

FOR INDEX OF SHEETS AND STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROJECT LOCATED IN CITY OF CHICAGO

D-91-227-13

| F.A.I. RTE. | SECTION    | COUNTY | TOTAL SHEETS       | SHEET NO. |
|-------------|------------|--------|--------------------|-----------|
| 90/94/290   | 2015-021-1 | COOK   | 153                | 1         |
| ILLINOIS    |            |        | CONTRACT NO. 62A75 |           |

DESIGN DESIGNATIONS:

|                          |                                |
|--------------------------|--------------------------------|
| JACKSON BOULEVARD        | 11,000(2040) COLLECTOR (URBAN) |
| NB I-90/94               | 116,000(2040) INTERSTATE       |
| SB I-90/94               | 98,000(2040) INTERSTATE        |
| RAMP SE                  | 5,000(2040) INTERSTATE         |
| RAMP SW                  | 23,000(2040) INTERSTATE        |
| SB C-D ROAD              | 13,000(2040) INTERSTATE        |
| SB JACKSON EXIT RAMP     | 4,000(2040) INTERSTATE         |
| NB JACKSON ENTRANCE RAMP | 6,000(2040) INTERSTATE         |
| NB C-D ROAD              | 22,000(2040) INTERSTATE        |

POSTED /DESIGN SPEEDS:

|            |
|------------|
| 30 /30 MPH |
| 45 /60 MPH |
| 45 /60 MPH |
| 25 /25 MPH |
| 35 /35 MPH |
| 45 /45 MPH |
| 30 /30 MPH |
| 30 /30 MPH |
| 30 /30 MPH |

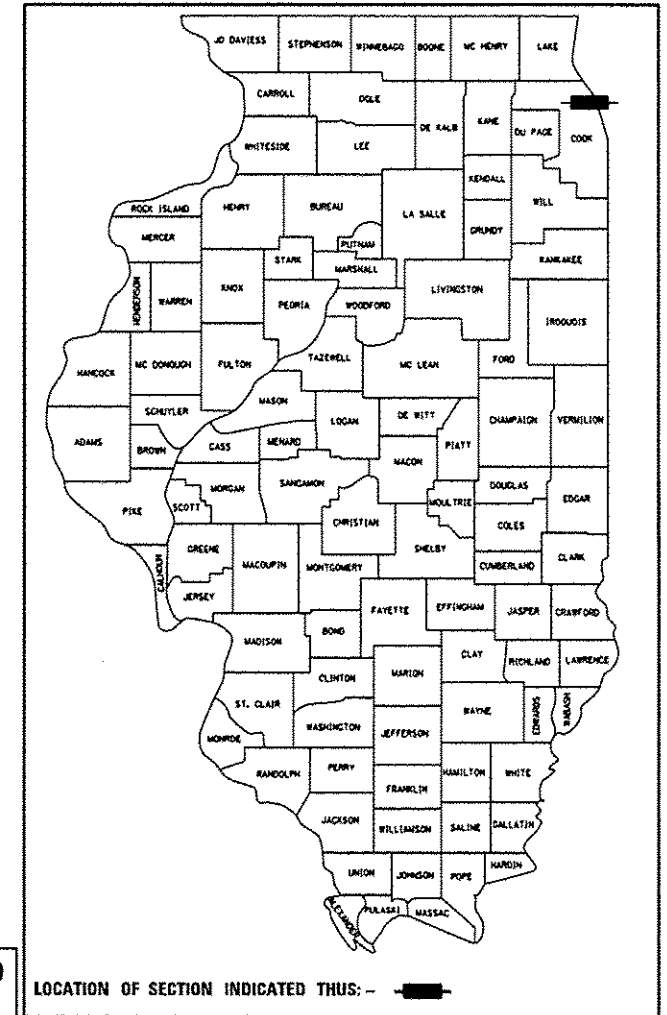
06-16-2017 LETTING ITEM 121

**PROPOSED HIGHWAY PLANS**

FAI ROUTE 90/94 AT I-290/CONGRESS PARKWAY  
 (JANE BYRNE INTERCHANGE)  
 AT JACKSON BLVD.  
 SECTION 2015-021-1  
 UTILITY RELOCATION

PROJECT: NHPP-000V(118)  
 COOK COUNTY  
 C-91-309-15

| NPDES PERMIT INFORMATION   |
|--|
| NPDES Disturbed<br>Area = 0.71 Acres   |
| Approximate Location of Roadway is :<br>Longitude 87° 39' 6" W<br>Latitude 41° 52' 32" N |



LOCATION OF SECTION INDICATED THIS: -

**AECOM**  
 303 EAST WAGNER DRIVE, SUITE 1400  
 CHICAGO, IL 60601-5276  
 PHONE: (312) 373-7700  
 FAX: (312) 373-6800

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUBMITTED April 21 2017  
Anthony... REGIONAL ENGINEER

May 12 2017  
Matthew M. Addis, P.E. ENGINEER OF DESIGN AND ENVIRONMENT

May 12 2017  
... DIRECTOR OF PROGRAM DEVELOPMENT

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

PLOT DATE: 4/18/2017

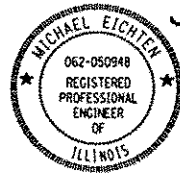
DISTRICT 1 DESIGN /CONSULTANT SERVICES: BRIAN KUTTAB, P.E. (847)705-4431 SCHAUMBURG, ILLINOIS



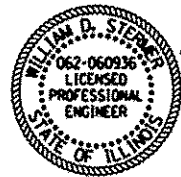
D.B.M. 4/20/17  
 DANNY B. MANOJLOVSKI, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 1-53, 84-85, 144-153



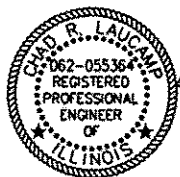
Amish T. Bhatt 4/20/17  
 AMISH T. BHATT, S.E. DATE  
 LICENSE EXPIRES 11/30/2018  
 SHEET RANGE 64-67



Michael J. Eichten 4/20/17  
 MICHAEL J. EICHEN, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 1-53, 84-85, 144-153



William D. Stermer 4/20/2017  
 WILLIAM D. STERMER, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 86-97



Chad R. Laigamp 4/20/17  
 CHAD R. LAIGAMP, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 54-59



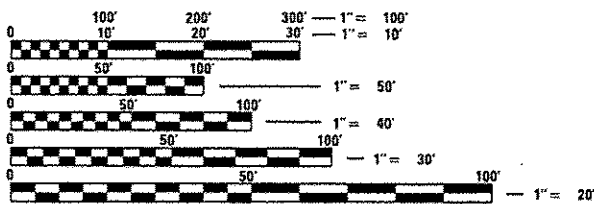
Matthew J. Letourneau 4/20/17  
 MATTHEW J. LETOURNEAU, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 98



Grant P. Sanchez 4/20/2017  
 GRANT P. SANCHEZ, P.E. DATE  
 LICENSE EXPIRES 11/30/2017  
 SHEET RANGE 1-53, 84-85, 144-153

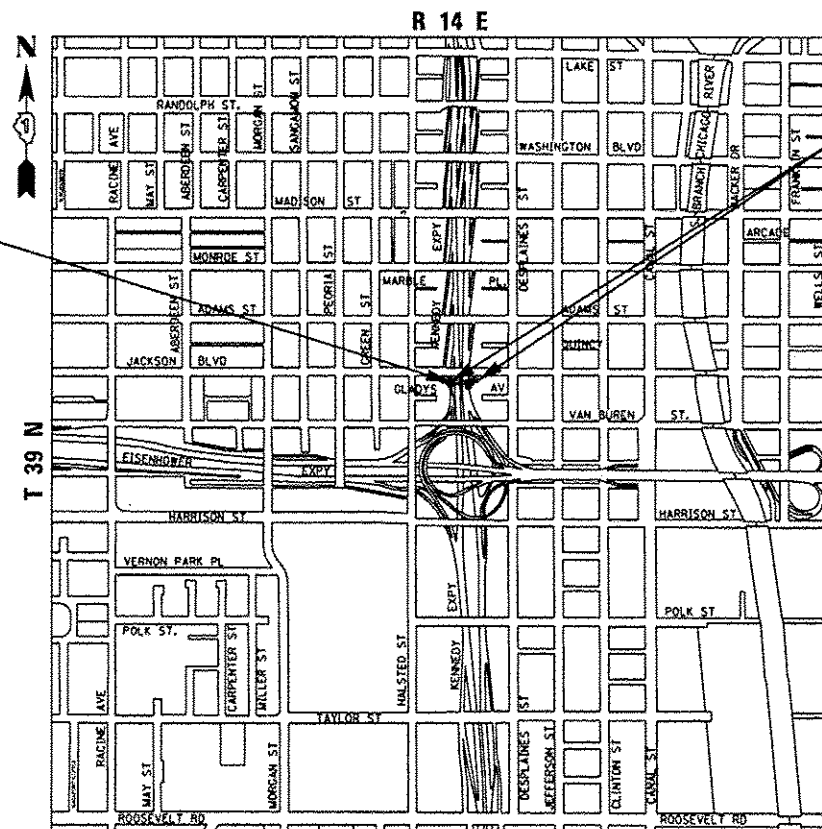
JACKSON WATER MAIN RELOCATION  
 STA 300+50.00 TO STA 305+61.74

JACKSON BOULEVARD  
 STA 8211+07.55 TO  
 STA 8212+91.28 AND  
 STA 8214+83.92 TO  
 STA 8215+32.10



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.

C.U.A.N.  
 CHICAGO UTILITY ALERT NETWORK  
 1-312-744-7000



LOCATION MAP

NOT TO SCALE

GROSS LENGTH = 424.55 FT (0.081 MILES)  
 NET LENGTH = 424.55 FT (0.081 MILES)

PROJECT MANAGER: BRIAN KUTTAB, P.E.

CONTRACT NO. 62A75











| CODE NO. | ITEM   | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE                                |  |   |   |
|----------|--|-------|----------------|--|--|---|---|
|          |  |       |                | 90% FED<br>10% STATE<br>ROADWAY<br>0004<br>URBAN | 100% STATE<br>ROADWAY<br>0004<br>URBAN | 90% FED<br>10% STATE<br>HIGHWAY LIGHTING<br>0021<br>URBAN | 90% FED<br>10% STATE<br>ROADWAY LIGHTING<br>0021<br>URBAN |
|          |  |       |                | 28000510   | INLET FILTERS                          | EACH  | 9   |
| 31101200 | SUBBASE GRANULAR MATERIAL, TYPE B 4"         | SO YD | 124            | 124  |  |   |   |
| 31101400 | SUBBASE GRANULAR MATERIAL, TYPE B 6"         | SO YD | 334            | 334  |  |   |   |
| 35300500 | PORTLAND CEMENT CONCRETE BASE COURSE 10"     | SO YD | 199            | 199  |  |   |   |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS               | TON   | 250            | 250  |  |   |   |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT)             | POUND | 90             | 90   |  |   |   |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON   | 23             | 23   |  |   |   |
| 42001300 | PROTECTIVE COAT                              | SO YD | 184            | 184  |  |   |   |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH     | SO FT | 1108           | 1108   |  |   |   |
| 44000100 | PAVEMENT REMOVAL                             | SO YD | 199            | 199  |  |   |   |
| 44000400 | GUTTER REMOVAL                               | FOOT  | 140            | 140  |  |   |   |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL          | FOOT  | 131            | 131  |  |   |   |
| 44000600 | SIDEWALK REMOVAL                             | SO FT | 1116           | 1116   |  |   |   |
| 44001980 | CONCRETE BARRIER REMOVAL                     | FOOT  | 120            | 120  |  |   |   |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| F.A.I.<br>RTE.     | SECTION    | COUNTY | TOTAL<br>SHEETS           | SHEET<br>NO. |
|--------------------|------------|--------|---------------------------|--------------|
| 90/94/290          | 2015-021-F | COOK   | 153                       | 6            |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |              |

SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

FILE PATH: I:\PROJECTS\2015\2015-021-F\2015-021-F\62A75\62A75-01\62A75-01-500.dgn



DESIGNED - ZND  
DRAWN - ZND  
CHECKED - MJE  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

303 EAST Wacker Drive, Suite 1400  
Chicago, IL 60601-5016  
PHONE: 312-353-1100 FAX: 312-353-6800

| CODE NO.   | ITEM  | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE               |                       |  |  |
|------------|---|-------|----------------|---------------------------------|-----------------------|--|--|
|            |   |       |                | 90% FED<br>10% STATE<br>ROADWAY | 100% STATE<br>ROADWAY | 90% FED<br>10% STATE<br>HIGHWAY LIGHTING | 90% FED<br>10% STATE<br>ROADWAY LIGHTING |
|            |   |       |                | 0004<br>URBAN                   | 0004<br>URBAN         | 0021<br>URBAN                            | 0021<br>URBAN                            |
| 48101620   | AGGREGATE SHOULDERS, TYPE B 10"                   | SO YD | 97             | 97                              |                       |  |  |
| 50300225   | CONCRETE STRUCTURES                               | CU YD | 12             | 12                              |                       |  |  |
| 50800205   | REINFORCEMENT BARS, EPOXY COATED                  | POUND | 10890          | 10890                           |                       |  |  |
| 51603000   | DRILLED SHAFT IN SOIL                             | CU YD | 56             | 56                              |                       |  |  |
| 56103900   | DUCTILE IRON WATER MAIN, MECHANICAL JOINT 8"      | FOOT  | 20             | 20                              |                       |  |  |
| 56104200   | DUCTILE IRON WATER MAIN, MECHANICAL JOINT 16"     | FOOT  | 271            | 271                             |                       |  |  |
| 56105310   | WATER MAIN CONTROL VALVE-16 INCH                  | EACH  | 2              | 2                               |                       |  |  |
| 56400500   | FIRE HYDRANTS TO BE REMOVED                       | EACH  | 2              | 2                               |                       |  |  |
| 56400600   | FIRE HYDRANTS                                     | EACH  | 2              | 2                               |                       |  |  |
| 60500050   | REMOVING CATCH BASINS                             | EACH  | 1              | 1                               |                       |  |  |
| 60608562   | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 | FOOT  | 30             | 30                              |                       |  |  |
| 60608582   | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 | FOOT  | 91             | 91                              |                       |  |  |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS  | FOOT  | 150            | 150                             |                       |  |  |
| 63100085   | TRAFFIC BARRIER TERMINAL, TYPE 6                  | EACH  | 2              | 2                               |                       |  |  |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| F.A.I.<br>ATE.     | SECTION    | COUNTY | TOTAL<br>SHEETS           | SHEET<br>NO. |
|--------------------|------------|--------|---------------------------|--------------|
| 90/94/290          | 2015-021-1 | COOK   | 153                       | 7            |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |              |

SCALE: SHEET 3 OF 11 SHEETS STA. TO STA.



0162A75-shc-500.dgn  
USER NAME: elshewcz  
PLOT SCALE: 2.0000 1/1  
PLOT DATE: 3/20/2017

DESIGNED - ZND  
DRAWN - ZND  
CHECKED - MJE  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

FILE PATH: P:\528288727\808\_CAD\305\_Roadway\VP\inst\62A75\0162A75-shc-500.dgn



| CODE NO.   | ITEM  | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE                    |                               |   |   |
|------------|---|--------|----------------|--------------------------------------|-------------------------------|---|---|
|            |   |        |                | 90% FED 10% STATE ROADWAY 0004 URBAN | 100% STATE ROADWAY 0004 URBAN | 90% FED 10% STATE HIGHWAY LIGHTING 0021 URBAN | 90% FED 10% STATE ROADWAY LIGHTING 0021 URBAN |
|            |   |        |                |                                      |                               |   |   |
| 63100105   | TRAFFIC BARRIER TERMINAL, TYPE 10                                       | EACH   | 1              | 1                                    |                               |   |   |
| 63100167   | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT                      | EACH   | 1              | 1                                    |                               |   |   |
| 63200310   | GUARDRAIL REMOVAL   | FOOT   | 201            | 201                                  |                               |   |   |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL  | CU YD  | 1600           | 1600                                 |                               |   |   |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS   | LSUM   | 1              | 1                                    |                               |   |   |
| * 66900530 | SOIL DISPOSAL ANALYSIS  | EACH   | 4              | 4                                    |                               |   |   |
| 67100100   | MOBILIZATION  | LSUM   | 1              | 1                                    |                               |   |   |
| 70103815   | TRAFFIC CONTROL SURVEILLANCE  | CAL DA | 395            | 395                                  |                               |   |   |
| 70300240   | TEMPORARY PAVEMENT MARKING - LINE 6"                                    | FOOT   | 2933           | 2933                                 |                               |   |   |
| 70400100   | TEMPORARY CONCRETE BARRIER  | FOOT   | 1350           | 1350                                 |                               |   |   |
| 70400200   | RELOCATE TEMPORARY CONCRETE BARRIER                                     | FOOT   | 1350           | 1350                                 |                               |   |   |
| * 70600255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH   | 5              | 5                                    |                               |   |   |
| * 70600260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH   | 4              | 4                                    |                               |   |   |
| * 70600332 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3  | EACH   | 4              | 4                                    |                               |   |   |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

|                    |            |        |                           |           |
|--------------------|------------|--------|---------------------------|-----------|
| F.A.I. RTE.        | SECTION    | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 90/94/290          | 2015-021-1 | COOK   | 153                       | 8         |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |           |

SCALE: SHEET 4 OF 11 SHEETS STA. TO STA.

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DESIGNED - ZND  
DRAWN - ZND  
CHECKED - MJE  
DATE - 03/21/2011

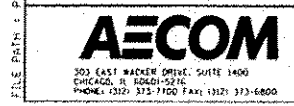
REVISIONS  
REVISIONS  
REVISIONS  
REVISIONS

Ren

FILE PATH : P:\62078527\8200\_CAD\085\_Roadway\Partials\62078527\62078527.dgn  
 303 EAST Wacker Drive, Suite 1400  
 Chicago, IL 60601-5214  
 PHONE: (312) 313-7100 FAX: (312) 313-6800

| CODE NO.   | ITEM  | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE                    |                               |   |   |
|------------|---|-------|----------------|--------------------------------------|-------------------------------|---|---|
|            |   |       |                | 90% FED 10% STATE ROADWAY 0004 URBAN | 100% STATE ROADWAY 0004 URBAN | 90% FED 10% STATE HIGHWAY LIGHTING 0021 URBAN | 90% FED 10% STATE ROADWAY LIGHTING 0021 URBAN |
|            |   |       |                |                                      |                               |   |   |
| * 72000100 | SIGN PANEL - TYPE I   | 50 FT | 12             | 12                                   |                               |   |   |
| * 72400310 | REMOVE SIGN PANEL - TYPE I  | 50 FT | 12             | 12                                   |                               |   |   |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED                                    | EACH  | 1              | 1                                    |                               |   |   |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4"                            | FOOT  | 840            | 840                                  |                               |   |   |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6"                            | FOOT  | 135            | 135                                  |                               |   |   |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12"                           | FOOT  | 30             | 30                                   |                               |   |   |
| * 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4"                          | FOOT  | 467            | 467                                  |                               |   |   |
| * 78008250 | POLYUREA PAVEMENT MARKING TYPE I - LINE 12"                         | FOOT  | 197            | 197                                  |                               |   |   |
| * 78200005 | GUARDRAIL REFLECTORS, TYPE A  | EACH  | 23             | 23                                   |                               |   |   |
| * 78200011 | BARRIER WALL REFLECTORS, TYPE C                                     | EACH  | 235            | 235                                  |                               |   |   |
| * 81028350 | UNDERGROUND CONDUIT, PVC, 2" DIA.                                   | FOOT  | 5              |                                      |                               |   | 5   |
| * 81028370 | UNDERGROUND CONDUIT, PVC, 3" DIA.                                   | FOOT  | 65             |                                      |                               |   | 65  |
| * 81028390 | UNDERGROUND CONDUIT, PVC, 4" DIA.                                   | FOOT  | 20             |                                      |                               | 20  |   |
| * 81100605 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL | FOOT  | 150            |                                      |                               | 150   |   |

\* DENOTES SPECIALTY ITEM      \*\* DENOTES NON-PARTICIPATING ITEM



01620785-001-503.dgn  
 USER NAME : dshaver  
 PLOT SCALE : 2.00000 1/1  
 PLOT DATE : 3/28/2017

DESIGNED - ZND      REVISED -  
 DRAWN - ZND      REVISED -  
 CHECKED - MJE      REVISED -  
 DATE - 03/21/2017      REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES |         |              |              |
|-----------------------|---------|--------------|--------------|
| SCALE:                | SHEET 5 | OF 11 SHEETS | STA. TO STA. |
|                       |         |              |              |

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 9         |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

| CODE NO.   | ITEM  | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE                    |                               |   |   |
|------------|---|-------|----------------|--------------------------------------|-------------------------------|---|---|
|            |   |       |                | 90% FED 10% STATE ROADWAY 0004 URBAN | 100% STATE ROADWAY 0004 URBAN | 90% FED 10% STATE HIGHWAY LIGHTING 0021 URBAN | 90% FED 10% STATE ROADWAY LIGHTING 0021 URBAN |
|            |   |       |                |                                      |                               |   |   |
| * 81100805 | CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL                     | FOOT  | 150            |                                      |                               | 150   |   |
| * 81101005 | CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL                     | FOOT  | 10             |                                      |                               | 10  |   |
| * 81400200 | HEAVY-DUTY HANDHOLE   | EACH  | 2              |                                      |                               | 2   |   |
| * 81603081 | UNIT DUCT, 600V, 3-1C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE | FOOT  | 150            |                                      |                               | 150   |   |
| * 81800300 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE   | FOOT  | 410            |                                      |                               | 140   | 270   |
| * 81800330 | AERIAL CABLE, 3-1/C NO. 6 WITH MESSENGER WIRE   | FOOT  | 235            |                                      |                               | 235   |   |
| * 82102400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT                                     | EACH  | 2              |                                      |                               |   | 2   |
| * 84100110 | REMOVAL OF TEMPORARY LIGHTING UNIT  | EACH  | 2              |                                      |                               |   | 2   |
| * 84200804 | REMOVAL OF POLE FOUNDATION  | EACH  | 2              |                                      |                               |   | 2   |
| * 87200400 | SPAN WIRE   | FOOT  | 135            |                                      |                               | 135   |   |
| * 89502350 | REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT  | FOOT  | 1000           |                                      |                               | 1000  |   |
| * 89502380 | REMOVE EXISTING HANDHOLE  | EACH  | 1              |                                      |                               | 1   |   |
| Z0007122   | REMOVING AND RE-ERECTING EXISTING RAILING   | FOOT  | 68             | 68                                   |                               |   |   |
| Z0013797   | STABILIZED CONSTRUCTION ENTRANCE  | 50 YD | 118            | 118                                  |                               |   |   |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM



DIG2A75-SP4-500.dgn  
 USER NAME - drahevo  
 PLOT SCALE - 2.0000 1/1 in.  
 PLOT DATE - 3/28/2017

DESIGNED - ZND  
 DRAWN - ZND  
 CHECKED - MAJ  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.

|                    |            |        |                           |           |
|--------------------|------------|--------|---------------------------|-----------|
| F.A.I. RTE.        | SECTION    | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 90/94/290          | 2015-021-1 | COOK   | 153                       | 10        |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |           |

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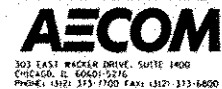
| CODE NO.   | ITEM   | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE                                |  |   |   |
|------------|--|--------|----------------|--|--|---|---|
|            |  |        |                | 90% FED<br>10% STATE<br>ROADWAY<br>0004<br>URBAN | 100% STATE<br>ROADWAY<br>0004<br>URBAN | 90% FED<br>10% STATE<br>HIGHWAY LIGHTING<br>0021<br>URBAN | 90% FED<br>10% STATE<br>ROADWAY LIGHTING<br>0021<br>URBAN |
|            |  |        |                |  |  |   |   |
| * X0327236 | TEMPORARY WOOD POLE, 50 FT., CLASS 4                                   | EACH   | 2              |  |  |   | 2   |
| X0327267   | SLOPE INCLINOMETER   | EACH   | 2              | 2  |  |   |   |
| X0327357   | CONSTRUCTION VIBRATION MONITORING                                      | LSUM   | 1              | 1  |  |   |   |
| X0327371   | PLUG EXISTING PIPE   | CU YD  | 0.2            | 0.2  |  |   |   |
| * X0327607 | FIBER OPTIC SPLICE-MAINLINE  | EACH   | 2              |  |  | 2   |   |
| X0327615   | COMBINED SEWER REMOVAL 8"  | FOOT   | 13             | 13   |  |   |   |
| * X0327616 | MAINTAINING ITS DURING CONSTRUCTION                                    | CAL MO | 13             |  |  | 13  |   |
| X0327679   | STEEL CASING PIPE AUGERED AND JACKED 30"                               | FOOT   | 291            | 291  |  |   |   |
| X0327682   | CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT<br>ENGINEERING SERVICES | LSUM   | 1              | 1  |  |   |   |
| * X0327965 | ELECTRIC CABLE, NO. 19 50 PAIR   | FOOT   | 182            |  |  | 182   |   |
| * X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING                              | 50 FT  | 2208           | 2208   |  |   |   |
| * X0370007 | BREAKDOWN EXISTING HANDHOLE (CDOT)                                     | EACH   | 1              |  |  |   | 1   |
| * X0370022 | ELECTRICAL HANDHOLE, HEAVY DUTY, 36", 24" FRAME AND LID<br>(CDOT)      | EACH   | 1              |  |  |   | 1   |
| * X0370069 | COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) 8<br>INCH (CDOT)   | FOOT   | 20             | 20   |  |   |   |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM

FILE PATH: P:\2018\211800\_CAD\BBS\_Roadway\Drawings\62A75-2017\311-Final\62A75-15-150.dwg  
 303 EAST Wacker Drive, Suite 1400  
 Chicago, IL 60601-3276  
 Phone: (312) 313-7700 Fax: (312) 313-8800

14



DWS2075-sh-500.dgn  
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 PLOT SCALE: 2.89800 / 1"  
 PLOT DATE: 3/20/2017

DESIGNED - ZND  
 DRAWN - ZND  
 CHECKED - MJE  
 DATE - 03/21/2017  
 REVISED -  
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 REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 8 OF 11 SHEETS STA. TO STA.

| F.A.I.<br>RTE.     | SECTION    | COUNTY | TOTAL<br>SHEETS           | SHEET<br>NO. |
|--------------------|------------|--------|---------------------------|--------------|
| 90/94/290          | 2015-021-1 | COOK   | 153                       | 12           |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |              |







| CODE NO.   | ITEM   | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE         |                    |                                    |                                    |
|------------|--|------|----------------|---------------------------|--------------------|------------------------------------|------------------------------------|
|            |  |      |                | 90% FED 10% STATE ROADWAY | 100% STATE ROADWAY | 90% FED 10% STATE HIGHWAY LIGHTING | 90% FED 10% STATE ROADWAY LIGHTING |
|            |  |      |                | 0004                      | 0004               | 0021                               | 0021                               |
|            |  |      |                | URBAN                     | URBAN              | URBAN                              | URBAN                              |
| X1200110   | DUCTILE IRON WATER MAIN, MECHANICAL JOINT 16" IN CASING  | FOOT | 291            | 291                       |                    |                                    |                                    |
| X1200109   | WATER MAIN CONTROL VALVE -48 INCH BUTTERFLY VALVE        | EACH | 1              | 1                         |                    |                                    |                                    |
| X6020083   | INLETS, TYPE A, TYPE I FRAME, OPEN LID (CITY OF CHICAGO) | EACH | 1              | 1                         |                    |                                    |                                    |
| * X1400245 | FIBER OPTIC CABLE, IN CONDUIT, 96 FIBERS, SINGLE MODE    | FOOT | 182            |                           |                    | 182                                |                                    |
| * X1400246 | FIBER OPTIC CABLE, AERIAL, 96 FIBERS, SINGLE MODE        | FOOT | 235            |                           |                    | 235                                |                                    |
| * X1400244 | ELECTRIC CABLE, AERIAL INSTALLATION, NO. 19 50-PAIR      | FOOT | 235            |                           |                    | 235                                |                                    |
| * X1400243 | TEST EXISTING CONDUIT                                    | EACH | 8              |                           |                    |                                    | 8                                  |

\* DENOTES SPECIALTY ITEM

\*\* DENOTES NON-PARTICIPATING ITEM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 11 OF 11 SHEETS STA. TO STA.

| F.A.I. RTE.        | SECTION    | COUNTY | TOTAL SHEETS                | SHEET NO. |
|--------------------|------------|--------|-----------------------------|-----------|
| 90/94/290          | 2015-021-1 | COOK   | 153                         | 15        |
| CONTRACT NO. 62A75 |            |        | [ILLINOIS] FED. AID PROJECT |           |



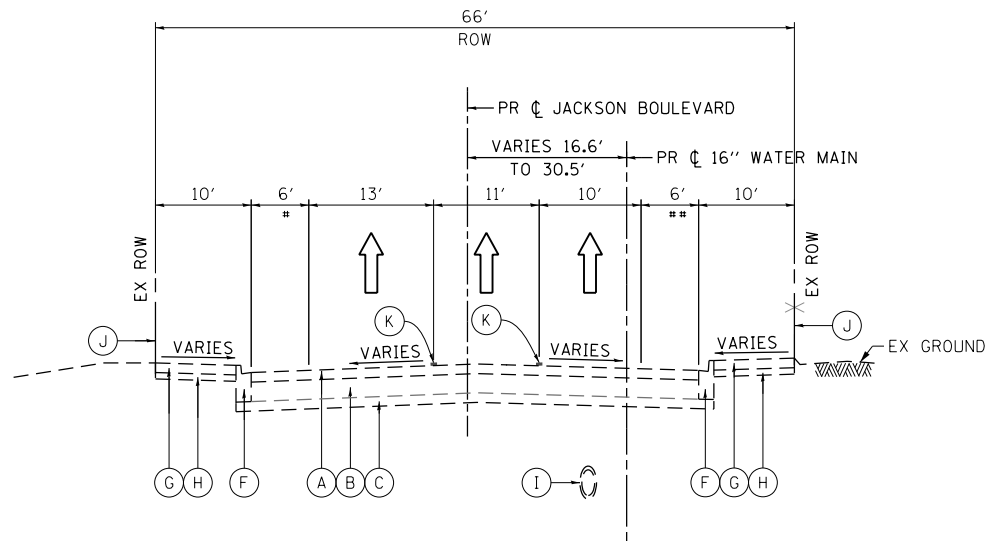
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CHECKED - MJE  
DATE - 03/21/2017

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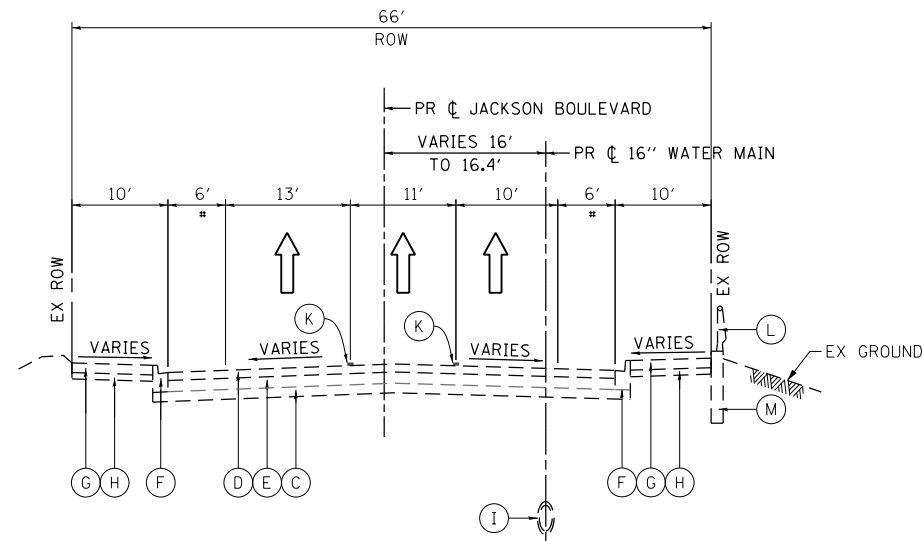
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**1 EXISTING TYPICAL SECTION  
JACKSON BOULEVARD**

STA 8211+07.55 TO STA 8211+91.28

- # PARKING LANE
- ## BUS STOP/LOADING ZONE



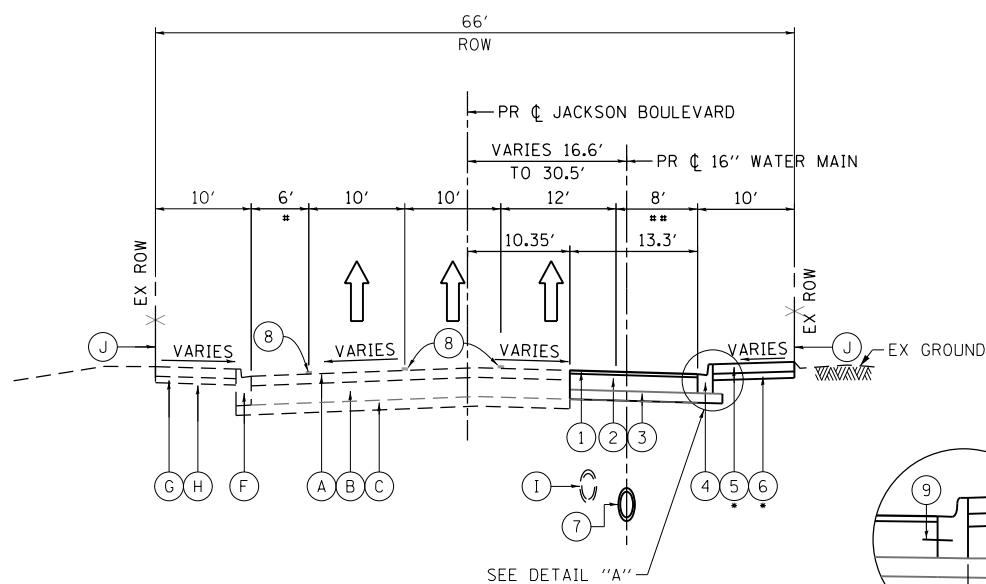
**2 EXISTING TYPICAL SECTION  
JACKSON BOULEVARD**

STA 8214+83.92 TO STA 8215+32.10

- # PARKING LANE

**EXISTING**

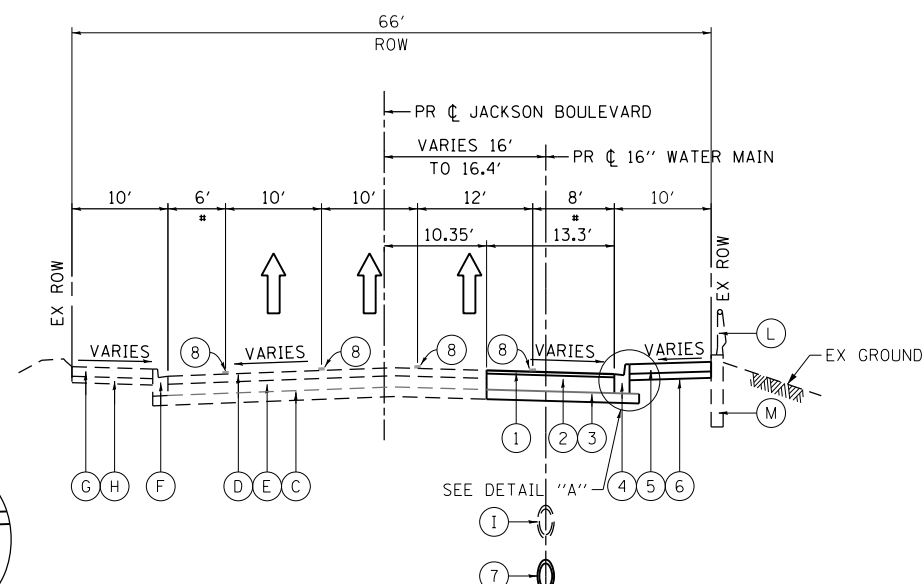
- (A) HOT-MIX ASPHALT PAVEMENT 6"
- (B) PCC PAVEMENT 12"
- (C) SUBBASE GRANULAR MATERIAL VARIES 6" TO 24"
- (D) HOT-MIX ASPHALT PAVEMENT 3"
- (E) PCC PAVEMENT 9"
- (F) TYPE B-V.12 CONCRETE CURB AND GUTTER
- (G) PORTLAND CEMENT CONCRETE SIDEWALK
- (H) SUBBASE GRANULAR MATERIAL - 4"
- (I) 16" DIAMETER WATER MAIN
- (J) ORNAMENTAL FENCE, WROUGHT IRON
- (K) PAVEMENT MARKING
- (L) ORNAMENTAL RAILING
- (M) CURB WALL



**3 PROPOSED TYPICAL SECTION  
JACKSON BOULEVARD**

STA 8211+07.55 TO STA 8211+91.28

- STA 8211+14.75 TO STA 8211+91.28
- # PARKING LANE
- ## BUS STOP/LOADING ZONE



**4 PROPOSED TYPICAL SECTION  
JACKSON BOULEVARD**

STA 8214+83.92 TO STA 8215+32.10

- # PARKING LANE

**PROPOSED**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
- (2) PORTLAND CEMENT CONCRETE BASE COURSE 10"
- (3) SUBBASE GRANULAR MATERIAL, TYPE B 6"
- (4) COMBINATION CURB AND GUTTER, TYPE B-V.12 (CDOT)
- (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (6) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- (7) 16" DIAMETER WATER MAIN (SEE WATER MAIN PLANS)
- (8) PAVEMENT MARKING (SEE PAVEMENT MARKING PLANS)
- (9) #5 TIE BARS EPOXY COATED, 18" LONG AT 30" C-C (INCLUDED IN PRICE FOR BID FOR CURB AND GUTTER, SEE CDOT DETAIL FOR CONCRETE CURB AND GUTTER)

**NOTES:**

1. TYPICAL LOCAL ROADWAY CROSS SLOPE VARIES BETWEEN 1.4% AND 3.6% AS INDICATED ON THE PLANS. SEE ROADWAY AND GRADING PLAN DETAILS FOR ROADWAY SLOPE TRANSITIONS.
2. PCC BASE COURSE SHALL HAVE TRANSVERSE CONTRACTION JOINTS AT A 20' MAXIMUM SPACING. (INCLUDED IN THE COST OF PCC BASE COURSE)
3. A MINIMUM 6' WIDTH OF THE PROPOSED SIDEWALK MUST HAVE A CROSS SLOPE OF 1:64 OR LESS.
4. EXISTING PAVEMENT INFORMATION SHOWN FOR JACKSON BOULEVARD ARE TAKEN FROM SOIL BORINGS 1702-B-01 AND 1702-B-03, SEE SHEETS 70 TO 78.



D162A75-Sht-Typical-01  
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PLOT SCALE = 20.0000' / in.  
PLOT DATE = 3/20/2017

DESIGNED - OPS  
DRAWN - ZND  
CHECKED - MJE  
DATE - 03/21/2017

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

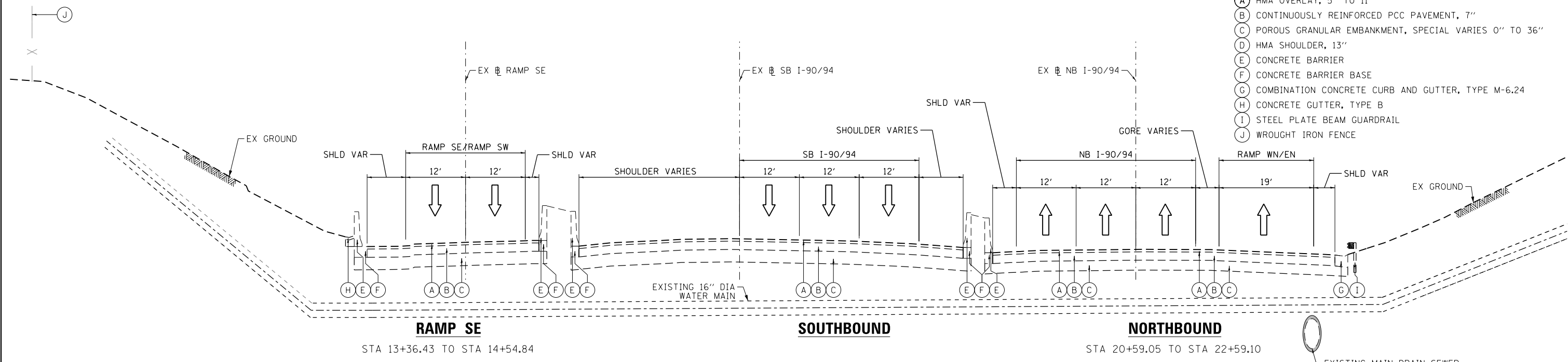
TYPICAL SECTIONS  
JACKSON BOULEVARD

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 16        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**EXISTING**

- (A) HMA OVERLAY, 5" TO 11"
- (B) CONTINUOUSLY REINFORCED PCC PAVEMENT, 7"
- (C) POROUS GRANULAR EMBANKMENT, SPECIAL VARIES 0" TO 36"
- (D) HMA SHOULDER, 13"
- (E) CONCRETE BARRIER
- (F) CONCRETE BARRIER BASE
- (G) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (H) CONCRETE GUTTER, TYPE B
- (I) STEEL PLATE BEAM GUARDRAIL
- (J) WROUGHT IRON FENCE



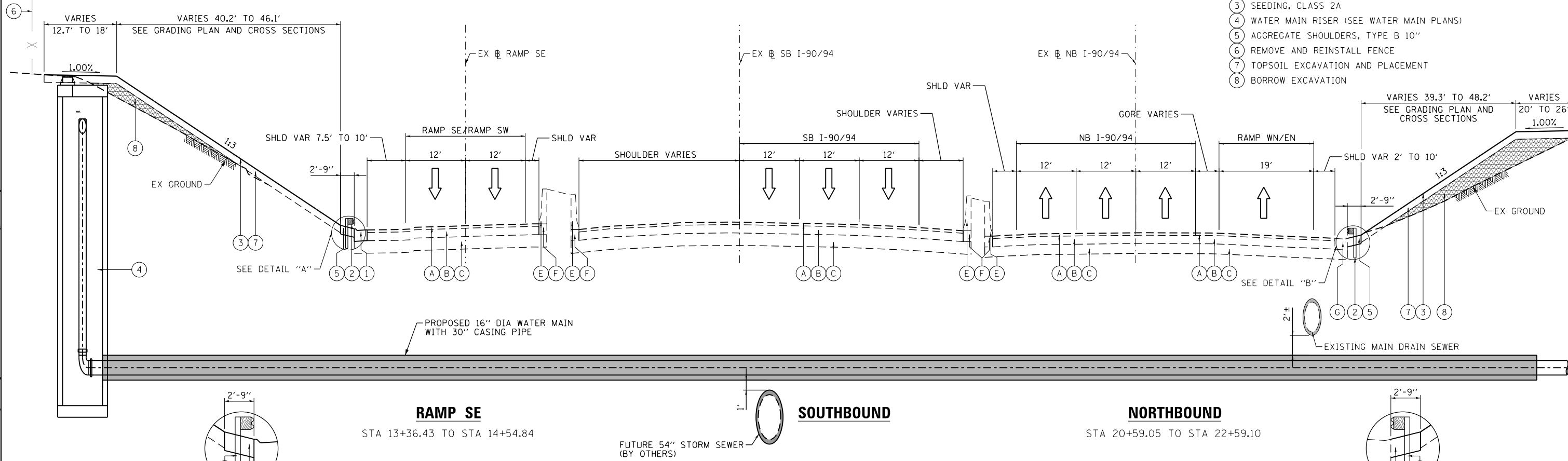
**5** EXISTING TYPICAL SECTION  
I-90 / 94 (LOOKING NORTH)

**LEGEND**

- (Hatched pattern) BORROW EXCAVATION
- (Solid grey) ENCASING PIPE

**PROPOSED**

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- (2) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS OR TRAFFIC BARRIER TERMINAL
- (3) SEEDING, CLASS 2A
- (4) WATER MAIN RISER (SEE WATER MAIN PLANS)
- (5) AGGREGATE SHOULDERS, TYPE B 10"
- (6) REMOVE AND REINSTALL FENCE
- (7) TOPSOIL EXCAVATION AND PLACEMENT
- (8) BORROW EXCAVATION



**DETAIL "A"**

**DETAIL "B"**

**6** PROPOSED TYPICAL SECTION  
I-90 / 94 (LOOKING NORTH)



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 PLOT SCALE = 20.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - OPS  
 DRAWN - ZND  
 CHECKED - MJE  
 DATE - 03/21/2017

REVISED -  
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
 NB & SB I-90/94

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-I | COOK   | 153          | 17        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

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## HOT MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE   | AIR VOIDS (%) @NDES | OMP   |
|--|---------------------|-------|
| JACKSON BOULEVARD ( PAVEMENT RESTORATION)                      |                     |       |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, ( IL-9.5 MM): 2" | 4% @ 70 GYR         | QC/QA |
|  |                     |       |
| OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE ( QC/QA)    |                     |       |

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.
2. FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
3. QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

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|-----------------------------|-------------------|-----------|
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| USER NAME = dshevoz         | DRAWN - OPS       | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/21/2017       | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS - HOT MIX ASPHALT MIXTURE REQUIREMENTS**

SCALE: NONE      SHEET 1 OF 1 SHEETS      STA.      TO STA.

| F.A.I.<br>RTE.            | SECTION    | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------------------|------------|--------|-----------------|--------------|
| 90/94/290                 | 2015-021-1 | COOK   | 153             | 18           |
| <b>CONTRACT NO. 62A75</b> |            |        |                 |              |
| ILLINOIS FED. AID PROJECT |            |        |                 |              |

**REMOVAL SCHEDULE**

| SHEET                          | ROADWAY/STATION    | BASELINE        | TREE REMOVAL 16 TO 15 UNITS<br>DIAMETER) | TREE REMOVAL (OVER 15 UNITS<br>DIAMETER) | PAVEMENT REMOVAL | GUTTER REMOVAL | COMBINATION CURB AND GUTTER<br>REMOVAL | SIDEWALK REMOVAL | CONCRETE BARRIER REMOVAL | GUARDRAIL REMOVAL | REMOVING AND RE-ERECTING<br>EXISTING RAILING | FENCE REMOVAL AND<br>REINSTALLATION |
|--------------------------------|--------------------|-----------------|--|--|------------------|----------------|--|------------------|--------------------------|-------------------|--|-------------------------------------|
|                                |                    |                 | UNIT                                     | UNIT                                     | SQ YD            | FOOT           | FOOT                                   | SQ FT            | FOOT                     | FOOT              | FOOT   | FOOT                                |
| REM AND PR PLAN-(JACKSON BLVD) | 8211+00 TO 8216+00 | PR JACKSON BLVD | -  | -  | 199              | -              | 131                                    | 1,116            | -                        | -                 | 68   | -                                   |
| REM PLAN-01 (I-90/94)          | 16+00 TO 30+00     | EX NB-90/94     | 151                                      | 24                                       | -                | 140            | -                                      | -                | 120                      | 201               | -  | 50                                  |
| PR PLAN-01 (I-90/94)           | 16+00 TO 30+00     | EX NB-90/94     | -  | -  | -                | -              | -                                      | -                | -                        | -                 | -  | -                                   |
| <b>TOTALS</b>                  |                    |                 | <b>151</b>                               | <b>24</b>                                | <b>199</b>       | <b>140</b>     | <b>131</b>                             | <b>1,116</b>     | <b>120</b>               | <b>201</b>        | <b>68</b>                                    | <b>50</b>                           |

**NOTES:**

- "FENCE REMOVAL AND REINSTALLATION" IS CALLED OUT AS "REMOVE AND REINSTALL FENCE" ON PLAN SHEETS AND TYPICAL SECTIONS.

**SAFETY SCHEDULE**

| SHEET                          | ROADWAY            | BASELINE        | STEEL PLATE BEAM GUARDRAIL, TYPE<br>4, 6 FOOT POSTS | TRAFFIC BARRIER TERMINAL, TYPE 6 | TRAFFIC BARRIER TERMINAL, TYPE 10 | TRAFFIC BARRIER TERMINAL, TYPE 1<br>(SPECIAL) TANGENT | TERMINAL MARKER - DIRECT APPLIED | GUARDRAIL REFLECTORS, TYPE A | TEMPORARY CHAIN LINK FENCE |
|--------------------------------|--------------------|-----------------|---|----------------------------------|-----------------------------------|---|----------------------------------|------------------------------|----------------------------|
|                                |                    |                 | FOOT  | EACH                             | EACH                              | EACH  | EACH                             | EACH                         | FOOT                       |
| REM AND PR PLAN-(JACKSON BLVD) | 8211+00 TO 8216+00 | PR JACKSON BLVD | -   | -                                | -                                 | -   | -                                | -                            | 50                         |
| REM PLAN-01 (I-90/94)          | 16+00 TO 30+00     | EX NB-90/94     | -   | -                                | -                                 | -   | -                                | -                            | -                          |
| PR PLAN-01 (I-90/94)           | 16+00 TO 30+00     | EX NB-90/94     | 150   | 2                                | 1                                 | 1   | 1                                | 23                           | -                          |
| <b>ROUNDED TOTALS</b>          |                    |                 | <b>150</b>  | <b>2</b>                         | <b>1</b>                          | <b>1</b>  | <b>1</b>                         | <b>23</b>                    | <b>50</b>                  |

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DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - ZND  
 DATE - 4/21/2017

REVISED -  
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

| F.A.I.<br>RTE.            | SECTION    | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------------------|------------|--------|-----------------|--------------|
| 90/94/290                 | 2015-021-1 | COOK   | 153             | 19           |
| <b>CONTRACT NO. 62A75</b> |            |        |                 |              |
| ILLINOIS FED. AID PROJECT |            |        |                 |              |

**ROADWAY SCHEDULE**

| SHEET                          | ROADWAY/STATION    | BASELINE             | SUBBASE GRANULAR MATERIAL,<br>TYPE B 4" | SUBBASE GRANULAR MATERIAL,<br>TYPE B 6" | PORTLAND CEMENT CONCRETE BASE<br>COURSE 10" | BITUMINOUS MATERIALS (TACK<br>COAT) | HOT-MIX ASPHALT SURFACE<br>COURSE, MIX "D", N70 | PROTECTIVE COAT | PORTLAND CEMENT CONCRETE<br>SIDEWALK 5 INCH | AGGREGATE SHOULDERS, TYPE B<br>10" | COMBINATION CONCRETE CURB AND<br>GUTTER, TYPE M-4.12 | COMBINATION CONCRETE CURB AND<br>GUTTER, TYPE M-4.24 | CONCRETE GUTTER, TYPE B<br>(SPECIAL) | COMBINATION CURB AND GUTTER<br>TYPE B V.12 (COOT) |
|--------------------------------|--------------------|----------------------|---|---|---|-------------------------------------|---|-----------------|---|------------------------------------|--|--|--------------------------------------|---|
|                                |                    |                      | SQ YD                                   | SQ YD                                   | SQ YD                                       | POUND                               | TON   | SQ YD           | SQ FT                                       | SQ YD                              | FOOT   | FOOT   | FOOT                                 | FOOT  |
| REM AND PR PLAN-(JACKSON BLVD) | 8211+00 TO 8216+00 | PR JACKSON BLVD      | 124                                     | 236                                     | 199   | 90                                  | 23  | 148             | 1,108                                       | -                                  | -  | -  | -                                    | 131.5   |
| REM PLAN-01 (I-90/94)          | 16+00 TO 30+00     | EX NB-90/94          | -                                       | -                                       | -   | -                                   | -   | -               | -   | -                                  | -  | -  | -                                    | -   |
| PR PLAN-01 (I-90/94)           | 16+00 TO 30+00     | EX NB-90/94          | -                                       | 31                                      | -   | -                                   | -   | 36              | -   | 97                                 | 30   | 91   | 20                                   | -   |
|                                |                    | ALLOWANCE (*)        |   | 67                                      |   |                                     |   |                 |   |                                    |  |  |                                      |   |
|                                |                    | TOTAL WITH ALLOWANCE | 124                                     | 334                                     | 199   | 90                                  | 23  | 184             | 1,108                                       | 97                                 | 30   | 91   | 20                                   | 131.5   |
| <b>ROUNDED TOTALS</b>          |                    |                      | <b>124</b>                              | <b>334</b>                              | <b>199</b>                                  | <b>90</b>                           | <b>23</b>                                       | <b>184</b>      | <b>1,108</b>                                | <b>97</b>                          | <b>30</b>  | <b>91</b>  | <b>20</b>                            | <b>131.5</b>                                      |

(\*) ADDITIONAL (ALLOWANCE) QUANTITY FOR SUBBASE GRANULAR MATERIAL, TYPE B 6" HAS BEEN PROVIDED FOR FIELD ADJUSTMENT DUE TO THE VARIABILITY OF EXISTING CONDITION. IF IT IS DETERMINED THAT THIS ADDITIONAL QUANTITY IS NOT NEEDED THEN THIS ALLOWANCE IN QUANTITY FOR SUBBASE GRANULAR MATERIAL SHALL BE ELIMINATED FROM THE CONTRACT.

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 PLOT SCALE = 100.0000' / 1" =  
 PLOT DATE = 3/20/2017

DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - ZND  
 DATE - 03/21/2017

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

**SCHEDULE OF QUANTITIES**

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

|                    |            |        |                           |              |
|--------------------|------------|--------|---------------------------|--------------|
| F.A.I.<br>RTE.     | SECTION    | COUNTY | TOTAL<br>SHEETS           | SHEET<br>NO. |
| 90/94/290          | 2015-021-I | COOK   | 153                       | 20           |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |              |

**EARTHWORK SCHEDULE**

| LOCATION            | FROM STATION          | TO STATION            | EARTH EXCAVATION | TOPSOIL EXCAVATION AND PLACEMENT | • EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) [EARTH EXCAVATION x 0.85] | • EMBANKMENT | • EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) | BORROW EXCAVATION |     |
|---------------------|-----------------------|-----------------------|------------------|----------------------------------|---|--------------|---|-------------------|-----|
|                     |                       |                       | CU YD            | CU YD                            | CU YD   | CU YD        | CU YD   | CU YD             |     |
| I - 90/ 94 MAINLINE | 62A75 NORTHBOUND SIDE |                       |                  |                                  |   |              |   |                   |     |
|                     | 20+50.00              | 20+59.05              | 0                | 0                                | 0   | 0            | 0   | 0                 |     |
|                     | 20+59.05              | 21+00.00              | 0                | 0                                | 0   | 0            | 0   | 0                 |     |
|                     | 21+00.00              | 21+40.49              | 0                | 36                               | 0   | 76           | -76   | 76                |     |
|                     | 21+40.49              | 21+50.00              | 0                | 17                               | 0   | 33           | -33   | 33                |     |
|                     | 21+50.00              | 21+59.13              | 0                | 18                               | 0   | 38           | -38   | 38                |     |
|                     | 21+59.13              | 22+00.00              | 0                | 87                               | 0   | 241          | -241  | 241               |     |
|                     | 22+00.00              | 22+04.16              | 0                | 10                               | 0   | 28           | -28   | 28                |     |
|                     | 22+04.16              | 22+36.50              | 0                | 71                               | 0   | 217          | -217  | 217               |     |
|                     | 22+36.50              | 22+50.00              | 0                | 31                               | 0   | 87           | -87   | 87                |     |
|                     | 22+50.00              | 22+58.15              | 0                | 19                               | 0   | 26           | -26   | 26                |     |
|                     |                       | ••                    |                  |                                  |   |              |   |                   | 100 |
|                     |                       | SUBTOTAL              |                  | 0                                | 289   | 0            | 746   | -746              | 846 |
|                     |                       | 62A75 SOUTHBOUND SIDE |                  |                                  |   |              |   |                   |     |
|                     |                       | 20+50.00              | 20+59.05         | 0                                | 8   | 0            | 0   | 0                 | 0   |
|                     |                       | 20+59.05              | 21+00.00         | 0                                | 68  | 0            | 106   | -106              | 106 |
|                     |                       | 21+00.00              | 21+40.49         | 8                                | 69  | 7            | 188   | -181              | 181 |
|                     |                       | 21+40.49              | 21+50.00         | 4                                | 17  | 4            | 39  | -35               | 35  |
|                     |                       | 21+50.00              | 21+59.13         | 5                                | 16  | 4            | 35  | -31               | 31  |
|                     |                       | 21+59.13              | 22+00.00         | 17                               | 71  | 15           | 143   | -128              | 128 |
|                     | 22+00.00              | 22+04.16              | 1                | 8                                | 1   | 14           | -13   | 13                |     |
|                     | 22+04.16              | 22+36.50              | 3                | 57                               | 3   | 53           | -50   | 50                |     |
|                     | 22+36.50              | 22+50.00              | 0                | 24                               | 0   | 0            | 0   | 0                 |     |
|                     | 22+50.00              | 22+58.15              | 0                | 15                               | 0   | 0            | 0   | 0                 |     |
|                     | SUBTOTAL              |                       | 39               | 353                              | 33  | 578          | -545  | 545               |     |
| JACKSON BLVD        | WEST SIDE OF BRIDGE   |                       |                  |                                  |   |              |   |                   |     |
|                     |                       | 8211+07.67            | 8211+89.14       | 13                               | 0   | 0            | 0   | 0                 |     |
|                     | EAST SIDE OF BRIDGE   |                       |                  |                                  |   |              |   |                   |     |
|                     |                       | 8214+83.91            | 8215+32.10       | 24                               | 0   | 0            | 0   | 0                 |     |
|                     |                       | SUBTOTAL              |                  | 37                               |   |              |   |                   |     |
|                     |                       | TOTAL                 | TOTAL            | TOTAL                            | TOTAL   | TOTAL        | TOTAL   | TOTAL             |     |
|                     |                       | TOTAL                 | 76               | 642                              | 33  | 1324         | -1291   | 1391              |     |
|                     |                       | ROUNDED TOTAL         | 80               | 645                              | 35  | 1325         | -1295   | 1395              |     |

**NOTES:**

1. ESTIMATED SHRINKAGE FACTOR = 15%
2. APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
3. APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.
4. EARTH EXCAVATION TOTAL IS ROUNDED UP TO THE NEAREST 5 CU YD.
5. SEE GRADING SHEETS FOR ADDITIONAL INFORMATION.
6. TOPSOIL DEPTH IS ESTIMATED AT A 9" THICKNESS.
7. BORROW EXCAVATION MATERIAL IS ASSUMED TO BE SPOIL MATERIAL REMOVED AS PART OF EXCAVATIONS FOR STEEL CASING PIPE AUGERED AND JACKED 30" AND NOT USED AS BACKFILL. SEE BORROW EXCAVATION SPECIAL PROVISION.

- NOT A PAY ITEM.
- PLACED AT THE DISCRETION ON THE ENGINEER

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|                              |                  |         |
|------------------------------|------------------|---------|
| D162A75-sht-Schedule-03.dgn  | DESIGNED - SDH   | REVISED |
| USER NAME = PIMSARNO         | DRAWN - SDH      | REVISED |
| PLOT SCALE = 100.0000' / in. | CHECKED - OPS    | REVISED |
| PLOT DATE = 4/24/2017        | DATE - 4/21/2017 | REVISED |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|                               |                     |      |         |
|-------------------------------|---------------------|------|---------|
| <b>SCHEDULE OF QUANTITIES</b> |                     |      |         |
| SCALE: NONE                   | SHEET 3 OF 3 SHEETS | STA. | TO STA. |

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 21        |
| <b>CONTRACT NO. 62A75</b> |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**EXISTING DRAINAGE STRUCTURE SCHEDULE**

| STATION                  | OFFSET   | REMOVING CATCH BASINS |
|--------------------------|----------|-----------------------|
|                          |          | EACH                  |
| <b>JACKSON BOULEVARD</b> |          |                       |
| 8211+65                  | 19.2' RT | 1                     |
| <b>TOTALS</b>            |          | <b>1</b>              |

**EXISTING UTILITY STRUCTURE SCHEDULE**

| STATION                  | OFFSET   | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | COMMENTS                                       |
|--------------------------|----------|--|--|
|                          |          | EACH                                     |  |
| <b>JACKSON BOULEVARD</b> |          |  |  |
| 8211+51.64               | 29.9' RT | 1  | CITY OF CHICAGO ELECTRICAL MANHOLE OR HANDHOLE |
| <b>TOTALS</b>            |          | <b>1</b>                                 |  |

**EXISTING DRAINAGE PIPE SCHEDULE**

| STATION               | TRENCH BACKFILL | TELEVISION INSPECTION OF SEWER | COMBINED SEWERS TO BE CLEANED | PLUG EXISTING PIPE | COMBINED SEWER REMOVAL |           |           | STORM SEWERS TO BE CLEANED |      |      |      |
|-----------------------|-----------------|--------------------------------|-------------------------------|--------------------|------------------------|-----------|-----------|----------------------------|------|------|------|
|                       |                 |                                |                               |                    | 8"                     | 10"       | 12"       | 8"                         | 10"  | 12"  |      |
|                       |                 |                                |                               |                    | CU YD                  | FOOT      | FOOT      | CU YD                      | FOOT | FOOT | FOOT |
| JACKSON BLVD          | 11.9            | -                              | 151                           | 0.2                | 13                     | -         | -         | -                          | -    | -    | -    |
| MAINLINE              | -               | 204                            | -                             | -                  | -                      | -         | 14        | 9                          | -    | -    | -    |
| <b>ROUNDED TOTALS</b> |                 | <b>11.9</b>                    | <b>204</b>                    | <b>151</b>         | <b>0.2</b>             | <b>13</b> | <b>14</b> | <b>9</b>                   |      |      |      |

**PROPOSED DRAINAGE STRUCTURE SCHEDULE**

| STRUCTURE                | STATION    | OFFSET   | OFFSET LOCATION (FLOW LINE OR CENTER OF STRUCTURE) | RIM (ELEV) | N. INVERT (ELEV) | W. INVERT (ELEV) | E. INVERT (ELEV) | S. INVERT (ELEV) | NE. INVERT (ELEV) | NW. INVERT (ELEV) | SE. INVERT (ELEV) | SW. INVERT (ELEV) | INLETS, TYPE A, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO) | CATCH BASINS, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID (CITY OF CHICAGO) |
|--------------------------|------------|----------|--|------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|--|---|
| <b>JACKSON BOULEVARD</b> |            |          |  |            |                  |                  |                  |                  |                   |                   |                   |                   |  |   |
| S-01                     | 8211+56.00 | 24.5' RT | FL   | 593.23     | 590.38           |                  |                  |                  |                   |                   |                   |                   | 1  |   |
| S-02 (FST)               | 8211+56.00 | 14.0' RT | COS  | 593.32     | 587.90           |                  |                  | 590.30           |                   |                   |                   |                   |  | 1   |
| <b>TOTALS</b>            |            |          |  |            |                  |                  |                  |                  |                   |                   |                   | <b>1</b>          | <b>1</b>   |   |

**PROPOSED DRAINAGE PIPE SCHEDULE**

| PIPE                     | UPSTREAM STRUCTURE | DOWNSTREAM STRUCTURE | UPSTREAM INVERT ELEVATION | DOWNSTREAM INVERT ELEVATION | PIPE SLOPE (%) | COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) |          | TRENCH BACKFILL |
|--------------------------|--------------------|----------------------|---------------------------|-----------------------------|----------------|---|----------|-----------------|
|                          |                    |                      |                           |                             |                | 8 INCH  | 8 INCH   |                 |
|                          |                    |                      |                           |                             |                | (CDOT)  | CDOT     |                 |
|                          |                    |                      |                           |                             |                | FOOT  | FOOT     | CU YD           |
| <b>JACKSON BOULEVARD</b> |                    |                      |                           |                             |                |   |          |                 |
| P-01                     | S-01               | S-02 (FST)           | 590.38                    | 590.30                      | 1.00%          |   | 8        | 1.2             |
| P-02                     | S-02 (FST)         | EX 12" DIA SEWER     | 587.90                    | 583.40 ± (EX)               | 22.52%         | 20  |          | 17.5            |
| <b>ROUNDED TOTAL</b>     |                    |                      |                           |                             |                | <b>20</b>   | <b>8</b> | <b>18.7</b>     |

**NOTES:**

- THE QUANTITIES FOR TELEVISION INSPECTION OF SEWER INCLUDES BOTH BEFORE AND AFTER CONSTRUCTION.
- SEE WATER MAIN PLANS ON SHEET NO. 54 FOR ADDITIONAL TRENCH BACKFILL.
- THE PROPOSED DRAINAGE STRUCTURE SHALL HAVE A FLAT SLAB TOP WHERE IT IS ABBREVIATED FST.

