

# ORLAND PARK IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH

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## LOCATION / VICINITY MAP



## IDOT STANDARDS

280001-06	TEMPORARY EROSION CONTROL SYSTEMS
424001-06	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
542301-03	PRECAST REINFORCED CONC. FLARED END SECTION
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
720006-03	SIGN PANEL ERECTION DETAILS
780001-03	TYPICAL PAVEMENT MARKINGS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
720001-01	SIGN PANEL MOUNTING DETAILS

IDOT HIGHWAY STANDARDS ARE INCLUDED  
IN THE PROPOSAL BOOKLET

ROADWAY POSTED SPEED LIMIT / ADT  
153rd STREET : 40 MPH / 10,000  
IL RTE 7 (WOLF ROAD) : 45 MPH / 14,300

## BENCHMARK

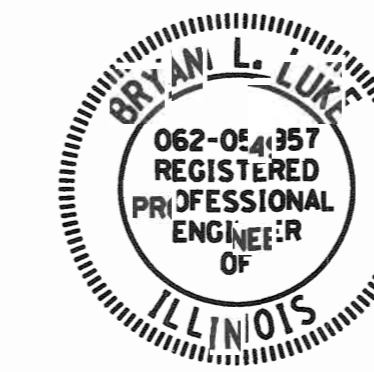
SEE ALIGNMENT AND BENCHMARKS SHEET

## LOCATION

T36N, R12E, SEC 16, 17  
LATITUDE 41°36'45"  
LONGITUDE 87°53'31"

CALL JULIE 811  
WITH THE FOLLOWING:  
COUNTY COOK  
CITY-TOWNSHIP ORLAND PARK-ORLAND  
48 HOURS BEFORE YOU DIG.  
EXCLUDING SAT., SUN., & HOLIDAYS

THE CONTRACTOR SHALL BE SOLELY  
RESPONSIBLE FOR JOB SITE SAFETY  
AS WELL AS SUPERVISION/DIRECTION  
AND MEANS/METHODS OF CONSTRUCTION



*Bryan L. Luke* 10/3/12  
BRYAN L. LUKE  
ILLINOIS REGISTRATION No. 062-054957  
EXPIRATION DATE: 11/30/2013

**MAYOR**  
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CLIENT :

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14700 Ravinia Avenue  
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**CHRISTOPHER B. BURKE ENGINEERING, LTD.**  
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EXPIRATION DATE: 04/30/13



**GENERAL NOTES**

- 1 ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH:  
 "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012;  
 "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2013  
 LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD)  
 STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION,  
 "DETAILS" IN THE PLANS  
 LATEST EDITION OF THE MANUAL OF TEST PROCEDURE OF MATERIALS  
 "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS  
 PERMITS  
 STORM WATER POLLUTION PREVENTION PLAN  
 AMERICANS WITH DISABILITIES ACT OF 1990 ACCESSIBILITY GUIDELINES  
 "DRAFT" REHABILITATION ACT OF 1973 (SECTION 504)  
 PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES.  
 ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE LATEST STANDARDS OF THE DEPARTMENT.
- 2 ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON N.G.V.D. OF 1929 DATUM.
- 3 THE CONTRACTOR SHALL GIVE NOTICES AND COMPLY WITH APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ALL PUBLIC AUTHORITIES BEARING ON SAFETY OF PERSONS OR PROPERTY OR THEIR PROTECTION FROM DAMAGE, INJURY OR LOSS.
- 4 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- 5 CONTRACTOR SHALL REPAIR, TO THE SATISFACTION OF THE ENGINEER, ALL DAMAGE TO EXISTING ITEMS NOT SHOWN FOR REMOVAL. THIS WORK SHALL BE DONE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- 6 CONTRACTOR SHALL CONTACT THE LOCAL AGENCY'S MATERIAL INSPECTOR AT A MINIMUM OF 48-HOURS PRIOR TO ANY MATERIAL DELIVERIES.
- 7 PROTECTION OF NATURAL RESOURCES: ACTIVITIES SHALL ONLY OCCUR IN IDENTIFIED CONSTRUCTION ACCESS AREAS. NO EQUIPMENT, STAGING AREAS, OR ANY OTHER CONSTRUCTION RELATED ACTIVITIES SHALL OCCUR OUTSIDE OF THESE AREAS.
- 8 CONTRACTOR SHALL NOT STOCKPILE/STORE EQUIPMENT, MATERIALS OR VEHICLES OUTSIDE OF THE LIMITS OF CONSTRUCTION.
- 9 DIMENSION: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 10 DO NOT SCALE THE DRAWING IF COORDINATES AND DIMENSION ARE GIVEN.
- 11 NO BURNING OR INCINERATION OF LANDSCAPE DEBRIS, RUBBISH OR CONSTRUCTION MATERIALS WILL BE PERMITTED ON SITE.
- 12 THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ADJUTING PROPERTY, UTILITIES, PEDESTRIANS AND VEHICULAR TRAFFIC.
- 13 ALL DITCH SIDE AND BACK SLOPES SHALL HAVE A DESIRABLE SLOPE OF 3:1 OR FLATTER WITH NO SLOPES STEEPER THAN 2:1. SEE CROSS-SECTIONS.
- 14 ALL STORM SEWERS AND PIPE CULVERT, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE STATE SPECIFICATIONS FOR REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE A.A.S.H.T.O. DESIGNATION M170 (A.S.T.M. DESIGNATION C76), WITH A MINIMUM OF CLASS III.
- 15 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT IT SHALL BE HIS RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING UTILITIES. NO EXTRA COMPENSATION WILL BE ALLOWED FOR DELAYS ARISING FROM ANY WORK PERFORMED BY THE UTILITY COMPANY.
- 16 ALL LATERAL CONNECTIONS TO LATERALS OF EQUAL OR NEXT LARGER SIZE SHOULD BE INSTALLED USING A "WYE" SECTION. THE COST OF THE WYE SECTIONS SHALL BE INCIDENTAL TO THE COST OF THE LATERAL PIPE.
- 17 CHERT AGGREGATE SHALL NOT BE ALLOWED IN THE MANUFACTURE OF STORM SEWERS, END SECTIONS OR PRECAST DRAINAGE STRUCTURES.
- 18 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT ALL ELEVATIONS FOR FLOW LINES AND INVERTS FOR PROPOSED STRUCTURES AND SEWERS ARE APPROXIMATE. THE USE OF THESE ELEVATIONS IS TO BE DETERMINED BASED ON FIELD CONDITIONS AND POTENTIAL CONFLICTS WITH EXISTING UTILITIES AND/OR DRAINAGE FACILITIES. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR CHANGES IN ELEVATION AND THEY ARE TO BE DONE AT THE DIRECTION OF THE ENGINEER.
- 19 WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH SHALL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER ITEMS.
- 20 OBSERVATION STRUCTURES OR OTHER SIMILAR MAINTENANCE AND INSPECTION ACCESS STRUCTURES SHALL BE PLACED ON DRAIN TILES ENTERING AND LEAVING THE ROAD RIGHT-OF-WAY. WHEN REQUIRED, THIS WORK SHALL BE PER SECTION 109.04 OF THE STANDARD SPECIFICATIONS UNLESS CALLED OUT OTHERWISE IN THE PLANS.
- 21 REMOVAL AND DISPOSAL OF EXISTING STORM SEWER OR CULVERT AS PART OF INSTALLATION OF PROPOSED STORM SEWER OR PROPOSED CULVERT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED STORM SEWER OR PROPOSED CULVERT PAY ITEM.
- 22 THE COST OF CONNECTING EXISTING STORM SEWER (CONCRETE COLLARS OR MISSION COUPLINGS, ETC.) TO THE PROPOSED STORM SEWER OR END SECTIONS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER OR END SECTIONS.
- 23 THE APPROXIMATE LOCATIONS OF EXISTING UTILITIES ARE SHOWN ON THE DRAWINGS ACCORDING TO THE INFORMATION OBTAINED FROM UTILITY COMPANIES AND SURVEYS. HOWEVER, OWNER AND THE ENGINEER DO NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION REGARDING UTILITIES, EITHER PUBLIC OR PRIVATE SUCH AS SEWERS, GAS LINES, WATER MAINS, TELEPHONE, ELECTRICAL DUCT LINES, MANHOLES, CATCH BASINS OR OTHER SIMILAR STRUCTURES. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND REPORT TO THE ENGINEER OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH ARE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.

- 24 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE DRAWINGS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AND THE UTILITY OWNER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.20 AND 107.31.
- 25 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- 26 EXCAVATION REQUIRED TO CLEAN SIDE ROAD DITCHES, CONSTRUCT DRIVEWAYS OR CONSTRUCT SIDE ROAD APPROACHES SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.
- 27 ALL EXCESS MATERIAL FROM NECESSARY EXCAVATIONS WHICH MEET SECTION 205 OF THE STANDARD SPECIFICATIONS SHALL BE USED AS EMBANKMENT PER SECTION 205 OF THE STANDARD SPECIFICATIONS.
- 28 EARTH EXCAVATION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 202 OF THE "STANDARD SPECIFICATIONS", EXCEPT THAT OVERHAUL SHALL NOT BE PAID FOR. IN ADDITION TO ITEMS SPECIFIED IN SECTION 202 AND AS NOTED IN THE PLANS AND SPECIAL PROVISIONS, EARTH EXCAVATION SHALL CONSIST OF:  
 1. EXCAVATION TO SUBGRADE ELEVATION (INCLUDING TOPSOIL STRIPPING AND REMOVING EARTH FOR INSTALLATION OF POROUS GRANULAR EMBANKMENT, AND EXCAVATION REQUIRED FOR SEGMENTAL CONCRETE BLOCK WALL).  
 2. PLACING AND COMPACTING SUITABLE EXCAVATED MATERIAL FOR FILL AREAS IN ACCORDANCE WITH SECTION 205 OF THE "STANDARD SPECIFICATIONS".  
 3. EARTH MOVED MORE THAN ONCE DUE TO CONSTRUCTION STAGING AND/OR PROCEDURES SELECTED BY THE CONTRACTOR SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.
- 29 ALL EMBANKMENT WIDENING SHALL BE SUFFICIENTLY BENCHED INTO EXISTING EMBANKMENTS/SLOPES PER SECTION 205 OF THE STANDARD SPECIFICATIONS, AND AS APPROVED BY THE ENGINEER. AS A BEST MANAGEMENT PRACTICE THE FINAL PASS OF THE GRADER SHALL BE PERPENDICULAR TO EMBANKMENT (I.E. TOP-TO-BOTTOM, BOTTOM-TO-TOP). ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE FOR EARTH EXCAVATION.
- 30 THE GRADING AND CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER.
- 31 SEEDING: ALL DISTURBED AREAS NOT SODDED WHICH OCCUR WITHIN THE RIGHT-OF-WAY AND AREAS WITHIN THE "LIMITS OF SEEDING" AS SHOWN ON THE CROSS-SECTIONS OR LANDSCAPING PLANS, SHALL INCLUDE SEEDING, CLASS 2A, FERTILIZER NUTRIENTS, AND EROSION CONTROL BLANKET.
- 32 RECOMMENDED SEEDING DATES: SPRING - MARCH 25 TO MAY 30 FALL - AUGUST 1 TO SEPTEMBER 25
- 33 SODDING: ALL DISTURBED AREAS INDICATED ON THE CROSS-SECTIONS OR LANDSCAPING PLANS TO BE SODDED, SHALL INCLUDE FERTILIZER NUTRIENTS AND SUPPLEMENTAL WATERING. SUPPLEMENTAL WATERING WHICH IS TO BE USED AFTER THE INITIAL WATERING (AS SPECIFIED AND AS DIRECTED BY THE ENGINEER) SHALL BE APPLIED AT THE RATE OF 10 GALLONS PER SQUARE YARD OF SODDING. SODDED SLOPES WHICH ARE 2:1 OR STEEPER SHALL BE STAKED. PROVIDE A 3 FOOT SODDED STRIP AROUND CATCH BASINS IN SEEDER AREAS. 1 UNIT SUPPLEMENTAL WATERING = 1000 GALLONS.
- 34 FERTIZER APPLICATION RATE FOR SEEDING AND SODDING: USE A FERTILIZER MIX WITH A 1:1:1 RATIO. 60 LBS. PER ACRE OF EACH FERTILIZER NUTRIENT (NITROGEN, PHOSPHORUS AND POTASSIUM).
- 35 THE CONTRACTOR SHALL TAKE EXTRA CARE IN PREPARING PLANTING BED FOR SHRUBS AND EXCAVATING HOLES FOR TREES BY LIMITING HIS OPERATION TO WHAT IS INDICATED ON THE PLANS. THE CONTRACTOR SHALL NOT STOCKPILE ANY DIRT OR TOPSOIL ON PRIVATE PROPERTY. ALL DEBRIS SHOULD BE REMOVED AS SOON AS POSSIBLE. ANY DAMAGED LAWN, FLOWERS OR SHRUBBERY ON PRIVATE PROPERTY CAUSED BY CONTRACTOR OPERATIONS OUTSIDE THE SCOPE OF THE PLANS AND WORK AREA DEFINED BY THE ENGINEER SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 36 THE CONTRACTOR SHALL ATTACH TO ALL TREES A WATERPROOF LABEL STATING THE BOTANICAL NAME AND SIZE OF THE RESPECTIVE TREE SPECIES ON EACH LABEL. THE COST OF THE MATERIAL AND LABOR REQUIRED TO PERFORM THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PLANT MATERIAL.
- 37 INSECT CONTROL: THE CONTRACTOR SHALL, BY STANDARD SPRAYING OR DUSTING METHODS, CONTROL ALL INSECT INFESTATIONS AS THEY MAY APPEAR ON THE TREES DURING THE LIFE OF THE CONTRACT. THE METHOD OF SPRAYING OR DUSTING, INCLUDING MATERIALS USED, SHALL BE APPROVED BY THE ENGINEER PRIOR TO USE. THE COST OF THE MATERIAL AND LABOR REQUIRED TO PERFORM THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PLANT MATERIAL.
- 38 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE SPECIAL PROVISIONS.
- 39 TREES TO BE REMOVED: THE INDICATED TREES (INCLUDING STUMPS) TO BE REMOVED SHALL BE SUITABLY MARKED BY THE ENGINEER BEFORE TREE REMOVAL OPERATIONS BEGIN.
- 40 TREES TO BE SAVED: PARTICULAR EFFORT SHALL BE MADE TO SAVE ALL DESIRABLE (AS DETERMINED BY THE ENGINEER) EXISTING TREES AND UNDERGROWTH UNDER 6" DIAMETER CALIPER SIZE WHEN THEY ARE LOCATED 5 FEET OUTSIDE THE PROPOSED PATH IN AREAS OF CUT OR FILL SLOPES HAVING A GRADE CHANGE OF LESS THAN ONE FOOT. MINIMUM GRADING IS TO BE PERMITTED WITHIN AN APPROXIMATE RADIUS OF 5 FEET FROM ALL TREES TO BE SAVED AS DETERMINED BY THE ENGINEER. ANY TREES TO BE SAVED WITH CANOPIES LOCATED WITHIN 5 FEET OF THE PROPOSED PATH SHALL BE TRIMMED (TREE AND ROOT) ACCORDING TO THE PLAN DETAIL, SPECIAL PROVISION AND AS DIRECTED BY THE ENGINEER.
- 41 TREE PRUNING AND TREE ROOT PRUNING SHALL OCCUR PRIOR TO ANY CONSTRUCTION EQUIPMENT ENTERING JOB SITE.
- 42 THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE, ALLOW FOR THE THICKNESS OF TOPSOIL AS SHOWN.
- 43 THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF THE INTENT TO PLANT TREES AND SHRUBS AS SHOWN ON THE PLANS PRIOR TO THE START OF HOLE EXCAVATION. IF NECESSARY, VERIFY AND ESTABLISH THE PRESENCE OF UNDERGROUND PIPES, CONDUITS OR CABLES ADJOINING OR CROSSING THE PLANTING SITE. THE ENGINEER MAY RELOCATE THE PLANTINGS AS REQUIRED.
- 44 CONTRACTOR SHALL SUBMIT CONSTRUCTION SEQUENCING PLAN TO THE ENGINEER. PLAN SHALL INCLUDE CONSTRUCTION STAGING SEQUENCE AND DURATION, CONSTRUCTION EQUIPMENT ACCESS ROUTE, ERECTION PLAN WITH SEQUENCE AND DURATION, ALL ITEMS NEEDED TO COMPLY WITH AGENCY PERMITS, ALL ITEMS NEEDED TO COMPLY WITH THE PLANS AND SPECIAL PROVISIONS. CONTRACTOR SHALL NOT BEGIN WORK UNTIL CONSTRUCTION SEQUENCING PLAN IS APPROVED BY ENGINEER.
- 45 ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:  
 A. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.  
 B. THE CONTRACTOR SHALL BE REQUIRED TO RELOCATE, MAINTAIN AND REMOVE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS.  
 C. THE CONTRACTOR SHALL REMOVE ALL UNUSED SIGNS NOT CALLED OUT TO BE RELOCATED. ALL UNUSED SIGNS SHALL BE RETURNED TO THE OWNER OR DISPOSED OF AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.  
 D. SIGNS SHALL BE INSTALLED PER IDOT HIGHWAY STANDARD 720006 AT TEMPORARY AND PERMANENT LOCATIONS.
- 46 THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES AND AT LEAST TWO WEEKS PRIOR TO PERMANENT PAVEMENT MARKING PLACEMENT.

- 47 THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- 48 ALL PEDESTRIAN ROUTES CONSTRUCTED AS PART OF THIS PROJECT SHALL BE ADA COMPLIANT.
- 49 PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF IN THE ENGINEER'S OPINION, THE SCOPE OF WORK IS CHANGED, ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SHALL BE FOLLOWED.
- 50 EXISTING BITUMINOUS PAVEMENT, MEDIAN OR DRIVEWAYS OR POZZOLANIC PAVEMENT OR BASE WHICH HAVE BEEN DELINEATED FOR REMOVAL SHALL NOT BE DESIGNATED AS UNSUITABLE BUT, CANNOT BE REUSED WITHIN THE LIMITS OF THE IMPROVEMENT WITHOUT THE EXPRESS APPROVAL OF THE ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS EXCAVATED MATERIAL BE ALLOWED FOR REUSE UNDER THE PROPOSED PATH.
- 51 UNSUITABLE MATERIAL (TOPSOIL STRIPPING) CAN BE REUSED WITHIN THE TOPSOIL FURNISH AND PLACE LIMITS ON 153RD STREET FROM STATION 107+00 TO 109+00 FROM 11 FOOT LEFT OF PATH CENTERLINE TO LIMIT, AS APPROVED BY THE ENGINEER. UNSUITABLE MATERIAL SHALL NOT BE USED IN ANY OTHER PART OF THE PROJECT.
- 52 ALL HMA STUBS SHALL BE 1'-0".
- 53 ALL CURB AND GUTTER TRANSITIONS FROM TYPE B.6-24 TO TYPE B.6-12 SHALL BE ACCOMPLISHED IN 6 FEET AND PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER, TYPE B.6-24.
- 54 ALL SAWCUTTING SHALL BE INCLUDED IN THE UNIT PRICE OF REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING SHALL NOT BE MEASURED FOR PAYMENT.
- 55 THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.
- 56 PROTECTIVE COATING SHALL BE APPLIED TO THE EXPOSED SURFACES OF CONCRETE.
- 57 THE TOTAL CUT FIGURE INCLUDES .900 ± CU. YDS. OF UNSUITABLE MATERIAL THAT IS NOT TO BE REUSED ON THIS PROJECT AND SHOULD BE WASTED IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
- 58 PROVISIONAL ITEMS ARE INCLUDED IN THE SUMMARY OF QUANTITIES FOR BIDDING PURPOSES ONLY. THESE ITEMS SHALL BE USED AT THE DIRECTION OF THE RESIDENT ENGINEER IF FIELD CONDITION REQUIRES THEIR USE.
- 59 QUANTITIES HAVE BEEN ADDED TO THE SUMMARY OF QUANTITIES FOR EROSION CONTROL. THESE ITEMS ARE TO BE PLACED AT THE DIRECTION OF THE ENGINEER AND ACCORDING TO SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- 61 A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- 62 DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
- 63 IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION AND SEDIMENT CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
- 64 IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7<sup>TH</sup> DAY AFTER WORK HAS CEASED.
- 65 STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE) AS SOON AS COLLECTION OF MATERIAL BEGINS. STOCKPILES TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
- 66 ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. DAILY INSPECTIONS ARE REQUIRED AND THE STREETS WILL BE CLEANED WHEN NECESSARY.
- 67 THE OUTLET OF ALL PUMPS USED FOR BYPASS PUMPING, OR DEWATERING WILL BE PLACED ON A NON-ERODIBLE SURFACE TO DISSIPATE THE ENERGY OF THE WATER.
- 68 THE CONTRACTOR SHALL PROVIDE ON-SITE CONCRETE TRUCK WASHOUT FACILITIES. A SUBMITTAL WILL BE MADE TO THE ENGINEER, FOR APPROVAL, SHOWING THE LOCATIONS AND TYPE OF WASHOUT FACILITIES PROPOSED.
- 69 CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED WITHIN 25 FT BEHIND THE TYPE III BARRICADES. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- 70 THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 71 THE MAXIMUM NUMBER OF SEWER STRUCTURE ADJUSTMENT RINGS SHALL BE 2, WITH A MAX ADJUSTMENT HEIGHT OF 12"; BARREL SECTIONS MAY BE NEEDED.
- 72 TRENCH BACKFILL SHALL BE PLACED IN ALL STORM SEWER TRENCHES FOR THE WIDTH OF THE TRENCH WHEREVER PART OF THE TRENCH IS WITHIN 2 FEET OF A PAVED SURFACE. TRENCH BACKFILL PLACED WITHIN 153RD ST ROW SHALL BE FA-6.
- 73 PROPOSED BIKE PATH TO BE MAINTAINED BY THE VILLAGE OF ORLAND PARK.
- 74 BITUMINOUS PRIME COAT SHALL BE APPLIED BETWEEN EACH LIFT OF HMA ACCORDING TO ARTICLE 406.05 (b) AT A RATE OF 0.03 TO 0.04 GAL/SO YD AS APPROVED BY ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED HMA ITEM.
- 75 CLEARING AND GRUBBING OF THE SITE WILL NOT BE PAID FOR SEPARATELY, IT SHALL BE PAID FOR PER SECTION 201. NOTE SOME 6" DIA TREES WILL BE SALVAGED AND TRANSPLANTED, AS SHOWN IN THE PLANS, DESCRIBED IN THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER.
- 76 ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES, WIDENING, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY, PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 77 USE OF CDDO FILL OPERATIONS; PER PUBLIC ACT 97-0137, IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CDDO) AT A CDDO FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED AS PER PUBLIC ACT 96-1416 TO USE THE SITE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

**CHRISTOPHER B. BURKE ENGINEERING, LTD.**  
 9575 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

CLIENT:



*Village of Orland Park*  
 14700 Ravinia Avenue  
 Orland Park, IL 60462

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\ORLANDPARK\110166\CVI\NOT_110166.SHT			

DSGN.	BLL	TITLE:
DWN.	EDT	<b>IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH</b>
CHKD.	JGS	
SCALE:		<b>GENERAL NOTES</b>
PLOT DATE:	10/5/2012	
CAD USER:	mgoldenber-g	
	Default	

