

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

UNION PACIFIC BIKE TRAIL
DEVON AVENUE TO TOUHY AVENUE

BIKE PATH

SECTION: 09-00051-00-BT
PROJECT: CMM-4003(092)
VILLAGE OF LINCOLNWOOD
COOK COUNTY
C-91-046-13

ROADWAY DATA (ADT, MPH)

DEVON AVE

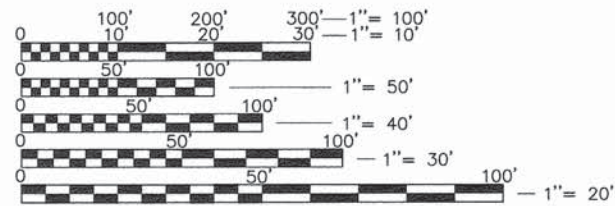
ADT = 21,600 (MINOR ARTERIAL)
SPEED LIMIT = 35 MPH

LINCOLN AVE

ADT = 18,800 (MINOR ARTERIAL)
SPEED LIMIT = 35 MPH

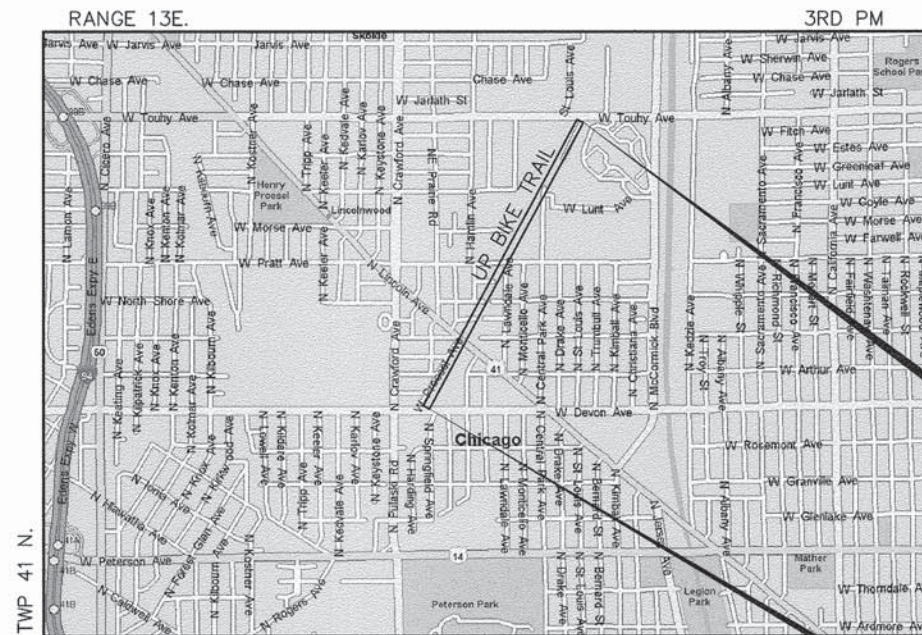
TOUHY AVE

ADT = 25,800 (MINOR ARTERIAL)
SPEED LIMIT = 35 MPH



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



LOCATION MAP
(Not to Scale)

END IMPROVEMENTS
STA. 58+88.73

BEGIN IMPROVEMENTS
STA. 0+34

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00051-00-BT	COOK	51	1
		ILLINOIS	CONTRACT NO. 61A25	



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 1/27 2016
J. Willy
VILLAGE OF LINCOLNWOOD

PASSED FEBRUARY 9 2016
C. Holt CHRISTOPHER HOLT
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID
BASED ON LIMITED REVIEW February 11 2016
John Fortman
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL

SIGNED: *Kevin L. Belgrave*
KEVIN L. BELGRAVE, EXP. 11/30/2017

DATE: JANUARY 21, 2016

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OF THE STATE OF ILLINOIS

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. (847) 705-4021 SCHAUMBURG, IL

CONTRACT NO. 61A25

GROSS & NET LENGTH OF PROJECT = 5,854.73 FEET = (1.11 MILES)

GHA GEWALT HAMILTON
ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701
GHA JOB #: 9232.405

INDEX OF SHEETS

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- 14.-25. PLAN AND PROFILE
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- 27.-33. SOIL EROSION AND SEDIMENT CONTROL PLAN
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- 38.-41. DETAILS
- 42.-51. CROSS SECTIONS

GENERAL NOTES

- A-1. ALL CONSTRUCTION SHALL BE PERFORMED ACCORDING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" LATEST EDITION, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" LATEST EDITION, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION, THE DETAILS IN THESE PLANS, THE CONTRACT DOCUMENTS, ALL APPLICABLE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE IEPA AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION AND ALL ADDENDA THERETO.
- A-2. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- A-3. BEFORE ACCEPTANCE BY THE ENGINEER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE ENGINEER.
- A-4. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.
- A-5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.
- A-6. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER METHOD ACCEPTABLE TO THE ENGINEER.
- A-7. CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL AREAS AFFECTED BY EQUIPMENT OR LABORERS TO EXISTING CONDITIONS. CONTRACTOR IS ALSO RESPONSIBLE FOR PROTECTING ALL NEW WORK UNTIL COMPLETION OF THIS CONTRACT.
- A-8. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
- A-9. THE CONTRACTOR SHALL CONTACT THE NORTH COOK AREA TRAFFIC FIELD ENGINEER AT 773-685-8386 AT LEAST TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.

PAVING AND GRADING NOTES

- B-1. ALL PAVEMENT DIMENSIONS ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE INDICATED.
- B-2. PAVING WORK SHALL INCLUDE FINAL SUB-GRADE SHAPING AND PREPARATION, FORMING, PLACEMENT OF BASE COURSE MATERIALS, AND SUBSEQUENT BINDER AND/OR SURFACE COURSES, FINISHING AND CURING OF CONCRETE, FINAL CLEAN-UP AND ALL RELATED WORK.
- B-3. PAVEMENT DESIGN SHALL BE AS DETAILED. PRIOR TO THE PLACEMENT OF ANY STONE BASE ALL SUBBASE SHALL BE COMPACTED WITH A SELF-PROPELLED SHEEPSFOOT COMPACTOR (CAT 815 OR LARGER) TO A MINIMUM DENSITY OF 95% MODIFIED PROCTOR. TESTING SHALL BE BY NUCLEAR DENSITY TEST AND PROOF ROLLING. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE BEFORE PAVEMENT CONSTRUCTION PROCEEDS. THE PROOF ROLL MUST BE WITNESSED BY THE RESIDENT ENGINEER FOR THE PROJECT. THE SUBGRADE WILL NOT BE APPROVED AND ACCEPTED WITHOUT PROOF ROLLING. THE PROOF ROLLING SHALL BE DONE BY A FULLY LOADED THREE-AXLE DUMP TRUCK TOGETHER WITH LOAD WEIGHING AT LEAST TWENTY-FIVE (25) TONS. IF THE SUBGRADE OR BASE HAS FAILURE OR PUMPING AS INDICATED BY PROOF ROLLING, THE AREA OF FAILURE OR PUMPING SHALL BE SCARIFIED AND RECOMPACTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SUBSEQUENT PROOF ROLL WILL BE CONDUCTED UNTIL THE SUBGRADE IS FOUND TO BE ACCEPTABLE TO THE ENGINEER.
- B-4. ALL DISTURBED NON-PAVEMENT AREAS SHALL BE ROUGH GRADED. THE CONTRACTOR IS RESPONSIBLE FOR ALL EROSION PREVENTION AND REPAIR.
- B-5. 3/4" THICK PRE-MOLDED FIBER EXPANSION JOINTS WITH 3/4" x 18" PLAIN ROUND, STEEL DOWEL BARS SHALL BE INSTALLED IN ALL CURBS, 1/2" x 12" PLAIN ROUND STEEL DOWEL BARS IN SIDEWALK AT (60') SIXTY FOOT INTERVALS AND AT ALL P.C.'S, P.T.'S, CURB RETURNS. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. ALL EXPANSION JOINTS MUST BE FREE OF CONCRETE FOR FULL DEPTH. CONTRACTION JOINTS SHALL BE TOOLED AT 5' INTERVALS IN THE SIDEWALK. THE COST OF THESE JOINTS SHALL BE INCLUDED IN THE COST OF THE CURB & SIDEWALK. CONTRACTION JOINTS SHALL ALSO BE TOOLED DOWN THE CENTER OF ALL SIDEWALKS GREATER THAN 6' WIDE. (FIVE FOOT SPACING MAXIMUM).
- B-6. ALL PORTLAND CEMENT CONCRETE SHALL BE CURED AND PROTECTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TWO COATS OF WHITE CURING COMPOUND SHALL BE APPLIED TO ALL CONCRETE WORK AS SOON AS THE FINISH IS COMPLETE, WITHIN ONE (1) HOUR OF FINAL STRIKING.
- B-7. WHENEVER NEW CONCRETE ABUTS EXISTING CONCRETE, SET A 3/4" THICK PRE-MOLDED FIBER EXPANSION JOINT AND 3/4" IDOT STANDARD EXPANSION ANCHOR TIES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THIS INCLUDES CONCRETE POURED ADJACENT TO EXISTING SIDEWALKS, CURBS AND BUILDINGS. THE DOWEL BARS SHOULD BE 4" INTO EXISTING CONCRETE WITH 8" EXTENDING INTO NEW CONCRETE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER PAY ITEM.
- B-8. ALL CURB AND SIDEWALK SHALL BE REINFORCED WITH TWO #4 REBARS (THREE EQUALLY SPACED REBAR FOR SIDEWALK) WHENEVER THE CURB OR SIDEWALK CROSSES A UTILITY TRENCH. EXTEND THE REBAR TEN FEET BEYOND THE TRENCH ON BOTH SIDES.
- B-9. ALL SIGN POSTS SHALL CONFORM TO IDOT, COUNTY AND VILLAGE STANDARDS. EXISTING SIGNS SHALL BE TEMPORARILY RELOCATED DURING CONSTRUCTION.
- B-10. WHEN REMOVING CURB, SIDEWALK OR PAVEMENT, SAW CUT SHALL BE FULL DEPTH OF THE ITEM BEING REMOVED. THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE ITEM BEING REMOVED.

ENVIRONMENTAL

- C-1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND FOR WORKERS PROTECTION.
- C-2. ANY WASTE GENERATED AS SPECIAL WASTE OR A WASTE NOT CERTIFIED AS A NON-SPECIAL WASTE FROM THE PROJECT SHOULD BE MANIFESTED OFF-SITE USING THE GENERATOR NUMBER ASSOCIATED WITH COOK COUNTY. THE GENERATOR NUMBER FOR COOK COUNTY IS 0318995023.

STATE STANDARDS

STANDARD NO	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEM
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSING
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN TYPE A
602301-04	INLET TYPE A
604036-03	GRATE TYPE 8
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
665001-02	WOVEN WIRE FENCE
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701427-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN LANE CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSER MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

DISTRICT ONE DETAILS

BD-01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'
BD-02	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB < 15'
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKING
TC-22	ARTERIAL ROAD INFORMATION SIGN

CONSTRUCTION NOTE:

LANE CLOSURES ON DEVON AVENUE, LINCOLN AVENUE (US 41) AND TOUHY AVENUE WILL ONLY BE PERMITTED BETWEEN THE HOURS OF 9:00 AM - 3:00 PM. "THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK."

FILE NAME = 9232.405-DT1.dwg	USER NAME = GEORGE WHITTEN	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND STATE STANDARDS UNION PACIFIC BIKE TRAIL			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PJS	REVISED -		SCALE NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	09-00051-00-BT	COOK	51	2
		CHECKED - SDB	REVISED -							CONTRACT #: 61A25		
		DATE - 6/18/2014	REVISED -	ILLINOIS FED. AID PROJECT								

SUMMARY OF QUANTITIES					CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STA FUNDS		
				80% FED / 20% CITY	BIKE PATH 0028	
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	105	105	
	20200100	EARTH EXCAVATION	CU YD	3,155	3,155	
XX	21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	6,605	6,605	
XX	25000110	SEEDING, CLASS 1A	ACRE	1.5	1.5	
XX	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	126	126	
XX	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	126	126	
XX	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	126	126	
XX	25100630	EROSION CONTROL BLANKET	SQ YD	6,605	6,605	
	28000400	PERIMETER EROSION BARRIER	FOOT	11,240	11,240	
	28000510	INLET FILTERS	EACH	2	2	
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	380	380	
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	9,995	9,995	
	40600982	HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	90	90	
	40603080	HOT-MIX ASPHALT BINDER COURSE, L-19.0, N50	TON	1,010	1,010	
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	785	785	
	40603340	HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	120	120	
	40700100	BITUMINOUS MATERIAL (TACK COAT)	POUND	18,555	18,555	
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	120	120	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,395	3,395	
	44000100	PAVEMENT REMOVAL	SQ YD	235	235	
	44000157	HOT MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1,335	1,335	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	315	315	
	44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	385	385	
	44000600	SIDEWALK REMOVAL	SQ FT	700	700	
	60600605	CONCRETE CURB, TYPE B	FOOT	300	300	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	475	475	
XX	63000007	STEEL PLATE BEAM GUARDRAIL, TYPE B, 6 FOOT POSTS	FOOT	50	50	
XX	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	
XX	63200310	GUARDRAIL REMOVAL	FOOT	60	60	
XX	66500105	WOVEN WIRE FENCE, 4'	FOOT	20	20	
XX	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2,200	2,200	
XX	66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1	
XX	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
	67100100	MOBILIZATION	LSUM	1	1	
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701605	LSUM	1	1	
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1	

SUMMARY OF QUANTITIES					CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STA FUNDS		
				80% FED / 20% CITY	BIKE PATH 0028	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	
	72000100	SIGN PANEL - TYPE 1	SQ FT	105	105	
	72900200	METAL POST - TYPE B	FOOT	435	435	
XX	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	840	840	
XX	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	270	270	
XX	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	770	770	
XX	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	42	42	
XX	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	10	10	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	204	204	
XX	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
XX	A2001716	TREE, ACER SACCHARUM (SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
XX	A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
XX	A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
XX	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
X	XX	X0326899	SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	4	4
X		X0350805	FOLD DOWN BOLLARDS	EACH	4	4
X		X2010510	CLEARING AND GRUBBING	LSUM	1	1
X		X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	144	144
X	XX	X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	40	40
X	XX	XX008921	EMERGENCY CALL BOXES	EACH	8.0	8.0
X		Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1
X		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	154	154
X		Z0070150	REMOVE AND RELOCATE EXISTING MONUMENT	EACH	1	1
X		XX009107	LMESTONE SCREENING SURFACE 4"	SQ YD	2,510	2,510

X - SPECIAL PROVISION
XX - SPECIALTY ITEM

FILE NAME = 9232.405-DTI.dwg

USER NAME = GEORGE WHITTEN

DESIGNED - KLB

REVISED -

DRAWN - PJS

REVISED -

PLOT SCALE = 1" = .0833'

CHECKED - SDB

REVISED -

PLOT DATE = 6/18/2014

DATE - 6/18/2014

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
UNION PACIFIC BIKE TRAIL

SCALE NONE

SHEET NO. 1 OF 1 SHEETS

STA. TO STA.

FA RTE

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

-

09-00051-00-BT

COOK

51

3

CONTRACT # 61A25

ILLINOIS FED. AID PROJECT

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
0+00.00	0.00	0.00	0.00	0.00	0.00	0.00
0+50.00	0.00	0.00	0.00	0.00	0.00	0.00
1+00.00	0.31	11.75	0.28	10.88	0.28	10.88
1+50.00	1.20	10.54	1.39	20.64	1.68	31.51
2+00.00	0.91	9.53	1.95	18.59	3.63	50.10
2+50.00	1.71	8.40	2.43	16.61	6.06	66.71
3+00.00	2.78	4.13	4.16	11.60	10.22	78.31
3+50.00	1.23	8.74	3.72	11.92	13.94	90.23
4+00.00	1.45	8.63	2.49	16.08	16.43	106.31
4+50.00	1.54	11.18	2.77	18.35	19.21	124.65
5+00.00	0.55	12.18	1.94	21.63	21.14	146.29
5+50.00	0.11	14.81	0.61	24.99	21.75	171.28
6+00.00	0.58	15.17	0.63	27.77	22.39	199.04
6+50.00	0.03	15.83	0.56	28.71	22.95	227.75
7+00.00	0.32	16.80	0.32	30.22	23.27	257.97
7+50.00	0.72	15.67	0.96	30.07	24.22	288.05
8+00.00	0.03	18.28	0.69	31.44	24.92	319.49
8+50.00	0.15	15.50	0.17	31.29	25.08	350.78
9+00.00	0.88	14.77	0.95	28.03	26.03	378.81
9+50.00	2.21	10.86	2.84	23.73	28.87	402.54

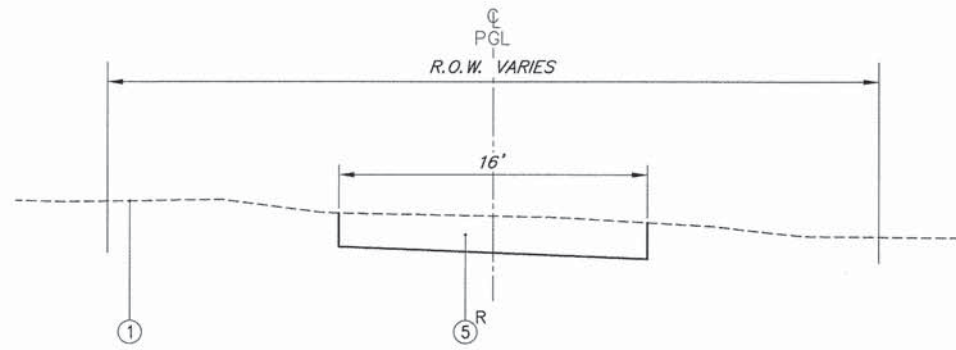
Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
10+00.00	0.42	16.57	2.42	25.39	31.28	427.93
10+50.00	1.70	18.39	1.93	32.37	33.22	460.30
11+00.00	5.24	14.44	6.33	30.40	39.55	490.70
11+50.00	0.59	14.14	5.40	26.46	44.95	517.16
12+00.00	5.38	11.71	5.58	23.95	50.53	541.11
12+50.00	4.99	11.48	9.99	21.44	60.52	562.55
13+00.00	1.35	13.85	5.59	23.48	66.11	586.04
13+50.00	0.42	19.00	1.61	30.27	67.72	616.31
14+00.00	0.00	25.28	0.39	40.99	68.11	657.30
14+50.00	2.78	12.99	2.56	35.45	70.66	692.75
15+00.00	3.07	9.57	4.98	20.99	75.64	713.74
15+50.00	2.62	9.57	5.34	17.60	80.98	731.34
16+00.00	0.97	13.98	3.34	21.76	84.32	753.10
16+50.00	1.15	18.36	1.90	30.02	86.22	783.12
17+00.00	0.66	18.72	1.62	34.42	87.83	817.54
17+50.00	0.04	18.99	0.64	34.94	88.48	852.48
18+00.00	0.00	16.73	0.04	33.05	88.51	885.53
18+50.00	0.20	15.45	0.19	29.81	88.70	915.34
19+00.00	0.17	14.13	0.34	27.39	89.05	942.73
19+50.00	0.77	12.05	0.87	24.23	89.92	966.96

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
20+00.00	1.09	10.69	1.73	21.05	91.64	988.01
20+50.00	1.78	9.43	2.65	18.64	94.30	1006.64
21+00.00	1.11	12.99	2.65	20.78	96.95	1027.42
21+50.00	1.30	12.45	2.21	23.58	99.16	1051.00
22+00.00	1.30	12.12	2.40	22.77	101.55	1073.77
22+50.00	1.59	10.74	2.66	21.19	104.22	1094.95
23+00.00	2.48	8.97	3.74	18.29	107.96	1113.24
23+50.00	3.93	4.85	5.93	12.83	113.88	1126.08
24+00.00	5.50	7.08	8.69	11.04	122.58	1137.11
24+50.00	3.21	10.30	7.89	16.10	130.47	1153.22
25+00.00	2.77	12.85	5.41	21.43	135.87	1174.64
25+50.00	1.44	16.62	3.78	27.34	139.66	1201.98
26+00.00	0.59	18.63	1.85	32.73	141.51	1234.71
26+50.00	0.00	20.73	0.56	36.13	142.07	1270.84
27+00.00	1.52	14.01	1.36	32.03	143.43	1302.87
27+50.00	2.06	12.91	3.22	24.93	146.65	1327.80
28+00.00	1.36	12.70	3.18	23.71	149.83	1351.51
28+50.00	0.43	15.92	1.62	26.55	151.45	1378.06
29+00.00	3.24	9.92	3.42	24.01	154.87	1402.07
29+50.00	0.34	20.47	3.21	27.11	158.08	1429.18

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
30+00.00	0.00	31.38	0.28	45.09	158.37	1474.27
30+50.00	6.11	11.17	5.44	40.30	163.81	1514.57
31+00.00	0.49	15.06	5.89	24.26	169.70	1538.83
31+50.00	1.75	11.38	2.08	24.47	171.78	1563.31
32+00.00	1.93	11.36	3.41	21.05	175.19	1584.36
32+50.00	1.00	13.97	2.71	23.45	177.90	1607.82
33+00.00	1.72	12.15	2.51	24.19	180.42	1632.00
33+50.00	1.50	12.36	2.98	22.70	183.40	1654.70
34+00.00	1.10	15.64	2.41	25.92	185.81	1680.63
34+50.00	1.96	12.36	2.84	25.92	188.64	1706.55
35+00.00	0.71	14.99	2.47	25.33	191.11	1731.88
35+50.00	1.15	16.65	1.72	29.29	192.83	1761.16
36+00.00	2.11	18.15	3.00	32.19	195.84	1793.35
36+50.00	8.03	15.98	9.25	31.58	205.09	1824.93
37+00.00	4.58	15.43	11.50	29.08	216.58	1854.01
37+50.00	4.56	16.73	8.47	29.78	225.05	1883.79
38+00.00	0.75	15.26	4.98	29.61	230.04	1913.41
38+50.00	2.09	15.16	2.65	28.16	232.69	1941.57
39+00.00	1.84	12.39	3.67	25.51	236.36	1967.08
39+50.00	0.80	14.69	2.46	25.07	238.82	1992.15

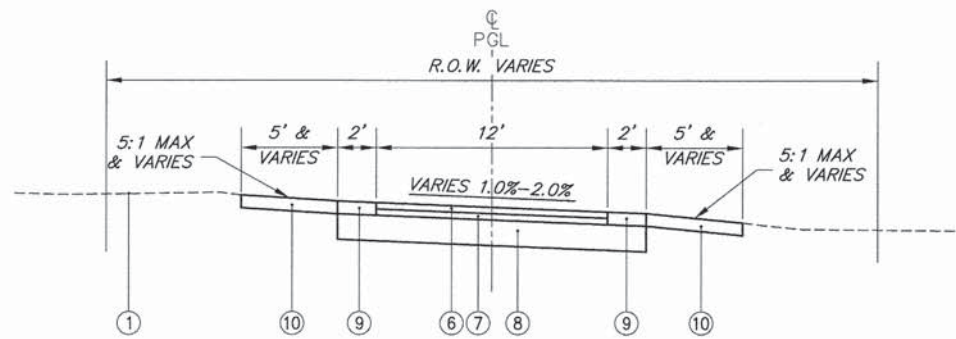
Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
40+00.00	1.39	15.89	2.02	28.31	240.84	2020.46
40+50.00	0.40	16.76	1.65	30.23	242.50	2050.70
41+00.00	1.19	12.90	1.46	27.48	243.96	2078.18
41+50.00	0.59	14.63	1.64	25.50	245.61	2103.68
42+00.00	0.13	15.20	0.66	27.63	246.27	2131.31
42+50.00	0.56	14.53	0.64	27.53	246.91	2158.84
43+00.00	2.64	13.60	3.02	26.02	249.93	2184.85
43+50.00	2.75	23.53	5.19	34.69	255.13	2219.55
44+00.00	10.80	18.40	10.15	37.48	265.28	2257.03
44+50.00	13.05	19.77	18.42	35.58	283.71	2292.61
45+00.00	0.29	31.26	12.35	47.25	296.05	2339.86
45+50.00	1.24	20.43	1.41	46.21	297.46	2386.06
46+00.00	1.65	17.09	2.52	32.97	299.98	2419.04
46+50.00	0.78	18.20	2.39	33.46	302.37	2452.49
47+00.00	3.11	18.36	3.87	34.17	306.24	2486.66
47+50.00	1.58	19.72	2.75	32.98	309.00	2519.64
48+00.00	4.31	19.64	4.99	36.52	313.99	2556.16
48+50.00	2.92	18.23	9.09	32.15	323.08	2588.31
49+00.00	2.59	15.56	4.52	31.83	327.59	2620.14
49+50.00	0.22	15.63	2.60	28.89	330.19	2649.02

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
50+00.00	0.00	17.47	0.21	30.65	330.40	2679.67
50+50.00	0.02	16.79	0.02	31.72	330.42	2711.39
51+00.00	0.00	18.76	0.02	32.92	330.44	2744.31
51+50.00	0.30	16.28	0.28	32.45	330.73	2776.76
52+00.00	0.84	15.34	1.06	29.28	331.78	2806.05
52+50.00	0.80	14.94	1.52	28.02	333.30	2834.07
53+00.00	0.75	15.43	1.45	28.09	334.75	2862.16
53+50.00	1.19	12.48	1.81	25.83	336.56	2887.99
54+00.00	0.56	14.07	1.62	24.59	338.17	2912.58
54+50.00	1.18	13.99	1.62	25.99	339.79	2938.57
55+00.00	0.81	12.71	1.85	24.72	341.65	2963.29
55+50.00	0.38	18.35	1.10	28.75	342.75	2992.04
56+00.00	0.13	16.01	0.47	31.80	343.22	3023.84
56+50.00	0.57	13.65	0.64	27.46	343.86	3051.30
57+00.00	0.62	13.93	1.10	25.54	344.96	3076.83
57+50.00	0.00	16.46	0.58	28.14	345.54	3104.97
58+00.00	0.00	17.25	0.00	31.22	345.55	3136.19
58+50.00	0.00	0.00	0.00	15.97	345.55	3152.17
58+77.31	0.00	0.00	0.00	0.00	345.55	3152.17



EXISTING TYPICAL SECTION

STA. 0+34 TO STA. 13+60
 STA. 14+27 TO STA. 29+80
 STA. 30+27 TO STA. 47+56
 STA. 47+96 TO STA. 58+50

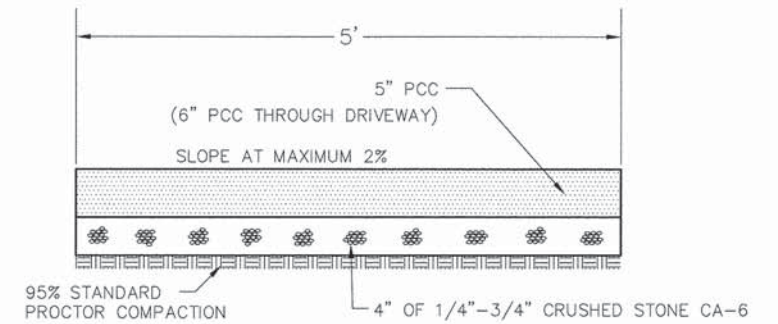


PROPOSED TYPICAL SECTION

STA. 0+34 TO STA. 13+60
 STA. 14+27 TO STA. 29+80
 STA. 30+27 TO STA. 47+56
 STA. 47+96 TO STA. 58+50

LEGEND:

- ① EXISTING GROUND
- ② EXISTING CURB & GUTTER
- ③ EXISTING BITUMINOUS PAVEMENT
- ④ EXISTING AGGREGATE SUB-BASE
- ⑤ PROPOSED EARTH EXCAVATION FOR BIKE PATH & SHOULDER
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1-3/4"
- ⑦ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4"
- ⑧ PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
- ⑨ PROPOSED LIMESTONE SCREENING SURFACE, 4"
- ⑩ PROPOSED TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH AND SEEDING, CLASS 1A.
- Ⓡ ITEM TO BE REMOVED



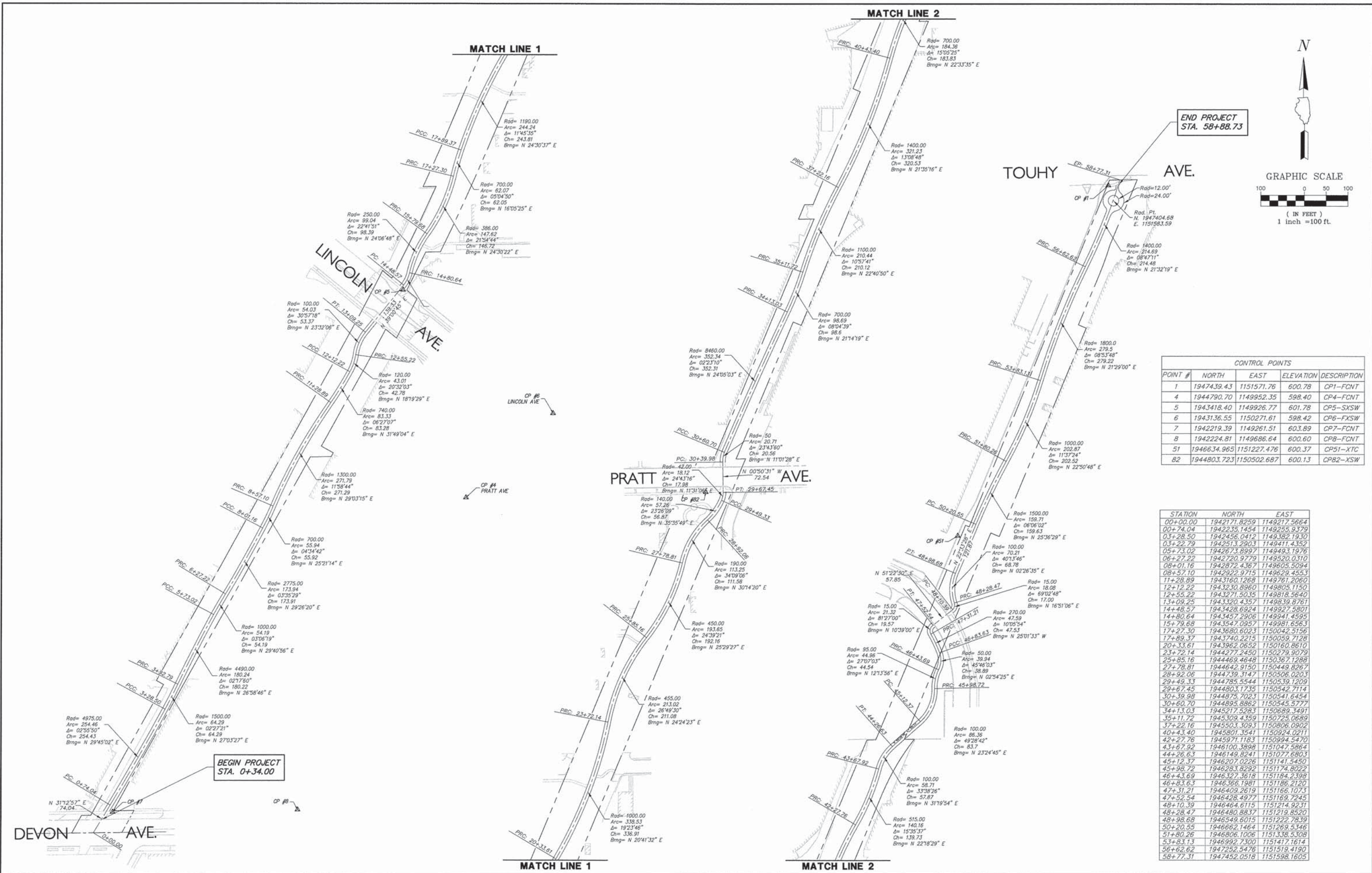
NOTE:

1. SET 3/4" EXPANSION JOINTS AT POINTS ABUTTING CURB OR PAVEMENT AND AT 45' MAX. INTERVALS.
2. CONTROL JOINTS SHALL BE 1/8" TO 1/4" WIDE AND 1/4" OF THE SIDEWALK THICKNESS DEEP. THE EDGE OF THE CONTROL JOINTS SHALL BE GIVEN A 1/4" RADIUS.
3. TWO #5 DEFORMED STEEL BARS SHALL BE INSTALLED IN THE SIDEWALK CENTERED OVER ALL TRENCH CROSSINGS. THEY SHALL EXTEND 10 FEET BEYOND THE EDGES OF THE TRENCH.

PCC SIDEWALK DETAIL

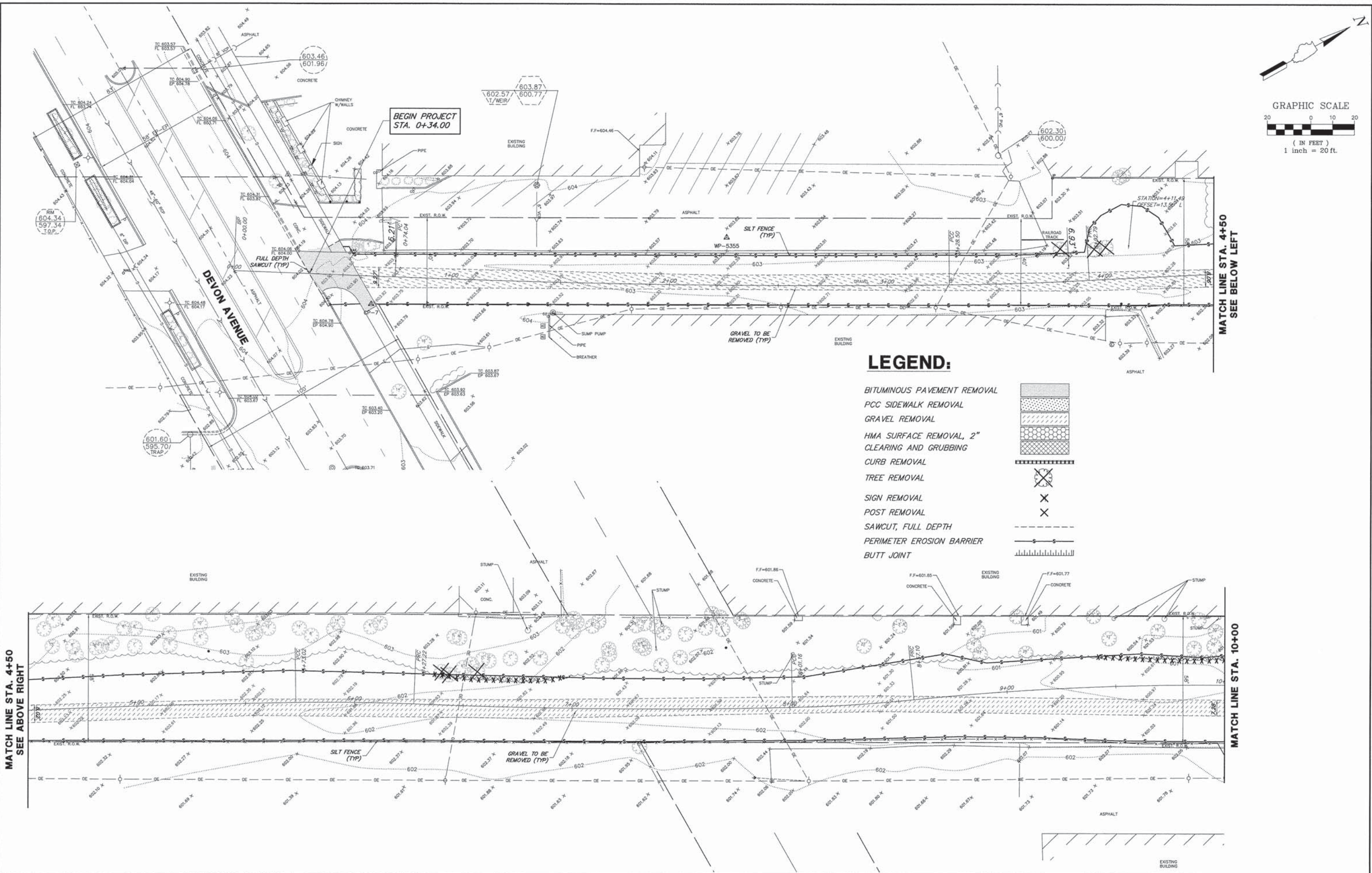
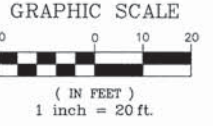
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1-3/4"	4% @ 50 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 2-1/4"	4% @ 50 Gyr
PAVING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"	4% @ 70 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS / SQ YD / IN.
 THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS



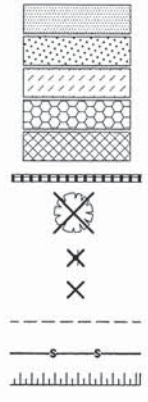
CONTROL POINTS				
POINT #	NORTH	EAST	ELEVATION	DESCRIPTION
1	1947439.43	1151571.76	600.78	CP1-FCNT
4	1944790.70	1149952.35	598.40	CP4-FCNT
5	1943418.40	1149926.77	601.78	CP5-SXSW
6	1943136.55	1150271.61	598.42	CP6-FXSW
7	1942219.39	1149261.51	603.89	CP7-FCNT
8	1942224.81	1149686.64	600.60	CP8-FCNT
51	1946634.965	1151227.476	600.37	CP51-XTC
82	1944803.723	1150502.687	600.13	CP82-XSW

STATION	NORTH	EAST
00+00.00	1942171.8259	1149217.5664
00+74.04	1942235.1454	1149255.9379
03+28.50	1942456.0412	1149382.1930
03+22.79	1942513.2903	1149411.4352
05+73.02	1942673.8997	1149493.1976
06+27.22	1942720.9779	1149520.0310
08+01.16	1942872.4367	1149605.5094
08+57.10	1942922.9715	1149629.4553
11+28.89	1943160.1268	1149761.2060
12+12.22	1943230.8960	1149805.1150
12+55.22	1943271.5035	1149818.5640
13+09.25	1943320.4357	1149839.8761
14+48.57	1943428.6924	1149927.5801
14+80.64	1943457.2906	1149941.4595
15+79.68	1943547.0957	1149981.6563
17+27.30	1943680.6023	1150042.5156
17+89.37	1943740.2215	1150059.7128
20+33.61	1943962.0652	1150160.8610
23+72.14	1944277.2450	1150279.9079
25+85.16	1944469.4648	1150367.1288
27+78.81	1944642.9150	1150449.8267
28+92.06	1944739.3147	1150506.0203
29+49.33	1944785.5544	1150539.1209
29+67.45	1944803.1735	1150542.7114
30+39.98	1944875.7023	1150541.6454
30+60.70	1944895.8862	1150545.5777
34+13.03	1945217.5283	1150689.3491
35+11.72	1945309.4359	1150725.0689
37+22.16	1945503.3093	1150806.0902
40+43.40	1945801.3541	1150924.0211
42+27.76	1945971.1183	1150994.5470
43+67.92	1946100.3898	1151047.5864
44+26.63	1946149.8241	1151077.6803
45+12.37	1946207.0226	1151141.5450
45+98.72	1946283.8292	1151174.8022
46+43.69	1946327.3618	1151184.2398
46+83.63	1946368.1981	1151186.2120
47+31.21	1946409.2619	1151166.1073
47+52.54	1946428.4977	1151169.7245
48+10.39	1946464.6115	1151214.9231
48+28.47	1946480.8837	1151219.8520
48+98.68	1946549.6015	1151222.7839
50+20.55	1946662.1464	1151269.5346
51+80.26	1946806.1006	1151338.5308
53+83.13	1946992.7300	1151417.1614
56+62.62	1947252.5476	1151519.4190
58+77.31	1947452.0518	1151598.1605



LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- PCC SIDEWALK REMOVAL
- GRAVEL REMOVAL
- HMA SURFACE REMOVAL, 2"
- CLEARING AND GRUBBING
- CURB REMOVAL
- TREE REMOVAL
- SIGN REMOVAL
- POST REMOVAL
- SAWCUT, FULL DEPTH
- PERIMETER EROSION BARRIER
- BUTT JOINT



