

FOR INDEX OF SHEETS AND STANDARDS SEE SHEET NO. 2 AND 3

STATE OF ILLINOIS 08-04-2017 LETTING ITEM 010

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-------------|--------|--------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 1 |
| ILLINOIS | | | CONTRACT NO. 60X76 | |

DESIGN DESIGNATIONS:

| | |
|---------------------|--------------------------|
| EB I-290 | 105,000(2040) INTERSTATE |
| EB CONGRESS PARKWAY | 33,000(2040) INTERSTATE |
| ES RAMP | 44,000(2040) INTERSTATE |
| EN RAMP | 31,000(2040) INTERSTATE |
| EB TAYLOR EXIT | 2,000(2040) INTERSTATE |

POSTED /DESIGN SPEEDS:

| |
|------------|
| 45 /50 MPH |
| 45 /50 MPH |
| 40 /40 MPH |
| 30 /30 MPH |
| 35 /35 MPH |

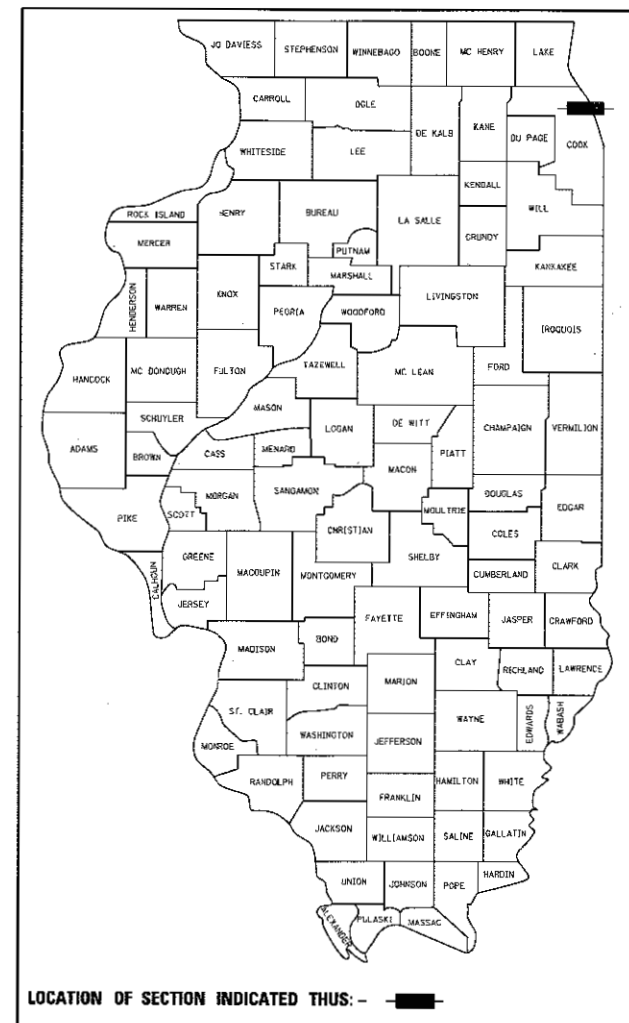
DEPARTMENT OF TRANSPORTATION

PROJECT LOCATED IN CITY OF CHICAGO

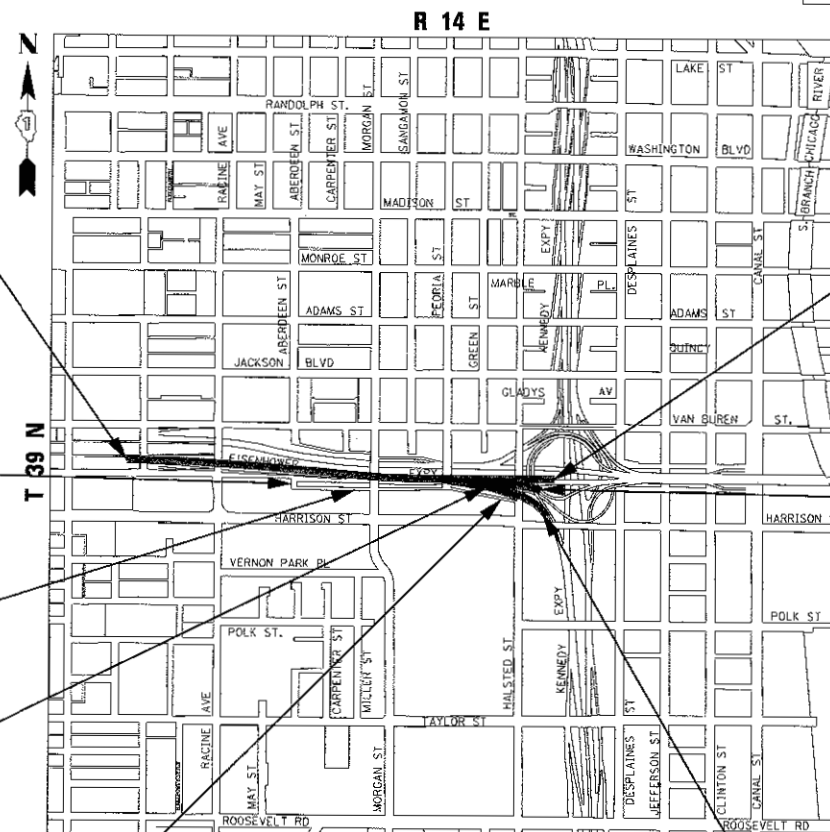
D-91-227-13

PROPOSED HIGHWAY PLANS

FAI ROUTE 90/94/290 (I-90/94/290)
 (JANE BYRNE INTERCHANGE)
 EB MAINLINE RACINE TO CONGRESS PARKWAY
 SECTION 2014-002R&B
 PROJECT: NHPP-000V(127)
 RETAINING WALL CONSTRUCTION,
 ROADWAY RECONSTRUCTION,
 LIGHTING AND ITS
 COOK COUNTY
 C-91-187-14



| NPDES PERMIT INFORMATION | |
|--------------------------------------|------------------|
| NPDES Disturbed | |
| Area = | 13.40 Acres |
| Approximate Location of Roadway is : | |
| Longitude | 87° 38' 57.57" W |
| Latitude | 41° 52' 31.25" N |



BEGIN PROJECT LIMIT
 EB I-290 /EB CONGRESS PARKWAY
 STA 5117 + 35.00

END PROJECT LIMIT
 EB I-290 /EB CONGRESS PARKWAY
 STA 5155 + 11.54

RETAINING WALL 11
 SN 016-1800
 STA 5132 + 58.15 TO
 STA 5133 + 00.00

RAMP EN PROJECT LIMIT
 STA 1600 + 00.00 TO
 STA 1605 + 37.73

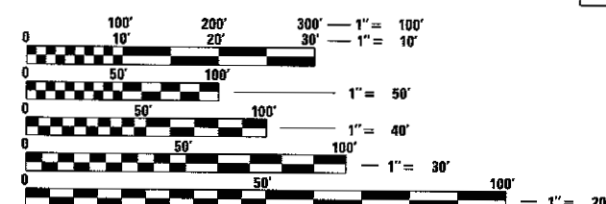
RETAINING WALL 9
 SN 016-1728
 STA 5136 + 69.17 TO
 STA 5139 + 07.34

TAYLOR EXIT RAMP PROJECT LIMIT
 STA 7300 + 00.00 TO
 STA. 7306 + 37.89

RETAINING WALL 12
 SN 016-1801
 STA 5146 + 43.34 TO
 STA 5151 + 87.64

RAMP ES PROJECT LIMIT
 STA 1500 + 00.00 TO
 STA. 1510 + 72.17

NOT TO SCALE
 GROSS LENGTH = 3,776.54 FT. = 0.715 MILES
 NET LENGTH = 3,776.54 FT. = 0.715 MILES



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

PROJECT MANAGER: BRIAN KUTTAB, PE

CONTRACT NO. 60X76

TranSystems
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHLAUSBURG, IL 60173
 PHONE: (847) 605-9600
 FAX: (847) 463-0965

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED May 4 20 17
Andrew J. Pappas
 REGIONAL ENGINEER

June 30 20 17
Matthew M. Addis, P.E.
 ENGINEER OF DESIGN AND ENVIRONMENT

June 30 20 17
Amelia [Signature]
 DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

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

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 001006 DECIMAL OF AN INCH AND OF A FOOT
 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
 420001-08 PAVEMENT JOINTS
 420101-05 24' (7.2m) JOINTED PCC PAVEMENT
 420106-05 36' (10.8m) JOINTED PCC PAVEMENT
 420111-03 PCC PAVEMENT ROUNDOUTS
 420301-07 EXIT RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO JOINTED PCC MAINLINE PAVEMENT)
 483001-04 PCC SHOULDER
 601001-05 PIPE UNDERDRAINS
 602001-02 CATCH BASIN, TYPE A
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 602406-07 MANHOLE TYPE A 6' (1.8m) DIAMETER
 602411-05 MANHOLE TYPE A 7' (2.1m) DIAMETER
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 664001-02 CHAIN LINK FENCE
 701106-02 OFF-ROAD OPERATION, MULTILANE, MORE THAN 15' (4.5m) AWAY
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 837001-04 LIGHT TOWER FOUNDATION

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| D:\80X76-shr-GenNote-01.dgn | DESIGNED - MFD | REVISED - |
| USER NAME = vjanechone | DRAWN - MFD | REVISED - |
| PLOT SCALE = 100.0000 / 1 in. | CHECKED - MFD | REVISED - |
| PLOT DATE = 5/10/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|---------|-------------|--------------|
| INDEX OF DRAWINGS AND HIGHWAY STANDARDS | | | |
| SCALE: NONE | SHEET 1 | OF 4 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 2 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

DISTRICT 1 STANDARDS

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- BE-330 LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL 15" (381mm) BOLT CIRCLE
- BE-410 DAVIT LIGHT POLE 47'-6" (14.478m) MOUNTING HEIGHT
- BE-413 DAVIT LIGHT POLE 30'-0" (9.144m) MOUNTING HEIGHT
- BE-500 HIGH MAST LIGHT TOWER 100FT TO 160FT (30m TO 49m) (3 SHEETS)
- BE-506 HIGH MAST LIGHT TOWER 120FT TO 140FT FOUNDATION DETAIL (2 SHEETS)
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COMMITMENTS

1. CONSTRUCTION NOISE AND CONSTRUCTION VIBRATION SHALL FOLLOW THE ENVIRONMENTAL COMMITMENT OUTLINED IN THE ENVIRONMENTAL ASSESSMENT - INCLUDED IN THE CONTRACT DOCUMENTS.
2. PROVISIONS FOR THE AIR QUALITY MONITORING PROGRAM SHALL FOLLOW THE ENVIRONMENTAL COMMITMENT OUTLINED IN THE THE ENVIRONMENTAL ASSESSMENT AND ERRATA - INCLUDED IN THE CONTRACT DOCUMENTS.

IDOT TRAFFIC SYSTEMS CENTER STANDARDS

- TY-ITSC-400*4 CABINET DETAIL SHEET
- TY-ITSC-400*6 FIELD MOUNTING FRAME WITH CRADLE ASSEMBLY
- TY-ITSC-400*7 FIELD CRADLE ASSEMBLY
- TY-ITSC-400*11 CABINET - HANDHOLE CONDUIT DETAIL
- TY-ITSC-400*13 TYPE 3 CABINET WIRING DIAGRAM
- TY-ITSC-400*15 PC CONCRETE - HEAVY DUTY HAND HOLE
- TY-ITSC-400*18 EXPANSION FITTING DETAIL SHEET
- TY-ITSC-400*41 FIBER OPTIC SPLICING TYPICAL
- TY-ITSC-400*43 TSC ATMS
- TY-ITSC-418*3 RECTANGULAR INDUCTION LOOP TYPICAL
- TY-ITSC-418*4 LOOP, CONDUIT & DUCT INSTALLATION DETAILS
- TY-ITSC-418*5 TYPICAL INDUCTION LOOP LEAD-IN TRANSITION DIAGRAMS
- TY-ITSC-418*6 NEW CONSTRUCTION ROUND INDUCTION LOOP TYPICAL INSTALLATION
- TY-ITSC-418*7 LOOP STATUS REPORT
- TY-ITSC-418*8 DIVE HOLE DUCT SYSTEM
- TY-ITSC-418*10 PREFORMED LOOP TYPICAL INSTALLATION NON-BRIDGE DECK APPLICATION
- TY-ITSC-418*19 PREFORMED LOOP TYPICAL INSTALLATION NEW CONCRETE PAVEMENT
- TY-ITSC-418*20 PREFORMED LOOP TYPICAL INSTALLATION NEW CONCRETE PAVEMENT
- TY-ITSC-663*1 CONCRETE BARRIER WALL JUNCTION BOX TYPE "J"
- TY-ITSC-663*2 TYPE "J" JUNCTION BOX & P.V.C. DUCT PLACEMENT
- TY-ITSC-663*4 TRAFFIC SURVEILLANCE BARRIER WALL DUCT DETAILS
- TY-ITSC-663*13 FIBER OPTIC WIRING DETAIL

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| DESIGNED - MFD | REVISED - |
| DRAWN - MFD | REVISED - |
| CHECKED - MFD | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---|---------|-------------|--------------|
| DISTRICT 1 STANDARDS AND IDOT TRAFFIC SYSTEMS CENTER STANDARDS | | | |
| SCALE: NONE | SHEET 2 | OF 4 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/24/290 | 2014-002R&B | COOK | 814 | 3 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ILLINOIS DEPARTMENT OF TRANSPORTATION'S (IDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, THE PLANS, STANDARD DRAWINGS AND THE PROJECT SPECIAL PROVISIONS.
2. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
3. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88), UNLESS OTHERWISE NOTED.
4. A MINIMUM OF SEVENTY-TWO (72) HOURS BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL DIGGER (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.
5. A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY PLACEMENT OR RELOCATION OF MAINTENANCE OF TRAFFIC DEVICES, THE CONTRACTOR SHALL CONTACT IDOT, DISTRICT 1 BUREAU OF TRAFFIC AT (847) 705-4151.
6. THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT FACILITY CABLES.
7. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
8. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.
9. COOPERATION BETWEEN VARIOUS CONTRACTORS WORKING IN THE AREA SHALL BE REQUIRED AND SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
10. 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.
11. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO PERFORM WORK.
12. THE CONTRACTOR SHALL COORDINATE AND/OR MODIFY THE WORK SCHEDULE AS DIRECTED BY THE DEPARTMENT TO ACCOMMODATE SPECIAL EVENTS.
13. CHICAGO TRANSIT AUTHORITY (CTA) REPRESENTATIVE WILL BE MR. ABDIN CARRILLO, PROJECT MANAGER, CONSTRUCTION OVERSIGHT. THE CONTRACTOR SHALL NOTIFY CTA REPRESENTATIVE AT 312-681-3913, 72 HOURS IN ADVANCE OF THE TIME HE INTENDS TO ENTER UPON THE CTA RIGHT-OF-WAY OR DIRECTLY ABOVE CTA RAIL TUNNELS FOR THE PERFORMANCE OF ANY WORK. SEE CTA FLAGGING AND COORDINATION SPECIAL PROVISION FOR ADDITIONAL INFORMATION.
14. PLAN DIMENSIONS AND DETAILS RELATIVE TO CHICAGO TRANSIT AUTHORITY (CTA) TRACK AND TUNNELS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. PROPOSED CONSTRUCTION OCCURS ADJACENT TO AND OVER OPERATING CTA TRACKS WITHIN TUNNELS. SPECIAL CARE MUST BE USED DURING CONSTRUCTION OPERATIONS AROUND THE CTA INFRASTRUCTURE. ALL EXCAVATIONS NEAR THE CTA INFRASTRUCTURE MUST UTILIZE HAND DIGGING OR OTHER METHODS APPROVED IN ADVANCE BY THE CTA. ANY PROPOSED EQUIPMENT OR MATERIAL STORAGE, EQUIPMENT OPERATIONS OR OTHER ACTIVITIES DEEMED TO BE CONCERNS BY THE CTA REPRESENTATIVE OR THE ENGINEER SHALL BE APPROVED BY THE CTA AT LEAST 72 HOURS IN ADVANCE. APPROVAL SHALL BE BASED UPON A REVIEW IDENTIFIED IN THE CTA FLAGGING AND COORDINATION SPECIAL PROVISION. ADDITIONALLY, CTA, AT THEIR DISCRETION, MAY POST PERSONNEL WITHIN THEIR TUNNEL FACILITIES DURING CONTRACTOR OPERATIONS ABOVE OR ADJACENT TO THE TUNNEL INFRASTRUCTURE.
15. THE CONTRACTOR SHALL PROVIDE A FIELD OFFICE FOR THIS CONTRACT. SEE SPECIAL PROVISIONS FOR ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL) FOR ADDITIONAL INFORMATION. THE FIELD OFFICE WILL BE USED CONCURRENTLY BY MORE THAN ONE CONSTRUCTION CONTRACT.
16. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR CITY OF CHICAGO.
17. ALL ROADWAY WIDTHS AND RADII SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
18. WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
19. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
20. REMOVAL OR COVERING OF EXISTING REGULATORY, WARNING, AND/OR TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION AND/OR CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS DESCRIBED IN THE MAINTENANCE OF TRAFFIC PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
21. AN ESTIMATED QUANTITY OF 250 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING CONSTRUCTION POINTS OF ACCESS IN THE CIRCLE INTERCHANGE AREA AND FOR MAINTAINING ANY NECESSARY ACCESS TO PRIVATE PROPERTIES AND SIDE STREETS DURING THIS CONTRACT.
22. DEPARTMENTS WILL REQUIRE A MINIMUM OF THREE (3) WEEKS TO REVIEW ANY SUBMITTALS REQUIRING THE DEPARTMENT'S APPROVAL. NO ADDITIONAL COMPENSATION AND NO EXTENSION OF CALENDAR DAYS WILL BE MADE DUE TO THE DEPARTMENT REQUIRING MORE TIME TO REVIEW SUBMITTALS.
23. A QUANTITY OF 100 FEET OF EXPLORATION TRENCH 52" DEPTH AND A QUANTITY OF 100 FEET OF EXPLORATION TRENCH 84" DEPTH HAVE BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF IDENTIFYING ANY BURIED OBSTACLE. THE ENGINEER SHALL APPROVE THE LOCATIONS OF EXPLORATION TRENCH 52" DEPTH AND EXPLORATION TRENCH 84" BEFORE ANY EXCAVATION MAY BEGIN.
24. IF ANY UNUSUAL MATERIALS ARE UNCOVERED OR THERE ARE SUSPICIONS OF EXISTING UNDERGROUND STORAGE TANKS, THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
25. SAW CUT (FULL DEPTH) SHALL BE REQUIRED AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, HOT-MIX ASPHALT SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.
26. THE CONTRACTOR SHALL COORDINATE WORK WITH RAILROADS AND 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. COORDINATION EFFORTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT BID PRICE.
27. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING PLANT MATERIAL THAT IS NOT SPECIFICALLY CALLED OUT ON THE PLANS, FOR REMOVAL.
28. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
29. 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.
30. 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 SHALL BE AT THE CONTRACTOR'S EXPENSE.
31. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE DISTRICT 1 DETAILS FOR BENCHING DETAIL.
32. DRAINAGE
 - A) ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST TEES OR ELBOW PIPES. FOR PROPOSED STORM SEWERS LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "ELBOW" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
 - B) STORM SEWER (WATER MAIN REQUIREMENTS) AND COMBINED SEWER, (WATER MAIN REQUIREMENTS) SHALL 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 COMBINED SEWER, (WATER MAIN REQUIREMENTS) AND STORM SEWER (WATER MAIN REQUIREMENTS).
 - C) THE OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE NOTED:
 - I. SEE SHEET REGARDING OFFSET INFORMATION FOR STRUCTURES ALONG BARRIER WALL.
 - II. THE OFFSETS TO ALL STRUCTURES ALONG CURBED ROADWAYS ARE TO THE FACE OF BARRIER. 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.
 - III. THE OFFSETS TO STRUCTURES IN GORE AREAS AND INFIELD AREAS ARE TO THE CENTER OF THE STRUCTURE.
 - D) DRAINAGE GRADES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.
 - E) CONNECTING EXISTING DRAINAGE SYSTEMS TO PROPOSED DRAINAGE SYSTEMS SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS. CARE SHALL BE TAKEN BY THE CONTRACTOR TO NOT DAMAGE THE EXISTING DRAINAGE SYSTEMS. ANY DAMAGE CAUSED BY THE CONTRACTOR TO THE EXISTING DRAINAGE SYSTEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE AND TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED.
- F) THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON THE JOB SITE DURING CONSTRUCTION.
33. 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.
34. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ART. 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION
35. ALL REINFORCEMENT BARS, DOWEL BARS, AND TIE BARS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED IN THE PLANS.
36. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
37. WHEN THE PAVEMENT CONSTRUCTED IS PORTLAND CEMENT CONCRETE BASE COURSE OR PORTLAND CEMENT CONCRETE PAVEMENT, IT SHALL NOT BE OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, UNTIL AFTER THE SPECIFIED CURING PERIOD AS DEFINED IN ARTICLE 701.17(C) OF THE STANDARD SPECIFICATIONS AND UNTIL THE JOINTS HAVE BEEN SEALED.
38. PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES AND BARRIER AND ALL EXPOSED SURFACES OF CURBS AND GUTTERS.
39. THE ENTIRE AREA WHICH IS TO RECEIVE BITUMINOUS MATERIALS (TACK COAT) SHALL BE SWEEPED CLEAN BEFORE THE MATERIAL APPLICATION, SWEEPINGS SHALL NOT BE DEPOSITED IN THE GUTTER OR ON THE CURB, PARKWAY, OR SIDEWALK, BUT SHALL BE PICKED UP AND DISPOSED OF PROPERLY BEYOND THE LIMITS OF THE PROJECT ON THE SAME DAY THAT SWEEPING IS DONE. THIS WORK SHALL BE INCLUDED IN THE COST OF BITUMINOUS MATERIALS (TACK COAT) AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
40. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.5.A AND B OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
41. THE CONTRACTOR SHALL PROVIDE ALL MEASURES AND PRECAUTION NECESSARY TO PROTECT THE EXISTING RETAINING WALLS WITHIN THE PROJECT DURING CONSTRUCTION, EXCEPT WHERE MODIFICATIONS ARE REQUIRED AS SHOWN ON THE CONTRACT PLANS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF THE FOOTINGS PRIOR TO ANY WORK AND PROVIDE PROTECTION TO AVOID ANY IMPACTS TO THE EXISTING RETAINING WALLS. THE CONTRACTOR SHALL MAINTAIN STRUCTURAL INTEGRITY OF THE EXISTING WALLS. ANY DAMAGE TO THE EXISTING RETAINING WALLS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
42. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
43. PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE SUBGRADE OR UNDERCUT. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.
44. PEOPLES GAS HAS SENSITIVE FACILITIES PRESENT WITHIN THE AREA OF CONSTRUCTION. CONTRACTOR SHALL CONTACT CENTRAL SHOP ENGINEERING SUPERVISOR, JOSH AUMICK (773) 542-7971, A MINIMUM OF 3 BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION. PEOPLE'S GAS TO BE ON SITE TO MONITOR CONSTRUCTION ACTIVITIES WHEN WITHIN 3 FEET AND WHENEVER CROSSING SENSITIVE GAS FACILITIES. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS MAINS PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS MAINS WITH DIAMETERS OF 16" OR SMALLER, AND 5FT EDGE TO EDGE CLEARANCE FOR GAS MAINS WITH DIAMETERS 18" AND LARGER. MAINTAIN A MINIMUM OF 18" EDGE TO EDGE VERTICAL CLEARANCE ON GAS MAINS 16" OR LESS IN DIAMETER, AND 24" EDGE TO EDGE VERTICAL CLEARANCE ON 18" AND LARGER DIAMETER GAS MAINS. THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24 INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. SAND IS TO BE USED AS A BUFFER BETWEEN FLOW FILL AND ALL GAS FACILITIES. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S).

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| USER NAME = v1janachione | DRAWN - MFD | REVISED - |
| PLOT SCALE = 1/8"=1'-0" | CHECKED - MFD | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: NONE SHEET 3 OF 4 SHEETS STA. TO STA.

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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 4 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

**CITY OF CHICAGO
GENERAL NOTES:**

1. THE CONVERSION OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) TO CITY OF CHICAGO DATUM IS APPROXIMATELY 579.19 FEET.
2. ALL WORK MUST CONFORM TO THE MOST CURRENT CITY OF CHICAGO STANDARDS FOR CONSTRUCTION IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, (ADA) AVAILABLE ON THE CITY OF CHICAGO WEBSITE.
3. PAVEMENT CROSS SLOPES SHALL VARY FROM A MINIMUM OF 1.4% TO A MAXIMUM OF 3.6%. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES AND A MAXIMUM OF 9 INCHES. THE LONGITUDINAL SLOPE ALONG A STRAIGHT CONCRETE GUTTER SECTION AND CURVED GUTTER SECTION SHALL BE A MINIMUM OF 0.4% AND 0.65%, RESPECTIVELY.
4. TEMPORARY HOT-MIX ASPHALT RAMPS MUST BE CONSTRUCTED AROUND ALL UTILITY STRUCTURES REGARDLESS OF SHAPE WHEN THE ROAD IS OPEN TO TRAFFIC PRIOR TO PLACEMENT OF BINDER AND/OR SURFACE COURSE. THE RAMPS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE TEMPORARY HMA RAMP DETAILS AND REMOVED PRIOR TO PLACEMENT OF BINDER AND/OR SURFACE COURSE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE UTILITY STRUCTURES.
5. 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 RESIDENT 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.
6. 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.
7. 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.
8. 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.
9. THE COST OF CATCH BASIN RESTRICTORS SHALL BE INCLUDED IN THE COST OF THE CATCH BASINS.
10. 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.
11. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DEPARTMENT OF TRANSPORTATION OF ANY DAMAGE TO CITY OWNED AND MAINTAINED TRAFFIC SIGNS, SIGNALS, GUARDRAILS, FENCES, ETC.
12. THE CONTRACTOR SHALL SAWCUT A MINIMUM DEPTH OF ONE AND A HALF INCHES (1 1/2") WITH A CONCRETE SAWING MACHINE, TO PREVENT THE SURFACE FROM SPALLING WHEN THE SURFACE COURSE AND THE BASE COURSE ARE BROKEN. THE WORK SHALL BE DONE IN SUCH A MANNER THAT A STRAIGHT JOINT IS SECURED. THE CONTRACTOR SHALL SAWCUT THE PAVEMENT FULL DEPTH FOR PATCHES AND AROUND STRUCTURES. AT CONCRETE CURB AND GUTTER, CONTRACTOR SHALL SAWCUT TO THE BASE OF THE CURB AND GUTTER. ALL SAWCUTTING REQUIRED WHETHER OR NOT SPECIFIED ON THE PLANS SHALL BE INCLUDED IN THE COST OF THE ADJACENT REMOVAL PAY ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
13. 1/2-INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, AND MANHOLES WHICH EXTEND THROUGH THE SIDEWALK UNLESS OTHERWISE NOTED ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK PAY ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
14. THE DEPARTMENT'S SEPARATION STANDARDS ARE AS FOLLOWS: THE MINIMUM VERTICAL CLEARANCE (EDGE-TO-EDGE) FROM ALL WATER MAINS IS 18-INCHES. FOR FEEDER MAINS (WATER MAINS 16-INCHES AND LARGER), THE MINIMUM HORIZONTAL CLEARANCE (EDGE-TO-EDGE) IS FIVE (5) FEET, AND FOR GRID MAINS (WATER MAINS LESS THAN 16-INCHES), THE MINIMUM HORIZONTAL CLEARANCE (EDGE-TO-EDGE) IS THREE (3) FEET. FOR ABOVE GROUND FACILITIES, THE MINIMUM HORIZONTAL CLEARANCE (EDGE-TO-EDGE) IS FIVE (5) FEET, IN NO CASE SHALL THE INSTALLATION OF ANY PROPOSED FACILITY BE CLOSER THAN FIVE (5) FEET FROM A FIRE HYDRANT OR FIRE HYDRANT LEAD. 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 INTERSECTS A CROSSWALK, DRIVEWAY OR SIMILAR FEATURE.
15. 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 MUST MARK THE 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, MUST BE INCLUDED IN THE CONTRACT AND PERFORMED BY IDOT'S CONTRACTOR PRIOR TO STREET RESURFACING. PLEASE NOTE THAT A PERMIT WILL BE REQUIRED FROM THE SEWER SECTION FOR THE ABOVE-MENTIONED ADJUSTMENT WORK.
16. A PERMIT FROM THE DEPARTMENT OF WATER MANAGEMENT SHOULD BE OBTAINED IN ADVANCE FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENT OF STRUCTURES, REMOVAL/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.
17. IF CONSTRUCTION REQUIRES THE USE OF WATER FROM A CITY FIRE HYDRANT, OR ADJUSTMENT REPAIRS ARE REQUIRED TO ANY CITY SEWER FACILITIES IN PROXIMITY TO THE PROJECT SITE, PERMITS MUST BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT, WATER AND SEWER SECTIONS.

18. 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.

CITY OF CHICAGO DIVISION OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS

- A-2-2A STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL
- A-2-3C P.C.C. BASE COURSE JOINT DETAILS
- A-2-10A DETAILS OF STRUCTURE CASTING ISOLATION BOX
- A-2-10B DETAILS OF STRUCTURE CASTING ISOLATION BOX FOR P.C.C. PAVEMENT AND BASE COURSE
- A-4-1 SEWER CONSTRUCTION AND STORMWATER MANAGEMENT REQUIREMENTS
- A-6-1A COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE

CITY OF CHICAGO DIVISION OF WATER MANAGEMENT STANDARD DETAILS

- A.1 VITRIFIED CLAY PIPE DRAIN CONNECTIONS
- A.2 DUCTILE IRON PIPE DRAIN CONNECTIONS
- A.3 MANHOLE LIDS AND FRAMES
- A.4 FLAT TOP SLAB DETAILS
- A.17 CONCRETE COLLAR CONNECTION DETAILS
- A.18 DRAINAGE STRUCTURE DETAILS
- A.20 LADDER RUNGS
- D-8 WATER MAIN TRENCH DETAIL
- D-9 WATER MAIN TRENCH INSULATION DETAILS
- D-16 TYPICAL 1" TO 2" WATER SERVICE
- D-17 PLASTIC SHUT-OFF BOX FOR SERVICES 2" & SMALLER
- D-24 NEW COPPER 1 1/2" & 2" WATER SERVICES STANDARD METER VAULT
- D-31 SERVICE PIPE INSULATION DETAILS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
GENERAL NOTES, STANDARDS AND COMMITMENTS**

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 5 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCALE: NONE SHEET 4 OF 4 SHEETS STA. TO STA.



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| PLOT SCALE = 100,0000 ' / in. | CHECKED - MFD | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | |
|-------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|---------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | | |
| * 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 371 | 371 | | | | | | | | | | |
| * 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 65 | 65 | | | | | | | | | | |
| 20101000 | TEMPORARY FENCE | FOOT | 1,531 | 1,531 | | | | | | | | | | |
| * 20101100 | TREE TRUNK PROTECTION | EACH | 17 | 17 | | | | | | | | | | |
| * 20101200 | TREE ROOT PRUNING | EACH | 17 | 17 | | | | | | | | | | |
| * 20101300 | TREE PRUNING (1 TO 10 INCH DIAMETER) | EACH | 22 | 22 | | | | | | | | | | |
| * 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 9 | 9 | | | | | | | | | | |
| * 20101700 | SUPPLEMENTAL WATERING | UNIT | 9.0 | 9.0 | | | | | | | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 15,965 | 15,965 | | | | | | | | | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 3,683 | 3,683 | | | | | | | | | | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 940 | 940 | | | | | | | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 6,285 | 6,285 | | | | | | | | | | |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SO YD | 6,453 | 6,453 | | | | | | | | | | |
| 14 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SO YD | 13,054 | 13,054 | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| DISGN: 78-shr-800.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v1janechione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|---------|--------------|--------------|
| SCALE: NONE | SHEET 1 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 6 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\1\81775-P\INT\asocment\me\ecals\ECOM_DE02.MXD\Documents\MI_Americas\Transportation\602695108_CirclePhase_1\0001_CDD_005_Roadway_Sheets\602695108_Contract\0160276-Sub-CDD.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | |
|-------------|-----------------------------------|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--|--|--|--|--|--|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | | | | | |
| 21101685 | TOPSOIL FURNISH AND PLACE, 24" | SQ YD | 621 | 621 | | | | | | | | | | | | | | | |
| 21101800 | COMPOST FURNISH AND PLACE, 1" | SQ YD | 83 | 83 | | | | | | | | | | | | | | | |
| 21301052 | EXPLORATION TRENCH 52" DEPTH | FOOT | 100 | 100 | | | | | | | | | | | | | | | |
| 21301084 | EXPLORATION TRENCH 84" DEPTH | FOOT | 100 | 100 | | | | | | | | | | | | | | | |
| * 25000312 | SEEDING, CLASS 4A | ACRE | 2.25 | 2.25 | | | | | | | | | | | | | | | |
| * 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 244 | 244 | | | | | | | | | | | | | | | |
| * 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 244 | 244 | | | | | | | | | | | | | | | |
| * 25100115 | MULCH, METHOD 2 | ACRE | 3.00 | 3.00 | | | | | | | | | | | | | | | |
| * 25100135 | MULCH, METHOD 4 | ACRE | 0.50 | 0.50 | | | | | | | | | | | | | | | |
| * 25100630 | EROSION CONTROL BLANKET | SQ YD | 10,392 | 10,392 | | | | | | | | | | | | | | | |
| * 25200110 | SODDING, SALT TOLERANT | SQ YD | 2,663 | 2,663 | | | | | | | | | | | | | | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 300 | 300 | | | | | | | | | | | | | | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 1,868 | 1,868 | | | | | | | | | | | | | | | |
| 28000510 | INLET FILTERS | EACH | 259 | 259 | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



| | |
|----------------|-----------|
| DESIGNED - MKW | REVISED - |
| DRAWN - CAT | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 2 OF 27 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 7 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

FILE PATH = p:\1617479-P\INT\ascom\line\local\ECOM_0582_NA\Documents\91_Americas\Transportation\6825936_Circle\Phase_11\000_CAD\006_Roadway\Sheets\6825936_Contract\016076-ht-510.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|-----------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| 30300001 | AGGREGATE SUBGRADE IMPROVEMENT | CU YD | 2,008 | 2,008 | | | | | | | | | |
| 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | SQ YD | 32,934 | 32,934 | | | | | | | | | |
| 30300124 | AGGREGATE SUBGRADE IMPROVEMENT 24" | SQ YD | 430 | 430 | | | | | | | | | |
| 31101200 | SUBBASE GRANULAR MATERIAL, TYPE B 4" | SQ YD | 3,574 | 3,574 | | | | | | | | | |
| 31101400 | SUBBASE GRANULAR MATERIAL, TYPE B 6" | SQ YD | 440 | 440 | | | | | | | | | |
| 31102100 | SUBBASE GRANULAR MATERIAL, TYPE C 4" | SQ YD | 2,205 | 2,205 | | | | | | | | | |
| 31200500 | STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" | SQ YD | 27,739 | 27,739 | | | | | | | | | |
| 35300400 | PORTLAND CEMENT CONCRETE BASE COURSE 9" | SQ YD | 438 | 438 | | | | | | | | | |
| 35501316 | HOT-MIX ASPHALT BASE COURSE, 8" | SQ YD | 893 | 893 | | | | | | | | | |
| 40200900 | AGGREGATE SURFACE COURSE, TYPE B | CU YD | 177 | 177 | | | | | | | | | |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS | TON | 250 | 250 | | | | | | | | | |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 5,361 | 5,361 | | | | | | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 1,256 | 1,256 | | | | | | | | | |
| 40603085 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 | TON | 91 | 91 | | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

0042



Di62X76-ht-S00.dgn
 USER NAME = v\janachzone
 PLOT SCALE = 20.0000' / 1" =
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 3 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------------------|----------------|---------------------|----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 8 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\1617479-PAINT\accman\local\ECOM_0502_06\Documents\01_Americas\Transportation\60259938_Circle\Phase\1\0608_CAD\046_Roadway\Sheets\60259938_Contract\016076-shr-500.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | LIGHTING | |
|-------------|---|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 316 | 316 | | | | | | | | |
| 42000521 | PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED) | SQ YD | 2,814 | 2,814 | | | | | | | | |
| 42000526 | PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED) | SQ YD | 19,503 | 19,503 | | | | | | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 17,413 | 17,413 | | | | | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 42.0 | 42.0 | | | | | | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 27,738 | 27,738 | | | | | | | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 190 | 190 | | | | | | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 2,873 | 2,873 | | | | | | | | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 302 | 302 | | | | | | | | |
| 44001980 | CONCRETE BARRIER REMOVAL | FOOT | 7,078 | 7,078 | | | | | | | | |
| 44002224 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 6" | SQ YD | 406 | 406 | | | | | | | | |
| 44003100 | MEDIAN REMOVAL | SQ FT | 5,491 | 5,491 | | | | | | | | |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 7,142 | 7,142 | | | | | | | | |
| 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH | SQ YD | 406 | 406 | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



D:\80X76-shr-500.dgn
 USER NAME = vjjanachone
 PLOT SCALE = 20.0000' / 1" IN.
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 4 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------------------|----------------|---------------------|----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 9 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH : p:\161727-PRINT Lab\com\line\asht\REC'D\0502 - NA Documents\01 - America's Transportation\60X76 CONSTRUCTION\0502R&B\Civil\Phase 1\11006 - Civil\0502 - Retaining Wall\0502R&B\0502.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|-----------|---|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | |
| 48300600 | PORTLAND CEMENT CONCRETE SHOULDERS 11" | SQ YD | 441 | 441 | | | | | | | | | |
| 48300605 | PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4" | SQ YD | 2,106 | 2,106 | | | | | | | | | |
| 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | | | | | | | | 1 | | |
| 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | | | | | | | | | 1 | |
| 50102400 | CONCRETE REMOVAL | CU YD | 145.1 | | | | | | | 92.3 | 52.8 | | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 2,459 | | | 165 | 36 | 1,746 | | 303 | 209 | | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 581.3 | | | | | 581.3 | | | | | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 884.4 | | | 51.7 | 10.9 | 183.0 | | 325.5 | 313.3 | | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 559 | | | 511 | 48 | | | | | | |
| 50800105 | REINFORCEMENT BARS | POUND | 1,201,980 | | | | | 1,201,980 | | | | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 153,140 | | | 15,550 | 4,420 | 46,220 | | 36,870 | 50,080 | | |
| 50800530 | MECHANICAL SPLICERS | EACH | 1,376 | | | | | 1,376 | | | | | |
| 51500100 | NAME PLATES | EACH | 5 | | | 1 | 1 | 1 | | 1 | 1 | | |
| 51602000 | PERMANENT CASING | FOOT | 340 | | | | | 340 | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



| | | |
|------------------------------|----------------|-----------|
| D:\160X76-sht-S00.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjjanachione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 28.0000 ' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | |
|-----------------------|-------------------------------------|
| SCALE: NONE | SHEET 5 OF 27 SHEETS STA. TO STA. |

| | | | | |
|-----------------------|---------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 10 |
| CONTRACT NO. 60X76 | | | | ILLINOIS FED. AID PROJECT |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | LIGHTING | |
|-------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------|-------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN |
| 51603000 | DRILLED SHAFT IN SOIL | CU YD | 5,073.7 | | | | | 5,073.7 | | | | |
| 52200020 | TEMPORARY SOIL RETENTION SYSTEM | SQ FT | 3,618 | 2,409 | | | | 1,209 | | | | |
| 52200105 | FURNISHING SOLDIER PILES (W SECTION) | FOOT | 2,060 | | | 1,645 | 415 | | | | | |
| 52200200 | DRILLING AND SETTING SOLDIER PILES (IN SOIL) | CU FT | 16,776 | | | 12,668 | 4,108 | | | | | |
| 52200250 | UNTREATED TIMBER LAGGING | SQ FT | 1,702 | | | 1,411 | 291 | | | | | |
| 52200900 | CONCRETE STRUCTURES (RETAINING WALL) | CU YD | 96.0 | | | 77.0 | 19.0 | | | | | |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 1,431 | 1,431 | | | | | | | | |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12" | FOOT | 1,921 | 1,921 | | | | | | | | |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 1,566 | 1,566 | | | | | | | | |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 1,078 | 1,078 | | | | | | | | |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 556 | 556 | | | | | | | | |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 242 | 242 | | | | | | | | |
| 550A0470 | STORM SEWERS, CLASS A, TYPE 2 42" | FOOT | 307 | 307 | | | | | | | | |
| 550A1300 | STORM SEWERS, CLASS A, TYPE 5 30" | FOOT | 87 | 87 | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

Ø 0042



D:\0X76-sh1-300.dgn
 USER NAME = vjanechione
 PLOT SCALE = 20.0000 ' / 1" =
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 6 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 11 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = C:\617479-PM\T\60076\60076.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING |
| | | | | 90% FED | | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z045 | 016-Z046 | URBAN |
| 550A4800 | STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 18" | FOOT | 387 | 387 | | | | | | | | | |
| 55100300 | STORM SEWER REMOVAL 8" | FOOT | 13 | 13 | | | | | | | | | |
| 55100400 | STORM SEWER REMOVAL 10" | FOOT | 157 | 157 | | | | | | | | | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 2,959 | 2,959 | | | | | | | | | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 479 | 479 | | | | | | | | | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 448 | 448 | | | | | | | | | |
| 55101100 | STORM SEWER REMOVAL 21" | FOOT | 126 | 126 | | | | | | | | | |
| 55101300 | STORM SEWER REMOVAL 27" | FOOT | 13 | 13 | | | | | | | | | |
| 55201500 | STORM SEWERS JACKED IN PLACE, 42" | FOOT | 335 | 335 | | | | | | | | | |
| 55201800 | STORM SEWERS JACKED IN PLACE, 60" | FOOT | 528 | 528 | | | | | | | | | |
| 56200700 | WATER SERVICE LINE 2" | FOOT | 108 | 108 | | | | | | | | | |
| 58700300 | CONCRETE SEALER | SQ FT | 55,686 | | | 3,576 | 754 | 12,612 | 3,320 | 14,428 | 20,996 | | |
| 59000200 | EPOXY CRACK INJECTION | FOOT | 819 | | | | | | 70 | 252 | 497 | | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 136 | | | 112 | 24 | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



| | | |
|--------------------------------|----------------|-----------|
| D:\617479-PM\T\60076\60076.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjanechione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|-----------------------|---------|--------------|--------------|
| SUMMARY OF QUANTITIES | | | |
| SCALE: NONE | SHEET 7 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 12 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\110208_040_085_Roadway\Sheets\60X76_Contract\110208_040_085_Roadway\Sheets\60X76-ent-110208.dgn
 D:\Documents\11\110208_040_085_Roadway\Transportation\60X76.dgn
 USER: vjanechune
 PLOT SCALE = 26.0000' / 1"

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|-----------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| 59300100 | CONTROLLED LOW-STRENGTH MATERIAL | CU YD | 65 | 65 | | | | | | | | | |
| 60108204 | PIPE UNDERDRAINS, TYPE 2, 4" | FOOT | 60 | 60 | | | | | | | | | |
| 60108206 | PIPE UNDERDRAINS, TYPE 2, 6" | FOOT | 8,378 | 8,378 | | | | | | | | | |
| 60108208 | PIPE UNDERDRAINS, TYPE 2, 8" | FOOT | 20 | 20 | | | | | | | | | |
| 60108210 | PIPE UNDERDRAINS, TYPE 2, 10" | FOOT | 3,600 | 3,600 | | | | | | | | | |
| 60200105 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 3 | 3 | | | | | | | | | |
| 60200805 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | EACH | 2 | 2 | | | | | | | | | |
| 60201310 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 49 | 49 | | | | | | | | | |
| 60205010 | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 1 | 1 | | | | | | | | | |
| 60206905 | CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID | EACH | 11 | 11 | | | | | | | | | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 31 | 31 | | | | | | | | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 9 | 9 | | | | | | | | | |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | | | | | | | | | |
| 60224446 | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042

| | | | | | | | | | | | |
|--|--|--|---|------------------------------|---|--|--------------------------|------------------------|----------------|---------------------|-----------------|
| | DESIGNED - MKW DRAWN - CAT CHECKED - JMG DATE - 5/10/17 | REVISED - REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 13 |
| | SCALE: NONE SHEET 8 OF 27 SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT CONTRACT NO. 60X76 | | | | | | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | |
|-------------|---|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--|--|--|--|--|--|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | | | | | |
| 60224457 | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | | | | | | | | | | | | | | | |
| 60224459 | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 3 | 3 | | | | | | | | | | | | | | | |
| 60224469 | MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | | | | | | | | | | | | | |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 12 | 12 | | | | | | | | | | | | | | | |
| 60236700 | INLETS, TYPE A, TYPE 10 FRAME AND GRATE | EACH | 5 | 5 | | | | | | | | | | | | | | | |
| 60237420 | INLETS, TYPE A, TYPE 20 FRAME AND GRATE | EACH | 27 | 27 | | | | | | | | | | | | | | | |
| 60250200 | CATCH BASINS TO BE ADJUSTED | EACH | 11 | 11 | | | | | | | | | | | | | | | |
| 60251200 | CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 8 GRATE | EACH | 1 | 1 | | | | | | | | | | | | | | | |
| 60252800 | CATCH BASINS TO BE RECONSTRUCTED | EACH | 4 | 4 | | | | | | | | | | | | | | | |
| ** 60255410 | CATCH BASINS TO BE CLEANED | EACH | 11 | | 11 | | | | | | | | | | | | | | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 12 | 12 | | | | | | | | | | | | | | | |
| 60500040 | REMOVING MANHOLES | EACH | 56 | 56 | | | | | | | | | | | | | | | |
| 60500050 | REMOVING CATCH BASINS | EACH | 60 | 60 | | | | | | | | | | | | | | | |
| 60500060 | REMOVING INLETS | EACH | 14 | 14 | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|------------------------------|----------------|-----------|
| D:\60276-sht-800.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjenschiene | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" = | CHECKED - JMC | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|---------|--------------|--------------|
| SCALE: NONE | SHEET 9 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------------------|-------------|--------------------|--------------|
| F.A.L. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 14 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| 60602500 | CONCRETE GUTTER, TYPE A | FOOT | 1,012.5 | 1,012.5 | | | | | | | | | |
| 60610400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 | FOOT | 642.0 | 642.0 | | | | | | | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SO FT | 5,526 | 5,526 | | | | | | | | | |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 16 | 16 | | | | | | | | | |
| 63700175 | CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT | FOOT | 3,539 | 3,539 | | | | | | | | | |
| 63700255 | CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT | FOOT | 37 | 37 | | | | | | | | | |
| 63700900 | CONCRETE BARRIER BASE | FOOT | 2,052 | 2,052 | | | | | | | | | |
| 64200116 | SHOULDER RUMBLE STRIPS, 16 INCH | FOOT | 6,317 | 6,317 | | | | | | | | | |
| 64300370 | IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 | EACH | 1 | 1 | | | | | | | | | |
| 66400105 | CHAIN LINK FENCE, 4' | FOOT | 30 | 30 | | | | | | | | | |
| 66400805 | CHAIN LINK GATES, 4' X 5' SINGLE | EACH | 1 | 1 | | | | | | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 25,200 | 25,200 | | | | | | | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | LSUM | 1 | 1 | | | | | | | | | |
| Mx 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 10 | 10 | | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

0042



DI60X76-ent-S00.dgn
 USER NAME = vijanechane
 PLOT SCALE = 20,0000' / in.
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 10 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------------------|----------------|---------------------|-----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 15 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|--------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|-------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | 016-Z046 | URBAN |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 | | | | | | | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 787 | 787 | | | | | | | | | |
| 70107006 | PAVEMENT MARKING BLACKOUT TAPE, 6" | FOOT | 2,650 | 2,650 | | | | | | | | | |
| 70107009 | PAVEMENT MARKING BLACKOUT TAPE, 9" | FOOT | 2,549 | 2,549 | | | | | | | | | |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 34,717 | 34,717 | | | | | | | | | |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III 4" | FOOT | 951 | 951 | | | | | | | | | |
| 70300550 | PAVEMENT MARKING TAPE, TYPE III 8" | FOOT | 4,507 | 4,507 | | | | | | | | | |
| 70300560 | PAVEMENT MARKING TAPE, TYPE III 12" | FOOT | 393 | 393 | | | | | | | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 8,475.0 | 8,475.0 | | | | | | | | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 26,262.5 | 26,262.5 | | | | | | | | | |
| * 70600255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | | | | | | | | | |
| * 70600260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 5 | 5 | | | | | | | | | |
| * 70600270 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 | EACH | 3 | 3 | | | | | | | | | |
| * 70600322 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 1 | 1 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| DL60X76-shr-900.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v\janachone | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 11 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 16 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-----------------|--|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|------------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| * 70600330 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 1 | 1 | | | | | | | | | |
| * 70600332 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 19 | 19 | | | | | | | | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 170 | 170 | | | | | | | | | |
| * 72000200 | SIGN PANEL - TYPE 2 | SQ FT | 148 | 148 | | | | | | | | | |
| * / ** 72000300 | SIGN PANEL - TYPE 3 | SQ FT | 5,571 | 5,571 | | | | | | | | | |
| * 72400310 | REMOVE SIGN PANEL - TYPE 1 | SQ FT | 65 | 65 | | | | | | | | | |
| * 72400320 | REMOVE SIGN PANEL - TYPE 2 | SQ FT | 132 | 132 | | | | | | | | | |
| * 72400330 | REMOVE SIGN PANEL - TYPE 3 | SQ FT | 5,890 | 5,890 | | | | | | | | | |
| * 72400720 | RELOCATE SIGN PANEL - TYPE 2 | SQ FT | 48 | 48 | | | | | | | | | |
| * 72400730 | RELOCATE SIGN PANEL - TYPE 3 | SQ FT | 3,631 | 3,631 | | | | | | | | | |
| * 72600100 | MILE POST MARKER ASSEMBLY | EACH | 1 | 1 | | | | | | | | | |
| * 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY | POUND | 921 | 921 | | | | | | | | | |
| * 72900200 | METAL POST - TYPE B | FOOT | 74 | 74 | | | | | | | | | |
| * 73000100 | WOOD SIGN SUPPORT | FOOT | 12 | 12 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042

| | | | | | | | | | | | | | | |
|---|------------------------------|----------------|-----------|---|------------------------------|----------|-------|--------|---------------------------|---------|-----------|--------------|-----------|--------|
|  | D:\00X76-ht-900.dgn | DESIGNED - MKW | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | USER NAME = vjanechzone | DRAWN - CAT | REVISED - | | SCALE: NONE | SHEET 12 | OF 27 | SHEETS | STA. | TO STA. | 90/94/290 | 2014-002R&B | COOK | 814 17 |
| | PLOT SCALE = 20.0000' / 1" = | CHECKED - JMG | REVISED - | | | | | | CONTRACT NO. 60X76 | | | | | |
| | PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | | | | |

FILE PATH = p:\1617479\PRINT\asccment\local\local\CDM_0502_16\Documents\01_Americas\Transportation\60269539_Circle\Phase 1\1608_CDD_006_Roadway\Sheets\60X76_Contract\1608X76-16-10.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | |
|-------------|--|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|-----------|-----------|--|--|--|--|--|--|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | | | | | |
| * 73300300 | OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0") | FOOT | 103 | 103 | | | | | | | | | | | | | | | |
| * 73304000 | OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED | FOOT | 177 | 177 | | | | | | | | | | | | | | | |
| * 73400100 | CONCRETE FOUNDATIONS | CU YD | 3 | 3 | | | | | | | | | | | | | | | |
| * 73400200 | DRILLED SHAFT CONCRETE FOUNDATIONS | CU YD | 45.2 | 45.2 | | | | | | | | | | | | | | | |
| * 73600100 | REMOVE OVERHEAD SIGN STRUCTURE - SPAN | EACH | 2 | 2 | | | | | | | | | | | | | | | |
| * 73602000 | REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED | EACH | 3 | 3 | | | | | | | | | | | | | | | |
| * 73700100 | REMOVE GROUND MOUNTED SIGN SUPPORT | EACH | 2 | 2 | | | | | | | | | | | | | | | |
| * 73700200 | REMOVE CONCRETE FOUNDATION - GROUND MOUNT | EACH | 2 | 2 | | | | | | | | | | | | | | | |
| * 73700300 | REMOVE CONCRETE FOUNDATION - OVERHEAD | EACH | 4 | 4 | | | | | | | | | | | | | | | |
| * 73800900 | REMOVE OVERHEAD SIGN STRUCTURE WALKWAY | FOOT | 100 | 100 | | | | | | | | | | | | | | | |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 1,780 | 1,780 | | | | | | | | | | | | | | | |
| * 78005100 | EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 656 | 656 | | | | | | | | | | | | | | | |
| * 78005110 | EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 12,433 | 12,433 | | | | | | | | | | | | | | | |
| * 78005120 | EPOXY PAVEMENT MARKING - LINE 5" | FOOT | 4,319 | 4,319 | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

0042



D:\60X76-ehs-S00.dgn
 USER NAME = vj.gonachione
 PLOT SCALE = 20.0000' / 1in.
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 13 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 18 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\617479-P\INT\Ascoment\local\REC\COM\DS02-NA\Documents\01-Americas\Transportation\60269939-Circle Phase II\080-CAD\086-Roadway\Sheets\60X76-Contract\060076-shr-00.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|---|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|-----------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| * 78005140 | EPOXY PAVEMENT MARKING - LINE 8" | FOOT | 8,474 | 8,474 | | | | | | | | | |
| * 78005150 | EPOXY PAVEMENT MARKING - LINE 12" | FOOT | 1,090 | 1,090 | | | | | | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 522 | 522 | | | | | | | | | |
| | 78100200 | TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER | EACH | 60 | 60 | | | | | | | | |
| * 78100300 | REPLACEMENT REFLECTOR | EACH | 63 | 63 | | | | | | | | | |
| * 78200011 | BARRIER WALL REFLECTORS, TYPE C | EACH | 3,024 | 3,024 | | | | | | | | | |
| | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 532 | 532 | | | | | | | | |
| * 81022300 | CONDUIT ENCASED IN CONCRETE, 4" DIA., PVC | FOOT | 251 | 251 | | | | | | | | | |
| * 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 2,782 | 2,782 | | | | | | | | | |
| * 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 281 | 281 | | | | | | | | | |
| * 81028240 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 20 | 20 | | | | | | | | | |
| * 81028350 | UNDERGROUND CONDUIT, PVC, 2" DIA. | FOOT | 50 | | | | | | | | | | 50 |
| * 81028390 | UNDERGROUND CONDUIT, PVC, 4" DIA. | FOOT | 85 | 85 | | | | | | | | | |
| * 81028730 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA. | FOOT | 174 | 174 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|------------------------------|----------------|-----------|
| D:\60X76-shr-00.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjanechane | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" = | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 14 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|-----------------------|---------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 19 |
| CONTRACT NO. 60X76 | | | | ILLINOIS FED. AID PROJECT |

FILE PATH = p:\61749-PAINT\ecommon\lms\local\FEC\CDM\582\MA\Documents\1\America's Transportation\60269938 Circle Phase 11\000_CAD\006_Roadway\Sheets\60X76_Contract\0160X76-sh-1-30.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | |
| * 81100605 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 1,165 | 750 | | | | | | | | | 415 |
| * 81100805 | CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL | FOOT | 565 | | | | | | | | | | 565 |
| * 81200230 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 6,602 | 322 | | | | | | | | | 6,280 |
| * 81200270 | CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC | FOOT | 3,316 | 3,266 | | | | | | | | | 50 |
| * 81300830 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8" | EACH | 7 | | | | | | | | | | 7 |
| * 81400200 | HEAVY-DUTY HANDHOLE | EACH | 11 | 11 | | | | | | | | | |
| * 81603081 | UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE | FOOT | 1,525 | | | | | | | | | | 1,525 |
| * 81702120 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8 | FOOT | 2,056 | 2,056 | | | | | | | | | |
| * 81702140 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4 | FOOT | 7,240 | | | | | | | | | | 7,240 |
| * 81702150 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2 | FOOT | 21,705 | | | | | | | | | | 21,705 |
| * 81800300 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE | FOOT | 4,685 | | | | | | | | | | 4,685 |
| * 82102400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT | EACH | 5 | | | | | | | | | | 5 |
| * 83000200 | LIGHT POLE, ALUMINUM, 30 FT. M.H., 6 FT. DAVIT ARM | EACH | 8 | | | | | | | | | | 8 |
| * 83050715 | LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 6 FT. DAVIT ARM | EACH | 17 | | | | | | | | | | 17 |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| D:\08X76-sh-300.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v\jansone | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 15 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 20 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\1617479-PAINT-Accessories\local\ECOM_DS22_MADocuments\01_Americas\Transportation\60629959_Credle\Phase_IL\808_C01\808_Roadway\Sheets\60X76_Contract\DI60X76-ah-t-11.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | |
|-------------|---|------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|------------|--|--|--|--|--|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | |
| * 83050800 | LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 12 FT. MAST ARM | EACH | 4 | | | | | | | | | | | | | | | | 4 |
| * 83505450 | LIGHT TOWER, 130 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 7 | EACH | 1 | | | | | | | | | | | | | | | | 1 |
| * 83507800 | LIGHT TOWER, 150 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 6 | EACH | 1 | | | | | | | | | | | | | | | | 1 |
| * 83507850 | LIGHT TOWER, 150 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 7 | EACH | 1 | | | | | | | | | | | | | | | | 1 |
| * 83600200 | LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 52 | | | | | | | | | | | | | | | | 52 |
| * 83700350 | LIGHT TOWER FOUNDATION, 54" DIAMETER | FOOT | 39.0 | | | | | | | | | | | | | | | | 39.0 |
| * 83700400 | LIGHT TOWER FOUNDATION, 60" DIAMETER | FOOT | 85.0 | | | | | | | | | | | | | | | | 85.0 |
| * 84100110 | REMOVAL OF TEMPORARY LIGHTING UNIT | EACH | 5 | | | | | | | | | | | | | | | | 5 |
| * 84200500 | REMOVAL OF LIGHTING UNIT, SALVAGE | EACH | 26 | | | | | | | | | | | | | | | | 26 |
| * 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 4 | | | | | | | | | | | | | | | | 4 |
| * 84400405 | RELOCATE EXISTING WOOD POLES | EACH | 8 | | | | | | | | | | | | | | | | 8 |
| * 87300748 | ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 19 100 PAIR | FOOT | 2,803 | 2,803 | | | | | | | | | | | | | | | |
| * 87301805 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C | FOOT | 2,056 | 2,056 | | | | | | | | | | | | | | | |
| * 87301815 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C | FOOT | 425 | 425 | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| DI60X76-ah-t-S00.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vljena@chons | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 16 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 21 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\161779-PROJECT\ancom\p16\161779-001\Documents\101\Interacts\Transportation\60629938_Circle\Phase1\1000_CAD\006_Possible\Sheets\60629938_Contract\161779-001.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|-----------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE | 90% FED | 10% STATE |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| * 87800200 | CONCRETE FOUNDATION, TYPE D | FOOT | 10 | 10 | | | | | | | | | |
| * 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 4,705 | 4,705 | | | | | | | | | |
| * A2000224 | TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED | EACH | 1 | 1 | | | | | | | | | |
| * E20200G1 | VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT | EACH | 680 | 680 | | | | | | | | | |
| * E20210G1 | VINE-PARTHENOCISSUS QUINQUEFOLIA ENGEL MANNII (ENGELMANNII VIRGINIA CREEPER), 1-GALLON POT | EACH | 1,965 | 1,965 | | | | | | | | | |
| * E20220G1 | VINE-PARTHENOCISSUS TRICUSPIDATA (BOSTON IVY), 1-GALLON POT | EACH | 1,285 | 1,285 | | | | | | | | | |
| * E20020G6 | VINE-CAMPSIS RADICANS (TRUMPET VINE), 1-GALLON POT | EACH | 100 | 100 | | | | | | | | | |
| * K0012990 | PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT | UNIT | 3 | 3 | | | | | | | | | |
| * X0320023 | CLOSED CIRCUIT TELEVISION DOME CAMERA, HD | EACH | 2 | 2 | | | | | | | | | |
| X0320051 | CROSSHOLE SONIC LOGGING ACCESS DUCTS | FOOT | 4,845 | | | | | 4,845 | | | | | |
| X0320052 | CROSSHOLE SONIC LOGGING TESTING | EACH | 12 | | | | | 12 | | | | | |
| * X0322141 | REMOVE TEMPORARY WOOD POLE | EACH | 12 | | | | | | | | | | 12 |
| * X0322400 | PILE EXTRACTION | EACH | 4 | 4 | | | | | | | | | |
| * X0322441 | DIGITAL LOOP DETECTOR SENSOR UNIT (4 CHANNEL) | EACH | 7 | 7 | | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

0042



D:\60629938-161779-001\161779-001.dgn
 USER NAME = vjjanachione
 PLOT SCALE = 20.0000' / 1"

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 17 OF 27 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 22 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\1617479-P\INT_Loccoman\line\local\ECOM_DS82-MA\Documents\01_Americas\Transportation\60269938_Circle\Phase-1\1008-CAD\006-Roadway\Sheets\60X76-Contract\160X76-Contract.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| * X0322442 | TONE EQUIPMENT - 3 FREQUENCY RECEIVER PROGRAMMABLE | EACH | 23 | 23 | | | | | | | | | |
| * X0322443 | TONE EQUIPMENT - 3 FREQUENCY TRANSMITTER PROGRAMMABLE | EACH | 23 | 23 | | | | | | | | | |
| * X0322444 | TONE EQUIPMENT - POWER SUPPLY | EACH | 4 | 4 | | | | | | | | | |
| * X0322445 | TONE EQUIPMENT - MOUNTING FRAME | EACH | 2 | 2 | | | | | | | | | |
| * X0323553 | ORNAMENTAL FENCE, WROUGHT IRON | FOOT | 37 | 37 | | | | | | | | | |
| * X0323710 | REMOVE CONDUIT ATTACHED TO STRUCTURE | FOOT | 325 | | | | | | | | | | 325 |
| X0323902 | CTA FENCE | FOOT | 2,372 | 2,372 | | | | | | | | | |
| * X0324597 | CLOSED CIRCUIT TELEVISION CABINET | EACH | 1 | 1 | | | | | | | | | |
| * X0324599 | ROD AND CLEAN EXISTING CONDUIT | FOOT | 940 | | | | | | | | | | 940 |
| * X0324911 | REPLACE EXISTING DECAL WITH NEW LUMINAIRE NUMBERING DECAL | EACH | 4 | | | | | | | | | | 4 |
| * X0325040 | FIBER OPTIC INNERDUCT 1 1/4" DIA. | FOOT | 5,462 | 5,462 | | | | | | | | | |
| X0325087 | VIDEO TAPING OF MAIN DRAIN | FOOT | 5,166 | 5,166 | | | | | | | | | |
| * X0325207 | TELEVISION INSPECTION OF SEWER | FOOT | 1,940 | 1,940 | | | | | | | | | |
| X0325279 | CLASS SI CONCRETE (MISCELLANEOUS) | CU YD | 558.0 | | | | | 558.0 | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|------------------------------|----------------|-----------|
| D:\60X76-shv-S00.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v\janachione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

| | | | | |
|-------------|----------|--------------|------|---------|
| SCALE: NONE | SHEET 18 | OF 27 SHEETS | STA. | TO STA. |
|-------------|----------|--------------|------|---------|

| | | | | |
|--------------------|-------------|--------|-----------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 23 |
| CONTRACT NO. 60X76 | | | [ILLINOIS] FED. AID PROJECT | |

FILE PATH = p:\1617479-FWINT-encounter\line\local\ECOM_DS02_NA\Documents\01_Americas\Transportation\62269938_Circle\Phase1\001_CDD\006_roadkey_Sheets\0076_Contract\060076-001-00.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | |
|-------------|---|--------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|-------|-------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | 016-Z046 | 016-Z046 | URBAN | |
| X0325349 | TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY) | FOOT | 2,025.0 | 2,025.0 | | | | | | | | | | | |
| * X0325815 | REMOVE EXISTING CABLE | FOOT | 3,760 | | | | | | | | | | | | 3,760 |
| * X0326461 | CLOSED CIRCUIT TELEVISION EQUIPMENT, FIBER OPTIC DISTRIBUTION | EACH | 1 | 1 | | | | | | | | | | | |
| X0326519 | STEEL RAILING REMOVAL | FOOT | 1,191 | | | | | | | | 543 | 648 | | | |
| ** X0326801 | COMBINED SEWERS TO BE CLEANED | FOOT | 269 | | 269 | | | | | | | | | | |
| * X0326948 | CLOSED CIRCUIT TELEVISION CAMERA STRUCTURE, 50 FT. MOUNTING HEIGHT | EACH | 1 | 1 | | | | | | | | | | | |
| * X0327117 | ATMS SYSTEM INTEGRATION | LSUM | 1 | 1 | | | | | | | | | | | |
| * X0327236 | TEMPORARY WOOD POLE, 50 FT., CLASS 4 | EACH | 8 | | | | | | | | | | | | 8 |
| X0327267 | SLOPE INCLINOMETER | EACH | 3 | | | 1 | 1 | 1 | | | | | | | |
| * X0327350 | TEMPORARY WOOD POLE, 50 FT., CLASS 4, 15 FT. MAST ARM | EACH | 5 | | | | | | | | | | | | 5 |
| X0327357 | CONSTRUCTION VIBRATION MONITORING | LSUM | 1 | 1 | | | | | | | | | | | |
| * X0327561 | BUDGETARY ALLOWANCE FOR CCTV INTEGRATION | LSUM | 1 | 1 | | | | | | | | | | | |
| * X0327616 | MAINTAINING ITS DURING CONSTRUCTION | CAL MO | 26 | 26 | | | | | | | | | | | |
| X0327682 | CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT ENGINEERING SERVICES | LSUM | 1 | 1 | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| D:\08X76-sh-900.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjanechione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 19 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|-----------------------|---------------------|-------------|---------------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 24 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

