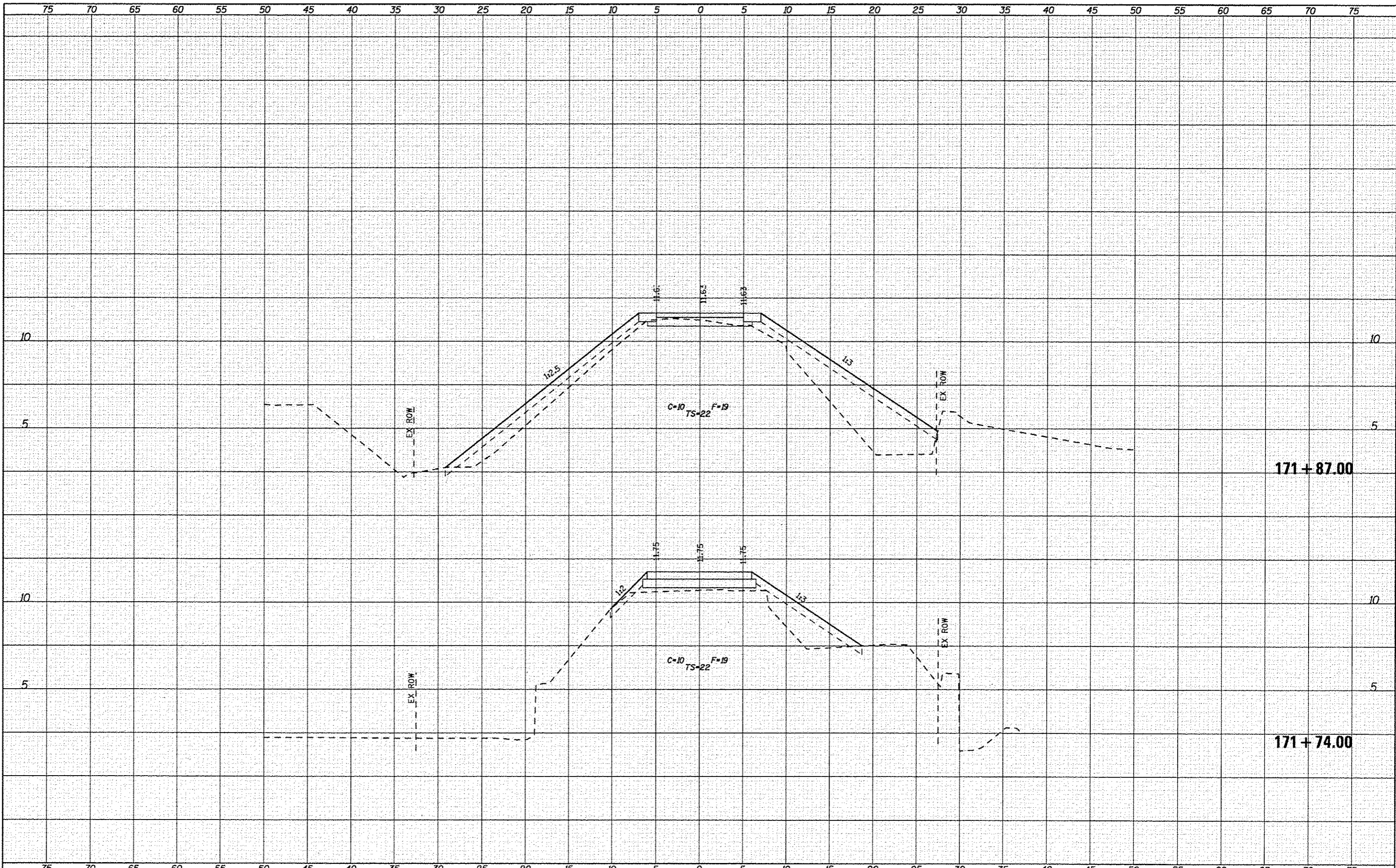


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FILE#		DRAWN -	REVISED -		SCALE: 1"=5' HORZ	SHEET NO. 1 OF 2 SHEETS	STA. 171+13.00 TO STA. 171+50.00	COOK	70	32		
		CHECKED -	REVISED -					CONTRACT NO. 46301				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

SEGMENT 1B (BRIDGE)

FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
IN THE	
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NOTE BOOK	
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ORIGINAL SURVEY	DATE
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USER NAME = mjkek
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 PLOT DATE = 3/12/2015

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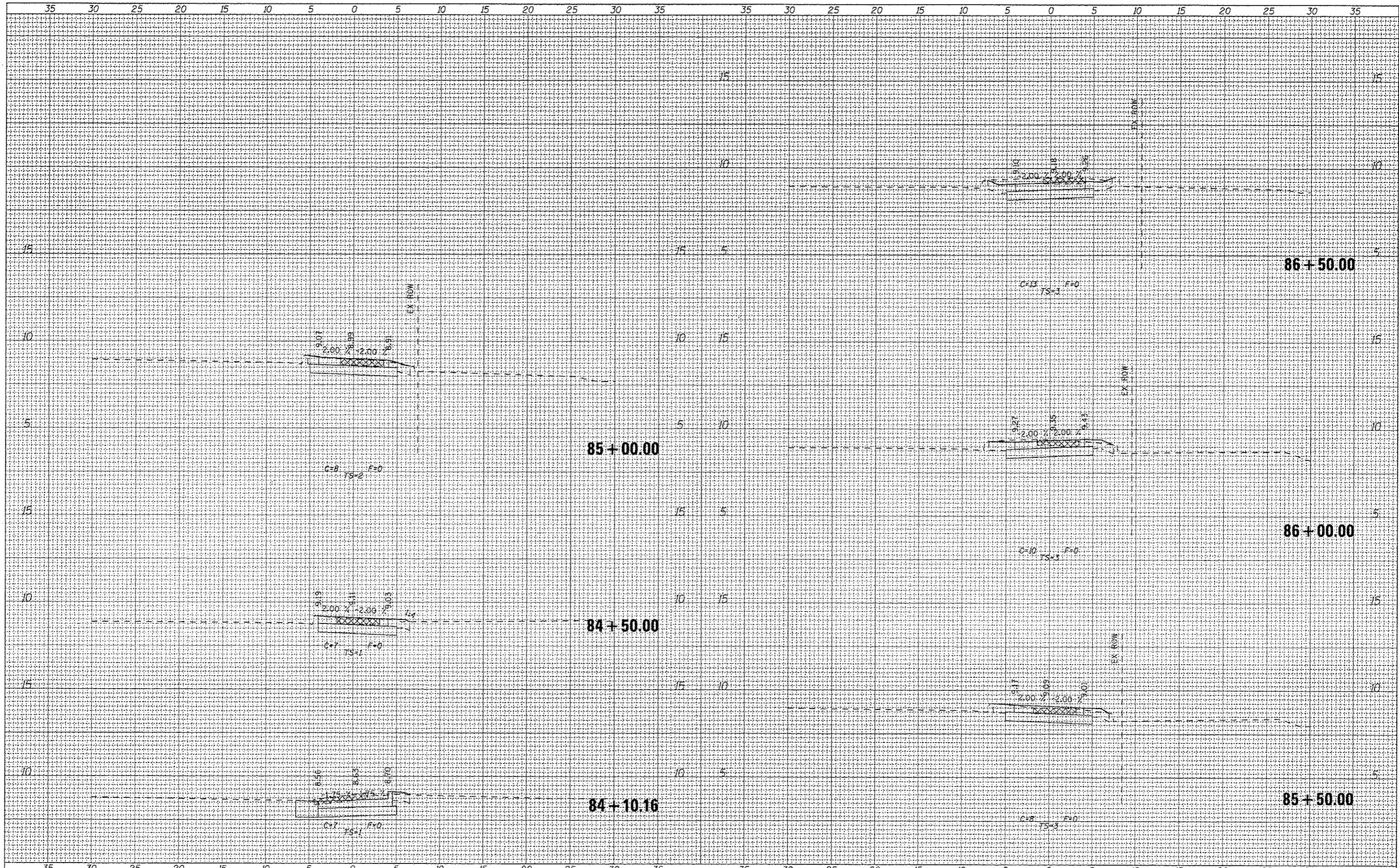
333 East State Street, Box 4327
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 2 OF 2 SHEETS | STA. 171+74.00 TO STA. 171+87.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	33
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

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DESIGNED	-
DRAWN	-
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PLLOT DATE	3/12/2015

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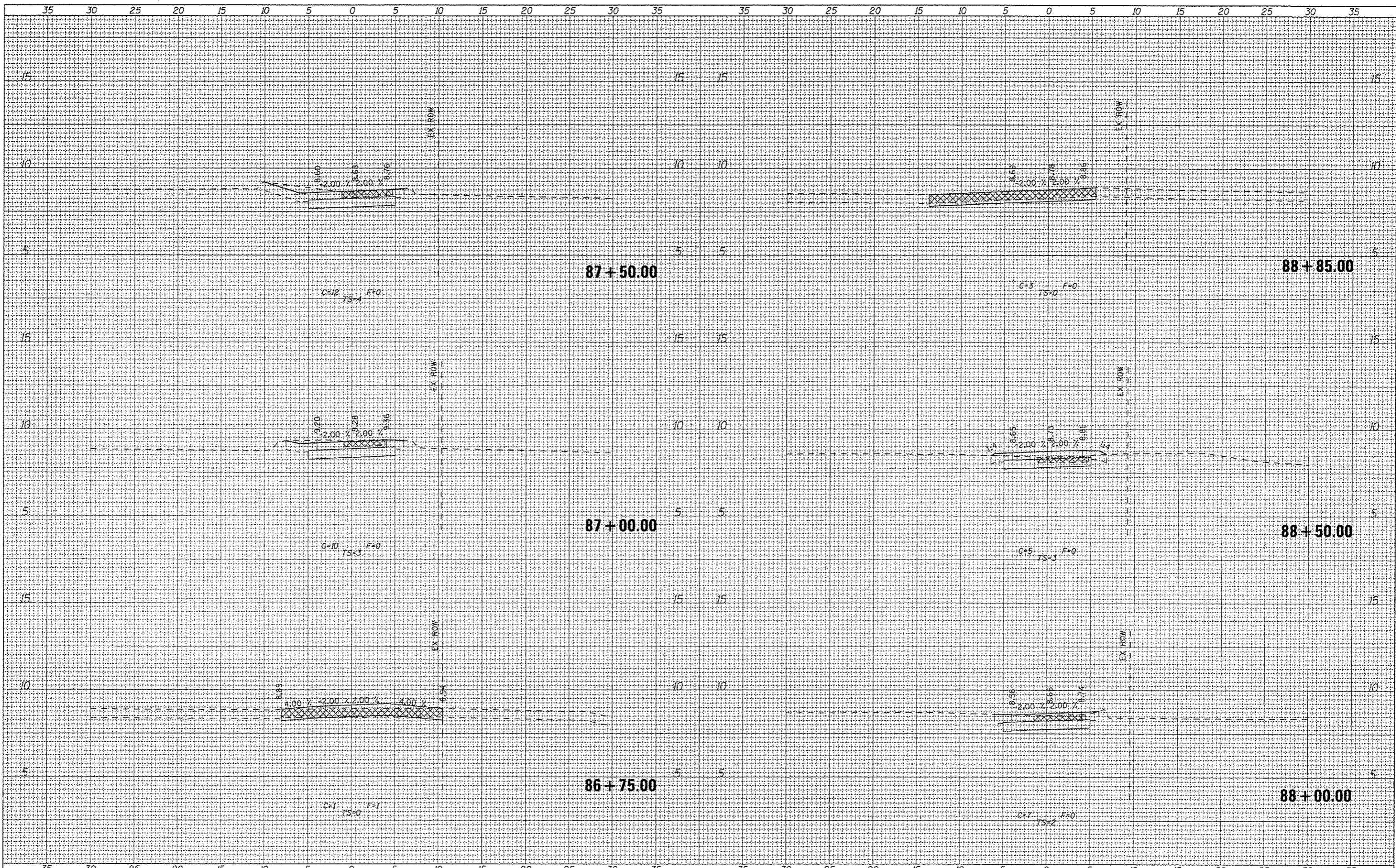
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 1 OF 3 SHEETS | STA. 84+10.16 TO STA. 86+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	34
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

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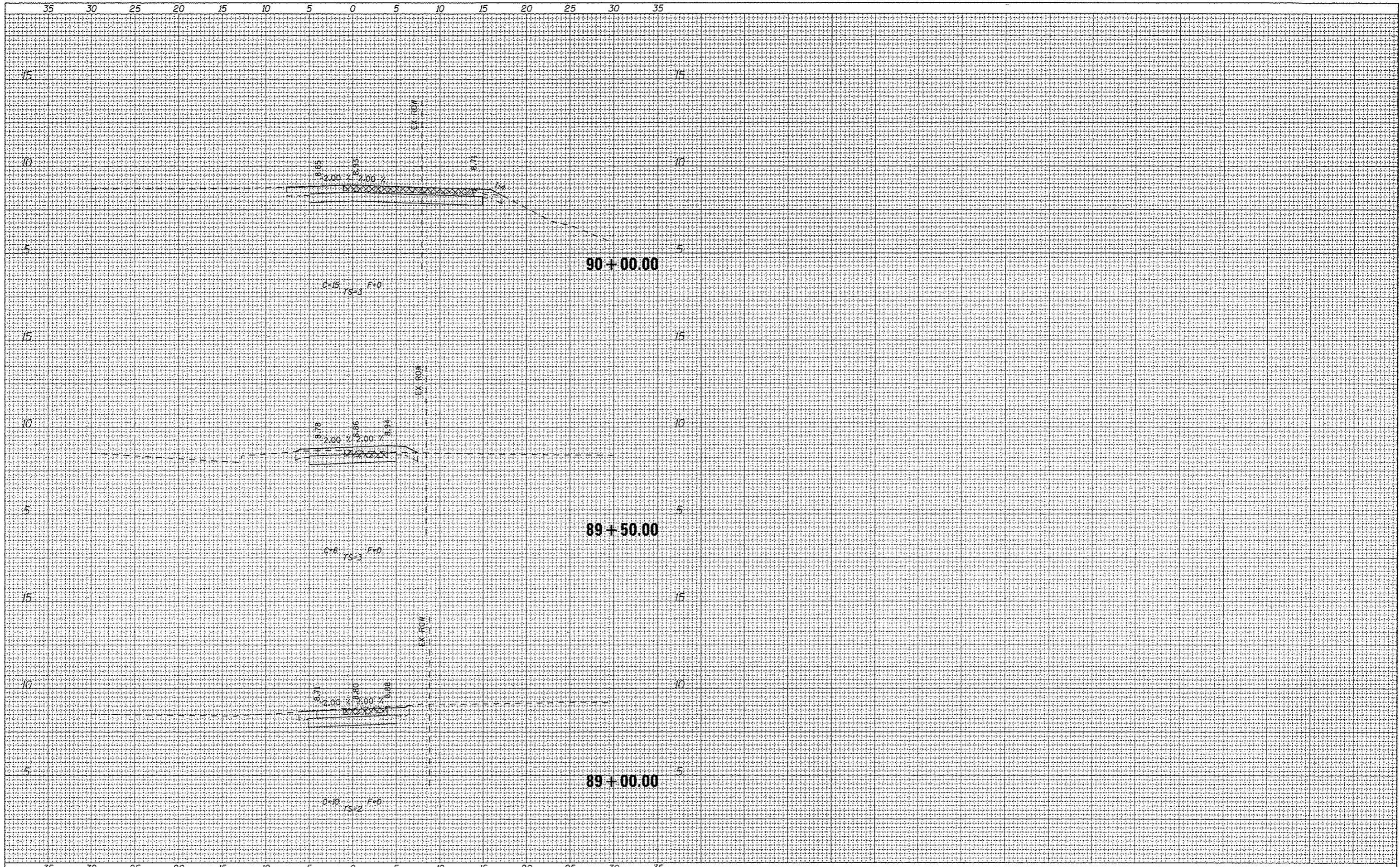
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		DATE -	REVISED -							

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 Rockford, Illinois 61110-0827
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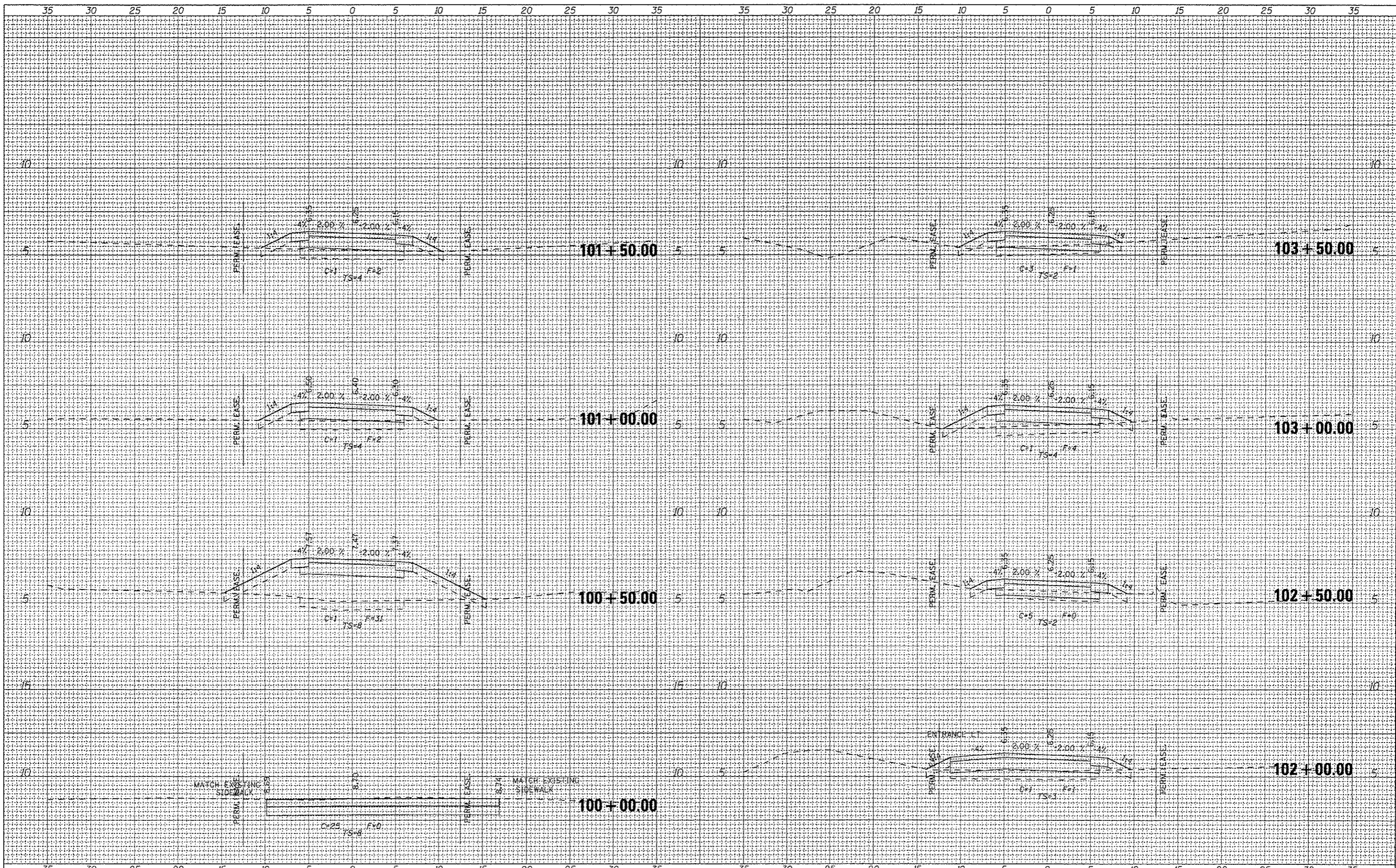
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS

SCALE: 1"=5' HORZ | SHEET NO. 3 OF 3 SHEETS | STA. 89+00.00 TO STA. 90+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 46301	

