

11-21-14 LETTING ITEM 133

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
THORN CREEK BIKE TRAIL

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN SPEED
20 MPH

CLASSIFICATION
BIKE TRAIL

PROJECT LOCATED IN
CITY OF CHICAGO HEIGHTS

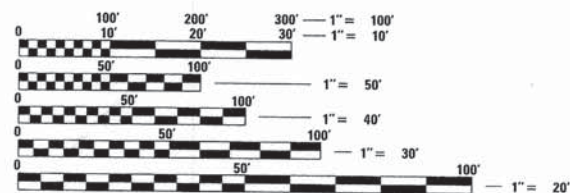
SECTION NO. 07-F3000-01-BT
PROJECT NO. CMM-4003(385)
FOREST PRESERVE DISTRICT OF COOK COUNTY
COOK COUNTY
JOB NO: C-91-446-14

| | | | | |
|-----------------------|----------------|--------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| - | 07-F3000-01-BT | COOK | 25 | 1 |
| FED. ROAD DIST. NO. - | ILLINOIS | CONTRACT NO. 61A66 | | |



LOCATION OF SECTION INDICATED THUS: -

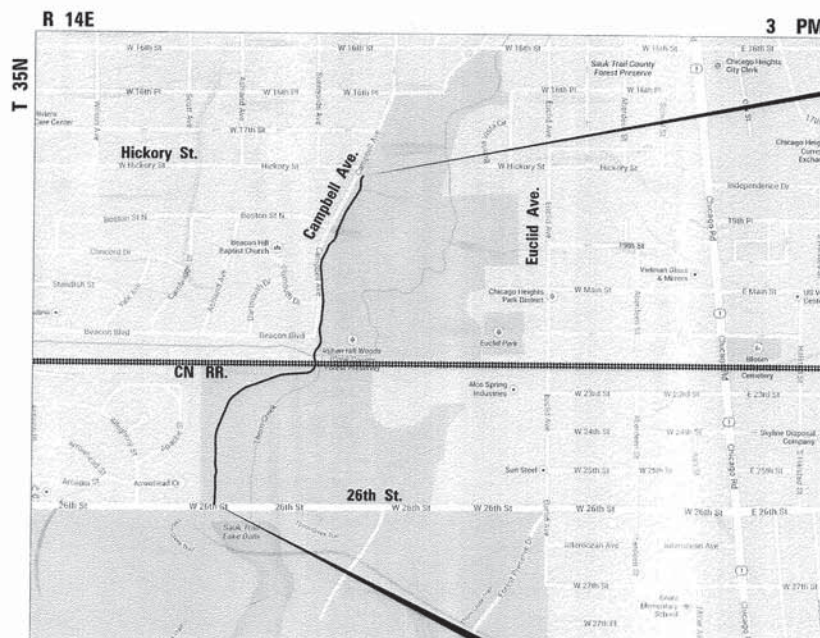
FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE, PTOE, (847)705-4021, SCHAUMBURG, IL



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

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

CONTRACT NO. 61A66



BLOOM TOWNSHIP
LOCATION MAP (NOT TO SCALE)
GROSS LENGTH AND NET LENGTH = 3,471.62 FT = 0.658 MI

END PROJECT
STA. 132 + 70.82

BEGIN PROJECT
STA. 97 + 99.2



SIGNATURE
8/12/14
DATE

LICENSE EXPIRES 11/30/2015

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved August 12, 2014
Olus Slaten
FOREST PRESERVE DISTRICT OF COOK COUNTY

Passed August 29, 2014
Christopher Holt
DISTRICT #1 ENGINEER OF LOCAL ROADS AND STREETS

Releasing for Bid Based on Limited Review August 29, 2014
John P. Peterson
DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PLANS PREPARED BY:

URS 100 South Wacker Drive,
Suite 500
CHICAGO, IL. 60606
TEL. (312)-939-1000

INDEX OF SHEETS

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DISTRICT ONE DETAILS

TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS

BENCHMARKS /CONTROL POINTS

SEE ALIGNMENTS, TIES AND BENCHMARK SHEETS

FLOODPLAIN MANAGEMENT

THE COMPENSATORY STORAGE SHALL BE PROVIDED AND OPERATED PRIOR TO PLACEMENT OF THE FILL, STRUCTURES OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN.

CONSTRUCTION ACCESS LOCATIONS

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

COMMITMENTS

NONE

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITY FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED). ALL STATION-OFFSET CALL OUTS AND CURVE DATA ON THE PLANS REFER TO THE PROPOSED CENTERLINE UNLESS OTHERWISE SHOWN. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROAD ENGINEERS ARE: MR. PATRICK JONES, (CN) 708-332-3557
IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS.

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

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

THE CONTRACTOR SHALL NOTIFY THE FOREST PRESERVE DISTRICT OF COOK COUNTY AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK, AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. THE CONTRACTOR SHALL ALSO OBTAIN ANY AND ALL NECESSARY PERMITS REQUIRED BEFORE THE START OF ANY CONSTRUCTION.

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

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

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

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE MONUMENTS ARE REMOVED.

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

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

EXISTING DRAINAGE STRUCTURES

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

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

THE CONSTRUCTION OF THE TRAIL, INCLUDING THE NECESSARY GRADING, SHALL BE PERFORMED BY LICENSEE AT ITS OWN RISK AND EXPENSE, AND TO THE SATISFACTION OF RAILROAD'S AUTHORIZED REPRESENTATIVE. IF LICENSEE SHOULD ELECT TO PROCEED WITH CONSTRUCTION OF THE TRAIL PURSUANT TO THIS AGREEMENT, LICENSEE SHALL CONSTRUCT FENCES ("FENCES"), OF AT LEAST SIX (6) FEET IN HEIGHT, OF CHAIN LINK CONSTRUCTION, WITH A TOP BAR, AND POLES SUNK INTO CONCRETE BASES NOT MORE THAN TWELVE (12) FEET APART, PARALLEL TO AND ON EITHER SIDE OF THE TRAIL AND EXTENDING AT LEAST ONE HUNDRED (100) FEET NORTH AND SOUTH OF THE RAILROAD'S BRIDGE BOTH EAST AND WEST OF THE TRAIL. THE FENCE ON THE WEST (LEFT) SIDE OF THE TRAIL SHALL BEGIN AT A LOCATION ADJACENT TO THE RAILROAD RIGHT-OF-WAY LINE AT A DISTANCE OF 275 FEET WEST OF THE BRIDGE AND CONTINUE EAST ALONG THE RIGHT-OF-WAY LINE TO THE BRIDGE. THE FENCE ON THE WEST (LEFT) SIDE OF THE TRAIL SHALL CONTINUE NORTH FROM THE BRIDGE AND TERMINATE AT THE EXISTING HEADWALL. THE FENCES SHALL INCLUDE A COVER ("COVER") ABOVE THE TRAIL WHERE THE TRAIL PASSES UNDER THE RAILROAD'S BRIDGE AND FOR AN ADDITIONAL TEN (10) FEET EXTENDING ALONG THE TRAIL ON EITHER SIDE OF THE BRIDGE. ALL FENCE PLANS MUST BE SUBMITTED AND APPROVED BY RAILROAD PRIOR TO INSTALLATION. THE FENCES SHALL BE FULLY CONSTRUCTED PRIOR TO THE PUBLIC BEING ALLOWED TO ACCESS THE TRAIL ON RAILROAD'S PROPERTY. LICENSEE SHALL BE SOLELY RESPONSIBLE, AT ITS SOLE COST AND EXPENSE, TO KEEP THE FENCES IN A STATE OF GOOD REPAIR. RAILROAD RESERVES THE RIGHT TO AMEND ANY ASPECT OF THE DESIGN DETAILS OF THE FENCES IF FOR ANY REASON, THEY ARE ROUTINELY VANDALIZED OR ARE OTHERWISE DEEMED (IN RAILROAD'S SOLE DISCRETION) TO BE INEFFECTIVE IN PREVENTING PUBLIC ACCESS TO RAILROAD'S RAILROAD TRACKS, BRIDGE STRUCTURE, OR THE REMAINDER OF RAILROAD'S PROPERTY.

GENERAL CONSTRUCTION NOTES

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

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

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

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

RESTORATION GRASS AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH SIX INCHES OF TOPSOIL AND SEED OR SOD. ACCESS THE CONTRACTOR SHALL BE AWARE OF POTENTIAL LIMITED ACCESS TO PORTIONS OF THE PROJECT. TEMPORARY DRAINAGE CROSSINGS APPROVED BY THE ENGINEER MAY BE INSTALLED BY THE CONTRACTOR AT HIS/HER EXPENSE TO GAIN ACCESS. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CN AND UPRR WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CN AND UPRR TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD ROW MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

SEDIMENTATION AND EROSION CONTROL NOTES

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE.
- C. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DISTURBED AREAS WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. PERMANENT STABILIZATION SHALL BE DONE WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING.
- D. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- E. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
- F. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.
- G. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- H. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL PRIOR TO THE START OF ANY EARTHWORK.
- I. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES SHALL BE PROVIDED BY THE CONTRACTOR.
- J. EROSION CONTROL MEASURES SHALL COMPLY WITH THE MINIMUM REQUIREMENTS OF THE COOK COUNTY STORMWATER AND FLOODPLAIN ORDINANCE SPECIFICATIONS AT ALL TIMES.

TREE PRESERVATION NOTES

THE CONTRACTORS ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE FOREST PRESERVE DISTRICT OF COOK COUNTY. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE.

TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES WHEN NECESSARY TO CUT MAJOR TREE ROOTS TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

THE CONTRACTOR SHALL ATTACH AN ALUMINUM SIGN WITH THE FOLLOWING TEXT: "PROTECTED WETLAND-NO INTRUSION". THE SIGN(S) SHALL BE ATTACHED TO THE STAKES BY A METHOD APPROVED BY THE ENGINEER. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT ARCHITECT IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171. WHEN WORK HAS BEEN COMPLETED, THE SIGN(S) SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP, ATTACHING THE SIGNS TO THE TEMPORARY FENCE STAKES AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.

FILE NAME: G:\Cook\FPD_20368782_ThornCreek_Phase 2\Roadway_Stage 2\General\2-D\Drawings



| | | |
|----------------------------|-----------------|-----------|
| USER NAME = Islam.Jaber | DESIGNED - EVI | REVISED - |
| PLOT SCALE = 10.0000' / 1" | DRAWN - KJB | REVISED - |
| PLOT DATE = 8/15/2014 | CHECKED - DK/DL | REVISED - |
| | DATE = 8/18/14 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS

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

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| — | 07-F3000-01-BT | COOK | 25 | 2 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

CONSTRUCTION
TYPE CODE
0028

SUMMARY OF QUANTITIES

CONSTRUCTION
TYPE CODE
0028

CONSTRUCTION
TYPE CODE
0028

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|------------|--|-------|----------------|
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 2,453 |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 1,038 |
| 20101000 | TEMPORARY FENCE | FOOT | 520 |
| 20101100 | TREE TRUNK PROTECTION | EACH | 20 |
| * 20101200 | TREE ROOT PRUNING | EACH | 20 |
| 20101300 | TREE PRUNING (1 TO 10 INCH DIAMETER) | EACH | 10 |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 10 |
| 20200100 | EARTH EXCAVATION | CU YD | 3,274 |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 3,916 |
| 20400800 | FURNISHED EXCAVATION | CU YD | 100 |
| 20800150 | TRENCH BACKFILL | CU YD | 41 |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SQ YD | 4,559 |
| 21101625 | TOPSOIL FURNISH AND PLACE, 6" | SQ YD | 7,561 |
| 25000115 | SEEDING, CLASS 1B | ACRE | 0.3 |
| 25000312 | SEEDING, CLASS 4A | ACRE | 1.6 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 169 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 169 |
| 25100115 | MULCH, METHOD 2 | ACRE | 1.9 |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 7,561 |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 10 |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 188 |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 48 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 2,010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|------------|---|--------|----------------|
| 28000500 | INLET AND PIPE PROTECTION | EACH | 3 |
| 28100103 | STONE RIP RAP, CLASS A2 | SQ YD | 28 |
| 28200200 | FILTER FABRIC | SQ YD | 28 |
| 30300001 | AGGREGATE SUBGRADE IMPROVEMENT | CU YD | 500 |
| 35101600 | AGGREGATE BASE COURSE, TYPE B 4" | SQ YD | 30 |
| 35102000 | AGGREGATE BASE COURSE, TYPE B 8" | SQ YD | 3,799 |
| 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 425 |
| 42001300 | PROTECTIVE COAT | SQ YD | 30 |
| 42400300 | PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH | SQ FT | 270 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 40 |
| 48101202 | AGGREGATE SHOULDERS, TYPE B | CU YD | 5 |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 25 |
| 542A0220 | PIPE CULVERTS, CLASS A, TYPE I 15" | FOOT | 52 |
| 542A0223 | PIPE CULVERTS, CLASS A, TYPE I 18" | FOOT | 40 |
| 542A0229 | PIPE CULVERTS, CLASS A, TYPE I 24" | FOOT | 28 |
| 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 4 |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 1 |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 2 |
| * 66400305 | CHAIN LINK FENCE, 6' | FOOT | 442 |
| 67000500 | ENGINEER'S FIELD OFFICE, TYPE B | CAL MO | 6 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|------------|--|-------|----------------|
| 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 54 |
| 72900100 | METAL POST - TYPE A | FOOT | 30 |
| 72900200 | METAL POST - TYPE B | FOOT | 52 |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 3,470 |
| * 78001150 | PAINT PAVEMENT MARKING - LINE 12" | FOOT | 5 |
| * 78008230 | POLYUREA PAVEMENT MARKING TYPE I, LINE 6" | FOOT | 54 |
| * 78008250 | POLYUREA PAVEMENT MARKING TYPE I, LINE 12" | FOOT | 99 |
| Z0004002 | BOLLARDS | EACH | 8 |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 |
| * Z0055800 | RUSTIC RAIL FENCE | FOOT | 292 |
| * X0321322 | DROP GATE | EACH | 1 |
| X0327018 | DECORATIVE SIGN POST | EACH | 1 |
| X2010507 | CLEARING, SPECIAL | ACRE | 0.3 |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 3,419 |
| XX006670 | TRAIL HEAD SIGN, COMPLETE | EACH | 5 |
| XX008986 | BIKE TRAIL COVER | L SUM | 1 |

SOUTH EARTHWORK SCHEDULE

| Earth Excavation (Suitable Material) | Earth Excavation Adjusted for Shrinkage (25%) | Suitable Embankment | Earthwork Balance (Furnished Excavation) | Unsuitable Excavation |
|--------------------------------------|---|---------------------|--|-----------------------|
| CY | CY | CY | CY | CY |
| 3,274 | 2,456 | 1,239 | 1,217 | 3,916 |

* IDENTIFY SPECIALTY ITEM



USER NAME: David Landwehr
 PLOT SCALE: 1/4" = 1'-0"
 PLOT DATE: 8/18/14

DESIGNED: EVI
 DRAWN: KJB
 CHECKED: DK/DL
 DATE: 8/18/14

REVISED: -
 REVISED: -
 REVISED: -
 REVISED: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
 SUMMARY OF QUANTITIES

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

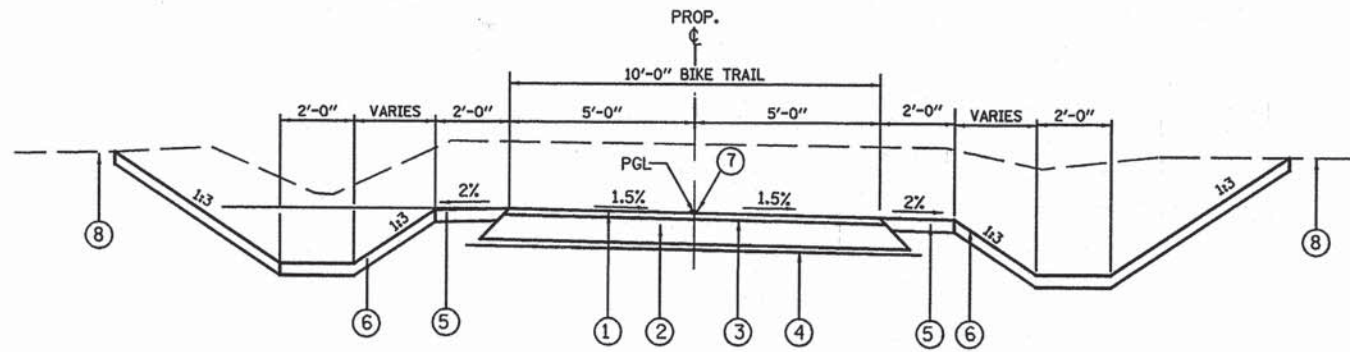
F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 07-F3000-01-BT COOK 25 3
 CONTRACT NO. 61A66
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