PROJ. NO.	110166
DATE:	8/31/2012
SHEET	2 OF 47
DRAWING NO.	
<b>NOT-1</b>	





**HOT-MIX ASPHALT REQUIREMENTS**

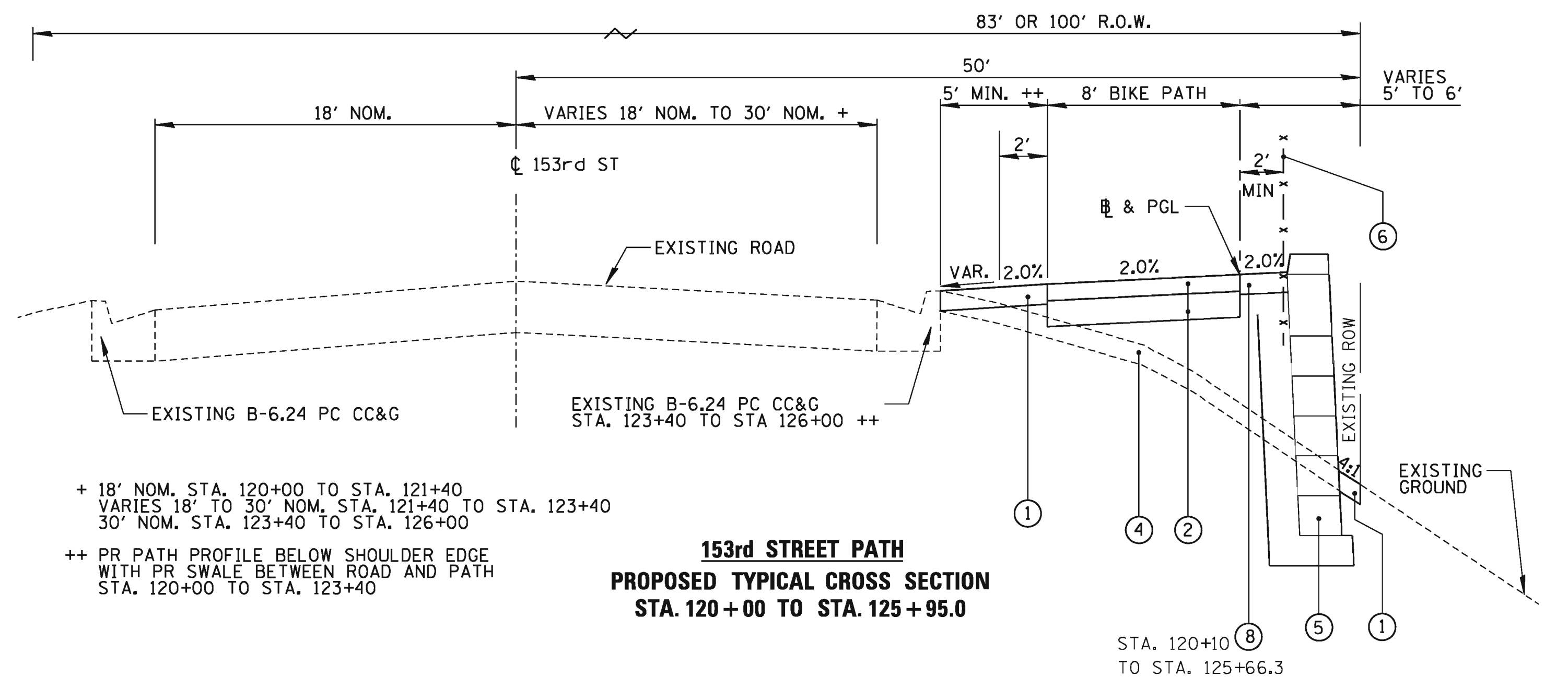
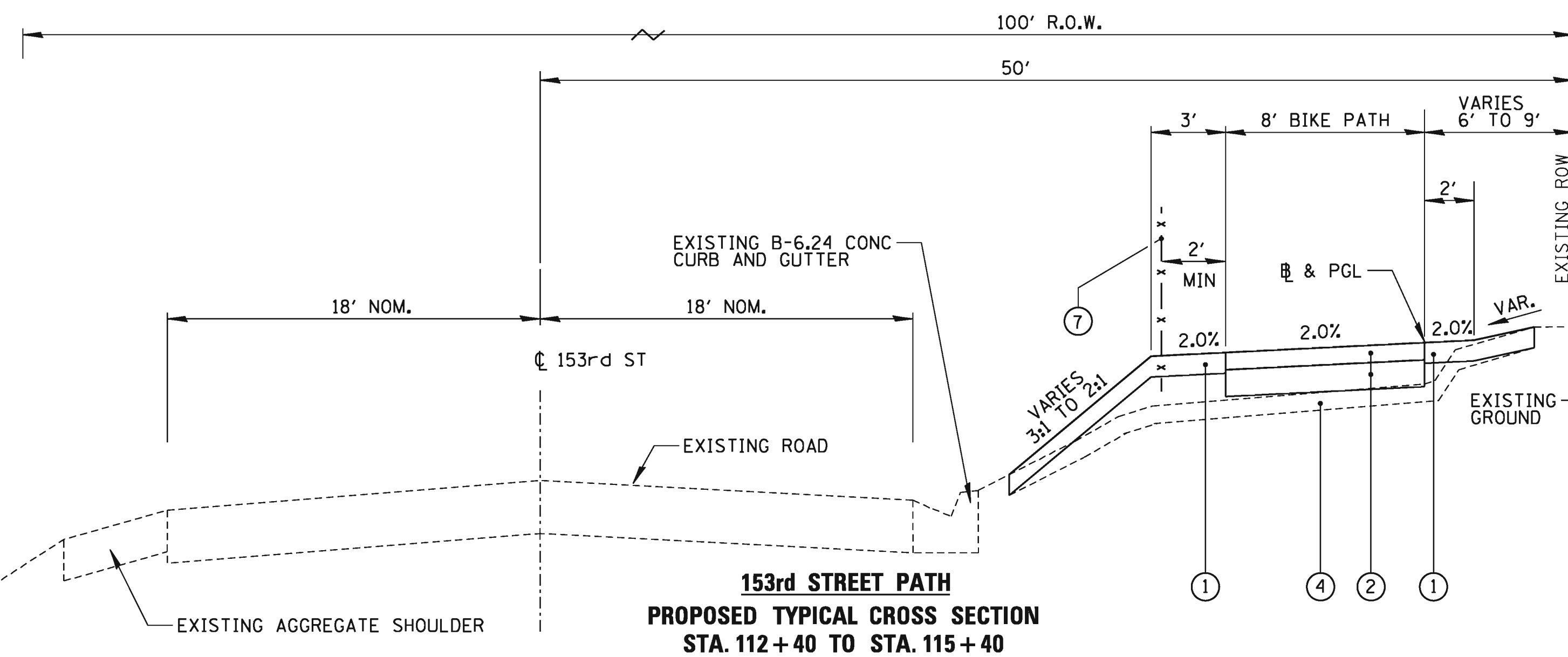
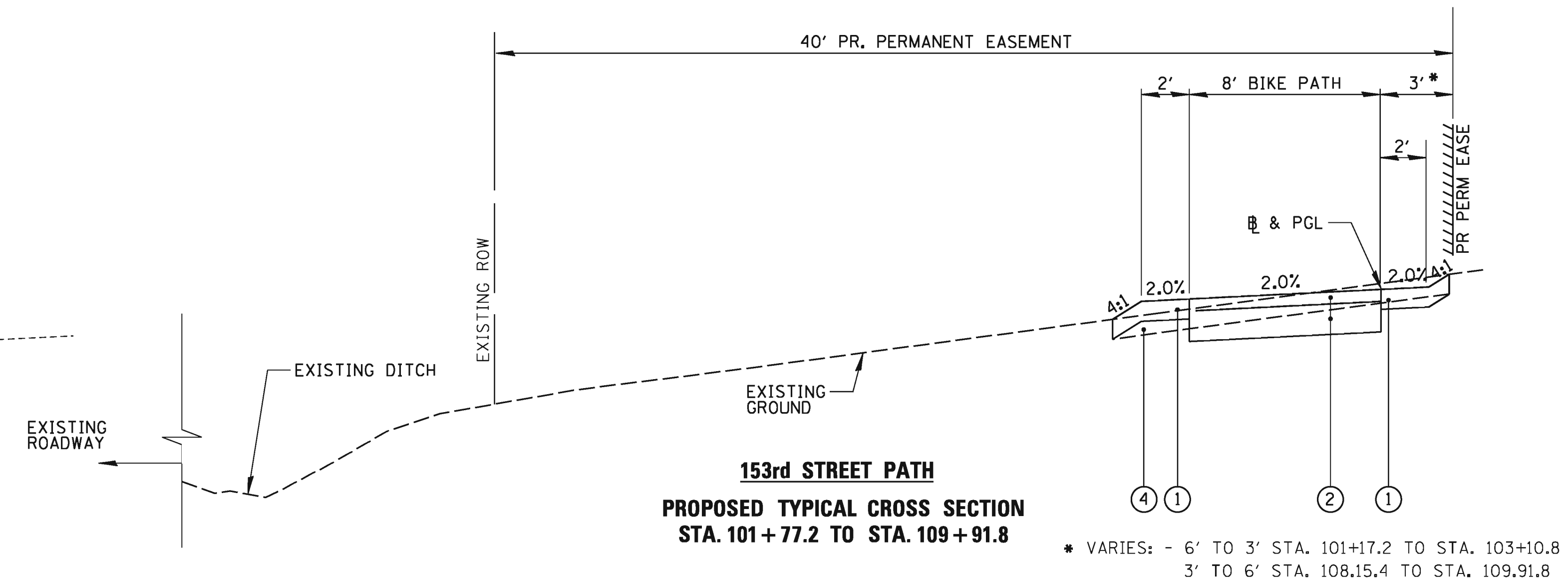
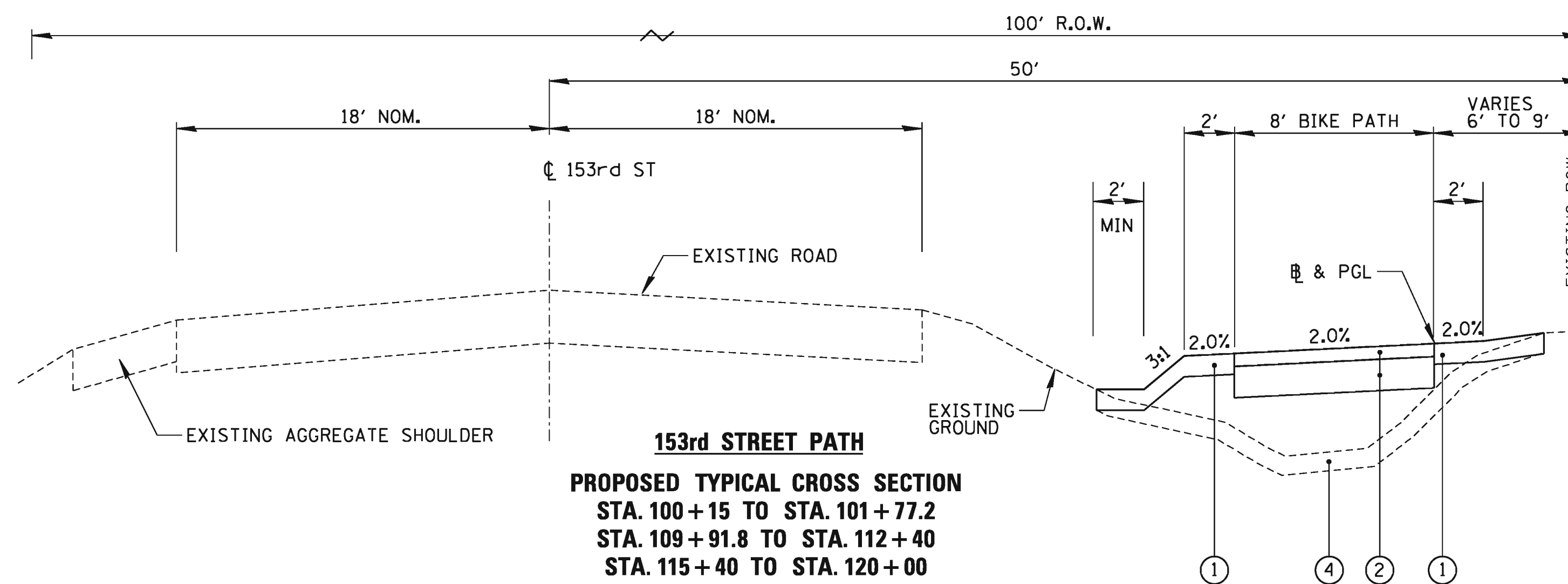
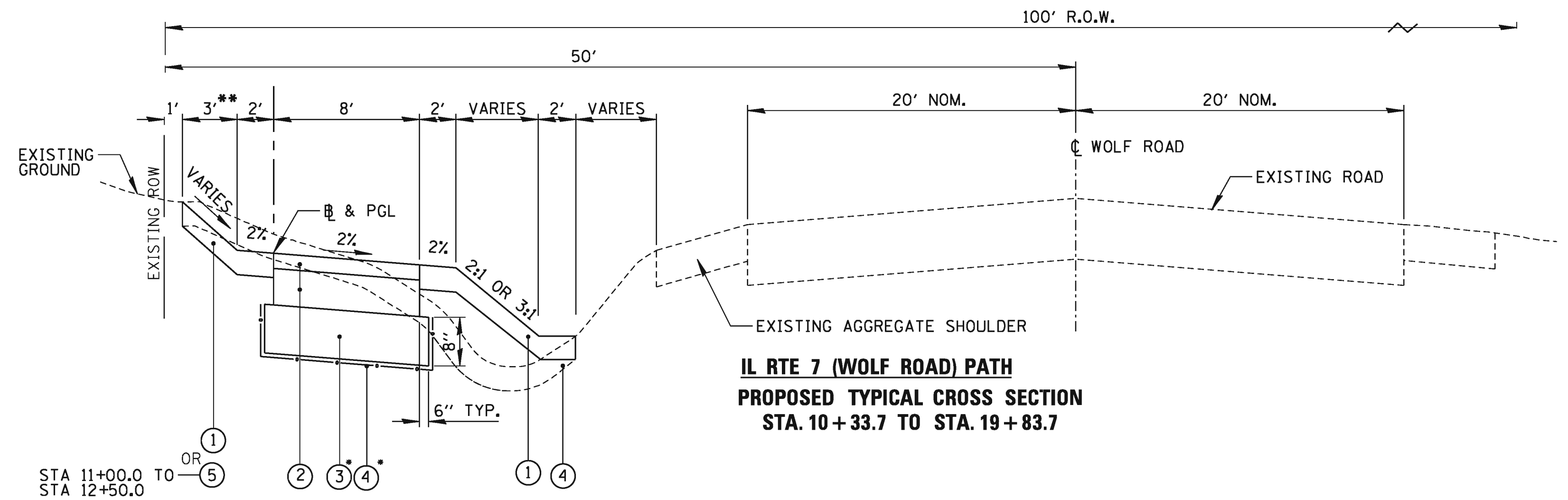
PAY ITEM	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	4% @ 50 GYR

NOTE:  
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT MATERIAL IS 112 LB/SQ YD PER INCH THICKNESS.  
 2. THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

• AS DIRECTED BY THE ENGINEER ACTUAL LOCATION AND DEPTH OF UNDERCUTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. EXCAVATION TO PROPOSED SUBGRADE ELEVATION WILL BE PAID AS EARTH EXCAVATION. EXCAVATION REQUIRED TO PLACE POROUS GRANULAR BACKFILL, SUBGRADE WILL BE PAID AS REMOVAL OF UNSUITABLE MATERIAL.  
 WOLF RD.: ANTICIPATED STA 17+00 TO STA 19+80  
 153rd ST: ANTICIPATED STA 109+50 TO STA 110+90

**LEGEND**

- |   |  |
|---|--|
| ① LANDSCAPE RESTORATION<br>EROSION CONTROL BLANKET<br>SEEDING, CLASS 2A<br>FERTILIZERS<br>TOPSOIL F&P, 4" | ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION • |
| ② HMA BIKE PATH: 8' WIDE<br>HMA SURFACE COURSE, MIX "D", N50, 2 1/2 " AGGREGATE BASE COURSE, TYPE B, 6"   | ⑤ SEGMENTAL CONCRETE BLOCK WALL                  |
| ③ REMOVAL OF UNSUITABLE MATERIAL; UNDERCUT POROUS GRANULAR EMBANKMENT, SUBGRADE •                         | ⑥ TIMBER RAILING                                 |
| ④ REMOVAL OF UNSUITABLE MATERIAL; TOPSOIL STRIP, ASSUMED 4"   | ⑦ RUSTIC WOOD POST AND RAIL FENCE                |
|   | ⑧ PCC SIDEWALK 4"                                |



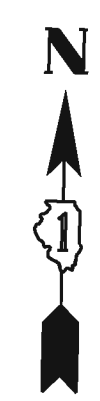
**CHRISTOPHER B. BURKE ENGINEERING, LTD.**  
 9575 W. Higgins Road, Suite 600  
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CLIENT: **Village of Orland Park**  
 14700 Ravinia Avenue  
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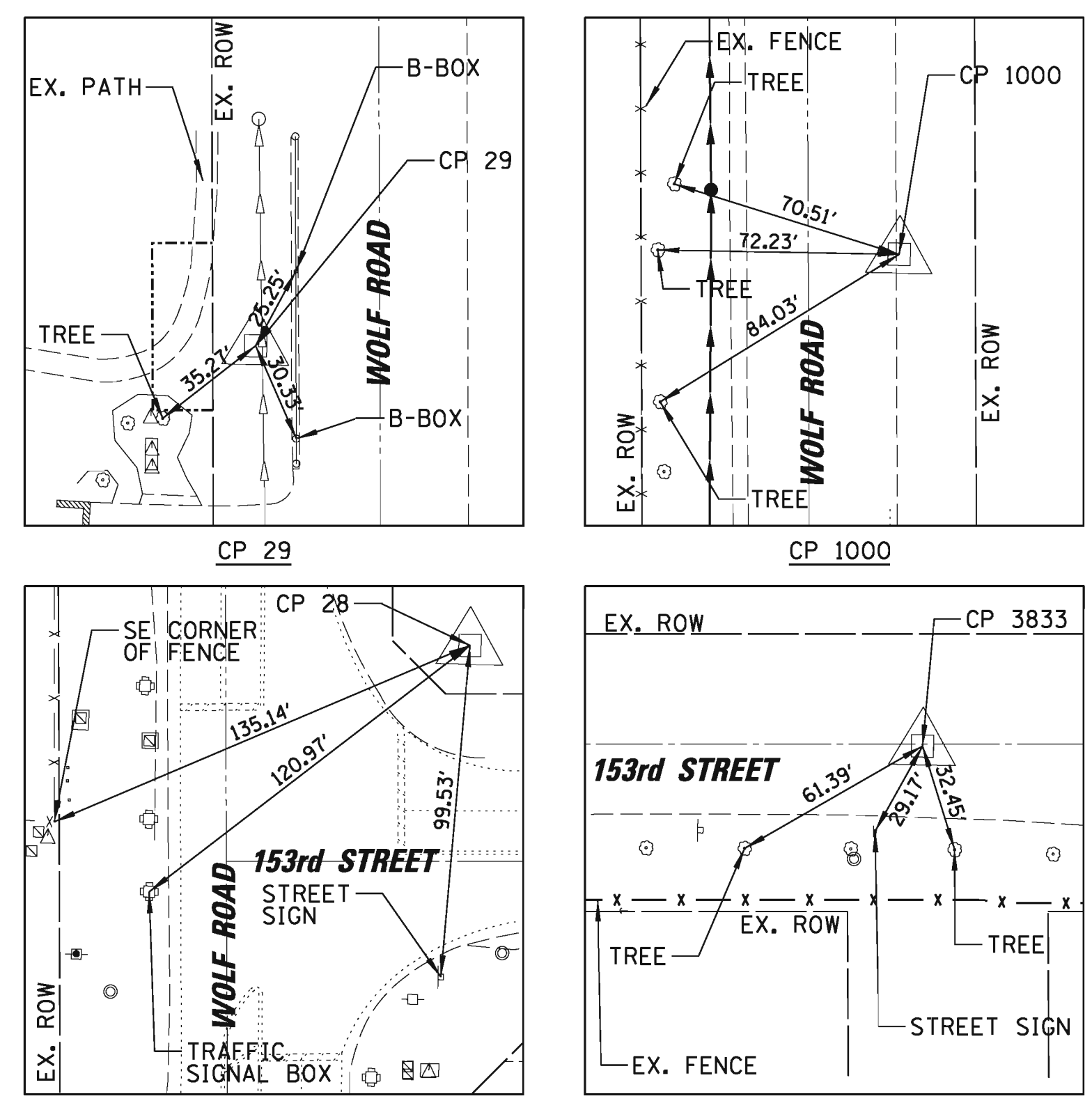
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\TYP\110166.SHT		

DSGN.	BLL	TITLE: <b>IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH TYPICAL SECTIONS</b>
DWN.	EDT	
CHKD.	JGS	
SCALE:	NTS	
PLOT DATE:	10/5/2012	
CAD USER:	mgoldenberg	
MODEL:	Default	PROJ. NO. 110166
		DATE: 8/31/2012
		SHEET 4 OF 47
		DRAWING NO.
		<b>TYP-1</b>



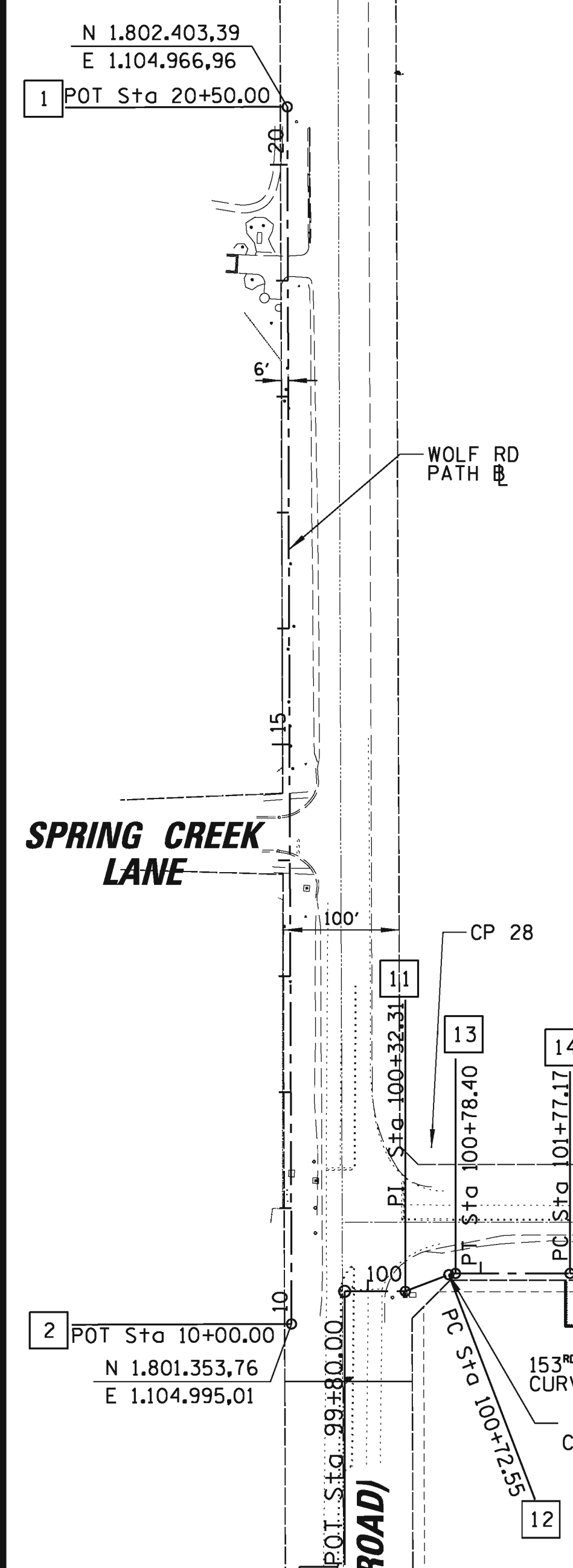


TIES



ALIGNMENT COORDINATES			
POINT NO.	STA.	NORTHING	EASTING
WOLF ROAD			
1	10+00.00	1,801,353.76	1,104,995.01
2	20+50.00	1,802,403.39	1,104,966.96
153RD STREET			
10	99+80.00	1,801,382.95	1,105,040.16
11	100+32.31	1,801,384.16	1,105,092.46
12	100+72.55	1,801,399.42	1,105,129.70
13	100+78.40	1,801,400.61	1,105,135.39
14	101+77.17	1,801,402.91	1,105,234.13
15	102+43.98	1,801,382.85	1,105,296.57
16	103+10.79	1,801,362.79	1,105,359.00
17	108+55.64	1,801,375.45	1,105,903.70
18	109+26.34	1,801,399.29	1,105,968.92
19	109+91.81	1,801,421.38	1,106,029.31
20	114+44.72	1,801,431.89	1,106,482.10
21	114+63.45	1,801,433.94	1,106,500.70
22	114+79.40	1,801,435.69	1,106,516.53
23	117+83.42	1,801,442.75	1,106,820.47
24	117+99.37	1,801,441.74	1,106,836.37
25	118+18.10	1,801,440.35	1,106,855.04
26	121+57.65	1,801,448.44	1,107,194.49
27	121+67.65	1,801,448.17	1,107,204.49
28	121+77.66	1,801,447.90	1,107,214.49
29	127+00.00	1,801,460.03	1,107,736.69

ELEVATION BENCHMARKS DATUM: NGVD OF 1929		
NO.	DESCRIPTION	ELEV.
RM-3	CHISELED SQUARE LOCATED ON THE NORTH END OF EAST HEADWALL OF TINLEY CREEK CULVERT UNDER 82ND AVENUE	666.72
RM-6	PAINT MARK LOCATED AT THE NORTHWEST CORNER OF NORTH HEADWALL OF THE WHEELER DRIVE BRIDGE OVER TINLEY CREEK	683.40
AJ2769	METAL ROD 76' NORTH OF THE ENTRANCE TO ADDRESS 16125, 49' SOUTH OF A VALVE VAULT, 32' SOUTHWEST OF PK NAIL IN POWER POLE, 26' NORTH OF THE ORLAND TOWNSHIP HIGHWAY DEPARTMENT SIGN, AND 2.0' WEST OF AN ORANGE FIBERGLASS WITNESS POST	714.58
AJ2767	METAL ROD 107.3' SOUTHWEST OF A POWER POLE LOCATED EAST OF RT. 6, 101' SOUTH OF A BITUMINOUS ENTRANCE, 35' NORTH OF POWER POLE, 24' WEST OF THE EDGE OF PAVEMENT, AND 2' EAST OF AN ORANGE FIBERGLASS WITNESS POST	711.48
TBM 9	RAILROAD SPIKE IN WEST FACE OF POLE (POLE# 486171A6) ON EAST SIDE 109TH STREET APPROX. 120' NORTH OF 153RD STREET	721.65
OSBM 1	SQUARE CUT ON NORTHWEST CORNER OF TRAFFIC HAND HOLE APPROXIMATELY 250' ± WEST OF 108TH AVENUE ON SOUTH SIDE OF 153RD STREET	724.09
OSBM 2	SOUTHWEST BOLT OF HYDRANT AT NORTHWEST CORNER OF 153RD STREET & 109TH STREET	730.55



153RD ST CURVE DATA

<p>PROP. CURVE 153RD-1 PI STA. = 100+75.51 Δ = 20° 56' 54" (RT) D = 358' 05" 55" R = 16.00' T = 2.96' L = 5.85' E = 0.27' P.C. STA = 100+72.55 P.T. STA = 100+78.40</p>	<p>PROP. CURVE 153RD-2 PI STA. = 102+11.88 Δ = 38° 16' 46" (RT) D = 57' 17" 45" R = 100.00' T = 34.71' L = 66.81' E = 5.85' P.C. STA = 101+77.17 P.T. STA = 102+43.98</p>	<p>PROP. CURVE 153RD-3 PI STA. = 102+78.69 Δ = 38° 16' 46" (LT) D = 57' 17" 45" R = 100.00' T = 34.71' L = 66.81' E = 5.85' P.C. STA = 102+43.98 P.T. STA = 103+10.79</p>	<p>PROP. CURVE 153RD-4 PI STA. = 108+92.31 Δ = 37° 30' 31" (LT) D = 53' 03' 06" R = 108.00' T = 36.67' L = 70.70' E = 6.06' P.C. STA = 108+55.64 P.T. STA = 109+26.34</p>	<p>PROP. CURVE 153RD-5 PI STA. = 109+60.29 Δ = 37° 30' 31" (RT) D = 57' 17" 45" R = 100.00' T = 33.95' L = 65.46' E = 5.61' P.C. STA = 109+26.34 P.T. STA = 109+91.81</p>	<p>PROP. CURVE 153RD-6 PI STA. = 114+54.11 Δ = 9° 56' 11" (LT) D = 53' 03' 06" R = 108.00' T = 9.39' L = 18.73' E = 0.41' P.C. STA = 114+44.72 P.T. STA = 114+63.45</p>
<p>PROP. CURVE 153RD-7 PI STA. = 114+71.44 Δ = 9° 56' 11" (RT) D = 62' 16' 41" R = 92.00' T = 8.00' L = 15.95' E = 0.35' P.C. STA = 114+63.45 P.T. STA = 114+79.40</p>	<p>PROP. CURVE 153RD-8 PI STA. = 117+91.41 Δ = 9° 56' 11" (RT) D = 62' 16' 41" R = 92.00' T = 8.00' L = 15.95' E = 0.35' P.C. STA = 117+83.42 P.T. STA = 117+99.37</p>	<p>PROP. CURVE 153RD-9 PI STA. = 118+08.76 Δ = 9° 56' 11" (LT) D = 53' 03' 06" R = 100.00' T = 9.39' L = 18.73' E = 0.41' P.C. STA = 117+99.37 P.T. STA = 118+18.10</p>	<p>PROP. CURVE 153RD-10 PI STA. = 121+62.65 Δ = 5° 44' 03" (RT) D = 57' 17" 45" R = 100.00' T = 5.01' L = 10.01' E = 0.13' P.C. STA = 121+57.65 P.T. STA = 121+67.65</p>	<p>PROP. CURVE 153RD-11 PI STA. = 121+72.66 Δ = 5° 44' 03" (LT) D = 57' 17" 45" R = 100.00' T = 5.01' L = 10.01' E = 0.13' P.C. STA = 121+67.65 P.T. STA = 121+77.66</p>	

HORIZONTAL CONTROL POINTS (153rd STREET)						
POINT NO.	NORTHING (Y)	EASTING (X)	ELEVATION	DESCRIPTION	STATION	OFFSET
CP 27	1,801,513.42	1,105,890.59	707.44	CP-IP	108+45.74	138.24' LT
CP 26	1,801,519.54	1,106,505.02	728.55	CP-IP	114+74.41	84.35' LT
CP 3833	1,801,491.62	1,107,181.20	729.19	CP-PK	121+45.36	43.48' LT
3832	1,801,462.83	1,107,346.95	724.00	VERTICAL CONTROL STATION	OFFSITE	OFFSITE

HORIZONTAL CONTROL POINTS (WOLF ROAD)						
POINT NO.	NORTHING (Y)	EASTING (X)	ELEVATION	DESCRIPTION	STATION	OFFSET
CP 30	1,800,633.67	1,105,108.50	722.10	CP-IP	OFFSITE	OFFSITE
1054	1,801,413.59	1,104,992.43	710.14	VERTICAL CONTROL STATION	10+59.87	0.98' LT
CP 28	1,801,508.50	1,105,108.00	710.71	CP-IP	11+51.66	117.09' RT
CP 1000	1,801,935.98	1,105,050.68	703.02	CP-REBAR	15+80.52	71.21' RT
TBM 11	1,802,238.03	1,104,955.22	698.87	VERTICAL CONTROL STATION	18+85.02	16.65' LT
CP 29	1,802,322.79	1,104,975.99	697.06	HORIZONTAL CONTROL STATION	19+69.19	6.88' RT





























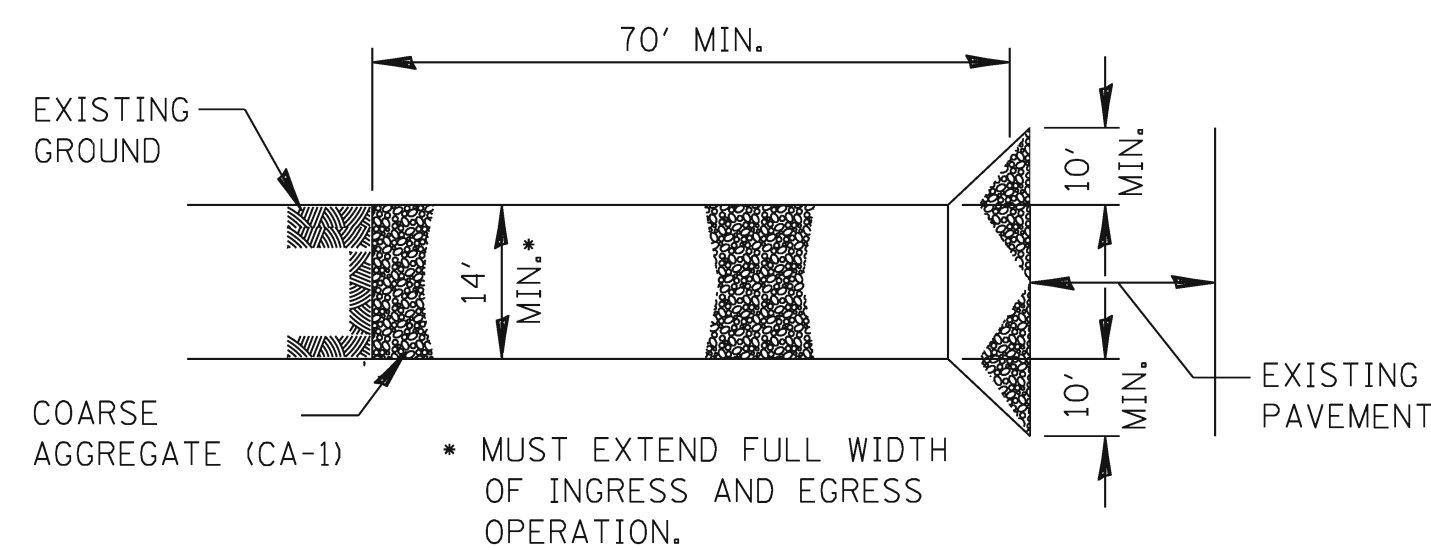


**EROSION CONTROL NOTES**

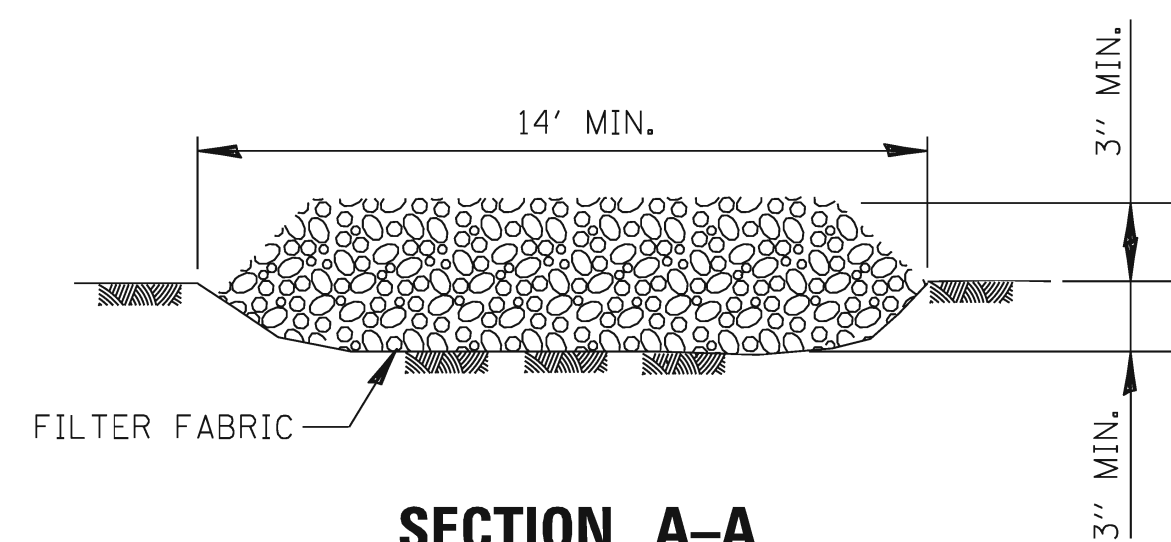
1. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SEEDING IS PERFORMED.
2. PROPERTIES AND CHANNELS ADJOIN THE DEVELOPMENT SITE SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.
3. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
4. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE.
5. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
6. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURES).
7. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
8. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF COOK COUNTY.
9. THE CONTRACTOR SHALL PROVIDE ADEQUATE RECEPTACLES FOR THE DEPOSITION OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, WATER OF THE U.S. OR ISOLATED WATERS OF MCHENRY COUNTY. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
10. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.
11. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
12. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
13. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

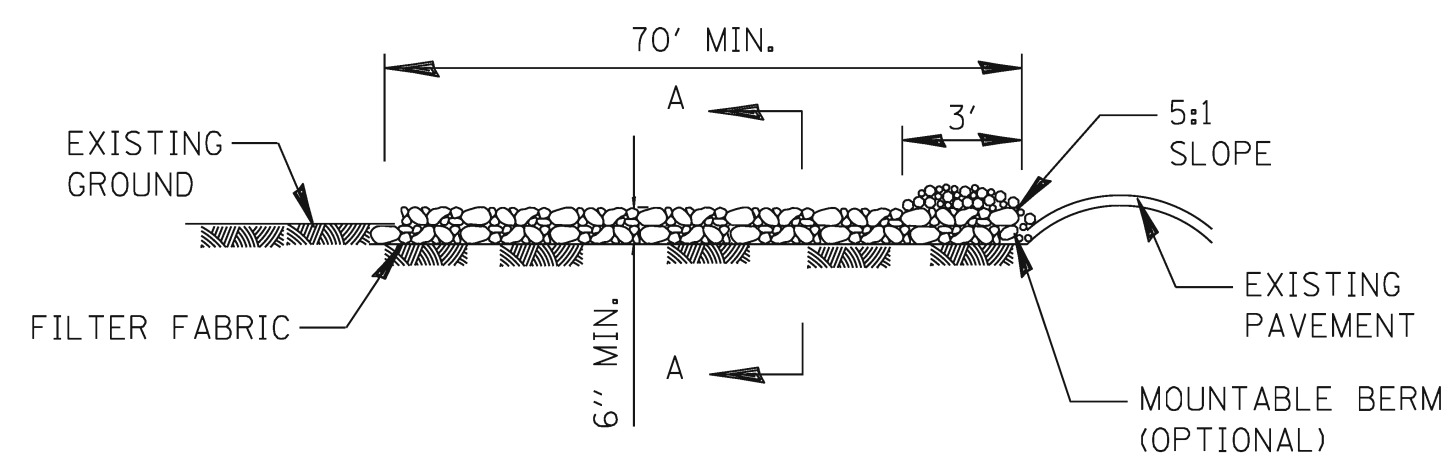
1. ONE LANE OF TRAFFIC WILL BE MAINTAINED AT ALL TIMES.
2. THE CONTRACTOR SHALL NOTIFY IDOT AND THE VILLAGE OF ORLAND PARK TEN (10) DAYS PRIOR TO THE ESTIMATED DATE THAT THE ROADWAY WILL BE READY FOR THE APPLICATION OF PERMANENT PAVEMENT MARKING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE ROADWAY CLEANED OF ANY DIRT, GRAVEL, OIL, ETC. ON THE DAY PAVEMENT MARKINGS ARE APPLIED.
3. BARRICADE MINIMUM SPACING: 50' C-C TANGENT SECTION, 20' C-C SHIFTS, DROPS AND IN MEDIANS, 15' C-C AT CORNERS, OR AS SHOWN ON HIGHWAY STANDARDS AND DISTRICT ONE DETAILS.
4. ALL SIGNAGE TO BE IN ACCORDANCE WITH MUTCD. SUGGESTED MAINTENANCE OF TRAFFIC SHOWN IS MINIMUM REQUIRED; CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL MEASURES AS DIRECTED BY RESIDENT ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
5. CONTRACTOR SHALL SUBMIT CONSTRUCTION SEQUENCING PLAN TO THE ENGINEER. PLAN SHALL INCLUDE CONSTRUCTION STAGING SEQUENCE AND DURATION, CONSTRUCTION EQUIPMENT ACCESS ROUTE, ERECTION PLAN WITH SEQUENCE AND DURATION, ALL ITEMS NEEDED TO COMPLY WITH USACOE PERMIT AND OTHER PERMITS, ALL ITEMS NEEDED TO COMPLY WITH THE PLANS AND SPECIAL PROVISIONS. CONTRACTOR SHALL NOT BEGIN WORK UNTIL CONSTRUCTION SEQUENCING PLAN IS APPROVED BY ENGINEER.
6. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES AND AT LEAST TWO WEEKS PRIOR TO PERMANENT PAVEMENT MARKING PLACEMENT.
7. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.
8. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.



