

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	1
	ILLINOIS	CONTRACT NO. 63355		

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- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 701101-02 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
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- 701421-03 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
- 701601-07 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701606-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
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- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
- 878001-08 CONCRETE FOUNDATION DETAILS
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

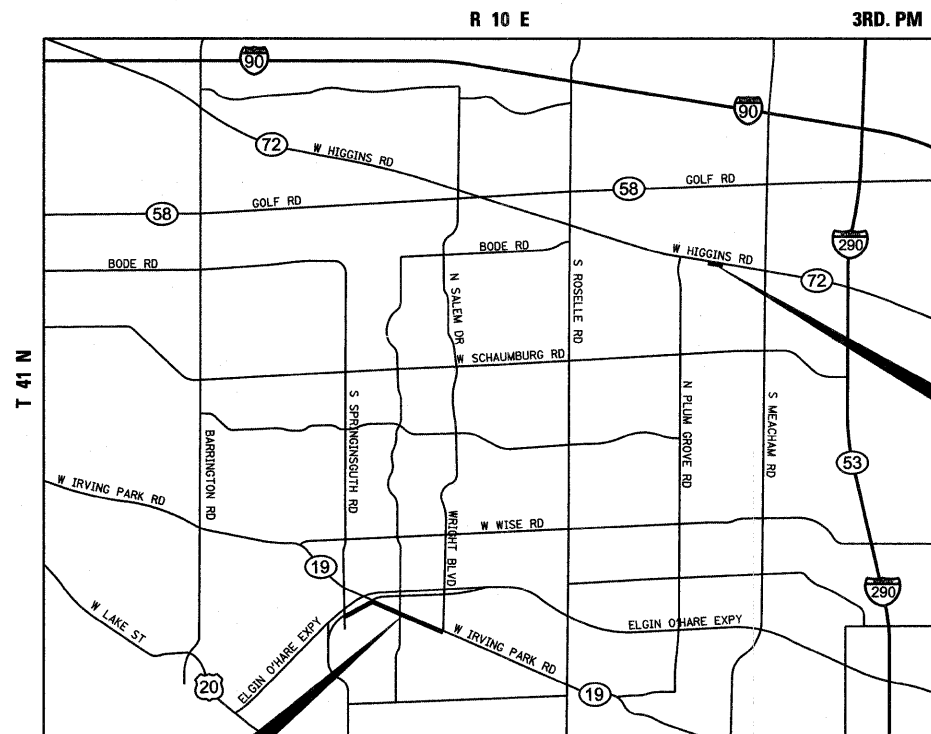
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 1321 (IRVING PARK RD /IL 19) & FAP 341 (HIGGINS RD /IL 72)
SECTION 07-00091-00-BT
PROJECT CMM-8003 (773)
BIKE PATHS CONSTRUCTION, TRAFFIC SIGNAL MODIFICATION
COOK COUNTY

C-91-173-07



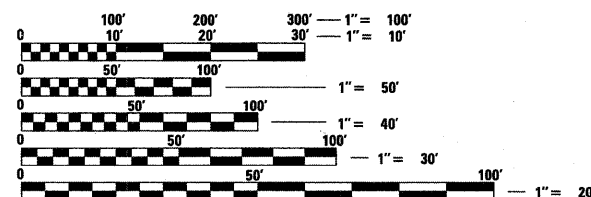
LOCATION OF SECTION INDICATED THUS: —



LOCATION NO. 2
HIGGINS RD BIKE PATH
BEGIN IMPROVEMENT
AT STA. 137+75,
END IMPROVEMENT
AT STA. 143+01.61

DESIGN SPEED = 20 MPH
ADT = 100

**PROJECT LOCATED IN
THE VILLAGE OF SCHAUMBURG**



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

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

LOCATION NO. 1
IRVING PARK RD BIKE PATH
BEGIN IMPROVEMENT
AT STA. 300+23.63,
END IMPROVEMENT
AT STA. 351+25.35

LOCATION MAP

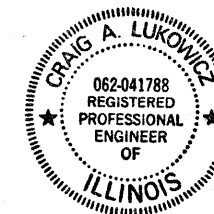
MAP SCALE: NTS
SCHAUMBURG TOWNSHIP

IRVING PARK RD BIKE PATH GROSS AND NET LENGTH = 5101.72 FT. = 0.966 MILE
HIGGINS RD BIKE PATH GROSS AND NET LENGTH = 526.61 FT. = 0.100 MILE

CONSULTING ENGINEERS, SCIENTISTS & LAND SURVEYORS

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Craig A. Lukowicz
CRAIG A. LUKOWICZ
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-041788
MY LICENSE EXPIRES ON 11-30-11.



DATE 10/21/10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED October 22, 2010
Steven R. Wilmstork
VILLAGE OF SCHAUMBURG

PASSED NOVEMBER 4 2010
C. Heit
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW November 4 2010
John O'Leary
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

CONTRACT NO. 63355

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF SCHAUMBURG.
3. WHEN ITEM REMOVALS ARE CONDUCTED ADJACENT TO EXISTING ITEMS TO REMAIN, THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR ANY DAMAGE TO THE EXISTING ITEMS.

UTILITIES

1. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE AND STATE IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE VILLAGE OR STATE WITHIN THE DURATION OF THE CONTRACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
3. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE INCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SCHAUMBURG PUBLIC WORKS DEPARTMENT AT (847) 895-7100 48 HOURS IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.
6. THE USE OF VILLAGE WATER SHALL BE METERED WITH A HYDRANT METER/RPZ UNIT RENTED FROM THE VILLAGE. THE HYDRANT METER RENTAL AND EQUIPMENT DEPOSITS SHALL BE IN ACCORDANCE WITH THE VILLAGE GUIDELINES.

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.
3. STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

SEWERS AND WATER MAINS

1. ANY LOOSE MATERIAL, DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
2. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
3. ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET, DRY WELL VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES- "STORM". FOR SANITARY SEWER STRUCTURES--"SANITARY". FOR WATER SYSTEM STRUCTURES--"WATER". ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.
4. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

BACKFILL

1. ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

SIGNS

1. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
 1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 3. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
 4. ALL UNUSED SIGNS WILL BE RETURNED TO THE VILLAGE.
 5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

MISCELLANEOUS

1. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER.
2. SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
3. THE THICKNESSES OF HOT MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT MIX ASPHALT MIXTURES ARE TO BE PLACED.
4. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
6. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
7. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT
8. TYPE "A" CURB RAMPS SHALL BE INSTALLED AT ALL INTERSECTING STREETS AND DRIVEWAYS PER CURRENT IDOT STANDARDS AT LOCATIONS WHERE SIDEWALK IS SHOWN ON PLAN.
9. THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS,
10. ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEARED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN IN THE PLANS.
11. USE A FERTILIZER WITH AN ANALYSIS OF 1:1 RATIO AT THE FOLLOWING RATE PER ACRE:

	SEEDING	SODDING
NITROGEN FERTILIZER NUTRIENT	90 LBS.	60 LBS.
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS.	60 LBS.
POTASSIUM FERTILIZER NUTRIENT	90 LBS.	60 LBS.
12. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ. YD.
13. THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY.
14. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

FILE NAME = ...ND163355-ah-ger.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD & HIGGINS ROAD BIKE PATHS GENERAL NOTES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - LP	REVISED -						07-00091-00-BT	COOK	70	2	
		CHECKED - JP	REVISED -										
		DATE - 10/26/2010	REVISED -					SCALE: NONE	SHEET NO. 2 OF 70 SHEETS	STA.	TO STA.	CONTRACT NO. 63355	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT													

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				IRVING PARK RD BIKE PATH			HIGGINS RD BIKE PATH
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
				TRAFFIC SIGNALS 0021 URBAN	LIGHTING 0021 URBAN	BIKE PATH 0038 URBAN	BIKE PATH 0038 URBAN
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	250			242	8
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	93			93	
20100500	TREE REMOVAL, ACRES	ACRE	0.25			0.25	
20101100	TREE TRUNK PROTECTION	EACH	21			19	2
20200100	EARTH EXCAVATION	CU YD	430			424	6
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,190			2,718	472
20400800	FURNISHED EXCAVATION	CU YD	2,660			1,563	1,097
20800150	TRENCH BACKFILL	CU YD	306			248	58
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	12,699			10,801	1,898
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	158			134	24
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	158			134	24
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	158			134	24
* 25200110	SODDING, SALT TOLERANT	SQ YD	12,699			10,801	1,898
* 25200200	SUPPLEMENTAL WATERING	UNIT	648			551	97
28000400	PERIMETER EROSION BARRIER	FOOT	4,316			3,805	511
28000510	INLET FILTERS	EACH	48			41	7
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	4,750			4,307	443
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	49			49	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,376			2,154	222
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	804			730	74
42001300	PROTECTIVE COAT	SQ YD	160			160	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	112			112	
42400800	DETECTABLE WARNINGS	SQ FT	288			272	16
44000100	PAVEMENT REMOVAL	SQ YD	503			503	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	78			78	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	500			486	14
44000600	SIDEWALK REMOVAL	SQ FT	807			807	
44003100	MEDIAN REMOVAL	SQ FT	96			96	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	27			27	
50105220	PIPE CULVERT REMOVAL	FOOT	63			63	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2			1	1
54216185	REINFORCED CONCRETE PIPE TEE, 15" PIPE WITH 12" RISER	EACH	1			1	

* SPECIALTY ITEMS

FILE NAME =	USER NAME = #USER#	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD & HIGGINS ROAD BIKE PATHS SUMMARY OF QUANTITIES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE#	PLOT SCALE = #SCALE#	DRAWN - LP	REVISED -						07-00091-00-BT	COOK	70	3
	PLOT DATE = 11/3/2010	CHECKED - JP	REVISED -		SCALE: NONE	SHEET NO. 3 OF 70 SHEETS	STA.	TO STA.	CONTRACT NO. 63355			
		DATE - 10/26/2010	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				IRVING PARK RD BIKE PATH			HIGGINS RD BIKE PATH
				80% FED 20% LOCAL TRAFFIC SIGNALS	80% FED 20% LOCAL LIGHTING	80% FED 20% LOCAL BIKE PATH	80% FED 20% LOCAL BIKE PATH
				0021 URBAN	0021 URBAN	0038 URBAN	0038 URBAN
54216195	REINFORCED CONCRETE PIPE TEE, 21" PIPE WITH 12" RISER	EACH	2			2	
54216231	REINFORCED CONCRETE PIPE TEE, 42" PIPE WITH 12" RISER	EACH	1				1
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	2			1	1
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	603			552	51
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	501			501	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	17			17	
550A0110	STORM SEWERS, CLASS A, TYPE 1 21"	FOOT	161			161	
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	216			164	52
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	110				110
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	135				135
550A0180	STORM SEWERS, CLASS A, TYPE 1 42"	FOOT	195				195
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	216			216	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	142			142	
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	53			53	
55100500	STORM SEWER REMOVAL 12"	FOOT	50			3	47
55100700	STORM SEWER REMOVAL 15"	FOOT	331			331	
55100900	STORM SEWER REMOVAL 18"	FOOT	388			388	
55101200	STORM SEWER REMOVAL 24"	FOOT	22			22	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	7			7	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1			1	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	2			2	
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	6			5	1
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	2			2	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1			1	
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3				3
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4			3	1
60221102	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	4			3	1
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	2			2	
60255500	MANHOLES TO BE ADJUSTED	EACH	8			8	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2			2	
60500040	REMOVING MANHOLES	EACH	3			3	
60500050	REMOVING CATCH BASINS	EACH	7			7	

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				IRVING PARK RD BIKE PATH			HIGGINS RD BIKE PATH
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL
				TRAFFIC SIGNALS 0021 URBAN	LIGHTING 0021 URBAN	BIKE PATH 0038 URBAN	BIKE PATH 0038 URBAN
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	4			4	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	56			56	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	451			437	14
60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	76			76	
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	911			911	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	215			215	
* 66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1			1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3			3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4			3.2	0.8
67100100	MOBILIZATION	L SUM	1			0.8	0.2
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1			0.8	0.2
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1			0.8	0.2
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1			0.8	0.2
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1			0.8	0.2
72000300	SIGN PANEL - TYPE 3	SQ FT	122			122	
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	122			122	
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	924			924	
73400100	CONCRETE FOUNDATIONS	CU YD	2			2	
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	2			2	
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	2			2	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	276			276	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	795			722	73
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	962			903	59
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	181			165	16
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	100			100	
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	132			132	
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	759			734	25
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	46	46			
* X8140 115	HANDHOLE TO BE ADJUSTED	EACH	5	5			
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	7.5		7.5		
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1		1		
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1			

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				IRVING PARK RD BIKE PATH			HIGGINS RD BIKE PATH
				80% FED 20% LOCAL TRAFFIC SIGNALS	80% FED 20% LOCAL LIGHTING	80% FED 20% LOCAL BIKE PATH	80% FED 20% LOCAL BIKE PATH
				0021 URBAN	0021 URBAN	0038 URBAN	0038 URBAN
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	358	358			
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	293	293			
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1	1			
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4	4			
* 87900200	DRILL EXISTING HANDHOLE	EACH	1	1			
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3	3			
* 88102757	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1	1			
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	5	5			
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1			
* A2000220	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	15			15	
* A2003020	TREE, CELTIS OCCIDENTALIS PRAIRIE PRIDE (PRAIRIE PRIDE HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	16			16	
* A2004420	TREE, GINKGO BILOBA (GINKGO), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7			7	
* A2004520	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	13			13	
* A2004720	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	8			8	
* A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14			14	
* A2008820	TREE, ULMUS CARPINIFOLIA HOMESTEAD HOMESTEAD ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14			14	
* B2006320	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	11				11
* C2C11736	SHRUB, VIBURNUM DENTATUM (ARROWWOOD VIBURNUM), 3' HEIGHT, CONTAINER	EACH	20			20	
x0300266	WOODEN FENCE REMOVAL	FOOT	48			48	
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	7			7	
XX000061	STUMP REMOVAL	EACH	1			1	
X6660410	REMOVE RIGHT-OF-WAY MARKERS	EACH	3			3	
* 87301900	ELECTRIC CABLE IN CONDUIT, <u>EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C</u>	FOOT	72	72			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1			0.8	0.2
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1	1			
Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	200			200	
Z0076600	TRAINEES	HOUR	500			400 Δ	100 Δ

* SPECIALTY ITEMS
 Δ CONSTRUCTION TYPE - CODE 0042

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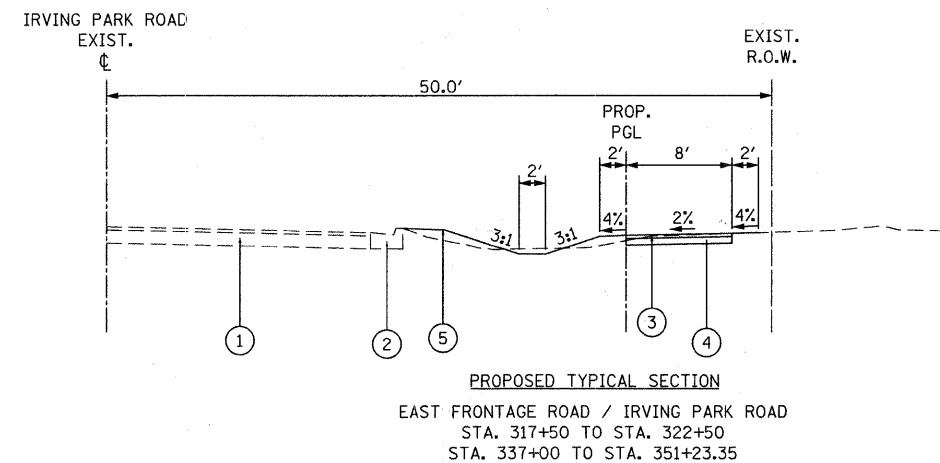
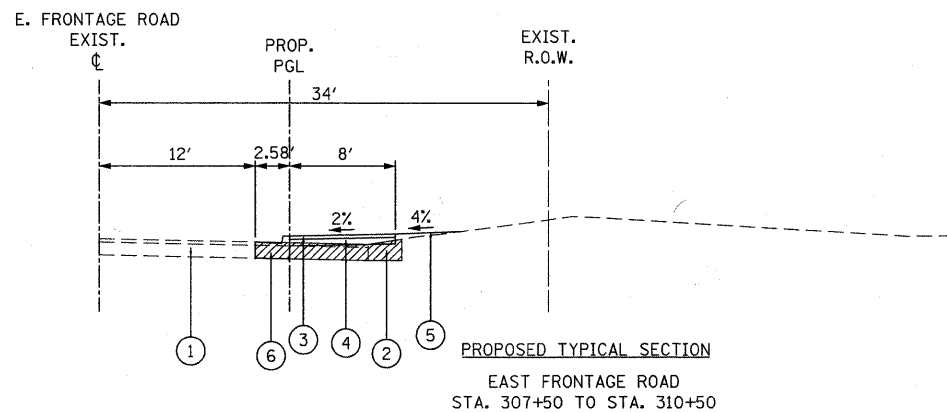
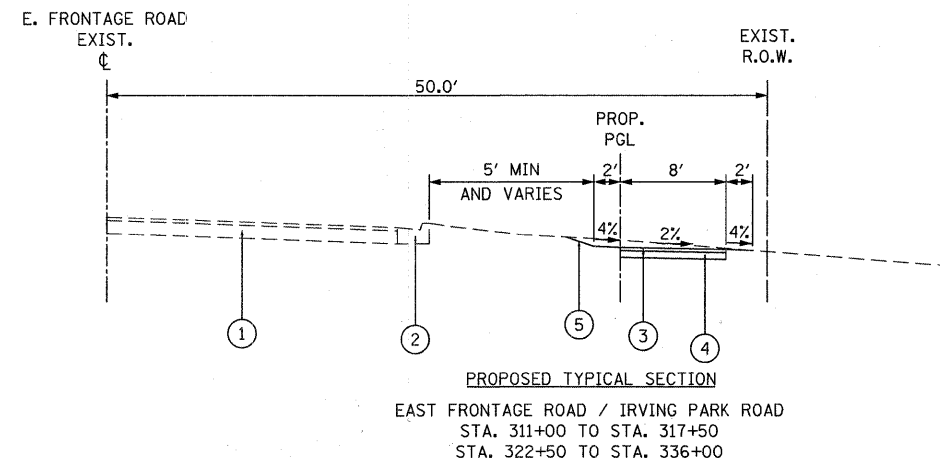
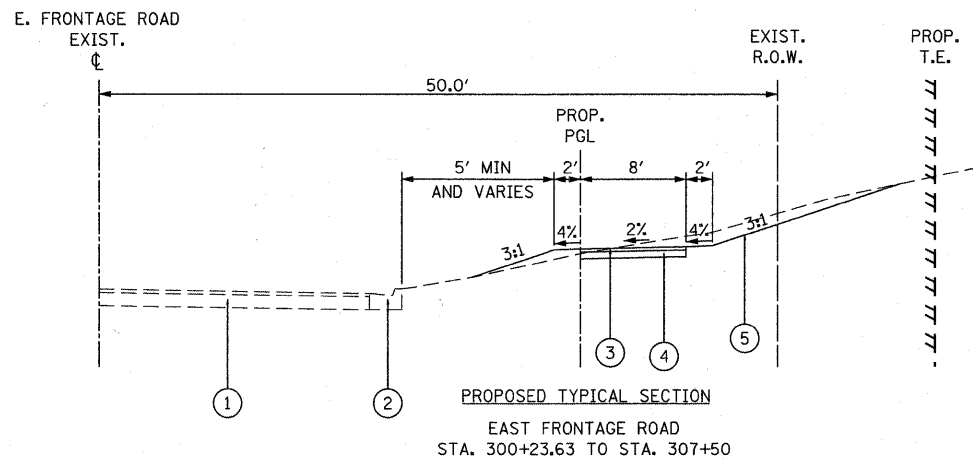
USER NAME = gellwanger
DESIGNED - LP
DRAWN - LP
PLOT SCALE = 20.0000' / IN.
PLOT DATE = 1/10/2011
CHECKED - JP
DATE - 10/26/2010
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IRVING PARK ROAD & HIGGINS ROAD BIKE PATHS
SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 6 OF 70 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	6
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 63355	



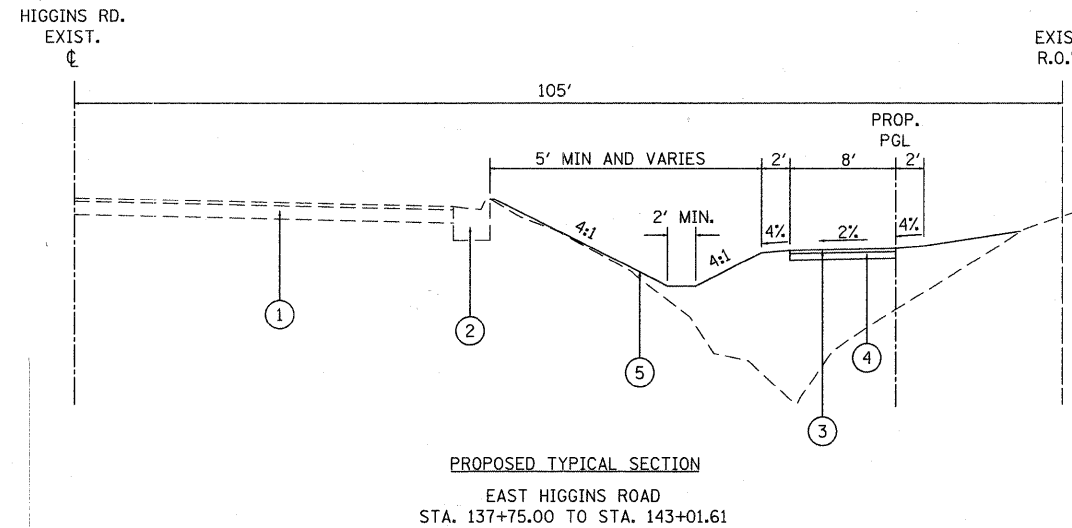
LEGEND:

- ① EXISTING PAVEMENT
- ② EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL 9.5 mm), 3"
- ④ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- ⑤ PROPOSED TOP SOIL FURNISH AND PLACE, 4"
- ⑥ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24

HMA MIXTURE REQUIREMENTS CHART		
MIXTURE TYPE	AIR VOIDS	THICKNESS
BIKEPATH		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm)	4% @ 50 GYR.	3"
DRIVEWAYS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm)	4% @ 50 GYR.	2"
HOT-MIX ASPHALT BASE COURSE	4% @ 50 GYR.	6"
PATCHING		
CLASS D PATCHES, (HMA BINDER IL-19 mm)	4% @ 70 GYR.	10"

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" 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 DISTRICT ONE SPECIAL PROVISIONS.

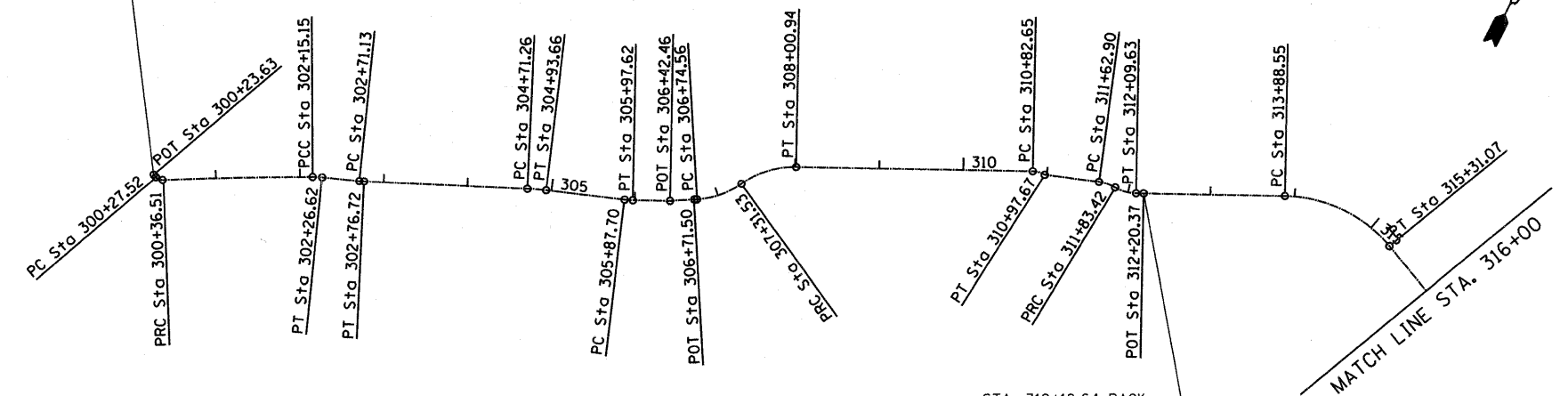


REMOVAL OF EXISTING PAVEMENT & CURB AND GUTTER

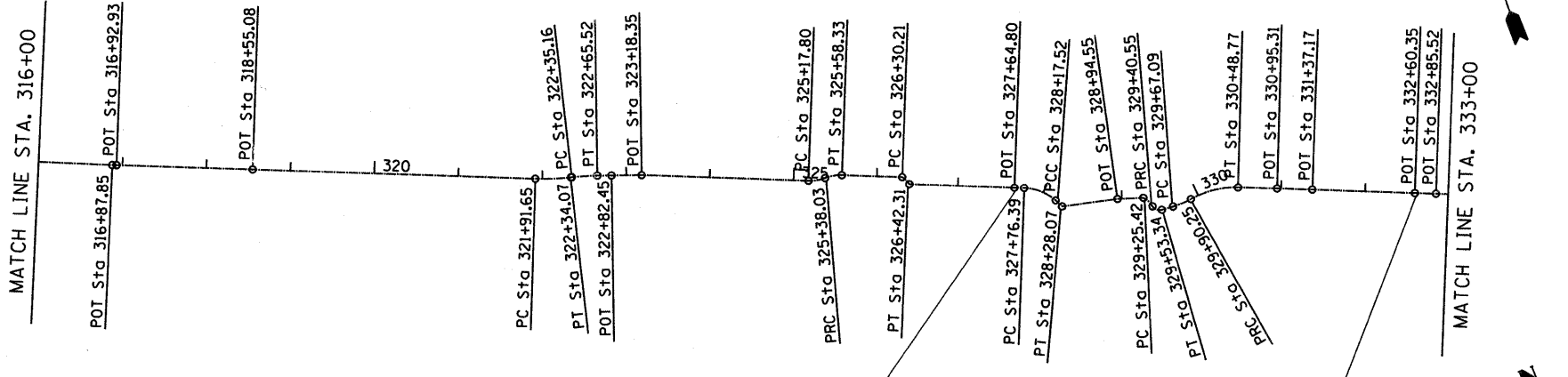
EARTHWORK QUANTITIES					
LOCATION (STA TO STA)	EARTH EX. (CU YD)	ADJ. EARTH EX. (15%)	EMBANKMENT (CU YD)	BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE (CU YD)
IRVING PARK RD BIKE PATH (300+23.63 TO 351+25.35)	424.4	360.7	1,923.5	-1,562.8	2,717.6
HIGGINS RD BIKE PATH (300+23.63 TO 351+25.35)	5.5	4.7	1,101.7	-1,097.0	472.4
TOTAL	429.9	365.4	3,025.2	-2,659.8	3,190.0

FILE NAME = ...D163355-sht-schedule.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD & HIGGINS ROAD BIKE PATHS SCHEDULES OF QUANTITIES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - LP	REVISED -						07-00091-00-BT	COOK	70	8
		CHECKED - JP	REVISED -		SCALE: NONE	SHEET NO. 8 OF 70 SHEETS	STA.	TO STA.	CONTRACT NO. 63355			
		DATE - 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

PROJECT BEGINS
STA. 300+23.63

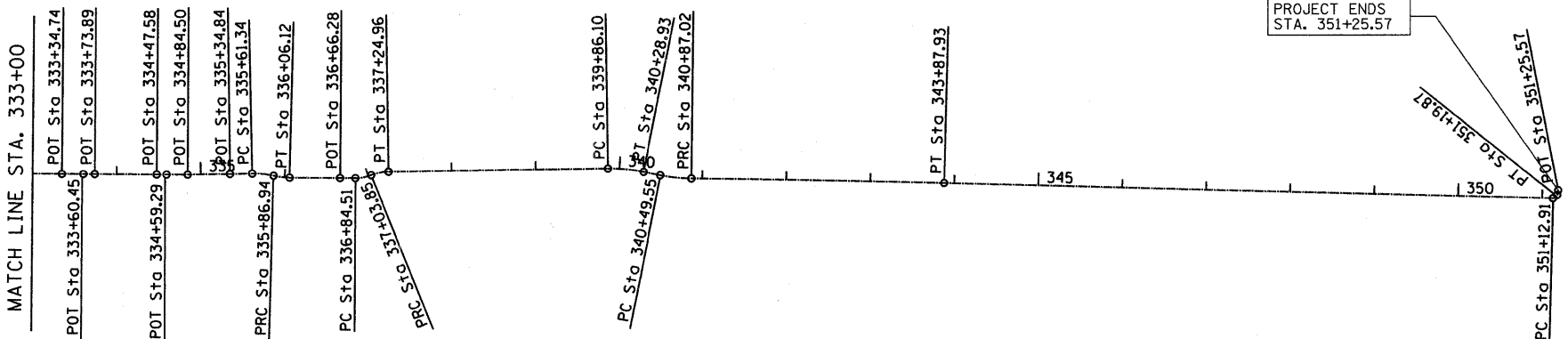


STA. 312+18.64 BACK
= STA. 312+20.37 AHEAD



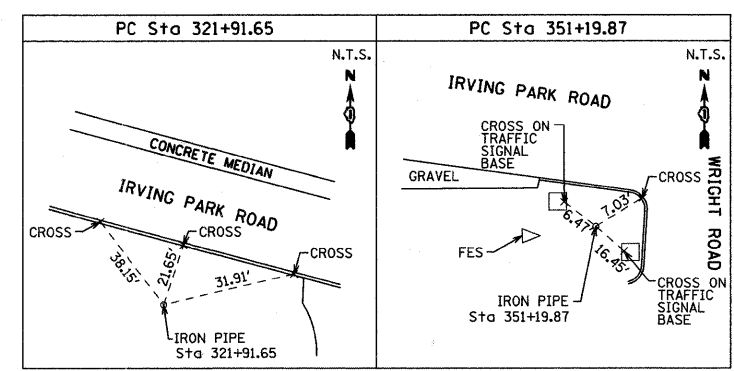
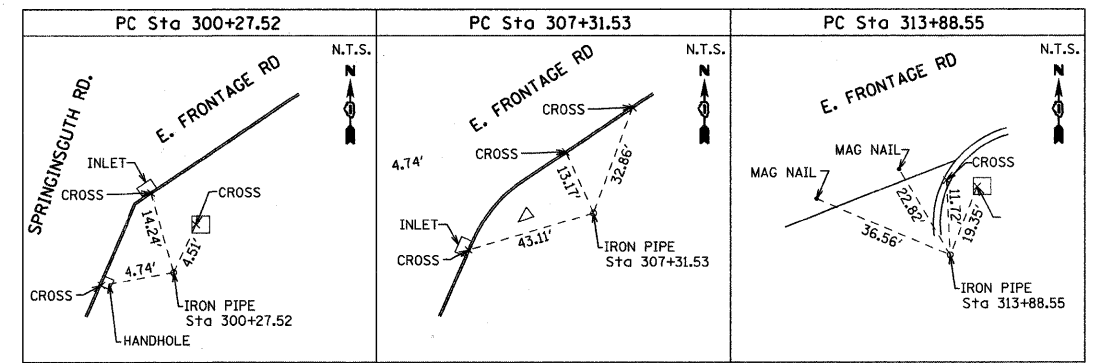
STA. 327+67.40 BACK
= STA. 327+64.80 AHEAD

STA. 322+59.36 BACK
= STA. 332+60.35 AHEAD



PROJECT ENDS
STA. 351+25.57

TIES



BENCHMARKS

REFERENCE BENCHMARKS:

1. STATION: SPRING RESET-VILLAGE OF SCHAUMBURG GPS SURVEY MONUMENT, LOCATED ON THE WEST SIDE OF SPRINGSGUTH OPPOSITE THE BASEBALL STADIUM. ELEVATION = 819.62 FT. (RECORD)
2. STATION: K-132-VILLAGE OF SCHAUMBURG GPS SURVEY MONUMENT, 3 1/2" BRASS CAP SET IN CONCRETE POST, MARKED K-132 RESET 1971, LOCATED AT THE SOUTHWEST CORNER OF IRVING PARK. ELEVATION = 796.43 FT. (RECORD)

SITE BENCHMARKS:

1. (CP21) CROSS CUT IN THE SOUTHWEST CORNER OF A CONCRETE WALK ON THE NORTH SIDE OF IRVING PARK (IL RTE. 19) AT THE NORTHEAST CORNER OF IRVING PARK ROAD AND THE ENTRANCE RAMP TO EAST ELGIN-O'HARE EXPRESSWAY. ELEVATION = 808.50 FT.
2. (CP22) CROSS CUT IN CONCRETE SIDEWALK AT THE SOUTHWEST CORNER OF RODENBURG ROAD AND IRVING PARK ROAD, 59' SOUTHWEST OF A LIGHT POLE, 21' SOUTHWEST OF A TRAFFIC SIGNAL AND 18" ELEVATION = 796.49 FT.
3. (CP26) CROSS CUT IN CONCRETE SIDEWALK AT THE NORTHWEST CORNER OF IRVING PARK ROAD AND ALBION AVENUE. ELEVATION = 805.94 FT.
4. (CP27) 5/8" IRON BAR WITH RED CAP ON THE SOUTH SIDE OF IRVING PARK ROAD, NEAR THE SCHAUMBURG PARK DISTRICT BUILDING. ELEVATION = 805.47 FT.
5. (CP28) 5/8" IRON BAR AT THE SOUTHWEST CORNER OF IRVING PARK ROAD AND WRIGHT BLVD., 6.5' SOUTHWEST OF A TRAFFIC SIGNAL VAULT AND 6' SOUTHWESTERLY OF THE EDGE OF PAVEMENT. ELEVATION = 801.62 FT.

FILE NAME = ...\\D163355-sht-ATB.dgn	USER NAME = gollwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH ALIGNMENT, TIES AND BENCHMARKS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / IN.	DRAWN - LP	REVISED -		SCALE: 1"=100'	SHEET NO. 9 OF 70 SHEETS	STA.	TO STA.	07-00091-00-BT	COOK	70	9
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -						CONTRACT NO. 63355			
		DATE - 10/26/2010	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

PROP. CURVE 1	NORTH COORDINATE	EAST COORDINATE
PI STA. = 300+32.34	1940478.98	1042507.37
$\Delta = 51^\circ 28' 13''$ (LT)		
D = 572' 57" 24"		
R = 10.00'		
T = 4.82'		
L = 8.98'		
E = 1.10'		
P.C. STA. = 300+27.52	1940480.78	1042502.90
P.T. STA. = 300+36.51	1940481.35	1042511.57

PROP. CURVE 7	NORTH COORDINATE	EAST COORDINATE
PI STA. = 307+03.84	1940768.61	1043112.77
$\Delta = 32^\circ 38' 34''$ (LT)		
D = 57' 17" 45"		
R = 100.00'		
T = 29.28'		
L = 56.97'		
E = 4.20'		
P.C. STA. = 306+74.56	1940753.71	1043087.57
P.T. STA. = 307+31.53	1940794.76	1043125.96

PROP. CURVE 13	NORTH COORDINATE	EAST COORDINATE
PI STA. = 322+12.90	1940820.49	1044474.68
$\Delta = 8^\circ 19' 26''$ (LT)		
D = 19' 37" 19"		
R = 292.00'		
T = 21.25'		
L = 42.42'		
E = 0.77'		
P.C. STA. = 321+91.65	1940828.61	1044455.04
P.T. STA. = 322+34.07	1940815.30	1044495.28

PROP. CURVE 19	NORTH COORDINATE	EAST COORDINATE
PI STA. = 328+22.80	1940580.93	1045028.53
$\Delta = 4^\circ 55' 07''$ (RT)		
D = 46' 35" 34"		
R = 122.97'		
T = 5.28'		
L = 10.56'		
E = 0.11'		
P.C. STA. = 328+17.52	1940585.59	1045026.04
P.T. STA. = 328+28.07	1940576.08	1045030.61

PROP. CURVE 25	NORTH COORDINATE	EAST COORDINATE
PI STA. = 335+96.56	1940311.38	1045738.20
$\Delta = 10^\circ 59' 24''$ (LT)		
D = 57' 17" 45"		
R = 100.00'		
T = 9.62'		
L = 19.18'		
E = 0.46'		
P.C. STA. = 335+86.94	1940316.85	1045730.29
P.T. STA. = 336+06.12	1940307.52	1045747.01

PROP. CURVE 2	NORTH COORDINATE	EAST COORDINATE
PI STA. = 301+25.83	1940525.31	1042589.33
$\Delta = 1^\circ 47' 50''$ (RT)		
D = 1' 00" 22"		
R = 5,695.28'		
T = 89.33'		
L = 178.64'		
E = 0.70'		
P.C. STA. = 300+36.51	1940481.35	1042511.57
P.T. STA. = 302+15.15	1940566.81	1042668.43

PROP. CURVE 8	NORTH COORDINATE	EAST COORDINATE
PI STA. = 307+67.49	1940826.87	1043142.15
$\Delta = 36^\circ 55' 26''$ (RT)		
D = 53' 11" 46"		
R = 107.71'		
T = 35.96'		
L = 69.41'		
E = 5.84'		
P.C. STA. = 307+31.53	1940794.76	1043125.96
P.T. STA. = 308+00.94	1940842.81	1043174.38

PROP. CURVE 14	NORTH COORDINATE	EAST COORDINATE
PI STA. = 322+50.35	1940811.32	1044511.07
$\Delta = 5^\circ 38' 50''$ (RT)		
D = 18' 36" 09"		
R = 308.00'		
T = 15.19'		
L = 30.36'		
E = 0.37'		
P.C. STA. = 322+35.16	1940815.04	1044496.34
P.T. STA. = 322+65.52	1940806.18	1044525.37

PROP. CURVE 20	NORTH COORDINATE	EAST COORDINATE
PI STA. = 329+33.14	1940545.99	1045129.84
$\Delta = 28^\circ 10' 59''$ (RT)		
D = 186' 16" 40"		
R = 30.76'		
T = 7.72'		
L = 15.13'		
E = 0.95'		
P.C. STA. = 329+25.42	1940551.84	1045124.80
P.T. STA. = 329+40.55	1940538.45	1045131.52

PROP. CURVE 26	NORTH COORDINATE	EAST COORDINATE
PI STA. = 336+94.30	1940273.59	1045828.40
$\Delta = 22^\circ 09' 14''$ (LT)		
D = 114' 35" 30"		
R = 50.00'		
T = 9.79'		
L = 19.33'		
E = 0.95'		
P.C. STA. = 336+84.51	1940277.36	1045819.37
P.T. STA. = 337+03.85	1940273.51	1045838.19

PROP. CURVE 3	NORTH COORDINATE	EAST COORDINATE
PI STA. = 302+20.89	1940569.48	1042673.52
$\Delta = 6^\circ 05' 17''$ (RT)		
D = 53' 03" 06"		
R = 108.00'		
T = 5.74'		
L = 11.48'		
E = 0.15'		
P.C. STA. = 302+15.15	1940566.81	1042668.43
P.T. STA. = 302+26.62	1940571.59	1042678.86

PROP. CURVE 9	NORTH COORDINATE	EAST COORDINATE
PI STA. = 310+90.35	1940971.11	1043433.80
$\Delta = 31^\circ 16' 36''$ (RT)		
D = 208' 20" 54"		
R = 27.50'		
T = 7.70'		
L = 15.01'		
E = 1.06'		
P.C. STA. = 310+82.65	1940967.69	1043426.90
P.T. STA. = 310+97.67	1940970.44	1043441.47

PROP. CURVE 15	NORTH COORDINATE	EAST COORDINATE
PI STA. = 325+28.06	1940707.60	1044768.64
$\Delta = 23^\circ 10' 19''$ (LT)		
D = 114' 35" 30"		
R = 50.00'		
T = 10.25'		
L = 20.22'		
E = 1.04'		
P.C. STA. = 325+17.80	1940711.53	1044759.17
P.T. STA. = 325+38.03	1940707.72	1044778.89

PROP. CURVE 21	NORTH COORDINATE	EAST COORDINATE
PI STA. = 329+47.99	1940531.18	1045133.10
$\Delta = 73^\circ 18' 39''$ (LT)		
D = 572' 57" 28"		
R = 10.00'		
T = 7.44'		
L = 12.80'		
E = 2.47'		
P.C. STA. = 329+40.55	1940538.45	1045131.52
P.T. STA. = 329+53.34	1940530.61	1045140.52

PROP. CURVE 27	NORTH COORDINATE	EAST COORDINATE
PI STA. = 337+14.52	1940273.43	1045848.87
$\Delta = 20^\circ 51' 37''$ (RT)		
D = 98' 47" 09"		
R = 58.00'		
T = 10.68'		
L = 21.12'		
E = 0.97'		
P.C. STA. = 337+03.85	1940273.51	1045838.19
P.T. STA. = 337+24.96	1940269.55	1045858.81

