08-02-13 LETTING ITEM 034

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	07-F3000-00-BT	COOK	130	1
FED. ROAD DIST. NO. -	ILLINOIS	CONTRACT NO. 63769		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY THORN CREEK BIKE TRAIL

26TH STREET TO 183RD STREET BICYCLE TRAIL

SECTION NO. 07–F3000–00–BT
PROJECT NO. CMM–4003(116)
FOREST PRESERVE DISTRICT OF COOK COUNTY
COOK COUNTY
JOB NO: C–91–122–13

LOCATION OF SECTION INDICATED THUS:- ▬

PROJECT LOCATED IN CITY OF CHICAGO HEIGHTS & VILLAGE OF GLENWOOD

BRIDGE STRUCTURE
STA. 456+55.42 TO 457+18.59

BRIDGE STRUCTURE
STA. 396+58.19 TO 405+12.35

BRIDGE STRUCTURE
STA. 388+98.13 TO 389+61.3

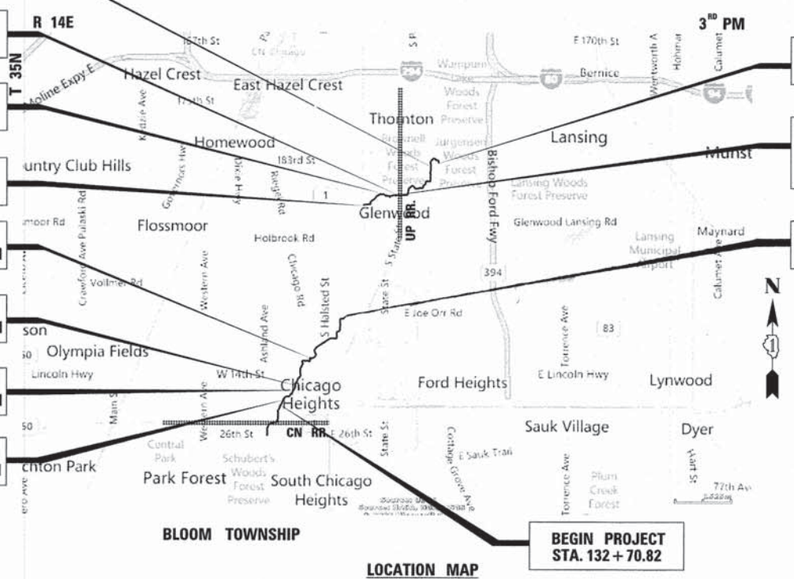
END PROJECT OMISSION
STA. 362+56.85

STATION EQUATION
STA. 191+53.4 BK=188+75.48 AH

STATION EQUATION
STA. 160+80.64 BK=160+65 AH

STATION EQUATION
STA. 147+29.69 BK=147+25 AH

STATION EQUATION
STA. 142+78.81 BK=142+75 AH



END PROJECT
STA. 466+68.91

STATION EQUATION
STA. 394+85.33 BK=
STA. 395+00 AH

BEGIN PROJECT OMISSION
STA. 244+53.65

BEGIN PROJECT
STA. 132+70.82

BLOOM TOWNSHIP

LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 37,154.97 FT = 7.04 MI
NET LENGTH = 25,351.77 FT = 4.80 MI

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN SPEED
20 MPH

CLASSIFICATION
BIKE TRAIL

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

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

CONTRACT NO. 63769

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

LICENSED PROFESSIONAL ENGINEER
DAVID D. LANDEWEER
062.042363
STATE OF ILLINOIS

SIGNATURE
4/5/13
DATE

LICENSE EXPIRES 11/30/2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved April 5 20 13
Chris Slattery, Director of Planning & Development
FOREST PRESERVE DISTRICT OF COOK COUNTY

Passed APRIL 11 20 13
C Holt C.J. Holt
DISTRICT #1 ENGINEER OF LOCAL ROADS AND STREETS

Releasing for Bid Based on Limited Review April 12 20 13
John Fortmayer
DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PLANS PREPARED BY:

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

INDEX OF SHEETS

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TC-18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

BENCHMARKS /CONTROL POINTS

SEE ALIGNMENTS, TIES AND BENCHMARK SHEETS

FLOODPLAIN MANAGEMENT

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

CONSTRUCTION ACCESS LOCATIONS

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

COMMITMENTS

NONE

GENERAL NOTES

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

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

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROAD ENGINEERS ARE:

MR. PATRICK JONES, (CN) 708-332-3557

MR. JOHN VENICE, (UPRR) 312-777-2043

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

SPECIFICATIONS

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

STANDARDS

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

COORDINATION

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

PUBLIC OR PRIVATE UTILITIES

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

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

SURVEY AND MONUMENTS

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

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

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

DISPOSAL OF MATERIALS

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

EXISTING DRAINAGE STRUCTURES

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

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

UNSUITABLE MATERIAL

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

GENERAL CONSTRUCTION NOTES

STOCKPILES

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

TREE TRIMMING

ALL BRANCHES THAT ARE LESS THAN 12 FEET ABOVE THE SURFACE OF THE TRAIL SHALL BE REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH ANSI STANDARD A300-2001 (PART 1) FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE AND ANSI Z133.1-1994 FOR TREE CARE OPERATIONS PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH. THIS WORK SHALL BE NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TREE REMOVAL.

ACCESS TO PROPERTY

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

SAW CUTTING

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

RESTORATION

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

ACCESS

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

SEDIMENTATION AND EROSION CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

TREE PRESERVATION NOTES

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

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

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

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

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

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS
GENERAL CONSTRUCTION NOTES
AND HIGHWAY STANDARDS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	07-F3000-00-BT	COOK	130	2
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE 0028

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	8,387
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	5286
20101000	TEMPORARY FENCE	FOOT	500
20101200	TREE ROOT PRUNING	EACH	75
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	20
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	20
20200100	EARTH EXCAVATION	CU YD	4364
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	18026
20400800	FURNISHED EXCAVATION	CU YD	7836
20800150	TRENCH BACKFILL	CU YD	980
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	26601
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	41122
25000115	SEEDING, CLASS 1B	ACRE	1.9
25000312	SEEDING, CLASS 4A	ACRE	6.6
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	822
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	822
25100115	MULCH, METHOD 2	ACRE	8.5
25100630	EROSION CONTROL BLANKET	SQ YD	41122
25200200	SUPPLEMENTAL WATERING	UNIT	100
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	25
28000305	TEMPORARY DITCH CHECKS	FOOT	440
28000400	PERIMETER EROSION BARRIER	FOOT	17624
28000500	INLET AND PIPE PROTECTION	EACH	17

CONSTRUCTION TYPE CODE 0028

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
28100103	STONE RIP RAP, CLASS A2	SQ YD	174
28200200	FILTER FABRIC	SQ YD	174
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1972
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	673
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	23668
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5548
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2485
42001300	PROTECTIVE COAT	SQ YD	872
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	6059
42400800	DETECTABLE WARNINGS	SQ FT	440
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	65
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	70
44000600	SIDEWALK REMOVAL	SQ FT	5084
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	3
50105220	PIPE CULVERT REMOVAL	FOOT	386
50200100	STRUCTURE EXCAVATION	CU YD	1178
50300225	CONCRETE STRUCTURES	CU YD	312.5
50500505	STUD SHEAR CONNECTORS	EACH	66
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	49530
* 50901720	BICYCLE RAILING	FOOT	792
51201600	FURNISHING STEEL PILES HP12X53	FOOT	2083
51202305	DRIVING PILES	FOOT	2083
51203600	TEST PILE STEEL HP12X53	EACH	10

CONSTRUCTION TYPE CODE 0028

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
51204650	PILE SHOES	EACH	72
52000110	PREFORMED JOINT STRIP SEAL	FOOT	75
542A0217	PIPE CULVERTS, CLASS A, TYPE I 12"	FOOT	252
542A0220	PIPE CULVERTS, CLASS A, TYPE I 15"	FOOT	62
542A0223	PIPE CULVERTS, CLASS A, TYPE I 18"	FOOT	132
542A0229	PIPE CULVERTS, CLASS A, TYPE I 24"	FOOT	74
542A0235	PIPE CULVERTS, CLASS A, TYPE I 30"	FOOT	24
542A0241	PIPE CULVERTS, CLASS A, TYPE I 36"	FOOT	98
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	26
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	6
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	10
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	6
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	6
58700300	CONCRETE SEALER	SQ FT	3657
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	6
60250900	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 5 FRAME, CLOSED LID	EACH	1
60255500	MANHOLES TO BE ADJUSTED	EACH	6
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1
60600605	CONCRETE CURB, TYPE B	FOOT	405
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1

• IDENTIFY SPECIALTY ITEM

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	3
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE 0028 TOTAL QUANTITY
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
*	72000100	SIGN PANEL - TYPE 1	SQ FT	284
*	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	3
*	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	2
*	72900100	METAL POST - TYPE A	FOOT	130
*	72900200	METAL POST - TYPE B	FOOT	286
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	21357
*	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	75
*	78008230	POLYUREA PAVEMENT MARKING TYPE I, LINE 6"	FOOT	1129
*	78008250	POLYUREA PAVEMENT MARKING TYPE I, LINE 12"	FOOT	1895
*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	59
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	786
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	562
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	64
*	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4
*	87900200	DRILL EXISTING HANDHOLE	EACH	1
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	3
*	89502200	MODIFY EXISTING CONTROLLER	EACH	1
	Z0004002	BOLLARDS	EACH	8

	CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE 0028 TOTAL QUANTITY
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	397
	Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1329
	Z0022800	FENCE REMOVAL	FOOT	397
	Z0034210	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	4772
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	312
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
*	Z0055800	RUSTIC RAIL FENCE	FOOT	80
△	Z0076600	TRAINEES	HOUR	500
△	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500
	X0321322	DROP GATE	EACH	5
	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	12171
	X0323360	WOODEN POLE REMOVAL	EACH	1
	X0327018	DECORATIVE SIGN POST	EACH	1
	X2010507	CLEARING, SPECIAL	ACRE	0.3
	X5121800	PERMANENT STEEL SHEET PILING	SQ FT	969
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	34
*	X6640312	CHAIN LINK GATES TO BE REMOVED AND RE-ERECTED	EACH	1
*	XX006822	TRAIL HEAD MAP	EACH	5

△ CONSTRUCTION TYPE CODE 0042

• IDENTIFY SPECIALTY ITEM

SOUTH EARTHWORK SCHEDULE

Earth Excavation (Suitable Material)	Earth Excavation Adjusted for Shrinkage (15%)	Suitable Embankment	Earthwork Balance (Furnished Excavation)	Unsuitable Excavation
CY	CY	CY	CY	CY
3,268	2,778	3,955	(1,177)	9,435

NORTH EARTHWORK SCHEDULE

Earth Excavation (Suitable Material)	Earth Excavation Adjusted for Shrinkage (15%)	Suitable Embankment	Earthwork Balance (Furnished Excavation)	Unsuitable Excavation
CY	CY	CY	CY	CY
1,096	931	7,590	(6,659)	8,591

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

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USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES & EARTHWORK SCHEDULES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	4
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TREE REMOVAL SCHEDULE

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
132+65.27	1.63' LT		6	
132+76.47		5.27' RT	6	
133+18.34		12.49' RT	12	
133+24.03		12.59' RT	12	
133+25.63		10.14' RT		24
133+31.65		9.03' RT	13	
133+35.96		6.04' RT	13	
133+41.93		17.70' RT		24
133+47.73		16.43' RT	12	
133+50.40		5.40' RT	14	
133+68.85		18.23' RT		18
133+99.86		8.42' RT	10	
134+00.57		9.03' RT	8	
134+12.49		9.15' RT	6	
134+18.86		13.69' RT		24
134+24.98		13.99' RT	8	
134+57.12		10.27' RT	10	
134+75.07		4.56' RT		24
135+34.01		10.94' RT	8	
135+39.78		9.61' RT		21
135+75.79		15.92' RT		24
136+04.39		12.20' RT		20
136+04.72		9.06' RT	10	
136+13.81		14.37' RT	6	
136+06.23		8.47' RT	14	
136+05.60		15.03' RT	12	
136+17.97		6.27' RT	10	
136+25.61		6.16' RT	10	
136+44.17	2.93' LT		6	
136+47.27		1.94' RT		42
136+57.70		1.80' RT	6	
136+60.87		0.07' RT	10	
136+77.26	2.45' LT		6	
136+83.34		1.18' RT	6	
136+85.00		7.37' RT		20
136+96.88		12.15' RT		24
137+05.63		13.23' RT	12	
137+16.58		5.55' RT	6	
137+22.75		13.03' RT	14	
137+26.56		5.68' RT	10	
137+30.46		10.73' RT	10	
137+39.98		7.45' RT	6	
137+43.72		8.92' RT	6	
137+52.43		10.52' RT	10	
144+31.15	17.33' LT		12	
144+56.83	16.42' LT		15	
144+60.91	16.26' LT		8	
145+57.05		5.18' RT	12	
145+74.45		1.96' RT	6	
145+81.21		0.36' RT		24
164+01.90		9.49' RT	8	

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
164+79.75		9.01' RT		20
164+84.53		8.76' RT	8	
164+88.46		5.17' RT	6	
164+96.44		1.73' RT	10	
164+98.49		1.54' RT	12	
164+98.58		6.29' RT	6	
165+06.14	0.62' LT		6	
165+14.28	0.69' LT		12	
166+40.27		6.93' RT	6	
166+45.04	1.29' LT		6	
166+52.71		11.59' RT	10	
166+62.31		15.00' RT	6	
166+70.59		10.93' RT		18
166+70.99		7.35' RT	8	
166+72.61		7.52' RT	8	
166+90.37	15.93' LT			18
166+85.63	9.52' LT		8	
166+90.49	7.85' LT		10	
166+92.94	5.65' LT		10	
166+81.09		16.30' RT	6	
166+81.78		18.00' RT	10	
166+87.42		21.11' RT	6	
166+96.18	3.82' LT		10	
166+94.78	3.46' LT			36
166+92.79	4.42' LT		8	
167+34.58		0.47' RT		24
167+92.48		28.93' RT	6	
167+93.58		28.57' RT	10	
167+95.64	2.77' LT			24
167+97.89	4.95' LT			24
168+44.35		8.68' RT		26
171+68.04		9.91' RT	6	
171+92.15		10.17' RT	8	
173+10.02		13.03' RT	6	
175+27.58	12.80' LT		6	
175+43.04		10.30' RT	8	
175+56.76		12.98' RT	12	
179+94.97	5.30' LT		12	
180+10.86	4.68' LT		6	
180+20.25	4.15' LT		6	
188+91.50	12.23' LT		6	
189+93.20	7.85' LT		10	
190+13.51	17.55' LT			18
190+20.23	16.53' LT		10	
190+25.74	10.17' LT		12	
190+45.72	11.79' LT			66
188+91.50	12.23' LT		6	
189+26.80		9.63' RT		28
189+25.33		11.12' RT		18
189+59.52	16.32' LT		10	
189+69.03	6.63' LT		6	
189+92.74	4.05' LT		8	
189+99.40	15.36' LT			24
190+10.97	6.18' LT		8	
190+14.44	12.08' LT		10	
190+15.56	13.21' LT		10	
190+39.32	14.43' LT		6	
190+47.43	10.35' LT		6	
190+62.65	14.69' LT		8	
190+79.83	11.38' LT			24
190+84.57	10.76' LT			24
190+94.27	15.80' LT		10	
190+38.42	3.73' LT		12	
190+43.20		10.48' RT		28
191+12.78	10.74' LT			18
191+15.08	9.73' LT			18
191+18.69	17.00' LT			18
191+32.23	14.38' LT		12	
191+32.96	12.42' LT		6	
193+50.93	3.45' LT		15	
193+52.51	2.38' LT		15	
193+55.97	4.00' LT		15	
193+62.50	5.41' LT			30
193+65.70	2.39' LT			24
193+29.80	3.04' LT			22
194+21.92	9.05' LT		12	
194+03.79	11.02' LT		6	
193+91.01	6.43' LT		12	
193+89.32	1.10' LT		10	
194+10.32		6.03' RT	6	

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
194+23.44		9.30' RT		36
194+46.00	0.50' LT		12	
194+57.80	12.64' LT		6	
194+86.78		14.52' RT	14	
194+78.11		1.02' RT	12	
194+84.79	8.14' LT		6	
194+83.69	3.32' LT			30
195+08.07	9.82' LT		14	
195+19.14	14.76' LT			60
194+98.82		2.00' RT	12	
194+97.78		10.18' RT	12	
195+32.44		10.45' RT	8	
195+50.83		2.63' RT	6	
195+53.66		4.99' RT	8	
195+55.89	10.07' LT		12	
195+51.64	9.90' LT		12	
195+48.75	9.53' LT			18
195+40.29	11.14' LT		10	
195+79.29	14.12' LT		6	
195+71.49	8.17' LT			22
195+75.22		0.10' RT	8	
195+89.90		11.34' RT	8	
195+95.38		11.94' RT	15	
196+01.55		11.33' RT	6	
198+04.23		0.52' RT	12	
196+10.59		3.03' RT	10	
195+96.92	9.42' LT		12	
196+03.50	10.35' LT		14	
196+05.69	10.19' LT		12	
196+27.76	7.90' LT		8	
196+36.83	3.49' LT			36
196+38.40	14.70' LT			22
196+30.76		0.92' RT	12	
196+30.26		12.13' RT	6	
196+42.01		9.69' RT	10	
196+48.09	9.79' LT		6	
196+48.76	7.73' LT		8	
196+56.76	8.57' LT		8	
196+68.87	4.99' LT		6	
196+73.88	6.73' LT			16
196+82.83		9.89' RT	14	
196+84.72	1.35' LT			18
196+97.23	9.46' LT		8	
197+38.94		9.43' RT	12	
197+54.72	12.18' LT		12	
197+58.34	15.62' LT		6	
197+63.45	16.31' LT		10	
197+70.08	13.59' LT		8	
197+76.50	16.72' LT		14	
197+79.55	17.22' LT		3	
197+85.77	13.45' LT		6	
197+92.51	15.83' LT		8	
197+96.02	9.49' LT		12	
197+96.67	5.90' LT		12	
198+08.82	10.78' LT		6	
198+11.17	8.21' LT		12	
198+17.14		5.33' RT	8	
198+17.48	13.31' LT		8	
198+29.95		9.96' RT	12	
198+49.16	0.40' LT		6	
198+56.25	15.26' LT			36
198+57.35	16.74' LT		6	
198+74.66		10.67' RT	6	
198+90.51		2.55' RT	6	
198+96.03	11.86' LT		15	
199+14.98	2.13' LT			16
199+37.30	10.46' LT			40
199+58.84		3.79' RT	6	
199+60.23	2.38' LT			16
199+53.59	13.86' LT		6	
199+58.38	18.06' LT			18
199+62.84	4.55' LT		6	
199+75.13		2.54' RT	12	
199+83.08	10.41' LT		12	
199+83.56	8.46' LT		6	
199+93.40	15.33' LT		12	
199+93.00	15.81' LT		12	
199+95.43	10.71' LT		14	
200+27.26	20.00' LT		10	
200+25.04	11.18' LT			24

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
TREE REMOVAL SCHEDULES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	5
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
200+62.51	10.82' LT			20
200+75.38		3.00' RT	6	
200+76.52		8.86' RT	14	
200+82.52	8.55' LT		6	
200+88.28	8.20' LT			18
201+02.87	4.22' LT		12	
201+03.79	4.99' LT		12	
201+14.02	0.95' LT		6	
201+21.39	0.52' LT		12	
201+59.04	2.80' LT		12	
201+54.39		0.57' RT		18
201+39.18		2.36' RT		16
201+35.38		0.18' RT	10	
201+26.03		1.13' RT	12	
201+13.07		4.18' RT	6	
201+08.79		0.22' RT	6	
200+92.93		12.80' RT	6	
201+81.65		2.60' RT	12	
201+83.72		3.79' RT	8	
201+90.57		5.73' RT	12	
201+97.78		2.69' RT	10	
202+01.66		4.12' RT	6	
202+13.12		0.32' RT	12	
202+15.56		3.41' RT	12	
201+90.65	0.86' LT		12	
202+00.10	4.01' LT		8	
202+18.76	3.92' LT		8	
202+31.54	0.01' LT		8	
202+46.02		3.42' RT	6	
202+53.94		3.63' RT	8	
202+54.10	3.13' LT		15	
202+72.32	1.77' LT		12	
202+72.43		4.40' RT	6	
202+89.67		5.49' RT	6	
202+90.82		2.53' RT	6	
202+98.59		4.67' RT	14	
202+99.53		0.11' RT	6	
203+34.17	1.48' LT		6	
203+41.61	2.06' LT		6	
203+43.57	1.62' LT		6	
203+74.41		3.61' RT	10	
203+82.10	5.38' LT			36
203+92.48	3.06' LT		6	
203+93.81		6.67' RT	6	
204+01.19		5.65' RT		18
204+31.56		2.38' RT	12	
204+40.09	2.77' LT		6	
204+58.08		0.33' RT	10	
204+82.10	1.02' LT		12	
204+65.92		4.01' RT	14	
204+77.30		0.84' RT	10	
205+01.15		1.65' RT	8	
205+05.30		3.07' RT	15	
205+23.42		5.10' RT	8	
205+54.55	1.63' LT		15	
205+55.99	3.14' LT		12	
205+67.58	3.10' LT		8	
205+56.48		5.62' RT	8	
205+72.34		6.67' RT	8	
205+98.59		16.83' RT		18
206+07.18		12.97' RT		18
206+27.03		0.92' RT	10	
206+34.30		15.66' RT		28
206+36.23		6.98' RT	10	
206+46.96		13.03' RT	10	
206+64.57	1.03' LT		8	
206+72.38	7.34' LT			20
206+91.11		12.82' RT		20
207+19.89		12.07' RT	6	
207+33.57		12.87' RT	12	
207+42.84	1.35' LT		12	
207+58.49	0.79' LT			30
207+73.61	0.32' LT		6	
207+89.95	3.90' LT		12	
207+48.12		15.76' RT	8	
207+51.20		9.13' RT	12	
207+97.20		9.78' RT	10	
207+97.93		13.87' RT	10	
208+03.49		11.25' RT	12	
208+04.17		13.65' RT	10	

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
208+18.26		16.38' RT		18
208+19.34		9.67' RT	8	
208+03.98	3.04' LT		12	
208+06.57	4.44' LT		8	
208+15.19	2.96' LT		12	
208+33.03	2.32' LT		10	
208+33.97	3.06' LT		10	
208+58.41		15.76' RT	15	
208+54.79		5.74' RT		30
208+66.71		10.04' RT	6	
208+71.79		11.07' RT	10	
208+93.93		14.35' RT	14	
208+96.09		16.98' RT	14	
209+01.56		15.47' RT	14	
209+23.64		9.53' RT	6	
209+23.54		13.63' RT	10	
209+25.60		15.38' RT	6	
209+37.25		9.39' RT	6	
209+39.13		10.71' RT	14	
209+49.58		23.67' RT	6	
209+53.16		15.34' RT		18
209+73.81		15.20' RT	12	
209+78.94		12.09' RT	6	
209+87.88		3.39' RT	6	
209+99.21		4.93' RT	14	
210+14.81		3.72' RT	12	
210+25.67		0.36' RT	10	
210+88.03	2.23' LT		12	
210+89.44		0.07' RT	12	
211+23.97		1.56' RT	6	
211+46.89		4.11' RT	6	
211+57.08		4.64' RT	6	
211+66.93		2.31' RT	10	
211+91.47	4.44' LT		6	
211+96.99	3.41' LT			48
211+96.29		1.11' RT	6	
212+09.09		7.44' RT	6	
212+15.31	2.19' LT		10	
212+23.49		7.47' RT	6	
212+25.02		1.13' RT	10	
212+28.34		3.74' RT	10	
212+33.63		0.49' RT	6	
212+36.33		2.80' RT	6	
212+41.00		1.41' RT	8	
212+48.73		3.94' RT	12	
212+47.98		10.00' RT	6	
212+58.64		9.43' RT	8	
212+70.47		0.67' RT	6	
212+91.04		12.09' RT		18
212+93.15		0.71' RT		16
213+35.11	6.83' LT		12	
213+40.12	5.53' LT		12	
213+37.09		2.37' RT	12	
213+51.34		0.54' RT	6	
213+55.73		2.10' RT	6	
213+61.10		3.82' RT	6	
213+70.25		1.87' RT	6	
213+73.53		4.51' RT		16
213+61.25	5.63' LT		12	
213+55.61	0.74' LT		6	
213+80.41	0.67' LT		14	
213+84.88		0.68' RT		18
220+98.76		3.37' RT	12	
230+24.26	15.57' LT			20
230+27.27	11.96' LT			18
230+36.35	10.80' LT			20
230+41.77	8.59' LT		10	
230+75.89	9.29' LT			18
230+30.67	1.15' LT		14	
230+81.31	9.30' LT		14	
230+95.11		2.10' RT	12	
231+08.28	2.77' LT			36
231+19.80		8.73' RT	12	
231+30.46	1.09' LT			20
231+38.77	0.57' LT			20
231+48.07	15.78' LT			20
231+48.25	13.66' LT		12	
231+48.62	6.57' LT		12	
231+80.65	18.57' LT			20
232+20.44	10.22' LT		10	

THORN CREEK BIKE TRAIL - SOUTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
232+19.69	8.22' LT		12	
232+17.40	6.40' LT		12	
232+18.21	4.77' LT		12	
232+30.48	0.35' LT			48
232+36.86	12.80' LT		10	
232+41.82	8.88' LT		10	
232+52.72	2.72' LT		12	
232+62.07	11.92' LT		12	
232+82.88	8.49' LT		12	
232+70.27		7.95' RT		30
232+61.51		8.80' RT	12	
232+56.68		7.22' RT		36
232+53.17		8.65' RT	12	
232+49.02		5.17' RT	12	
232+87.51		0.48' RT	12	
232+97.55	0.17' LT			18
233+04.44	3.67' LT		10	
233+07.35	2.17' LT		8	
233+14.24	13.17' LT		8	
233+20.33	8.79' LT		6	
233+25.73	9.91' LT			16
233+23.47	7.08' LT		12	
233+40.51	12.14' LT		6	
233+47.88	11.71' LT		12	
233+61.64	10.89' LT			24
233+64.76	8.46' LT			18
233+67.45	11.62' LT		10	
233+65.13	11.14' LT			18
10% GROWTH			294	211
SUBTOTAL			3237	2324

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
362+78		6.2	9	
362+79		12.1	7	
362+83		4.4	6	
362+93		7.4		30
362+97		8.1		32
363+27		7.9	9	
363+34		7.8	10	
363+35		8.6	9	
363+41		8.6	10	
363+43		4.6	6	
363+60		10.2		16
363+76		11.9	8	
363+81		9.8		16
363+95		9.1	9	
364+31		12.9	9	
364+41		8.31		22
364+87		10.7		14
367+56		7.8		21
367+66		8.9	10	
367+72		10.0	10	
367+82		5.8		18
367+89		12.7		28
368+28		7.76	8	
368+31		10.69	8	
368+45		5.7	6	
368+53		4.1		18
368+60		5.1		21
376+37		1.6	11	
377+23		3.8	6	
377+53		9.1		26
378+58	7.3		8	
377+58	4.6			26
377+89		12.1	6	
378+13		22.7	8	
378+43	5.8		6	
378+52		7.1		14
378+58	10.8			24
381+15		14.2		24
382+54		12.1		19
382+70		14.8		19
385+08		3.5	8	
385+12	4.0		11	
385+13		4.1	10	
385+17		6.4	6	
385+23		9.1	7	
385+28		14.7	6	
385+31	2.1			24
385+52	5.2			35
386+03	6.3			36
386+34		9.7	7	
386+39	5.8		10	
386+43	6.2		13	
386+67		14.9		16
386+83	8.8			21
386+89		4.2		29
386+92		2.6	8	
386+98	6.0			38
387+45		3.1		30
387+51		1.3	11	
387+67	1.0			29
387+80	10.5		8	
387+90	7.3			13
387+96	9.2			17
388+14	5.3			42
388+51		5.2	15	
388+54		1.3	7	
388+54		5.5		26
388+78	2.9			26
389+00	10.2		7	
389+37		12.0		24
389+42		4.8		29
389+46		9.2	10	
389+46	1.7		8	
389+55	8.8			30
389+60		1.0	7	
389+69		6.3	9	
389+81	3.2		15	
389+81	12.0			24

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
389+90		10.3	8	
389+91		13.2		24
390+04	4.2		8	
390+13		11.3		19
390+23	0.5			
390+41		7.2	12	
390+44	2.8			32
390+63		8.6		26
390+81		3.1	6	
390+87		7.4	6	
390+96		6.1	10	
391+05	10.0		7	
391+35		3.1	13	
391+46		1.7	13	
391+48		5.9	13	
391+54	6.4			16
391+59		6.2		22
391+67		3.9	9	
391+68	7.8		9	
391+75	5.9			17
391+90	10.0		13	
392+02		3.4		16
392+07		4.4	9	
392+26	1.7		12	
392+74		5.7	6	
393+15	3.3		6	
393+16	9.0		7	
393+16		9.9	6	
393+19	0.4			37
393+19	9.5		9	
393+53		6.7	9	
393+80	1.8		7	
393+92		13.6	9	
394+18	4.4		11	
394+24		1.3	8	
394+35		8.2	13	
394+47		7.8	8	
394+86		8.5	10	
394+89	2.3		6	
395+10		1.6	7	
395+20		5.2	7	
395+44		6.8	7	
395+45	5.2		7	
395+47		6.2	11	
395+56		13.7	11	
395+63		1.3	7	
395+74		5.3	6	
395+77	7.1		8	
395+82		2.2	13	
395+85		10.4	6	
395+87	10.5		6	
396+00		11.8	6	
396+04	6.5		8	
396+37	0.8		12	
396+39		0.1	15	
396+58	4.2		8	
396+58	12.0		8	
396+69	10.9		6	
396+79	7.1		8	
396+79	0.1		14	
396+88	4.9		6	
396+89		1.7	10	
396+92		6.3	11	
396+95		6.4	6	
397+03		2.3	7	
397+14		7.4	7	
397+29	1.3		8	
397+41	7.7		8	
397+68		5.5	7	
397+72	0.6		14	
397+73	5.7		8	
397+76		2.5	10	
398+23	0.6		15	
398+45	2.5		14	
398+62		6.3	13	
399+03		3.4	8	
399+10		5.3	9	
399+17		1.3	6	
399+29	6.7		8	

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

	OFFSET			
STATION	LT	RT	6-15 UNITS	>15 UNITS
399+34		1.8	6	
399+41	0.9		9	
399+68		2.6	6	
399+72		3.9	6	
399+78	1.3		14	
399+85		0.4	6	
399+89	6.2		6	
400+15		3.5	6	
400+21	6.6		14	
400+24	7.3			16
400+25		1.8	6	
400+27	7.2			18
401+77		2.7	7	
401+82		5.9		16
401+95	0.2			20
402+08		2.3	6	
402+36		7.1	9	
402+36		0.5	6	
402+57		7.4	8	
402+67		4.3		16
402+68	2.7		10	
402+81	5.0		8	
402+86	3.2		6	
402+95	6.8		12	
403+18	4.8		9	
403+50	2.2		7	
403+65	8.2		6	
403+69	0.3		6	
403+71		5.6	6	
403+75	7.5		6	
403+78		4.8		16
403+84	4.2		6	
404+14	7.4		8	
404+18		1.9		16
404+33		0.1	9	
404+60		3.9	10	
404+64		3.4	11	
404+78		5.4	6	
404+85	6.4			20
405+01		5.9	8	
405+03	11.9		6	
405+04	5.1		7	
405+24	10.2		6	
405+25	11.6		9	
406+29		9.4		24
405+44	3.4		8	
405+48		0.6	6	
405+55	5.7		14	
405+62	11.4		9	
405+69	1.1		7	
405+74		9.8	8	
405+76		3.0	8	
405+93	2.1		10	
406+07	11.7		7	
406+13	4.0		14	
406+15	22.4		8	
406+21		5.1	10	
406+51	8.9		7	
406+52	2.6		8	
406+57		7.7	7	
406+71	4.2		8	
406+71	5.1		6	
406+99	2.1			46
407+07		9.5		18
407+12	4.7		7	
407+30	6.9		10	
407+43	4.5		8	
407+51	1.4		9	
407+61	5.5		10	
407+70		9.7	9	
407+78		10.1	8	
407+81	11.0		14	
407+90		4.1	10	
408+04	1.3		12	
408+16		10.1	6	
408+27		10.4	8	
408+50	3.5		8	
408+65		7.2	6	
408+88		9.0	7	
408+99		8.4		22
409+38		15.8		20

FILE NAME = $FILE$

URS 3A
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

TREE_1.dgn 4/8/2013 1:39:26 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
TREE REMOVAL SCHEDULES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	6
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
409+57	3.0		9	
409+73	9.1		14	
409+89		2.0	8	
410+34		14.4	14	
410+44		12.1	12	
410+53	5.7		14	
410+74		14.3	10	
410+77	8.1		10	
410+77		2.2	7	
410+81	5.9		6	
410+89		2.3	6	
411+01		7.9	8	
411+03	6.2		10	
411+18		5.8	10	
411+26	6.4			22
411+43		15.4	6	
411+44		3.7	7	
411+49		1.3	6	
411+62	3.4		7	
411+67	9.2		6	
411+84		6.3	13	
411+89		11.1	6	
411+89		10.2	6	
412+02	7.9			16
412+05		8.8	7	
412+13		5.9	8	
412+19	2.7		6	
412+29		4.2	8	
412+35		13.2	6	
412+37		9.4	6	
412+44		11.4	7	
412+42	5.4		6	
412+46	7.6		9	
412+48		1.4	8	
412+53		11.2	7	
412+62		13.5	6	
412+68		3.9	15	
412+80		10.9	10	
412+80		12.0	7	
412+88	7.9		8	
412+92	3.9		10	
412+97		15.4	6	
412+99	0.1		6	
412+99	7.1		6	
413+11	6.4		6	
413+25		3.5	6	
413+28		14.6	8	
413+28		0.1	6	
413+28	7.8		6	
413+46		13.4	6	
413+51		1.2	6	
413+53		11.4	7	
413+64	7.1		12	
413+75		2.1	12	
413+81		8.4	12	
413+82		14.0	7	
413+89		14.6	10	
414+02	11.9		12	
414+05	14.4			20
414+07	11.7			32
414+22		8.6	8	
414+27	11.9		7	
414+31		10.2	9	
414+50		10.7	10	
414+90		18.0	12	
414+96		14.2	9	
415+15		11.6		16
415+28		9.0	6	
415+32		8.4	8	
415+39		17.9	6	
415+41		12.4	8	
415+47		14.2	6	
415+51		8.3	8	
415+69		18.7	10	
415+71		14.8	6	
415+80		17.2		22
415+83		15.2	7	
416+00		11.1	12	
416+03		15.9	7	
416+13		10.9		16
416+21		10.9		20

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
416+26		16.4	10	
416+39		16.1		24
416+85		11.5	6	
416+92		8.0		24
417+43	8.1		7	
417+65	9.7		12	
417+89	10.3		9	
417+97	9.6		14	
418+41		15.1		32
418+71		12.7	7	
418+83		9.8	6	
418+97		11.6	10	
419+11		11.9	6	
419+40		8.9	7	
419+52		9.6		18
419+69		10.1	6	
419+73		13.3	9	
419+78		14.3	6	
419+95		5.8	8	
420+10		8.9	6	
420+14		13.1	10	
420+19		10.8	9	
420+40		14.8	8	
420+42		12.8	7	
420+44		8.6	6	
420+46	10.6		7	
420+49		9.3	7	
420+51		14.3	7	
420+52	7.5		6	
420+52	9.0		7	
420+53	10.1		8	
420+63		9.1	6	
420+70	10.6		10	
420+71		8.8	12	
420+74		8.6	8	
420+76	6.6		12	
420+82		8.9	8	
420+95	10.9		7	
421+01	9.5		7	
421+01		7.8	7	
421+06	7.1		6	
421+07		4.3	6	
421+13		0.4	6	
421+20		11.5	7	
421+21		9.2	7	
421+26		9.2	6	
421+31		10.2	6	
421+38		8.2	6	
421+42		13.1	6	
421+42		1.7	6	
421+43		15.4	6	
421+49		15.1	6	
421+53		11.9	6	
421+68		9.5	6	
421+88	8.4		7	
421+88		13.0	6	
421+92		13.1	6	
421+92	9.8		6	
422+75		11.9	10	
422+91		13.7	6	
423+24		13.2	6	
424+17	9.4		14	
424+46		13.0	6	
424+47		7.1	6	
424+60		13.3	14	
424+66		12.6	7	
424+73		10.7	10	
424+87		11.3	8	
425+15		14.5	18	
425+23	8.9			28
425+53		11.2	12	
425+70	9.0		9	
425+83		14.2		28
426+16		14.2	12	
426+36		9.1		16
426+54	14.6			16
426+66		11.1	12	
426+89		10.5	9	
427+07	10.2		12	
427+14	12.1		6	
427+24		13.1	6	

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
427+53	8.0		7	
428+45		10.5	6	
428+58		7.3	10	
428+58		11.0	12	
428+73		9.1	14	
428+88		11.8	6	
428+97	9.8		6	
429+03	9.8		12	
429+07		13.0	7	
429+15		12.1	7	
429+23		9.7	7	
429+35		12.9	10	
429+40		14.8	6	
429+42		11.4	14	
429+51		7.8	9	
429+76		14.5	12	
430+18		11.9	6	
430+23		14.9		16
430+39		11.9	6	
430+48		15.2		16
430+48	14.6		9	
430+52		9.5	7	
430+77		8.7	14	
430+85		10.0	7	
431+07		13.9	6	
431+49		10.1	12	
431+74		10.3		18
431+73	7.8		8	
432+09		12.0	10	
432+33		11.5	6	
432+37		9.4	12	
433+65		15.3	6	
433+78		16.0	7	
433+92		14.9	10	
433+93		21.2	10	
433+97		7.1	8	
433+99		20.5	10	
434+07		24.9	6	
434+11		26.8	6	
434+19	1.9			20
434+22		15.0		20
434+35		24.1	6	
434+37		9.1	8	
434+54		8.5	14	
434+61		18.5		32
434+65		12.5	8	
434+75		12.7	9	
434+89		17.6	8	
434+89	4.4		15	
434+96		16.2		14
435+41		12.0		18
435+51		14.9	7	
435+89		14.2	12	
435+91		10.9	9	
436+15		14.2	9	
436+31		9.0		28
436+60	6.1			18
436+66		10.6	14	
436+75		13.1		30
436+98		15.8	12	
437+35		2.8		26
437+49		8.9	6	
437+66		11.1	7	
437+67		11.3	7	
437+73		10.2		32
437+93		12.7	9	
438+07	8.4		14	
438+22	1.3		8	
438+22	12.3		11	
438+28	2.6		14	
438+31	2.3		6	
438+19	13.3		6	
438+45	17.3		12	
438+68	16.3		6	
438+78		10.3		22
439+05	15.7		12	
439+77		14.7	9	
439+85	7.5			22
440+16		12.1		30
440+83		12.8	6	
440+88		12.1	6	

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
441+02		14.3	12	
441+17		11.5	9	
441+37		11.3	9	
441+45		12.9		16
441+81		13.7	9	
442+28		13.1	7	
442+34		14.6	8	
442+42		14.0	6	
442+42		9.7	7	
442+57		12.7		16
442+81		11.5	10	
442+86		10.5	10	
443+09		15.2	7	
443+21		15.1	6	
443+29		15.7	6	
443+30		11.1	6	
443+38		11.3	9	
443+56		7.9	13	
443+59		10.3	8	
443+62		8.3	9	
443+76	17.0		12	
443+82		3.7	9	
443+83		3.9	7	
444+01		12.5	10	
444+07		5.9	9	
444+31		6.9	6	
444+47		8.6	12	
444+61		8.9	12	
444+66		10.1	14	
444+76		12.3	6	
444+86		9.2	10	
444+90		11.1	9	
445+09		12.0	8	
445+20		10.8	12	
445+26		12.6	6	
445+28		13.3	12	
445+44		11.2	6	
445+51		12.4	14	
445+83		13.4		16
446+13		13.7	14	
446+62		14.0	6	
447+02		13.2	7	
447+19		14.8	10	
447+55		14.8	7	
447+76		15.9	8	
447+92		12.1	12	
447+92		10.2	8	
447+97		12.2	8	
448+10		12.2	10	
448+18		13.9	6	
448+40		10.1	10	
448+60		12.1	9	
448+92		12.0	7	
449+17		13.2	7	
449+30		12.5	7	
449+29	10.2		12	
449+48	11.0		6	
449+61	12.6		14	
449+87	11.7		7	
449+96	12.2		10	
450+22	7.9		18	
450+27		10.4	7	
450+40		11.9	6	
450+42	8.8		24	
450+72		13.9	8	
450+73		13.6		16
450+86		11.3	11	
450+89		14.5	11	
450+91	7.9		8	
450+89		14.5	11	
450+93		11.4	14	
450+96	6.6		10	
451+26		11.3	10	
451+26		15.1	6	
451+46		15.9	7	
451+47		9.5		16
451+52		15.4	6	
451+58		9.4	8	
451+87	9.9		8	
451+91		12.9	9	
452+12	10.5		7	

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
452+21	10.7		8	
452+35		9.2	7	
452+60		11.3	12	
452+66	11.8		10	
452+69		9.5	9	
452+70	9.8		6	
452+73	11.4		12	
452+80		9.7	10	
452+92		11.9	6	
453+15		11.0	6	
453+23		10.4	6	
453+32		11.4	6	
453+32		11.4	6	
453+35		11.5	6	
453+42	9.5		6	
453+53	9.5		6	
453+74		11.9	7	
453+82		11.6	6	
454+08		9.4	6	
454+10		14.1		18
454+15		12.5	6	
454+32		14.8	7	
454+33		12.3	12	
454+38		15.7	6	
454+52	7.1			16
454+61		6.9	14	
454+74		8.4		28
454+86		5.7		18
454+97		16.7	7	
455+09		17.2	6	
455+16		17.7	6	
455+22		16.6		16
455+29	5.9		6	
455+52		14.2	6	
455+73		7.7		22
455+97		16.0		20
456+11		11.2	7	
456+14		13.4	6	
456+24		17.2	6	
456+24		13.7	7	
456+25		11.6	7	
456+40		10.2		28
456+46		17.7	7	
456+65		11.5	8	
456+35		2.9	8	
456+69		9.5		18
456+82		8.9	7	
457+02		12.3	6	
457+14		14.6		24
457+12		4.8		32
457+18		9.4	7	
457+38		7.7	14	
457+48		10.4		18
457+84		13.8	9	
458+07		11.0	7	
458+09		13.7		20
458+18		10.9	6	
458+24		11.7	10	
458+27		14.0	8	
458+29	7.5			24
458+32		11.3	6	
458+33		15.8	6	
458+42	10.6		8	
458+51		13.6	10	
458+54		8.7	8	
458+55		15.0	7	
458+67	10.1		7	
458+79	8.3			30
458+82		14.4	12	
458+86		10.1	8	
459+13		16.1	12	
459+23		15.6	7	
459+35		16.5	7	
459+42		5.6		18
459+51		15.6		18
459+59		9.9	7	
459+63		20.4	8	
459+65		15.4	8	
459+78		13.4	8	
459+79		10.8	11	
459+99		14.0	6	

THORN CREEK BIKE TRAIL - NORTH SEGMENT
TREE REMOVAL

STATION	OFFSET LT	OFFSET RT	6-15 UNITS	>15 UNITS
460+01		11.6	9	
460+18		9.8	13	
460+35		14.7	8	
460+76		9.5	7	
460+87		15.8	6	
460+90		7.4		36
461+17		13.3	6	
461+26		13.8		28
461+33	8.3		6	
461+68		13.5	6	
461+88	7.2			18
462+26		7.5	14	
462+45		1.4	6	
462+56		6.1	15	
462+57	5.8		6	
462+67		2.8	12	
462+78		1.2	6	
462+80		11.1	6	
462+90	5.4		6	
462+90	6.6		8	
462+97	6.5		6	
462+99		5.8	12	
462+98		14.0	6	
463+01	1.5		8	
463+02		9.1	8	
463+39	9.6			16
463+47		8.4		32
465+11	6.8			20
466+41	12.0			29
466+67	11.1		10	
10% GROWTH			468	269
SUBTOTAL			5150	2962

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

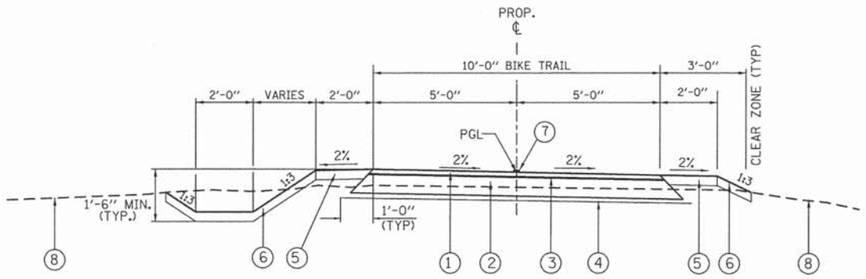
TREE_1.dgn 4/8/2013 1:40:01 PM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
TREE REMOVAL SCHEDULES

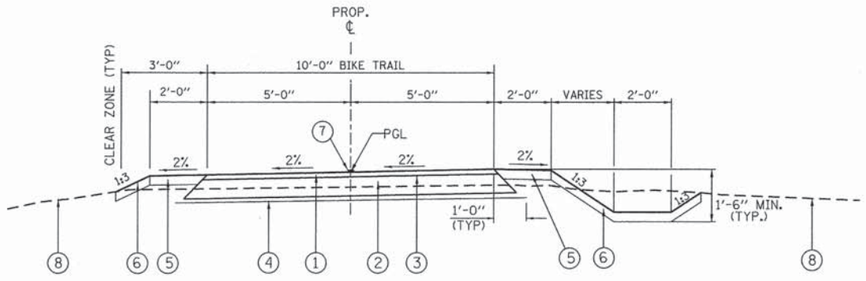
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	7
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
SOUTH SEGMENT

(STA 132+70.82 TO STA 244+53.75), THORN CREEK BIKE TRAIL



PROPOSED TYPICAL SECTION
NORTH SEGMENT

(STA 362+56.85 TO STA 466+76.51), THORN CREEK BIKE TRAIL

LEGEND:

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

NOTE 1:

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

NOTE 2:

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

NOTE 3:

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

NOTE 4:

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

NOTE 5:

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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

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

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

FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL
PROPOSED TYPICAL SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	8
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-25
PI STA. = 134+08.90
Δ = 33° 41′ 50″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 30.28′
L = 58.81′
E = 4.49′
P.C. STA. = 133+78.62
P.T. STA. = 134+37.43

PROP. CURVE SOUTH-ALIGN-26
PI STA. = 134+91.14
Δ = 38° 24′ 00″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 34.82′
L = 67.02′
E = 5.89′
P.C. STA. = 134+56.32
P.T. STA. = 135+23.34

PROP. CURVE SOUTH-ALIGN-27
PI STA. = 135+35.51
Δ = 13° 52′ 26″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 12.17′
L = 24.21′
E = 0.74′
P.C. STA. = 135+23.34
P.T. STA. = 135+47.55

PROP. CURVE SOUTH-ALIGN-28
PI STA. = 137+72.37
Δ = 21° 42′ 42″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 19.18′
L = 37.89′
E = 1.82′
P.C. STA. = 137+53.19
P.T. STA. = 137+91.09

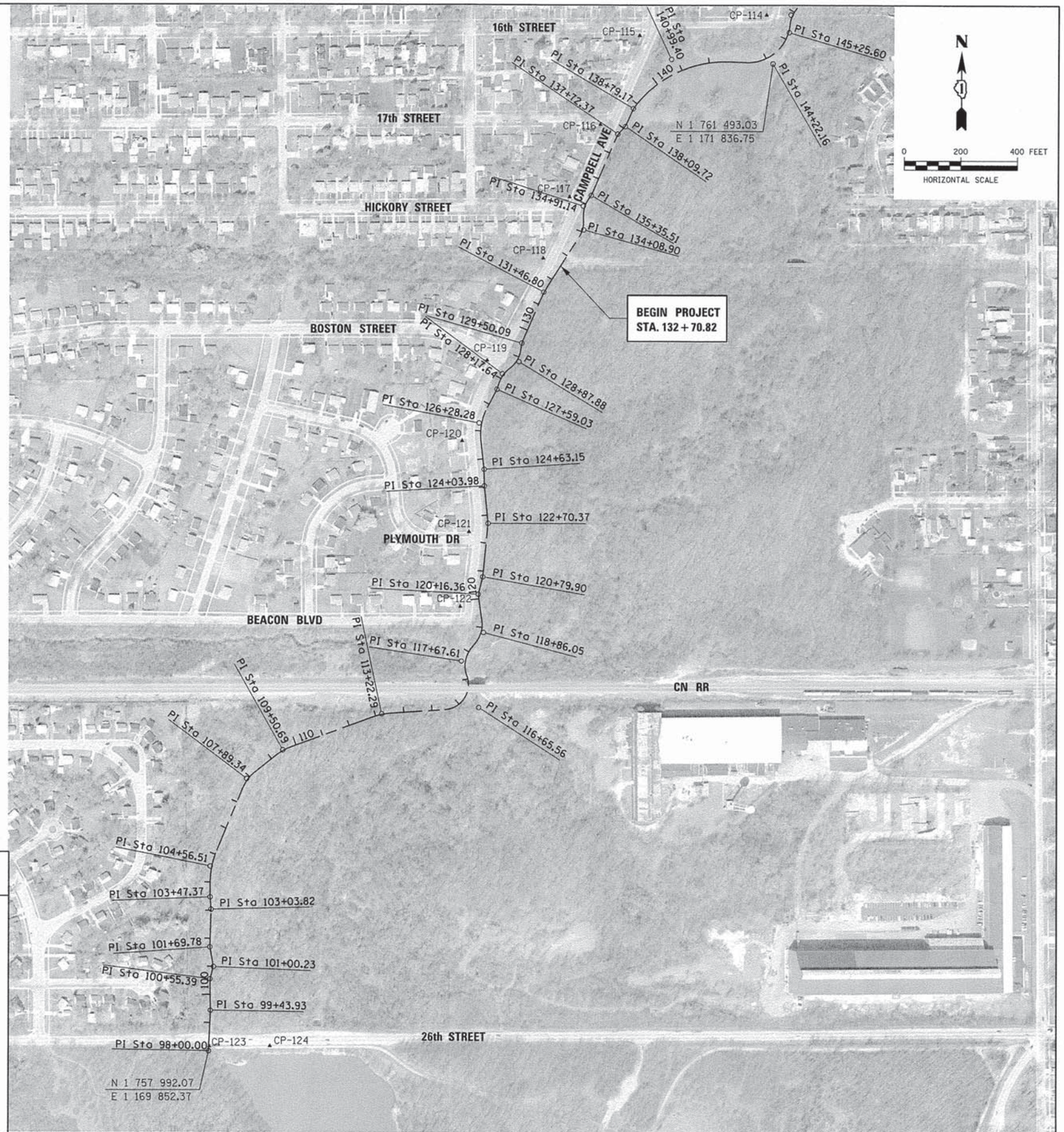
PROP. CURVE SOUTH-ALIGN-29
PI STA. = 138+09.72
Δ = 21° 06′ 55″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 18.64′
L = 36.85′
E = 1.72′
P.C. STA. = 137+91.09
P.T. STA. = 138+27.94

PROP. CURVE SOUTH-ALIGN-30
PI STA. = 138+79.17
Δ = 13° 40′ 15″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.99′
L = 23.86′
E = 0.72′
P.C. STA. = 138+67.18
P.T. STA. = 138+91.04

PROP. CURVE SOUTH-ALIGN-31
PI STA. = 140+99.40
Δ = 55° 01′ 52″ (RT)
D = 14° 19′ 26″
R = 400.00′
T = 208.37′
L = 384.19′
E = 51.02′
P.C. STA. = 138+91.04
P.T. STA. = 142+75.23

PROP. CURVE SOUTH-ALIGN-32
PI STA. = 144+22.16
Δ = 65° 11′ 36″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 95.92′
L = 170.68′
E = 28.04′
P.C. STA. = 143+26.25
P.T. STA. = 144+96.92

PROP. CURVE SOUTH-ALIGN-33
PI STA. = 145+25.60
Δ = 21° 38′ 56″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 28.68′
L = 56.68′
E = 2.72′
P.C. STA. = 144+96.92
P.T. STA. = 145+53.60



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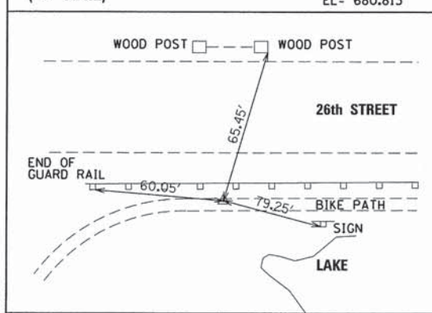
EL= 680.813



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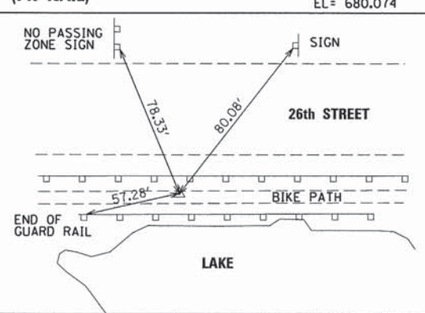

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
ALIGNMENT AND TIE SHEET

SCALE: 1″=200′ | SHEET NO. 1 OF 5 SHEETS | STA. 98+00 | TO STA. 144+22.17

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	9
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-32
PI STA. = 144+22.16
Δ = 65° 11′ 36″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 95.92′
L = 170.68′
E = 28.04′
P.C. STA. = 143+26.25
P.T. STA. = 144+96.92

PROP. CURVE SOUTH-ALIGN-33
PI STA. = 145+25.60
Δ = 21° 38′ 56″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 28.68′
L = 56.68′
E = 2.72′
P.C. STA. = 144+96.92
P.T. STA. = 145+53.60

PROP. CURVE SOUTH-ALIGN-34
PI STA. = 145+87.56
Δ = 37° 30′ 55″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 33.96′
L = 65.48′
E = 5.61′
P.C. STA. = 145+53.60
P.T. STA. = 146+19.08

PROP. CURVE SOUTH-ALIGN-35
PI STA. = 146+97.24
Δ = 15° 33′ 33″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 13.66′
L = 27.16′
E = 0.93′
P.C. STA. = 146+83.58
P.T. STA. = 147+10.73

PROP. CURVE SOUTH-ALIGN-36
PI STA. = 147+88.86
Δ = 36° 56′ 38″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 33.41′
L = 64.48′
E = 5.43′
P.C. STA. = 147+55.45
P.T. STA. = 148+19.93

PROP. CURVE SOUTH-ALIGN-37
PI STA. = 149+05.05
Δ = 8° 13′ 18″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 14.37′
L = 28.70′
E = 0.52′
P.C. STA. = 148+90.67
P.T. STA. = 149+19.37

PROP. CURVE SOUTH-ALIGN-38
PI STA. = 151+47.42
Δ = 5° 41′ 20″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 9.94′
L = 19.86′
E = 0.25′
P.C. STA. = 151+37.49
P.T. STA. = 151+57.35

PROP. CURVE SOUTH-ALIGN-39
PI STA. = 152+88.80
Δ = 24° 46′ 48″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 65.90′
L = 129.75′
E = 7.15′
P.C. STA. = 152+22.90
P.T. STA. = 153+52.65

PROP. CURVE SOUTH-ALIGN-40
PI STA. = 153+83.40
Δ = 34° 11′ 26″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 30.75′
L = 59.67′
E = 4.62′
P.C. STA. = 153+52.65
P.T. STA. = 154+12.32

PROP. CURVE SOUTH-ALIGN-41
PI STA. = 154+54.73
Δ = 45° 57′ 35″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 42.41′
L = 80.21′
E = 8.62′
P.C. STA. = 154+12.32
P.T. STA. = 154+92.54

PROP. CURVE SOUTH-ALIGN-42
PI STA. = 155+86.96
Δ = 21° 15′ 02″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 18.76′
L = 37.09′
E = 1.74′
P.C. STA. = 155+68.20
P.T. STA. = 156+05.29

PROP. CURVE SOUTH-ALIGN-43
PI STA. = 156+98.86
Δ = 54° 40′ 34″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 51.70′
L = 95.43′
E = 12.57′
P.C. STA. = 156+47.16
P.T. STA. = 157+42.59

PROP. CURVE SOUTH-ALIGN-44
PI STA. = 158+58.87
Δ = 18° 59′ 02″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 16.72′
L = 33.13′
E = 1.39′
P.C. STA. = 158+42.15
P.T. STA. = 158+75.28

PROP. CURVE SOUTH-ALIGN-45
PI STA. = 159+13.10
Δ = 41° 25′ 37″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 37.81′
L = 72.30′
E = 6.91′
P.C. STA. = 158+75.28
P.T. STA. = 159+47.59

PROP. CURVE SOUTH-ALIGN-46
PI STA. = 159+64.91
Δ = 19° 39′ 07″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 17.32′
L = 34.30′
E = 1.49′
P.C. STA. = 159+47.59
P.T. STA. = 159+81.89

PROP. CURVE SOUTH-ALIGN-47
PI STA. = 160+01.91
Δ = 22° 38′ 42″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 20.02′
L = 39.52′
E = 1.98′
P.C. STA. = 159+81.89
P.T. STA. = 160+21.41

PROP. CURVE SOUTH-ALIGN-48
PI STA. = 160+45.05
Δ = 26° 36′ 14″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 23.64′
L = 46.43′
E = 2.76′
P.C. STA. = 160+21.41
P.T. STA. = 160+67.84

PROP. CURVE SOUTH-ALIGN-49
PI STA. = 160+99.37
Δ = 29° 23′ 15″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 26.22′
L = 51.29′
E = 3.38′
P.C. STA. = 160+73.14
P.T. STA. = 161+24.44

PROP. CURVE SOUTH-ALIGN-50
PI STA. = 162+05.46
Δ = 54° 29′ 59″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 51.50′
L = 95.12′
E = 12.48′
P.C. STA. = 161+53.96
P.T. STA. = 162+49.08

PROP. CURVE SOUTH-ALIGN-51
PI STA. = 163+27.71
Δ = 42° 12′ 58″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 38.60′
L = 73.68′
E = 7.19′
P.C. STA. = 162+89.10
P.T. STA. = 163+62.78

PROP. CURVE SOUTH-ALIGN-52
PI STA. = 164+13.31
Δ = 53° 36′ 43″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 50.53′
L = 93.57′
E = 12.04′
P.C. STA. = 163+62.78
P.T. STA. = 164+56.35

PROP. CURVE SOUTH-ALIGN-53
PI STA. = 165+16.09
Δ = 61° 42′ 13″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 59.73′
L = 107.69′
E = 16.48′
P.C. STA. = 164+56.35
P.T. STA. = 165+64.05

PROP. CURVE SOUTH-ALIGN-54
PI STA. = 166+61.97
Δ = 41° 01′ 07″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 37.41′
L = 71.59′
E = 6.77′
P.C. STA. = 166+24.56
P.T. STA. = 166+96.15

PROP. CURVE SOUTH-ALIGN-55
PI STA. = 167+23.40
Δ = 30° 28′ 50″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 27.24′
L = 53.20′
E = 3.64′
P.C. STA. = 166+96.15
P.T. STA. = 167+49.35

PROP. CURVE SOUTH-ALIGN-56
PI STA. = 170+18.15
Δ = 10° 55′ 52″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 47.84′
L = 95.39′
E = 2.28′
P.C. STA. = 169+70.31
P.T. STA. = 170+65.70

PROP. CURVE SOUTH-ALIGN-57
PI STA. = 171+25.14
Δ = 33° 06′ 11″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 59.44′
L = 115.55′
E = 8.65′
P.C. STA. = 170+65.70
P.T. STA. = 171+81.26

PROP. CURVE SOUTH-ALIGN-58
PI STA. = 173+53.96
Δ = 16° 31′ 20″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 29.04′
L = 57.67′
E = 2.10′
P.C. STA. = 173+24.92
P.T. STA. = 173+82.59

PROP. CURVE SOUTH-ALIGN-59
PI STA. = 174+37.41
Δ = 15° 00′ 16″ (LT)
D = 28° 38′ 52″
R = 200.00′
T = 26.34′
L = 52.38′
E = 1.73′
P.C. STA. = 174+11.07
P.T. STA. = 174+63.44

PROP. CURVE SOUTH-ALIGN-60
PI STA. = 175+64.01
Δ = 7° 54′ 17″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 13.82′
L = 27.59′
E = 0.48′
P.C. STA. = 175+50.19
P.T. STA. = 175+77.79

PROP. CURVE SOUTH-ALIGN-61
PI STA. = 177+63.68
Δ = 71° 16′ 37″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 71.69′
L = 124.40′
E = 23.05′
P.C. STA. = 176+91.99
P.T. STA. = 178+16.39

PROP. CURVE SOUTH-ALIGN-62
PI STA. = 181+02.81
Δ = 141° 30′ 28″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 286.42′
L = 246.98′
E = 203.37′
P.C. STA. = 178+16.39
P.T. STA. = 180+63.37

PROP. CURVE SOUTH-ALIGN-63
PI STA. = 182+69.25
Δ = 21° 24′ 12″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 28.35′
L = 56.03′
E = 2.66′
P.C. STA. = 182+40.90
P.T. STA. = 182+96.94

PROP. CURVE SOUTH-ALIGN-64
PI STA. = 183+72.64
Δ = 15° 04′ 31″ (RT)
D = 47° 44′ 47″
R = 120.00′
T = 15.88′
L = 31.57′
E = 1.05′
P.C. STA. = 183+56.76
P.T. STA. = 183+88.33

PROP. CURVE SOUTH-ALIGN-65
PI STA. = 184+57.51
Δ = 28° 51′ 44″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 25.73′
L = 50.37′
E = 3.26′
P.C. STA. = 184+31.78
P.T. STA. = 184+82.15

PROP. CURVE SOUTH-ALIGN-66
PI STA. = 186+70.15
Δ = 111° 10′ 06″ (LT)
D = 67° 24′ 24″
R = 85.00′
T = 124.07′
L = 164.92′
E = 65.39′
P.C. STA. = 185+46.09
P.T. STA. = 187+11.01

PROP. CURVE SOUTH-ALIGN-67
PI STA. = 187+38.84
Δ = 31° 06′ 31″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 27.83′
L = 54.29′
E = 3.80′
P.C. STA. = 187+11.01
P.T. STA. = 187+65.30

PROP. CURVE SOUTH-ALIGN-68
PI STA. = 187+90.18
Δ = 27° 56′ 28″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 24.88′
L = 48.77′
E = 3.05′
P.C. STA. = 187+65.30
P.T. STA. = 188+14.07

PROP. CURVE SOUTH-ALIGN-69
PI STA. = 191+21.57
Δ = 115° 05′ 22″ (LT)
D = 114° 35′ 30″
R = 50.00′
T = 78.62′
L = 100.43′
E = 43.17′
P.C. STA. = 190+42.95
P.T. STA. = 191+43.39

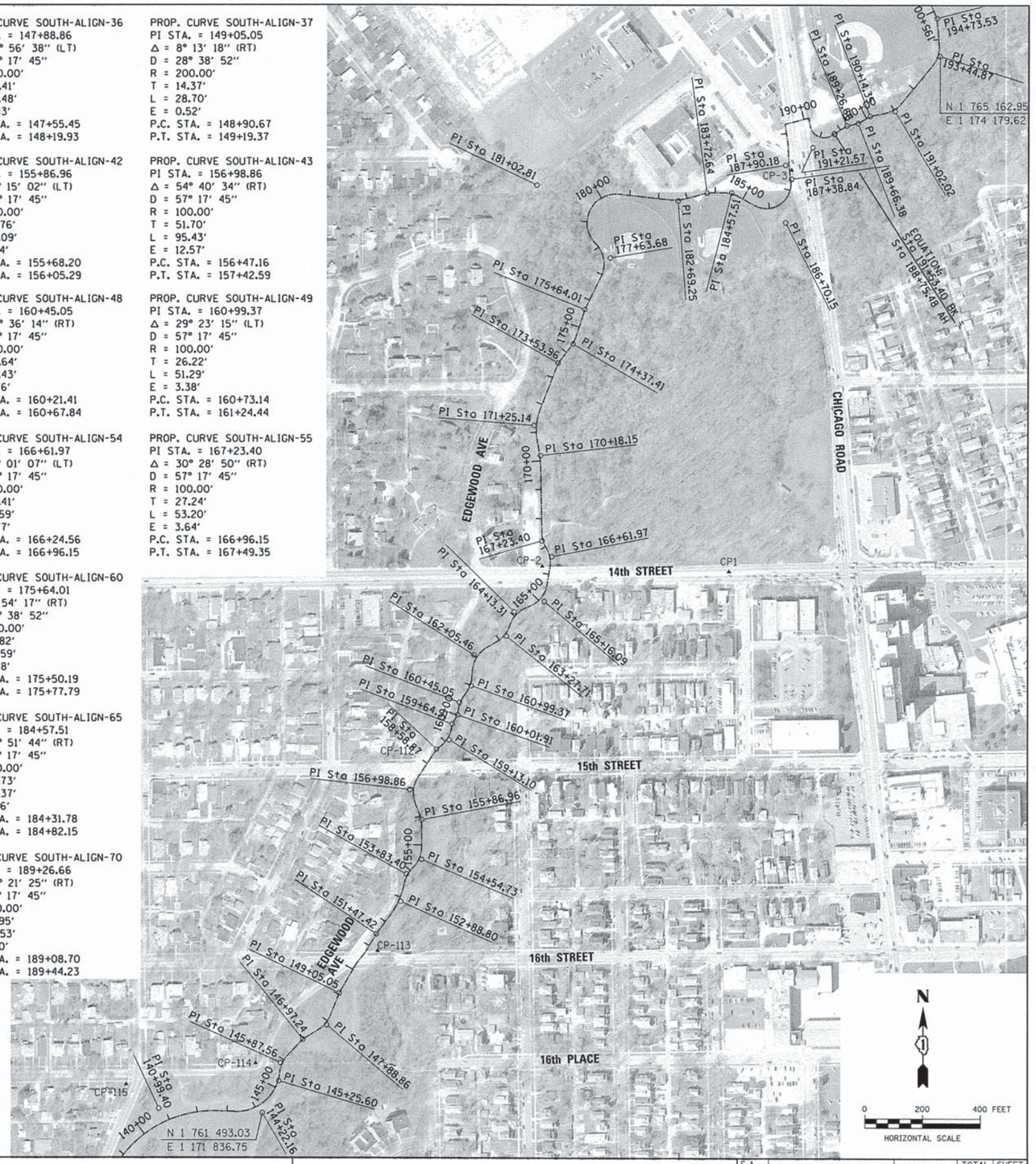
PROP. CURVE SOUTH-ALIGN-70
PI STA. = 189+26.66
Δ = 20° 21′ 25″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 17.95′
L = 35.53′
E = 1.60′
P.C. STA. = 189+08.70
P.T. STA. = 189+44.23

PROP. CURVE SOUTH-ALIGN-71
PI STA. = 189+66.38
Δ = 18° 38′ 21″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 16.41′
L = 32.53′
E = 1.34′
P.C. STA. = 189+49.97
P.T. STA. = 189+82.50

PROP. CURVE SOUTH-ALIGN-72
PI STA. = 190+14.35
Δ = 19° 21′ 49″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 17.06′
L = 33.80′
E = 1.44′
P.C. STA. = 189+97.29
P.T. STA. = 190+31.08

PROP. CURVE SOUTH-ALIGN-73
PI STA. = 191+02.02
Δ = 39° 04′ 56″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 35.49′
L = 68.21′
E = 6.11′
P.C. STA. = 190+66.53
P.T. STA. = 191+34.74

PROP. CURVE SOUTH-ALIGN-74
PI STA. = 193+44.87
Δ = 44° 09′ 35″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 40.56′
L = 77.07′
E = 7.91′
P.C. STA. = 193+04.30
P.T. STA. = 193+81.38



FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606
(312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
ALIGNMENT AND TIE SHEET

SCALE: 1"=200' | SHEET NO. 2 OF 5 SHEETS | STA. 144+22.17 TO STA. 193+44.88

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
———	07-F3000-00-BT	COOK	130	10
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-75
PI STA. = 194+73.53
Δ = 18° 55' 17" (LT)
D = 52° 05' 13"
R = 110.00'
T = 18.33'
L = 36.33'
E = 1.52'
P.C. STA. = 194+55.20
P.T. STA. = 194+91.53

PROP. CURVE SOUTH-ALIGN-76
PI STA. = 196+98.48
Δ = 13° 02' 24" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.43'
L = 22.76'
E = 0.65'
P.C. STA. = 196+87.05
P.T. STA. = 197+09.81

PROP. CURVE SOUTH-ALIGN-77
PI STA. = 197+39.03
Δ = 32° 34' 42" (RT)
D = 57° 17' 45"
R = 100.00'
T = 29.22'
L = 56.86'
E = 4.18'
P.C. STA. = 197+09.81
P.T. STA. = 197+66.67

PROP. CURVE SOUTH-ALIGN-78
PI STA. = 198+32.23
Δ = 30° 18' 54" (RT)
D = 57° 17' 45"
R = 100.00'
T = 27.09'
L = 52.91'
E = 3.60'
P.C. STA. = 198+05.14
P.T. STA. = 198+58.05

PROP. CURVE SOUTH-ALIGN-79
PI STA. = 199+15.26
Δ = 23° 26' 10" (RT)
D = 57° 17' 45"
R = 100.00'
T = 20.74'
L = 40.90'
E = 2.13'
P.C. STA. = 198+94.52
P.T. STA. = 199+35.42

PROP. CURVE SOUTH-ALIGN-80
PI STA. = 200+28.55
Δ = 36° 34' 00" (LT)
D = 57° 17' 45"
R = 100.00'
T = 33.04'
L = 63.82'
E = 5.32'
P.C. STA. = 199+95.51
P.T. STA. = 200+59.33

PROP. CURVE SOUTH-ALIGN-81
PI STA. = 200+99.30
Δ = 43° 34' 02" (RT)
D = 57° 17' 45"
R = 100.00'
T = 39.96'
L = 76.04'
E = 7.69'
P.C. STA. = 200+59.33
P.T. STA. = 201+35.37

PROP. CURVE SOUTH-ALIGN-82
PI STA. = 208+28.27
Δ = 7° 52' 23" (LT)
D = 57° 17' 45"
R = 100.00'
T = 6.88'
L = 13.74'
E = 0.24'
P.C. STA. = 208+21.39
P.T. STA. = 208+35.13

PROP. CURVE SOUTH-ALIGN-83
PI STA. = 208+75.86
Δ = 7° 52' 35" (RT)
D = 57° 17' 45"
R = 100.00'
T = 6.88'
L = 13.75'
E = 0.24'
P.C. STA. = 208+68.98
P.T. STA. = 208+82.73

PROP. CURVE SOUTH-ALIGN-84
PI STA. = 209+60.83
Δ = 10° 31' 03" (RT)
D = 57° 17' 45"
R = 100.00'
T = 9.20'
L = 18.36'
E = 0.42'
P.C. STA. = 209+51.63
P.T. STA. = 209+69.99

PROP. CURVE SOUTH-ALIGN-85
PI STA. = 209+96.47
Δ = 10° 31' 15" (LT)
D = 57° 17' 45"
R = 100.00'
T = 9.21'
L = 18.36'
E = 0.42'
P.C. STA. = 209+87.27
P.T. STA. = 210+05.63

PROP. CURVE SOUTH-ALIGN-86
PI STA. = 213+00.72
Δ = 4° 12' 15" (RT)
D = 19° 05' 55"
R = 300.00'
T = 11.01'
L = 22.01'
E = 0.20'
P.C. STA. = 212+89.71
P.T. STA. = 213+11.73

PROP. CURVE SOUTH-ALIGN-87
PI STA. = 213+63.47
Δ = 3° 36' 36" (LT)
D = 28° 38' 52"
R = 200.00'
T = 6.30'
L = 12.60'
E = 0.10'
P.C. STA. = 213+57.17
P.T. STA. = 213+69.77

PROP. CURVE SOUTH-ALIGN-88
PI STA. = 216+23.55
Δ = 32° 28' 23" (RT)
D = 57° 17' 45"
R = 100.00'
T = 29.12'
L = 56.68'
E = 4.15'
P.C. STA. = 215+94.43
P.T. STA. = 216+51.11

PROP. CURVE SOUTH-ALIGN-89
PI STA. = 219+90.06
Δ = 11° 21' 26" (RT)
D = 57° 17' 45"
R = 100.00'
T = 9.94'
L = 19.82'
E = 0.49'
P.C. STA. = 219+80.12
P.T. STA. = 219+99.94

PROP. CURVE SOUTH-ALIGN-90
PI STA. = 222+94.14
Δ = 127° 00' 28" (LT)
D = 54° 34' 03"
R = 105.00'
T = 210.63'
L = 232.75'
E = 130.35'
P.C. STA. = 220+83.51
P.T. STA. = 223+16.26

PROP. CURVE SOUTH-ALIGN-91
PI STA. = 223+38.81
Δ = 25° 24' 43" (RT)
D = 57° 17' 45"
R = 100.00'
T = 22.55'
L = 44.35'
E = 2.51'
P.C. STA. = 223+16.26
P.T. STA. = 223+60.62

PROP. CURVE SOUTH-ALIGN-92
PI STA. = 227+52.52
Δ = 72° 16' 05" (RT)
D = 57° 17' 45"
R = 100.00'
T = 73.01'
L = 126.13'
E = 23.82'
P.C. STA. = 226+79.51
P.T. STA. = 228+05.64

PROP. CURVE SOUTH-ALIGN-93
PI STA. = 230+17.43
Δ = 71° 38' 57" (LT)
D = 57° 17' 45"
R = 100.00'
T = 72.19'
L = 125.05'
E = 23.33'
P.C. STA. = 229+45.25
P.T. STA. = 230+70.30

PROP. CURVE SOUTH-ALIGN-94
PI STA. = 231+01.32
Δ = 34° 28' 22" (RT)
D = 57° 17' 45"
R = 100.00'
T = 31.02'
L = 60.17'
E = 4.70'
P.C. STA. = 230+70.30
P.T. STA. = 231+30.46

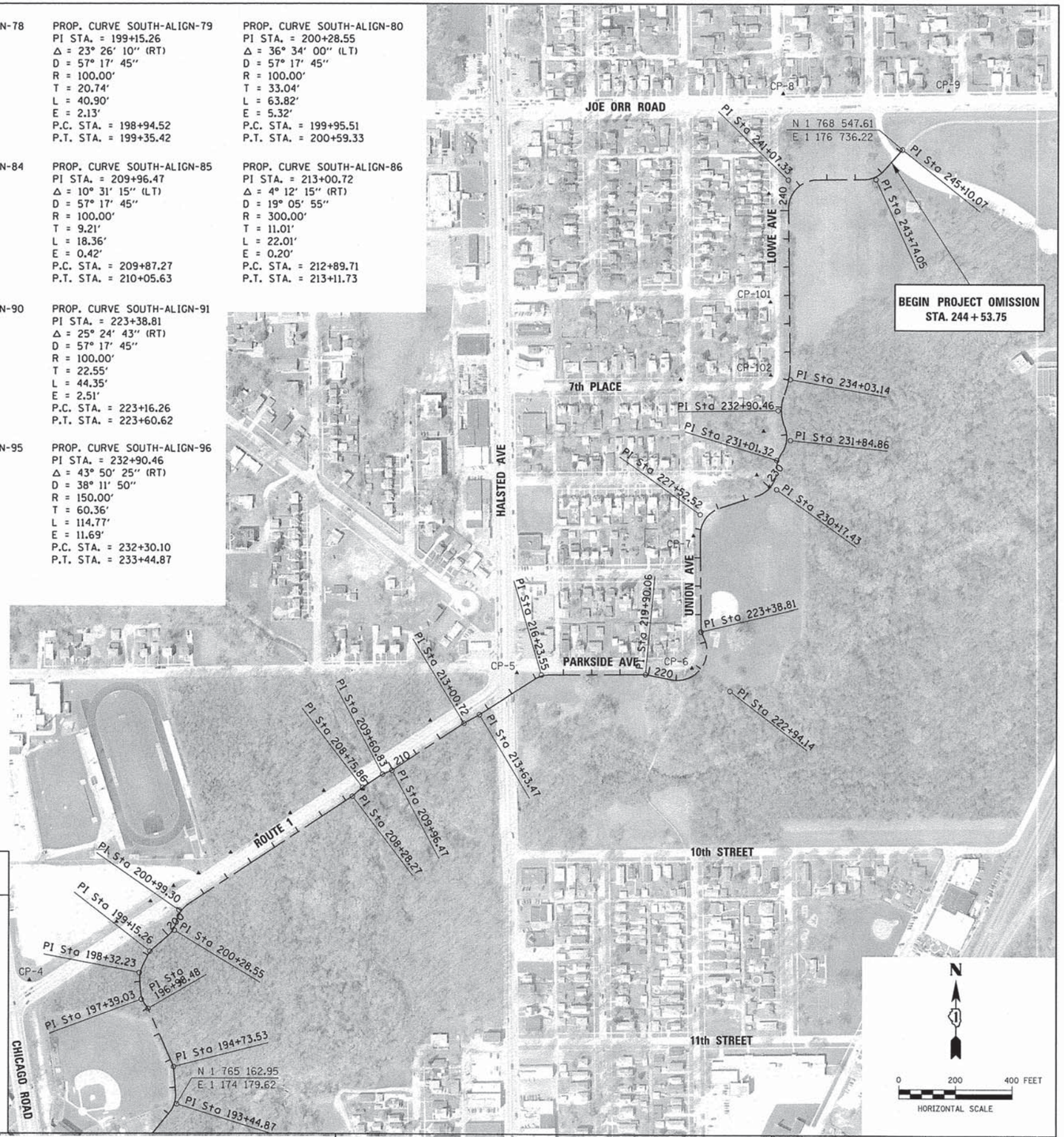
PROP. CURVE SOUTH-ALIGN-95
PI STA. = 231+84.86
Δ = 57° 05' 11" (LT)
D = 57° 17' 45"
R = 100.00'
T = 54.39'
L = 99.63'
E = 13.84'
P.C. STA. = 231+30.46
P.T. STA. = 232+30.10

PROP. CURVE SOUTH-ALIGN-96
PI STA. = 232+90.46
Δ = 43° 50' 25" (RT)
D = 38° 11' 50"
R = 150.00'
T = 60.36'
L = 114.77'
E = 11.69'
P.C. STA. = 232+30.10
P.T. STA. = 233+44.87

PROP. CURVE SOUTH-ALIGN-97
PI STA. = 234+03.14
Δ = 21° 59' 01" (LT)
D = 19° 05' 55"
R = 300.00'
T = 58.27'
L = 115.11'
E = 5.61'
P.C. STA. = 233+44.87
P.T. STA. = 234+59.98

PROP. CURVE SOUTH-ALIGN-98
PI STA. = 241+07.33
Δ = 90° 16' 45" (RT)
D = 57° 17' 45"
R = 100.00'
T = 100.49'
L = 157.57'
E = 41.77'
P.C. STA. = 240+06.84
P.T. STA. = 241+64.41

PROP. CURVE SOUTH-ALIGN-99
PI STA. = 243+74.05
Δ = 48° 23' 37" (LT)
D = 57° 17' 45"
R = 100.00'
T = 44.94'
L = 84.46'
E = 9.63'
P.C. STA. = 243+29.12
P.T. STA. = 244+13.58



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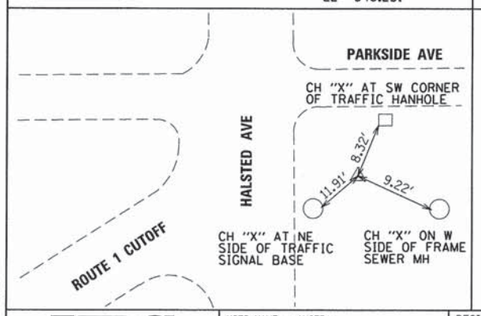

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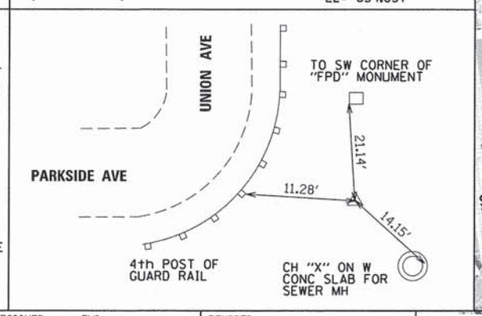

URS 100 SOUTH WACKER DRIVE, Suite 500 CHICAGO, IL. 60606 (312)-939-1000	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
ALIGNMENT AND TIE SHEET

SCALE: 1"=200' | SHEET NO. 3 OF 5 SHEETS | STA. 193+44.88 TO STA. 245+10.07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	11
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE NORTH-ALIGN-1
PI STA. = 367+57.74
Δ = 11° 39′ 09″ (RT)
D = 4° 24′ 02″
R = 1,302.04′
T = 132.86′
L = 264.80′
E = 6.76′
P.C. STA. = 366+24.88
P.T. STA. = 368+89.69

PROP. CURVE NORTH-ALIGN-2
PI STA. = 371+06.25
Δ = 42° 53′ 07″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 39.28′
L = 74.85′
E = 7.44′
P.C. STA. = 370+66.97
P.T. STA. = 371+41.82

PROP. CURVE NORTH-ALIGN-3
PI STA. = 373+14.45
Δ = 32° 27′ 24″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 29.11′
L = 56.65′
E = 4.15′
P.C. STA. = 372+85.34
P.T. STA. = 373+41.99

PROP. CURVE NORTH-ALIGN-4
PI STA. = 373+87.33
Δ = 33° 38′ 11″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 45.34′
L = 88.06′
E = 6.70′
P.C. STA. = 373+41.99
P.T. STA. = 374+30.05

PROP. CURVE NORTH-ALIGN-5
PI STA. = 376+44.06
Δ = 9° 41′ 47″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 16.96′
L = 33.85′
E = 0.72′
P.C. STA. = 376+27.10
P.T. STA. = 376+60.94

PROP. CURVE NORTH-ALIGN-6
PI STA. = 377+37.66
Δ = 41° 58′ 23″ (LT)
D = 28° 38′ 52″
R = 200.00′
T = 76.72′
L = 146.51′
E = 14.21′
P.C. STA. = 376+60.94
P.T. STA. = 378+07.46

PROP. CURVE NORTH-ALIGN-7
PI STA. = 378+53.56
Δ = 49° 30′ 22″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 46.11′
L = 86.40′
E = 10.12′
P.C. STA. = 378+07.46
P.T. STA. = 378+93.86

PROP. CURVE NORTH-ALIGN-8
PI STA. = 382+26.64
Δ = 36° 49′ 08″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 66.57′
L = 128.52′
E = 10.79′
P.C. STA. = 381+60.07
P.T. STA. = 382+88.59