**CONSTRUCTION ENTRANCE PLAN VIEW**



**SECTION A-A**



**SIDE ELEVATION**

NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1 OR 2, CLASS I, II OR IV AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4 AND BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 25 ROCKFILL USING PLACEMENT METHOD 1 AND CLASS III COMPACTION.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.

**STABILIZED CONSTRUCTION ENTRANCE**

**STAGING NOTES**

1. INSTALL TRAFFIC CONTROL DEVICES PER MUTCD, STANDARDS, AND AS DIRECTED BY ENGINEER.
2. INSTALL ALL TEMPORARY SEDIMENT AND EROSION CONTROLS AND TEMPORARY ENTRANCES.
3. CONSTRUCT STORM SEWERS, RETAINING WALLS, PATH, ENTRANCES, AND LANDSCAPE RESTORATION.
4. COMPLETE ALL PUNCH LIST ITEMS.
5. REMOVE TEMPORARY SEDIMENT AND EROSION CONTROL SYSTEMS AS DIRECTED BY ENGINEER.

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\ORLANDPARK\110166\CLV\11\ECP\MOTNOT_110166.SHT			

DSGN.	BLL	TITLE:
DWN.	EDT	<b>IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH                  SEDIMENT &amp; EROSION CONTROL NOTES                  AND MAINTENANCE OF TRAFFIC NOTES</b>
CHKD.	JGS	
SCALE:	NTS	
PLOT DATE:	10/5/2012	
CAD USER:	mgoldenberg	
CHKD.	MODEL:	Default

PROJ. NO.	110166
DATE:	8/31/2012
SHEET	13 OF 47
DRAWING NO.	ECP-MOT





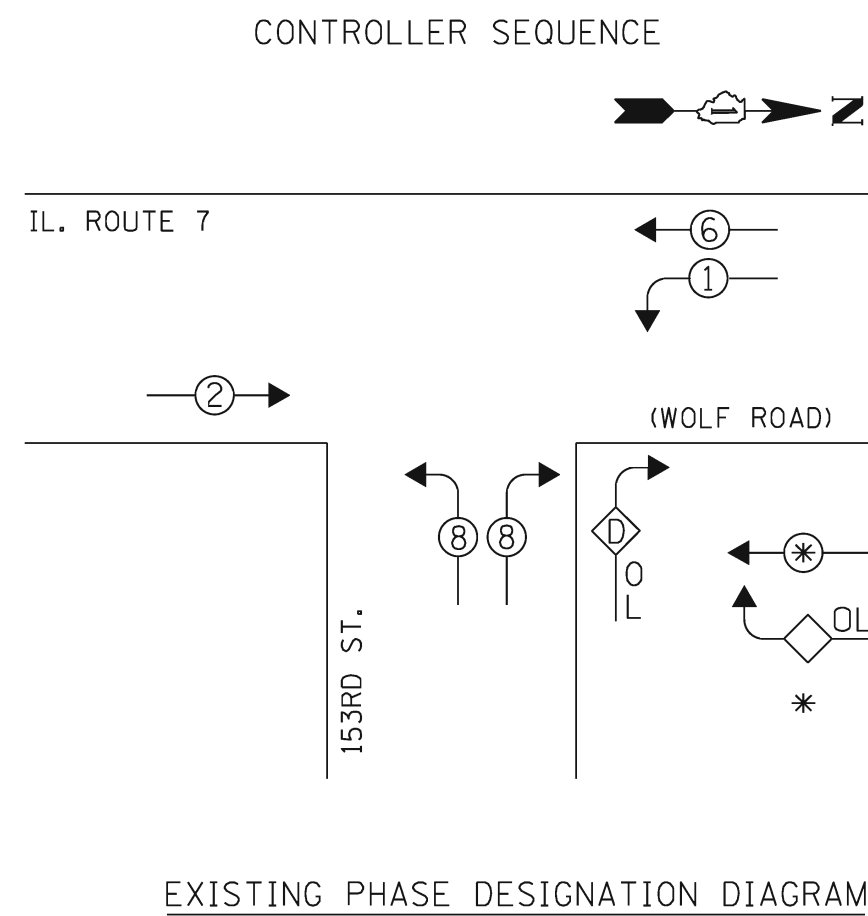






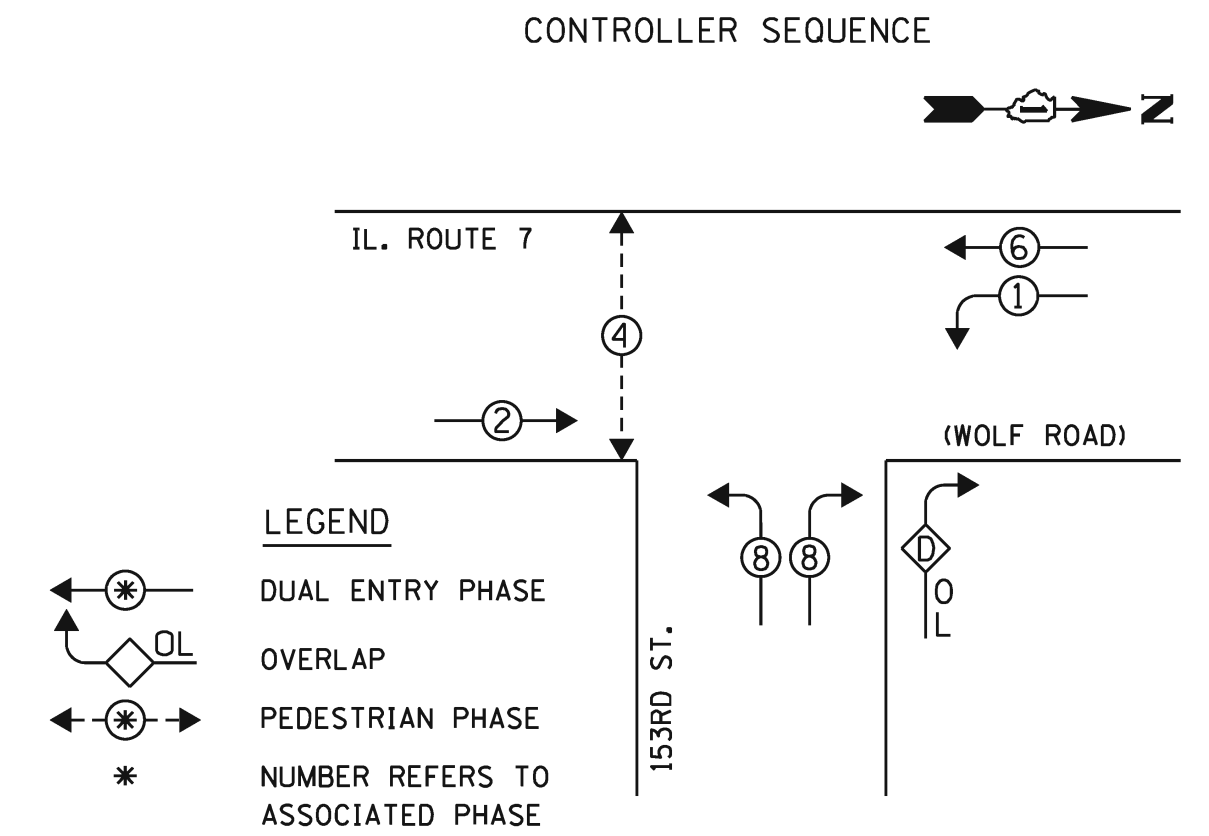






LEGEND

- DUAL ENTRY PHASE
- OVERLAP
- NUMBER REFERS TO ASSOCIATED PHASE

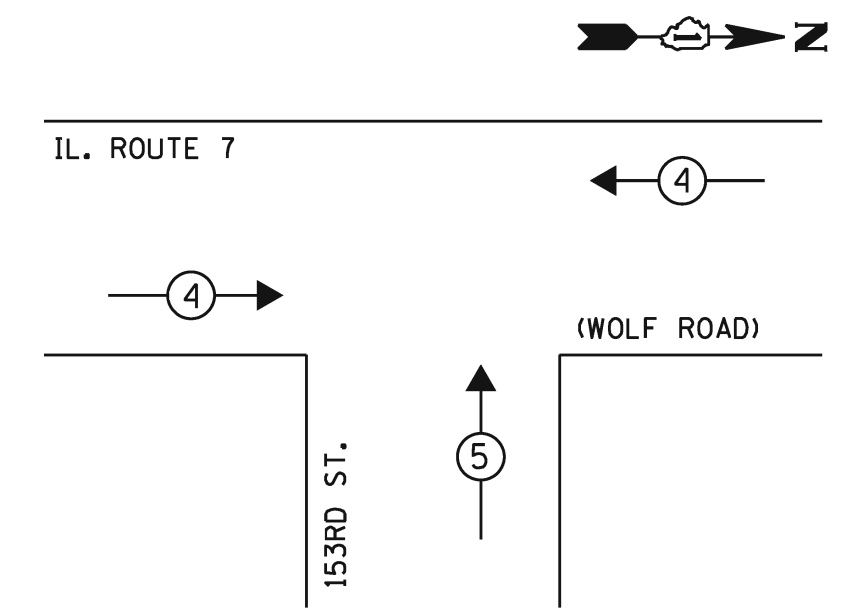


PROPOSED PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
D	= 8	+ 1

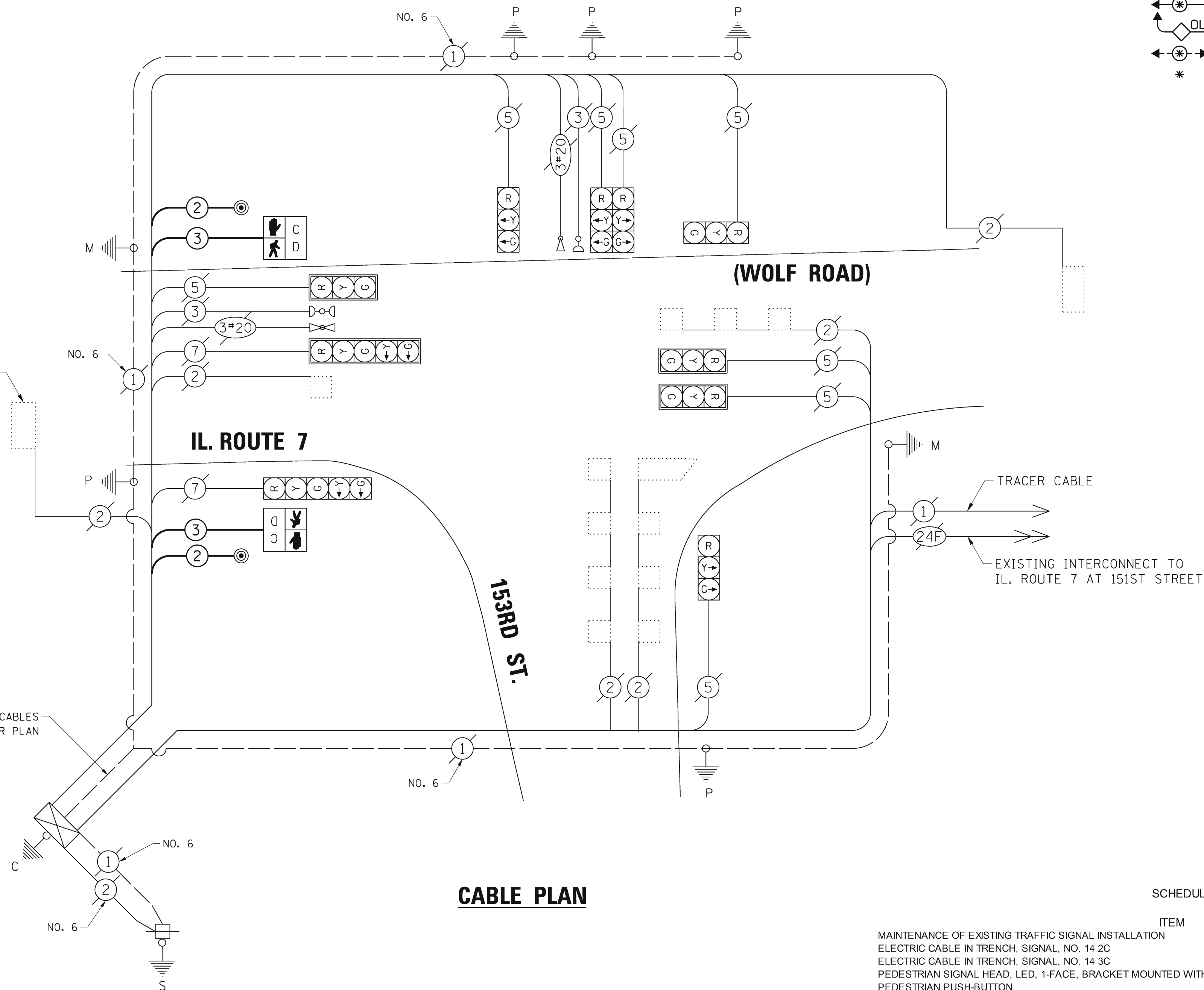
EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	4	5
MOVEMENT	← →	↑

EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

NUMBER OF CABLES PER PLAN



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN TRENCH, SIGNAL, NO. 14 2C	FOOT	181
ELECTRIC CABLE IN TRENCH, SIGNAL, NO. 14 3C	FOOT	195
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN PUSH-BUTTON	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	10	135		0.50	675.00
(YELLOW)	10	135		0.25	337.50
(GREEN)	10	135		0.25	337.50
ARROW	4	135		0.10	54.00
PED. SIGNAL	2	90		1.00	180.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN	-	252		0.05	-
VIDEO SYSTEM	-	150		1.00	-
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 1684.00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAY/DISTRICT 1  
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096  
 ENERGY SUPPLY: CONTACT: DOUG BROWNFIELD  
 PHONE: (708) 235-2339  
 COMPANY: COMED

**CHRISTOPHER B. BURKE ENGINEERING, LTD.**  
 9575 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500

CLIENT: **Village of Orland Park**  
 14700 Ravinia Avenue  
 Orland Park, IL 60462

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\ORLANDPARK\110166\Traffic\CAB_153-Wolf.dgn			

DSGN. BLL ABR  
 DW. EDT FPB  
 CHKD. JGS GMZ  
 SCALE: NOT TO SCALE  
 PLOT DATE: 10/5/2012  
 CAD USER: mgoldenberg  
 TITLE: **IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE**

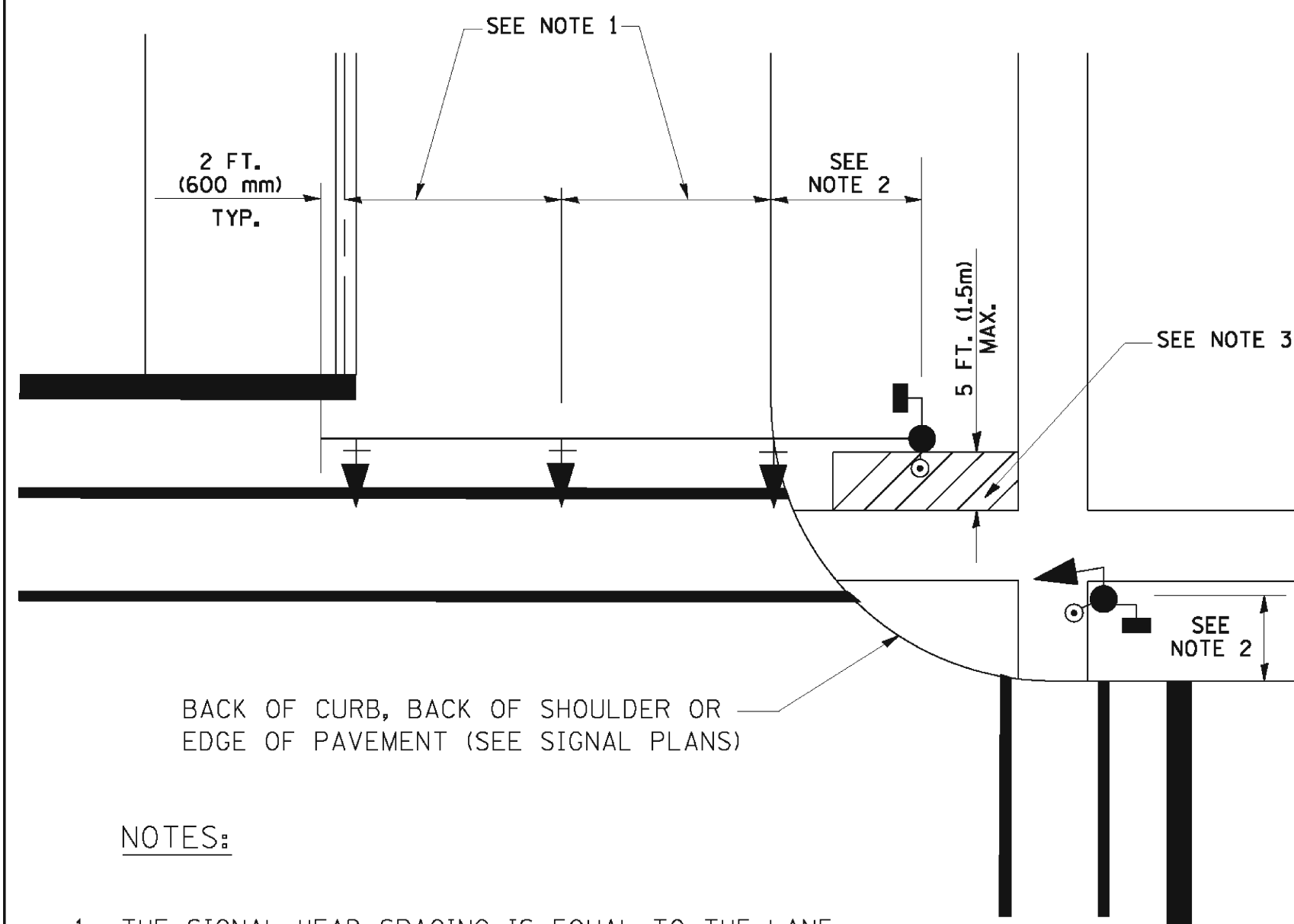
PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 17 OF 47  
 DRAWING NO. **TS\_2**





**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

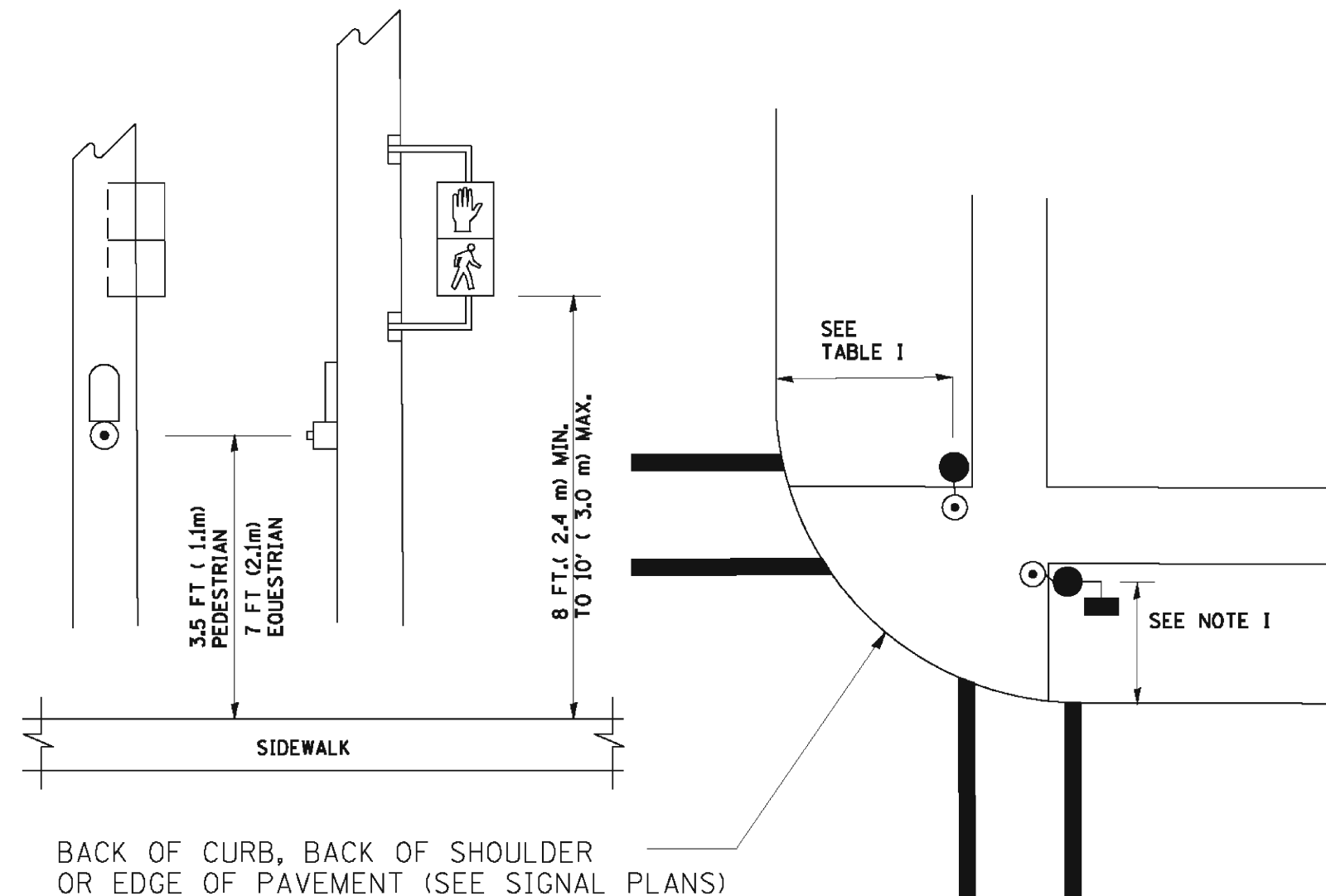
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

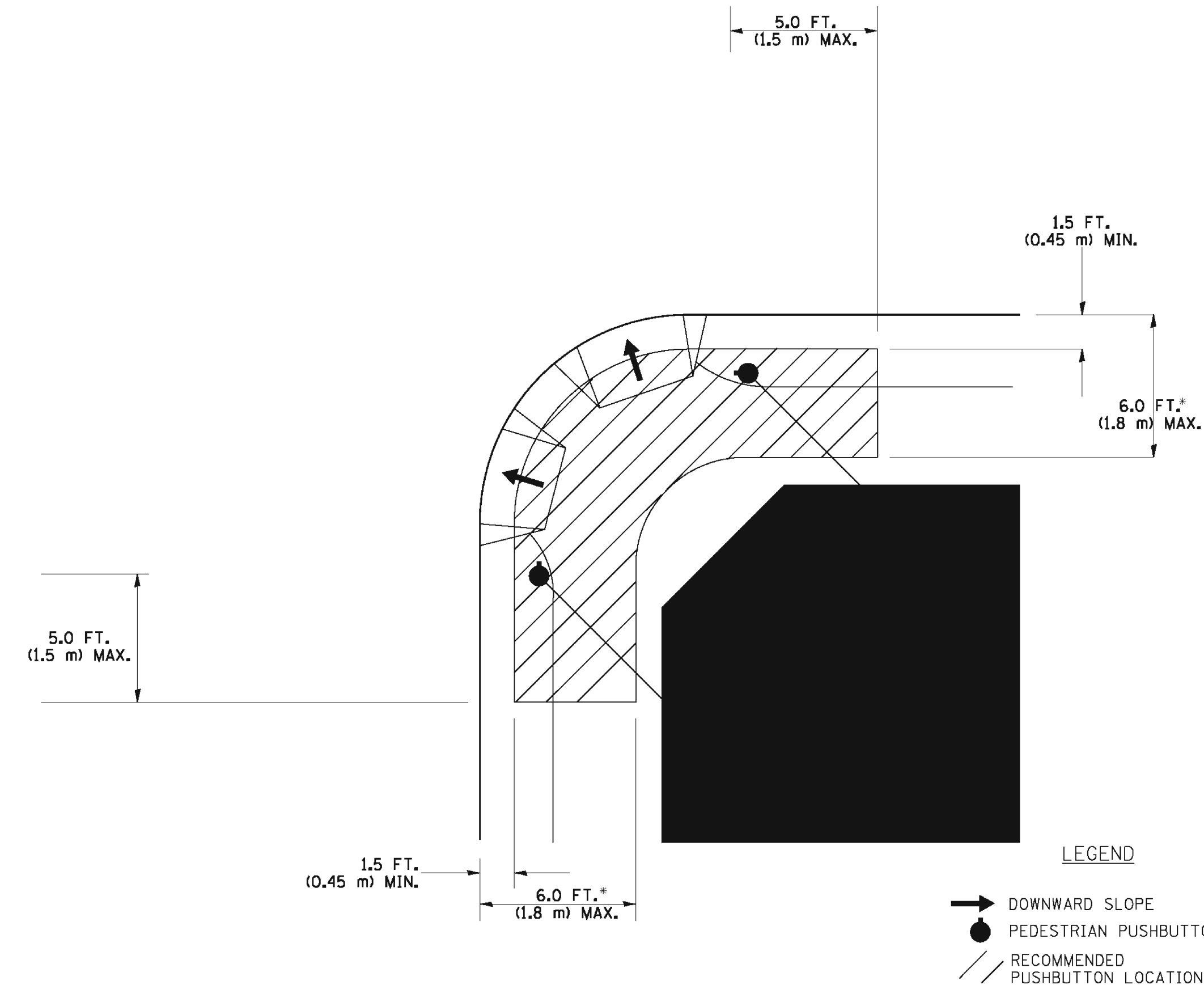
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

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

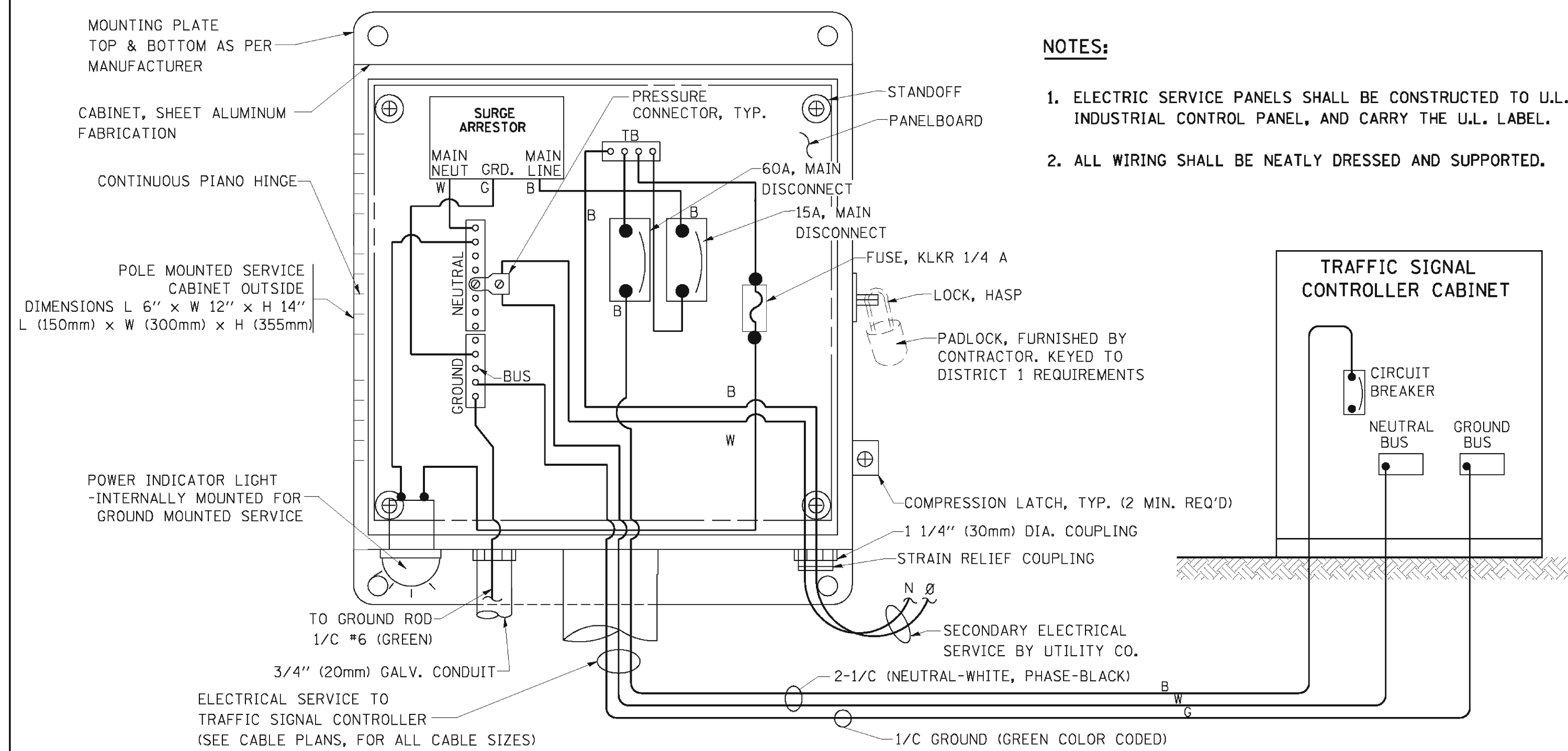
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