PROP. CURVE 4	NORTH COORDINATE	EAST COORDINATE
PI STA. = 302+73.92	1940589.00	1042722.84
$\Delta = 3^\circ 12' 09''$ (LT)		
D = 57' 17" 45"		
R = 100.00'		
T = 2.80'		
L = 5.59'		
E = 0.04'		
P.C. STA. = 302+71.13	1940587.97	1042720.24
P.T. STA. = 302+76.72	1940590.17	1042725.37

PROP. CURVE 10	NORTH COORDINATE	EAST COORDINATE
PI STA. = 311+73.31	1940996.06	1043512.64
$\Delta = 23^\circ 30' 38''$ (RT)		
D = 114' 35" 30"		
R = 100.00'		
T = 10.40'		
L = 20.52'		
E = 1.07'		
P.C. STA. = 311+62.90	1940992.54	1043502.85
P.T. STA. = 311+83.42	1940995.39	1043523.02

PROP. CURVE 16	NORTH COORDINATE	EAST COORDINATE
PI STA. = 325+48.32	1940707.83	1044789.18
$\Delta = 23^\circ 16' 05''$ (RT)		
D = 114' 35" 30"		
R = 50.00'		
T = 10.29'		
L = 20.31'		
E = 1.05'		
P.C. STA. = 325+38.03	1940707.72	1044778.89
P.T. STA. = 325+58.33	1940703.87	1044798.68

PROP. CURVE 22	NORTH COORDINATE	EAST COORDINATE
PI STA. = 329+78.72	1940528.64	1045165.82
$\Delta = 13^\circ 16' 25''$ (LT)		
D = 57' 17" 45"		
R = 100.00'		
T = 11.64'		
L = 23.17'		
E = 0.67'		
P.C. STA. = 329+67.09	1940529.54	1045154.22
P.T. STA. = 329+90.25	1940530.43	1045177.32

PROP. CURVE 28	NORTH COORDINATE	EAST COORDINATE
PI STA. = 340+07.60	1940166.77	1046122.10
$\Delta = 12^\circ 16' 07''$ (RT)		
D = 28' 38" 52"		
R = 200.00'		
T = 21.50'		
L = 42.83'		
E = 1.15'		
P.C. STA. = 339+86.10	1940174.59	1046102.08
P.T. STA. = 340+28.93	1940154.88	1046140.01

PROP. CURVE 5	NORTH COORDINATE	EAST COORDINATE
PI STA. = 304+82.47	1940676.46	1042912.16
$\Delta = 4^\circ 09' 56''$ (RT)		
D = 18' 36" 09"		
R = 308.00'		
T = 11.20'		
L = 22.39'		
E = 0.20'		
P.C. STA. = 304+71.26	1940671.76	1042901.99
P.T. STA. = 304+93.66	1940680.41	1042922.64

PROP. CURVE 11	NORTH COORDINATE	EAST COORDINATE
PI STA. = 311+96.83	1940994.52	1043536.41
$\Delta = 30^\circ 01' 41''$ (LT)		
D = 114' 35" 30"		
R = 50.00'		
T = 13.41'		
L = 26.20'		
E = 1.77'		
P.C. STA. = 311+83.42	1940995.39	1043523.02
P.T. STA. = 312+09.63	1941000.46	1043548.43

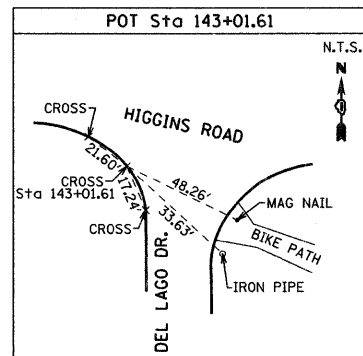
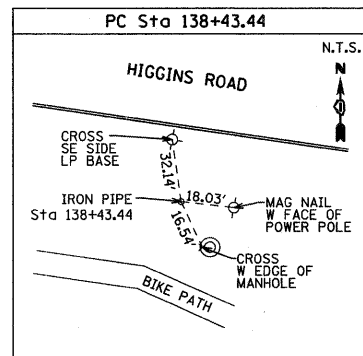
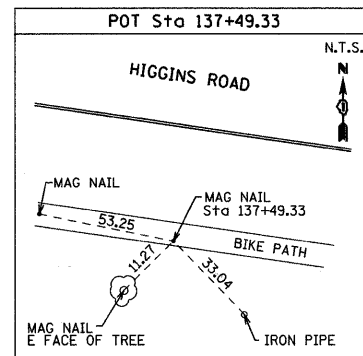
PROP. CURVE 17	NORTH COORDINATE	EAST COORDINATE
PI STA. = 326+36.34	1940671.27	1044868.65
$\Delta = 23^\circ 06' 13''$ (RT)		
D = 190' 59" 09"		
R = 30.00'		
T = 6.13'		
L = 12.10'		
E = 0.62'		
P.C. STA. = 326+30.21	1940676.22	1044865.03
P.T. STA. = 326+42.31	1940665.30	1044870.04

PROP. CURVE 23	NORTH COORDINATE	EAST COORDINATE
PI STA. = 330+20.25	1940535.03	1045206.96
$\Delta = 31^\circ 02' 34''$ (RT)		
D = 53' 03" 06"		
R = 108.00'		
T = 29.99'		
L = 58.51'		
E = 4.09'		
P.C. STA. = 329+90.25	1940530.43	1045177.32
P.T. STA. = 330+48.77	1940523.69	1045234.72

PROP. CURVE 29	NORTH COORDINATE	EAST COORDINATE
PI STA. = 340+68.34	1940133.08	1046172.84
$\Delta = 10^\circ 44' 03''$ (LT)		
D = 28' 38" 52"		
R = 200.00'		
T = 18.79'		
L = 37.47'		
E = 0.88'		
P.C. STA. = 340+49.55	1940143.47	1046157.19
P.T. STA. = 340+87.02	1940125.78	1046190.15

PROP. CURVE 6	NORTH COORDINATE	EAST COORDINATE
PI STA. = 305+92.66	1940715.29	1043015.29
$\Delta = 5^\circ 41' 03''$ (LT)		
D = 57' 17" 45"		
R = 100.00'		
T = 4.96'		
L = 9.92'		
E = 0.12'		
P.C. STA. = 305+87.70	1940713.54	1043010.65
P.T. STA. = 305+97.62	1940717.49	1043019.74

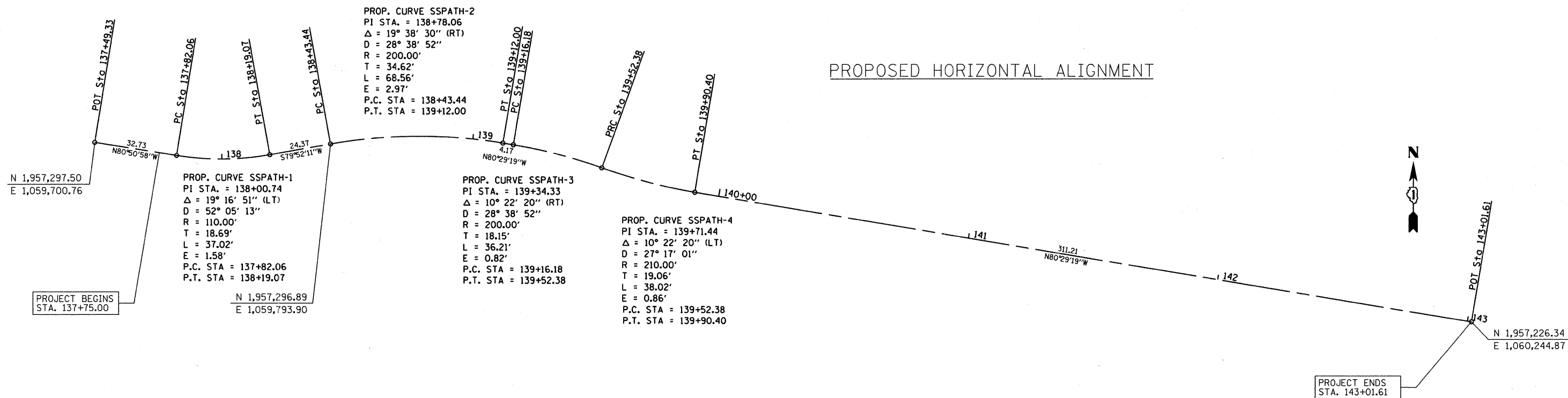
TIES



BENCHMARKS

1. VILLAGE OF SCHAUMBURG GPS SURVEY MANUMENT, 2" ALUMINUM CAP SET IN CONCRETE, MARKED 1147, LOCATED AT THE WEST SIDE OF NATIONAL PARKWAY AND NORTH OF JASON LANE.
ELEVATION = 737.92 FT.

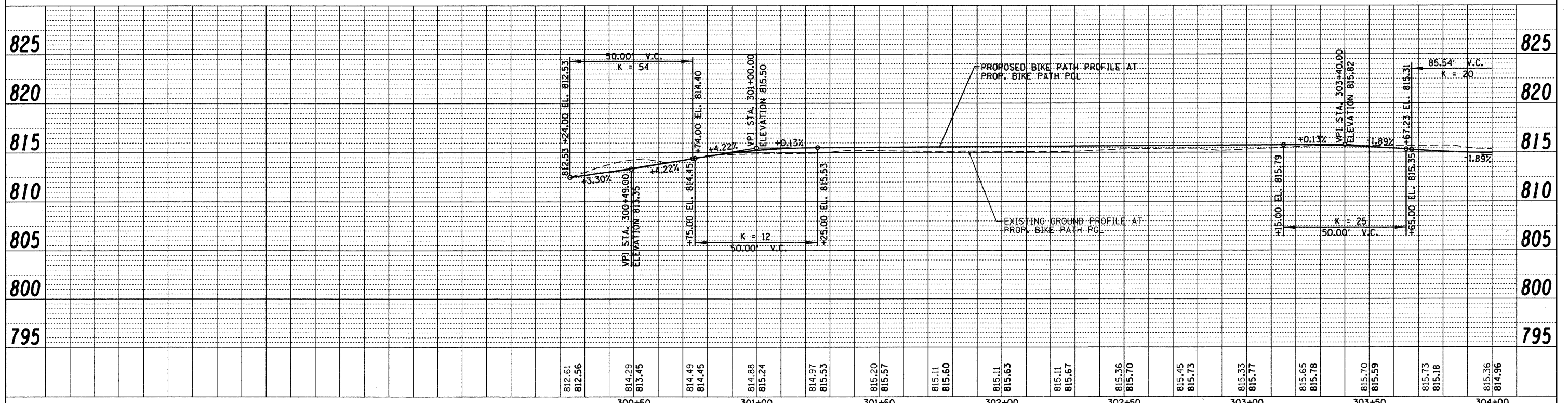
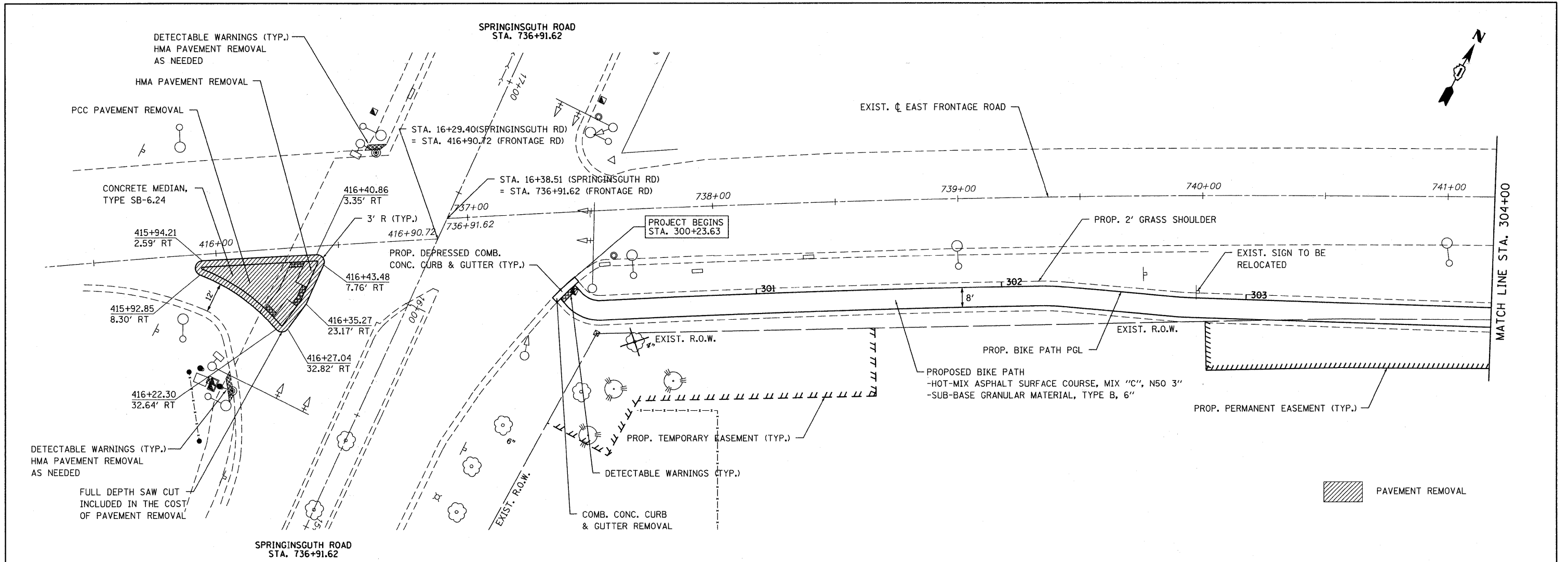
PROPOSED HORIZONTAL ALIGNMENT



FILE NAME = ...\\D163355-shr-ATB_H.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGGINS ROAD BIKE PATH ALIGNMENT, TIES AND BENCHMARKS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		07-00091-00-BT	COOK	70	11				
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		CONTRACT NO. 63355							
	DATE = 10/26/2010	DATE = 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: 1" = 20'	SHEET NO. 11 OF 70 SHEETS	STA.	TO STA.				

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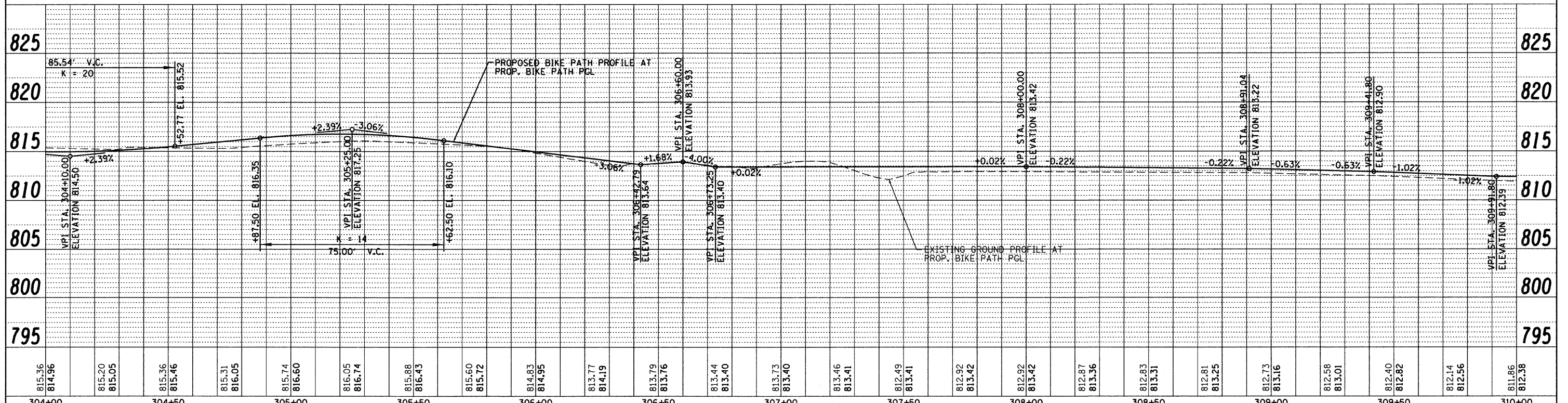
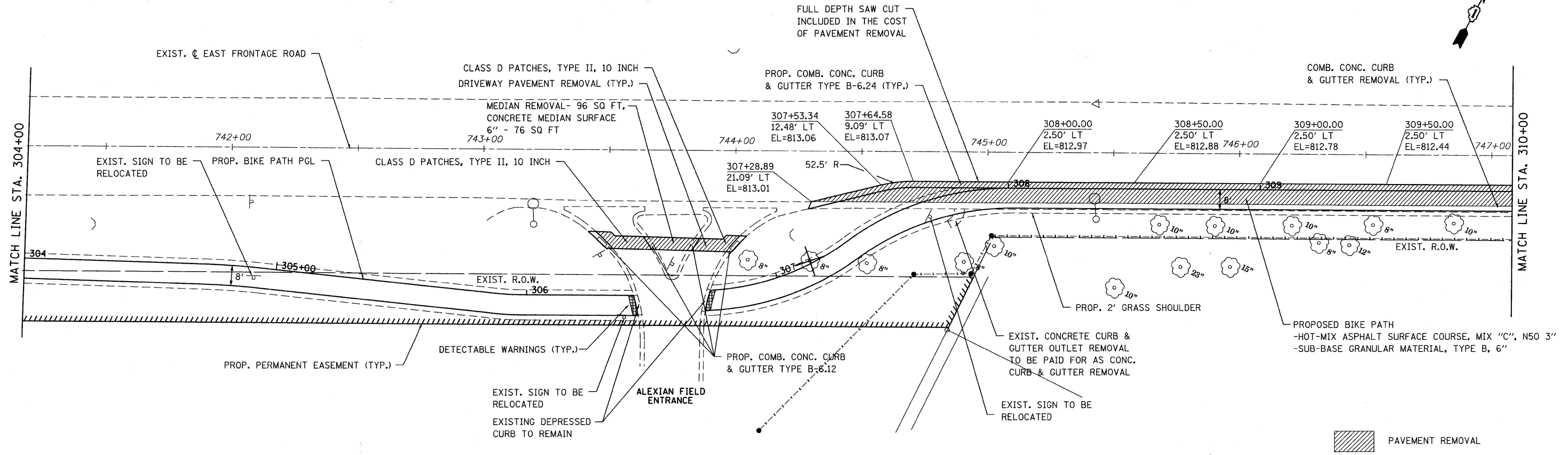
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GRADES CHECKED	
PLANNED	
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NOTE BOOK	
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STRUCTURE NOTATIONS CHKD	



FILE NAME = ...\\D163355-sht-plnprfl.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH PLAN AND PROFILE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		HORIZ. 1"=20'			07-00091-00-BT	COOK	70	12	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		SCALE: VERT. 1"=5'			CONTRACT NO. 63355				
		DATE - 10/26/2010	REVISED -		SHEET NO. 12 OF 70 SHEETS			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	DESIGNED	DATE
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	GRADES CHECKED	
	ALIGNMENT CHECKED	
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PROFILE	DESIGNED	DATE
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	E.M. NOTE	
	STRUCTURE	
	NOTATIONS	
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815.36 814.96	815.20 815.05	815.36 815.46	815.31 816.05	815.74 816.60	816.05 816.74	815.88 816.43	815.60 815.72	814.83 814.95	813.77 814.19	813.79 813.76	813.44 813.40	813.73 813.40	813.46 813.41	812.49 813.41	812.92 813.42	812.92 813.42	812.87 813.36	812.83 813.31	812.81 813.25	812.73 813.16	812.58 813.01	812.40 812.82	812.14 812.56	811.86 812.38	
304+00	304+50	305+00	305+50	306+00	306+50	307+00	307+50	308+00	308+50	309+00	309+50	310+00													

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IRVING PARK ROAD BIKE PATH
PLAN AND PROFILE**

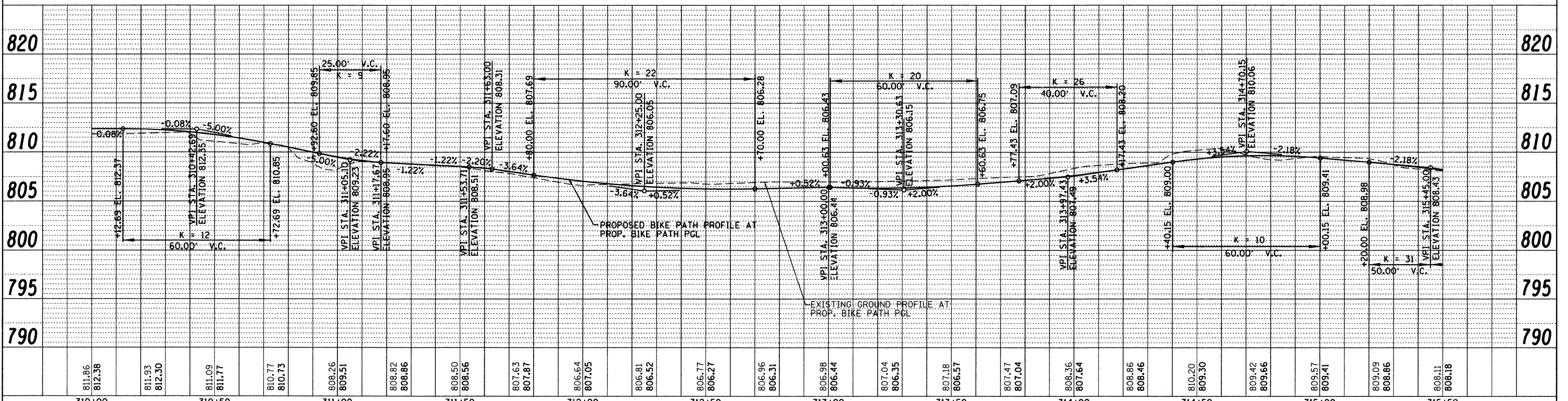
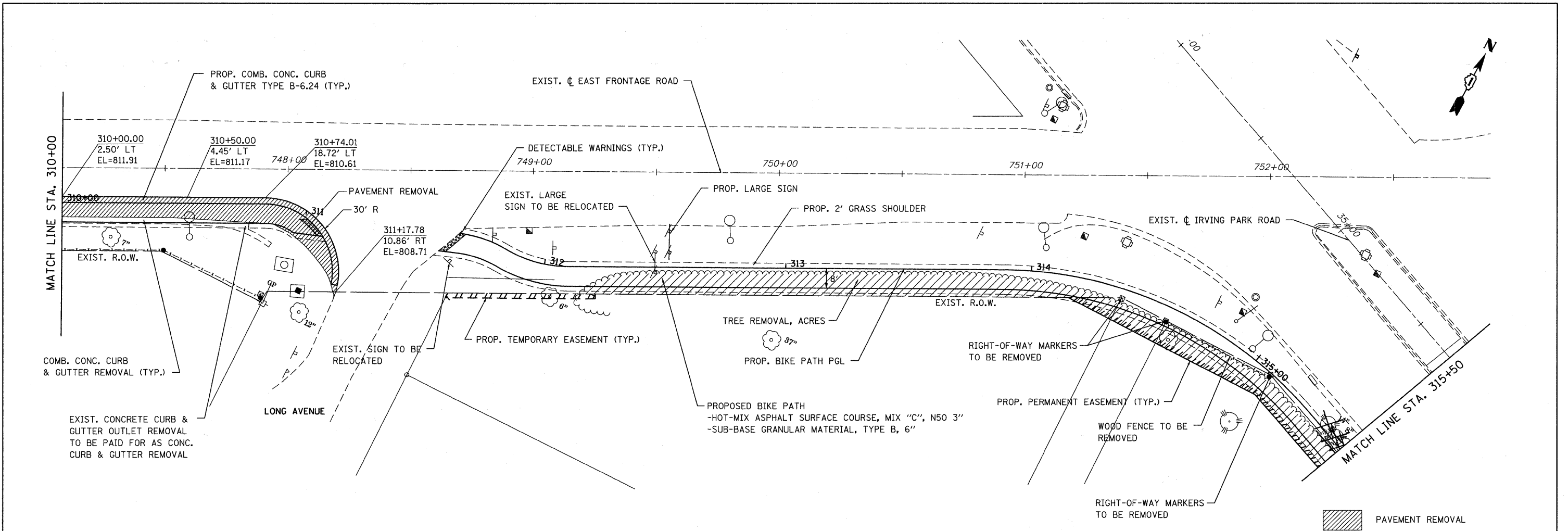
HORIZ. 1"=20'
SCALE: VERT. 1"=5' SHEET NO. 13 OF 70 SHEETS STA. 304+00 TO STA. 310+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	13
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME = ...N163355-shr-plnprf2.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -
		DRAWN - LP	REVISED -
		CHECKED - JP	REVISED -
		DATE - 10/26/2010	REVISED -

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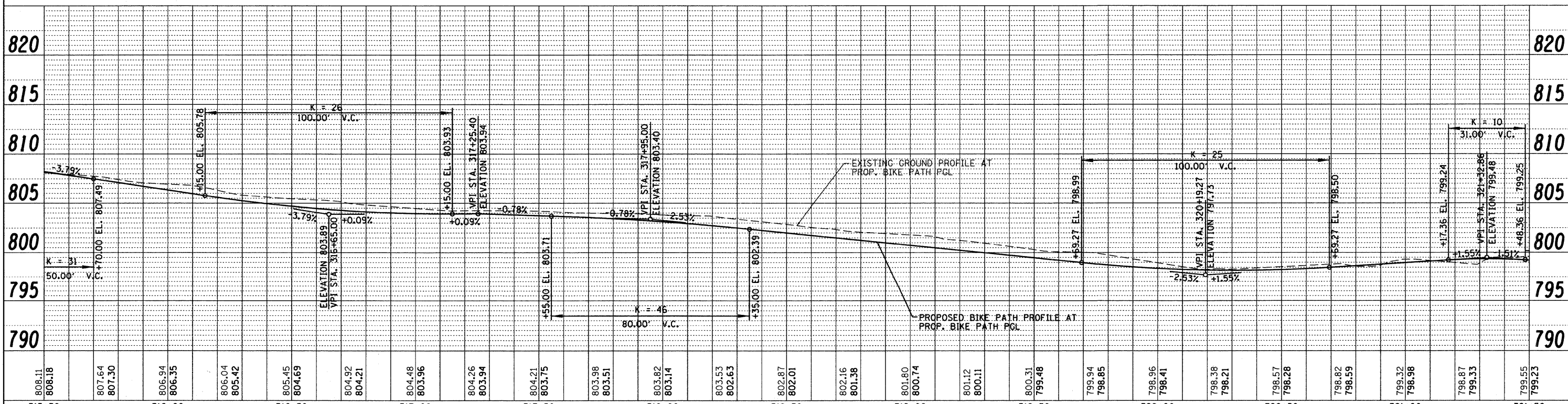
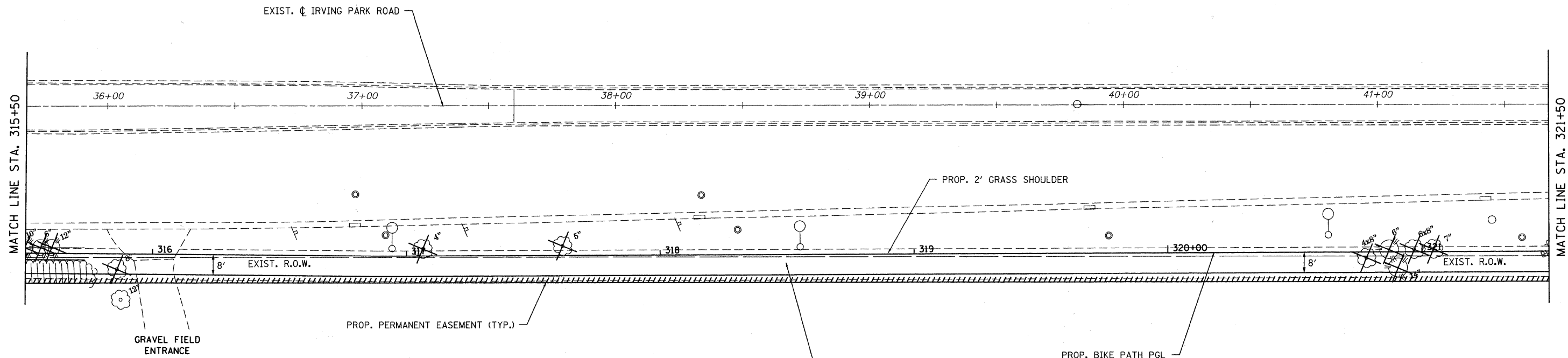


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PLOT SCALE = 20.00' / IN.	CHECKED - JP	REVISED -	07-00091-00-BT				COOK	70	14		
PLOT DATE = 10/26/2010	DATE - 10/26/2010	REVISED -	CONTRACT NO. 63355								
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PLAN	COURTESY	DATE
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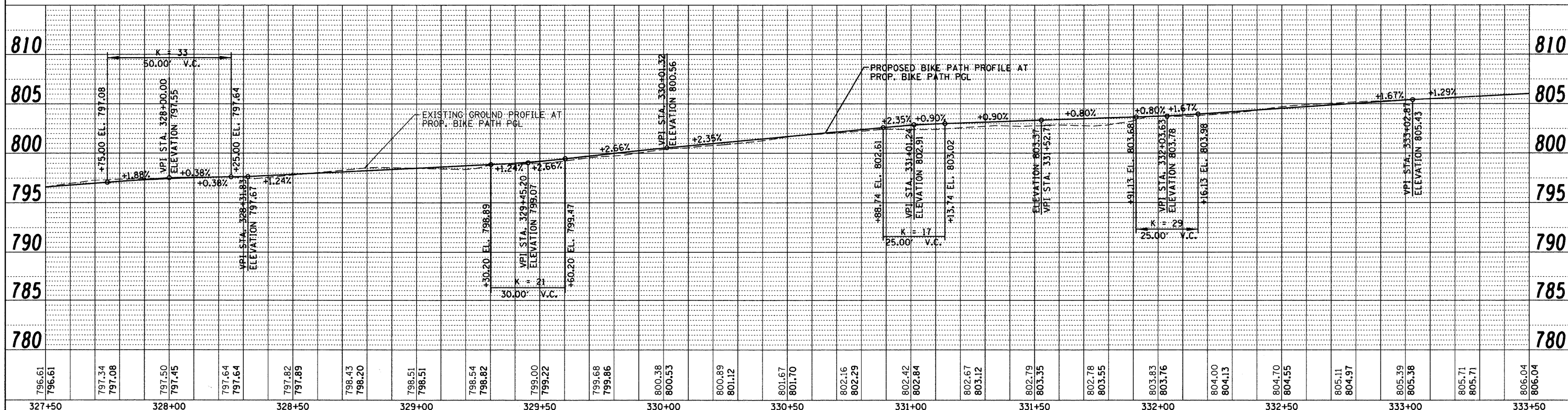
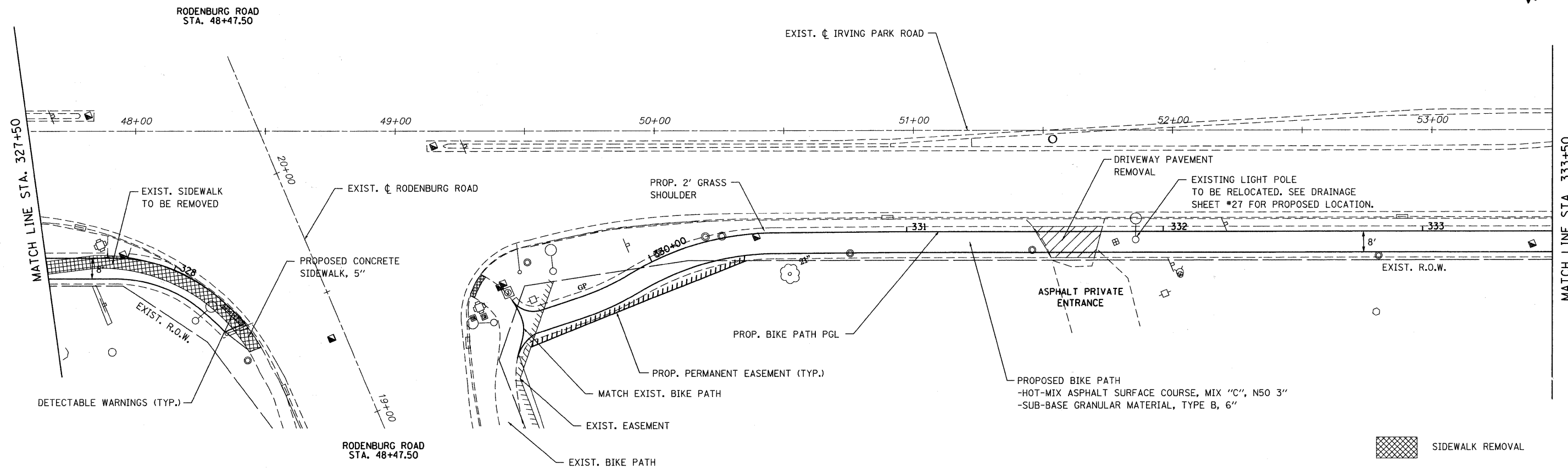


FILE NAME =	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH PLAN AND PROFILE	F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 07-00091-00-BT COOK 70 15 CONTRACT NO. 63355
...\\D163355\sh-p\inprf4.dgn	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -			
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -			
		DATE - 10/26/2010	REVISED -			
SCALE: VERT. 1"=5'		HORIZ. 1"=20'		SHEET NO. 15 OF 70 SHEETS		STA. 315+50 TO STA. 321+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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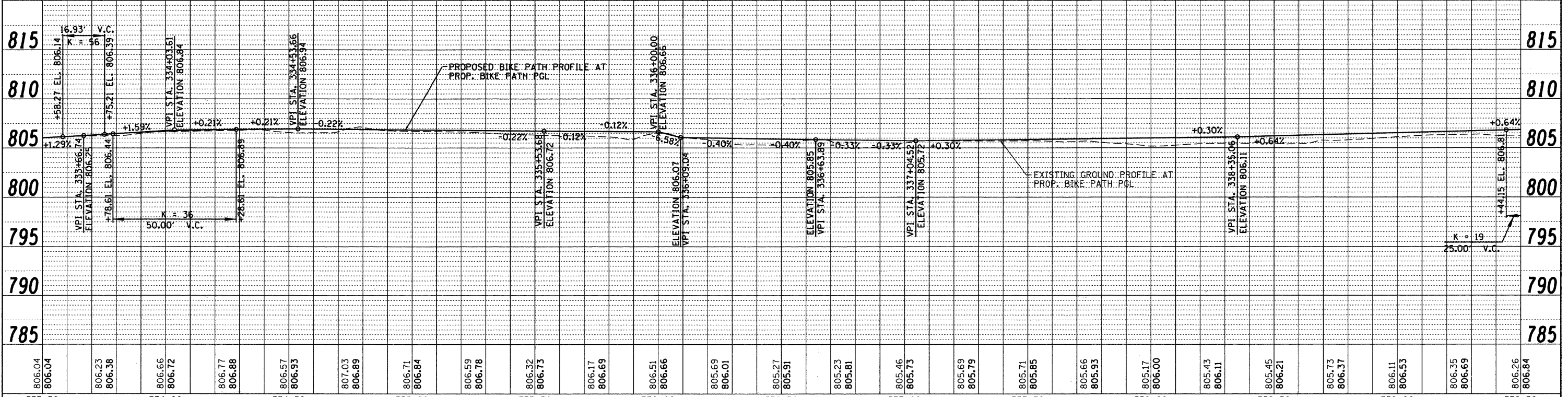
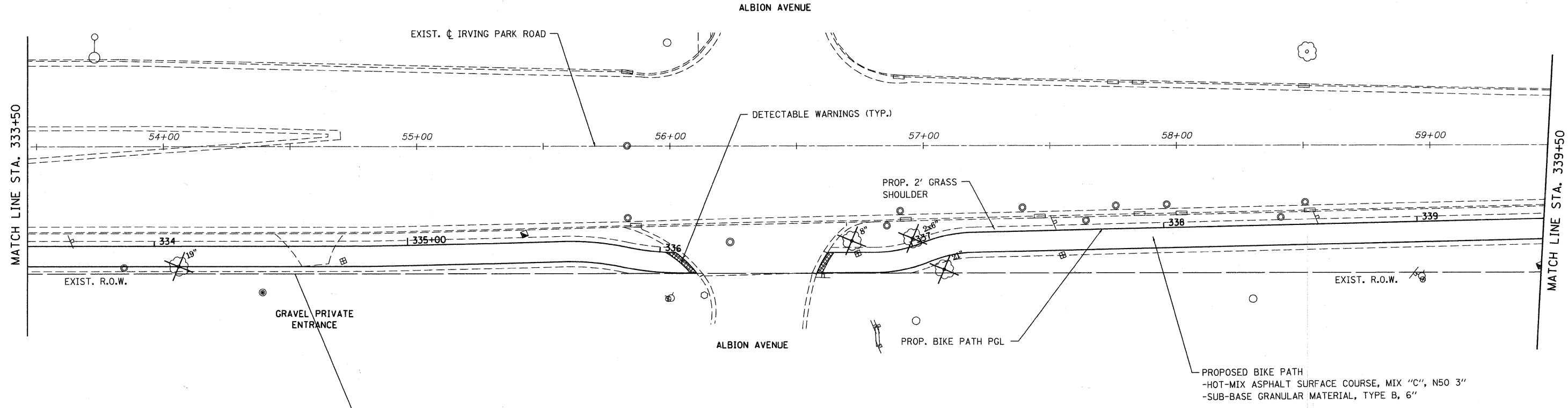


FILE NAME =	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH PLAN AND PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND163355-sht-plnprf6.dgn		DRAWN - LP	REVISED -			07-00091-00-BT	COOK	70	17	
PLOT SCALE = 20.00' / IN.		CHECKED - JP	REVISED -			CONTRACT NO. 63355				
PLOT DATE = 10/26/2010		DATE - 10/26/2010	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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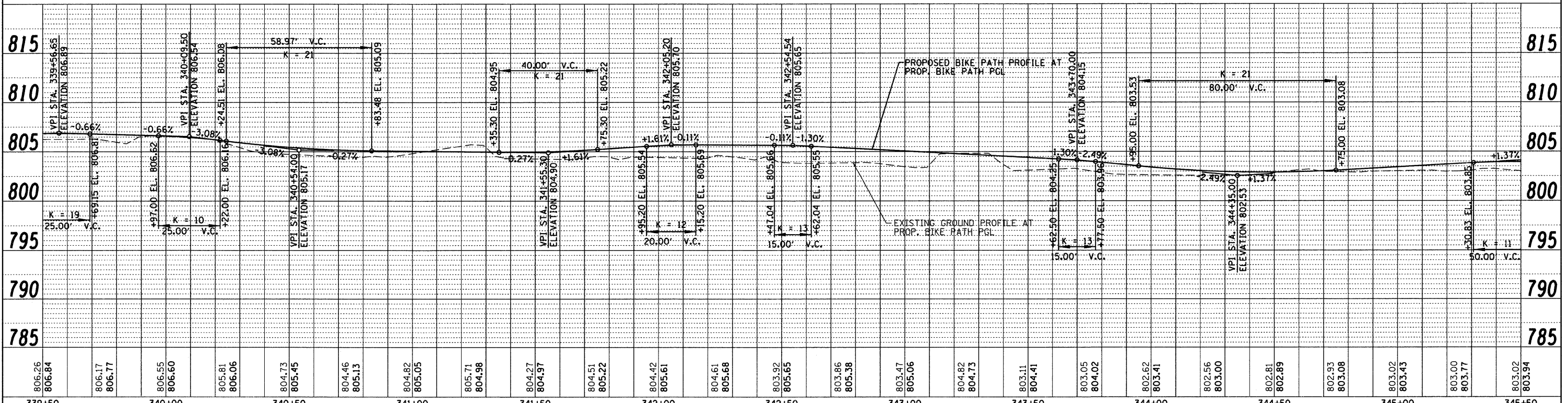
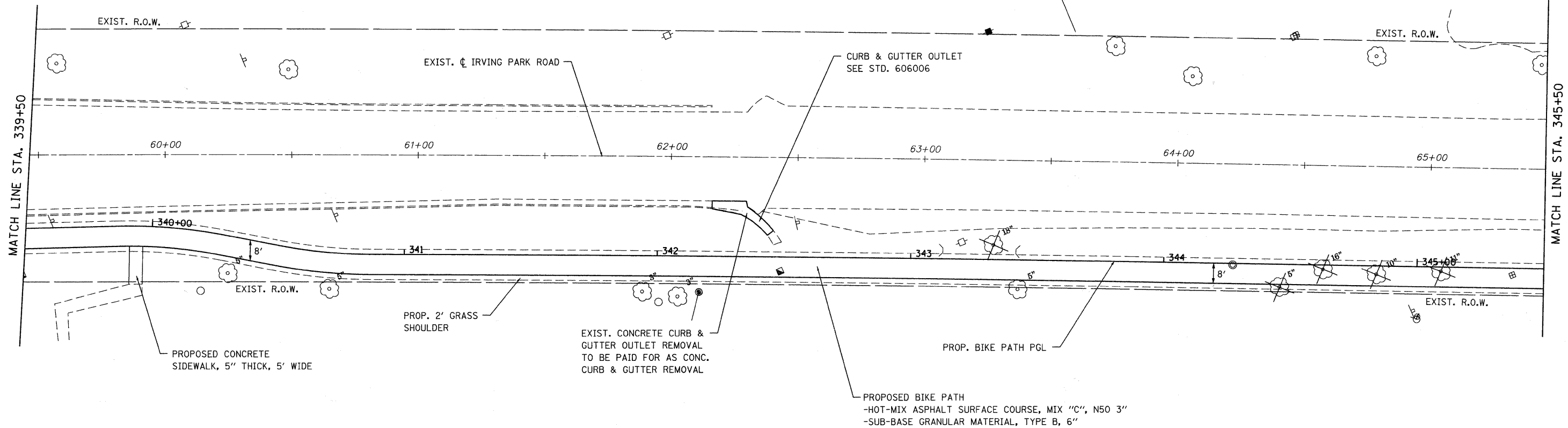