FILE PATH = c:\1\617479-PAINT\adecomm\line\local\ECOM_DS02_MK\Documents\81\Instructors\Transportation\60629936_Circle\Phase 1\A\908_CAD\906\Production\Sheets\60X76_Contract\0160X76-ht-510.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | | |
|-------------|--|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--|--|--|--|--|--|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | | | | | | |
| * X0327755 | CABINET HOUSING EQUIPMENT, ESP 3, CONCRETE FOUNDATION MOUNTED | EACH | 2 | 2 | | | | | | | | | | | | | | | | |
| X0327756 | STAINLESS STEEL CABLE PLANT SUPPORT SYSTEM | LSUM | 1 | | | 1 | | | | | | | | | | | | | | |
| X0327757 | FOUNDATION CONSTRUCTION AT EXISTING OBSTRUCTIONS | EACH | 6 | 2 | | | | 4 | | | | | | | | | | | | |
| X0327808 | PLANTING SOIL MIX FURNISH AND PLACE, 18" | SQ YD | 83 | 83 | | | | | | | | | | | | | | | | |
| X0327820 | PLANTING SOIL MIX FURNISH AND PLACE, 30" | SQ YD | 20 | 20 | | | | | | | | | | | | | | | | |
| * X0327979 | PAVEMENT MARKING REMOVAL - GRINDING | SQ FT | 9,552 | 9,552 | | | | | | | | | | | | | | | | |
| * X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 4,997 | 4,997 | | | | | | | | | | | | | | | | |
| X0370070 | COMBINED SEWER (WATER MAIN REQUIREMENTS), 8 INCH CDOT | FOOT | 12 | 12 | | | | | | | | | | | | | | | | |
| X0370071 | COMBINED SEWER (WATER MAIN REQUIREMENTS), 12 INCH CDOT | FOOT | 193 | 193 | | | | | | | | | | | | | | | | |
| X0370080 | COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT) | FOOT | 328.5 | 328.5 | | | | | | | | | | | | | | | | |
| X0370135 | CONCRETE CURB, TYPE B (SPECIAL) (CDOT) | FOOT | 62.0 | 62.0 | | | | | | | | | | | | | | | | |
| X0370164 | MANHOLES TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID (CITY OF CHICAGO) | EACH | 8 | 8 | | | | | | | | | | | | | | | | |
| X0370185 | COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) 12 INCH (CDOT) | FOOT | 282 | 282 | | | | | | | | | | | | | | | | |
| * X1400172 | ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 19 6 PAIR | FOOT | 1,536 | 1,536 | | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM

** DENOTES NON-PARTICIPATING ITEM

0 0042



DL60X76-shs-S09.dgn
 USER NAME = vjjanachone
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/11/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 20 OF 27 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 25 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

FILE PATH = p:\161779-PAINT-accm\lps\local\COM_DSE2\NA\Documents\91_America\Transportation\60669938_Circle\Phase1\1006_C00\965_Productions\Sheets\60X76_Contract\0166976-sht-110.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | |
|-------------|---|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--|--|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | |
| | | | | 90% FED | | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | | | | | | |
| X2011000 | TEMPORARY FENCE (SPECIAL) | FOOT | 2,893 | 2,893 | | | | | | | | | | |
| * X2090215 | SELECT GRANULAR BACKFILL, SPECIAL | CU YD | 704 | 704 | | | | | | | | | | |
| ** X5537600 | STORM SEWERS TO BE CLEANED 8" | FOOT | 305 | | 305 | | | | | | | | | |
| ** X5537700 | STORM SEWERS TO BE CLEANED 10" | FOOT | 198 | | 198 | | | | | | | | | |
| ** X5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 31 | | 31 | | | | | | | | | |
| ** X5537900 | STORM SEWERS TO BE CLEANED 15" | FOOT | 166 | | 166 | | | | | | | | | |
| ** X5538300 | STORM SEWERS TO BE CLEANED 27" | FOOT | 91 | | 91 | | | | | | | | | |
| ** X5538500 | STORM SEWERS TO BE CLEANED 33" | FOOT | 85 | | 85 | | | | | | | | | |
| X5610712 | WATER MAIN REMOVAL, 12" | FOOT | 575 | 575 | | | | | | | | | | |
| X6020293 | MANHOLES, TYPE A, 8'-DIAMETER, WITH 2 TYPE 1 FRAMES, CLOSED LID, RESTRICTOR PLATE | EACH | 1 | 1 | | | | | | | | | | |
| X6022712 | CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE | EACH | 2 | 2 | | | | | | | | | | |
| X6331110 | STEEL POSTS, SPECIAL | EACH | 15 | 15 | | | | | | | | | | |
| X6370050 | CONCRETE BARRIER WALL (SPECIAL) | FOOT | 1,048 | 1,048 | | | | | | | | | | |
| X6370250 | CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT | FOOT | 573 | 573 | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|----------------------------|----------------|-----------|
| D:\60X76-sht-900.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vijanachione | DRAWN - CAT | REVISED - |
| PLOT SCALE = 28.0000' / 1" | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 21 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|--------------------|-------------|--------|--------------|---------------------------|
| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 26 |
| CONTRACT NO. 60X76 | | | | ILLINOIS FED. AID PROJECT |

FILE PATH = P:\161779-PROJECT\Accessories\Drawings\CDM\DS22.dwg; User Name = vljanahwane; Plot Scale = 20.0000' / in.; Plot Date = 5/11/2017

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|--------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| X6430120 | REMOVE IMPACT ATTENUATORS, NO SALVAGE | EACH | 3 | 3 | | | | | | | | | |
| X6640525 | CHAIN LINK FENCE, 4' ATTACHED TO STRUCTURE | FOOT | 541 | | | | | 541 | | | | | |
| X6640704 | TEMPORARY CHAIN LINK FENCE WITH SCREENING, 4' | FOOT | 1,451 | 1,451 | | | | | | | | | |
| X6700410 | ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL) | CAL MO | 26 | 26 | | | | | | | | | |
| * X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | LSUM | 1 | 1 | | | | | | | | | |
| * X7011015 | TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) | LSUM | 1 | 1 | | | | | | | | | |
| * X7013820 | TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS | CAL DA | 787 | 787 | | | | | | | | | |
| X7015005 | CHANGEABLE MESSAGE SIGN | CAL DA | 1,574 | 1,574 | | | | | | | | | |
| * X7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SO FT | 53,798 | 53,798 | | | | | | | | | |
| * X7035100 | TEMPORARY EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 1,539 | 1,539 | | | | | | | | | |
| * X7035104 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 146,956 | 146,956 | | | | | | | | | |
| * X7035105 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 5" | FOOT | 21,090 | 21,090 | | | | | | | | | |
| * X7035108 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 8" | FOOT | 54,327 | 54,327 | | | | | | | | | |
| * X7035112 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 12" | FOOT | 3,575 | 3,575 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042

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|---|--|--|--|---|---|--|
|  | 0180X79-sht-000.dgn USER NAME = vljanahwane PLOT SCALE = 20.0000' / in. PLOT DATE = 5/11/2017 | DESIGNED - MKW DRAWN - CAT CHECKED - JMG DATE - 5/10/17 | REVISED - REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES SCALE: NONE SHEET 22 OF 27 SHEETS STA. TO STA. | F.A.I. RTE. 90/94/290 SECTION 2014-002R&B COUNTY COOK TOTAL SHEETS 814 SHEET NO. 27 CONTRACT NO. 60X76 ILLINOIS FED. AID PROJECT |
|---|--|--|--|---|---|--|

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 Circle Phase 11\Map_CAD\066_road\066_Sheets\06076_Contract\06076.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|--|------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|------------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE | 90% FED | 100% STATE |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| X7040125 | PINNING TEMPORARY CONCRETE BARRIER | EACH | 4,099 | 4,099 | | | | | | | | | |
| * X7270025 | REMOVE EXISTING SIGN SUPPORT | EACH | 19 | 19 | | | | | | | | | |
| * X7330076 | BRIDGE MOUNTED SIGN SUPPORT | EACH | 19 | 19 | | | | | | | | | |
| X7830050 | RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL | EACH | 63 | 63 | | | | | | | | | |
| * X8100863 | INTERCEPT EXISTING CONDUIT | EACH | 9 | 3 | | | | | | | | | 6 |
| * X8130115 | DRILL EXISTING JUNCTION BOX | EACH | 5 | 2 | | | | | | | | | 3 |
| * X8130120 | RELOCATE EXISTING JUNCTION BOX | EACH | 2 | | | | | | | | | | 2 |
| * X1400256 | JUNCTION BOX, TYPE J, 41"x12"x9" | EACH | 12 | 12 | | | | | | | | | |
| * X8131168 | JUNCTION BOX, NON-METALLIC, EMBEDDED IN STRUCTURE, 21" X 11" X 08" | EACH | 8 | | | | | | | | | | 8 |
| * X8360103 | LIGHT POLE FOUNDATION, INTEGRAL WITH BARRIER WALL | EACH | 17 | | | | | | | | | | 17 |
| * X8420502 | REMOVAL OF LIGHT TOWER, NO SALVAGE | EACH | 3 | | | | | | | | | | 3 |
| * X8420510 | REMOVAL OF TOWER FOUNDATION | EACH | 3 | | | | | | | | | | 3 |
| * X8710036 | FIBER OPTIC CABLE 12 FIBERS, SINGLE MODE | FOOT | 1,187 | 1,187 | | | | | | | | | |
| * X8730312 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED | FOOT | 1,085 | 1,085 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



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|------------------------------|----------------|-----------|
| D:\6076-shc-000.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjanachone | DRAWN - CAT | REVISED - |
| PLOT SCALE = 20,0000' / 1" = | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: NONE | SHEET 23 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 28 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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FILE PATH = p:\1617479-P\INT\escomon\line\local\ECOM_0502\NA\Documents\01_AmericanTransportation\60259938_Circle Phase\11\6002_CAD\6016_Roadway\Sheets\60X76_Contract\1160X76-shr-000.dgn

| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | |
|-------------|--|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|----|--|--|--|--|--|-------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-2029 | 016-2046 | URBAN | | | | | | | | | | | |
| * X8850102 | INDUCTION LOOP | FOOT | 45 | 45 | | | | | | | | | | | | | | | |
| * X8850109 | PREFORMED INDUCTION LOOP | FOOT | 958 | 958 | | | | | | | | | | | | | | | |
| * X8950425 | REMOVE EXISTING TRAFFIC SURVEILLANCE EQUIPMENT | LSUM | 1 | 1 | | | | | | | | | | | | | | | |
| * X8951011 | REMOVE AERIAL CABLE | FOOT | 1,930 | | | | | | | | | | | | | | | | 1,930 |
| X1700035 | CLASS SI CONCRETE | CU YD | 51.0 | 51.0 | | | | | | | | | | | | | | | |
| K1003680 | MULCH | SO YD | 745 | 745 | | | | | | | | | | | | | | | |
| Z0002300 | BALLAST | CU YD | 649 | 649 | | | | | | | | | | | | | | | |
| Z0007510 | ENGINEERED BARRIER | SO YD | 706 | 706 | | | | | | | | | | | | | | | |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SO FT | 192 | | | | | | | | 85 | 46 | 61 | | | | | | |
| Z0012755 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES) | SO FT | 32 | | | | | | | | 4 | 28 | | | | | | | |
| Z0013797 | STABILIZED CONSTRUCTION ENTRANCE | SO YD | 249 | 249 | | | | | | | | | | | | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | LSUM | 1 | 1 | | | | | | | | | | | | | | | |
| Z0019600 | DUST CONTROL WATERING | UNIT | 50 | 50 | | | | | | | | | | | | | | | |
| Z0022800 | FENCE REMOVAL | FOOT | 2,121 | 2,121 | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042



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| D:\60X76-shr-000.dgn | DESIGNED - | REVISED - |
| USER NAME = vjanechone | DRAWN - | REVISED - |
| PLOT SCALE = 20.0000' / 1" = | CHECKED - | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: | SHEET 24 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|------------------------|----------------|---------------------|-----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 29 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|--------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2029 | 016-2029 | 016-2046 | URBAN | |
| * Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 832 | 832 | | | | | | | | | |
| * Z0033020 | LUMINAIRE SAFETY CABLE ASSEMBLY | EACH | 29 | | | | | | | | | | 29 |
| * Z0033028 | MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 26 | | | | | | | | | | 26 |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 876 | | | 256 | 55 | 565 | | | | | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | LSUM | 1 | 1 | | | | | | | | | |
| Z0056608 | STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH | FOOT | 57 | 57 | | | | | | | | | |
| Z0056610 | STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH | FOOT | 35 | 35 | | | | | | | | | |
| Z0056612 | STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH | FOOT | 118 | 118 | | | | | | | | | |
| Z0062456 | TEMPORARY PAVEMENT | SO YD | 3,263 | 3,263 | | | | | | | | | |
| Z0069700 | SUB-BALLAST | CU YD | 192 | 192 | | | | | | | | | |
| Z0076600 | TRAINEES | HOUR | 2000 | 2000 | | | | | | | | | |
| Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE | HOUR | 2000 | 2000 | | | | | | | | | |
| X1200125 | RELOCATE WATER SERVICE LINE, 2" | LSUM | 1 | 1 | | | | | | | | | |
| X1800009 | REPAIR IRRIGATION SYSTEM | LSUM | 1 | 1 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0042



| | | |
|-----------------------------|----------------|-----------|
| D:\00X76-ht-500.dgn | DESIGNED - | REVISED - |
| USER NAME = vjanechione | DRAWN - | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: | SHEET 25 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 30 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | | |
|-------------|--|----------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|--|--|--|--|--|--|----|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | | | | | | | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | | | | | | | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | | | | | | | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 | | | | | | | |
| URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-2028 | 016-Z029 | 016-Z046 | URBAN | | | | | | | | | | | | |
| X1700036 | CONCRETE BARRIER BASE (SPECIAL NO. 1) | FOOT | 1,077 | 1,077 | | | | | | | | | | | | | | | | |
| X1700037 | CONCRETE BARRIER BASE (SPECIAL NO. 2) | FOOT | 1,163 | 1,163 | | | | | | | | | | | | | | | | |
| X1700038 | CONCRETE BARRIER BASE (SPECIAL NO. 3) | FOOT | 573 | 573 | | | | | | | | | | | | | | | | |
| X1700039 | CONCRETE BARRIER BASE (SPECIAL NO. 4) | FOOT | 325 | 325 | | | | | | | | | | | | | | | | |
| X1700040 | CONCRETE BARRIER BASE (SPECIAL NO. 5) | FOOT | 120 | 120 | | | | | | | | | | | | | | | | |
| X1700041 | CONCRETE BARRIER BASE (SPECIAL NO. 6) | FOOT | 37 | 37 | | | | | | | | | | | | | | | | |
| X1700042 | CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL) | FOOT | 866 | 866 | | | | | | | | | | | | | | | | |
| X1700043 | CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL) | FOOT | 365 | 365 | | | | | | | | | | | | | | | | |
| X1700044 | CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL) | FOOT | 120 | 120 | | | | | | | | | | | | | | | | |
| * X1400259 | LUMINAIRE, HIGHMAST, LED, TYPE D | EACH | 20 | | | | | | | | | | | | | | | | | 20 |
| * X1400258 | LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE D | EACH | 29 | | | | | | | | | | | | | | | | | 29 |
| X1700045 | REMOVE TEMPORARY CONCRETE BARRIER NO SALVAGE | FOOT | 50 | 50 | | | | | | | | | | | | | | | | |
| X0100012 | REMOVAL OF SOIL RETENTION SYSTEM | L SUM | 1 | | | | | | | 1 | | | | | | | | | | |
| * X2600023 | REMOVE AND RE-ERECT SIGN PANEL, TYPE 3 | 50 FT | 663 | 663 | | | | | | | | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM 0 0042



| | | |
|--------------------------------|----------------|-----------|
| D:\60X76-ah-000.dgn | DESIGNED - | REVISED - |
| USER NAME = v\jenachone | DRAWN - | REVISED - |
| PLOT SCALE = 20.0000' / 1" IN. | CHECKED - | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


| SUMMARY OF QUANTITIES | | | |
|-----------------------|----------|--------------|--------------|
| SCALE: | SHEET 26 | OF 27 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 31 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

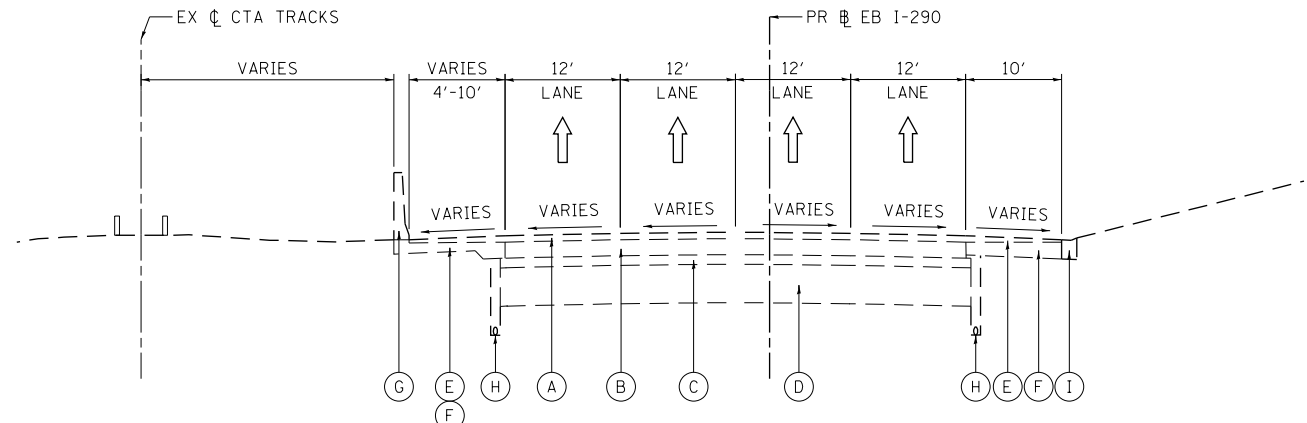
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| CODE NUMBER | PAY ITEM | UNIT | URBAN TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|-------------|---|-------|----------------------|-------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------|------|
| | | | | ROADWAY | ROADWAY | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | RETAINING WALL | LIGHTING | |
| | | | | 90% FED | 100% STATE | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | 90% FED | |
| | | | | 10% STATE | 100% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | 10% STATE | |
| | | | | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 0021 |
| | | | | URBAN | URBAN | 016-1728 | 016-1800 | 016-1801 | 016-Z028 | 016-Z029 | 016-Z046 | URBAN | |
| * X1400257 | COPPER CABLE INTEGRATION - HALSTED SHELTER | LSUM | 1 | 1 | | | | | | | | | |
| X1200126 | STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE, 18" | FOOT | 85 | 85 | | | | | | | | | |
| X0200005 | HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED) | SQ YD | 3,442 | 3,442 | | | | | | | | | |
| X0200004 | HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED) | SQ YD | 938 | 938 | | | | | | | | | |

* DENOTES SPECIALTY ITEM ** DENOTES NON-PARTICIPATING ITEM Ø 0042

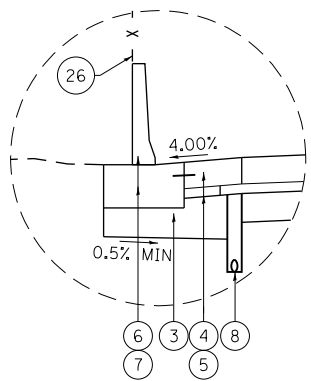
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|---|------------------------------|------------|-----------|---|--|--------------------|-------------|--------|--------------|-----------|
|  | DIR0076-shr-500.dgn | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCALE: SHEET 27 OF 27 SHEETS STA. TO STA. | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | USER NAME = vjjanachane | DRAWN - | REVISED - | | | 90/94/290 | 2014-002R&B | COOK | 814 | 32 |
| | PLOT SCALE = 20.0000' / 1in. | CHECKED - | REVISED - | | | CONTRACT NO. 60X76 | | | | |
| PLOT DATE = 5/11/2017 | DATE = 5/10/17 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | |

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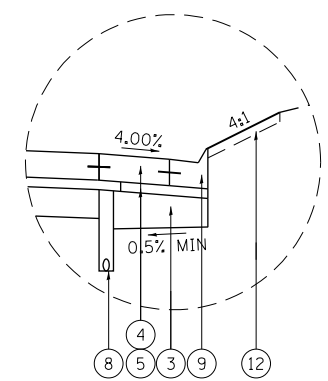


**EXISTING TYPICAL SECTION
(LOOKING EAST)**

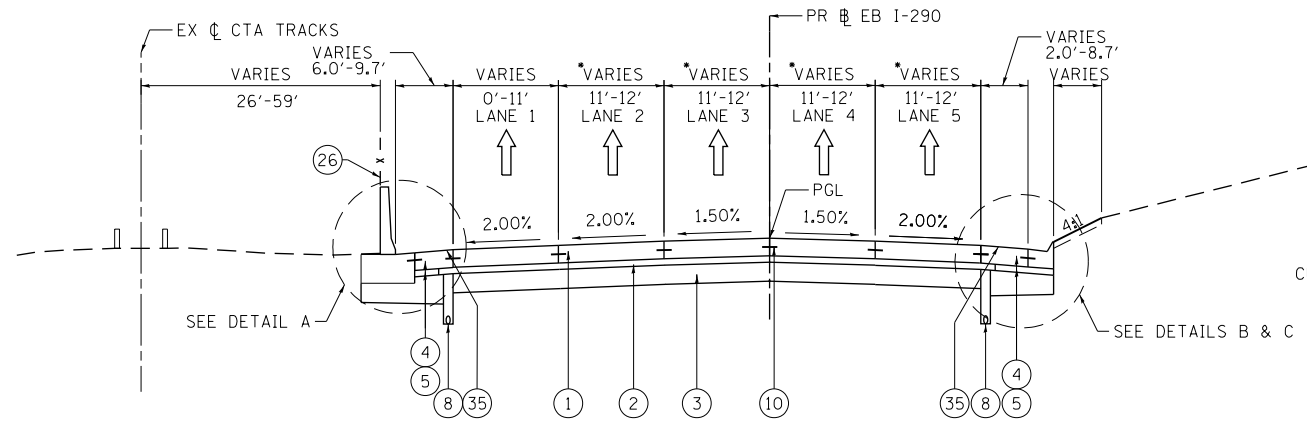
PR EB I-290
STA 5117+35.00 TO STA 5123+94.78



DETAIL A
BARRIER WALL FROM
STA 5117+35.00 TO STA 5123+95.00

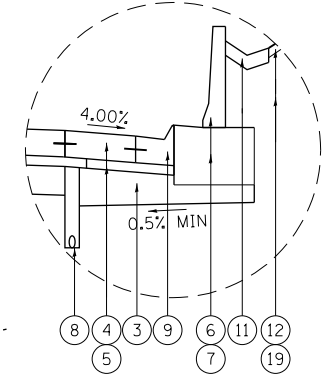


DETAIL B
CURB AND GUTTER FROM
STA 5117+35.00 TO STA 5123+76.84



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR EB I-290
STA 5117+35.00 TO STA 5123+95.00



DETAIL C
CURB AND GUTTER AND BARRIER WALL FROM
STA 5123+76.84 TO STA 5123+95.00

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = vljanachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

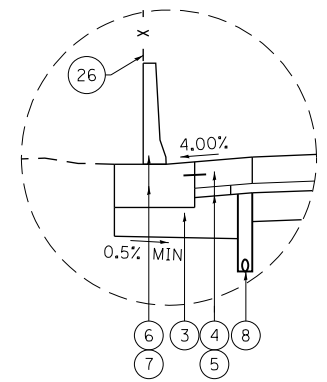
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
EB I-290**

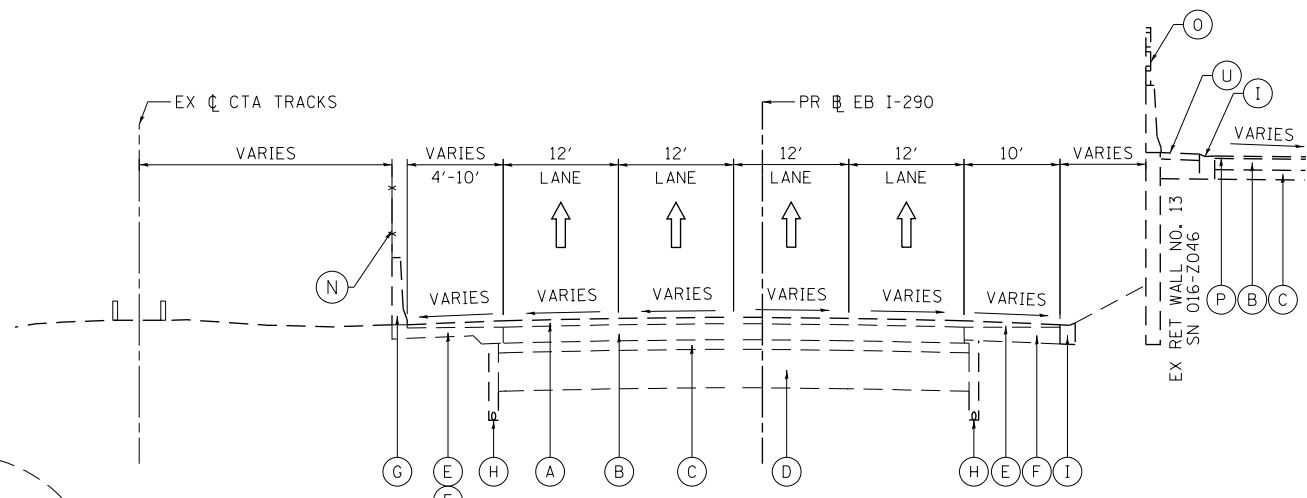
SCALE: NONE SHEET 1 OF 11 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 33 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

FILE PATH = p:\617479-P\INT\secomon\line\local\EB I-290\Documents\01\Americas\Transportation\60269938_Circle\Phase_11\006_CAD\006_Roadway\Sheets\60X76_Contract\0160X76-sht-Typical-01.dgn

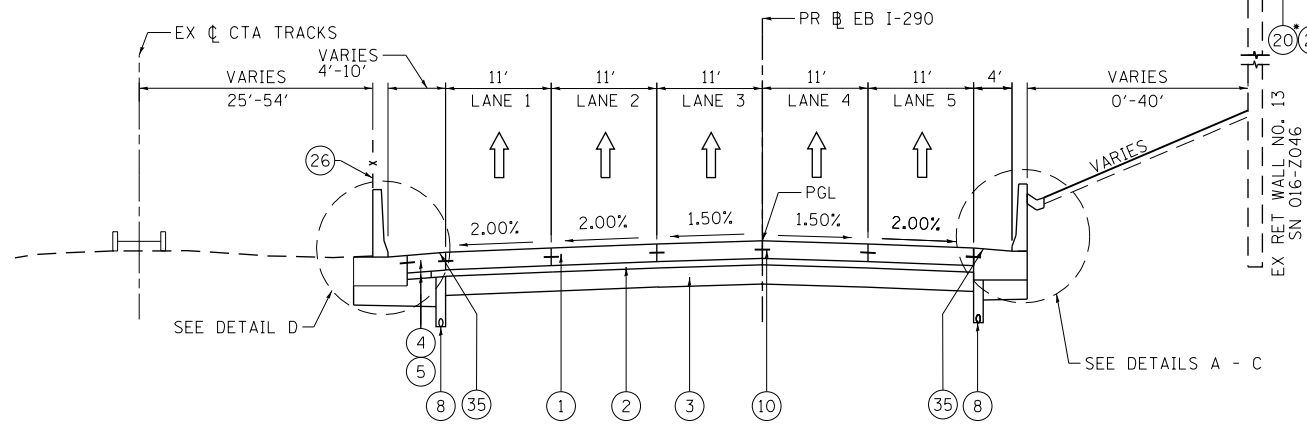


DETAIL D
BARRIER WALL FROM
STA 5123+95.00 TO STA 5128+09.23



EXISTING TYPICAL SECTION
(LOOKING EAST)

PR EB I-290
STA 5123+95.00 TO STA 5128+09.23



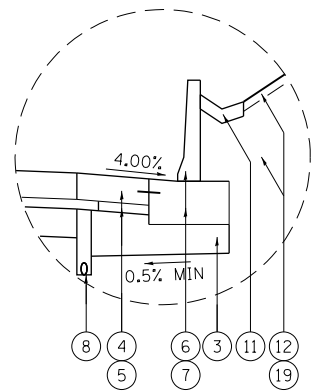
PROPOSED TYPICAL SECTION
(LOOKING EAST)

PR EB I-290
STA 5123+94.78 TO STA 5128+09.23

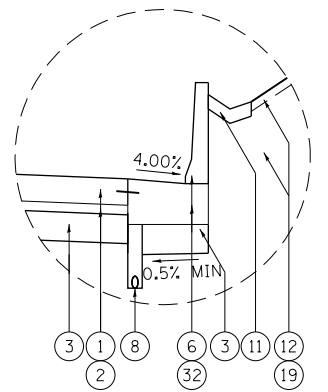
*PROPOSED PAVEMENT SECTION ADJACENT TO PROPOSED PARAPET WALL FROM STA 5126+10.98 TO STA 5128+09.23

NOTES:

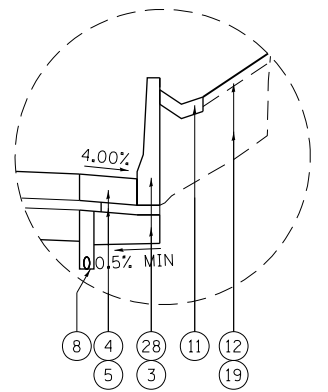
1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. FOR CONGRESS PARKWAY GRADING DETAILS SEE SHEET 118
5. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.
6. RACINE AVE BRIDGE SOUTH ABUTMENT FROM STA 5124+98.98 TO STA 5125+95.52.



DETAIL A
BARRIER WALL FROM
STA 5123+95.00 TO STA 5124+98.98



DETAIL B
BARRIER WALL FROM
STA 5125+95.52 TO STA 5127+33.86



DETAIL C
BARRIER WALL FROM
STA 5127+33.86 TO STA 5128+09.23

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
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- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
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- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = v1janachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

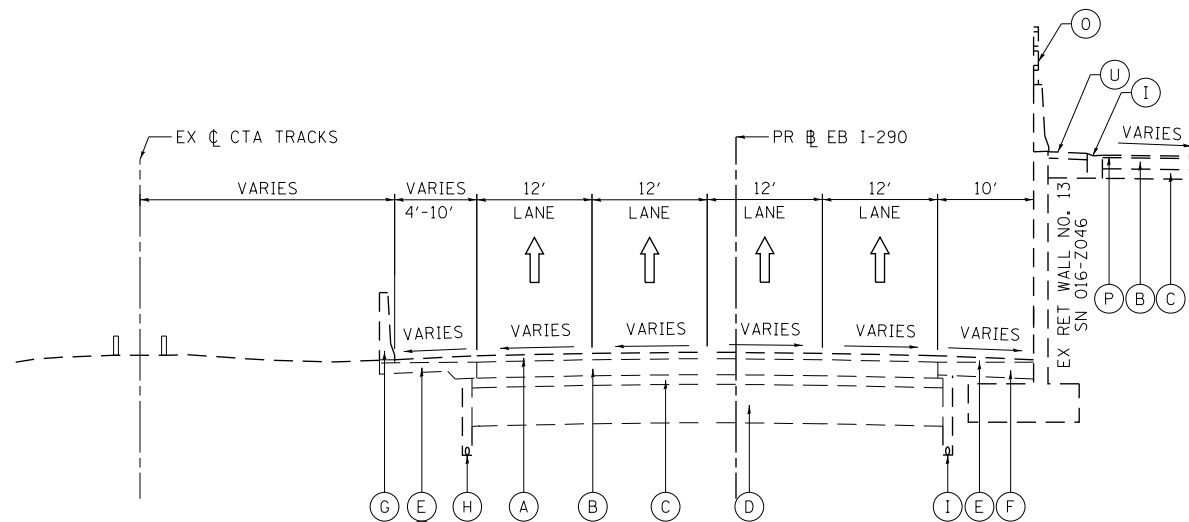
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EB I-290

SCALE: NONE SHEET 2 OF 11 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 34 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

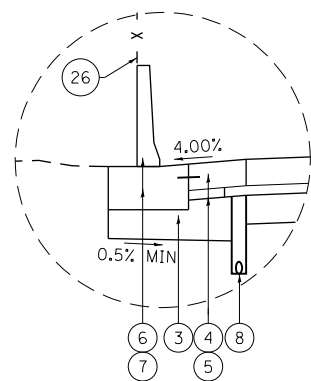
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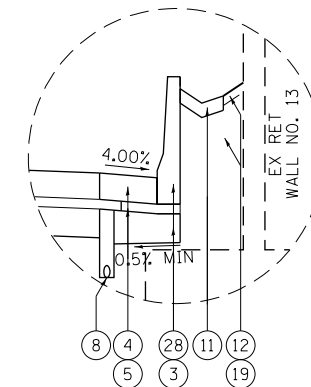
EXISTING MAIN DRAIN SEWER
7'-2 3/8" W x 8'-0" H
(APPROXIMATE LOCATION)

**EXISTING TYPICAL SECTION
(LOOKING EAST)**

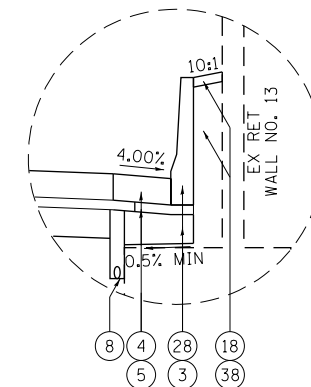
PR EB I-290
STA 5128+09.23 TO STA 5132+60.20



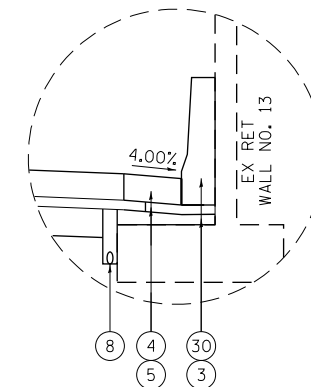
DETAIL D
BARRIER WALL FROM
STA 5128+09.23 TO STA 5132+60.20



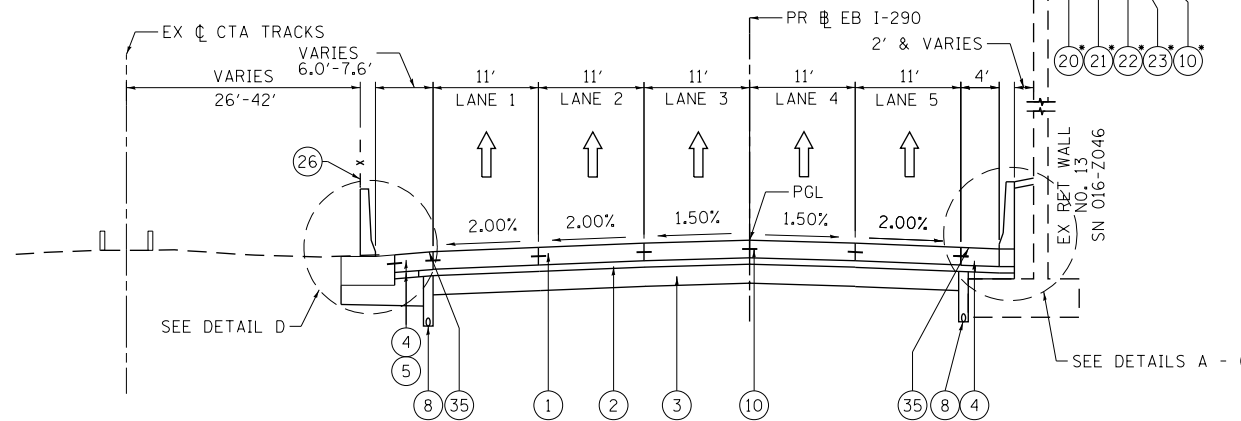
DETAIL A
BARRIER WALL FROM
STA 5128+09.23 TO STA 5128+25.73



DETAIL B
BARRIER WALL FROM
STA 5128+25.73 TO STA 5128+57.07
STA 5129+37.79 TO STA 5132+18.51



DETAIL C
BARRIER WALL FROM
STA 5128+57.07 TO STA 5129+37.79
STA 5132+18.51 TO STA 5132+60.20



EXISTING MAIN DRAIN SEWER
7'-2 3/8" W x 8'-0" H
(APPROXIMATE LOCATION)

**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR EB I-290
STA 5128+09.23 TO STA 5132+60.20

PROPOSED PARAPET & MOMENT SLAB
5' SEE NOTE 4
CONGRESS PARKWAY

*PROPOSED PAVEMENT SECTION ADJACENT
TO PROPOSED PARAPET WALL
FROM STA 5128+09.23 TO STA 5132+50.31

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. FOR CONGRESS PARKWAY GRADING DETAILS SEE SHEET 118
5. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

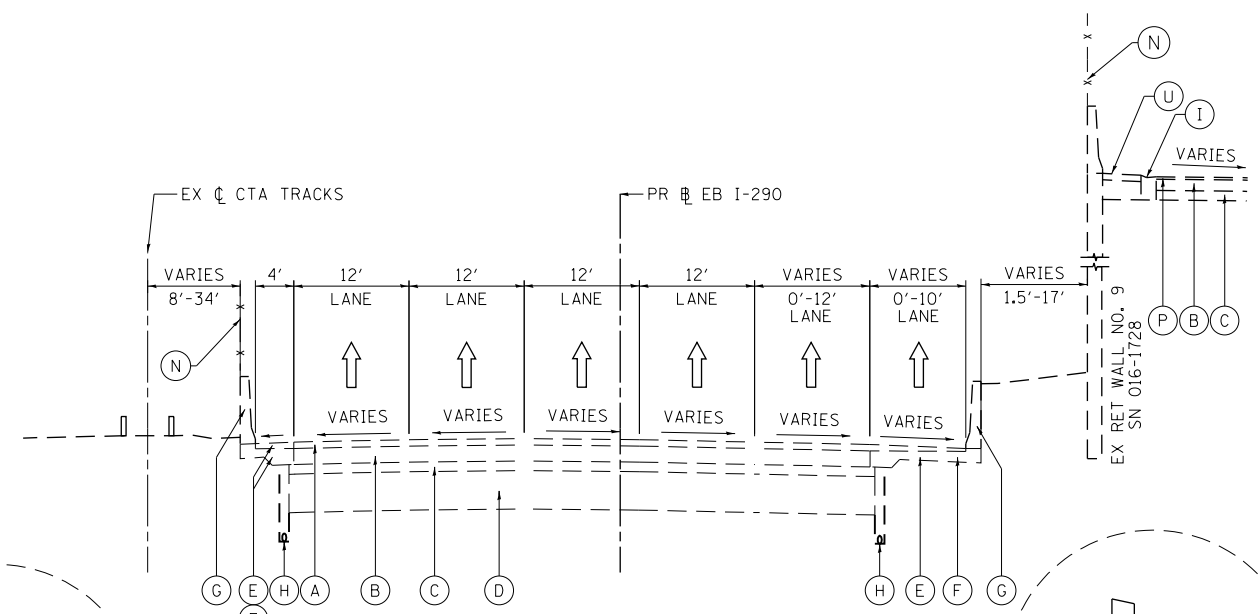
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| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

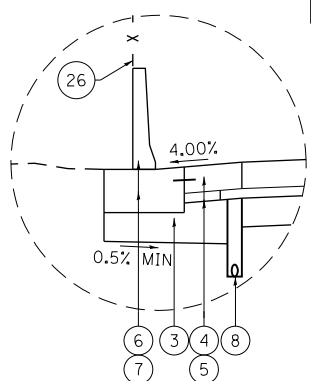
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| TYPICAL SECTIONS EB I-290 | |
| SCALE: NONE | SHEET 3 OF 11 SHEETS |
| STA. | TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 35 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

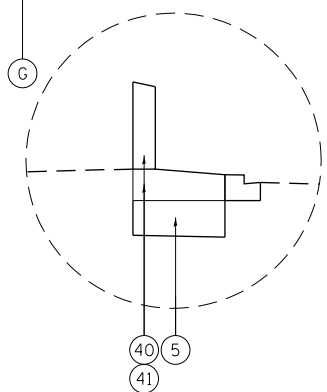
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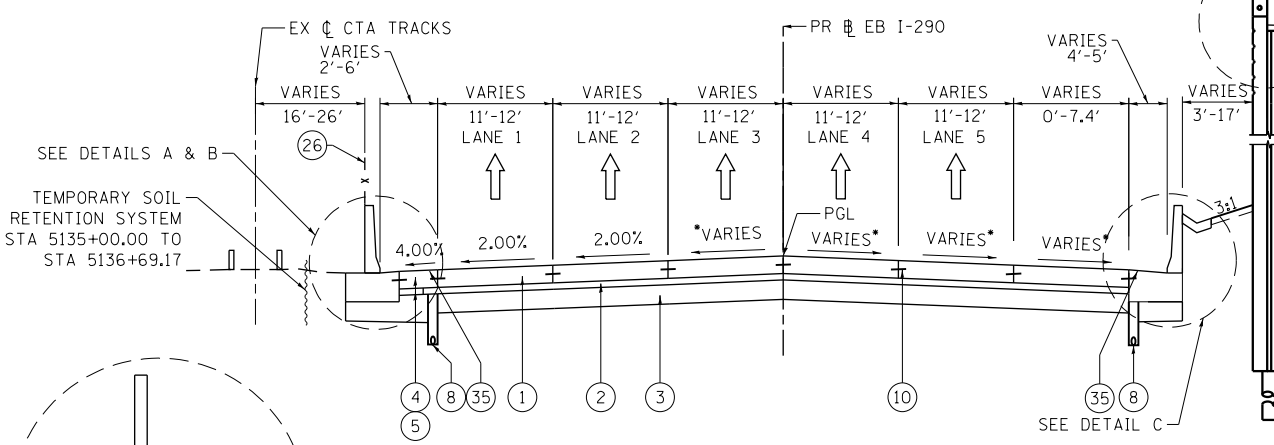
**EXISTING TYPICAL SECTION
(LOOKING EAST)**
PR EB I-290
STA 5132+60.20 TO STA 5139+07.34



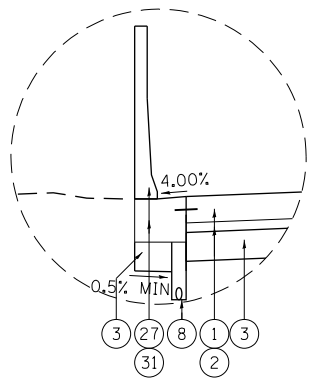
DETAIL A
BARRIER WALL FROM
STA 5132+60.20 TO STA 5135+08.27



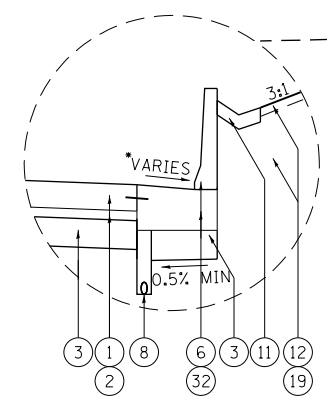
DETAIL D
BARRIER WALL FROM
STA 5135+50.00 TO STA 5136+69.17



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**
PR EB I-290
STA 5132+60.20 TO STA 5136+69.17



DETAIL B
BARRIER WALL FROM
STA 5135+08.27 TO STA 5139+07.34



DETAIL C
BARRIER WALL FROM
STA 5132+60.20 TO STA 5139+07.34

PROPOSED

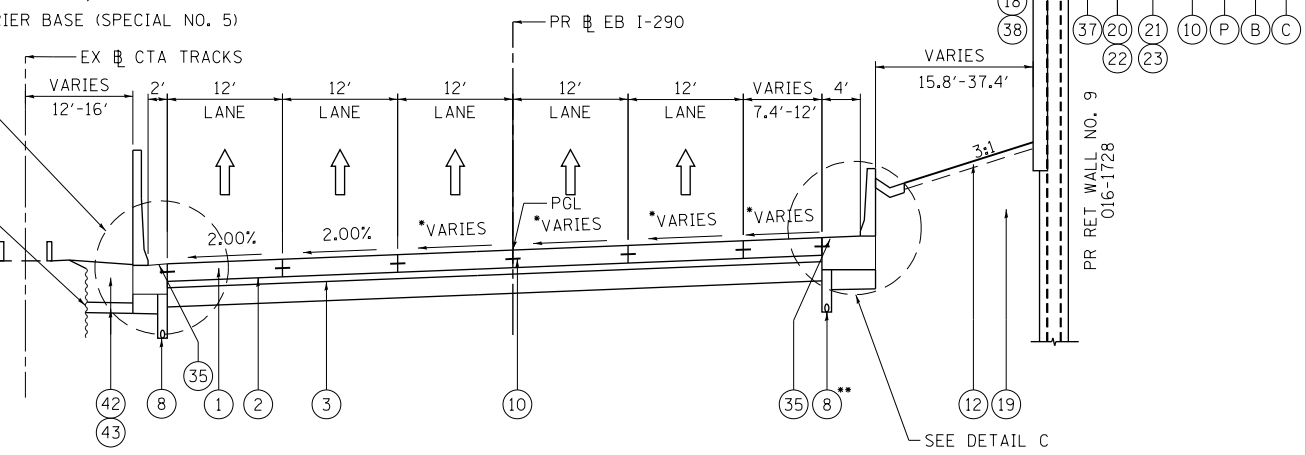
- 1 PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- 2 STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- 3 AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 4 PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- 5 SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- 6 CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- 7 CONCRETE BARRIER BASE
- 8 PIPE UNDERDRAIN TYPE 2 6"
- 9 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- 10 #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- 11 CONCRETE GUTTER TYPE A
- 12 TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- 13 PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- 14 PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- 15 TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- 16 SUBBASE GRANULAR MATERIAL, TYPE B 4"
- 17 TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- 18 CONCRETE MEDIAN SURFACE, 4 INCH
- 19 EMBANKMENT
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- 21 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- 22 PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- 23 SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- 24 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- 25 HOT-MIX ASPHALT BASE COURSE, 8"
- 26 CTA FENCE
- 27 CONCRETE BARRIER WALL (SPECIAL)
- 28 CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- 29 CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- 30 CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- 31 CONCRETE BARRIER BASE (SPECIAL NO. 1)
- 32 CONCRETE BARRIER BASE (SPECIAL NO. 2)
- 33 CONCRETE BARRIER BASE (SPECIAL NO. 3)
- 34 CONCRETE BARRIER BASE (SPECIAL NO. 4)
- 35 SHOULDER RUMBLE STRIPS, 16 INCH
- 36 PINNING TEMPORARY CONCRETE BARRIER
- 37 COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- 38 SELECT GRANULAR BACKFILL, SPECIAL
- 39 CLASS SI CONCRETE
- 40 CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- 41 CONCRETE BARRIER BASE (SPECIAL NO. 5)
- 42 BALLAST
- 43 SUB-BALLAST

NOTES:

- 1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
- 2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
- 3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
- 4. FOR CONGRESS PARKWAY GRADING DETAILS SEE SHEET 119
- 5. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS

EXISTING

- A HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- B PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- C GRANULAR SUBBASE, 6"
- D PREPARED SUBGRADE, 12"
- E HOT MIX ASPHALT SHOULDER, 10"
- F PORTLAND CEMENT CONCRETE SHOULDER, 9"
- G CONCRETE BARRIER
- H PIPE UNDERDRAIN
- I COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- J BITUMINOUS SHOULDER
- K TEMPORARY PAVEMENT
- L SUBBASE GRANULAR MATERIAL, 4"
- M POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- N FENCE
- O METAL RAILING
- P HOT MIX ASPHALT PAVEMENT, 1.5"
- Q AGGREGATE BASE COURSE, 10"
- R TOPSOIL FURNISH AND PLACE, 4"
- S CTA SCREEN WALL
- T TEMPORARY CONCRETE BARRIER
- U SIDEWALK



**PROPOSED TYPICAL SECTION
WALL 9 (LOOKING EAST)**
PR EB I-290
STA 5136+69.17 TO STA 5139+07.34

*SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES
**PROPOSED PIPE UNDERDRAIN ENDS AT STA 5137+71.00

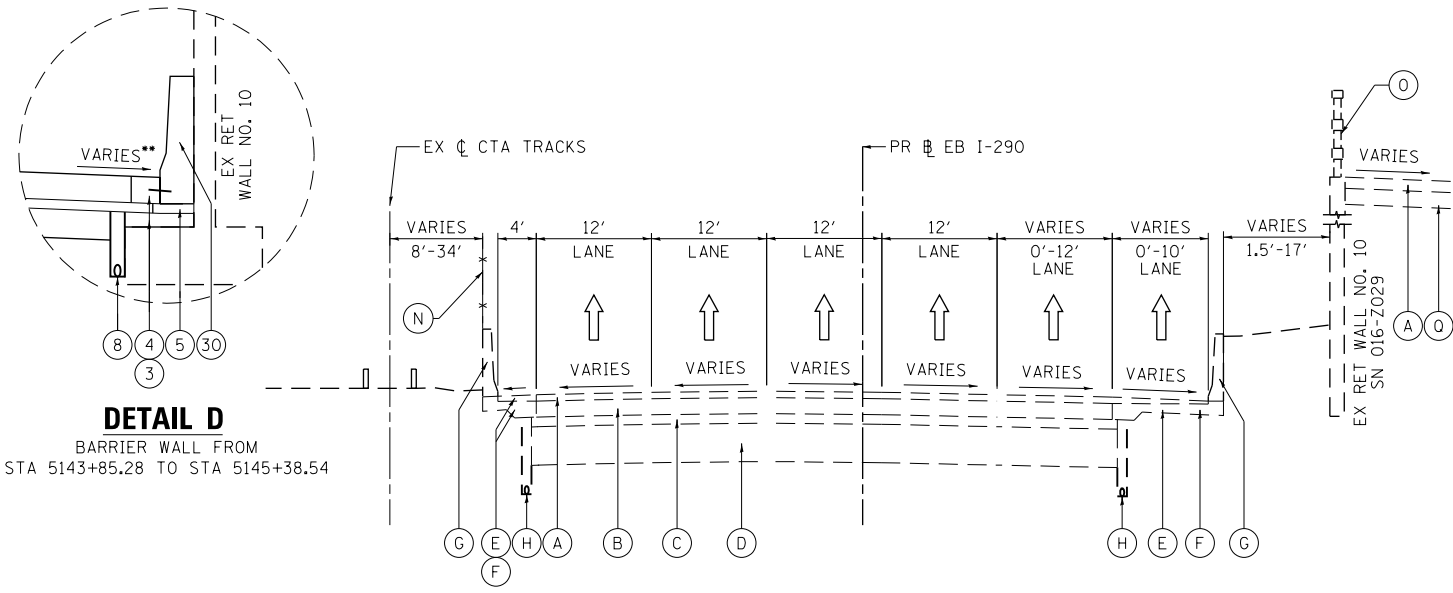
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| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|--------------------------------------|----------------------|
| TYPICAL SECTIONS EB I-290 | |
| SCALE: NONE | SHEET 4 OF 11 SHEETS |
| STA. | TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 36 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

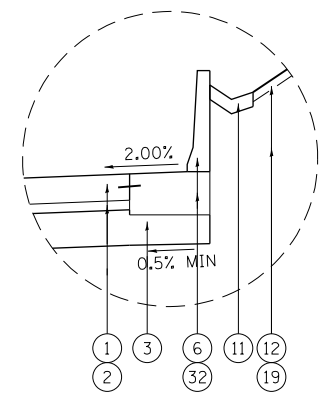
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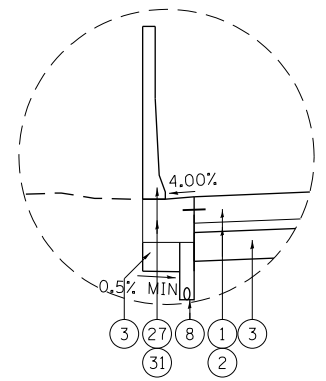
**EXISTING TYPICAL SECTION
(LOOKING EAST)**

PR EB I-290
STA 5139+07.34 TO STA 5145+85.09

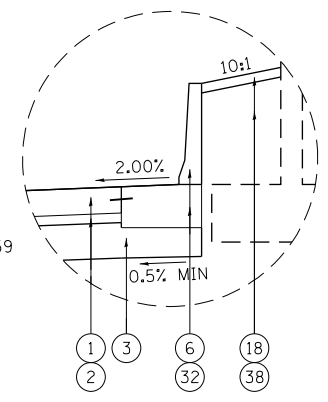
- * PROPOSED PIPE UNDERDRAIN BEGINS AT STA 5143+82.55
- ** SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES
- *** PROPOSED PAVEMENT SECTION ADJACENT TO PROPOSED PARAPET WALL FROM STA 5139+95.29 TO STA 5145+06.18
- **** PROPOSED CTA FENCE FROM STA 5139+69.59 TO STA 5141+00



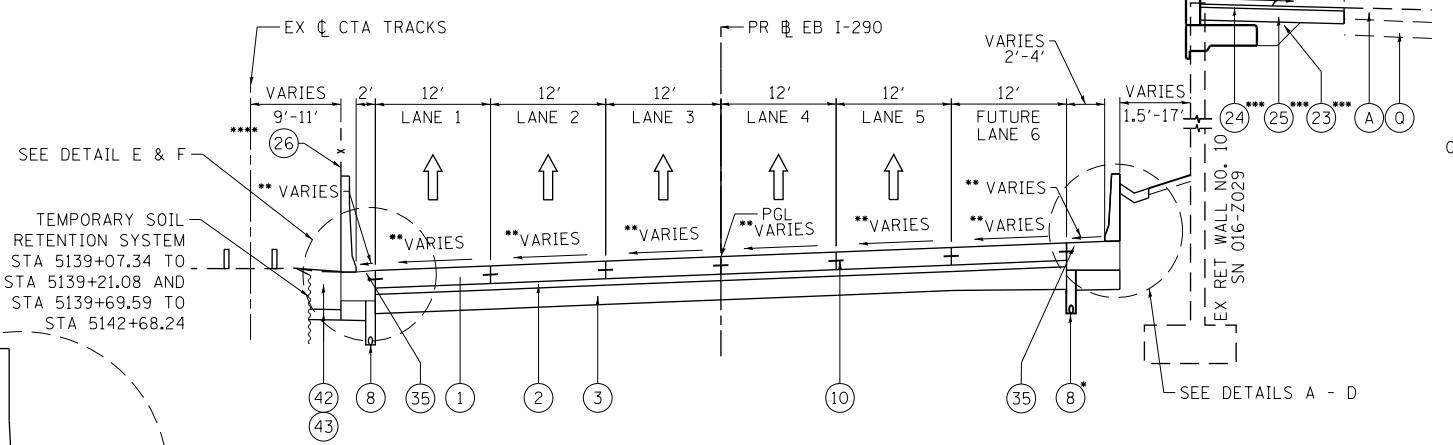
DETAIL A
BARRIER WALL FROM
STA 5139+07.34 TO STA 5139+20.31



DETAIL E
BARRIER WALL FROM
STA 5139+07.34 TO STA 5142+68.24



DETAIL B
BARRIER WALL FROM
STA 5139+20.31 TO STA 5140+89.74

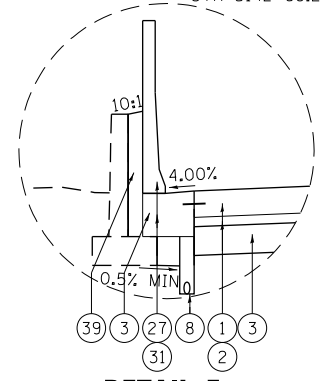


**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

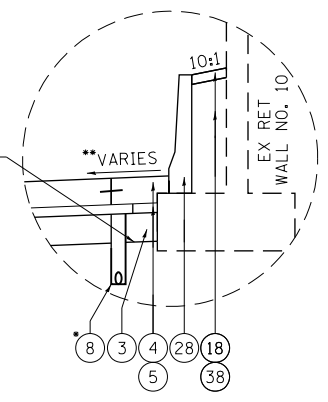
PR EB I-290
STA 5139+07.34 TO STA 5145+85.09

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. FOR PARKING LOT GRADING DETAILS SEE SHEET 120
5. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.



DETAIL F
BARRIER WALL FROM
STA 5142+68.24 TO STA 5145+85.09



DETAIL C
BARRIER WALL FROM
STA 5140+89.74 TO STA 5143+85.28
STA 5145+38.54 TO STA 5145+85.09

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH EMBANKMENT
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | |
|----------------|-----------|
| DESIGNED - JLV | REVISED - |
| DRAWN - SED | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

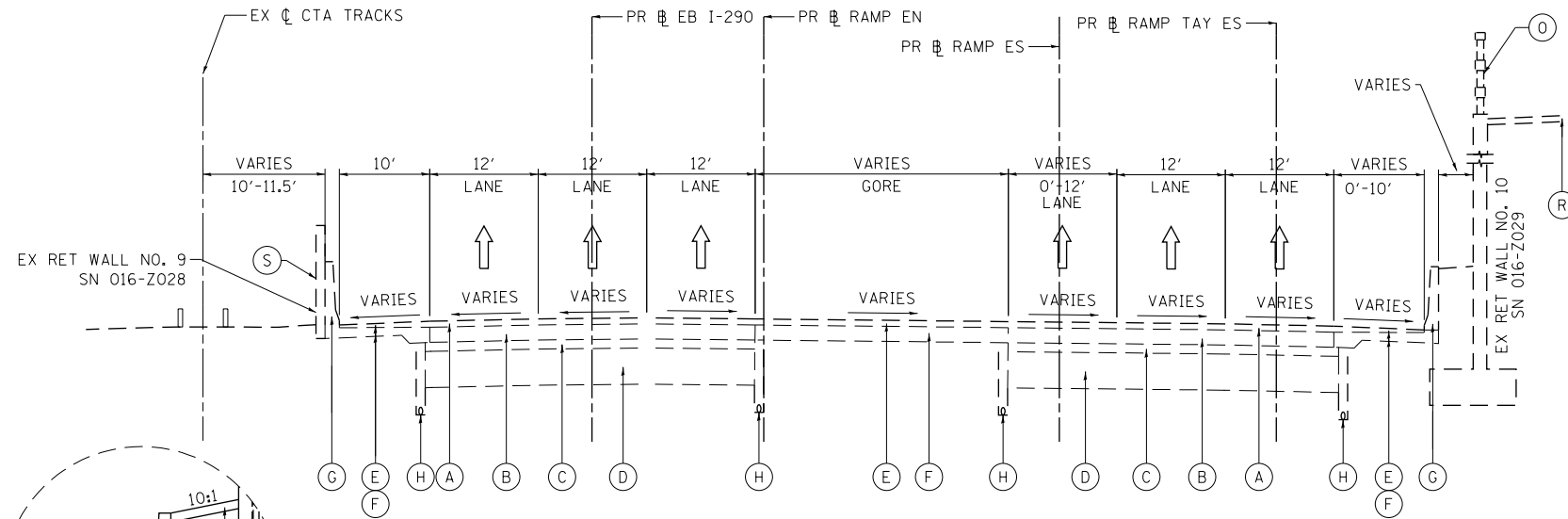
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
EB I-290**

SCALE: NONE SHEET 5 OF 11 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------------------|-------------|------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 37 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

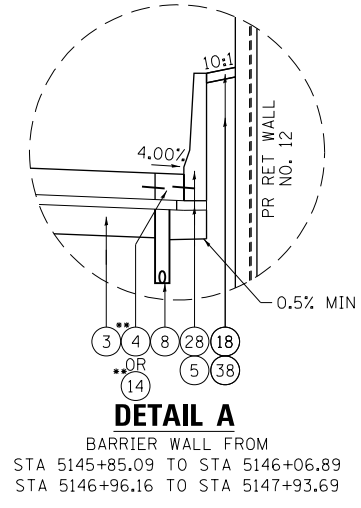
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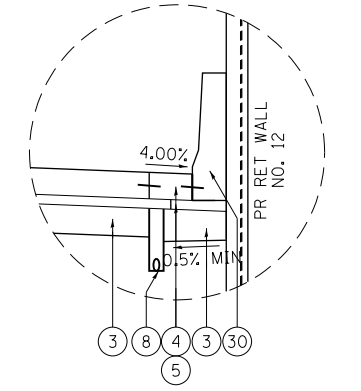
**EXISTING TYPICAL SECTION
(LOOKING EAST)**

PR EB I-290
STA 5145+85.09 TO STA 5151+33.88

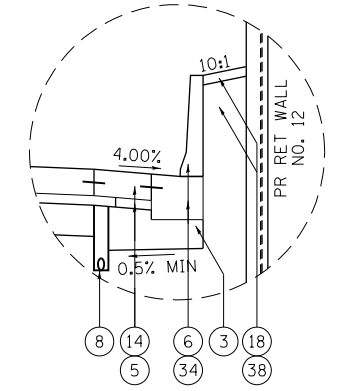
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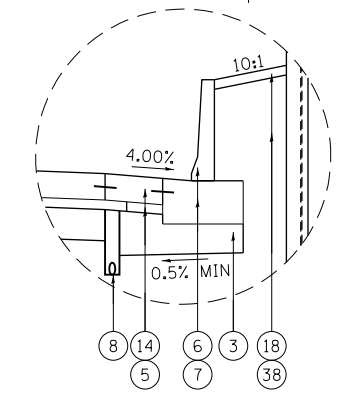
DETAIL A
BARRIER WALL FROM
STA 5145+85.09 TO STA 5146+06.89
STA 5146+96.16 TO STA 5147+93.69



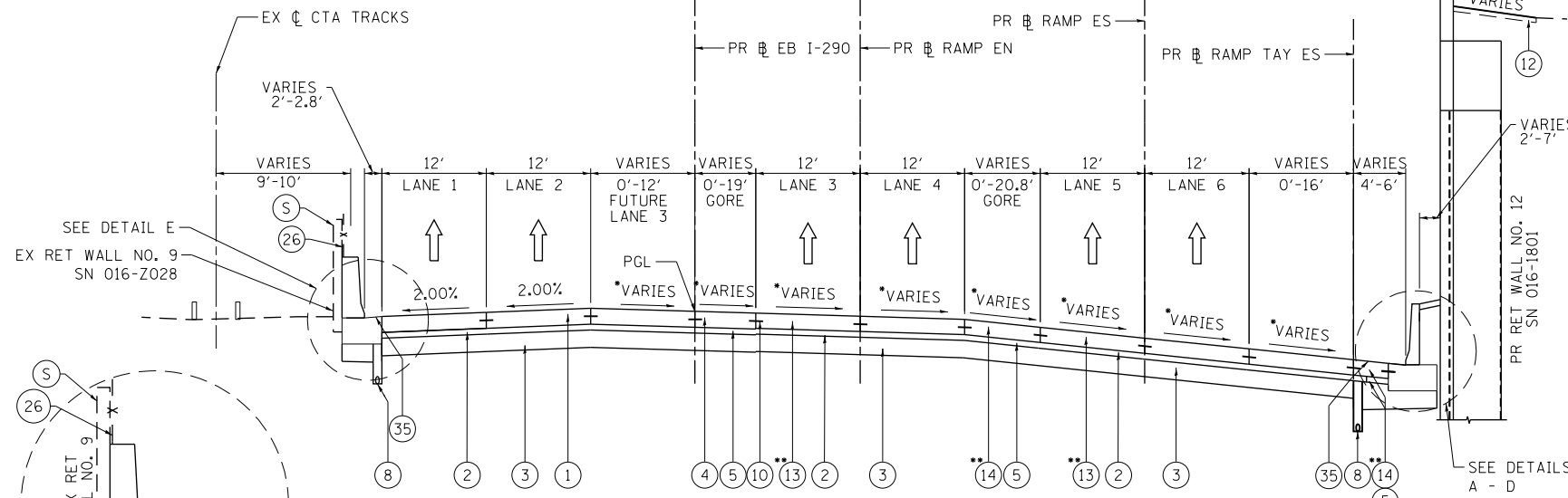
DETAIL B
BARRIER WALL FROM
STA 5146+06.89 TO STA 5146+96.16



DETAIL C
BARRIER WALL FROM
STA 5147+93.69 TO STA 5148+49.39



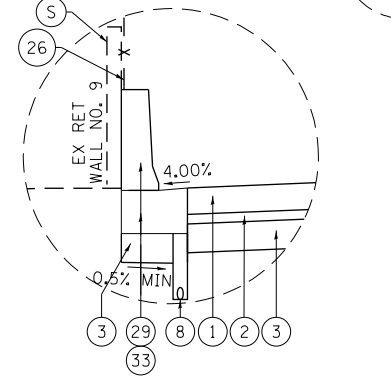
DETAIL D
BARRIER WALL FROM
STA 5148+49.39 TO STA 5151+33.88



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR EB I-290
STA 5145+85.09 TO STA 5151+33.88

PROPOSED FENCE
SEE RET WALL NO. 12
(SN 016-1801) PLANS



DETAIL E
BARRIER WALL FROM
STA 5145+85.09 TO STA 5151+33.88

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| D:\60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = v1janachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
EB I-290**

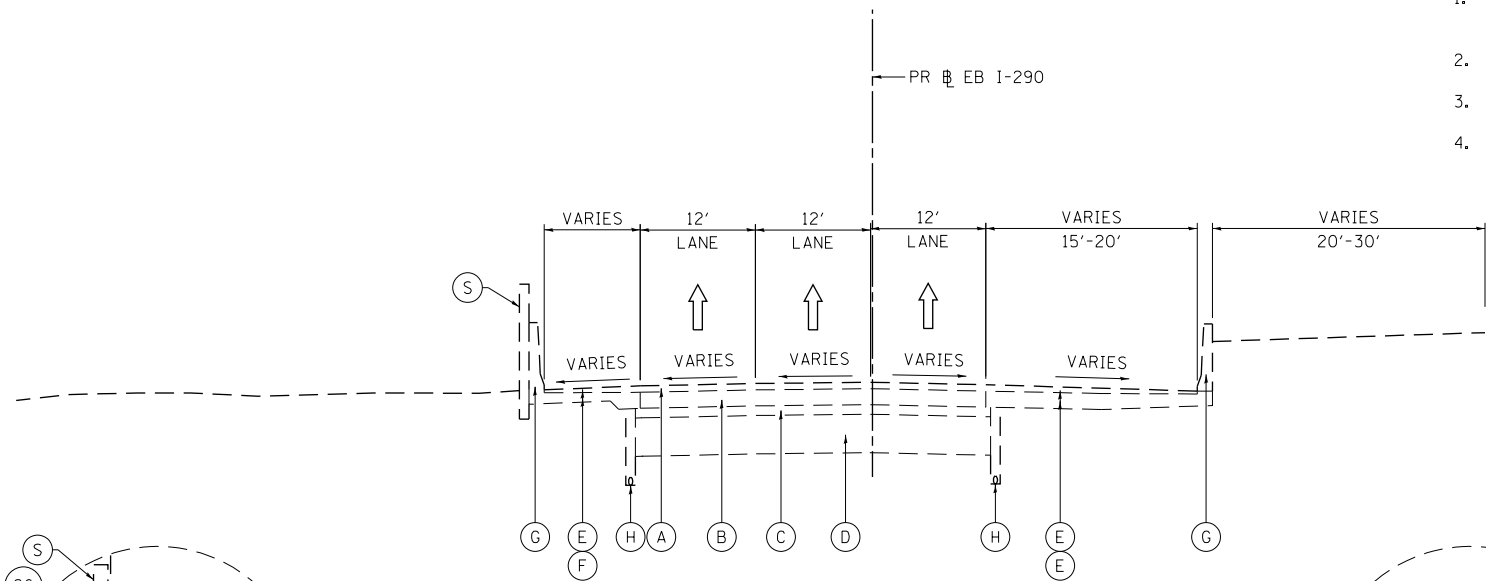
SCALE: NONE SHEET 6 OF 11 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 38 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\617479-P\INT\recomon\line\local\EB I-290\EB I-290\Roadway\Sheets\60X76-Contract\0160X76-sht-Typical-01.dgn

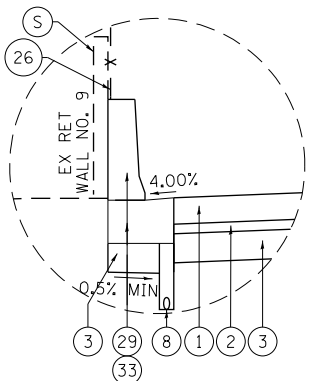
NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.