| THORN CREEK BIKE TRAIL - SOUTH SEGMENT | | | | |
|--|-----------|-----------|------------|-----------|
| TREE REMOVAL | | | | |
| STATION | OFFSET | | 6-15 UNITS | >15 UNITS |
| | LT | RT | | |
| 98+82.20 | | 13.27' RT | 12 | |
| 98+82.83 | | 11.35' RT | 6 | |
| 98+89.58 | 11.11' LT | | 6 | |
| 98+92.21 | | 14.96' RT | 6 | |
| 99+03.95 | | 14.45' RT | 10 | |
| 99+13.40 | | 9.59' RT | 10 | |
| 99+13.57 | | 10.17' RT | 12 | |
| 99+40.39 | | 13.06' RT | 10 | |
| 99+40.86 | 17.60' LT | | 8 | |
| 99+43.46 | | 7.99' RT | 10 | |
| 99+48.68 | 17.27' LT | | 12 | |
| 99+50.11 | | 10.60' RT | 6 | |
| 99+72.42 | | 7.74' RT | 6 | |
| 99+76.78 | | 13.43' RT | | 50 |
| 99+99.90 | | 13.12' RT | 14 | |
| 100+02.40 | | 10.09' RT | 13 | |
| 100+15.92 | | 9.97' RT | 11 | |
| 100+16.41 | 6.71' LT | | 12 | |
| 100+40.67 | | 8.31' RT | 6 | |
| 100+44.59 | 8.91' LT | | 6 | |
| 100+51.57 | | 5.86' RT | 12 | |
| 100+54.88 | | 4.78' RT | 13 | |
| 100+85.25 | 17.34' LT | | 6 | |
| 100+95.13 | 15.28' LT | | 11 | |
| 101+26.93 | 19.89' LT | | 11 | |
| 101+30.14 | 19.07' LT | | 7 | |
| 101+46.28 | 17.23' LT | | 6 | |
| 101+61.46 | 13.18' LT | | 6 | |
| 101+63.40 | 12.92' LT | | 10 | |
| 101+64.73 | 11.40' LT | | 11 | |
| 101+73.07 | 8.44' LT | | 6 | |
| 101+78.25 | | 7.74' RT | 9 | |
| 101+84.47 | | 5.87' RT | 8 | |
| 101+98.99 | 8.60' LT | | 7 | |
| 102+04.23 | | 10.65' RT | | 32 |
| 102+15.28 | | 9.25' RT | 9 | |
| 102+18.24 | | 9.29' RT | 11 | |
| 102+22.29 | 6.94' LT | | 6 | |
| 102+36.54 | 7.84' LT | | | 21 |
| 102+44.95 | 16.13' LT | | | 18 |
| 102+49.24 | 9.93' LT | | 7 | |
| 102+61.31 | 16.34' LT | | | 18 |
| 102+81.59 | 9.55' LT | | | 16 |
| 102+96.90 | 11.68' LT | | 6 | |
| 103+14.18 | 11.73' LT | | | 21 |
| 103+26.59 | | 7.53' RT | 9 | |
| 103+32.97 | | 11.01' RT | | 24 |
| 103+54.73 | | 9.76' RT | 11 | |
| 103+67.86 | 7.31' LT | | | 28 |
| 103+80.58 | 5.71' LT | | 6 | |
| 103+91.23 | | 11.42' RT | | 40 |
| 104+00.10 | | 12.33' RT | 6 | |
| 104+05.98 | | 14.55' RT | 14 | |
| 104+15.07 | | 14.67' RT | 7 | |
| 104+30.70 | | 12.87' RT | 9 | |
| 104+47.20 | | 13.93' RT | 6 | |
| 104+49.94 | | 11.37' RT | 8 | |
| 104+54.65 | | 11.20' RT | 7 | |
| 104+62.53 | | 9.49' RT | 7 | |
| 104+74.07 | 8.64' LT | | | 16 |
| 104+80.80 | | 7.26' RT | 10 | |
| 104+93.30 | 10.58' LT | | 11 | |
| 105+07.70 | | 11.48' RT | 7 | |
| 105+16.61 | | 15.26' RT | 15 | |
| 105+36.81 | 15.56' LT | | 8 | |
| 105+41.64 | 10.82' LT | | 11 | |
| 105+43.45 | 11.42' LT | | 8 | |
| 105+45.93 | 12.90' LT | | 6 | |
| 105+47.08 | 15.02' LT | | 8 | |
| 105+51.64 | | 9.70' RT | 14 | |
| 105+51.75 | | 14.31' RT | 6 | |
| 105+66.51 | | 8.36' RT | 15 | |
| 105+66.94 | 8.29' LT | | 8 | |
| 105+88.40 | | 9.04' RT | 10 | |
| 105+91.31 | 8.29' LT | | 6 | |
| 105+96.95 | | 10.45' RT | 10 | |
| 106+02.64 | | 7.83' RT | 10 | |
| 106+06.41 | 13.43' LT | | | 16 |
| 106+22.95 | | 14.16' RT | 7 | |
| 106+41.57 | | 5.94' RT | 6 | |
| 106+54.03 | | 9.44' RT | 6 | |

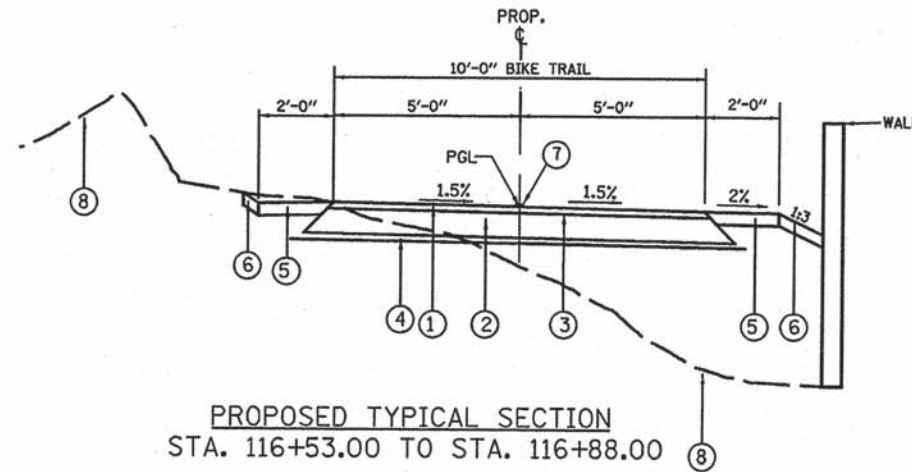
| THORN CREEK BIKE TRAIL - SOUTH SEGMENT | | | | |
|--|-----------|-----------|------------|-----------|
| TREE REMOVAL | | | | |
| STATION | OFFSET | | 6-15 UNITS | >15 UNITS |
| | LT | RT | | |
| 106+59.06 | 7.91' LT | | | 20 |
| 106+81.45 | 11.48' LT | | 6 | |
| 106+95.85 | 12.10' LT | | | 26 |
| 106+99.15 | 9.08' LT | | 13 | |
| 107+02.47 | 14.91' LT | | 12 | |
| 107+06.48 | | 6.26' RT | 10 | |
| 107+32.76 | | 14.29' RT | | 16 |
| 107+44.94 | 7.96' LT | | 15 | |
| 107+73.35 | | 16.08' RT | 14 | |
| 107+74.86 | 8.68' LT | | 6 | |
| 107+84.43 | 10.59' LT | | 12 | |
| 107+92.59 | 11.50' LT | | 8 | |
| 107+92.95 | 4.50' LT | | 11 | |
| 107+93.62 | 10.87' LT | | 12 | |
| 108+00.25 | 7.12' LT | | 10 | |
| 108+01.29 | 6.80' LT | | 6 | |
| 108+05.86 | 10.63' LT | | 6 | |
| 108+07.63 | 11.74' LT | | | 16 |
| 108+10.08 | | 14.26' RT | 10 | |
| 108+19.05 | | 12.69' RT | 11 | |
| 108+21.01 | | 17.04' RT | 7 | |
| 108+33.79 | | 13.32' RT | 10 | |
| 108+41.06 | | 16.74' RT | 7 | |
| 108+58.57 | | 17.46' RT | | 30 |
| 108+61.24 | | 20.59' RT | 10 | |
| 110+07.74 | | 18.85' RT | 9 | |
| 114+45.67 | | 7.42' RT | 6 | |
| 114+53.94 | 10.89' LT | | | 24 |
| 114+60.94 | 5.66' LT | | 6 | |
| 114+66.54 | 2.73' LT | | 6 | |
| 114+71.27 | | 10.93' RT | | 30 |
| 114+71.77 | 5.11' LT | | 10 | |
| 114+77.61 | | 9.46' RT | | 18 |
| 114+87.65 | 7.06' LT | | 12 | |
| 115+17.73 | 8.13' LT | | 12 | |
| 115+45.42 | 9.54' LT | | 15 | |
| 115+50.58 | | 7.73' RT | | 18 |
| 115+57.21 | 5.48' LT | | 12 | |
| 115+63.30 | | 0.83' RT | 6 | |
| 115+64.97 | | 6.22' RT | 6 | |
| 115+89.12 | | 7.14' RT | 12 | |
| 117+32.31 | 4.14' LT | | 12 | |
| 117+54.81 | | 9.03' RT | 6 | |
| 117+61.13 | | 14.29' RT | 6 | |
| 117+68.37 | | 10.43' RT | 6 | |
| 118+01.91 | 11.61' LT | | 10 | |
| 118+15.53 | 2.25' LT | | 8 | |
| 118+34.50 | 2.87' LT | | 12 | |
| 118+48.53 | 15.80' LT | | 8 | |
| 118+56.25 | | 9.02' RT | | 18 |
| 118+60.17 | | 8.82' RT | 12 | |
| 118+64.23 | | 2.06' RT | 8 | |
| 118+65.03 | | 6.31' RT | 8 | |
| 118+73.65 | | 1.38' RT | 12 | |
| 118+74.39 | | 1.93' RT | 8 | |
| 118+92.35 | | 2.42' RT | 10 | |
| 118+93.89 | 4.37' LT | | 10 | |
| 119+02.43 | 4.26' LT | | 10 | |
| 119+04.04 | | 2.84' RT | 8 | |
| 119+10.91 | | 8.93' RT | 8 | |
| 119+30.44 | | 11.96' RT | | 33 |
| 119+68.41 | | 13.09' RT | | 28 |
| 119+72.22 | 8.25' LT | | 8 | |
| 119+72.55 | | 12.62' RT | 6 | |
| 119+84.89 | | 7.64' RT | 6 | |
| 119+91.58 | 7.87' LT | | | 20 |
| 119+92.40 | | 2.10' RT | 12 | |
| 119+94.15 | | 3.49' RT | 6 | |
| 120+07.76 | | 3.43' RT | | 24 |
| 120+12.96 | 4.19' LT | | | 24 |
| 120+16.15 | 5.28' LT | | 6 | |
| 120+21.75 | | 7.90' RT | | 26 |
| 120+21.99 | | 1.61' RT | 6 | |
| 120+45.74 | 6.36' LT | | 15 | |
| 120+47.34 | | 7.72' RT | 6 | |
| 120+63.51 | 7.79' LT | | 15 | |
| 120+88.48 | | 6.94' RT | 6 | |
| 120+90.09 | | 1.98' RT | | 30 |
| 121+02.80 | 0.97' LT | | 6 | |
| 121+15.94 | 3.20' LT | | 6 | |

| THORN CREEK BIKE TRAIL - SOUTH SEGMENT | | | | |
|--|-----------|-----------|------------|-----------|
| TREE REMOVAL | | | | |
| STATION | OFFSET | | 6-15 UNITS | >15 UNITS |
| | LT | RT | | |
| 121+17.38 | 1.00' LT | | 6 | |
| 121+19.66 | 5.80' LT | | 6 | |
| 121+20.03 | 0.99' LT | | 10 | |
| 121+32.15 | | 0.44' RT | 6 | |
| 121+32.29 | 5.03' LT | | 8 | |
| 121+33.37 | 1.10' LT | | 6 | |
| 121+38.18 | 0.75' LT | | 8 | |
| 121+42.34 | | 5.52' RT | 8 | |
| 121+57.01 | | 2.22' RT | 6 | |
| 121+60.28 | 0.11' LT | | 6 | |
| 121+84.88 | | 1.87' RT | | 18 |
| 121+88.29 | 3.93' LT | | 15 | |
| 121+95.02 | 5.42' LT | | 15 | |
| 122+03.58 | | 0.77' RT | 15 | |
| 122+11.31 | 4.98' LT | | 8 | |
| 122+28.68 | | 0.34' RT | 8 | |
| 122+35.62 | | 7.24' RT | 8 | |
| 122+43.24 | | 0.82' RT | | 18 |
| 122+62.28 | 5.87' LT | | 6 | |
| 122+75.54 | | 5.35' RT | 8 | |
| 122+81.70 | 7.40' LT | | 8 | |
| 122+93.15 | 2.64' LT | | 6 | |
| 122+97.72 | 4.41' LT | | 6 | |
| 123+02.55 | 2.71' LT | | 6 | |
| 123+13.07 | 8.27' LT | | | 16 |
| 123+15.81 | 0.96' LT | | 10 | |
| 123+23.04 | 8.20' LT | | 12 | |
| 123+24.36 | | 0.43' RT | 6 | |
| 123+35.14 | 0.05' LT | | 10 | |
| 123+38.15 | | 8.97' RT | 8 | |
| 123+43.37 | 4.34' LT | | 10 | |
| 123+50.17 | | 6.76' RT | 6 | |
| 123+53.58 | | 5.70' RT | 6 | |
| 123+55.52 | 6.24' LT | | 8 | |
| 123+58.12 | 4.80' LT | | 10 | |
| 123+61.36 | 5.53' LT | | 8 | |
| 123+64.01 | | 1.54' RT | 6 | |
| 123+65.45 | | 5.63' RT | 8 | |
| 123+66.70 | 2.96' LT | | 6 | |
| 123+71.34 | | 3.50' RT | 12 | |
| 123+74.41 | 1.35' LT | | 10 | |
| 123+83.07 | 0.44' LT | | 8 | |
| 123+83.17 | | 2.30' RT | 12 | |
| 123+89.25 | | 4.53' RT | 10 | |
| 123+91.30 | 1.05' LT | | 14 | |
| 123+92.60 | 7.41' LT | | 6 | |
| 123+95.26 | | 6.70' RT | 8 | |
| 124+06.61 | | 5.08' RT | 6 | |
| 124+25.08 | | 10.33' RT | 14 | |
| 124+35.92 | | 2.46' RT | 6 | |
| 124+45.77 | | 9.78' RT | 14 | |
| 124+54.0 | | 10.32' RT | 12 | |
| 124+58.31 | | 10.30' RT | 12 | |
| 124+59.14 | | 12.00' RT | 10 | |
| 124+85.44 | | 8.42' RT | 6 | |
| 124+98.40 | | 1.10' RT | 6 | |
| 125+02.03 | | 8.15' RT | 6 | |
| 125+14.48 | | 12.20' RT | 6 | |
| 125+15.92 | | 11.52' RT | 6 | |
| 125+20.57 | 1.09' LT | | 6 | |
| 125+21.30 | 0.31' LT | | 6 | |
| 125+29.44 | | 11.85' RT | 10 | |
| 125+29.91 | | 12.12' RT | 10 | |
| 125+31.98 | 0.63' LT | | 12 | |
| 125+40.43 | | 11.36' RT | 10 | |
| 125+81.87 | | 5.80' RT | 10 | |
| 125+93.31 | | 5.36' RT | 10 | |
| 126+44.88 | | 3.00' RT | 12 | |
| 126+51.70 | | 11.24' RT | 8 | |
| 126+57.87 | | 8.40' RT | 6 | |
| 126+67.40 | | 7.75' RT | 12 | |
| 126+70.51 | 0.39' LT | | 6 | |
| 126+78.66 | | 6.63' RT | 10 | |
| 126+83.83 | 0.11' LT | | 6 | |
| 127+11.25 | | 9.00' RT | 12 | |
| 127+20.99 | 11.39' LT | | 6 | |
| 127+36.70 | | 9.01' RT | 14 | |
| 127+61.03 | 0.74' LT | | 12 | |
| 128+05.49 | | 6.44' RT | 12 | |
| 128+08.35 | 2.60' LT | | 15 | |

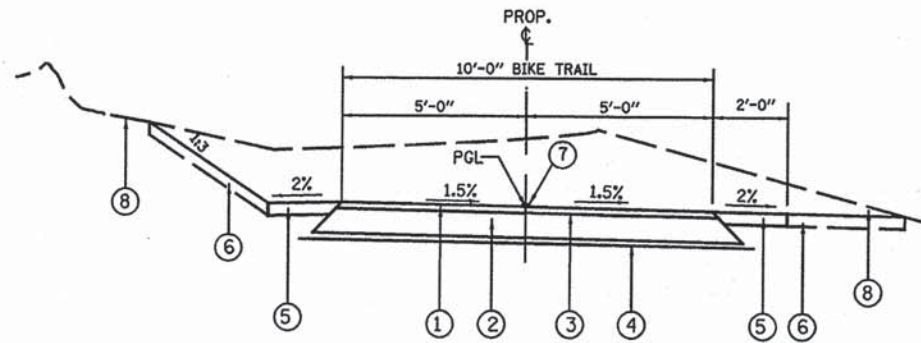
| THORN CREEK BIKE TRAIL - SOUTH SEGMENT | | | | |
|--|----------|-----------|------------|-----------|
| TREE REMOVAL | | | | |
| STATION | OFFSET | | 6-15 UNITS | >15 UNITS |
| | LT | RT | | |
| 128+46.55 | | 1.44' RT | 6 | |
| 128+60.51 | 6.75' LT | | 6 | |
| 128+61.38 | 5.38' LT | | 6 | |
| 128+73.41 | | 5.44' RT | 6 | |
| 128+90.01 | 1.26' LT | | 8 | |
| 128+95.83 | | 2.48' RT | 6 | |
| 129+14.29 | 1.46' LT | | 6 | |
| 129+31.07 | | 6.79' RT | 6 | |
| 129+46.32 | | 10.89' RT | 6 | |
| 130+29.20 | | 0.99' RT | 8 | |
| 130+55.43 | | 6.84' RT | 8 | |
| 130+68.06 | | 5.62' RT | 6 | |
| 130+80.92 | 4.34' LT | | 6 | |
| 130+99.96 | 2.91' LT | | 6 | |
| 131+03.82 | 2.37' LT | | 6 | |
| 131+32.03 | 6.29' LT | | | 18 |
| 131+34.58 | | 23.02' RT | 6 | |
| 131+42.12 | | 1.73' RT | 6 | |
| 131+42.60 | | 2.83' RT | 6 | |
| 131+53.18 | 8.43' LT | | | |



PROPOSED TYPICAL SECTION
STA. 98+16.00 TO STA. 116+53.00



PROPOSED TYPICAL SECTION
STA. 116+53.00 TO STA. 116+88.00



PROPOSED TYPICAL SECTION
STA. 116+88.00 TO STA. 132+70.82

LEGEND:

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

NOTE 1:

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

NOTE 2:

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

NOTE 3:

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

NOTE 4:

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

NOTE 5:

THE CONTRACTOR SHALL CONSTRUCT THE PATH SO THAT THE CROSS SLOPE IS IN THE DIRECTION OF THE GROUND SLOPE WHERE SHEET FLOW ACROSS THE PATH WILL OCCUR.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| ITEM | VOIDS | USAGE |
|--|-------------|-------------------|
| HOT-MIX ASPHALT SURFACE COURSE, MIX. D, N50 (IL 9.5mm; 2") | 4% @ 50 GYR | BIKE PATH SURFACE |