PROP. CURVE NORTH-ALIGN-9
PI STA. = 383+83.62
Δ = 31° 46′ 11″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 42.69′
L = 83.17′
E = 5.96′
P.C. STA. = 383+40.93
P.T. STA. = 384+24.11

PROP. CURVE NORTH-ALIGN-10
PI STA. = 385+07.37
Δ = 57° 11′ 15″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 54.51′
L = 99.81′
E = 13.89′
P.C. STA. = 384+52.87
P.T. STA. = 385+52.68

PROP. CURVE NORTH-ALIGN-11
PI STA. = 387+04.27
Δ = 27° 26′ 41″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 36.63′
L = 71.85′
E = 4.41′
P.C. STA. = 386+67.64
P.T. STA. = 387+39.49

PROP. CURVE NORTH-ALIGN-12
PI STA. = 389+88.71
Δ = 8° 50′ 14″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 11.59′
L = 23.14′
E = 0.45′
P.C. STA. = 389+77.12
P.T. STA. = 390+00.25

PROP. CURVE NORTH-ALIGN-13
PI STA. = 393+45.63
Δ = 27° 56′ 44″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 37.32′
L = 73.16′
E = 4.57′
P.C. STA. = 393+08.30
P.T. STA. = 393+81.46

PROP. CURVE NORTH-ALIGN-14
PI STA. = 394+33.06
Δ = 28° 55′ 46″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 51.59′
L = 100.98′
E = 6.55′
P.C. STA. = 393+81.46
P.T. STA. = 394+82.45

PROP. CURVE NORTH-ALIGN-15
PI STA. = 407+26.61
Δ = 81° 20′ 55″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 128.90′
L = 212.97′
E = 47.78′
P.C. STA. = 405+97.71
P.T. STA. = 408+10.68

PROP. CURVE NORTH-ALIGN-16
PI STA. = 413+17.97
Δ = 56° 39′ 24″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 107.82′
L = 197.77′
E = 27.21′
P.C. STA. = 412+10.15
P.T. STA. = 414+07.92

PROP. CURVE NORTH-ALIGN-17
PI STA. = 414+33.78
Δ = 29° 00′ 03″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 25.86′
L = 50.62′
E = 3.29′
P.C. STA. = 414+07.92
P.T. STA. = 414+58.53

PROP. CURVE NORTH-ALIGN-18
PI STA. = 414+70.98
Δ = 14° 11′ 42″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 12.45′
L = 24.78′
E = 0.77′
P.C. STA. = 414+58.53
P.T. STA. = 414+83.31

PROP. CURVE NORTH-ALIGN-19
PI STA. = 415+92.72
Δ = 15° 19′ 06″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 26.90′
L = 53.47′
E = 1.80′
P.C. STA. = 415+65.83
P.T. STA. = 416+19.30

URS 100 SOUTH WACKER DRIVE, Suite 500 CHICAGO, IL 60606 (312)-939-1000	USER NAME = #USER#	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - DK/DL	REVISED -
	PLOT DATE = #DATE#	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
ALIGNMENT AND TIE SHEET

SCALE: 1"=200′ | SHEET NO. 4 OF 5 SHEETS | STA. 362+54.36 TO STA. 415+92.72

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	12
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = #FILE#
Align&tie004.dgn 4/8/2013 8:02:47 AM

PROP. CURVE NORTH-ALIGN-20
PI STA. = 417+08.81
Δ = 64° 40′ 40″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 63.31′
L = 112.88′
E = 18.36′
P.C. STA. = 416+45.49
P.T. STA. = 417+58.38

PROP. CURVE NORTH-ALIGN-21
PI STA. = 418+98.01
Δ = 28° 26′ 16″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 25.34′
L = 49.63′
E = 3.16′
P.C. STA. = 418+72.67
P.T. STA. = 419+22.31

PROP. CURVE NORTH-ALIGN-22
PI STA. = 420+53.14
Δ = 78° 58′ 38″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 82.40′
L = 137.84′
E = 29.58′
P.C. STA. = 419+70.74
P.T. STA. = 421+08.58

PROP. CURVE NORTH-ALIGN-23
PI STA. = 422+15.96
Δ = 6° 53′ 10″ (RT)
D = 11° 27′ 33″
R = 500.00′
T = 30.08′
L = 60.09′
E = 0.90′
P.C. STA. = 421+85.88
P.T. STA. = 422+45.97

PROP. CURVE NORTH-ALIGN-24
PI STA. = 423+95.22
Δ = 31° 07′ 02″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 27.84′
L = 54.31′
E = 3.80′
P.C. STA. = 423+67.38
P.T. STA. = 424+21.69

PROP. CURVE NORTH-ALIGN-25
PI STA. = 425+08.20
Δ = 51° 09′ 40″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 47.87′
L = 89.29′
E = 10.87′
P.C. STA. = 424+60.33
P.T. STA. = 425+49.62

PROP. CURVE NORTH-ALIGN-26
PI STA. = 428+43.11
Δ = 122° 52′ 33″ (LT)
D = 52° 05′ 13″
R = 110.00′
T = 202.07′
L = 235.90′
E = 120.07′
P.C. STA. = 426+41.04
P.T. STA. = 428+76.94

PROP. CURVE NORTH-ALIGN-27
PI STA. = 429+82.66
Δ = 93° 11′ 02″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 105.72′
L = 162.64′
E = 45.52′
P.C. STA. = 428+76.94
P.T. STA. = 430+39.58

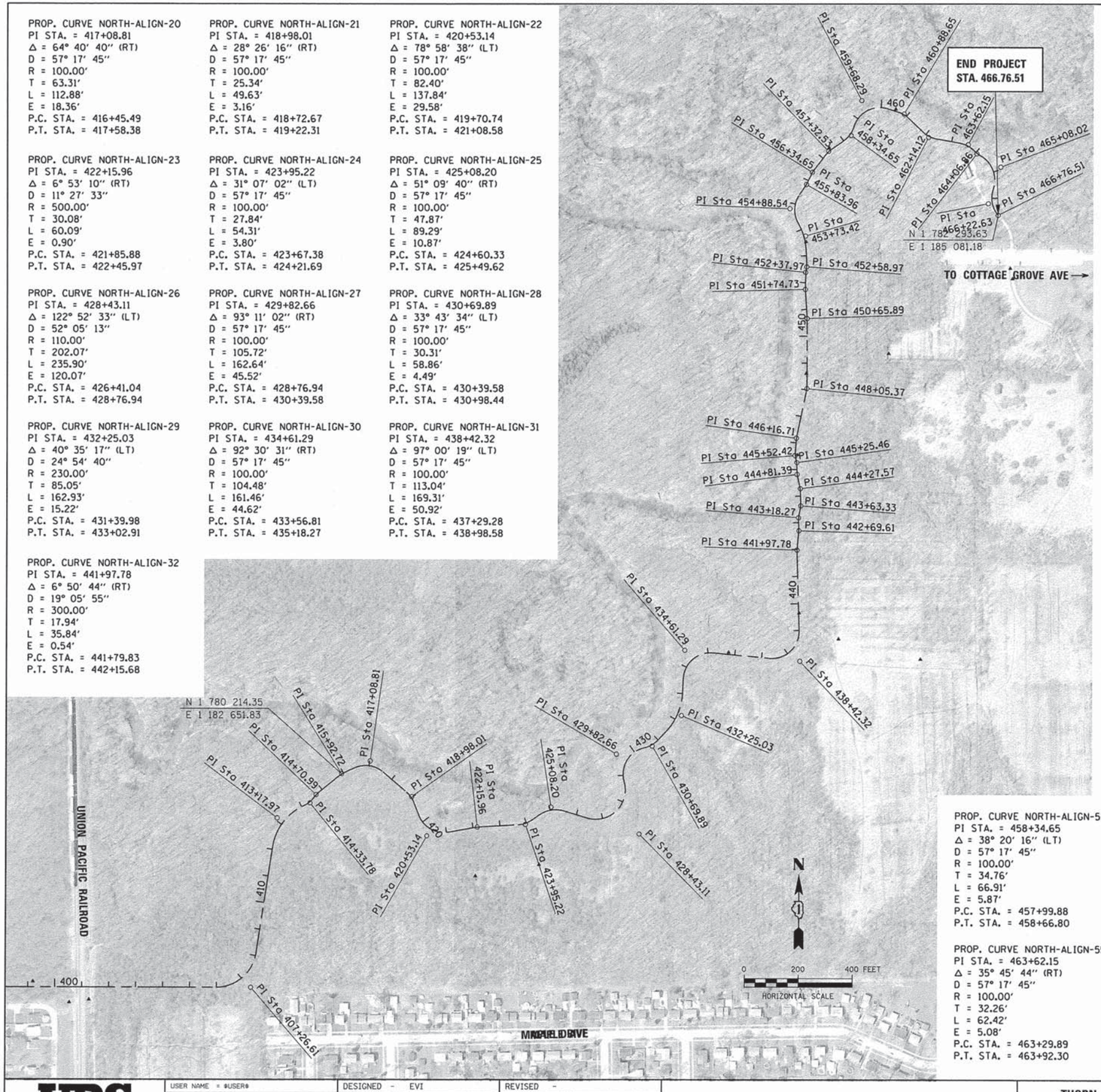
PROP. CURVE NORTH-ALIGN-28
PI STA. = 430+69.89
Δ = 33° 43′ 34″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 30.31′
L = 58.86′
E = 4.49′
P.C. STA. = 430+39.58
P.T. STA. = 430+98.44

PROP. CURVE NORTH-ALIGN-29
PI STA. = 432+25.03
Δ = 40° 35′ 17″ (LT)
D = 24° 54′ 40″
R = 230.00′
T = 85.05′
L = 162.93′
E = 15.22′
P.C. STA. = 431+39.98
P.T. STA. = 433+02.91

PROP. CURVE NORTH-ALIGN-30
PI STA. = 434+61.29
Δ = 92° 30′ 31″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 104.48′
L = 161.46′
E = 44.62′
P.C. STA. = 433+56.81
P.T. STA. = 435+18.27

PROP. CURVE NORTH-ALIGN-31
PI STA. = 438+42.32
Δ = 97° 00′ 19″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 113.04′
L = 169.31′
E = 50.92′
P.C. STA. = 437+29.28
P.T. STA. = 438+98.58

PROP. CURVE NORTH-ALIGN-32
PI STA. = 441+97.78
Δ = 6° 50′ 44″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 17.94′
L = 35.84′
E = 0.54′
P.C. STA. = 441+79.83
P.T. STA. = 442+15.68



PROP. CURVE NORTH-ALIGN-33
PI STA. = 442+69.61
Δ = 7° 06′ 59″ (LT)
D = 19° 05′ 55″
R = 300.00′
T = 18.65′
L = 37.26′
E = 0.58′
P.C. STA. = 442+50.96
P.T. STA. = 442+88.22

PROP. CURVE NORTH-ALIGN-34
PI STA. = 443+18.27
Δ = 12° 47′ 49″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 11.21′
L = 22.33′
E = 0.63′
P.C. STA. = 443+07.06
P.T. STA. = 443+29.39

PROP. CURVE NORTH-ALIGN-35
PI STA. = 443+63.33
Δ = 12° 47′ 49″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.21′
L = 22.33′
E = 0.63′
P.C. STA. = 443+52.11
P.T. STA. = 443+74.45

PROP. CURVE NORTH-ALIGN-36
PI STA. = 444+27.57
Δ = 10° 41′ 50″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 9.36′
L = 18.67′
E = 0.44′
P.C. STA. = 444+18.21
P.T. STA. = 444+36.88

PROP. CURVE NORTH-ALIGN-37
PI STA. = 444+81.39
Δ = 10° 41′ 50″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 9.36′
L = 18.67′
E = 0.44′
P.C. STA. = 444+72.03
P.T. STA. = 444+90.70

PROP. CURVE NORTH-ALIGN-38
PI STA. = 445+25.46
Δ = 12° 15′ 22″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 10.74′
L = 21.39′
E = 0.57′
P.C. STA. = 445+14.73
P.T. STA. = 445+36.12

PROP. CURVE NORTH-ALIGN-39
PI STA. = 445+52.42
Δ = 18° 31′ 22″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 16.31′
L = 32.33′
E = 1.32′
P.C. STA. = 445+36.12
P.T. STA. = 445+68.45

PROP. CURVE NORTH-ALIGN-40
PI STA. = 446+16.71
Δ = 7° 26′ 28″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 6.50′
L = 12.99′
E = 0.21′
P.C. STA. = 446+10.20
P.T. STA. = 446+23.19

PROP. CURVE NORTH-ALIGN-41
PI STA. = 448+05.37
Δ = 11° 49′ 56″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 10.36′
L = 20.65′
E = 0.54′
P.C. STA. = 447+95.01
P.T. STA. = 448+15.66

PROP. CURVE NORTH-ALIGN-42
PI STA. = 450+65.89
Δ = 3° 37′ 39″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 15.83′
L = 31.66′
E = 0.25′
P.C. STA. = 450+50.05
P.T. STA. = 450+81.71

PROP. CURVE NORTH-ALIGN-43
PI STA. = 451+74.73
Δ = 4° 31′ 46″ (RT)
D = 11° 27′ 33″
R = 500.00′
T = 19.77′
L = 39.53′
E = 0.39′
P.C. STA. = 451+54.95
P.T. STA. = 451+94.48

PROP. CURVE NORTH-ALIGN-44
PI STA. = 452+37.97
Δ = 10° 22′ 48″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 9.08′
L = 18.12′
E = 0.41′
P.C. STA. = 452+28.88
P.T. STA. = 452+47.00

PROP. CURVE NORTH-ALIGN-45
PI STA. = 452+58.97
Δ = 13° 38′ 54″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 11.97′
L = 23.82′
E = 0.71′
P.C. STA. = 452+47.00
P.T. STA. = 452+70.82

PROP. CURVE NORTH-ALIGN-46
PI STA. = 453+73.42
Δ = 27° 22′ 40″ (LT)
D = 25° 27′ 53″
R = 225.00′
T = 54.80′
L = 107.51′
E = 6.58′
P.C. STA. = 453+18.62
P.T. STA. = 454+26.13

PROP. CURVE NORTH-ALIGN-47
PI STA. = 454+88.54
Δ = 63° 56′ 15″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 62.41′
L = 111.59′
E = 17.88′
P.C. STA. = 454+26.13
P.T. STA. = 455+37.72

PROP. CURVE NORTH-ALIGN-48
PI STA. = 455+83.96
Δ = 8° 28′ 29″ (LT)
D = 28° 38′ 52″
R = 200.00′
T = 14.82′
L = 29.58′
E = 0.55′
P.C. STA. = 455+69.14
P.T. STA. = 455+98.72

PROP. CURVE NORTH-ALIGN-49
PI STA. = 456+34.65
Δ = 11° 50′ 11″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 10.37′
L = 20.66′
E = 0.54′
P.C. STA. = 456+24.29
P.T. STA. = 456+44.95

PROP. CURVE NORTH-ALIGN-50
PI STA. = 457+32.53
Δ = 17° 27′ 00″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 15.35′
L = 30.46′
E = 1.17′
P.C. STA. = 457+17.18
P.T. STA. = 457+47.64

PROP. CURVE NORTH-ALIGN-51
PI STA. = 458+34.65
Δ = 38° 20′ 16″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 34.76′
L = 66.91′
E = 5.87′
P.C. STA. = 457+99.88
P.T. STA. = 458+66.80

PROP. CURVE NORTH-ALIGN-52
PI STA. = 459+68.29
Δ = 90° 51′ 08″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 101.50′
L = 158.57′
E = 42.49′
P.C. STA. = 458+66.80
P.T. STA. = 460+25.36

PROP. CURVE NORTH-ALIGN-53
PI STA. = 460+88.65
Δ = 26° 39′ 23″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 23.69′
L = 46.52′
E = 2.77′
P.C. STA. = 460+64.96
P.T. STA. = 461+11.49

PROP. CURVE NORTH-ALIGN-54
PI STA. = 462+14.12
Δ = 33° 53′ 27″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 30.47′
L = 59.15′
E = 4.54′
P.C. STA. = 461+83.66
P.T. STA. = 462+42.81

PROP. CURVE NORTH-ALIGN-55
PI STA. = 463+62.15
Δ = 35° 45′ 44″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 32.26′
L = 62.42′
E = 5.08′
P.C. STA. = 463+29.89
P.T. STA. = 463+92.30

PROP. CURVE NORTH-ALIGN-56
PI STA. = 464+06.86
Δ = 16° 33′ 43″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 14.55′
L = 28.91′
E = 1.05′
P.C. STA. = 463+92.30
P.T. STA. = 464+21.21

PROP. CURVE NORTH-ALIGN-57
PI STA. = 465+08.02
Δ = 79° 09′ 51″ (RT)
D = 54° 34′ 11″
R = 105.00′
T = 86.80′
L = 145.07′
E = 31.24′
P.C. STA. = 464+21.21
P.T. STA. = 465+66.28

PROP. CURVE NORTH-ALIGN-58
PI STA. = 466+22.63
Δ = 58° 47′ 55″ (LT)
D = 57° 17′ 31″
R = 100.01′
T = 56.35′
L = 102.63′
E = 14.78′
P.C. STA. = 465+66.28
P.T. STA. = 466+68.91

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
ALIGNMENT AND TIE SHEET

SCALE: 1"=200′ | SHEET NO. 5 OF 5 SHEETS | STA. 415+92.72 TO STA. 466+76.51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	13
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

34 LF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
43 LF CONC CURB TYPE B
46 SF DETECTABLE WARNING
207 S.F. P.C.C. SIDEWALK

PROPOSED CROSSWALK POLYUREA PAVEMENT MARKING TYPE I (SEE DETAILS)

STA. 132+42.25
23.96' LT.

HICKORY ST.

EXISTING POWER POLES TO BE MAINTAINED

506 LF PERIMETER EROSION BARRIER

10' RAD.

PCC Sta 133+78.62
PT Sta 134+37.43
POT Sta 132+70.82
PCC Sta 135+23.34
PRC Sta 135+35.51
PI Sta 135+47.55
PRC Sta 135+59.59
PCC Sta 135+47.75
PRC Sta 137+53.19
PRC Sta 137+91.09
PT Sta 138+27.94
PCC Sta 138+67.18
PCC Sta 138+91.04

CAMPBELL AVE.

PROP. CURVE SOUTH-ALIGN-30
PI STA. = 138+79.17
Δ = 13° 40' 15" (RT)
D = 57° 17' 45"
R = 100.00'
T = 11.99'
L = 23.86'
E = 0.72'
P.C. STA. = 138+67.18
P.T. STA. = 138+91.04

PROP. CURVE SOUTH-ALIGN-31
PI STA. = 140+99.40
Δ = 55° 01' 52" (RT)
D = 14° 19' 26"
R = 400.00'
T = 208.37'
L = 384.19'
E = 51.02'
P.C. STA. = 138+91.04
P.T. STA. = 142+75.23

FUTURE TRAIL EXTENSION

WETLAND 14, NO IMPACT

BEGIN PROJECT STA. 132+70.82

100 LF PERIMETER EROSION BARRIER

(FUTURE) OLD PLANK ROAD TRAIL

CURVE 25
CURVE 26
CURVE 27
CURVE 28
CURVE 29
CURVE 30
CURVE 31

CONSTRUCTION LIMITS

W 16th PL

SOIL STOCKPILE

205 LF PERIMETER EROSION BARRIER

PROPOSED ℄ BIKE TRAIL

140 LF FENCE REMOVAL

193 LF PERIMETER EROSION BARRIER

PT Sta 142+75.23

EQUATIONS
BK Sta 142+78.81 = AH Sta 142+75.00 AH

MATCH LINE STA. 143+00

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PROP. CURVE SOUTH-ALIGN-24
PI STA. = 131+46.80
Δ = 9° 08' 33" (RT)
D = 11° 27' 33"
R = 500.00'
T = 39.98'
L = 79.78'
E = 1.60'
P.C. STA. = 131+06.82
P.T. STA. = 131+86.61

PROP. CURVE SOUTH-ALIGN-25
PI STA. = 134+08.90
Δ = 33° 41' 50" (LT)
D = 57° 17' 45"
R = 100.00'
T = 30.28'
L = 58.81'
E = 4.49'
P.C. STA. = 133+78.62
P.T. STA. = 134+37.43

PROP. CURVE SOUTH-ALIGN-26
PI STA. = 134+91.14
Δ = 38° 24' 00" (RT)
D = 57° 17' 45"
R = 100.00'
T = 34.82'
L = 67.02'
E = 5.89'
P.C. STA. = 134+56.32
P.T. STA. = 135+23.34

PROP. CURVE SOUTH-ALIGN-27
PI STA. = 135+35.51
Δ = 13° 52' 26" (LT)
D = 57° 17' 45"
R = 100.00'
T = 12.17'
L = 24.21'
E = 0.74'
P.C. STA. = 135+23.34
P.T. STA. = 135+47.55

PROP. CURVE SOUTH-ALIGN-28
PI STA. = 137+72.37
Δ = 21° 42' 42" (RT)
D = 57° 17' 45"
R = 100.00'
T = 19.18'
L = 37.89'
E = 1.82'
P.C. STA. = 137+53.19
P.T. STA. = 137+91.09

PROP. CURVE SOUTH-ALIGN-29
PI STA. = 138+09.72
Δ = 21° 06' 55" (LT)
D = 57° 17' 45"
R = 100.00'
T = 18.64'
L = 36.85'
E = 1.72'
P.C. STA. = 137+91.09
P.T. STA. = 138+27.94

PLAN
SURVEYED BY
PLOTTED
ALIGMENT CHECKED BY
GRADES CHECKED BY
NOTE BOOK
NO.
CADD FILE NAME
DATE

PROFILE
SURVEYED BY
PLOTTED
GRADES CHECKED BY
NOTE BOOK
NO.
STRUCTURE NO(S)
HYDRAULICS CHKD
DATE

OLD PLANK ROAD TRAIL

PROPOSED PROFILE

EXISTING PROFILE

VPI STA. 130+58.00
ELEVATION 688.00
+08.00 EL. 688.22
+08.00 EL. 685.50
VPI STA. 132+44.00
ELEVATION 678.70
+39.00 EL. 678.95
+49.00 EL. 678.70
+29.00 EL. 678.70
VPI STA. 134+44.00
ELEVATION 685.70
+89.00 EL. 678.92
+89.00 EL. 683.29
+39.00 EL. 684.81
VPI STA. 138+68.00
ELEVATION 678.85
+93.00 EL. 680.06
+43.00 EL. 679.27

-0.43%
-5.00%
+4.38%
-1.62%
-1.78%

K = 22
100.00' V.C.
K = 2
10.00' V.C.
K = 2
10.00' V.C.
K = 18
110.00' V.C.
K = 47
150.00' V.C.

EQUATIONS
BK Sta 142+78.81 = AH Sta 142+75.00 AH

EXIST. ELEV. / PROP. ELEV.

130+00	131+00	132+00	133+00	134+00	135+00	136+00	137+00	138+00	139+00	140+00	141+00	142+00	143+00
688.36 / 688.25	688.01 / 687.63	686.39 / 685.89	687.45 / 683.40	687.52 / 680.90	680.29 / 678.70	684.95 / 679.40	685.75 / 681.59	685.46 / 683.74	685.27 / 684.95	684.91 / 684.80	684.43 / 683.99	683.62 / 683.18	682.71 / 682.37	681.66 / 681.56	680.70 / 680.76	679.45 / 679.94	678.00 / 678.80	676.21 / 677.13	674.16 / 674.93	673.09 / 672.54	672.34 / 670.16	672.00 / 667.77	669.44 / 665.38	664.64 / 662.99	660.30 / 660.60	658.27 / 658.03

695 690 685 680 675 670 665 660 655

FILE NAME = $FILE$
PlnPrf-004.dgn 4/8/2013 8:54:17 AM

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 4 OF 22 SHEETS | STA. 130+00 | TO STA. 143+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	14
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-32
PI STA. = 144+22.16
Δ = 65° 11' 36" (LT)
D = 38° 11' 50"
R = 150.00'
T = 95.92'
L = 170.68'
E = 28.04'
P.C. STA. = 143+26.25
P.T. STA. = 144+96.92

PROP. CURVE SOUTH-ALIGN-33
PI STA. = 145+25.60
Δ = 21° 38' 56" (LT)
D = 38° 11' 50"
R = 150.00'
T = 28.68'
L = 56.68'
E = 2.72'
P.C. STA. = 144+96.92
P.T. STA. = 145+53.60

PROP. CURVE SOUTH-ALIGN-34
PI STA. = 145+87.56
Δ = 37° 30' 55" (RT)
D = 57° 17' 45"
R = 100.00'
T = 33.96'
L = 65.48'
E = 5.61'
P.C. STA. = 145+53.60
P.T. STA. = 146+19.08

STA. 144+25, PIPE CULVERT, 12" CLASS A, TYPE 1, 22 LF @ 0.3%
(5A) INV.=655.0, 12" FES WITH RIP RAP
(5A) INV.=654.9, 12" FES WITH RIP RAP

MATCH LINE STA. 143+00

W 16th PL

EXIST. ROW

CURVE 34

CURVE 35

PC Sta 143+26.25

PCC Sta 144+96.92

PRC Sta 145+53.60

PT Sta 146+19.08

PC Sta 146+83.58

PT Sta 147+10.73

POT Sta 147+25.00

PC Sta 147+55.45

PT Sta 148+19.93

PC Sta 148+90.67

PT Sta 149+19.37

EQUATION: BK 147+29.69 AH 147+25.00

FLOODPLAIN BOUNDARY

102 LF FENCE REMOVAL

307 LF PERIMETER EROSION BARRIER

CURVE 32

CURVE 33

EXISTING SIDEWALK

GRADE OUTLET TO PROVIDE POSITIVE DRAINAGE (INCLUDED IN COST OF EXCAVATION)

FLOODWAY BOUNDARY

CURVE 36

CURVE 37

PROPOSED ℄ BIKE TRAIL

400 LF PERIMETER EROSION BARRIER

RELOCATE FPD SIGN PAID FOR AS RELOCAT SIGN PANEL ASSEMBLY, TYPE B

13 LF, TY. B POST

W11-1 30" x 30"

W16-7p 24" x 12"

523 SF PCC SIDEWALK, 6" WITH 62 SF DETECTABLE WARNINGS AND 80 LF CONCRETE CURB TYPE B 85 LF COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT

DROP GATE, STA. 150+00. REMOVE BOLLARDS IN CONFLICT WITH TRAIL (INCLUDED IN COST OF EXCAVATION)

16th ST.

POT Sta 150+02.33

POT Sta 150+10.01

POT Sta 150+22.73

EX. ROW

PC Sta 150+76.00

PC Sta 151+37.49

PT Sta 151+57.35

PC Sta 152+22.90

PRC Sta 152+52.65

PRC Sta 154+12.32

PC Sta 154+54.73

10 LF, TY. A POST

STOP R1-1 18" x 18"

W4-1100 18" x 12"

R5-3 24" x 24" (MOUNT ON BACK OF STOP SIGN)

NO MOTOR VEHICLES

CURVE 38

CURVE 39

CURVE 40

CURVE 41

FLOODPLAIN BOUNDARY

CONSTRUCTION LIMITS

MATCH LINE STA. 155+00

410 LF PERIMETER EROSION BARRIER

RELOCATE SIGN PANEL ASSEMBLY, TYPE A

MANHOLES TO BE ADJUSTED, 1 EA

FLOODWAY BOUNDARY

PROPOSED CROSSWALK POLYUREA PAVEMENT MARKING, TYPE I (SEE DETAIL)

68'

15.7'

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

PROP. CURVE SOUTH-ALIGN-40
PI STA. = 153+83.40
Δ = 34° 11' 26" (RT)
D = 57° 17' 45"
R = 100.00'
T = 30.75'
L = 59.67'
E = 4.62'
P.C. STA. = 153+52.65
P.T. STA. = 154+12.32

PROP. CURVE SOUTH-ALIGN-41
PI STA. = 154+54.73
Δ = 45° 57' 35" (LT)
D = 57° 17' 45"
R = 100.00'
T = 42.41'
L = 80.21'
E = 8.62'
P.C. STA. = 154+12.32
P.T. STA. = 154+92.54

0 50 100 FEET
HORIZONTAL SCALE

0 2 4 5 10 FEET
VERTICAL SCALE

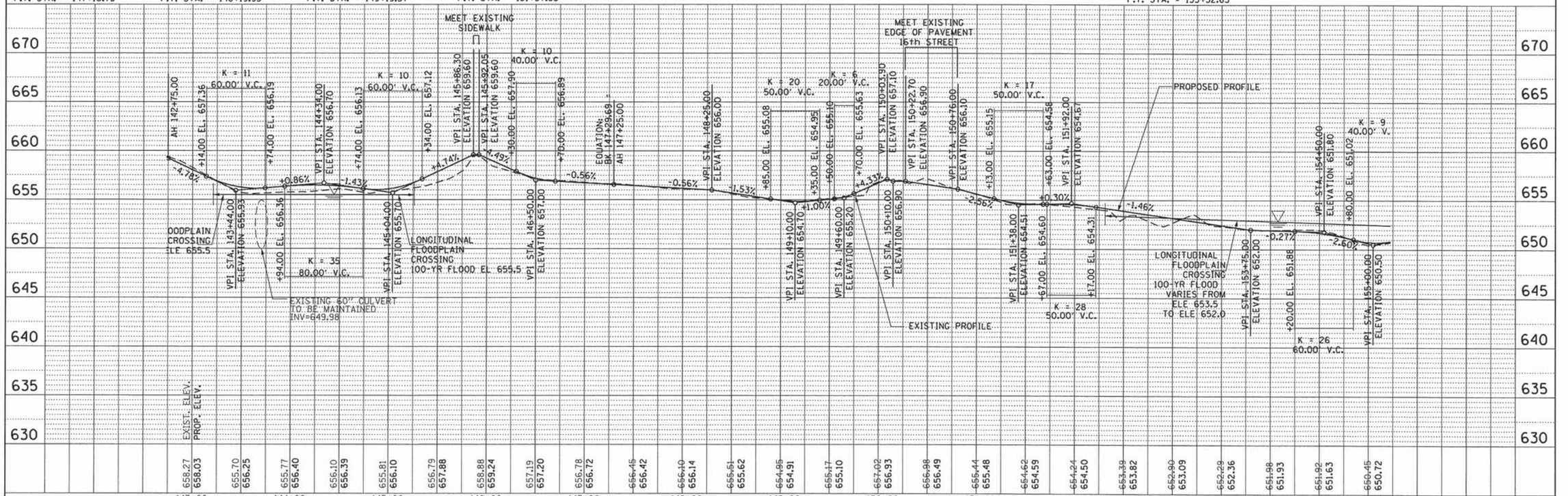
PROP. CURVE SOUTH-ALIGN-35
PI STA. = 146+97.24
Δ = 15° 33' 33" (RT)
D = 57° 17' 45"
R = 100.00'
T = 13.66'
L = 27.16'
E = 0.93'
P.C. STA. = 146+83.58
P.T. STA. = 147+10.73

PROP. CURVE SOUTH-ALIGN-36
PI STA. = 147+88.86
Δ = 36° 56' 38" (LT)
D = 57° 17' 45"
R = 100.00'
T = 33.41'
L = 64.48'
E = 5.43'
P.C. STA. = 147+55.45
P.T. STA. = 148+19.93

PROP. CURVE SOUTH-ALIGN-37
PI STA. = 149+05.05
Δ = 8° 13' 18" (RT)
D = 28° 38' 52"
R = 200.00'
T = 14.37'
L = 28.70'
E = 0.52'
P.C. STA. = 148+90.67
P.T. STA. = 149+19.37

PROP. CURVE SOUTH-ALIGN-38
PI STA. = 151+47.42
Δ = 5° 41' 20" (RT)
D = 28° 38' 52"
R = 200.00'
T = 9.94'
L = 19.86'
E = 0.25'
P.C. STA. = 151+37.49
P.T. STA. = 151+57.35

PROP. CURVE SOUTH-ALIGN-39
PI STA. = 152+88.80
Δ = 24° 46' 48" (LT)
D = 19° 05' 55"
R = 300.00'
T = 65.90'
L = 129.75'
E = 7.15'
P.C. STA. = 152+22.90
P.T. STA. = 153+52.65



PROFILE — SURVEYED / PLOTTED / ALIGNMENTS CHECKED / GRADES CHECKED / STRUCTURES NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PLAN — SURVEYED / PLOTTED / ALIGNMENTS CHECKED / GRADES CHECKED / PLAN FILE NAME / NOTE BOOK / NO. / BY / DATE

FILE NAME = #FILE#

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = #USER#	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = #SCALE#	CHECKED - DK/DL	REVISED -	
PLOT DATE = #DATE#	DATE - 4/5/2013	REVISED -	

PlnPrf-005.dgn 4/8/2013 8:54:52 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 5 OF 22 SHEETS | STA. 143+00 TO STA. 155+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	15
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-42
PI STA. = 155+86.96
Δ = 21° 15' 02" (LT)
D = 57° 17' 45"
R = 100.00'
T = 18.76'
L = 37.09'
E = 1.74'
P.C. STA. = 155+68.20
P.T. STA. = 156+05.29

PROP. CURVE 43
PI STA. = 156+98.86
Δ = 54° 40' 34" (RT)
D = 57° 17' 45"
R = 100.00'
T = 51.70'
L = 95.43'
E = 12.57'
P.C. STA. = 156+47.16
P.T. STA. = 157+42.59

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PROP. CURVE SOUTH-ALIGN-44
PI STA. = 158+58.87
Δ = 18° 59' 02" (RT)
D = 57° 17' 45"
R = 100.00'
T = 16.72'
L = 33.13'
E = 1.39'
P.C. STA. = 158+42.15
P.T. STA. = 158+75.28

PROP. CURVE SOUTH-ALIGN-45
PI STA. = 159+13.10
Δ = 41° 25' 37" (LT)
D = 57° 17' 45"
R = 100.00'
T = 37.81'
L = 72.30'
E = 6.91'
P.C. STA. = 158+75.28
P.T. STA. = 159+47.59

PROP. CURVE SOUTH-ALIGN-46
PI STA. = 159+64.91
Δ = 19° 39' 07" (RT)
D = 57° 17' 45"
R = 100.00'
T = 17.32'
L = 34.30'
E = 1.49'
P.C. STA. = 159+47.59
P.T. STA. = 159+81.89

PROP. CURVE 47
PI STA. = 160+01.91
Δ = 22° 38' 42" (LT)
D = 57° 17' 45"
R = 100.00'
T = 20.02'
L = 39.52'
E = 1.98'
P.C. STA. = 159+81.89
P.T. STA. = 160+21.41

PROP. CURVE SOUTH-ALIGN-48
PI STA. = 160+45.05
Δ = 26° 36' 14" (RT)
D = 57° 17' 45"
R = 100.00'
T = 23.64'
L = 46.43'
E = 2.76'
P.C. STA. = 160+21.41
P.T. STA. = 160+67.84

PROP. CURVE SOUTH-ALIGN-49
PI STA. = 160+99.37
Δ = 29° 23' 15" (LT)
D = 57° 17' 45"
R = 100.00'
T = 26.22'
L = 51.29'
E = 3.38'
P.C. STA. = 160+73.14
P.T. STA. = 161+24.44

PROP. CURVE SOUTH-ALIGN-50
PI STA. = 162+05.46
Δ = 54° 29' 59" (RT)
D = 57° 17' 45"
R = 100.00'
T = 51.50'
L = 95.12'
E = 12.48'
P.C. STA. = 161+53.96
P.T. STA. = 162+49.08

PROP. CURVE SOUTH-ALIGN-51
PI STA. = 163+27.71
Δ = 42° 12' 58" (LT)
D = 57° 17' 45"
R = 100.00'
T = 38.60'
L = 73.68'
E = 7.19'
P.C. STA. = 162+89.10
P.T. STA. = 163+62.78

PROP. CURVE SOUTH-ALIGN-52
PI STA. = 164+13.31
Δ = 53° 36' 43" (RT)
D = 57° 17' 45"
R = 100.00'
T = 50.53'
L = 93.57'
E = 12.04'
P.C. STA. = 163+62.78
P.T. STA. = 164+56.35

PROP. CURVE SOUTH-ALIGN-53
PI STA. = 165+16.09
Δ = 61° 42' 13" (LT)
D = 57° 17' 45"
R = 100.00'
T = 59.73'
L = 107.69'
E = 16.48'
P.C. STA. = 164+56.35
P.T. STA. = 165+64.05

PROP. CURVE SOUTH-ALIGN-54
PI STA. = 166+61.97
Δ = 41° 01' 07" (LT)
D = 57° 17' 45"
R = 100.00'
T = 37.41'
L = 71.59'
E = 6.77'
P.C. STA. = 166+24.56
P.T. STA. = 166+96.15

PROP. CURVE SOUTH-ALIGN-55
PI STA. = 167+23.40
Δ = 30° 28' 50" (RT)
D = 57° 17' 45"
R = 100.00'
T = 27.24'
L = 53.20'
E = 3.64'
P.C. STA. = 166+96.15
P.T. STA. = 167+49.35

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
STRUCTURE NO(ATHS CKD)
BY
DATE

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

FILE NAME = $FILE$
PlnPrf-006.dgn 4/8/2013 8:56:55 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 6 OF 22 SHEETS | STA. 155+00 | TO STA. 168+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	16
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-56
PI STA. = 170+18.15
Δ = 10° 55′ 52″ (LT)
D = 11° 27′ 33″
R = 500.00′
T = 47.84′
L = 95.39′
E = 2.28′
P.C. STA. = 169+70.31
P.T. STA. = 170+65.70

PROP. CURVE SOUTH-ALIGN-57
PI STA. = 171+25.14
Δ = 33° 06′ 11″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 59.44′
L = 115.55′
E = 8.65′
P.C. STA. = 170+65.70
P.T. STA. = 171+81.26

PROP. CURVE SOUTH-ALIGN-58
PI STA. = 173+53.96
Δ = 16° 31′ 20″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 29.04′
L = 57.67′
E = 2.10′
P.C. STA. = 173+24.92
P.T. STA. = 173+82.59

101 LF PERIMETER EROSION BARRIER

212 SF PCC SIDEWALK, 6″ WITH 12 SF DETECTABLE WARNINGS
16 LF COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT

CONSTRUCTION LIMITS

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

FLOODPLAIN BOUNDARY

PROPOSED ℄ BIKE TRAIL

STA 170+90, PIPE CULVERT, 12″ CLASS A, TYPE I, 18 LF @0.7%
(11) INV=646.00, 12″ FES WITH RIP RAP
(12) INV=646.20, 12″ FES WITH RIP RAP

STA 173+50, PIPE CULVERT, 15″ CLASS A, TYPE I, 18 LF @ 0.7%
(13) INV=646.70, 15″ FES WITH RIP RAP
(14) INV=646.50, 15″ FES WITH RIP RAP

STA 176+50, PIPE CULVERT, 12″ CLASS A, TYPE I, 18 LF @ 0.7%
(15) INV=645.70, 12″ FES WITH RIP RAP
(16) INV=645.50, 12″ FES WITH RIP RAP

1250 LF PERIMETER EROSION BARRIER

MATCH LINE STA. 168+00

MATCH LINE STA. 181+00

PC Sta 169+70.31
PRC Sta 170+65.70
PT Sta 171+81.26
PC Sta 173+24.92
PT Sta 173+82.59
PC Sta 174+11.07
PT Sta 174+63.44
PC Sta 175+50.19
PT Sta 175+77.79
PC Sta 176+91.99
PRC Sta 178+16.39
PT Sta 180+63.37

CURVE 56
CURVE 57
CURVE 58
CURVE 59
CURVE 60
CURVE 61
CURVE 62

GRADE OUTLET ⊕ TO PROVIDE POSITIVE DRAINAGE (TYP.) (INCLUDED IN COST OF EXCAVATION)

FLOODWAY BOUNDARY

WILSON WOODS

BASEBALL FIELDS

PROP. CURVE SOUTH-ALIGN-59
PI STA. = 174+37.41
Δ = 15° 00′ 16″ (LT)
D = 28° 38′ 52″
R = 200.00′
T = 26.34′
L = 52.38′
E = 1.73′
P.C. STA. = 174+11.07
P.T. STA. = 174+63.44

PROP. CURVE SOUTH-ALIGN-60
PI STA. = 175+64.01
Δ = 7° 54′ 17″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 13.82′
L = 27.59′
E = 0.48′
P.C. STA. = 175+50.19
P.T. STA. = 175+77.79

PROP. CURVE SOUTH-ALIGN-61
PI STA. = 177+63.68
Δ = 71° 16′ 37″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 71.69′
L = 124.40′
E = 23.05′
P.C. STA. = 176+91.99
P.T. STA. = 178+16.39

PROP. CURVE SOUTH-ALIGN-62
PI STA. = 181+02.81
Δ = 141° 30′ 28″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 286.42′
L = 246.98′
E = 203.37′
P.C. STA. = 178+16.39
P.T. STA. = 180+63.37

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

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

PROFILE
CORRECTED
PLOTTED
GRADES CHECKED
BY
NOTE BOOK
NO.
STRUCTURE NO
RATING CHKD

EXISTING PROFILE
PROPOSED PROFILE

K = 6
20.00′ V.C.
+30.00 EL. 647.05
VPI STA. 170+90.00
ELEVATION 648.50
+50.00 EL. 647.30
K = 9
20.00′ V.C.
+30.00 EL. 647.70
VPI STA. 171+40.00
ELEVATION 647.50
+50.00 EL. 647.52
K = 7
20.00′ V.C.
+80.00 EL. 647.73
VPI STA. 172+90.00
ELEVATION 647.75
+00.00 EL. 648.05
K = 16
100.00′ V.C.
VPI STA. 173+50.00
ELEVATION 649.55
K = 7
20.00′ V.C.
+00.00 EL. 647.84
VPI STA. 174+10.00
ELEVATION 647.50
+20.00 EL. 647.45
K = 6
20.00′ V.C.
+90.00 EL. 646.55
VPI STA. 176+00.00
ELEVATION 646.50
+10.00 EL. 646.80
K = 12
80.00′ V.C.
VPI STA. 176+50.00
ELEVATION 648.00
+90.00 EL. 646.60
K = 5
20.00′ V.C.
VPI STA. 177+00.00
ELEVATION 646.25
+10.00 EL. 646.29
VPI STA. 179+86.00
ELEVATION 647.50

-0.53%
2.04%
-2.00%
+0.17%
-3.42%
-0.53%
-3.50%
+0.44%
-0.54%

+20.00 EL. 648.61
VPI STA. 168+50.00
ELEVATION 648.00

LONGITUDINAL FLOODPLAIN CROSSING
100-YR FLOOD VARIES FROM ELE 650.5 TO ELE 647.0

PR 12″ RCP CULV
INV 646.20 (E)

PR 15″ RCP CULV
INV 646.50 (E)

PR 12″ RCP CULV
INV 645.50 (E)

	168+00	169+00	170+00	171+00	172+00	173+00	174+00	175+00	176+00	177+00	178+00	179+00	180+00	181+00
EXIST. ELEV.	649.63	648.42	647.20	647.62	647.31	646.89	646.55	647.64	647.82	647.96	647.56	646.86	647.60	647.60	647.27	646.62	646.34	645.98	646.04	646.59	646.70	646.87	647.47	647.70	647.77	647.38	647.08
PROP. ELEV.	648.90	648.00	647.74	647.47	647.21	647.30	648.02	647.52	647.60	647.68	648.05	648.75	647.84	647.29	647.03	646.76	646.59	647.35	646.35	646.47	646.69	646.91	647.12	647.34	647.42	647.15	646.88

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = @USER@	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE@	CHECKED - DK/DL	REVISED -
PLOT DATE = @DATE@	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1″= 50′ | SHEET NO. 7 OF 22 SHEETS | STA. 168+00 TO STA. 181+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	17
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = @FILE@
PlnPrf-007.dgn 4/8/2013 8:57:40 AM

PROP. CURVE SOUTH-ALIGN-63
PI STA. = 182+69.25
Δ = 21° 24′ 12″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 28.35′
L = 56.03′
E = 2.66′
P.C. STA. = 182+40.90
P.T. STA. = 182+96.94

PROP. CURVE SOUTH-ALIGN-64
PI STA. = 183+72.64
Δ = 15° 04′ 31″ (RT)
D = 47° 44′ 47″
R = 120.00′
T = 15.88′
L = 31.57′
E = 1.05′
P.C. STA. = 183+56.76
P.T. STA. = 183+88.33

PROP. CURVE SOUTH-ALIGN-68
PI STA. = 187+90.18
Δ = 27° 56′ 28″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 24.88′
L = 48.77′
E = 3.05′
P.C. STA. = 187+65.30
P.T. STA. = 188+14.07

PROP. CURVE SOUTH-ALIGN-69
PI STA. = 191+21.57
Δ = 115° 05′ 22″ (LT)
D = 114° 35′ 30″
R = 50.00′
T = 78.62′
L = 100.43′
E = 43.17′
P.C. STA. = 190+42.95
P.T. STA. = 191+43.39

PROP. CURVE SOUTH-ALIGN-70
PI STA. = 189+26.66
Δ = 20° 21′ 25″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 17.95′
L = 35.53′
E = 1.60′
P.C. STA. = 189+08.70
P.T. STA. = 189+44.23

PROP. CURVE SOUTH-ALIGN-65
PI STA. = 184+57.51
Δ = 28° 51′ 44″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 25.73′
L = 50.37′
E = 3.26′
P.C. STA. = 184+31.78
P.T. STA. = 184+82.15

PROP. CURVE SOUTH-ALIGN-66
PI STA. = 186+70.15
Δ = 111° 10′ 06″ (LT)
D = 67° 24′ 24″
R = 85.00′
T = 124.07′
L = 164.92′
E = 65.39′
P.C. STA. = 185+46.09
P.T. STA. = 187+11.01

PROP. CURVE SOUTH-ALIGN-67
PI STA. = 187+38.84
Δ = 31° 06′ 31″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 27.83′
L = 54.29′
E = 3.80′
P.C. STA. = 187+11.01
P.T. STA. = 187+65.30

PROP. CURVE SOUTH-ALIGN-71
PI STA. = 189+66.38
Δ = 18° 38′ 21″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 16.41′
L = 32.53′
E = 1.34′
P.C. STA. = 189+49.97
P.T. STA. = 189+82.50

PROP. CURVE SOUTH-ALIGN-72
PI STA. = 190+14.35
Δ = 19° 21′ 49″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 17.06′
L = 33.80′
E = 1.44′
P.C. STA. = 189+97.29
P.T. STA. = 190+31.08

PROP. CURVE SOUTH-ALIGN-73
PI STA. = 191+02.02
Δ = 39° 04′ 56″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 35.49′
L = 68.21′
E = 6.11′
P.C. STA. = 190+66.53
P.T. STA. = 191+34.74

CONSTRUCTION LIMITS
REMOVE POST (INCLUDED IN COST OF FENCE REMOVAL)
90 LF FENCE REMOVAL
FLOODPLAIN BOUNDARY
MATCH LINE STA. 181+00
PROPOSED ℄ BIKE TRAIL
600 LF PERIMETER EROSION BARRIER
EXISTING CHAIN LINK GATE TO BE REMOVED AND REERECTED
70 LF 6′ CHAIN LINK FENCE
CURVE 63
CURVE 64
CURVE 65
CURVE 66
CURVE 67
CURVE 68
CURVE 69
CURVE 70
CURVE 71
CURVE 72
CURVE 73
MANHOLES TO BE ADJUSTED, 1 EA
RELOCATE SIGN PANEL ASSEMBLY, TYPE B
REMOVE BOLLARDS IN CONFLICT WITH TRAIL. INSTALL DROP GATE. STA. 186+86
DIXIE HWY
CHICAGO ROAD
EX. ROW
74 SF PCC SIDEWALK REMOVAL, 34 LF COMBINATION CURB & GUTTER REMOVAL AND REPLACEMENT 330 SF PCC SIDEWALK, 6″ WITH 60 SF DETECTABLE WARNINGS 30 LF CONCRETE CURB TYPE B
11 SY HOT-MIX ASPHALT SURFACE REMOVAL, 2″
13 LF TYPE B POST (TYP.)
PROPOSED CROSSWALK POLYUREA PAVEMENT MARKING, TYPE I (SEE DETAIL)
230 SF PCC SIDEWALK, 6″ WITH 40 SF DETECTABLE WARNINGS 46 LF CONCRETE CURB TYPE B 104 SF SIDEWALK REMOVAL 28 LF COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
348 LF PERIMETER EROSION BARRIER
WETLAND
MATCH LINE STA. 191+50

STA 191+28, PIPE CULVERT, 12″ CLASS A, TYPE I, 18 LF @ 1.0%
(17) INV=643.5, 12″ FES WITH RIP RAP
(18) INV=643.20, 12″ FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PROPOSED PROFILE
EXISTING PROFILE
LONGITUDINAL FLOODPLAIN CROSSING 100-YR FLOOD VARIES FROM ELE. 650.5 TO ELE. 647.0
LONGITUDINAL FLOODPLAIN CROSSING 100-YR FLOOD ELE. 646.0
MEET EXISTING EDGE OF PAVEMENT CHICAGO ROAD
VPI STA. 181+70.00 ELEVATION 646.50
VPI STA. 184+10.00 ELEVATION 646.40
VPI STA. 186+00.00 ELEVATION 645.00
VPI STA. 187+03.10 ELEVATION 645.80
VPI STA. 187+29.70 ELEVATION 645.90
VPI STA. 188+00.00 ELEVATION 646.75
VPI STA. 188+15.80 ELEVATION 646.50
VPI STA. 190+60.40 ELEVATION 647.00
VPI STA. 191+30.00 ELEVATION 645.00
VPI STA. 190+00.00 ELEVATION 647.00
VPI STA. 191+96.00
PR 12″ RCP CULV INV 643.20 (S)
EQUATION BK 191+55.40 = AH 188+75.48
K = 12 50.00′ V.C.
K = 31 50.00′ V.C.
K = 150.00
-0.54% -0.04% -0.74% +0.87% +0.00% +1.21% -1.58% -2.87% +1.35% +2.91% +2.91%
+05.00 EL. 646.72
+77.08 EL. 645.34
+75.00 EL. 646.66
+25.00 EL. 647.74
+21.00 EL. 650.59

EXIST. ELEV.	647.08	646.64	646.30	646.18	646.32	646.53	646.44	645.98	645.68	645.41	645.03	645.28	645.91	646.22	646.72	646.68	646.79	646.88	647.06	647.10	645.68	644.48	645.75	647.34	647.96	649.29	651.00
PROP. ELEV.	646.88	646.61	646.49	646.47	646.45	646.42	646.40	646.11	645.74	645.37	645.00	645.44	645.87	646.15	646.75	646.57	646.67	646.77	646.88	646.98	645.86	645.28	646.32	647.10	648.48	649.97	651.25

181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 189+00 190+00 191+00

665 660 655 650 645 640 635 630 625

PLAN: SURVEYED — DRAWN — ALIGNMENT CHECKED — PLOTTED — NOTE BOOK — NO. — DATE — BY

PROFILE: SURVEYED — DRAWN — GRADES CHECKED — PLOTTED — NOTE BOOK — NO. — STRUCTURE NO(S)/ATN'S CK'KD — DATE — BY

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

PlnPrf-008.dgn 4/8/2013 8:58:28 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1″= 50′ | SHEET NO. 8 OF 22 SHEETS | STA. 181+00 TO STA. 194+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	18

CONTRACT NO. 63769

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

PROP. CURVE SOUTH-ALIGN-74
PI STA. = 193+44.87
Δ = 44° 09' 35" (LT)
D = 57° 17' 45"
R = 100.00'
T = 40.56'
L = 77.07'
E = 7.91'
P.C. STA. = 193+04.30
P.T. STA. = 193+81.38

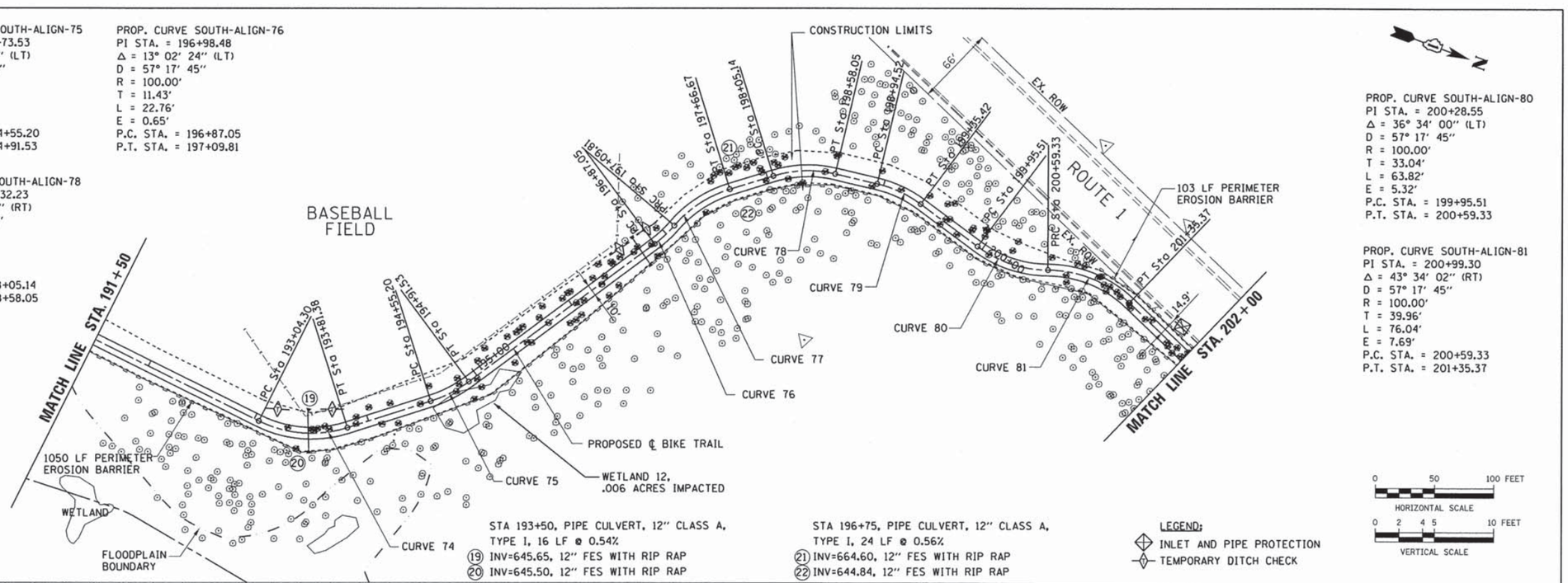
PROP. CURVE SOUTH-ALIGN-75
PI STA. = 194+73.53
Δ = 18° 55' 17" (LT)
D = 52° 05' 13"
R = 110.00'
T = 18.33'
L = 36.33'
E = 1.52'
P.C. STA. = 194+55.20
P.T. STA. = 194+91.53

PROP. CURVE SOUTH-ALIGN-76
PI STA. = 196+98.48
Δ = 13° 02' 24" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.43'
L = 22.76'
E = 0.65'
P.C. STA. = 196+87.05
P.T. STA. = 197+09.81

PROP. CURVE SOUTH-ALIGN-77
PI STA. = 197+39.03
Δ = 32° 34' 42" (RT)
D = 57° 17' 45"
R = 100.00'
T = 29.22'
L = 56.86'
E = 4.18'
P.C. STA. = 197+09.81
P.T. STA. = 197+66.67

PROP. CURVE SOUTH-ALIGN-78
PI STA. = 198+32.23
Δ = 30° 18' 54" (RT)
D = 57° 17' 45"
R = 100.00'
T = 27.09'
L = 52.91'
E = 3.60'
P.C. STA. = 198+05.14
P.T. STA. = 198+58.05

PROP. CURVE SOUTH-ALIGN-79
PI STA. = 199+15.26
Δ = 23° 26' 10" (RT)
D = 57° 17' 45"
R = 100.00'
T = 20.74'
L = 40.90'
E = 2.13'
P.C. STA. = 198+94.52
P.T. STA. = 199+35.42



PROP. CURVE SOUTH-ALIGN-80
PI STA. = 200+28.55
Δ = 36° 34' 00" (LT)
D = 57° 17' 45"
R = 100.00'
T = 33.04'
L = 63.82'
E = 5.32'
P.C. STA. = 199+95.51
P.T. STA. = 200+59.33

PROP. CURVE SOUTH-ALIGN-81
PI STA. = 200+99.30
Δ = 43° 34' 02" (RT)
D = 57° 17' 45"
R = 100.00'
T = 39.96'
L = 76.04'
E = 7.69'
P.C. STA. = 200+59.33
P.T. STA. = 201+35.37

STA 193+50, PIPE CULVERT, 12" CLASS A, TYPE I, 16 LF @ 0.54%
(19) INV=645.65, 12" FES WITH RIP RAP
(20) INV=645.50, 12" FES WITH RIP RAP

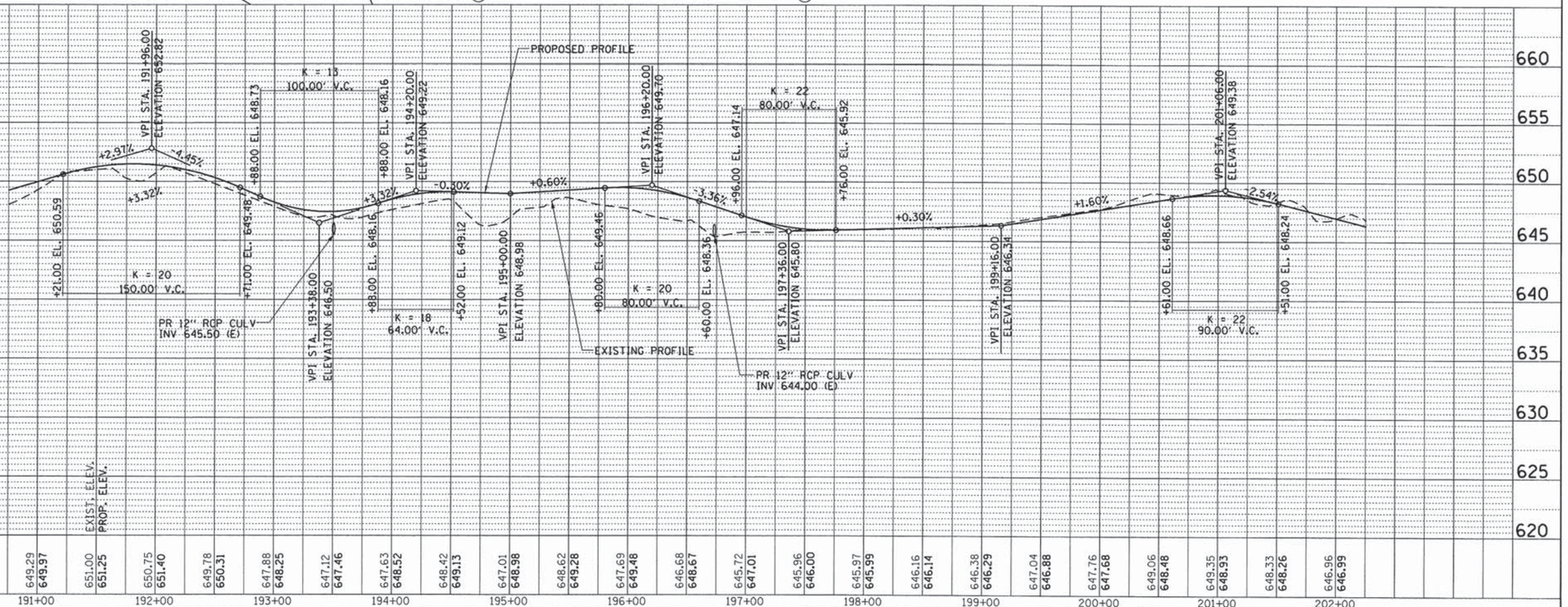
STA 196+75, PIPE CULVERT, 12" CLASS A, TYPE I, 24 LF @ 0.56%
(21) INV=664.60, 12" FES WITH RIP RAP
(22) INV=644.84, 12" FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
P.I., P.C., P.T. CHECKED
NOTE BOOK
NO.
PLAN FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
STRUCTURE NO(S).
NOTE BOOK
NO.
PROFILE NO(S).(TNS CSM)
BY
DATE



URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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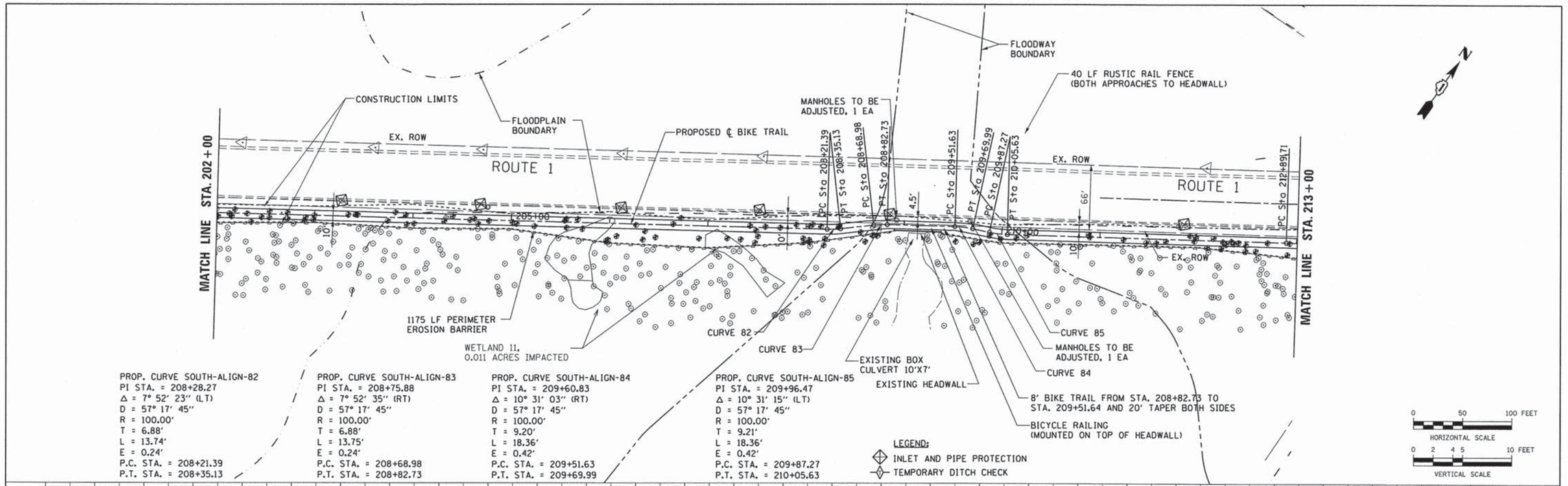
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 9 OF 22 SHEETS | STA. 194+00 | TO STA. 202+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	19
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

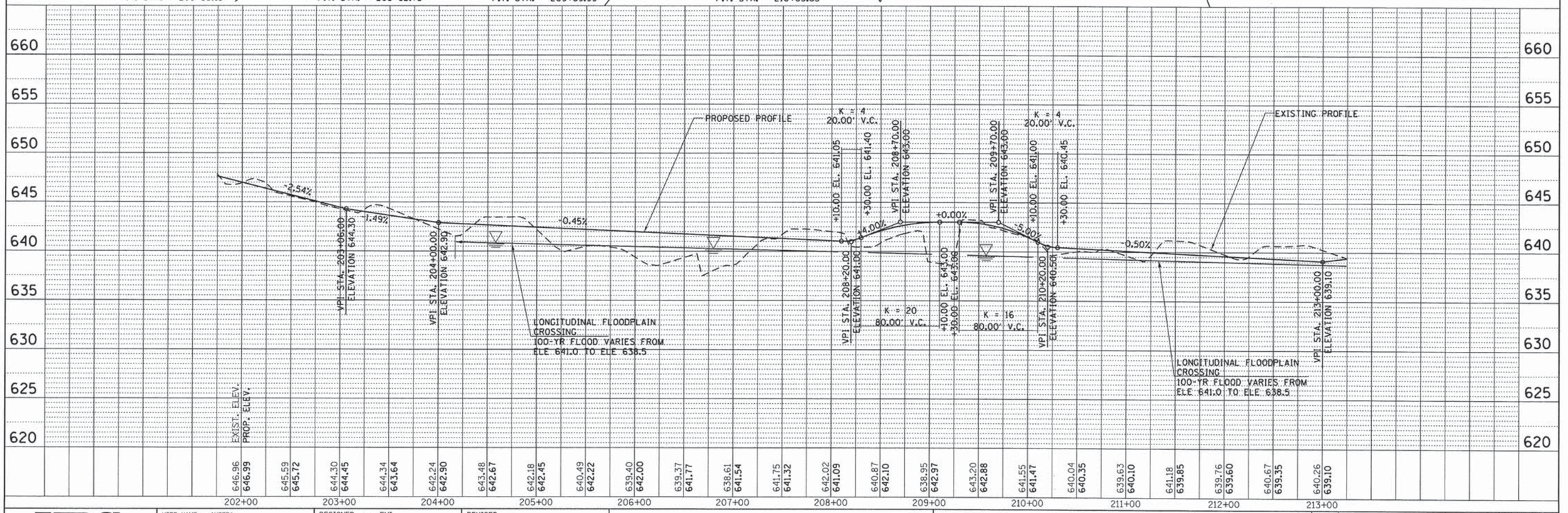


PROP. CURVE SOUTH-ALIGN-82
PI STA. = 208+28.27
Δ = 7° 52′ 23″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 6.88′
L = 13.74′
E = 0.24′
P.C. STA. = 208+21.39
P.T. STA. = 208+35.13

PROP. CURVE SOUTH-ALIGN-83
PI STA. = 208+75.88
Δ = 7° 52′ 35″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 6.88′
L = 13.75′
E = 0.24′
P.C. STA. = 208+68.98
P.T. STA. = 208+82.73

PROP. CURVE SOUTH-ALIGN-84
PI STA. = 209+60.83
Δ = 10° 31′ 03″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 9.20′
L = 18.36′
E = 0.42′
P.C. STA. = 209+51.63
P.T. STA. = 209+69.99

PROP. CURVE SOUTH-ALIGN-85
PI STA. = 209+96.47
Δ = 10° 31′ 15″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 9.21′
L = 18.36′
E = 0.42′
P.C. STA. = 209+87.27
P.T. STA. = 210+05.63



	202+00	203+00	204+00	205+00	206+00	207+00	208+00	209+00	210+00	211+00	212+00	213+00
EXIST. ELEV.	646.96	645.59	644.30	644.34	642.24	643.48	642.18	640.49	639.40	639.37	638.61	641.75
PROP. ELEV.	646.99	645.72	644.45	643.64	642.90	642.67	642.45	642.22	642.00	641.77	641.54	641.32
EXIST. ELEV.	642.02	640.87	638.95	643.20	641.55	640.04	639.63	641.18	639.76	640.67	640.26	
PROP. ELEV.	641.09	642.10	642.97	642.88	641.47	640.35	640.10	639.85	639.60	639.35	639.10	

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

URS
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CHICAGO, IL. 60606 (312)-939-1000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 10 OF 22 SHEETS | STA. 202+00 TO STA. 213+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	20
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, NOTE BOOK, NO.; ALIGMENT CHECKED BY, GRADES CHECKED BY, CADD FILE NAME; BY, DATE
PROFILE: SURVEYED, PLOTTED, NOTE BOOK, NO.; GRADES CHECKED BY, ALIGNMENT CHECKED BY, STRUCTURE NO(S); BY, DATE

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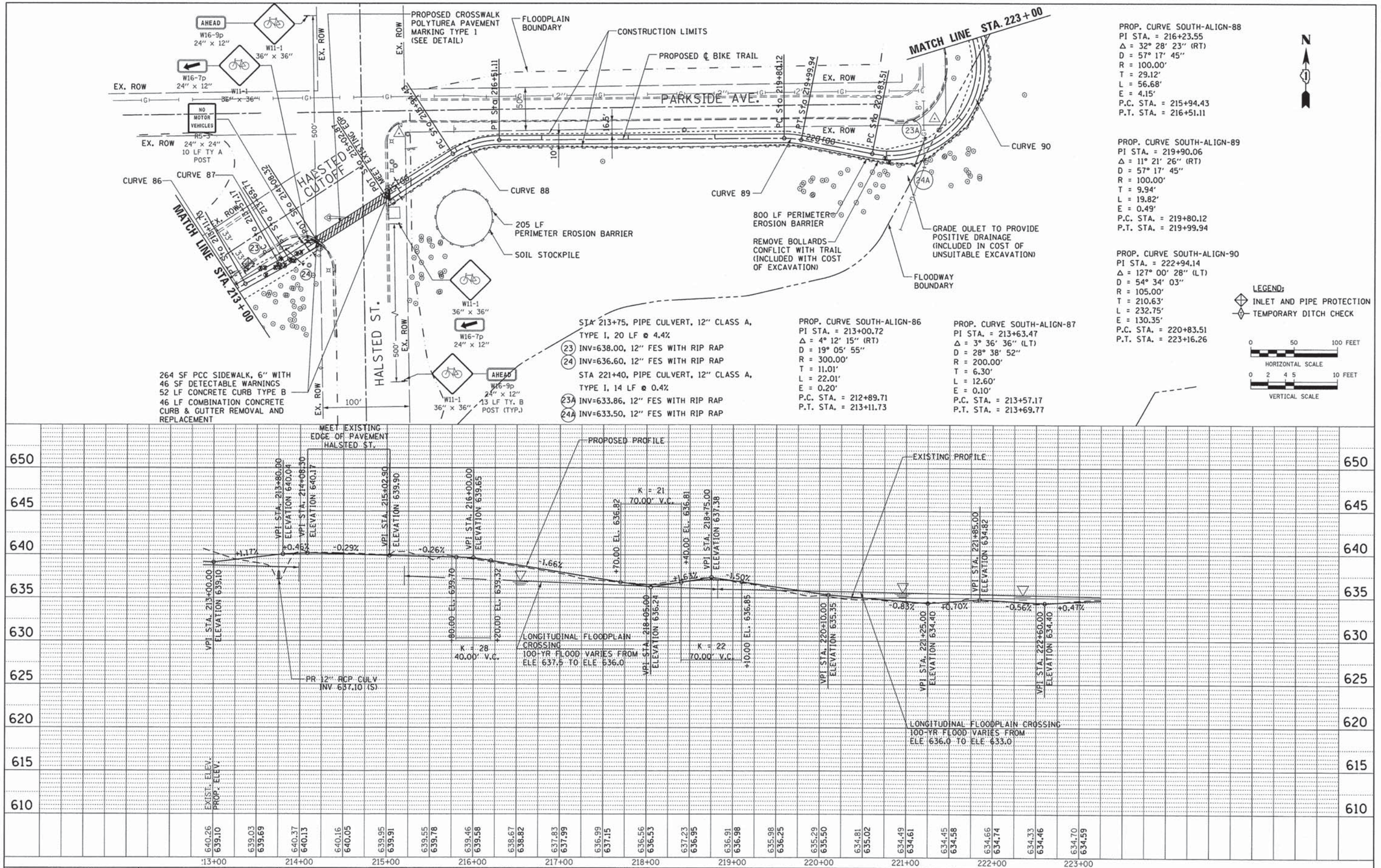

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / PLAN FILE NAME / NOTE BOOK / NO. / BY / DATE

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

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 11 OF 22 SHEETS | STA. 213+00 TO STA. 223+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	21
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE SOUTH-ALIGN-91
PI STA. = 223+38.81
Δ = 25° 24' 43" (RT)
D = 57° 17' 45"
R = 100.00'
T = 22.55'
L = 44.35'
E = 2.51'
P.C. STA. = 223+16.26
P.T. STA. = 223+60.62

PROP. CURVE SOUTH-ALIGN-92
PI STA. = 227+52.52
Δ = 72° 16' 05" (RT)
D = 57° 17' 45"
R = 100.00'
T = 73.01'
L = 126.13'
E = 23.82'
P.C. STA. = 226+79.51
P.T. STA. = 228+05.64

PROP. CURVE SOUTH-ALIGN-93
PI STA. = 230+17.43
Δ = 71° 38' 57" (LT)
D = 57° 17' 45"
R = 100.00'
T = 72.19'
L = 125.05'
E = 23.33'
P.C. STA. = 229+45.25
P.T. STA. = 230+70.30

PROP. CURVE SOUTH-ALIGN-94
PI STA. = 231+01.32
Δ = 34° 28' 22" (RT)
D = 57° 17' 45"
R = 100.00'
T = 31.02'
L = 60.17'
E = 4.70'
P.C. STA. = 230+70.30
P.T. STA. = 231+30.46

PROP. CURVE SOUTH-ALIGN-95
PI STA. = 231+84.86
Δ = 57° 05' 11" (LT)
D = 57° 17' 45"
R = 100.00'
T = 54.39'
L = 99.63'
E = 13.84'
P.C. STA. = 231+30.46
P.T. STA. = 232+30.10

PROP. CURVE SOUTH-ALIGN-96
PI STA. = 232+90.46
Δ = 43° 50' 25" (RT)
D = 38° 11' 50"
R = 150.00'
T = 60.36'
L = 114.77'
E = 11.69'
P.C. STA. = 232+30.10
P.T. STA. = 233+44.87

PROP. CURVE SOUTH-ALIGN-97
PI STA. = 234+03.14
Δ = 21° 59' 01" (LT)
D = 19° 05' 55"
R = 300.00'
T = 58.27'
L = 115.11'
E = 5.61'
P.C. STA. = 233+44.87
P.T. STA. = 234+59.98

RELOCATE SIGN PANEL ASSEMBLY TYPE A
FLOODPLAIN BOUNDARY
EXIST ROW
UNION AVE.
PC Sta 226+79.51
PT Sta 228+05.64
MATCH LINE STA. 223+00
PRC Sta 223+60.62
T=22.55'
22.5'
10'
CURVE 91
1400 LF PERIMETER EROSION BARRIER
CURVE 92
PROPOSED ℄ BIKE TRAIL
FLOODWAY BOUNDARY
CURVE 93
WETLAND 9, 0.01 ACRES IMPACTED
PC Sta 229+45.25
PRC Sta 230+70.30
PRC Sta 231+30.46
PC Sta 232+30.10
CURVE 94
92 LF PERIMETER EROSION BARRIER
CURVE 95
CURVE 96
WETLAND 10, NO IMPACT
CONSTRUCTION LIMITS
LOWE AVE.
PRC Sta 233+44.87
PC Sta 234+59.98
T=235.00'
CURVE 97
MATCH LINE STA. 237+00
FLOODPLAIN BOUNDARY

STA 230+37, PIPE CULVERT, 15" CLASS A, TYPE 1, 18 LF @ 0.3%
(25) INV=633.20, 15" FES WITH RIP RAP
(26) INV=633.10, 15" FES WITH RIP RAP

STA 230+84, PIPE CULVERT, 15" CLASS A, TYPE I, 26 LF @ 0.3%
(25A) INV=631.50, 15" FES WITH RIP RAP
(26A) INV=631.40, 15" FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
NOTE BOOK
NO.
BY
DATE
STRUCTURE NO.
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
BY
DATE
STRUCTURE NO.

PROPOSED PROFILE
EXISTING PROFILE
K = 23 40.00' V.C.
VPI STA. 224+20.00 ELEVATION 635.15
-0.30%
+0.47%
+80.00 EL. 634.97
K = 27 70.00' V.C.
VPI STA. 225+00.00 ELEVATION 634.91
+20.00 EL. 635.20
+35.00 EL. 635.41
+1.44%
VPI STA. 225+70.00 ELEVATION 635.92
-1.17%
K = 29 70.00' V.C.
+05.00 EL. 635.51
VPI STA. 226+40.00 ELEVATION 635.10
+1.28%
+75.00 EL. 635.55
K = 39 110.00' V.C.
VPI STA. 227+30.00 ELEVATION 636.25
+85.00 EL. 635.41
-1.53%
LONGITUDINAL FLOODPLAIN CROSSING 100-YR FLOOD VARIES FROM ELE 636.0 TO ELE 633.0
+20.00 EL. 633.34
K = 13 70.00' V.C.
VPI STA. 229+55.00 ELEVATION 632.80
+90.00 EL. 634.20
+4.00%
VPI STA. 230+85.00 ELEVATION 636.80
K = 16 30.00' V.C.
+20.00 EL. 634.20
VPI STA. 231+55.00 ELEVATION 632.80
+90.00 EL. 633.31
PR 15" RCP CULV INV 631.40 (E)
PR 15" RCP CULV INV 633.10 (E)
+1.46%
+20.00 EL. 635.20
K = 44 140.00' V.C.
VPI STA. 233+90.00 ELEVATION 636.22
+60.00 EL. 639.46
+4.63%
VPI STA. 236+15.00 ELEVATION 646.64
+95.00 EL. 645.71
+3.24%
+35.00 EL. 647.29
+55.00 EL. 647.94
K = 29 40.00' V.C.