FILE NAME = 9232.405-PR1.dwg

USER NAME = MARK COBB
PLOT SCALE = --
PLOT DATE = 6/18/2014

DESIGNED - SDB
DRAWN - LLM
CHECKED - KB
DATE - 12/5/2013

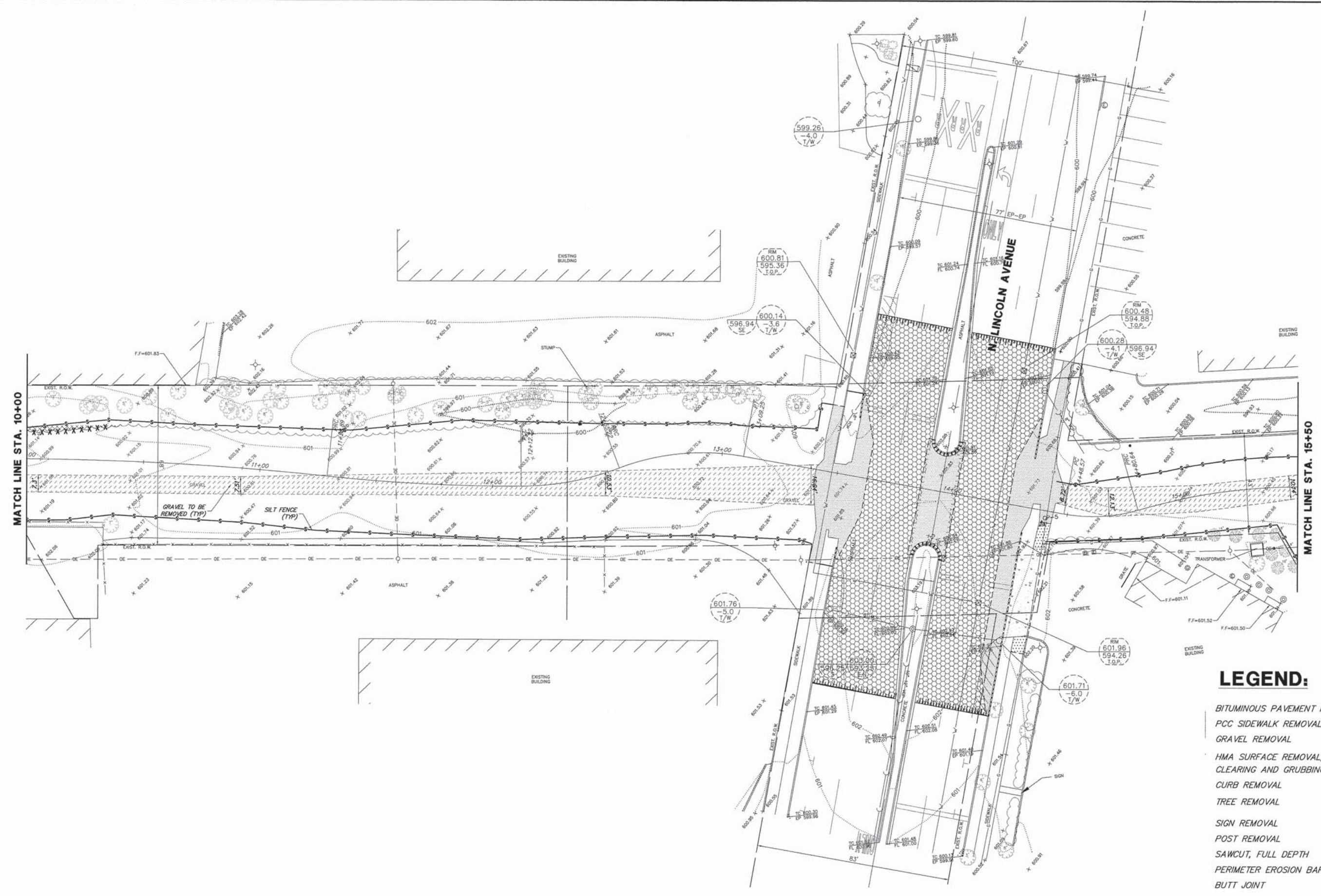
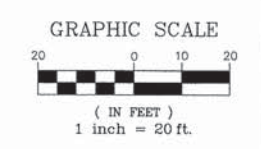
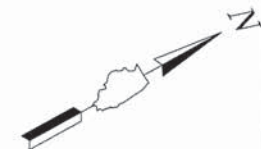
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS/DEMOLITION PLAN
UNION PACIFIC BIKE TRAIL**

SCALE 1"=20' SHEET NO. 1 OF 7 SHEETS STA. 0+00 TO STA. 10+00

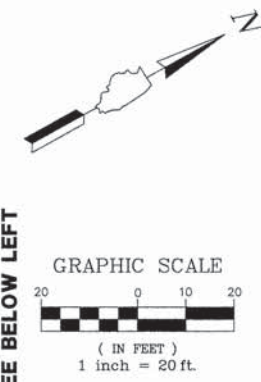
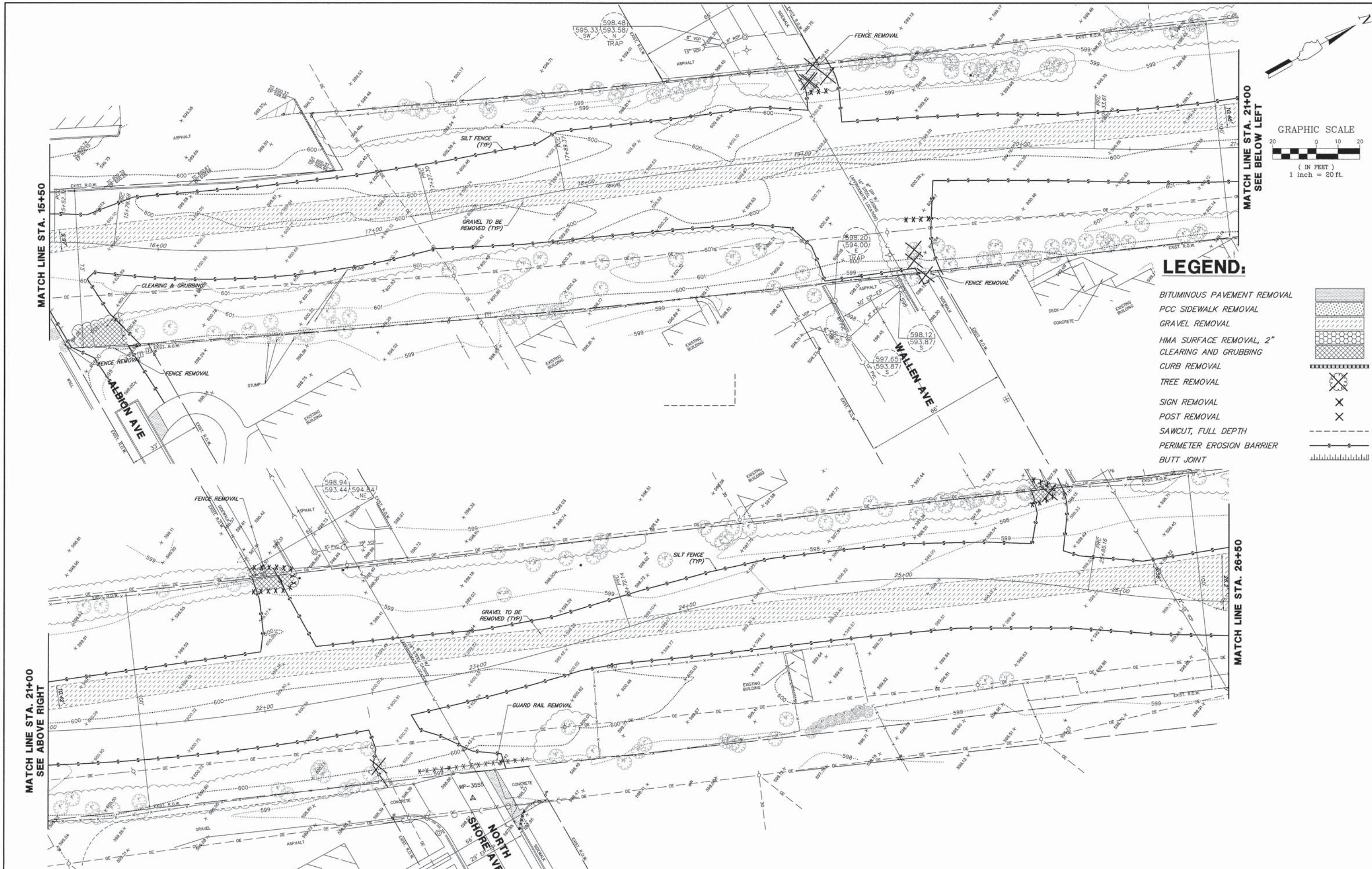
FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	7
CONTRACT #: 61A25				
ILLINOIS FED. AID PROJECT				



LEGEND:

BITUMINOUS PAVEMENT REMOVAL	
PCC SIDEWALK REMOVAL	
GRAVEL REMOVAL	
HMA SURFACE REMOVAL, 2"	
CLEARING AND GRUBBING	
CURB REMOVAL	
TREE REMOVAL	
SIGN REMOVAL	
POST REMOVAL	
SAWCUT, FULL DEPTH	
PERIMETER EROSION BARRIER	
BUTT JOINT	

FILE NAME = 9232.405-PR1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING CONDITIONS/DEMOLITION PLAN UNION PACIFIC BIKE TRAIL			FA-RTE -	SECTION 09-00051-00-BT	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 8
	PLOT SCALE = -	DRAWN - LLM	REVISED - -		SCALE 1"=20'	SHEET NO. 2 OF 7 SHEETS	STA. 10+00	TO STA. 15+50	CONTRACT #: 61A25			
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -									
		DATE - 12/5/2013	REVISED - -		ILLINOIS FED. AID PROJECT							



LEGEND:

	BITUMINOUS PAVEMENT REMOVAL
	PCC SIDEWALK REMOVAL
	GRAVEL REMOVAL
	HMA SURFACE REMOVAL, 2"
	CLEARING AND GRUBBING
	CURB REMOVAL
	TREE REMOVAL
	SIGN REMOVAL
	POST REMOVAL
	SAWCUT, FULL DEPTH
	PERIMETER EROSION BARRIER
	BUTT JOINT

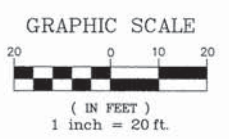
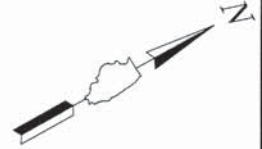
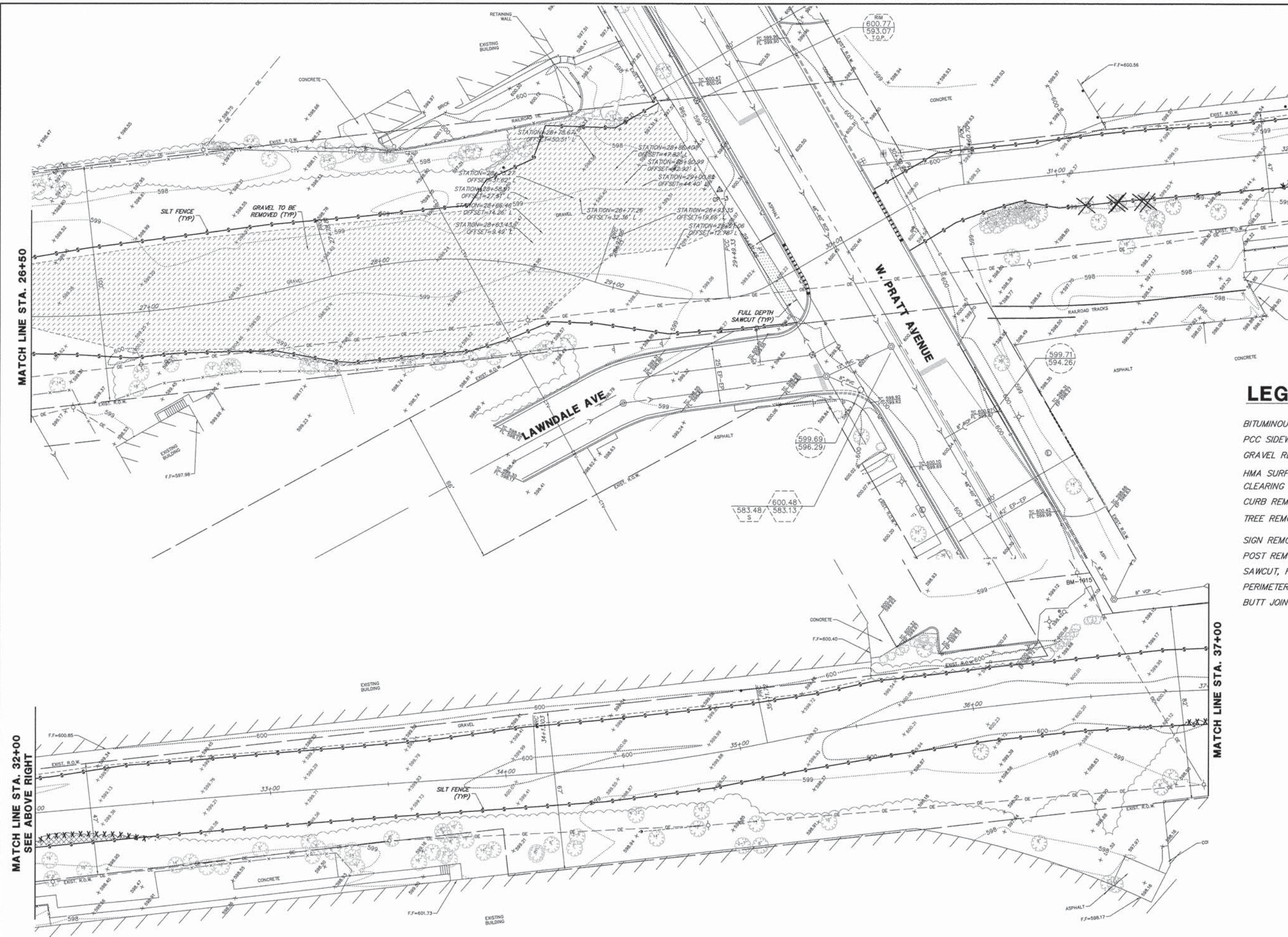
MATCH LINE STA. 15+50

MATCH LINE STA. 21+00
SEE BELOW LEFT

MATCH LINE STA. 21+00
SEE ABOVE RIGHT

MATCH LINE STA. 26+50

FILE NAME = 9232.405-PR1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING CONDITIONS/DEMOLITION PLAN UNION PACIFIC BIKE TRAIL		FA-RTE -	SECTION 09-00051-00-BT	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 9
	PLOT SCALE = -	CHECKED - KB	REVISED - -		SCALE 1"=20'	SHEET NO. 3 OF 7 SHEETS	STA. 15+50 TO STA. 26+50	CONTRACT #: 61A25		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 6/18/2014	DATE - 12/5/2013	REVISED - -								



MATCH LINE STA. 32+00
SEE BELOW LEFT

MATCH LINE STA. 26+50

MATCH LINE STA. 32+00
SEE ABOVE RIGHT

MATCH LINE STA. 37+00

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- PCC SIDEWALK REMOVAL
- GRAVEL REMOVAL
- HMA SURFACE REMOVAL, 2"
- CLEARING AND GRUBBING
- CURB REMOVAL
- TREE REMOVAL
- SIGN REMOVAL
- POST REMOVAL
- SAWCUT, FULL DEPTH
- PERIMETER EROSION BARRIER
- BUTT JOINT

FILE NAME = 9232.405-PR1.dwg

USER NAME = MARK COBB
PLOT SCALE = --
PLOT DATE = 6/18/2014

DESIGNED - SDB
DRAWN - LLM
CHECKED - KB
DATE - 12/5/2013

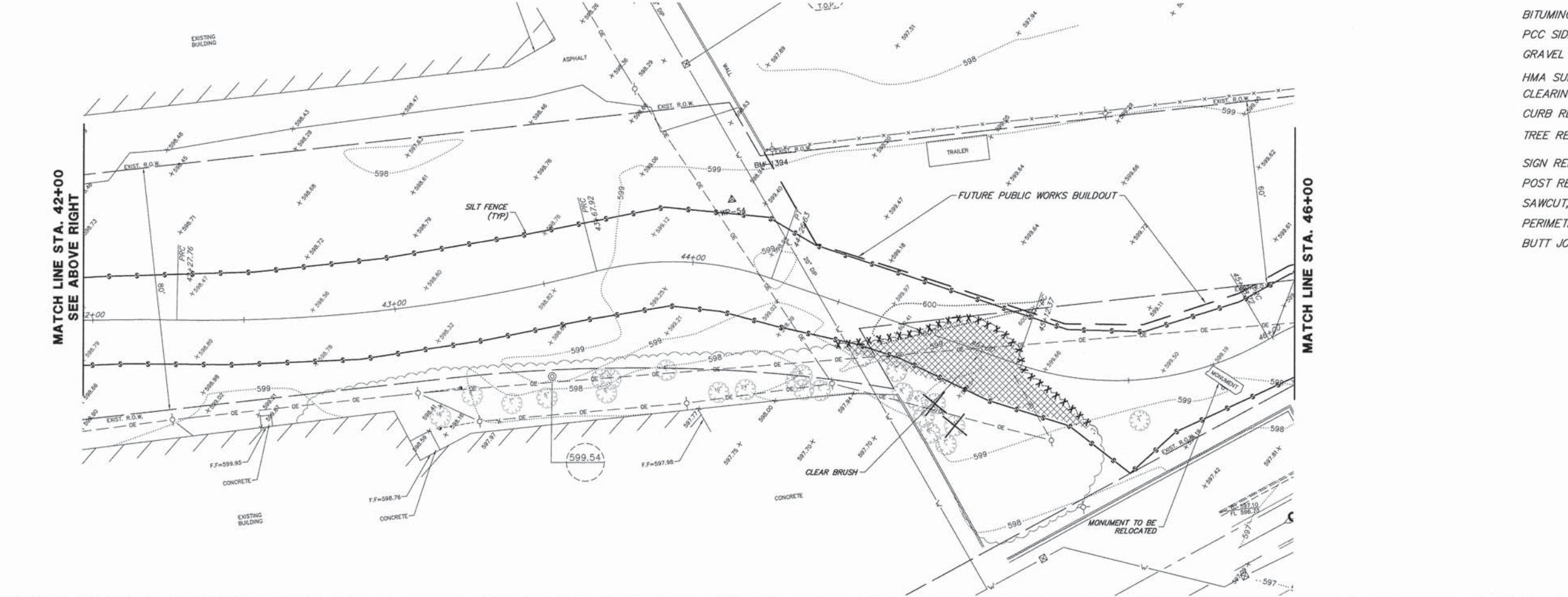
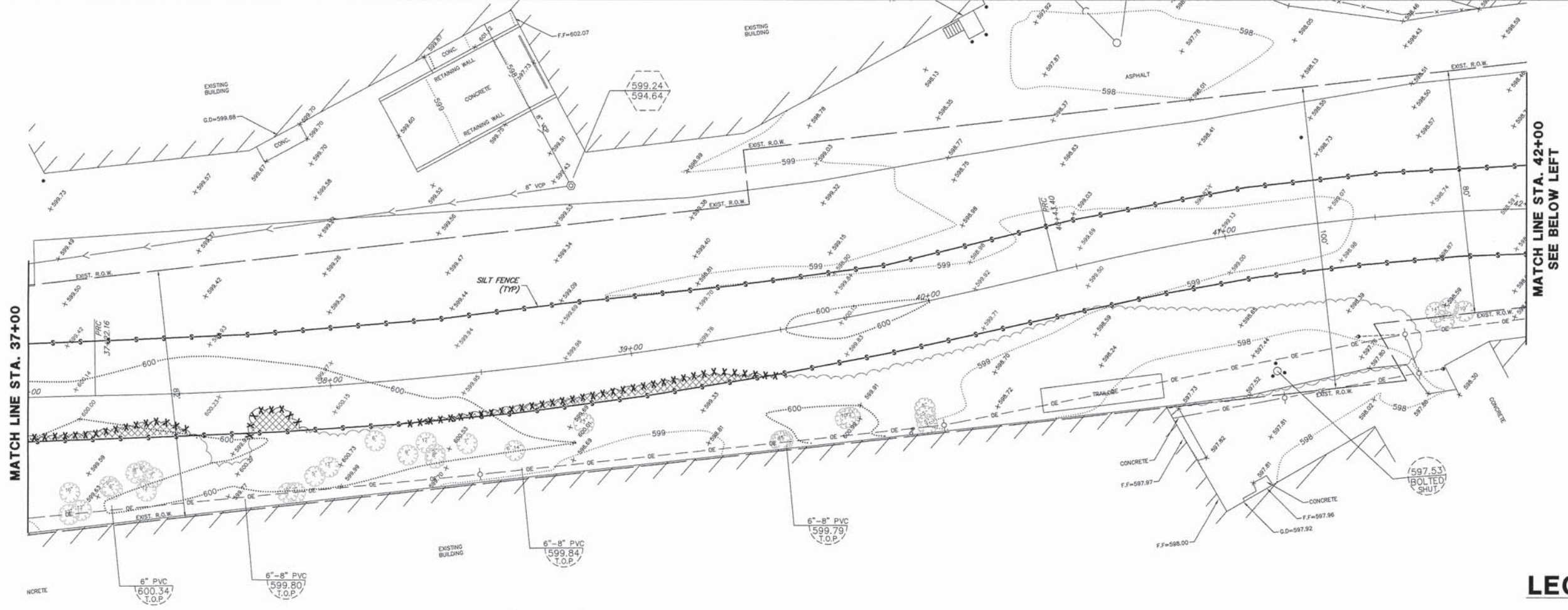
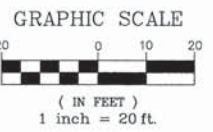
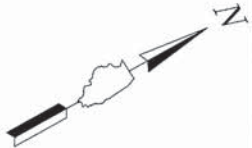
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS/DEMOLITION PLAN
UNION PACIFIC BIKE TRAIL**

SCALE 1"=20' SHEET NO. 4 OF 7 SHEETS STA. 26+50 TO STA. 37+00

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	10
CONTRACT #: 61A25				
ILLINOIS FED. AID PROJECT				



LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- PCC SIDEWALK REMOVAL
- GRAVEL REMOVAL
- HMA SURFACE REMOVAL, 2"
- CLEARING AND GRUBBING
- CURB REMOVAL
- TREE REMOVAL
- SIGN REMOVAL
- POST REMOVAL
- SAWCUT, FULL DEPTH
- PERIMETER EROSION BARRIER
- BUTT JOINT

FILE NAME = 9232.405-PR1.dwg
 USER NAME = MARK COBB
 PLOT SCALE = --
 PLOT DATE = 6/18/2014

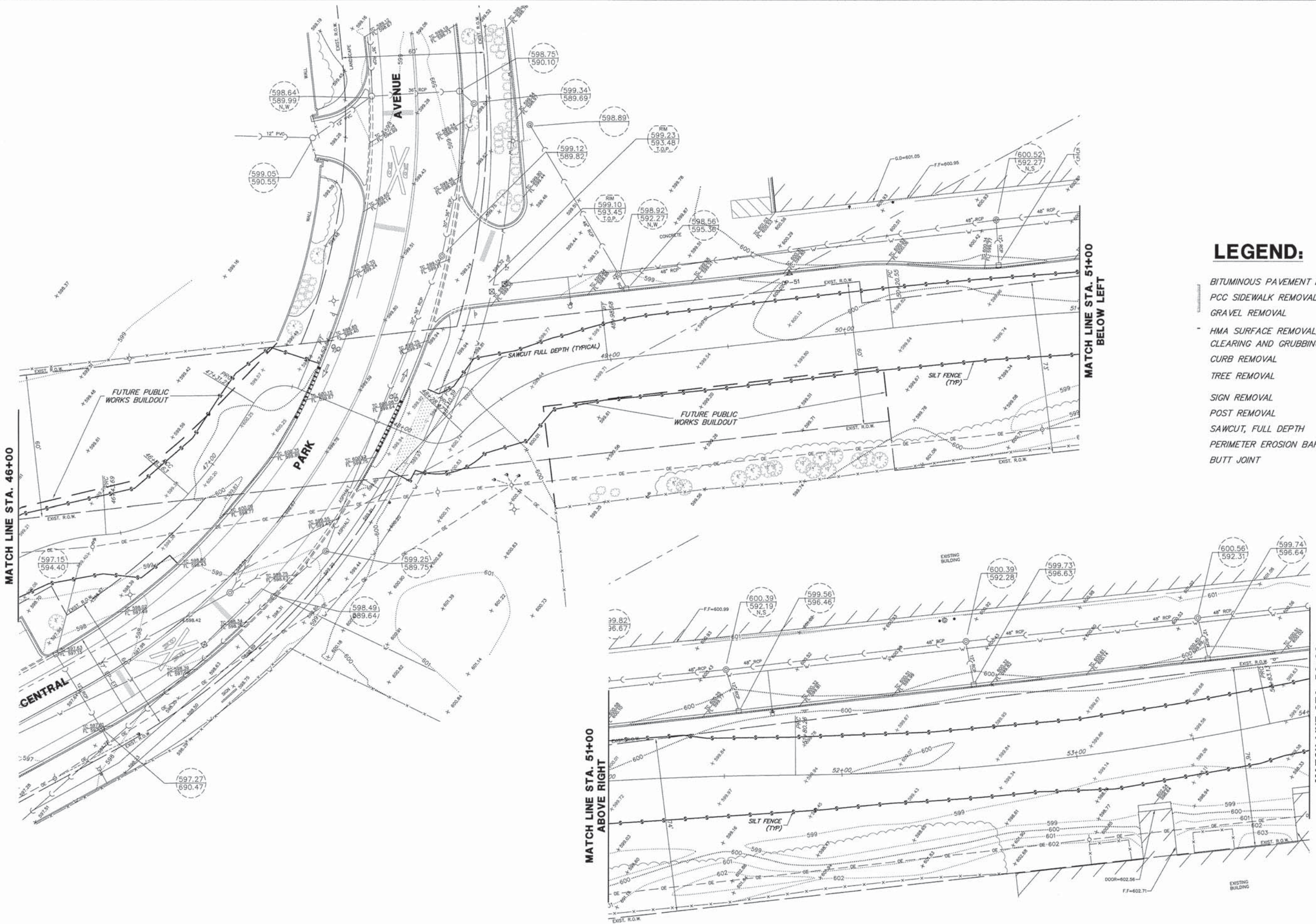
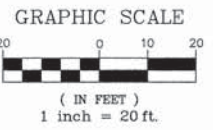
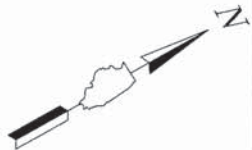
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 DRAWN - LLM
 CHECKED - KB
 DATE - 12/5/2013

REVISED - --
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 REVISED - --

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

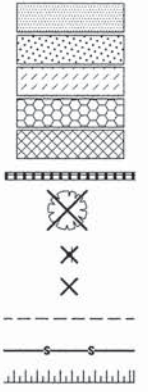
**EXISTING CONDITIONS/DEMOLITION PLAN
 UNION PACIFIC BIKE TRAIL**
 SCALE: 1"=20'
 SHEET NO. 5 OF 7 SHEETS
 STA. 37+00 TO STA. 46+00

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	09-00051-00-BT	COOK	51	11
CONTRACT #:				61A25
ILLINOIS FED. AID PROJECT				



LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- PCC SIDEWALK REMOVAL
- GRAVEL REMOVAL
- HMA SURFACE REMOVAL, 2"
- CLEARING AND GRUBBING
- CURB REMOVAL
- TREE REMOVAL
- SIGN REMOVAL
- POST REMOVAL
- SAWCUT, FULL DEPTH
- PERIMETER EROSION BARRIER
- BUTT JOINT



FILE NAME = 9232.405-PR1.dwg

USER NAME = MARK COBB
PLOT SCALE = --
PLOT DATE = 6/18/2014

DESIGNED - SDB
DRAWN - LLM
CHECKED - KB
DATE - 12/5/2013

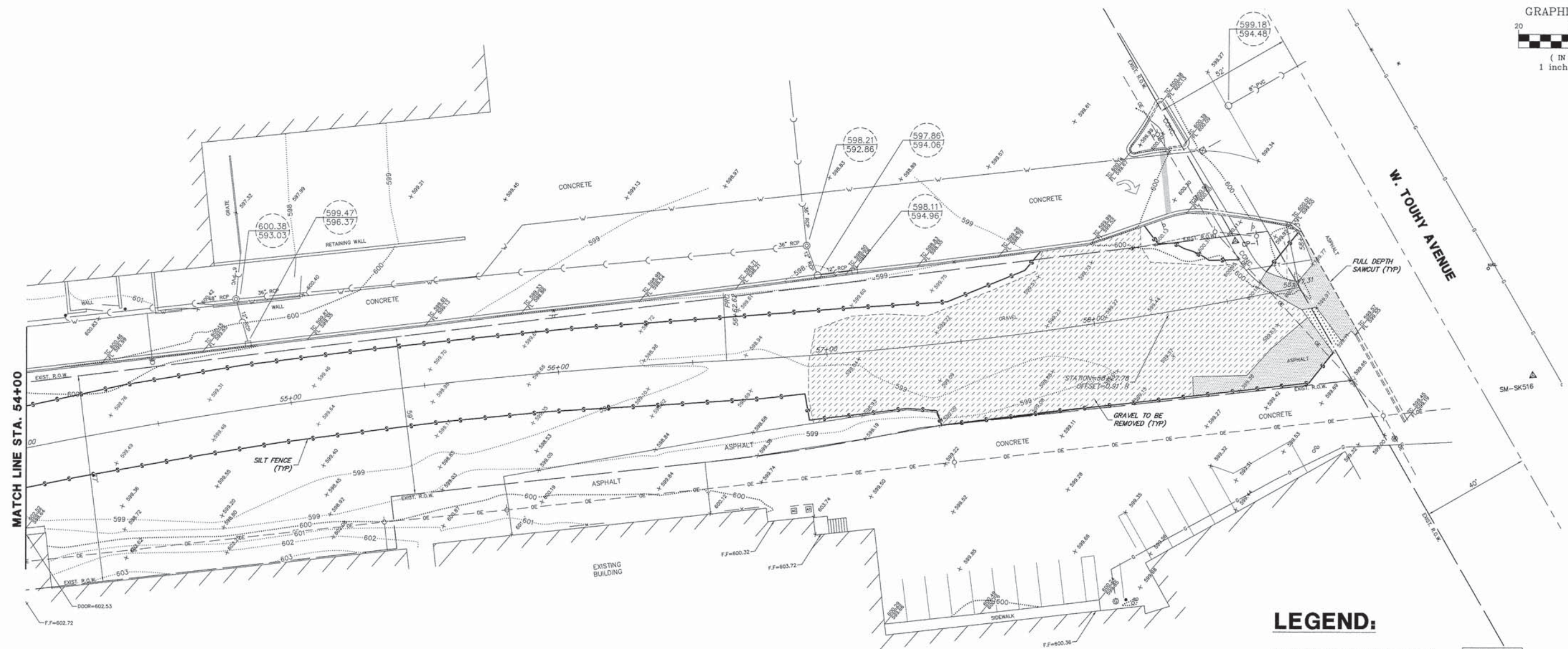
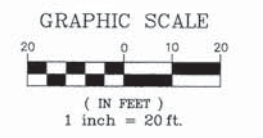
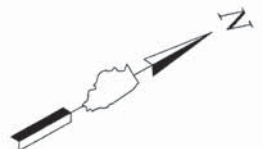
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS/DEMOLITION PLAN
UNION PACIFIC BIKE TRAIL**

SCALE: 1"=20' SHEET NO. 6 OF 7 SHEETS STA. 46+00 TO STA. 54+00

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	09-00051-00-BT	COOK	51	12
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				



LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- PCC SIDEWALK REMOVAL
- GRAVEL REMOVAL
- HMA SURFACE REMOVAL, 2"
- CLEARING AND GRUBBING
- CURB REMOVAL
- TREE REMOVAL
- SIGN REMOVAL
- POST REMOVAL
- SAWCUT, FULL DEPTH
- PERIMETER EROSION BARRIER
- BUTT JOINT

FILE NAME = 9232.405-PR1.dwg

USER NAME = MARK COBB
 PLOT SCALE = -
 PLOT DATE = 6/18/2014

DESIGNED - SDB
 DRAWN - LLM
 CHECKED - KB
 DATE - 12/5/2013

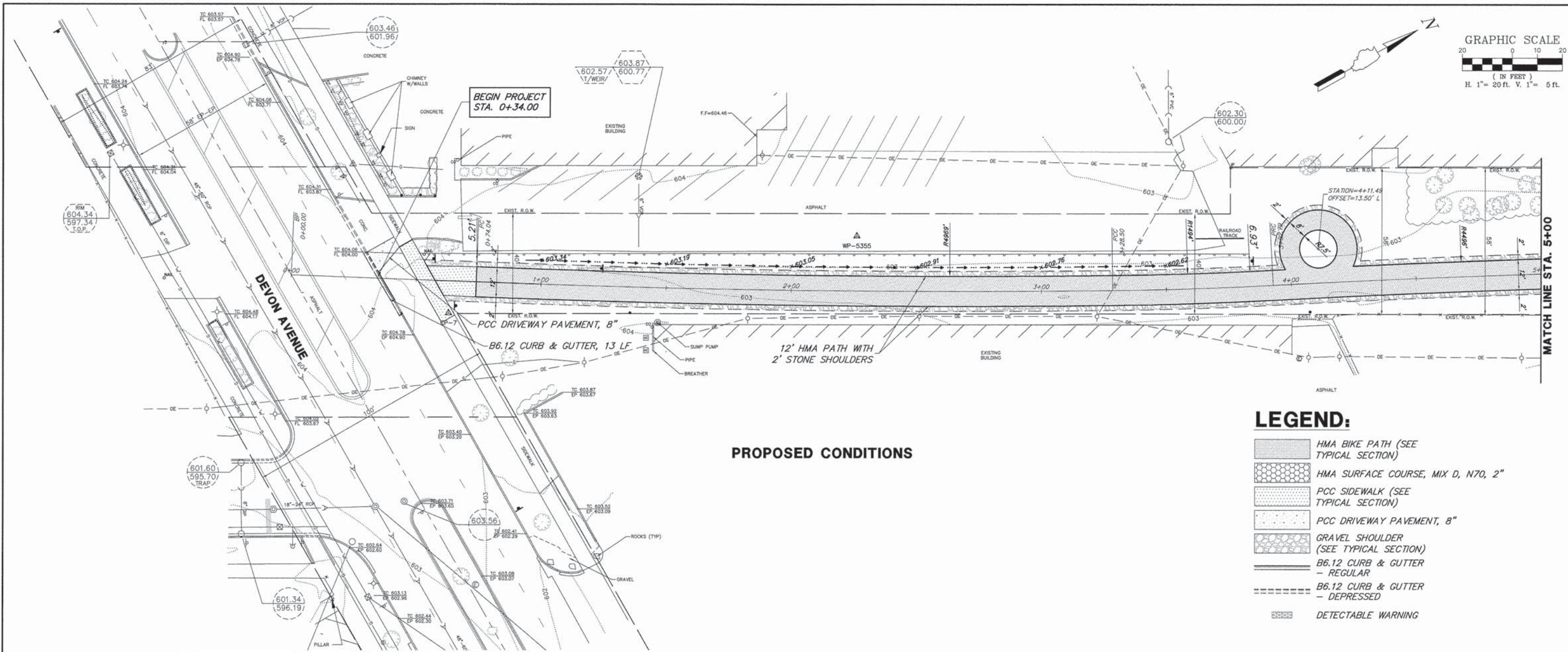
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 REVISED - -
 REVISED - -
 REVISED - -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS/DEMOLITION PLAN
 UNION PACIFIC BIKE TRAIL**

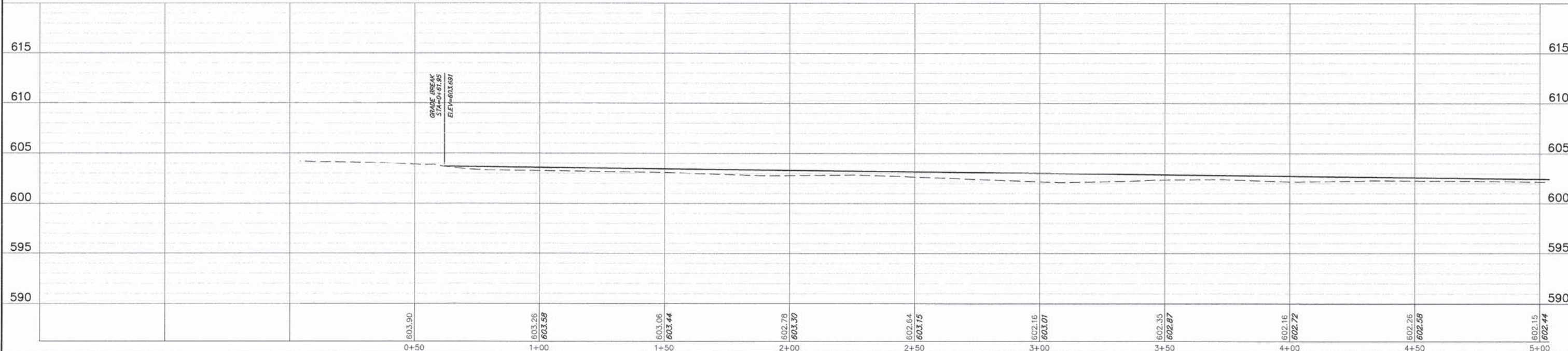
SCALE: 1"=20' SHEET NO. 7 OF 7 SHEETS STA. 54+00 TO STA. 58+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	13
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				

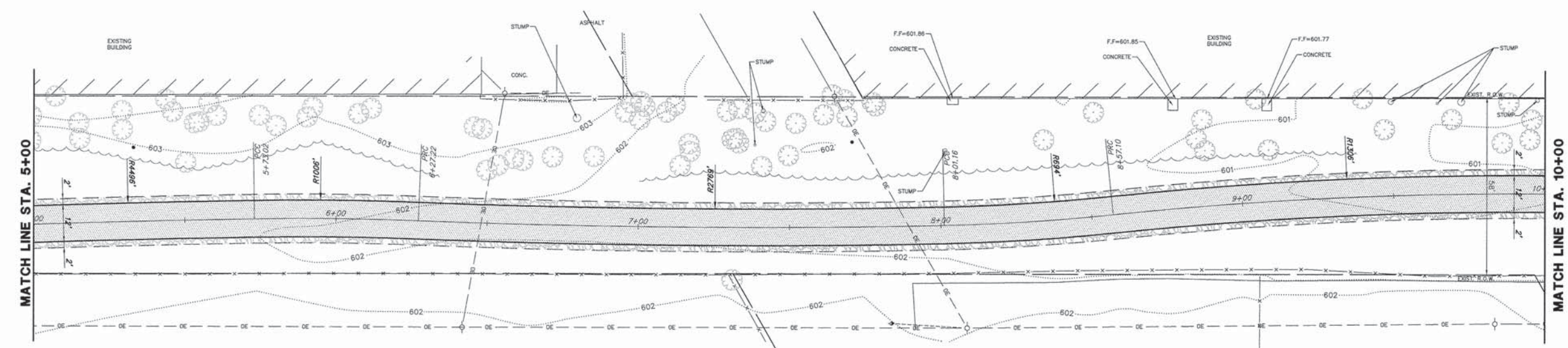
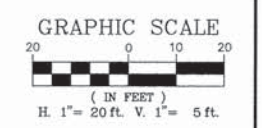
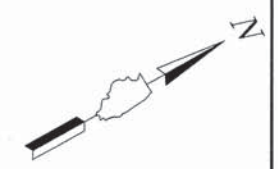


PROPOSED CONDITIONS

- LEGEND:**
- HMA BIKE PATH (SEE TYPICAL SECTION)
 - HMA SURFACE COURSE, MIX D, N70, 2"
 - PCC SIDEWALK (SEE TYPICAL SECTION)
 - PCC DRIVEWAY PAVEMENT, 8"
 - GRAVEL SHOULDER (SEE TYPICAL SECTION)
 - B6.12 CURB & GUTTER - REGULAR
 - B6.12 CURB & GUTTER - DEPRESSED
 - DETECTABLE WARNING



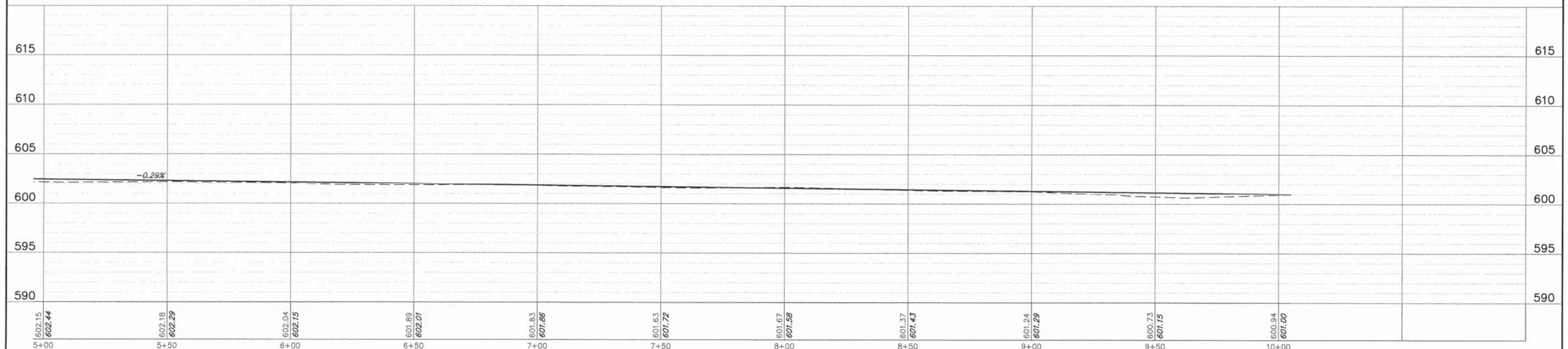
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		DRAWN - LLM	REVISED - -		SCALE 1"=20'			-	09-00051-00-BT	COOK	51	14
		CHECKED - KB	REVISED - -		SHEET NO. 1 OF 12 SHEETS			CONTRACT #:			61A25	
		DATE - 12/5/2013	REVISED - -		STA. 0+00 TO STA. 5+00			ILLINOIS FED. AID PROJECT				