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	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		07-00091-00-BT	COOK	70	18	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		CONTRACT NO. 63355				
		DATE - 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

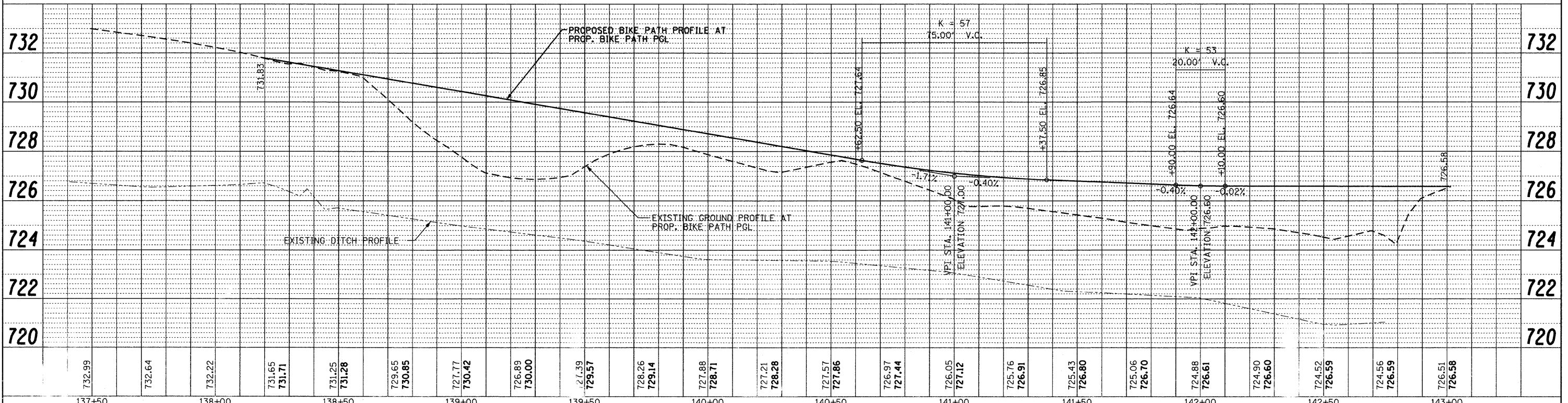
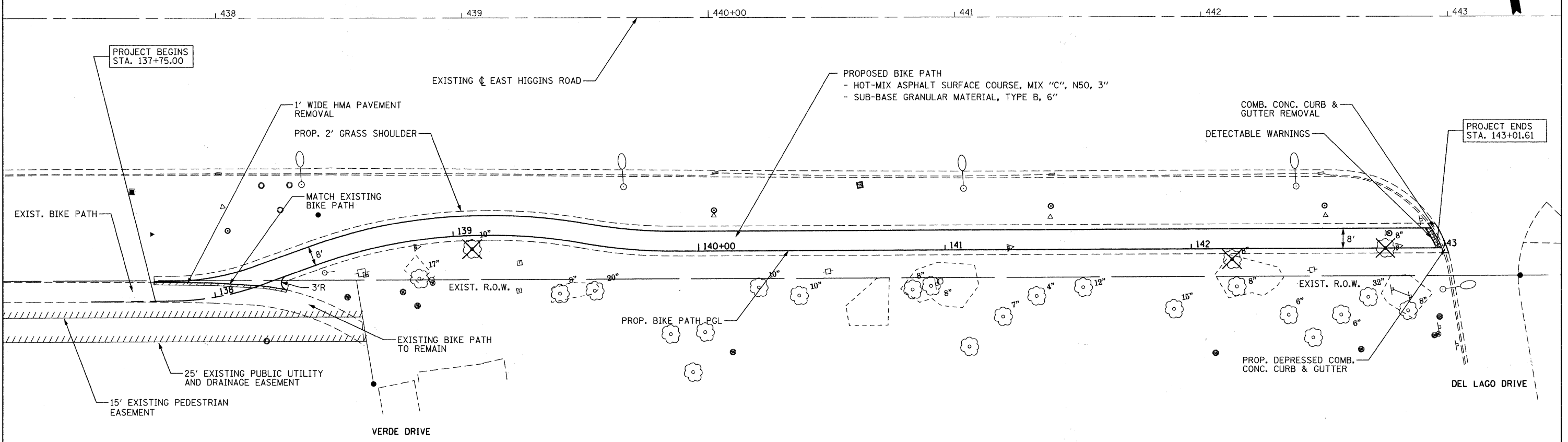


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PROFILE	REVISIONS	DATE
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FILE NAME =	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH PLAN AND PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D163355-sht-nprf8.dgn		DRAWN - LP	REVISED -			07-00091-00-BT	COOK	70	19	
PLOT SCALE = 28.00' / IN.		CHECKED - JP	REVISED -			CONTRACT NO. 63355				
PLOT DATE = 10/26/2010		DATE - 10/26/2010	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					HORIZ. 1"=20'	STA. 339+50 TO STA. 345+50				
					SCALE: VERT. 1"=5'	SHEET NO. 19 OF 70 SHEETS				



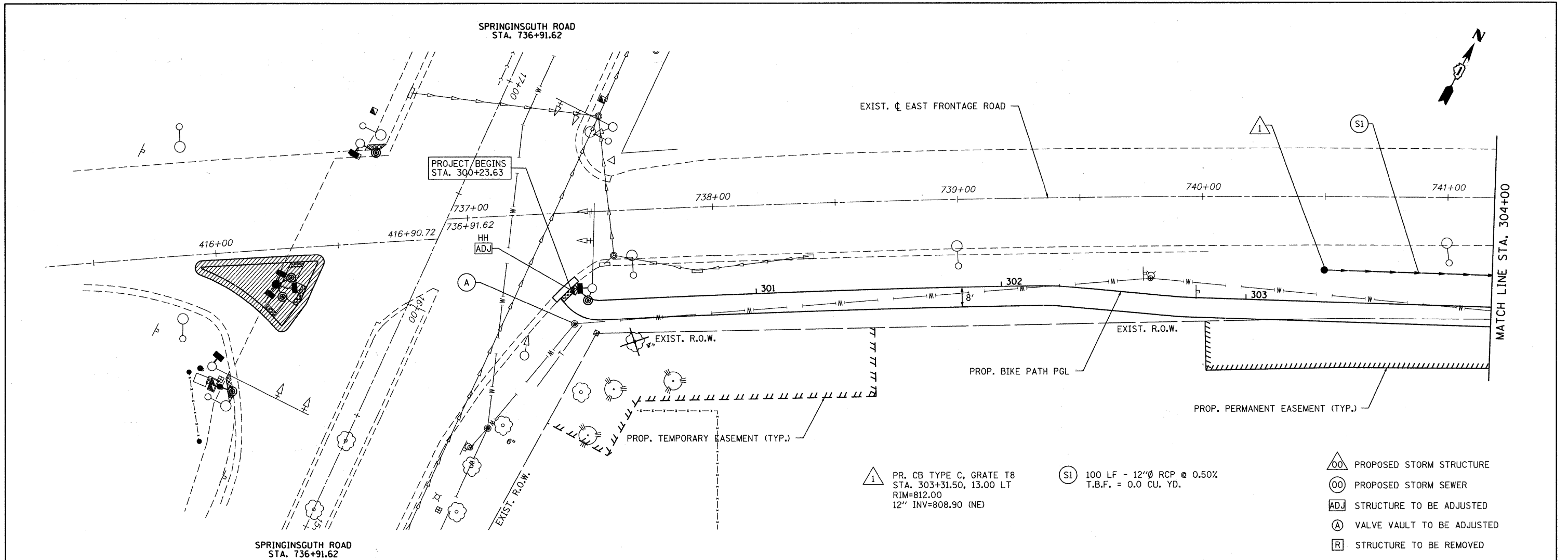
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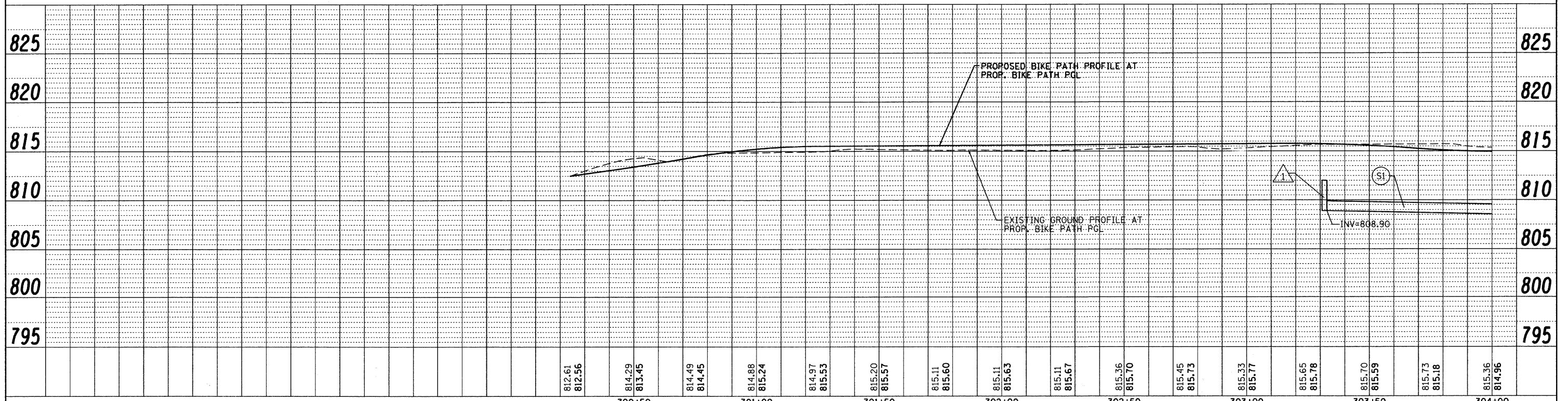
FILE NAME =	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGGINS ROAD BIKE PATH PLAN AND PROFILE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND163355-shr-c1-npr-f_H.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN - LP	REVISED -		HORIZ. 1"=20'		07-00091-00-BT	COOK	70	21	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		SCALE: VERT. 1"=2'		CONTRACT NO. 63355				
		DATE - 10/26/2010	REVISED -		SHEET NO. 21 OF 70 SHEETS		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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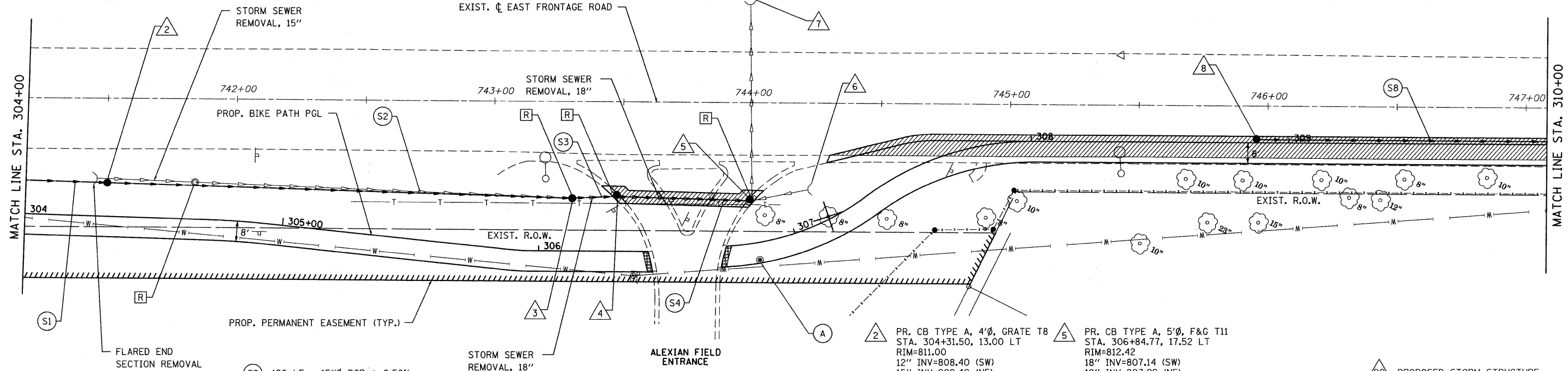
- △ PR. CB TYPE C, GRATE T8
STA. 303+31.50, 13.00 LT
RIM=812.00
12" INV=808.90 (NE)
- ⊙ SI 100 LF - 12"Ø RCP @ 0.50%
T.B.F. = 0.0 CU. YD.
- ⊙ PROPOSED STORM STRUCTURE
- ⊙ PROPOSED STORM SEWER
- ADJ STRUCTURE TO BE ADJUSTED
- A VALVE VAULT TO BE ADJUSTED
- R STRUCTURE TO BE REMOVED



FILE NAME =	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH DRAINAGE AND UTILITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND163355-sht-drain.dgn	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -			07-00091-00-BT	COOK	70	22	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -			CONTRACT NO. 63355		ILLINOIS FED. AID PROJECT		
		DATE - 10/26/2010	REVISED -			STA. 300+00 TO STA. 304+00				

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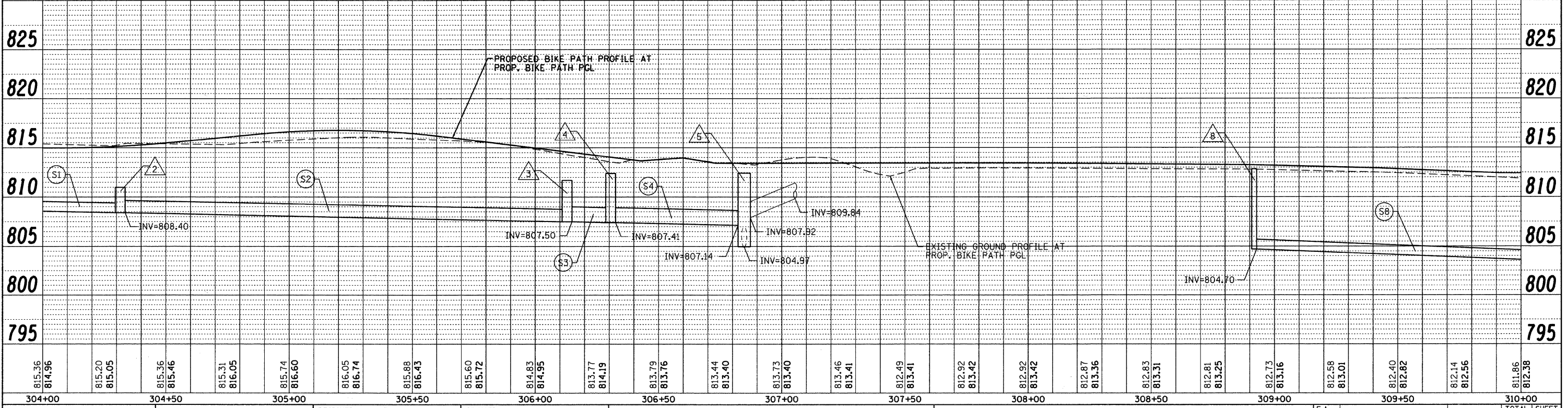
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- (S2) 180 LF - 15" RCP @ 0.50%
T.B.F. = 0.0 CU. YD.
- (S3) 17 LF - 18" RCP @ 0.53%
T.B.F. = 1.3 CU. YD.
- (S4) 53 LF - 18" RCP @ 0.51%
T.B.F. = 23.3 CU. YD.
- (S8) 204 LF - 12" RCP @ 1.00%
T.B.F. = 189.2 CU. YD.

- 2 PR. CB TYPE A, 4'Ø, GRATE T8
STA. 304+31.50, 13.00 LT
RIM=811.00
12" INV=808.40 (SW)
15" INV=808.40 (NE)
- 3 PR. CB TYPE A, 4'Ø, GRATE T8
STA. 306+12.91, 20.56 LT
RIM=811.71
15" INV=807.50 (SW)
18" INV=807.50 (NE)
- 4 PR. CB TYPE A, 4'Ø, F&G T11
STA. 306+30.62, 22.11 LT
RIM=812.40
18" INV=807.41 (SW, NE)
- 5 PR. CB TYPE A, 5'Ø, F&G T11
STA. 306+84.77, 17.52 LT
RIM=812.42
18" INV=807.14 (SW)
18" INV=807.92 (NE)
24" INV=804.97 (N)
- 6 EX. FES
18" INV=809.84
- 7 EX. FES
24" INV=804.94
- 8 PR. CB TYPE C, F&G T24
STA. 308+91.80, 2.50 LT
RIM=812.84
12" INV=804.70 (NE)

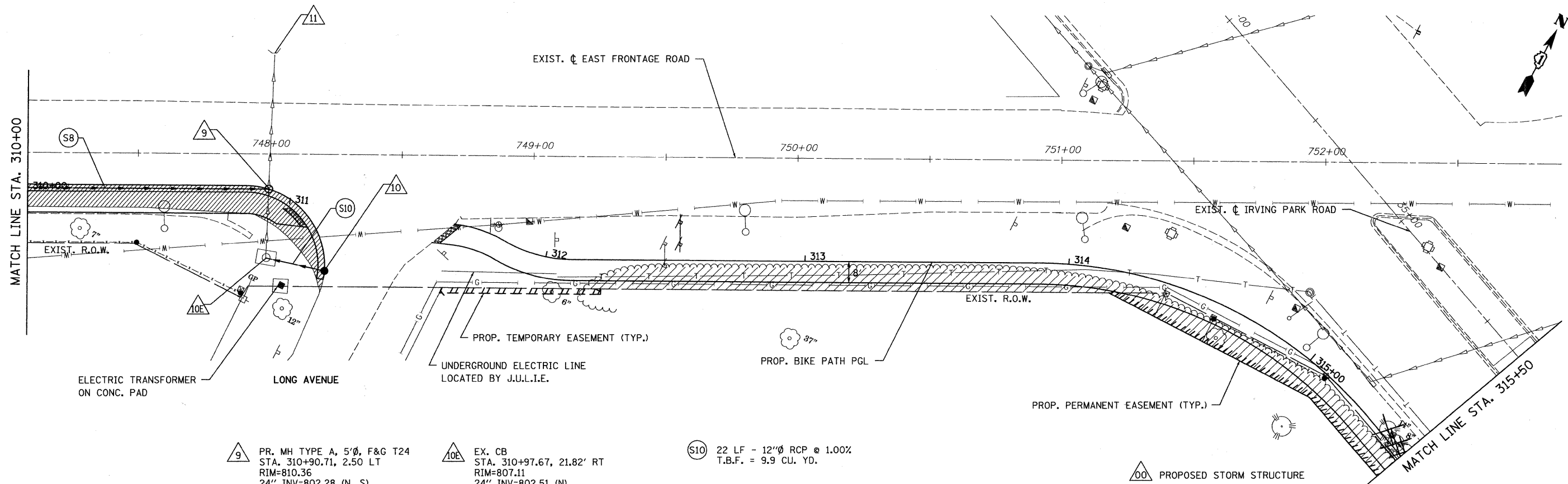
- (S) PROPOSED STORM STRUCTURE
- (O) PROPOSED STORM SEWER
- (AD) STRUCTURE TO BE ADJUSTED
- (A) VALVE VAULT TO BE ADJUSTED
- (R) STRUCTURE TO BE REMOVED



FILE NAME = ...\\D163355-shd-drain2.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH DRAINAGE AND UTILITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 20.00' / IN.	CHECKED - JP	REVISED -	07-00091-00-BT			COOK	70	23		
PLOT DATE = 12/26/2010	DATE - 10/26/2010	REVISED -	CONTRACT NO. 63355							
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

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9 PR. MH TYPE A, 5'Ø, F&G T24
 STA. 310+90.71, 2.50 LT
 RIM=810.36
 24" INV=802.28 (N, S)
 12" INV=802.66 (W)

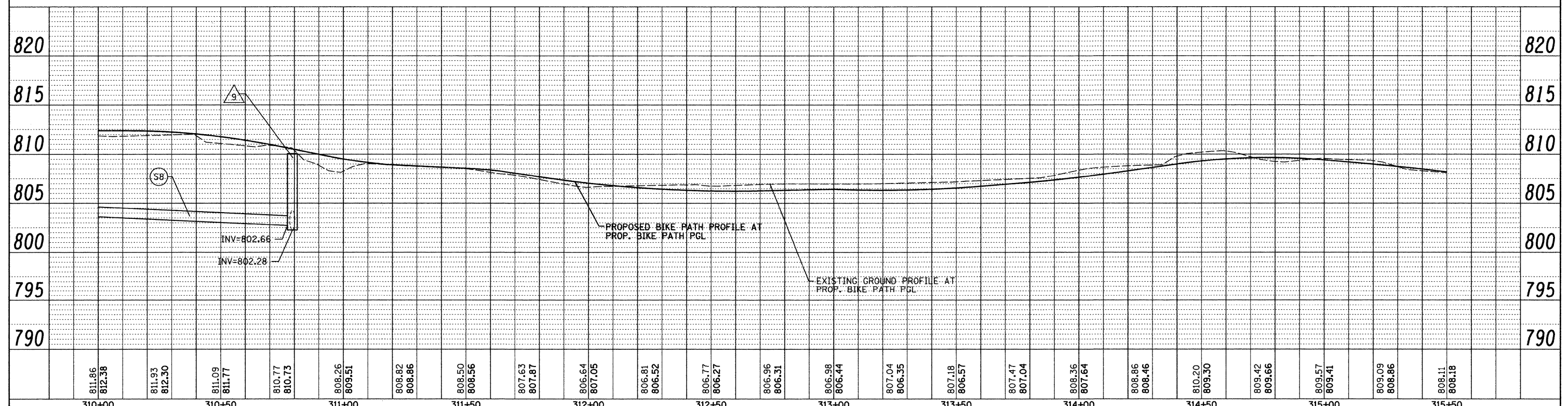
10 PR. CB TYPE C, F&G T24
 STA. 311+16.06, 23.69' RT
 RIM=808.78
 12" INV=804.78 (W)

10E EX. CB
 STA. 310+97.67, 21.82' RT
 RIM=807.11
 24" INV=802.51 (N)
 12" INV=804.56 (E)

11 EX. FES
 24" INV=801.81

S10 22 LF - 12"Ø RCP @ 1.00%
 T.B.F. = 9.9 CU. YD.

- △ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- AD STRUCTURE TO BE ADJUSTED
- A VALVE VAULT TO BE ADJUSTED
- R STRUCTURE TO BE REMOVED

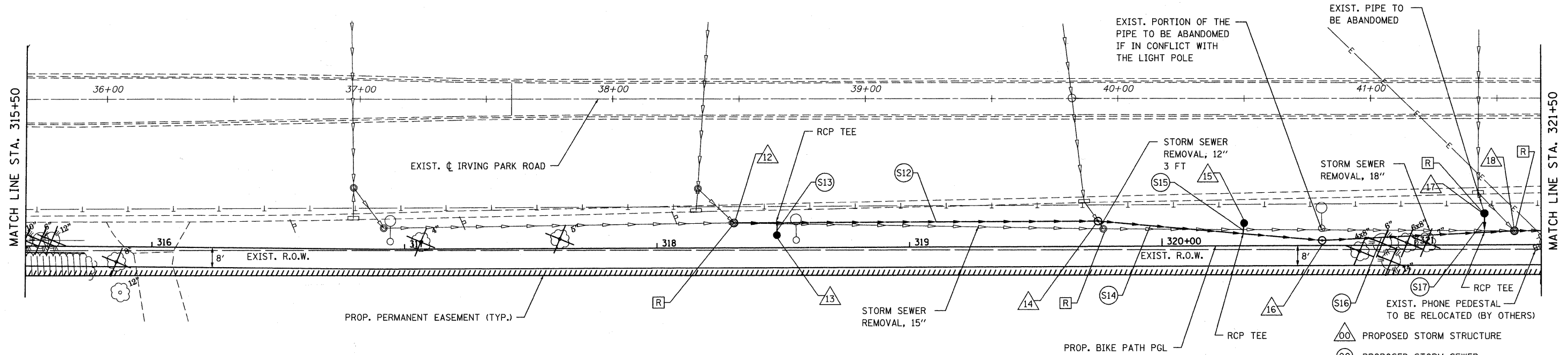


FILE NAME =	USER NAME = *USER*	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH DRAINAGE AND UTILITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEA	PLOT SCALE = *SCALE*	DRAWN - LP	REVISED -			07-00091-00-BT	COOK	70	24	
	PLOT DATE = 11/3/2010	CHECKED - JP	REVISED -			CONTRACT NO. 63355				
		DATE - 10/26/2010	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- 12 PR. MH TYPE A, 4'Ø, F&G T1, CL
STA. 318+30.53, 9.89 LT
RIM=804.08
12" INV=798.83 (NW)
12" INV=797.30 (W)
15" INV=794.40 (E)
- 13 PR. CB TYPE C, GRATE T8
STA. 318+47.50, 5.00 LT
RIM=801.61
12" INV=794.50 (N)
- 14 PR. MH TYPE A, 5'Ø, F&G T1, CL
STA. 319+74.68, 10.00 LT
RIM=800.12
12" INV=796.95 (NW)
15" INV=793.94 (W)
21" INV=793.94 (E)
- 15 PR. CB TYPE C, GRATE T8
STA. 320+32.47, 9.00 LT
RIM=797.71
12" INV=794.15 (SW)
- 16 PR. MH TYPE A, 5'Ø, F&G T1, CL
STA. 320+63.35, 2.00 LT
RIM=798.31
21" INV=793.67 (E, W)
- 17 PR. CB TYPE C, GRATE T8
STA. 321+27.60, 12.52 LT
RIM=797.22
12" INV=793.87 (S)
- 18 PR. MH TYPE A, 5'Ø, F&G T1, CL
STA. 321+39.42, 5.55 LT
RIM=799.15
12" INV=794.50 (NW)
21" INV=793.44 (W)
24" INV=793.44 (E)



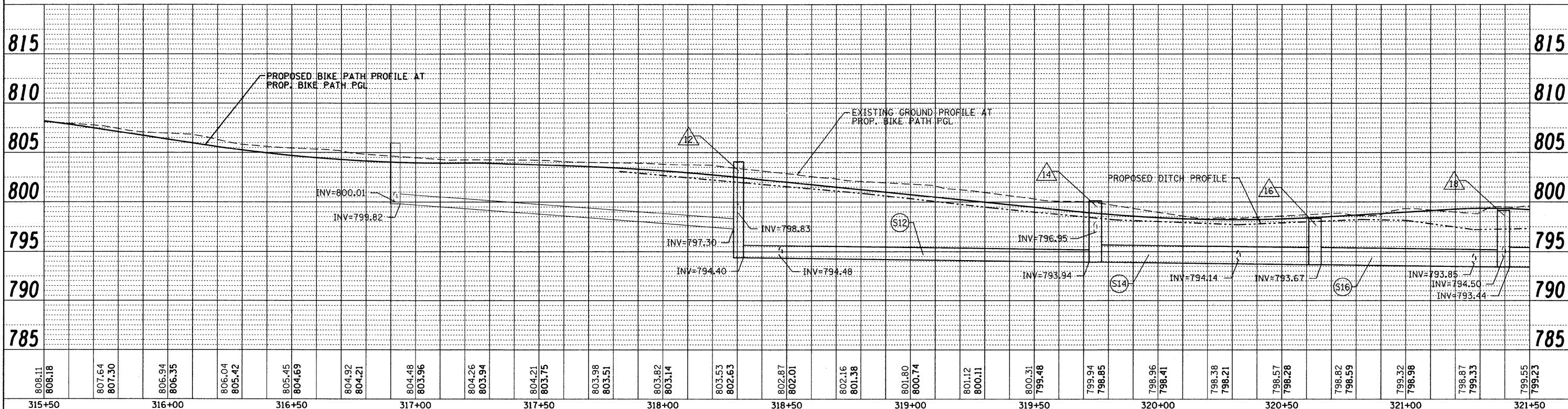
PLAN	REVISIONS	DATE
NO.	NO.	
NO.	NO.	
NO.	NO.	
NO.	NO.	



- S12 142 LF - 15"Ø RCP @ 0.32%
T.B.F. = 0.0 CU. YD.
- S13 3 LF - 12"Ø RCP @ 0.50%
T.B.F. = 0.0 CU. YD.
- S14 87 LF - 21"Ø RCP @ 0.31%
T.B.F. = 0.0 CU. YD.
- S15 2 LF - 12"Ø RCP @ 0.50%
T.B.F. = 0.0 CU. YD.
- S16 74 LF - 21"Ø RCP @ 0.31%
T.B.F. = 0.0 CU. YD.
- S17 5 LF - 12"Ø RCP @ 0.50%
T.B.F. = 0.0 CU. YD.

- △ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- ADJ STRUCTURE TO BE ADJUSTED
- A VALVE VAULT TO BE ADJUSTED
- R STRUCTURE TO BE REMOVED

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



FILE NAME = ...ND163355-shd-drain4.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH DRAINAGE AND UTILITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 28.00' / IN.	CHECKED - JP	REVISED -	HORIZ. 1"=20'			07-00091-00-BT	COOK	70	25	
PLOT DATE = 10/27/2010	DATE - 10/26/2010	REVISED -	SCALE: VERT. 1"=5'			SHEET NO. 25 OF 70 SHEETS	STA. 315+50 TO STA. 321+50	CONTRACT NO. 63355		
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

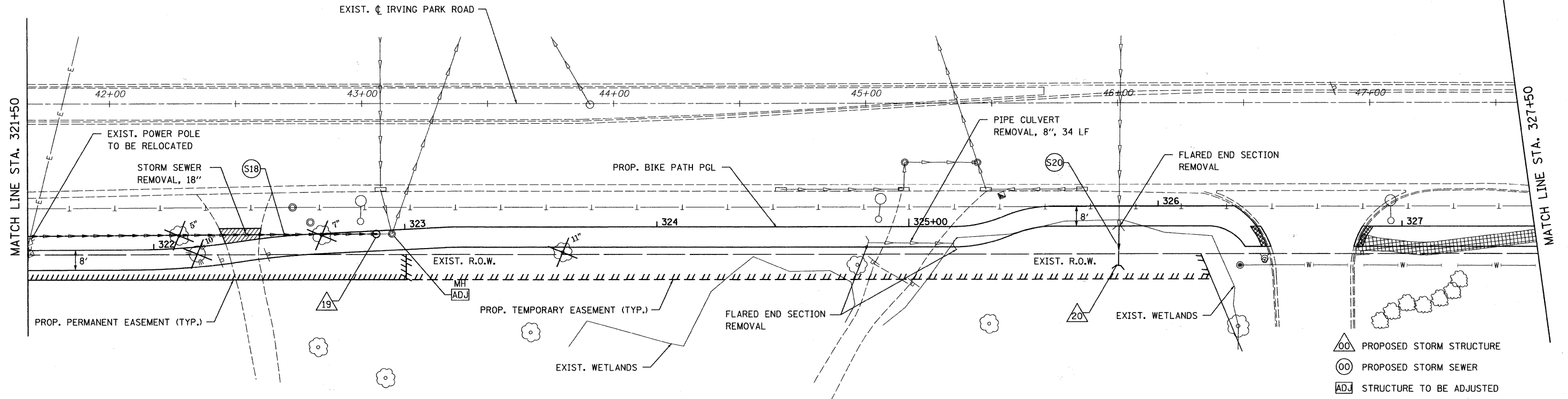
19 PR. MH TYPE A, 5'Ø, F&G T1, CL
 W/ 16.1" RESTRICTOR
 STA. 322+88.56, 1.25 RT
 RIM=797.37
 18" INV=792.98 (E)
 24" INV=792.98 (W)

S18 149 LF - 24"Ø RCP @ 0.31%
 T.B.F. = 24.1 CU. YD.
 S20 15 LF - 24"Ø RCP @ 0.37%
 T.B.F. = 0.0 CU. YD.

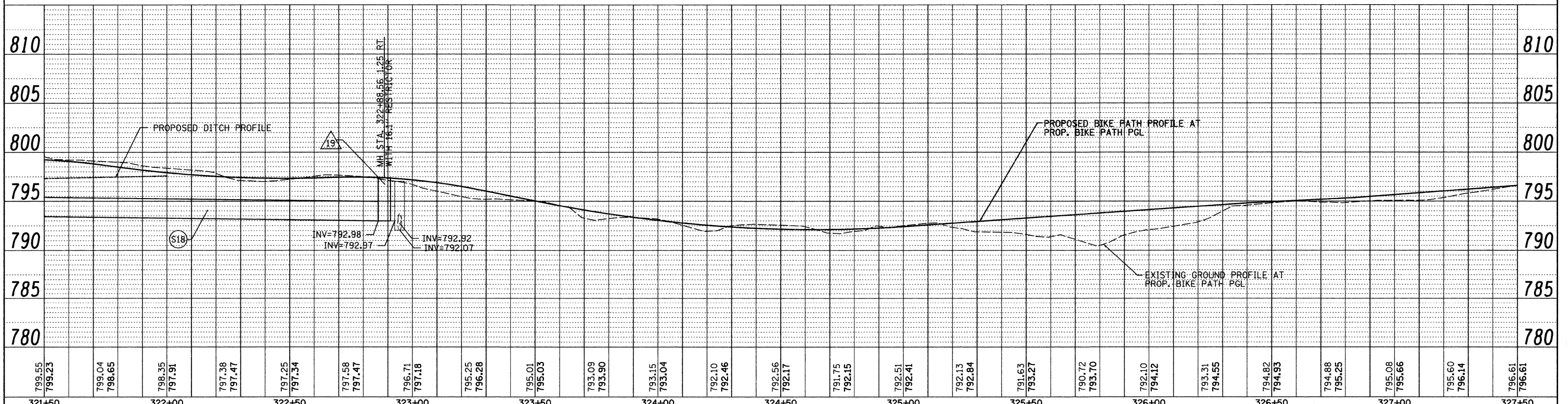
20 PR. FES
 W/ GRATING FOR CONCRETE FES 24"
 24" INV=790.00

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

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



- ⊙ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- ADJ STRUCTURE TO BE ADJUSTED
- Ⓐ VALVE VAULT TO BE ADJUSTED
- Ⓡ STRUCTURE TO BE REMOVED



799.55 799.23	799.04 798.65	798.35 797.91	797.38 797.47	797.25 797.34	797.58 797.47	796.71 797.18	795.25 796.28	795.01 795.03	793.09 793.90	793.15 793.04	792.10 792.46	792.56 792.17	791.75 792.15	792.51 792.41	792.13 792.84	791.63 793.27	790.72 793.70	792.10 794.12	793.31 794.55	794.82 794.93	794.88 795.25	795.08 795.66	795.60 796.14	796.61 796.61
321+50	322+00	322+50	323+00	323+50	324+00	324+50	325+00	325+50	326+00	326+50	327+00	327+50												

FILE NAME =
 #FILE#

USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = 11/3/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IRVING PARK ROAD BIKE PATH
 DRAINAGE AND UTILITIES**

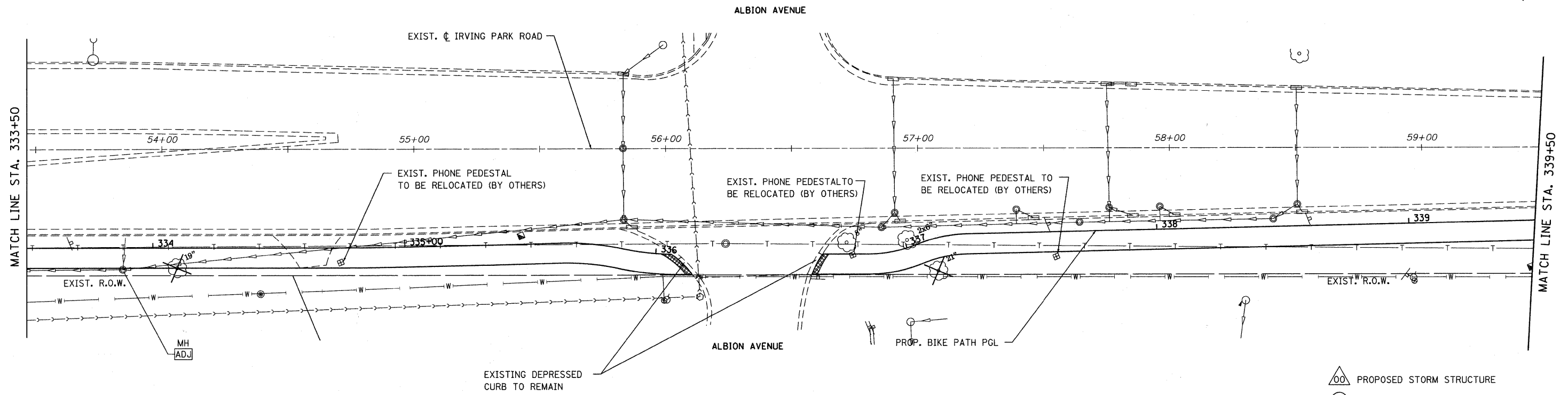
HORIZ. 1"=20'
 SCALE: VERT. 1"=5' SHEET NO. 26 OF 70 SHEETS STA. 321+50 TO STA. 327+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	26
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63355	

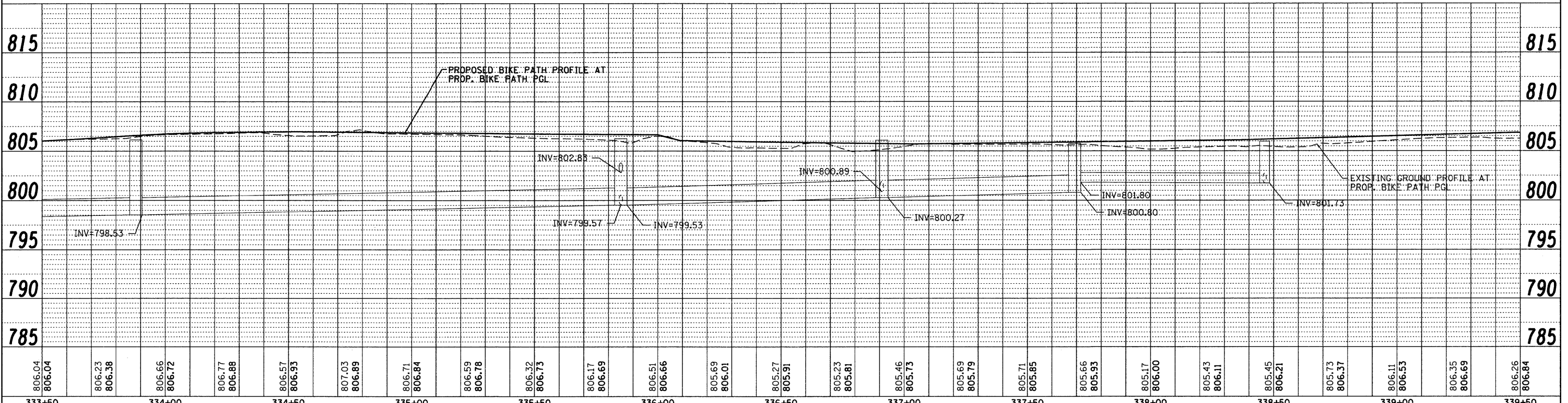


DATE	
BY	
REVIEWED	
PLANNED	
NOTE BOOK	
NO.	
ALIGNMENT CHECKED	
PAID FILE NAME	

DATE	
BY	
REVIEWED	
PLANNED	
NOTE BOOK	
NO.	
GRADES CHECKED	
STRUCTURE NOTATIONS CHKD	



- PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- STRUCTURE TO BE ADJUSTED
- VALVE VAULT TO BE ADJUSTED
- STRUCTURE TO BE REMOVED



806.04 806.04	806.23 806.38	806.66 806.72	806.77 806.88	806.57 806.93	807.03 806.89	806.71 806.84	806.59 806.78	806.32 806.73	806.17 806.69	806.51 806.66	805.69 806.01	805.27 805.91	805.23 805.81	805.46 805.73	805.69 805.79	805.71 805.85	805.66 805.93	805.17 806.00	805.43 806.11	805.45 806.21	805.73 806.37	806.11 806.53	806.35 806.69	806.26 806.84
333+50	334+00	334+50		335+00	335+50	336+00	336+50	337+00	337+50	338+00	338+50	339+00	339+50											

FILE NAME = ...NDIG3355-sht-drain7.dgn

USER NAME = gellwanger

PLOT SCALE = 20.00' / IN.