EXIST. ELEV. / PROP. ELEV.
634.70 / 634.59
634.85 / 634.82
634.69 / 635.06
634.79 / 635.06
634.88 / 635.00
635.70 / 635.59
635.36 / 635.56
635.39 / 635.34
635.88 / 635.79
635.66 / 635.79
635.34 / 635.18
634.53 / 634.41
633.60 / 633.64
633.27 / 633.23
633.28 / 634.57
635.45 / 635.49
631.42 / 634.88
633.21 / 633.35
634.44 / 633.45
634.55 / 634.18
635.40 / 634.91
636.16 / 635.74
636.99 / 637.09
638.90 / 639.01
641.18 / 641.31
643.49 / 643.63
645.84 / 645.94
647.58 / 647.77
649.08 / 649.05

655 650 645 640 635 630 625 620 615

223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

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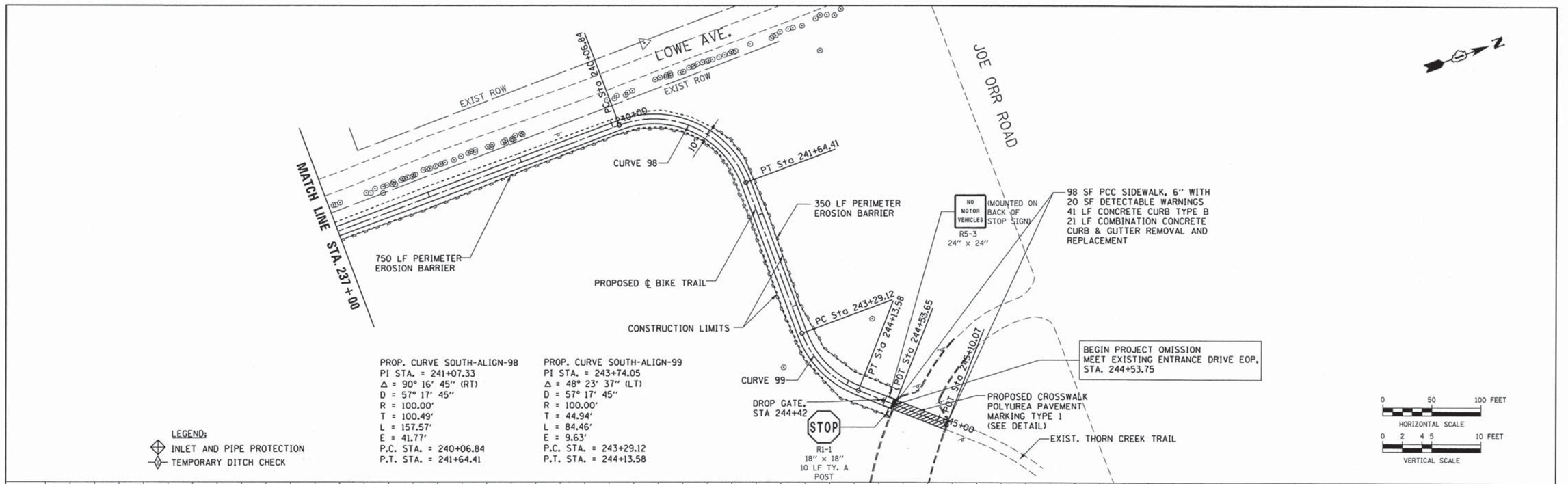
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 12 OF 22 SHEETS | STA. 223+00 | TO STA. 237+00

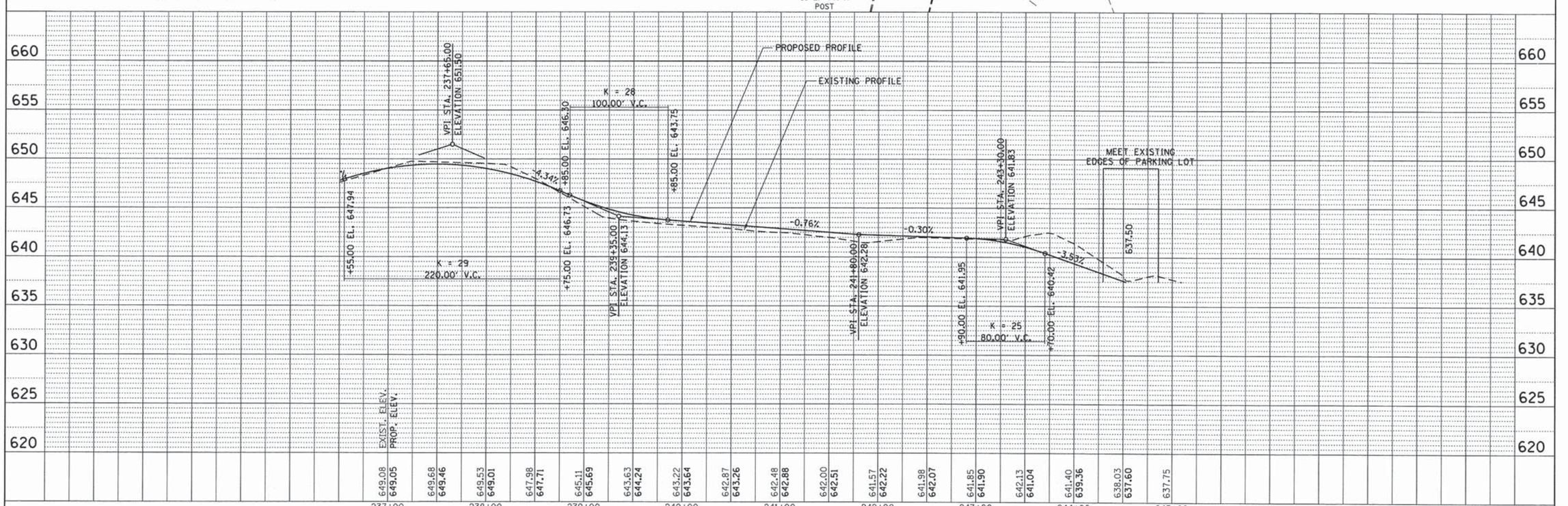
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	22
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. CURVE SOUTH-ALIGN-98
PI STA. = 241+07.33
Δ = 90° 16' 45" (RT)
D = 57° 17' 45"
R = 100.00'
T = 100.49'
L = 157.57'
E = 41.77'
P.C. STA. = 240+06.84
P.T. STA. = 241+64.41

PROP. CURVE SOUTH-ALIGN-99
PI STA. = 243+74.05
Δ = 48° 23' 37" (LT)
D = 57° 17' 45"
R = 100.00'
T = 44.94'
L = 84.46'
E = 9.63'
P.C. STA. = 243+29.12
P.T. STA. = 244+13.58

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK



USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 13 OF 22 SHEETS | STA. 237+00 | TO STA. 245+09.77

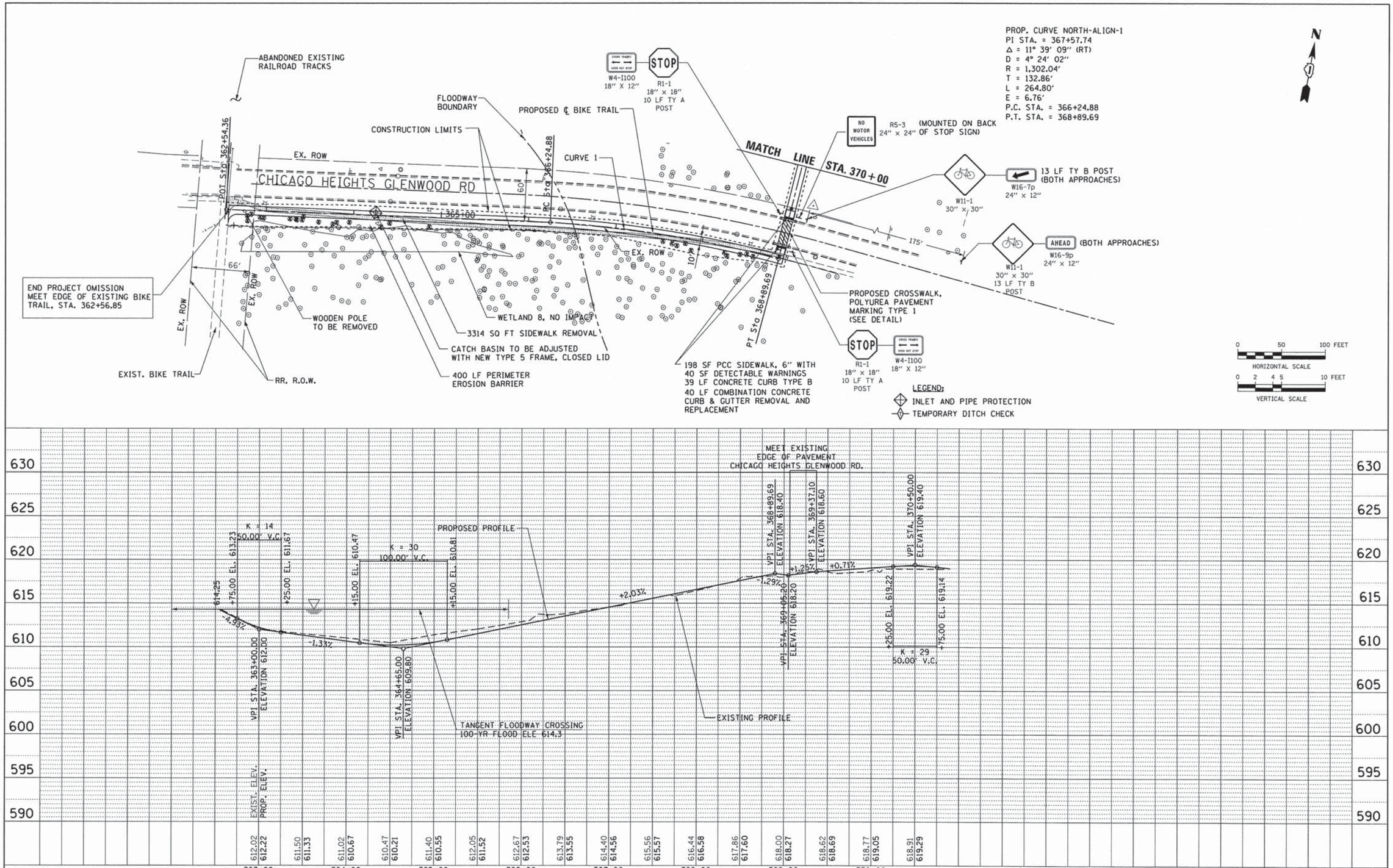
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	23
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, BY, DATE, NOTE BOOK, NO., STRUCTURE NO(ATHS CHKD

FILE NAME = $FILE$

PlnPrf-013.dgn 4/8/2013 9:02:34 AM



URS 100 SOUTH WACKER DRIVE, Suite 500 CHICAGO, IL. 60606 (312)-939-1000	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 14 OF 22 SHEETS | STA. 362+05 TO STA. 370+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	07-F3000-00-BT	COOK	130	24

CONTRACT NO. 63769

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

FILE NAME = $FILE$

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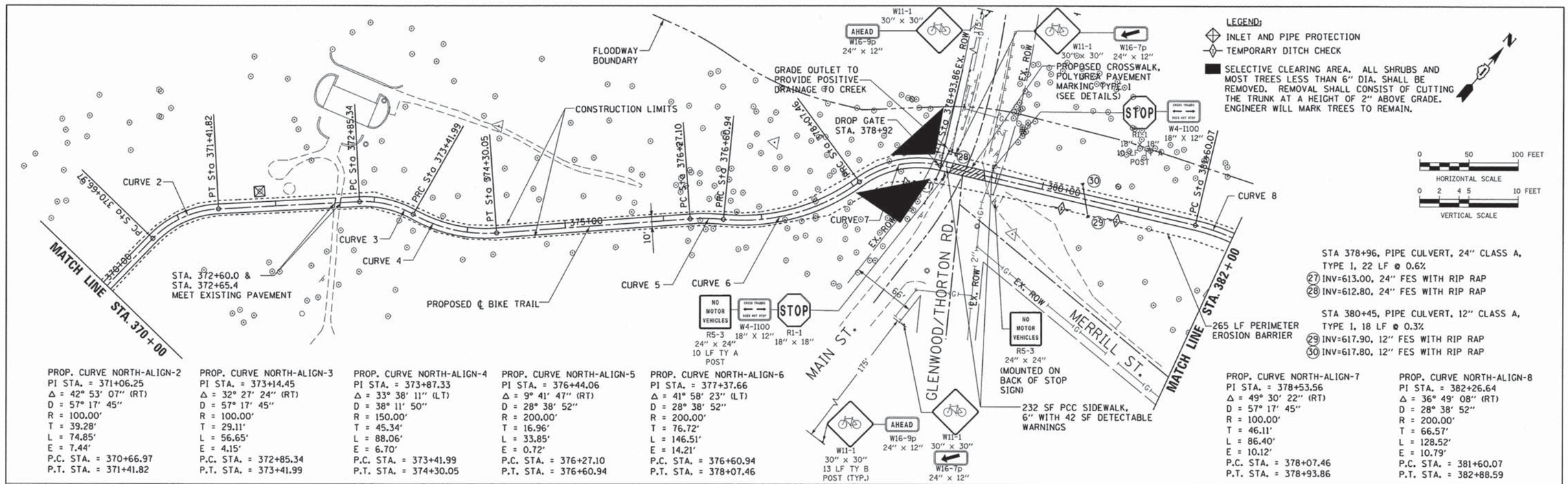


PROP. CURVE NORTH-ALIGN-2
PI STA. = 371+06.25
Δ = 42° 53' 07" (RT)
D = 57° 17' 45"
R = 100.00'
T = 39.28'
L = 74.85'
E = 7.44'
P.C. STA. = 370+66.97
P.T. STA. = 371+41.82

PROP. CURVE NORTH-ALIGN-3
PI STA. = 373+14.45
Δ = 32° 27' 24" (RT)
D = 57° 17' 45"
R = 100.00'
T = 29.11'
L = 56.65'
E = 4.15'
P.C. STA. = 372+85.34
P.T. STA. = 373+41.99

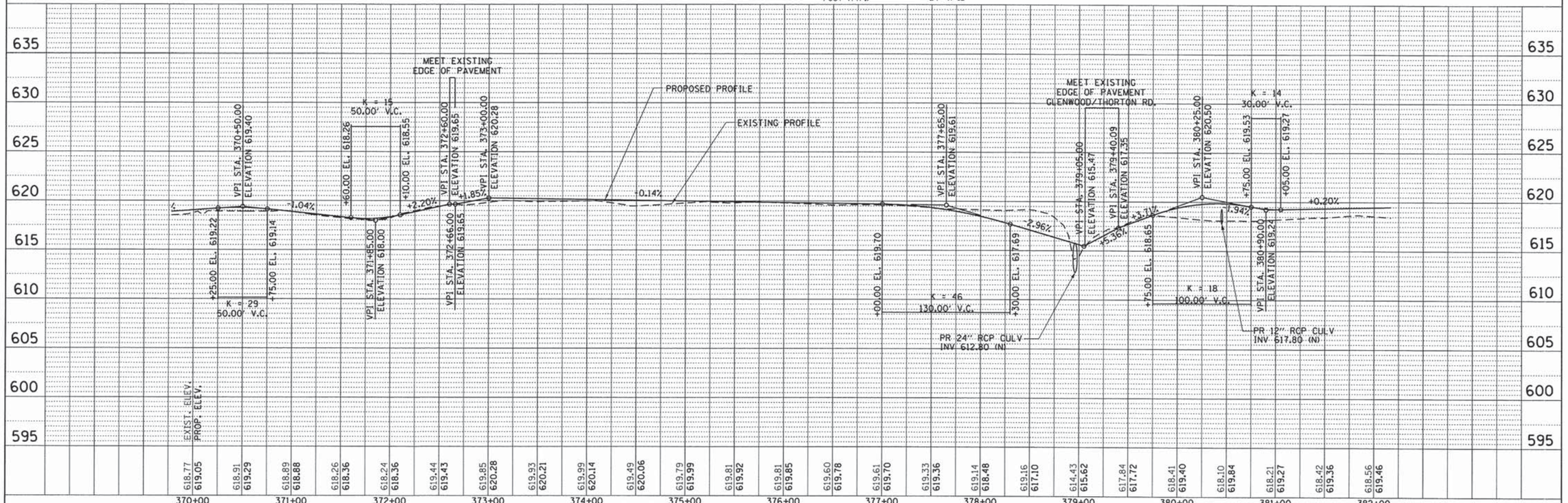
PROP. CURVE NORTH-ALIGN-4
PI STA. = 373+87.33
Δ = 33° 38' 11" (LT)
D = 38° 11' 50"
R = 150.00'
T = 45.34'
L = 88.06'
E = 6.70'
P.C. STA. = 373+41.99
P.T. STA. = 374+30.05

PROP. CURVE NORTH-ALIGN-5
PI STA. = 376+44.06
Δ = 9° 41' 47" (RT)
D = 28° 38' 52"
R = 200.00'
T = 16.96'
L = 33.85'
E = 0.72'
P.C. STA. = 376+27.10
P.T. STA. = 376+60.94

PROP. CURVE NORTH-ALIGN-6
PI STA. = 377+37.66
Δ = 41° 58' 23" (LT)
D = 28° 38' 52"
R = 200.00'
T = 76.72'
L = 146.51'
E = 14.21'
P.C. STA. = 376+60.94
P.T. STA. = 378+07.46

PROP. CURVE NORTH-ALIGN-7
PI STA. = 378+53.56
Δ = 49° 30' 22" (RT)
D = 57° 17' 45"
R = 100.00'
T = 46.11'
L = 86.40'
E = 10.12'
P.C. STA. = 378+07.46
P.T. STA. = 378+93.86

PROP. CURVE NORTH-ALIGN-8
PI STA. = 382+26.64
Δ = 36° 49' 08" (RT)
D = 28° 38' 52"
R = 200.00'
T = 66.57'
L = 128.52'
E = 10.79'
P.C. STA. = 381+60.07
P.T. STA. = 382+88.59



URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 15 OF 22 SHEETS | STA. 370+00 TO STA. 382+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	25
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED, DRAWN, ALIGMENT, GRADES, STRUCTURE, NOTE BOOK, NO. — CHECKED, PLOTTED, CADD FILE NAME — BY, DATE

PROFILE — SURVEYED, DRAWN, ALIGMENT, GRADES CHECKED, PLOTTED, NOTE BOOK, NO. — STRUCTURE (KEYSTING OR PROP.) — BY, DATE

FILE NAME = $FILE$

PlnPrf-015.dgn 4/8/2013 9:04:11 AM

PROP. CURVE NORTH-ALIGN-9
PI STA. = 383+83.62
Δ = 31° 46′ 11″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 42.69′
L = 83.17′
E = 5.96′
P.C. STA. = 383+40.93
P.T. STA. = 384+24.11

PROP. CURVE NORTH-ALIGN-10
PI STA. = 385+07.37
Δ = 57° 11′ 15″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 54.51′
L = 99.81′
E = 13.89′
P.C. STA. = 384+52.87
P.T. STA. = 385+52.68

PROP. CURVE NORTH-ALIGN-11
PI STA. = 387+04.27
Δ = 27° 26′ 41″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 36.63′
L = 71.85′
E = 4.41′
P.C. STA. = 386+67.64
P.T. STA. = 387+39.49

PROP. CURVE NORTH-ALIGN-12
PI STA. = 389+88.71
Δ = 8° 50′ 14″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 11.59′
L = 23.14′
E = 0.45′
P.C. STA. = 389+77.12
P.T. STA. = 390+00.25

PROP. CURVE NORTH-ALIGN-13
PI STA. = 393+45.63
Δ = 27° 56′ 44″ (LT)
D = 38° 11′ 50″
R = 150.00′
T = 37.32′
L = 73.16′
E = 4.57′
P.C. STA. = 393+08.30
P.T. STA. = 393+81.46

PROP. CURVE NORTH-ALIGN-14
PI STA. = 394+33.06
Δ = 28° 55′ 46″ (RT)
D = 28° 38′ 52″
R = 200.00′
T = 51.59′
L = 100.98′
E = 6.55′
P.C. STA. = 393+81.46
P.T. STA. = 394+82.45

FLOODWAY BOUNDARY
FLOODPLAIN BOUNDARY
MATCH LINE STA. 382+00
MATCH LINE STA. 396+00
PT STA 382+88.59
PC STA 383+40.93
PT STA 384+24.11
PC STA 384+52.68
PT STA 385+52.68
PC STA 386+67.64
PT STA 387+39.49
PC STA 389+77.12
PT STA 390+00.25
PC STA 393+08.30
PT STA 393+81.46
PC STA 394+82.45
EQUATION: STA 394+85.33 BK = STA 395+00.00 AH
CURVE 9
CURVE 10
CURVE 11
CURVE 12
CURVE 13
CURVE 14
WETLAND 7, NO IMPACT
WETLAND 7, NO IMPACT
WETLAND 6, NO IMPACT
WETLAND 5 NO IMPACT
PROPOSED BRIDGE (SEE SHT *39)
PROPOSED RETAINING WALL NO. 2 (SEE SHT *60)
PROPOSED RETAINING WALL NO. 3 (SEE SHT *61)
PROPOSED RETAINING WALLS NO. 4 (SEE SHT *62)
1475 LF PERIMETER EROSION BARRIER
MERRILL ST.
EX. ROW
CONSTRUCTION LIMITS
30′
60′
STA 394+45, PIPE CULVERT, 24″ CLASS A, TYPE I, 24 LF @ 0.6%
(31) INV=619.00, 24″ FES WITH RIP RAP
(32) INV=618.80, 24″ FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK

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

PROFILE
PROPOSED PROFILE
EXISTING PROFILE
EXIST. ELEV.
PROP. ELEV.

K = 22
45.00′ V.C.
+54.50 EL. 620.17
VPI STA. 385+77.00
ELEVATION 620.21
+99.50 EL. 620.71
+0.20%
+2.22%
VPI STA. 386+82.00
ELEVATION 622.54
+52.00 EL. 621.88
K = 21
60.00′ V.C.
+12.00 EL. 622.34
0.68%
VPI STA. 387+50.00
ELEVATION 622.08
K = 35
76.00′ V.C.
+88.00 EL. 621.00
64′ PROPOSED BRIDGE
+85.13
+48.30
2.83%
VPI STA. 390+00.00
ELEVATION 615.00
+80.00 EL. 615.57
K = 23
40.00′ V.C.
+20.00 EL. 614.09
4.55%
K = 4
40.00′ V.C.
+10.00 EL. 610.00
+50.00 EL. 610.08
VPI STA. 391+20.00
ELEVATION 609.09
+4.92%
VPI STA. 393+68.00
ELEVATION 620.80
+35.67 EL. 619.21
K = 17
64.66′ V.C.
+00.33 EL. 621.16
+1.10%
K = 28
110.00′ V.C.
+25.00 EL. 624.51
+5.00%
VPI STA. 394+55.33
ELEVATION 621.76
PR 24″ RCP CULV
INV 618.80 (N)

382+00	383+00	384+00	385+00	386+00	387+00	388+00	389+00	390+00	391+00	392+00	393+00	394+00	395+00	396+00
618.56 / 619.46	618.33 / 619.56	618.95 / 619.66	618.87 / 619.76	619.01 / 619.86	618.62 / 619.96	618.72 / 620.06	619.37 / 620.16	619.80 / 620.72	621.02 / 621.83	621.56 / 622.38	621.20 / 621.87	620.57 / 620.66	618.67 / 619.25	611.57 / 617.83	614.86 / 616.42	616.06 / 614.91	608.71 / 612.73	604.81 / 610.45	605.70 / 610.08	608.63 / 612.54	616.39 / 615.00	620.03 / 617.46	621.34 / 619.86	621.19 / 621.15	620.99 / 622.14	621.07 / 623.37	621.24 / 625.76	621.30 / 628.26

635 630 625 620 615 610 605 600 595

PROFILE — SURVEYED / PLOTTED / NOTE BOOK / NO. — ALIGNMENT CHECKED / P.I., P.C., P.T. & R.A.W. NOTED / GRADES CHECKED / PROFILE NOTATING CHKD — BY — DATE

PLAN — SURVEYED / PLOTTED / NOTE BOOK / NO. — ALIGNMENT CHECKED / P.I., P.C., P.T. & R.A.W. NOTED / PROFILE FILE NAME — CHECKED — BY — DATE

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

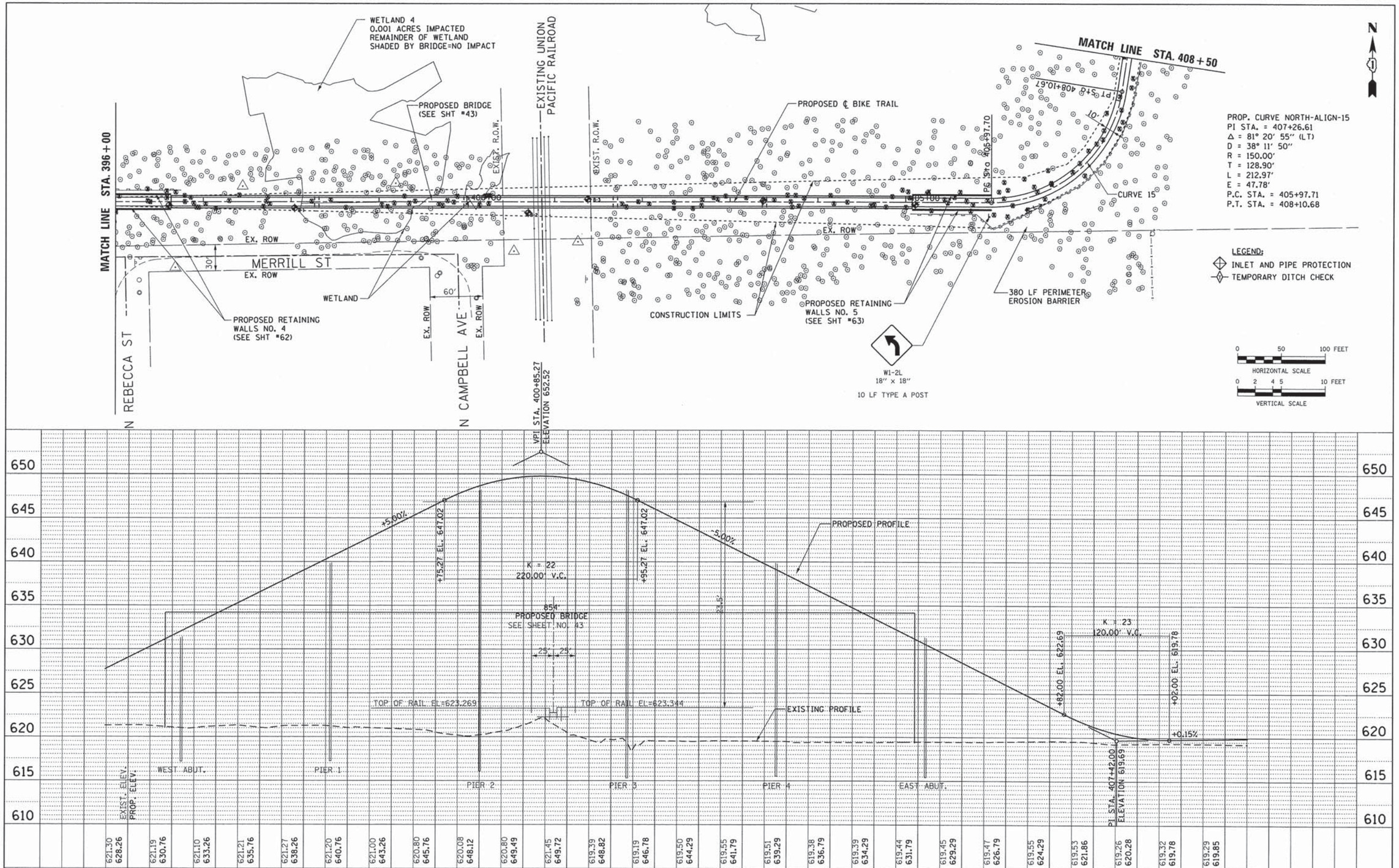
PlnPrf-016.dgn 4/8/2013 9:05:03 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1″= 50′ | SHEET NO. 16 OF 22 SHEETS | STA. 382+00 TO STA. 396+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	26
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



URS 100 SOUTH WACKER DRIVE, Suite 500 CHICAGO, IL. 60606 (312)-939-1000	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 17 OF 22 SHEETS | STA. 396+00 TO STA. 408+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	07-F3000-00-BT	COOK	130	27
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = $FILE$

PlnPrf-017.dgn 4/8/2013 9:05:52 AM

PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTAT'NS CH'KD — BY — DATE

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1″= 50′ | SHEET NO. 18 OF 22 SHEETS | STA. 408+50 TO STA. 420+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	28

CONTRACT NO. 63769

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

PlnPrf-018.dgn 4/8/2013 9:06:38 AM

MATCH LINE STA. 420+00

FLOODPLAIN BOUNDARY

300 LF PERIMETER EROSION BARRIER

CURVE 22

WETLAND 2, 0.023 ACRES IMPACTED

300 LF PERIMETER EROSION BARRIER

CURVE 23

CURVE 24

150 LF PERIMETER EROSION BARRIER

CURVE 25

PROPOSED ℄ BIKE TRAIL

EXISTING CULVERT TO BE REMOVED

THORN

FLOODWAY BOUNDARY

FLOODPLAIN BOUNDARY

CREEK

708 LF PERIMETER EROSION BARRIER

EXISTING CULVERT TO BE REMOVED

CURVE 26

CURVE 27

CURVE 28

CURVE 29

CONSTRUCTION LIMITS

WETLAND 2, NO IMPACT

EXISTING CULVERT TO BE REMOVED

CURVE 30

MATCH LINE STA. 435+00

N

LEGEND:
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK

PROP. CURVE NORTH-ALIGN-22
PI STA. = 420+53.14
Δ = 78° 58' 38" (LT)
D = 57° 17' 45"
R = 100.00'
T = 82.40'
L = 137.84'
E = 29.58'
P.C. STA. = 419+70.74
P.T. STA. = 421+08.58

PROP. CURVE NORTH-ALIGN-23
PI STA. = 422+15.96
Δ = 6° 53' 10" (RT)
D = 11° 27' 33"
R = 500.00'
T = 30.08'
L = 60.09'
E = 0.90'
P.C. STA. = 421+85.88
P.T. STA. = 422+45.97

PROP. CURVE NORTH-ALIGN-24
PI STA. = 423+95.22
Δ = 31° 07' 02" (LT)
D = 57° 17' 45"
R = 100.00'
T = 27.84'
L = 54.31'
E = 3.80'
P.C. STA. = 423+67.38
P.T. STA. = 424+21.69

PROP. CURVE NORTH-ALIGN-25
PI STA. = 425+08.20
Δ = 51° 09' 40" (RT)
D = 57° 17' 45"
R = 100.00'
T = 47.87'
L = 89.29'
E = 10.87'
P.C. STA. = 424+60.33
P.T. STA. = 425+49.62

PROP. CURVE NORTH-ALIGN-26
PI STA. = 428+43.11
Δ = 122° 52' 33" (LT)
D = 52° 05' 13"
R = 110.00'
T = 202.07'
L = 235.90'
E = 120.07'
P.C. STA. = 426+41.04
P.T. STA. = 428+76.94

PROP. CURVE NORTH-ALIGN-27
PI STA. = 429+82.66
Δ = 93° 11' 02" (RT)
D = 57° 17' 45"
R = 100.00'
T = 105.72'
L = 162.64'
E = 45.52'
P.C. STA. = 428+76.94
P.T. STA. = 430+39.58

PROP. CURVE NORTH-ALIGN-28
PI STA. = 430+69.89
Δ = 33° 43' 34" (LT)
D = 57° 17' 45"
R = 100.00'
T = 30.31'
L = 58.86'
E = 4.49'
P.C. STA. = 430+39.58
P.T. STA. = 430+98.44

PROP. CURVE NORTH-ALIGN-29
PI STA. = 432+25.03
Δ = 40° 35' 17" (LT)
D = 24° 54' 40"
R = 230.00'
T = 85.05'
L = 162.93'
E = 15.22'
P.C. STA. = 431+39.98
P.T. STA. = 433+02.91

PROP. CURVE NORTH-ALIGN-30
PI STA. = 434+61.29
Δ = 92° 30' 31" (RT)
D = 57° 17' 45"
R = 100.00'
T = 104.48'
L = 161.46'
E = 44.62'
P.C. STA. = 433+56.81
P.T. STA. = 435+18.27

STA 420+75, PIPE CULVERT, 12" CLASS A, TYPE I, 24 LF ⌀ 0.7%
(37) INV=615.00, 12" FES WITH RIP RAP
(38) INV=614.75, 12" FES WITH RIP RAP
STA 426+45, PIPE CULVERT, 36" CLASS A, TYPE I, 30 LF ⌀ 0.2%
(39) INV=613.60, 36" FES WITH RIP RAP
(40) INV=613.50, 36" FES WITH RIP RAP
STA 430+60, PIPE CULVERT, 18" CLASS A, TYPE I, 28 LF ⌀ 4.1%
(41) INV=614.15, 18" FES WITH RIP RAP
(42) INV=612.50, 18" FES WITH RIP RAP
STA 434+05, PIPE CULVERT, 30" CLASS A, TYPE I, 24 LF ⌀ 0.6%
(43) INV=613.00, 30" FES WITH RIP RAP
(44) INV=612.80, 30" FES WITH RIP RAP

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

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
GRADES CHECKED
PLAN FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NO(S).
BY
DATE

PROPOSED PROFILE
EXISTING PROFILE
EXIST. ELEV.
PROP. ELEV.

VPI STA. 420+40.00 ELEVATION 618.23
K = 18 60.00' V.C.
VPI STA. 420+89.00 ELEVATION 617.46
+59.00 EL. 617.93
+20.00 EL. 618.02
VPI STA. 421+38.00 ELEVATION 618.34
+19.00 EL. 618.00
+56.00 EL. 618.30
K = 20 38.00' V.C.
K = 18 36.00' V.C.
-0.20%
+0.38%
-1.57%
+1.80%
PR 12" RCP CULV INV 614.75 (N)
PR 36" RCP CULV INV 613.50 (N)
VPI STA. 426+24.00 ELEVATION 617.36
VPI STA. 426+99.00 ELEVATION 617.81
+0.60%
-0.70%
K = 29 60.00' V.C.
+89.00 EL. 616.48
VPI STA. 429+74.00 ELEVATION 617.01
VPI STA. 429+19.00 ELEVATION 616.21
+49.00 EL. 616.61
+99.00 EL. 616.96
K = 32 50.00' V.C.
+1.35%
-0.20%
+0.00%
PR 18" RCP CULV INV 612.50 (N)
PR 30" RCP CULV INV 612.80 (W)
VPI STA. 434+29.50 ELEVATION 616.10

635	630	625	620	615	610	605	600	595
617.34 618.08	617.96 618.05	617.46 617.76	617.34 618.31	617.33 618.21	617.30 618.11	617.35 618.01	617.04 617.91	617.06 617.81
616.91 617.71	617.13 617.61	616.76 617.51	616.52 617.41	616.82 617.52	616.78 617.80	616.34 617.45	616.34 617.10	615.97 616.75
615.38 616.42	615.80 616.69	616.33 616.96	616.15 616.86	616.15 616.76	616.05 616.66	615.93 616.56	615.74 616.46	615.75 616.36
615.60 616.26	615.34 616.16	615.44 616.10	615.57 616.10					

420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

PlnPrf-019.dgn 4/8/2013 9:07:33 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 19 OF 22 SHEETS | STA. 420+00 | TO STA. 435+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	29
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STA 438+85, PIPE CULVERT, 36"
CLASS A, TYPE I, 38 LF @ 0.3%
(45) INV=606.65, 36" FES WITH RIP RAP
(46) INV=606.50, 36" FES WITH RIP RAP

STA 443+95, PIPE CULVERT, 18"
CLASS A, TYPE I, 32 LF @ 0.2%
(47) INV=609.65, 18" FES WITH RIP RAP
(48) INV=609.55, 18" FES WITH RIP RAP

STA 447+75, PIPE CULVERT, 18"
CLASS A, TYPE I, 28 LF @ 0.75%
(49) INV=613.10, 18" FES WITH RIP RAP
(50) INV=612.80, 18" FES WITH RIP RAP

PROP. CURVE NORTH-ALIGN-31
PI STA. = 438+42.32
Δ = 97° 00' 19" (LT)
D = 57° 17' 45"
R = 100.00'
T = 113.04'
L = 169.31'
E = 50.92'
P.C. STA. = 437+29.28
P.T. STA. = 438+98.58

PROP. CURVE NORTH-ALIGN-32
PI STA. = 441+97.78
Δ = 6° 50' 44" (RT)
D = 19° 05' 55"
R = 300.00'
T = 17.94'
L = 35.84'
E = 0.54'
P.C. STA. = 441+79.83
P.T. STA. = 442+15.68

PROP. CURVE NORTH-ALIGN-33
PI STA. = 442+69.61
Δ = 7° 06' 59" (LT)
D = 19° 05' 55"
R = 300.00'
T = 18.65'
L = 37.26'
E = 0.58'
P.C. STA. = 442+50.96
P.T. STA. = 442+88.22

PROP. CURVE NORTH-ALIGN-34
PI STA. = 443+18.27
Δ = 12° 47' 49" (RT)
D = 57° 17' 45"
R = 100.00'
T = 11.21'
L = 22.33'
E = 0.63'
P.C. STA. = 443+07.06
P.T. STA. = 443+29.39

PROP. CURVE NORTH-ALIGN-35
PI STA. = 443+63.33
Δ = 12° 47' 49" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.21'
L = 22.33'
E = 0.63'
P.C. STA. = 443+52.11
P.T. STA. = 443+74.45

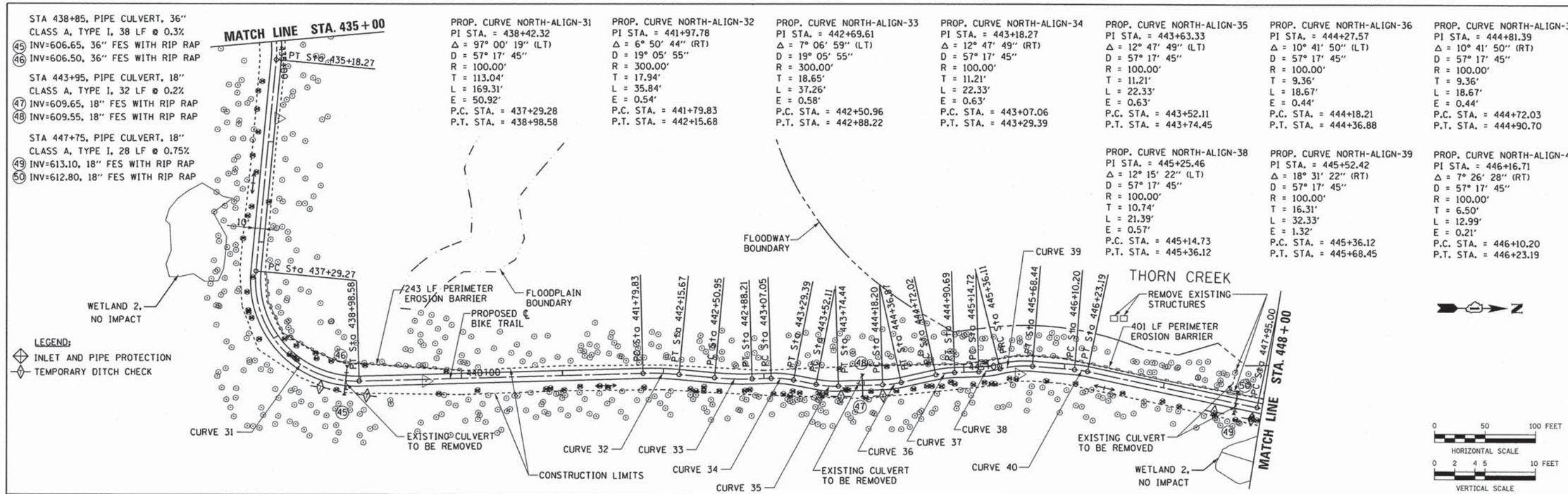
PROP. CURVE NORTH-ALIGN-36
PI STA. = 444+27.57
Δ = 10° 41' 50" (LT)
D = 57° 17' 45"
R = 100.00'
T = 9.36'
L = 18.67'
E = 0.44'
P.C. STA. = 444+18.21
P.T. STA. = 444+36.88

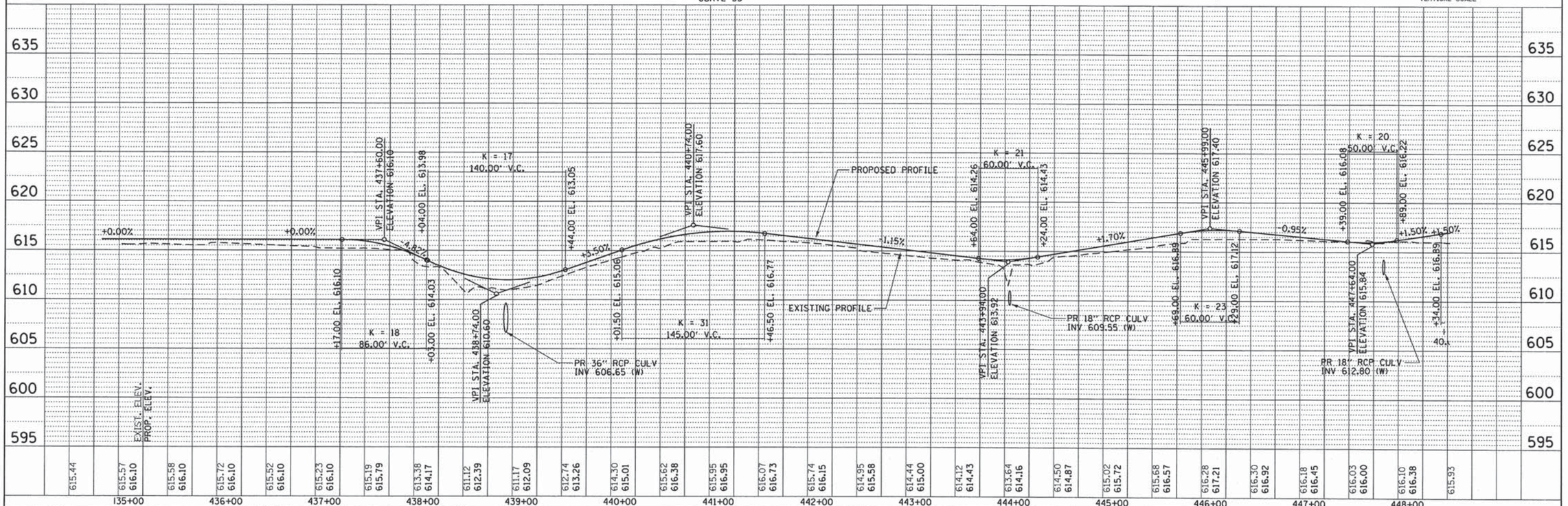
PROP. CURVE NORTH-ALIGN-37
PI STA. = 444+81.39
Δ = 10° 41' 50" (RT)
D = 57° 17' 45"
R = 100.00'
T = 9.36'
L = 18.67'
E = 0.44'
P.C. STA. = 444+72.03
P.T. STA. = 444+90.70

PROP. CURVE NORTH-ALIGN-38
PI STA. = 445+25.46
Δ = 12° 15' 22" (LT)
D = 57° 17' 45"
R = 100.00'
T = 10.74'
L = 21.39'
E = 0.57'
P.C. STA. = 445+14.73
P.T. STA. = 445+36.12

PROP. CURVE NORTH-ALIGN-39
PI STA. = 445+52.42
Δ = 18° 31' 22" (RT)
D = 57° 17' 45"
R = 100.00'
T = 16.31'
L = 32.33'
E = 1.32'
P.C. STA. = 445+36.12
P.T. STA. = 445+68.45

PROP. CURVE NORTH-ALIGN-40
PI STA. = 446+16.71
Δ = 7° 26' 28" (RT)
D = 57° 17' 45"
R = 100.00'
T = 6.50'
L = 12.99'
E = 0.21'
P.C. STA. = 446+10.20
P.T. STA. = 446+23.19





PLAN / PROFILE
SURVEYED
DRAWN
ALIGNMENT CHECKED
GRADES CHECKED
PLOT FILE NAME
NOTE BOOK
NO.
STRUCTURE (STATING COMP.)
BY
DATE

FILE NAME = $FILE$

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 20 OF 22 SHEETS | STA. 435+00 | TO STA. 448+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	30
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PlnPrf-020.dgn 4/8/2013 9:08:12 AM

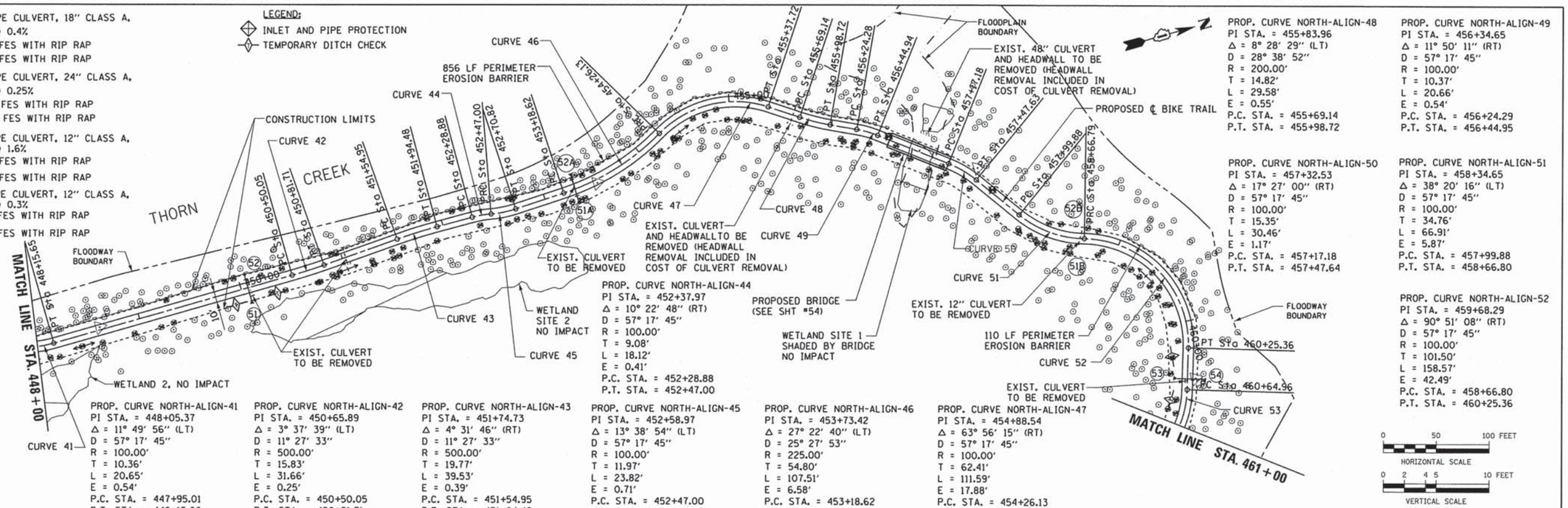
STA 450+07, PIPE CULVERT, 18" CLASS A, TYPE I, 24 LF @ 0.4%
(51) INV=613.65, 18" FES WITH RIP RAP
(52) INV=613.50, 18" FES WITH RIP RAP

STA 460+55, PIPE CULVERT, 24" CLASS A, TYPE I, 28 LF @ 0.25%
(53) INV=609.10, 24" FES WITH RIP RAP
(54) INV=609.00, 24" FES WITH RIP RAP

STA 453+30, PIPE CULVERT, 12" CLASS A, TYPE I, 20 LF @ 1.6%
(51A) INV=613.70, 12" FES WITH RIP RAP
(52A) INV=613.20, 12" FES WITH RIP RAP

STA 458+65, PIPE CULVERT, 12" CLASS A, TYPE I, 20 LF @ 0.3%
(51B) INV=611.70, 12" FES WITH RIP RAP
(52B) INV=611.60, 12" FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK



PROP. CURVE NORTH-ALIGN-41
PI STA. = 448+05.37
Δ = 11° 49' 56" (LT)
D = 57° 17' 45"
R = 100.00'
T = 10.36'
L = 20.65'
E = 0.54'
P.C. STA. = 447+95.01
P.T. STA. = 448+15.66

PROP. CURVE NORTH-ALIGN-42
PI STA. = 450+65.89
Δ = 3° 37' 39" (LT)
D = 11° 27' 33"
R = 500.00'
T = 15.83'
L = 31.66'
E = 0.25'
P.C. STA. = 450+50.05
P.T. STA. = 450+81.71

PROP. CURVE NORTH-ALIGN-43
PI STA. = 451+74.73
Δ = 4° 31' 46" (RT)
D = 11° 27' 33"
R = 500.00'
T = 19.77'
L = 39.53'
E = 0.39'
P.C. STA. = 451+54.95
P.T. STA. = 451+94.48

PROP. CURVE NORTH-ALIGN-44
PI STA. = 452+37.97
Δ = 10° 22' 48" (RT)
D = 57° 17' 45"
R = 100.00'
T = 9.08'
L = 18.12'
E = 0.41'
P.C. STA. = 452+28.88
P.T. STA. = 452+47.00

PROP. CURVE NORTH-ALIGN-45
PI STA. = 452+58.97
Δ = 13° 38' 54" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.97'
L = 23.82'
E = 0.71'
P.C. STA. = 452+47.00
P.T. STA. = 452+70.82

PROP. CURVE NORTH-ALIGN-46
PI STA. = 453+73.42
Δ = 27° 22' 40" (LT)
D = 25° 27' 53"
R = 225.00'
T = 54.80'
L = 107.51'
E = 6.58'
P.C. STA. = 453+18.62
P.T. STA. = 454+26.13

PROP. CURVE NORTH-ALIGN-47
PI STA. = 454+88.54
Δ = 63° 56' 15" (RT)
D = 57° 17' 45"
R = 100.00'
T = 62.41'
L = 111.59'
E = 17.88'
P.C. STA. = 454+26.13
P.T. STA. = 455+37.72

PROP. CURVE NORTH-ALIGN-48
PI STA. = 455+83.96
Δ = 8° 28' 29" (LT)
D = 28° 38' 52"
R = 200.00'
T = 14.82'
L = 29.58'
E = 0.55'
P.C. STA. = 455+69.14
P.T. STA. = 455+98.72

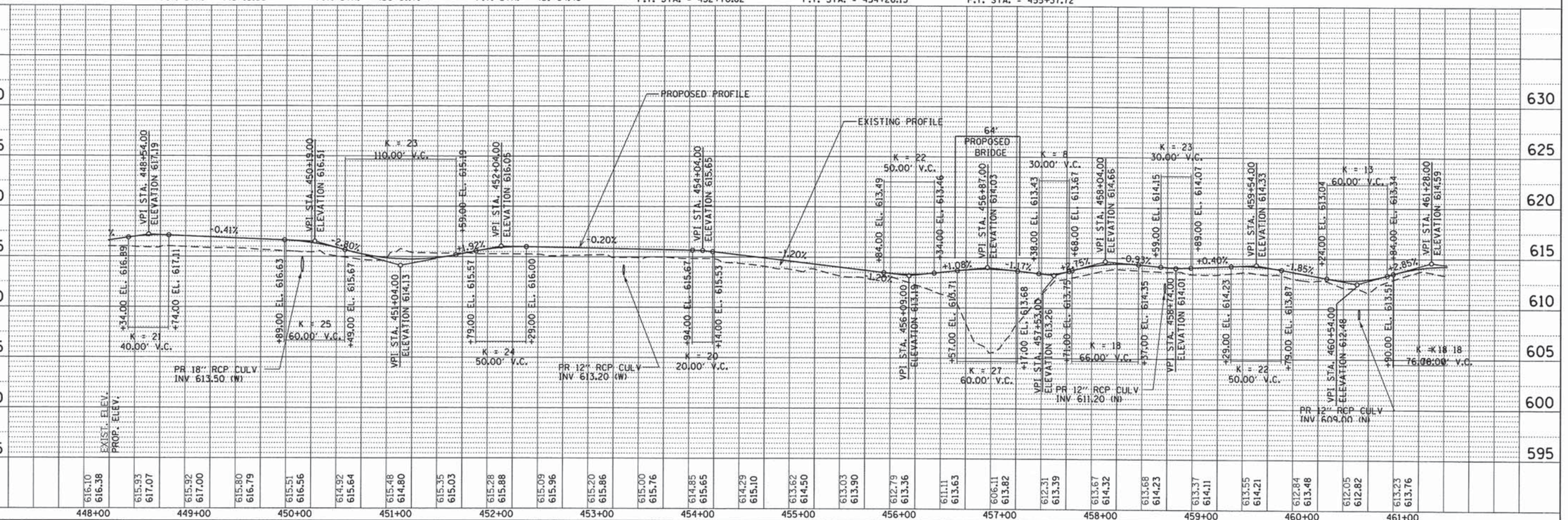
PROP. CURVE NORTH-ALIGN-49
PI STA. = 456+34.65
Δ = 11° 50' 11" (RT)
D = 57° 17' 45"
R = 100.00'
T = 10.37'
L = 20.66'
E = 0.54'
P.C. STA. = 456+24.29
P.T. STA. = 456+44.95

PROP. CURVE NORTH-ALIGN-50
PI STA. = 457+32.53
Δ = 17° 27' 00" (RT)
D = 57° 17' 45"
R = 100.00'
T = 15.35'
L = 30.46'
E = 1.17'
P.C. STA. = 457+17.18
P.T. STA. = 457+47.64

PROP. CURVE NORTH-ALIGN-51
PI STA. = 458+34.65
Δ = 38° 20' 16" (LT)
D = 57° 17' 45"
R = 100.00'
T = 34.76'
L = 66.91'
E = 5.87'
P.C. STA. = 457+99.88
P.T. STA. = 458+66.80

PROP. CURVE NORTH-ALIGN-52
PI STA. = 459+68.29
Δ = 90° 51' 08" (RT)
D = 57° 17' 45"
R = 100.00'
T = 101.50'
L = 158.57'
E = 42.49'
P.C. STA. = 458+66.80
P.T. STA. = 460+25.36

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



PLAN — SURVEYED | DRAWN | PLOTTED | GRADES CHECKED | ALIGNMENT CHECKED | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | ALIGNMENT CHECKED | NOTE BOOK | NO. | STRUCTURE (KEYING OFF/ON) | BY | DATE

FILE NAME = $FILE$

PlnPrf-021.dgn 4/8/2013 9:09:03 AM

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1"= 50' | SHEET NO. 21 OF 22 SHEETS | STA. 448+00 | TO STA. 461+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	31
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROP. CURVE NORTH-ALIGN-53
PI STA. = 460+88.65
Δ = 26° 39′ 23″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 23.69′
L = 46.52′
E = 2.77′
P.C. STA. = 460+64.96
P.T. STA. = 461+11.49

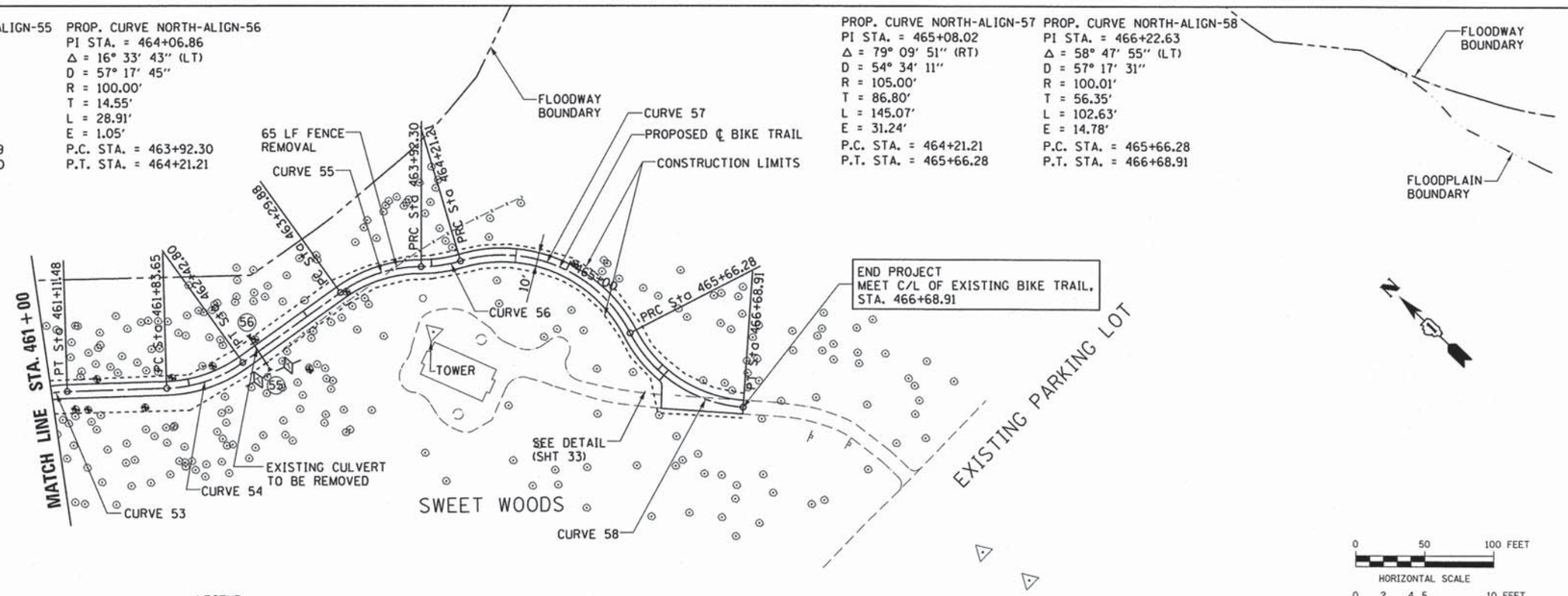
PROP. CURVE NORTH-ALIGN-54
PI STA. = 462+14.12
Δ = 33° 53′ 27″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 30.47′
L = 59.15′
E = 4.54′
P.C. STA. = 461+83.66
P.T. STA. = 462+42.81

PROP. CURVE NORTH-ALIGN-55
PI STA. = 463+62.15
Δ = 35° 45′ 44″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 32.26′
L = 62.42′
E = 5.08′
P.C. STA. = 463+29.89
P.T. STA. = 463+92.30

PROP. CURVE NORTH-ALIGN-56
PI STA. = 464+06.86
Δ = 16° 33′ 43″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 14.55′
L = 28.91′
E = 1.05′
P.C. STA. = 463+92.30
P.T. STA. = 464+21.21

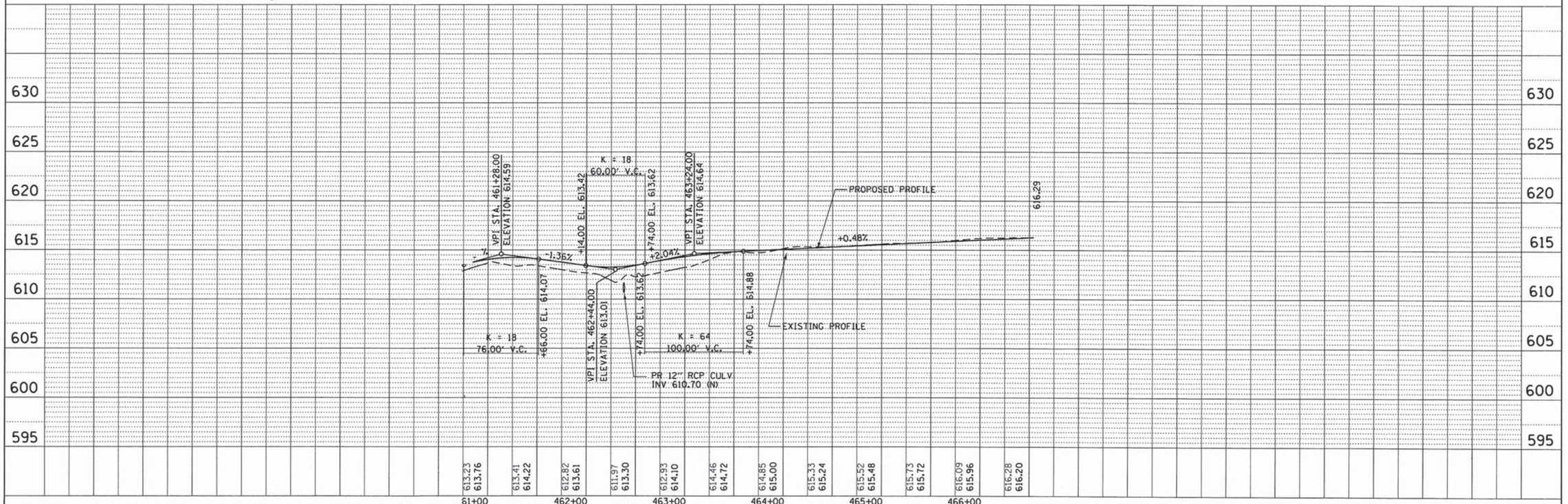
PROP. CURVE NORTH-ALIGN-57
PI STA. = 465+08.02
Δ = 79° 09′ 51″ (RT)
D = 54° 34′ 11″
R = 105.00′
T = 86.80′
L = 145.07′
E = 31.24′
P.C. STA. = 464+21.21
P.T. STA. = 465+66.28

PROP. CURVE NORTH-ALIGN-58
PI STA. = 466+22.63
Δ = 58° 47′ 55″ (LT)
D = 57° 17′ 31″
R = 100.01′
T = 56.35′
L = 102.63′
E = 14.78′
P.C. STA. = 465+66.28
P.T. STA. = 466+68.91



STA 462+55, PIPE CULVERT, 12″ CLASS A, TYPE I, 20 LF @ 0.6%
(55) INV=610.90, 12″ FES WITH RIP RAP
(56) INV=610.70, 12″ FES WITH RIP RAP

LEGEND:
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECK



PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CHKD
BY
DATE

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -	
	DRAWN - KJB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -	
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)

SCALE: 1″= 50′ | SHEET NO. 22 OF 22 SHEETS | STA. 461+00 TO STA. 466+76.51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
—	07-F3000-00-BT	COOK	130	32

CONTRACT NO. 63769

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

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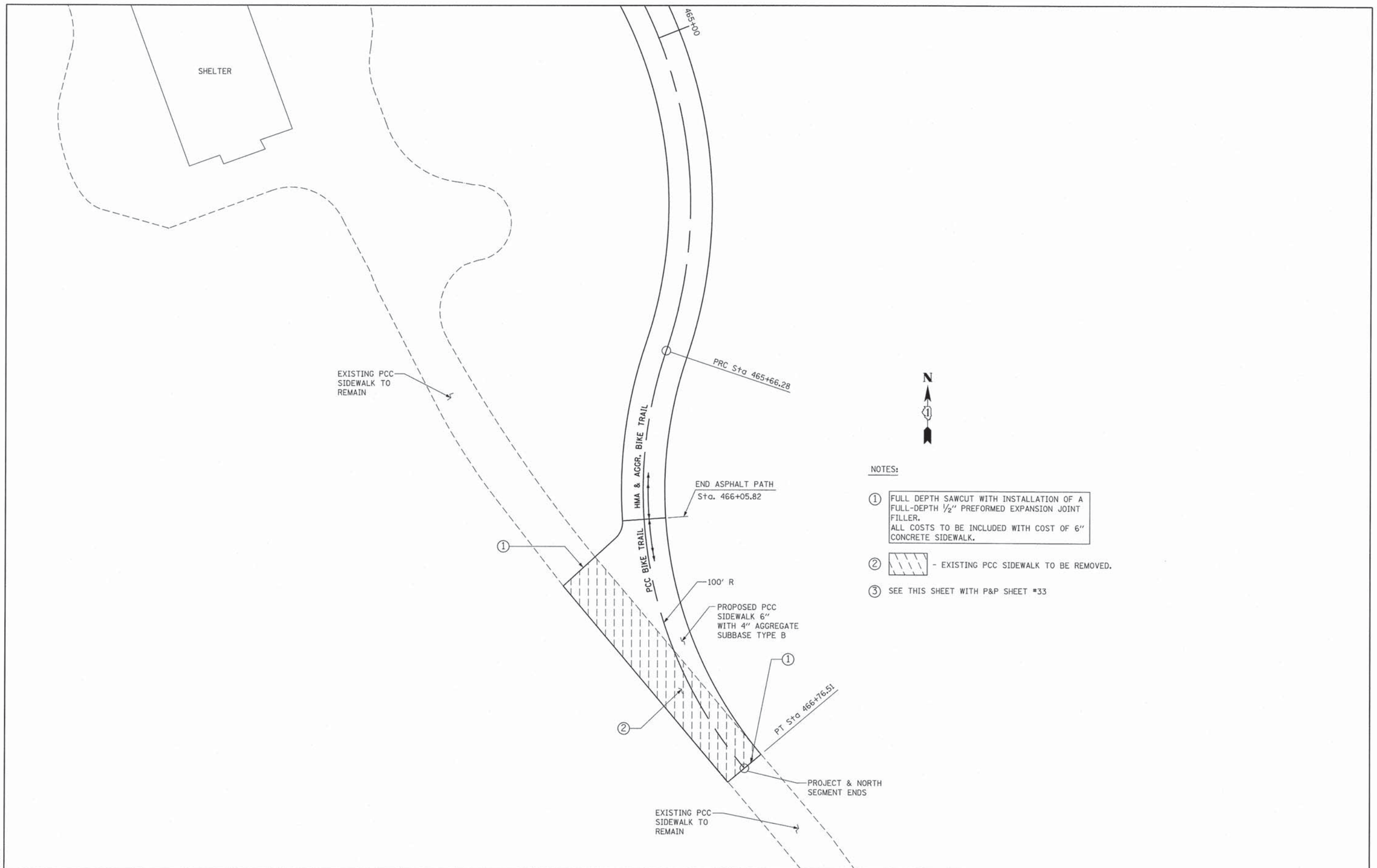

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05-Miscellaneous_Details.dgn 4/8/2013 7:49:25 AM

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

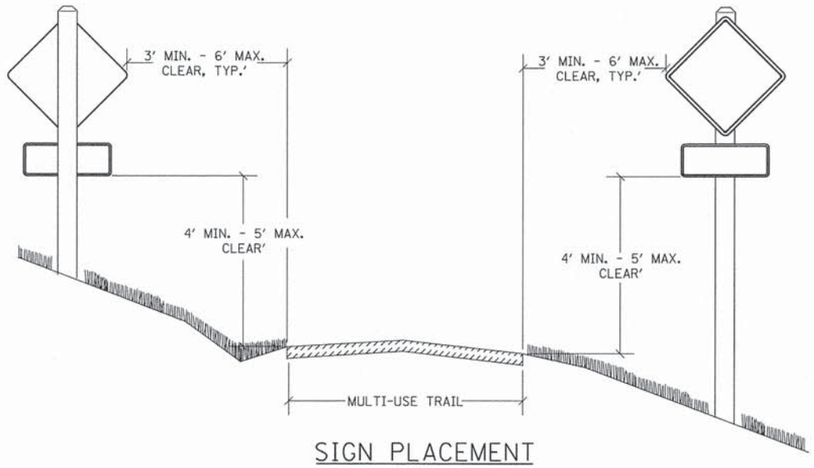
USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH END OF THORN CREEK BIKE TRAIL
AT EXISTING SWEET WOODS SHELTER

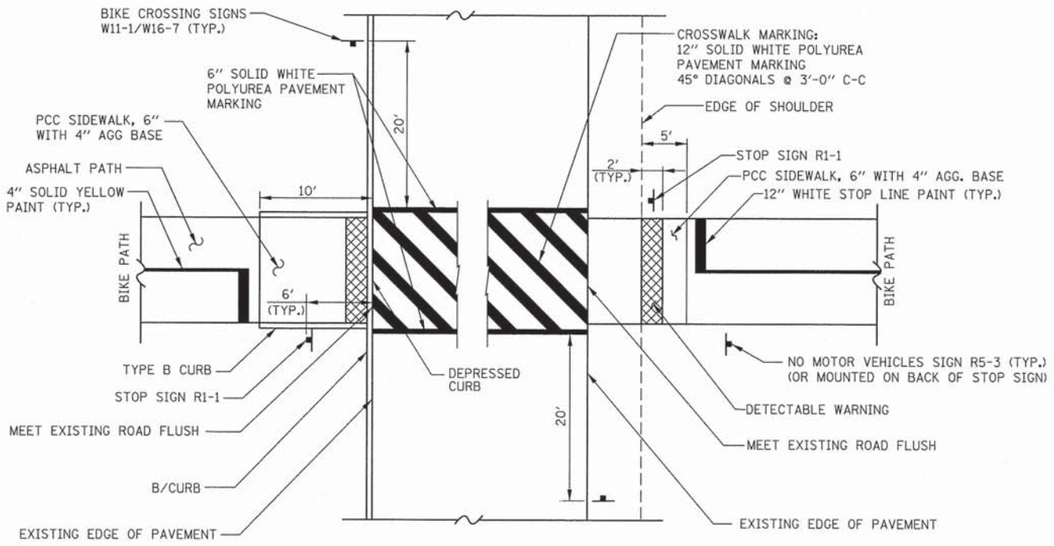
SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. 465+00 TO STA. 466+76.51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	33
		CONTRACT NO. 63769		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT -		



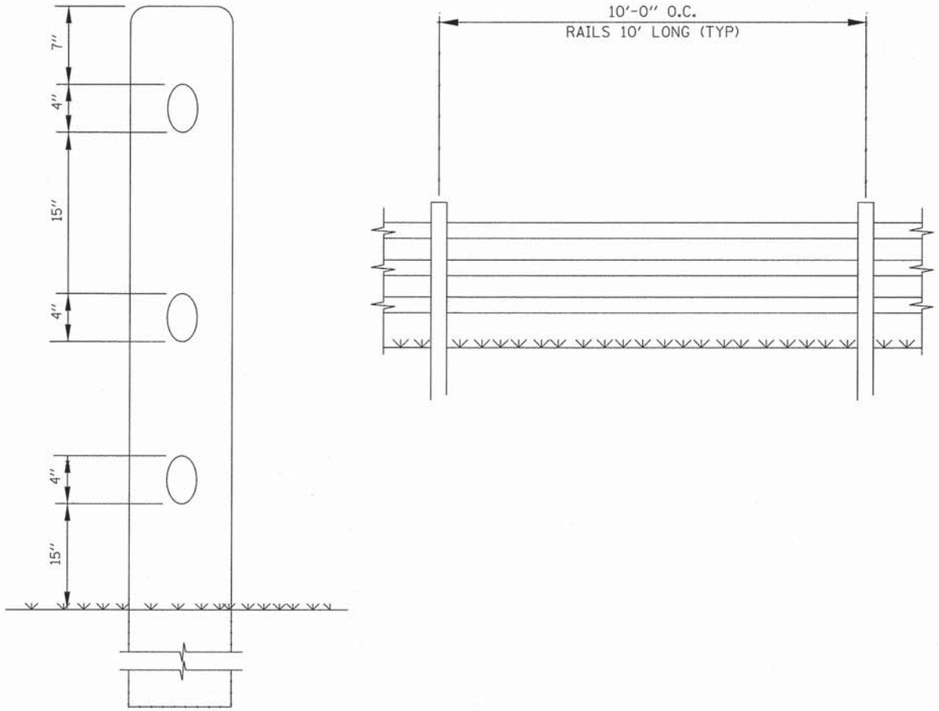
SIGN PLACEMENT

N.T.S.



STREET INTERSECTION SIGN AND
PAVEMENT MARKING DETAIL

N.T.S.



RUSTIC RAIL FENCE DETAIL

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

02-Miscellaneous_Details.dgn 4/8/2013 7:48:38 AM

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	DRAWN - KJB	REVISED -
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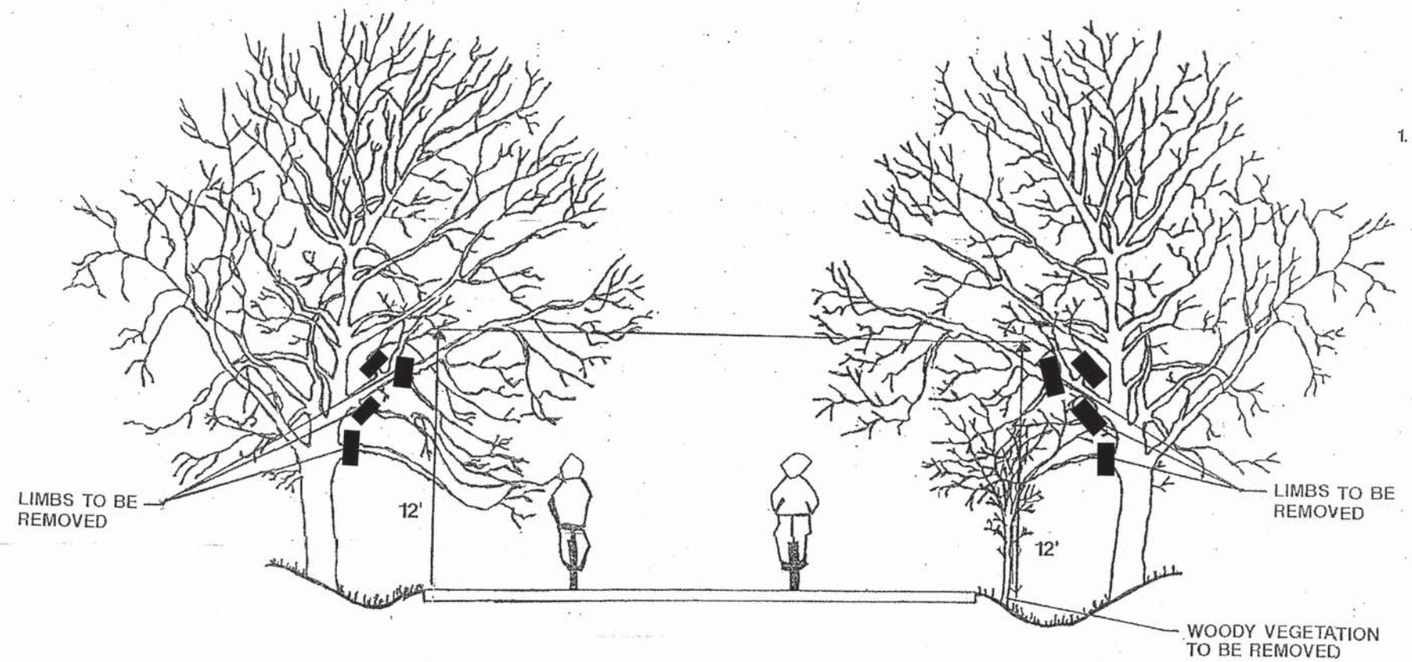
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR
MISCELLANEOUS DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	34
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE

SCALE: NTS

DATE

DRAWN BY
DESIGNED BY
CHECKED BY

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

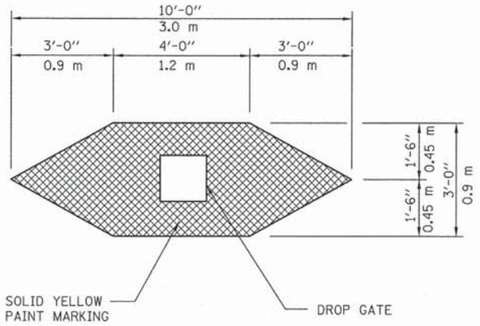
TreeTrimming.dgn 4/8/2013 7:56:39 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR
MISCELLANEOUS DETAILS

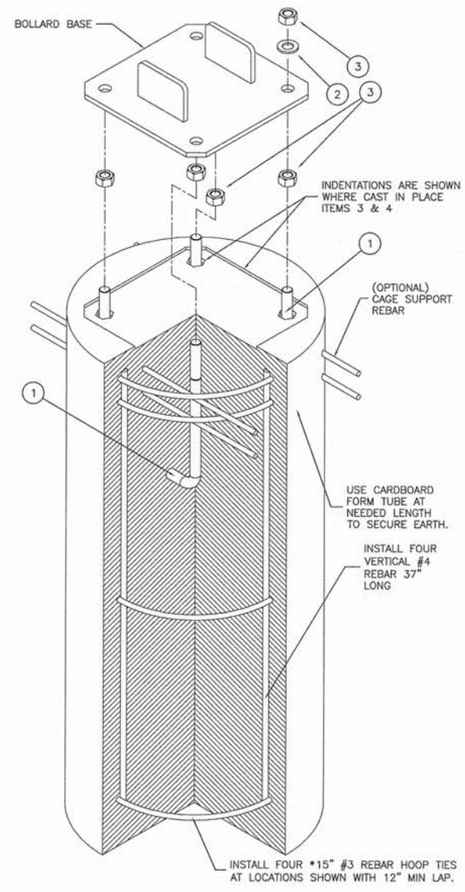
SCALE: NTS | SHEET NO. 2 OF 2 SHEETS | STA. — | TO STA. —

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	35
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

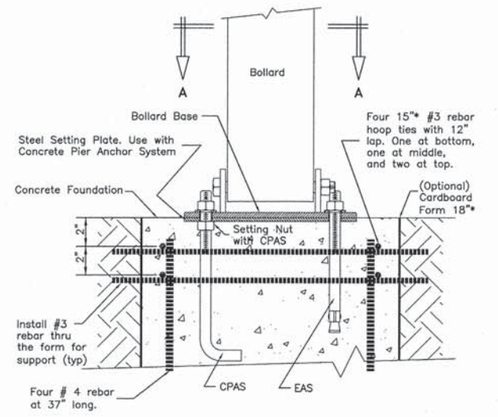


DROP GATE MARKING DETAIL

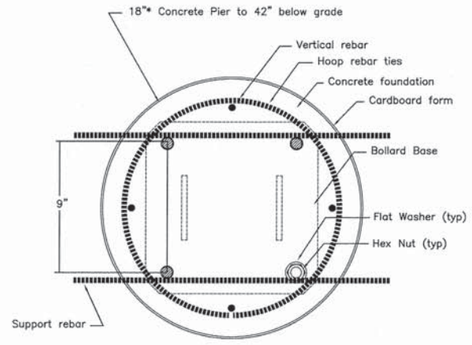
N.T.S.



CONCRETE PIER ANCHOR SYSTEM (CPAS)



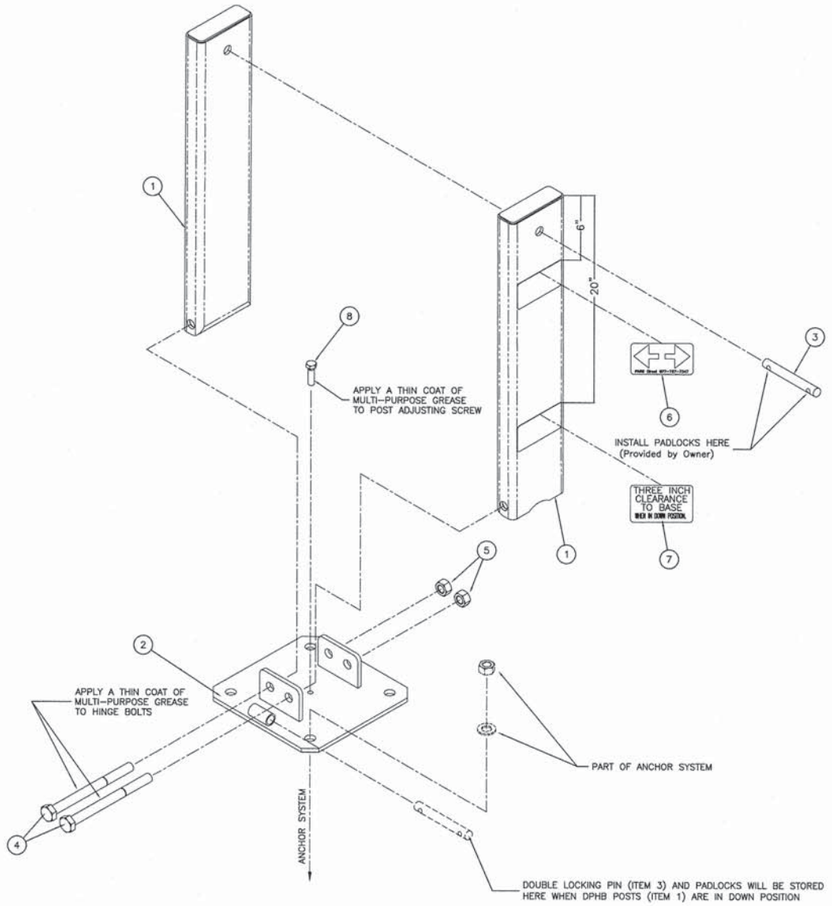
FRONT ELEVATION SECTION



PLAN SECTION "A-A"

DROP GATE, INSTALLATION DETAIL

N.T.S.



DROP GATE DETAIL

VAP
ATB
DDL

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = #USER#	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE#	CHECKED - DK/DL	REVISED -
PLOT DATE = #DATE#	DATE - 4/5/2013	REVISED -

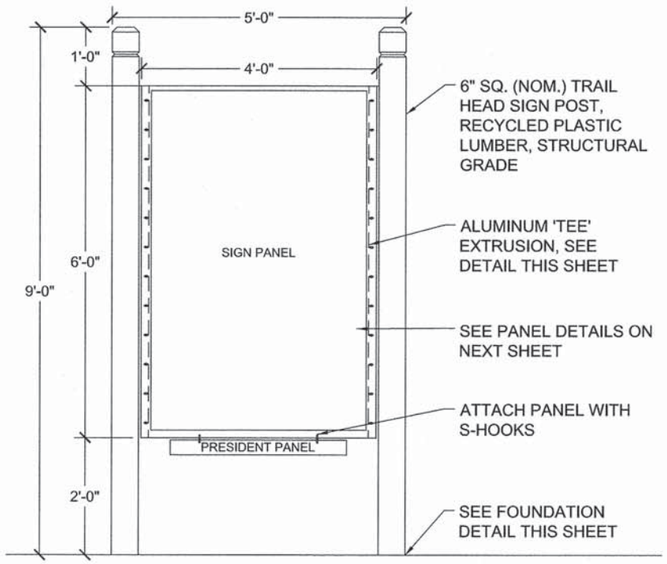
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR
MISCELLANIOUS DETAILS

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

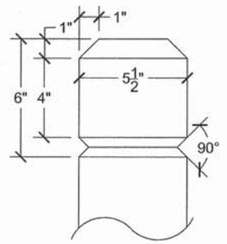
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
———	07-F3000-00-BT	COOK	130	36
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = #FILE#
DropGateDetail.dgn 4/8/2013 7:50:22 AM



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

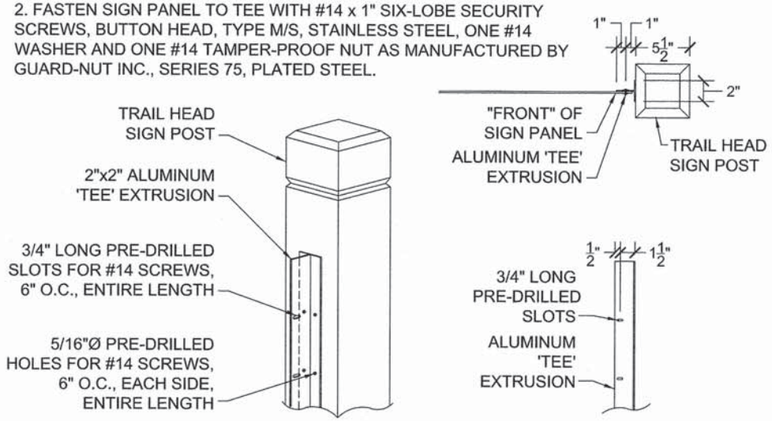
GRAPHIC SAMPLE OF TRAIL HEAD SIGN



POST TOP DETAIL

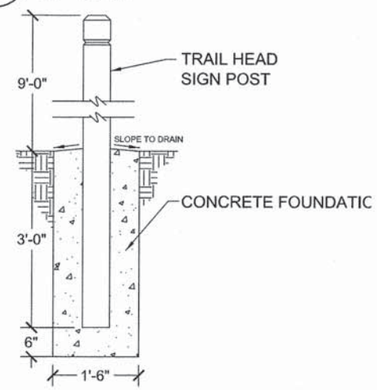
NOTES:
1. FASTEN TEE TO POST WITH #14 x 1.5" SIX-LOBE SECURITY SCREWS, BUTTON HEAD, TYPE SMS, STAINLESS STEEL AND WASHER.

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



ALUMINUM EXTRUSION

1 TRAIL HEAD SIGN
NO SCALE



2 TRAIL HEAD POST DETAILS
NO SCALE

3 TRAIL HEAD POST FOUNDATION
NO SCALE

4 INTERPRETIVE SIGN PANEL
NO SCALE

SIGN DETAILS

FILE NAME = $FILE$

URS 100 SOUTH WACKER DRIVE, Suite 500 CHICAGO, IL. 60606 (312)-939-1000	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

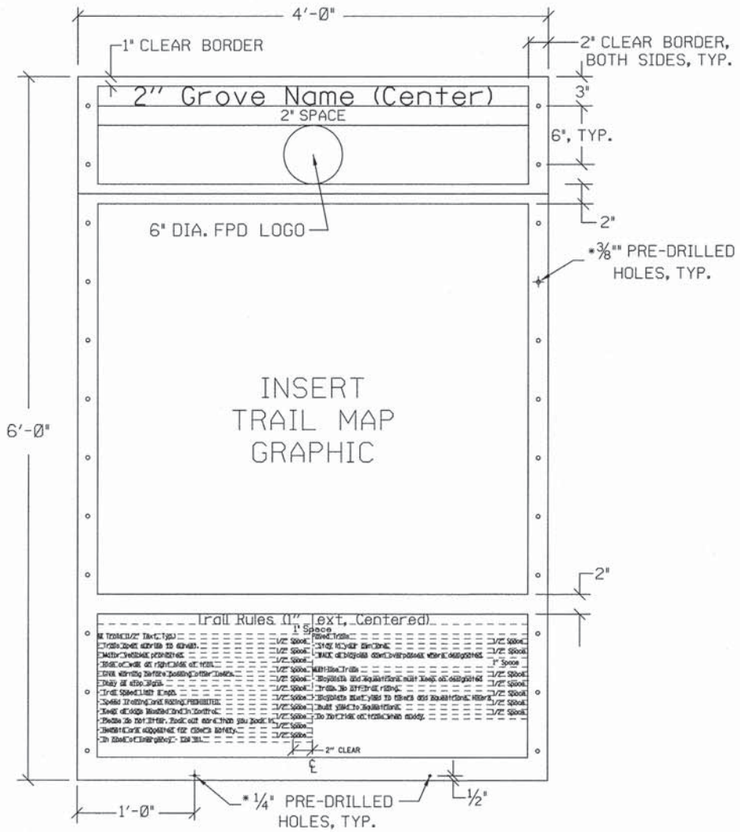
trail head sign.dgn 4/8/2013 7:52:19 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR
MISCELLANIOUS DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	37
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. PANEL SHALL BE .125" ALUMINUM, ENGINEER GRADE, WITH DOUBLESIDED GRAPHIC WITH ANTI-GRAFFITI COATING, BOTH SIDES OF PANEL.

2. HEADER SECTION - BACKGROUND COLOR: MAROON TEXT AND LOGO COLOR: CREAM

3. MAP SECTION - BACKGROUND COLOR: CREAM

4. RULES SECTION - BACKGROUND COLOR: CREAM TEXT COLOR: MAROON. LEFT JUSTIFY TEXT EXCEPT TITLE.

5. FONT: BOOKMAN OLD STYLE, BOLD.

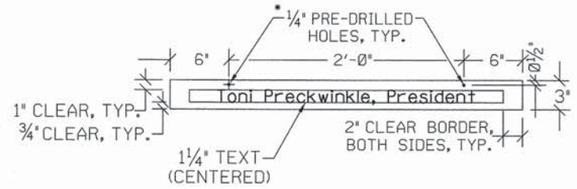
6. MAP GRAPHIC, GROVE NAMES AND RULES TEXT TO BE PROVIDED BY FOREST PRESERVE DISTRICT IN DIGITAL FORMAT.

7. COLOR SAMPLES ON FINISHED MATERIALS TO BE PROVIDED FOR APPROVAL.

8. SHOP DRAWINGS SHALL BE SUBMITED ROF APPROVAL.

TRAIL HEAD SIGN PANEL

N.T.S.



PRESIDENT PANEL NOTES:

1. PANEL SHALL BE .080" ALUMINUM PANEL, ENGINEER GRADE WITH DOUBLE-SIDED GRAPHIC.

2. BACKGROUND COLOR: CREAM
TEXT COLOR: MAROON

3. FONT: BOOKMAN OLD STYLE, BOLD, UPPER AND LOWER CASE LETTERS.

4. COLOR SAMPLES ON FINISHED MATERIALS TO BE PROVIDED FOR APPROVAL.

5. SHOP DRAWINGS SHALL BE PROVIDED FOR APPROVAL.

TRAIL HEAD PRESIDENT SIGN PANEL

N.T.S.