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D162A75-sht-Drain-Schedule-01.dgn  
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 PLOT SCALE = 100.0000' / 1"  
 PLOT DATE = 3/20/2017

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - MJE  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITY SCHEDULES**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

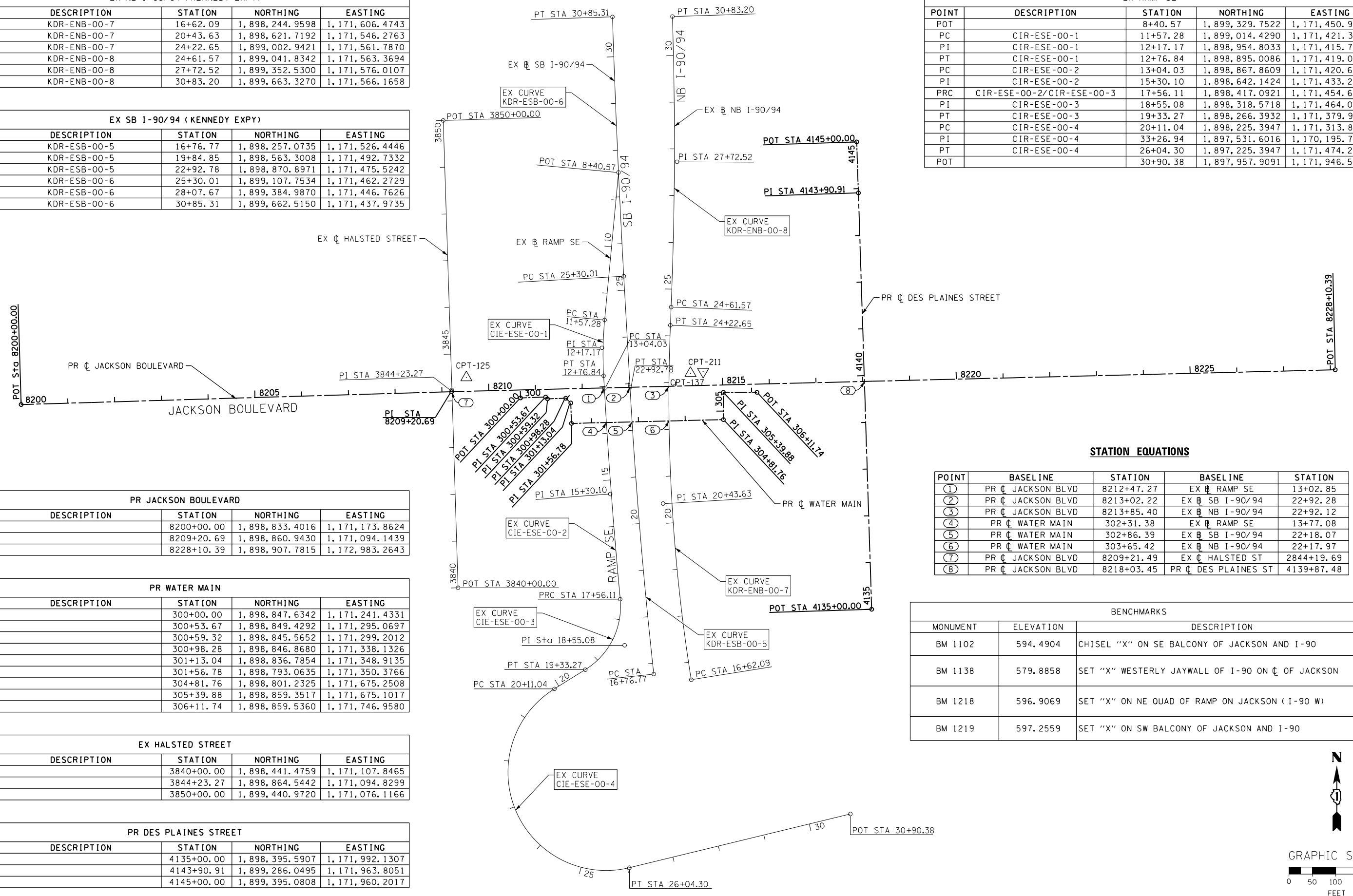
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|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 22        |
| <b>CONTRACT NO. 62A75</b> |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



| EX NB I-90/94 (KENNEDY EXPY) |              |          |                |                |
|------------------------------|--------------|----------|----------------|----------------|
| POINT                        | DESCRIPTION  | STATION  | NORTHING       | EASTING        |
| PC                           | KDR-ENB-00-7 | 16+62.09 | 1,898,244.9598 | 1,171,606.4743 |
| PI                           | KDR-ENB-00-7 | 20+43.63 | 1,898,621.7192 | 1,171,546.2763 |
| PT                           | KDR-ENB-00-7 | 24+22.65 | 1,899,002.9421 | 1,171,561.7870 |
| PC                           | KDR-ENB-00-8 | 24+61.57 | 1,899,041.8342 | 1,171,563.3694 |
| PI                           | KDR-ENB-00-8 | 27+72.52 | 1,899,352.5300 | 1,171,576.0107 |
| PT                           | KDR-ENB-00-8 | 30+83.20 | 1,899,663.3270 | 1,171,566.1658 |

| EX SB I-90/94 (KENNEDY EXPY) |              |          |                |                |
|------------------------------|--------------|----------|----------------|----------------|
| POINT                        | DESCRIPTION  | STATION  | NORTHING       | EASTING        |
| PC                           | KDR-ESB-00-5 | 16+76.77 | 1,898,257.0735 | 1,171,526.4446 |
| PI                           | KDR-ESB-00-5 | 19+84.85 | 1,898,563.3008 | 1,171,492.7332 |
| PT                           | KDR-ESB-00-5 | 22+92.78 | 1,898,870.8971 | 1,171,475.5242 |
| PC                           | KDR-ESB-00-6 | 25+30.01 | 1,899,107.7534 | 1,171,462.2729 |
| PI                           | KDR-ESB-00-6 | 28+07.67 | 1,899,384.9870 | 1,171,446.7626 |
| PT                           | KDR-ESB-00-6 | 30+85.31 | 1,899,662.5150 | 1,171,437.9735 |

| EX RAMP SE |                           |          |                |                |
|------------|---------------------------|----------|----------------|----------------|
| POINT      | DESCRIPTION               | STATION  | NORTHING       | EASTING        |
| POT        |                           | 8+40.57  | 1,899,329.7522 | 1,171,450.9325 |
| PC         | CIR-ESE-00-1              | 11+57.28 | 1,899,014.4290 | 1,171,421.3321 |
| PI         | CIR-ESE-00-1              | 12+17.17 | 1,898,954.8033 | 1,171,415.7348 |
| PT         | CIR-ESE-00-1              | 12+76.84 | 1,898,895.0086 | 1,171,419.0774 |
| PC         | CIR-ESE-00-2              | 13+04.03 | 1,898,867.8609 | 1,171,420.6550 |
| PI         | CIR-ESE-00-2              | 15+30.10 | 1,898,642.1424 | 1,171,433.2427 |
| PRC        | CIR-ESE-00-2/CIR-ESE-00-3 | 17+56.11 | 1,898,417.0921 | 1,171,454.6806 |
| PI         | CIR-ESE-00-3              | 18+55.08 | 1,898,318.5718 | 1,171,464.0655 |
| PT         | CIR-ESE-00-3              | 19+33.27 | 1,898,266.3932 | 1,171,379.9721 |
| PC         | CIR-ESE-00-4              | 20+11.04 | 1,898,225.3947 | 1,171,313.8971 |
| PI         | CIR-ESE-00-4              | 33+26.94 | 1,897,531.6016 | 1,170,195.7494 |
| PT         | CIR-ESE-00-4              | 26+04.30 | 1,897,225.3947 | 1,171,474.2982 |
| POT        |                           | 30+90.38 | 1,897,957.9091 | 1,171,946.5723 |



| PR JACKSON BOULEVARD |             |            |                |                |
|----------------------|-------------|------------|----------------|----------------|
| POINT                | DESCRIPTION | STATION    | NORTHING       | EASTING        |
| POT                  |             | 8200+00.00 | 1,898,833.4016 | 1,171,173.8624 |
| PI                   |             | 8209+20.69 | 1,898,860.9430 | 1,171,094.1439 |
| POT                  |             | 8228+10.39 | 1,898,907.7815 | 1,172,983.2643 |

| PR WATER MAIN |             |           |                |                |
|---------------|-------------|-----------|----------------|----------------|
| POINT         | DESCRIPTION | STATION   | NORTHING       | EASTING        |
| POT           |             | 300+00.00 | 1,898,847.6342 | 1,171,241.4331 |
| PI            |             | 300+53.67 | 1,898,849.4292 | 1,171,295.0697 |
| PI            |             | 300+59.32 | 1,898,845.5652 | 1,171,299.2012 |
| PI            |             | 300+98.28 | 1,898,846.8680 | 1,171,338.1326 |
| PI            |             | 301+13.04 | 1,898,836.7854 | 1,171,348.9135 |
| PI            |             | 301+56.78 | 1,898,793.0635 | 1,171,350.3766 |
| PI            |             | 304+81.76 | 1,898,801.2325 | 1,171,675.2508 |
| PI            |             | 305+39.88 | 1,898,859.3517 | 1,171,675.1017 |
| POT           |             | 306+11.74 | 1,898,859.5360 | 1,171,746.9580 |

| EX HALSTED STREET |             |            |                |                |
|-------------------|-------------|------------|----------------|----------------|
| POINT             | DESCRIPTION | STATION    | NORTHING       | EASTING        |
| POT               |             | 3840+00.00 | 1,898,441.4759 | 1,171,107.8465 |
| PI                |             | 3844+23.27 | 1,898,864.5442 | 1,171,094.8299 |
| POT               |             | 3850+00.00 | 1,899,440.9720 | 1,171,076.1166 |

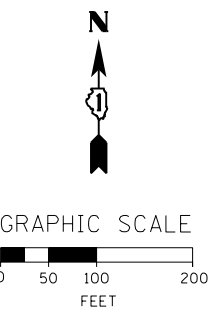
| PR DES PLAINES STREET |             |            |                |                |
|-----------------------|-------------|------------|----------------|----------------|
| POINT                 | DESCRIPTION | STATION    | NORTHING       | EASTING        |
| POT                   |             | 4135+00.00 | 1,898,395.5907 | 1,171,992.1307 |
| PI                    |             | 4143+90.91 | 1,899,286.0495 | 1,171,963.8051 |
| POT                   |             | 4145+00.00 | 1,899,395.0808 | 1,171,960.2017 |

**STATION EQUATIONS**

| POINT | BASELINE          | STATION    | BASELINE            | STATION    |
|-------|-------------------|------------|---------------------|------------|
| ①     | PR C JACKSON BLVD | 8212+47.27 | EX B RAMP SE        | 13+02.85   |
| ②     | PR C JACKSON BLVD | 8213+02.22 | EX B SB I-90/94     | 22+92.28   |
| ③     | PR C JACKSON BLVD | 8213+85.40 | EX B NB I-90/94     | 22+92.12   |
| ④     | PR C WATER MAIN   | 302+31.38  | EX B RAMP SE        | 13+77.08   |
| ⑤     | PR C WATER MAIN   | 302+86.39  | EX B SB I-90/94     | 22+18.07   |
| ⑥     | PR C WATER MAIN   | 303+65.42  | EX B NB I-90/94     | 22+17.97   |
| ⑦     | PR C JACKSON BLVD | 8209+21.49 | EX C HALSTED ST     | 2844+19.69 |
| ⑧     | PR C JACKSON BLVD | 8218+03.45 | PR C DES PLAINES ST | 4139+87.48 |

**BENCHMARKS**

| MONUMENT | ELEVATION | DESCRIPTION                                      |
|----------|-----------|--|
| BM 1102  | 594.4904  | CHISEL "X" ON SE BALCONY OF JACKSON AND I-90     |
| BM 1138  | 579.8858  | SET "X" WESTERLY JAYWALL OF I-90 ON C OF JACKSON |
| BM 1218  | 596.9069  | SET "X" ON NE QUAD OF RAMP ON JACKSON (I-90 W)   |
| BM 1219  | 597.2559  | SET "X" ON SW BALCONY OF JACKSON AND I-90        |



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 PLOT SCALE = 200.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - SDH  
 DRAWN - ZND  
 CHECKED - MJE  
 DATE - 03/21/2017

REVISED -  
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 REVISED -  
 REVISED -

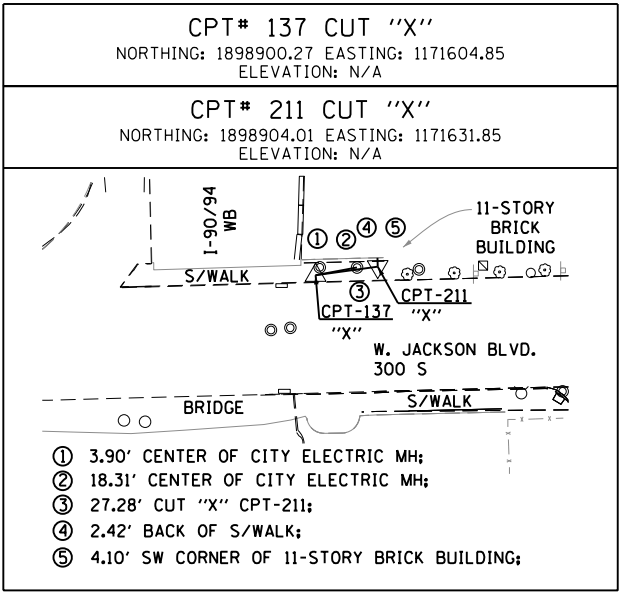
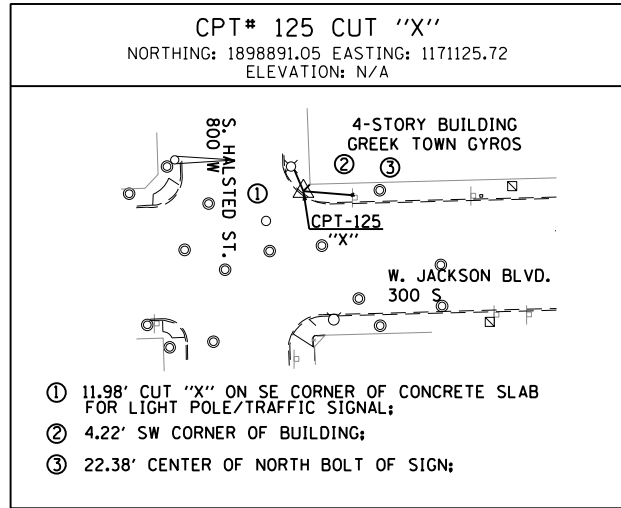
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS**

SCALE: 1" = 100' SHEET 1 OF 2 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|------------|--------|--------------|-----------|
| 90/94/290   | 2015-021-I | COOK   | 153          | 23        |

CONTRACT NO. 62A75  
 ILLINOIS FED. AID PROJECT



**EXISTING CURVE DATA**

**EXISTING SB I-9094**

EXIST. CURVE KDR-ESB-00-5  
 PI STA. = 19+84.85  
 $\Delta = 3^\circ 04' 48''$  (RT)  
 $D = 0^\circ 30' 00''$   
 $R = 11,459.27'$   
 $T = 308.08'$   
 $L = 616.01'$   
 $E = 4.14'$   
 P.C. STA. = 16+76.77  
 P.T. STA. = 22+92.78

**EXISTING NB I-9094**

EXIST. CURVE KDR-ESB-00-6  
 PI STA. = 28+07.67  
 $\Delta = 1^\circ 23' 18''$  (RT)  
 $D = 0^\circ 15' 00''$   
 $R = 22,918.30'$   
 $T = 277.67'$   
 $L = 555.31'$   
 $E = 1.68'$   
 P.C. STA. = 25+30.01  
 P.T. STA. = 30+85.31

**EXISTING NB I-9094**

EXIST. CURVE KDR-ENB-00-7  
 PI STA. = 20+43.63  
 $\Delta = 11^\circ 24' 28''$  (RT)  
 $D = 1^\circ 30' 00''$   
 $R = 3,819.89'$   
 $T = 381.54'$   
 $L = 760.55'$   
 $E = 19.01'$   
 P.C. STA. = 16+62.09  
 P.T. STA. = 24+22.65

**EXISTING NB I-9094**

EXIST. CURVE KDR-ENB-00-8  
 PI STA. = 27+72.52  
 $\Delta = 4^\circ 08' 39''$  (LT)  
 $D = 0^\circ 40' 00''$   
 $R = 8,594.42'$   
 $T = 310.95'$   
 $L = 621.63'$   
 $E = 5.62'$   
 P.C. STA. = 24+61.57  
 P.T. STA. = 30+83.20

**EXISTING RAMP SE**

EXIST. CURVE CIR-ESE-00-1  
 PI STA. = 12+17.17  
 $\Delta = 8^\circ 33' 45''$  (LT)  
 $D = 7^\circ 09' 43''$   
 $R = 800.00'$   
 $T = 59.89'$   
 $L = 119.55'$   
 $E = 2.24'$   
 P.C. STA. = 11+57.28  
 P.T. STA. = 12+76.84

EXIST. CURVE CIR-ESE-00-2  
 PI STA. = 15+30.10  
 $\Delta = 2^\circ 14' 58''$  (LT)  
 $D = 0^\circ 29' 51''$   
 $R = 11,514.34'$   
 $T = 226.07'$   
 $L = 452.08'$   
 $E = 2.22'$   
 P.C. STA. = 13+04.03  
 P.R.C. STA. = 17+56.11

EXIST. CURVE CIR-ESE-00-3  
 PI STA. = 18+55.08  
 $\Delta = 63^\circ 37' 21''$  (RT)  
 $D = 35^\circ 54' 42''$   
 $R = 159.55'$   
 $T = 98.97'$   
 $L = 177.16'$   
 $E = 28.20'$   
 P.R.C. STA. = 17+56.11  
 P.T. STA. = 19+33.27

EXIST. CURVE CIR-ESE-00-4  
 PI STA. = 33+26.94  
 $\Delta = 161^\circ 51' 56''$  (LT)  
 $D = 27^\circ 17' 01''$   
 $R = 210.00'$   
 $T = 1,315.90'$   
 $L = 593.27'$   
 $E = 1,122.56'$   
 P.C. STA. = 20+11.04  
 P.T. STA. = 26+04.30

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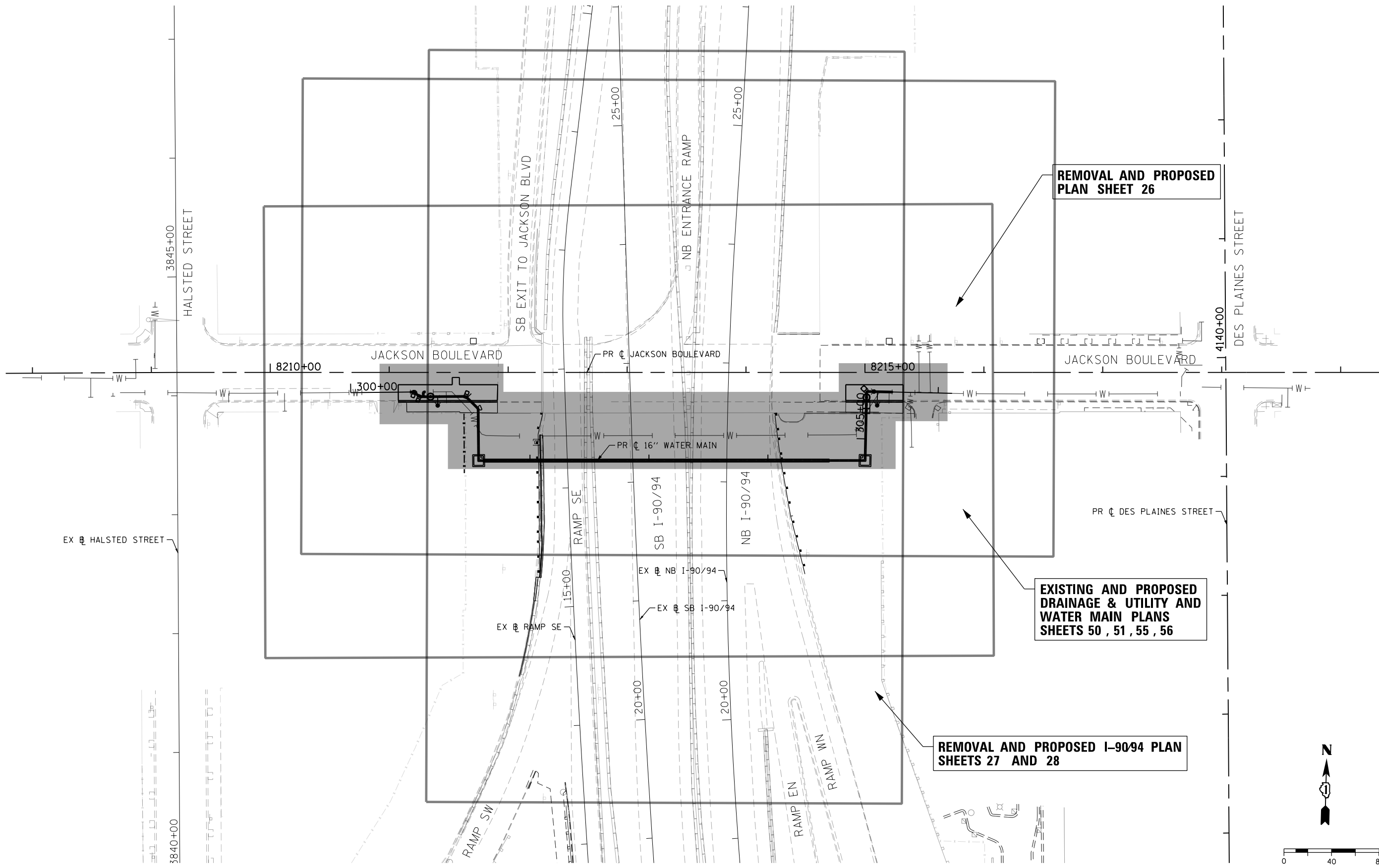
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|-----------------------------|-------------------|-----------|
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| USER NAME = dshevoz         | DRAWN - ZND       | REVISED - |
| PLOT SCALE = 100.0000' / 1" | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

| ALIGNMENT, TIES AND BENCHMARKS |                                  |
|--------------------------------|----------------------------------|
| SCALE: NONE                    | SHEET 2 OF 2 SHEETS STA. TO STA. |

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 24        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

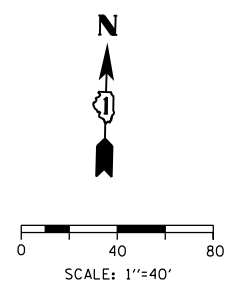
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REMOVAL AND PROPOSED  
PLAN SHEET 26

EXISTING AND PROPOSED  
DRAINAGE & UTILITY AND  
WATER MAIN PLANS  
SHEETS 50 , 51 , 55 , 56

REMOVAL AND PROPOSED I-90/94 PLAN  
SHEETS 27 AND 28



D162A75-SHT-Key Plan.dgn  
 USER NAME = dishevoz  
 PLOT SCALE = 80.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - MJE  
 DATE - 03/21/2017

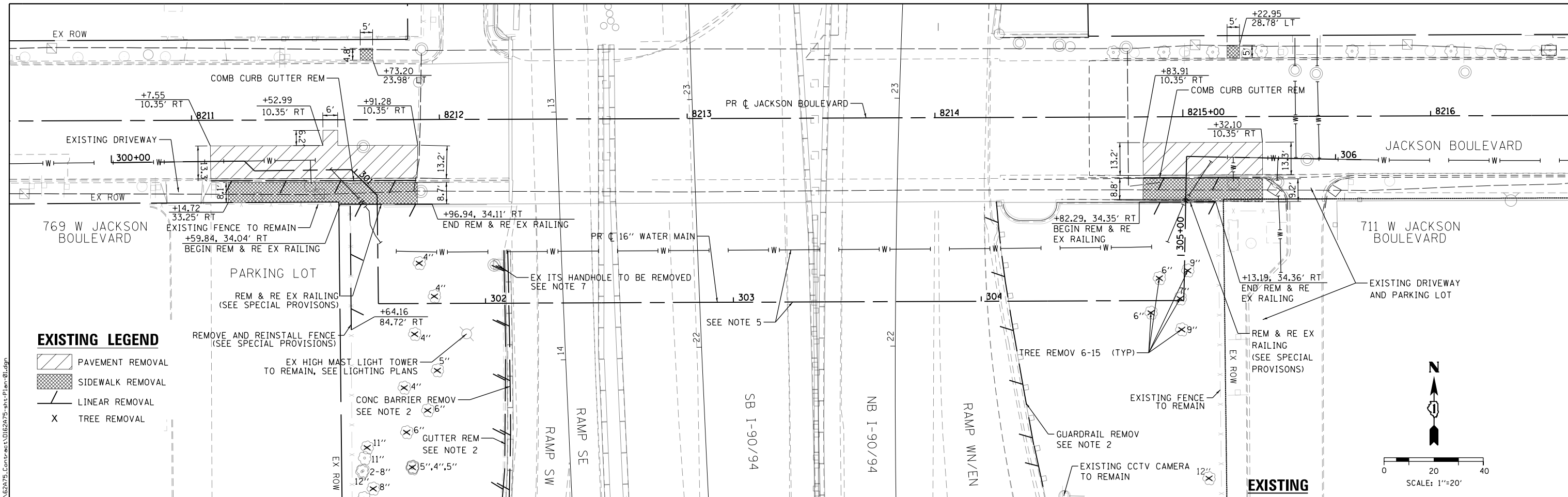
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ROADWAY KEY PLAN

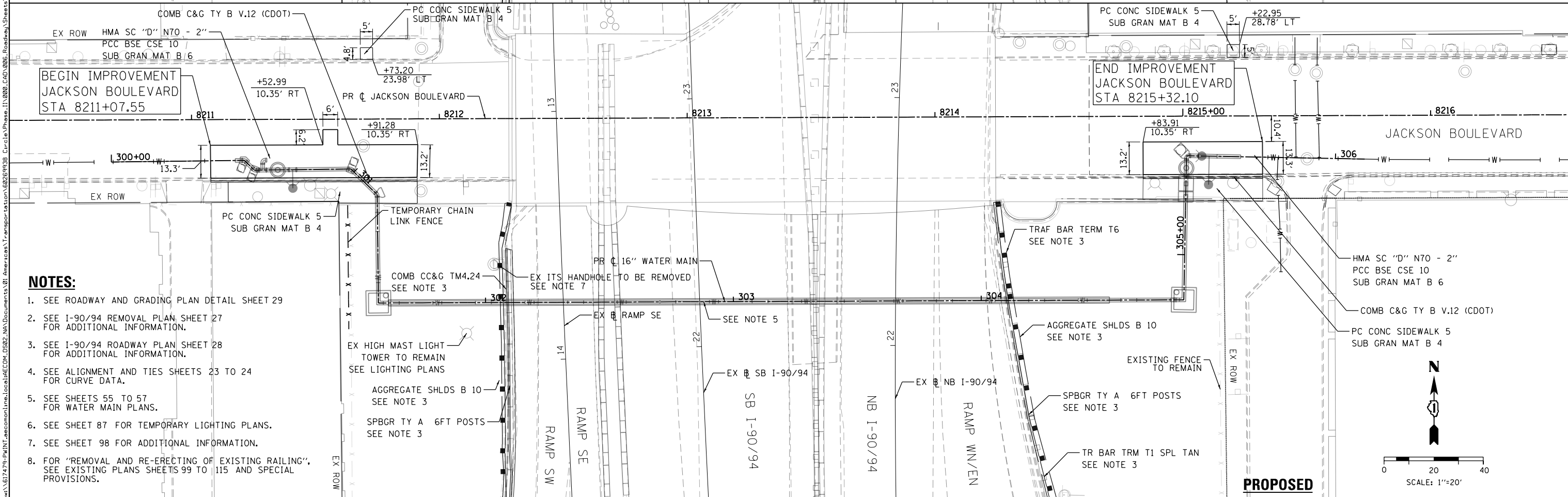
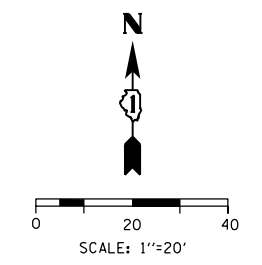
SCALE: 1"=40' SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-I | COOK   | 153          | 25        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



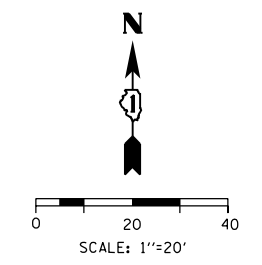
**EXISTING LEGEND**

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL

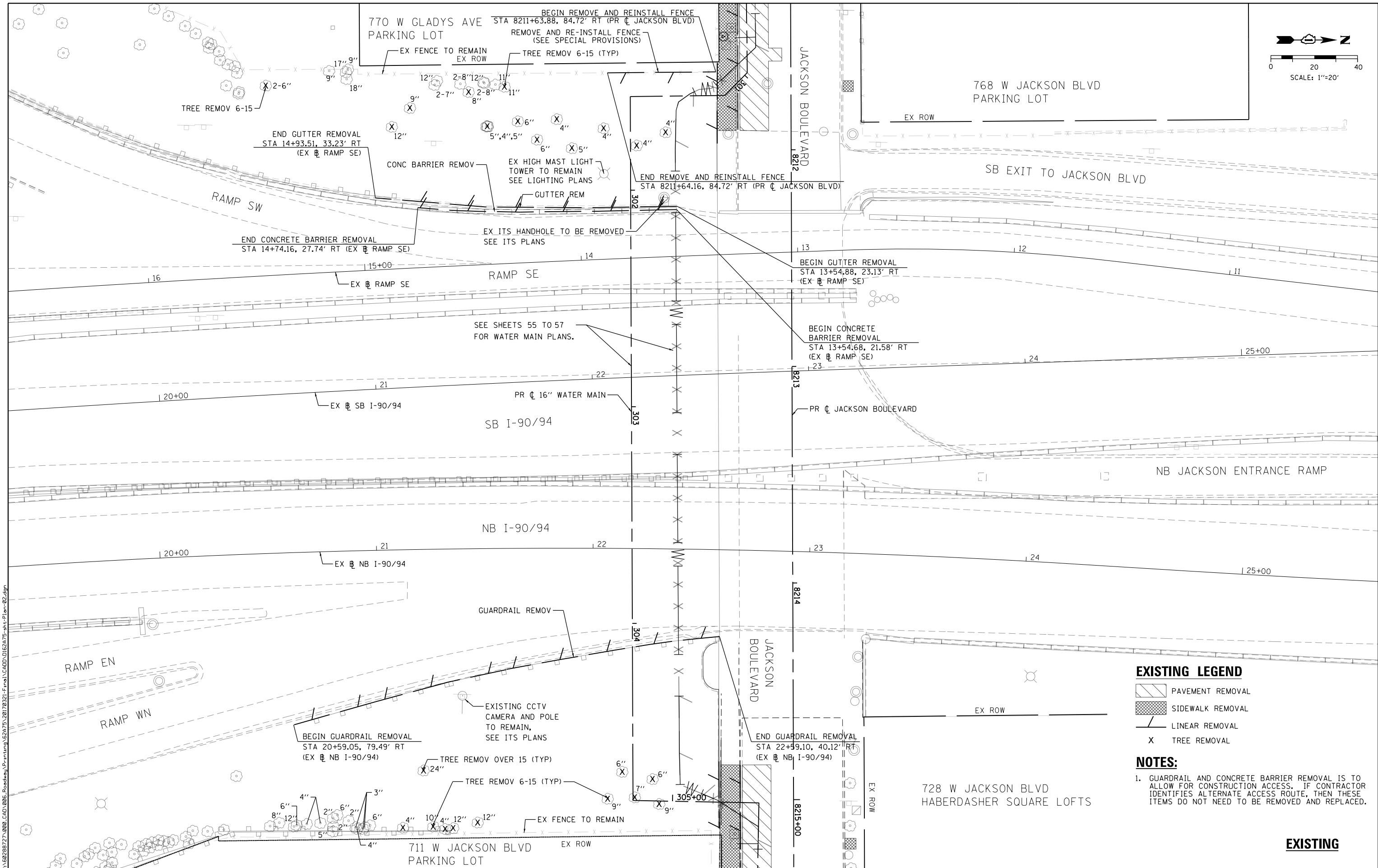
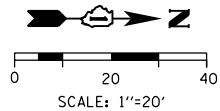


**NOTES:**

1. SEE ROADWAY AND GRADING PLAN DETAIL SHEET 29
2. SEE I-90/94 REMOVAL PLAN SHEET 27 FOR ADDITIONAL INFORMATION.
3. SEE I-90/94 ROADWAY PLAN SHEET 28 FOR ADDITIONAL INFORMATION.
4. SEE ALIGNMENT AND TIES SHEETS 23 TO 24 FOR CURVE DATA.
5. SEE SHEETS 55 TO 57 FOR WATER MAIN PLANS.
6. SEE SHEET 87 FOR TEMPORARY LIGHTING PLANS.
7. SEE SHEET 98 FOR ADDITIONAL INFORMATION.
8. FOR "REMOVAL AND RE-ERECTING OF EXISTING RAILING", SEE EXISTING PLANS SHEETS 99 TO 115 AND SPECIAL PROVISIONS.



|   |                             |                |           |   |  |                       |                     |              |                    |              |
|---|-----------------------------|----------------|-----------|---|--|-----------------------|---------------------|--------------|--------------------|--------------|
|   | D162A75-sht-Plan-01.dgn     | DESIGNED - OPS | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>REMOVAL AND PROPOSED PLAN</b><br><b>JACKSON BOULEVARD</b> | F.A.I. RTE. 90/94/290 | SECTION 2015-021-I  | COUNTY COOK  | TOTAL SHEETS 153   | SHEET NO. 26 |
|   | USER NAME = PIMSARN0        | DRAWN - OPS    | REVISED - |   |  | SCALE: 1" = 20'       | SHEET 1 OF 1 SHEETS | STA. TO STA. | CONTRACT NO. 62A75 |              |
| <small>303 EAST WACKER DRIVE, SUITE 1400<br/>CHICAGO, IL 60601-5276<br/>PHONE: (312) 373-7700 FAX: (312) 373-6800</small> | PLOT SCALE = 40.0000' / in. | CHECKED - MJE  | REVISED - | DATE - 03/21/2017   | REVISED -  |                       |                     |              |                    |              |



**EXISTING LEGEND**

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL

**NOTES:**

1. GUARDRAIL AND CONCRETE BARRIER REMOVAL IS TO ALLOW FOR CONSTRUCTION ACCESS. IF CONTRACTOR IDENTIFIES ALTERNATE ACCESS ROUTE, THEN THESE ITEMS DO NOT NEED TO BE REMOVED AND REPLACED.

**EXISTING**



|                             |                   |           |
|-----------------------------|-------------------|-----------|
| D162A75-sht-Plan-02.dgn     | DESIGNED - OPS    | REVISED - |
| USER NAME = dishevoz        | DRAWN - OPS       | REVISED - |
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| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

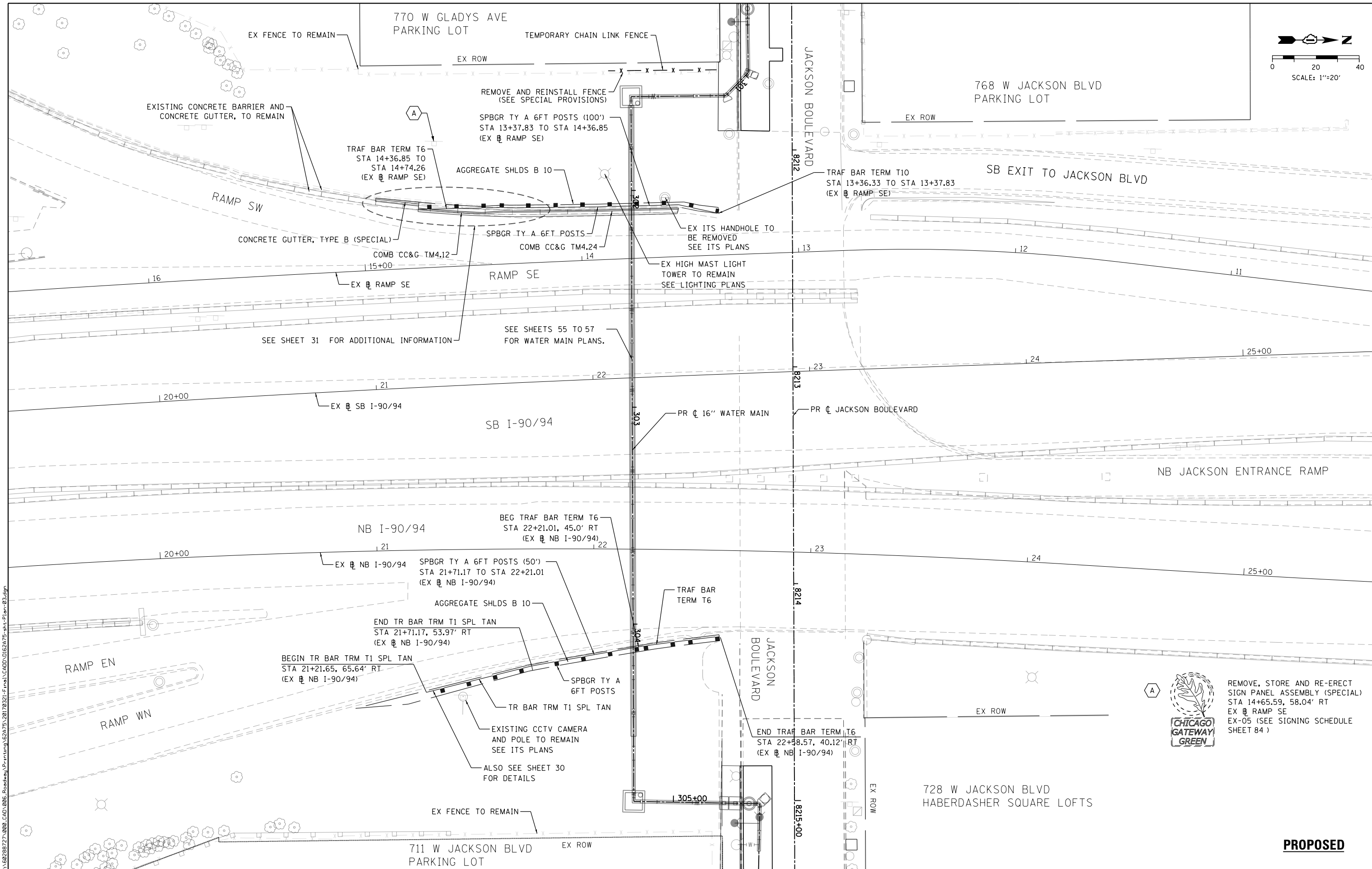
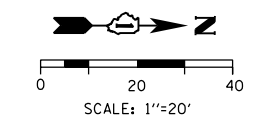
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|-------------------|-----------|
| DESIGNED - OPS    | REVISED - |
| DRAWN - OPS       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
NB & SB I-90/94**

SCALE: 1" = 20'    SHEET 1 OF 1 SHEETS    STA.    TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 27 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |



REMOVE, STORE AND RE-ERECT SIGN PANEL ASSEMBLY (SPECIAL) STA 14+65.59, 58.04' RT EX NB RAMP SE EX-05 (SEE SIGNING SCHEDULE SHEET 84)

**PROPOSED**

FILE PATH = P:\62088727\000\_CAD\006\_Roadway\Print\ung\62075\_20170221\Final\CADD\0162A75-sht-Plan-03.dgn



D162A75-sht-Plan-03.dgn  
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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

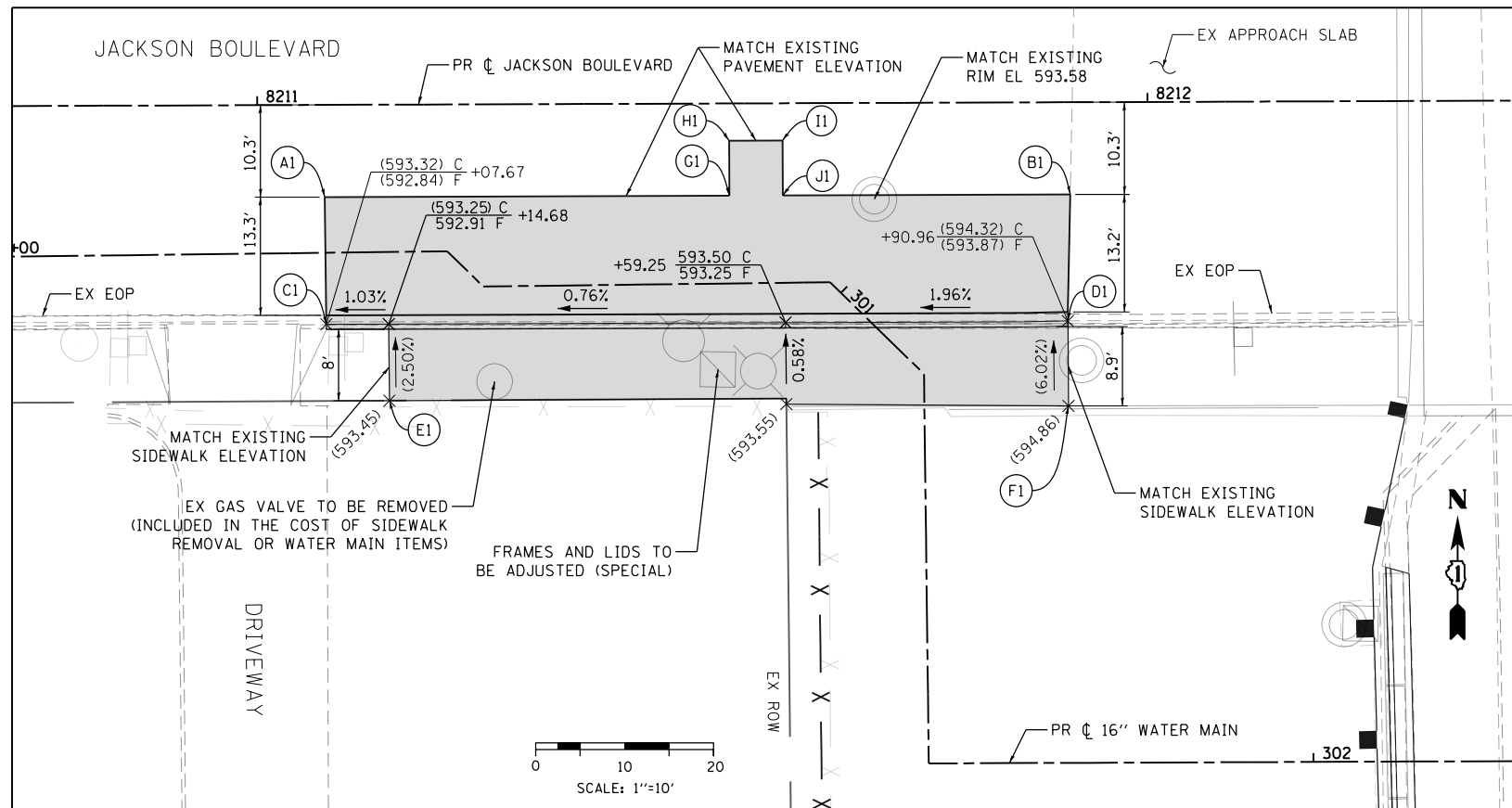
|                   |           |
|-------------------|-----------|
| DESIGNED - OPS    | REVISED - |
| DRAWN - OPS       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

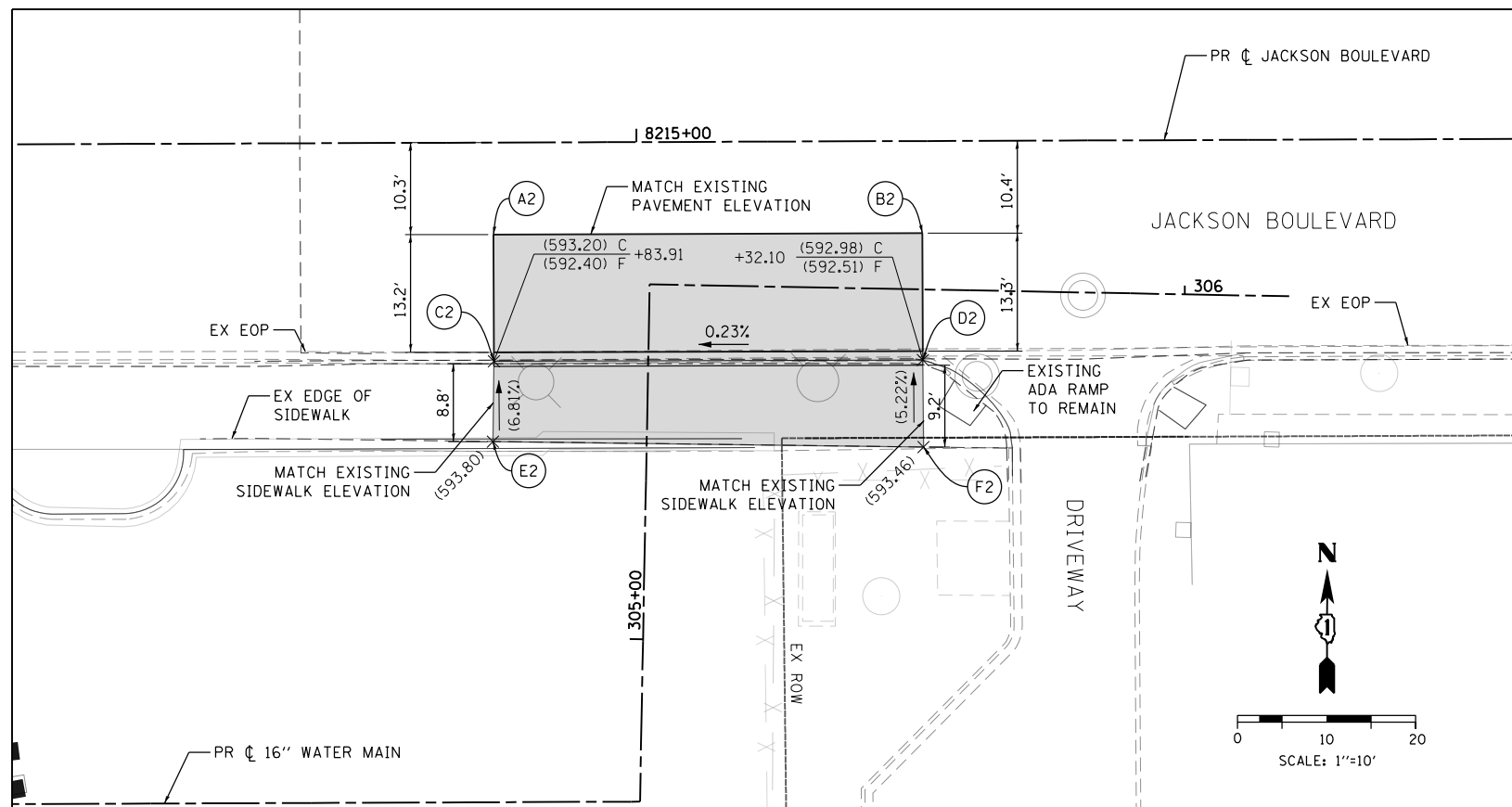
**PROPOSED PLAN  
 NB & SB I-90/94**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 28 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |



| ROADWAY GRADING DETAILS |            |           |           |
|-------------------------|------------|-----------|-----------|
| POINT                   | STATION    | OFFSET    | ELEVATION |
| (A1)                    | 8211+07.55 | 10.35' RT | (593.12)  |
| (B1)                    | 8211+91.28 | 10.35' RT | (594.07)  |
| (C1)                    | 8211+07.67 | 24.65' RT | (592.84)  |
| (D1)                    | 8211+90.95 | 24.57' RT | (593.87)  |
| (E1)                    | 8211+14.72 | 33.25' RT | (593.45)  |
| (F1)                    | 8211+91.00 | 34.09' RT | (594.86)  |
| (G1)                    | 8211+52.99 | 10.35' RT | (593.42)  |
| (H1)                    | 8211+52.98 | 4.19' RT  | (593.71)  |
| (I1)                    | 8211+58.98 | 4.18' RT  | (593.79)  |
| (J1)                    | 8211+58.99 | 10.35' RT | (593.48)  |
| (A2)                    | 8214+83.91 | 10.35' RT | (590.53)  |
| (B2)                    | 8215+32.10 | 10.35' RT | (592.42)  |
| (C2)                    | 8214+83.91 | 24.56' RT | (592.40)  |
| (D2)                    | 8215+32.10 | 24.61' RT | (592.51)  |
| (E2)                    | 8214+83.77 | 33.59' RT | (593.80)  |
| (F2)                    | 8215+32.13 | 34.38' RT | (593.46)  |



**NOTES**

- ELEVATIONS ARE PROVIDED AT THE FLOW LINE (F) AND TOP OF CURB (C) UNLESS OTHERWISE NOTED. STATIONING AND OFFSETS ARE TAKEN AT THE FLOW LINE (F).
- EXISTING ELEVATIONS SHOWN SHALL BE FIELD VERIFIED.

**LEGEND**

- (593.00) EXISTING ELEVATION
- 593.00 PROPOSED ELEVATION
- [Shaded Area] LIMITS OF PROPOSED IMPROVEMENTS

FILE PATH = P:\62088727\000\_CAD\006\_Roadway\Printing\62075\_20170221\Final\CADD\0162A75-sht-Detail-01.dgn



D162A75-sht-Detail-01.dgn  
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 PLOT SCALE = 20.0000 ' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - OPS  
 DRAWN - OPS  
 CHECKED - MJE  
 DATE - 03/21/2017

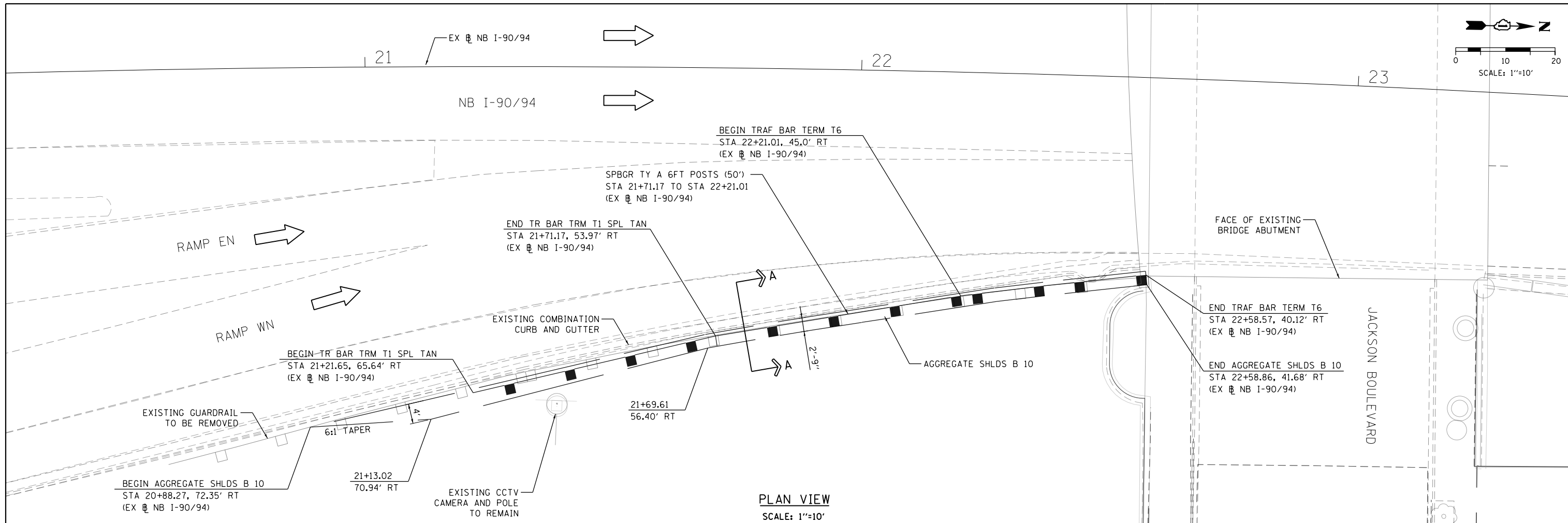
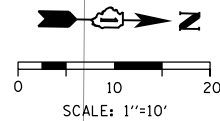
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

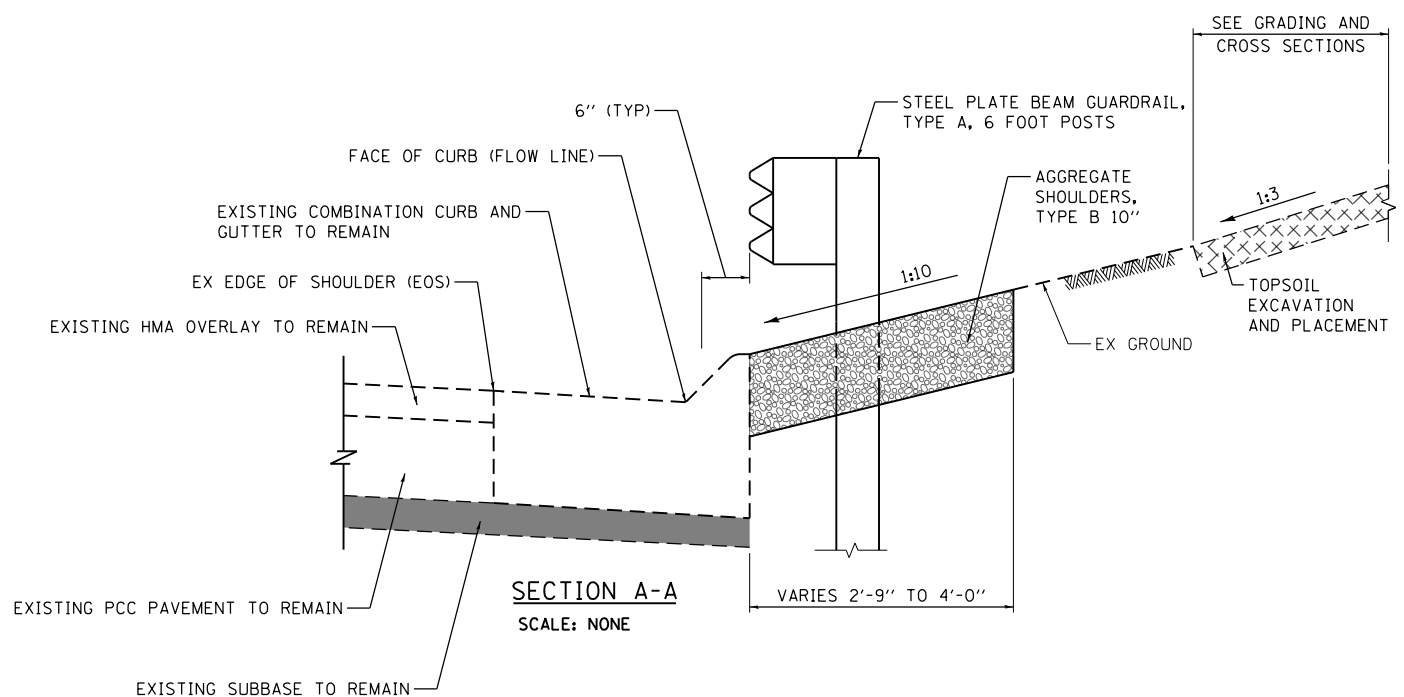
DETAIL: ROADWAY GRADING JACKSON BOULEVARD

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-I | COOK   | 153          | 29        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



PLAN VIEW  
SCALE: 1"=10'



SECTION A-A  
SCALE: NONE

FILE PATH = P:\628872\000\_CAD\006\_Roadway\Printing\62875\_20170221\Final\CADD\0162A75-sht-Detail-02.dgn



|                             |                   |           |
|-----------------------------|-------------------|-----------|
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| USER NAME = dishevoz        | DRAWN - OPS       | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

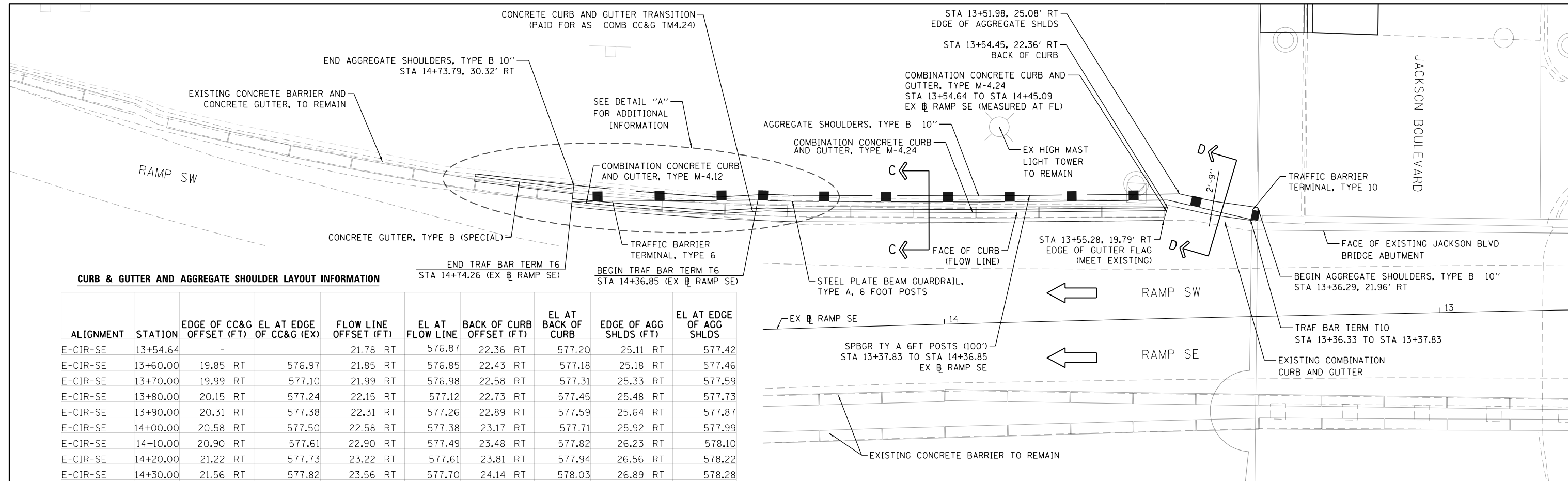
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAIL: GUARDRAIL ALONG NB I-90/94

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 30        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |





**CURB & GUTTER AND AGGREGATE SHOULDER LAYOUT INFORMATION**

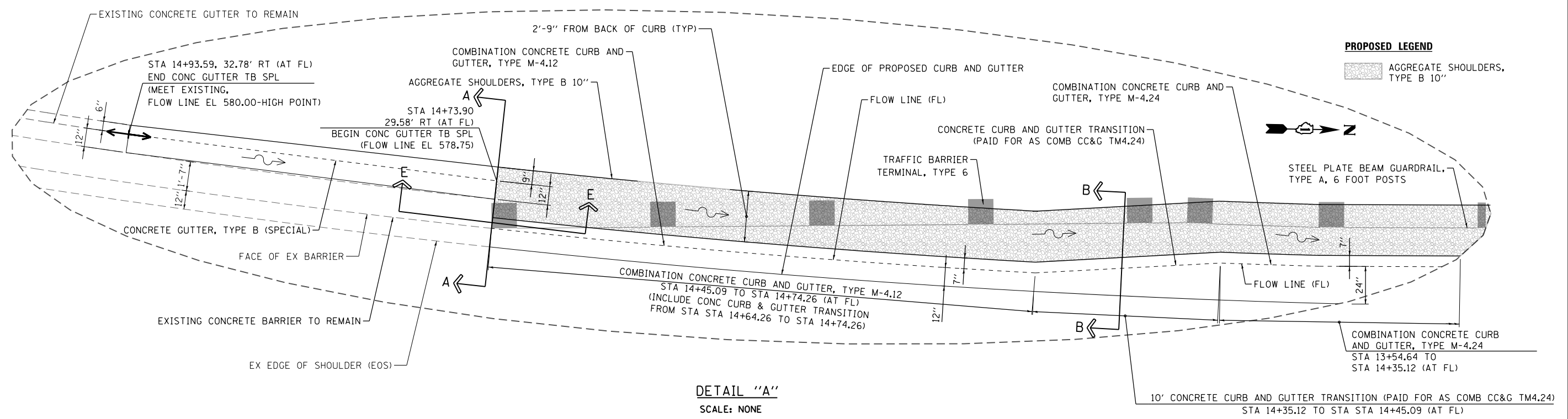
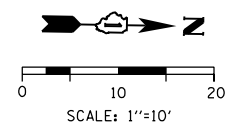
| ALIGNMENT | STATION  | EDGE OF CC&G OFFSET (FT) | EL AT EDGE OF CC&G (EX) | FLOW LINE OFFSET (FT) | EL AT FLOW LINE | BACK OF CURB OFFSET (FT) | EL AT BACK OF CURB | EDGE OF AGG SHLDS (FT) | EL AT EDGE OF AGG SHLDS |
|-----------|----------|--------------------------|-------------------------|-----------------------|-----------------|--------------------------|--------------------|------------------------|-------------------------|
| E-CIR-SE  | 13+54.64 | -                        |                         | 21.78 RT              | 576.87          | 22.36 RT                 | 577.20             | 25.11 RT               | 577.42                  |
| E-CIR-SE  | 13+60.00 | 19.85 RT                 | 576.97                  | 21.85 RT              | 576.85          | 22.43 RT                 | 577.18             | 25.18 RT               | 577.46                  |
| E-CIR-SE  | 13+70.00 | 19.99 RT                 | 577.10                  | 21.99 RT              | 576.98          | 22.58 RT                 | 577.31             | 25.33 RT               | 577.59                  |
| E-CIR-SE  | 13+80.00 | 20.15 RT                 | 577.24                  | 22.15 RT              | 577.12          | 22.73 RT                 | 577.45             | 25.48 RT               | 577.73                  |
| E-CIR-SE  | 13+90.00 | 20.31 RT                 | 577.38                  | 22.31 RT              | 577.26          | 22.89 RT                 | 577.59             | 25.64 RT               | 577.87                  |
| E-CIR-SE  | 14+00.00 | 20.58 RT                 | 577.50                  | 22.58 RT              | 577.38          | 23.17 RT                 | 577.71             | 25.92 RT               | 577.99                  |
| E-CIR-SE  | 14+10.00 | 20.90 RT                 | 577.61                  | 22.90 RT              | 577.49          | 23.48 RT                 | 577.82             | 26.23 RT               | 578.10                  |
| E-CIR-SE  | 14+20.00 | 21.22 RT                 | 577.73                  | 23.22 RT              | 577.61          | 23.81 RT                 | 577.94             | 26.56 RT               | 578.22                  |
| E-CIR-SE  | 14+30.00 | 21.56 RT                 | 577.82                  | 23.56 RT              | 577.70          | 24.14 RT                 | 578.03             | 26.89 RT               | 578.28                  |
| E-CIR-SE  | 14+35.25 | 21.89 RT                 | 577.82                  | 23.88 RT              | 577.70          | 24.47 RT                 | 578.03             | 27.22 RT               | 578.31                  |
| E-CIR-SE  | 14+40.00 | 22.24 RT                 | 577.79                  | 23.77 RT              | 577.70          | 24.36 RT                 | 578.03             | 27.11 RT               | 578.33                  |
| E-CIR-SE  | 14+50.00 | 23.11 RT                 | 577.77                  | 24.11 RT              | 577.71          | 24.70 RT                 | 578.04             | 27.46 RT               | 578.48                  |
| E-CIR-SE  | 14+60.00 | 24.16 RT                 | 577.75                  | 25.17 RT              | 577.69          | 25.76 RT                 | 578.02             | 28.53 RT               | 578.62                  |
| E-CIR-SE  | 14+70.00 | 25.42 RT                 | 577.71                  | 26.43 RT              | 577.65          | 27.01 RT                 | 577.98             | 29.79 RT               | 578.81                  |
| E-CIR-SE  | 14+74.41 | 26.03 RT                 | 577.69                  | 27.02 RT              | 577.63          | 27.60 RT                 | 577.96             | 30.32 RT               | 578.87                  |

FL = FLOW LINE

**PLAN VIEW**  
SCALE: 1"=10'

**NOTES:**

1. STATION AND OFFSETS ARE MEASURED OF EX RAMP SE UNLESS OTHERWISE NOTED.
2. SEE SHEET 32 FOR SECTIONS A-A, B-B, C-C, D-D AND E-E.



**DETAIL "A"**  
SCALE: NONE

**PROPOSED LEGEND**

- AGGREGATE SHOULDER, TYPE B 10"

FILE PATH = P:\6228727\000\_CAD\_006\_Roadway\Printing\6228727\_20170221\_Final\CADD\01622875-sht-Detail-03.dgn



D162875-sht-Detail-03.dgn  
USER NAME = dishevoz  
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PLOT DATE = 3/20/2017

|            |            |           |
|------------|------------|-----------|
| DESIGNED - | OPS        | REVISED - |
| DRAWN -    | OPS        | REVISED - |
| CHECKED -  | MJE        | REVISED - |
| DATE -     | 03/21/2017 | REVISED - |

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DETAIL: CONCRETE CURB AND GUTTER ALONG RAMP SW/SE**

SCALE: 1" = 10' SHEET 1 OF 2 SHEETS STA. TO STA.

|                           |                       |                |                     |                 |
|---------------------------|-----------------------|----------------|---------------------|-----------------|
| F.A.I. RTE.<br>90/94/290  | SECTION<br>2015-021-I | COUNTY<br>COOK | TOTAL SHEETS<br>153 | SHEET NO.<br>31 |
| CONTRACT NO. 62A75        |                       |                |                     |                 |
| ILLINOIS FED. AID PROJECT |                       |                |                     |                 |



**TRAFFIC CONTROL GENERAL NOTES**

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, ACCORDING TO HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER.
3. TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
4. ALL WARNING SIGNS SHALL BE A MINIMUM OF 48" x 48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
5. ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE TWO LOW INTENSITY FLASHING LIGHTS MOUNTED ON TOP OF EACH BARRICADE.
6. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR II BARRICADE USED.
7. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
8. EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
9. PRIOR TO START OF CONSTRUCTION, ALL REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
10. COOPERATION BETWEEN CONTRACTORS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
11. UNLESS OTHERWISE NOTED IN THE SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER 28 DAYS PRIOR TO ANY ANTICIPATED CLOSURES.
12. A MINIMUM 11' LANE WIDTH SHALL BE MAINTAINED ON ALL INTERSTATE LANES OPEN TO TRAFFIC DURING CONSTRUCTION UNLESS NOTED OTHERWISE.
13. OFFSETS BETWEEN THE EDGE OF TRAVEL LANE AND THE FACE OF TEMPORARY CONCRETE BARRIER ARE ASSUMED TO BE 1 FT UNLESS DESIGNATED OTHERWISE.
14. THE CONTRACTOR SHALL COORDINATE WORK WITH PRIVATE UTILITY COMPANIES AND THEIR CONTRACTORS FOR ADJUSTMENTS, SUPPORTS, AND RELOCATION. UTILITY WORK WILL GENERALLY BE CONDUCTED PRIOR TO ROADWAY WORK, BUT CERTAIN ITEMS MAY NEED TO PROCEED IN CONCERT WITH CONSTRUCTION OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT AFFECTED UTILITIES AND COORDINATE WORK WITHIN THE CONSTRUCTION SCHEDULE. THE EFFORT OF WHICH WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. A LIST OF UTILITY CONTACTS IS LOCATED WITHIN THE SPECIAL PROVISIONS. SEE STATUS OF UTILITIES (D-1) SPECIAL PROVISION.
15. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
16. SIGN W21-1a SHALL BE TAKEN DOWN WHEN THE WORKERS ARE NOT PRESENT.
17. TRAFFIC CONTROL SIGNS SHOULD BE PLACED SUCH THAT THEY DO NOT CONFLICT WITH PASSENGER BOARDING/ALIGHTING AT BUS STOPS.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS RESTRICTIONS TO THE SITE AS MAY BE REQUIRED BY THE ENGINEER. IN AREAS WHERE SILT FENCE IS NOT INSTALLED, ORANGE CONSTRUCTION FENCING MAY BE REQUIRED TO RESTRICT ACCESS TO WORK ZONES. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE NEED FOR ACCESS RESTRICTIONS AND THEIR CONFIGURATION. ORANGE CONSTRUCTION FENCING (IF NECESSARY) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
19. A 37" DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THIS 37" DEFLECTION AREA CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT (EXCLUDING NEW BRIDGE DECKS) IN ACCORDANCE WITH THE IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15. THIS WORK SHALL BE PAID FOR AS PINNING TEMPORARY CONCRETE BARRIER. THE COST OF ANCHORING TO EXISTING AND PROPOSED BRIDGE DECKS IS INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER. SEE STRUCTURAL PLANS FOR DETAILS OF TEMPORARY CONCRETE BARRIER.
20. PER IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15, DROP-OFF DEPTH > 4 IN AND < 12 IN IS PERMITTED FOR LESS THAN 0.5 MILE LENGTH OF DROP OFF EXPOSURE IN WORK ZONE OR LESS THAN 48 HOUR CLOSURE TIME. LENGTH AND DURATION OF DROP-OFF IN EXCESS OF THESE LIMITS SHALL REQUIRE TEMPORARY LONGITUDINAL CONCRETE BARRIER. ADJACENT WORK SPACES THAT ARE ESSENTIALLY CONTINUOUS IN DROP-OFF EXPOSURE SHOULD BE CONSIDERED AS ONE WORK ZONE.

21. ALL UPSTREAM LEADING ENDS OF TEMPORARY CONCRETE BARRIER WALL SHALL BE FLARED AT A 12:1 TAPER RATE UNLESS OTHER NOTED.
22. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND REPLACE ALL REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLANS. THIS WORK SHALL BE PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL.
23. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT AFTER THE SECOND PLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
24. ADDITIONAL ESTIMATED QUANTITIES FOR VARIOUS MAINTENANCE OF TRAFFIC ITEMS HAVE BEEN INCLUDED IN THE CONTRACT FOR THE PURPOSE OF SUPPLEMENTING MAINTENANCE OF TRAFFIC OPERATIONS AND FOR MAINTENANCE OF DETOUR ROUTES. THESE QUANTITIES ARE NOTED AS ALLOWANCES IN THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - SCHEDULE. USE OF THESE ADDITIONAL QUANTITIES IS AT THE DISCRETION OF THE ENGINEER.
25. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL BE RESTORED AT THE END OF CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
26. THE CONTRACTOR SHALL ONLY SET UP AND STORE EQUIPMENT DURING CONSTRUCTION AT THE SUGGESTED STAGING AREAS AS SHOWN IN THE PLANS OR AS APPROVED BY THE ENGINEER. THE SUGGESTED STAGING AREAS SHOWN IN THE PLANS ARE SUBJECT TO FIELD MODIFICATION AS DETERMINED BY THE ENGINEER. THE SUGGESTED STAGING AREAS MAY BE SHARED WITH OTHER ADJACENT CONTRACTS WHICH MAY BE UNDER CONSTRUCTION DURING THE DURATION OF THIS PROJECT. CONTRACTOR COOPERATION IS REQUIRED.
27. ALL TEMPORARY INFORMATION SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
28. VERIFY LOCATION OF ALL BUILDING ACCESS, COORDINATE WITH BUILDING OWNERS AND LOCAL AUTHORITIES AND PROVIDE FULL ACCESS TO BUSINESSES OR PROPERTIES DURING THEIR NORMAL WORKING HOURS IN ACCORDANCE WITH ADA AND APPLICABLE CODE REQUIREMENTS.
29. MAINTAIN ACCESS TO FIRE HYDRANTS, BUILDING STANDPIPES AND OTHER EMERGENCY FACILITIES WITHIN THE CONSTRUCTION ZONE.
30. PROVIDE CONTINUOUS TEMPORARY ACCESS TO ALL SIDE STREETS, ALLEYS, DRIVEWAYS, AND OPEN PARKING LOTS UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS FOR TEMPORARY CLOSURE. LOTS WITH MORE THAN ONE DRIVEWAY MUST BE STAGED TO KEEP AT LEAST ONE DRIVEWAY OPEN AT ALL TIMES.
31. THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON ALL STREETS EXCEPT WHERE NOTED ON THE PLANS AND PROHIBIT PARKING WITHIN FIFTY (50) FEET OF THE CONSTRUCTION AREA AT ALL TIMES. NOTIFY CDOT AND OEMC AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION. SEE LOCAL STREET IMPACTS SPECIAL PROVISION.
32. THE SUGGESTED STAGES OF CONSTRUCTION PLANS IDENTIFY STAGING ITEMS BY OTHERS. FOR THE PURPOSES OF IDENTIFYING POSSIBLE CONCURRENT WORK, THE PLANS DEPICT THE FOLLOWING:
  - CONTRACT 60X76 - START DURING CONSTRUCTION
  - CONTRACT 60X77 - ONGOING THROUGHOUT CONSTRUCTION
  - CONTRACT 60X78 - ONGOING THROUGHOUT CONSTRUCTION
  - CONTRACT 60X95 - LIKELY TO START DURING CONSTRUCTION
  - CONTRACT 60X99 - LIKELY TO START DURING CONSTRUCTION

IF CONTRACT SCHEDULES AND/OR DURATIONS DIFFER, SIGNING AND TEMPORARY PAVEMENT MARKINGS BY OTHERS MAY VARY FROM THE DEPICTION IN EACH STAGE, INCLUDING HAVING BEEN REMOVED PREVIOUSLY.

33. CONTRACTS IDENTIFIED IN THE CONTRACTOR COOPERATION SPECIAL PROVISION MAY REQUIRE COORDINATION WITH STAGING BY OTHERS EVEN IF NOT SPECIFICALLY IDENTIFIED IN THE SUGGESTED STAGING AND TRAFFIC CONTROL PLANS.
34. CONSTRUCTION ACCESS TO BE PROVIDED ALONG JACKSON BOULEVARD AND/OR THE EXPRESSWAY ALONG RAMP SE AND RAMP EN/WN. FOR ACCESS FROM JACKSON BOULEVARD, THE PAY ITEMS "REMOVING AND RE-ERECTING EXISTING RAILING", CONSTRUCTION STABILIZED ENTRANCE" AND "AGGREGATE FOR TEMPORARY ACCESS" HAVE BEEN PROVIDED TO ACCOMMODATE CONSTRUCTION ACCESS. FOR ACCESS FROM EXPRESSWAY, REMOVAL OF EXISTING GUARDRAIL AND BARRIER WALL HAVE BEEN PROVIDED TO ACCOMMODATE CONSTRUCTION ACCESS. IF THE CONTRACTOR ELECTS TO ELIMINATE A CONSTRUCTION ACCESS LOCATION, THEN THE ASSOCIATED WORK ITEMS FOR REMOVAL AND RESTORATION SHALL BE ELIMINATED FROM THE CONTRACT.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND  
TRAFFIC CONTROL - GENERAL NOTES AND LEGEND**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 33        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL SCHEDULE**

| SHEET                          | ROADWAY/STATION    | BASELINE        | TEMPORARY EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" | TEMPORARY EPOXY PAVEMENT MARKING - LINE 6" | TEMPORARY EPOXY PAVEMENT MARKING - LINE 12" | TEMPORARY PAVEMENT MARKING - LINE 6" | TEMPORARY CONCRETE BARRIER | RELOCATE TEMPORARY CONCRETE BARRIER | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW, TEST LEVEL 2) | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW, TEST LEVEL 3) | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | PAVEMENT MARKING REMOVAL - WATER BLASTING | PINNING TEMPORARY CONCRETE BARRIER | TEMPORARY INFORMATION SIGNING | BARRIER WALL REFLECTORS, TYPE C |      |
|--------------------------------|--------------------|-----------------|--|--|--|---|--------------------------------------|----------------------------|-------------------------------------|---|---|--|---|------------------------------------|-------------------------------|---------------------------------|------|
|                                |                    |                 | SO FT  | FOOT                                       | FOOT                                       | FOOT  | FOOT                                 | FOOT                       | FOOT                                | FOOT  | EACH  | EACH   | EACH                                      | SO FT                              | EACH                          | SO FT                           | EACH |
| <b>STAGE 1 - LOCAL RD</b>      |                    |                 |  |  |  |   |                                      |                            |                                     |   |   |  |   |                                    |                               |                                 |      |
| 1                              | 8198+00 TO 8210+00 | PR JACKSON BLVD |  | 63   |  |   |                                      |                            |                                     |   |   |  | 21  |                                    |                               |                                 |      |
| 2                              | 8210+00 TO 8222+00 | PR JACKSON BLVD | 41   | 1,012                                      | 23   |   | 150                                  | 75.0                       | 75.0                                | 2   |   |  | 390                                       | 36                                 |                               | 12                              |      |
| <b>STAGE 2 - LOCAL RD</b>      |                    |                 |  |  |  |   |                                      |                            |                                     |   |   |  |   |                                    |                               |                                 |      |
| 1                              | 8198+00 TO 8210+00 | PR JACKSON BLVD |  | 146  |  | 23  |                                      |                            |                                     |   |   |  | 16  |                                    |                               |                                 |      |
| 2                              | 8210+00 TO 8222+00 | PR JACKSON BLVD |  | 1,061                                      |  | 102   | 100                                  | 50.0                       | 50.0                                |   |   |  | 88  |                                    |                               | 8                               |      |
| <b>STAGE 3 - LOCAL RD</b>      |                    |                 |  |  |  |   |                                      |                            |                                     |   |   |  |   |                                    |                               |                                 |      |
| 1                              | 8198+00 TO 8210+00 | PR JACKSON BLVD | 39   | 254  | 46   |   |                                      |                            |                                     |   |   |  | 305                                       |                                    | 8                             |                                 |      |
| 2                              | 8210+00 TO 8222+00 | PR JACKSON BLVD |  | 1,073                                      | 13   |   | 300                                  | 150.0                      | 150.0                               | 2   |   |  | 1,100                                     | 72                                 | 13                            | 24                              |      |
| <b>STAGE 1 - MAIN LINE (*)</b> |                    |                 |  |  |  |   |                                      |                            |                                     |   |   |  |   |                                    |                               |                                 |      |
| 1                              | 16+00 TO 30+00     | EX NB-90/94     |  |  |  |   | 2,000                                | 1,000.0                    | 1,000.0                             |   |   | 3  | 3   |                                    | 480                           | 32                              | 160  |
| <b>TOTALS</b>                  |                    |                 | <b>80</b>  | <b>3,609</b>                               | <b>82</b>                                  | <b>125</b>                                  | <b>2,550</b>                         | <b>1275.0</b>              | <b>1275.0</b>                       | <b>4</b>  | <b>3</b>  | <b>3</b>   | <b>1,920</b>                              | <b>588</b>                         | <b>53</b>                     | <b>204</b>                      |      |
| <b>ALLOWANCE</b>               |                    |                 | <b>12</b>  | <b>542</b>                                 | <b>13</b>                                  | <b>19</b>                                   | <b>383</b>                           | <b>75.0</b>                | <b>75.0</b>                         | <b>1</b>  | <b>1</b>  | <b>1</b>   | <b>288</b>                                | <b>89</b>                          | <b>8</b>                      | <b>31</b>                       |      |
| <b>ROUNDED TOTALS</b>          |                    |                 | <b>92</b>  | <b>4,151</b>                               | <b>95</b>                                  | <b>144</b>                                  | <b>2,933</b>                         | <b>1,350.0</b>             | <b>1,350.0</b>                      | <b>5</b>  | <b>4</b>  | <b>4</b>   | <b>2,208</b>                              | <b>677</b>                         | <b>61</b>                     | <b>235</b>                      |      |

(\*)QUANTITIES AND ALLOWANCE FOR VARIOUS TRAFFIC CONTROL DEVICES ON THE MAINLINE HAVE BEEN PROVIDED FOR FIELD ADJUSTMENT DUE TO CONTRACT TIMING VARIABILITY. CONTRACTOR COOPERATION IS REQUIRED.