PLOT DATE = 10/27/2010

DESIGNED - LP

DRAWN - LP

CHECKED - JP

DATE - 10/26/2010

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IRVING PARK ROAD BIKE PATH
DRAINAGE AND UTILITIES

HORIZ. 1"=20'

SCALE: VERT. 1"=5'

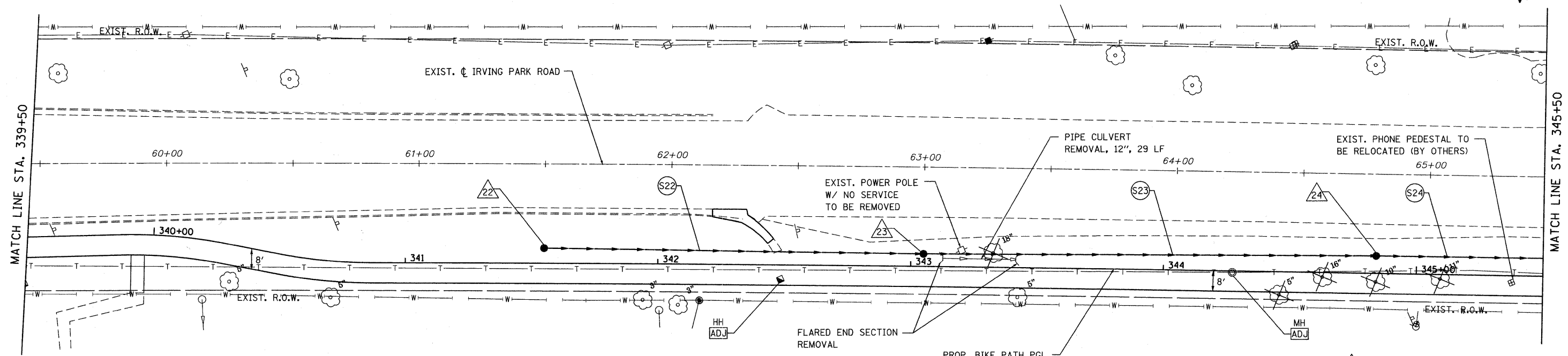
SHEET NO. 28 OF 70 SHEETS

STA. 333+50 TO STA. 339+50

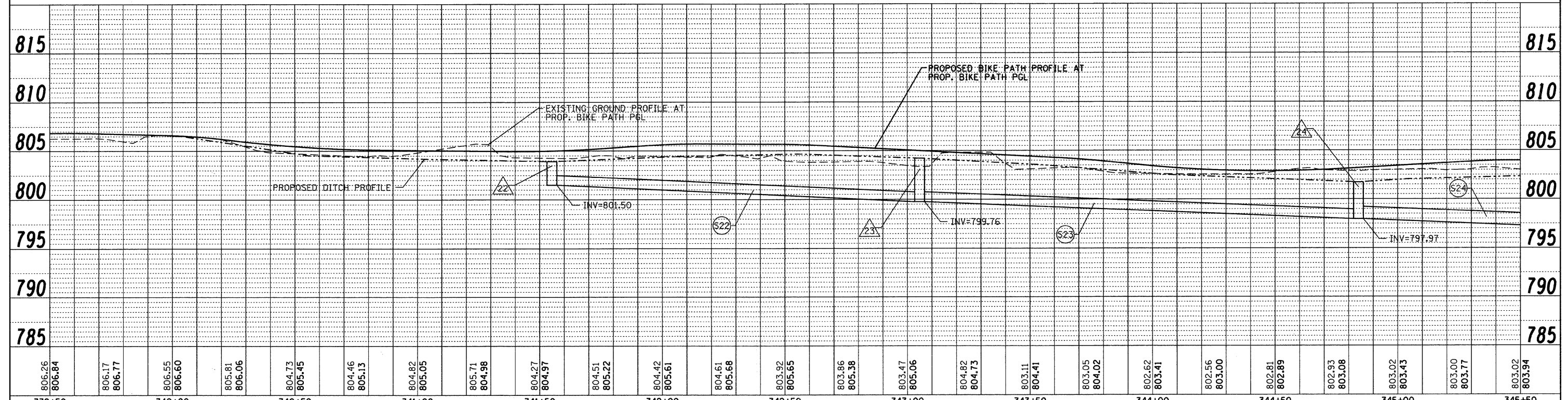
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	28
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63355	

DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
NO.	

DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
NO.	



- △22 PR. CB TYPE C, GRATE T8
STA. 341+55.00, 6.00 LT
RIM=803.91
12" INV=801.50 (E)
- △23 PR. CB TYPE A, 4'Ø, GRATE T8
STA. 343+05.00, 5.00 LT
RIM=804.21
12" INV=799.76 (E, W)
- △24 PR. CB TYPE A, 4'Ø, GRATE T8
STA. 344+84.00, 7.00 LT
RIM=801.73
12" INV=797.97 (W)
15" INV=797.97 (E)
- S22 150 LF - 12"Ø RCP @ 1.16%
T.B.F. = 0.0 CU. YD.
- S23 179 LF - 12"Ø RCP @ 1.00%
T.B.F. = 0.0 CU. YD.
- S24 200 LF - 15"Ø RCP @ 1.00%
T.B.F. = 0.0 CU. YD.
- △00 PROPOSED STORM STRUCTURE
- 00 PROPOSED STORM SEWER
- ADJ STRUCTURE TO BE ADJUSTED
- Ⓐ VALVE VAULT TO BE ADJUSTED
- Ⓡ STRUCTURE TO BE REMOVED



806.26	806.84	806.17	806.77	806.55	806.60	805.81	806.06	804.73	805.45	804.46	805.13	804.82	805.05	805.71	804.98	804.27	804.97	804.51	805.22	804.42	805.61	804.61	805.68	803.92	805.65	803.86	805.38	803.47	805.06	804.82	804.73	803.11	804.41	803.05	804.02	802.62	803.41	802.56	803.00	802.81	802.89	802.93	803.08	803.02	803.43	803.00	803.77	803.02	803.94
339+50	340+00	340+50	341+00	341+50	342+00	342+50	343+00	343+50	344+00	344+50	345+00	345+50																																					

FILE NAME = ...ND163365-shd-drain8.dgn
 USER NAME = gellwanger
 PLOT SCALE = 20.00' / IN.
 PLOT DATE = 10/27/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

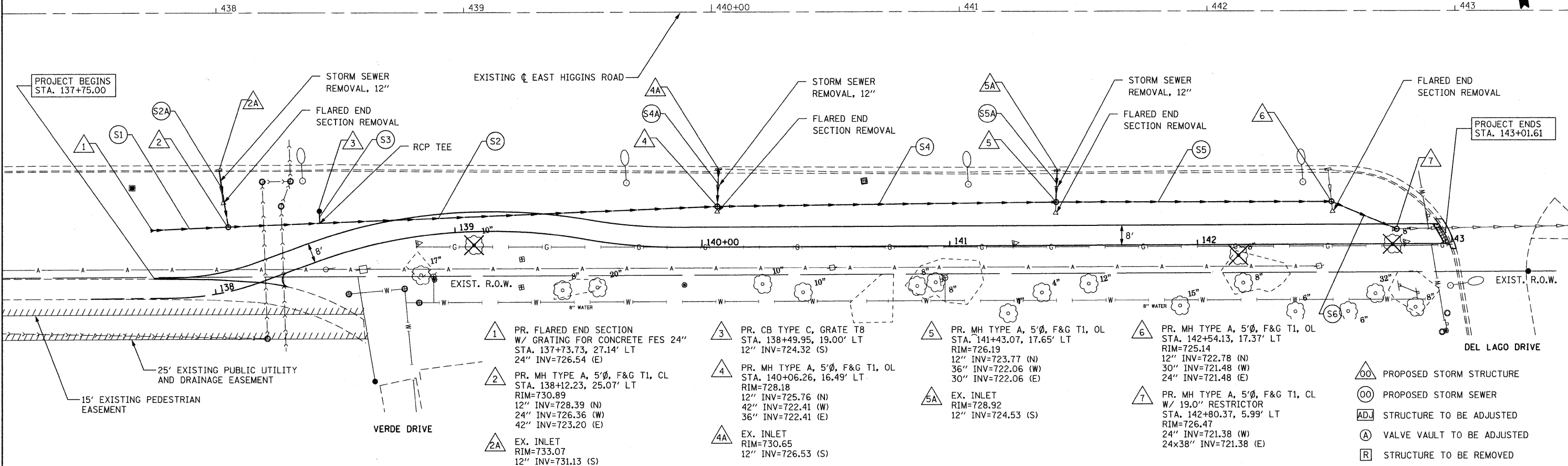
IRVING PARK ROAD BIKE PATH
DRAINAGE AND UTILITIES
 HORIZ. 1"=20'
 SCALE: VERT. 1"=5' SHEET NO. 29 OF 70 SHEETS STA. 339+50 TO STA. 345+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	29
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63355	

- (S1) 25 LF - 24"Ø RCP @ 0.72% T.B.F. = 0.0 CU. YD.
- (S2) 195 LF - 42"Ø RCP @ 0.41% T.B.F. = 56.2 CU. YD.
- (S2A) 22 LF - 12"Ø RCP @ 12.45% T.B.F. = 0.0 CU. YD.
- (S3) 3 LF - 12"Ø RCP @ 0.50% T.B.F. = 0.0 CU. YD.
- (S4) 135 LF - 36"Ø RCP @ 0.26% T.B.F. = 0.0 CU. YD.
- (S4A) 14 LF - 12"Ø RCP @ 5.50% T.B.F. = 0.0 CU. YD.
- (S5) 110 LF - 30"Ø RCP @ 0.53% T.B.F. = 0.0 CU. YD.
- (S5A) 12 LF - 12"Ø RCP @ 6.33% T.B.F. = 0.0 CU. YD.
- (S6) 27 LF - 24"Ø RCP @ 0.37% T.B.F. = 2.2 CU. YD.

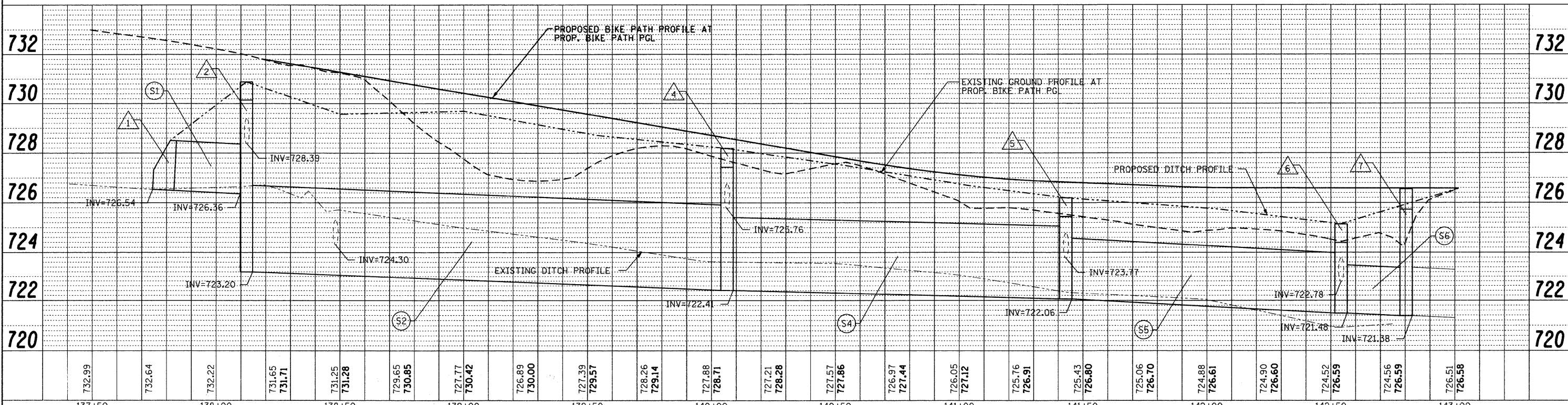
DATE	
BY	
REVISIONS	
PLANNED	
ALIGNED	
CHECKED	
PLANNED	
NO.	

DATE	
BY	
REVISIONS	
PLANNED	
GRADES CHECKED	
SCALE	
PLANNED	
NO.	

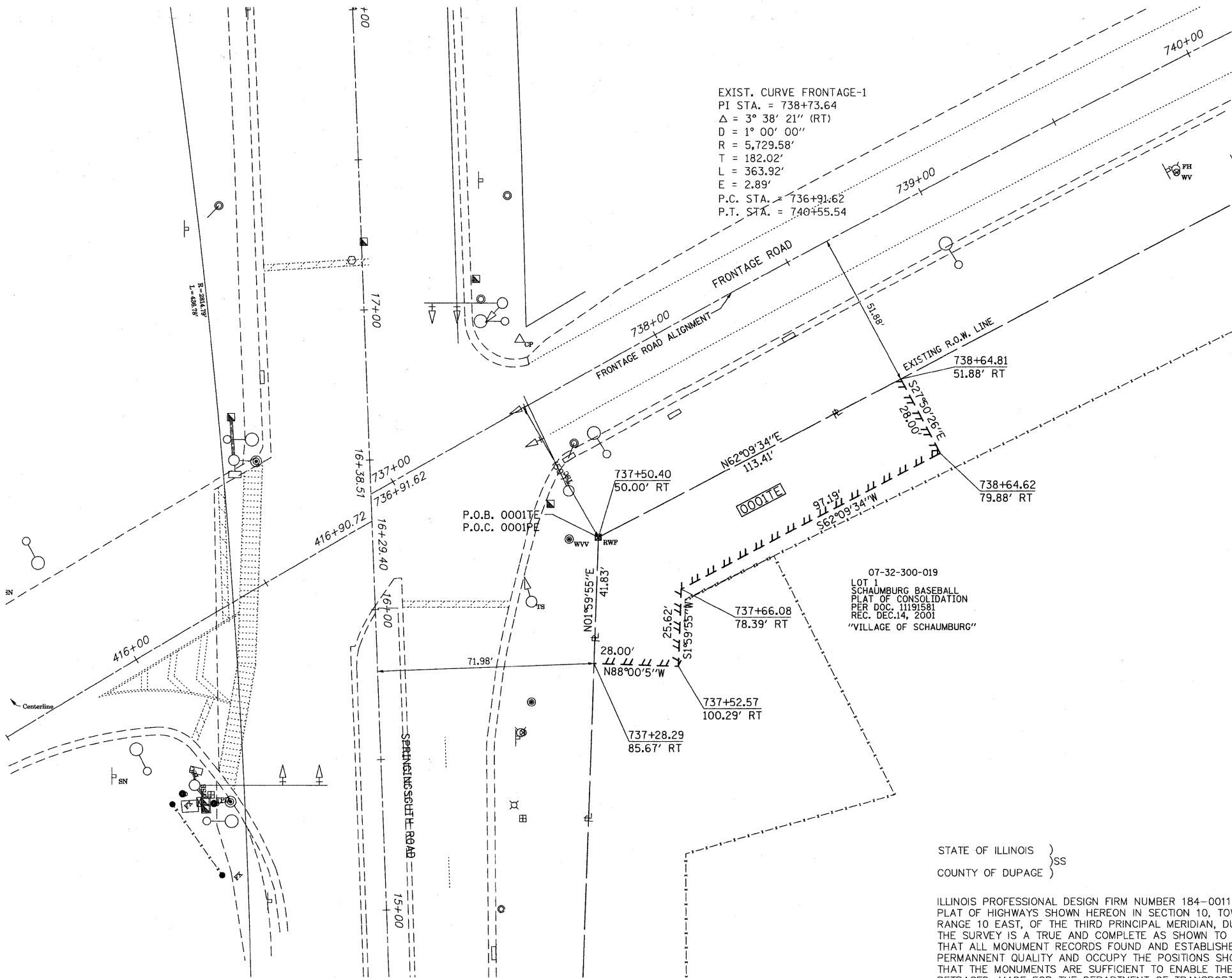


- 1 PR. FLARED END SECTION W/ GRATING FOR CONCRETE FES 24" STA. 137+73.73, 27.14' LT 24" INV=726.54 (E)
- 2 PR. MH TYPE A, 5'Ø, F&G T1, CL STA. 138+12.23, 25.07' LT RIM=730.89 12" INV=728.39 (N) 24" INV=726.36 (W) 42" INV=723.20 (E)
- 2A EX. INLET RIM=733.07 12" INV=731.13 (S)
- 3 PR. CB TYPE C, GRATE T8 STA. 138+49.95, 19.00' LT 12" INV=724.32 (S)
- 4 PR. MH TYPE A, 5'Ø, F&G T1, OL STA. 140+06.26, 16.49' LT RIM=728.18 12" INV=725.76 (N) 42" INV=722.41 (W) 36" INV=722.41 (E)
- 4A EX. INLET RIM=730.65 12" INV=726.53 (S)
- 5 PR. MH TYPE A, 5'Ø, F&G T1, OL STA. 141+43.07, 17.65' LT RIM=726.19 12" INV=723.77 (N) 36" INV=722.06 (W) 30" INV=722.06 (E)
- 5A EX. INLET RIM=728.92 12" INV=724.53 (S)
- 6 PR. MH TYPE A, 5'Ø, F&G T1, OL STA. 142+54.13, 17.37' LT RIM=725.14 12" INV=722.78 (N) 30" INV=721.48 (W) 24" INV=721.48 (E)
- 7 PR. MH TYPE A, 5'Ø, F&G T1, CL W/ 19.0" RESTRICTOR STA. 142+80.37, 5.99' LT RIM=726.47 24" INV=721.38 (W) 24x38" INV=721.38 (E)

- △ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- ADJ STRUCTURE TO BE ADJUSTED
- Ⓐ VALVE VAULT TO BE ADJUSTED
- Ⓡ STRUCTURE TO BE REMOVED



FILE NAME = ...ND163365-ah-drain_H.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZ. 1"=20' SCALE: VERT. 1"=2' SHEET NO. 31 OF 70 SHEETS	HIGGINS ROAD BIKE PATH DRAINAGE AND UTILITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 20.0000' / IN.	CHECKED - JP	REVISED -	07-00091-00-BT				COOK	70	31		
PLOT DATE = 10/26/2010	DATE - 10/26/2010	REVISED -	CONTRACT NO. 63355								
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- (B1) DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES

COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 736+91.62 = 1,940,483.03 N. - 1,042,440.55 E.
STA 740+55.54 = 1,940,654.61 N. - 1,042,761.41 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
737+28.29 - 85.67' RT.		1,940,426.74N - 1,042,514.68E
737+50.40 - 50.00' RT.		1,940,468.55N - 1,042,516.14E
737+52.57 - 100.29' RT.		1,940,425.76N - 1,042,542.67E
737+66.08 - 78.39' RT.		1,940,451.36N - 1,042,543.56E
738+64.62 - 79.88' RT.		1,940,496.75N - 1,042,629.50E
738+64.81 - 51.88' RT.		1,940,521.51N - 1,042,616.43E

SHEET NO. 32 OF 70 SHEETS

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 10, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20__

BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com

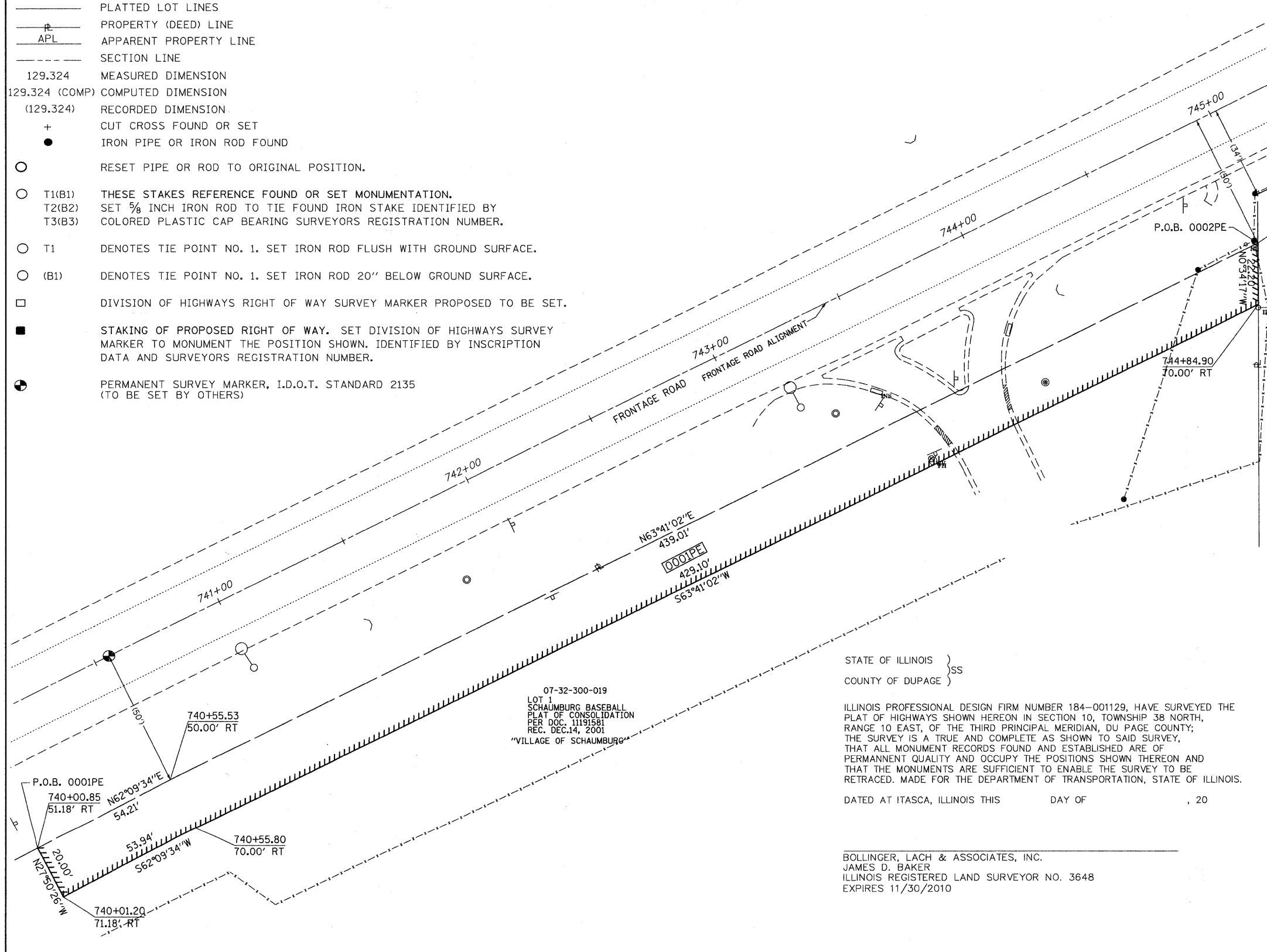
REVISION		ILLINOIS DEPT. OF TRANSPORTATION RIGHT OF WAY PLAT
DATE	DESCRIPTION	
		ROUTE FRONTAGE ROAD / IRVING PARK ROAD
		SECTION 07-00091-00BT
		COUNTY COOK PROJECT# CMM-8003(772)
		JOB# R-90-005-10 PROJECT# 861-010 (BLA)
		SEC 32 T 41N, R 10E OF 3RD P.M.
		STA 736+91.82 TO STA 740+00
		DRAWN JDB CHECKED JFP
		SCALE: 1: 20' PARCEL NO. 0001TE

AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0001TE	VILLAGE OF SCHAUMBURG	12.885				0.089	CONSTRUCTION	07-32-300-019

LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.
- T2(B2) SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3(B3) COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- (B1) DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



744+94.54
50.00' RT
"MICHAEL SCHLICHTING"
07-32-400-007
PART OF LOT 22 IN
FENZ ACRES
PER DOC. 14335939
REC. JUN 17, 1948

07-32-400-008
LOT 21
FENZ ACRES
PER DOC. 14335939
REC. JUN 17, 1948

07-32-300-019
LOT 1
SCHAUMBURG BASEBALL
PLAT OF CONSOLIDATION
PER DOC. 11191581
REC. DEC.14, 2001
"VILLAGE OF SCHAUMBURG"

BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES
COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 740+55.54 = 1,940,654.61 N. - 1,042,761.41 E.
STA 745+00.00 = 1,940,873.82 N. - 1,043,204.63 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
740+00.84 - 51.18' RT.		1,940,584.47N - 1,042,735.64E
740+01.20 - 71.18' RT.		1,940,566.79N - 1,042,744.98E
740+55.53 - 50.00' RT.		1,940,609.79N - 1,042,783.57E
740+55.80 - 70.00' RT.		1,940,591.98N - 1,042,792.67E
744+94.54 - 50.00' RT.		1,940,804.41N - 1,043,177.08E
744+84.90 - 70.00' RT.		1,940,782.21N - 1,043,177.30E

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 10, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS DAY OF , 20

BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

SHEET NO. 33 OF 70 SHEETS

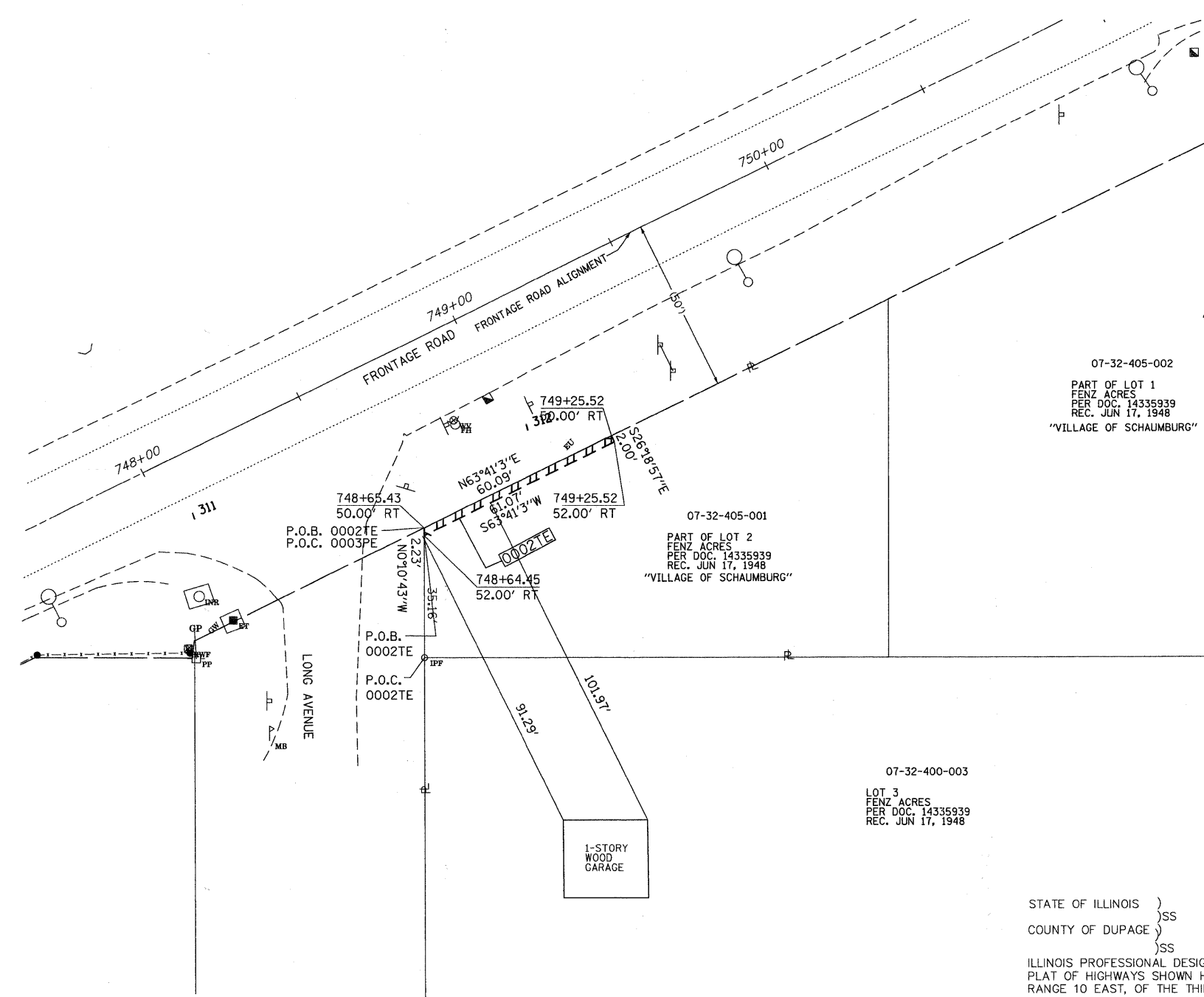
Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALGONQUIN • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

REVISION	DATE	DESCRIPTION

ILLINOIS DEPT. OF TRANSPORTATION
RIGHT OF WAY PLAT
ROUTE FRONTAGE ROAD
SECTION 07-00091-00-BT
COUNTY COOK
JOB# R-90-005-10 PROJECT# CMM-8003 (772) 861-010 (BLA)
SEC 32 T 41N, R 10E OF 3RD P.M.
STA 740+00 TO STA 745+50
DRAWN JDB CHECKED JFP
SCALE: 1: 20' PARCEL NO. 0001PE

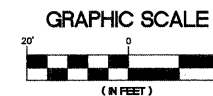
AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0001PE	VILLAGE OF SCHAUMBURG	12.885				0.224	CONSTRUCTION	07-32-300-019



LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.
- T2(B2) SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3(B3) COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- (B1) DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



1 inch = 20 ft.



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES

COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 748+00.00 = 1,940,984.65 N. - 1,043,428.72 E.
STA 750+00.00 = 1,941,073.31 N. - 1,043,607.99 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
748+64.45	- 52.00' RT.	1,940,966.61N - 1,043,509.54E
748+65.43	- 50.00' RT.	1,940,968.84N - 1,043,509.53E
749+25.52	- 50.00' RT.	1,940,995.48N - 1,043,563.40E
749+25.52	- 52.00' RT.	1,940,993.68N - 1,043,564.28E

SHEET NO. 34 OF 70 SHEETS

STATE OF ILLINOIS)
COUNTY OF DUPAGE)SS
ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 10, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

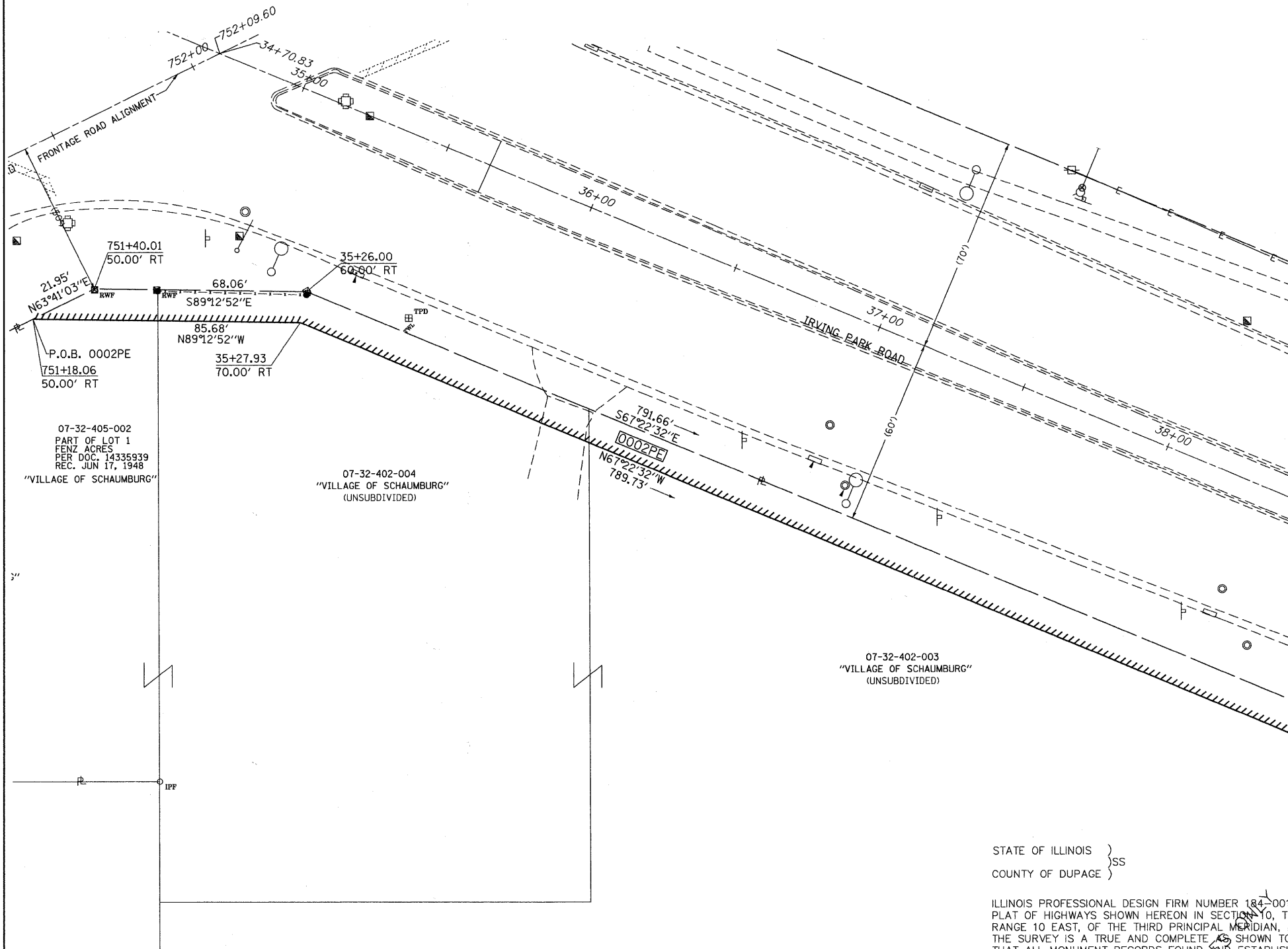
DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20____
BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALGONQUIN • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

REVISION		ILLINOIS DEPT. OF TRANSPORTATION RIGHT OF WAY PLAT ROUTE FRONTAGE ROAD / IRVING PARK ROAD SECTION 07-00091-00-BT COUNTY COOK CMM-8003 (772) JOB# D-90-005-10 PROJECT# 861-010 (BLA) SEC 32 T 41N, R 10E OF 3RD P.M. STA 748+00 TO STA 750+00 DRAWN JDB CHECKED JFP SCALE: 1" = 20' PARCEL NO. 0002TE
DATE	DESCRIPTION	

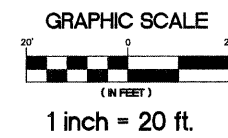
AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0002TE	VILLAGE OF SCHAUMBURG	0.215				121 S.F. 0.003	CONSTRUCTION	07-32-405-001



LEGEND

- PROPOSED RIGHT OF WAY LINE
- ==== PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL ——— APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.
- T2(B2) SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY
- T3(B3) COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- (B1) DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES
COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 35+00 = 1,941,155.02 N. - 1,043,822.80 E.
STA 38+50 = 1,941,020.38 N. - 1,044,145.86 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
751+18.06	- 50.00' RT.	1,941,080.83N - 1,043,735.98E
751+40.01	- 50.00' RT.	1,941,090.56N - 1,043,755.66E
35+26.00	- 60.00' RT.	1,941,089.63N - 1,043,823.72E
35+27.93	- 70.00' RT.	1,941,079.66N - 1,043,821.65E

SHEET NO. 35 OF 70 SHEETS

STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY; THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20____

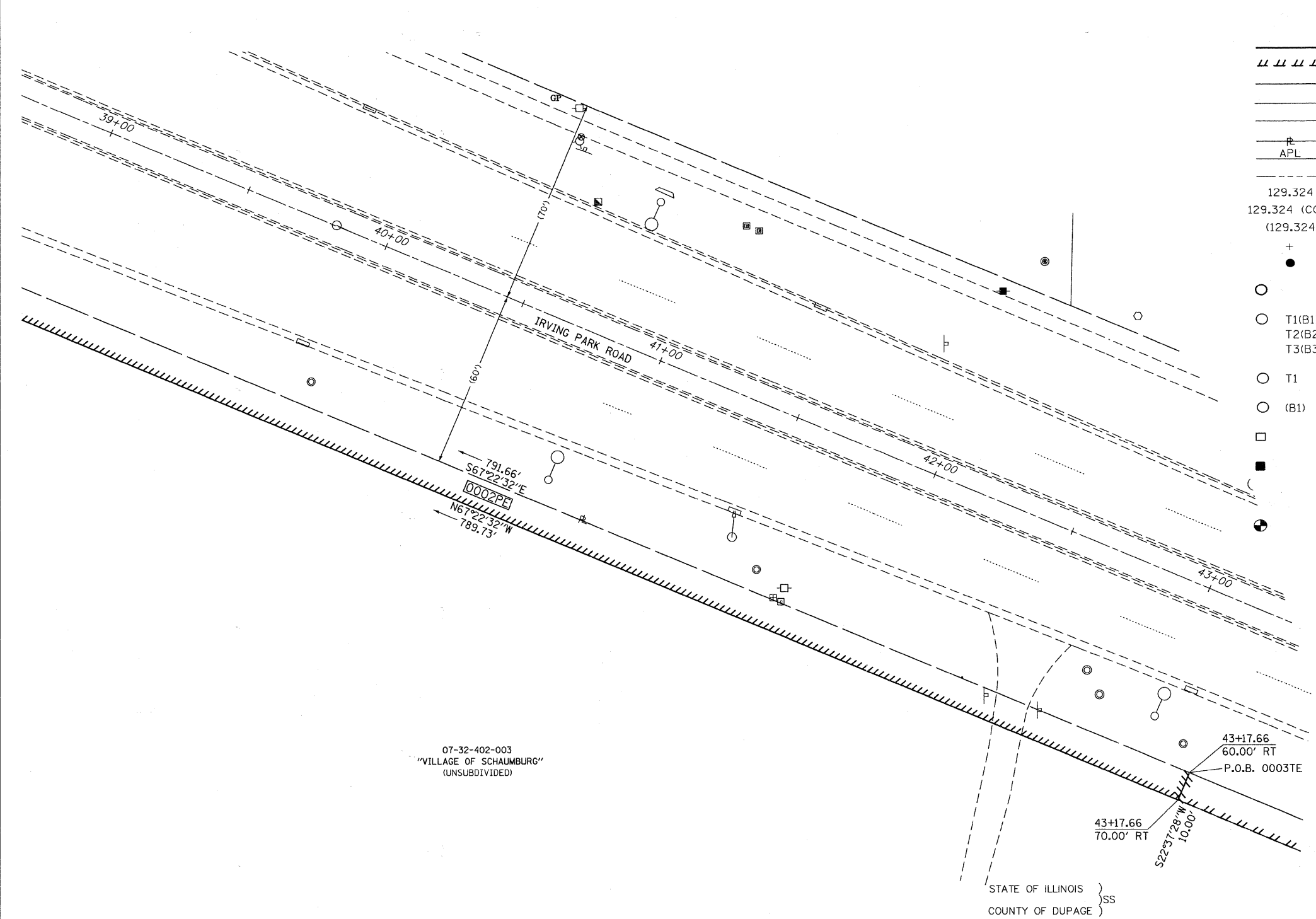
BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALGONQUIN • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

REVISION		ILLINOIS DEPT. OF TRANSPORTATION RIGHT OF WAY PLAT
DATE	DESCRIPTION	
		ROUTE FRONTAGE ROAD SECTION 07-00091-00-BT COUNTY COOK JOB# R-90-005-10 PROJECT# CMM-8003 (772) 861-010 (BLA) SEC 32 T 41N, R 10E OF 3RD P.M. STA 35+00 TO STA 38+50 DRAWN JDB CHECKED JFP SCALE: 1" = 20' PARCEL NO. 0002PE

AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0002PE	THE VILLAGE OF SCHAUMBURG	18.339				0.199	CONSTRUCTION	07-32-405-002 07-32-402-003 07-32-402-004



LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.
T2(B2) SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY
T3(B3) COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
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- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



1 inch = 20 ft.