SIGN PANEL DETAIL

FILE NAME = $FILE$

URS
100 SOUTH WACKER DRIVE, Suite 500
CHICAGO, IL. 60606 (312)-939-1000

USER NAME = $USER$	DESIGNED - EVI	REVISED -
	DRAWN - KJB	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

Sign_Panel_Details.dgn 4/8/2013 7:51:30 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

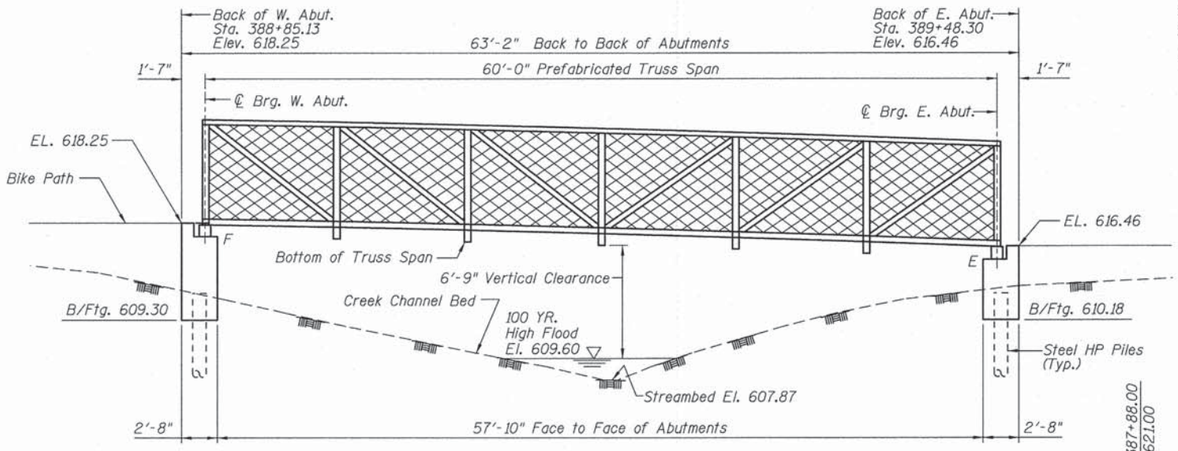
THORN CREEK BIKE TRAIL CONNECTOR
MISCELLANIOUS DETAILS

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

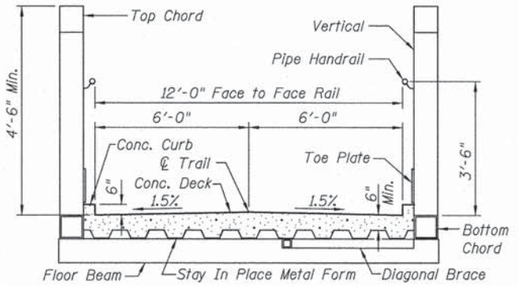
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
——	07-F3000-00-BT	COOK	130	38
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench Mark: Control Point #10. Iron rod in ground at Sta. 400+53.83 and Offset 56.36' right Elev. 620.53.

Existing Structure: None

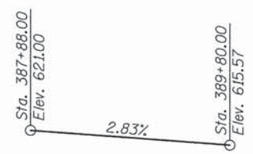


ELEVATION
(Looking North)



CROSS SECTION OF TRUSS SPAN

Note: If the top of the top chord is greater than 4'-6" above the top of deck, a second rub rail shall be placed at 4'-6" above the top of deck



VERTICAL PROFILE
(along ℄ of Bike Trail)

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 50).

All structural steel and exposed surfaces of bearings within a distance of 4 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to all exposed surfaces of abutments.

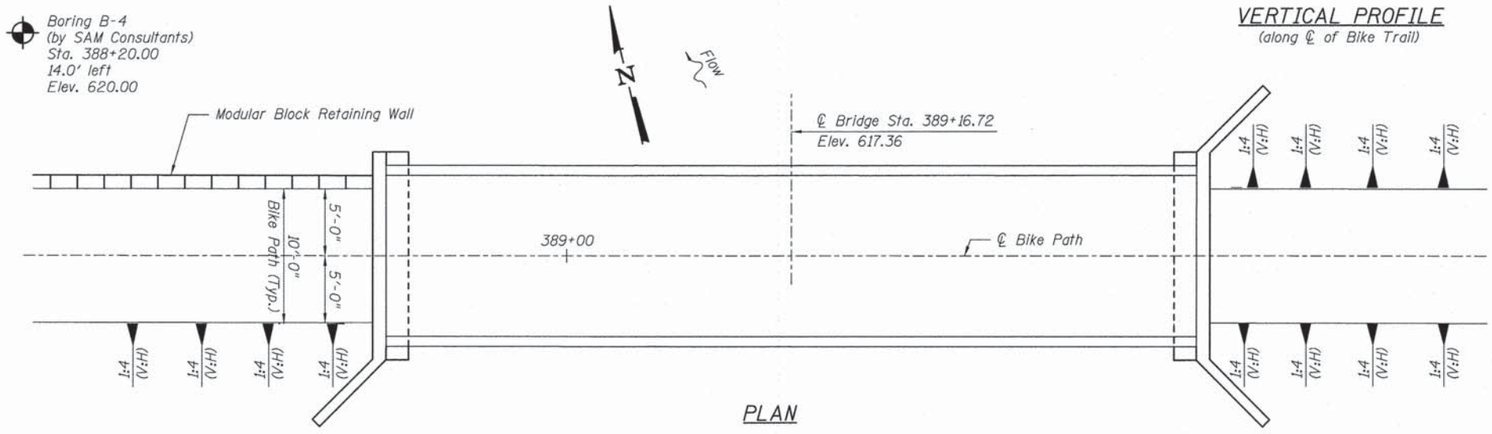
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

INDEX OF SHEETS

SA-1 General Plan
SA-2 West Abutment Details
SA-3 East Abutment Details
SA-4 Soil Boring

REACTION TABLE			
	P (k)	H (k)	L (k)
Dead Load	18.20		
Uniform Live Load	16.88		
Vehicle Load	10.00		
Wind Uplift (20 psf)	-6.08		
Wind	±1.20	5.25	
Thermal			2.73

Loads are provided by a fabricator for reference only.
- Indicates uplift load
P = Vertical Load at Each Bearing (4 per Span)
H = Horizontal Load at Each Footing (2 per Span)
L = Longitudinal Load at Each Bearing (4 per Span)



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	44	44
Concrete Structures	Cu. Yd.	-	24.0	24.0
Reinforcement Bars, Epoxy Coated	Pound	-	2500	2500
Furnishing Steel Piles HP12x53	Foot	-	104	104
Driving Piles	Foot	-	104	104
Test Pile Steel HP12x53	Each	-	2	2
Pile Shoes	Each	-	6	6
Concrete Sealer	Sq. Ft.	-	369	369
Pedestrian Truss Superstructure	Sq. Ft.	765	-	765

WATERWAY INFORMATION

Drainage Area = 0.04 Sq. Mi. Low Chord Elev. 616.46 @ Sta. 389+16.72

	Freq.	Q	Opening Sq. Ft.		Nat.	Head - Ft.		Headwater El.	
Flood	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
Design	50	27.4	NA	9.58	609.52	NA	0'	NA	609.52
Base	100	31.3	NA	10.58	609.60	NA	0'	NA	609.60

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications.

AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition.

CLASSIFICATION

Pedestrian/Bicycle Bridge

LIVE LOADING

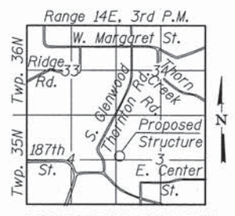
90 psf Pedestrian Live Load
20,000 lb. Vehicle Load (H10 Truck)

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (AASHTO M 270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.065g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.115g
Soil Site Class = C



LOCATION SKETCH

THEODORE P. GEORGAS 081-004609 REGISTERED STRUCTURAL ENGINEER STATE OF ILLINOIS

I certify that to the best of knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

Theodore P. Georgas 4-5-13

THEODORE P. GEORGAS DATE
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS 081-004609
EXPIRES 11/30/2014

GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 389+16.72

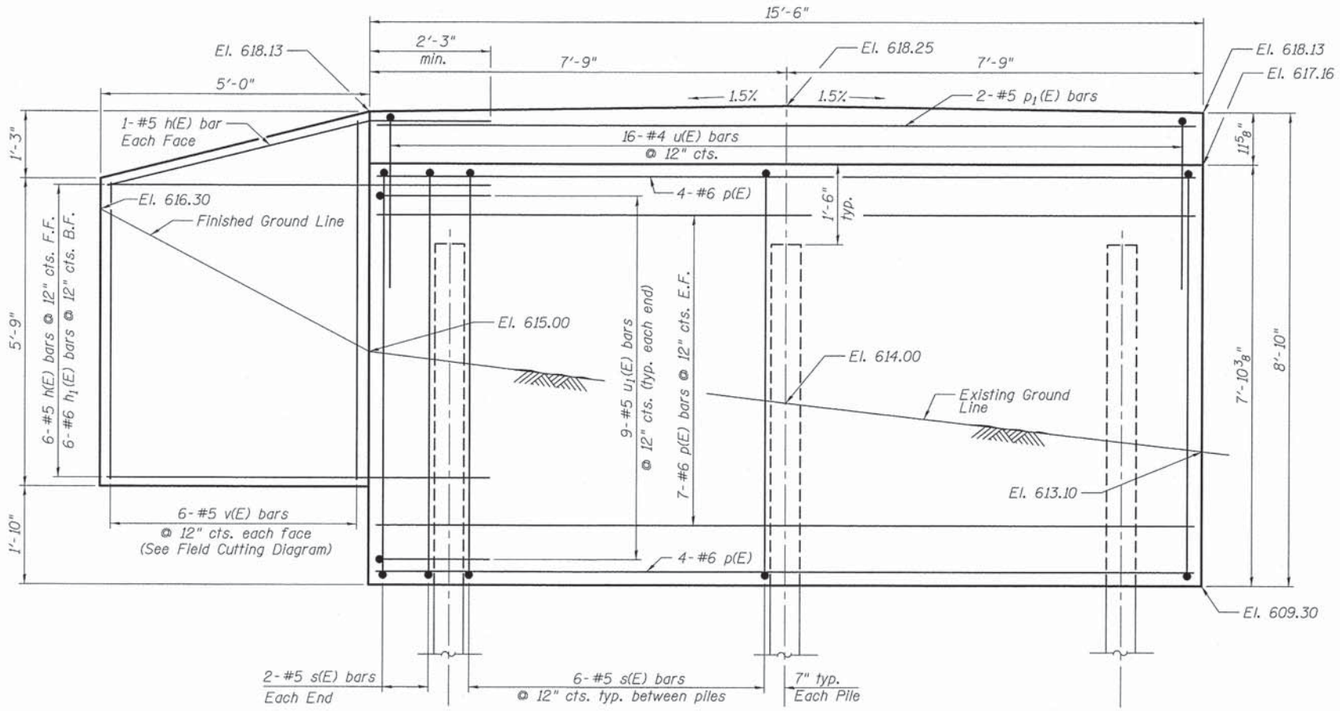
Primera
150 S. WACKER DRIVE SUITE 700 , CHICAGO IL 60606 , P.312-466-0110 F.312-466-0415

USER NAME =	DESIGNED - MMZ	REVISED -	
	DRAWN - MMZ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

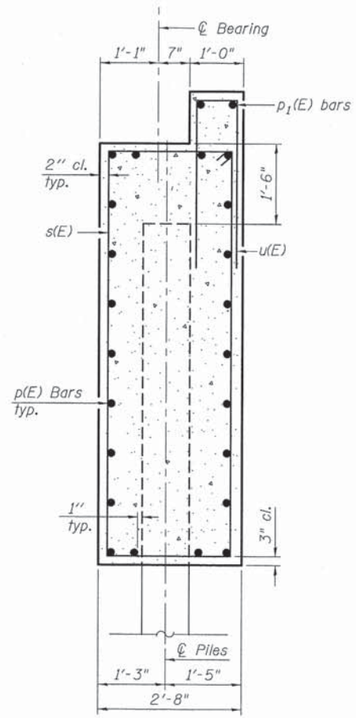
GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE 1 STA. 389+16.72
SHEET NO. SA-1 OF SA-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	39
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ELEVATION

(Looking West)



SEC. THRU ABUT.

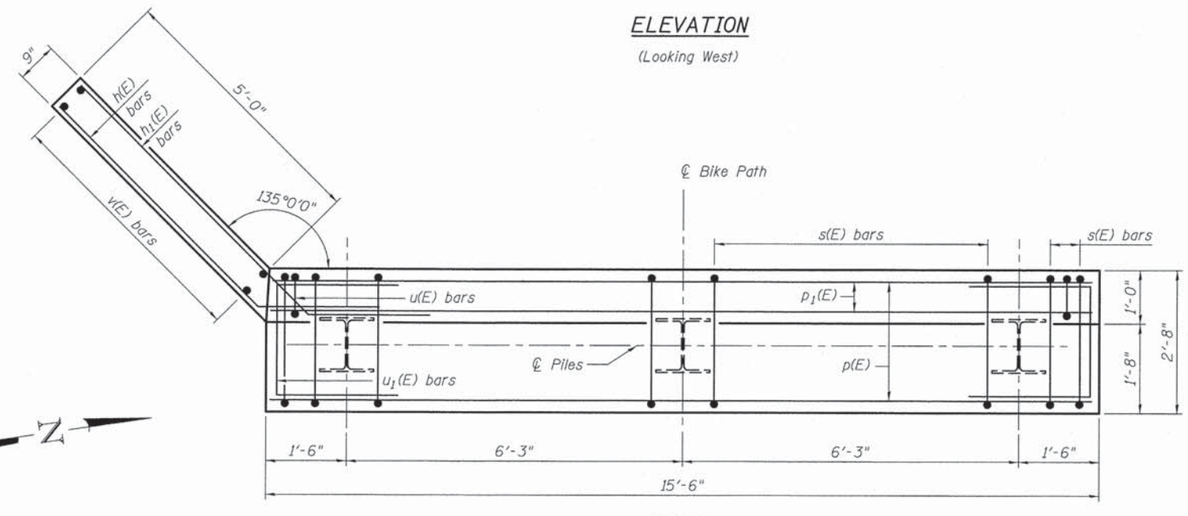
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	8	#5	7'-6"	
h_1(E)	6	#6	8'-3"	
p(E)	22	#6	15'-2"	
p_1(E)	2	#5	15'-2"	
s(E)	16	#5	20'-5"	
u(E)	16	#4	7'-0"	
u_1(E)	18	#5	6'-9"	
v(E)	6	#5	11'-11"	
Structure Excavation			Cu. Yd.	21
Concrete Structures			Cu. Yd.	13.7
Reinforcement Bars, Epoxy Coated			Pound	1,290
Furnishing Steel Piles HP 12x53			Foot	54
Driving Piles			Foot	54
Test Pile Steel HP 12x53			Each	1
Pile Shoes			Each	3
Concrete Sealer			Sq. Ft.	169

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

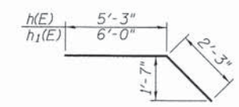
PILE DATA

Type: Steel HP 12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 27 ft
No. Production Piles: 2
No. Test Piles: 1

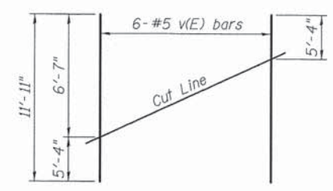


PLAN

Note: See Modular Block Retaining Wall plans for details.

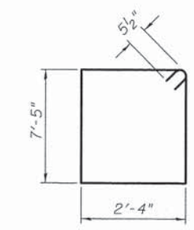


BAR h(E) & h_1(E)

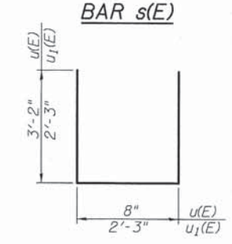


FIELD CUTTING DIAGRAM

Order v(E) full length. Cut as shown and use remainder of bars in opposite face.



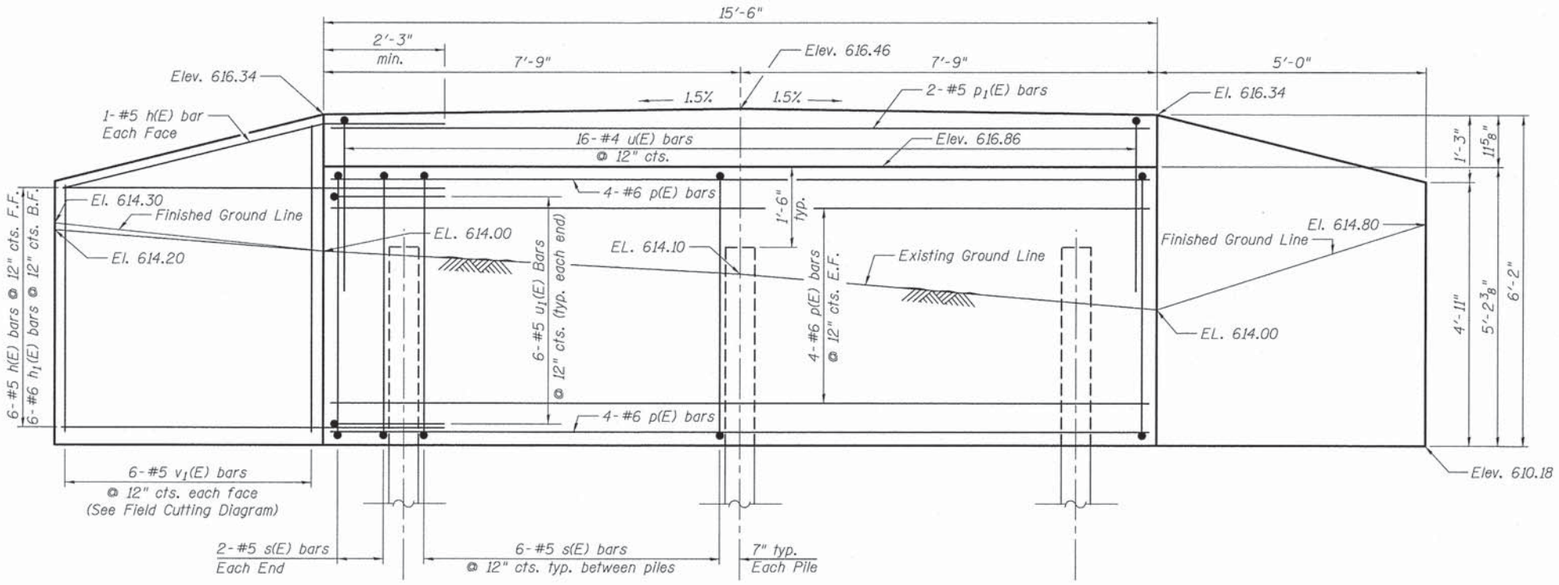
BAR s(E)



BAR u(E), u_1(E)

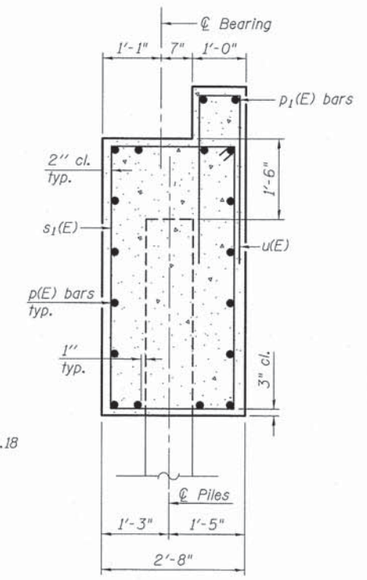
Primera	USER NAME =	DESIGNED - MMZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT DETAILS THORN CREEK BIKE TRAIL BRIDGE 1 STA. 389+16.72
		DRAWN - MMZ	REVISED -		
	PLOT SCALE =	CHECKED - JXH/TPG	REVISED -		
	PLOT DATE =	DATE - 12-17-2012	REVISED -		SHEET NO. SA-2 OF SA-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	40
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ELEVATION

(Looking East)



SEC. THRU ABUT.

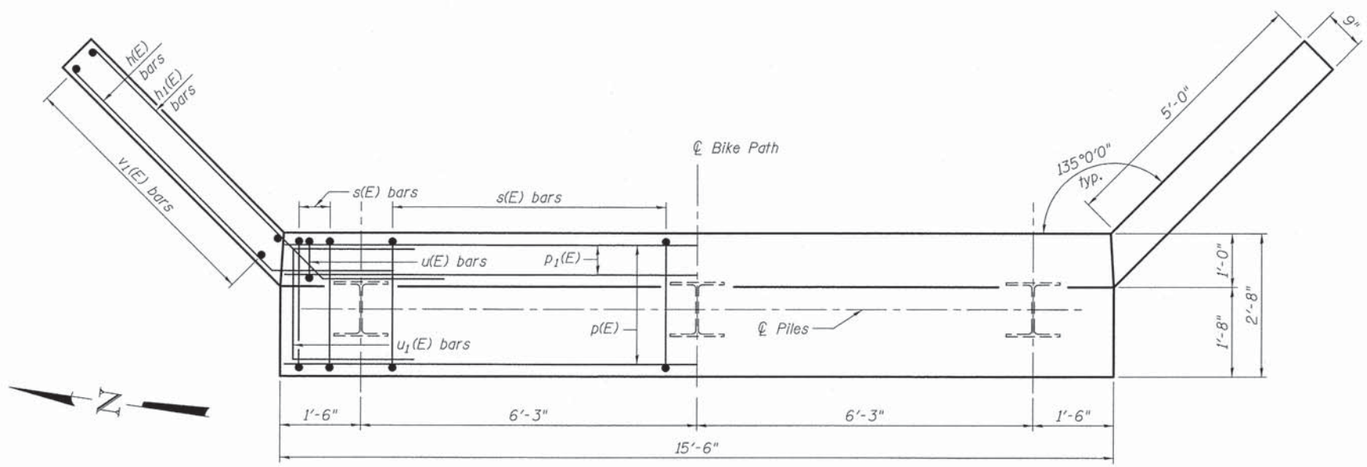
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	7'-6"	
h_1(E)	12	#6	8'-3"	
p(E)	16	#6	15'-2"	
p_1(E)	2	#5	15'-2"	
s_1(E)	16	#5	15'-1"	
u(E)	16	#4	7'-0"	
u_1(E)	12	#5	6'-9"	
v_1(E)	12	#5	10'-3"	
Structure Excavation		Cu. Yd.	23	
Concrete Structures		Cu. Yd.	10.3	
Reinforcement Bars, Epoxy Coated		Pound	1,210	
Furnishing Steel Piles HP 12x53		Foot	50	
Driving Piles		Foot	50	
Test Pile Steel HP 12x53		Each	1	
Pile Shoes		Each	3	
Concrete Sealer		Sq. Ft.	200	

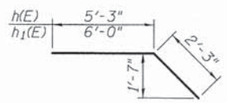
Note:
F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

PILE DATA

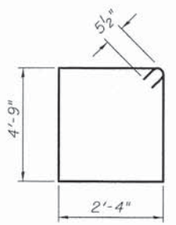
Type: Steel HP 12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 25 ft
No. Production Piles: 2
No. Test Piles: 1



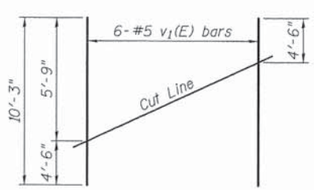
PLAN



BAR h(E) & h_1(E)

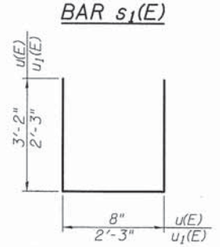


BAR s_1(E)



FIELD CUTTING DIAGRAM

Order v_1(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR u(E), u_1(E)

Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-605-0110 F.312-605-0605

USER NAME =	DESIGNED - MMZ	REVISED -	
	DRAWN - MMZ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
THORN CREEK BIKE TRAIL BRIDGE 1 STA. 389+16.72
SHEET NO. SA-3 OF SA-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	41
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-4
PAGE 1 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL
DATE STARTED 1/18/11 **COMPLETED** 1/18/11
GROUND ELEVATION 620.0 ft perTBM **HOLE SIZE** 8" diam
DRILLING CONTRACTOR Groundbreaking Exploration
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Augurs
▽ **AT TIME OF DRILLING** 29.0 ft / Elev 591.0 ft
LOGGED BY KD **CHECKED BY** AR
AT END OF DRILLING N/A
NOTES 150' S and 100' W of SW corner of Existing Parking Structure
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0							0.2 Approx. 2" Topsoil 619.8
	SS 1	67	3-3-5 (8)	PP = 3.5 tsf MC = 66% PP = 2.0 tsf MC = 27%	CL-ML		CLAY LOAM, trace root hairs, dark brown to brown, stiff to very stiff
							2.0 618.0
					CL		CLAY, trace sand and gravel, brown, trace gray, stiff to hard
5	SS 2	78	6-12-19 (31)	PP = 4.5+ tsf MC = 16%			with silt seams
	SS 3	78	9-16-17 (33)	PP = 4.5+ tsf MC = 13%			with silt/sand seams/layer
							8.0 612.0
10	SS 4	67	3-4-7 (11)	MC = 4%	SP-SM		SAND, trace gravel, brown, medium dense
							11.0 609.0
	SS 5	78	2-3-5 (8)	PP = 2.0 tsf MC = 23% R = 1.5 tsf	CL		CLAY, with sand seams, gray, stiff to very stiff
15	SS 6	94	4-4-10 (14)	PP = 3.5 tsf MC = 13% R = 2.5 tsf			brownish gray to gray
							15.0 605.0
	SS 7	89	10-13-21 (34)	PP = 4.5+ tsf MC = 14%	CL-ML		CLAY LOAM, trace sand, brownish gray to gray, hard
							17.0 603.0
					CL		CLAY, with sand and silt seams, gray, hard
	SS 8	100	5-17-38 (55)	MC = 12% PP = 4.5+ tsf MC = 14% R = 9.5 tsf			19.0 601.0 SILTY CLAY LOAM, trace gravel, brownish gray to gray, hard
20					CL-ML		
	SS 9	94	10-27-27 (54)	PP = 4.5+ tsf MC = 10% R = 8.0 tsf			
25							

(Continued Next Page)

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/22/11

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-4
PAGE 2 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
25					CL-ML		SILTY CLAY LOAM, trace gravel, brownish gray to gray, hard *(continued)*
	SS 10		5/5"	MC = 6%			29.0 ▽ with cobbles/ bedrock fragments, gray 591.0
							Bedrock at 29.5 feet. Bottom of hole at 29.5 feet.

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/22/11

Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-655-0310 F.312-655-0405

USER NAME =	DESIGNED - SMQ	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

SOIL BORING
THORN CREEK BIKE TRAIL BRIDGE 1 STA. 389+16.72
SHEET NO. SA-4 OF SA-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	42
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench Mark: Control Point #10. Iron rod in ground at Sta. 400+53.83 and Offset 56.36' right Elev. 620.53.

Existing Structure: None

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications.

AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition.

CLASSIFICATION

Pedestrian/Bicycle Bridge

LIVE LOADING

90 psf Pedestrian Live Load
20,000 lb. Vehicle Load (H10 Truck)

DESIGN STRESSES

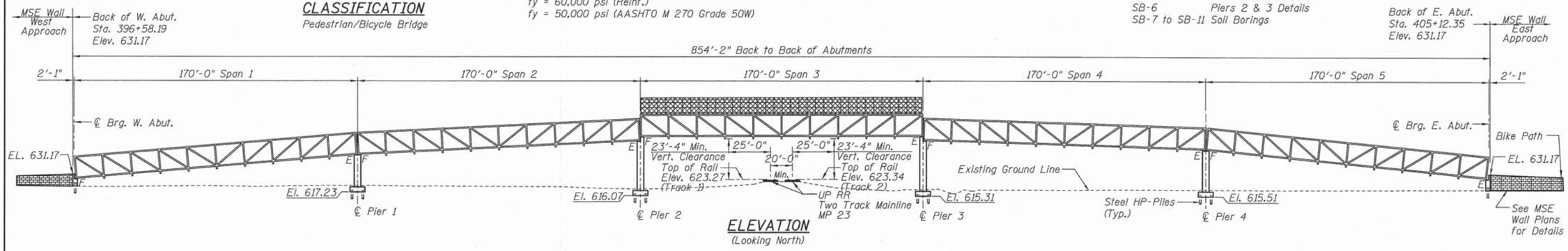
f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (AASHTO M 270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.065g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.115g
Soil Site Class = C

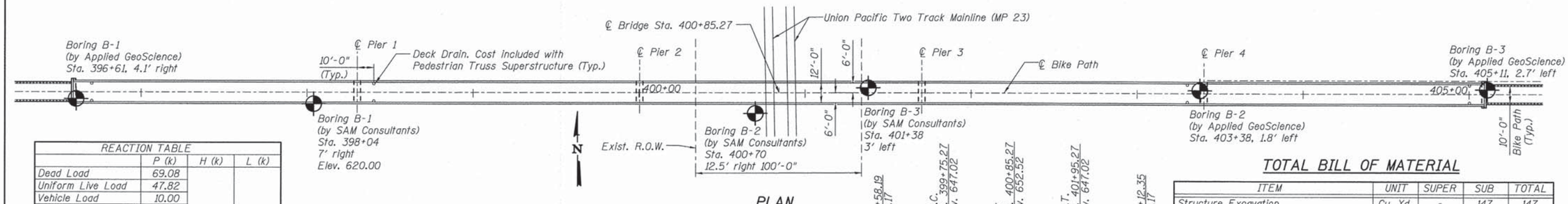
INDEX OF SHEETS

SB-1	General Plan
SB-2	Top of Deck Elevations
SB-3	Preformed Joint Strip Seal
SB-4	Abutment Details
SB-5	Piers 1 & 4 Details
SB-6	Piers 2 & 3 Details
SB-7 to SB-11	Soil Borings

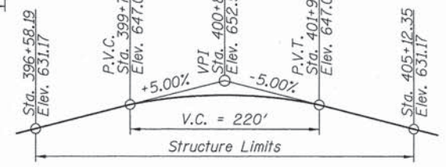


ELEVATION

(Looking North)



PLAN



PROFILE GRADE

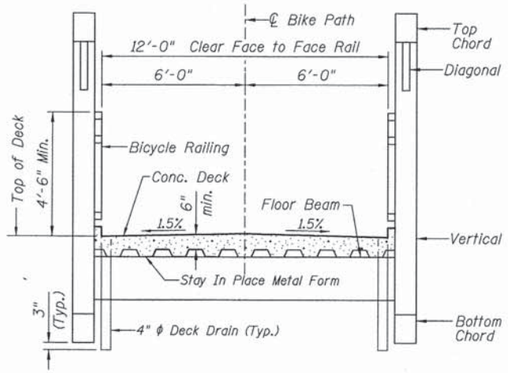
(along ℄ of Bike Trail)

TOTAL BILL OF MATERIAL

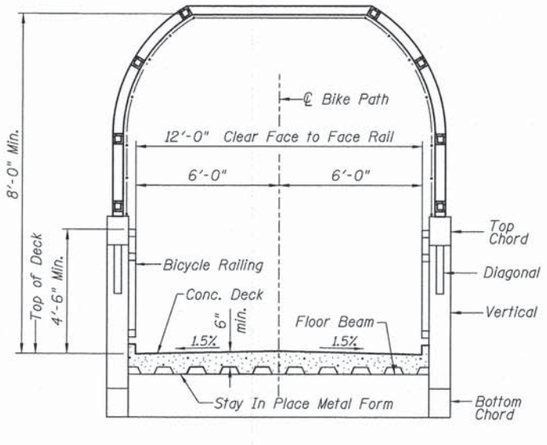
ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	147	147
Concrete Structures	Cu. Yd.	-	183.4	183.4
Reinforcement Bars, Epoxy Coated	Pound	-	33,540	33,540
Furnishing Steel Piles HP12x53	Foot	-	1,855	1,855
Driving Piles	Foot	-	1,855	1,855
Test Pile Steel HP12x53	Each	-	6	6
Pile Shoes	Each	-	60	60
Concrete Sealer	Sq. Ft.	-	2,822	2,822
Pedestrian Truss Superstructure	Sq. Ft.	10,641	-	10,641
Preformed Joint Strip Seal	Foot	-	75	75

REACTION TABLE			
	P (k)	H (k)	L (k)
Dead Load	69.08		
Uniform Live Load	47.82		
Vehicle Load	10.00		
Wind Uplift (20 psf)	-18.49		
Wind	±18.52	34.96	
Thermal			10.37

Loads are provided by a fabricator for reference only.
- Indicates uplift load
P = Vertical Load at Each Bearing (4 per Span)
H = Horizontal Load at Each Footing (2 per Span)
L = Longitudinal Load at Each Bearing (4 per Span)



SPANS 1, 2, 4 & 5 TYPICAL CROSS SECTION



SPAN 3 OVER TRACKS - SECTION

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 50).

All structural steel and exposed surfaces of bearings within a distance of 4 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to all exposed surfaces of abutments and piers.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

I certify that to the best of knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

THEODORE P. GEORGAS 081-004609 REGISTERED STRUCTURAL ENGINEER STATE OF ILLINOIS

4-5-13

THEODORE P. GEORGAS DATE
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS 081-004609
EXPIRES 11/30/2014

LOCATION SKETCH

GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 400+85.27

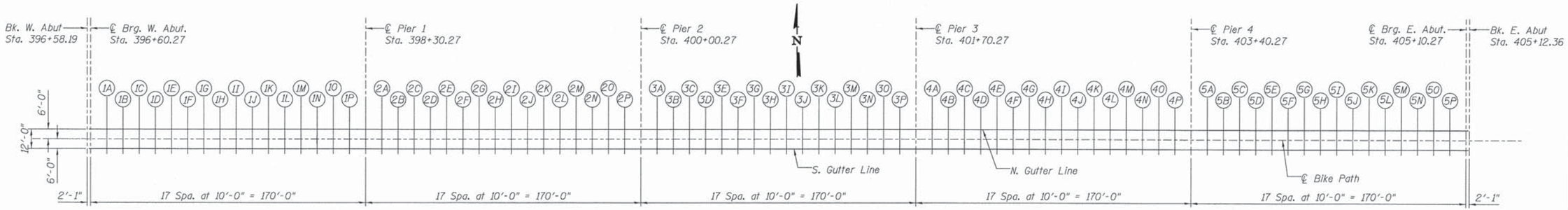
Primera
180 S. WACKER DRIVE SUITE 700 . CHICAGO, IL 60606 . P.312-609-0810 F.312-609-0813

USER NAME =	DESIGNED - MMZ	REVISED -	
	DRAWN - MMZ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-1 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	43
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TOP OF DECK PLAN

TOP OF DECK ELEVATIONS

(Final elevations, not adjusted for DL deflection)

Location	Station	℄ Line	N./S. Gutter
Bk. W. Abut.	396+58.19	631.17	631.08
℄ Brg. W. Abut.	396+60.27	631.27	631.18
1A	396+70.27	631.77	631.68
1B	396+80.27	632.27	632.18
1C	396+90.27	632.77	632.68
1D	397+00.27	633.27	633.18
1E	397+10.27	633.77	633.68
1F	397+20.27	634.27	634.18
1G	397+30.27	634.77	634.68
1H	397+40.27	635.27	635.18
1I	397+50.27	635.77	635.68
1J	397+60.27	636.27	636.18
1K	397+70.27	636.77	636.68
1L	397+80.27	637.27	637.18
1M	397+90.27	637.77	637.68
1N	398+00.27	638.27	638.18
1O	398+10.27	638.77	638.68
1P	398+20.27	639.27	639.18
℄ Pier 1	398+30.27	639.77	639.68
2A	398+40.27	640.27	640.18
2B	398+50.27	640.77	640.68
2C	398+60.27	641.27	641.18
2D	398+70.27	641.77	641.68
2E	398+80.27	642.27	642.18
2F	398+90.27	642.77	642.68
2G	399+00.27	643.27	643.18
2H	399+10.27	643.77	643.68
2I	399+20.27	644.27	644.18
2J	399+30.27	644.77	644.68
2K	399+40.27	645.27	645.18
2L	399+50.27	645.77	645.68

TOP OF DECK ELEVATIONS (CONT.)

(Final elevations, not adjusted for DL deflection)

Location	Station	℄ Line	N./S. Gutter
2M	399+60.27	646.27	646.18
2N	399+70.27	646.77	646.68
2O	399+80.27	647.26	647.17
2P	399+90.27	647.72	647.63
℄ Pier 2	400+00.27	648.13	648.04
3A	400+10.27	648.49	648.40
3B	400+20.27	648.81	648.72
3C	400+30.27	649.08	648.99
3D	400+40.27	649.31	649.22
3E	400+50.27	649.49	649.40
3F	400+60.27	649.63	649.54
3G	400+70.27	649.72	649.63
3H	400+80.27	649.76	649.67
3I	400+90.27	649.76	649.67
3J	401+00.27	649.72	649.63
3K	401+10.27	649.63	649.54
3L	401+20.27	649.49	649.40
3M	401+30.27	649.31	649.22
3N	401+40.27	649.08	648.99
3O	401+50.27	648.81	648.72
3P	401+60.27	648.49	648.40
℄ Pier 3	401+70.27	648.13	648.04
4A	401+80.27	647.72	647.63
4B	401+90.27	647.26	647.17
4C	402+00.27	646.77	646.68
4D	402+10.27	646.27	646.18
4E	402+20.27	645.77	645.68
4F	402+30.27	645.27	645.18
4G	402+40.27	644.77	644.68
4H	402+50.27	644.27	644.18
4I	402+60.27	643.77	643.68

TOP OF DECK ELEVATIONS (CONT.)

(Final elevations, not adjusted for DL deflection)

Location	Station	℄ Line	N./S. Gutter
4J	402+70.27	643.27	643.18
4K	402+80.27	642.77	642.68
4L	402+90.27	642.27	642.18
4M	403+00.27	641.77	641.68
4N	403+10.27	641.27	641.18
4O	403+20.27	640.77	640.68
4P	403+30.27	640.27	640.18
℄ Pier 4	403+40.27	639.77	639.68
5A	403+50.27	639.27	639.18
5B	403+60.27	638.77	638.68
5C	403+70.27	638.27	638.18
5D	403+80.27	637.77	637.68
5E	403+90.27	637.27	637.18
5F	404+00.27	636.77	636.68
5G	404+10.27	636.27	636.18
5H	404+20.27	635.77	635.68
5I	404+30.27	635.27	635.18
5J	404+40.27	634.77	634.68
5K	404+50.27	634.27	634.18
5L	404+60.27	633.77	633.68
5M	404+70.27	633.27	633.18
5N	404+80.27	632.77	632.68
5O	404+90.27	632.27	632.18
5P	405+00.27	631.77	631.68
℄ Brg. E. Abut.	405+10.27	631.27	631.18
Bk. E. Abut.	405+12.36	631.17	631.08

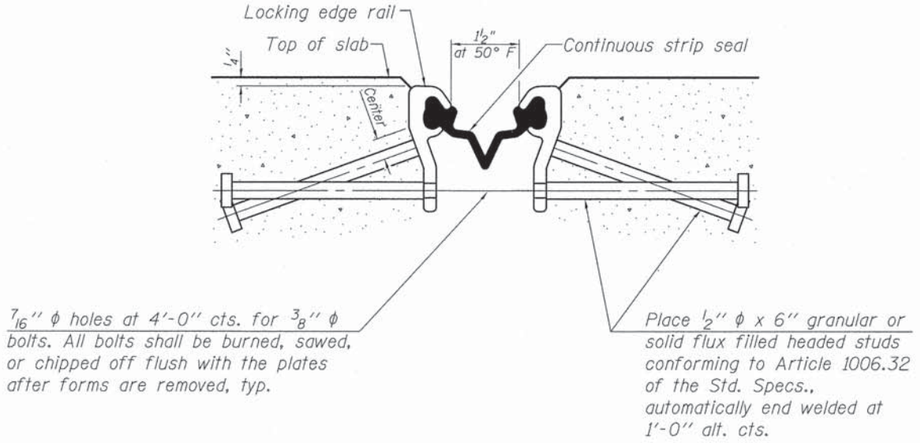
Primera
105 S. WACKER DRIVE SUITE 701 . CHICAGO IL 60606 . P.312-655-0195 F.312-655-0415

USER NAME =	DESIGNED - SMQ	REVISED -
	DRAWN - SMQ	REVISED -
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -
PLOT DATE =	DATE - 12-17-2012	REVISED -

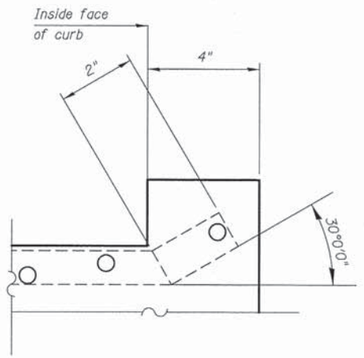
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-2 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	44
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

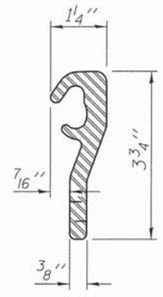


SECTION THRU EXPANSION STRIP SEAL JOINT

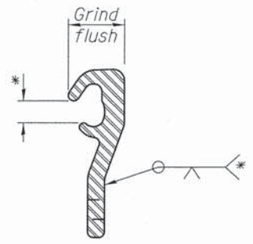


AT CURB

(Showing plate)
(N.T.S)



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

* Omit weld at seal opening.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	75

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

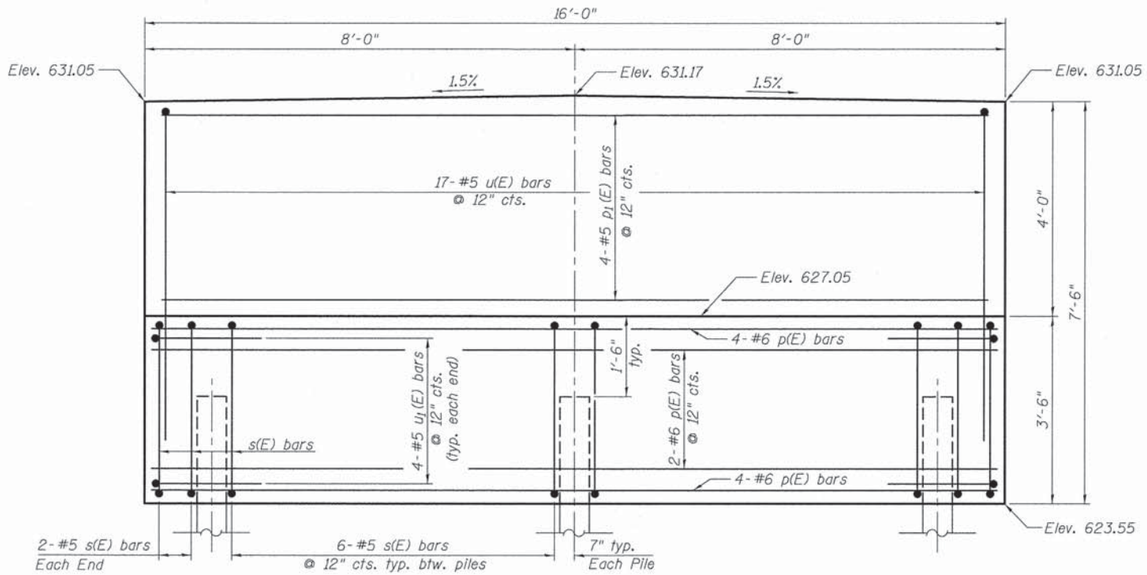
Primera
100 S. WACKER DRIVE SUITE 200 . CHICAGO IL 60606 . P:312-408-0910 F:312-408-0415

USER NAME =	DESIGNED - SMQ	REVISED -
	DRAWN - SMQ	REVISED -
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -
PLOT DATE =	DATE - 12-17-2012	REVISED -

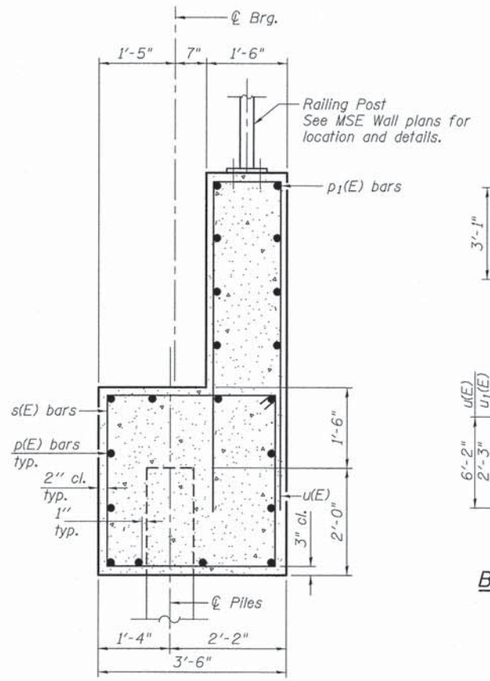
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-3 OF SB-11 SHEETS

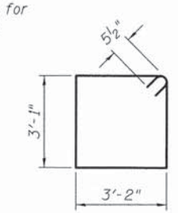
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	45
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



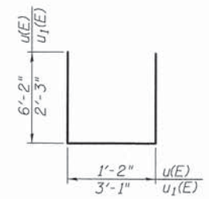
ELEVATION



SEC. THRU ABUT.



BAR s(E)



BAR u(E), u1(E)

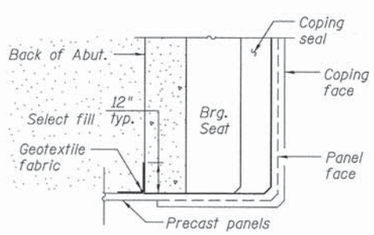
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	24	#6	15'-8"	
p1(E)	16	#5	15'-8"	
s(E)	32	#5	13'-5"	
u(E)	34	#5	13'-6"	
u1(E)	16	#5	7'-7"	
Concrete Sealer			Sq. Ft.	429
Concrete Structures			Cu. Yd.	21.8
Reinforcement Bars, Epoxy Coated			Pound	1,880
Furnishing Steel Piles HP 12x53			Foot	154
Driving Piles			Foot	154
Test Pile Steel HP 12x53			Each	2
Pile Shoes			Each	6

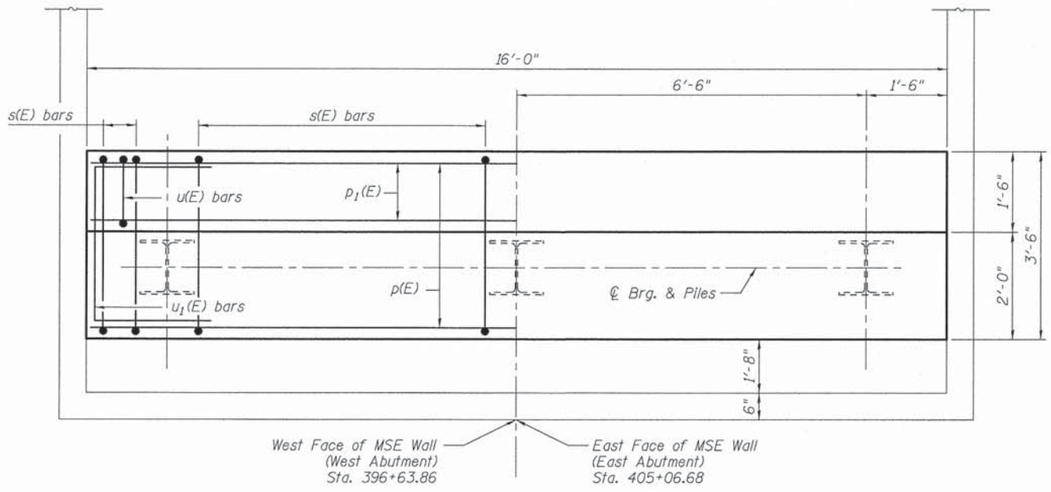
Bill of Material includes both East and West Abutments.

PILE DATA

Type: Steel HP 12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 39 ft (W.Abut.)
38 ft (E.Abut.)
No. Production Piles: 2 per abutment
No. Test Piles: 1 per abutment



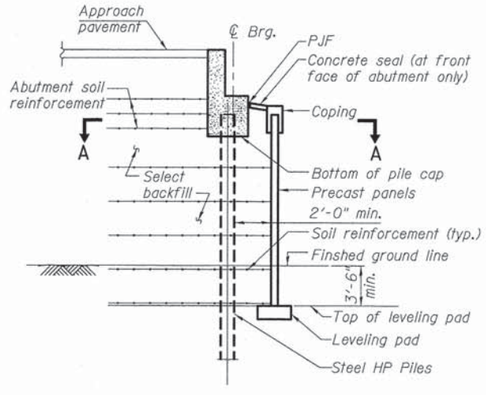
SECTION A-A



REINFORCEMENT SHOWN

DIMENSION SHOWN

PLAN

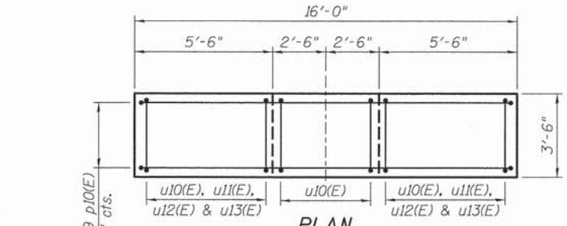


MSE WALL ELEVATION

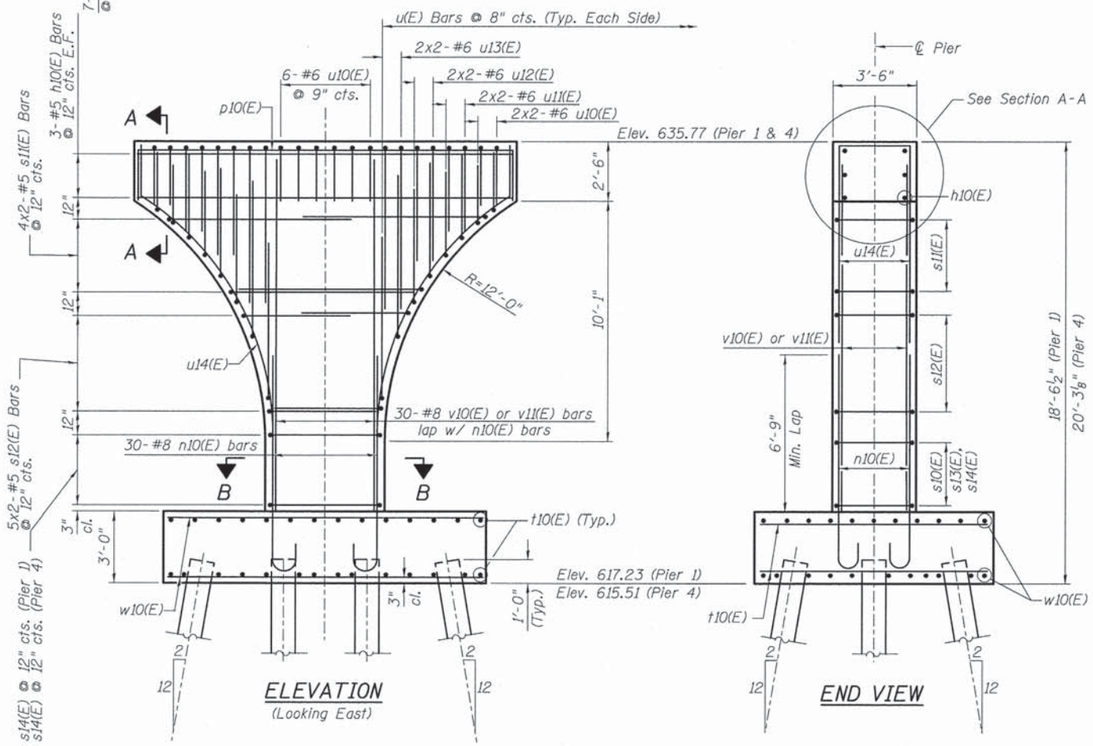
Notes:

See MSE Wall plans for details.
The MSE Wall supplier shall design the abutment soil reinforcement to resist a horizontal force of 1.5 kips/ft. of abutment.

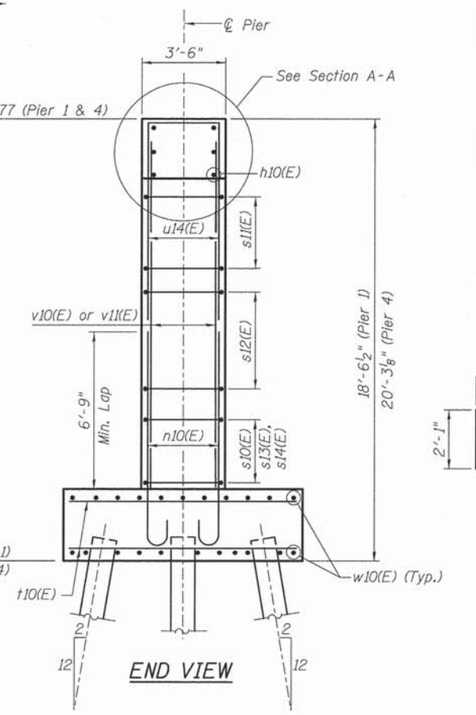
Primera	USER NAME =	DESIGNED - MMZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT DETAILS THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - MMZ	REVISED -				07-F3000-00-BT	COOK	130 / 46
	PLOT SCALE =	CHECKED - JXH/TPG	REVISED -					CONTRACT NO. 63769	
	PLOT DATE =	DATE - 12-17-2012	REVISED -		SHEET NO. SB-4 OF SB-11 SHEETS	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



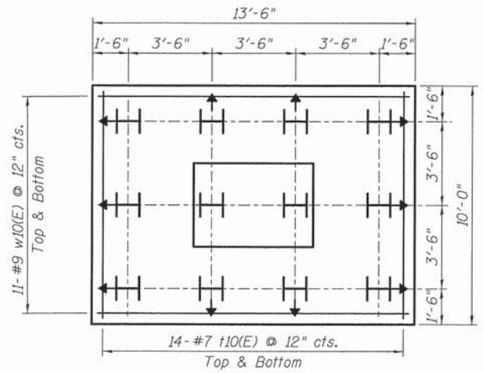
PLAN



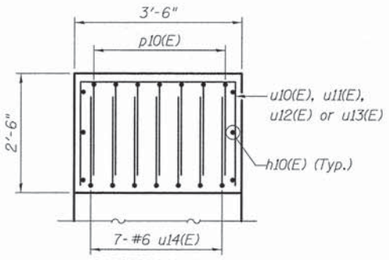
ELEVATION
(Looking East)



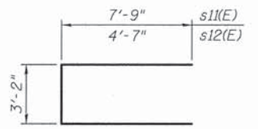
END VIEW



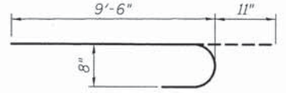
FOOTING PLAN



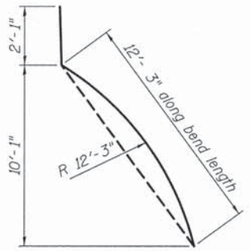
SECTION A-A



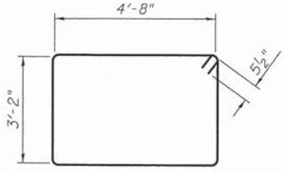
BARS s11(E) & s12(E)



BAR n10(E)



BAR u14(E)



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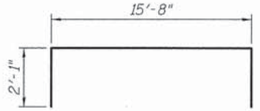
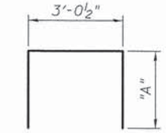
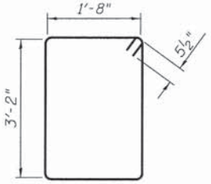


BAR p10(E)

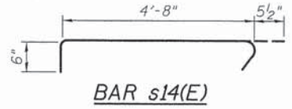


Bar	"A"
u10(E)	2'-5"
u11(E)	3'-6"
u12(E)	4'-9"
u13(E)	7'-0"

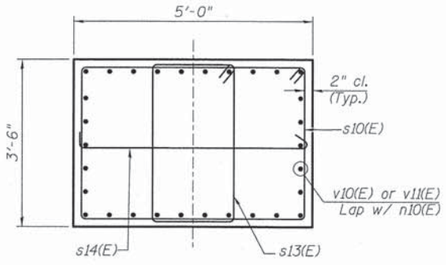
BARS u10(E), u11(E), u12(E) & u13(E)



BAR s13(E)



BAR s14(E)



SECTION B-B

BILL OF MATERIAL

Bar	Size	Length	Shape	No. Pier 1	No. Pier 4
h10(E)	#5	15'-8"	—	6	6
n10(E)	#8	10'-5"	U	30	30
p10(E)	#9	19'-10"	⊓	7	7
s10(E)	#5	16'-7"	⊔	4	6
s11(E)	#5	18'-8"	⊔	8	8
s12(E)	#5	12'-4"	⊔	10	10
s13(E)	#5	10'-7"	⊔	4	6
s14(E)	#5	5'-8"	⊓	4	6
t10(E)	#7	9'-8"	—	28	28
u10(E)	#6	7'-11"	⊏	14	14
u11(E)	#6	10'-1"	⊏	8	8
u12(E)	#6	12'-7"	⊏	8	8
u13(E)	#6	17'-1"	⊏	8	8
u14(E)	#6	14'-4"	∼	14	14
v10(E)	#8	14'-9"	—	30	-
v11(E)	#8	16'-6"	—	-	30
w10(E)	#9	13'-2"	—	22	22
Structure Excavation		Cu. Yd.		35	32
Concrete Structures		Cu. Yd.		32.9	34.0
Reinforcement Bars, Epoxy Coated		Pound		5,500	5,700
Furnishing Steel Piles HP12x53		Foot		363	330
Driving Piles		Foot		363	330
Test Pile Steel HP12x53		Each		1	1
Pile Shoes		Each		12	12
Concrete Sealer		Sq. Ft.		468	499

NOTES:

1. Reinforcement Bars designated (E) shall be epoxy coated.
2. Concrete clear cover shall be 2" minumum unless noted otherwise.
3. All edges have standard ¾" chamfers except as noted.
4. Space Reinforcement in Cap to miss Anchor Bolts.
5. Min. Lap for Bar #5 = 2'-6", # 6 = 3'-0"

PILE DATA

Type: Steel HP12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 33 ft (Pier 1)
30 ft (Pier 4)
No. Production Piles: 11 per pier
No. Test Piles: 1 per pier

LEGEND

E.F. = Each Face
⊣⊢ - Battered Pile

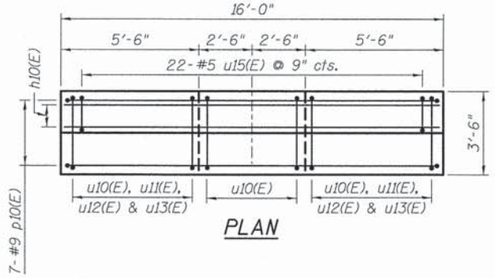
Primera
100 S. WACKER DRIVE SUITE 350 . CHICAGO IL 60606 . P.312-605-0110 F.312-605-0605

USER NAME =	DESIGNED - SMQ	REVISED -	
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

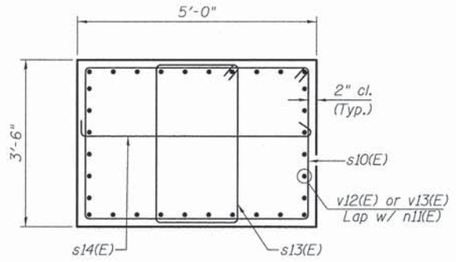
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 1 & 4 DETAILS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-5 OF SB-11 SHEETS

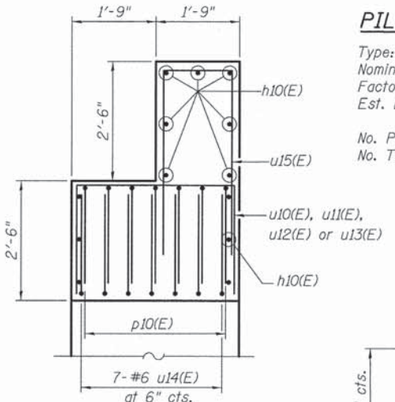
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	47
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION B-B



SECTION A-A

PILE DATA

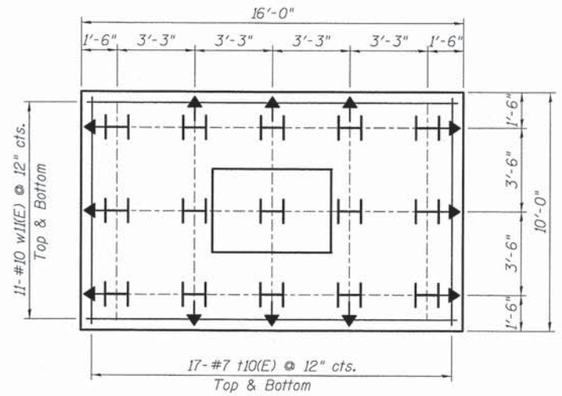
Type: Steel HP12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 37 ft (Pier 2)
35 ft (Pier 3)
No. Production Piles: 14 per pier
No. Test Piles: 1 per pier

NOTES:

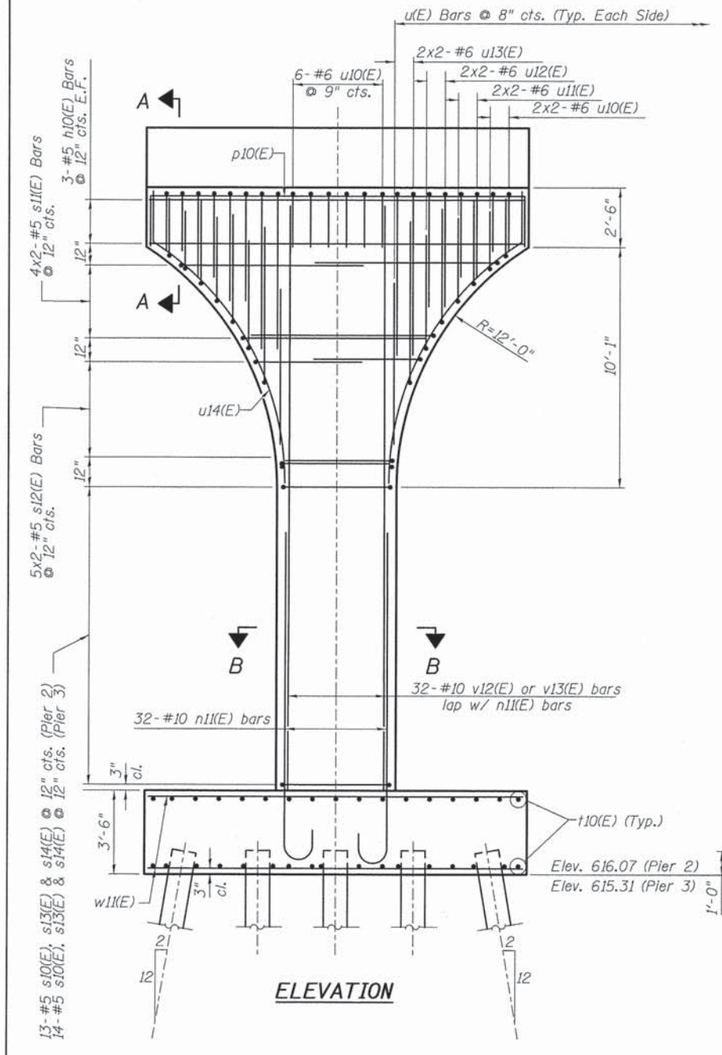
1. Reinforcement Bars designated (E) shall be epoxy coated.
2. Concrete clear cover shall be 2" minumum unless noted otherwise.
3. All edges have standard $\frac{3}{4}$" chamfers except as noted.

LEGEND

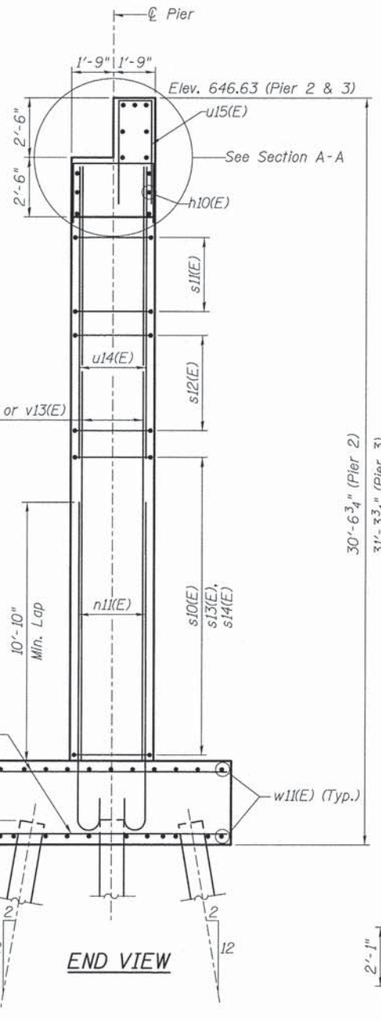
E.F. = Each Face
⟷ - Battered Pile



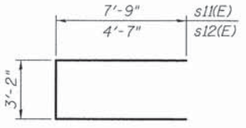
FOOTING PLAN



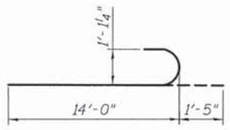
ELEVATION



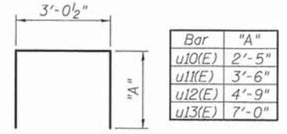
END VIEW



BARS s11(E) & s12(E)

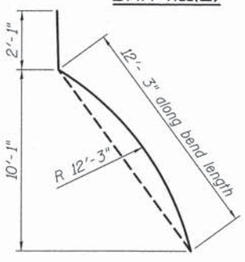


BAR n11(E)



Bar	"A"
u10(E)	2'-5"
u11(E)	3'-6"
u12(E)	4'-9"
u13(E)	7'-0"

BARS u10(E), u11(E), u12(E) & u13(E)



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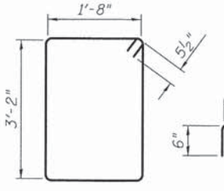
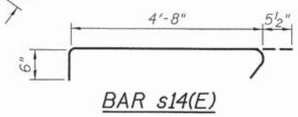
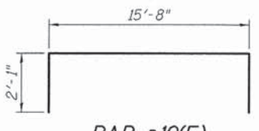


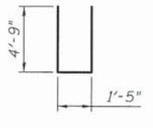
BAR s13(E)



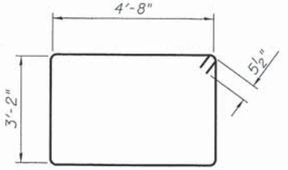
BAR s14(E)



BAR p10(E)



BAR u15(E)



BAR s10(E)

BILL OF MATERIAL

Bar	Size	Length	Shape	No. Pier 2	No. Pier 3
h10(E)	#5	15'-8"	——	13	13
n11(E)	#10	15'-5"	⊔	32	32
p10(E)	#9	19'-10"	⊓	7	7
s10(E)	#5	16'-7"	□	13	14
s11(E)	#5	18'-8"	⊔	8	8
s12(E)	#5	12'-4"	⊔	10	10
s13(E)	#5	10'-7"	□	13	14
s14(E)	#5	5'-8"	⊐	13	14
t10(E)	#7	9'-8"	——	34	34
u10(E)	#6	7'-11"	⊏⊐	14	14
u11(E)	#6	10'-1"	⊏⊐	8	8
u12(E)	#6	12'-7"	⊏⊐	8	8
u13(E)	#6	17'-1"	⊏⊐	8	8
u14(E)	#6	14'-4"	⌒	14	14
u15(E)	#5	10'-11"	⊏	22	22
v12(E)	#10	23'-9"	——	32	-
v13(E)	#10	24'-6"	——	-	32
w11(E)	#10	15'-8"	——	22	22
Structure Excavation		Cu. Yd.		41	39
Concrete Structures		Cu. Yd.		47.1	47.6
Reinforcement Bars, Epoxy Coated		Pound		10,160	10,300
Furnishing Steel Piles HP12x53		Foot		518	490
Driving Piles		Foot		518	490
Test Pile Steel HP12x53		Each		1	1
Pile Shoes		Each		15	15
Concrete Sealer		Sq. Ft.		707	719

Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO, IL 60606 . P.312-655-0510 F.312-655-0515

USER NAME =	DESIGNED - SMQ	REVISED -	
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS 2 & 3 DETAILS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-6 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	48
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-1
PAGE 1 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL
DATE STARTED 1/14/11 **COMPLETED** 1/14/11
GROUND ELEVATION 620.0 ft perTBM **HOLE SIZE** 8" diam
DRILLING CONTRACTOR Groundbreaking Exploration
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Augurs
▽ **AT TIME OF DRILLING** 33.0 ft / Elev 587.0 ft
LOGGED BY KD **CHECKED BY** AR
AT END OF DRILLING N/A
NOTES 220' N & 10' W of SW corner of existing Parking Structure
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0							TOPSOIL FILL, dark brown to brown
							1.0 619.0
	SS 1	67	3-4-6 (10)	PP = 2.5 tsf MC = 24% R = 2.5 tsf PP = 3.0 tsf MC = 26%			FILL, made with clay, glass fragments, dark brown to brown
							2.0 618.0
					CL		CLAY, trace sand and gravel, brown, trace gray, hard
5	SS 2	67	4-8-14 (22)	PP = 4.5+ tsf MC = 16%			with silt seams
							5.0 615.0
							CLAY LOAM, with sand and silt seams, brown, hard
	SS 3	100	2-4-6 (10)	MC = 23% PP = 4.5+ tsf MC = 19% R = 8.0 tsf	CL-ML/CL		
							7.0 613.0
							CLAY, trace sand and gravel, brownish gray, very stiff to hard
10	SS 4	89	3-5-8 (13)	PP = 4.5+ tsf MC = 18% R = 5.0 tsf			
	SS 5	89	4-4-7 (11)	PP = 3.25 tsf MC = 19% R = 4.0 tsf			
15	SS 6	72	4-6-12 (18)	PP = 3.5 tsf MC = 18% R = 7.5 tsf			with silt seams
	SS 7	100	4-7-11 (18)	PP = 4.5+ tsf MC = 17% R = 8.5 tsf	CL		gray, trace brown
20	SS 8	89	8-17-23 (40)	PP = 4.5+ tsf MC = 10% R = 9.5 tsf			turning gray
25	SS 9	94	20-26-33 (59)	PP = 4.5+ tsf MC = 9%			

(Continued Next Page)

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-1
PAGE 2 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
25							CLAY, trace sand and gravel, brownish gray, very stiff to hard *(continued)*
	SS 10	89	14-18-30 (48)	PP = 4.5+ tsf MC = 10% R = 9.2 tsf	CL		Sample moist due to sand seams
30							33.0 ▽ 587.0
	SS 11	100	50/2"	MC = 6%			WEATHERED BEDROCK, fragments, water in the split spoon
							34.0 586.0
35							LIMESTONE BEDROCK
	RC 12						Recovery - 86%
							RQD - 75%
40							44.0 576.0
							Bottom of hole at 44.0 feet.

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

Primera 100 S. WACKER DRIVE SUITE 700 . CHICAGO, IL 60606 . P.312-465-9700 F.312-465-9405	USER NAME =	DESIGNED - SMQ	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN - SMQ	REVISED -	
	PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
	PLOT DATE =	DATE - 12-17-2012	REVISED -	

SOIL BORINGS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-7 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	49
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-2
PAGE 1 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL
DATE STARTED 1/14/11 **COMPLETED** 1/14/11
GROUND ELEVATION 622.0 ft perTBM **HOLE SIZE** 8" diam
DRILLING CONTRACTOR Groundbreaking Exploration
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Augurs
AT TIME OF DRILLING 23.5 ft / Elev 598.5 ft
LOGGED BY KD **CHECKED BY** AR
AT END OF DRILLING N/A
NOTES 8' N & 15' W of SW corner of existing parkin Structure
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0							Approx. 18" Topsoil
	SS 1	67	4-4-5 (9)	MC = 24%	CL-CH		1.5 620.5 CLAY, trace sand, dark brown to brown disturbed sample 3.0 619.0
5	SS 2	72	4-3-6 (9)	PP = 2.75 tsf MC = 20% R = 3.0 tsf	CL		CLAY, trace sand, brown, trace gray, very stiff to hard with sand
	SS 3	89	5-8-11 (19)	MC = 18%			disturbed sample
10	SS 4	94	4-7-11 (18)	PP = 4.5+ tsf MC = 20% R = 8.5 tsf			
	SS 5	83	3-5-9 (14)	PP = 4.5+ tsf MC = 20% R = 3.5 tsf			13.0 609.0
15	SS 6	94	3-7-18 (25)	PP = 4.5+ tsf MC = 12% R = 8.5 tsf	CL-ML		SILTY CLAY, trace sand and gravel, with sand seams, brownish gray, hard turning gray
	SS 7	78	4-6-11 (17)	PP = 4.5+ tsf MC = 18% R = 9.0 tsf			17.0 605.0 CLAY, with silt seams, trace sand, gray, very stiff
20	SS 8	78	3-7-13 (20)	PP = 3.0 tsf MC = 20% R = 9.0 tsf	CL		
							24.0 598.0
25	SS 9	89	3-2-7 (9)	MC = 21%	SP-SM		SAND, trace silt, dark gray, black, loose water in the split spoon

(Continued Next Page)

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-2
PAGE 2 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
25					SP-SM		SAND, trace silt, dark gray, black, loose water in the split spoon *(continued)*
							28.0 594.0 CLAY, trace sand and gravel, gray, hard
30	SS 10	100	18-22-34 (56)	PP = 4.5+ tsf MC = 10% R = 9.5 tsf	CL		
	SS 11	100	50	MC = 11%			with gravel and cobbles
35							
							38.0 584.0
	SS 12	84	35-50/4"	MC = 7%	SP-SM		SANDY LOAM, with silt, bedrock fragments, brownish gray, very dense
40							41.0 581.0 Bedrock at 41' Bottom of hole at 41.0 feet.

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

Primera
100 S. WACKER DRIVE SUITE 200 . CHICAGO IL 60606 . P.312-655-0510 F.312-655-0415

USER NAME =	DESIGNED - SMQ	REVISED -	
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-8 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	50
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-3
PAGE 1 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL
DATE STARTED 1/17/11 **COMPLETED** 1/17/11
GROUND ELEVATION 620.0 ft perTBM **HOLE SIZE** 8" diam
DRILLING CONTRACTOR Groundbreaking Exploration
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Augurs
▽ **AT TIME OF DRILLING** 23.5 ft / Elev 596.5 ft
LOGGED BY KD **CHECKED BY** AR
AT END OF DRILLING N/A
NOTES 1' N and 90' W of SW corner of existing Parking Structure
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0							Approx. 12" Topsoil
							1.0 619.0
	SS 1	56	5-3-4 (7)	PP = 2.0 tsf MC = 26%	CL-CH		CLAY, trace sand and gravel, dark brown to brown, stiff
							3.0 617.0
5	SS 2	67	3-5-7 (12)	PP = 3.0 tsf MC = 21% R = 2.5 tsf			CLAY, with silt seams, brown, trace gray, very stiff to hard
	SS 3	72	4-7-9 (16)	PP = 4.5+ tsf MC = 16% R = 4.5 tsf			with sand and silt seams
10	SS 4	100	5-8-11 (19)	PP = 4.5+ tsf MC = 19% R = 6.0 tsf			
	SS 5	89	5-8-11 (19)	PP = 4.5+ tsf MC = 23% R = 9.5 tsf			with silt seams, brownish gray
15	SS 6	83	4-8-12 (20)	PP = 4.5+ tsf MC = 18% R = 9.0 tsf	CL		
	SS 7	78	4-7-12 (19)	PP = 4.0 tsf MC = 18% R = 9.5 tsf			
20	SS 8	83	3-5-8 (13)	PP = 2.25 tsf MC = 23% R = 2.5 tsf			turning gray
							▽ 24.0 596.0
25	SS 9	83	2-3-4 (7)	PP = 3.75 tsf MC = 17%	SP-SM		SANDY LOAM, dark gray to black, loose

(Continued Next Page)

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-3
PAGE 2 OF 2

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
25				MC = 24%			SANDY LOAM, dark gray to black, loose *(continued)*
	SS 10	0		MC = 28%	SP-SM		sand was heaving, so tried to wash the boring and collect a sample but was not possible. So collected auger sample.
30							33.0 587.0
	SS 11	67	50/3"	MC = 8%			SANDY GRAVEL, with cobbles and bedrock fragments, very dense
35					GPS		
							38.5 581.5
40	RC 12						LIMESTONE BEDROCK Recovery - 92% RQD - 78%
45							48.5 571.5
							Bottom of hole at 48.5 feet.

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

USER NAME =	DESIGNED - SMQ	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

SOIL BORINGS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO. SB-9 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	51
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-455-0910 F.312-455-0925

AGI Job No. 12-224

BORING LOG NO. B-1

Sheet 1 of 1

CLIENT URS

PROJECT Proposed Thorn Creek Bike Trail

STATION AND OFFSET(ft): 396+60.9, 4.1 RT

LOCATION Wampum Lake Woods (Cook County Forest Preserve)

COUNTY: Cook

CITY & STATE: Glenwood, Illinois

SURFACE ELEVATION Datum: NAVD 88 621.3

DEPTH (FT.)	GRAPHIC LOG	SAMPLES: SPT-N BLOWS / FT.	SAMPLES: NUMBER	SAMPLES: TYPE	SAMPLES: % RECOVERY	TESTS: MOISTURE, %	TESTS: HNu Units ppm	TESTS: Qu tsf Failure Type	TESTS: DRY DENSITY PCF	TESTS: Est. Coefficient of Permeability k, (cm/sec)
1.0 Topsoil, sandy silt, black to brown 620.3										
SILTY CLAY, trace sand seams & fine gravel, dark brown to gray, hard to very stiff, (CL)		15	1	SS	17			4.5		
		46	2	SS	67	15		4.5		
5		24	3	SS	78	18		4.5		
		21	4	SS	67	18		4.5		
10		13	5	SS	78	20		2.5		
		19	6	SS	89	18		3.75		
15										
18.0 603.3										
CLAY SILT, trace sand & gravel, gray, hard, (CL-ML) 20.0 601.3		19	7	SS	100	14		4		
20										
SILTY CLAY, trace sand & gravel, gray, stiff, wet, (CL)										
		6	8	SS	100	29		1		
25										
28.0 593.3										
SILT, with weathered limestone, very dense, (ML) 30.0 591.3		60	9	SS	67	11				
30										
Drilling without sampling, auger refusal at 34.5 feet				PA						
Weathered limestone										
34.5 586.8										
End Of Boring										

WATER LEVEL OBSERVATIONS			
WL	▽ 23.5	WS	
WL	▼ 20	AB	
WL	⩛		

Applied GeoScience, Inc.
2385 Hammond Drive, Suite 6
Schaumburg, Illinois 60173
Tel: (847) 303-0300
Fax: (847) 303-0900

STARTED	9-10-12	FINISHED	9-10-12
DRILL CO.	GBE	DRILL RIG	Cmc-45
DRILLER	Gabe	ASS'T DRILLER	Hector
ENG/GEOL.		APPROVED	AM

AGI 12-224 URS THORN CREEK BIKE TRAIL.GPJ 9/13/12

AGI Job No. 12-224

BORING LOG NO. B-2

Sheet 1 of 1

CLIENT URS

PROJECT Proposed Thorn Creek Bike Trail

STATION AND OFFSET(ft): 403+37.8, 1.8 LT

LOCATION Wampum Lake Woods (Cook County Forest Preserve)

COUNTY: Cook

CITY & STATE: Glenwood, Illinois

SURFACE ELEVATION Datum: NAVD 88 619.6

DEPTH (FT.)	GRAPHIC LOG	SAMPLES: SPT-N BLOWS / FT.	SAMPLES: NUMBER	SAMPLES: TYPE	SAMPLES: % RECOVERY	TESTS: MOISTURE, %	TESTS: HNu Units ppm	TESTS: Qu tsf Failure Type	TESTS: DRY DENSITY PCF	TESTS: Est. Coefficient of Permeability k, (cm/sec)
1.0 Topsoil, sandy silt, black 618.6										
SILTY CLAY, trace topsoil, shale, sand seams & gravel, dark brown to gray, hard to very stiff, (CL)		15	1	SS	56	20		4		
		12	2	SS	33	18		4		
5		21	3	SS	89	19		4		
		14	4	SS	89	19		3		
10		18	5	SS	100	18		2		
13.0 606.6										
CLAY SILT, trace sand & gravel, gray, hard, (CL-ML) 16.0 603.6		28	6	SS	100	13		4.5		
15										
SILTY CLAY, trace shale, sand & gravel, hard, (CL) ▼ ▽										
		24	7	SS	78	13		4.5		
20										
23.0 596.6										
SILT, with fine sand, gray, very dense, (ML)		50	8	SS	78	14				
25										
30.0 589.6										
Drilling without sampling, auger refusal at 33 feet		83	9	SS	100	12				
				PA						
33.0 Weathered limestone 586.6										
End Of Boring										

WATER LEVEL OBSERVATIONS			
WL	▽ 18.5	WS	
WL	▼ 17.5	AB	
WL	⩛		

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Schaumburg, Illinois 60173
Tel: (847) 303-0300
Fax: (847) 303-0900

STARTED	9-10-12	FINISHED	9-10-12
DRILL CO.	GBE	DRILL RIG	Cmc-45
DRILLER	Gabe	ASS'T DRILLER	Hector
ENG/GEOL.		APPROVED	AM

AGI 12-224 URS THORN CREEK BIKE TRAIL.GPJ 9/13/12

Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-655-0510 F.312-655-0515

USER NAME =	DESIGNED - SMQ	REVISED -	
	DRAWN - SMQ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400+85.27
SHEET NO.SB-10 OF SB-11 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	52
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGI Job No. 12-224	BORING LOG NO. B-3	Sheet 1 of 1

CLIENT URS

PROJECT Proposed Thorn Creek Bike Trail

STATION AND OFFSET(ft): 405+11.1, 2.7 LT

LOCATION Wampum Lake Woods (Cook County Forest Preserve)

COUNTY: Cook

CITY & STATE: Glenwood, Illinois

SURFACE ELEVATION Datum: NAVD 88 619.5

Depth (ft.)	Description	Elevation
1.0	Topsoil, sandy silt, dark brown	618.5
3.0	SILTY CLAY, trace topsoil, sand & gravel, dark brown to brown-gray, hard, (CL)	616.5
6.0	SAND, with fine silt, trace silty clay, brown to gray, medium dense, moist to wet, (SP-SW)	613.5
18.0	SILTY CLAY, with silt seam from 13 to 15 feet, trace sand & gravel, gray, very stiff to hard, wet at bottom, (CL)	601.5
30.0	SILT, gray, extremely dense to very dense, wet, (ML)	589.5
32.0	Drilling without sampling, auger refusal at 32 feet	587.5
	Weathered limestone	
	End Of Boring	

SAMPLES					TESTS				
SPT-N BLOWS / FT.	NUMBER	TYPE	% RECOVERY	MOISTURE, %	HNu Units ppm	Qu tsf Failure Type	DRY DENSITY PCF	Est. Coefficient of Permeability k, (cm/sec)
12	1	SS	28	20		4.5		
10	2	SS	67					
9	3	SS	89	21		3		
9	4	SS	89	19		2.5		
19	5	SS	89	13		3.5		
18	6	SS	100	26		2		
84	7	SS	100	12				
69	8	SS	100	16				
58	9	SS	100					
		PA						

WATER LEVEL OBSERVATIONS		
WL	▽ 18.5	WS
WL	▼ 11.5	AB
WL	▼	

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2385 Hammond Drive, Suite 6
Schaumburg, Illinois 60173
Tel: (847) 303-0300
Fax: (847) 303-0900

STARTED	9-10-12	FINISHED	9-10-12
DRILL CO.	GBE	DRILL RIG	Cmc-45
DRILLER	Gabe	ASS'T DRILLER	Hector
ENG/GEOL.		APPROVED	AM

AGI 12-224 URS THORN CREEK BIKE TRAIL.GPJ 9/13/12

Primera

USER NAME =	DESIGNED - SMQ	REVISED -
	DRAWN - SMQ	REVISED -
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -
PLOT DATE =	DATE - 12-17-2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
THORN CREEK BIKE TRAIL BRIDGE 2 STA. 400 + 85.27
SHEET NO. SB-11 OF SB-11 SHEETS

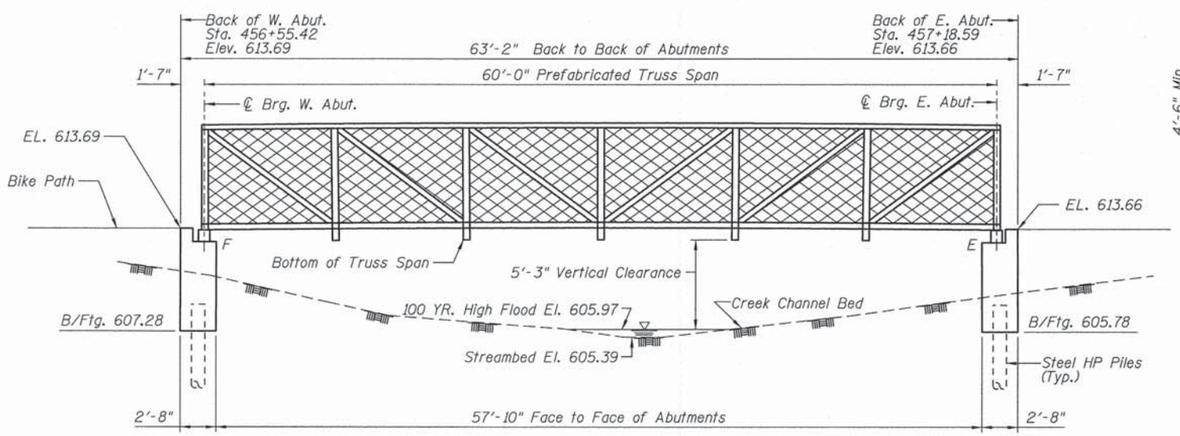
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	53

CONTRACT NO. 63769

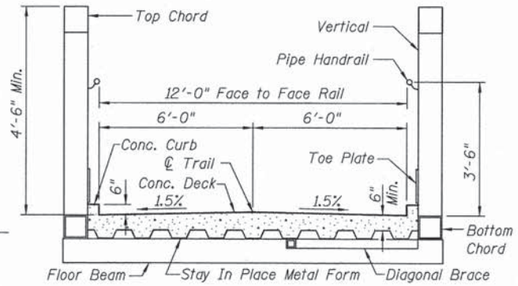
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

Bench Mark: Control Point #10. Iron rod in ground at Sta. 400+53.83 and Offset 56.36' right Elev. 620.53.