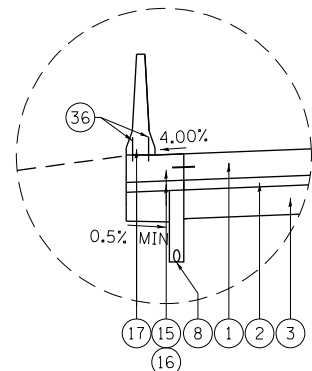
**EXISTING TYPICAL SECTION
(LOOKING EAST)**

PR # EB I-290
STA 5151+33.88 TO 5155+11.54



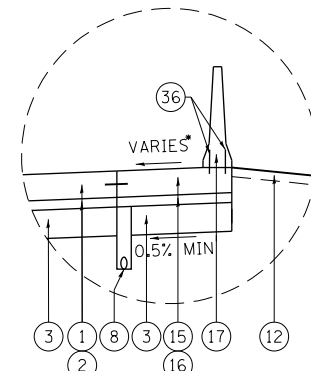
DETAIL A

BARRIER WALL FROM
STA 5151+33.88 TO STA 5151+85.69



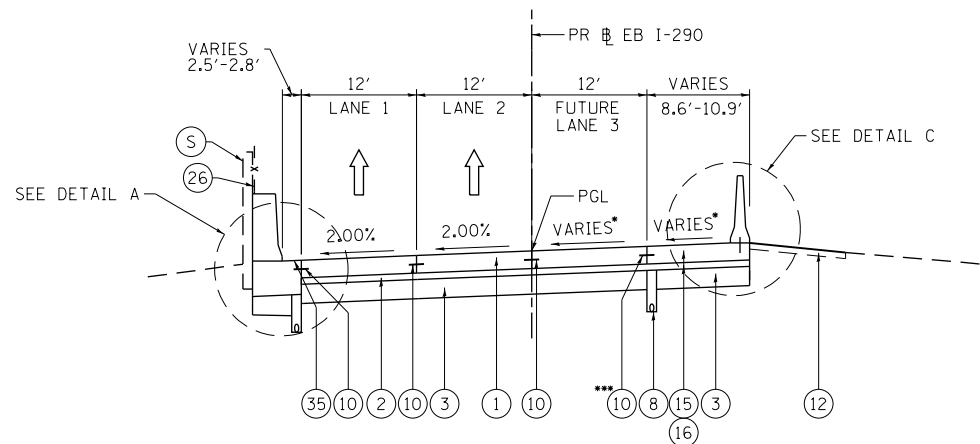
DETAIL B

BARRIER WALL FROM
STA 5151+85.69 TO STA 5155+11.54



DETAIL C

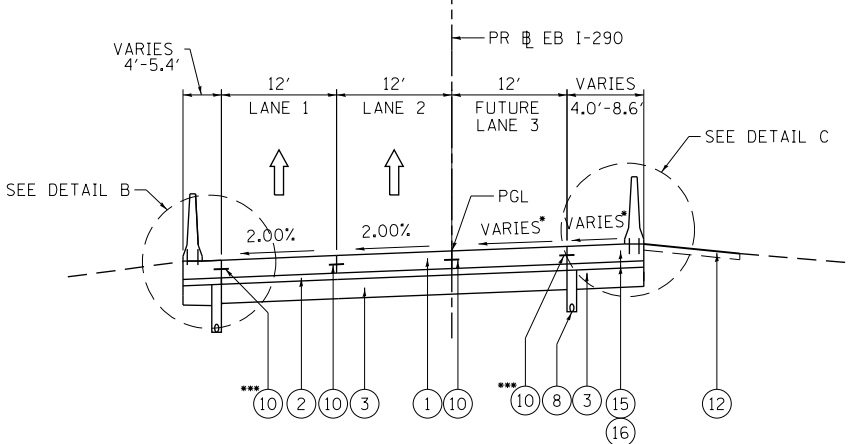
BARRIER WALL FROM
STA 5151+33.88 TO STA 5155+11.54



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR # EB I-290
STA 5151+33.88 TO 5151+85.69

- * SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES
- ** PROPOSED PIPE UNDERDRAIN END AT STA 5151+71.00
- *** TIE BAR ONLY APPLICABLE WITH PCC TEMP PAVEMENT OPTION



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR # EB I-290
STA 5151+85.69 TO 5155+11.54

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

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|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = v1janachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

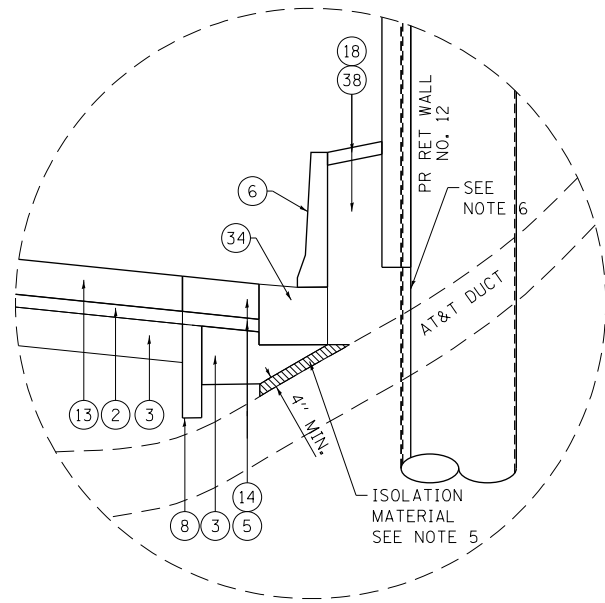
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
EB I-290**

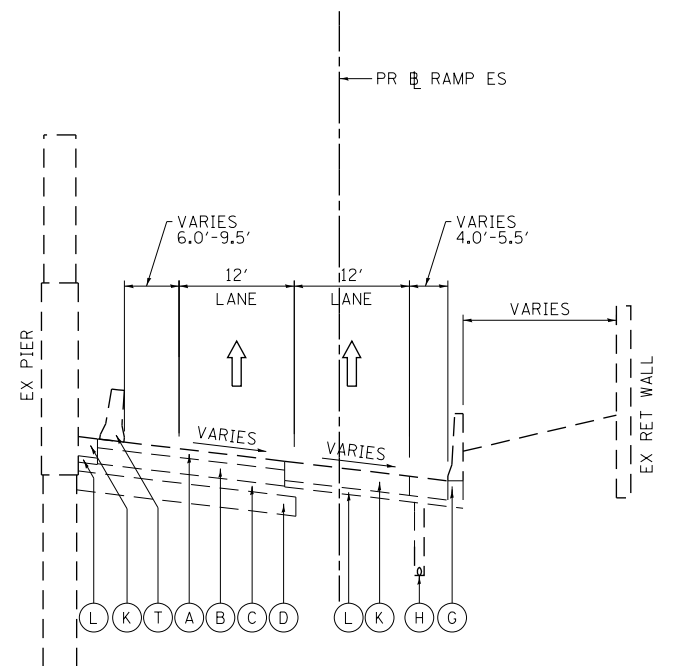
SCALE: NONE SHEET 7 OF 11 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 39 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\61779-P\INT\secomon\line\local\IAC\CDM\DS02_M\Documents\01_Americas\Transportation\620269938_Circle\Phase 11\000_CAD\006_Roadway\Sheets\60X76_Contract\016076-shr-Typical-01.dgn



DETAIL A
AT&T DUCT UNDER BARRIER WALL
STA 7304+86.82

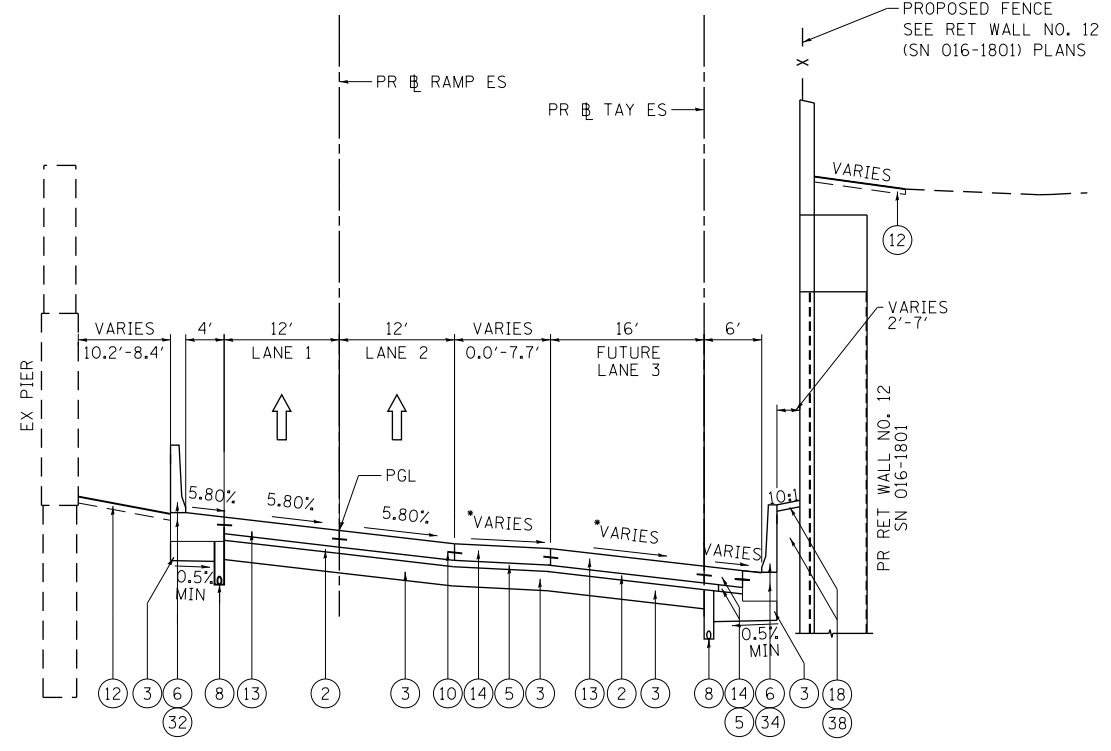


EXISTING TYPICAL SECTION
(LOOKING EAST)

PR TAY ES
STA 7305+24.36 TO STA 7306+34.77

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.
4. SEE SHEETS 109 TO 111 FOR BARRIER WALL DETAILS.
5. ISOLATION MATERIAL PLACED OVER THE EXISTING AT&T DUCT UNDER THE PROPOSED BARRIER WALL SHALL BE IN ACCORDANCE WITH ARTICLE 1051.09 OF THE STANDARD SPECIFICATIONS (TO BE INCLUDED IN THE COST OF CONCRETE BARRIER BASE (SPECIAL NO. 4)).
6. SEE SHEET 446 FOR PROPOSED RETAINING WALL 12 (SN 016-1801) ELEVATION DETAILS AT THE EXISTING AT&T DUCT.



PROPOSED TYPICAL SECTION
(LOOKING EAST)

PR TAY ES
STA 7305+24.36 TO STA 7306+34.77

*SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| D160X76-shr-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = v1janachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

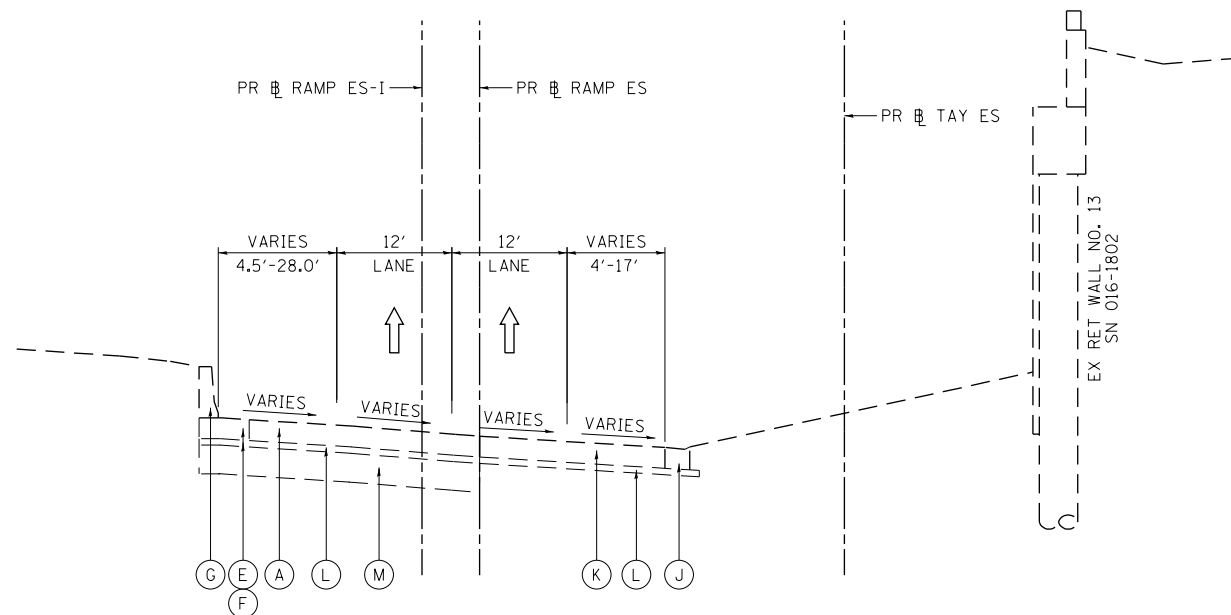
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | |
|---------------------------------------|-----------------------------------|
| TYPICAL SECTIONS | |
| RAMP ES & TAYLOR EXIT RAMP | |
| SCALE: NONE | SHEET 8 OF 11 SHEETS STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 40 |
| ILLINOIS FED. AID PROJECT | | | | |

CONTRACT NO. 60X76

FILE PATH = p:\61779-PM\NT\secomon\line\local\pcc\016-1802-NA\Documents\016-1802-NA\Transportation\60269938_Circle\Phase_11\000_CAD\006_Roadway\Sheets\60X76_Contract\016076-sht-Typical-01.dgn

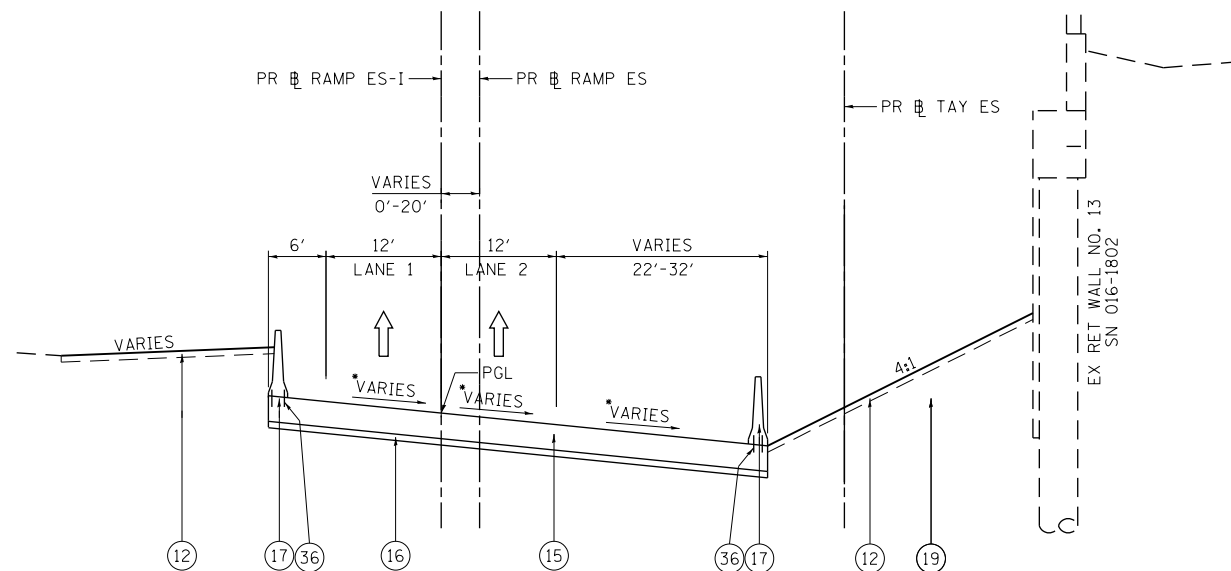


**EXISTING TYPICAL SECTION
(LOOKING EAST)**

PR TAY ES
STA 7306+34.77 TO STA 7309+24.40
PR RAMP ESI
STA 2507+75.00 TO STA 2510+80.00

NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%.
3. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS, SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR TAY ES
STA 7306+34.77 TO STA 7309+24.40
PR RAMP ESI
STA 2507+75.00 TO STA 2510+80.00

*SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLJ | REVISED - |
| USER NAME = vjjanachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

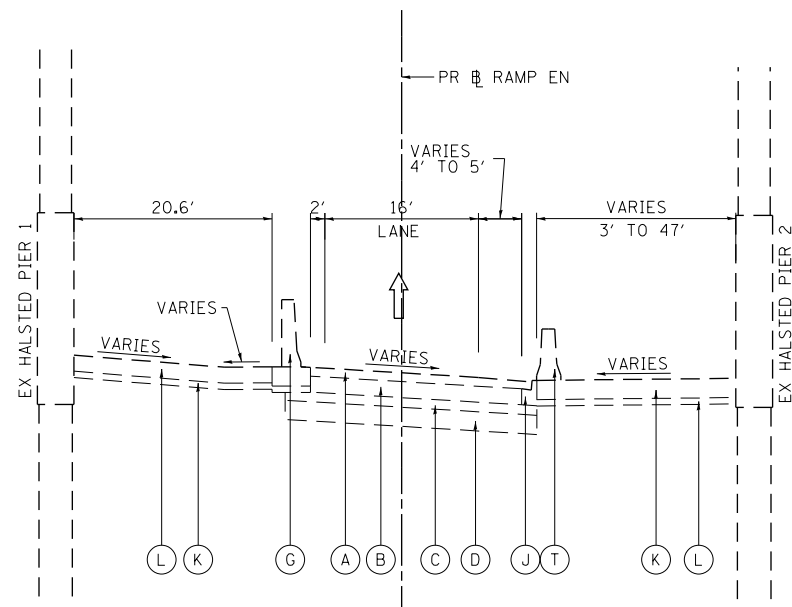
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
RAMP ES & TAYLOR EXIT RAMP**

SCALE: NONE SHEET 9 OF 11 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 41 |
| | | | CONTRACT NO. 60X76 | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\61779-P\INT\secomon\line\local\60X76-Substation\60269938_Circle\Phase_11\006_CAD\006_Roadway\Sheets\60X76_Contract\016076-sht-Typical-01.dgn

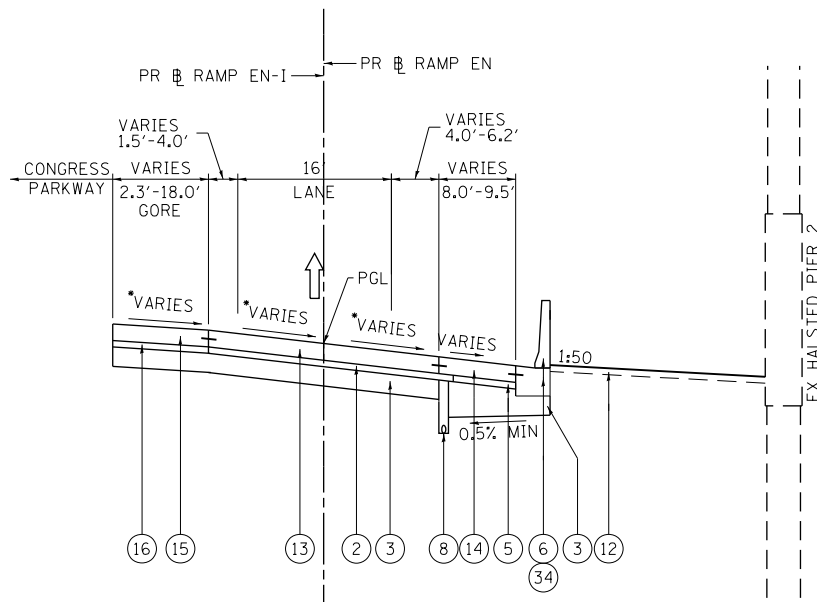


**EXISTING TYPICAL SECTION
(LOOKING EAST)**

PR RAMP ENI-2
STA 2602+82.00 TO STA 2605+65.00

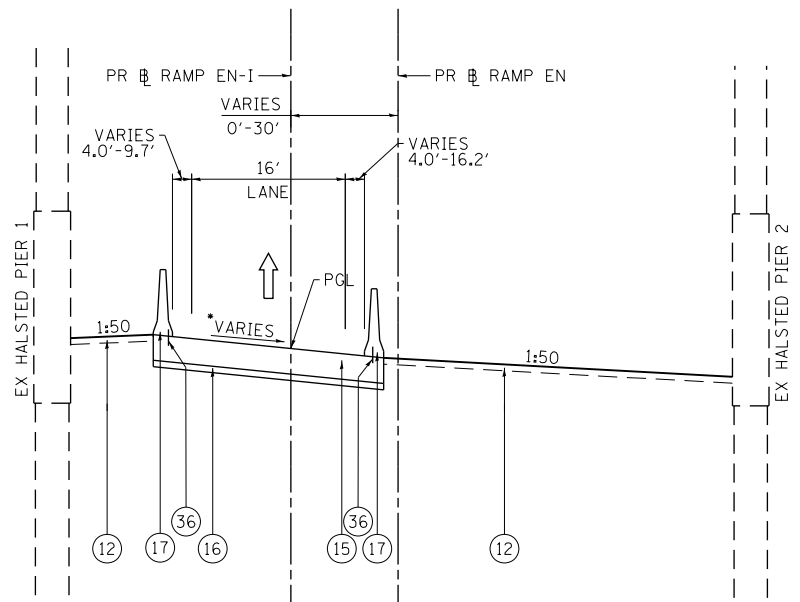
NOTES:

1. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT UNDER THE SHOULDER TO DRAIN TO UNDERDRAINS SHALL BE INCLUDED IN THE COST PER SQ. YD. OF AGGREGATE SUBGRADE IMPROVEMENT 12".
2. THE MAXIMUM ROLLOVER BETWEEN THE PAVEMENT AND THE SHOULDER ON THE HIGH SIDE OF THE SUPERELEVATION IS 8%. FOR PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) DETAILS.
3. SEE JOINTING AND PCC PAVEMENT DETAIL PLAN.



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR RAMP ENI-2
STA 2602+00.00 TO STA 2602+82.00



**PROPOSED TYPICAL SECTION
(LOOKING EAST)**

PR RAMP ENI-2
STA 2602+82.00 TO STA 2605+65.00

*SEE SUPERELEVATION TRANSITION DETAILS FOR CROSS SLOPES

EXISTING

- (A) HOT-MIX ASPHALT PAVEMENT, 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 7" TO 10"
- (C) GRANULAR SUBBASE, 6"
- (D) PREPARED SUBGRADE, 12"
- (E) HOT MIX ASPHALT SHOULDER, 10"
- (F) PORTLAND CEMENT CONCRETE SHOULDER, 9"
- (G) CONCRETE BARRIER
- (H) PIPE UNDERDRAIN
- (I) COMBINATION CURB AND GUTTER, TYPE M-6.24 OR B-6.24
- (J) BITUMINOUS SHOULDER
- (K) TEMPORARY PAVEMENT
- (L) SUBBASE GRANULAR MATERIAL, 4"
- (M) POROUS GRANULAR EMBANKMENT, SPECIAL, 0"-36"
- (N) FENCE
- (O) METAL RAILING
- (P) HOT MIX ASPHALT PAVEMENT, 1.5"
- (Q) AGGREGATE BASE COURSE, 10"
- (R) TOPSOIL FURNISH AND PLACE, 4"
- (S) CTA SCREEN WALL
- (T) TEMPORARY CONCRETE BARRIER
- (U) SIDEWALK

PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED)
- (2) STABILIZED SUBBASE HOT MIX ASPHALT, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4"
- (5) SUBBASE GRANULAR MATERIAL, TYPE C, 4"
- (6) CONCRETE BARRIER WALL, SINGLE FACE, 42 INCH HEIGHT
- (7) CONCRETE BARRIER BASE
- (8) PIPE UNDERDRAIN TYPE 2 6"
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (10) #5 TIE BARS, 30" LONG AT 30" C-C (LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR PCC PAVEMENT, PCC BASE COURSE, AND PCC SHOULDERS OF THICKNESS SPECIFIED)
- (11) CONCRETE GUTTER TYPE A
- (12) TOPSOIL FURNISH AND PLACE, 4" AND SEEDING OR SODDING, (SEE EROSION CONTROL PLANS)
- (13) PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED)
- (14) PORTLAND CEMENT CONCRETE SHOULDERS, 11"
- (15) TEMPORARY PAVEMENT (SEE TYPICAL SECTION SHEET 43 FOR DETAILS)
- (16) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (17) TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)
- (18) CONCRETE MEDIAN SURFACE, 4 INCH EMBANKMENT
- (19) EMBANKMENT
- (20) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (21) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- (22) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (23) SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- (24) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (25) HOT-MIX ASPHALT BASE COURSE, 8"
- (26) CTA FENCE
- (27) CONCRETE BARRIER WALL (SPECIAL)
- (28) CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (29) CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT
- (30) CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL)
- (31) CONCRETE BARRIER BASE (SPECIAL NO. 1)
- (32) CONCRETE BARRIER BASE (SPECIAL NO. 2)
- (33) CONCRETE BARRIER BASE (SPECIAL NO. 3)
- (34) CONCRETE BARRIER BASE (SPECIAL NO. 4)
- (35) SHOULDER RUMBLE STRIPS, 16 INCH
- (36) PINNING TEMPORARY CONCRETE BARRIER
- (37) COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT)
- (38) SELECT GRANULAR BACKFILL, SPECIAL
- (39) CLASS SI CONCRETE
- (40) CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL)
- (41) CONCRETE BARRIER BASE (SPECIAL NO. 5)
- (42) BALLAST
- (43) SUB-BALLAST

| | | |
|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = v1janachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

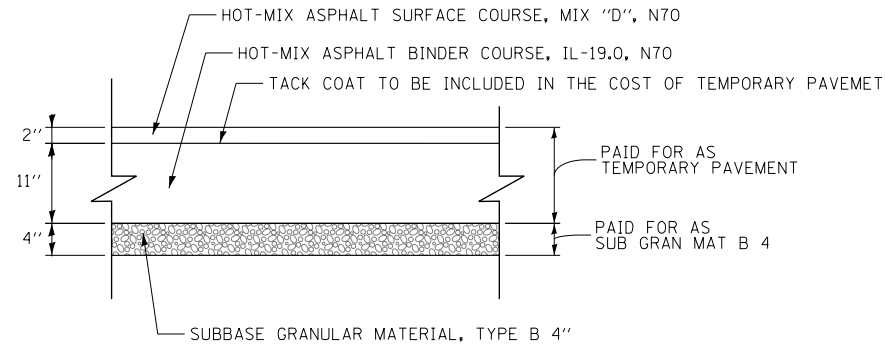
**TYPICAL SECTIONS
RAMP EN**

SCALE: NONE SHEET 10 OF 11 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 42 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

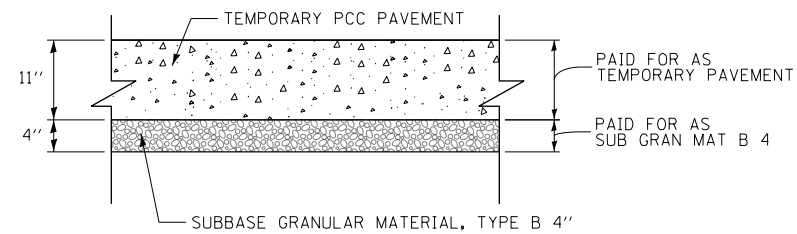
TEMPORARY PAVEMENT DETAILS:

DETAIL A: FULL DEPTH TEMPORARY HMA PAVEMENT



TEMPORARY HMA PAVEMENT

DETAIL B: TEMPORARY PCC PAVEMENT



TEMPORARY PCC PAVEMENT

TEMPORARY PAVEMENT GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT, UNLESS OTHERWISE SHOWN ON THE PLANS.
2. TEMPORARY HMA TEMPORARY PAVEMENT SHALL CONSIST OF TWO ITEMS: HMA BINDER COURSE AND HMA SURFACE COURSE.
3. PORTLAND CEMENT CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

HOT MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE | AIR VOIDS (%) @NDES | OMP |
|---|---------------------|-------|
| PAVEMENT RECONSTRUCTION | | |
| EB I-290 | | |
| STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (HMA BINDER IL-19MM) | 3% @ 50 GYR | OCP |
| CONGRESS PARKWAY | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM): 1 1/2" | 4% @ 70 GYR | QC/QA |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 2 1/4" | 4% @ 70 GYR | QC/QA |
| UIC PARKING LOT | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM): 2" | 4% @ 70 GYR | QC/QA |
| HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19 MM): 8" | 4% @ 70 GYR | QC/QA |
| TEMPORARY PAVEMENT (IF HMA OPTION IS SELECTED BY CONTRACTOR) | | |
| EB I-290 / RAMP EN / RAMP ES | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 MM): 2" | 4% @ 70 GYR | QC/QA |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 11" (IN 4 LIFTS) | 4% @ 70 GYR | OCP |
| TEMPORARY ASPHALT PAVEMENT TRANSITION | | |
| EB I-290 / RAMP EN / RAMP ES | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM): 2" | 4% @ 70 GYR | QC/QA |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: VARIABLE DEPTH | 4% @ 70 GYR | QC/QA |
| PATCHING | | |
| EB I-290 | | |
| CLASS D PATCH (HMA BINDER IL-19 MM) | 4% @ 70 GYR | QC/QA |
| TEMPORARY ENTRANCE | | |
| MORGAN STREET | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM): 2" | 4% @ 70 GYR | QC/QA |
| HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19 MM): 8" | 4% @ 70 GYR | QC/QA |
| OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (OCP) | | |

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR 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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| | | |
|-----------------------------|----------------|-----------|
| DI60X76-sht-Typical-01.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = vjjanachione | DRAWN - SED | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|-------------------------|------------------------------------|
| TYPICAL SECTIONS | |
| EB I-290 | |
| SCALE: NONE | SHEET 11 OF 11 SHEETS STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 43 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

REMOVAL SCHEDULE

| LOCATION | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | TREE REMOVAL (OVER 15 UNITS DIAMETER) | TREE TRUNK PROTECTION | TREE ROOT PRUNING | TREE PRUNING (1 TO 10 INCH DIAMETER) | TREE PRUNING (OVER 10 INCH DIAMETER) | PAVEMENT REMOVAL | DRIVEWAY PAVEMENT REMOVAL | COMBINATION CURB AND GUTTER REMOVAL | SIDEWALK REMOVAL | CONCRETE BARRIER REMOVAL | MEDIAN REMOVAL | PAVED SHOULDER REMOVAL | GUARDRAIL REMOVAL | REMOVE IMPACT ATTENUATOR NO SALVAGE | FENCE REMOVAL | REMOVE TEMPORARY CONCRETE BARRIER NO SALVAGE |
|--------------------|---------------------------------------|---------------------------------------|-----------------------|-------------------|--------------------------------------|--------------------------------------|------------------|---------------------------|-------------------------------------|------------------|--------------------------|----------------|------------------------|-------------------|-------------------------------------|---------------|--|
| | UNIT | UNIT | EACH | EACH | EACH | EACH | SQ YD | SQ YD | FOOT | SQ FT | FOOT | SQ FT | SQ YD | FOOT | EACH | FOOT | FOOT |
| 5117+35 TO 5126+00 | - | - | 5 | 5 | - | 5 | 4,699 | - | 757 | - | 892 | - | 1,700 | - | - | 865 | - |
| 5126+00 TO 5138+00 | 162 | 35 | 8 | 8 | 4 | 4 | 7,366 | - | 1,767 | 21 | 1,200 | 3,763 | 2,266 | - | - | 1,130 | 49 |
| 5138+00 TO 5150+00 | 152 | 30 | 4 | 4 | 18 | - | 9,662 | - | 312 | 280 | 2,328 | 463 | 1,450 | 16 | 1 | 125 | - |
| 5150+00 TO 5155+12 | 57 | - | - | - | - | - | 4,106 | - | - | - | 1,752 | 1,263 | 1,447 | - | 2 | - | - |
| 1507+50 TO 1514+00 | - | - | - | - | - | - | 1,863 | - | - | - | 869 | - | 235 | - | - | - | - |
| 1514+00 TO 7321+00 | - | - | - | - | - | - | 42 | 131 | - | - | 37 | - | 42 | - | - | - | - |
| TOTAL | 371 | 65 | 17 | 17 | 22 | 9 | 27,738 | 131 | 2,836 | 302 | 7,078 | 5,491 | 7,142 | 16 | 3 | 2,121 | 49 |

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 USER NAME = v\janachione
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - MKW
 DRAWN - CAT
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 44 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

ROADWAY SCHEDULE

| LOCATION | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | | AGGREGATE SUBGRADE IMPROVEMENT | | AGGREGATE SUBGRADE IMPROVEMENT 12' | | SUBBASE GRANULAR MATERIAL, TYPE B, 4" | | SUBBASE GRANULAR MATERIAL, TYPE B, 6" | | SUBBASE GRANULAR MATERIAL, TYPE C, 4" | | STABILIZED SUBBASE HOT MIX ASPHALT, 4" | | PORTLAND CEMENT CONCRETE BASE COURSE, 9" | | HOT-MIX ASPHALT BASE COURSE, 8" | | AGGREGATE SURFACE COURSE, TYPE B | | BITUMINOUS MATERIALS (TACK COAT) | | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4" | | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2" | | PORTLAND CEMENT CONCRETE PAVEMENT, 11" (JOINTED) | | PORTLAND CEMENT CONCRETE PAVEMENT, 11 1/4" (JOINTED) | | PROTECTIVE COAT | | PORTLAND CEMENT CONCRETE SIDEWALK 5" | | PORTLAND CEMENT CONCRETE SHOULDERS, 11" | | PORTLAND CEMENT CONCRETE SHOULDERS, 11 1/4" | | TEMPORARY SOIL RETENTION SYSTEM | | CONCRETE GUTTER, TYPE A | | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 | | CONCRETE MEDIAN SURFACE, 4 INCH | | CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT | | CONCRETE BARRIER BASE | | SHOULDER RUMBLE STRIPS, 16 INCH | | IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 | | CHAIN LINK FENCE, 4' | |
|--|--|-------|--------------------------------|-------|------------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|--|-------|--|--------|---------------------------------|-------|----------------------------------|-------|----------------------------------|-------|---|------|--|-------|--|-------|--|-------|-----------------|------|--------------------------------------|------|---|------|---|------|---------------------------------|------|-------------------------|------|---|------|---------------------------------|------|---|----|-----------------------|--|---------------------------------|--|--|--|----------------------|--|
| | SO YD | CU YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO YD | SO FT | SO YD | SO YD | SO YD | SO YD | SO FT | FOOT | FOOT | SO FT | FOOT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | SO FT | FOOT | | | | | | | | | | |
| 5117+35 TO 5126+00 | - | - | 6,903 | - | - | 856 | 5,500 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | |
| 5126+00 TO 5138+00 | 1,167 | 389 | 9,811 | - | 384 | 641 | 8,250 | 383 | - | 14 | 172 | 48 | 32 | - | 7,851 | 5,343 | - | - | - | - | - | - | - | 723 | 1,717 | 770.0 | - | 1,594 | 1,641 | 962 | 2,402 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | | | | | | | | |
| 5138+00 TO 5150+00 | - | - | 11,636 | 42 | 55 | 417 | 10,507 | 55 | 834 | 40 | 775 | 7 | 98 | 2,353 | 7,823 | 6,253 | 42.0 | 183 | 148 | 692 | 120.5 | - | - | - | - | - | 3,583 | 502 | 156 | 1,999 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 5150+00 TO 5155+12 | 2,098 | 699 | 4,392 | 1,326 | - | 284 | 3,348 | - | - | 35 | 1,338 | - | - | 1,270 | 2,059 | 2,187 | - | 247 | 246 | - | - | - | - | - | - | - | 338 | 455 | 42 | 186 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 1507+50 TO 1514+00 | 2,759 | 920 | 164 | 1,998 | - | 7 | 132 | - | - | 11 | 2,109 | - | - | 128 | - | 125 | - | 10 | 69 | - | - | - | - | - | - | - | 11 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | |
| 1514+00 TO 7321+00 | - | - | 27 | 208 | - | - | - | - | - | 59 | 223 | - | - | - | - | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | | |
| SUBTOTAL | 6,024 | 2,008 | 32,934 | 3,574 | 440 | 2,205 | 27,739 | 438 | 834 | 177 | 4,617 | 55 | 130 | 3,752 | 22,945 | 17,413 | 42.0 | 441 | 2,106 | 2,409 | 1,012.5 | 642.0 | - | - | - | 5,526 | 3,539 | 2,052 | 6,317 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | | | | | | | | | | | |
| HIGH EARLY STRENGTH (ASSUME 25% FOR PCC 11" AND 15% FOR PCC 11 1/4") | | | | | | | | | | | | | | 938 | 3,442 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 6,024 | 2,008 | 32,934 | 3,574 | 440 | 2,205 | 27,739 | 438 | 834 | 177 | 4,617 | 55 | 130 | 2,814 | 19,503 | 17,413 | 42.0 | 441 | 2,106 | 2,409 | 1,012.5 | 642.0 | - | - | - | 5,526 | 3,539 | 2,052 | 6,317 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | | | | | | | | | | | |

| LOCATION | CHAIN LINK GATES, 4' X 5' SINGLE | | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 | | BARRIER WALL REFLECTORS, TYPE C | | ORNAMENTAL FENCE, WROUGHT IRON | | CTA FENCE | | TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY) | | COMBINATION CURB AND GUTTER, TYPE B V.12 (CDOT) | | CONCRETE CURB, TYPE B (SPECIAL) (CDOT) | | SELECT GRANULAR BACKFILL (SPECIAL) | | CONCRETE BARRIER WALL (SPECIAL) | | CONCRETE BARRIER, VARIABLE CROSS SECTION 42 INCH HEIGHT | | PINNING TEMPORARY CONCRETE BARRIER | | CLASS SI CONCRETE | | TEMPORARY PAVEMENT | | CONCRETE BARRIER AND BASE, SINGLE FACE, 42 INCH HEIGHT (SPECIAL) | | CONCRETE BARRIER AND BASE, VARIABLE WIDTH 42 INCH HEIGHT (SPECIAL) | | CONCRETE BARRIER BASE (SPECIAL NO. 1) | | CONCRETE BARRIER BASE (SPECIAL NO. 2) | | CONCRETE BARRIER BASE (SPECIAL NO. 3) | | CONCRETE BARRIER BASE (SPECIAL NO. 4) | | CONCRETE BARRIER BASE (SPECIAL NO. 5) | | CONCRETE BARRIER WALL, VERTICAL FACE (SPECIAL) | | HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" | | HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 11" | | CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT | | CONCRETE BARRIER BASE (SPECIAL NO. 6) | |
|--|----------------------------------|------|---|------|---------------------------------|-------|--------------------------------|------|-----------|-------|--|------|---|-------|--|-------|------------------------------------|-------|---------------------------------|------|---|------|------------------------------------|-------|-------------------|------|--------------------|------|--|------|--|------|---------------------------------------|------|---------------------------------------|------|---------------------------------------|------|---------------------------------------|------|---------------------------------------|------|--|------|---|------|---|---|---|----|---------------------------------------|--|
| | EACH | EACH | EACH | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | CU YD | FOOT | FOOT | EACH | CU YD | SO YD | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | | | | | | |
| 5117+35 TO 5126+00 | - | - | 23 | - | 771 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| 5126+00 TO 5138+00 | 1 | - | 65 | - | 910 | - | 131.0 | - | 166 | 292 | - | - | - | - | - | - | - | - | 404 | 122 | 292 | 678 | - | - | - | - | 120 | 120 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| 5138+00 TO 5150+00 | - | - | 61 | 37 | 505 | - | 197.5 | 62.0 | 495 | 755 | - | - | - | - | - | - | - | 461 | 243 | 785 | 290 | 387 | 56 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| 5150+00 TO 5155+12 | - | 1 | 49 | - | 186 | 1,245 | - | - | 43 | - | 186 | 598 | 51.0 | 1,190 | - | - | - | - | - | 170 | 186 | 244 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| 1507+50 TO 1514+00 | - | - | 22 | - | - | 780 | - | - | - | - | - | - | - | 374 | - | 1,875 | - | - | - | 25 | - | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| 1514+00 TO 7321+00 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | 198 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 37 | | |
| SUBTOTAL | 1 | 1 | 221 | 37 | 2,372 | 2,025 | 328.5 | 62.0 | 704 | 1,048 | 573 | 972 | 51.0 | 3,263 | 866 | 365 | 1,077 | 1,163 | 573 | 325 | 120 | 120 | 120 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 37 | | |
| HIGH EARLY STRENGTH (ASSUME 25% FOR PCC 11" AND 15% FOR PCC 11 1/4") | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 1 | 1 | 221 | 37 | 2,372 | 2,025 | 328.5 | 62.0 | 704 | 1,048 | 573 | 972 | 51.0 | 3,263 | 866 | 365 | 1,077 | 1,163 | 573 | 325 | 120 | 120 | 120 | 3,442 | 938 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTES

1. ADDITIONAL GEOTECHNICAL FABRIC FOR GROWN STABILIZATION QUANTITY INCLUDED IN PIPE JACKING/RECEIVING SCHEDULE.
2. ADDITIONAL HOT-MIX ASPHALT BASE COURSE, 8" QUANTITY INCLUDED IN SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SCHEDULE.
3. ADDITIONAL HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70, QUANTITY INCLUDED IN SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SCHEDULE.
4. ADDITIONAL HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 QUANTITY INCLUDED IN SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SCHEDULE.
5. ADDITIONAL IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3 QUANTITY INCLUDED IN SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SCHEDULE.
6. ADDITIONAL PINNING TEMPORARY CONCRETE BARRIER QUANTITY INCLUDED IN SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SCHEDULE.

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| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/11/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|-------------------------------|---------|-------------|--------------|
| SCHEDULE OF QUANTITIES | | | |
| SCALE: NONE | SHEET 2 | OF 3 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 45 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

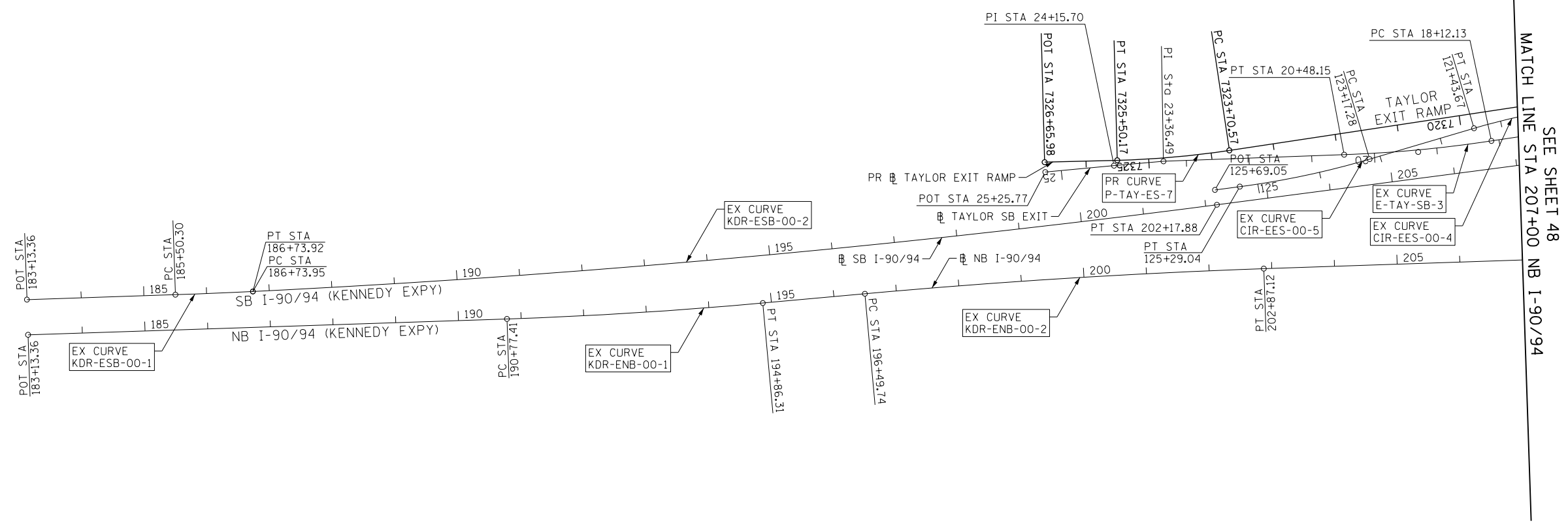
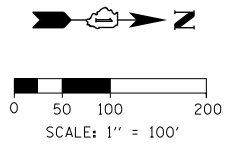
EARTHWORK SCHEDULE

| LOCATION | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | | | | | | | | EARTH EXCAVATION | (1) EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) [EARTH EXCAVATION * 0.85] | (1) EMBANKMENT | (1) EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) | FURNISHED EXCAVATION | (2) (3) NON-SPECIAL WASTE DISPOSAL | | | | | | | | | | | | |
|--|---|----------|---------|---------|-------------|----------|---------|---------|------------------|--|----------------|---|----------------------|------------------------------------|----------|----------|---------|---------|----------|----------|---------|---------|----------|----------|---------|---------|
| | EXISTING TOPSOIL | | | | PR UNDERCUT | | | | | | | | | | | | | | | | | | | | | |
| | CU YD | | | | | | | | | | | | | | CU YD | | | | CU YD | | | | CU YD | CU YD | | |
| | STAGE 1B | STAGE 1C | STAGE 2 | STAGE 3 | STAGE 1B | STAGE 1C | STAGE 2 | STAGE 3 | | | | | | | STAGE 1B | STAGE 1C | STAGE 2 | STAGE 3 | STAGE 1B | STAGE 1C | STAGE 2 | STAGE 3 | STAGE 1B | STAGE 1C | STAGE 2 | STAGE 3 |
| I-290 (STA 5117+35 TO STA 5148+00) | 963 | 0 | 0 | 0 | 443 | 156 | 0 | 0 | 5,115 | 157 | 819 | 6,357 | 4,348 | 133 | 696 | 5,403 | 3,129 | 0 | 6 | 1 | 1,219 | 133 | 690 | 5,402 | 0 | - |
| CONGRESS (STA 5148+50 TO STA 5155+11.54) | 198 | 0 | 75 | 0 | 151 | 165 | 0 | 0 | 413 | 146 | 628 | 108 | 351 | 124 | 534 | 92 | 550 | 0 | 534 | 0 | -199 | 124 | 0 | 92 | 199 | - |
| RAMP ENI | 0 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 0 | 0 | 0 | 311 | 0 | 0 | 0 | 589 | 0 | 0 | 0 | -278 | 0 | 278 | - |
| RAMP ES | 48 | 0 | 0 | 7 | 131 | 67 | 0 | 93 | 460 | 140 | 0 | 66 | 391 | 119 | 0 | 56 | 20 | 1 | 0 | 84 | 371 | 118 | 0 | -28 | 28 | - |
| RAMP ESI | 267 | 0 | 21 | 0 | 333 | 0 | 230 | 0 | 1,114 | 0 | 75 | 0 | 947 | 0 | 64 | 0 | 136 | 0 | 486 | 0 | 811 | 0 | -422 | 0 | 422 | - |
| SUBTOTAL BY STAGE | 1,476 | 0 | 432 | 7 | 1,058 | 387 | 230 | 93 | 7,102 | 442 | 1,888 | 6,531 | 6,037 | 376 | 1,605 | 5,551 | 3,835 | 1 | 1,615 | 85 | 2,202 | 375 | -11 | 5,466 | 11 | - |
| NON-SPECIAL WASTE DISPOSAL | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25,200 |
| TOTAL | | | | | 3,683 | | | | 15,965 | | | | 13,568 | | | | 5,536 | | | | 8,032 | | | | 940 | 25,200 |

NOTES:

- (1) NOT A PAY ITEM.
- (2) A QUANTITY HAS BEEN PROVIDED FOR NON-SPECIAL WASTE DISPOSAL BASED ON THE FINAL PRELIMINARY SOIL INVESTIGATION (PSI) REPORT. SEE SPECIAL PROVISIONS REGARDING LOCATIONS AND REQUIREMENTS FOR PROPER HANDLING AND DISPOSAL.
- (3) ACTUAL VOLUMES OF NON-SPECIAL WASTE SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.

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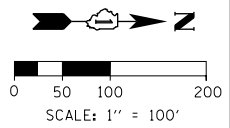


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| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

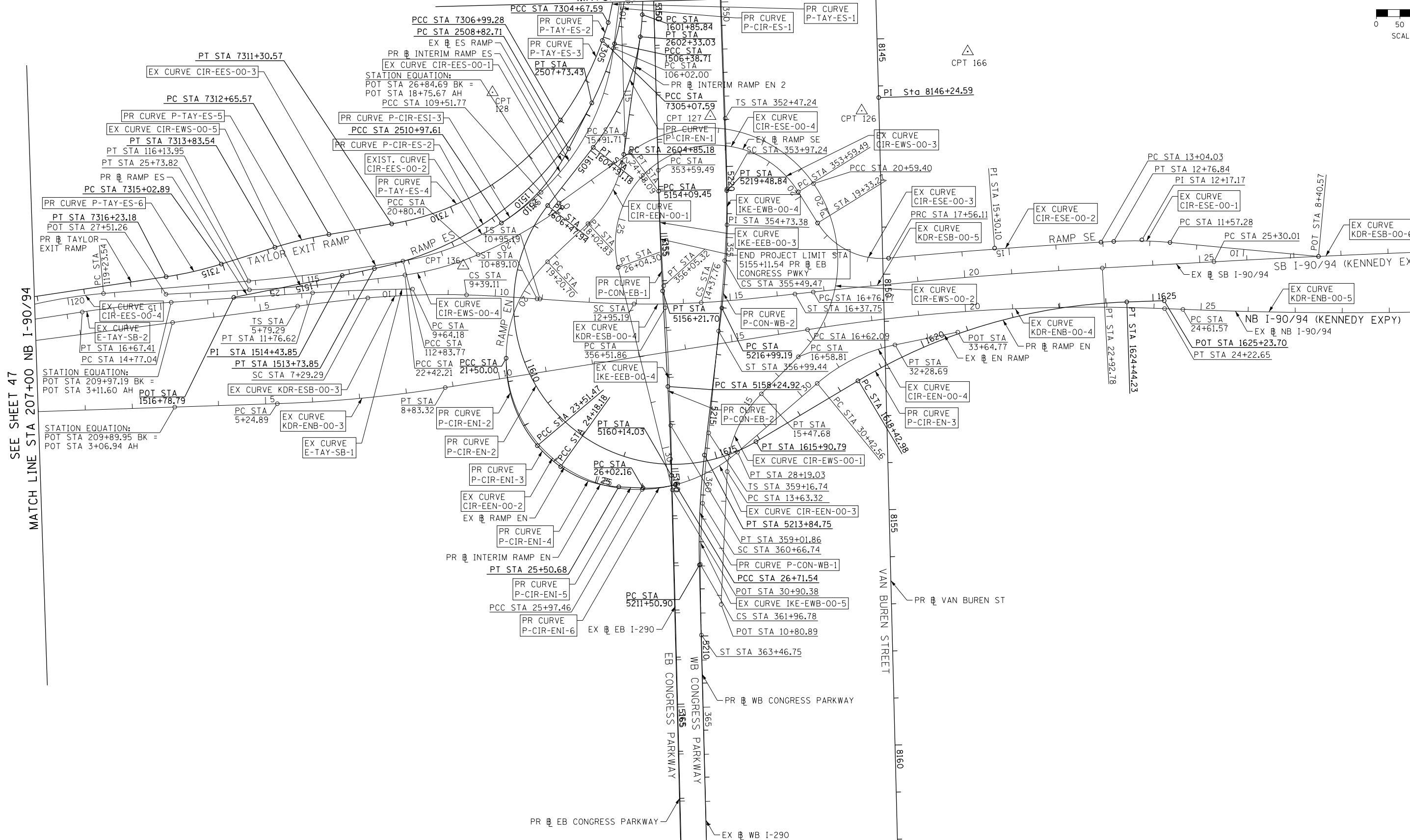
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| ALIGNMENT, TIES AND BENCHMARKS | | | |
|--------------------------------|---------|--------------|--------------|
| SCALE: 1" = 100' | SHEET 1 | OF 12 SHEETS | STA. TO STA. |

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 47 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



SEE SHEET 50
MATCH LINE STA 350+00 EB I-290



MATCH LINE STA 368+00 EB I-290
SEE SHEET 51

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SEE SHEET 47

MATCH LINE STA 207+00 NB I-90/94

SEE SHEET 49

MATCH LINE STA 30+00 NB I-90/94



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 PLOT SCALE = 200.0000' / in.
 PLOT DATE = 5/9/2017

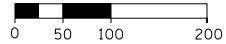
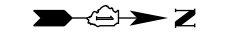
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| DESIGNED - JLV | REVISED - |
| DRAWN - BAW | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

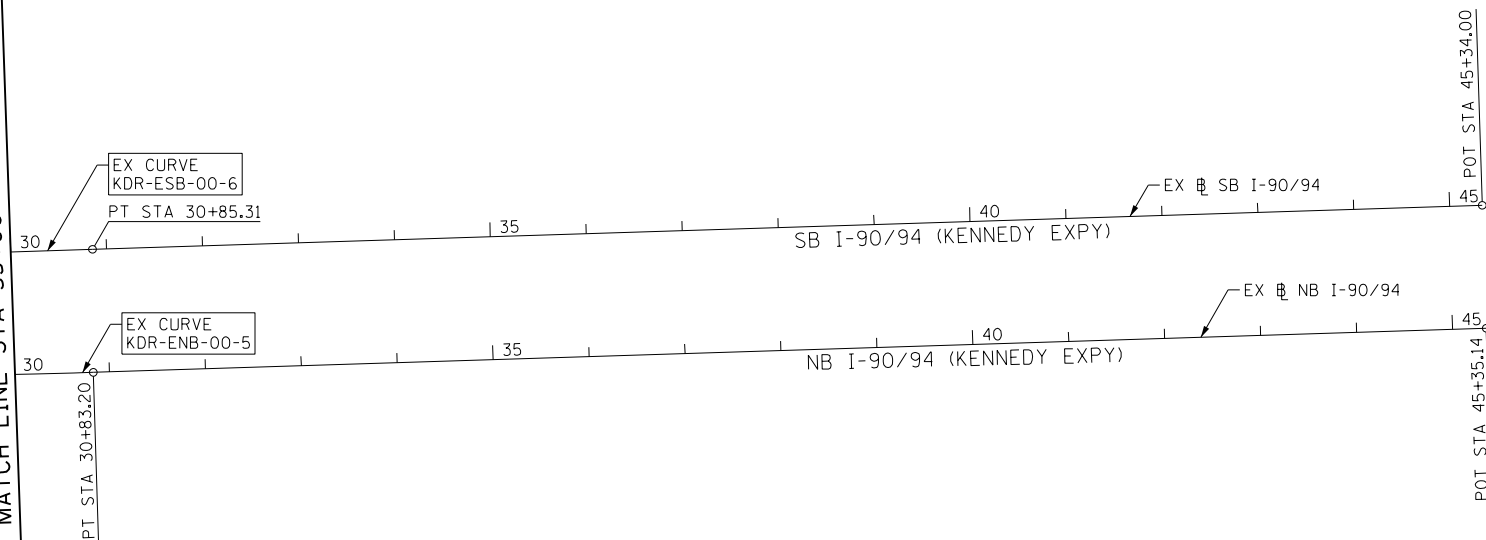
SCALE: 1" = 100' SHEET 2 OF 12 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 48 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SCALE: 1" = 100'

SEE SHEET 48
MATCH LINE STA 35+00 NB I-90/94



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| |
|------------------------------|
| DI60X76-Sht-ATB-03.dgn |
| USER NAME = v1janachione |
| PLOT SCALE = 200.0000' / in. |
| PLOT DATE = 5/9/2017 |

| | |
|----------------|-----------|
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| DRAWN - BAW | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

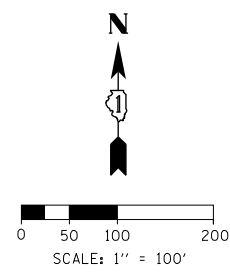
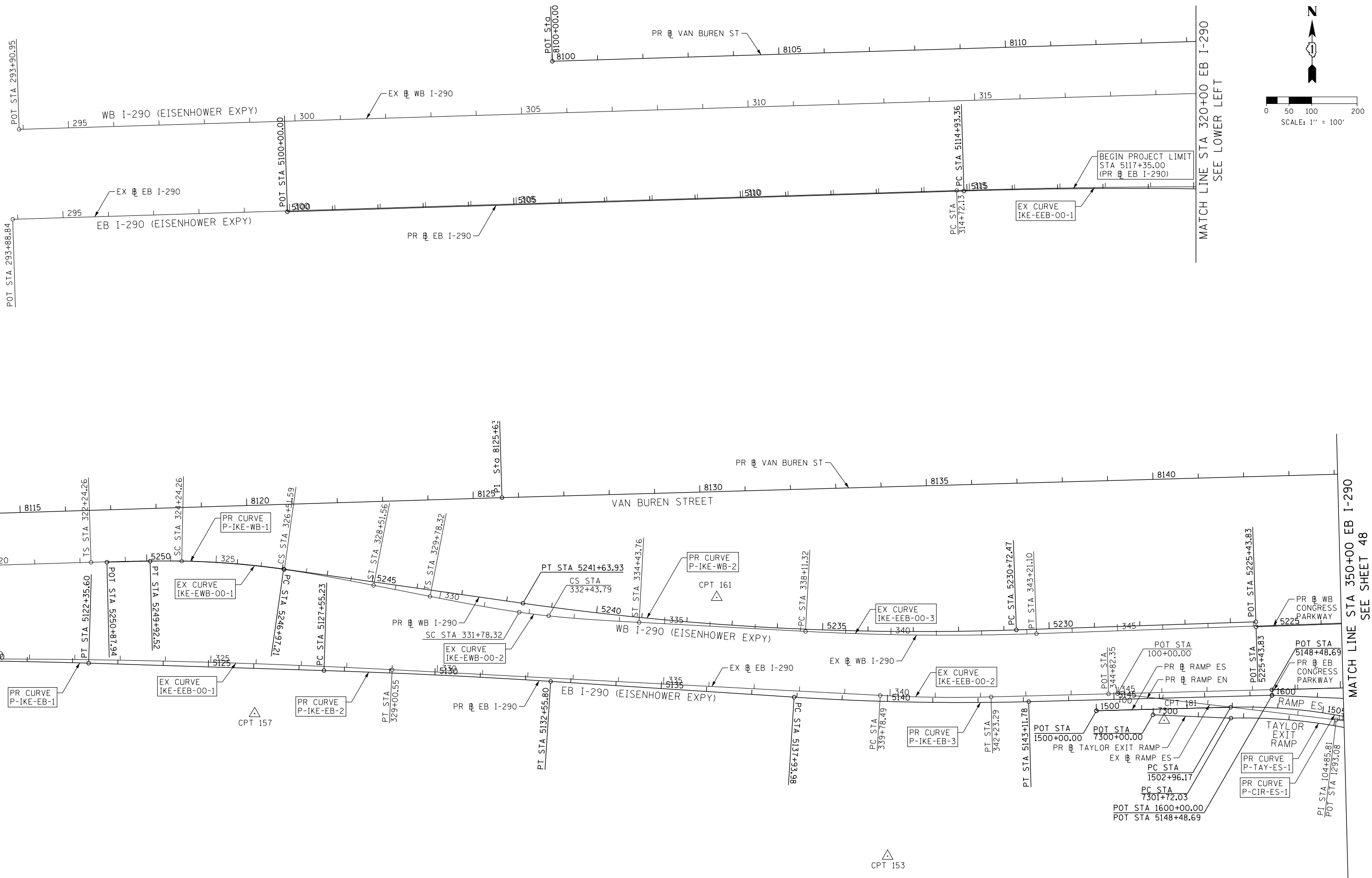
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 3 OF 12 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 49 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

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SEE UPPER RIGHT
MATCH LINE STA 320+00 EB I-290

MATCH LINE STA 350+00 EB I-290
SEE SHEET 48



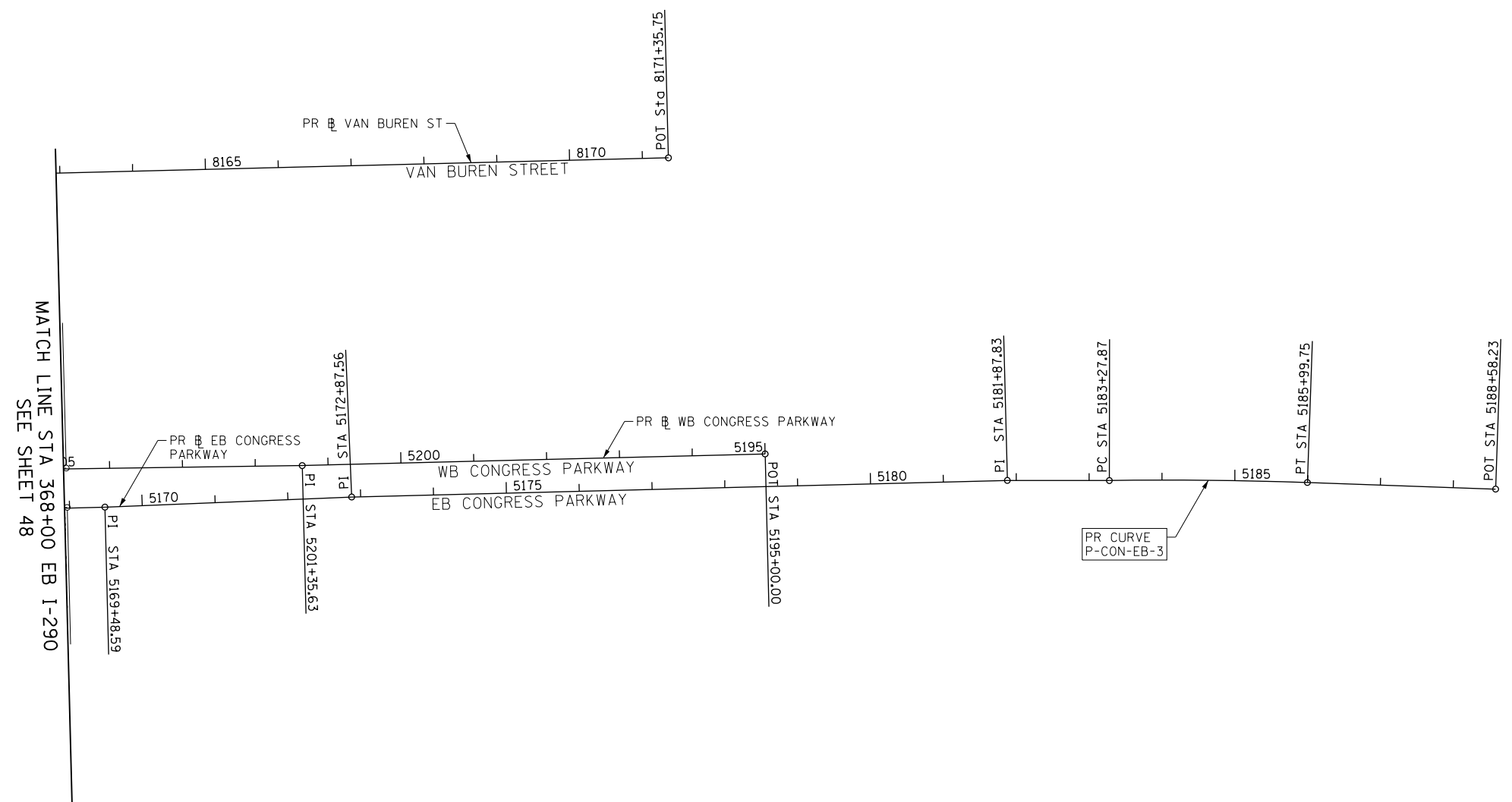
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| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100' SHEET 4 OF 12 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 50 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



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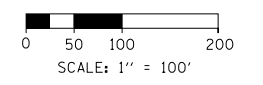


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| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

| | |
|----------------|-----------|
| DESIGNED - JLJ | REVISED - |
| DRAWN - BAW | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