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

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

FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

FILE NAME = #FILES#



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

DESIGNED - EVI
DRAWN - KJB
CHECKED - DK/DL
DATE - 8/18/14

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
PROPOSED TYPICAL SECTIONS

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| | 07-F3000-01-BT | COOK | 25 | 5 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |

| | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|---|--|---|--|--|--|--|--|---|---|--|--|--|
| <p>PROP. CURVE SOUTH-ALIGN-1 PI STA. = 98+79.42 Δ = 49° 18' 29" (RT) D = 229° 10' 59" R = 25.00' T = 11.47' L = 21.51' E = 2.51' P.C. STA. = 98+67.94 P.T. STA. = 98+89.46</p> | <p>PROP. CURVE SOUTH-ALIGN-1A PI STA. = 99+36.82 Δ = 52° 37' 00" (LT) D = 114° 35' 30" R = 50.00' T = 24.72' L = 45.92' E = 5.78' P.C. STA. = 99+12.10 P.T. STA. = 99+58.02</p> | <p>PROP. CURVE SOUTH-ALIGN-1 PI STA. = 99+43.93 Δ = 3° 18' 32" (LT) D = 14° 19' 26" R = 400.00' T = 11.55' L = 23.10' E = 0.17' P.C. STA. = 99+32.37 P.T. STA. = 99+55.47</p> | <p>PROP. CURVE SOUTH-ALIGN-2 PI STA. = 100+55.39 Δ = 16° 05' 18" (RT) D = 57° 17' 45" R = 100.00' T = 14.13' L = 28.08' E = 0.99' P.C. STA. = 100+41.26 P.T. STA. = 100+69.34</p> | <p>PROP. CURVE SOUTH-ALIGN-3 PI STA. = 101+00.23 Δ = 25° 54' 29" (LT) D = 57° 17' 45" R = 100.00' T = 23.00' L = 45.22' E = 2.61' P.C. STA. = 100+77.23 P.T. STA. = 101+22.45</p> | <p>PROP. CURVE SOUTH-ALIGN-4 PI STA. = 101+69.78 Δ = 13° 11' 33" (RT) D = 57° 17' 45" R = 100.00' T = 11.56' L = 23.03' E = 0.67' P.C. STA. = 101+58.22 P.T. STA. = 101+81.24</p> | <p>PROP. CURVE SOUTH-ALIGN-5 PI STA. = 103+03.82 Δ = 5° 38' 54" (LT) D = 28° 38' 52" R = 200.00' T = 9.87' L = 19.72' E = 0.24' P.C. STA. = 102+95.96 P.T. STA. = 103+13.67</p> | | | | | | | | | | | |
| <p>PROP. CURVE SOUTH-ALIGN-6 PI STA. = 103+47.37 Δ = 4° 10' 42" (RT) D = 19° 05' 55" R = 300.00' T = 10.94' L = 21.88' E = 0.20' P.C. STA. = 103+36.42 P.T. STA. = 103+58.30</p> | <p>PROP. CURVE SOUTH-ALIGN-7 PI STA. = 104+56.51 Δ = 22° 29' 22" (RT) D = 19° 05' 55" R = 300.00' T = 59.65' L = 117.76' E = 5.87' P.C. STA. = 103+96.87 P.T. STA. = 105+14.62</p> | <p>PROP. CURVE SOUTH-ALIGN-8 PI STA. = 107+89.34 Δ = 28° 56' 24" (RT) D = 38° 11' 50" R = 150.00' T = 38.71' L = 75.77' E = 4.91' P.C. STA. = 107+50.64 P.T. STA. = 108+26.40</p> | <p>PROP. CURVE SOUTH-ALIGN-9 PI STA. = 109+50.69 Δ = 8° 33' 11" (RT) D = 57° 17' 45" R = 200.00' T = 32.19' L = 63.84' E = 2.57' P.C. STA. = 109+18.50 P.T. STA. = 109+82.34</p> | <p>PROP. CURVE SOUTH-ALIGN-10 PI STA. = 113+22.29 Δ = 16° 21' 23" (RT) D = 22° 55' 06" R = 250.00' T = 32.19' L = 71.37' E = 2.57' P.C. STA. = 112+86.36 P.T. STA. = 113+57.73</p> | <p>PROP. CURVE SOUTH-ALIGN-11 PI STA. = 116+65.56 Δ = 106° 35' 05" (LT) D = 63° 39' 43" R = 90.00' T = 120.71' L = 167.42' E = 60.57' P.C. STA. = 115+44.85 P.T. STA. = 117+12.27</p> | <p>PROP. CURVE SOUTH-ALIGN-12 PI STA. = 117+67.61 Δ = 57° 55' 20" (RT) D = 57° 17' 45" R = 100.00' T = 55.34' L = 101.09' E = 14.29' P.C. STA. = 117+12.27 P.T. STA. = 118+13.37</p> | <p>PROP. CURVE SOUTH-ALIGN-13 PI STA. = 118+86.05 Δ = 45° 32' 13" (LT) D = 57° 17' 45" R = 100.00' T = 41.97' L = 79.48' E = 8.45' P.C. STA. = 118+44.08 P.T. STA. = 119+23.56</p> | <p>PROP. CURVE SOUTH-ALIGN-14 PI STA. = 120+16.36 Δ = 22° 14' 24" (RT) D = 57° 17' 45" R = 100.00' T = 19.66' L = 38.82' E = 1.91' P.C. STA. = 119+96.70 P.T. STA. = 120+35.52</p> | <p>PROP. CURVE SOUTH-ALIGN-15 PI STA. = 120+79.90 Δ = 8° 33' 11" (RT) D = 57° 17' 45" R = 100.00' T = 7.48' L = 14.93' E = 0.28' P.C. STA. = 120+72.42 P.T. STA. = 120+87.35</p> | <p>PROP. CURVE SOUTH-ALIGN-16 PI STA. = 122+70.37 Δ = 11° 19' 17" (LT) D = 28° 38' 52" R = 200.00' T = 19.82' L = 39.52' E = 0.98' P.C. STA. = 122+50.55 P.T. STA. = 122+90.07</p> | <p>PROP. CURVE SOUTH-ALIGN-17 PI STA. = 124+03.98 Δ = 4° 30' 51" (RT) D = 28° 38' 52" R = 200.00' T = 7.88' L = 15.76' E = 0.16' P.C. STA. = 123+96.10 P.T. STA. = 124+11.85</p> | <p>PROP. CURVE SOUTH-ALIGN-18 PI STA. = 124+63.15 Δ = 5° 07' 23" (LT) D = 28° 38' 52" R = 200.00' T = 8.95' L = 17.88' E = 0.20' P.C. STA. = 124+54.20 P.T. STA. = 124+72.08</p> | <p>PROP. CURVE SOUTH-ALIGN-19 PI STA. = 126+28.28 Δ = 34° 07' 00" (RT) D = 28° 38' 52" R = 200.00' T = 61.37' L = 119.09' E = 9.20' P.C. STA. = 125+66.91 P.T. STA. = 126+86.00</p> | <p>PROP. CURVE SOUTH-ALIGN-20 PI STA. = 127+59.03 Δ = 8° 21' 03" (LT) D = 28° 38' 52" R = 200.00' T = 14.60' L = 29.15' E = 0.53' P.C. STA. = 127+44.43 P.T. STA. = 127+73.58</p> | <p>PROP. CURVE SOUTH-ALIGN-21 PI STA. = 128+17.64 Δ = 34° 09' 24" (RT) D = 57° 17' 45" R = 100.00' T = 30.72' L = 59.61' E = 4.61' P.C. STA. = 127+86.92 P.T. STA. = 128+46.53</p> | <p>PROP. CURVE SOUTH-ALIGN-22 PI STA. = 128+87.88 Δ = 44° 55' 42" (LT) D = 57° 17' 45" R = 100.00' T = 41.35' L = 78.41' E = 8.21' P.C. STA. = 128+46.53 P.T. STA. = 129+24.94</p> | <p>PROP. CURVE SOUTH-ALIGN-23 PI STA. = 129+50.09 Δ = 14° 32' 56" (RT) D = 57° 17' 45" R = 100.00' T = 12.76' L = 25.39' E = 0.81' P.C. STA. = 129+37.33 P.T. STA. = 129+62.72</p> |
| <p>PROP. CURVE SOUTH-ALIGN-24 PI STA. = 131+46.80 Δ = 9° 08' 33" (RT) D = 11° 27' 33" R = 500.00' T = 39.98' L = 79.78' E = 1.60' P.C. STA. = 131+06.82 P.T. STA. = 131+86.61</p> | <p>PROP. CURVE SOUTH-ALIGN-25 PI STA. = 134+08.90 Δ = 33° 41' 50" (LT) D = 57° 17' 45" R = 100.00' T = 30.28' L = 58.81' E = 4.49' P.C. STA. = 133+78.62 P.T. STA. = 134+37.43</p> | <p>PROP. CURVE SOUTH-ALIGN-26 PI STA. = 134+91.14 Δ = 38° 24' 00" (RT) D = 57° 17' 45" R = 100.00' T = 34.82' L = 67.02' E = 5.89' P.C. STA. = 134+56.32 P.T. STA. = 135+23.34</p> | <p>PROP. CURVE SOUTH-ALIGN-27 PI STA. = 135+35.51 Δ = 13° 52' 26" (LT) D = 57° 17' 45" R = 100.00' T = 12.17' L = 24.21' E = 0.74' P.C. STA. = 135+23.34 P.T. STA. = 135+47.55</p> | <p>PROP. CURVE SOUTH-ALIGN-28 PI STA. = 137+72.37 Δ = 21° 42' 42" (RT) D = 57° 17' 45" R = 100.00' T = 19.18' L = 37.89' E = 1.82' P.C. STA. = 137+53.19 P.T. STA. = 137+91.09</p> | <p>PROP. CURVE SOUTH-ALIGN-29 PI STA. = 138+09.72 Δ = 21° 06' 55" (LT) D = 57° 17' 45" R = 100.00' T = 18.64' L = 36.85' E = 1.72' P.C. STA. = 137+91.09 P.T. STA. = 138+27.94</p> | <p>PROP. CURVE SOUTH-ALIGN-30 PI STA. = 138+79.17 Δ = 13° 40' 15" (RT) D = 57° 17' 45" R = 100.00' T = 11.99' L = 23.86' E = 0.72' P.C. STA. = 138+67.18 P.T. STA. = 138+91.04</p> | <p>PROP. CURVE SOUTH-ALIGN-31 PI STA. = 140+99.40 Δ = 55° 01' 52" (RT) D = 14° 19' 26" R = 400.00' T = 208.37' L = 384.19' E = 51.02' P.C. STA. = 138+91.04 P.T. STA. = 142+75.23</p> | <p>PROP. CURVE SOUTH-ALIGN-32 PI STA. = 144+22.16 Δ = 65° 11' 36" (LT) D = 14° 19' 26" R = 150.00' T = 95.92' L = 170.68' E = 28.04' P.C. STA. = 143+26.25 P.T. STA. = 144+96.92</p> | <p>PROP. CURVE SOUTH-ALIGN-33 PI STA. = 145+25.60 Δ = 21° 38' 56" (LT) D = 38° 11' 50" R = 150.00' T = 28.68' L = 56.68' E = 2.72' P.C. STA. = 144+96.92 P.T. STA. = 145+53.60</p> | | | | | | | | |

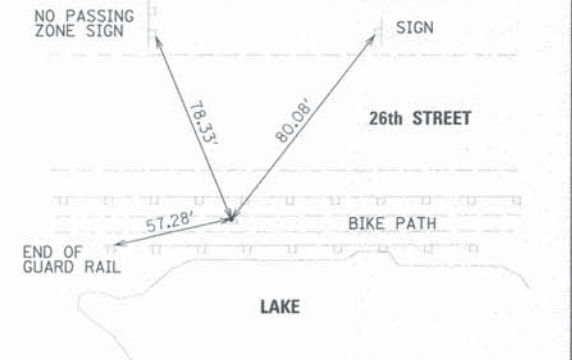
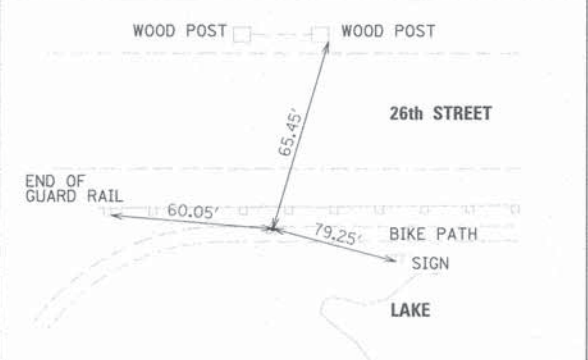


END PROJECT
STA. 132 + 70.82

BEGIN PROJECT
STA. 97 + 99.23

C.P. 123
(PK NAIL)
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E = 1,169,855.109
EL = 680.813

C.P. 124
(PK NAIL)
N = 1,758,009.823
E = 1,170,069.193
EL = 680.074



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DESIGNED: EVI
DRAWN: KJB
CHECKED: DK/DL
DATE: 8/18/14

REVISOR: [blank]
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REVISION: [blank]
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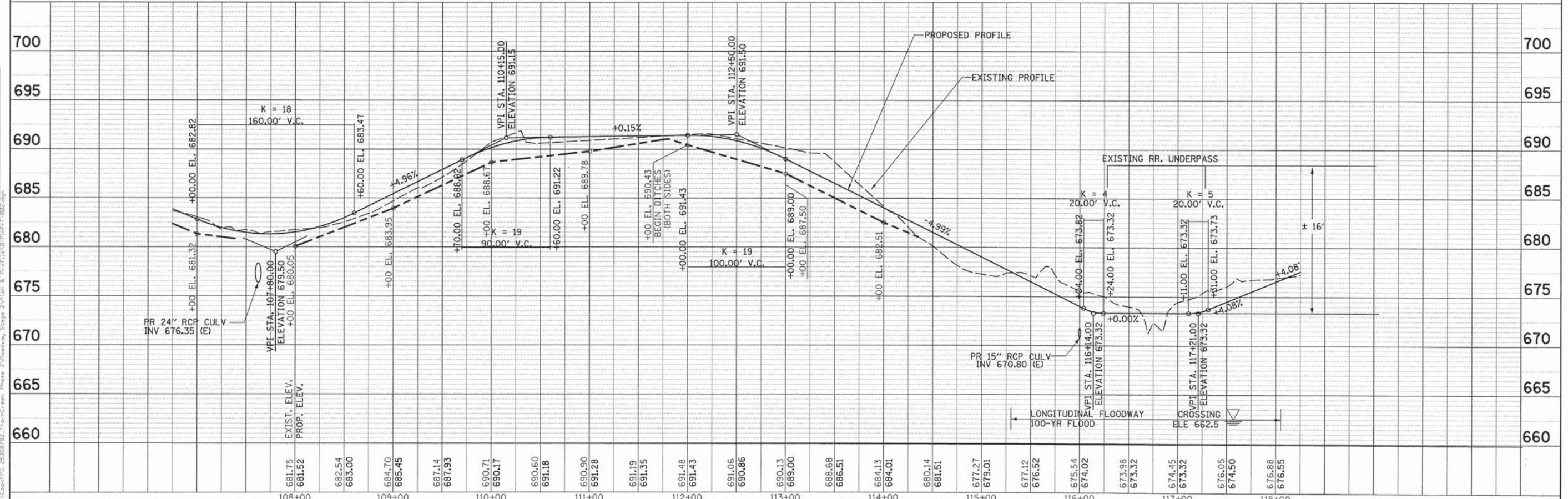
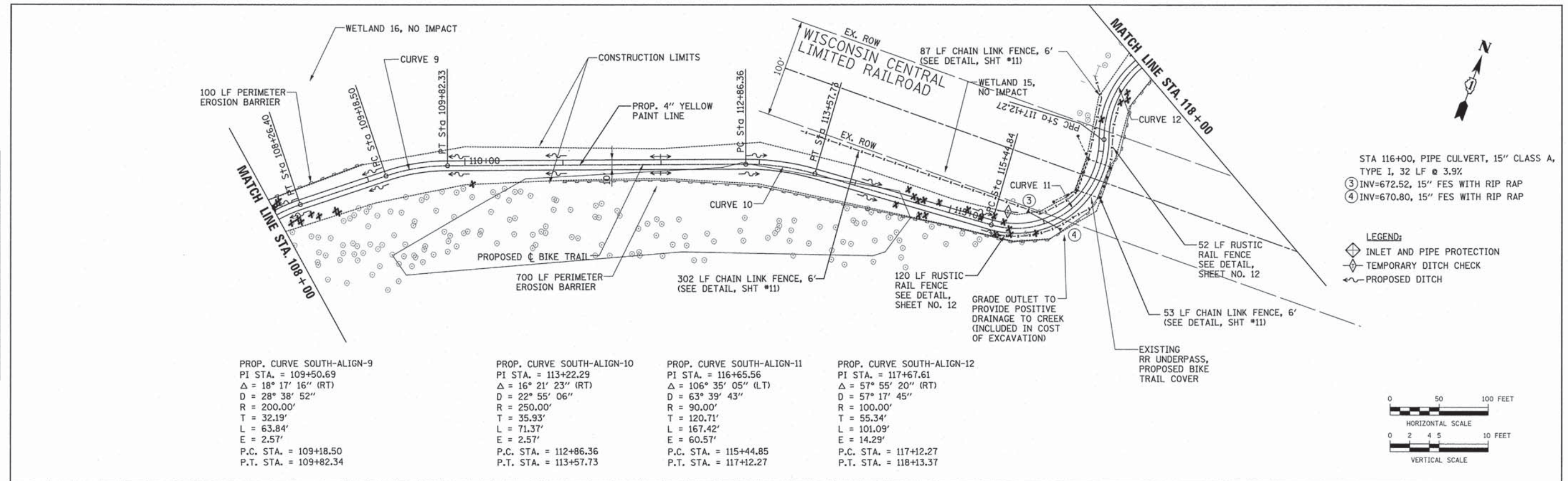
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
ALIGNMENT AND TIE SHEET
SCALE: 1"=200' SHEET NO. 1 OF 5 SHEETS STA. 98+00 TO STA. 144+22.17

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
07-F3000-01-BT COOK 25 6
CONTRACT NO. 61A66
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

| | |
|-----------|--|
| DATE | |
| BY | |
| REVISION | |
| PLANNED | |
| PLOTTED | |
| ALIGNED | |
| CHECKED | |
| NO. _____ | |
| FILE NAME | |