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

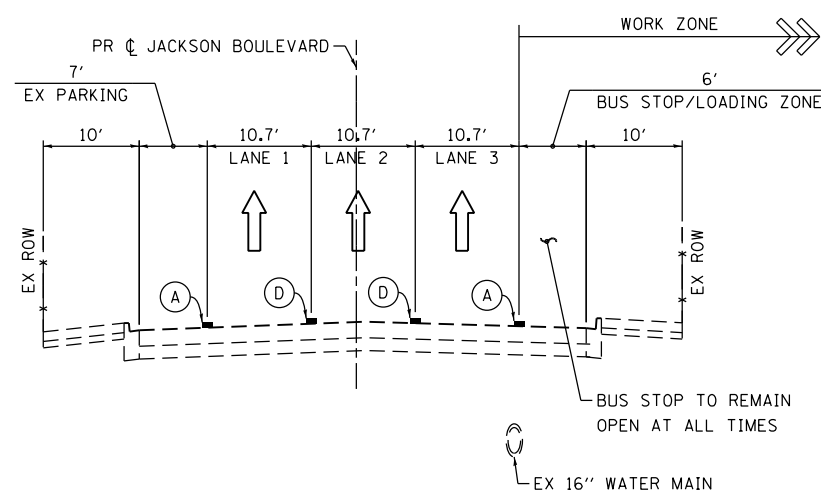
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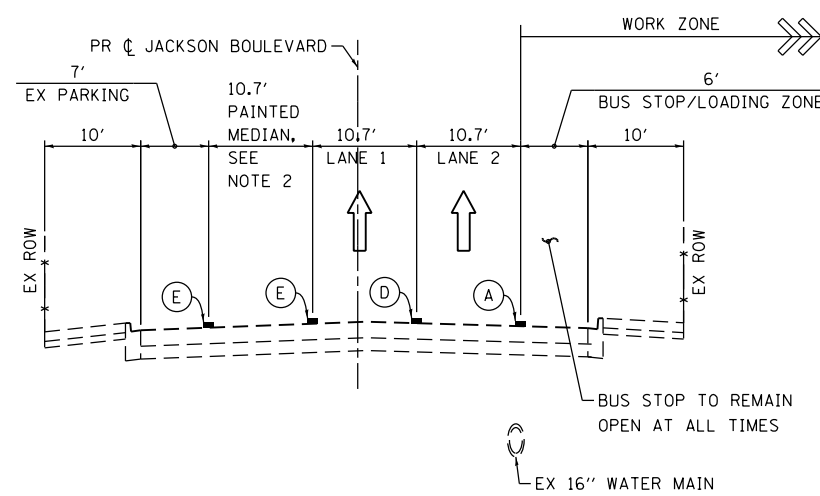
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| <b>CONTRACT NO. 62A75</b> |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



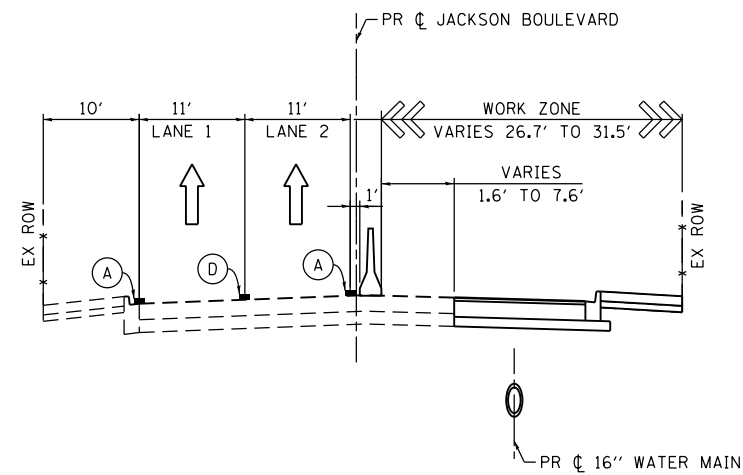
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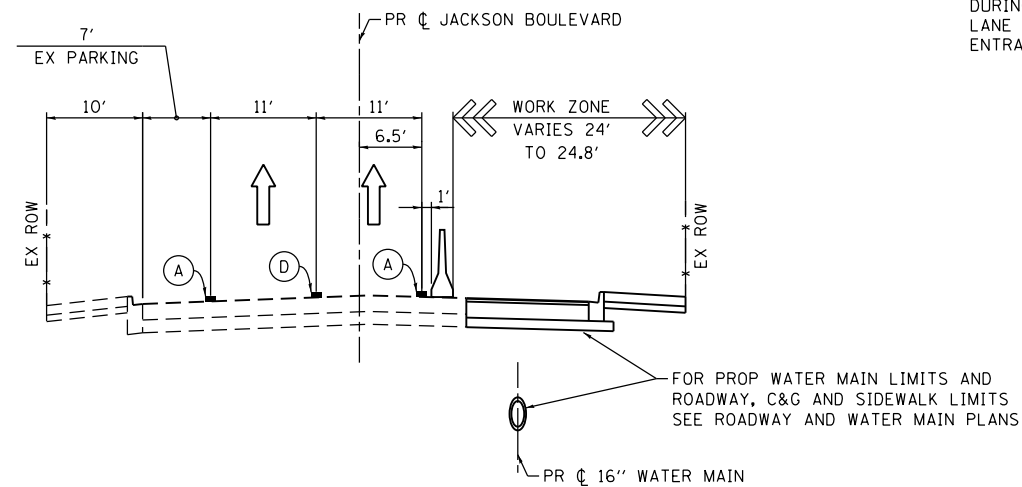
**STAGE 1: JACKSON BLVD**  
SCALE: NONE  
STA 8211+07.55 TO STA 8211+91.28



**STAGE 2: JACKSON BLVD**  
**(WITH JACKSON ENTRANCE RAMP CLOSED BY OTHERS)**  
SCALE: NONE  
STA 8214+83.92 TO STA 8215+32.10












**STAGE 3: JACKSON BLVD**  
**(WATER MAIN WORK AT SOUTH WEST SIDE OF JACKSON BLVD BRIDGE)**  
SCALE: NONE  
STA 8211+07.55 TO STA 8215+32.10



**STAGE 3: JACKSON BLVD**  
**(WATER MAIN WORK AT SOUTH EAST SIDE OF JACKSON BLVD BRIDGE)**  
SCALE: NONE  
STA 8214+83.91 TO STA 8215+32.10

**LEGEND:**

-  TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHT
-  TEMPORARY CONCRETE BARRIER
-  DIRECTION OF TRAFFIC FLOW
-  REMOVAL LIMITS
-  (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
-  (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
-  (C) TEMP EPOXY PVT MK LINE 6 (2' DASH 6' SKIP, WHITE)
-  (D) TEMP EPOXY PVT MK LINE 4 (6' DASH 18' SKIP, WHITE)
-  (E) TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)

**NOTES:**

1. THE LEFT TRAFFIC LANE FROM HALSTED STREET TO SB JACKSON BOULEVARD EXIT RAMP IS CLOSED TO TRAFFIC DURING STAGE 2 TO ACCOMMODATE AN EXCLUSIVE RECEIVING LANE FROM THE EXIT RAMP WHILE THE NB JACKSON ENTRANCE RAMP IS CLOSED AS PART OF CONTRACT 60X95.



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


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
TYPICAL SECTIONS - JACKSON BLVD

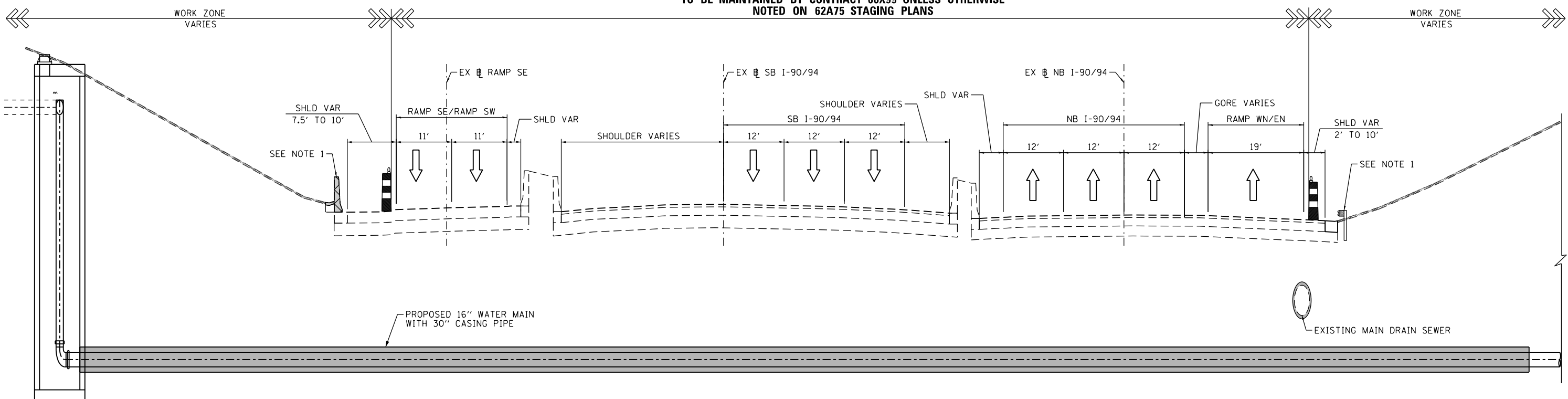
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|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 36        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**LEGEND:**

-  TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHT
-  TEMPORARY CONCRETE BARRIER
-  DIRECTION OF TRAFFIC FLOW
-  REMOVAL LIMITS
-  (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
-  (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
-  (C) TEMP EPOXY PVT MK LINE 6 (2' DASH 6' SKIP, WHITE)
-  (D) TEMP EPOXY PVT MK LINE 4 (6' DASH 18' SKIP, WHITE)
-  (E) TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)

**LANE CONFIGURATION AND TRAFFIC CONTROL DEVICES  
TO BE MAINTAINED BY CONTRACT 60X99 UNLESS OTHERWISE  
NOTED ON 62A75 STAGING PLANS**



**STAGE 1: NB AND SB I-90/94 (LOOKING NORTH)**

SCALE: NONE  
STA 8211+22.55 TO STA 8215+33.05

**NOTES:**

1. EXISTING GUARDRAIL AND BARRIER WALL HAVE BEEN SHOWN IN THE PLANS FOR REMOVAL TO ALLOW FOR CONSTRUCTION ACCESS. IF THE CONTRACTOR IDENTIFIES AN ALTERNATIVE ACCESS ROUTE, THEN THE REMOVAL AND REPLACEMENT OF THESE ITEMS SHALL BE ELIMINATED FROM THE CONTRACT.
2. IF THE CONTRACTOR ELECTS TO CUT BACK THE SIDE SLOPE TO INCREASE THE WIDTH OF THE CONSTRUCTION ACCESS AND WORK ZONE STAGING AREA, THE ADDITIONAL EXCAVATION AND RESTORATION WILL NOT BE PAID FOR SEPARATELY.

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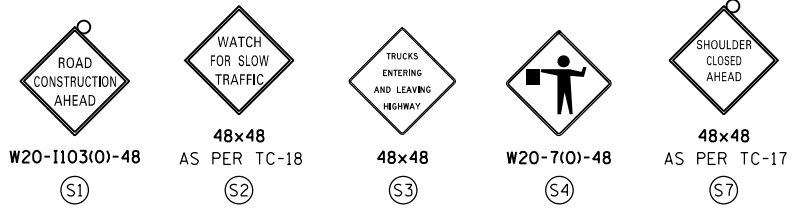


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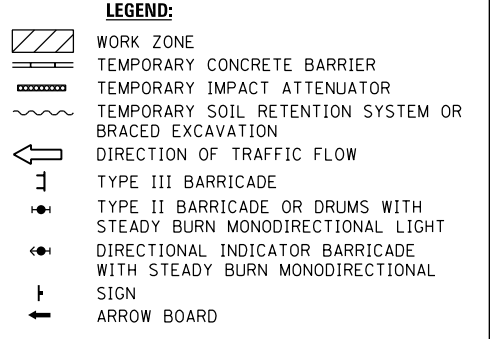
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

| SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN |                     |      |         |
|---|---------------------|------|---------|
| TYPICAL SECTIONS - JACKSON BLVD                           |                     |      |         |
| SCALE: NONE   | SHEET 1 OF 1 SHEETS | STA. | TO STA. |

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 37        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

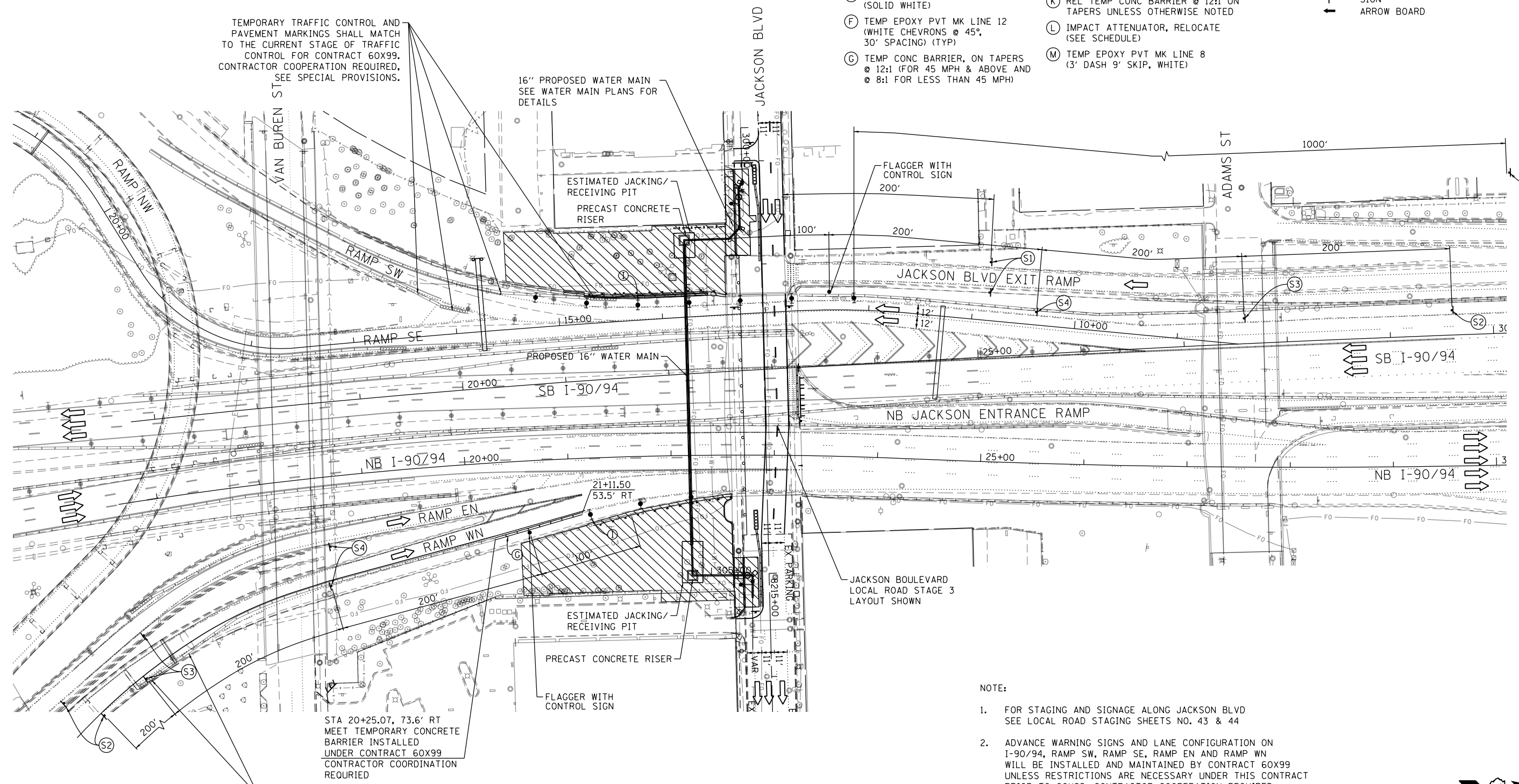


- MAINLINE PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**
- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
  - (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
  - (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
  - (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
  - (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
  - (F) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
  - (G) TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
  - (H) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3 (SEE SCHEDULE)
  - (I) TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMP @ 100' C-C (TYP) ON TANGENTS
  - (J) DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C
  - (K) REL TEMP CONC BARRIER @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
  - (L) IMPACT ATTENUATOR, RELOCATE (SEE SCHEDULE)
  - (M) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)



TEMPORARY TRAFFIC CONTROL AND PAVEMENT MARKINGS SHALL MATCH TO THE CURRENT STAGE OF TRAFFIC CONTROL FOR CONTRACT 60X99. CONTRACTOR COOPERATION REQUIRED, SEE SPECIAL PROVISIONS.

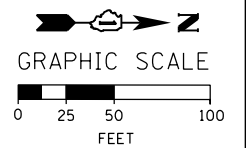
16" PROPOSED WATER MAIN SEE WATER MAIN PLANS FOR DETAILS



STA 20+25.07, 73.6' RT MEET TEMPORARY CONCRETE BARRIER INSTALLED UNDER CONTRACT 60X99. CONTRACTOR COORDINATION REQUIRED

TEMPORARY TRAFFIC CONTROL AND PAVEMENT MARKINGS SHALL MATCH TO THE CURRENT STAGE OF TRAFFIC CONTROL FOR CONTRACT 60X99. CONTRACTOR COOPERATION REQUIRED, SEE SPECIAL PROVISIONS.

- NOTE:**
- FOR STAGING AND SIGNAGE ALONG JACKSON BLVD SEE LOCAL ROAD STAGING SHEETS NO. 43 & 44
  - ADVANCE WARNING SIGNS AND LANE CONFIGURATION ON I-90/94, RAMP SW, RAMP SE, RAMP EN AND RAMP WN WILL BE INSTALLED AND MAINTAINED BY CONTRACT 60X99 UNLESS RESTRICTIONS ARE NECESSARY UNDER THIS CONTRACT PRIOR TO 60X99. CONTRACTOR COOPERATION REQUIRED (SEE SPECIAL PROVISION).
  - ALL STATIONS AND OFFSETS ARE MEASURED FROM EX NB I-90/94 ALIGNMENT, UNLESS OTHERWISE NOTED.



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| DATE -     | 03/21/2017 | REVISED - |  |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 JACKSON BOULEVARD PROPOSED WATER MAIN  
 NB & SB I-90/94 MAINLINE - STAGE 1**

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 38        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. TO STA.



**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT | STATION    | OFFSET | LT/RT | BASELINE |
|-------|------------|--------|-------|----------|
| ①     | 8209+63.67 | 5.87'  | RT    | P-JAC-CL |
| ②     | 8209+63.68 | 22.47' | LT    | P-JAC-CL |

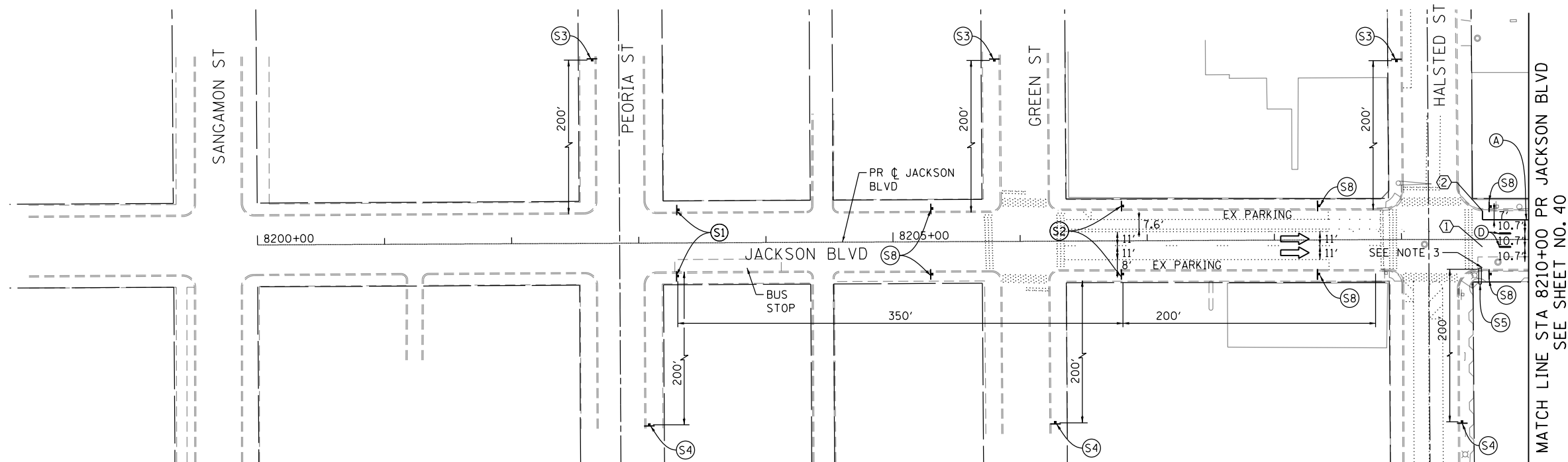
POINT LOCATION

**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- Ⓐ TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- Ⓑ TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- Ⓒ TEMP EPOXY PVT MK LINE 6 (2" DASH 6' SKIP, WHITE)
- Ⓓ TEMP EPOXY PVT MK LINE 4 (6" DASH 18" SKIP, WHITE)
- Ⓔ TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- Ⓕ TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- Ⓖ TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- Ⓕ IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- Ⓖ TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES @ 25' C-C (TYP) ON TANGENTS
- Ⓖ TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- Ⓖ TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- Ⓖ TEMP EPOXY PVT MK - LETTERS & SYMBOLS

**LEGEND:**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
- ARROW BOARD
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE



**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR C JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- W21-1A(0) WORKERS SIGN SHALL BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN, BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL SIGNAGE.

W20-1103(0)-48  
S1

W21-1a(0)-48  
S2

W20-1103(0)-36  
M6-1(0)-2115  
S3

W20-1103(0)-36  
M6-1(0)-2115  
S4

R11-1102-2430  
S5

R3-19A-2430  
S6

W1-4b1(0)-48  
W13-1(0)-2424  
S7

W2-1115(0)-3618  
R2-1-3648  
R10-1108p-3618  
R2-1106p-3618  
S8

G20-1103(0)-6036  
S9

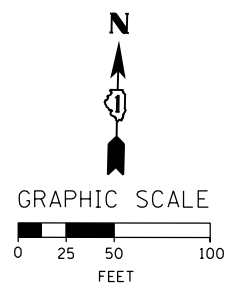
R11-1101-2418  
S10

R11-1102-2430  
S11

"RAMP CLOSED" SIGN  
TO BE MOUNTED ON  
TOP OF BARRICADE,  
TYPE III PER TC-08  
(TO BE INSTALLED UNDER  
CONTRACT 60X95. CONTRACTOR  
COOPERATION REQUIRED)  
S12

R5-1-4848  
(TO BE INSTALLED UNDER  
CONTRACT 60X95. CONTRACTOR  
COOPERATION REQUIRED)  
S13

30"x30"  
PER TC-26  
S14



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|                              |                   |           |
|------------------------------|-------------------|-----------|
| D162A75-sht-Staging-LR1-01   | DESIGNED - PHP    | REVISED - |
| USER NAME = dshevoz          | DRAWN - PHP       | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/22/2017        | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
JACKSON BOULEVARD PROPOSED WATER MAIN  
LOCAL ROAD - STAGE 1**

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 39        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT |    | STATION    | OFFSET | LT/RT | BASELINE |
|-------|----|------------|--------|-------|----------|
| ①     |    | 8210+50.69 | 16.95' | RT    | P-JAC-CL |
| ②     | PC | 8210+81.87 | 17.08' | RT    | P-JAC-CL |
| ③     | PT | 8210+86.70 | 20.86' | RT    | P-JAC-CL |
| ④     | PC | 8211+08.71 | 20.77' | RT    | P-JAC-CL |
| ⑤     | PT | 8211+13.52 | 17.22' | RT    | P-JAC-CL |
| ⑥     |    | 8211+91.99 | 22.42' | LT    | P-JAC-CL |
| ⑦     |    | 8212+29.15 | 22.47' | LT    | P-JAC-CL |
| ⑧     |    | 8212+88.15 | 14.78' | LT    | P-JAC-CL |
| ⑨     |    | 8213+47.34 | 14.98' | LT    | P-JAC-CL |
| ⑩     |    | 8214+62.29 | 15.65' | LT    | P-JAC-CL |
| ⑪     |    | 8210+02.58 | 16.19' | RT    | P-JAC-CL |

**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

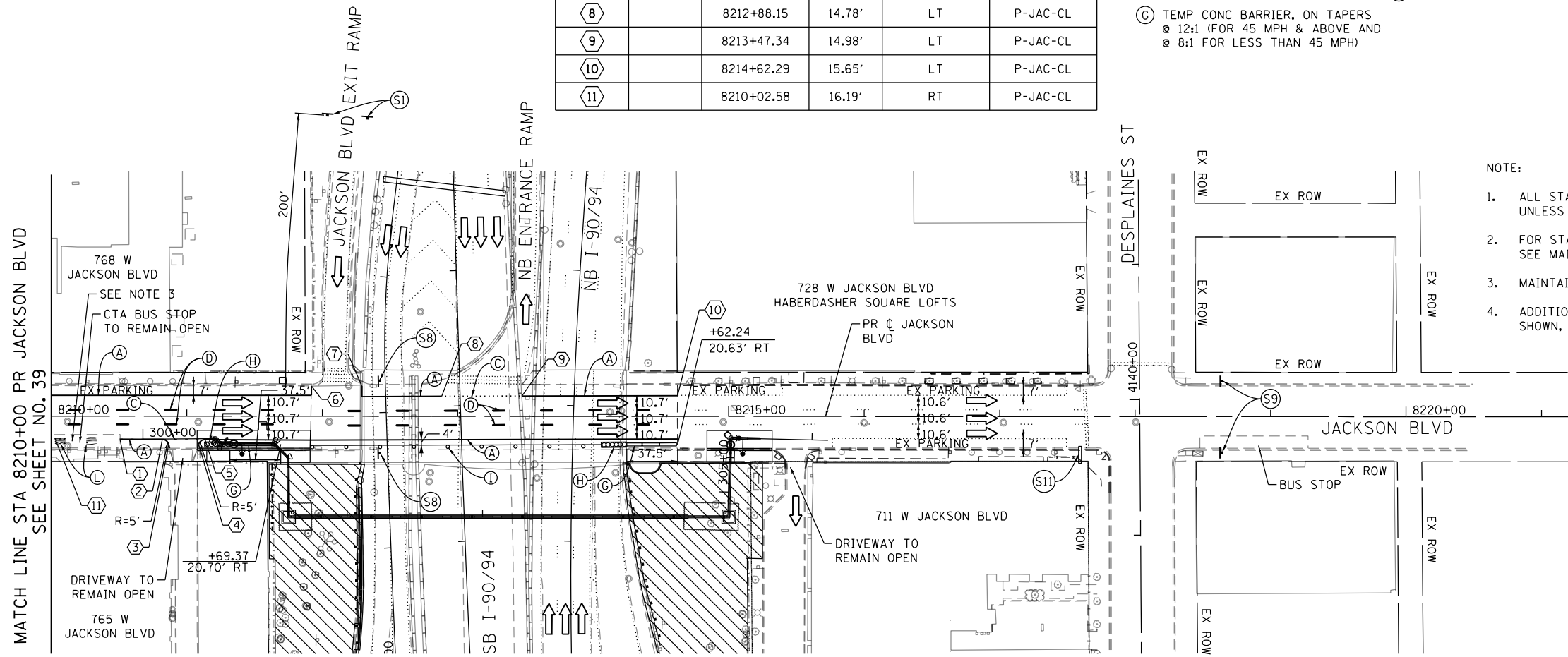
- Ⓐ TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- Ⓑ TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- Ⓒ TEMP EPOXY PVT MK LINE 6 (2" DASH 6' SKIP, WHITE)
- Ⓓ TEMP EPOXY PVT MK LINE 4 (6" DASH 18' SKIP, WHITE)
- Ⓔ TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- Ⓕ TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- Ⓖ TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- Ⓗ IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- Ⓘ TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES @ 25' C-C (TYP) ON TANGENTS
- Ⓝ TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- Ⓚ TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- Ⓛ TEMP EPOXY PVT MK - LETTERS & SYMBOLS

**LEGEND:**

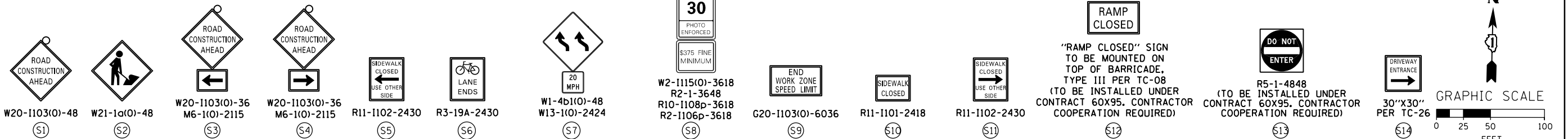
- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
- ARROW BOARD
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR @ JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- FOR STAGING AND SIGNAGE ALONG NB AND SB I-90/94 SEE MAINLINE STAGING SHEET NO. 38
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN, BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL SIGNAGE.



← ALL DETOUR SIGNAGE SHALL BE INSTALLED UNDER CONTRACT 60X95, SEE NOTE 3. →



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D162A75-shr-Staging-LRI-02  
 USER NAME = dshevoz  
 PLOT SCALE = 100.0000' / in.  
 PLOT DATE = 3/22/2017

|            |            |           |  |
|------------|------------|-----------|--|
| DESIGNED - | PHP        | REVISED - |  |
| DRAWN -    | PHP        | REVISED - |  |
| CHECKED -  | MJE        | REVISED - |  |
| DATE -     | 03/21/2017 | REVISED - |  |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 JACKSON BOULEVARD PROPOSED WATER MAIN  
 LOCAL ROAD - STAGE 1**

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 40        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT | STATION    | OFFSET | LT/RT | BASELINE |
|-------|------------|--------|-------|----------|
| 1     | 8209+63.67 | 15.47' | LT    | P-JAC-CL |

POINT LOCATION

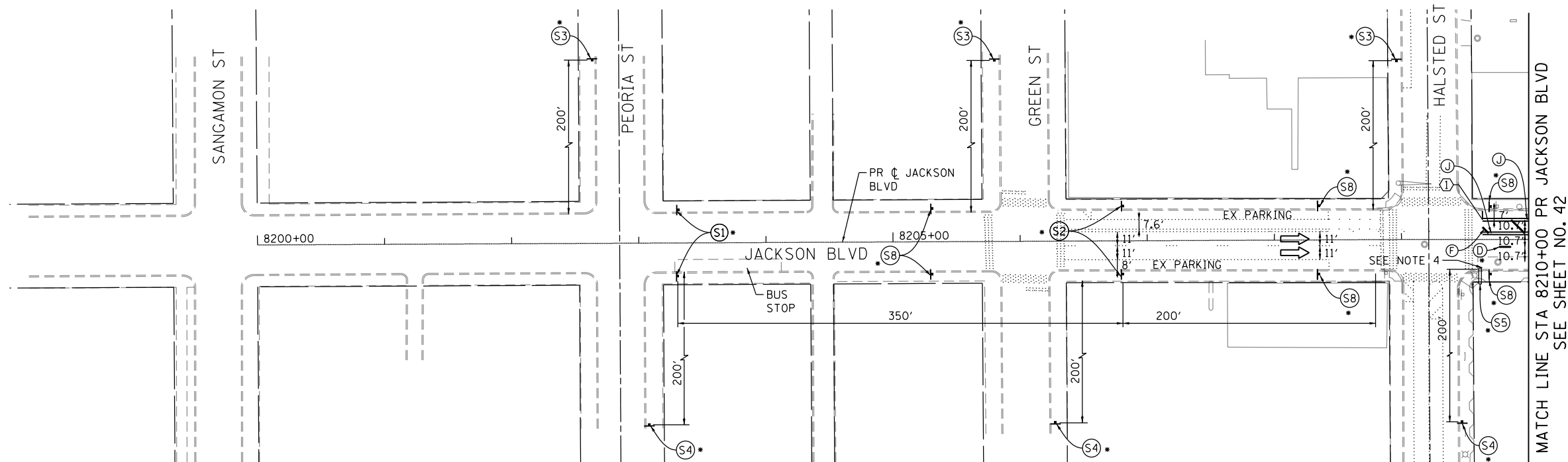
**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 6 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 4 (6' DASH 18' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- (G) TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- (H) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- (I) TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES
- (J) TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- (K) TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- (L) TEMP EPOXY PVT MK - LETTERS & SYMBOLS

**LEGEND:**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
- ARROW BOARD
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

• FROM PREVIOUS STAGE TO REMAIN



**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR C JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- W21-1A(O) WORKERS SIGN SHALL BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- PAVEMENT MARKING SHALL BE INSTALLED DURING THE PERIOD THAT THE JACKSON ENTRANCE RAMP IS CLOSED UNDER CONTRACT 60X95.
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL STAGING.

W20-1103(O)-48  
S1

W21-1a(O)-48  
S2

W20-1103(O)-36  
M6-1(O)-2115  
S3

W20-1103(O)-36  
M6-1(O)-2115  
S4

R11-1102-2430  
S5

R3-19A-2430  
S6

W1-4b1(O)-48  
W13-1(O)-2424  
S7

W2-1115(O)-3618  
R2-1-3648  
R10-1108p-3618  
R2-1106p-3618  
S8

G20-1103(O)-6036  
S9

R11-1101-2418  
S10

R11-1102-2430  
S11

"RAMP CLOSED" SIGN  
TO BE MOUNTED ON  
TOP OF BARRICADE,  
TYPE III PER TC-08  
(TO BE INSTALLED UNDER  
CONTRACT 60X95. CONTRACTOR  
COOPERATION REQUIRED)  
S12

R5-1-4848  
(TO BE INSTALLED UNDER  
CONTRACT 60X95. CONTRACTOR  
COOPERATION REQUIRED)  
S13

30"x30"  
PER TC-26  
S14

GRAPHIC SCALE

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PLOT DATE = 3/22/2017

DESIGNED - PHP  
DRAWN - PHP  
CHECKED - MJE  
DATE - 03/21/2017

REVISED -  
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REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
JACKSON BOULEVARD PROPOSED WATER MAIN  
LOCAL ROAD - STAGE 2 (JACKSON ENTRANCE CLOSED)

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 41        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT | STATION    | OFFSET | LT/RT | BASELINE |
|-------|------------|--------|-------|----------|
| ①     | 8211+91.99 | 15.42' | LT    | P-JAC-CL |
| ②     | 8212+88.15 | 14.78' | LT    | P-JAC-CL |
| ③     | 8213+01.34 | 31.86' | LT    | P-JAC-CL |
| ④     | 8213+51.34 | 31.67' | LT    | P-JAC-CL |
| ⑤     | 8213+47.34 | 14.98' | LT    | P-JAC-CL |
| ⑥     | 8212+29.22 | 3.91'  | LT    | P-JAC-CL |
| ⑦     | 8214+62.21 | 4.70'  | LT    | P-JAC-CL |

**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- Ⓐ TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- Ⓑ TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- Ⓒ TEMP EPOXY PVT MK LINE 6 (2" DASH 6" SKIP, WHITE)
- Ⓓ TEMP EPOXY PVT MK LINE 4 (6" DASH 18" SKIP, WHITE)
- Ⓔ TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- Ⓕ TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- Ⓖ TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- Ⓗ IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- Ⓘ TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES @ 25' C-C (TYP) ON TANGENTS
- Ⓝ TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- Ⓚ TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- Ⓛ TEMP EPOXY PVT MK - LETTERS & SYMBOLS

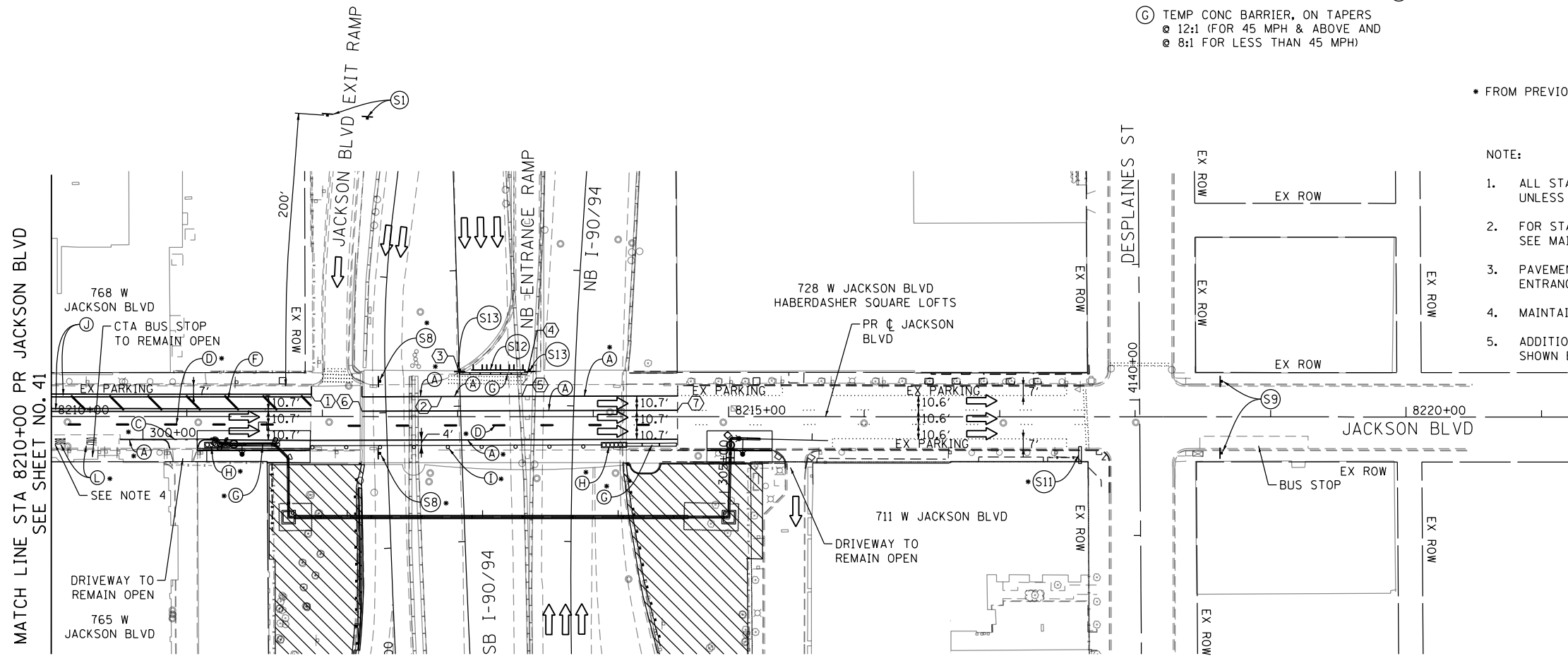
**LEGEND:**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
- ARROW BOARD
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

\* FROM PREVIOUS STAGE TO REMAIN

**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR @ JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- FOR STAGING AND SIGNAGE ALONG NB AND SB I-90/94 SEE MAINLINE STAGING SHEET NO. 38
- PAVEMENT MARKING SHALL BE INSTALLED DURING THE PERIOD THAT THE JACKSON ENTRANCE RAMP IS CLOSED UNDER CONTRACT 60X95.
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL STAGING.



← ALL DETOUR SIGNAGE SHALL BE INSTALLED UNDER CONTRACT 60X95, SEE NOTE 3. →

ROAD CONSTRUCTION AHEAD (S1)

ROAD CONSTRUCTION AHEAD (S2)

ROAD CONSTRUCTION AHEAD (S3)

ROAD CONSTRUCTION AHEAD (S4)

SIDEWALK CLOSED (S5)

LANE ENDS (S6)

20 MPH (S7)

WORK ZONE SPEED LIMIT 30 (S8)

END WORK ZONE SPEED LIMIT (S9)

SIDEWALK CLOSED (S10)

SIDEWALK CLOSED (S11)

RAMP CLOSED (S12)

DO NOT ENTER (S13)

DRIVEWAY ENTRANCE (S14)

GRAPHIC SCALE: 0 25 50 100 FEET

30"X30" PER TC-26

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D162A75-sht-Staging-LR2-02.dgn  
 USER NAME = dshevoz  
 PLOT SCALE = 100.0000' / in.  
 PLOT DATE = 3/22/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - PHP    | REVISED - |
| DRAWN - PHP       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

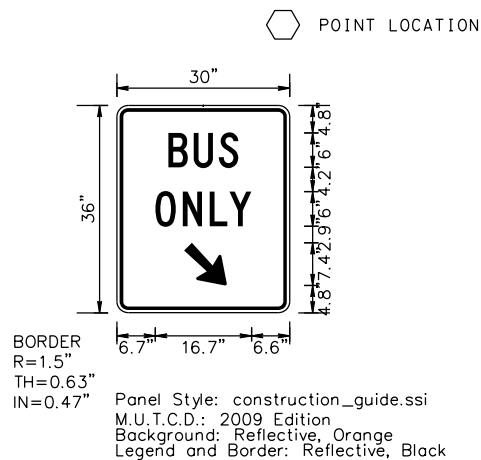
**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN**  
**JACKSON BOULEVARD PROPOSED WATER MAIN**  
**LOCAL ROAD - STAGE 2 (JACKSON ENTRANCE CLOSED)**

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 42        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT | STATION    | OFFSET | LT/RT | BASELINE |
|-------|------------|--------|-------|----------|
| ①     | 8207+31.07 | 6.97'  | LT    | P-JAC-CL |
| ②     | 8208+43.57 | 22.47' | LT    | P-JAC-CL |
| ③     | 8209+63.68 | 22.47' | LT    | P-JAC-CL |

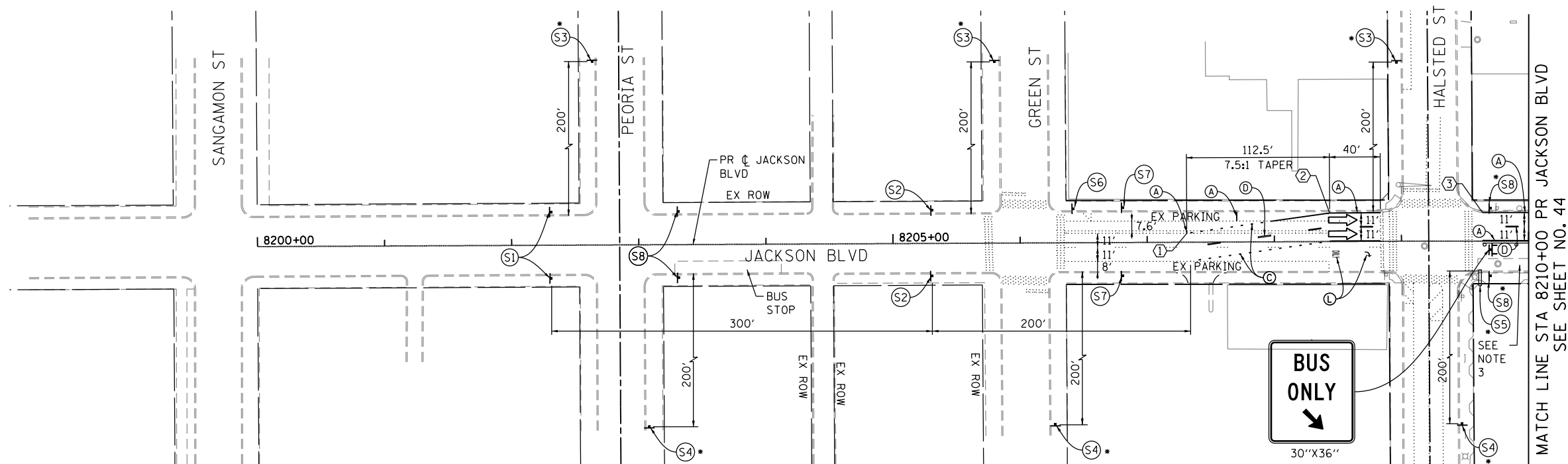


**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- Ⓐ TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- Ⓑ TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- Ⓒ TEMP EPOXY PVT MK LINE 6 (2' DASH 6' SKIP, WHITE)
- Ⓓ TEMP EPOXY PVT MK LINE 4 (6' DASH 18' SKIP, WHITE)
- Ⓔ TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- Ⓕ TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- Ⓖ TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- Ⓗ IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- Ⓘ TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES @ 25' C-C (TYP) ON TANGENTS
- Ⓝ TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- Ⓚ TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- Ⓛ TEMP EPOXY PVT MK - LETTERS & SYMBOLS

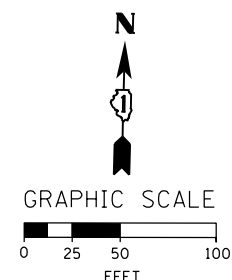
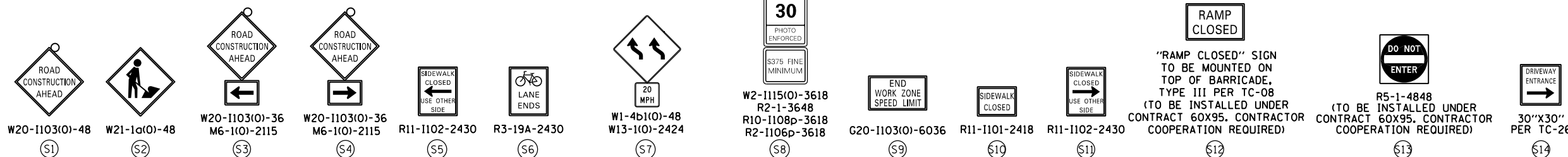
- LEGEND:**
- WORK ZONE
  - TEMPORARY CONCRETE BARRIER
  - TEMPORARY IMPACT ATTENUATOR
  - DIRECTION OF TRAFFIC FLOW
  - TYPE III BARRICADE
  - TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
  - ARROW BOARD
  - DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

• FROM PREVIOUS STAGE TO REMAIN



**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR C JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- W21-1A(0) WORKERS SIGN SHALL BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL STAGING.



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D162A75-sht-Staging-LR3-01.dgn  
 USER NAME = dshevoz  
 PLOT SCALE = 100.0000' / 1"  
 PLOT DATE = 3/22/2017

DESIGNED - PHP  
 DRAWN - PHP  
 CHECKED - MJJ  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 JACKSON BOULEVARD PROPOSED WATER MAIN  
 LOCAL ROAD - STAGE 3**

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 43        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**TRAFFIC CONTROL LAYOUT INFORMATION**

| POINT | STATION       | OFFSET | LT/RT | BASELINE |
|-------|---------------|--------|-------|----------|
| ①     | 8211+91.99    | 22.42' | LT    | P-JAC-CL |
| ②     | 8211+47.42    | 1.57'  | RT    | P-JAC-CL |
| ③     | 8211+96.99    | 1.57'  | RT    | P-JAC-CL |
| ④     | 8211+22.49    | 4.56'  | RT    | P-JAC-CL |
| ⑤     | 8214+57.10    | 11.25' | RT    | P-JAC-CL |
| ⑥     | 8214+82.10    | 8.22'  | RT    | P-JAC-CL |
| ⑦     | 8215+32.10    | 8.16'  | RT    | P-JAC-CL |
| ⑧     | PC 8215+30.56 | 6.48'  | RT    | P-JAC-CL |
| ⑨     | PT 8215+43.06 | 18.97' | RT    | P-JAC-CL |
| ⑩     | 8215+43.06    | 33.50' | RT    | P-JAC-CL |
| ⑪     | 8210+72.64    | 0.45'  | LT    | P-JAC-CL |
| ⑫     | 8210+22.64    | 0.45'  | LT    | P-JAC-CL |

**PROPOSED TEMP PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES**

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 6 (2" DASH 6" SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 4 (6" DASH 18" SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 6 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 20' SPACING) (TYP)
- (G) TEMP CONC BARRIER, ON TAPERS @ 12:1 (FOR 45 MPH & ABOVE AND @ 8:1 FOR LESS THAN 45 MPH)
- (H) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2 (SEE SCHEDULE)
- (I) TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT @ 20' C-C (TYP) ON TAPERS AND CURVES
- (J) TEMP EPOXY PVT MK LINE 4 (DOUBLE WHITE @ 8" C-C)
- (K) TEMP EPOXY PVT MK LINE 8 (WHITE CHEVRONS @ 45°, 6' SPACING)
- (L) TEMP EPOXY PVT MK - LETTERS & SYMBOLS

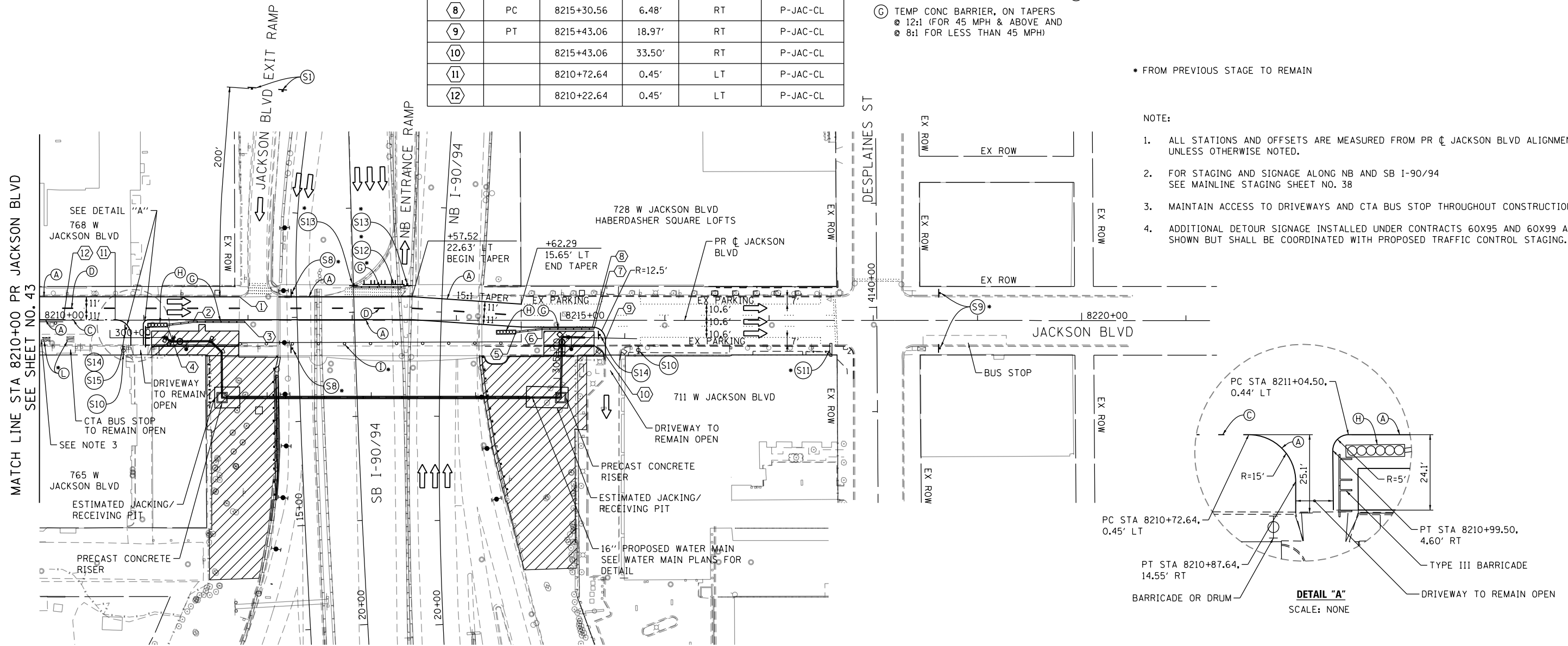
**LEGEND:**

- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SIGN
- ARROW BOARD
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

\* FROM PREVIOUS STAGE TO REMAIN

**NOTE:**

- ALL STATIONS AND OFFSETS ARE MEASURED FROM PR @ JACKSON BLVD ALIGNMENT UNLESS OTHERWISE NOTED.
- FOR STAGING AND SIGNAGE ALONG NB AND SB I-90/94 SEE MAINLINE STAGING SHEET NO. 38
- MAINTAIN ACCESS TO DRIVEWAYS AND CTA BUS STOP THROUGHOUT CONSTRUCTION.
- ADDITIONAL DETOUR SIGNAGE INSTALLED UNDER CONTRACTS 60X95 AND 60X99 ARE NOT SHOWN BUT SHALL BE COORDINATED WITH PROPOSED TRAFFIC CONTROL STAGING.



ROAD CONSTRUCTION AHEAD (S1)

ROAD CONSTRUCTION AHEAD (S2)

ROAD CONSTRUCTION AHEAD (S3)

ROAD CONSTRUCTION AHEAD (S4)

SIDEWALK CLOSED USE OTHER SIDE (S5)

LANE ENDS (S6)

20 MPH (S7)

WORK ZONE SPEED LIMIT 30 PHOTO ENFORCED S375 FINE MINIMUM (S8)

END WORK ZONE SPEED LIMIT (S9)

SIDEWALK CLOSED USE OTHER SIDE (S10)

SIDEWALK CLOSED USE OTHER SIDE (S11)

RAMP CLOSED (S12)

DO NOT ENTER (S13)

DRIVEWAY ENTRANCE (S14)

YIELD (S15)

GRAPHIC SCALE

0 25 50 100 FEET

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN

JACKSON BOULEVARD PROPOSED WATER MAIN LOCAL ROAD - STAGE 3

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. TO STA.

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| DRAWN - PHP       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN  
 JACKSON BOULEVARD PROPOSED WATER MAIN  
 LOCAL ROAD - STAGE 3





| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 44        |
| CONTRACT NO. 62475        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

## EROSION CONTROL GENERAL NOTES


1. THE CONSTRUCTION LIMITS WILL BE STAKED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGES IN CONSTRUCTION LIMITS.
2. EROSION CONTROL ITEMS ARE CONSIDERED HIGH PRIORITY ITEMS IN THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
3. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
4. TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
5. ALL EROSION CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES.
6. THE CONTRACTOR SHALL UTILIZE THE GENERAL MAINTENANCE GUIDELINES AS OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITION OF THE VEGETATION AND EROSION AND SEDIMENT CONTROL MEASURES.
7. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE.
8. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001 STRAW BALES OR SILT FENCE SHALL NOT BE ALLOWED FOR INLET FILTERS.
9. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
10. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
11. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOWMELT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
12. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPROVED PER SUB-STAGE AS SOON AS ROUGH GRADING IS ACTIVE IN A SECTION. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF TEMPORARY OR PERMANENT CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NO LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION OF WORK IN AN AREA.
13. MULCH, METHOD 2 AND SURFACE ROUGHENING SHALL BE USED FOR TEMPORARY STABILIZATION DURING WINTER IN ADDITION TO TEMPORARY EROSION CONTROL SEEDING WHEN GRADING WILL OCCUR WHILE THE GROUND IS SNOW COVERED WHEN TEMPORARY SEED WILL NOT GERMINATE AND PROVIDE EROSION CONTROL PROTECTION UNTIL THE FOLLOWING SPRING. SURFACE ROUGHENING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF MULCH, METHOD 2.

14. ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
15. TEMPORARY STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER AND WILL REQUIRE SILT FENCE AND TEMPORARY SEEDING.
16. THE CONTRACTOR SHALL INSTALL AND MAINTAIN INLET FILTERS AT ALL EXISTING INLETS ADJACENT TO THE EDGE OF PAVEMENT PRIOR TO THE START OF PRE-STAGE WORK. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.
17. THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN INLET FILTERS AT ALL NEW OPEN LID INLETS AND DRAINAGE STRUCTURES. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL COMPLETION OF STAGING OR UNTIL NO LONGER REQUIRED.
18. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
19. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
20. THE CONTRACTOR SHOULD PROVIDE TO THE RESIDENT ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
21. LOCATIONS OF THE STABILIZED CONSTRUCTION ENTRANCE/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE CONSTRUCTION ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.
22. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INSTALLED ON ALL AREAS DISTURBED DURING EACH STAGE OF CONSTRUCTION PRIOR TO SWITCHING TRAFFIC TO BEGIN THE SUBSEQUENT STAGE. ALSO, ALL EROSION CONTROL MEASURES PLACED DURING CONSTRUCTION SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL COMPLETION OF THE FINAL STAGE OF CONSTRUCTION OR WHEN NO LONGER REQUIRED.
23. FOR PERMANENT EROSION CONTROL, THE CONTRACTOR SHALL PLACE TOPSOIL SO THAT IT HAS A BOND WITH THE EXISTING SURFACE TO WHICH IT IS APPLIED, IT SHALL BE DISKED OR RAKED OR OTHERWISE BROKEN UP IF NECESSARY TO PROVIDE SUCH BOND. EXISTING DRAINAGE PATTERNS SHALL BE MAINTAINED AND EXISTING STRUCTURE RIMS SHALL NOT BE COVERED. EXISTING VEGETATION SHALL NOT BE COVERED.
24. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
25. THE CONTRACTOR SHALL COORDINATE OVERLAPPING WORK AREAS, SEQUENCING OF CONSTRUCTION, AND THE PLACEMENT AND MAINTENANCE OF EROSION CONTROL MEASURES WITH ADJACENT CONTRACT(S) AND AT THE DIRECTION OF THE ENGINEER.

## TEMPORARY EROSION CONTROL LEGEND

-  INLET FILTER
-  PERIMETER EROSION BARRIER
-  MULCH, METHOD 2  
TEMPORARY EROSION CONTROL SEEDING OR  
SURFACE ROUGHENING (SEE NOTE 13)
-  STABILIZED CONSTRUCTION ENTRANCE

## PERMANENT EROSION CONTROL LEGEND

-  EROSION CONTROL BLANKET  
SEEDING, CLASS 2A  
NITROGEN FERTILIZER NUTRIENT  
POTASSIUM FERTILIZER NUTRIENT  
TOPSOIL EXCAVATION AND PLACEMENT (SEE EARTHWORK SCHEDULE)

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 PLOT SCALE = 100.0000' / 1in.  
 PLOT DATE = 3/20/2017

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - DBM  
 DATE - 03/21/2017

REVISED -  
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EROSION CONTROL GENERAL NOTES

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-I | COOK   | 153          | 45        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**TEMPORARY EROSION CONTROL SCHEDULE**

| STAGES        | MULCH, METHOD 2 | TEMPORARY EROSION CONTROL SEEDING | PERIMETER EROSION BARRIER | INLET FILTERS | DUST CONTROL WATERING | STABILIZED CONSTRUCTION ENTRANCE |
|---------------|-----------------|-----------------------------------|---------------------------|---------------|-----------------------|----------------------------------|
|               | ACRE            | POUND                             | FOOT                      | EACH          | UNIT                  | SQ YD                            |
| STAGES 1 TO 3 | 0.57            | 1658                              | 967                       | 9             | 5.6                   | 118                              |
| ROUNDED TOTAL | 0.75            | 1658                              | 967                       | 9             | 5.6                   | 118                              |

**INLET FILTERS SCHEDULE (STAGES 1 TO 3)  
FOR INFORMATION ONLY**

| LOCATION   |          | ALIGNMENT | AMOUNT |
|------------|----------|-----------|--------|
| STATION    | OFFSET   |           | (EACH) |
| 8210+11.95 | 22.0' RT | P-JAC-CL  | 1      |
| 8211+56.00 | 23.7' RT | P-JAC-CL  | 1      |
| 8211+65.20 | 23.0' RT | P-JAC-CL  | 1      |
| 8211+97.04 | 23.4' RT | P-JAC-CL  | 1      |
| 8214+68.60 | 23.4' RT | P-JAC-CL  | 1      |
| 8215+91.45 | 22.6' RT | P-JAC-CL  | 1      |
| 13+49.35   | 21.0' RT | E-CIR-SE  | 1      |
| 13+58.54   | 10.8' RT | E-CIR-SE  | 1      |
| 22+47.39   | 40.0' RT | E-KDR-NB  | 1      |
| TOTAL      |          |           | 9      |

**PERMANENT EROSION CONTROL SCHEDULE**

| PERMANENT CONDITION | SEEDING, CLASS 2A | NITROGEN FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | EROSION CONTROL BLANKET |
|---------------------|-------------------|------------------------------|-------------------------------|-------------------------|
|                     | ACRE              | POUND                        | POUND                         | SQ YD                   |
| PERMANENT CONDITION | 0.61              | 55                           | 55                            | 2949                    |
| ROUNDED TOTAL       | 0.75              | 55                           | 55                            | 2949                    |

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 PLOT DATE = 3/20/2017

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - DBM  
 DATE - 03/21/2017

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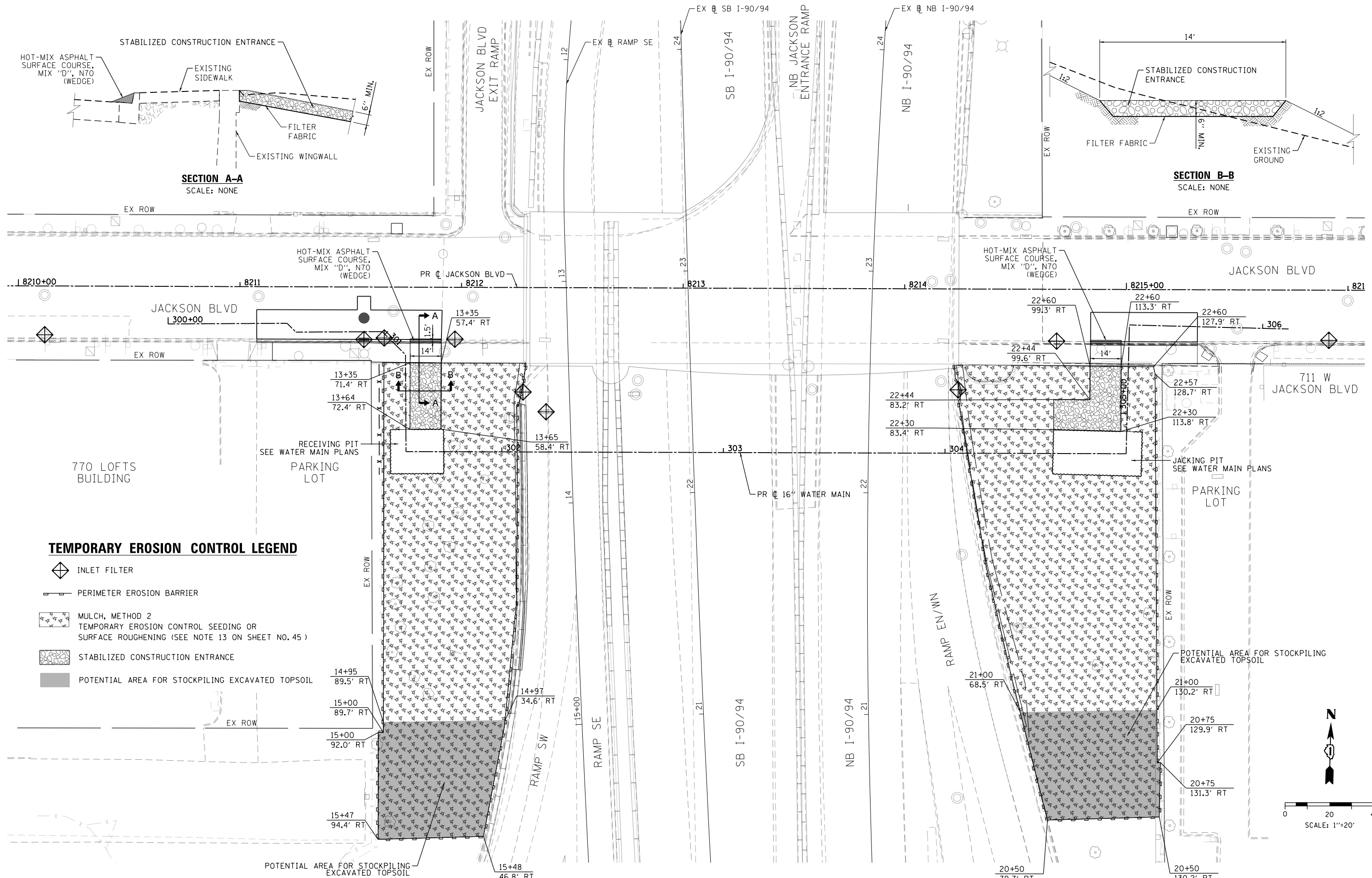
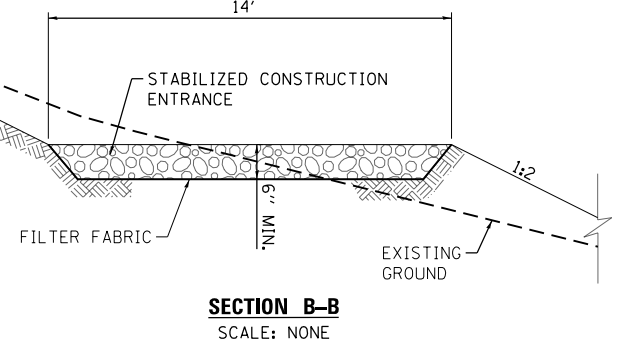
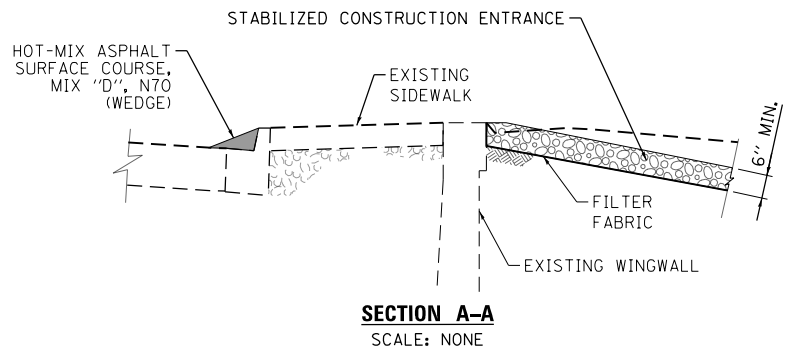
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL SCHEDULE**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

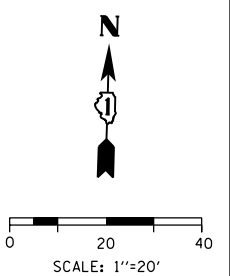
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|---------------------------|------------|--------|--------------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153                | 46        |
| ILLINOIS FED. AID PROJECT |            |        | CONTRACT NO. 62A75 |           |





**TEMPORARY EROSION CONTROL LEGEND**

- INLET FILTER
- PERIMETER EROSION BARRIER
- MULCH, METHOD 2  
TEMPORARY EROSION CONTROL SEEDING OR  
SURFACE ROUGHENING (SEE NOTE 13 ON SHEET NO. 45)
- STABILIZED CONSTRUCTION ENTRANCE
- POTENTIAL AREA FOR STOCKPILING EXCAVATED TOPSOIL



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|-------------------|-----------|
| DESIGNED - AFC    | REVISED - |
| DRAWN - AFC       | REVISED - |
| CHECKED - DBM     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENTATION CONTROL PLAN  
JACKSON BOULEVARD - STAGES 1 TO 3**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.        | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|------------|--------|--------------|-----------|
| 90/94/290          | 2015-021-I | COOK   | 153          | 47        |
| CONTRACT NO. 62A75 |            |        |              |           |

ILLINOIS FED. AID PROJECT



0 20 40  
SCALE: 1"=20'

HABERDASHER SQUARE LOFTS  
728 W JACKSON BLVD

768 W JACKSON BLVD

PARKING LOT

JACKSON BLVD EXIT RAMP

SB I-90/94

NB JACKSON ENTRANCE RAMP

NB I-90/94

EX ROW

EX ROW

EX ROW

8210+00

8211

PR C JACKSON BLVD

8212

8213

8214

8215+00

821

JACKSON BLVD  
300+00

EX ROW

13+35  
83.2' RT

13+37  
22.0' RT

22+59  
41.7' RT

22+60  
127.9' RT

JACKSON BLVD






306

770 LOFTS BUILDING

PARKING LOT

EX ROW

**PERMANENT EROSION CONTROL LEGEND**

-  EROSION CONTROL BLANKET
-  SEEDING, CLASS 2A
-  NITROGEN FERTILIZER NUTRIENT
-  POTASSIUM FERTILIZER NUTRIENT
-  TOPSOIL EXCAVATION AND PLACEMENT (SEE EARTHWORK SCHEDULE)

EX ROW

15+00  
89.7' RT

15+00  
92.0' RT

15+47  
94.4' RT

15+48  
47.3' RT

RAMP SW

RAMP SE

SB I-90/94

NB I-90/94

RAMP EN/WN

20+88  
71.2' RT

20+50  
79.7' RT

PR C 16" WATER MAIN

PARKING LOT

711 W JACKSON BLVD

22+57  
128.7' RT

20+50  
130.2' RT

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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

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|-------------------|-----------|
| DESIGNED - AFC    | REVISED - |
| DRAWN - AFC       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PERMANENT EROSION AND SEDIMENTATION CONTROL PLAN  
JACKSON BOULEVARD**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 48 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

**DRAINAGE AND UTILITIES GENERAL NOTES**

1. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR MUST FIELD VERIFY HORIZONTAL AND VERTICAL POSITION OF ALL EXISTING UTILITIES.
2. SEE WATER MAIN, LIGHTING AND ITS PLANS FOR ADDITIONAL UTILITY INFORMATION.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. DRAINAGE GRADES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.
5. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON JOB SITE DURING CONSTRUCTION.
6. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE AT THE CONTRACTORS EXPENSE.
8. THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITIES IN ADVANCE OF WORKING IN THE VICINITY OF THEIR FACILITIES AND ALLOW SUFFICIENT TIME FOR THEM TO PERFORM ADJUSTMENTS TO THEIR FACILITIES IN ACCORDANCE WITH THE CONTRACTOR'S SCHEDULE. THIS WORK WILL BE AT THE CONTRACTOR'S EXPENSE.
9. THE OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE NOTED:
  - A. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN ROADWAYS WITH BARRIER WALL ARE TO THE EDGE OF SHOULDER.
  - B. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT OR EDGE OF SHOULDER. STRUCTURES LOCATED IN THE GUTTER SHALL BE TURNED SO THAT THE FRAME IS FURTHEST FROM THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.
  - C. THE OFFSETS TO MANHOLES, STRUCTURES IN GORE AREAS, AND STRUCTURES IN INFIELD AREAS ARE TO THE CENTER OF THE STRUCTURE.
  - D. THE OFFSETS TO INLETS AND CATCH BASINS IN CONCRETE GUTTER ARE TO BE THE FLOWLINE.
10. STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT AND THE VERTICAL SEPARATION IS LESS THAN 1.5 FT. DUCTILE IRON PIPE WITH RUBBER GASKET JOINTS SHALL BE USED FOR ALL STORM SEWERS (WATER MAIN REQUIREMENTS).
11. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
12. ANY DAMAGES TO THE CONDUITS OR PIPES CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.
13. THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT FACILITY CABLES.
14. A QUANTITY OF 100 FEET OF EXPLORATION TRENCH 72" DEPTH HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF PHYSICALLY LOCATING ANY UTILITY OR OBSTRUCTION. THE ENGINEER SHALL APPROVE THE LOCATIONS OF THE EXPLORATION TRENCH 72" DEPTH BEFORE ANY EXCAVATION MAY BEGIN.