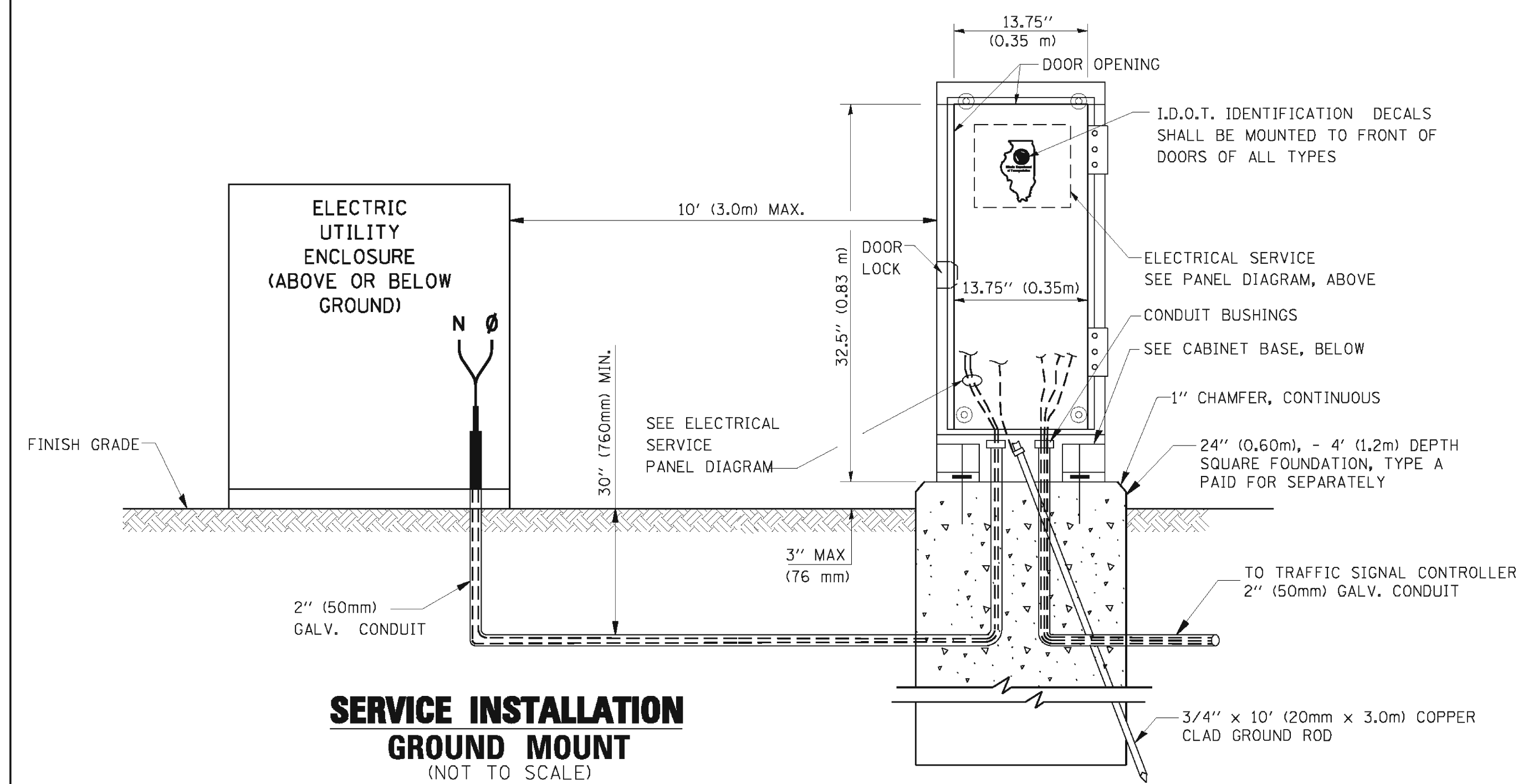
**NOTES:**

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



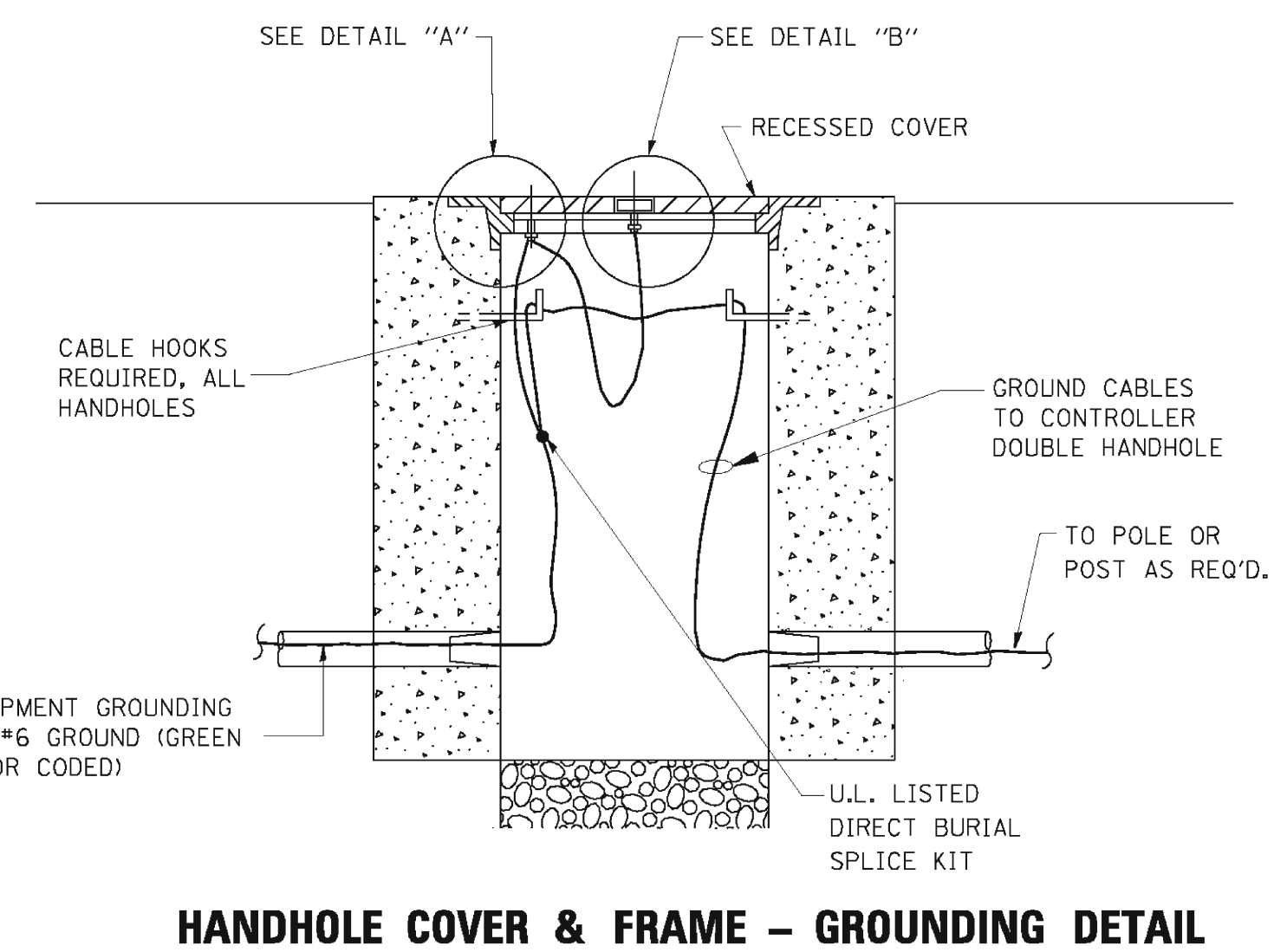
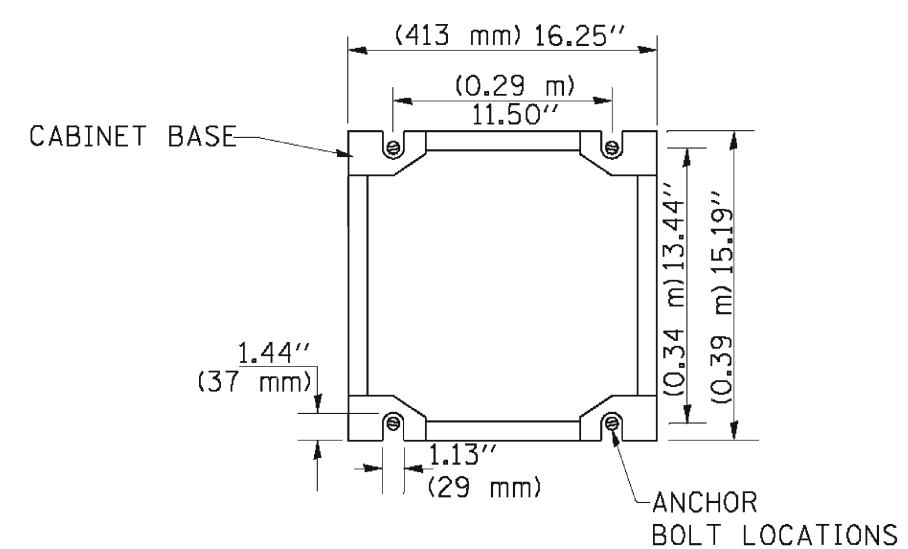


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

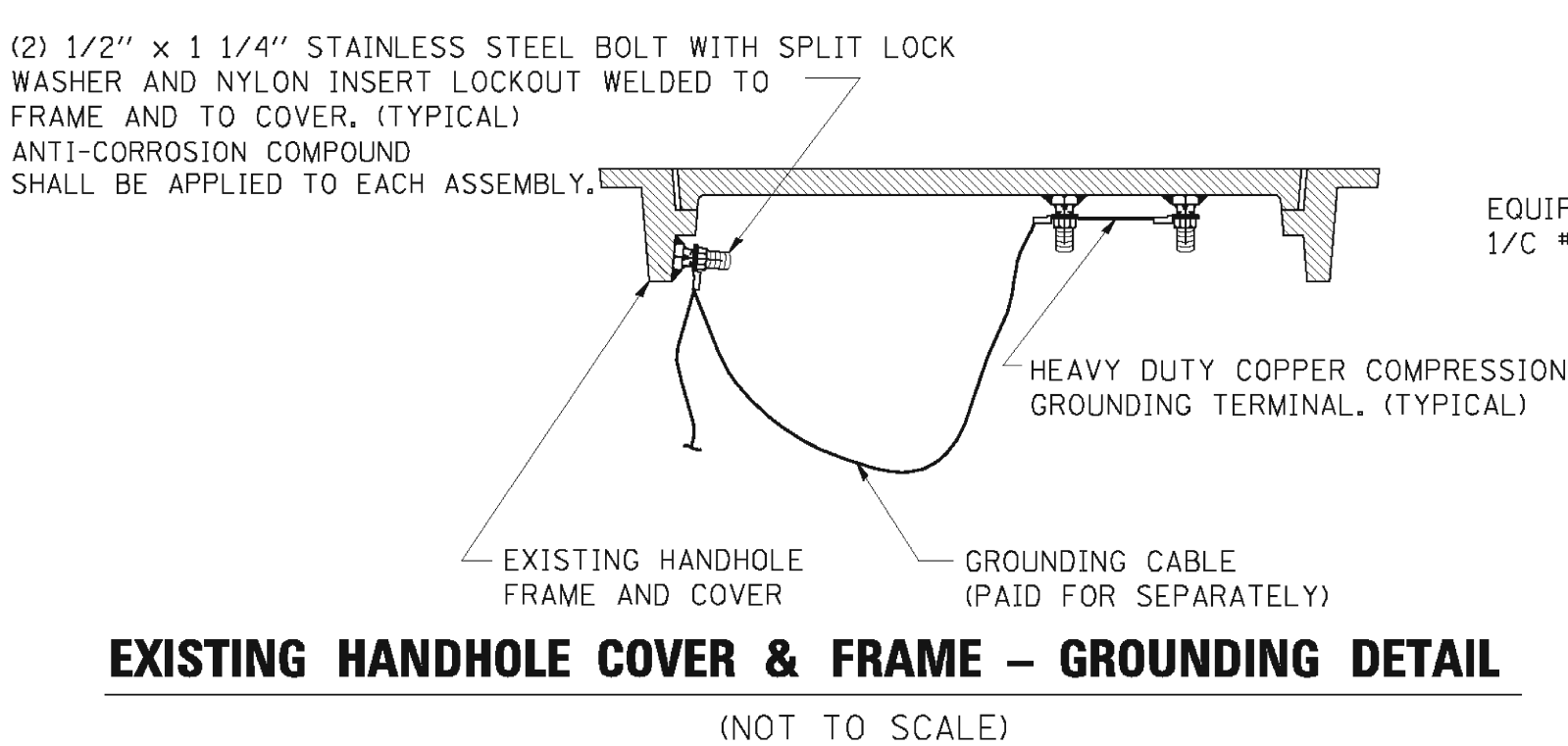


**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

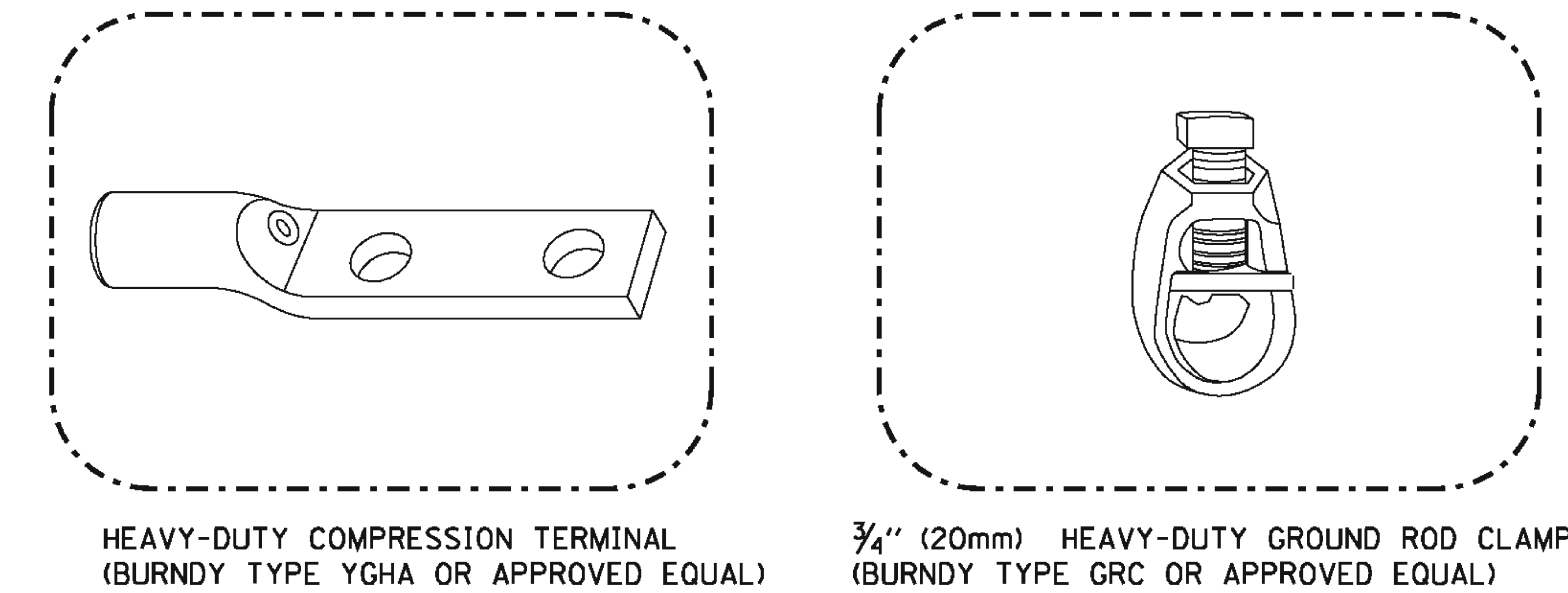
**CABINET – BASE BOLT PATTERN**  
 (NOT TO SCALE)



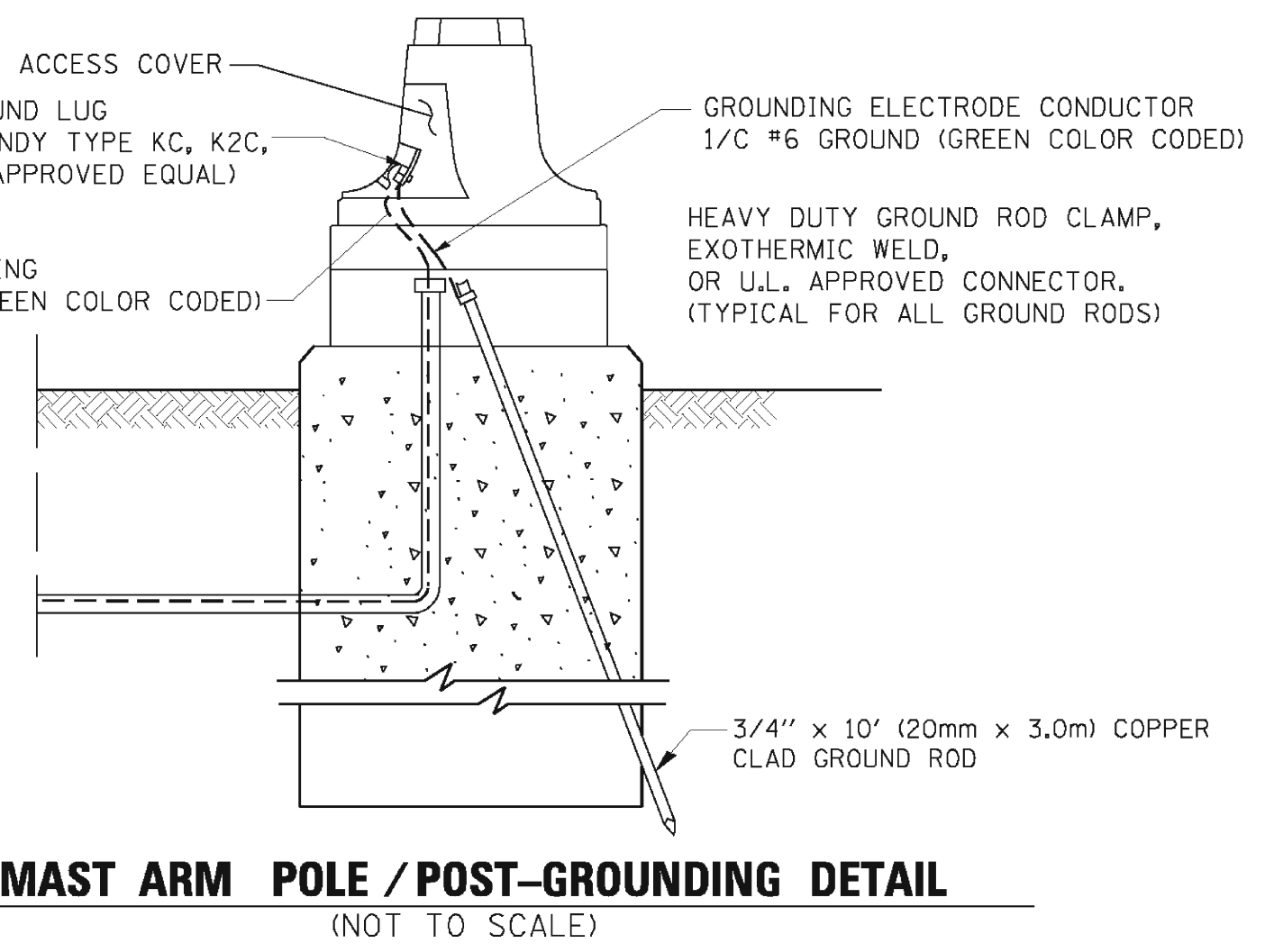
**HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (NOT TO SCALE)



**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
 (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.



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

**NOTES:**

**GROUNDING SYSTEM**

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

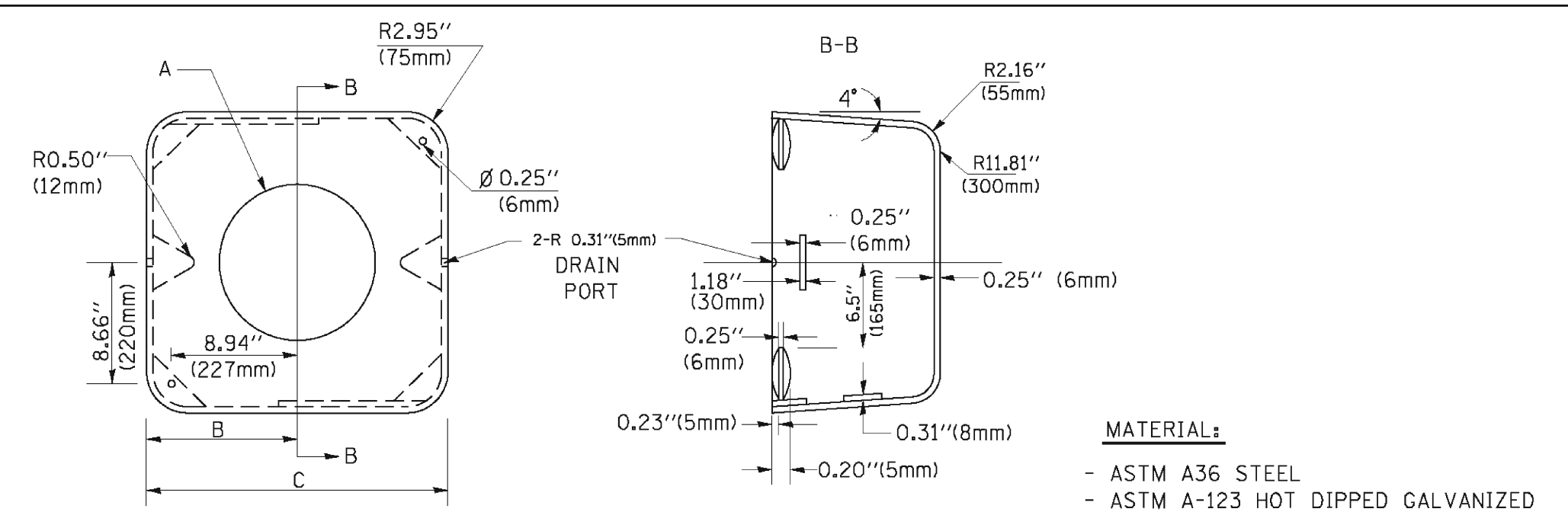
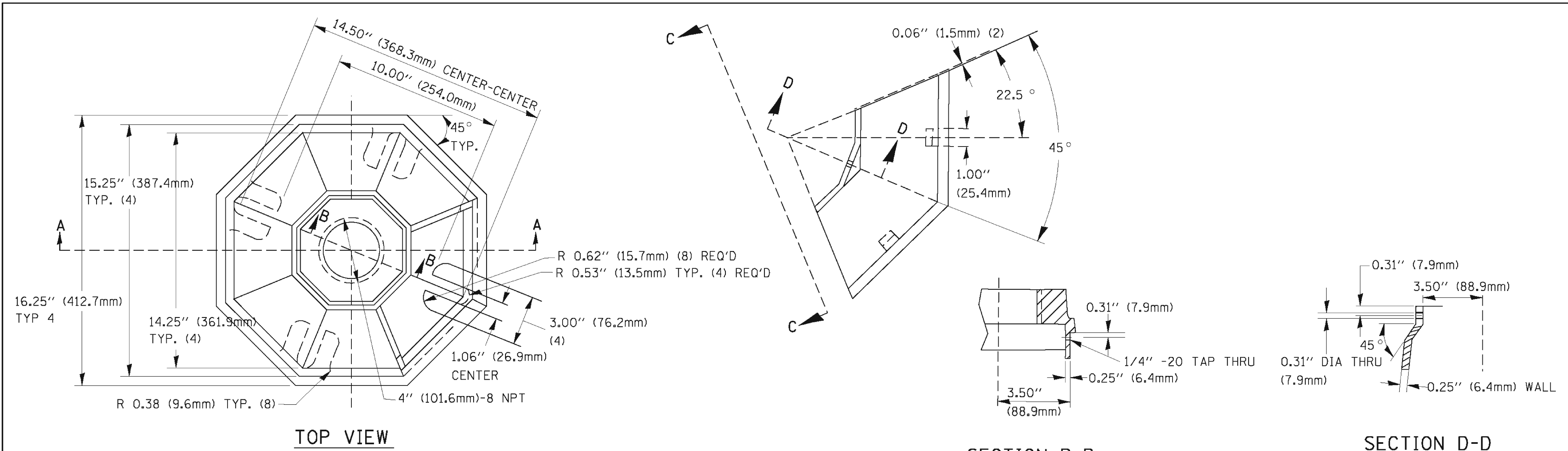
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		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE    SHEET NO. 3 OF 6 SHEETS    STA.    TO STA.

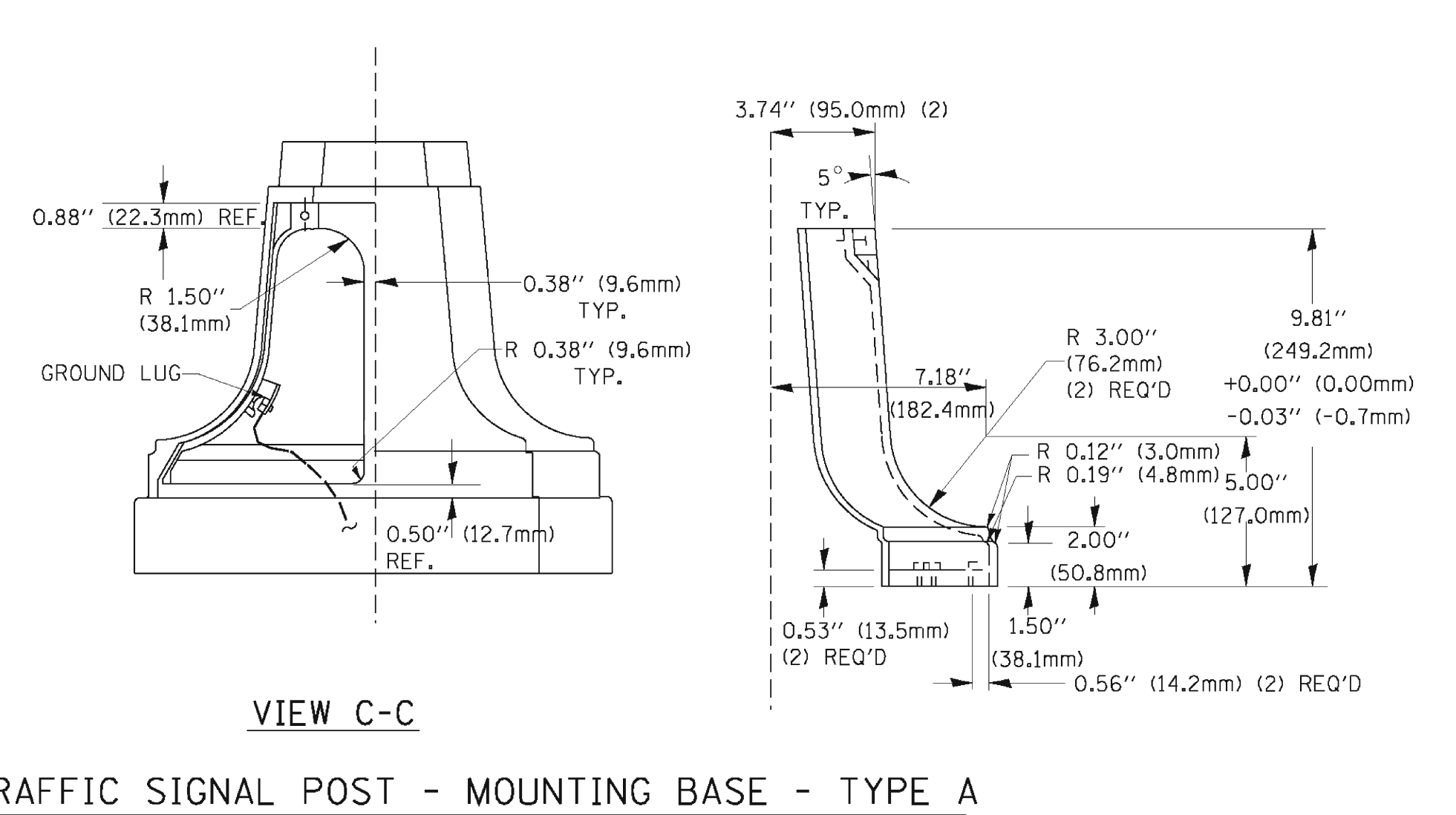
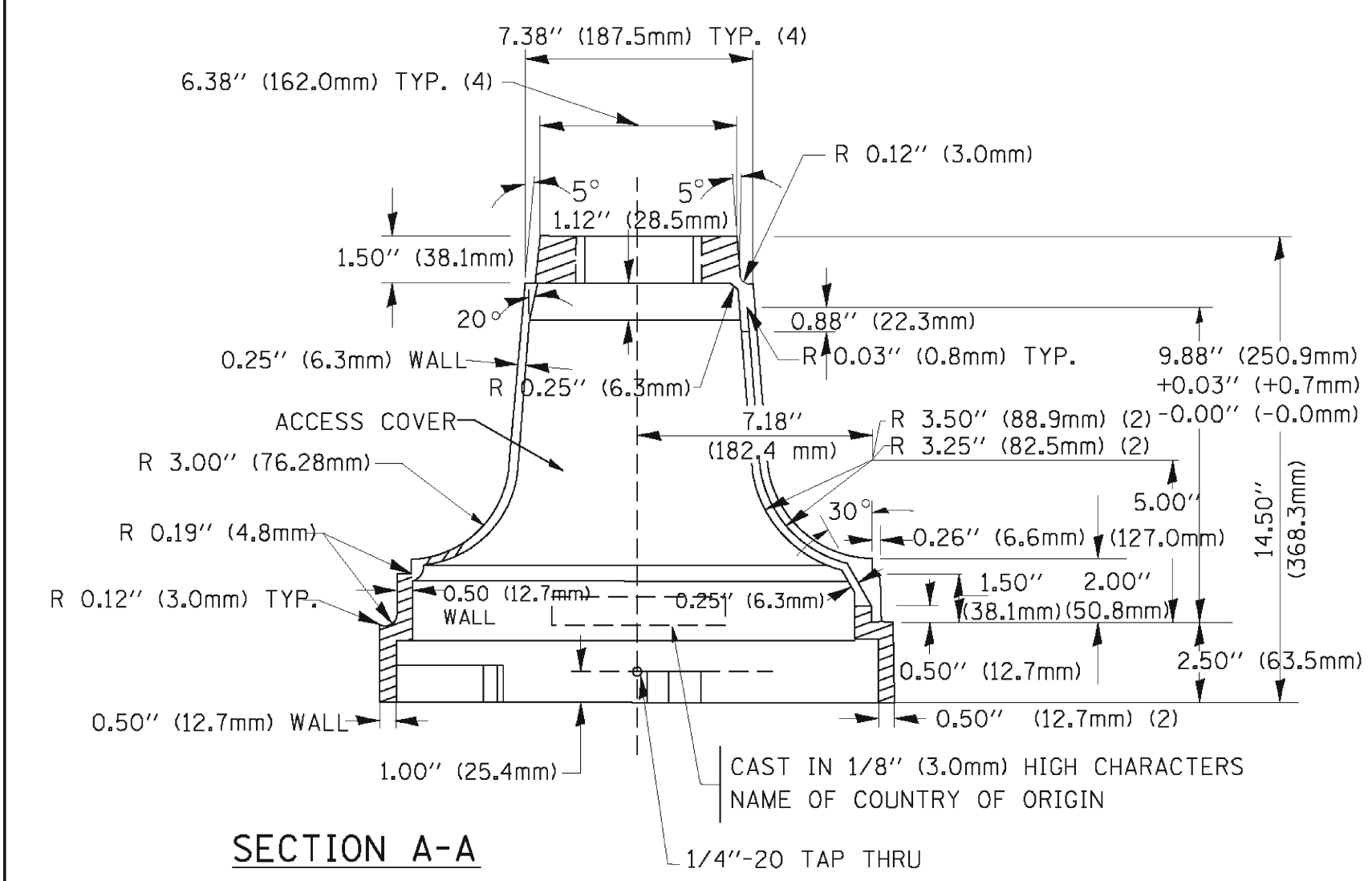
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	47	20
TS-05		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