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|-----------|--|
| DATE | |
| BY | |
| REVISION | |
| PROFILE | |
| ADJUSTED | |
| NOTE BOOK | |
| NO. _____ | |
| FILE NAME | |



| | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 108+00 | 109+00 | 110+00 | 111+00 | 112+00 | 113+00 | 114+00 | 115+00 | 116+00 | 117+00 | 118+00 |
| 681.75 | 682.54 | 687.14 | 690.60 | 691.19 | 691.13 | 688.68 | 677.12 | 675.54 | 673.98 | 676.05 |
| 681.52 | 683.00 | 687.93 | 691.18 | 691.35 | 689.00 | 686.51 | 679.01 | 674.02 | 673.32 | 674.50 |
| | | | | 691.48 | 690.86 | 684.13 | 681.51 | 673.82 | 673.32 | 676.88 |
| | | | | 691.43 | 689.00 | 684.01 | 680.14 | 673.32 | 673.32 | 676.55 |



USER NAME : Isiam.Jaber
 DESIGNED - EVI
 DRAWN - KJB
 CHECKED - DK/DL
 DATE - 8/18/2014

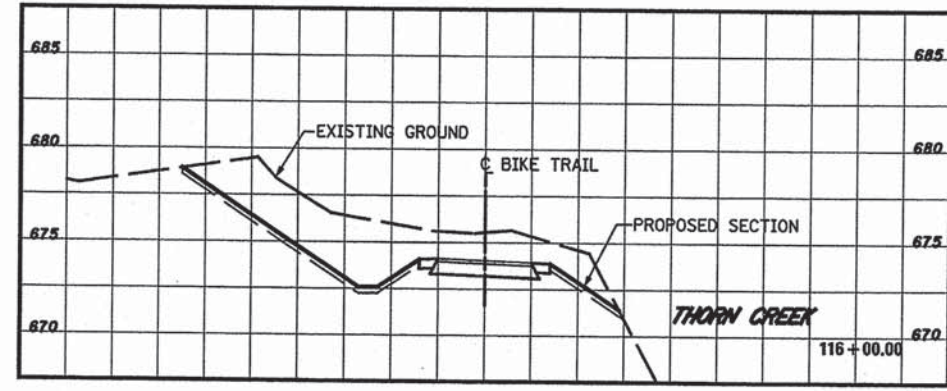
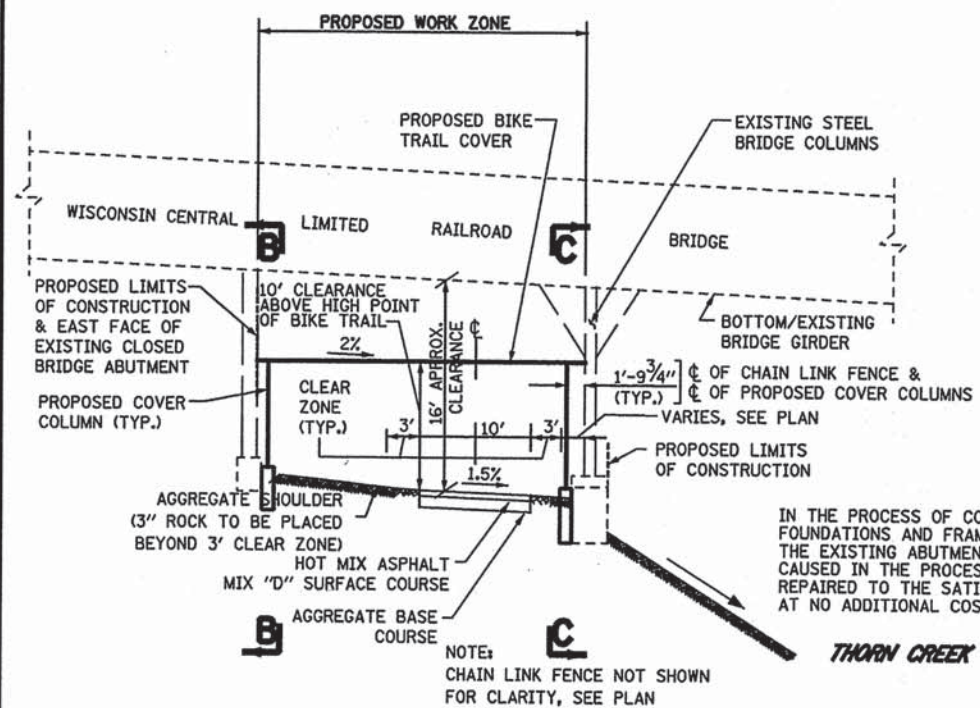
REVISIONS
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

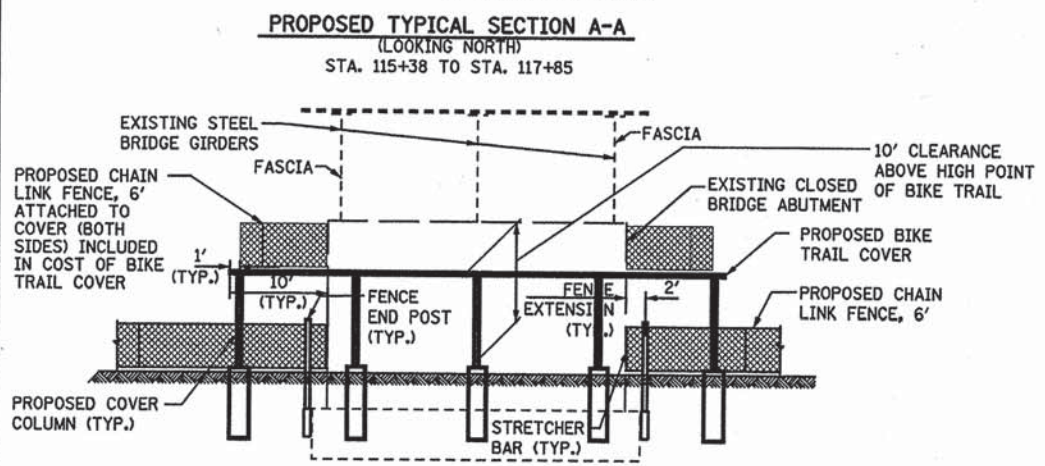
SCALE: 1" = 50'
 SHEET NO. 2 OF 4 SHEETS
 STA. 108+00 TO STA. 118+00

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 8 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

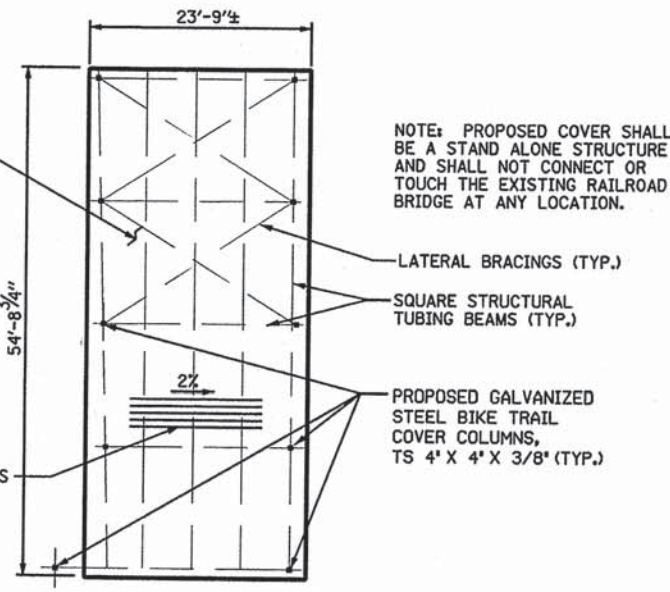


NOTE: SEE ROADWAY SECTION AT STA. 116+00 FOR DETAILS

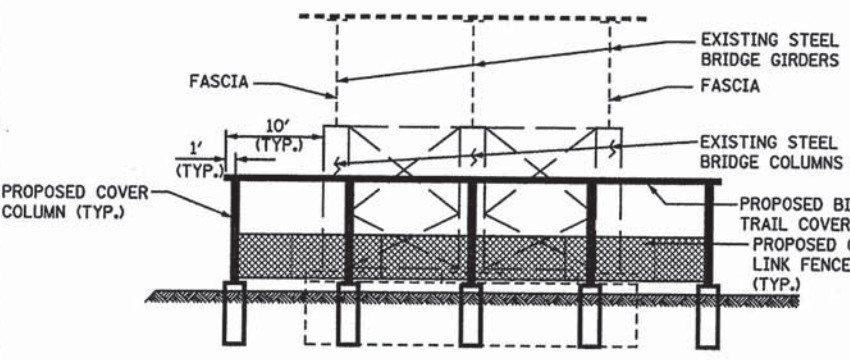
PROPOSED SECTION D-D
(LOOKING NORTHEAST)
N.T.S.



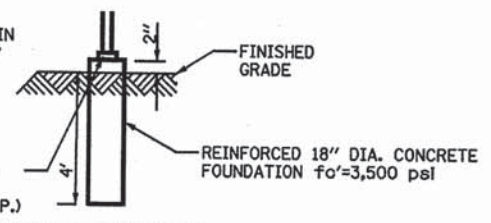
PROPOSED SECTION B-B
(LOOKING WEST)
N.T.S.



BIKE TRAIL COVER DETAIL
N.T.S.

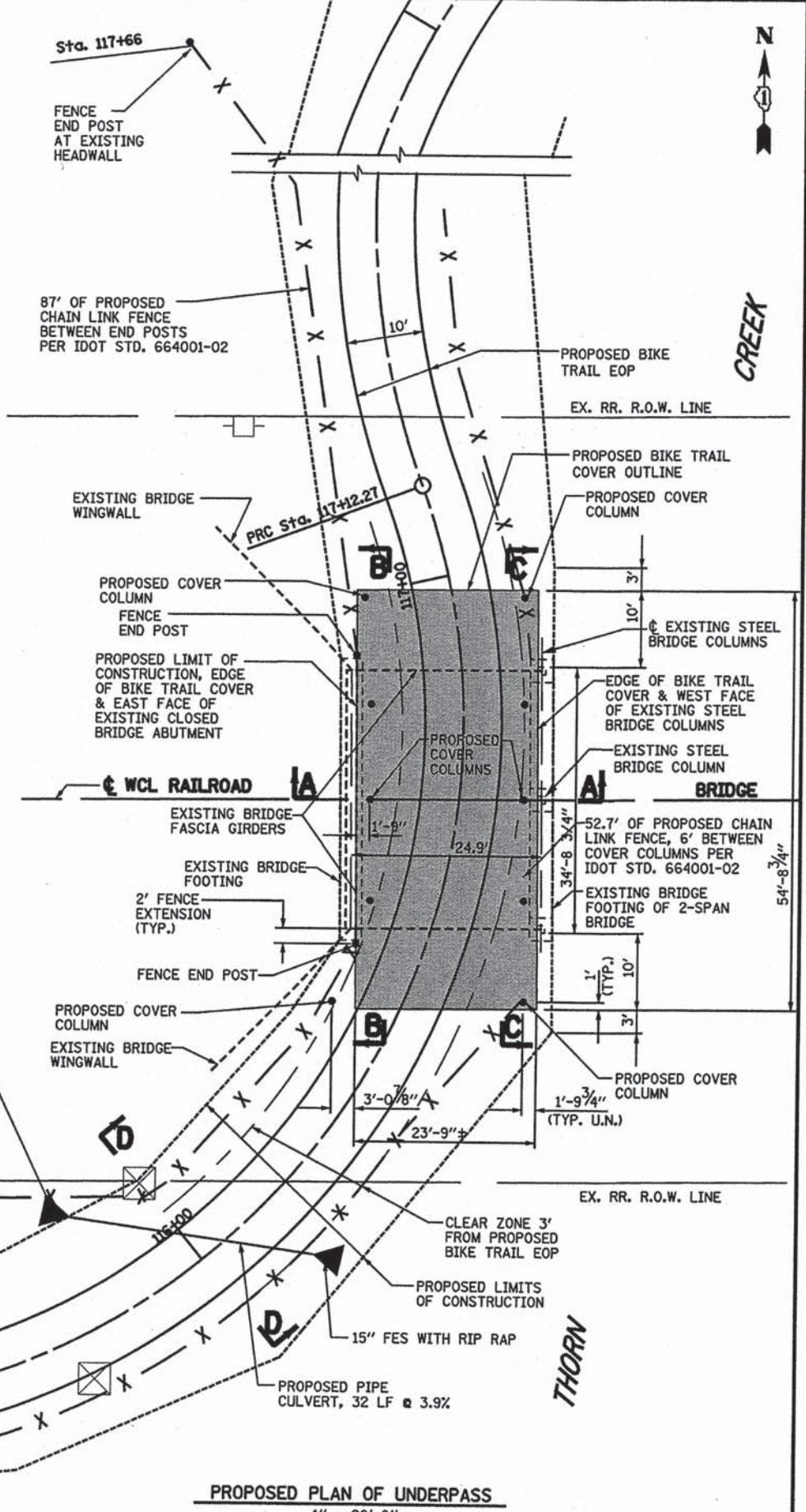


PROPOSED SECTION C-C
(LOOKING EAST)
N.T.S.



FOUNDATION DETAIL
N.T.S.

NOTE: A SQUARE STRUCTURAL GALVANIZED TUBING FRAMING SYSTEM IS PROPOSED TO SUPPORT THE BIKE TRAIL COVER. STRUCTURAL DESIGN, MATERIALS AND SHOP DRAWINGS TO BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION IN THIS AREA. THE BIKE TRAIL COVER SHALL BE DESIGNED FOR A MINIMUM LIVE LOAD OF 30 PSF. THE PLANS AND DESIGN COMPUTATIONS SHALL BE SEALED BY A LICENSED STRUCTURAL ENGINEER IN THE STATE OF ILLINOIS.



PROPOSED PLAN OF UNDERPASS
1" = 20'-0"