**CITY OF CHICAGO DRAINAGE AND UTILITIES GENERAL NOTES**

1. THE LOCATIONS AND ELEVATIONS OF EXISTING SEWERS AND SEWER STRUCTURES SHOWN ON THE PLANS AND PROFILES HAVE BEEN OBTAINED FROM DRAWINGS AND ATLASES AND THE INFORMATION IS NOT GUARANTEED. THE ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES INCLUDING PUBLIC AND PRIVATE DRAIN CONNECTIONS IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.
2. IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF WATER MANAGEMENT. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
3. IN CASE OF ANY DAMAGE TO THE CITY'S SEWER SYSTEM, PRIVATE AND PUBLIC DRAIN CONNECTIONS, THE CONTRACTOR SHALL CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT IMMEDIATELY AT (312) 747-8117 OR (312) 747-7893. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPLACE THE AFFECTED SEWERS, DRAIN CONNECTIONS, AND SEWER STRUCTURES AS NECESSARY. THE SEWER FLOW MUST BE MAINTAINED AT ALL TIMES.
4. THERE ARE VARIOUS WATER MAINS AND APPURTENANCES WITHIN THE LIMITS OF THIS PROJECT. ALL PROPOSED ELECTRICAL FACILITIES MUST BE INSTALLED IN SUCH A MANNER TO PROVIDE A MINIMUM FIVE (5) FEET HORIZONTAL AND EIGHTEEN (18) INCHES VERTICAL CLEARANCE FROM ALL EXISTING WATER FACILITIES. NO PROPOSED ABOVE GROUND FACILITY (TREE, PLANTER BOX, LIGHT POLE, ETC.) CAN BE CLOSER THAN FIVE (5) FEET (EDGE-TO-EDGE) FROM A WATER MAIN, WATER SERVICE, OR WATER STRUCTURE.
5. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT UNLESS SPECIFICALLY IDENTIFIED FOR REMOVAL, RECONSTRUCTION, OR ADJUSTMENT WITHIN THESE PLANS.
6. AS-BUILT PLANS MUST BE SUBMITTED RIGHT AFTER WORK COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE DEPARTMENT OF WATER MANAGEMENT ACKNOWLEDGES RECEIPT OF AS-BUILT PLANS.
7. ALL PROPOSED SEWER CONNECTIONS MUST MEET I.E.P.A. HORIZONTAL AND VERTICAL SEPARATION REQUIREMENTS WHEN CROSSING UNDER OR PARALLEL TO EXISTING WATER MAINS.
8. ALL EXISTING FIRE HYDRANTS WITHIN THE PROPOSED IMPROVEMENT LIMITS MUST REMAIN VISIBLE AND ACCESSIBLE SO THAT EMERGENCY PERSONNEL AND VEHICLES CAN ACCESS THE EXISTING HYDRANTS AT ANY TIME.
9. IF CONSTRUCTION REQUIRES THE USE OF WATER FROM A CITY FIRE HYDRANT, OR ADJUSTMENTS OR REPAIRS ARE REQUIRED TO ANY CITY SEWER FACILITIES IN PROXIMITY TO THE PROJECT SITE, PERMITS MUST BE OBTAINED FROM THE CDWM WATER AND SEWER SECTIONS.
10. THERE ARE NUMEROUS MANHOLES, CATCH BASINS, AND INLETS WHICH MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR SHALL MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ALL NECESSARY ADJUSTMENTS TO SEWER FACILITIES, INCLUDING VERTICAL ADJUSTMENT OF FRAMES AND LIDS, SHALL BE PERFORMED BY THE CONTRACTOR PRIOR TO STREET RESURFACING. PLEASE CONTACT THOMAS MENDOZA AT THOMAS.MENDOZA@CITYOFCHICAGO.ORG OR AT (312) 747-4680 REGARDING FINAL INSPECTION OF ALL SEWER FACILITIES.
11. A PERMIT FROM THE CDWM SHOULD BE OBTAINED IN ADVANCE FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENT OF STRUCTURES, REMOVAL OR REPLACEMENT OF FRAMES AND LIDS, TELEVISION SURVEYS, CLEANING, LINING AND INSPECTIONS BY A LICENSED SEWER CONTRACTOR AT 333 S. STATE STREET, SUITE 410, CHICAGO, ILLINOIS 60604.
12. EXTREME CAUTION IS TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THIS DEPARTMENT IS DAMAGED DURING CONSTRUCTION. IF DAMAGE OCCURS TO ANY FACILITIES, THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIRING OR REPLACING THEM.

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| D162A75-sht-Drain-Notes.dgn   | DESIGNED - AFC    | REVISED - |
| USER NAME = dshevoz           | DRAWN - AFC       | REVISED - |
| PLOT SCALE = 100.0000' / 1in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017         | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITIES GENERAL NOTES**

SCALE: NTS      SHEET 1      OF 1      SHEETS      STA.      TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 49        |
| <b>CONTRACT NO. 62A75</b> |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

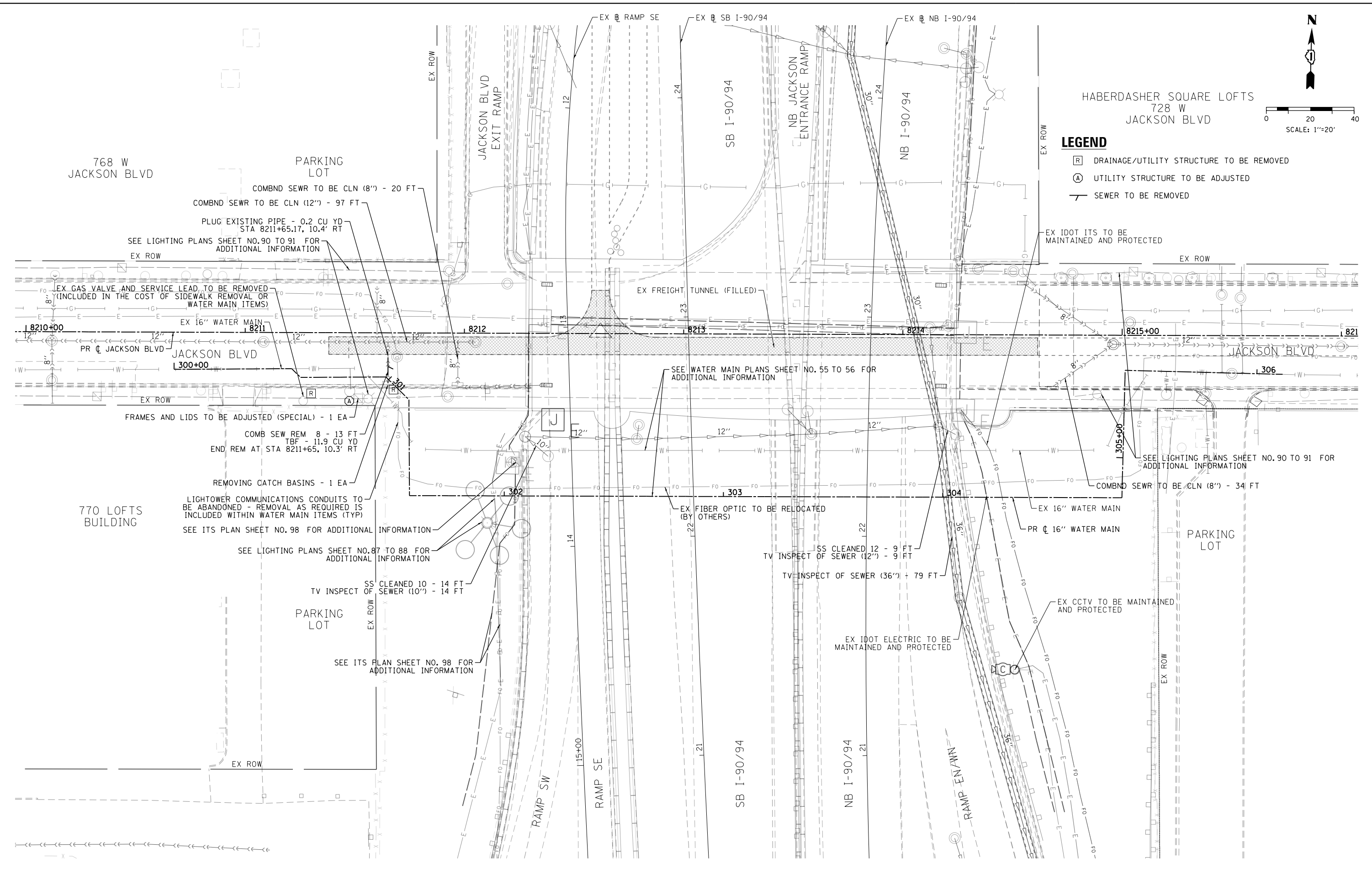


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SCALE: 1"=20'

HABERDASHER SQUARE LOFTS  
728 W  
JACKSON BLVD

**LEGEND**

- R DRAINAGE/UTILITY STRUCTURE TO BE REMOVED
- A UTILITY STRUCTURE TO BE ADJUSTED
- SEWER TO BE REMOVED



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D162475-sht-Drain-Ex-01.dgn  
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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - AFC  
 DRAWN - AFC  
 CHECKED - MJE  
 DATE - 03/21/2017

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

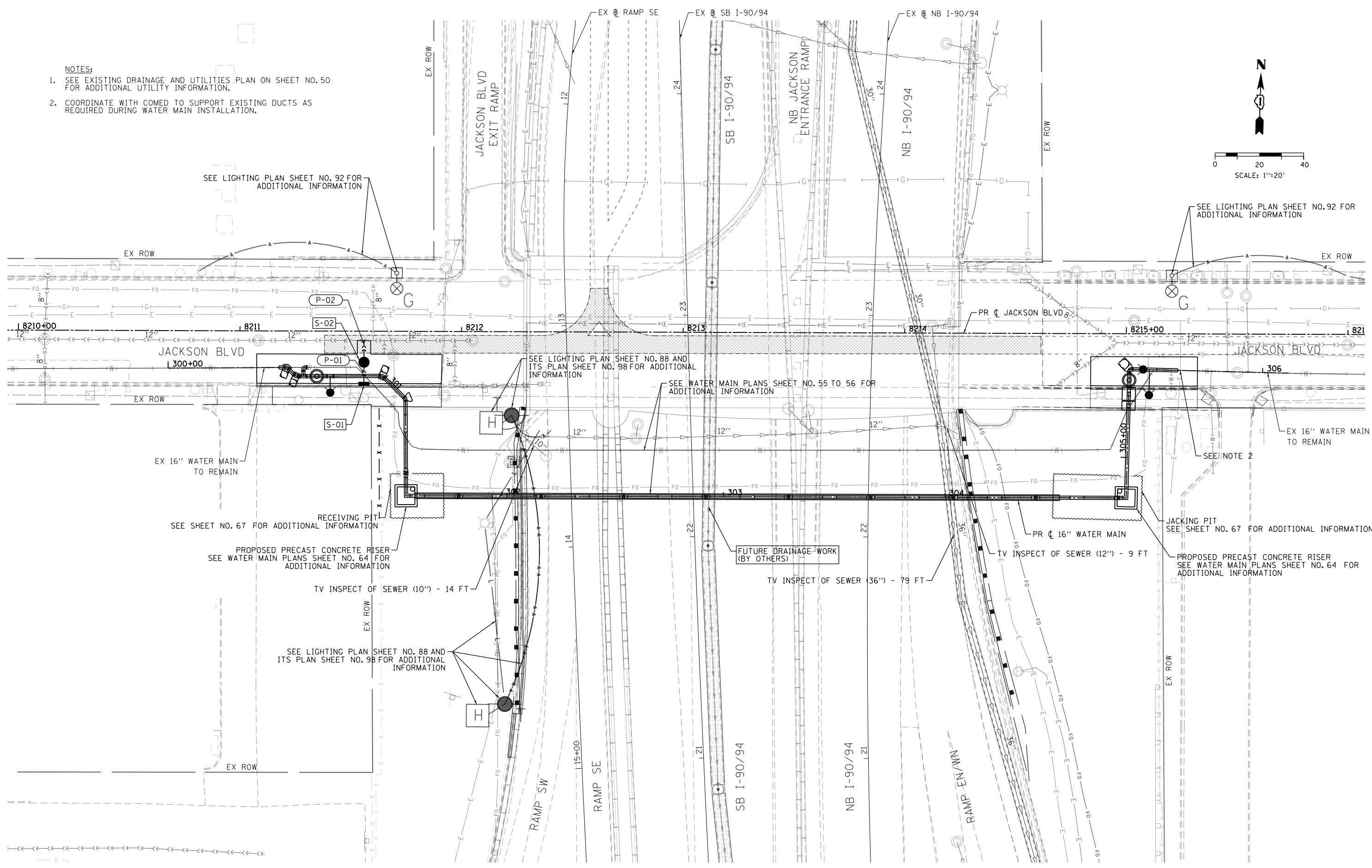
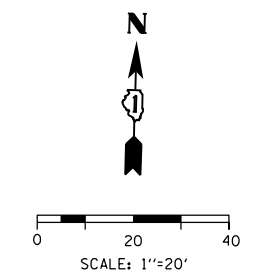
**JACKSON BOULEVARD  
 EXISTING DRAINAGE AND UTILITIES PLAN**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |                       |                |                     |                 |
|---------------------------|-----------------------|----------------|---------------------|-----------------|
| F.A.I. RTE.<br>90/94/290  | SECTION<br>2015-021-I | COUNTY<br>COOK | TOTAL SHEETS<br>153 | SHEET NO.<br>50 |
| CONTRACT NO. 62A75        |                       |                |                     |                 |
| ILLINOIS FED. AID PROJECT |                       |                |                     |                 |

**NOTES:**

1. SEE EXISTING DRAINAGE AND UTILITIES PLAN ON SHEET NO. 50 FOR ADDITIONAL UTILITY INFORMATION.
2. COORDINATE WITH COMED TO SUPPORT EXISTING DUCTS AS REQUIRED DURING WATER MAIN INSTALLATION.



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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

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| DESIGNED - AFC    | REVISED - |
| DRAWN - AFC       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

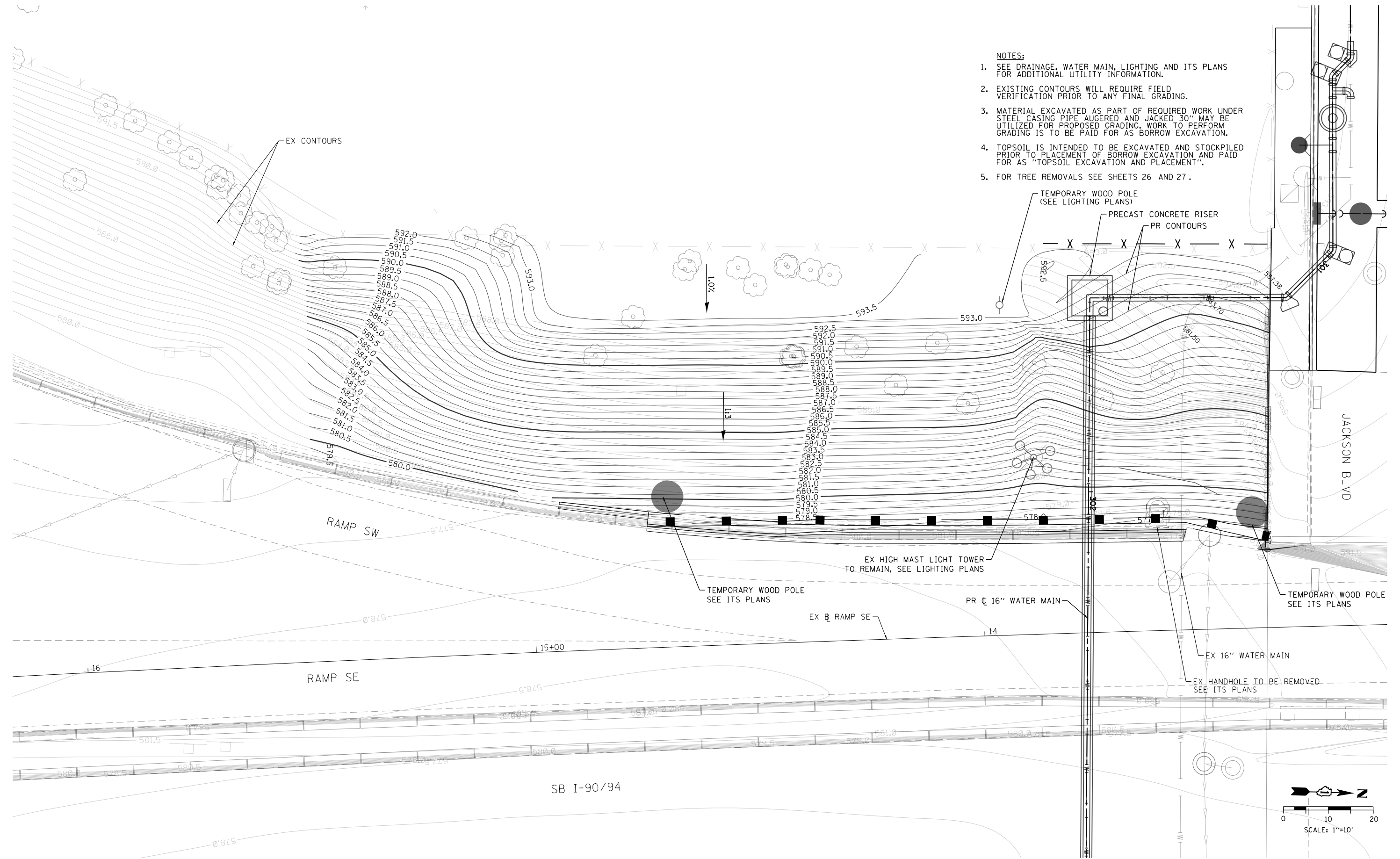
**PROPOSED DRAINAGE AND UTILITIES PLAN  
 JACKSON BOULEVARD**

SCALE: 1" = 20'    SHEET 1 OF 1 SHEETS    STA.    TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 51 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |



- NOTES:**
1. SEE DRAINAGE, WATER MAIN, LIGHTING AND ITS PLANS FOR ADDITIONAL UTILITY INFORMATION.
  2. EXISTING CONTOURS WILL REQUIRE FIELD VERIFICATION PRIOR TO ANY FINAL GRADING.
  3. MATERIAL EXCAVATED AS PART OF REQUIRED WORK UNDER STEEL CASING PIPE AUGERED AND JACKED 30" MAY BE UTILIZED FOR PROPOSED GRADING. WORK TO PERFORM GRADING IS TO BE PAID FOR AS BORROW EXCAVATION.
  4. TOPSOIL IS INTENDED TO BE EXCAVATED AND STOCKPILED PRIOR TO PLACEMENT OF BORROW EXCAVATION AND PAID FOR AS "TOPSOIL EXCAVATION AND PLACEMENT".
  5. FOR TREE REMOVALS SEE SHEETS 26 AND 27.



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 PLOT SCALE = 20.0000' / in.  
 PLOT DATE = 3/20/2017

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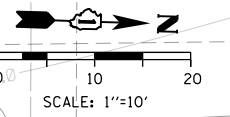
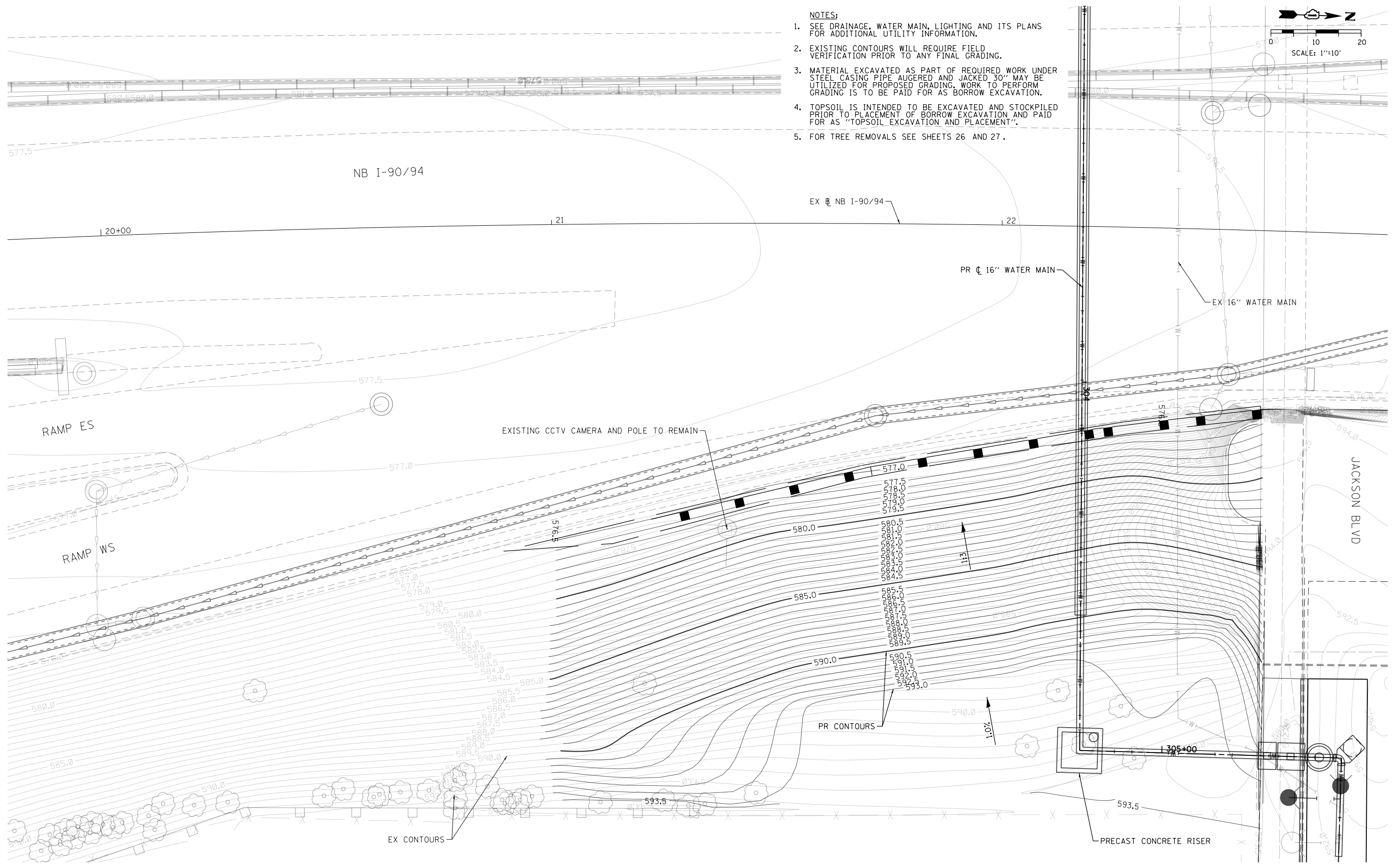
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED GRADING PLAN  
 WEST EMBANKMENT ALONG RAMP SW/SE**

SCALE: 1" = 10' SHEET 1 OF 2 SHEETS STA. TO STA.

|                            |                       |                |                     |                 |
|----------------------------|-----------------------|----------------|---------------------|-----------------|
| F.A.I. R.T.E.<br>90/94/290 | SECTION<br>2015-021-I | COUNTY<br>COOK | TOTAL SHEETS<br>153 | SHEET NO.<br>52 |
| CONTRACT NO. 62A75         |                       |                |                     |                 |
| ILLINOIS FED. AID PROJECT  |                       |                |                     |                 |

- NOTES:**
1. SEE DRAINAGE, WATER MAIN, LIGHTING AND ITS PLANS FOR ADDITIONAL UTILITY INFORMATION.
  2. EXISTING CONTOURS WILL REQUIRE FIELD VERIFICATION PRIOR TO ANY FINAL GRADING.
  3. MATERIAL EXCAVATED AS PART OF REQUIRED WORK UNDER STEEL CASING PIPE AUGERED AND JACKED 30" MAY BE UTILIZED FOR PROPOSED GRADING. WORK TO PERFORM GRADING IS TO BE PAID FOR AS BORROW EXCAVATION.
  4. TOPSOIL IS INTENDED TO BE EXCAVATED AND STOCKPILED PRIOR TO PLACEMENT OF BORROW EXCAVATION AND PAID FOR AS "TOPSOIL EXCAVATION AND PLACEMENT".
  5. FOR TREE REMOVALS SEE SHEETS 26 AND 27.



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 USER NAME = dishevoz  
 PLOT SCALE = 20.0000' / in.  
 PLOT DATE = 3/20/2017

|                   |           |
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| DESIGNED - SDH    | REVISED - |
| DRAWN - SDH       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED GRADING PLAN  
 EAST EMBANKMENT ALONG RAMP WVEN**

SCALE: 1" = 10'    SHEET 2 OF 2 SHEETS    STA.                      TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 53 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

**WATER MAIN GENERAL NOTES:**

1. LOCATION OF UTILITIES AND PROPERTY LINES ARE FROM THE BEST INFORMATION AVAILABLE. EXACT LOCATION AND COMPLETENESS ARE NOT GUARANTEED.
2. THE CONTRACTOR SHALL VERIFY THE LOCATION OF UNDERGROUND UTILITIES WITH THE UTILITY OWNERS PRIOR TO DOING ANY WORK IN THE VICINITY. THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF UTILITY OWNERS REGARDING NOTICE OF WORK AND PROTECTION OF UTILITIES. THE CONTRACTOR SHALL COMPLY WITH THE CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION DAMAGE PREVENTION PROTOCOL CITY INFRASTRUCTURE DEPARTMENTS. ALL UTILITIES SHALL BE NOTIFIED AT LEAST 48 HOURS BEFORE CONSTRUCTION. (CALL DIGGER 312-744-7000)
3. IF ANY PUBLIC OR PRIVATE UTILITIES CROSS THE WATER MAIN TRENCH AND SHALL REMAIN IN PLACE, THE CONTRACTOR SHALL PROTECT SAID UTILITY IN CONFORMANCE WITH THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
4. TEST PITS SHALL BE EXCAVATED IN ADVANCE OF PIPELINE CONSTRUCTION IN ORDER TO CONFIRM DEPTH AND LOCATION OF EXISTING UTILITIES AND WHEN DIRECTED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR TEST PIT EXCAVATION.
5. WORK INDICATED ON THE PLANS AND NOT REFERENCED TO A BID ITEM SHALL BE CONSIDERED INCLUDED WITHIN THE BID ITEM TO THE WORK TO WHICH IT APPLIES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. WATER MAIN AND FITTINGS LOCATIONS SHOWN ON THE DRAWINGS FOR THE NEW WATER MAINS AND APPURTENANCES MAY BE CHANGED BY THE ENGINEER DUE TO FIELD CONDITIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SUCH CHANGES, UNLESS PREVIOUSLY APPROVED BY THE ENGINEER.
7. THE OPERATION OF ALL VALVES REQUIRED FOR SHUTDOWN SHALL BE PERFORMED BY CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM) FORCES PURSUANT TO A 72 HOUR ADVANCE NOTIFICATION TO THE DEPARTMENT. ANY VALVE FOUND NOT OPERABLE WILL BE REPAIRED OR REPLACED BY CDWM.
8. REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING ANY EXCAVATION INCLUDING LEAKAGE FROM EXISTING WATER MAINS. ALL EXCAVATIONS ASSOCIATED WITH THE WATER MAIN WORK SHALL BE KEPT DRY.
9. ALL OPENINGS IN EXISTING WATER MAINS SHALL BE PLUGGED OR CAPPED WITH DUCTILE IRON FITTINGS UNTIL THE MAIN IS ABANDONED OR RECONNECTED.
10. ALL VALVE BASINS SHALL BE CONSTRUCTED OF PRE-CAST REINFORCED CONCRETE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
11. NOTES INDICATING S.N.L., E.W.L., ETC. MEAN SOUTH OF THE NORTH PROPERTY LINE, EAST OF THE WEST PROPERTY LINE, ETC. AND ARE MEASURED FROM THE NEAREST STREET.
12. IF A STANDARD MECHANICAL JOINT SLEEVE DOES NOT FIT TO MAKE CONNECTION OF THE NEW PIPE TO THE EXISTING PIPE, A TRANSITION SLEEVE MUST BE USED. NO GRINDING OF THE EXISTING PIPE IS PERMITTED.
13. ALL PIPE AND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT.
14. USE FILLER PIECES OF PIPE TO FILL THE AREA BETWEEN PIPE ENDS WHEN INSTALLING SLEEVE FITTINGS.
15. ON CONNECTIONS TO EXISTING CAST IRON PIPES, USE CAUTION WHEN INSTALLING MJ SLEEVES. SET SCREW TYPE RESTRAINT GLANDS (E.G. RETAINER GLANDS) ARE NOT ACCEPTABLE. CONSULT THE SPECIAL PROVISIONS FOR JOINT RESTRAINT REQUIREMENTS.

16. SWAB ALL PIPE AND FITTINGS WITH CHLORINE SOLUTION DURING INSTALLATION AND USE EXTRA PRECAUTION TO PREVENT SOIL AND DEBRIS FROM ENTERING THE PIPE. COMPLY WITH ALL STANDARDS AND REQUIREMENTS OF THE CDWM BUREAU OF WATER QUALITY. (312) 744-8190.
17. DE-CHLORINATION OF HEAVILY CHLORINATED WATER IS REQUIRED. THE CONTRACTOR OR SUBCONTRACTED CHLORINATOR SHALL DE-CHLORINATE AS LISTED FOR "INFORMATIONAL PURPOSES ONLY" IN APPENDIX C OF THE ANSI/AWWA STANDARD C-651-05, JUNE 1, 2005. THE CHLORINE LEVEL SHALL BE BROUGHT TO POTABLE WATER LEVELS.
18. ELEVATIONS ARE SHOWN IN THE CITY OF CHICAGO DATUM AND NAVD 88. THE CONVERSION FACTOR FROM CCD TO NAVD88 IS: NAVD 88 ELEVATION = CCD + 579.19.
19. CONTRACTOR SHALL CONSTRUCT THE IMPROVEMENTS ONLY WITHIN THE RIGHT-OF-WAY OR PERMANENT EASEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGE TO PRIVATE PROPERTY AND SHALL REPAIR SAID DAMAGE AT OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
20. ALL HORIZONTAL AND VERTICAL BENDS, TEES, VALVES AND OTHER FITTINGS MUST BE RECORDED ON THE AS-BUILTS PREPARED BY THE CONTRACTOR AND SUBMITTED TO CDWM. LOCATIONS SHALL BE REFERENCED FROM THE RIGHT-OF-WAY LINES MEASURED FROM THE NEAREST STREETS.
21. THERE ARE SEVERAL VALVE BASIN FRAMES AND COVERS AND WATER SHUT-OFF/VALVE BOXES WITHIN THE PROPOSED IMPROVEMENT LIMITS. IT IS REQUESTED THAT ANY VERTICAL ADJUSTMENT THAT MAY BE REQUIRED TO THESE FACILITIES BE INCORPORATED INTO THE CONTRACT PLANS AND SPECIFICATIONS, AND THAT THE WORK BE PERFORMED BY IDOT'S CONTRACTOR. ADDITIONALLY, ALL CURB INSTALLATION ADJACENT TO FIRE HYDRANTS MUST BE PAINTED 'SAFETY YELLOW' FOR 15 FEET ON EACH SIDE OF THE FIRE HYDRANT EXCEPT WHERE THE 15 FOOT DIMENSION INTERSECT A CROSSWALK, DRIVEWAY OR SIMILAR FEATURE. IT IS ALSO REQUESTED THAT THE FINAL PAYMENT TO THE CONTRACTOR BE WITHHELD UNTIL THE DEPARTMENT OF WATER MANAGEMENT HAS INSPECTED AND FOUND THE ADJUSTED FACILITIES ACCEPTABLE. PLEASE CONTACT MR. ALBERT WTORKOWSKI OF THE DEPARTMENT OF WATER MANAGEMENT AT [awtorkowski@cityofchicago.org](mailto:awtorkowski@cityofchicago.org) OR BY PHONE AT (312) 744-5070 IN ORDER TO SCHEDULE THE FINAL INSPECTION OF ANY ADJUSTED WATER FACILITIES.
22. A REPRESENTATIVE OF THE DWM MUST BE ON SITE DURING EXCAVATION AROUND THE EXISTING 16-INCH WATER MAIN AS WELL AS THE CONSTRUCTION OF THE PROPOSED 16-INCH WATER MAIN. CONTACT JOHN BARBARO AT [JOHN.BARBARO@CTRWATER.NET](mailto:JOHN.BARBARO@CTRWATER.NET) TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A DWM REPRESENTATIVE CAN BE ASSIGNED TO THE PROJECT. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.
23. DWM REQUIRES 5 FEET OF COVER ON ALL PROPOSED WATER MAINS WHERE POSSIBLE. INSULATION MAY BE REQUIRED IN AREAS WHERE MINIMUM COVER CANNOT BE MET.
24. WATER MAIN CONTROL VALVE-48 INCH BUTTERFLY VALVE SHALL BE AN ADVANCE PROCUREMENT FOR CONTRACT 62A74. SEE SPECIAL PROVISIONS AND SHEET NO. 63 FOR ADDITIONAL INFORMATION.

**TOTAL BILL OF MATERIALS:**

|   |       |       |
|---|-------|-------|
| TRENCH BACKFILL   | CU YD | 207.6 |
| CONCRETE STRUCTURES   | CU YD | 12    |
| REINFORCEMENT BARS, EPOXY COATED                                    | POUND | 10890 |
| DRILLED SHAFT IN SOIL   | CU YD | 56    |
| DUCTILE IRON WATER MAIN, MECHANICAL JOINT 8"                        | FOOT  | 20    |
| DUCTILE IRON WATER MAIN, MECHANICAL JOINT 16"                       | FOOT  | 271   |
| WATER MAIN CONTROL VALVE-16 INCH                                    | EACH  | 2     |
| FIRE HYDRANTS TO BE REMOVED   | EACH  | 2     |
| FIRE HYDRANTS   | EACH  | 2     |
| PRECAST CONCRETE RISER  | EACH  | 2     |
| SLOPE INCLINOMETER  | EACH  | 2     |
| STEEL CASING PIPE AUGERED AND JACKED 30"                            | FOOT  | 291   |
| CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT ENGINEERING SERVICES | L SUM | 1     |
| CONCRETE REMOVAL (SPECIAL)  | CU YD | 20    |
| ABANDON EXISTING WATER MAIN, FILL WITH CLSM                         | FOOT  | 235   |
| WATER MAIN REMOVAL, 16"   | FOOT  | 214   |
| DUCTILE IRON WATER MAIN, MECHANICAL JOINT 16" IN CASING             | FOOT  | 291   |
| WATER MAIN CONTROL VALVE-48 INCH BUTTERFLY VALVE                    | EACH  | 1     |

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| USER NAME = dshevoz         | DRAWN - AFC       | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

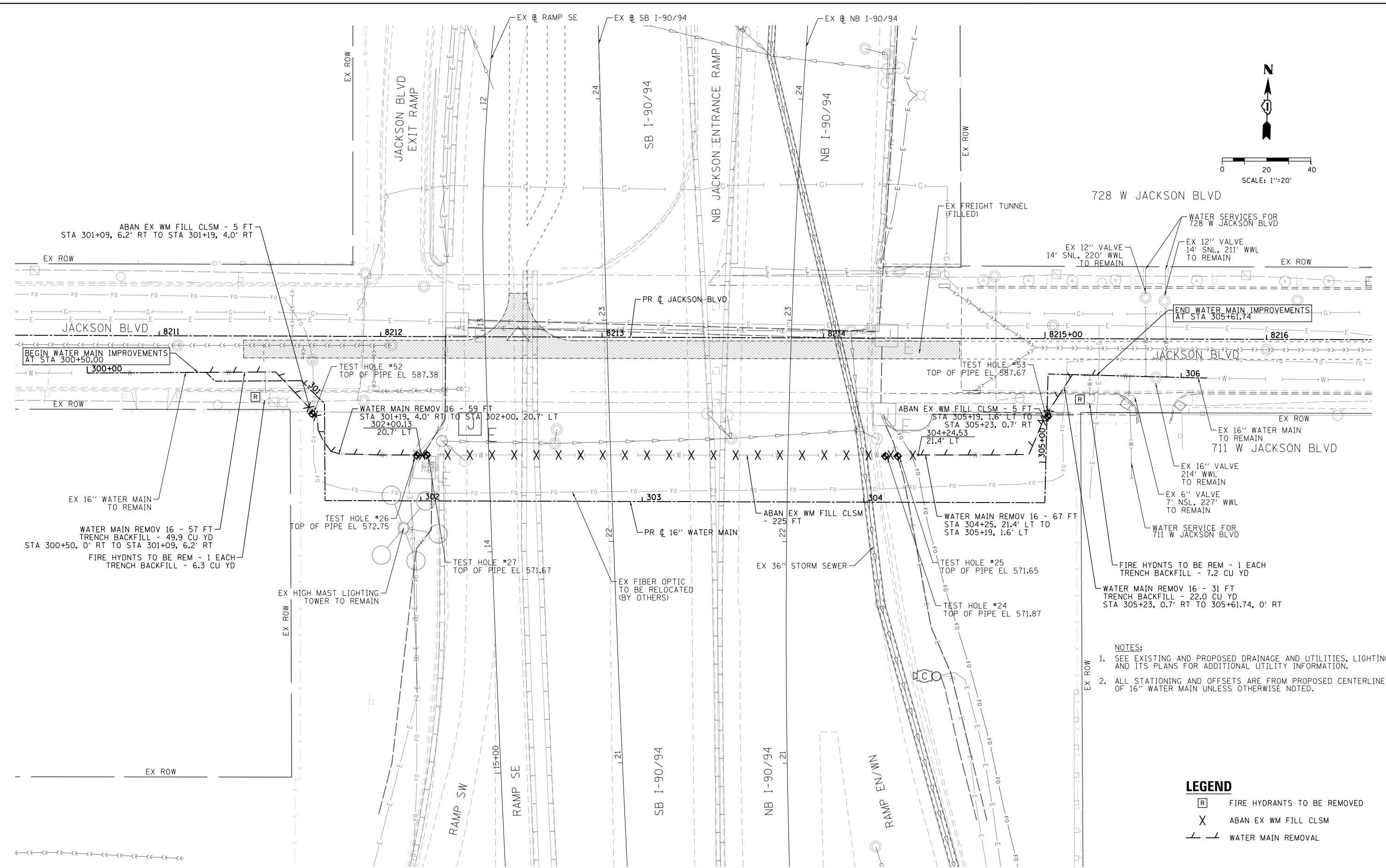
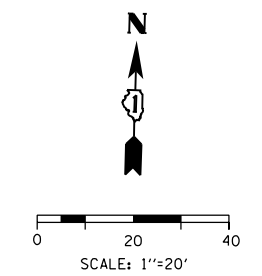
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN  
GENERAL NOTES**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

|                    |            |        |                           |           |
|--------------------|------------|--------|---------------------------|-----------|
| F.A.I. RTE.        | SECTION    | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 90/94/290          | 2015-021-I | COOK   | 153                       | 54        |
| CONTRACT NO. 62A75 |            |        | ILLINOIS FED. AID PROJECT |           |





- NOTES:**
- SEE EXISTING AND PROPOSED DRAINAGE AND UTILITIES, LIGHTING AND ITS PLANS FOR ADDITIONAL UTILITY INFORMATION.
  - ALL STATIONING AND OFFSETS ARE FROM PROPOSED CENTERLINE OF 16" WATER MAIN UNLESS OTHERWISE NOTED.

**LEGEND**

|     |                             |
|-----|-----------------------------|
| [R] | FIRE HYDRANTS TO BE REMOVED |
| X   | ABAN EX WM FILL CLSM        |
| — — | WATER MAIN REMOVAL          |

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|                             |                   |           |
|-----------------------------|-------------------|-----------|
| D162A75-sht-Water-Ex.dgn    | DESIGNED - RBB    | REVISED - |
| USER NAME = dishevoz        | DRAWN - AFC       | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING WATER MAIN PLAN  
JACKSON BOULEVARD**

SCALE: 1" = 20'    SHEET 1 OF 1 SHEETS    STA.    TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 55 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

**NOTES:**

- 1
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- 20
- 21

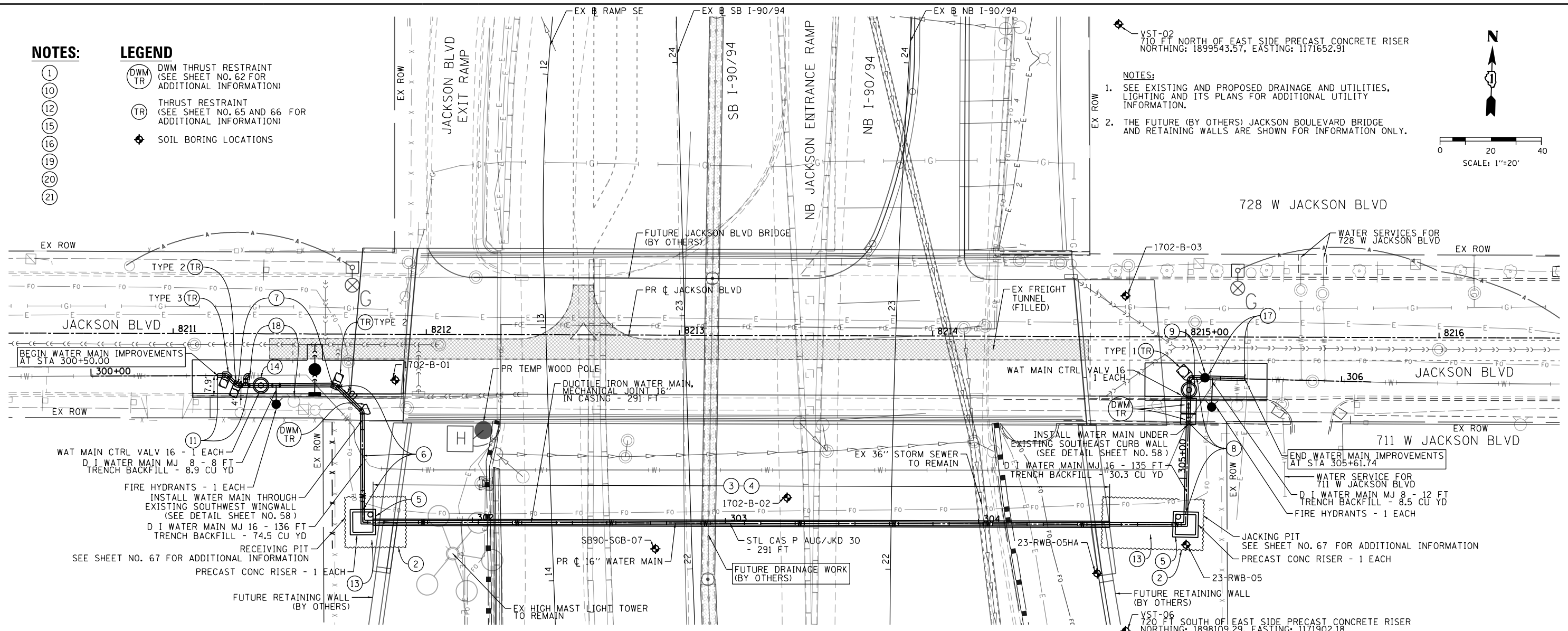
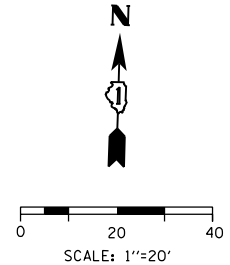
**LEGEND**

- DWM THRUST RESTRAINT (SEE SHEET NO. 62 FOR ADDITIONAL INFORMATION)
- THRUST RESTRAINT (SEE SHEET NO. 65 AND 66 FOR ADDITIONAL INFORMATION)
- SOIL BORING LOCATIONS

VST-02  
710 FT NORTH OF EAST SIDE PRECAST CONCRETE RISER  
NORTHING: 1899543.57, EASTING: 1171652.91

**NOTES:**

1. SEE EXISTING AND PROPOSED DRAINAGE AND UTILITIES, LIGHTING AND ITS PLANS FOR ADDITIONAL UTILITY INFORMATION.
2. THE FUTURE (BY OTHERS) JACKSON BOULEVARD BRIDGE AND RETAINING WALLS ARE SHOWN FOR INFORMATION ONLY.



**CONSTRUCTION/SEQUENCING NOTES:**

1. THE EXISTING 16" WATER MAIN CROSSING MUST BE KEPT IN SERVICE DURING CONSTRUCTION OF THE NEW 16" WATER MAIN CROSSING IN ORDER TO MAINTAIN THE WATER SUPPLY FROM EITHER DIRECTION TO THE DUAL WATER SERVICES FOR THE BUILDING LOCATED AT 728 W JACKSON BLVD. INTERRUPTIONS TO SERVICE SHALL ONLY BE PERMITTED FOR THE CONNECTION WORK SEQUENCES AS DESCRIBED BELOW. THE CONTRACTOR SHALL LIMIT THE SERVICE INTERRUPTIONS TO THE SPECIFIED TIME PERIODS. IF THE WORK CANNOT BE COMPLETED WITHIN THE SPECIFIED TIME PERIOD, THE CONTRACTOR SHALL WORK CONTINUOUSLY FOR AS LONG AS NECESSARY TO COMPLETE THE WORK AND RESTORE THE WATER SUPPLY TO THE SATISFACTION OF CDWM.
2. INSTALL EXCAVATION AREAS ON THE EAST AND WEST SIDES REQUIRED FOR AUGERING AND JACKING OF THE CASING PIPE AND FOR CONSTRUCTION OF THE RISER SHAFTS. PROTECT THE EXISTING ADJACENT 16" WATER MAIN SO IT IS NOT DAMAGED DURING CONSTRUCTION.
3. INSTALL 291'- 30" STEEL CASING PIPE BETWEEN STATIONS 301+61 AND 304+52
4. INSTALL 16" WATER MAIN IN CASING PIPE USING CASING SPACERS.
5. CONSTRUCT BASE AND WALLS OF NEW PRE-CAST RISER SHAFTS. SEE SHEET NO. 64. INSTALL 16" PIPE AND FITTINGS AS SHOWN IN THE RISER SHAFTS. RESTRAIN TOP AND BOTTOM BASE BENDS. CONNECT RISER PIPING TO 16" WATER MAIN IN CASING PIPE WITH 16" PIPE AND 1-16" MJ SLEEVE AT EACH LOCATION. INSTALL ROOF SLAB.
6. INSTALL 16" PIPE AS SHOWN FROM THE RISER SHAFT TO THE NORTH AND WEST IN JACKSON BLVD. INSTALL 2-16" X 1/8 BENDS AT APPROXIMATELY STATIONS 300+98 AND 301+13. THE CONTRACTOR SHALL CONFIRM THE ACTUAL ELEVATION IN THE FIELD OF THE EXISTING WATER MAIN WHERE IT CROSSES THE PROPOSED WATER MAIN. THE ELEVATION OF THE PROPOSED WATER MAIN SHALL BE ADJUSTED AS NECESSARY TO CROSS OVER OR UNDER THE EXISTING WATER MAIN TO MAINTAIN A MINIMUM OF 5' OF COVER ON THE PROPOSED WATER MAIN. INSTALL ADDITIONAL BENDS AS REQUIRED TO ADJUST THE HORIZONTAL AND VERTICAL ALIGNMENT. SUPPORT AND PROTECT THE EXISTING WATER MAIN WHEN CROSSING UNDERNEATH WITH THE PROPOSED WATER MAIN. CORE THROUGH EXISTING WING WALL TO FACILITATE PIPE ROUTING (SEE DETAIL ON SHEET NO. 58) BUILD THRUST RESTRAINT.
7. INSTALL 16" PIPE AS SHOWN TO THE WEST IN JACKSON BLVD. INSTALL 1-16" X 8" MJ TEE, 8" MJ PIPE AND FIRE HYDRANT. INSTALL 1-16" MJ GATE VALVE AND 2-2" TEST TAPS AT STA 300+69. BUILD VALVE BASIN (SEE DETAILS). INSTALL 1-16" X 16" MJ TEE AT STA 300+63 FOR TEMPORARY CONNECTION TO EXISTING 16" WATER MAIN. INSTALL 1-16" X 1/8 MJ BEND AT STA 300+59 FOR PERMANENT CONNECTION. BUILD THRUST RESTRAINTS.
8. INSTALL 16" PIPE AS SHOWN FROM THE RISER SHAFT TO THE NORTH AND EAST IN JACKSON BLVD. INSTALL 1-16" X 1/4 BEND AT APPROXIMATELY STATION 305+40. THE CONTRACTOR SHALL CONFIRM THE ACTUAL ELEVATION IN THE FIELD OF THE EXISTING WATER MAIN WHERE IT CROSSES THE PROPOSED WATER MAIN. THE ELEVATION OF THE PROPOSED WATER MAIN SHALL BE ADJUSTED AS NECESSARY TO CROSS OVER OR UNDER THE EXISTING WATER MAIN TO MAINTAIN A MINIMUM OF 5' OF COVER ON THE PROPOSED WATER MAIN. INSTALL 2-16" X 1/16 MJ BEND AT STA 305+23 AND 305+29 TO ADJUST VERTICAL ALIGNMENT. INSTALL ADDITIONAL BENDS AS REQUIRED TO ADJUST THE HORIZONTAL AND VERTICAL ALIGNMENT. SUPPORT AND PROTECT THE EXISTING WATER MAIN WHEN CROSSING UNDERNEATH WITH THE PROPOSED WATER MAIN. BUILD THRUST RESTRAINTS.
9. INSTALL 1-16" GATE VALVE AND 2-2" TEST TAPS AT STA 305+35. INSTALL TEMPORARY FLUSHING HYDRANT AT END OF PIPE AND BRACE. BUILD VALVE BASIN (SEE DETAILS).
10. CONTACT CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM) TO ARRANGE FOR THE SHUTDOWN OF THE EXISTING 16" WATER MAIN (312-744-5070). NOTE: THERE ARE ACTIVE WATER SERVICES ON THE SECTION OF WATER MAIN TO BE SHUTDOWN. THE CONNECTION WORK DESCRIBED IN THE FOLLOWING NOTE MUST BE COMPLETED WITHIN 4 HOURS OF THE SHUTDOWN.
11. CUT OUT AND REMOVE SECTION OF EXISTING 16" WATER MAIN. MAKE PERMANENT CONNECTION TO EXISTING 16" PIPE WITH 16" PIPE, 1-16" X 1/8 BEND AND 1-16" MJ SLEEVE OR TRANSITION SLEEVE IF REQUIRED. MAKE TEMPORARY CONNECTION TO EXISTING 16" WATER MAIN CROSSING WITH 16" PIPE, 1-16" X 1/4 BEND AND 1-16" MJ SLEEVE OR TRANSITION SLEEVE IF REQUIRED AND TEMPORARILY BRACE.
12. CONTACT CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM) TO ARRANGE FOR OPENING CLOSED VALVES TO FILL, FLUSH AND RESTORE SERVICE TO THE EXISTING 16" WATER MAIN (312-744-5070).
13. BEFORE THE NEW 16" WATER MAIN CAN BE FILLED, FLUSHED, AND PRESSURE TESTED, THE EXCAVATION AREA MUST BE BACKFILLED AROUND THE RISER SHAFT AND ALL PIPE STRUCTURAL RESTRAINT SYSTEMS MUST BE IN PLACE.
14. SLOWLY OPEN NEW 16" MJ GATE VALVE (NOTE 7) AND THOROUGHLY FLUSH THE NEW 16" WATER MAIN FROM WEST TO EAST TO REMOVE ALL AIR.
15. PRESSURE TEST AND DISINFECT THE NEW 16" WATER MAIN IN ACCORDANCE WITH CDWM REQUIREMENTS AND THE CONTRACT DOCUMENTS.
16. AFTER APPROVAL OF THE PRESSURE TEST AND DISINFECTION BY CDWM, MAKE FINAL CONNECTIONS. CONTACT CDWM TO ARRANGE FOR THE SHUTDOWN OF THE EXISTING 16" WATER MAIN (312-744-5070). NOTE: THERE ARE ACTIVE WATER SERVICES ON THE SECTION OF WATER MAIN TO BE SHUTDOWN. THE CONNECTION WORK DESCRIBED IN THE FOLLOWING NOTES MUST BE COMPLETED WITHIN 4 HOURS OF THE SHUTDOWN.
17. REMOVE TEMPORARY FLUSHING HYDRANT (NOTE 9). CUT OUT EXISTING 16" PIPE AND REMOVE EXISTING FIRE HYDRANT. INSTALL 1-16" X 8" MJ TEE, 8" MJ PIPE AND FIRE HYDRANT. CONNECT WITH 16" PIPE AND 1-16" MJ SLEEVE OR TRANSITION SLEEVE IF REQUIRED.
18. REMOVE AND SALVAGE 16" X 1/4 BEND AND 1-16" MJ SLEEVE OR TRANSITION SLEEVE INSTALLED ON THE TEMPORARY CONNECTION TO THE EXISTING 16" MAIN (NOTE 11). PLUG THE 16" X 16" TEE WITH 1-16" MJ PLUG. REMOVE EXISTING FIRE HYDRANT.
19. CONTACT CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM) TO ARRANGE FOR OPENING ANY REMAINING VALVES THAT WERE SHUTDOWN (312-744-5070). CONTRACTOR TO ASSIST WITH FLUSHING AS NECESSARY.
20. REMOVE OR ABANDON THE EXISTING 16" WATER MAIN AS SHOWN ON THE DRAWINGS ON SHEET NO. 55.
21. RESTORE ALL WATER MAIN TRENCHES PER THE DETAILED DRAWINGS.



|                             |                  |           |
|-----------------------------|------------------|-----------|
| D16275-sht-Water-Pr         | DESIGNED - RBB   | REVISED - |
| USER NAME = ChiuA           | DRAWN - AFC      | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - MJE    | REVISED - |
| PLOT DATE = 4/20/2017       | DATE - 4/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED WATER MAIN PLAN  
JACKSON BOULEVARD**

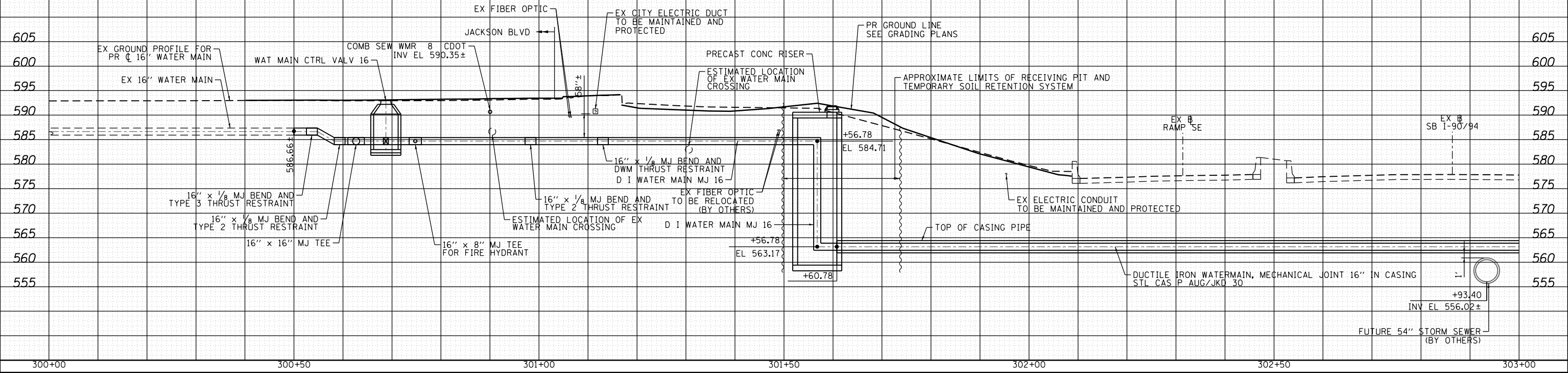
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|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. R.E.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 56        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

|          |  |
|----------|--|
| DATE     |  |
| BY       |  |
| SURVEYED |  |
| PLOTTED  |  |
| TEMPLATE |  |
| AREAS    |  |
| CHECKED  |  |
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**NOTES**

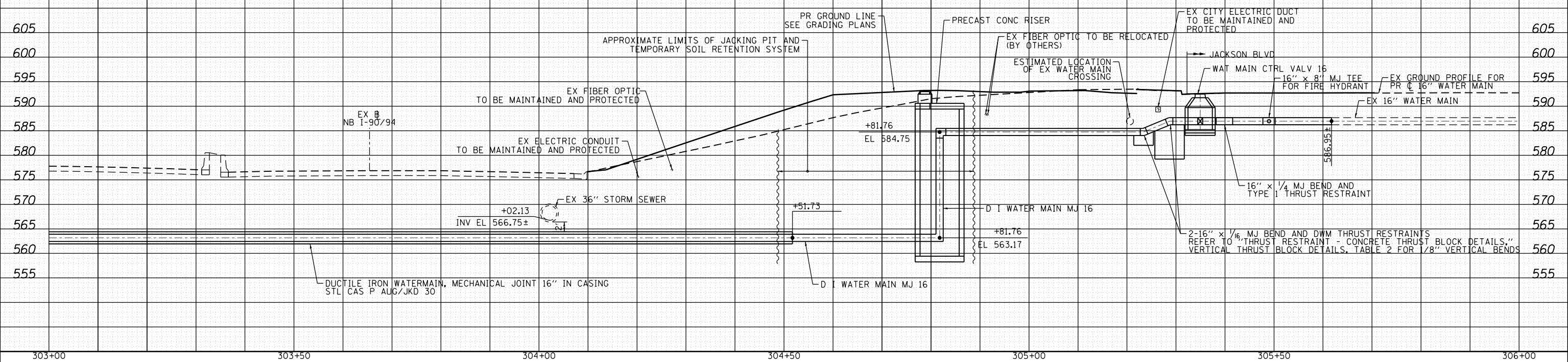
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|          |  |
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| DATE     |  |
| BY       |  |
| SURVEYED |  |
| PLOTTED  |  |
| TEMPLATE |  |
| AREAS    |  |
| CHECKED  |  |
| NO.      |  |

**NOTES**

EXISTING UTILITIES ARE BASED UPON SURVEY LOCATION INFORMATION. DEPTHS OF UTILITIES ARE BASED UPON ASSUMED DEPTHS OR RECORD INFORMATION IF AVAILABLE. EXTENTS OF UNDERGROUND STRUCTURES ARE ESTIMATED UPON UTILITY ATLAS INFORMATION. EXISTING AND PROPOSED SEWER IS SHOWN BASED UPON SURVEY DATA, ATLAS INFORMATION AND THE PROPOSED PLANS.



|                             |                   |           |
|-----------------------------|-------------------|-----------|
| D162A75-sht-Water-Profile   | DESIGNED - RBB    | REVISED - |
| USER NAME = ChiuA           | DRAWN - AFC       | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

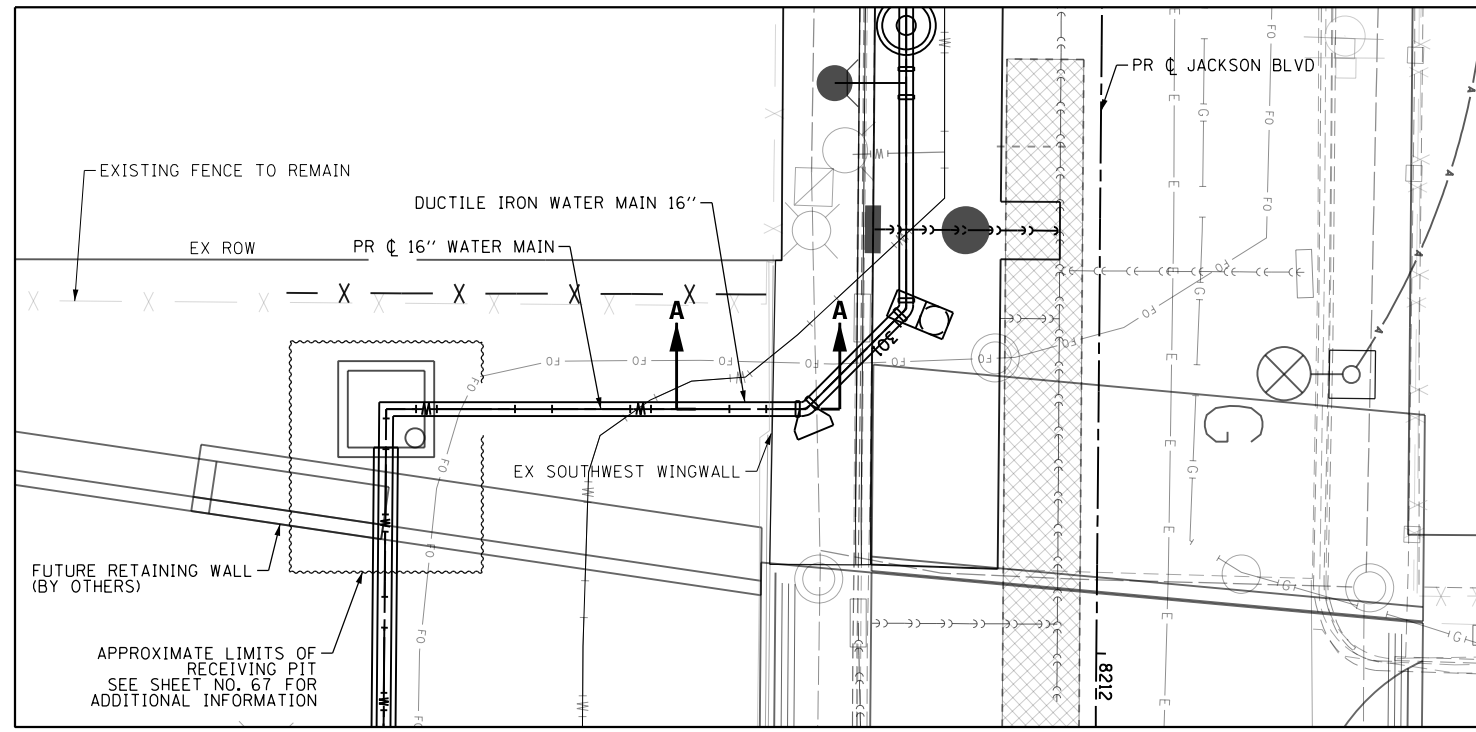
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN PROFILE  
JACKSON BOULEVARD**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

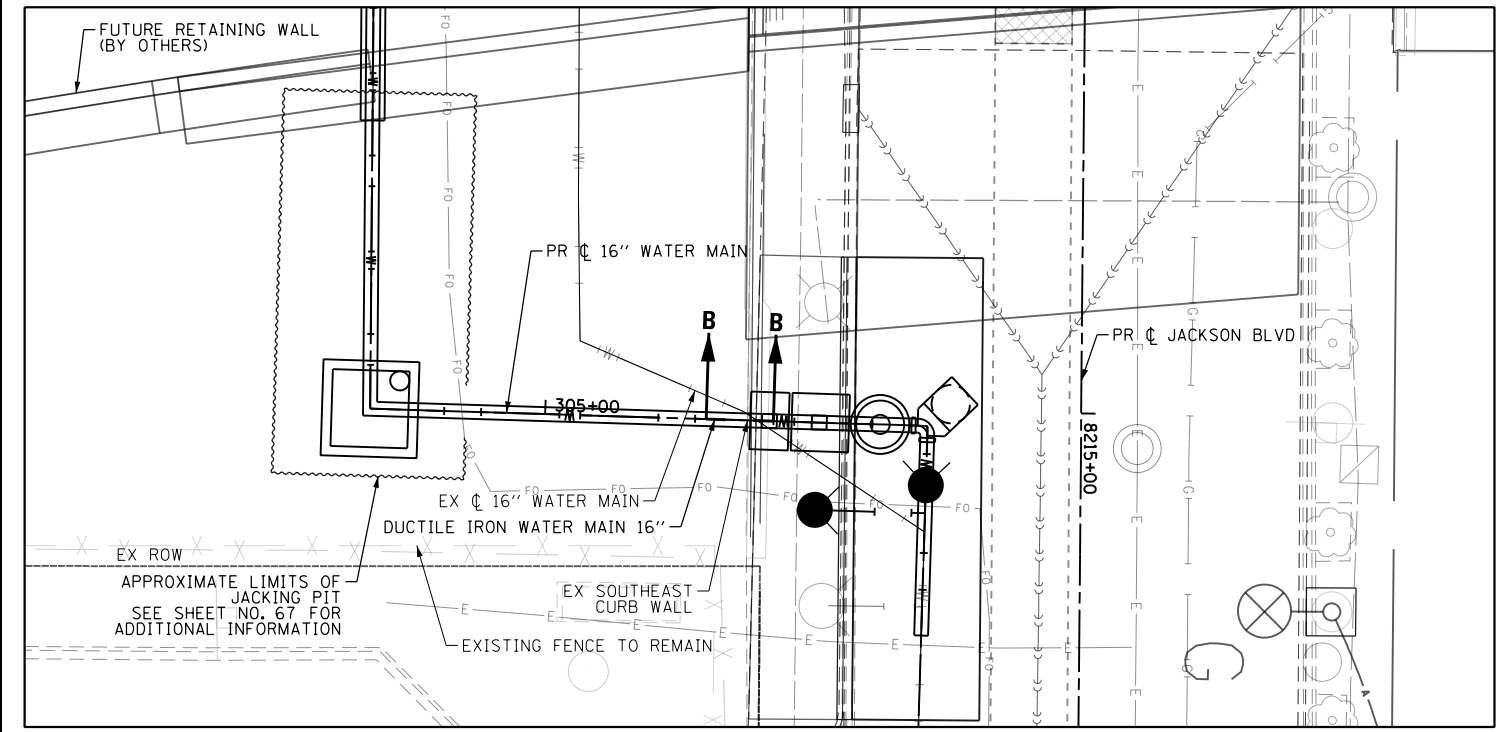
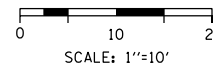
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|---------------------------|------------|--------|--------------|--------------------|
| F.A.I. R.E.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO.          |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 57                 |
|                           |            |        |              | CONTRACT NO. 62A75 |
| ILLINOIS FED. AID PROJECT |            |        |              |                    |

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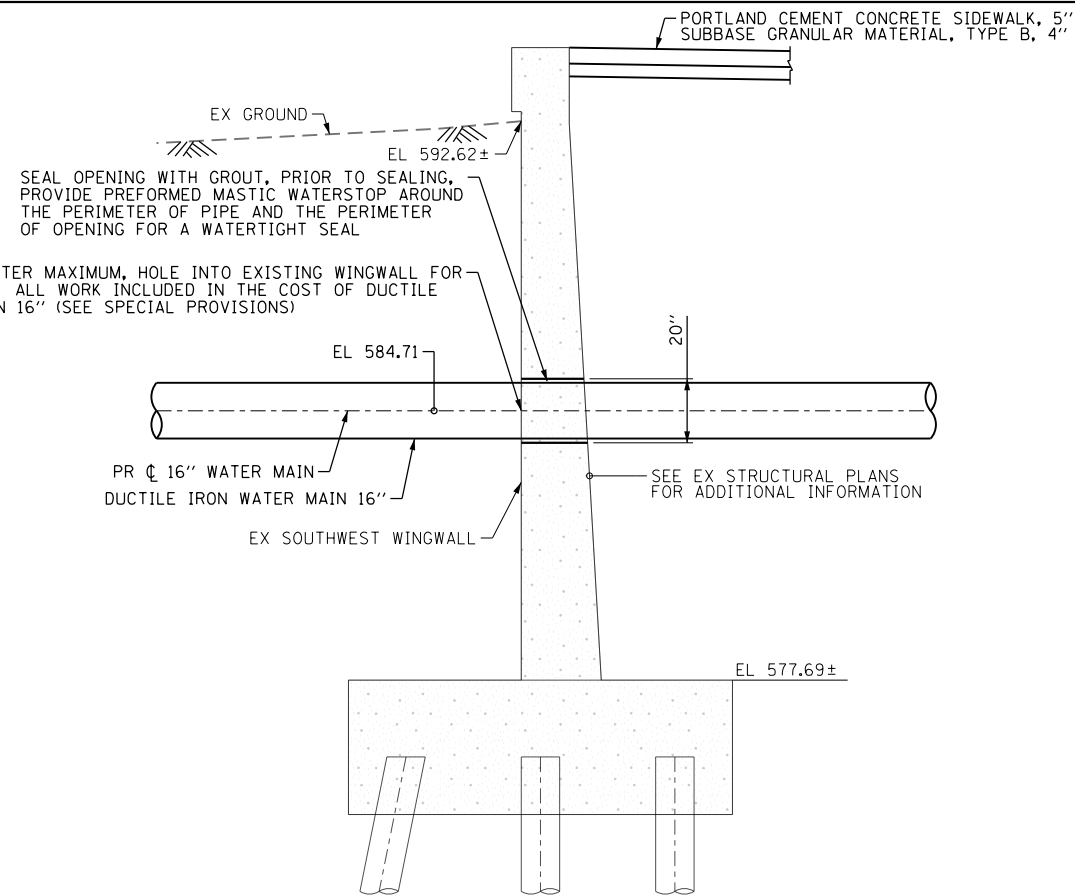
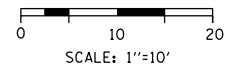
**PLAN VIEW**

SOUTHWEST SIDE OF JACKSON BLVD

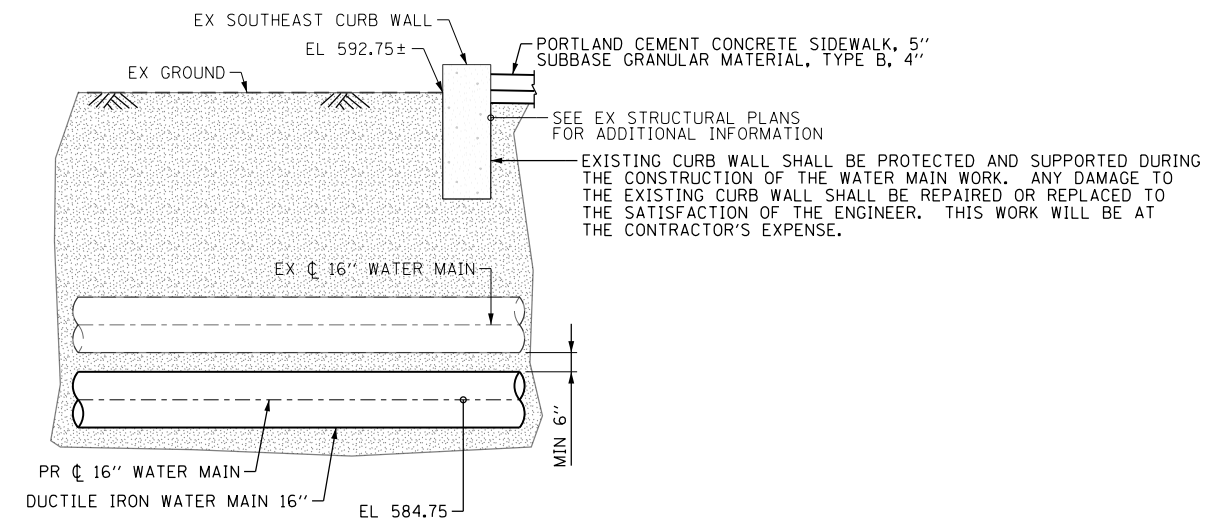


**PLAN VIEW**

SOUTHEAST SIDE OF JACKSON BLVD



**SECTION A-A**  
N.T.S.



**SECTION B-B**  
N.T.S.

**NOTES:**

- CONTRACTOR SHALL LOCATE EXISTING VERTICAL AND HORIZONTAL REINFORCING BARS IN THE WINGWALL BY NONDESTRUCTIVE METHODS. PER EXISTING PLAN INFORMATION, EXISTING HORIZONTAL AND VERTICAL WALL REINFORCING BARS ARE SPACED AT APPROXIMATELY 12" CENTERS. EXISTING WINGWALL IS APPROXIMATELY 2' THICK AT THE BASE AND APPROXIMATELY 1.42' THICK AT THE TOP.
- PRIOR TO DRILLING 20" DIAMETER MAXIMUM HOLE IN THE EXISTING WINGWALL, CONTRACTOR SHALL IDENTIFY REINFORCING BARS THAT ARE IMPACTED DUE TO DRILLING OPERATION AND SUBMIT HIS PROPOSED DRILLING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL. CONTRACTOR SHALL LOCATE THE PROPOSED DRILLED HOLE SUCH THAT IT MINIMIZES NUMBERS OF BARS TO BE CUT BY DRILLING OPERATION. CONTRACTOR SHALL NOT DAMAGE EXISTING WINGWALL DURING CONSTRUCTION.
- ANNULAR SPACE BETWEEN PROPOSED WATER MAIN AND CORE HOLE SHALL BE GROUTED WITH APPROVED NON-SHRINK GROUT. PRIOR TO GROUTING PROVIDE PREFORMED MASTIC WATERSTOP AROUND PIPE AND OPENING FOR A WATERTIGHT SEAL.