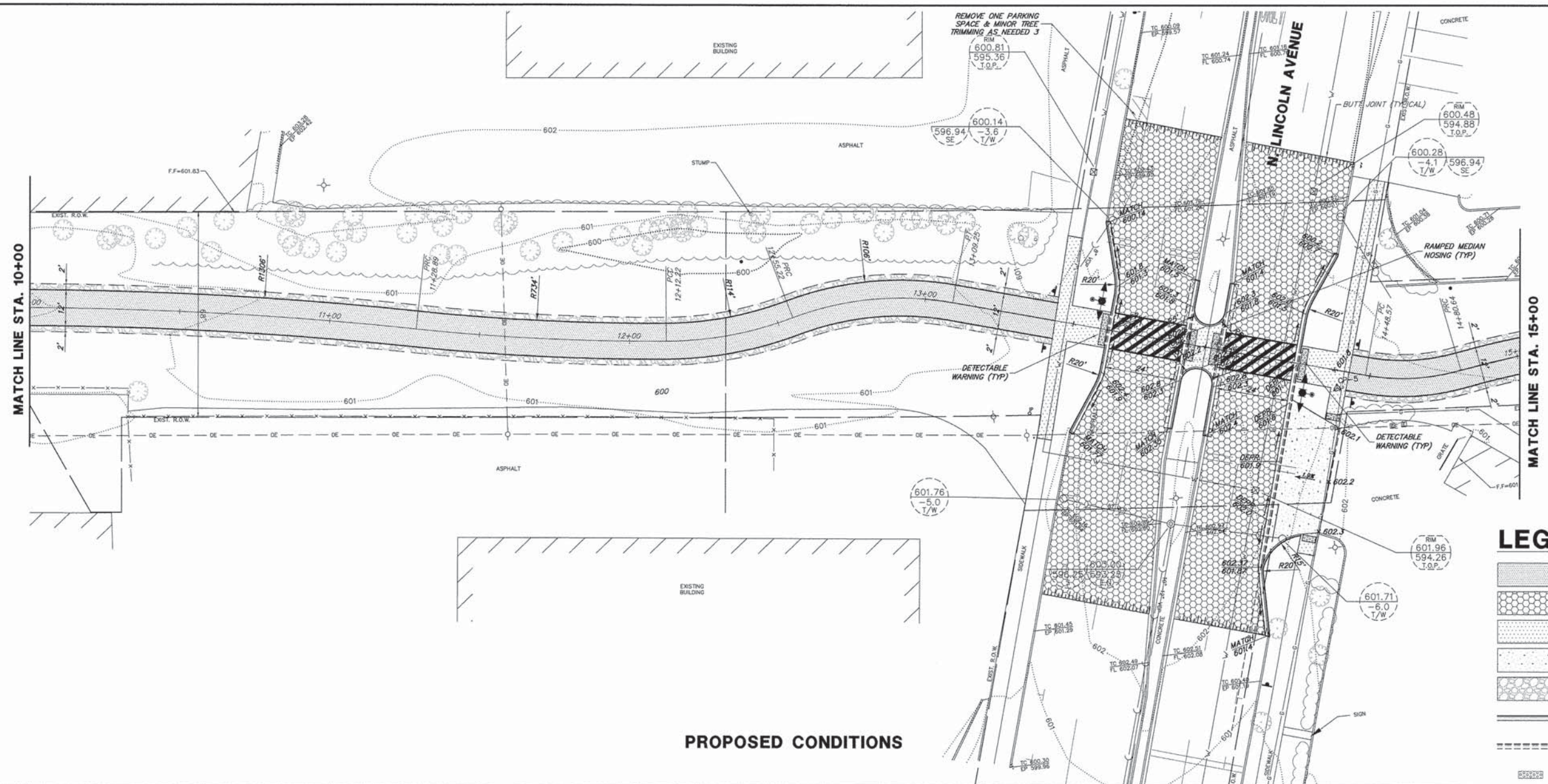
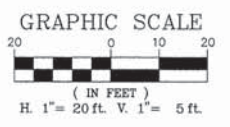
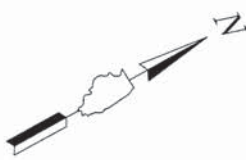
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



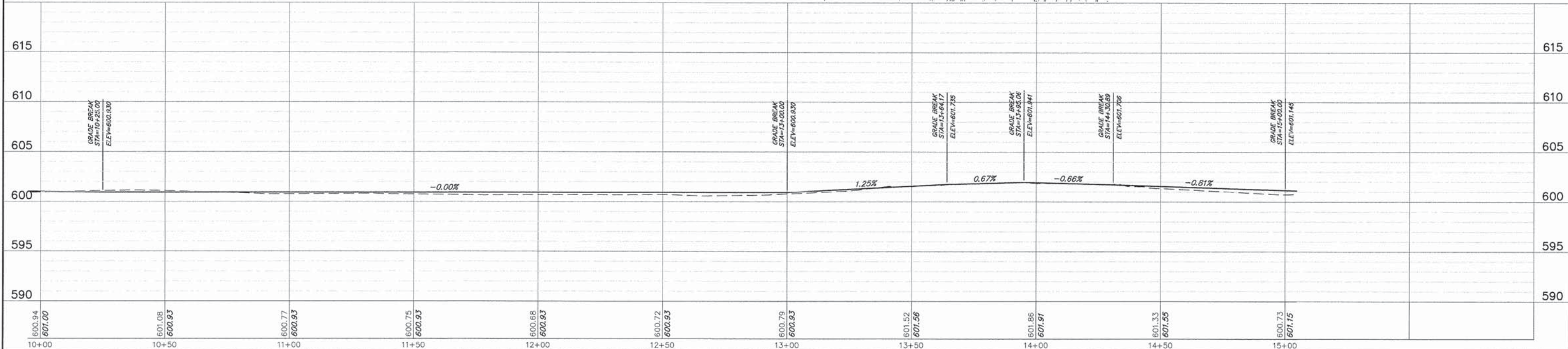
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	PLOT SCALE = -	DRAWN - LLM	REVISED - -		SCALE: 1"=20'	SHEET NO. 2 OF 12 SHEETS	STA. 5+00	TO STA. 10+00	-	09-00051-00-BT	COOK	51	15
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -		CONTRACT #:	61A25							
		DATE - 12/5/2013	REVISED - -		ILLINOIS FED. AID PROJECT								



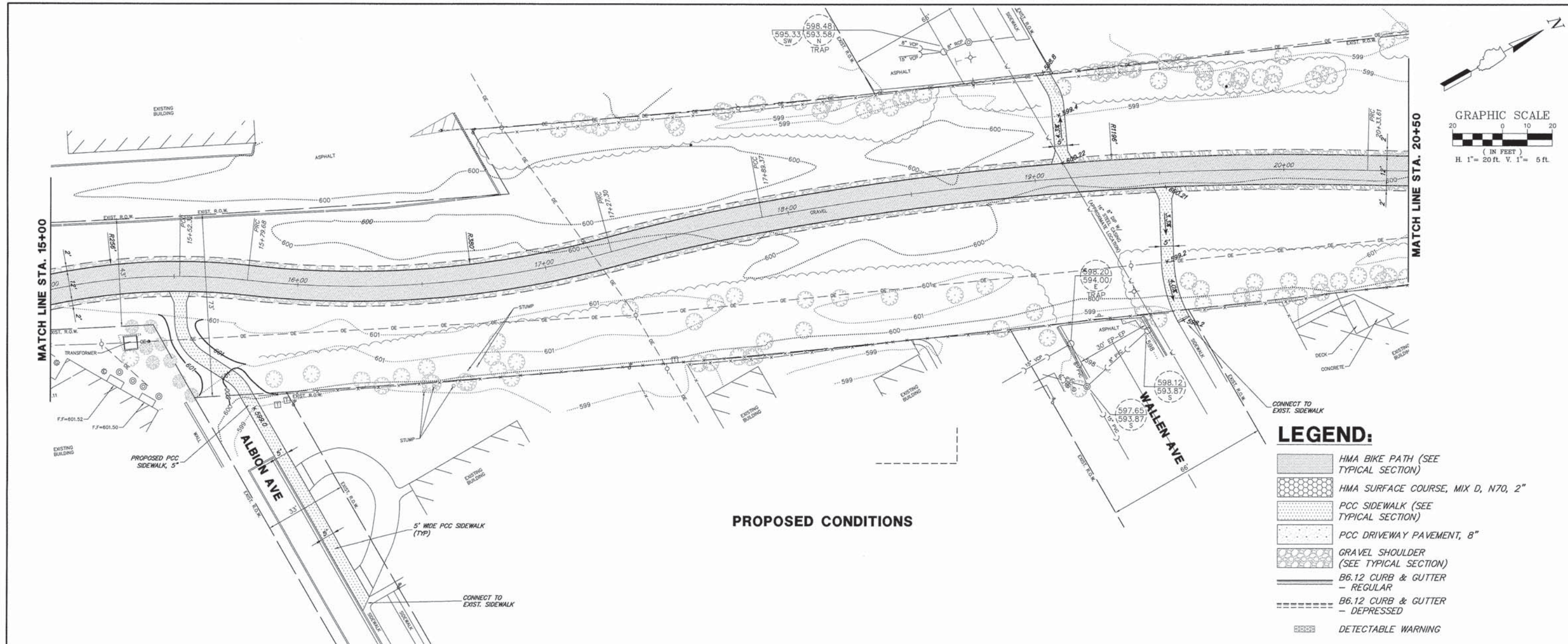
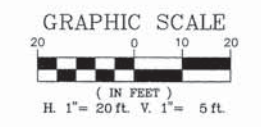
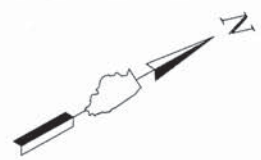
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



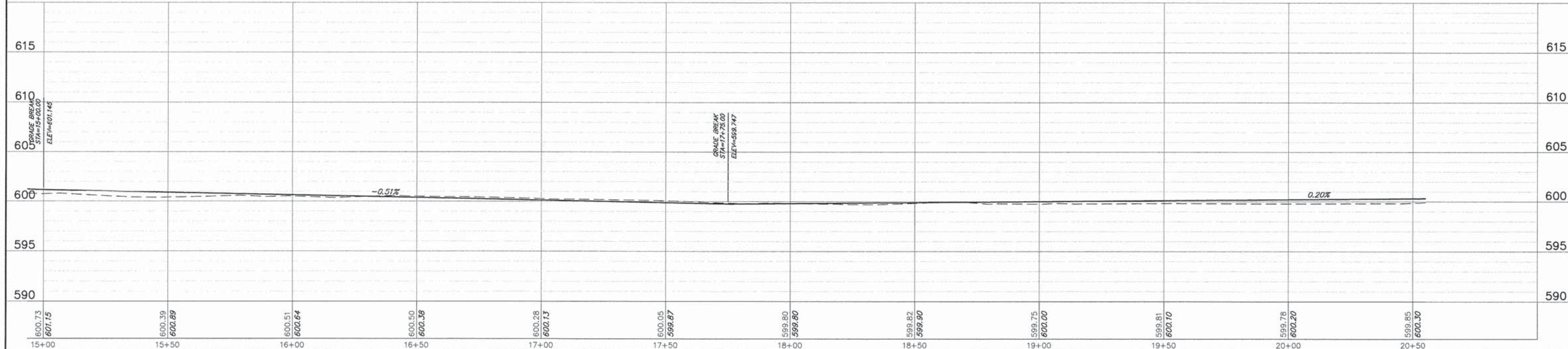
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	PLOT SCALE = -	DRAWN - LLM	REVISIONS			-	09-00051-00-BT	COOK	51	16	
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISIONS			SCALE: 1"=20' SHEET NO. 3 OF 12 SHEETS STA. 10+00 TO STA. 15+00		CONTRACT #: 61A25		ILLINOIS FED. AID PROJECT	
		DATE - 12/5/2013	REVISIONS								



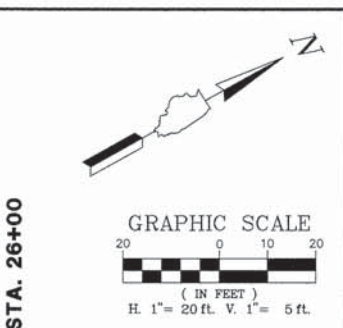
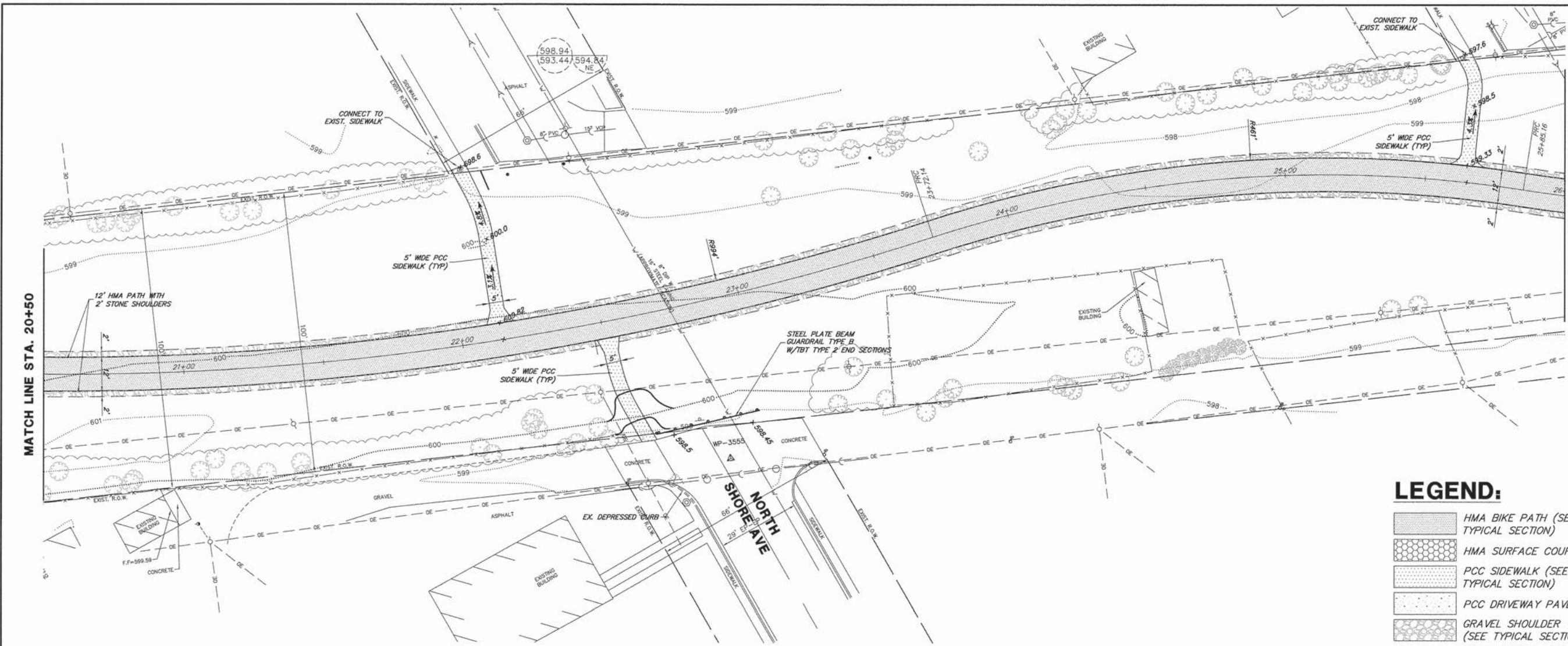
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



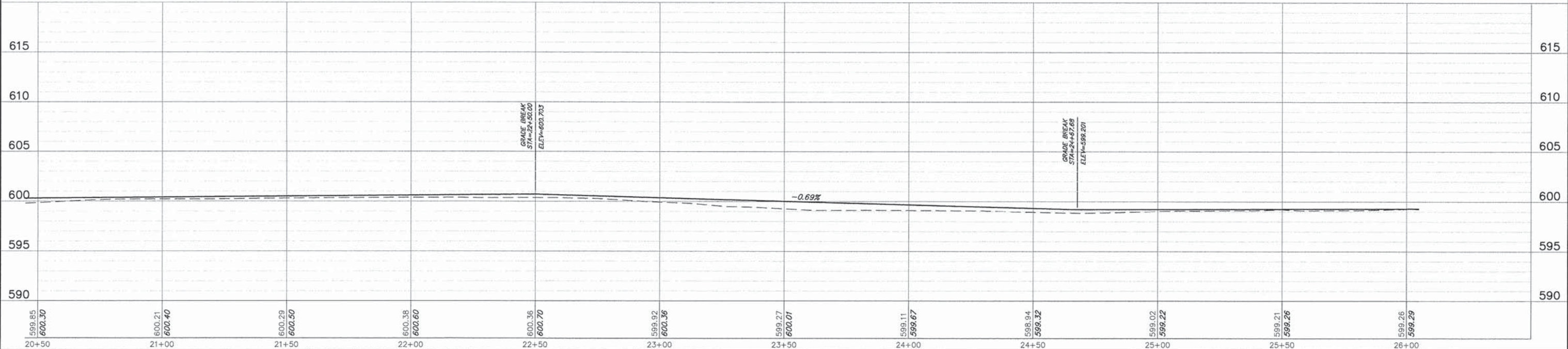
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	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -		STA. 15+00 TO STA. 20+50						
		DATE - 12/5/2013	REVISED - -								CONTRACT #: 61A25



PROPOSED CONDITIONS









LEGEND:

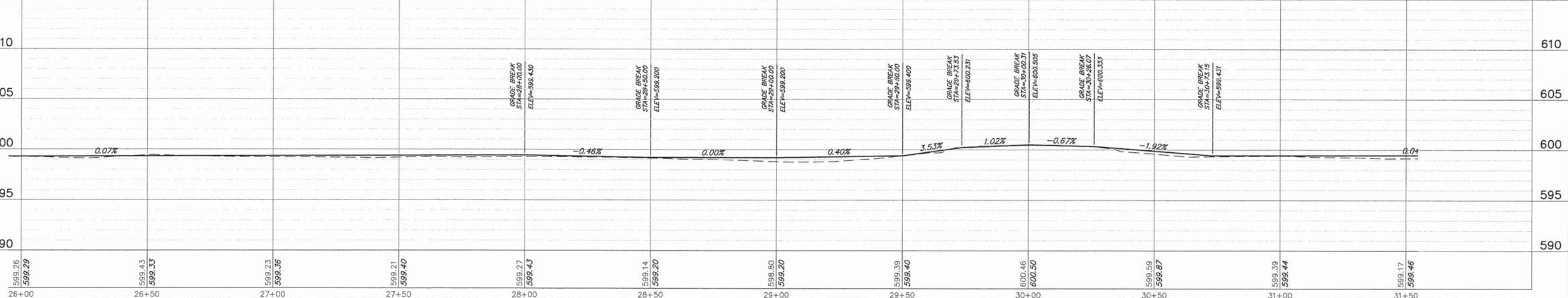
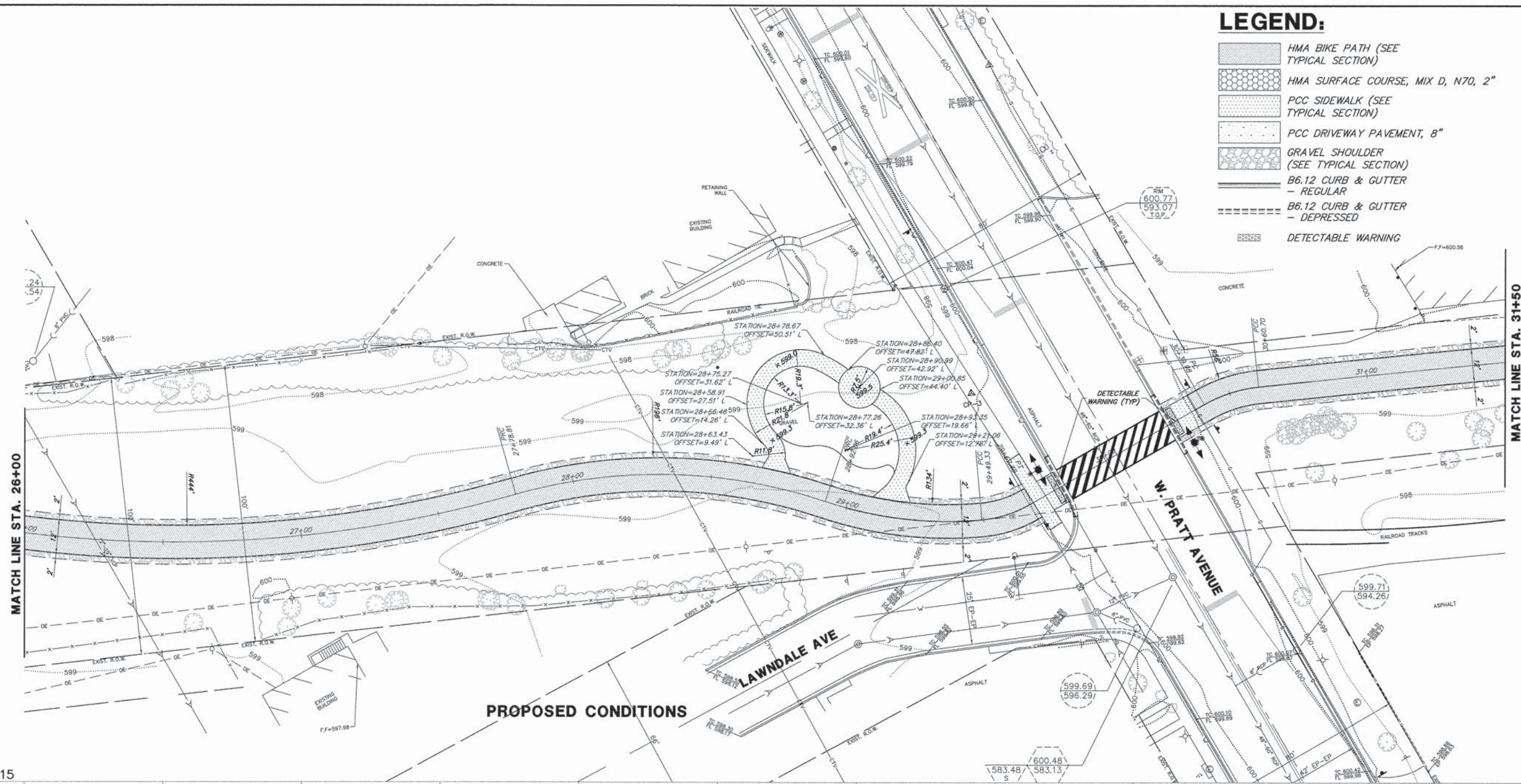
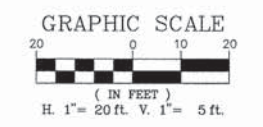
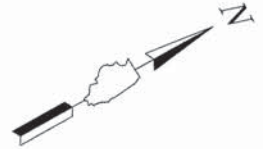
- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



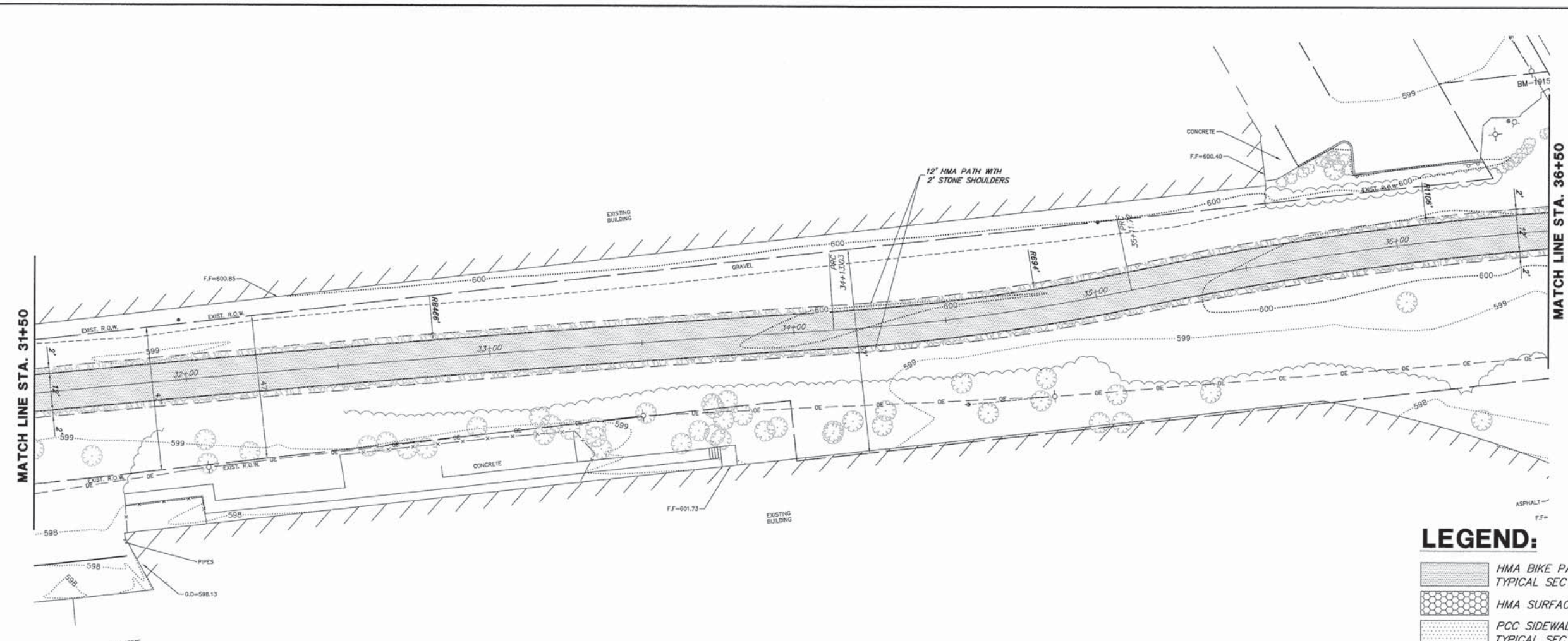
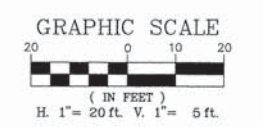
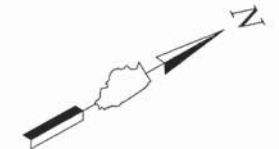
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PLOT DATE = 6/18/2014	DATE - 12/5/2013	REVISOR -	REVISED - -			CONTRACT #: 61A25					
ILLINOIS FED. AID PROJECT											

LEGEND:

-  HMA BIKE PATH (SEE TYPICAL SECTION)
-  HMA SURFACE COURSE, MIX D, N70, 2"
-  PCC SIDEWALK (SEE TYPICAL SECTION)
-  PCC DRIVEWAY PAVEMENT, 8"
-  GRAVEL SHOULDER (SEE TYPICAL SECTION)
-  B6.12 CURB & GUTTER - REGULAR
-  B6.12 CURB & GUTTER - DEPRESSED
-  DETECTABLE WARNING



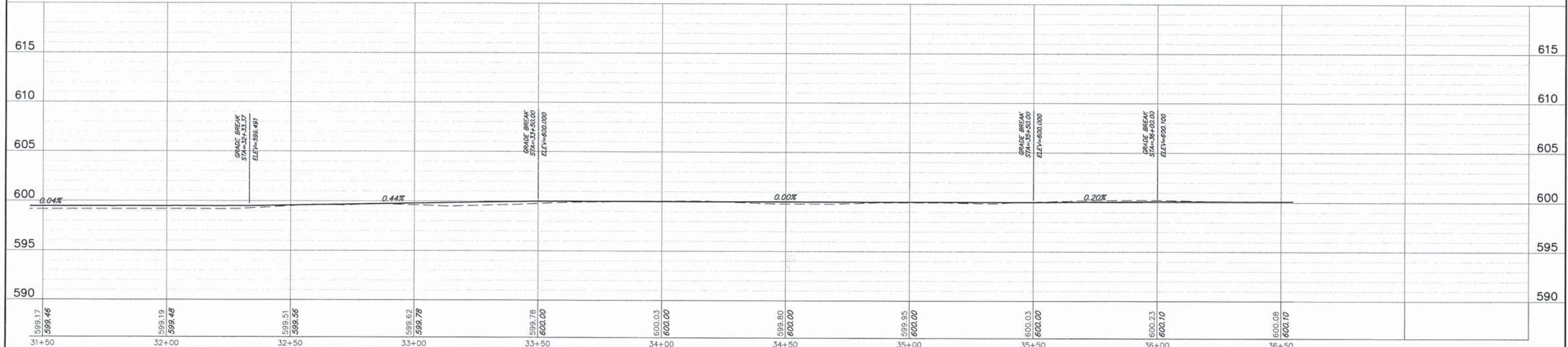
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		DRAWN - LLM	REVISED - -			-	09-00051-00-BT	COOK	51	19	
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	PLOT DATE = 6/18/2014	DATE - 12/5/2013	REVISED - -			CONTRACT #: 61A25					



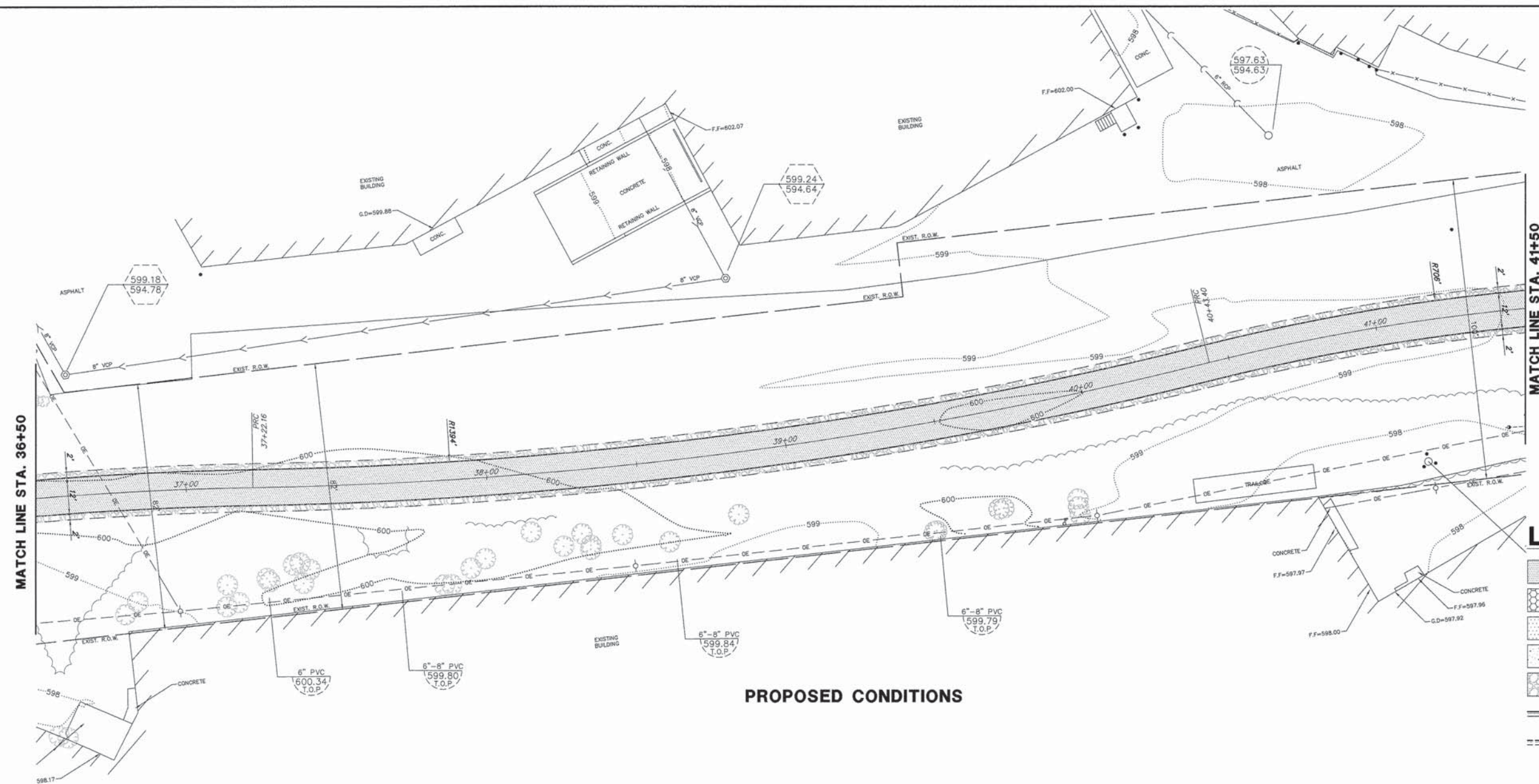
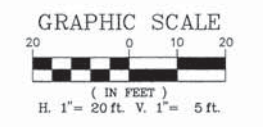
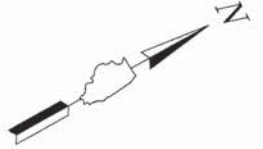
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



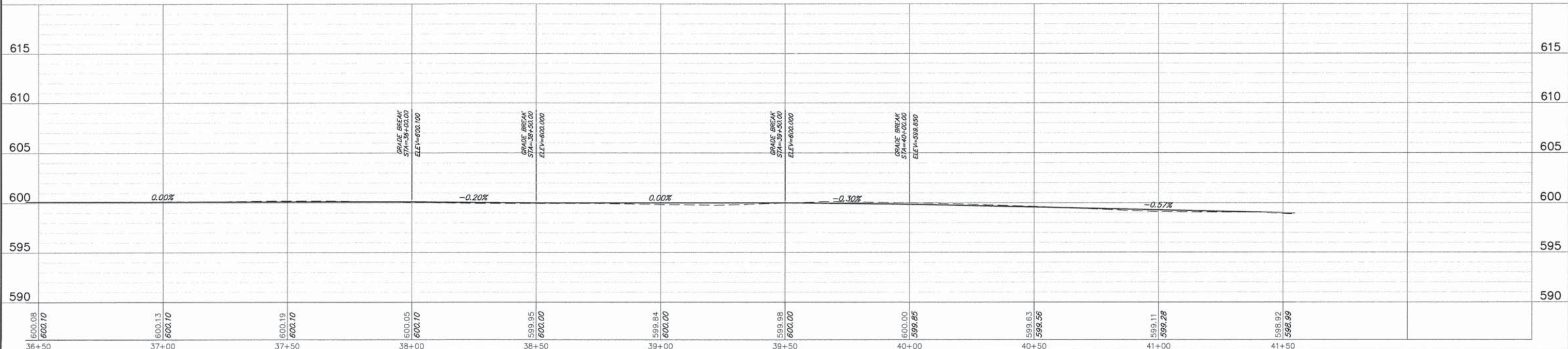
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	PLOT SCALE = -	DRAWN - LLM	REVISED - -						09-00051-00-BT	COOK	51	20	
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -										
		DATE - 12/5/2013	REVISED - -			SCALE: 1"=20'	SHEET NO. 7 OF 12 SHEETS	STA. 31+50 TO STA. 36+50					CONTRACT #: 61A25



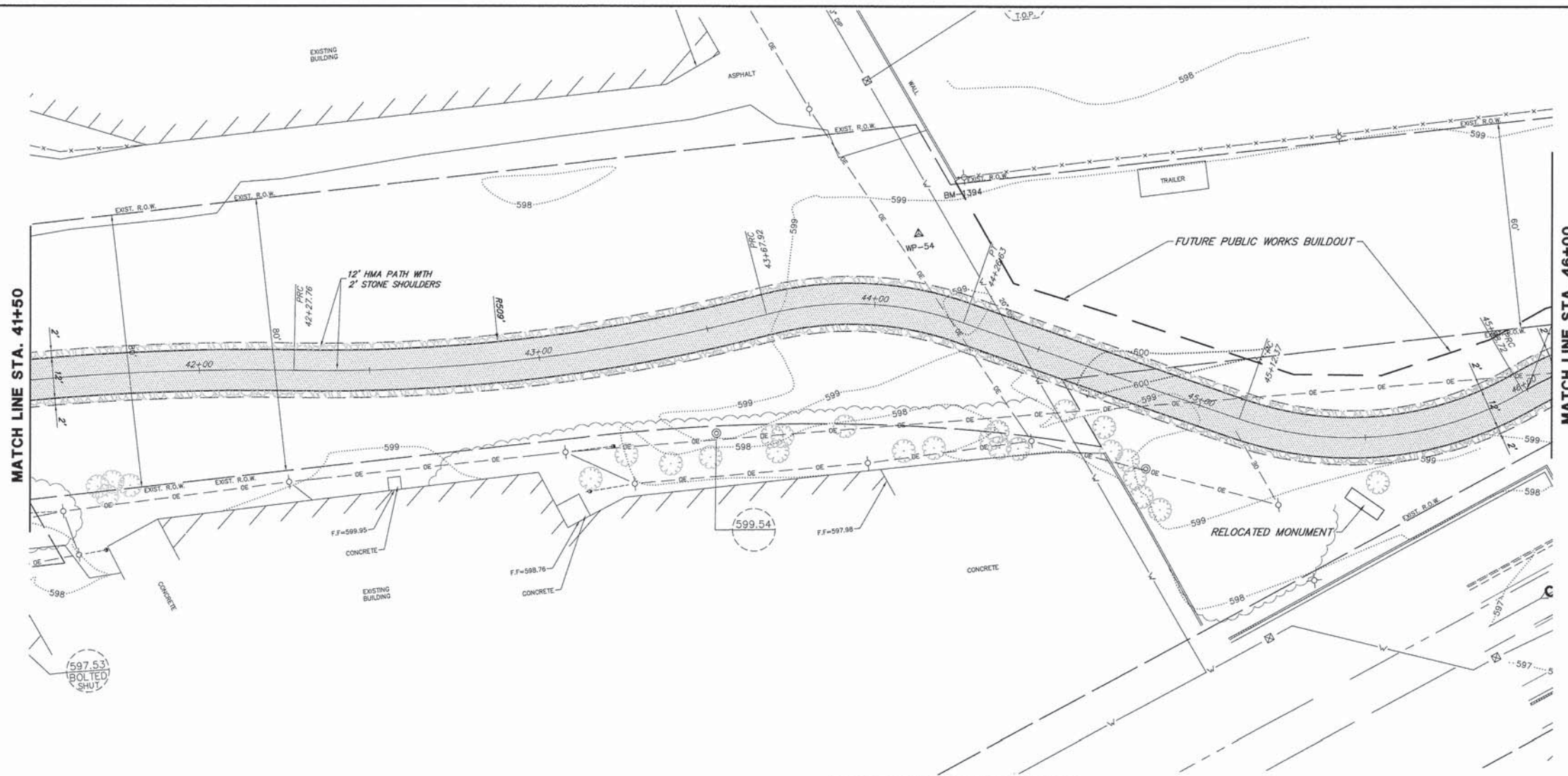
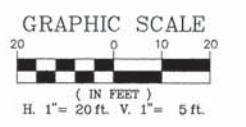
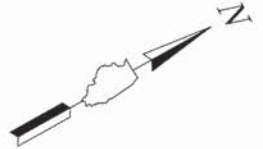
LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING

PROPOSED CONDITIONS



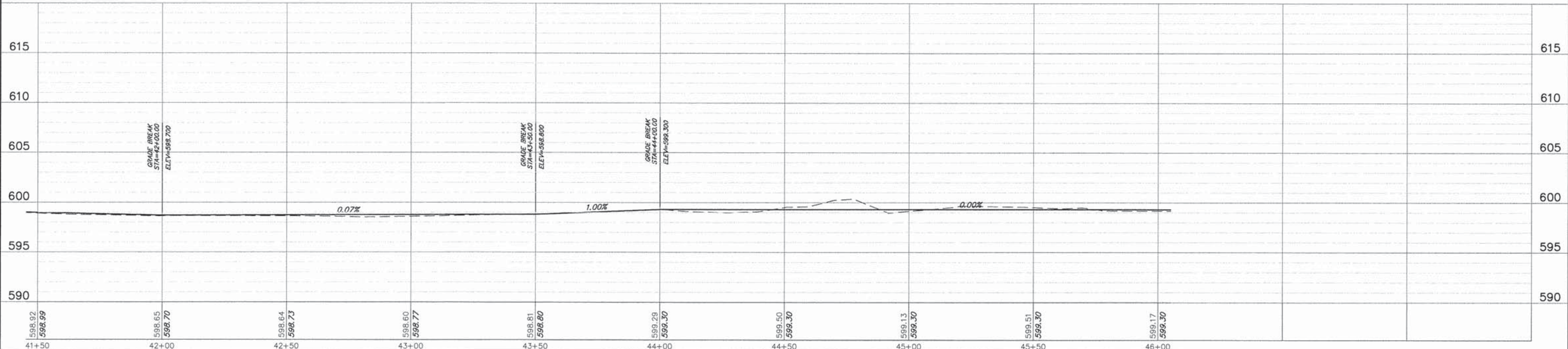
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	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -									
		DATE - 12/5/2013	REVISED - -									