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES

COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 38+50 = 1,941,020.38 N. - 1,044,145.86 E.
STA 43+00 = 1,940,847.26 N. - 1,044,561.23 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
43+17.66	- 60.00' RT.	1,940,785.09N - 1,044,554.45E
43+17.66	- 70.00' RT.	1,940,775.86N - 1,044,550.60E

07-32-402-003
"VILLAGE OF SCHAUMBURG"
(UNSUBDIVIDED)

STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 10, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20____

BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALGONQUIN • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

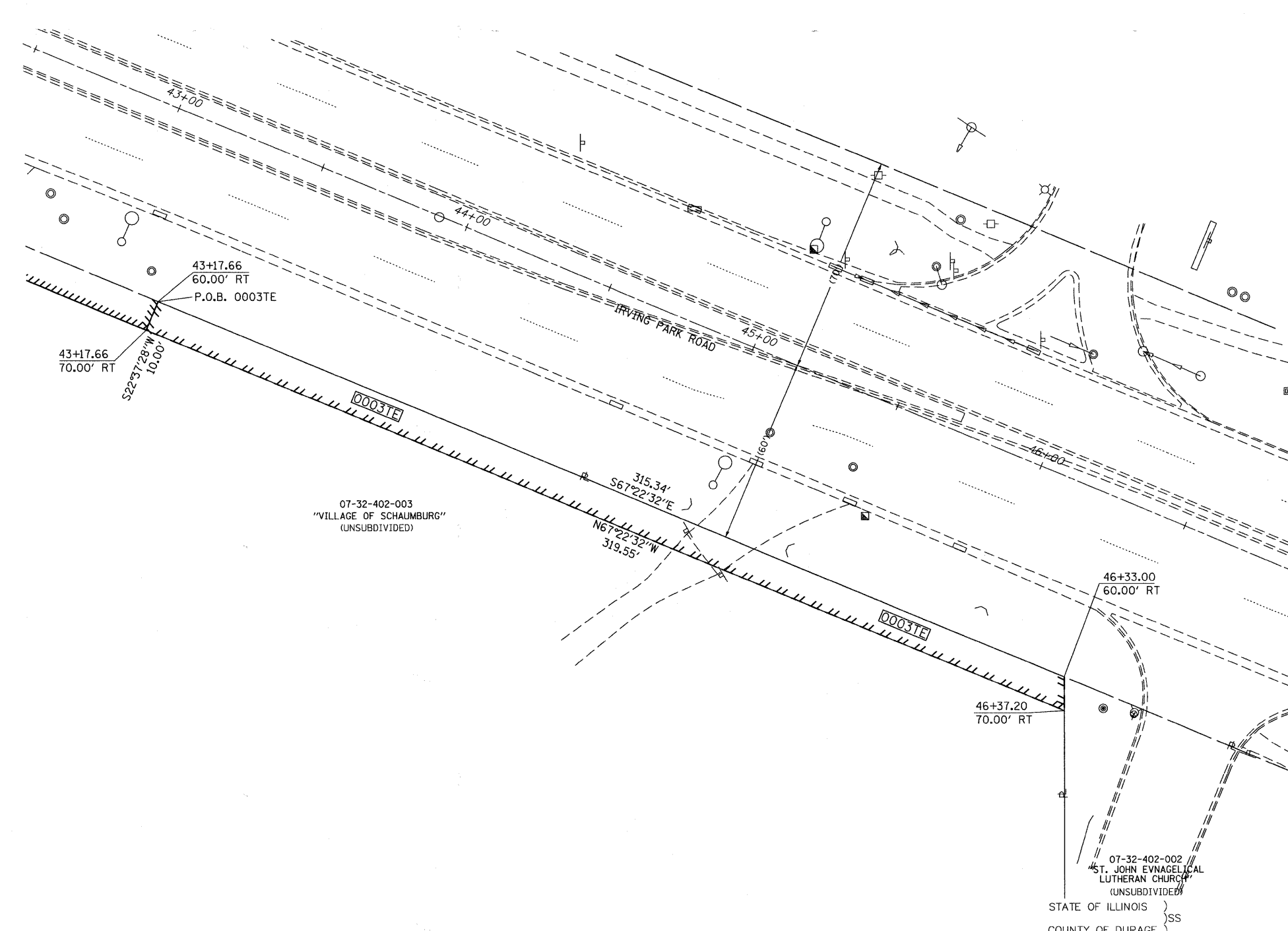
REVISION		ILLINOIS DEPT. OF TRANSPORTATION RIGHT OF WAY PLAT
DATE	DESCRIPTION	
		ROUTE FRONTAGE ROAD
		SECTION 07-00091-00-BT
		COUNTY COOK
		CMM-8003 (772)
		JOB# R-90-005-10 PROJECT# 861-010 (BLA)
		SEC 32 T 41N, R 10E OF 3RD P.M.
		STA 38+50 TO STA 43+00
		DRAWN JDB CHECKED JFP
		SCALE: 1" = 20' PARCEL NO. 00029E

AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0002PE	THE VILLAGE OF SCHAUMBURG	18.339				0.199	CONSTRUCTION	07-32-405-002 07-32-402-003 07-32-402-004

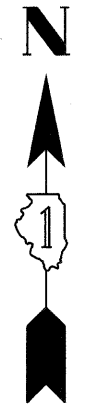
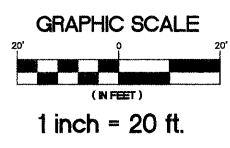
PART OF THE EAST HALF OF SECTION 32, T41N, R10E, OF THE 3RD P.M. COOK COUNTY, ILLINOIS

Contract 03355



LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- SECTION LINE
- 129.324 MEASURED DIMENSION
- 129.324 (COMP) COMPUTED DIMENSION
- (129.324) RECORDED DIMENSION
- + CUT CROSS FOUND OR SET
- IRON PIPE OR IRON ROD FOUND
- RESET PIPE OR ROD TO ORIGINAL POSITION.
- T1(B1) THESE STAKES REFERENCE FOUND OR SET MONUMENTATION.
- T2(B2) SET 5/8 INCH IRON ROD TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T3(B3)
- T1 DENOTES TIE POINT NO. 1. SET IRON ROD FLUSH WITH GROUND SURFACE.
- (B1) DENOTES TIE POINT NO. 1. SET IRON ROD 20" BELOW GROUND SURFACE.
- DIVISION OF HIGHWAYS RIGHT OF WAY SURVEY MARKER PROPOSED TO BE SET.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES
COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 43+00 = 1,940,847.26 N. - 1,044,561.23 E.
STA 47+50 = 1,940,674.15 N. - 1,044,976.60 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
43+17.66	- 60.00' RT.	1,940,785.09N - 1,044,554.45E
43+17.66	- 70.00' RT.	1,940,775.86N - 1,044,550.60E
46+33.00	- 60.00' RT.	1,940,663.78N - 1,044,845.53E
46+37.20	- 70.00' RT.	1,940,652.93N - 1,044,845.56E

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 10, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.
DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20____

SHEET NO. 37 OF 70 SHEETS

Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD, SUITE 200 - ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALDRIDGE • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

REVISION	
DATE	DESCRIPTION

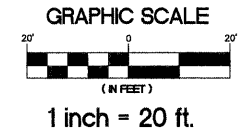
ILLINOIS DEPT. OF TRANSPORTATION
RIGHT OF WAY PLAT
ROUTE FRONTAGE ROAD
SECTION 07-00091-00-BT
COUNTY COOK
CMM-8003 (772)
JOB# R-90-005-10 PROJECT# 861-010 (BLA)
SEC 32 T 41N, R 10E OF 3RD P.M.
STA 43+00 TO STA 47+50
DRAWN JDB CHECKED JFP
SCALE: 1: 20' PARCEL NO. 00029E

AREAS SHOWN IN ACRES

PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0003TE	THE VILLAGE OF SCHAUMBURG	18.339				0.073	CONSTRUCTION	07-32-405-002 07-32-402-003 07-32-402-004

LEGEND

- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EXISTING RIGHT OF WAY LINE
- CENTERLINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
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- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)



BASIS OF BEARING
NAD83 IL EAST ZONE

COORDINATE VALUES
COORDINATES ARE BASED ON THE FOLLOWING VALUES.
STA 47+50 = 1,940,674.15 N. - 1,044,976.60 E.
STA 51+00 = 1,940,539.51 N. - 1,045,299.67 E.

COORDINATE TABLE

STATION	OFFSET	COORDINATES
49+52.43	- 83.75' RT.	1,940,518.98N - 1,045,131.24E
49+61.16	- 58.27' RT.	1,940,539.13N - 1,045,149.10E
50+12.99	- 50.26' RT.	1,940,526.59N - 1,045,200.02E
50+35.60	- 50.24' RT.	1,940,517.91N - 1,045,220.90E

SHEET NO. 38 OF 70 SHEETS

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-001129, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33, TOWNSHIP 38 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DU PAGE COUNTY; THE SURVEY IS A TRUE AND COMPLETE AS SHOWN TO SAID SURVEY, THAT ALL MONUMENT RECORDS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ITASCA, ILLINOIS THIS _____ DAY OF _____, 20____

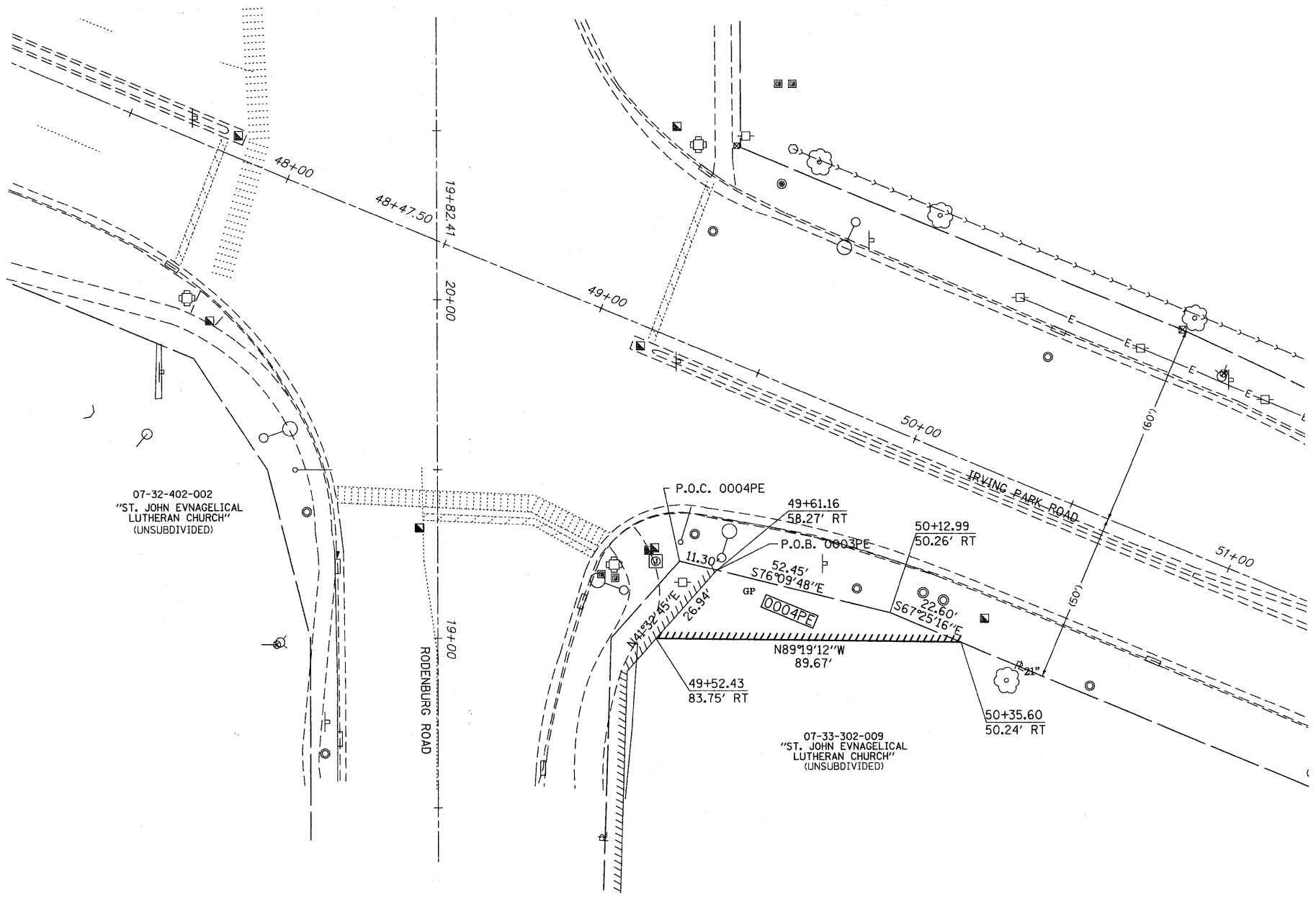
BOLLINGER, LACH & ASSOCIATES, INC.
JAMES D. BAKER
ILLINOIS REGISTERED LAND SURVEYOR NO. 3648
EXPIRES 11/30/2010

BL Bollinger, Lach & Associates, Inc.
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ITASCA • CHICAGO • ALBANY • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

REVISION		ILLINOIS DEPT. OF TRANSPORTATION RIGHT OF WAY PLAT
DATE	DESCRIPTION	
		ROUTE FRONTAGE ROAD
		SECTION 07-00091-00-BT
		COUNTY COOK
		JOB# R-90-005-10 PROJECT# 861-010 (BLA)
		SEC 33 T 41N, R 10E OF 3RD P.M.
		STA 47+50 TO STA 51+00
		DRAWN JDB CHECKED JFP
		SCALE: 1: 20' PARCEL NO. 0003PE

AREAS SHOWN IN ACRES

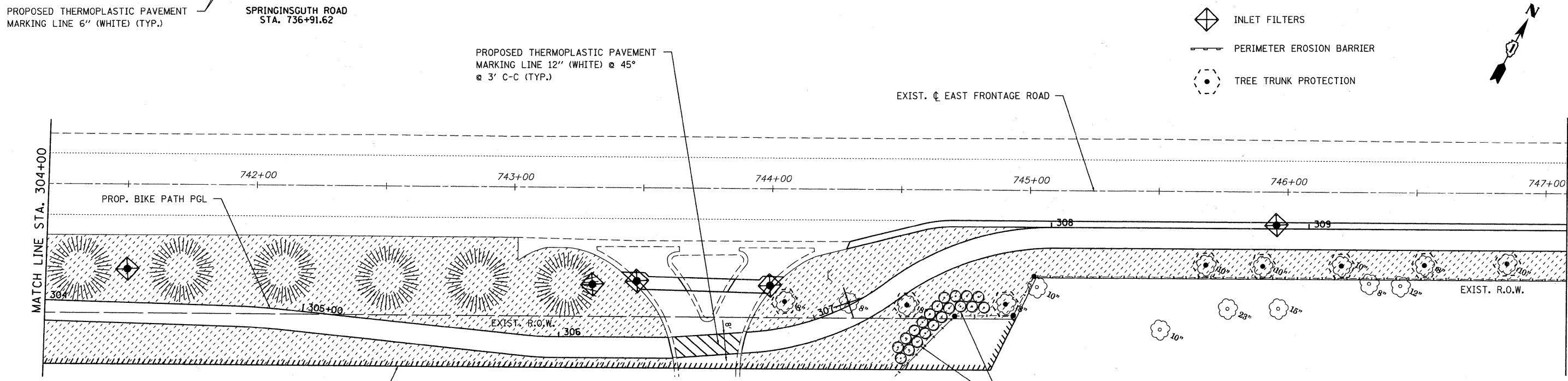
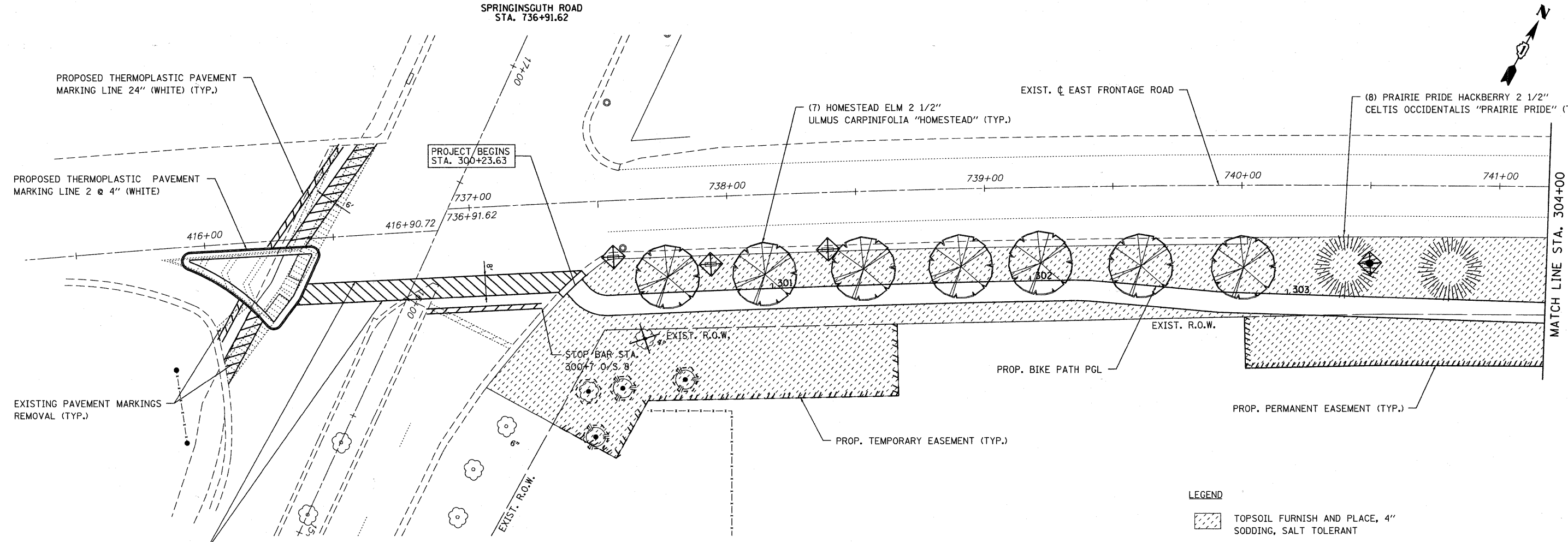
PARCEL NO.	OWNER	AREA OF WHOLE	AREA TAKEN	PREV. DED OR USE	AREA REMAIN.	AREA OF EASEMENT	EASEMENT PURPOSE	PROPERTY INDEX NUMBER
0004PE	ST. JOHN EVANGELICAL LUTHERAN CHURCH	2.614				1,003 S.F. 0.023	CONSTRUCTION	07-33-302-009



07-32-402-002
"ST. JOHN EVANGELICAL LUTHERAN CHURCH"
(UNSUBDIVIDED)

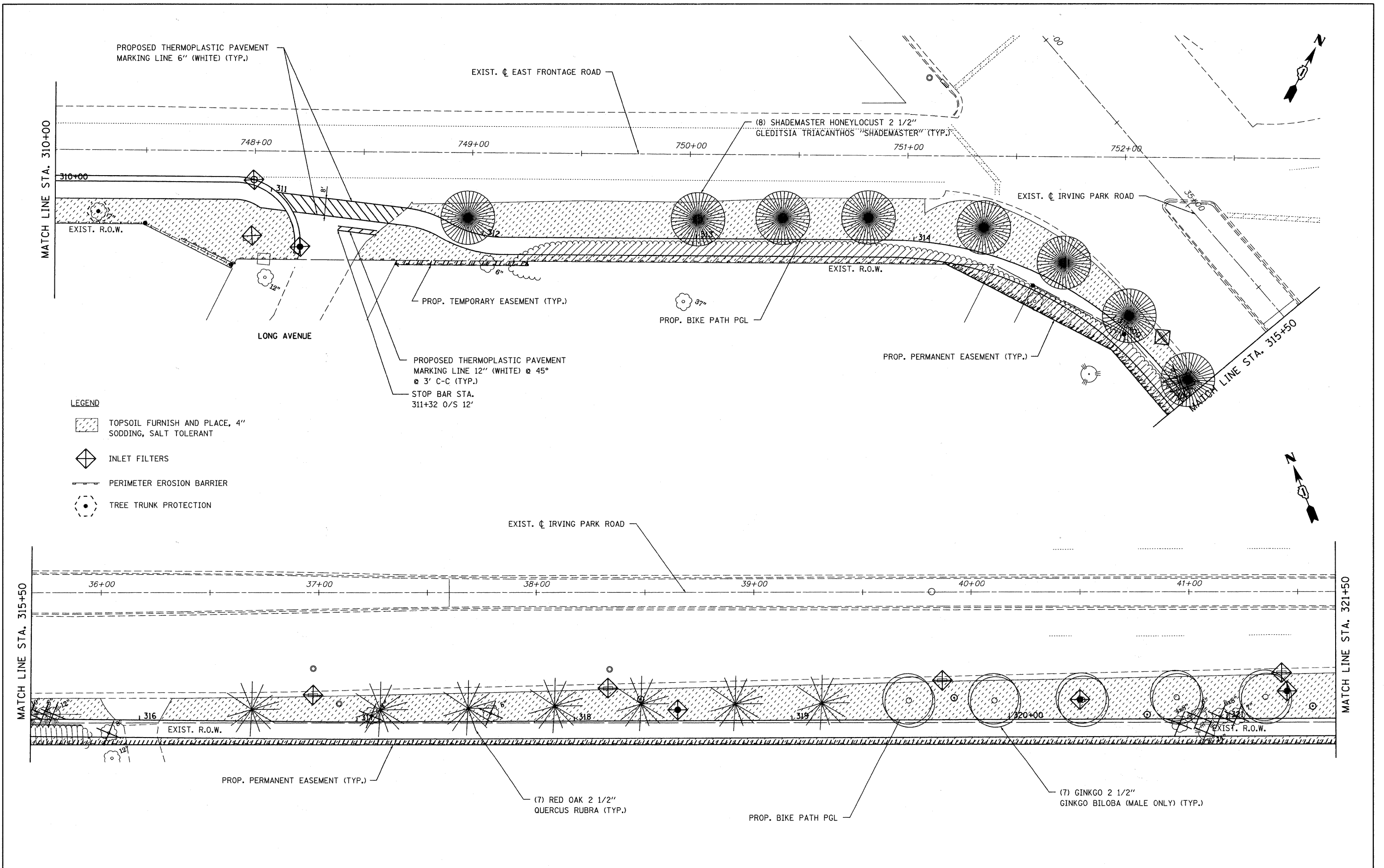
07-33-302-009
"ST. JOHN EVANGELICAL LUTHERAN CHURCH"
(UNSUBDIVIDED)

REVIEWED BY

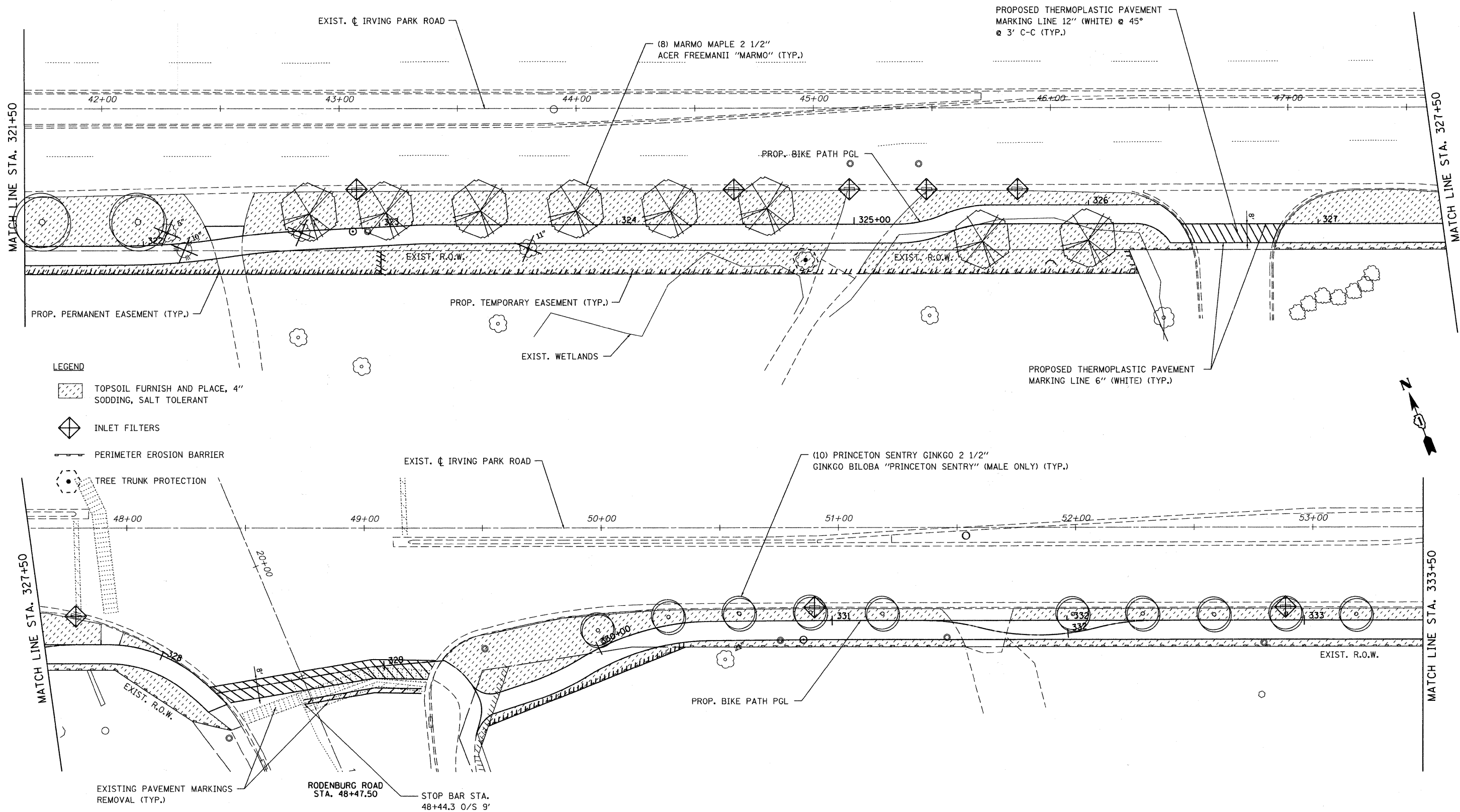


- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
 - INLET FILTERS
 - PERIMETER EROSION BARRIER
 - TREE TRUNK PROTECTION

FILE NAME = ...\\D163355-aht-erosion.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		SCALE: 1" = 20'		SHEET NO. 39 OF 70 SHEETS	07-00091-00-BT	COOK	70	39
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		STA. 300+00 TO STA. 310+00						
		DATE - 10/26/2010	REVISED -		CONTRACT NO. 63355		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

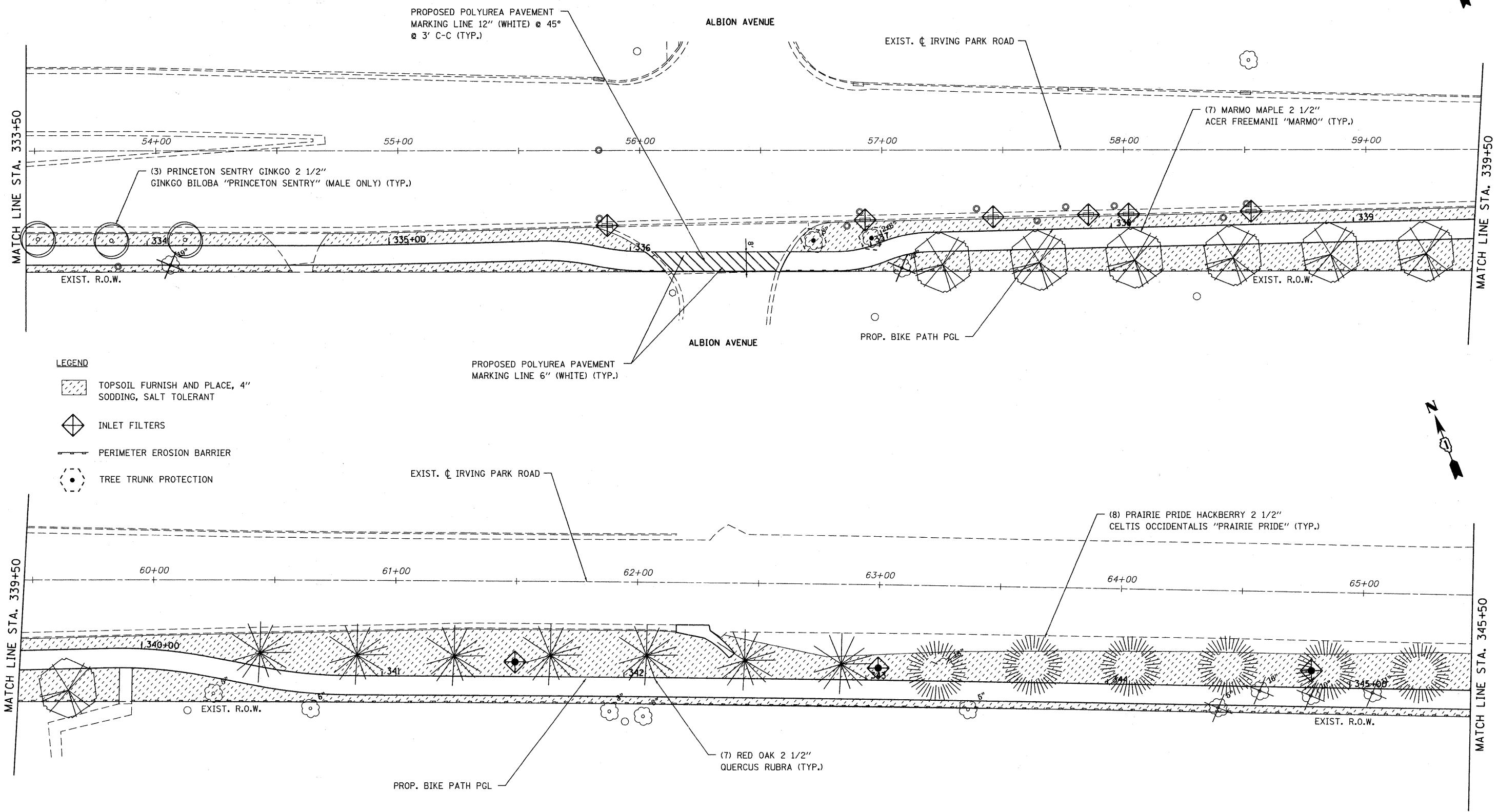


FILE NAME = ...\\0163355-sht-erosion2.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		07-00091-00-BT	COOK	70	40				
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		CONTRACT NO. 63355							
	DATE - 10/26/2010	DATE - 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: 1" = 20'	SHEET NO. 40 OF 70 SHEETS	STA. 310+00 TO STA. 321+50						



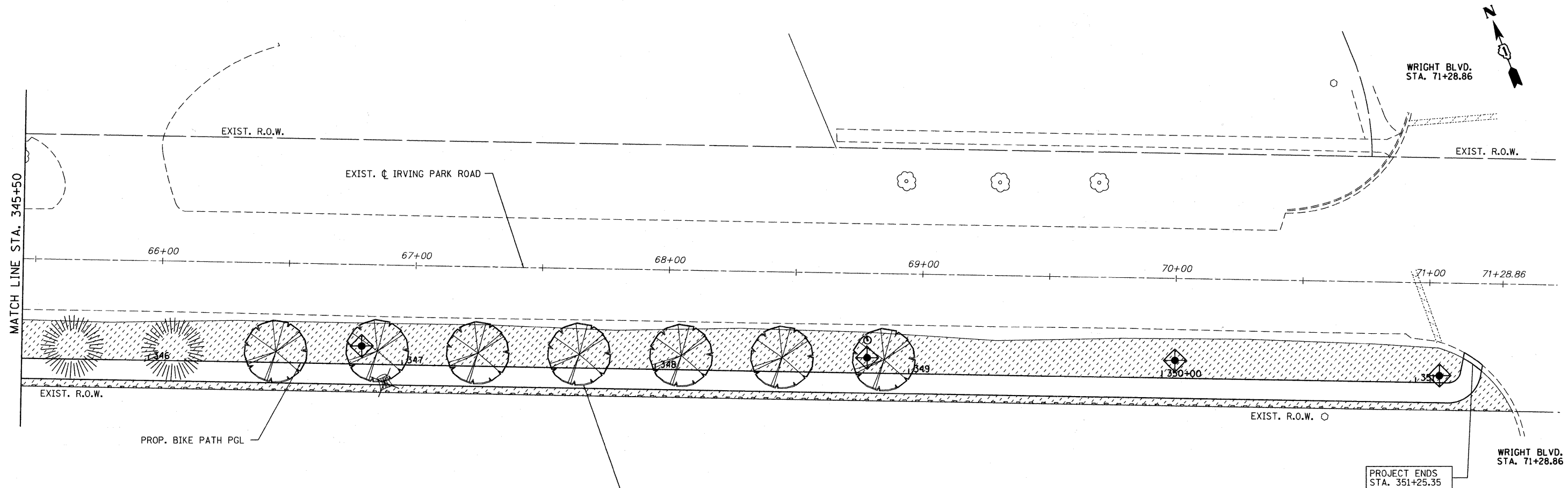
- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
 - INLET FILTERS
 - PERIMETER EROSION BARRIER
 - TREE TRUNK PROTECTION

FILE NAME = ...D163355-ht-erosion3.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	CHECKED - JP	REVISED -		SCALE: 1" = 20'	SHEET NO. 41 OF 70 SHEETS	STA. 321+50 TO STA. 333+50	07-00091-00-BT	COOK	70	41
PLOT DATE = 10/26/2010	DATE = 10/26/2010	REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO. 63355			






- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
 - INLET FILTERS
 - PERIMETER EROSION BARRIER
 - TREE TRUNK PROTECTION

FILE NAME = ...D163355-sht-erosion4.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -		SCALE: 1" = 20'			07-00091-00-BT	COOK	70	42	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		SHEET NO. 42 OF 70 SHEETS			CONTRACT NO. 63355				
	DATE = 10/26/2010	DATE = 10/26/2010	REVISED -		STA. 333+50 TO STA. 345+50			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

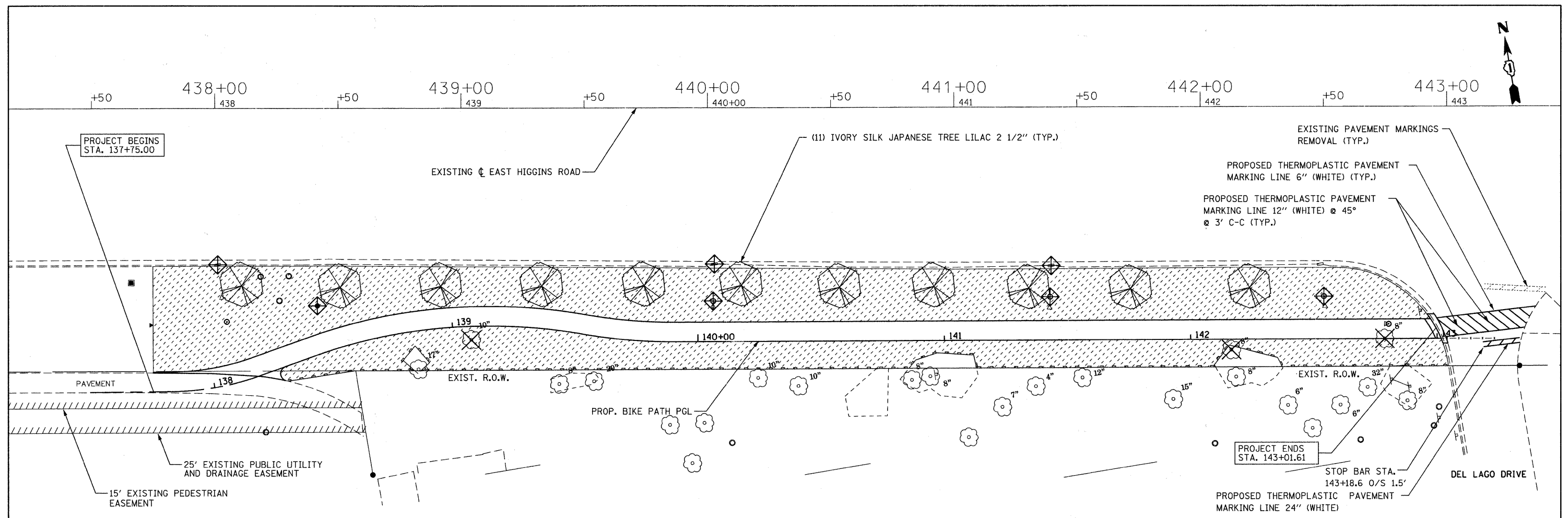


LEGEND

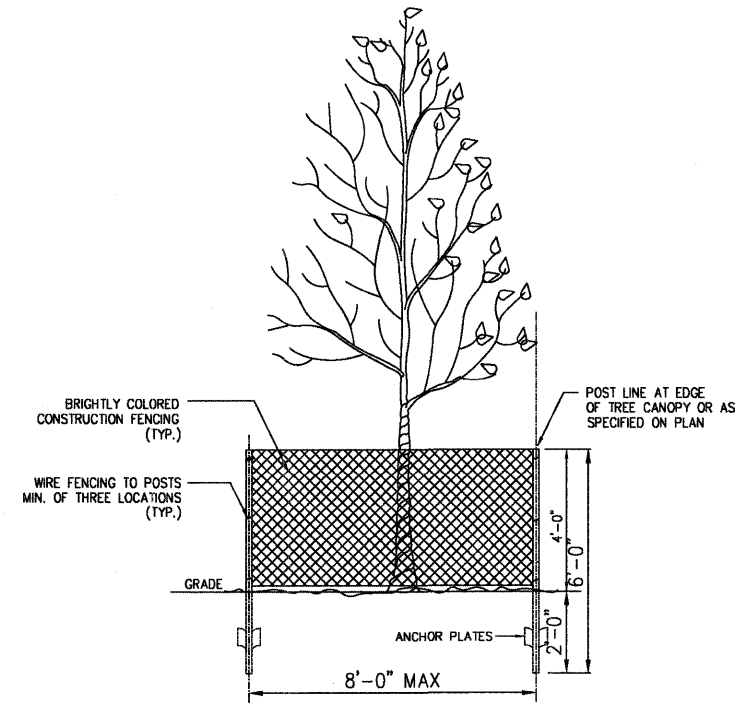
-  TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
-  INLET FILTERS
-  PERIMETER EROSION BARRIER

(7) HOMESTEAD ELM 2 1/2" ULMUS CARPINIFOLIA "HOMESTEAD" (TYP.)

FILE NAME = ...D163355-shr-erosion5.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.00' / IN.	DRAWN - LP	REVISED -					07-00091-00-BT	COOK	70	43	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -					CONTRACT NO. 63355				
	DATE - 10/26/2010	REVISED -		SCALE: 1" = 20' SHEET NO. 43 OF 70 SHEETS STA. 345+50 TO STA. 351+50			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4\"/>
 - INLET FILTERS
 - PERIMETER EROSION BARRIER
 - TREE TRUNK PROTECTION



TREE PROTECTION FENCING DETAIL
NOT TO SCALE

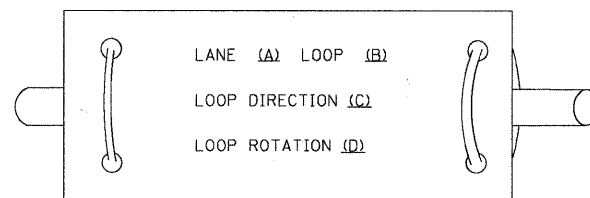
- TREE PRESERVATION NOTES:**
1. PRIOR TO ANY CONSTRUCTION OR ANY TREE REMOVALS, THE CONTRACTOR SHALL ERECT A TREE PROTECTION FENCE AROUND ALL TREES TO BE PRESERVED. THE LOCATION AND DESIGN OF THE FENCE SHALL BE AS SHOWN ON THE DRAWING AND DETAILS. ALL TREE PROTECTION FENCING SHALL BE INSTALLED AND APPROVED BY THE VILLAGE PRIOR TO CONSTRUCTION.
 2. WITHIN THE TREE PROTECTION FENCING, THERE SHALL BE NO EQUIPMENT OR MATERIAL STORAGE, VEHICLE ACCESS OR CONSTRUCTION EQUIPMENT ACCESS.
 3. WITHIN THE TREE PROTECTION FENCING, THERE SHALL ALSO BE NO EXCAVATION, TRENCHING, CHEMICAL OR WATER DUMPING. ALL UTILITY LINES OR IRRIGATION LINES SHALL BE ROUTED AROUND THE TREE PROTECTION FENCING.
 4. OUTDOOR TOILET FACILITIES SHALL NOT BE LOCATED WITHIN TWENTY FEET (20') OF ANY TREE PROTECTION FENCING.
 5. THE TREE PROTECTION FENCING IS TO REMAIN IN PLACE UNTIL THE SURROUNDING AREAS AREA FINISH GRADED AND READY FOR SOD, SEED OR PLANTING.

FILE NAME = ...NDI63355-sht-erosion_Hdgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGGINS ROAD BIKE PATH EROSION CONTROL, PAVEMENT MARKING AND LANDSCAPING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 28,0000' / IN.	DRAWN - LP	REVISED -		SCALE: 1" = 20'				07-00091-00-BT	COOK	70	44	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		SHEET NO. 44 OF 70 SHEETS								
		DATE - 10/26/2010	REVISED -		STA. 137+75.00 TO STA. 143+01.61			CONTRACT NO. 63355					
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT													

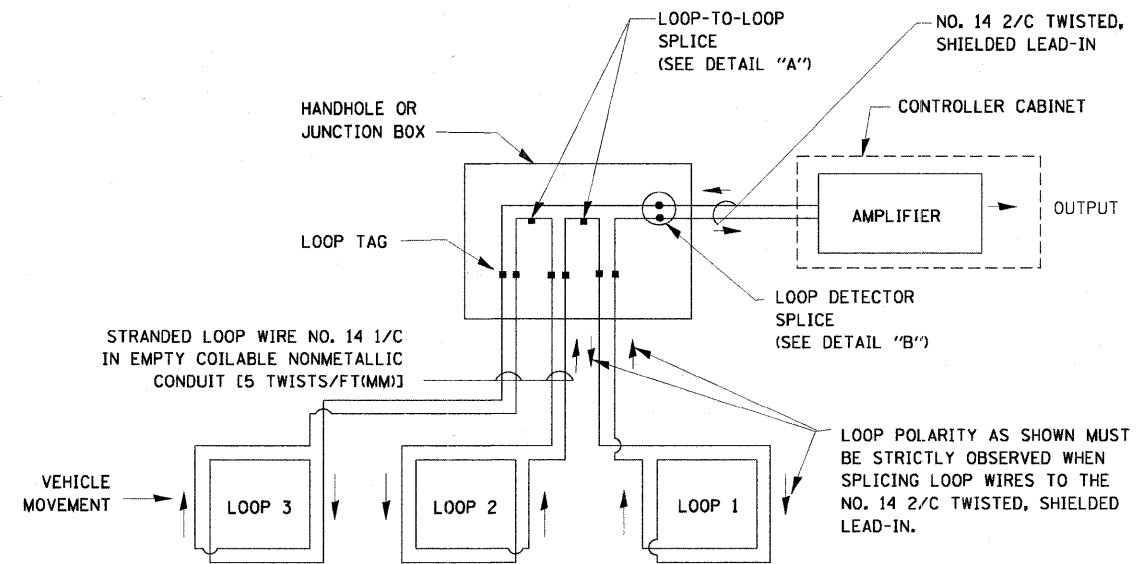
LOOP DETECTOR NOTES

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

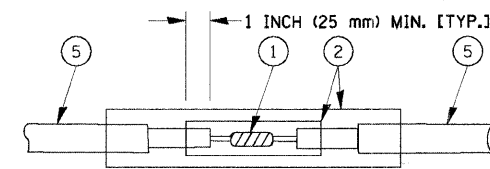


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

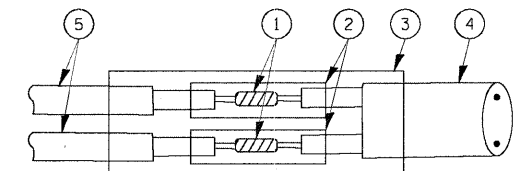


DETECTOR LOOP WIRING SCHEMATIC

- 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.