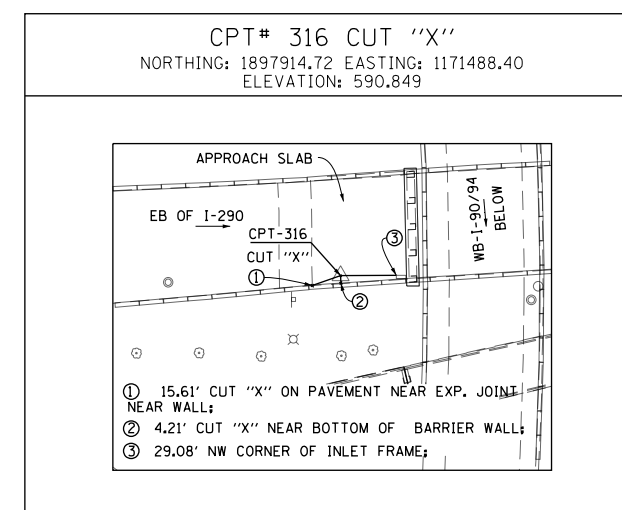
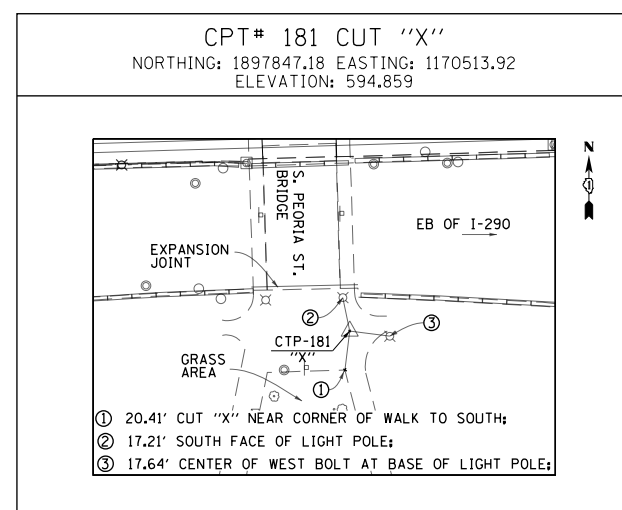
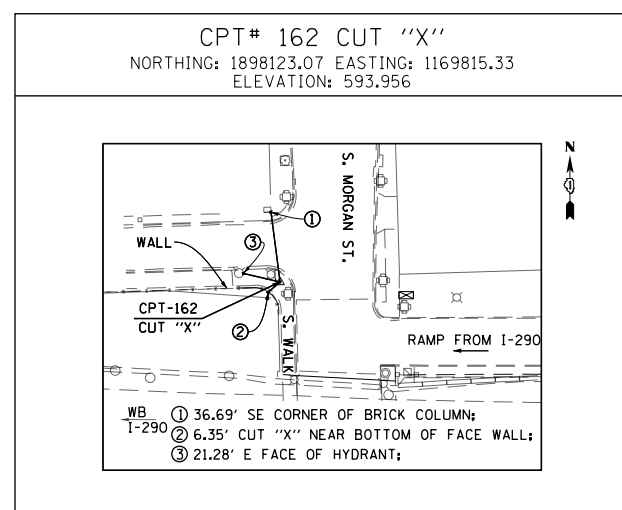
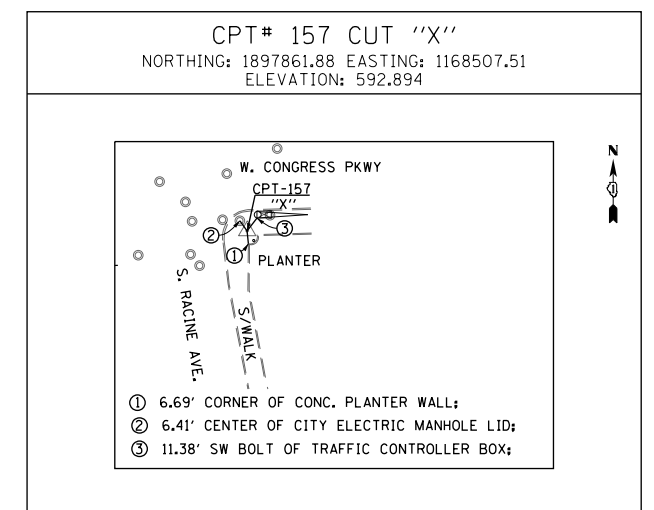
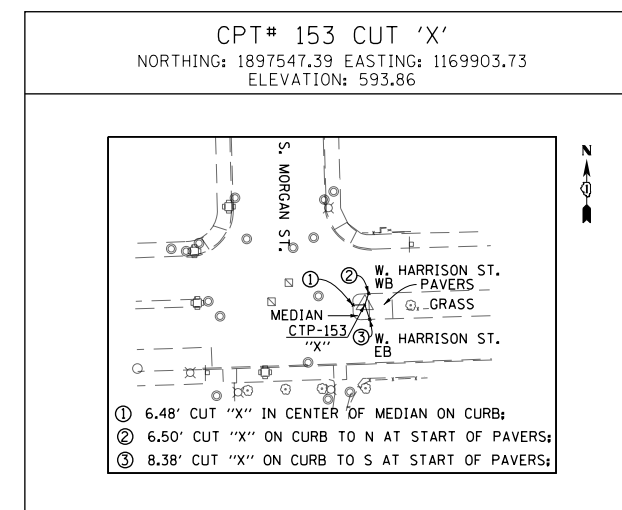
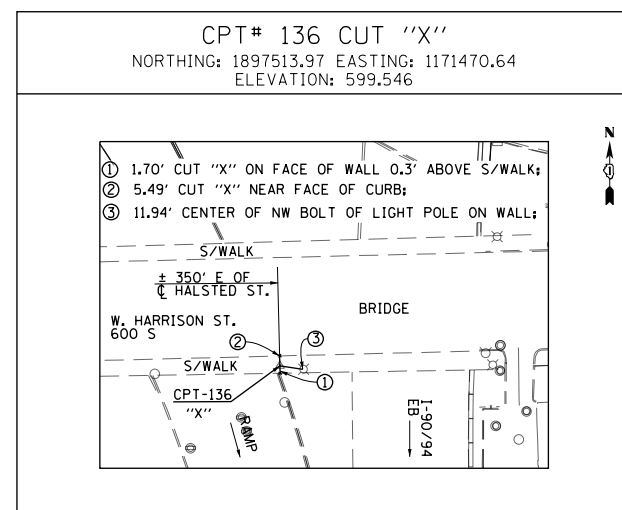
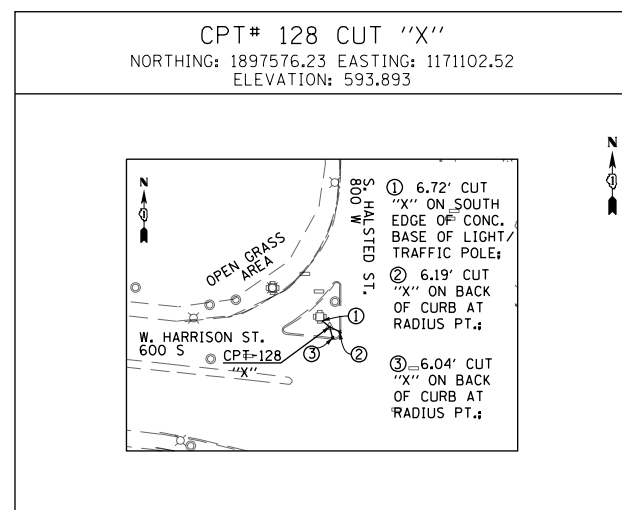
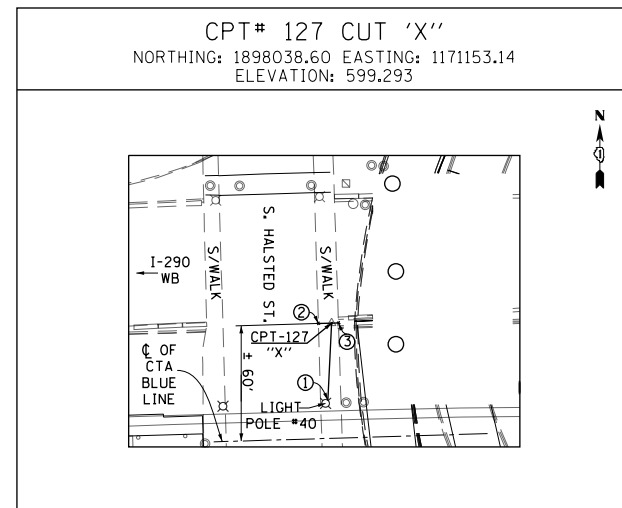
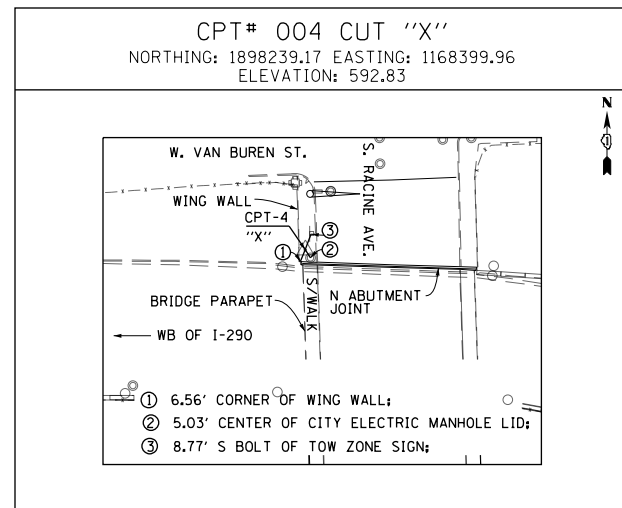
| ALIGNMENT, TIES AND BENCHMARKS | | | |
|--------------------------------|----------------------|------|---------|
| SCALE: 1" = 100' | SHEET 5 OF 12 SHEETS | STA. | TO STA. |



| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 51 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

BENCHMARKS

| MONUMENT | ELEVATION | DESCRIPTION |
|----------|-----------|---|
| BM 1142 | 575.9003 | SET "X" ON WESTERLY JAYWALL OF I-90 @ CL OF INBOUND I-290 OVERPASS |
| BM 1143 | 580.1100 | SET "X" ON WESTERLY JAYWALL OF I-90 APPX 35' SOUTH OF HARRISON ST OVERPASS |
| BM 1144 | 585.7601 | CHISEL "X" ON OVERHEAD SIGN BOLT, SIGN #D1, W. SIDE OF HARRISON. (CENTER OF 3 EAST BOLTS) |
| BM 1145 | 586.1391 | CHISEL "X" ON WESTERLY BOLT OF H.M.L.P. CL OF I-90 APP 200' SOUTH OF PUMP/LIFT STATION |
| BM 1160 | 579.6942 | SET "X" ON EASTBOUND I-290 NORTHERLY JAYWALL APPX 75' WEST OF RACINE |
| BM 1161 | 576.1662 | SET MAG EASTBOUND SHOULDER OF I-290 APPX 260' EAST OF RACINE |
| BM 1291 | 578.9833 | SET PK @ JAYWALL END FOR RAMP TO RACINE FROM I-290 EASTBOUND |
| BM 1292 | 579.5813 | SET PK 1' SOUTH OF CURB FLAG @ CONTROL BOX I-290 EASTBOUND |



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D160X76-sht-ATB-06.dgn
 USER NAME = vjjanachione
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - JLV
 DRAWN - BAW
 CHECKED - JMG
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: NONE SHEET 6 OF 12 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 52 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FILE PATH = p:\61779-P\MINT\secomon\line\local\IACOM\DS02_MN\Documents\01_Americas\Transportation\60269938_Circle\Phase_1\000_CAD\006_Roadway\Sheets\8076_Contract\018076-Sht-ATB-07.dgn

EXISTING I-290 EISENHOWER EXPRESSWAY EB (E-IKE-EB)

| | | | |
|---|---|---|---|
| EXIST. CURVE IKE-EEB-00-1 PI STA. = 321+86.75 Δ = 4° 45' 41" (RT) D = 0° 20' 00" R = 17,188.74' T = 714.62' L = 1,428.42' E = 14.85' P.C. STA. = 314+72.13 P.T. STA. = 329+00.55 | EXIST. CURVE IKE-EEB-00-2 PI STA. = 341+00.95 Δ = 4° 29' 17" (LT) D = 1° 50' 00" R = 3,125.22' T = 122.46' L = 244.80' E = 2.40' P.C. STA. = 339+78.49 P.T. STA. = 342+23.29 | EXIST. CURVE IKE-EEB-00-3 PI STA. = 354+82.42 Δ = 2° 27' 30" (LT) D = 1° 00' 00" R = 5,729.65' T = 122.93' L = 245.82' E = 1.32' P.C. STA. = 353+59.49 P.T. STA. = 356+05.32 | EXIST. CURVE IKE-EEB-00-4 PI STA. = 357+76.88 Δ = 2° 30' 00" (RT) D = 1° 00' 00" R = 5,729.65' T = 125.02' L = 250.00' E = 1.36' P.C. STA. = 356+51.86 P.T. STA. = 359+01.86 |
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EXISTING I-290 EISENHOWER EXPRESSWAY EB (E-IKE-WB)

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|---|---|---|---|---|---|---|--|---|--|--|
| EXIST. CURVE IKE-EWB-00-1 PI STA. = 325+38.06 Δ = 6° 49' 10" (RT) D = 3° 00' 00" R = 1,909.89' T = 113.80' L = 227.32' E = 3.39' P.C. STA. = 324+24.26 P.T. STA. = 326+51.59 | <i>PI Sta. 323+57.62</i> Δs = 2° 59' 59.83" Ds = 2° 59' 59.83" T1 = 133.35' T2 = 66.68' Rs = 1,909.89' Ls = 200.00' 322+24.26 324+24.26 | <i>PI Sta. 327+18.26</i> Δs = 2° 59' 58.21" Ds = 2° 59' 59.83" T1 = 133.33' T2 = 66.67' Rs = 1,909.89' Ls = 199.97' 326+51.59 328+51.56 | EXIST. CURVE IKE-EWB-00-2 PI STA. = 332+11.06 Δ = 1° 57' 51" (LT) D = 3° 00' 00" R = 1,909.89' T = 32.74' L = 65.47' E = 0.28' P.C. STA. = 331+78.32 P.T. STA. = 332+43.79 | <i>PI Sta. 331+11.67</i> Δs = 2° 59' 59.83" Ds = 2° 59' 59.83" T1 = 133.35' T2 = 66.68' Rs = 1,909.89' Ls = 200.00' 329+78.32 331+78.32 | <i>PI Sta. 333+10.47</i> Δs = 2° 59' 58.21" Ds = 2° 59' 59.83" T1 = 133.33' T2 = 66.67' Rs = 1,909.89' Ls = 199.97' 332+43.79 334+43.76 | EXIST. CURVE IKE-EWB-00-3 PI STA. = 340+66.38 Δ = 5° 05' 52" (LT) D = 1° 00' 00" R = 5,729.58' T = 255.06' L = 509.78' E = 5.67' P.C. STA. = 338+11.32 P.T. STA. = 343+21.10 | EXIST. CURVE IKE-EWB-00-4 PI STA. = 354+73.38 Δ = 3° 48' 20" (RT) D = 2° 29' 59" R = 2,292.01' T = 76.14' L = 152.23' E = 1.26' P.C. STA. = 353+97.24 P.T. STA. = 355+49.47 | <i>PI Sta. 353+47.25</i> Δs = 1° 52' 29.47" Ds = 2° 29' 59.30" T1 = 100.01' T2 = 50.01' Rs = 2,292.01' Ls = 150.00' 352+47.24 353+97.24 | <i>PI Sta. 355+99.47</i> Δs = 1° 52' 28.12" Ds = 2° 29' 59.30" T1 = 99.99' T2 = 50.00' Rs = 2,292.01' Ls = 149.97' 355+49.47 356+99.44 | EXIST. CURVE IKE-EWB-00-5 PI STA. = 361+31.77 Δ = 3° 15' 02" (LT) D = 2° 29' 59" R = 2,292.01' T = 65.04' L = 130.04' E = 0.92' P.C. STA. = 360+66.74 P.T. STA. = 361+96.78 |
|---|---|---|---|---|---|---|--|---|--|--|

EXISTING I-90 KENNEDY EXPRESSWAY NB (E-KDR-NB)

| | | | | |
|---|--|---|---|--|
| EXIST. CURVE KDR-ENB-00-1 PI STA. = 192+81.92 Δ = 3° 17' 58" (LT) D = 0° 48' 25" R = 7,100.63' T = 204.51' L = 408.90' E = 2.94' P.C. STA. = 190+77.41 P.T. STA. = 194+86.31 | EXIST. CURVE KDR-ENB-00-2 PI STA. = 199+68.51 Δ = 3° 11' 12" (RT) D = 0° 30' 00" R = 11,460.32' T = 318.77' L = 637.38' E = 4.43' P.C. STA. = 196+49.74 P.T. STA. = 202+87.12 | EXIST. CURVE KDR-ENB-00-3 PI STA. = 7+04.34 Δ = 7° 10' 07" (LT) D = 2° 00' 00" R = 2,864.80' T = 179.45' L = 358.43' E = 5.61' P.C. STA. = 5+24.89 P.T. STA. = 8+83.32 | EXIST. CURVE KDR-ENB-00-4 PI STA. = 192+81.92 Δ = 3° 17' 58" (LT) D = 0° 48' 25" R = 7,100.63' T = 204.51' L = 408.90' E = 2.94' P.C. STA. = 190+77.41 P.T. STA. = 194+86.31 | EXIST. CURVE KDR-ENB-00-5 PI STA. = 199+68.51 Δ = 3° 11' 12" (RT) D = 0° 30' 00" R = 11,460.32' T = 318.77' L = 637.38' E = 4.43' P.C. STA. = 196+49.74 P.T. STA. = 202+87.12 |
|---|--|---|---|--|

EXISTING I-90 KENNEDY EXPRESSWAY SB (E-KDR-SB)

| | | | | | | | | | |
|--|---|---|--|---|---|--|--|---|---|
| EXIST. CURVE KDR-ESB-00-1 PI STA. = 186+12.11 Δ = 0° 55' 38" (LT) D = 0° 45' 00" R = 7,640.04' T = 61.81' L = 123.62' E = 0.25' P.C. STA. = 185+50.30 P.T. STA. = 186+73.92 | EXIST. CURVE KDR-ESB-00-2 PI STA. = 194+46.34 Δ = 4° 37' 53" (LT) D = 0° 18' 00" R = 19,100.00' T = 772.39' L = 1,543.93' E = 15.61' P.C. STA. = 186+73.95 P.T. STA. = 202+17.88 | <i>PI Sta. 6+79.30</i> Δs = 2° 23' 14.33" Ds = 3° 10' 59.11" T1 = 100.01' T2 = 50.01' Rs = 1,800.01' Ls = 150.00' 5+79.29 7+29.29 | <i>PI Sta. 9+89.11</i> Δs = 2° 23' 13.76" Ds = 3° 10' 59.11" T1 = 100.00' T2 = 50.00' Rs = 1,800.01' Ls = 149.99' 9+39.11 10+89.10 | EXIST. CURVE KDR-ESB-00-3 PI STA. = 8+34.32 Δ = 6° 40' 44" (RT) D = 3° 10' 59" R = 1,800.01' T = 105.03' L = 209.82' E = 3.06' P.C. STA. = 7+29.29 P.T. STA. = 9+39.11 | EXIST. CURVE KDR-ESB-00-4 PI STA. = 13+66.51 Δ = 4° 16' 36" (LT) D = 2° 59' 59" R = 1,910.09' T = 71.32' L = 142.57' E = 1.33' P.C. STA. = 12+95.19 P.T. STA. = 14+37.76 | <i>PI Sta. 12+28.55</i> Δs = 2° 59' 58.71" Ds = 2° 59' 58.71" T1 = 133.35' T2 = 66.68' Rs = 1,910.09' Ls = 200.00' 10+95.19 12+95.19 | <i>PI Sta. 15+04.45</i> Δs = 2° 59' 58.17" Ds = 2° 59' 58.71" T1 = 133.35' T2 = 66.68' Rs = 1,910.09' Ls = 199.99' 14+37.76 16+37.75 | EXIST. CURVE KDR-ESB-00-5 PI STA. = 19+84.85 Δ = 3° 04' 48" (RT) D = 0° 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 | EXIST. CURVE KDR-ESB-00-6 PI STA. = 28+07.67 Δ = 1° 23' 18" (RT) D = 0° 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 |
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|------------------------------|----------------|-----------|
| DI60X76-Sht-ATB-07.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = vjjanachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 200.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| ALIGNMENT, TIES AND BENCHMARKS | | | |
|--------------------------------|---------|--------------|--------------|
| SCALE: 1" = 100' | SHEET 7 | OF 12 SHEETS | STA. TO STA. |

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 53 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |

EXISTING CIRCLE INTERCHANGE RAMP SE (E-CIR-SE)

| | | | |
|---|---|--|---|
| EXIST. CURVE CIR-ESE-00-1 PI STA. = 12+17.17 Δ = 8° 33' 45" (LT) D = 7° 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 Δ = 2° 14' 58" (LT) D = 0° 29' 51" R = 11,514.34' T = 226.07' L = 452.08' E = 2.22' P.C. STA. = 13+04.03 P.T. STA. = 17+56.11 | EXIST. CURVE CIR-ESE-00-3 PI STA. = 18+55.08 Δ = 63° 37' 21" (RT) D = 35° 54' 42" R = 159.55' T = 98.97' L = 177.16' E = 28.20' P.C. STA. = 17+56.11 P.T. STA. = 19+33.27 | EXIST. CURVE CIR-ESE-00-4 PI STA. = 33+26.94 Δ = 161° 51' 56" (LT) D = 27° 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 |
|---|---|--|---|

EXISTING CIRCLE INTERCHANGE RAMP EN (E-CIR-EN)

| | | | |
|---|---|---|--|
| EXIST. CURVE CIR-EEN-00-1 PI STA. = 17+04.03 Δ = 48° 23' 08" (RT) D = 22° 55' 06" R = 250.00' T = 112.32' L = 211.12' E = 24.07' P.C. STA. = 15+91.71 P.T. STA. = 18+02.83 | EXIST. CURVE CIR-EEN-00-2 PI STA. = 26+59.42 Δ = 138° 29' 00" (LT) D = 20° 27' 46" R = 280.00' T = 738.72' L = 676.76' E = 510.01' P.C. STA. = 19+20.70 P.T. STA. = 25+97.46 | EXIST. CURVE CIR-EEN-00-3 PI STA. = 27+12.77 Δ = 39° 10' 08" (LT) D = 17° 40' 40" R = 324.11' T = 115.31' L = 221.57' E = 19.90' P.C. STA. = 25+97.46 P.T. STA. = 28+19.03 | EXIST. CURVE CIR-EEN-00-4 PI STA. = 31+37.75 Δ = 29° 37' 21" (RT) D = 15° 54' 55" R = 360.01' T = 95.19' L = 186.13' E = 12.37' P.C. STA. = 30+42.56 P.T. STA. = 32+28.69 |
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EXISTING CIRCLE INTERCHANGE RAMP ES (E-CIR-ES)

| | | | | |
|--|---|---|--|---|
| EXIST. CURVE CIR-EES-00-1 PI STA. = 107+84.38 Δ = 40° 04' 47" (RT) D = 11° 27' 32" R = 500.01' T = 182.38' L = 349.77' E = 32.22' P.C. STA. = 106+02.00 P.T. STA. = 109+51.77 | EXIST. CURVE CIR-EES-00-2 PI STA. = 111+22.58 Δ = 33° 11' 59" (RT) D = 9° 59' 59" R = 572.97' T = 170.81' L = 332.00' E = 24.92' P.C. STA. = 109+51.77 P.T. STA. = 112+83.77 | EXIST. CURVE CIR-EES-00-3 PI STA. = 114+48.97 Δ = 4° 57' 10" (RT) D = 1° 30' 00" R = 3,819.73' T = 165.19' L = 330.18' E = 3.57' P.C. STA. = 112+83.77 P.T. STA. = 116+13.95 | EXIST. CURVE CIR-EES-00-4 PI STA. = 120+33.98 Δ = 11° 33' 10" (LT) D = 5° 14' 53" R = 1,091.74' T = 110.44' L = 220.13' E = 5.57' P.C. STA. = 119+23.54 P.T. STA. = 121+43.67 | EXIST. CURVE CIR-EES-00-5 PI STA. = 124+23.38 Δ = 8° 59' 59" (RT) D = 4° 15' 00" R = 1,348.15' T = 106.10' L = 211.76' E = 4.17' P.C. STA. = 123+17.28 P.T. STA. = 125+29.04 |
|--|---|---|--|---|

EXISTING CIRCLE INTERCHANGE TAYLOR STREET SB EXIT RAMP

| | | |
|---|---|--|
| EXIST. CURVE E-TAY-SB-1 PI STA. = 10+70.43 Δ = 3° 18' 29" (LT) D = 1° 33' 26" R = 3,679.44' T = 106.25' L = 212.44' E = 1.53' P.C. STA. = 9+64.18 P.T. STA. = 11+76.62 | EXIST. CURVE E-TAY-SB-2 PI STA. = 15+72.46 Δ = 4° 45' 00" (LT) D = 2° 30' 00" R = 2,291.85' T = 95.06' L = 190.00' E = 1.97' P.C. STA. = 14+77.40 P.T. STA. = 16+67.41 | EXIST. CURVE E-TAY-SB-3 PI STA. = 19+30.27 Δ = 6° 29' 26" (RT) D = 2° 45' 00" R = 2,083.50' T = 118.14' L = 236.02' E = 3.35' P.C. STA. = 18+12.13 P.T. STA. = 20+48.15 |
|---|---|--|

FILE PATH = p:\61779-P\MINT\secomon\line\local\BECOM_D502_NA\Documents\01\America\Transportation\60269938 Circle\Phase 1\000_CAD\006_Roadway\Sheets\60X76_Contract\016076-Sht-ATB-08.dgn



| | | |
|------------------------------|----------------|-----------|
| DI60X76-Sht-ATB-08.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = vjjanachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 200.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---------------------------------------|---------|--------------|--------------|
| ALIGNMENT, TIES AND BENCHMARKS | | | |
| SCALE: 1" = 100' | SHEET 8 | OF 12 SHEETS | STA. TO STA. |

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 54 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

EXISTING ALIGNMENTS

| EX SB I-90/94 (KENNEDY EXPY) | | | | |
|------------------------------|--------------------------|-----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 183+13.36 | 1,894,226.7720 | 1,171,843.7613 |
| PC | KDR-ESB-00-1 | 185+50.30 | 1,894,463.5855 | 1,171,835.9008 |
| PI | KDR-ESB-00-1 | 186+12.11 | 1,894,525.3637 | 1,171,833.8503 |
| PT | KDR-ESB-00-1 | 186+73.92 | 1,894,587.1007 | 1,171,830.8004 |
| PC | KDR-ESB-00-2 | 186+73.95 | 1,894,587.1274 | 1,171,830.7991 |
| PI | KDR-ESB-00-2 | 194+46.34 | 1,895,358.5739 | 1,171,792.6885 |
| PT | KDR-ESB-00-2 | 202+17.88 | 1,896,124.4241 | 1,171,692.4111 |
| POT | 209+97.19 BK, 3+11.60 AH | | 1,896,897.1317 | 1,171,591.2358 |
| TS | KDR-ESB-00-3B | 5+79.29 | 1,897,162.5525 | 1,171,556.4826 |
| PIS | KDR-ESB-00-3B | 6+79.30 | 1,897,261.7152 | 1,171,543.4986 |
| SC | KDR-ESB-00-3 | 7+29.29 | 1,897,311.5276 | 1,171,539.0772 |
| PI | KDR-ESB-00-3 | 8+34.32 | 1,897,416.1453 | 1,171,529.7912 |
| CS | KDR-ESB-00-3 | 9+39.11 | 1,897,521.1330 | 1,171,532.7356 |
| PIS | KDR-ESB-00-3A | 9+89.11 | 1,897,571.1183 | 1,171,534.1374 |
| ST | KDR-ESB-00-3A | 10+89.10 | 1,897,670.8779 | 1,171,541.1020 |
| TS | KDR-ESB-00-4B | 10+95.19 | 1,897,676.9607 | 1,171,541.5267 |
| PIS | KDR-ESB-00-4B | 12+28.55 | 1,897,809.9894 | 1,171,550.8139 |
| SC | KDR-ESB-00-4 | 12+95.19 | 1,897,876.6634 | 1,171,551.9707 |
| PI | KDR-ESB-00-4 | 13+66.51 | 1,897,947.9712 | 1,171,553.2078 |
| CS | KDR-ESB-00-4 | 14+37.76 | 1,898,019.1728 | 1,171,549.1239 |
| PIS | KDR-ESB-00-4A | 15+04.45 | 1,898,085.7441 | 1,171,545.3056 |
| ST | KDR-ESB-00-4A | 16+37.75 | 1,898,218.2892 | 1,171,530.7143 |
| 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 |
| POT | | 45+34.00 | 1,901,110.4797 | 1,171,392.1175 |

| EX WB I-290 (EISENHOWER EXPY) | | | | |
|-------------------------------|---------------|-----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 293+90.95 | 1,898,109.2305 | 1,165,314.6967 |
| TS | IKE-EWB-00-1B | 322+24.26 | 1,898,195.6075 | 1,168,146.6931 |
| PIS | IKE-EWB-00-1B | 323+57.62 | 1,898,199.6729 | 1,168,279.9836 |
| SC | IKE-EWB-00-1 | 324+24.26 | 1,898,198.2148 | 1,168,346.6517 |
| PI | IKE-EWB-00-1 | 325+38.06 | 1,898,195.7265 | 1,168,460.4198 |
| CS | IKE-EWB-00-1 | 326+51.59 | 1,898,179.7466 | 1,168,573.0875 |
| PIS | IKE-EWB-00-1A | 327+18.26 | 1,898,170.3839 | 1,168,639.1010 |
| ST | IKE-EWB-00-1A | 328+51.56 | 1,898,144.7784 | 1,168,769.9517 |
| TS | IKE-EWB-00-2B | 329+78.32 | 1,898,120.4341 | 1,168,894.3575 |
| PIS | IKE-EWB-00-2B | 331+11.67 | 1,898,094.8247 | 1,169,025.2278 |
| SC | IKE-EWB-00-2 | 331+78.32 | 1,898,085.4611 | 1,169,091.2512 |
| PI | IKE-EWB-00-2 | 332+11.06 | 1,898,080.8638 | 1,169,123.6666 |
| CS | IKE-EWB-00-2 | 332+43.79 | 1,898,077.3803 | 1,169,156.2204 |
| PIS | IKE-EWB-00-2A | 333+10.47 | 1,898,070.2861 | 1,169,222.5160 |
| ST | IKE-EWB-00-2A | 334+43.76 | 1,898,063.0562 | 1,169,355.6523 |
| PC | IKE-EWB-00-3 | 338+11.32 | 1,898,043.1252 | 1,169,722.6716 |
| PI | IKE-EWB-00-3 | 340+66.38 | 1,898,029.2947 | 1,169,977.3536 |
| PT | IKE-EWB-00-3 | 343+21.10 | 1,898,038.1489 | 1,170,232.2572 |
| TS | IKE-EWB-00-4B | 352+47.24 | 1,898,070.2993 | 1,171,157.8387 |
| PIS | IKE-EWB-00-4B | 353+47.25 | 1,898,073.7709 | 1,171,257.7841 |
| SC | IKE-EWB-00-4 | 353+97.24 | 1,898,073.8709 | 1,171,307.7891 |
| PI | IKE-EWB-00-4 | 354+73.38 | 1,898,074.0231 | 1,171,383.9319 |
| CS | IKE-EWB-00-4 | 355+49.47 | 1,898,069.1215 | 1,171,459.9169 |
| PIS | IKE-EWB-00-4A | 355+99.47 | 1,898,065.9031 | 1,171,509.8083 |
| ST | IKE-EWB-00-4A | 356+99.44 | 1,898,056.2063 | 1,171,609.3226 |
| TS | IKE-EWB-00-5B | 359+16.74 | 1,898,035.1324 | 1,171,825.5961 |
| PIS | IKE-EWB-00-5B | 360+16.74 | 1,898,025.4337 | 1,171,925.1303 |
| SC | IKE-EWB-00-5 | 360+66.74 | 1,898,022.2149 | 1,171,975.0317 |
| PI | IKE-EWB-00-5 | 361+31.77 | 1,898,018.0288 | 1,172,039.9323 |
| CS | IKE-EWB-00-5 | 361+96.78 | 1,898,017.5295 | 1,172,104.9659 |
| PIS | IKE-EWB-00-5A | 362+46.77 | 1,898,017.1456 | 1,172,154.9595 |
| ST | IKE-EWB-00-5A | 363+46.75 | 1,898,019.6488 | 1,172,254.9138 |
| POT | | 368+89.26 | 1,898,033.2310 | 1,172,797.2593 |

| EX ES RAMP | | | | |
|------------|---------------------------|-----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 100+00.00 | 1,897,905.8769 | 1,170,411.1180 |
| PI | | 104+85.81 | 1,897,848.1878 | 1,170,893.4859 |
| PC | CIR-EES-00-1 | 106+02.00 | 1,897,833.1375 | 1,171,008.7039 |
| PI | CIR-EES-00-1 | 107+84.38 | 1,897,812.0320 | 1,171,189.8610 |
| PCC | CIR-EES-00-1/CIR-EES-00-2 | 109+51.77 | 1,897,679.2448 | 1,171,314.8846 |
| PI | CIR-EES-00-2 | 111+22.58 | 1,897,554.4446 | 1,171,431.5050 |
| PCC | CIR-EES-00-2/CIR-EES-00-3 | 112+83.77 | 1,897,386.1594 | 1,171,460.7534 |
| PI | CIR-EES-00-3 | 114+48.97 | 1,897,223.4066 | 1,171,489.0402 |
| PT | CIR-EES-00-3 | 116+13.95 | 1,897,058.8194 | 1,171,503.1705 |
| PC | CIR-EES-00-4 | 119+23.54 | 1,896,750.3679 | 1,171,529.6519 |
| PI | CIR-EES-00-4 | 120+33.98 | 1,896,640.3327 | 1,171,539.0987 |
| PT | CIR-EES-00-4 | 121+43.67 | 1,896,534.4186 | 1,171,570.3909 |
| PC | CIR-EES-00-5 | 123+17.28 | 1,896,367.9252 | 1,171,619.5811 |
| PI | CIR-EES-00-5 | 124+23.38 | 1,896,266.1759 | 1,171,649.6429 |
| PT | CIR-EES-00-5 | 125+29.04 | 1,896,160.9766 | 1,171,663.4180 |
| POT | | 125+69.05 | 1,896,121.3108 | 1,171,668.6915 |

| EX WS RAMP | | | | |
|------------|---------------------------|----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 10+80.89 | 1,898,061.5790 | 1,172,189.8288 |
| PC | CIR-EWS-00-1 | 13+63.32 | 1,898,074.4485 | 1,171,907.6892 |
| PI | CIR-EWS-00-1 | 14+59.92 | 1,898,078.8501 | 1,171,811.1924 |
| PT | CIR-EWS-00-1 | 15+47.68 | 1,898,146.9909 | 1,171,742.7246 |
| PC | CIR-EWS-00-2 | 16+58.81 | 1,898,225.3834 | 1,171,663.9559 |
| PI | CIR-EWS-00-2 | 18+99.17 | 1,898,349.9331 | 1,171,493.5925 |
| PCC | CIR-EWS-00-2/CIR-EWS-00-3 | 20+59.40 | 1,898,257.6484 | 1,171,296.3016 |
| PI | CIR-EWS-00-3 | 23+40.00 | 1,898,097.3780 | 1,171,065.9783 |
| PT | CIR-EWS-00-3 | 24+98.09 | 1,897,869.1423 | 1,171,229.2078 |
| POT | 26+84.69 BK, 0+00.00 AH | | 1,897,717.3617 | 1,171,337.7582 |
| POT | 0+11.04 BK, 18+75.67 AH | | | |
| PC | CIR-EWS-00-4 | 18+75.67 | 1,897,723.7342 | 1,171,346.7691 |
| PI | CIR-EWS-00-4 | 19+78.44 | 1,897,640.1447 | 1,171,406.5568 |
| PCC | CIR-EWS-00-4/CIR-EWS-00-5 | 20+80.41 | 1,897,545.6837 | 1,171,447.0403 |
| PI | CIR-EWS-00-5 | 21+61.79 | 1,897,470.8805 | 1,171,479.0990 |
| PCC | CIR-EWS-00-5/CIR-EWS-00-6 | 22+42.21 | 1,897,390.2813 | 1,171,490.3702 |
| PI | CIR-EWS-00-6 | 24+08.12 | 1,897,225.9725 | 1,171,513.3475 |
| PT | CIR-EWS-00-6 | 25+73.82 | 1,897,060.2922 | 1,171,522.0278 |
| POT | | 27+51.26 | 1,896,883.0948 | 1,171,531.3115 |

| EX TAYLOR ST SB RAMP | | | | |
|----------------------|-------------|----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| PC | E-TAY-SB-1 | 9+64.18 | 1,897,406.5240 | 1,171,520.1634 |
| PI | E-TAY-SB-1 | 10+70.43 | 1,897,300.2782 | 1,171,521.1418 |
| PT | E-TAY-SB-1 | 11+76.62 | 1,897,194.2659 | 1,171,528.2496 |
| PC | E-TAY-SB-2 | 14+77.40 | 1,896,894.1570 | 1,171,548.3709 |
| PI | E-TAY-SB-2 | 15+72.46 | 1,896,799.3134 | 1,171,554.7298 |
| PT | E-TAY-SB-2 | 16+67.41 | 1,896,705.3222 | 1,171,568.9209 |
| PC | E-TAY-SB-3 | 18+12.13 | 1,896,562.2219 | 1,171,590.5266 |
| PI | E-TAY-SB-3 | 19+30.27 | 1,896,445.4085 | 1,171,608.1634 |
| PT | E-TAY-SB-3 | 20+48.15 | 1,896,327.3502 | 1,171,612.4826 |
| PI | ETAYSB002 | 23+36.49 | 1,896,039.2069 | 1,171,623.0245 |
| PI | ETAYSB003 | 24+15.69 | 1,895,960.3066 | 1,171,629.9462 |
| POT | ETAYSB004 | 25+25.76 | 1,895,850.7184 | 1,171,640.2636 |

| EX NB I-90/94 (KENNEDY EXPY) | | | | |
|------------------------------|--------------------------|-----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 183+13.36 | 1,894,228.6347 | 1,171,899.8969 |
| PC | KDR-ENB-00-1 | 190+77.41 | 1,894,992.2698 | 1,171,874.5496 |
| PI | KDR-ENB-00-1 | 192+81.92 | 1,895,196.6626 | 1,171,867.7651 |
| PT | KDR-ENB-00-1 | 194+86.31 | 1,895,400.3262 | 1,171,849.2283 |
| PC | KDR-ENB-00-2 | 196+49.74 | 1,895,563.0812 | 1,171,834.4148 |
| PI | KDR-ENB-00-2 | 199+68.51 | 1,895,880.5418 | 1,171,805.5204 |
| PT | KDR-ENB-00-2 | 202+87.12 | 1,896,199.1177 | 1,171,794.3177 |
| POT | 209+89.95 BK, 3+06.94 AH | | 1,896,901.5590 | 1,171,770.9004 |
| PC | KDR-ENB-00-3 | 5+24.89 | 1,897,119.3934 | 1,171,763.6385 |
| PI | KDR-ENB-00-3 | 7+04.34 | 1,897,298.7419 | 1,171,757.6595 |
| PT | KDR-ENB-00-3 | 8+83.32 | 1,897,475.9425 | 1,171,729.3467 |
| PC | KDR-ENB-00-4 | 16+62.09 | 1,898,244.9598 | 1,171,606.4743 |
| PI | KDR-ENB-00-4 | 20+43.63 | 1,898,621.7192 | 1,171,546.2763 |
| PT | KDR-ENB-00-4 | 24+22.65 | 1,899,002.9421 | 1,171,561.7870 |
| PC | KDR-ENB-00-5 | 24+61.57 | 1,899,041.8342 | 1,171,563.3694 |
| PI | KDR-ENB-00-5 | 27+72.52 | 1,899,352.5300 | 1,171,576.0107 |
| PT | KDR-ENB-00-5 | 30+83.20 | 1,899,663.3270 | 1,171,566.1658 |
| POT | | 45+35.14 | 1,901,114.5368 | 1,171,520.1970 |

| EX EB I-290 (EISENHOWER EXPY) | | | | |
|-------------------------------|--------------|-----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 293+88.84 | 1,897,910.7311 | 1,165,300.7513 |
| PC | IKE-EEB-00-1 | 314+72.13 | 1,897,974.3410 | 1,167,383.0682 |
| PI | IKE-EEB-00-1 | 321+86.75 | 1,897,996.1608 | 1,168,097.3549 |
| PT | IKE-EEB-00-1 | 329+00.55 | 1,897,958.6150 | 1,168,810.9878 |
| PC | IKE-EEB-00-2 | 339+78.49 | 1,897,901.9806 | 1,169,887.4363 |
| PI | IKE-EEB-00-2 | 341+00.95 | 1,897,895.5464 | 1,170,009.7311 |
| PT | IKE-EEB-00-2 | 342+23.29 | 1,897,898.7017 | 1,170,132.1545 |
| POT | | 344+82.35 | 1,897,905.3762 | 1,170,391.1241 |
| PC | IKE-EEB-00-3 | 353+59.49 | 1,897,927.9756 | 1,171,267.9805 |
| PI | IKE-EEB-00-3 | 354+82.42 | 1,897,931.1429 | 1,171,390.8707 |
| PT | IKE-EEB-00-3 | 356+05.32 | 1,897,939.5781 | 1,171,513.5119 |
| PC | IKE-EEB-00-4 | 356+51.86 | 1,897,942.7715 | 1,171,559.9401 |
| PI | IKE-EEB-00-4 | 357+76.88 | 1,897,951.3501 | 1,171,684.6669 |
| PT | IKE-EEB-00-4 | 359+01.86 | 1,897,954.4801 | 1,171,809.6491 |
| POT | | 368+91.13 | 1,897,979.2472 | 1,172,798.6113 |

| EX SE RAMP | | | | |
|------------|----------------------------|----------|--------------|--------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 8+40.57 | 1,899,329.75 | 1,171,450.93 |
| PC | CIR-ESE-00-1 | 11+57.28 | 1,899,014.43 | 1,171,421.33 |
| PI | CIR-ESE-00-1 | 12+17.17 | 1,898,954.80 | 1,171,415.73 |
| PT | CIR-ESE-00-1 | 12+76.84 | 1,898,895.01 | 1,171,419.08 |
| PC | CIR-ESE-00-2 | 13+04.03 | 1,898,867.86 | 1,171,420.65 |
| PI | CIR-ESE-00-2 | 15+30.10 | 1,898,642.14 | 1,171,433.24 |
| PT | CIR-ESE-00-2 | 17+56.11 | 1,898,417.09 | 1,171,454.68 |
| PCC | CIR-ESE-00-2, CIR-ESE-00-3 | 17+56.11 | 1,898,417.09 | 1,171,454.68 |
| PI | CIR-ESE-00-3 | 18+55.08 | 1,898,318.57 | 1,171,464.07 |
| PT | CIR-ESE-00-3 | 19+33.27 | | |

PROPOSED I-290 EISENHOWER EXPRESSWAY EB (P-IKE-EB)

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|--|--|--|
| PROP. CURVE P-IKE-EB-1 PI STA. = 5118+64.60 Δ = 3° 32' 58" (RT) D = 0° 28' 39" R = 12,000.00' T = 371.24' L = 742.24' E = 5.74' e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 5114+93.36 P.T. STA. = 5122+35.60 | PROP. CURVE P-IKE-EB-2 PI STA. = 5130+05.54 Δ = 1° 54' 43" (RT) D = 0° 22' 55" R = 15,000.00' T = 250.31' L = 500.57' E = 2.09' e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 5127+55.23 P.T. STA. = 5132+55.80 | PROP. CURVE P-IKE-EB-3 PI STA. = 5140+53.06 Δ = 5° 12' 17" (LT) D = 1° 00' 19" R = 5,700.00' T = 259.08' L = 517.80' E = 5.88' e = 2.00% T.R. = 72' S.E. RUN = 96' P.C. STA. = 5137+93.98 P.T. STA. = 5143+11.78 |
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PROPOSED I-290 EISENHOWER EXPRESSWAY WB (P-IKE-WB)

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|---|--|
| PROP. CURVE P-IKE-WB-2 PI STA. = 5248+45.20 Δ = 9° 30' 21" (LT) D = 3° 13' 08" R = 1,780.00' T = 148.00' L = 295.31' E = 6.14' e = 4.80% T.R. = 72' S.E. RUN = 252' P.C. STA. = 5246+97.21 P.T. STA. = 5249+92.52 | PROP. CURVE P-IKE-WB-1 PI STA. = 5236+19.61 Δ = 10° 05' 11" (RT) D = 0° 55' 27" R = 6,200.00' T = 547.15' L = 1,091.46' E = 24.10' e = 2.00% T.R. = 96' S.E. RUN = 96' P.C. STA. = 5230+72.47 P.T. STA. = 5241+63.93 |
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PROPOSED CIRCLE INTERCHANGE

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|---|--|
| PROP. CURVE P-CIR-ENI02-1 PI STA. = 2602+09.45 Δ = 5° 29' 41" (RT) D = 11° 38' 44" R = 492.00' T = 23.61' L = 47.18' E = 0.57' e = MATCH PR T.R. = N/A S.E. RUN = N/A P.C. STA. = 2601+85.84 P.T. STA. = 2602+33.03 | PROP. CURVE P-CIR-ENI02-2 PI STA. = 2605+72.92 Δ = 38° 40' 44" (RT) D = 22° 55' 06" R = 250.00' T = 87.74' L = 168.77' E = 14.95' e = MATCH EX T.R. = N/A S.E. RUN = N/A P.C. STA. = 2604+85.18 P.T. STA. = 2606+53.95 |
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PROPOSED CIRCLE INTERCHANGE

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| PROP. CURVE P-CIR-ESI-1-1 PI STA. = 2504+68.66 Δ = 16° 40' 30" (RT) D = 4° 52' 05" R = 1,177.00' T = 172.49' L = 342.55' E = 12.57' e = 5.20% T.R. = 45' S.E. RUN = 116' P.C. STA. = 2502+96.17 P.T. STA. = 2506+38.71 | PROP. CURVE P-CIR-ESI-1-2 PI STA. = 2507+06.31 Δ = 11° 37' 30" (RT) D = 8° 37' 44" R = 664.00' T = 67.59' L = 134.72' E = 3.43' e = 5.80% T.R. = N/A S.E. RUN = N/A P.C. STA. = 2506+38.71 P.T. STA. = 2507+73.43 | PROP. CURVE P-CIR-ESI-1-3 PI STA. = 2509+92.82 Δ = 30° 47' 01" (RT) D = 14° 19' 26" R = 400.00' T = 110.12' L = 214.91' E = 14.88' e = MATCH EX T.R. = N/A S.E. RUN = N/A P.C. STA. = 2508+82.71 P.T. STA. = 2510+97.61 | PROP. CURVE P-CIR-ESI-1-4 PI STA. = 2512+11.90 Δ = 22° 33' 39" (RT) D = 9° 59' 59" R = 572.97' T = 114.29' L = 225.61' E = 11.29' e = MATCH EX T.R. = N/A S.E. RUN = N/A P.C. STA. = 2510+97.61 P.T. STA. = 2513+23.23 |
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PROPOSED I-290 CONGRESS PARKWAY WB (P-CON-WB)

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|---|--|
| PROP. CURVE P-CON-WB-1 PI STA. = 5212+68.02 Δ = 8° 12' 18" (RT) D = 3° 30' 31" R = 1,633.00' T = 117.13' L = 233.85' E = 4.20' e = 4.40% T.R. = 67' S.E. RUN = 147' P.C. STA. = 5211+50.90 P.T. STA. = 5213+84.75 | PROP. CURVE P-CON-WB-2 PI STA. = 5218+24.26 Δ = 8° 42' 22" (LT) D = 3° 29' 14" R = 1,643.00' T = 125.07' L = 249.65' E = 4.75' e = 4.40% T.R. = N/A S.E. RUN = 97' P.C. STA. = 5216+99.19 P.T. STA. = 5219+48.84 |
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PROPOSED CIRCLE INTERCHANGE RAMP ES (P-CIR-ES)

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|---|---|
| PROP. CURVE P-CIR-ES-1 PI STA. = 1504+68.66 Δ = 16° 40' 30" (RT) D = 4° 52' 05" R = 1,177.00' T = 172.49' L = 342.55' E = 12.57' e = 5.20% T.R. = 45' S.E. RUN = 116' P.C. STA. = 1502+96.17 P.T. STA. = 1506+38.71 | PROP. CURVE P-CIR-ES-2 PI STA. = 1510+49.08 Δ = 63° 26' 03" (RT) D = 8° 37' 44" R = 664.00' T = 410.37' L = 735.14' E = 116.58' e = 5.80% T.R. = N/A S.E. RUN = N/A P.C. STA. = 1506+38.71 P.T. STA. = 1513+73.85 |
|---|---|

PROPOSED CIRCLE INTERCHANGE RAMP EN (P-CIR-EN)

| | | |
|--|--|--|
| PROP. CURVE P-CIR-EN-1 PI STA. = 1603+43.61 Δ = 35° 33' 30" (RT) D = 11° 38' 44" R = 492.00' T = 157.77' L = 305.34' E = 24.68' e = 5.60% T.R. = 30' S.E. RUN = 109' P.C. STA. = 1601+85.84 P.T. STA. = 1604+91.18 | PROP. CURVE P-CIR-EN-2 PI STA. = 1624+72.31 Δ = 158° 53' 11" (LT) D = 16° 51' 06" R = 340.00' T = 1,824.37' L = 942.85' E = 1,515.78' e = 5.60% T.R. = 37' S.E. RUN = 103' P.C. STA. = 1606+47.94 P.T. STA. = 1615+90.79 | PROP. CURVE P-CIR-EN-3 PI STA. = 1621+50.17 Δ = 28° 56' 55" (RT) D = 4° 48' 53" R = 1,190.00' T = 307.19' L = 601.25' E = 39.01' e = 4.40% T.R. = 42' S.E. RUN = 91' P.C. STA. = 1618+42.98 P.T. STA. = 1624+44.23 |
|--|--|--|

PROPOSED I-290 CONGRESS PARKWAY EB (P-CON-EB)

| | | |
|--|---|---|
| PROP. CURVE P-CON-EB-1 PI STA. = 5155+15.58 Δ = 1° 35' 42" (LT) D = 0° 45' 05" R = 7,624.00' T = 106.13' L = 212.25' E = 0.74' e = 2.00% T.R. = 78' S.E. RUN = 72' P.C. STA. = 5154+09.45 P.T. STA. = 5156+21.70 | PROP. CURVE P-CON-EB-2 PI STA. = 5159+19.48 Δ = 1° 39' 04" (RT) D = 0° 52' 23" R = 6,562.00' T = 94.56' L = 189.11' E = 0.68' e = 2.00% T.R. = 72' S.E. RUN = 72' P.C. STA. = 5158+24.92 P.T. STA. = 5160+14.03 | PROP. CURVE P-CON-EB-3 PI STA. = 5184+63.84 Δ = 2° 50' 37" (RT) D = 1° 02' 45" R = 5,478.00' T = 135.97' L = 271.88' E = 1.69' e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 5183+27.87 P.T. STA. = 5185+99.75 |
|--|---|---|

FILE PATH = p:\61779-P\MINT\secomon\line\local\IPECOM_DS02_NA\Documents\01_Americas\Transportation\6026-9938_Circle\Phase_1\1000_CAD\006_Roadway\Sheets\60X76_Contract\018976-Sht-ATB-10.dgn



| | | |
|------------------------------|----------------|-----------|
| DI60X76-Sht-ATB-10.dgn | DESIGNED - JLV | REVISED - |
| USER NAME = vjjanachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 200.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| ALIGNMENT, TIES AND BENCHMARKS | | | |
|--------------------------------|----------|--------------|--------------|
| SCALE: 1" = 100' | SHEET 10 | OF 12 SHEETS | STA. TO STA. |

| | | | | |
|--------------------|-------------|--------|--------------|---------------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 56 |
| CONTRACT NO. 60X76 | | | | ILLINOIS FED. AID PROJECT |

PROPOSED ALIGNMENTS

| PR TAYLOR EXIT RAMP | | | | |
|---------------------|-----------------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 7300+00.00 | 1,897,859.3643 | 1,170,489.3261 |
| PC | P-TAY-ES-1 | 7301+72.03 | 1,897,851.8722 | 1,170,661.1900 |
| PI | P-TAY-ES-1 | 7303+20.62 | 1,897,855.7720 | 1,170,809.7335 |
| PCC | P-TAY-ES-1/P-TAY-ES-2 | 7304+67.59 | 1,897,821.8823 | 1,170,954.4121 |
| PI | P-TAY-ES-2 | 7304+87.59 | 1,897,815.9728 | 1,170,973.5222 |
| PCC | P-TAY-ES-2/P-TAY-ES-3 | 7305+07.59 | 1,897,809.4040 | 1,170,992.4159 |
| PI | P-TAY-ES-3 | 7306+04.16 | 1,897,777.6920 | 1,171,083.6281 |
| PCC | P-TAY-ES-3/P-TAY-ES-4 | 7306+99.28 | 1,897,720.4792 | 1,171,161.4226 |
| PI | P-TAY-ES-4 | 7309+22.03 | 1,897,588.5048 | 1,171,340.8734 |
| PT | P-TAY-ES-4 | 7311+23.30 | 1,897,369.3289 | 1,171,380.6447 |
| PC | P-TAY-ES-5 | 7312+89.49 | 1,897,205.8036 | 1,171,410.3177 |
| PI | P-TAY-ES-5 | 7313+50.28 | 1,897,145.9948 | 1,171,421.1705 |
| PT | P-TAY-ES-5 | 7314+10.96 | 1,897,087.6162 | 1,171,438.1064 |
| PC | P-TAY-ES-6 | 7315+47.73 | 1,896,956.2590 | 1,171,476.2136 |
| PI | P-TAY-ES-6 | 7315+99.52 | 1,896,906.5239 | 1,171,490.6420 |
| PT | P-TAY-ES-6 | 7316+51.15 | 1,896,855.3179 | 1,171,498.3687 |
| PC | P-TAY-ES-7 | 7323+70.21 | 1,896,144.3089 | 1,171,605.6557 |
| PI | P-TAY-ES-7 | 7324+60.13 | 1,896,055.3983 | 1,171,619.0718 |
| PT | P-TAY-ES-7 | 7325+49.81 | 1,895,965.5123 | 1,171,621.4385 |
| POT | | 7326+65.62 | 1,895,849.7437 | 1,171,624.4867 |

| PR VAN BUREN STREET | | | | |
|---------------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 8100+00.00 | 1,898,259.3220 | 1,166,490.9835 |
| PI | | 8125+63.42 | 1,898,338.2206 | 1,169,053.1845 |
| PI | | 8146+24.59 | 1,898,396.0225 | 1,171,113.5515 |
| POT | | 8171+35.75 | 1,898,459.2844 | 1,173,623.9129 |

| PR EB I-290 | | | | |
|-------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 5100+00.00 | 1,897,927.5206 | 1,165,906.4515 |
| PC | P-IKE-EB-1 | 5114+93.36 | 1,897,973.2554 | 1,167,399.1147 |
| PI | P-IKE-EB-1 | 5118+64.60 | 1,897,984.6246 | 1,167,770.1775 |
| PT | P-IKE-EB-1 | 5122+35.60 | 1,897,973.0354 | 1,168,141.2334 |
| PC | P-IKE-EB-2 | 5127+55.23 | 1,897,956.8137 | 1,168,660.6068 |
| PI | P-IKE-EB-2 | 5130+05.54 | 1,897,949.9996 | 1,168,910.7938 |
| PT | P-IKE-EB-2 | 5132+55.80 | 1,897,932.8423 | 1,169,160.5809 |
| PC | P-IKE-EB-3 | 5137+93.98 | 1,897,898.1030 | 1,169,697.6381 |
| PI | P-IKE-EB-3 | 5140+53.06 | 1,897,881.3797 | 1,169,956.1753 |
| PT | P-IKE-EB-3 | 5143+11.78 | 1,897,888.1790 | 1,170,215.1636 |
| POT | | 5148+48.69 | 1,897,902.2699 | 1,170,751.8888 |

| PR WB I-290 | | | | |
|-------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 5225+43.83 | 1,898,064.3549 | 1,170,716.2359 |
| PC | P-IKE-WB-1 | 5230+72.47 | 1,898,046.3772 | 1,170,187.9023 |
| PI | P-IKE-WB-1 | 5236+19.61 | 1,898,027.7701 | 1,169,641.0731 |
| PT | P-IKE-WB-1 | 5241+63.93 | 1,898,105.2194 | 1,169,099.4366 |
| PC | P-IKE-WB-2 | 5246+97.21 | 1,898,180.7051 | 1,168,571.5324 |
| PI | P-IKE-WB-2 | 5248+45.20 | 1,898,201.6542 | 1,168,425.0263 |
| PT | P-IKE-WB-2 | 5249+92.52 | 1,898,198.1207 | 1,168,277.0721 |
| POT | | 5250+87.94 | 1,898,195.8424 | 1,168,181.6736 |

| PR EB CONGRESS PARKWAY | | | | |
|------------------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 5148+48.69 | 1,897,914.2658 | 1,170,751.5739 |
| PC | P-CON-EB2-1 | 5154+09.45 | 1,897,928.9827 | 1,171,312.1431 |
| PI | P-CON-EB2-1 | 5155+15.58 | 1,897,931.7681 | 1,171,418.2406 |
| PT | P-CON-EB2-1 | 5156+21.70 | 1,897,937.5059 | 1,171,524.2195 |
| PC | P-CON-EB2-2 | 5158+24.92 | 1,897,948.4919 | 1,171,727.1366 |
| PI | P-CON-EB2-2 | 5159+19.48 | 1,897,953.6041 | 1,171,821.5611 |
| PT | P-CON-EB2-2 | 5160+14.03 | 1,897,955.9933 | 1,171,916.0936 |
| PI | | 5169+48.59 | 1,897,979.6057 | 1,172,850.3581 |
| PI | | 5172+87.56 | 1,897,993.5071 | 1,173,189.0386 |
| PI | | 5181+87.83 | 1,898,016.2530 | 1,174,089.0174 |
| PC | P-CON-EB2-3 | 5183+27.87 | 1,898,016.1457 | 1,174,229.0662 |
| PI | P-CON-EB2-3 | 5184+63.84 | 1,898,018.1448 | 1,174,365.0176 |
| PT | P-CON-EB2-3 | 5185+99.75 | 1,898,013.3969 | 1,174,500.9007 |
| POT | | 5188+58.23 | 1,898,004.3708 | 1,174,759.2235 |

| PR WB CONGRESS PARKWAY | | | | |
|------------------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 5195+00.00 | 1,898,052.6914 | 1,173,756.5587 |
| PI | | 5201+35.63 | 1,898,036.6318 | 1,173,121.1308 |
| PI | | 5205+28.11 | 1,898,031.0482 | 1,172,728.6943 |
| PC | P-CON-WB-1 | 5211+50.90 | 1,898,015.3129 | 1,172,106.1021 |
| PI | P-CON-WB-1 | 5212+68.02 | 1,898,012.3536 | 1,171,989.0129 |
| PT | P-CON-WB-1 | 5213+84.75 | 1,898,026.1351 | 1,171,872.6999 |
| PC | P-CON-WB-2 | 5216+99.19 | 1,898,063.1327 | 1,171,560.4465 |
| PI | P-CON-WB-2 | 5218+24.26 | 1,898,077.8485 | 1,171,436.2477 |
| PT | P-CON-WB-2 | 5219+48.84 | 1,898,073.5952 | 1,171,311.2524 |
| POT | | 5225+43.83 | 1,898,053.3612 | 1,170,716.6100 |

| PR INTERIM RAMP EN | | | | |
|--------------------|-------------------------|----------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| PC | P-CIR-ENI-1 | 20+00.00 | 1,897,643.7915 | 1,171,524.0115 |
| PI | P-CIR-ENI-1 | 20+76.85 | 1,897,604.8551 | 1,171,590.2638 |
| PCC | P-CIR-ENI-1/P-CIR-ENI-2 | 21+50.00 | 1,897,605.1924 | 1,171,667.1098 |
| PI | P-CIR-ENI-2 | 22+55.25 | 1,897,603.6396 | 1,171,772.3495 |
| PCC | P-CIR-ENI-2/P-CIR-ENI-3 | 23+51.47 | 1,897,671.4290 | 1,171,852.8630 |
| PI | P-CIR-ENI-3 | 23+84.98 | 1,897,693.4916 | 1,171,878.0852 |
| PCC | P-CIR-ENI-3/P-CIR-ENI-4 | 24+18.18 | 1,897,720.8187 | 1,171,897.4799 |
| PI | P-CIR-ENI-4 | 24+86.28 | 1,897,776.3497 | 1,171,936.8915 |
| PT | P-CIR-ENI-4 | 25+50.68 | 1,897,844.3648 | 1,171,940.1962 |
| PC | P-CIR-ENI-5 | 26+02.16 | 1,897,895.7815 | 1,171,942.6944 |
| PI | P-CIR-ENI-5 | 26+37.11 | 1,897,930.6943 | 1,171,944.3908 |
| PCC | P-CIR-ENI-5/P-CIR-ENI-6 | 26+71.54 | 1,897,964.5460 | 1,171,935.6819 |
| PI | P-CIR-ENI-6 | 27+48.02 | 1,898,038.6161 | 1,171,916.6264 |
| PT | P-CIR-ENI-6 | 28+21.76 | 1,898,096.3533 | 1,171,866.4674 |

| PR INTERIM RAMP EN 2 | | | | |
|----------------------|---------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 2600+00.00 | 1,897,902.2699 | 1,170,751.8888 |
| PC | P-CIR-ENI02-1 | 2601+85.84 | 1,897,894.1761 | 1,170,937.5554 |
| PI | P-CIR-ENI02-1 | 2602+09.45 | 1,897,893.1479 | 1,170,961.1424 |
| PT | P-CIR-ENI02-1 | 2602+33.03 | 1,897,889.8659 | 1,170,984.5225 |
| PC | P-CIR-ENI02-2 | 2604+85.18 | 1,897,854.8135 | 1,171,234.2253 |
| PI | P-CIR-ENI02-2 | 2605+72.92 | 1,897,842.6161 | 1,171,321.1157 |
| PT | P-CIR-ENI02-2 | 2606+53.95 | 1,897,778.7914 | 1,171,381.3247 |
| POT | | 2607+71.81 | 1,897,693.0531 | 1,171,462.2057 |

| PR RAMP EN | | | | |
|------------|-------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 1600+00.00 | 1,897,902.2699 | 1,170,751.8888 |
| PC | P-CIR-EN-1 | 1601+85.84 | 1,897,894.1761 | 1,170,937.5554 |
| PI | P-CIR-EN-1 | 1603+41.95 | 1,897,887.3773 | 1,171,093.5163 |
| PT | P-CIR-EN-1 | 1604+88.17 | 1,897,791.9037 | 1,171,217.0266 |
| PC | P-CIR-EN-2 | 1606+47.54 | 1,897,694.4377 | 1,171,343.1145 |
| PI | P-CIR-EN-2 | 1624+41.43 | 1,896,597.3281 | 1,172,762.4013 |
| PT | P-CIR-EN-2 | 1615+88.31 | 1,898,137.6952 | 1,171,843.0026 |
| PC | P-CIR-EN-3 | 1618+36.77 | 1,898,351.0430 | 1,171,715.6618 |
| PI | P-CIR-EN-3 | 1621+43.96 | 1,898,614.8173 | 1,171,558.2228 |
| PT | P-CIR-EN-3 | 1624+38.02 | 1,898,921.8385 | 1,171,548.1293 |
| POT | | 1625+18.68 | 1,899,002.4544 | 1,171,545.4790 |

| PR INTERIM RAMP ES | | | | |
|--------------------|-------------------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 2500+00.00 | 1,897,868.0913 | 1,170,364.4958 |
| PC | P-CIR-ESI-1 | 2502+96.17 | 1,897,875.8640 | 1,170,660.5601 |
| PI | P-CIR-ESI-1 | 2504+68.66 | 1,897,880.3909 | 1,170,832.9935 |
| PCC | P-CIR-ESI-1/P-CIR-ESI-2 | 2506+38.71 | 1,897,835.2490 | 1,170,999.4747 |
| PI | P-CIR-ESI-2 | 2507+06.31 | 1,897,817.5598 | 1,171,064.7113 |
| PT | P-CIR-ESI-2 | 2507+73.43 | 1,897,787.0881 | 1,171,125.0455 |
| PC | P-CIR-ESI-3 | 2508+82.71 | 1,897,737.8267 | 1,171,222.5832 |
| PI | P-CIR-ESI-3 | 2509+92.82 | 1,897,688.1845 | 1,171,320.8748 |
| PCC | P-CIR-ESI-3/P-CIR-ESI-4 | 2510+97.61 | 1,897,595.2313 | 1,171,379.9113 |
| PI | P-CIR-ESI-4 | 2512+11.90 | 1,897,498.7579 | 1,171,441.1836 |
| PT | P-CIR-ESI-4 | 2513+23.23 | 1,897,386.1594 | 1,171,460.7534 |

| PR RAMP ES | | | | |
|------------|-----------------------|------------|----------------|----------------|
| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
| POT | | 1500+00.00 | 1,897,868.0913 | 1,170,364.4958 |
| PC | P-CIR-ES-1 | 1502+96.17 | 1,897,875.8640 | 1,170,660.5601 |
| PI | P-CIR-ES-1 | 1504+68.66 | 1,897,880.3909 | 1,170,832.9935 |
| PCC | P-CIR-ES-1/P-CIR-ES-2 | 1506+38.71 | 1,897,835.2490 | 1,170,999.4747 |
| PI | P-CIR-ES-2 | 1510+49.08 | 1,897,727.8543 | 1,171,395.5407 |
| PT | P-CIR-ES-2 | 1513+73.85 | 1,897,325.5749 | 1,171,476.6158 |
| PI | | 1514+43.85 | 1,897,257.1559 | 1,171,491.4250 |
| POT | | 1516+78.79 | 1,897,026.8481 | 1,171,537.8411 |

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|---|----------------|-----------|
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| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

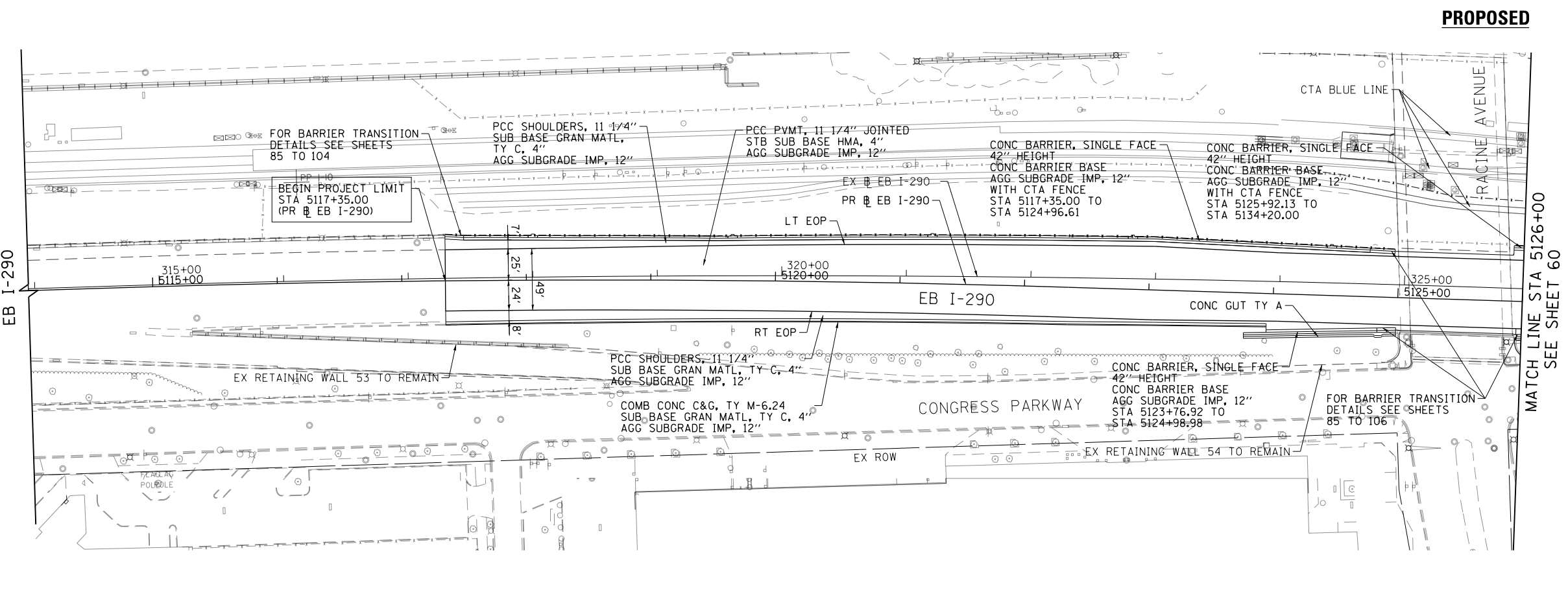
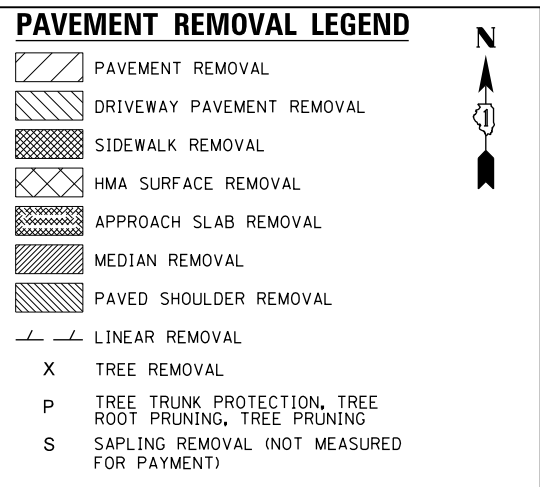
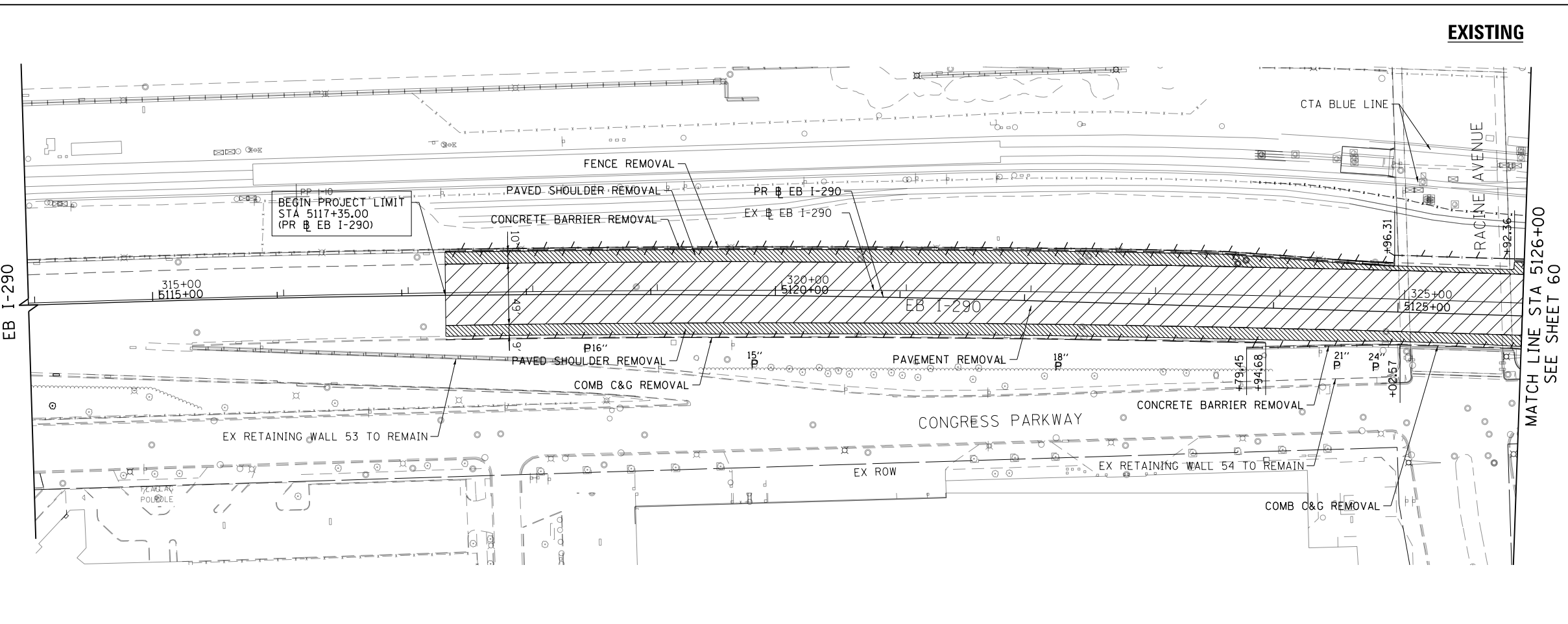
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES AND BENCHMARKS

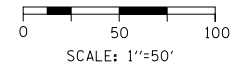
SCALE: 1" = 100' SHEET 12 OF 12 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 58 |
| | | | CONTRACT NO. 60X76 | |
| ILLINOIS FED. AID PROJECT | | | | |

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- NOTES:**
- SEE JOINTING AND SUPERELEVATION PLAN DETAIL SHEETS FOR GEOMETRIC INFORMATION, SHEET NO. 72 TO 79.
 - SEE ALIGNMENT AND TIES SHEETS NO. 47 TO 58 FOR CURVE DATA.
 - ALL STATIONS AND OFFSETS ARE MEASURED FROM PR EB I-290 UNLESS OTHERWISE NOTED.