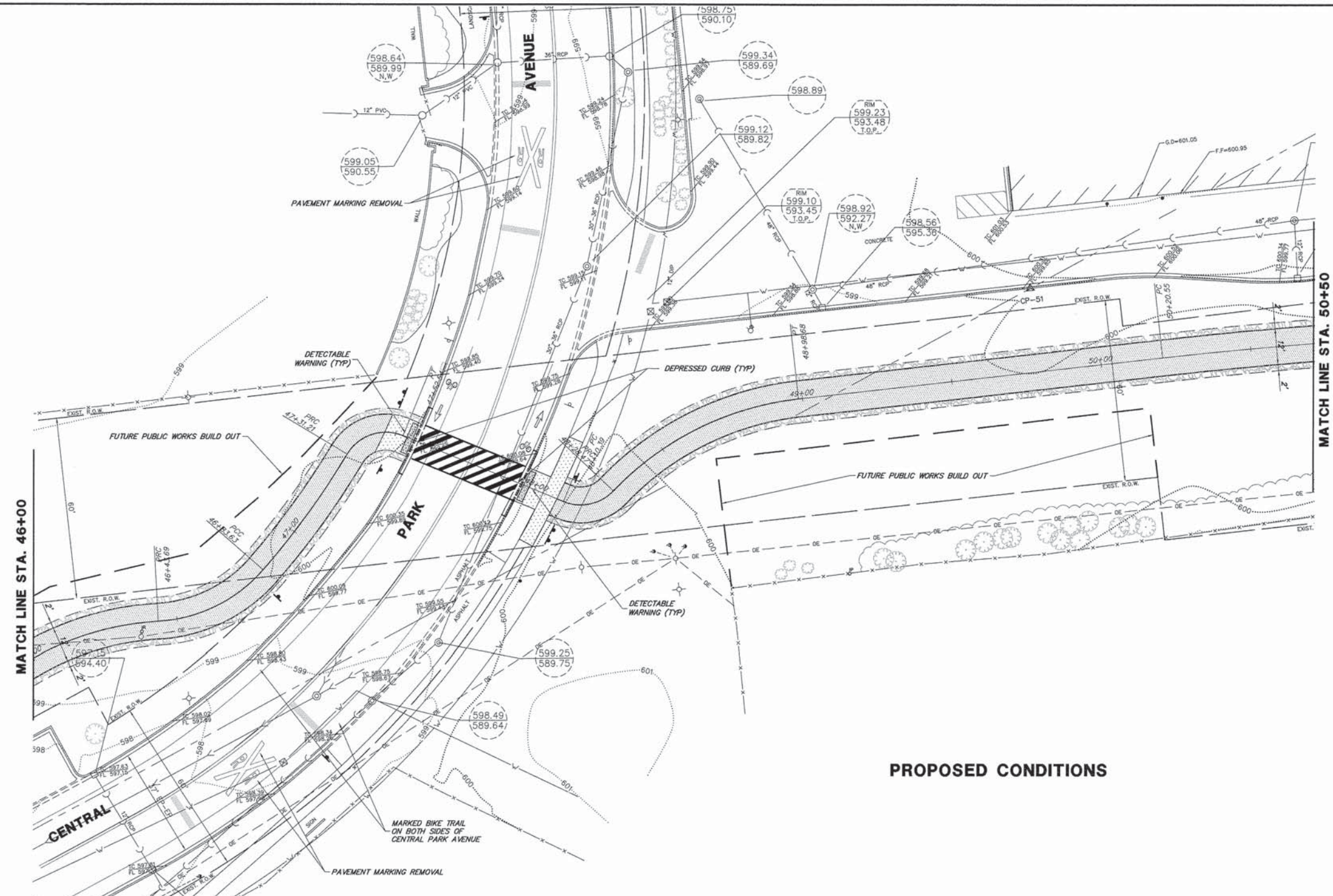
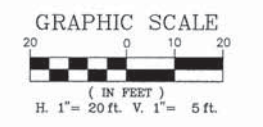
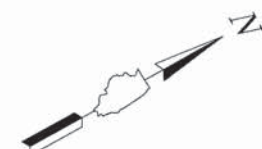
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING



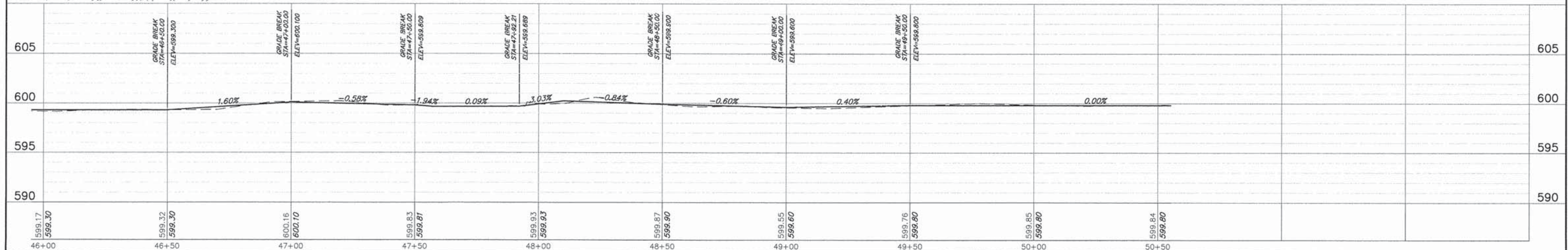
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	PLOT SCALE = -	DRAWN - LLM	REVISED - -		SCALE 1"=20'	SHEET NO. 9 OF 12 SHEETS	STA. 41+50 TO STA. 46+00	CONTRACT # 61A25				
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -		ILLINOIS FED. AID PROJECT							
		DATE - 12/5/2013	REVISED - -									



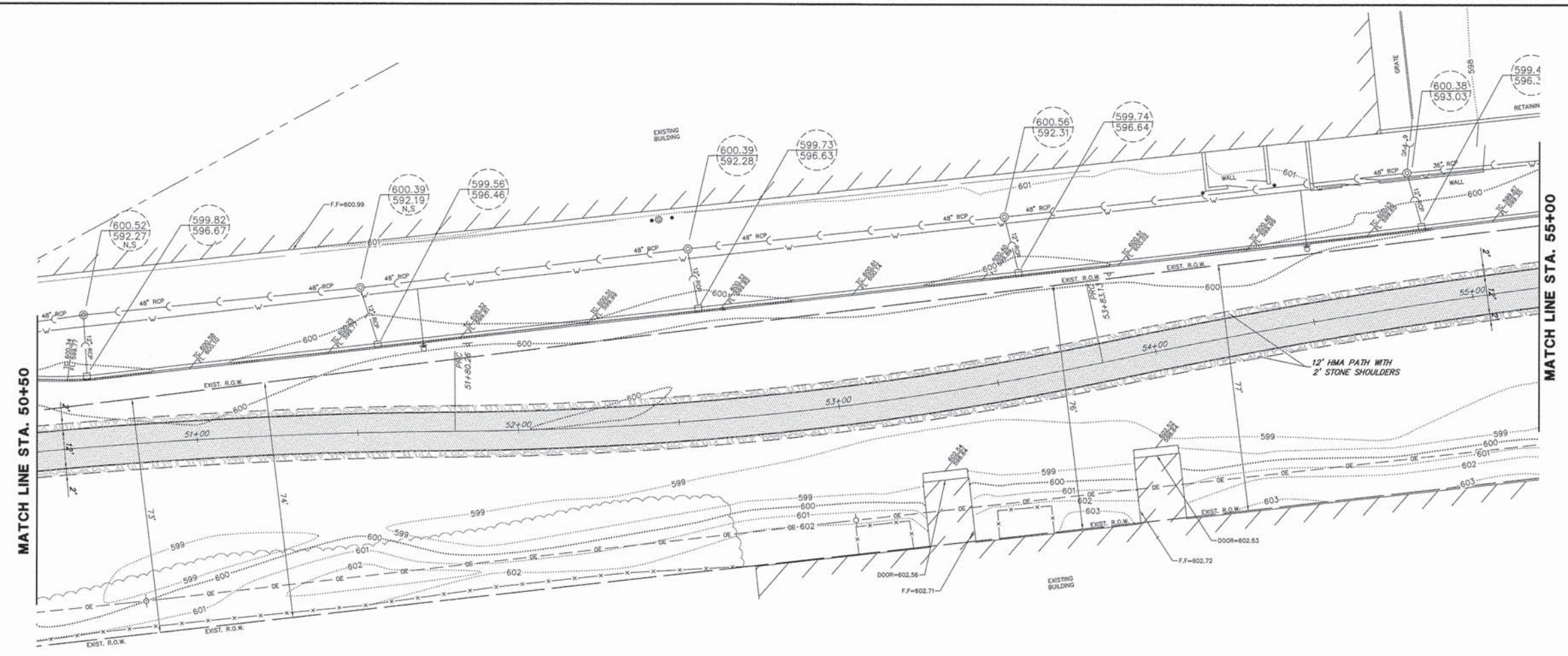
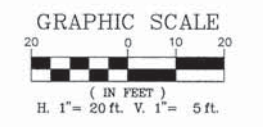
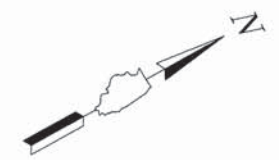
PROPOSED CONDITIONS

LEGEND:

- HMA BIKE PATH (SEE TYPICAL SECTION)
- HMA SURFACE COURSE, MIX D, N70, 2"
- PCC SIDEWALK (SEE TYPICAL SECTION)
- PCC DRIVEWAY PAVEMENT, 8"
- GRAVEL SHOULDER (SEE TYPICAL SECTION)
- B6.12 CURB & GUTTER - REGULAR
- B6.12 CURB & GUTTER - DEPRESSED
- DETECTABLE WARNING











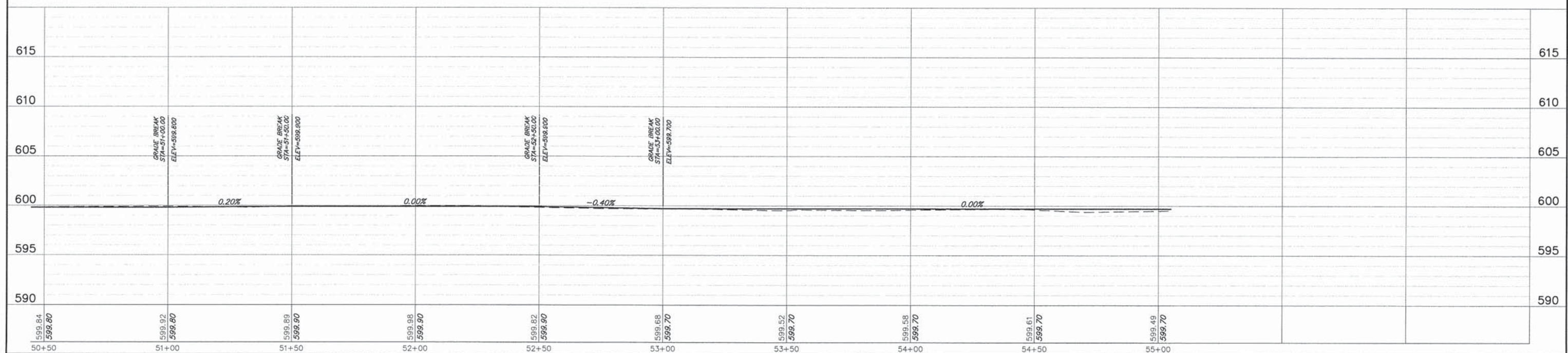
FILE NAME = 9232.405-PR1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE UNION PACIFIC BIKE TRAIL	FA-RTE -	SECTION - 09-00051-00-BT	COUNTY - COOK	TOTAL SHEETS - 51	SHEET NO. - 23	
	PLOT SCALE =	DRAWN - LLM	REVISED -			SCALE 1"=20'	SHEET NO. 10 OF 12 SHEETS	CONTRACT # - 61A25	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED -			STA. 46+00 TO STA. 50+50					
		DATE - 12/5/2013	REVISED -								



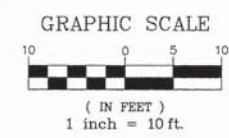
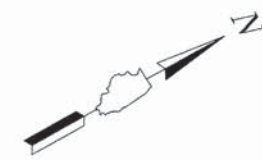
PROPOSED CONDITIONS

LEGEND:

-  HMA BIKE PATH (SEE TYPICAL SECTION)
-  HMA SURFACE COURSE, MIX D, N70, 2"
-  PCC SIDEWALK (SEE TYPICAL SECTION)
-  PCC DRIVEWAY PAVEMENT, 8"
-  GRAVEL SHOULDER (SEE TYPICAL SECTION)
-  B6.12 CURB & GUTTER - REGULAR
-  B6.12 CURB & GUTTER - DEPRESSED
-  DETECTABLE WARNING



FILE NAME = 9232.405-PR1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISD - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE UNION PACIFIC BIKE TRAIL		FA-RTE -	SECTION 09-00051-00-BT	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 24
PLOT SCALE = -	DATE = 6/18/2014	DRAWN - LLM	REVISD - -		SCALE 1"=20'	SHEET NO. 11 OF 12 SHEETS	STA. 50+50 TO STA. 55+00	CONTRACT #: 61A25		ILLINOIS FED. AID PROJECT	
		CHECKED - KB	REVISD - -								
		DATE = 12/5/2013	REVISD - -								



FILE NAME = 9232.405-PR1.dwg
 USER NAME = MARK COBB
 PLOT SCALE = --
 PLOT DATE = 6/18/2014

DESIGNED - SDB
 DRAWN - LLM
 CHECKED - KB
 DATE - 12/5/2013

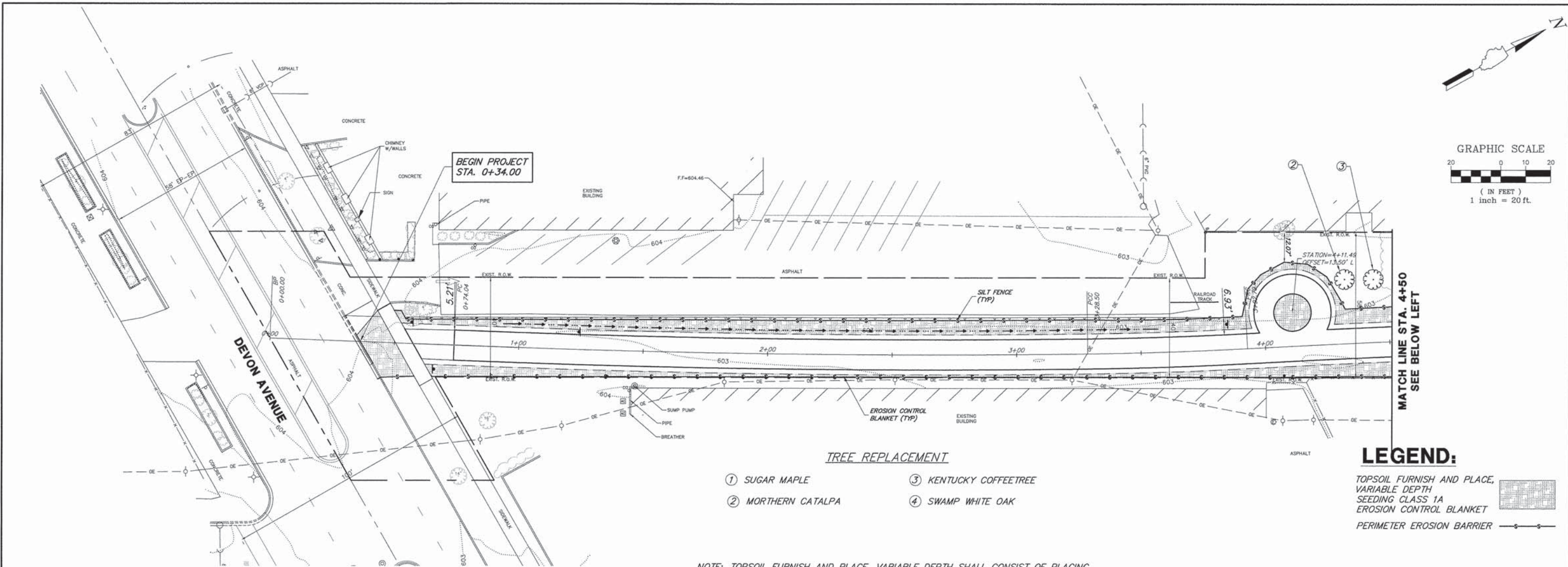
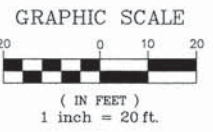
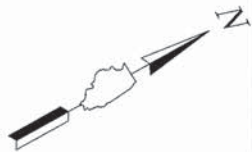
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ADA SIDEWALK PLAN
 UNION PACIFIC BIKE TRAIL

SCALE: 1"=20'
 SHEET NO. 3 OF 12 SHEETS
 STA. 10+00 TO STA. 15+00

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	26
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				



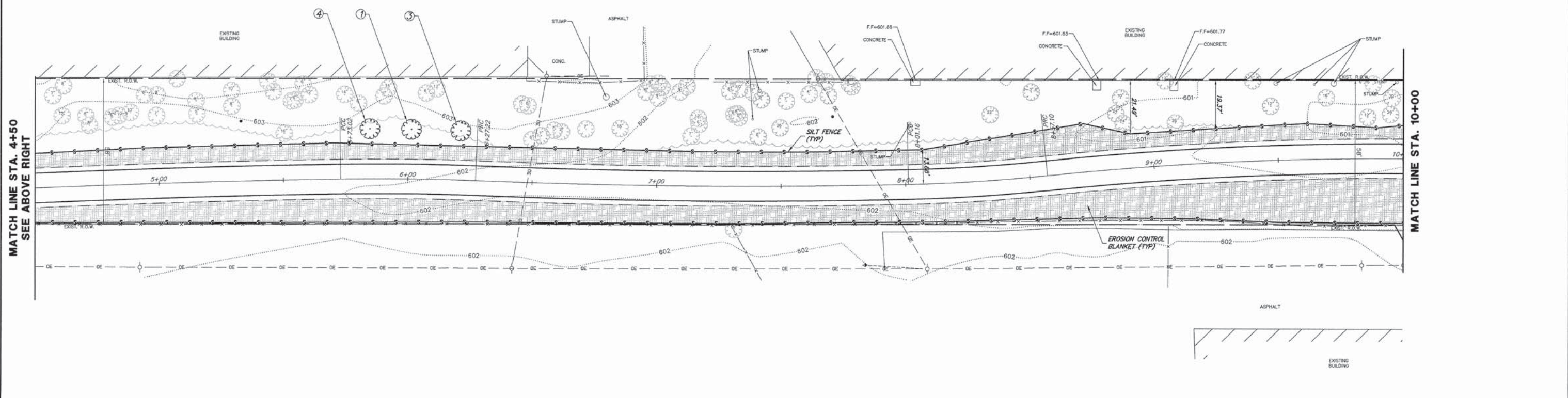
TREE REPLACEMENT

- ① SUGAR MAPLE
- ② MORTHERN CATALPA
- ③ KENTUCKY COFFEETREE
- ④ SWAMP WHITE OAK

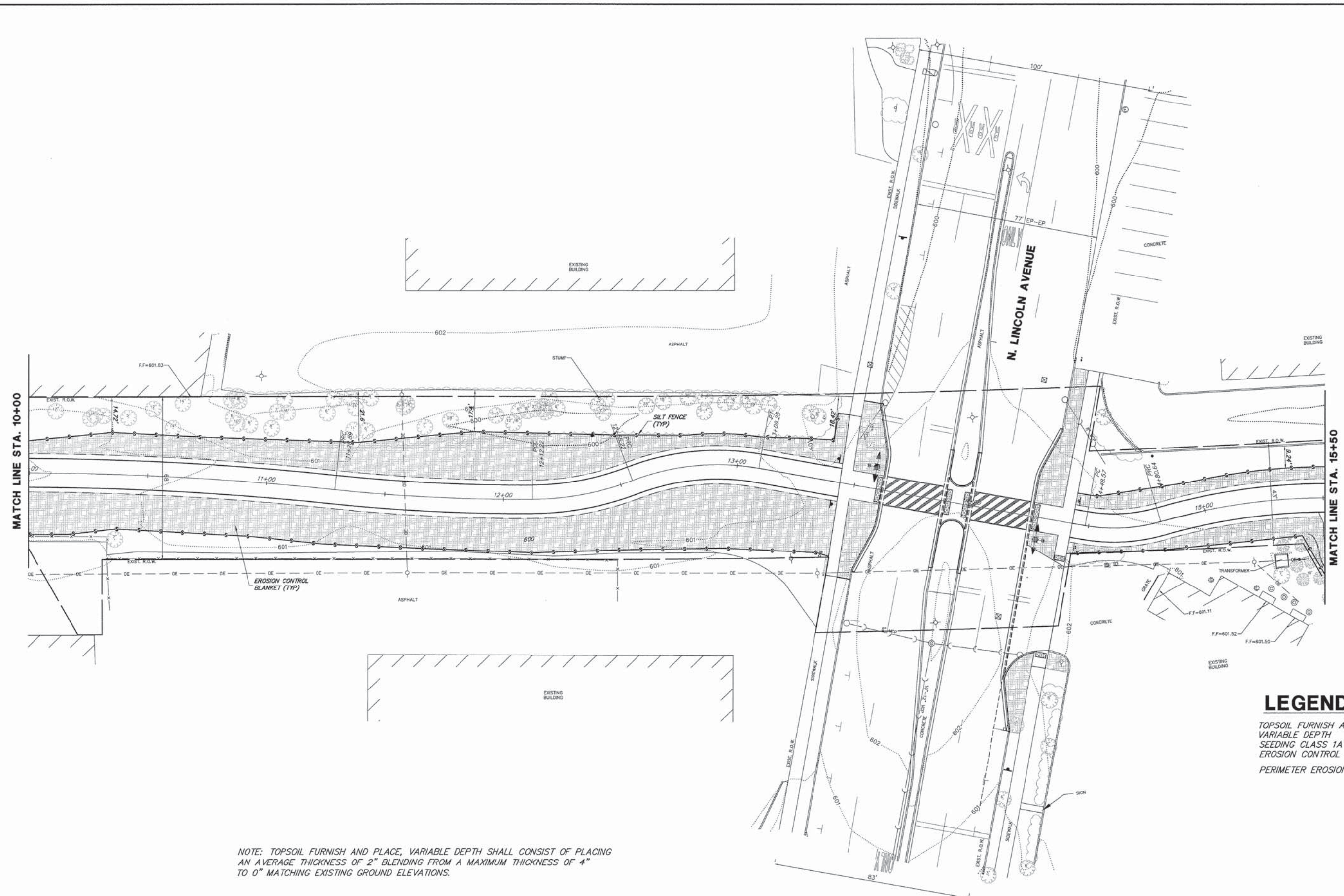
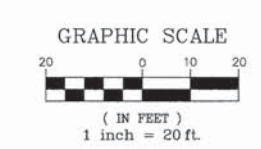
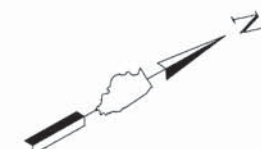
LEGEND:

- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
- SEEDING CLASS 1A
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.



FILE NAME = 9232.405-SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN UNION PACIFIC BIKE TRAIL		F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = -	DRAWN - LLM	REVISED - -		-	09-00051-00-BT	COOK	51	27		
PLOT DATE = 6/18/2014	DATE - 6/18/14	CHECKED - KB	REVISED - -	SCALE 1"=20'		SHEET NO. 1 OF 7 SHEETS	STA. 0+00 TO STA. 10+00	CONTRACT # 61A25		ILLINOIS FED. AID PROJECT	

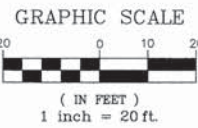
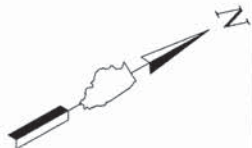


LEGEND:

- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
- SEEDING CLASS 1A
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

FILE NAME = 9232.405--SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN UNION PACIFIC BIKE TRAIL			FA- RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = -	DRAWN - LLM	REVISED - -		SCALE 1"=20'	SHEET NO. 2 OF 7 SHEETS	STA. 10+00 TO STA. 15+50	-	09-00051-00-BT	COOK	51	28
PLOT DATE = 6/18/2014	DATE - 6/18/14	CHECKED - KB	REVISED - -							CONTRACT #: 61A25		
		DATE - 6/18/14	REVISED - -							ILLINOIS FED. AID PROJECT		



MATCH LINE STA. 15+50

MATCH LINE STA. 21+00
SEE BELOW LEFT

LEGEND:

- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SEEDING CLASS 1A
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER



MATCH LINE STA. 21+00
SEE ABOVE RIGHT

MATCH LINE STA. 26+50

TREE REPLACEMENT

- ① SUGAR MAPLE
- ③ KENTUCKY COFFEETREE
- ② MORTHERN CATALPA
- ④ SWAMP WHITE OAK

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

FILE NAME = 9232.405-SESC1.dwg

USER NAME = MARK COBB
 PLOT SCALE = --
 PLOT DATE = 6/18/2014

DESIGNED - SDB
 DRAWN - LLM
 CHECKED - KB
 DATE - 6/18/14

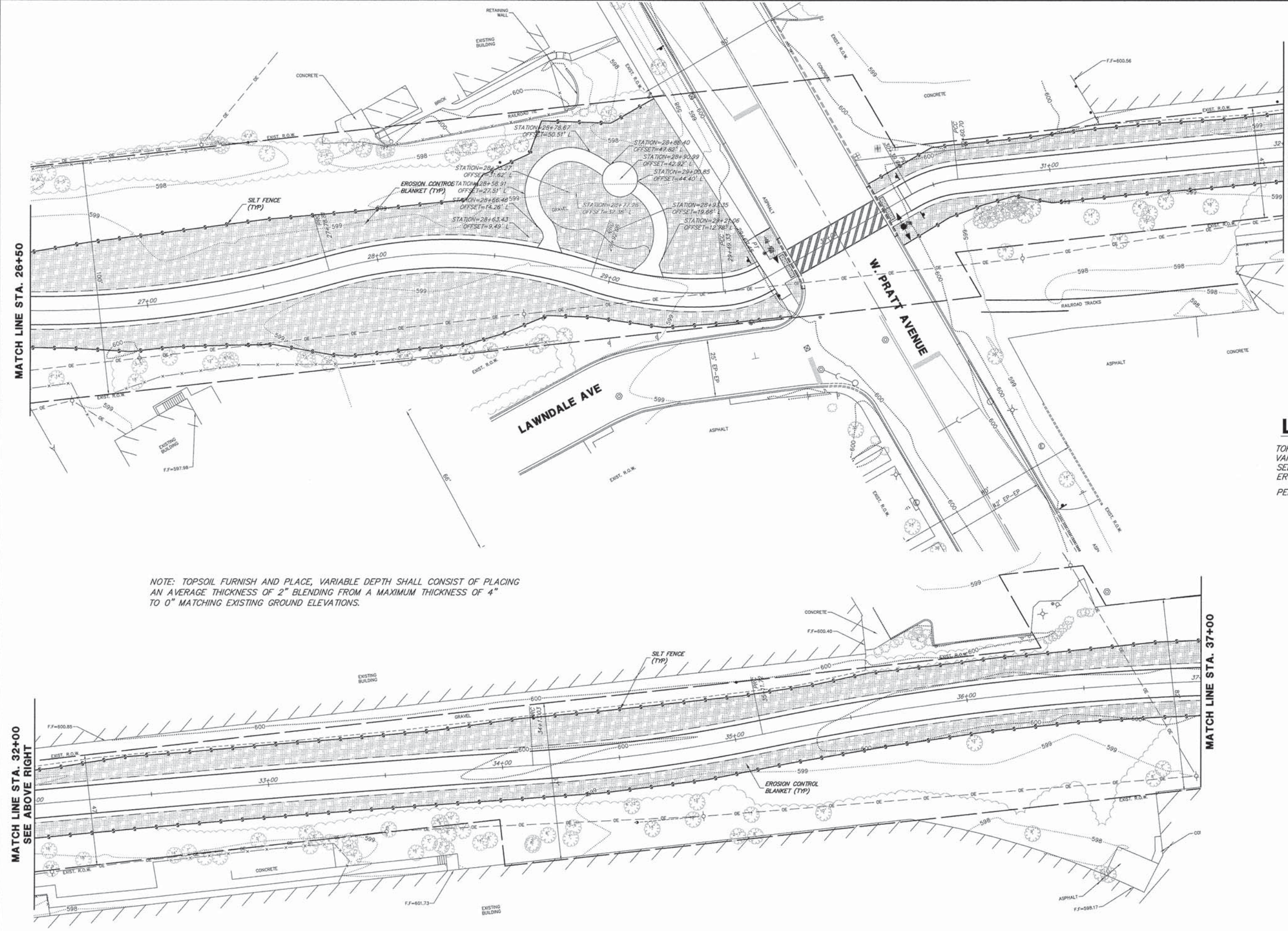
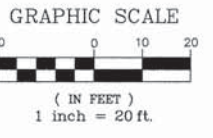
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL EROSION AND SEDIMENT CONTROL PLAN
UNION PACIFIC BIKE TRAIL**

SCALE 1"=20' SHEET NO. 3 OF 7 SHEETS STA. 15+50 TO STA. 26+50

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	29
CONTRACT #			61A25	
ILLINOIS FED. AID PROJECT				



NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

- LEGEND:**
- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
 - SEEDING CLASS 1A
 - EROSION CONTROL BLANKET
 - PERIMETER EROSION BARRIER

FILE NAME = 9232.405-SESC1.dwg

USER NAME = MARK COBB
 PLOT SCALE = --
 PLOT DATE = 6/18/2014

DESIGNED - SDB
 DRAWN - LLM
 CHECKED - KB
 DATE - 6/18/14

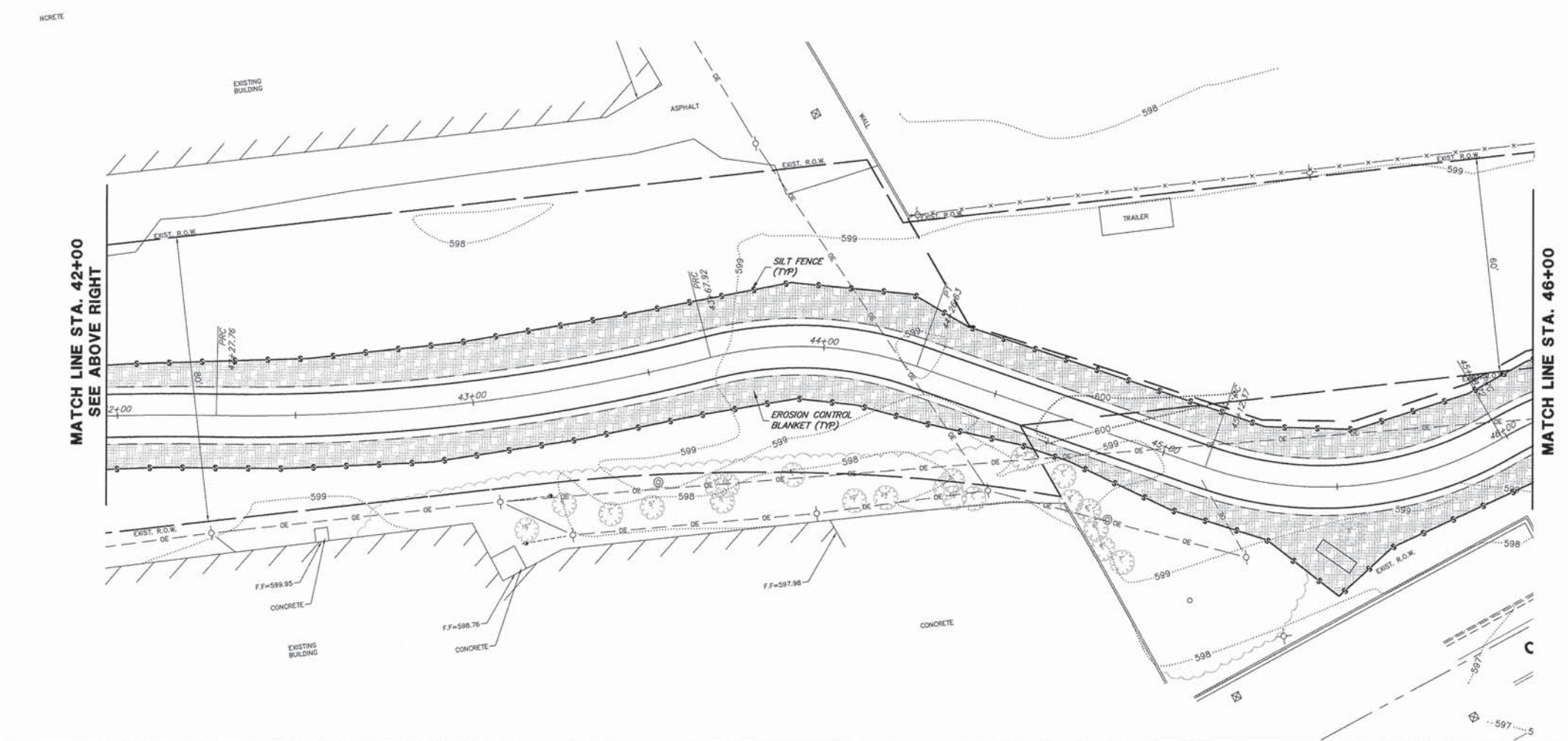
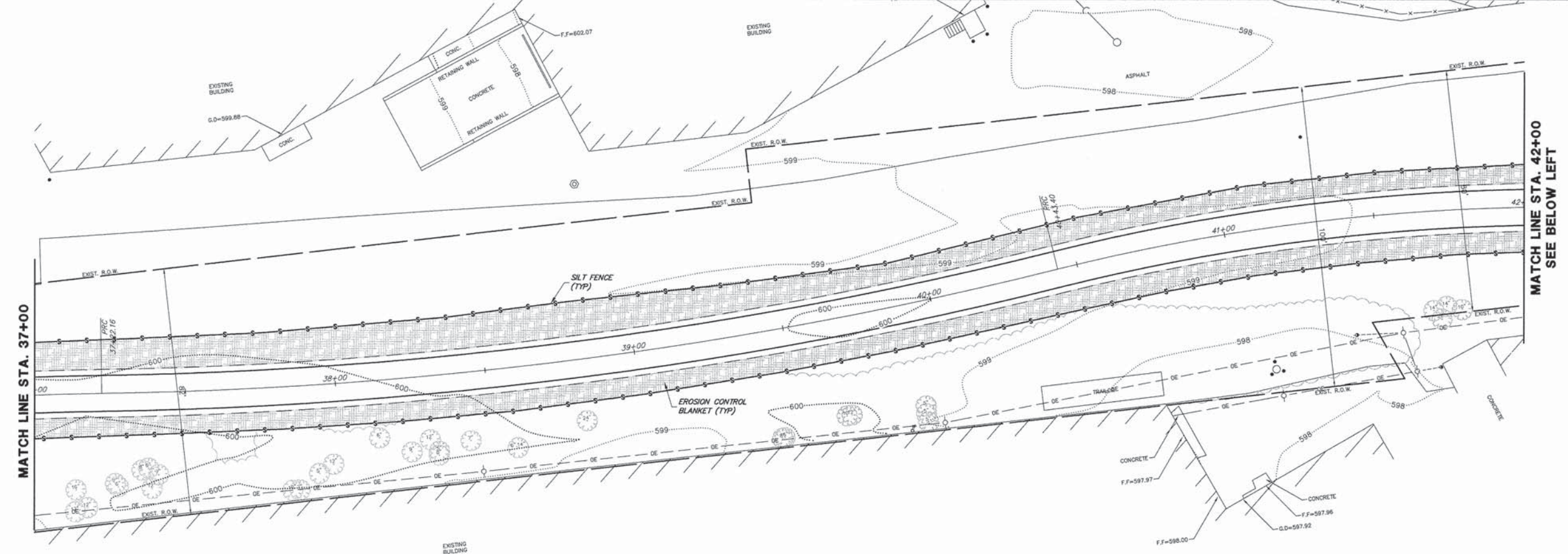
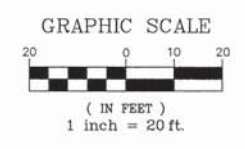
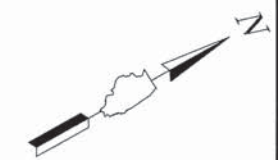
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOIL EROSION AND SEDIMENT CONTROL PLAN
 UNION PACIFIC BIKE TRAIL**

SCALE 1"=20' SHEET NO. 4 OF 7 SHEETS STA. 26+50 TO STA. 37+00

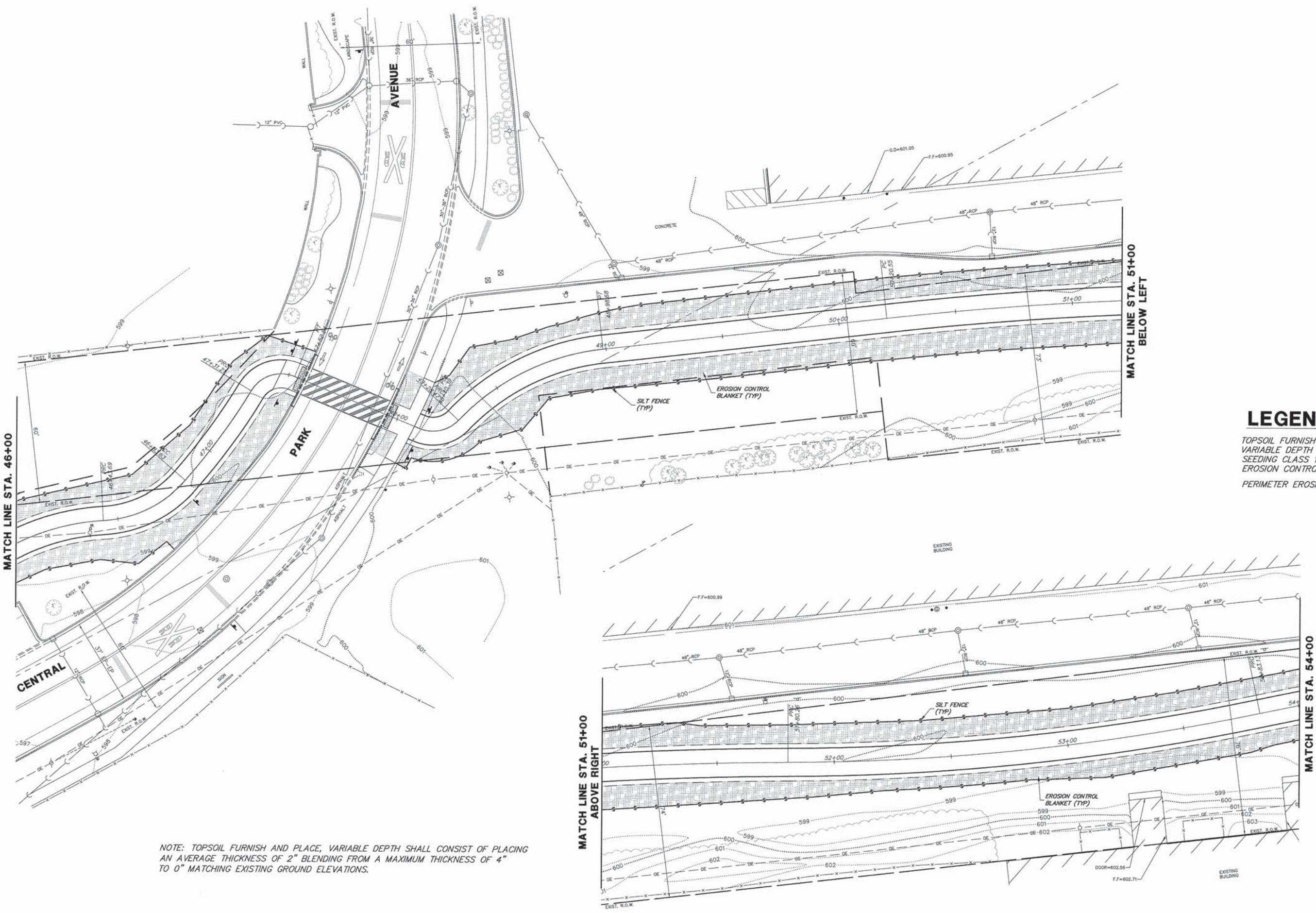
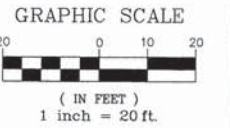
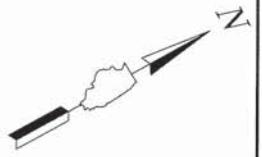
FA-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	09-00051-00-BT	COOK	51	30
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				



- LEGEND:**
- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
 - SEEDING CLASS 1A
 - EROSION CONTROL BLANKET
 - PERIMETER EROSION BARRIER

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

FILE NAME = 9232.405-SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN UNION PACIFIC BIKE TRAIL	FA- RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = -	DRAWN - LLM	REVISED - -			-	09-00051-00-BT	COOK	51	31	
	PLOT DATE = 6/18/2014	CHECKED - KB	REVISED - -			SCALE 1"=20' SHEET NO. 5 OF 7 SHEETS STA. 37+00 TO STA. 46+00					
		DATE - 6/18/14	REVISED - -			CONTRACT #: 61A25 ILLINOIS FED. AID PROJECT					



LEGEND:

- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
- SEEDING CLASS 1A
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

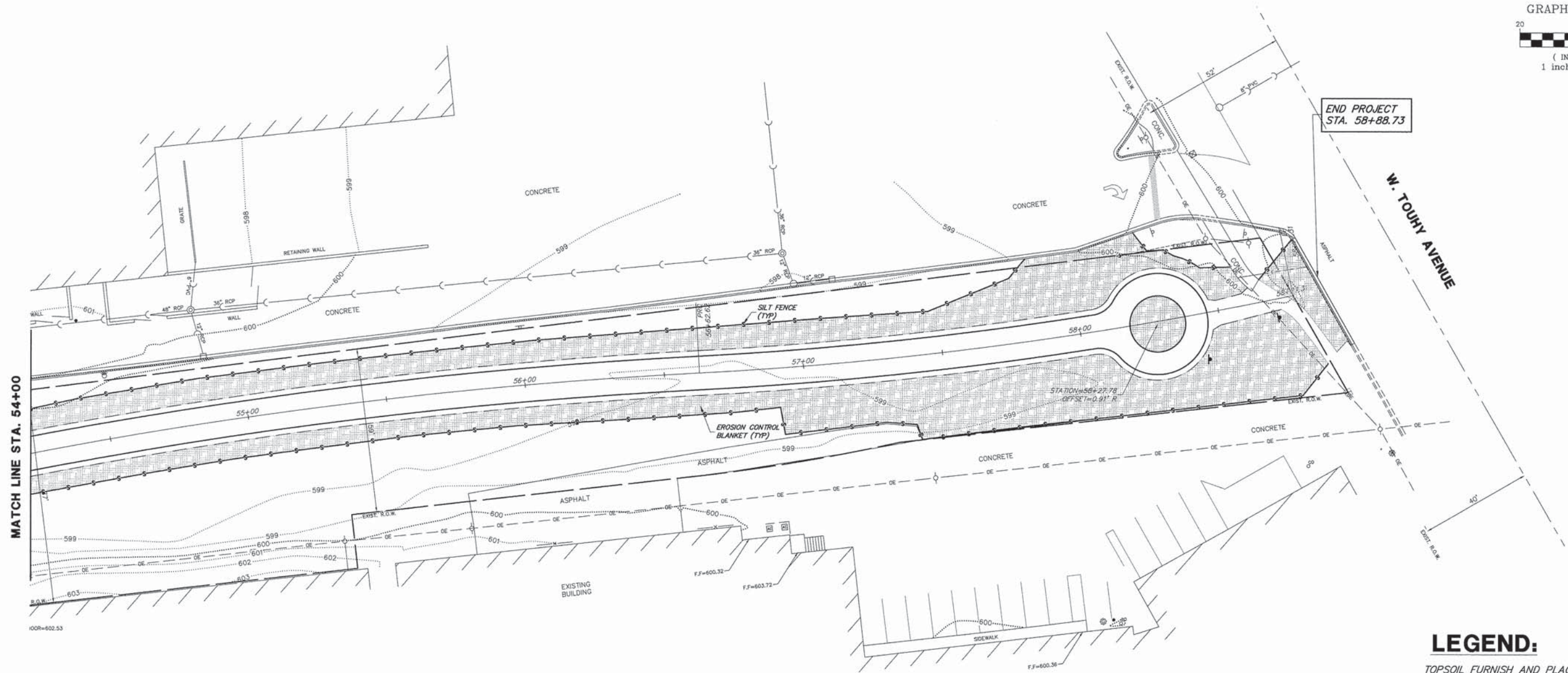
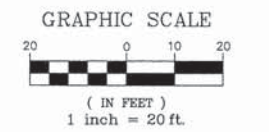
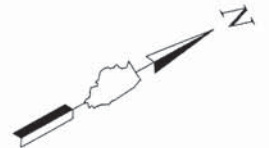
FILE NAME = 9232.405-SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -
		DRAWN - LLM	REVISED - -
		CHECKED - KB	REVISED - -
		DATE - 6/18/14	REVISED - -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL EROSION AND SEDIMENT CONTROL PLAN
UNION PACIFIC BIKE TRAIL**

FA- RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	32
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				

SCALE 1"=20' SHEET NO. 6 OF 7 SHEETS STA. 46+00 TO STA. 54+00



- LEGEND:**
- TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
 - SEEDING CLASS 1A
 - EROSION CONTROL BLANKET
 - PERIMETER EROSION BARRIER

NOTE: TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SHALL CONSIST OF PLACING AN AVERAGE THICKNESS OF 2" BLENDING FROM A MAXIMUM THICKNESS OF 4" TO 0" MATCHING EXISTING GROUND ELEVATIONS.