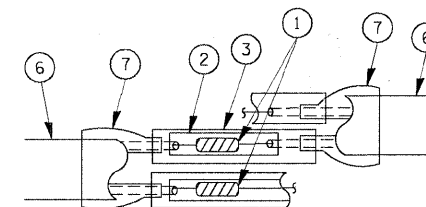


DETAIL "A" LOOP-TO-LOOP SPLICE

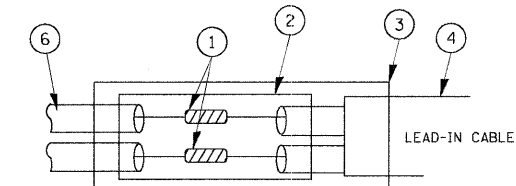


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

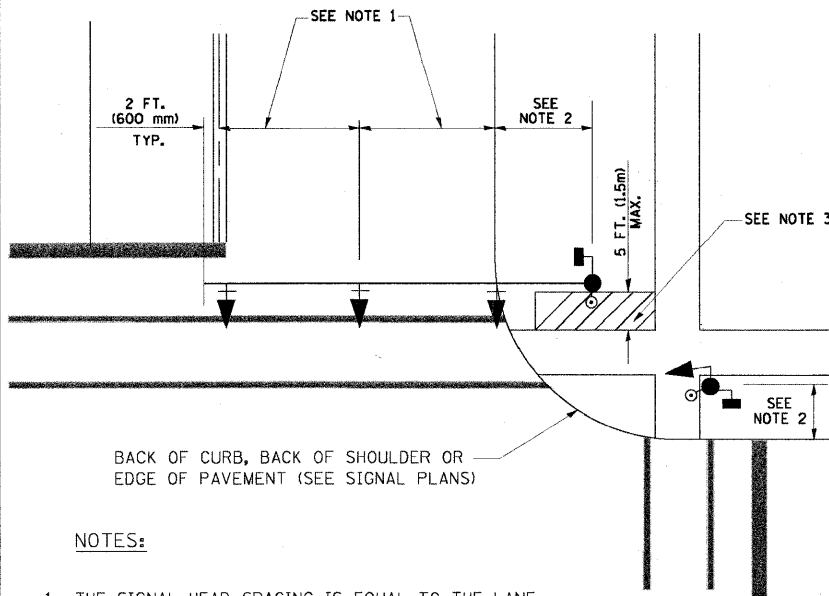
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\p\WIDOT\KANTHAPHIXAYBC\d01126	4\traffic\legend.v7.dgn	DRAWN -	REVISED -				07-00091-00-BT	COOK	70	45	
PLOT SCALE =	CHECKED -	REVISED -	CONTRACT NO. 63355								
PLOT DATE =	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT								
				SCALE:	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.					

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

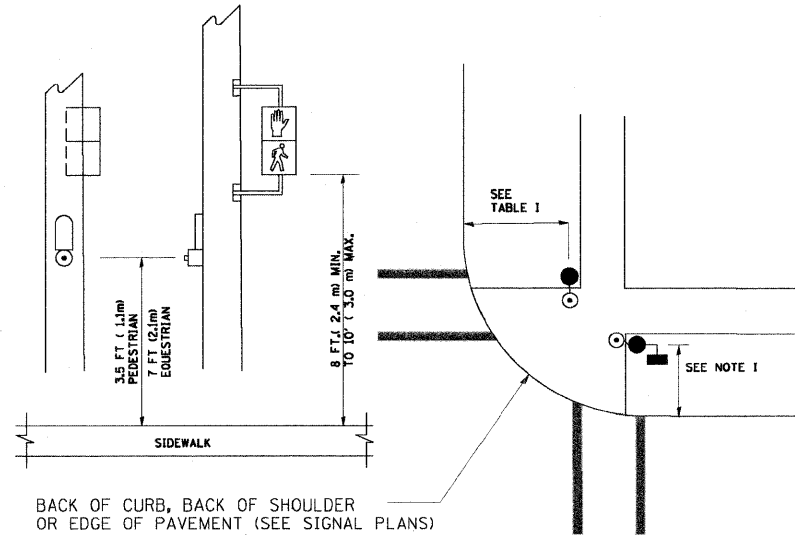
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

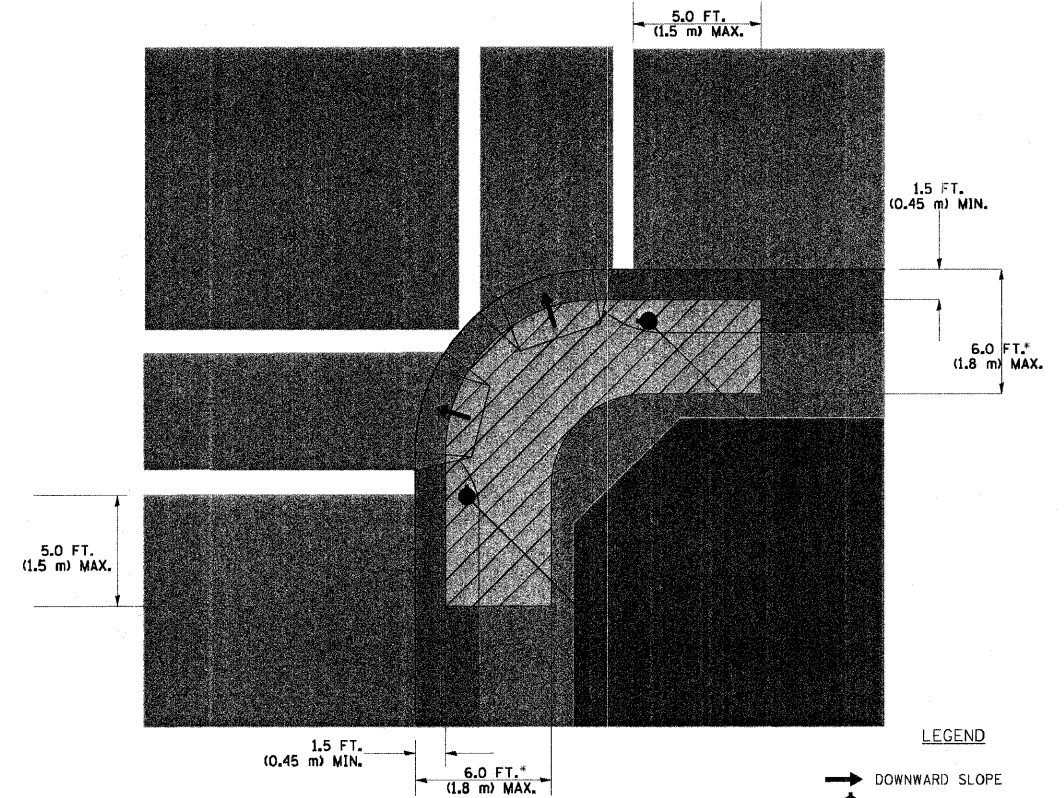
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

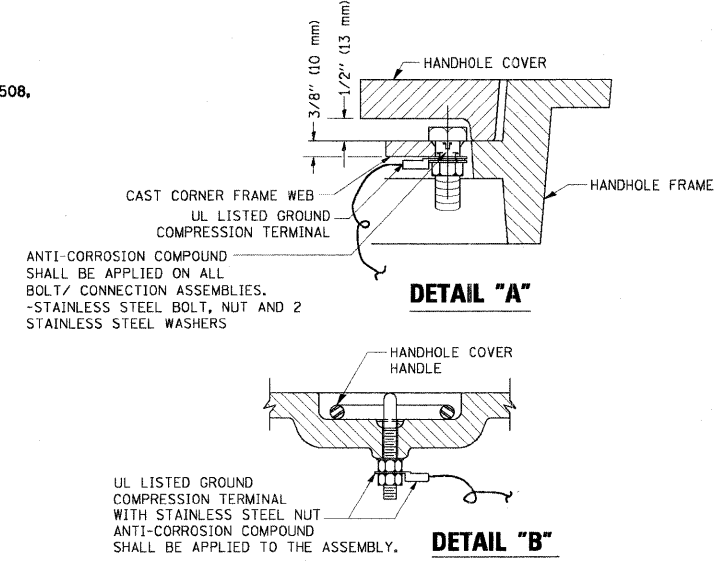
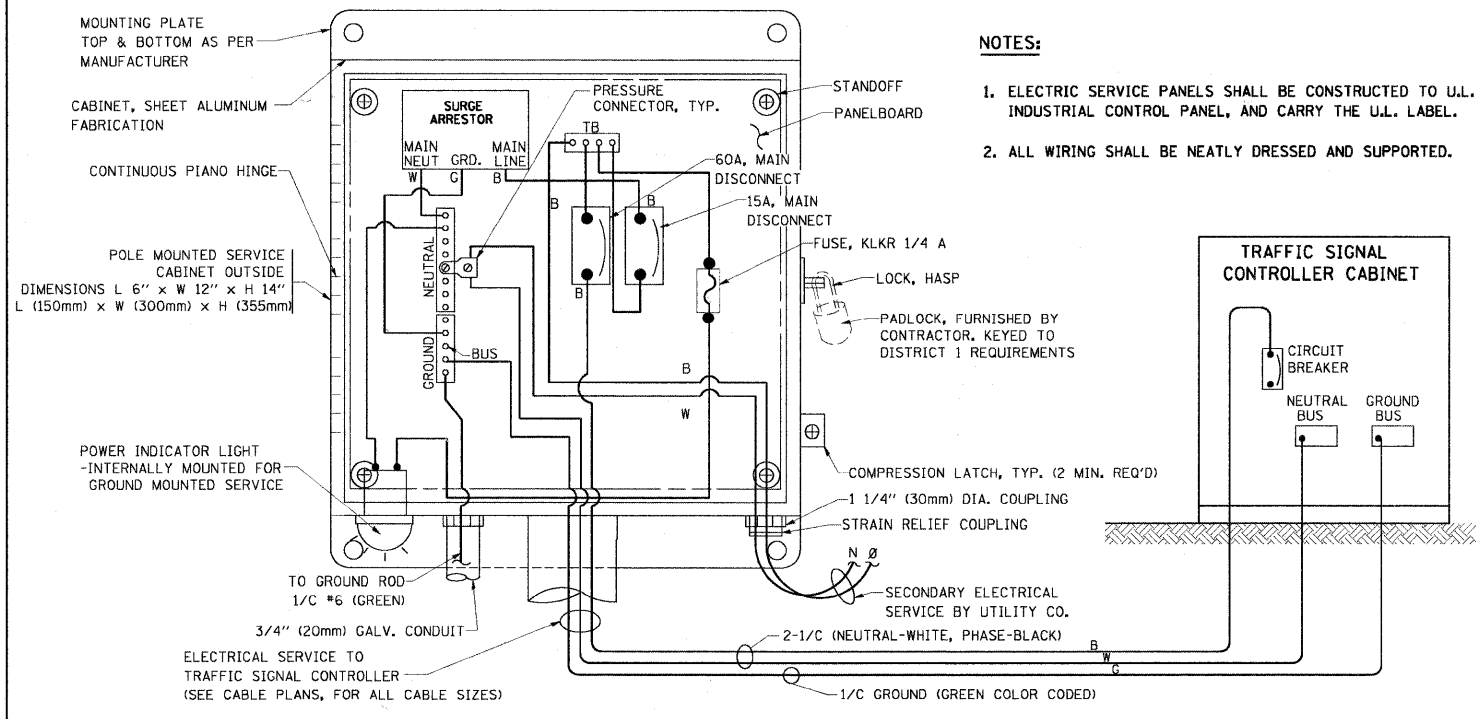
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

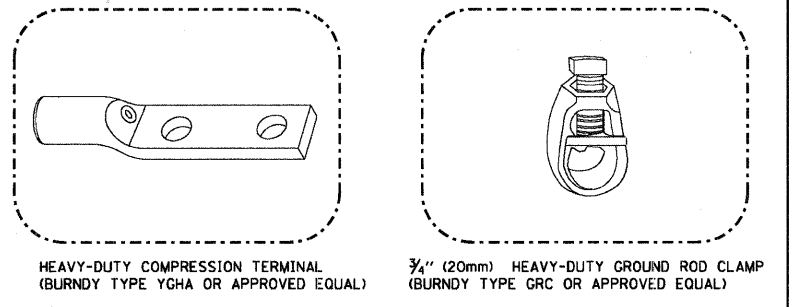
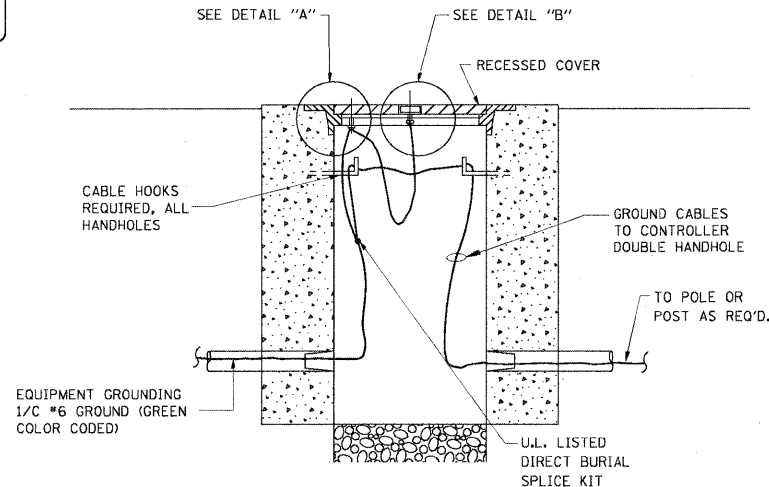
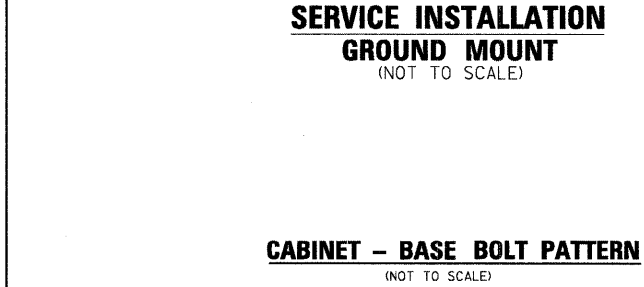
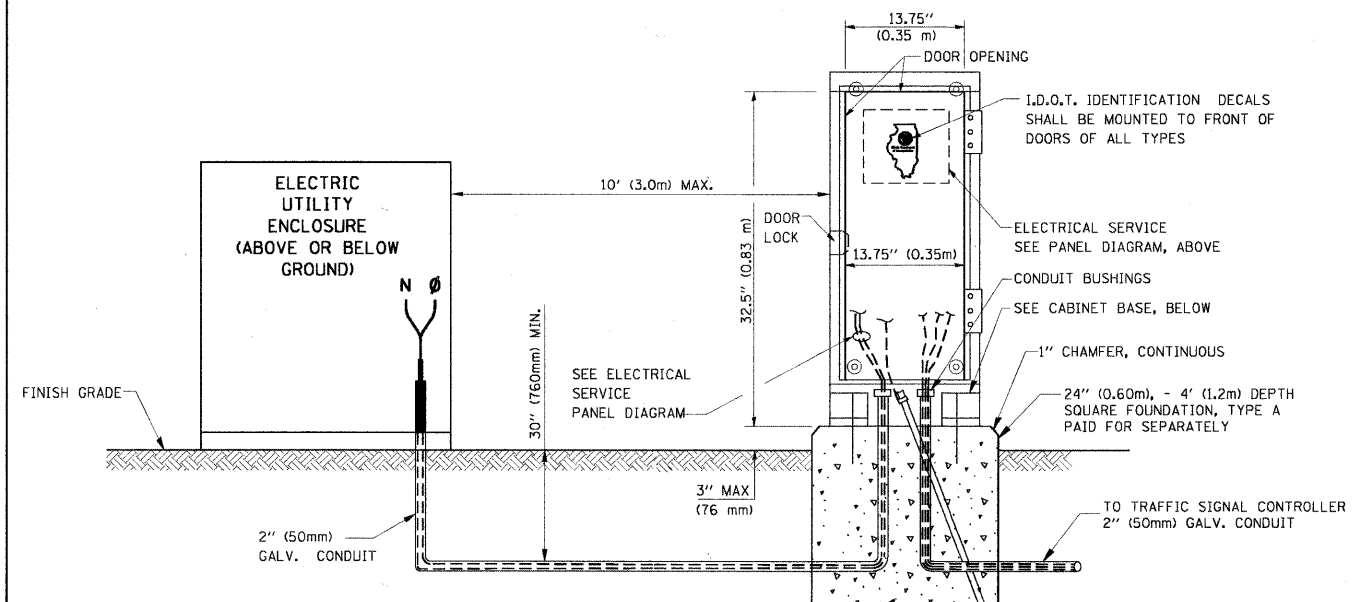


NOTES:

GROUNDING SYSTEM

- 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.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

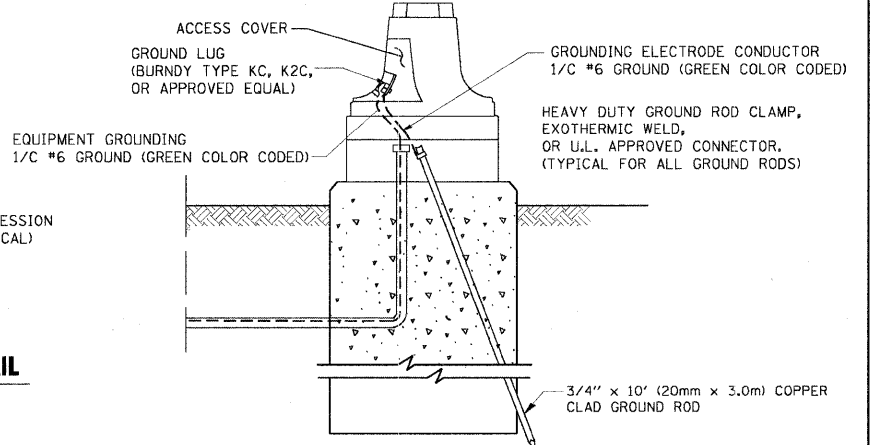
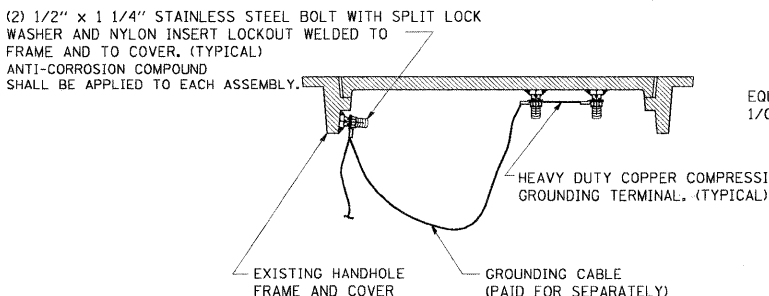
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



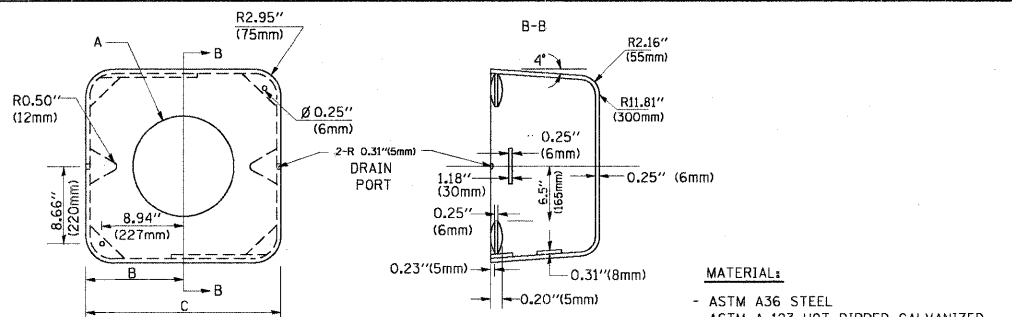
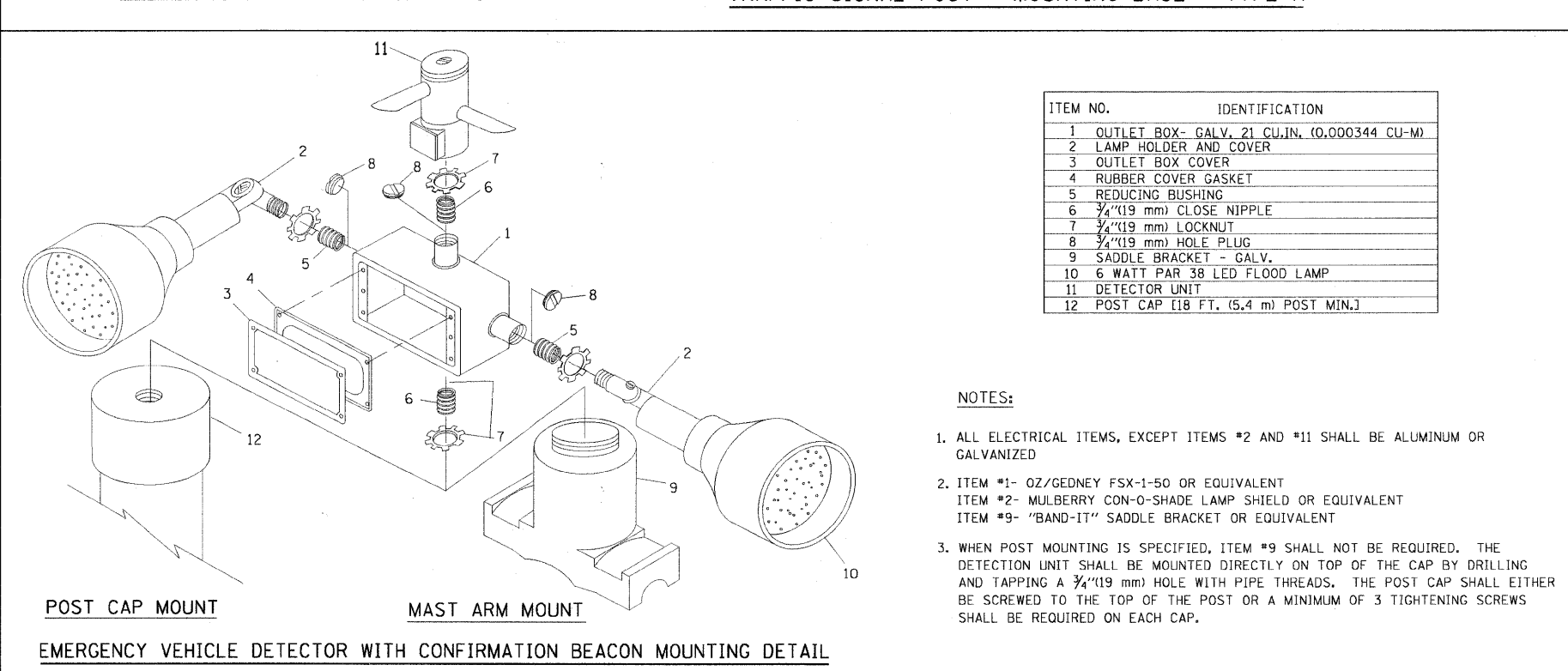
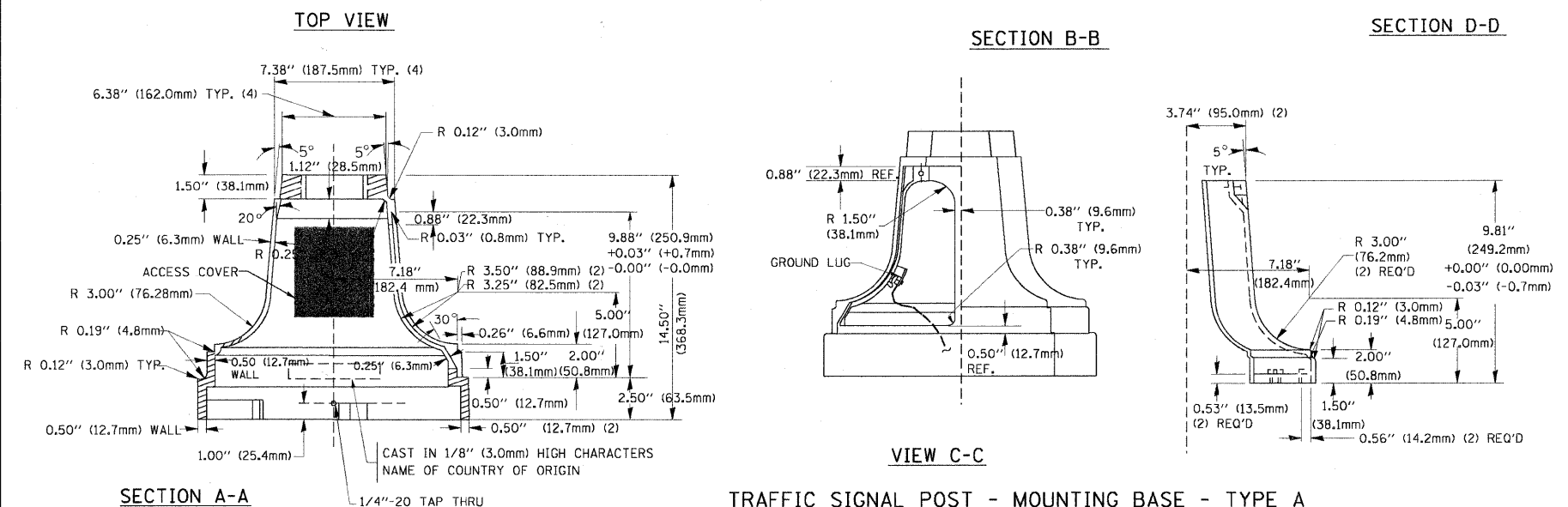
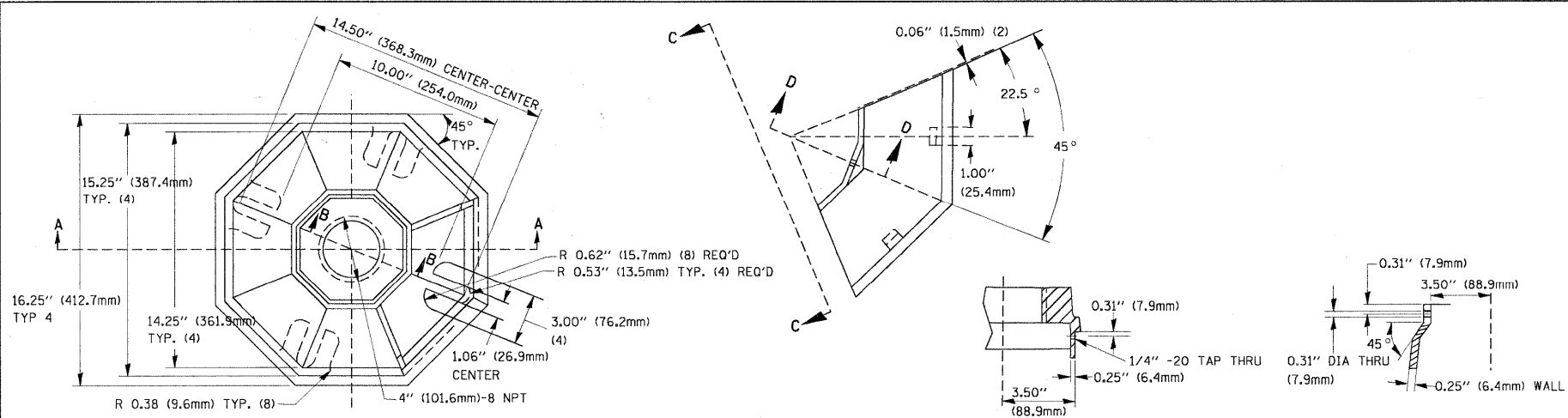
NOTES:

- 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.

HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

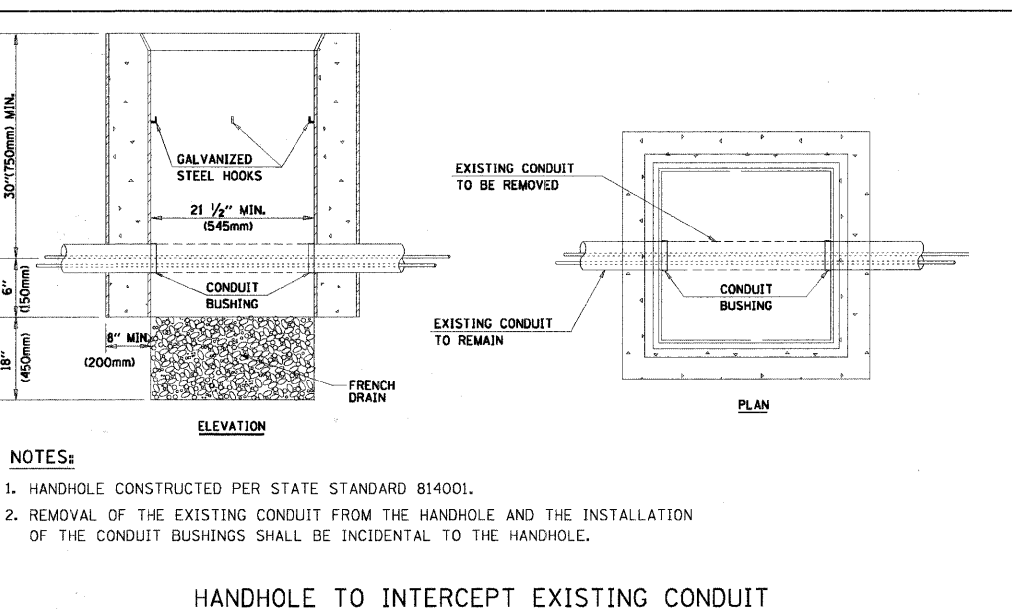
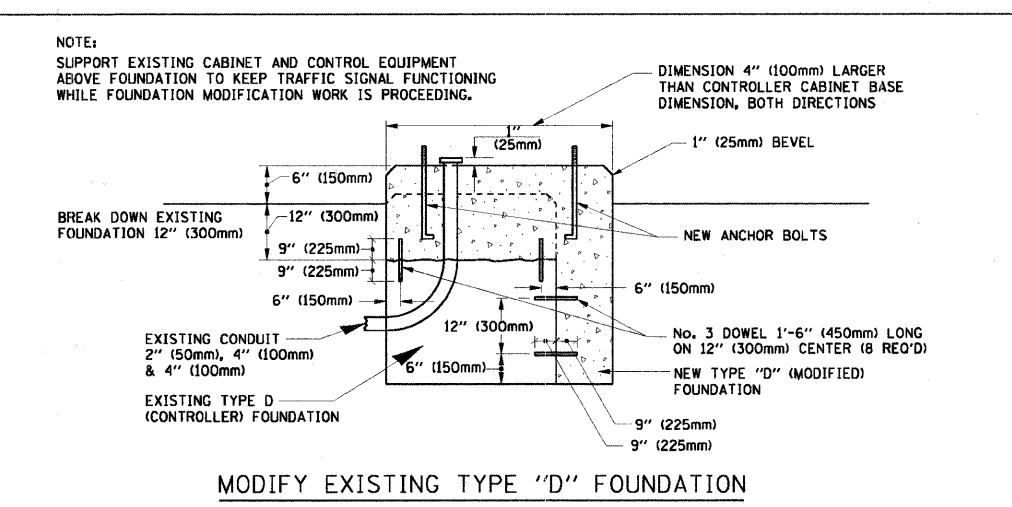


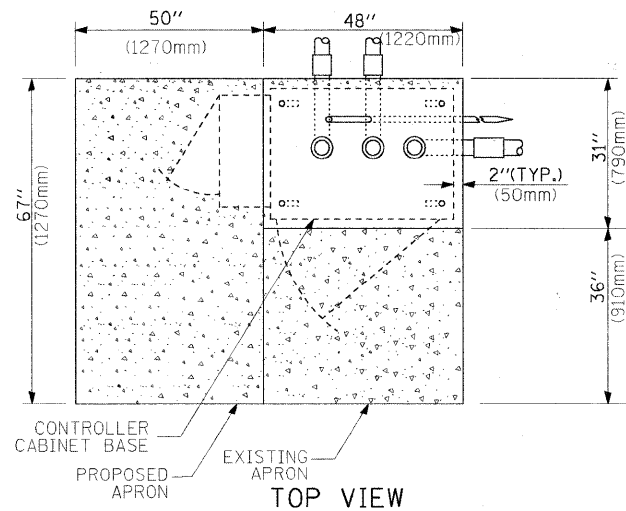
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)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

SHROUD

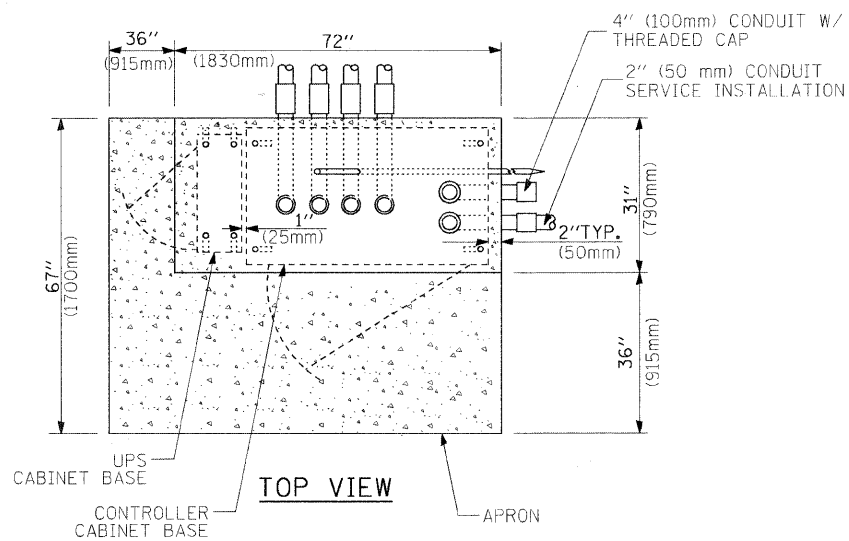
NOTES:

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

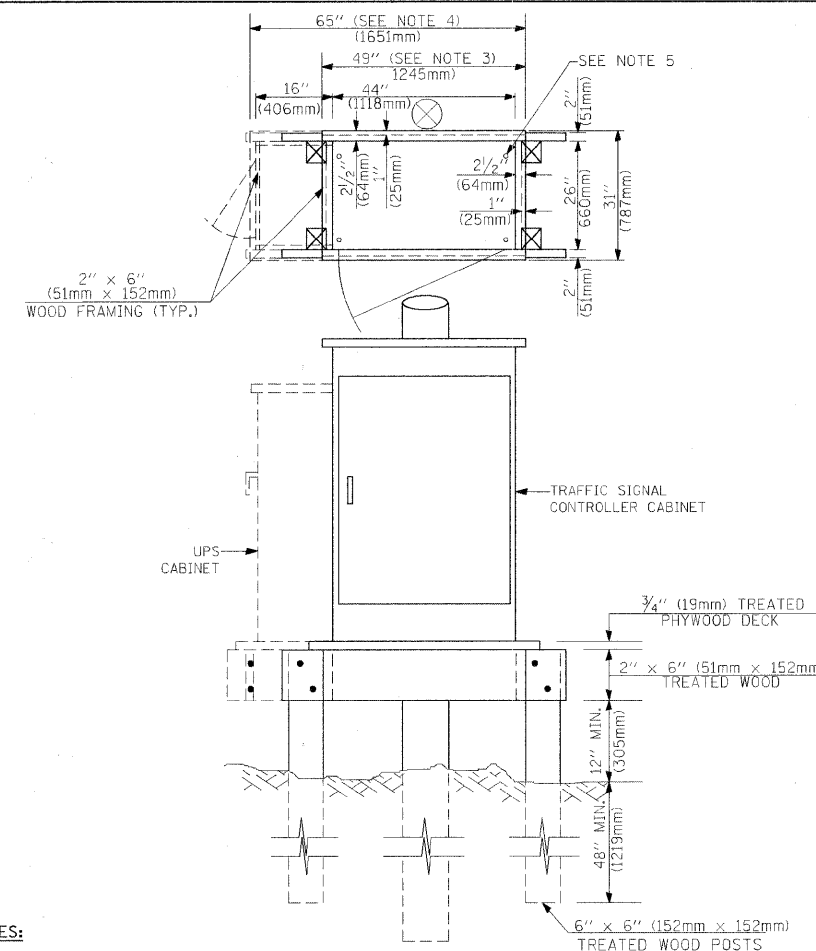




TOP VIEW



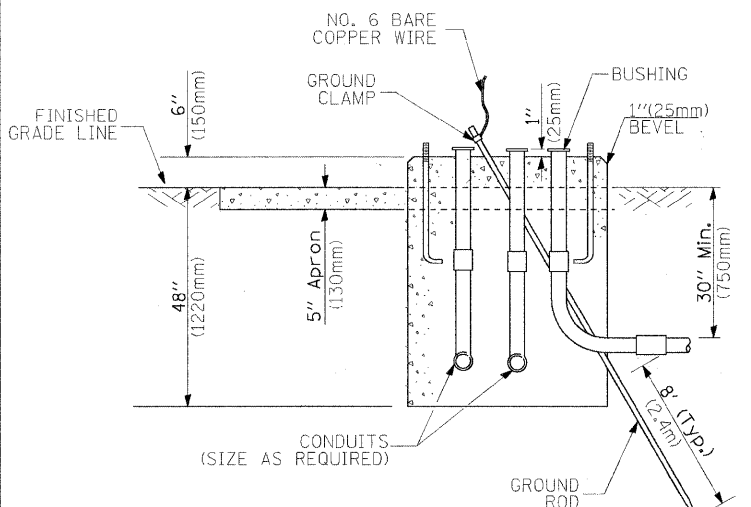
TOP VIEW



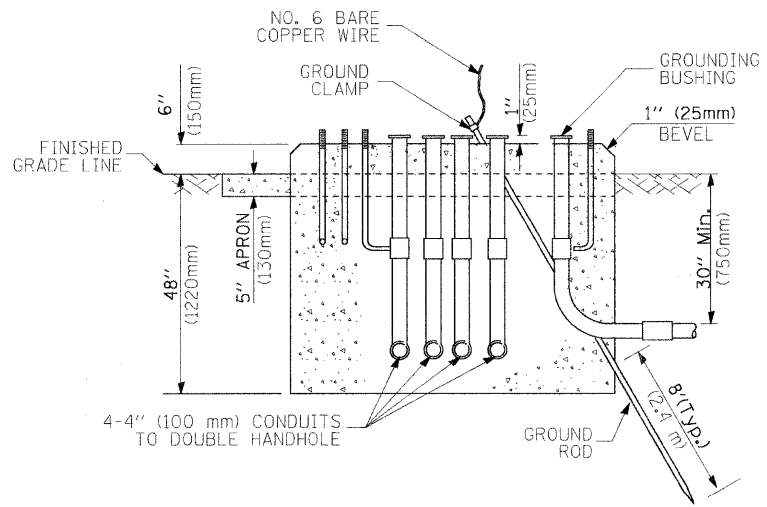
NOTES:

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM



TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	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)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

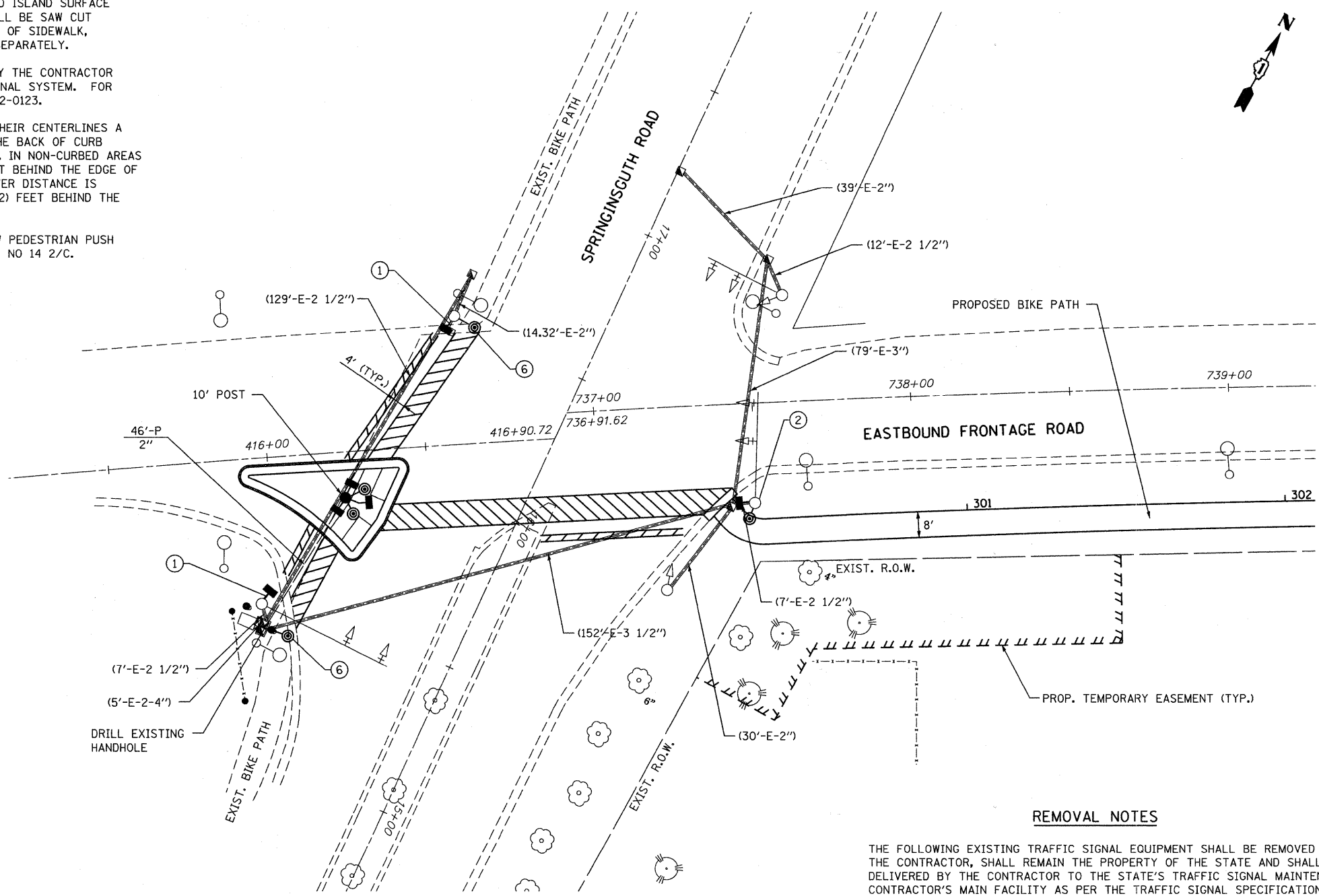
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F 5M12F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				RAILROAD SYMBOLS			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				EXISTING		PROPOSED	
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RAILROAD CONTROL CABINET			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				RAILROAD CANTILEVER MAST ARM			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				FLASHING SIGNAL			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				CROSSING GATE			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				CROSSBUCK			
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

TRAFFIC SIGNAL NOTES

- ① REMOVE THE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED REUSING THE EXISTING ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 3/C.
- ② INSTALL PEDESTRIAN PUSH BUTTON AND PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED ON THE EXISTING TRAFFIC SIGNAL POST. PULL ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 3/C AND ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 2/C FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER.
- ③ THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS AND INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- ④ THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES, CALL J.U.L.I.E. TOLL FREE NUMBER 1-800-892-0123.
- ⑤ ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) FEET AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER.
- ⑥ REMOVE THE EXISTING PEDESTRIAN PUSH BUTTON AND INSTALL A NEW PEDESTRIAN PUSH BUTTON REUSING THE EXISTING ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 2/C.