Existing Structure: None

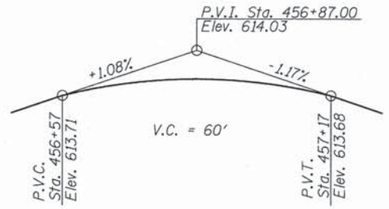


ELEVATION
(Looking North)

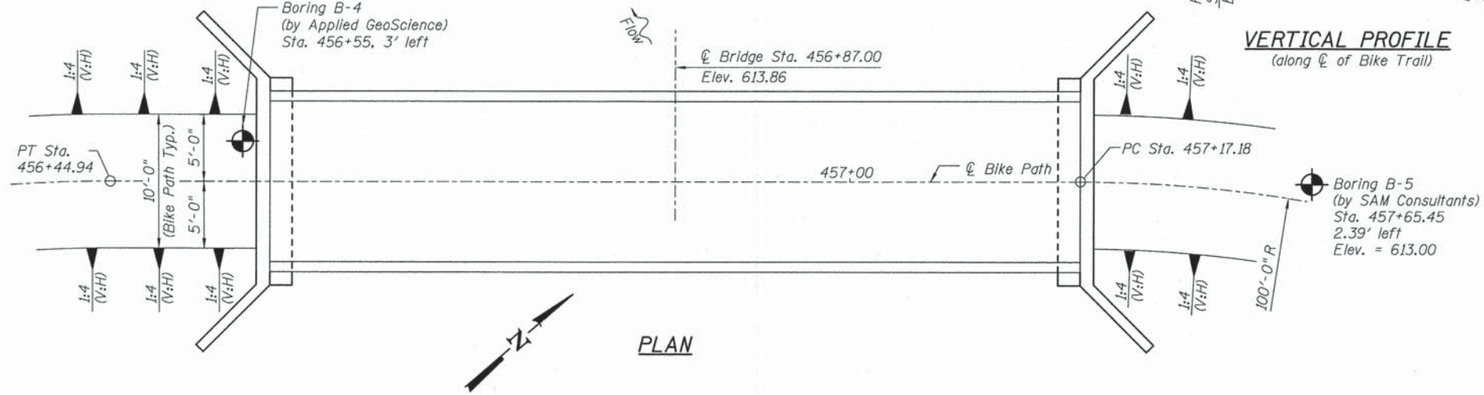


CROSS SECTION OF TRUSS SPAN

Note: If the top of the top chord is greater than 4'-6" above the top of deck, a second rub rail shall be placed at 4'-6" above the top of deck



VERTICAL PROFILE
(along ℄ of Bike Trail)



PLAN

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 50W (except expansion joints which shall be AASHTO M 270 Grade 50).

All structural steel and exposed surfaces of bearings within a distance of 4 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to all exposed surfaces of abutments.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

REACTION TABLE			
	P (k)	H (k)	L (k)
Dead Load	18.20		
Uniform Live Load	16.88		
Vehicle Load	10.00		
Wind Uplift (20 psf)	-6.08		
Wind	±1.20	5.25	
Thermal			2.73

Loads are provided by fabricator for reference only.
- Indicates uplift load
P = Vertical Load at Each Bearing (4 per Span)
H = Horizontal Load at Each Footing (2 per Span)
L = Longitudinal Load at Each Bearing (4 per Span)

INDEX OF SHEETS

SC-1 General Plan
SC-2 Abutment Details
SC-3 Soil Borings
SC-4 Soil Borings

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	46	46
Concrete Structures	Cu. Yd.	-	24.4	24.4
Reinforcement Bars, Epoxy Coated	Pound	-	2,640	2,640
Furnishing Steel Piles HP12x53	Foot	-	124	124
Driving Piles	Foot	-	124	124
Test Pile Steel HP12x53	Each	-	2	2
Pile Shoes	Each	-	6	6
Concrete Sealer	Sq. Ft.	-	466	466
Pedestrian Truss Superstructure	Sq. Ft.	765	-	765

WATERWAY INFORMATION

Drainage Area = 0.023 Sq. Mi. Low Chord Elev. 613.66 @ Sta. 456+87

	Freq.	Q	Opening Sq. Ft.		Nat.	Head - Ft.		Headwater El.	
Flood	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
Design	50	6.64	NA	5.20	605.94	NA	0'	NA	605.83
Base	100	7.79	NA	5.86	605.97	NA	0'	NA	605.86

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications.

AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition.

CLASSIFICATION

Pedestrian/Bicycle Bridge

LIVE LOADING

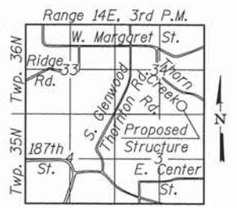
90 psf Pedestrian Live Load
20,000 lb. Vehicle Load (H10 Truck)

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (AASHTO M 270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.065g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.115g
Soil Site Class = C



LOCATION SKETCH

THEODORE P. GEORGAS
081-004609
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS

I certify that to the best of knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

4-5-13
THEODORE P. GEORGAS DATE
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS 081-004609
EXPIRES 11/30/2014

GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 456+87.00

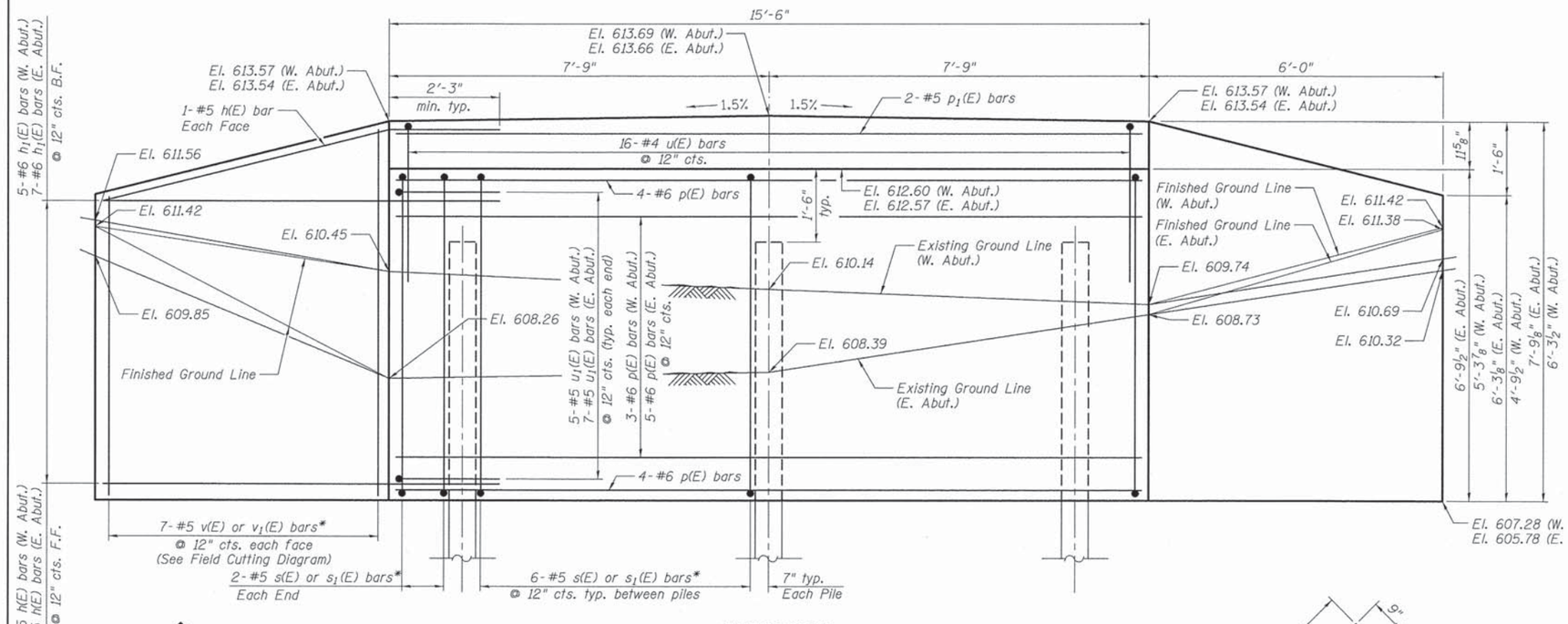
Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO, IL 60606 . P.312-466-0810 F.312-466-0815

USER NAME =	DESIGNED - MMZ	REVISED -	
	DRAWN - MMZ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

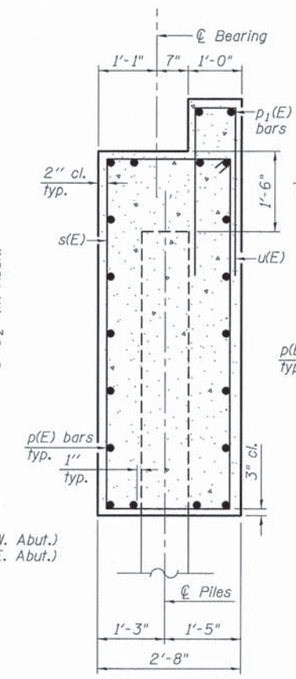
GENERAL PLAN
THORN CREEK BIKE TRAIL BRIDGE 3 STA. 456+87.00
SHEET NO. SC-1 OF SC-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	54
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

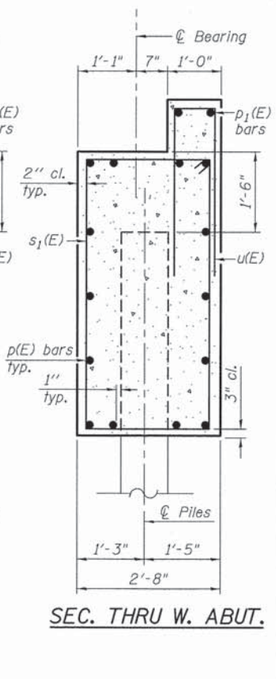


ELEVATION

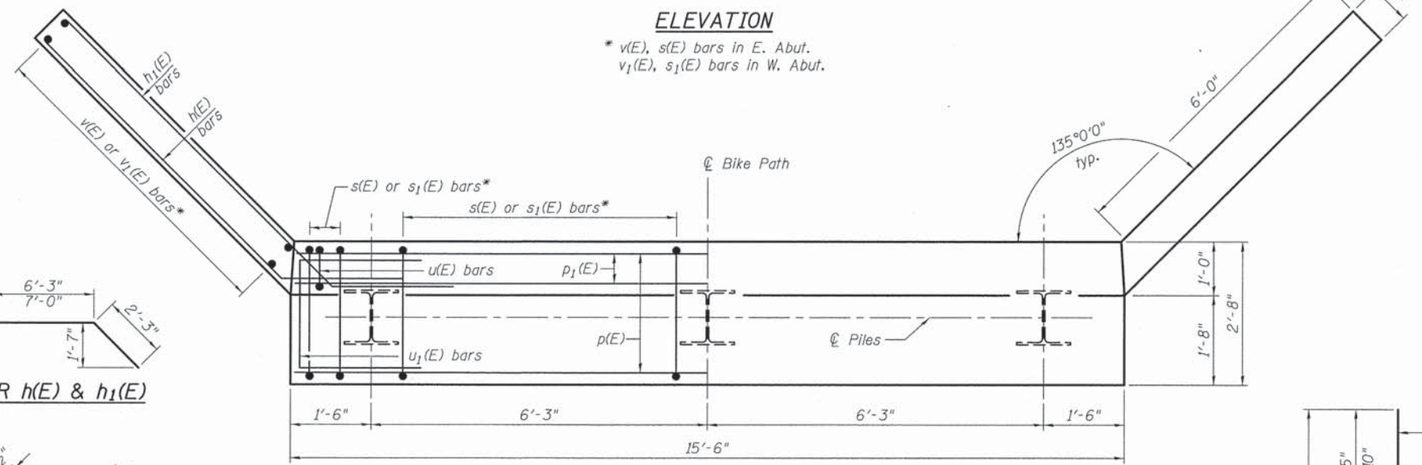
* v(E), s(E) bars in E. Abut.
v_1(E), s_1(E) bars in W. Abut.



SEC. THRU E. ABUT.

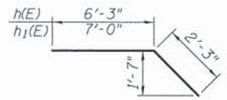


SEC. THRU W. ABUT.

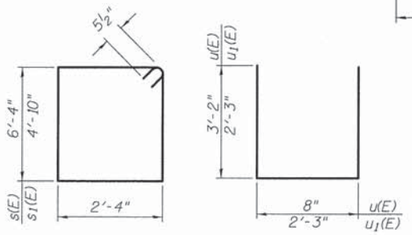


PLAN

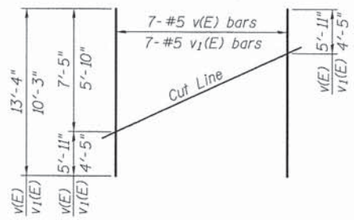
* v(E), s(E) bars in E. Abut.
v_1(E), s_1(E) bars in W. Abut.



BAR h(E) & h_1(E)



BAR s(E), s_1(E) BAR u(E), u_1(E)



FIELD CUTTING DIAGRAM

Order v(E) and v_1(E) full length. Cut as shown and use remainder of bars in opposite face.

PILE DATA

Type: Steel HP 12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 139 kips
Est. Length: 31 ft
No. Production Piles: 2 per abutment
No. Test Piles: 1 per abutment

BILL OF MATERIAL

Bar	Size	Length	Shape	No. E. Abut.	No. W. Abut.
h(E)	#5	8'-6"		18	14
h_1(E)	#6	9'-3"		14	10
p(E)	#6	15'-2"		18	14
p_1(E)	#5	15'-2"		2	2
s(E)	#5	18'-3"		16	-
s_1(E)	#5	15'-3"		-	16
u(E)	#4	7'-0"		16	16
u_1(E)	#5	6'-9"		14	10
v(E)	#5	13'-4"		14	-
v_1(E)	#5	10'-3"		-	14
Structure Excavation			Cu. Yd.	23	23
Concrete Structures			Cu. Yd.	13.6	10.8
Reinforcement Bars, Epoxy Coated			Pound	1,470	1,170
Furnishing Steel Piles HP 12x53			Foot	62	62
Driving Piles			Foot	62	62
Test Pile Steel HP 12x53			Each	1	1
Pile Shoes			Each	3	3
Concrete Sealer			Sq. Ft.	250	216

Note:
F.F. = Front Face
B.F. = Back Face

Primera
105 S. WACKER DRIVE SUITE 310 . CHICAGO IL 60606 . P:312-655-0512 F:312-655-0413

USER NAME =	DESIGNED - MMZ	REVISED -	
	DRAWN - MMZ	REVISED -	
PLOT SCALE =	CHECKED - JXH/TPG	REVISED -	
PLOT DATE =	DATE - 12-17-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
THORN CREEK BIKE TRAIL BRIDGE 3 STA. 456+87.00
SHEET NO. SC-2 OF SC-4 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	55
		CONTRACT NO. 63769		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-5

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL
DATE STARTED 1/18/11 COMPLETED 1/18/11
GROUND ELEVATION 613.0 ft perTBM HOLE SIZE 8" diam
DRILLING CONTRACTOR Groundbreaking Exploration
GROUND WATER LEVELS:
DRILLING METHOD Hollow Stem Augurs
AT TIME OF DRILLING N/A
LOGGED BY KD CHECKED BY AR
AT END OF DRILLING N/A
NOTES 6' S and 2' E of SW corner of existing Parking Structure
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
0							0.3 SILT, with sand, brown 612.7
	SS 1	67	5-6-9 (15)	PP = 4.5+ tsf MC = 19% R = 2.5 tsf	CL		CLAY, with sand and silt seams, brown trace gray, very stiff to hard
5	SS 2	94	7-12-18 (30)	PP = 4.5+ tsf MC = 15%			with silt seams, trace reddish brown stains, brown to light brown
	SS 3	89	4-6-10 (16)	PP = 4.5+ tsf MC = 23% R = 4.2 tsf			trace sand, with silt seams, brown trace gray
							8.0 605.0
10	SS 4	89	9-16-12 (28)	PP = 4.0 tsf MC = 17%	CL-ML		SILTY CLAY LOAM, brown, very stiff
							10.0 603.0
	SS 5	83	3-3-7 (10)	PP = 2.0 tsf MC = 24% R = 2.5 tsf	CL		CLAY, with sand and silt seams, brownish gray to gray, stiff to very stiff
15	SS 6	94	2-3-5 (8)	PP = 1.25 tsf MC = 20% R = 1.75 tsf			
	SS 7	78	2-4-5 (9)	PP = 2.0 tsf MC = 21% R = 3.0 tsf			
20	SS 8	83	3-5-8 (13)	PP = 2.5 tsf MC = 20% R = 4.5 tsf			
							23.0 590.0
25	SS 9	109	30-50/5"	MC = 13%	CL-ML		SILT LOAM, gray, very dense

(Continued Next Page)

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

S.A.M. Consultants, Inc.
Geotechnical Engineering & Materials Testing
DBE/MBE Firm

BORING NUMBER B-5

CLIENT Forest Preserve District of Cook County
PROJECT NAME Thorn Creek Bicycle Trail
PROJECT NUMBER SAM - 10039 GT
PROJECT LOCATION Glenwood, IL

DEPTH (ft)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	TESTS	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION
25					CL-ML		SILT LOAM, gray, very dense *(continued)*
	SS 10	100	30-50	MC = 15%			
30							30.0 583.0
					SP-SM		SAND
							32.5 580.5
35	RC 11						LIMESTONE BEDROCK Recovery - 91% RQD - 0.77
40							
							42.5 570.5
							Bottom of hole at 42.5 feet.

GENERAL BH / TP / WELL 10039GT-SAM.GPJ GINT US LAB.GDT 2/10/11

Primera	USER NAME =	DESIGNED - SMQ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS THORN CREEK BIKE TRAIL BRIDGE 3 STA. 456+87.00	F.A. RTE.	SECTION 07-F3000-00-BT
		DRAWN - SMQ	REVISED -			COUNTY COOK	TOTAL SHEETS 130 / SHEET NO. 56
	PLOT SCALE =	CHECKED - JXH/TPG	REVISED -			CONTRACT NO. 63769	
	PLOT DATE =	DATE - 12-17-2012	REVISED -		SHEET NO. SC-3 OF SC-4 SHEETS	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

AGI Job No. 12-224	BORING LOG NO. B-4	Sheet 1 of 1

CLIENT URS

PROJECT Proposed Thorn Creek Bike Trail

STATION AND OFFSET(ft): 456+54.8, 3 LT

LOCATION Wampum Lake Woods (Cook County Forest Preserve)

COUNTY: Cook

CITY & STATE: Glenwood, Illinois

SURFACE ELEVATION Datum: NAVD 88 611.0

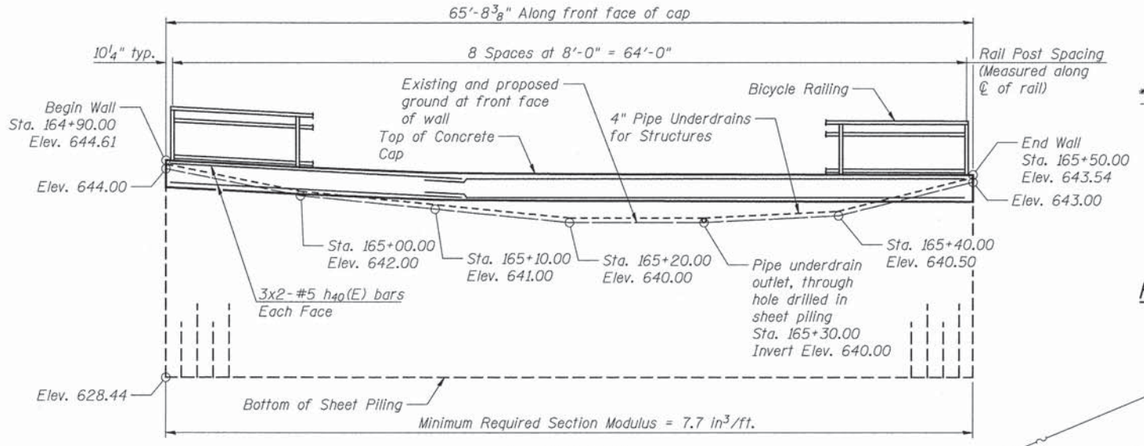
GRAPHIC LOG	DEPTH (FT.)	SAMPLES SPT-N BLOWS / FT.	SAMPLES NUMBER	SAMPLES TYPE	SAMPLES % RECOVERY	TESTS MOISTURE, %	TESTS HNu Units ppm	TESTS Qu tsf Failure Type	TESTS DRY DENSITY PCF	TESTS Est. Coefficient of Permeability k, (cm/sec)
1.0 Topsoil, sand & gravel, dark brown 610.0										
SILTY CLAY, trace topsoil, wood chips, sand & gravel, brown, hard, (CL)		24	1	SS	56	18		4.5		
5.0 606.0	5	32	2	SS	67	16		4.5		
SILTY SANDY CLAY, trace gravel & roots, brown, hard to very stiff, (CL)		24	3	SS	89	25		4.5		
10.0 601.0		15	4	SS	72	20		2.5		
SILTY CLAY, trace sand & gravel, brown-gray, stiff to hard, moist, (CL)	10	10	5	SS	89	21		1		
	15	7	6	SS	89	17		1		
	20	42	7	SS	83	13		4.5		
23.0 588.0										
SILT, trace sand & gravel, gray, very dense to extremely dense, moist, (ML)	25	50	8	SS	61	16				
30.0 581.0	30	84	9	SS	83					
31.5 Drilling without sampling, auger refusal at 31.5' 579.5				PA						
Weathered limestone										
End Of Boring										

WATER LEVEL OBSERVATIONS		
WL	▽	Caved in dry at 21.5'
WL	▼	
WL	▼	

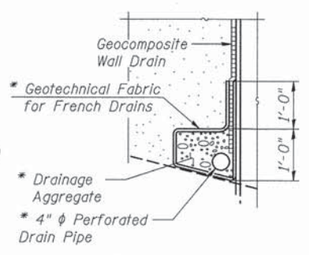
Applied GeoScience, Inc.
2385 Hammond Drive, Suite 6
Schaumburg, Illinois 60173
Tel: (847) 303-0300
Fax: (847) 303-0900

STARTED	9-10-12	FINISHED	9-10-12
DRILL CO.	GBE	DRILL RIG	Cmc-45
DRILLER	Gabe	ASS'T DRILLER	Hector
ENG/GEOL.		APPROVED	AM

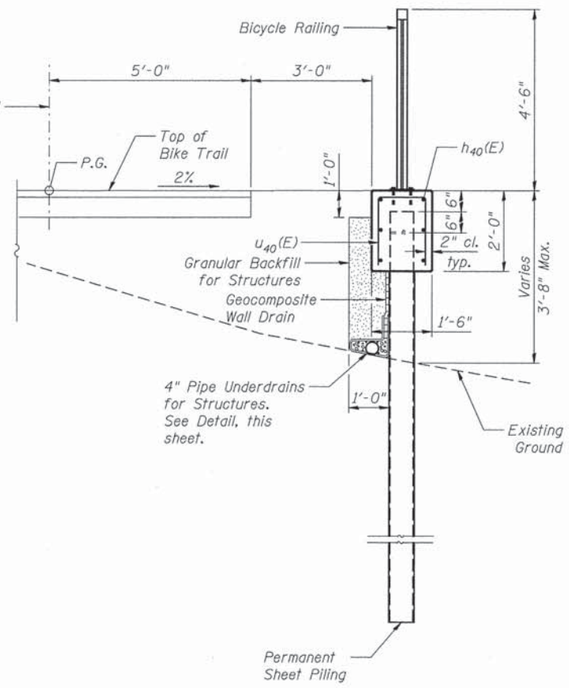
AGI 12-224 URS THORN CREEK BIKE TRAIL.GPJ 9/13/12



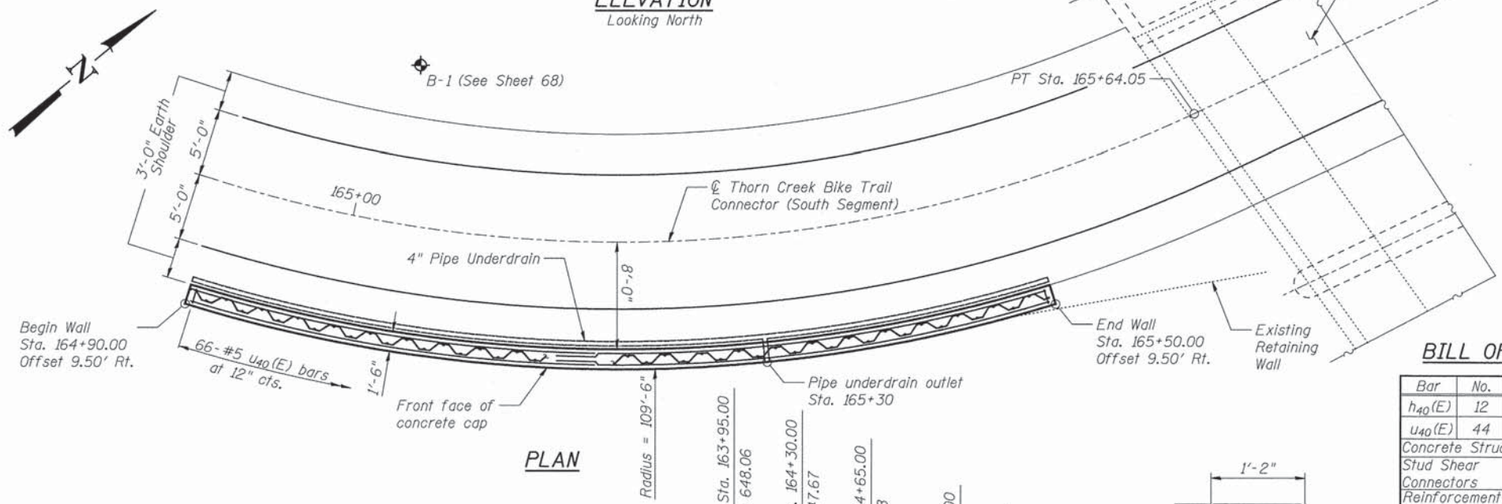
ELEVATION
Looking North



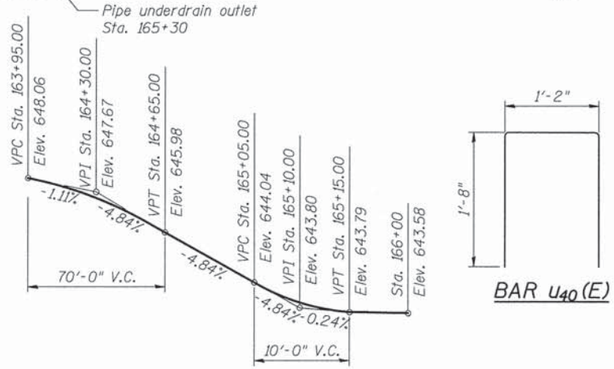
PIPE UNDERDRAIN DETAIL
* Included in the cost of "Pipe Underdrains for Structures 4"."



SECTION THRU WALL



PLAN



PROFILE GRADE
Along ℄ Bike Trail

BAR $u_{40}(E)$

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
Fy = 60,000 psi (Reinforcement)
Fy = 50,000 psi (Sheet Piling)

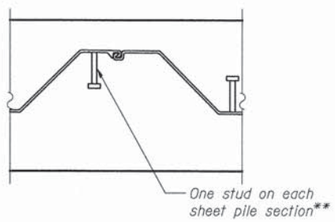
CURVE DATA
PI STA. = 165+16.09
Δ = 61° 42' 13" (LT)
D = 57° 17' 45"
R = 100.00'
T = 59.73'
L = 107.69'
E = 16.48'
P.C. STA. = 164+56.37
P.T. STA. = 165+64.05

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_{40}(E)$	12	#5	36'-4"	——
$u_{40}(E)$	44	#5	4'-6"	⊓
Concrete Structures			Cu. Yd.	7.3
Stud Shear Connectors			Each	66
Reinforcement Bars, Epoxy Coated			Pound	670
Bicycle Railing			Foot	64
Geocomposite Wall Drain			Sq. Yd.	6
Permanent Steel Sheet Piling			Sq. Ft.	969
Granular Backfill for Structures			Cu. Yd.	4
Pipe Underdrains for Structures 4"			Foot	68

NOTES
1. All reinforcement bars shall be epoxy coated.
2. Bars indicated thus 3 x 2 - #4 etc. indicates 3 line of bars with 2 lengths per line.
3. For bicycle railing details see sheet 65.

MINIMUM BAR LAP
#5 Bar = 3'-8"



STUD DETAIL
**Shear studs shall be 3/4"ϕ x 6" long granular or solid flux filled headed studs automatically end welded in field to sheet piling.

WALL 1-GENERAL PLAN AND ELEVATION
THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 164+90.00 TO 165+50.00

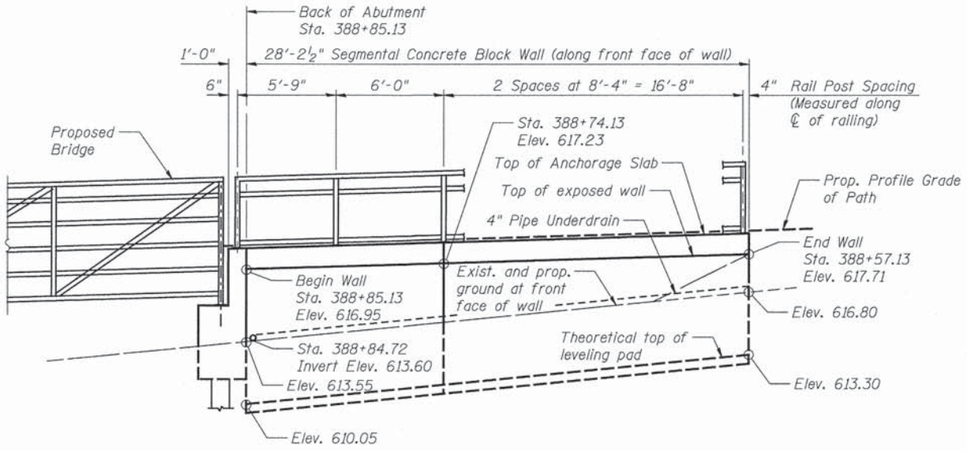
URS

USER NAME =	DESIGNED - BAR	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - BAR	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

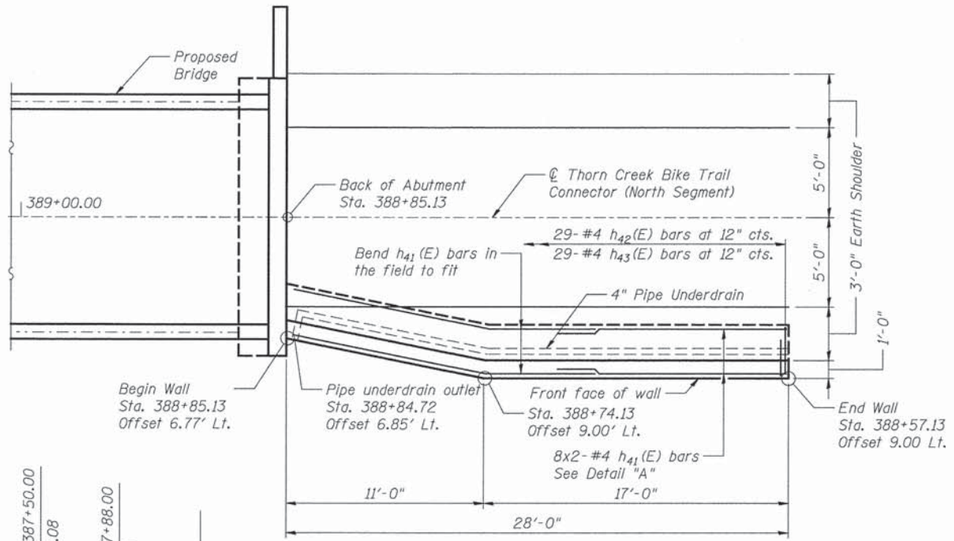
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 58 OF 130 SHEETS

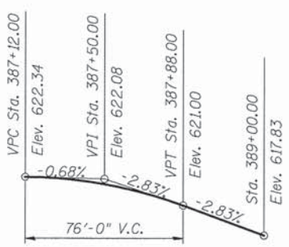
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	58
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			



ELEVATION
Looking South



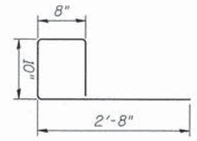
PLAN



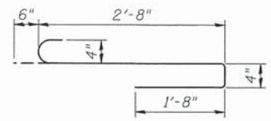
PROFILE GRADE
Along ℄Thorn Creek Bike Trail Connector
(North Segment)

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications,
6th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
Fy = 60,000 psi



BAR h_{42}(E)



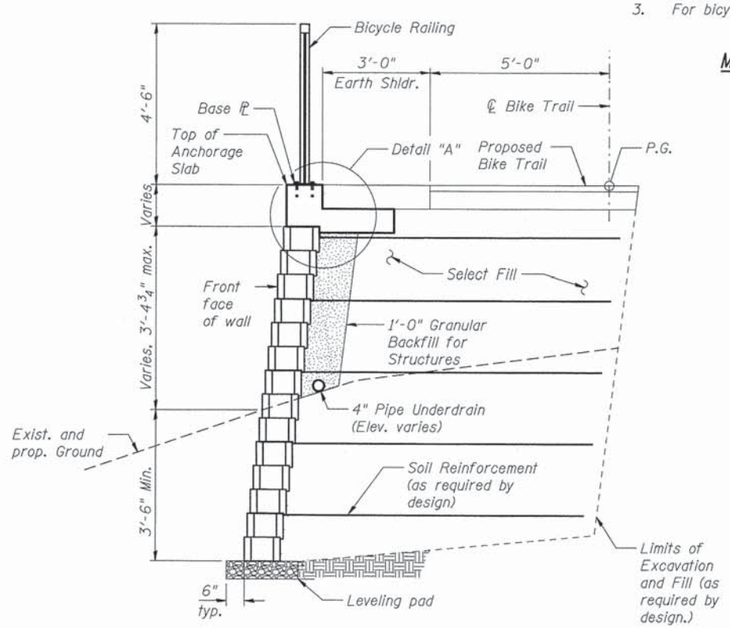
BAR h_{43}(E)

BILL OF MATERIAL

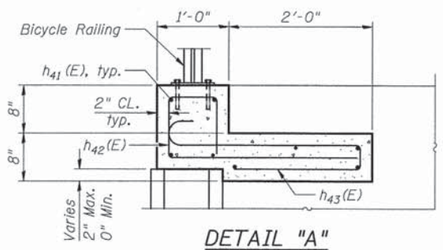
Bar	No.	Size	Length	Shape
h_{41}(E)	16	#4	15'-0"	
h_{42}(E)	29	#4	5'-0"	
h_{43}(E)	29	#4	5'-2"	
Struture Excavation			Cu. Yd.	29
Concrete Structures			Cu. Yd.	2.8
Reinforcement Bars, Epoxy Coated			Pound	360
Bicycle Railing			Foot	28
Granular Backfill for Structures			Cu. Yd.	3
Segmental Concrete Block Wall			Sq. Ft.	160
Pipe Underdrains for Structures 4"			Foot	32

NOTES
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Bars indicated thus 8 x 2 - #4 etc. indicates 8 line of bars with 2 lengths per line.
3. For bicycle railing details see sheet 65.

MINIMUM BAR LAP
#4 Bar = 2'-4"



SECTION THRU WALL



DETAIL "A"

WALL 2-GENERAL PLAN AND DETAILS
THORN CREEK BIKE TRAIL CONNECTOR
(NORTH SEGMENT)
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 388+57.13 TO 388+85.13

USER NAME =	DESIGNED - KMP	REVISED	
	CHECKED - AMK	REVISED	
PLOT SCALE =	DRAWN - KMP	REVISED	
PLOT DATE =	CHECKED - AMK	REVISED	

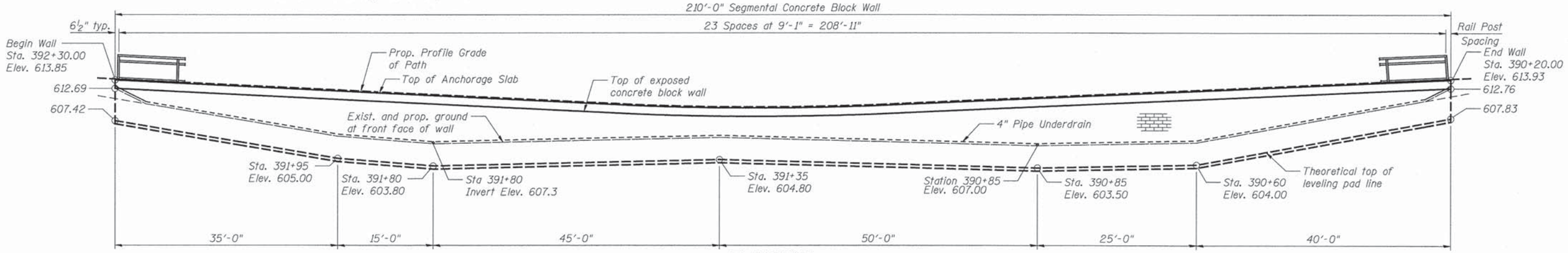
URS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

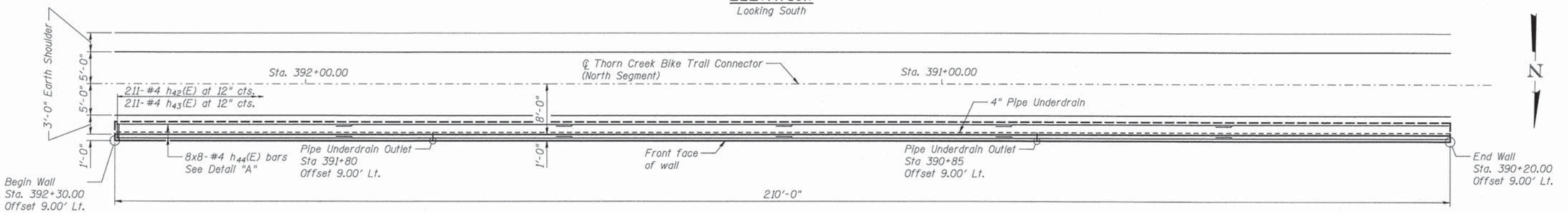
SHEET NO. 59 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	59
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

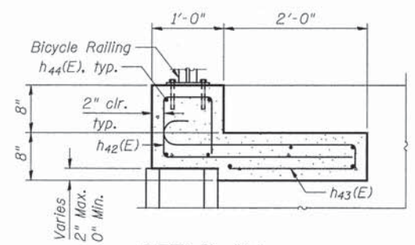
Site Bench Mark: Chicago Heights/Glenwood RD. & The existing north end of the North-South Thorn Creek Bike Trail to Sweet Woods (183RD St. & Cottage Grove RD.)



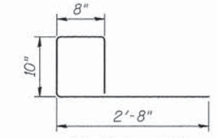
ELEVATION
Looking South



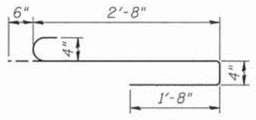
PLAN



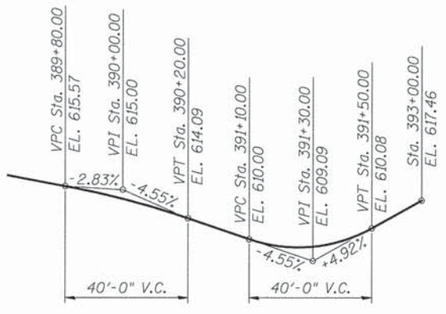
DETAIL "A"



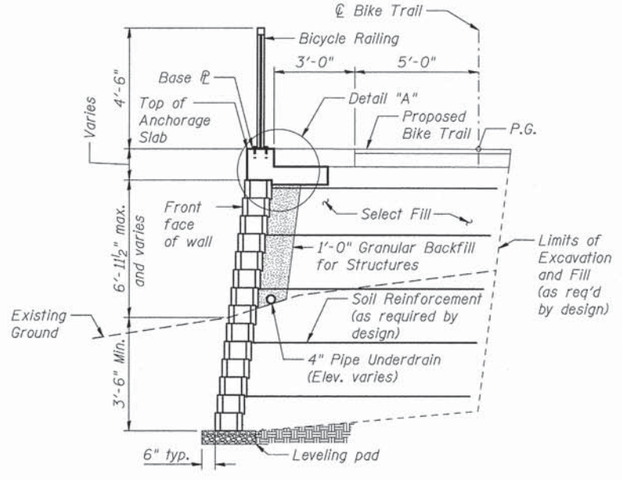
BAR h_{42}(E)



BAR h_{43}(E)



PROFILE GRADE-BIKE TRAIL
Along ℄ Thorn Creek Bike Trail Connector (North Segment)



SECTION THRU WALL

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 P.S.I.
Fy = 60,000 P.S.I. (Reinf.)

NOTES
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Bars indicated thus 8 x 8 -#4 etc. indicates 8 line of bars with 8 lengths per line.
3. For bicycle railing details see sheet 65.

MINIMUM BAR LAP
#4 Bar = 2'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{42}(E)	211	#4	5'-0"	
h_{43}(E)	211	#4	5'-2"	
h_{44}(E)	64	#4	28'-3"	
Structure Excavation		Cu. Yd.	215	
Concrete Structures		Cu. Yd.	20.8	
Reinforcement Bars, Epoxy Coated		Pound	2,650	
Bicycle Railing		Foot	210	
Granular Backfill for Structures		Cu. Yd.	27	
Segmental Concrete Block Wall		Sq. Ft.	1,170	
Pipe Underdrains for Structures 4"		Foot	212	

WALL 3-GENERAL PLAN AND DETAILS
THORN CREEK BIKE TRAIL CONNECTOR
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 390+20.00 TO 392+30.00

URS	USER NAME =	DESIGNED - KMP	REVISED
		CHECKED - AMK	REVISED
	PLOT SCALE =	DRAWN - KMP	REVISED
	PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 60 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	60
		CONTRACT NO. 63769		
	ILLINOIS	FED. AID PROJECT		

Benchmark: C.P. 10 - Iron rod in ground near intersection of Campbell St. and Merrill St., Sta. 4+54, 56' Rt., Elev. 620.53

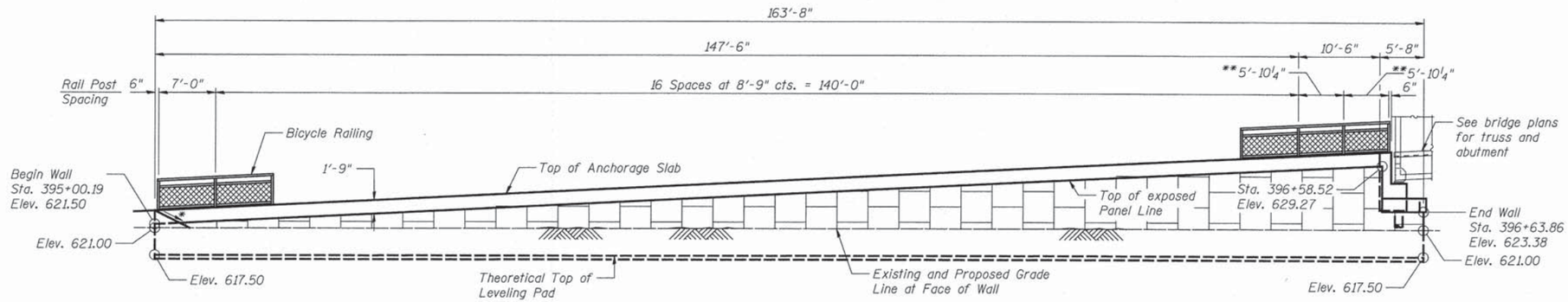
Existing Structure: None.

INDEX OF SHEETS

63 General Plan - Wall 4
64 General Plan - Wall 5
65 MSE Wall Details
66 Anchorage Slab Details
67 Bicycle Railing

BILL OF MATERIAL

Item	Unit	Wall 4	Wall 5	Total
Structure Excavation	Cu. Yd.	446	248	694
Concrete Structures	Cu. Yd.	30.8	19.0	49.8
Reinforcement Bars, Epoxy Coated	Pound	4,630	2,540	7,170
Bicycle Railing	Foot	318	172	490
Mechanically Stabalized Earth Retaining Wall	Sq. Ft.	2,660	2,112	4,772

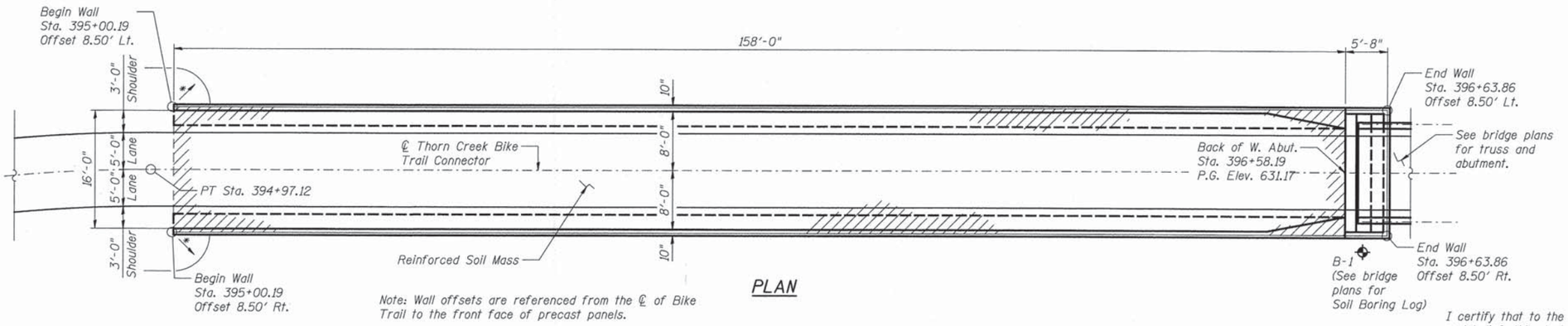


* 1:2 (V:H)

**Measured along ℄ of Bicycle Railing

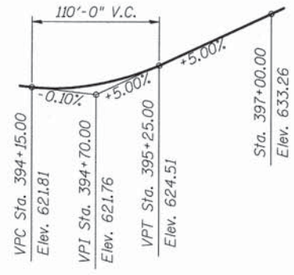
ELEVATION

South Elevation shown. North Elevation similar, opposite hand.



PLAN

Note: Wall offsets are referenced from the ℄ of Bike Trail to the front face of precast panels.



PROFILE GRADE

Along ℄ Thorn Creek Bike Trail Connector

GENERAL NOTES

1. All reinforcement bars shall be epoxy coated.
2. For bicycle railing details see sheet 67.

DESIGN STRESSES

FIELD UNITS

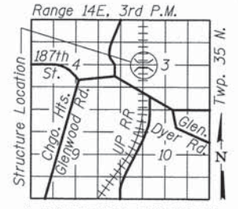
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

PRECAST UNITS

f'c = 4,500 psi (Precast Panels)

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition



LOCATION SKETCH

N

STATE OF ILLINOIS
ARSALAN KHAN
081-006258
CHICAGO
LICENSED STRUCTURAL ENGINEER

I certify that to the best of knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

4-5-2013
ARSALAN KHAN DATE
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS 081-6258
EXPIRES 11/30/2014

GENERAL PLAN AND ELEVATION - WALL 4
THORN CREEK BIKE TRAIL CONNECTOR
SECTION 07-F3000-00-BT
COOK COUNTY
STATION 395+00.19 TO 396+63.86

URS

USER NAME =	DESIGNED - KMP	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - KMP	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

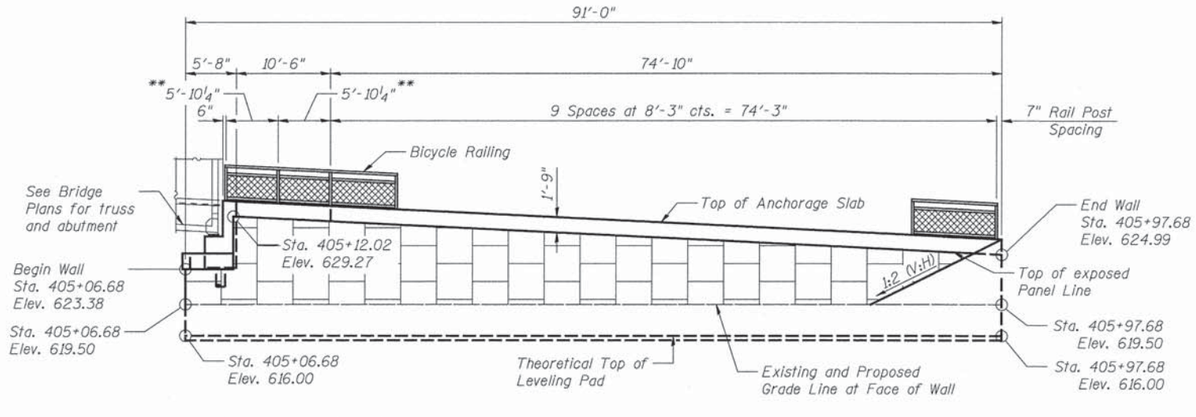
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 61 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	61
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

Benchmark: C.P. 10 - Iron rod in ground near intersection of Campbell St. and Merrill St. Sta. 4+54, 56' Rt., Elev. 620.53

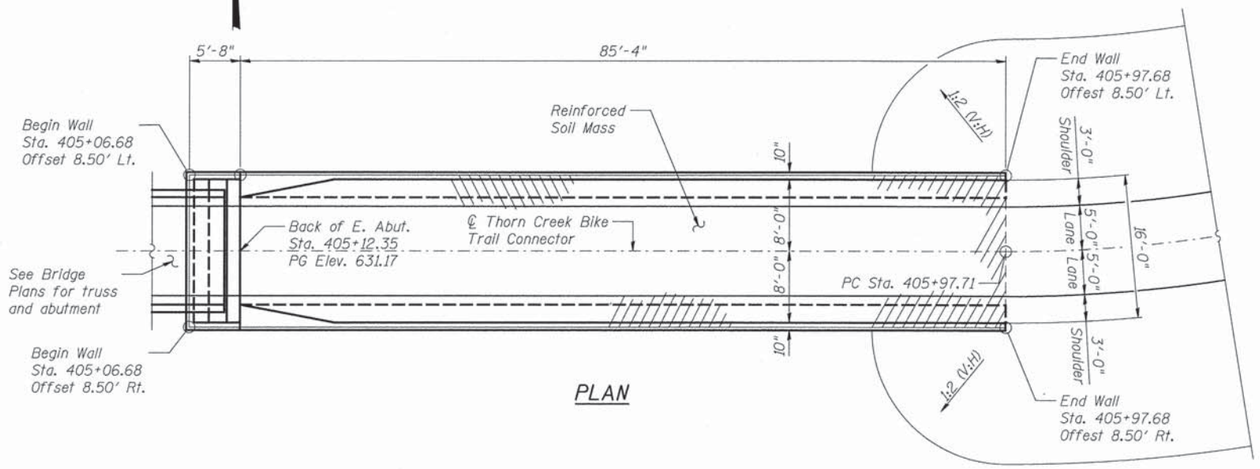
Existing Structure: None.



**Measured aong ℄ of Bicycle Railing

ELEVATION

South Elevation shown. North Elevation similar, opposite hand.



PLAN

PROFILE GRADE

Along ℄ Thorn Creek Bike Trail Connector

Note: Wall offsets are referenced from the ℄ of Bike Trail to front face of precast panels.

GENERAL NOTES

1. All reinforcement bars shall be epoxy coated.
2. For bicycle railing details see sheet 65.

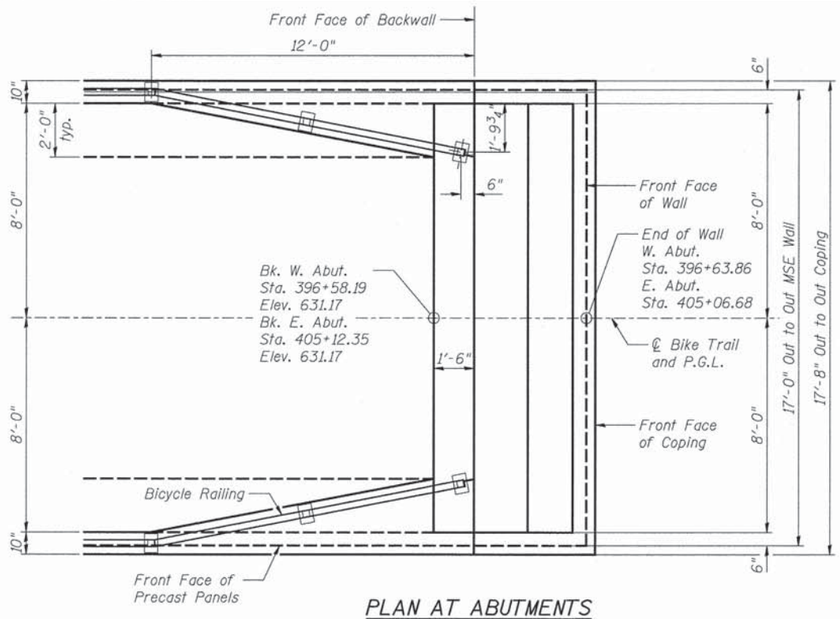
URS	USER NAME =	DESIGNED - KMP	REVISED
		CHECKED - AMK	REVISED
	PLOT SCALE =	DRAWN - KMP	REVISED
	PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

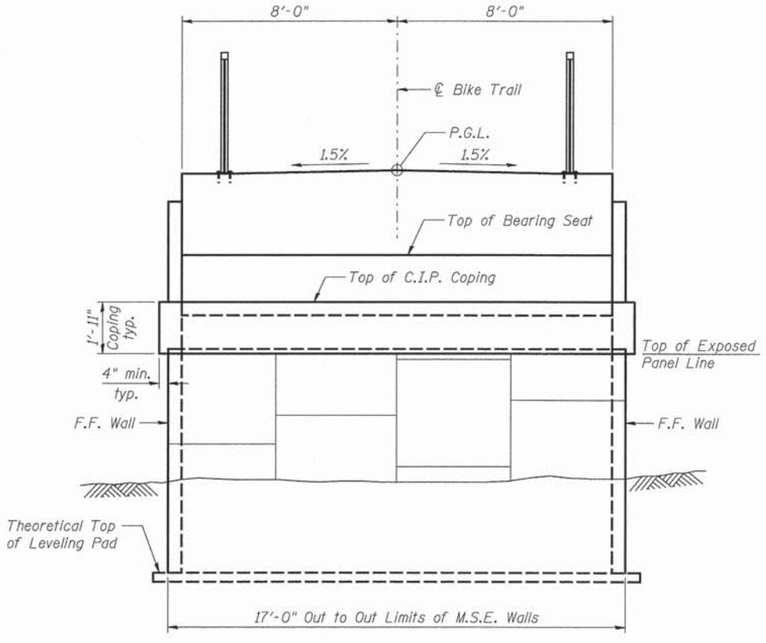
GENERAL PLAN AND ELEVATION – WALL 5

SHEET NO. 62 OF 130 SHEETS

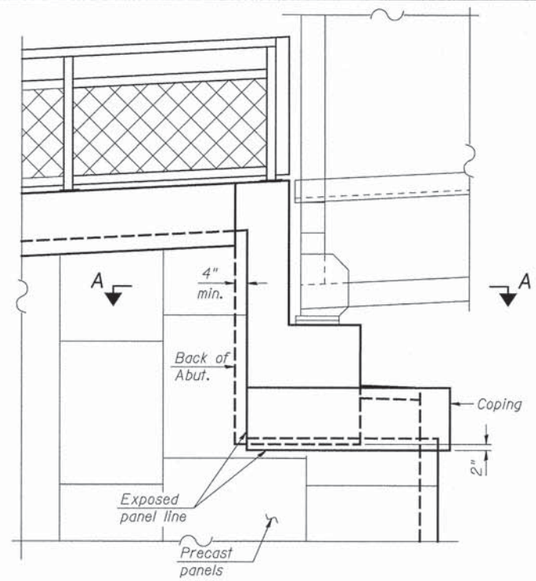
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	62
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			



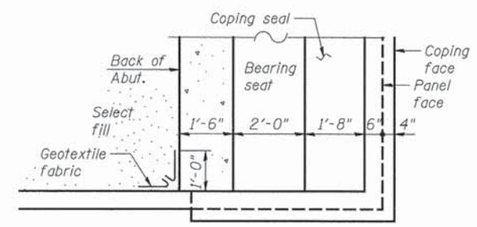
PLAN AT ABUTMENTS



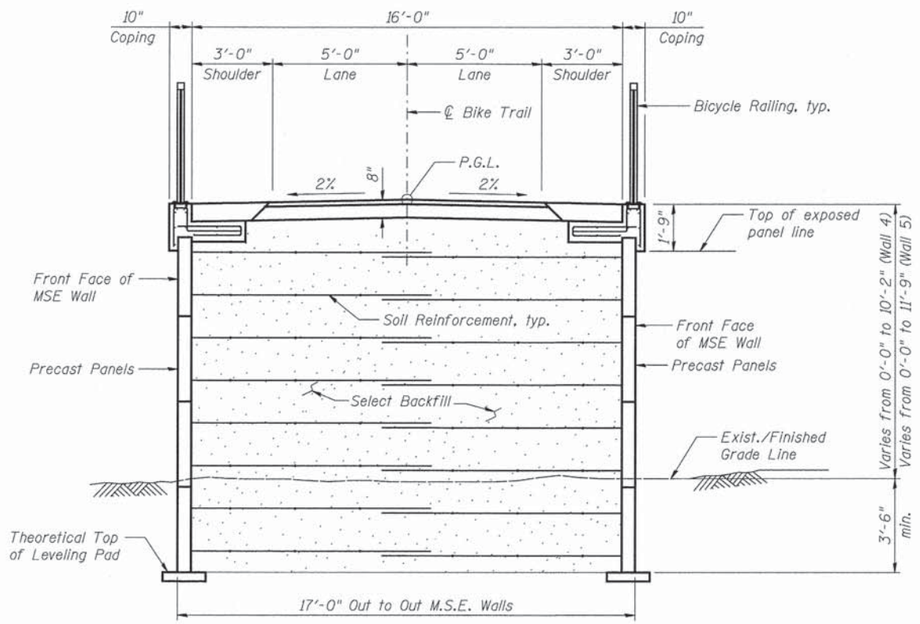
ABUTMENT ELEVATION
(Showing M.S.E. Wall Details)



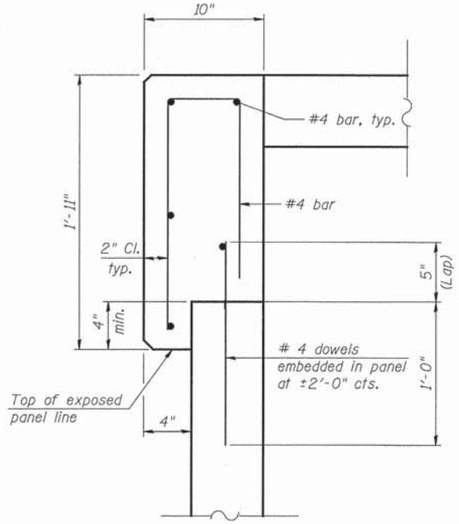
ABUTMENT END VIEW
Pile not shown for clarity



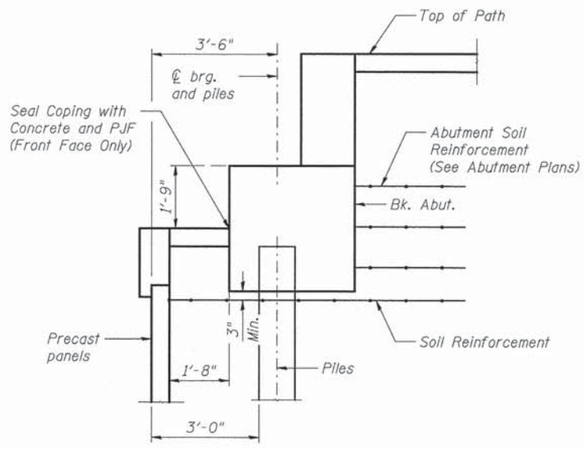
SECTION A-A



SECTION THRU M.S.E. WALL



COPING DETAIL AT ABUTMENTS



SECTION THRU ABUTMENT

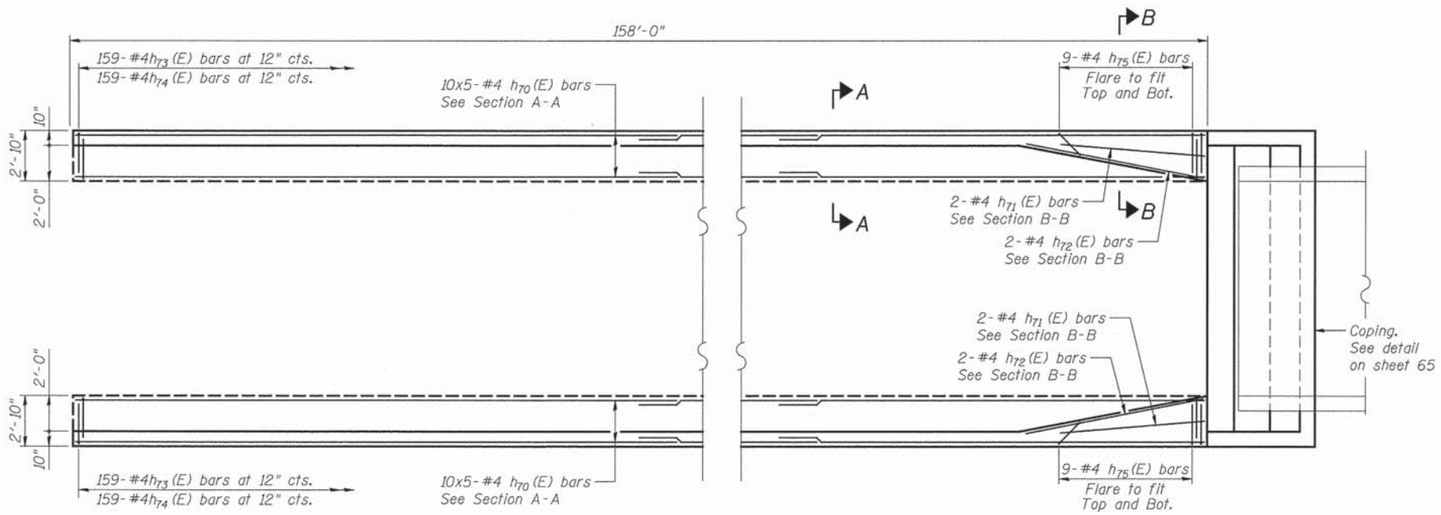
URS	USER NAME =	DESIGNED - MA	REVISED
		CHECKED - AMK	REVISED
	PLOT SCALE =	DRAWN - KMP	REVISED
	PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MSE WALL DETAILS

SHEET NO. 63 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	63
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			



ANCHORAGE SLAB PLAN - WALL 4

BILL OF MATERIAL - WALL 4

Bar	No.	Size	Length	Shape
h_{70}(E)	100	#4	33'-11"	
h_{71}(E)	4	#4	8'-0"	
h_{72}(E)	4	#4	10'-0"	
h_{73}(E)	318	#4	5'-0"	
h_{74}(E)	318	#4	5'-7"	
h_{75}(E)	36	#4	2'-6"	
Structure Excavation			Cu. Yd.	446
Concrete Structures			Cu. Yd.	30.8
Reinforcement Bars, Epoxy Coated			Pound	4,630
Bicycle Railing			Foot	318

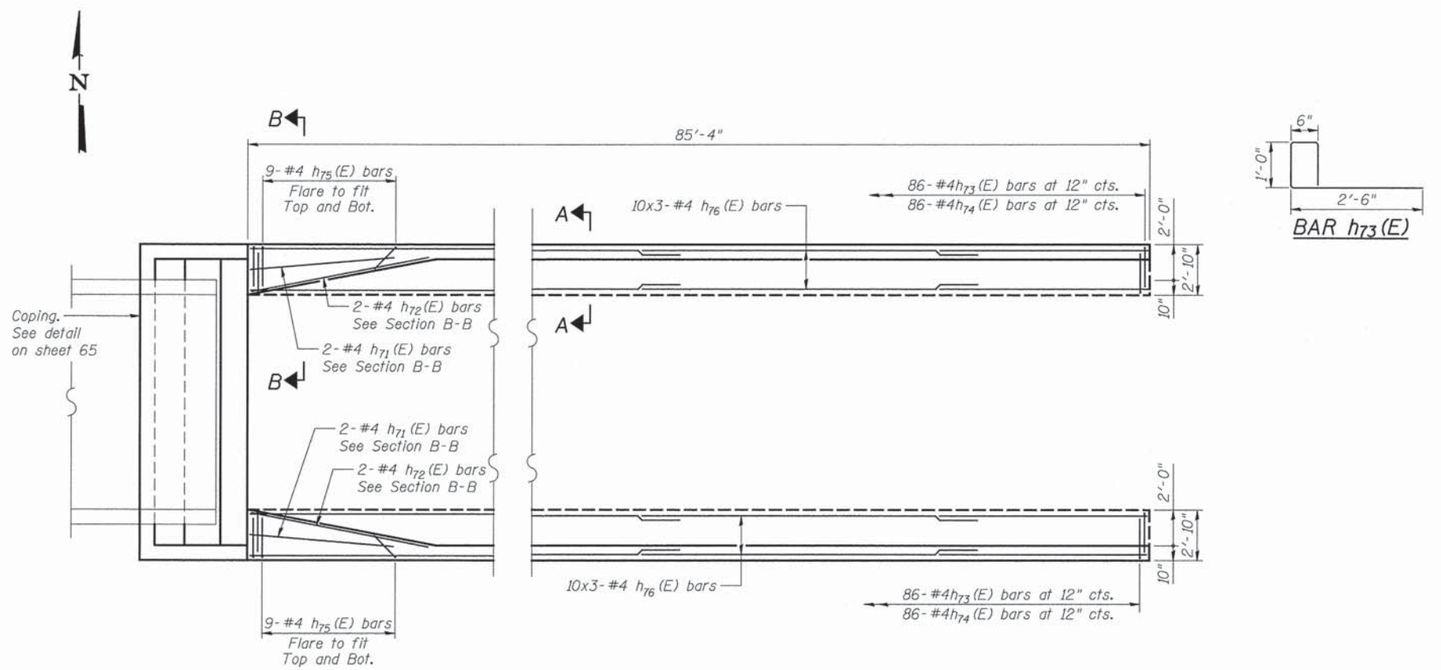
BILL OF MATERIAL - WALL 5

Bar	No.	Size	Length	Shape
h_{71}(E)	4	#4	8'-0"	
h_{72}(E)	4	#4	10'-0"	
h_{73}(E)	172	#4	5'-0"	
h_{74}(E)	172	#4	5'-7"	
h_{75}(E)	36	#4	2'-6"	
h_{76}(E)	60	#4	30'-4"	
Structure Excavation			Cu. Yd.	248
Concrete Structures			Cu. Yd.	19.0
Reinforcement Bars, Epoxy Coated			Pound	2,540
Bicycle Railing			Foot	172

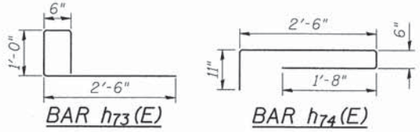
Note: Bars indicated thus 10 x 5 -#4 etc. indicates 10 lines of bars with 5 lengths per line.

MINIMUM BAR LAP

#4 Bar = 2'-11"

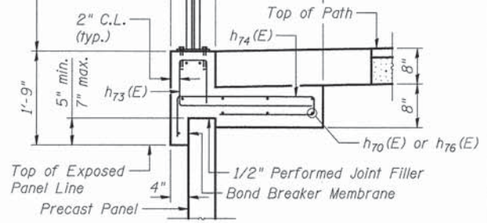


ANCHORAGE SLAB PLAN - WALL 5 PLAN

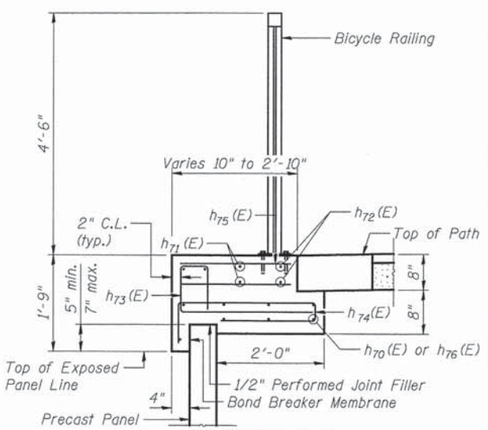


BAR h_{73}(E)

BAR h_{74}(E)



SECTION A-A



SECTION B-B

URS

USER NAME =	DESIGNED - KMP	REVISED
	CHECKED - AMK	REVISED
PLOT SCALE =	DRAWN - KMP	REVISED
PLOT DATE =	CHECKED - AMK	REVISED

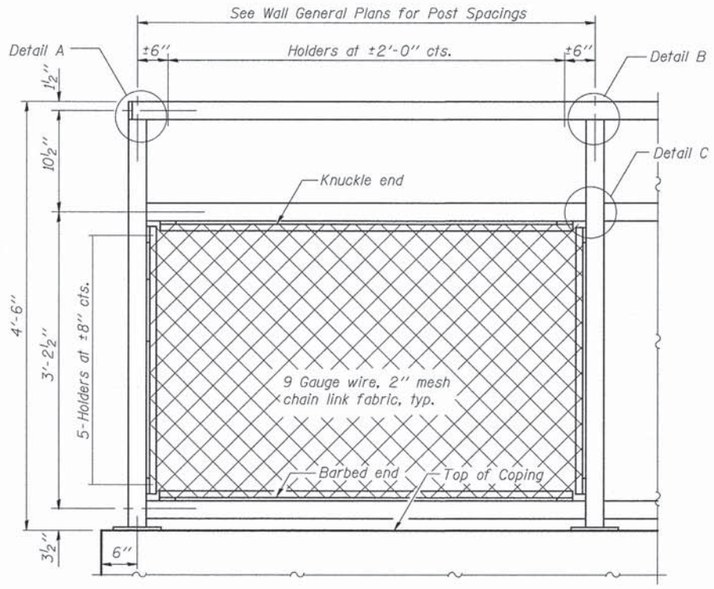
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANCHORAGE SLAB DETAILS

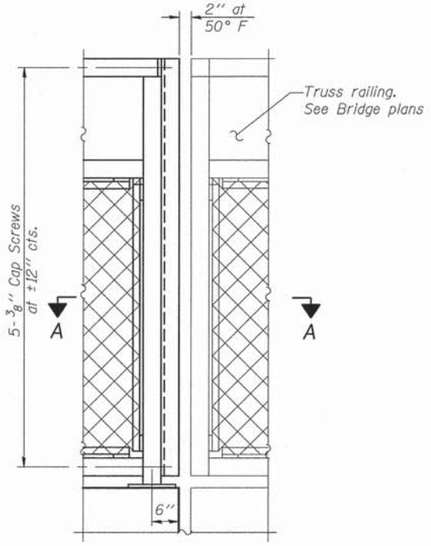
SHEET NO. 64 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	64
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

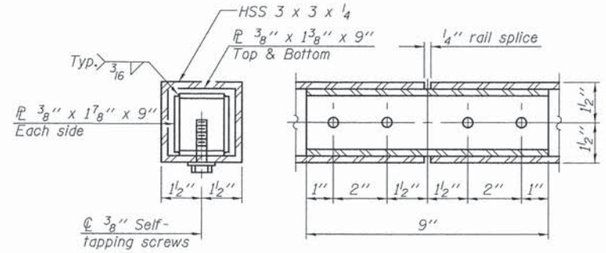
Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



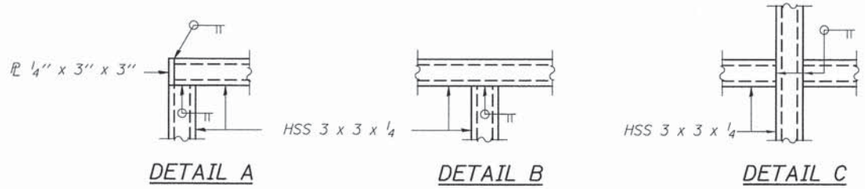
BICYCLE RAILING



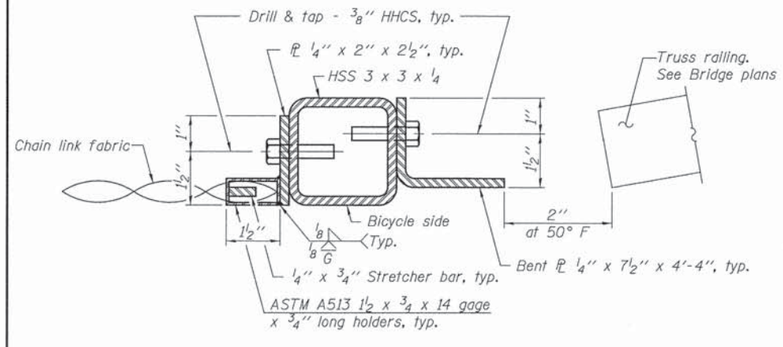
BICYCLE RAILING



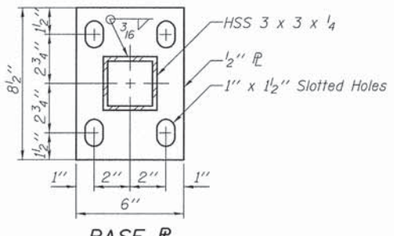
RAIL SPLICE



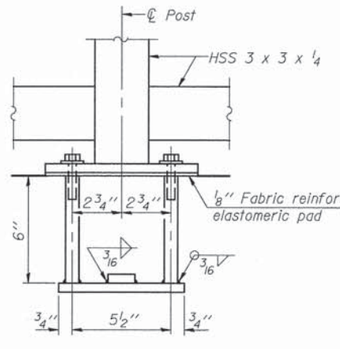
DETAIL A DETAIL B DETAIL C

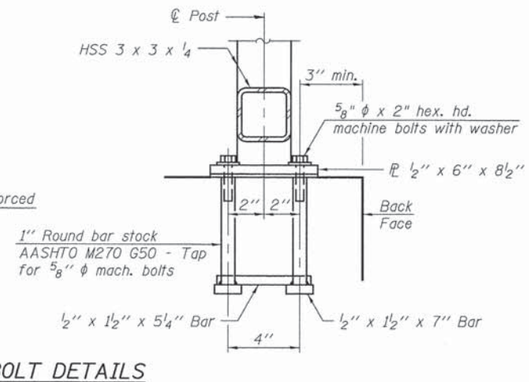


SECTION A-A



BASE PL





ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

URS	USER NAME =	DESIGNED - KMP	REVISED
		CHECKED - AMK	REVISED
	PLOT SCALE =	DRAWN - KMP	REVISED
	PLOT DATE =	CHECKED - AMK	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING

SHEET NO. 65 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	65
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

AGI Job No. 12-224	BORING LOG NO. B-1	Sheet 1 of 2
CLIENT URS	PROJECT Proposed Thorn Creek Bike Trail	
STATION AND OFFSET(ft):	LOCATION SEC of Lincoln Hwy & Edgewood Ave	
COUNTY: Cook CITY & STATE: Chicago Heights, Illinois		

SURFACE ELEVATION Datum: CCD 650.0	GRAPHIC LOG	DEPTH (FT.)	SAMPLES SPT-N BLOWS / FT.	SAMPLES NUMBER	SAMPLES TYPE	SAMPLES % RECOVERY	TESTS MOISTURE, %	TESTS HNu Units ppm	TESTS Qu tsf Failure Type	TESTS DRY DENSITY PCF	TESTS Est. Coefficient of Permeability k, (cm/sec)
CLAY LOAM, trace sand, gravel & topsoil, brown			11	1	SS		13		4.1		
		5	18	2	SS		10		4.7		
6.0 644.0											
FINE SILTY SAND, trace sitly clay, brown, medium dense			19	3	SS						
7.5 642.5											
SAND & GRAVEL, brown, moist to wet, dense to medium dense		10	33	4	SS						
▽			18	5	SS						
12.5 637.5											
MEDIUM SAND, trace gravel, brown, medium dense to very dense, wet		15	13	6	SS						
			18	7	SS						
		20	17	8	SS						
		25	28	9	SS						

Continued on Next Page

WATER LEVEL OBSERVATIONS			
WL	▽ 11	WS	
WL	▼		
WL	⧩		

Applied GeoScience, Inc.
2385 Hammond Drive, Suite 6
Schaumburg, Illinois 60173
Tel: (847) 303-0300
Fax: (847) 303-0900

STARTED	11-2-12	FINISHED	11-2-12
DRILL CO.	GBE	DRILL RIG	
DRILLER	Gabe	ASS'T DRILLER	Hector
ENG/GEOL.	Tim	APPROVED	AM

AGI 12-224 URS THORN CREEK BIKE TRAIL EXTRA BORING.GPJ 11/15/12

AGI Job No. 12-224	BORING LOG NO. B-1	Sheet 2 of 2
CLIENT URS	PROJECT Proposed Thorn Creek Bike Trail	
STATION AND OFFSET(ft):	LOCATION SEC of Lincoln Hwy & Edgewood Ave	
COUNTY: Cook CITY & STATE: Chicago Heights, Illinois **(continued)**		

GRAPHIC LOG	DEPTH (FT.)	SAMPLES SPT-N BLOWS / FT.	SAMPLES NUMBER	SAMPLES TYPE	SAMPLES % RECOVERY	TESTS MOISTURE, %	TESTS HNu Units ppm	TESTS Qu tsf Failure Type	TESTS DRY DENSITY PCF	TESTS Est. Coefficient of Permeability k, (cm/sec)
	30	50	10	SS						
31.5 618.5										
SILT, gray, medium dense, wet	35	20	11	SS						
38.0 612.0										
SANDY SILT, with limestone fragments, dense	40	48	12	SS						
43.0 607.0										
43.5 LIMESTONE, weathered rock 606.5		100	13	SS						
Spoon refusal on apparent bedrock at 43.5 feet										
End Of Boring										

WATER LEVEL OBSERVATIONS			
WL	▽ 11	WS	
WL	▼		
WL	⧩		

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ENG/GEOL.	Tim	APPROVED	AM

AGI 12-224 URS THORN CREEK BIKE TRAIL EXTRA BORING.GPJ 11/15/12

URS				
	USER NAME =	DESIGNED - MA	REVISED	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		CHECKED - AMK	REVISED	
	PLOT SCALE =	DRAWN - KMP	REVISED	**SOIL BORINGS – WALL 1**
	PLOT DATE =	CHECKED - AMK	REVISED	SHEET NO. 66 OF 130 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	66
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

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

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

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

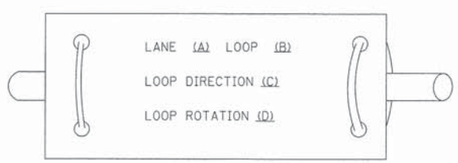
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

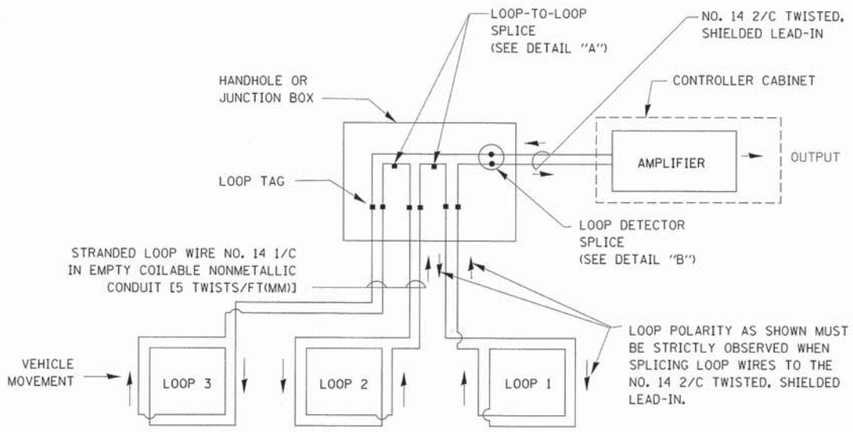


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

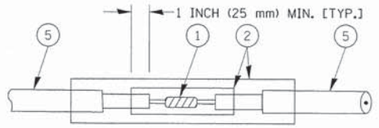
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