FILE NAME = 9232.405-SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN UNION PACIFIC BIKE TRAIL	FA-RTE -	SECTION 09-00051-00-BT	COUNTY COOK	TOTAL SHEETS 51	SHEET NO. 33	
PLOT SCALE = -		DRAWN - LLM	REVISED - -			SCALE 1"=20'		SHEET NO. 7 OF 7 SHEETS		STA. 54+00 TO STA. 58+50	
PLOT DATE = 6/18/2014		CHECKED - KB	REVISED - -			ILLINOIS FED. AID PROJECT					
		DATE - 6/18/14	REVISED - -			CONTRACT # 61A25					

SEQUENCE OF MAJOR ACTIVITIES

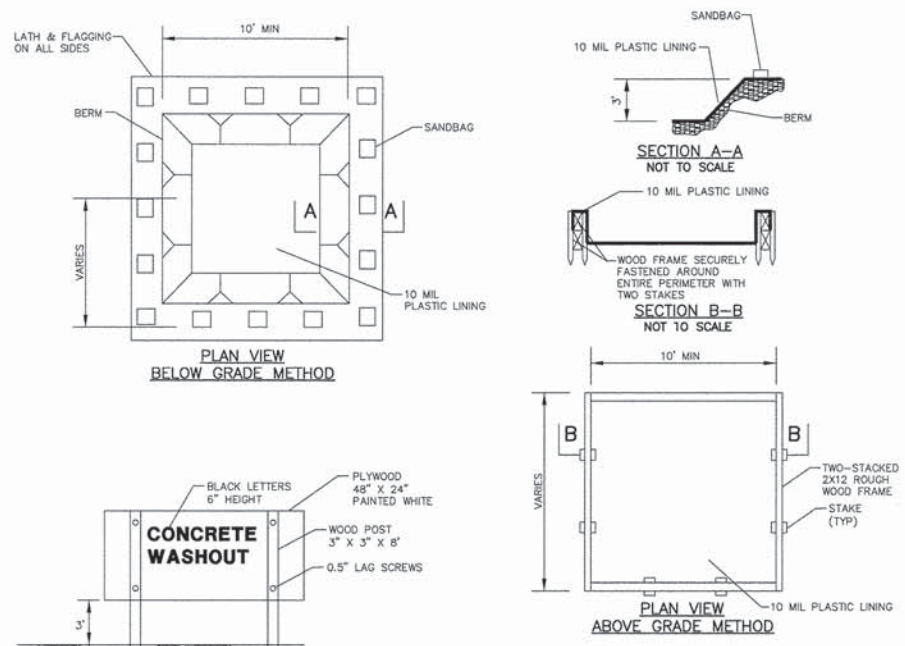
1. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
2. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES.
 - ORANGE CONSTRUCTION FENCING AND/OR SILT FENCE AROUND WETLANDS AND OTHER AREAS NOT TO BE DISTURBED.
 - PERIMETER SILT FENCE.
 - INLET PROTECTION ON EXISTING STRUCTURES CLOSE TO THE DISTURBED AREA.
3. ENGINEER PERFORMS WEEKLY AND "AFTER RAIN EVENT" INSPECTIONS STARTING UPON DISTURBANCE OF THE SITE (DEMOLITION OR INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES).
4. DEMOLITION
5. INSTALL UTILITIES AND ASSOCIATED INLET & OUTLET PROTECTION.
6. CONSTRUCTION OF PAVEMENT.
7. FINE GRADING.
8. INSTALLATION OF TOPSOIL, SEED, AND PERMANENT EROSION CONTROL.
9. REMOVAL OF TEMPORARY EROSION CONTROL MEASURE – ONLY – WHEN SITE HAS ACHIEVED FULL STABILIZATION.

SINCE THIS PROJECT IS LOCATED WITHIN A COMBINED SEWER AREA, A NPDES PERMIT IS NOT REQUIRED. HOWEVER, SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROVIDED ALONG WITH WEEKLY MONITORING. ADDITIONALLY, SINCE STORM SEWERS ARE NOT BEING CONNECTED TO THE MWRD SYSTEM NO MWRD PERMIT IS REQUIRED.

SEDIMENTATION AND EROSION CONTROL NOTES

- A. THE STORMWATER POLLUTION PREVENTION PLAN (SWP3) IS COMPRISED OF THIS DRAWING ("SITE MAP"), THE STANDARD DETAILS, THE PLAN NARRATIVE, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- B. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN BECOME FAMILIAR WITH THEIR CONTENTS.
- C. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- D. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- E. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- F. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- G. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- H. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED. WATER USE MUST NOT CAUSE ADDITIONAL EROSION.
- I. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- J. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE SWP3, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- K. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- L. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED BY THE END OF THE DAY.
- M. ON-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
- N. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- O. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- P. 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
- Q. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- R. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, REDISTURBANCE.
- S. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL ULTIMATELY BE RESPONSIBLE FOR MAINTAINENCE AND REPAIR.
- T. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, SEDIMENT BAG OR OTHER APPROPRIATE MEASURE.
- U. 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.
- V. CONTRACTOR SHALL KEEP ROADWAY AND PARKING AREAS CLEAN AT ALL TIMES AND SHALL CLEAN PAVEMENT WITH A STREET CLEANER ON A DAILY BASIS.

FILE NAME = 9232.405-SESC1.dwg	USER NAME = MARK COBB	DESIGNED - SDB	REVISED - --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL NOTES UNION PACIFIC BIKE TRAIL		FA- RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = --	DRAWN - LLM	REVISED - --				--	09-00051-00-BT	COOK	51	34
PLOT DATE = 6/18/2014	DATE - 6/18/14	CHECKED - KB	REVISED - --		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT # 61A25 ILLINOIS FED. AID PROJECT		



CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)

BLACK LETTERS 6" HEIGHT
PLYWOOD 48" X 24" PAINTED WHITE
WOOD POST 3" X 3" X 8'
0.5" LAG SCREWS

CONCRETE WASHOUT

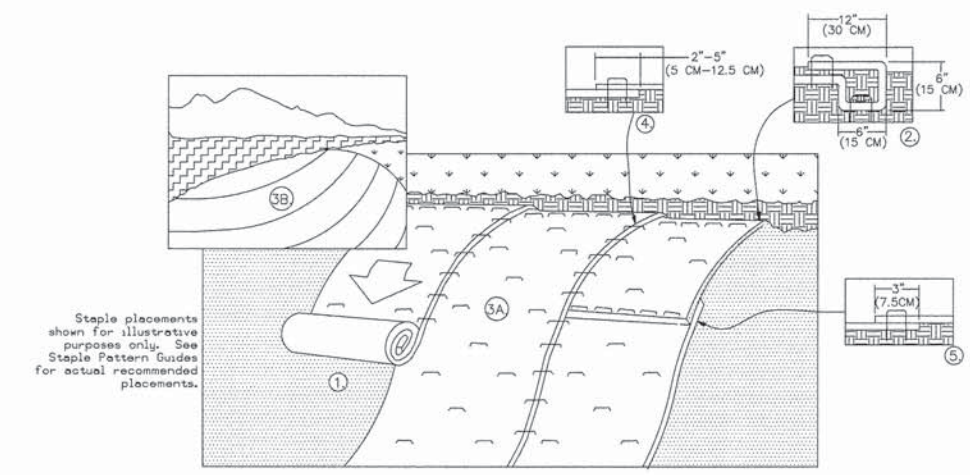
MAINTENANCE

1. DRIED CONCRETE WASTE SHALL BE PICKED UP AND DISPOSED OF PROPERLY WHEN 75% OF CAPACITY IS REACHED.
2. HARDENED CONCRETE CAN BE PROPERLY RECYCLED AND REUSED ONSITE OR HAULED OFF-SITE TO AN APPROPRIATE FACILITY.

NOTES

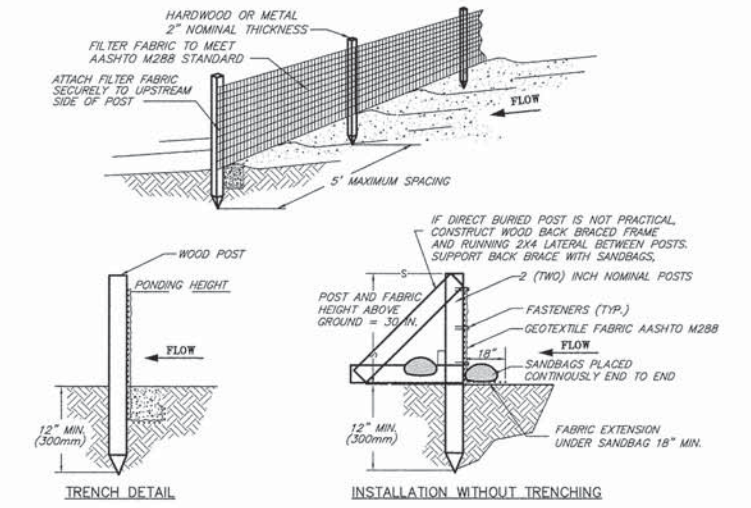
1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. CONCRETE WASHOUT SHOULD NOT BE ALLOWED IN STREET OR TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE.
4. CONCRETE WASHOUT AREA TO BE LOCATED AT LEAST 10' BEHIND CURB IF ADJACENT TO A PAVED ROAD.

CONCRETE WASHOUT



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECPS), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
 2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECPS IN A 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECPS BACK OVER SEED AND COMPACTED SOIL. SECURE RECPS OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) ACROSS THE WIDTH OF THE RECPS.
 3. ROLL THE RECPS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECPS WILL UNROLL WITH APPROPRIATE SIDE AGAINST SOIL SURFACE. ALL RECPS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
 4. THE EDGES OF PARALLEL RECPS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON RECPS TYPE.
 5. CONSECUTIVE RECPS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE RECPS WIDTH.
- NOTE:
IN LOOSE SOIL, CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECPS.

EROSION CONTROL BLANKET SLOPE INSTALLATION

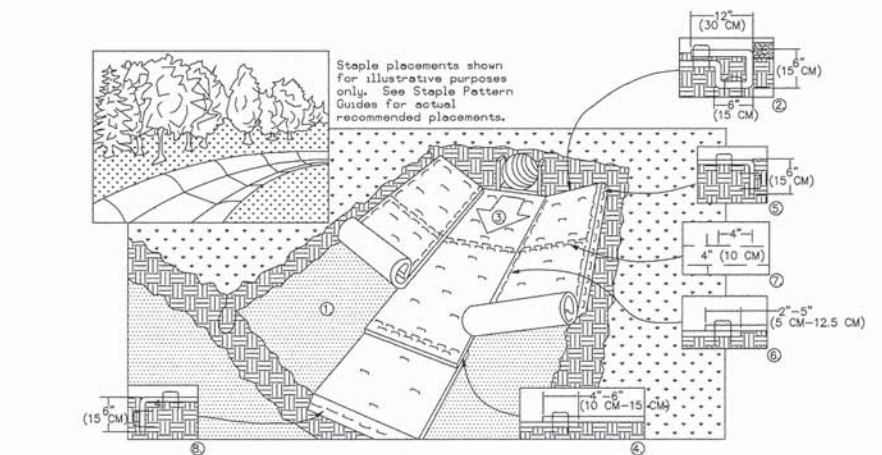


1. SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST
 2. ATTACH AASHTO GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP-TIES, OR WIRE TIES.
 3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS
- INSTALLATION WITHOUT TRENCHING**
1. SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST
 2. ATTACH AASHTO GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP-TIES, OR WIRE TIES.
 3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

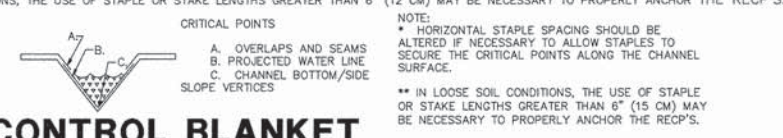
PROPERTY	TEST PROCEDURE
Grab Elongation	ASTM D-4533 123 lbs
Machine Direction	ASTM D-4833 101 lbs
X-Machine Direction	ASTM D-4491 0.05 sec ⁻¹
Permittivity	ASTM D-4751 30 u.s. Sieve
A.S.O.	ASTM D-4355 70%

- NOTES:**
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
 2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.
 3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
 4. FABRIC AND INSTALLATION SHALL MEET THE REQUIREMENTS OF ASSHTO STANDARD SPECIFICATION M-288-00.
 5. SLICING METHOD IS PREFERRED.

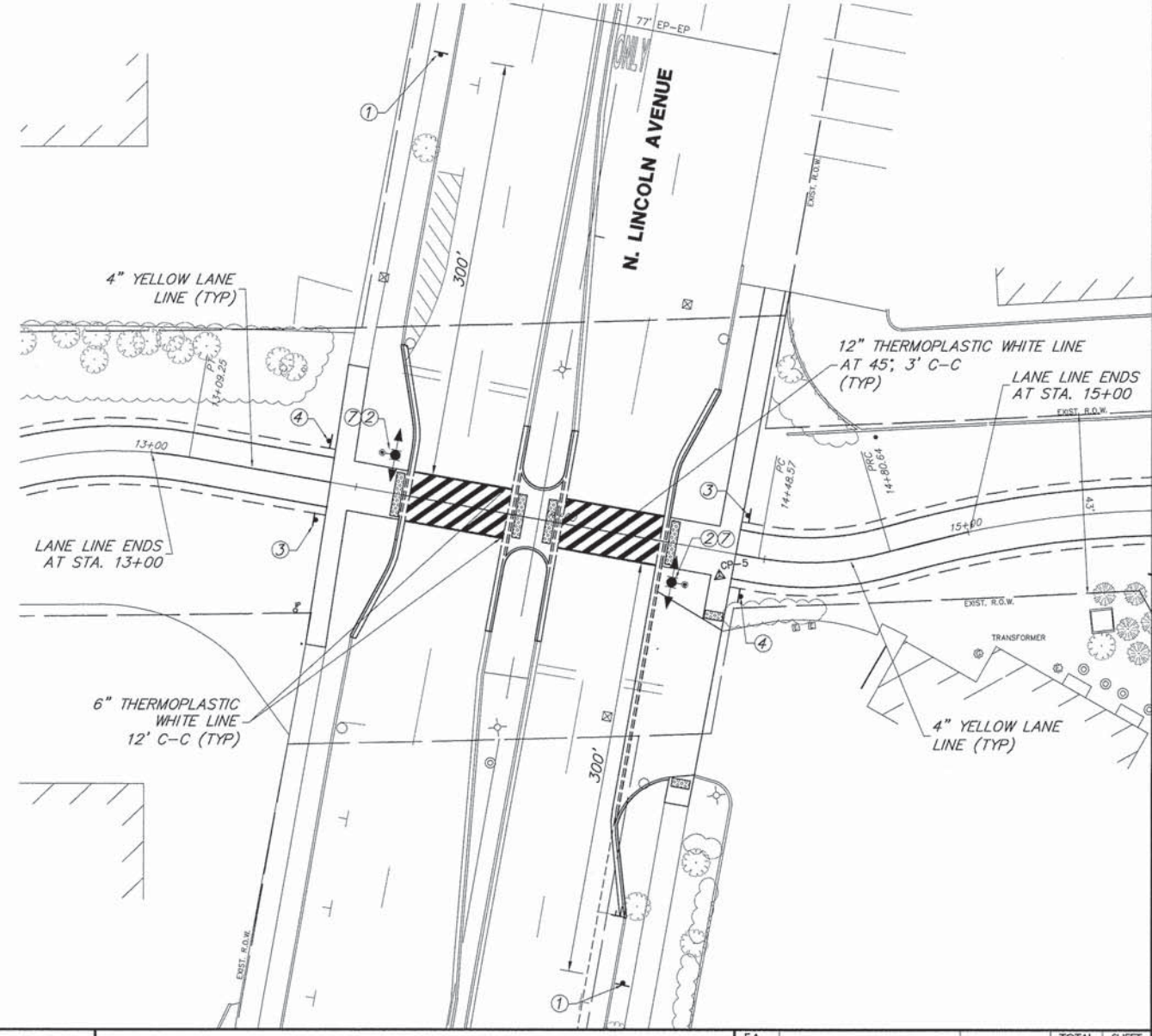
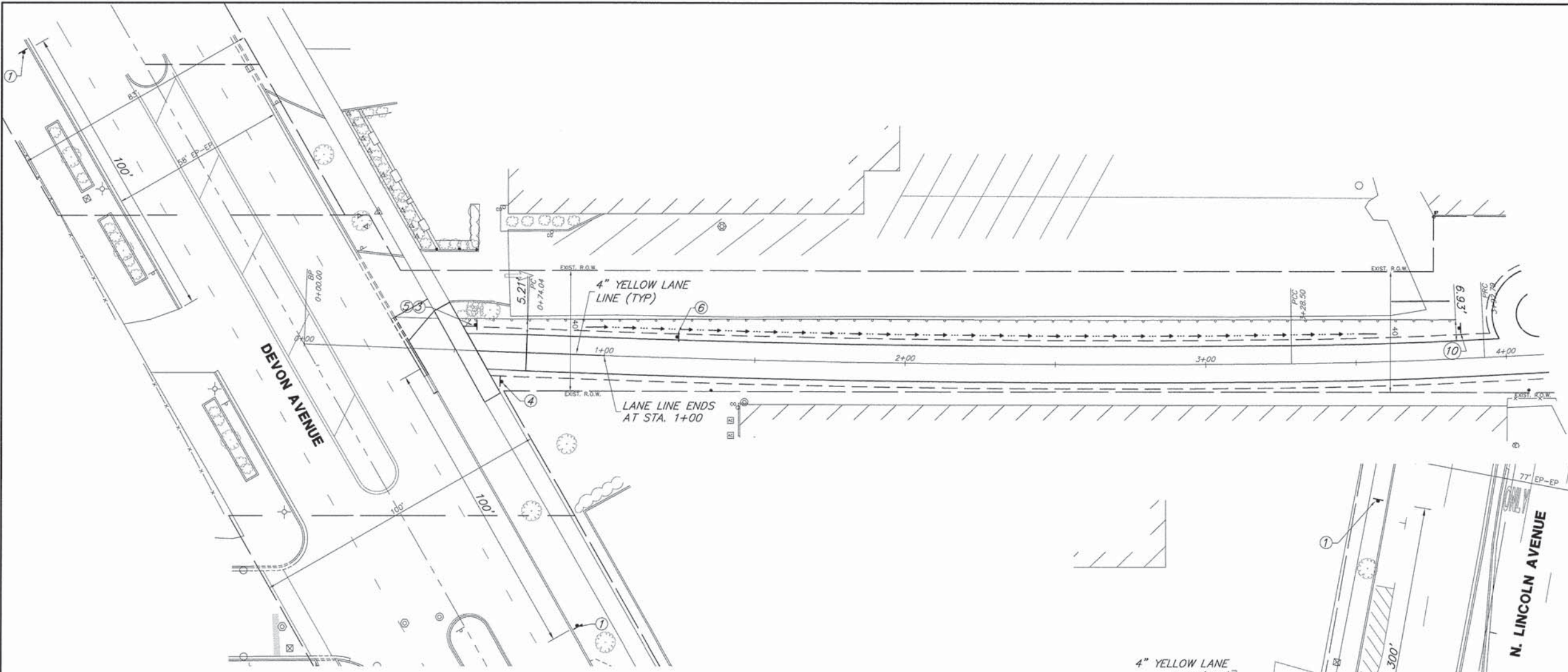
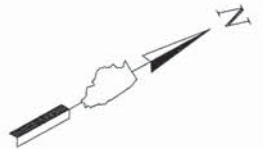
SILT FENCE INSTALLATION DETAIL



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECPS), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE RECPS IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF RECPS EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECPS WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH. AFTER STAPLING, APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECPS BACK OVER SEED AND COMPACTED SOIL. SECURE RECPS OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) ACROSS THE WIDTH OF THE RECPS.
3. ROLL CENTER RECPS IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. RECPS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECPS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE RECPS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10 CM-15 CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) ON CENTER TO SECURE RECPS.
5. FULL LENGTH EDGE OF RECPS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT RECPS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5 CM-12.5 CM) (DEPENDING ON RECPS TYPE) AND STAPLED.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (9 M-12 M) INTERVALS USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE RECPS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.



EROSION CONTROL BLANKET SLOPE INSTALLATION



SIGN LEGEND

- ① W11-15 36X36 (FLOURESCENT YELLOW GREEN)
 - ② W16-9P 30X18 (FLOURESCENT YELLOW GREEN)
 - ③ STOP R1-1 24X24
 - ④ NO MOTOR VEHICLES R5-3 24X24
 - ⑤ M4-6 12X6 D11-1 24X18
 - ⑥ W11-15 36X36 (FLOURESCENT YELLOW GREEN)
 - ⑦ W16-7P 30X18 (FLOURESCENT YELLOW GREEN)
 - ⑧ W3-1 18X18
 - ⑨ W1-1 18X18
 - ⑩ BIKE TRAIL ENDS 24X24
 - ⑪ W16-2aP 18X9
 - ⑫ WALK YOUR BIKE 18X18 (YELLOW BACKGROUND)
 - ⑬ PUSH BUTTON TO TURN ON WARNING LIGHTS R10-25 9X12
- TRAFFIC SIGNAL POST, 16 FT (SPECIAL)
PUSHBUTTON WITH PLACARD (SIGN 7)
RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM

NOTE: ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

FILE NAME = 9232.405-PR1.dwg	USER NAME = GEORGE WHITTEN	DESIGNED - SDB	REVISED - -
		DRAWN - LLM	REVISED - -
		CHECKED - KB	REVISED - -
		DATE - 12/5/2013	REVISED - -

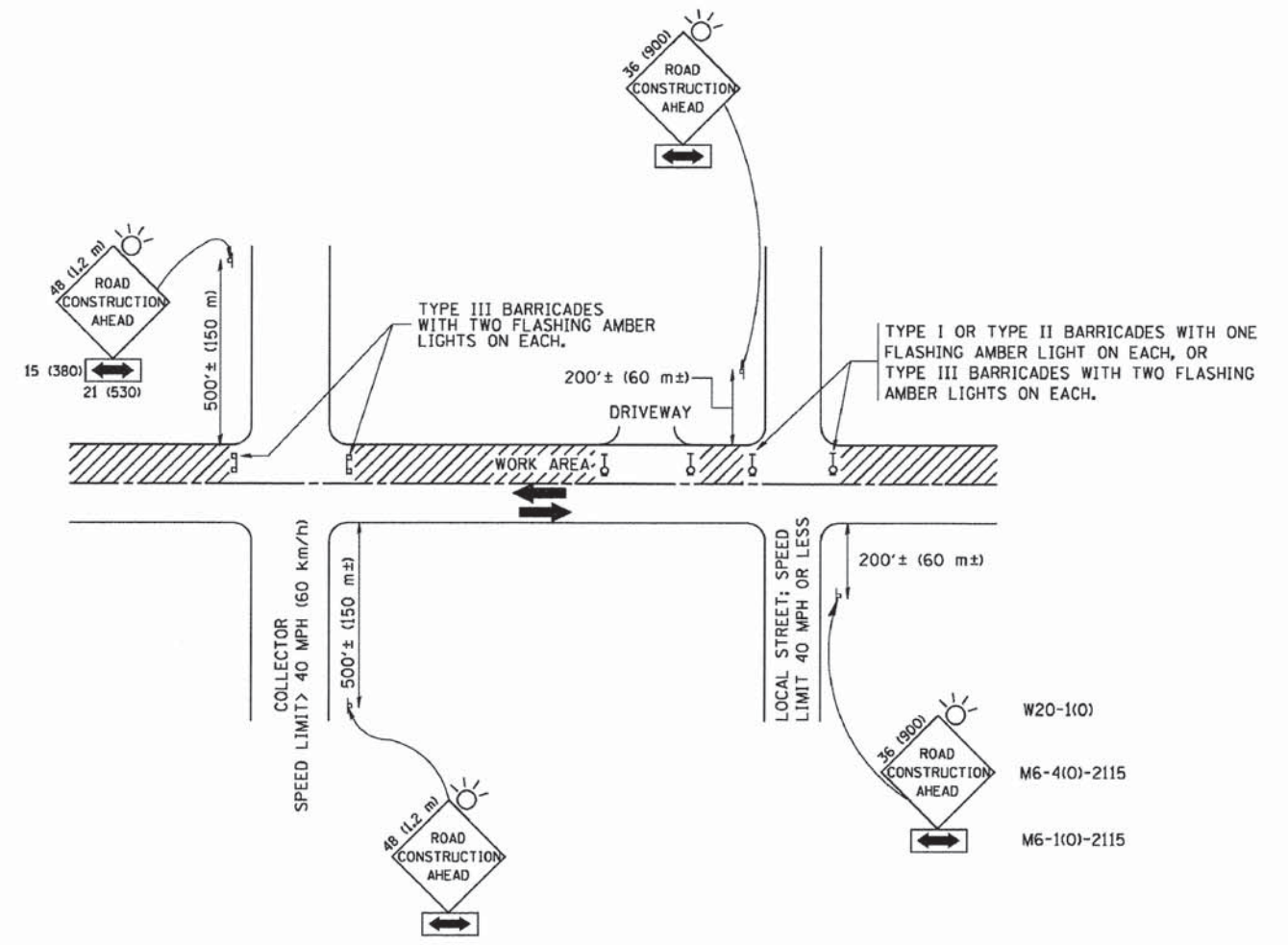
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIGNAGE AND PAVEMENT MARKING PLAN
UNION PACIFIC BIKE TRAIL**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	36
CONTRACT #:			61A25	

ILLINOIS FED. AID PROJECT



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

NOTES:

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

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

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

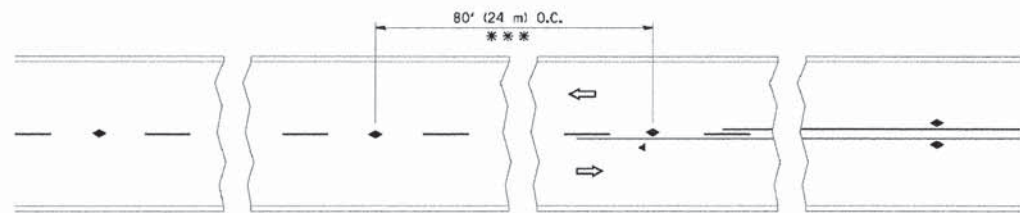
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

FA-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00052-00-BT	COOK	51	38
TC-10			CONTRACT #: 61A25	

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	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96
FILE NAME = 9232.405-DT1.dwg		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

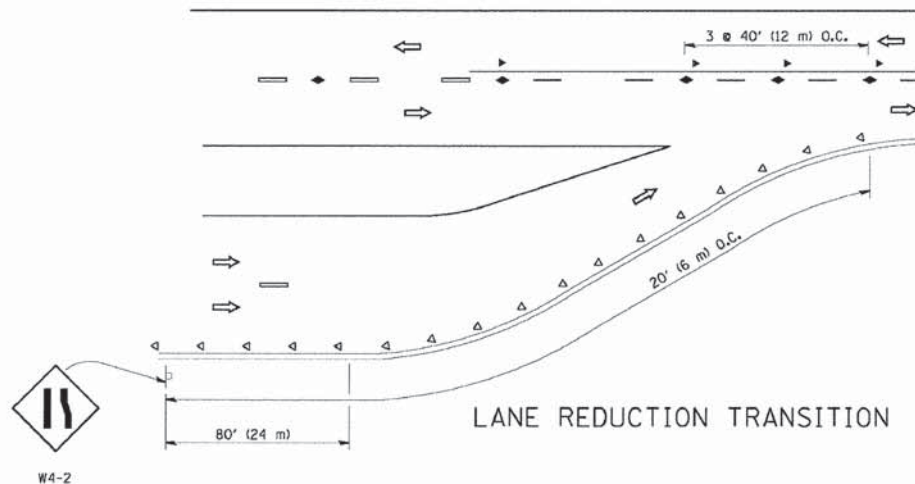
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ILLINOIS FED. AID PROJECT

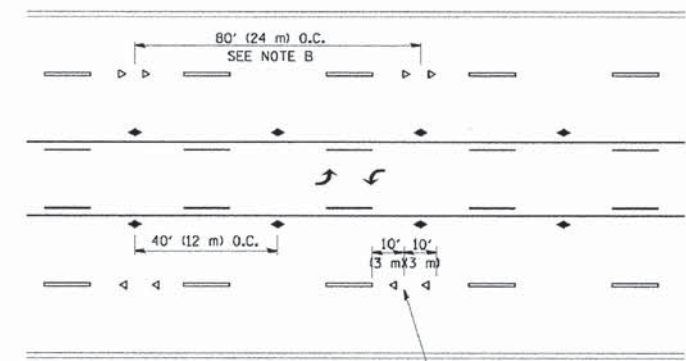


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

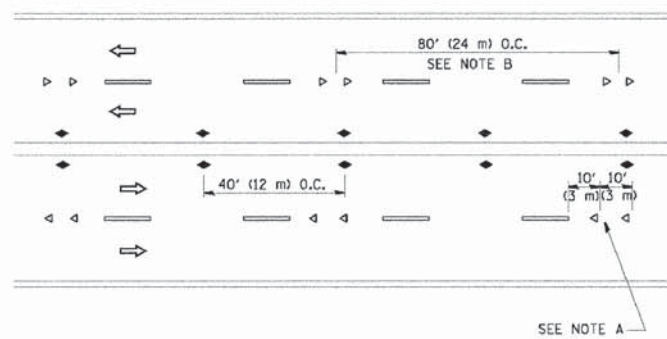
TWO-LANE/TWO-WAY



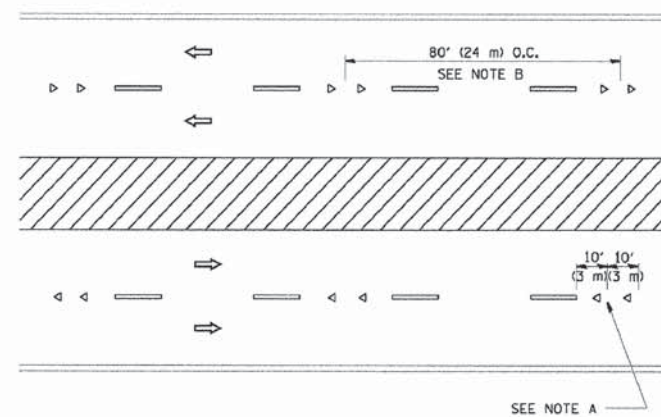
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

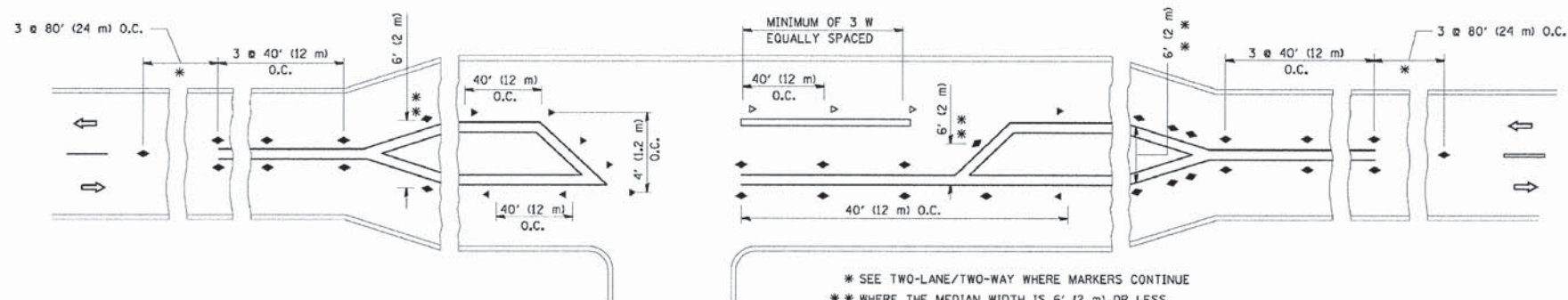
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

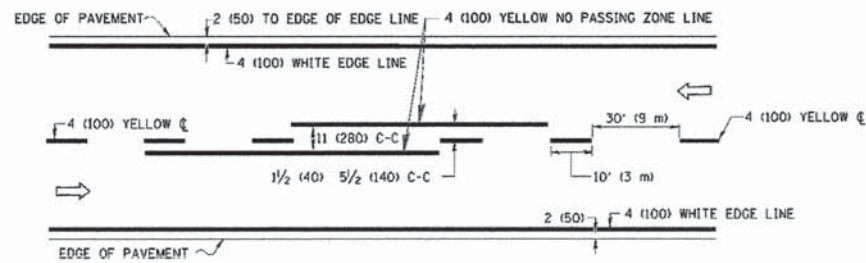
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

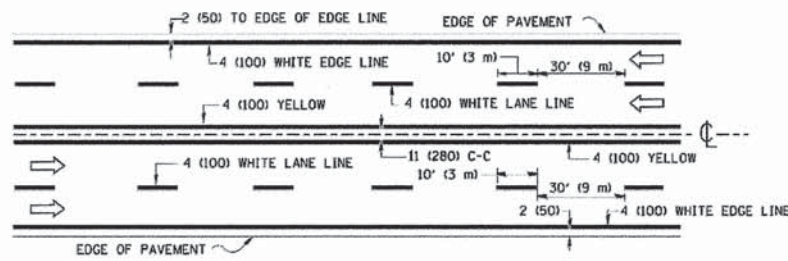
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

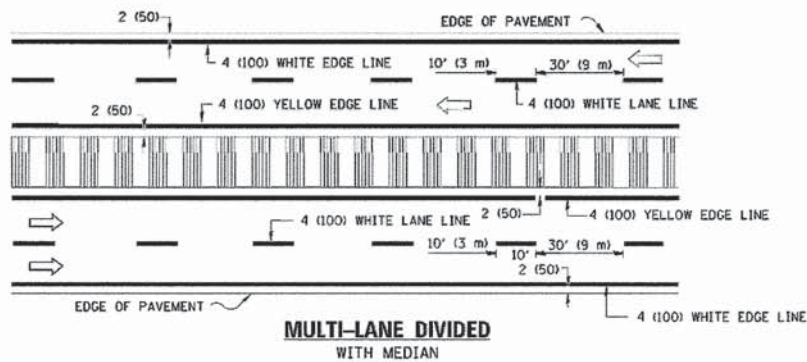
FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00052-00-BT	COOK	51	39
TC-II			CONTRACT #: 61A25	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

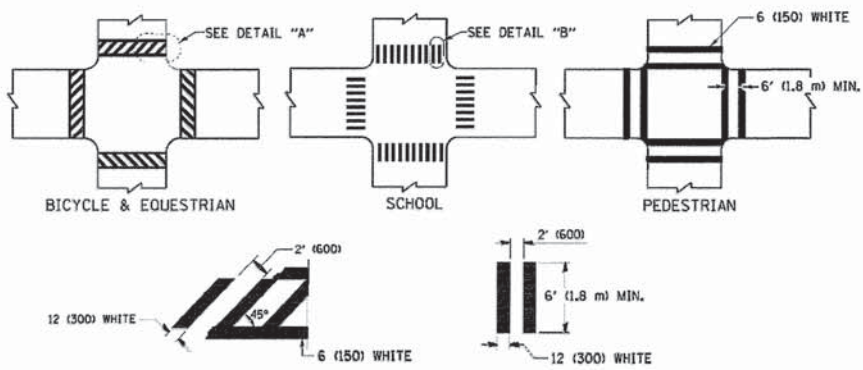


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

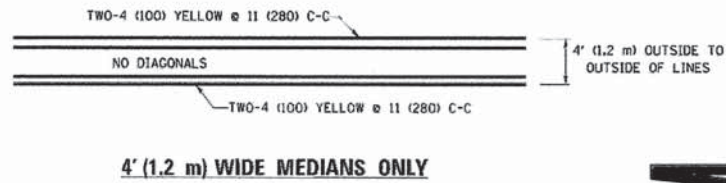


DETAIL "A"

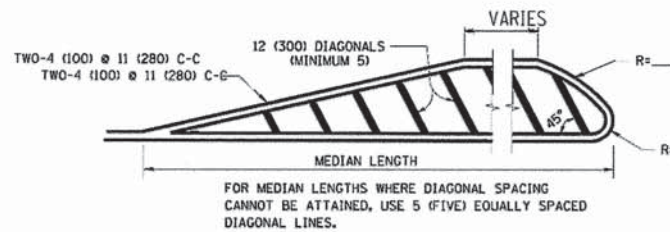
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

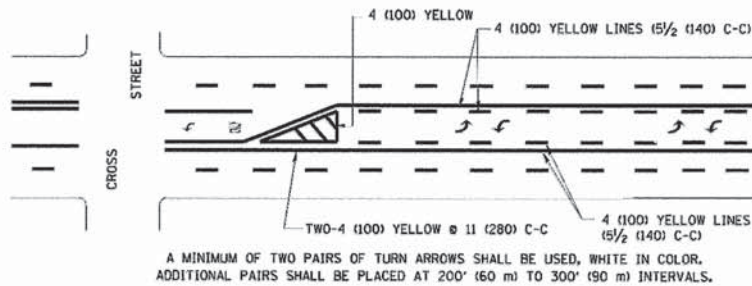


4' (1.2 m) WIDE MEDIANS ONLY



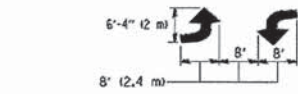
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

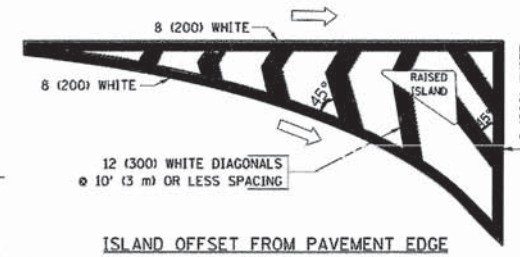
TYPICAL PAINTED MEDIAN MARKING



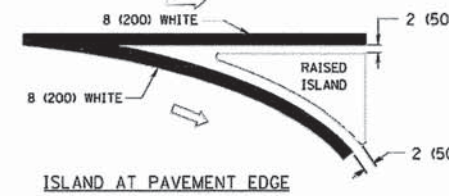
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE 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".