D160X76-SHT-PLAN-01.dgn
 USER NAME = v1janachione
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - MKW
 DRAWN - BAW
 CHECKED - JLV
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -












**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

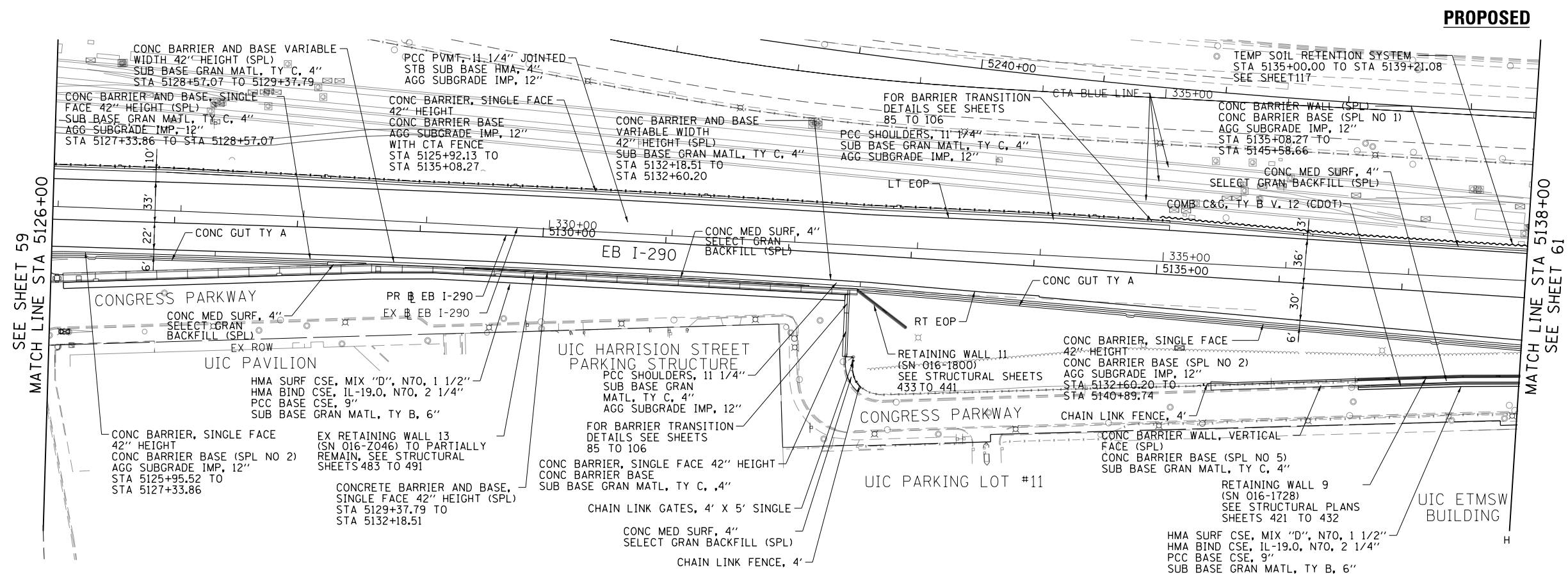
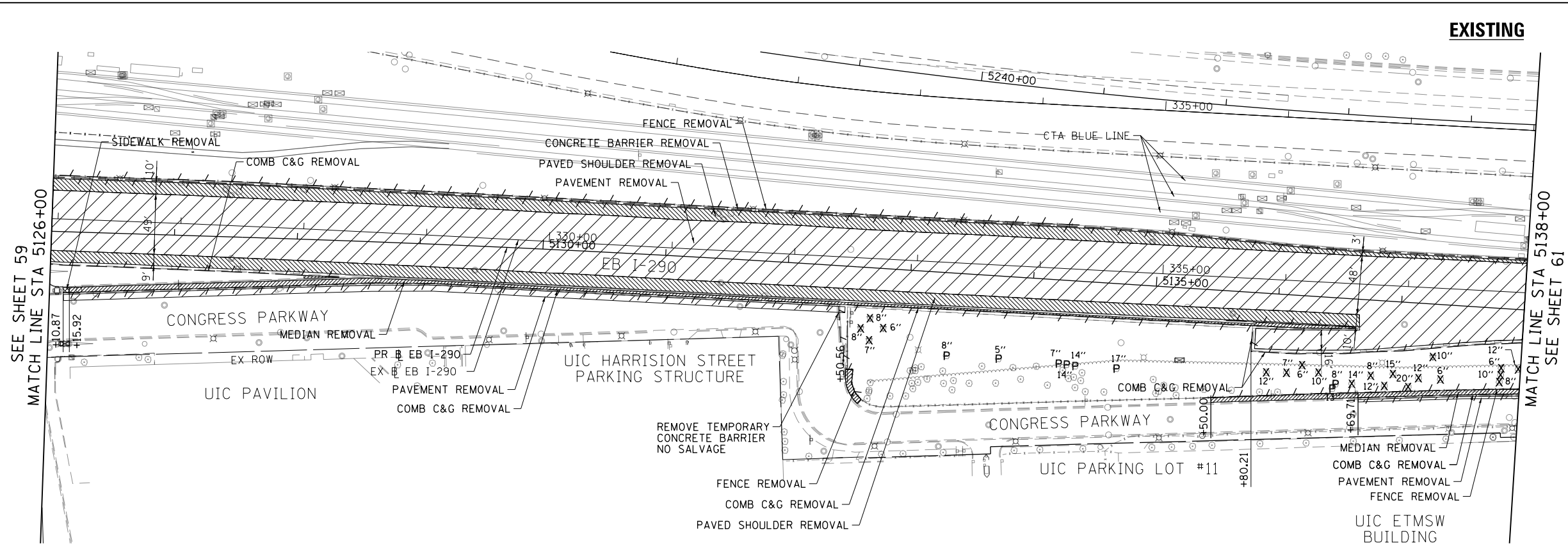
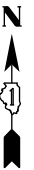
**EXISTING AND PROPOSED PLAN
 EB I-290 MAINLINE**

SCALE: 1"=50' SHEET 1 OF 13 SHEETS STA. 5114+00 TO STA. 5126+00

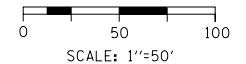
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 59 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

PAVEMENT REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  HMA SURFACE REMOVAL
-  APPROACH SLAB REMOVAL
-  MEDIAN REMOVAL
-  PAVED SHOULDER REMOVAL
-  LINEAR REMOVAL
-  TREE REMOVAL
-  TREE TRUNK PROTECTION, TREE ROOT PRUNING, TREE PRUNING
-  SAPLING REMOVAL (NOT MEASURED FOR PAYMENT)



- NOTES:**
1. SEE JOINTING AND SUPERELEVATION PLAN DETAIL SHEETS FOR GEOMETRIC INFORMATION, SHEET NO. 72 TO 79 .
 2. SEE ALIGNMENT AND TIES SHEETS NO. 47 TO 58 FOR CURVE DATA.
 3. ALL STATIONS AND OFFSETS ARE MEASURED FROM PR EB I-290 UNLESS OTHERWISE NOTED.



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| | | |
|------------------------------|----------------|-----------|
| D:\60X76-SHT-PLAN-02.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = vjanachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JLV | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED PLAN
EB I-290 MAINLINE**

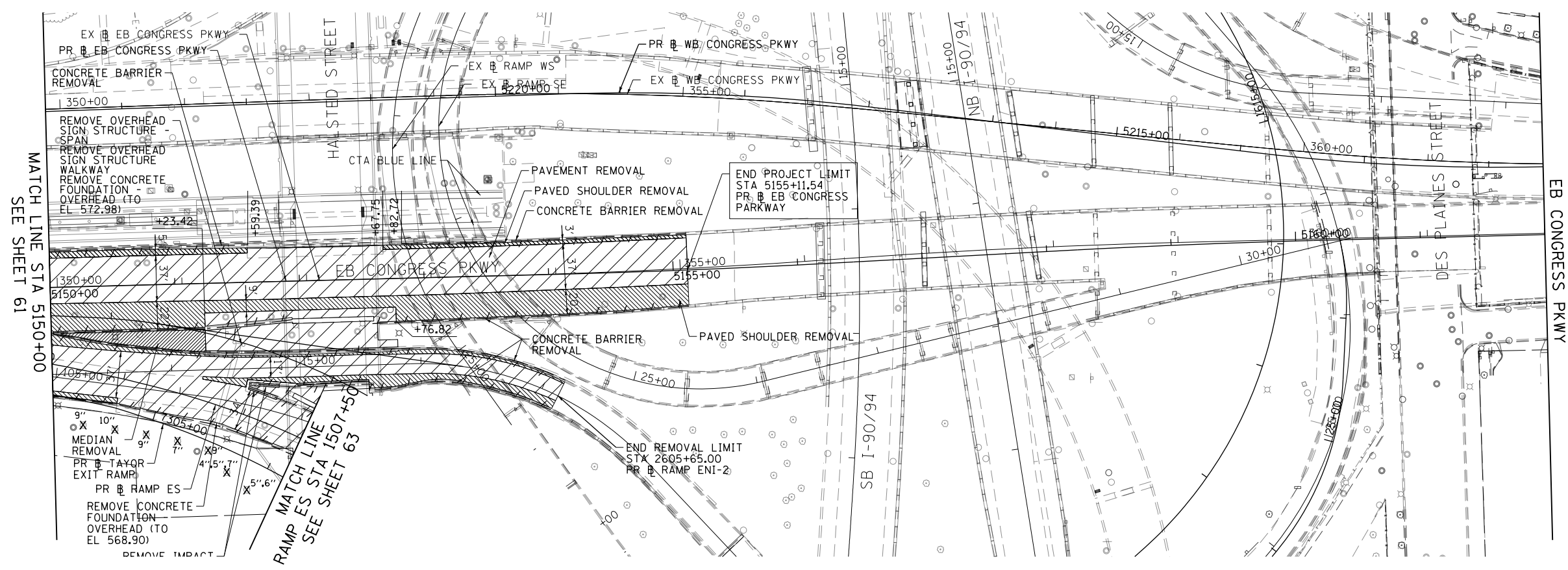
SCALE: 1"=50' SHEET 2 OF 13 SHEETS STA. 5126+00 TO STA. 5138+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 60 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EXISTING

PAVEMENT REMOVAL LEGEND

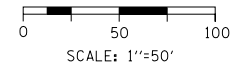
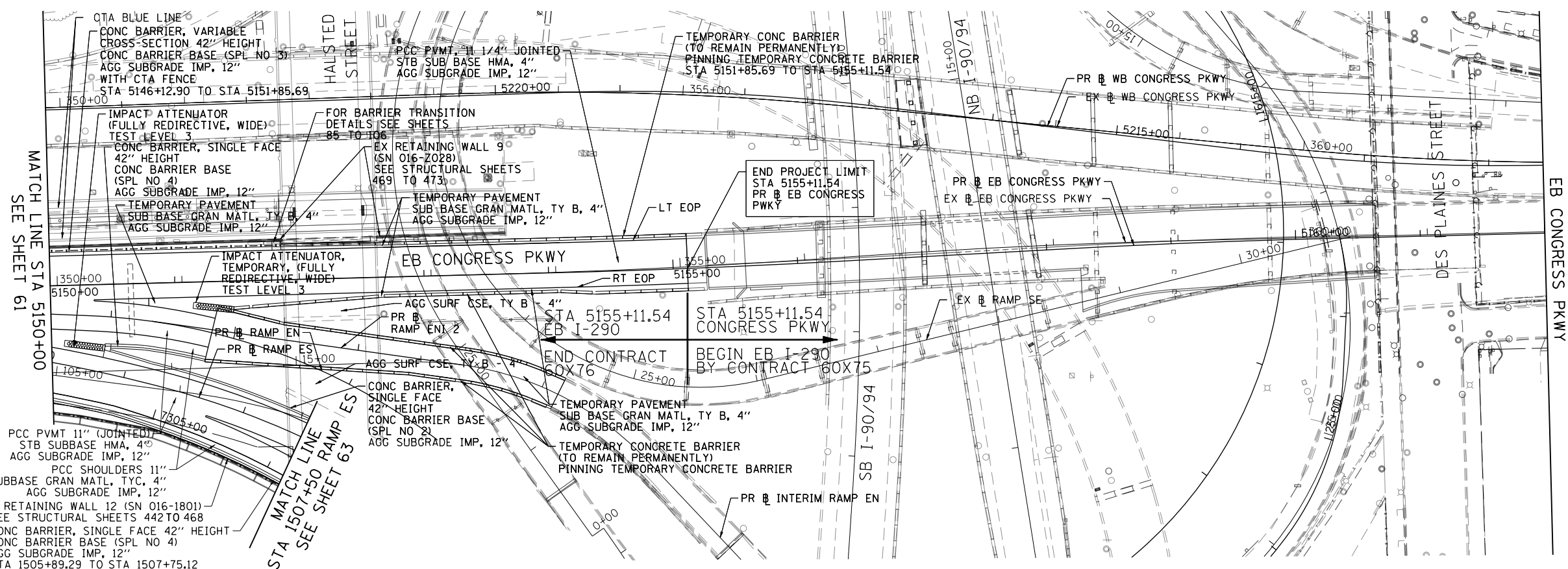
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- HMA SURFACE REMOVAL
- APPROACH SLAB REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING, TREE PRUNING
- SAPLING REMOVAL (NOT MEASURED FOR PAYMENT)



PROPOSED

NOTES:

1. SEE JOINTING AND SUPERELEVATION PLAN DETAIL SHEETS FOR GEOMETRIC INFORMATION, SHEET NO. 72 TO 79 .
2. SEE ALIGNMENT AND TIES SHEETS NO. 47 TO 58 FOR CURVE DATA.
3. ALL STATIONS AND OFFSETS ARE MEASURED FROM PR EB I-290 UNLESS OTHERWISE NOTED.



SCALE: 1"=50'

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| |
|------------------------------|
| D160X76-SHT-PLAN-04.dgn |
| USER NAME = vjjanachione |
| PLOT SCALE = 100.0000' / in. |
| PLOT DATE = 5/10/2017 |

| | |
|----------------|-----------|
| DESIGNED - MKW | REVISED - |
| DRAWN - BAW | REVISED - |
| CHECKED - JLV | REVISED - |
| DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN
EB I-290 MAINLINE

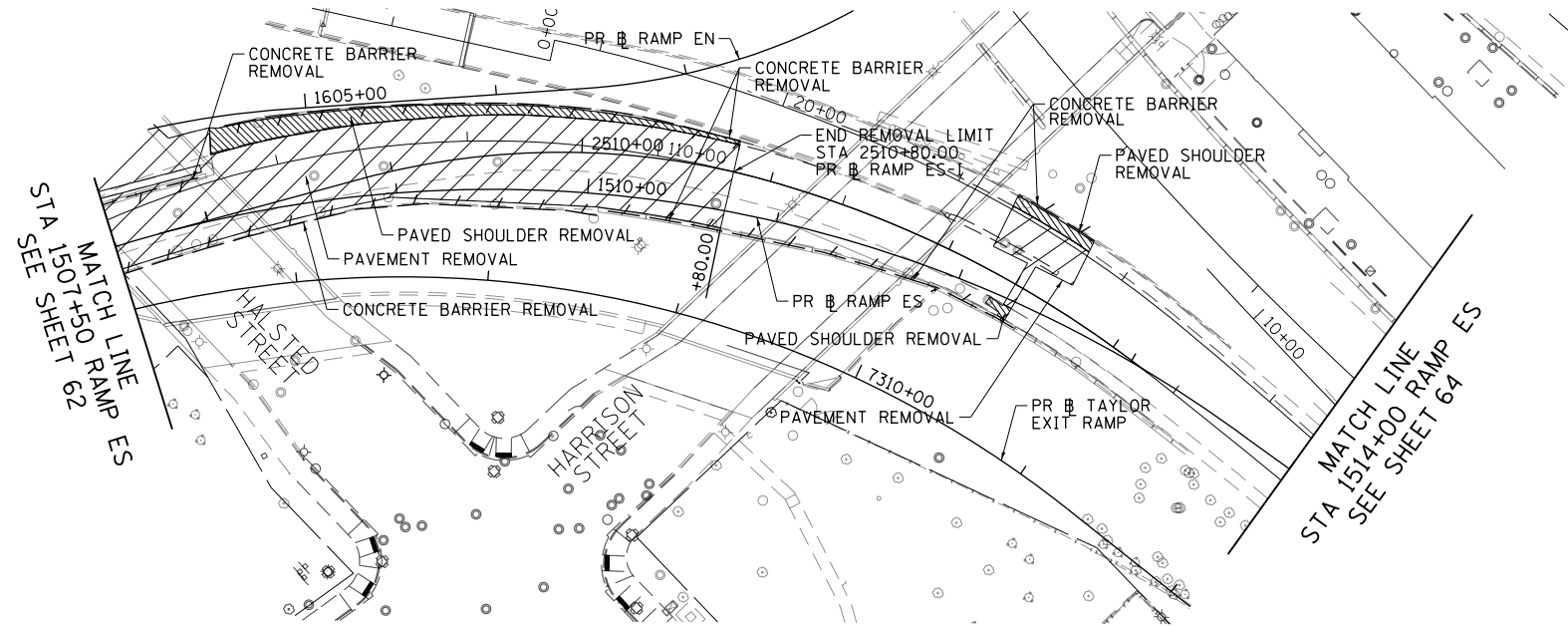
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 62 |
| CONTRACT NO. 60X76 | | | | |

ILLINOIS FED. AID PROJECT

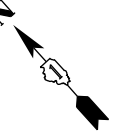
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EXISTING



PAVEMENT REMOVAL LEGEND

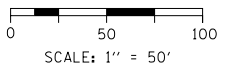
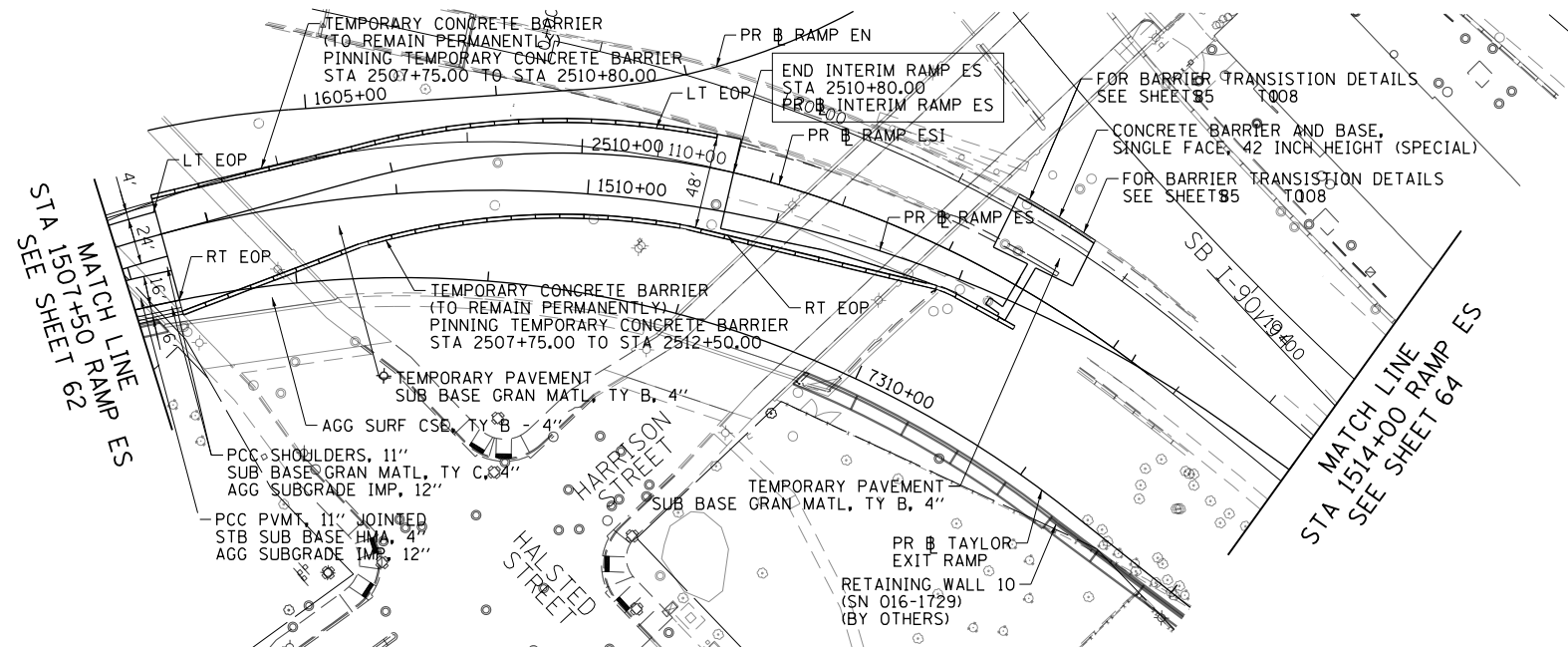
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- HMA SURFACE REMOVAL
- APPROACH SLAB REMOVAL
- MEDIAN REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL
- TREE TRUNK PROTECTION, TREE ROOT PRUNING, TREE PRUNING
- SAPLING REMOVAL (NOT MEASURED FOR PAYMENT)



NOTES:

1. SEE JOINTING AND SUPERELEVATION PLAN DETAIL SHEETS FOR GEOMETRIC INFORMATION, SHEET NO. 72 TO 79 .
2. SEE ALIGNMENT AND TIES SHEETS NO. 47 TO 58 FOR CURVE DATA.
3. ALL STATIONS AND OFFSETS ARE MEASURED FROM RAMP ALIGNMENTS UNLESS OTHERWISE NOTED.

PROPOSED



| | | |
|------------------------------|----------------|-----------|
| DI60X76-SHT-PLAN-05.dgn | DESIGNED - YSK | REVISED - |
| USER NAME = v1janachione | DRAWN - YSK | REVISED - |
| PLOT SCALE = 100.0001' / in. | CHECKED - JLJ | REVISED - |
| PLOT DATE = 5/10/2017 | DATE - 5/10/17 | REVISED - |

| | |
|----------------|-----------|
| DESIGNED - YSK | REVISED - |
| DRAWN - YSK | REVISED - |
| CHECKED - JLJ | REVISED - |
| DATE - 5/10/17 | REVISED - |









**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

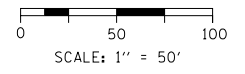
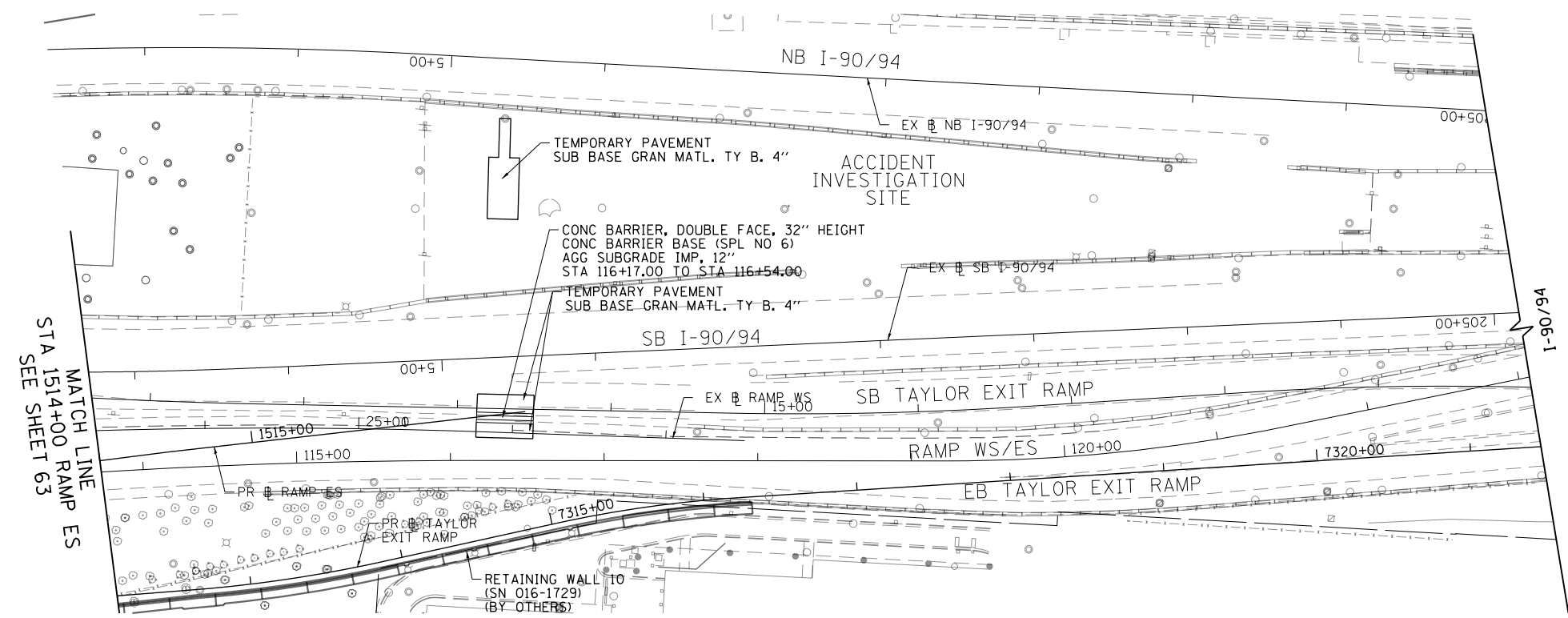
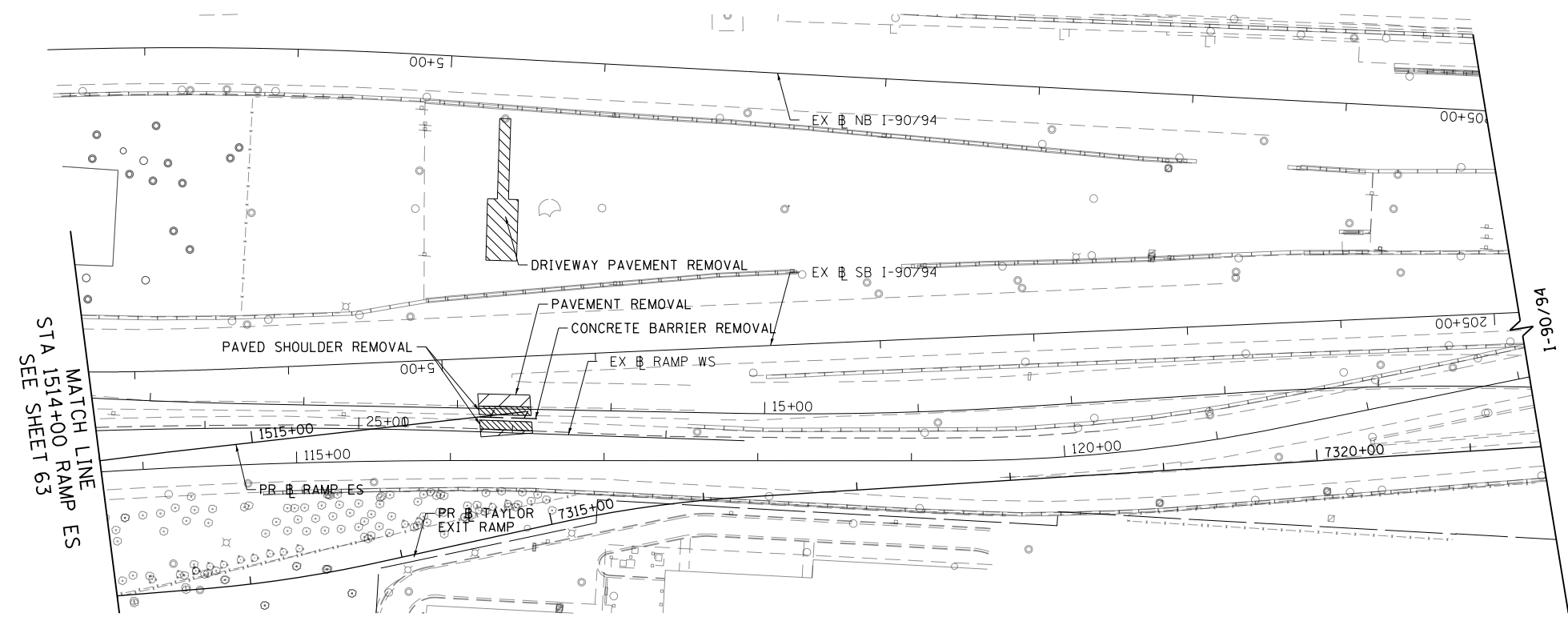
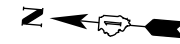
**EXISTING AND PROPOSED PLAN
EB I-290 /RAMP ES**

SCALE: 1"=50' SHEET 5 OF 13 SHEETS STA. 1507+50 TO STA. 1514+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 63 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

PAVEMENT REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  HMA SURFACE REMOVAL
-  APPROACH SLAB REMOVAL
-  MEDIAN REMOVAL
-  PAVED SHOULDER REMOVAL
-  LINEAR REMOVAL
- X TREE REMOVAL
- P TREE TRUNK PROTECTION, TREE ROOT PRUNING, TREE PRUNING
- S SAPLING REMOVAL (NOT MEASURED FOR PAYMENT)



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D160X76-SHT-PLAN-06.dgn
 USER NAME = v1janachione
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/9/2017

| | |
|----------------|-----------|
| DESIGNED - YSK | REVISED - |
| DRAWN - YSK | REVISED - |
| CHECKED - JLJ | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED PLAN
 EB I-290 /I-90/94**

SCALE: 1"=50' SHEET 6 OF 13 SHEETS STA. 345+00 TO STA. 359+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 64 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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SHEET INTENTIONALLY BLANK



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|------------------------------|
| DI60X76-SHT-PLAN-06A.dgn |
| USER NAME = v1janachione |
| PLOT SCALE = 100.0000' / in. |
| PLOT DATE = 5/9/2017 |

| |
|----------------|
| DESIGNED - MKW |
| DRAWN - BAW |
| CHECKED - JLV |
| DATE - 5/10/17 |

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| REVISED - |
| REVISED - |
| REVISED - |
| REVISED - |

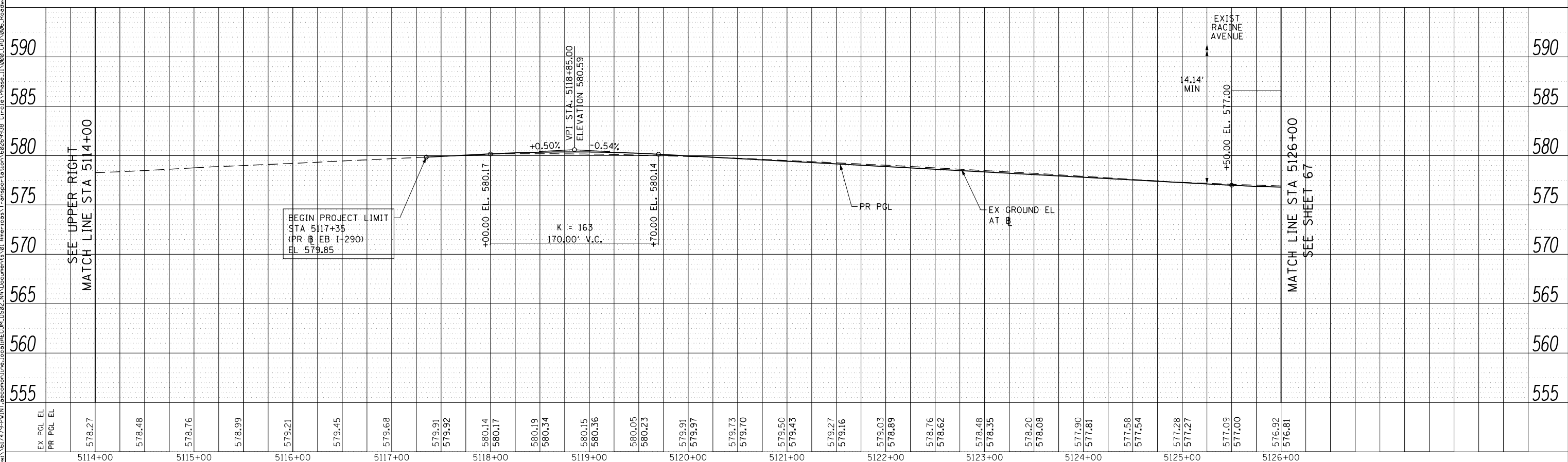
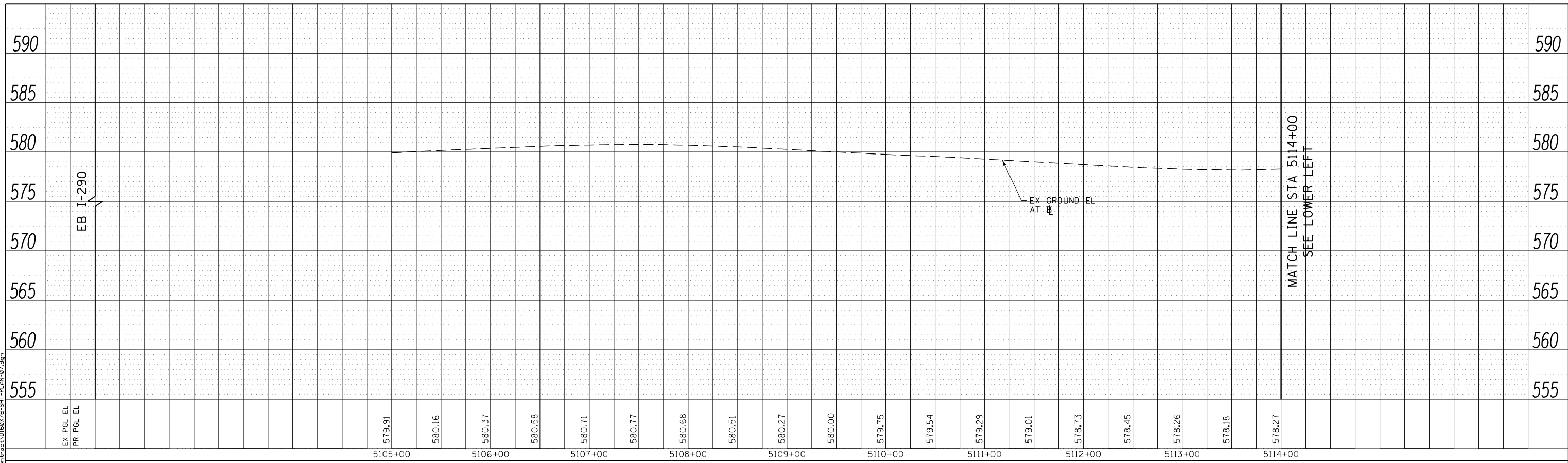
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN

SCALE: 1"=50' SHEET 7 OF 13 SHEETS STA. 8108+00 TO STA. 8120+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|-----------------|--------------------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 65 |
| ILLINOIS FED. AID PROJECT | | | | CONTRACT NO. 60X76 |

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D160X76-SHT-PLAN-07.dgn
 USER NAME = v1janachione
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - MKW
 DRAWN - BAW
 CHECKED - JLV
 DATE - 5/10/17

REVISED -
 REVISED -
 REVISED -
 REVISED -

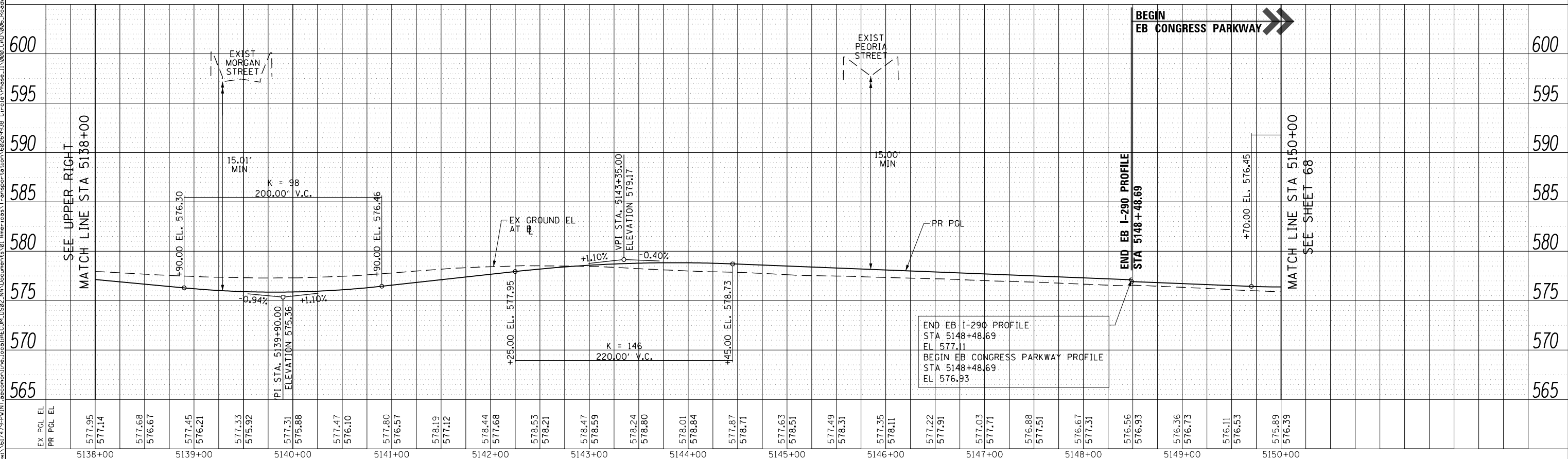
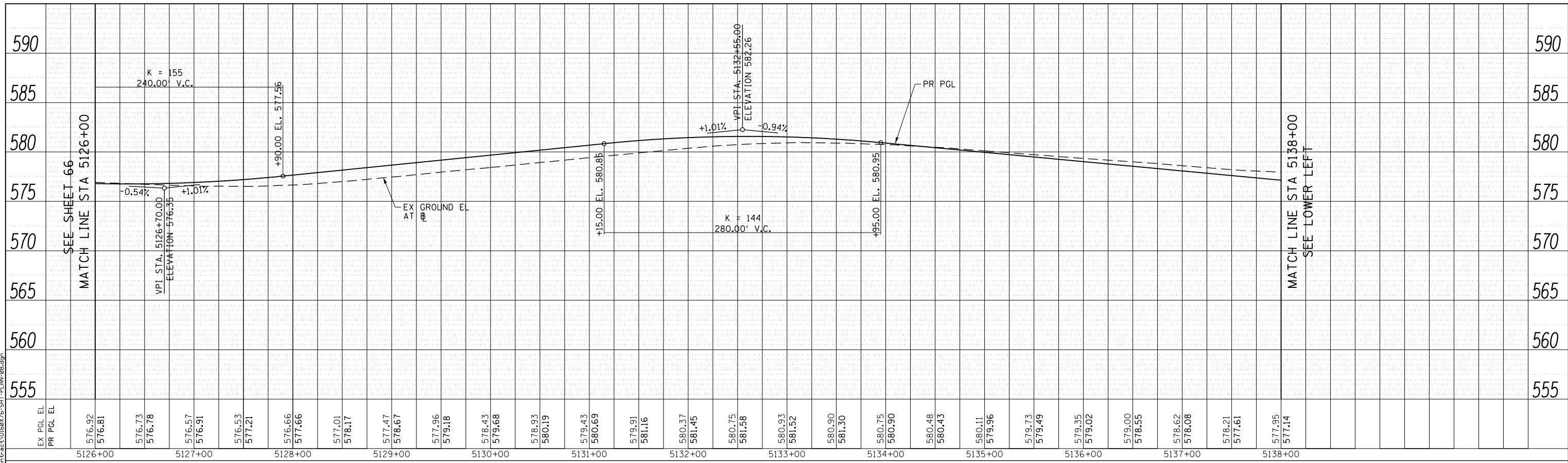
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY PROFILE
EB I-290

SCALE: 1"=50' SHEET 8 OF 13 SHEETS STA. 5105+00 TO STA. 5126+00

| | | | | |
|--------------------------|----------------------|----------------|---------------------------|-----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2013-011R | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 66 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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D:\60X76-SHT-PLAN-08.dgn
 USER NAME = v1janachione
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - MKW
 DRAWN - BAW
 CHECKED - JLJ
 DATE - 5/10/17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
EB I-290

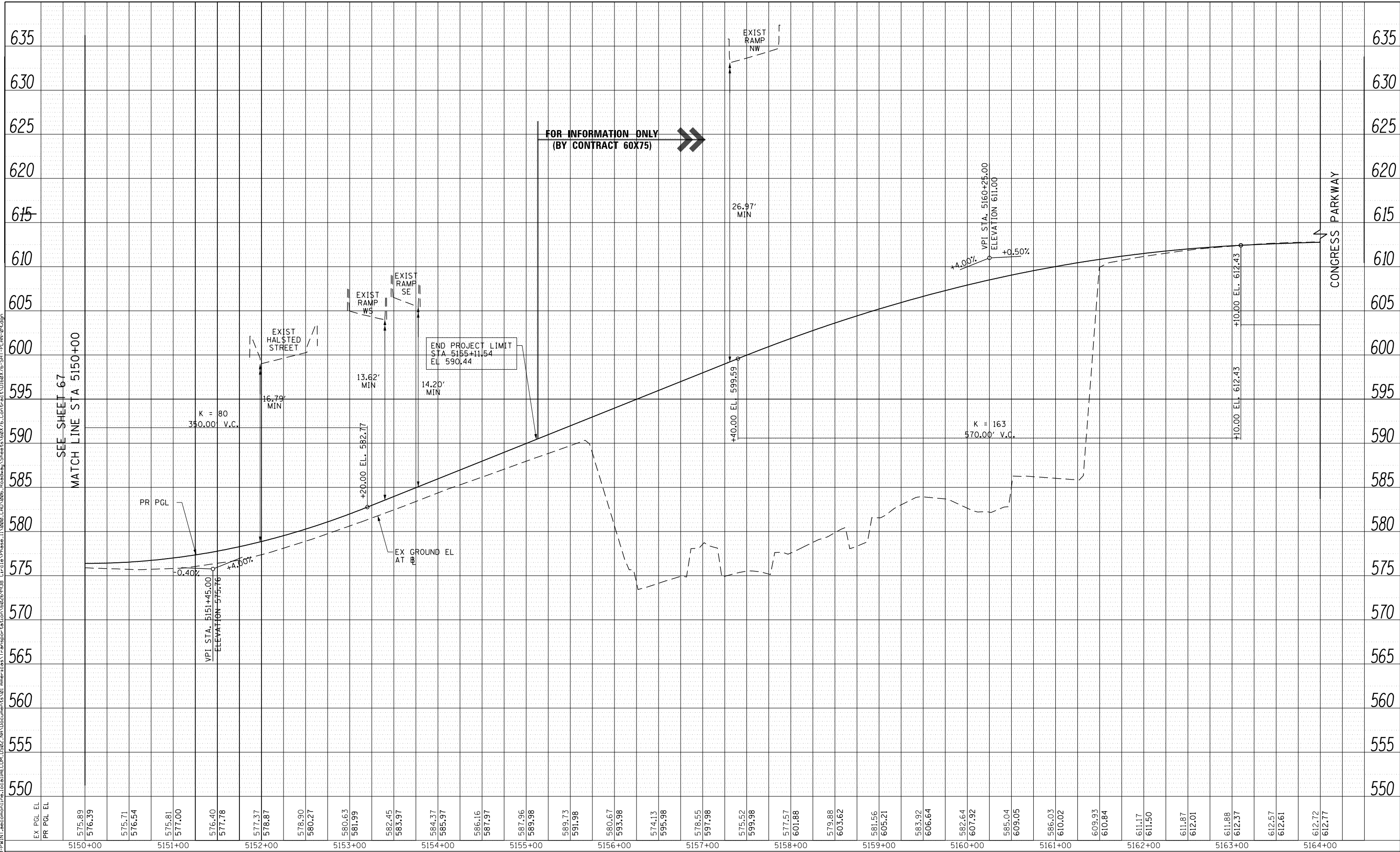
SCALE: 1"=50' SHEET 9 OF 13 SHEETS STA. 5126+00 TO STA. 5150+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------|--------|---------------------------|-----------|
| 90/94/290 | 2013-011R | COOK | 814 | 67 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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|------|----------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | BY |
| | CHECKED | |
| | NO. _____ | |
| | NOTE BOOK | |
| | CADD FILE NAME | |

| | | |
|---------|--------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | BY |
| | CHECKED | |
| | NO. _____ | |
| | NOTE BOOK | |
| | STRUCTURE | |
| | NOT AT THIS OFFICE | |

FILE PATH = p:\617479-PLAN\INT\recomline\local\IACOM_0502_MN\Documents\01 America's Transportation\02269938 Circle\Phase 1\2008_CAD\006 Roadway\Sheets\60X76 Contract\018076-SHT-PLAN-09.dgn



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|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| EX PGL EL | 5150+00 | 5151+00 | 5152+00 | 5153+00 | 5154+00 | 5155+00 | 5156+00 | 5157+00 | 5158+00 | 5159+00 | 5160+00 | 5161+00 | 5162+00 | 5163+00 | 5164+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR PGL EL | 575.89 | 576.39 | 575.71 | 576.54 | 575.81 | 577.00 | 576.40 | 577.78 | 577.37 | 578.87 | 578.90 | 580.27 | 580.63 | 581.99 | 582.45 | 583.97 | 584.37 | 585.97 | 586.16 | 587.97 | 587.96 | 589.98 | 589.73 | 591.98 | 580.67 | 593.98 | 574.13 | 595.98 | 578.55 | 597.98 | 575.52 | 599.98 | 577.57 | 601.88 | 579.88 | 603.62 | 581.56 | 605.21 | 583.92 | 606.64 | 582.64 | 607.92 | 585.04 | 609.05 | 586.03 | 610.02 | 609.93 | 610.84 | 611.17 | 611.50 | 611.87 | 612.01 | 611.88 | 612.37 | 612.57 | 612.61 | 612.72 | 612.77 |



| | | | |
|------------------------------|------------|---------|-----------|
| D160X76-SHT-PLAN-09.dgn | DESIGNED - | MKW | REVISED - |
| USER NAME = v1janachione | DRAWN - | BAW | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - | JLV | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - | 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

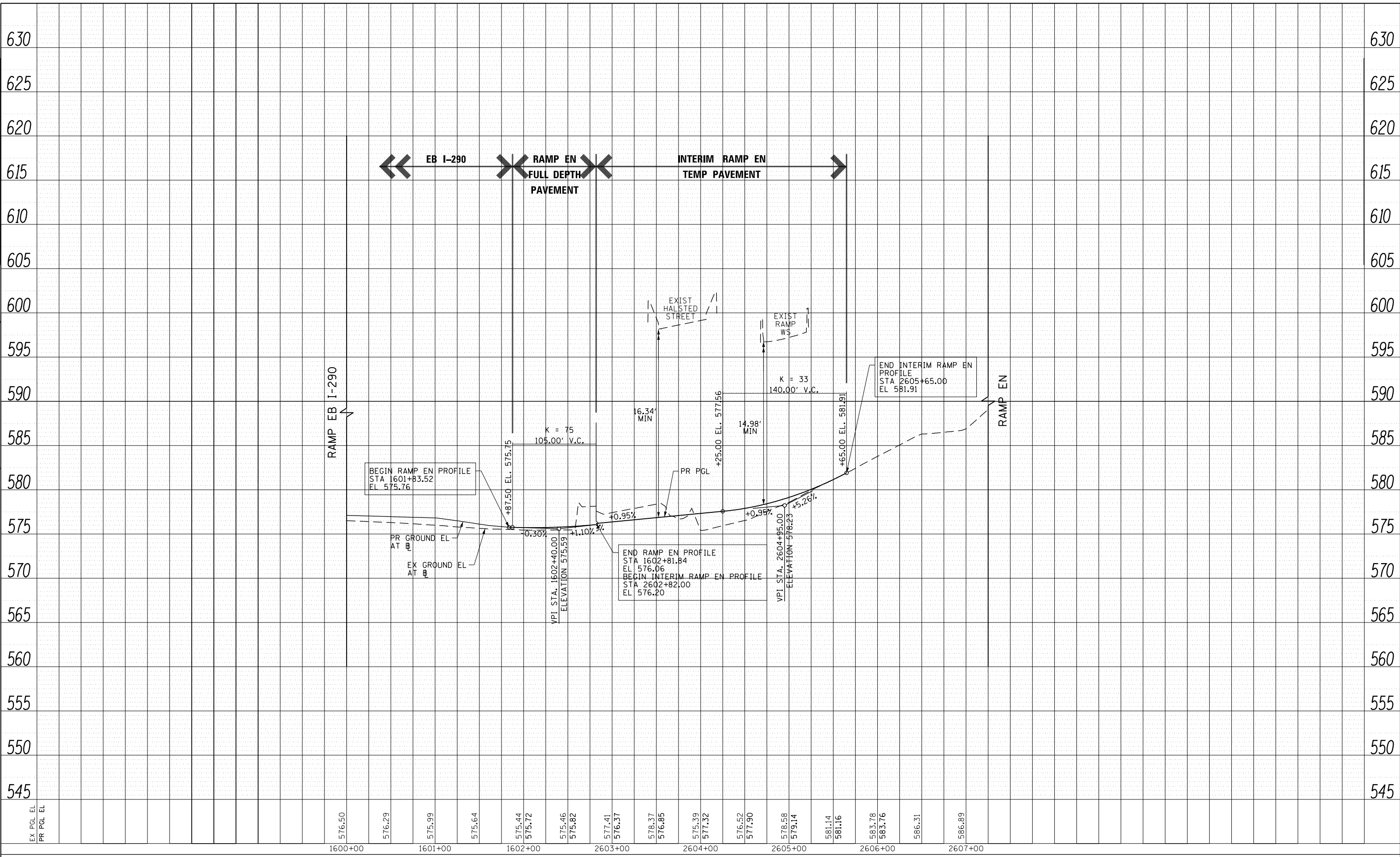
| | | | |
|--|----------|--------------|------------------------------|
| ROADWAY PROFILE EB CONGRESS PARKWAY | | | |
| SCALE: 1"=50' | SHEET 10 | OF 13 SHEETS | STA. 5150+00 TO STA. 5164+00 |

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|-----------------------|---------------------|-------------|---------------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 68 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | BY | |
| | NO. | |
| | FILE NAME | |

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|---------|-----------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | BY | |
| | NO. | |
| | FILE NAME | |

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|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| EX PGL EL | 576.50 | 576.29 | 575.99 | 575.64 | 575.44 | 575.72 | 575.46 | 575.82 | 577.41 | 576.37 | 578.37 | 576.85 | 575.39 | 577.32 | 576.52 | 577.90 | 578.58 | 579.14 | 581.14 | 581.16 | 583.78 | 583.76 | 586.31 | 586.89 |
| PR PGL EL | | | | | | | | | | | | | | | | | | | | | | | | |



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|------------------------------|----------------|-----------|
| D160X76-SHT-PLAN-10.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v1janachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JLV | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

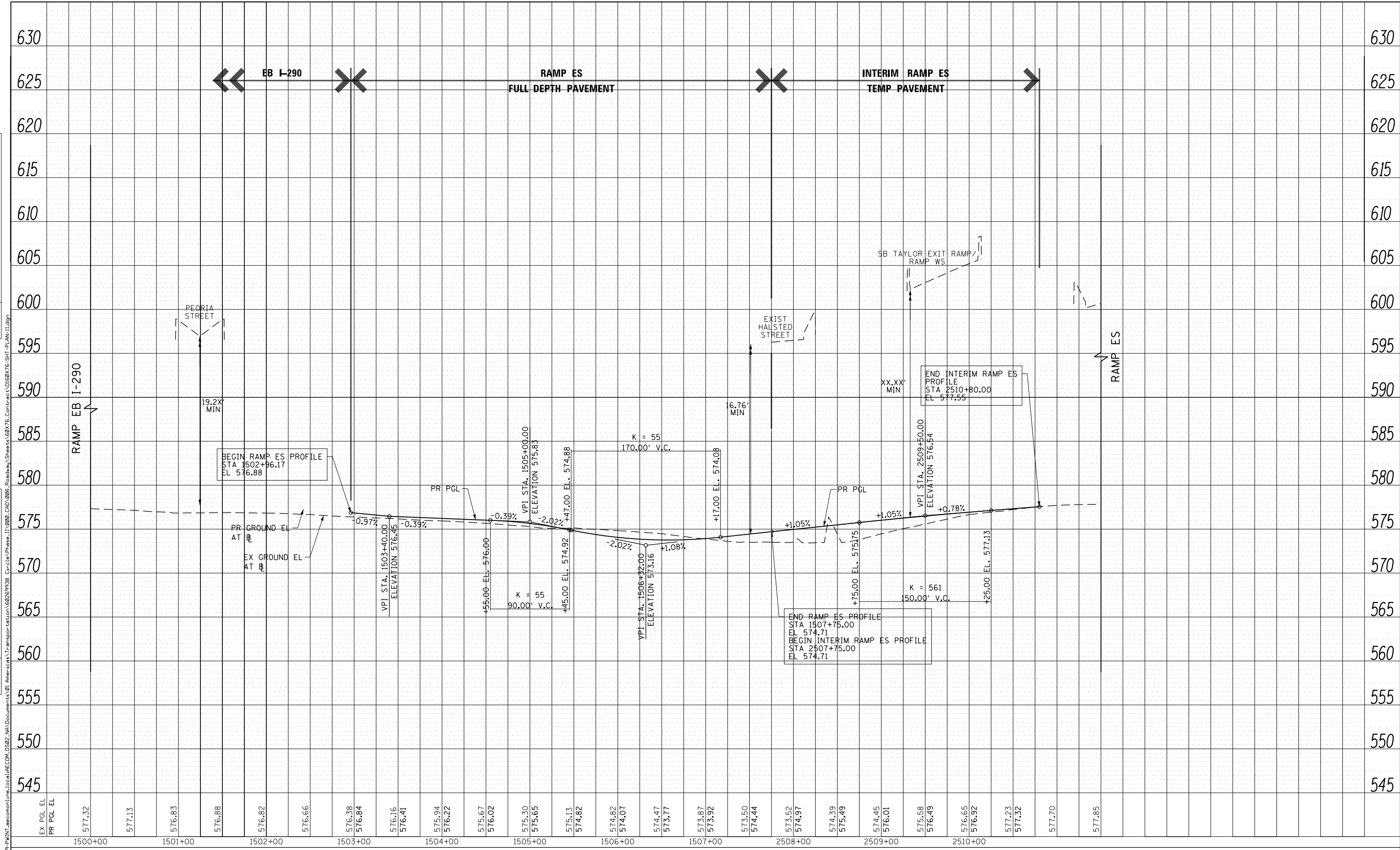
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|------------------------------------|----------|--------------|------------------------------|
| ROADWAY PROFILE RAMP EN | | | |
| SCALE: 1"=50' | SHEET 11 | OF 13 SHEETS | STA. 1600+00 TO STA. 2607+00 |

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 69 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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|------|----------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | ALIGNED | |
| | CARD FILE NAME | |
| | NO. | |

| | | |
|---------|--------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE | |
| | NOT AT THIS OFFICE | |
| | NO. | |



| | | |
|------------------------------|----------------|-----------|
| D160X76-SHT-PLAN-11.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v1janachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JLV | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
RAMP ES**

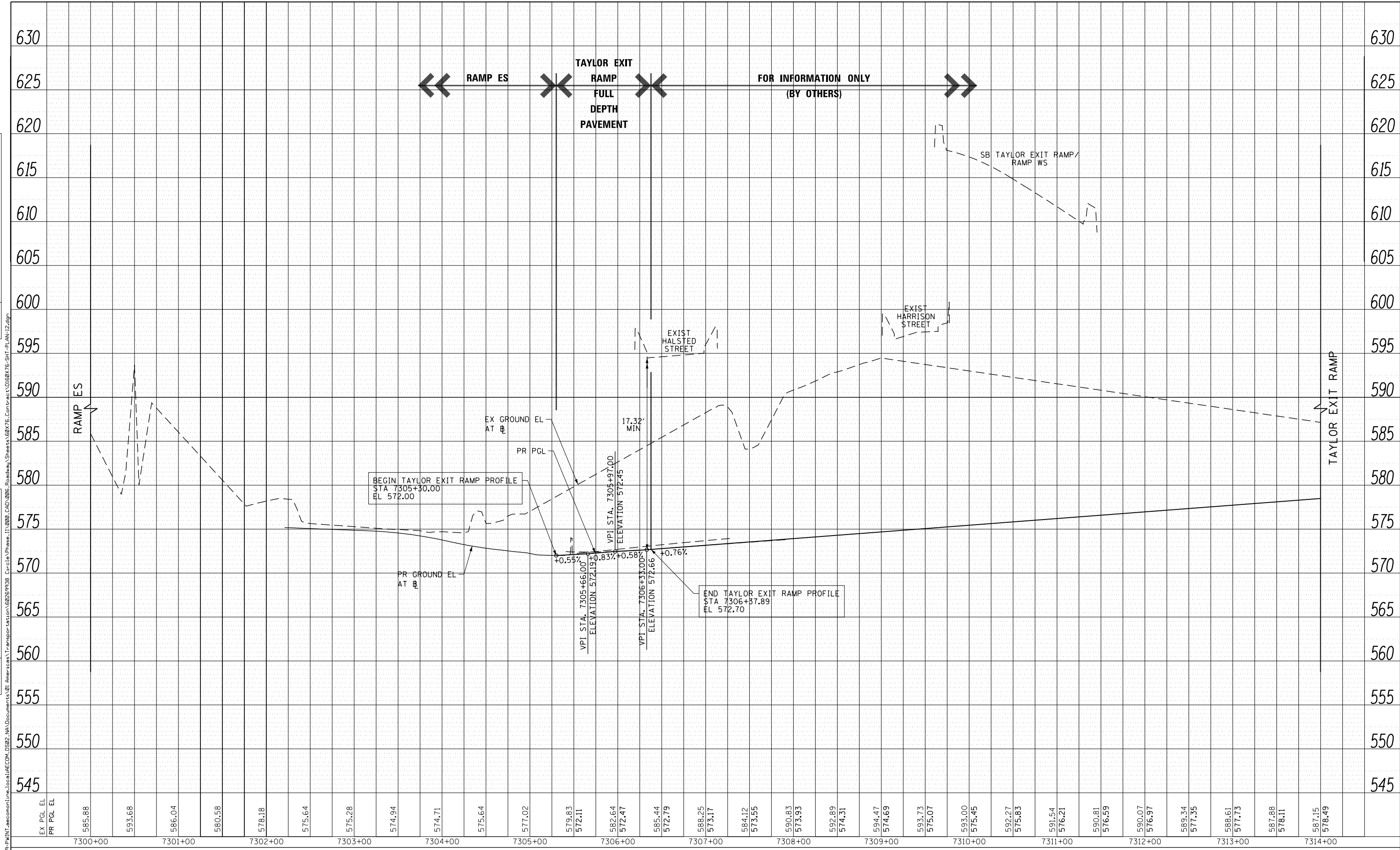
SCALE: 1"=50' SHEET 12 OF 13 SHEETS STA. 1500+00 TO STA. 2512+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 70 |
| CONTRACT NO. 60X76 | | | | |