FINISHED	DATE
SURVEYED	
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NOTE BOOK	
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DESIGNED	DATE
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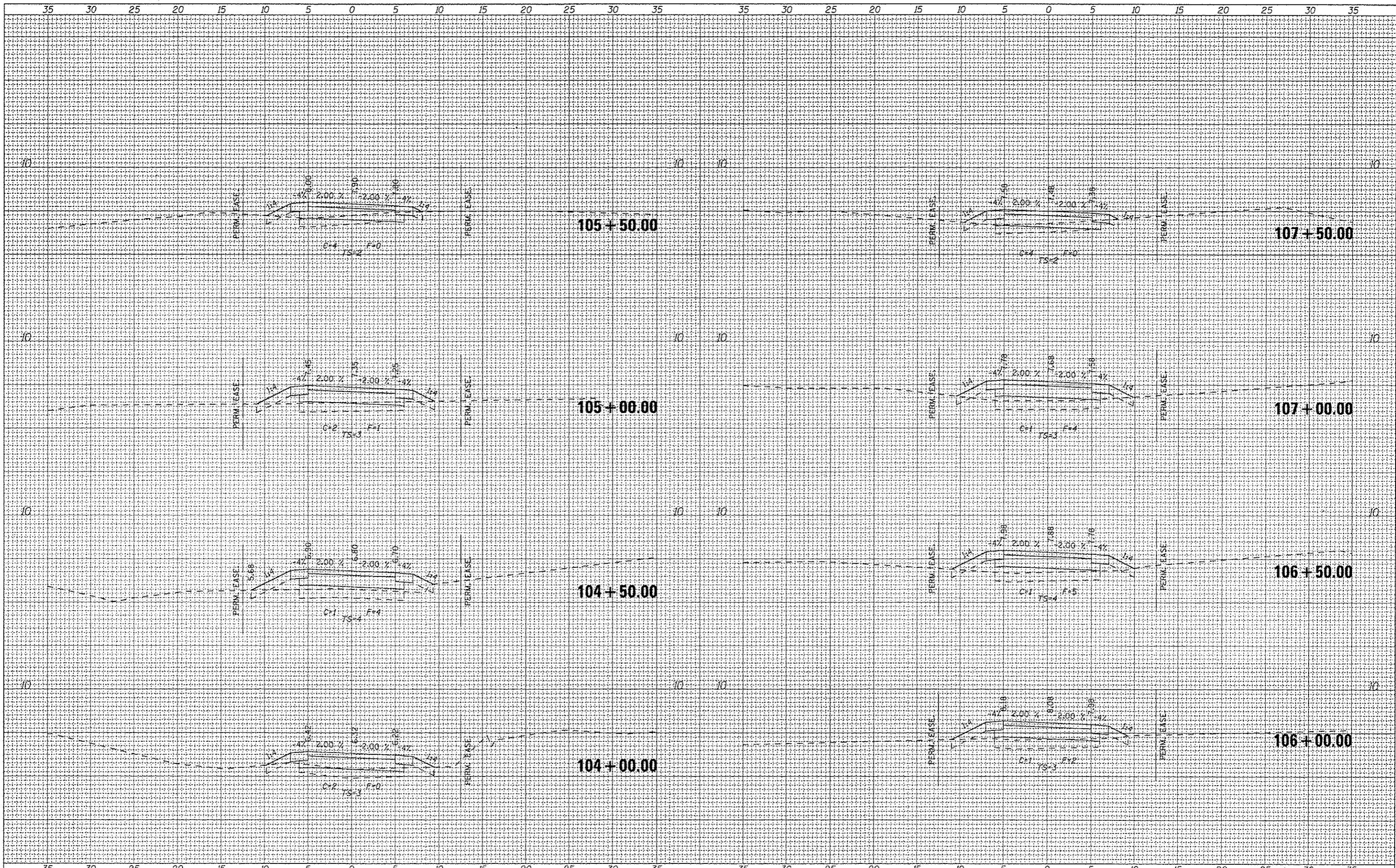
333 East State Street, Box 4327
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 1 OF 21 SHEETS STA. 100+00.00 TO STA. 103+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	37
			CONTRACT NO.	46301
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEYED	BY	DATE
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FILE NAME	USER NAME = andrew1
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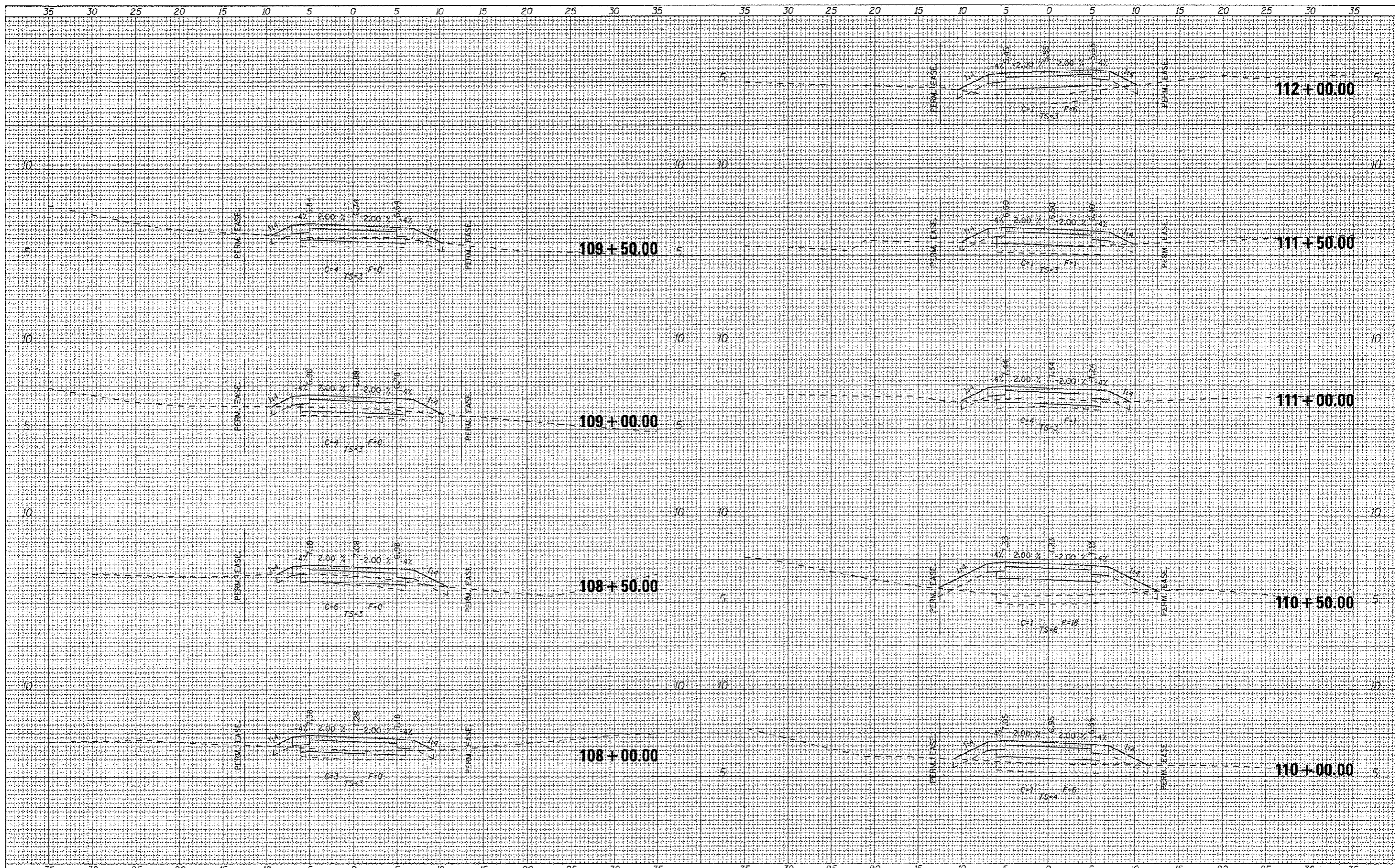
333 East State Street, Box 4327
Rockford, Illinois 61110-0827
PH 815-965-6400 Fax 815-965-6416
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
SCALE: 1"=5' HORZ | SHEET NO. 2 OF 21 SHEETS | STA. 104+00.00 TO STA. 107+50.00

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	COOK	70	38
CONTRACT NO. 46301			
ILLINOIS FED. AID PROJECT			

FILE	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
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FILE	DATE
SURVEYED	
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FILE NAME	USER NAME = andrew
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PLLOT SCALE = 5/8" = 1' V.H.	REVISD
PLLOT DATE = 3/12/2015	REVISD



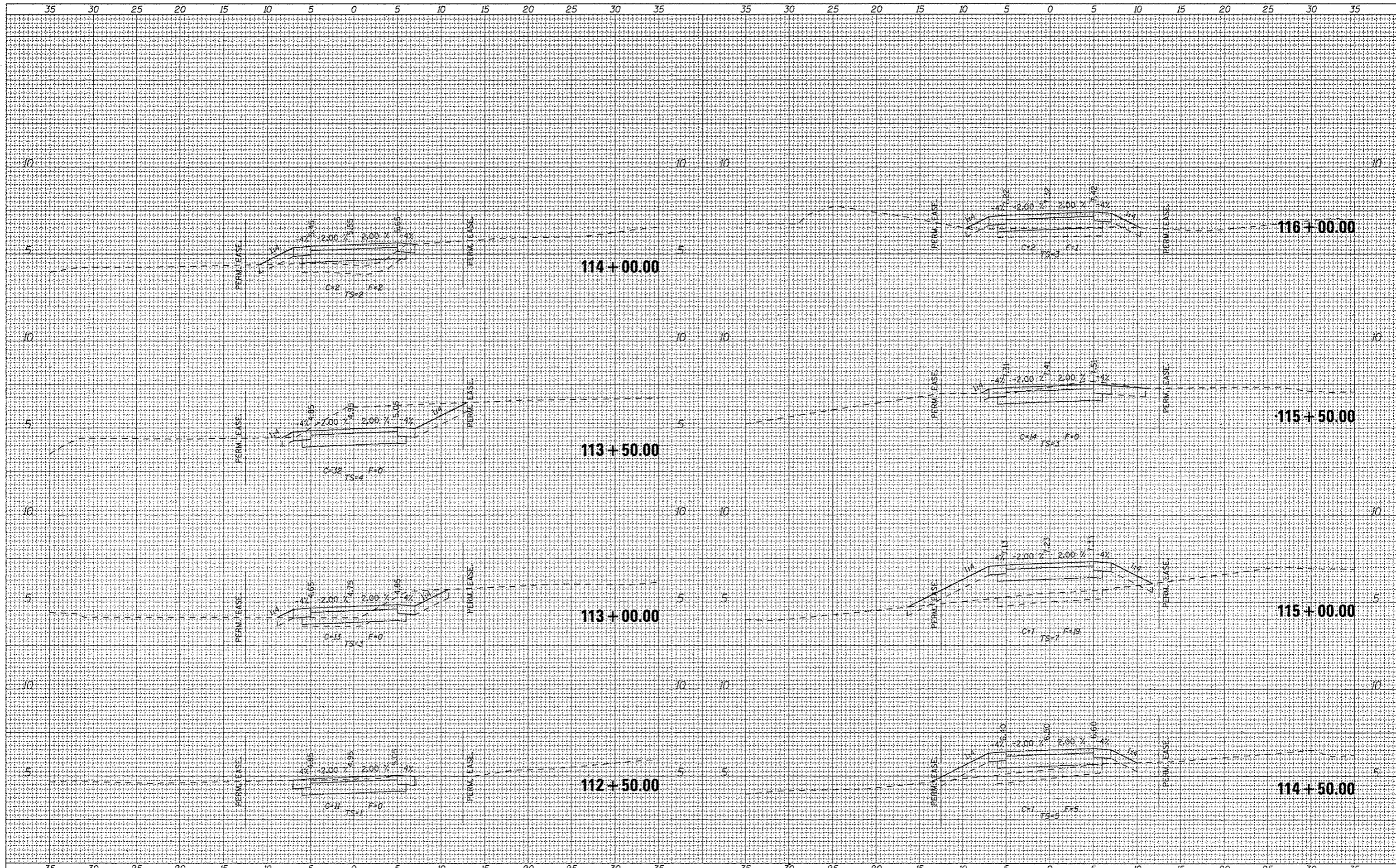
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 3 OF 21 SHEETS STA. 108+00.00 TO STA. 112+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	39
				CONTRACT NO. 46301
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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FILE NAME	USER NAME	DESIGNED	REVISD
FILE#	andrew	DRAWN	REVISD
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		DATE	REVISD

PLOT SCALE = 5/16" = 1' / 16"	
PLOT DATE = 3/12/2015	



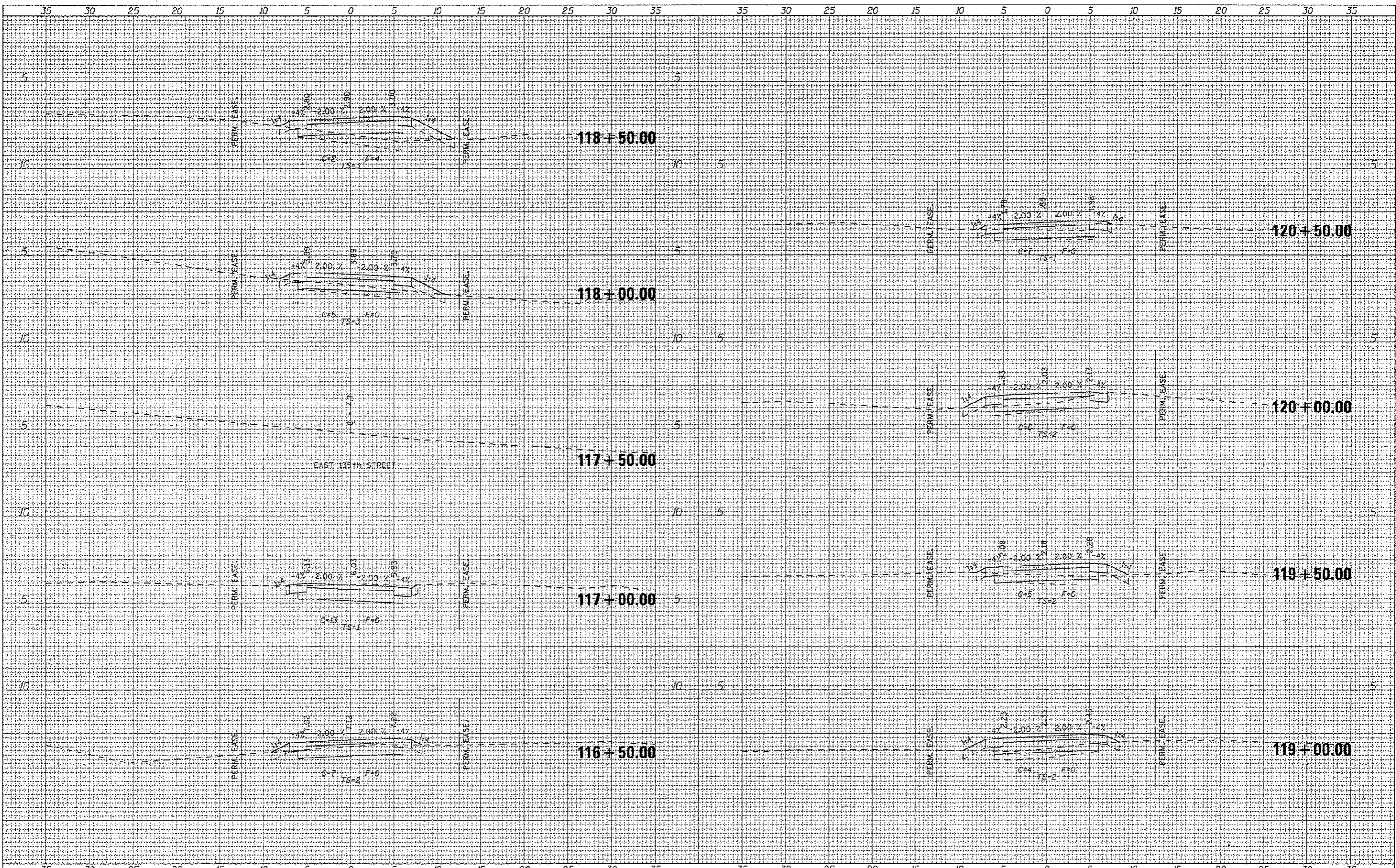
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 4 OF 21 SHEETS | STA. 112+50.00 TO STA. 116+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	40
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	
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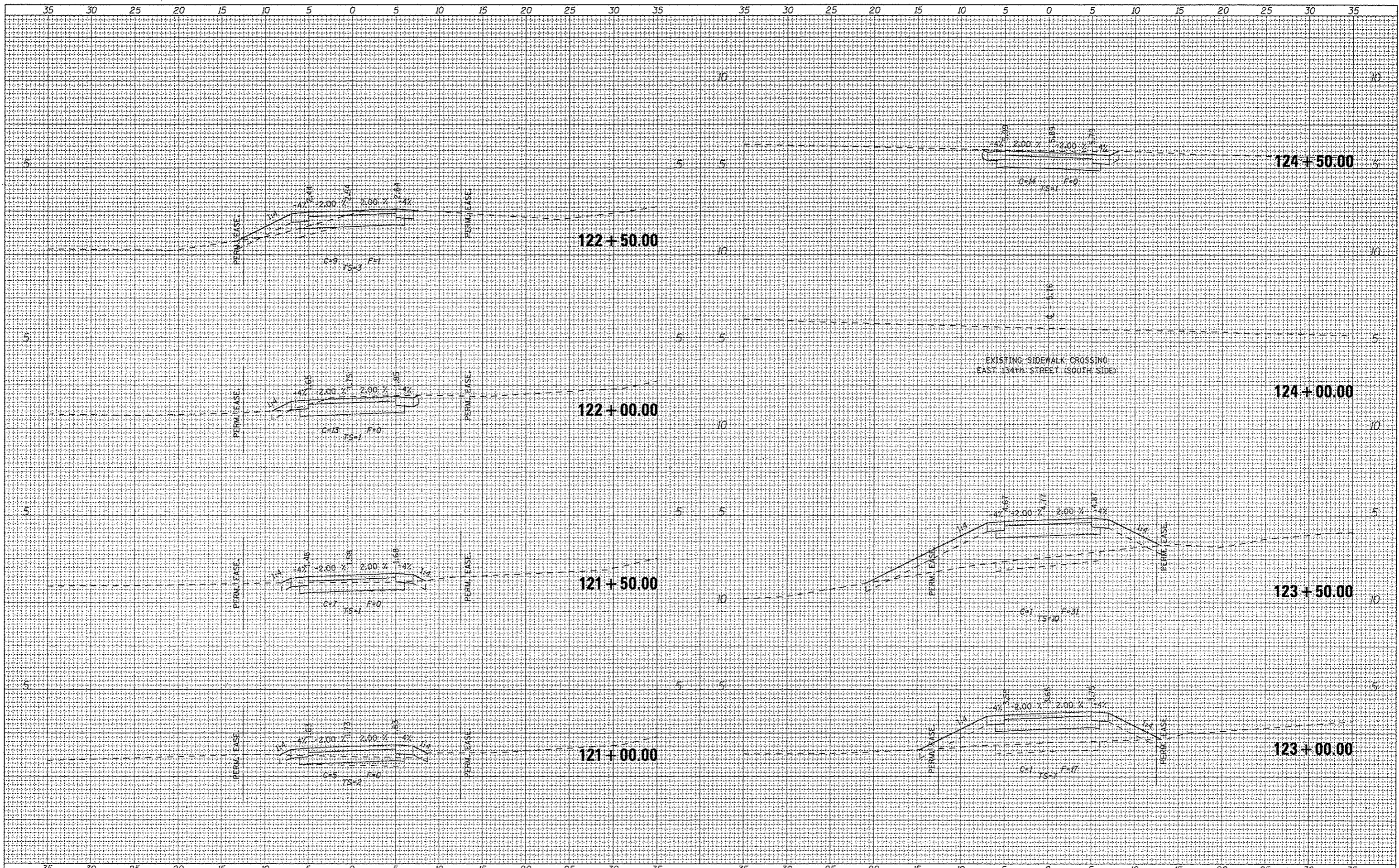
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 5 OF 21 SHEETS | STA. 116+50.00 TO STA. 120+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	TO	41
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