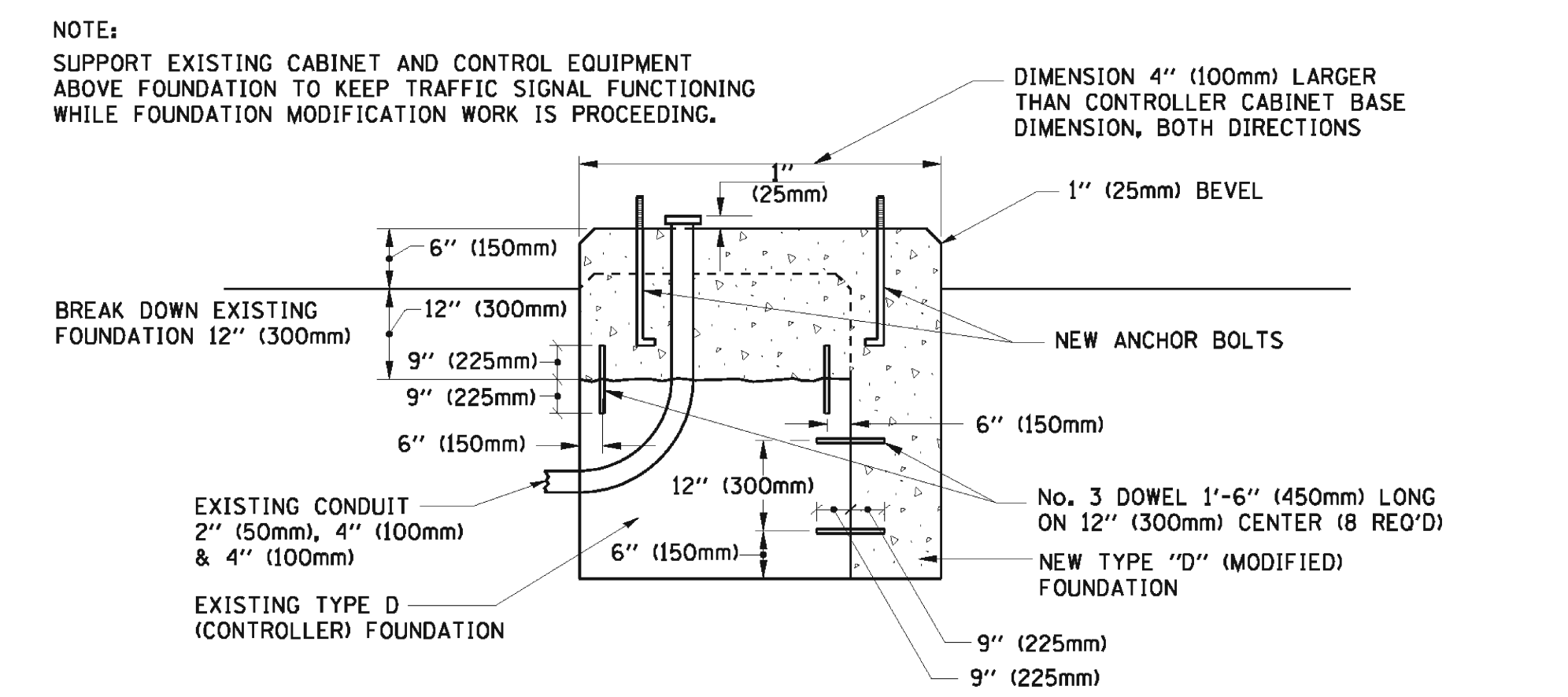
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\" (178mm)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

**SHROUD**

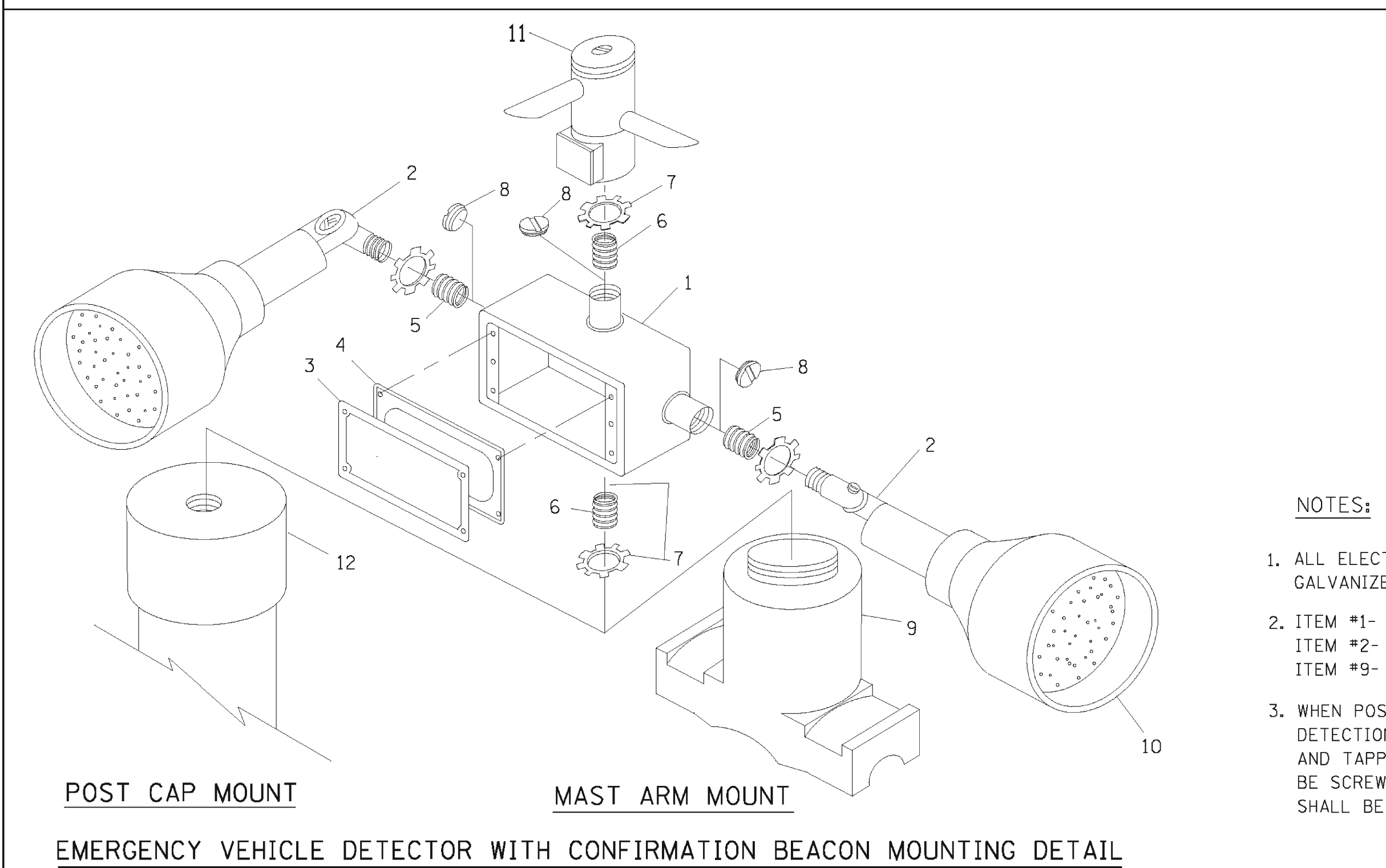
- NOTES:
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**

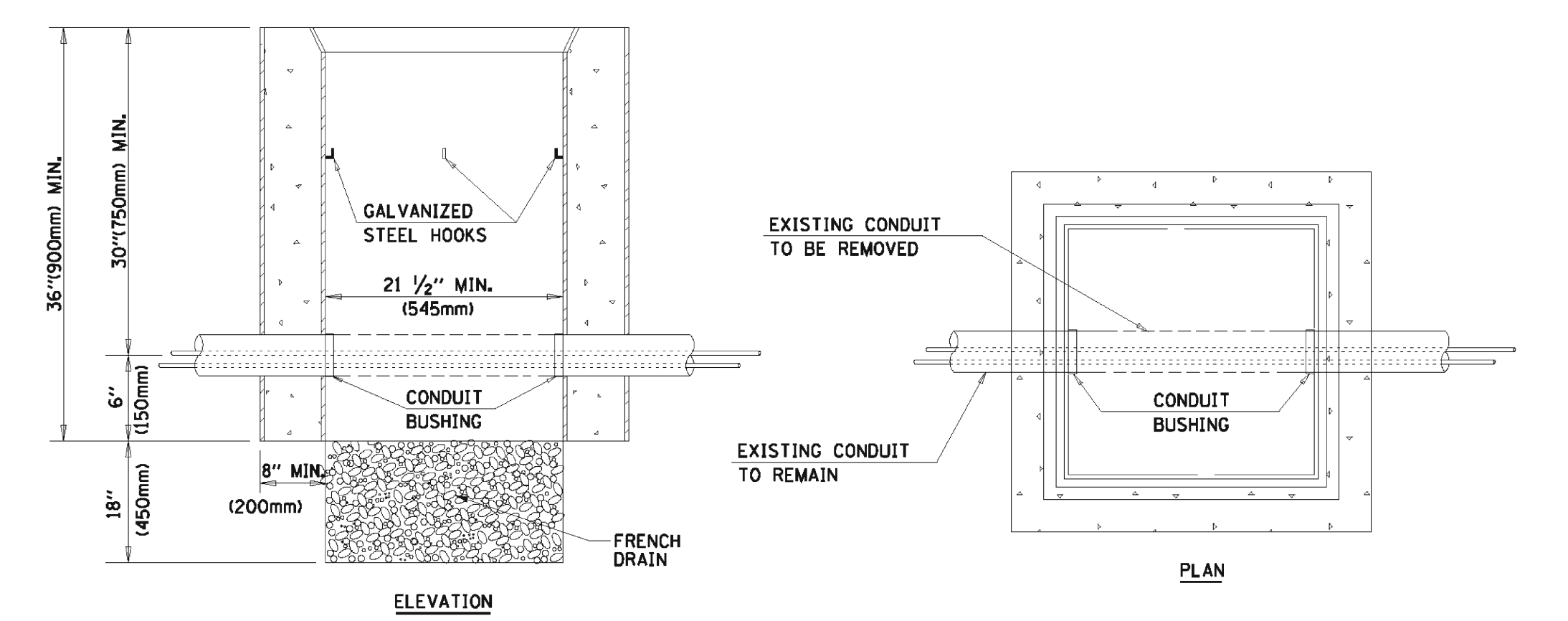


**MODIFY EXISTING TYPE "D" FOUNDATION**



ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

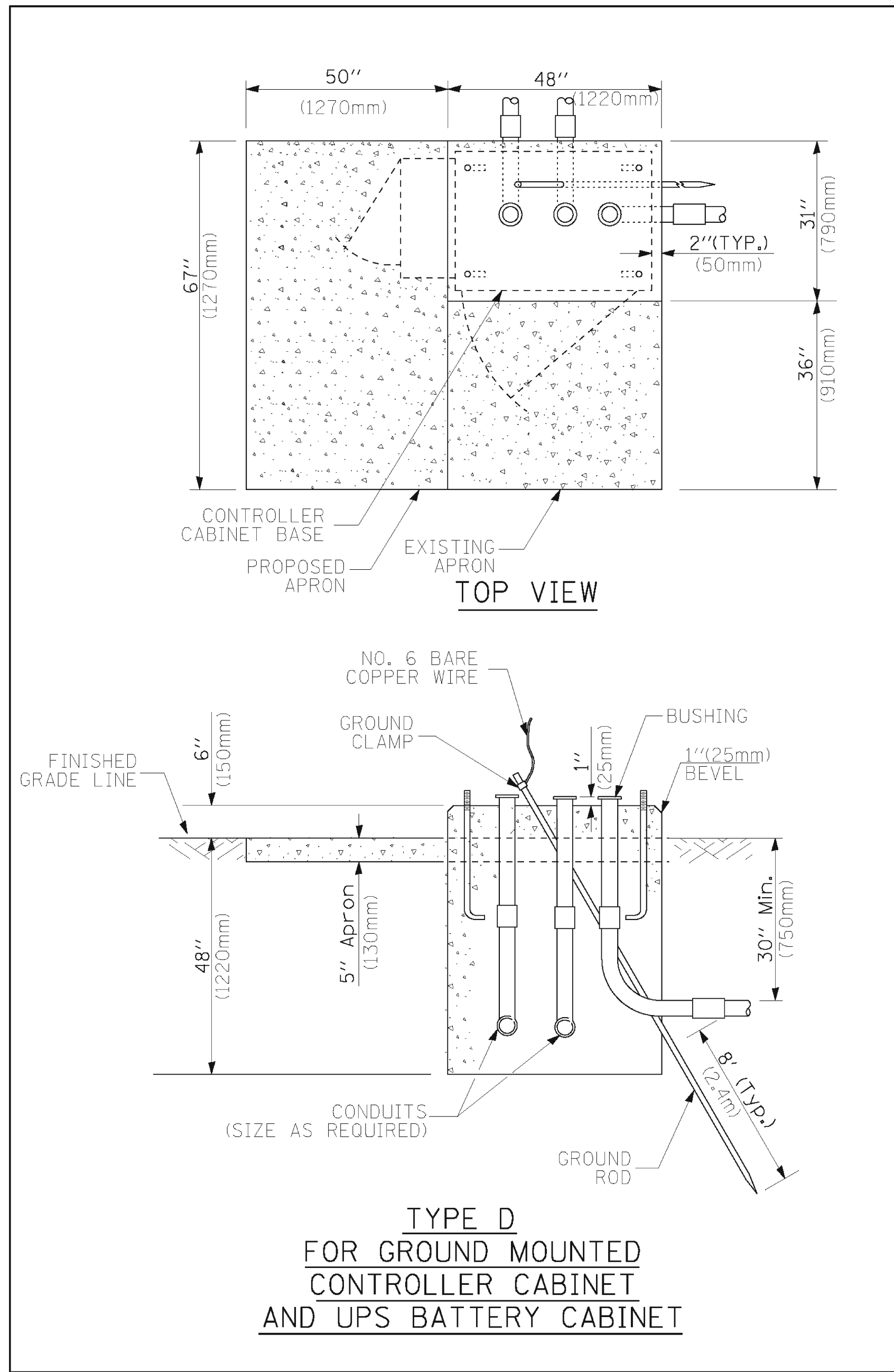
- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE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



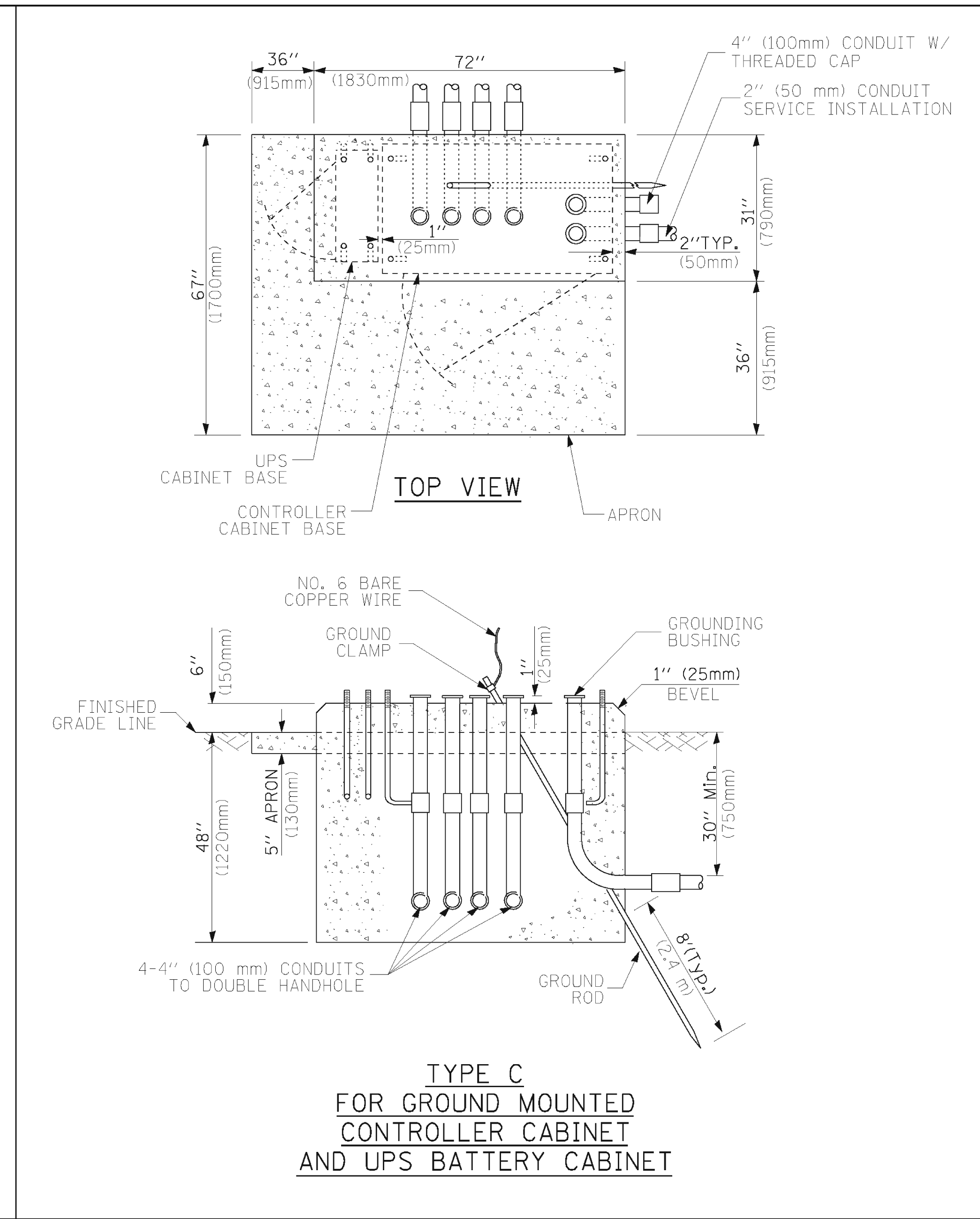
- NOTES:
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

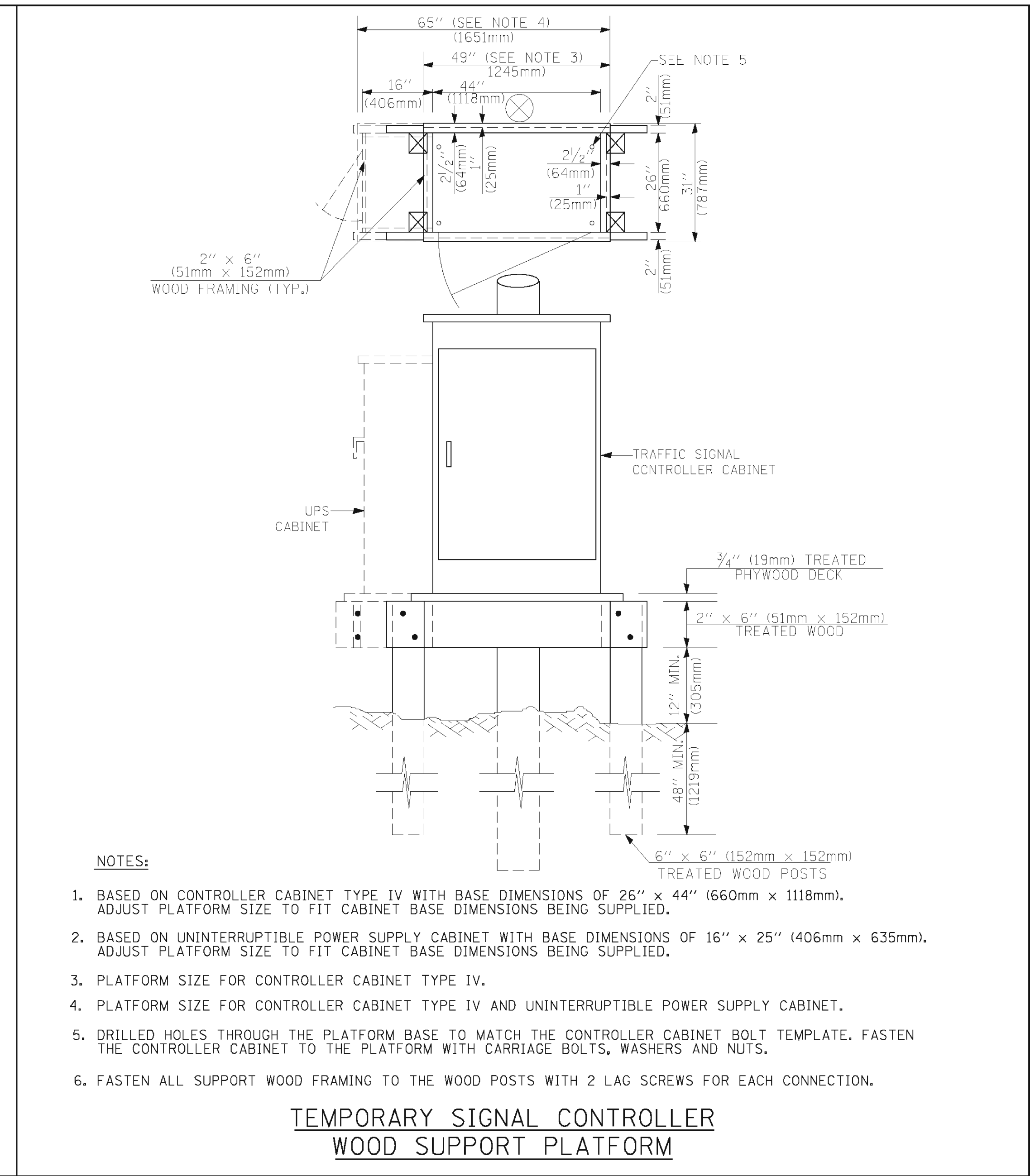




**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



**TYPE C  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

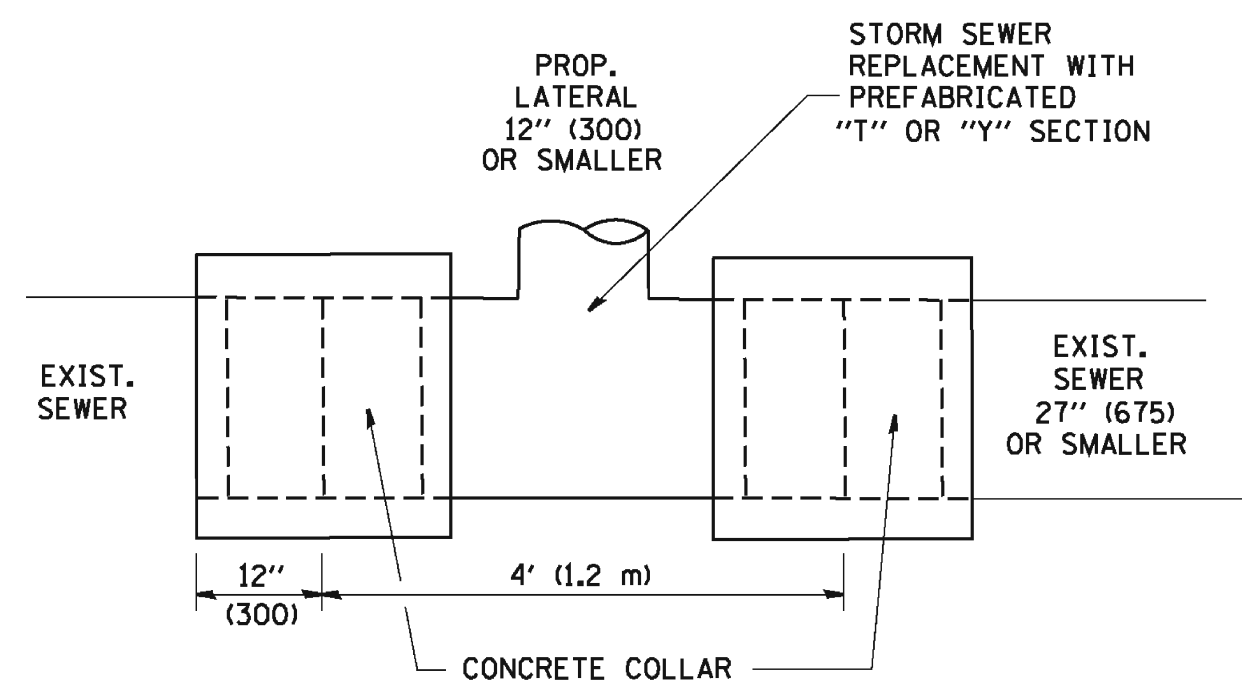
- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by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

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E TS\_7**

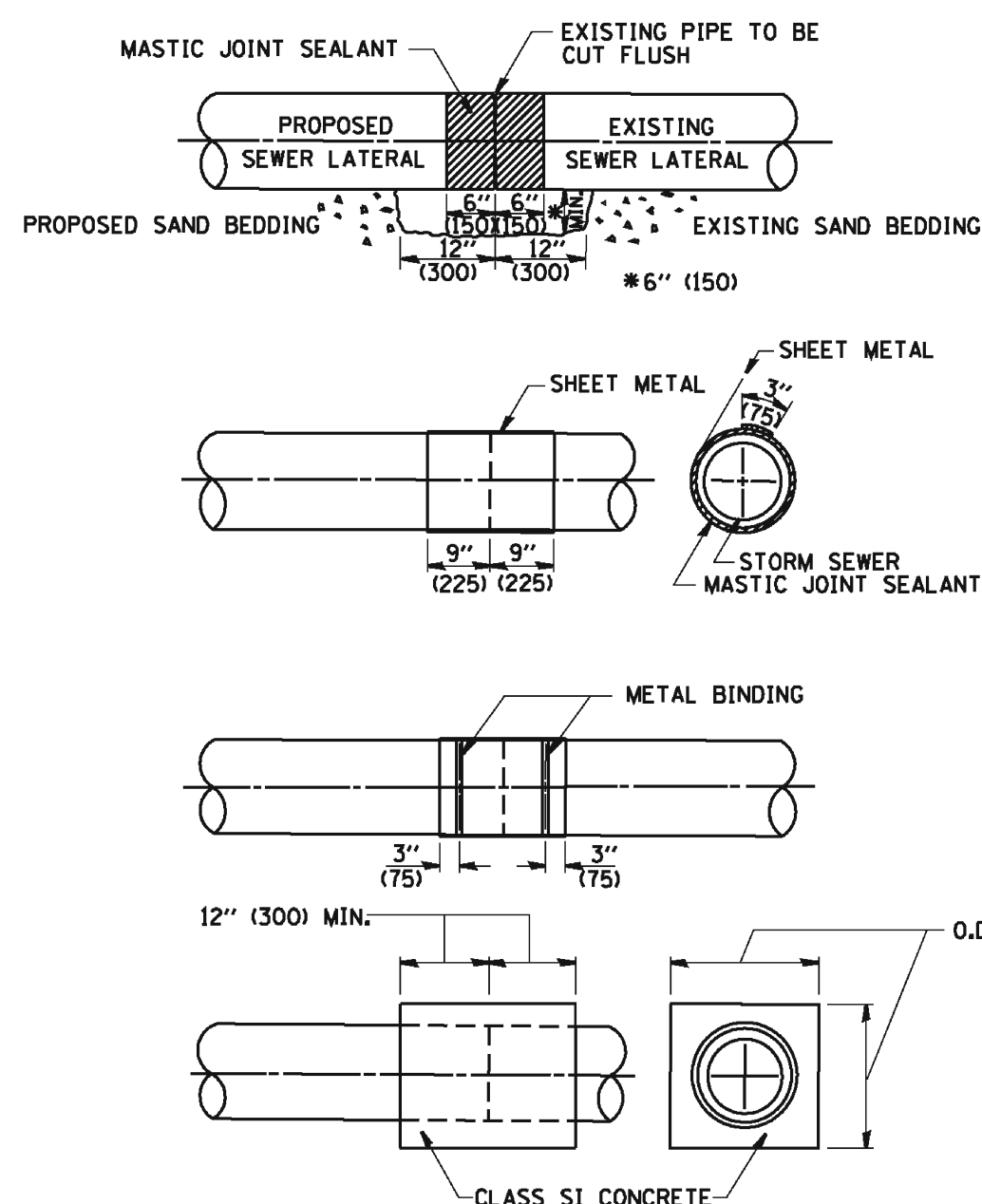
# TRAFFIC SIGNAL LEGEND

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			
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				<b>RAILROAD SYMBOLS</b>			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				RAILROAD CONTROL CABINET			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RAILROAD CANTILEVER MAST ARM			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				FLASHING SIGNAL			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				CROSSING GATE			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				CROSSBUCK			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				<b>TS_8</b>			
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											





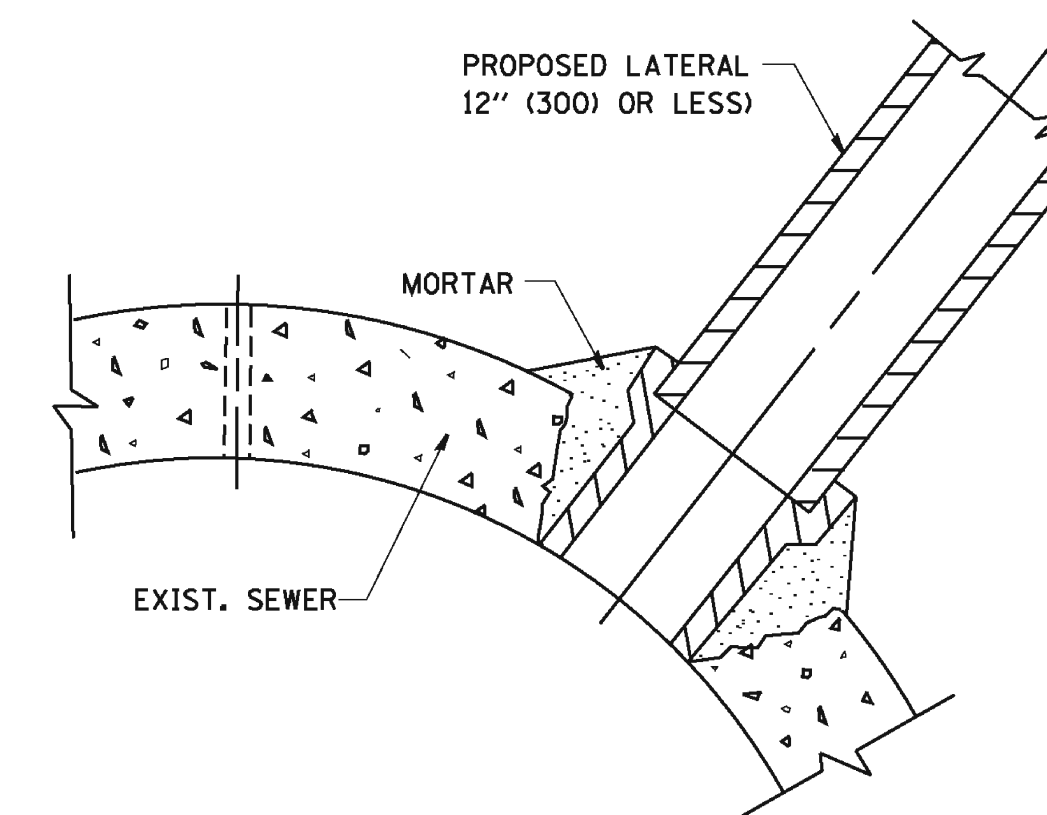
**DETAIL "A"**  
LATERAL CONNECTION TO EXISTING SEWER  
OF 27" (675) OR SMALLER



**DETAIL "B"**  
CLASS SI CONCRETE COLLAR

**CONSTRUCTION SEQUENCE**

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- 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**

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "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.