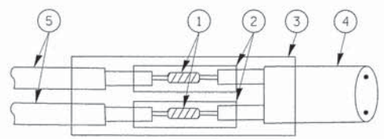


DETECTOR LOOP WIRING SCHEMATIC

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

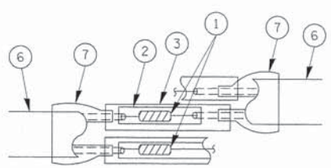


DETAIL "A"
LOOP-TO-LOOP SPLICE

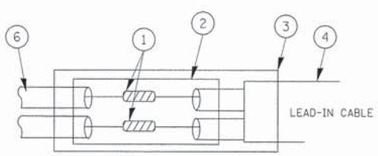


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME = c:\pw_work\PWIDOT\KANTHAPHIXAYBC\d0112644\traffic_legend_v7.dgn	USER NAME = kanthaphixaybc	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

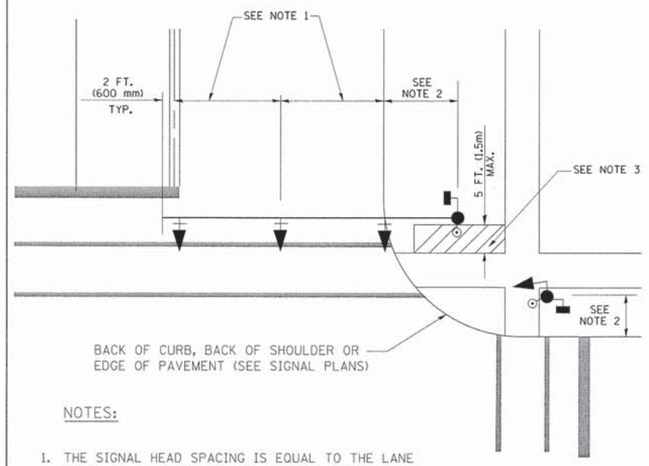
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	67
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

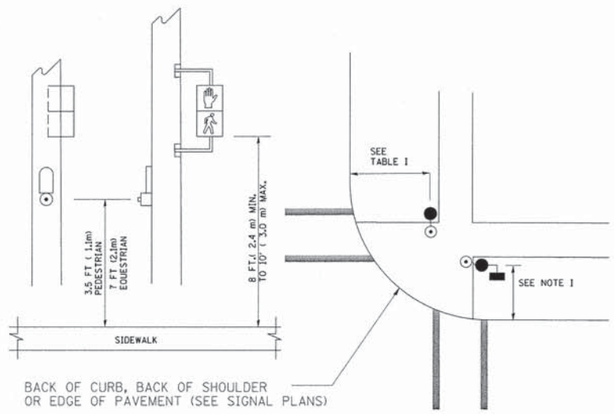
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

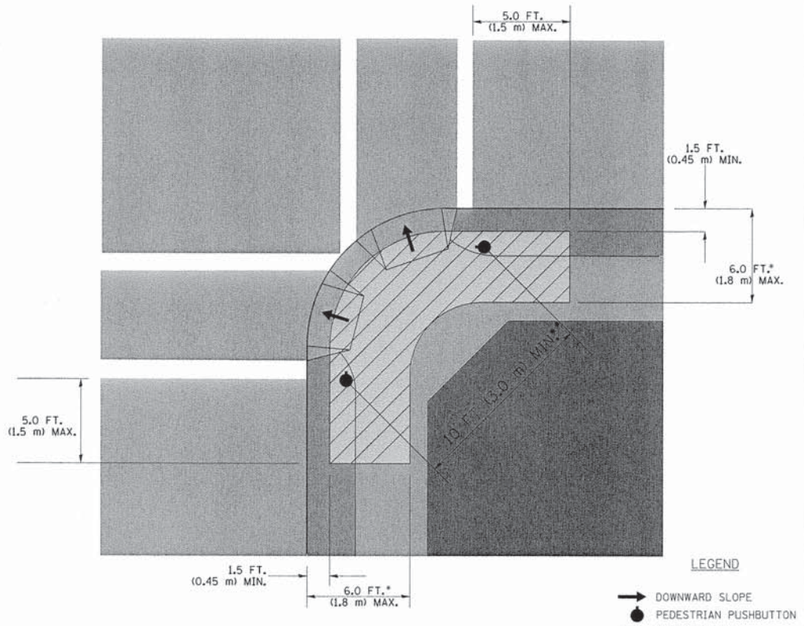
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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	PLOT DATE = 10/6/2009	CHECKED - DAD	REVISED -
		DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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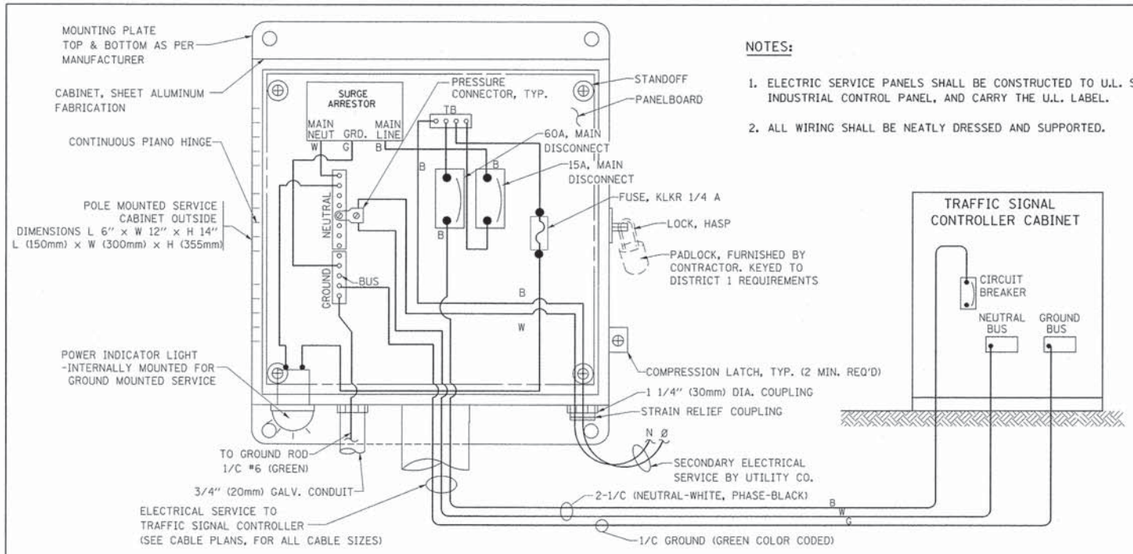
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



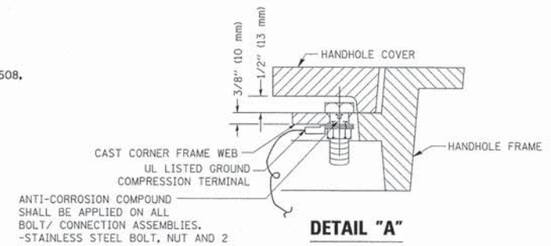
NOTES:

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

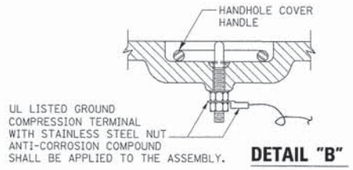
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

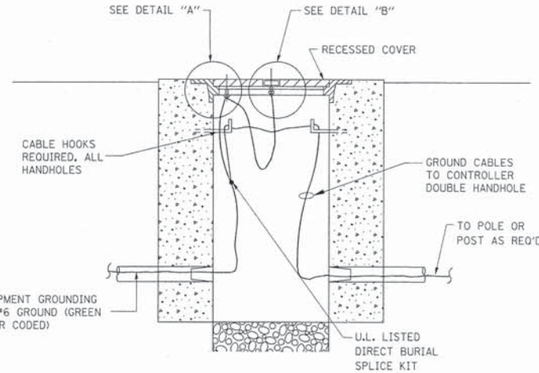


DETAIL "B"

NOTES:

GROUNDING SYSTEM

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



HANDHOLE COVER & FRAME – GROUNDING DETAIL

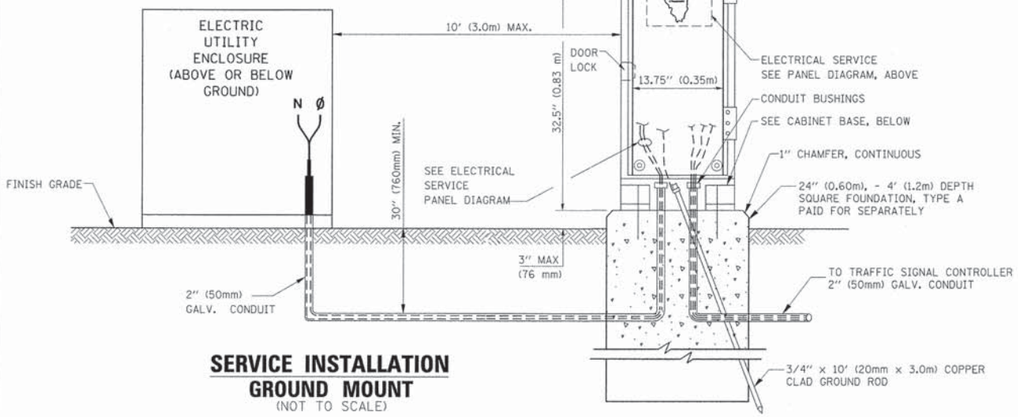
(NOT TO SCALE)

HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

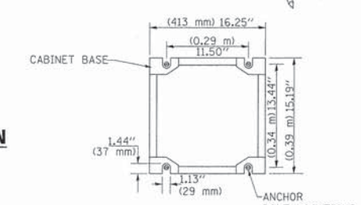
NOTES:

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



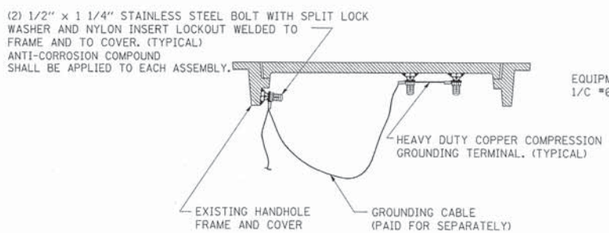
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



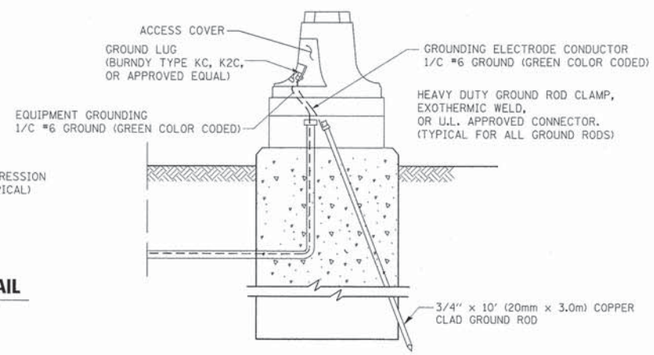
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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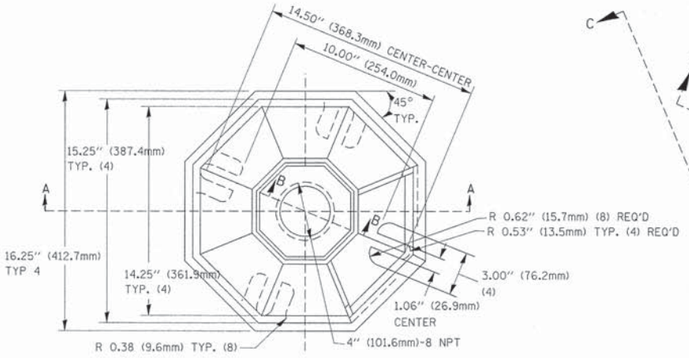
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

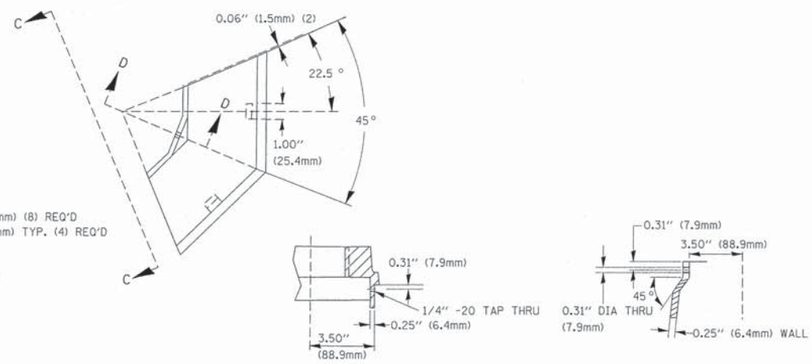
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	69
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

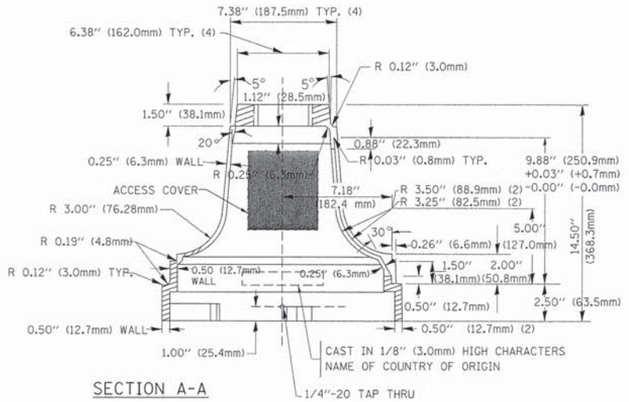


TOP VIEW

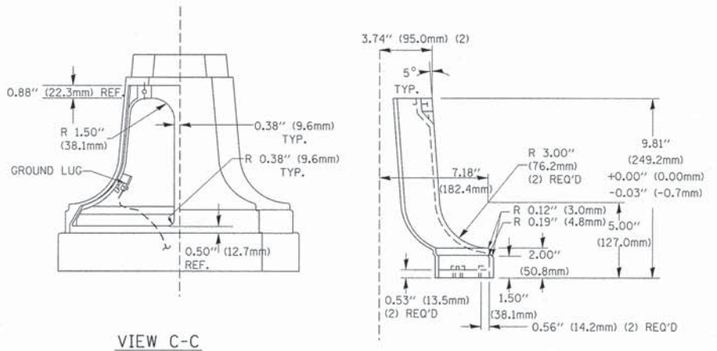


SECTION B-B

SECTION D-D

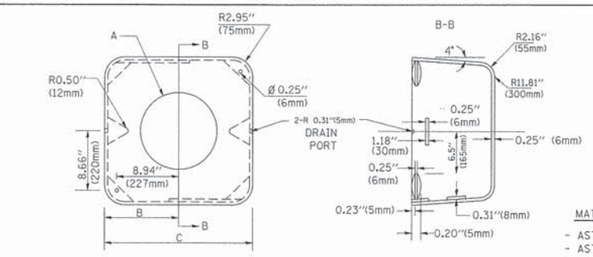


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

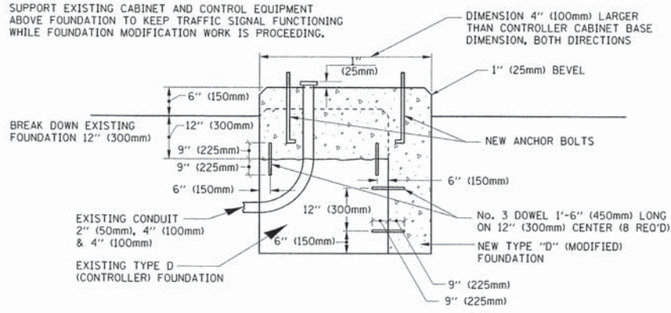
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

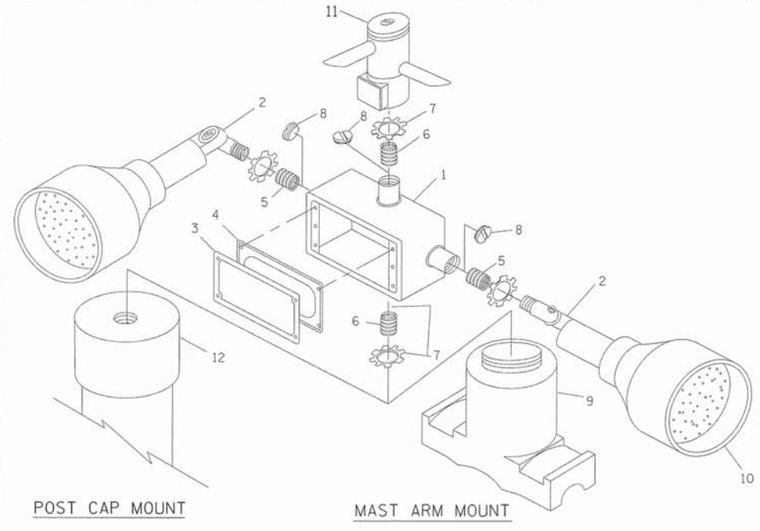
NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

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



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

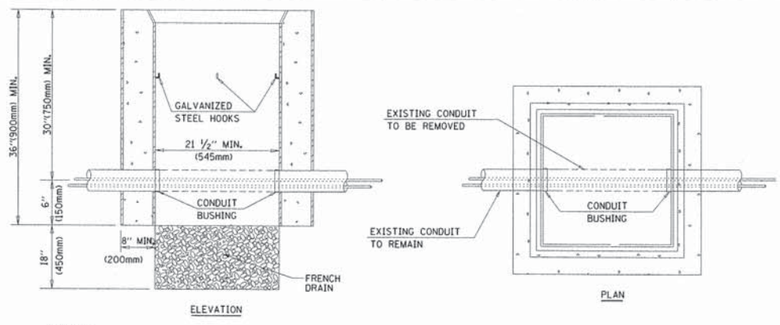
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP (18 FT. (5.4 m) POST MIN.)

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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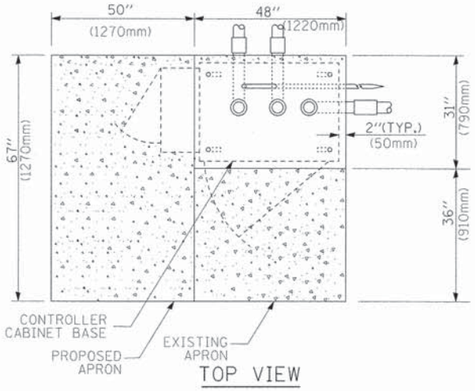
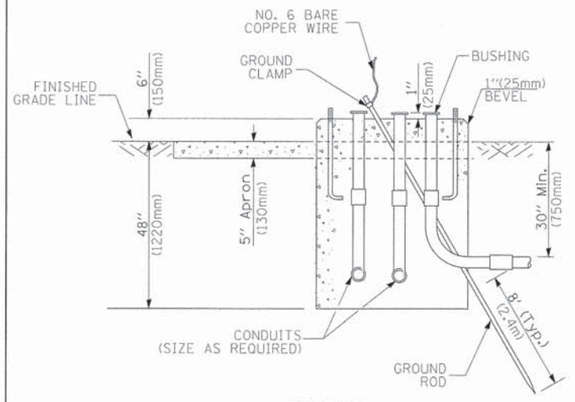
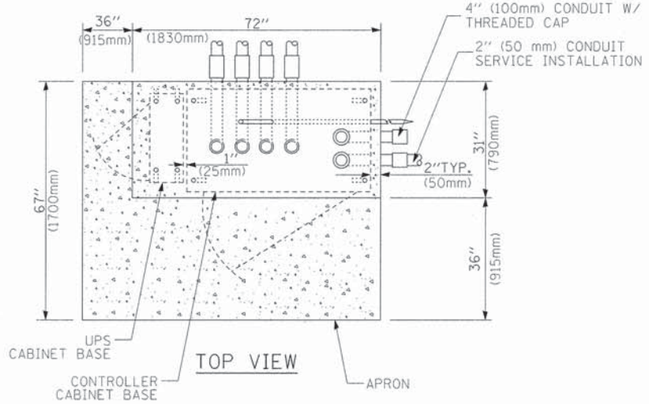
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TOP VIEW



TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



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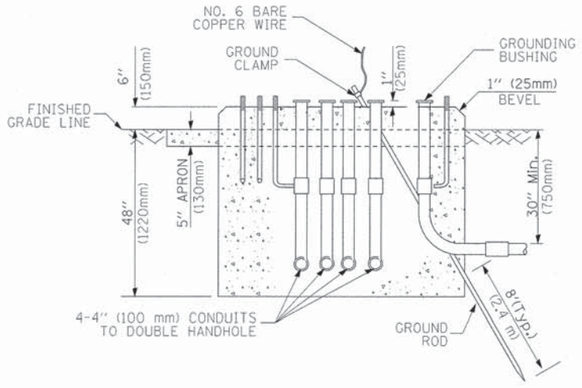
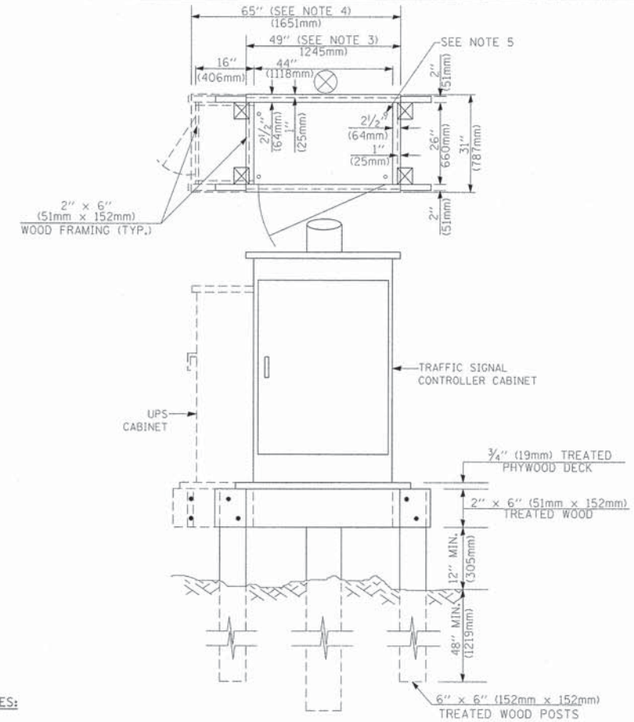


TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	71
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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

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

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

RAILROAD SYMBOLS

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

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	72
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION. THE CONTRACTOR SHALL CALL "J.U.L.I.E," AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (841) 705-4470 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.

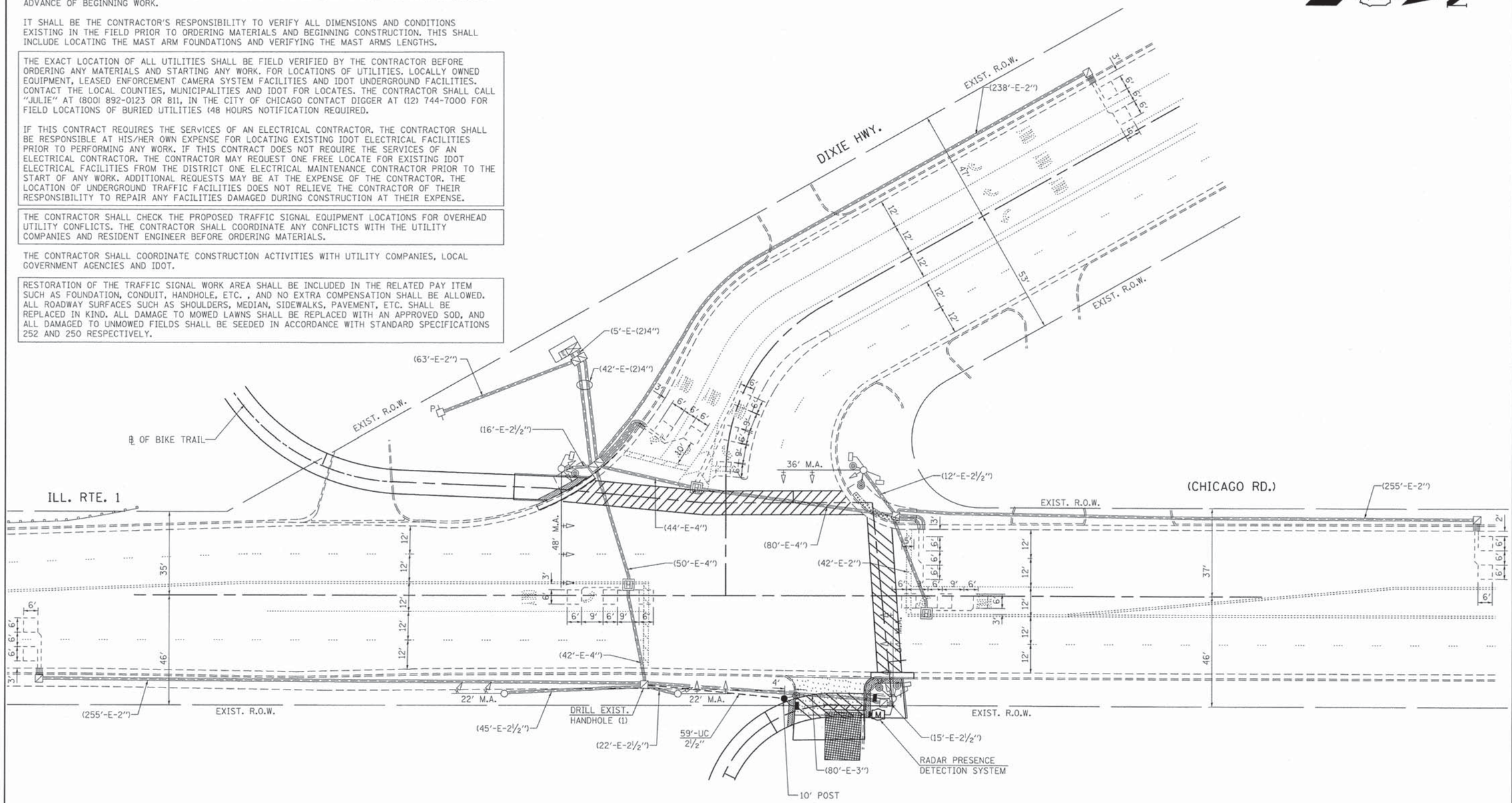
THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES. LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES. CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (8001 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (12) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED.

IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR. THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.

THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC. , AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGED TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - EA, MG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 3/22/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
ILL. RTE. 1 (CHICAGO RD.) AT DIXIE HWY.
(SHEET 1 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	73
		CONTRACT NO.		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

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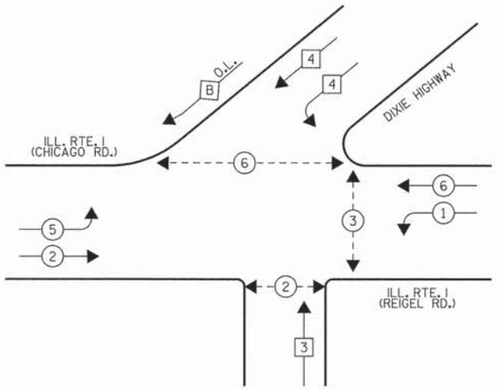
CONTROLLER SEQUENCE

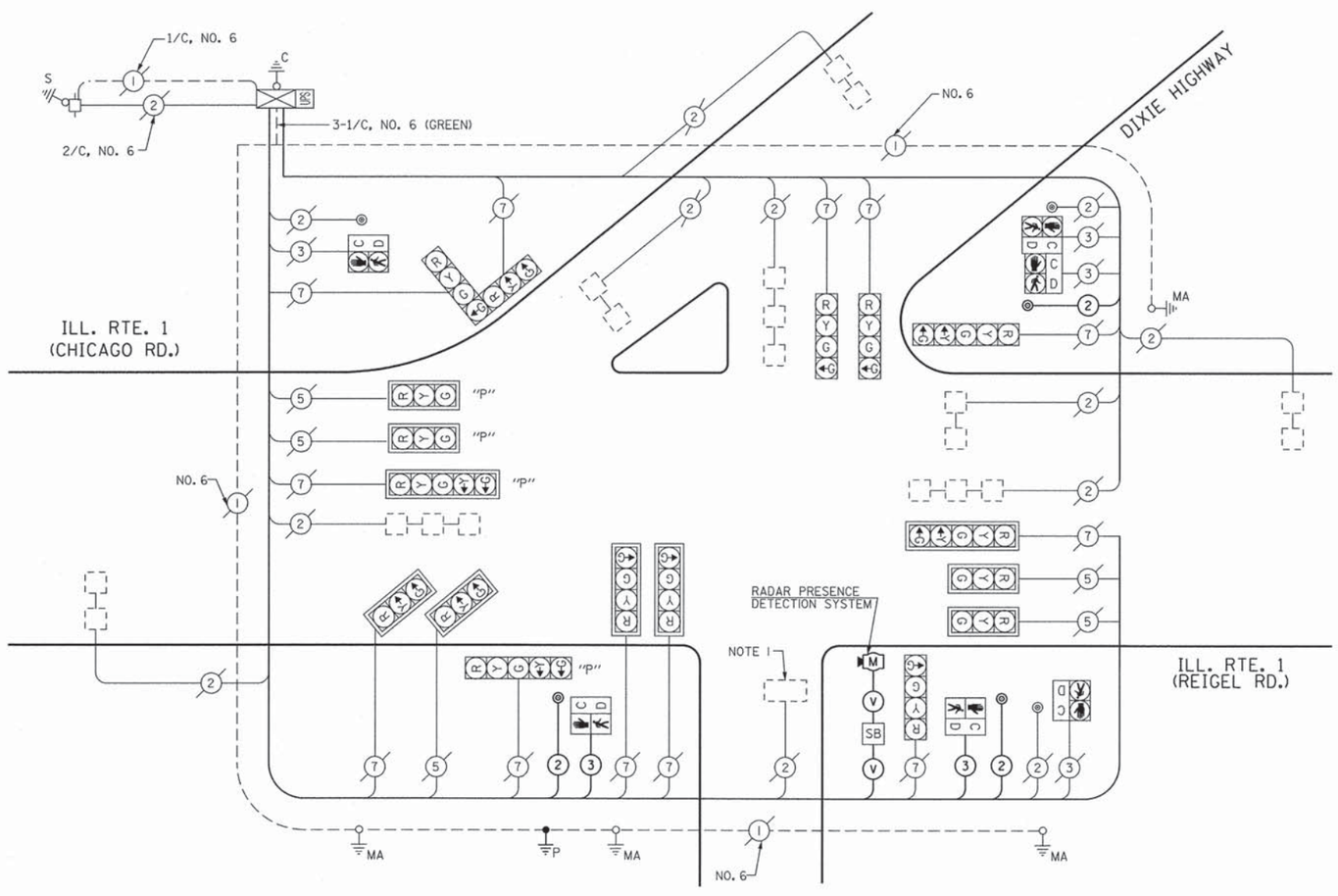


LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

MODIFIED PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5



MODIFIED CABLE PLAN

(NOT TO SCALE)

LEGEND

SB = SPLICE BOX

NOTE 1: THE EXISTING DETECTOR LOOP SHALL BE DISCONNECTED AT THE CONTROLLER CABINET AND THE EXISTING CABLE SHALL BE CAPPED.

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	17		17	0.50	144.5
(YELLOW)	17		25	0.25	106.25
(GREEN)	23		15	0.25	86.25
ARROW	8		12	0.10	9.6
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	596.6

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: _____
PHONE: _____
COMPANY: COMED

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
59	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
786	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
562	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
64	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
4	FOOT	CONCRETE FOUNDATION, TYPE A
1	EACH	DRILL EXISTING HANDHOLE
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
3	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	MODIFY EXISTING CONTROLLER
1	EACH	RADAR PRESENCE DETECTION SYSTEM

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773)774-5910

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - EA, MG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 3/22/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODIFIED CABLE PLAN, MODIFIED PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES ILL. RTE. 1 (CHICAGO RD.) AT DIXIE HWY. (SHEET 2 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F30000-00-BT	COOK	130	74
		CONTRACT NO.		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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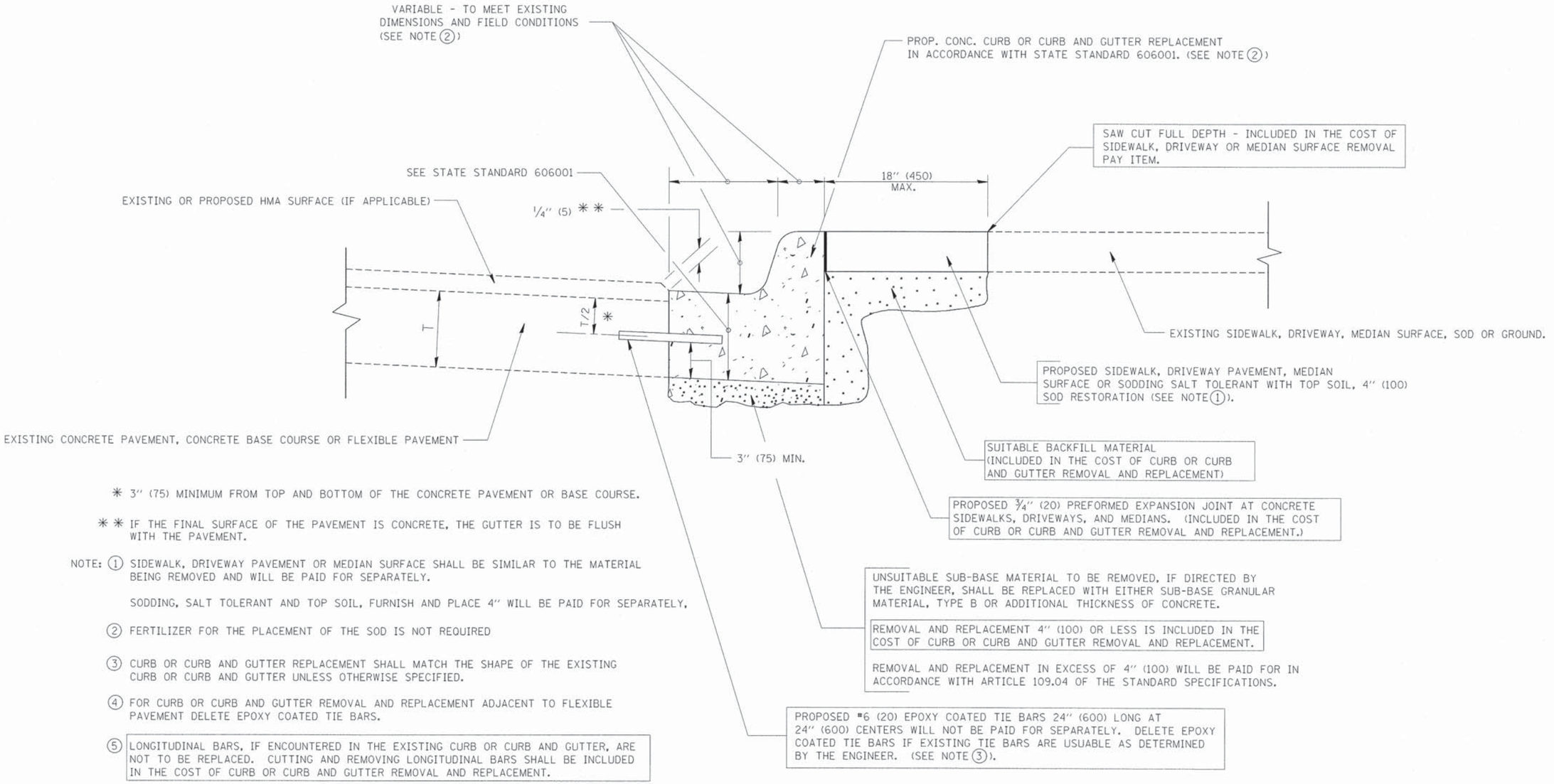


* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

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

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

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

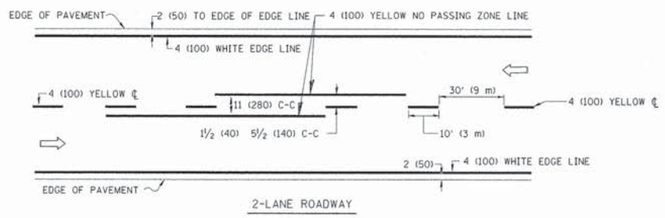
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

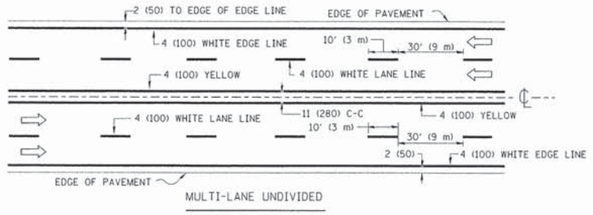
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

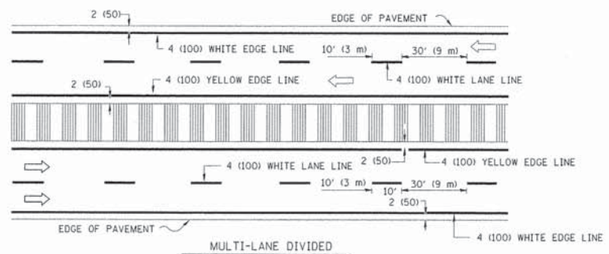
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	75
	BD600-06 (BD-24)	CONTRACT NO. 63769		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



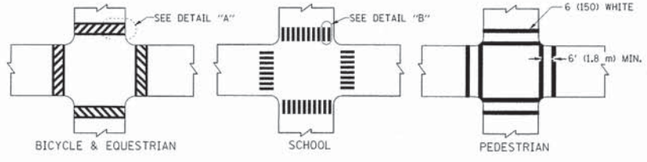
MULTI-LANE UNDIVIDED

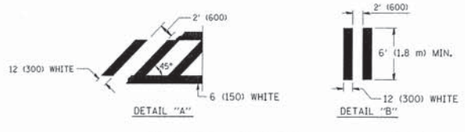


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

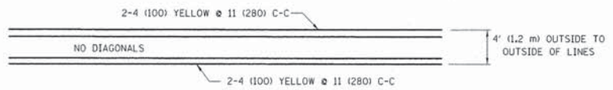
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

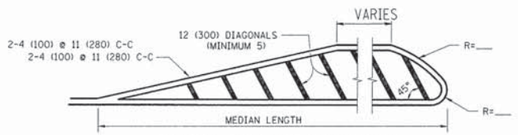




TYPICAL CROSSWALK MARKING



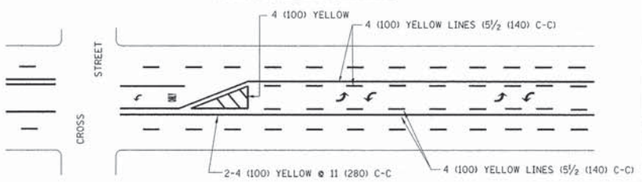
4' (1.2 m) WIDE MEDIANS ONLY



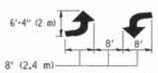
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

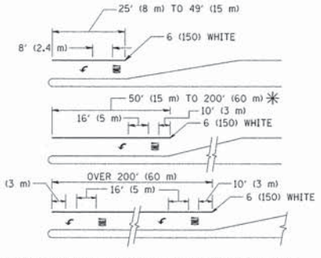


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

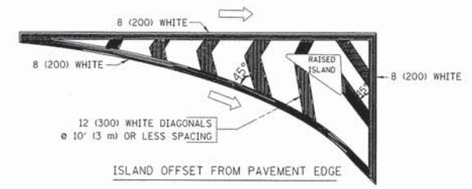


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

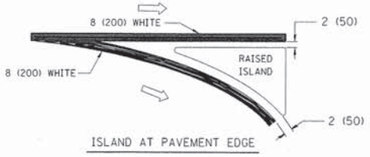
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

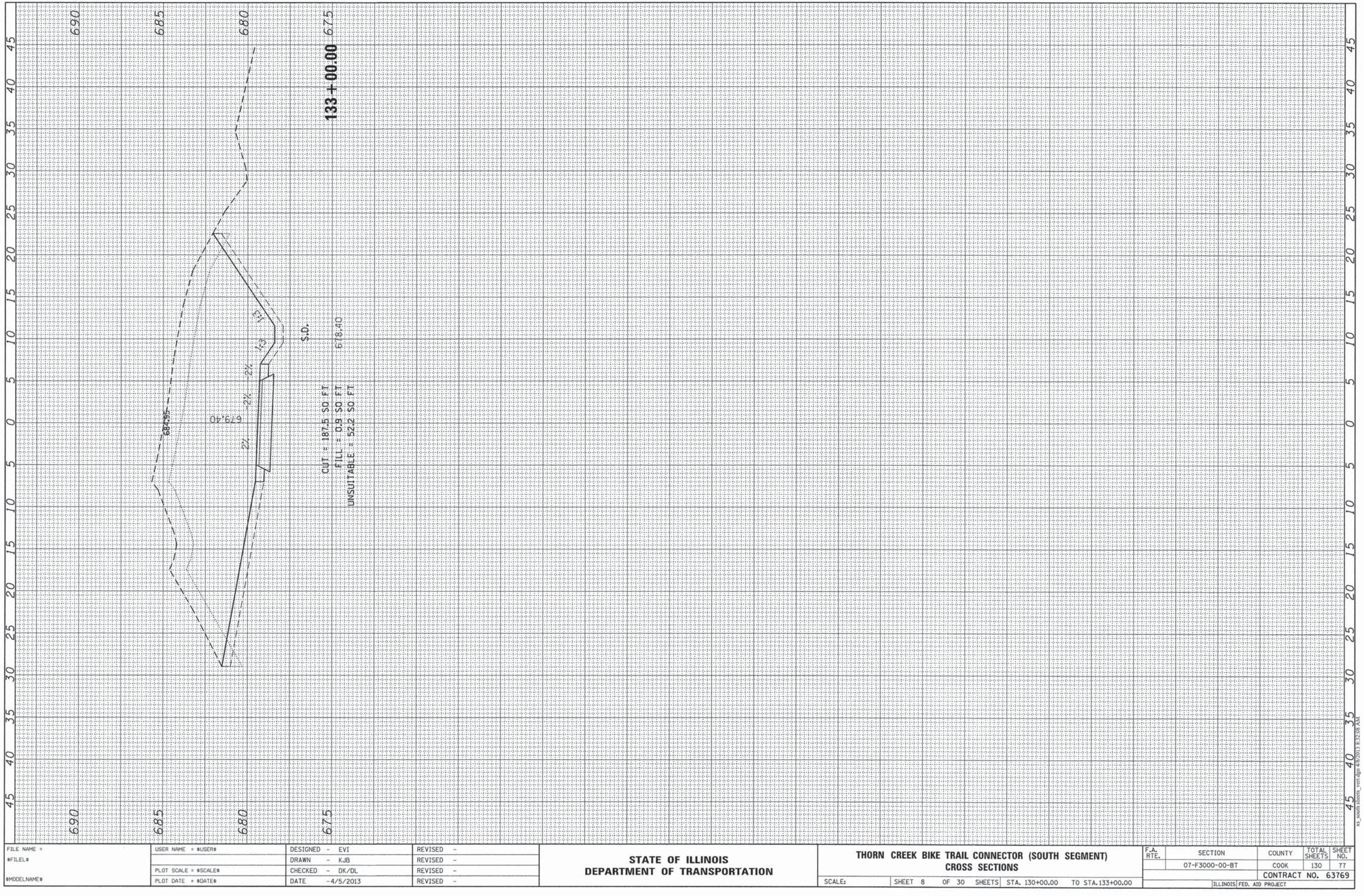
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	76
	TC-13	CONTRACT NO. 63769		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 8 OF 30 SHEETS | STA. 130+00.00 | TO STA. 133+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	77
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south.sscm, vert.dgn 4/8/2013 8:32:08 AM

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NOTE BOOK	SURVEYED		
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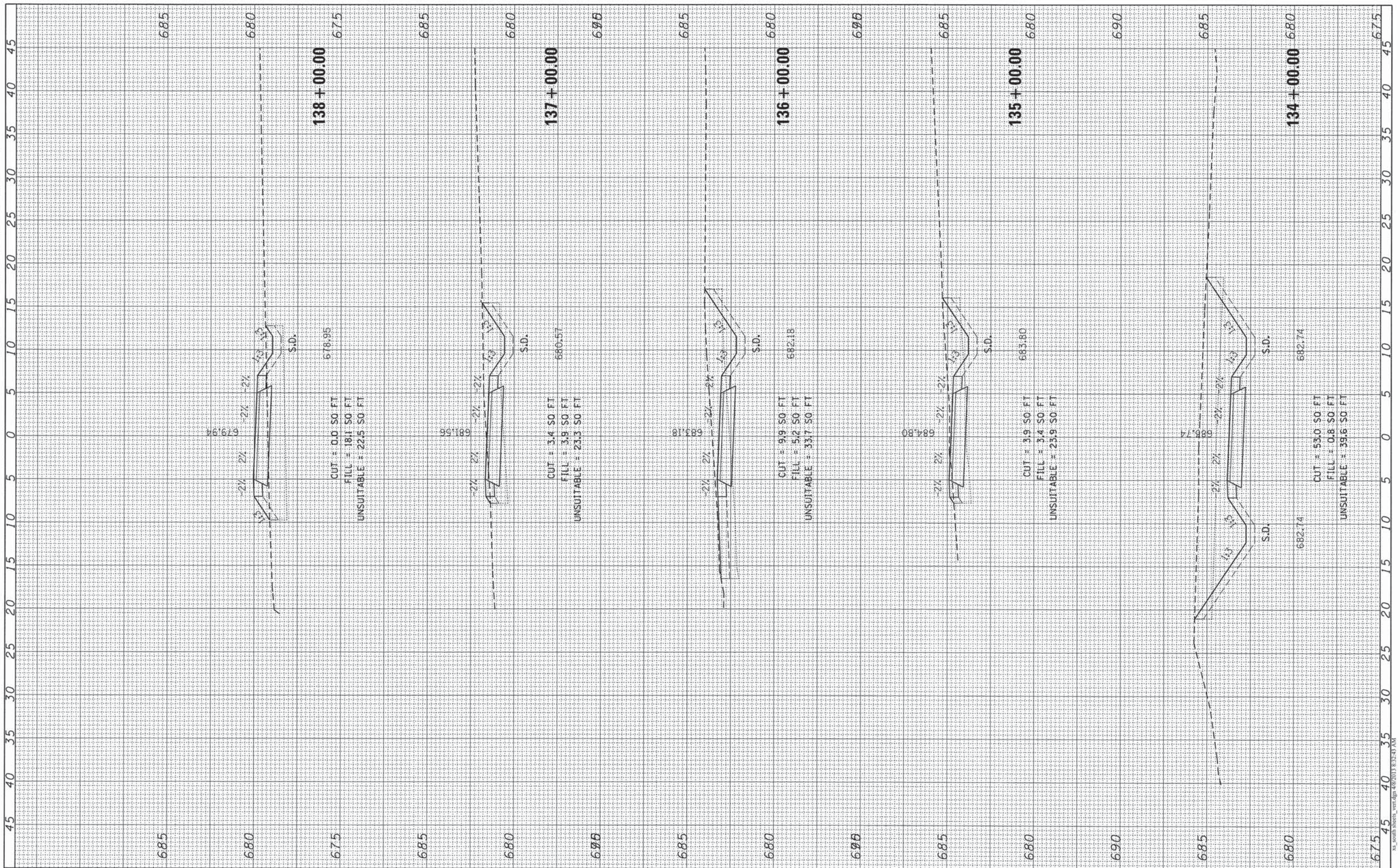
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



ORIGINAL SURVEY		BY	DATE
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NO.	AREAS		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 9 OF 30 SHEETS | STA. 134+00.00 | TO STA.138+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	78
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

143+00.00

CUT = 5.8 SQ FT
FILL = 2.1 SQ FT
UNSUITABLE = 27.9 SQ FT

S.D. 657.03

142+00.00

CUT = 33.4 SQ FT
FILL = 0.7 SQ FT
UNSUITABLE = 35.2 SQ FT

S.D. 661.99

141+00.00

CUT = 154.4 SQ FT
FILL = 0.7 SQ FT
UNSUITABLE = 50.8 SQ FT

S.D. 666.77

130+00.00

CUT = 10.1 SQ FT
FILL = 1.0 SQ FT
UNSUITABLE = 23.2 SQ FT

S.D. 671.50

139+00.00

CUT = 0.0 SQ FT
FILL = 23.6 SQ FT
UNSUITABLE = 23.1 SQ FT

S.D. 676.12

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 10 OF 30 SHEETS | STA. 139+00.00 | TO STA.143+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	79
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south_sheets_vert.dgn 4/8/2013 8:33:07 AM

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

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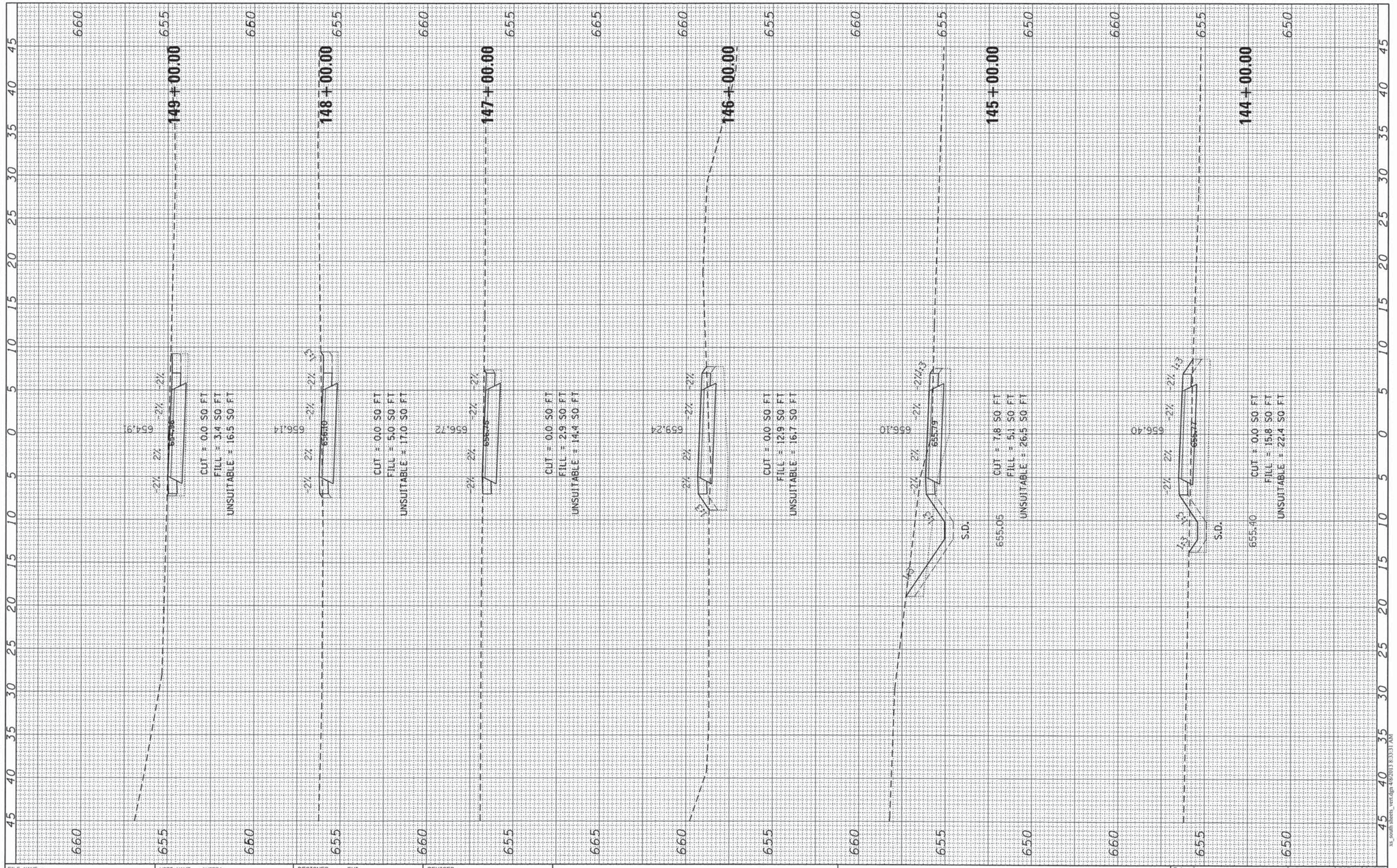
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 11 OF 30 SHEETS | STA. 144+00.00 TO STA. 149+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	80
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south bikes_ver.dgn 4/8/2013 8:33:31 AM

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NOTE BOOK	SURVEYED		
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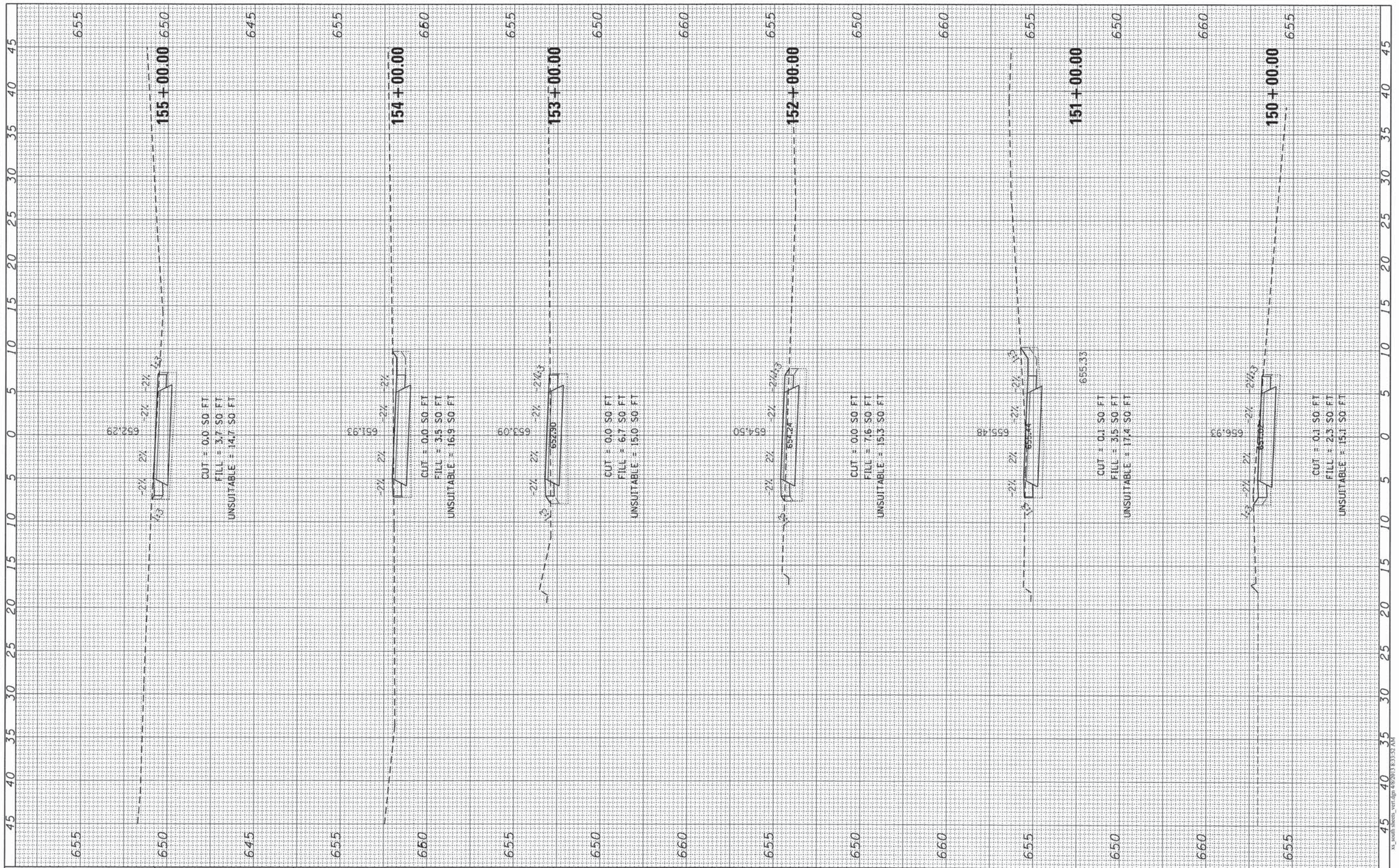
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 12 OF 30 SHEETS | STA. 150+00.00 TO STA.155+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	81
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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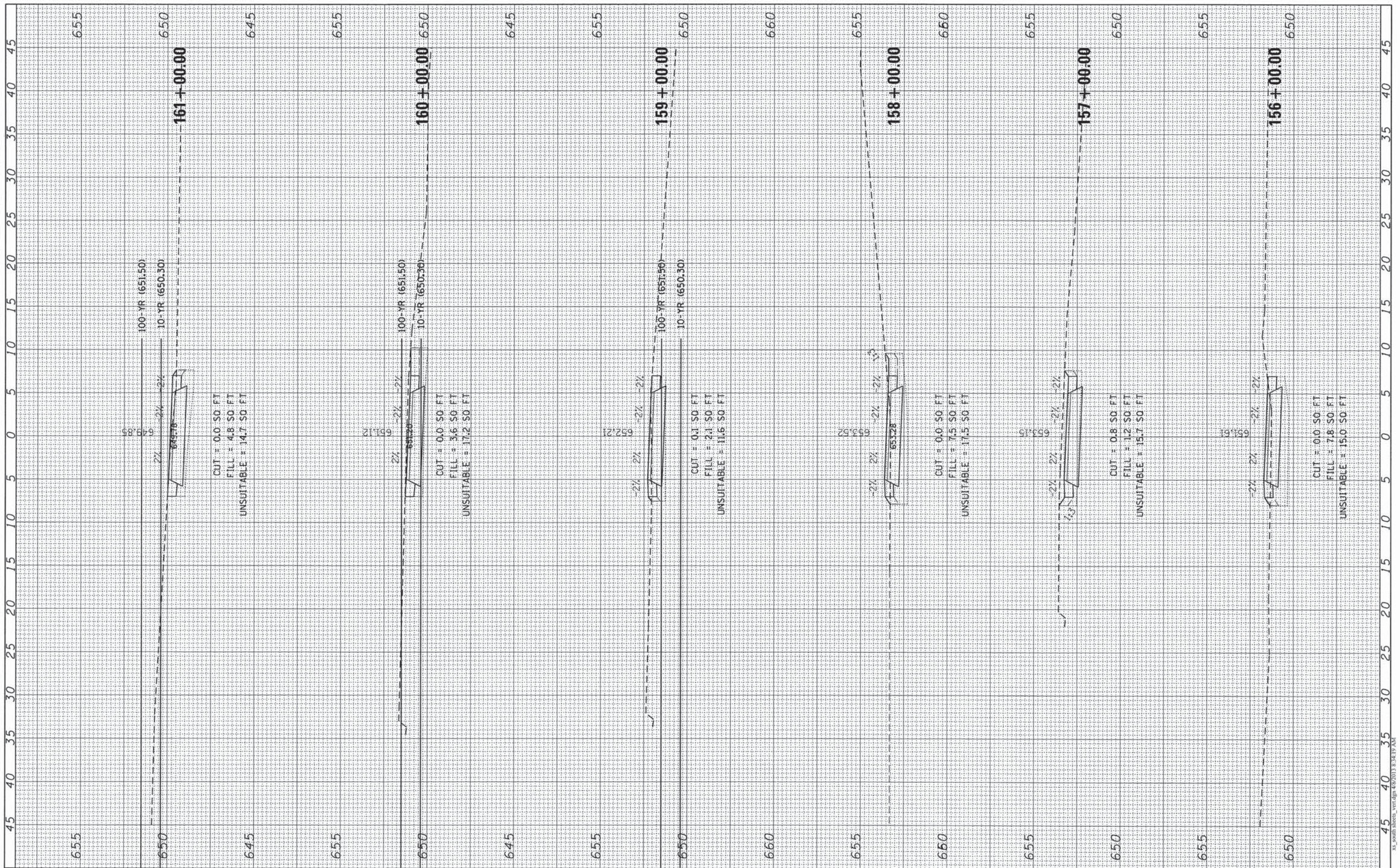
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 13 OF 30 SHEETS | STA. 156+00.00 | TO STA. 161+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	82
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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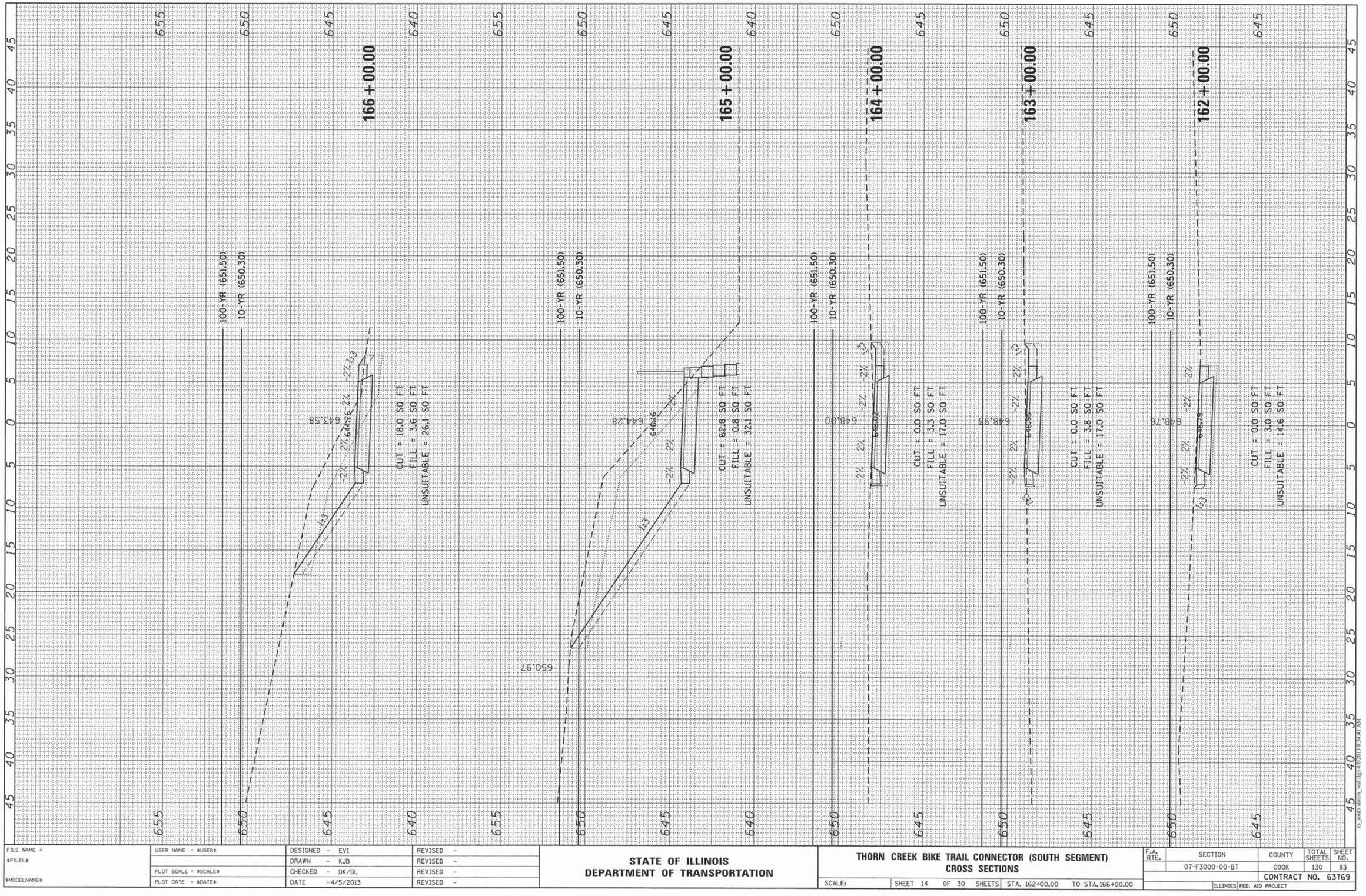
NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 14 OF 30 SHEETS | STA. 162+00.00 TO STA. 166+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	83
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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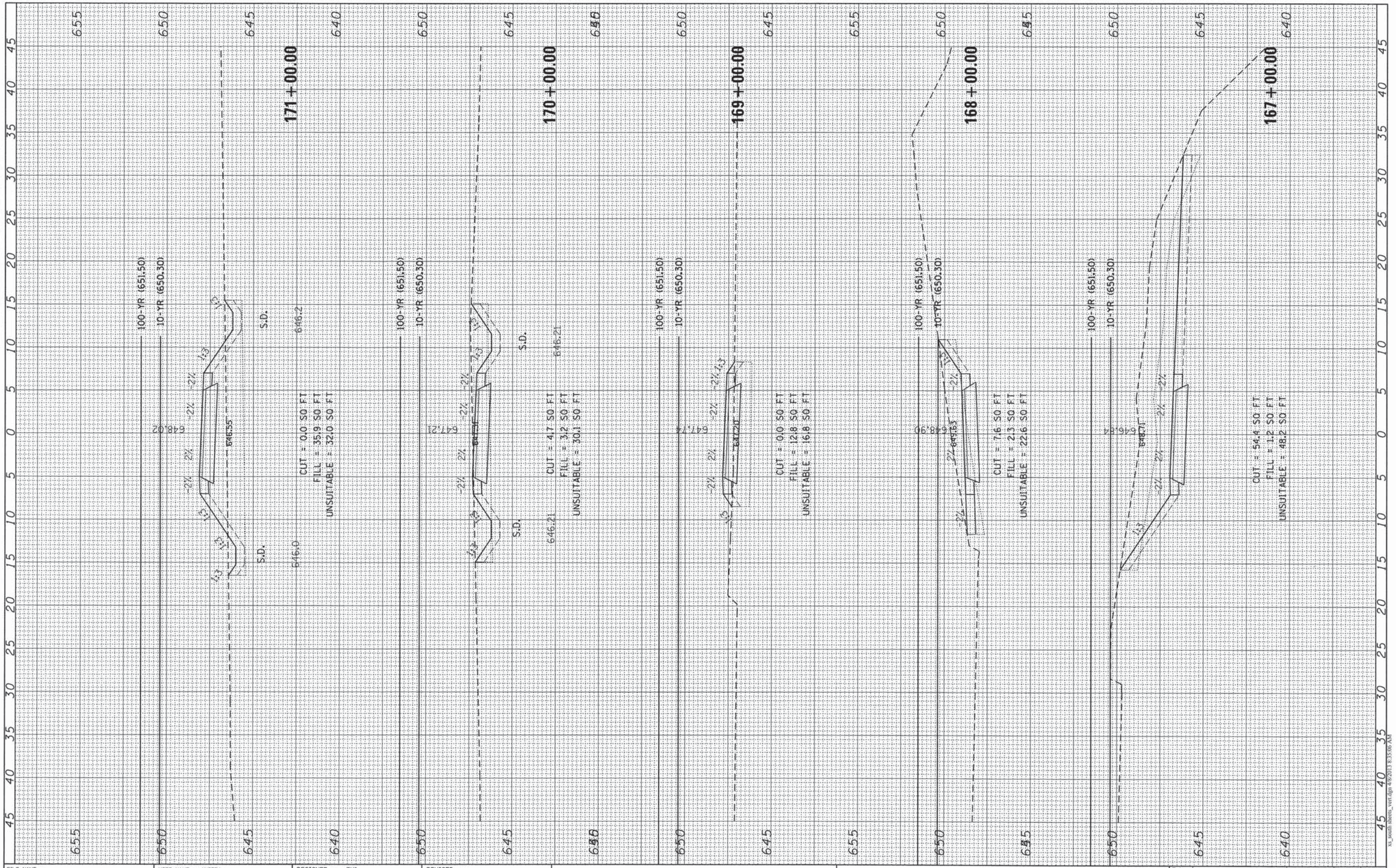

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 15 OF 30 SHEETS | STA. 167+00.00 TO STA.171+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	84

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

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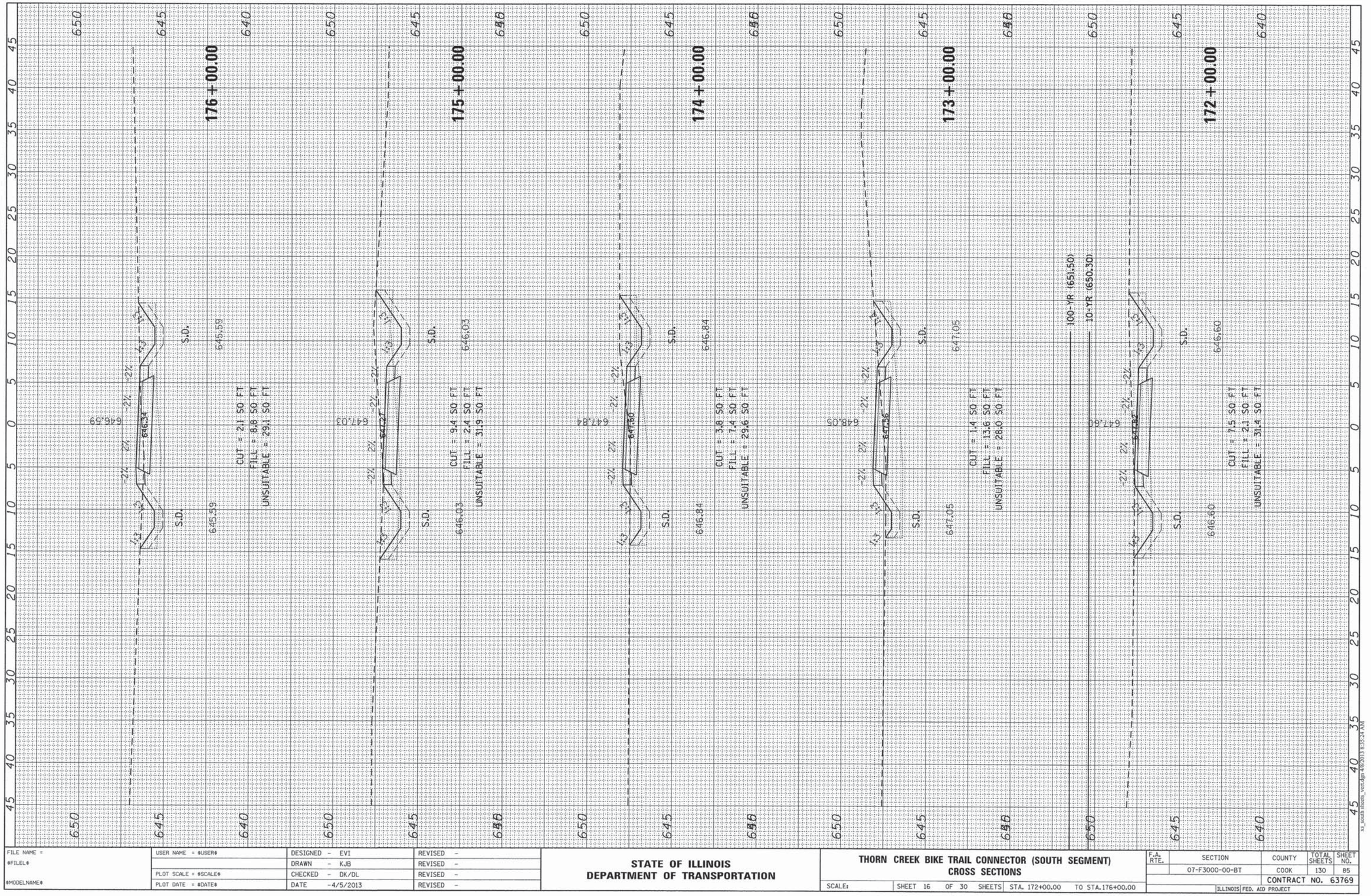
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 16 OF 30 SHEETS | STA. 172+00.00 TO STA. 176+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	85
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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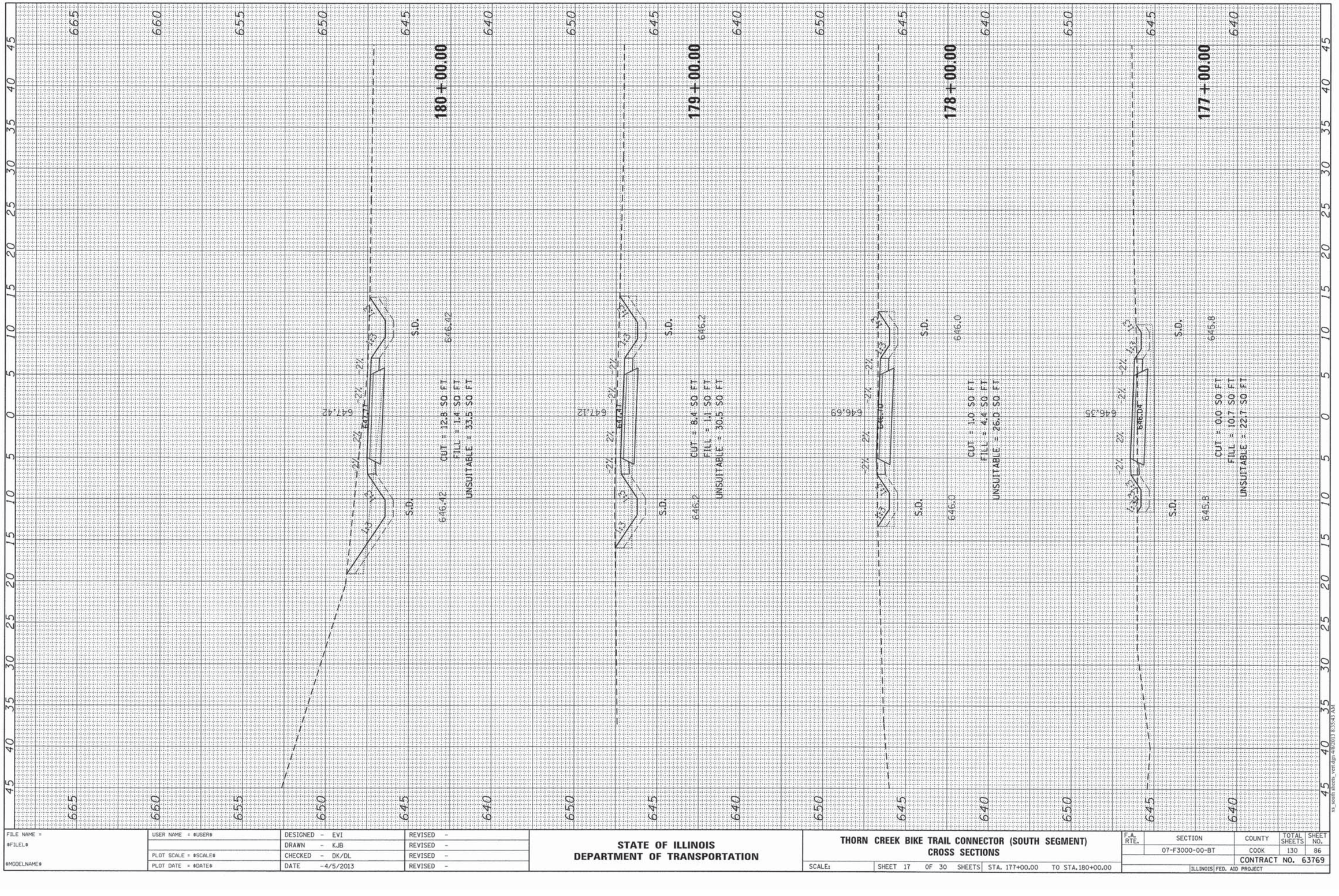

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
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	AREAS		
NO.	AREAS CHECKED		

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

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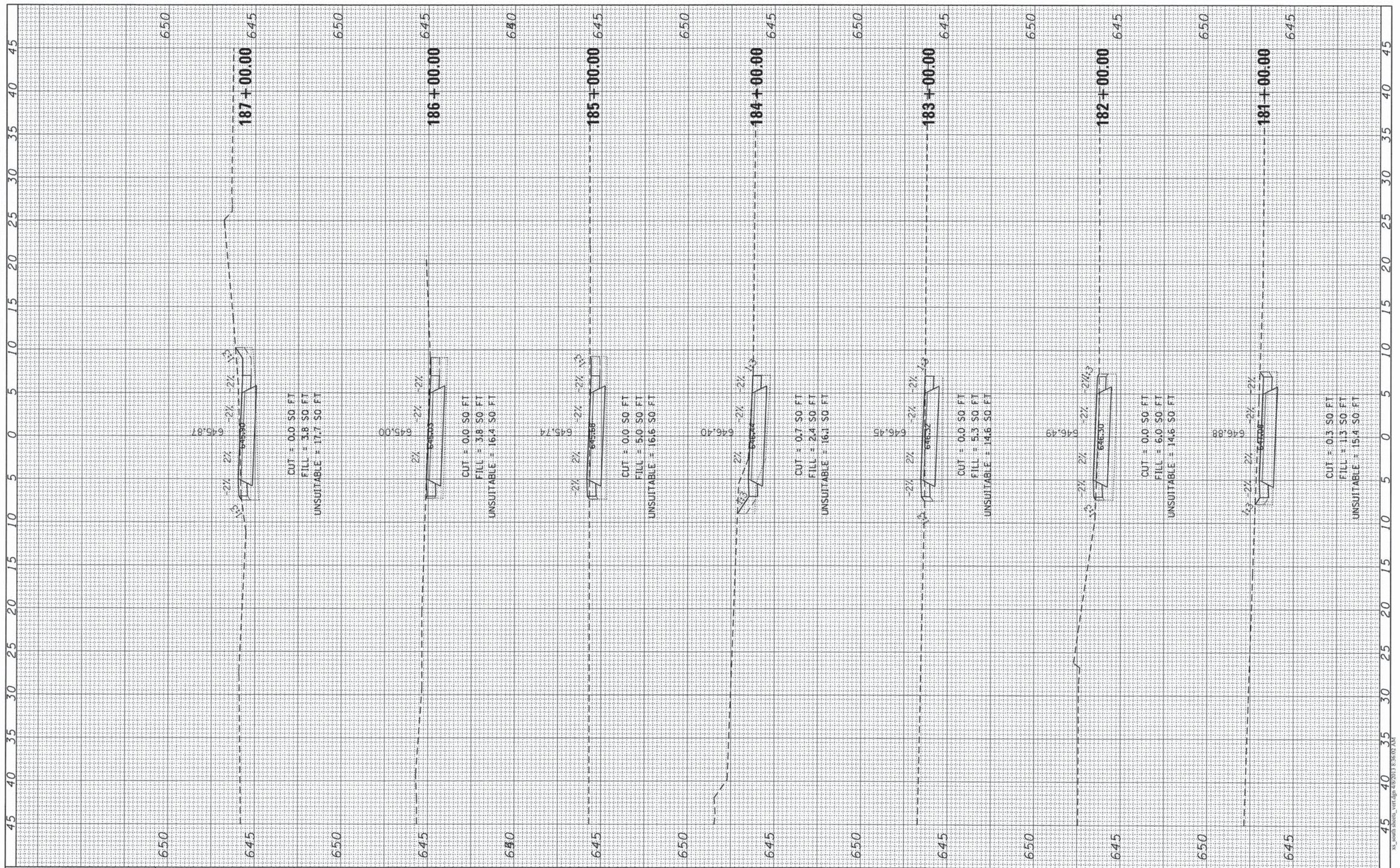
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 17 OF 30 SHEETS | STA. 177+00.00 TO STA.180+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	86
		CONTRACT NO. 63769		
		ILLINOIS FED. AID PROJECT		



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

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
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xs_south sheets_vert.dgn 4/8/2013 8:36:02 AM

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$MODELNAME$	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

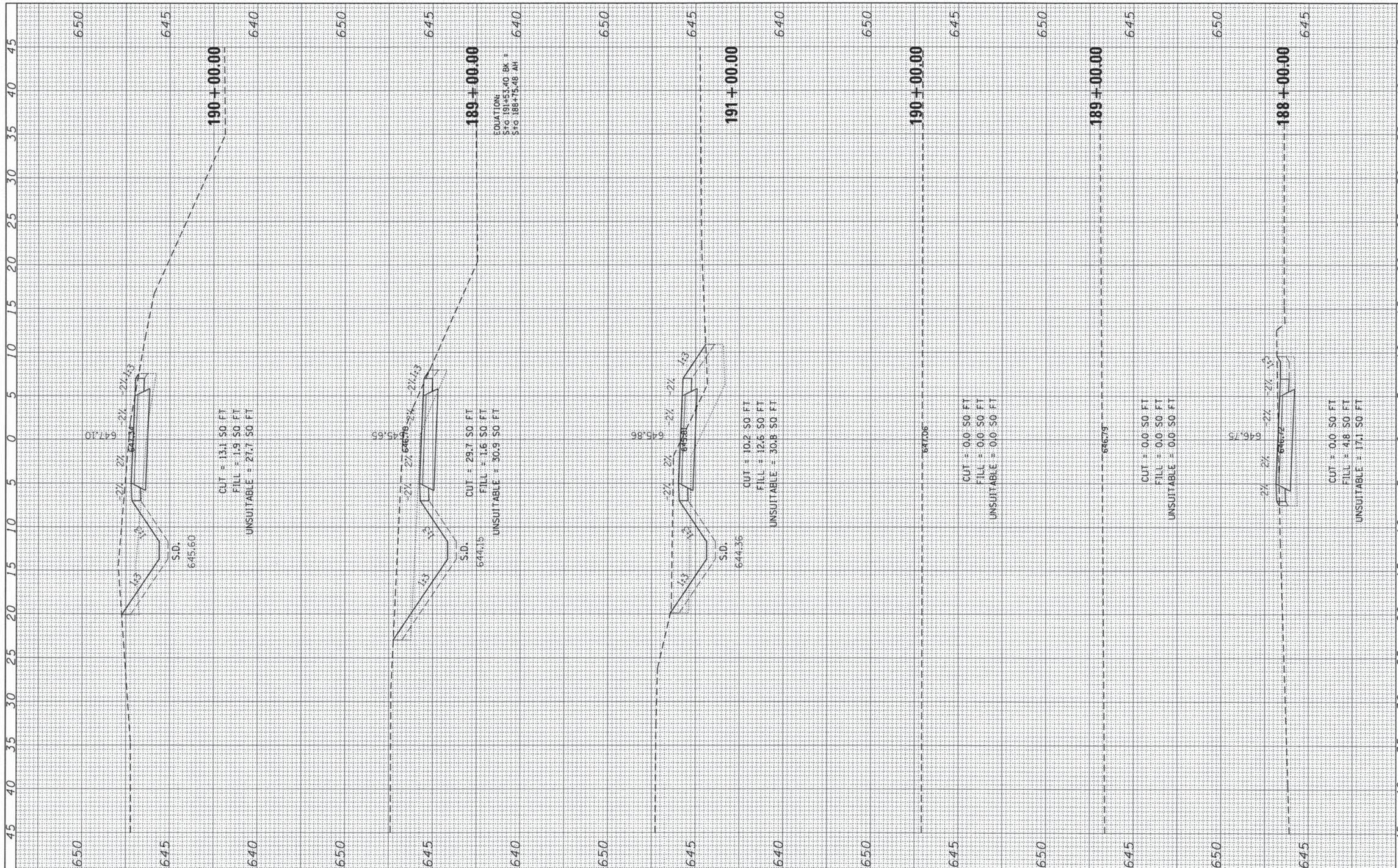
THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 18 OF 30 SHEETS | STA. 181+00.00 TO STA.187+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	87