ILLINOIS FED. AID PROJECT

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|------|-----------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | BY | |
| | NO. | |
| | FILE NAME | |

| | | |
|---------|-----------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | BY | |
| | NO. | |
| | FILE NAME | |



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|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--|--|
| EX PGL EL | 585.88 | 593.68 | 586.04 | 580.58 | 578.18 | 575.64 | 575.28 | 574.94 | 574.71 | 575.64 | 577.02 | 579.83 | 572.11 | 582.64 | 572.47 | 585.44 | 572.79 | 588.25 | 573.17 | 584.12 | 573.55 | 590.83 | 573.93 | 592.89 | 574.31 | 594.47 | 574.69 | 593.73 | 575.07 | 593.00 | 575.45 | 592.27 | 575.83 | 591.54 | 576.21 | 590.81 | 576.59 | 590.07 | 576.97 | 589.34 | 577.35 | 588.61 | 577.73 | 587.88 | 578.11 | 587.15 | 578.49 | | | |
| PR PGL EL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

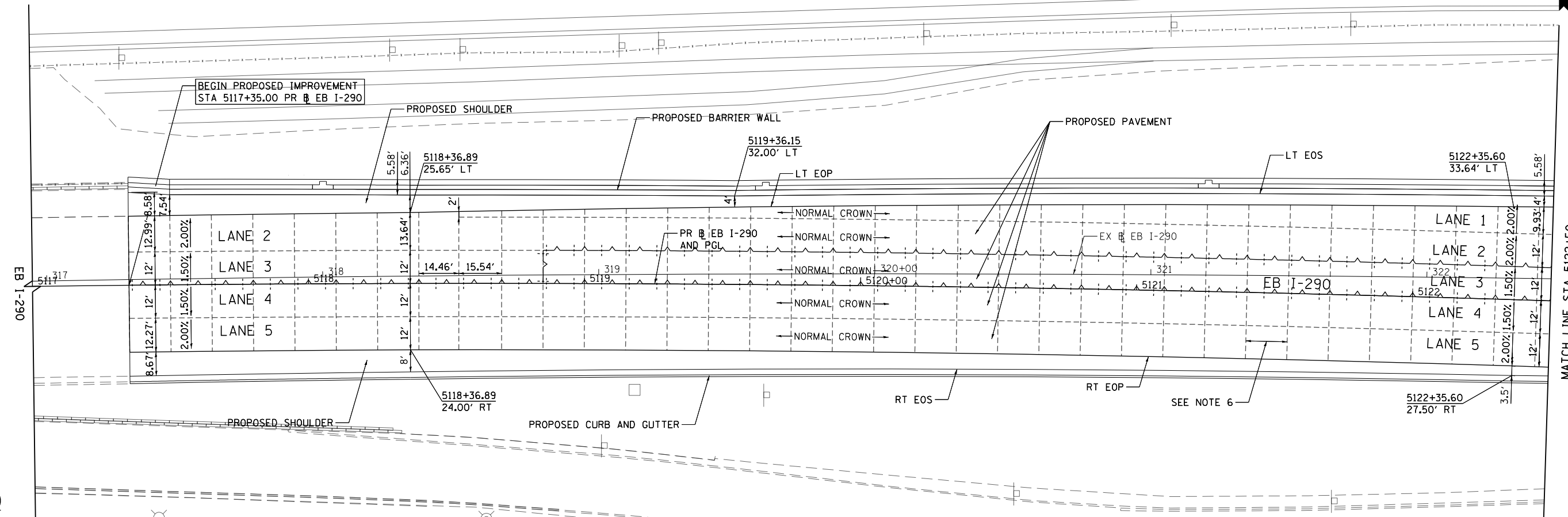
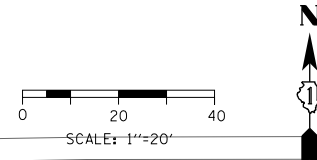


| | | |
|------------------------------|----------------|-----------|
| D:\60X76-SHT-PLAN-12.dgn | DESIGNED - MKW | REVISED - |
| USER NAME = v1janachione | DRAWN - BAW | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - JLV | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|----------|--------------|------------------------------|
| ROADWAY PROFILE TAYLOR STREET EXIT RAMP | | | |
| SCALE: 1"=50' | SHEET 13 | OF 13 SHEETS | STA. 7300+00 TO STA. 7314+00 |

| | | | | |
|---------------------------|---------------------|-------------|--------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 71 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60X76 | |



LEGEND

- +—+— CONSTRUCTION JOINT
- 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 2' C-C (STANDARD 420001-08) OR
- 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 2' C-C (STANDARD 420001-08)
- TRANSVERSE CONSTRUCTION JOINT 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- SAWED JOINT (MAINLINE)
- LONGITUDINAL SAWED JOINT NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-08)
- TRANSVERSE CONTRACTION JOINT 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- SAWED JOINT (RAMPS)
- LONGITUDINAL SAWED JOINT NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
- TRANSVERSE CONTRACTION JOINT 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
- 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)
- ▨ PAVEMENT CROSS SLOPE TRANSITIONS

| PAVEMENT CROSS SLOPE AND ELEVATION - EB I-290 | | | | | | | | | | | | | | | | | | | | | | |
|---|------|--------|--------|------|--------|--------|--------|--------|----------|--------|--------|------------|------------|--------|------------------|--------|--------|--------|--------|--------|--------|--------|
| INSIDE SHOULDER | | | LANE 1 | | LANE 2 | | LANE 3 | | P-IKE-EB | | LANE 4 | | LANE 5 | | OUTSIDE SHOULDER | | | | | | | |
| 579.06 | 8.58 | -4.00% | | | 579.40 | 12.98 | -2.00% | 579.66 | 12.00 | -1.50% | 579.84 | 5117+35.00 | -1.50% | 12.00 | 579.66 | -2.00% | 12.27 | 579.41 | -4.00% | 8.67 | 579.07 | |
| 579.18 | 7.54 | -4.00% | | | 579.48 | 13.10 | -2.00% | 579.74 | 12.00 | -1.50% | 579.92 | 5117+50.00 | -1.50% | 12.00 | 579.74 | -2.00% | 12.23 | 579.50 | -4.00% | 8.57 | 579.15 | |
| 579.20 | 7.47 | -4.00% | | | 579.50 | 13.11 | -2.00% | 579.76 | 12.00 | -1.50% | 579.94 | 5117+54.68 | -1.50% | 12.00 | 579.76 | -2.00% | 12.22 | 579.52 | -4.00% | 8.54 | 579.17 | |
| 579.31 | 7.20 | -4.00% | | | 579.60 | 13.25 | -2.00% | 579.86 | 12.00 | -1.50% | 580.04 | 5117+75.00 | -1.50% | 12.00 | 579.86 | -2.00% | 12.16 | 579.62 | -4.00% | 8.41 | 579.28 | |
| 579.45 | 6.86 | -4.00% | | | 579.72 | 13.45 | -2.00% | 579.99 | 12.00 | -1.50% | 580.17 | 5118+00.00 | -1.50% | 12.00 | 579.99 | -2.00% | 12.10 | 579.75 | -4.00% | 8.25 | 579.42 | |
| 579.57 | 6.51 | -4.00% | | | 579.83 | 13.57 | -2.00% | 580.10 | 12.00 | -1.50% | 580.28 | 5118+25.00 | -1.50% | 12.00 | 580.10 | -2.00% | 12.03 | 579.86 | -4.00% | 8.08 | 579.54 | |
| 579.57 | 6.35 | -4.00% | | | 579.82 | 14.57 | -2.00% | 580.12 | 13.00 | -1.50% | 580.31 | 5118+36.89 | -1.50% | 12.00 | 580.13 | -2.00% | 12.00 | 579.89 | -4.00% | 8.00 | 579.57 | |
| 579.64 | 6.09 | -4.00% | 579.88 | 1.91 | -2.00% | 579.92 | 12.00 | -2.00% | 580.16 | 12.00 | -1.50% | 580.34 | 5118+50.00 | -1.50% | 12.00 | 580.16 | -2.00% | 12.00 | 579.92 | -4.00% | 7.85 | 579.61 |
| 579.68 | 5.59 | -4.00% | 579.90 | 2.41 | -2.00% | 579.95 | 12.00 | -2.00% | 580.19 | 12.00 | -1.50% | 580.37 | 5118+75.00 | -1.50% | 12.00 | 580.19 | -2.00% | 12.00 | 579.95 | -4.00% | 7.57 | 579.65 |
| 579.68 | 5.09 | -4.00% | 579.88 | 2.91 | -2.00% | 579.94 | 12.00 | -2.00% | 580.18 | 12.00 | -1.50% | 580.36 | 5119+00.00 | -1.50% | 12.00 | 580.18 | -2.00% | 12.00 | 579.94 | -4.00% | 7.29 | 579.65 |
| 579.65 | 4.59 | -4.00% | 579.83 | 3.41 | -2.00% | 579.90 | 12.00 | -2.00% | 580.14 | 12.00 | -1.50% | 580.32 | 5119+25.00 | -1.50% | 12.00 | 580.14 | -2.00% | 12.00 | 579.90 | -4.00% | 7.01 | 579.62 |
| 579.57 | 4.09 | -4.00% | 579.73 | 3.92 | -2.00% | 579.81 | 12.00 | -2.00% | 580.05 | 12.00 | -1.50% | 580.23 | 5119+50.00 | -1.50% | 12.00 | 580.05 | -2.00% | 12.00 | 579.81 | -4.00% | 6.72 | 579.54 |
| 579.55 | 4.00 | -4.00% | 579.71 | 4.00 | -2.00% | 579.79 | 12.00 | -2.00% | 580.03 | 12.00 | -1.50% | 580.21 | 5119+54.15 | -1.50% | 12.00 | 580.03 | -2.00% | 12.00 | 579.79 | -4.00% | 6.68 | 579.52 |
| 579.44 | 4.00 | -4.00% | 579.60 | 4.42 | -2.00% | 579.69 | 12.00 | -2.00% | 579.93 | 12.00 | -1.50% | 580.11 | 5119+75.00 | -1.50% | 12.00 | 579.93 | -2.00% | 12.00 | 579.69 | -4.00% | 6.44 | 579.43 |
| 579.29 | 4.00 | -4.00% | 579.45 | 4.92 | -2.00% | 579.55 | 12.00 | -2.00% | 579.79 | 12.00 | -1.50% | 579.97 | 5120+00.00 | -1.50% | 12.00 | 579.79 | -2.00% | 12.00 | 579.55 | -4.00% | 6.16 | 579.30 |
| 579.15 | 4.00 | -4.00% | 579.31 | 5.42 | -2.00% | 579.42 | 12.00 | -2.00% | 579.66 | 12.00 | -1.50% | 579.84 | 5120+25.00 | -1.50% | 12.00 | 579.66 | -2.00% | 12.00 | 579.42 | -4.00% | 5.88 | 579.18 |
| 579.00 | 4.00 | -4.00% | 579.16 | 5.92 | -2.00% | 579.28 | 12.00 | -2.00% | 579.52 | 12.00 | -1.50% | 579.70 | 5120+50.00 | -1.50% | 12.00 | 579.52 | -2.00% | 12.00 | 579.28 | -4.00% | 5.59 | 579.06 |
| 578.86 | 4.00 | -4.00% | 579.02 | 6.42 | -2.00% | 579.15 | 12.00 | -2.00% | 579.39 | 12.00 | -1.50% | 579.57 | 5120+75.00 | -1.50% | 12.00 | 579.39 | -2.00% | 12.00 | 579.15 | -4.00% | 5.31 | 578.94 |
| 578.71 | 4.00 | -4.00% | 578.87 | 6.92 | -2.00% | 579.01 | 12.00 | -2.00% | 579.25 | 12.00 | -1.50% | 579.43 | 5121+00.00 | -1.50% | 12.00 | 579.25 | -2.00% | 12.00 | 579.01 | -4.00% | 5.03 | 578.81 |
| 578.64 | 4.00 | -4.00% | 578.80 | 7.20 | -2.00% | 578.94 | 12.00 | -2.00% | 579.18 | 12.00 | -1.50% | 579.36 | 5121+14.00 | -1.50% | 12.00 | 579.18 | -2.00% | 12.00 | 578.94 | -4.00% | 4.87 | 578.75 |
| 578.57 | 4.00 | -4.00% | 578.73 | 7.43 | -2.00% | 578.88 | 12.00 | -2.00% | 579.12 | 12.00 | -1.50% | 579.30 | 5121+25.00 | -1.50% | 12.00 | 579.12 | -2.00% | 12.00 | 578.88 | -4.00% | 4.75 | 578.69 |
| 578.42 | 4.00 | -4.00% | 578.58 | 7.93 | -2.00% | 578.74 | 12.00 | -2.00% | 579.98 | 12.00 | -1.50% | 579.16 | 5121+50.00 | -1.50% | 12.00 | 578.98 | -2.00% | 12.00 | 578.74 | -4.00% | 4.47 | 578.56 |
| 578.28 | 4.00 | -4.00% | 578.44 | 8.43 | -2.00% | 578.61 | 12.00 | -2.00% | 578.85 | 12.00 | -1.50% | 579.03 | 5121+75.00 | -1.50% | 12.00 | 578.85 | -2.00% | 12.00 | 578.61 | -4.00% | 4.18 | 578.44 |
| 578.13 | 4.00 | -4.00% | 578.29 | 8.93 | -2.00% | 578.47 | 12.00 | -2.00% | 578.71 | 12.00 | -1.50% | 578.89 | 5122+00.00 | -1.50% | 12.00 | 578.71 | -2.00% | 12.00 | 578.47 | -4.00% | 3.90 | 578.31 |
| 578.00 | 4.00 | -4.00% | 578.16 | 9.37 | -2.00% | 578.35 | 12.00 | -2.00% | 578.59 | 12.00 | -1.50% | 578.77 | 5122+22.00 | -1.50% | 12.00 | 578.59 | -2.00% | 12.00 | 578.35 | -4.00% | 3.64 | 578.20 |
| 577.99 | 4.00 | -4.00% | 578.15 | 9.43 | -2.00% | 578.34 | 12.00 | -2.00% | 578.58 | 12.00 | -1.50% | 578.76 | 5122+25.00 | -1.50% | 12.00 | 578.58 | -2.00% | 12.00 | 578.34 | -4.00% | 3.62 | 578.20 |
| 577.84 | 4.00 | -4.00% | 578.00 | 9.93 | -2.00% | 578.20 | 12.00 | -2.00% | 578.44 | 12.00 | -1.50% | 578.62 | 5122+50.00 | -1.50% | 12.00 | 578.44 | -2.00% | 12.00 | 578.20 | -4.00% | 3.18 | 578.07 |

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR EB I-290 OR PR EB CONGRESS PARKWAY.
2. UNLESS OTHERWISE NOTED THE PGL IS ASSUMED TO BE AT THE BASELINE.
3. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 59 TO 71.
4. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
5. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-08 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
10. SEE STANDARD 420301-07 FOR EXIT RAMP TERMINAL JOINTING INFORMATION



D:\60X76-SHT-JOINTING-01.dgn
 USER NAME = vjjanachione
 PLOT SCALE = 40.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - VLJ
 DRAWN - CAT
 CHECKED - MKW
 DATE - 5/10/17

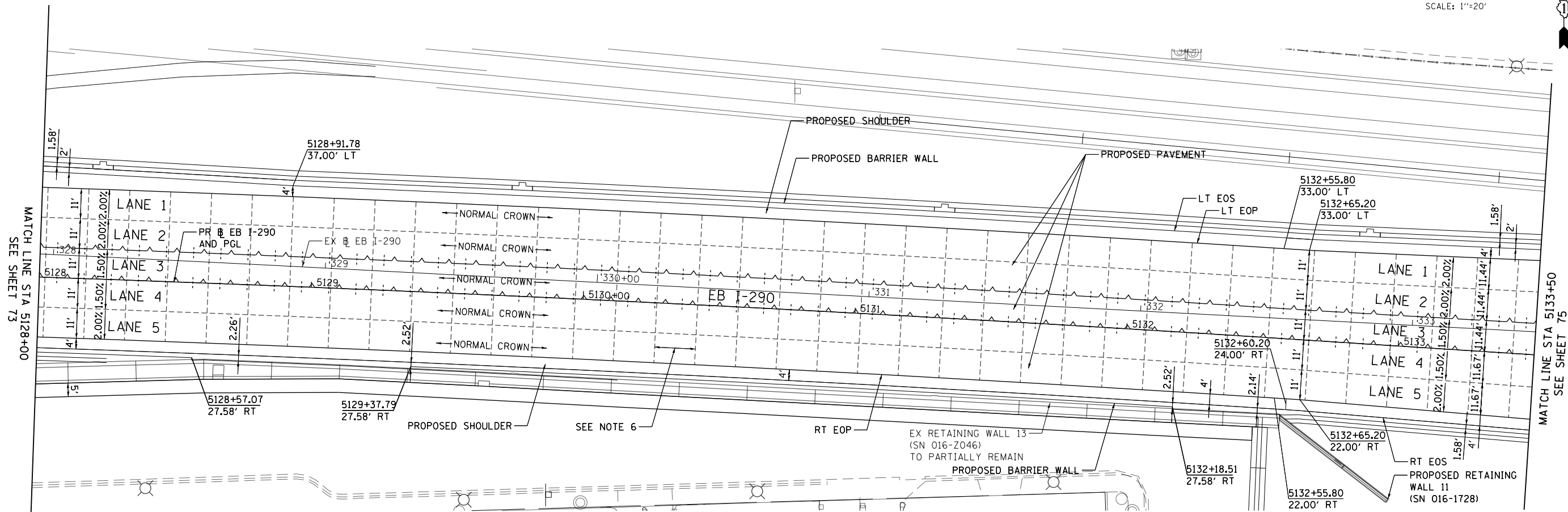
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EASTBOUND I-290 PROPOSED JOINTING AND SUPERELEVATION PLAN

SCALE: 1"=20' SHEET 1 OF 10 SHEETS STA. 5117+00 TO STA. 5122+50

| | | | | |
|--------------------------|------------------------|----------------|---------------------------|-----------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 72 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



LEGEND

- CONSTRUCTION JOINT
- LONGITUDINAL CONSTRUCTION JOINT
- 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 2' C-C (STANDARD 420001-08) OR
- 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUDED IN PLACE AT 2' C-C (STANDARD 420001-08)
- TRANSVERSE CONSTRUCTION JOINT
- 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- SAWED JOINT (MAINLINE)
- LONGITUDINAL SAWED JOINT
- NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-08)
- TRANSVERSE CONSTRUCTION JOINT
- 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- SAWED JOINT (RAMPS)
- LONGITUDINAL SAWED JOINT
- NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
- TRANSVERSE CONSTRUCTION JOINT
- 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
- 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)

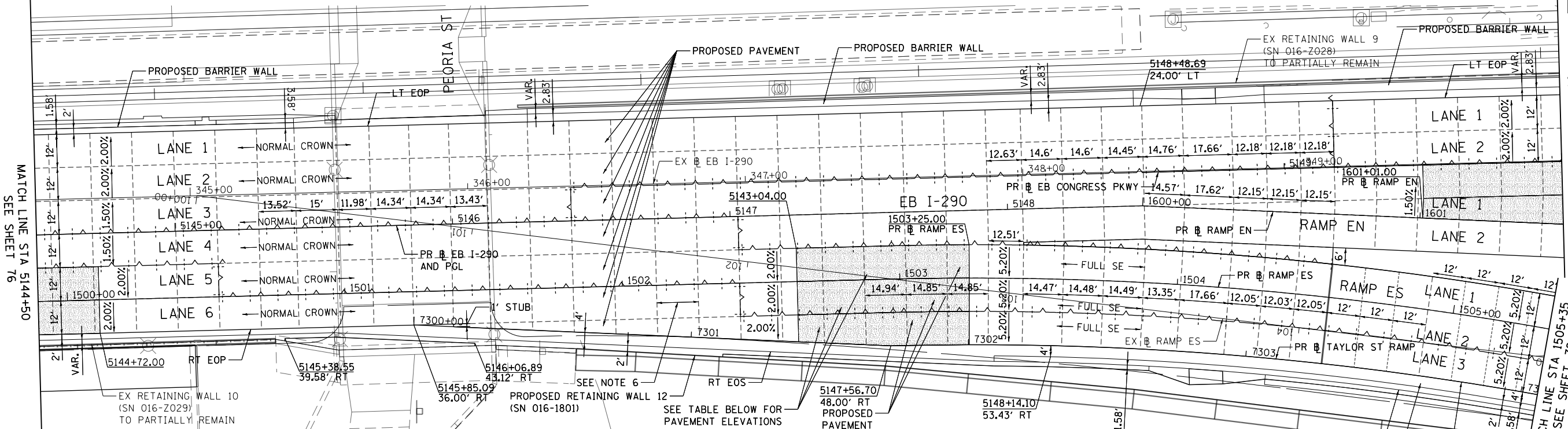
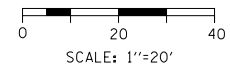
| PAVEMENT CROSS SLOPE AND ELEVATION - EB I-290 | | | | | | | | | | | | | | | | | | | | | | |
|---|------|--------|--------|--------|--------|--------|-------|----------|--------|--------|--------|--------|------------|------------------|-------|--------|--------|-------|--------|--------|------|--------|
| INSIDE SHOULDER | | LANE 1 | | LANE 2 | | LANE 3 | | P-IKE-EB | | LANE 4 | | LANE 5 | | OUTSIDE SHOULDER | | | | | | | | |
| 576.82 | 5.84 | -4.00% | 577.06 | 11.00 | -2.00% | 577.28 | 11.00 | -2.00% | 577.50 | 11.00 | -1.50% | 577.66 | 5128+00.00 | -1.50% | 11.00 | 577.50 | -2.00% | 11.00 | 577.28 | -4.00% | 4.00 | 577.12 |
| 577.10 | 5.34 | -4.00% | 577.32 | 11.00 | -2.00% | 577.54 | 11.00 | -2.00% | 577.76 | 11.00 | -1.50% | 577.92 | 5128+25.00 | -1.50% | 11.00 | 577.76 | -2.00% | 11.00 | 577.54 | -4.00% | 4.00 | 577.38 |
| 577.37 | 4.84 | -4.00% | 577.57 | 11.00 | -2.00% | 577.79 | 11.00 | -2.00% | 578.01 | 11.00 | -1.50% | 578.17 | 5128+50.00 | -1.50% | 11.00 | 578.01 | -2.00% | 11.00 | 577.79 | -4.00% | 4.00 | 577.63 |
| 577.64 | 4.34 | -4.00% | 577.82 | 11.00 | -2.00% | 578.04 | 11.00 | -2.00% | 578.26 | 11.00 | -1.50% | 578.42 | 5128+75.00 | -1.50% | 11.00 | 578.26 | -2.00% | 11.00 | 578.04 | -4.00% | 4.00 | 577.88 |
| 577.83 | 4.00 | -4.00% | 577.99 | 11.00 | -2.00% | 578.21 | 11.00 | -2.00% | 578.43 | 11.00 | -1.50% | 578.59 | 5128+91.74 | -1.50% | 11.00 | 578.43 | -2.00% | 11.00 | 578.21 | -4.00% | 4.00 | 578.05 |
| 577.91 | 4.00 | -4.00% | 578.07 | 11.00 | -2.00% | 578.29 | 11.00 | -2.00% | 578.51 | 11.00 | -1.50% | 578.67 | 5129+00.00 | -1.50% | 11.00 | 578.51 | -2.00% | 11.00 | 578.29 | -4.00% | 4.00 | 578.13 |
| 578.17 | 4.00 | -4.00% | 578.33 | 11.00 | -2.00% | 578.55 | 11.00 | -2.00% | 578.77 | 11.00 | -1.50% | 578.93 | 5129+25.00 | -1.50% | 11.00 | 578.77 | -2.00% | 11.00 | 578.55 | -4.00% | 4.00 | 578.39 |
| 578.42 | 4.00 | -4.00% | 578.58 | 11.00 | -2.00% | 578.80 | 11.00 | -2.00% | 579.02 | 11.00 | -1.50% | 579.18 | 5129+50.00 | -1.50% | 11.00 | 579.02 | -2.00% | 11.00 | 578.80 | -4.00% | 4.00 | 578.64 |
| 578.67 | 4.00 | -4.00% | 578.83 | 11.00 | -2.00% | 579.05 | 11.00 | -2.00% | 579.27 | 11.00 | -1.50% | 579.43 | 5129+75.00 | -1.50% | 11.00 | 579.27 | -2.00% | 11.00 | 579.05 | -4.00% | 4.00 | 578.89 |
| 578.92 | 4.00 | -4.00% | 579.08 | 11.00 | -2.00% | 579.30 | 11.00 | -2.00% | 579.52 | 11.00 | -1.50% | 579.68 | 5130+00.00 | -1.50% | 11.00 | 579.52 | -2.00% | 11.00 | 579.30 | -4.00% | 4.00 | 579.14 |
| 579.18 | 4.00 | -4.00% | 579.34 | 11.00 | -2.00% | 579.56 | 11.00 | -2.00% | 579.78 | 11.00 | -1.50% | 579.94 | 5130+25.00 | -1.50% | 11.00 | 579.78 | -2.00% | 11.00 | 579.56 | -4.00% | 4.00 | 579.40 |
| 579.43 | 4.00 | -4.00% | 579.59 | 11.00 | -2.00% | 579.81 | 11.00 | -2.00% | 580.03 | 11.00 | -1.50% | 580.19 | 5130+50.00 | -1.50% | 11.00 | 580.03 | -2.00% | 11.00 | 579.81 | -4.00% | 4.00 | 579.65 |
| 579.68 | 4.00 | -4.00% | 579.84 | 11.00 | -2.00% | 580.06 | 11.00 | -2.00% | 580.28 | 11.00 | -1.50% | 580.44 | 5130+75.00 | -1.50% | 11.00 | 580.28 | -2.00% | 11.00 | 580.06 | -4.00% | 4.00 | 579.90 |
| 579.93 | 4.00 | -4.00% | 580.09 | 11.00 | -2.00% | 580.31 | 11.00 | -2.00% | 580.53 | 11.00 | -1.50% | 580.69 | 5131+00.00 | -1.50% | 11.00 | 580.53 | -2.00% | 11.00 | 580.31 | -4.00% | 4.00 | 580.15 |
| 580.18 | 4.00 | -4.00% | 580.34 | 11.00 | -2.00% | 580.56 | 11.00 | -2.00% | 580.78 | 11.00 | -1.50% | 580.94 | 5131+25.00 | -1.50% | 11.00 | 580.78 | -2.00% | 11.00 | 580.56 | -4.00% | 4.00 | 580.40 |
| 580.40 | 4.00 | -4.00% | 580.56 | 11.00 | -2.00% | 580.78 | 11.00 | -2.00% | 581.00 | 11.00 | -1.50% | 581.16 | 5131+50.00 | -1.50% | 11.00 | 581.00 | -2.00% | 11.00 | 580.78 | -4.00% | 4.00 | 580.62 |
| 580.57 | 4.00 | -4.00% | 580.73 | 11.00 | -2.00% | 580.95 | 11.00 | -2.00% | 581.17 | 11.00 | -1.50% | 581.33 | 5131+75.00 | -1.50% | 11.00 | 581.17 | -2.00% | 11.00 | 580.95 | -4.00% | 4.00 | 580.79 |
| 580.69 | 4.00 | -4.00% | 580.85 | 11.00 | -2.00% | 581.07 | 11.00 | -2.00% | 581.29 | 11.00 | -1.50% | 581.45 | 5132+00.00 | -1.50% | 11.00 | 581.29 | -2.00% | 11.00 | 581.07 | -4.00% | 4.00 | 580.91 |
| 580.78 | 4.00 | -4.00% | 580.94 | 11.00 | -2.00% | 581.16 | 11.00 | -2.00% | 581.38 | 11.00 | -1.50% | 581.54 | 5132+25.00 | -1.50% | 11.00 | 581.38 | -2.00% | 11.00 | 581.16 | -4.00% | 4.00 | 581.00 |
| 580.82 | 4.00 | -4.00% | 580.98 | 11.00 | -2.00% | 581.20 | 11.00 | -2.00% | 581.42 | 11.00 | -1.50% | 581.58 | 5132+50.00 | -1.50% | 11.00 | 581.42 | -2.00% | 11.00 | 581.20 | -4.00% | 4.00 | 581.04 |
| 580.82 | 4.00 | -4.00% | 580.98 | 11.00 | -2.00% | 581.20 | 11.00 | -2.00% | 581.42 | 11.00 | -1.50% | 581.58 | 5132+65.20 | -1.50% | 11.00 | 581.42 | -2.00% | 11.00 | 581.20 | -4.00% | 2.00 | 581.12 |
| 580.80 | 4.00 | -4.00% | 580.96 | 11.07 | -2.00% | 581.18 | 11.07 | -2.00% | 581.40 | 11.07 | -1.50% | 581.57 | 5132+75.00 | -1.50% | 11.10 | 581.40 | -2.00% | 11.10 | 581.18 | -4.00% | 2.00 | 581.10 |
| 580.74 | 4.00 | -4.00% | 580.90 | 11.23 | -2.00% | 581.13 | 11.23 | -2.00% | 581.35 | 11.23 | -1.50% | 581.52 | 5133+00.00 | -1.50% | 11.35 | 581.35 | -2.00% | 11.35 | 581.12 | -4.00% | 2.00 | 581.04 |
| 580.64 | 4.00 | -4.00% | 580.80 | 11.40 | -2.00% | 581.03 | 11.40 | -2.00% | 581.26 | 11.40 | -1.50% | 581.43 | 5133+25.00 | -1.50% | 11.60 | 581.26 | -2.00% | 11.60 | 581.02 | -4.00% | 2.00 | 580.94 |
| 580.50 | 4.00 | -4.00% | 580.66 | 11.57 | -2.00% | 580.90 | 11.57 | -2.00% | 581.13 | 11.57 | -1.50% | 581.30 | 5133+50.00 | -1.50% | 11.85 | 581.12 | -2.00% | 11.85 | 580.89 | -4.00% | 2.00 | 580.81 |

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR EB I-290 OR PR EB CONGRESS PARKWAY.
2. UNLESS OTHERWISE NOTED THE PGL IS ASSUMED TO BE AT THE BASELINE.
3. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 59 TO 71.
4. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
5. ADDITIONAL SAWED TRANSVERSE CONSTRUCTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-08 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
10. SEE STANDARD 420301-07 FOR EXIT RAMP TERMINAL JOINTING INFORMATION

| | | | | | | | | | | | |
|-----------------------------|--|----------------|----------------|-------------------------------------|--|----------------------|-----------|-------------|--------------|-----------|---------------------------|
| | D:\617479-P\INT\ascom\line\local\IJC\IJC_D502_MH\Documents\01\America's Transport\station\6026\9598_Circle\Phase_11\006_CAD\006_Roadway\Sheets\60X76_Contract\016876-SHT-JOINTING-03.dgn | DESIGNED - VLJ | REVISED - | STATE OF ILLINOIS | EASTBOUND I-290 PROPOSED JOINTING AND SUPERELEVATION PLAN | F.A.I. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | USER NAME = v1janachione | DRAWN - CAT | REVISED - | DEPARTMENT OF TRANSPORTATION | SCALE: 1"=20' | SHEET 3 OF 10 SHEETS | 90/94/290 | 2014-002R&B | COOK | 814 | 74 |
| PLOT SCALE = 40.0000' / in. | CHECKED - MKW | REVISED - | DATE - 5/10/17 | STA. 5128+00 TO STA. 5133+50 | | CONTRACT NO. 60X76 | | | | | |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - | | | | | | | | | ILLINOIS FED. AID PROJECT |



PAVEMENT CROSS SLOPE AND ELEVATION - EB I-290

| INSIDE SHOULDER | LANE 1 | | LANE 2 | | LANE 3 | | P-IKE-EB | | LANE 4 | | LANE 5 | | LANE 6 | | LANE 7 | | OUTSIDE SHOULDER | | | | | | | | | |
|-----------------|--------|--------|--------|--------|--------|--------|----------|--------|--------|--------|------------|--------|------------|--------|--------|--------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 578.05 | 12.00 | -2.00% | 578.29 | 12.00 | -2.00% | 578.53 | 12.00 | -1.50% | 578.71 | 5144+50.00 | -1.50% | 12.00 | 578.53 | -1.54% | 12.00 | 578.35 | -1.54% | 12.00 | 578.16 | -1.54% | 2.00 | 578.13 | | | |
| | 578.00 | 12.00 | -2.00% | 578.24 | 12.00 | -2.00% | 578.48 | 12.00 | -1.50% | 578.66 | 5144+60.53 | -1.50% | 12.00 | 578.48 | -1.76% | 12.00 | 578.27 | -1.76% | 12.00 | 578.06 | -1.76% | 2.00 | 578.02 | | | |
| | 577.96 | 12.00 | -2.00% | 578.20 | 12.00 | -2.00% | 578.44 | 12.00 | -1.50% | 578.62 | 5144+72.00 | -1.50% | 12.00 | 578.44 | -2.00% | 12.00 | 578.20 | -2.00% | 12.00 | 577.96 | -2.00% | 2.00 | 577.92 | | | |
| NORMAL CROWN | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 577.95 | 12.00 | -2.00% | 578.19 | 12.00 | -2.00% | 578.43 | 12.00 | -1.50% | 578.61 | 5144+75.00 | -1.50% | 12.00 | 578.43 | -2.00% | 12.00 | 578.19 | -2.00% | 12.00 | 577.95 | -2.00% | 2.00 | 577.91 | | | |
| | 577.85 | 12.00 | -2.00% | 578.09 | 12.00 | -2.00% | 578.33 | 12.00 | -1.50% | 578.51 | 5145+00.00 | -1.50% | 12.00 | 578.33 | -2.00% | 12.00 | 578.09 | -2.00% | 12.00 | 577.85 | -2.00% | 2.00 | 577.80 | | | |
| | 577.75 | 12.00 | -2.00% | 577.99 | 12.00 | -2.00% | 578.23 | 12.00 | -1.50% | 578.41 | 5145+25.00 | -1.50% | 12.00 | 578.23 | -2.00% | 12.00 | 577.99 | -2.00% | 12.00 | 577.75 | -2.00% | 2.00 | 577.69 | | | |
| | 577.65 | 12.00 | -2.00% | 577.89 | 12.00 | -2.00% | 578.13 | 12.00 | -1.50% | 578.31 | 5145+50.00 | -1.50% | 12.00 | 578.13 | -2.00% | 12.00 | 577.89 | -2.00% | 12.00 | 577.65 | -2.00% | 2.00 | 577.58 | | | |
| 577.47 | 2.59 | -4.00% | 577.57 | 12.00 | -2.00% | 577.81 | 12.00 | -2.00% | 578.05 | 12.00 | -1.50% | 578.23 | 5145+68.00 | -1.50% | 12.00 | 578.05 | -2.00% | 12.00 | 577.81 | -2.00% | 12.00 | 577.57 | -2.00% | 2.81 | 577.46 | |
| 577.45 | 2.62 | -4.00% | 577.55 | 12.00 | -2.00% | 577.79 | 12.00 | -2.00% | 578.03 | 12.00 | -1.50% | 578.21 | 5145+75.00 | -1.50% | 12.00 | 578.03 | -2.00% | 12.00 | 577.79 | -2.00% | 12.00 | 577.55 | -2.00% | 3.30 | 577.42 | |
| 577.41 | 2.62 | -4.00% | 577.51 | 12.00 | -2.00% | 577.75 | 12.00 | -2.00% | 577.99 | 12.00 | -1.50% | 578.17 | 5145+85.00 | -1.50% | 12.00 | 577.99 | -2.00% | 12.00 | 577.75 | -2.00% | 12.00 | 577.51 | -2.00% | 4.00 | 577.35 | |
| 577.35 | 2.62 | -4.00% | 577.45 | 12.00 | -2.00% | 577.69 | 12.00 | -2.00% | 577.93 | 12.00 | -1.50% | 578.11 | 5146+00.00 | -1.50% | 12.00 | 577.93 | -2.00% | 12.00 | 577.69 | -2.00% | 12.00 | 577.45 | -2.00% | 4.00 | 577.27 | |
| | 577.35 | 12.00 | -2.00% | 577.59 | 12.00 | -2.00% | 577.83 | 12.00 | -1.50% | 578.01 | 5146+25.00 | -1.50% | 12.00 | 577.83 | -2.00% | 12.00 | 577.59 | -2.00% | 12.00 | 577.35 | -2.00% | 2.79 | 577.29 | -4.00% | 4.00 | 577.13 |
| | 577.25 | 12.00 | -2.00% | 577.49 | 12.00 | -2.00% | 577.73 | 12.00 | -1.50% | 577.91 | 5146+50.00 | -1.50% | 12.00 | 577.73 | -2.00% | 12.00 | 577.49 | -2.00% | 12.00 | 577.25 | -2.00% | 4.54 | 577.16 | -4.00% | 4.00 | 577.00 |
| | 577.15 | 12.00 | -2.00% | 577.39 | 12.00 | -2.00% | 577.63 | 12.00 | -1.50% | 577.81 | 5146+75.00 | -1.50% | 12.00 | 577.63 | -2.00% | 12.00 | 577.39 | -2.00% | 12.00 | 577.15 | -2.00% | 6.29 | 577.02 | -4.00% | 4.00 | 576.86 |
| | 577.05 | 12.00 | -2.00% | 577.29 | 12.00 | -2.00% | 577.53 | 12.00 | -1.50% | 577.71 | 5147+00.00 | -1.50% | 12.00 | 577.53 | -2.00% | 12.00 | 577.29 | -2.00% | 12.00 | 577.05 | -2.00% | 8.04 | 576.89 | -4.00% | 4.00 | 576.73 |
| | 576.95 | 12.00 | -2.00% | 577.19 | 12.00 | -2.00% | 577.43 | 12.00 | -1.50% | 577.61 | 5147+23.53 | -1.50% | 12.00 | 577.43 | -2.00% | 12.00 | 577.19 | -2.00% | 12.00 | 576.95 | -2.00% | 9.68 | 576.76 | -4.00% | 4.00 | 576.60 |
| | 576.95 | 12.00 | -2.00% | 577.19 | 12.00 | -2.00% | 577.43 | 12.00 | -1.50% | 577.61 | 5147+25.00 | -1.50% | 12.00 | 577.43 | -2.07% | 12.00 | 577.19 | -2.07% | 12.00 | 576.95 | -2.07% | 9.78 | 576.73 | -4.00% | 4.00 | 576.57 |
| | 576.85 | 12.00 | -2.00% | 577.09 | 12.00 | -2.00% | 577.33 | 12.00 | -1.50% | 577.51 | 5147+50.00 | -1.50% | 12.00 | 577.33 | -3.20% | 12.00 | 576.95 | -3.20% | 12.00 | 576.56 | -3.20% | 11.53 | 576.19 | -4.00% | 4.00 | 576.03 |
| | 576.82 | 12.00 | -2.00% | 577.06 | 12.00 | -2.00% | 577.30 | 12.00 | -1.50% | 577.48 | 5147+56.70 | -1.50% | 12.00 | 577.30 | -3.49% | 12.00 | 576.88 | -3.49% | 12.00 | 576.46 | -3.49% | 12.00 | 576.04 | -4.00% | 4.00 | 575.88 |
| | 576.75 | 12.00 | -2.00% | 576.99 | 12.00 | -2.00% | 577.23 | 12.00 | -1.50% | 577.41 | 5147+75.00 | -1.50% | 12.00 | 577.23 | | | | | | | | | | | | |
| | 576.65 | 12.00 | -2.00% | 576.89 | 12.00 | -2.00% | 577.13 | 12.00 | -1.50% | 577.31 | 5148+00.00 | -1.50% | 12.00 | 577.13 | | | | | | | | | | | | |
| | 576.55 | 12.00 | -2.00% | 576.79 | 12.00 | -2.00% | 577.03 | 12.00 | -1.50% | 577.21 | 5148+25.00 | -1.50% | 12.00 | 577.03 | | | | | | | | | | | | |
| | 576.45 | 12.00 | -2.00% | 576.69 | 12.00 | -2.00% | 576.93 | 12.00 | -1.50% | 577.11 | 5148+48.69 | -1.50% | 12.00 | 576.93 | | | | | | | | | | | | |

PAVEMENT CROSS SLOPE AND ELEVATION - EB CONGRESS PARKWAY

| INSIDE SHOULDER | LANE 1 | | LANE 2 | | P-CON-EB | | LANE 3 | | LANE 4 | | | | | |
|-----------------|--------|-------|--------|--------|----------|--------|--------|------------|--------|-------|--------|--------|-------|--------|
| | 576.45 | 12.00 | -2.00% | 576.69 | 12.00 | -2.00% | 576.93 | 5148+48.69 | 1.50% | 12.00 | 577.11 | 1.50% | 12.00 | 577.29 |
| | 576.45 | 12.00 | -2.00% | 576.69 | 12.00 | -2.00% | 576.93 | 5148+50.00 | 1.50% | 12.09 | 577.11 | 1.50% | 12.00 | 577.29 |
| | 576.35 | 12.00 | -2.00% | 576.59 | 12.00 | -2.00% | 576.83 | 5148+75.00 | 1.50% | 13.84 | 577.04 | 1.50% | 12.00 | 577.22 |
| | 576.25 | 12.00 | -2.00% | 576.49 | 12.00 | -2.00% | 576.73 | 5149+00.00 | 1.50% | 15.59 | 576.96 | 1.50% | 12.00 | 577.14 |
| | 576.15 | 12.00 | -2.00% | 576.39 | 12.00 | -2.00% | 576.63 | 5149+25.00 | 1.50% | 17.34 | 576.89 | 1.50% | 12.00 | 577.07 |
| | 576.05 | 12.00 | -2.00% | 576.29 | 12.00 | -2.00% | 576.53 | 5149+49.93 | 1.50% | 19.08 | 576.82 | 1.50% | 12.00 | 577.00 |
| | 576.05 | 12.00 | -2.00% | 576.29 | 12.00 | -2.00% | 576.53 | 5149+50.00 | 1.50% | 19.08 | 576.82 | 1.50% | 12.00 | 577.00 |
| | 575.95 | 12.00 | -2.00% | 576.19 | 12.00 | -2.00% | 576.43 | 5149+75.00 | 0.23% | 20.83 | 576.48 | 0.23% | 12.00 | 576.51 |
| | 575.91 | 12.00 | -2.00% | 576.15 | 12.00 | -2.00% | 576.39 | 5150+00.00 | -1.03% | 22.58 | 576.16 | -1.03% | 12.00 | 576.03 |
| | 575.91 | 12.00 | -2.00% | 576.15 | 12.00 | -2.00% | 576.39 | 5150+10.07 | -1.54% | 23.29 | 576.03 | -1.54% | 12.00 | 575.85 |
| | 575.94 | 12.00 | -2.00% | 576.18 | 12.00 | -2.00% | 576.42 | 5150+25.00 | -2.29% | 24.33 | 575.86 | -2.29% | 12.00 | 575.59 |
| | 575.97 | 12.00 | -2.00% | 576.21 | 12.00 | -2.00% | 576.45 | 5150+31.76 | -2.63% | 24.80 | 575.80 | -2.63% | 12.00 | 575.48 |
| | 575.98 | 12.00 | -2.00% | 576.22 | 12.00 | -2.00% | 576.46 | 5150+34.91 | -2.79% | 12.00 | 576.13 | | | |
| | 576.06 | 12.00 | -2.00% | 576.30 | 12.00 | -2.00% | 576.54 | 5150+50.00 | -2.79% | 12.00 | 576.21 | | | |

PAVEMENT CROSS SLOPE AND ELEVATION - RAMP ES

| INSIDE SHOULDER | LANE 1 | | P-CIR-ES | | LANE 2 | | LANE 3 | | OUTSIDE SHOULDER | | | | | |
|---------------------|--------|-------|----------|--------|------------|--------|--------|--------|------------------|-------|--------|--------|------|--------|
| | 577.29 | 12.00 | 3.49% | 576.88 | 1502+96.17 | -3.49% | 12.00 | 576.45 | -3.49% | 12.00 | 576.03 | -4.00% | 4.00 | 575.87 |
| | 577.27 | 12.00 | 3.67% | 576.84 | 1503+00.00 | -3.67% | 12.00 | 576.39 | -3.67% | 12.00 | 575.95 | -4.00% | 4.27 | 575.78 |
| | 577.25 | 12.00 | 4.00% | 576.77 | 1503+07.00 | -3.98% | 12.00 | 576.29 | -3.98% | 12.00 | 575.81 | -3.98% | 4.78 | 575.62 |
| | 577.17 | 12.00 | 4.79% | 576.6 | 1503+25.00 | -4.79% | 12.00 | 576.01 | -4.79% | 12.00 | 575.44 | -4.79% | 5.63 | 575.17 |
| FULL SUPERELEVATION | | | | | | | | | | | | | | |
| | 577.13 | 12.00 | 5.20% | 576.51 | 1503+34.00 | -5.20% | 12.00 | 575.89 | -5.20% | 12.00 | 575.26 | -5.20% | 6.00 | 574.95 |
| | 577.03 | 12.00 | 5.20% | 576.41 | 1503+50.00 | -5.20% | 12.00 | 575.79 | -5.20% | 12.00 | 575.16 | -5.20% | 6.00 | 574.85 |
| | 576.94 | 12.00 | 5.20% | 576.32 | 1503+75.00 | -5.20% | 12.00 | 575.70 | -5.20% | 12.00 | 575.07 | -5.20% | 4.00 | 574.86 |
| | 576.84 | 12.00 | 5.20% | 576.22 | 1504+00.00 | -5.20% | 12.00 | 575.60 | -5.20% | 12.00 | 574.97 | -5.20% | 4.00 | 574.76 |
| | 576.74 | 12.00 | 5.20% | 576.12 | 1504+25.00 | -5.20% | 12.00 | 575.50 | -5.20% | 12.00 | 574.87 | -5.20% | 4.00 | 574.66 |
| | 576.64 | 12.00 | 5.20% | 576.02 | 1504+50.00 | -5.20% | 12.00 | 575.40 | -5.20% | 12.00 | 574.77 | -5.20% | 4.00 | 574.56 |
| | 576.51 | 12.00 | 5.20% | 575.89 | 1504+75.00 | -5.20% | 12.00 | 575.27 | -5.20% | 12.00 | 574.64 | -5.20% | 4.00 | 574.43 |
| | 576.27 | 12.00 | 5.20% | 575.67 | 1505+00.00 | -5.20% | 12.00 | 575.03 | -5.20% | 12.00 | 574.40 | -5.20% | 4.00 | 574.19 |
| | 575.91 | 12.00 | 5.20% | 575.34 | 1505+25.00 | -5.20% | 12.00 | 574.67 | -5.20% | 12.00 | 574.04 | -5.20% | 4.00 | 573.83 |

1. SEE SHEET 76 FOR NOTES AND LEGEND

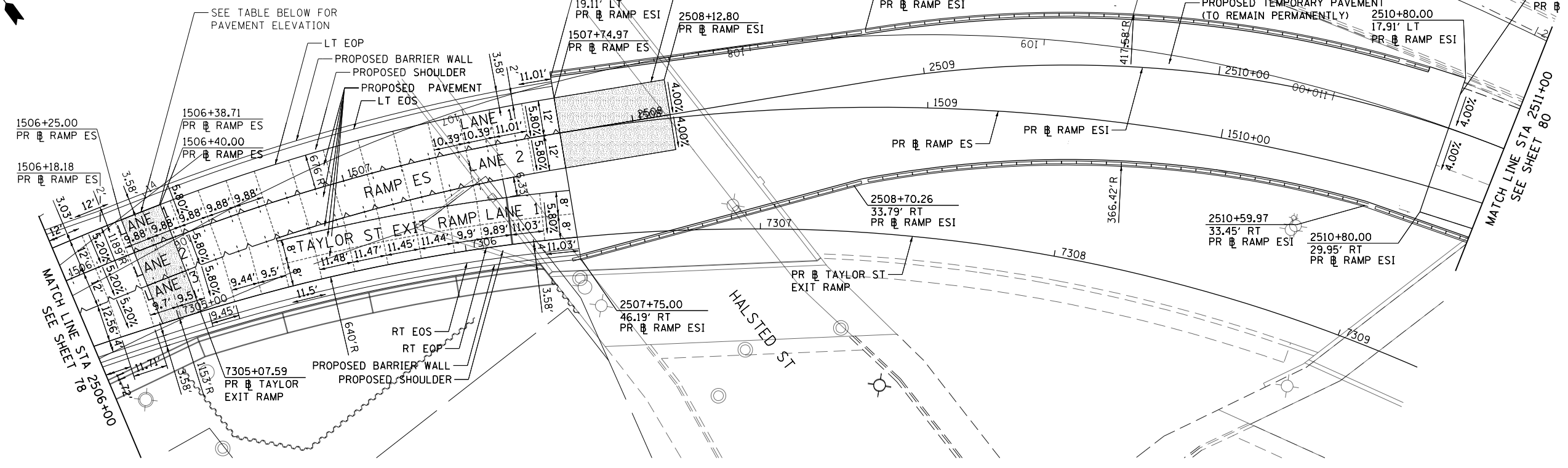
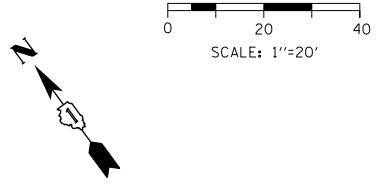


| | | |
|-----------------------------|----------------|-----------|
| D:\6076-SHT-JOINTING-06.dgn | DESIGNED - VLJ | REVISED - |
| USER NAME = vjjanachone | DRAWN - CAT | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - MKW | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 PROPOSED JOINTING AND SUPERELEVATION PLAN
SCALE: 1"=20' SHEET 6 OF 10 SHEETS STA. 5145+50 TO STA. 5150+00

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 77 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

- +--- CONSTRUCTION JOINT
 - o LONGITUDINAL CONSTRUCTION JOINT
 - 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 2' C-C (STANDARD 420001-08) OR
 - 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUDED IN PLACE AT 2' C-C (STANDARD 420001-08)
 - o TRANSVERSE CONSTRUCTION JOINT
 - 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- SAWED JOINT (MAINLINE)
 - o LONGITUDINAL SAWED JOINT
 - NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-08)
 - o TRANSVERSE CONSTRUCTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- SAWED JOINT (RAMPS)
 - o LONGITUDINAL SAWED JOINT
 - NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
 - o TRANSVERSE CONSTRUCTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
 - o 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)

PAVEMENT CROSS SLOPE TRANSITIONS

| PAVEMENT CROSS SLOPE AND ELEVATION - RAMP ES | | | | | | | | | | | | | | | | | |
|--|------|-------|--------|-------|-------|----------|------------|--------|--------|--------|--------|--------|--------|--------|------------------|--------|--|
| INSIDE SHOULDER | | | LANE 1 | | | P-CIR-ES | | | LANE 2 | | | LANE 3 | | | OUTSIDE SHOULDER | | |
| 574.85 | 3.03 | 5.20% | 574.69 | 12.00 | 5.20% | 574.22 | 1506+00.00 | -5.20% | 12.00 | 573.45 | -5.20% | 12.15 | 572.81 | -5.20% | 4.00 | 572.61 | |
| 574.59 | 2.00 | 5.20% | 574.48 | 12.00 | 5.20% | 574.02 | 1506+25.00 | -5.20% | 12.00 | 573.24 | -5.20% | 13.86 | 572.52 | -5.20% | 4.00 | 572.31 | |
| FULL SUPERELEVATION | | | | | | | | | | | | | | | | | |
| 574.60 | 2.00 | 5.80% | 574.49 | 12.00 | 5.80% | 573.95 | 1506+39.00 | -5.80% | 12.00 | 573.09 | -5.80% | 14.81 | 572.24 | -5.80% | 4.00 | 572.00 | |
| 574.58 | 2.00 | 5.80% | 574.47 | 12.00 | 5.80% | 573.91 | 1506+50.00 | -5.80% | 12.00 | 573.07 | -5.80% | 15.55 | 572.17 | -5.80% | 4.00 | 571.94 | |
| 574.57 | 2.00 | 5.80% | 574.46 | 12.00 | 5.80% | 573.9 | 1506+57.25 | -5.80% | 12.00 | 573.06 | -5.80% | 16.04 | 572.13 | -5.80% | 4.00 | 571.90 | |
| 574.60 | 2.00 | 5.80% | 574.49 | 12.00 | 5.80% | 573.9 | 1506+75.00 | -5.80% | 12.00 | 573.09 | -5.80% | | | | | | |
| 574.73 | 2.00 | 5.80% | 574.62 | 12.00 | 5.80% | 573.99 | 1507+00.00 | -5.80% | 12.00 | 573.22 | -5.80% | | | | | | |
| 574.98 | 2.00 | 5.80% | 574.87 | 12.00 | 5.80% | 574.17 | 1507+25.00 | -5.80% | 12.00 | 573.47 | -5.80% | | | | | | |
| 575.25 | 2.00 | 5.80% | 575.14 | 12.00 | 5.80% | 574.44 | 1507+50.00 | -5.80% | 12.00 | 573.74 | -5.80% | | | | | | |
| 575.52 | 2.00 | 5.80% | 575.41 | 12.00 | 5.80% | 574.71 | 1507+75.00 | -5.80% | 12.00 | 574.01 | -5.80% | | | | | | |
| TRANSITION TO EXISTING ON TEMPORARY PAVEMENT | | | | | | | | | | | | | | | | | |
| 575.64 | 4.00 | 5.80% | 575.41 | 12.00 | 5.80% | 574.71 | 2507+75.00 | -5.80% | 12.00 | 574.01 | -5.80% | 29.60 | 572.30 | -5.80% | | | |
| 575.71 | 4.00 | 4.61% | 575.52 | 12.00 | 4.61% | 574.97 | 2508+00.00 | -4.61% | 12.00 | 574.42 | -4.61% | 27.13 | 573.17 | -4.61% | | | |
| 584.76 | 4.00 | 4.00% | 584.60 | 12.00 | 4.00% | 575.1 | 2508+12.80 | -4.00% | 12.00 | 583.64 | -4.00% | 25.87 | 582.61 | -4.00% | | | |
| 575.87 | 4.00 | 4.00% | 575.71 | 12.00 | 4.00% | 575.23 | 2508+25.00 | -4.00% | 12.00 | 574.75 | -4.00% | 24.67 | 573.76 | -4.00% | | | |
| 576.13 | 4.00 | 4.00% | 575.97 | 12.00 | 4.00% | 575.49 | 2508+50.00 | -4.00% | 12.00 | 575.01 | -4.00% | 22.20 | 574.12 | -4.00% | | | |
| 576.39 | 4.00 | 4.00% | 576.23 | 12.00 | 4.00% | 575.75 | 2508+75.00 | -4.00% | 12.00 | 575.27 | -4.00% | 20.08 | 574.47 | -4.00% | | | |
| 576.65 | 4.00 | 4.00% | 576.49 | 12.00 | 4.00% | 576.01 | 2509+00.00 | -4.00% | 12.00 | 575.53 | -4.00% | 20.00 | 574.73 | -4.00% | | | |
| 576.90 | 4.00 | 4.00% | 576.74 | 12.00 | 4.00% | 576.26 | 2509+25.00 | -4.00% | 12.00 | 575.78 | -4.00% | 20.00 | 574.98 | -4.00% | | | |
| 577.13 | 4.00 | 4.00% | 576.97 | 12.00 | 4.00% | 576.49 | 2509+50.00 | -4.00% | 12.00 | 576.01 | -4.00% | 20.00 | 575.21 | -4.00% | | | |
| 577.35 | 4.00 | 4.00% | 577.19 | 12.00 | 4.00% | 576.71 | 2509+75.00 | -4.00% | 12.00 | 576.23 | -4.00% | 20.00 | 575.43 | -4.00% | | | |
| 577.56 | 4.00 | 4.00% | 577.40 | 12.00 | 4.00% | 576.92 | 2510+00.00 | -4.00% | 12.00 | 576.44 | -4.00% | 20.00 | 575.64 | -4.00% | | | |
| 577.77 | 4.00 | 4.00% | 577.61 | 12.00 | 4.00% | 577.13 | 2510+25.00 | -4.00% | 12.00 | 576.65 | -4.00% | 20.00 | 575.85 | -4.00% | | | |
| 577.96 | 4.00 | 4.00% | 577.80 | 12.00 | 4.00% | 577.32 | 2510+50.00 | -4.00% | 12.00 | 576.84 | -4.00% | 20.00 | 576.04 | -4.00% | | | |
| 578.23 | 5.73 | 4.00% | 578.00 | 12.00 | 4.00% | 577.52 | 2510+75.00 | -4.00% | 12.00 | 577.04 | -4.00% | 20.54 | 576.22 | -4.00% | | | |
| 578.27 | 5.91 | 4.00% | 578.03 | 12.00 | 4.00% | 577.55 | 2510+80.00 | -4.00% | 12.00 | 577.07 | -4.00% | 20.61 | 576.25 | -4.00% | | | |

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR EB I-290 OR PR EB CONGRESS PARKWAY.
2. UNLESS OTHERWISE NOTED THE PGL IS ASSUMED TO BE AT THE BASELINE.
3. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 59 TO 71.
4. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
5. ADDITIONAL SAWED TRANSVERSE CONSTRUCTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-08 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
10. SEE STANDARD 420301-07 FOR EXIT RAMP TERMINAL JOINTING INFORMATION



D:\60X76-SHT-JOINTING-08.dgn
 USER NAME = vjjanachione
 PLOT SCALE = 40.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - VLJ
 DRAWN - CAT
 CHECKED - MKW
 DATE - 5/10/17

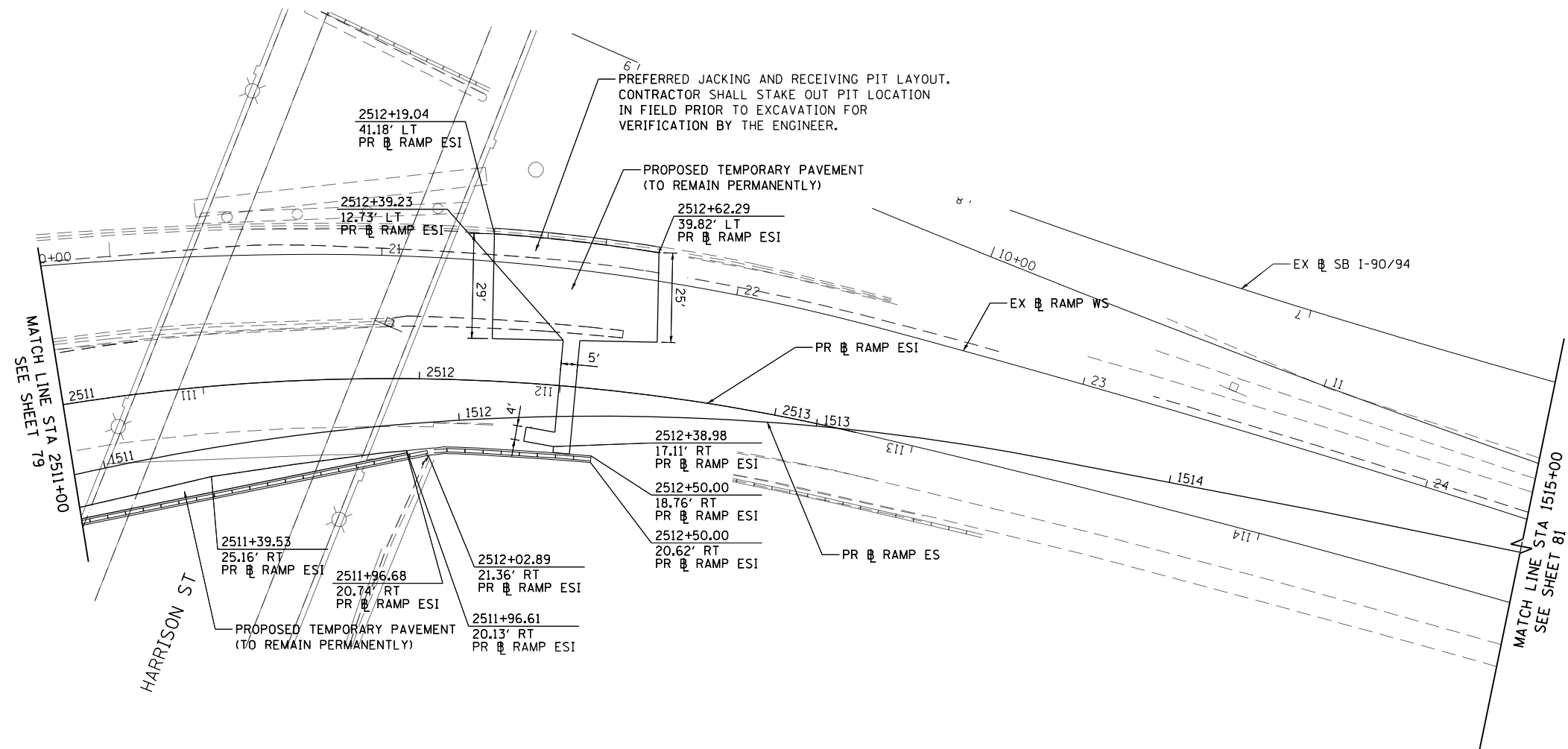
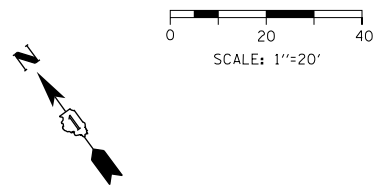
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 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 PROPOSED SUPERELEVATION AND JOINTING PLAN

SCALE: 1"=20' SHEET 8 OF 10 SHEETS STA. 2506+00 TO STA. 2511+00

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 79 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



LEGEND

- +--- CONSTRUCTION JOINT
 - LONGITUDINAL CONSTRUCTION JOINT
 - 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 2' C-C (STANDARD 420001-08) OR
 - 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 2' C-C (STANDARD 420001-08)
 - TRANSVERSE CONSTRUCTION JOINT
 - 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- SAWED JOINT (MAINLINE)
 - LONGITUDINAL SAWED JOINT
 - NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-08)
 - TRANSVERSE CONTRACTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- SAWED JOINT (RAMPS)
 - LONGITUDINAL SAWED JOINT
 - NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
 - TRANSVERSE CONTRACTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- ===== EXPANSION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)

PAVEMENT CROSS SLOPE TRANSITIONS

NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR EB I-290 OR PR EB CONGRESS PARKWAY.
2. UNLESS OTHERWISE NOTED THE PGL IS ASSUMED TO BE AT THE BASELINE.
3. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 59 TO 71.
4. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
5. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-08 FOR REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
10. SEE STANDARD 420301-07 FOR EXIT RAMP TERMINAL JOINTING INFORMATION

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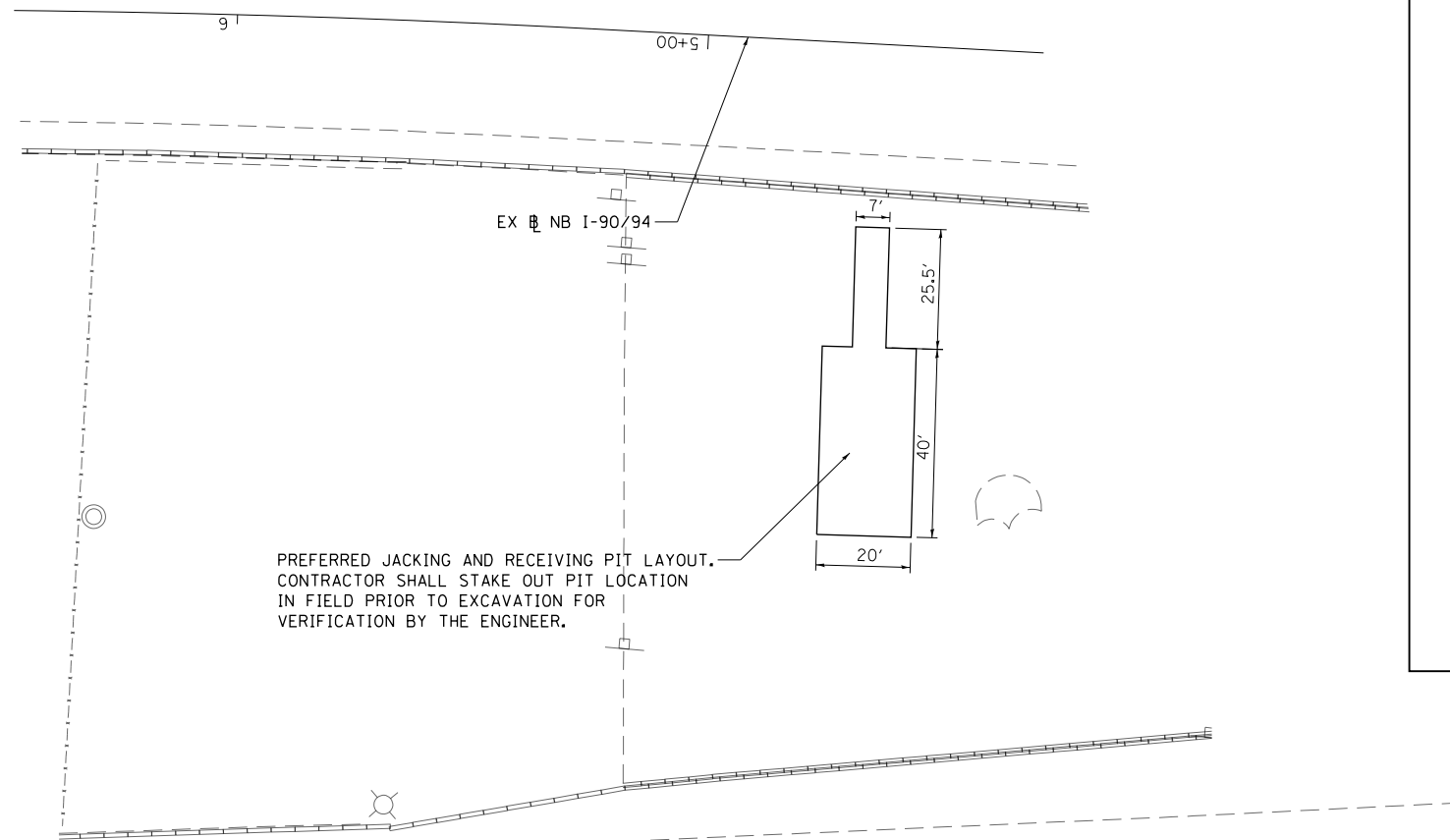
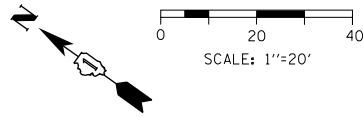
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| PLOT SCALE = 40.0000' / in. | CHECKED MKW | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EASTBOUND I-290 PROPOSED SUPERELEVATION AND JOINTING PLAN

SCALE: 1"=20' SHEET 9 OF 10 SHEETS STA. 2511+00 TO STA.