DATE	
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PLT SCALE	3/8"=1' / in.
PLT DATE	3/12/2015



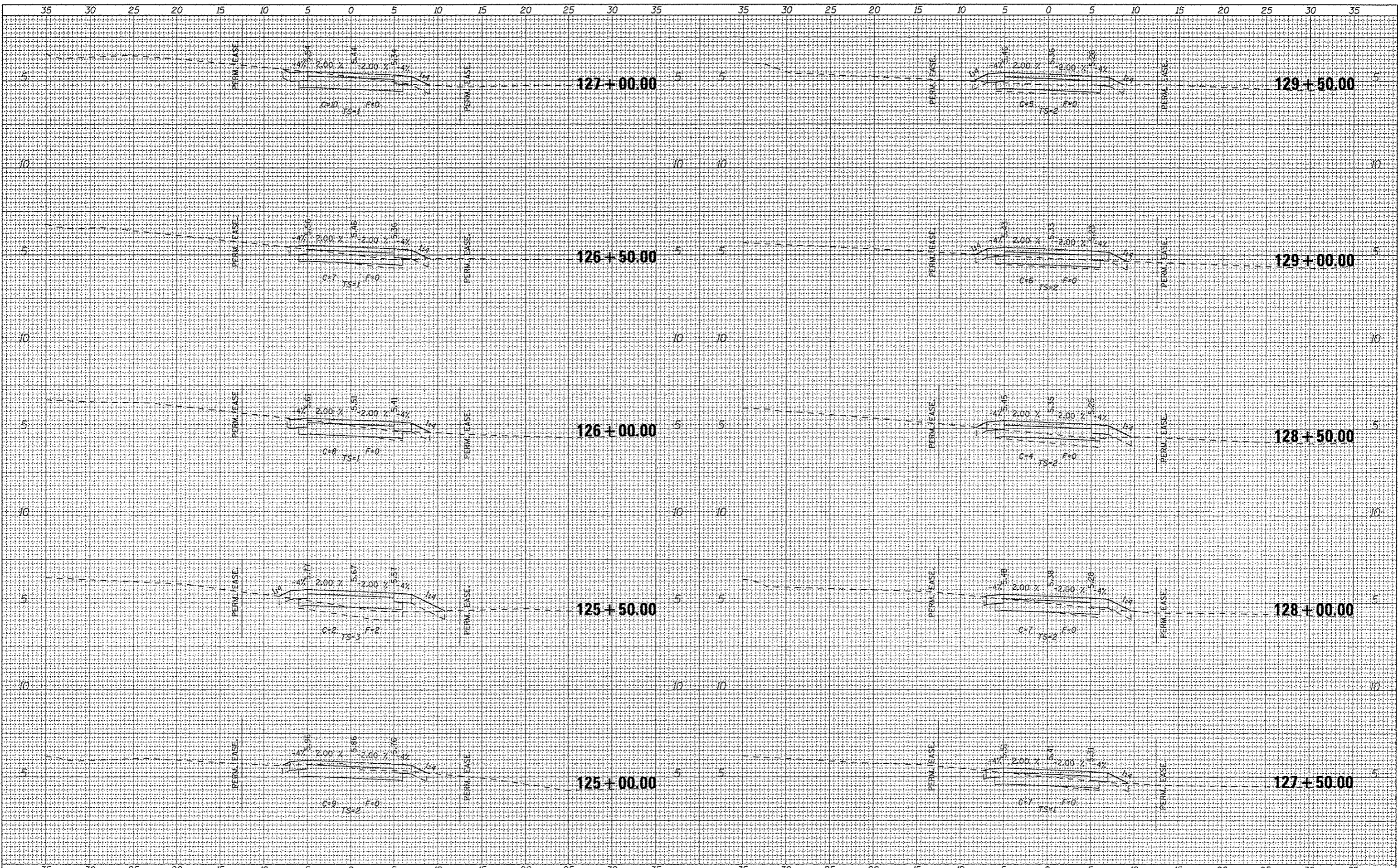
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
SCALE: 1"=5' HORZ | SHEET NO. 6 OF 21 SHEETS | STA. 121+00.00 TO STA. 124+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	42
			CONTRACT NO. 46301	
[ILLINOIS] FED. AID PROJECT				

DATE	
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PLDT SCALE	5/8" = 1' in.
PLDT DATE	3/12/2015



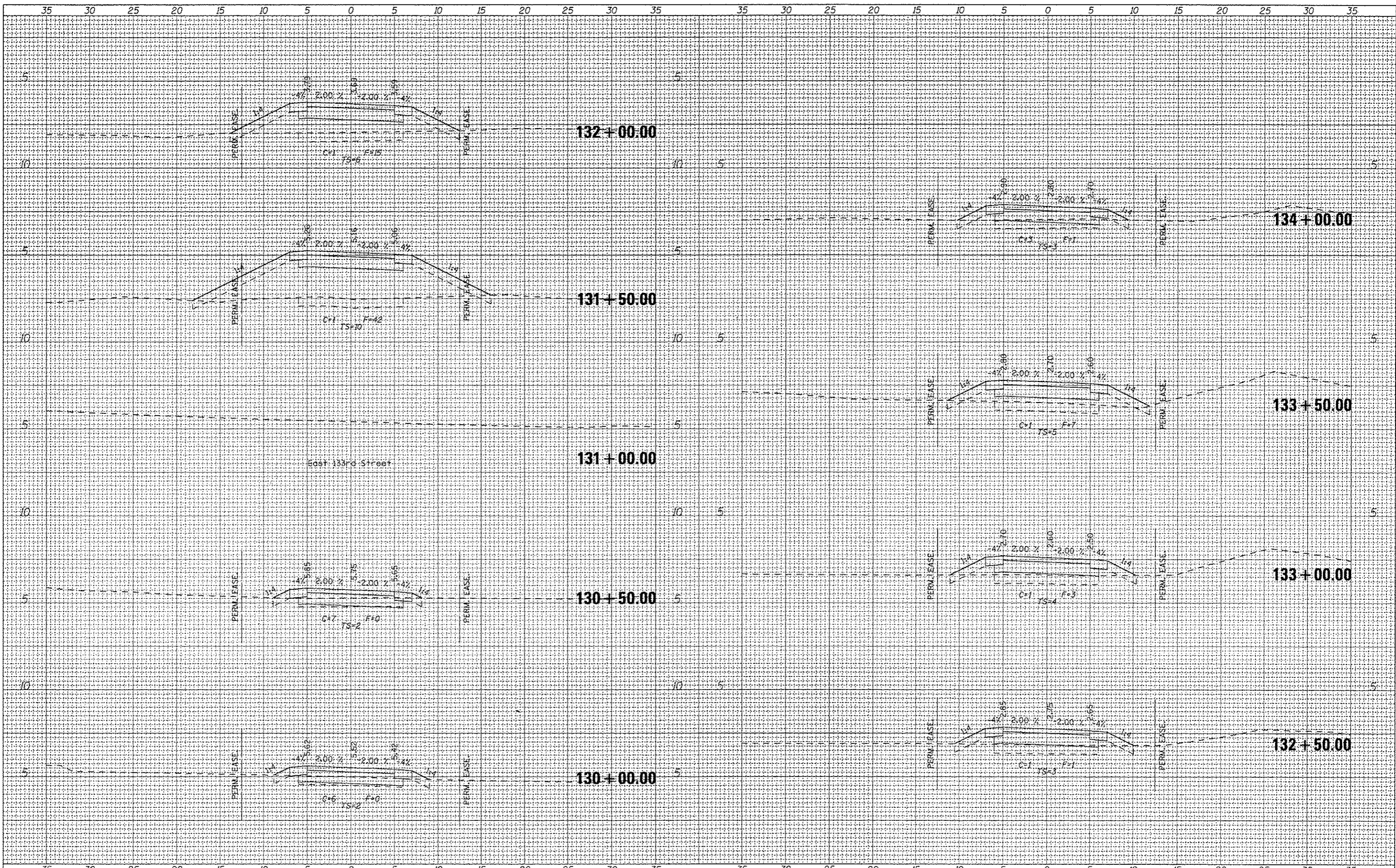
333 East State Street, Box 4327
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 7 OF 21 SHEETS | STA. 125+00.00 TO STA. 129+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	43
CONTRACT NO. 46301				

FINAL SURVEY	DATE
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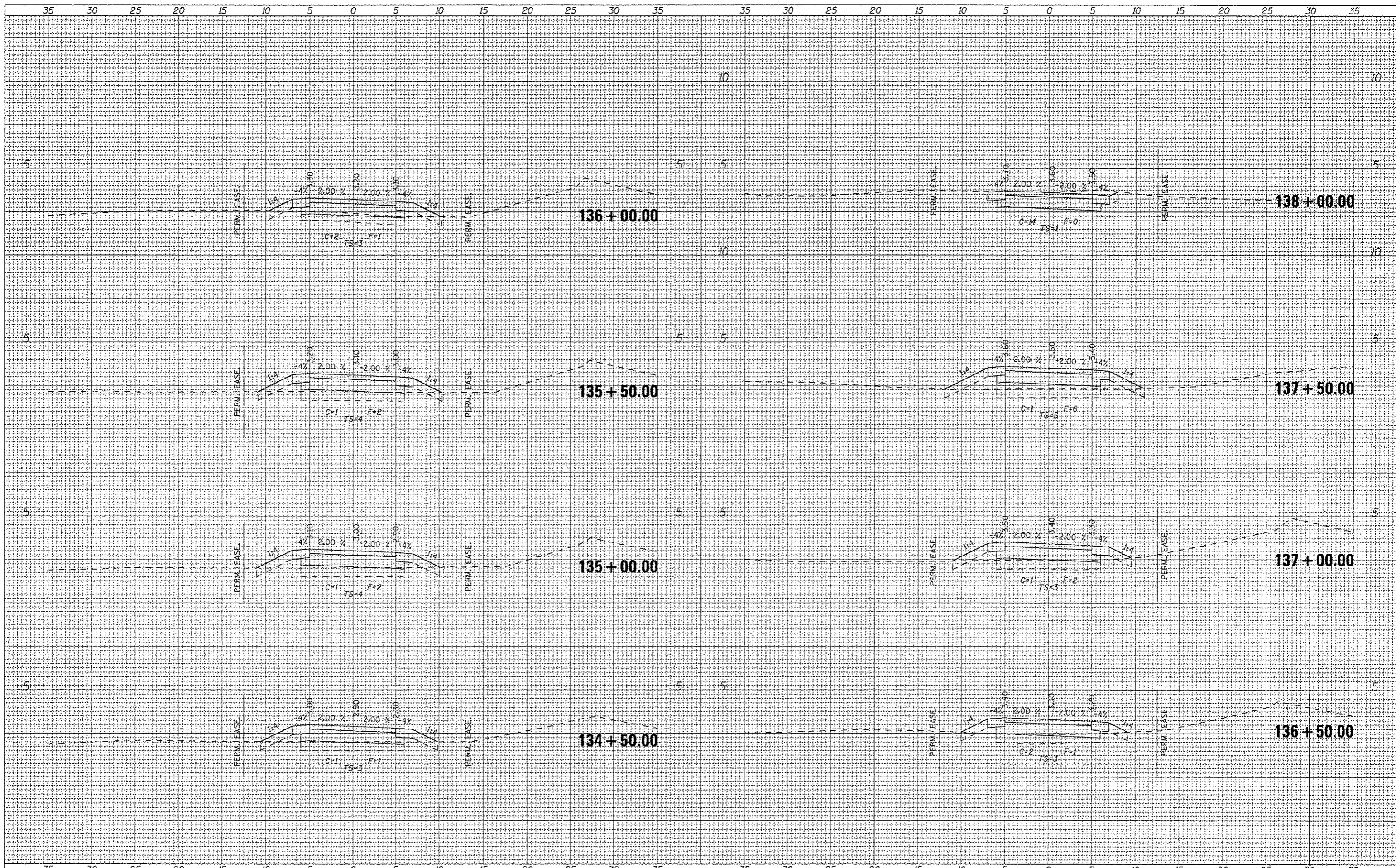
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 8 OF 21 SHEETS | STA. 130+00.00 TO STA. 134+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			TO 44	
CONTRACT NO. 46301			ILLINOIS' FEQ. A10 PROJECT	

FINAL SURVEY	DATE
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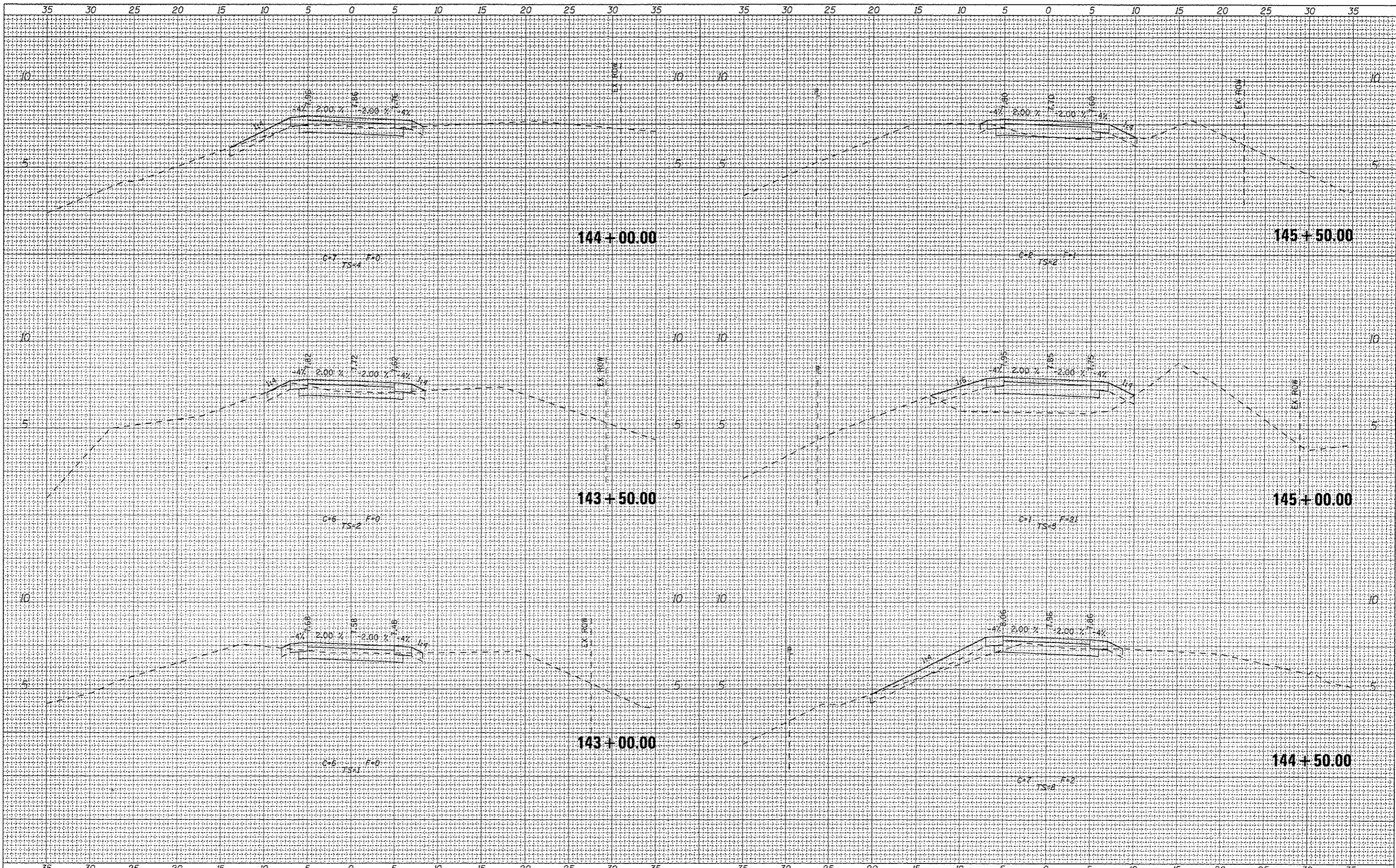
333 East State Street, Box 4327
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 9 OF 21 SHEETS STA. 134+50.00 TO STA. 138+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	45
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

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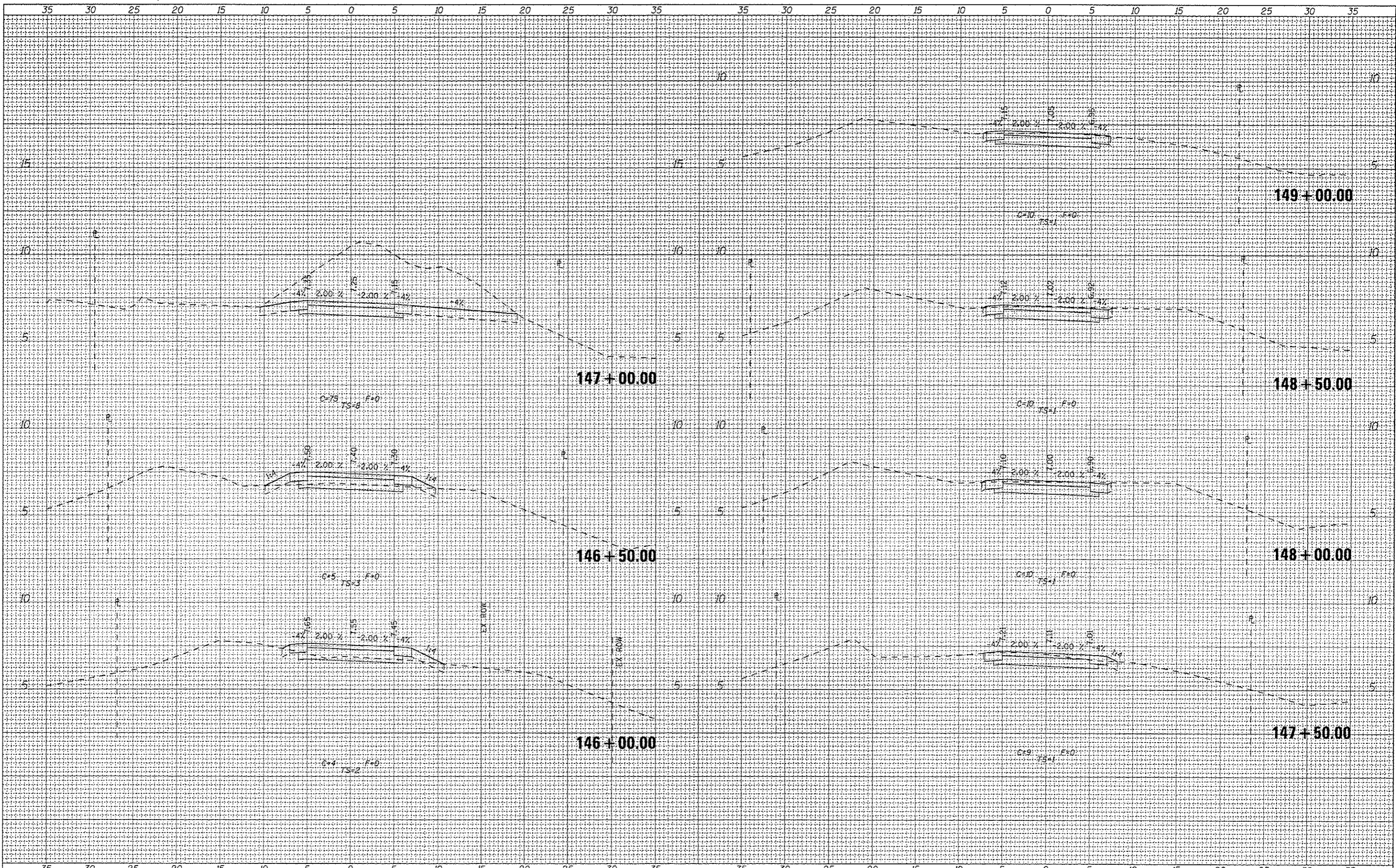
333 East State Street, Box 432?
Rockford, Illinois 61110-0827
Ph 815-965-6400 Fax 815-965-6416
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
SCALE: 1"=5' HORZ | SHEET NO. 11 OF 21 SHEETS | STA. 143+00.00 TO STA. 145+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	47
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				