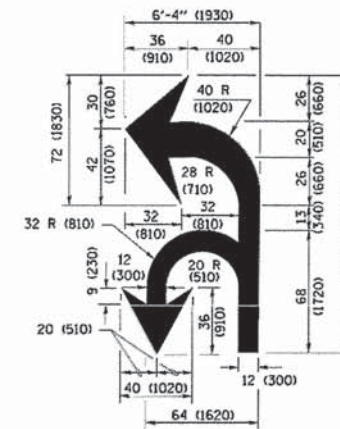


ISLAND OFFSET FROM PAVEMENT EDGE

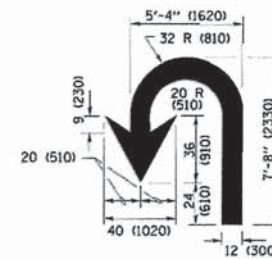


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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 MEDIANS IN YELLOW
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) LETTERS; "X" 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 (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

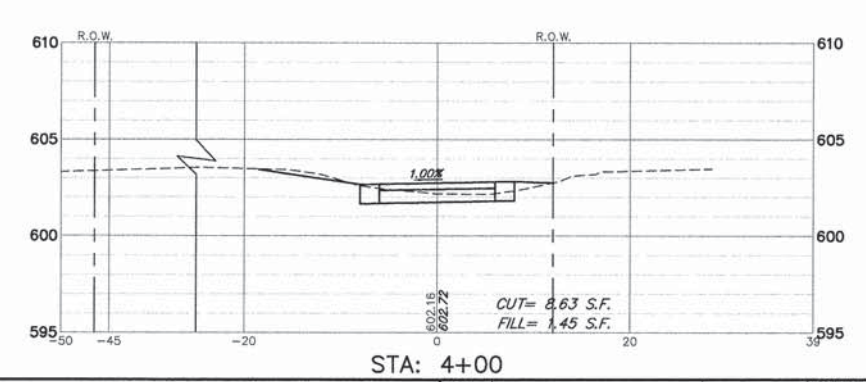
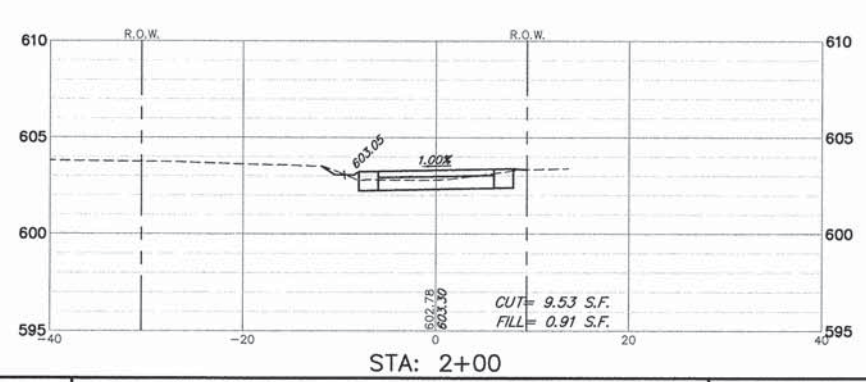
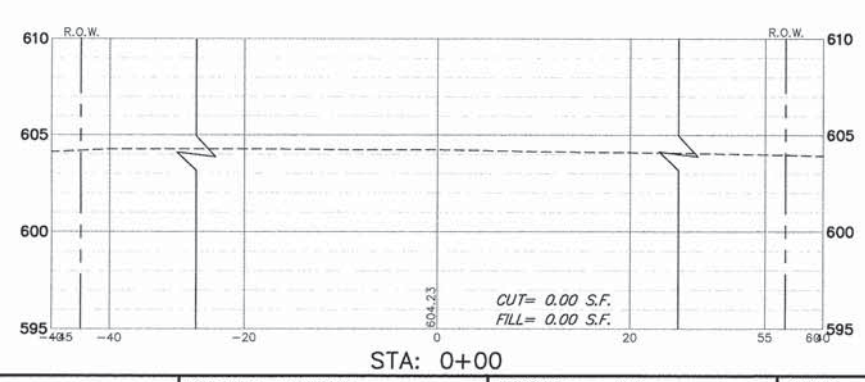
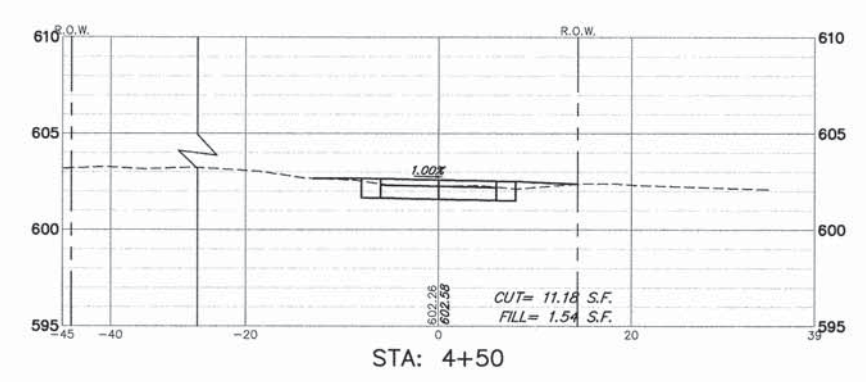
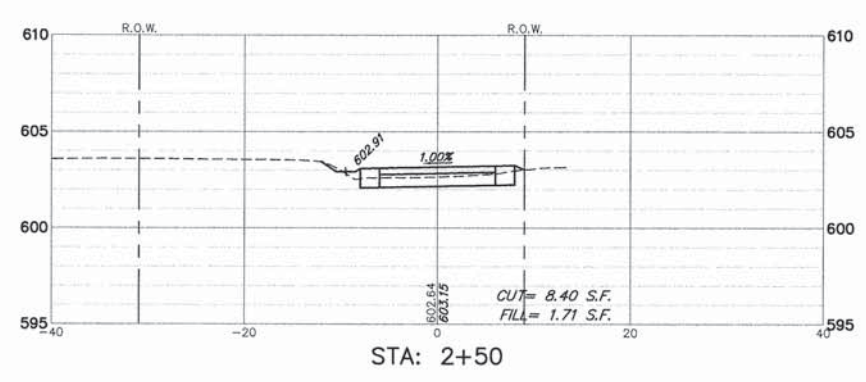
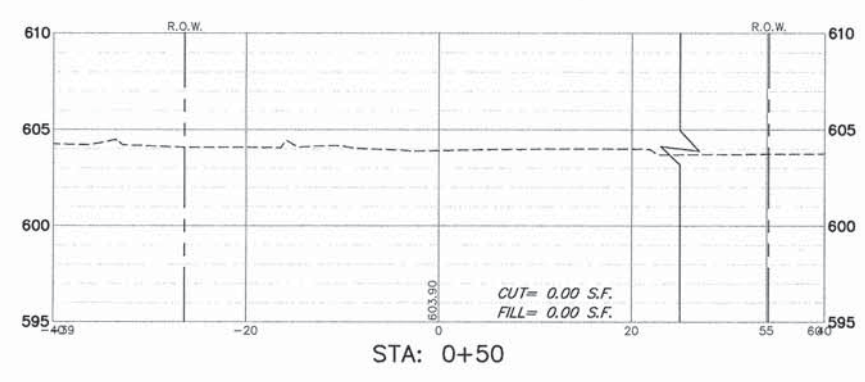
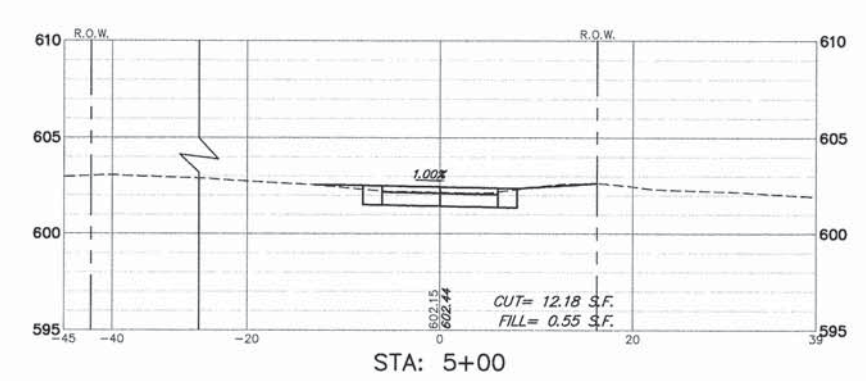
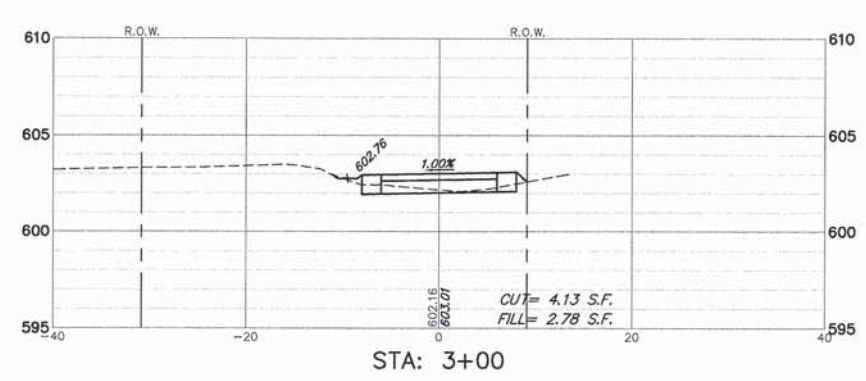
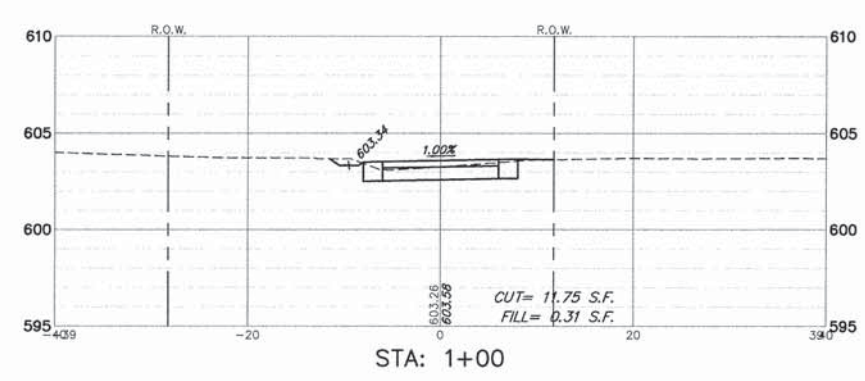
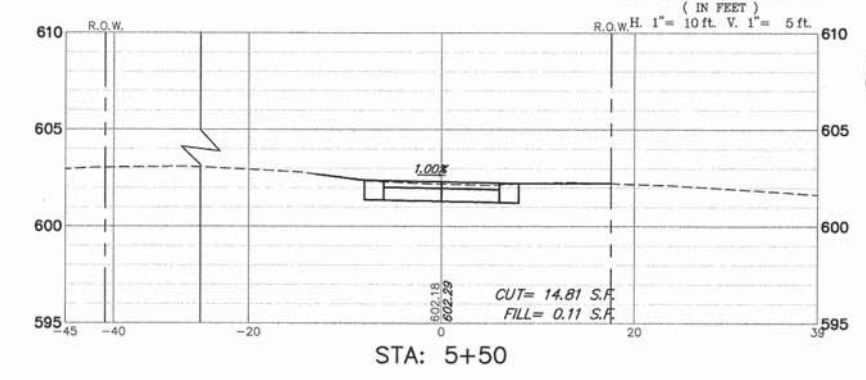
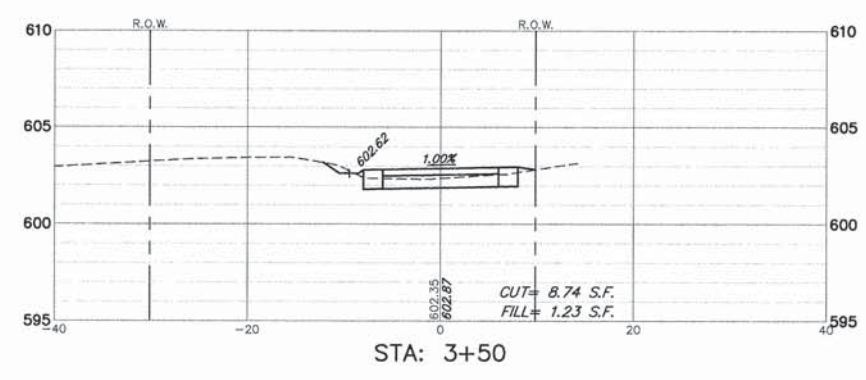
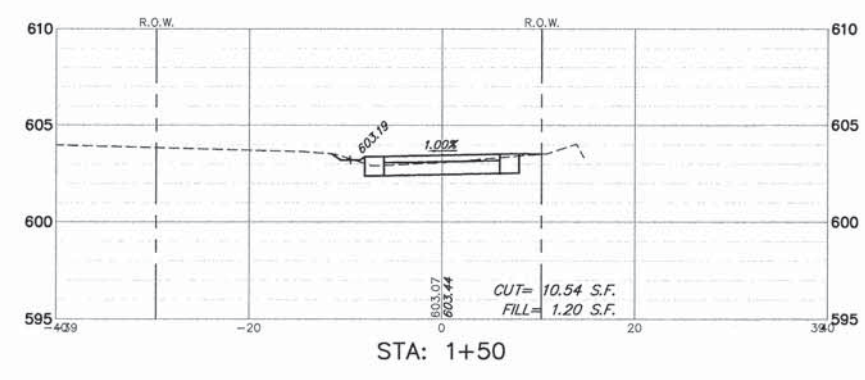
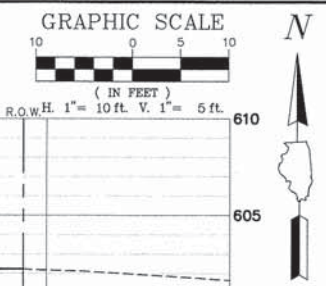
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lszak-f	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
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PLOT SCALE = 50.000' / in.		DATE - 03-19-90	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 12/21/2015			REVISED - C. JUCIUS 12-21-15

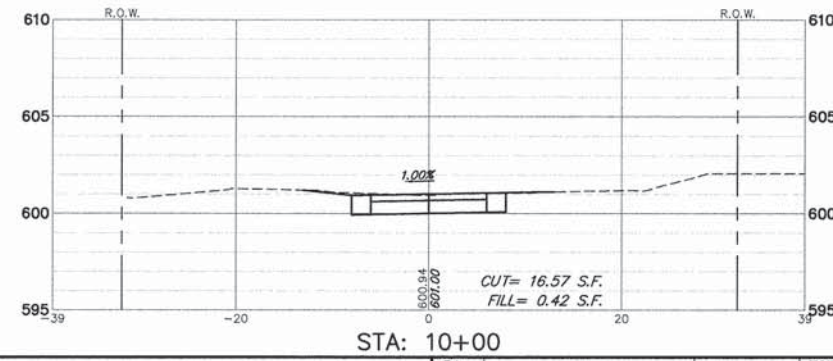
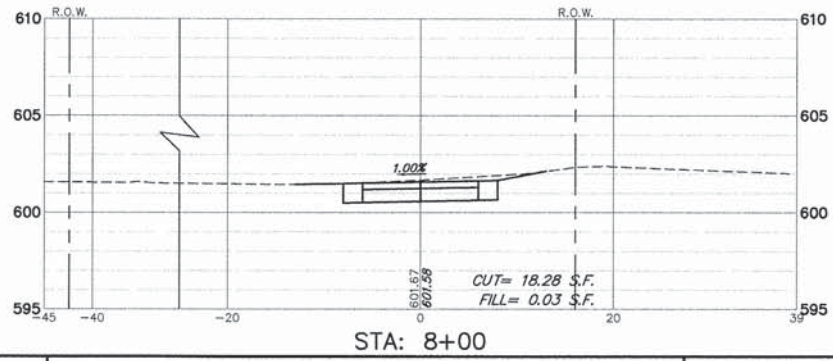
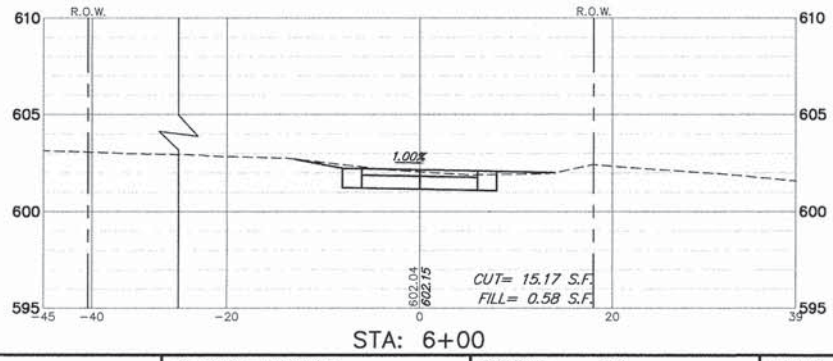
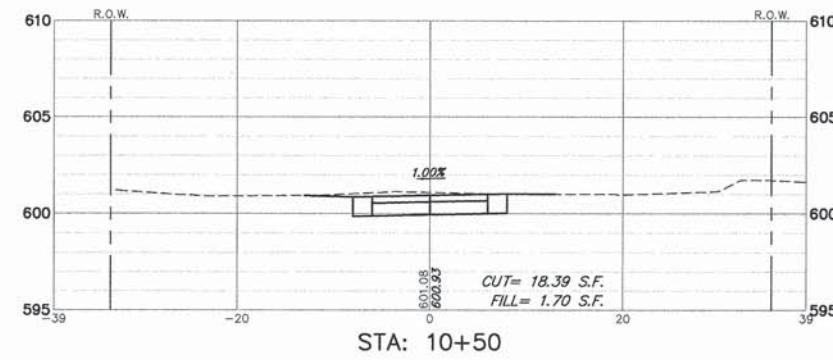
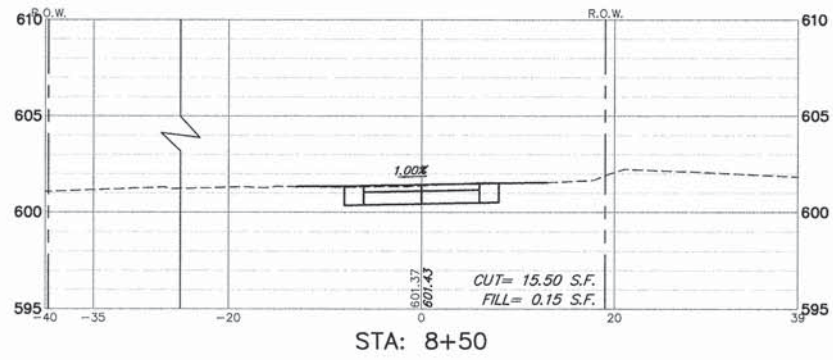
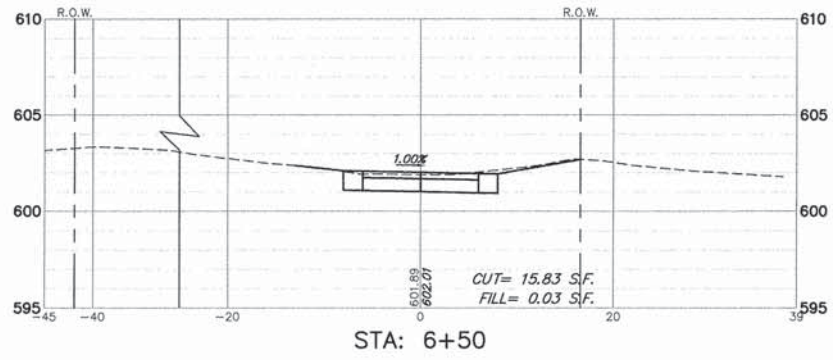
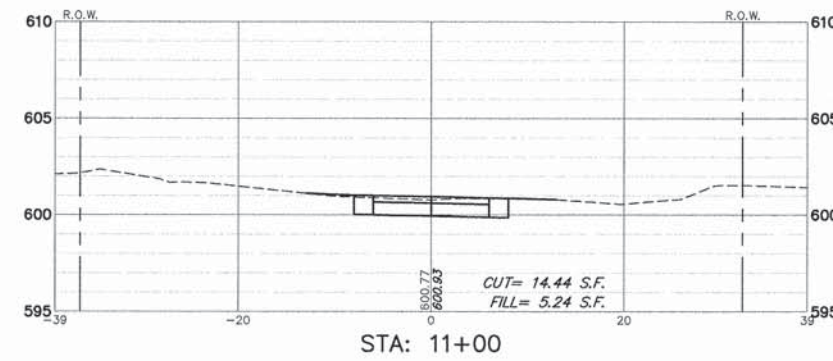
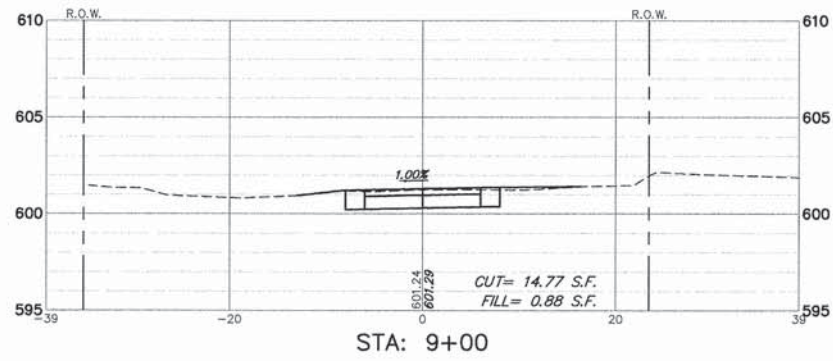
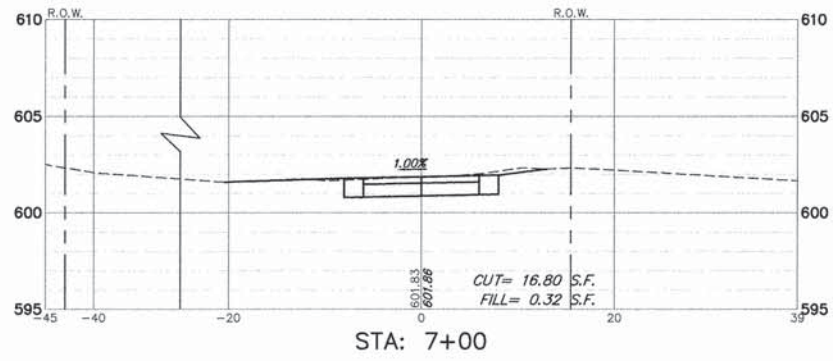
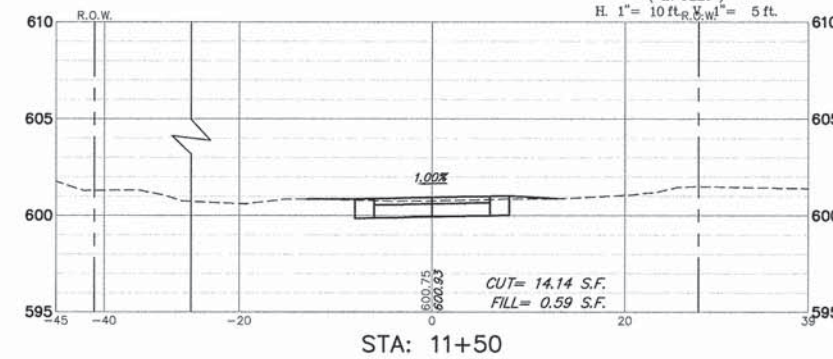
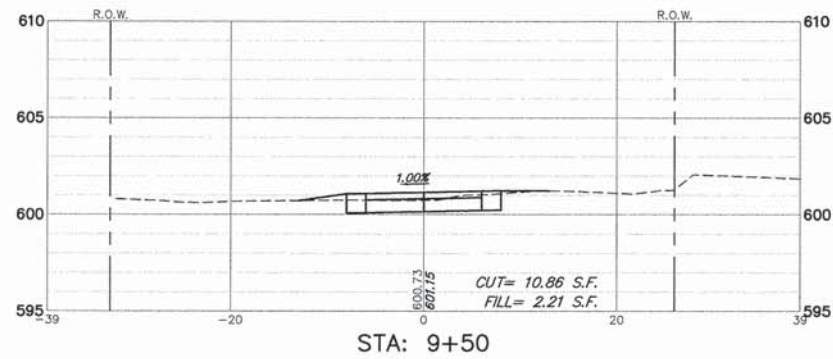
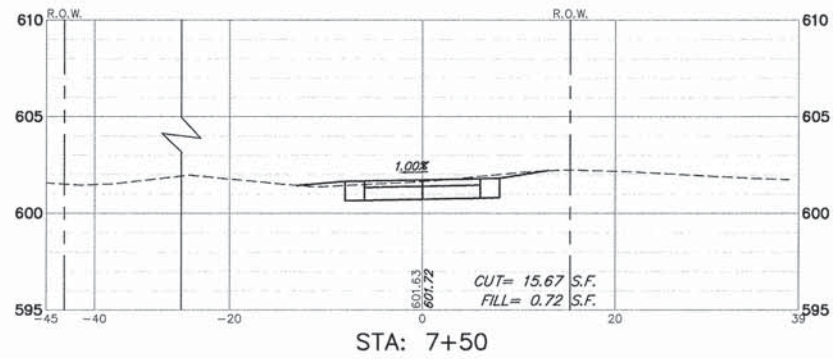
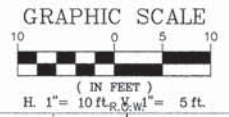
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

FA-RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
09-00052-00-BT	TC-13	COOK	51	40
CONTRACT #			61A25	
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 0+00 TO STA. 5+50 UNION PACIFIC BIKE TRAIL			FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1" = .0833'	DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 1 OF 10 SHEETS	STA. 0+00 TO STA. 5+50	-	09-00051-00-BT	COOK	51	42	
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -										
		DATE - 6/18/2014	REVISED -										CONTRACT #: 61A25
ILLINOIS FED. AID PROJECT													



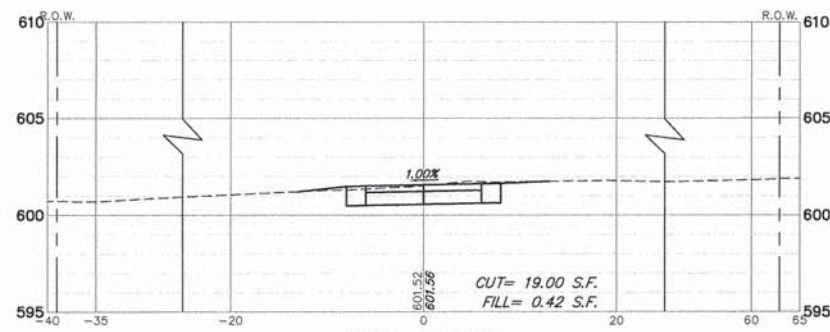
FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 6+00 TO STA. 11+50 UNION PACIFIC BIKE TRAIL			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1" = .0833"	DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 2 OF 10 SHEETS	STA. 6+00 TO STA. 11+50	-	09-00051-00-BT	COOK	51	43	
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -										
		DATE - 6/18/2014	REVISED -										CONTRACT #: 61A25
ILLINOIS FED. AID PROJECT													

GRAPHIC SCALE

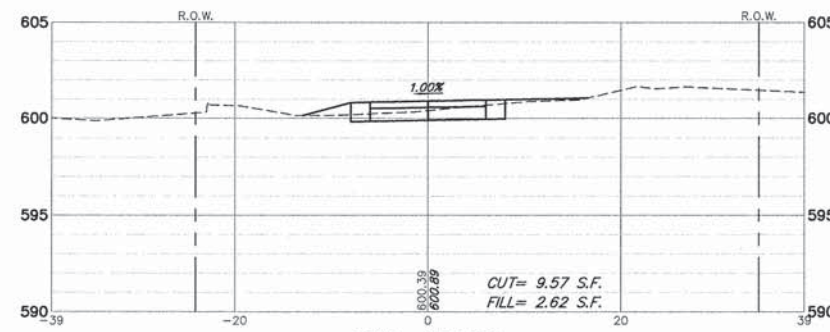


(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.

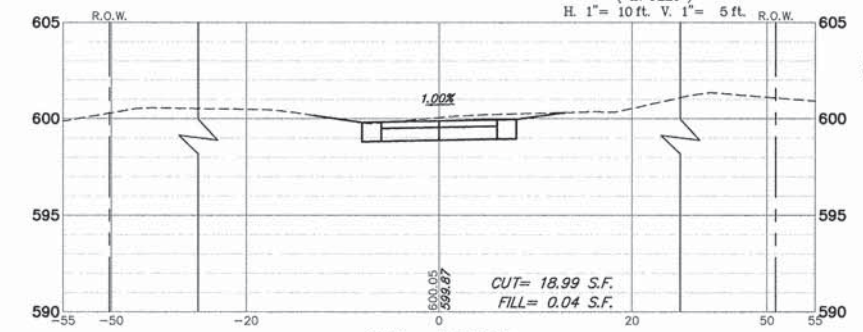
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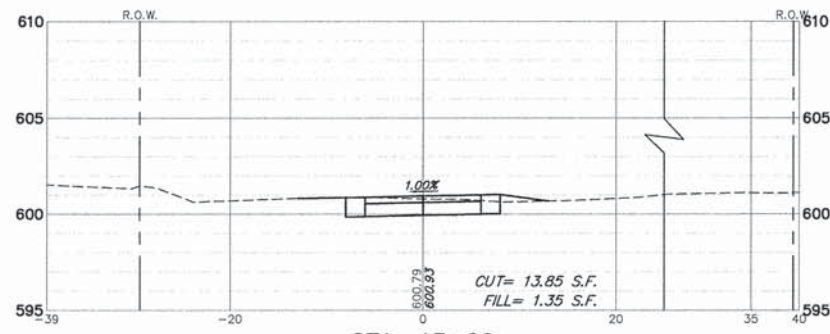
STA: 13+50



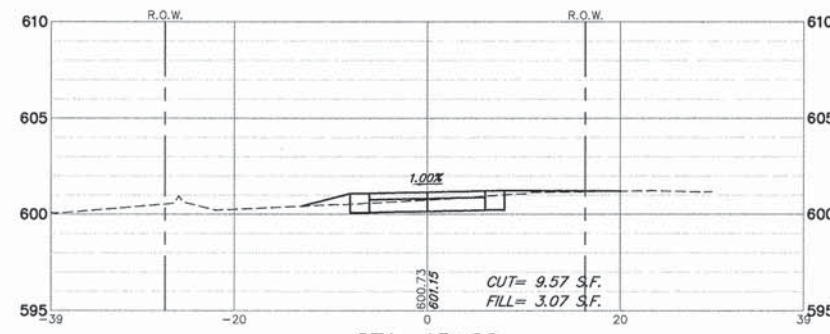
STA: 15+50



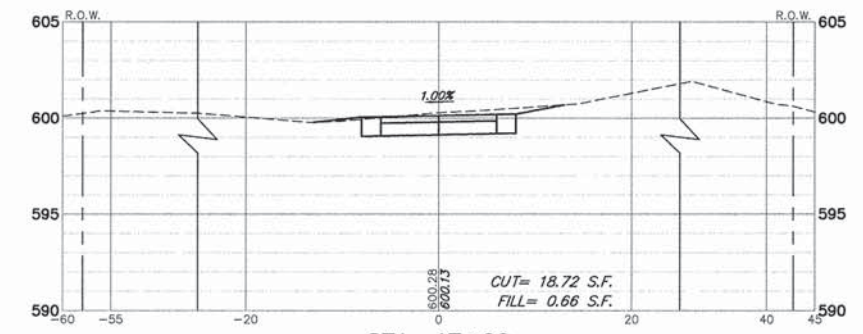
STA: 17+50



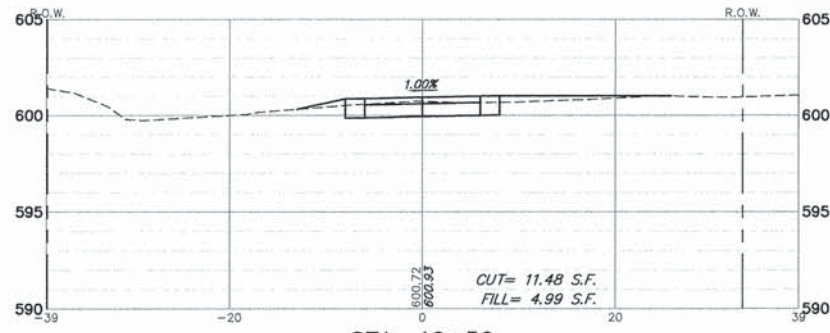
STA: 13+00



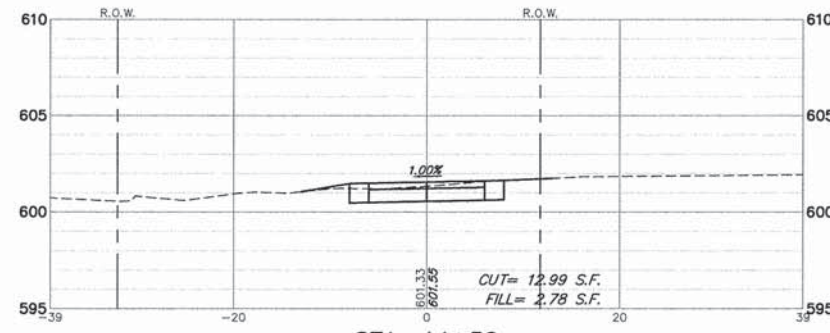
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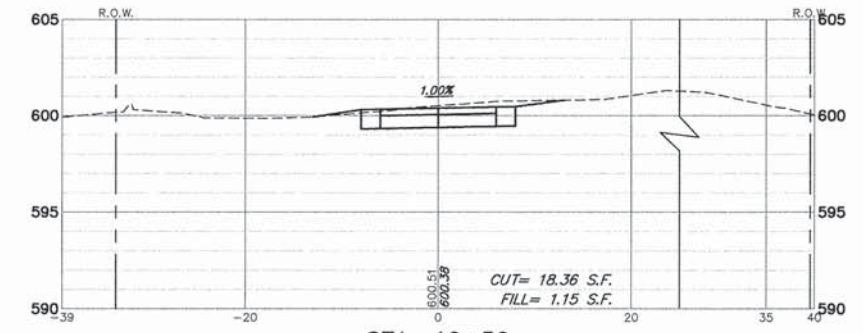
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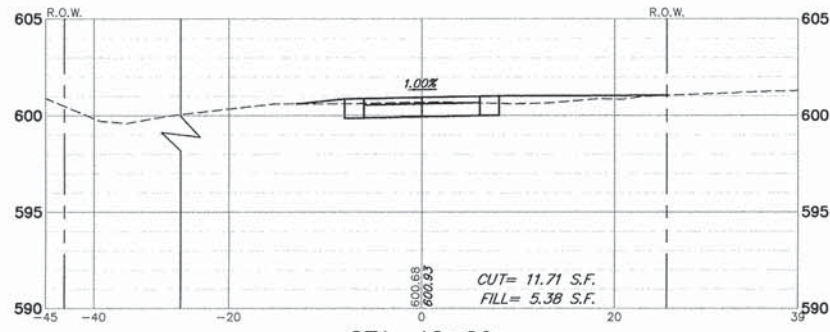
STA: 12+50



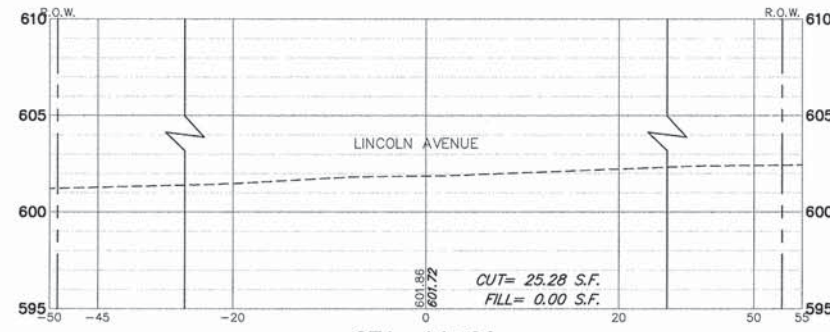
STA: 14+50



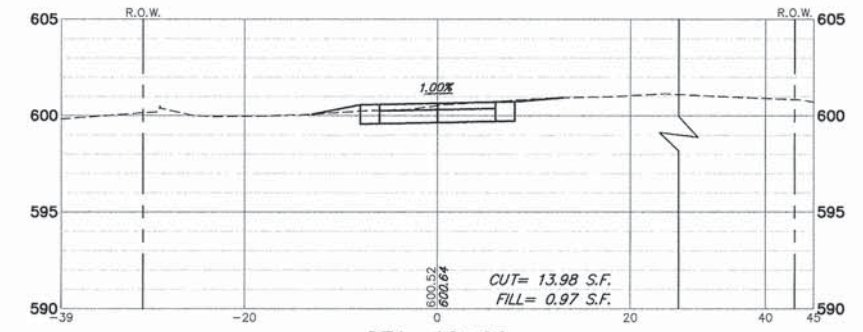
STA: 16+50



STA: 12+00



STA: 14+00



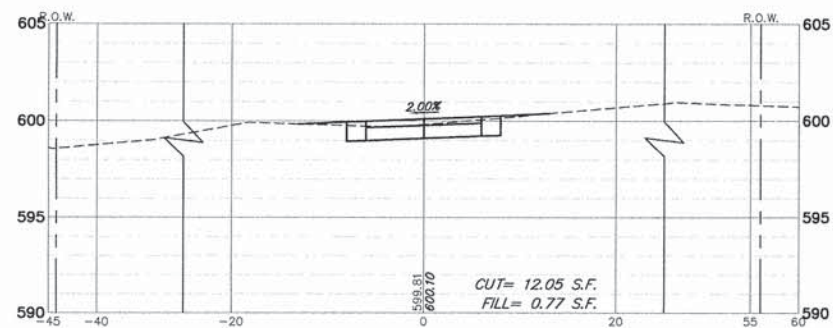
STA: 16+00

FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 12+00 TO STA. 17+50 UNION PACIFIC BIKE TRAIL			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 3 OF 10 SHEETS	STA. 12+00 TO STA. 17+50	-	09-00051-00-BT	COOK	51	44
		CHECKED - SDB	REVISED -									
		DATE - 6/18/2014	REVISED -									
ILLINOIS FED. AID PROJECT												

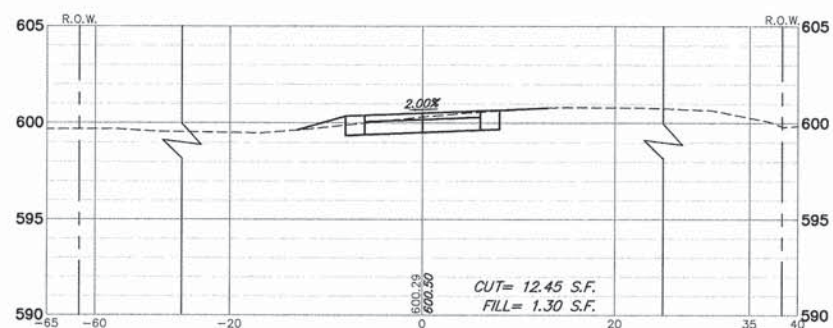
GRAPHIC SCALE



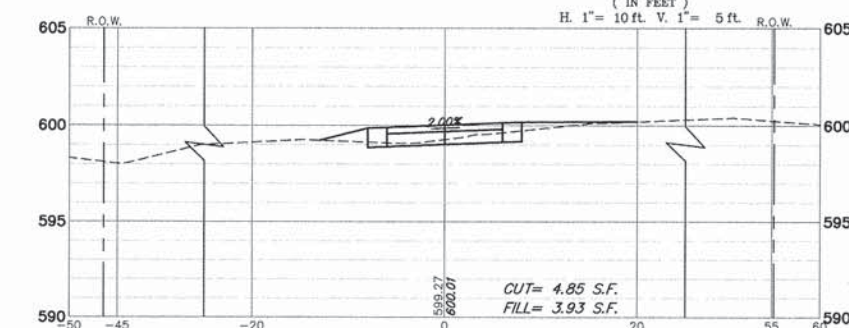
(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.