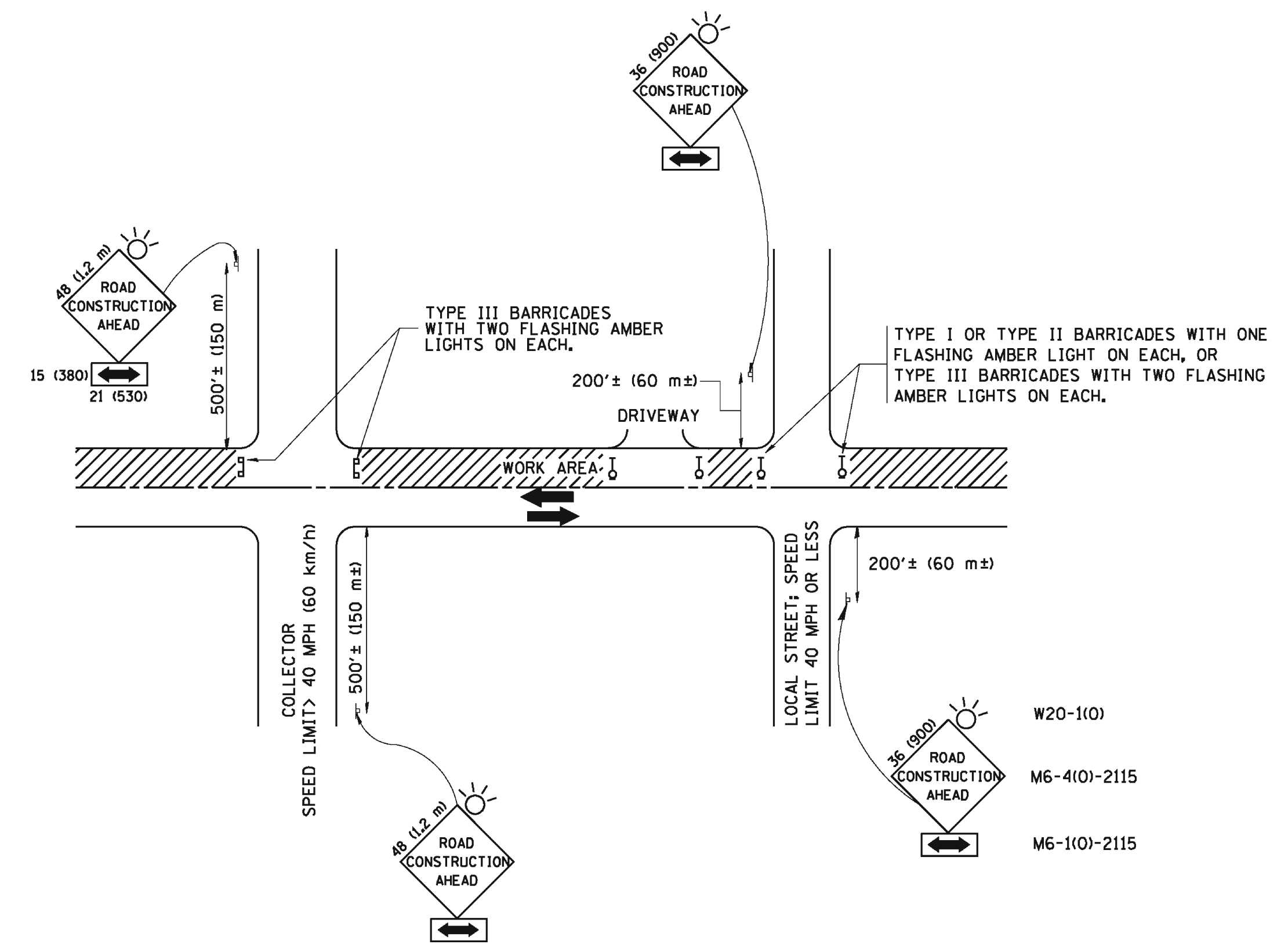
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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.

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		DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD500-01 (BD-7)</b>		CONTRACT NO.
		CHECKED -	REVISED - R. SHAH 10-25-94		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96								



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
    - 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.
    - 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.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - 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.
    - 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.

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	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-10				
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96				TO STA.		CONTRACT NO.			
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

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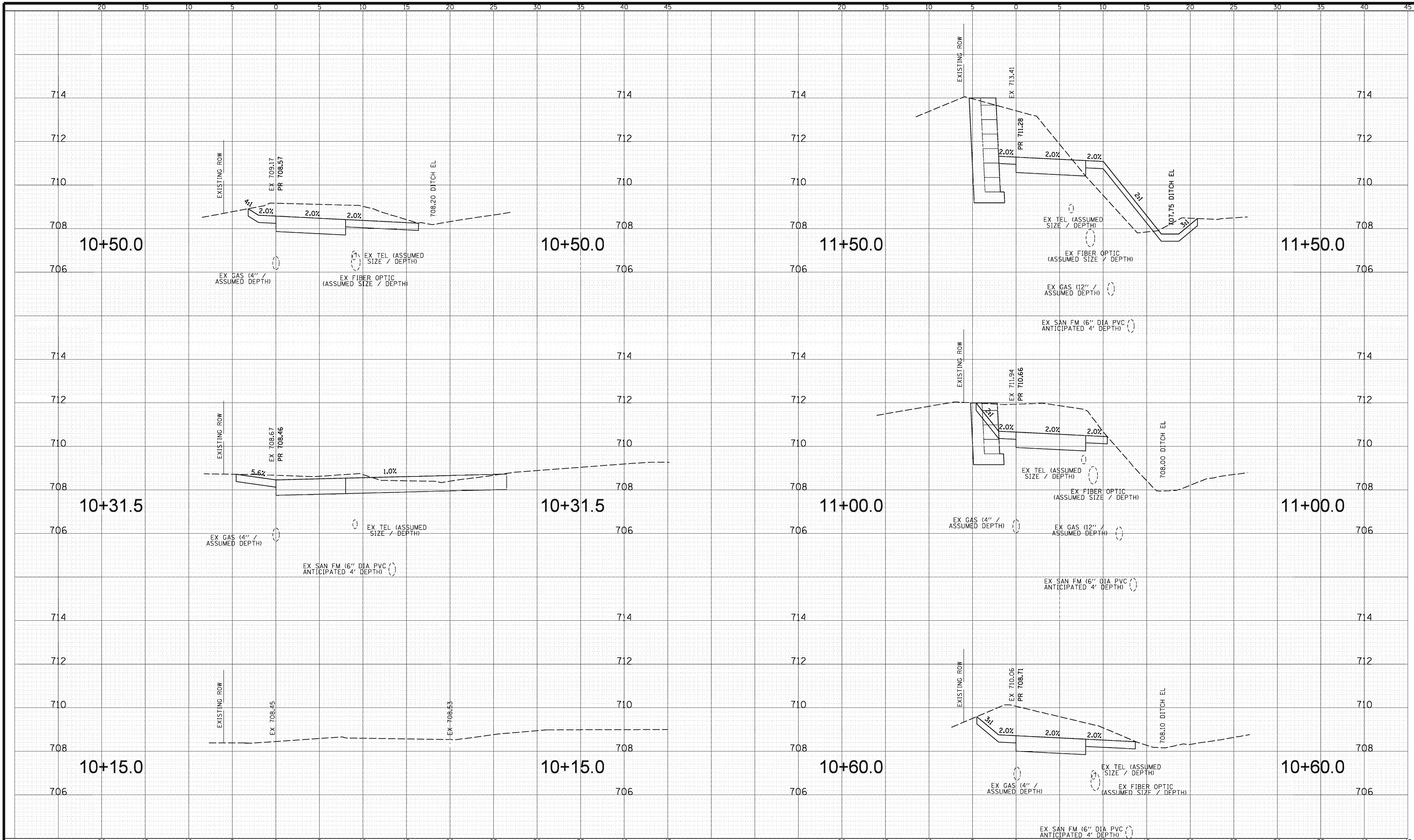
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**Village of Orland Park**  
14700 Ravinia Avenue  
Orland Park, IL 60462

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TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH  
TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND  
DRIVEWAYS (TC-10)**

PROJ. NO. 110166  
DATE: 8/31/2012  
SHEET 25 OF 47  
DRAWING NO.  
**STD-2**





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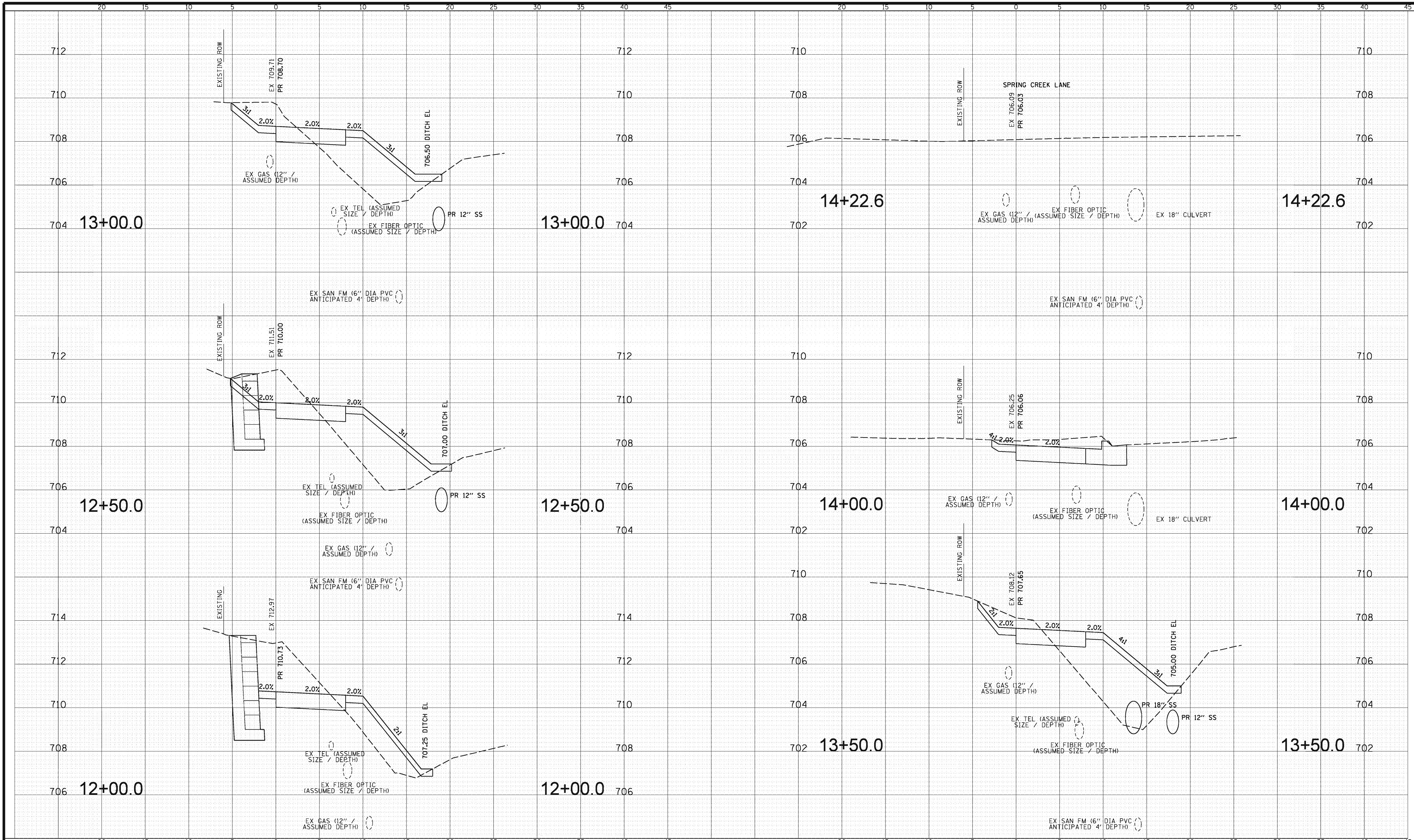
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DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**WOLF ROAD BIKE PATH**  
**STA. 10 + 15.0 - STA. 11 + 50.0**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 26 OF 47  
 DRAWING NO.  
**WOLF\_XS1**





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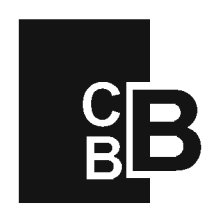
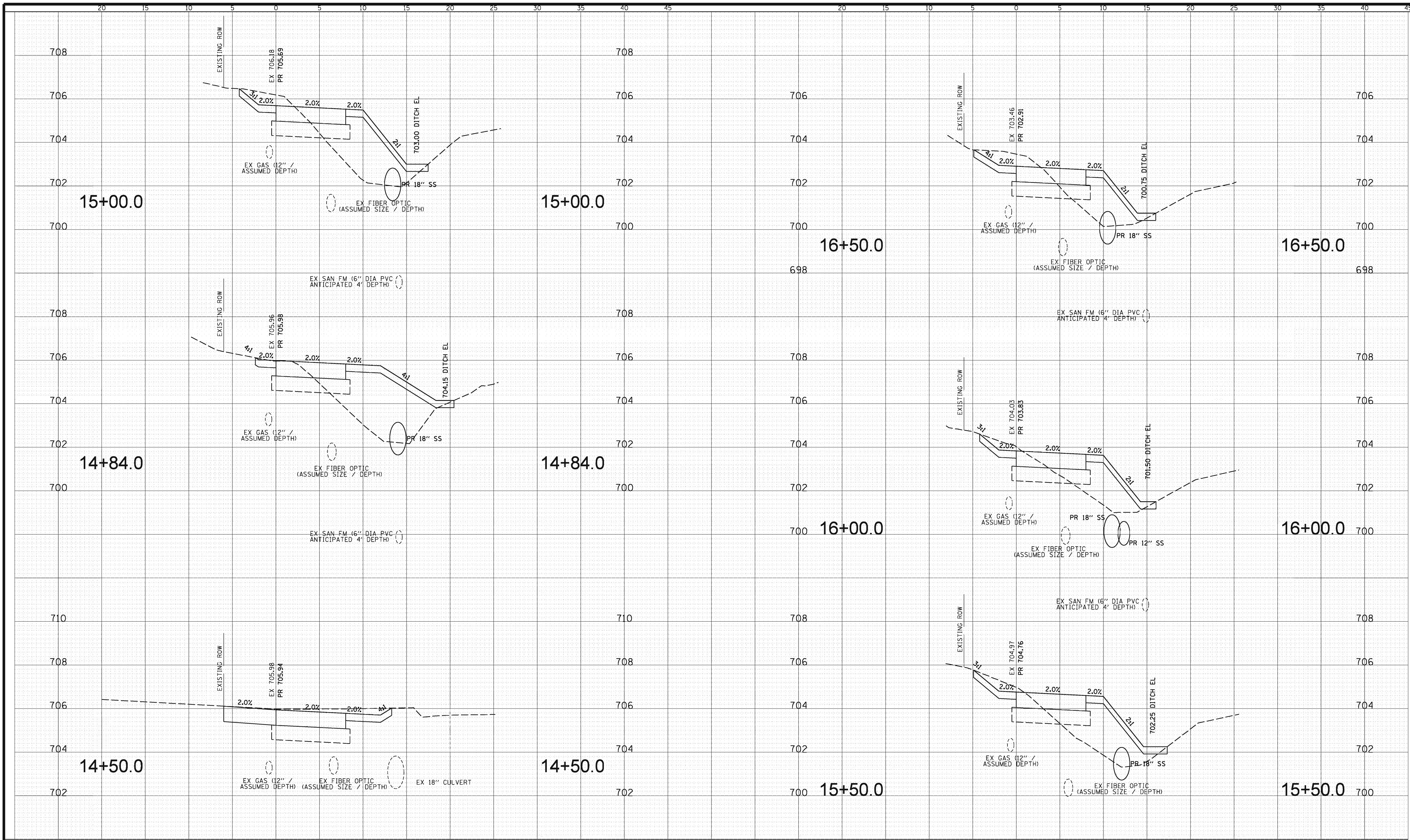
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CHKD.	JGS
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CAD USER:	mgoldenberg
MODEL:	Default

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**WOLF ROAD BIKE PATH**  
 STA. 12 + 00.0 - STA. 14 + 22.61

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 27 OF 47  
 DRAWING NO.  
**WOLF\_XS2**





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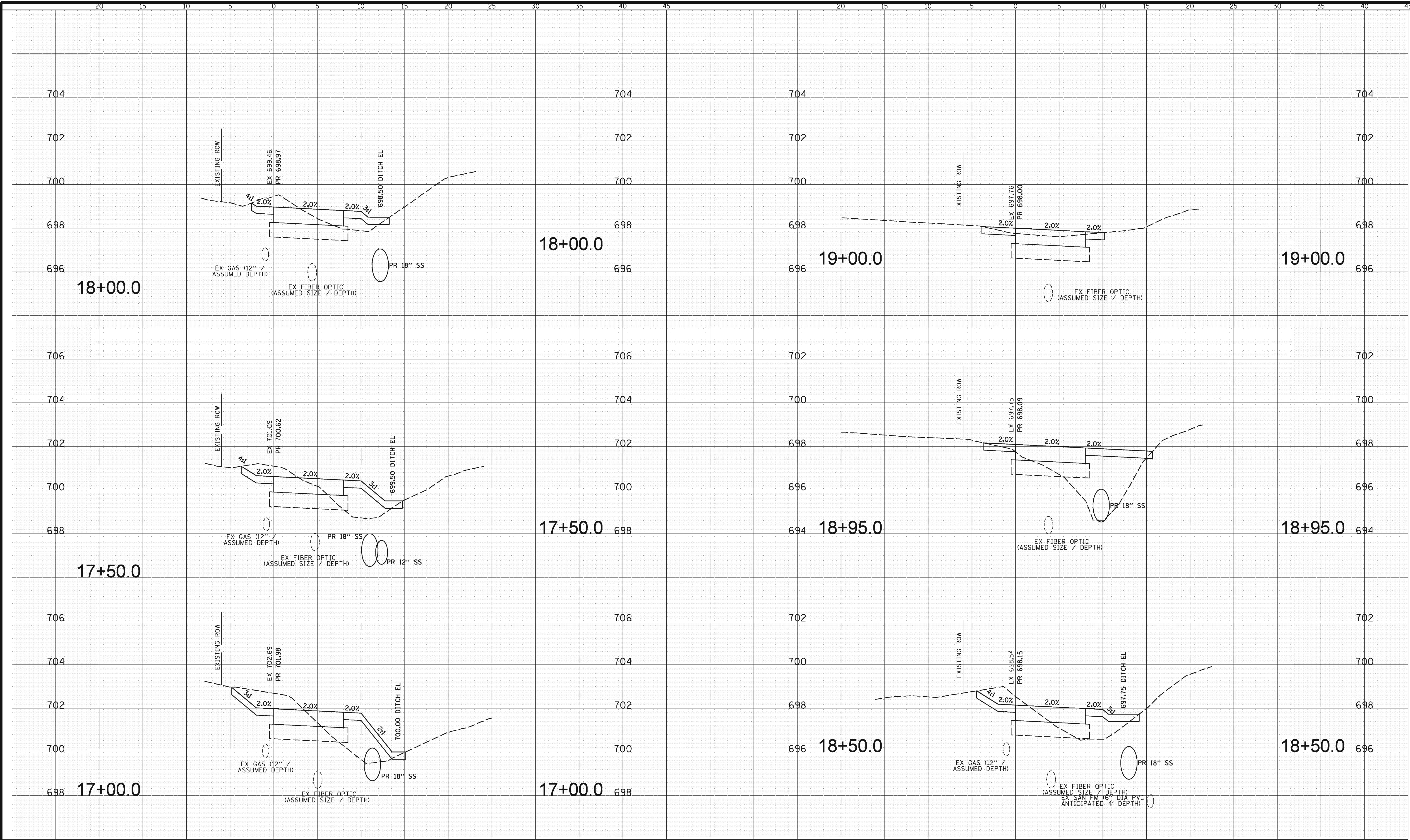
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		CAD USER:	mgoldenberg
		MODEL:	Default

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**WOLF ROAD BIKE PATH**  
**STA. 14+50.0 - STA. 16+50.0**

PROJ. NO.	110166
DATE:	8/31/2012
SHEET	28 OF 47
DRAWING NO.	WOLF_XS3





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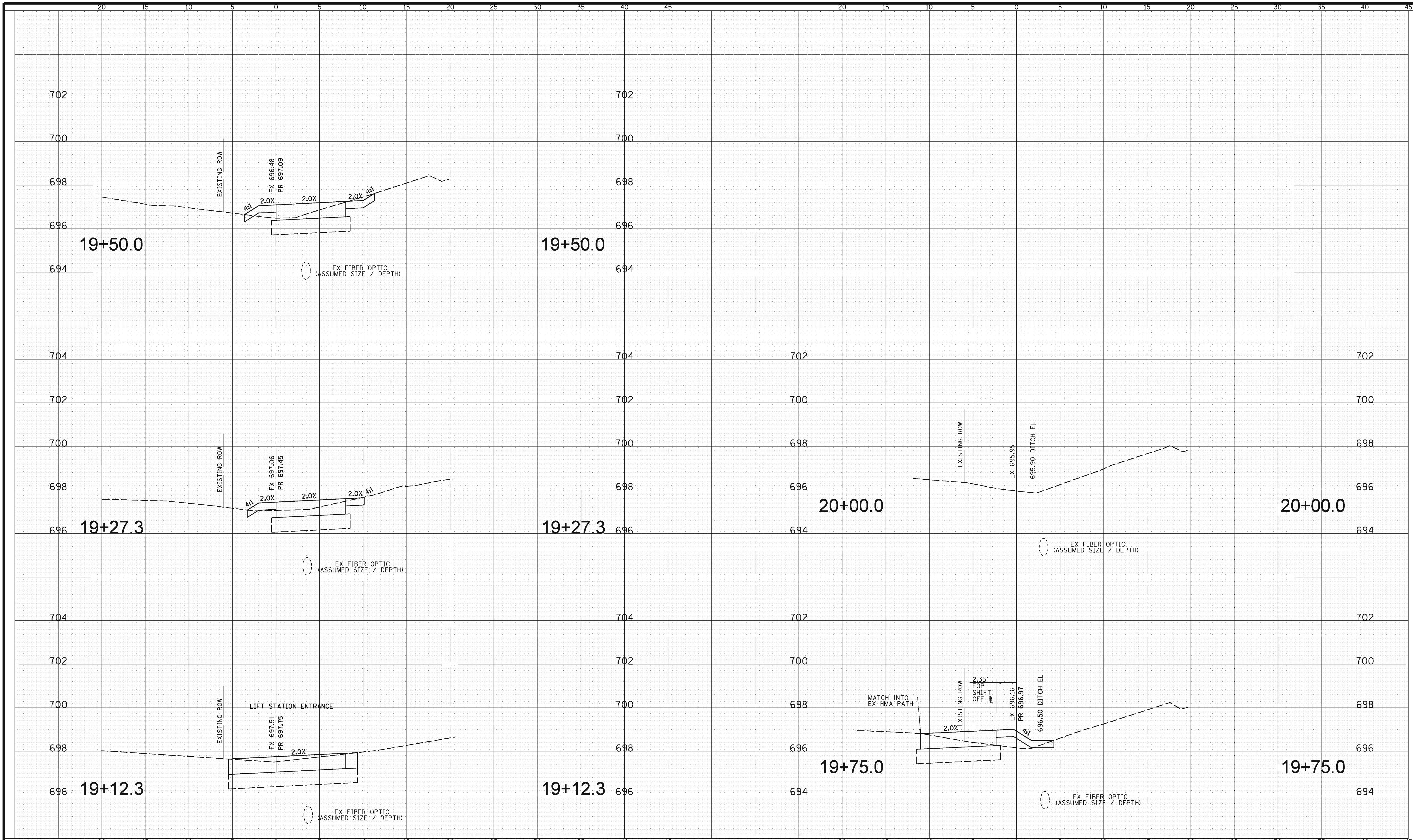
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PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE: **IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**WOLF ROAD BIKE PATH**  
 STA. 17+00.0 - STA. 19+00.0

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 29 OF 47  
 DRAWING NO.  
**WOLF\_XS4**





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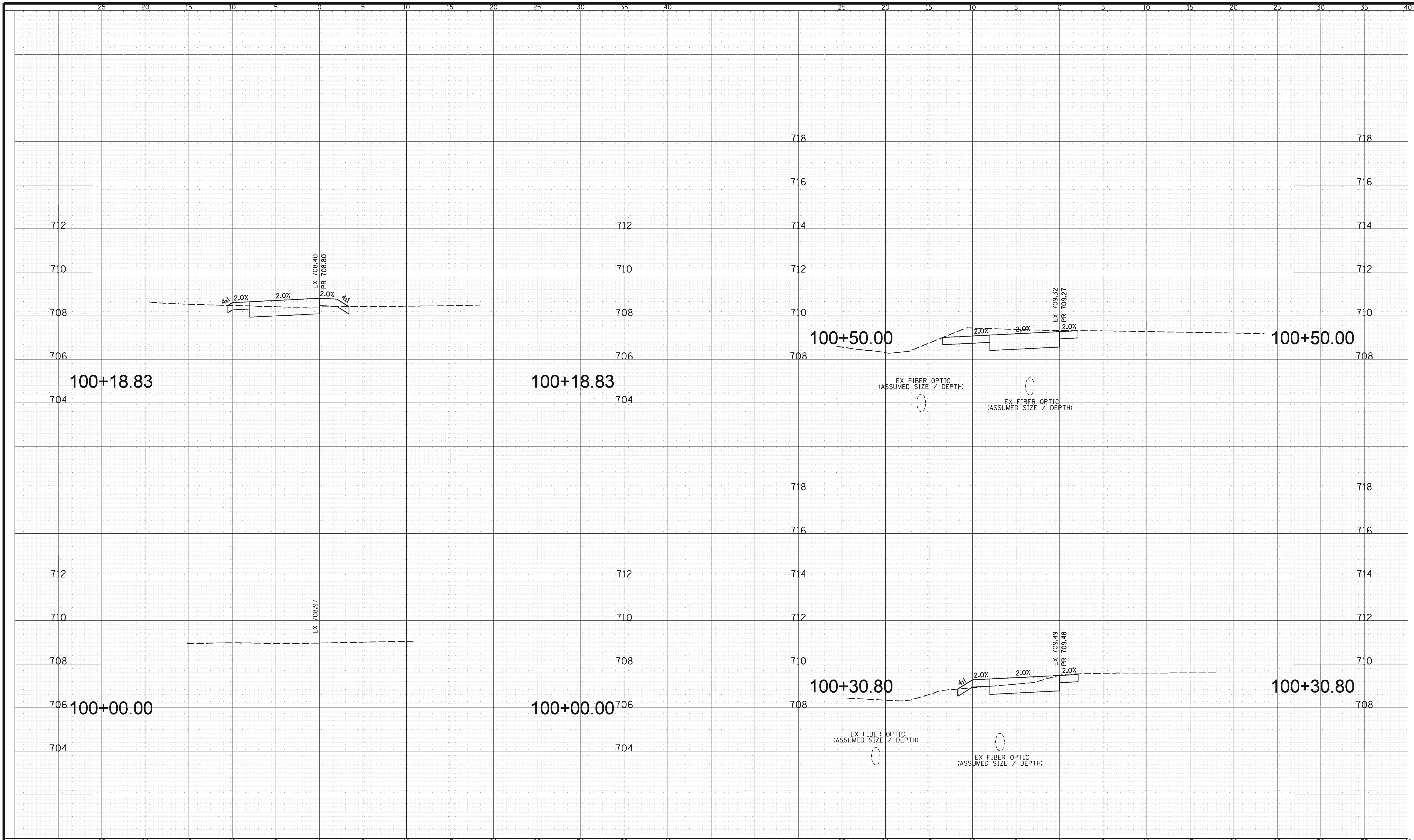
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MODEL:	Default		