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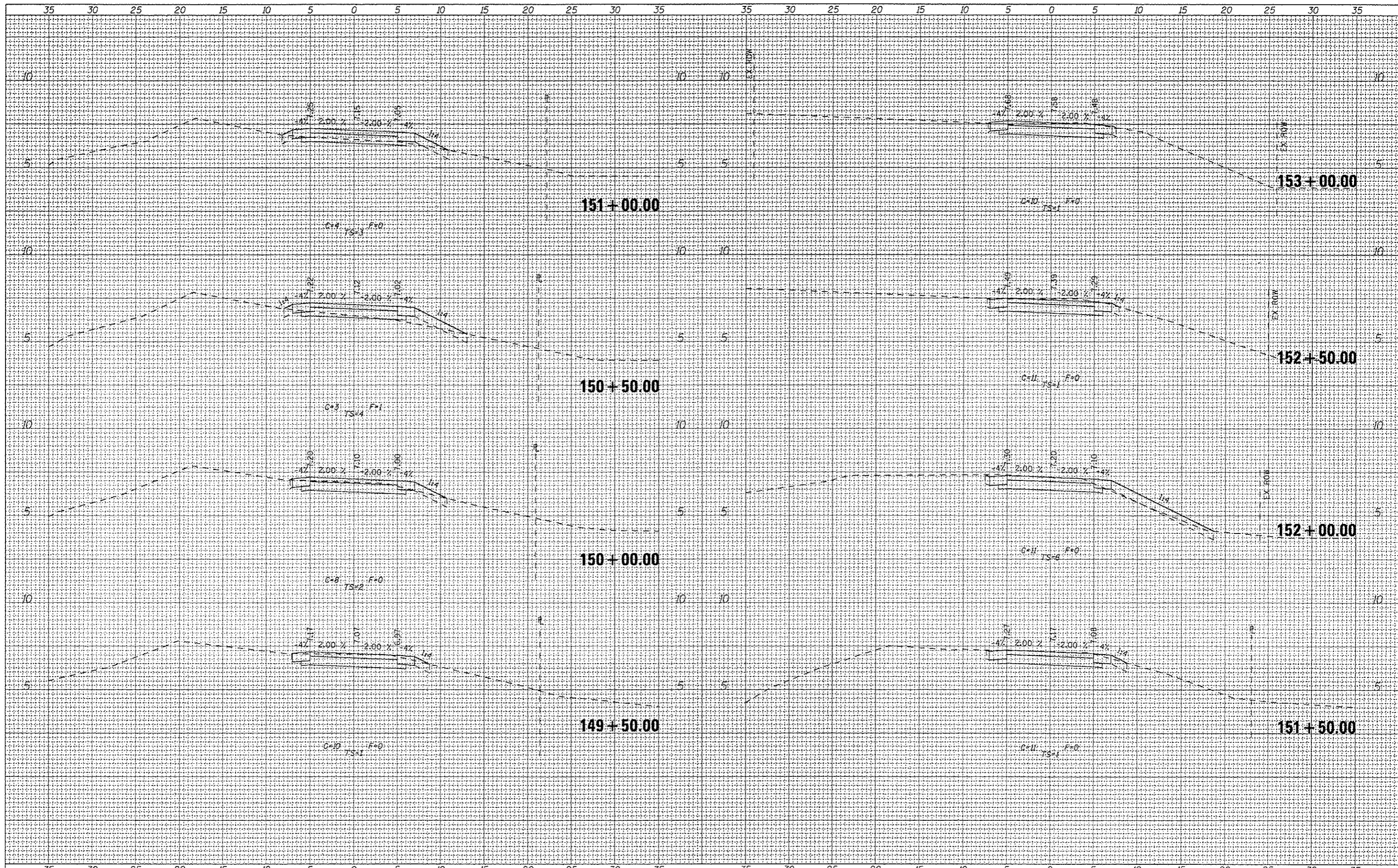
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ORIGINAL SURVEY	
PLANNED SURVEY	
NOTE BOOK	
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FILE NAME	USER NAME	DESIGNED	REVISED		ILLINOIS DEPARTMENT OF NATURAL RESOURCES BURNHAM GREENWAY TRAIL - CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE#		DRAWN	REVISED		333 East State Street, Box 4327 Rockford, Illinois 6110-0827 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	COOK	70	48					
		CHECKED	REVISED		SCALE: 1"=5' HORZ SHEET NO. 12 OF 21 SHEETS STA. 146+00.00 TO STA. 149+00.00	CONTRACT NO. 46301		[ILLINOIS] FED. AID PROJECT					
		DATE	REVISED										

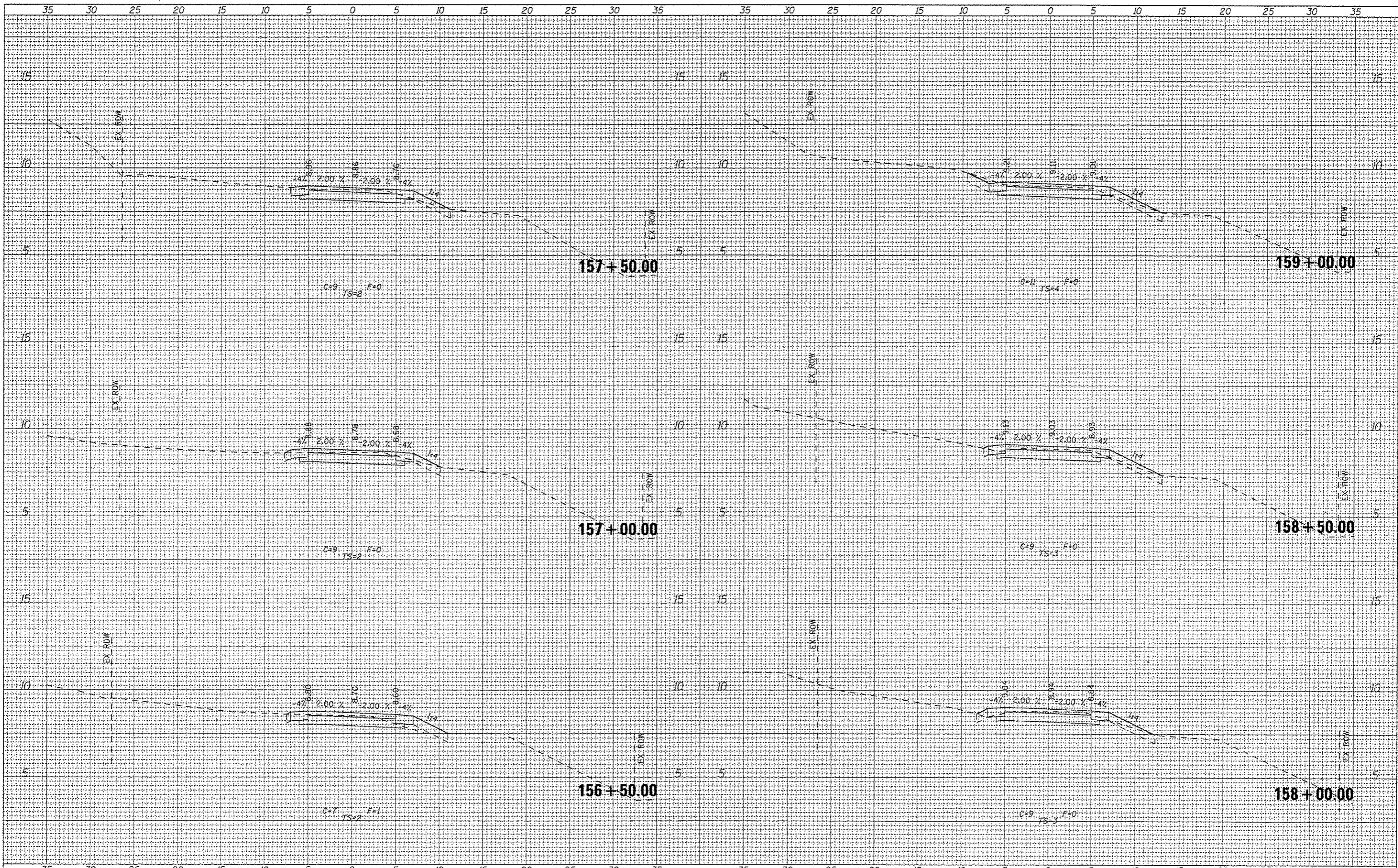
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PLOT SCALE	3/12/2015
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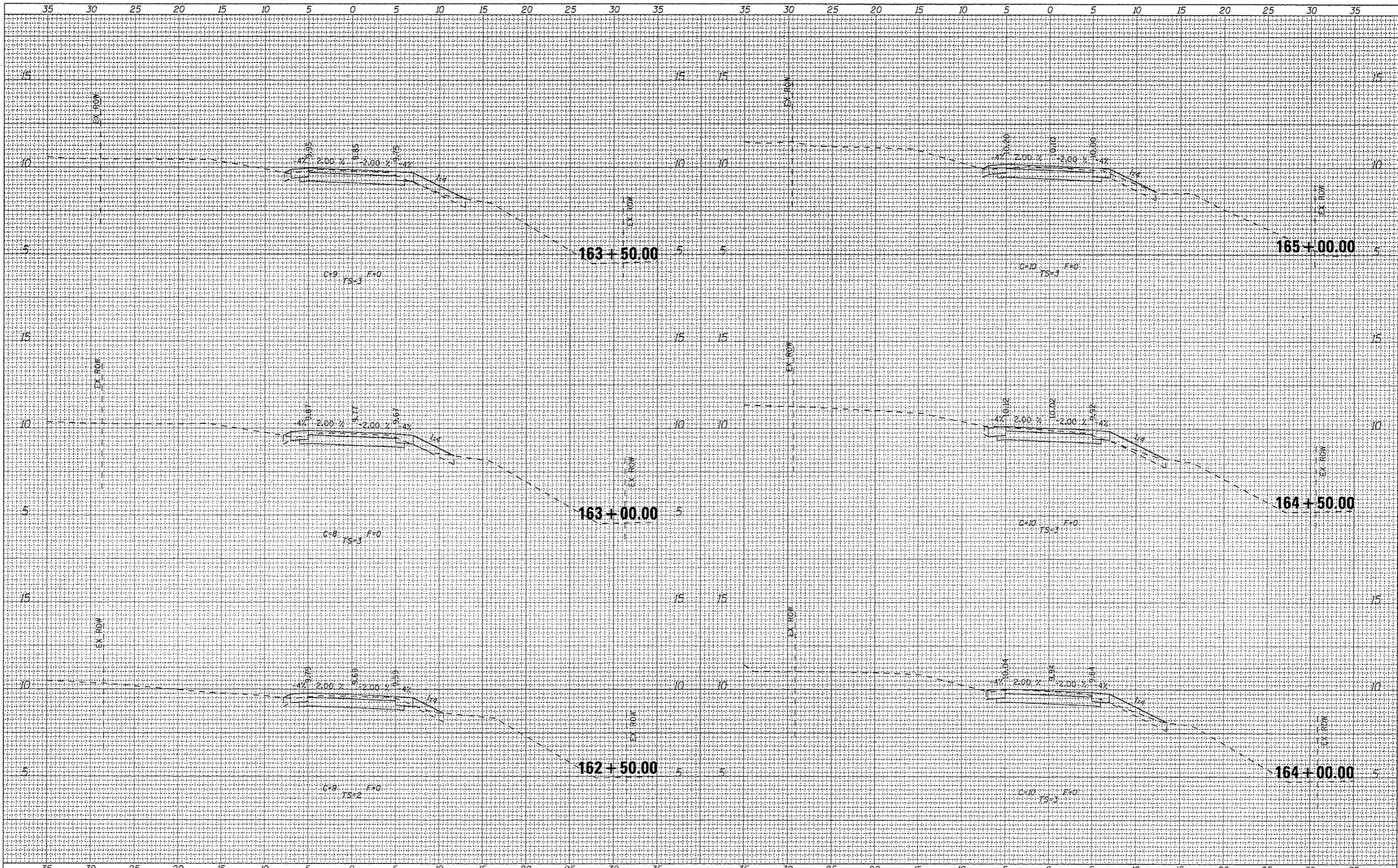
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 15 OF 21 SHEETS | STA. 156+50.00 TO STA. 159+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	51
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
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FILE NAME:
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USER NAME: andrew
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 PLOT SCALE: 5/8" = 1' / in.
 PLOT DATE: 3/12/2015

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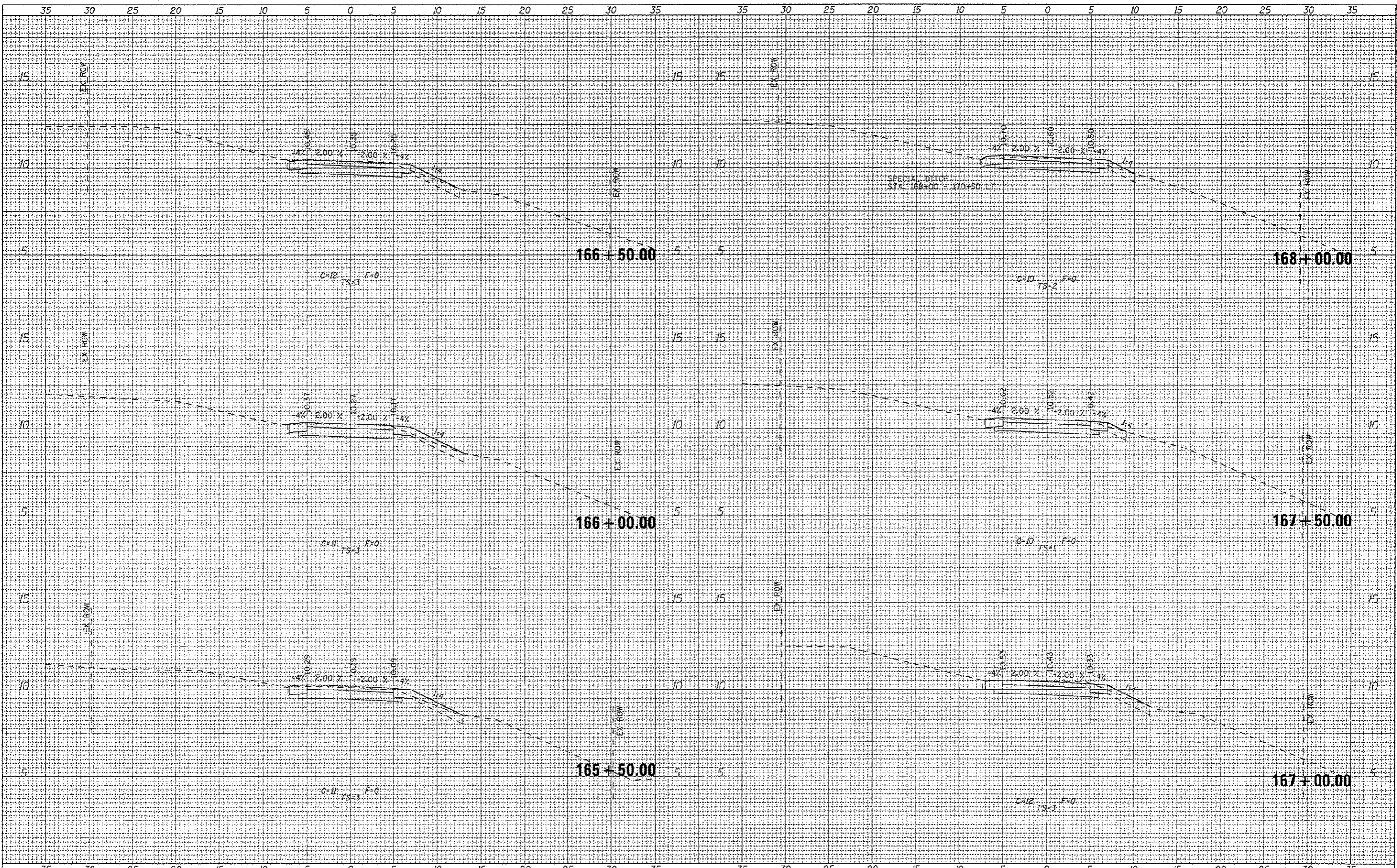
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 17 OF 21 SHEETS | STA. 162+50.00 TO STA. 165+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	53
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
APPROVED SURVEY	
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USER NAME : andrwl	DESIGNED -	REVISED -
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PLT SCALE = 5/8" = 1' / in.	CHECKED -	REVISED -
PLT DATE 3/12/2015	DATE -	REVISED -



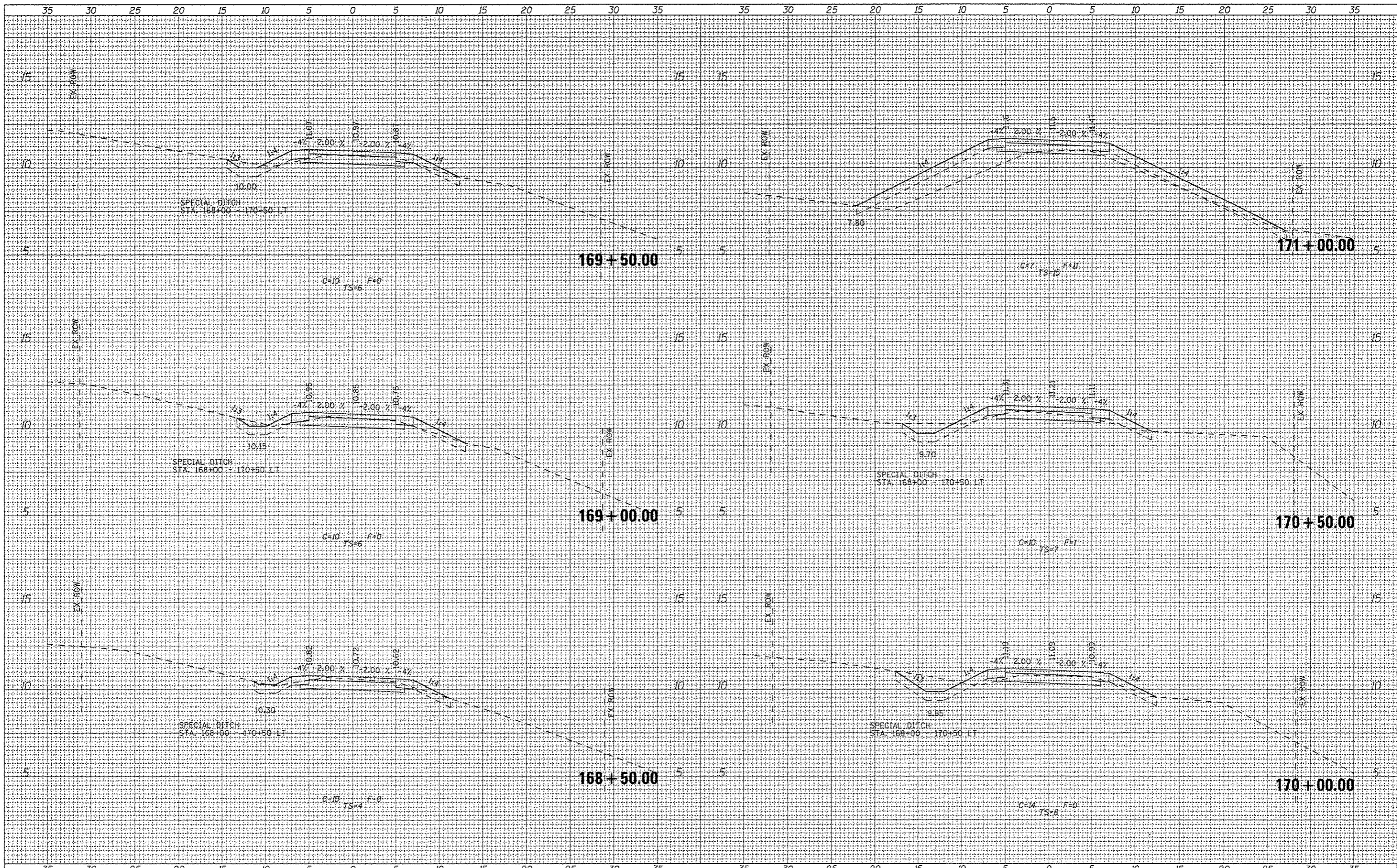
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 18 OF 21 SHEETS | STA. 165+50.00 TO STA. 168+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	54
CONTRACT NO. 46301			ILLINOIS FED. AID PROJECT	