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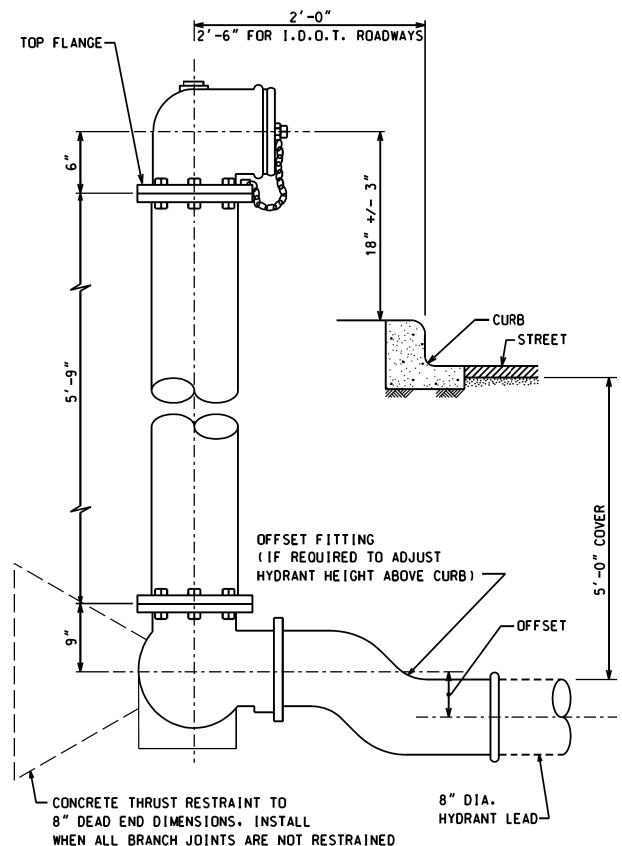
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| DRAWN -    | AFC        | REVISED - |
| CHECKED -  | MJE        | REVISED - |
| DATE -     | 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**JACKSON BOULEVARD - WATER MAIN DETAILS  
 WATER MAIN CROSSING AT WINGWALL/CURB WALL**

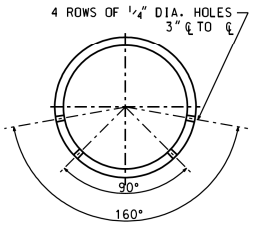
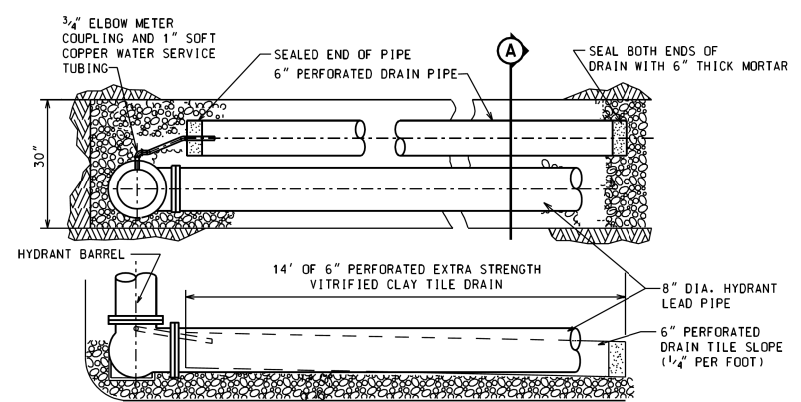
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|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 58        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

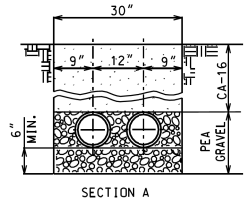


- NOTE:**
1. SEE FIRE HYDRANT DRAIN DETAILS.
  2. ALL BURIED DUCTILE IRON HYDRANT COMPONENTS MUST BE WRAPPED IN POLYETHYLENE ENCASEMENT.
  3. SEE DETAIL D-5 FOR FIRE HYDRANT DRAIN ASSEMBLY
  4. THE TOP AND FACE OF THE CURB ARE TO BE PAINTED 'SAFETY YELLOW' FOR 15 FEET EACH SIDE OF THE FIRE HYDRANT, EXCEPT WHERE THE 15 FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY OR SIMILAR FEATURE.

REV:09.09 **FIRE HYDRANT SETTING DETAIL** D-2



**DETAIL "A"**  
DRAIN TILE DRAIN HOLES



**TILE PIPE & HYDRANT BRANCH**  
EMBEDDED IN PEA GRAVEL

- NOTES:**
1. WATER TABLE MUST BE BELOW BOTTOM OF TRENCH.
  2. LAY DRAIN PIPE IN WATER MAIN TRENCH IF HYDRANT LEAD PIPE IS NOT LONG ENOUGH TO ACHIEVE 14' DRAIN PIPE LENGTH.
  3. PLACE DRAIN PIPES SO HOLES ARE FACING DOWN. SEE DETAIL A.
  4. COPPER WATER SERVICE TUBING MUST BE ENCASED IN POLYETHYLENE WRAP.

REV:04.09 **FIRE HYDRANT DRAIN DETAIL** D-5

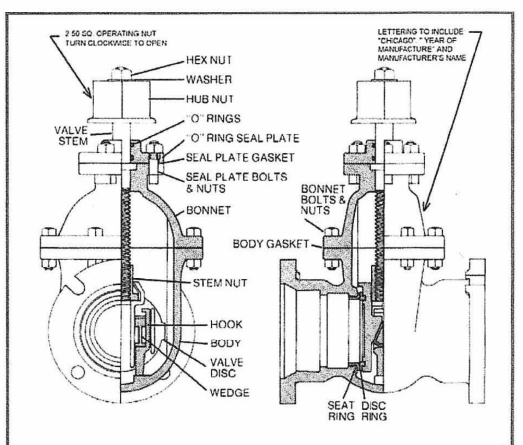
# EJIW Gate Valves, Series N

## City of Chicago Specification

engineered designed constructed for a position of trust

### SERIES N GATE VALVES:

The Chicago Gate Valve is manufactured according to City of Chicago specifications in sizes 3" to 16" inclusive. It has double disc construction with parallel seats; a V-type gate spreading mechanism which is actuated when the wedging piece comes in contact with a lug at the bottom of the valve body. The wedge is thus restrained from further movement and the discs being forced downward over the wedges are forced to spread.



| SIZE | CAT. # |
|------|--------|
| 3"   | 3N22   |
| 4"   | 4N22   |
| 6"   | 6N22   |
| 8"   | 8N22   |
| 12"  | 12N22  |
| 16"  | 16N22  |

| DIMENSIONAL INFORMATION   |        |        |        |        |        |        |
|---------------------------|--------|--------|--------|--------|--------|--------|
| Mechanical Joint End      | 3"     | 4"     | 6"     | 8"     | 12"    | 16"    |
| Overall Length            | 10 5/8 | 13 1/8 | 13 3/4 | 15 1/4 | 16 1/2 | 23 1/4 |
| Laying Length             | 5 5/8  | 8 1/8  | 8 3/4  | 10 1/4 | 11 1/2 | 16 1/4 |
| Centerline to Top of Stem | 13 1/8 | 15 3/8 | 20     | 23 1/4 | 31     | 36 5/8 |
| Number of Turns to Open   | 7      | 9      | 14     | 18     | 43     | 50     |

EJIW products are available throughout the United States.  
Call 800-344-3549 for information or service requests.  
email: [ejwsales@ejw.com](mailto:ejwsales@ejw.com) website: [www.ejw.com](http://www.ejw.com)



We Cover the Infrastructure®

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PLOT SCALE = 48.0000' / in.  
PLOT DATE = 3/20/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - RBB    | REVISED - |
| DRAWN - AFC       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

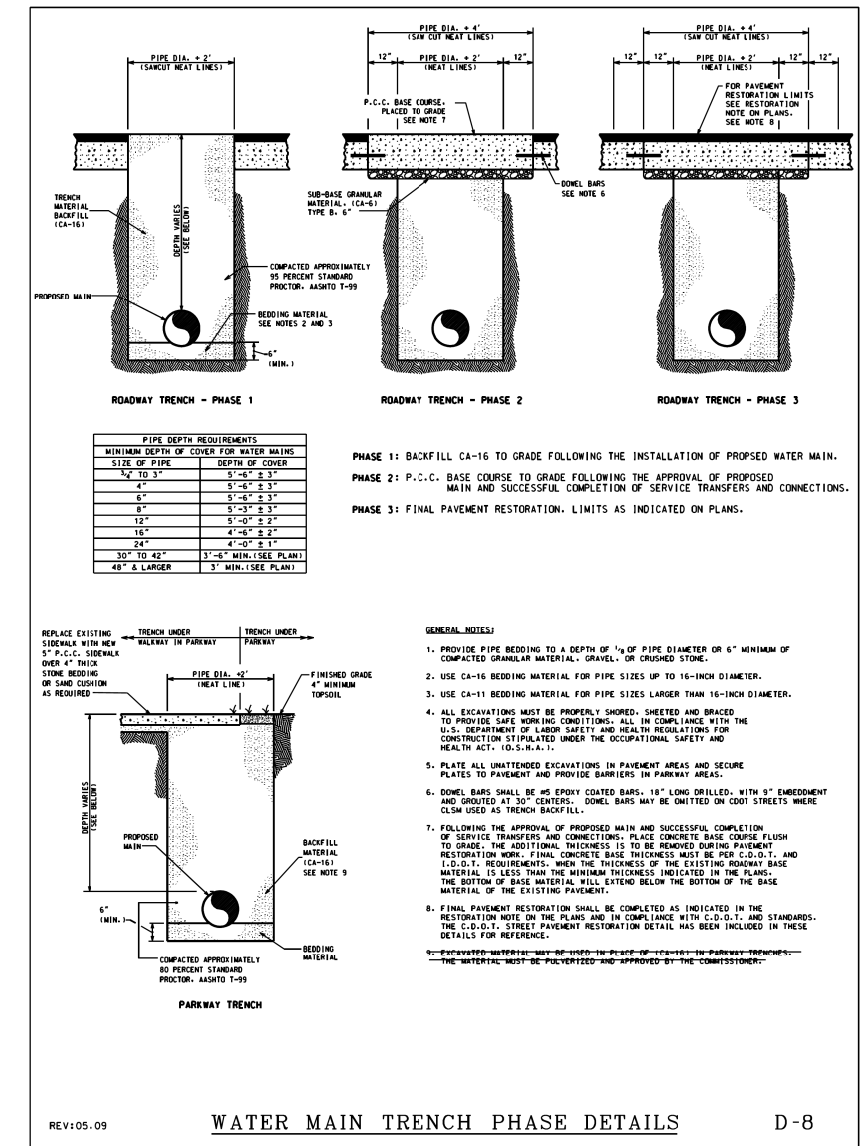
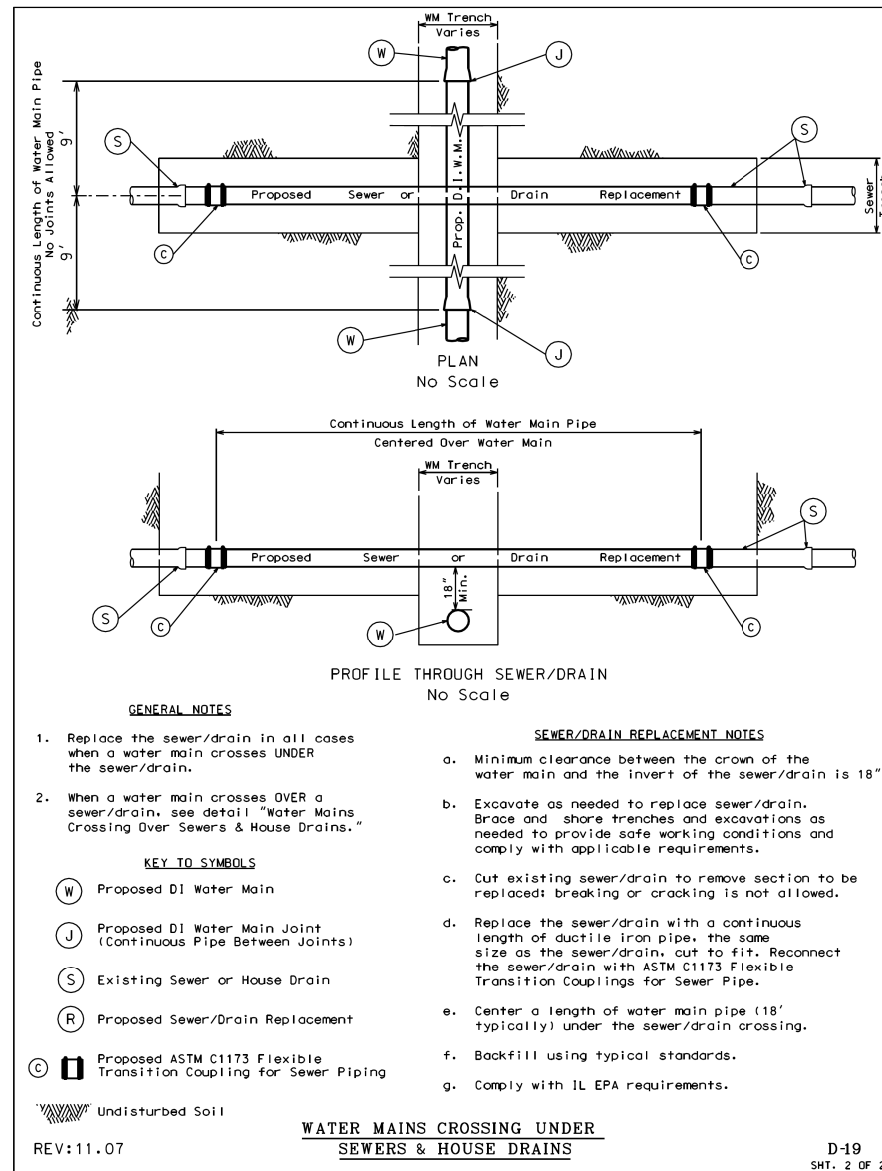
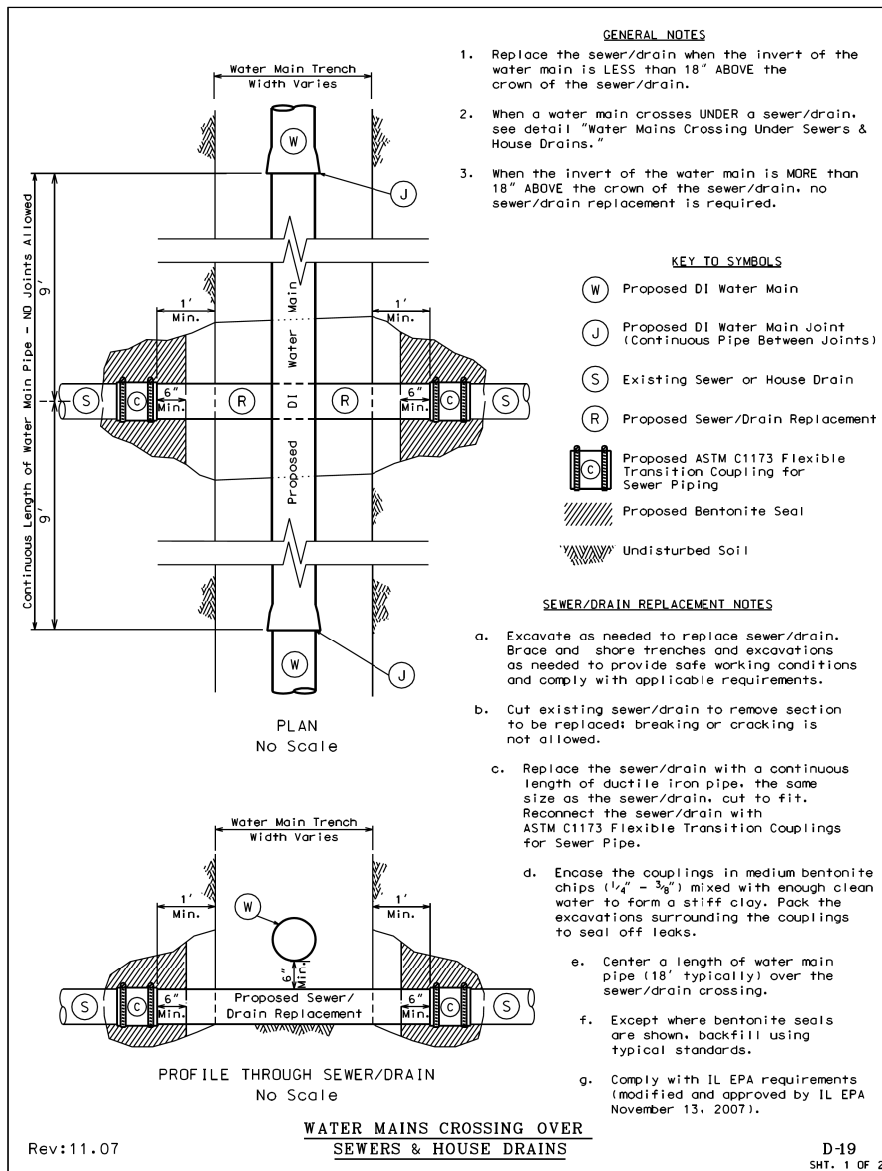
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN DETAILS

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 59        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |





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 PLOT DATE = 3/20/2017

DESIGNED - RBB  
 DRAWN - AFC  
 CHECKED - MJE  
 DATE - 03/21/2017

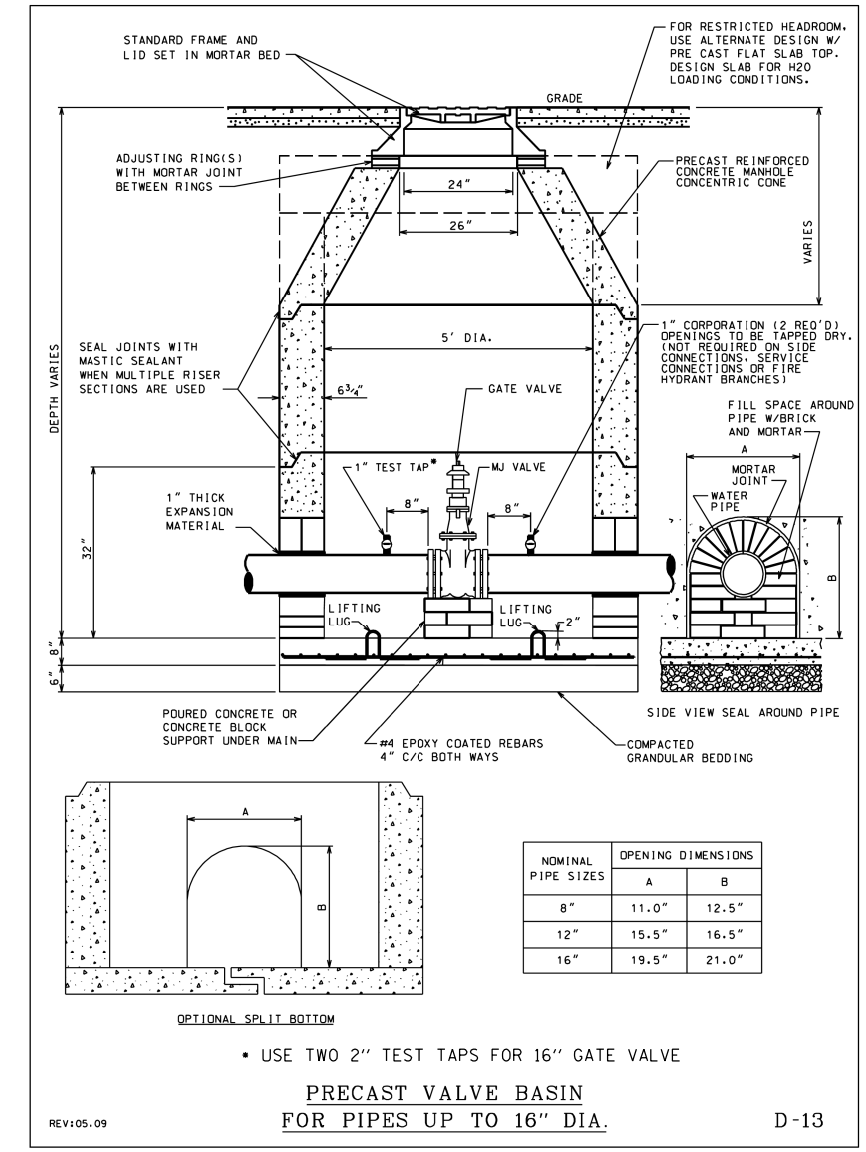
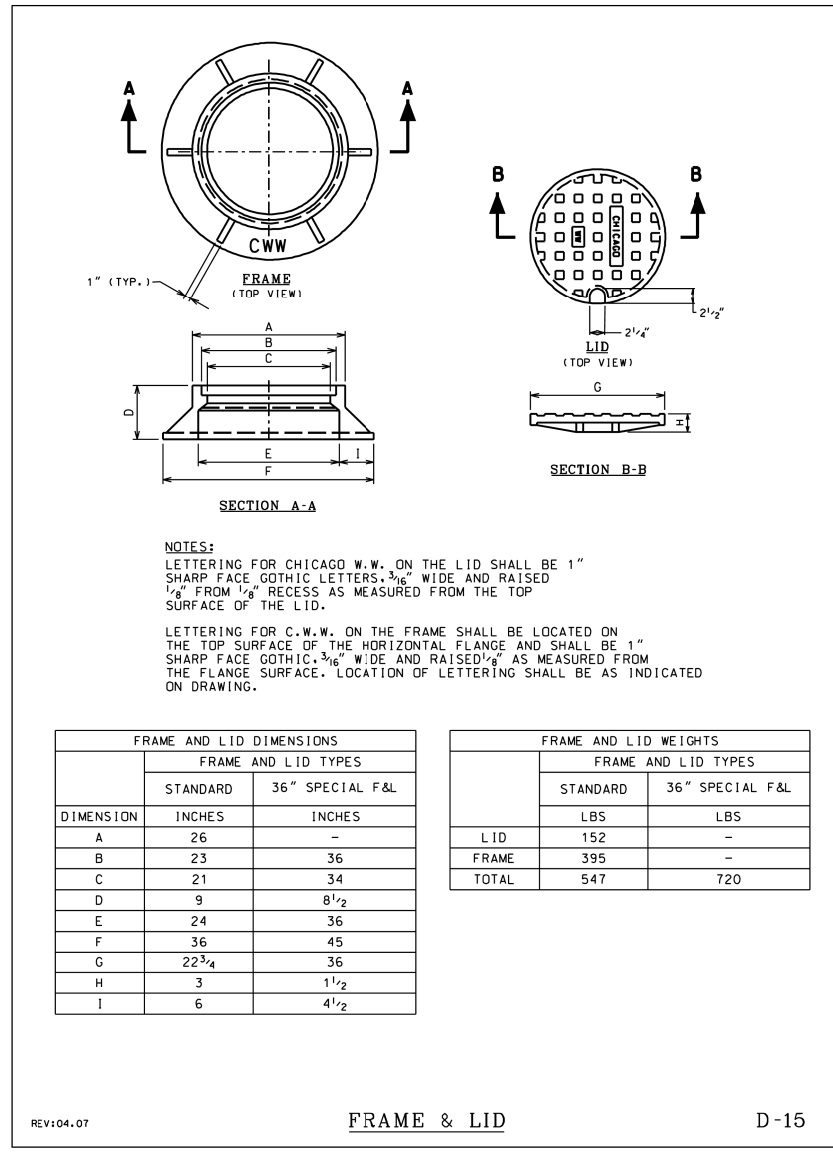
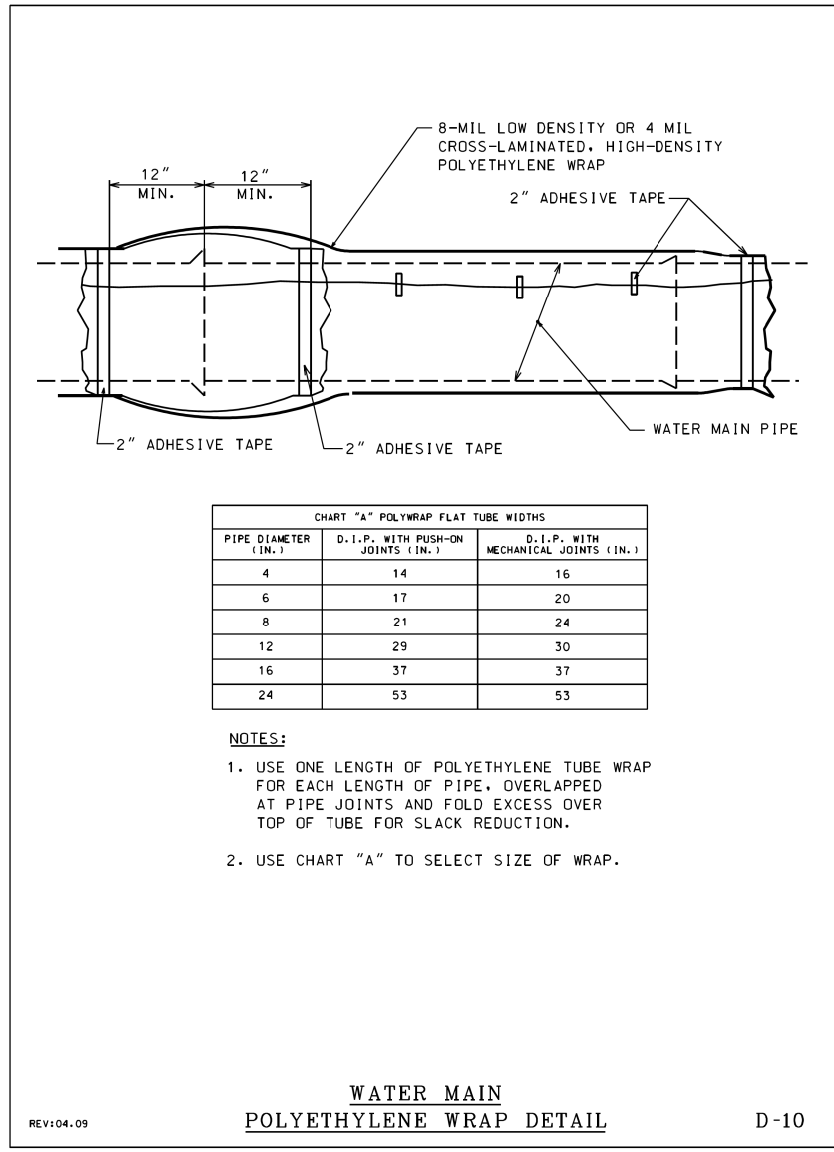
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**WATER MAIN DETAILS**

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 60        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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USER NAME = dshevoz  
PLOT SCALE = 40.0000' / in.  
PLOT DATE = 3/20/2017

DESIGNED - RBB  
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CHECKED - MJE  
DATE - 03/21/2017

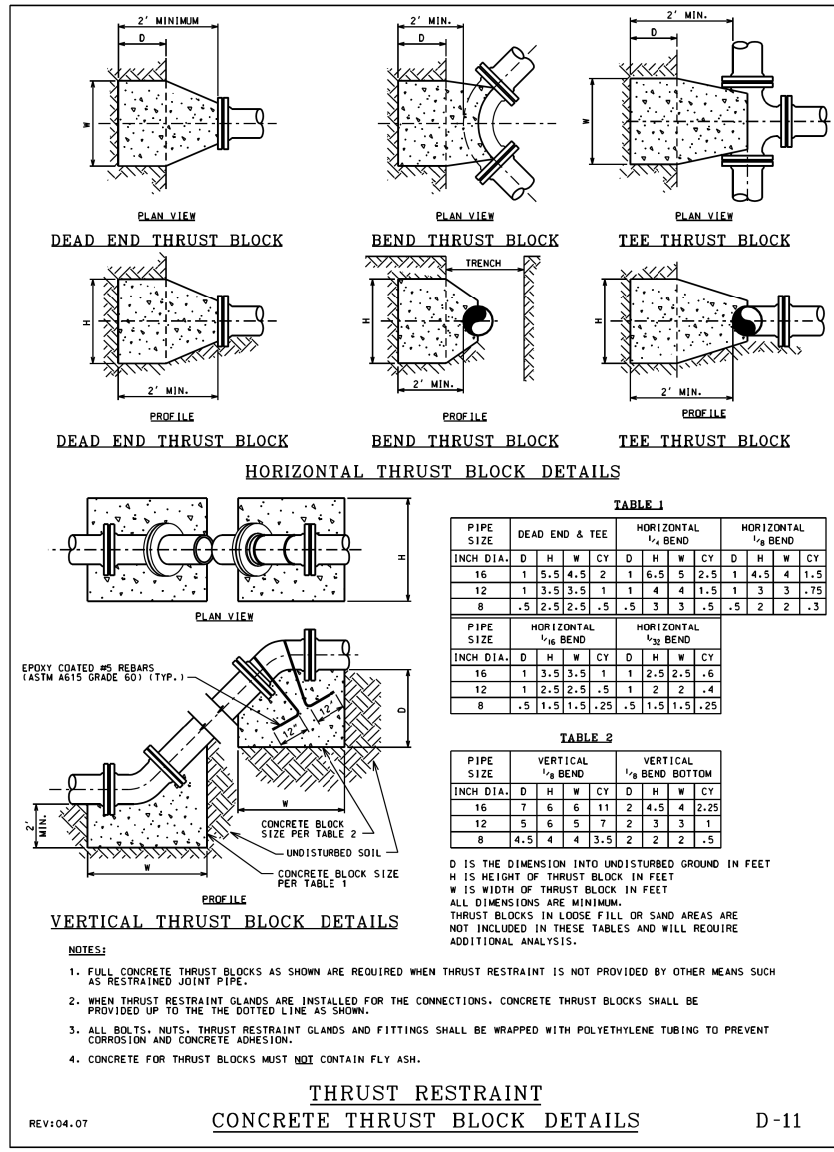
REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATER MAIN DETAILS

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 61        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



- NOTES:**
- FULL CONCRETE THRUST BLOCKS AS SHOWN ARE REQUIRED WHEN THRUST RESTRAINT IS NOT PROVIDED BY OTHER MEANS SUCH AS RESTRAINED JOINT PIPE.
  - WHEN THRUST RESTRAINT GLANDS ARE INSTALLED FOR THE CONNECTIONS, CONCRETE THRUST BLOCKS SHALL BE PROVIDED UP TO THE DOTTED LINE AS SHOWN.
  - ALL BOLTS, NUTS, THRUST RESTRAINT GLANDS AND FITTINGS SHALL BE WRAPPED WITH POLYETHYLENE TUBING TO PREVENT CORROSION AND CONCRETE ADHESION.
  - CONCRETE FOR THRUST BLOCKS MUST NOT CONTAIN FLY ASH.

**THRUST RESTRAINT  
CONCRETE THRUST BLOCK DETAILS**

REV:04.07

D-11

**NOTES:**

- PAYMENT FOR DWM STANDARD THRUST BLOCKS TO BE CONSTRUCTED PER DETAIL DRAWING D-11 IS INCLUDED IN THE COST OF DUCTILE IRON WATER MAIN, MECHANICAL JOINT 16". SEE SPECIAL PROVISIONS.

FILE PATH = P:\62088727\000\_CAD\006\_Roadway\Printung\62075\_20170221\_Final\CADD\0162A75-SHT-WM-DET-04.dgn



D162A75-SHT-WM-DET-04.dgn  
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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - RBB  
 DRAWN - AFC  
 CHECKED - MJE  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN DETAILS**

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

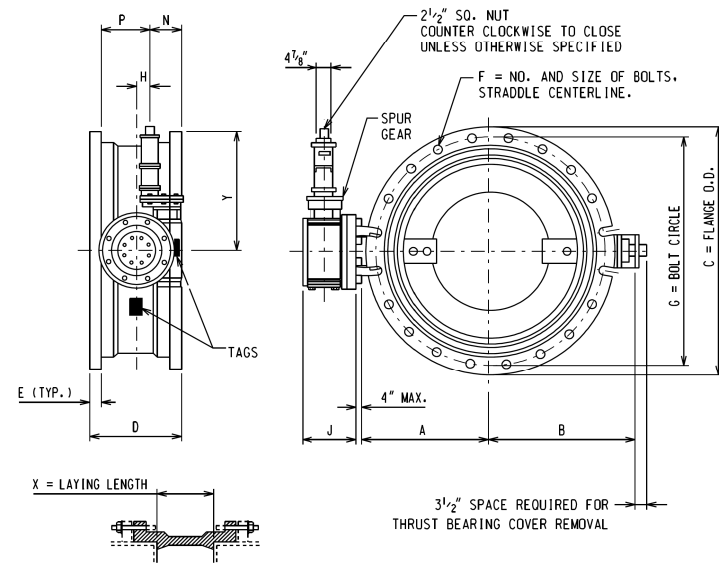
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|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 62        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



| VALVE SIZE | A                                | B                                | C                                 | D                                | E                                 | F  | G                               | X                                |
|------------|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|----|---------------------------------|----------------------------------|
| 24-INCH    | 18 <sup>5</sup> / <sub>8</sub> " | 18 <sup>5</sup> / <sub>8</sub> " | 31 <sup>3</sup> / <sub>16</sub> " | 13 <sup>1</sup> / <sub>4</sub> " | 1 <sup>5</sup> / <sub>8</sub> "   | 16 | 3 <sup>3</sup> / <sub>4</sub> " | 30"                              |
| 30-INCH    | 21 <sup>1</sup> / <sub>2</sub> " | 24 <sup>3</sup> / <sub>8</sub> " | 39"                               | 18"                              | 1 <sup>13</sup> / <sub>16</sub> " | 20 | 1"                              | 36 <sup>3</sup> / <sub>8</sub> " |
| 36-INCH    | 25 <sup>1</sup> / <sub>8</sub> " | 28 <sup>1</sup> / <sub>4</sub> " | 45 <sup>1</sup> / <sub>8</sub> "  | 22"                              | 2"                                | 24 | 1"                              | 43 <sup>3</sup> / <sub>4</sub> " |
| 42-INCH    | 29 <sup>1</sup> / <sub>8</sub> " | 32 <sup>1</sup> / <sub>8</sub> " | 53"                               | 22"                              | 2"                                | 28 | 1 <sup>1</sup> / <sub>4</sub> " | 50 <sup>5</sup> / <sub>8</sub> " |
| 48-INCH    | 34 <sup>1</sup> / <sub>8</sub> " | 37 <sup>1</sup> / <sub>8</sub> " | 59 <sup>1</sup> / <sub>8</sub> "  | 24"                              | 2"                                | 32 | 1 <sup>1</sup> / <sub>4</sub> " | 57 <sup>1</sup> / <sub>2</sub> " |

| OPERATOR SIZE | J                               | L                               | M                               | N                               | P                               | O                               | Y   | VALVE | NO. OF TURNS |
|---------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|-----|-------|--------------|
| T-425         | 7 <sup>3</sup> / <sub>8</sub> " | 6"                              | 7 <sup>1</sup> / <sub>8</sub> " | 6 <sup>1</sup> / <sub>8</sub> " | 9 <sup>1</sup> / <sub>2</sub> " | 6 <sup>5</sup> / <sub>8</sub> " | 24" | 36"   | 75           |
| T-425         | 8"                              | 6 <sup>5</sup> / <sub>8</sub> " | 7 <sup>1</sup> / <sub>8</sub> " | 6 <sup>1</sup> / <sub>8</sub> " | 9 <sup>1</sup> / <sub>2</sub> " | 6 <sup>5</sup> / <sub>8</sub> " | 24" | 48"   | 127          |



INSTALLATION DIAGRAM

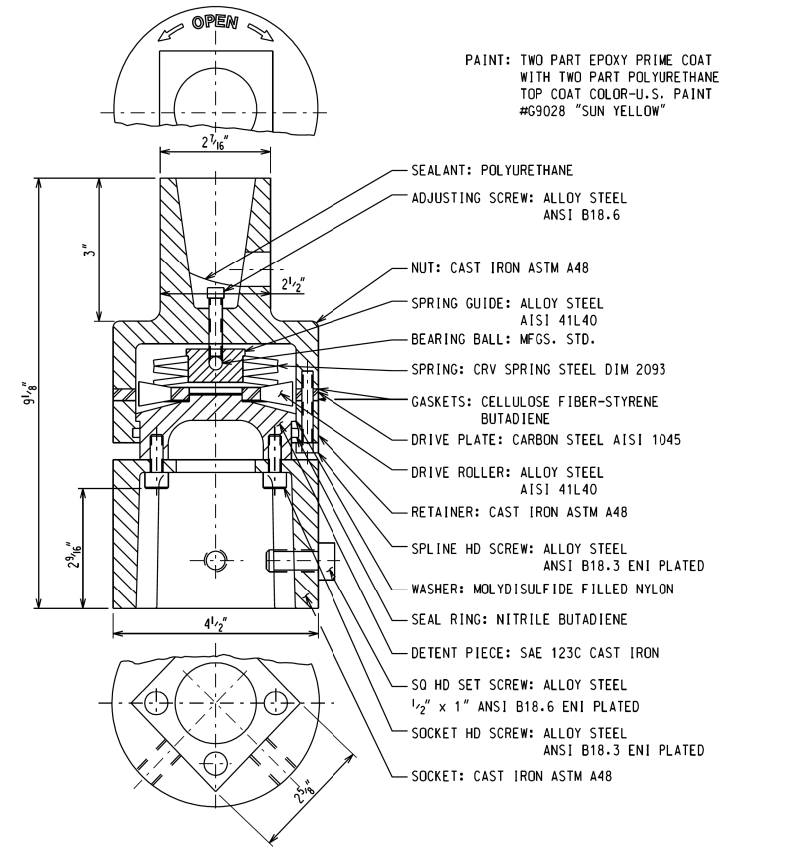
NOTE:

- BUTTERFLY VALVES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA SPECIFICATION C-504-10 OR LATEST EDITION, CLASS 150B, SHORT BODY VALVE WITH MECHANICAL JOINT ACCESSORIES.
- OPERATORS ARE EQUIPPED WITH OPEN/CLOSE INDICATING ARROW. ASSEMBLY OPEN CLOCKWISE.

REV:07.07

BUTTERFLY VALVE

FM-13



PAINT: TWO PART EPOXY PRIME COAT WITH TWO PART POLYURETHANE TOP COAT COLOR-U.S. PAINT #G9028 "SUN YELLOW"

REV:04.07

TORQUE OVERLOAD PROTECTOR

FM-14

NOTES:

- WATER MAIN CONTROL VALVE-48 INCH BUTTERFLY VALVE SHALL BE AN ADVANCE PROCUREMENT FOR CONTRACT 62A74. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

FILE PATH = P:\62088727\000\_CAD\_006\_Roadway\Printung\62075\_20170221-Final\CADD\162A75-SHT-WM-DET-05.dgn



D162A75-SHT-WM-DET-05.dgn  
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 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

DESIGNED - RBB  
 DRAWN - AFC  
 CHECKED - MJJ  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

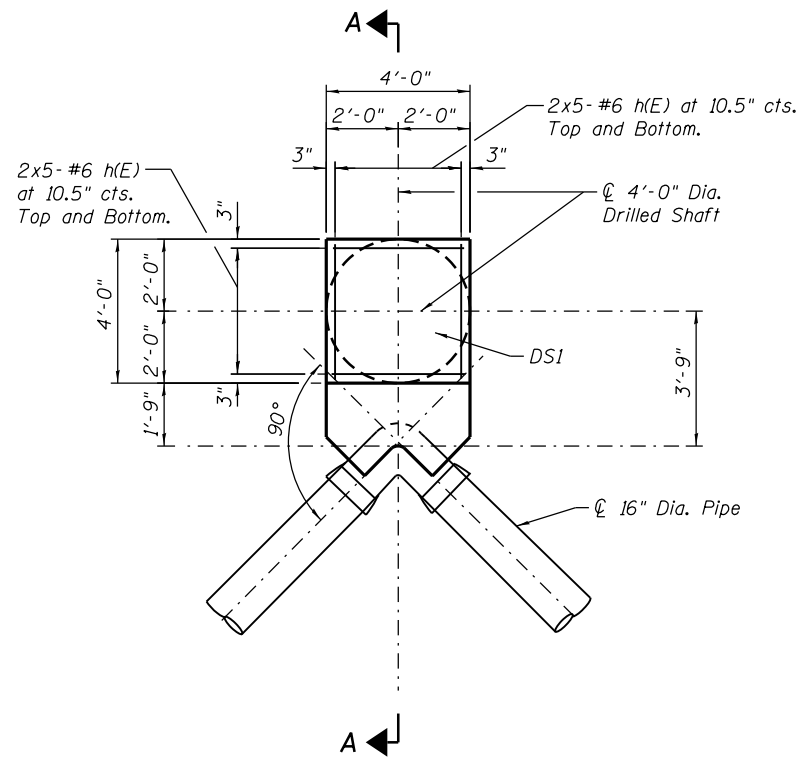
WATER MAIN DETAILS  
 48 INCH BUTTERFLY VALVE ADVANCE PROCUREMENT

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

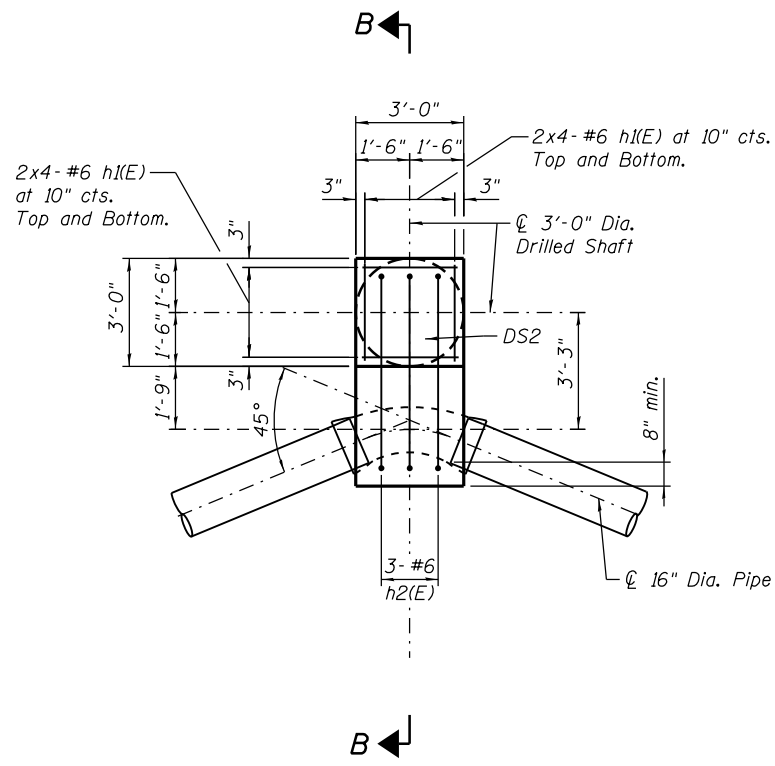
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 63        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



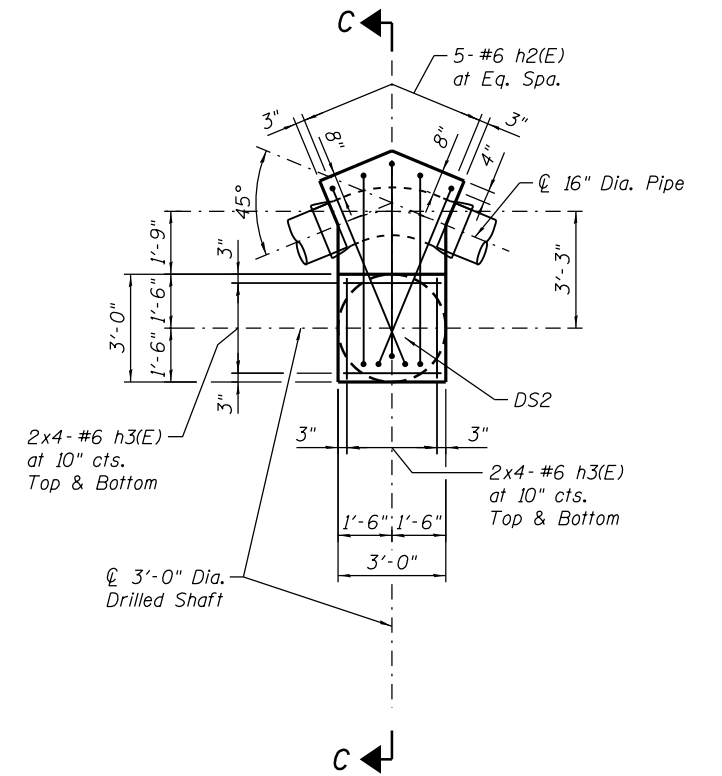
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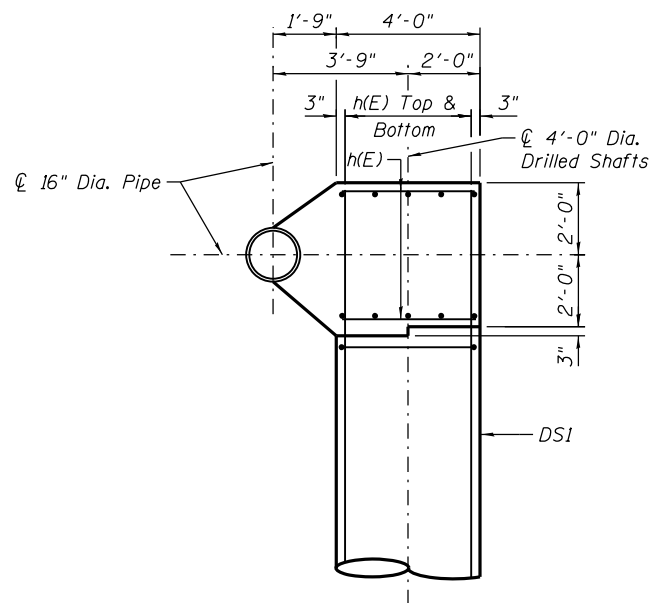
**PLAN DETAIL**  
**THRUST RESTRAINT - TYPE 1 (1 THUS)**



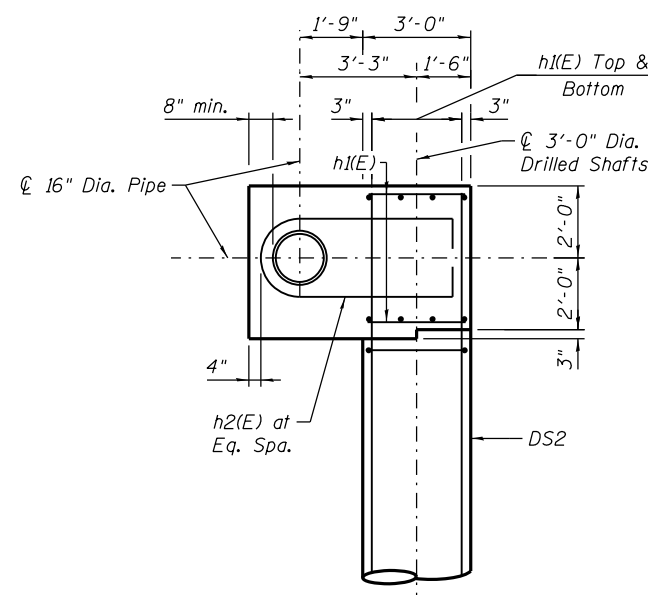
**PLAN DETAIL**  
**THRUST RESTRAINT - TYPE 2 (2 THUS)**



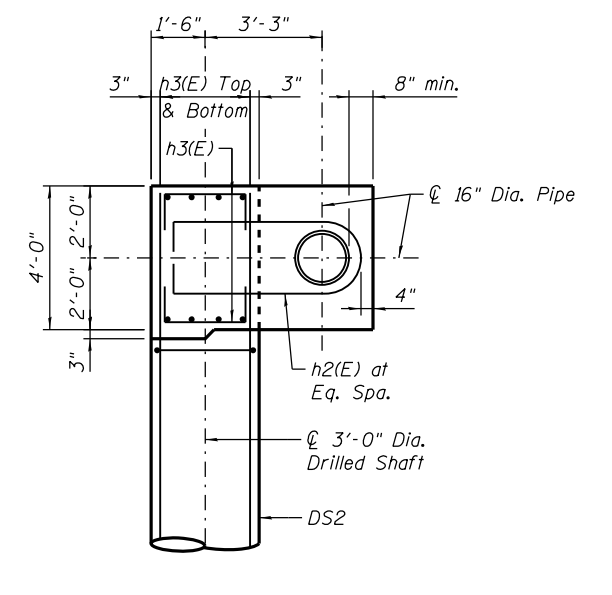
**PLAN DETAIL**  
**THRUST RESTRAINT - TYPE 3 (1 THUS)**



**SECTION A-A**



**SECTION B-B**



**SECTION C-C**

**NOTES:**

1. Work this sheet with Sheet No. 66.



D162A75-SHT-WM-Thrust-Detail-01.dgn  
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PLOT SCALE = 2:0' = 1" = 1/8"  
PLOT DATE = 3/17/2017

DESIGNED - AAG  
DRAWN - GF  
CHECKED - KWH/AAG  
DATE - 03/21/2017

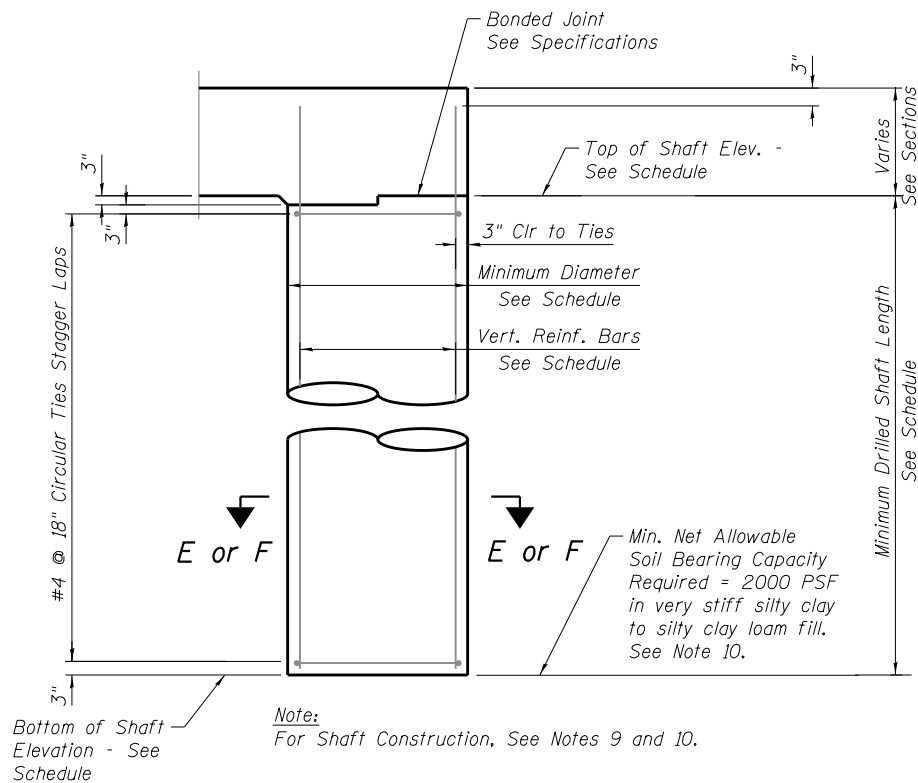
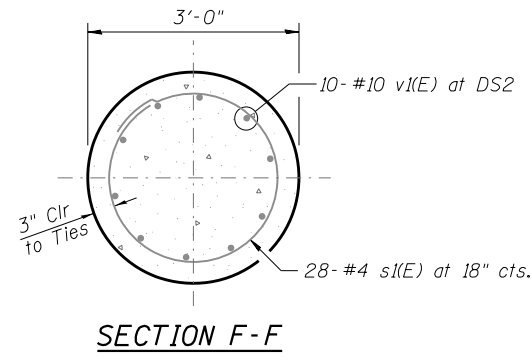
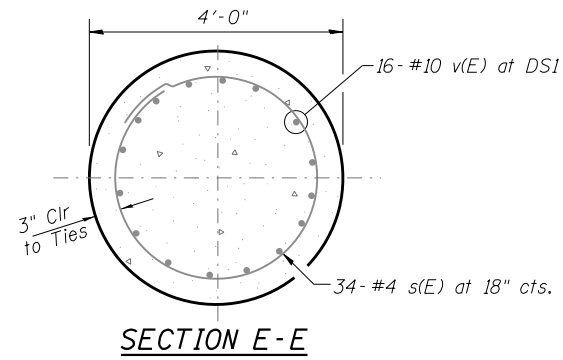
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

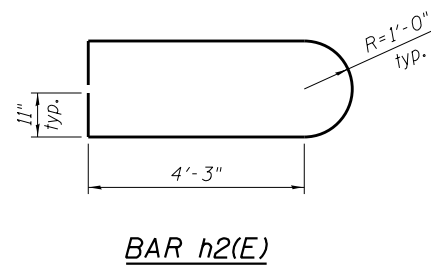
**WATER MAIN THRUST RESTRAINT DETAILS AND SECTIONS**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

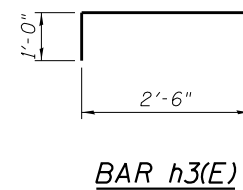
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| F.A.I. R.E.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 65        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



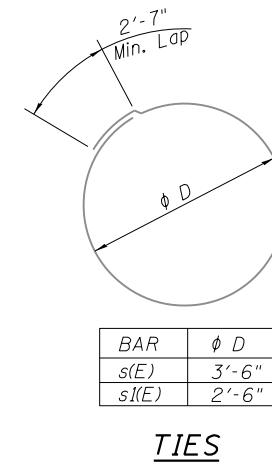
**TYPICAL DRILLED SHAFT DETAIL**  
No Scale



**BAR h2(E)**



**BAR h3(E)**



| BAR  | phi D |
|------|-------|
| s(E) | 3'-6" |
| s(E) | 2'-6" |

**TIES**

**NOTES:**

- For water main general notes, location plans, profiles, details and thrust restraint locations and types see Sheet Nos. 54 through 62. For existing water main reference drawings, see Sheet Nos. 55, 68 and 69.
- Exact locations of existing water mains, existing concrete thrust blocks and existing below grade structures and utilities shall be determined in the field prior to excavation for water mains and drilling shafts for new reinforced concrete thrust restraints and pipe supports. Any conflicts with existing structures and utilities due to field conditions encountered that will impact construction shall be brought to the attention of the Engineer, so as not to delay construction, along with detailed locations of conflicting structures and utilities and suggested solutions to resolve the conflict for Engineer review and approval.
- Contractor shall protect existing buried and above ground structures and utilities that are to remain during construction of the water main and thrust restraints. The cost of such protection shall be considered included within the cost of the respective pay item.
- New permanent concrete thrust restraints shall have been in place for a minimum of 28 days and shall have achieved a minimum 28 day compressive strength of 4000 psi prior to pressure testing pipe with water.
- Maximum test pressure for water mains = 100 psi.
- Fitting bends shall not be encased in concrete unless otherwise noted on the drawings. Minor adjustments to concrete dimensions and reinforcing bars shown may be required in the field and shall be considered included within the cost of the respective pay item.
- Trench excavation and backfill for thrust restraint shall be considered included within the cost of the Ductile Iron Water Main, Mechanical Joint, 16" pay item.
- Mechanical reinforcing bar splices, where shown or required, shall be considered included within the cost of Reinforcement Bars, Epoxy Coated.
- Contractor shall review Geotechnical Report and boring logs in his selection of methods to support the excavation in the various stages of shaft drilling, cleaning and concrete placement dependent on the boring logs and site conditions encountered. Surface water shall not be permitted to enter the hole. The Contractor shall comply with the requirements of the Illinois Department of Transportation (IDOT) and the various infrastructure departments of the City of Chicago, including, but not limited to, the Chicago Department of Transportation (CDOT), the Office of Underground Coordination (OUC) and the Department of Water Management (DWM).
- Shafts must be drilled into very stiff silty clay to silty clay loam with a minimum net allowable soil bearing capacity of 2000 PSF, however, the drilled shaft shall not be less than 50 feet in length for DS1 & 41 feet in length for DS2
- Concrete Cover:
  - Concrete placed against earth - 3"
  - Concrete in contact with earth - 2"
- All work to conform to IDOT Standard Specifications for Road and Bridge Construction, latest edition.
- Work this sheet with Sheet No. 65.

**THRUST RESTRAINTS  
BILL OF MATERIAL**

| Bar                              | No. | Size    | Length   | Shape |
|----------------------------------|-----|---------|----------|-------|
| h(E)                             | 20  | #6      | 3'-6"    | —     |
| h(E)                             | 32  | #6      | 2'-6"    | —     |
| h2(E)                            | 11  | #6      | 13'-6"   | U     |
| h3(E)                            | 16  | #6      | 4'-6"    | U     |
| v(E)                             | 16  | #10     | 53'-6"   | —     |
| v(E)                             | 30  | #10     | 44'-6"   | —     |
| s(E)                             | 34  | #4      | 13'-8"   | ○     |
| s(E)                             | 84  | #4      | 10'-6"   | ○     |
| Item                             |     | Unit    | Quantity |       |
| Concrete Structures              |     | Cu. Yd. | 12       |       |
| Reinforcement Bars, Epoxy Coated |     | Pound   | 10,890   |       |
| Drilled Shaft In Soil            |     | Cu. Yd. | 56       |       |

**LEGEND**

DS - Drilled Shaft

**SCHEDULE FOR DRILLED SHAFTS IN SOIL**

| MARK | TOTAL QUANTITY | ELEV. @ WATERMAIN (FEET) | ELEV. TOP OF DRILLED SHAFT (FEET) | ELEV. BOTTOM OF DRILLED SHAFT (FEET) | MINIMUM DRILLED SHAFT LENGTH (FEET) | MINIMUM DRILLED SHAFT DIAMETER (FEET) | VERTICAL REINFORCEMENT BARS AT EACH SHAFT | CIRCULAR TIES AT EACH SHAFT | SECTION | THRUST RESTRAINT TYPE |
|------|----------------|--------------------------|-----------------------------------|--------------------------------------|-------------------------------------|---------------------------------------|---|-----------------------------|---------|-----------------------|
| DS1  | 1              | 587.37                   | 585.37                            | 535.37                               | 50'                                 | 4'-0"                                 | 16- #10 v(E)                              | 34- #4 s(E) at 18"          | E       | 1                     |
| DS2  | 3              | 587.47                   | 585.47                            | 544.47                               | 41'                                 | 3'-0"                                 | 10- #10 v(E)                              | 28- #4 s(E) at 18"          | F       | 2, 3                  |



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PLOT DATE = 3/20/2017

DESIGNED - AAG  
DRAWN - GF  
CHECKED - KWH/AAG  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

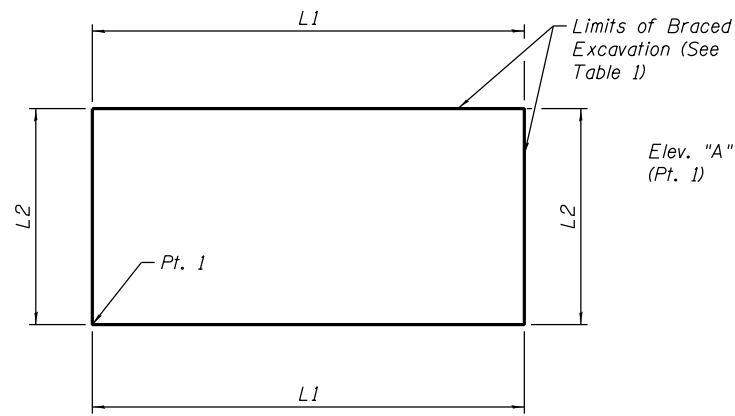
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WATER MAIN THRUST RESTRAINT DETAILS AND SECTIONS**

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 66        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

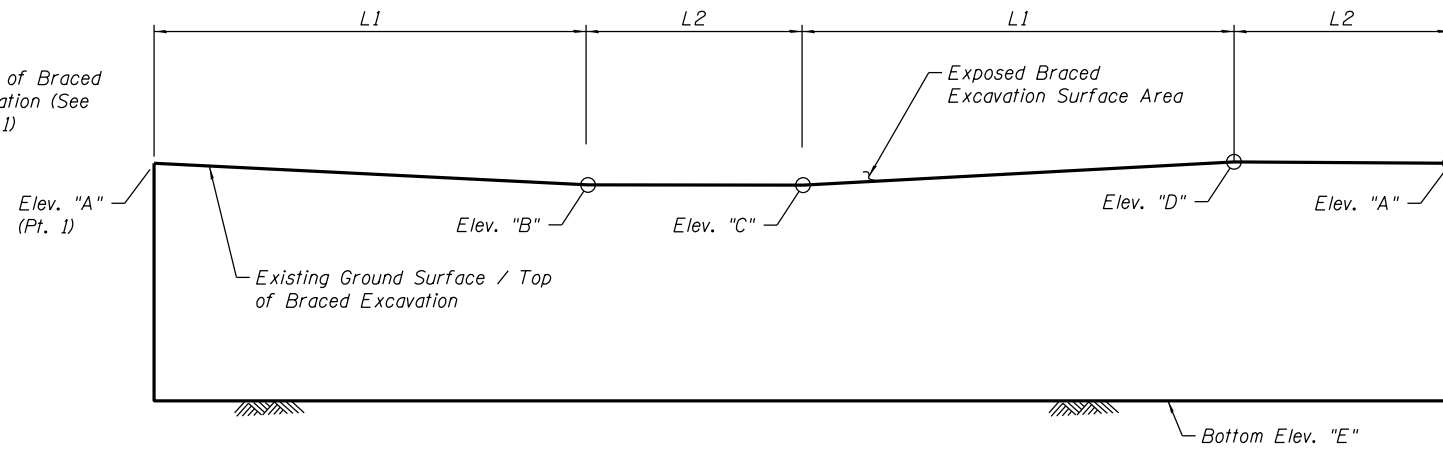
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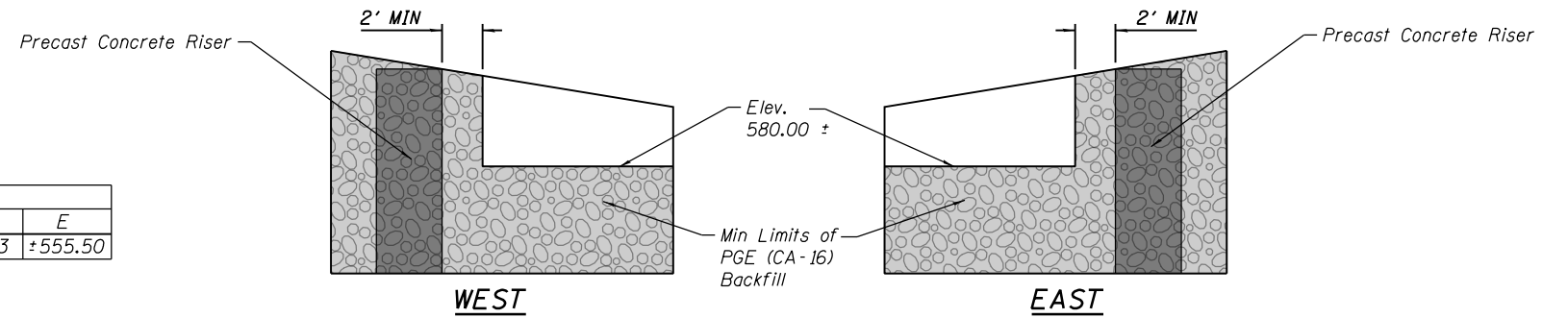
**SUGGESTED TEMPORARY SOIL RETENTION SYSTEM (T.S.R.S.) PLAN**  
(WEST RECEIVING PIT)

**TABLE 1**

| Pt. | Sta.       | Offset.   | L1 (ft) | L2 (ft) | Elevation |         |         |         |         |
|-----|------------|-----------|---------|---------|-----------|---------|---------|---------|---------|
|     |            |           |         |         | A         | B       | C       | D       | E       |
| 1   | 8211+68.25 | 84.27' RT | 24      | 20      | +592.83   | +587.62 | +587.62 | +592.83 | +555.50 |

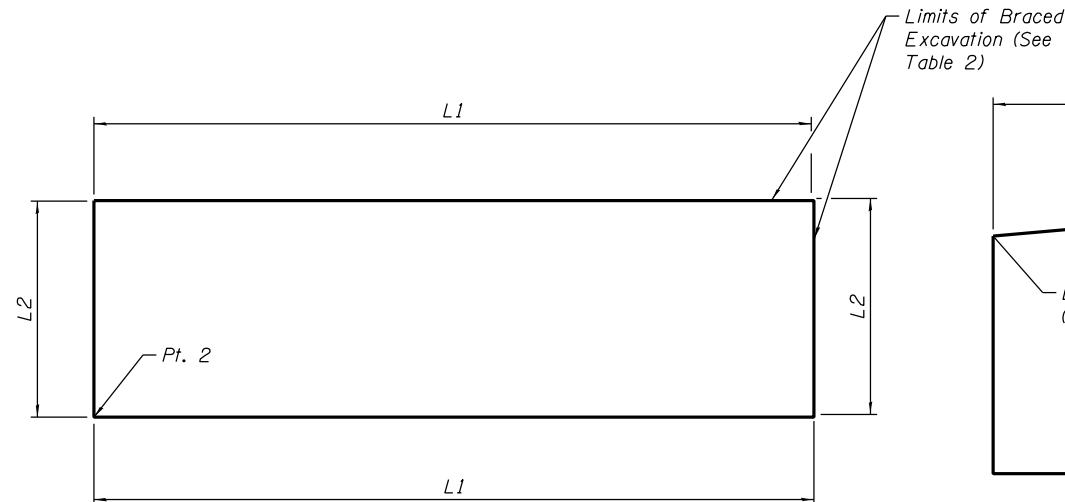


**SUGGESTED UNFOLDED T.S.R.S. ELEVATION**  
(Looking Upstation)



**WEST**

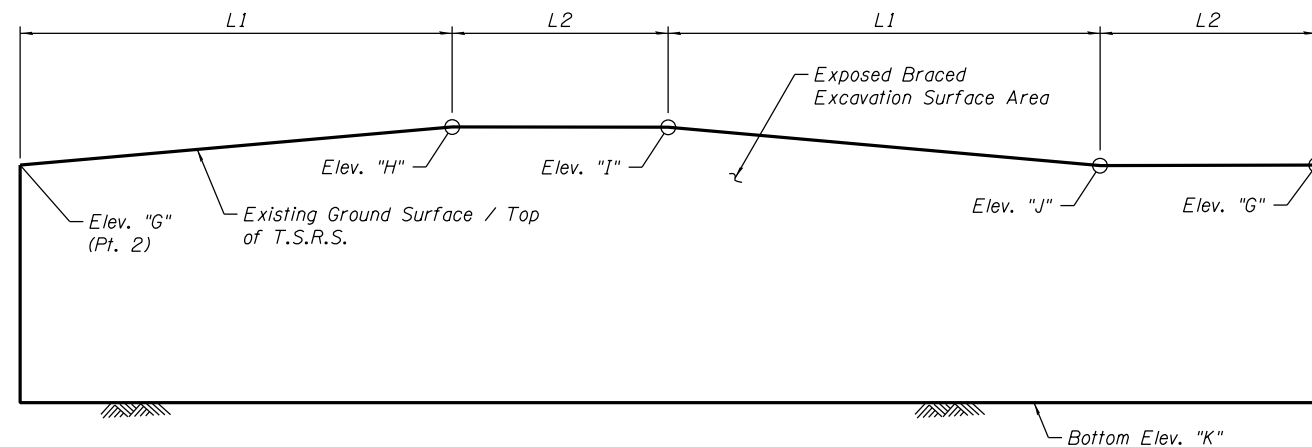
**EAST**



**SUGGESTED TEMPORARY SOIL RETENTION SYSTEM (T.S.R.S.) PLAN**  
(EAST AUGER PIT)

**TABLE 2**

| Pt. | Sta.       | Offset.   | L1 (ft) | L2 (ft) | Elevation |         |         |         |         |
|-----|------------|-----------|---------|---------|-----------|---------|---------|---------|---------|
|     |            |           |         |         | G         | H       | I       | J       | K       |
| 2   | 8214+66.93 | 83.36' RT | 40      | 20      | +585.58   | +593.23 | +593.23 | +585.58 | +555.50 |



**SUGGESTED UNFOLDED T.S.R.S. ELEVATION**  
(Looking Upstation)

**NOTES**

1. Temporary Soil Retention System layout and elevations provided are for contractor bidding purposes only. Exact layout and elevations of Temporary Soil Retention System (T.S.R.S) shall be determined by contractor in the field.
2. Excavation, backfilling (including PGE backfill), and bracing system and/or T.S.R.S. is included in the pay item "Steel Casing Pipe Augered and Jacked 30".
3. The bracing system for the T.S.R.S shall be installed without the use of impact-type pile drivers. The proposed equipment and procedures used for the installation of bracing system shall be submitted to the Engineer for approval prior to their use. If vibratory equipment utilized, the Contractor shall also submit documentation regarding the operating noise levels and operating vibration characteristics of the equipment proposed. The approval of the equipment and procedure by the Engineer does not guarantee the performance in the field of the equipment will be acceptable. If in the judgment of the Engineer, the noise and/or vibration effects exceed those required by the local residents, then the Contractor must halt production and find a remedy suitable to the Engineer. Threshold values for vibration monitoring are included in the special provision "CONSTRUCTION VIBRATION MONITORING". The costs incurred finding suitable equipment and procedures shall be included in the cost of "Steel Casing Pipe Augered and Jacked 30". No additional costs shall be paid for this effort.