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT



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

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

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$MODELNAME$	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 19 OF 30 SHEETS | STA. 188+00.00 TO STA.190+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	88

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

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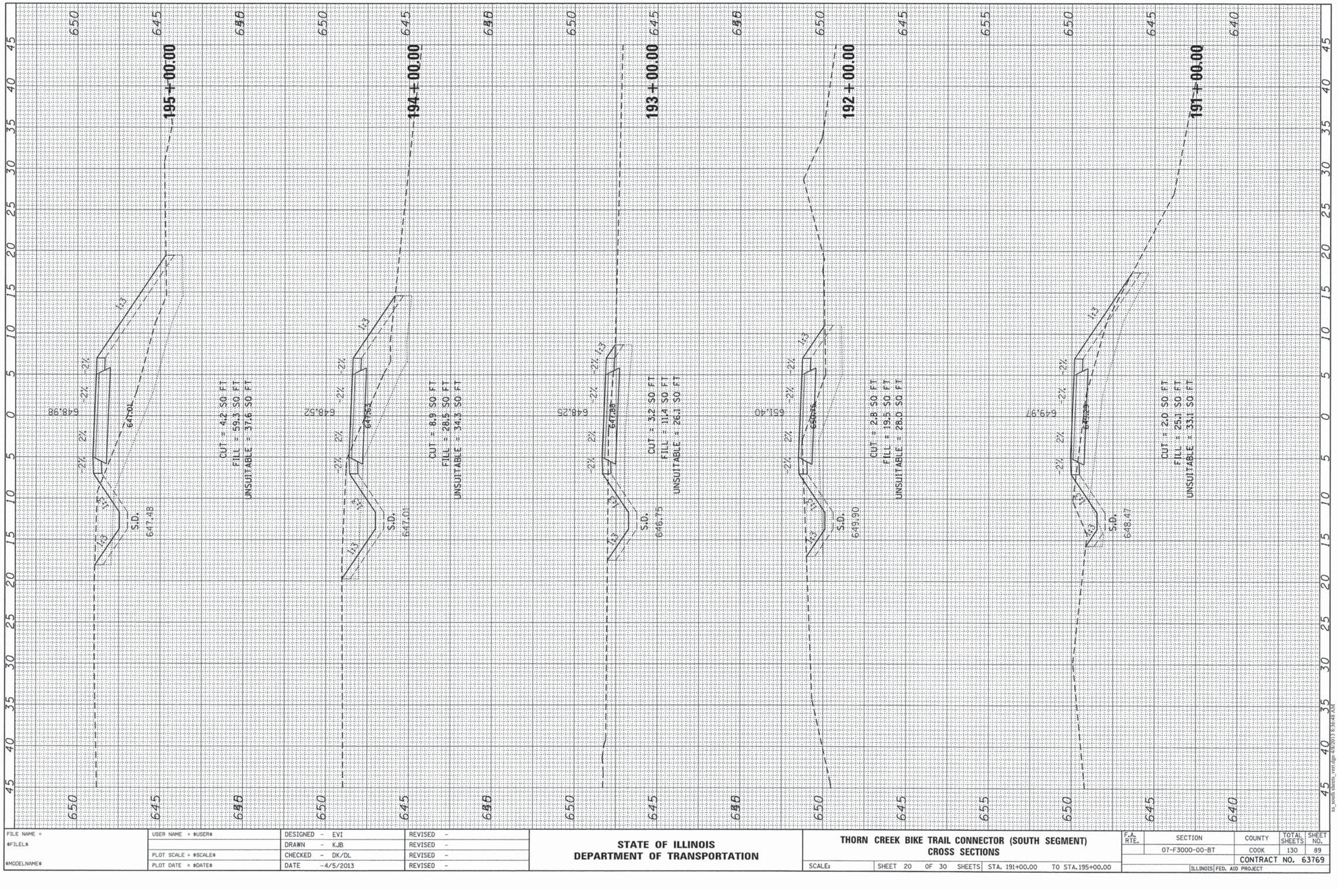
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

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	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 20 OF 30 SHEETS | STA. 191+00.00 TO STA. 195+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	89
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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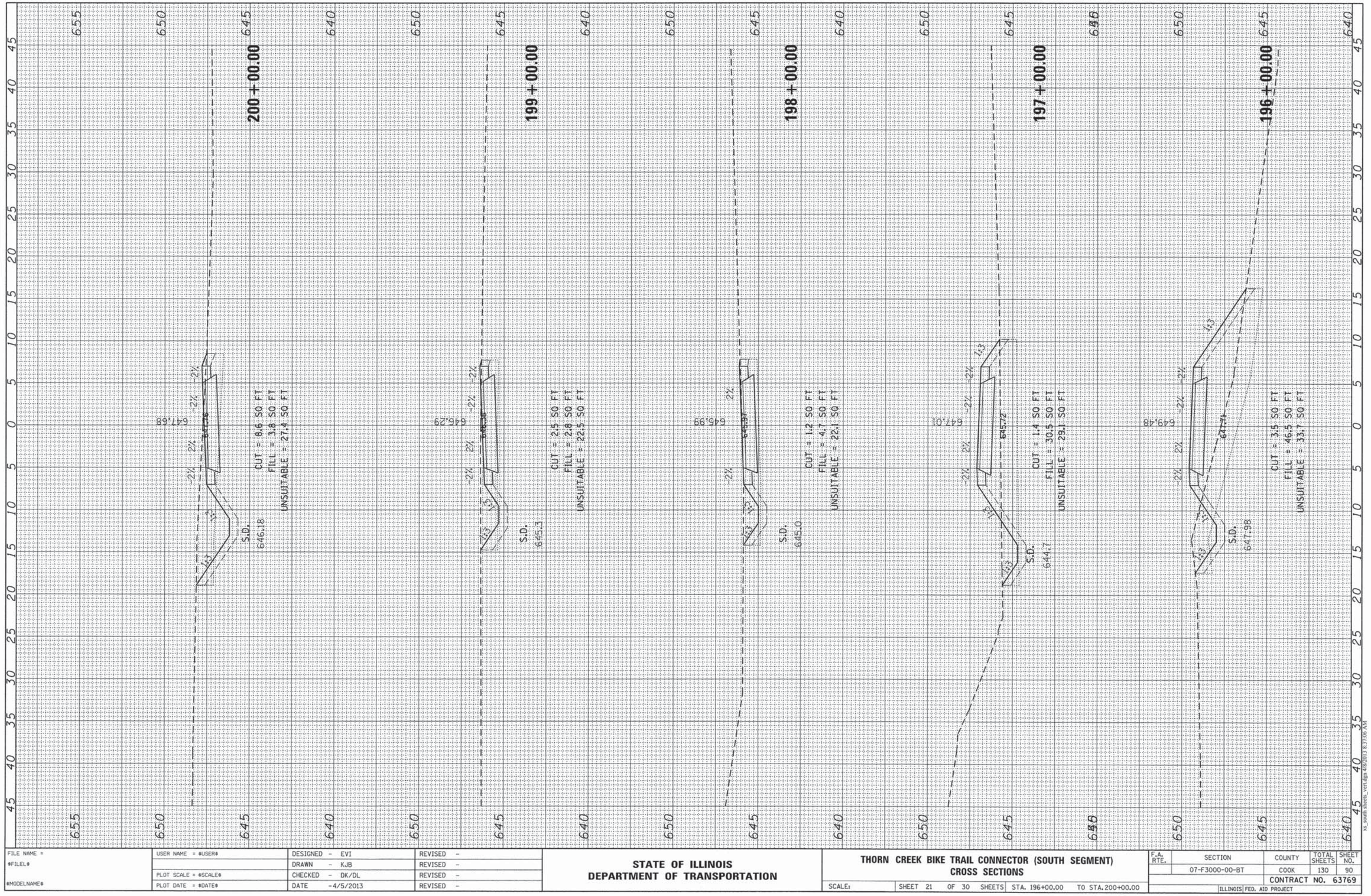
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 21 OF 30 SHEETS | STA. 196+00.00 | TO STA. 200+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	90
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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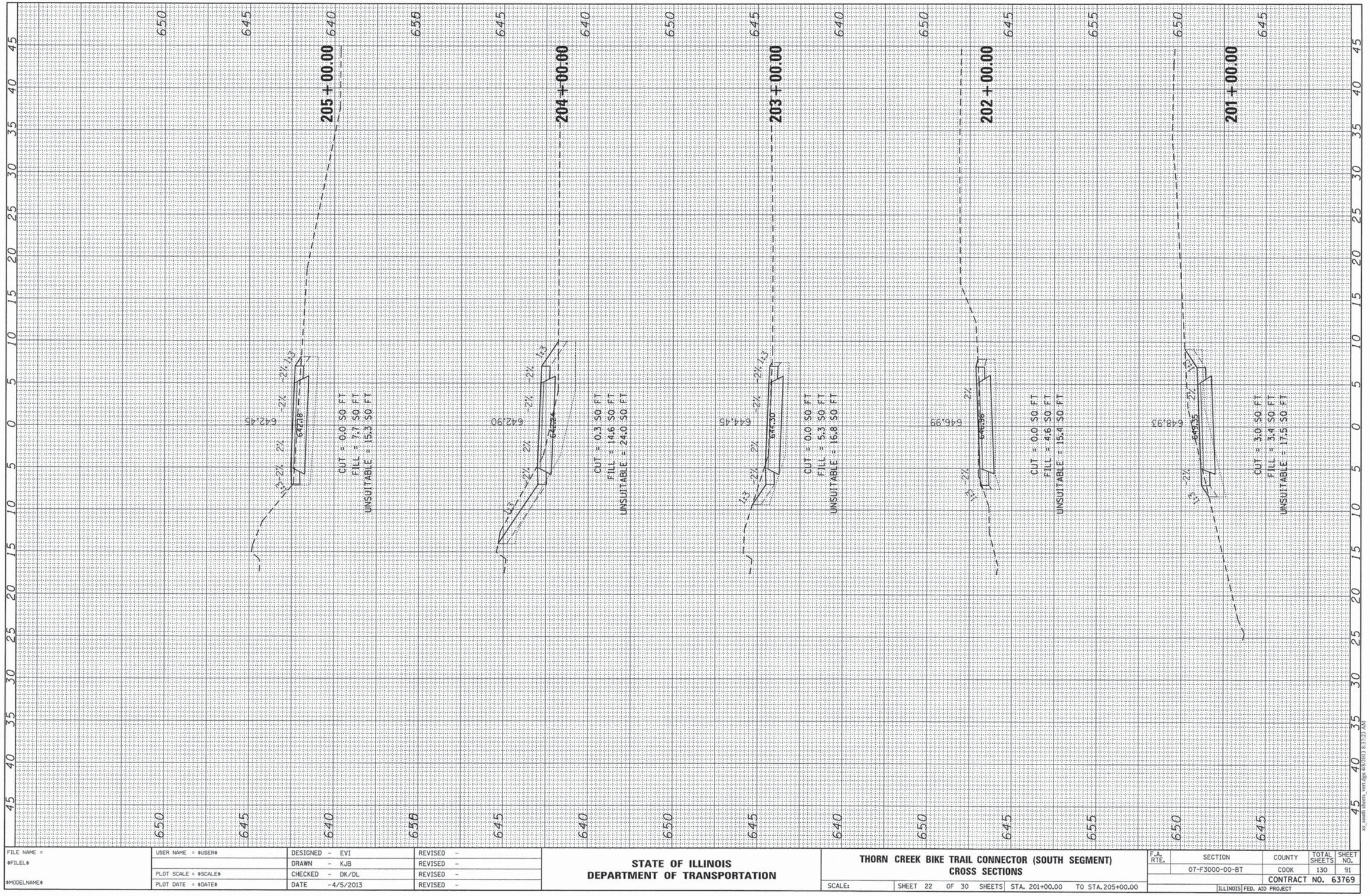
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

xs_south sheets_ver1.dgn 4/8/2013 8:57:23 AM

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$MODELNAME$	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

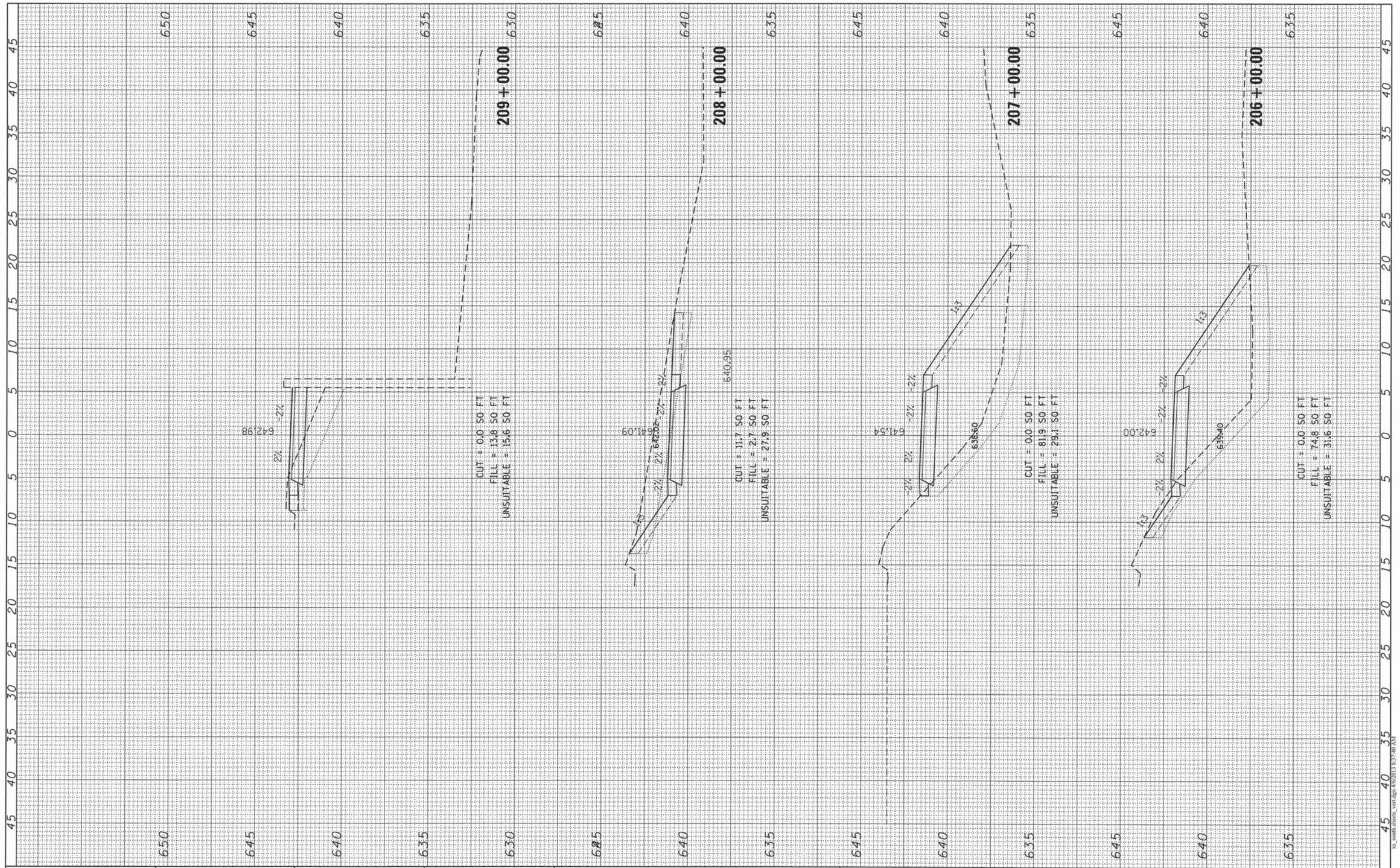
THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 22 OF 30 SHEETS | STA. 201+00.00 TO STA. 205+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	91
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



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$FILEL$		DRAWN - KJB	REVISED -
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	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 23 OF 30 SHEETS | STA. 206+00.00 TO STA. 209+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	92
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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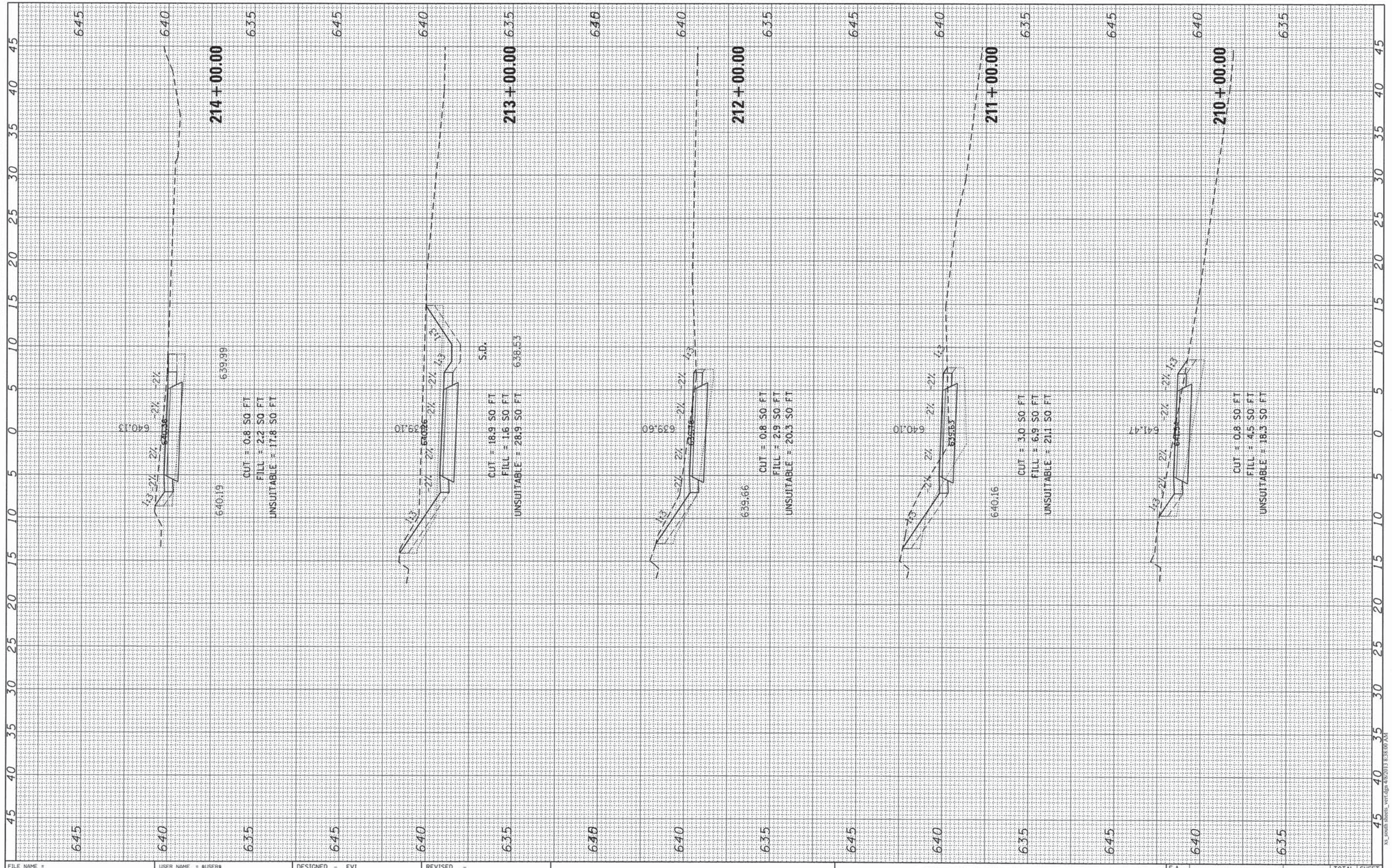
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



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

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	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 24 OF 30 SHEETS | STA. 210+00.00 TO STA. 214+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	93
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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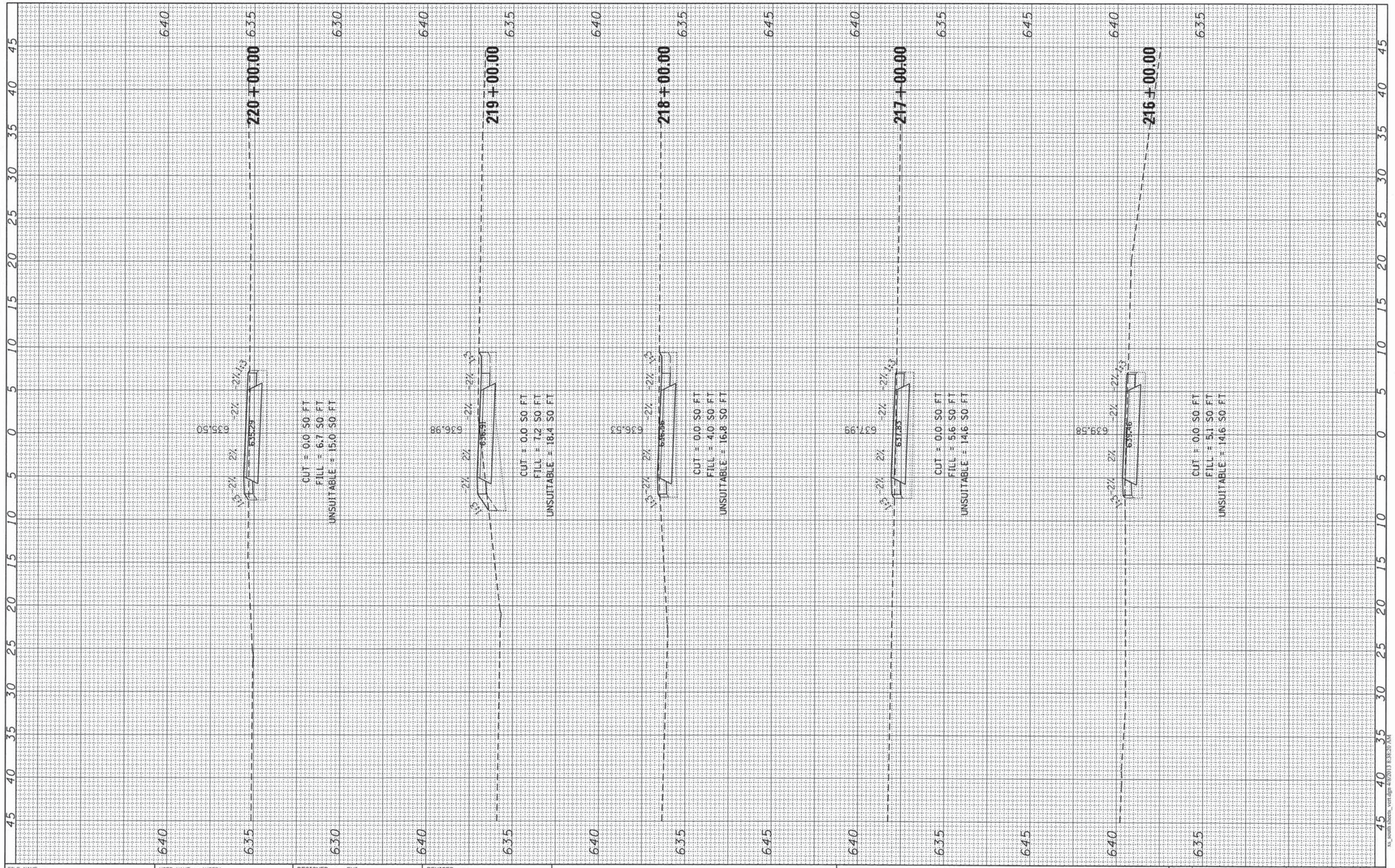
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

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	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

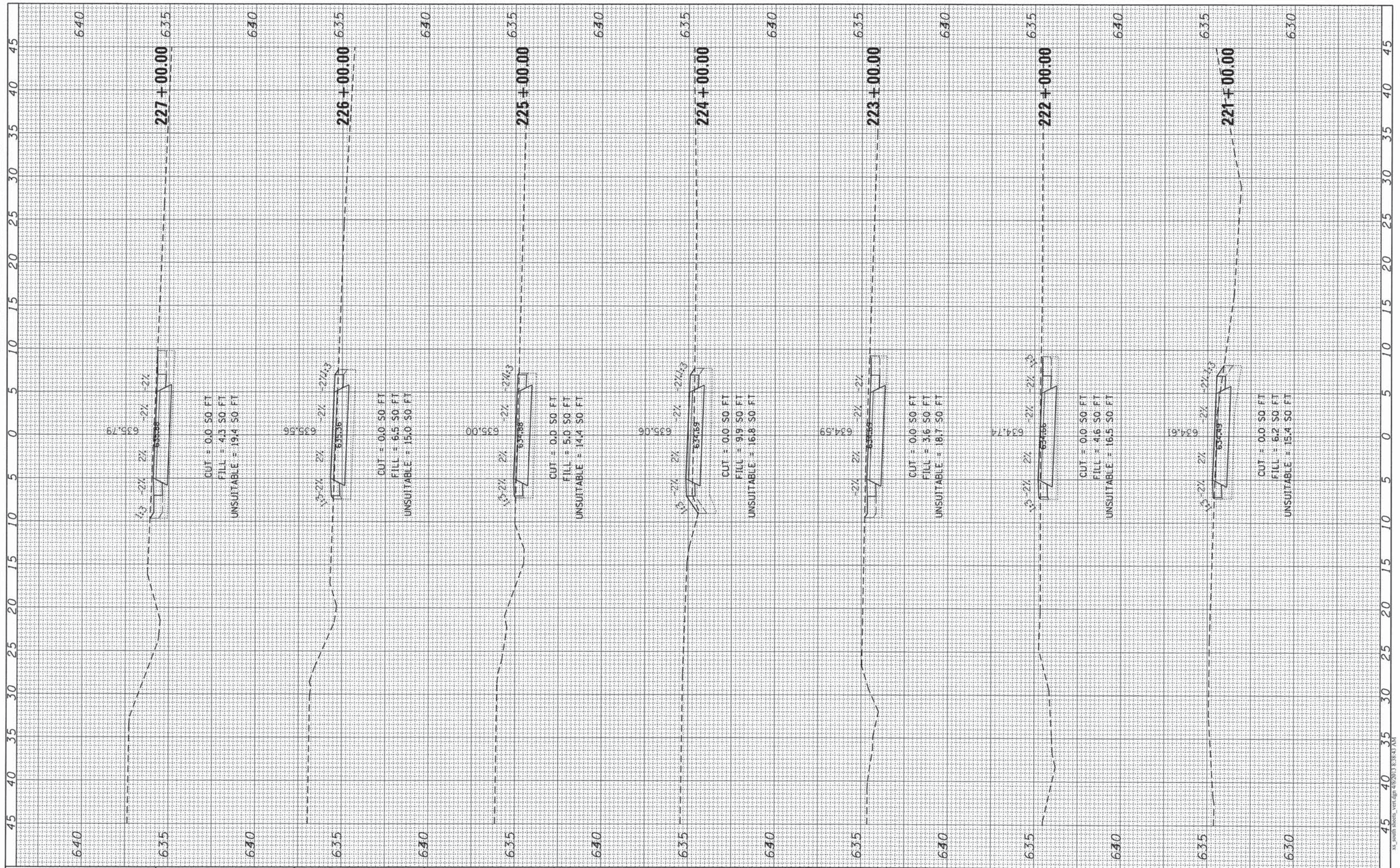
THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 25 OF 30 SHEETS | STA. 216+00.00 | TO STA. 220+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	94
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south sheets_ver1.dgn 4/5/2013 8:38:20 AM

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



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

xs_south sheets_vert.dgn 4/8/2013 8:38:41 AM

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$MODELNAME$	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 26 OF 30 SHEETS | STA. 221+00.00 TO STA. 227+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	95

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

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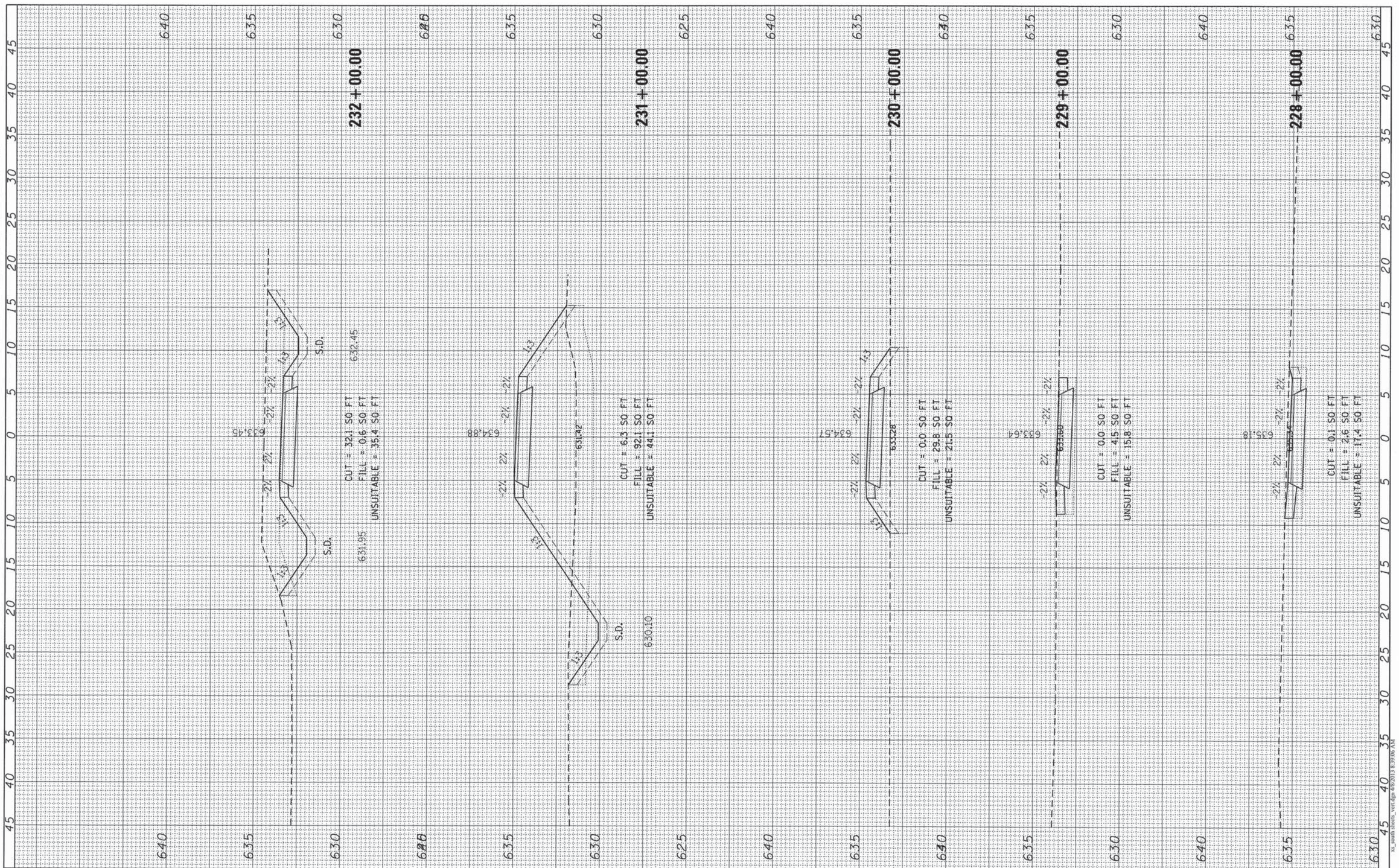
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 27 OF 30 SHEETS | STA. 228+00.00 | TO STA. 232+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	96

CONTRACT NO. 63769

ILLINOIS | FED. AID PROJECT

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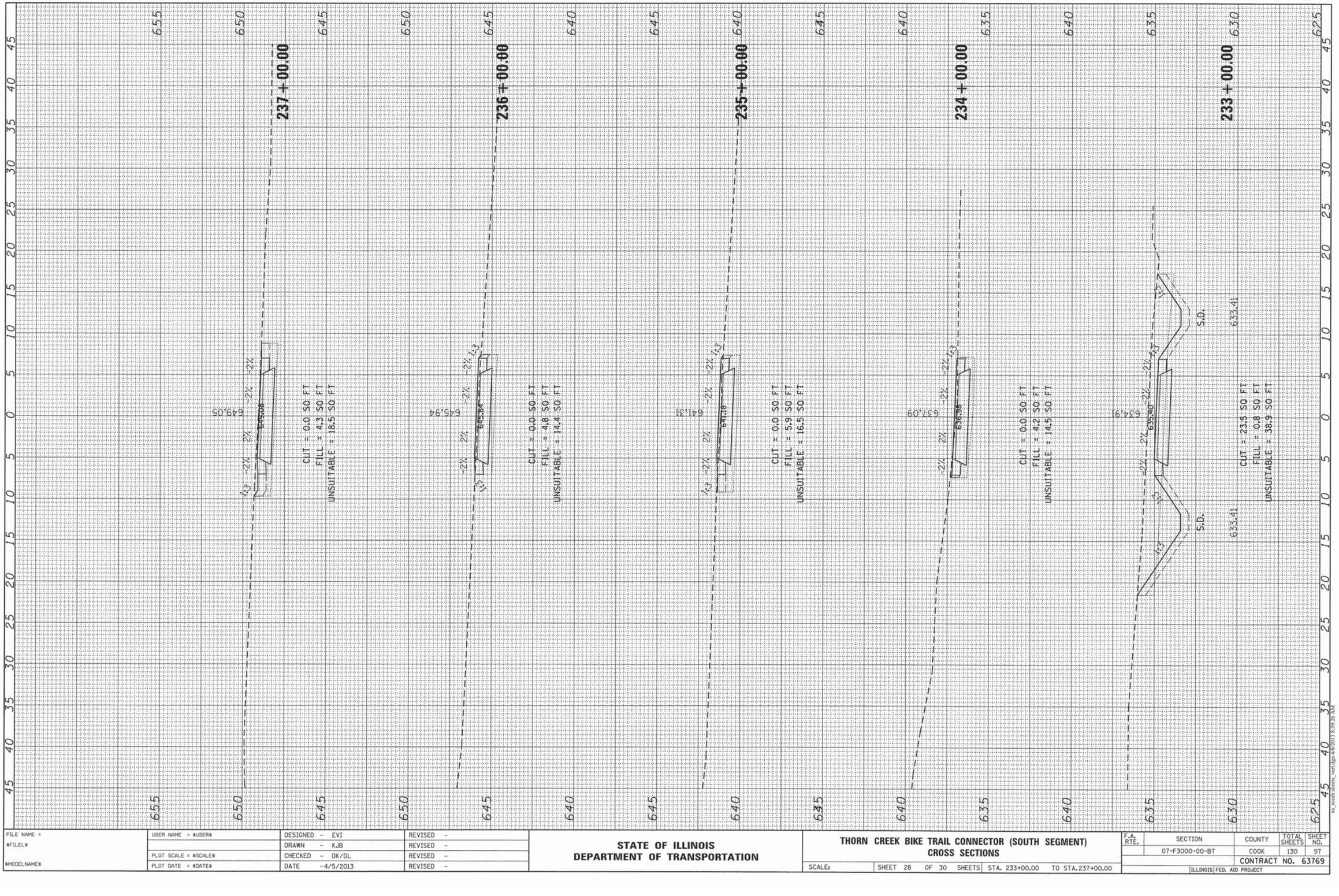
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

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		DRAWN - KJB	REVISED -
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	PLOT DATE = $DATE$	DATE -4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

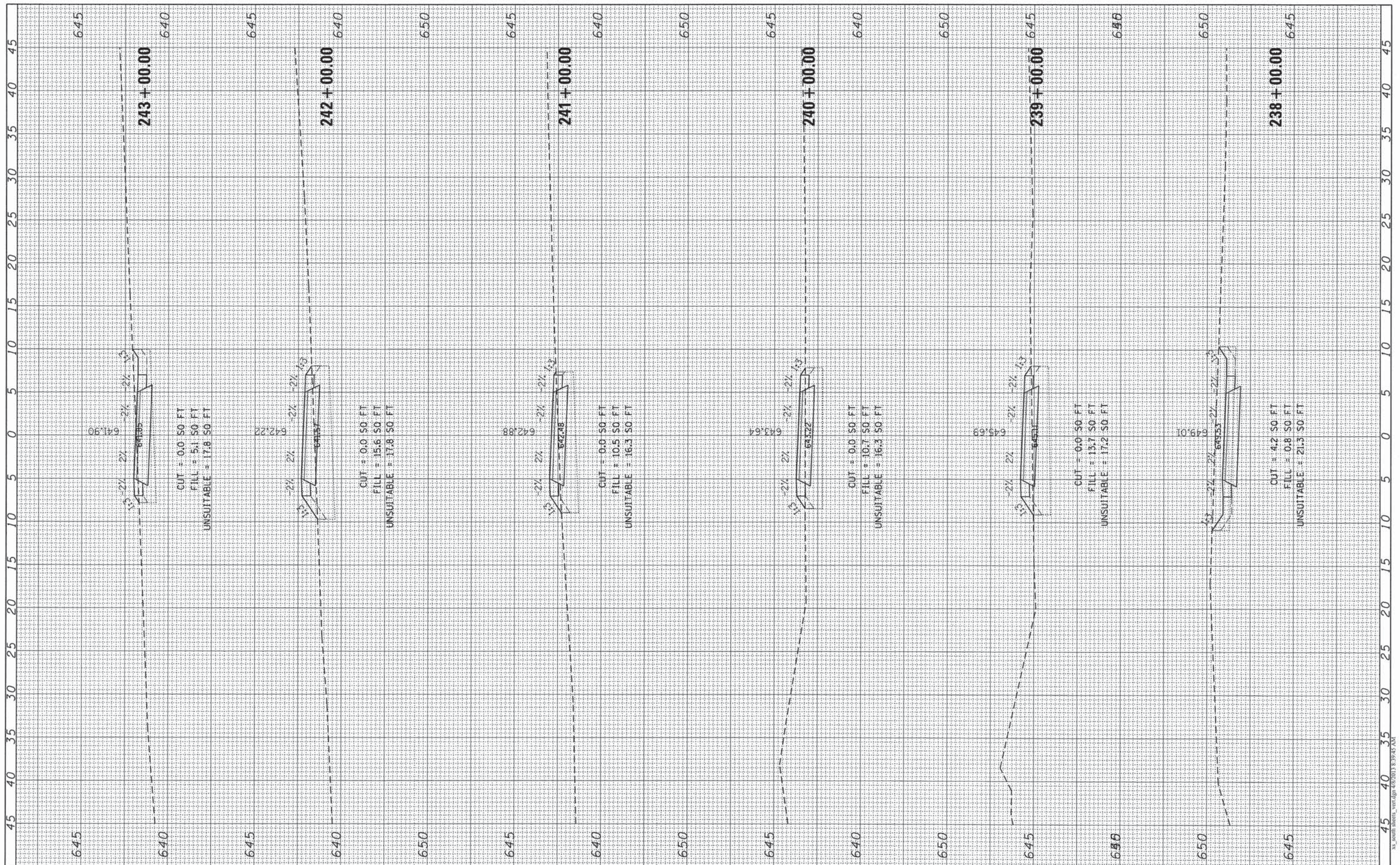
SCALE: | SHEET 28 OF 30 SHEETS | STA. 233+00.00 TO STA. 237+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	97
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south sheets_vert.dgn 4/8/2013 8:39:36 AM

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 29 OF 30 SHEETS | STA. 238+00.00 TO STA. 243+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	98
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_south sheets_vert.dgn 4/8/2013 8:39:45 AM

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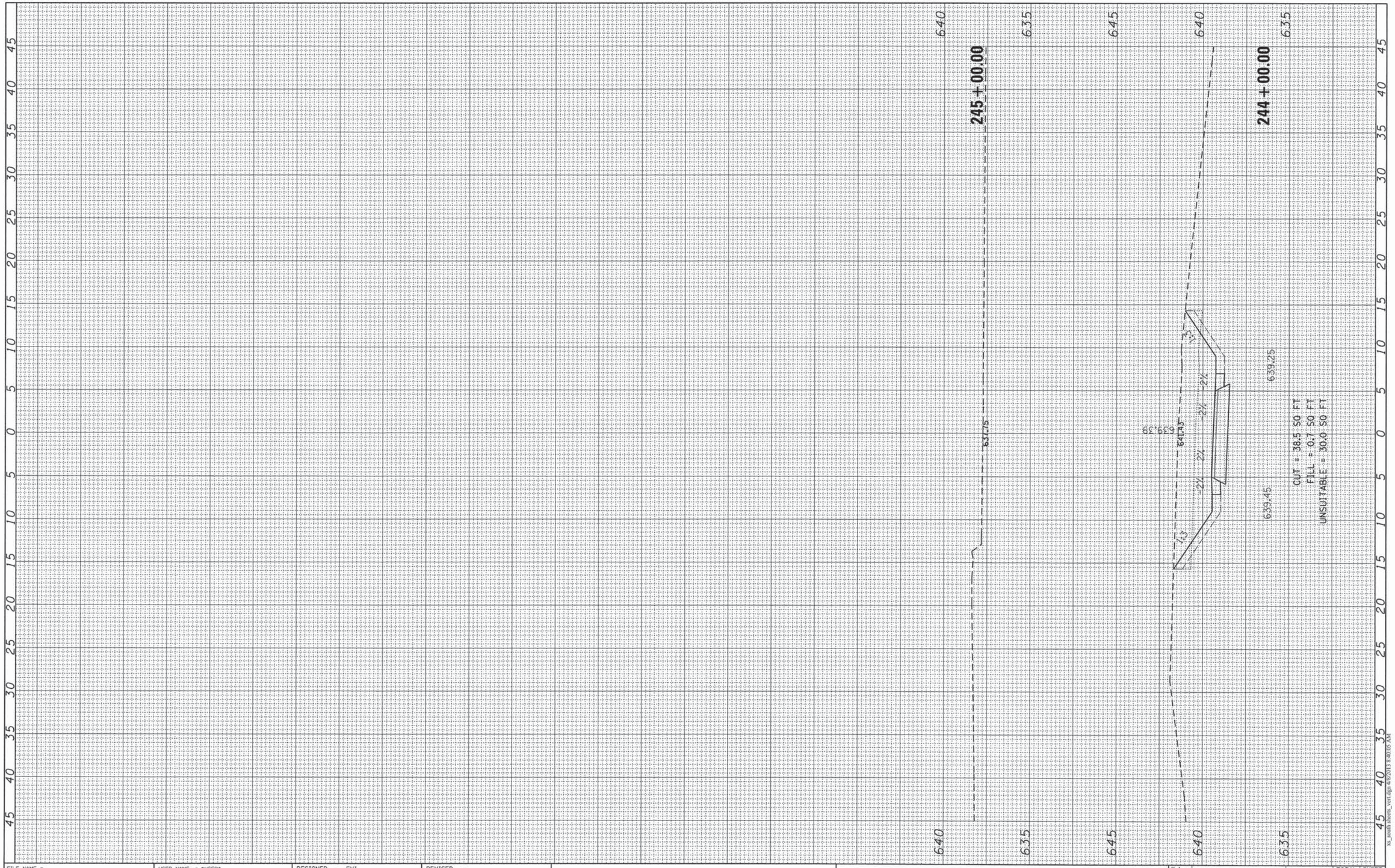
	PLOTTED			
NOTE BOOK	TEMPLATE			
	AREAS			
NO.	AREAS CHECKED			



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

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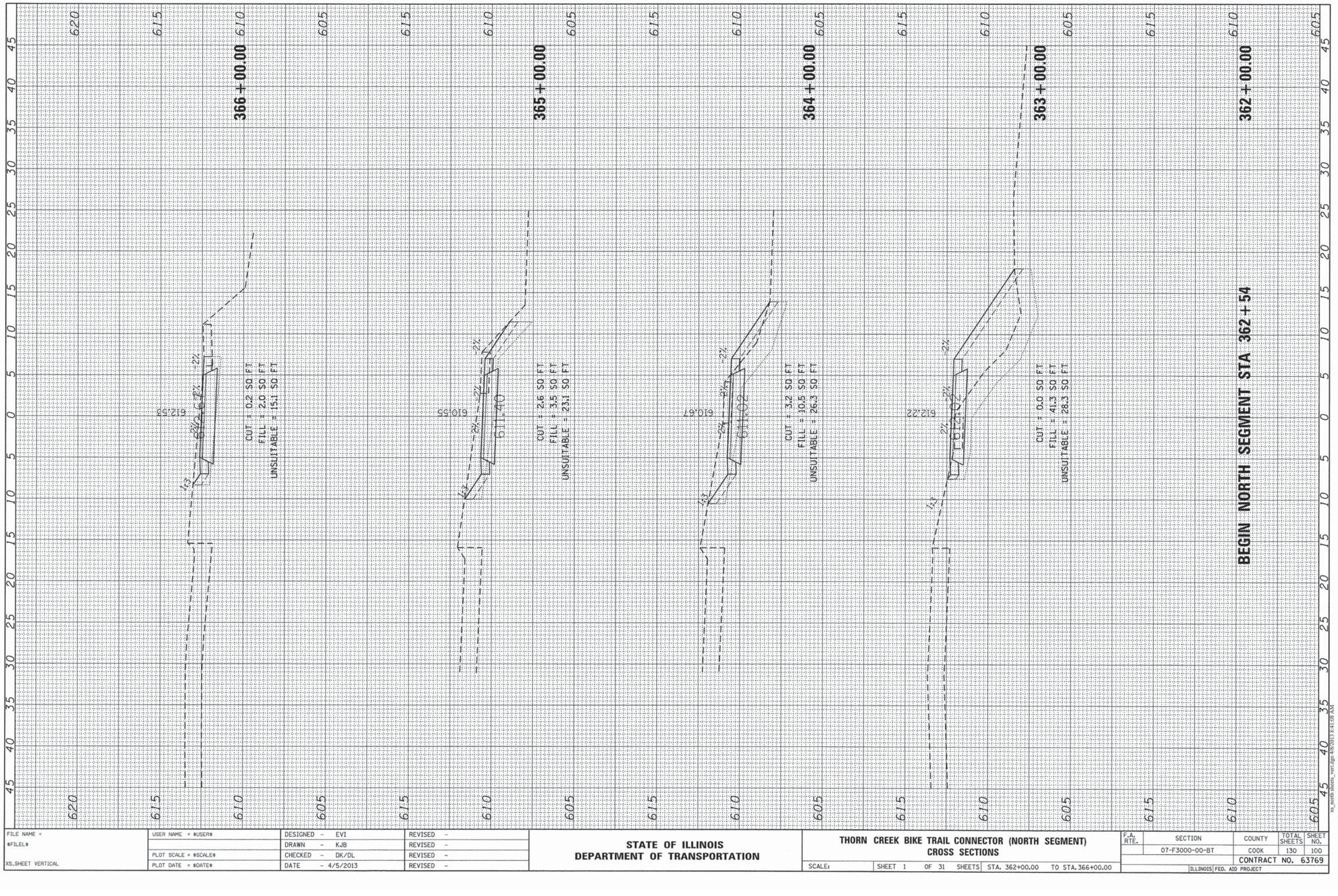
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (SOUTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 30 OF 30 SHEETS | STA. 244+00.00 TO STA. 245+10.08

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	99
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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



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

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		DRAWN - KJB	REVISED -
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	PLOT DATE = *DATE*	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

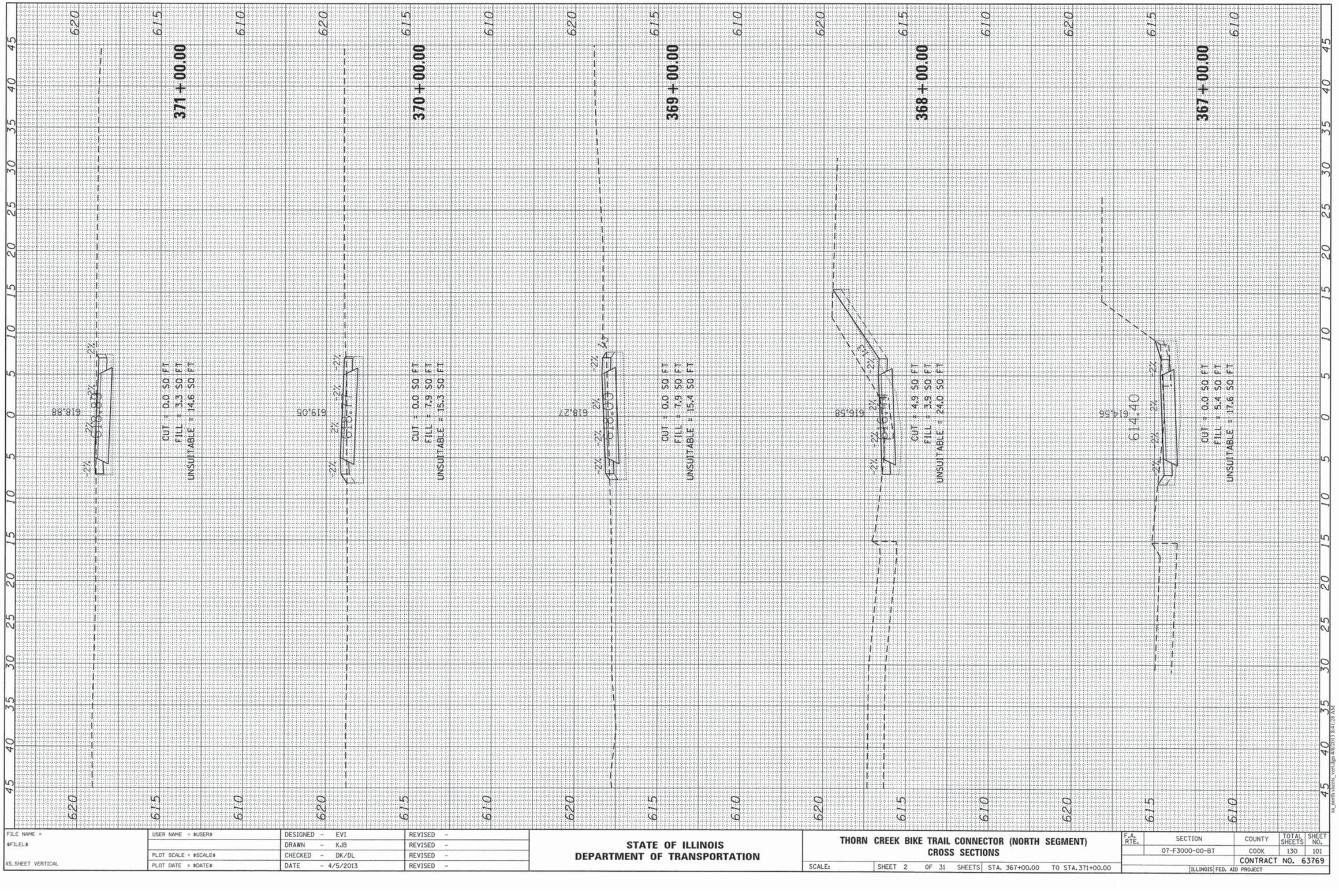
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 1 OF 31 SHEETS | STA. 362+00.00 | TO STA. 366+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	100
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north sheets_vert.dgn 4/9/2013 8:41:08 AM

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



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

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$FILE$		DRAWN - KJB	REVISED -
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XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 2 OF 31 SHEETS | STA. 367+00.00 | TO STA. 371+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	101
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north sheets_vert.dgn 4/8/2013 8:41:28 AM

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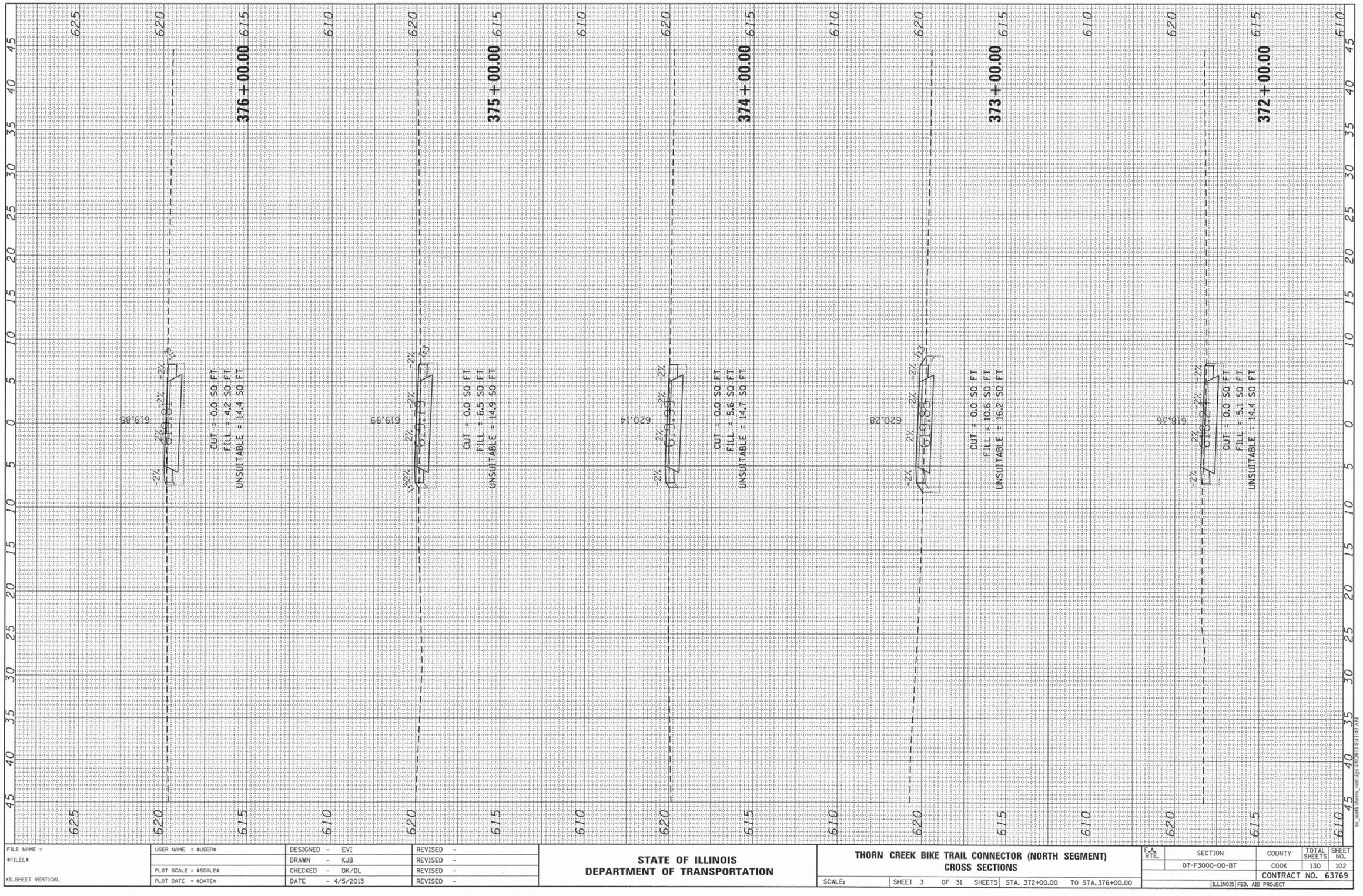
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



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

xs_north sheets_vert.dgn 4/9/2013 8:41:49 AM

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XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

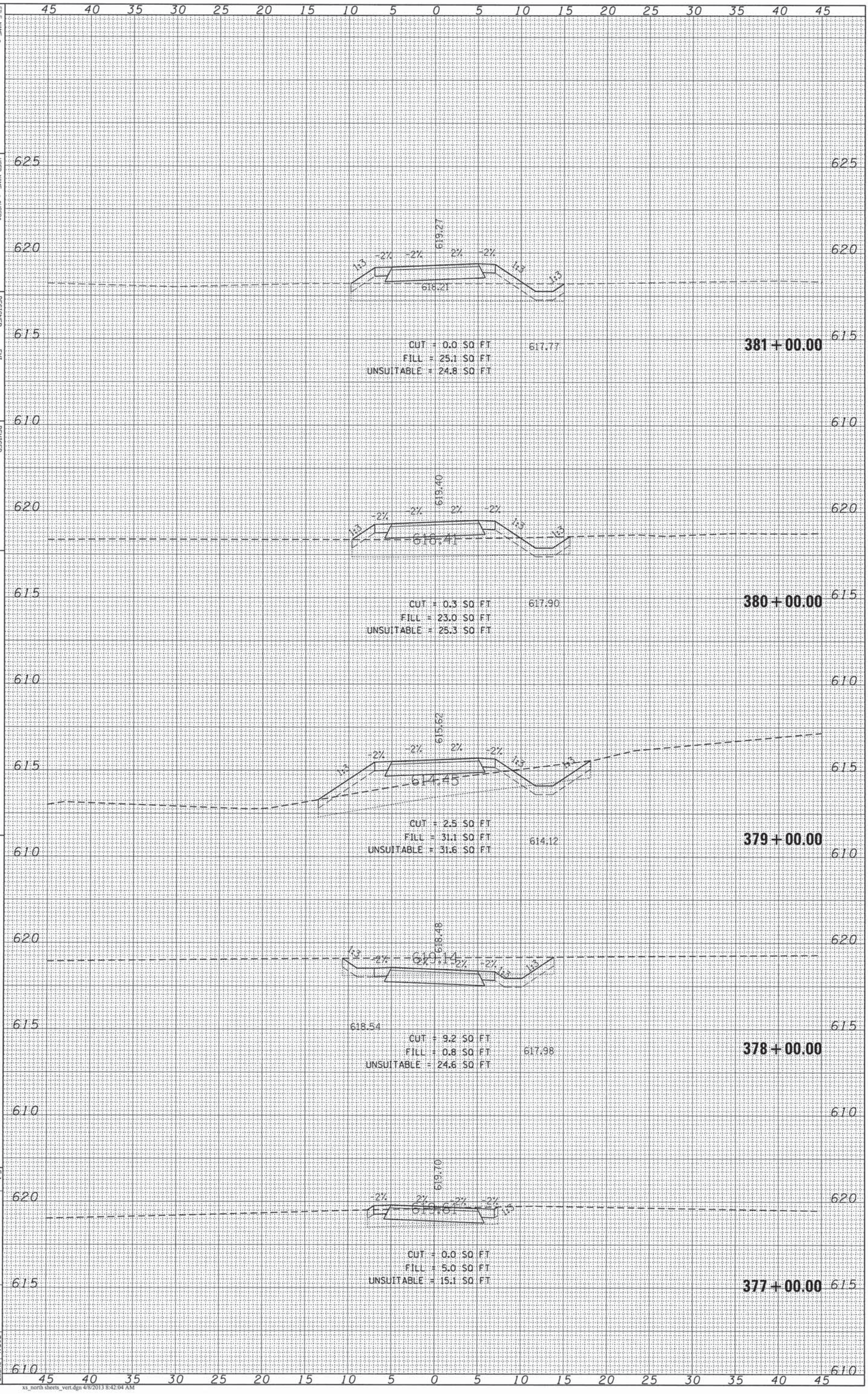
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 3 OF 31 SHEETS | STA. 372+00.00 TO STA. 376+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	102
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



FILE NAME = $FILEL$

XS_SHEET VERTICAL

USER NAME = $USER$

PLOT SCALE = $SCALE$

PLOT DATE = $DATE$

DESIGNED - EVI

DRAWN - KJB

CHECKED - DK/DL

DATE - 4/5/2013

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE:

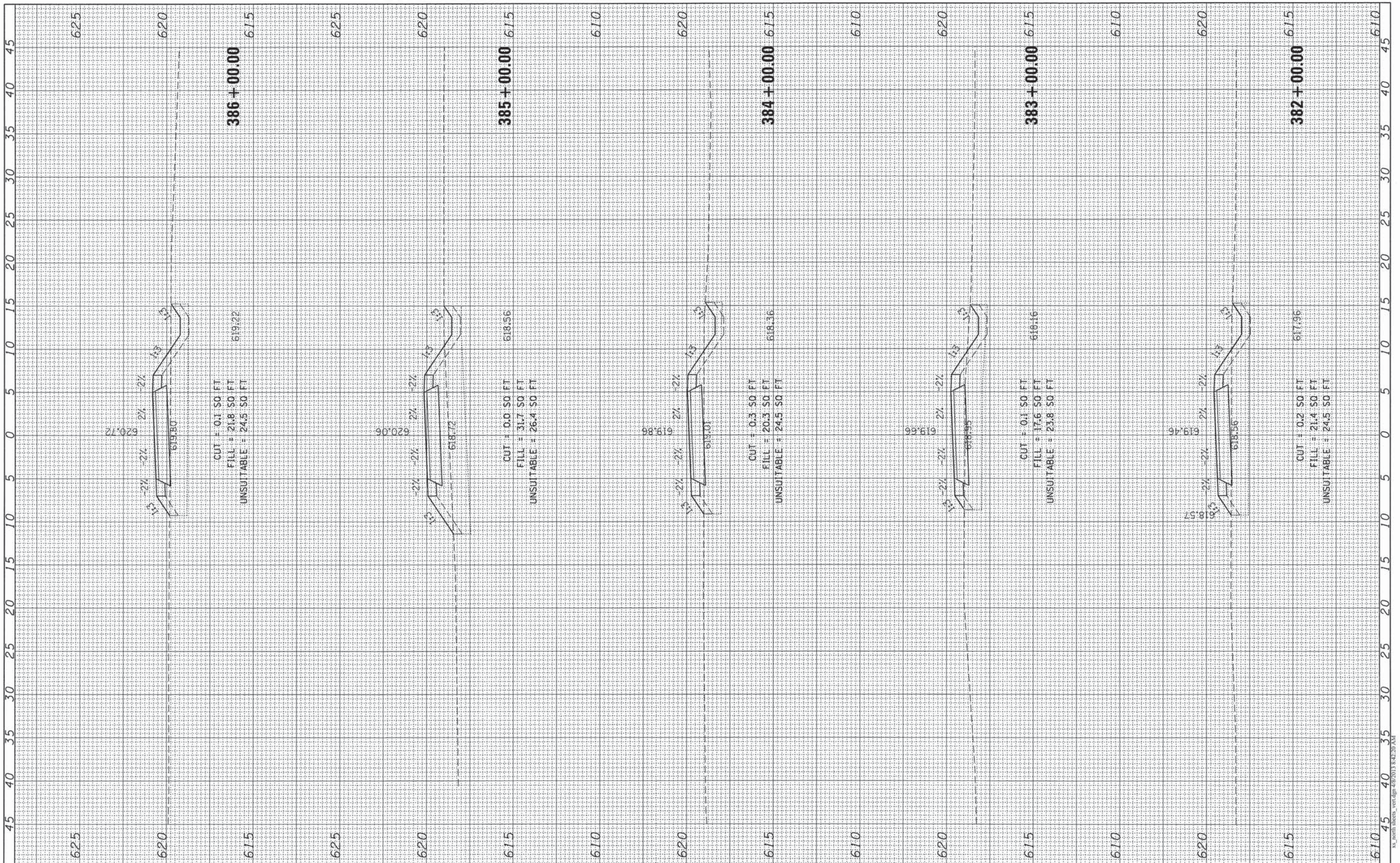
SHEET 4 OF 31 SHEETS STA. 377+00.00 TO STA. 381+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	103

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

xs_north sheets_vert.dgn 4/8/2013 8:42:04 AM



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

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

xs_north sheets_vert.dgn 4/8/2013 8:42:20 AM

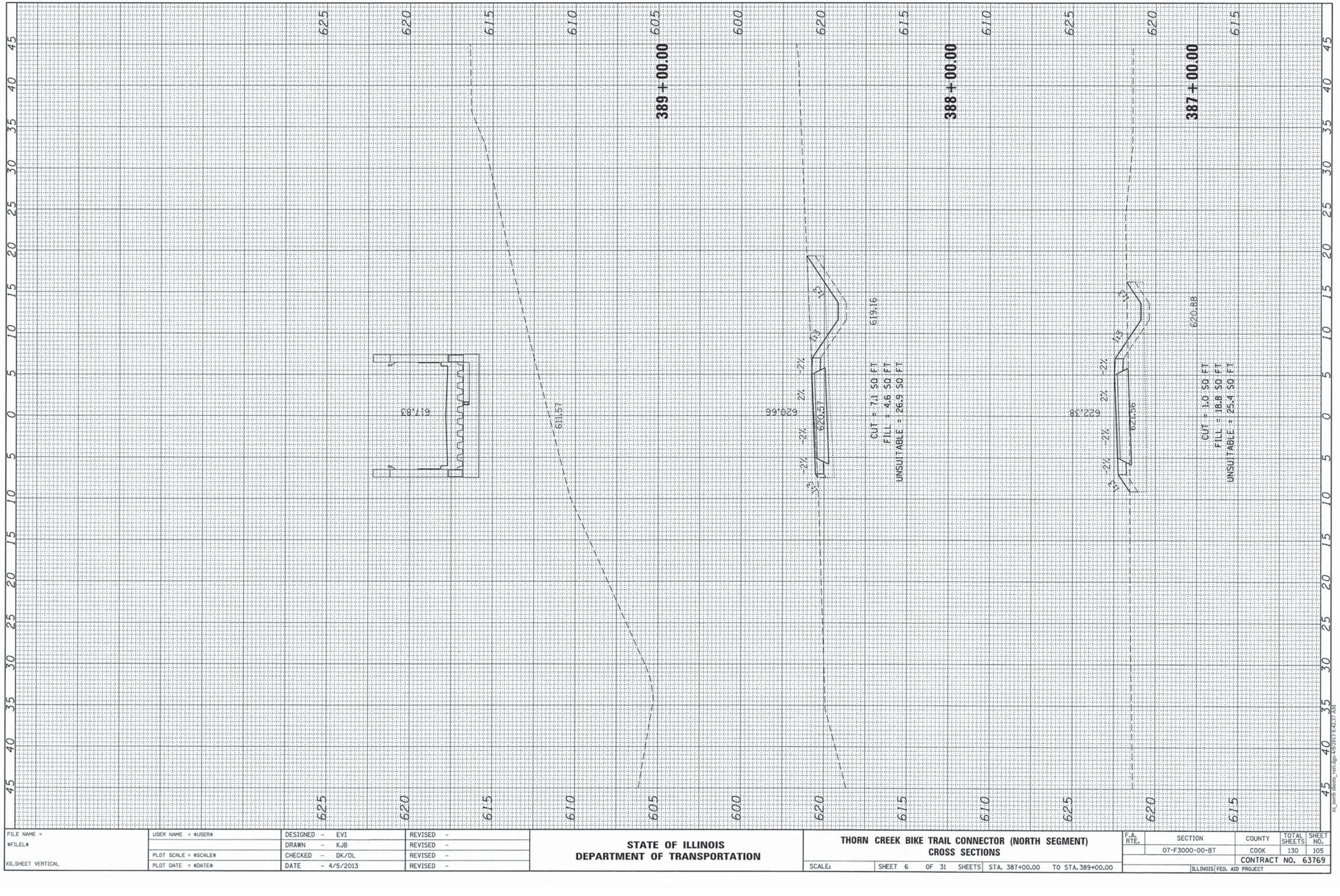
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 5 OF 31 SHEETS | STA. 382+00.00 TO STA. 386+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	104
		CONTRACT NO. 63769		
		ILLINOIS FED. AID PROJECT		



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

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
XS.SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 6 OF 31 SHEETS | STA. 387+00.00 TO STA. 389+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	105

CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

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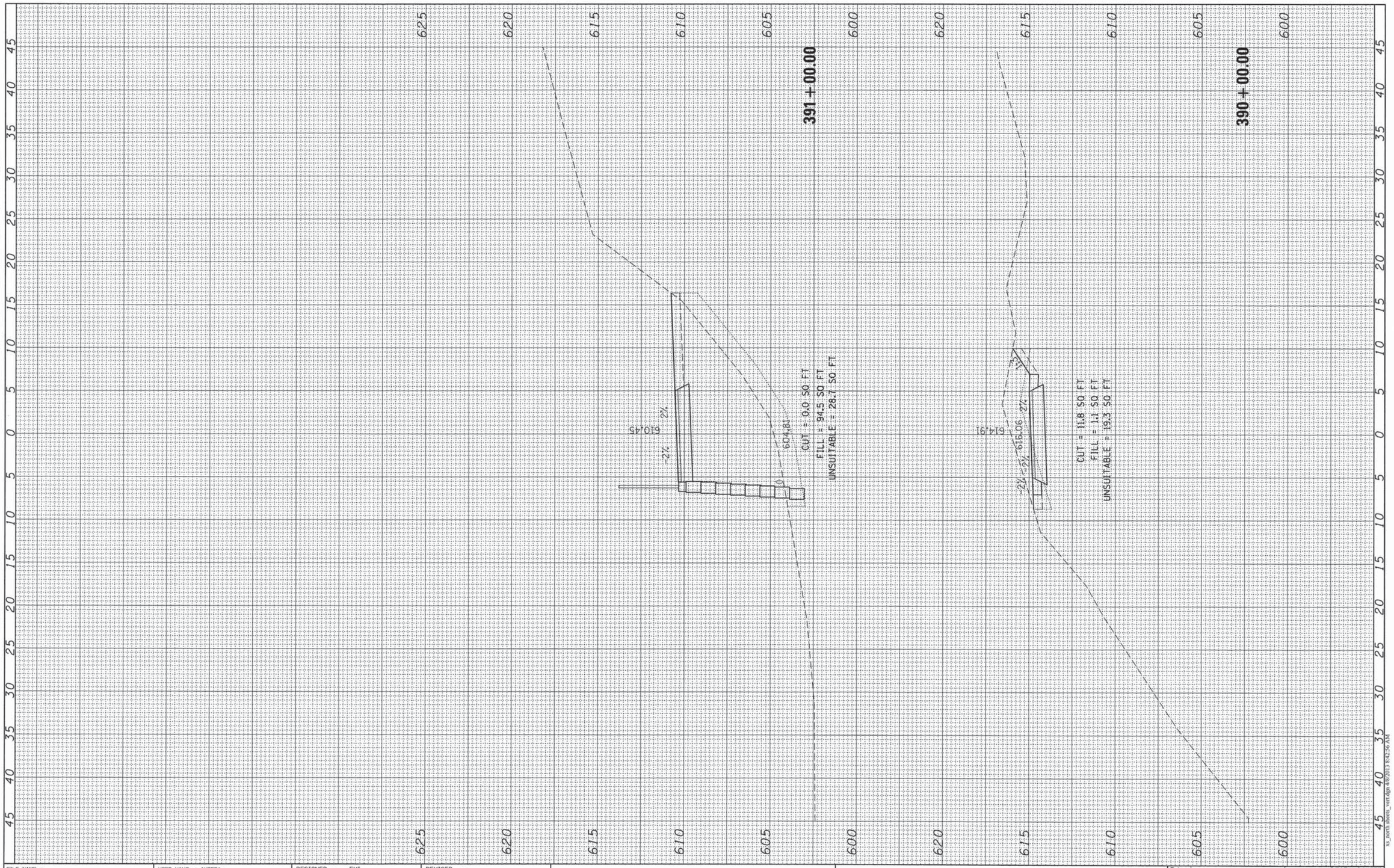
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

xs_north sheets_vert.dgn 4/8/2013 8:42:56 AM

FILE NAME = ®FILE®	USER NAME = ®USER®	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = ®SCALE®	CHECKED - DK/DL	REVISED -
	PLOT DATE = ®DATE®	DATE - 4/5/2013	REVISED -

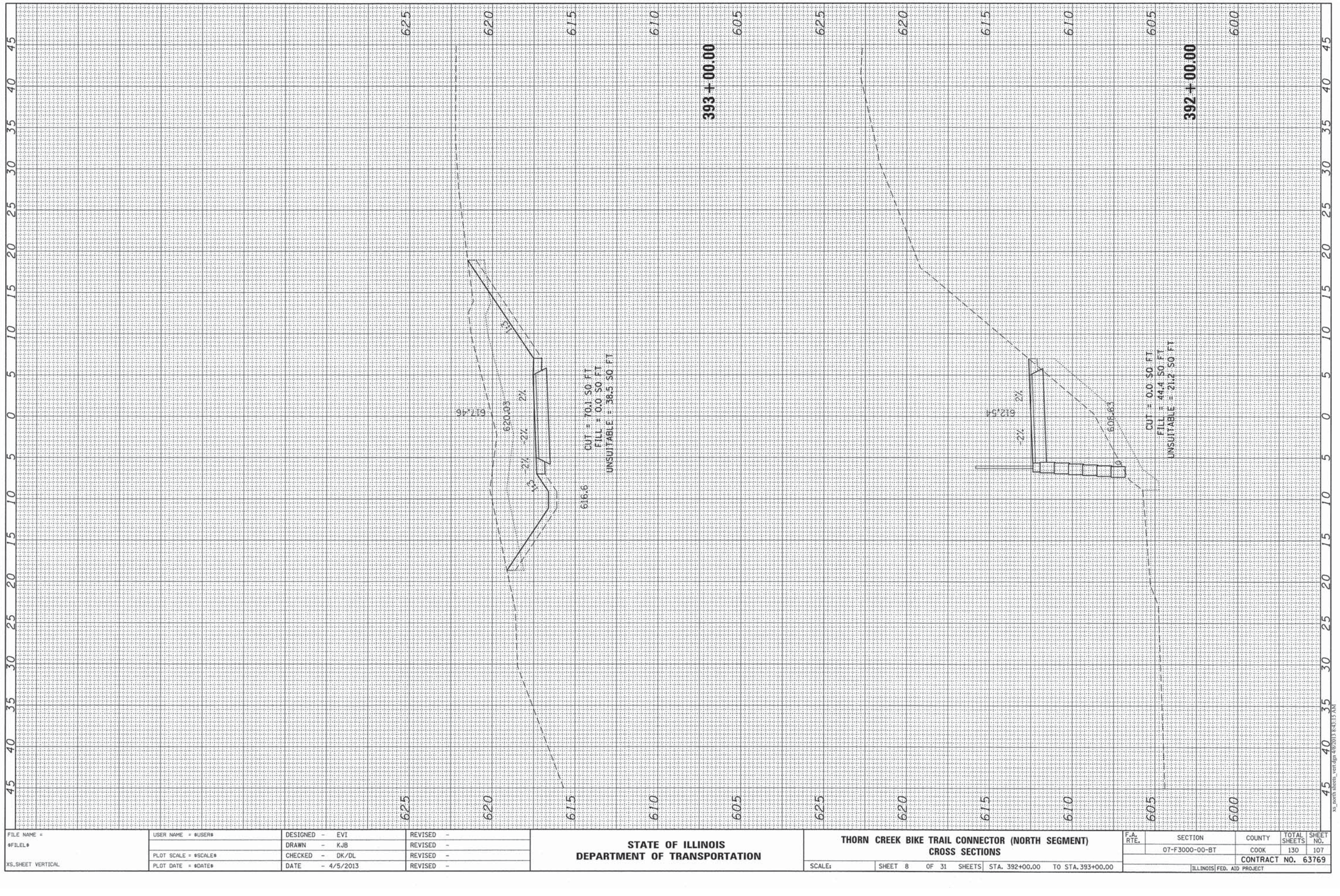
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 7 OF 31 SHEETS | STA. 390+00.00 TO STA. 391+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	106
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = #SCALE#	CHECKED - DK/DL	REVISED -
	PLOT DATE = #DATE#	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

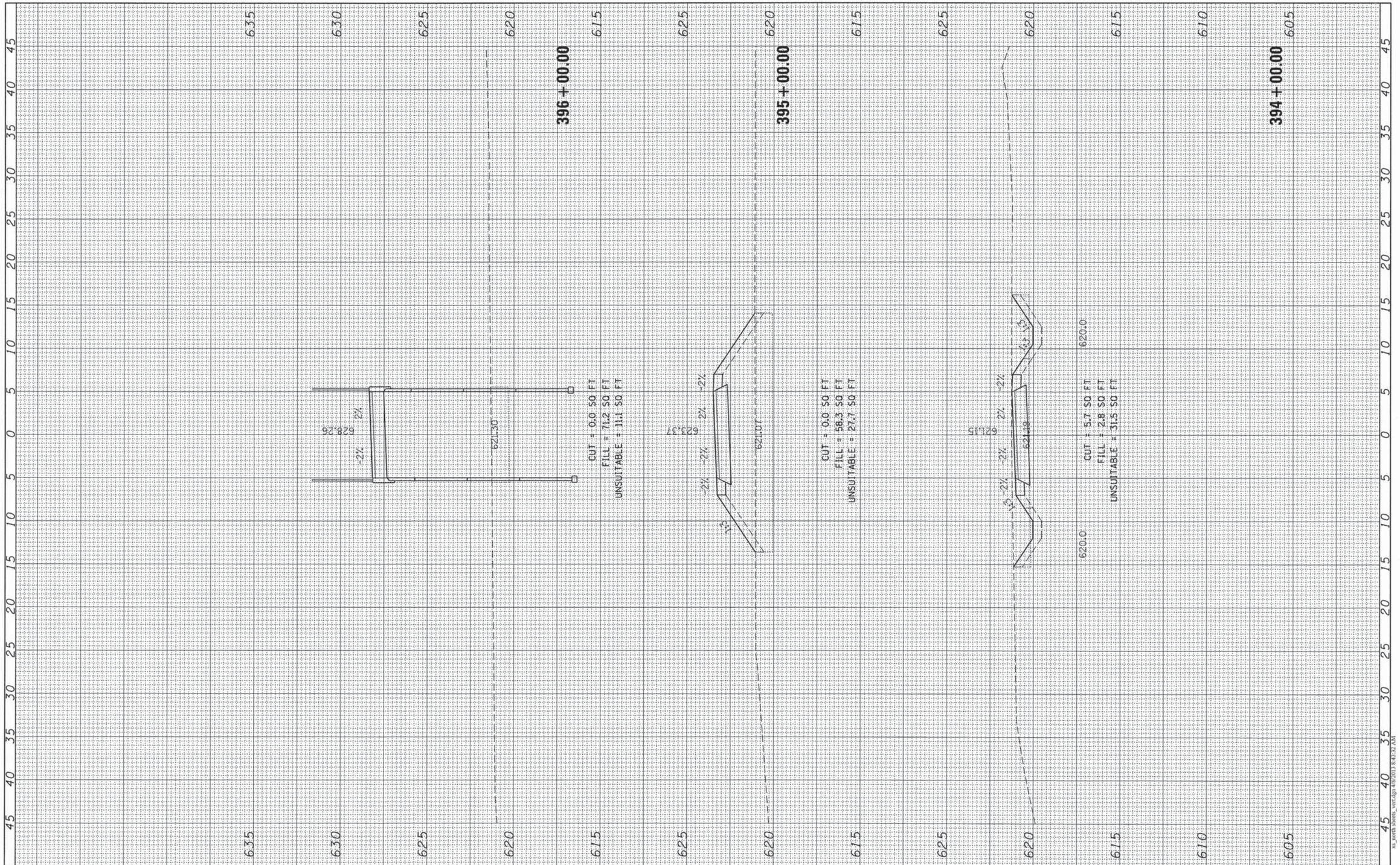
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 8 OF 31 SHEETS | STA. 392+00.00 TO STA. 393+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	107
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north_blocks_vert.dgn 4/8/2013 8:43:15 AM

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



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

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

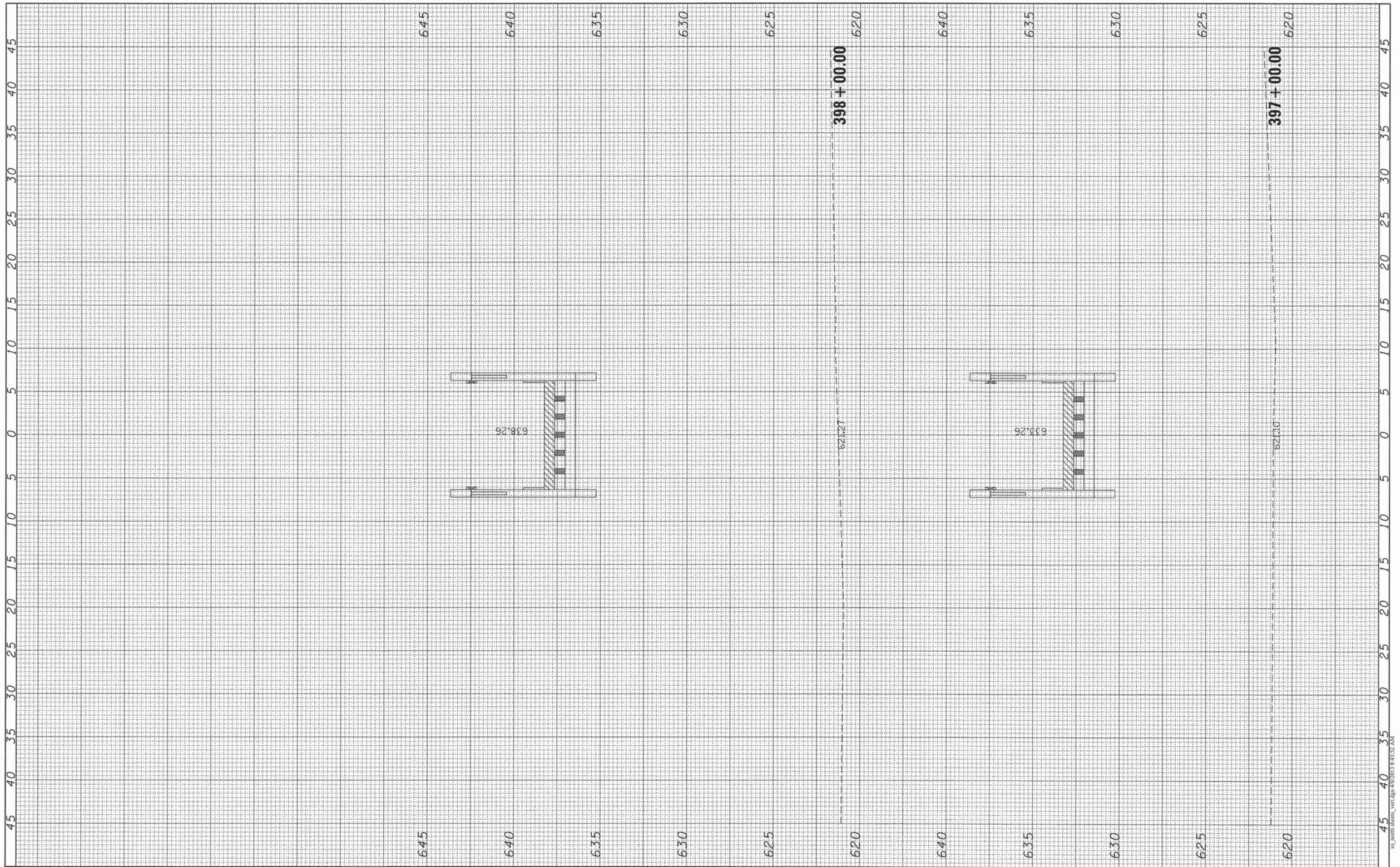
SCALE: | SHEET 9 OF 31 SHEETS | STA. 394+00.00 TO STA. 396+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	108
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north_sheets_vert.dgn 4/8/2013 8:43:32 AM

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

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



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XS_SHEET VERTICAL	PLOT DATE = *DATE*	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