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 PLOT DATE: 3/12/2015

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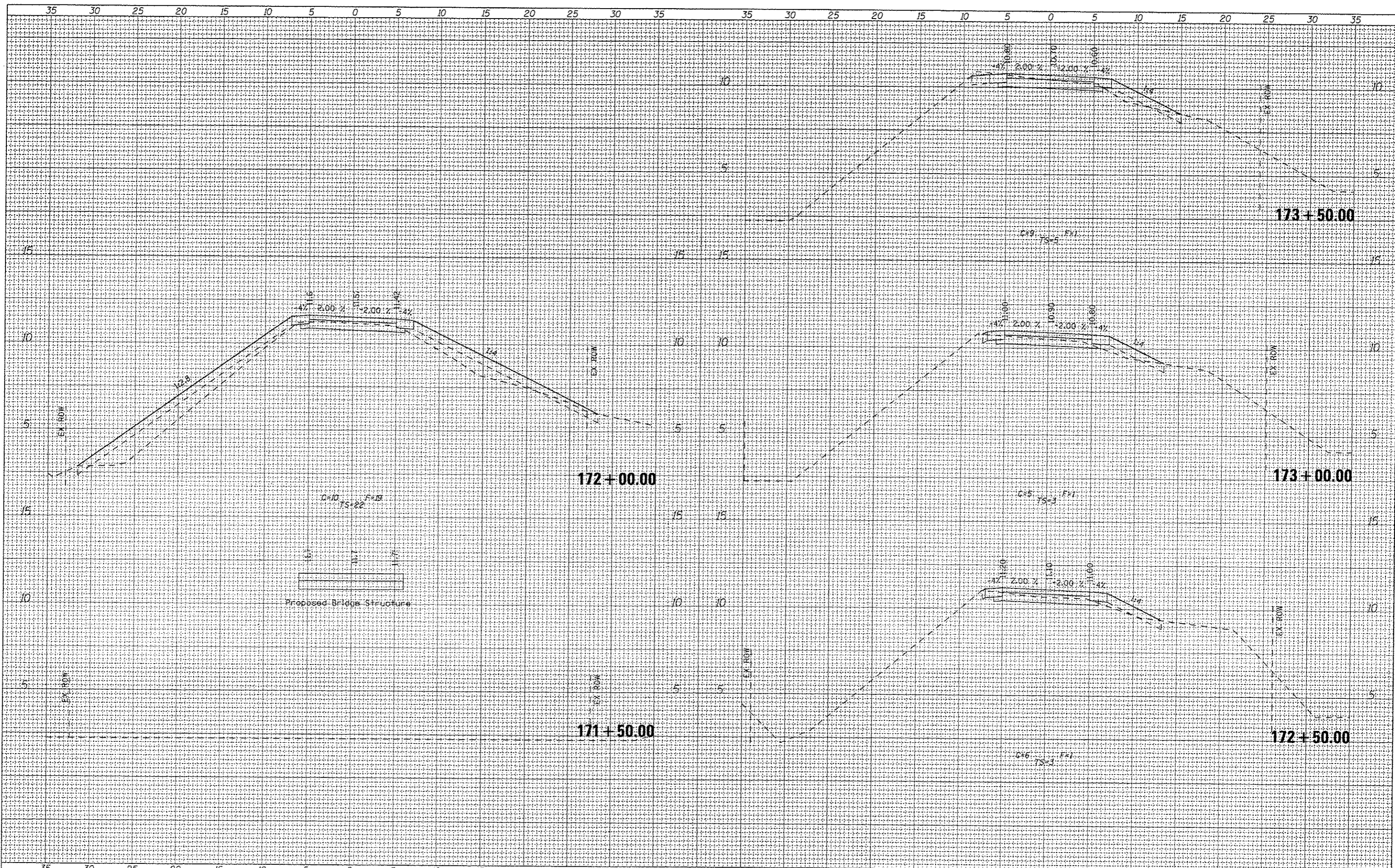
Missman, Inc.
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 19 OF 21 SHEETS STA. 168+50.00 TO STA. 171+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	55
CONTRACT NO. 46301				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
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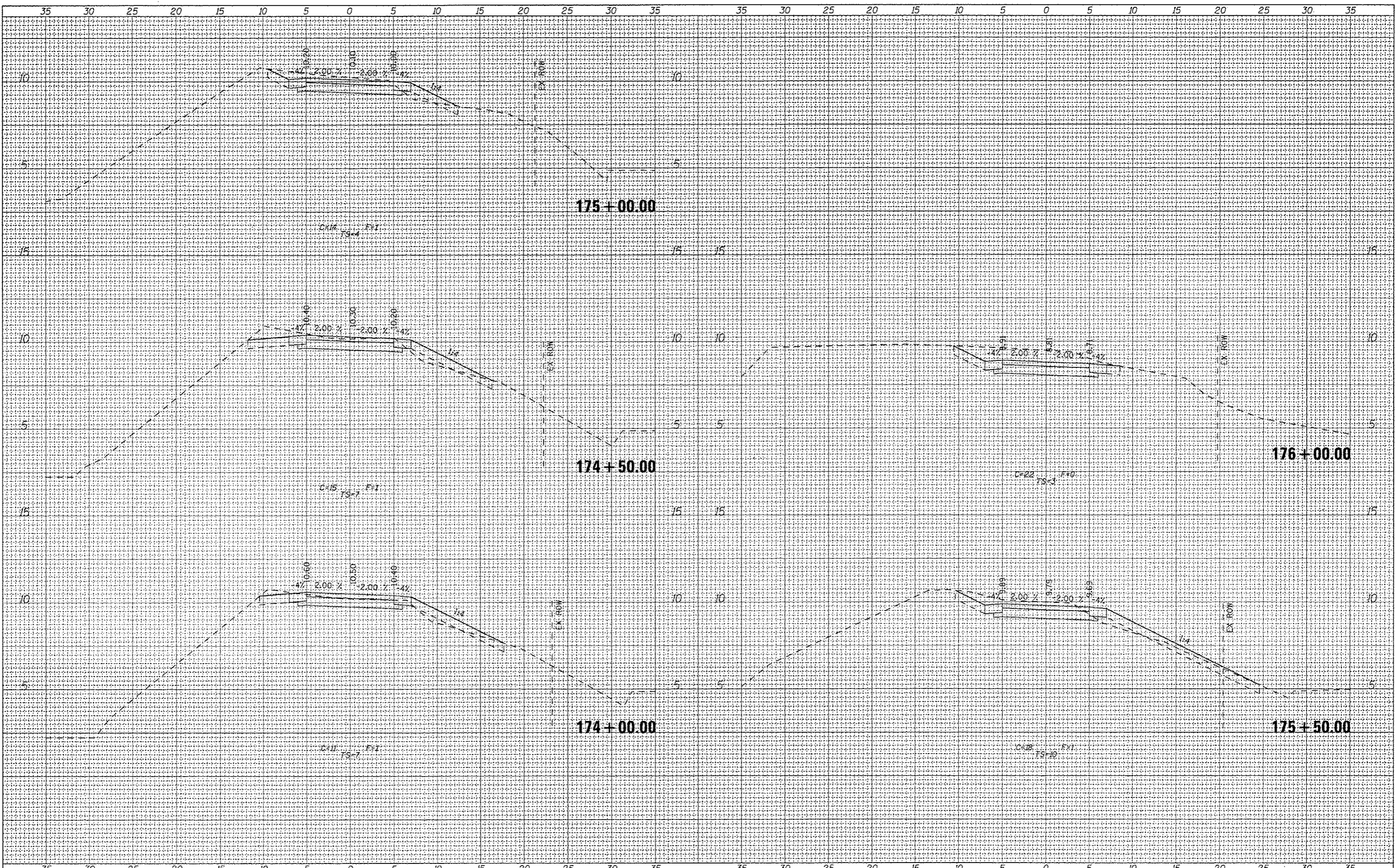
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FILE NAME	USER NAME: andrew	DESIGNED	REVISED	 333 East State Street, Box 4327 Rockford, Illinois 61110-0827 Ph 815-965-6400 Fax 815-965-6416 www.missman.com	ILLINOIS DEPARTMENT OF NATURAL RESOURCES BURNHAM GREENWAY TRAIL - CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN	REVISED		SCALE: 1"=5' HORZ SHEET NO. 20 OF 21 SHEETS STA. 171+50.00 TO STA. 173+50.00	COOK	70	56		
		CHECKED	REVISED		CONTRACT NO. 46301	ILLINOIS FED. AID PROJECT		SEGMENT 1B		
		DATE	REVISED							

BY	DATE
STARTED	
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BY	DATE
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FILE NAME	
FILE#	

USER NAME	andrew
DESIGNED	
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DATE	

REVISIONS	
REVISED	
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REVISED	
REVISED	

PLT SCALE	1/8" = 1' / 1" = 10'
PLT DATE	3/12/2015



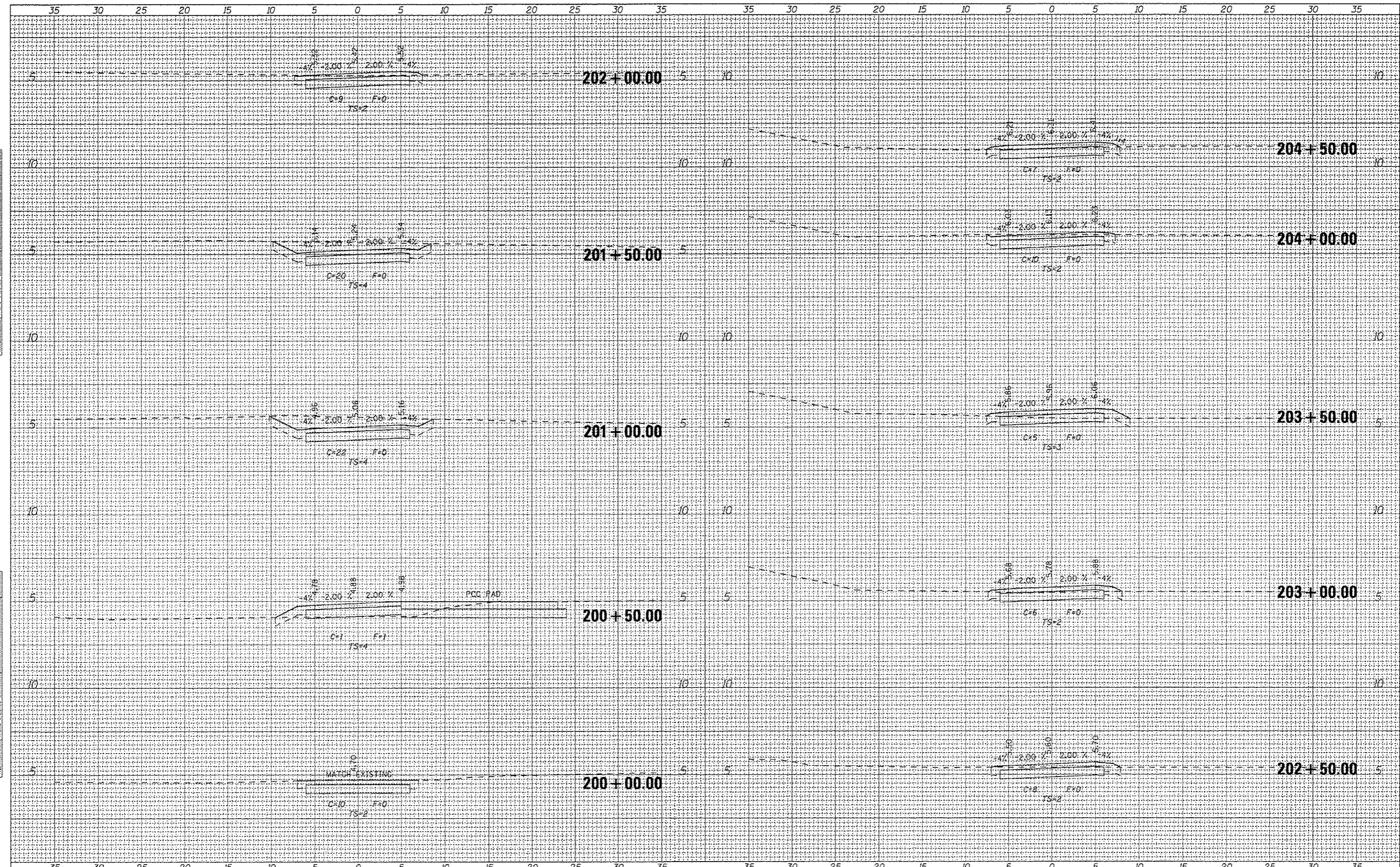
333 East State Street, Box 4327
 Rockford, Illinois 6110-0827
 Ph 815-965-6400 Fax 815-965-6416
 www.missman.com

ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 21 OF 21 SHEETS STA. 174+00.00 TO STA. 176+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	57
CONTRACT NO. 46301			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS	
CHECKED	



FILE NAME
#FILE#

USER NAME = andrewl
 PLOT SCALE = 5.0000" / 1"
 PLOT DATE = 3/12/2015

DESIGNED -
 DRAWN -
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 DATE -

REVISED -
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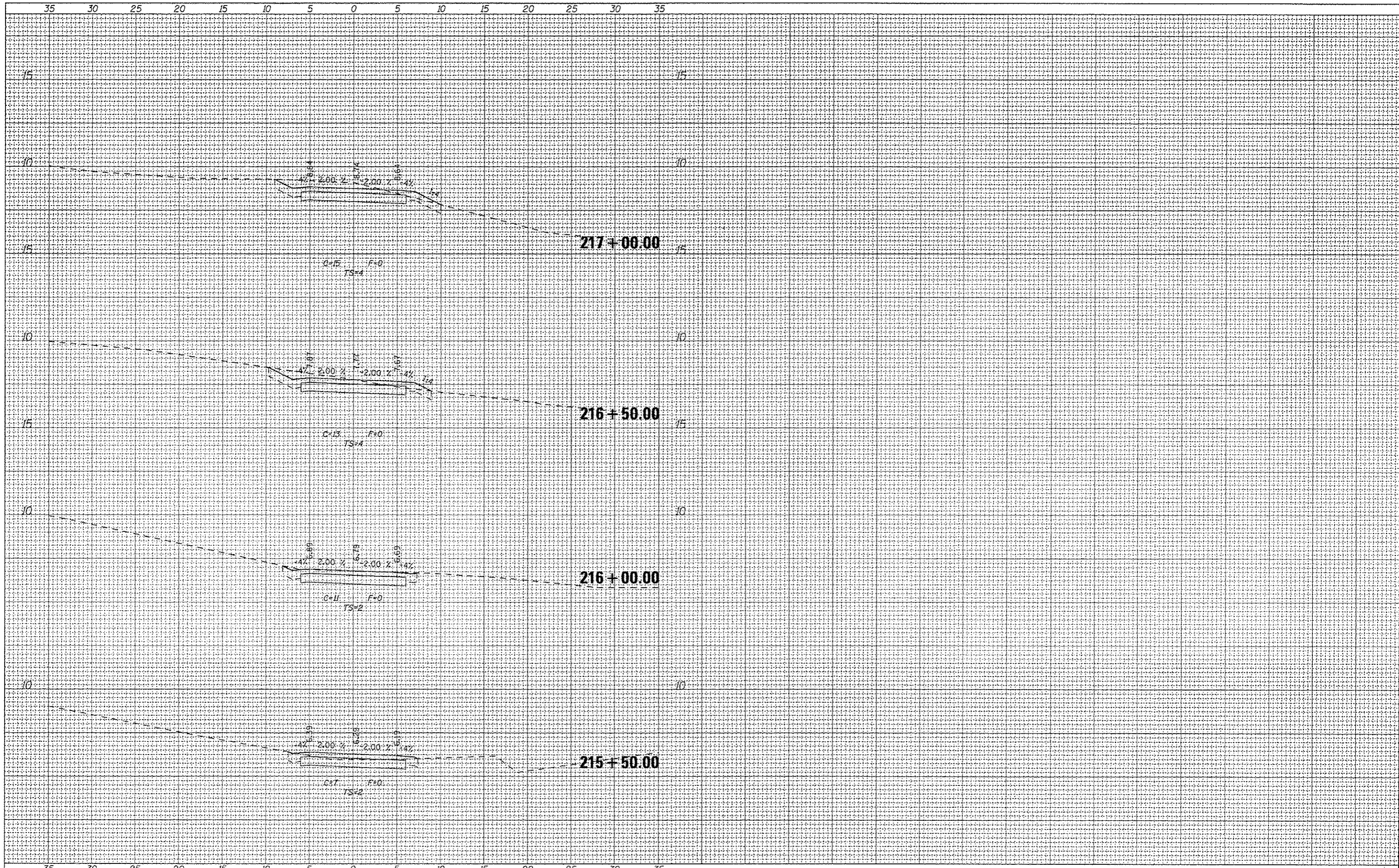
333 East State Street, Box 4327
 Rockford, Illinois 61110-0827
 Ph 815-965-6400 Fax 815-965-6416
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ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ | SHEET NO. 1 OF 4 SHEETS | STA. 200+00.00 TO STA. 204+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	70	58
CONTRACT NO. 46301			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO.	
AREAS CHECKED	