REMOVAL NOTES

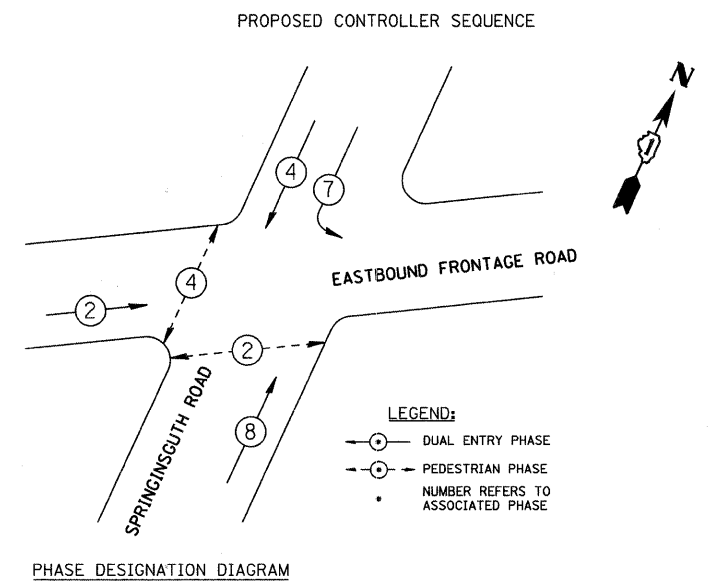
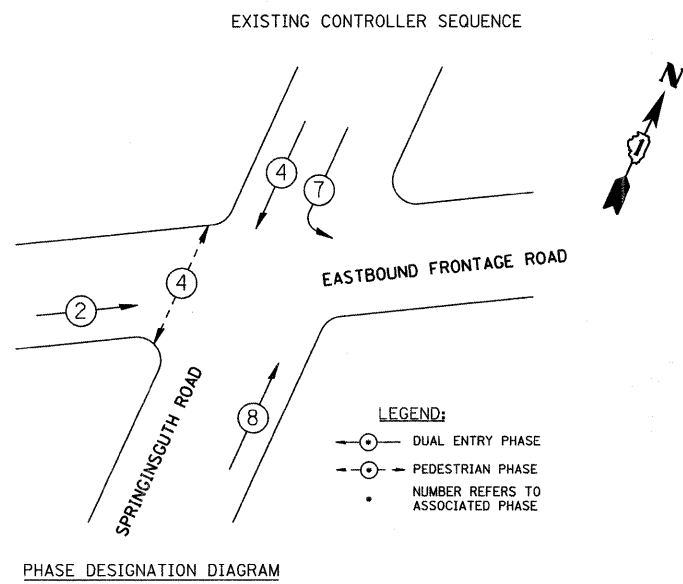
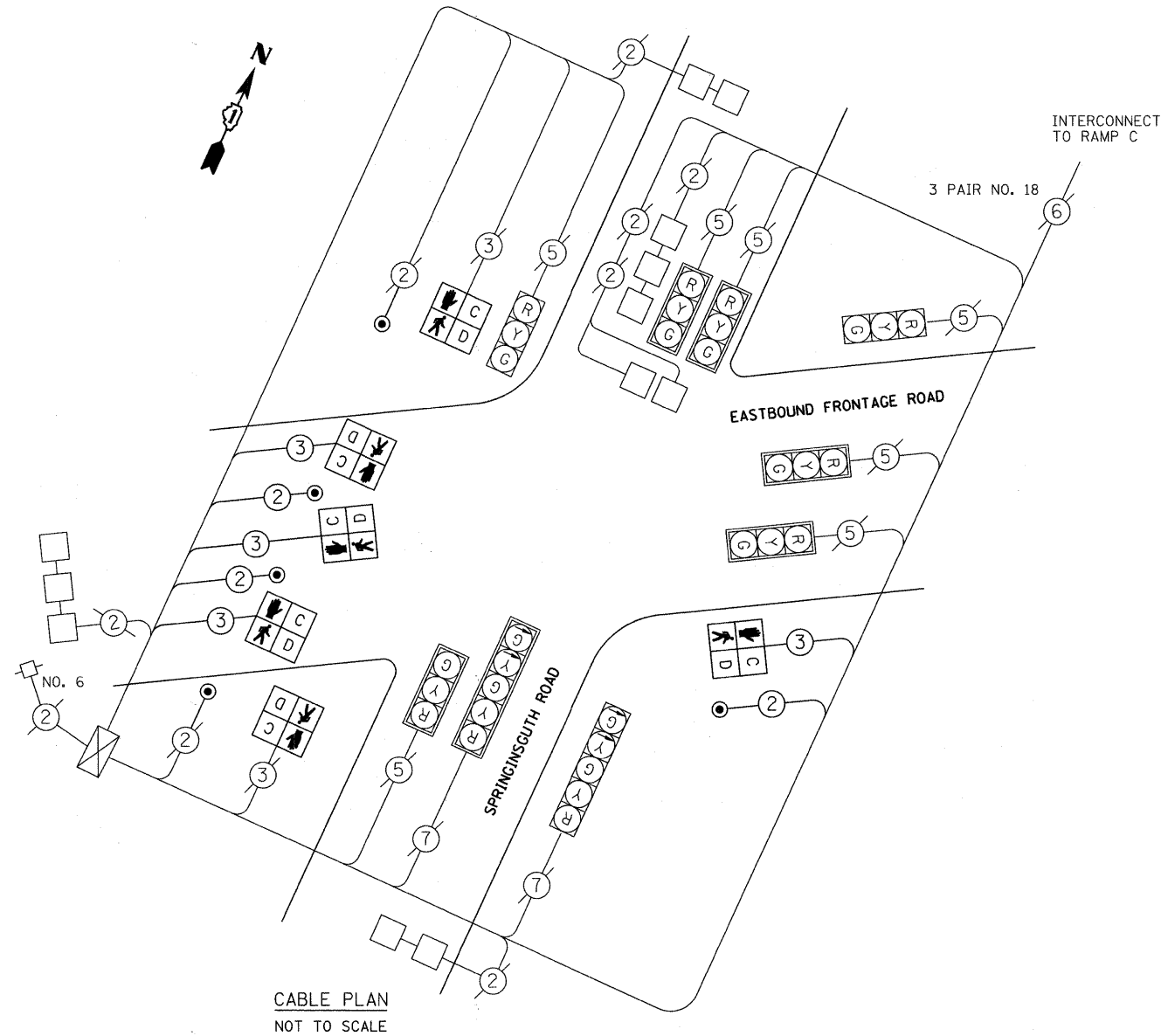
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
- 2 EACH PEDESTRIAN PUSH BUTTON

FILE NAME = ...VDI63355-sht-tal.dgn	USER NAME = gellwenger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH TRAFFIC SIGNAL MODIFICATION PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - LP	REVISED -		07-00091-00-BT	COOK	70	51			
		CHECKED - JP	REVISED -		CONTRACT NO. 63355						
		DATE - 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
				SCALE: 1" = 20'	SHEET NO. 51 OF 70 SHEETS	STA.	TO STA.				

SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	46
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2/C	FOOT	358
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3/C	FOOT	293
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
PEDESTRIAN PUSH BUTTON	EACH	5
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	FOOT	72
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1



FILE NAME = ...\\D163355-sht-ts2.dgn

USER NAME = gellwenger
 PLOT SCALE = 20.00' / IN.
 PLOT DATE = 10/26/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

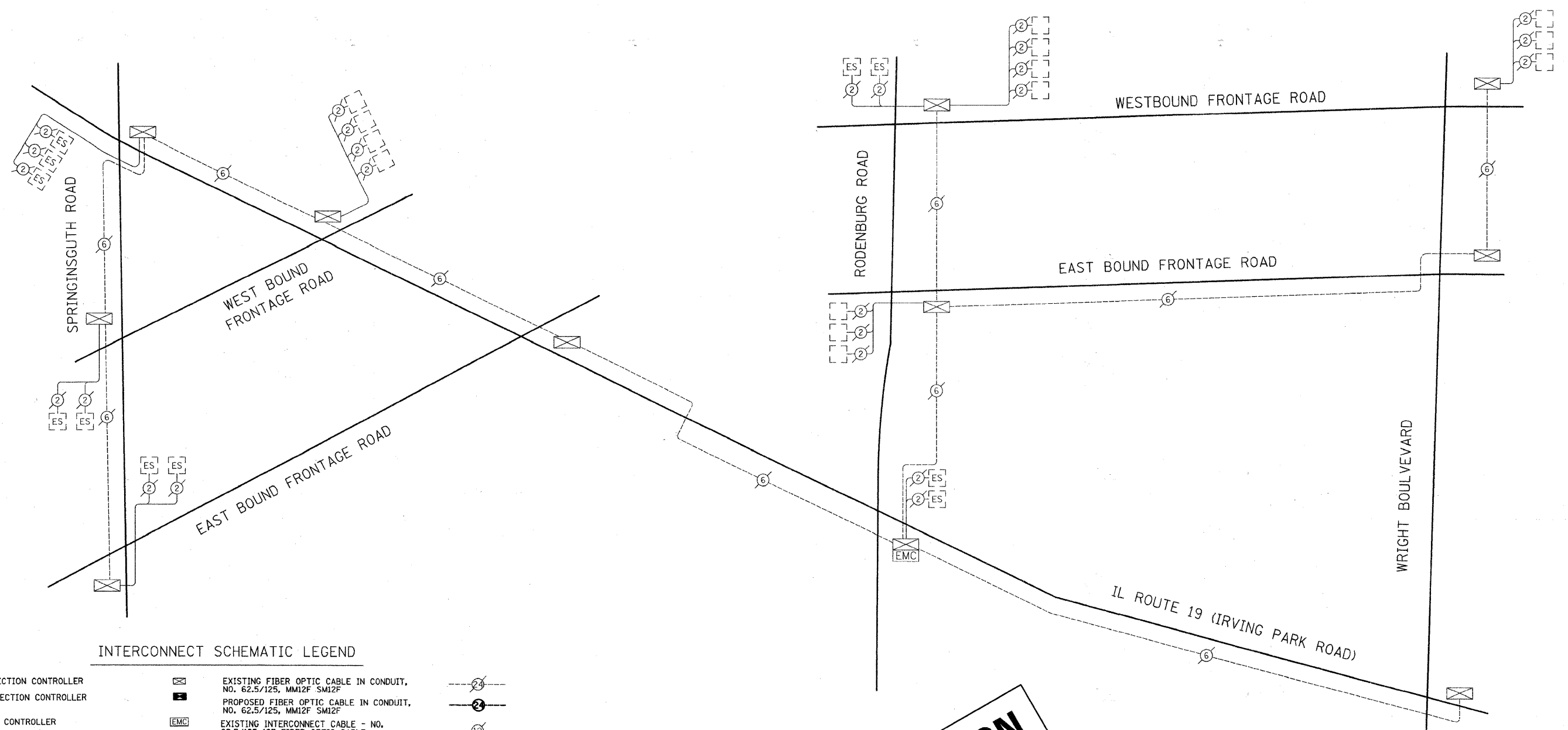
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 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IRVING PARK ROAD BIKE PATH
 CABLE PLAN

SCALE: N.T.S. SHEET NO. 52 OF 70 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	52
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



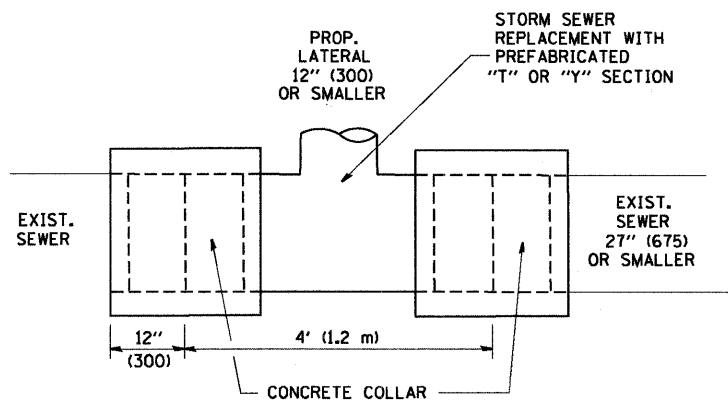
INTERCONNECT SCHEMATIC LEGEND

EXISTING INTERSECTION CONTROLLER		EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	
PROPOSED INTERSECTION CONTROLLER		PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	
EXISTING MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
PROPOSED MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
MASTER MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
EXISTING INTERSECTION LOOP DETECTORS		PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
PROPOSED SAMPLING (SYSTEM) DETECTORS		EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)	
EXISTING SAMPLING (SYSTEM) DETECTORS		PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)	
PROPOSED SAMPLING (SYSTEM) DETECTORS		EXISTING TELEPHONE CONNECTION	
EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.		PROPOSED TELEPHONE CONNECTION	
EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.		EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	
EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	
PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING VIDEO DETECTION CAMERA	
EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS		PROPOSED VIDEO DETECTION CAMERA	
PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS		EXISTING PTZ CAMERA	
		PROPOSED PTZ CAMERA	

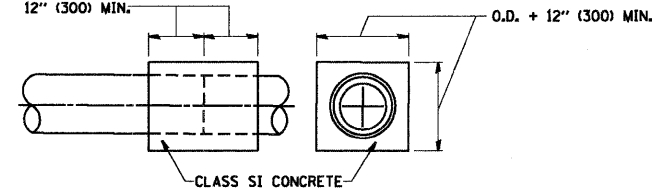
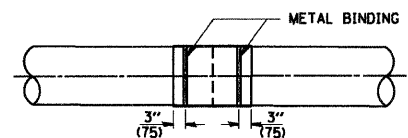
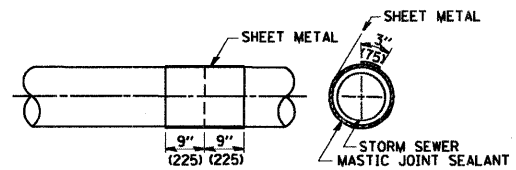
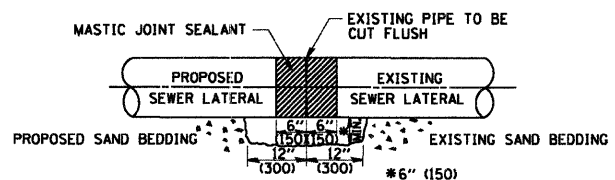
FOR INFORMATION ONLY

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLINE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = ...\\D163355-sht-ta3.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IRVING PARK ROAD BIKE PATH - SPRINGSGUTH RD TO WRIGHT BLVD TRAFFIC SIGNAL INTERCONNECT SCHEMATIC	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.00' / IN.	DRAWN - LP	REVISED -					07-00091-00-BT	COOK	70	53
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -			SCALE: N.T.S.	SHEET NO. 53 OF 70 SHEETS	STA.	TO STA.	CONTRACT NO. 63355	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



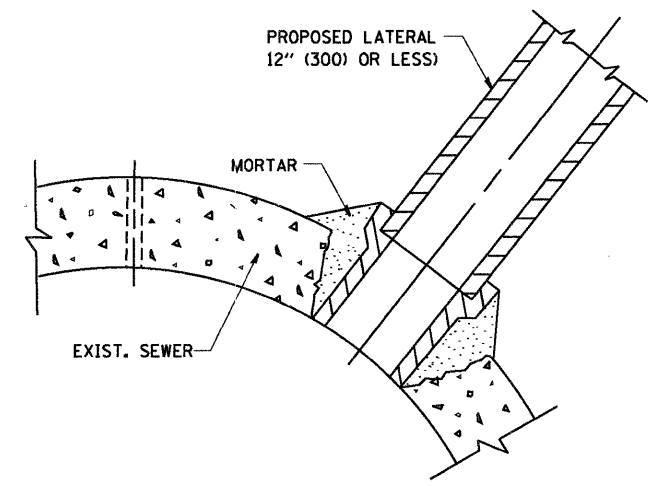
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
 - II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".
- IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

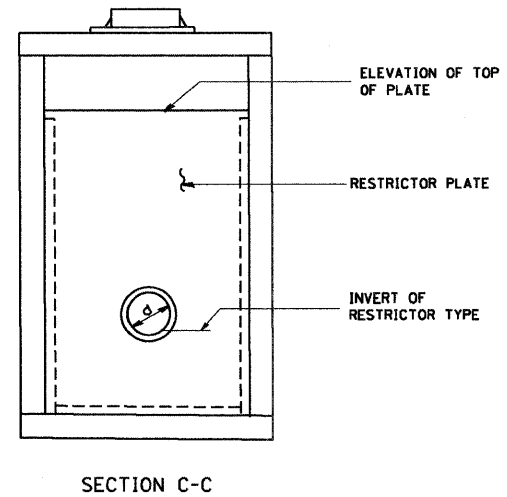
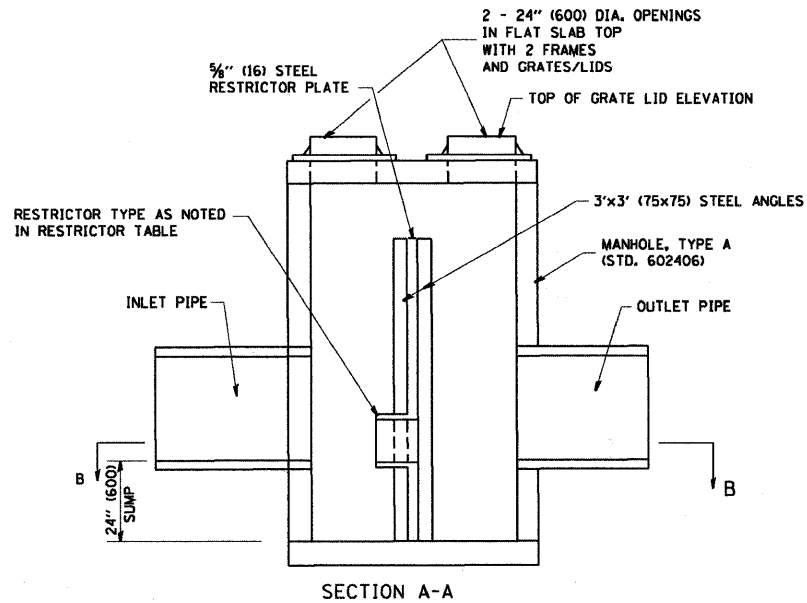
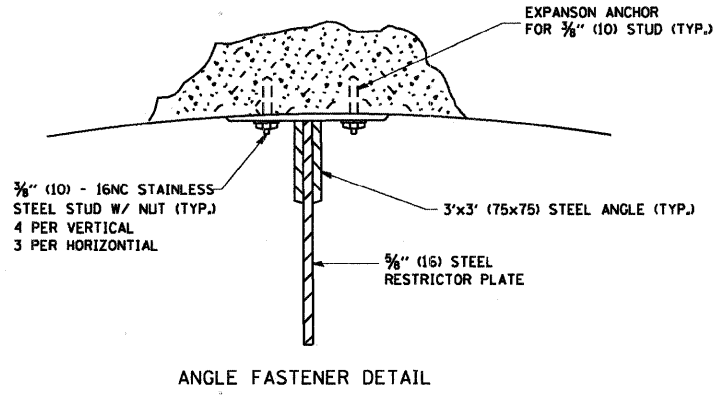
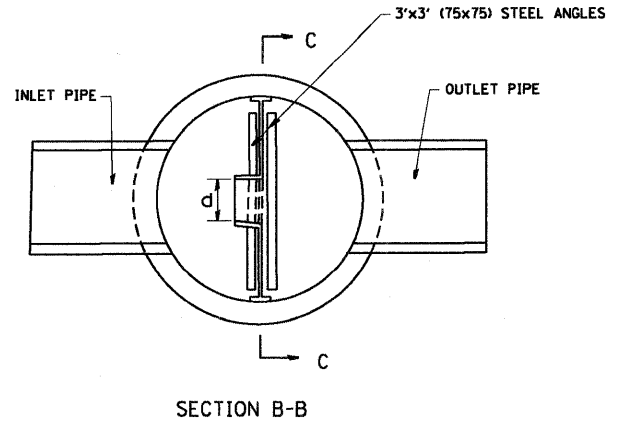
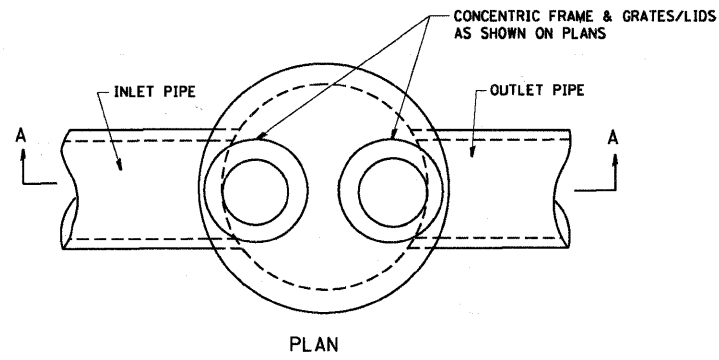
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

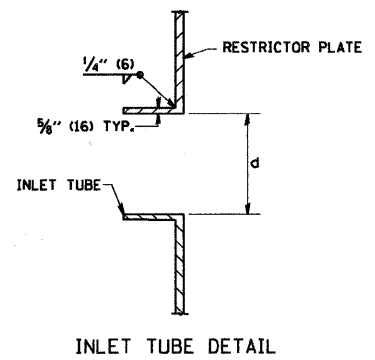
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

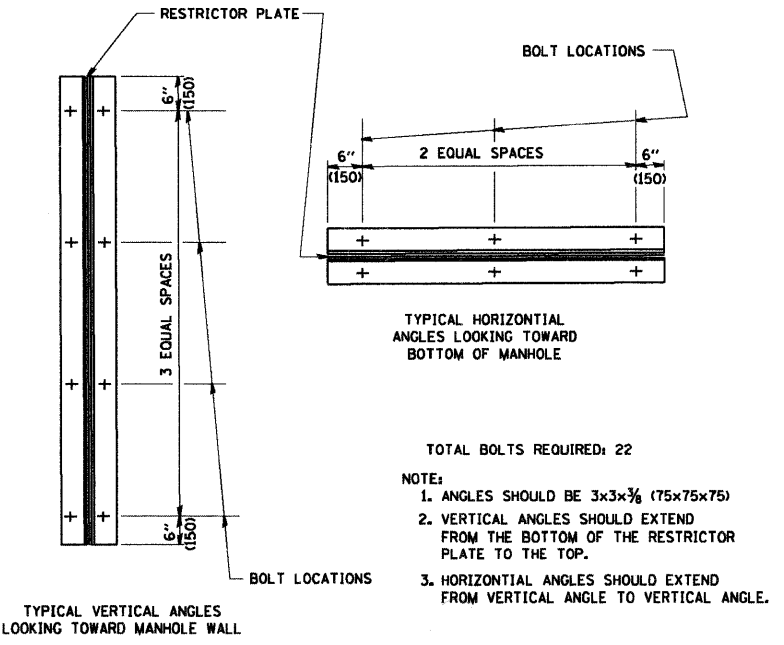
FILE NAME = W:\distsd\22x34\bd87.dgn	USER NAME = geglionabt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	07-00091-00-BT	COOK	70	54
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO. 63355	
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m) DIAMETER, TYPE I FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
IRVING PARK ROAD BIKE PATH						
322+88.56	5'-DIA	1-CL	2	16.1"	792.98	794.98
330+87.81	5'-DIA	1-CL	2	13.95"	795.48	797.23
348+83.60	5'-DIA	1-CL	2	15.9"	793.83	795.83
HIGGINS ROAD BIKE PATH						
142+80.37	5'-DIA	1-CL	2	19.0"	721.38	723.38



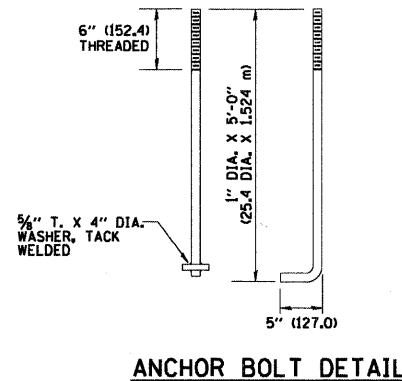
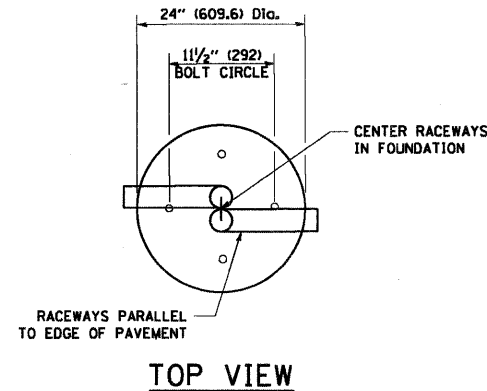
RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

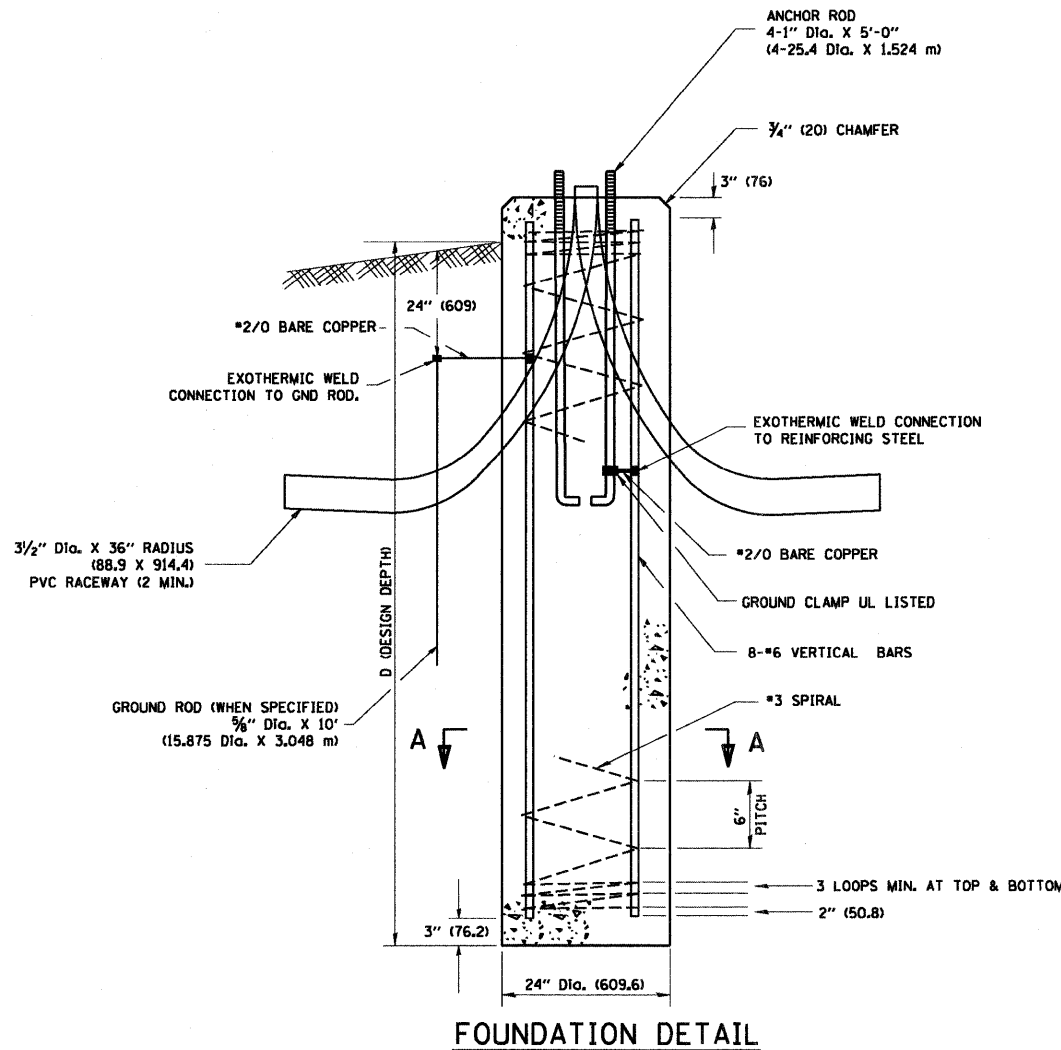
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

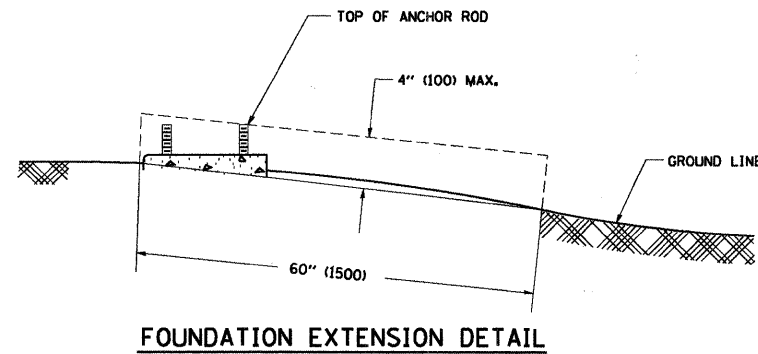
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Ou = 0.375 TON/SO. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Ou = 0.75 TON/SO.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Ou = 1.50 TON/SO. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



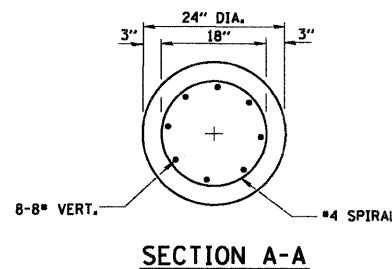
ANCHOR BOLT DETAIL



FOUNDATION DETAIL



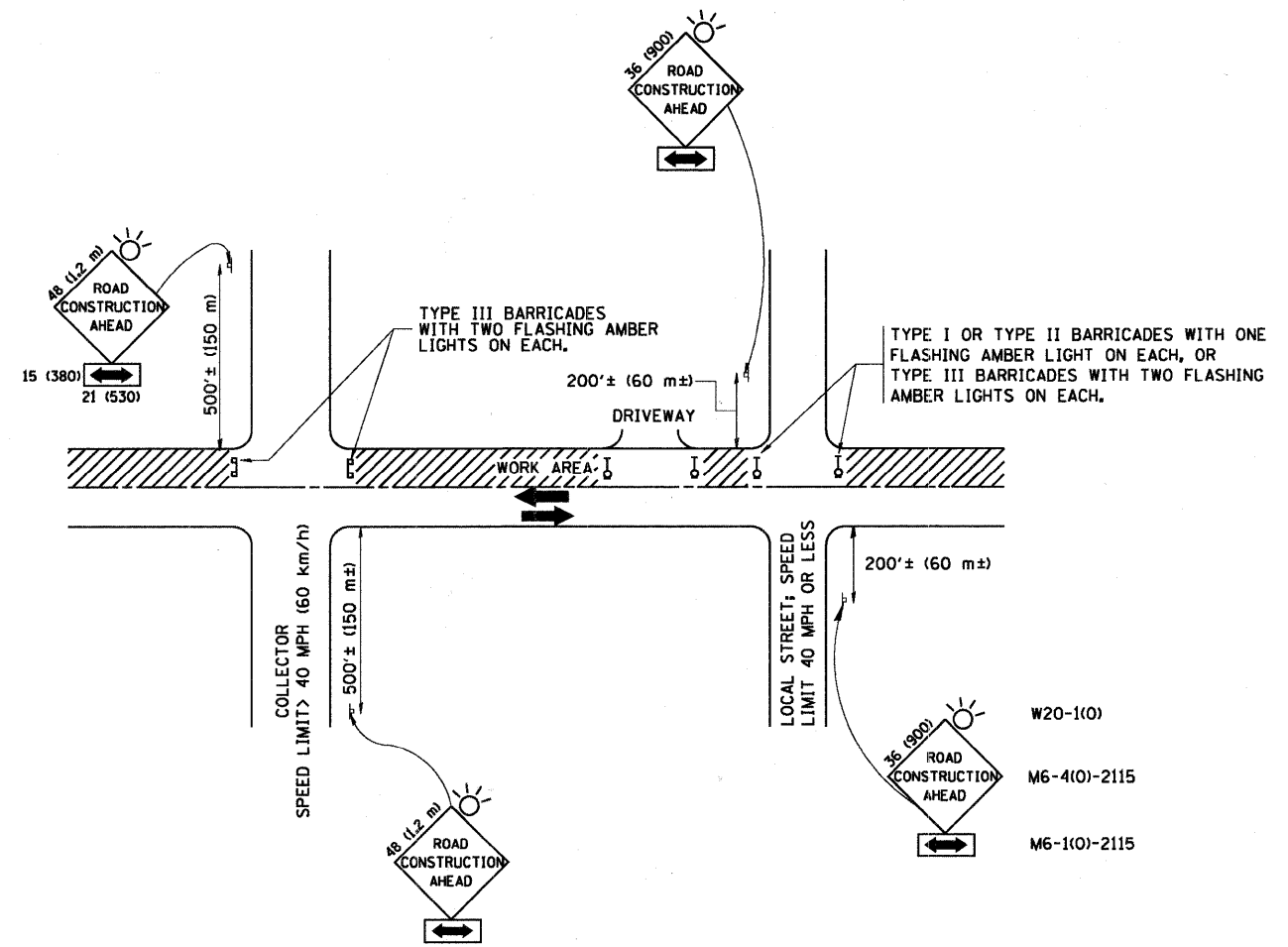
FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

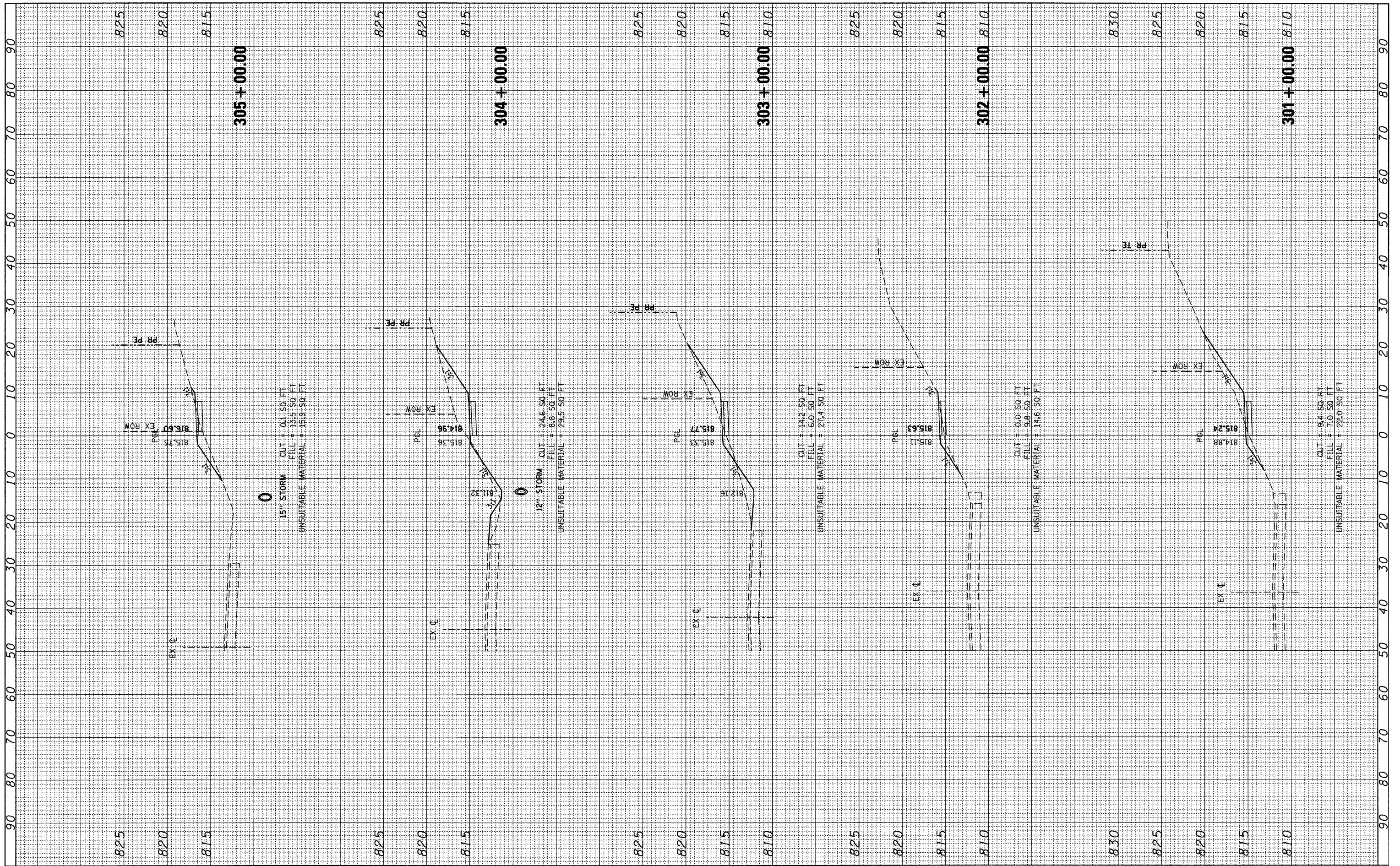
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = W:\diststd\22x34\tcl0.dgn	USER NAME = goglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	07-00091-00-BT	COOK	70	58	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96					TC-10				CONTRACT NO. 63355
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PROTECTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME = ...\\D163355-sht-xso.dgn