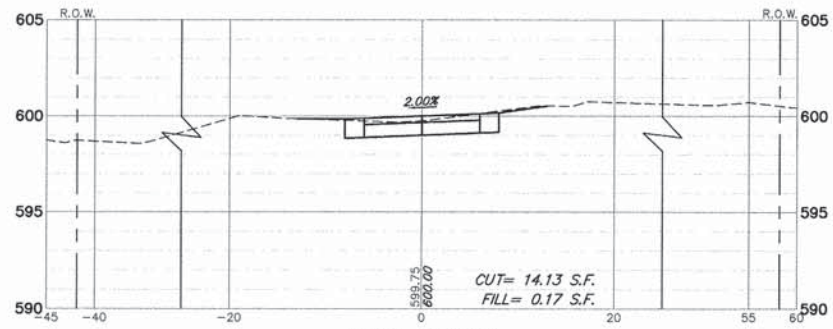
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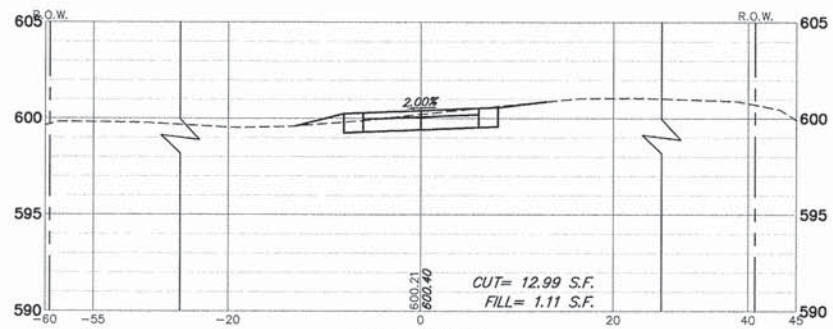
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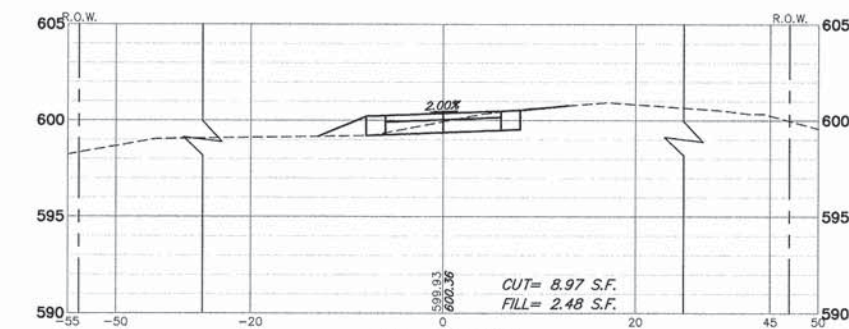
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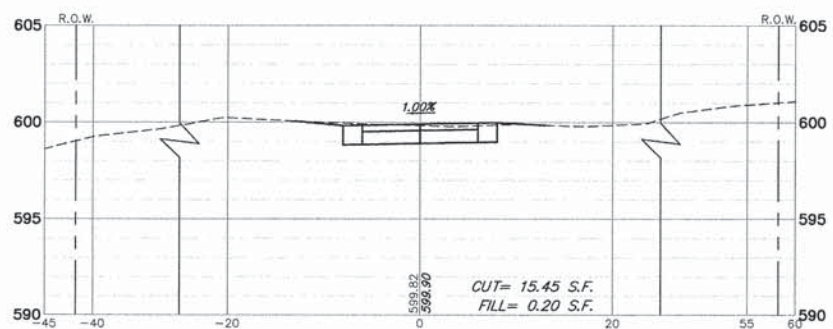
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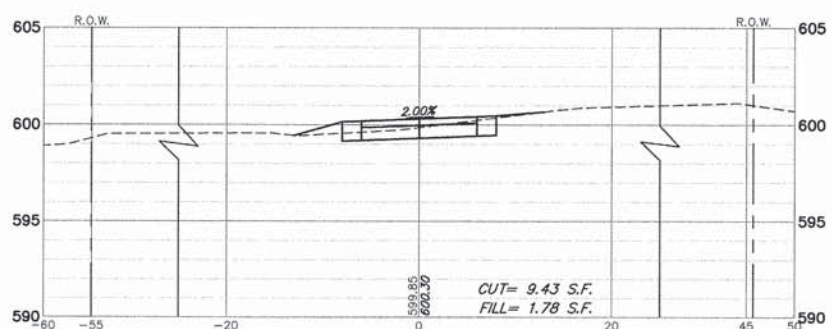
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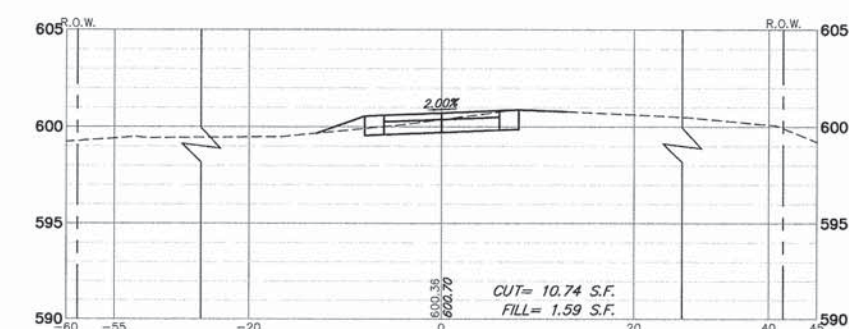
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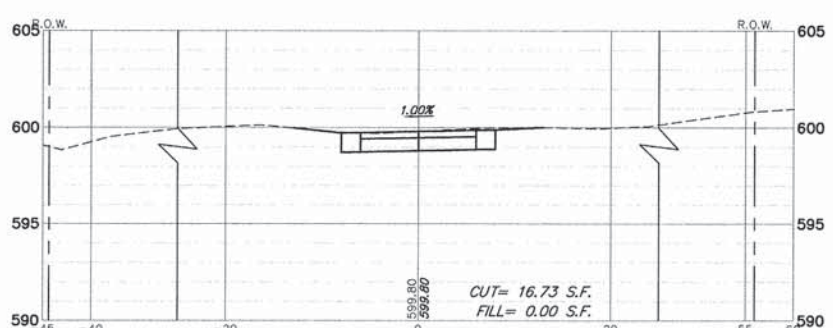
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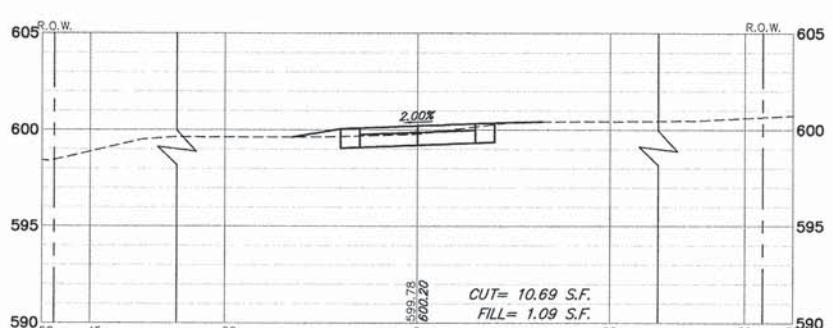
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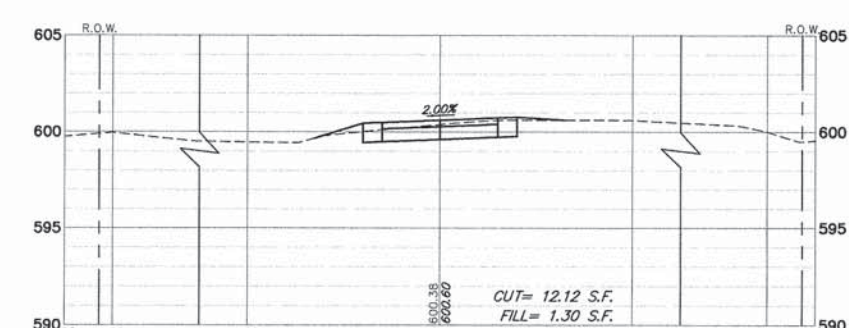
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STA: 18+00

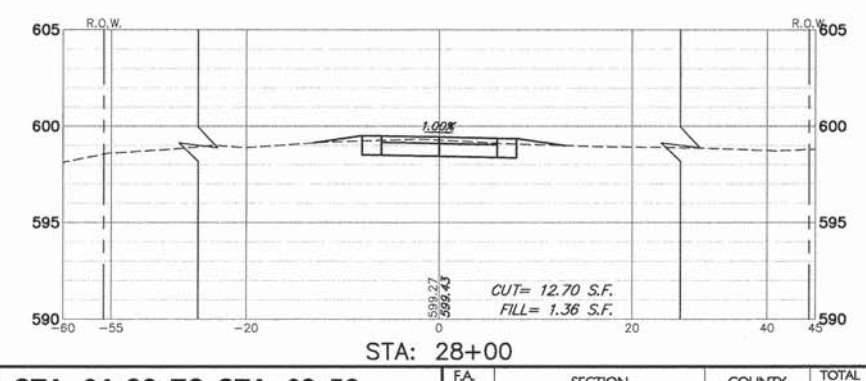
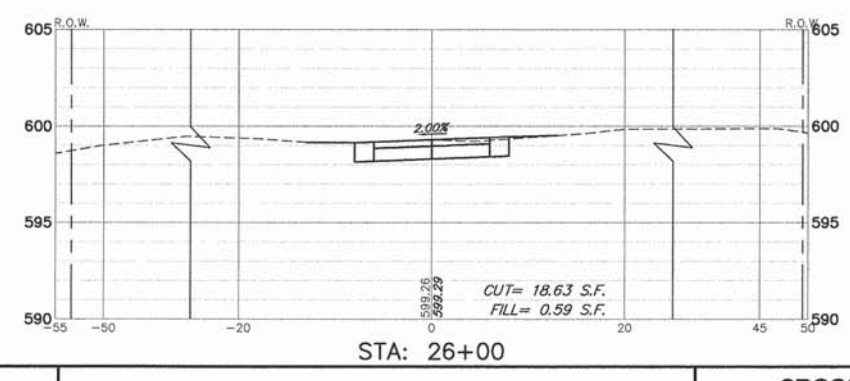
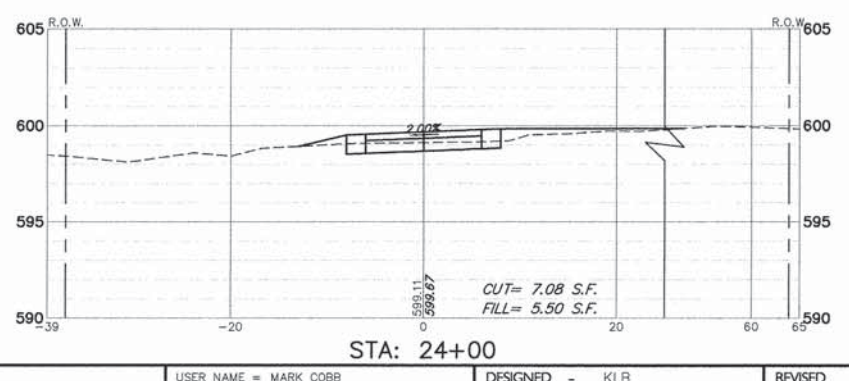
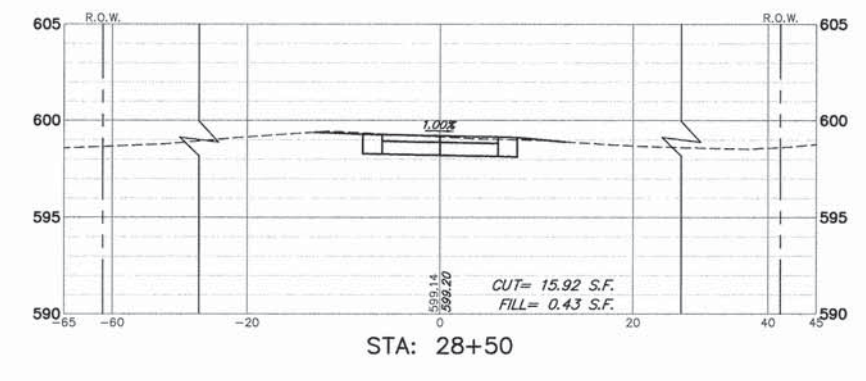
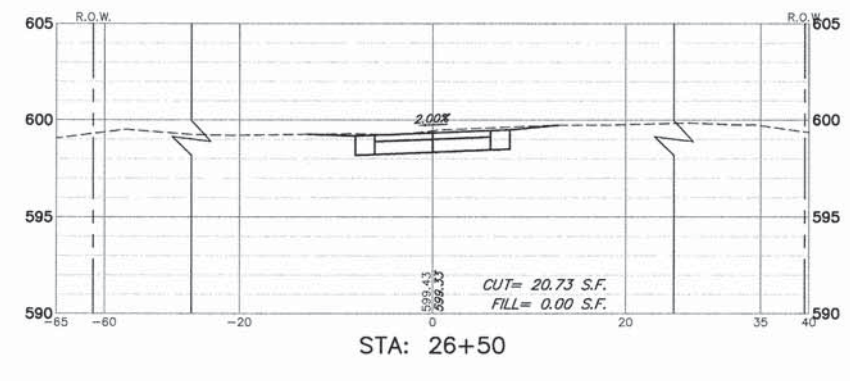
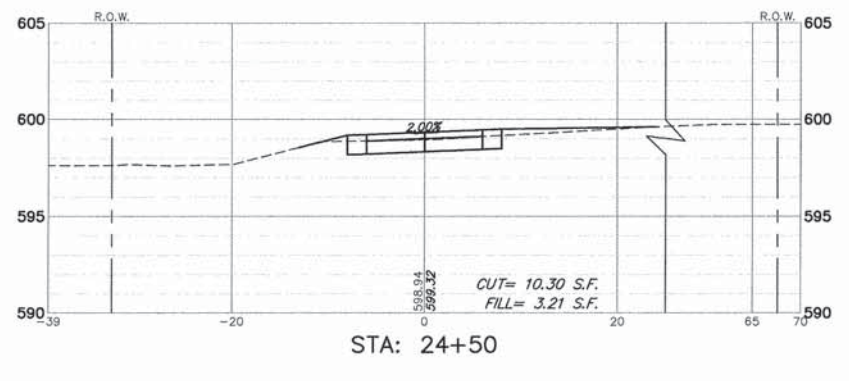
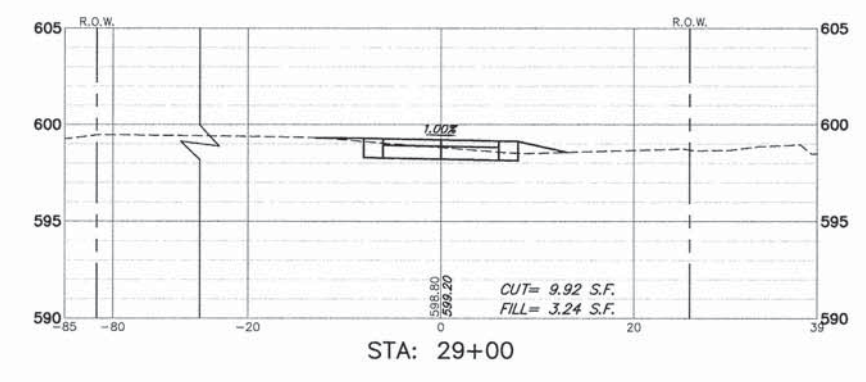
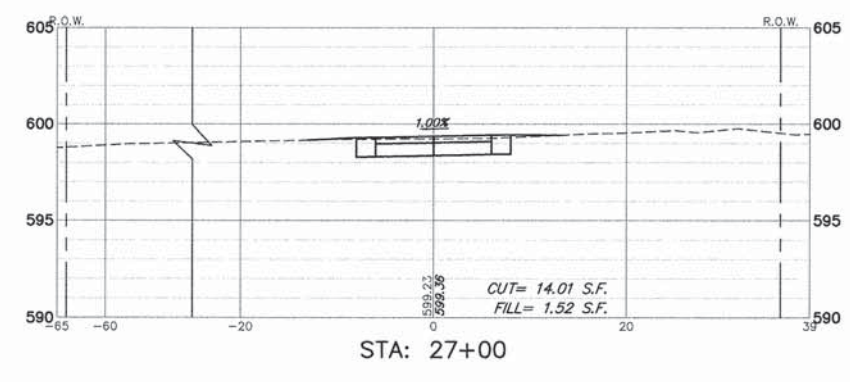
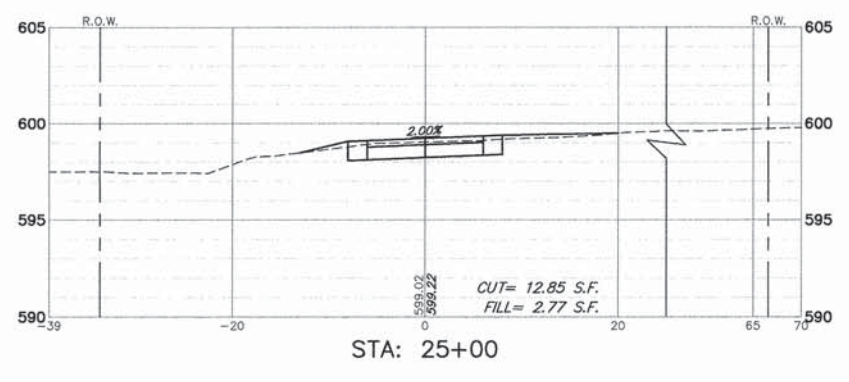
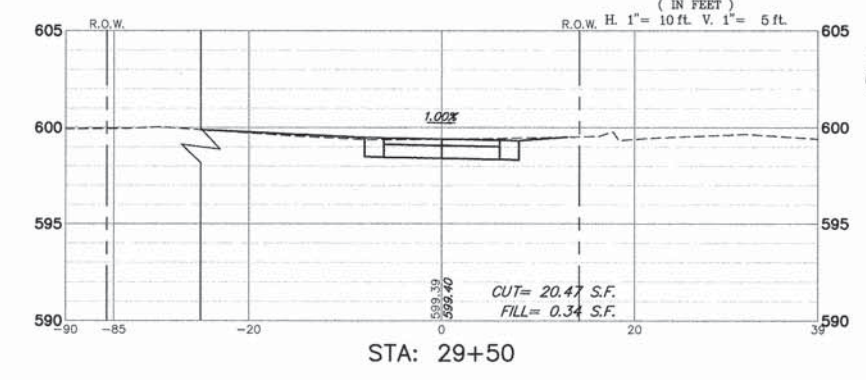
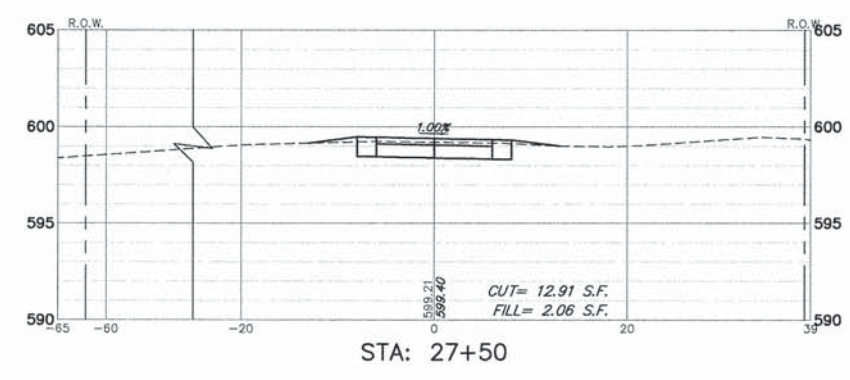
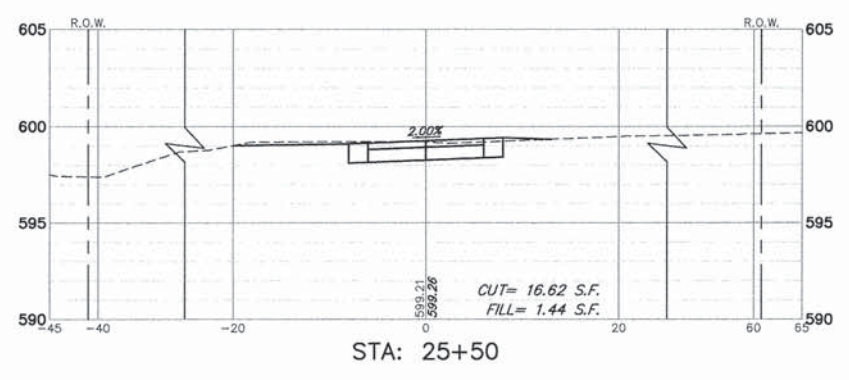
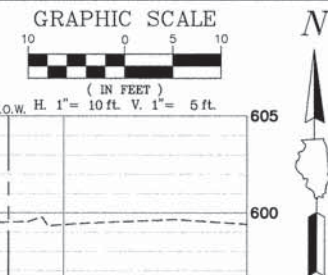


STA: 20+00



STA: 22+00

FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 18+00 TO STA. 23+50 UNION PACIFIC BIKE TRAIL			FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1" = .0833'	DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 4 OF 10 SHEETS	STA. 18+00 TO STA. 23+50	-	09-00051-00-BT	COOK	51	45	
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -										
		DATE - 6/18/2014	REVISED -										CONTRACT #: 61A25
ILLINOIS FED. AID PROJECT													

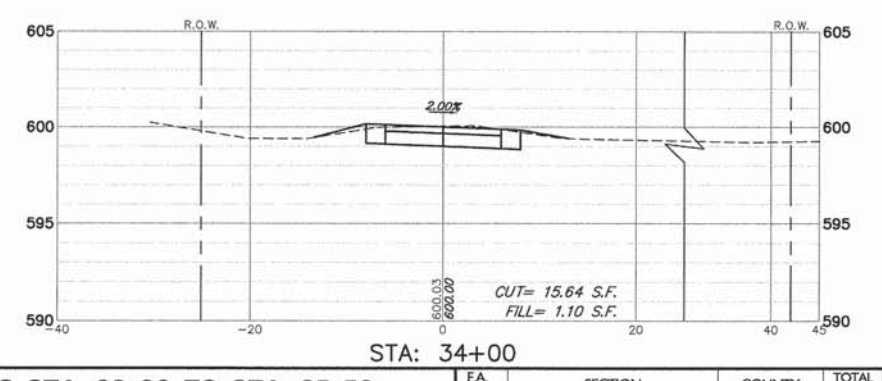
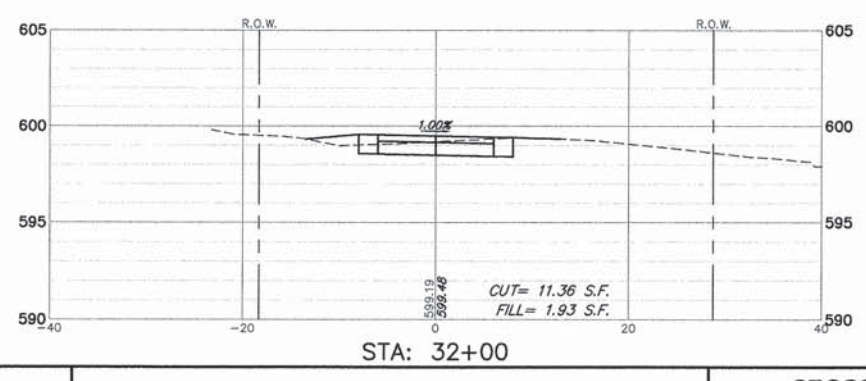
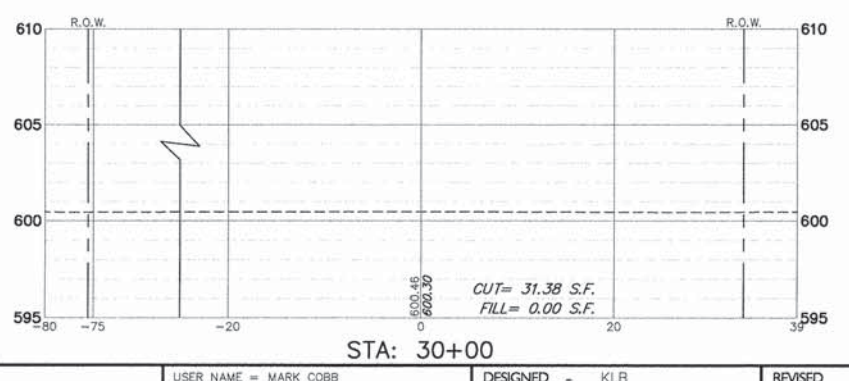
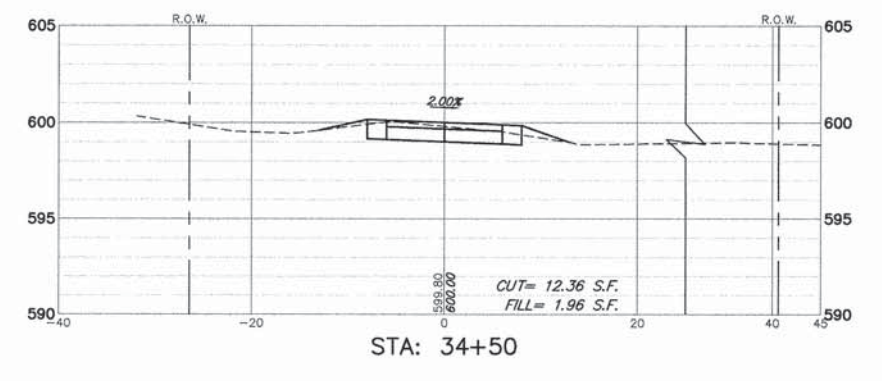
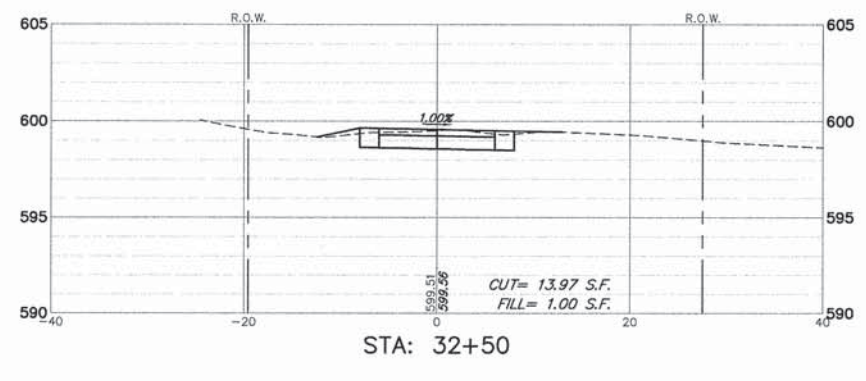
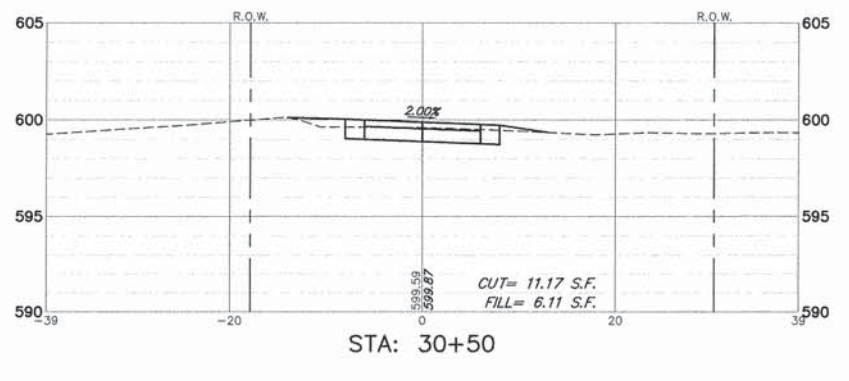
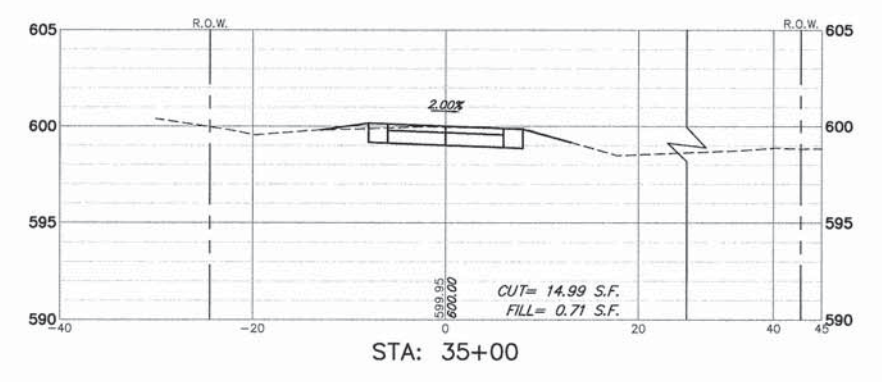
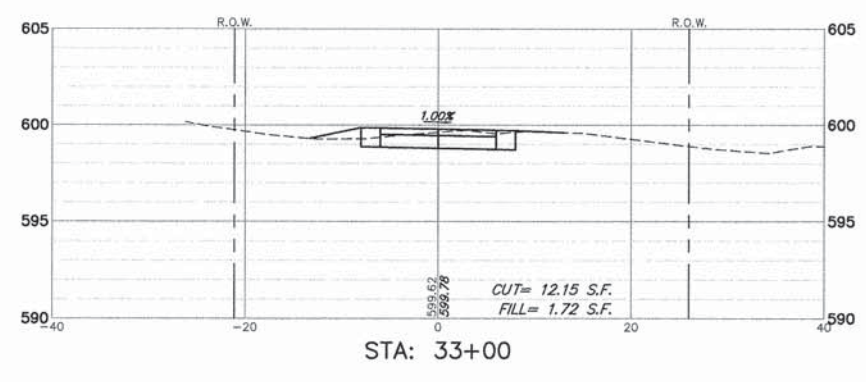
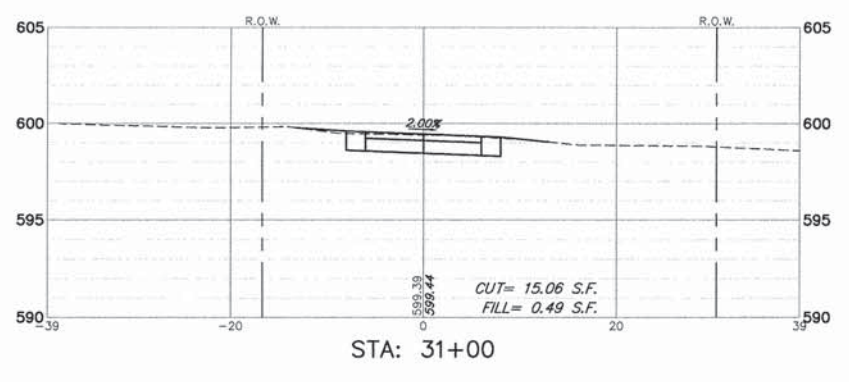
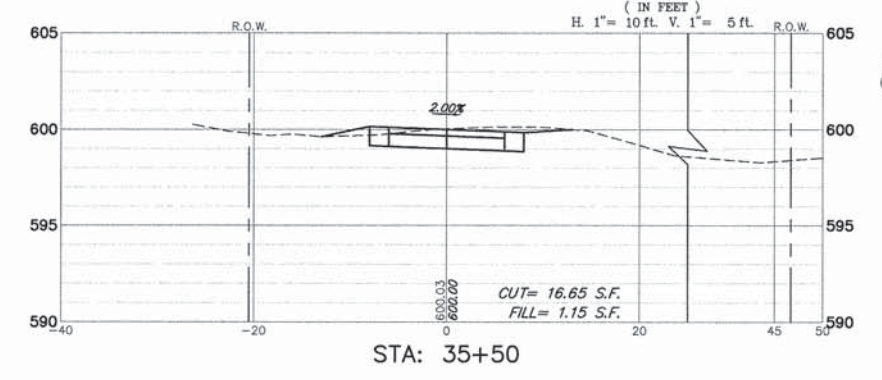
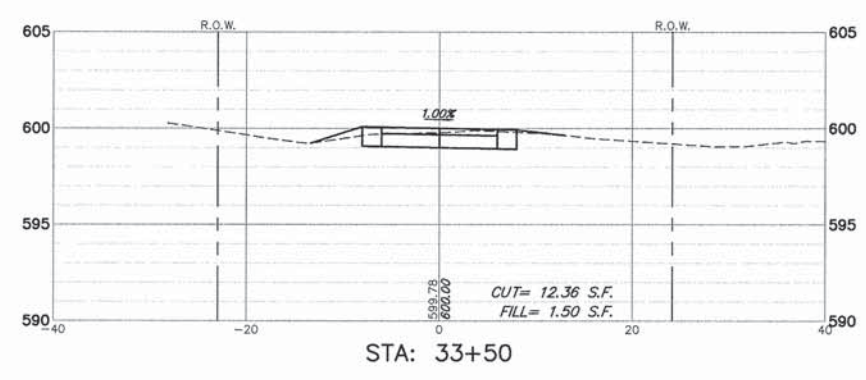
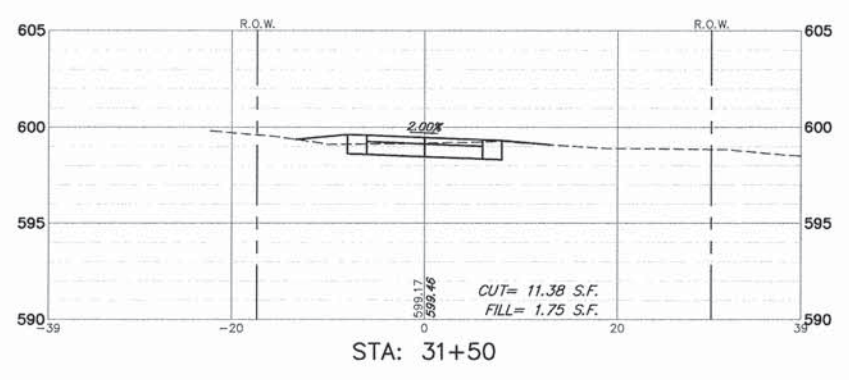


FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 24+00 TO STA. 29+50 UNION PACIFIC BIKE TRAIL			FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1" = .0833'	DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 5 OF 10 SHEETS	STA. 24+00 TO STA. 29+50	--	09-00051-00-BT	COOK	51	46	
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -										
		DATE - 6/18/2014	REVISED -										CONTRACT #: 61A25
											ILLINOIS FED. AID PROJECT		

GRAPHIC SCALE



(IN FEET)
H. 1" = 10ft. V. 1" = 5ft.



FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - SDB	REVISED -
	PLOT DATE = 6/18/2014	DATE - 6/18/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS STA. 30+00 TO STA. 35+50
UNION PACIFIC BIKE TRAIL**

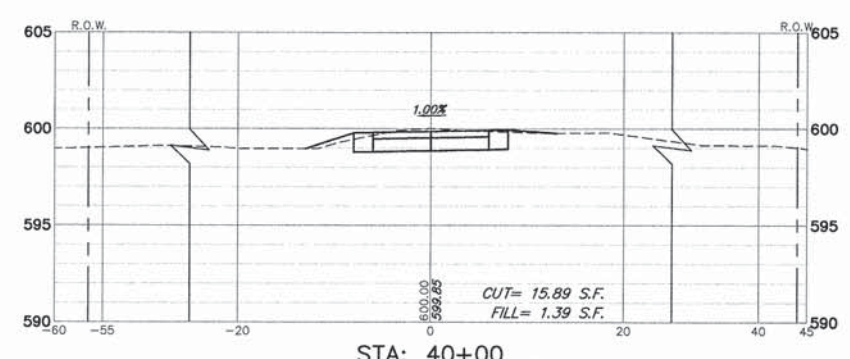
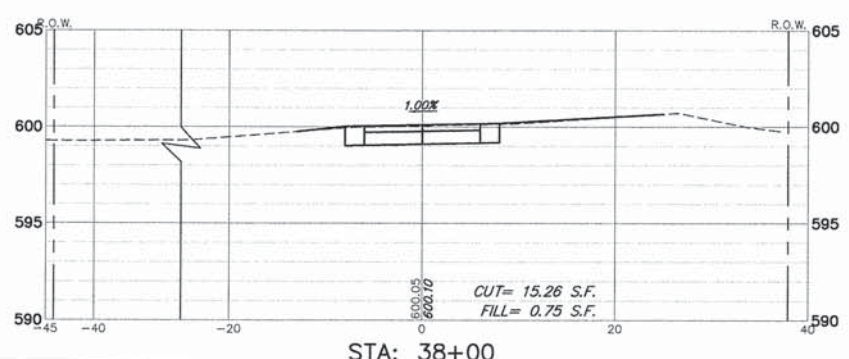
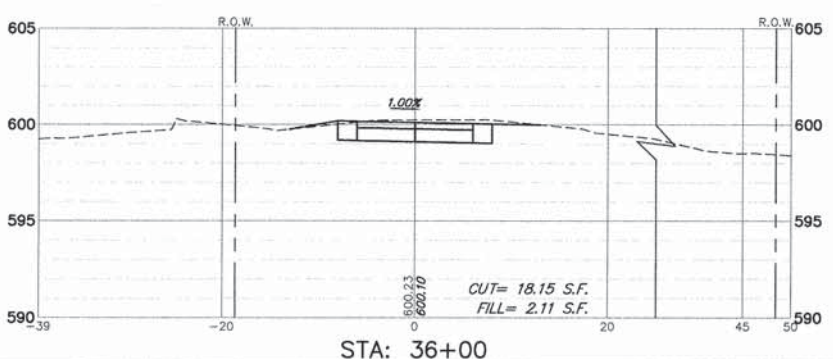
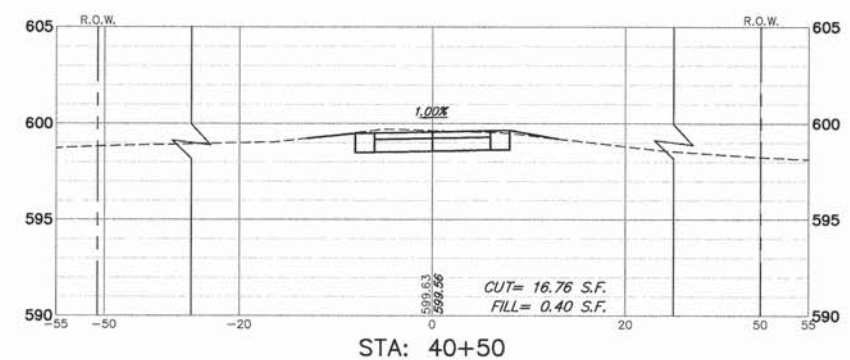
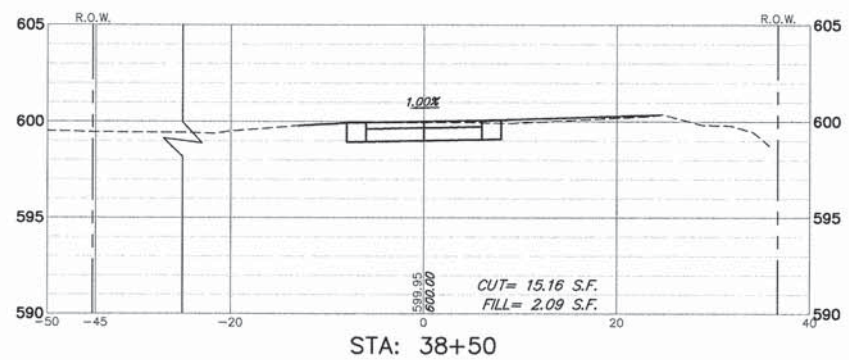
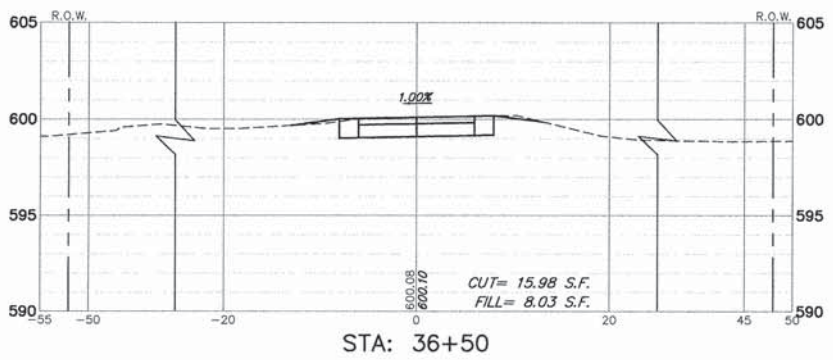
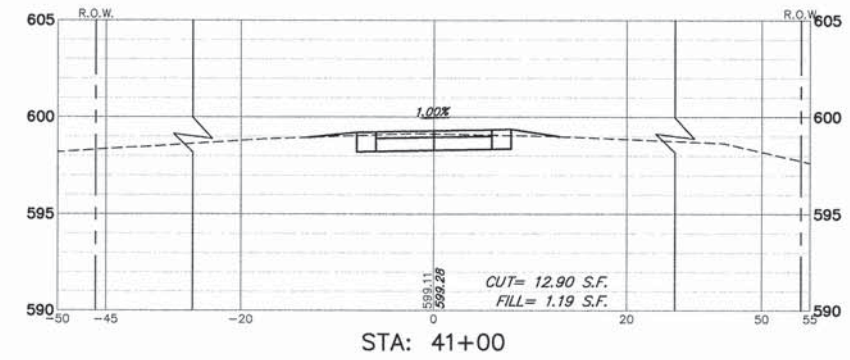
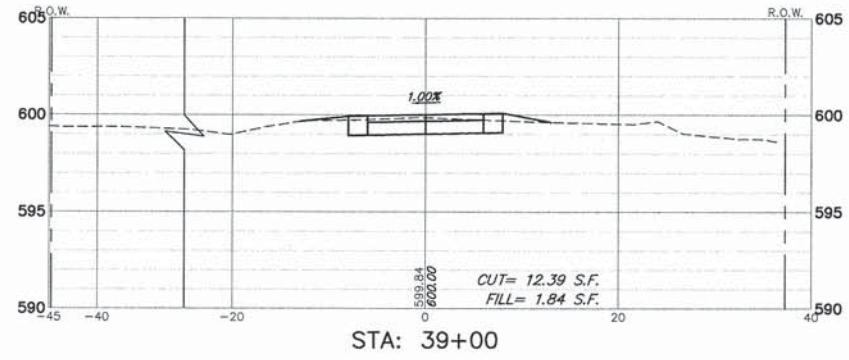
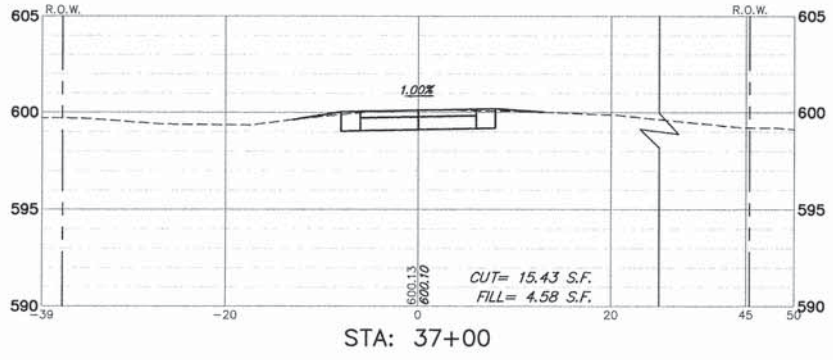
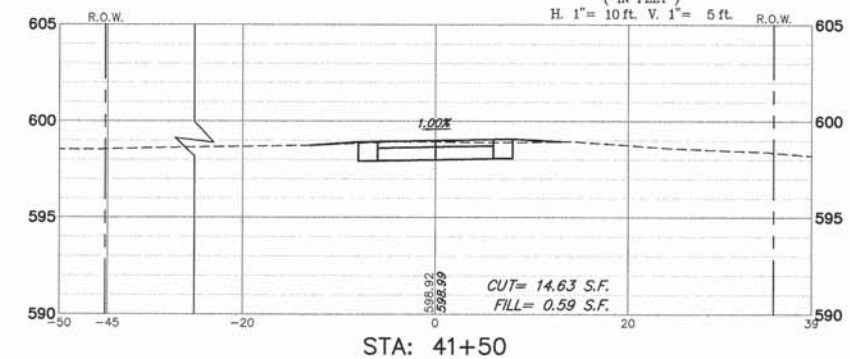
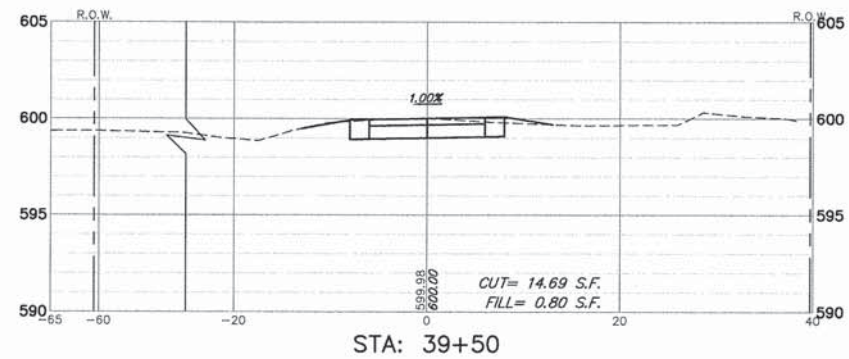
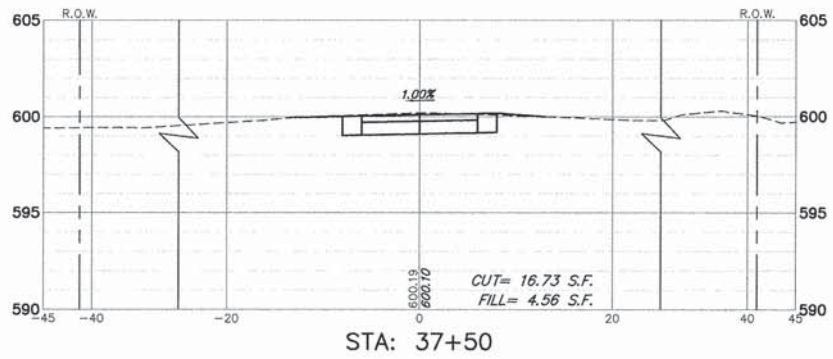
SCALE 1"=10' SHEET NO. 6 OF 10 SHEETS STA. 30+00 TO STA. 35+50

FA RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	47
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				

GRAPHIC SCALE



(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.