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DATE	-
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DESIGNED	-
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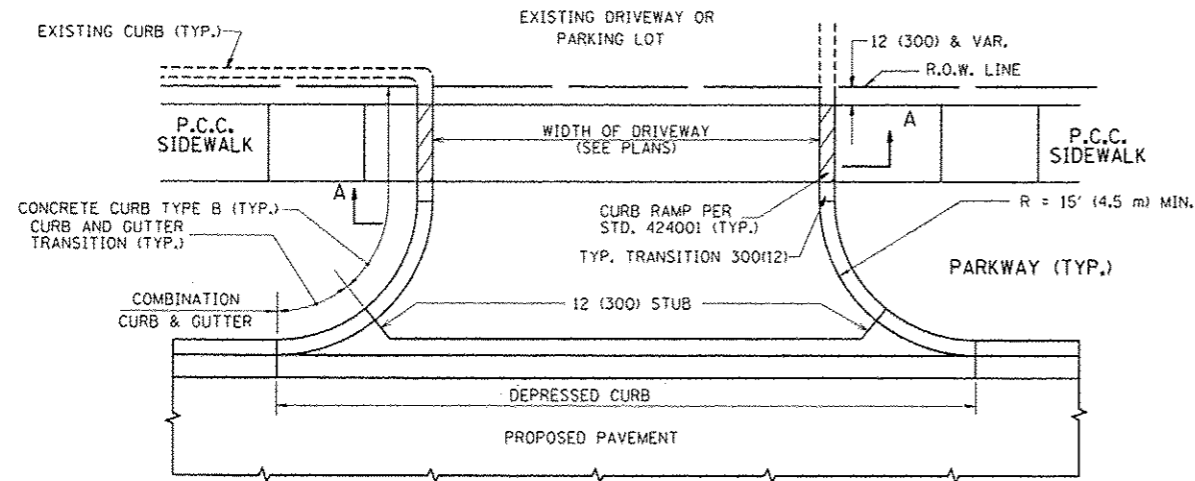
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DATE	-
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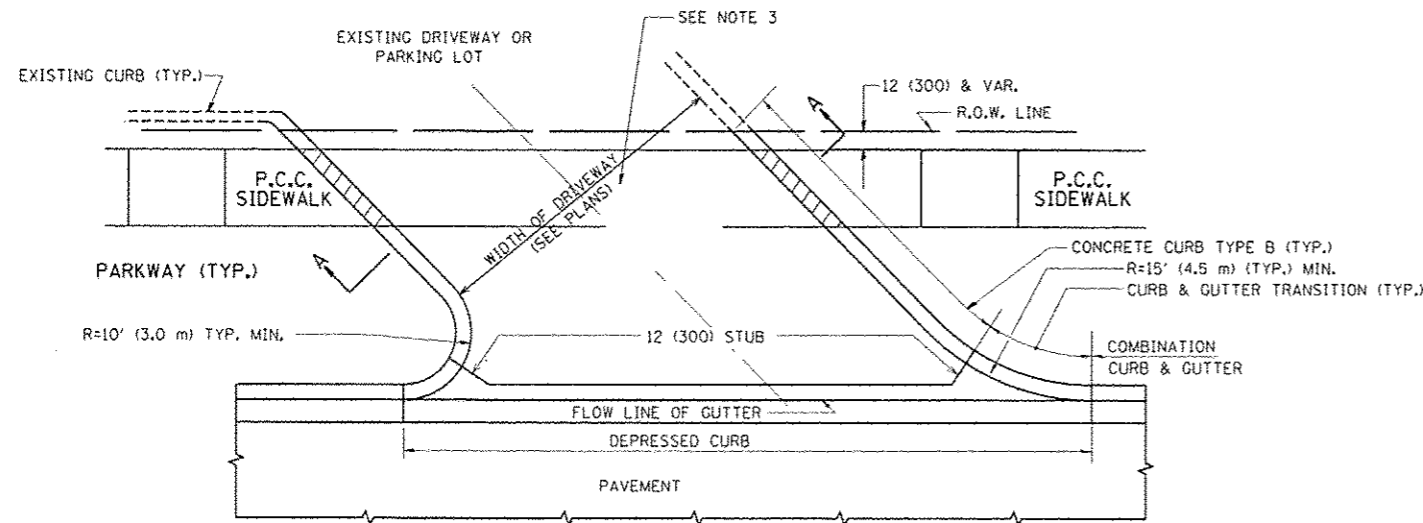
333 East State Street, Box 4327
 Rockford, Illinois 6110-0827
 Ph 815-965-6400 Fax 815-965-6416
 www.missman.com

ILLINOIS DEPARTMENT OF NATURAL RESOURCES
 BURNHAM GREENWAY TRAIL - CROSS SECTIONS
 SCALE: 1"=5' HORZ SHEET NO. 4 OF 4 SHEETS STA. 215+50.00 TO STA. 217+00.00

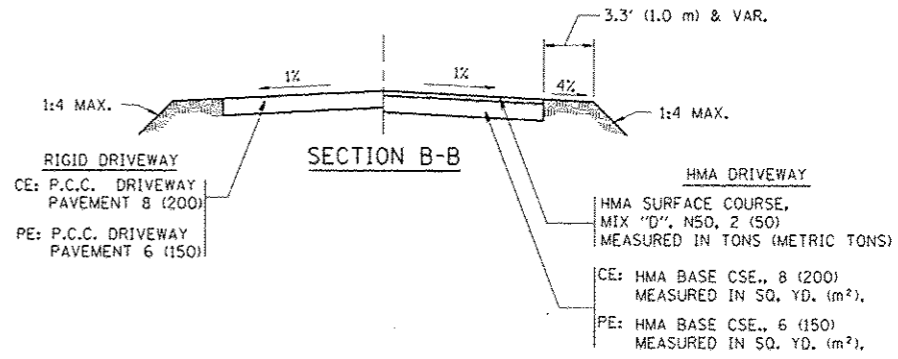
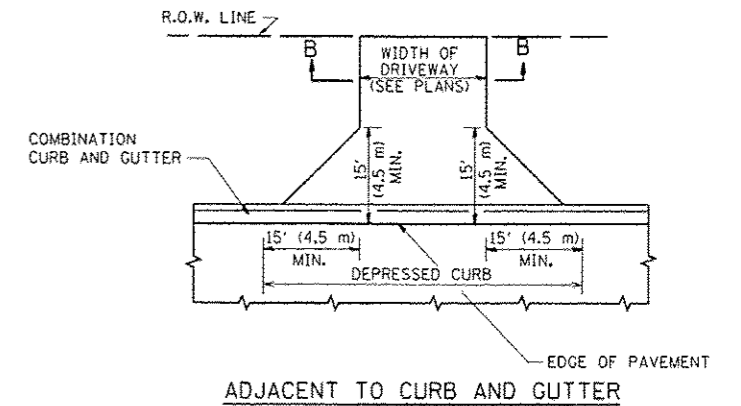
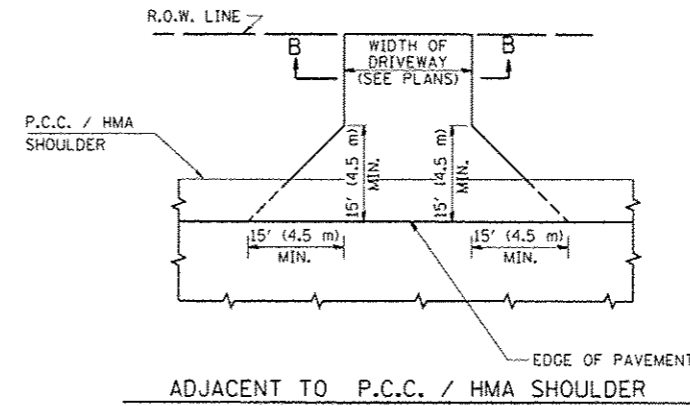
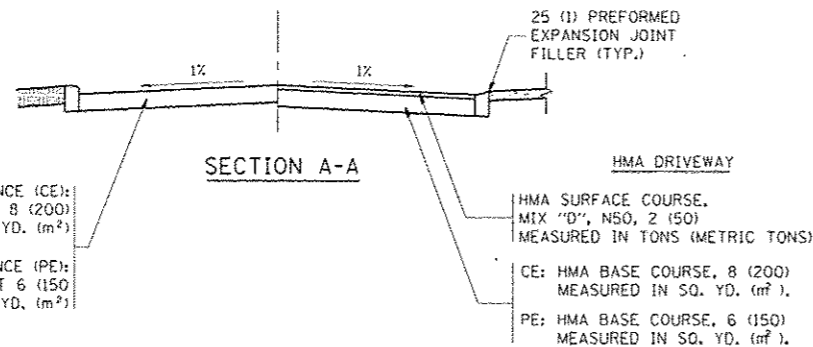
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	TO	61
			CONTRACT NO. 46301	
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME	USER NAME : lnyta	DESIGNED - R. SHAH	REVISED - P. LOFLUER 04-15-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A. R.T.C.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN	CHECKED	DATE	REVISED - R. BORO 01-01-07			BD0156-07 (BD-01)	COOK	70	62	
PLOT SCALE - 3/8"=1'-0"	DATE	REVISED - R. BORO 06-11-08	REVISED - R. BORO 09-06-11			FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
PLOT DATE - 9/6/2011	DATE	REVISED - R. BORO 09-06-11	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.			

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.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

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.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

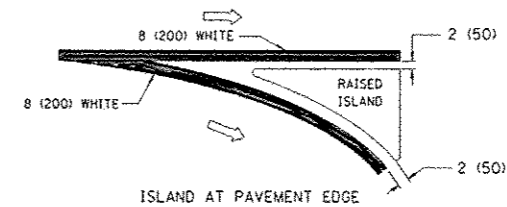
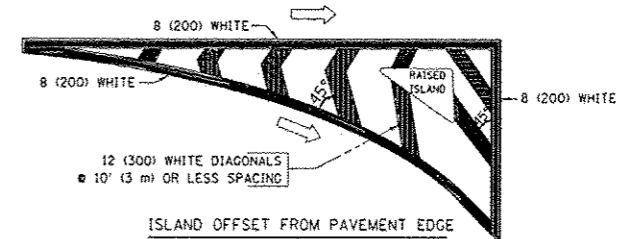
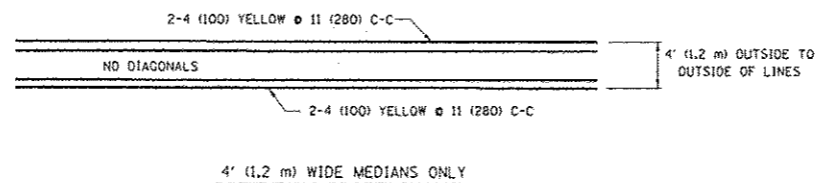
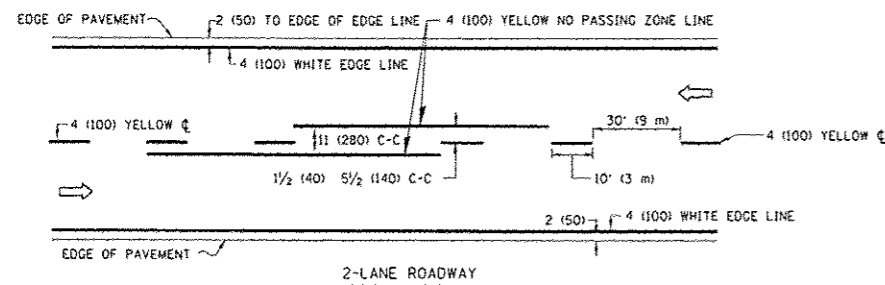
BASIS OF PAYMENT:

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

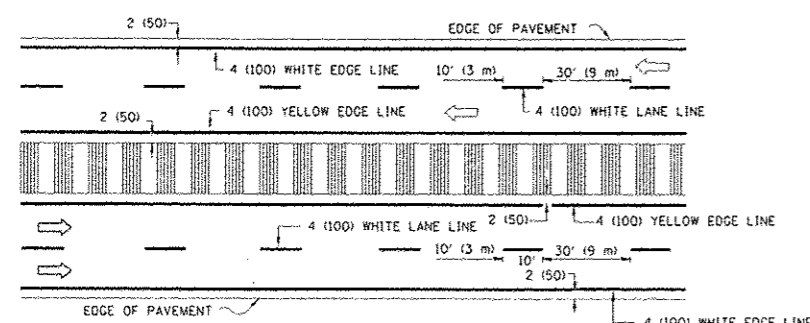
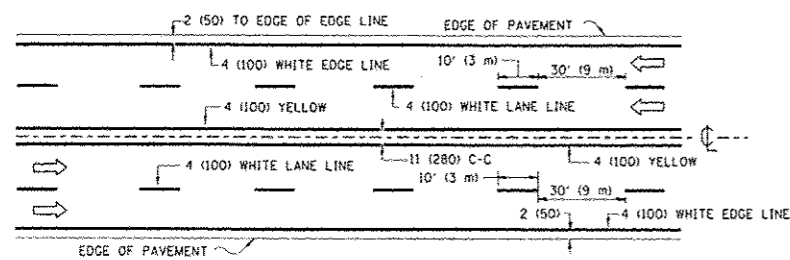
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME -	USER NAME - drivekagn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwwork\spendat\drivekagn\d9108315\bd24.dgn	DRAWN -	REVISOR - A. ABBAS 03-21-97	REVISOR - M. GOMEZ 01-22-01			BD600-06 (BD-24)	COOK	70	63	
PLOT SCALE - 3/8" = 1' - 0"	CHECKED -	REVISOR - M. GOMEZ 01-22-01	REVISOR - R. BORO 12-15-09			CONTRACT NO. 46301				
PLOT DATE - 12/15/2009	DATE - 03-11-94	REVISOR - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

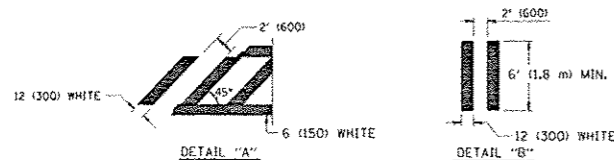
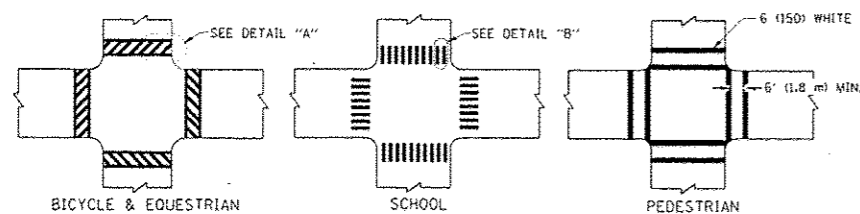


TYPICAL ISLAND MARKING

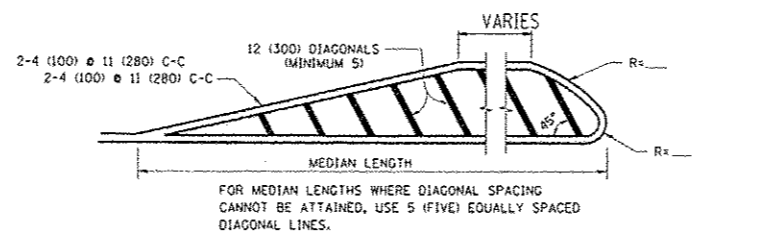


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

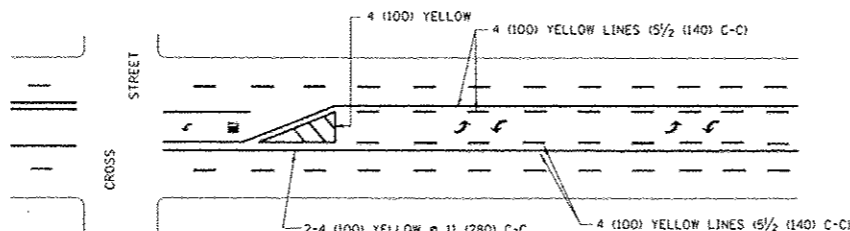


TYPICAL CROSSWALK MARKING



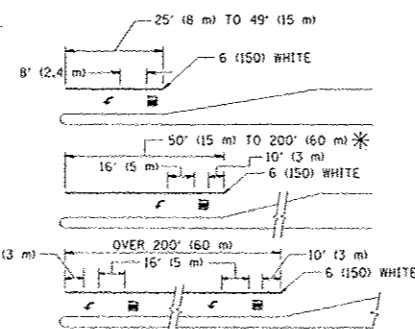
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



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

TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

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

FILE NAME -	USER NAME - drcnkmg	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

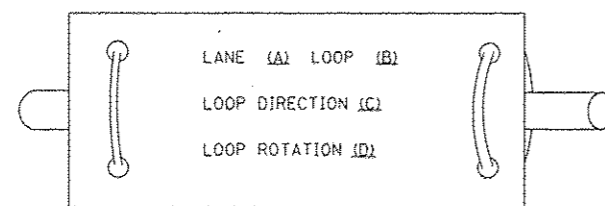
DISTRICT ONE		F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS			TC-13	COOK	70	64
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13	COOK	70	64
CONTRACT NO. 46301				

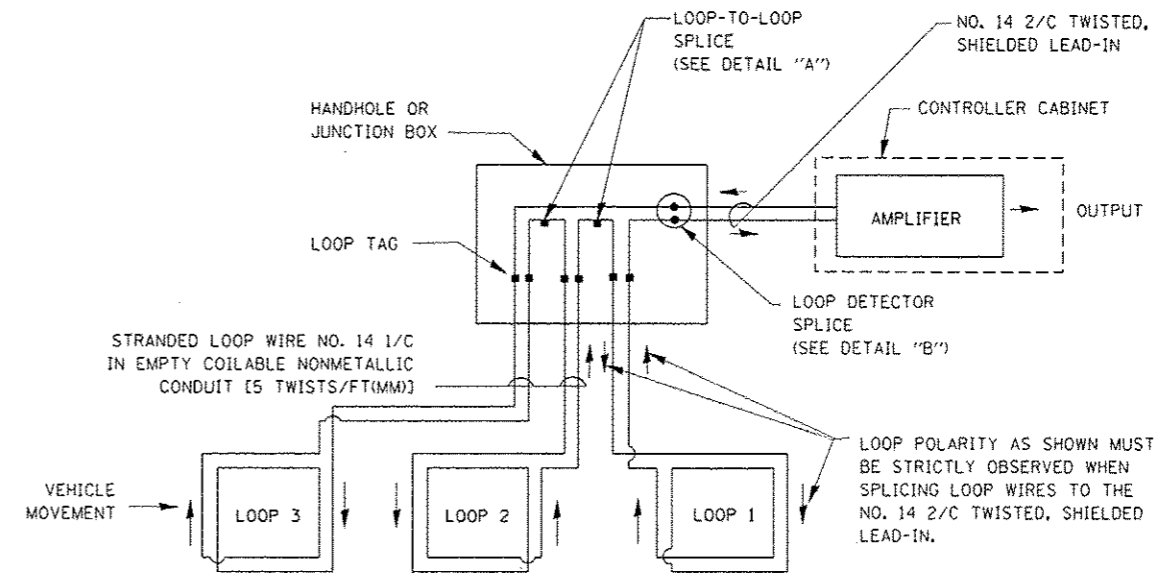
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND 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.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

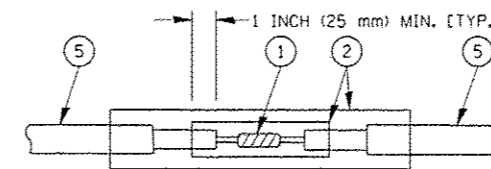


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

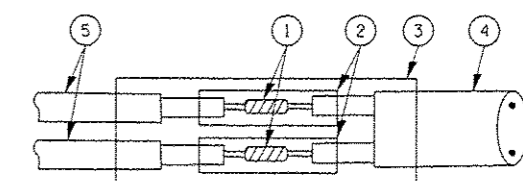


DETECTOR LOOP WIRING SCHEMATIC

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

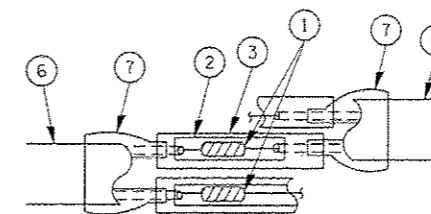


DETAIL "A"
LOOP-TO-LOOP SPLICE

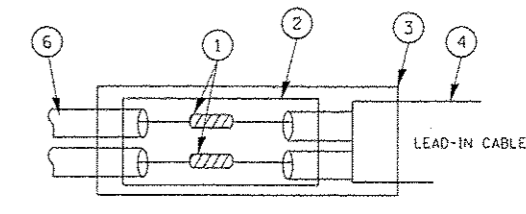


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

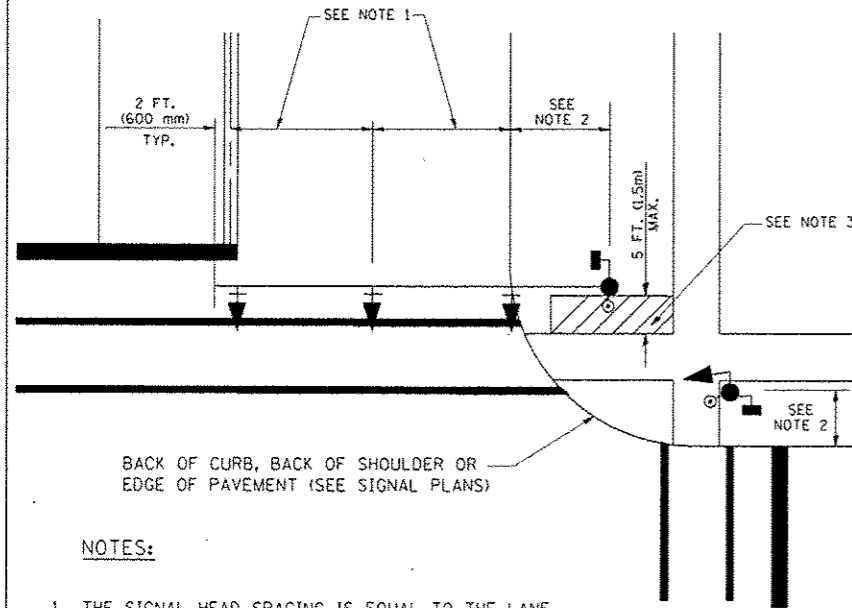
LOOP DETECTOR SPLICE

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

FILE NAME	USER NAME	DESIGNED - DAD	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCK	REVISED		STANDARD TRAFFIC SIGNAL DESIGN DETAILS					COOK	70	65
		CHECKED - DAD	REVISED		SCALE: NONE			TS-05		CONTRACT NO. 46301		
		DATE - 10-28-09	REVISED		SHEET NO. 1 OF 6 SHEETS			FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