D162A75-sht-SolRetSys



|                       |                |         |
|-----------------------|----------------|---------|
| USER NAME = dlshevoz  | DESIGNED - CRH | REVISED |
|                       | CHECKED - ATB  | REVISED |
| PLOT SCALE = N.T.S.   | DRAWN - CRH    | REVISED |
| PLOT DATE = 4/21/2017 | CHECKED - ATB  | REVISED |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED TEMPORARY SOIL RETENTION SYSTEM DETAIL  
JACKING & RECEIVING PITS**

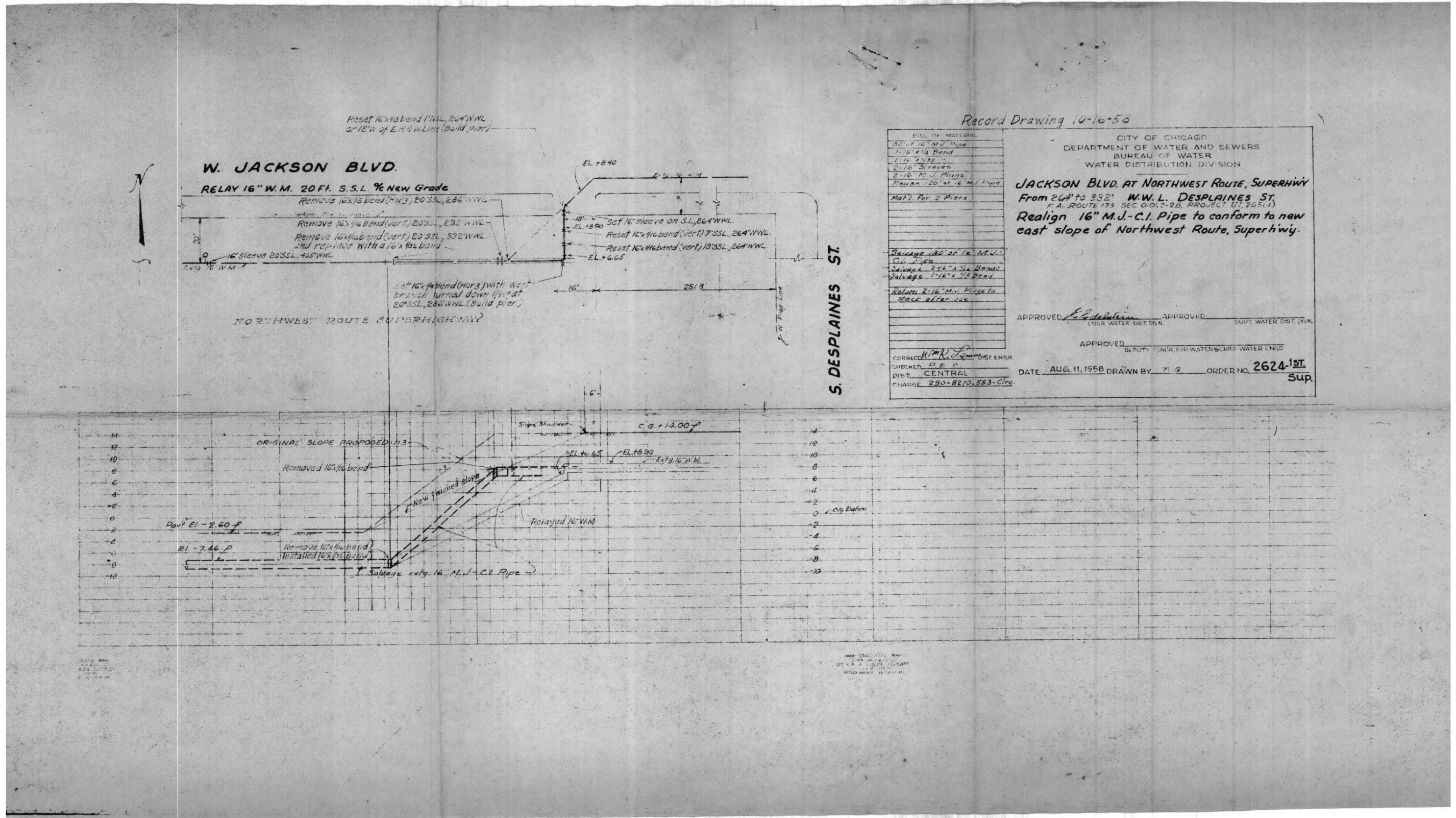
SHEET NO. S-1 OF S-1 SHEETS

|                          |                       |                |                           |                 |
|--------------------------|-----------------------|----------------|---------------------------|-----------------|
| F.A.I. RTE.<br>90/94/290 | SECTION<br>2015-021-I | COUNTY<br>COOK | TOTAL SHEETS<br>153       | SHEET NO.<br>67 |
| CONTRACT NO. 62A75       |                       |                | ILLINOIS FED. AID PROJECT |                 |





# FOR INFORMATION ONLY



Record Drawing 10-16-58

| BILL OF MATERIAL                           |  |
|--|--|
| 35' of 16" M.W. Pipe                       |  |
| 1-16" x 1/4 Bend                           |  |
| 1-16" x 1/2 Bend                           |  |
| 2-16" Sleeves                              |  |
| 2-16" M.J. Plugs                           |  |
| Reuse 120' of 16" M.W. Pipe                |  |
| Mat'l. for 2 Piers                         |  |
| Salvage 132' of 16" M.W. C.I. Pipe         |  |
| Salvage 276" x 1/4 Bend                    |  |
| Salvage 1-16" x 1/2 Bend                   |  |
| Return 2-16" M.W. Plugs to stock after use |  |

CITY OF CHICAGO  
DEPARTMENT OF WATER AND SEWERS  
BUREAU OF WATER  
WATER DISTRIBUTION DIVISION

**JACKSON BLVD. AT NORTHWEST ROUTE, SUPERHWY**  
From 264' to 332' W.W.L. DESPLAINES ST.  
F.A. ROUTE 173 SEC 0101.2-2B, PROJECT U1, 265(J)  
Realign 16" M.W. C.I. Pipe to conform to new east slope of Northwest Route, Superhwy.

APPROVED: *[Signature]* ENGR. WATER DIST. DIV. APPROVED: \_\_\_\_\_ SUPT. WATER DIST. DIV.

APPROVED: \_\_\_\_\_ DEPUTY COM'R. FOR WATER & CHIEF WATER ENGR.

CORRECTED: *[Signature]* DIST. ENGR.  
CHECKED: *[Signature]*  
DIST. CENTRAL  
CHARGE 290-8270.553-Circ.

DATE AUG. 11, 1958 DRAWN BY T. G. ORDER NO. 2624-1ST  
Sup.

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| PLOT SCALE = 48.0000' / in. | CHECKED -         | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

| WATER MAIN RECORD INFORMATION |                     |      |         |
|-------------------------------|---------------------|------|---------|
| SCALE:                        | SHEET 2 OF 2 SHEETS | STA. | TO STA. |

| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 90/94/290                 | 2015-021-I | COOK   | 153          | 69        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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### BORING LOG 1702-B-01

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.83 ft  
North: 1898849.46 ft  
East: 1171361.60 ft  
Station: 8211+87.78  
Offset: 18.3545 RT

Page 1 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf)  | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample No.  | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-----------------------|-----------|----------------------|------------------------|---|------------|-------------|-----------------------|----------|----------------------|
| 593.3                  | 6-inch thick, ASPHALT<br>--PAVEMENT--   |            |            |                       |           |                      | 573.3                  | Soft, gray CLAY LOAM, trace gravel  |            |             |                       |          |                      |
| 592.3                  | 12-inch thick, CONCRETE<br>--PAVEMENT--   |            |            |                       |           |                      |                        | -L <sub>c</sub> (%)=28, P <sub>L</sub> (%)=14--<br>--%Gravel=5.4--<br>--%Sand=23.0--<br>--%Silt=46.7--<br>--%Clay=24.8--<br>--A-6 (7)-- | 9          | 1<br>1<br>2 | 0.33<br>B             | 16       |                      |
| 590.6                  | Loose, brown and gray, fine and medium SAND, trace gravel<br>--FILL--                         |            | 1          | 3<br>3<br>3           | NP        | 12                   |                        | Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel   | 10         | 1<br>1<br>2 | 0.49<br>B             | 25       |                      |
|                        | Stiff to very stiff, brown and gray SILTY CLAY LOAM, trace gravel and sand layers<br>--FILL-- |            | 2          | 3<br>3<br>3           | 2.50<br>P | 17                   |                        |   | 11         | 0<br>3<br>2 | 0.57<br>B             | 24       |                      |
|                        |   |            | 3          | 2<br>1<br>2           | 1.25<br>P | 20                   |                        |   | 12         | 0<br>2<br>2 | 0.74<br>B             | 24       |                      |
|                        |   |            | 4          | 2<br>2<br>4           | 2.05<br>B | 23                   |                        |   | 13         | 1<br>2<br>2 | 0.41<br>B             | 25       |                      |
| 583.3                  | Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel                                   |            | 5          | 3<br>2<br>2           | 0.75<br>P | 27                   |                        |   | 14         | 2<br>3<br>4 | 0.49<br>B             | 25       |                      |
|                        |   |            | 6          | 0<br>0<br>0           | 0.41<br>B | 26                   |                        |   |            |             |                       |          |                      |
|                        |   |            | 7          | 0<br>2<br>2           | 0.33<br>B | 24                   |                        |   |            |             |                       |          |                      |
|                        |   |            | 8          | 0<br>0<br>2           | 0.41<br>B | 20                   |                        |   |            |             |                       |          |                      |

| GENERAL NOTES       |  |                   |            | WATER LEVEL DATA  |             |  |  |
|---------------------|--|-------------------|------------|---|-------------|--|--|
| Begin Drilling      | 06-17-2014                                     | Complete Drilling | 06-17-2014 | While Drilling  | Rotary wash |  |  |
| Drilling Contractor | Wang Testing Services                          | Drill Rig         | B-57 TMR   | At Completion of Drilling   | NA          |  |  |
| Driller             | N&K  | Logger            | A. Happel  | Time After Drilling   | NA          |  |  |
| Checked by          | C. Marin                                       |                   |            | Depth to Water  | NA          |  |  |
| Drilling Method     | 3.25"HSA to 10', mud rotary thereafter, boring |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |             |  |  |
|                     | backfilled upon completion                     |                   |            |   |             |  |  |



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### BORING LOG 1702-B-01

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.83 ft  
North: 1898849.46 ft  
East: 1171361.60 ft  
Station: 8211+87.78  
Offset: 18.3545 RT

Page 2 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                               | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf)  | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample No.    | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-----------------------|-----------|----------------------|------------------------|---|------------|---------------|-----------------------|----------|----------------------|
| 552.1                  | Stiff, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel |            |            |                       |           |                      | 527.1                  | Medium stiff to very stiff, gray CLAY, trace gravel                           |            |               |                       |          |                      |
|                        |   |            | 15         | 3<br>4<br>6           | 1.39<br>B | 17                   |                        |   | 19         | 5<br>7<br>14  | 0.75<br>P             | 22       |                      |
|                        |   |            | 16         | 2<br>4<br>3           | 1.39<br>B | 16                   |                        |   | 20         | 5<br>7<br>8   | 2.21<br>B             | 24       |                      |
| 542.1                  | Soft to stiff, gray SILTY CLAY, trace gravel            |            |            |                       |           |                      | 517.1                  | Medium dense to very dense, gray, fine SAND and SILT laminations<br>--Moist-- |            |               |                       |          |                      |
|                        |   |            | 17         | 4<br>6<br>6           | 0.49<br>B | 21                   |                        |   | 21         | 3<br>4<br>5   | 0.82<br>B             | 30       |                      |
|                        |   |            | 18         | 5<br>9<br>17          | 1.00<br>P | 22                   |                        |   | 22         | 10<br>7<br>11 | NP                    | 22       |                      |

| GENERAL NOTES       |  |                   |            | WATER LEVEL DATA  |             |  |  |
|---------------------|--|-------------------|------------|---|-------------|--|--|
| Begin Drilling      | 06-17-2014                                     | Complete Drilling | 06-17-2014 | While Drilling  | Rotary wash |  |  |
| Drilling Contractor | Wang Testing Services                          | Drill Rig         | B-57 TMR   | At Completion of Drilling   | NA          |  |  |
| Driller             | N&K  | Logger            | A. Happel  | Time After Drilling   | NA          |  |  |
| Checked by          | C. Marin                                       |                   |            | Depth to Water  | NA          |  |  |
| Drilling Method     | 3.25"HSA to 10', mud rotary thereafter, boring |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |             |  |  |
|                     | backfilled upon completion                     |                   |            |   |             |  |  |

FILE PATH = F:\6285727\000\_CAD\_008\_Structural\62857275\Submittal\Bor.mgd\162857275-SHT-BORING-01.dgn



D162857275-SHT-BORING-01.dgn  
USER NAME = floresg  
PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - I

SCALE: SHEET 1 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 70        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |





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### BORING LOG 1702-B-01

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.83 ft  
North: 1898849.46 ft  
East: 1171361.60 ft  
Station: 8211+87.78  
Offset: 18.3545 RT

Page 3 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                         | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                           | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-----------------------|----------|----------------------|------------------------|---|------------|------------|-----------------------|----------|----------------------|
| 502.1                  | Dense to very dense, gray SILTY LOAM<br>--Moist-- | 85         | 23         | 50/5                  | NR       |                      | 487.8                  | --AUGER REFUSAL--<br>Boring terminated at 106.00 ft | 105        | 27         | 23<br>32<br>25        | NP       | 24                   |
|                        |   | 90         | 24         | 20<br>21<br>32        | NP       | 20                   |                        |   | 110        |            |                       |          |                      |
|                        |   | 95         | 25         | 22<br>23<br>23        | NP       | 23                   |                        |   | 115        |            |                       |          |                      |
|                        |   | 100        | 26         | 18<br>27<br>27        | NP       | 19                   |                        |   | 120        |            |                       |          |                      |

| GENERAL NOTES       |  |                   |            | WATER LEVEL DATA  |             |  |  |
|---------------------|--|-------------------|------------|---|-------------|--|--|
| Begin Drilling      | 06-17-2014   | Complete Drilling | 06-17-2014 | While Drilling  | Rotary wash |  |  |
| Drilling Contractor | Wang Testing Services  | Drill Rig         | B-57 TMR   | At Completion of Drilling   | NA          |  |  |
| Driller             | N&K  | Logger            | A. Happel  | Time After Drilling   | NA          |  |  |
| Checked by          | C. Marin   |                   |            | Depth to Water  | NA          |  |  |
| Drilling Method     | 3.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |             |  |  |



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### BORING LOG 1702-B-02

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 577.38 ft  
North: 1898807.43 ft  
East: 1171517.63 ft  
Station: 6145+06.52  
Offset: 5.1113 RT

Page 1 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|------------|-----------------------|----------|----------------------|
| 577.0                  | 5-inch thick, ASPHALT<br>--PAVEMENT--                                  |            |            |                       |          |                      |                        |                           |            |            |                       |          |                      |
| 576.4                  | 7-inch thick, CONCRETE<br>--PAVEMENT--                                 |            |            |                       |          |                      |                        |                           |            |            |                       |          |                      |
|                        | Grayish white CRUSHED STONE<br>--BASE COURSE--                         |            | 9          | 0<br>0<br>0           | 0.33 B   | 26                   |                        |                           |            |            |                       |          |                      |
| 574.0                  | Medium stiff, brown and gray SILTY CLAY LOAM, trace gravel<br>--FILL-- |            | 10         | 0<br>0<br>0           | 0.33 B   | 26                   |                        |                           |            |            |                       |          |                      |
| 571.9                  | Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel            |            | 11         | 1<br>2<br>3           | 0.49 B   | 24                   |                        |                           |            |            |                       |          |                      |
|                        |  |            | 12         | 0<br>2<br>3           | 0.74 B   | 24                   |                        |                           |            |            |                       |          |                      |
|                        |  |            | 13         | 1<br>3<br>6           | 1.07 B   | 20                   |                        |                           |            |            |                       |          |                      |
|                        |  |            | 14         | 3<br>6<br>9           | 2.38 B   | 21                   |                        |                           |            |            |                       |          |                      |

| GENERAL NOTES       |  |                   |            | WATER LEVEL DATA  |             |  |  |
|---------------------|--|-------------------|------------|---|-------------|--|--|
| Begin Drilling      | 07-13-2014   | Complete Drilling | 07-23-2014 | While Drilling  | Rotary wash |  |  |
| Drilling Contractor | Wang Testing Services  | Drill Rig         | D-50 TMR   | At Completion of Drilling   | NA          |  |  |
| Driller             | R&J  | Logger            | S. Woods   | Time After Drilling   | NA          |  |  |
| Checked by          | C. Marin   |                   |            | Depth to Water  | NA          |  |  |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |             |  |  |

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PLOT SCALE = 0:2 '1" = 1"  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - II

SCALE: SHEET 2 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 71        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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### BORING LOG 1702-B-02

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 577.38 ft  
North: 1898807.43 ft  
East: 1171517.63 ft  
Station: 6145+06.52  
Offset: 5.1113 RT

Page 2 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                          | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf)  | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                             | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|-----------|----------------------|------------------------|---|------------|----------------------|------------|-----------------------|----------|----------------------|
| 515.6                  | Medium dense, gray SILTY LOAM, trace gravel; moist | 45         | X                    | 15         | 6<br>10<br>13         | 1.00<br>P | 24                   | 510.6                  | Dense, brown fine to medium SAND, trace gravel; moist | 65         | X                    | 19         | 6<br>9<br>9           | NP       | 13                   |
| 505.6                  | Very dense, gray GRAVELLY SAND; moist              | 55         | X                    | 17         | 5<br>7<br>9           | 3.36<br>B | 24                   | 505.6                  | Very dense, gray GRAVELLY SAND; moist                 | 75         | X                    | 21         | 50/5                  | NP       | 12                   |
| 520.6                  | Medium stiff, gray CLAY, trace gravel              | 60         | X                    | 18         | 1<br>2<br>3           | 0.82<br>B | 28                   | 510.6                  | Dense, brown fine to medium SAND, trace gravel; moist | 70         | X                    | 20         | 13<br>21<br>28        | NP       | 15                   |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA           |             |   |    |
|---------------------|---|-------------------|------------|----------------------------|-------------|---|----|
| Begin Drilling      | 07-13-2014                                      | Complete Drilling | 07-23-2014 | While Drilling             | Rotary wash | At Completion of Drilling   | NA |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-50 TMR   | Time After Drilling        | NA          | Depth to Water  | NA |
| Driller             | R&J   | Logger            | S. Woods   | Checked by                 | C. Marin    | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |    |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring |                   |            | backfilled upon completion |             |   |    |



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### BORING LOG 1702-B-02

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 577.38 ft  
North: 1898807.43 ft  
East: 1171517.63 ft  
Station: 6145+06.52  
Offset: 5.1113 RT

Page 3 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION                                      | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|--|------------|----------------------|------------|-----------------------|----------|----------------------|
| 495.6                  | Very dense, gray SILT; moist                                   | 85         | X                    | 23         | 40<br>56<br>40/1      | NP       | 20                   | 475.4                  | Boring terminated at 102.00 ft   | 105        |                      |            |                       |          |                      |
| 489.4                  | --difficult drilling from 88.0 feet--<br>--WEATHERED BEDROCK-- | 90         |                      | 24         | 50/2                  | NR       |                      | 485.4                  | Strong, light gray, fair rock mass quality, bedded fresh DOLOSTONE, up to 18-inch beds, 4-inch spaced joints, horizontal joints with none or less than 0.2-inch infilling, hard joint wall, with stylolitic surfaces, and moderately vuggy porosity. | 95         |                      |            |                       |          |                      |
| 485.4                  | --Run 1 - RECOVERY=99%--<br>--RQD=57%--<br>--Qu = 10,280 psi-- | 100        |                      | 1          |                       |          |                      |                        |  | 115        |                      |            |                       |          |                      |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA           |             |   |    |
|---------------------|---|-------------------|------------|----------------------------|-------------|---|----|
| Begin Drilling      | 07-13-2014                                      | Complete Drilling | 07-23-2014 | While Drilling             | Rotary wash | At Completion of Drilling   | NA |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-50 TMR   | Time After Drilling        | NA          | Depth to Water  | NA |
| Driller             | R&J   | Logger            | S. Woods   | Checked by                 | C. Marin    | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |    |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring |                   |            | backfilled upon completion |             |   |    |

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D16285727-SHT-BORING-03.dgn  
USER NAME = floresg  
PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - III

SCALE: SHEET 3 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 72        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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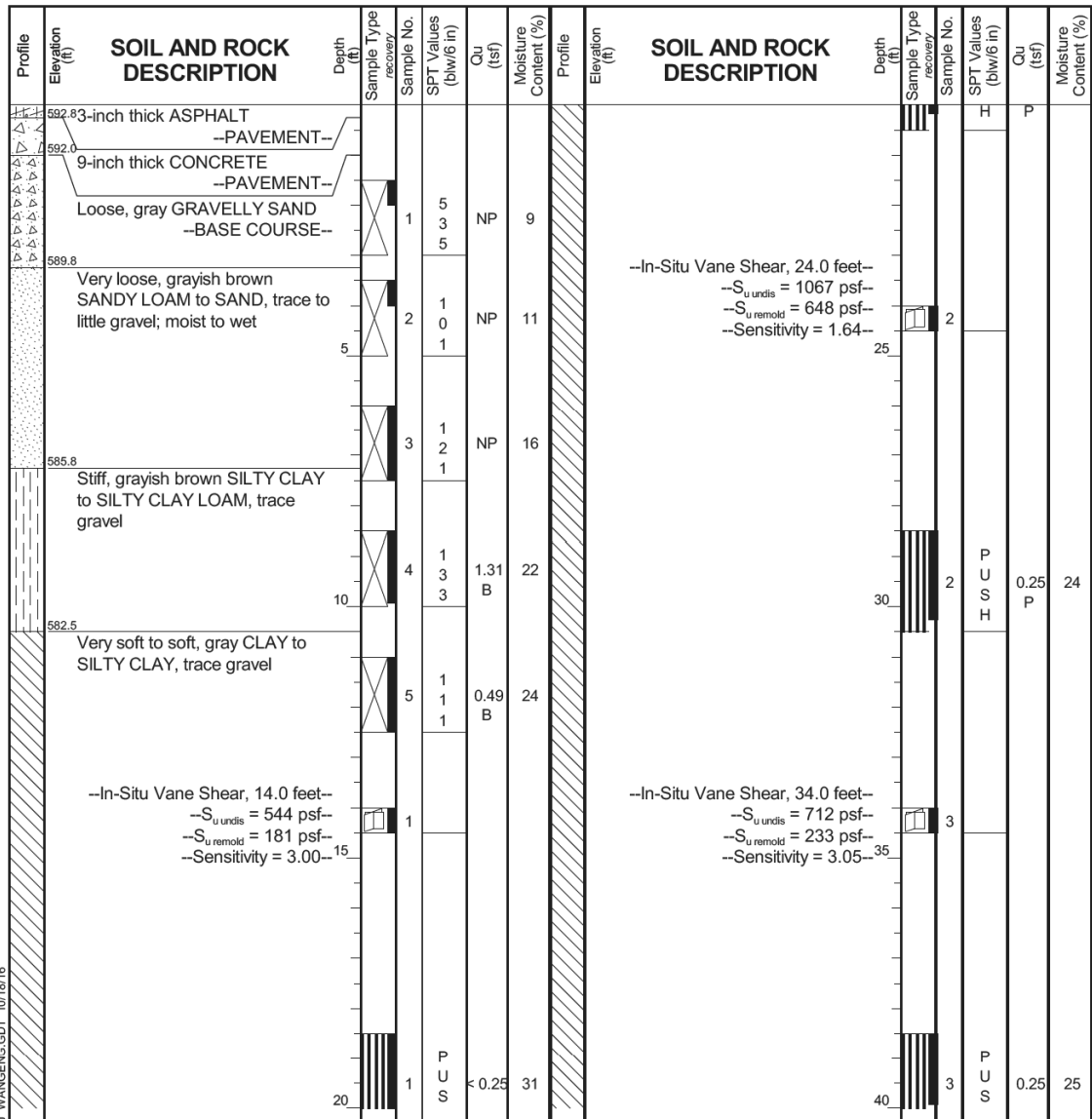
### BORING LOG 1702-B-03

WEI Job No.: 1100-04-01

Client **AECOM**  
Project **Circle Interchange Reconstruction**  
Location **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.01 ft  
North: 1898890.82 ft  
East: 1171649.04 ft  
Station: 8214+76.16  
Offset: 15.8644 LT

Page 1 of 3



| GENERAL NOTES       |   |                   | WATER LEVEL DATA |                           |             |
|---------------------|---|-------------------|------------------|---------------------------|-------------|
| Begin Drilling      | 06-26-2014                                      | Complete Drilling | 06-26-2014       | While Drilling            | Rotary wash |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-50 TMR         | At Completion of Drilling | NA          |
| Driller             | R&J   | Logger            | S. Woods         | Time After Drilling       | NA          |
| Checked by          | C. Marin  | Depth to Water    | NA               |                           |             |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring |                   |                  |                           |             |
|                     | backfilled upon completion                      |                   |                  |                           |             |



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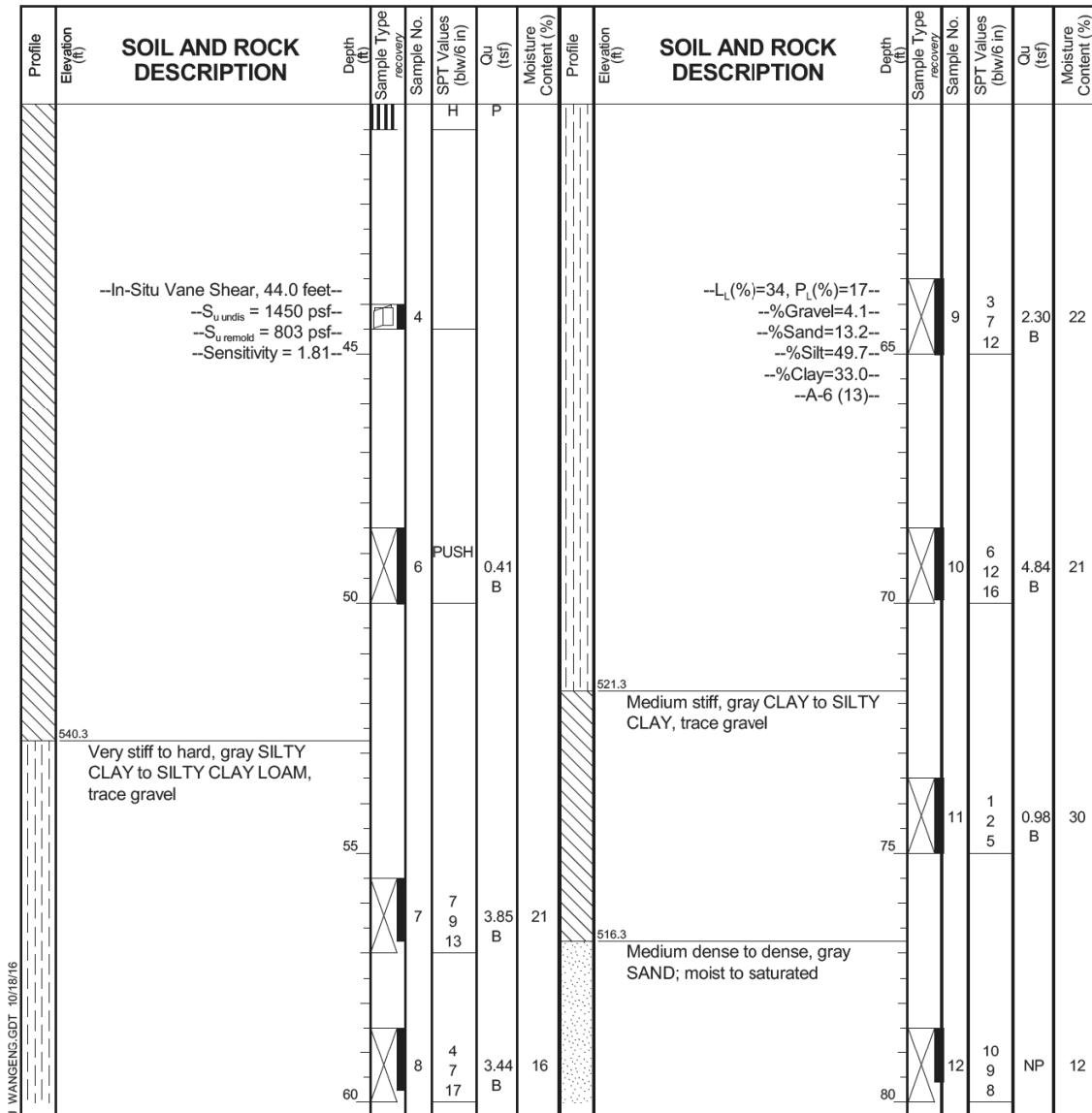
### BORING LOG 1702-B-03

WEI Job No.: 1100-04-01

Client **AECOM**  
Project **Circle Interchange Reconstruction**  
Location **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.01 ft  
North: 1898890.82 ft  
East: 1171649.04 ft  
Station: 8214+76.16  
Offset: 15.8644 LT

Page 2 of 3



| GENERAL NOTES       |   |                   | WATER LEVEL DATA |                           |             |
|---------------------|---|-------------------|------------------|---------------------------|-------------|
| Begin Drilling      | 06-26-2014                                      | Complete Drilling | 06-26-2014       | While Drilling            | Rotary wash |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-50 TMR         | At Completion of Drilling | NA          |
| Driller             | R&J   | Logger            | S. Woods         | Time After Drilling       | NA          |
| Checked by          | C. Marin  | Depth to Water    | NA               |                           |             |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring |                   |                  |                           |             |
|                     | backfilled upon completion                      |                   |                  |                           |             |

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PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - IV

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 73        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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### BORING LOG 1702-B-03

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 593.01 ft  
North: 1898890.82 ft  
East: 1171649.04 ft  
Station: 8214+76.16  
Offset: 15.8644 LT

Page 3 of 3

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|------------|-----------------------|----------|----------------------|------------------------|---|------------|------------|-----------------------|----------|----------------------|
| 591.8                  | 6-inch thick, dark brown SANDY LOAM<br>--TOPSOIL--                         |            |            |                       |          |                      | 491.3                  | Very dense, gray GRAVELLY SILTY LOAM; wet   |            |            |                       |          |                      |
|                        | Loose, brown GRAVELLY SANDY LOAM<br>--FILL--                               |            | 1          | 6 3 3                 | NP       | 13                   |                        |   |            |            |                       |          |                      |
| 589.3                  | Loose to medium dense, brown and gray, fine SAND, trace gravel<br>--FILL-- |            | 2          | 4 4 6                 | NP       | 10                   | 489.0                  | Dolostone fragments in the head of the spoon<br>--difficult drilling from 104 feet--<br>--WEATHERED BEDROCK-- | 85         | 13         | 16 15                 | NP       | 17                   |
|                        |  |            | 3          | 10 5 3                | NP       | 19                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 4          | 5 2 2                 | 0.80 B   | 19                   | 484.5                  | --ROLLER BIT REFUSAL--<br>Boring terminated at 108.50 ft  | 90         | 14         | 19 25                 | NP       | 20                   |
|                        |  |            | 5          | 2 2 2                 | 0.33 B   | 26                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 6          | 1 1 2                 | 0.16 B   | 27                   |                        |   |            |            |                       |          |                      |
| 584.3                  | Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel           |            | 7          | 0 2 1                 | 0.33 B   | 25                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 8          | 1 2 3                 | 0.41 B   | 20                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 9          | 2 2 4                 | 0.57 B   | 22                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 10         | 2 2 3                 | 0.41 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 11         | 2 2 3                 | 0.41 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 12         | 1 2 2                 | 0.32 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 13         | 0 2 3                 | 0.33 B   | 25                   | 499.0                  | Dense, gray SILT; saturated   | 95         | 15         | 17 18                 | NP       | 25                   |
|                        |  |            | 14         | 18 21 22              | NP       | 15                   | 496.3                  | Dense, brown GRAVELLY SAND; wet   | 100        | 16         | 21 22                 | NP       | 15                   |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA  |             |  |  |
|---------------------|---|-------------------|------------|---|-------------|--|--|
| Begin Drilling      | 06-26-2014                                      | Complete Drilling | 06-26-2014 | While Drilling  | Rotary wash |  |  |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-50 TMR   | At Completion of Drilling   | NA          |  |  |
| Driller             | R&J   | Logger            | S. Woods   | Time After Drilling   | NA          |  |  |
| Checked by          | C. Marin  |                   |            | Depth to Water  | NA          |  |  |
| Drilling Method     | 2.25" SSA to 10', mud rotary thereafter, boring |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |             |  |  |
|                     | backfilled upon completion                      |                   |            |   |             |  |  |



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### BORING LOG 23-RWB-05

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 592.28 ft  
North: 1898793.23 ft  
East: 1171675.68 ft  
Station: 6337+31.20  
Offset: 54.1130 RT

Page 1 of 2

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|------------|-----------------------|----------|----------------------|------------------------|---|------------|------------|-----------------------|----------|----------------------|
| 591.8                  | 6-inch thick, dark brown SANDY LOAM<br>--TOPSOIL--                         |            |            |                       |          |                      | 491.3                  | Very dense, gray GRAVELLY SILTY LOAM; wet   |            |            |                       |          |                      |
|                        | Loose, brown GRAVELLY SANDY LOAM<br>--FILL--                               |            | 1          | 6 3 3                 | NP       | 13                   |                        |   |            |            |                       |          |                      |
| 589.3                  | Loose to medium dense, brown and gray, fine SAND, trace gravel<br>--FILL-- |            | 2          | 4 4 6                 | NP       | 10                   | 489.0                  | Dolostone fragments in the head of the spoon<br>--difficult drilling from 104 feet--<br>--WEATHERED BEDROCK-- | 85         | 13         | 16 15                 | NP       | 17                   |
|                        |  |            | 3          | 10 5 3                | NP       | 19                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 4          | 5 2 2                 | 0.80 B   | 19                   | 484.5                  | --ROLLER BIT REFUSAL--<br>Boring terminated at 108.50 ft  | 90         | 14         | 19 25                 | NP       | 20                   |
|                        |  |            | 5          | 2 2 2                 | 0.33 B   | 26                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 6          | 1 1 2                 | 0.16 B   | 27                   |                        |   |            |            |                       |          |                      |
| 584.3                  | Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel           |            | 7          | 0 2 1                 | 0.33 B   | 25                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 8          | 1 2 3                 | 0.41 B   | 20                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 9          | 2 2 4                 | 0.57 B   | 22                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 10         | 2 2 3                 | 0.41 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 11         | 2 2 3                 | 0.41 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 12         | 1 2 2                 | 0.32 B   | 24                   |                        |   |            |            |                       |          |                      |
|                        |  |            | 13         | 0 2 3                 | 0.33 B   | 25                   | 499.0                  | Dense, gray SILT; saturated   | 95         | 15         | 17 18                 | NP       | 25                   |
|                        |  |            | 14         | 3 3 3                 | 0.41 B   | 24                   | 496.3                  | Dense, brown GRAVELLY SAND; wet   | 100        | 16         | 21 22                 | NP       | 15                   |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA  |                   |  |  |
|---------------------|---|-------------------|------------|---|-------------------|--|--|
| Begin Drilling      | 08-18-2014                                      | Complete Drilling | 08-18-2014 | While Drilling  | 5.50 ft           |  |  |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | D-25 ATV   | At Completion of Drilling   | unable to measure |  |  |
| Driller             | P&N   | Logger            | H. Bista   | Time After Drilling   | NA                |  |  |
| Checked by          | C. Marin  |                   |            | Depth to Water  | NA                |  |  |
| Drilling Method     | 2.25" HSA to 10', mud rotary thereafter, boring |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |                   |  |  |
|                     | backfilled upon completion                      |                   |            |   |                   |  |  |

FILE PATH = F:\6285727\000\_CAD\_008\_Structural\62857275\Submittal\Bor.mgd\1628275-SHT-BORING-05.dgn



D162875-SHT-BORING-05.dgn  
USER NAME = floresg  
PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - V

SCALE: SHEET 5 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 74        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



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### BORING LOG 23-RWB-05

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 592.28 ft  
North: 1898793.23 ft  
East: 1171675.68 ft  
Station: 6337+31.20  
Offset: 54.1130 RT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf)  | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|-----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 592.8                  | Black SILTY LOAM --TOPSOIL--   |            |                      |            |                       |           |                      |                        |                           |            |                      |            |                       |          |                      |
| 582.8                  | Very stiff, gray SILTY CLAY LOAM, trace gravel --FILL--                          |            |                      |            |                       |           |                      |                        |                           |            |                      |            |                       |          |                      |
| 580.3                  | Very stiff, gray SILTY CLAY LOAM, trace gravel                                   | 45         |                      | 15         | 3<br>3<br>5           | 0.74<br>B | 25                   |                        |                           |            |                      |            |                       |          |                      |
| 545.5                  | Medium stiff to stiff, gray SILTY CLAY to SILTY CLAY LOAM, little to some gravel | 50         |                      | 16         | 4<br>10<br>11         | 0.82<br>B | 25                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 55         |                      | 17         | 4<br>6<br>7           | 0.90<br>B | 22                   |                        |                           |            |                      |            |                       |          |                      |
| 532.3                  |  | 60         |                      | 18         | 10<br>16<br>14        | 1.39<br>B | 19                   |                        |                           |            |                      |            |                       |          |                      |

| GENERAL NOTES   |  |                   |            | WATER LEVEL DATA          |                   |  |  |
|---|--|-------------------|------------|---------------------------|-------------------|--|--|
| Begin Drilling  | 08-18-2014   | Complete Drilling | 08-18-2014 | While Drilling            | 5.50 ft           |  |  |
| Drilling Contractor   | Wang Testing Services  | Drill Rig         | D-25 ATV   | At Completion of Drilling | unable to measure |  |  |
| Driller   | P&N  | Logger            | H. Bista   | Time After Drilling       | NA                |  |  |
| Drilling Method   | 2.25" HSA to 10", mud rotary thereafter, boring backfilled upon completion |                   |            | Depth to Water            | NA                |  |  |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |  |                   |            |                           |                   |  |  |



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### BORING LOG 23-RWB-05HA

WEI Job No.: 1100-04-01

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

Datum: NAVD 88  
Elevation: 583.84 ft  
North: 1898780.96 ft  
East: 1171640.86 ft  
Station: 6337+25.29  
Offset: 17.6471 RT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf)  | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|-----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 582.8                  | Black SILTY LOAM --TOPSOIL--                                     |            |                      |            |                       |           |                      |                        |                           |            |                      |            |                       |          |                      |
| 580.3                  | Very stiff, gray SILTY CLAY LOAM, trace gravel --FILL--          |            |                      |            |                       |           |                      |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 15         |                      | 1          |                       | NP        | 16                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 20         |                      | 2          |                       | 2.00<br>P | 16                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 35         |                      | 3          |                       | 2.50<br>P | 18                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 45         |                      | 4          |                       | 2.00<br>P | 18                   |                        |                           |            |                      |            |                       |          |                      |
| 575.8                  | Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel | 50         |                      | 5          |                       | 0.50<br>P | 19                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 60         |                      | 6          |                       | 0.75<br>P | 19                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 70         |                      | 7          |                       | 0.25<br>P | 21                   |                        |                           |            |                      |            |                       |          |                      |
|                        |  | 80         |                      | 8          |                       | 0.25<br>P | 22                   |                        |                           |            |                      |            |                       |          |                      |
| 567.8                  | Boring terminated at 16.00 ft                                    |            |                      |            |                       |           |                      |                        |                           |            |                      |            |                       |          |                      |

| GENERAL NOTES   |                                      |                   |             | WATER LEVEL DATA          |     |  |  |
|---|--------------------------------------|-------------------|-------------|---------------------------|-----|--|--|
| Begin Drilling  | 07-28-2014                           | Complete Drilling | 07-28-2014  | While Drilling            | DRY |  |  |
| Drilling Contractor   | Wang Testing Services                | Drill Rig         | Geoprobe HA | At Completion of Drilling | DRY |  |  |
| Driller   | K&K                                  | Logger            | F. Bozga    | Time After Drilling       | NA  |  |  |
| Drilling Method   | 1" IDA Pneumatic Geoprobe LB Sampler |                   |             | Depth to Water            | NA  |  |  |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |                                      |                   |             |                           |     |  |  |

FILE PATH = F:\6285727\000\_CAD\_008\_Structure\62857275\Submittal\Borings\62857275-SHT-BORING-06.dgn



D162A75-SHT-BORING-06.dgn  
USER NAME = floresg  
PLOT SCALE = 0.2" = 1' / in.  
PLOT DATE = 3/17/2017

|            |            |           |  |
|------------|------------|-----------|--|
| DESIGNED - | ATB        | REVISED - |  |
| DRAWN -    | GF         | REVISED - |  |
| CHECKED -  | ATB        | REVISED - |  |
| DATE -     | 03/21/2017 | REVISED - |  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - VI

SCALE: SHEET 6 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 75        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |





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### BORING LOG VST-02

Page 2 of 2

WEI Job No.: 1100-04-01

Datum: NAVD 88  
Elevation: 585.26 ft  
North: 1899543.57 ft  
East: 1171652.91 ft  
Station: 8415+02.96  
Offset: 258.109 RT

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION   | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
|                        | --In-Situ Vane Shear, 40.5 feet--<br>-- $S_{u\text{ undr}} = 1277.7$ psf--<br>-- $S_{u\text{ remold}} = 808.1$ psf--<br>--Sensitivity = 1.6-- |            |                      | 13         | VS                    |          |                      |                        |                           |            |                      |            |                       |          |                      |
| 541.8                  | --In-Situ Vane Shear, 43.0 feet--<br>-- $S_{u\text{ undr}} > 1750$ psf--<br>Boring terminated at 43.50 ft                                     |            |                      | 14         | VS                    |          |                      |                        |                           |            |                      |            |                       |          |                      |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA  |                   |  |  |
|---------------------|---|-------------------|------------|---|-------------------|--|--|
| Begin Drilling      | 12-04-2015                                      | Complete Drilling | 12-05-2015 | While Drilling  | Rotary wash       |  |  |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | CME-55 TMR | At Completion of Drilling   | unable to measure |  |  |
| Driller             | R&N   | Logger            | I. Mohamud | Time After Drilling   | NA                |  |  |
| Drilling Method     | 2.25" HSA to 10', mud rotary thereafter, boring |                   |            | Depth to Water  | NA                |  |  |
|                     | backfilled upon completion                      |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |                   |  |  |



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### BORING LOG VST-06

Page 1 of 2

WEI Job No.: 1100-04-01

Datum: NAVD 88  
Elevation: 585.69 ft  
North: 1898109.29 ft  
East: 1171902.18 ft  
Station: 5213+64.18  
Offset: 85.921 RT

Client: **AECOM**  
Project: **Circle Interchange Reconstruction**  
Location: **Section 17, T39N, R14E of 3rd PM**

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf)    | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|-------------|----------------------|------------------------|--|------------|----------------------|------------|-----------------------|----------|----------------------|
|                        | Hard, brown SILTY CLAY LOAM, trace gravel  |            |                      |            |                       |             |                      |                        | --In-Situ Vane Shear, 20.5 feet--<br>-- $S_{u\text{ undr}} = 775.4$ psf--<br>-- $S_{u\text{ remold}} = 360.4$ psf--<br>--Sensitivity = 2.2-- |            |                      | 5          | VS                    |          |                      |
|                        | --FILL--   |            |                      |            |                       |             |                      |                        | --In-Situ Vane Shear, 23.0 feet--<br>-- $S_{u\text{ undr}} = 600.6$ psf--<br>-- $S_{u\text{ remold}} = 305.8$ psf--<br>--Sensitivity = 2.0-- |            |                      | 6          | VS                    |          |                      |
|                        |  |            |                      | 1          | 7<br>6<br>6           | > 4.50<br>P | 16                   |                        |  |            |                      |            |                       |          |                      |
| 580.2                  | Soft, gray SILTY CLAY LOAM   |            |                      |            |                       |             |                      |                        | --In-Situ Vane Shear, 25.5 feet--<br>-- $S_{u\text{ undr}} = 578.8$ psf--<br>-- $S_{u\text{ remold}} = 316.7$ psf--<br>--Sensitivity = 1.8-- |            |                      | 7          | VS                    |          |                      |
|                        |  |            |                      | 2          | 1<br>2<br>3           | 0.41<br>B   | 23                   |                        |  |            |                      |            |                       |          |                      |
| 576.7                  |  |            |                      |            |                       |             |                      |                        | --In-Situ Vane Shear, 28.0 feet--<br>-- $S_{u\text{ undr}} = 611.6$ psf--<br>-- $S_{u\text{ remold}} = 338.5$ psf--<br>--Sensitivity = 1.8-- |            |                      | 8          | VS                    |          |                      |
|                        |  |            |                      |            |                       |             |                      |                        |  |            |                      |            |                       |          |                      |
|                        | --In-Situ Vane Shear, 10.5 feet--<br>-- $S_{u\text{ undr}} = 972.0$ psf--<br>-- $S_{u\text{ remold}} = 611.6$ psf--<br>--Sensitivity = 1.6-- |            |                      | 1          | VS                    |             |                      |                        | --In-Situ Vane Shear, 30.5 feet--<br>-- $S_{u\text{ undr}} = 786.3$ psf--<br>-- $S_{u\text{ remold}} = 382.2$ psf--<br>--Sensitivity = 2.1-- |            |                      | 9          | VS                    |          |                      |
|                        | --In-Situ Vane Shear, 13.0 feet--<br>-- $S_{u\text{ undr}} = 982.9$ psf--<br>-- $S_{u\text{ remold}} = 589.7$ psf--<br>--Sensitivity = 1.7-- |            |                      | 2          | VS                    |             |                      |                        | --In-Situ Vane Shear, 33.0 feet--<br>-- $S_{u\text{ undr}} = 698.9$ psf--<br>-- $S_{u\text{ remold}} = 404.1$ psf--<br>--Sensitivity = 1.7-- |            |                      | 10         | VS                    |          |                      |
|                        | --In-Situ Vane Shear, 15.5 feet--<br>-- $S_{u\text{ undr}} = 873.7$ psf--<br>-- $S_{u\text{ remold}} = 513.3$ psf--<br>--Sensitivity = 1.7-- |            |                      | 3          | VS                    |             |                      |                        | --In-Situ Vane Shear, 35.5 feet--<br>-- $S_{u\text{ undr}} = 808.1$ psf--<br>-- $S_{u\text{ remold}} = 502.4$ psf--<br>--Sensitivity = 1.6-- |            |                      | 11         | VS                    |          |                      |
|                        | --In-Situ Vane Shear, 18.0 feet--<br>-- $S_{u\text{ undr}} = 928.3$ psf--<br>-- $S_{u\text{ remold}} = 360.4$ psf--<br>--Sensitivity = 2.6-- |            |                      | 4          | VS                    |             |                      |                        | --In-Situ Vane Shear, 38.0 feet--<br>-- $S_{u\text{ undr}} = 982.9$ psf--<br>-- $S_{u\text{ remold}} = 546.0$ psf--<br>--Sensitivity = 1.8-- |            |                      | 12         | VS                    |          |                      |

| GENERAL NOTES       |   |                   |            | WATER LEVEL DATA  |                   |  |  |
|---------------------|---|-------------------|------------|---|-------------------|--|--|
| Begin Drilling      | 12-09-2015                                      | Complete Drilling | 12-14-2015 | While Drilling  | Rotary wash       |  |  |
| Drilling Contractor | Wang Testing Services                           | Drill Rig         | CME-55 TMR | At Completion of Drilling   | unable to measure |  |  |
| Driller             | R&N   | Logger            | F. Bozga   | Time After Drilling   | NA                |  |  |
| Drilling Method     | 2.25" HSA to 10', mud rotary thereafter, boring |                   |            | Depth to Water  | NA                |  |  |
|                     | backfilled upon completion                      |                   |            | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. |                   |  |  |

FILE PATH = F:\6285727\000\_CAD\_008\_Structure\62857275\Submittal\Bor.mgd\1628275-SHT-BORING-08.dgn



D1628275-SHT-BORING-08.dgn  
USER NAME = floresg  
PLOT SCALE = 0:2 '1" = 1"  
PLOT DATE = 3/17/2017

DESIGNED - ATB  
DRAWN - GF  
CHECKED - ATB  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS - VIII

SCALE: SHEET 8 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 77        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



wangeng@wangeng.com  
 1145 N Main Street  
 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

### BORING LOG VST-06

WEI Job No.: 1100-04-01

Datum: NAVD 88  
 Elevation: 585.69 ft  
 North: 1898109.29 ft  
 East: 1171902.18 ft  
 Station: 5213+64.18  
 Offset: 85.921 RT

Client: **AECOM**  
 Project: **Circle Interchange Reconstruction**  
 Location: **Section 17, T39N, R14E of 3rd PM**

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION  | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|-------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|-------------|------------|-------------------------|----------|----------------------|
|                        | --In-Situ Vane Shear, 40.5 feet--<br>-- $S_{u\text{ undist}} = 906.4$ psf--<br>-- $S_{u\text{ remold}} = 524.2$ psf--<br>--Sensitivity = 1.7-- |            |             | 13         | VS                      |          |                      |                        |                           |            |             |            |                         |          |                      |
| 542.2                  | --In-Situ Vane Shear, 43.0 feet--<br>-- $S_{u\text{ undist}} = 677.1$ psf--<br>-- $S_{u\text{ remold}} = 393.1$ psf--<br>--Sensitivity = 1.7-- |            |             | 14         | VS                      |          |                      |                        |                           |            |             |            |                         |          |                      |
|                        | Boring terminated at 43.50 ft  | 45         |             |            |                         |          |                      |                        |                           |            |             |            |                         |          |                      |
|                        |  | 50         |             |            |                         |          |                      |                        |                           |            |             |            |                         |          |                      |
|                        |  | 55         |             |            |                         |          |                      |                        |                           |            |             |            |                         |          |                      |
|                        |  | 60         |             |            |                         |          |                      |                        |                           |            |             |            |                         |          |                      |

WANGENGING\_11000401.GPJ WANGENG.GDT 10/18/16

#### GENERAL NOTES

Begin Drilling: **12-09-2015** Complete Drilling: **12-14-2015**  
 Drilling Contractor: **Wang Testing Services** Drill Rig: **CME-55 TMR**  
 Driller: **R&N** Logger: **F. Bozga** Checked by: **A. Kurnia**  
 Drilling Method: **2.25" HSA to 10', mud rotary thereafter, boring**  
**backfilled upon completion**

#### WATER LEVEL DATA

While Drilling: **Rotary wash**  
 At Completion of Drilling: **unable to measure**  
 Time After Drilling: **NA**  
 Depth to Water: **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

FILE PATH = F:\6285727\000\_CAD\_008\_Structure\62A75\Submittal\Bor.mgd\11000401-GPJ-WANGENG-06.dgn



D162A75-SHT-BORING-09.dgn  
 USER NAME = floresg  
 PLOT SCALE = 0:2 ' = 1" / in.  
 PLOT DATE = 3/17/2017

DESIGNED - ATB  
 DRAWN - GF  
 CHECKED - ATB  
 DATE - 03/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

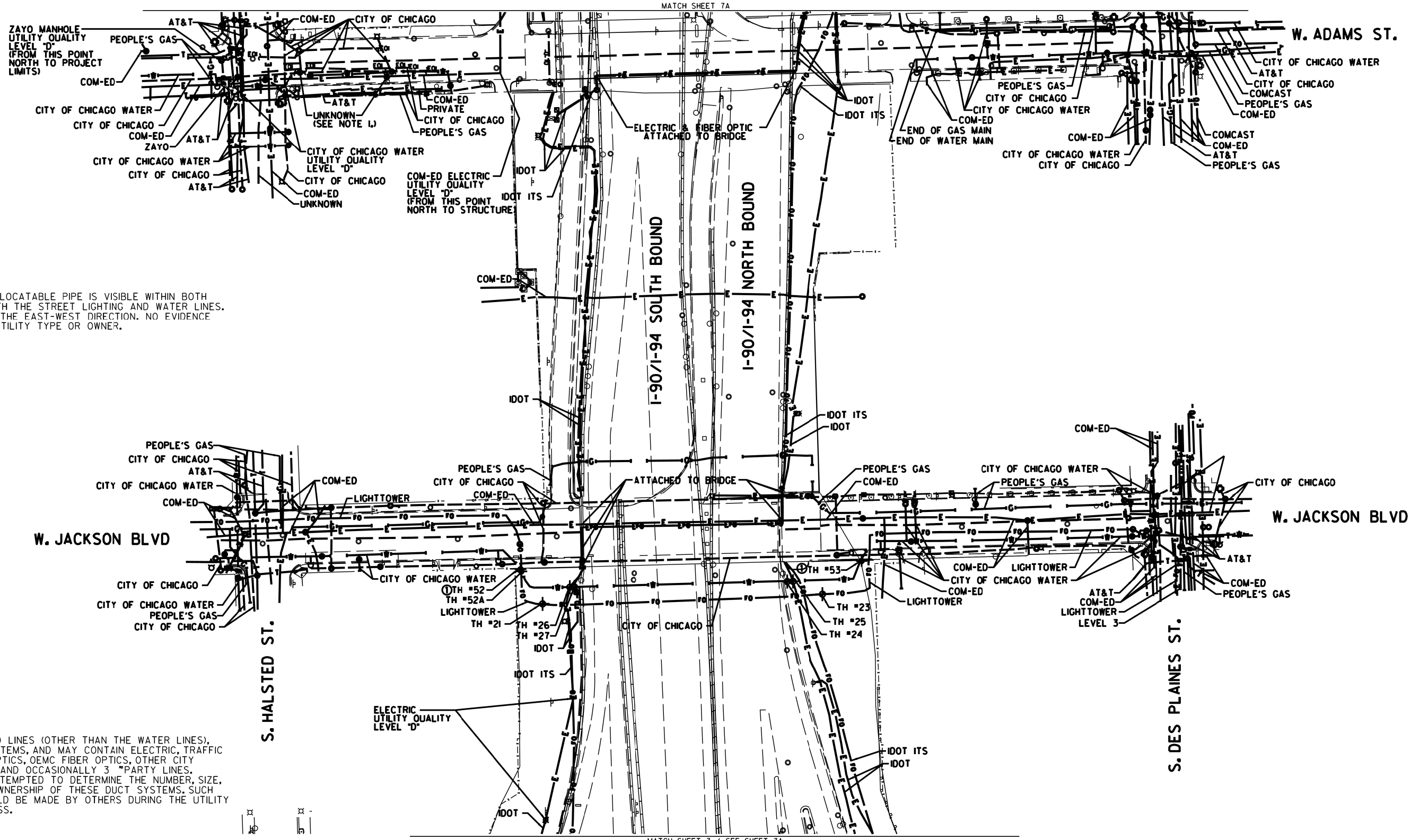
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BORING LOGS - IX

SCALE: SHEET 9 OF 9 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 78        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



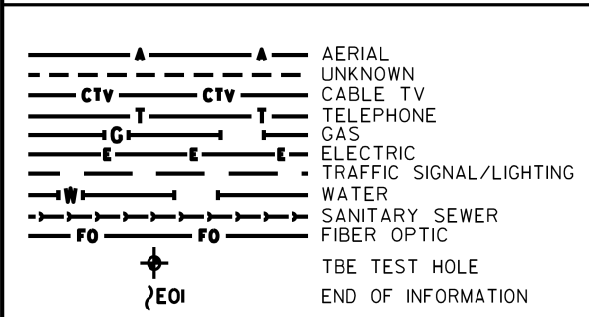


NOTE 1:  
 AN UNKNOWN AND UNLOCATABLE PIPE IS VISIBLE WITHIN BOTH MANHOLES ALONG WITH THE STREET LIGHTING AND WATER LINES. PIPE IS ORIENTED IN THE EAST-WEST DIRECTION. NO EVIDENCE WAS AVAILABLE OF UTILITY TYPE OR OWNER.

NOTE:  
 THE CITY OF CHICAGO LINES (OTHER THAN THE WATER LINES), ARE MULTI-DUCT SYSTEMS, AND MAY CONTAIN ELECTRIC, TRAFFIC SIGNAL, CPS FIBER OPTICS, OEMC FIBER OPTICS, OTHER CITY COMMUNICATION LINES, AND OCCASIONALLY 3 PARTY LINES. CARDNO HAS NOT ATTEMPTED TO DETERMINE THE NUMBER, SIZE, CONFIGURATION, OR OWNERSHIP OF THESE DUCT SYSTEMS. SUCH DETERMINATION SHOULD BE MADE BY OTHERS DURING THE UTILITY COORDINATION PROCESS.

MATCH SHEET 7A

MATCH SHEET 3 / SEE SHEET 3A

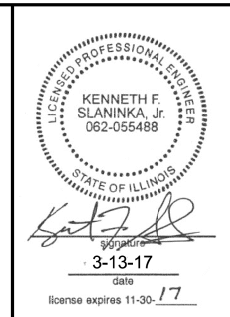


| UTILITY OWNERS        |               |
|-----------------------|---------------|
| AT&T                  | = TELEPHONE   |
| CITY OF CHICAGO       | = ELECTRIC    |
| CITY OF CHICAGO       | = FIBER OPTIC |
| CITY OF CHICAGO WATER | = WATER       |
| COM-ED                | = ELECTRIC    |
| IDOT                  | = ELECTRIC    |
| IDOT ITS              | = FIBER OPTIC |
| LEVEL 3               | = FIBER OPTIC |
| LIGHTTOWER            | = FIBER OPTIC |
| PEOPLE'S GAS          | = GAS         |
| ZAYO                  | = FIBER OPTIC |

UTILITIES SHOWN ON THESE PLANS AS DEPICTED IN THE LEGEND HAVE BEEN INVESTIGATED BY CARDNO IN ACCORDANCE WITH SUE INDUSTRY STANDARDS. ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED TO CARDNO BY OTHERS. CARDNO SUE FIELD INVESTIGATION WAS PERFORMED 6/30/14 THROUGH 8/07/14. CHANGES TO UTILITIES MAY HAVE BEEN MADE AND THEREFORE MAY RESULT IN VARIANCES FROM THIS PLAN. CONSIDERATION SHOULD BE GIVEN TO UPDATING THIS PLAN IF DEEMED ADVISABLE PRIOR TO FINAL DESIGN AND CONSTRUCTION.

ADDITIONAL CARDNO SUE FIELD INVESTIGATION WAS PERFORMED 12/10/16 THROUGH 3/03/17 AND SURVEYED BY CLAASSEN, WHITE & ASSOCIATES. TEST HOLES #52-53 ADDED.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



CLAASSEN, WHITE & ASSOCIATES, P.C.  
 LAND SURVEYORS  
 12 AIRPORT DRIVE, SUITE 1, JOLIET, ILLINOIS 60438  
 (815) 744-3723 clausenwhitecsurvey.com



Utility Quality Level 'A': Visually Verified Test Hole  
 Utility Quality Level 'B': Designating/non Visually Verified Test Hole  
 Utility Quality Level 'C': Research with Survey  
 Utility Quality Level 'D': Records Research

|               |                   |
|---------------|-------------------|
| DESIGNED JP   | REVISED ① 3/07/17 |
| DRAWN SRK     | REVISED           |
| CHECKED MGR   | REVISED           |
| DATE 12/18/15 | REVISED           |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

I-94-901-290 (Circle Interchange)  
 Chicago, Illinois

| F.A. RTE.   | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
|   | N/A     | Cook   | 153          | 79        |
| Contract No. N/A  |         |        |              |           |
| FED. ROAD DIST. NO. ILLINOIS IDOT Project No. P-91-259-12 |         |        |              |           |



TBE Job No. IL09510531, 563, 647, 737  
 SUE Plan Page 7 of 12

VERIFIED UTILITY INFORMATION

| TEST HOLE # | SIZE & TYPE        | NORTHING   | EASTING    | EXISTING TOP ELEVATION | EXISTING CUT | REFERENCE ELEVATION | SUE QUALITY LEVEL | COMMENTS   |
|-------------|--------------------|------------|------------|------------------------|--------------|---------------------|-------------------|------------|
| 1           | N/A TUNNEL         | 1897611.31 | 1171790.60 | 573.30'                | 7.17'        | 580.47'             | A                 | NORTH EDGE |
| 2           | N/A TUNNEL         | 1897605.50 | 1171792.00 | 573.36'                | 6.92'        | 580.28'             | A                 | SOUTH EDGE |
| 3           | N/A TUNNEL         | 1897600.91 | 1171359.65 | 573.15'                | 3.86'        | 577.01'             | A                 | NORTH EDGE |
| 4           | N/A TUNNEL         | 1897595.46 | 1171360.49 | 573.09'                | 3.90'        | 576.99'             | A                 | SOUTH EDGE |
| 5           | N/A THRUST BLOCK   | 1897513.66 | 1171678.90 | 589.72'                | 6.56'        | 596.28'             | A                 |            |
| 5A          | N/A THRUST BLOCK   | 1897513.63 | 1171676.05 | 589.64'                | 7.20'        | 596.84'             | A                 |            |
| 6           | N/A THRUST BLOCK   | 1897522.75 | 1171594.74 | 589.37'                | 6.68'        | 596.05'             | A                 |            |
| 6A          | N/A THRUST BLOCK   | 1897524.90 | 1171593.77 | 589.37'                | 6.76'        | 596.13'             | A                 |            |
| 6B          | N/A THRUST BLOCK   | 1897525.17 | 1171595.71 | 589.38'                | 6.73'        | 596.11'             | A                 |            |
| 7           | N/A THRUST BLOCK   | 1897506.19 | 1171582.40 | 589.21'                | 6.36'        | 595.57'             | A                 |            |
| 7A          | N/A THRUST BLOCK   | 1897505.10 | 1171584.54 | 589.20'                | 6.42'        | 595.62'             | A                 |            |
| 8           | 8" WATER           | 1897811.64 | 1169853.98 | 586.86'                | 7.31'        | 594.17'             | A                 |            |
| 9           | N/A THRUST BLOCK   | 1897812.80 | 1169876.49 | 588.42'                | 4.88'        | 593.30'             | A                 |            |
| 10          | N/A THRUST BLOCK   | 1897815.06 | 1169870.75 | 588.64'                | 5.09'        | 593.73'             | A                 |            |
| 11          | SEE NOTE WATER     | 1897813.75 | 1169879.18 | 588.06'                | 5.49'        | 593.55'             | A                 |            |
| 11A         | 24"x24" ELECTRIC   | 1897814.13 | 1169877.49 | 591.41'                | 2.03'        | 593.44'             | A                 |            |
| 12          | 16" WATER          | 1898158.45 | 1170801.96 | 586.95'                | 6.60'        | 593.55'             | A                 |            |
| 13          | 24" GAS            | 1898159.98 | 1170811.42 | 590.55'                | 3.22'        | 593.77'             | A                 |            |
| 14          | 16" WATER          | 1898098.96 | 1170803.32 | 570.59'                | 5.30'        | 575.89'             | A                 |            |
| 15          | 20" GAS            | 1898100.29 | 1170814.06 | 569.38'                | 6.45'        | 575.83'             | A                 |            |
| 16          | N/A TUNNEL         | 1898000.74 | 1171597.17 | 569.79'                | 8.10'        | 577.89'             | A                 |            |
| 17          | N/A TUNNEL         | 1897991.35 | 1171521.95 | 572.07'                | 4.11'        | 576.18'             | A                 |            |
| 18          | N/A TUNNEL         | 1897921.01 | 1171524.66 | 572.02'                | 3.99'        | 576.01'             | A                 |            |
| 19          | 60" SIPHON         | 1898449.22 | 1171402.46 | 572.68'                | 7.88'        | 580.56'             | A                 |            |
| 20          | 60" SIPHON         | 1898448.41 | 1171318.35 | 572.62'                | 6.12'        | 578.74'             | B                 |            |
| 21          | 2-(4") FIBER OPTIC | 1898798.52 | 1171364.87 | 581.80'                | 6.04'        | 587.84'             | A                 |            |
| 22          | 60" SIPHON         | 1898456.60 | 1171716.09 | 571.31'                | 11.07'       | 582.38'             | A                 |            |
| 23          | 2-(4") FIBER OPTIC | 1898807.90 | 1171637.47 | 574.87'                | 9.02'        | 583.89'             | A                 |            |
| 24          | SEE NOTE WATER     | 1898820.21 | 1171602.72 | 571.87'                | 4.71'        | 576.58'             | A                 |            |
| 25          | SEE NOTE WATER     | 1898820.37 | 1171608.33 | 571.65'                | 5.80'        | 577.45'             | B                 |            |

NOTES

TH #1 - Found North edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden railroad ties.  
 TH #2 - Found South edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden railroad ties.  
 TH #3 - Found North edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden railroad ties. Wooden frame is 5" thick.  
 TH #4 - Found South edge of what appears to be a 6' wide wooden frame around utility tunnel. Frame has appearance of wooden railroad ties.  
 TH #5 - Found North edge of Thrust Block.  
 TH #5A - Found North edge of Thrust Block. Reference point placed on east curb of driveway.  
 TH #6 - Found West edge of Thrust Block.  
 TH #6A - Found a 90 degree bend on Thrust Block. Reference point placed in line with bend.  
 TH #6B - Found North edge of Thrust Block.  
 TH #7 - Found North edge of Thrust Block.  
 TH #7A - Found North edge of Thrust Block.  
 TH #9 - Found what is believed to be the southern edge of thrust block.  
 TH #10 - Found what is believed to be the southern edge of thrust block. Also found a vertical concrete structure that the thrust block seemed to go around. Reference point was placed where edge of thrust block met this structure.  
 TH #11 - Found the east edge of water main at the bend. Water main was directly under City of Chicago electric duct and could not verify a size. Records show that this main is a 30". Reference point was placed directly in line with the eastern edge of pipe at the center of bend.  
 TH #11A - Found a 24x24 concrete electric duct while excavating for water main.  
 TH #13 - Exposed fitting connecting steel gas main to cast iron gas main. (Per Joe People's Energy Inspector)  
 TH #14 - Did not find bend. Water main was still on slight downward slope.  
 TH #15 - Gas main was still on slight downward slope. Exposed pipe at a weld but could not determine if this was part of the bend.  
 TH #16 - Exposed Northern edge of CTA Tunnel.  
 TH #17 - Top of CTA Tunnel.  
 TH #18 - Top of CTA Tunnel.  
 TH #19 - Exposed what we believe to be the crown of the concrete pipe. Records indicate the utility size to be 60".  
 TH #20 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 60" pipe.  
 TH #22 - Exposed what we believe to be the crown of the concrete pipe. Records indicate the utility to be a 60" pipe.  
 TH #24 - Briefly had a visual of the utility until sand and ground water infiltrated the test hole. By utilizing the air lance we were able to feel what is believed to be the edges and top of pipe. Records indicate the utility to be a 16" pipe.  
 TH #25 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 16" pipe.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.



CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
 PLANNING \* UTILITY ENGINEERING/LOCATING

Checked By: *[Signature]*  
 Date: 3/13/17

TBE Job No. IL095053L 563, 647, 737  
 SHEET 1 OF 3

|               |         |  |  |   |   |                  |         |         |                     |           |                     |
|---------------|---------|--|--|---|---|------------------|---------|---------|---------------------|-----------|---------------------|
| DESIGNED EG   | REVISED |  |  | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | I-941-901-290 (Circle Interchange)<br>Chicago, Illinois | F.A. RTE.        | SECTION | COUNTY  | TOTAL SHEETS        | SHEET NO. |                     |
| DRAWN SRK     | REVISED |  |  |   |   | N/A              | Cook    | 153     | 80                  |           |                     |
| CHECKED MGR   | REVISED |  |  |   |   | Contract No. N/A |         |         |                     |           |                     |
| DATE 12/18/15 | REVISED |  |  |   |   | SHEET NO.        | STA.    | TO STA. | FED. ROAD DIST. NO. | ILLINOIS  | Job No. P-91-259-12 |

VERIFIED UTILITY INFORMATION

| TEST HOLE # | SIZE &  | TYPE        | NORTHING    | EASTING     | EXISTING TOP ELEVATION | EXISTING CUT | REFERENCE ELEVATION | SUE QUALITY LEVEL | COMMENTS |
|-------------|---------|-------------|-------------|-------------|------------------------|--------------|---------------------|-------------------|----------|
| 26          | N/A     | WATER       | 1898814.654 | 1171391.251 | 572.75'                | 7.50'        | 580.25'             | B                 |          |
| 27          | N/A     | WATER       | 1898814.915 | 1171395.719 | 571.67'                | 7.16'        | 578.83'             | B                 |          |
| 28          | N/A     | SIPHON      | 1898446.146 | 1171286.067 | 572.68'                | 13.38'       | 586.06'             | B                 |          |
| 29          | N/A     | SIPHON      | 1899863.107 | 1171643.779 | 572.74'                | 7.90'        | 580.64'             | B                 |          |
| 30          | N/A     | SIPHON      | 1899845.426 | 1171642.747 | 572.90'                | 7.06'        | 579.96'             | A                 |          |
| 31          | N/A     | SIPHON      | 1899845.311 | 1171651.515 | 575.42'                | 6.42'        | 581.84'             | A                 |          |
| 32          | N/A     | SIPHON      | 1899833.821 | 1171355.929 | 576.15'                | 3.62'        | 579.77'             | A                 |          |
| 32A         | N/A     | SIPHON      | 1899861.396 | 1171360.162 | 574.89'                | 4.07'        | 579.07'             | A                 |          |
| 32B         | N/A     | SIPHON      | 1899847.605 | 1171358.462 | 575.20'                | 4.18'        | 579.38'             | A                 |          |
| 33          | N/A     | FIBER OPTIC | 1899742.060 | 1171648.471 | N/A                    | SEE NOTE     | 585.56'             | C                 |          |
| 34          | 48"     | WATER       | 1897228.575 | 1171732.883 | 576.44'                | 5.14'        | 581.58'             | A                 |          |
| 35          | 48"     | WATER       | 1897273.960 | 1171729.504 | 576.92'                | 4.46'        | 581.38'             | A                 |          |
| 36          | N/A     | WATER       | 1897385.054 | 1171718.156 | 578.38'                | 2.22'        | 580.60'             | A                 |          |
| 37          | 54"     | WATER       | 1897227.364 | 1171462.933 | 576.33'                | 6.03'        | 582.36'             | A                 |          |
| 38          | N/A     | WATER       | 1897387.290 | 1171782.047 | 576.60'                | 5.46'        | 582.06'             | A                 |          |
| 39          | N/A     | WATER       | 1897275.870 | 1171796.286 | 577.47'                | 5.97'        | 583.44'             | A                 |          |
| 40          | 54"     | WATER       | 1897230.523 | 1171576.646 | 578.58'                | 2.80'        | 581.38'             | A                 |          |
| 41          | N/A     | WATER       | 1897229.624 | 1171790.841 | 577.55'                | 6.17'        | 583.72'             | A                 |          |
| 42          | 48"     | WATER       | 1897381.570 | 1171565.533 | 575.29'                | 4.43'        | 579.72'             | A                 |          |
| 43          | 14"x14" | UNKNOWN     | 1897377.583 | 1171565.776 | 577.49'                | 2.14'        | 579.63'             | A                 |          |

NOTES

TH #26 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 16" pipe.  
 TH #27 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 16" pipe.  
 TH #28 - Unable to visually verify utility due to back fill and ground water infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the crown of pipe. Records indicate utility to be a 60" pipe.  
 TH #29 - Unable to visually verify utility due to sand and ground water infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the crown of pipe. Records indicate utility to be a 60" pipe.  
 TH #30 - Exposed what we believe to be the crown of the concrete pipe. Records indicate the utility to be a 108" pipe.  
 TH #31 - Exposed what we believe to be the crown of the concrete pipe. Records indicate the utility to be a 108" pipe. Found what we believe to be the Siphon Outlet Chamber.  
 TH #32 - Found a flat formed concrete structure. Reference point placed in line with southern edge of concrete structure.  
 TH #32A - Found a flat formed concrete structure. Reference point placed in line with Northern edge of concrete structure.  
 TH #32B - Found a flat formed concrete structure. Reference point placed in line with center of concrete structure.  
 TH #33 - Were only able to excavate to a depth of 10' and did not find utility. Electronic depths indicate utility to 27' +/- deep.  
 TH #35 - Depth taken from top of pipe joint.  
 TH #38 - Were only able to see the top crown of pipe. Records indicate pipe size to be 36".  
 TH #39 - Were only able to see the top crown of pipe. Records indicate pipe size to be 48".  
 TH #40 - Pipe appears to be on a slight upward angle towards the retaining wall.  
 TH #41 - Were only able to see the top crown of pipe. Records indicate pipe size to be 48".  
 TH #42 - Depth taken from top of pipe joint.  
 TH #43 - Found unknown concrete 14"x14" structure that appears to be a duct.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.



CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
 PLANNING \* UTILITY ENGINEERING/LOCATING

Checked By: *[Signature]* TBE Job No. IL09510531, 563, 647, 737  
 Date: 3/13/17 SHEET 2 OF 3

|               |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| DESIGNED EG   | REVISED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DRAWN SRK     | REVISED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CHECKED MCR   | REVISED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DATE 12/18/15 | REVISED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

I-94I-90I-290 (Circle Interchange)  
 Chicago, Illinois

|                     |         |          |                  |           |
|---------------------|---------|----------|------------------|-----------|
| F.A. RTE.           | SECTION | COUNTY   | TOTAL SHEETS     | SHEET NO. |
|                     | N/A     | Cook     | 153              | 81        |
| SHEET NO.           |         | STA.     | TO STA.          |           |
| FED. ROAD DIST. NO. |         | ILLINOIS | Contract No. N/A |           |
| Job No. P-91-259-12 |         |          |                  |           |

VERIFIED UTILITY INFORMATION

| TEST HOLE # | SIZE & TYPE        | NORTHING    | EASTING     | EXISTING TOP ELEVATION | EXISTING CUT | REFERENCE ELEVATION | SUE QUALITY LEVEL | COMMENTS |
|-------------|--------------------|-------------|-------------|------------------------|--------------|---------------------|-------------------|----------|
| 44          | SEE NOTE GAS       | 1897941.863 | 1167859.669 | 572.26'                | 8.14'        | 580.40'             | B                 |          |
| 45          | 18"x4" ELECTRIC    | 1897934.185 | 1168300.312 | 574.30'                | 5.26'        | 579.56'             | A                 |          |
| 46          | 6" UNKOWN          | 1897935.218 | 1168302.972 | 577.15'                | 2.31'        | 579.46'             | A                 |          |
| 47          | 60" SANITARY       | 1897000.917 | 1171469.596 | 582.85'                | 9.84'        | 592.69'             | A                 |          |
| 48          | SEE NOTE WATER     | 1900713.310 | 1171605.295 | 571.30'                | 8.18'        | 579.48'             | B                 |          |
| 49          | 2" WATER           | 1897809.914 | 1169798.544 | 588.83'                | 4.92'        | 593.75'             | A                 |          |
| 49A         | 8" WATER           | 1897809.914 | 1169798.544 | 587.83'                | 5.92'        | 593.75'             | A                 |          |
| 50          | 42" TELEPHONE      | 1897887.300 | 1170967.618 | 568.18'                | 7.04'        | 575.22'             | A                 |          |
| 50A         | 2" TELEPHONE       | 1897887.267 | 1170965.824 | 570.40'                | 4.81'        | 575.21'             | A                 |          |
| 50B         | 42" TELEPHONE      | 1897887.404 | 1170969.381 | 568.18'                | 7.04'        | 575.22'             | A                 |          |
| 51          | (2) 4" ELECTRIC    | 1897848.317 | 1170019.373 | 573.62'                | 3.71'        | 577.33'             | A                 |          |
| 51A         | (2) 4" ELECTRIC    | 1897848.348 | 1170018.630 | 573.73'                | 3.63'        | 577.36'             | A                 |          |
| 52          | 16" WATER          | 1898832.110 | 1171343.510 | 587.38'                | 5.02'        | 592.40'             | A                 |          |
| 52A         | (2) 4" FIBER OPTIC | 1898829.974 | 1171344.221 | 589.65'                | 2.92'        | 592.57'             | A                 |          |
| 53          | 16" WATER          | 1898840.107 | 1171675.502 | 587.67'                | 5.08'        | 592.75'             | A                 |          |
| 54          | 12" WATER          | 1900715.908 | 1171642.460 | 586.55'                | 7.00'        | 593.55'             | A                 |          |
| 54A         | 12" WATER          | 1900715.908 | 1900715.908 | 570.95'                | 22.60'       | 593.55'             | A                 |          |

NOTES

TH #44 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 18" pipe.

TH #48 - Unable to visually verify utility due to back fill infiltrating the test hole. However, by utilizing the air lance we were able to feel what is believed to be the edges and top of the pipe. Records indicate utility to be a 12" pipe.

TH #51 - Found (2) 4" conduits side by side. Reference placed in the center of Eastern pipe.

TH #51A - Found (2) 4" conduits side by side. Reference placed in the center of Western pipe.

TH #52A - Found (2) 4" conduits side by side. Reference placed in the center of the two pipes.

TH #54 - Claassen, White & Associates obtained an elevation of 586.55 on the 90 degree bend on the water main inside the manhole. The approximate manual depth of 7' was also obtained by Claassen, White & Associates.

TH #54A - Claassen, White & Associates obtained an elevation of 570.95 on the water main near the bottom of the manhole as it heads West. The approximate manual depth of 22.6' was also obtained by Claassen, White & Associates.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

**CWA SURVEY**  
**CLAASSEN, WHITE & ASSOCIATES, P.C.**  
 LAND SURVEYORS  
 121 AIRPORT DRIVE, UNIT 1, JOLETT, ILLINOIS 60431  
 (815) 744-3120 claassenwhitecwa.com

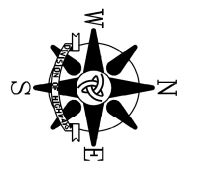
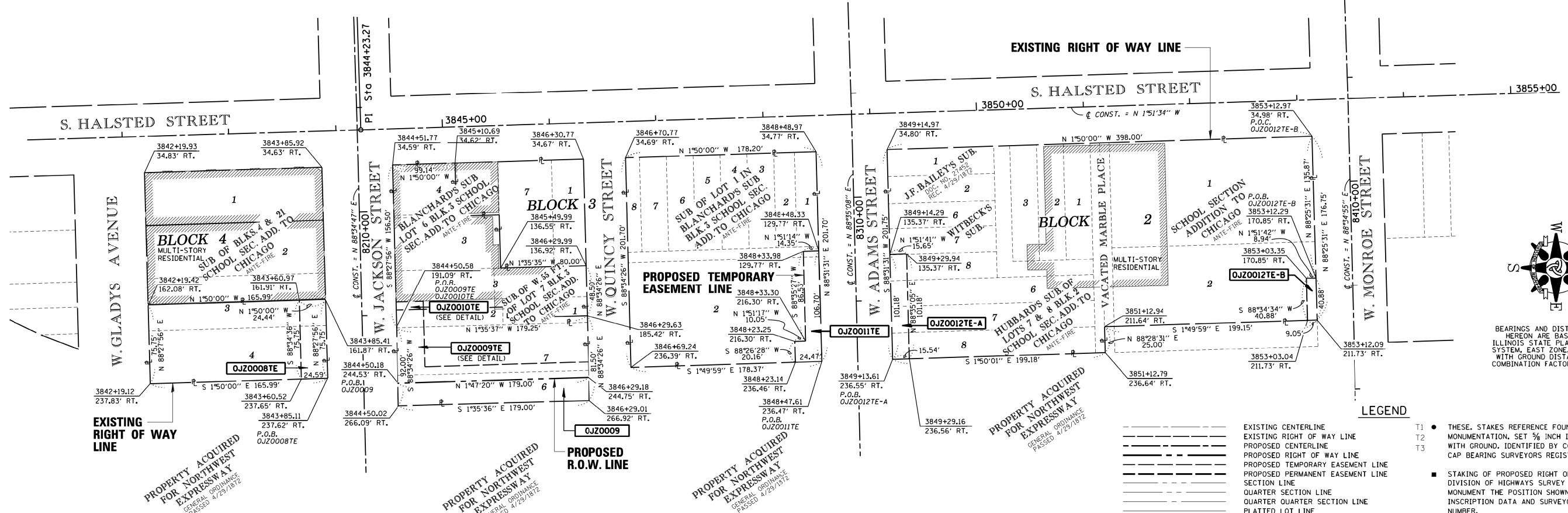


CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
 PLANNING \* UTILITY ENGINEERING/LOCATING

Checked By: *[Signature]*  
 Date: 3/13/17  
 TBE Job No. IL0950531, 563, 647, 737  
 SHEET 3 OF 3

|               |                                |  |  |   |   |                  |         |         |                     |           |                     |
|---------------|--------------------------------|--|--|---|---|------------------|---------|---------|---------------------|-----------|---------------------|
| DESIGNED EJ   | REVISED 3/07/17 ADDED TH#52-54 |  |  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>I-941-901-290 (Circle Interchange)<br/>Chicago, Illinois</b> | F.A. RTE.        | SECTION | COUNTY  | TOTAL SHEETS        | SHEET NO. |                     |
| DRAWN KLC     | REVISED 3/13/17 ADDED TH#54A   |  |  |   |   | N/A              | Cook    | 153     | 82                  |           |                     |
| CHECKED KS    | REVISED                        |  |  |   |   | Contract No. N/A |         |         |                     |           |                     |
| DATE 12/20/16 | REVISED                        |  |  |   |   | SHEET NO.        | STA.    | TO STA. | FED. ROAD DIST. NO. | ILLINOIS  | Job No. P-91-259-12 |

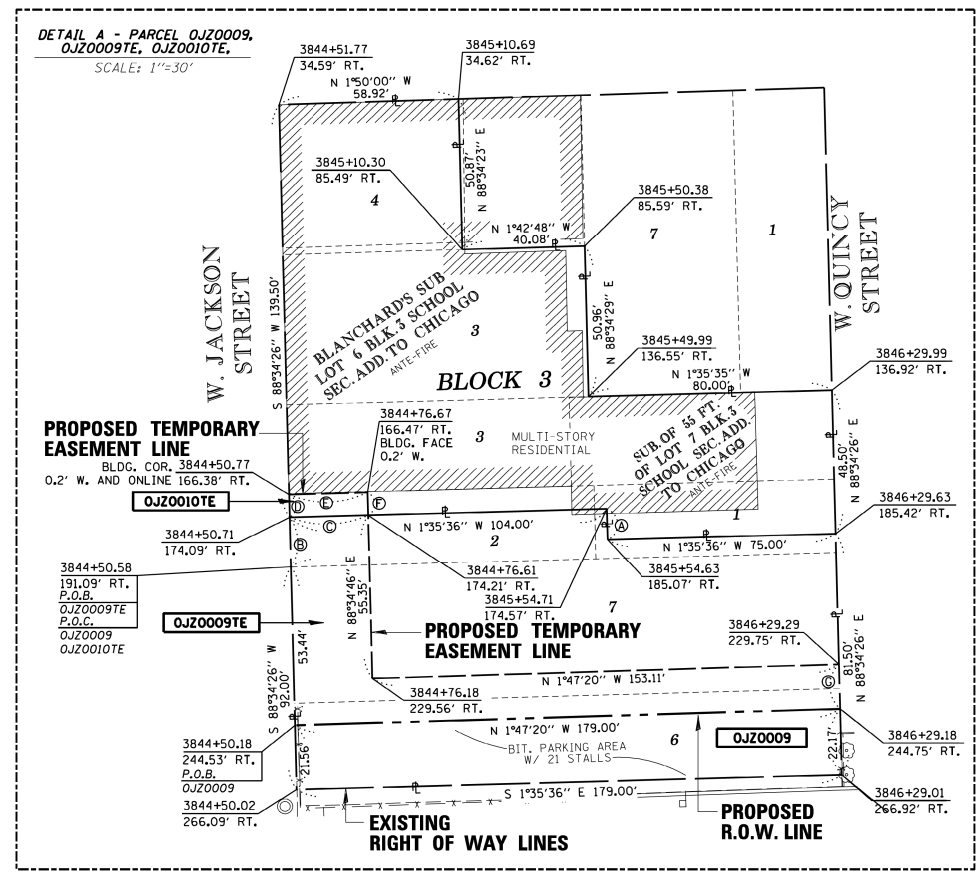
PART OF SECTION 16, T39N, R14E, OF THE 3RD PM, COOK COUNTY, ILLINOIS



BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83-(2007) WITH GROUND DISTANCES SHOWN. COMBINATION FACTOR = 0.9999581.

LEGEND

- T1 ● THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 3/8" INCH IRON ROD FLUSH WITH GROUND, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - T2 ●
  - T3 ●
  - 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.
  - U STAKING OF PROPOSED RIGHT OF WAY IN CLOSE PROXIMITY TO UNDERGROUND UTILITIES, SET DIVISION OF HIGHWAYS SURVEY MARKER ON 3/8" INCH IRON ROD (BETWEEN 6 INCHES AND 12 INCHES IN LENGTH) TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- EXISTING CENTERLINE  
EXISTING RIGHT OF WAY LINE  
PROPOSED CENTERLINE  
PROPOSED RIGHT OF WAY LINE  
PROPOSED TEMPORARY EASEMENT LINE  
PROPOSED PERMANENT EASEMENT LINE  
SECTION LINE  
QUARTER SECTION LINE  
QUARTER QUARTER SECTION LINE  
PLATTED LOT LINE  
PROPERTY (DEED) LINE  
APPARENT PROPERTY LINE  
SAME OWNERSHIP
- FENCE LINE  
MEASURED OR COMPUTED DIMENSION  
RECORD DATA  
FOUND IRON (MONUMENT)  
FOUND CROSS (MONUMENT)  
FOUND CONCRETE RIGHT-OF-WAY MARKER  
SIGN



| PARCEL NO.  | OWNER   | PERMANENT INDEX NUMBER  | TOTAL HOLDING | AREA TAKEN           | PREVIOUSLY DEDICATED | REMAINDER | EASEMENTS TEMP       | PERM | PROPERTY ACQUIRED BY |
|-------------|---|---|---------------|----------------------|----------------------|-----------|----------------------|------|----------------------|
| OJZ0008TE   | 763 ARCOS, LLC  | 17-16-116-005   | 0.289 AC      | 0.000 AC             | 0.000 AC             | 0.289 AC  | 0.043 AC<br>1,857 SF | ---  | ---                  |
| OJZ0009     | CCD-HALSTED JACKSON, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY | 17-16-110-007<br>17-16-110-006 (PT)   | 0.360 AC      | 0.090 AC<br>3,914 SF | 0.000 AC             | 0.270 AC  | ---                  | ---  | ---                  |
| OJZ0010TE   | 768 WEST JACKSON  | 17-16-110-006 (PT)<br>17-16-110-005   | 0.359 AC      | 0.000 AC             | 0.000 AC             | 0.359 AC  | 0.005 AC<br>200 SF   | ---  | ---                  |
| OJZ0011TE   | ARKADIA APARTMENTS, LLC   | 17-16-109-001 THROUGH<br>17-16-109-008                                      | 0.826 AC      | 0.000 AC             | 0.000 AC             | 0.826 AC  | 0.040 AC<br>1,740 SF | ---  | ---                  |
| OJZ0012TE-A | DEVON BANK, TRUSTEE, TRUST NUMBER 5053                          | 17-16-105-016 THROUGH<br>17-16-105-021,<br>17-16-105-029 &<br>17-16-105-036 | 1.730 AC      | 0.000 AC             | 0.000 AC             | 1.730 AC  | 0.036 AC<br>1,578 SF | ---  | ---                  |
| OJZ0012TE-B |   |   |               |                      |                      |           | 0.008 AC<br>368 SF   | ---  | ---                  |

LINE LEGEND

- ⊕ N 88°34'26" E 10.50'
- ⊕ S 88°34'26" W 17.00'
- ⊕ N 1°35'35" W 25.90'
- ⊕ S 88°34'26" W 7.71'
- ⊕ N 1°38'37" W 25.90'
- ⊕ N 88°34'46" E 7.74'
- ⊕ N 88°34'26" E 15.00'

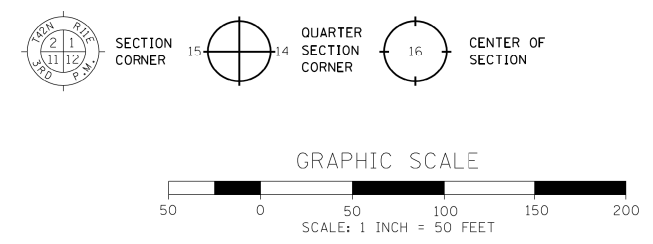
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

THIS IS TO CERTIFY THAT I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS 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 CHICAGO, ILLINOIS THIS \_\_\_\_TH DAY OF \_\_\_\_\_, 2013.

COVENTINE FIDIS  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159  
LICENSE, EXPIRATION DATE 11/30/2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



**AMERICAN** SURVEYING & ENGINEERING, P.C.  
SURVEYORS-ENGINEERS  
105 W. Madison St. Suite 1700  
Chicago, IL 60602  
312-277-2000 / Fax 312-277-2002

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DWIGHT D. EISENHOWER EXPRESSWAY (I-290)  
HALSTED STREET TO MORGAN STREET

SECTION: CIRCLE INTERCHANGE COOK COUNTY  
PROJECT: JOB NO. R-90-031-13  
STATION: 3843+60.52 (HALSTED) TO STATION: 3844+23.27

SCALE: 1" = 50' SHEET 1 OF 1

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

**PAVEMENT MARKING SCHEDULE**

| SHEET                        | ROADWAY/STATION                  | BASELINE        | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 4" | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 6" | THERMOPLASTIC PAVEMENT MARKING<br>- LINE 12" | POLYUREA PAVEMENT MARKING TYPE<br>I - LINE 4" | POLYUREA PAVEMENT MARKING TYPE<br>I - LINE 12" |
|------------------------------|----------------------------------|-----------------|---|---|--|---|--|
|                              |                                  |                 | FOOT  | FOOT  | FOOT   | FOOT  | FOOT   |
| 1                            | STA 8206+34.85 to STA 8215+31.02 | PR JACKSON BLVD | 840   | 135   | 30   | 467   | 197  |
| SUBTOTALS                    |                                  |                 | 840   | 135   | 30   | 467   | 197  |
| ALLOWANCE                    |                                  |                 | -   | -   | -  | -   | -  |
| <b>TOTALS WITH ALLOWANCE</b> |                                  |                 | <b>840</b>                                  | <b>135</b>                                  | <b>30</b>                                    | <b>467</b>                                    | <b>197</b>                                     |

**SIGNING SCHEDULE**

| DESCRIPTION          |                     |                         |                    |                             |           | SIGN PANEL DIMENSIONS |                | SIGN PANEL - TYPE 1<br>(SQ FT) | REMOVE SIGN PANEL - TYPE 1<br>(SQ FT) | REMOVE, STORE AND RE-ERECT SIGN PANEL ASSEMBLY (SPECIAL)<br>(EACH) |
|----------------------|---------------------|-------------------------|--------------------|-----------------------------|-----------|-----------------------|----------------|--------------------------------|---------------------------------------|--|
| LOCATION             | SIGN NO.            | LEGEND / DESCRIPTION    | BASELINE           | LOCATION (STATION / OFFSET) |           | WIDTH<br>(FT)         | HEIGHT<br>(FT) |                                |                                       |  |
| JACKSON BLVD         | EX-01               | NO PARKING TOW ZONE     | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 1.0                   | 1.5            | -                              | 1.50                                  | -  |
|                      | EX-02               | NO PARKING LOADING ZONE | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 1.0                   | 1.5            | -                              | 1.50                                  | -  |
|                      | EX-03               | AMTRAK UNION STATION    | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 2.0                   | 3.0            | -                              | 6.00                                  | -  |
|                      | EX-04               | NO PARKING TOW ZONE     | PR CL JACKSON BLVD | 8215+20.38                  | 26.92' RT | 1.5                   | 1.5            | -                              | 2.25                                  | -  |
|                      | EX-05               | CHICAGO GATEWAY GREEN   | EX BL RAMP SE      | 14+65.59                    | 58.04' RT | -                     | -              | -                              | -                                     | 1  |
|                      | PR-01               | NO PARKING TOW ZONE     | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 1.0                   | 1.5            | 1.50                           | -                                     | -  |
|                      | PR-02               | NO PARKING LOADING ZONE | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 1.0                   | 1.5            | 1.50                           | -                                     | -  |
|                      | PR-03               | AMTRAK UNION STATION    | PR CL JACKSON BLVD | 8211+47.79                  | 26.63' RT | 2.0                   | 3.0            | 6.00                           | -                                     | -  |
| PR-04                | NO PARKING TOW ZONE | PR CL JACKSON BLVD      | 8215+20.38         | 26.92' RT                   | 1.5       | 1.5                   | 2.25           | -                              | -                                     |  |
| <b>ROUNDED TOTAL</b> |                     |                         |                    |                             |           |                       |                | <b>12</b>                      | <b>12</b>                             | <b>1</b>   |

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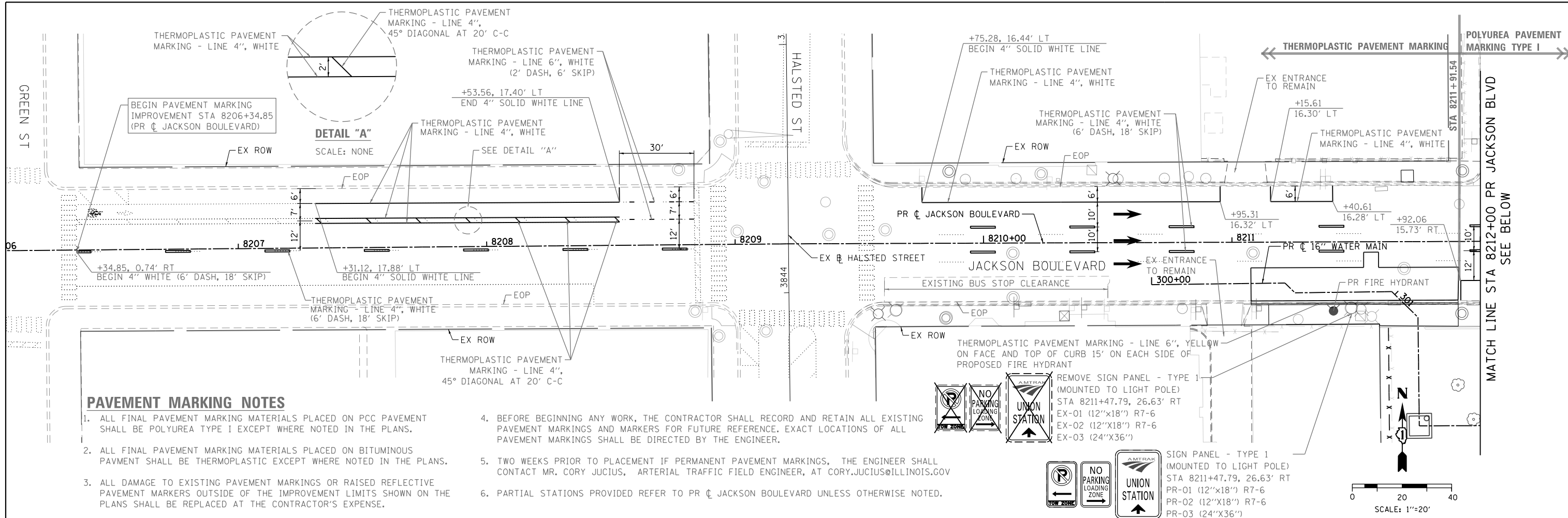
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| PLOT SCALE = 100.0000' / 1"         | CHECKED - MJE     | REVISED - |
| PLOT DATE = 3/20/2017               | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|  |                     |      |         |
|--|---------------------|------|---------|
| <b>PAVEMENT MARKING AND SIGNING SCHEDULE</b> |                     |      |         |
| SCALE: NONE                                  | SHEET 1 OF 1 SHEETS | STA. | TO STA. |

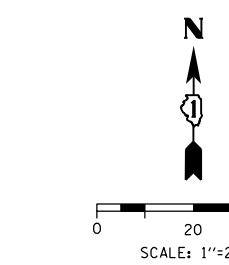
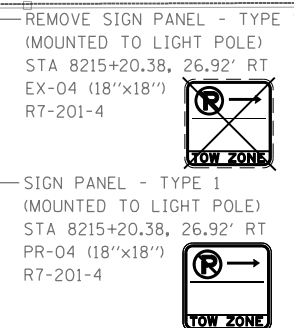
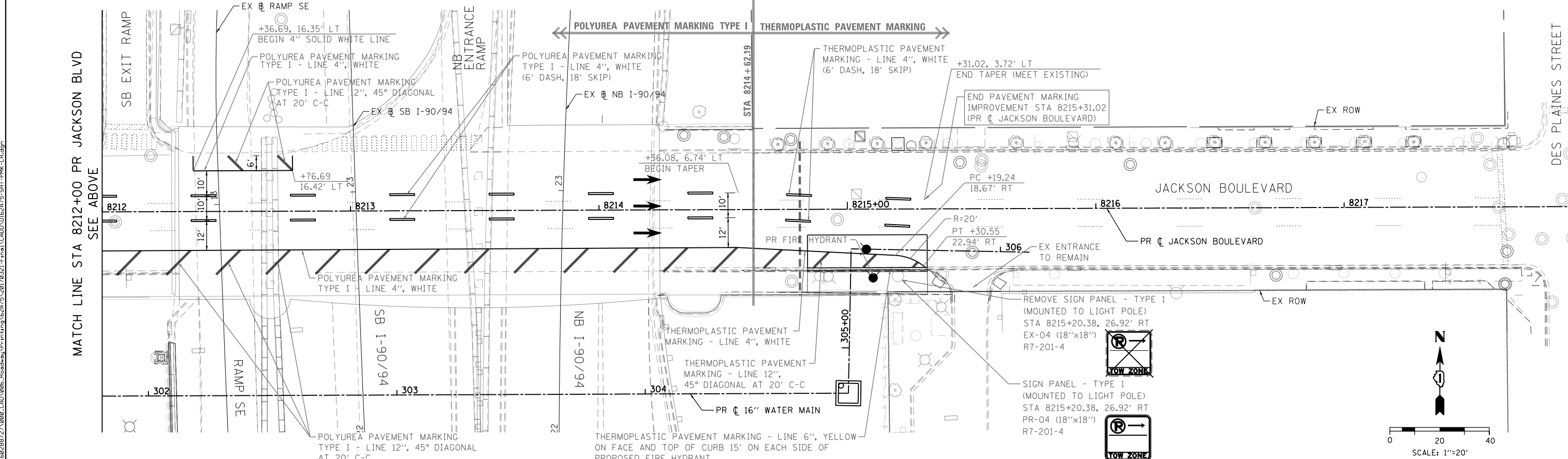
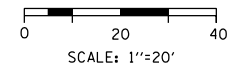
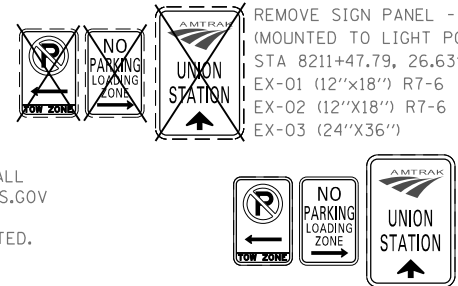
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|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 84        |
| <b>CONTRACT NO. 62A75</b> |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |





**PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE POLYUREA TYPE I EXCEPT WHERE NOTED IN THE PLANS.
2. ALL FINAL PAVEMENT MARKING MATERIALS PLACED ON BITUMINOUS PAVEMENT SHALL BE THERMOPLASTIC EXCEPT WHERE NOTED IN THE PLANS.
3. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE OF THE IMPROVEMENT LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RECORD AND RETAIN ALL EXISTING PAVEMENT MARKINGS AND MARKERS FOR FUTURE REFERENCE. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.
5. TWO WEEKS PRIOR TO PLACEMENT IF PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT MR. CORY JUCIUS, ARTERIAL TRAFFIC FIELD ENGINEER, AT CORY.JUCIUS@ILLINOIS.GOV
6. PARTIAL STATIONS PROVIDED REFER TO PR  $\square$  JACKSON BOULEVARD UNLESS OTHERWISE NOTED.



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D162A75-SHT-PMK-LR.dgn  
 USER NAME = dishevoz  
 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 3/20/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - ZND    | REVISED - |
| DRAWN - ZND       | REVISED - |
| CHECKED - MJE     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

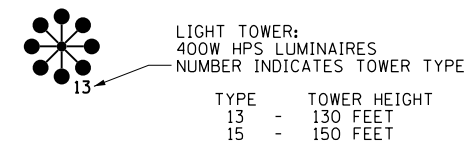
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**JACKSON BOULEVARD PAVEMENT MARKING PLAN**

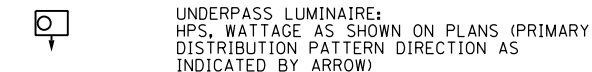
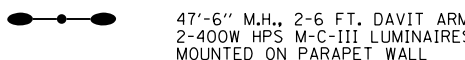
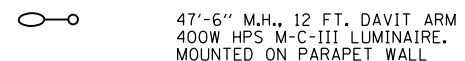
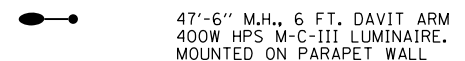
SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. R.E. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 85 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

## ELECTRICAL SYMBOLS FOR PROPOSED WORK



LIGHTING UNIT: TYPE AS INDICATED



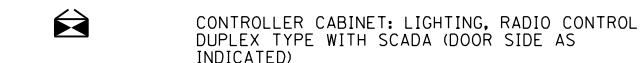
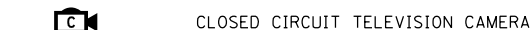
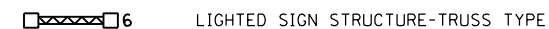
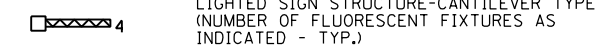
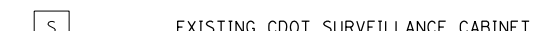
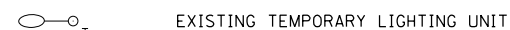
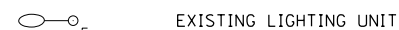
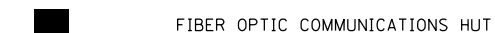
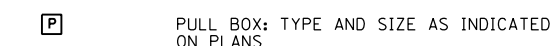
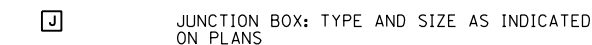
TYPE E1: PRECAST CONCRETE, 21.5"x21.5"x30", IDOT STANDARD 814001

TYPE E2: PRECAST CONCRETE-HEAVY DUTY, 22"x22"x30", IDOT STANDARD 814001

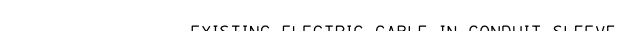
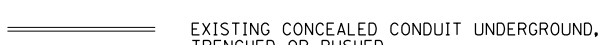
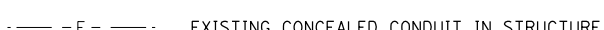
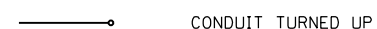
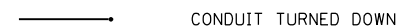
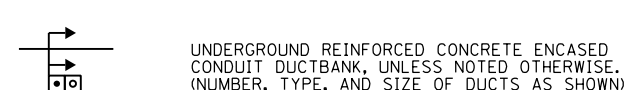
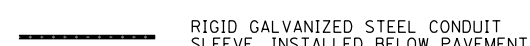
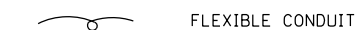
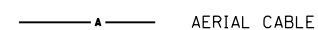
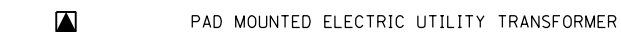
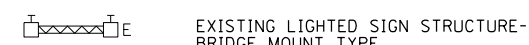
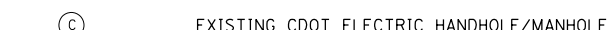
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TYPE S1: PRECAST CONCRETE-HEAVY DUTY, 22"x22"x36"

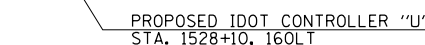
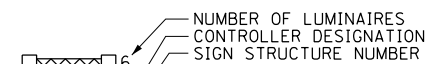
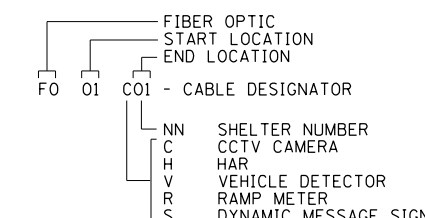
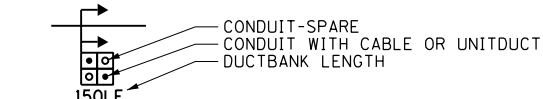
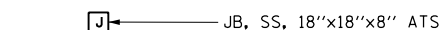
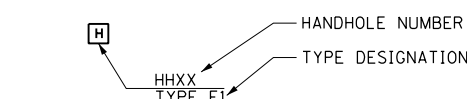
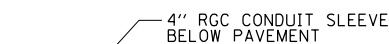
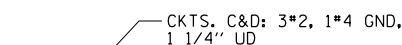
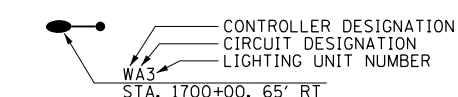
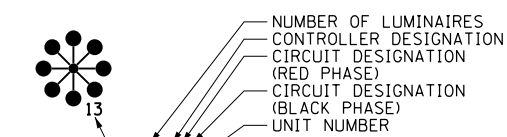
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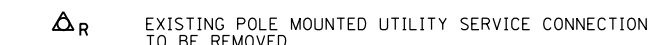
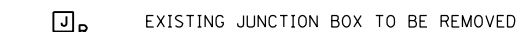
## ELECTRICAL SYMBOLS FOR EXISTING CONDITIONS



## GENERAL ELECTRICAL CALLOUTS



## TYPICAL EXISTING TO BE REMOVED SYMBOLS



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D162075-sht-Light-01.dgn  
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PLOT SCALE = 2.0000' / in.  
PLOT DATE = 3/20/2017

DESIGNED - PFD  
DRAWN - CAM  
CHECKED - WDS  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IDOT ELECTRICAL SYMBOLS

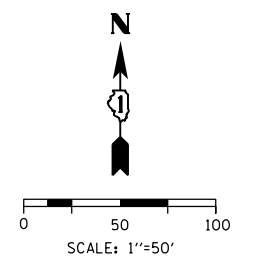
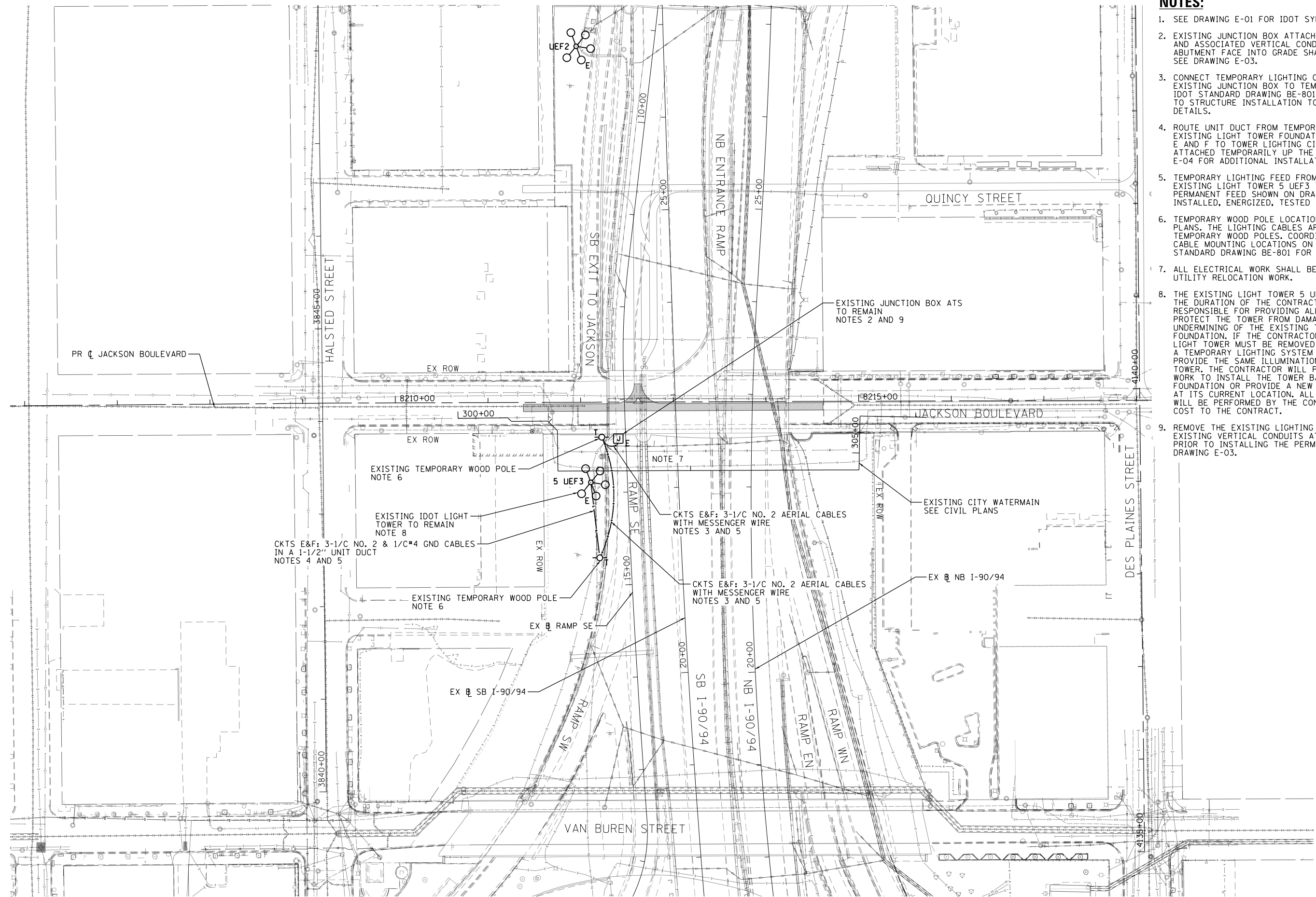
SCALE: N.T.S. SHEET 1 OF 12 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 86        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



**NOTES:**

- SEE DRAWING E-01 FOR IDOT SYMBOLS AND ABBREVIATIONS.
- EXISTING JUNCTION BOX ATTACHED TO THE WEST ABUTMENT AND ASSOCIATED VERTICAL CONDUIT RUN ROUTED DOWN THE ABUTMENT FACE INTO GRADE SHALL REMAIN FOR RE-USE. SEE DRAWING E-03.
- CONNECT TEMPORARY LIGHTING CIRCUITS E AND F FROM EXISTING JUNCTION BOX TO TEMPORARY WOOD POLE. SEE IDOT STANDARD DRAWING BE-801 FOR AERIAL CABLE ATTACHED TO STRUCTURE INSTALLATION TO AN EXISTING LIGHT TOWER DETAILS.
- ROUTE UNIT DUCT FROM TEMPORARY WOOD POLE INTO EXISTING LIGHT TOWER FOUNDATION TO CONNECT CIRCUITS E AND F TO TOWER LIGHTING CIRCUITS. UNIT DUCT TO BE ATTACHED TEMPORARILY UP THE WOOD POLE. SEE DRAWING E-04 FOR ADDITIONAL INSTALLATION DETAILS.
- TEMPORARY LIGHTING FEED FROM JUNCTION BOX TO EXISTING LIGHT TOWER 5 UEF3 TO BE REMOVED AFTER THE PERMANENT FEED SHOWN ON DRAWING E-03 HAS BEEN INSTALLED, ENERGIZED, TESTED AND APPROVED.
- TEMPORARY WOOD POLE LOCATIONS ARE SHOWN ON THE ITS PLANS. THE LIGHTING CABLES ARE TO BE MOUNTED TO THE TEMPORARY WOOD POLES. COORDINATE THE LIGHTING AND ITS CABLE MOUNTING LOCATIONS ON THE POLES. SEE IDOT STANDARD DRAWING BE-801 FOR ADDITIONAL DETAILS.
- ALL ELECTRICAL WORK SHALL BE COORDINATED WITH THE UTILITY RELOCATION WORK.
- THE EXISTING LIGHT TOWER 5 UEF3 IS TO REMAIN FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL NECESSARY MEANS TO PROTECT THE TOWER FROM DAMAGE AND POSSIBLE UNDERMINING OF THE EXISTING TOWER CONCRETE FOUNDATION. IF THE CONTRACTOR DETERMINES THAT THE LIGHT TOWER MUST BE REMOVED TO PERFORM THEIR WORK, A TEMPORARY LIGHTING SYSTEM WILL BE PROVIDED TO PROVIDE THE SAME ILLUMINATION LEVELS AS THE EXISTING TOWER. THE CONTRACTOR WILL PROVIDE ALL THE NECESSARY WORK TO INSTALL THE TOWER BACK ONTO THE EXISTING FOUNDATION OR PROVIDE A NEW FOUNDATION, IF REQUIRED, AT ITS CURRENT LOCATION. ALL THE WORK DESCRIBED ABOVE WILL BE PERFORMED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
- REMOVE THE EXISTING LIGHTING CIRCUIT CABLES FROM THE EXISTING VERTICAL CONDUITS ATTACHED TO STRUCTURE PRIOR TO INSTALLING THE PERMANENT UNIT DUCT. SEE DRAWING E-03.



E-02

FILE PATH = P:\628272\000\_CAD\_006\_Roadway\Printung\628272\_20170221\Final\CADD\01628275-sht-Light-02.dgn



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| PLOT SCALE = 100.0000' / 1" | CHECKED - WDS     | REVISED - |
| PLOT DATE = 3/20/2017       | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

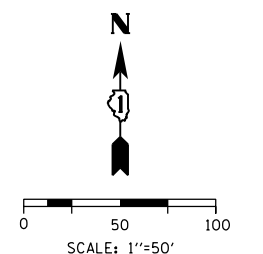
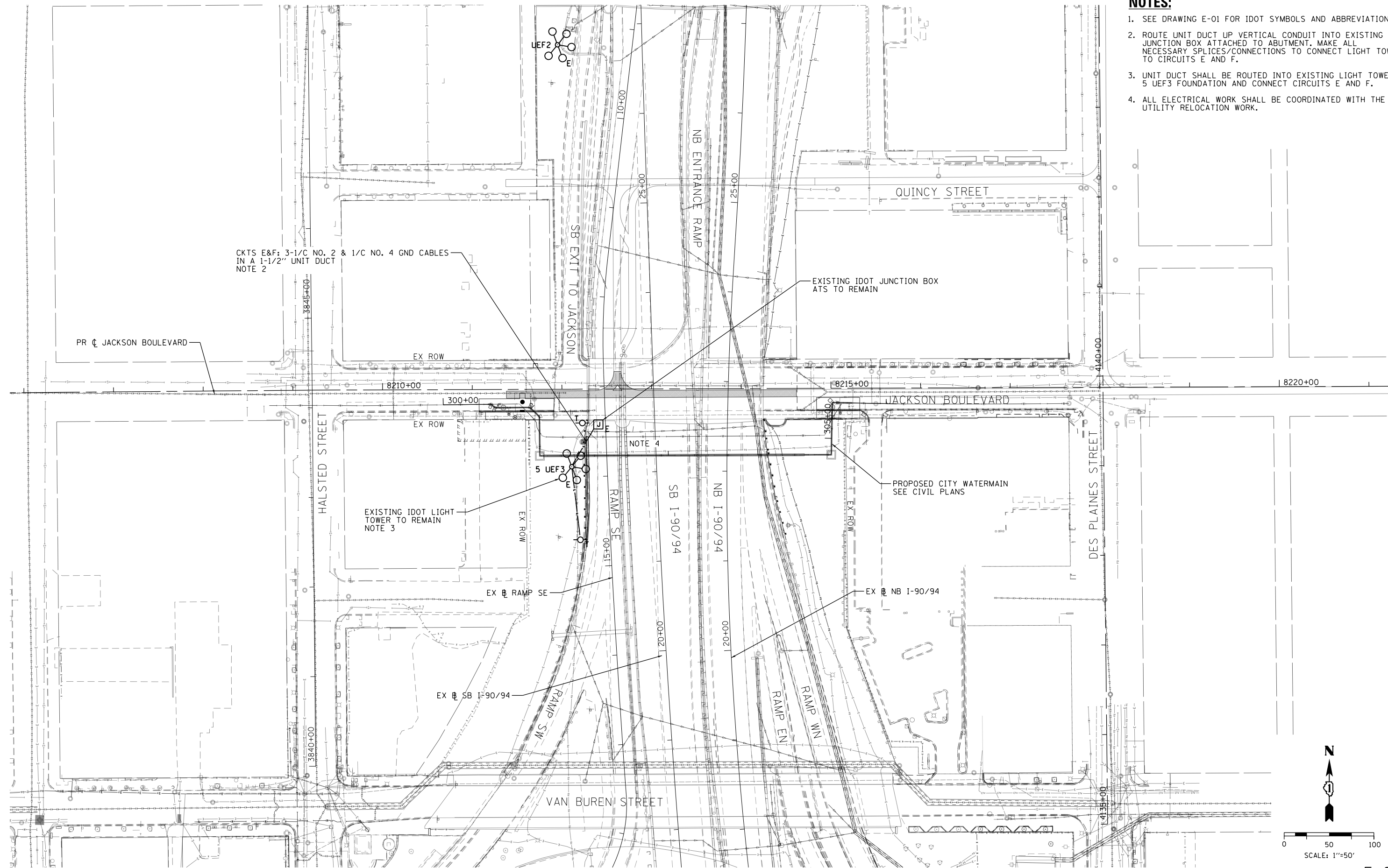
**EXISTING/TEMPORARY IDOT LIGHTING PLAN**

SCALE: 1" = 50' SHEET 2 OF 12 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-1 | COOK   | 153          | 87        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |

**NOTES:**

1. SEE DRAWING E-01 FOR IDOT SYMBOLS AND ABBREVIATIONS.
2. ROUTE UNIT DUCT UP VERTICAL CONDUIT INTO EXISTING JUNCTION BOX ATTACHED TO ABUTMENT. MAKE ALL NECESSARY SPLICES/CONNECTIONS TO CONNECT LIGHT TOWER TO CIRCUITS E AND F.
3. UNIT DUCT SHALL BE ROUTED INTO EXISTING LIGHT TOWER 5 UEF3 FOUNDATION AND CONNECT CIRCUITS E AND F.
4. ALL ELECTRICAL WORK SHALL BE COORDINATED WITH THE UTILITY RELOCATION WORK.



E-03

FILE PATH = P:\62827\000\_CAD\_006\_Roadway\Printing\62827\20170221\Final\CAD\01628275-sht-Light-03.dgn



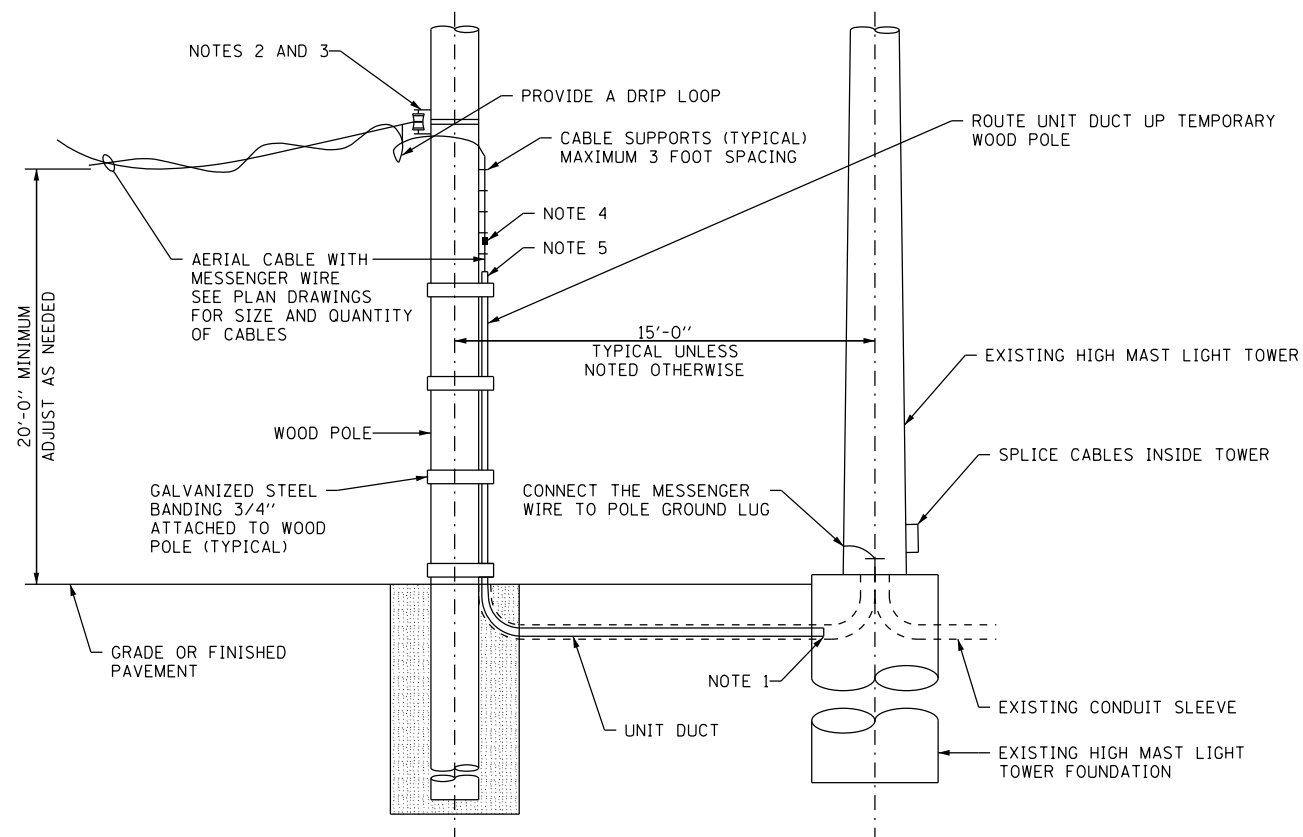
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 PLOT SCALE = 100.0000' / 1" / 1"  
 PLOT DATE = 3/20/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - PFD    | REVISED - |
| DRAWN - CAM       | REVISED - |
| CHECKED - WDS     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED IDOT LIGHTING PLAN**  
 SCALE: 1" = 50' SHEET 3 OF 12 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 88 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |



**TEMPORARY CONNECTION TO EXISTING HIGH MAST LIGHT TOWER**  
SCALE: NOT TO SCALE

**NOTES:**

1. ROUTE UNIT DUCT INTO LIGHT TOWER CONDUIT SLEEVE.
2. ALL WORK TO FURNISH AND INSTALL ALL HARDWARE REQUIRED FOR MOUNTING THE AERIAL CABLE TO THE STRUCTURE WILL BE INCLUDED IN THE COST OF THE AERIAL CABLE PAY ITEM.
3. HEAVY DUTY INSULATED PULLEY CLEVIS AND CLAMPS MAY BE SUBSTITUTED WITH OTHER EQUIPMENT AND MOUNTING METHOD UPON APPROVAL FROM THE ENGINEER.
4. SPLICE AERIAL CABLES TO UNIT DUCT CABLES USING WATERTIGHT HEAT SHRINK CAP. SEE IDOT STANDARD DRAWING BE-702 FOR TYPICAL SPLICE DETAIL.
5. INSTALL SEALANT IN THE UNIT DUCT TO STOP INFILTRATION OF MOISTURE INTO THE VERTICAL RACEWAY.

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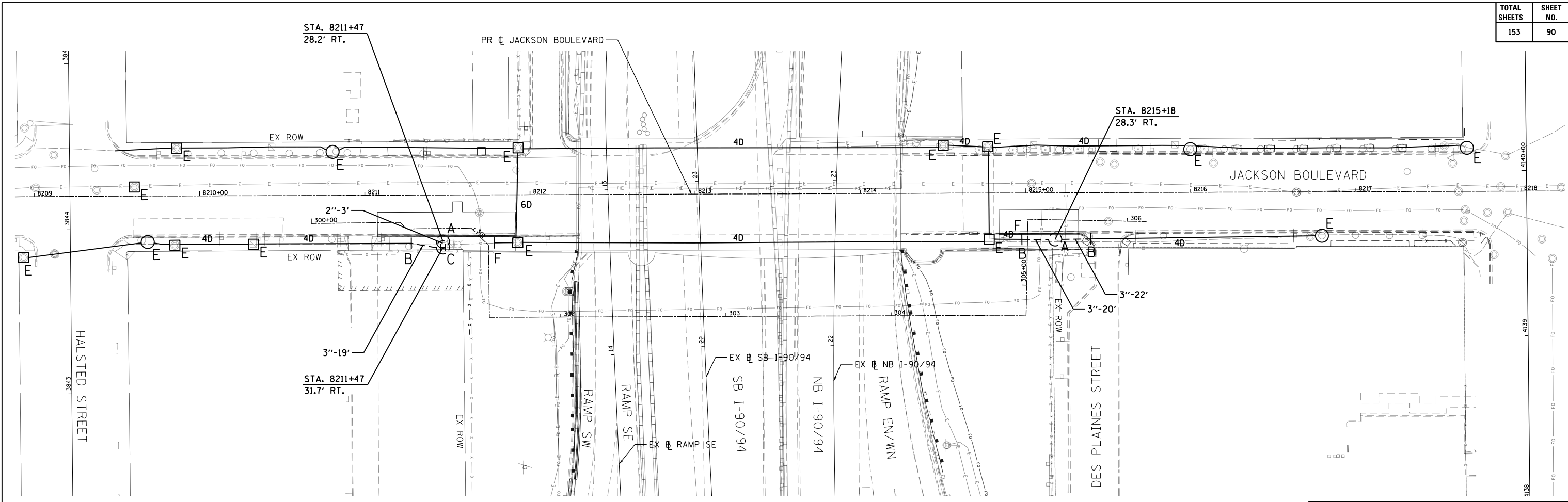
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| PLOT DATE = 3/20/2017        | DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL DETAILS**

SCALE: N.T.S. SHEET 4 OF 12 SHEETS STA. TO STA.

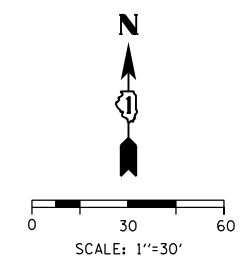
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|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 89        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



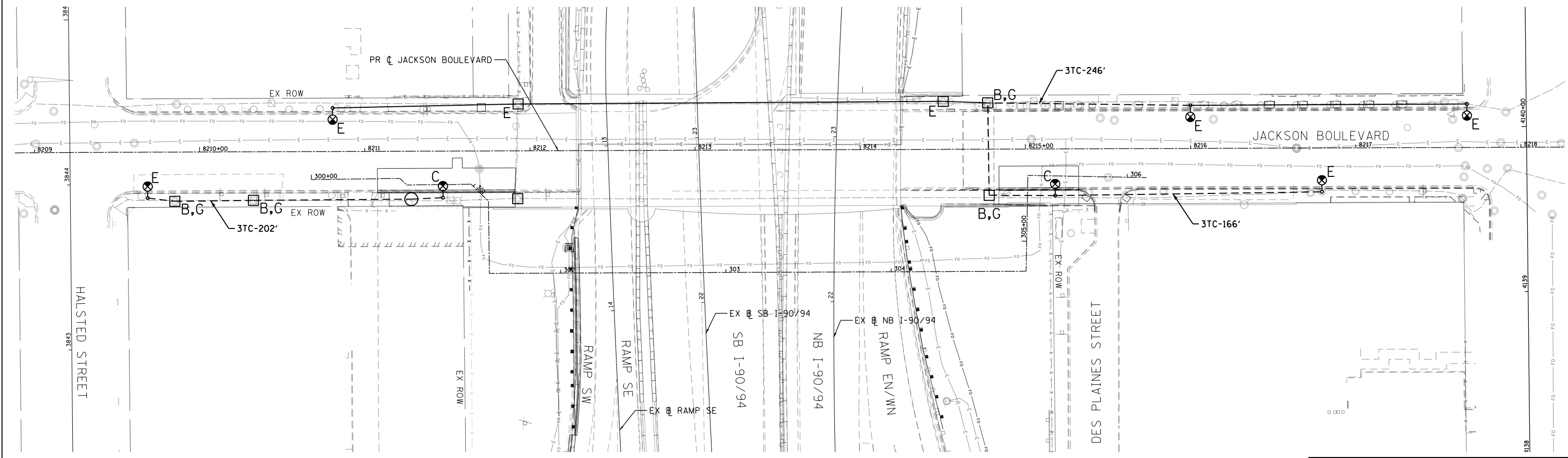
- "A" PROVIDE 28"x7", 1-1/4" A.R., 14" B.C. FOUNDATION FOR LIGHT POLE PER DWG. NOS. E-08 & 837. SEE NOTE 2.
- "B" INTERCEPT EXISTING CONDUIT AND CONNECT NEW CONDUIT.
- "C" PROVIDE A 36" DIA. HEAVY DUTY CONCRETE HANDHOLE WITH A 24" FRAME AND COVER PER DWG NOS. 866 AND 872
- "E" EXISTING TO REMAIN
- "F" EXISTING CONDUIT/DUCTBANK TO BE ABANDONED

**NOTES:**

1. SEE DRAWING E-09 FOR CDOT ELECTRICAL SYMBOLS AND ABBREVIATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A NEW LIGHT POLE FOUNDATION THAT IS COMPATIBLE WITH THE EXISTING CITY LIGHT POLE'S DIMENSIONS AND PROPERTIES. PRIOR TO BEGINNING ANY FOUNDATION WORK THE CONTRACTOR MUST TAKE ALL FIELD MEASUREMENTS TO ENSURE THAT THE EXISTING LIGHT POLE WILL FIT ON THE NEW FOUNDATION SHOWN ON DRAWING E-08.



|  |                               |
|--|-------------------------------|
|  |                               |
| DATE   | REVISION                      |
| <b>CITY OF CHICAGO</b>   |                               |
| DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING  |                               |
| CONSULTANT:<br><b>AECOM</b><br><small>303 EAST WACKER DRIVE, SUITE 1400<br/>CHICAGO, IL 60601-5276<br/>PHONE: (312) 373-7700 FAX: (312) 373-6800</small> |                               |
| WORK ORDER NO. _____   | DATE _____                    |
| COST ALLOCATION ACCOUNT _____  |                               |
| APPROPRIATION ACCOUNT _____  | MATERIAL _____<br>LABOR _____ |
| <b>JACKSON BOULEVARD<br/>CONDUIT AND<br/>FOUNDATION PLAN</b>   |                               |
| CITY OF CHICAGO<br>DEPT. OF TRANSPORTATION<br>DIVISION OF ELECTRICAL OPERATIONS  |                               |
| DRAFTSMAN:<br>CAM  | CHIEF DRAFTSMAN:<br>JPC       |
| ENGINEER:<br>WDS   |                               |
| SUPERVISING ENGINEER/ELEC. DESIGN ENGR.<br>JPC   |                               |
| ENGINEER OF ELECTRICITY:   |                               |
| GEN'L SUPT. OF ELECTRICITY:  |                               |
| DEPUTY COMMISSIONER:   |                               |
| SIZE: 22"   34"  | SCALE: 1" = 30'               |
| DATE: 03/21/2017   | DATE: 03/21/2017              |
| C.D.O.T. PROJECT NO.:  | DWG. NO.: 5 OF 12             |



"C" RE-ERECT EXISTING LIGHTING UNIT ON A NEW FOUNDATION  
 "B" RACK CABLES IN MANHOLE  
 "E" EXISTING TO REMAIN  
 "G" CLEAN EXISTING MANHOLE

**NOTES:**

- SEE DRAWING E-09 FOR CDOT ELECTRICAL SYMBOLS AND ABBREVIATIONS.



| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |

**CITY OF CHICAGO**

DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING

CONSULTANT:

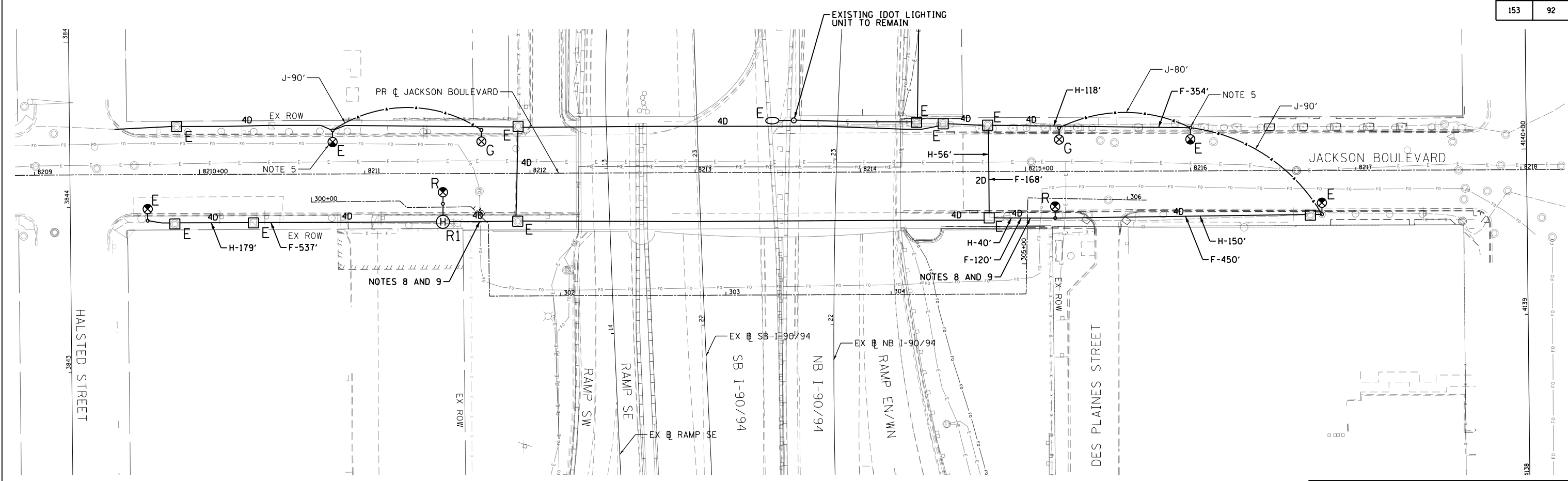
303 EAST WACKER DRIVE, SUITE 1400  
CHICAGO, IL 60601-5276  
PHONE: (312) 373-7700 FAX: (312) 373-6800

WORK ORDER NO. \_\_\_\_\_ DATE \_\_\_\_\_  
 COST ALLOCATION ACCOUNT \_\_\_\_\_  
 APPROPRIATION ACCOUNT MATERIAL \_\_\_\_\_  
 LABOR \_\_\_\_\_

**JACKSON BOULEVARD  
LIGHTING CABLE AND  
EQUIPMENT INSTALLATION PLAN**

CITY OF CHICAGO  
DEPT. OF TRANSPORTATION  
DIVISION OF ELECTRICAL OPERATIONS

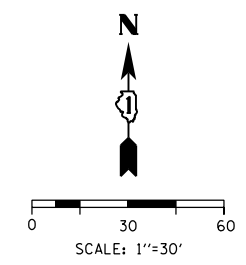
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|---|-------------------------|------------------|---------|
| DRAFTSMAN:<br>CAM                       | CHIEF DRAFTSMAN:<br>JPC | ENGINEER:<br>WDS | E-06    |
| SUPERVISING ENGINEER/ELEC. DESIGN ENGR. |                         |                  |         |
| ENGINEER OF ELECTRICITY:                |                         |                  |         |
| GEN'L SUPT. OF ELECTRICITY:             |                         |                  |         |
| DEPUTY COMMISSIONER:                    |                         |                  |         |
| SIZE: 22"   34"                         | SCALE: 1" = 30'         | DATE: 03/21/2017 |         |
| C.D.O.T. PROJECT NO.:                   |                         | DWG. NO.:        | 6 OF 12 |



"E" EXISTING TO REMAIN  
 "F" REMOVE EXISTING LIGHTING CABLES IN CONDUIT.  
 "R" REMOVE EXISTING STEEL POLE, LUMINAIRE AND MAST ARM. STORE FOR REINSTALLATION. BREAK DOWN FOUNDATION COMPLETE. SEE NOTE 6.  
 "R1" REMOVE EXISTING HANDHOLE COMPLETE.  
 "H" ROD AND CLEAN CONDUIT.  
 "G" INSTALL A 400W HPS LUMINAIRE AND A 15 FOOT MAST ARM ON A TEMPORARY 50 FOOT WOOD POLE. SEE NOTE 4.  
 "J" INSTALL TEMPORARY AERIAL CABLES. SEE NOTES 3 AND 7.

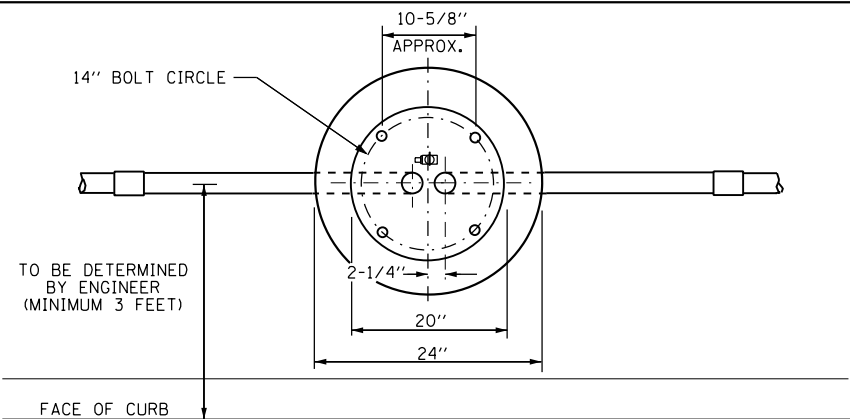
**NOTES:**

- SEE DRAWING E-09 FOR CDOT ELECTRICAL SYMBOLS AND ABBREVIATIONS.
- NOT USED.
- ALL AERIAL CABLES SHOWN ON THIS SHEET SHALL BE 2\*6 WITH MESSENGER, UNLESS NOTED OTHERWISE.
- REMOVE THE TEMPORARY LIGHTING UNITS AFTER THE PERMANENT CDOT STREET LIGHTING UNITS HAVE BEEN REINSTALLED ON THEIR NEW FOUNDATIONS AND ENERGIZED. SEE DRAWING E-06.
- FEED THE TEMPORARY LIGHTING UNITS FROM THE EXISTING CIRCUITS WITHIN THE EXISTING CDOT POLE TO REMAIN.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A NEW CONCRETE FOUNDATION THAT MATCHES THE DIMENSIONS OF THE EXISTING CITY LIGHTING UNITS. PRIOR TO REMOVAL, THE CONTRACTOR MUST MAKE FIELD MEASUREMENTS OF THE EXISTING CONCRETE FOUNDATION, ANCHOR BOLT CIRCLE AND ANCHOR BOLT DIAMETERS TO VERIFY THAT THE CDOT FOUNDATION DETAILS SHOWN ON DRAWING E-08 MATCH THE DIMENSIONS OF THE EXISTING CONCRETE FOUNDATION. IF THE DIMENSIONS DO NOT MATCH THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY.
- REMOVE ALL AERIAL CABLES AFTER THE PERMANENT LIGHTING SYSTEM HAS BEEN INSTALLED AND ENERGIZED.
- SECTIONS OF THE EXISTING CDOT CONDUITS UNDER THE JACKSON BOULEVARD SIDEWALK MAY BE IN CONFLICT WITH THE WATER MAIN WORK. THESE CONDUITS MAY CONTAIN ASBESTOS MATERIALS. THE CONDUITS REQUIRED TO BE REMOVED FOR THE WATER MAIN WORK SHALL BE TESTED AND IF CONFIRMED TO CONTAIN ASBESTOS MATERIALS MUST BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE SPECIAL PROVISION "REMOVAL OF ASBESTOS CEMENT CONDUIT". ASBESTOS CONDUIT REMOVAL SHALL BE INCLUDED AND PAID FOR UNDER THE "REMOVAL OF ASBESTOS CEMENT CONDUIT" PAY ITEM. TESTING OF THE EXISTING CONDUIT SHALL BE INCLUDED IN AND PAID FOR UNDER THE "TEST EXISTING CONDUIT" PAY ITEM.
- EXISTING CDOT CONDUITS CONFIRMED NOT TO CONTAIN ASBESTOS MATERIALS SHALL BE ABANDONED IN PLACE OR REMOVED IF IN CONFLICT WITH THE WATER MAIN WORK. REMOVAL OF EXISTING CDOT CONDUIT, CONFIRMED NOT TO CONTAIN ASBESTOS, WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE "WATER MAIN REMOVAL, 16" PAY ITEM.