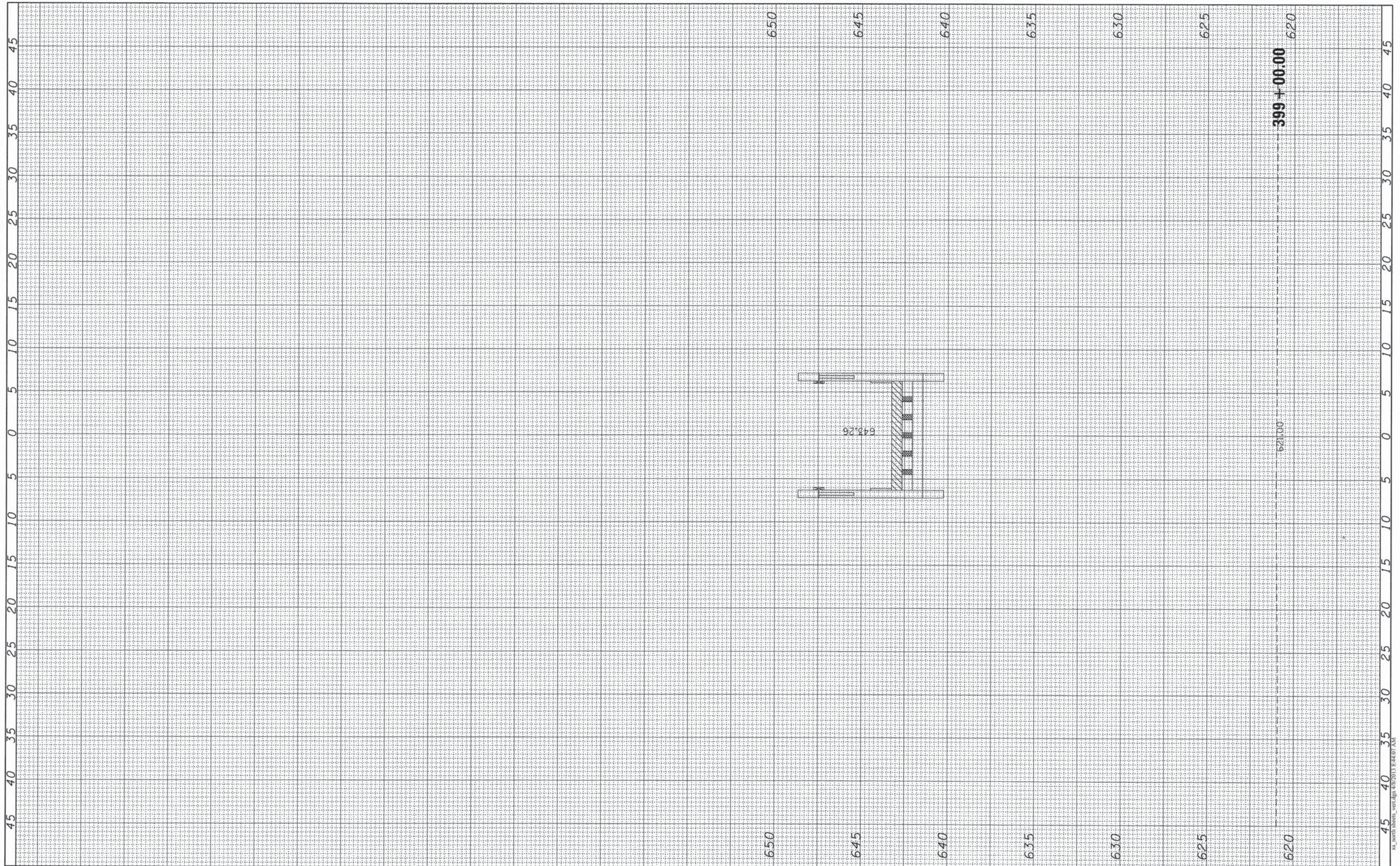
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 10 OF 31 SHEETS | STA. 397+00.00 TO STA. 398+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	109
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



xs_north sheets_ver.dgn 4/8/2013 8:44:07 AM

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	PLOT DATE = *DATE*	DATE - 4/5/2013	REVISED -

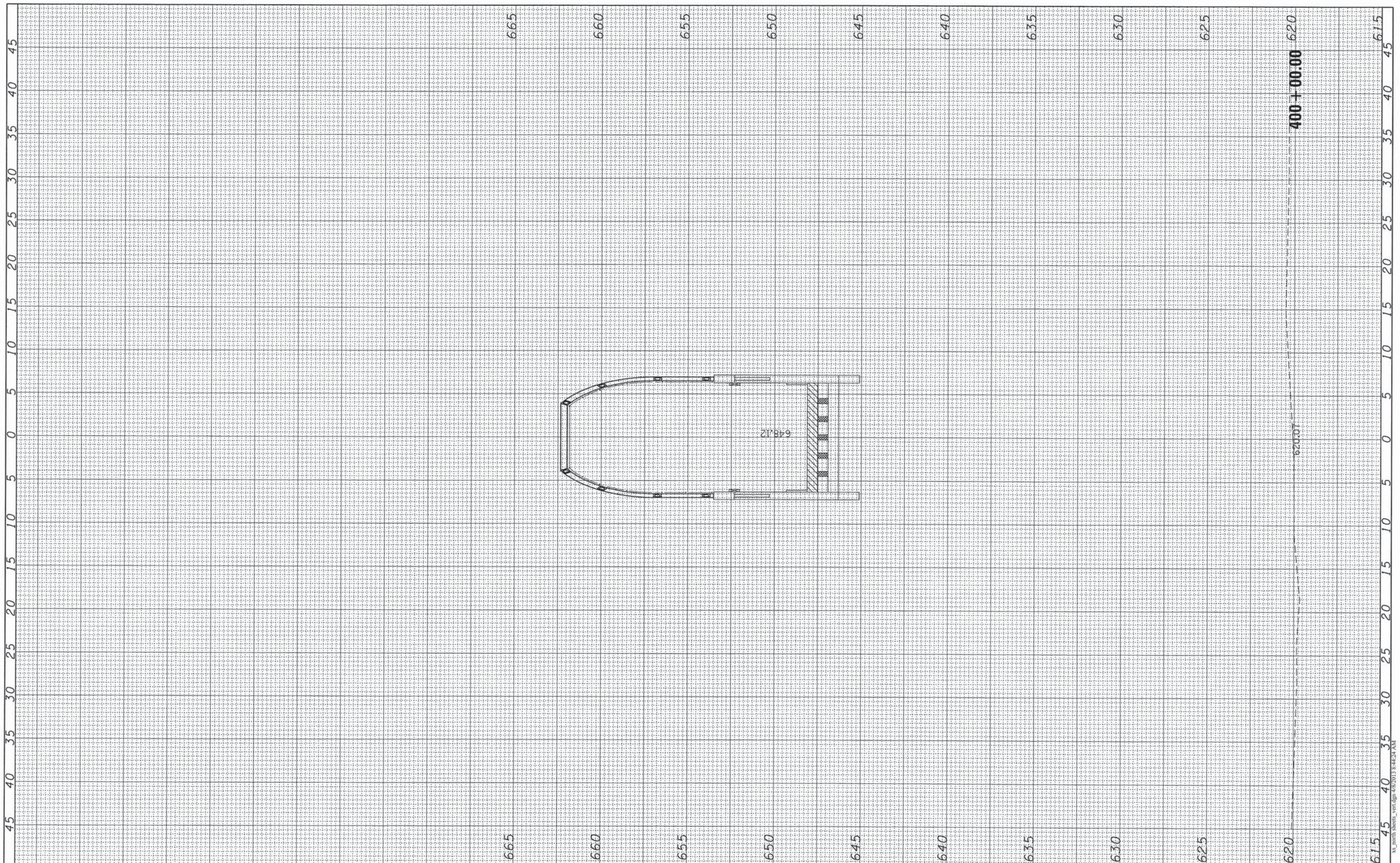
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 11 OF 31 SHEETS | STA. 399+00.00 | TO STA. 399+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	110
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 12 OF 31 SHEETS | STA. 400+00.00 TO STA. 400+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	111
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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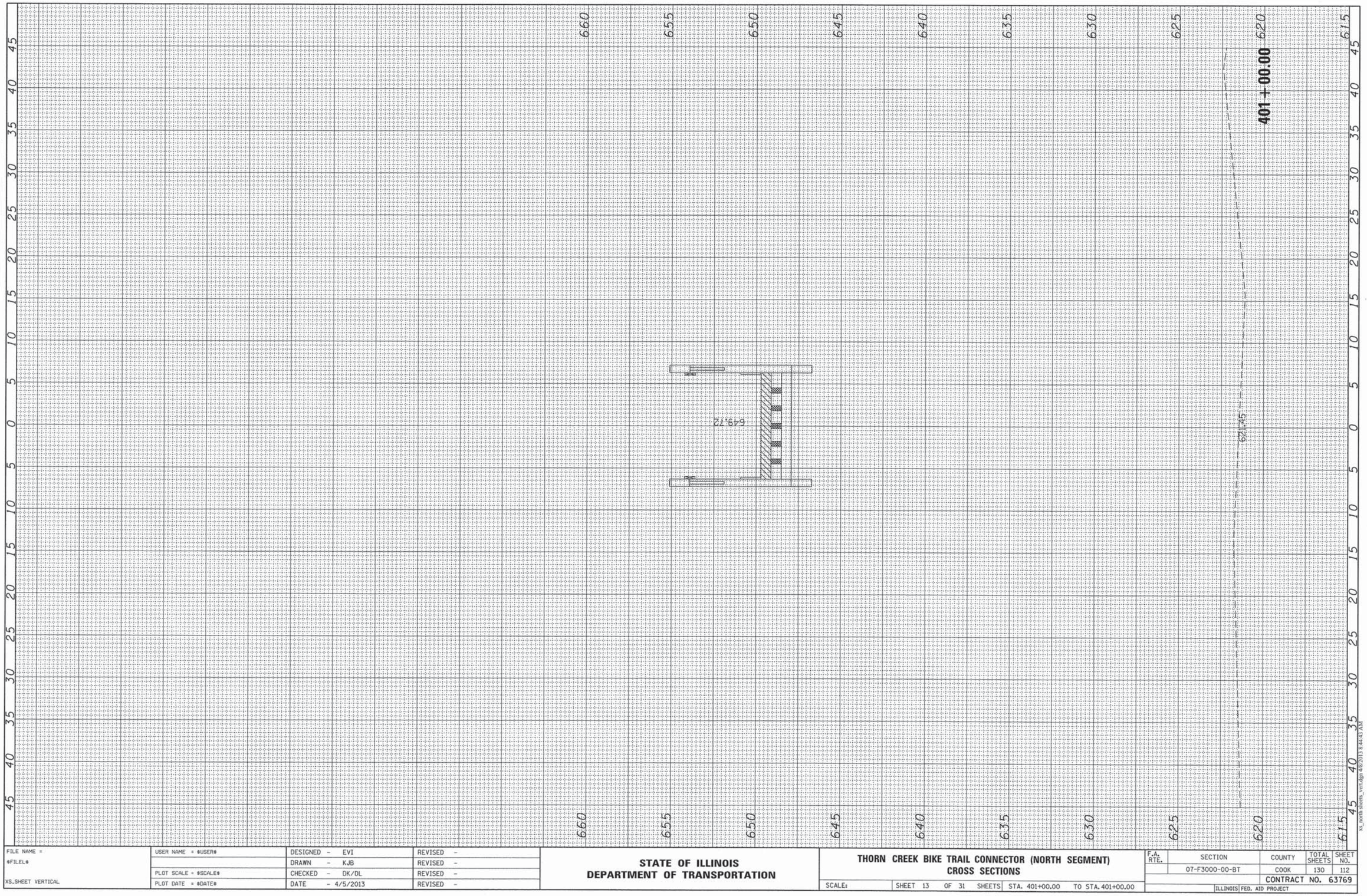
FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

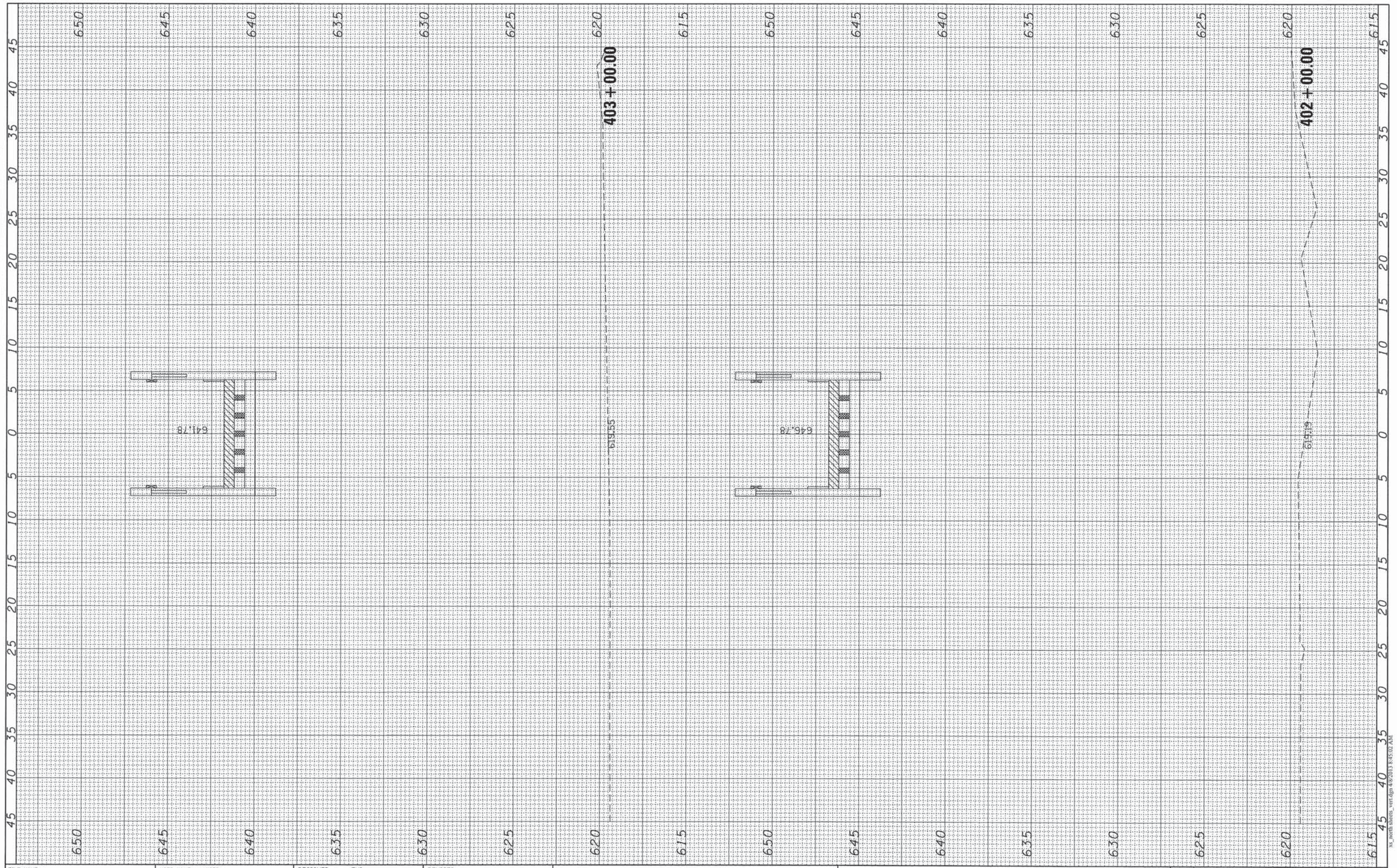
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 13 OF 31 SHEETS | STA. 401+00.00 | TO STA. 401+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	112
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north sheets_vert.dgn 4/8/2013 8:44:43 AM

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



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

xs_north sheets_ver1.dgn 4/8/2013 8:55:00 AM

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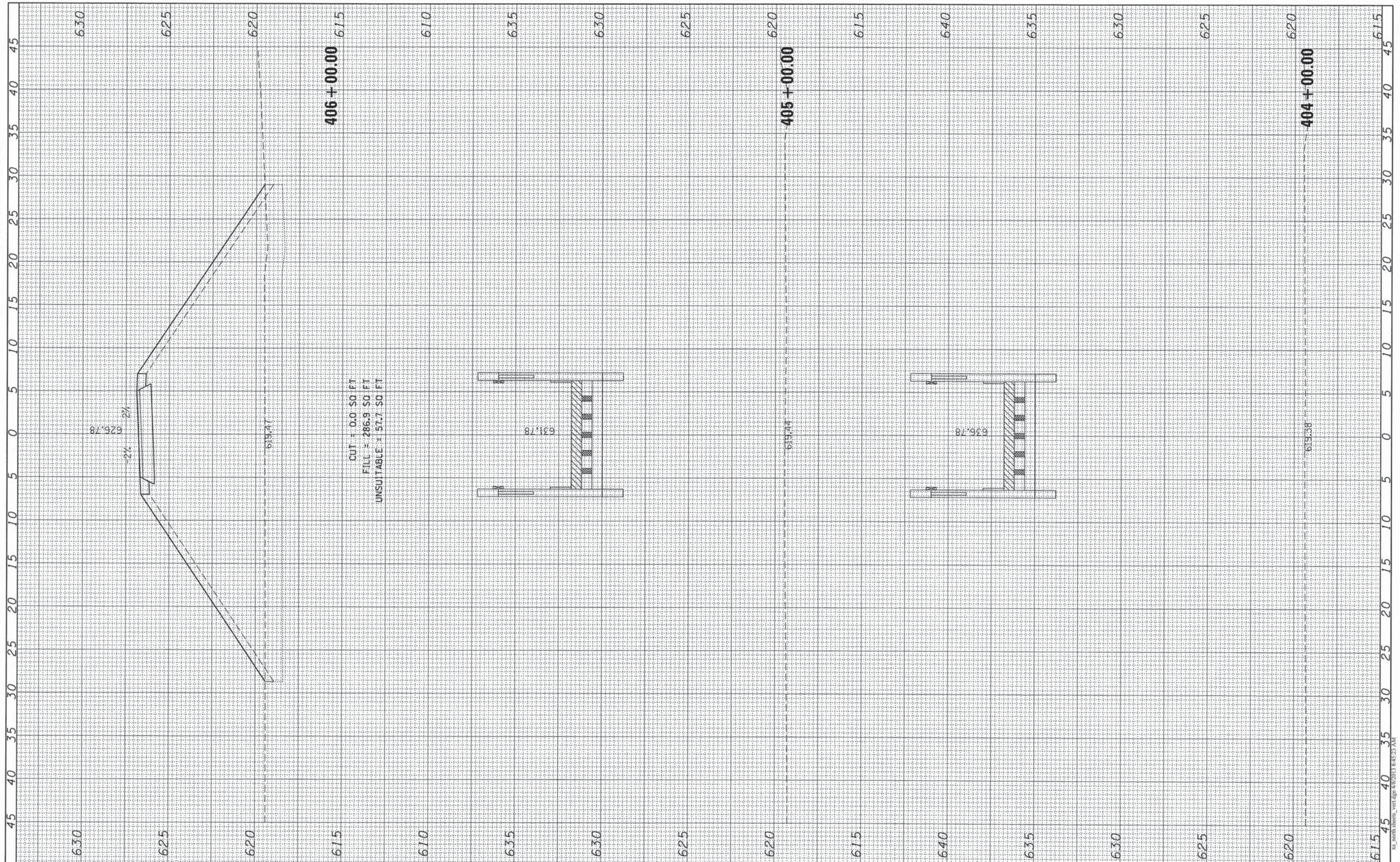
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 14 OF 31 SHEETS | STA. 402+00.00 TO STA. 403+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	113
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
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	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 15 OF 31 SHEETS | STA. 404+00.00 TO STA. 406+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	114

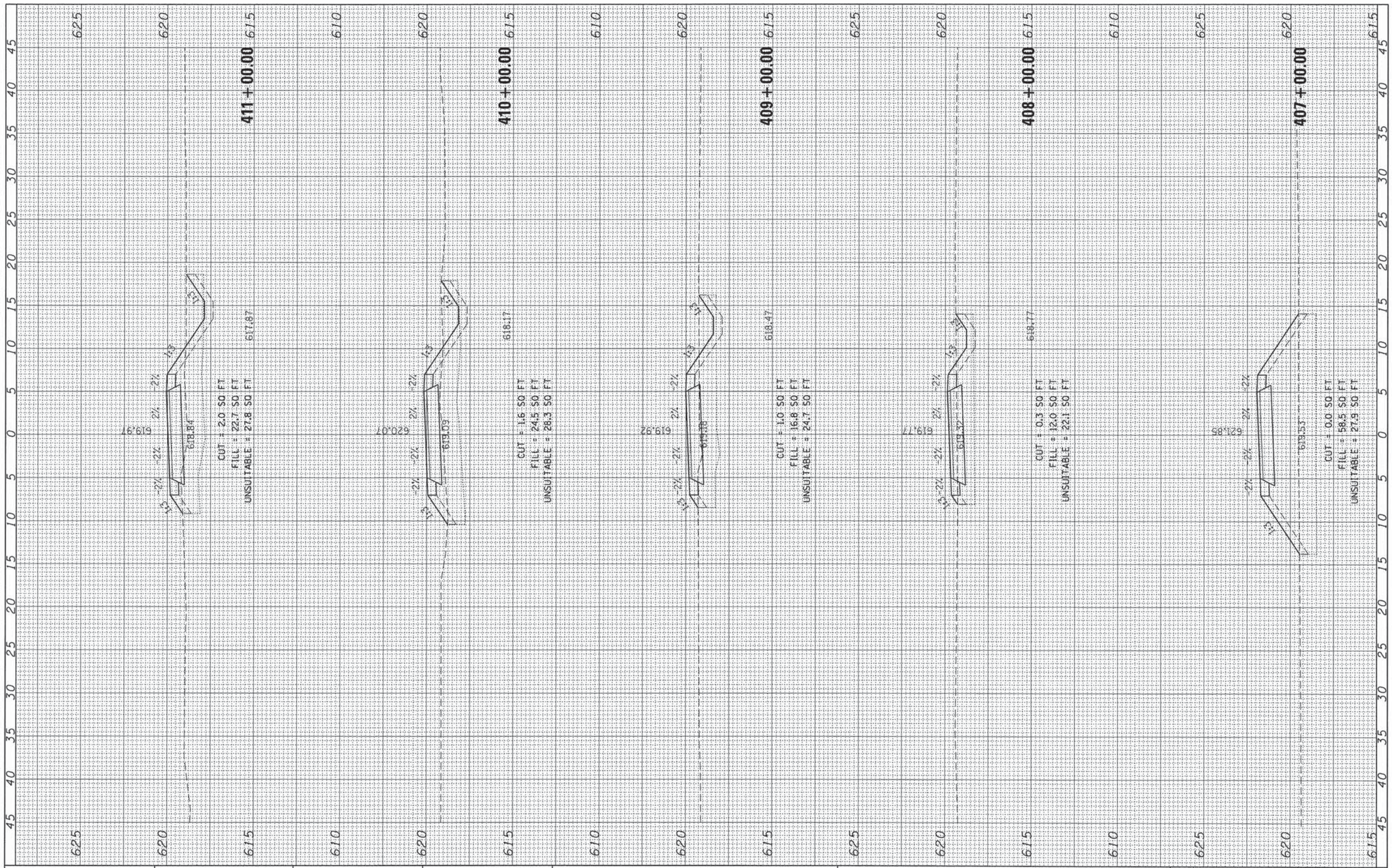
CONTRACT NO. 63769

ILLINOIS FED. AID PROJECT

xs_north sheets_vert.dgn 4/8/2013 8:45:23 AM

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

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



FILE NAME = *FILE1*	USER NAME = *USER*	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = *SCALE*	CHECKED - DK/DL	REVISED -
	PLOT DATE = *DATE*	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

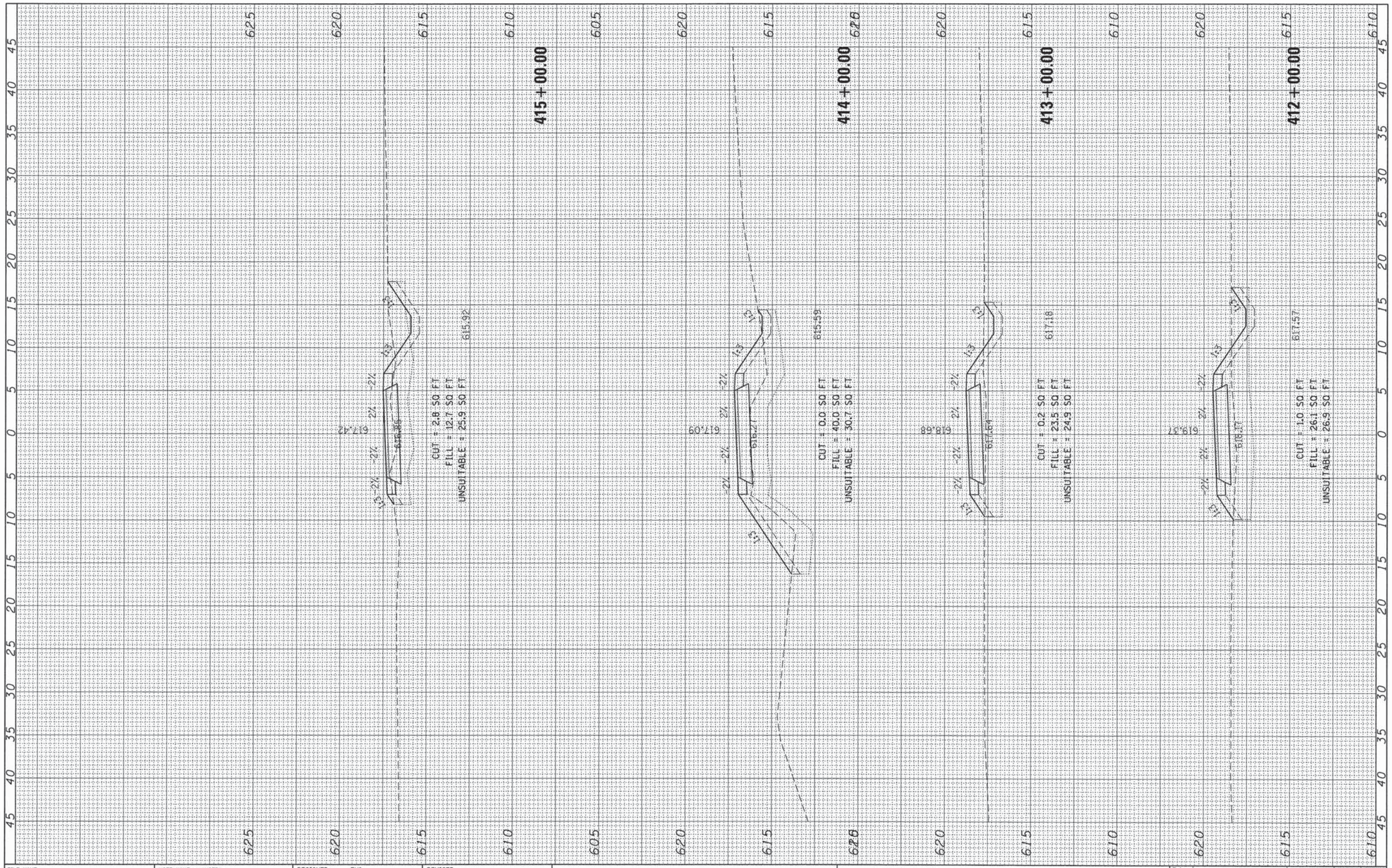
SCALE: | SHEET 16 OF 31 SHEETS | STA. 407+00.00 TO STA. 411+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	115
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north sheets_vert.dgn 4/8/2013 8:45:48 AM

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

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



FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = #SCALE#	CHECKED - DK/DL	REVISED -
	PLOT DATE = #DATE#	DATE - 4/5/2013	REVISED -

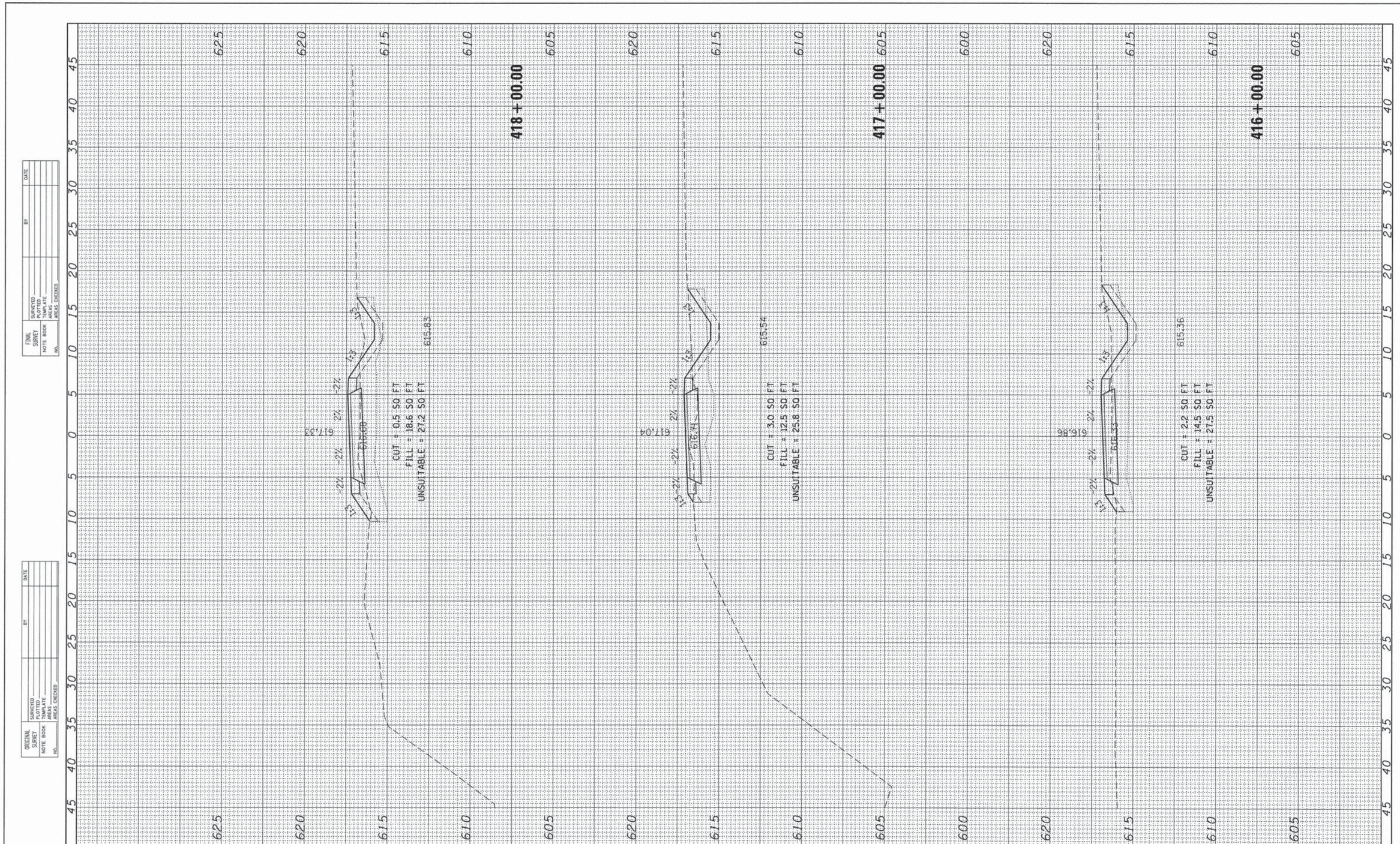
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 17 OF 31 SHEETS | STA. 412+00.00 | TO STA. 415+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	116
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

xs_north sheets_vert.dgn 4/8/2013 8:46:07 AM



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT) CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KJB	REVISED -				07-F3000-00-BT	COOK	130	117
XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -		SCALE: SHEET 18 OF 31 SHEETS STA. 416+00.00 TO STA. 418+00.00			CONTRACT NO. 63769		
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -					ILLINOIS FED. AID PROJECT		

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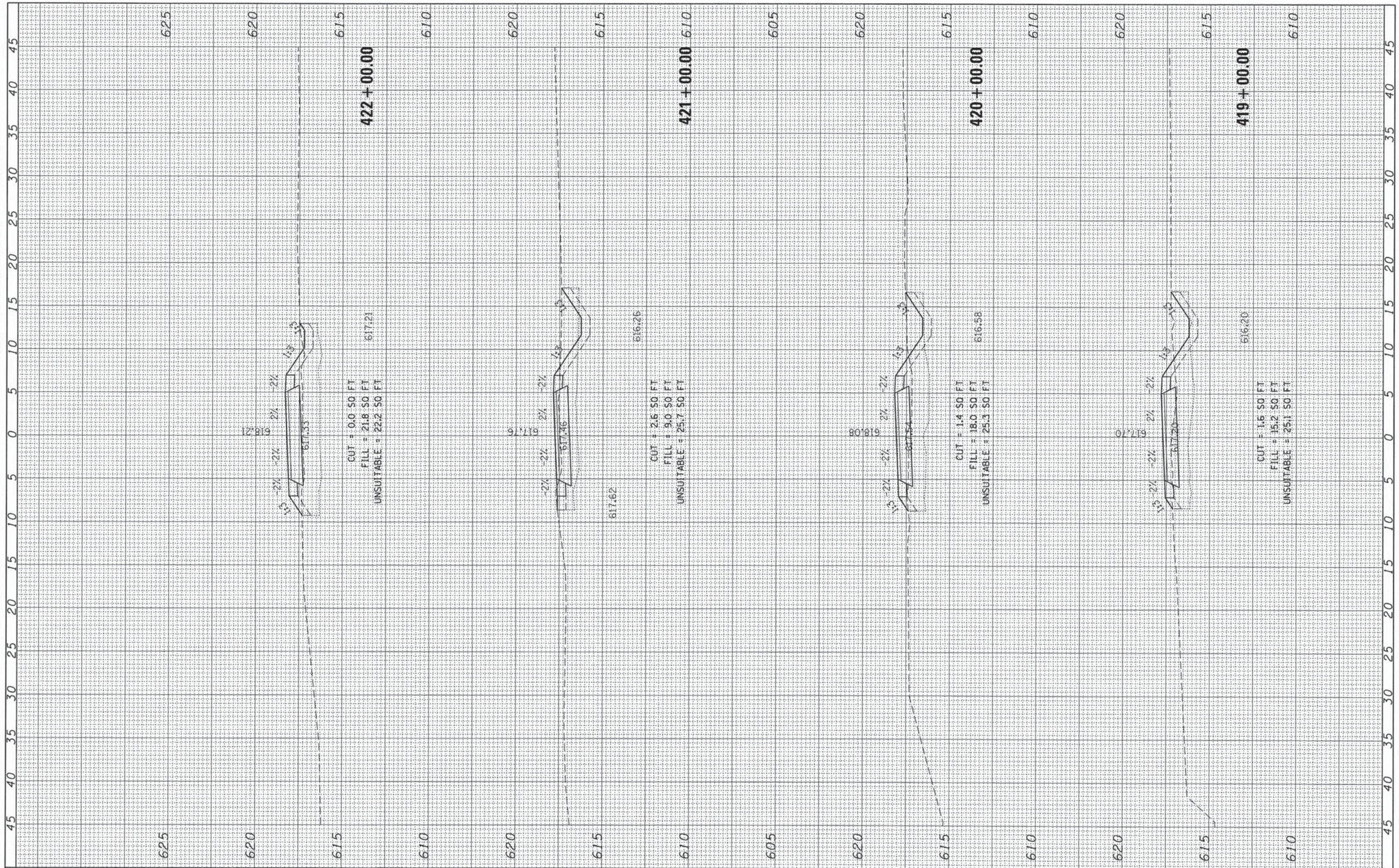
FINAL SURVEY	SURVEYED	BY	
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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



FILE NAME =	USER NAME = ⊕USER⊕	DESIGNED – EVI	REVISED –
⊕FILEL⊕		DRAWN – KJB	REVISED –
	PLOT SCALE = ⊕SCALE⊕	CHECKED – DK/DL	REVISED –
XS_SHEET VERTICAL	PLOT DATE = ⊕DATE⊕	DATE – 4/5/2013	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

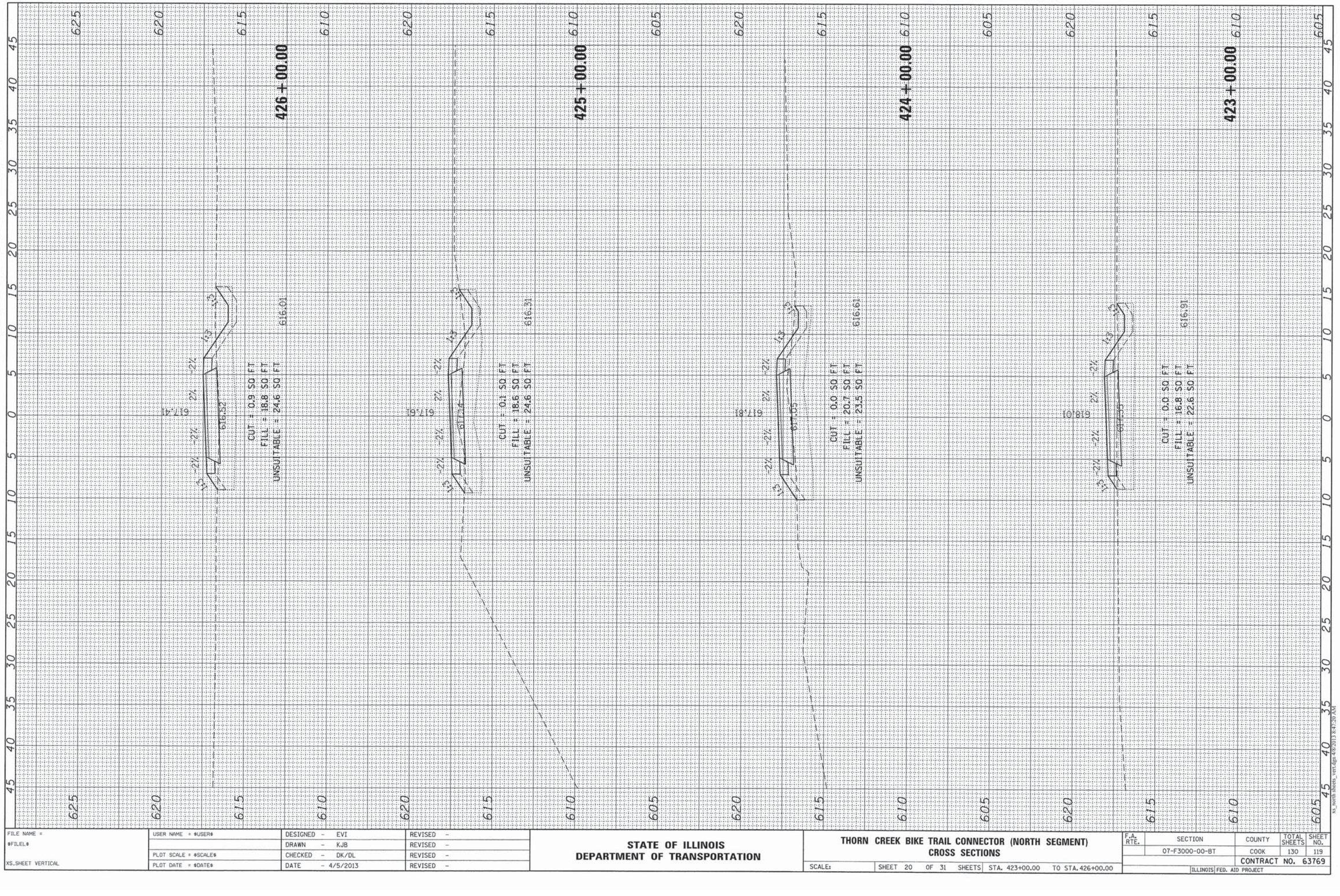
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 19 OF 31 SHEETS | STA. 419+00.00 TO STA. 422+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	118
		CONTRACT NO. 63769		
	ILLINOIS	FED. AID PROJECT		

xs_north sheets_vert.dgn 4/8/2013 8:46:45 AM

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



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

xs_north bkstg_vert.dgn 4/8/2013 8:47:20 AM

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
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	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

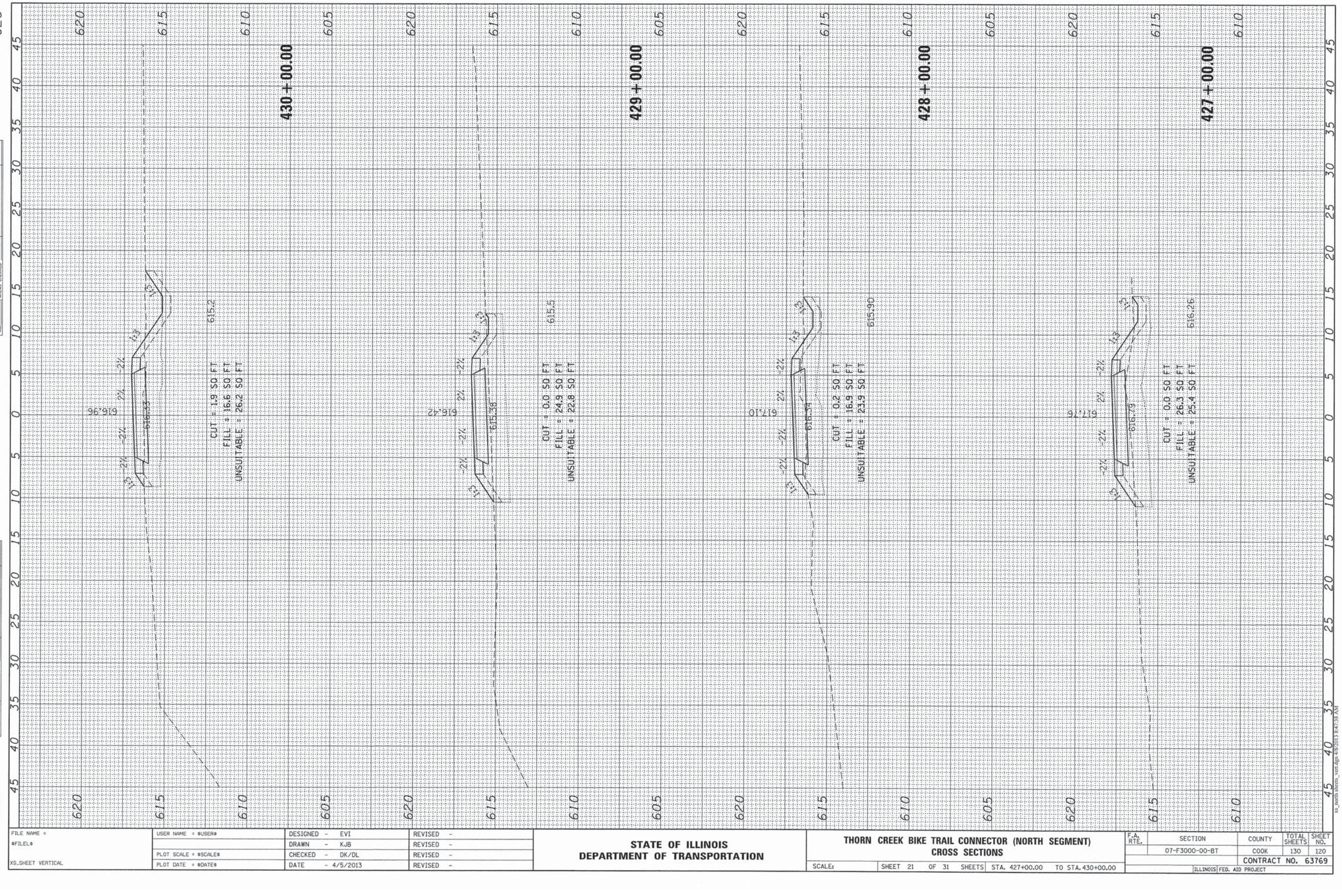
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 20 OF 31 SHEETS | STA. 423+00.00 | TO STA. 426+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	119
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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



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

xs_north.dgn 4/8/2013 8:47:38 AM

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	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

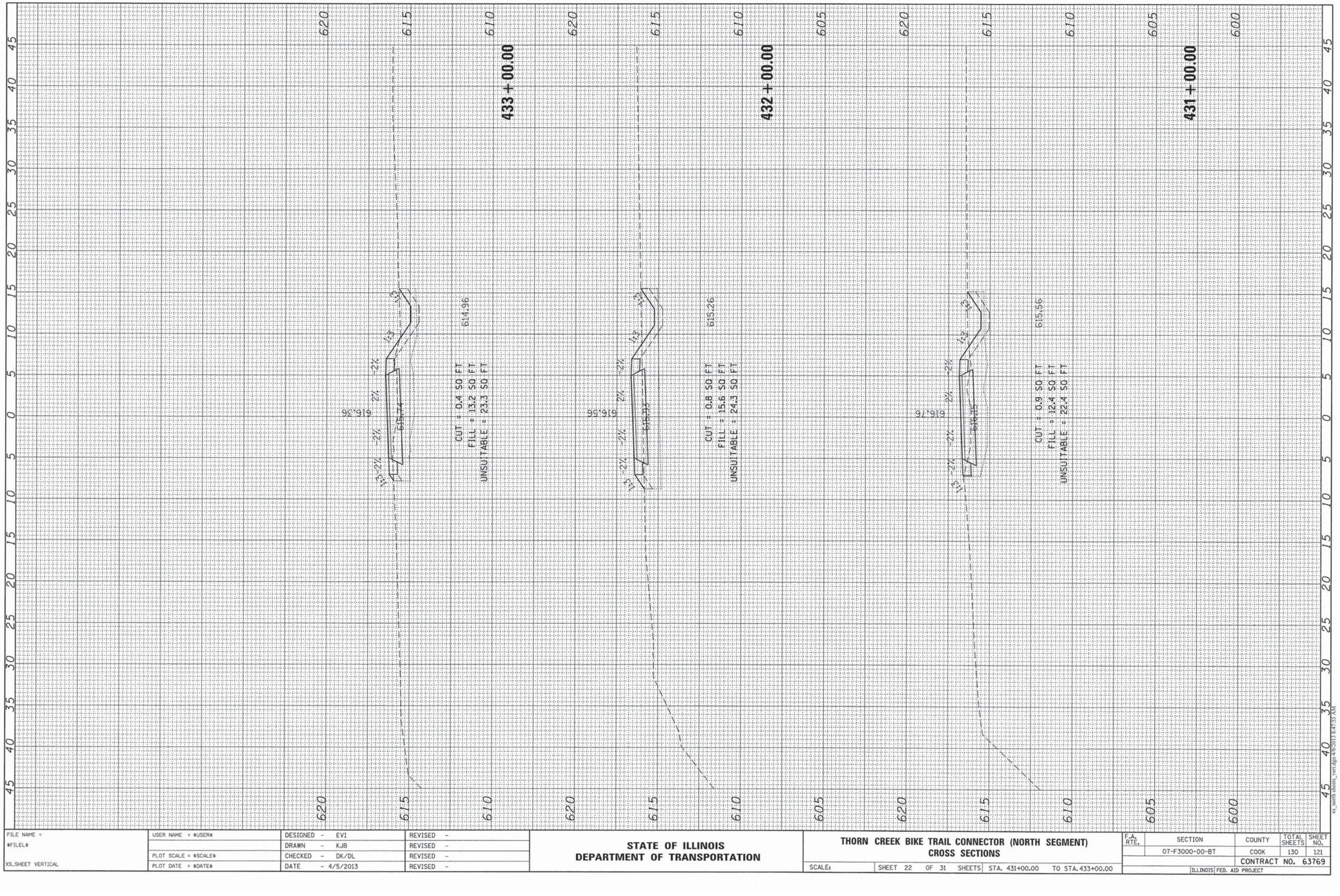
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 21 OF 31 SHEETS | STA. 427+00.00 TO STA. 430+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	120
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



xs_north sheets_vert.dgn 4/8/2013 8:47:55 AM

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	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

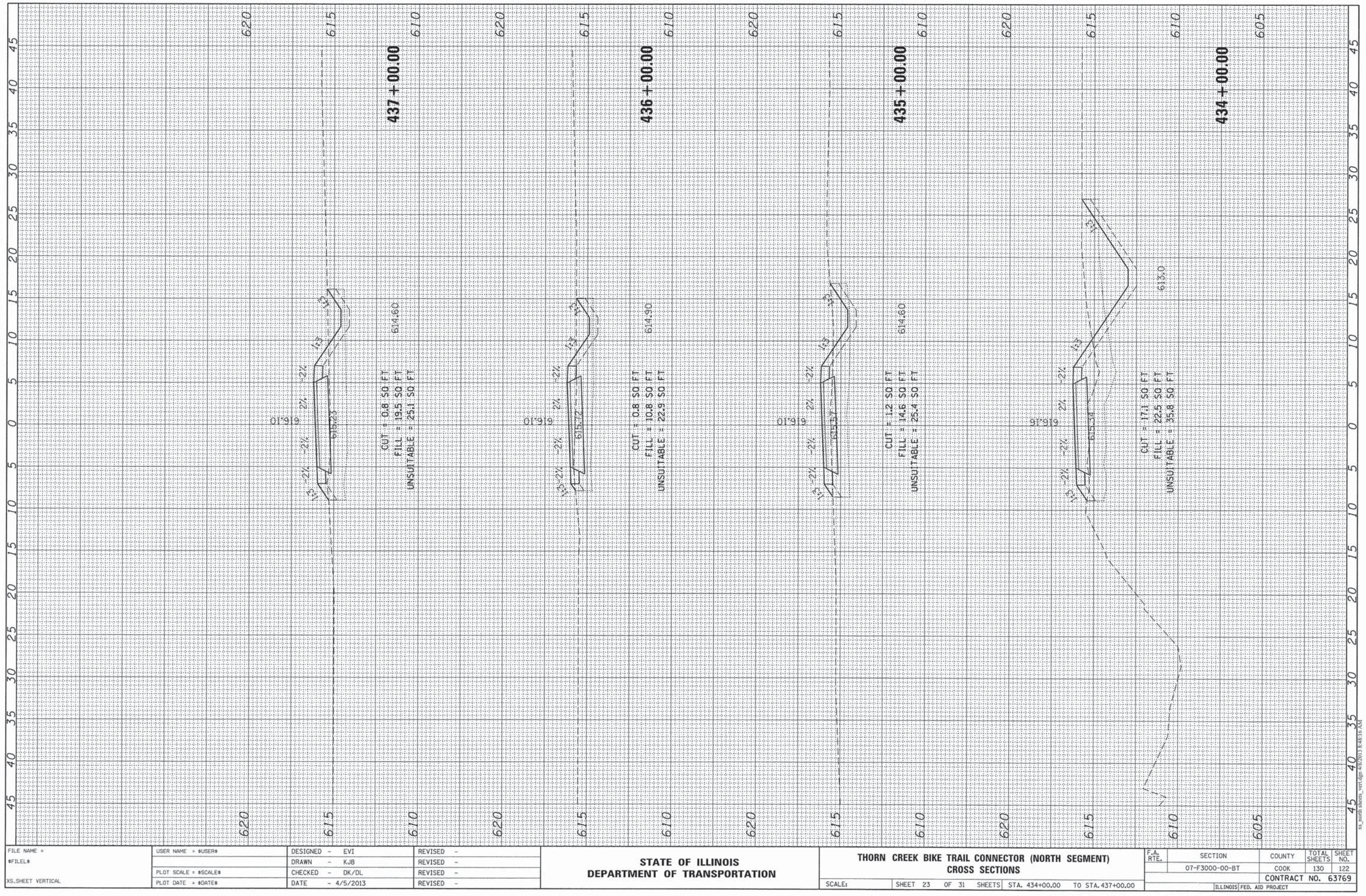
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 22 OF 31 SHEETS | STA. 431+00.00 | TO STA. 433+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	121
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



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	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 23 OF 31 SHEETS | STA. 434+00.00 | TO STA. 437+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	122
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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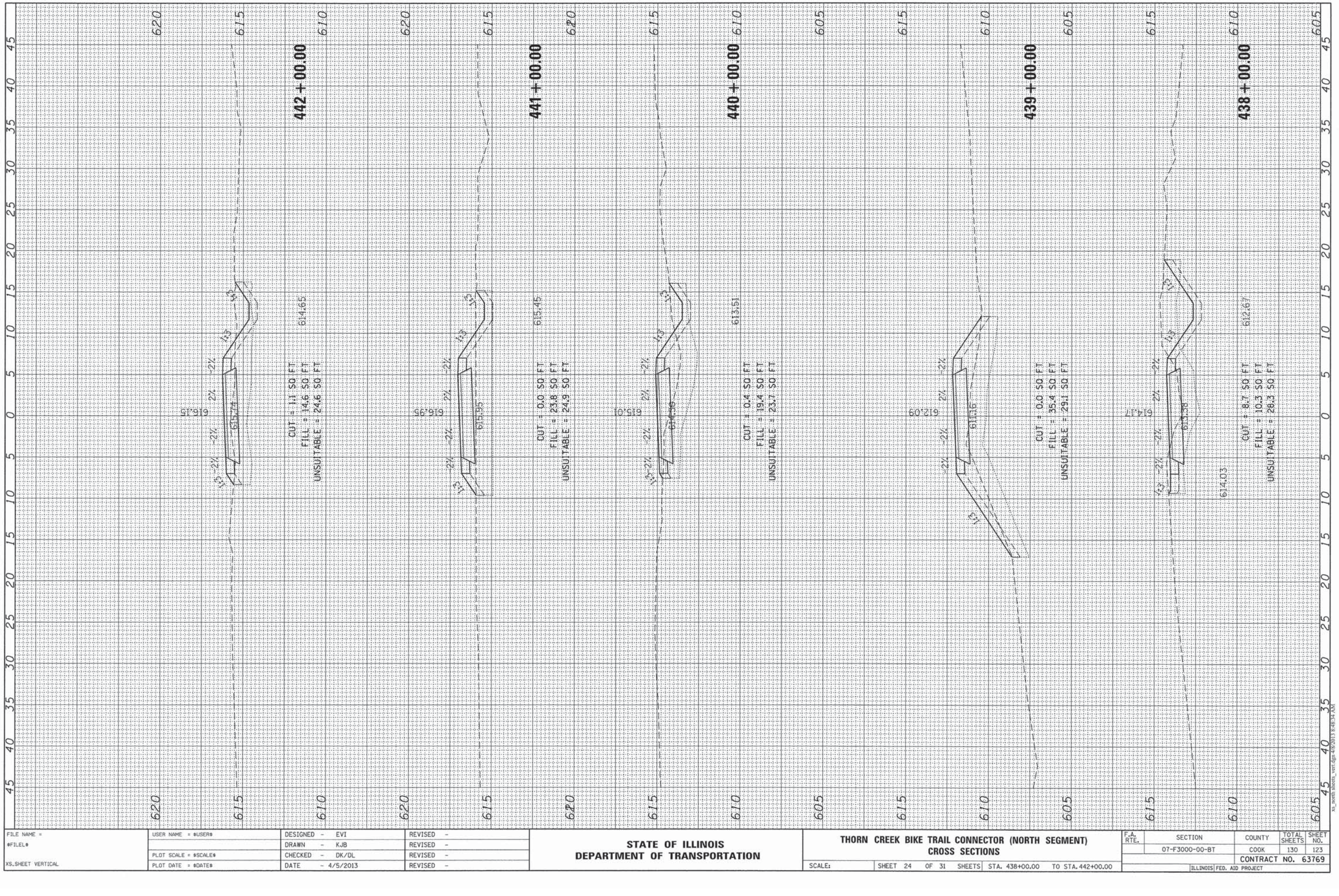
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

xs_north.sheets_vert.dgn 4/8/2013 8:48:34 AM

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XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

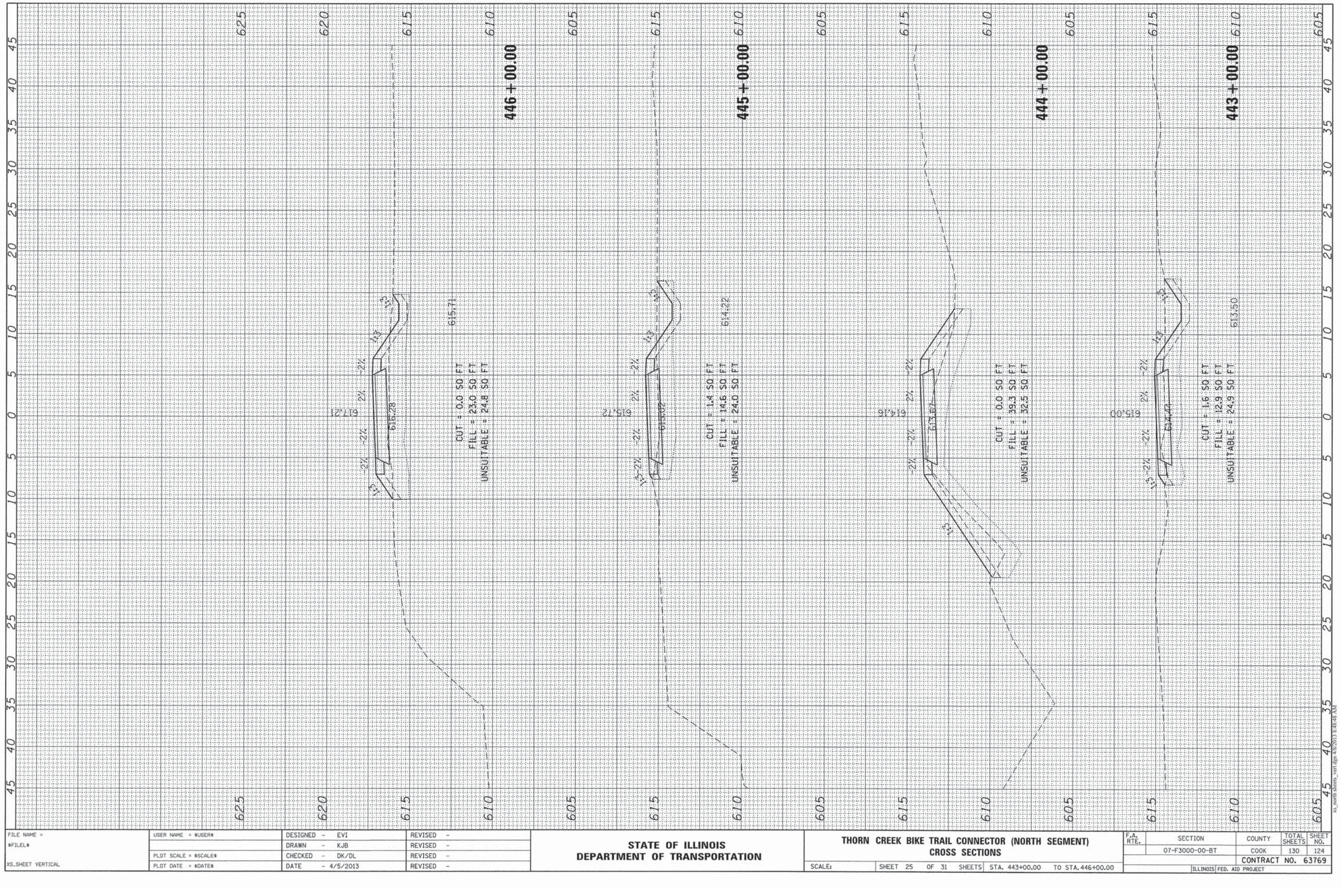
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 24 OF 31 SHEETS | STA. 438+00.00 TO STA. 442+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	123
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



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XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

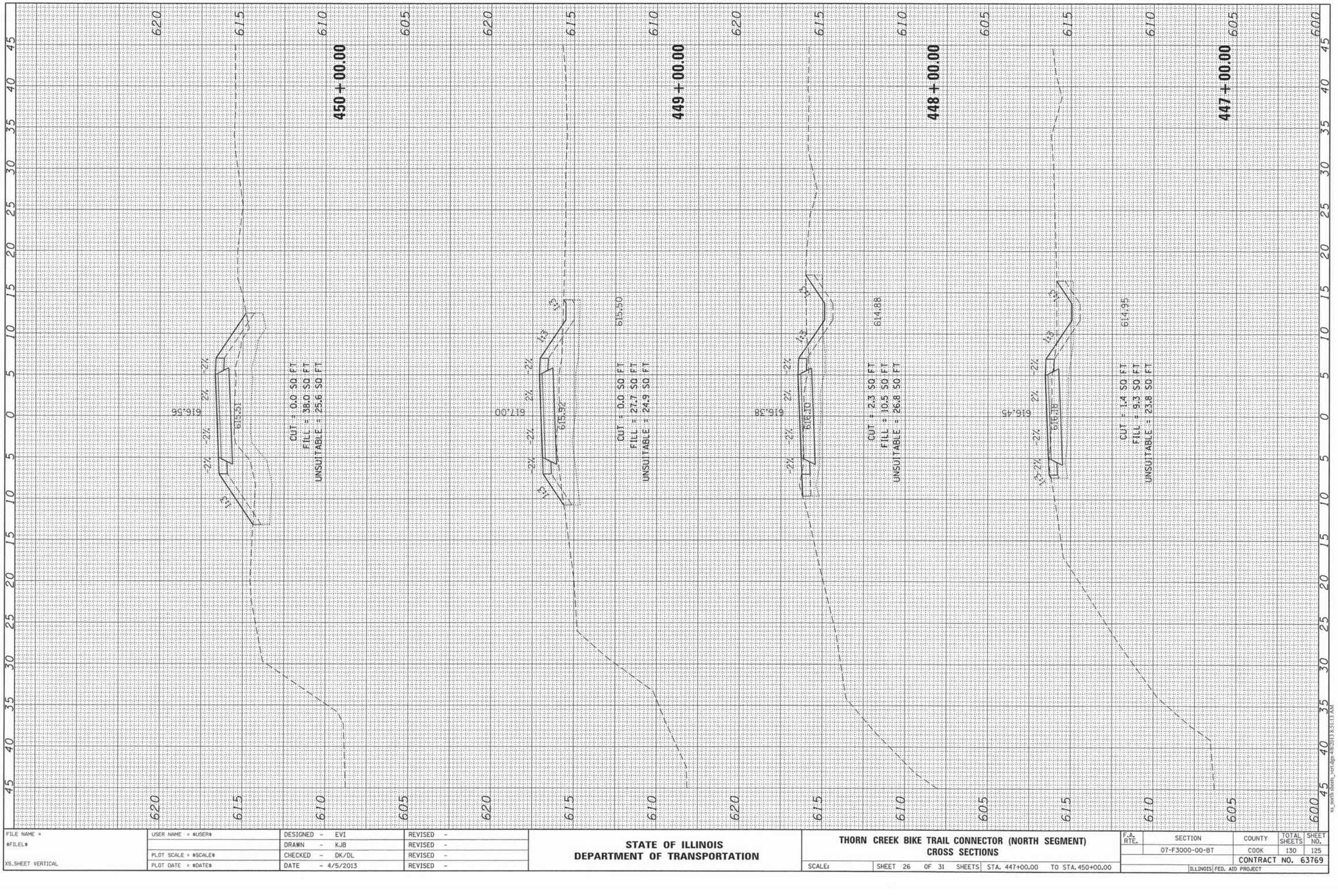
THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 25 OF 31 SHEETS | STA. 443+00.00 TO STA. 446+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	124
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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

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



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XS_SHEET VERTICAL	PLOT SCALE = ⊕SCALE⊕	CHECKED - DK/DL	REVISED -
	PLOT DATE = ⊕DATE⊕	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 26 OF 31 SHEETS | STA. 447+00.00 TO STA. 450+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	125
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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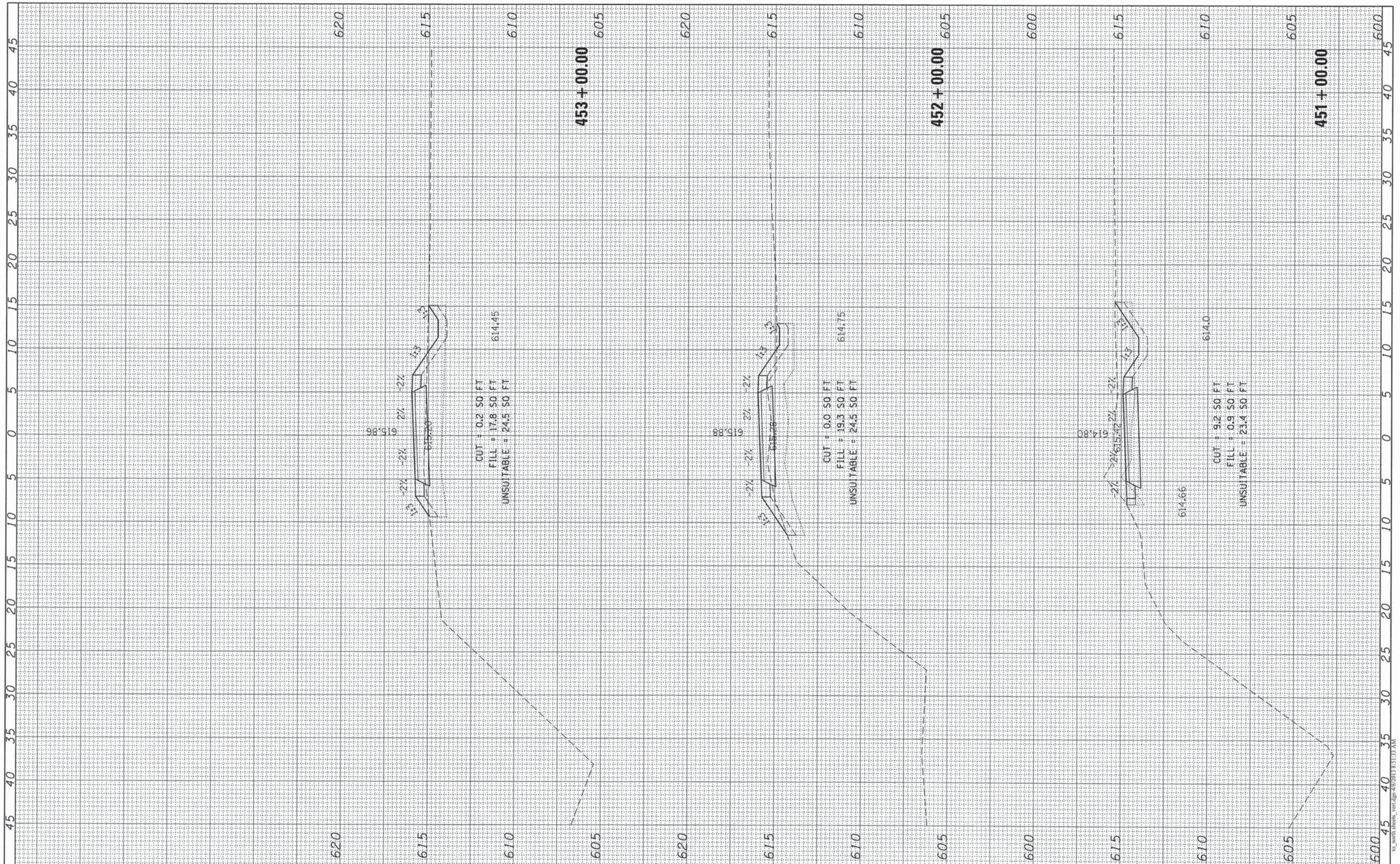
FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

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



FILE NAME =	USER NAME = $USER$	DESIGNED - EVI	REVISED -
$FILE1$		DRAWN - KJB	REVISED -
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XS_SHEET VERTICAL	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 27 OF 31 SHEETS | STA. 451+00.00 | TO STA. 453+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	126
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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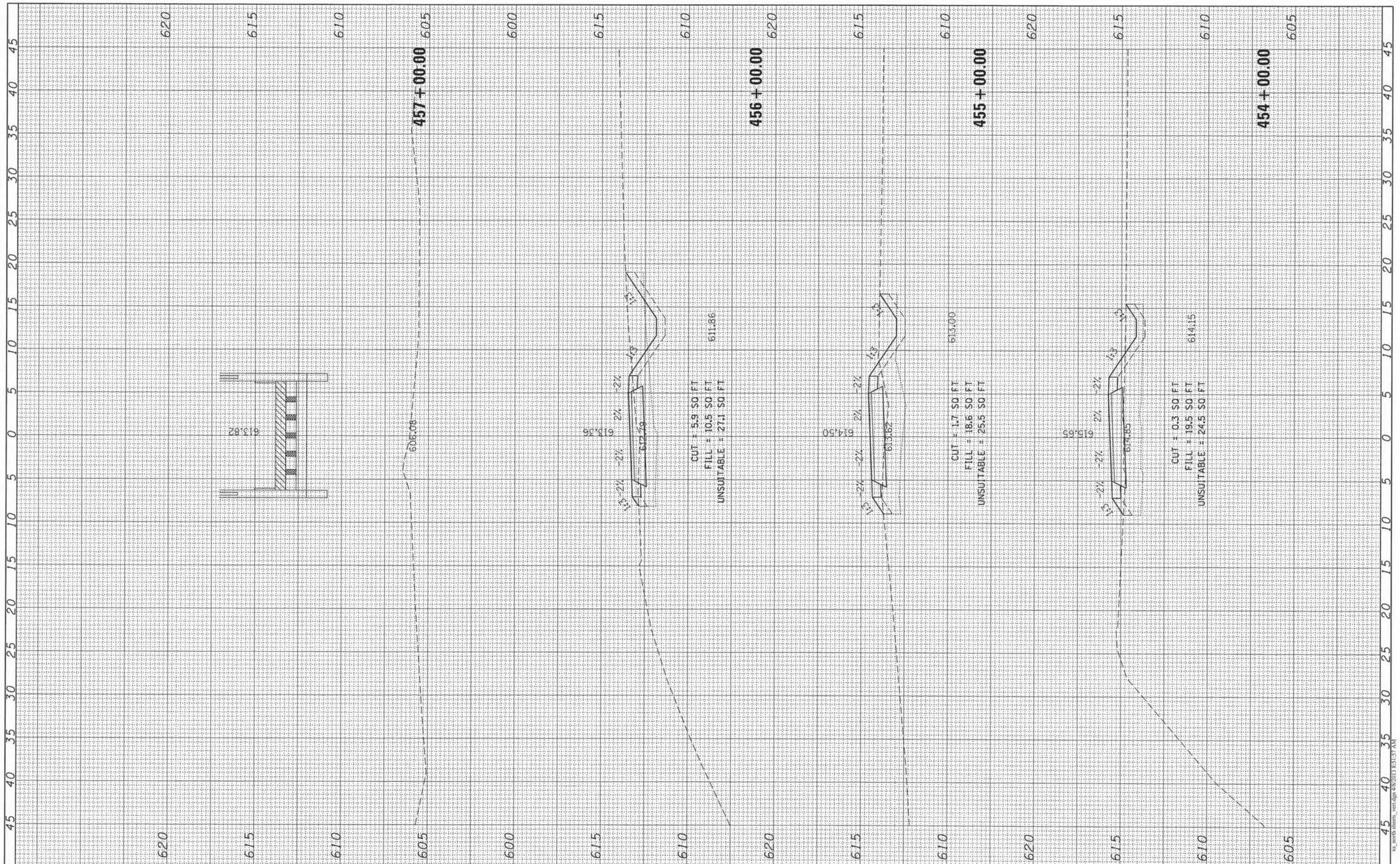
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

FILE NAME =	USER NAME = $USER$	DESIGNED - EVI	REVISED -
$FILEL$		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 28 OF 31 SHEETS | STA. 454+00.00 | TO STA. 457+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	127
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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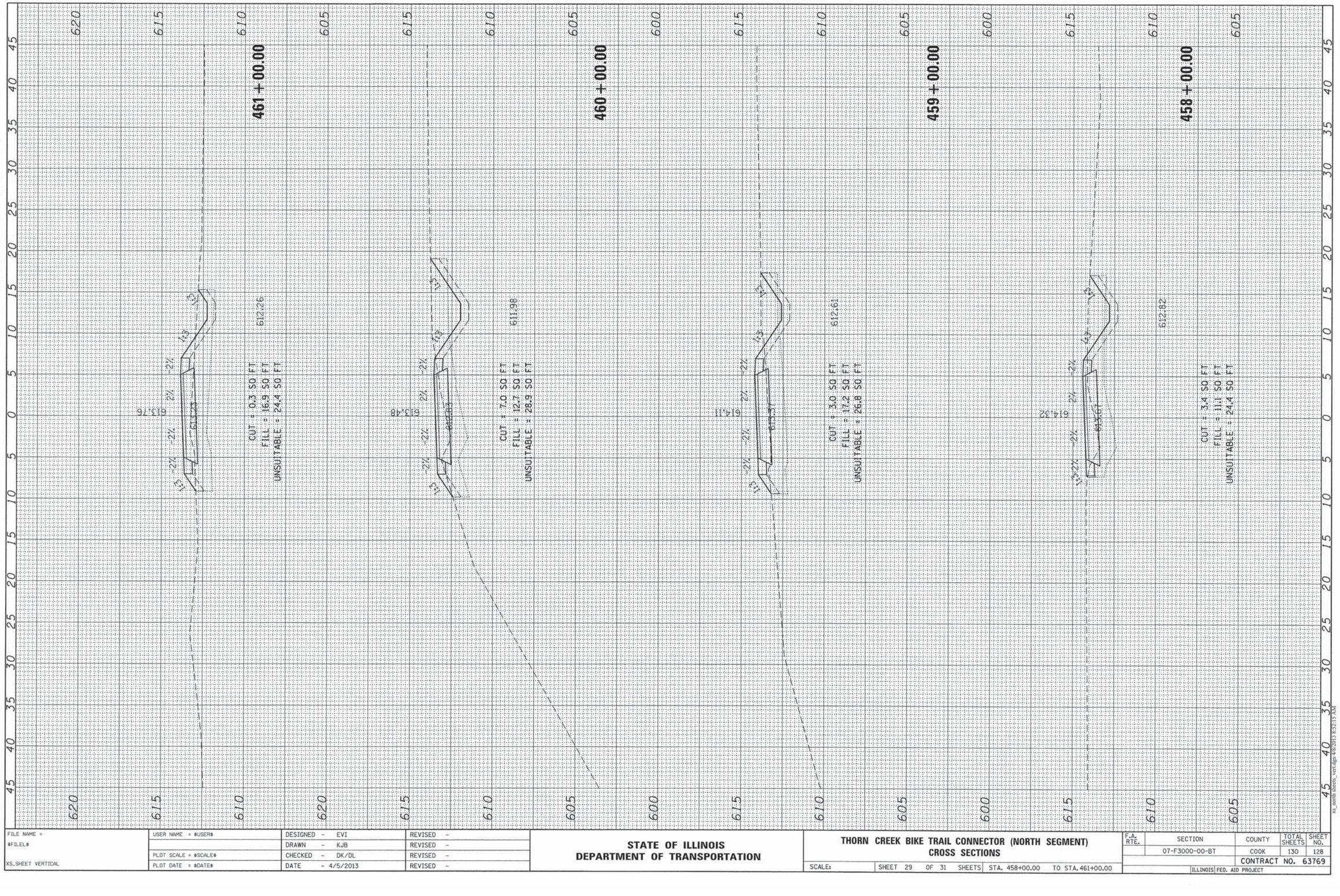
FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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

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		DRAWN - KJB	REVISED -
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	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 29 OF 31 SHEETS | STA. 458+00.00 TO STA. 461+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	128
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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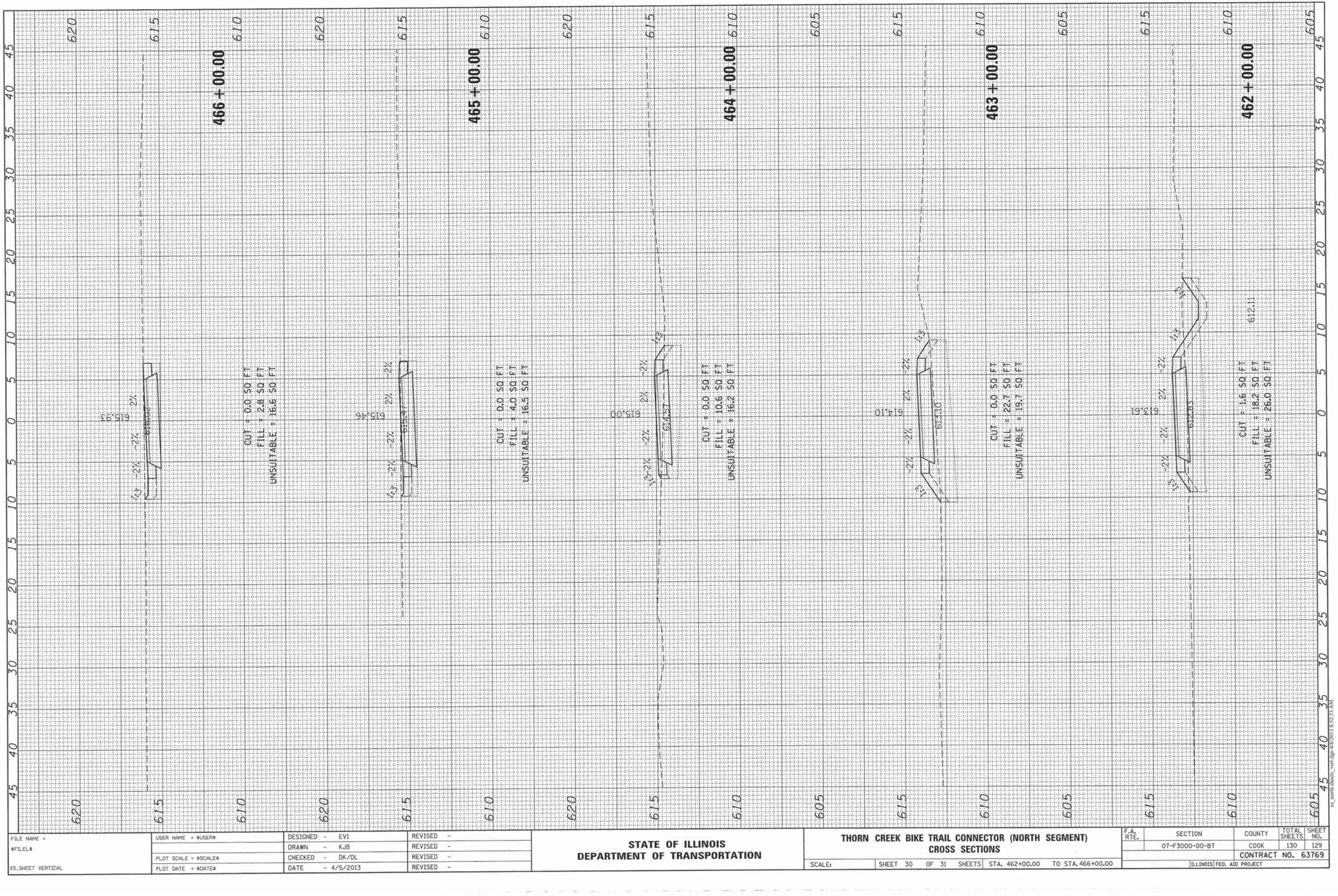
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
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XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 30 OF 31 SHEETS | STA. 462+00.00 | TO STA. 466+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	129
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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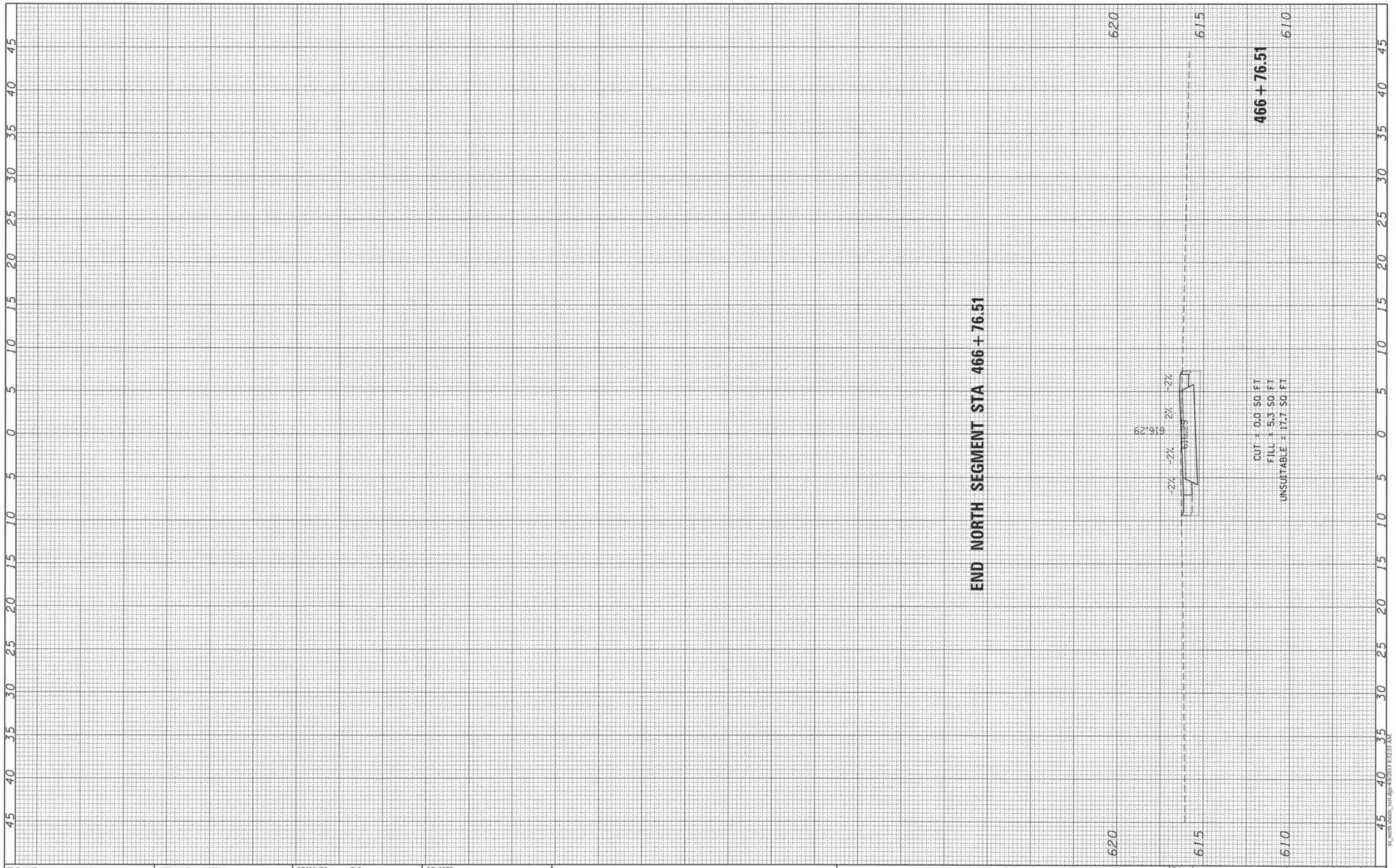
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - EVI	REVISED -
		DRAWN - KJB	REVISED -
XS_SHEET VERTICAL	PLOT SCALE = $SCALE$	CHECKED - DK/DL	REVISED -
	PLOT DATE = $DATE$	DATE - 4/5/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

THORN CREEK BIKE TRAIL CONNECTOR (NORTH SEGMENT)
CROSS SECTIONS

SCALE: | SHEET 31 OF 31 SHEETS | STA. 466+76.51 | TO STA. 466+76.51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-F3000-00-BT	COOK	130	130
		CONTRACT NO. 63769		
	ILLINOIS FED. AID PROJECT			

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