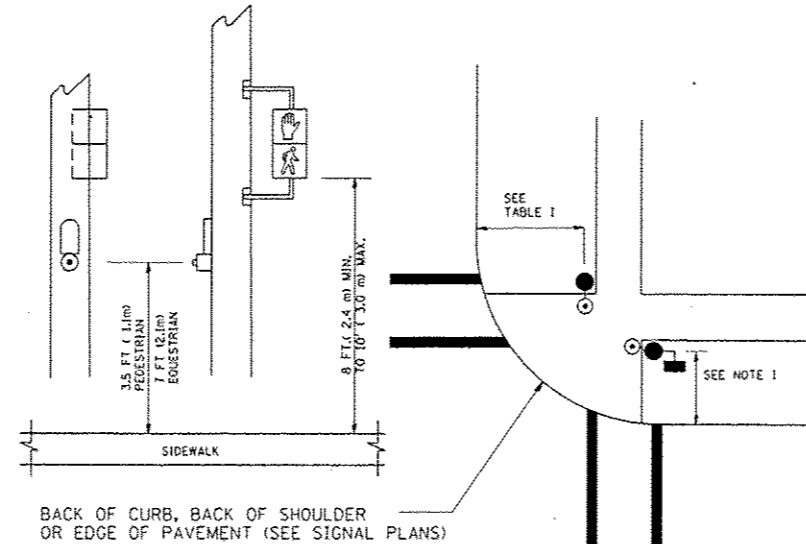
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

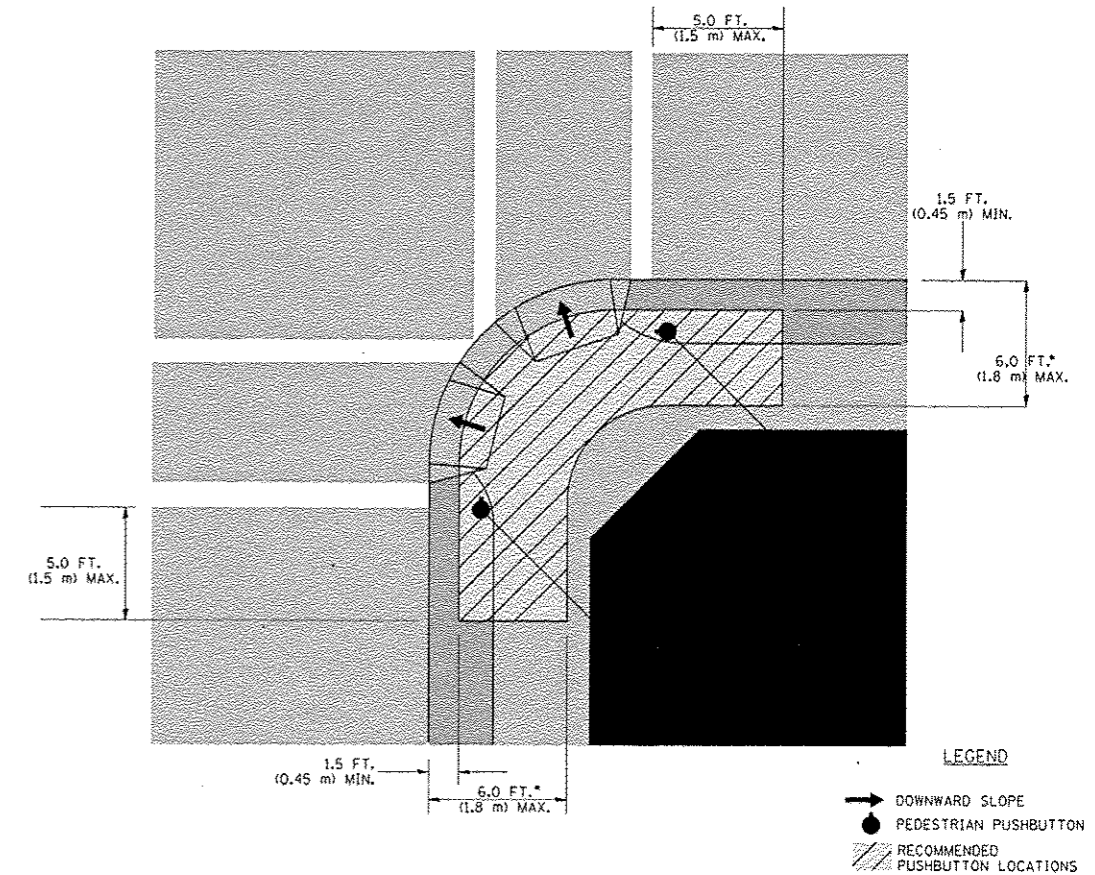
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

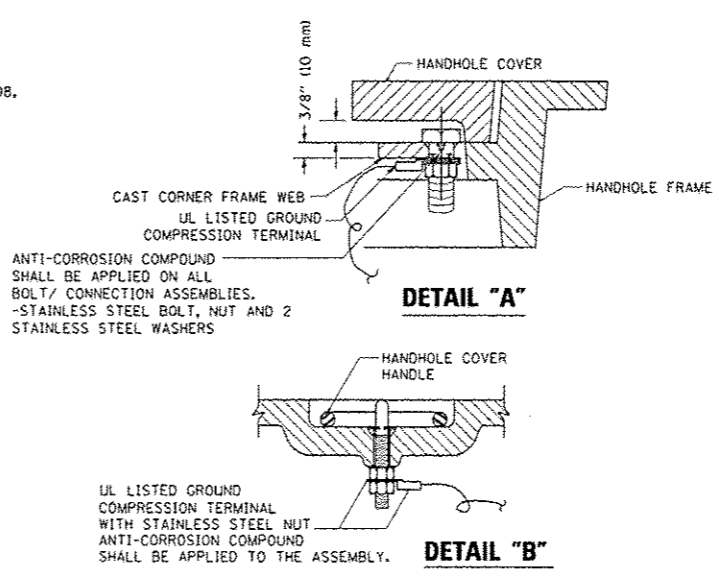
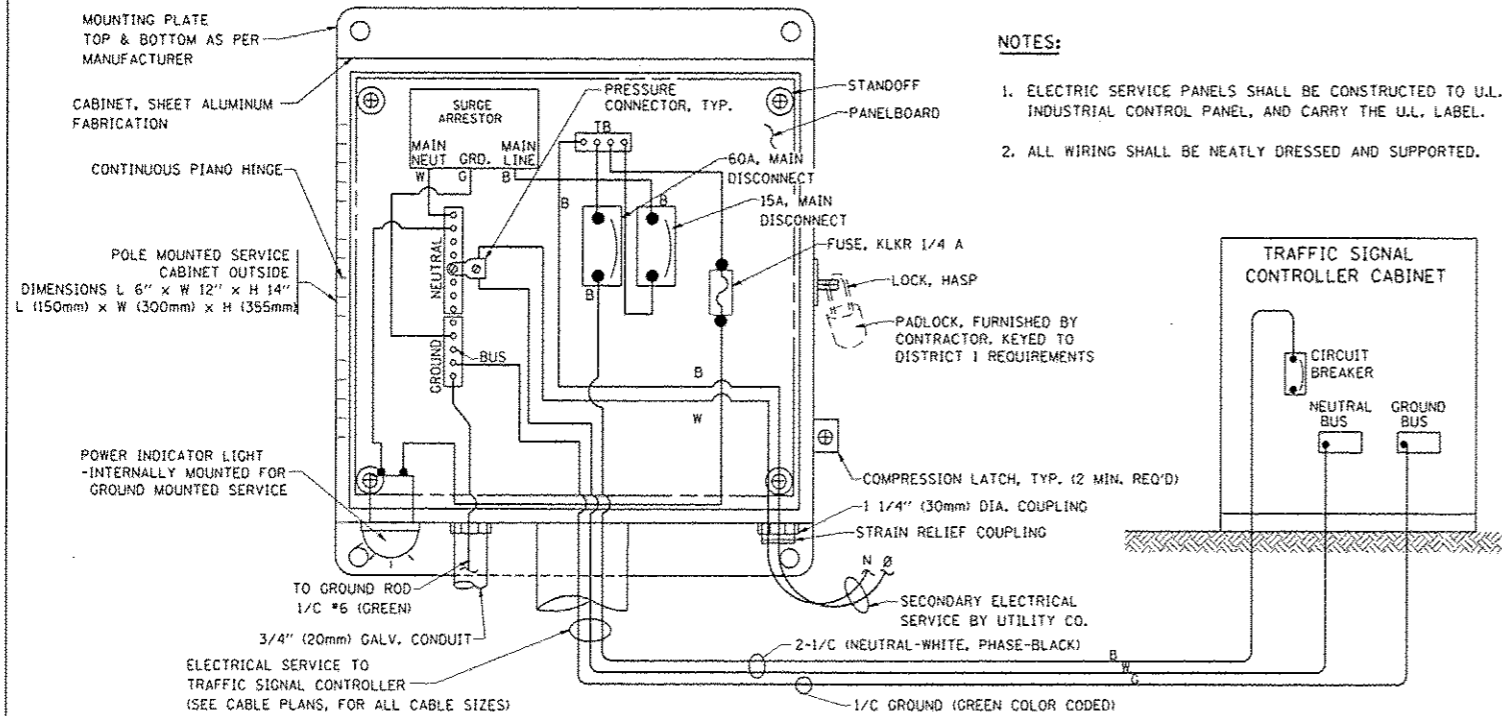
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

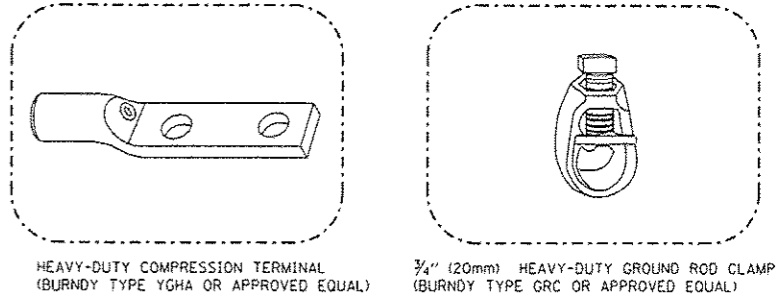
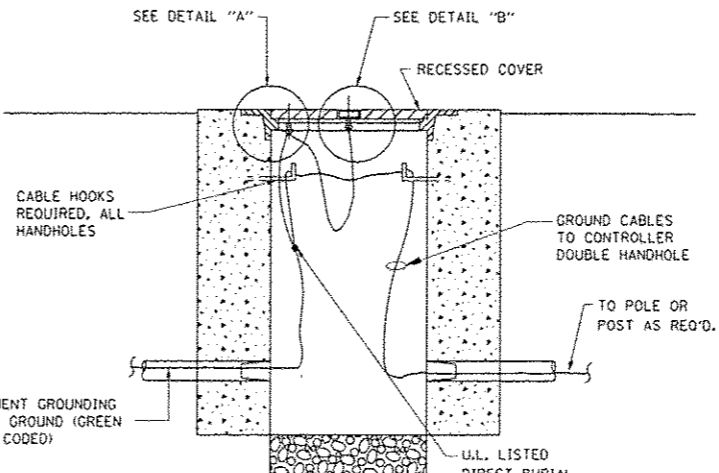
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



NOTES:

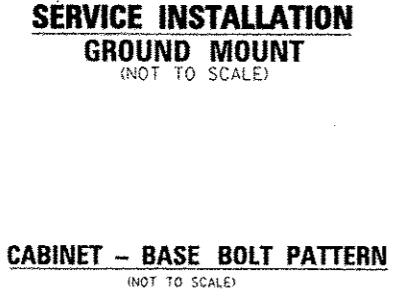
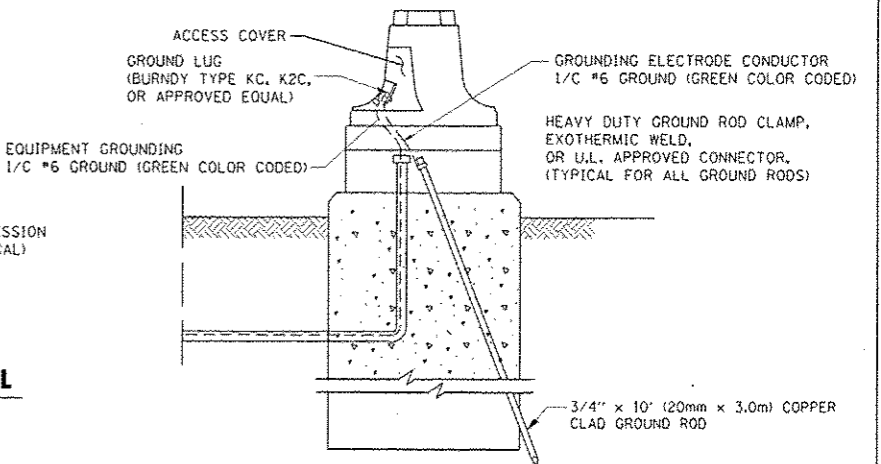
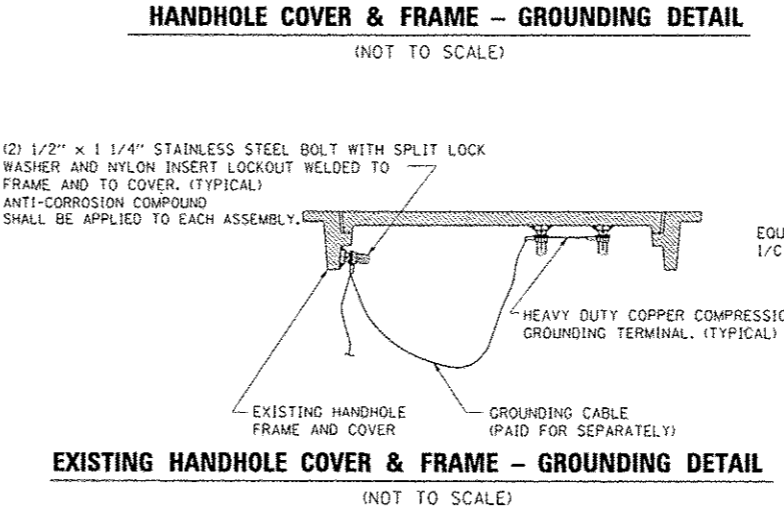
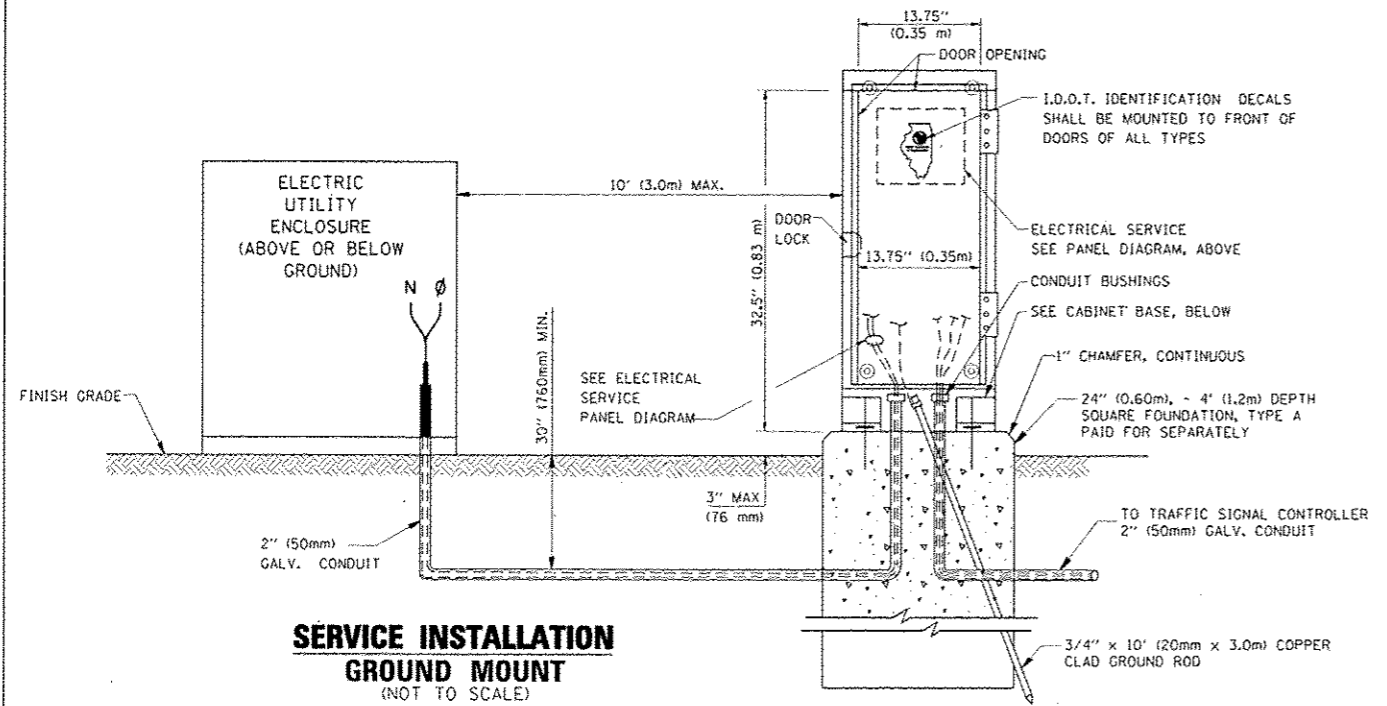
GROUNDING SYSTEM

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.