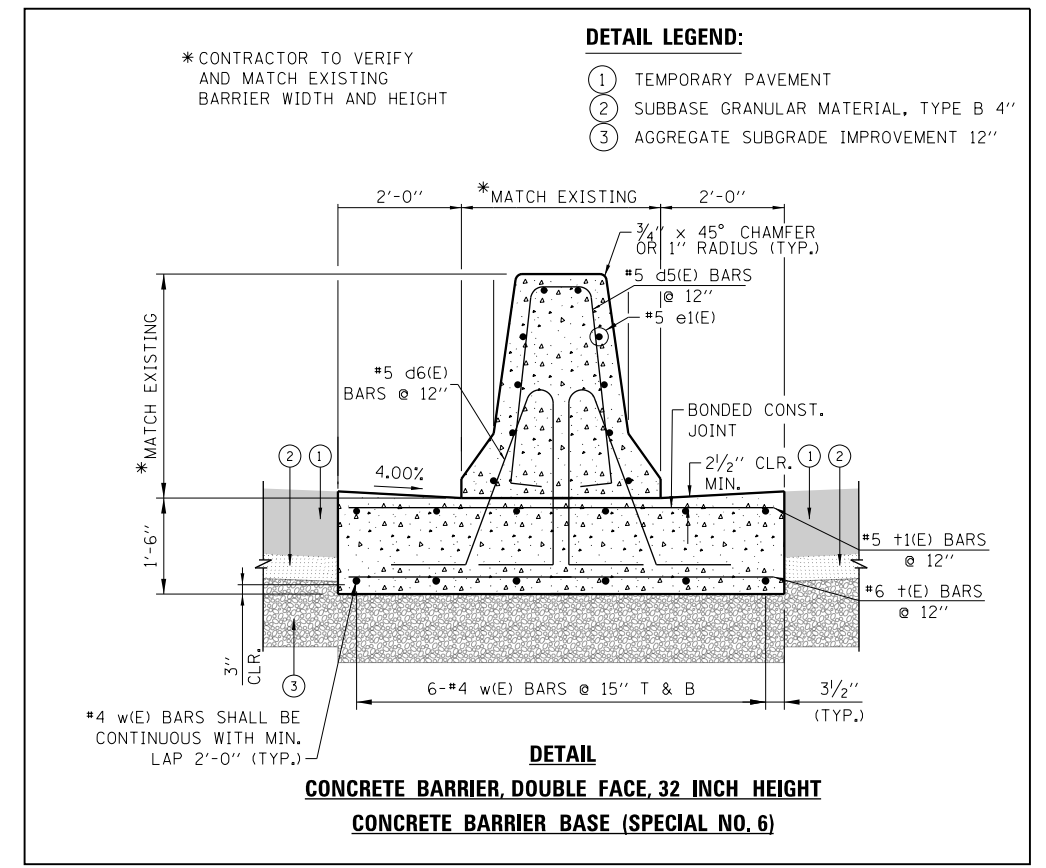
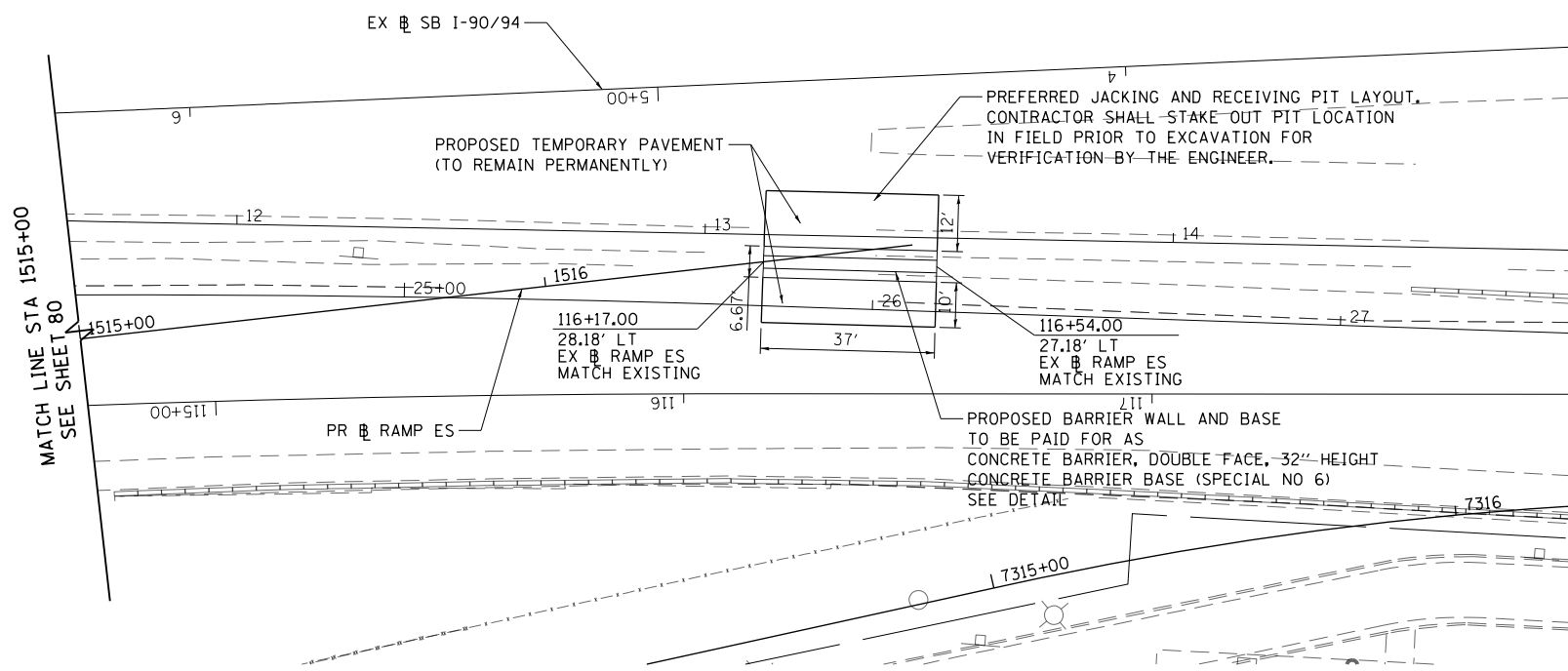
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|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 80 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



PREFERRED JACKING AND RECEIVING PIT LAYOUT. CONTRACTOR SHALL STAKE OUT PIT LOCATION IN FIELD PRIOR TO EXCAVATION FOR VERIFICATION BY THE ENGINEER.

LEGEND

- CONSTRUCTION JOINT
 - o LONGITUDINAL CONSTRUCTION JOINT
 - 1. NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) FORMED IN PLACE OR MECHANICALLY INSERTED AT 2' C-C (STANDARD 420001-08) OR
 - 2. NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) GROUTED IN PLACE AT 2' C-C (STANDARD 420001-08)
 - o TRANSVERSE CONSTRUCTION JOINT
 - 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420101-05)
- - - SAWED JOINT (MAINLINE)
 - o LONGITUDINAL SAWED JOINT
 - NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-08)
 - o TRANSVERSE CONTRACTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 420001-08)
- - - SAWED JOINT (RAMPS)
 - o LONGITUDINAL SAWED JOINT
 - NO. 6 X 3' LONG DEFORMED TIE BARS AT 1'-6" C-C (DISTRICT STANDARD BD-49)
 - o TRANSVERSE CONTRACTION JOINT
 - 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (DISTRICT STANDARD BD-49)
- EXPANSION JOINT
 - o 1'-6" LONG DOWEL BARS, 1/2 DIAMETER (EPOXY COATED) AT 1' C-C (STANDARD 42001-08)



NOTES:

1. UNLESS NOTED OTHERWISE, ALL STATIONING AND OFFSETS ARE TAKEN FROM PR EB I-290 OR PR EB CONGRESS PARKWAY.
2. UNLESS OTHERWISE NOTED THE PGL IS ASSUMED TO BE AT THE BASELINE.
3. FOR PAVEMENT, SHOULDER, AND BARRIER MATERIALS SEE ROADWAY PLANS 59 TO 71.
4. SEE SUPERELEVATION TABLE FOR SHOULDER SLOPES.
5. ADDITIONAL SAWED TRANSVERSE CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
6. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 15.0 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420101-05 FOR ADDITIONAL INFORMATION, REGARDING TRANSVERSE JOINT SPACING REQUIREMENTS.
7. SEE STANDARD 420001-08 FOR INFORMATION REGARDING SEALING REQUIREMENTS FOR TRANSVERSE EXPANSION JOINTS.
8. PAVEMENT ROUNDOUTS FOR MANHOLES AND VALVE VAULTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420111-03.
9. ALL ELEVATIONS NOT SHOWN SHALL FOLLOW THE TYPICAL SECTIONS AND PROFILES.
10. SEE STANDARD 420301-07 FOR EXIT RAMP TERMINAL JOINTING INFORMATION



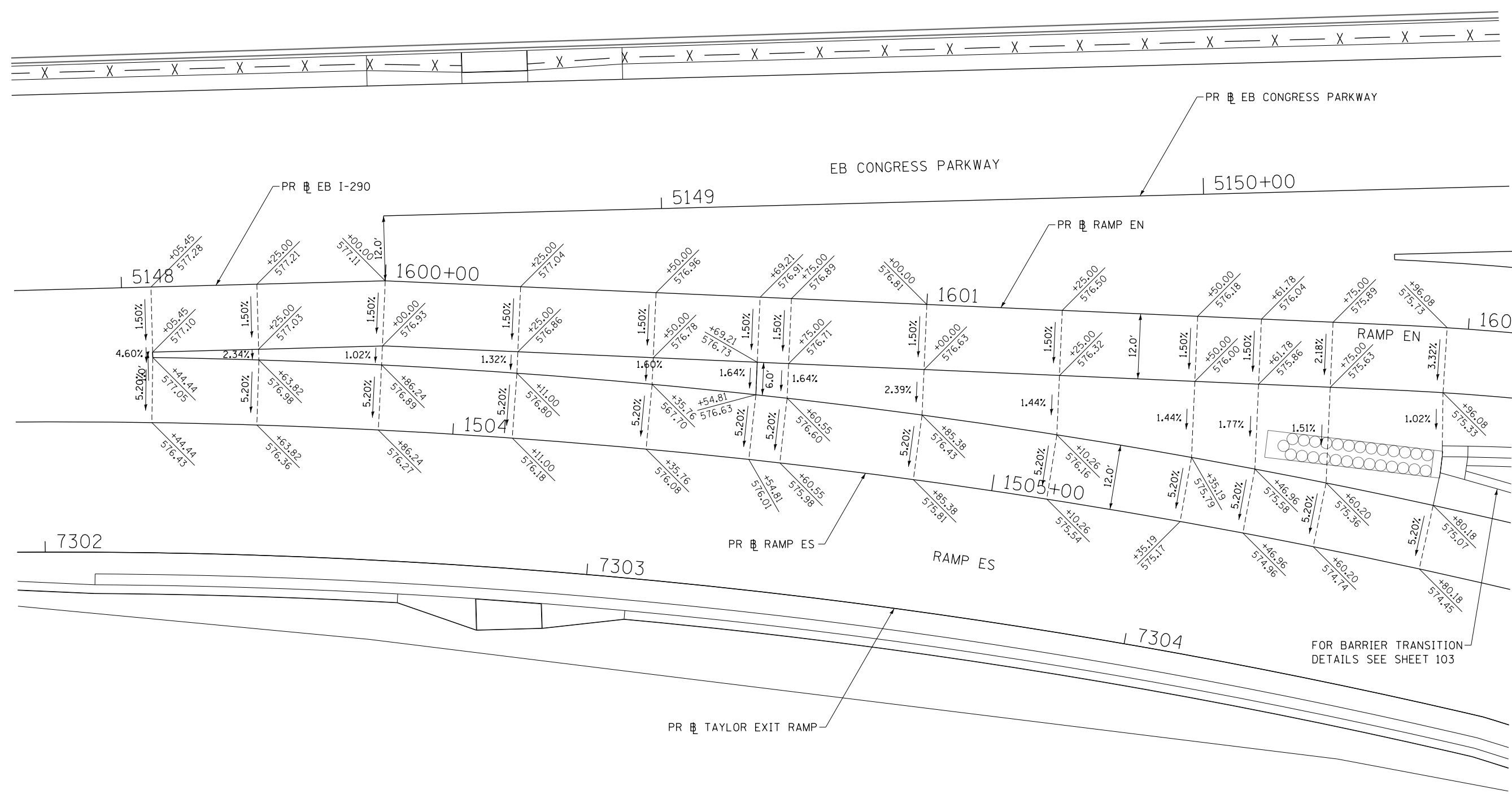
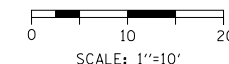
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| PLOT SCALE = 40.0000' / in. | CHECKED MKW | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 PROPOSED SUPERELEVATION AND JOINTING PLAN

SCALE: 1"=20' SHEET 10 OF 10 SHEETS STA. 2511+00 TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. R.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 81 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



FOR BARRIER TRANSITION
DETAILS SEE SHEET 103

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| PLOT DATE = 5/9/2017 |

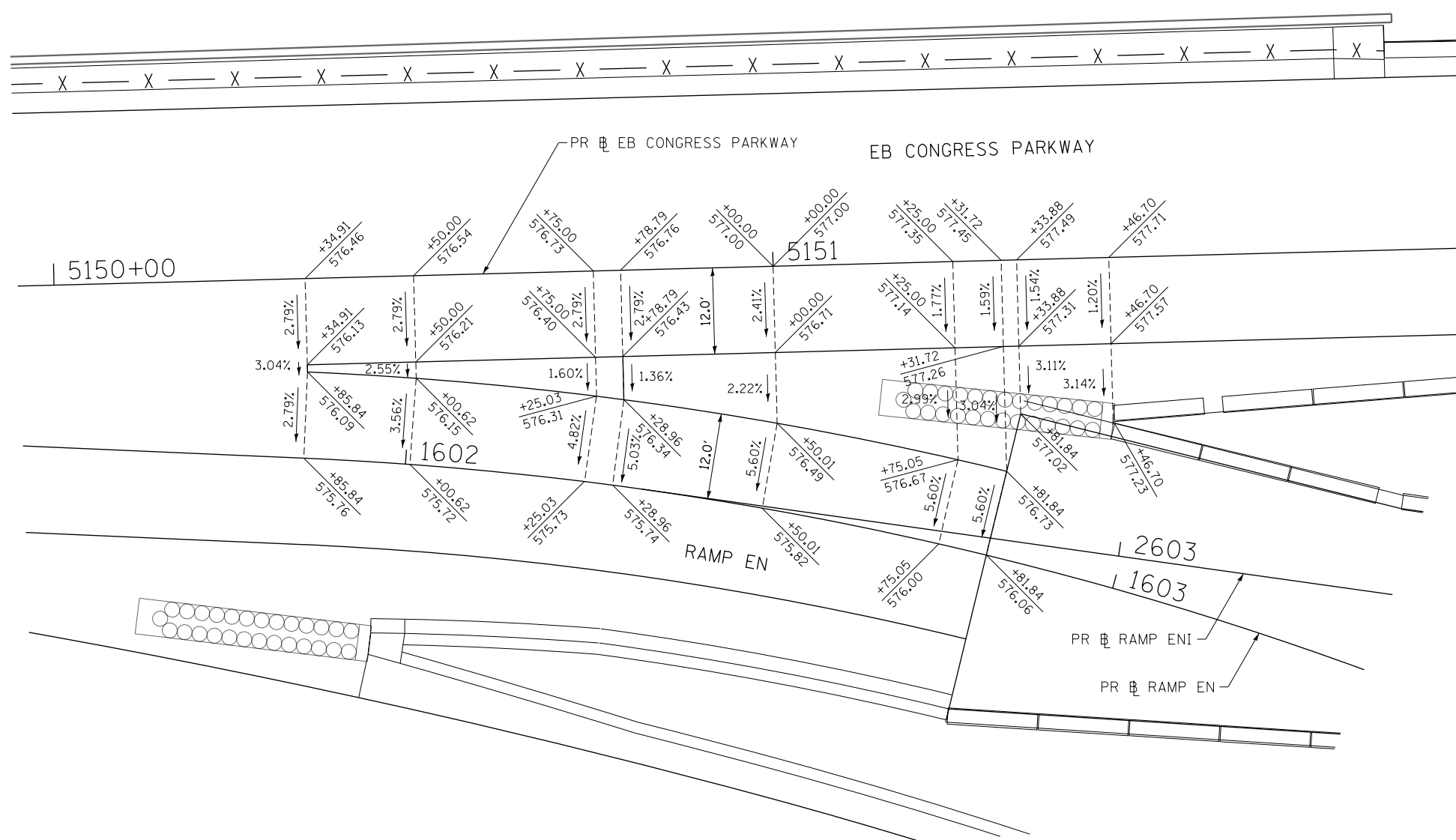
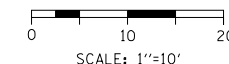
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| DESIGNED - MKW | REVISED - |
| DRAWN - MRC | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GORE GRADING DETAILS
RAMP ES AND EB I-290**

SCALE: 1"=10' SHEET 1 OF 3 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 82 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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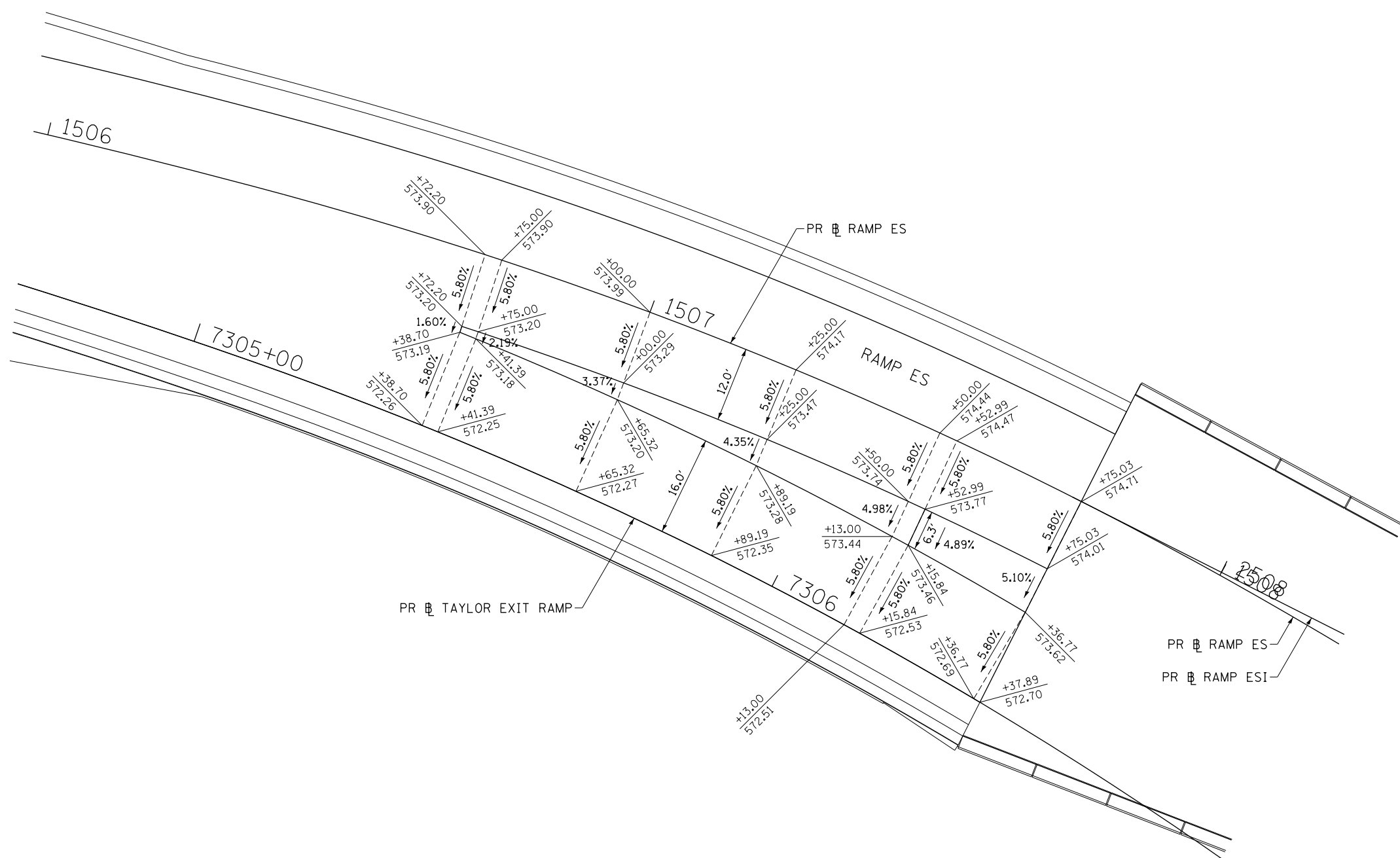
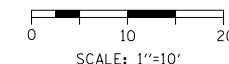
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| USER NAME = v1janachione |
| PLOT SCALE = 20.0000' / in. |
| PLOT DATE = 5/9/2017 |

| | |
|----------------|-----------|
| DESIGNED - MKW | REVISED - |
| DRAWN - MRC | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|--|---------|-------------|--------------|
| GORE GRADING DETAILS RAMP EN AND EB I-290 | | | |
| SCALE: 1"=10' | SHEET 2 | OF 3 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 83 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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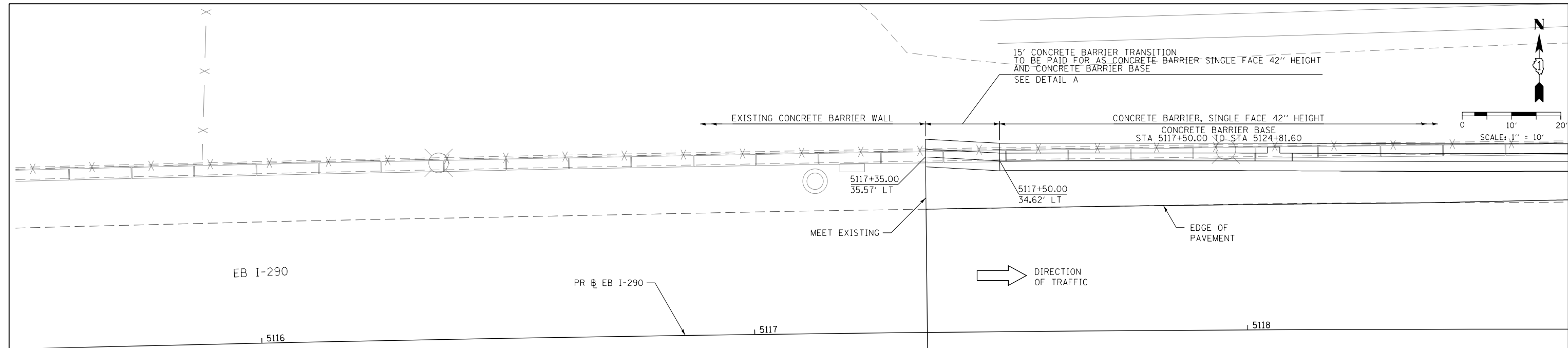
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| PLOT SCALE = 20.0000' / in. |
| PLOT DATE = 5/9/2017 |

| | |
|----------------|-----------|
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| DRAWN - MRC | REVISED - |
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| DATE - 5/10/17 | REVISED - |

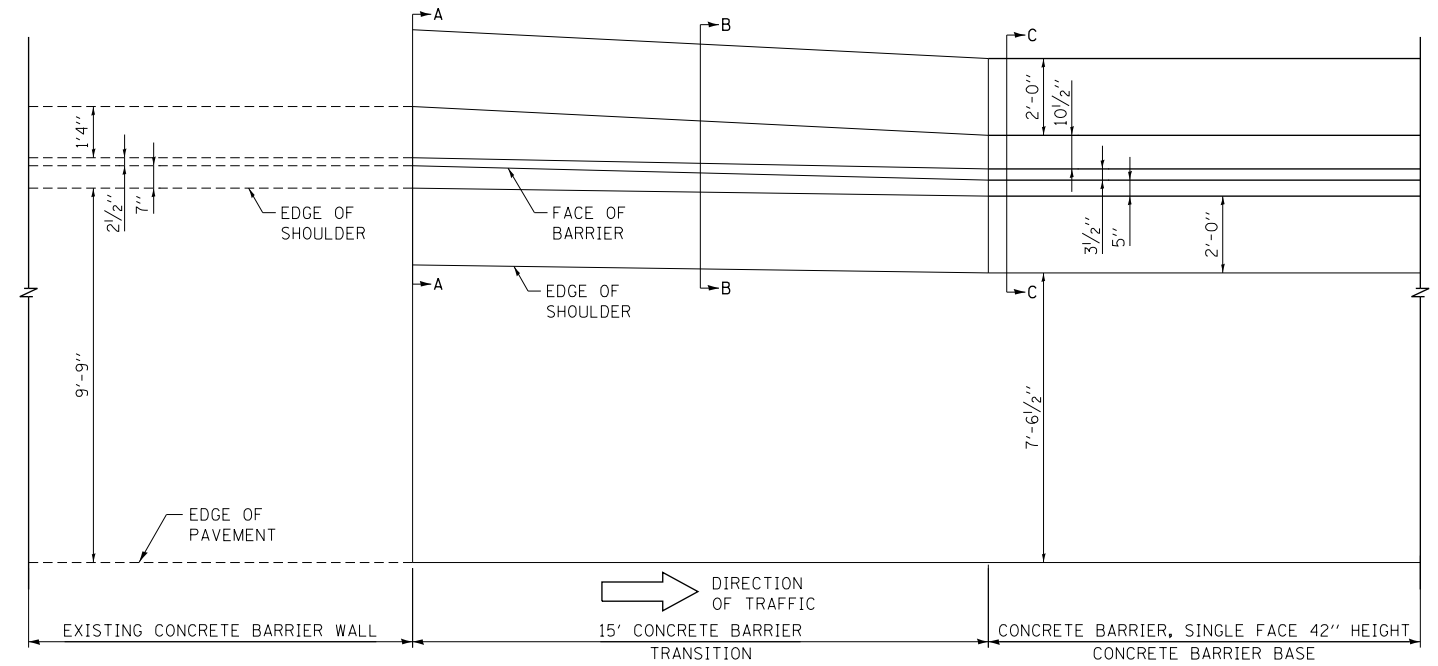
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|---------|-------------|--------------|
| GORE GRADING DETAILS | | | |
| TAYLOR EXIT RAMP EN AND RAMP ES | | | |
| SCALE: 1"=10' | SHEET 3 | OF 3 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

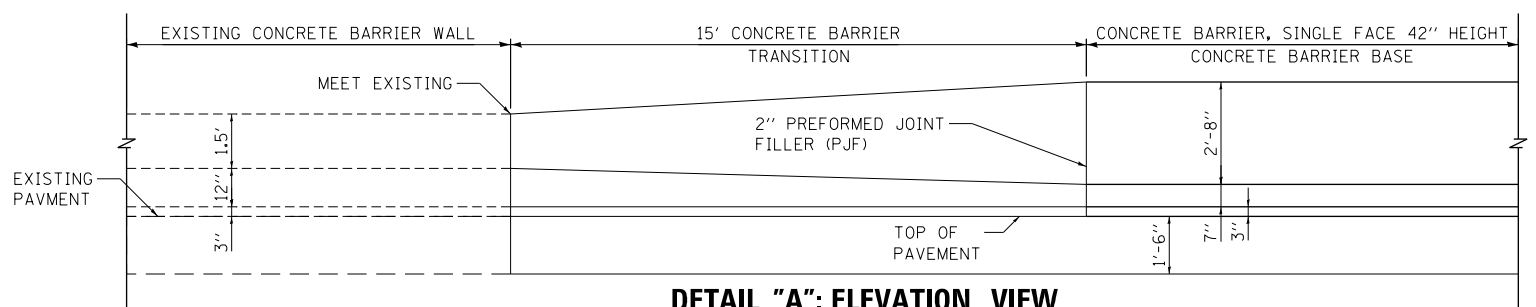


PLAN VIEW



DETAIL "A": PLAN VIEW

SCALE: NONE



DETAIL "A": ELEVATION VIEW

SCALE: NONE
(LOOKING NORTH)

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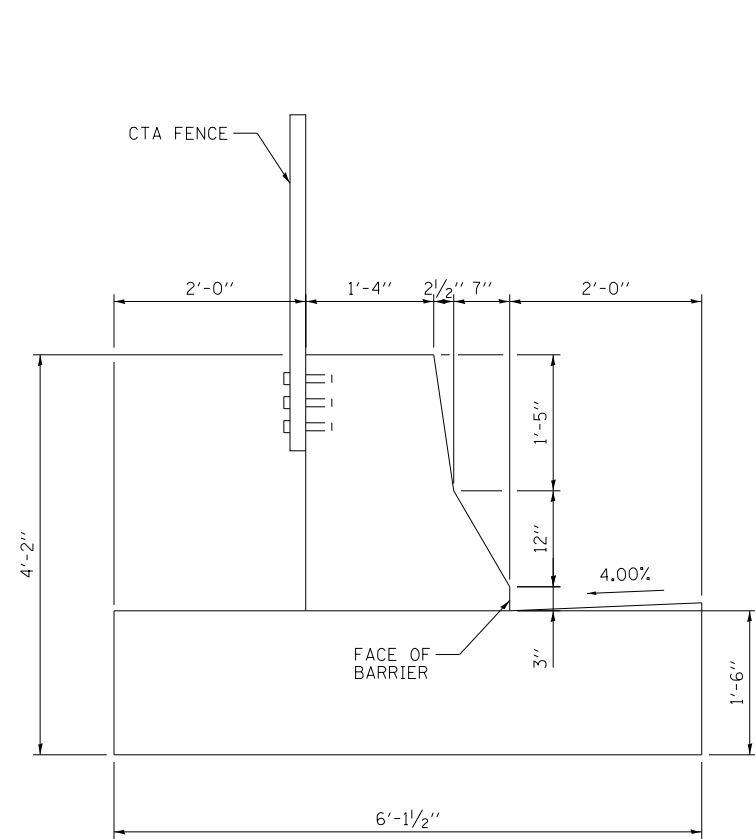
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| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

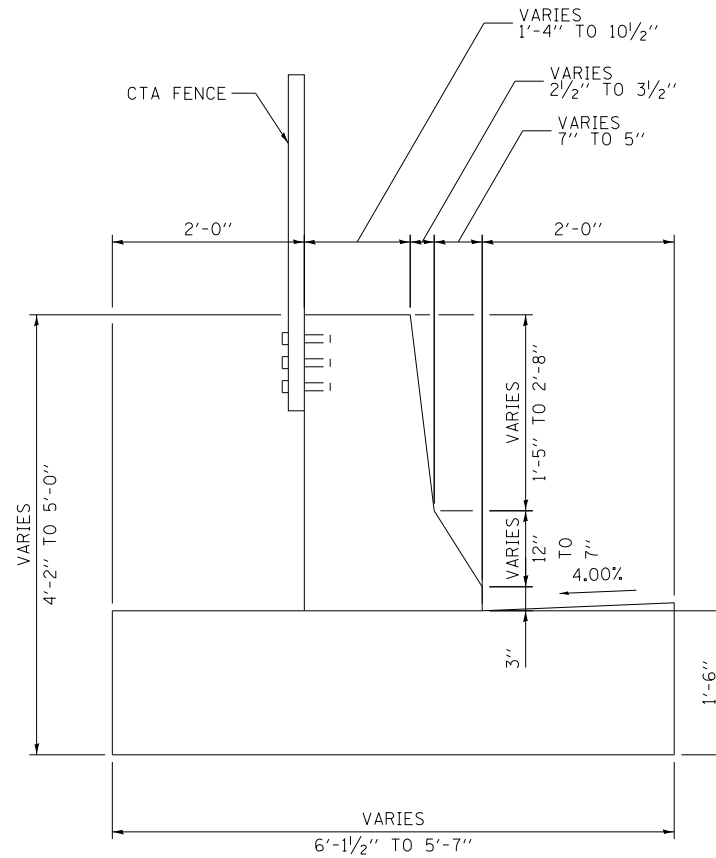
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| ROADWAY DETAILS: CONCRETE BARRIER TRANSITION AT WEST PROJECT LIMIT | | | |
| SCALE: 1" = 10' | SHEET 1 | OF 24 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 85 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

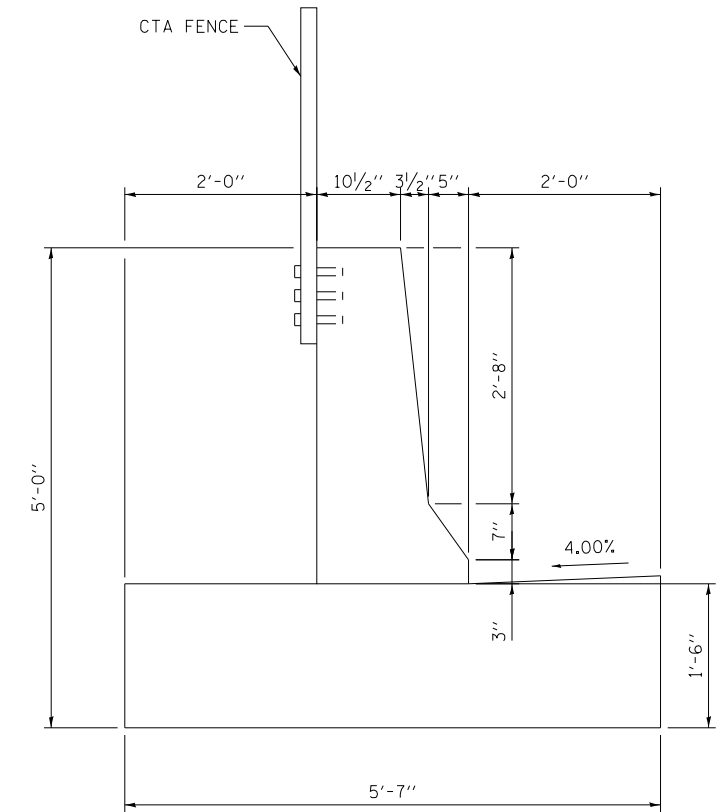
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SECTION A-A



SECTION B-B



SECTION C-C

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



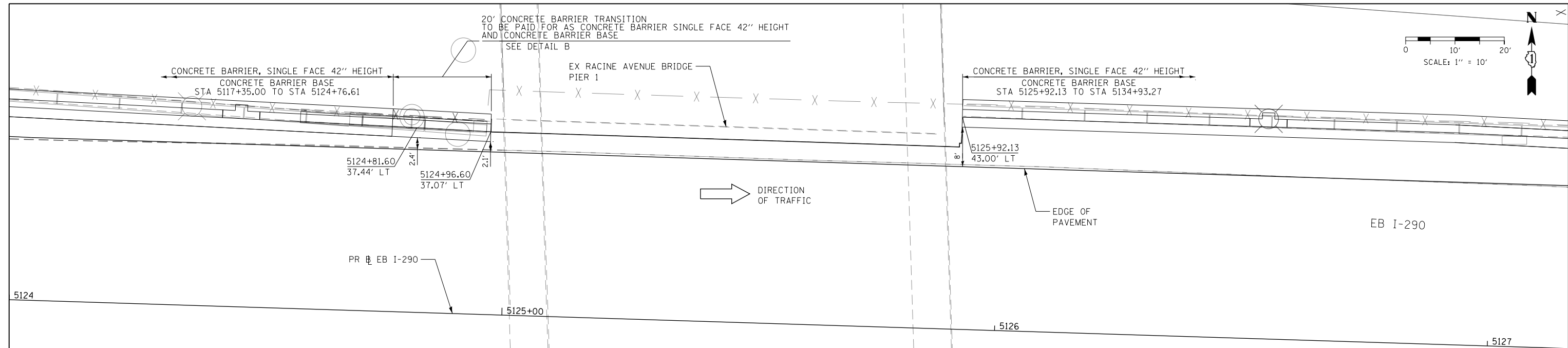
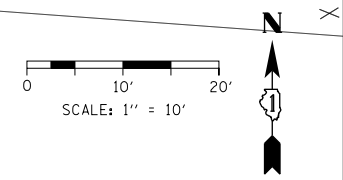
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| PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

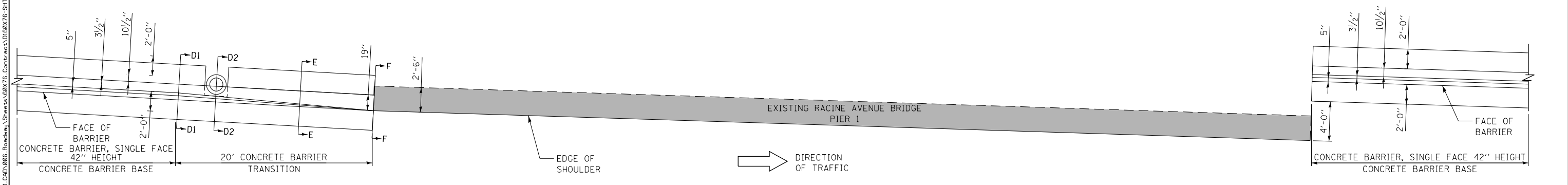
**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT WEST PROJECT LIMIT**

SCALE: NONE SHEET 2 OF 24 SHEETS STA. TO STA.

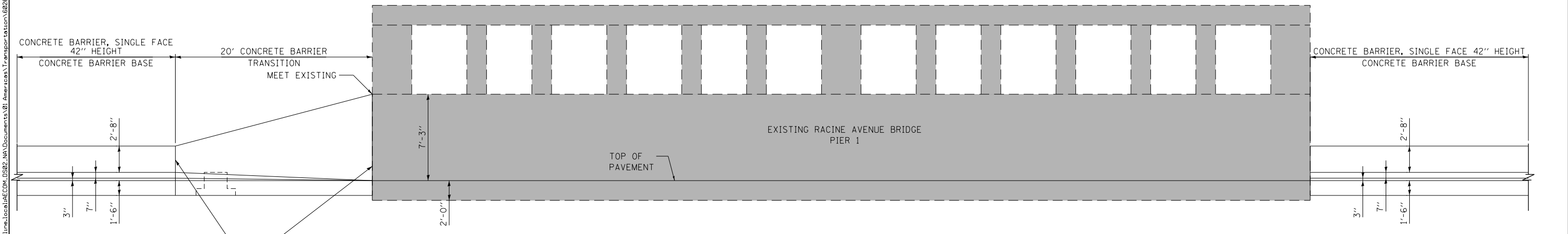
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 86 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



PLAN VIEW



DETAIL "B": PLAN VIEW
 CONCRETE BARRIER TRANSITION
 AT RACINE AVENUE BRIDGE
 SCALE: NONE



DETAIL "B": ELEVATION VIEW
 CONCRETE BARRIER TRANSITION
 AT RACINE AVENUE BRIDGE
 SCALE: NONE
 (LOOKING NORTH)

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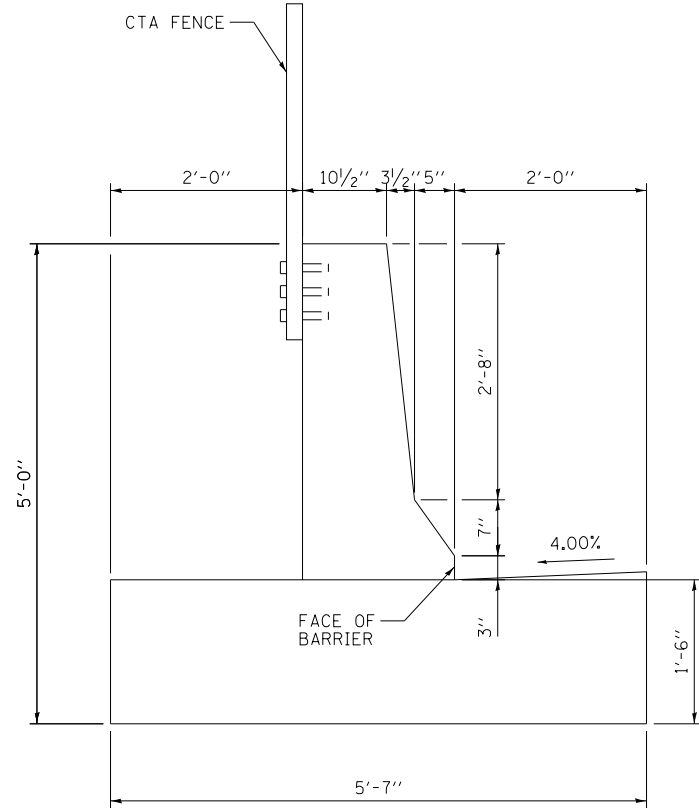
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| USER NAME = vljanachione | DRAWN - MRC | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

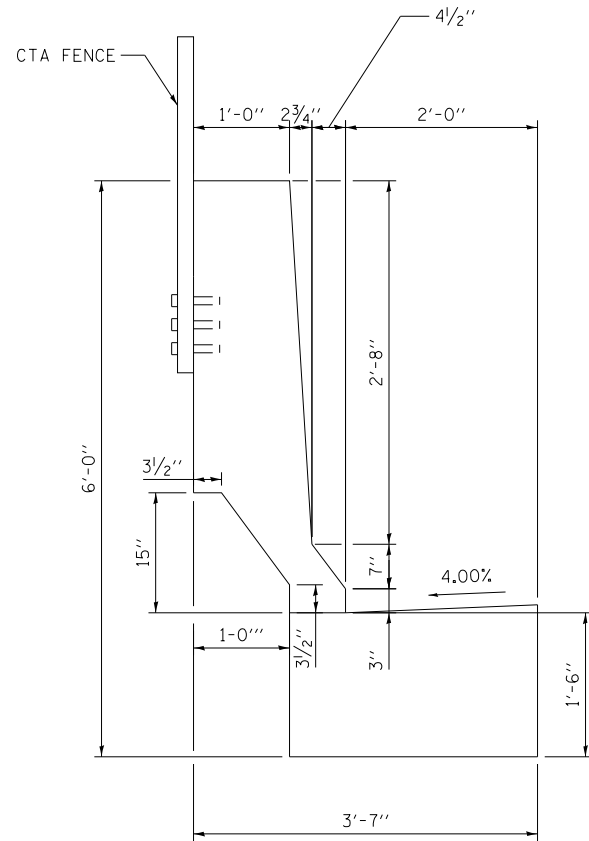
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|---|---------|--------------|--------------|
| ROADWAY DETAILS: CONCRETE BARRIER TRANSITION | | | |
| AT RACINE AVENUE BRIDGE | | | |
| SCALE: 1" = 10' | SHEET 3 | OF 24 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

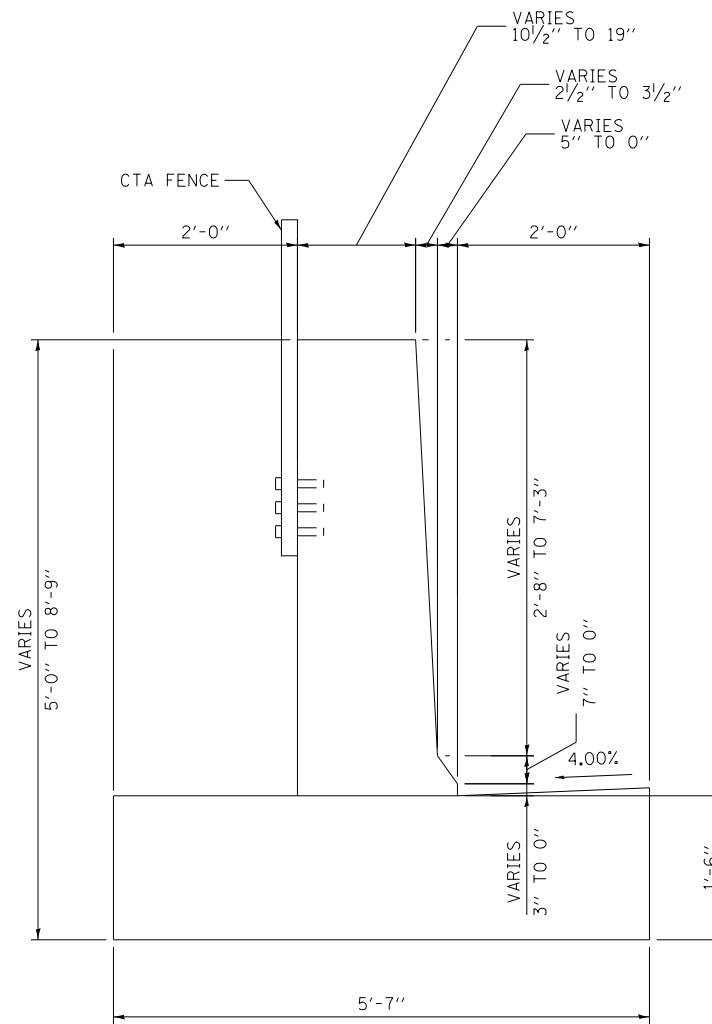
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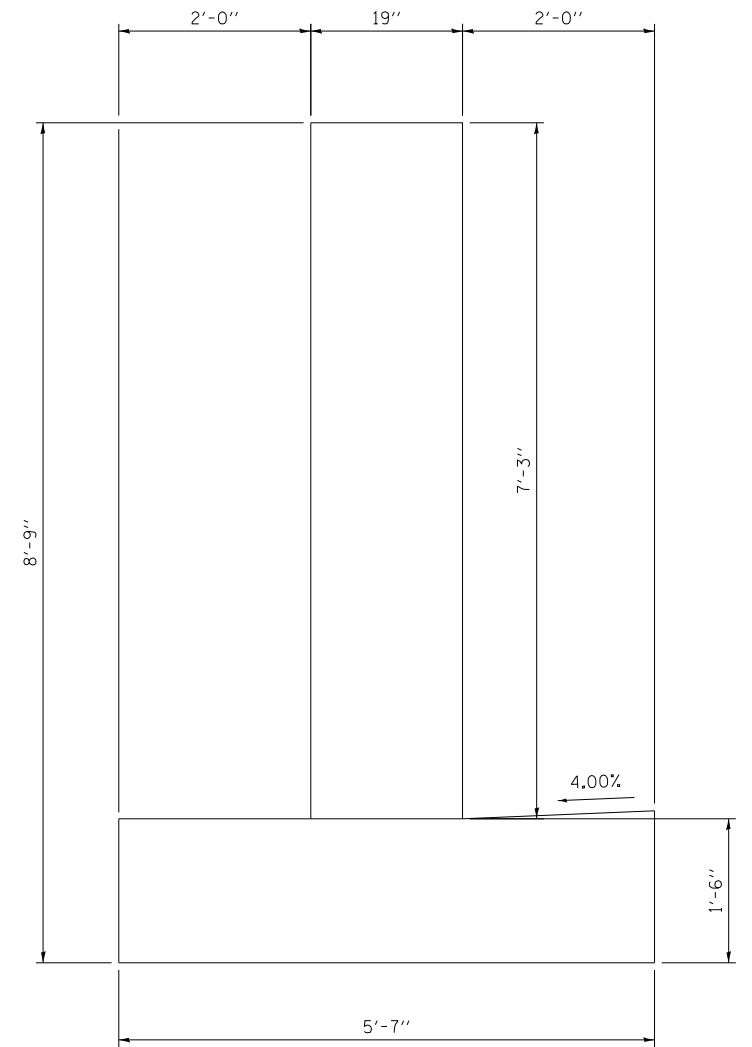
SECTION D1-D1



SECTION D2-D2



SECTION E-E



SECTION F-F

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



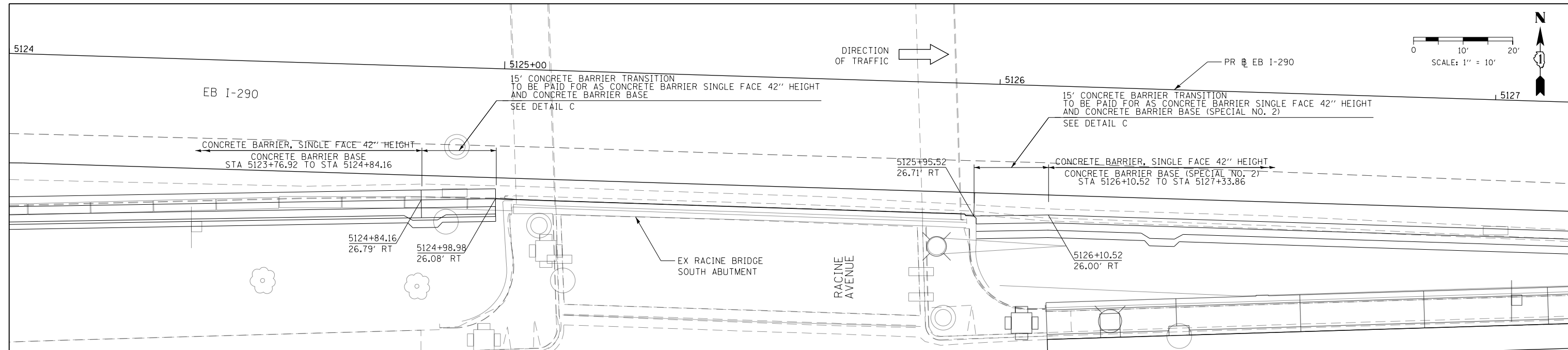
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| PLOT SCALE = 2.0000' / 1" = | CHECKED - | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

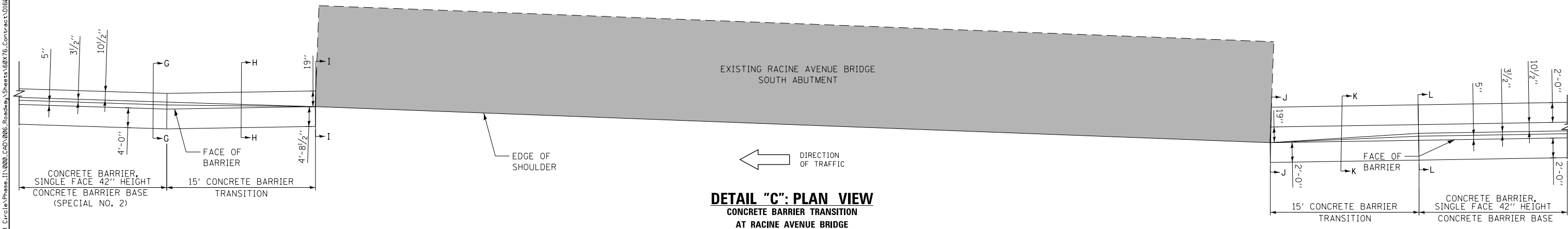
**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT RACINE AVENUE BRIDGE**

SCALE: NONE SHEET 4 OF 24 SHEETS STA. TO STA.

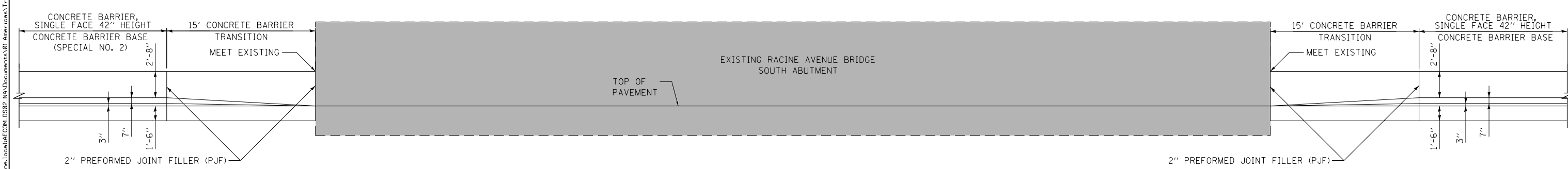
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 88 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



PLAN VIEW



DETAIL "C": PLAN VIEW
 CONCRETE BARRIER TRANSITION
 AT RACINE AVENUE BRIDGE
 SCALE: NONE



DETAIL "C": ELEVATION VIEW
 CONCRETE BARRIER TRANSITION
 AT RACINE AVENUE BRIDGE
 SCALE: NONE
 (LOOKING SOUTH)

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D160X76-SHT-SPBAR-05.dgn
 USER NAME = v1janachione
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 5/9/2017

DESIGNED - VLJ
 DRAWN - MRC
 CHECKED - JMG
 DATE - 5/10/17

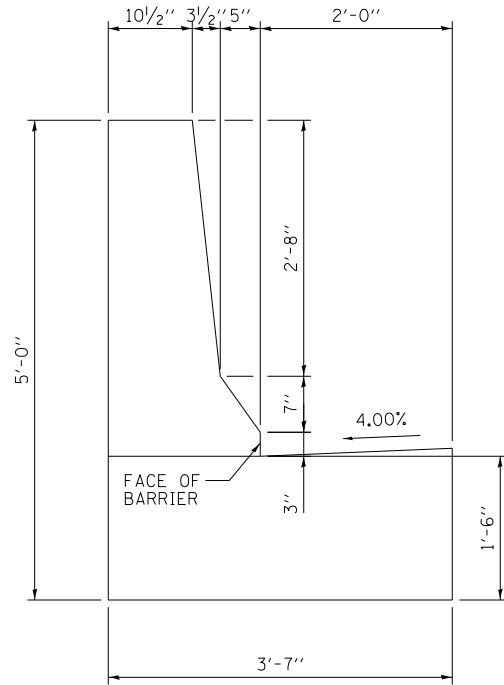
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

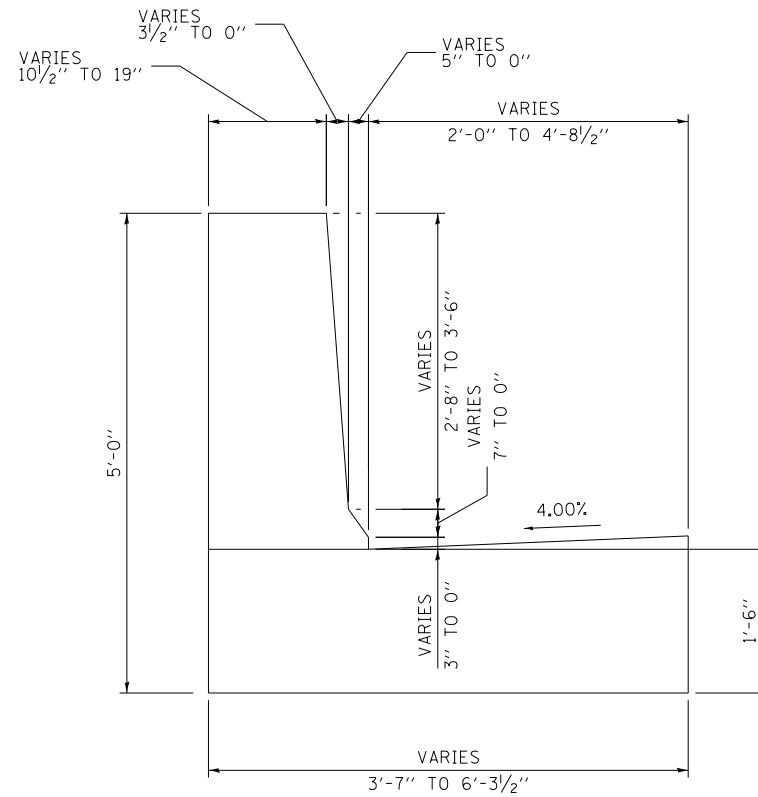
ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT RACINE AVENUE BRIDGE
 SCALE: 1" = 10' SHEET 5 OF 24 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|--------|--------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 89 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

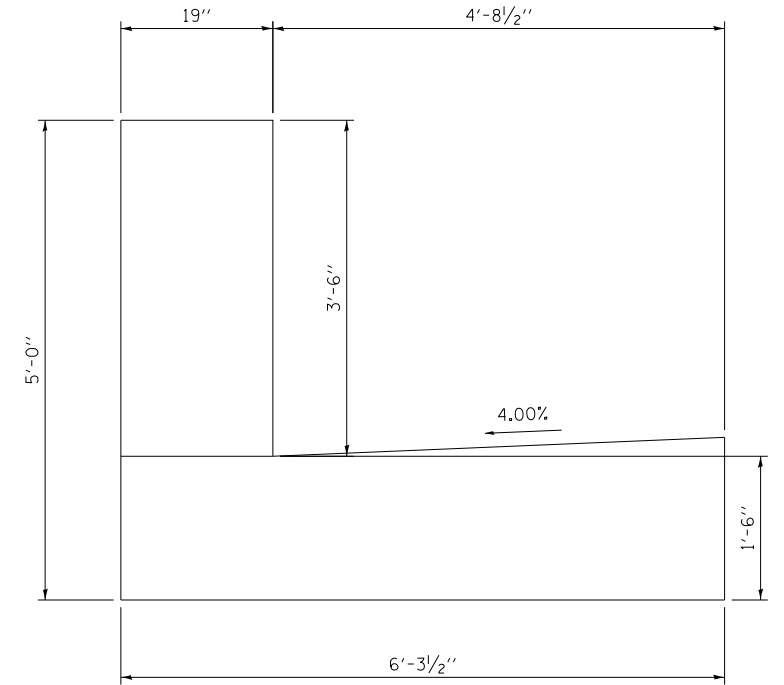
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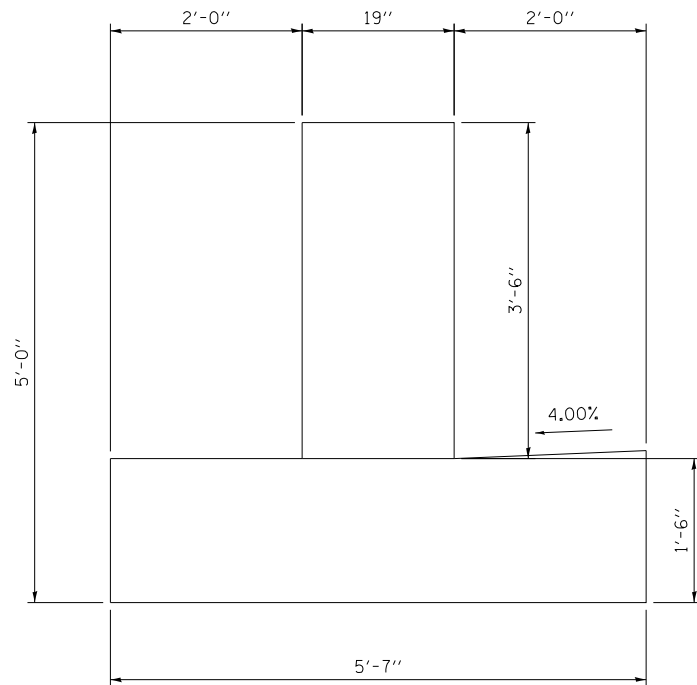
SECTION G-G



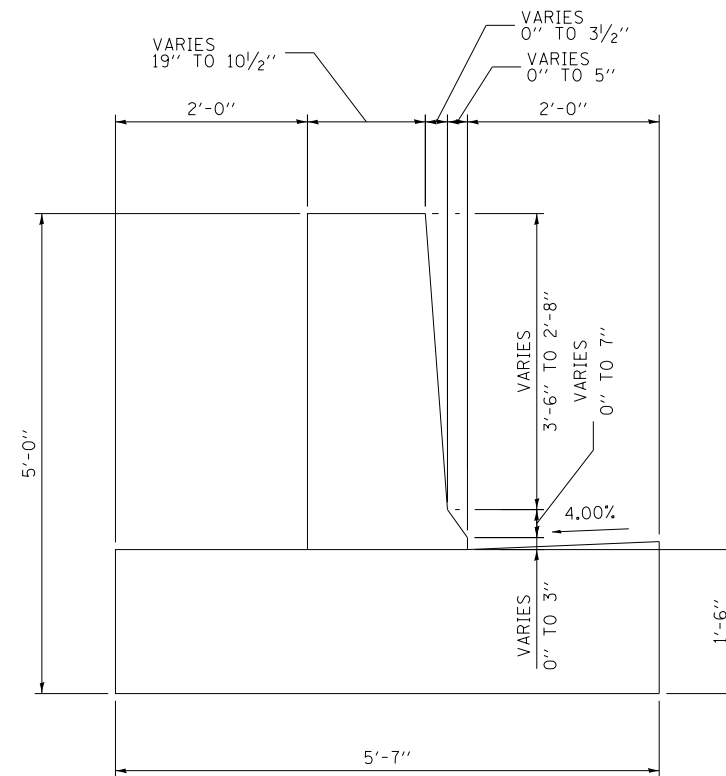
SECTION H-H



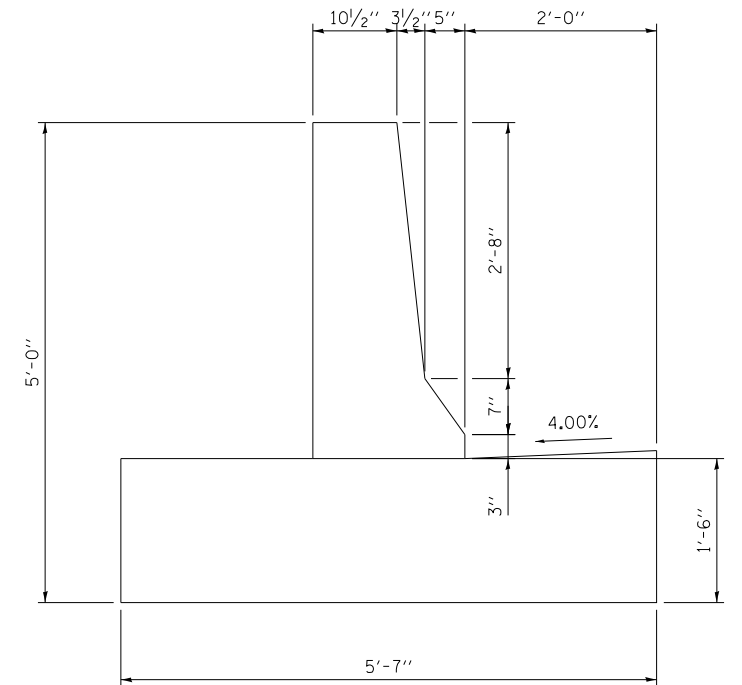
SECTION I-I



SECTION J-J



SECTION K-K



SECTION L-L

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



DI60X76-SHT-SPBAR-06.dgn
USER NAME = vjjanachione
PLOT SCALE = 2.0000' / in.
PLOT DATE = 5/9/2017

DESIGNED -
DRAWN -
CHECKED -
DATE - 5/10/17

REVISED -
REVISED -
REVISED -
REVISED -

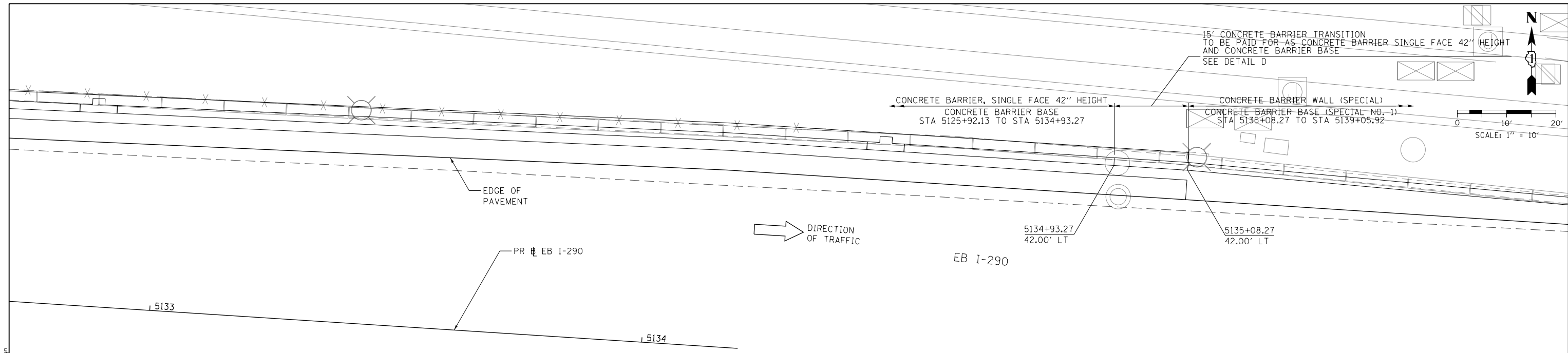
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT RACINE AVENUE BRIDGE**

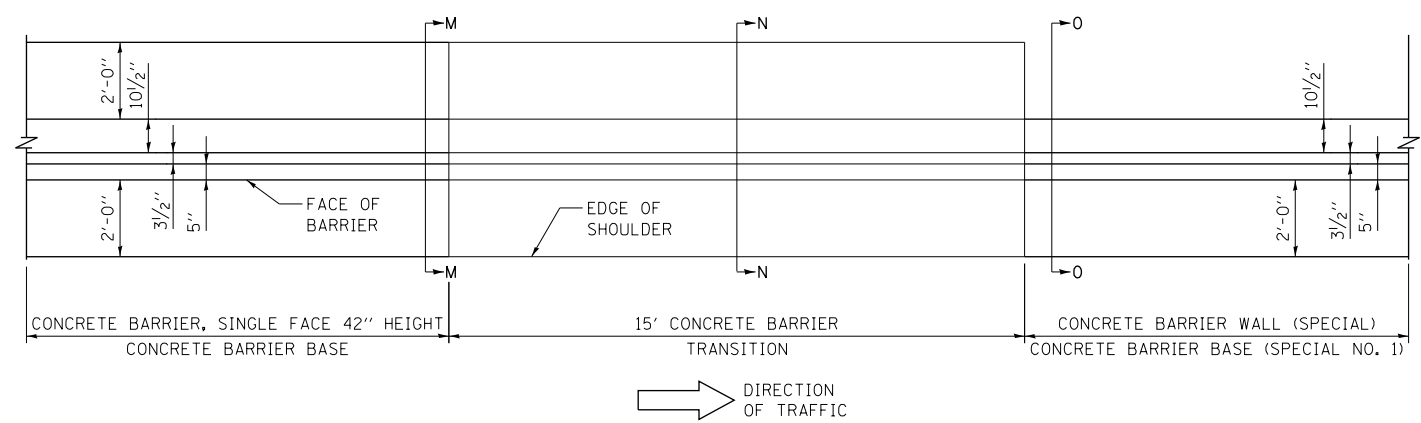
SCALE: NONE SHEET 6 OF 24 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 90 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