USER NAME = gellwanger
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/26/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

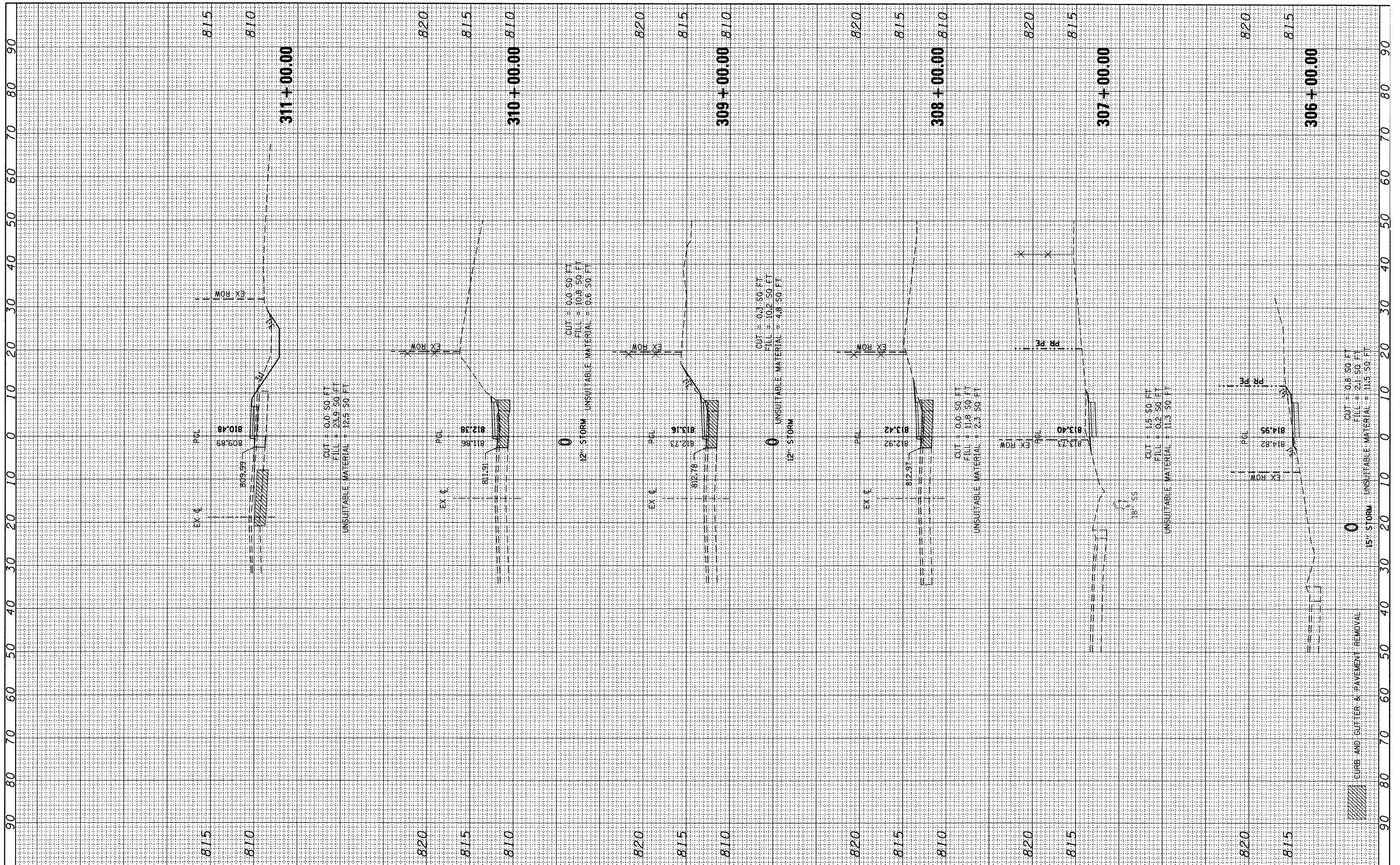
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 60 OF 70 SHEETS STA. 301+00.00 TO STA. 305+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	60
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



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USER NAME = gallwanger
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/26/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISED -
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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

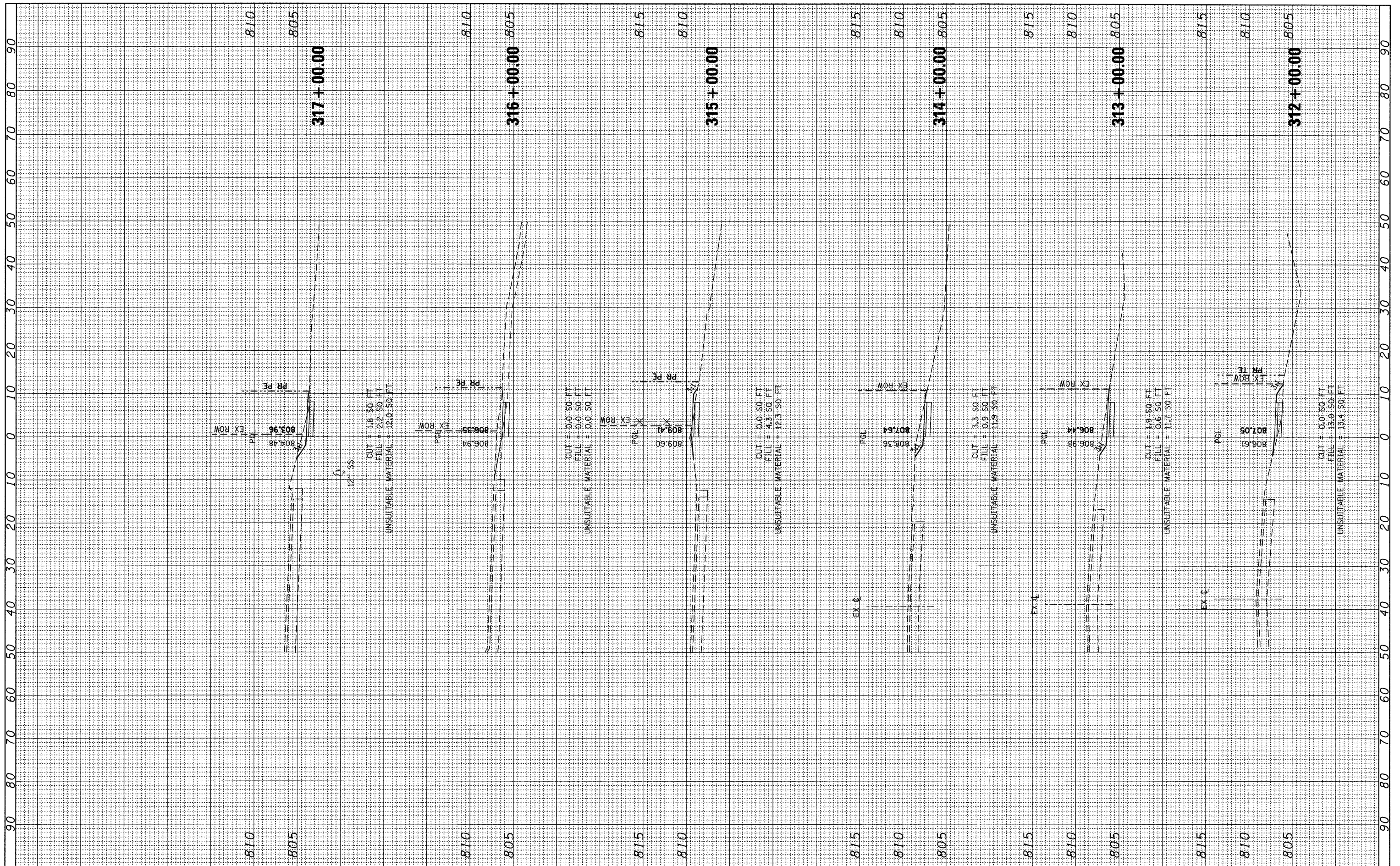
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 61 OF 70 SHEETS STA. 306+00.00 TO STA. 311+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00BT	COOK	70	61
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = ...\\D163355-sht-xso.dgn

USER NAME = gellwanger
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/26/2010

DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

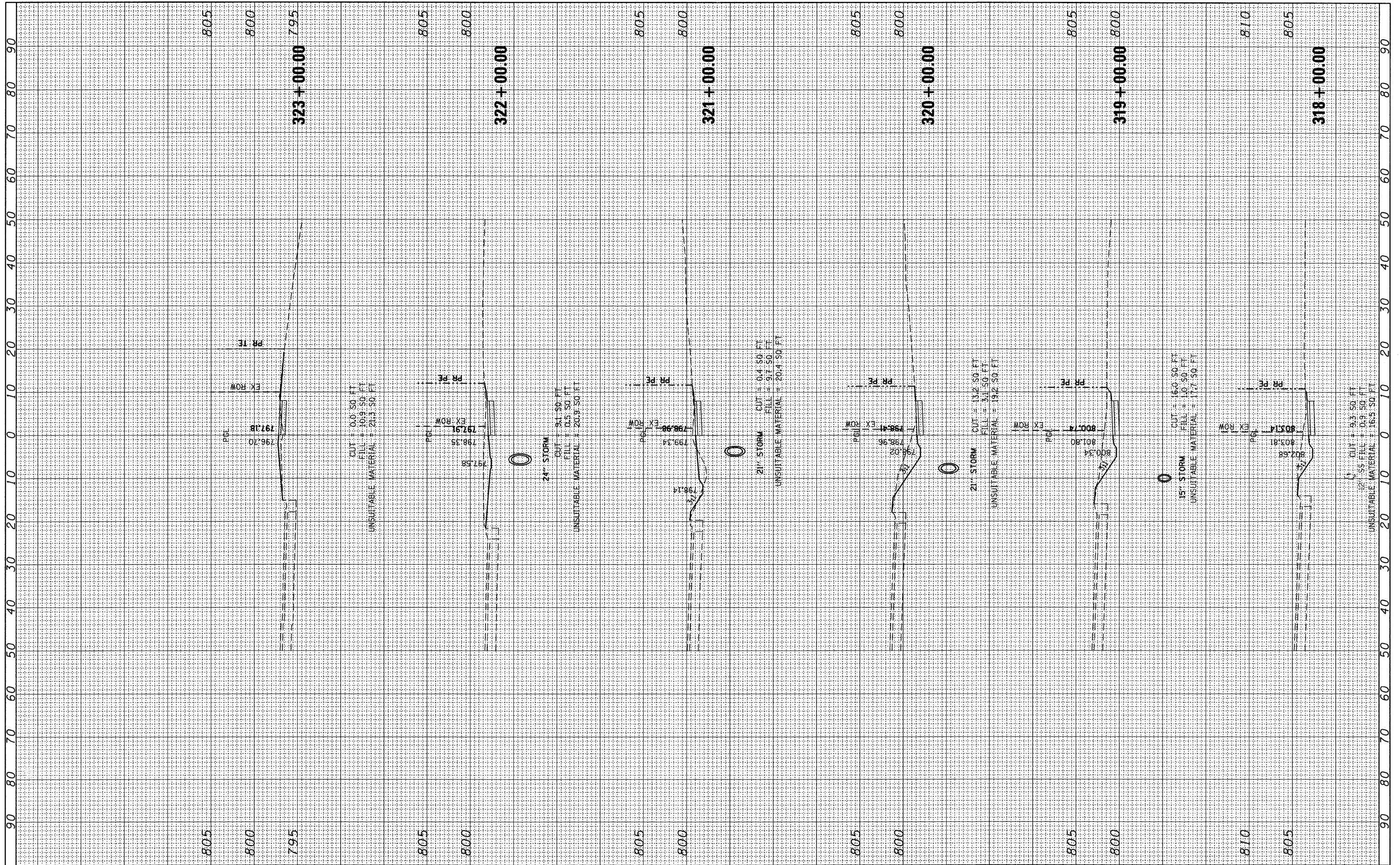
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 62 OF 70 SHEETS STA. 312+00.00 TO STA. 317+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	62
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63355	

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

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = ...\\D163355-sht-xsc.dgn

USER NAME = gellwanger
 DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

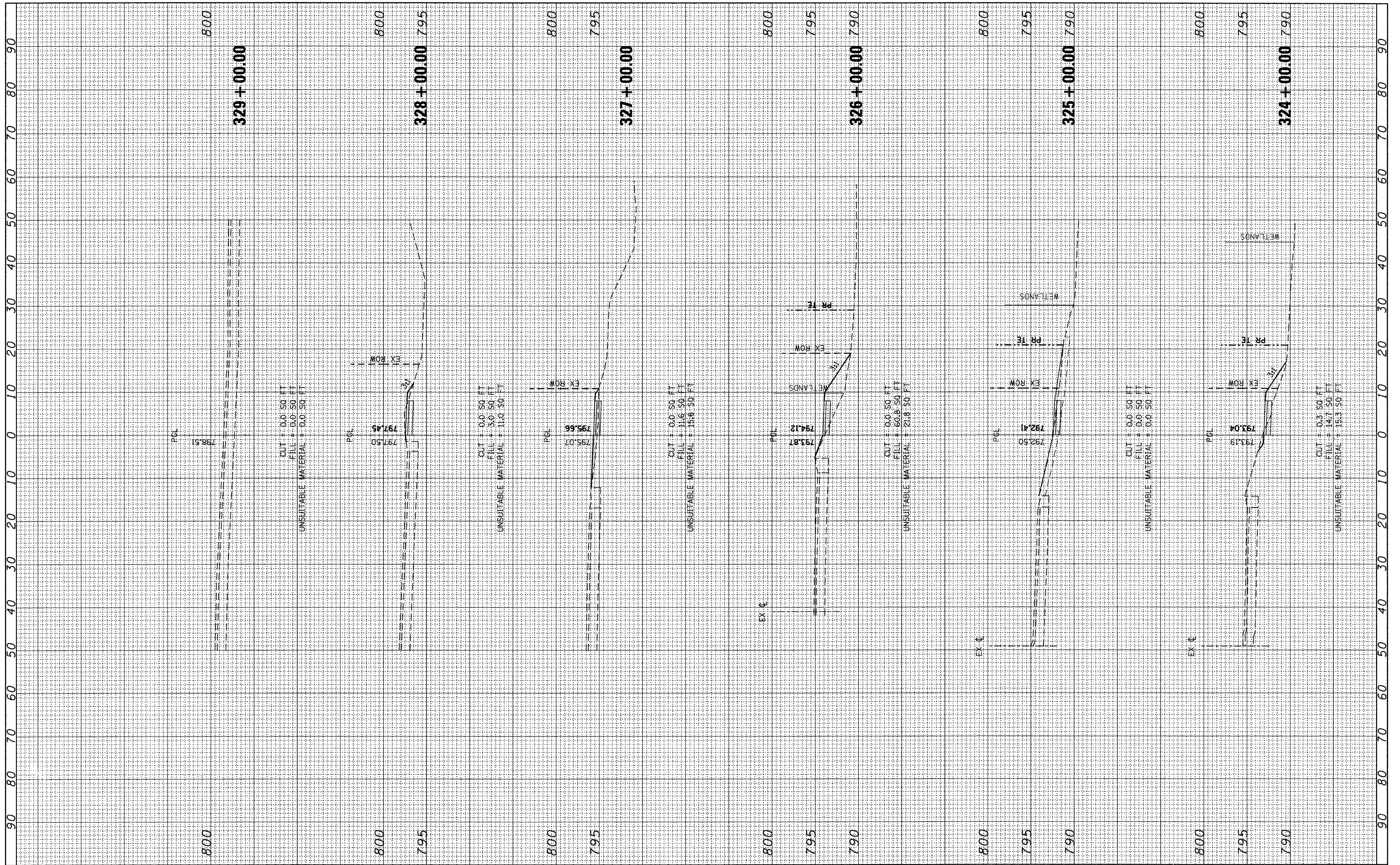
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5'
 SHEET NO. 63 OF 70 SHEETS
 STA. 318+00.00 TO STA. 323+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	63
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =
 ...\\D163355-sht-xsc.dgn

USER NAME = gellwanger
 DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

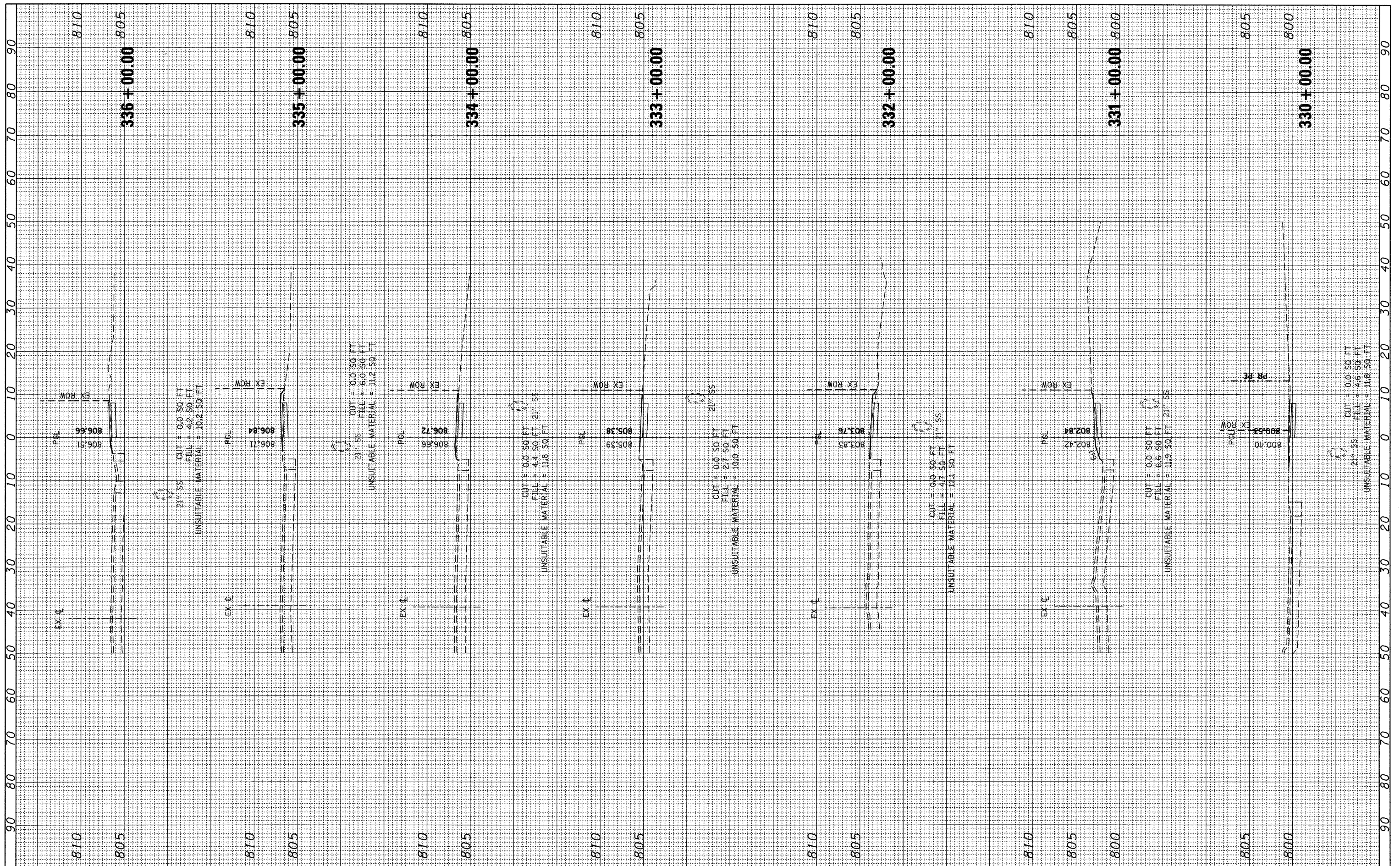
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5'
 SHEET NO. 64 OF 70 SHEETS
 STA. 324+00.00 TO STA. 329+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	64
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63355	

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

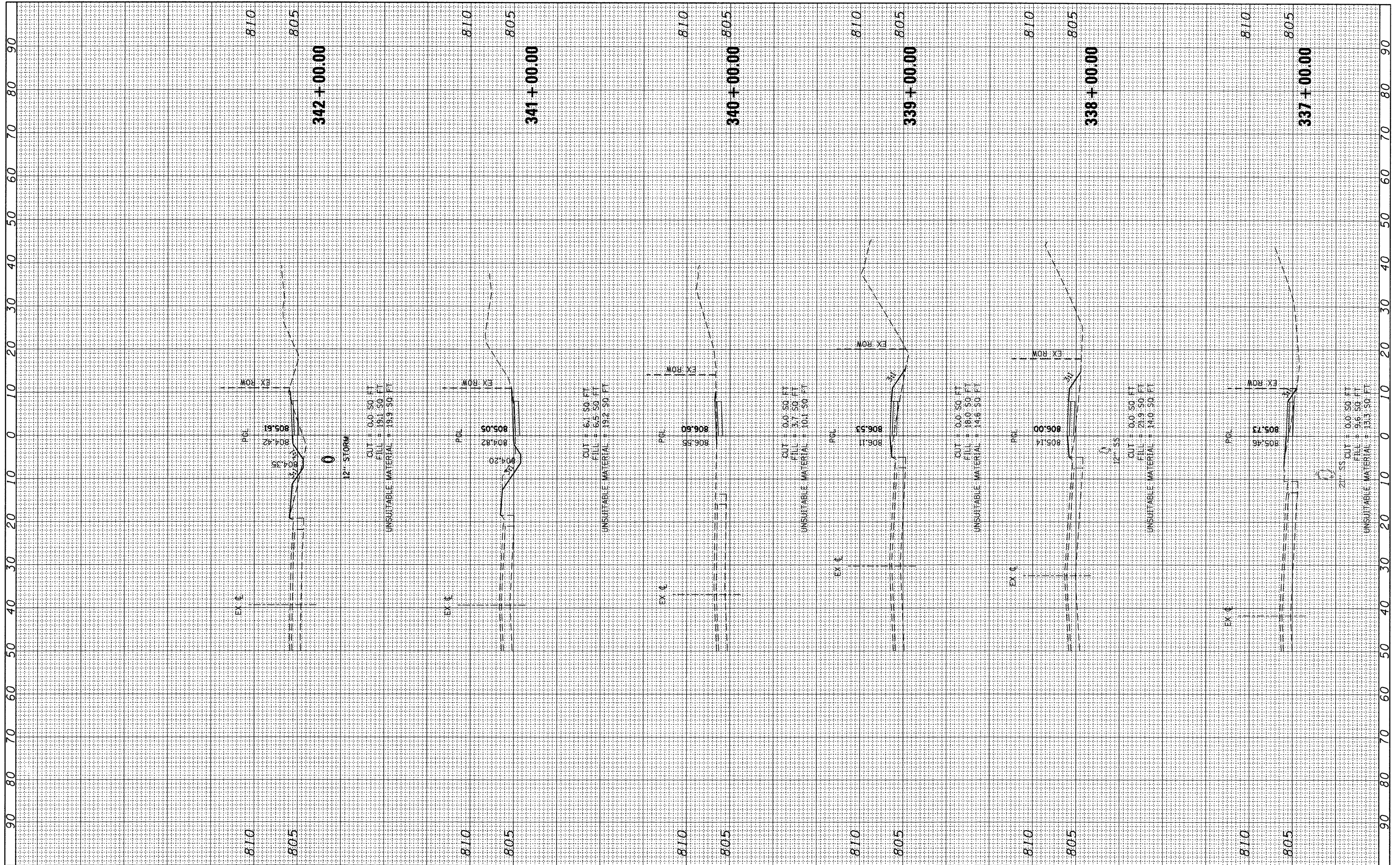
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME = ...\\D163355-sht-xso.dgn	USER NAME = gellwanger	DESIGNED - LP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION IRVING PARK ROAD BIKE PATH CROSS SECTIONS HORIZ. 1"=10' SCALE: VERT. 1"=5' SHEET NO. 65 OF 70 SHEETS STA. 330+00.00 TO STA. 336+00.00	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 18,000' / IN.	DRAWN - LP	REVISED -		07-00091-00-BT	COOK	70	65	
	PLOT DATE = 10/26/2010	CHECKED - JP	REVISED -		CONTRACT NO. 63355				
		DATE - 10/26/2010	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATES		
NO.	AREAS CHECKED		



FILE NAME = ...\\D163355-sht-xso.dgn

USER NAME = gailwenger

DESIGNED - LP
DRAWN - LP
CHECKED - JP
DATE - 10/26/2010

REVISED -
REVISED -
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

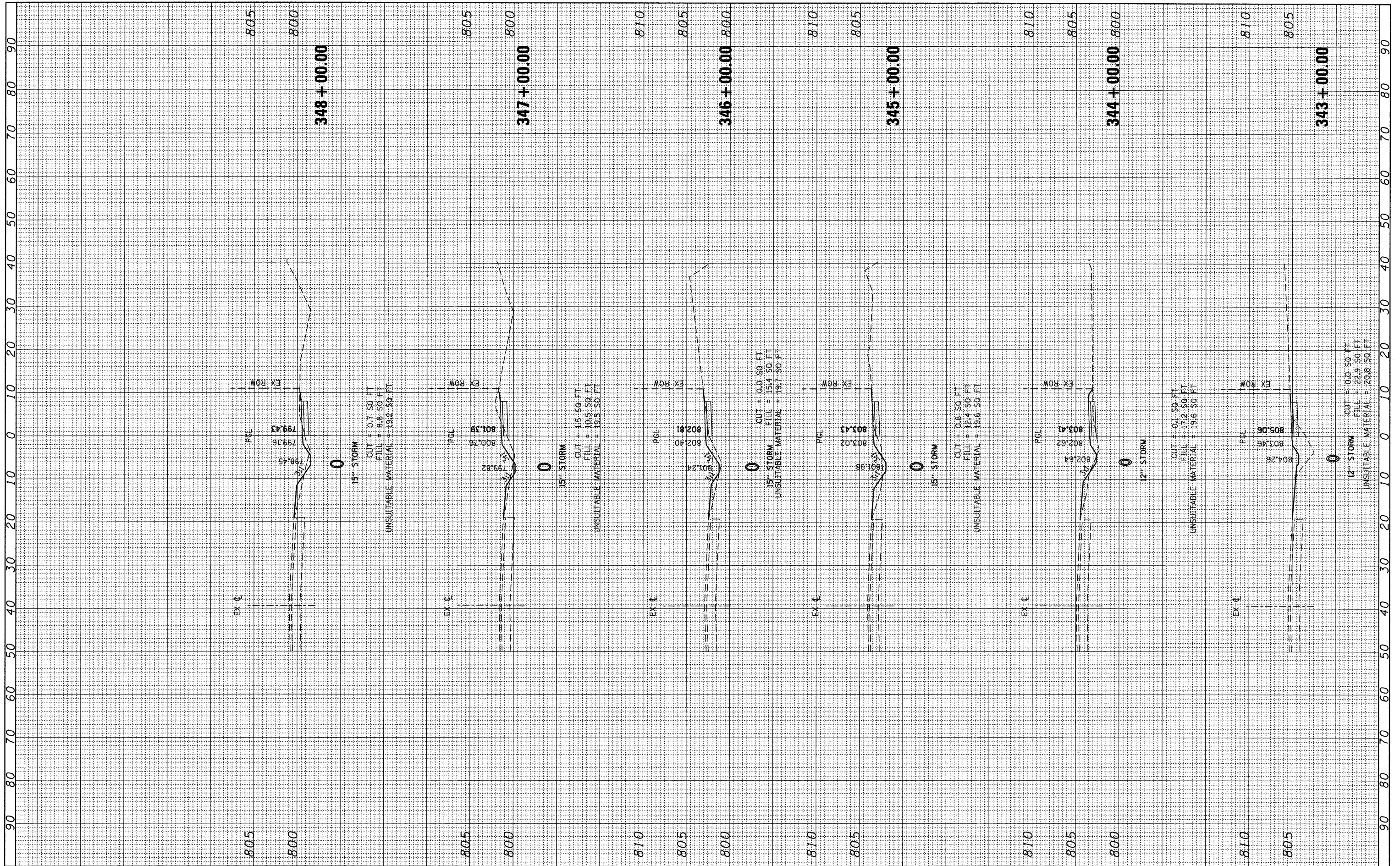
**IRVING PARK ROAD BIKE PATH
CROSS SECTIONS**

HORIZ. 1"=10'
SCALE: VERT. 1"=5' SHEET NO. 66 OF 70 SHEETS STA. 337+00.00 TO STA. 342+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	66
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



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 DATE - 10/26/2010

REVISED -
 REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

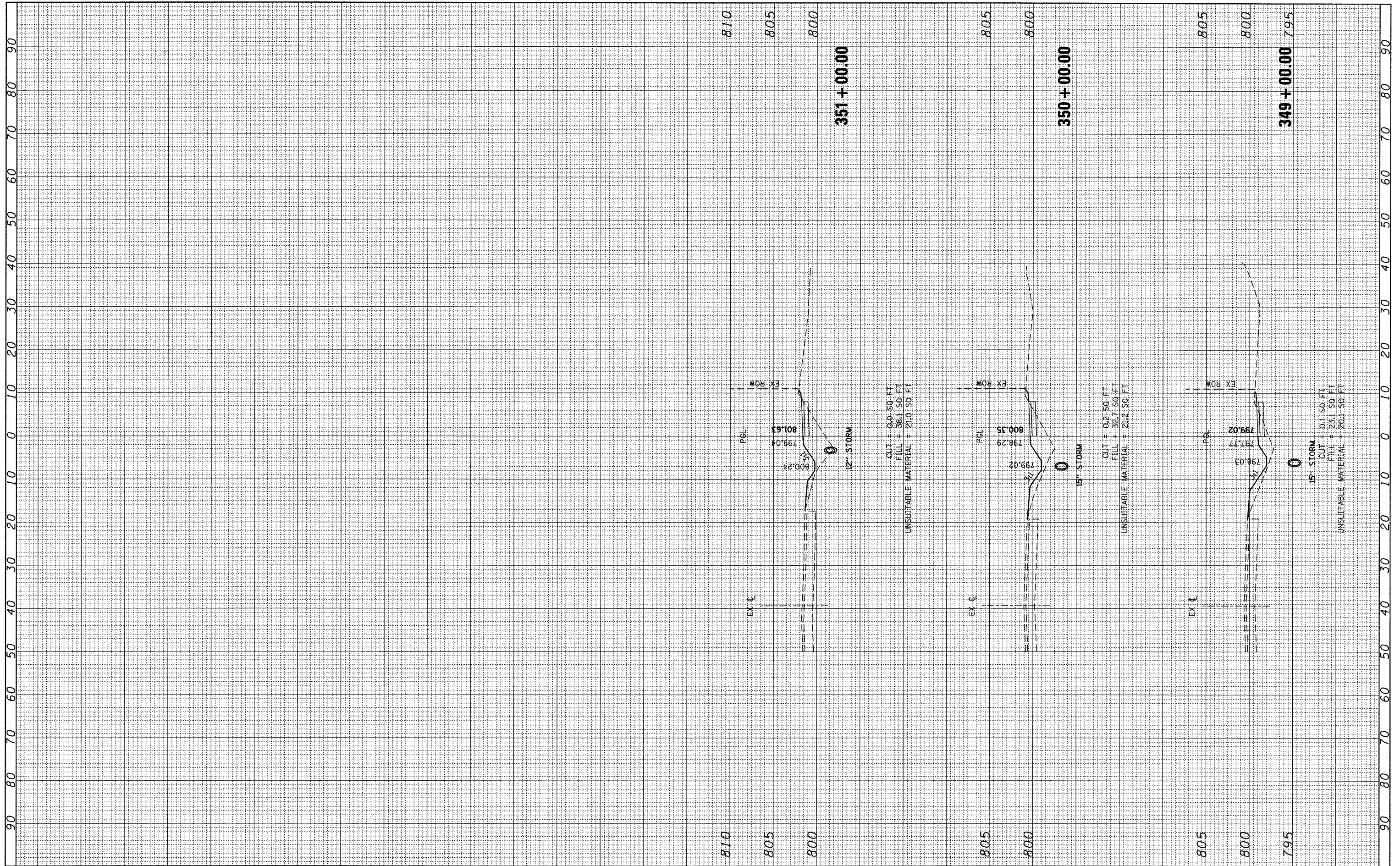
**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 67 OF 70 SHEETS STA. 343+00.00 TO STA. 348+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	67
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME = ...\\D163355-shr-xso.dgn

USER NAME = gellwenger
 DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IRVING PARK ROAD BIKE PATH
 CROSS SECTIONS**

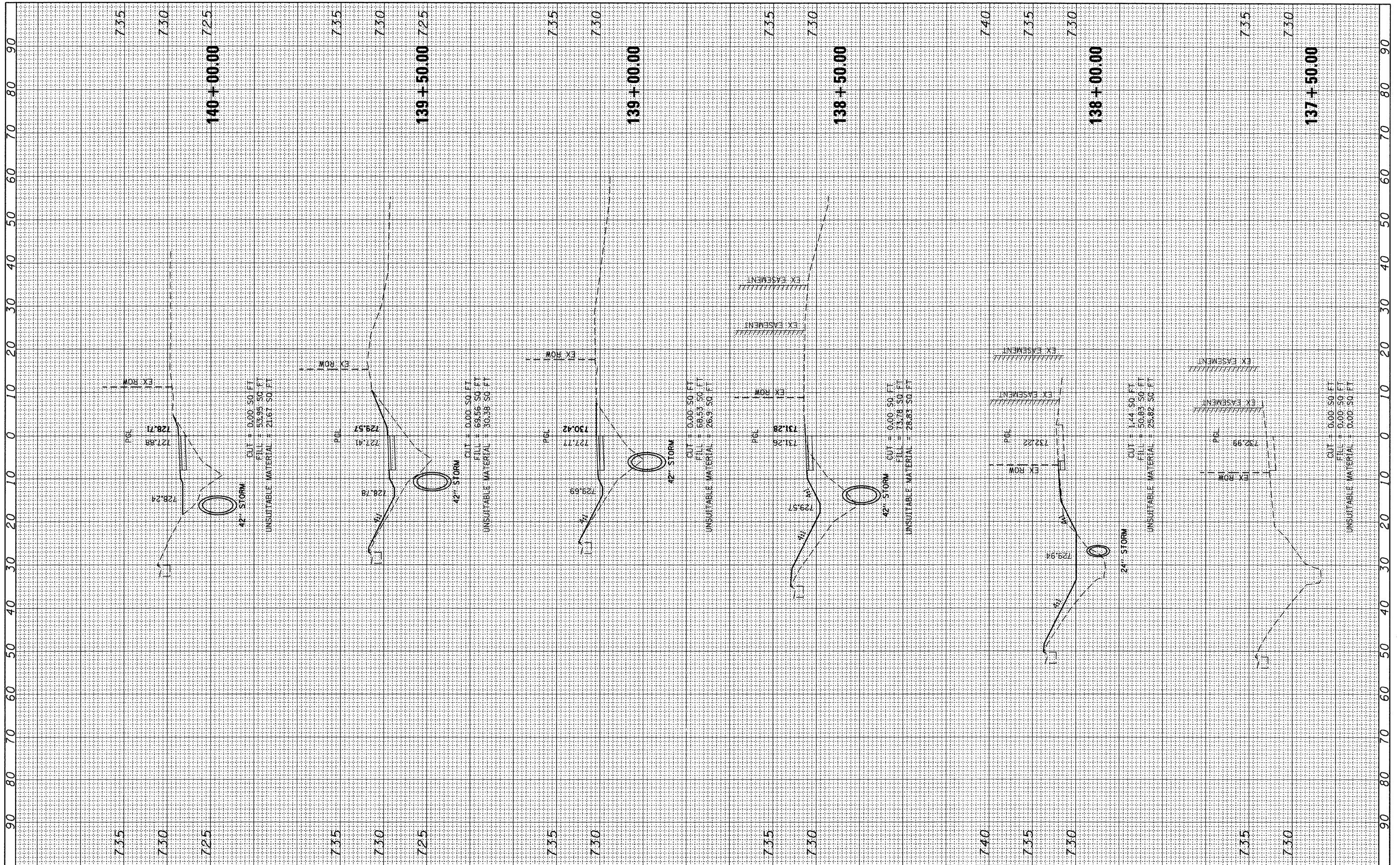
HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 68 OF 70 SHEETS STA. 349+00.00 TO STA. 351+00.00

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
07-00091-00-BT	COOK	70	68
CONTRACT NO. 63355			

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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

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



FILE NAME = ...\\D163355-sht-xsc_H.dgn
 USER NAME = gellwenger
 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/26/2010

DESIGNED - LP	REVISED -
DRAWN - LP	REVISED -
CHECKED - JP	REVISED -
DATE - 10/26/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

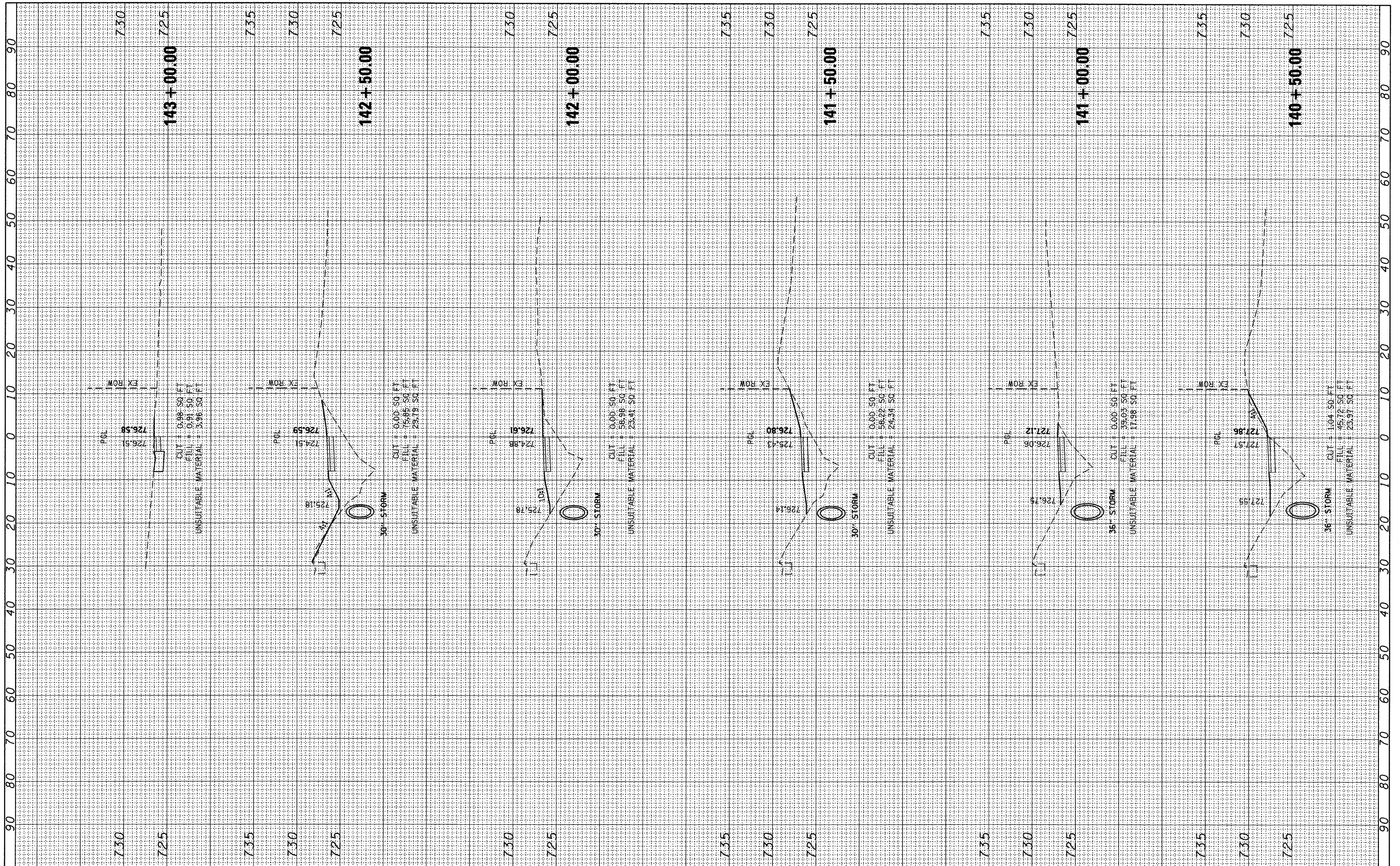
**HIGGINS ROAD BIKE PATH
CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5'
 SHEET NO. 69 OF 70 SHEETS
 STA. 137+50.00 TO STA. 140+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	69
CONTRACT NO. 63355				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

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

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



FILE NAME = ...\\0163395-aht-xso_H.dgn
 USER NAME = galwenger
 DESIGNED - LP
 DRAWN - LP
 CHECKED - JP
 DATE - 10/26/2010

REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**HIGGINS ROAD BIKE PATH
 CROSS SECTIONS**

HORIZ. 1"=10'
 SCALE: VERT. 1"=5' SHEET NO. 70 OF 70 SHEETS STA. 140+50.00 TO STA. 143+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00091-00-BT	COOK	70	70
CONTRACT NO. 63355			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	