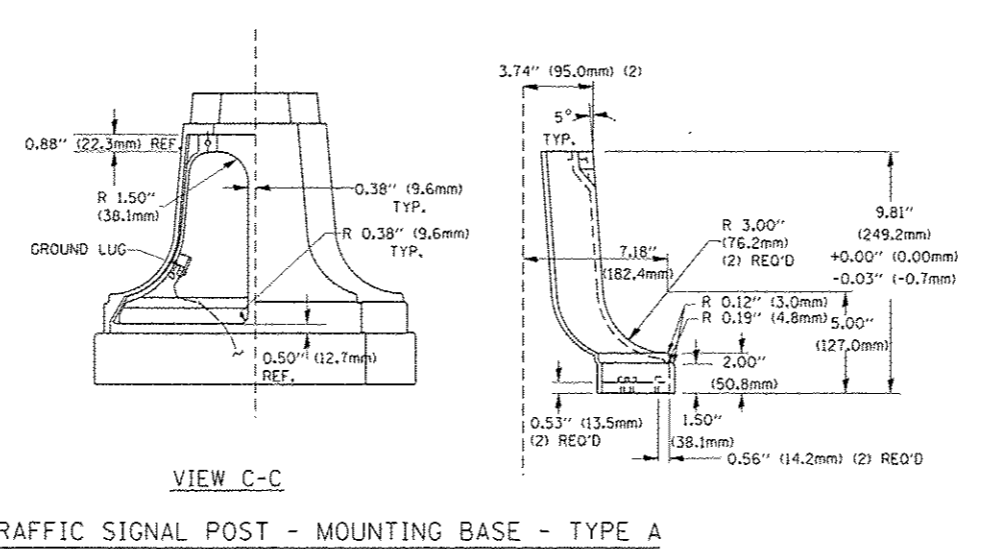
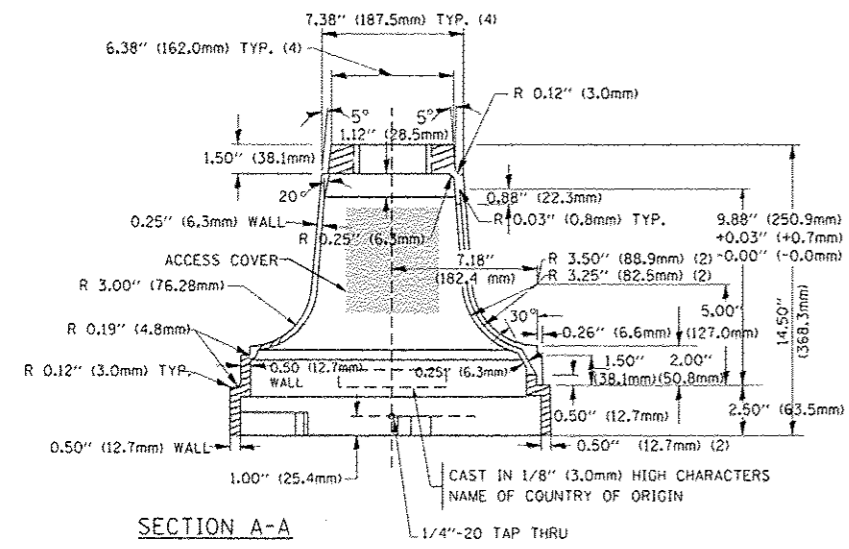
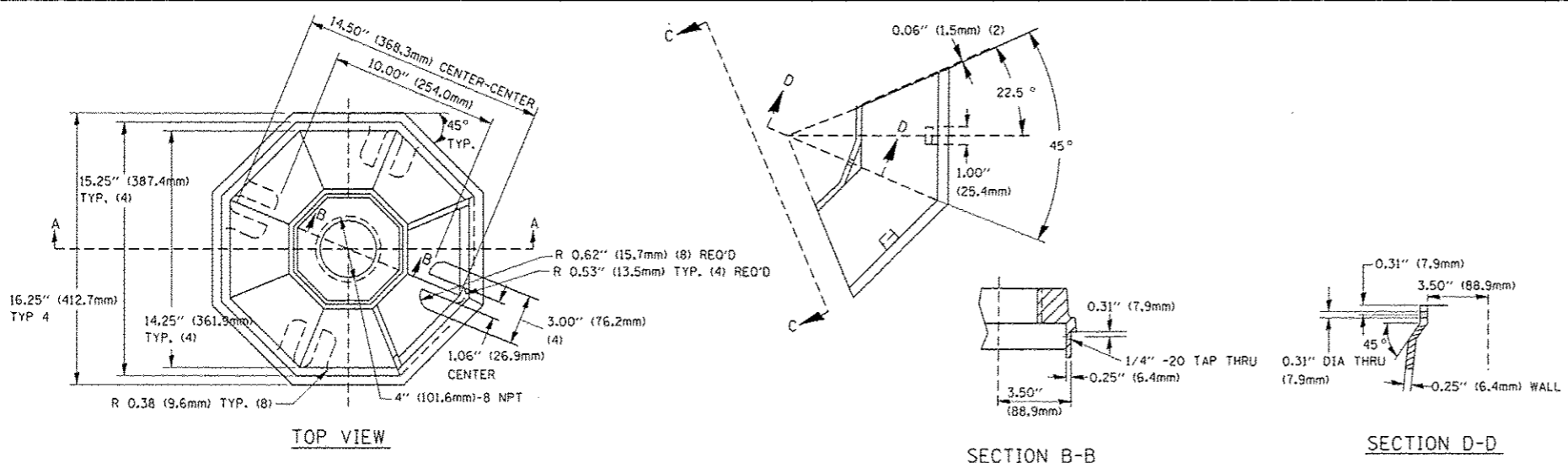


NOTES:

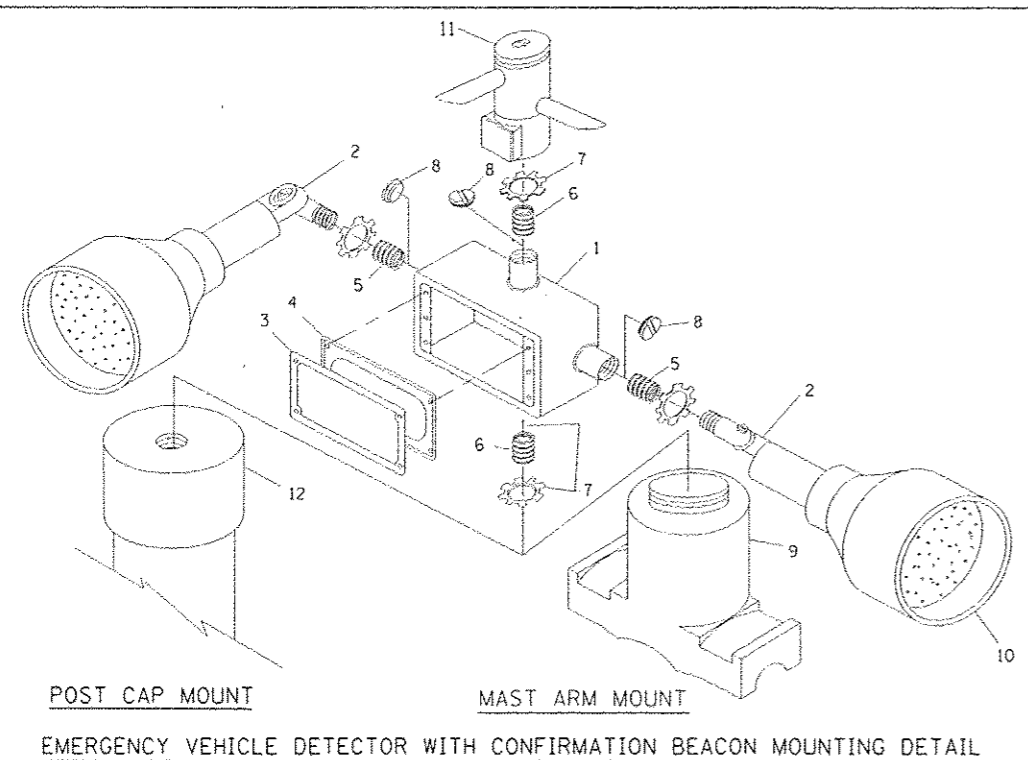
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
- 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
- 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
- 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



FILE NAME: c:\pwworkspace\PROJECTS\2009\10-28-09\10-28-09.dwg	USER NAME: gward	DESIGNED: DAD	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE: 1/8" = 1'-0"	CHECKED: DAD	REVISED:	COOK			70	67			
PLOT DATE: 11/4/2009	DATE: 10-28-09	REVISED:	TS-05							
						CONTRACT NO. 46301				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

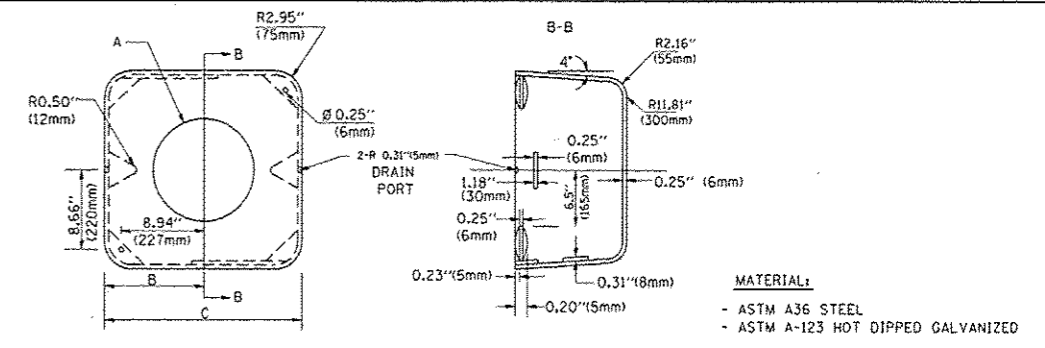


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



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	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP (18 FT. (5.4 m) POST MIN.)

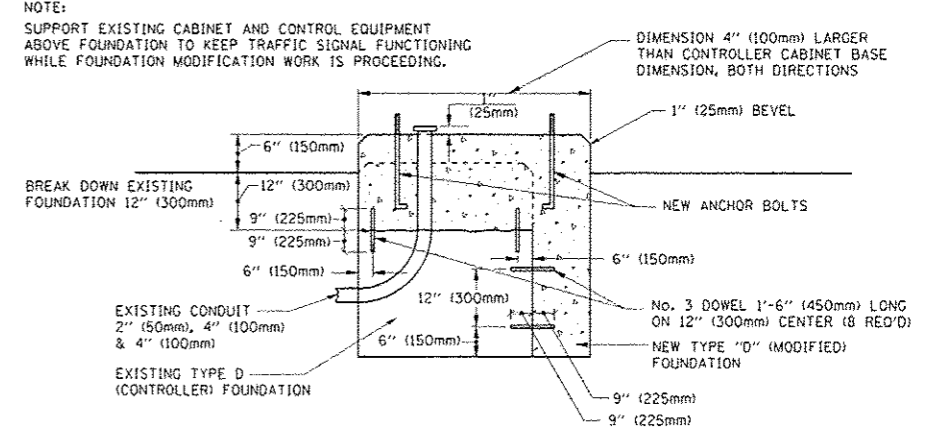
- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED.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



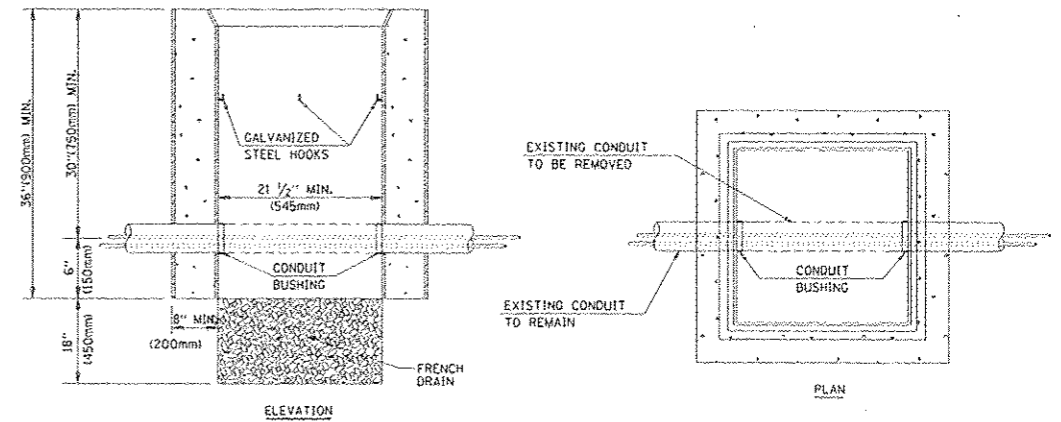
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) -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

SHROUD

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

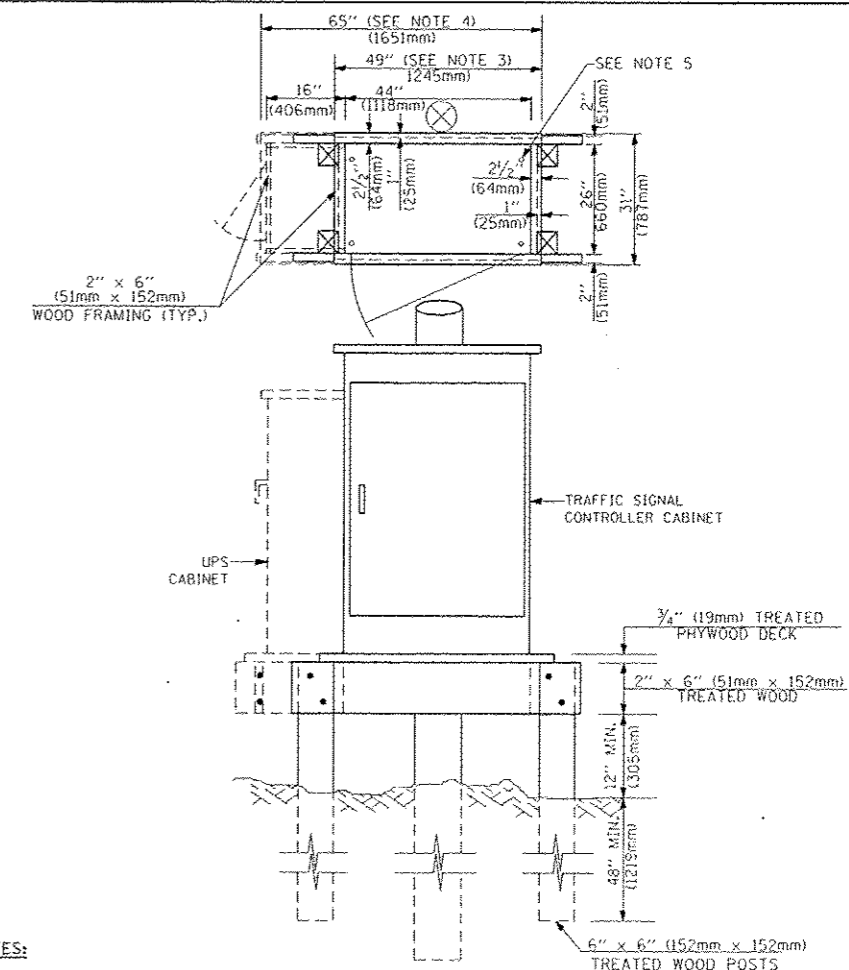
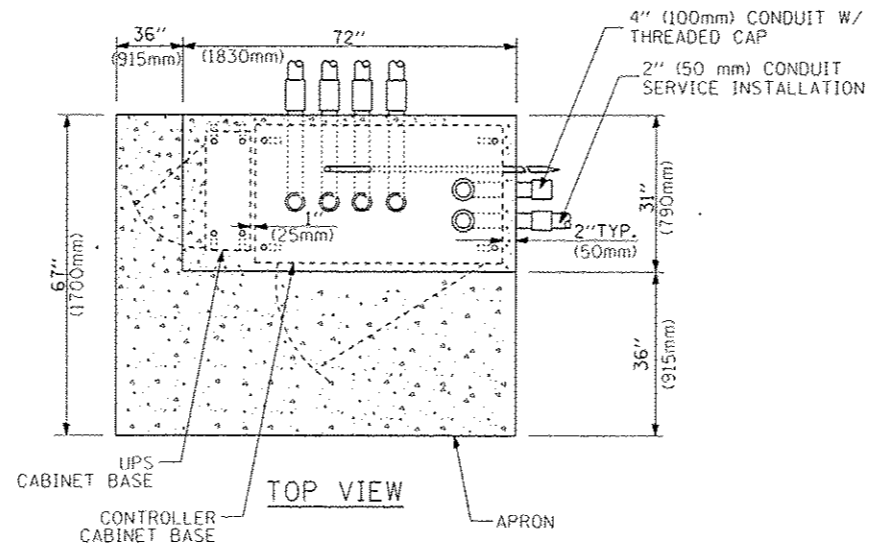
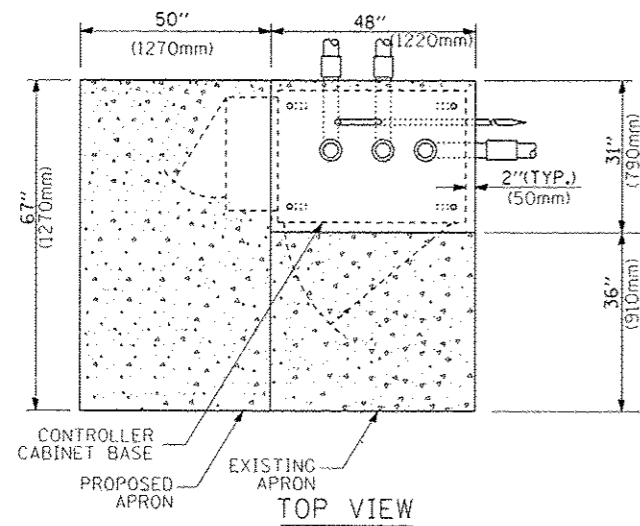


MODIFY EXISTING TYPE "D" FOUNDATION



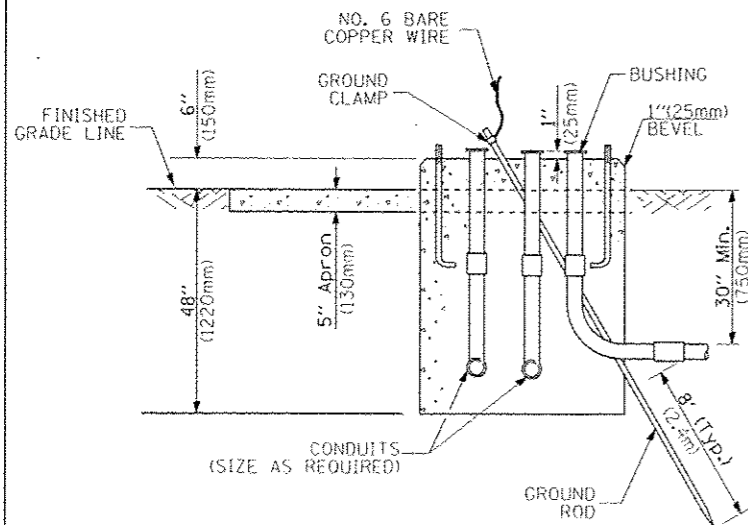
- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

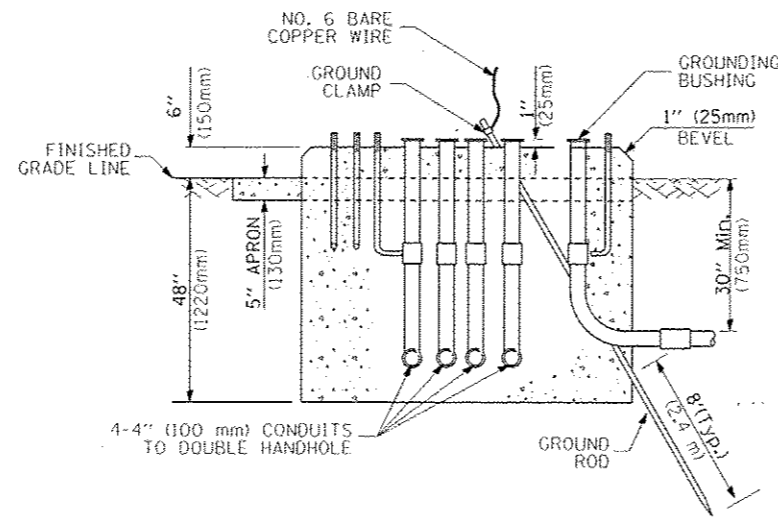


- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM



TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED																		
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																					
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																					
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																					
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																					
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																					
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)																					
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																					
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																					
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																					
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED																					
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR																					
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR																					
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR																					
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>					EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
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ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																									
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT																									
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																									
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																									
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																									
MICROWAVE VEHICLE SENSOR																													
VIDEO DETECTION CAMERA																													
VIDEO DETECTION ZONE																													
PAN, TILT, ZOOM CAMERA																													
WIRELESS DETECTOR SENSOR																													
WIRELESS ACCESS POINT																													