FILE NAME = WFLE5

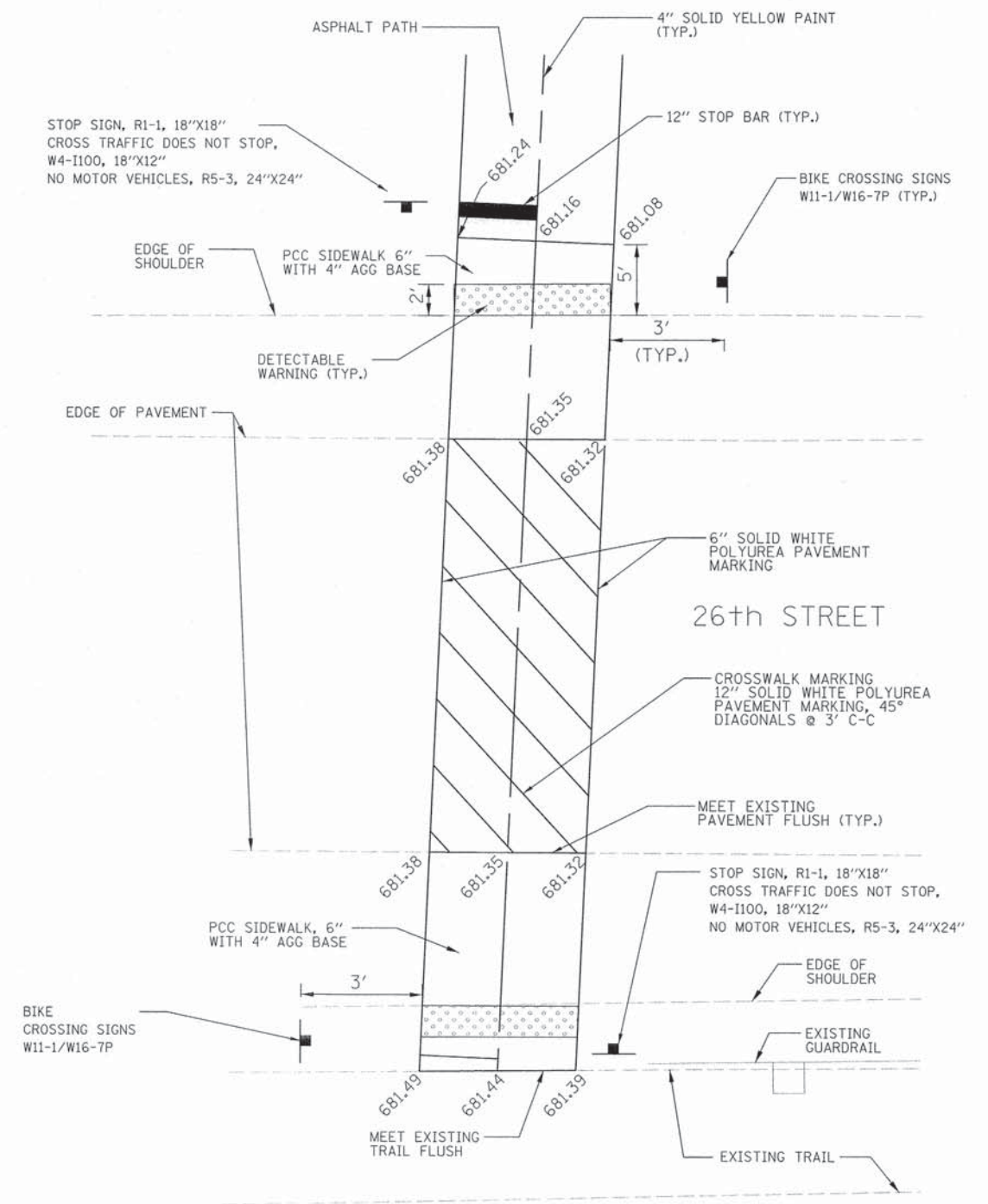
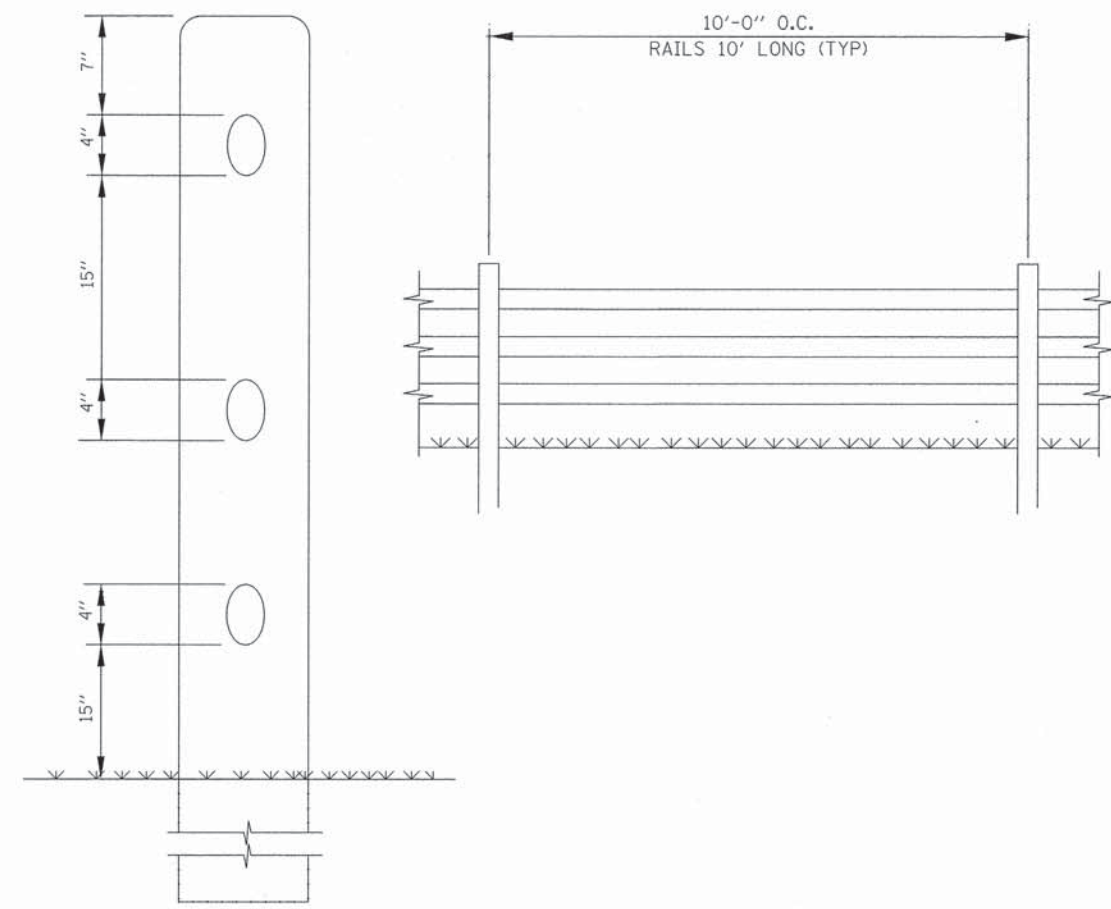
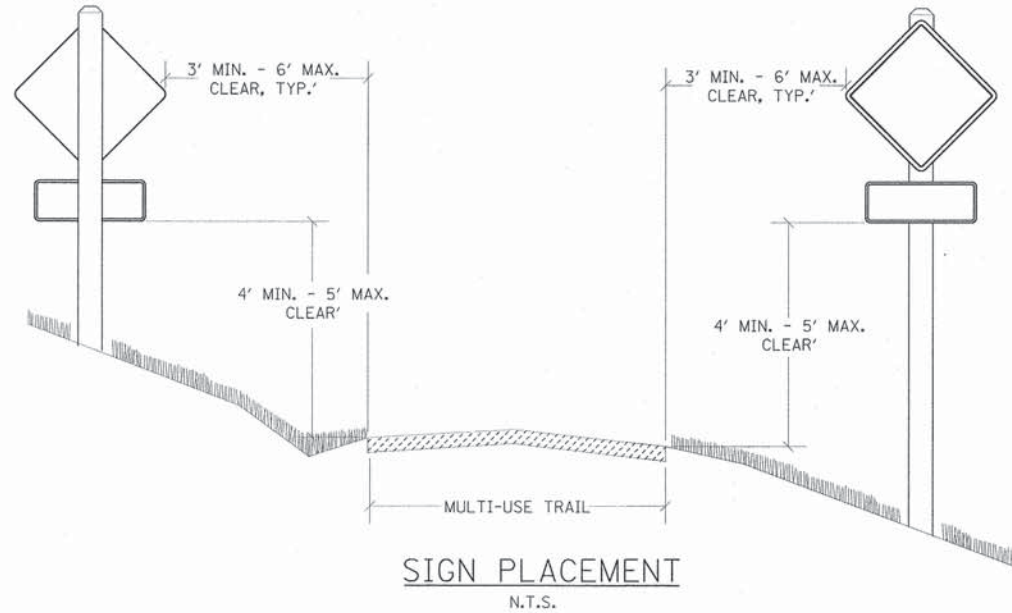


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| USER NAME = #USER# | DESIGNED - EVI | REVISED - |
| PLOT SCALE = #SCALE# | DRAWN - KJB | REVISED - |
| PLOT DATE = #DATE# | CHECKED - DK/DL | REVISED - |
| | DATE - 8/18/14 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
UNDERPASSING WISCONSIN CENTRAL LIMITED RAILROAD BRIDGE

| | | | | |
|--------------------|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 11 |
| CONTRACT NO. 61A66 | | | | |



FILE NAME: D:\Cen\FPS_20328782_Trip-Creen_Phase 2\Roadway_Stage 2\General\2-Miscellaneous_Details.dgn



USER NAME = David.Landwehr
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 PLOT DATE = 1/5/2014

DESIGNED - EVI
 DRAWN - KJB
 CHECKED - DK/DL
 DATE - 8/18/14

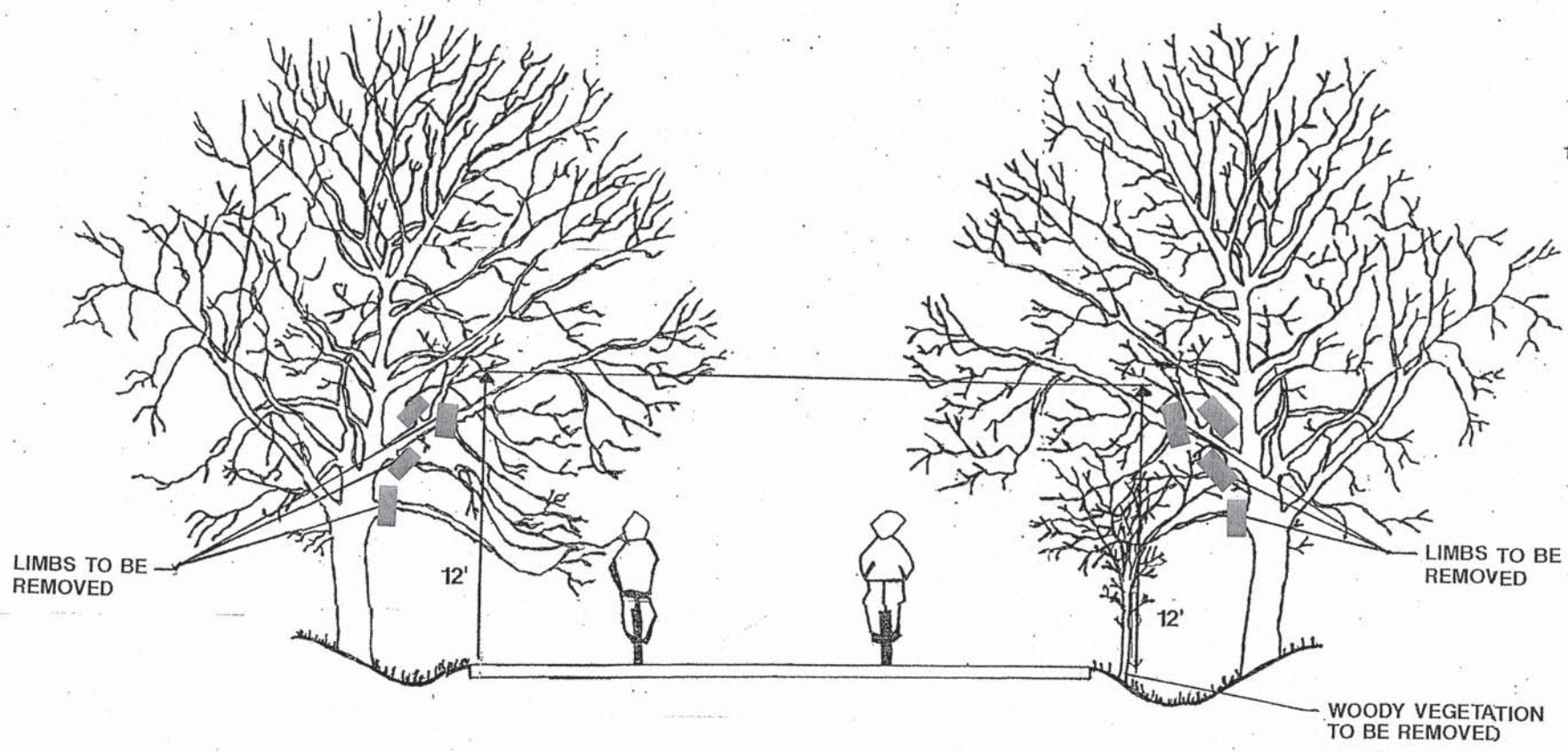
REVISED -
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 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
MISCELLANEOUS DETAILS

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

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 12 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



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

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
 SCALE: NTS
 DATE
 DRAWN BY
 DESIGNED BY
 CHECKED BY

FILE NAME = D:\Cook\PD_20358782_ThornCreek_Phase 2\Roadway Stage 2\General\13-TreeTrimming.dgn



USER NAME = Islam, Jaber
 PLOT SCALE = 7,0000 1/4" in.
 PLOT DATE = 8/15/2014

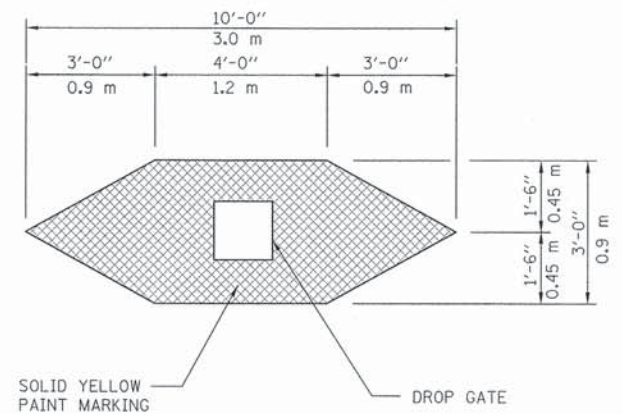
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| DESIGNED - EVI | REVISED - |
| DRAWN - KJB | REVISED - |
| CHECKED - DK/DL | REVISED - |
| DATE - 8/18/14 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

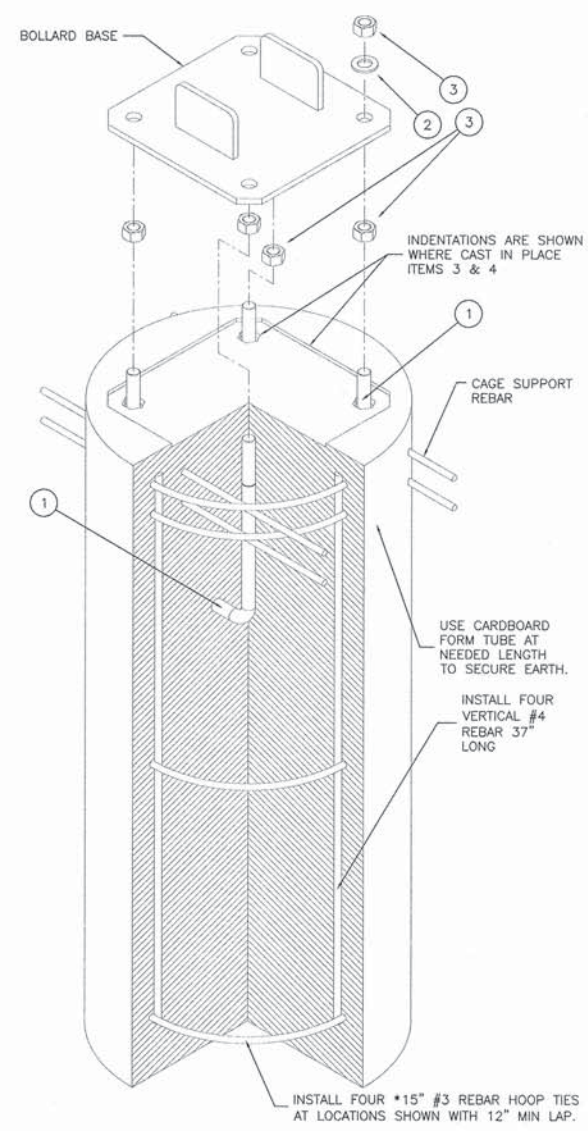
THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
 MISCELLANEOUS DETAILS

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

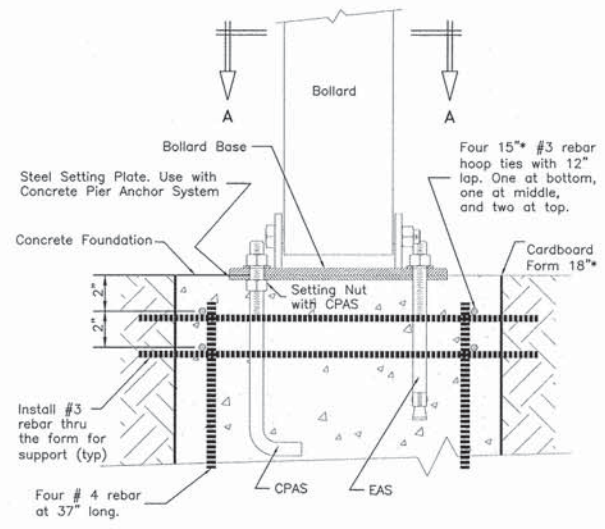
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| — | 07-F3000-01-BT | COOK | 25 | 13 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



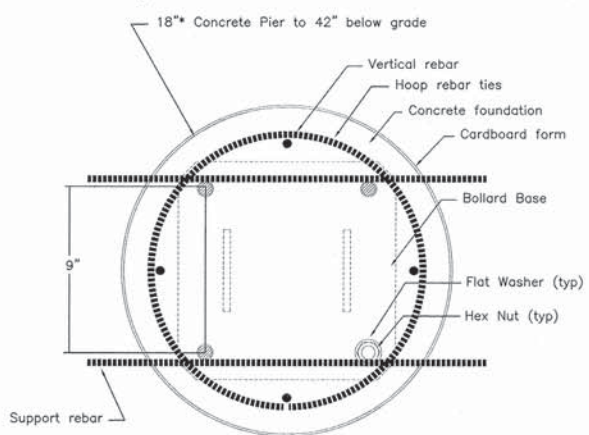
DROP GATE MARKING DETAIL
N.T.S.



CONCRETE PIER ANCHOR SYSTEM (CPAS)

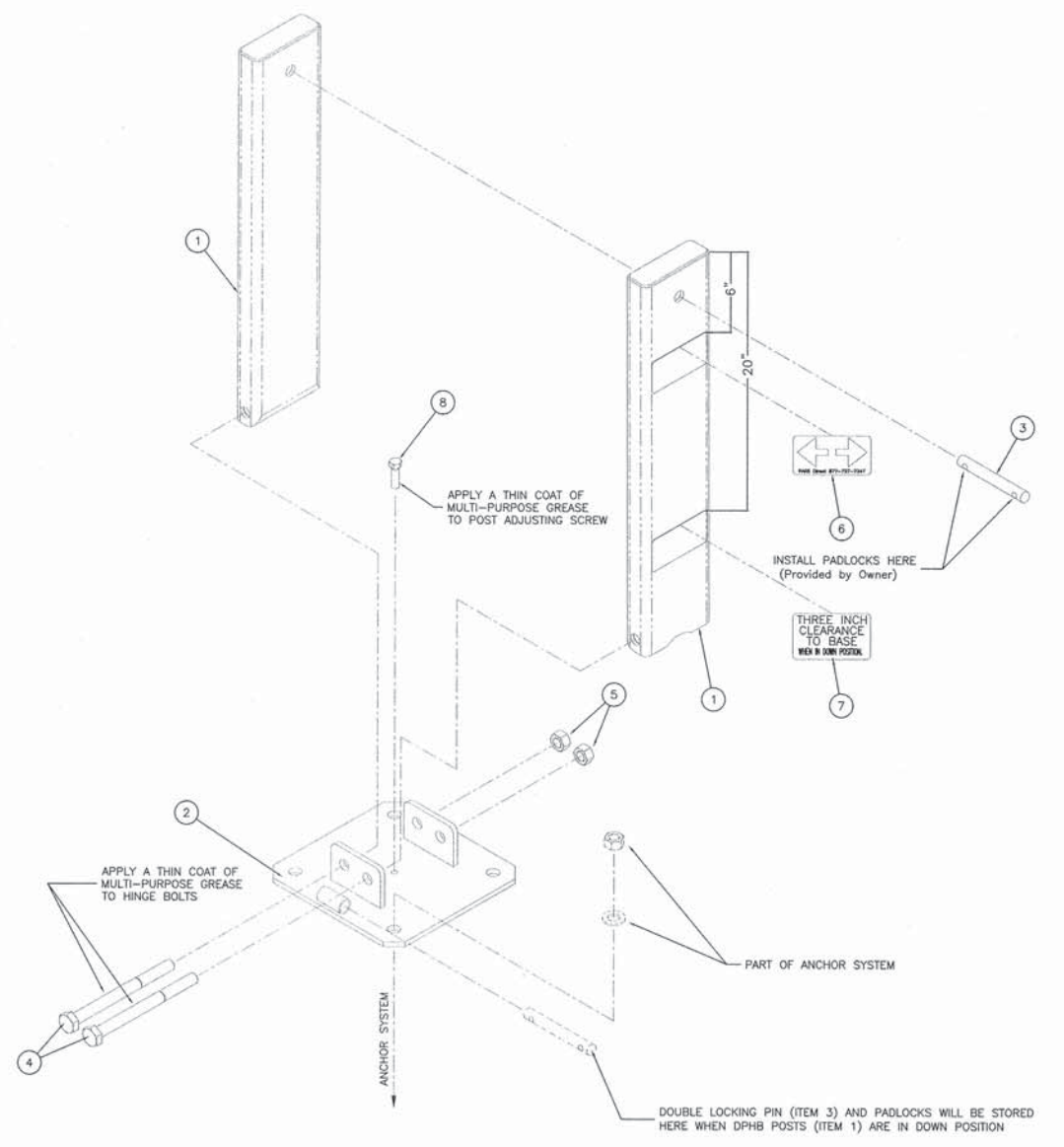


FRONT ELEVATION SECTION



PLAN SECTION "A-A"

DROP GATE, INSTALLATION DETAIL
N.T.S.