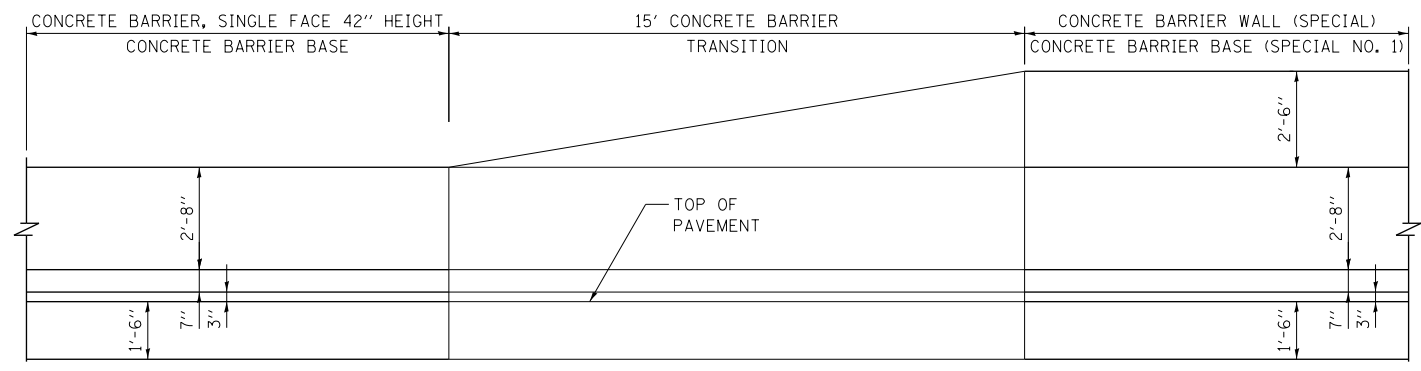
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PLAN VIEW



DETAIL "D": PLAN VIEW
SCALE: NONE



DETAIL "D": ELEVATION VIEW
SCALE: NONE
(LOOKING NORTH)



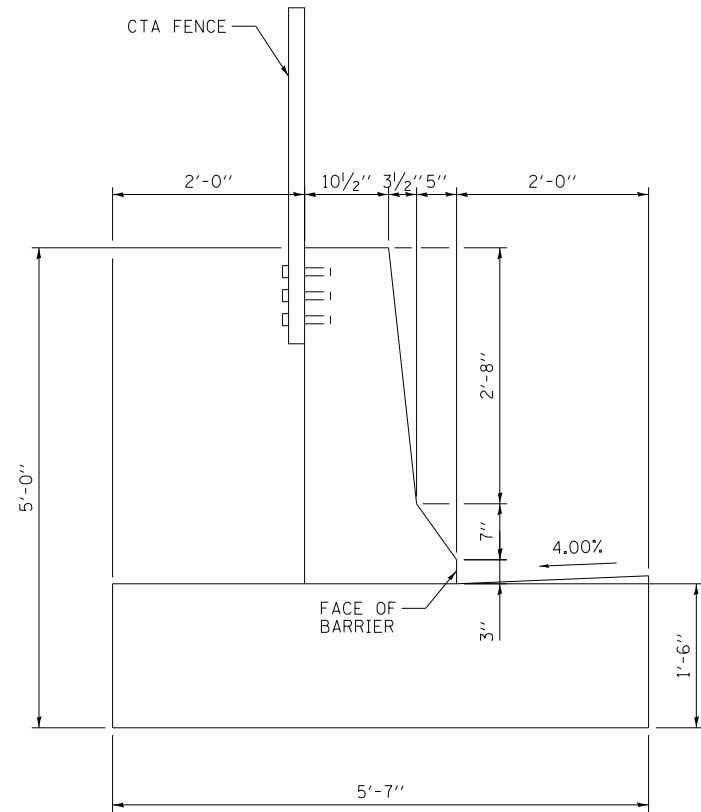
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| USER NAME = vljanachione | DRAWN - MRC | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

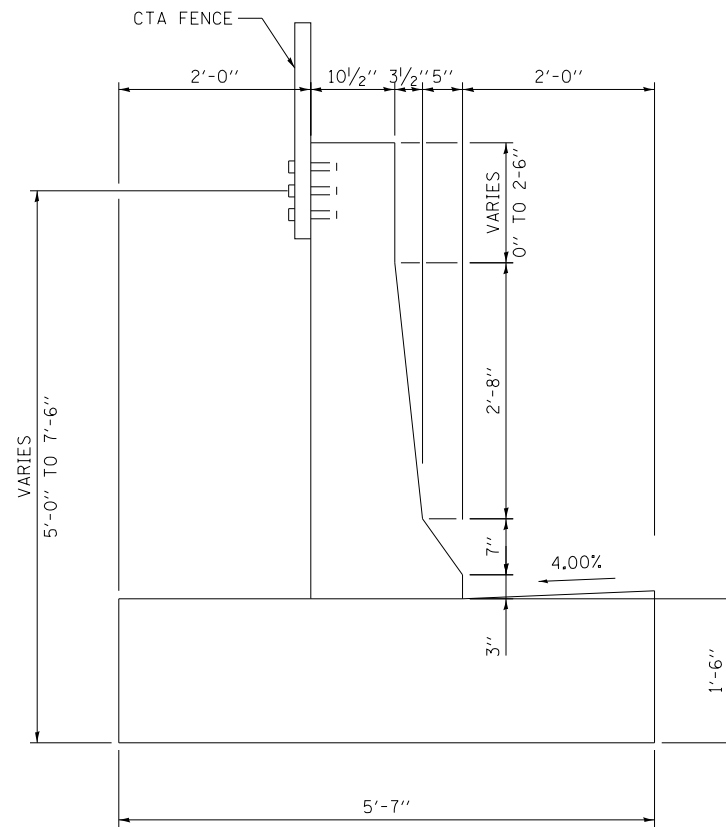
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| ROADWAY DETAILS: CONCRETE BARRIER TRANSITION | | | |
| EASTBOUND I-290 | | | |
| SCALE: 1" = 10' | SHEET 7 | OF 24 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-------------|--------|--------------|--------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 91 |
| | | | | CONTRACT NO. 60X76 |
| ILLINOIS FED. AID PROJECT | | | | |

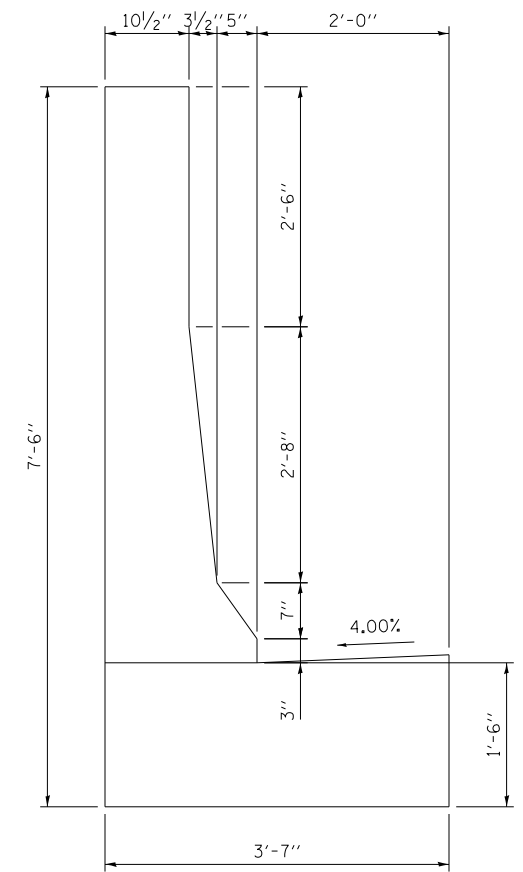
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SECTION M-M



SECTION N-N



SECTION O-O

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



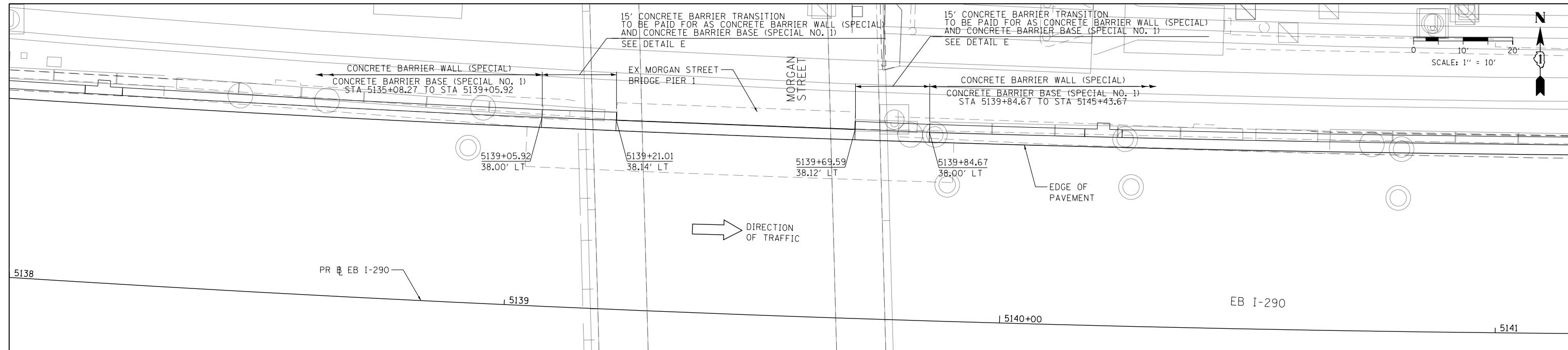
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| USER NAME = v1janachione | DRAWN - | REVISED - |
| PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

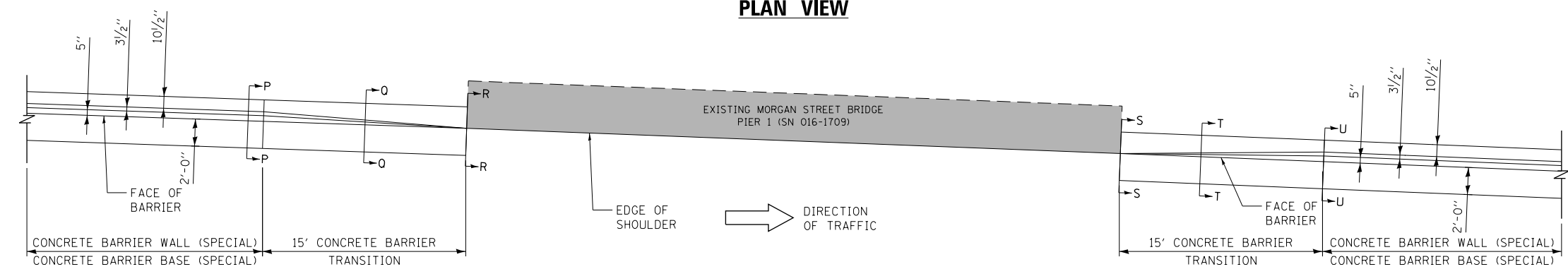
**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
EASTBOUND I-290**

SCALE: NONE SHEET 8 OF 24 SHEETS STA. TO STA.

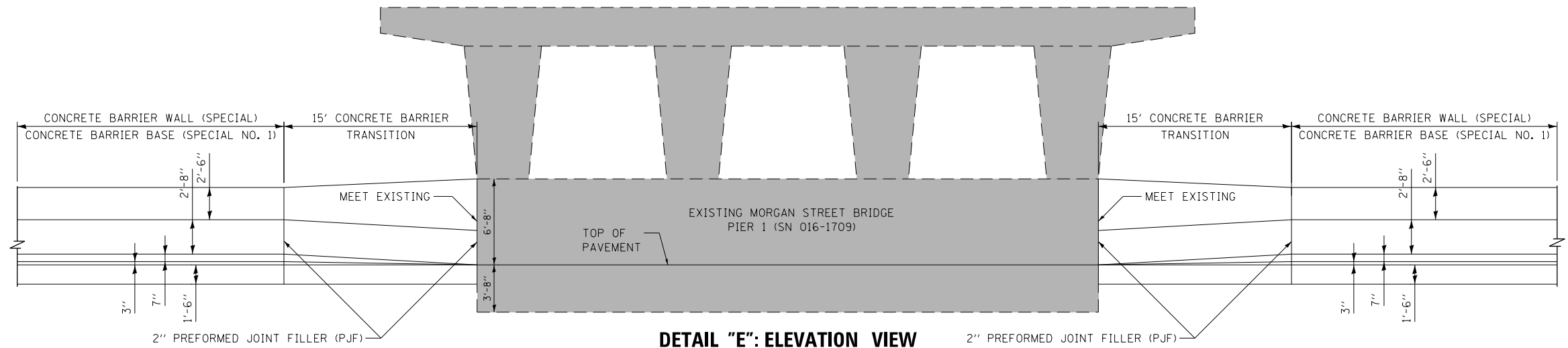
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 92 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



PLAN VIEW



DETAIL "E": PLAN VIEW
CONCRETE BARRIER TRANSITION
AT MORGAN STREET BRIDGE
SCALE: NONE



DETAIL "E": ELEVATION VIEW
CONCRETE BARRIER TRANSITION
AT MORGAN STREET BRIDGE
SCALE: NONE
(LOOKING NORTH)

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| | | |
|-----------------------------|----------------|-----------|
| D:\60X76-SHT-SPBAR-09.dgn | DESIGNED - VLJ | REVISED - |
| USER NAME = vljanachione | DRAWN - MRC | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

| | |
|----------------|-----------|
| DESIGNED - VLJ | REVISED - |
| DRAWN - MRC | REVISED - |
| CHECKED - JMG | REVISED - |
| DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

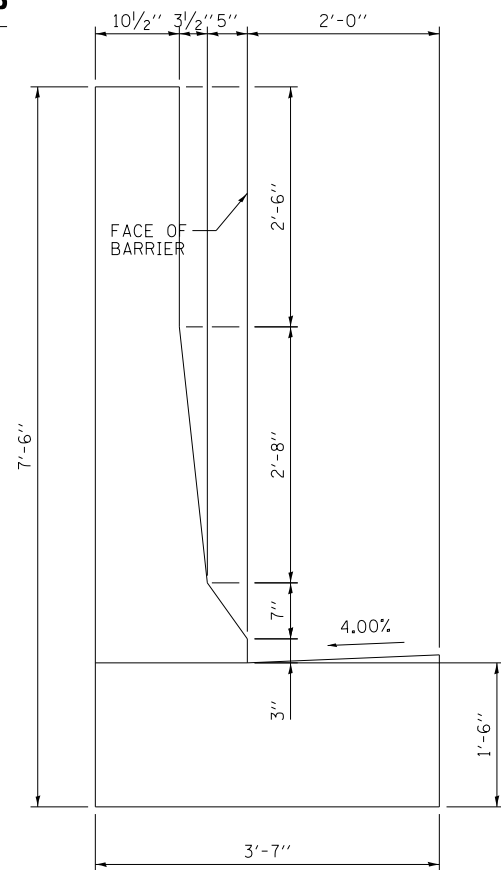
ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT MORGAN STREET BRIDGE

SCALE: 1" = 10' SHEET 9 OF 24 SHEETS STA. TO STA.

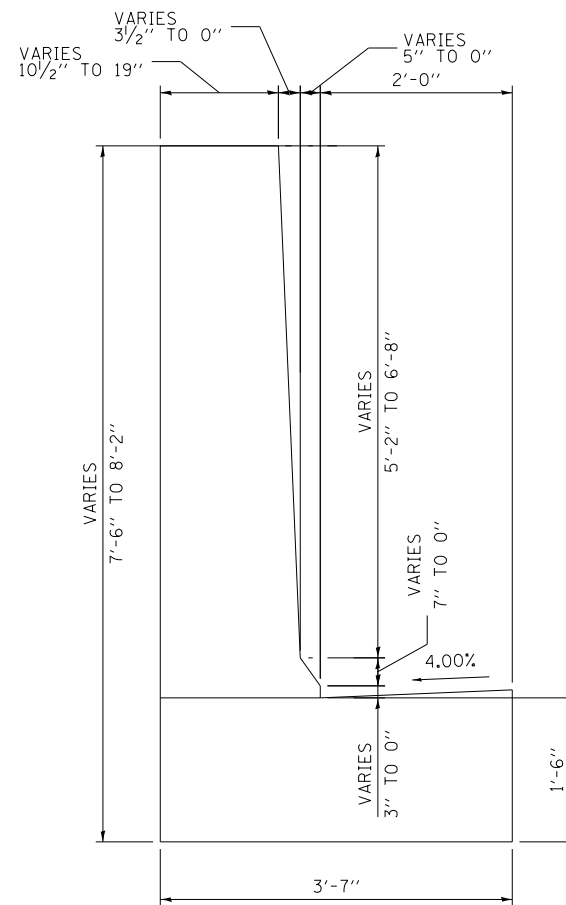
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 93 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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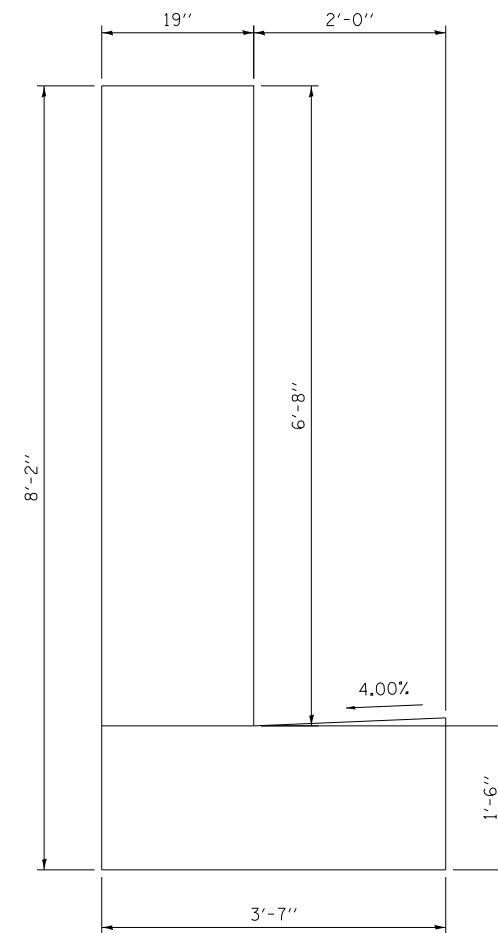
SECTION P-P



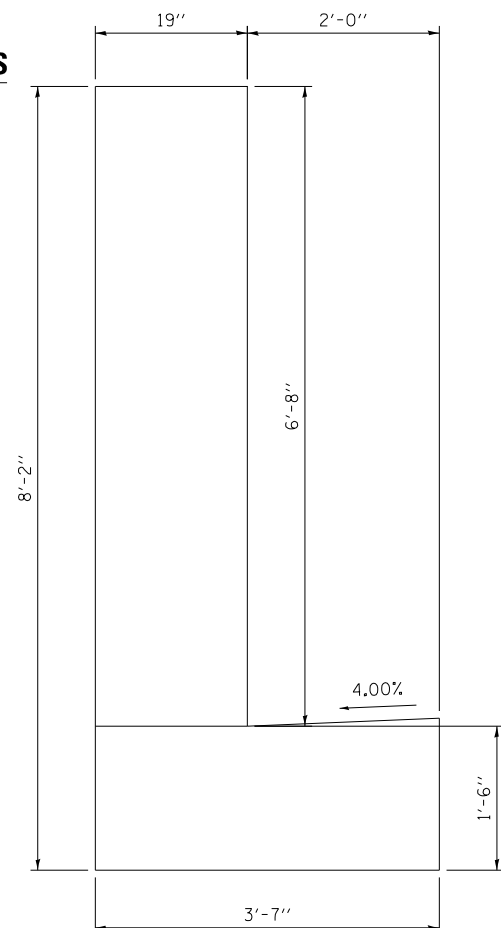
SECTION Q-Q



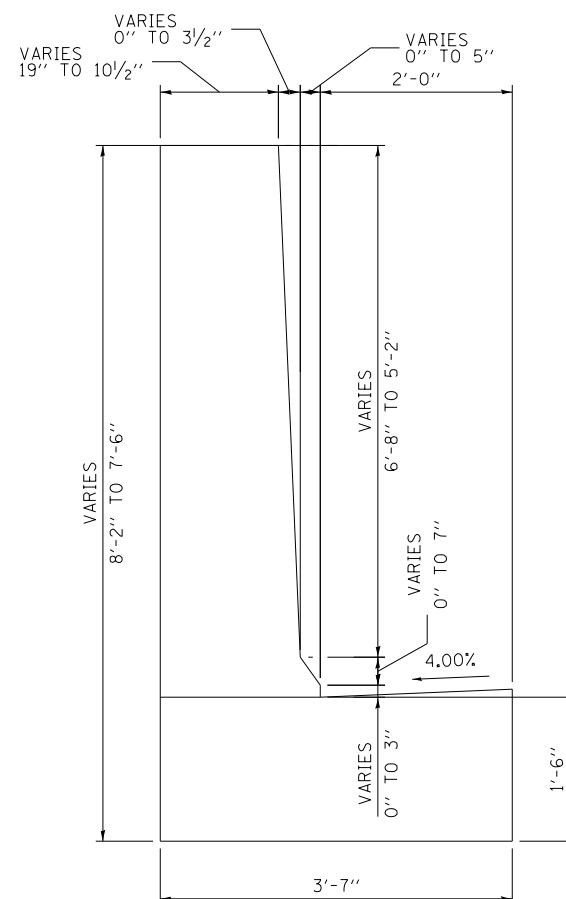
SECTION R-R



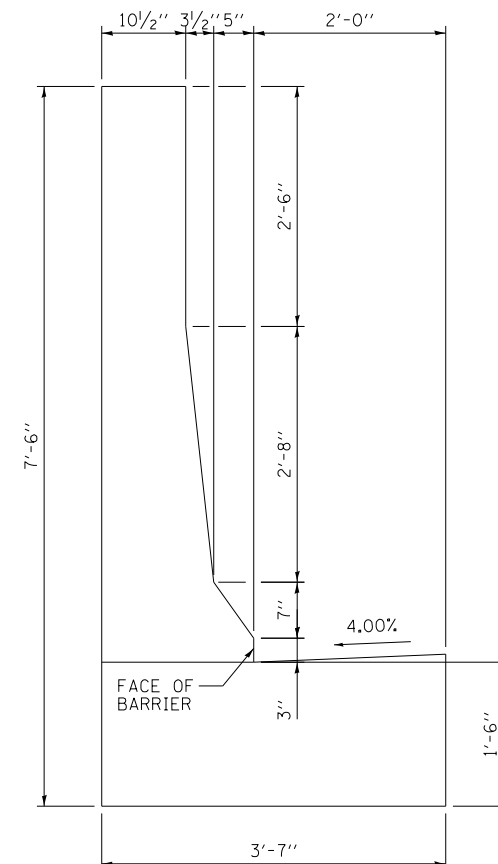
SECTION S-S



SECTION T-T



SECTION U-U



NOTE: FOR REINFORCEMENT DETAILS SEE SHEETS 109 TO 111



DI60X76-SHT-SPBAR-10.dgn
 USER NAME = v1janachione
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 5/9/2017

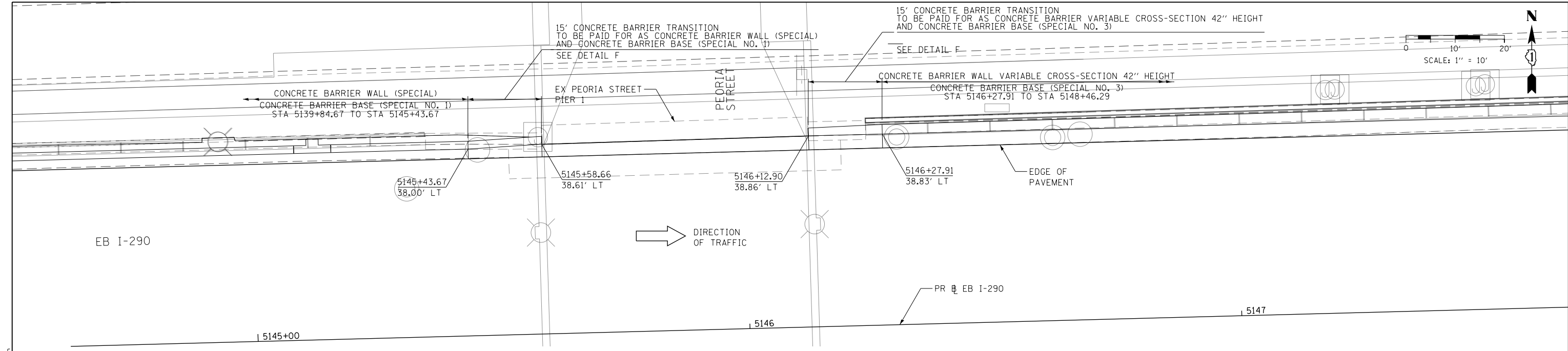
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| DESIGNED - | REVISED - |
| DRAWN - | REVISED - |
| CHECKED - | REVISED - |
| DATE - 5/10/17 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

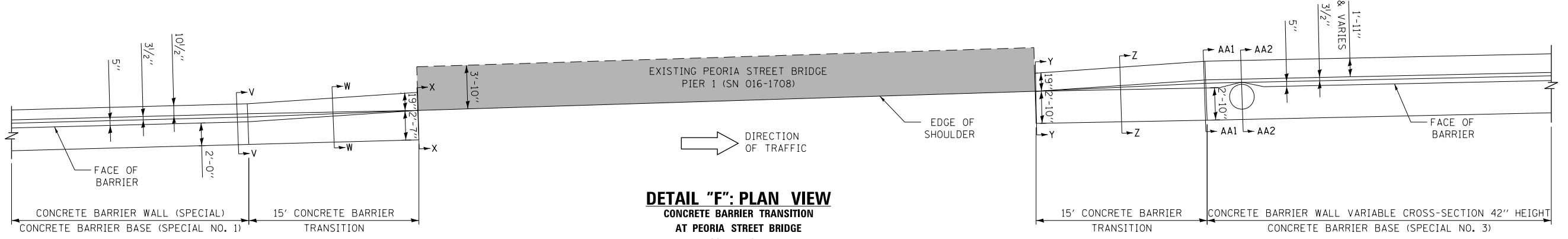
**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
 AT MORGAN STREET BRIDGE**

SCALE: NONE SHEET 10 OF 24 SHEETS STA. TO STA.

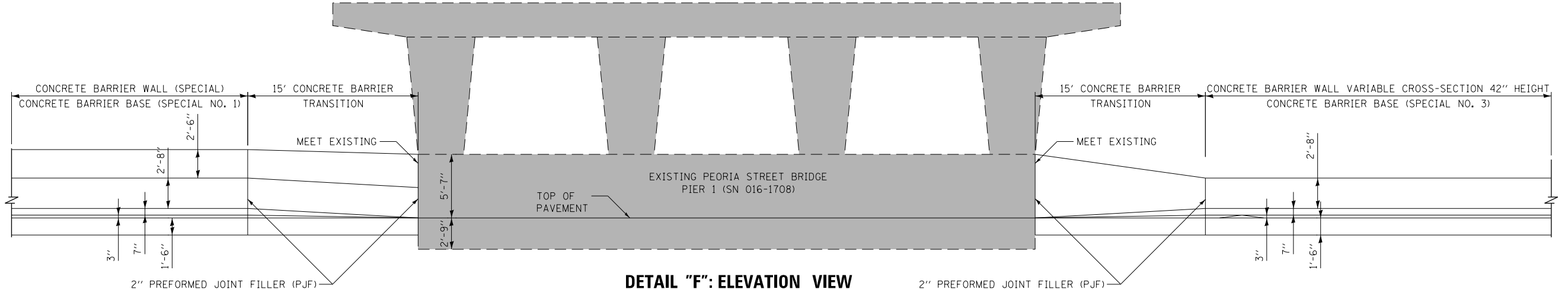
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 94 |
| CONTRACT NO. 60X76 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



PLAN VIEW



DETAIL "F": PLAN VIEW
CONCRETE BARRIER TRANSITION
AT PEORIA STREET BRIDGE
SCALE: NONE



DETAIL "F": ELEVATION VIEW
CONCRETE BARRIER TRANSITION
AT PEORIA STREET BRIDGE
SCALE: NONE
(LOOKING NORTH)

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D160X76-SHT-SPBAR-11.dgn
USER NAME = v1janachione
PLOT SCALE = 20.0000' / in.
PLOT DATE = 5/9/2017

DESIGNED - VLJ
DRAWN - MRC
CHECKED - JMG
DATE - 5/10/17

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

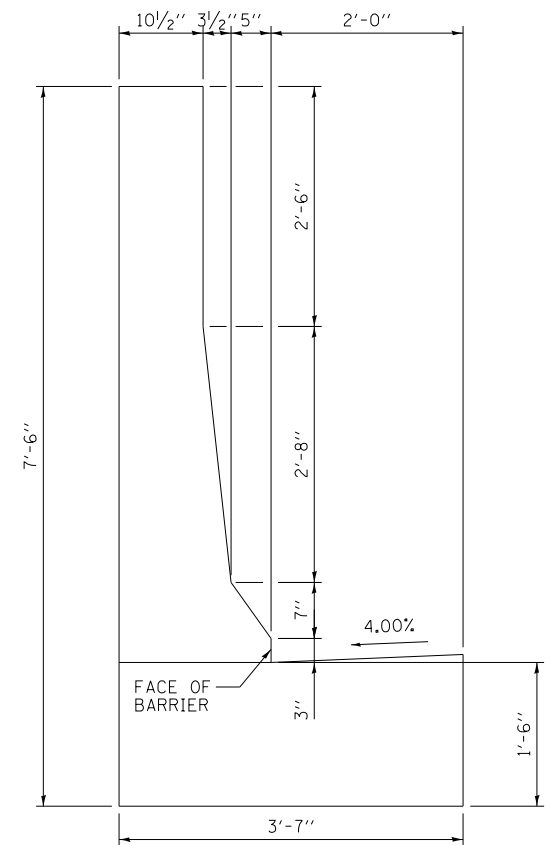
**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT PEORIA STREET BRIDGE**

SCALE: 1" = 10' SHEET 11 OF 24 SHEETS STA. TO STA.

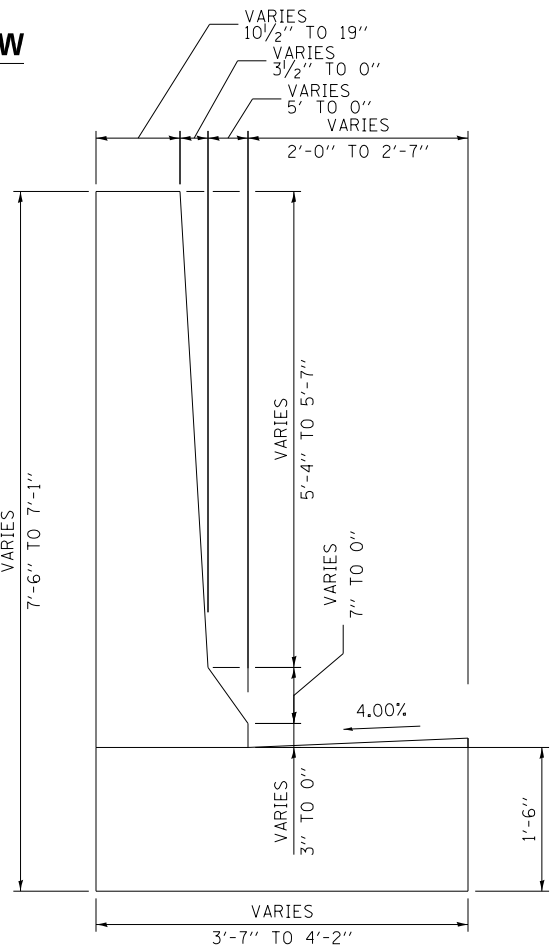
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 95 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

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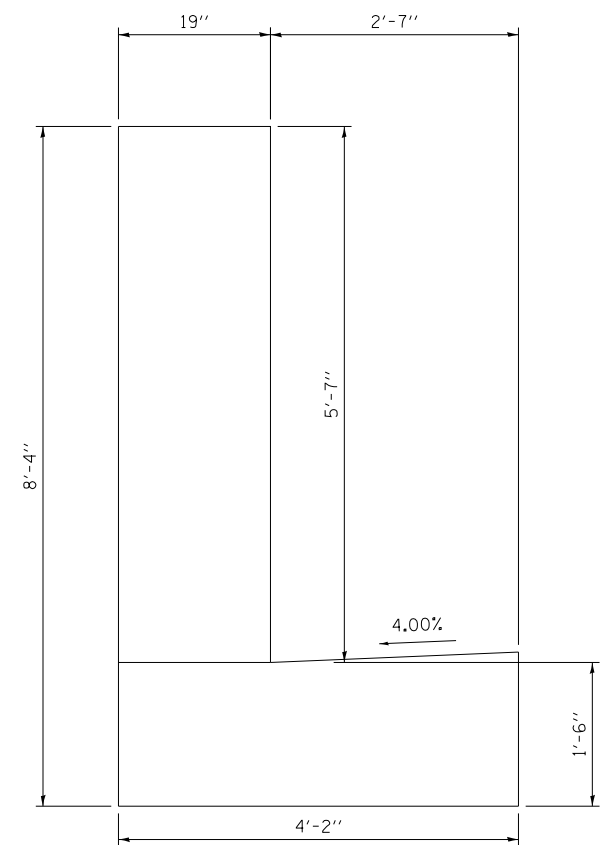
SECTION V-V



SECTION W-W

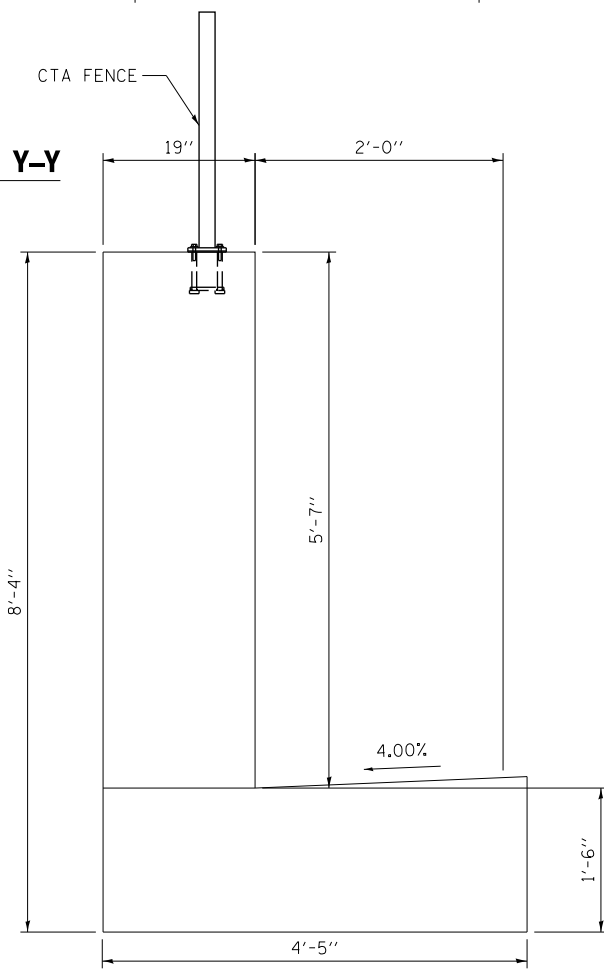


SECTION X-X

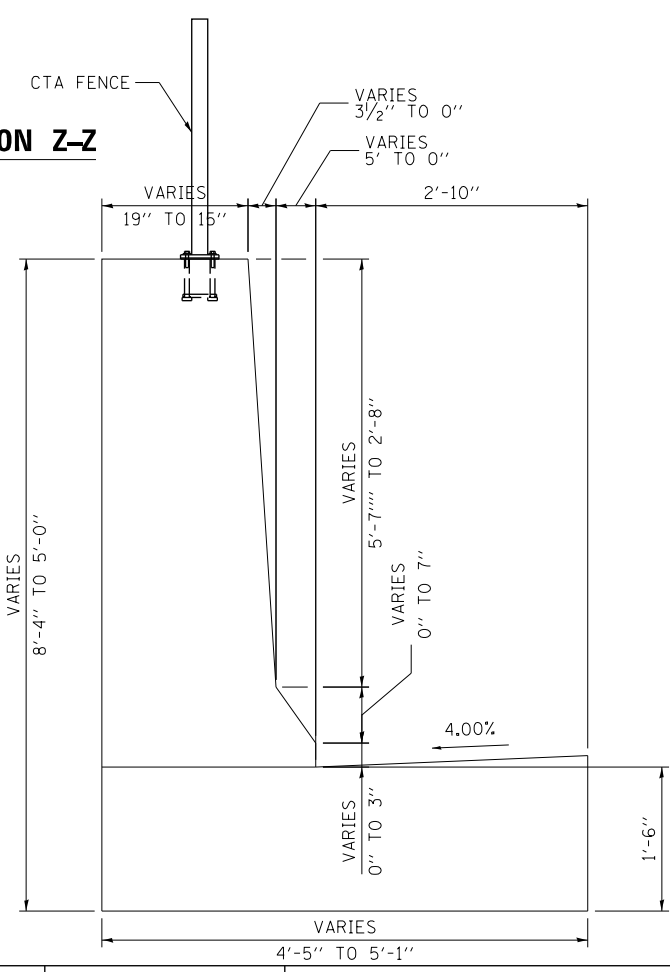


NOTE: FOR REINFORCEMENT DETAILS SEE SHEETS 109 TO 111

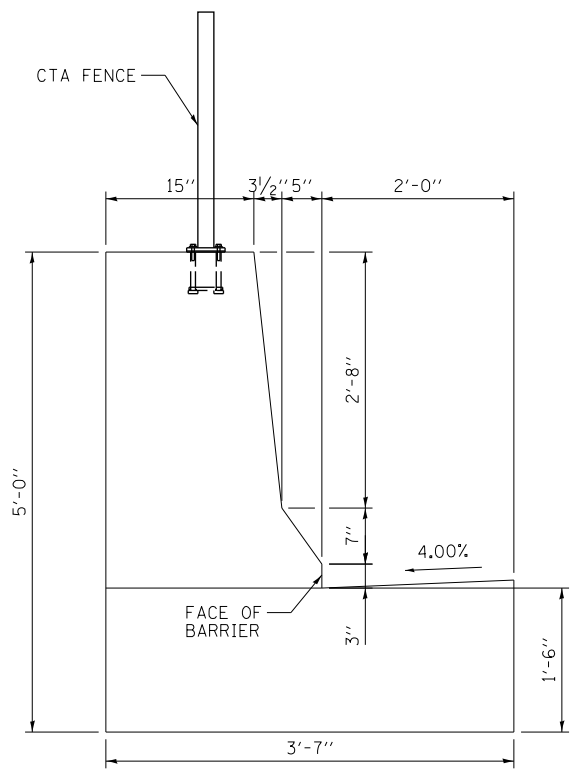
SECTION Y-Y



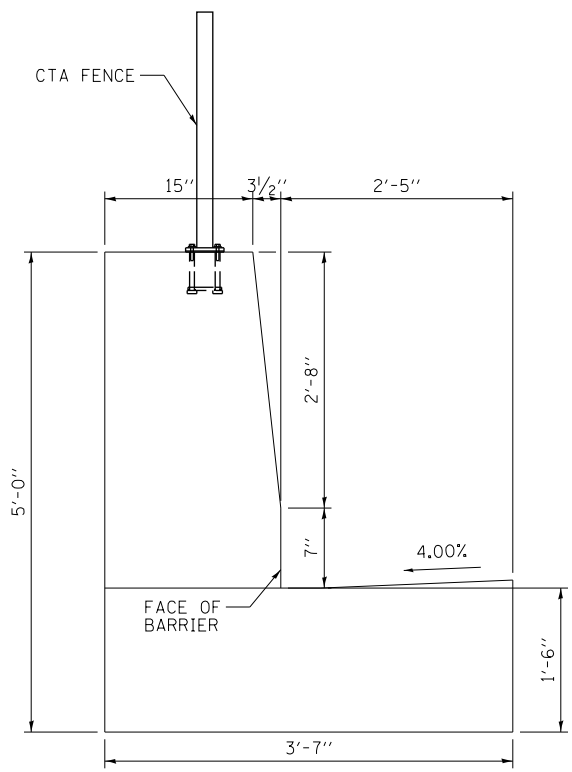
SECTION Z-Z



SECTION AA1-AA1



SECTION AA2-AA2



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|----------------------------|----------------|-----------|
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| USER NAME = v1janachione | DRAWN - | REVISED - |
| PLOT SCALE = 2.0000' / in. | CHECKED - | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

| | |
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| DESIGNED - | REVISED - |
| DRAWN - | REVISED - |
| CHECKED - | REVISED - |
| DATE - 5/10/17 | REVISED - |

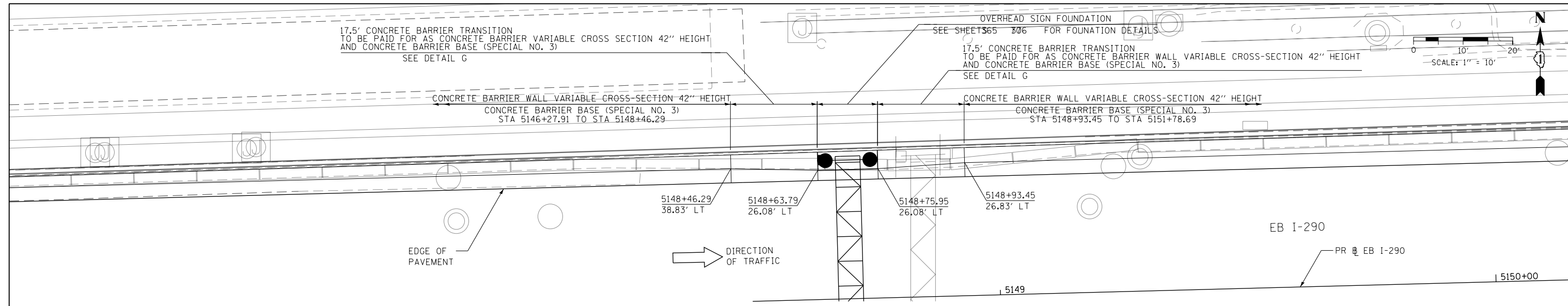
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT PEORIA STREET BRIDGE**

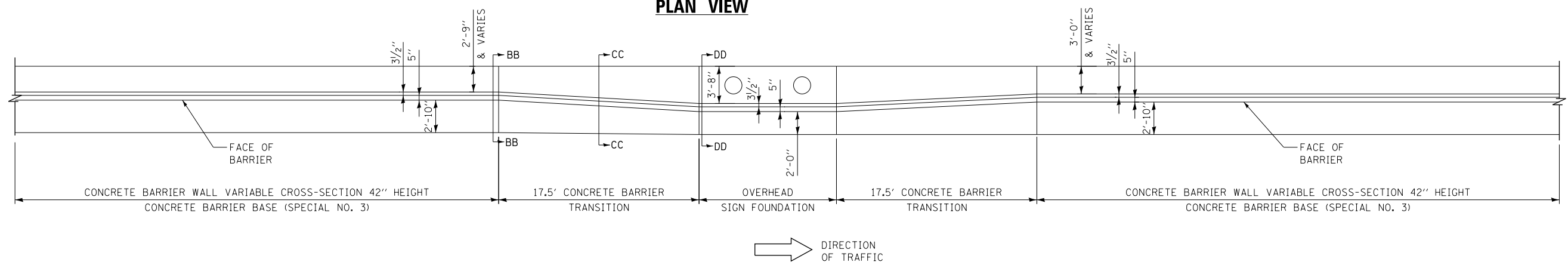
SCALE: NONE SHEET 12 OF 24 SHEETS STA. TO STA.

| | | | | |
|-----------------------|---------------------|-------------|---------------------------|--------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 96 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

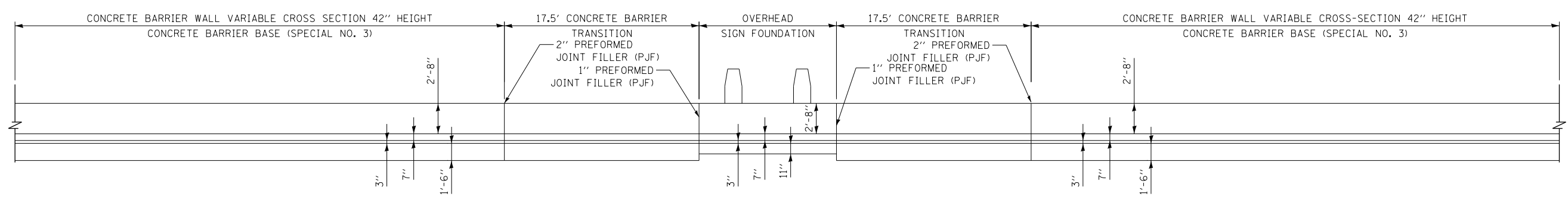
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PLAN VIEW



DETAIL "G": PLAN VIEW
 CONCRETE BARRIER TRANSITION
 AT OVERHEAD SIGN TRUSS
 SCALE: NONE



DETAIL "G": ELEVATION VIEW
 CONCRETE BARRIER TRANSITION
 AT OVERHEAD SIGN TRUSS
 SCALE: NONE
 (LOOKING NORTH)



| | | |
|-----------------------------|----------------|-----------|
| D160X76-SHT-SPBAR-13.dgn | DESIGNED - VLJ | REVISED - |
| USER NAME = vljanachione | DRAWN - MRC | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

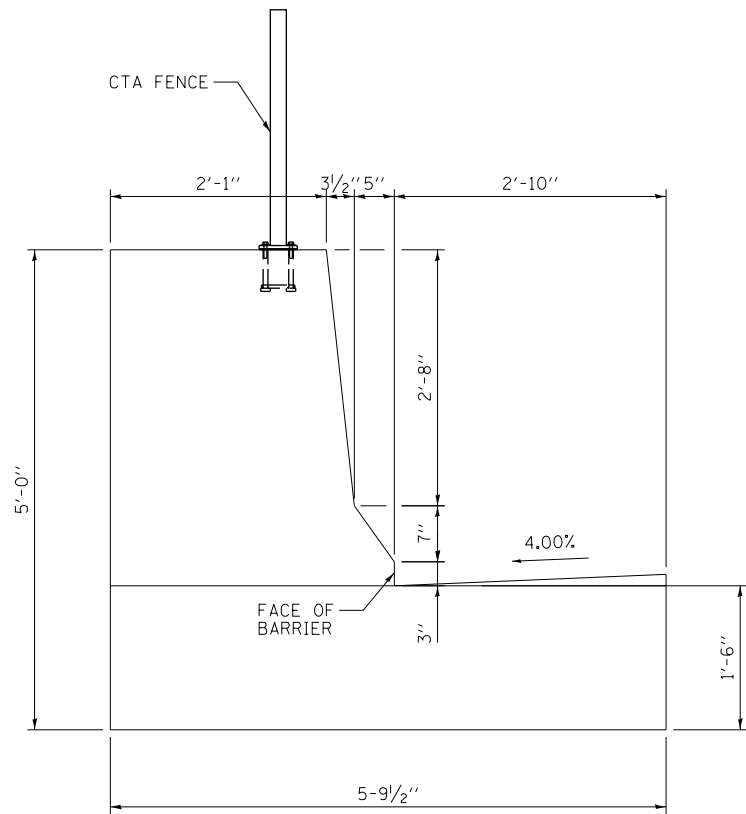
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT OVERHEAD SIGN TRUSS

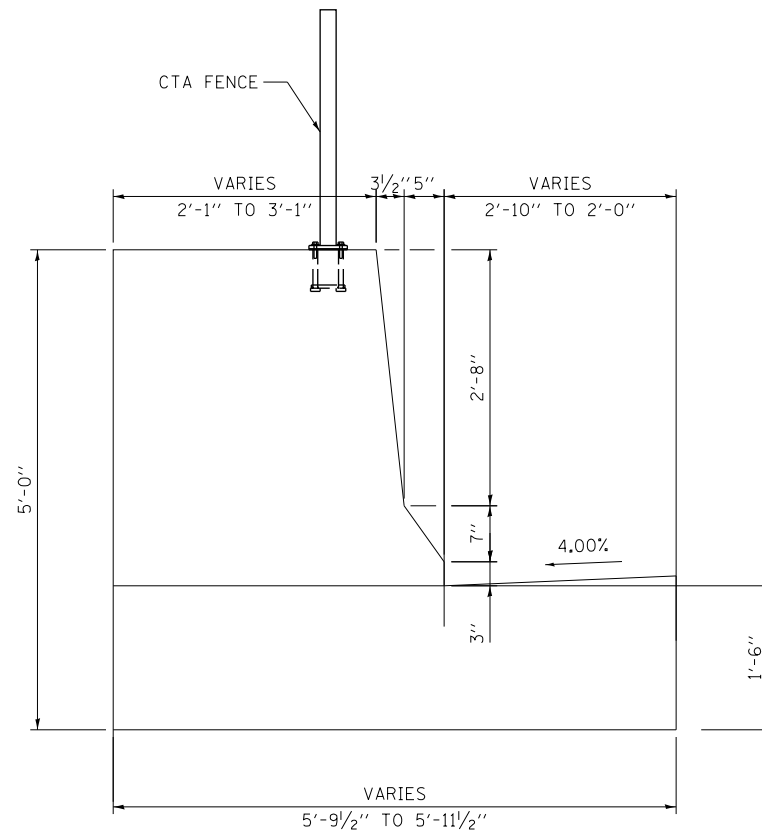
SCALE: 1" = 10' SHEET 13 OF 24 SHEETS STA. TO STA.

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94/290 | 2014-002R&B | COOK | 814 | 97 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |

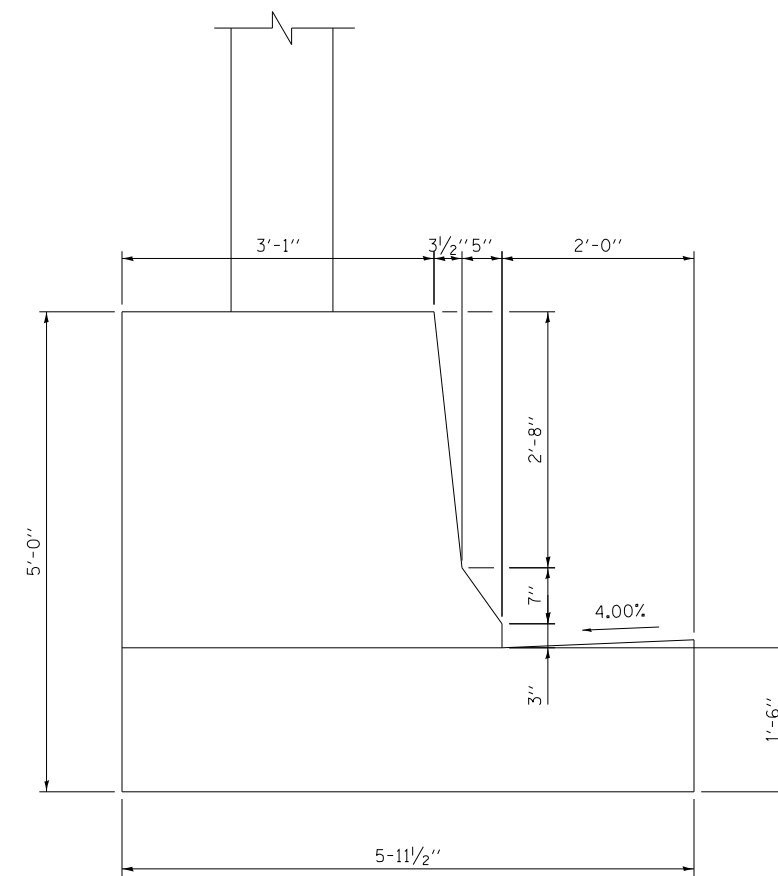
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SECTION BB-BB



SECTION CC-CC



SECTION DD-DD

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



DI60X76-SHT-SPBAR-14.dgn
USER NAME = v1janachione
PLOT SCALE = 2.0000' / in.
PLOT DATE = 5/9/2017

DESIGNED -
DRAWN -
CHECKED -
DATE - 5/10/17

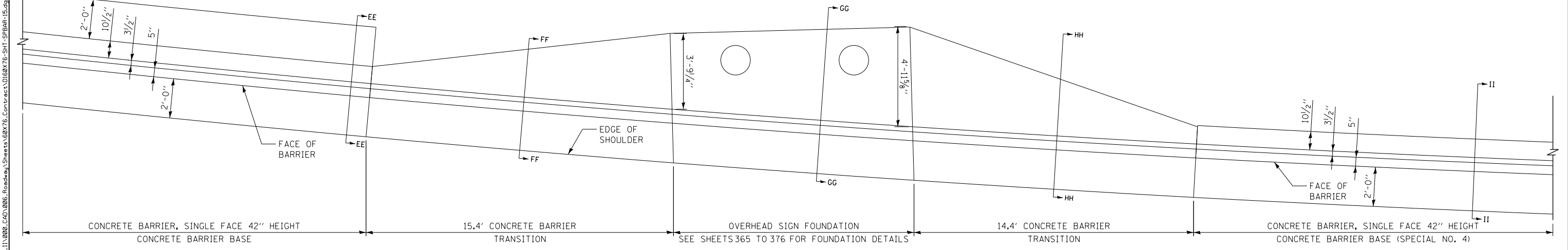
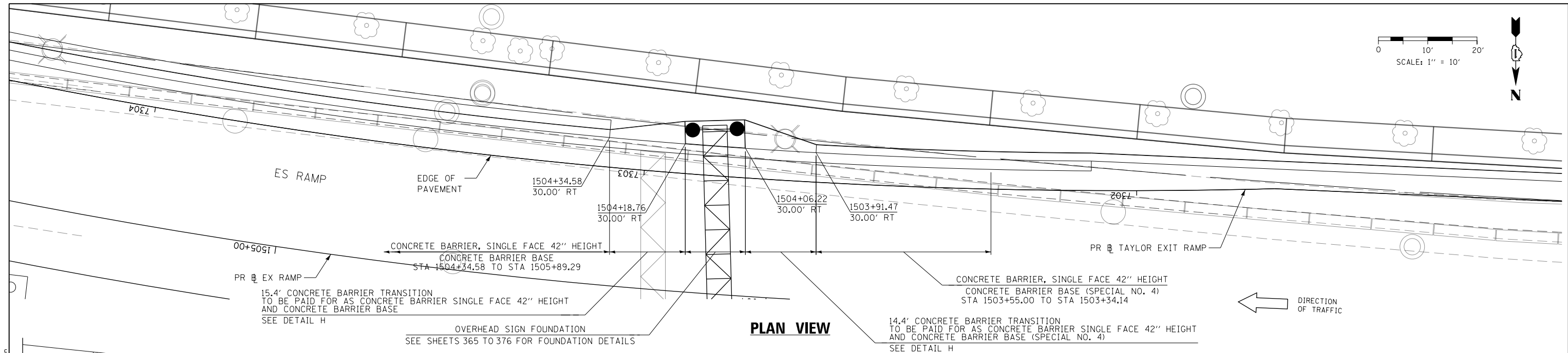
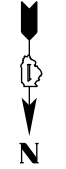
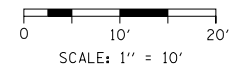
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

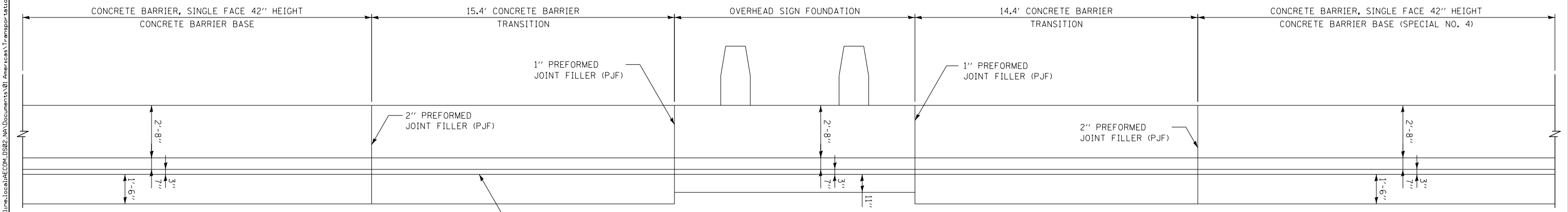
ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT OVERHEAD SIGN TRUSS

SCALE: NONE SHEET 14 OF 24 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 98 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |



DETAIL "H": PLAN VIEW
 CONCRETE BARRIER TRANSITION
 AT OVERHEAD SIGN TRUSS
 SCALE: NONE



DETAIL "H": ELEVATION VIEW
 CONCRETE BARRIER TRANSITION
 AT OVERHEAD SIGN TRUSS
 SCALE: NONE
 (LOOKING SOUTH)

FILE PATH = p:\617479-PMINT\secomon\line\local\pdc\0502_NA\Documents\01_Americas\Transportation\60269938_Circle\Phase 11\000_CAD\006_Roadway\Sheets\60X76_Contract\0160X76-SHT-SPBAR-15.dgn



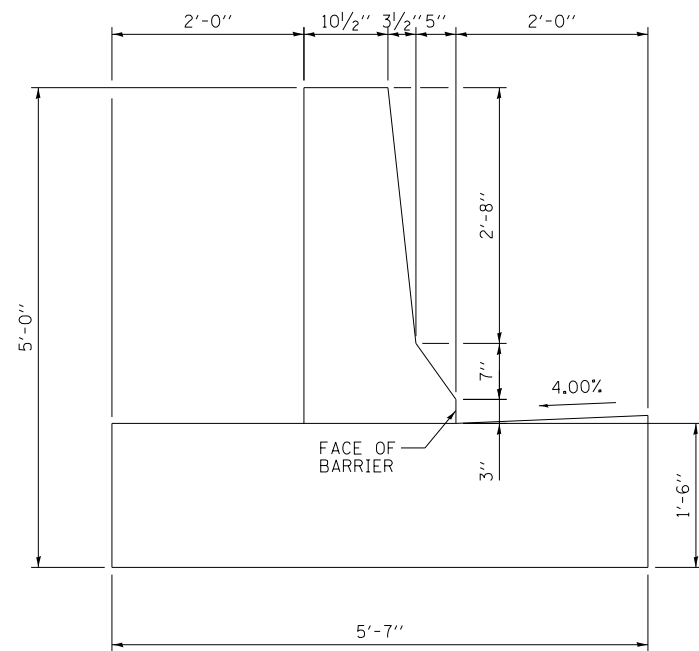
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| USER NAME = vljanachione | DRAWN - MRC | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - JMG | REVISED - |
| PLOT DATE = 5/9/2017 | DATE - 5/10/17 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

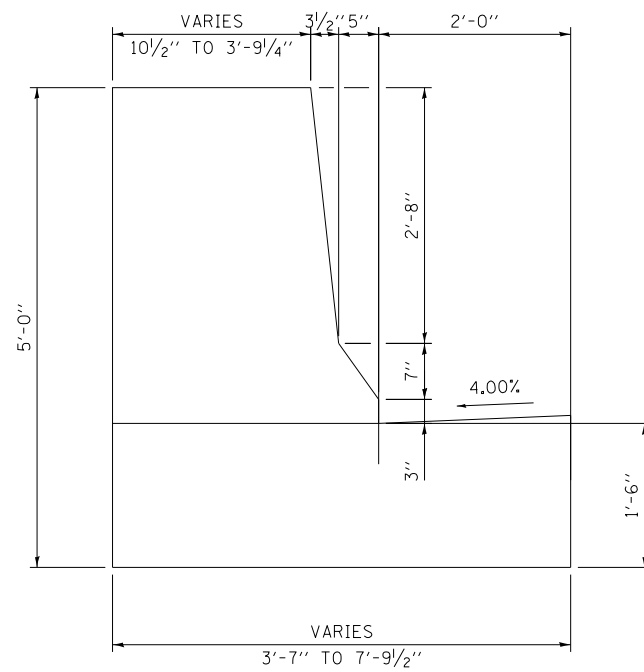
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|--|----------|--------------|--------------|
| ROADWAY DETAILS: CONCRETE BARRIER TRANSITION AT OVERHEAD SIGN TRUSS | | | |
| SCALE: 1" = 10' | SHEET 15 | OF 24 SHEETS | STA. TO STA. |

| | | | | |
|-----------------------|---------------------|-------------|------------------|---------------------------|
| F.A.I. RTE. 90/94/290 | SECTION 2014-002R&B | COUNTY COOK | TOTAL SHEETS 814 | SHEET NO. 99 |
| CONTRACT NO. 60X76 | | | | ILLINOIS FED. AID PROJECT |

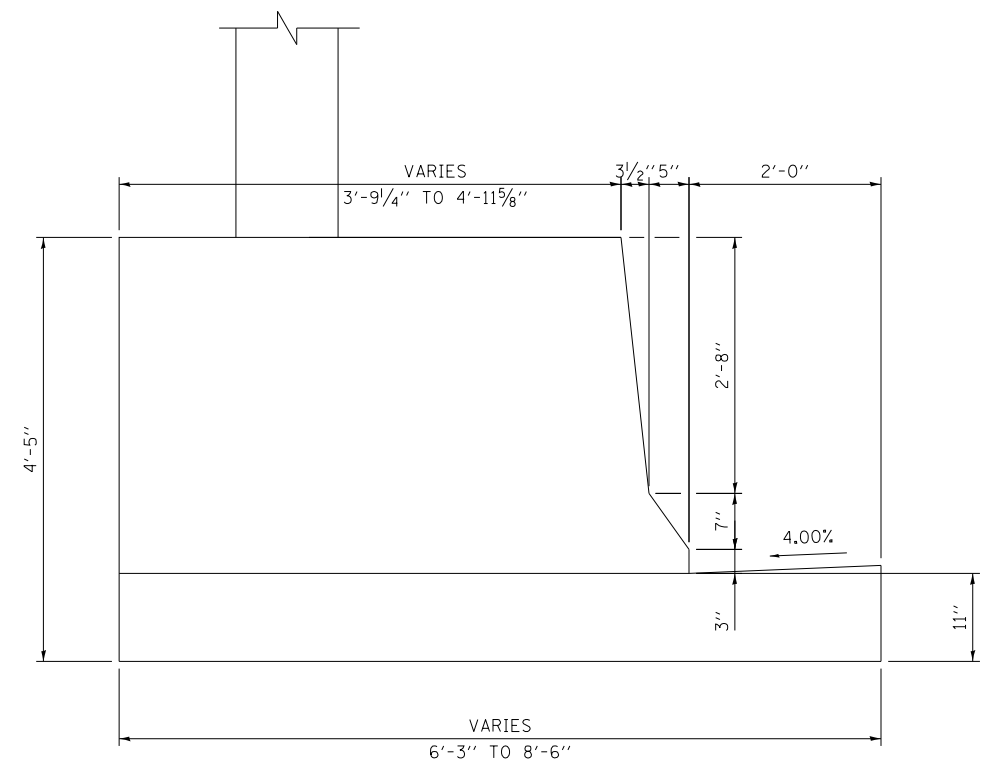
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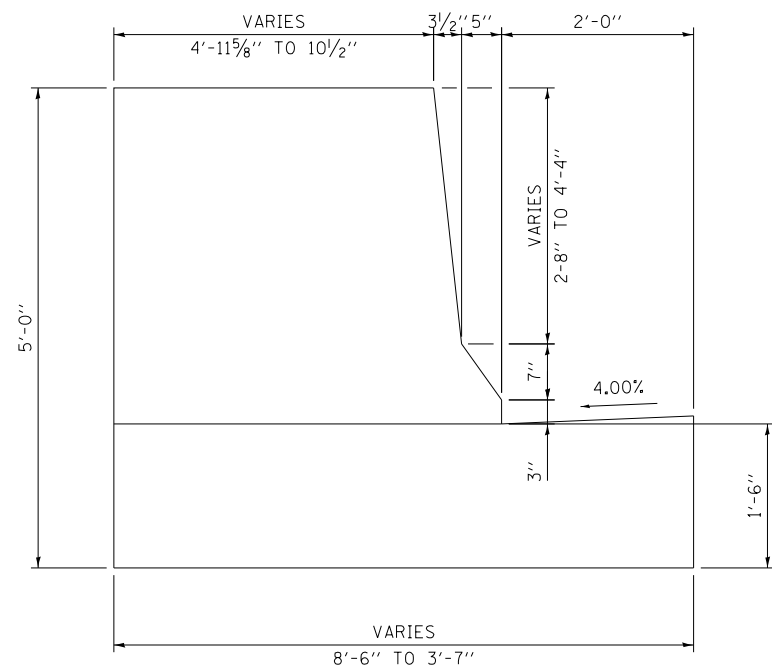
SECTION EE-EE



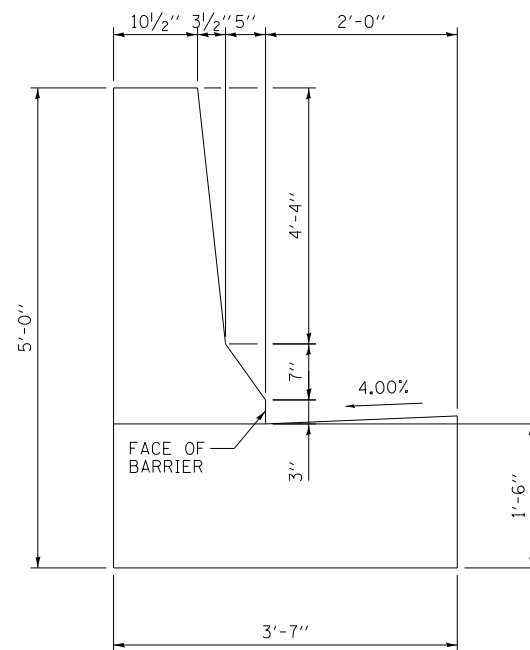
SECTION FF-FF



SECTION GG-GG



SECTION HH-HH



SECTION II-II

NOTE: FOR REINFORCEMENT DETAILS
SEE SHEETS 109 TO 111



D160X76-SHT-SPBAR-16.dgn
USER NAME = v1janachione
PLOT SCALE = 2.0000' / in.
PLOT DATE = 5/9/2017

DESIGNED -
DRAWN -
CHECKED -
DATE - 5/10/17

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS: CONCRETE BARRIER TRANSITION
AT OVERHEAD SIGN TRUSS

SCALE: NONE SHEET 16 OF 24 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------|--------|---------------------------|-----------|
| 90/94/290 | 2014-002R&B | COOK | 814 | 100 |
| CONTRACT NO. 60X76 | | | ILLINOIS FED. AID PROJECT | |