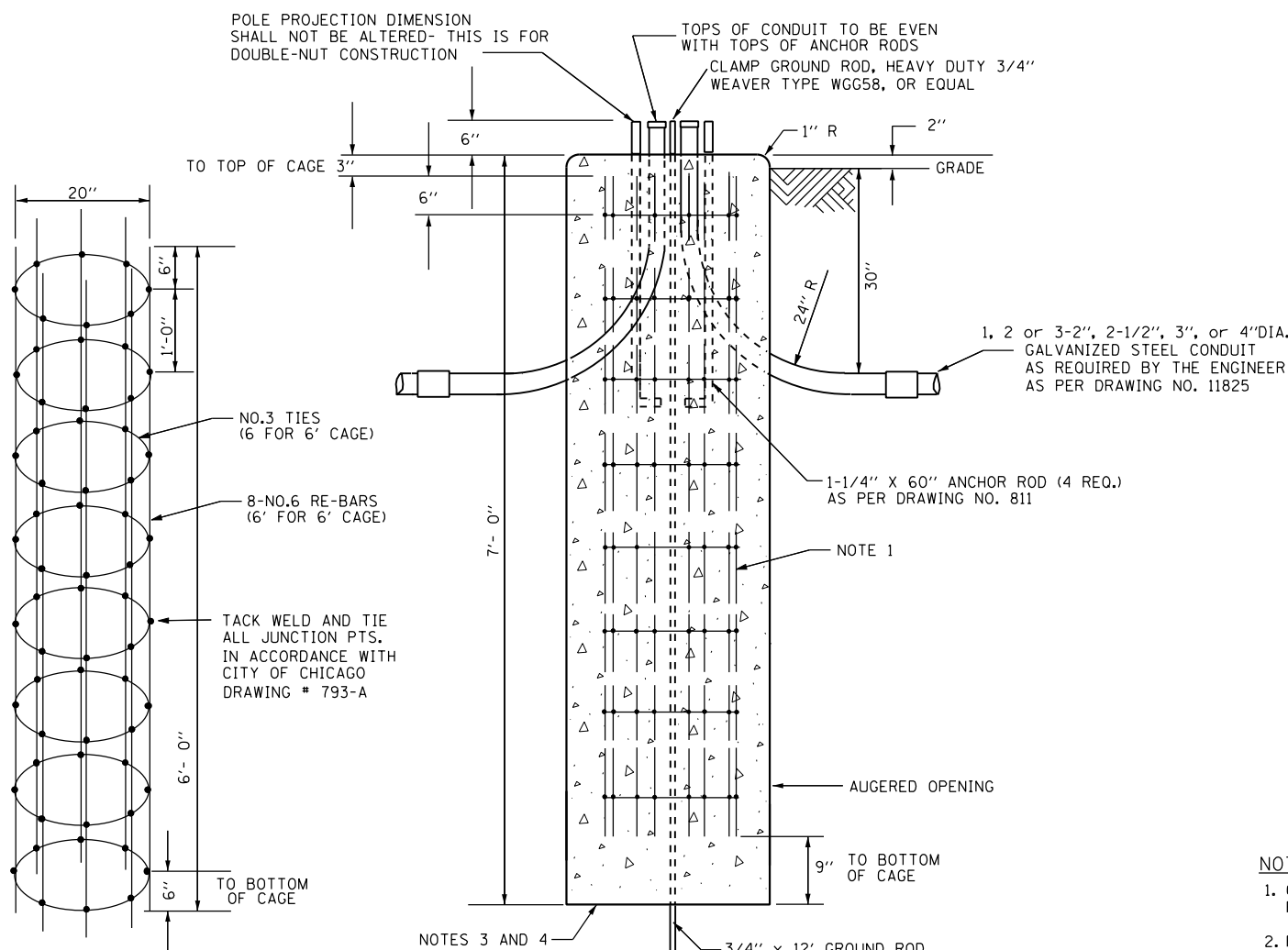


|  |                               |
|--|-------------------------------|
|  |                               |
| DATE   | REVISION                      |
| <b>CITY OF CHICAGO</b>   |                               |
| DEPARTMENT OF TRANSPORTATION<br>DIVISION OF ENGINEERING  |                               |
| CONSULTANT:<br><b>AECOM</b><br><small>303 EAST WACKER DRIVE, SUITE 1400<br/>CHICAGO, IL 60601-5276<br/>PHONE: (312) 373-7700 FAX: (312) 373-6800</small> |                               |
| WORK ORDER NO. _____   | DATE _____                    |
| COST ALLOCATION ACCOUNT _____  |                               |
| APPROPRIATION ACCOUNT _____  | MATERIAL _____<br>LABOR _____ |
| <b>JACKSON BOULEVARD<br/>LIGHTING REMOVAL/TEMPORARY PLAN</b>   |                               |
| <b>CITY OF CHICAGO</b><br>DEPT. OF TRANSPORTATION<br>DIVISION OF ELECTRICAL OPERATIONS   |                               |
| DRAFTSMAN:<br>CAM  | ENGINEER:<br>WDS              |
| SUPERVISING ENGINEER:<br>JPC   | ELEC. DESIGN ENGR.            |
| ENGINEER OF ELECTRICITY:   |                               |
| GEN'L SUPT. OF ELECTRICITY:  |                               |
| DEPUTY COMMISSIONER:   |                               |
| SIZE: 22"   34"  | SCALE: 1" = 30'               |
| DATE: 03/21/2017   | DATE: 03/21/2017              |
| C.D.O.T. PROJECT NO.:  | DWG. NO.: 7 OF 12             |

E-07



**TOP VIEW**



**ELEVATION**

**ISOMETRIC VIEW OF STEEL CAGE**  
NOTE 2

| CODE         | COMMODITY           | SIZE                  | QUANTITY     |
|--------------|---------------------|-----------------------|--------------|
| 05-3267-2940 | REDI-MIX CONCRETE   | CU. YD.               | 0.82 OR 1.05 |
| 09-4001-     | ELBOW, LARGE RADIUS | 2", 2-1/2", 3", 4"    | VARIES       |
| 37-8180-0200 | ANCHOR ROD          | 1-1/4" X 60"          | 4            |
| 05-5054-6910 | RE-BAR CAGE         | 20" DIA. X 6' (or 8') | 1            |
| 09-7796-9200 | GROUND ROD          | 3/4" X 12'-0"         | 1            |
| 09-2636-3240 | GROUND ROD CLAMP    | 3/4"                  | 1            |
| 09-2092-     | GROUND BUSHING      | 2", 2-1/2", 3" OR 4"  | VARIES       |

- NOTES:**
1. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
  2. REINFORCEMENT BARS MUST MEET ASTM A-615 GRADE 60.
  3. HOLE FOR FOUNDATION MUST BE AUGERED IN UNDISTURBED SOIL.
  4. PRIOR TO BEGINNING WORK TO INSTALL THE NEW FOUNDATIONS, THE CONTRACTOR MUST VERIFY THAT THE CDOT FOUNDATION DETAILS SHOWN ON THIS SHEET MATCH THE EXISTING LIGHT POLE FOUNDATIONS DIMENSIONS MEASURED IN THE FIELD. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A NEW CONCRETE LIGHT POLE FOUNDATION THAT IS COMPATIBLE WITH THE EXISTING CDOT LIGHTING UNITS.

**FOUNDATION FOR CDOT PARK DISTRICT TYPE STREET LIGHT WITH 14 INCH BOLT CIRCLE**  
SCALE: NOT TO SCALE NOTE 4

E-08

FILE PATH = P:\60288727\000\_CAD\_006\_Roadway\Printung\62875\_20170221\Final\CAD\0162875-sht-Light-08.dgn



D162875-sht-Light-08.dgn  
USER NAME = dishevoz  
PLOT SCALE = 83.3333 ' / in.  
PLOT DATE = 3/20/2017

DESIGNED - WDS  
DRAWN - CAM  
CHECKED - WDS  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS ELECTRICAL DETAILS**

SCALE: N.T.S. SHEET 8 OF 12 SHEETS STA. TO STA.

|                           |            |        |              |           |
|---------------------------|------------|--------|--------------|-----------|
| F.A.I. RTE.               | SECTION    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290                 | 2015-021-I | COOK   | 153          | 93        |
| CONTRACT NO. 62A75        |            |        |              |           |
| ILLINOIS FED. AID PROJECT |            |        |              |           |



PROPOSED PRESENT

|  |  |   |
|--|--|---|
|  |  | SIGNAL, TRAFFIC 3 SECTION 1-WAY ADJUSTABLE, 12" OR AS NOTED   |
|  |  | SIGNAL, TRAFFIC 3 SECTION 2-WAY ADJUSTABLE, 12" OR AS NOTED   |
|  |  | SIGNAL OPTICALLY PROGRAMMED   |
|  |  | SIGNAL, PEDESTRIAN, DON'T WALK/WALK   |
|  |  | SIGNAL FACE ARROW, 12" COLOR AS NOTED   |
|  |  | SIGNAL FACE, 1 SECTION YELLOW/GREEN ARROW DUAL INDICATION   |
|  |  | PUSH BUTTON, PEDESTRIAN   |
|  |  | SIGN, ILLUMINATED, WITH MESSAGE OR SYMBOL AS INDICATED  |
|  |  | MAST ARM, MONOTUBE, STEEL. SIZE AS INDICATED (SEE DWG. #870)  |
|  |  | MAST ARM, TRUSS, ALUMINUM. SIZE AS INDICATED  |
|  |  | CONTROLLER, TRAFFIC SIGNAL. PEDESTAL OR BASE MOUNTED AS INDICATED   |
|  |  | CONTROLLER, STREET LIGHTING. PEDESTAL OR BASE MOUNTED. (DWG. 876 or 880)  |
|  |  | CONTROLLER, STREET LIGHTING. POLE MOUNTED (DWG. #11940)   |
|  |  | POLE, WOOD. COMMONWEALTH EDISON COMPANY, SERVICE  |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 34'-6", 7 GA. 10" DI A. AND 15" B.C. 24"X7' FND. W/1 1/4" ANCHOR RODS DRG. #818.                                   |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA. 10" DIA. AND 15" B.C. 24"X9' FND. W/1 1/4" ANCHOR RODS DRG. #818 (16', 20' or 26' M.A.)              |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 34"-6", 3GA., 11" DIA. AND 17 1/4" B.C. 30"X9' FND. W/1 1/4" ANCHOR RODS DRG. #816. (30' M.A.)                     |
|  |  | POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA. 12 1/2" DIA. AND 16 1/2" B.C. 30"X11' FND. W/1 1/2" ANCHOR RODS DRG.#817. (35", 40' or 44' M.A.)      |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA. 10" DIA., WITH 3 GA. BAL. HSG. BASE AND 17 1/4" B. C. ON 30"X9' FND. W/ 11/4" ANCHOR RODS DRG. #816. |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 7 GA. WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #716.          |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA., WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DWG.#719.          |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 7 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #11408B.                                 |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 3 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #11408B.                                 |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.  |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.  |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 32'-6" 7 GA., ALUM. BHB AND FND. WITH 15" B.C.-24"X7' WITH 1" ANCHOR RODS DRG. #691.                               |
|  |  | POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"X7' WITH 1" ANCHOR RODS DWG. #691.                              |
|  |  | POLE, CITY ALUMINUM, WITH ROUND BAL. HSG. BASE, 25', 28', or 30' ON FND. WITH 14" B.C., ACQUIRED FROM CHICAGO PARK DISTRICT.                      |
|  |  | POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 7 GA., TAPERED TUBULAR. (DWG. #658)   |
|  |  | POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 3 GA., TAPERED TUBULAR. (DWG. #658)   |
|  |  | POLE, CITY STEEL, EMBEDDED. (ACQUIRED FROM CTA)   |
|  |  | COLUMN, ELEVATED STRUCTURE  |
|  |  | POLE, WOOD. (SIZE AS NOTED)   |
|  |  | POLE, FOUNDATION WITH ELBOWS AS INDICATED. (SIZE AS NOTED)  |
|  |  | POLE, ORNAMENTAL OR OTHER, AS INDICATED ON THE PLANS  |

PROPOSED PRESENT

|  |  |  |
|--|--|--|
|  |  | HANDHOLE, HEAVY DUTY, 36" I.D. (DWG.#866)  |
|  |  | HANDHOLE, CIRCULAR WITH 24" FRAME & COVER, 30" I.D. (#867)   |
|  |  | MANHOLE, CITY 3'X4'X4' DWG. #729 or 730; 4'X6'X6' DWG. #732 or 733.  |
|  |  | FOUNDATION, CONTROLLER OR PEDESTAL, 13" B.C., 20"X5' (DWG. #709)   |
|  |  | FOUNDATION, TRAFFIC CONTROLLER DWG. #854. F.A. TERMINAL FND. DWG. #11972   |
|  |  | FOUNDATION, TRAFFIC TYPE "P", BASE MOUNT. (DWG. #888)  |
|  |  | FOUNDATION, CONTROLLER STREET LIGHT .SPECIAL. 100A & 200A. (DWG.#876 & # 880)  |
|  |  | FOUNDATION, TRANSCLOSURE; TRANSCLOSURE HOUSING. (DWG.# 583 & #891)   |
|  |  | CONTROLLER, UNDERPASS LIGHTING 120V. & 240V. (DWG. #860 & #861)  |
|  |  | MANHOLE, UTILITY, E=COMMONWEALTH EDISON; T=ILL.BELL TEL.; G=PEOPLES GAS; W=CITY WATER; P=CHGO PARK DISTRICT; CTA=C.T.A.; S=SEWER |
|  |  | JUNCTION BOX, IN PAVEMENT (DWG. #815)  |
|  |  | DETECTOR LOOP IN PAVEMENT  |
|  |  | CONDUIT or P.V.C., NUMBER, SIZE & TYPE. (AS NOTED)   |
|  |  | CONDUIT or P.V.C. ENCASED IN CONCRETE. (SECTION or NUMBER OF CONDUIT INDICATED)  |
|  |  | LUMINAIRE, H.P.S.V. 400W LAMP, 240V, SEMI-CUTOFF   |
|  |  | LUMINAIRE, H.P.S.V. 400W LAMP, 240V, CUTOFF  |
|  |  | LUMINAIRE, H.P.S.V. 310W LAMP, 240V  |
|  |  | LUMINAIRE, H.P.S.V. 310W LAMP 240V, CUTOFF   |
|  |  | LUMINAIRE, H.P.S.V. 150W LAMP, 240V  |
|  |  | LUMINAIRE, H.P.S.V. 150W LAMP, 120V  |
|  |  | LUMINAIRE, H.P.S.V. 250W LAMP, 120V, (ALLEY LIGHT)   |
|  |  | LUMINAIRE, H.P.S.V. 250W LAMP, 120V  |
|  |  | TERMINAL, CABINET F.A. & P.C.  |
|  |  | FIRE ALARM BOX, MOUNTED  |
|  |  | FIRE ALARM BOX, POLE MOUNTED   |
|  |  | CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1-PAIR #14 SHIELDED, IN CONDUIT  |
|  |  | CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C- #4, 600 V. EPR. IN CONDUIT  |
|  |  | CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C-#2 or #1/0 600V. EPR IN CONDUIT  |
|  |  | CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#10 or #6, 600V NSRI, IN CONDUIT   |
|  |  | CABLE, TRAFFIC SIGNAL, 7/C-#12 or #14, 600V, EPR IN CONDUIT  |
|  |  | CABLE, TRAFFIC SIGNAL, 10/C-#12 or #14, 600V, EPR IN CONDUIT   |
|  |  | CABLE, TRAFFIC SIGNAL, 14/C-#12 600V. EPR IN CONDUIT   |
|  |  | CABLE, TRAFFIC SIGNAL, 19/C-#12 or #14, 600V, EPR IN CONDUIT   |
|  |  | CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN PARKWAY   |
|  |  | CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN CONDUIT   |
|  |  | CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED, IN CONDUIT   |
|  |  | CABLE, STREET LIGHT, 3 1/C-#1/0, or #2/0, or #4, 600V. EPR IN CONDUIT  |
|  |  | WIRE, STREET LIGHT, 2 1/C-#6, HDNS. AERIAL   |
|  |  | WIRE, STREET LIGHT, 2 1/C-#6 & 1 1/C #8, HDNS. AERIAL  |
|  |  | CABLE, STREET LIGHT AERIAL, 3 1/C-#4 or #2 SELF SUPPORTING, 600V EPR   |
|  |  | WIRE, F.A. & P.C. AERIAL, 1/C-#10, NUMERAL DENOTES QUANTITY  |
|  |  | CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19-(NUMBER OF PAIRS AS INDICATED)   |
|  |  | CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19-(NUMBER OF PAIRS AS INDICATED)   |
|  |  | CABLE, F.A. & P.C., IN CONDUIT, #19-(NUMBER OF PAIRS AS INDICATED)   |
|  |  | DOWNLIGHT ASSEMBLY. (DWG. #850)  |
|  |  | LIGHT, TRAFFIC SAFETY ISLAND   |
|  |  | FLASHING BEACON & DOWNLIGHT  |

ORNAMENTAL LUMINAIRES

| PROPOSED | EXISTING |                     |
|----------|----------|---------------------|
|          |          | 310W PENDANT (240V) |
|          |          | 400W PENDANT (240V) |
|          |          | 250W PENDANT (240V) |
|          |          | 150W ACORN (120V)   |
|          |          | 150W ACORN (240V)   |
|          |          | 50W ACORN (240V)    |
|          |          | 100W ACORN (240V)   |
|          |          | 150W GLOBE (240V)   |
|          |          | 100W GLOBE (240V)   |
|          |          | 50W GLOBE (240V)    |

| DATE       | REVISION                   |
|------------|----------------------------|
| C 04-01-02 | REVISED/REDRAW R.POOL/B.I. |
| B 12-4-01  | ADDED ORNAMENTAL SYMBOLS   |
| A 8-6-96   | REDRAWN                    |

**STANDARD CODE FOR TRAFFIC SIGNALS/ STREET LIGHTING**

CITY OF CHICAGO  
DEPT. OF STREETS AND SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELECTRICAL ENGINEERING

|                             |                                      |                                      |
|-----------------------------|--------------------------------------|--------------------------------------|
| DRAFTSMAN:<br><b>R. IVY</b> | CHIEF DRAFTSMAN:<br><b>R. CARTER</b> | ENGINEER:<br><b>R. POOL/R.C/W.T.</b> |
| SUPERVISING ENGINEER:       | ELEC. DESIGN-ENGR.                   |                                      |

ENGINEER OF ELECTRICITY: \_\_\_\_\_ DWG. NO. **826**

GENL. SUPT. OF CONSTRUCTION: \_\_\_\_\_

DEPUTY COMMISSIONER: \_\_\_\_\_

SIZE: 22" X 36" SCALE: \_\_\_\_\_ DATE: \_\_\_\_\_

FILE PATH = P:\60288727\000\_CAD\_006\_Roadway\Printung\62875\_20170221\_Final\CADD\0162A75-sht-Light-09.dgn



D162A75-sht-Light-09.dgn  
USER NAME = dshevoz  
PLOT SCALE = 2.0000' / in.  
PLOT DATE = 3/20/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - PFD    | REVISED - |
| DRAWN - CAM       | REVISED - |
| CHECKED - WDS     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

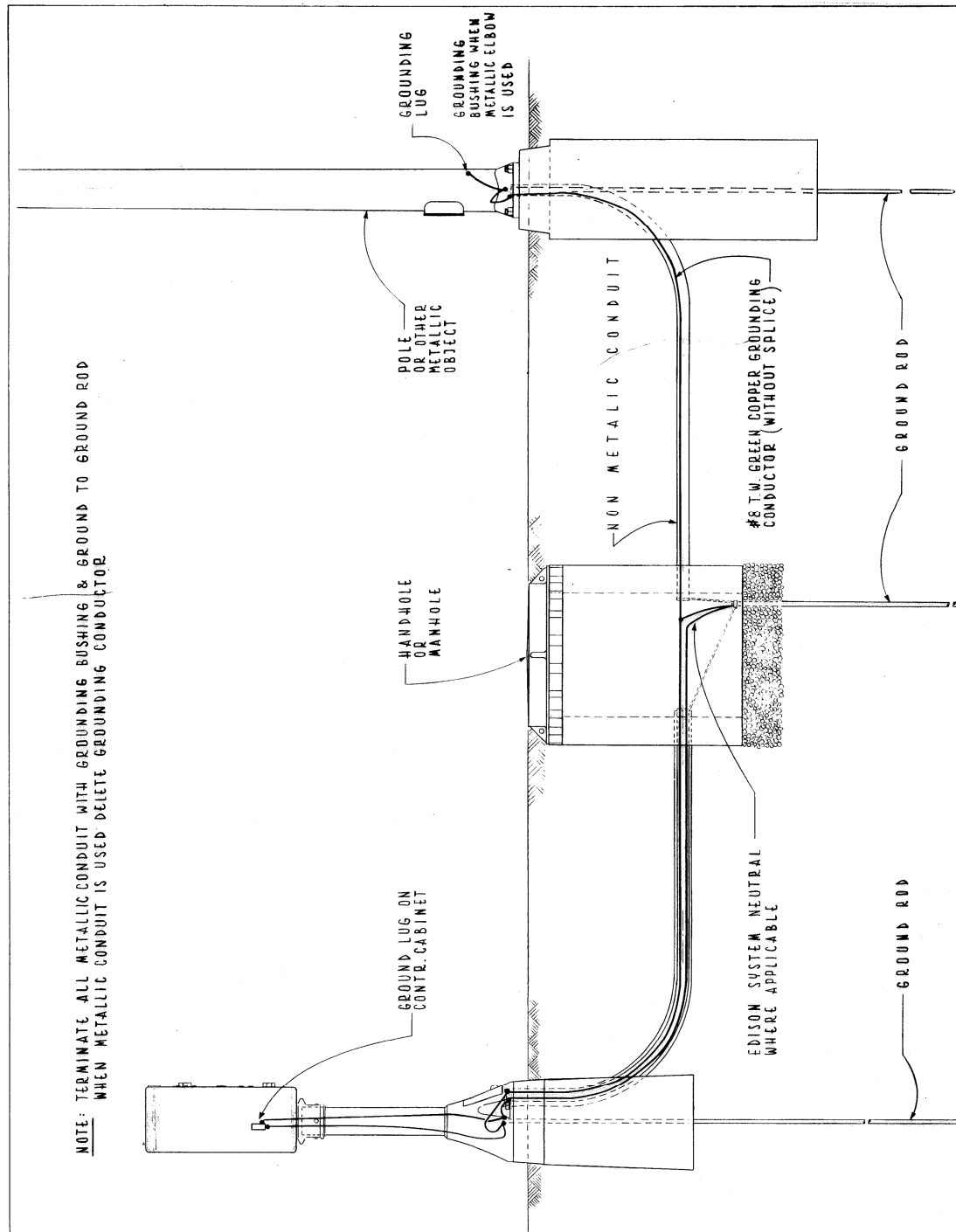
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CDOT DETAILS**

SCALE: N.T.S. SHEET 9 OF 12 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 94 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

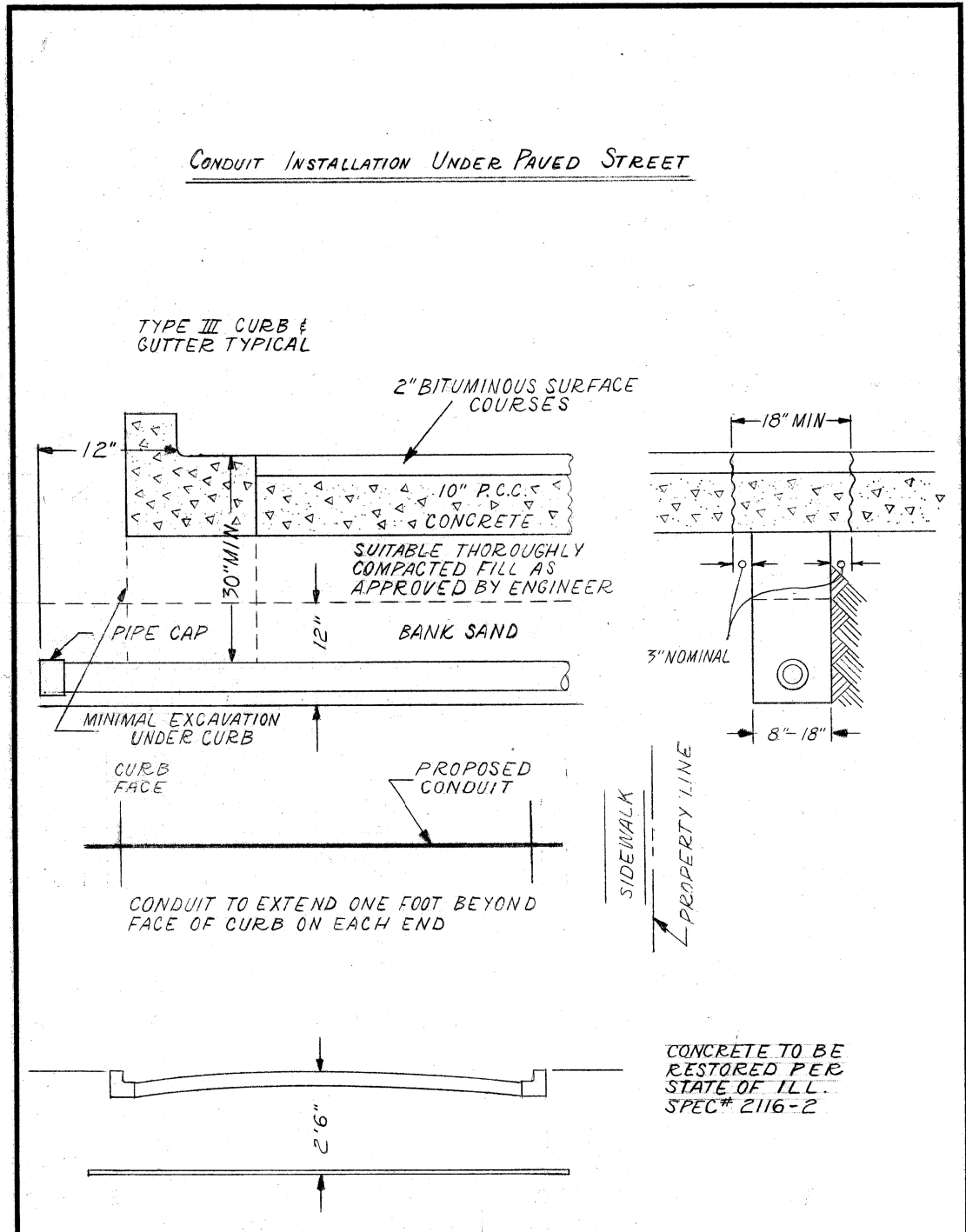




**TYPICAL GROUNDING METHODS FOR BUREAU OF ELECTRICITY EQUIPMENT**

CITY OF CHICAGO  
DEPT. OF STREETS & SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELEC. ENGINEERING

|         |   |                   |                       |
|---------|---|-------------------|-----------------------|
| REVISED | DRAWN: E. GERULIS                         | CHECKED: M. SHINE | ENGINEER: J. O'CONNOR |
| A       | ENG. OF ELEC. <i>Thomas J. Kelly</i>      |                   |                       |
| B       | SUPT. OF CONST. <i>Charles E. Buckley</i> |                   |                       |
| C       | DEPT. OF SANIT. <i>Charles E. Buckley</i> |                   |                       |
| D       | DATE: 5-12-76                             |                   |                       |
| E       | SIZE: 8 1/2" X 14" SCALE: 1" = 10'        |                   |                       |
| F       | DWG. NO. <b>736</b>                       |                   |                       |



**INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY**

CITY OF CHICAGO  
DEPT. OF STREETS AND SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELECTRICAL ENGINEERING

|  |                         |                         |
|--|-------------------------|-------------------------|
| DRAWN<br>A.M. JOHNSON  | CHECKED<br>R. SYCKAWSKI | ENGINEER<br>R.L. MARTIN |
| <i>Thomas Kelly</i><br>ENGINEER OF ELECTRICITY               |                         | DRG. NO.<br><b>813</b>  |
| <i>Charles E. Buckley</i><br>DEPT. OF SANIT.<br>DEPUTY COMM. |                         | DATE<br>3-13-81         |
| SIZE<br>8 1/2" X 14"   | SCALE<br>N.T.S.         | DATE                    |

FILE PATH = P:\62475-sht-Light-10.dgn



D162475-sht-Light-10.dgn  
USER NAME = dishevoz  
PLOT SCALE = 2.0000' / in.  
PLOT DATE = 3/20/2017

DESIGNED - PFD  
DRAWN - CAM  
CHECKED - WDS  
DATE - 03/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

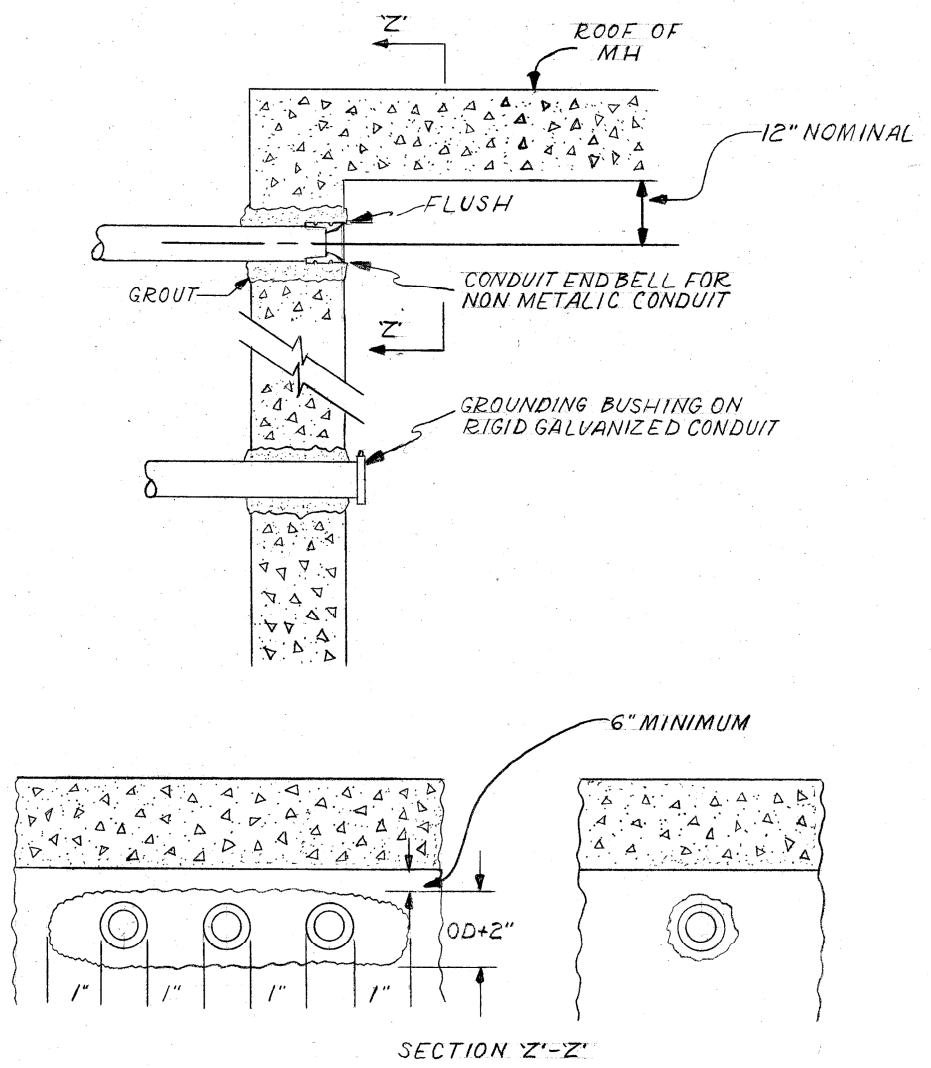
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CDOT DETAILS

SCALE: N.T.S. SHEET 10 OF 12 SHEETS STA. TO STA.

|                           |                       |                |                     |                 |
|---------------------------|-----------------------|----------------|---------------------|-----------------|
| F.A.I. RTE.<br>90/94/290  | SECTION<br>2015-021-1 | COUNTY<br>COOK | TOTAL SHEETS<br>153 | SHEET NO.<br>95 |
| CONTRACT NO. 62475        |                       |                |                     |                 |
| ILLINOIS FED. AID PROJECT |                       |                |                     |                 |

CONDUIT INSTALLATION THROUGH EXISTING MANHOLE OR HANDHOLE WALL



OPENING THROUGH WALL TO BE KEPT TO MINIMUM SIZE TO ADMIT CONDUIT AND SUFFICIENT GROUT TO ASSURE SEALING WALL.

INSTALLATION METHOD OF INSTALLING CONDUIT THRU MANHOLE WALL

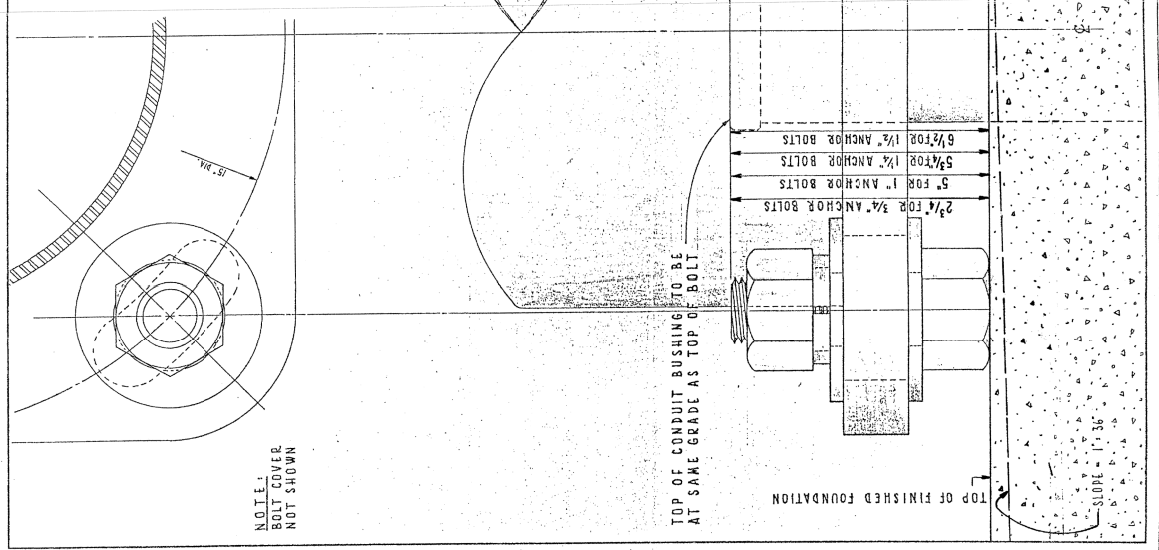
**CITY OF CHICAGO**  
DEPT. OF STREETS AND SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELECTRICAL ENGINEERING

|                                       |                         |                         |
|---------------------------------------|-------------------------|-------------------------|
| DRAWN<br>A.M. JOHNSON                 | CHECKED<br>R. SYCKOWSKI | ENGINEER<br>R.L. MARTIN |
| <br>ENGINEER OF ELECTRICITY           |                         | DRG. NO.<br>814         |
| <br>DEPT. CHIEF ENGR.<br>DEPUTY COMM. |                         | DATE<br>3-13-01         |
| SIZE<br>8 1/2" X 14"                  | SCALE<br>N.T.S.         |                         |

**T A B L E**

| ANCHOR BOLT SIZE | POLE GAUGES | AUX. PED.          |          |
|------------------|-------------|--------------------|----------|
|                  |             | 76A, 36A, 76A, 36A | 76A, 36A |
| 1"               | 1 1/4"      | 7/16"              | 3/4"     |
| 1 1/4"           | 1 1/2"      | 1/2"               | 3/4"     |
| 1 1/2"           | 1 3/4"      | 5/16"              | 3/8"     |
| 1 3/4"           | 2"          | 1/4"               | 1/4"     |
| 2"               | 2 1/4"      | 1/4"               | 1/4"     |
| 2 1/4"           | 2 1/2"      | 1/4"               | 1/4"     |
| 2 1/2"           | 2 3/4"      | 1/4"               | 1/4"     |
| 2 3/4"           | 3"          | 1/4"               | 1/4"     |
| 3"               | 3 1/4"      | 1/4"               | 1/4"     |
| 3 1/4"           | 3 1/2"      | 1/4"               | 1/4"     |
| 3 1/2"           | 3 3/4"      | 1/4"               | 1/4"     |
| 3 3/4"           | 4"          | 1/4"               | 1/4"     |
| 4"               | 4 1/4"      | 1/4"               | 1/4"     |
| 4 1/4"           | 4 1/2"      | 1/4"               | 1/4"     |
| 4 1/2"           | 4 3/4"      | 1/4"               | 1/4"     |
| 4 3/4"           | 5"          | 1/4"               | 1/4"     |
| 5"               | 5 1/4"      | 1/4"               | 1/4"     |
| 5 1/4"           | 5 1/2"      | 1/4"               | 1/4"     |
| 5 1/2"           | 5 3/4"      | 1/4"               | 1/4"     |
| 5 3/4"           | 6"          | 1/4"               | 1/4"     |
| 6"               | 6 1/4"      | 1/4"               | 1/4"     |
| 6 1/4"           | 6 1/2"      | 1/4"               | 1/4"     |
| 6 1/2"           | 6 3/4"      | 1/4"               | 1/4"     |
| 6 3/4"           | 7"          | 1/4"               | 1/4"     |
| 7"               | 7 1/4"      | 1/4"               | 1/4"     |
| 7 1/4"           | 7 1/2"      | 1/4"               | 1/4"     |
| 7 1/2"           | 7 3/4"      | 1/4"               | 1/4"     |
| 7 3/4"           | 8"          | 1/4"               | 1/4"     |
| 8"               | 8 1/4"      | 1/4"               | 1/4"     |
| 8 1/4"           | 8 1/2"      | 1/4"               | 1/4"     |
| 8 1/2"           | 8 3/4"      | 1/4"               | 1/4"     |
| 8 3/4"           | 9"          | 1/4"               | 1/4"     |
| 9"               | 9 1/4"      | 1/4"               | 1/4"     |
| 9 1/4"           | 9 1/2"      | 1/4"               | 1/4"     |
| 9 1/2"           | 9 3/4"      | 1/4"               | 1/4"     |
| 9 3/4"           | 10"         | 1/4"               | 1/4"     |
| 10"              | 10 1/4"     | 1/4"               | 1/4"     |
| 10 1/4"          | 10 1/2"     | 1/4"               | 1/4"     |
| 10 1/2"          | 10 3/4"     | 1/4"               | 1/4"     |
| 10 3/4"          | 11"         | 1/4"               | 1/4"     |
| 11"              | 11 1/4"     | 1/4"               | 1/4"     |
| 11 1/4"          | 11 1/2"     | 1/4"               | 1/4"     |
| 11 1/2"          | 11 3/4"     | 1/4"               | 1/4"     |
| 11 3/4"          | 12"         | 1/4"               | 1/4"     |

- INSTALLATION NOTES**
- COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING GREASE ("NO-OR" OR EQUAL).
  - INSTALL LOWER LEVELLING NUTS & WASHERS. SET AT PROPER GRADE WITH HAND LEVEL. USE TABLE FOR APPROPRIATE DIMENSION.
  - ROUND POLE OR PEDESTAL, ATTACH TOP WASHERS & NUTS HAND TIGHT.
  - PLUMB POLE OR PEDESTAL AFTER ALL MASTARMS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
  - ATTACH NUT COVERS WHERE REQUIRED.
  - DO NOT GROUT IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION. IF GROUTING IS REQUIRED, CONTACT US. SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
  - POLE OR PEDESTAL IS TO BE PERFECTLY PLUMB. NO "KANE" IS TO BE LEFT.
- IF NECESSARY, ANCHOR BOLT TO BE TRIMMED WITH SAW. DO NOT BURR, AS THIS PRACTICALLY REDUCES THE TENSILE STRENGTH OF ANCHOR BOLT. COAT ANCHOR BOLT WITH RUST-OLEUM HARD HAT ZINC RICH COMPOUND.



CONSTRUCTION METHOD FOR "DOUBLE-NUT" INSTALLATION OF POLES AND PEDESTALS

CITY OF CHICAGO  
DEPT. OF STREETS AND SANITATION  
BUREAU OF ELECTRICITY  
DIVISION OF ELECTRICAL ENGINEERING

DATE: 3-13-01  
DRAWN: R.L. MARTIN  
CHECKED: R. SYCKOWSKI  
ENGINEER: R.L. MARTIN

837

SCALE: N.T.S.

FILE PATH = P:\6288727\000\_CAD\006\_Roadway\Printung\62875\_20178221\Final\CADD\0162A75-sht-Light-11.dgn



D162A75-sht-Light-11.dgn  
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PLOT DATE = 3/20/2017

|                   |           |
|-------------------|-----------|
| DESIGNED - PFD    | REVISED - |
| DRAWN - CAM       | REVISED - |
| CHECKED - WDS     | REVISED - |
| DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CDOT DETAILS

SCALE: N.T.S. SHEET 11 OF 12 SHEETS STA. TO STA.

|                           |                       |                |                     |                 |
|---------------------------|-----------------------|----------------|---------------------|-----------------|
| F.A.I. RTE.<br>90/94/290  | SECTION<br>2015-021-I | COUNTY<br>COOK | TOTAL SHEETS<br>153 | SHEET NO.<br>96 |
| CONTRACT NO. 62A75        |                       |                |                     |                 |
| ILLINOIS FED. AID PROJECT |                       |                |                     |                 |



DESIGNED - PFD  
 DRAWN - CAM  
 CHECKED - WDS  
 DATE - 03/21/2017

REVISIONS:  
 1 - 8" BED OF STONE FOR DRAINAGE.  
 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1' & MAX. OF 3' INSIDE INNER BEARING SURFACE WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.

REVISIONS:  
 1 - 8" BED OF STONE FOR DRAINAGE.  
 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1' & MAX. OF 3' INSIDE INNER BEARING SURFACE WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CDOT DETAILS

SCALE: N.T.S. SHEET 12 OF 12 SHEETS STA. TO STA.

|                       |                    |             |                           |              |
|-----------------------|--------------------|-------------|---------------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2015-021-1 | COUNTY COOK | TOTAL SHEETS 153          | SHEET NO. 97 |
| CONTRACT NO. 62A75    |                    |             | ILLINOIS FED. AID PROJECT |              |

COMPLETE COMMODITY CODE NO. 05-6610-5310M

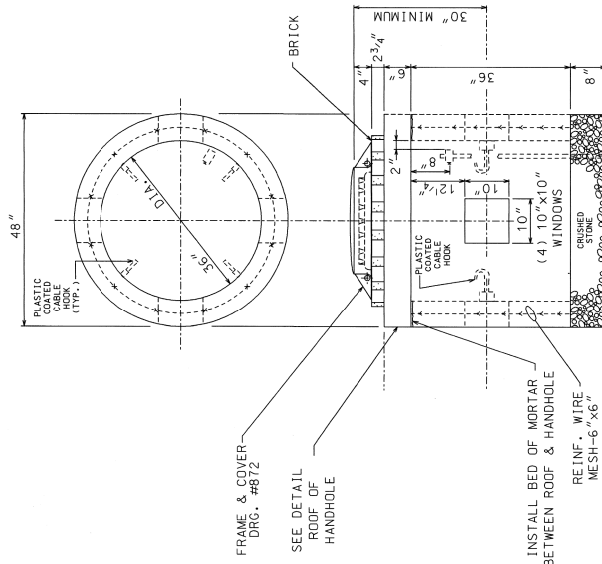
| CODE NO.         | MATERIALS         | SIZE       | QUAN. |
|------------------|-------------------|------------|-------|
| (1) 05-6610-5312 | PRE-CAST HANDHOLE | 36" x 36"  |       |
| (2) 05-6610-5312 | PRE-CAST ROOF     | SEE DETAIL | 1     |
| 05-9075-5470     | STRENGTHENED BAG  |            | 5     |
| 05-1452-9720     | BRICK             |            | 24    |
| 02-4299-5524     | FRAME, MANHOLE    | 24"        | 1     |
| 02-4574-5624     | COVER, MANHOLE    | 24"        | 1     |
| 09-7796-9312     | GROUND ROD        | 3/4" x 12' | 1     |
| 09-2636-3240     | GROUND CLAMP      |            | 1     |
| (3) 05-5082-5330 | SONO TUBE         | 36"        | 1     |
| (3) 05-5082-5342 | SONO TUBE         | 48"        | 1     |
| (3) 05-3267-2940 | CONC. RED-MIX     | CU. YD.    | 3/4   |
| (3) 20-5472-9630 | REINFORCING BAR   | #3 (3/8")  | 20'   |
| (3) 20-5472-9630 | REINFORCING BAR   | #3 (3/8")  | 8'    |
| (3) 20-5472-9640 | REINFORCING BAR   | #4 (1/2")  | 4'    |
| (3) 57-0770-0000 | (MESH (6" x 6")   | 36" x 11'  | 1     |

(1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOKS AND CONDUIT KNOCK-OUTS.  
 (2) PRE-CAST ROOF SHALL INCLUDE LIFTING EYES.  
 (3) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTES:

- 1 - 8" BED OF STONE FOR DRAINAGE.
- 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1' & MAX. OF 3' INSIDE INNER BEARING SURFACE WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.

TOP VIEW  
 FRAME, COVER & TOP OF HANDHOLE REMOVED

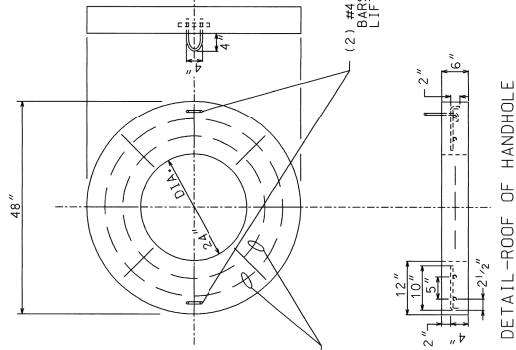


SIDE ELEVATION

FRAME & COVER DRG. #8172  
 SEE DETAIL ROOF OF HANDHOLE

INSTALL BED OF MORTAR BETWEEN ROOF & HANDHOLE

REINF. WIRE MESH-6" x 6"



DETAIL-ROOF OF HANDHOLE

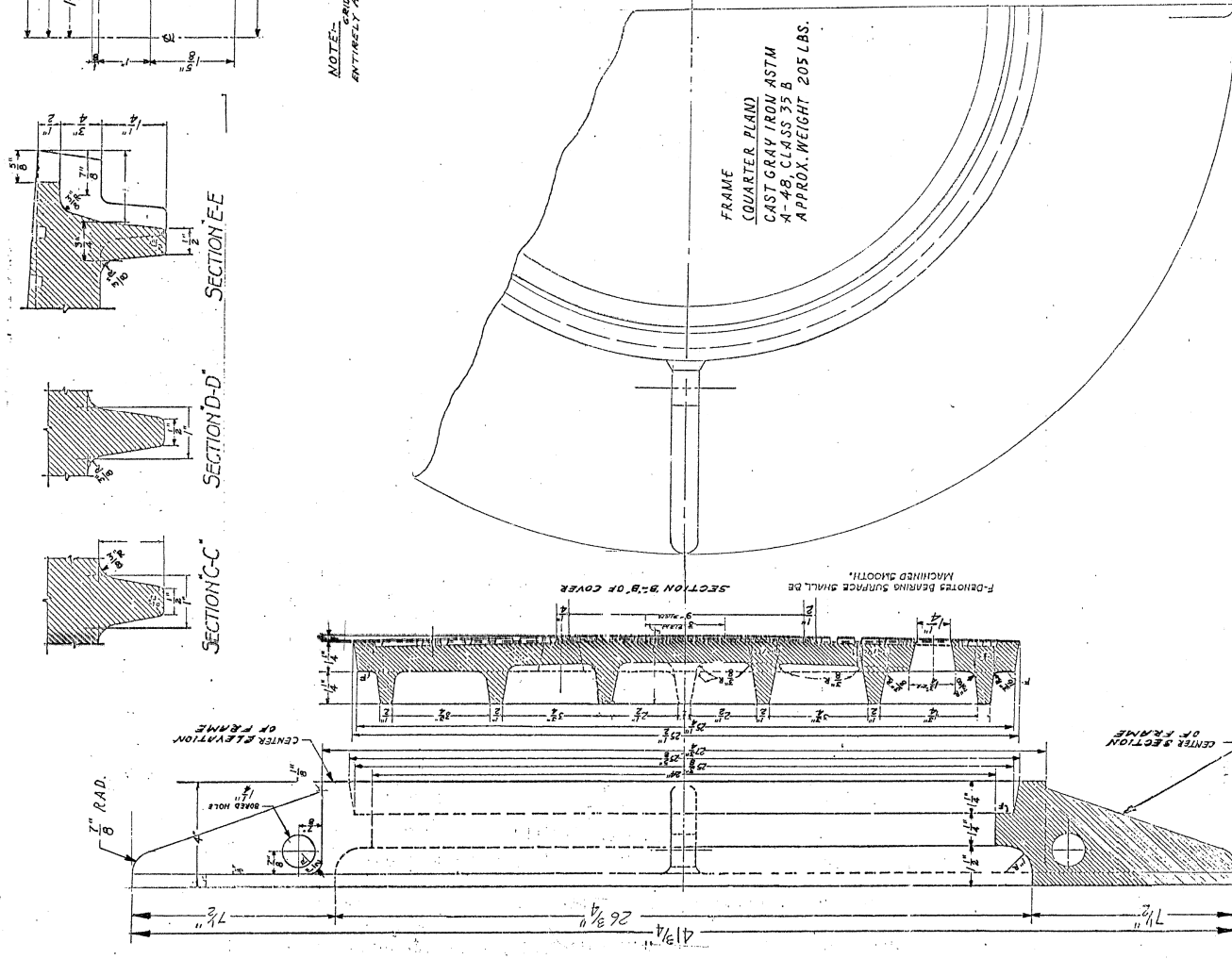
(2) #3 REINFORCING BARS WITH (8) #3 CROSS TIES

(2) #4 REINFORCING BARS USED AS LIFTING EYES

| DATE     | REVISION                            |
|----------|-------------------------------------|
| 01-22-90 | ADDED CABLE HOOKS FOR CONDUIT ENTRY |
|          | REVISION (LOCAL)                    |

36" DIA. HEAVY DUTY CONCRETE HANDHOLE WITH 24" FRAME & COVER

CITY OF CHICAGO  
 DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF STREETS & SANITATION  
 PROJECT ENGINEER: M. PATTON  
 SUPERVISOR: B. CARTER  
 DESIGNER: M. DEBARTOLO  
 CHECKER: M. DEBARTOLO  
 DWG. NO. 886  
 DATE: 1-12-96



SECTION A-A  
 SECTION C-C  
 SECTION D-D  
 SECTION E-E

NOTE: GRID CHECKING TO RUN ANTICLOCKWISE AROUND THE COVER

NOTE: THE TOP SURFACE OF THE 3 CIRCLES AND ALL OF THE LETTERS TO BE RAISED 1/8" ABOVE THE SURFACE WITHIN THE 3" DIAMETER WITH 1/2" DRAFT ANGLE.

FRAME (QUARTER PLANT)  
 CAST GRAY IRON ASTM A-48, CLASS 35 B  
 APPROX. WEIGHT 205 LBS.

COVER (PLAN)  
 APPROX. WEIGHT 240 LBS.

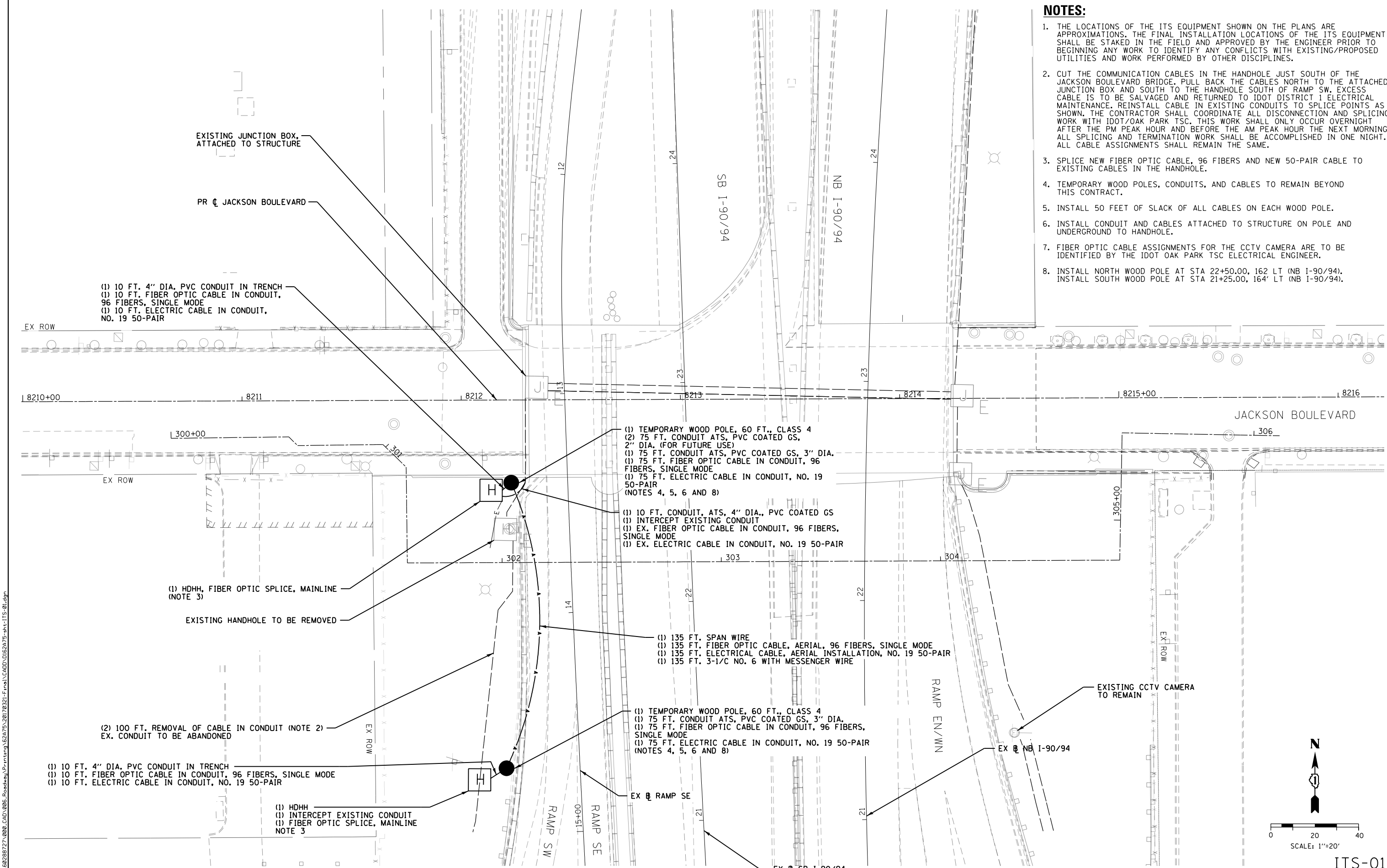
COMMODITY CODE  
 FRAME COVER - 02 4574-5040

SUPERSEDES DWG # 10797  
 DATED 2-10-55

|   |                         |
|---|-------------------------|
| CITY OF CHICAGO<br>DEPARTMENT OF PUBLIC WORKS<br>DIVISION OF STREETS & SANITATION |                         |
| PROJECT ENGINEER: A. JOHNSON  | DIV. ENGR. K. DeBARTOLO |
| DESIGNER: C. RESNANO  | DWG. NO. 872            |
| CHECKER: M. DEBARTOLO   | DATE: 4-21-92           |

**NOTES:**

1. THE LOCATIONS OF THE ITS EQUIPMENT SHOWN ON THE PLANS ARE APPROXIMATIONS. THE FINAL INSTALLATION LOCATIONS OF THE ITS EQUIPMENT SHALL BE STAKED IN THE FIELD AND APPROVED BY THE ENGINEER PRIOR TO BEGINNING ANY WORK TO IDENTIFY ANY CONFLICTS WITH EXISTING/PROPOSED UTILITIES AND WORK PERFORMED BY OTHER DISCIPLINES.
2. CUT THE COMMUNICATION CABLES IN THE HANDHOLE JUST SOUTH OF THE JACKSON BOULEVARD BRIDGE. PULL BACK THE CABLES NORTH TO THE ATTACHED JUNCTION BOX AND SOUTH TO THE HANDHOLE SOUTH OF RAMP SW. EXCESS CABLE IS TO BE SALVAGED AND RETURNED TO IDOT DISTRICT 1 ELECTRICAL MAINTENANCE. REINSTALL CABLE IN EXISTING CONDUITS TO SPLICE POINTS AS SHOWN. THE CONTRACTOR SHALL COORDINATE ALL DISCONNECTION AND SPLICING WORK WITH IDOT/OAK PARK TSC. THIS WORK SHALL ONLY OCCUR OVERNIGHT AFTER THE PM PEAK HOUR AND BEFORE THE AM PEAK HOUR THE NEXT MORNING. ALL SPLICING AND TERMINATION WORK SHALL BE ACCOMPLISHED IN ONE NIGHT. ALL CABLE ASSIGNMENTS SHALL REMAIN THE SAME.
3. SPLICE NEW FIBER OPTIC CABLE, 96 FIBERS AND NEW 50-PAIR CABLE TO EXISTING CABLES IN THE HANDHOLE.
4. TEMPORARY WOOD POLES, CONDUITS, AND CABLES TO REMAIN BEYOND THIS CONTRACT.
5. INSTALL 50 FEET OF SLACK OF ALL CABLES ON EACH WOOD POLE.
6. INSTALL CONDUIT AND CABLES ATTACHED TO STRUCTURE ON POLE AND UNDERGROUND TO HANDHOLE.
7. FIBER OPTIC CABLE ASSIGNMENTS FOR THE CCTV CAMERA ARE TO BE IDENTIFIED BY THE IDOT OAK PARK TSC ELECTRICAL ENGINEER.
8. INSTALL NORTH WOOD POLE AT STA 22+50.00, 162 LT (NB I-90/94). INSTALL SOUTH WOOD POLE AT STA 21+25.00, 164' LT (NB I-90/94).



(1) 10 FT. 4" DIA. PVC CONDUIT IN TRENCH  
 (1) 10 FT. FIBER OPTIC CABLE IN CONDUIT, 96 FIBERS, SINGLE MODE  
 (1) 10 FT. ELECTRIC CABLE IN CONDUIT, NO. 19 50-PAIR

(1) TEMPORARY WOOD POLE, 60 FT., CLASS 4  
 (2) 75 FT. CONDUIT ATS, PVC COATED GS, 2" DIA. (FOR FUTURE USE)  
 (1) 75 FT. CONDUIT ATS, PVC COATED GS, 3" DIA.  
 (1) 75 FT. FIBER OPTIC CABLE IN CONDUIT, 96 FIBERS, SINGLE MODE  
 (1) 75 FT. ELECTRIC CABLE IN CONDUIT, NO. 19 50-PAIR (NOTES 4, 5, 6 AND 8)

(1) 10 FT. CONDUIT, ATS, 4" DIA., PVC COATED GS  
 (1) INTERCEPT EXISTING CONDUIT  
 (1) EX. FIBER OPTIC CABLE IN CONDUIT, 96 FIBERS, SINGLE MODE  
 (1) EX. ELECTRIC CABLE IN CONDUIT, NO. 19 50-PAIR

(1) 135 FT. SPAN WIRE  
 (1) 135 FT. FIBER OPTIC CABLE, AERIAL, 96 FIBERS, SINGLE MODE  
 (1) 135 FT. ELECTRICAL CABLE, AERIAL INSTALLATION, NO. 19 50-PAIR  
 (1) 135 FT. 3-1/C NO. 6 WITH MESSENGER WIRE

(1) TEMPORARY WOOD POLE, 60 FT., CLASS 4  
 (1) 75 FT. CONDUIT ATS, PVC COATED GS, 3" DIA.  
 (1) 75 FT. FIBER OPTIC CABLE IN CONDUIT, 96 FIBERS, SINGLE MODE  
 (1) 75 FT. ELECTRIC CABLE IN CONDUIT, NO. 19 50-PAIR (NOTES 4, 5, 6 AND 8)

(1) 10 FT. 4" DIA. PVC CONDUIT IN TRENCH  
 (1) 10 FT. FIBER OPTIC CABLE IN CONDUIT, 96 FIBERS, SINGLE MODE  
 (1) 10 FT. ELECTRIC CABLE IN CONDUIT, NO. 19 50-PAIR

(1) HDHH  
 (1) INTERCEPT EXISTING CONDUIT  
 (1) FIBER OPTIC SPLICE, MAINLINE  
 NOTE 3

(2) 100 FT. REMOVAL OF CABLE IN CONDUIT (NOTE 2)  
 EX. CONDUIT TO BE ABANDONED

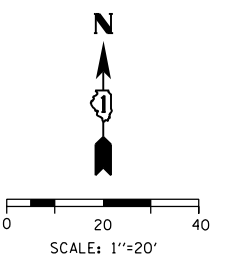
(1) HDHH, FIBER OPTIC SPLICE, MAINLINE  
 (NOTE 3)

EXISTING HANDHOLE TO BE REMOVED

EXISTING JUNCTION BOX, ATTACHED TO STRUCTURE

PR C JACKSON BOULEVARD

EXISTING CCTV CAMERA TO REMAIN



ITS-01

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|-------------------|-----------|
| DESIGNED - ME     | REVISED - |
| DRAWN - CAM       | REVISED - |
| CHECKED - ME      | REVISED - |
| DATE - 03/21/2017 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EXISTING/MAINTAINING ITS PLAN**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

|                           |                    |             |                  |              |
|---------------------------|--------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290     | SECTION 2015-021-I | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 98 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |

# FOR INFORMATION ONLY

STATE OF ILLINOIS  
CITY OF CHICAGO  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF ENGINEERING

NORTHWEST ROUTE SUPERHIGHWAY

## PLANS FOR JACKSON BOULEVARD BRIDGE SECTION 0101.2-2B

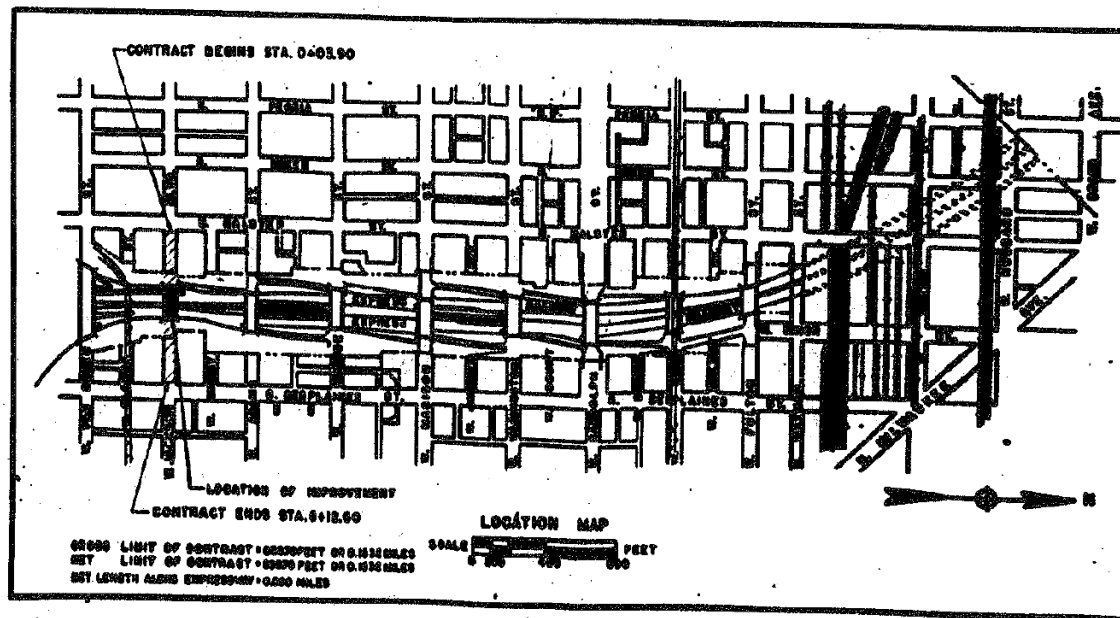
F.A. ROUTE NO. 173 PROJECT UI 265 (4)

SUMMARY OF ITEMS

RETURN THIS PLAN  
TO MAINTENANCE  
ROOM 706  
DRAWER

# 3A

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|----------------------------|---|----------|
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| 0-3                        | EXISTING CONDITIONS AND DETOUR          | 3        |
| 0-4                        | CONSTRUCTION PLAN AND PAY LIMITS        | 4        |
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| 0-2                        | EAST PIER                               | 6        |
| 0-3                        | WEST PIER                               | 7        |
| 0-4                        | WEST ABUTMENT                           | 8        |
| 0-5                        | EAST ABUTMENT                           | 9        |
| 0-6                        | SOUTH WINDWALLS                         | 10       |
| 0-7                        | NORTHEAST WINDWALL AND CURB DETAIL      | 11       |
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| 0-10                       | BEARING DETAILS                         | 14       |
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**CONVENTIONAL SIGNS**

|  |          |
|--|----------|
| DUCT & PIPE LINES                      | MANHOLES |
| FIRE ALERTANT                          |          |
| EXISTING LIGHT STANDARDS IN            |          |
| CONTOUR BARS                           |          |
| MANHOLE ON GARDEN BARS, TO BE ADJUSTED |          |
| R.A.K. LINE                            |          |
| NEW LIGHT STANDARDS                    |          |
| MANHOLE TO BE FILLED                   |          |
| NEW GARDEN BARS                        |          |
| CONCRETE/ALUM. CONCRETE CO.            |          |
| PEOPLES GAS LIGHT & COKE CO.           |          |
| CITY WATER                             |          |
| CITY SEWER                             |          |
| CHICAGO TRUCK DISTRICT                 |          |

PREPARED FOR  
THE CITY OF CHICAGO  
BY  
CONSOER, TOWNSEND AND ASSOCIATES  
CONSULTING ENGINEERS  
PLANS APPROVED  
BY THE STATE DIVISION OF HIGHWAYS

CITY OF CHICAGO  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF ENGINEERING  
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

THE CHIEF ENGINEER OF  
PUBLIC WORKS AND ENGINEERING  
BUREAU OF ENGINEERING  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

SHEET NO. 0-1 OF 38 SHEETS

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PLOT DATE = 3/17/2017

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|-------------------|-----------|
| DESIGNED -        | REVISED - |
| DRAWN -           | REVISED - |
| CHECKED -         | REVISED - |
| DATE - 03/21/2017 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

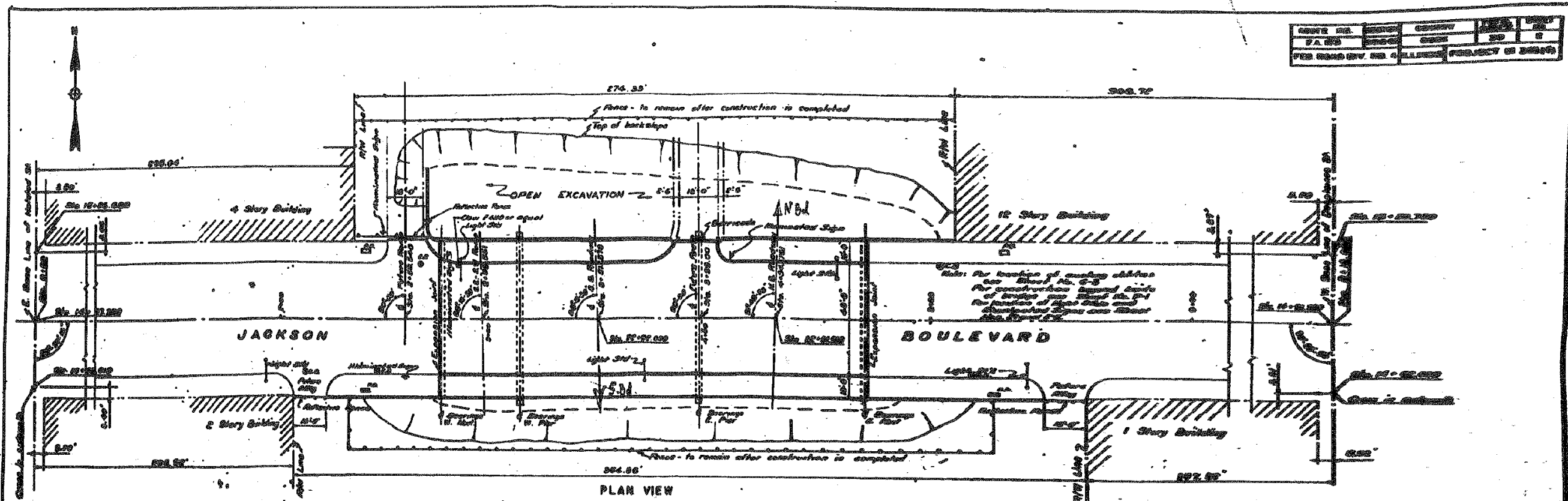
EXISTING PLANS - JACKSON BLVD BRIDGE (SN 016-0588)

SCALE: SHEET 1 OF 17 SHEETS STA. TO STA.

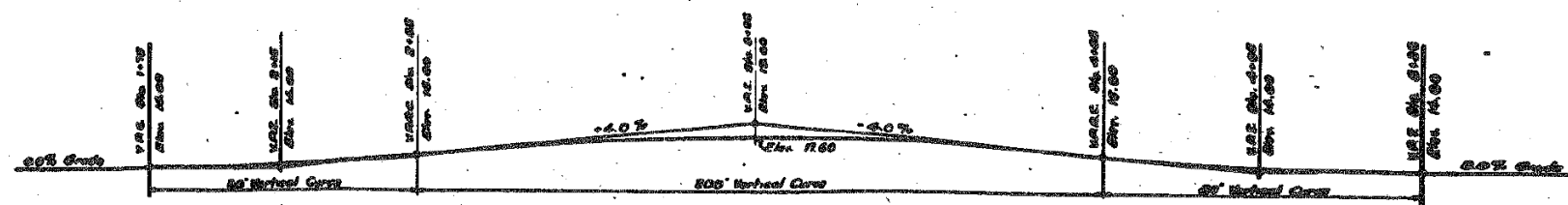
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| F.A.I. R.T.E. 90/94/290   | SECTION 2015-021-1 | COUNTY COOK | TOTAL SHEETS 153 | SHEET NO. 99 |
| CONTRACT NO. 62A75        |                    |             |                  |              |
| ILLINOIS FED. AID PROJECT |                    |             |                  |              |



# FOR INFORMATION ONLY



PLAN VIEW



ELEVATION

### GENERAL NOTES

- Design Data
- Structural steel - 50,000 psi
- Reinforcing steel - 60,000 psi
- Structural concrete - 4,000 psi
- Spillway concrete - 4,000 psi
- Rebar - 60,000 psi
- Subgrade - 10,000 psi
- Loadings
- Live Load - MS-20-44-ASPH 1000 Spans
- Max. Earth Pressure - 45 lbs./sq. ft.
- Min. Earth Pressure - 50 lbs./sq. ft.
- Asphalt wearing surface - 2.5 in. thick
- Reinforcing Steel
- Deformations of reinforcing bars shall conform to ASTM Spec. A305-66T. Minimum lap of reinforcing bars shall be 20 bar diameters unless otherwise shown.
- Clearance
- Clearance of exposed concrete & other openings shown.
- Dimensions are referred to Chicago City Datum.
- Dimensions are measured horizontally and at 90° unless otherwise shown.

CITY OF CHICAGO  
 DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF HIGHWAYS  
**NORTHWEST ROUTE SUPERHIGHWAY**  
 DIVISION OF BRIDGES  
**JACKSON BOULEVARD BRIDGE**  
**GENERAL PLAN AND ELEVATION**  
 CONSULTING ENGINEER  
 CHICAGO, ILLINOIS  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: AS SHOWN ON SHEET  
 SHEET NO. 2 OF 17

FILE PATH = F:\628572\000\_CAD\_008\_Structural\628572\Submitted\Existing\01628575-SHT-ASBUILT-01628588-02.dgn



01628575-SHT-ASBUILT-01628588-02.dgn  
 USER NAME = floresg  
 PLOT SCALE = 39.9999 / in.  
 PLOT DATE = 3/17/2017

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 03/21/2017

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS - JACKSON BLVD BRIDGE (SN 016-0588)  
 SCALE: SHEET 2 OF 17 SHEETS STA. TO STA.

|                           |                    |             |                    |               |
|---------------------------|--------------------|-------------|--------------------|---------------|
| F.A.I. R.T.E. 90/94/290   | SECTION 2015-021-1 | COUNTY COOK | TOTAL SHEETS 153   | SHEET NO. 100 |
| ILLINOIS FED. AID PROJECT |                    |             | CONTRACT NO. 62A75 |               |