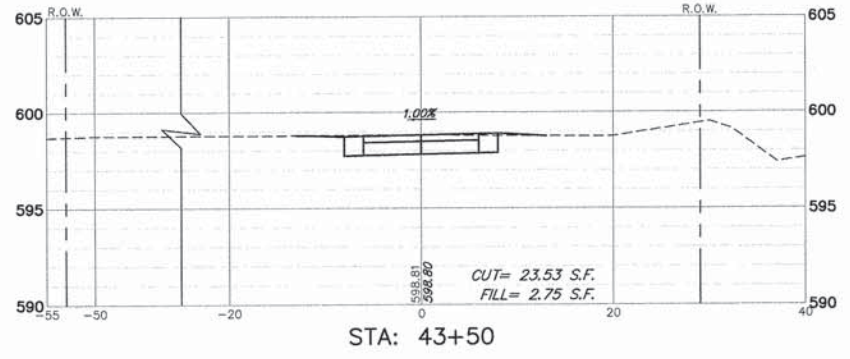
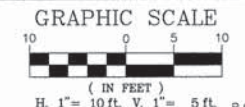
FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - SDB	REVISED -
	PLOT DATE = 6/18/2014	DATE - 6/18/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

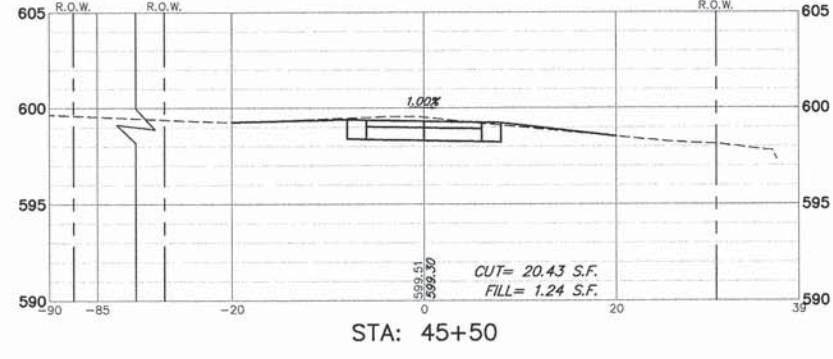
CROSS SECTIONS STA. 36+00 TO STA. 41+50
UNION PACIFIC BIKE TRAIL

SCALE 1"=10' SHEET NO. 7 OF 10 SHEETS STA. 36+00 TO STA. 41.50

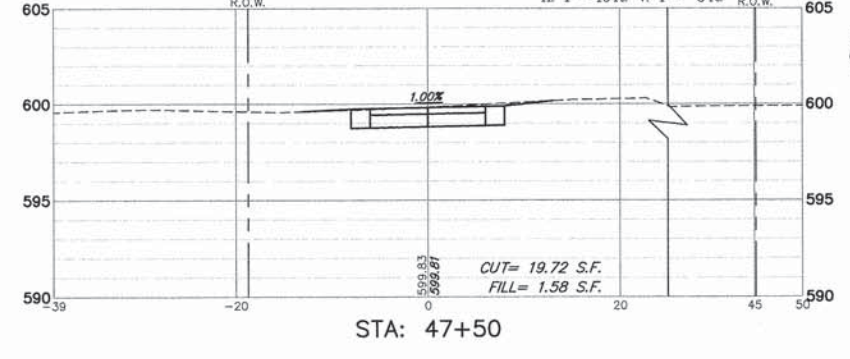
FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	48
CONTRACT #:			61A25	
ILLINOIS FED. AID PROJECT				



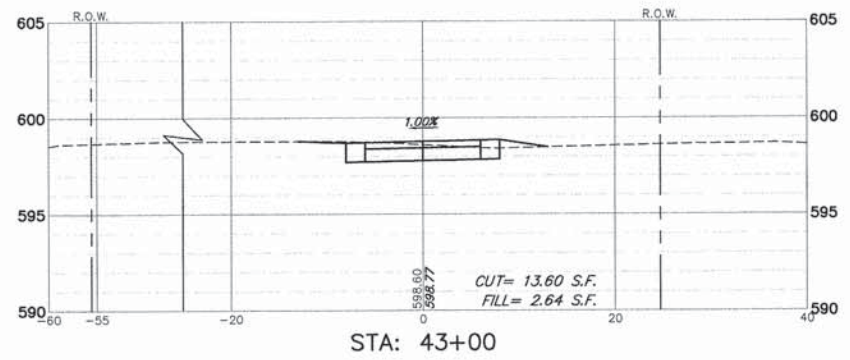
STA: 43+50



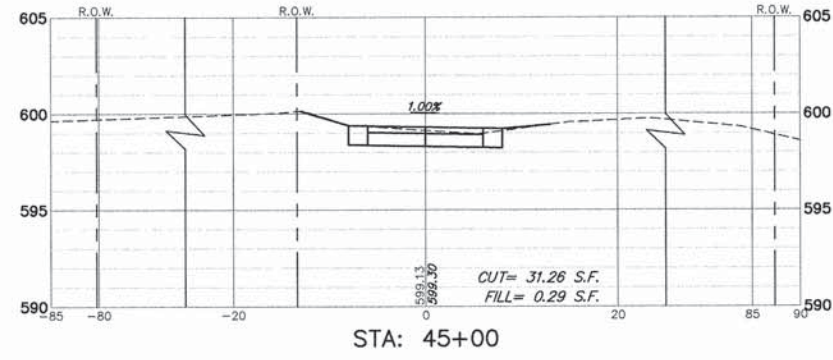
STA: 45+50



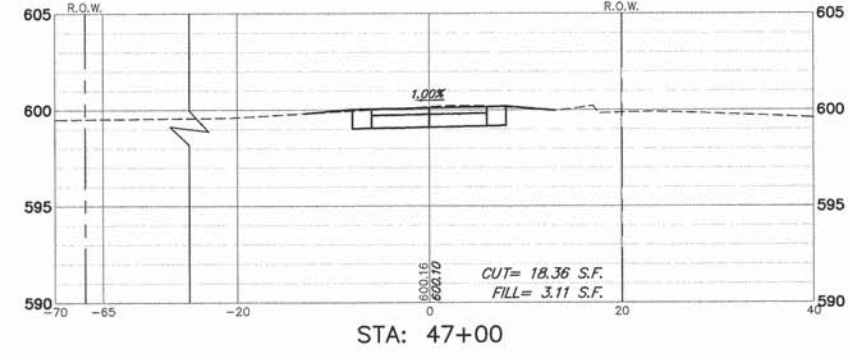
STA: 47+50



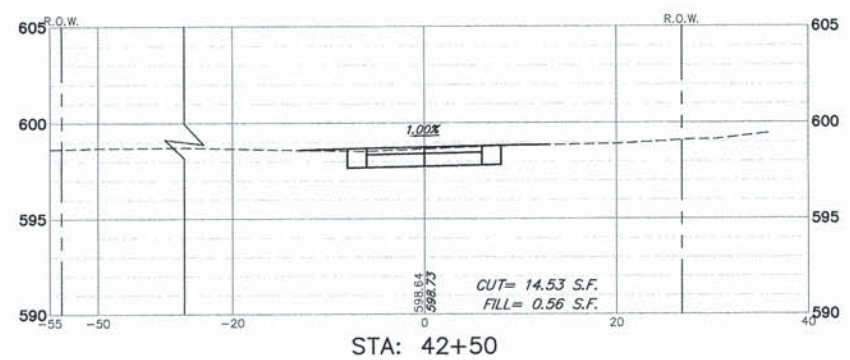
STA: 43+00



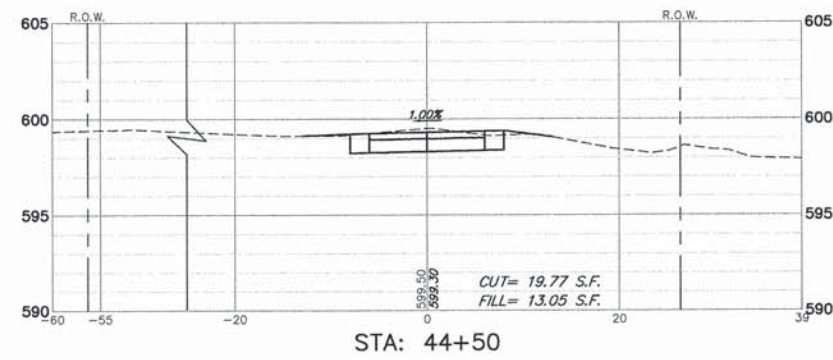
STA: 45+00



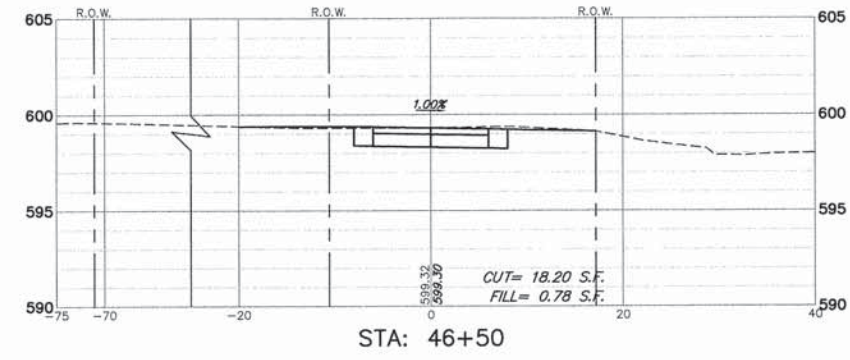
STA: 47+00



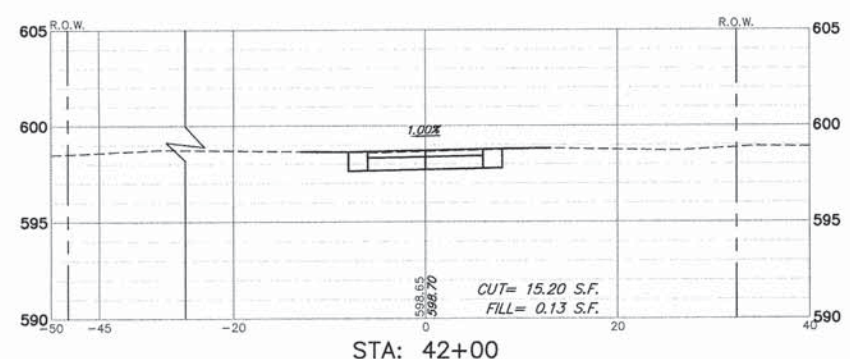
STA: 42+50



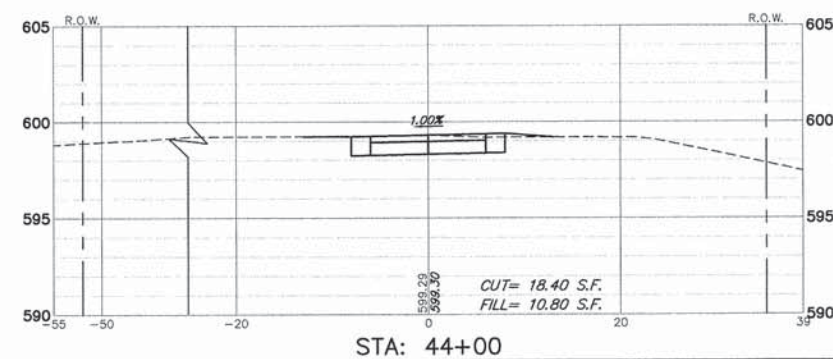
STA: 44+50



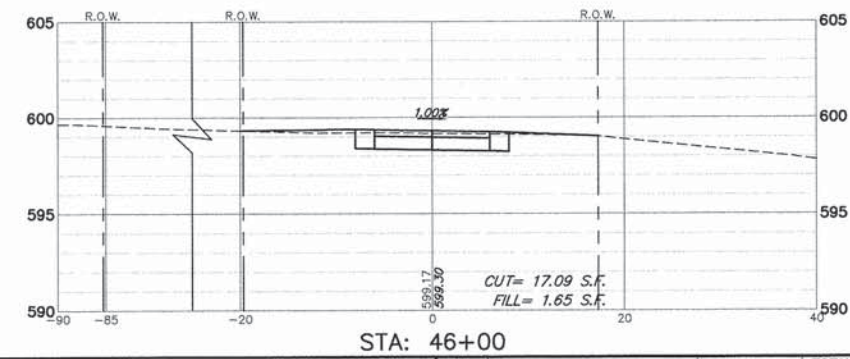
STA: 46+50



STA: 42+00



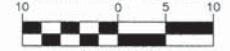
STA: 44+00



STA: 46+00

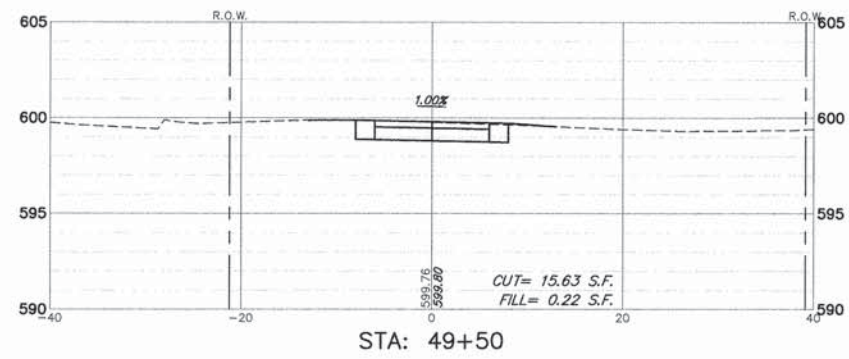
FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 42+00 TO STA. 47+50 UNION PACIFIC BIKE TRAIL			FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1" = .0833'	DRAWN - PJS	REVISED -					-	09-00051-00-BT	COOK	51	49
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -		SCALE 1"=10'	SHEET NO. 8 OF 10 SHEETS	STA. 42+00 TO STA. 47+50	CONTRACT #:		61A25		
	DATE - 6/18/2014	REVISED -				ILLINOIS FED. AID PROJECT						

GRAPHIC SCALE

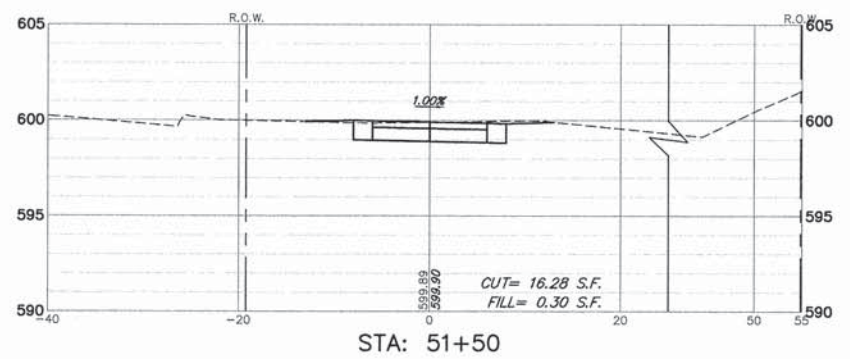


(IN FEET)
H: 1" = 10 ft. V: 1" = 5 ft.

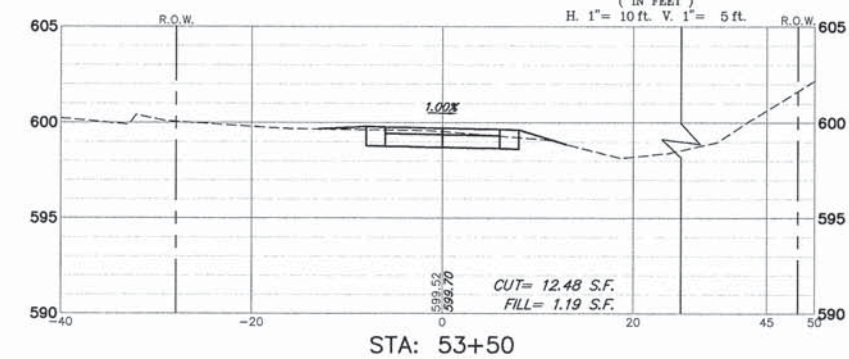
N



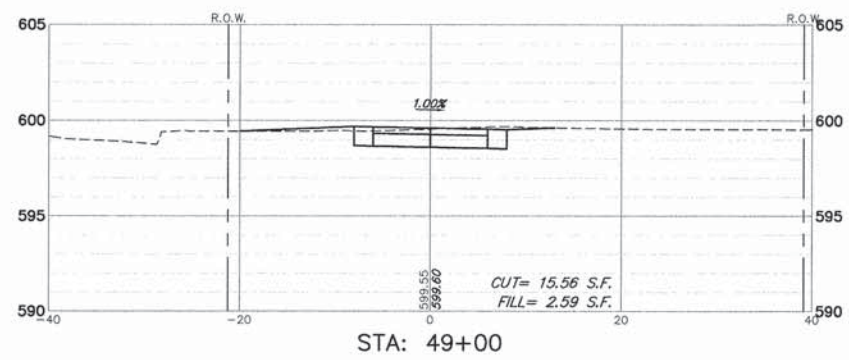
STA: 49+50



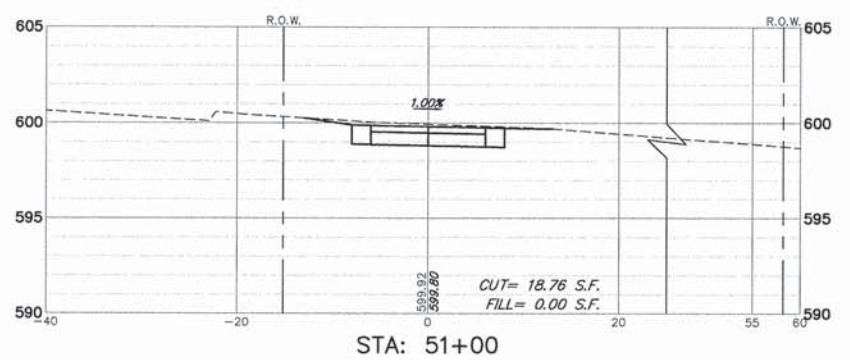
STA: 51+50



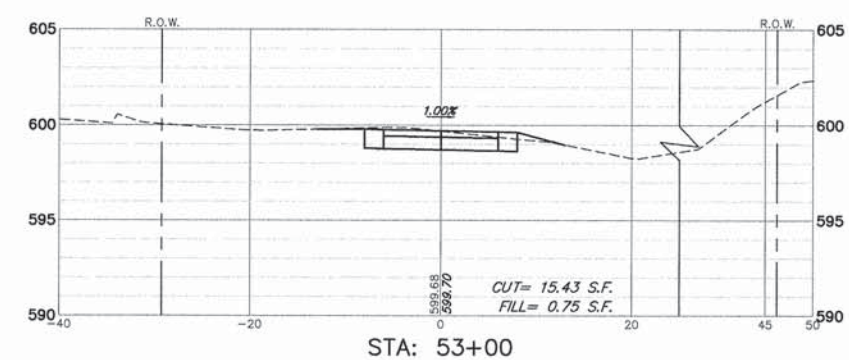
STA: 53+50



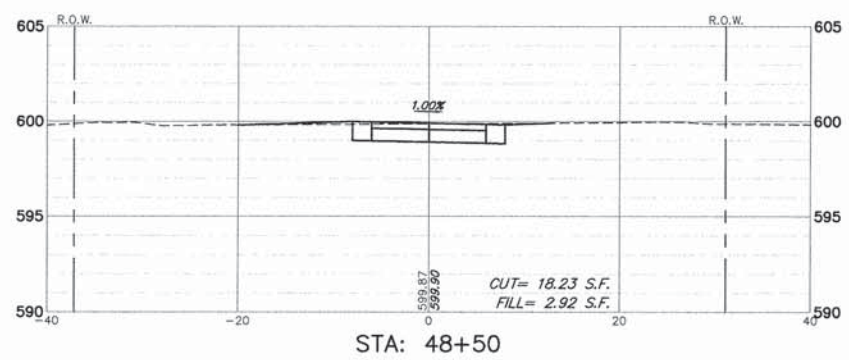
STA: 49+00



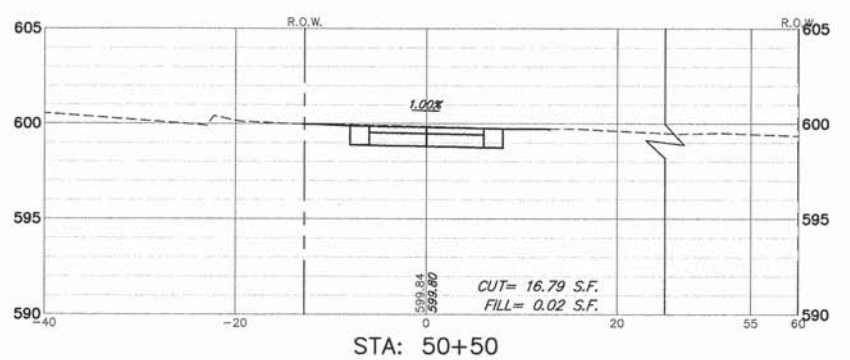
STA: 51+00



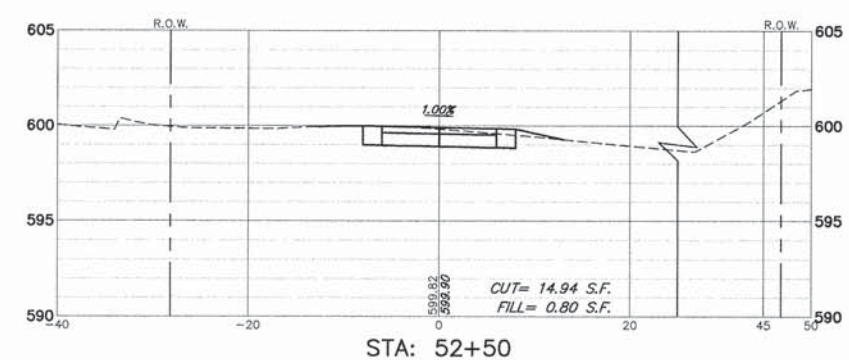
STA: 53+00



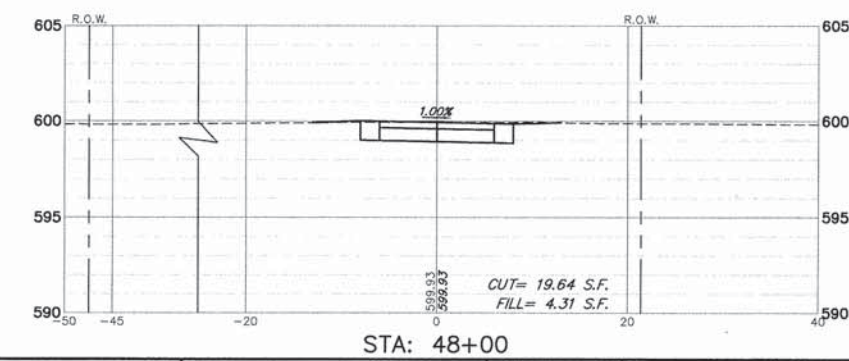
STA: 48+50



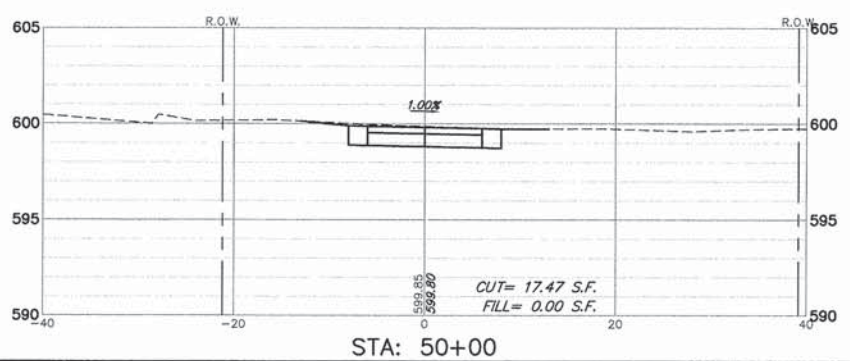
STA: 50+50



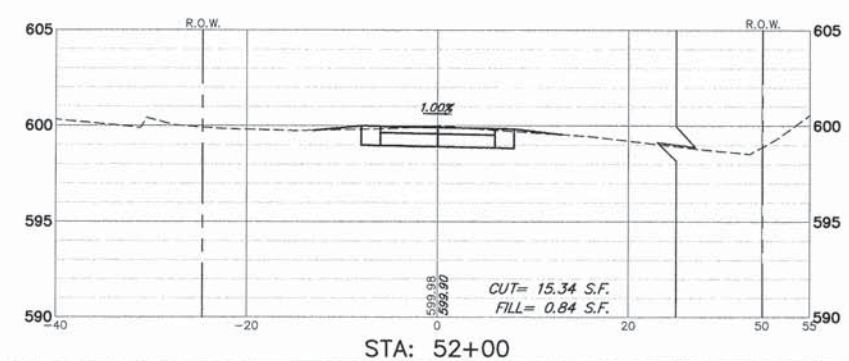
STA: 52+50



STA: 48+00



STA: 50+00



STA: 52+00

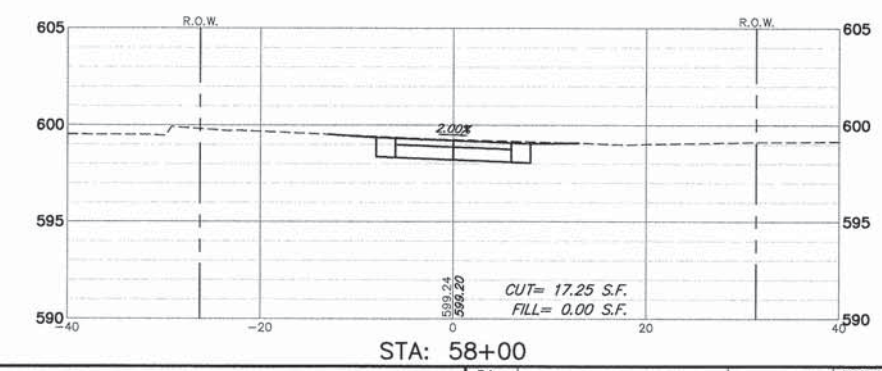
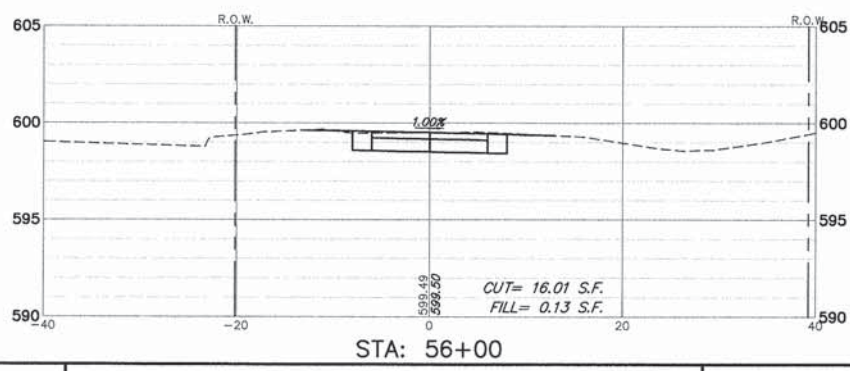
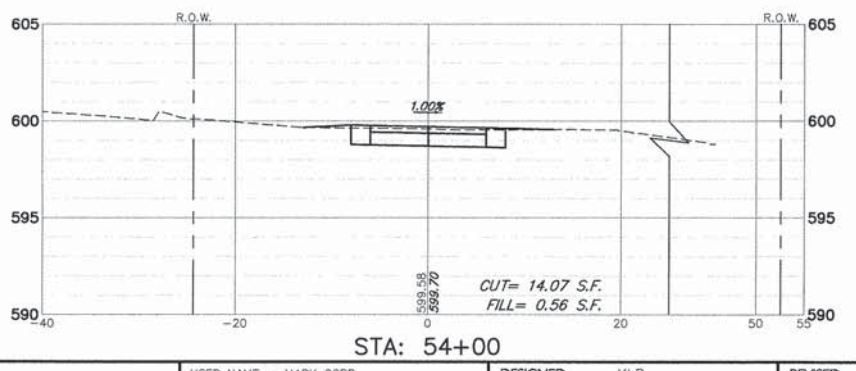
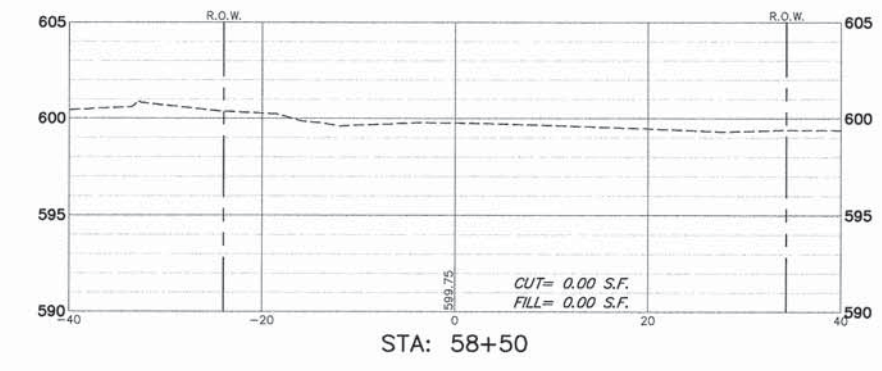
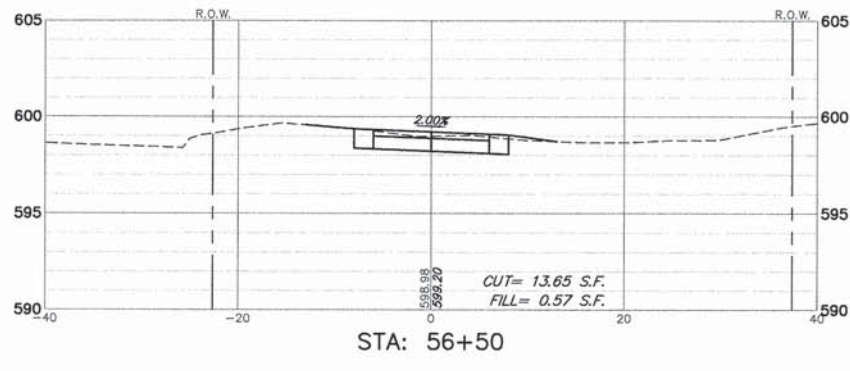
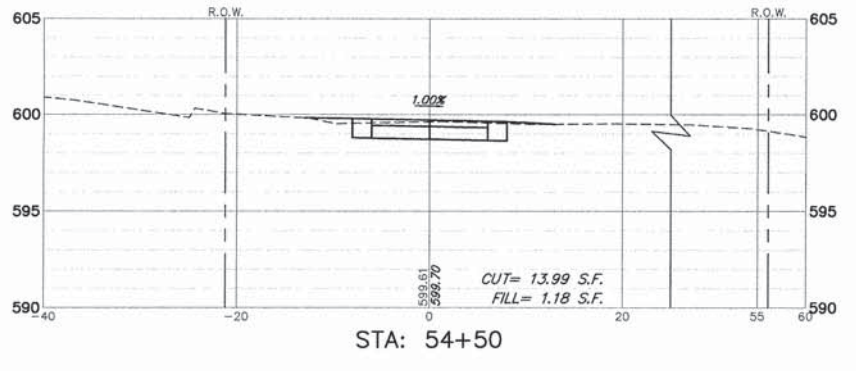
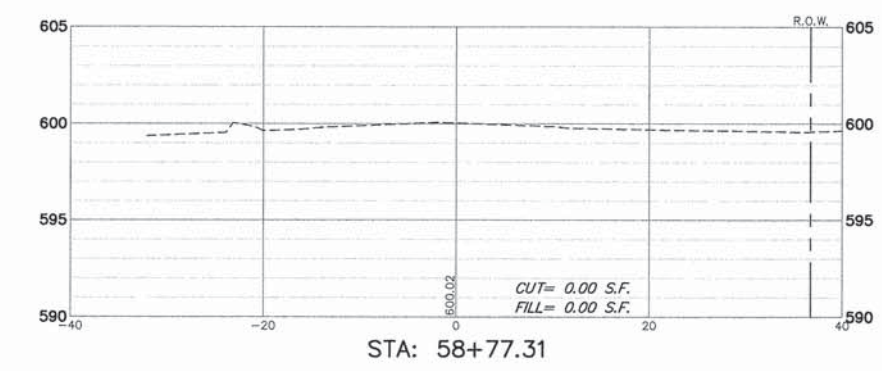
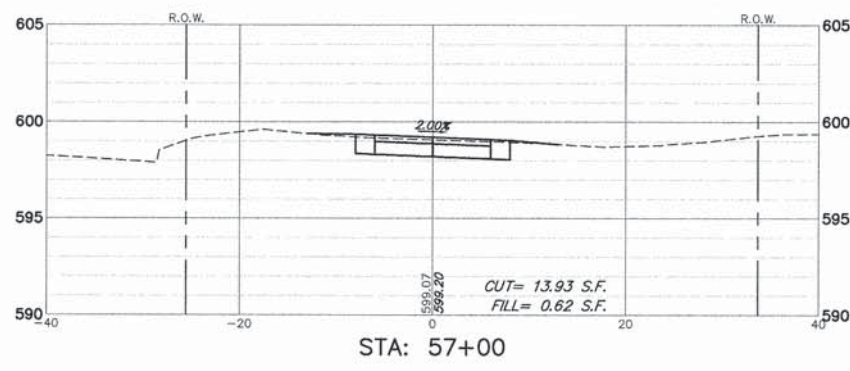
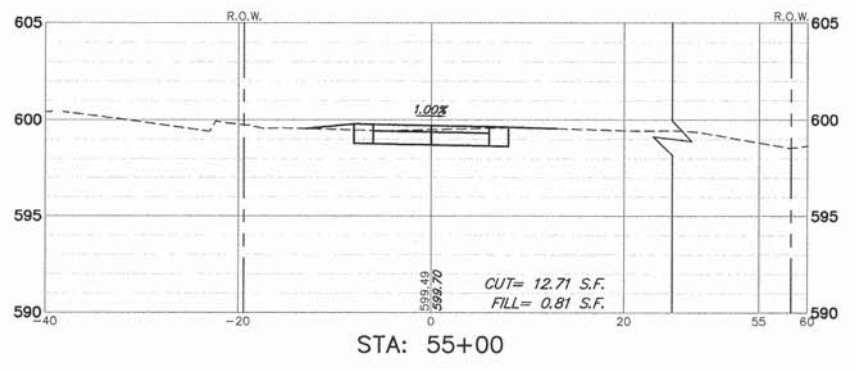
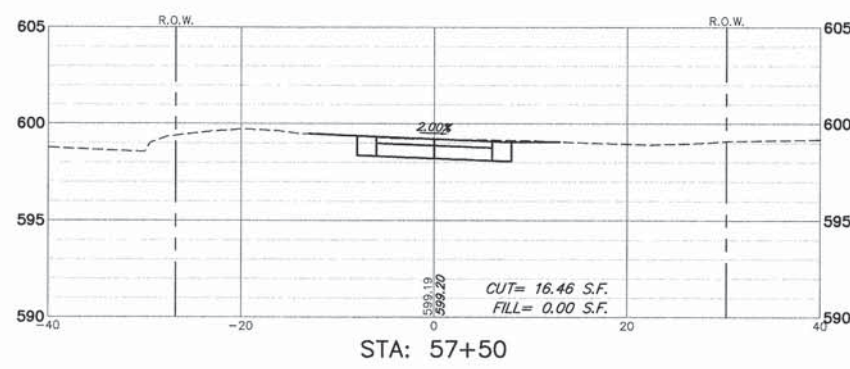
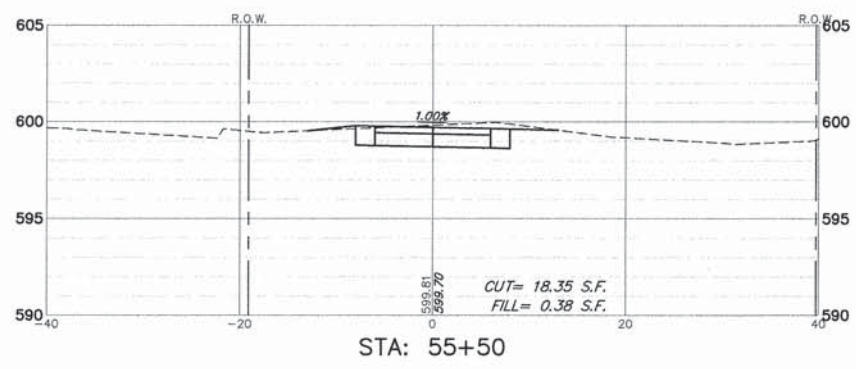
FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - SDB	REVISED -
	PLOT DATE = 6/18/2014	DATE - 6/18/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS STA. 48+00 TO STA. 53+50
UNION PACIFIC BIKE TRAIL**

SCALE 1"=10' SHEET NO. 9 OF 10 SHEETS STA. 48+00 TO STA. 53+50

FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	09-00051-00-BT	COOK	51	50
CONTRACT #			61A25	
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = MARK COBB	DESIGNED - KLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 54+00 TO STA. 58+77 UNION PACIFIC BIKE TRAIL			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1" = .0833"	DRAWN - PJS	REVISED -		SCALE 1"=10'	SHEET NO. 10 OF 10 SHEETS	STA. 54+00 TO STA. 58+77	-	09-00051-00-BT	COOK	51	51	
	PLOT DATE = 6/18/2014	CHECKED - SDB	REVISED -										
		DATE - 6/18/2014	REVISED -										CONTRACT # 61A25
ILLINOIS FED. AID PROJECT													