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**WOLF ROAD BIKE PATH**  
 STA. 19 + 12.31 - STA. 20 + 00.0

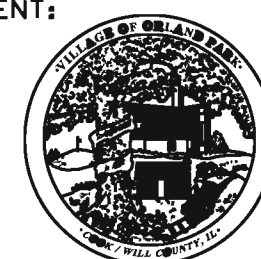
PROJ. NO.	110166
DATE:	8/31/2012
SHEET	30 OF 47
DRAWING NO.	WOLF_XS5





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NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
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			SCALE:	5'
			PLOT DATE:	10/5/2012
			CAD USER:	mgoldenberg
				Default

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH  
 153rd STREET BIKE PATH  
 STA. 100 + 00.00 - STA. 100 + 50.00**

PROJ. NO. 110166

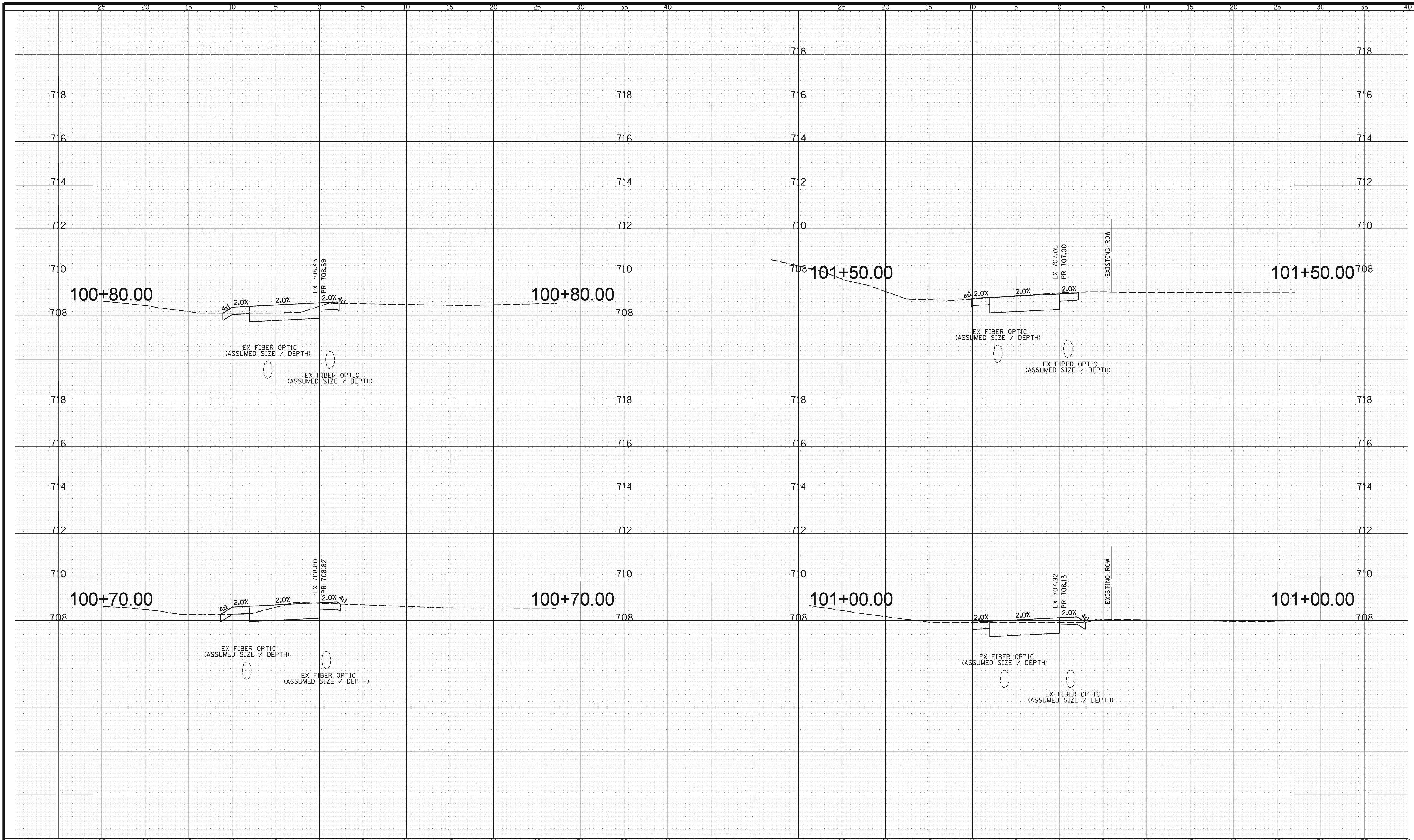
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SHEET 31 OF 47

DRAWING NO.

**XS1**





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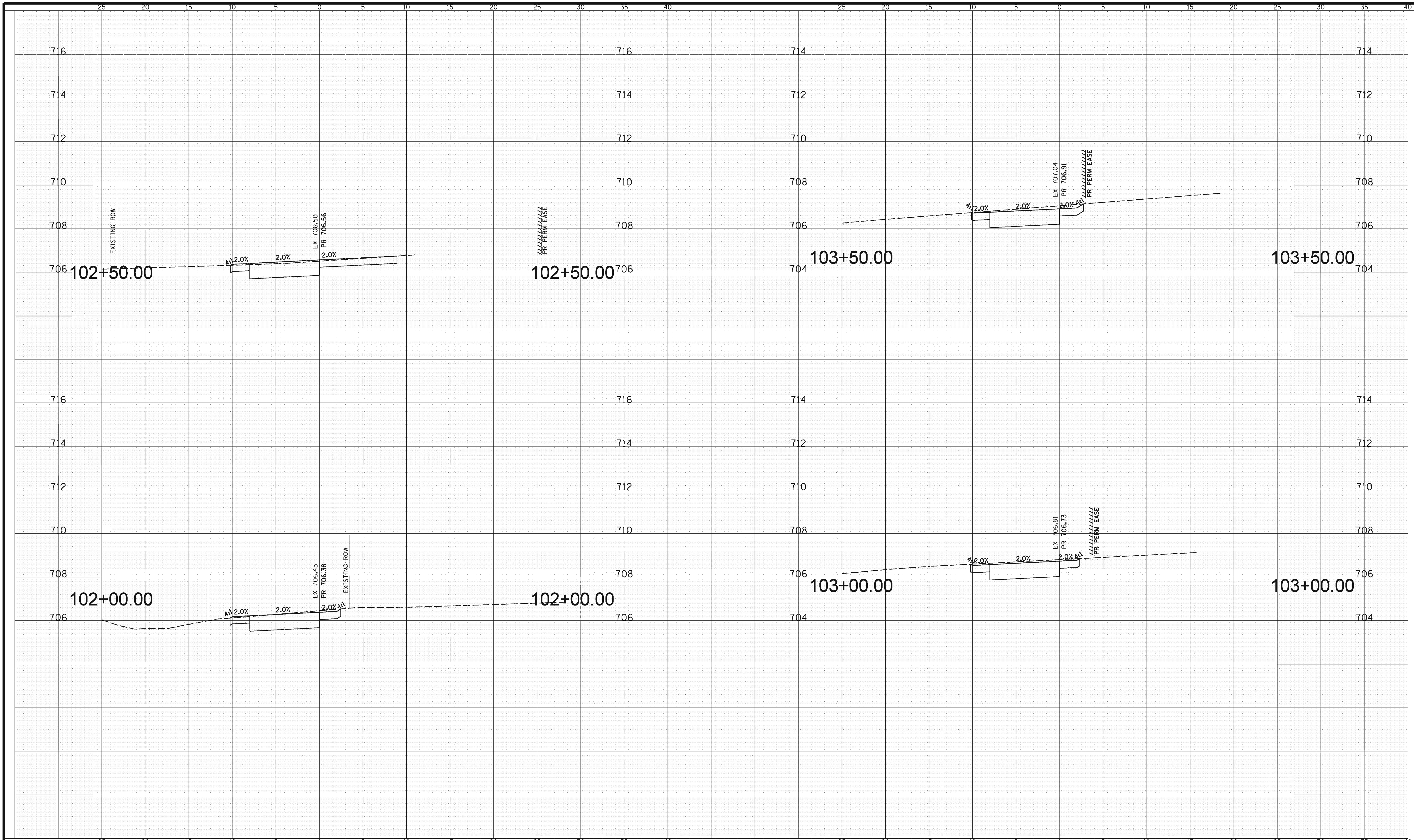
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 14700 Ravinia Avenue  
 Orland Park, IL 60462

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PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 100 + 70.00 - STA. 101 + 50.00**

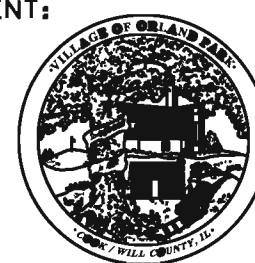
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 DATE: 8/31/2012  
 SHEET 32 OF 47  
 DRAWING NO.  
**XS2**





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NO.	DATE	NATURE OF REVISION	CHKD.
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CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH  
 153rd STREET BIKE PATH  
 STA. 102 + 00.00 - STA. 103 + 50.00**

PROJ. NO. 110166

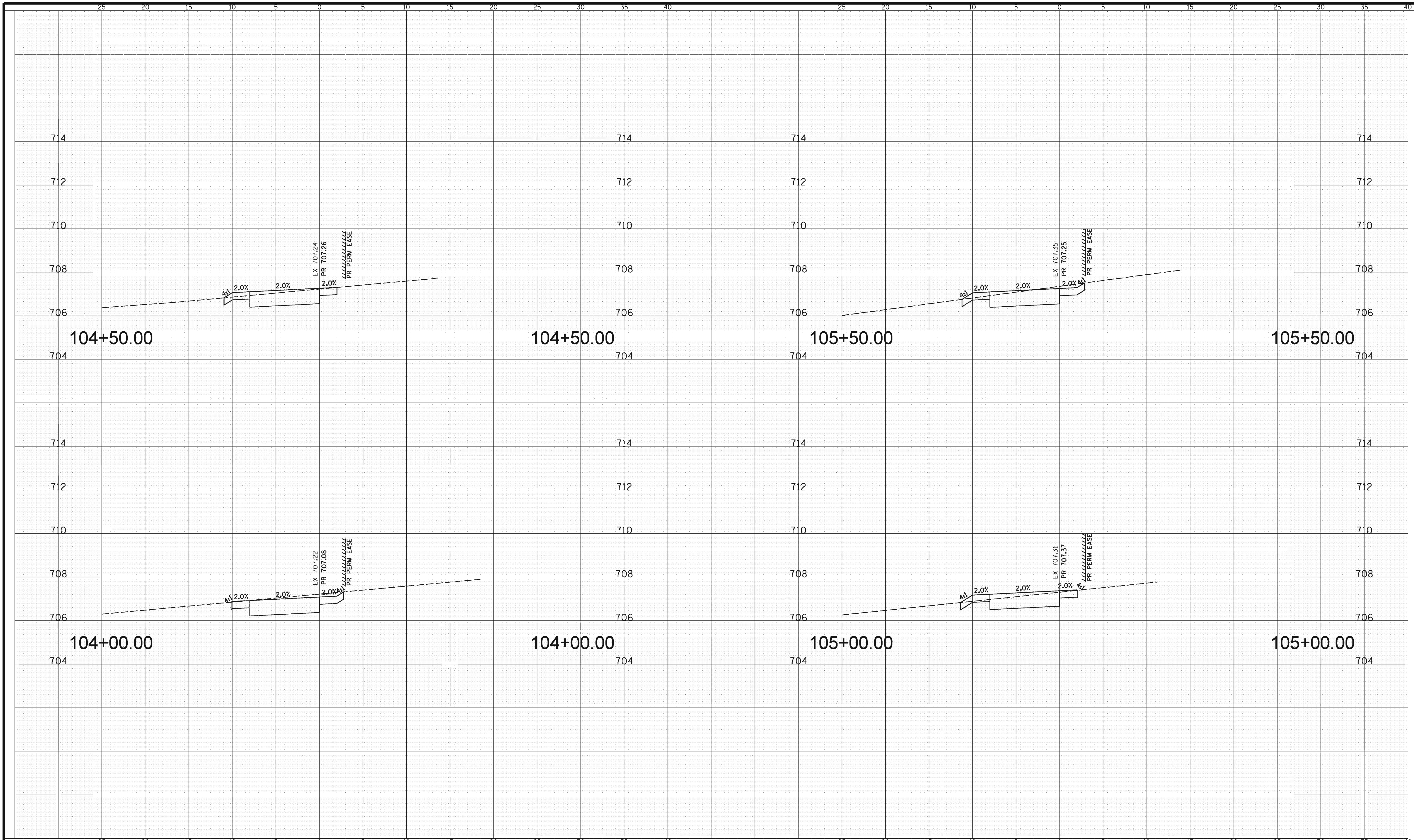
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SHEET 33 OF 47

DRAWING NO.

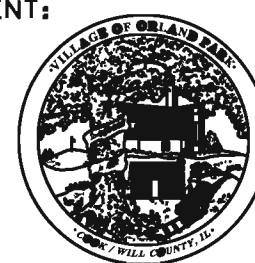
**XS3**





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NO.	DATE	NATURE OF REVISION	CHKD.
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MODEL:	Default		

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH  
 153rd STREET BIKE PATH  
 STA. 104 + 00.00 - STA. 105 + 50.00**

PROJ. NO. 110166

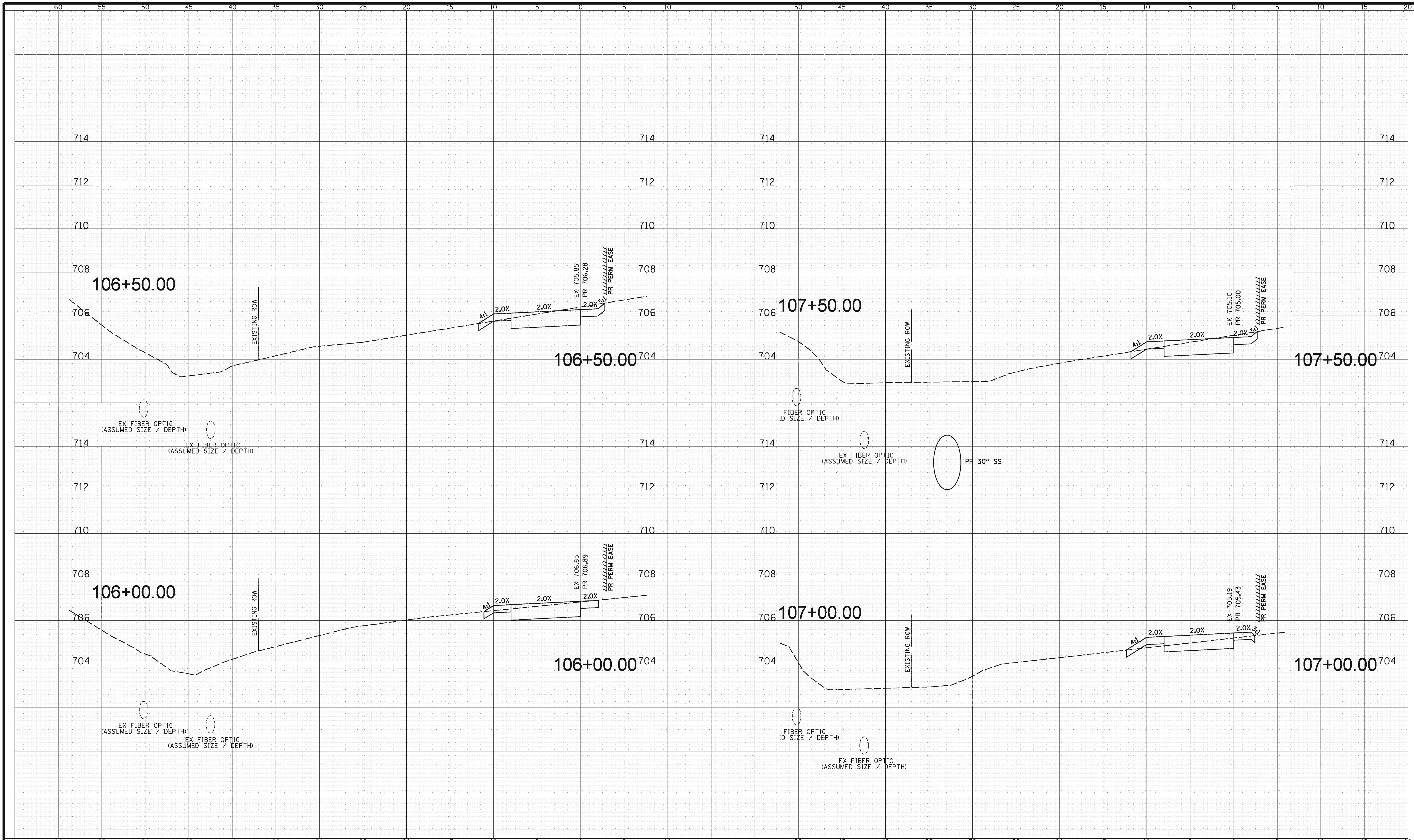
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SHEET 34 OF 47

DRAWING NO.

**XS4**





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NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT			

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DWN.	EDT
CHKD.	JGS
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CAD USER:	mgoldenberg
MODEL:	Default

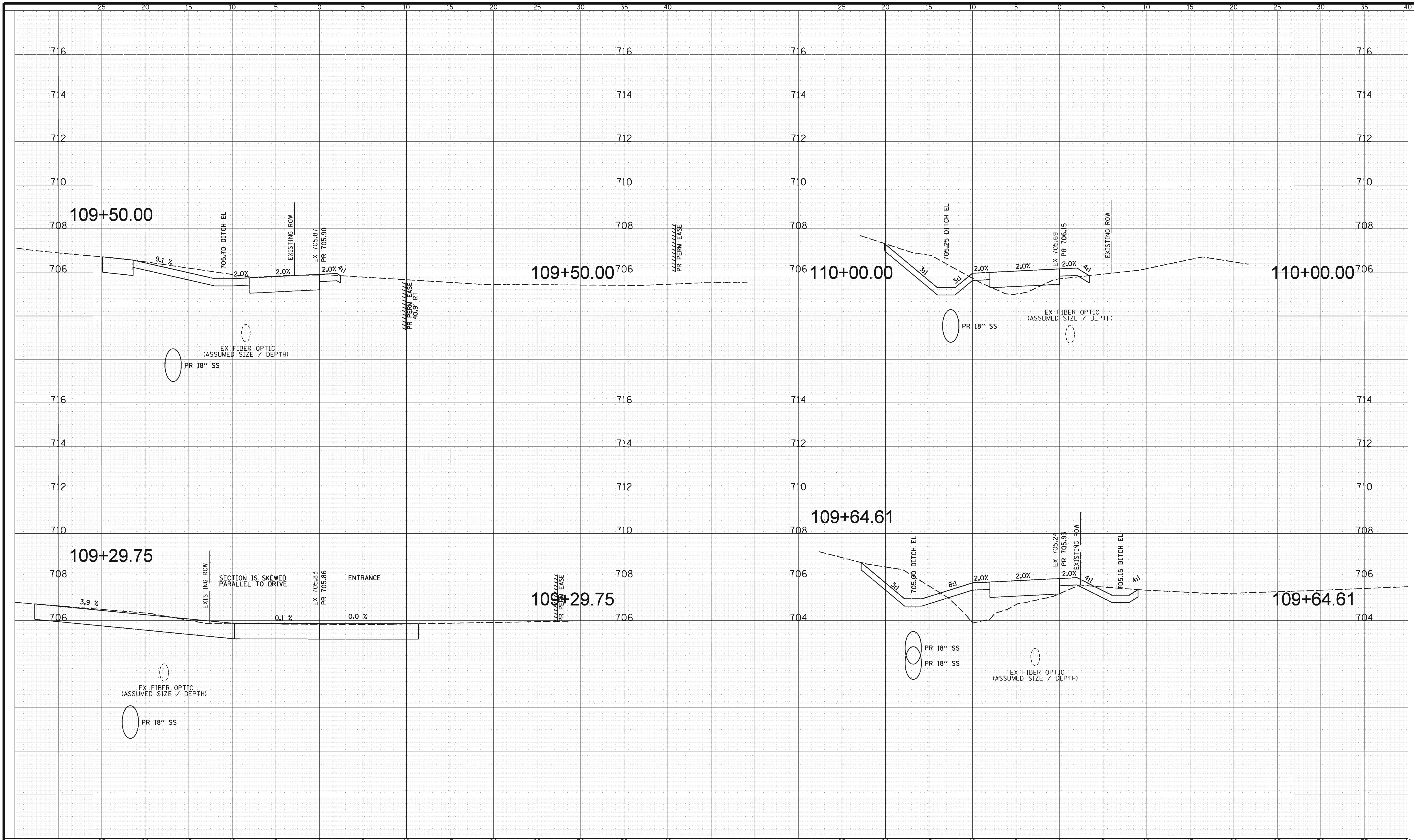
TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 106 + 00.00 - STA. 107 + 50.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 35 OF 47  
 DRAWING NO.  
**XS5**









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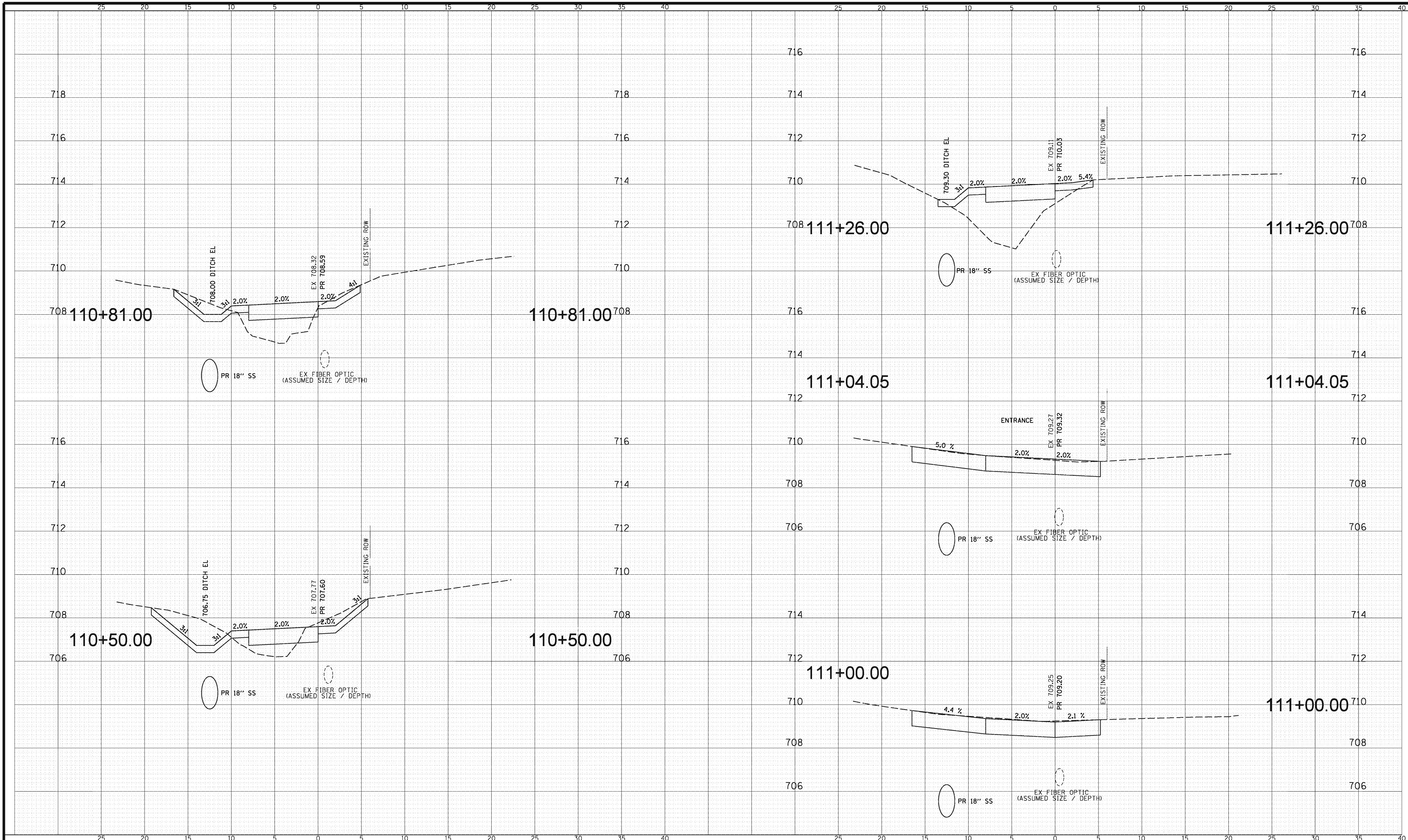
CLIENT:  **Village of Orland Park**  
 14700 Ravinia Avenue  
 Orland Park, IL 60462

NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		
DSGN.	BLL	EDT	
CHKD.	JGS		
SCALE:	5'		
PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE: **IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
 STA. 109 + 29.75 - STA. 110 + 00.00

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 37 OF 47  
 DRAWING NO.  
**XS7**





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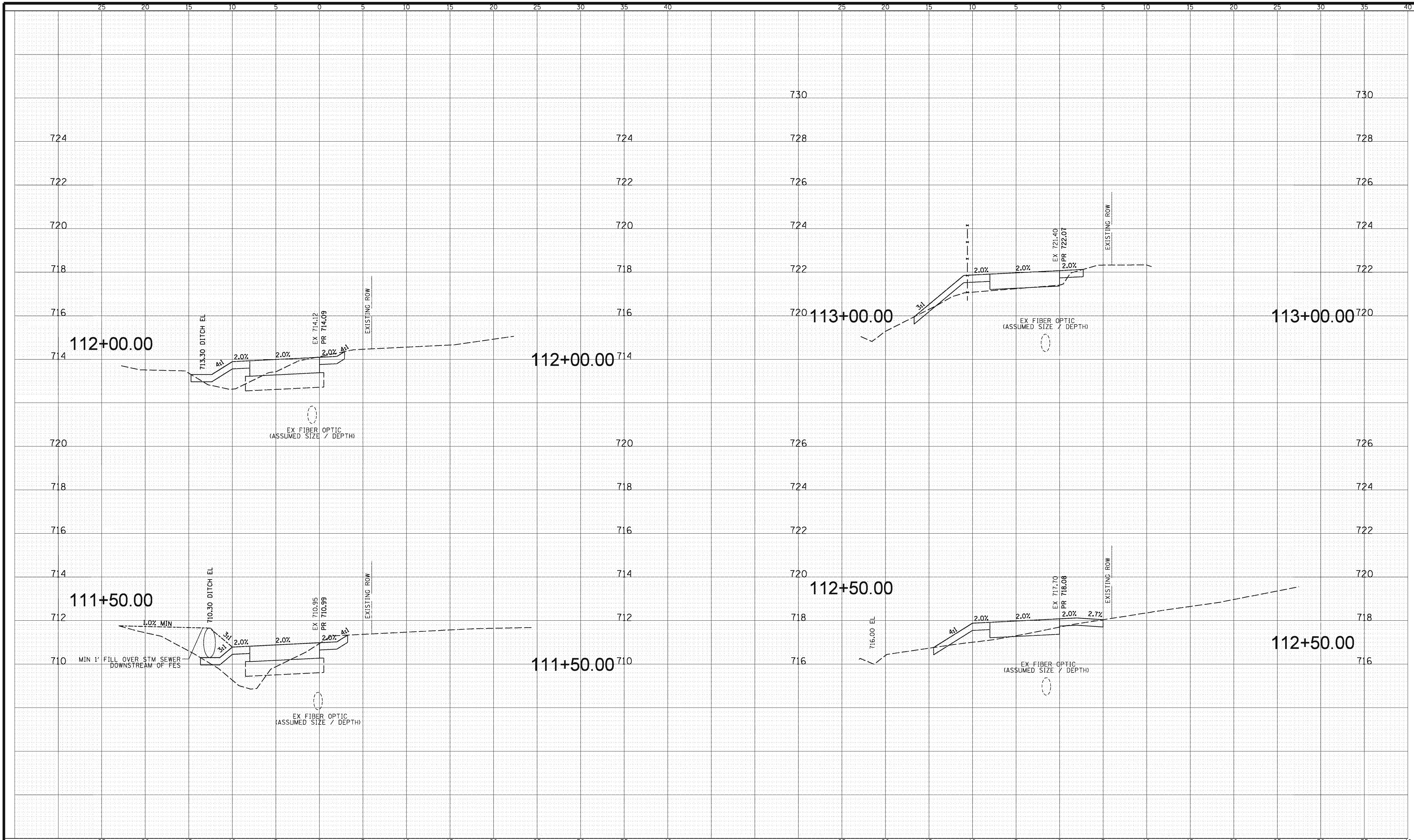
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		

DSGN.	BLL
DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 110 + 50.00 - STA. 111 + 26.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 38 OF 47  
 DRAWING NO.  
**XS8**





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 Orland Park, IL 60462

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:
FILE NAME			N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT	
			DSGN.	BLL
			DWN.	EDT
			CHKD.	JGS
			SCALE:	5'
			PLOT DATE:	10/5/2012
			CAD USER:	mgoldenberg
				Default

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 111 + 50.00 - STA. 113 + 00.00**

PROJ. NO. 110166

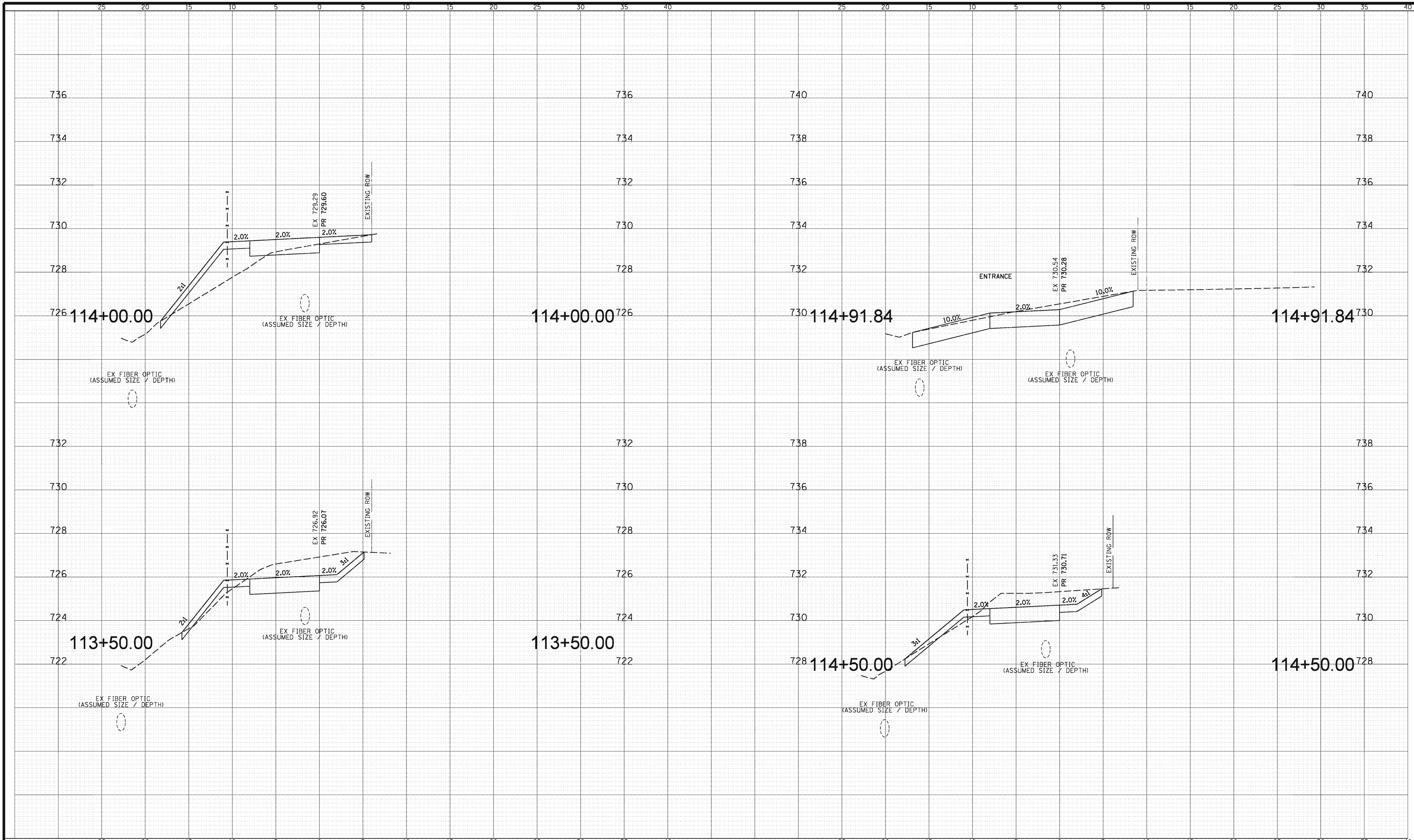
DATE: 8/31/2012

SHEET 39 OF 47

DRAWING NO.