DROP GATE DETAIL

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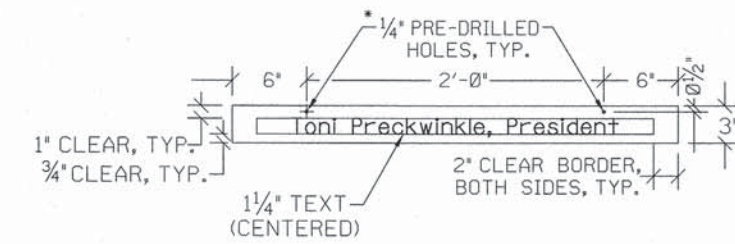
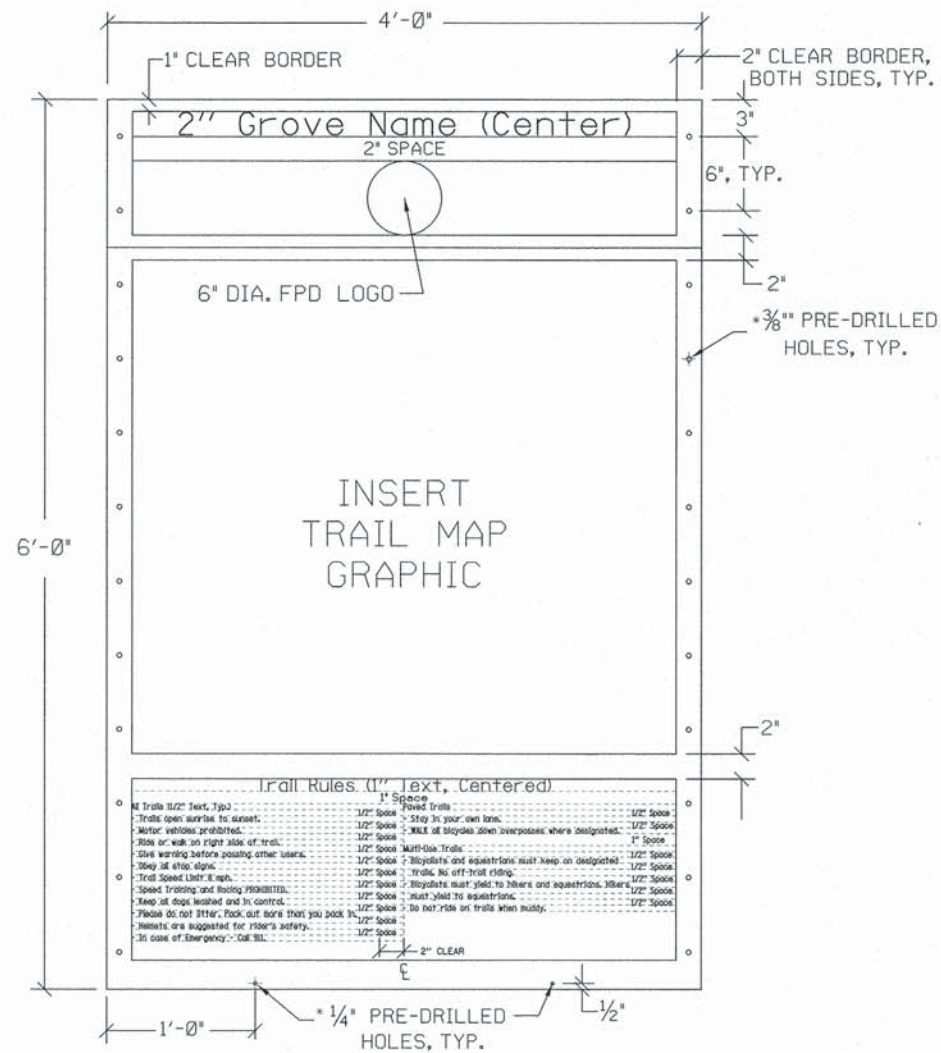
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|----------------------------|-----------------|-----------|
| USER NAME = David.Landwehr | DESIGNED - EVI | REVISED - |
| PLOT SCALE = 3/1624 = 7/8" | DRAWN - KJB | REVISED - |
| PLOT DATE = 9/5/2014 | CHECKED - DK/DL | REVISED - |
| | DATE - 8/18/14 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
MISCELLANEOUS DETAILS**

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

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 14 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



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

TRAIL HEAD PRESIDENT SIGN PANEL
N.T.S.

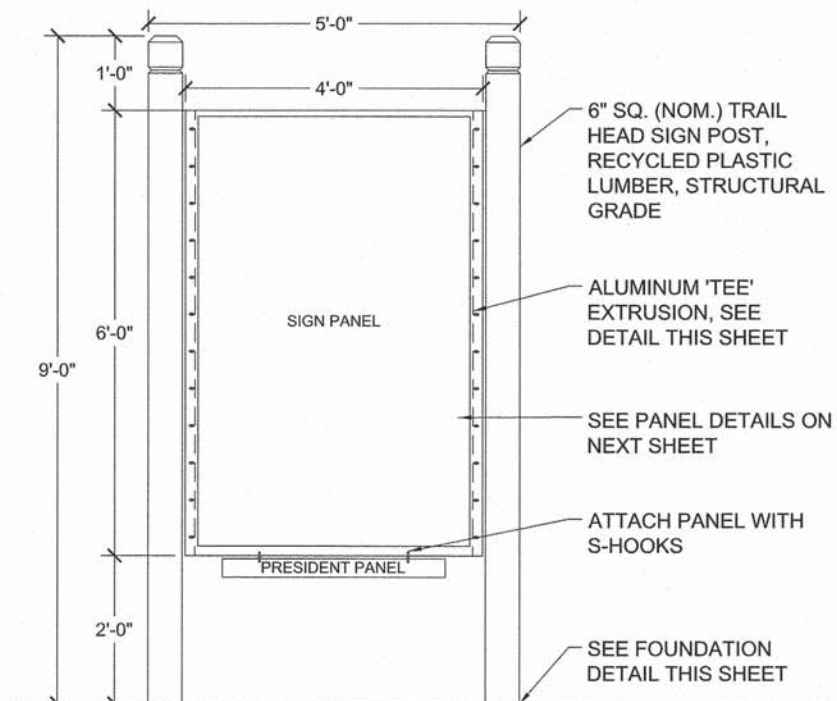
- NOTES:**
1. PANEL SHALL BE .125" ALUMINUM, ENGINEER GRADE, WITH DOUBLESIDED GRAPHIC WITH ANTI-GRAFFITI COATING, BOTH SIDES OF PANEL.
 2. HEADER SECTION -
BACKGROUND COLOR: MAROON
TEXT AND LOGO COLOR: CREAM
 3. MAP SECTION -
BACKGROUND COLOR: CREAM
 4. RULES SECTION -
BACKGROUND COLOR: CREAM
TEXT COLOR: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

TRAIL HEAD SIGN PANEL
N.T.S.

SIGN PANEL DETAIL

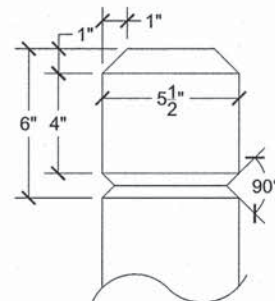
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| | | | | | | | | | | |
|-----------------------|------------------------------|----------------|-----------|---|---|--|---------|--------|--------------|-----------|
| | USER NAME = Islam, Johar | DESIGNED - EVI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT) MISCELLANEOUS DETAILS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 1/22" = 1' - 0" | DRAWN - K.J.B. | REVISED - | | | 07-F3000-01-BT | COOK | 25 | 15 | |
| PLOT DATE = 8/15/2014 | CHECKED - DK/DL | REVISED - | | SCALE: | SHEET NO. OF SHEETS STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 61A66 | | | | |
| | DATE - 8/18/14 | REVISED - | | | | | | | | |



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

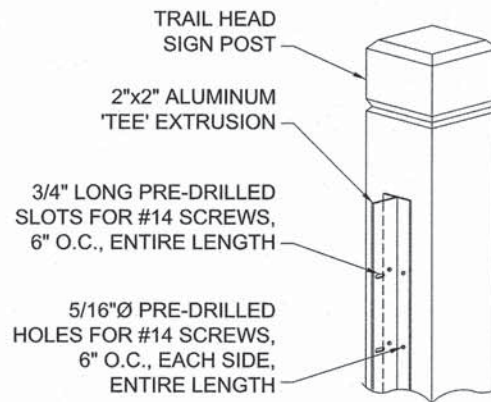
GRAPHIC SAMPLE OF TRAIL HEAD SIGN



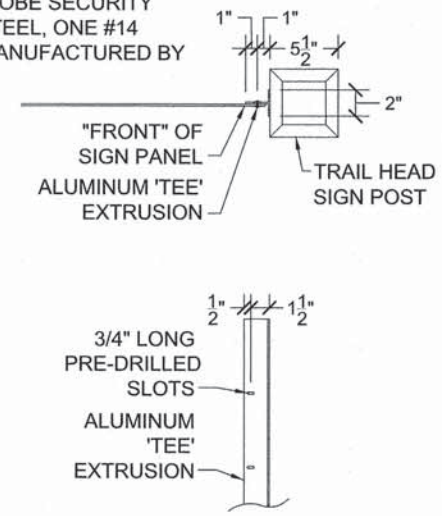
POST TOP DETAIL

NOTES:

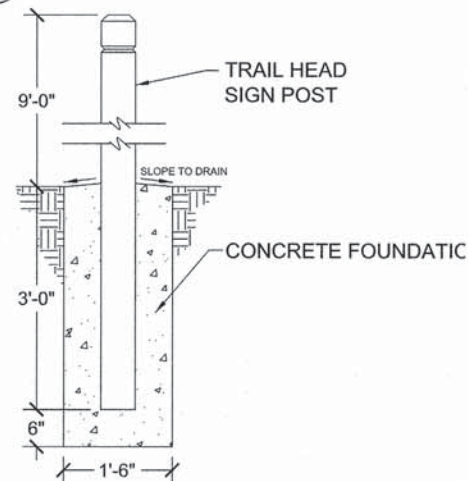
1. FASTEN TEE TO POST WITH #14 x 1.5" SIX-LOBE SECURITY SCREWS, BUTTON HEAD, TYPE SMS, STAINLESS STEEL AND WASHER.
2. FASTEN SIGN PANEL TO TEE WITH #14 x 1" SIX-LOBE SECURITY SCREWS, BUTTON HEAD, TYPE M/S, STAINLESS STEEL, ONE #14 WASHER AND ONE #14 TAMPER-PROOF NUT AS MANUFACTURED BY GUARD-NUT INC.,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



ALUMINUM EXTRUSION



1 TRAIL HEAD SIGN
NO SCALE



3 TRAIL HEAD POST FOUNDATION
NO SCALE

2 TRAIL HEAD POST DETAILS
NO SCALE

4 INTERPRETIVE SIGN PANEL
NO SCALE

SIGN DETAILS

FILE NAME: D:\Cook\PPD_20368782_ThornCreek_Phase 2\Roadway_Stage 2\General\16-trail head sign.dgn



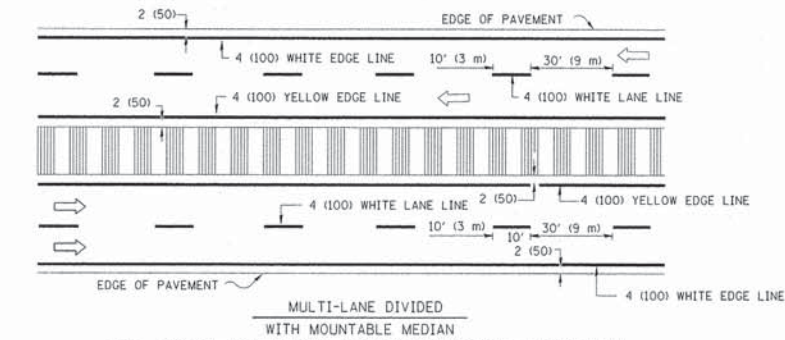
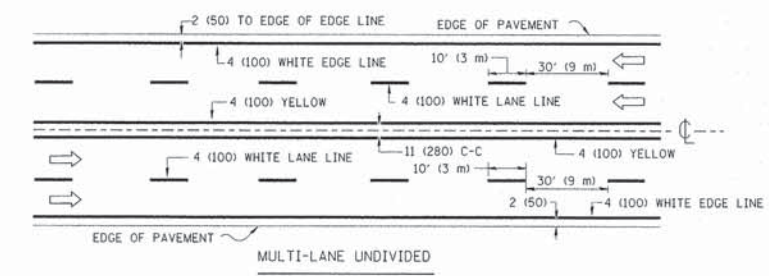
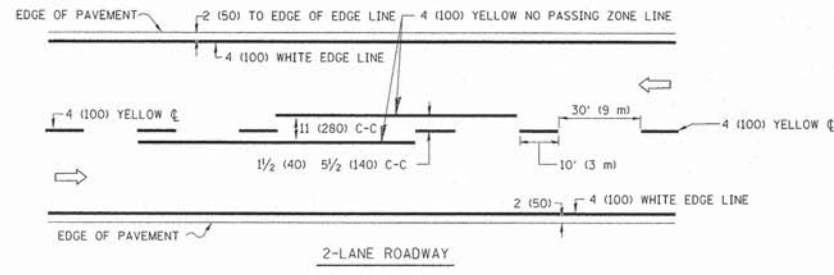
| | | |
|----------------------------|-----------------|-----------|
| USER NAME = Islam, Jaber | DESIGNED = EVI | REVISED = |
| PLOT SCALE = 8.61 m / 1in. | DRAWN = KJB | REVISED = |
| PLOT DATE = 8/15/2014 | CHECKED = DK/DL | REVISED = |
| | DATE = 8/18/14 | REVISED = |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
MISCELLANEOUS DETAILS

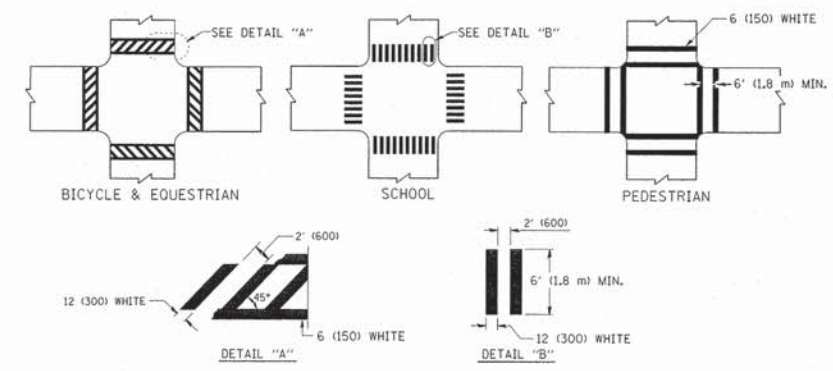
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 16 |
| CONTRACT NO. 61A66 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

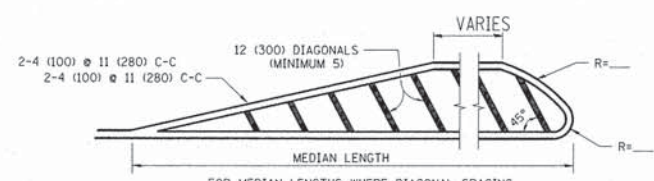
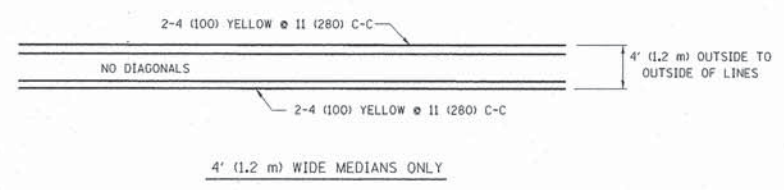


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

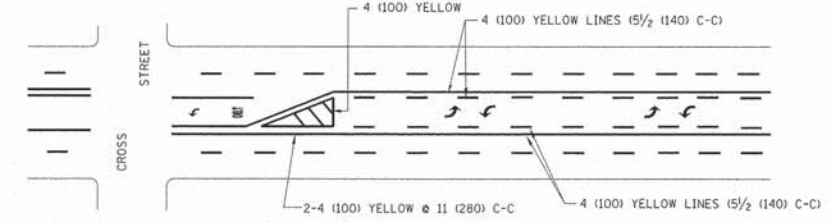


TYPICAL CROSSWALK MARKING

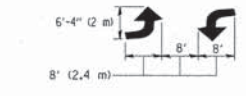


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

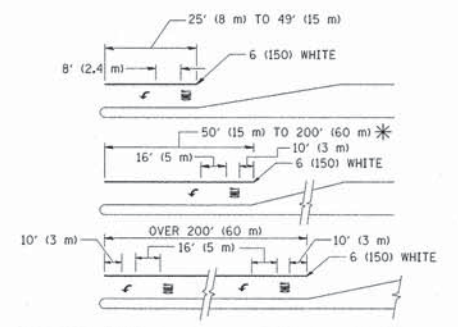


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

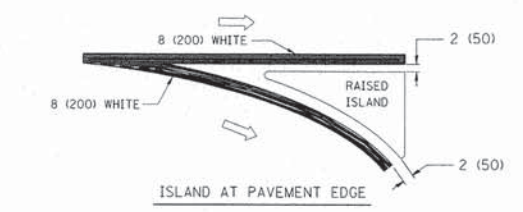
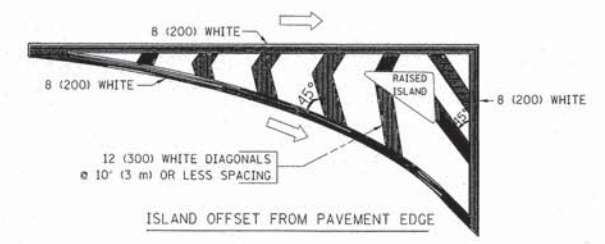
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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



TYPICAL ISLAND MARKING

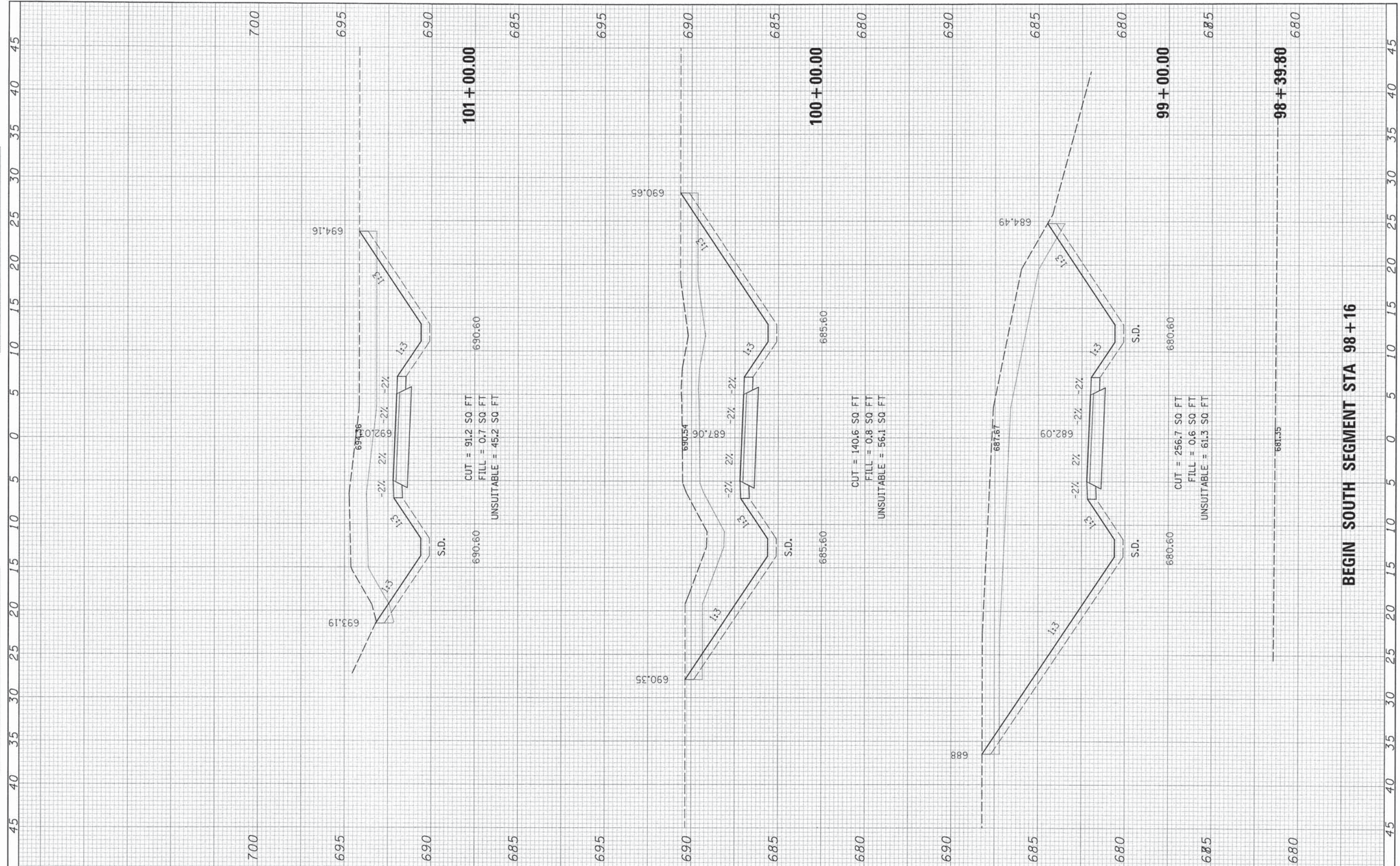
| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|---|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW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

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

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

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

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



101 + 00.00

100 + 00.00

99 + 00.00

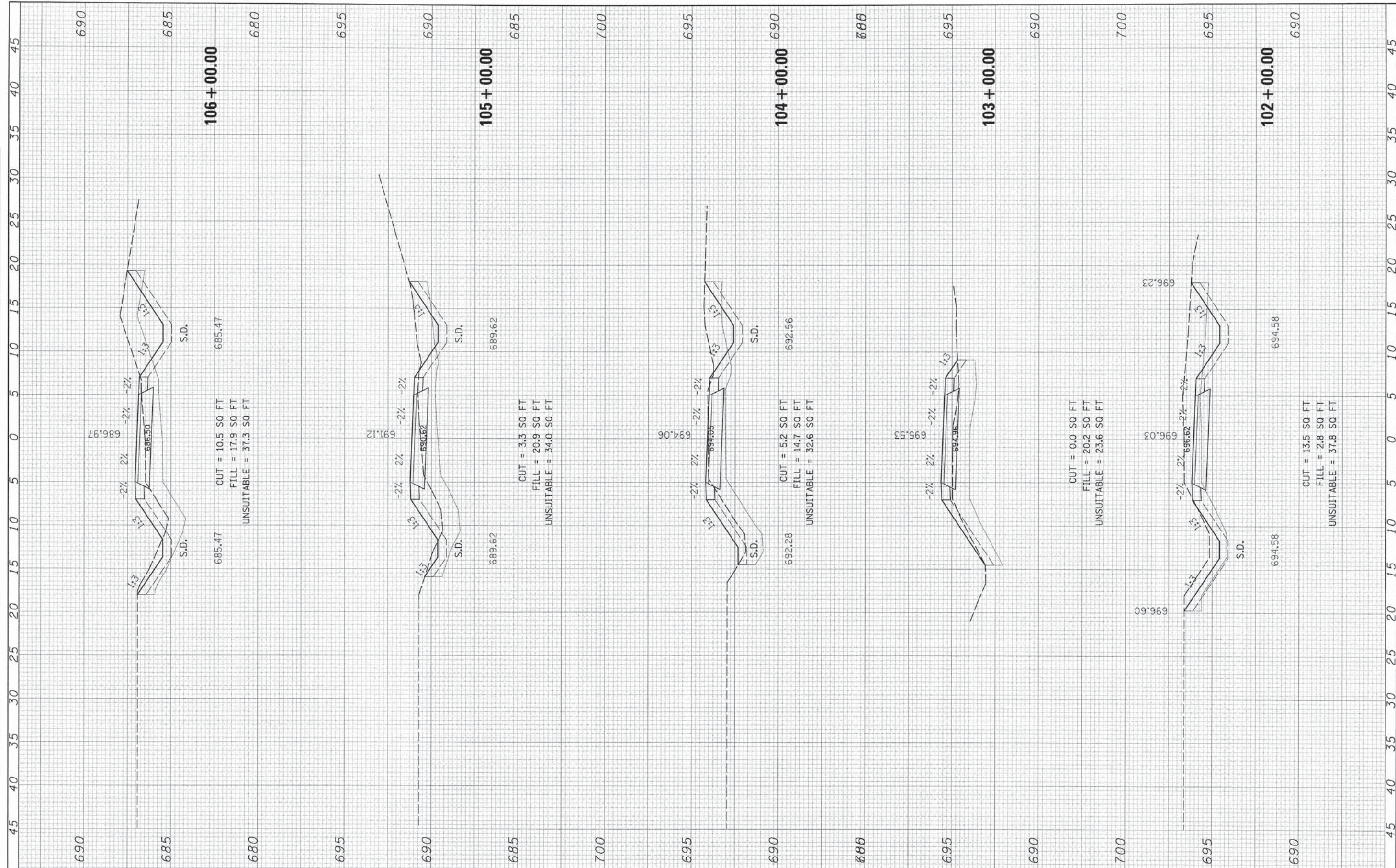
98 + 39.80

| | | | | | | | | | | |
|-------------|-----------------------------|------------------|-----------|---|--|---------------------------|---------|--------|--------------|-----------|
| FILE NAME * | USER NAME = Islam_Jabor | DESIGNED - EVI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT) CROSS SECTIONS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | PLOT SCALE = 5,0000' / 1" = | DRAWN - KJB | REVISED - | | | 07-F3000-01-BT | COOK | 25 | 18 | |
| #MODELNAME# | PLOT DATE = 8/15/2014 | CHECKED - DK/DL | REVISED - | | | CONTRACT NO. 61A66 | | | | |
| | | DATE - 8/18/2014 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |

BEGIN SOUTH SEGMENT STA 98 + 16

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

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



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|-------------|-----------------------------|------------------|-----------|
| FILE NAME * | USER NAME = Islam, Jober | DESIGNED - EVI | REVISED - |
| #FILE# | | DRAWN - KJB | REVISED - |
| #MODELNAME# | PLOT SCALE = 5,0000' / 1" = | CHECKED - DK/DL | REVISED - |
| | PLOT DATE = 8/15/2014 | DATE - 8/18/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

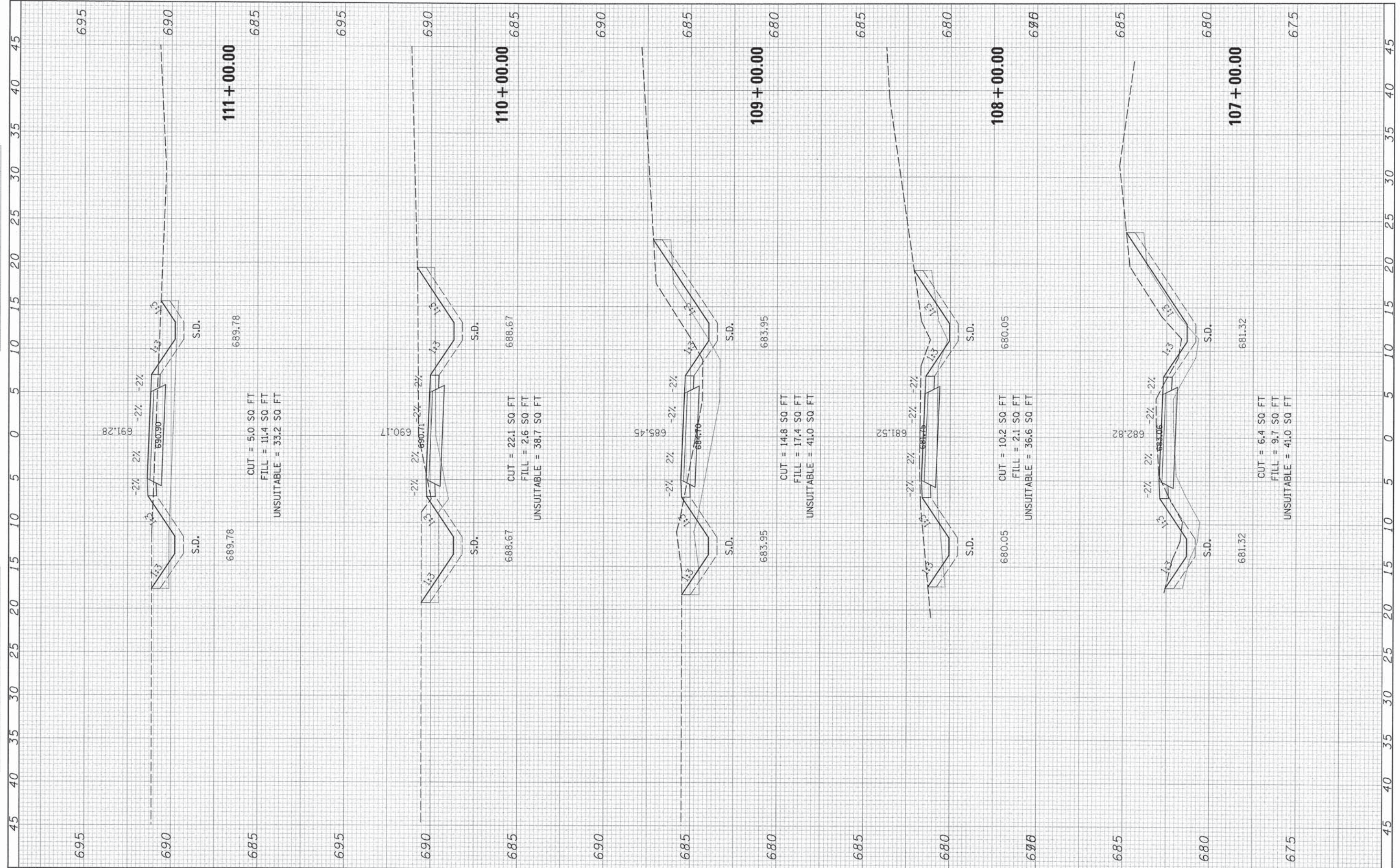
**THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS**

SCALE: SHEET 2 OF 8 SHEETS STA. 102+00.00 TO STA. 106+00.00

| | | | | |
|--------------------|----------------|--------|-----------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 19 |
| CONTRACT NO. 61A66 | | | [ILLINOIS] FED. AID PROJECT | |

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

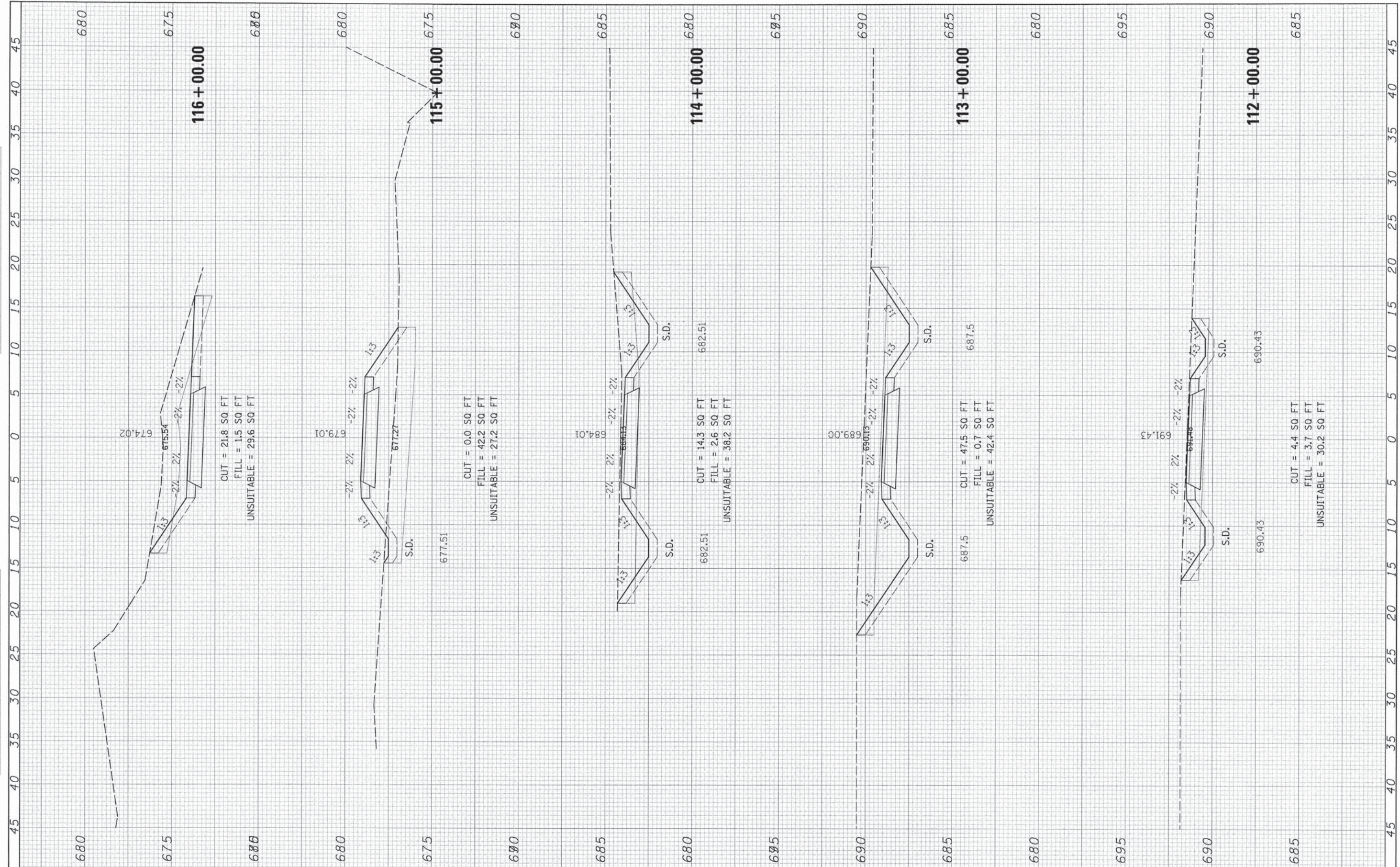
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| ORIGINAL SURVEY | BY | DATE |
| SURVEYED | | |
| PLOTTED | | |
| NOTE BOOK | | |
| AREAS CHECKED | | |
| NO. | | |



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|-------------|----------------------------|------------------|-----------|---|--|--|--|---------------------------|---------|--------|--------------|-----------|
| FILE NAME # | USER NAME = Islam_Jabar | DESIGNED - EVI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT) CROSS SECTIONS | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | PLOT SCALE = 5,0000' / in. | DRAWN - KJB | REVISED - | | | | | 07-F3000-01-BT | COOK | 25 | 20 | |
| #MODEL# | PLOT DATE = 8/15/2014 | CHECKED - DK/DL | REVISED - | | | | | CONTRACT NO. 61A66 | | | | |
| | DATE - 8/18/2014 | DATE - 8/18/2014 | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | | | |
| SCALE: | | | | | SHEET 3 OF 8 SHEETS STA. 107+00.00 TO STA. 111+00.00 | | | | | | | |

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

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|-------------------------------|------|
| ORIGINAL SURVEY NOTE BOOK NO. | DATE |
| SURVEYED PLOTTED | BY |
| REPLANE AREAS CHECKED | DATE |



| | | | |
|-------------|--------------------------|------------------|-----------|
| FILE NAME = | USER NAME = Islam, Jabor | DESIGNED - EVI | REVISED - |
| #FILEL# | | DRAWN - KJB | REVISED - |
| #MODELNAME# | | CHECKED - DK/DL | REVISED - |
| | | DATE - 8/18/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