**XS9**





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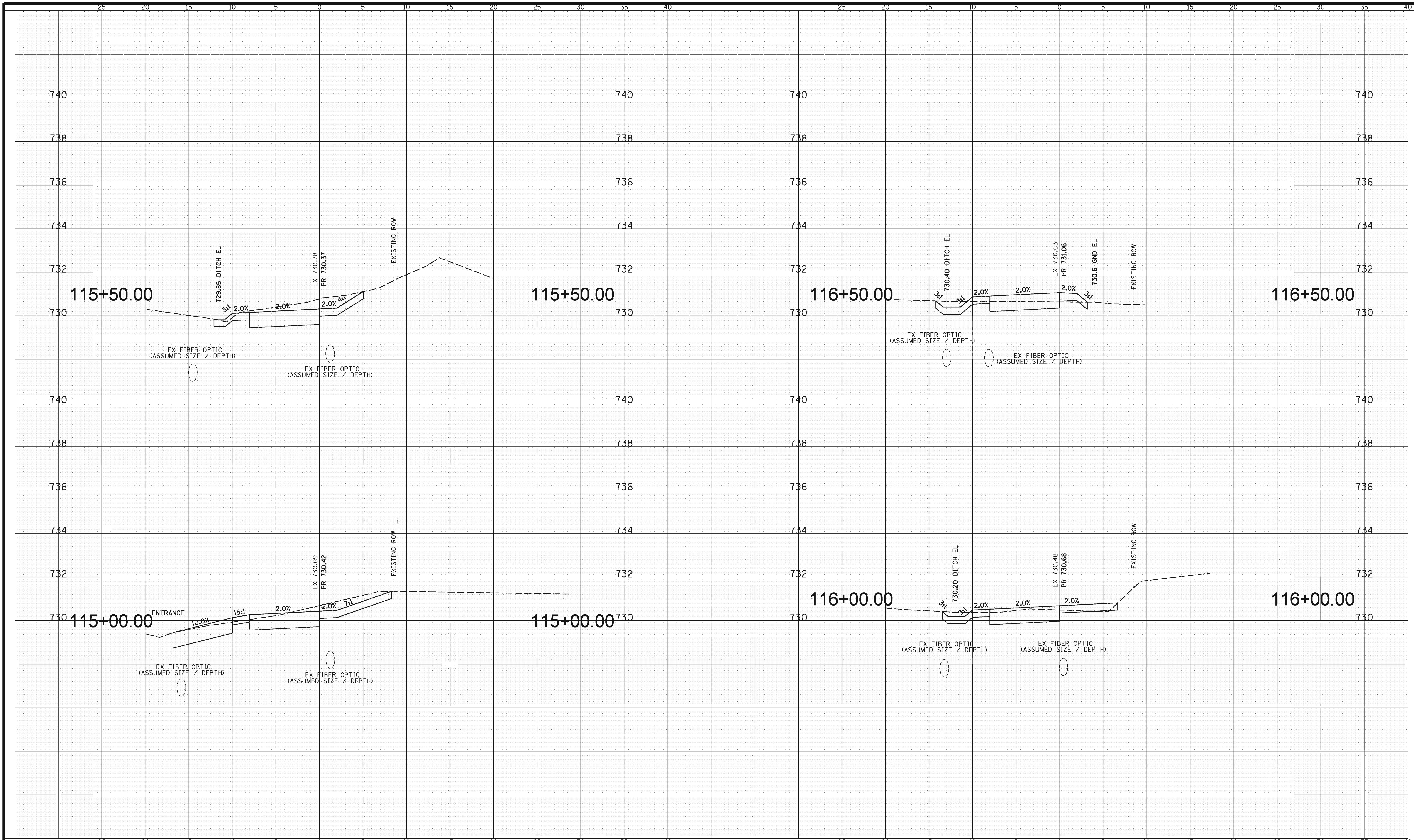
CLIENT:  **Village of Orland Park**  
 14700 Ravinia Avenue  
 Orland Park, IL 60462

NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		
DSGN.	BLL	EDT	
CHKD.	JGS		
SCALE:	5'		
PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
 STA. 113 + 50.00 - STA. 114 + 91.84

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 40 OF 47  
 DRAWING NO.  
**XS10**





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NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		
DSGN.	BLL	EDT	
CHKD.	JGS		
SCALE:	5'		
PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH  
 153rd STREET BIKE PATH  
 STA. 115 + 00.00 - STA. 116 + 50.00**

PROJ. NO. 110166

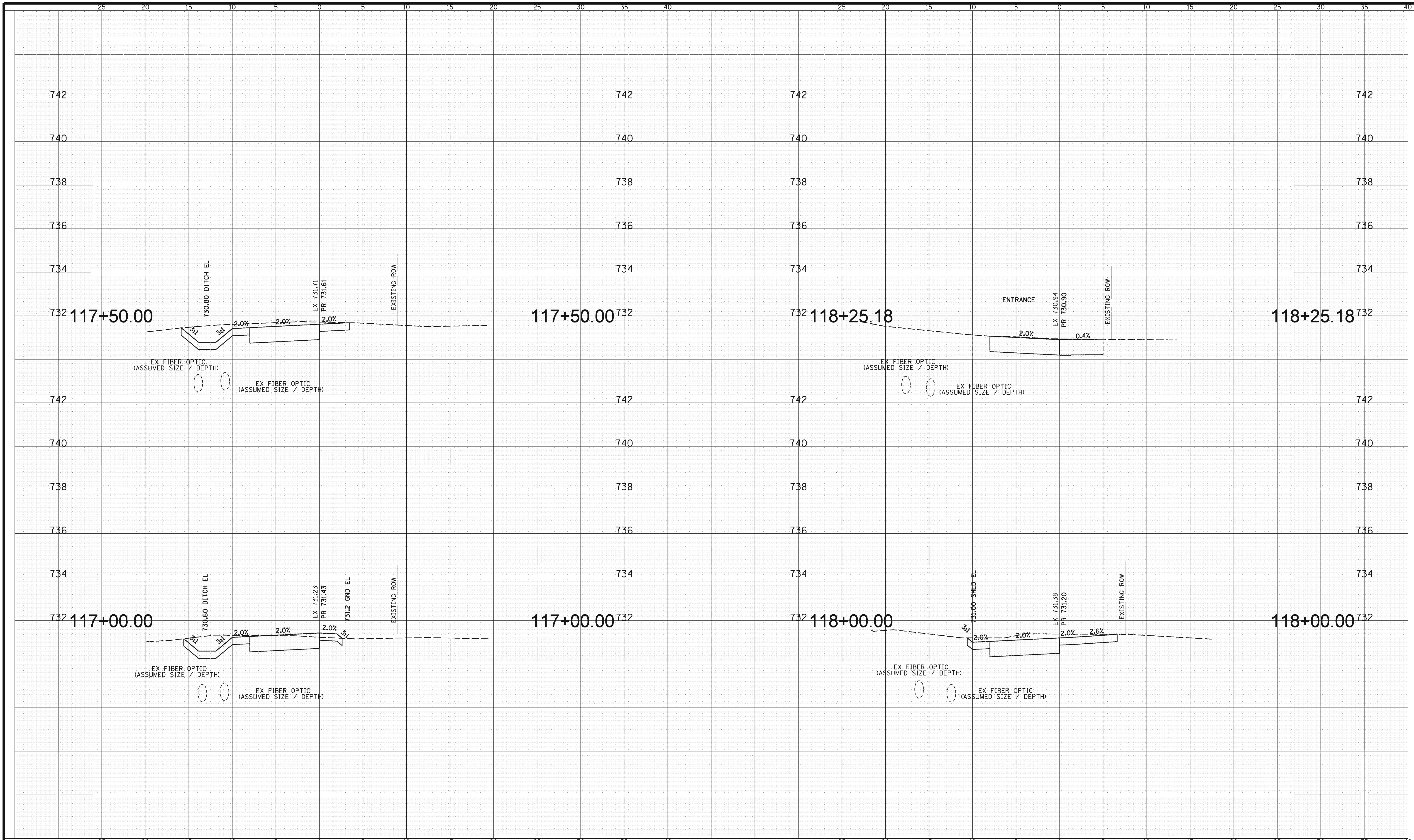
DATE: 8/31/2012

SHEET 41 OF 47

DRAWING NO.

**XS11**





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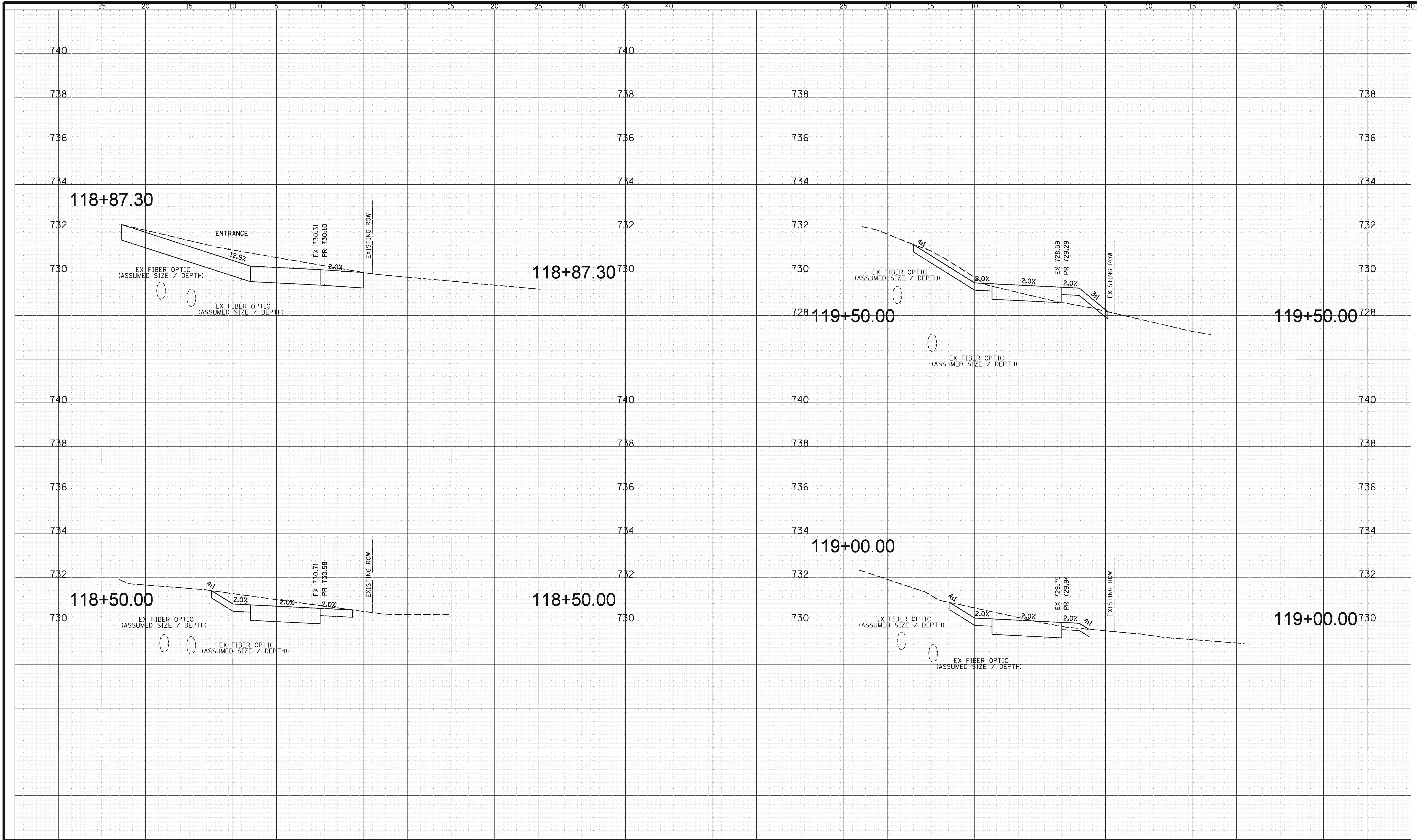
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		

DSGN.	BLL
DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 117 + 00.00 - STA. 118 + 25.18**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 42 OF 47  
 DRAWING NO.  
**XS12**





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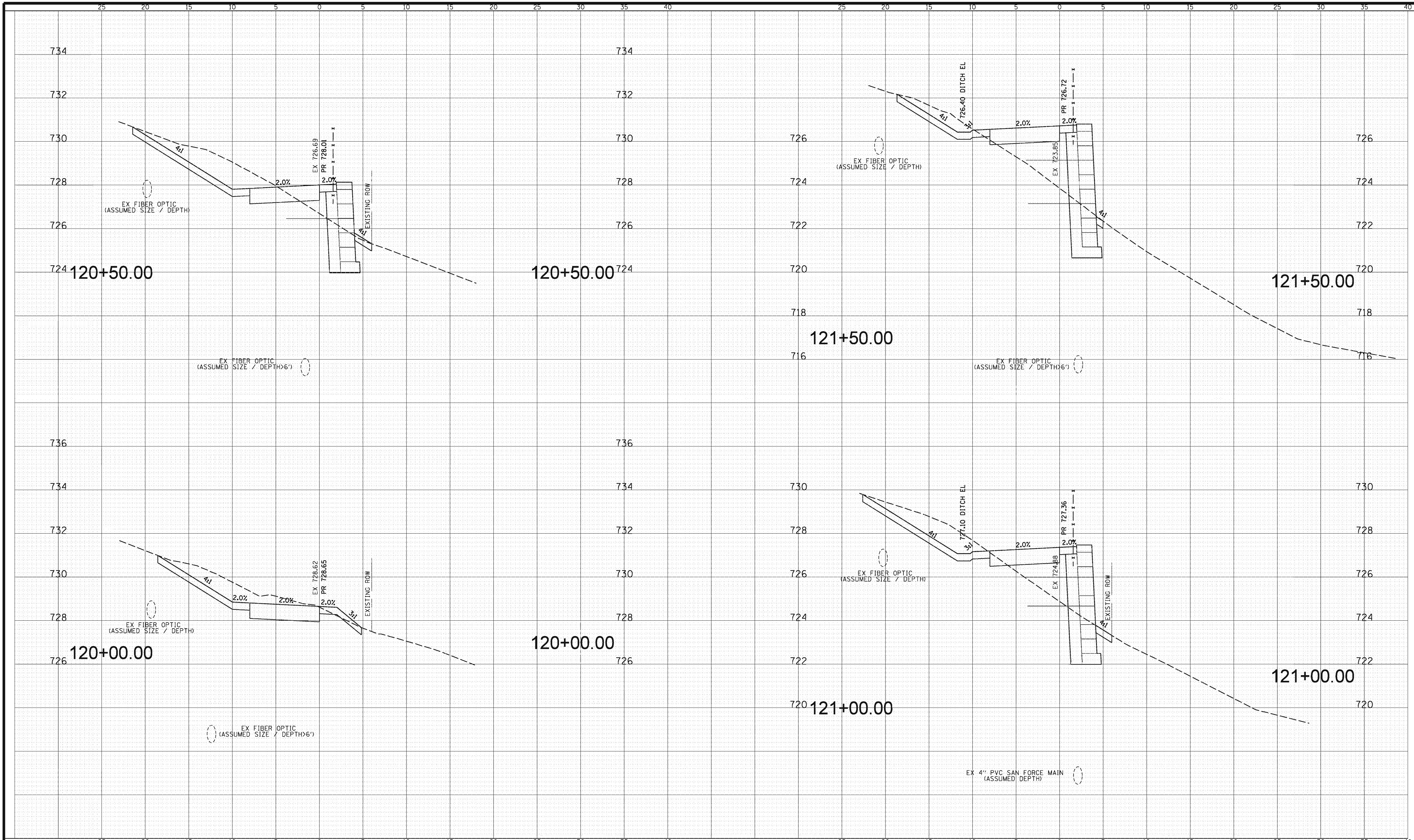
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		

DSGN.	BLL
DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE: **IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 118 + 50.00 - STA. 119 + 50.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 43 OF 47  
 DRAWING NO. **XS13**





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CLIENT:



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NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		
DSGN.	BLL	EDT	
CHKD.	JGS		
SCALE:	5'		
PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:

**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 120 + 00.00 - STA. 121 + 50.00**

PROJ. NO. 110166

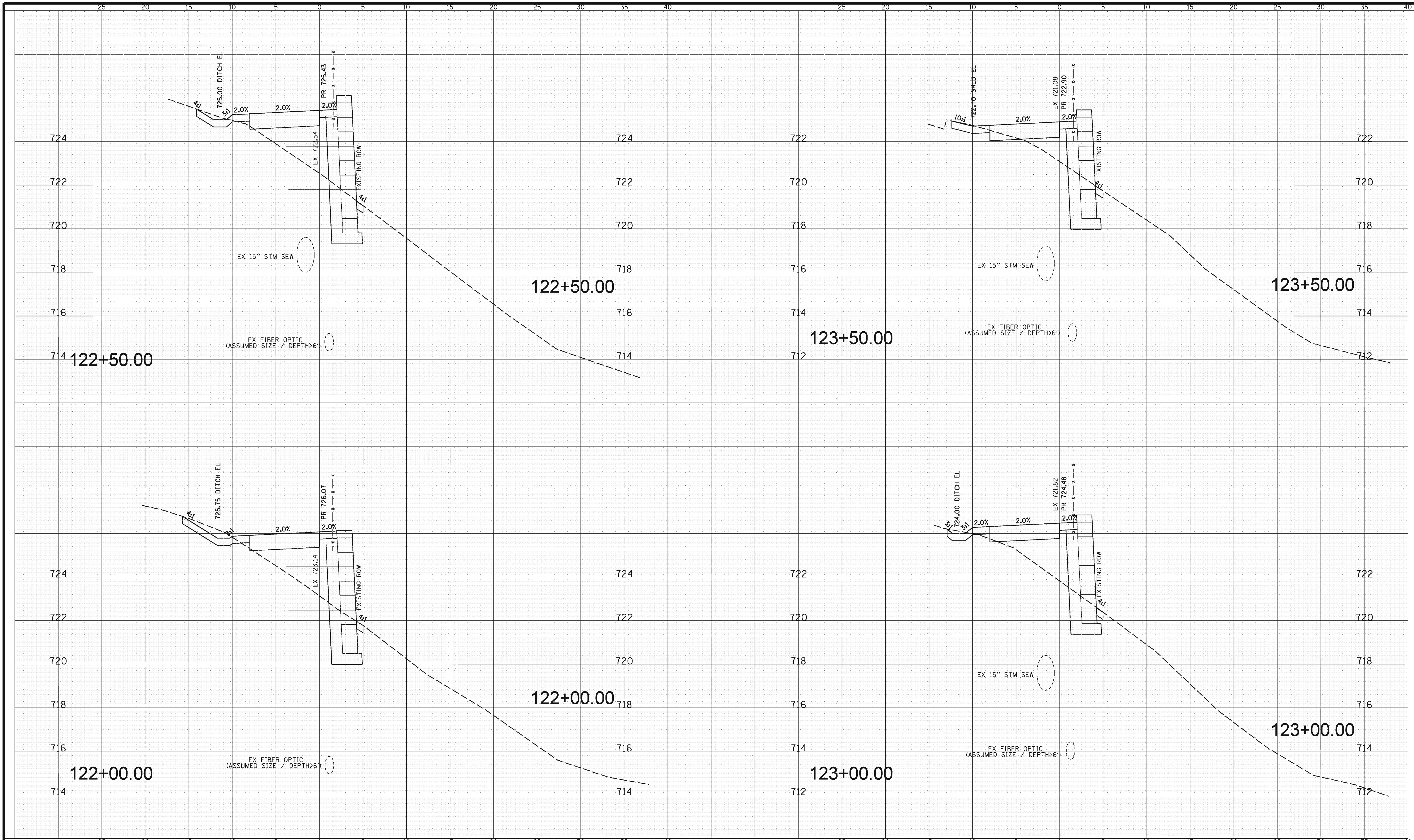
DATE: 8/31/2012

SHEET 44 OF 47

DRAWING NO.

**XS14**





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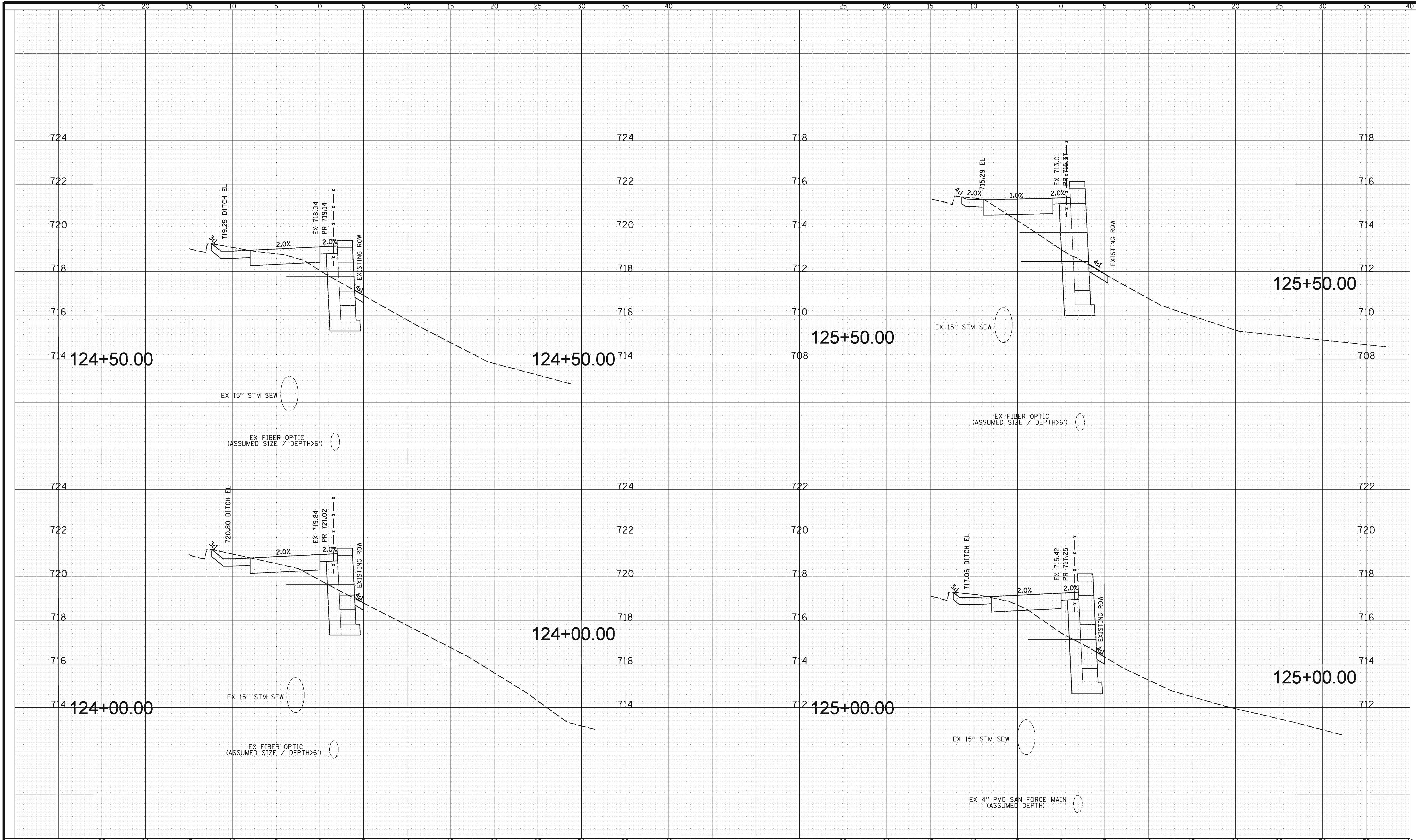
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		

DSGN.	BLL
DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE: **IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 122 + 00.00 - STA. 123 + 50.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 45 OF 47  
 DRAWING NO.  
**XS15**





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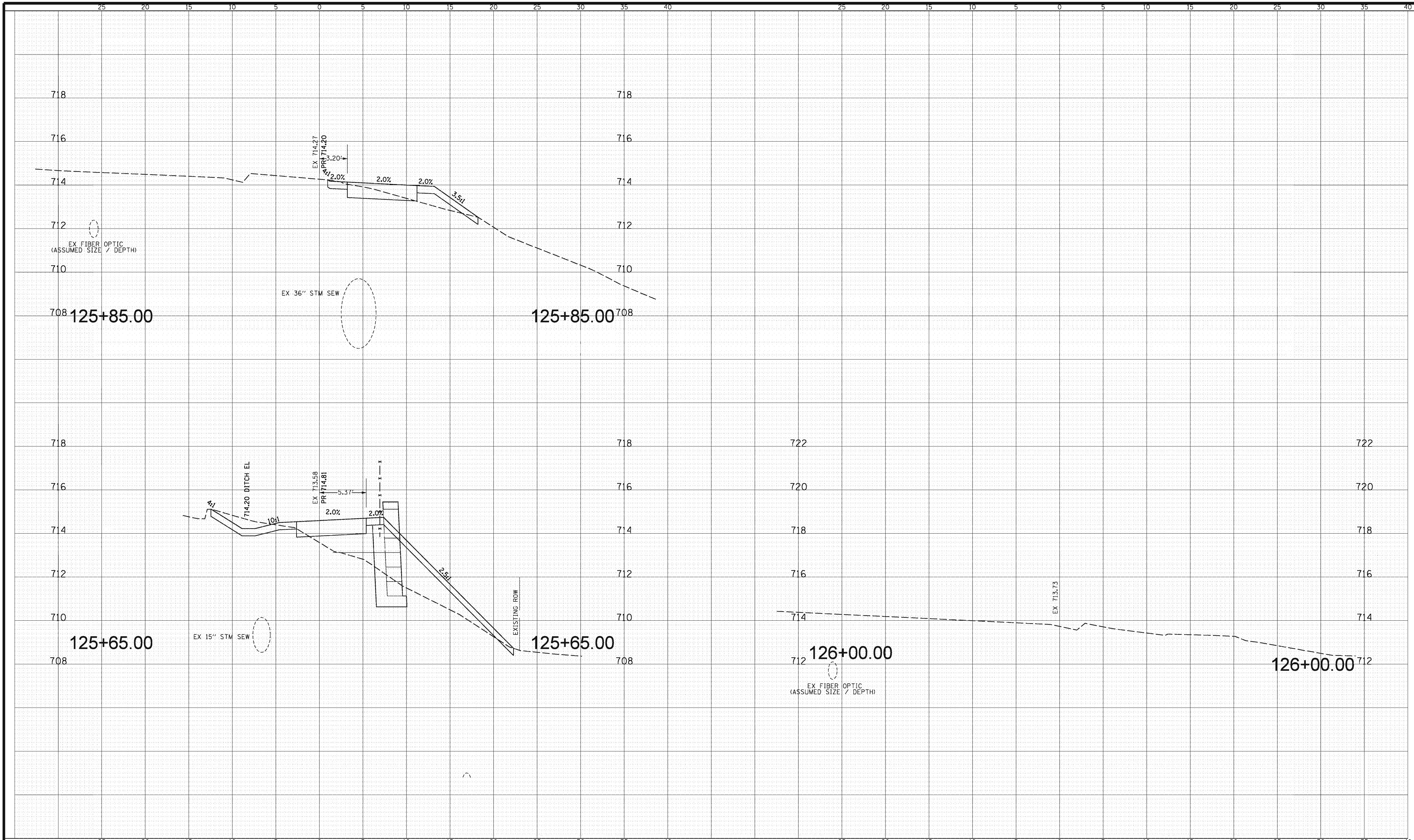
NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		

DSGN.	BLL
DWN.	EDT
CHKD.	JGS
SCALE:	5'
PLOT DATE:	10/5/2012
CAD USER:	mgoldenberg
MODEL:	Default

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 124 + 00.00 - STA. 125 + 50.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 46 OF 47  
 DRAWING NO.  
**XS16**





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CLIENT:  
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NO.	DATE	NATURE OF REVISION	CHKD.
FILE NAME	N:\ORLANDPARK\110166\CIVIL\LAY_153rd.d\110166.SHT		
DSGN.	BLL	EDT	
CHKD.	JGS		
SCALE:	5'		
PLOT DATE:	10/5/2012		
CAD USER:	mgoldenberg		
MODEL:	Default		

TITLE:  
**IL RTE 7 (WOLF RD) / 153rd ST BIKE PATH**  
**153rd STREET BIKE PATH**  
**STA. 125 + 65.00 - STA. 126 + 50.00**

PROJ. NO. 110166  
 DATE: 8/31/2012  
 SHEET 47 OF 47  
 DRAWING NO.  
**XS17**