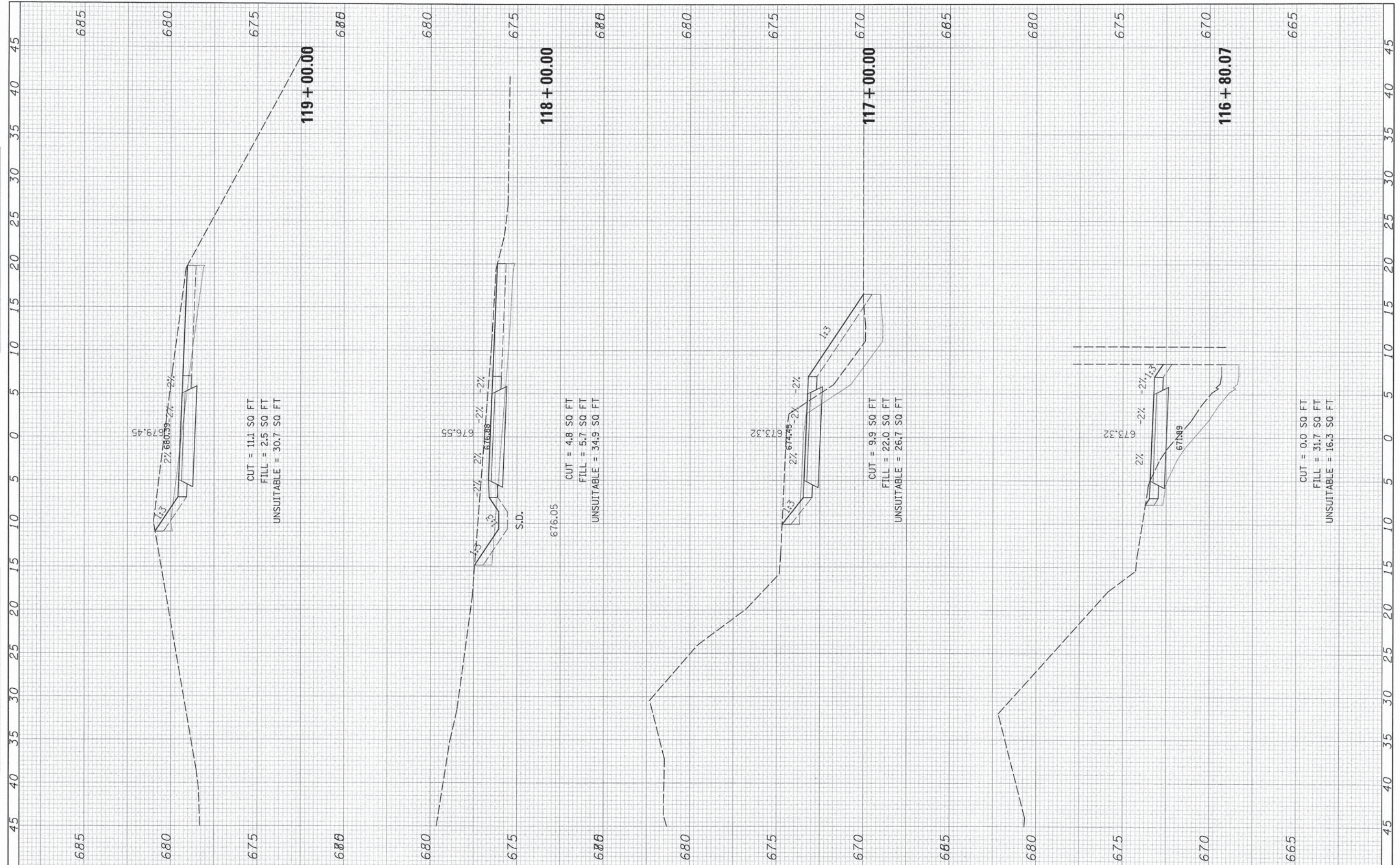
**THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS**

SCALE: SHEET 4 OF 8 SHEETS STA. 112+00.00 TO STA. 116+00.00

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 21 |
| CONTRACT NO. 61A66 | | | ILLINOIS FED. AID PROJECT | |

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

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



| | | | |
|-------------|---------------------------|------------------|-----------|
| FILE NAME = | USER NAME = Islam_Jabor | DESIGNED - EVI | REVISED - |
| #FILE# | | DRAWN - KJB | REVISED - |
| MODELNAME# | PLOT SCALE = 5.0000' / 1" | CHECKED - DK/DL | REVISED - |
| | PLOT DATE = 8/15/2014 | DATE - 8/18/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

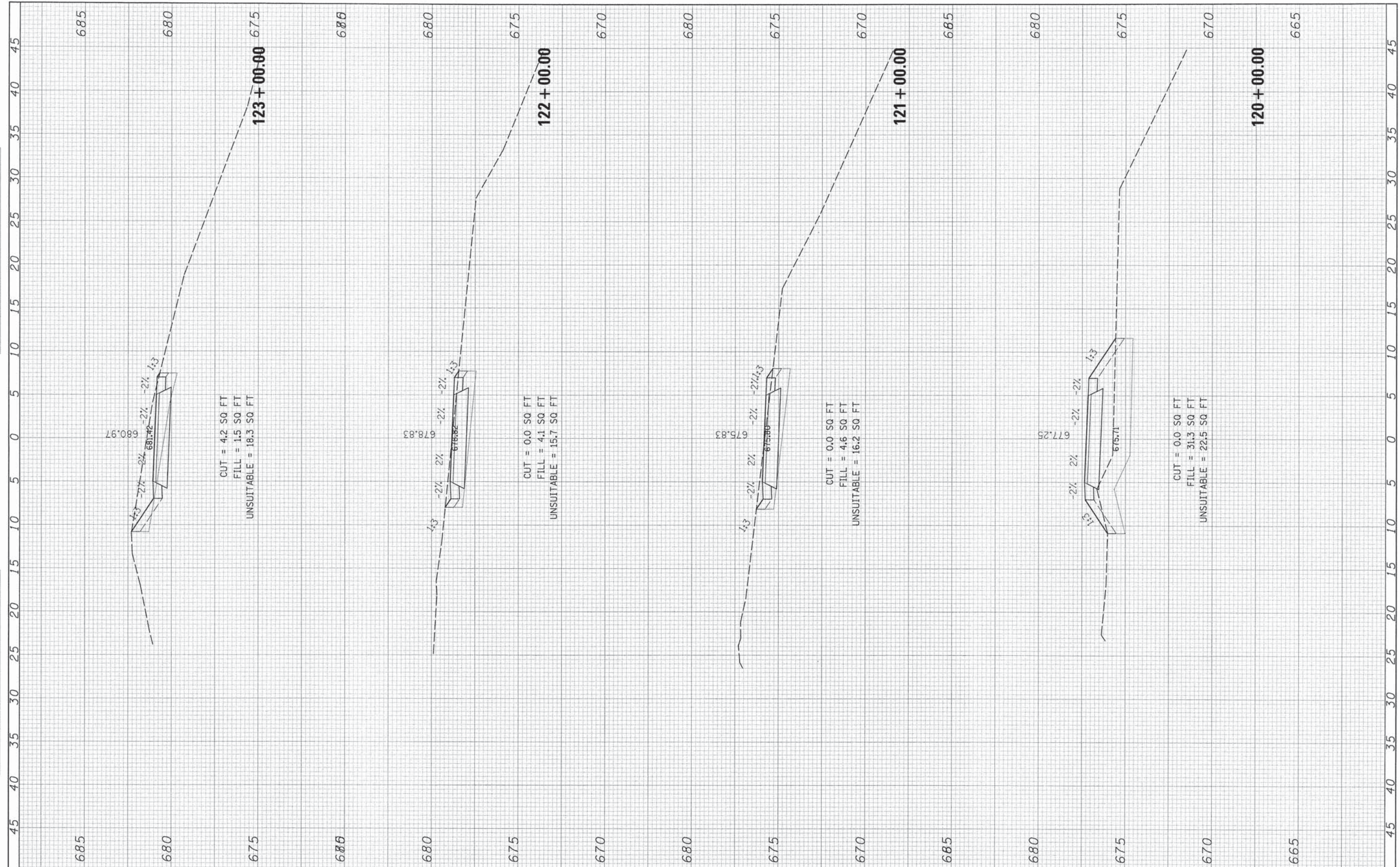
**THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS**

SCALE: SHEET 5 OF 8 SHEETS STA. 116+80.07 TO STA. 119+00.00

| | | | | |
|--------------------|----------------|--------|---------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 22 |
| CONTRACT NO. 61A66 | | | ILLINOIS FED. AID PROJECT | |

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

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



| | | | |
|-------------|----------------------------|------------------|-----------|
| FILE NAME = | USER NAME = Islam_Jaber | DESIGNED = EVI | REVISED = |
| #FILE# | | DRAWN = KJB | REVISED = |
| | PLLOT SCALE = 5,0000' / 1" | CHECKED = DK/DL | REVISED = |
| #MODELNAME# | PLLOT DATE = 8/15/2014 | DATE = 8/18/2014 | REVISED = |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

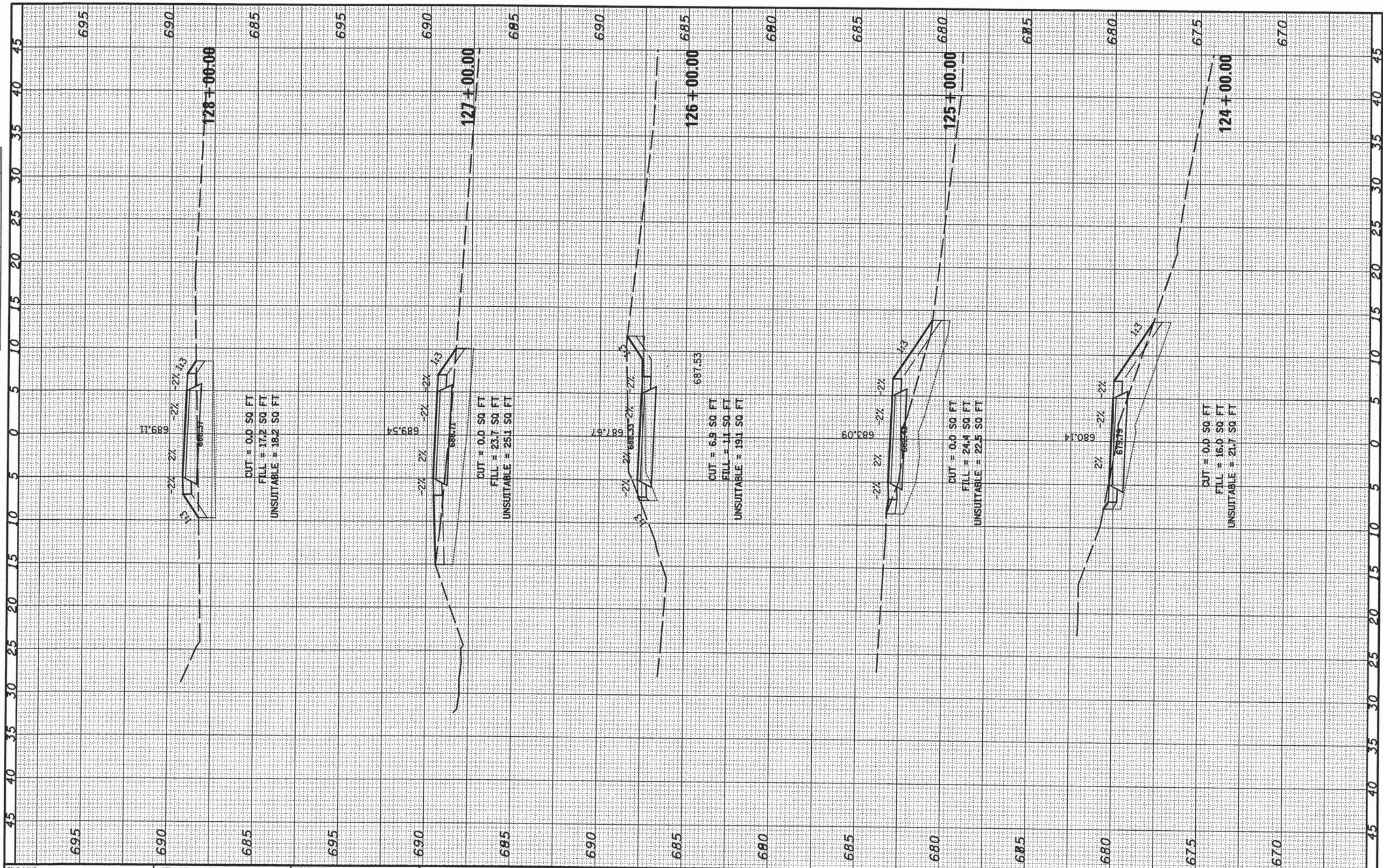
**THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS**

SCALE: SHEET 6 OF 8 SHEETS STA. 120+00.00 TO STA. 123+00.00

| | | | | |
|--------------------|----------------|--------|-----------------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 07-F3000-01-BT | COOK | 25 | 23 |
| CONTRACT NO. 61A66 | | | [ILLINOIS] FED. AID PROJECT | |

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

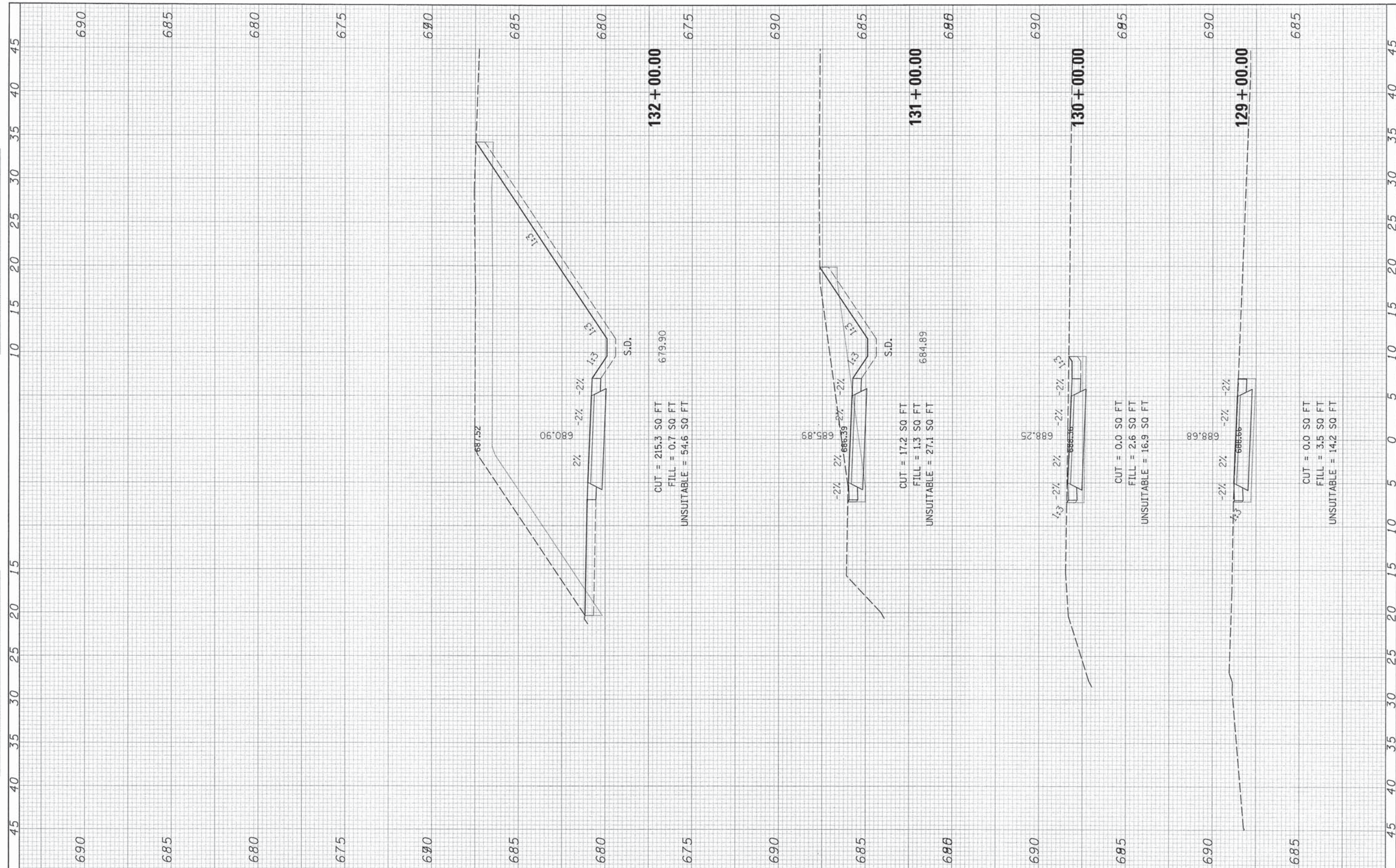
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| NOTE BOOK | PLOTTED | | |
| NO. | TEMPLATE | | |
| | AREAS CHECKED | | |
| | AREAS CHECKED | | |



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|-------------|--------------------|------------------|-----------|---|---|--|--|--|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = #USER# | DESIGNED - EVI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT) | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | | DRAWN - KJB | REVISED - | | CROSS SECTIONS | | | | 07-F3000-01-BT | COOK | 25 | 24 | |
| #MODELNAME# | | CHECKED - DK/DL | REVISED - | | SCALE: SHEET 7 OF 8 SHEETS STA. 124+00.00 TO STA. 128+00.00 | | | | CONTRACT NO. 61A66 | | | | |
| | | DATE - 8/18/2014 | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | | | |

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

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



| | | | | | | | | | | |
|------------|------------------------------|------------------|-----------|---|--|-----------------------------|---------|----------------------------------|--------------|-----------|
| FILE NAME | USER NAME = Islam_Jaber | DESIGNED - EVI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT) CROSS SECTIONS | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | PLLOT SCALE = 5,0000' / 1" = | DRAWN - KJB | REVISED - | | | 07-F3000-01-BT | COOK | 25 | 25 | |
| MODEL NAME | PLLOT DATE = 8/15/2014 | CHECKED - DK/DL | REVISED - | | | CONTRACT NO. 61A66 | | | | |
| | | DATE - 8/18/2014 | REVISED - | | | [ILLINOIS] FED. AID PROJECT | | | | |
| | | | | | SCALE: | SHEET 8 OF 8 SHEETS | | STA. 129+00.00 TO STA. 133+00.00 | | |